

THE PENNSYLVANIA RAILROAD

EASTERN REGION

EASTERN PENNSYLVANIA DIVISION

MIDDLE DIVISION

Time-Table No. 6

In effect 2.01 A. M., Sunday, September 16, 1945

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

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

H. H. PEVLER,
General Superintendent.

P. M. ROEPER,
Supt. Freight Transportation.

H. G. HOSTETTER,
Superintendent.

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2024

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INDEX

	PAGES
Stations, Distances, Sidings, Capacity, etc.....	3 to 9
Schedule Pages.....	10 to 32
Main Line:	
Westward.....	10 to 19
Eastward.....	20 to 29
Bald Eagle and Bellefonte Branches.....	30
Bedford and Mt. Dallas Branches (H.&B.T.R.R.).....	32
Opening and Closing Hours of Ticket Offices.....	33
Extra Stops by Passenger Trains.....	34
United States Mail Work.....	34
Express and Milk Trains.....	35
Arranged Freight Train Service.....	36 to 39

SPECIAL INSTRUCTIONS

Automatic Block System.....	81
Automatic Highway Crossing Signals.....	59
Bulletin Boards.....	45
Color Signals.....	40
Communicating Signals.....	44
Cab Signals.....	78
Dragging Equipment Detectors.....	62
Electric Locks on Hand Operated Switches.....	54
Engine Whistle Signals.....	41
Engine and Other Equipment Restrictions.....	72
Employees Register.....	45
Fixed Signals.....	78
General Instructions.....	83
General Order Zones.....	47
Hand, Flag and Lamp Signals.....	41
Hospitals.....	89
Hot Boxes on Passenger and Freight Trains.....	88
Icing Cars.....	87
Interlocking.....	82
Letters and Characters.....	40
Manual Block System.....	80
Maximum Speeds.....	64
Medical Examiners and Company Surgeons.....	89
Movement of Trains.....	53
Movement of Track Cars.....	53
Movement by Train Orders.....	62
Non-interlocked Railroad Crossings at Grade.....	57
Operation of Freight Trains on Descending Grades.....	84
Personal Injuries.....	88
Qualification of Conductor or Engineman.....	47
Qualification Pages.....	92
Secondary Tracks.....	49
Speed Table.....	63
Spring Switches.....	55
Standard Time.....	40
Superiority of Trains.....	45
Symbols.....	40
Train Signals.....	44
Track Assignment.....	47
Use of Pusher Engines.....	58
Use of Signals.....	44
Use of Telephones.....	82
Yards and Yard Instructions.....	63

MAIN LINE

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

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Deer	Huntingdon
Pete	Huntingdon

HOLLIDAYSBURG & PETERSBURG BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				PETERSBURG.....				
				PETE.....	0.6			
		†		HATFIELD.....	3.5			
				ALEXANDRIA.....	5.0			
				ALFARATA.....	6.2			
		†		ALF.....	6.2			
				WATER STREET.....	7.1			
				GOODMAN.....	8.9			
		†		BLAIRFOUR.....	10.6			
				MOUNT ETNA.....	11.3			
				COVEDALE.....	14.0			
				CLOVER CREEK JCT.....	15.1			
		†		CLOVER.....	15.1			
				WILLIAMSBURG.....	17.3			
				GANISTER.....	19.3			
			X	SPRING.....	19.3			
				CANOE CREEK JCT.....	22.8			
		†		HORRELL.....	24.0			
				FRANKSTOWN.....	28.5			
			X	FRANK.....	28.5			
				JCT. MOR. COVE BR.....	31.0			
			X	HOLLY.....	31.2			
		†		HOLLIDAYSBURG.....	31.3			
X	X	X		WYE.....	32.4			
X	X	X		ELDORADO.....	35.6			
X	X	X		ALTO.....	38.6			
				ALTOONA.....	38.9			

NOTE—X indicates in service.

The direction from Petersburg to Altoona is westward.
Block stations open continuously, except:
Hatfield, Alf, Blair Four, Clover, Horrell and Hollidaysburg are emergency block stations opened only by train order.

Block-Limit stations controlled by open block stations:

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

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Pete	Huntingdon
Eldorado	Wye

BEDFORD BRANCH

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

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations.

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

MT. DALLAS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunning's Creek Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	DUNNINGS CREEK JCT.....				
				CREEK.....				
				CLIFFS.....	0.5			
				LUTZVILLE.....	3.3			
				ASHCOM.....	3.2			
				MT. DALLAS.....	6.9			
			X	DALLAS.....	6.9			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Creek	Wye
Dallas	Wye

CLEARFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cur.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	CUR.....				
			X	CLEARFIELD.....	6.3			
				FIELD.....	7.8			
				WOODLAND.....	12.5			29
				BIGLER.....	14.9			
				WALLACETON.....	17.4			33
			X	LACE.....	17.4			
				BLUE BALL.....	19.6			
				GRAHAM.....	21.4			
X	X			RG (N.Y.C. R.R.) (*).....	23.0			
			X	PHIL.....	23.3			
				PHILIPSBURG.....	23.5			
				MAPLE.....	26.0			
		X	X	MILLS.....	27.6			
				OSCEOLA MILLS.....	28.0			
				RETORT.....	31.3			
				SANDY RIDGE.....	32.0			
			X	SUMMIT.....	33.8			75
				VAIL.....	43.7			
X	X	X		PARK.....	45.3			
				TYRONE.....	46.8			

NOTE—X indicates in service.

The direction from Cur to Tyrone is southward.

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

Block stations open continuously, except:

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

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Cur	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12.01 A. M. to 8.01 A. M. Sunday.
Field	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12.01 A.M. to 8.01 A.M. Sunday.
Lace	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12.01 A.M. to 8.01 A.M. Sunday.
Phil	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12.01 A. M. to 8.01 A. M. Sunday.
Mills	Park—Daily Ex. Sun. 12.01 A.M. to 8.01 A.M. Sunday.
Summit	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12:01 A. M. to 8:01 A.M. Sunday.

MOSHANNON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mills	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
---	---	X	X	MILLS	---	---	---	---
---	---	---	X	COAL RUN JUNCTION	2.1	---	---	---
---	---	---	---	COAL	2.1	---	---	---
---	---	---	---	GOSS RUN JUNCTION	4.6	---	---	---
---	---	---	---	HOUTZDALE	5.7	---	---	---
---	---	---	---	AMESVILLE JUNCTION	6.9	---	---	---
---	---	---	---	EXCELSIOR	7.8	---	---	---
---	---	---	---	RAMEY	8.9	---	---	---
---	---	---	X	RAM	8.9	---	---	35

NOTE—X indicates in service.

The direction from Mills to Ram is southward.

Block stations open continuously except:

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

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Mills	Park—Daily Ex. Sun. 12:01 A.M. to 8:01 A.M. Sunday.
Coal	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12.01 A. M. to 8.01 A. M. Sunday.
Ram	Mills—Daily Ex. Sun. 8.01 A.M. to 12.01 A.M. Park—Daily Ex. Sun. 12.01 A.M. to 8.01 A.M. Sunday.

MORRISON COVE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brook	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	BROOKES MILLS.....				
			X	BROOK JCT. H. & P. BRANCH.....	6.5			
			X	HOLLY.....	6.5			

NOTE—X indicates in service.

The direction from Brookes Mills to Holly is northward.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Brook	Wye
Holly	Wye

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LOCK HAVEN (Wmpst. Div.)....	54.2			
				POST SIDING.....	52.5			175
X	X	X		MILL HALL.....	51.3			
		X		HALL.....	50.3			101
		X		BEECH CREEK.....	45.9			234
		X		BEECH.....	45.1			
X	X	X		EAGLEVILLE.....	44.3			
		X		WOOD.....	40.9			
		X		HOWARD.....	39.7			68
X				MT. EAGLE.....	36.6			
				SAND.....	35.9			
				HOLTERS.....	35.2			
X	X	X		CURTIN.....	34.4			
		X		MILESBURG.....	30.8			137
		X		SNOW SHOE INT.....	29.5			
		X		UNIONVILLE.....	25.9			
		X		JULIAN.....	21.4			144
		X		JULIAN.....	20.1			
X	X	X		MARTHA.....	17.2			
		X		PORT MATILDA.....	13.8			129
		X		HANNAH.....	10.6			
		X		BEAVER.....	9.7			
X	X	X		DIX.....	8.1			
		X		EAGLE.....	6.1			408
		X		BALD EAGLE.....	5.0			
X	X	X		VAIL.....	3.1			
		X		PARK.....	1.5			160
		X		TYRONE.....				

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Sand	Wood

BELLEFONTE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Milesburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				PLEASANT GAP (Wmspt. Div.)	6.2			
			X	FONT	3.8			
				BELLEFONTE	2.7			
X	X	X		MILESBURG				

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Font	Milesburg

Other Interlockings, Block Stations, Block-Limit Stations.
(Not elsewhere listed)

Altoona Yard

Rose—South secondary tracks.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Rose
X	X			ROSE	0.0
				BRUSH	0.7
X	X			SOUTH	1.5

NOTE—X indicates in service.

The direction from Rose to South is Westward.

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	09	085	037	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 12.06	\$ 1.35	\$ 2.03	-----
ROCKVILLE	12.17	1.45	2.13	-----
MARYSVILLE				-----
BANKS	12.22	1.50	2.18	-----
PERDIX				-----
COVE				-----
VIEW	12.29	1.57	2.25	-----
DUNCANNON				-----
AQUEDUCT				-----
IROQUOIS	12.37	2.05	2.34	-----
NEWPORT				-----
PORT	12.45	2.13	2.42	-----
MILLERSTOWN				-----
THOMPSONTOWN	12.53	2.22	2.51	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	1.04	2.33	3.02	-----
DENHOLM				-----
WALL	1.08	2.38	3.07	-----
HAWSTONE				-----
LEWISTOWN				-----
LEWIS	1.18	2.48	3.17	-----
GRANVILLE				-----
MEVEYTOWN	1.29	2.59	3.28	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	1.42	3.12	3.41	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	1.53	3.23	3.52	-----
WARRIOR RIDGE				-----
PETERSBURG	1.59	3.29	3.58	-----
BARREE				-----
SPRUCE	2.05	3.35	4.04	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	2.15	3.45	4.14	-----
TYRONE				-----
GRAZIER	2.18	3.48	4.17	-----
BELLWOOD				-----
BELL	2.26	3.57	4.26	-----
ALTOONA	\$ 2.36	\$ 4.07	\$ 4.36	-----
	2.41	4.14	4.43	-----
SLOPE	2.44	4.17	4.46	-----
Arrive	A. M.	A. M.	A. M.	
	9	85	87	

WESTWARD

11

FIRST CLASS					
◇51		●607	79	●11	◇61
DAILY		DAILY	DAILY	DAILY	DAILY
A. M.		A. M.	A. M.	A. M.	A. M.
S 2.18	-----	E 2.37	S 3.10	E 3.19	S 3.35
2.28	-----	2.47	3.20	3.39	3.45
2.33	-----	2.52	3.25	3.44	3.50
2.40	-----	2.59	3.32	3.50	3.57
2.48	-----	3.07	3.40	3.58	4.05
2.56	-----	3.15	3.48	4.06	4.13
3.05	-----	3.24	3.57	4.15	4.22
3.16	-----	3.35	4.08	4.26	4.33
3.20	-----	3.39	4.12	4.30	4.38
3.30	-----	3.49	4.22	4.40	4.48
3.41	-----	4.00	4.33	4.51	4.59
3.54	-----	4.14	4.46	5.04	5.12
4.05	-----	R 4.28	4.57	5.15	5.23
4.11	-----	4.36	5.03	5.22	5.29
4.17	-----	4.42	5.09	5.28	5.35
4.27	-----	4.52	5.19	5.38	5.45
4.30	-----	E 5.00	5.22	5.41	5.48
4.38	-----	5.04	5.30	5.44	5.57
S 4.48	-----	E 5.25	S 5.40	E 6.01	S 6.07
4.53	-----	5.45	5.45	6.06	6.11
4.56	-----	5.48	6.09	6.09	6.14
A. M.		A. M.	A. M.	A. M.	A. M.
51		607	79	11	61

Mid. Div. G. O. 620, Efec. 2-15-46

BANKS TO SLOPE

STATIONS	FIRST			
	661	667	623	
	DAILY	DAILY	DAILY	
		EX. SUN.	EX. SUN.	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)			\$ 4.50	
ROCKVILLE			5.00	
MARYSVILLE			\$ 5.04	
BANKS			5.07	
PERDIX				
COVE				
VIEW			5.14	
DUNCANNON			\$ 5.17	
AQUEDUCT				
IROQUOIS			5.26	
NEWPORT			\$ 5.37	
PORT			5.41	
MILLERSTOWN			\$ 5.46	
THOMPSONTOWN			F 5.52	
TUSCARORA				
PORT ROYAL			\$ 6.04	
MIFFLIN			\$ 6.11	
DENHOLM				
WALL			6.19	
HAWSTONE			\$ 6.24	
LEWISTOWN			\$ 6.51	
LEWIS			6.54	
GRANVILLE			7.00	
MEVEYTOWN			\$ 7.12	
RYDE			F 7.19	
NEWTON HAMILTON			\$ 7.27	
MOUNT UNION			\$ 7.32	
JACKS			7.35	
MAPLETON			\$ 7.41	
MILL CREEK			7.47	
HUNTINGDON			\$ 8.05	
WARRIOR RIDGE				
PETERSBURG			\$ 8.14	
BARREE			\$ 8.20	
SPRUCE			8.25	
SPRUCE CREEK			\$ 8.27	
BIRMINGHAM			\$ 8.34	
FORGE			8.37	
TYRONE			\$ 8.45	
GRAZIER			8.49	
BELLWOOD			\$ 8.58	
BELL			9.00	
ALTOONA	\$ 6.20	\$ 6.40	\$ 9.10	
			\$ 9.35	
SLOPE	6.23	6.43	9.38	
Arrive	A. M.	A. M.	A. M.	
	661	667	623	

FIRST CLASS

	621 SUN. ONLY	13 DAILY	15 DAILY	25 DAILY	45 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
-----	\$ 5.15	\$ 7.10	\$ 10.48	\$ 11.28	\$ 11.44
-----	5.25	7.20	10.58	11.38	11.54
-----	\$ 5.29	-----	-----	-----	-----
-----	5.32	7.25	11.03	11.43	11.59
-----	-----	-----	-----	-----	-----
-----	5.38	7.32	11.09	11.50	12.05
-----	\$ 5.40	\$ 7.34	\$ 11.11	-----	-----
-----	5.50	7.43	11.19	11.59	12.13
-----	\$ 5.58	\$ 7.51	\$ 11.27	-----	-----
-----	6.00	7.54	11.30	12.07	12.20
-----	F 6.05	-----	-----	-----	-----
-----	F 6.11	8.04	11.39	12.16	12.28
-----	-----	-----	-----	-----	-----
-----	\$ 6.23	-----	\$ 11.46	-----	-----
-----	\$ 6.29	\$ 8.17	\$ 11.51	12.27	12.39
-----	6.34	-----	-----	-----	-----
-----	6.36	8.22	11.56	12.32	12.43
-----	-----	-----	-----	-----	-----
-----	\$ 6.51	\$ 8.36	\$ 12.08	-----	-----
-----	6.54	8.39	12.11	12.42	12.53
-----	6.58	-----	-----	-----	-----
-----	\$ 7.10	8.51	12.23	12.53	1.04
-----	-----	-----	-----	-----	-----
-----	\$ 7.22	-----	-----	-----	-----
-----	\$ 7.28	\$ 9.04	\$ 12.38	-----	-----
-----	7.31	9.07	12.41	1.06	1.18
-----	F 7.34	-----	-----	-----	-----
-----	7.39	-----	-----	-----	-----
-----	\$ 7.53	\$ 9.23	\$ 12.56	1.17	1.29
-----	-----	-----	-----	-----	-----
-----	F 8.01	9.32	1.04	1.23	1.36
-----	F 8.06	-----	-----	-----	-----
-----	8.10	9.38	1.10	1.29	1.42
-----	F 8.12	-----	-----	-----	-----
-----	8.22	9.48	1.20	1.39	1.52
-----	\$ 8.28	\$ 9.51	\$ 1.23	-----	\$ 1.55
-----	8.31	9.55	1.28	1.42	1.59
-----	\$ 8.38	-----	\$ 1.37	-----	-----
-----	8.40	10.05	1.39	1.51	2.09
-----	\$ 8.50	\$ 10.15	\$ 1.50	\$ 2.01	\$ 2.18
-----	-----	10.25	\$ 2.26	2.05	2.22
-----	-----	10.28	2.29	2.08	2.25
-----	A. M.	A. M.	P. M.	P. M.	P. M.
-----	621	13	15	25	45

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	19	75	53	33
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)	\$ 2.26	\$ 3.05	\$ 4.26	U 4.38
ROCKVILLE	2.36	3.15	4.35	4.47
MARYSVILLE				
BANKS	2.41	3.20	4.40	4.52
PERDIX				
COVE				
VIEW	2.47	3.26	4.46	4.58
DUNCANNON	\$ 2.49			
AQUEDUCT				
IROQUOIS	2.57	3.34	4.54	5.06
NEWPORT	\$ 3.06			
PORT	3.09	3.41	5.01	5.13
MILLERSTOWN				
THOMPSONTOWN	3.18	3.48	5.09	5.21
TUSCARORA				
PORT ROYAL				
MIFFLIN	\$ 3.31	4.00	5.20	5.32
DENHOLM				
WALL	3.36	4.04	5.24	5.36
HAWSTONE				
LEWISTOWN	\$ 3.49			
LEWIS	3.52	4.15	5.34	5.45
GRANVILLE				
MoVEYTOWN	\$ 4.05	4.27	5.45	5.56
RYDE				
NEWTON HAMILTON				
MOUNT UNION	\$ 4.21			
JACKS	4.24	4.41	5.57	6.08
MAPLETON				
MILL CREEK				
HUNTINGDON	\$ 4.37	4.52	6.07	6.18
WARRIOR RIDGE				
PETERSBURG	4.45	4.59	6.13	6.24
BARREE				
SPRUCE	4.51	5.05	6.19	6.30
SPRUCE CREEK				
BIRMINGHAM				
FORGE	5.01	5.15	6.29	6.40
TYRONE	\$ 5.05	\$ 5.18		
GRAZIER	5.09	5.22	6.32	6.43
BELLWOOD	\$ 5.18			
BELL	5.20	5.32	6.40	6.50
ALTOONA	{ \$ 5.31	\$ 5.41	\$ 6.50	U 7.00
	{ \$ 5.50	5.45	6.54	7.04
SLOPE	5.53	5.48	6.57	7.07
Arrive	P. M.	P. M.	P. M.	P. M.
	19	75	53	33

FIRST CLASS					
	663 DAILY EX. SUN.	47 DAILY	05 DAILY	083 DAILY	511 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	S 5.05	\$ 5.32	U 6.07	\$ 6.32	
	5.15	5.42	6.17	6.41	
	S 5.18				
	5.21	5.47	6.22	6.46	
	S 5.23				
	F 5.26				
	5.31	5.53	6.29	6.52	
	S 5.33				
	F 5.38				
	5.44	6.01	6.37	7.00	
	S 5.51				
	5.53	6.07	6.44	7.06	
	S 5.58				
	S 6.04	6.15	6.52	7.14	
	F 6.12				
	S 6.17				
	S 6.21	6.26	7.03	7.25	
	6.26	6.31	7.07	7.29	
	S 6.35	\$ 6.43			
		6.46	7.17	7.38	
		6.56	7.28	7.48	
		\$ 7.11			
		7.13	7.41	8.00	
		\$ 7.26	7.52	8.10	
		7.35	7.58	8.16	
		7.42	8.04	8.21	
		7.52	8.14	8.31	
		\$ 7.55			\$ 8.54
		7.59	8.17	8.34	8.58
		8.09	8.25	8.41	9.06
		\$ 8.19	U 8.35	\$ 8.51	\$ 9.15
		8.23	8.39	8.55	
		8.26	8.42	8.58	
	P. M.	P. M.	P. M.	P. M.	P. M.
	663	47	5	83	511

