

*J. W. Houser*

# THE PENNSYLVANIA RAILROAD

EASTERN REGION

EASTERN PENNSYLVANIA DIVISION

---

MIDDLE DIVISION

---

Time-Table No. 7

In effect 6.01 A. M., Sunday, April 28, 1946

---

FOR THE GOVERNMENT OF EMPLOYEES ONLY

---

EASTERN STANDARD TIME

---

H. L. NANCARROW,  
General Manager.

J. P. NEWELL,  
General Superintendent.

H. G. HOSTETTER,  
Superintendent.

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

P. M. ROEPER,  
Supt. Freight Transportation.

**Original timetable from the collection of Pat McKinney**

**scanned by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2024**

# **THE PENNSYLVANIA RAILROAD**

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April 28-46

7/1/46

# MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				HARRISBURG (Phila. Div.)				
X	X	X		ROCKVILLE	5.3			
X	X	X		BANKS	8.6			
				DIVISION POST (Phila. Div.)	8.8			
				PERDIX	9.7			
				COVE	10.7			
X	X	X		VIEW	14.3			
				DUNCANNON	14.8			
				AQUEDUCT	18.0			
				IROQUOIS	21.2			
				BAILEY	22.9			
X	X	X		NEWPORT	27.4			
				PORT	28.8			
				MILLERSTOWN	32.7			
				THOMPSONTOWN	37.7			
				TUSCARORA	43.0			
				PORT ROYAL	46.2			
X	X	X		MIFFLIN	49.0			
X	X	X		DENHOLM	51.6			
				WALL	52.4			
				HAWSTONE	55.9			
X	X	X		LEWISTOWN	60.6			
				LEWIS	61.8			
				GRANVILLE	64.4			
				LONGFELLOW	68.3			
				McVEYTOWN	72.5			
				RYDE	76.7			
				VINEYARD	78.8			
				NEWTON HAMILTON	82.5			
X	X	X		MOUNT UNION	85.1			
				JACKS	86.1			
				MAPLETON	88.4			
X	X	X		MILL CREEK	91.6			
X	X	X		HUNTINGDON	97.0			
				DEER	99.4			
				WARRIOR RIDGE	101.2			
				PETERSBURG	103.3			
				PETE	103.7			
				BARREE	106.6			
X	X	X		SPRUCE	108.8			
				UNION FURNACE	110.8			
X	X	X		FORGE	115.6			
				TYRONE	116.6			
X	X	X		GRAZIER	117.8			
				BELLWOOD	124.0			
X	X	X		BELL	124.7			
X	X	X		ANTIS	126.8			
X	X	X		WORKS	130.2			
				ALTOONA	130.8			
X	X	X		ALTO	131.1			
X	X	X		SLOPE	131.7			
				DIVISION POST (Pgh. Div.)	131.8			

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	0.5			
				HATFIELD	3.5			
				ALEXANDRIA	5.0			
				ALFARATA	6.2			
		†		ALF	6.2			
				WATER STREET	7.1			
				GOODMAN	8.9			
		†		BLAIRFOUR	10.6			
				MOUNT ETNA	11.3			
				COVEDALE	14.0			
				CLOVER CREEK JCT.	15.1			
		†		CLOVER	15.1			
				WILLIAMSBURG	17.3			
				GANISTER	19.3			
			X	SPRING	19.3			
				CANOE CREEK JCT.	23.8			
		†		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			
				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			
			X	BEDFORD	31.5			
				FORD	31.5			
				WOLFSBURG	34.4			
				MANNS CHOICE	39.6			
				BUFFALO MILLS	44.6			52
				BARD	46.1			
				MADLEY	48.3			
				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 Dun- nings 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	5.2			
				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			
			X	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			
				PHILPSBURG	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	---	---	---	---
---	---	---	---	BROOK	---	---	---	---
---	---	---	X	JCT. H. & P. BRANCH	6.5	---	---	---
---	---	---	---	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 oars		
						East	West	Both
X	X	X		LOCK HAVEN	54.2			
				POST SIDING	52.5			175
				DIVISION POST (Wmspt. Div.)	52.0			
X				MILL HALL	51.3			
				EAST BEECH	47.2			
X				BEECH CREEK	45.9			234
				WEST BEECH	45.1			
X				EAGLEVILLE	44.3			
				WOOD	40.9			
				HOWARD	39.7			
X				MT. EAGLE	36.6			68
				SAND	35.9			
				HOLTERS	35.2			
X	X	X		CURTIN	34.4			
				MILESBURG	30.8			137
X				SNOW SHOE INT.	29.5			
				BAKER	29.4			
X				UNIONVILLE	25.9			
				EAST JULIAN	21.5			
X				JULIAN	21.4			144
				WEST JULIAN	20.1			
				MARTHA	17.2			
				PORT MATILDA	13.8			129
X				HANNAH	10.6			
				BEAVER	9.7			
X				DIX	8.1			
				EAGLE	6.1			408
X				BALD EAGLE	5.0			
X	X	X		VAIL	3.1			
				PARK	1.5			160
				TYRONE (Clearfield Bch.)				

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
East Beech	Milesburg
West Beech	Milesburg
Wood	Milesburg
Sand	Milesburg
Baker	Milesburg
East Julian	Milesburg
West Julian	Milesburg
Beaver	Milesburg
Eagle	Milesburg
Vail	Milesburg

## 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	DIVISION POST (Wmspt. Div.)	2.9			
				FONT	2.8			
				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

## 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.

## BANKS TO SLOPE

STATIONS	FIRST CLASS			
	3	35	37	61
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	AA 12.55	\$ 1.23	\$ 1.49	\$ 2.24
ROCKVILLE	1.05	1.33	1.59	2.34
MARYSVILLE				
BANKS	↓ 1.10	1.38	2.04	2.39
PERDIX				
COVE				
VIEW	↓ 1.16	1.44	2.11	2.46
DUNCANNON				
AQUEDUCT				
IROQUOIS	1.24	1.52	2.19	2.54
NEWPORT				
PORT	↓ 1.30	1.59	2.26	3.02
MILLERSTOWN				
THOMPSONTOWN	1.38	2.07	2.84	3.11
TUSCARORA				
PORT ROYAL				
MIFFLIN	↓ 1.49	2.18	2.45	3.23
DENHOLM				
WALL	↓ 1.53	2.22	2.49	3.28
HAWSTONE				
LEWISTOWN				
LEWIS	↓ 2.02	2.32	2.59	3.39
GRANVILLE				
McVEYTOWN	2.12	2.43	3.10	3.51
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	↓ 2.24	2.55	3.23	4.04
MAPLETON				
MILL CREEK				
HUNTINGDON	↓ 2.34	3.05	3.34	4.15
WARRIOR RIDGE				
PETERSBURG	2.40	3.11	3.40	4.22
BARREE				
SPRUCE	↓ 2.46	3.17	3.46	4.28
FORGE	↓ 2.56	3.27	3.56	4.38
TYRONE				
GRAZIER	↓ 2.59	3.30	3.59	4.41
BELLWOOD				
BELL	↓ 3.06	3.38	4.07	4.51
ALTOONA	AA 3.16	\$ 3.48	\$ 4.17	\$ 5.01
	↓ 3.20	3.55	4.25	5.05
SLOPE	↓ 3.23	3.58	4.28	5.08
Arrive	A. M.	A. M.	A. M.	A. M.
	3	35	37	61

Mid. Div. G. O. 705 in effect 10.01 A. M., 7-7-46.

## FIRST CLASS

	● 607 DAILY EX. SUN.	● 79 DAILY	◇ 51 DAILY	89 DAILY	661 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
-----	<b>E</b> 2.37	<b>S</b> 2.68	<b>S</b> 3.03	<b>S</b> 3.10	-----
-----	x 2.47	3.07	3.13	3.20	-----
-----	2.52	3.12	3.18	3.25	-----
-----	2.59	3.18	3.25	3.32	-----
-----	x 3.07	3.26	3.33	3.40	-----
-----	3.15	3.32	3.41	3.48	-----
-----	x 3.24	3.40	3.49	3.57	-----
-----	3.35	3.51	4.00	4.08	-----
-----	3.39	3.55	4.04	4.12	-----
-----	3.49	4.04	4.14	4.22	-----
-----	x 4.01	4.14	4.25	4.33	-----
-----	4.12	4.26	4.38	4.46	-----
-----	<b>E</b> 4.24	4.36	4.49	4.57	-----
-----	x 4.31	4.42	4.55	5.03	-----
-----	4.37	4.48	5.01	5.09	-----
-----	4.47	4.58	5.11	5.19	-----
-----	<b>E</b> x 5.36	5.01	5.14	5.22	-----
-----	5.46	5.01	5.14	5.22	-----
-----	5.56	5.08	5.22	5.30	-----
-----	<b>E</b> 6.10	<b>S</b> 5.18	<b>S</b> 5.32	<b>S</b> 5.40	-----
-----		5.22	5.37	5.45	<b>S</b> 5.50
-----		5.25	5.40	5.48	5.53
-----	A. M.	A. M.	A. M.	A. M.	A. M.
-----	<b>607</b>	<b>79</b>	<b>51</b>	<b>89</b>	<b>661</b>