Mid, Div. G. O. 620, Effec. 2-15-46

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	◇71	●49	◇69	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 6.50	\$ 7.40	\$ 8.01	-----
ROCKVILLE	7.00	7.50	8.10	-----
MARYSVILLE				-----
BANKS	7.05	7.55	8.15	-----
PERDIX				-----
COVE				-----
VIEW	7.12	8.02	8.21	-----
DUNCANNON				-----
AQUEDUCT				-----
IROQUOIS	7.20	8.10	8.29	-----
NEWPORT				-----
PORT	7.28	8.17	8.35	-----
MILLERSTOWN				-----
THOMPSONTOWN	7.37	8.25	8.43	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	7.48	8.36	8.54	-----
DENHOLM				-----
WALL	7.53	8.40	8.58	-----
HAWSTONE				-----
LEWISTOWN	\$ 8.03			-----
LEWIS	8.06	8.50	9.07	-----
GRANVILLE				-----
McVEYTOWN	8.18	9.01	9.17	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	8.32	9.14	9.29	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	8.44	9.25	9.39	-----
WARRIOR RIDGE				-----
PETERSBURG	8.51	9.31	9.45	-----
BARREE				-----
SPRUCE	8.57	9.37	9.51	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	9.07	9.47	10.01	-----
TYRONE				-----
GRAZIER	9.10	9.50	10.04	-----
BELLWOOD				-----
BELL	9.20	9.58	10.11	-----
ALTOONA	{ \$ 9.30	\$ 10.08	\$ 10.21	-----
	9.36	10.12	10.25	-----
SLOPE	9.39	10.15	10.28	-----
Arrive	P. M.	P. M.	P. M.	
	71	49	69	

FIRST CLASS

◇81	◇41	●59	◇57	◇77	◇29
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
S 8.13	S 8.18	S 8.23	S 8.35	Y 8.40	S 9.12
8.22	8.28	8.33	8.45	8.50	9.21
8.27	8.33	8.38	8.50	8.55	9.26
8.33	8.39	8.45	8.56	9.02	9.32
8.41	8.47	8.53	9.04	9.10	9.40
8.47	8.54	9.00	9.11	9.18	9.47
8.55	9.02	9.08	9.19	9.27	9.55
9.06	9.13	9.19	9.30	9.38	10.06
9.10	9.17	9.23	9.34	9.42	10.10
9.19	9.27	9.33	9.44	9.52	10.20
9.29	9.38	9.44	9.55	10.03	10.31
9.41	9.50	9.57	10.08	10.16	10.43
9.51	10.00	10.08	10.18	10.27	10.53
9.57	10.06	10.14	10.24	10.33	10.59
10.03	10.12	10.20	10.30	10.39	11.05
10.13	10.22	10.30	10.40	10.49	11.15
10.16	10.25	10.33	10.43	10.52	11.18
10.23	10.33	10.41	10.51	11.01	11.26
S 10.33	S 10.43	S 10.51	S 11.01	S 11.11	S 11.36
10.37	10.47	10.55	11.05	11.15	11.40
10.40	10.50	10.58	11.08	11.18	11.43
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
81	41	59	57	77	29

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	31	065	021	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 9.27	Y 9.33	\$ 9.38	-----
ROCKVILLE	9.36	9.42	9.48	-----
MARYSVILLE				-----
BANKS	9.41	9.47	9.53	-----
PERDIX				-----
COVE				-----
VIEW	9.47	9.53	9.59	-----
DUNCANNON				-----
AQUEDUCT				-----
IROQUOIS	9.55	10.01	10.07	-----
NEWPORT				-----
PORT	10.02	10.08	10.14	-----
MILLERSTOWN				-----
THOMPSONTOWN	10.10	10.16	10.22	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	10.21	10.27	10.33	-----
DENHOLM				-----
WALL	10.25	10.31	10.37	-----
HAWSTONE				-----
LEWISTOWN				-----
LEWIS	10.34	10.40	10.47	-----
GRANVILLE				-----
MEVEYTOWN	10.45	10.51	10.58	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	10.57	11.03	11.10	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	11.07	11.13	11.20	-----
WARRIOR RIDGE				-----
PETERSBURG	11.13	11.19	11.26	-----
BARREE				-----
SPRUCE	11.19	11.25	11.32	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	11.29	11.35	11.42	-----
TYRONE				-----
GRAZIER	11.32	11.38	11.45	-----
BELLWOOD				-----
BELL	11.39	11.45	11.53	-----
ALTOONA	{ \$ 11.49	Y 11.55	\$ 12.03	-----
	11.53	11.59	12.07	-----
SLOPE	11.56	12.02	12.10	-----
Arrive	P. M.	A. M.	A. M.	
	31	65	81	

FIRST CLASS

	023	067	039		
	DAILY	DAILY	DAILY		
	P. M.	P. M.	P. M.		
	\$ 10.15	\$ 11.24	\$ 11.52		
	10.25	11.34	12.02		
	10.30	11.39	12.07		
	10.36	11.46	12.14		
	10.44	11.54	12.22		
	10.50	12.01	12.30		
	10.58	12.09	12.38		
	11.09	12.20	12.49		
	11.13	12.24	12.53		
	\$ 11.26				
	11.30	12.34	1.03		
	11.41	12.45	1.14		
	11.54	12.58	1.27		
	\$ 12.05	1.09	1.38		
	12.16	1.15	1.44		
	12.22	1.21	1.50		
	12.32	1.31	2.00		
	\$ 12.36				
	12.40	1.34	2.03		
	12.50	1.42	2.11		
	\$ 1.00	\$ 1.53	\$ 2.21		
	1.04	1.58	2.26		
	1.07	2.01	2.29		
	A. M.	A. M.	A. M.		
	23	67	39		

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	022	016	050	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 3.15	\$ 3.30	\$ 3.40	-----
ROCKVILLE	3.05	3.20	3.30	-----
MARYSVILLE				-----
BANKS	3.00	3.15	3.25	-----
PERDIX				-----
COVE				-----
VIEW	2.51	3.07	3.17	-----
DUNCANNON				-----
AQUEDUCT				-----
IROQUOIS	2.43	2.59	3.09	-----
NEWPORT				-----
PORT	2.35	2.52	3.03	-----
MILLERSTOWN				-----
THOMPSONTOWN	2.27	2.44	2.55	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	2.15	2.32	2.44	-----
DENHOLM				-----
WALL	2.10	2.28	2.40	-----
HAWSTONE				-----
LEWISTOWN				-----
LEWIS	2.00	2.18	2.30	-----
GRANVILLE				-----
McVEYTOWN	1.49	2.07	2.19	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	1.38	1.54	2.07	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	1.25	1.43	1.57	-----
WARRIOR RIDGE				-----
PETERSBURG	1.19	1.37	1.51	-----
BARREE				-----
SPRUCE	1.13	1.31	1.46	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	1.03	1.21	1.36	-----
TYRONE				-----
GRAZIER	1.00	1.18	1.33	-----
BELLWOOD				-----
BELL	12.53	1.12	1.27	-----
ALTOONA	12.45	1.04	1.19	-----
	\$ 12.40	\$ 1.00	\$ 1.15	-----
SLOPE	12.37	12.57	1.12	-----
Leave	A. M.	A. M.	A. M.	
	DAILY 22	DAILY 16	DAILY 50	

LASS					
◇66	◇60	◇38	◇36		
A. M.	A. M.	A. M.	A. M.		
\$ 3.55	\$ 4.15	4.23	\$ 4.43		
3.45	4.05	4.13	4.33		
3.40	4.00	4.08	4.28		
3.32	3.52	4.00	4.20		
3.24	3.44	3.52	4.12		
3.18	3.37	3.46	4.05		
3.10	3.29	3.38	3.57		
2.58	3.17	3.27	3.45		
2.54	3.13	3.23	3.41		
2.44	3.03	3.13	3.31		
2.33	2.52	3.02	3.20		
2.20	2.39	2.50	3.07		
2.10	2.28	2.40	2.56		
2.04	2.22	2.34	2.50		
1.58	2.16	2.28	2.44		
1.48	2.06	2.18	2.34		
1.45	2.03	2.15	2.31		
1.39	1.57	2.09	2.24		
1.31	1.49	2.01	2.16		
\$ 1.27	\$ 1.45	\$ 1.57	\$ 2.12		
1.24	1.42	1.54	2.09		
A. M.	A. M.	A. M.	A. M.		
DAILY 66	DAILY 60	DAILY 38	DAILY 36		

Mid. Div. G. O. 620, Effec. 2-15-46

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	◇70	68	◇40	◇80
	A. M.	A. M.	A. M.	A. M.
Arrive				
HARRISBURG (Phila. Div.)	\$ 4.48	\$ 4.55	\$ 5.00	\$ 5.08
ROCKVILLE	4.38	4.45	4.50	4.58
MARYSVILLE				
BANKS	4.33	4.40	4.45	4.53
PERDIX				
COVE				
VIEW	4.25	4.32	4.38	4.46
DUNCANNON				
AQUEDUCT				
IROQUOIS	4.17	4.24	4.30	4.38
NEWPORT				
PORT	4.11	4.18	4.24	4.32
MILLERSTOWN				
THOMPSONTOWN	4.03	4.10	4.16	4.24
TUSCARORA				
PORT ROYAL				
MIFFLIN	3.51	3.59	4.05	4.13
DENHOLM				
WALL	3.47	3.55	4.01	4.09
HAWSTONE				
LEWISTOWN				
LEWIS	3.37	3.45	3.51	3.59
GRANVILLE				
McVEYTOWN	3.26	3.34	3.40	3.48
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	3.13	3.22	3.28	3.36
MAPLETON				
MILL CREEK				
HUNTINGDON	3.03	3.12	3.18	3.26
WARRIOR RIDGE				
PETERSBURG	2.57	3.06	3.12	3.20
BARREE				
SPRUCE	2.51	3.00	3.07	3.15
SPRUCE CREEK				
BIRMINGHAM				
FORGE	2.41	2.50	2.57	3.05
TYRONE				
GRAZIER	2.38	2.47	2.54	3.02
BELLWOOD				
BELL	2.32	2.41	2.48	2.56
ALTOONA	2.24	2.33	2.40	2.48
	\$ 2.20	\$ 2.29	\$ 2.36	\$ 2.44
SLOPE	2.17	2.26	2.33	2.41
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY 70	DAILY 68	DAILY 40	DAILY 80

FIRST CLASS

	◇48	●58	◇56	◇28	◇30
	A. M.	A. M.	A. M.	A. M.	A. M.
-----	\$ 5.16	\$ 5.22	\$ 5.28	\$ 6.11	\$ 6.24
-----	5.06	5.12	5.18	6.01	6.14
-----	5.01	5.07	5.13	5.56	6.09

-----	4.54	5.00	5.06	5.48	6.02

-----	4.46	4.52	4.58	5.40	5.54
-----	4.40	4.46	4.52	5.33	5.48

-----	4.32	4.38	4.44	5.25	5.40

-----	4.21	4.27	4.33	5.13	5.29

-----	4.17	4.23	4.29	5.09	5.25

-----	4.07	4.13	4.19	4.59	5.15

-----	3.56	4.02	4.08	4.48	5.04

-----	3.44	3.50	3.56	4.35	4.52

-----	3.34	3.40	3.46	4.25	4.42

-----	3.28	3.34	3.40	4.19	4.36

-----	3.23	3.29	3.35	4.13	4.31

-----	3.13	3.19	3.25	4.03	4.21

-----	3.10	3.16	3.22	4.00	4.18

-----	3.04	3.10	3.16	3.54	4.12
-----	2.56	3.02	3.08	3.46	4.04
-----	\$ 2.52	\$ 2.58	\$ 3.04	\$ 3.42	\$ 4.00
-----	2.49	2.55	3.01	3.39	3.57
-----	A. M.	A. M.	A. M.	A. M.	A. M.
-----	DAILY 48	DAILY 58	DAILY 56	DAILY 28	DAILY 30

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	◇76	●20	662	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	Y 6.47	S 6.55	S 8.15	-----
ROCKVILLE	6.37	6.45	8.05	-----
MARYSVILLE			S 8.02	-----
BANKS	6.32	6.40	7.59	-----
PERDIX			F 7.55	-----
COVE			F 7.52	-----
VIEW	6.23	6.32	7.47	-----
DUNCANNON			S 7.45	-----
AQUEDUCT			F 7.38	-----
IROQUOIS	6.15	6.24	7.33	-----
NEWPORT			S 7.25	-----
PORT	6.08	6.17	7.05	-----
MILLERSTOWN			S 6.59	-----
THOMPSONTOWN	6.00	6.09	S 6.52	-----
TUSCARORA			F 6.43	-----
PORT ROYAL			S 6.38	-----
MIFFLIN	5.48	5.57	S 6.34	-----
DENHOLM				-----
WALL	5.44	5.53	6.28	-----
HAWSTONE				-----
LEWISTOWN			S 6.18	-----
LEWIS	5.34	5.43	6.11	-----
GRANVILLE				-----
McVEYTOWN	5.23	5.32	F 6.00	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION			S 5.45	-----
JACKS	5.10	5.19	5.42	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	4.59	5.09	S 5.30	-----
WARRIOR RIDGE				-----
PETERSBURG	4.53	5.03	5.21	-----
BARREE				-----
SPRUCE	4.47	4.57	5.15	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	4.37	4.47	5.05	-----
TYRONE			S 5.02	-----
GRAZIER	4.34	4.44	4.51	-----
BELLWOOD			S 4.45	-----
BELL	4.28	4.38	4.43	-----
ALTOONA	Y 4.20	4.30	S 4.35	-----
	Y 4.16	S 4.26		-----
SLOPE	4.13	4.23		-----
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	76	20	EX. SUN.	
			662	

FIRST CLASS

	064	078	42	682	
	A. M.	A. M.	A. M.	A. M.	
D	7.05	S 7.55	S 9.15		
	6.55	7.45	9.05		
	6.50	7.40	9.00		
	6.48	7.32	8.52		
	6.35	7.24	8.44		
	6.29	7.17	8.38		
	6.21	7.09	8.30		
	6.10	6.57	8.19		
	6.06	6.53	8.15		
			S 8.05		
	5.56	6.43	8.02		
	5.45	6.32	7.51		
	5.33	6.19	7.39		
	5.23	6.08	7.29		
	5.17	6.02	7.23		
	5.12	5.56	7.17		
	5.02	5.46	7.07		
			R 7.06		
	4.59	5.43	7.04		
	4.53	5.37	6.58		
	4.45	5.29	6.50		
S	4.41	S 5.25	S 6.42	S 9.00	
	4.38	5.22	6.39	8.57	
	A. M.	A. M.	A. M.	A. M.	
				DAILY	
	DAILY	DAILY	DAILY	EX.SUN.	
	64	78	42	682	

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	2	510	32	
	P. M.	A. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 12.24		\$ 12.47	
ROCKVILLE	12.14		12.37	
MARYSVILLE				
BANKS	12.09		12.32	
PERDIX				
COVE				
VIEW	12.02		12.24	
DUNCANNON				
AQUEDUCT				
IROQUOIS	11.54		12.16	
NEWPORT				
PORT	11.48		12.10	
MILLERSTOWN				
THOMPSONTOWN	11.40		12.02	
TUSCARORA				
PORT ROYAL				
MIFFLIN	11.29		11.51	
DENBOLM				
WALL	11.25		11.47	
HAWSTONE				
LEWISTOWN				
LEWIS	11.15		11.37	
GRANVILLE				
MoVEYTOWN	11.04		11.26	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	10.52		11.14	
MAPLETON				
MILL CREEK				
HUNTINGDON	10.42		11.04	
WARRIOR RIDGE				
PETERSBURG	10.36		10.58	
BARREE				
SPRUCE	10.31		10.52	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	10.21		10.42	
TYRONE		\$ 10.35		
GRAZIER	10.18	10.30	10.39	
BELLWOOD				
BELL	10.12	10.23	10.33	
ALTOONA	10.04	\$ 10.15	10.25	
	\$ 10.00		\$ 10.21	
SLOPE	9.57		10.18	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	2	510	32	

FIRST CLASS

	54		8	72	
	P. M.		P. M.	P. M.	
	\$ 1.42		\$ 3.50	\$ 2.45	
	1.32		3.40	2.35	
	1.27		3.35	2.30	
	1.19		3.28	2.22	
	1.11		\$ 3.24		
			3.16	2.14	
	1.04		\$ 3.07		
			3.03	2.08	
	12.56		2.35	2.00	
	12.45		\$ 2.23	1.49	
	12.41		2.13	1.45	
	\$ 12.30		\$ 2.00	\$ 1.35	
	12.26		1.54	1.32	
	12.15		1.43	1.21	
			\$ 1.30		
	12.03		1.26	1.09	
	\$ 11.50		\$ 1.15	12.59	
	11.41		\$ 12.58	12.53	
	11.36		12.51	12.48	
	11.26		12.41	12.38	
	\$ 11.23		\$ 12.37		
	11.21		12.28	12.35	
	11.15		\$ 12.21		
			12.18	12.29	
	11.07		\$ 12.10	12.21	
	\$ 11.03		\$ 11.50	\$ 12.17	
	11.00		11.47	12.14	
	A. M.		P. M.	P. M.	
	DAILY 54		‡DAILY 8	DAILY 72	

SLOPE TO BANKS

STATIONS	FIRST			
	24	74	82	46
	P. M.	P. M.	P. M.	P. M.
Arrive				
HARRISBURG (Phila. Div.)	\$ 6.05	\$ 7.07	\$ 8.05	\$ 9.38
ROCKVILLE	5.55	6.57	7.55	9.28
MARYSVILLE				
BANKS	5.50	6.52	7.50	9.23
PERDIX				
COVE				
VIEW	5.40	6.45	7.43	9.14
DUNCANNON	\$ 5.35			
AQUEDUCT				
IROQUOIS	5.25	6.38	7.35	9.06
NEWPORT	\$ 5.16			
PORT	5.13	6.32	7.29	8.59
MILLERSTOWN				
THOMPSONTOWN	4.54	6.24	7.21	8.50
TUSCARORA				
PORT ROYAL	\$ 4.44			
MIFFLIN	\$ 4.40	6.13	7.10	\$ 8.38
DENHOLM				
WALL	4.32	6.09	7.06	8.31
HAWSTONE				
LEWISTOWN	\$ 4.19	\$ 5.59		\$ 8.20
LEWIS	4.14	5.56	6.56	8.15
GRANVILLE				
McVEYTOWN	4.02	5.45	6.45	8.05
RYDE				
NEWTON HAMILTON				
MOUNT UNION	\$ 3.49			
JACKS	3.46	5.33	6.33	7.52
MAPLETON				
MILL CREEK				
HUNTINGDON	\$ 3.35	5.23	6.23	\$ 7.39
WARRIOR RIDGE				
PETERSBURG	\$ 3.23	5.17	6.17	7.30
BARREE	F 3.19			
SPRUCE	3.16	5.11	6.12	7.24
SPRUCE CREEK				
BIRMINGHAM				
FORGE	3.06	5.01	6.02	7.14
TYRONE	\$ 3.03			\$ 7.12
GRAZIER	3.00	4.58	5.59	7.09
BELLWOOD				
BELL	2.54	4.52	5.53	7.03
ALTOONA	2.46	4.44	5.45	6.55
	\$ 2.42	\$ 4.40	\$ 5.41	\$ 6.50
SLOPE	2.39	4.37	5.38	6.47
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY 24	DAILY 74	DAILY 82	DAILY 46

Mid. Div. G. O. 620, Efec. 2-15-46

FIRST CLASS

	612	●18	652	52	
	P. M.	P. M.	P. M.	A. M.	
		\$ 11.29		\$ 2.28	
		11.19		2.18	
		11.13		2.13	
		11.05		2.04	
		10.57		1.56	
		10.48		1.49	
		10.38		1.39	
		10.28		1.28	
		10.22		1.23	
		10.10		\$ 1.12	
				1.07	
		9.58		12.56	
		9.45		12.43	
		\$ 9.33		\$ 12.31	
		9.25		12.20	
		9.19		12.14	
		9.09		12.04	
		\$ 9.06		\$ 12.01	
		9.03		11.57	
		8.55		11.51	
		8.47		11.43	
	\$ 8.00	\$ 8.35	\$ 11.00	\$ 11.33	
	7.57	8.32	10.57	11.30	
	P. M.	P. M.	P. M.	P. M.	
	DAILY EX.SUN. 612	DAILY 18	DAILY 652	DAILY 52	

BALD EAGLE AND BELLEFONTE BRANCHES

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

BALD EAGLE AND BELLEFONTE BRANCHES

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

WESTWARD

31

FIRST CLASS

	781 DAILY EX.SUN.	787 DAILY	511 DAILY		
	A. M.	A. M.	P. M.		
			\$ 7.05		
			7.08		
	B. C. R. R. Train No. 8		\$ 7.11		
			7.14		
			7.20		
			\$ 7.22		
			7.27		
			\$ 7.31		
			7.36		
			7.43		
	\$ 11.00	\$ 11.33	\$ 8.01		
		11.42	8.10		
			\$ 8.18		
			\$ 8.25		
			8.27		
			\$ 8.35		
			8.40		
			8.44		
			8.51		
			\$ 8.54		
	A. M.	A. M.	P. M.		
	781	787	511		

EASTWARD

FIRST CLASS

	872	510	782	786	
	A. M.	P. M.	P. M.	P. M.	
		\$ 12.50			
		12.47			
		\$ 12.44	B. C. R. R.		
		12.29	Train		
		12.23	No. 8		
		\$ 12.22			
		12.17			
		\$ 11.57			
		11.51			
		11.45			
	F 10.21				
	10.11				
	\$ 10.10	\$ 11.27	\$ 8.30	\$ 7.52	
		\$ 11.21		\$ 7.44	
		\$ 11.12			
		\$ 11.04			
		11.02			
		\$ 10.55			
		10.50			
		10.45			
		10.39			
		\$ 10.35			
	A. M.	A. M.	P. M.	P. M.	
	SUN. ONLY 872	DAILY 510	DAILY EX.SUN. 782	DAILY 786	

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

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

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

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

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

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
623	8	DUNCANNON.....		
623	24	NEWPORT.....	24	24
623	15	PORT ROYAL.....		
13	24	MIFFLIN.....		
623	46	LEWISTOWN.....	621	46
623	47	MOUNT UNION.....	621	19
623	623	MAPLETON.....		
623	52	HUNTINGDON.....	621	52
623	623	PETERSBURG.....		
24	24	PETERSBURG.....		
623	511	TYRONE.....	621	511
8	8	BELLWOOD.....		
All Trains		ALTOONA.....	All Trains	
All Trains		BELLEFONTE.....	All Trains	
510	510	HOWARD.....		
510	510	MILL HALL.....		

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

EXTRA STOPS BY PASSENGER TRAINS

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

U. S. MAIL WORK.

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

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered or both.

□—Train stops on request of Mail Clerk.

†—Daily except Sunday.

‡—Daily except Sundays and Holidays.

Trains delivering U. S. mail at stations where they do not stop, will reduce speed or stop for that purpose when a passing train interferes with the safe delivery of mail.

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

EXPRESS AND MILK TRAINS

BANKS TO SLOPE—WESTWARD

STATIONS	PASSENGER EXTRA			
	Time shown conveys no time table authority			
	Exp 603 ‡DAILY EX. MON.	Exp 13 ‡DAILY EX. MON.	Exp 15 ‡DAILY EX. MON.	Exp 75 ‡DAILY EX. SUN. & MON.
	Leave	A. M.	A. M.	A. M.
HARRISBURG.....	E 4.10	E 6.25	E 10.35	E 3.45
BANKS.....	4.25	6.42	10.52	4.02
ALTOONA.....	E 6.50 7.00	E 9.15 9.20	E 1.15 1.25	E 6.30 6.35
SLOPE.....				
	7.03	9.23	1.28	6.38
	Arrive	A. M.	A. M.	P. M.
		Exp 603	Exp 13	Exp 15
		Exp 75		

Exp. 603, Exp. 13, Exp. 15 and Exp. 75 will not run Nov. 23, Dec. 26. Jan. 2, May 31, July 5 and Sept. 3.

SLOPE TO BANKS—EASTWARD

STATIONS	PASSENGER EXTRA			Exp. 13
	Time shown conveys no time table			‡DAILY
	Exp 64	Exp 72	Exp 18	EX. MON.
	Arrive	A. M.	P. M.	P. M.
HARRISBURG.....	E 8.30	E 5.00	E 12.45	E 4.40
BANKS.....	8.15	4.44	12.29	4.57
TYRONE.....	E 6.20			E 7.30
ALTOONA.....	E 6.00 E 5.50	E 2.30 E 2.15	10.15 E 10.00	7.45 7.48
SLOPE.....				
	5.47	2.12	9.57	A. M.
	Leave	A. M.	P. M.	P. M.
		DAILY Exp 64	DAILY Exp 72	DAILY Exp 18

Mid. Div. G. O. 606, Effic. 10-9-45

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

STATIONS	JC-3 (1)	M-9 (1)	LCL-5 (2)	VC-1 (1)	LCL-1 (2)	PG-1 (1)	VL-7 (1)	NL-1 (1)	XD-1 (1)	HC-3 (1)	PC-3 (2)	NY-1 (1)	PG-8 (1)	SW-1 (1)	LM-1 (1)	BRC-5 (1)	HP-1 (1)	ED-3 (1)	PF-1 (1)	VL-9 (1)	CE-1 (1)	PG-15 (1)	VL-5 (1)	SW-3 (1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BANKS	1.00	6.00	6.00	8.30	9.00	9.15	9.30	9.45	11.00	11.00	11.15	12.15	2.00	3.00	4.00	4.00	5.00	5.00	5.45	6.00	6.15	6.45	8.15	9.00
ANTIS	6.00	3.00	10.00	12.40	12.15	1.15	1.30	2.00	3.15	5.00	3.00	3.45	6.00	7.00	7.45	10.00	11.00	8.55	9.45	10.00	11.30	12.30	1.00	1.00
SLOPE	7.30		11.15	1.30	1.30	2.15	2.30	3.00	4.30	7.15	4.30	5.15	7.00	8.15	9.00	11.30	1.00	9.45	11.00	11.15	12.30		4.30	2.30
	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.
RUNNING TIME	5.00	9.00	4.00	4.10	3.15	4.00	4.00	4.15	4.15	6.00	3.45	3.30	4.00	4.00	3.45	6.00	6.00	3.55	4.00	4.00	5.15	5.45	4.45	4.00
YARD TIME	1.30		1.15	.50	1.30	1.00	1.00	1.00	1.15	2.15	1.30	1.30	1.00	1.15	1.15	1.30	2.00	.50	1.15	1.15	1.00		3.30	1.30

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

MAKE-UP

INTERDIVISIONAL RUNS

STATIONS	VL-3 (1)	PG-37 (1)	PG-7 (1)	WP-15 (1)	YA-5 (1)	JA-1 (1)	XPQ-1 (1)	JC-3 (1)	PG-13 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	CSB-1 (2)
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
LOCK HAVEN									7.15	10.35	10.40	1.30	6.45
BANKS													
ANTIS									11.00	3.00	4.00	4.30	9.00
SLOPE	4.00	6.00	7.00	8.00	11.30	12.30	4.00	5.00					
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
RUNNING TIME									8.45	4.25	5.20	3.00	2.15
YARD TIME													

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

(7) Daily Except Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

STATIONS	WS-8 (10)	NY-8 (1)	M-24 (1)	WS-4 (3)	M-20 (1)	AC-10 (1)	M-16 (3)	M-10 (1)	WS-10 (1)	AG-12 (1)	BL-34 (1)	PG-4 (1)	ED-2 (1)	PG-20 (1)	P-16 (1)	LCL-2 (1)	CMB (1)	PG-34 (1)	NW-82 (1)	JA-2 (1)	FW-8 (1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
SLOPE	12.01	12.20		2.00					3.30				4.45	5.00		6.00	8.15	9.00	9.45	10.00	11.45
ANTIS	1.30	1.20	1.30	4.15	2.00	2.30	5.30	3.00	5.00	3.30	4.00	4.00	6.00		5.00	7.30	9.15		11.00		12.45
BANKS	6.30	5.20	8.30	9.45	12.00	9.30	3.00	10.00	9.30	10.30	9.00	11.00	10.00		11.30	11.30	1.30		3.45		4.00
	A.M.	A.M.	A.M.	A.M.	Noon	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.
YARD TIME	1.29	1.00		2.15					1.30				1.15			1.30	1.00		1.15		1.00
RUN'ING TIME	5.00	4.00	7.00	5.30	10.00	7.00	7.30	7.00	4.30	7.00	5.00	7.00	4.00		6.30	4.00	4.15		4.45		3.15

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

INTERDIVISIONAL RUNS

STATION	CE-2 (1)	WP-16 (3)	SW-2 (1)	ED-4 (1)	VL-2 (1)	PG-36 (1)	NY-2 (1)	YA-4 (3)	CS-3 (1)	WJ-3 (1)	PG-14 (3)	CE-3 (1)	PNE-3 (1)	VL-3 (1)	PG-18 (1)	CG-3 (1)	AK-3 (1)	CSB-8 (1)	AH-16 (5)	CSB-2 (1)	SS-2 (5)	SH-4 (1)	RA-14 (1)	AN-16 (1)
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SLOPE	12.01	3.00	3.00	4.00	4.00	5.00	6.00	4.45	5.00	6.00	7.30	8.00	8.05	8.20	9.30	10.00	11.00			10.45	2.40	5.55		
ANTIS	1.00		4.00	5.00	5.30		7.30		6.00	7.30		9.00	9.00	9.15	12.01	11.00	12.15	12.01	3.15	1.45	6.00	12.01	9.00	11.30
BANKS	5.30		8.30	8.00	10.30		12.30		11.00	12.01		1.30	12.50	1.05	4.30	3.00	4.30							
LOCK HA.																		3.15	7.15	4.45	11.00	5.00	1.15	4.00
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.
YARD TL.	.59		1.00	1.00	1.30		1.30		1.00	1.30		1.00	.55	.55	2.30	1.00	1.15			3.00	3.20	6.05		
RUN. TL.	4.30		4.30	3.00	5.00		5.00		5.00	4.30		4.30	3.50	3.50	4.30	4.00	4.15	3.15	4.00	3.00	5.00	5.00	4.15	4.30

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday Only. (5) Daily Except Tuesday. (6) Daily except Sunday and Monday. (7) Daily Except Monday and Tuesday. (8) Daily Except Monday, Tuesday and Saturday. (9) Operates Saturday Only. (10) Daily except Tuesday and Wednesday.

SPECIAL INSTRUCTIONS

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

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

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

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

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail or newspapers.

G—Regular stop, Saturday only.

H—Regular stop, Saturday only, to receive passengers.

J—Regular stop, Saturday only, to discharge passengers.

K—Regular stop, Sunday only.

L—Stop on signal, Sunday only, to receive or discharge passengers.

M—Regular stop daily except Saturday and Sunday.

N—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

✦—Passenger train—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.

*—Passenger train—schedule assigned to handle passenger and freight equipment.

◇—Passenger train—No train baggageman.

‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

R—Reduce speed to 15 miles per hour for safe delivery of mail.

U—Regular stop to receive passengers for west of Pittsburgh.

Y—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.

Z—Regular stop to change engines and crews.

COLOR SIGNALS

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

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

1303. The use of yellow and green flags and lights prescribed in Special Instruction ★1302 will be omitted when a speed train order is issued to cover the restricted territory.

HAND, FLAG AND LAMP SIGNALS

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

Inspection of Passing Trains. (Referring to Rule 77)

1402. Signal indication to be given by employes when observing defective equipment on passing trains:

STOP SIGNAL..... { To indicate hot journals, brakes sticking, broken wheels, defective trucks, dragging brake connections, lading shifted over side or end of cars, swinging car doors or any other dangerous condition.

When defects are noticed and a telephone is readily available, Superintendent should be notified in addition to giving stop signal to the crew of passing train.

ENGINE WHISTLE SIGNALS

1501. Rule 14 (dc) — — — — o o and (ec) — — — — — o o will apply:

Track	Between	And
Clearfield Beh.	Park	Vail

Also on following Branches at Junction points:

Branch	Junction	At
Hollidaysburg & Petersburg	Main Line	Petersburg
Morrison Cove	Hollidaysburg & Petersburg Beh.	Hollidaysburg
Bellefonte	Bald Eagle Brch.	Milesburg

Rule 14(dc) will also apply:

Track	Between	And
5	Grazier	Tyrone
A	Deer	Huntingdon
A	Wall	E. End Wall Interlocking Limits

Rule 14 (ec) will also apply:

Track	Between	And
C	Huntingdon	Deer
H	Connection with No. 3 track	Wall

1502. Rule 14 (l), sound — — o — , will not be prolonged or repeated approaching following crossings at grade:

Main Line

Crossing		Location
No.	Name	
16	Township Line Road.	113 ft. E. of Aqueduct Station.
52	Cassville Road	3798 ft. W. of Mill Creek Station.
30	Jacobs	Between M.P. 199 and M.P. 200.
64	Tyrone	498 ft. W. of Tyrone Station.

Hollidaysburg and Petersburg Branch

125	31 Street	Altoona.
123	58th Street	Eldorado.
111	Newry St.	75 ft. E. of Hollidaysburg Station.
95	High Street	99 ft. W. of Williamsburg Station.

Brook-Curry

206	Main Street	437 ft. S. of Roaring Spring Station.
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Bedford Branch

162	Richard St.	622 ft. N. of Bedford Station.
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Clearfield Branch

		Within borough limits of:
	All Crossings	Philipsburg

Cur-Grampian

		Within borough limits of:
	All Crossings	Curwensville

Moshannon Branch

	All Crossings	Houtzdale
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Bald Eagle and Bellefonte Branches

	All Crossings	Milesburg
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1503. Engine whistle will not be used to sound crossing alarm within the limits of following boroughs:

Borough	Alarm to be sounded by
Huntingdon	Engine bell
Tyrone } Clearfield Branch	Engine bell
Clearfield	Engine bell

1504. Rule 14 (r), — — o , will apply:

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

Main Line

Direction	Sound engine whistle signal passing	Indication stop will be made at
Eastward	Bell	Tipton
"	Spruce	Warrior Ridge or Huntingdon
"	Jacks	*Ryde or Longfellow
"	Lewis	Denholm
"	Port	Bailey
"	View	*Cove
Westward	Banks	*Cove
"	View	Bailey
"	Mifflin	Denholm
"	Lewis	Longfel'w or *Ryde
"	Jacks	Huntingdon
"	Huntingdon	Warrior Ridge
"	Grazier	Tipton

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

Bald Eagle Branch

Direction	Sound engine whistle signal passing	Indication stop will be made at
Eastward	Beaver	Port Matilda
"	Julian	Milesburg
"	Milesburg	Holters
"	Hall	Post
Westward	Lock Haven	Post
"	Wood	Holters
"	Milesburg	Snow Shoe Int.
"	Julian	Port Matilda

1505. Engine Failures On Passenger Trains

In addition to the whistle signal prescribed—when passing first Block Station, after it is known that engine is failing, the display of following signals in gangway of engine, in such manner that same will not be misinterpreted by crews of other trains, will indicate:

Signal	Indication
White light at night or day	Minor difficulty has developed, will continue with some loss in schedule.
Red light at night or red flag by day	Exchange of engines or assistance necessary at first available point.
Operator will notify train dispatcher promptly.	

1506. At Tyrone station, flagmen of Passenger Trains will be recalled by electric bell instead of engine whistle.

COMMUNICATING SIGNALS

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

TRAIN SIGNALS

1701. Referring to Rule 19:

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

USE OF SIGNALS

Fusees And Torpedoes

★**1801.** When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

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

Additional fuses and torpedoes must be carried when necessitated by weather or other conditions. In event supply becomes depleted enroute, proper advance information must be given in order that it may be replenished at convenient points.

Conductors and Flagmen in so far as the Flagman's equipment is concerned, Enginemen and Firemen in so far as the equipment on engine is concerned, are responsible for knowing they are properly equipped with necessary train signal appliances before starting from each terminal, as well as enroute.

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Bedford Branch	Entire Branch	All switches
Mt. Dallas Branch	Entire Branch	All switches
Morrison Cove Branch	Entire Branch	All switches
Clearfield Branch	Entire Branch	All switches
Moshannon Branch	Entire Branch	All switches

SUPERIORITY OF TRAINS

★1901. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

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

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Williamsport Philadelphia
X	X	X	Altoona Asst. Yd. Master's Office, South	Philadelphia
X	X	X	Altoona, Freight Station, Foreman's Office.	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Altoona, Asst. Yard Master's Office, Scales	
X	X	X	Altoona, Asst. Yard Mast'r Office, Furnace	
X	X	X	Altoona, Crew Clerk's Office, Rose	Pittsburgh Eastern Conemaugh Monongahela Pan Handle
X	X	X	Altoona, Asst. Yard Master's Office, Homer	
X	X	X	Altoona, Brush East'bd	
X	X	X	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Monongahela Pan Handle Philadelphia Williamsport Wilkes-Barre
X	X	X	East Altoona, Asst. Yard Master's Office, Farm.	Pittsburgh
X	X	X	Hollidaysburg, Yard Master's Office	
X	X	X	Tyrone, Yard Office.	Philadelphia Williamsport Wilkes-Barre
X	X	X	Osceola Mills, Yard Office.	Williamsport Wilkes-Barre
X	X	X	Osceola Mills, Engine House.	Williamsport Wilkes-Barre
X	X	X	Clearfield, Freight Sta.	
X	X	X	Huntingdon, Oil House Office.	Philadelphia
X	X		Mount Union, Agent's Office, Freight Station	
X	X	X	Lewistown, Yard Office.	Philadelphia Williamsport Wilkes-Barre
X	X	X	Bellefonte, Yard Office.	Williamsport
			Saxton, H. & B. T. Engine House.	Middle
			Bellefonte, B. C. R. R. Yard Office.	Middle
X	X	X	State Line, Engine House	W.M.R.R.

Note—X indicates in service.

2002. Standard Clocks at other points:

Train Dispatcher's Office.
Block Stations.

★2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

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

ZONE A—Banks to Bell.

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

ZONE C—Bedford, Mt. Dallas and Morrison Cove Branches.

ZONE D—Clearfield Branch north of Park, and Moshannon Branch.

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

Qualification Of Conductor Or Engineman

2102. A Conductor or an Engineman, who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of one year, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

TRACK ASSIGNMENTS**2201. Single Track**

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

2202.

Two or More Tracks.