## BANKS TO SLOPE

STATIONS	FIRST CLASS			
	● 11	● 667	623	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)	E 3.19	-----	\$ 4.50	-----
ROCKVILLE	3.39	-----	5.00	-----
MARYSVILLE	-----	-----	\$ 5.04	-----
BANKS	3.44	-----	5.07	-----
PERDIX	-----	-----	-----	-----
COVE	-----	-----	-----	-----
VIEW	3.51	-----	5.14	-----
DUNCANNON	-----	-----	\$ 5.17	-----
AQUEDUCT	-----	-----	-----	-----
IROQUOIS	3.59	-----	5.25	-----
NEWPORT	-----	-----	\$ 5.37	-----
PORT	4.07	-----	5.41	-----
MILLERSTOWN	-----	-----	\$ 5.45	-----
THOMPSONTOWN	4.16	-----	F 5.52	-----
TUSCARORA	-----	-----	-----	-----
PORT ROYAL	-----	-----	\$ 6.04	-----
MIFFLIN	4.27	-----	\$ 6.11	-----
DENHOLM	-----	-----	-----	-----
WALL	4.32	-----	6.19	-----
HAWSTONE	-----	-----	\$ 6.24	-----
LEWISTOWN	-----	-----	\$ 6.51	-----
LEWIS	4.42	-----	6.54	-----
GRANVILLE	-----	-----	7.00	-----
MoVEY TOWN	4.53	-----	\$ 7.12	-----
RYDE	-----	-----	F 7.19	-----
NEWTON HAMILTON	-----	-----	\$ 7.27	-----
MOUNT UNION	-----	-----	\$ 7.32	-----
JACKS	5.06	-----	7.35	-----
MAPLETON	-----	-----	\$ 7.41	-----
MILL CREEK	-----	-----	7.47	-----
HUNTINGDON	5.17	-----	\$ 8.05	-----
WARRIOR RIDGE	-----	-----	-----	-----
PETERSBURG	5.23	-----	\$ 8.14	-----
BARREE	-----	-----	\$ 8.20	-----
SPRUCE	5.29	-----	8.25	-----
FORGE	5.39	-----	8.37	-----
TYRONE	-----	-----	\$ 8.45	-----
GRAZIER	5.42	-----	8.49	-----
BELLWOOD	-----	-----	\$ 8.58	-----
BELL	5.51	-----	9.00	-----
ALTOONA	{ E 6.01	-----	\$ 9.10	-----
	6.06	\$ 6.50	9.35	-----
SLOPE	6.09	6.53	9.38	-----
Arrive	A. M.	A. M.	A. M.	
	11	667	623	

## FIRST CLASS

621 SUN. ONLY	13 DAILY	25 DAILY	15 DAILY	45 DAILY	19 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
\$ 5.15	\$ 7.10	\$ 10.28	\$ 11.10	\$ 11.44	\$ 1.35
5.25	7.20	10.38	11.20	11.54	1.45
\$ 5.29					
5.32	7.25	10.43	11.25	11.59	1.50
5.38	7.32	10.50	11.31	12.05	1.56
\$ 5.40	\$ 7.34		\$ 11.33		\$ 1.58
5.50	7.43	10.59	11.41	12.13	2.06
\$ 5.58	\$ 7.51		\$ 11.49		\$ 2.15
6.00	7.54	11.07	11.52	12.20	2.18
F 6.05					
F 6.11	8.04	11.16	12.01	12.28	2.27
\$ 6.23			\$ 12.08		
\$ 6.29	\$ 8.17	11.27	\$ 12.13	12.39	\$ 2.40
6.34					
6.36	8.22	11.32	12.18	12.43	2.45
\$ 6.51	\$ 8.36		\$ 12.30		\$ 2.58
6.54	8.39	11.42	12.33	12.53	3.20
6.58					
\$ 7.10	8.51	11.53	12.45	1.04	\$ 3.33
\$ 7.22					
\$ 7.28	\$ 9.04		\$ 1.00		\$ 3.49
7.31	9.07	12.06	1.03	1.18	3.52
F 7.34					
7.39					
\$ 7.53	\$ 9.23	12.17	\$ 1.18	1.29	\$ 4.05
F 8.01	9.32	12.23	1.26	1.36	4.13
F 8.06					
8.10	9.38	12.29	1.32	1.42	4.19
8.22	9.48	12.39	1.42	1.52	4.29
\$ 8.28	\$ 9.51		\$ 1.45	\$ 1.55	\$ 4.33
8.31	9.55	12.42	1.50	1.59	4.37
\$ 8.38			\$ 1.58		\$ 4.46
8.40	10.05	12.51	2.00	2.09	4.50
\$ 8.50	\$ 10.15	\$ 1.01	\$ 2.11	\$ 2.18	\$ 5.00
	10.25	1.05	2.26	2.22	5.15
	10.28	1.08	2.29	2.25	5.18
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
621	13	25	15	45	19

## BANKS TO SLOPE

STATIONS	FIRST CLASS			
	75	663	53	
	DAILY	DAILY EX. SUN.	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 2.05	\$ 4.05	\$ 4.30	-----
ROCKVILLE	2.15	4.14	4.40	-----
MARYSVILLE		\$ 4.17		-----
BANKS	2.20	4.20	4.45	-----
PERDIX		\$ 4.22		-----
COVE		F 4.24		-----
VIEW	2.26	4.29	4.51	-----
DUNCANNON		\$ 4.31		-----
AQUEDUCT		F 4.35		-----
IROQUOIS	2.34	4.40	4.59	-----
NEWPORT		\$ 4.47		-----
PORT	2.41	4.49	5.06	-----
MILLERSTOWN		\$ 4.54		-----
THOMPSONTOWN	2.48	\$ 5.00	5.14	-----
TUSCARORA		F 5.08		-----
PORT ROYAL		\$ 5.12		-----
MIFFLIN	3.00	\$ 5.16	5.25	-----
DENHOLM				-----
WALL	3.04	5.21	5.29	-----
HAWSTONE				-----
LEWISTOWN		\$ 5.30		-----
LEWIS	3.15		5.38	-----
GRANVILLE				-----
McVEYTOWN	3.27		5.49	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	3.41		6.01	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	3.52		6.11	-----
WARRIOR RIDGE				-----
PETERSBURG	3.59		6.17	-----
BARREE				-----
SPRUCE	4.05		6.23	-----
FORGE	4.15		6.33	-----
TYRONE	\$ 4.18			-----
GRAZIER	4.22		6.36	-----
BELLWOOD				-----
BELL	4.32		6.43	-----
ALTOONA	\$ 4.41		\$ 6.53	-----
	4.45		6.57	-----
SLOPE	4.48		7.00	-----
Arrive	P. M.	P. M.	P. M.	
	75	663	53	



## FIRST CLASS

	◇33 DAILY	47 DAILY	●83 DAILY	◇5 DAILY	◇71 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
U 4.38	S 4.43	S 5.32	R 5.44	S 6.30	
4.47	4.53	5.41	5.54	6.39	
4.52	4.58	5.46	5.59	6.44	
4.58	5.04	5.52	6.05	6.50	
5.06	5.12	6.00	6.13	6.58	
5.13	5.18	6.06	6.19	7.04	
5.21	5.26	6.14	6.27	7.12	
5.32	5.37	6.25	6.38	7.23	
5.36	5.42	6.29	6.42	7.27	
5.45	S 5.54		S 6.55		
	5.57	6.38	6.58	7.36	
5.56	6.07	6.48	7.10	7.46	
	S 6.22				
6.08	6.24	7.00	7.23	7.58	
6.18	S 6.39	7.10	7.34	8.08	
6.24	6.45	7.16	7.40	8.14	
6.30	6.51	7.21	7.46	8.20	
6.40	7.01	7.31	7.56	8.30	
	S 7.04				
6.43	7.08	7.34	7.59	8.33	
6.50	7.17	7.41	8.09	8.40	
U 7.00	S 7.27	S 7.51	U 8.19	S 8.50	
7.04	7.31	7.55	8.23	8.54	
7.07	7.34	7.58	8.26	8.57	
	P. M.	P. M.	P. M.	P. M.	P. M.
	33	47	83	5	71

## BANKS TO SLOPE

STATIONS	FIRST CLASS			
	511 ✓ DAILY	49 DAILY	77 DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)		\$ 6.58	Y 7.15	
ROCKVILLE		7.08	7.25	
MARYSVILLE				
BANKS		7.13	7.30	
PERDIX				
COVE				
VIEW		7.20	7.36	
DUNCANNON				
AQUEDUCT				
IROQUOIS		7.28	7.44	
NEWPORT				
PORT		7.36	7.50	
MILLERSTOWN				
THOMPSONTOWN		7.44	7.58	
TUSCARORA				
PORT ROYAL				
MIFFLIN		7.55	8.09	
DENHOLM				
WALL		7.59	8.13	
HAWSTONE				
LEWISTOWN				
LEWIS		8.09	8.22	
GRANVILLE				
McVEYTOWN		8.20	8.33	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS		8.33	8.45	
MAPLETON				
MILL CREEK				
HUNTINGDON		8.44	8.55	
WARRIOR RIDGE				
PETERSBURG		8.50	9.01	
BARREE				
SPRUCE		8.56	9.07	
FORGE		9.06	9.17	
TYRONE	\$ 8.54			
GRAZIER	8.58	9.09	9.20	
BELLWOOD				
BELL	9.06	9.17	9.27	
ALTOONA	\$ 9.15	\$ 9.27	\$ 9.37	
		9.31	9.41	
SLOPE		9.34	9.44	
Arrive	P. M.	P. M.	P. M.	
	511	49	77	