Current of traffic is as follows:

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

NOTE—Tracks are numbered from south to north.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled By	Reverse Movements on Permission From	Note
H	1 mi. East of Denholm	Wall	Westward	Mifflin	Mifflin	1 5
A	Deer	Huntingdon	Eastward	Huntingdon	Huntingdon	1 5
C	Huntingdon	Deer	Westward	Huntingdon	Huntingdon	1 5
No. 1	Alto	South	Eastward	A.Y.M. South	AYM South	5
No. 1	South	Rose	Eastward	AYM-Brush	AYM Brush	5
A	Alto	South	Eastward	AYM South	AYM South	5
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	5
Approach	Bell	E. Ed Homer Rec. Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E. End Homer Rec. Yard	Bell	Eastward	Bell	Bell	5
No. 1	Rose	Antis	Eastward	Antis	Train Order	
No. 2	Antis	Rose	Westward	Antis	Train Order	4
No. 12 and Runner	Holly	W. End Eastward Adv. Yd.	Eastward	Wye	Wye	2
Nos. 6 and 14	Franktown	West End Class'fn Yard	Westward	Wye	Wye	3

Note 1 Rule 105-b will not apply.

Note 2 Route—Holly to east end eastward classification yard (No. 12 track) eastward receiving yard and continuation thereof.

Note 3 Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of Classification yard.

Note 4 Eastward movements may be made between Rose and House on verbal authority of operator at Antis.

Note 5 Reverse movements may be made on Signal indication.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
No. 5	Lewistown	Lewis	Lewis	
A	Jacks	West End of track	Jacks	
No. 4	Track Scales W. of Frt. Sta.	Jacks	Jacks	
No 5	Huntingdon	Deer	Huntingdon	
No. 5	Forge	Tyrone	Grazier	

Track	Between	And	Controlled by	Note
Fairbrook	Tyrone	Stover	Grazer	
No. 1	Vail	East Tyrone Scales	Park	
No. 8	E. Tyrone Scales	17th St.	Park	
No. 3 Power	Alto	Slope	Alto	
No. 9	Alto	Slope	Alto	
South Runner	Farm	South	AYM-South	
Middle Runner	Farm	South	AYM-Brush & South	
No. 8	Antis	Farm	AYM-Farm	
No. 12	E. End Homer Rec. Yard	Homer Hump	AYM-Homer or Rose	
No. 31	Homer	Rose	AYM-Homer or Rose	
No. 1 (Yard)	Rose	Works	AYM-Rose	
No. 5	Brush	7th St.	Works	
Lead to Cabin Track	Rose	Brush	AYM-Rose	
No. 1 Cabin	Rose	Brush	Rose or Brush	
Trout Run	Jct. Moshannon Branch	DuShan Coll. No. 3	Mills	1
Big Run	Jct. Moshannon Branch	Daywood Coll. No. 1	Mills	1
Moshannon & Clearfield	Coal Run Jct.	Brookwood Shaft	Mills	1
Coal Run	Coal Run Jct.	Mease Coll. No. 2	Mills	1
Goss Run	Goss Run Jct.	Lobb Coll. No. 1	Mills	1
Houtzdale	Houtzdale	Lobb Coll. No. 2	Mills	1
Amesville	Amesville Jct.	Imperial Coll. No. 2	Mills	1
Muddy Run	Smoke Run	Black Oak Coll. No. 3	Mills	1
Little Muddy Run	Smoke Run	Clyde Coll. No. 28	Mills	1
Janesville	Jct. Little Muddy Run	Black Oak Coll. No. 1	Mills	1
Mapleton	Maple	Coaldale Coll.	Mills	1
Philipsburg	Phil	Loch Lomond Jct. (N.Y.C.R.R.)	Mills	1

Note 1. When Mills is closed, controlled by Park.

Track	Between	And	Controlled by	Note
Sanford	Graham	Guion Coll.	Mills	1
Graham	Graham	Elliott Coll.	Mills	1
Runner	Maple	Summit	Mills	1
Bloomfield	Roaring Spring	Ore Hill	Wye	
Springfield	Spring	Ormenia	Wye	
Clover Creek	Clover	Basalt Trap Rock Co.	Wye	
Canoe Creek	Canoe Creek Jct.	Harbison- Walker Refr. Co. No. 2	Wye	
No. 6-Westward Relay Yard	East End of Relay Yard	Jones St.	Yard Master H'lysbrg Yd.	

Note 1. When Mills is closed, controlled by Park.

2204A. Other Secondary Tracks of No Assigned Direction

Between	And	Controlled by	Note
Lewistown	Milroy	Lewis	
	STATIONS	DISTANCE	
	Lewistown.....		
	Walnut Street.....	1.5	
	Burnham.....	3.6	
	Yeagerstown.....	4.4	
	Reedsville.....	6.5	
	Naginey.....	10.8	
	Milroy.....	12.2	

Lewistown to Milroy—Eastward
Milroy to Lewistown—Westward

Between	And	Controlled by	Note
Cur	Grampian	Mills	1
	STATIONS*	DISTANCE	
	Cur.....		
	Curwensville.....	0.3	
	Stronach.....	4.1	
	Grampian.....	5.7	

Cur to Grampian—Northward
Grampian to Cur—Southward

Note 1. When Mills is closed, controlled by Park.

Between	And	Controlled by	Note
Ram	McCartney	Mills	1
	STATIONS	DISTANCE	
	Ram.....		
	Madera Junction.....	0.3	
	Smoke Run.....	2.7	
	Banian Junction.....	4.2	
	Madera.....	5.3	
	Betz Jct.—N.Y.C.R.R. Crossing.....	5.7	
	McCartney.....	12.1	

Ram to McCartney—Southward

McCartney to Ram—Northward

Between	And	Controlled by	Note
Snow Shoe Int.	Snow Shoe	Milesburg	
	STATIONS	DISTANCE	
	Snow Shoe Intersection.....		
	School House.....	2.5	
	Gum Stump.....	3.8	
	Clarks.....	7.2	
	Rhoads.....	10.7	
	Show Shoe.....	17.3	

Snow Shoe Int. to Snow Shoe—Westward

Snow Shoe to Snow Shoe Int.—Eastward

Between	And	Controlled by	Note
Brook	Curry	Wye	
	STATIONS	DISTANCE	
	Brook.....		
	McKee.....	0.9	
	Roaring Spring.....	3.0	
	Martinsburg Jct.	7.2	
	Curry.....	9.7	

Brook to Curry—Southward

Curry to Brook—Northward

NOTE 1—When Mills is closed, controlled by Park.

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

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

2206. Altoona Passenger Station:

Track 2 is a storage track.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by **Rules 80 to 80f** inclusive on portions of the division as follows:

Entire Division

★**2302.** Track cars will not operate spring switches.

★**2304.** Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, Etc.

2305. Detector cars, burro cranes, or cars of similar type or construction will be operated in Automatic Block System territory also through routes of all Interlockings the same as track cars. They will not operate the signals of an Automatic Block System, highway crossing warning signals, nor will they shunt track circuits at interlockings.

Detector cars will be designated as Detector Car extra and burro cranes as Burro Crane extra.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—Altoona.

★**2402. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except:

At Bellefonte—Information will be given verbally by Signalman at Milesburg.

At Creek—Information will be given verbally by Signalman at Wye.

Engineman Pilot

★**2404.** Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Wye—West leg of Wye.	No. 3 track	Pgh. Div. Westward Main track	To Pgh. Div. Westward Main track.
Hollidaysburg	No. 3 track	Lead to Nos. 2 and 1 tracks	To No. 3 track
Holly	No. 3 track	Eastward Receiv. Yd.	To yard.
Brook	Morrison Cove Bch.	Bedford Bch.	To Bedford Branch

2409. Signalman in charge of main track hand operated switches when block station is open:

Location	Switches
Eagle	Switch at West end of siding.
Beaver	Switch at East end of siding.
Julian	Switch at West end of siding.
Beech	Switch at West end of siding.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switches	Controlled by
Denholm	Crossover between A and B tracks	Wall
Denholm	No. 1 to Hill track	Wall
Tyrone	No. 5 to No. 6 track, West end	Grazier
Tyrone	No. 5 to No. 6 track, East end	Grazier
Tyrone	Clearfield Branch to east leg of Wye	Grazier
Tyrone	Clearfield Branch to 14th Street yard	Grazier
Tyrone	Clearfield Branch to 17th Street yard	Grazier

Location	Switches	Controlled by
Bellwood	No. 4 track to yard—west of Bellwood station	Bell
Bellwood	No. 4 track to yard—east of Bellwood station	Bell
Altoona	A track to East Side Concrete & Supply Co. industrial trk. A-1	Works
Altoona	South runner to local yard	South
Port Matilda	Main track to McFeeley Brick Co.	Port Matilda
Howard	No. 1 trk. to west end of siding	Wood
Howard	No. 1 trk. to east end of siding	Wood

Spring Switches

★2412. Spring Switch is marked by disc with white background and black letters "SS". Switch lamp will display green light in both directions when switch is in normal position, and red light in both directions when switch is in reverse position or not properly set.

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

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

The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
East end Julian Siding	Main track	Eastward movements from siding to main track	
West end Milesburg siding	Main track	Westward movements from siding to main trk.	
East end Beech Creek siding	Main track	Eastward movements from siding to main trk.	

2418. Rule D93 in effect as follows:

Track	Between	And
A, 1 and 2	Slope	Alto
Nos. 1, 2, 3 and 4	Wye	Hollidaysburg
Nos. 3 and 4	Hollidaysburg	Holly
Nos. 1 and 2	Holly	Frank

★2425. Movement Of Trains In The Same Direction By Block Signals. Rules 251, 253 and 254 in effect:**Main Line**

Track	Between	And
Nos. 1, 2, 3 and 4	Banks	Spruce
Nos. 1 and 3	Spruce	Forge
Nos. 1, 2, 3 and 4	Forge	Antis
Nos. 3 and 4	Antis	Works
No. 4	Works	Alto
Nos. A, 1, 2 and 4	Alto	Slope

Bald Eagle Branch

Track	Between	And
Single	Lock Haven	Wood
Single	Sand	Park

On two or more tracks signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

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

At Altoona passenger station—Verbally by Station Master.

★2426. Opposing And Following Movements Of Trains By Block Signals. Rules 261, 262, 263 and 264 in effect:

Main Line

Track	Between	And
No. 2	Spruce	Forge
No. 5	Tyrone	Grazier
No. 3	Works	Slope

Bald Eagle Branch

Track	Between	And
Nos. 1 and 2	Wood	Sand

Clearfield Branch

Track	Between	And
Single	Tyrone	Park

Hollidaysburg & Petersburg Branch

Track	Between	And
Single	Wye	Eldorado

Signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

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

At Altoona passenger station—Verbally by Station Master.

Non-interlocked Railroad Crossings at Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

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

Note 1. Referring to Rule 9:

Night signals will not be displayed.

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

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

Denholm Coaling Station

2428. All eastward freight trains on No. 2 or "A" tracks, consisting of more than 75 cars, requiring coal, water, sand, or engine attention at Denholm, will pull their train to the east end of interlocking plant and return with engine to the coaling station for this purpose, except:

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

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

2430. A passenger train, in either direction, requiring change of engines at Lewistown, if diverted to No. 5 track will stop at middle switches. If not diverted to No. 5 track stop should be made at Lewis.

2431. At Altoona passenger station, Enginemen of eastward and westward trains using No. 1, 2, 3 or 4 tracks stopping with engine beyond interlocking signal, will start on receiving communicating signal, provided that in addition, a hand signal to proceed is received from a member of the train crew. The Conductor will be responsible for knowing interlocking signal is in proceed position before starting train.

2432. Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

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

2434. The Middle Division Time Table and Special Instructions is authority for movement of trains and use of tracks on that part of the Williamsport Division between Lock Haven and the division board located 0.7 of mile east of Mill Hall, Bald Eagle Branch.

2435. P. R. R. engines and trains may use H. & B. T. R. R. main track between Huntingdon and south end of Long Siding upon display of proper signal, reporting to the H. & B. T. R. R. train dispatcher at Saxton, when clear. Returning, permission of the H. & B. T. R. R. train dispatcher must be obtained before entering the main track.

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

Use Of Pusher Engines

2436. When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed. Steam should be applied gradually to avoid rough handling of the train.

2437. Westward freight trains dispatched from Altoona Yard will be governed by the following instructions as to the use of helping engines assisting at the rear:

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

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

2438. While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.

2439. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, **Rule 14 (b)**, and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

When it is necessary to take the slack to start trains having one or more helping engines, slack will be taken from the rear and the rear engineman will open his cylinder cocks but will not reverse his engine. The helper engineman next to train will reverse his engine and take slack.

2440. When starting freight trains on a descending grade, having one or more helpers on the rear, after proper signals have been transmitted and brakes released, the helping engines on the rear will start the train. If unable to start without taking the slack, the engine next to cabin will take sufficient slack to start train. Care must be exercised to avoid rough handling.

2441. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

Automatic Highway Crossing signals

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

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

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

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

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

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

At the following locations where Automatic Highway Crossing Signals protect grade crossings, these signals do not operate for movements on other than main tracks. Train crews must protect crossing before movement is made on such tracks.

Bigler.

Alfarata.

★2451. (For Automatic Highway Crossing Signals.)

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

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

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

2452. Williamsburg—High Street:

Movements on tracks other than main tracks over State Highway Route No. 866 (High Street) must be stopped before passing yellow marker posts, located seventy (70) feet from crossing.

Highway Crossing Signals must be operated by cut-in button located on end of relay case at north side of crossing. Cut-in button must be pressed continuously until cars or engine pass yellow marker, after which signals should operate automatically.

If cars or engine fail to operate signals properly, cut-in button must be pressed continuously until movement is clear of crossing.

Blue Ball, General Refractories Track—

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

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

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

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Yard	Jefferson St.	Mt. Union	12:00 Midnight and 4:00 P.M. Daily Ex. Sunday Sunday Continuously.	
Single	Lamb St.	Bellefonte	4:00 P. M. to 8:00 A.M. Daily	

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Old Line	All crossings	Duncannon
Old Line	Market St. U.S. Route 34	Newport
Breyer Ice Cream Co.	Traffic Route 50024	Millerstown
Lewistown—Milroy	Main St. U.S. Route 22	Lewistown
Lewistown—Milroy	1917 ft. West of Chestnut St. U.S. Route 22	Lewistown
Lewistown—Milroy	Furnace Track U.S. Route 22	2025 ft. West of Chestnut St. Lewistown
Lewistown—Milroy	East of Station U.S. Route 322	Reedsville
Old Line,	Washington St.	Mt. Union
Bridgeport Plant Penna. Glass Sand Cpn.	Old U.S. Route 22	Mapleton
East Leg of Wye	Pennsylvania Ave.	Tyrone Station
Brook—Curry	Main St. Traffic Route 36	Roaring Spring
Brook—Curry	Traffic Route 85	Curry
Mt. Dallas Branch	Everett-Saxton Co. track	1.7 Mile South of Mt. Dallas
Bedford Branch	General Refrac- tories Co. U. S. Route 220	Claysburg
Canoe Creek	3158 ft. East of Canoe Creek Jct.	Canoe Creek Jct.
Clover Creek	Basalt Trap Rock Co.	Clover Creek Jct.
Bellefonte Branch	High St.	Bellefonte
Bellefonte Branch	Water St.	Bellefonte
Coal Run	Traffic Route 53	Coal Run Jct.

Track	Crossing	Location
Big Run	Traffic Route 53	South of Junction
Amesville	Traffic Route 53	1 mi. South of Moshannon
Ram-McCartney	Traffic Route 53	½ mi. North of Madera
Philipsburg	Traffic Route 250	North of Junction Philipsburg Boro.
Clearfield Branch	Maple St.	Philipsburg
Clearfield Branch	Pine St.	Philipsburg
Clearfield Branch	Presqueisle St.	Philipsburg
Kurtz Bros.	Traffic Route 322	Clearfield
Snow Shoe Int.— Snow Shoe	U.S. Route 220	Snow Shoe Intersection

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

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

Four-Wheel Cabin Cars

★2477. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where **Rules 261, 262 and 263** are in effect.

★2505. While train order signal (**Rule 294, Fig. A**) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in **Rule 221a**.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Lock Haven (B. E. Bch.)	Brookes Mills
Tyrone—Branch only	Mt. Dallas
Bellefonte	Bedford
Osceola Mills	State Line
Philipsburg	
Clearfield	

★**2602.** In the application of **Rule S-93**—Yard engines will display a red light to the rear at night.

2604. Altoona—When any Eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with Works promptly. When any Eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

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

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

2605. The rear end of all drafts of cars on Secondary Tracks within yard limits must be indicated by a member of the crew by day and in addition a lighted lantern by night.

SPEEDS

★**2701.**

Speed Table

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

**2702. Maximum Speeds, Unless Otherwise Specified.
PASSENGER TRAINS AND FREIGHT TRAINS**

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg'r.	Frt.	Psg'r.	Frt.	Psg'r.	Frt.	Psg'r.	Frt.	Psg'r.	Frt.	Psg'r.	Frt.
Main Line	Miles per Hour											
Banks to View					50	50	50	50	70	50	70	50
View to Spruce					70	50	50	50	50	50	70	50
Spruce to Forge							70	50	50	50	70	50
Forge to Tyrone					50	50	70	50	70	50	50	50
Tyrone to Grazier			30	30	50	50	70	50	70	50	50	50
Grazier to Antis					50	50	70	50	70	50	50	50
Antis to Alto					70	50	70	50				
Alto to Slope			A Track 30	30	70	50	70	50	50	50	50	50
Bald Eagle Branch												
Park to Sand	60	45										
Sand to Wood									45	45	60	45
Wood to Lock Haven	60	45										
Bellefonte Branch	30	30										
Clearfield Branch												
Tyrone to 14th St	25	25										
14th St. to Park	35	25										
Park to Summit	30	30										
Summit to Mills	30	20										
Mills to Cur	30	30										
Moshannon Brch.	20	20										
Hollidaysburg & Petersburg Brch.												
Pete to Holly									30	30	30	30
Holly to Hollidaysburg					30	30	30	30				
Holl's'burg to Wye					30	30	30	30	30	30	30	30
Wye to Eldorado	30	30										
Eldorado to Alto									30	30	30	30
Morrison Cove Br.												
Holly to Brookes Mills	30	30										
Bedford Branch	30	30										
Mt. Dallas Branch	25	25										

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Banks to Slope	50	40
Bald Eagle Branch Park to Lock Haven	45	35
Bellefonte Branch Milesburg to Font	30	20
Clearfield Branch Tyrone to Cur	25	20
Moshannon Branch Mills to Ram	20	15
Hollidaysburg and Petersburg Branch Pete to Alto	30	20
Morrison Cove Branch Holly to Brook	30	20
Bedford Branch Brook to State	30	20
Mt. Dallas Branch Creek to Dallas	25	20

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Banks to Slope	30	20	20
Bald Eagle Branch Park to Lock Haven	30	20	20
Bellefonte Branch Milesburg to Font	30	20	20
Clearfield Branch Tyrone to Cur	25	20	20
Moshannon Branch Mills to Ram	20	15	15
Hollidaysburg & Petersburg Brch. Pete to Alto	30	20	20
Morrison Cove Branch Holly to Brook	30	20	20
Bedford Branch Brook to State	30	20	20
Mt. Dallas Branch Creek to Dallas	25	20	20

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

VARIOUS

MAIN LINE	Miles per Hr.
Circus Trains.....	45
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; mov- ing on own wheels—see Special Instructions ★3601.	
—on straight track.....	30
—on curves.....	20
Freight trains consisting of fifty per cent or more tank cars loaded with petroleum products or mineral freight...	40
Note—When handling such trains Conductors must know that enginemen have been so advised.	
Between Forge and Spruce:	
Eastward petroleum or mineral freight trains.....	25
Eastward arranged service frt. trains.....	35
Passenger trains consisting of fifty percent or more type M.P. 54 cars, Eastward:	
Between Grazier and Tyrone.....	65
Between Deer and Huntingdon.....	65
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks....	5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect—	
Main Line	
—Passenger Trains.....	50
—Freight Trains.....	40
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rules 80 to 80f inclusive.....	8
—through crossovers and turnouts, and over highways and railroad crossings.....	5
Passenger trains taking water from track pans.....	55

2703.

MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles Per Hr.
Bald Eagle Branch:		
Julian—		
East end of siding.	Trailing—Springing switch through turnout.....	30
Snow Shoe Int.—		
West end of Milesburg siding.	Facing—To siding.....	30
Beech Creek—		
East end of siding.	Trailing—From siding, not springing switch.....	30
Non-interlocked turnouts—diverging movements, except Class I, J, M, Q, S and T engines over No. 8 crossovers and turnouts		15

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

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

Park:

Crossover between main track and plug track.
Turnout from Park siding to storage track.

Grazier:

Turnouts at west end of Nos. 8 and 9 tracks.
Crossover between Nos. 8 and 9 tracks.
Crossover between Nos. 5 and 8 tracks.

Rose:

All crossovers and turnouts.

South:

Crossover between No. 2 Power track and No. 3 yard track.
All turnouts from North ladder to tracks Nos. 3 to 14 Ebd. Rec. yard.
All turnouts from South ladder to tracks Nos. 15 to 26 Scales Yard.

Works:

All turnouts from ladder to tracks Nos. 1 to 5 and from No. 6 track to tracks 7 and 8.
Crossover between No. 8 yard track and No. 2 Westward freight track.
Crossover between Nos. 1 and 2 freight tracks at 7th St.
Turnout from coach yard track to ladder.
Turnout from A track to Machine Shop Yard east of 9th St.

Alto:

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

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

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

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

Slope:

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

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

**2704. MAXIMUM SPEEDS, UNLESS
OTHERWISE SPECIFIED
CURVES, BRIDGES, ETC.**

MAIN LINE	Miles per Hr.
First Curve east of Perdix, Nos. 1 and 2 Tracks.....	60
Curve 0.8 mile east of Duncannon.....	40
Curve west of Millerstown, west portion of curve between a point 2,400 feet west of M. P. 138 and M. P. 139, Nos. 1 and 4 tracks.....	60
Curve 0.3 mile east of Thompsonstown, Nos. 1 and 4 tracks..	60
Curve at Tuscarora, Nos. 1 and 4 Tracks.....	65
Curve 0.5 mile east of Mifflin.....	40
Curve 1.4 miles west of Mifflin.....	40
A track—Wall Interlocking.....	30
First curve west of Wall, Nos. 1 and 4 tracks.....	60
Curve 0.1 mile east of Lewistown.....	40
Curve west of Lewistown, Nos. 1 & 4 tracks.....	60
Curve 1.5 miles west of Granville, Nos. 1 and 4 tracks....	60
Curve 1.0 mile west of Ryde.....	50
Curve at Mapleton, Nos. 1 and 4 tracks.....	60
Second curve west of M. P. 201.....	50
First curve east of Warrior Ridge, Nos. 1 and 4 tracks....	60
First and second curves west of Warrior Ridge, Nos. 1 and 4 tracks.....	65
Curve at Petersburg, Nos. 1 and 4 tracks.....	65
Curve 0.5 mile east of Spruce Creek tunnel on No. 1 track	45
First curve west of Spruce Creek Tunnel, No. 4 track.....	60
Curve at Spruce Block Station, Nos. 1, 2 and 3 tracks.....	50
Curves between Spruce Creek and Tyrone.....	40
Between Works and 10th St., Altoona Nos. 3 and 4 tracks..	40
Approaching signal located on bracket pole west of Alto, Eastward movements on No. 3 track.....	15
Hollidaysburg and Petersburg Branch	
Curve at Goodman.....	25
Curve 1200 feet west of Covedale.....	25
Hollidaysburg-Newry Street Crossing.....	15
Curve at Nineteenth Street, Altoona.....	20

Morrison Cove Branch	Miles per Hr.
First curve south of Holly	20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10	20
Bedford Branch	
Curve at Dunnings Creek Jct.	15
Bedford—Richard St. crossing	10
Through Hyndman (By Ordinance)	10
Curve 3.1 Mi. South of Hyndman	15
Clearfield Branch	
Curve north of M. P. 6	20
Curve between M. P. 10 and 11	15
Curve between M. P. 21 and Bridge No. 21.94	20
N.Y.C. R.R. Crossing—(Philipsburg)	20
Curve between M. P. 36 and 37	20
Curve at North end of Bridge No. 38.35	15
Through Clearfield (By Ordinance)	12
Through Curwensville (By Ordinance)	6
Moshannon Branch	
Through Houtzdale (By Ordinance)	12
Bald Eagle Branch	
Curve at M. P. 30	50
At distant signal No. 300 located 3315 feet west of Miles- burg Block Station—	
Eastward trains	30
At distant signal No. 315, located 3605 feet east of Miles- burg Block Station—	
Westward trains	30
Curve at M. P. 34	45
First curve west of Sand	45
Second curve east of Sand, No. 1 track	45
Second curve east of M. P. 39 on No. 1 track	45
At distant signals located 3328 feet west of Wood, No. 1 track—Eastward freight trains	30
At distant signals located 3442 feet west of Wood, No. 2 track—Eastward freight trains	30
First curve east of M. P. 44	45
Curve at M. P. 45	45
First curve west of M. P. 54	50
Bellefonte Branch	
Curve at Bellefonte Station	5
Curve one-half mile east of M. P. 32	15
Curve between Milesburg Station and Bridge 31.08	15
Foamite fire fighting cars 496402 and 496404 must not be moved at a speed in excess of 50 miles per hour.	

2705.

**MAXIMUM SPEEDS, UNLESS
OTHERWISE RESTRICTED
ENGINES**

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15.....	15.....	15.....
B.....	20.....	20.....	20.....
C.....	20.....	20.....	20.....
D.....	25.....	50.....	70.....
E.....	25.....	50.....	70.....
G.....	25.....	50.....	70.....
H.....	35.....	40.....	50.....
I.....	25.....	40.....	50.....
J.....	25.....	40.....	50.....
K.....	25.....	50.....	70.....
L.....	25.....	40.....	50.....
M.....	25.....	50.....	70.....
N.....	20.....	40.....	45.....
Q.....	25.....	40.....	50.....
S.....	20.....	50.....	70.....
T.....	25.....	50.....	70.....
Note: Gas-electric rail motor cars.....	60.....	60.....	60.....

2706.

**MAXIMUM SPEEDS, UNLESS
OTHERWISE SPECIFIED
SECONDARY TRACKS AND SIDINGS**

Track	Between	And	Miles per Hour
H.....	1 Mi. E. of Denholm.....	Wall.....	30
A.....	Deer.....	Huntingdon.....	30
C.....	Huntingdon.....	Deer.....	30
Pull-Up.....	E. End Homer Rec. Yard.....	Bell.....	30
1.....	Rose.....	Antis.....	30
2.....	Antis.....	Rose.....	30
Cur—Grampian.....	Cur.....	Grampian.....	30
Runner.....	Maple.....	Summit.....	20
Ram—McCartney..	Ram.....	McCartney.....	20
Moshannon and Clearfield.....	Coal Run Jct.....	Brookwood shaft Colliery.....	25
Snow Shoe Int.—Snow Shoe.....	Snow Shoe Int... Show Snoe.....		20
Lewistown—Milroy	Lewistown.....	Milroy.....	25
Brook-Curry.....	Brook.....	Curry.....	25
Springfield.....	Spring.....	Ormenia.....	20
All other secondary tracks.....			15
All Sidings—Bald Eagle Branch.....			30
All other Sidings ..			15

★2707. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

ENGINE RESTRICTIONS

2708. Engines Are Restricted At Locations Shown Below:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

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

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gals.
	B	C	E	G	H 6-8 9 10	I	J	K	L	M	N	Q	S	T	
MAIN LINE															
DUNCANNON:															
Old Line except running track to Freight Station.....	X					X	X			X	X	X	X	X	X
NEWPORT:															
Public delivery tracks, except stock yard track.....	X					X	X			X	X	X	X	X	X
F. M. Snyder trestle.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Bridge 132.16.....							40					40	60		
MILLERSTOWN:															
Public Delivery tracks.....	X					X	X			X	X	X	X	X	X
Lead to Sechrist's Mill.....	X					X	X		X	X	X	X	X	X	X
M.P. 145 WEST OF:															
Silica Brick Co.....	X	X	X			X	X		X	X	X	X	X	X	X
PORT ROYAL:															
Breyer Ice Cream Co.....	X					X	X	X	X	X	X	X	X	X	X
Freight Station tracks.....	X					X	X		X	X	X	X	X	X	X
MIFFLIN:															
Commons Yard, except track west of passenger station, leading from No. 5 track.....	X					X	X	X	X	X	X	X	X	X	X
Yard track and switches east of Passenger Station.....	X					X	X		X	X	X	X	X	X	X
W. H. Manbeck trestles.....	X	X	X			X	X	X	X	X	X	X	X	X	X
DENHOLM:															
Circle, Hill & coal storage trk....	X					X	X	X	X	X	X	X	X	X	X
HAWSTONE:															
Hill track.....	X	X	X			X	X	X	X	X	X	X	X	X	X
M.P. 175 WEST OF:															
Mifflin Sand Co. (tracks leading to Sand Plant only).....	X	X	X			X	X	X	X	X	X	X	X	X	X
McVEYTOWN:															
H. O. Andrews & Son.....	X	X	X			X	X	X	X	X	X	X	X	X	X
VINEYARD:															
Penna. Glass Sand Cpn. Hatfield Plant.....	X	X	X			X	X	X	X	X	X	X	X	X	X
MT. UNION:															
Tracks east of Franklin St.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Freight Station track.....	X	X	X			X	X	X	X	X	X	X	X	X	X
E. A. Beaver Co.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Harbison Walker.....	X	X	X			X	X	X	X	X	X	X	X	X	X
MAPLETON:															
Siding, West of Bridge St.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Bridgeport track at tool house curve.....	X	X	X			X	X	X	X	X	X	X	X	X	X
HUNTINGDON:															
Junlata Supply Co.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Penna. Edison.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Penna. Edison trestle.....	X	X	X			X	X	X	X	X	X	X	X	X	X
H. & B. T. station tracks.....	X	X	X			X	X	X	X	X	X	X	X	X	X
J. C. Blair.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Suplee—Wills—Jones.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Freight Station tracks.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Huntingdon Specialty Co.....	X	X	X			X	X	X	X	X	X	X	X	X	X
Radiator Corp.....	X	X	X			X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Ten-der Capacity of Over 15,000 Gale.
	B	C	E	G	H 6-8 9 10	I	J	K	L	M	N	Q	S	T	
WARRIOR RIDGE: Penna. Edison.....		X	X	X	...	X	X	X	X	X	X	X	X	X	X
PETERSBURG: Station track.....		X				X	X	X	X	X	X	X	X	X	X
West of Petersburg.....													55		
Bridge 210.75.....															
BARREE: Baldridge track.....		X				X	X			X	X	X	X	X	X
UNION FURNACE: American Lime & Stone.— Tracks leading to Stone Plant only.....		X				X	X	X	X	X	X	X	X	X	X
FORGE: Tyrone Lime & Stone.....		X				X	X	X	X	X	X	X	X	X	X
TYRONE: Wilson Chemical.....		X	X	X		X	X	X	X	X	X	X	X	X	X
WEST OF ANTIS: Bridge 232.94.....							40					40	60		
ALTOONA TERRITORY: Junata side track.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Sinclair Refining Co., Kettle Street.....		X	X	X		X	X	X	X	X	X	X	X	X	X
Peoples Natural Gas Co., 1st St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
C. W. Marks Brewery, 5th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Shaffer Stores Co., 7th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Leonard Miller, 8th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
East Side Coal & Supply Co. 8th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pintach Gas, 9th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
William Conroy, 10th St.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
L. B. Mackey, 10th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Sanitary Mfg. Co., 16th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
General Builders Supply Co. (1 & 2) 17th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Sears Roebuck Co., 17th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Armour & Co., 18th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
City Ice and Beverage Co., 18th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Abelson Iron & Metal Co., 18th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Citizen's Ice Co., 18th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Penna Edison (No. 1) 18th Street.....						X	X	X	X	X	X	X	X	X	X
Curry-Canan Co.,(1&2) 19th Street.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Filer's Storage Co., 19th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
City Ice and Beverage Co., 19th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Buley-Patterson Co., 19th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Swift & Co., 19th St.....		X				X	X	X	X	X	X	X	X	X	X
Main track—19th St. H. & P. Branch.....						B 10	B 10			B 10	B 10	B 10	B 10	B 10	B 10
Altoona City, 20th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Penna. Edison (No.2) 20th St.....						X	X	X	X	X	X	X	X	X	X
Standard Supply & Equip- ment Co., 21st St.....		X				X	X	X	X	X	X	X	X	X	X
John McGinley, 21st St.....		X				X	X	X	X	X	X	X	X	X	X
Rescue Mission, 21st St.....		X				X	X	X	X	X	X	X	X	X	X
Altoona Pipe & Supply Co., 21st St.....		X				X	X	X	X	X	X	X	X	X	X
National Biscuit Co., 26th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Atlantic Refining Co., 27th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
National Biscuit Co., and Loose-Wiles Biscuit Co., 27th St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Frelhofer's Baking Co., 28th Street.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Altoona Iron Co. (No.1) 30th Street.....		X	X			X	X	X	X	X	X	X	X	X	X
Altoona Iron Co. (2&3) 30th Street.....		R	R	R	R	R	R	R	R	R	R	R	R	R	R
J. C. Ivory & Son, 31st St.....		X				X	X	X	X	X	X	X	X	X	X
Geo. Reighard, 31st St.....		X				X	X	X	X	X	X	X	X	X	X
Altoona & Logan Valley Elec. Ry. (1 & 2).....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blair Ice & Cold Storage Co. 31st St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
United Home Dressed Meat Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Independent Oil Co., 32nd St.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
(Continued Next Page)															

(Continued Next Page)

LOCATION	CLASS OF ENGINES														Engines with Ten-der Capacity of Over 15,000 Gals.
	B	C	E	G	H 6-8 9 10	I	J	K	L	M	N	Q	S	T	
ALTOONA TERRITORY Cont.															
A. L. Anderson & Bro., South Altoona.....		X				X	X	X	X	X	X	X	X	X	X
37th St.—lead from No. 2 trk. to So. Alt. Shop Yd.....						X	X	X	X	X	X	X	X	X	X
Freedom Oil Co., Altoona Public Track.....		X				X	X	X	X	X	X	X	X	X	X
Glass Casket Co.....		X				X	X	X	X	X	X	X	X	X	X
Altoona Packing Co., Canan's Crossing.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Atlantic Refining Co., west of Canan's Crossing.....		X				X	X	X	X	X	X	X	X	X	X
Gulf Refining Co., Canan's Crossing.....		X				X	X	X	X	X	X	X	X	X	X
Sun Oil Co., East of Canan's Crossing.....		X				X	X	X	X	X	X	X	X	X	X
American Oil Co., East of Canan's Crossing.....		X				X	X	X	X	X	X	X	X	X	X
Eldorado Milling Co., Canan's Crossing.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eldorado Public Delivery Trk.....	X	X				X	X	X	X	X	X	X	X	X	X
BALD EAGLE BRANCH:															
Lock Haven.....															
Penn. Woven Wire Co.....	X			X	X	X	X	X	X	X	X	X	X	X	X
Hoberman Coal & Junk Yard.....				X	X	X	X	X	X	X	X	X	X	X	X
J. D. Bove.....				X	X	X	X	X	X	X	X	X	X	X	X
American Aniline Prod. Co.....				X	X	X	X	X	X	X	X	X	X	X	X
N.Y. & Penna. Paper Co.....	X			X		X	X	X	X	X	X	X	X	X	X
Castanea Paper Co.....	X			X		X	X	X	X	X	X	X	X	X	X
MILL HALL:															
Mill Hall Fire Brick Co. side track.....						X	X	X	X	X	X	X	X	X	X
Sheffield Farms.....						X	X						X	X	
N.Y.C. Junction track.....						X				X	X	X	X	X	X
BEECH CREEK:															
Freight Station.....						X				X	X	X	X	X	X
HOWARD:															
Sheffield Farms.....						X				X	X	X	X	X	X
Freight Station.....						X	X			X	X	X	X	X	X
Valley View Lime Co.....						X	X	X		X	X	X	X	X	X
White Rock Quarry Co.....						X	X			X	X	X	X	X	X
MOUNT EAGLE:															
Sand side track.....						X				X	X	X	X	X	X
Freight Station.....						X				X	X	X	X	X	X
MILESBURG:															
Storage tracks.....						X				X	X	X	X	X	X
Station track.....						X				X	X	X	X	X	X
JULIAN:															
Freight Station.....						X				X	X	X	X	X	X
PORT MATILDA:															
McFeeley Brick Co.....	X					X	X			X	X	X	X	X	X
Clay Track.....	X					X	X		X	X	X	X	X	X	X
EAGLE BLOCK STATION:															
Bridge 6.17.....										55	55	55	55	55
TYRONE:															
West Virginia Pulp & Paper Co.....	X	X	X			X	X	X	X	X	X	X	X	X	X
East Tyrone Wye.....						X	X			X	X	X	X	X	X
14th St. Coal Yard at Washington Ave.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
13th St. Coal Yard at Washington Ave.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bayer-Gillam Bros.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mosers Side Track.....	X					X	X	X	X	X	X	X	X	X	X
All Freight Station tracks.....	X	X	X			X	X	X	X	X	X	X	X	X	X
BELLEFONTE BRANCH:															
BELLEFONTE:															
Titan Metal Co.....	X	X				X	X	X	X	X	X	X	X	X	X
Wagners Side Track.....	X	X				X	X	X	X	X	X	X	X	X	X
Mussers Side Track.....	X	X				X	X	X	X	X	X	X	X	X	X
Back Track, Passenger Station.....	X					X	X			X	X	X	X	X	X
Sheffields Farms.....	X					X	X			X	X	X	X	X	X
All Other Side Tracks.....	X	X				X	X	X	X	X	X	X	X	X	X
LEWISTOWN-MILROY.....															
NAGINEY:															
Bethlehem Mines Corp. bridge at west end of loaded track.....	X	X	X			X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Ten- der Capacity of Over 15,000 Gals.
	B	C	E	G	H 6-8 9 10	I	J	K	L	M	N	Q	S	T
YEAGERTOWN:														
Yeagertown trestle.....	X	X	X			X	X	X	X	X	X	X	X	X
BURNHAM:														
Logan Iron & Steel Co. trestle..	X	X	X			X	X	X	X	X	X	X	X	X
Logan Iron & Steel Co., Round the Mill track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LEWISTOWN:														
Mt. Rock trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
M. H. Wiker trestle.....	X	X	X	X		X	X	X	X	X	X	X	X	X
C. A. Hoffman trestle.....	X	X	X	X		X	X	X	X	X	X	X	X	X
HOLLIDAYSBURG & PETER- BURG BRANCH:														
PETERSBURG:														
Bridge 0.69.....						25	X							
Bridge 0.72.....						15	X			20		20	20	
Bridge 0.90.....						20	X							
BLAIR FOUR:														
Bridge 11.51.....						15	X			25		25	25	
WILLIAMSBURG:														
West Virginia Pulp & Paper Co. trestles.....	X	X	X			X	X	X	X	X	X	X	X	X
Penna. Edison Co.....	X	X	X			X	X	X	X	X	X	X	X	X
GANISTER:														
Bridge 20.19.....						20	X							
HORRELL														
Bridge 24.37.....						25	X							
HOLLIDAYSBURG:														
McLanahan Stone Machinery Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blair County Oil & Supply Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thermic Ice & Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
DUNCANVILLE:														
W. P. Appleyard trestle.....	X	X	X	X		X	X	X	X	X	X	X	X	X
Swope trestle and track.....	X	X	X	X		X	X	X	X	X	X	X	X	X
All other individual tracks.....	X	X	X			X	X	X	X	X	X	X	X	X
MORRISON COVE BRANCH:	X					X	X	X	X	X	X	X	X	X
ROARING SPRING:														
Brook-Curry track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D. M. Bare Paper Co. trestle..	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Coal trestle.....	X	X	X			X	X	X	X	X	X	X	X	X
BEDFORD BRANCH:	X					X	X	X	X	X	X	X	X	X
Cesana station track.....	X	X	X	X		X	X	X	X	X	X	X	X	X
MT. DALLAS BRANCH	X					X	X	X	X	X	X	X	X	X
CLOVER CREEK	X					X	X	X	X	X	X	X	X	X
Basalt track.....	X					X	X	X	X	X	X	X	X	X
SPRINGFIELD	X					X	X	X	X	X	X	X	X	X
Ormenia track.....	X					X	X	X	X	X	X	X	X	X
CANOE CREEK	X					X	X	X	X	X	X	X	X	X
FLOWING SPRING	X					X	X	X	X	X	X	X	X	X
Moore's Mills track.....	X					X	X	X	X	X	X	X	X	X
CLEARFIELD BCH. NORTH OF PARK AND CONNECT- ING TRACKS	X					X	X	X	X	X	X	X	X	X
MOSHANNON BRANCH & CONNECTING TRACKS	X					X	X	X	X	X	X	X	X	X
SNOW SHOE INT.-SNOW SHOE & CONNECTING TRACKS	X					X	X	X	X	X	X	X	X	X
FAIRBROOK TRACK	X					X	X	X	X	X	X	X	X	X
WESTERN MARYLAND RR:														
State Line to Cumberland....	X	X	X	X	X	X	X	X	X	X	X	X	X	X

2709. Other Engine Restrictions

Movement of Class J and Q engines prohibited—

Main Line—Between Banks and Bell.