## FIRST CLASS

	◇29	◇57	●59	◇69	◇81
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.05	\$ 8.12	\$ 8.22	\$ 8.30	\$ 8.41
	8.14	8.21	8.31	8.39	8.50
	8.19	8.26	8.36	8.44	8.55
	8.25	8.32	8.42	8.50	9.01
	8.33	8.40	8.50	8.58	9.09
	8.39	8.46	8.56	9.04	9.15
	8.47	8.54	9.04	9.12	9.23
	8.58	9.05	9.15	9.23	9.34
	9.02	9.09	9.19	9.27	9.38
	9.11	9.18	9.28	9.36	9.47
	9.21	9.29	9.38	9.47	9.57
	9.33	9.41	9.50	9.59	10.09
	9.43	9.51	10.00	10.09	10.19
	9.49	9.57	10.06	10.15	10.25
	9.55	10.03	10.12	10.21	10.31
	10.05	10.13	10.22	10.31	10.41
	10.08	10.16	10.25	10.34	10.44
	10.15	10.23	10.32	10.41	10.51
	\$ 10.25	\$ 10.33	\$ 10.42	\$ 10.51	\$ 11.01
	10.29	10.37	10.46	10.55	11.05
	10.32	10.40	10.49	10.58	11.08
	P. M.	P. M.	P. M.	P. M.	P. M.
	29	57	59	69	81

## BANKS TO SLOPE

STATIONS	FIRST CLASS			
	41	31	21	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 8.47	\$ 9.08	\$ 9.20	-----
ROCKVILLE	8.56	9.17	9.29	-----
MARYSVILLE				-----
BANKS	9.01	9.22	9.34	-----
PERDIX				-----
COVE				-----
VIEW	9.07	9.28	9.40	-----
DUNCANNON				-----
AQUEDUCT				-----
IROQUOIS	9.15	9.36	9.48	-----
NEWPORT				-----
PORT	9.21	9.43	9.54	-----
MILLERSTOWN				-----
THOMPSONTOWN	9.29	9.51	10.02	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	9.40	10.02	10.13	-----
DENHOLM				-----
WALL	9.44	10.06	10.17	-----
HAWSTONE				-----
LEWISTOWN				-----
LEWIS	9.53	10.15	10.26	-----
GRANVILLE				-----
MoVEY TOWN	10.03	10.26	10.36	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	10.15	10.38	10.48	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	10.25	10.48	10.58	-----
WARRIOR RIDGE				-----
PETERSBURG	10.31	10.54	11.04	-----
BARREE				-----
SPRUCE	10.37	11.00	11.10	-----
FORGE	10.47	11.10	11.20	-----
TYRONE				-----
GRAZIER	10.50	11.18	11.23	-----
BELLWOOD				-----
BELL	10.57	11.20	11.30	-----
ALTOONA	\$ 11.07	\$ 11.30	\$ 11.40	-----
	11.11	11.34	11.44	-----
SLOPE	11.14	11.37	11.47	-----
Arrive	P. M.	P. M.	A. M.	
	41	31	21	

## FIRST CLASS

	◇65	23	◇67	◇9	89
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
Y	9.33	S 10.15	S 11.20	S 11.44	U 11.59
	9.42	10.25	11.30	11.54	12.09
	9.47	10.30	11.35	11.59	12.14
	9.53	10.36	11.41	12.05	12.20
	10.01	10.44	11.49	12.13	12.28
	10.08	10.50	11.56	12.20	12.35
	10.16	10.58	12.04	12.28	12.43
	10.27	11.09	12.15	12.39	12.54
	10.31	11.13	12.19	12.43	12.58
		S 11.26			
	10.40	11.30	12.28	12.53	1.08
	10.51	11.41	12.39	1.04	1.19
	11.03	11.54	12.51	1.17	1.31
	11.13	S 12.05	1.01	1.27	1.41
	11.19	12.16	1.07	1.33	1.47
	11.25	12.22	1.13	1.39	1.53
	11.35	12.32	1.23	1.49	2.03
		S 12.36			
	11.38	12.40	1.26	1.52	2.06
	11.45	12.50	1.33	2.00	2.14
Y	11.55	S 1.00	S 1.43	S 2.10	U 2.24
	11.59	1.04	1.47	2.14	2.28
	12.02	1.07	1.50	2.17	2.31
	A. M.	A. M.	A. M.	A. M.	A. M.
	65	23	67	9	89

Mid. Div. G. O. 705 in effect 10.01 A. M., 7-7-46.

STATIONS	FIRST CLASS			
	16	22	60	4
	A. M.	A. M.	A. M.	A. M.
Arrive				
HARRISBURG (Phila. Div.)	\$ 2.50	\$ 3.00	\$ 3.10	AA 3.19
ROCKVILLE	2.40	2.50	3.00	3.09
MARYSVILLE				
BANKS	2.35	2.45	2.55	3.04
PERDIX				
COVE				
VIEW	2.27	2.36	2.47	2.57
DUNCANNON				
AQUEDUCT				
IROQUOIS	2.19	2.28	2.39	2.49
NEWPORT				
PORT	2.12	2.21	2.33	2.43
MILLERSTOWN				
THOMPSONTOWN	2.04	2.13	2.25	2.35
TUSCARORA				
PORT ROYAL				
MIFFLIN	1.52	2.01	2.13	2.24
DENHOLM				
WALL	1.48	1.57	2.09	2.20
HAWSTONE				
LEWISTOWN				
LEWIS	1.38	1.47	1.59	2.10
GRANVILLE				
MOVEYTOWN	1.27	1.36	1.48	1.59
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	1.14	1.23	1.35	1.47
MAPLETON				
MILL CREEK				
HUNTINGDON	1.03	1.12	1.25	1.37
WARRIOR RIDGE				
PETERSBURG	12.57	1.06	1.19	1.31
BARREE				
SPRUCE	12.51	1.00	1.13	1.26
FORGE	12.41	12.50	1.03	1.16
TYRONE				
GRAZIER	12.38	12.47	1.00	1.13
BELLWOOD				
BELL	12.32	12.40	12.54	1.07
ALTOONA	12.24	12.32	12.46	12.59
	\$ 12.20	\$ 12.28	\$ 12.42	AA 12.55
SLOPE	12.17	12.25	12.39	12.52
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY 16	DAILY 22	DAILY 60	DAILY 4

Mid. Div. G O. 705 in effect 10.01 A. M., 7-7-46.

# EASTWARD

21

FIRST CLASS					
	◇36	◇50	◇70	◇10	◇38
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 3.40	\$ 3.50	\$ 4.00	\$ 4.06	\$ 4.16
	3.30	3.40	3.50	3.56	4.06
	3.25	3.35	3.45	3.51	4.01
	3.18	3.27	3.37	3.44	3.53
	3.10	3.19	3.29	3.36	3.45
	3.04	3.13	3.23	3.30	3.39
	2.56	3.05	3.15	3.22	3.31
	2.45	2.53	3.04	3.11	3.20
	2.41	2.49	3.00	3.07	3.16
	2.31	2.39	2.50	2.57	3.06
	2.20	2.28	2.39	2.46	2.55
	2.08	2.15	2.27	2.34	2.43
	1.58	2.05	2.17	2.24	2.33
	1.52	1.59	2.11	2.18	2.27
	1.47	1.53	2.05	2.13	2.21
	1.37	1.43	1.55	2.03	2.11
	1.34	1.40	1.52	2.00	2.08
	1.28	1.34	1.46	1.54	2.02
	1.20	1.26	1.38	1.46	1.54
	\$ 1.16	\$ 1.22	\$ 1.34	\$ 1.42	\$ 1.50
	1.13	1.19	1.31	1.39	1.47
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY 86	DAILY 50	DAILY 70	DAILY 10	DAILY 38

Mid. Div. G. O. 705 in effect 10.01 A. M., 7-7-46.

## SLOPE TO BANKS

STATIONS	FIRST CLASS			
	66	76	48	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 4.25	Y 4.32	\$ 4.48	
ROCKVILLE	4.15	4.22	4.38	
MARYSVILLE				
BANKS	4.10	4.17	4.33	
PERDIX				
COVE				
VIEW	4.02	4.09	4.25	
DUNCANNON				
AQUEDUCT				
IROQUOIS	3.54	4.01	4.17	
NEWPORT				
PORT	3.48	3.55	4.10	
MILLERSTOWN				
THOMPSONTOWN	3.40	3.47	4.02	
TUSCARORA				
PORT ROYAL				
MIFFLIN	3.29	3.36	3.50	
DENHOLM				
WALL	3.25	3.32	3.46	
HAWSTONE				
LEWISTOWN				
LEWIS	3.15	3.22	3.36	
GRANVILLE				
MoVEY TOWN	3.04	3.11	3.25	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	2.52	2.59	3.12	
MAPLETON				
MILL CREEK				
HUNTINGDON	2.42	2.49	3.01	
WARRIOR RIDGE				
PETERSBURG	2.36	2.43	2.55	
BARREE				
SPRUCE	2.31	2.38	2.49	
FORGE	2.21	2.28	2.39	
TYRONE				
GRAZIER	2.18	2.25	2.36	
BELLWOOD				
BELL	2.12	2.19	2.30	
ALTOONA	{ 2.04	2.11	2.22	
	\$ 2.00	Y 2.07	\$ 2.18	
SLOPE	1.57	2.04	2.15	
Leave	A. M.	A. M.	A. M.	
	DAILY 66	DAILY 76	DAILY 48	

Mid. Div. G. O. 705 in effect 10.01 A. M., 7-7-46.