On all branches—(Except Bald Eagle Branch and Clearfield Branch between Tyrone and Park).

Movement of Class T engines—

Main Line—Mapleton—West of:

Adjacent eastward track must be clear around Curve 6400 ft. west of Mapleton.

Movement of Class S engines—

Main Line—

Adjacent eastward track must be clear around Curve 6400 ft. west of Mapleton.

Between Spruce and Forge on No. 2 or No. 3 track, adjacent westward track must be clear.

Clearfield Branch—

Tyrone—Station track must be clear to permit movements on east leg of Wye.

Movement of Class J, Q, S, and T engines—

Hollidaysburg and Petersburg Branch—

Between Alto and Eldorado:

Prohibited except on Orders from Superintendent, and then only when adjacent track is clear.

OTHER EQUIPMENT RESTRICTIONS

Steam Suburban Cars

★2716. P-54, MP-54, and MP-54c coach; PB-54, MPB-54, MPB-54b, and MPB-54c combined Passenger and Baggage cars; MPBM-54 Passenger, Baggage and mail cars; and MBM-62 Baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diagrams.

Long Island Railroad suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diagrams and may be identified by means of the description on board located in the toilet.

Cabin Cars in Passenger Trains

★2717. Cabin cars, other than all steel construction equipped with four wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★2718. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet or More in Length

★2719. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

Folding Steps

★2722. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead or Disabled Engines

★2723. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

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

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

Class of Engines	Miles per Hour
N1S } C1 } I1S }	8
All others	15

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

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

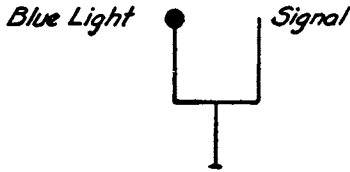
2724. A locomotive from which any of the wheels have been removed must not be accepted for movement, on its own wheels, in a revenue train.

FIXED SIGNALS

2801. Signal aspects not in conformity with the typical aspects, in service:

Alto Interlocking—Block Station.

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



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

Name—Signal Mast Bracket Marker.

ASPECTS	NAME	INDICATION
	STOP— SIGNAL	STOP
	PERMISSIVE— BLOCK	BLOCK OCCUPIED; FOR PASSENGER TRAINS STOP; FOR TRAINS OTHER THAN PASSENGER TRAINS, PROCEED AT REDUCED SPEED, BUT NOT EXCEEDING THIRTY MILES PER HOUR.
	CLEAR— BLOCK	PROCEED; MEDIUM SPEED WITHIN INTERLOCKING LIMITS. OUTSIDE INTERLOCKING LIMITS PROCEED; MANUAL BLOCK CLEAR.

R = RED

Y = YELLOW

G = GREEN

IN SERVICE AT "PORT MATILDA."

CAB SIGNALS

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

—with current of traffic—

Main Line

Track	Between	And
Nos. 1, 2, 3 and 4	Banks	Spruce
Nos. 1, 2 and 3	Spruce	Forge
Nos. 1, 2, 3 and 4	Forge	Antis
Nos. 3 and 4	Antis	Alto
A	Wall	E. End Wall Interlocking Limits

—against current of traffic—

Track	Between	And
Nos. 1 and 2	East end— Spruce Interlocking	West end— Spruce Interlocking
No. 2	Forge	Spruce
No. 3	Works	Alto

Secondary tracks

—in assigned direction—

Track	Between	And
Nos. 1 and 2	Antis	Rose

—against assigned direction—

Track	Between	And
Pull-Up	Bell	8115 feet West of Bell

**2852. Cutting-in Sections Located:
Main Line— Westward Trains**

On Tracks	From	To
Nos. 3 and 4	Westward home sig- nal—Slope	Signal 2373

Eastward Trains

No. 3	245 feet west of sig- nal 2360	Signal 2360
No. 1	320 ft. west of In- terlocking signal East of Rose	880 ft. East of In- terlocking signal East of Rose
A—Huntingdon	Signal 2036	Eastward Home sig- nal

Hollidaysburg & Petersburg Branch

No. 1	2000 ft. West of sig- nal P-18	Signal P-18
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★2853. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located.

Tyrone:

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

West end Tyrone Yard—No. 5 track between Westward home signal bridge and interlocking signal located 425 feet west thereof, also on tracks 8 and 9 North side of water tank opposite Grazier Block Station, extending eastward two hundred feet.

2856. Engines dispatched from points in Cab Signal territory to Central Penna. Division points or to points where Test Circuits are not provided must have Cab Signal equipment cut in for the entire trip.

Engines dispatched to Osceola Mills, Southport, Northumberland or Wilkes-Barre must have Cab Signals cut out in Tyrone Yard.

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

• MANUAL BLOCK SYSTEM

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

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

2902. Rule 316 will apply:

CLEARFIELD BRANCH:

Southward between Summit and Park.

Northward between Summit and Mills.

2903. Rule 317 will apply:

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

★2904. The use of Clearance Card (Form K) to permit a train being governed by a clear-block signal to pass a block-limit station as though permissive-block signal were displayed, is prohibited.

2905. Flag or lamp signals will be used by Signalman Wye to give block indication as provided by **Rule 361a**.

Eastward trains on No. 1 track.

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

AUTOMATIC BLOCK SYSTEM

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

Main Line

Track	Between	And
No. 5	Tyrone	Grazier
A, 1, 2, 3 and 4	Alto	Slope

Hollidaysburg and Petersburg Branch

Track	Between	And
Nos. 1 and 2	Alto	Eldorado
Single	Eldorado	Wye

Clearfield Branch

Track	Between	And
Single	Tyrone	Park

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

Track	Between	And
Nos. 1, 2, 3 and 4	Banks	Spruce
Nos. 1, 2 and 3	Spruce	Forge
Nos. 1, 2, 3 and 4	Forge	Antis
Nos. 3 and 4	Antis	Alto
A	Wall	E. End Wall Interlocking Limits

Secondary Track

Track	Between	And
Pull-Up	Bell	8115 feet West of Bell
Nos. 1 and 2	Antis	Rose

3016. Rule 515—following exceptions authorized:

★3017. In the application of **Rule 515** the Superintendent may authorize a train to move in cab signal territory by the use of the following form of message:

C & E extra 452 West at A.

You are authorized to operate without cab signals from A to B complying with **Rule 516**.

3018. In the application of the second paragraph of **Rule 516**, trains authorized by Cab Signal Clearance Card (Form CS), to proceed at speed authorized for an equipped train, must be prepared to pass the following signals at medium speed:

WESTWARD:

Signal 1179—East of View
Signal 1325—East of Port
Signal 1525—East of Mifflin
Signal 1547—West of Mifflin
Signal 1563—East of Wall
Signal 1647—East of Lewistown
Signal 2035—East of Deer

EASTWARD:

Signal 2036—West of Huntingdon
Signal 1586—West of Wall
Signal 1348—West of Port
Signal 1142—East of Perdix

3019. In Automatic Block System Territory, when lights are out in signals having numbers, Track cars may proceed without stopping, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

INTERLOCKING

3102. Emergency Signals—Whistle or Horn, in service as follows:

Slope	Bell
Alto	Forge
Works	Huntingdon
South	Jacks
Rose	Lewis
Antis	Wall

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

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

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

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

3502. Referring to **Rule 291**, between:

Jacks and Lewis.

Mifflin and Port.

When a passenger train receives a Stop and Proceed signal the Engineman or Conductor must immediately communicate with either the Block Operator or Train Dispatcher from telephone located at signal bridge and be governed by his instructions. If unable to establish communication, train may proceed governed by signal indication.

3503. Trains held by signal or delayed by trains ahead will communicate promptly by telephone with either the Block Operator or Train Dispatcher.

GENERAL INSTRUCTIONS

Machinery of Rotary Or Swinging Type

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

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

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

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

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

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

Heavy Machinery Over Tracks At Grade Crossing

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

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

Overhead Clearance

★3610. Employes are warned of close overhead clearance at the following locations. They must not go on top of box cars, engines or other high equipment while movements are being made under the following bridges or structures.

Train Shed, Altoona Passenger Station.

Overhead Water Plugs.

Signal bridges.

Spruce Creek Tunnels.

Over-head bridges.

All coal, clay and stone tipples.

Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

Operation of Freight Trains on Descending Grades

3620. For controlling freight trains with power brakes on heavy descending grades, **Rules 54 to 60** inclusive of the current issue 99-C-1 brake and train air signal instructions will apply on the following grades:

Clearfield Branch—Summit to Vail

Snow Shoe Secondary Track—Rhoads to Snow Shoe Int.

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

Minimum Running Time On Descending Grades

The following scheduled running time for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

Clearfield Branch:

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

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	1.98	2.5	10.7	14
North end of Big Fill to a point $\frac{1}{4}$ mile south of M.P. 7.....	.11 to 1.98	3.5	13.125	16
Point 1.4 miles south of M.P.7 to Vail.....	2.2 to 2.86	3.8	9.1	25
Total.....		9.8		55

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

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

Snow Shoe Int.—Snow Shoe

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

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

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

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

Note: In the event of trains stopping between points shown, the number of minutes delayed must be added to the minimum time.

Car Limits On Descending Grades

Clearfield Branch:

Between Osceola Mills and Tyrone, 75 cars.

Snow Shoe Int.—Snow Shoe

Between Rhoads and Gum Stump—

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

Other Descending Grades:

Between: Altoona and Petersburg

Dix and Holters

Buffalo Mills and Hyndman

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

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

Loaded trains, consisting of 50 per cent or more cars loaded mineral freight.....10 per cent.

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

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

Use of Back Up Hose

3621. Back-up hose must be used when shifting cars at Altoona passenger station.

Inspection of Freight Trains Leaving Yards or Coaling Stations

3622. Freight trains leaving coaling or watering stations and yards will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be reduced sufficiently to insure safety to the members of the crew, making the inspection, getting on the rear end of the train.

Employees On Engines

3623. Not more than three (3) persons including the Engineman and Fireman, will be permitted to ride on engines of passenger trains, and not more than four (4) persons, including the Engineman, Fireman and Trainmen, will be permitted to ride on engines of freight trains; unless otherwise authorized by the Superintendent.

Toilet Doors In Passenger Equipment

3624. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona.

Switching Gasoline and Gas-Electric Cars

3625. The following instructions will govern the handling of Gasoline and Gas-Electric Motor Cars by switching crews.

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

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

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

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

Passengers Getting On And Off Trains

3626. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

Watering Live Stock

3627. When necessary to drench live hog shipments, the hogs will be drenched at Altoona. The watering of any other stock shipments or poultry should be performed on the icing tracks at Huntingdon.

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

Icing Cars

3628. Huntingdon Icing Station: Method of operation governed by the following instructions:
Arranged Freight Train Service.

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

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

WESTWARD TRAINS.—Conductors on trains having cars to ice at Huntingdon will throw off at Wall a memorandum showing the number of such cars. The operator at Wall will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon and the Train Dispatcher at Altoona.

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

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

RAILWAY EXPRESS TRAINS:

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

WESTWARD TRAINS.—Station Master at Harrisburg to give the information direct to the Train Dispatcher at Altoona.

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

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

3629. Hot Boxes on Passenger and Freight Trains

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

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

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

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

Main Line:

Tyrone Yard Office.
Huntingdon Oil House
Ryde Water Station.
Lewistown Enginehouse.
Denholm Coal Wharf.
Bailey Pumping Station.

Bald Eagle Branch:

Port Matilda Block Station.
Snow Shoe Int.

Clearfield Branch:

Osceola Enginehouse.
Clearfield.

3630. 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.

PERSONAL INJURIES

★3701. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost, throughout the disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

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

3701-A. Injuries to persons or employees must be reported immediately to the Superintendent by wire and full report made to the head of the department within twenty-four hours.

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Mifflin.....	ROBERT P. BANKS, M. D..... 210 Bridge St., Mifflintown, Pa.....	{ Bell 76 Res. Bell 158
	{ H. C. CASSIDY, M. D..... 139 Market St.....	{ Bell 4121 Res. Bell 3718
Lewistown	{ C. B. McCLAIN, M. D..... Lewistown Hospital.....	{ Bell 855 Res. Bell 4733
Mt. Union	W. J. CAMPBELL, M. D..... 100 E. Penna. Ave.....	{ Bell 34 PRR-Jacks
Huntingdon.....	W. A. DOEBELE, M. D..... 601 Penn St.....	Bell 9-J
Tyrone.....	{ CAREY C. BRADIN, M. D..... 1106 Logan Ave.....	Bell 560 Bell 613-J
Philipsburg.....	{ FRANK PATTERSON, M. D..... J. K. HENDERSON, M. D..... 217 E. Presqueisle St.....	{ Res. Bell 286-M Bell 286-J
	{ S. W. HURST, M. D..... 9th Ave. & 12th St.....	P.R.R. 106
Altoona.....	{ A. S. KECH, M. D..... 1221 12th Ave..... J. D. FINDLEY..... 1121 13th Ave..... C. E. SNYDER, M. D..... 1201 6th Ave.....	Bell 2-9127 Res. Bell 4679 Bell 2-7737 Bell 2-2798

3703. Location of Hospitals

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

3704. First Aid Boxes and Stretchers

First Aid Boxes, location of:

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

At each passenger and each freight station.

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

STRETCHERS:

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

One stretcher must be carried on each passenger train.

Home Division

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR.

[illegible]

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 7, 1945.

GENERAL ORDER NO. 601.

Applies in All Zones

EFFECTIVE 2.01 A. M., SUNDAY, SEPTEMBER 16, 1945.

Time Table No. 6 and Special Instructions to Time Table No. 6 takes effect 2.01 A. M., Sunday, September 16, 1945, and contains the necessary instructions issued in General Orders up to and including No. 511, all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 6 and Special Instructions to Time Table No. 6 to see that his copy is complete, with all schedule pages properly lined up, and note the changes; also note important changes in Special Instructions.

Employes must turn in old Time Table and Special Instructions to Bulletin Board Attendant after Time Table No. 6 takes effect.

Applies in Zone A

MAIN LINE:

(a) No. 24 will make "B" stop daily except Saturday, Sunday, and school holidays at Ryde.

When stop is not desired, crews will be so instructed.

Applies in Zone B

HOLLIDAYSBURG & PETERSBURG BRANCH:

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

No. 2 track between Holly and Jones Street.

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

This General Order is printed in Time Table No. 6 and will not be issued in sticker form.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 17, 1945.

GENERAL ORDER NO. 603

Effective at once.

Applies In Zones B and C

- (a) BEDFORD BRANCH:
MT. DALLAS BRANCH:
CLOVER CREEK SECONDARY TRACK:
SPRINGFIELD SECONDARY TRACK:
CANOE CREEK SECONDARY TRACK:
FLOWING SPRING—MOORE'S MILLS TRACK:

Use of L1 engines permitted. Special Instruction 2708—CHANGED.

Applies In Zone D

- (b) CLEARFIELD BRANCH:
BETWEEN PARK AND MAPLE:

Use of L1 engines permitted. Special Instruction 2708—CHANGED.

Applies In Zone E

-) BELLEFONTE:

Bellefonte Hospital—Telephone number is 757 instead of 180. Special Instruction 3703—CHANGED.

Effective 11.01 A. M., Monday, September 24, 1945.

Applies In Zone A

- (d) MAIN LINE:
BETWEEN MIFFLIN AND WALL:

No. 4 track from a point 3673 feet west of Mifflin Interlocking and Block Station to a point 10,407 feet west of Mifflin Interlocking and Block Station—OUT OF SERVICE.

Fixed signals 1547 and 1563, located 5266 feet and 13,319 feet respectively, west of Mifflin Interlocking and Block Station, governing westward movements on No. 4 track—OUT OF SERVICE.

No. 4 track in new location, north of former No. 4 track from a point 3673 feet west of Mifflin Interlocking and Block Station, to a point 10,407 feet west of Mifflin Interlocking and Block Station—IN SERVICE.

Maximum speed, 50 miles per hour. Special Instruction 2702—CHANGED.

Fixed signal 1549 located 6867 feet west of Mifflin Interlocking and Block Station, governing westward movements on No. 4 track—IN SERVICE.

Effective 10.01 A. M., Tuesday, September 25, 1945.

Applies In Zone E

- (e) BALD EAGLE BRANCH:
PORT MATILDA:

Interlocking and Block Station, including signals and power switch mechanism at east and west ends of siding governing movements on main track and siding—OUT OF SERVICE.

Special Instructions 2801 and 3629—CHANGED.

Switch point derails located at clearance points at east and west ends of siding, pipe connected to hand operated switch throwing mechanism on main track turnouts—IN SERVICE.

Electric lock removed from hand operated switch in main track leading to McFeeley Brick Company track. Special Instruction 2411—CHANGED.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 25, 1945.

GENERAL ORDER NO. 604

Effective 2.00 A. M., Sunday, September 30, 1945.

Applies In All Zones

- (a) Standard Time set back one hour.
- (b) The time of Standard Clocks must be set back one hour at 2.00 A. M. present standard time in each time zone, to show 1.00 A. M., Standard Time.

Employees setting back the time of Standard Clocks must compare time with train dispatcher as soon as change has been made.

At offices where Standard Clocks are located and not open at 2.00 A. M., employees must set back the time of such clocks one hour at time office is opened and then compare time with train dispatcher.

- (c) Employees required by **Rule 2** to use reliable watches, who are on duty at 2.00 A. M., must set back the time of their watches to show 1.00 A. M. Standard Time and as soon thereafter as possible without delay to train movements, compare time with a Standard Clock or secure correct time from operator at nearest block station.

- (d) From the moment the change in time takes effect, trains enroute will be governed as follows:

1. On two or more tracks where **Rule 251** is in effect, and on any track where **Rule 261** is in effect, schedules of regular trains affected by change in time are annulled and the trains affected will run as passenger extras.

All other trains and engines will proceed under the Rules and Special Instructions.

2. On two or more tracks where neither **Rule 251** nor **Rule 261** is in effect, and on single track where **Rule 261** is not in effect, schedules of regular trains will be annulled by train order before 2.00 A. M. and the trains affected must not proceed without train orders authorizing them to do so.

3. Work extra, time and wait orders issued to any train must be annulled by train order before 2.00 A. M.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 2, 1945.

GENERAL ORDER NO. 606

Effective 12.01 A. M., Tuesday, October 9, 1945.

Applies In All Zones

- (a) TIME-TABLE AUTHORITY

Schedules of No. 623 and Exp. 13—CHANGED.

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

No. 623 and Exp. 13 over corresponding schedules, pages 12 and 35.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 1, 1945.

GENERAL ORDER NO. 605

Effective 11.01 A. M., Thursday, October 4, 1945.

Applies In Zone A

**(a) MAIN LINE:
BETWEEN MIFFLIN AND WALL:**

Fixed signals 1547 and 1563, located 5266 feet and 13,319 feet respectively, west of Mifflin Interlocking and Block Station, governing westward movements on No. 3 track—OUT OF SERVICE. Special Instruction 3018—CHANGED.

Hand operated turnout connecting east end of G track to H-secondary track—OUT OF SERVICE. G track redesignated as temporary construction track.

No. 3 track relocated northward and adjacent to No. 4 track from a point 3673 feet west of Mifflin Interlocking and Block Station to a point 10,407 feet west of Mifflin Interlocking and Block Station—IN SERVICE.

H-secondary track, also interlocked turnout and signals governing eastward movements on No. 3 track and H-secondary track extended eastward 2143 feet. Location of H-secondary track changed to read "from Mifflin to Wall". Special Instructions 2203 and 2706—CHANGED.

Interlocking signal governing westward movements on No. 3 track, also westward movements from No. 3 track to H-secondary track, relocated eastward to a point 6867 feet west of Mifflin Interlocking and Block Station.

Emergency horns installed at Mifflin Interlocking and Block Station. Special Instruction 3102—CHANGED.

<u>Maximum speeds</u>	<u>Miles per hour</u>
No. 4 track—Passenger	70
—Freight	50
No. 3 track—Passenger	50
—Freight	50
H-secondary track	30

Special Instruction 2702 and that portion of 2704 referring to curve 1.4 miles west of Mifflin—CHANGED.

Fourth paragraph of General Order No. 603 (d)—ANNULLED.

Applies In Zone C

**(b) MORRISON COVE BRANCH:
BETWEEN HOLLY AND BROOK:**

Use of L1 engines permitted. Special Instruction 2708—CHANGED.

Applies In All Zones

(c) Special Instruction 1303, page 41—ANNULLED.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 10, 1945.

GENERAL ORDER NO. 607

Effective 12.01 A. M., Monday, October 15, 1945.

Applies In All Zones

(a) Form D changed—Speed restriction added.

Coupons of Form D must be pasted over Form D on page 79 of Operating, Signal and Interlocking Rules, Effective September 28, 1941, and of Operating, Signal And Interlocking Rules, Effective September 28, 1941, Edition of August 16, 1943.

If the present Form D is used, the speed restriction prescribed by revised Form D must be observed.

(b) **Rule S-93** changed.

Coupons of **Rule S-93** must be pasted over **Rule S-93** on pages 26 and 27 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, and on pages 24 and 25 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, Edition of August 16, 1943.

(c) **Rule 317** changed.

Coupons of **Rule 317** must be pasted over **Rule 317** on pages 62 and 63 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, and on pages 61 and 62 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, Edition of August 16, 1943.

(d) **Rule S-318** changed.

Coupons of **Rule S-318** must be pasted over **Rule S-318** on page 63 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, and on page 62 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, Edition of August 16, 1943.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 17, 1945.

GENERAL ORDER NO. 608

Effective 10.01 A. M., Wednesday, October 24, 1945.

Applies In Zone E

(a) BALD EAGLE BRANCH:

BETWEEN EAGLE AND JULIAN:

Beaver Block Station and block signals—OUT OF SERVICE.

Fixed signal No. 78, located 940 feet west of Milepost 8, governing eastward movements—OUT OF SERVICE.

Electric lock removed from switch at east end of Eagle Siding.

Telephone installed on pole north of switch at east end of Eagle Siding.

When stops are to be made for coal, water, hot parts, etc., eastward trains will sound engine whistle signal, **Rule 14 (r)** passing Eagle, indicating stop will be made at Port Matilda. Special Instruction 1504—CHANGED.

Employes will make necessary correction in ink on pages 8, 30 and 31 of Time Table No. 6.

(b) PORT MATILDA:

Hand operated lever located between main track turnout and derail at McFeeley Brick Company to lock or unlock switch throwing mechanisms—IN SERVICE.

Switch point derail operates independent of main track switch and must be placed in derailing position before main track switch can be locked in normal position.

Effective 11.01 A. M., Thursday, October 25, 1945.

Applies In Zone A

(c) MAIN LINE:

BETWEEN MIFFLIN AND WALL:

No. 2 track relocated northward and adjacent to No. 3, H, and temporary construction track from a point 3673 feet west of Mifflin Interlocking and Block Station to a point 10,713 feet west of Mifflin Interlocking and Block Station—IN SERVICE.

Maximum speeds:

	Miles per hour
No. 2 track—Passenger	50
—Freight	50

Special Instruction 2702 and that portion of 2704 referring to curve 1.4 miles west of Mifflin—CHANGED.

(d) BETWEEN JACKS AND HUNTINGDON:

Other Engine Restrictions

Restriction of Class T engines on curve 6400 ft. west of Mapleton—REMOVED. Special Instruction 2709—CHANGED.

Applies In Zone D

(e) CLEARFIELD BRANCH:

BETWEEN PARK AND MAPLE:

Use of I1 engines permitted. Special Instruction 2708—CHANGED.

BETWEEN MAPLE AND CLEARFIELD:

Use of L1 engines permitted. Special Instruction 2708—CHANGED.

(f) MOSHANNON BRANCH:

BETWEEN MILLS AND RAM:

Use of L1 engines permitted. Special Instruction 2708—CHANGED.

(g) RAM-McCARTNEY SECONDARY TRACK:

Use of L1 engines permitted. Special Instruction 2708—CHANGED.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION

Altoona, Pa., October 29, 1945.

GENERAL ORDER NO. 609

Effective 2.01 A. M., Sunday, November 4, 1945.

Applies In All Zones

(a) TIME TABLE AUTHORITY:

Character stops of trains Nos. 59 and 58 at Altoona and Harrisburg changed to "S" stops instead of "Z" stops. Employees must correct pages 17 and 23, Time-Table No. 6, in ink.

Effective 12.01 A. M., Monday, November 5, 1945.

Applies In All Zones

(b) Rule 99 changed—Note added.

Coupons of Rule 99 must be pasted over Rule 99 on page 28 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, and on page 26 of Operating, Signal And Interlocking Rules, Effective September 28, 1941, Edition of August 16, 1943.

Applies In Zone E

(c) BALD EAGLE BRANCH:

The following switches are equipped with pipe connected derails which operate with main track switch throwing mechanisms:

Beech Creek Station Siding

Eagleville Station Siding

East end Howard Siding

West end Howard Siding

Mt. Eagle Station Siding

THE PENNSYLVANIA RAILROAD

Changes in Operating, Signal and Interlocking Rules

Effective Nov. 5, 1945

MOVEMENT OF TRAINS

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 recalled and safety to the train will permit, he may return.

When conditions require, he will leave the torpedoes and a lighted fusee.

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.

NOTE—When trains are operating under Automatic Block System Rules, the requirements of Rule 99, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at Restricted speed.

(Approved Oct. 11, 1945, Effective Nov. 5, 1945)

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., November 5, 1945.

GENERAL ORDER NO. 610

Effective 1.01 P. M., Tuesday, November 13, 1945.

Applies In Zone A

(a) MAIN LINE:

BETWEEN MIFFLIN AND WALL:

No. 1 track relocated northward and adjacent to No. 2 track from a point 3673 feet west of Mifflin Interlocking and Block Station to a point 10,713 feet west of Mifflin Interlocking and Block Station—IN SERVICE.

Maximum Speeds:

	<u>Miles per hour</u>
No. 1 track—Passenger	50
—Freight	50

Special Instructions 2702 and that portion of 2704 referring to curve 1.4 miles west of Mifflin—CHANGED.

Applies In Zone B

(b) HOLLIDAYSBURG AND PETERSBURG BRANCH:

BETWEEN ELDORADO AND ALTO:

Fixed signal H385, located 2306 feet west of Milepost 38, (31st Street, Altoona) governing westward movements on No. 2 track, moved west 194 feet and changed to position light pedestal type.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., November 13, 1945.

GENERAL ORDER NO. 611

Effective 2.01 P. M., Tuesday, November 20, 1945.

Applies In Zone A

(a) MAIN LINE

BETWEEN MIFFLIN AND WALL

Temporary construction track adjacent to H-Secondary track East of Denholm, out of service.

Second paragraph, General Order No. 605 (a), annulled.

G-Storage track adjacent to and on south side of H-Secondary track between hand operated turn-out 667 feet West of Denholm Coaling Station leading to H-Secondary track, and the remote controlled portion of Mifflin Interlocking, in service.

Capacity G-Storage Track.....138—45 foot cars.

Interlocked low type position light signal governing eastward movements, also turn-out located on East end of G-Storage track controlled from Mifflin Interlocking and Block Station, in service.

Maximum Speeds

	<u>Miles per hour</u>
No. 1 track—Passenger	70
—Freight	50
Curve 0.5 miles West of Mifflin (Nos. 1 & 4 tracks)	55

Special Instructions 2702 and 2704 and the last paragraph of General Order No. 610 (a), changed.

(b) MAIN LINE

PETERSBURG

Fixed signal No. 2091 on No. 4 track located 1766 feet West of Petersburg Station renumbered 2089.

(c) MAIN LINE

BETWEEN GRAZIER AND BELL

Fixed signal No. 2271 on Nos. 3 and 4 tracks and fixed signal No. 2272 on Nos. 1 and 2 tracks located 150 feet East of Mile Post 227 renumbered 2269 and 2270 respectively.

H. G. HOSTETTER,
Superintendent

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 3, 1945.

GENERAL ORDER NO. 612

Effective 3.01 P. M., Monday, December 10, 1945.

Applies In Zone E

(a) BALD EAGLE BRANCH

BETWEEN JULIAN AND MILESBURG

Spring switches located at east end Julian siding and west end Milesburg siding changed to hand-operated.

Special Instructions 2412 and 2703, changed.

H. G. HOSTETTER,
Superintendent.

Hauser

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 6, 1945.

GENERAL ORDER NO. 613

**Effective 10.01 A. M., Saturday, December, 15, 1945.
Applies In Zone E**

**BALD EAGLE BRANCH
BETWEEN PARK AND LOCK HAVEN**

- (a) Julian Block Station and block signals, out of service.
Special Instruction 2409, changed.
- (b) Milesburg Interlocking and Block Station, out of service.
- (c) Fixed signals, located as follows, out of service:

Between East Julian and Milesburg:

Number	Location	Direction Governed
273	16900 feet west of Milesburg	Westward
225	16460 feet west of Unionville	Westward
278	9628 feet east of Unionville	Eastward
303	2800 feet west of Milesburg	Westward
300	3315 feet west of Milesburg	Eastward

At Milesburg:

Type	Location	Direction Governed
Semaphore	140 feet west of Interlocking- Block Station	Eastward

Between Milesburg and Sand:

Number	Location	Direction Governed
323	10200 feet west of Curtin	Westward
315	14965 feet west of Curtin	Westward
Semaphore (no number)	5000 feet east of Curtin	Eastward

At Sand:

Name	Location	Direction Governed
Block Signal	West end of interlocking—	Westward
Block Signal	East end of interlocking— No. 1 Track	Eastward

Between Sand and Wood:

Number	Location	Direction Governed
Semaphore (no number)	3328 feet west of Wood— No. 1 track	Eastward
Semaphore (No number)	3442 feet west of Wood— No. 2 track	Eastward
Semaphore (No number)	3460 feet east of Sand— No. 2 track	Westward
Semaphore (No number)	3138 feet east of Sand— No. 1 track	Westward

(Continued)

Page 2
General Order No. 613

At Wood:

	Name	Location	Direction Governed
	Block Signal	West end of interlocking— No. 2 track	Westward
(d)	Manual Block system between Julian and Wood, discontinued.		
	Special Instruction 2901 changed to read Park to East Julian and Wood to Lock Haven.		
(e)	Milesburg Interlocking and Block Station, located 600 feet east of former location, in service.		
(f)	Semaphore type interlocking signals at Milesburg and Wood, changed to position light type.		
(g)	Interlockings—Remote controlled from Milesburg—with signals and power operated turnouts, in service.		

Station Name	Location
--------------	----------

East Julian	East end Julian siding
Baker	West end Milesburg siding
Sand	No change
Wood	No change

Wood and East Julian are temporary open block stations.

General Order No. 612, annulled.

Special Instruction 1504, changed.

- (h) Fixed signals, position light type, located as follows, in service:

Between Eagle and East Julian:

Number	Location	Direction Governed
200	7100 feet west of East Julian	Eastward

Between East Julian and Milesburg:

Number	Location	Direction Governed
242	15340 feet east of East Julian	Eastward
266	4500 feet east of Unionville	Eastward
298		
(Pedestal)	1500 feet east of Baker	Eastward on Milesburg siding
305	On bridge at Milesburg	Westward on Milesburg siding
267	14219 feet west of Baker	Westward
243	8700 feet west of Unionville	Westward

Between Milesburg and Sand:

Number	Location	Direction Governed
333	14074 feet west of Sand	Westward
332	14951 feet east of Milesburg	Eastward

Between Sand and Wood:

Number	Location	Direction Governed
382	13860 feet east of Sand— No.1 track	Eastward

(Continued)

Page 3
General Order No. 613

- | | | |
|-----|--------------------------|----------|
| 382 | 13860 feet east of Sand— | |
| | No. 2 track | Eastward |
| 383 | 13182 feet west of Wood— | |
| | No. 2 track | Westward |
| 383 | 13182 feet west of Wood— | |
| | No. 1 track | Westward |
- (i) Telephones located at all hand-operated switches, outlying signals and in east end of building at remote controlled interlockings. Access to buildings by switch key. Block or Altoona exchange circuits available at each telephone by operating selector key.
- (j) The following hand-operated switches between East Julian and Wood are equipped with pipe-connected derails and electric locks controlled by Milesburg:
- Unionville—station track
 - Snow Shoe secondary track
 - Spur track leading from Milesburg siding, 836 feet west of Milesburg
 - Milesburg—North storage track
 - Milesburg—East and west ends South storage track
 - Curtin—station track
 - Mt. Eagle—station track
 - Williamsport Sand Co.
 - Howard siding—East and west ends
 - White Rock Quarries, Inc.

When moving from main track to any of these tracks, portion of train must occupy track immediately ahead of switch points and switch lock withdrawn from electric lock to permit release of lock. Switch locks must be locked in keeper until permission for movement through switch in either direction is obtained from Milesburg.

- Special Instruction 2411, changed.
- (k) **Rules 261, 262, 263 and 264**, in effect:
- Between East Julian and Wood.
 - Between Baker and Milesburg on siding.
- Special Instructions 2425 and 2426, changed.
- (l) Automatic Block System **Rules 501 to 512**, inclusive, in effect:
- Between East Julian and Wood.
- Special Instruction 3001, changed.
- (m) Interlocking **Rules 605, 611 to 639** inclusive, and **661 to 670**, inclusive, in effect at:
- East Julian
 - Baker
 - Milesburg
 - Sand
 - Wood
- (n) Special Instruction 2704, changed.

Employes will make necessary corrections on Page 70, Time-Table No. 6, eliminating speed restrictions at signals 300, 315, and distant signals 3328 feet and 3442 feet west of Wood, Nos. 1 and 2 tracks.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION

Altoona, Pa., December 14, 1945.

GENERAL ORDER NO. 614

Effective 8.01 A. M., Monday, December 17, 1945

Applies In Zone A

(a) MAIN LINE

BETWEEN BANKS AND VIEW

Maximum Speed on Nos. 1 and 2 tracks—first curve West of Cove—60 Miles per hour.

Special Instruction 2704, changed.

Applies In Zone B

(b) HOLLIDAYSBURG AND PETERSBURG BRANCH
BETWEEN ALTO AND ELDORADO

Movements of T-1 engines permitted.

Special Instruction 2709, changed.

Applies In All Zones

(c) The operation of Detector Cars (device for detecting defective rails), Burro cranes or cars of similar type or construction must conform to **Rules 506 and 637.**

Unless otherwise provided, Rules and Special Instructions applying to trains other than passenger trains will apply to such cars except that markers must be displayed in accordance with **Rules 19 and 19a.**

Detector cars will be designated as Detector Car Extras, Burro cranes as Burro Crane Extras, and other cars in a like manner.

When detector cars are testing rail in manual block system territory, **Rule 316** will apply to following trains.

Special Instruction 2305, changed.

Effective 10.01 A. M., Thursday, December 20, 1945

Applies In Zone E

BALD EAGLE BRANCH

BETWEEN EAGLEVILLE AND MILL HALL

(d) Spring switch located at east end of Beech Creek siding changed to hand-operated switch.

Special Instructions 2412 and 2703, changed.

(e) Hand-operated turnout, facing for eastward movements, with derail, located 25100 feet east of Beech Block Station, leading from main track to New York Central R. R. interchange track, and telephone, out of service.

(f) Fixed signal No. 488, located 19263 feet east of Beech Block Station, governing eastward movements, out of service.

(g) Hand-operated turnout, facing for westward movements, with pipe-connected derail at clearance point, located 4798 feet west of Mill Hall, between main track and storage track north of main track, and telephone, in service.

Hand-operated turnout leading to New York Central R.R. interchange track, located in storage track 1100 feet west of main track connection, in service.

Car capacity—storage track:

20—45 foot cars west of clearance point at turnout.

20—45 foot cars east of clearance point at turnout.

(h) AT JULIAN

Station siding equipped with pipe-connected derail located at clearance point, in service.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD

MIDDLE DIVISION

Altoona, Pa., December 20, 1945.