## FIRST CLASS

	◇40	◇80	68	◇28	●58
	A. M.	A. M.	A. M.	A. M.	A. M.
	<b>S</b> 4.55	<b>S</b> 5.02	<b>D</b> 5.10	<b>D</b> 5.15	<b>S</b> 5.40
	4.45	4.52	5.00	5.06	5.30
	4.40	4.47	4.55	5.01	5.25
	4.32	4.40	4.47	4.54	5.18
	4.24	4.32	4.39	4.46	5.10
	4.18	4.26	4.33	4.40	5.04
	4.10	4.18	4.25	4.32	4.56
	3.59	4.07	4.14	4.21	4.45
	3.55	4.03	4.10	4.17	4.41
	3.45	3.53	4.00	4.07	4.31
	3.34	3.42	3.49	3.56	4.20
	3.22	3.30	3.37	3.44	4.08
	3.12	3.20	3.27	3.34	3.58
	3.06	3.14	3.21	3.28	3.52
	3.01	3.09	3.16	3.23	3.47
	2.51	2.59	3.06	3.13	3.37
	2.48	2.56	3.03	3.10	3.34
	2.42	2.50	2.57	3.04	3.28
	2.34	2.42	2.49	2.56	3.20
	<b>S</b> 2.30	<b>S</b> 2.38	<b>S</b> 2.45	<b>D</b> 2.52	<b>S</b> 3.16
	2.27	2.35	2.42	2.49	3.13
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY 40	DAILY 80	DAILY 68	DAILY 28	DAILY 58

STATIONS	FIRST CLASS			
	662	56	30	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 7.25	\$ 5.55	\$ 6.15	-----
ROCKVILLE	7.15	5.45	6.05	-----
MARYSVILLE	\$ 7.12			-----
BANKS	7.09	5.40	6.00	-----
PERDIX	F 7.05			-----
COVE	F 7.02			-----
VIEW	6.57	5.32	5.52	-----
DUNCANNON	\$ 6.55			-----
AQUEDUCT	F 6.48			-----
IROQUOIS	6.43	5.24	5.44	-----
NEWPORT	\$ 6.34			-----
PORT	6.01	5.18	5.38	-----
MILLERSTOWN	\$ 5.56			-----
THOMPSONTOWN	\$ 5.49	5.10	5.30	-----
TUSCARORA	F 5.40			-----
PORT ROYAL	\$ 5.35			-----
MIFFLIN	\$ 5.31	4.59	5.19	-----
DENHOLM				-----
WALL	5.25	4.55	5.15	-----
HAWSTONE				-----
LEWISTOWN	\$ 5.15			-----
LEWIS	4.59	4.45	5.05	-----
GRANVILLE				-----
MOVEYTOWN	F 4.48	4.34	4.54	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION	\$ 4.33			-----
JACKS	4.30	4.21	4.42	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	\$ 4.18	4.11	4.32	-----
WARRIOR RIDGE				-----
PETERSBURG	4.09	4.05	4.26	-----
BARREE				-----
SPRUCE	4.03	3.59	4.20	-----
FORGE	3.53	3.49	4.10	-----
TYRONE	\$ 3.49			-----
GRAZIER	3.40	3.46	4.07	-----
BELLWOOD	\$ 3.34			-----
BELL	3.32	3.40	4.01	-----
ALTOONA	\$ 3.24	3.32	3.53	-----
		\$ 3.28	\$ 3.49	-----
SLOPE		3.25	3.46	-----
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN. 662	DAILY 56	DAILY 30	

## EASTWARD

25

FIRST CLASS					
● 20	◇ 78	◇ 64	42	682	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 6.41	S 6.55	D 7.04	S 9.20		
6.31	6.45	6.54	9.10		
6.28	6.40	6.49	9.05		
6.19	6.32	6.42	8.57		
6.11	6.24	6.34	8.49		
6.05	6.18	6.28	8.43		
5.57	6.10	6.20	8.35		
5.46	5.59	6.09	8.24		
5.42	5.55	6.05	8.20		
5.32	5.45	6.55	S 8.10		
			8.07		
5.21	5.34	5.44	7.58		
5.09	5.22	5.32	7.44		
4.59	5.12	5.22	S 7.32		
4.53	5.06	5.16	7.23		
4.48	5.01	5.11	7.17		
4.38	4.51	5.01	7.07		
4.35	4.48	4.58	7.04		
4.29	4.42	4.52	6.58		
4.21	4.34	4.44	6.50		
S 4.17	S 4.30	S 4.40	S 6.42	S 9.25	
4.14	4.27	4.37	6.39	9.22	
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY 20	DAILY 78	DAILY 64	DAILY 42	DAILY EX. SUN. 682	

Mid. Div. G. O. 705 in effect 10.01 A. M., 7-7-46.

## 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	
DENHOLM				
WALL	11.25		11.47	
HAWSTONE				
LEWISTOWN				
LEWIS	11.15		11.37	
GRANVILLE				
MOVEYTOWN	11.04		11.26	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	10.52		11.14	
MAPLETON				
MILL CREEK				
HUNTINGDON	10.42		11.04	
WARRIOR RIDGE				
PETERSBURG	10.36		10.58	
BARREE				
SPRUCE	10.31		10.52	
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	24	
	P. M.	P. M.	P. M.	P. M.	
	\$ 1.42	\$ 3.50	\$ 3.05	\$ 6.00	
	1.32	3.40	2.55	5.50	
	1.27	3.35	2.50	5.45	
	1.19	3.28	2.42	5.35	
		\$ 3.24		\$ 5.30	
	1.11	3.16	2.34	5.20	
		\$ 3.07		\$ 5.11	
	1.04	3.03	2.28	5.08	
	12.56	2.27	2.20	4.48	
				\$ 4.38	
	12.45	\$ 2.15	2.09	\$ 4.34	
	12.41	2.00	2.05	4.26	
	\$ 12.30	\$ 1.50	\$ 1.55	\$ 4.13	
	12.26	1.43	1.52	4.09	
	12.15	1.32	1.41	3.57	
		\$ 1.19		\$ 3.44	
	12.03	1.15	1.29	3.41	
	\$ 11.50	\$ 1.04	1.19	\$ 3.30	
	11.41	\$ 12.47	1.13	\$ 3.18	
	11.36	12.40	1.08	F 3.14	
	11.26	12.30	12.58	3.11	
	\$ 11.23	\$ 12.27		\$ 2.57	
	11.21	12.17	12.55	2.54	
	11.15	\$ 12.10			
		12.07	12.49	2.48	
	11.07	\$ 11.59	12.41	2.40	
	\$ 11.03	\$ 11.50	\$ 12.37	\$ 2.32	
	11.00	11.47	12.34	2.29	
	A. M.	A. M.	P. M.	P. M.	
	DAILY	#DAILY	DAILY	DAILY	
	54	8	72	24	

## SLOPE TO BANKS

STATIONS	FIRST CLASS			
	74	82	46	
	P. M.	P. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 6.07	\$ 7.06	\$ 8.38	
ROCKVILLE	5.57	6.55	8.28	
MARYSVILLE				
BANKS	5.52	6.50	8.23	
PERDIX				
COVE				
VIEW	5.45	6.43	8.14	
DUNCANNON				
AQUEDUCT				
IROQUOIS	5.38	6.35	8.06	
NEWPORT				
PORT	5.32	6.29	7.59	
MILLERSTOWN				
THOMPSONTOWN	5.24	6.21	7.50	
TUSCARORA				
PORT ROYAL				
MIFFLIN	5.13	6.10	\$ 7.38	
DENHOLM				
WALL	5.09	6.06	7.31	
HAWSTONE				
LEWISTOWN	\$ 4.59		\$ 7.20	
LEWIS	4.56	5.56	7.15	
GRANVILLE				
MOVEYTOWN	4.45	5.45	7.05	
RYDE				
NEWTON HAMILTON				
MOUNT UNION			K 6.54	
JACKS	4.33	5.33	6.52	
MAPLETON				
MILL CREEK				
HUNTINGDON	4.23	5.23	\$ 6.39	
WARRIOR RIDGE				
PETERSBURG	4.17	5.17	6.30	
BARREE				
SPRUCE	4.11	5.12	6.24	
FORGE	4.01	5.02	6.14	
TYRONE			\$ 6.12	
GRAZIER	3.58	4.59	6.09	
BELLWOOD				
BELL	3.52	4.53	6.03	
ALTOONA	3.44	4.45	5.55	
	\$ 3.40	\$ 4.41	\$ 5.50	
SLOPE	3.37	4.38	5.47	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	74	82	46	

## FIRST CLASS

	612	●18	652	52	
	P. M.	P. M.	P. M.	A. M.	
		\$ 11.29		\$ 2.28	
		11.19		2.18	
		11.13		2.13	
		11.05		2.04	
		10.57		1.56	
		10.48		1.49	
		10.38		1.39	
		10.26		1.28	
		10.22		1.23	
				\$ 1.12	
		10.10		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	
		\$ 9.08		\$ 12.01	
		9.03		11.57	
		8.55		11.51	
		8.47		11.43	
	\$ 7.55	\$ 8.35	\$ 11.00	\$ 11.33	
	7.52	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.....	-----	-----	-----	-----
EAGLEVILLE.....	-----	-----	-----	-----
WOOD.....	-----	-----	-----	-----
HOWARD.....	-----	-----	-----	-----
SAND.....	-----	-----	-----	-----
MILESBURG.....	-----	-----	-----	-----
PLEASANT GAP (Wpt. Div.)	<b>F 9.03</b>	<b>S 9.09</b>	-----	-----
FONT.....	9.14	9.24	-----	-----
BELLEFONTE.....	<b>S 9.15</b>	<b>S 9.25</b>	-----	-----
MILESBURG.....	-----	-----	-----	-----
UNIONVILLE.....	-----	-----	-----	-----
JULIAN.....	-----	-----	-----	-----
PORT MATILDA.....	-----	-----	-----	-----
BEAVER.....	-----	-----	-----	-----
EAGLE.....	-----	-----	-----	-----
PARK.....	-----	-----	-----	-----
TYRONE.....	-----	-----	-----	-----
Arrive	A. M.	A. M.		
	<b>873</b>	<b>871</b>		

## BALD EAGLE AND BELLEFONTE BRANCHES

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



## 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. 5		\$ 7.11		
			\$ 7.22		
			7.27		
			\$ 7.31		
			7.36		
			7.43		
	\$ 11.00	\$ 11.33	\$ 8.01		
		11.42	8.10		
			\$ 8.18		
			\$ 8.25		
			\$ 8.35		
			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.		
		\$ 12.22	Train		
		12.17	No. 6		
		\$ 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			
		\$ 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.)	\$ 9.00	\$ 9.40	\$ 3.20	\$ 3.30
LONG SIDING	9.04	9.44	3.24	3.34
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	\$ 11.18	\$ 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.)	\$ 8.25	\$ 9.10	\$ 2.48	\$ 2.59
LONG SIDING	8.19	9.04	2.44	2.52
MT. DALLAS			F 1.02	F 1.10
LUTZVILLE (Mt. Dallas Br.)			F 12.54	F 12.59
CREEK....(Bedford Branch)			12.43	12.48
BEDFORD			\$ 12.40	\$ 12.45
Leave	A.M.	A.M.	P. M.	P. M.
			779	777

Mid. Div. G. O. 705 in effect 10.01 A. M., 7-7-46.