GENERAL ORDER NO. 615

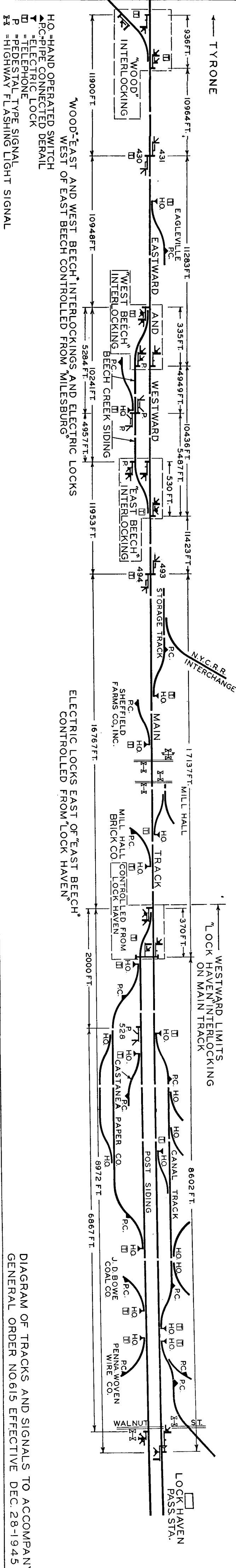
Effective 10.01 A. M., Friday, December 28, 1945

Applies In Zone E

BALD EAGLE BRANCH BETWEEN WOOD AND LOCK HAVEN

- All tracks, switches, electric locks, derails, fixed signals, telephones and Beech Block Station and Wood temporary Block Station, out of service.
- Manual Block System between Wood and Lock Haven, discontinued.
Special Instruction 2901, changed to read: Park to East Julian.
- Lock Haven Interlocking limits extended westward on main track only, 9,000 feet.
- All tracks, remote controlled interlockings named West Beech and East Beech controlled from Milesburg, switches, electric locks, derails, fixed signals and telephones as shown on diagram accompanying and made a part of this General Order, in service.
Special Instructions 1504 and 2411, changed.
- Rules 261, 262, 263, and 264, in effect:
Between Wood and Lock Haven
Between East Beech and West Beech on siding
Between East and West ends of Post Siding
Special Instructions 2425 and 2426, changed.
- Automatic Block system Rules 501 to 512, inclusive, in effect:
Between Wood and Lock Haven
Special Instruction 3001, changed.
- Interlocking Rules 605, 611 to 639, inclusive, and 661 to 670, inclusive, in effect:
West Beech
East Beech
Main track within new limits of Lock Haven Interlocking and Block Station.
- Cars must not be left standing on the track circuit portion for operating automatic highway crossing signals at Walnut Street, Lock Haven on Post Siding. End of circuit designated by 10 inch yellow stripe painted on head, web and base of rails.
Special Instruction 2450, changed.

H. G. HOSTETTER,
Superintendent.



**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., January 3, 1946.

GENERAL ORDER NO. 616

Effective 12.01 A. M., Sunday, January 6, 1946

Applies in Zone D

(a) CLEARFIELD BRANCH

BETWEEN PARK AND MAPLE

Movement of L1 engines restricted as follows:

	<u>Miles per hour</u>
Curve North of Milepost 6, $3\frac{3}{4}$ miles North of Vail.	15
Fourth Curve North of Milepost 9, $3\frac{1}{2}$ miles South of Summit.	15
Curve between Mileposts 10 and 11, $2\frac{3}{4}$ miles South of Summit.	10
Both legs of Wye, Osceola Mills.	5
Special Instruction No. 2704, changed.	

Applies in Zone A

(b) MAIN LINE

MILL CREEK

Train No. 623 will stop at Mill Creek to receive and deliver United States Mail. Employees will make necessary correction in ink, Page 34.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., January 8, 1946

GENERAL ORDER NO. 617

Effective 12.01 A. M., Saturday, January 12, 1946

Applies In Zone E

(a) BALD EAGLE BRANCH

VAIL

Facing hand operated switch for eastward movement in Park Siding located 750 feet West of Vail, leading to Station Track, out of service.

(b) CLEARFIELD BRANCH

BETWEEN PARK AND MAPLE

That portion of paragraph (e), General Order No. 608, effective October 25, 1945 referring to use of I1 engines, annulled.

Applies In Zone A

(c) MAIN LINE

THOMPSONTOWN

Trailing hand operated switch in No. 4 track leading to Contractor's Track equipped with pipe connected derail at clearance point, which operates with Main Track switch throwing mechanism.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION

Altoona, Pa., January 17, 1946.

GENERAL ORDER NO. 618

Effective 12.01 P. M., Friday, January 25, 1946

Applies In Zone A

MAIN LINE

BETWEEN WALL AND MIFFLIN

- (a) Fixed signal 1565, located 667 feet west of Denholm Coaling Station, governing westward movements on H track, out of service.
- (b) Signals, turnout, and electric lock, controlled from Wall, in service, as follows:
Interlocking signals located 286 feet west of Denholm coaling station, governing westward movements on G and H tracks.
Hand operated switch on turnout between G and H tracks, located 651 feet west of Denholm coaling station, changed to interlocked switch.
Interlocking signal, located 684 feet west of Denholm coaling station, governing eastward movements on H and G tracks.
Hand operated turnout leading from H track to Shop car track, located 983 feet west of Denholm coaling station, equipped with electric lock, also pipe-connected derail at clearance point on Shop car track.
Special Instruction 2411, changed.
- (c) G and H tracks between Wall and Mifflin are made a part of Wall interlocking and are discontinued as storage and secondary tracks.
Special Instruction 2203, and paragraph (a) General Order No. 611, changed.
Maximum speed for passenger and freight trains, both tracks—30 miles per hour.
Special Instructions 2702 and 2706, changed.
Automatic Block System **Rules 501 to 518** inclusive, in effect on both tracks.
Special Instruction 3015, changed.
Interlocking **Rules 605, 606, 611 to 639** inclusive and **661 to 670** inclusive in effect on both tracks.
Cab signal **Rules 295 to 298** inclusive are in effect with and against current of traffic on both tracks.
Special Instruction 2851, changed.
- (d) Referring to **Rule 14**:
— — — — — o o o will apply on G track.
Special Instruction 1501, changed.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., January 28, 1946.

GENERAL ORDER NO. 620

Effective 12.01 P. M., Friday, February 15, 1946

Applies In All Zones

(a) TIME TABLE AUTHORITY

Schedule of No. 60, changed.

Schedule of No. 61, changed.

Schedule of No. 82, added.

Schedule of No. 83, added.

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

No. 82 over No. 60, page 28.

No. 83 over No. 61, page 15.

No. 61 over outside blank column, page 11.

No. 60 over middle blank column, page 21.

(b) HUNTINGDON

Train No. 42 will reduce speed to 25 miles per hour for delivery of mail.

Applies In Zone E

(c) When stops are to be made for water, hot parts, etc.

BALD EAGLE BRANCH

Direction	Sound engine whistle signal passing	Sound	Indication stop will be made at
Eastward	Park	—o	Port Matilda
Eastward	Park	—oo	Milesburg
Eastward	Milesburg	—o	Holters
Eastward	Milesburg	—oo	Post
Westward	Lock Haven	—o	Post
Westward	Lock Haven	—oo	Holters
Westward	Milesburg	—o	Baker
Westward	Milesburg	—oo	Port Matilda

Operator will notify train dispatcher promptly.

Special Instruction 1504, changed.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., March 8, 1946.

GENERAL ORDER NO. 621

Effective 12.01 A. M., Wednesday, March 13, 1946

Applies In Zones A and B

MAIN LINE

BETWEEN BANKS AND ANTIS

- (a) **Trainphone system in service between Banks and Antis.**

Port, Lewis, Jacks and Grazier block stations are equipped with trainphone system.

Engine and cabin cars on the Middle Division are being equipped with trainphones. Copy of this General Order, posted on engine or in cabin will indicate that trainphone on that engine or cabin is in service.

Trainphone on engine or cabin may be used in connection with delays or defects on engine or train, and other important matters relating to the operation of the train, subject to instructions noted below.

At initial terminal the conductor will check with engineman to determine whether engine or cabin, or both, are equipped with trainphone in service.

On leaving initial terminal, conductor or trainman on cabin will immediately contact first trainphone equipped block station and notify Operator that his cabin is equipped with trainphone in service.

Operators at block stations when reporting trains, will notify operator at block station in advance when cabin is equipped with trainphone in service.

- (b) **Trainphone Instructions**

Instructions herein set forth govern operation and use of Trainphone system, and must be observed by all employes whose duties are in any way affected thereby.

- (c) **Operation of Trainphone**

To Turn Trainphone On and Off operate switch on control box. Lamp at right of switch is lighted when set is turned on. Trainphone should be turned on when leaving initial terminal in trainphone territory. It should be turned off on arrival at final terminal.

To Send Calling Signal (Except "Emergency"), remove hand set from hook, throw selector lever "S" to proper channel, "L" or "H", listen for conversation. If quiet, move calling lever "C" in same direction as selector lever the required number of times for code call.

To Send "Emergency" Calling Signal, keep selector lever "S" in normal position and swing calling lever back and forth from "L" to "H" the required number of times to send signal on both channels.

Use following code:

To call block station	—
To call engine	— —
To call cabin car	— — —
To call "Emergency"	— — — —

(Continued)

Page 2
General Order No. 621

Calling lever returns to center, but selector lever "S" is locked on channel selected for conversation, the other channel being on the loud speaker. When hand set is hung up, selector lever returns to normal and both channels are then on loud speaker.

To Talk, hold hand set to ear and mouth, same as with regular telephone except button in hand set must be pushed to talk and released immediately after talking in order to hear reply in hand set receiver. Make sure selector lever "S" is thrown to right "L" or left "H" with hand set off hook, otherwise conversation does not go out. When through talking and ready for an answer, say "Over" and release push button.

To Answer a Call, remove hand set from hook and throw "S" lever toward "L" or "H", depending upon which channel call was made. This connects hand set to channel selected for talking, leaving loud speaker on other channel.

Adjustments on Control Box include two "volume controls"—one for hand set receiver and one for loud speaker, and "noise suppressors"—one for each frequency, "L" and "H".

Volume Controls should be set just high enough for good reception in hand set and loud speaker, but not too loud to cause distortion or annoyance.

Noise Suppressors should be adjusted as low as possible to just eliminate noise on each frequency or channel, otherwise it may prevent reception of voice transmission. Normal setting about "2" on each channel.

To adjust noise suppressors, take hand set off hook, throw selector lever "S" to "L" channel, turn "L" suppressor knob to left until noise is just heard in hand receiver and thereafter leave it alone. With hand set still off the hook, adjust the "H" suppressor knob in same manner, listening to noise in loud speaker. It should not be necessary to change these adjustments until unusual noise conditions are met, in which case suppressors may be readjusted.

(d) **Use of Trainphone**

The "H" Channel shall be used normally for talking end-to-end of trains and between trains.

The "L" Channel shall be used normally for talking between trains and block stations.

In emergency either channel may be used for calling and talking to any other train phone.

Call as follows, if near LEWIS: "Engine 1234 calling LEWIS", then say "Come in LEWIS"; or "LEWIS calling cabin car of extra....." then say "Come in cabin car of extra.....", or "Cabin car of extra 1234 calling engine 1234", then say "Come in engine 1234."

Answer as follows: "This is LEWIS, go ahead"; or "This is cabin car of extra....., go ahead"; or "This is engine 1234, go ahead."

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD MIDDLE DIVISION

Altoona, Pa., March 19, 1946.

GENERAL ORDER NO. 622

Effective 10.01 A. M., Friday, March 29, 1946

Applies In Zone A

MAIN LINE

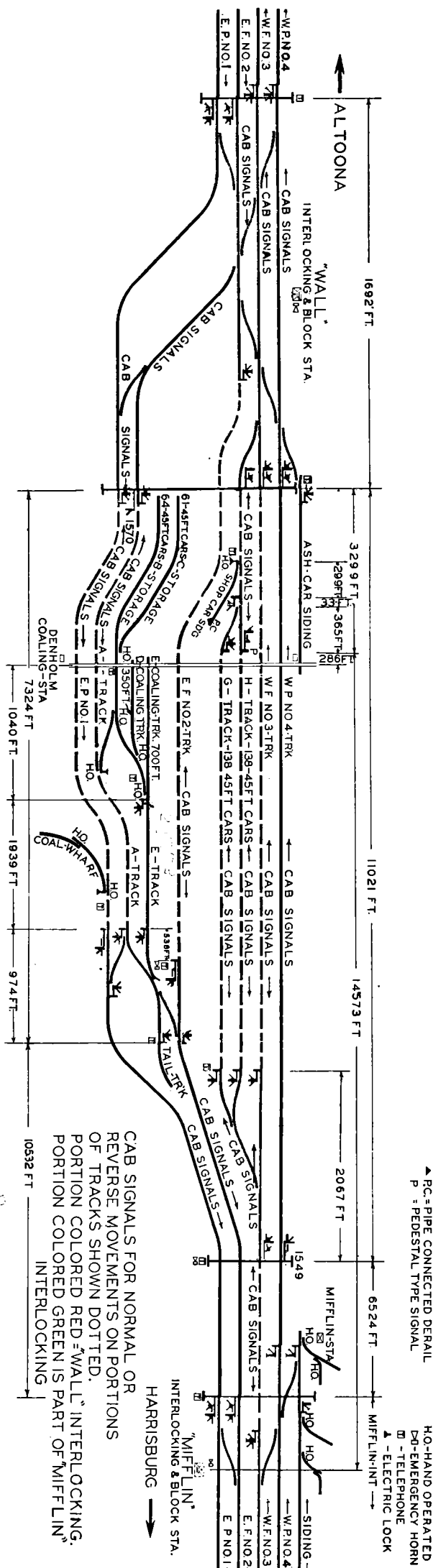
BETWEEN WALL AND MIFFLIN

- Tracks, cab and fixed signals for normal and reverse movements, hand-operated turnouts and crossover, derails, interlocked switches, electric locks and telephones at Wall and western limits of Mifflin interlockings, in service, in accordance with diagram accompanying this general order.
- Cab signal **Rules 295 to 298**, inclusive, are in effect as follows:

—With and against current of traffic—

Nos. 1, A, 2, G, H and 3 tracks, Wall interlocking, and No. 3 track Mifflin interlocking. They are shown by dotted lines on diagram accompanying this general order. Special Instruction 2851, changed.

H. G. HOSTETTER,
Superintendent.



**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., March 25, 1946.

GENERAL ORDER NO. 623

Effective 12.01 A. M., Monday, April 1, 1946

Applies In Zones A and B

MAIN LINE

BETWEEN BANKS AND ANTIS

- (a) Engines and cabin cars on Middle Division are being equipped with trainphones. Circular tag stamped "O.S." (out of service) attached to the trainphone in an engine or cabin will indicate that trainphone is out of service—absence of tag will indicate that trainphone is in service. Paragraph (a), General Order No. 621, effective March 13, 1946, changed.

- (b) **Use of Trainphone**

To Call

Say "Engine (or cabin car) extra 6789 east (or west) calling (Lewis), over"; repeat at intervals of not less than five seconds until answered. In similar manner, a call from a regular train or from a block station must indicate what train or station is calling and what train or station is being called.

To Answer

Say "(Lewis) answering engine (or cabin car) extra 6789 east (or west), over".

In similar manner the answer from a regular train or from a block station must indicate what train or station is answering and what train or station is being answered.

The last two items of paragraph (d), General Order No. 621, effective March 13, 1946, changed.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD

Changes in Operating, Signal And Interlocking Rules Effective Oct. 15, 1945

MOVEMENT OF TRAINS

S-93. Within yard limits, movements not authorized by time-table schedule or train order may be made on the main track by proper signal indication or permission of the operator without protecting against extra trains or engines.

Within yard limits, regular and extra trains are not required to provide protection, except against regular trains.

Extra trains and engines must move within yard limits prepared

to stop short of other yard movements, trains and obstructions unless the main track is known to be clear.

Yard engines will not display markers except when passing block stations.

NOTE—Where block signal rules are in effect “known to be clear” includes when track is known to be clear by signal indication.

NOTE—Yard limits will be indicated by yard limit boards.

NOTE—Yard engines will display a red light to the rear at night.
(Approved Sept. 20, 1945, Effective Oct. 15, 1945)

MANUAL BLOCK SYSTEM

SIGNALMEN

317. (For absolute block for opposing movements and permissive block for following movements on the same track.)

Before admitting a train to a block under Clear-Block signal, the signalman in charge of the block station or block-limit station at the entrance of the block must know that the block is clear of all trains and that no other train has been given permission or a signal to enter the block. Signals governing opposing movements, where provided, must display Stop-Signal. The signalman will then display a Clear-Block signal for the train to be admitted to the block. The signalman in charge of a block-limit station may give a train at that block-limit station verbal permission to enter one block. The signalman, when authorized by the superintendent, will issue Clearance Card (Form K) to a train to pass one or more block-limit stations as though Clear-Block signal were displayed.

Before admitting a train other than a passenger train to a block, the signalman in charge of the block station or block-limit station at the entrance of the block must know that the block is clear of opposing trains and passenger trains, and that no opposing train or no passenger train has been given permission or a signal to enter the block. Signals governing opposing movements, where provided, must display Stop-Signal, and Stop-Signals to

passenger trains must be displayed. If the block is clear of opposing trains and passenger trains, the signalman in charge of the block station may permit a train other than a passenger train to follow a train other than a passenger train into the block by displaying a Permissive-Block signal for the train to be admitted to the block. The signalman in charge of a block-limit station may give a train at that block-limit station verbal permission to enter one block. The signalman, when authorized by the superintendent, will issue Clearance Card (Form K) to a train not governed by Clear-Block signal to pass one or more block-limit stations as though Permissive-Block signal were displayed.

Except as provided in Rules S-318, 327, 333 or by train order, a train must not be admitted to a block which is occupied by an opposing train or by a passenger train, and a passenger train must not be admitted to a block which is occupied by any train.

(Approved Sept. 20, 1945, Effective Oct. 15, 1945)

S-318. Within yard limits, opposing movements of engines with or without cars against other engines with or without cars, or against other than passenger trains, and opposing movements of trains other than passenger trains against engines with or without cars, may be permitted, under Permissive-Block signal, by the signalman.

(Approved Sept. 20, 1945, Effective Oct. 15, 1945)

FORM
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FORM
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**THE PENNSYLVANIA RAILROAD
CAUTION CARD**

..... Station, M., 19.....

To Conductor and Engineman:

Train Engine on track.

Means of communication have failed:

1. (FOR NON-INTERLOCKED MANUAL BLOCK SYSTEM SIGNAL)—Proceed under Stop-Signal at reduced speed, but not exceeding thirty miles per hour.

2. (FOR INTERLOCKING SIGNAL WHICH IS ALSO A MANUAL BLOCK SYSTEM SIGNAL)—The interlocking signal displayed governs movement within the interlocking only; movement within the block must be made at reduced speed, but not exceeding thirty miles per hour.

..... Signalman.

This form must not be used where Rule 261 is in effect.

Conductors and enginemen receiving this card properly filled out and signed by the signalman will be governed as follows:

At non-interlocked manual block system signals, proceed under Stop-Signal at reduced speed, but not exceeding thirty miles per hour.

At interlocking signal, which is also a manual block system signal, proceed within the block at reduced speed, but not exceeding thirty miles per hour.

When this card is used at interlockings, it must be delivered to the engineman before a signal to proceed is displayed for the train.

An engineman holding this card must deliver it to the next block station where a signalman is located and personally obtain from him permission to proceed.

(Approved June 20, 1945. Effective Oct. 15, 1945.)

(To be printed on green paper, size 6" x 5".)

Another BILLION DOLLAR HIGHWAY PROGRAM



IN thinking about highways and jobs after the war, don't overlook the 230,000 miles of steel "highways".

The railroads built and maintain them at their own expense. Upon them they pay general taxes which support schools and other public services.

Construction of track and roadway provide employment for 250,000 men. A million other steady railroad jobs depend upon them. And when the war ends, the several-billion-dollar program of restoring and rebuilding these steel "highways" will mean untold thousands of jobs for railroad men and for workers in the forests, quarries, mines and mills where the materials and supplies are produced.

Association of **AMERICAN RAILROADS**