**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	†E	†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	†E	†CD	†CD				†CD	†CD	
Huntingdon									
Petersburg		†CD	†CD						
Barree							†CD	†CD	
Spruce Creek	†E	†CD	†CD				†CD	†CD	
Birmingham	†E	†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.

C—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 to 15 miles per hour 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.	MC 11		
	A. M.	A. M.	A. M.	P. M.	P. M.		
HARRISBURG.....	E 4.10	E 4.40	E 9.45	E 3.10	E 4.40		
BANKS.....	4.25	4.57	10.02	3.25	4.56		
ALTOONA.....	E 6.50	E 7.30	E 12.25	E 5.55	E 7.30		
	7.00	7.45	12.35	6.00	7.40		
SLOPE.....	7.03	7.48	12.38	6.03	7.43		
Arrive	A. M.	A. M.	P. M.	P. M.	P. M.		
	Exp 603	Exp 13	Exp 15	Exp 75	MC 11		

Exp. 603, Exp. 13, Exp. 15 and Exp. 75 will not run May 31, July 5, Sept. 3, Nov. 29, Dec. 26 and Jan. 2.

## SLOPE TO BANKS--EASTWARD

STATIONS	PASSENGER EXTRA						
	Time shown conveys no time table authority						
	Exp 64 A. M.	MC 10 P. M.	Exp 78 P. M.	Exp 18 P. M.			
HARRISBURG.....	E 8.30	E 12.15	E 5.00	E 12.45			
BANKS.....	8.15	11.58	4.44	12.29			
TYRONE.....	E 6.20						
ALTOONA.....	6.00	9.40	2.30	10.15			
	E 5.50	E 9.30	E 2.15	E 10.00			
SLOPE.....	5.47	9.27	2.12	9.57			
Leave	A. M.	A. M.	P. M.	P. M.			
	DAILY Exp 64	DAILY MC 10	DAILY Exp 78	DAILY Exp 18			

ARRANGED FREIGHT TRAIN SERVICE--WESTWARD

(The time shown conveys no Time-Table authority)

STATIONS	LCL-3	LCL-1	JC-5	LCL-5	TRS-5	M-9	VC-1	PG-1	VL-7	NL-1	XD-1	HC-3	PC-3	NY-1	PG-5	LM-1	BRC-5	SW-1	HP-1	ED-3	PF-1	VL-9
	(2)	(2)	(1)	(2)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
BANKS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	12.05	12.50	1.00	1.15	2.00	6.00	8.30	9.15	9.30	9.45	11.00	11.00	11.15	12.15	2.00	4.00	4.00	4.30	5.00	5.00	5.45	6.00
ANTIS	2.55	3.40	6.00	4.05	7.00	3.00	12.40	1.15	1.30	2.00	3.15	5.00	3.00	3.45	6.00	7.45	10.00	8.30	11.00	8.55	9.45	10.00
SLOPE	3.45	4.20	7.30	4.45	8.30		1.30	2.15	2.30	3.00	4.30	7.15	4.30	5.15	7.00	9.00	11.30	9.45	1.00	9.45	11.00	11.15
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.
BUNNING TIME	2.50	2.50	5.00	2.50	5.00	9.00	4.10	4.00	4.00	4.15	4.15	6.00	3.45	3.30	4.00	3.45	6.00	4.00	6.00	3.55	4.00	4.00
YARD TIME	.50	.40	1.30	.40	1.30		.50	1.00	1.00	1.00	1.15	2.15	1.30	1.30	1.00	1.15	1.30	1.15	2.00	.50	1.15	1.15

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

## MAKE-UP

## INTERDIVISIONAL RUNS

STATIONS	CE-1 (1)	PG-15 (1)	VL-5 (1)	STATIONS	VL-3 (1)	APG-1 (2)	PG-37 (1)	PG-7 (1)	WP-15 (1)	YA-5 (1)	JA-1 (1)	JC-3 (1)	PG-13 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	CSB-1 (2)
BANKS	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
ANTIS	6.15	6.45	8.15	LOCK HAVEN									7.15	8.45	10.40	1.30	6.45
SLOPE	11.30	12.30	1.00	BANKS													
	12.30		2.30	ANTIS									11.00	1.10	4.00	4.30	9.00
	A.M.	A.M.	A.M.	SLOPE	4.00	6.00	6.00	7.00	8.00	11.30	12.30	5.00					
RUNNING TIME	5.15	5.45	4.45		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
YARD TIME	1.00		3.30	RUNNING TIME									3.45	4.25	5.20	3.00	2.15
				YARD TIME													

(1) Daily. (2) Daily except Monday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

STATIONS	WS-8 (6)	NY-8 (1)	PG-6 (5)	WS-4 (3)	M-20 (1)	AC-10 (1)	M-10 (1)	M-24 (1)	PR-6 (1)	WS-10 (1)	AG-12 (1)	BL-34 (1)	PG-4 (1)	ED-2 (1)	PG-20 (1)	P-16 (1)	M-16 (2)	PG-2 (1)	CMB (1)	PG-34 (1)	NW-82 (1)	JA-2 (1)	FW-8 (1)	CE-2 (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.	A.M.	A.M.	P.M.
SLOPE	12.01	12.20	12.35	2.00					3.30	3.30				4.45	5.00			7.30	8.15	9.00	9.45	10.00	11.45	12.01
ANTIS	1.30	1.20	2.00	4.15	2.00	2.30	3.00	3.00		5.00	3.30	4.00	4.00	6.00		5.00	6.30	9.00	9.15		11.00		12.45	1.00
BANKS	6.30	5.20	7.00	9.45	12.00	9.30	10.00	9.30		9.30	10.30	9.00	11.00	10.00		11.30	2.00	1.45	1.30		3.45		4.00	5.30
	A.M.	A.M.	A.M.	A.M.	Noon	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.
YARD TIME	1.29	1.00	1.25	2.15						1.30				1.15				1.30	1.00		1.15		1.00	.89
RUNNING TIME	5.00	4.00	5.00	5.30	10.00	7.00	7.00	6.30		4.30	7.00	5.00	7.00	4.00		6.30	7.30	4.45	4.15		4.45		3.15	4.30



# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

## INTERDIVISIONAL RUNS

STATION	SH-6 (1)	WP-16 (2)	SW-2 (1)	ED-4 (1)	VL-2 (1)	WJ-8 (1)	YA-4 (2)	CS-8 (1)	PG-36 (1)	SH-4 (1)	NY-2 (1)	PG-14 (2)	CE-8 (1)	PNE-8 (1)	VL-8 (1)	YE-6 (1)	PG-18 (1)	CG-8 (1)	LCL-2 (4)	AK-8 (1)	CSB-8 (1)	AH-16 (3)	CSB-2 (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.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
SLOPE	2.40	3.00	3.00	4.00	4.00	4.00	4.45	5.00	5.00	5.55	6.00	7.30	8.00	8.05	8.20	8.30	9.30	10.00	10.20	11.00			10.45		
ANTIS	6.00		4.00	5.00	5.30	5.30		6.00		12.01	7.30		9.00	9.00	9.15	2.00	12.01	11.00	11.05	12.15	12.01	8.15	1.45	9.00	11.30
BANKS	11.00		8.30	8.00	10.30	10.00		11.00			12.30		1.30	12.50	1.05	8.00	4.30	3.00	1.50	4.30					
LOCK HA.										5.00											8.15	7.15	4.45	1.15	4.00
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.
YARD TL	3.20		1.00	1.00	1.30	1.30		1.00		6.06	1.30		1.00	.55	.55	2.30	2.30	1.00	.45	1.15			3.00		
RUN. TL	5.00		4.30	3.00	5.00	4.30		5.00		4.59	5.00		4.80	8.50	3.50	4.30	4.30	4.00	2.45	4.15	3.15	4.00	3.00	4.15	4.30

(1) Daily. (2) Daily except Monday. (3) Daily except Tuesday. (4) Daily except Saturday and Sunday. (5) Sunday and Monday only. (6) As required.

# 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.

★1102. Referring to Rule 2, drivers of track cars must use reliable watches.

## 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**—Stops only to receive passengers for Lewistown and points west of Pittsburgh.
- 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.

### HAND, FLAG AND LAMP SIGNALS

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

### ENGINE WHISTLE SIGNALS

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

Track	Between	And
Clearfield Bch.	Park	Vail

Also on following Branches at Junction points:

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

Rule 14(dc) will also apply:

Track	Between	And
5	Grazier	Tyrone
A	Deer	Huntingdon
A	West end Wall Interlocking	East end Wall Interlocking

Rule 14 (ec) will also apply:

Track	Between	And
C	Huntingdon	Deer
H	East end Wall Interlocking	West end Wall Interlocking

1501-A. Rule 14 — — — — — o o o will apply:

Track	Between	And
G	East end Wall Interlocking	West end Wall Interlocking

**1502.** Rule 14 (1), 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, three miles E. of Huntingdon.
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

	All Crossings	Within borough limits of:
		Philipsburg

### Cur-Grampian

	All Crossings	Within borough limits of:
		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	Longfellow* 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	Sound	Indication stop will be made at
Eastward	Park	— — o	Port Matilda
"	Park	— — oo	Milesburg
"	Milesburg	— — o	Holters
"	Milesburg	— — oo	Post Siding
Westward	Lock Haven	— — o	Post Siding
"	Lock Haven	— — oo	Holters
"	Milesburg	— — o	Baker
"	Milesburg	— — oo	Port Matilda

Operator will notify train dispatcher promptly.

### 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 dropping them off between the cabin car and pusher engine on the track the train is using, and not 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 twelve months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

**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 Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Banks and View		West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.	
View and Spruce		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.	
Spruce and Forge			West'd Psgr.	West'd Frt.	East'd Psgr.	
Forge and Tyrone		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Tyrone and Grazier	East'd Frt. & Psgr.	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Grazier and Antis		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Antis and Alto		West'd Psgr.	East'd Psgr.			
Alto and Slope		West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.
Bald Eagle Branch Between: Wood and Sand				West'd	East'd	
Hollidaysburg & Petersburg Branch Between: Pete and Holly				West'd	East'd	
Holly and Hollidaysburg		West'd	East'd			
Hollidaysburg and Wye		West'd	East'd	West'd	East'd	
Eldorado and 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
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	Frankstown	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 (W)	Lewistown	Lewis	Lewis	
A (W)	Jacks	West End of track	Jacks	
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	
No. 5 (W)	Huntingdon	Deer	Huntingdon	
No. 5 (W)	Forge	Tyrone	Grazier	

Track	Between	And	Controlled by	Note
Fairbrook (E)	Tyrone	Stover	Grazer	
No. 1 (W)	Vail	East Tyrone Scales	Park	
No. 8 (W)	E. Tyrone Scales	17th St.	Park	
No. 3 Power (W)	Alto	Slope	Alto	
No. 9 (W)	Alto	Slope	Alto	
South Runner (W)	Farm	South	AYM-South	
Middle Runner (W)	Farm	South	AYM-Brush & South	
No. 8 (W)	Antis	Farm	AYM-Farm	
No. 12 (W)	E. End Homer Rec. Yard	Homer Hump	AYM-Homer or Rose	
No. 31 (W)	Homer	Rose	AYM-Homer or Rose	
No. 1 (Yd) (W)	Rose	Works	AYM-Rose	
No. 5 (W)	Brush	7th St.	Works	
Lead to Cabin Track (W)	Rose	Brush	AYM-Rose	
No. 1 Cabin (W)	Rose	Brush	Rose or Brush	
Trout Run (S)	Jct. Moshannon Branch	DuShan Coll. No. 3	Mills	1
Big Run (S)	Jct. Moshannon Branch	Daywood Coll. No. 1	Mills	1
Moshannon & Clearfield (S)	Coal Run Jct.	Brookwood Shaft	Mills	1
Coal Run (S)	Coal Run Jct.	Mease Coll. No. 2	Mills	1
Goss Run (S)	Goss Run Jct.	Lobb Coll. No. 1	Mills	1
Houtzdale (S)	Houtzdale	Lobb Coll. No. 2	Mills	1
Amesville (S)	Amesville Jct.	Imperial Coll. No. 2	Mills	1
Muddy Run (S)	Smoke Run	Black Oak Coll. No. 3	Mills	1
Little Muddy Run (N)	Smoke Run	Clyde Coll. No. 28	Mills	1
Janesville (S)	Jct. Little Muddy Run	Black Oak Coll. No. 1	Mills	1
Mapleton (N)	Maple	Coaldale Coll.	Mills	1
Philipsburg (N)	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 (N)	Graham	Guion Coll.	Mills	1
Graham (N)	Graham	Elliott Coll.	Mills	1
Runner (S)	Maple	Summit	Mills	1
Clearfield (N)	Cur	Grampian	Mills	1
Moshannon (S)	Ram	McCartney	Mills	1
Snow Shoe (W)	Snow Shoe Int.	Snow Shoe	Milesburg	
Morrison Cove (S)	Brook	Curry	Wye	
Bloomfield (N)	Roaring Spring	Ore Hill	Wye	
Springfield (S)	Spring	Ormenia	Wye	
Clover Creek (S)	Clover	Basalt Trap Rock Co.	Wye	
Canoe Creek (N)	Canoe Creek Jct.	Harbison-Walker Refr. Co. No. 2	Wye	
No. 6-Westward Relay Yard (W)	East End of Relay Yard	Jones St.	Yard Master H'lysbrg Yd.	
Milroy (E)	Lewistown	Milroy	Lewis	

(E) (W) (N) (S) Indicates time-table direction from point first named.

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 Be Passed By
607	5	Forge	Grazier	No. 79, No.51 No. 89, No.11
8	A or 2	Wall	Miffin	No. 72
662	5	Lewis	Lewistown	No. 30
662	Old Line Port			No. 20, No.78 No. 64

**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. 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.

### 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

### 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 track and B storage track	Wall
Denholm	No. 1 to Hill track	Wall
Denholm	Turnout from H track to shop car 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
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

### Bald Eagle Branch

Between: Vail and East Beech	All switches in main track and sidings	Milesburg
Between: East Beech and Lock Haven	All switches in main track and Post siding	Lock Haven

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

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

### Yards and Yard Instructions

**2417.** Yards indicated by yard limit boards located at:

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

**2418.** 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.

**2419.** 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.

**2420.** Rule D-93 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



### 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 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.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

---

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

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

### ★2451. (For Automatic Highway Crossing Signals.)

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

**2453.** 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.

### 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

Track	Crossing	Location
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.
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**

★2476. 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.

★2506. Referring to Rule 221a, message form C. T. 1250 will be used.

## **MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS**

★2601. Rules 251, 253 and 254 in effect:

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

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.

# **OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS**

**★2602. Rules 261, 262, 263 and 264 in effect:**

	Track	Between	And
Main Line	No. 2	Spruce	Forge
	No. 5	Tyrone	Grazier
	No. 3	Works	Slope
Bald Eagle Branch	Single	Lock Haven	Wood
	Post Siding	East End	West end
	No. 1 and No. 2	Wood	Sand
	Single	Sand	Park
	Beech Creek Sdg	East Beech	West Beech
	Milesburg Siding	Milesburg	Baker
	Julian Siding	East Julian	West Julian
	Eagle Siding	Beaver	Eagle
	Park Siding	Vail	Park
Clearfield Branch	Single	Tyrone	Park
Hollidaysburg and Petersburg Branch	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:

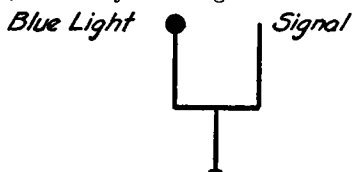
At Altoona passenger station—Verbally by Station Master.

## FIXED SIGNALS

**2701.** 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.

## CAB SIGNALS

**2751.** Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

—with current of traffic—

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Banks	Spruce
	No. 1, No. 2, and No. 3	Spruce	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto
	A	West end Wall Interlocking	East end Wall Interlocking
	G and H	East end Wall Interlocking	West end Wall Interlocking
Hollidaysburg and Petersburg Branch	1	Signal P-18	Pete

—against current of traffic—

Main Line	No. 3, G and H	West end Wall Interlocking	East end Wall Interlocking
	No. 1, A, and No. 2	East end Wall Interlocking	West end Wall Interlocking
	No. 1 and No. 2	East end— Spruce Inter- locking	West end— Spruce Inter- locking



	Track	Between	And
	No. 2	Forge	Spruce
	No. 3	Works	Alto

**Secondary tracks**

—in assigned direction—

	Track	Between	And
Main Line	No. 1 and No. 2	Antis	Rose

—against assigned direction—

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

**2752. Cutting-in Sections Located:  
Westward Trains**

	Track	From	To
Main Line	No. 3 and No. 4	Westward home signal—Slope	Signal 2373

**Eastward Trains**

Main Line	No. 3	245 feet west of signal 2360	Signal 2360
	No. 1	320 feet west of Interlocking signal East of Rose	880 feet East of Interlocking signal East of Rose
	A—Huntingdon	Signal 2036	Eastward Home signal
Hollidaysburg and Petersburg Branch	No. 1	200 feet West of signal P-18	Signal P-18

★2753. 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.

★2754. Engine crews assigned to electric engines (or steam engines equipped for backward or forward running) will make departure test of cab signals from both ends of a single unit. When two or more electric engines are coupled, departure test will be made from front end of leading unit and trailing end of rear unit, noting that cab signals and warning whistles are operative on all units.

When two or more electric engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the train must operate as a non-equipped train.

2756. 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

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Hollidaysburg and Peters- burg Branch	No. 1 and No. 2	Pete	Holly
	No. 3 and No. 4	Holly	Hollidaysburg
	No. 1, No. 2 No. 3 and No. 4	Hollidaysburg	Wye
Morrison Cove Branch	Single	Holly	Brook
Bedford Branch	Single	Brook	State
Mt. Dallas Branch	Single	Creek	Dallas
Clearfield Branch	Single	Park	Cur
Moshannon Branch	Single	Mills	Ram
Bellefonte Branch	Single	Milesburg	Font

**2802. Rule 316 will apply:**

**CLEARFIELD BRANCH:**

Southward between Summit and Park.

Northward between Summit and Mills.

**2803. Rule 317 will apply:**

On single track, except where **Rule 316** applies.

Between Pete and Wye.

Against current of traffic.

**2804.** 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

**2901.** Rules 501 to 512 inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track

	Track	Between	And
Main Line	No. 5	Grazier	Tyrone
	A, No. 1, No. 2, No. 3 and No. 4	Alto	Slope
Hollidaysburg and Peters- burg Branch	No. 1 and No. 2	Alto	Eldorado
	Single	Eldorado	Wye
Clearfield Branch	Single	Tyrone	Park
Bald Eagle Branch	Single	Park	Sand
	No. 1 and No. 2	Sand	Wood
	Single	Wood	Lock Haven

For movements against current of traffic

Main Line	No. 5	Tyrone	Grazier
Bald Eagle Branch	No. 1 and No. 2	Wood	Sand

**2915. Rules 501 to 518 inclusive, are in effect on portions of the Division as follows:**

For movements with current of traffic and on single track

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Banks	Spruce
	A	Wall	East end Wall Interlocking
	G and H	West end Mifflin Inter- locking	Wall
	No. 1, No. 2 and No. 3	Spruce	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto

For movements against current of traffic

Main Line	G and H	Wall	West end Mifflin Inter- locking
	A	East end Wall Interlocking	Wall
	No. 1 and No. 2	East end Wall Interlocking	Wall
	No. 3	Wall	West end Mifflin Inter- locking
	No. 2	Forge	Spruce
	No. 3	Works	Alto

For movements on secondary tracks

	Pull-up	Bell	8115 feet West of Bell
	No. 1 and No. 2	Antis	Rose

**2916. Rule 515**—following exceptions authorized:

**2917.** In the application of **Rule 515** the Superintendent may authorize a train to move in cab signal territory by the use of Form C. T. 1400-B or 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**.

**2918.** 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 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 1214—West of View

Signal 1142—East of Perdix

**2919.** 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

**3002.** Emergency Signals—Whistle or Horn, in service as follows:

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

## SPEEDS

★3101.

## 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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED  
PASSENGER TRAINS AND FREIGHT TRAINS

Main Line Between:	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour											
Banks and View					50	50	50	50	70	50	70	50
View and Mifflin					70	50	50	50	50	50	70	50
Mifflin and Wall			AG & H 30	30	70	50	50	50	50	50	70	50
Wall and Spruce					70	50	50	50	50	50	70	50
Spruce and Forge							70	50	50	50	70	50
Forge and Tyrone					50	50	70	50	70	50	50	50
Tyrone and Grazier			30	30	50	50	70	50	60	50	50	50
Grazier and Bell					50	50	70	50	70	50	50	50
Bell and Antis					50	50	70	50	60	50	50	50
Antis and Works					70	50	60	50				
Works and Alto					30	25	30	25				
Atlo and Slope			A Track 25	25	35	25	35	25	25	25	25	25
Bald Eagle Branch Between:												
Park and Sand	60	45										
Sand and Wood									45	45	60	45
Wood and Lock Haven	60	45										
Bellefonte Branch	30	30										

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour												
<b>Clearfield Branch</b>												
<b>Between:</b>												
Tyrone and 14th St.	25	25										
14th St. and Park	35	25										
Park and Summit	30	30										
Summit and Mills	30	20										
Mills and Cur	30	30										
<b>Moshannon Brch.</b>	20	20										
<b>Hollidaysburg &amp; Petersburg Brch.</b>												
<b>Between:</b>												
Pete and Holly									30	30	30	30
Holly and Hollidaysburg					30	30	30	30				
Holls'burg and Wye					30	30	30	30	30	30	30	20
Wye and Eldorado	30	30										
Eldorado and Alto									30	30	30	30
<b>Morrison Cove Br.</b>												
<b>Between:</b>												
Holly and Brook	30	30										
<b>Bedford Branch</b>	30	30										
<b>Mt. Dallas Branch</b>	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	
<b>Main Line</b> <b>Between:</b> Banks and Slope	50	40
<b>Bald Eagle Branch</b> <b>Between:</b> Park and Lock Haven	45	35
<b>Bellefonte Branch</b> <b>Between:</b> Milesburg and Font	30	20
<b>Clearfield Branch</b> <b>Between:</b> Tyrone and Cur	25	20
<b>Moshannon Branch</b> <b>Between:</b> Mills and Ram	20	15
<b>Hollidaysburg and Petersburg Branch</b> <b>Between:</b> Pete and Alto	30	20
<b>Morrison Cove Branch</b> <b>Between:</b> Holly and Brook	30	20
<b>Bedford Branch</b> <b>Between:</b> Brook and State	30	20
<b>Mt. Dallas Branch</b> <b>Between:</b> Creek and Dallas	25	20



### WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b> <b>Between:</b> Banks and Slope	30	20	20
<b>Bald Eagle Branch</b> <b>Between:</b> Park and Lock Haven	30	20	20
<b>Bellefonte Branch</b> <b>Between:</b> Milesburg and Font	30	20	20
<b>Clearfield Branch</b> <b>Between:</b> Tyrone and Cur	25	20	20
<b>Moshannon Branch</b> <b>Between:</b> Mills and Ram	20	15	15
<b>Hollidaysburg &amp; Petersburg Brch.</b> <b>Between:</b> Pete and Alto	30	20	20
<b>Morrison Cove Branch</b> <b>Between:</b> Holly and Brook	30	20	20
<b>Bedford Branch</b> <b>Between:</b> Brook and State	30	20	20
<b>Mt. Dallas Branch</b> <b>Between:</b> Creek and 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.; moving on own wheels—see Special Instructions ★3601. —on straight track..... —on curves.....	30 20
Freight trains consisting of fifty per cent or more tank cars loaded with petroleum products or mineral freight... Note—When handling such trains Conductors must know that enginemen have been so advised.	40
Between Forge and Spruce: Eastward petroleum or mineral freight trains..... Eastward arranged service frt. trains .....	25 35
Trains consisting of 50 percent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	60
NOTE—For purposes 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 diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been properly advised.	
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 <b>Rule 261</b> is in effect— Main Line —Passenger Trains..... —Freight Trains.....	50 40
Track Cars—unless otherwise restricted..... —when hauling track cars or trailers..... —hand cars operated under <b>Rules 80 to 80f</b> inclusive..... —through crossovers and turnouts, and over highways and railroad crossings.....	20 15 8 5
Passenger trains taking water from track pans.....	55

### 3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

#### ENTIRE DIVISION

	Miles Per Hr.
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.

## 3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

## CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hr.
First Curve east of Perdix, No. 1 and No. 2 tracks.....	60
First Curve west of Cove, No. 1 and No. 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, No. 1 and No. 4 tracks.....	60
Curve 0.3 mile east of Thompsontown, No. 1 and No. 4 tracks.....	60
Curve at Tuscarora, No. 1 and No. 4 Tracks.....	65
Curve 0.5 mile east of Mifflin.....	40
Curve 0.5 miles west of Mifflin, No. 1 and No. 4 tracks....	55
First curve west of Wall, No. 1 and No. 4 tracks.....	60
Curve 0.1 mile east of Lewistown.....	40
Curve west of Lewistown, No. 1 and No. 4 tracks.....	60
Curve 1.5 miles west of Granville, No. 1 and No. 4 tracks..	60
Curve 1.0 mile west of Ryde.....	50
Curve at Mapleton, No. 1 and No. 4 tracks.....	60
Second curve west of M. P. 201, one mile East of Hunt- ingdon.....	50
First curve east of Warrior Ridge, No. 1 and No. 4 tracks..	60
First and second curves west of Warrior Ridge, No. 1 and No. 4 tracks.....	65
Curve at Petersburg, No. 1 and No. 4 tracks.....	65
Curve 0.5 mile east of Spruce Creek Tunnel, No. 1 track....	45
Curve at west end of Spruce Creek Tunnel, No. 4 track....	60
Curves between Spruce and Tyrone.....	40
Approaching signal located on bracket pole west of Alto, Eastward movements on No. 3 track.....	15
<b>Hollidaysburg and Petersburg Branch</b>	
Curve at Goodman.....	25
Curve 1200 feet west of Covedale.....	25
Hollidaysburg-Newry Street Crossing.....	15
Curves at Nineteenth Street and Margaret Avenue, Altoona..	20
<b>Morrison Cove Branch</b>	
First curve south of Holly.....	20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly.....	20
<b>Bedford Branch</b>	
Curve at Dunning's Creek Jct.....	15
Bedford—Richard St. crossing.....	10
Through Hyndman (By Ordinance).....	10
Curve 3.1 Mi. South of Hyndman.....	15

Clearfield Branch	Miles per Hr.
First curve south of M. P. 7, $3\frac{3}{4}$ miles north of Vail. . . . .	20
Fourth curve south of M. P. 11, $2\frac{3}{4}$ miles south of Summit. .	15
Curve between M. P. 21 and Bridge No. 21.94 one mile north of Maple. . . . .	20
N.Y.C. R.R. Crossing—(Philipsburg). . . . .	20
Curve between M. P. 36 and 37, $1\frac{1}{2}$ miles north of Woodland	20
Curve at North end of Bridge No. 38.35, two miles south of Field. . . . .	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, one mile East of Baker. . . . .	50
Curve at M. P. 34, at Curtin. . . . .	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, at Howard. . .	45
First curve east of M. P. 44, $\frac{1}{2}$ mile west of West Beech. . . .	45
Curve at M. P. 45, at West Beech. . . . .	45
First curve west of M. P. 54, $\frac{1}{4}$ mile west of Lock Haven Station. . . . .	50
Bellefonte Branch	
Curve at Bellefonte Station. . . . .	5
Curve two miles east of Milesburg. . . . .	15
Curve between Milesburg Station and point $\frac{3}{8}$ mile east. .	15
Foamite fire fighting cars 496402 and 496404 must not be moved at a speed in excess of 50 miles per hour.	

### 3105. 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.....
S2.....	10.....	50.....	70.....
T.....	25.....	50.....	70.....
Note: Gas-electric rail motor cars.....	60.....	60.....	60.....
Diesel.....		50.....	70.....

### 3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
A.....	Deer.....	Huntingdon.....	30
C.....	Huntingdon.....	Deer.....	30
Pull-Up.....	East End Homer Receiving 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... Lewistown.....	Snow Shoe..... Milroy.....	20 25
Lewistown—Milroy	Brook.....	Curry.....	25
Brook-Curry.....	Spring.....	Ormenia.....	20
Springfield.....			
All other secondary tracks.....			15
Sidings—			
Bald Eagle Branch.....			30
Other Sidings.....			15

★3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed, except:

## ENGINE RESTRICTIONS

## 3108. 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	
<b>MAIN LINE</b>															
<b>DUNCANNON:</b>															
Old Line except running track to Freight Station.....	X					X	X			X	X	X	X	X	X
<b>NEWPORT:</b>															
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		
<b>MILLERSTOWN:</b>															
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
<b>M.P. 145 WEST OF:</b>															
Silica Brick Co.....	X	X	X			X	X		X	X	X	X	X	X	X
<b>PORT ROYAL:</b>															
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
<b>MIFFLIN:</b>															
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
<b>DENHOLM:</b>															
Circle, Hill & coal storage trk.....	X					X	X	X	X	X	X	X	X	X	X
<b>HAWSTONE:</b>															
Hill track.....	X	X	X			X	X	X	X	X	X	X	X	X	X
<b>M.P. 175 WEST OF:</b>															
Mifflin Sand Co. (tracks leading to Sand Plant only).....	X	X	X			X	X	X	X	X	X	X	X	X	X
<b>McVEYTOWN:</b>															
H. O. Andrews & Son.....	X	X	X			X	X	X	X	X	X	X	X	X	X
<b>VINEYARD:</b>															
Penna. Glass Sand Cpn. Hatfield Plant.....	X	X	X			X	X	X	X	X	X	X	X	X	X
<b>MT. UNION:</b>															
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
Harblson Walker.....	X	X	X			X	X	X	X	X	X	X	X	X	X
<b>MAPLETON:</b>															
Sliding, 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
<b>HUNTINGDON:</b>															
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	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 Gals.
	B	C	E	G	H 6-8 9 10	I	J	K	L	M	N	Q	S	T
<b>WARRIOR RIDGE:</b>														
Penna. Edison .....	X	X	X			X	X	X	X	X	X	X	X	X
<b>PETERSBURG:</b>														
Station track .....	X					X	X	X	X	X	X	X	X	X
West of Petersburg .....														
Bridge 210.75 .....													55	
<b>BARREE:</b>														
Baldridge track .....	X					X	X			X	X	X	X	X
<b>UNION FURNACE:</b>														
American Lime & Stone.— Tracks leading to Stone Plant only .....	X					X	X	X	X	X	X	X	X	X
<b>FORGE:</b>														
Tyrone Lime & Stone .....	X					X	X	X	X	X	X	X	X	X
<b>TYRONE:</b>														
Wilson Chemical .....	X	X	X			X	X	X	X	X	X	X	X	X
<b>WEST OF ANTIS:</b>														
Bridge 232.94 .....							40					40	60	
<b>ALTOONA TERRITORY:</b>														
Juniata 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
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
Pintsch 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
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
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
Main track—19th St. H. & P. Branch .....						B	B			B	B	B	B	B
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
Standard Supply & Equip- ment Co., 21st St. ....	X					X	X	X	X	X	X	X	X	X
John McGinley, 21st St. ....	X					X	X	X	X	X	X	X	X	X
Rescue Mission, 21st St. ....	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
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
Freihofer'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
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
Geo. Reighard, 31st St. ....	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)



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	X
Glass Casket Co.....	X	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. Bowe.....				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
Valley View Lime Co.....							X	X		X	X	X	X	X	X
White Rock Quarry Co.....							X	X		X	X	X	X	X	X
MOUNT EAGLE:															
Sand slide 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
Station track.....							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:															
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	X	X
East Tyrone Wye.....							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	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	
<b>YEAGERTOWN:</b>															
Yeagertown trestle.....	X	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>BURNHAM:</b>															
Logan Iron & Steel Co. trestle.....	X	X	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	X
<b>LEWISTOWN:</b>															
Mt. Rock trestle.....	X	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	X
C. A. Hoffman trestle.....	X	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>HOLLIDAYSBURG &amp; PETER- BURG BRANCH:</b>															
<b>PETERSBURG:</b>															
Bridge 0.69.....						25	X								
Bridge 0.72.....						15	X			20		20	20	20	
Bridge 0.90.....						20	X								
<b>BLAIR FOUR:</b>															
Bridge 11.51.....						15	X			25		25	25	25	
<b>WILLIAMSBURG:</b>															
West Virginia Pulp & Paper Co. trestles.....	X	X	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	X	X
<b>GANISTER:</b>															
Bridge 20.19.....						20	X								
<b>HORRELL</b>															
Bridge 24.37.....						25	X								
<b>HOLLIDAYSBURG:</b>															
McLanahan Stone Machinery Co. track.....	X	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	X
Thermite Ice & Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>DUNCANSVILLE:</b>															
W. P. Appleyard trestle.....	X	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	X
All other individual tracks.....	X	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>MORRISON COVE BRANCH:</b>															
Between Holly and Brook.....	X					X	X	X		X	X	X	X	X	X
Brook-Curry.....	X					X	X	X	X	X	X	X	X	X	X
<b>ROARING SPRING:</b>															
Brook-Curry track.....	X	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	X
Coal trestle.....	X	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>BEDFORD BRANCH:</b>															
Cessna station track.....	X	X	X	X		X	X	X	X	X	X	X	X	X	X
<b>MT. DALLAS BRANCH.....</b>	X					X	X	X		X	X	X	X	X	X
<b>CLOVER CREEK.....</b>	X					X	X	X		X	X	X	X	X	X
Basalt track.....	X					X	X	X	X	X	X	X	X	X	X
<b>SPRINGFIELD.....</b>	X					X	X	X		X	X	X	X	X	X
Ormenia track.....	X					X	X	X	X	X	X	X	X	X	X
<b>CANOE CREEK.....</b>	X					X	X	X		X	X	X	X	X	X
<b>FLOWING SPRING.....</b>	X					X	X	X		X	X	X	X	X	X
Moore's Mills track.....	X					X	X	X		X	X	X	X	X	X
<b>CLEARFIELD BRANCH:</b>															
North of Park.....	X					X	X	X		X	X	X	X	X	X
First curve South of M. P. 7, 3¾ miles North of Vail.....	X					X	X	X	15	X	X	X	X	X	X
Fourth curve North of M. P. 9, 3¼ miles South of Summit.....	X					X	X	X	15	X	X	X	X	X	X
Fourth curve South of M. P. 11, 2¾ miles South of Summit.....	X					X	X	X	10	X	X	X	X	X	X
<b>OSCEOLA MILLS:</b>															
Both legs of Wye.....	X					X	X	X	5	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
<b>MOSHANNON BRANCH:</b> Mills to Ram.....	X					X	X	X		X	X	X	X	X
<b>SECONDARY TRACK</b> Ram to Madera.....	X					X	X	X		X	X	X	X	X
Madera to McCartney.....	X					X	X	X	X	X	X	X	X	X
<b>CONNECTING TRACKS.....</b> Mills to McCartney.....	X					X	X	X	X	X	X	X	X	X
<b>SNOW SHOE INT.—SNOW SHOE &amp; CONNECTING TRACKS.....</b>	X					X	X	X	X	X	X	X	X	X
<b>FAIRBROOK TRACK.....</b>	X					X	X	X	X	X	X	X	X	X
<b>WESTERN MARYLAND RR:</b> State Line to Cumberland...	X	X	X	X	X	X	X	X	X	X	X	X	X	X

### 3109. Other Engine Restrictions

Movement of Class J and Q engines prohibited—

Main Line—Between Banks and Bell.

On all branches—(Except Bald Eagle Branch, Clearfield Branch between Tyrone and Park and Hollidaysburg and Petersburg Branch between Alto and Holly).

Movement of Class S engines—

Main Line—Mapleton—West of:

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, and S engines—

Hollidaysburg and Petersburg Branch—

Between Alto and Eldorado:

Adjacent track must be clear. Move only on orders from Superintendent.

### OTHER EQUIPMENT RESTRICTIONS

#### Steam Suburban Cars

★3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

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 diaphragms.

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

### **Cabin Cars in Passenger Trains**

★3117. 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**

★3118. 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**

★3119. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

### **Passenger—Mail—Express—Main Trains**

★3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

### **Folding Steps**

★3122. 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**

★3123. 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
C1, I1S, I1Sa, J1, J1a, N1S.....	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.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

**3124.** 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.

#### **Operation of Freight Trains on Descending Grades**

**3125.** 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**

**3126.** 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
<b>Total.....</b>		<b>9.8</b>		<b>55</b>

**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 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, trains ahead or otherwise delayed 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 And Side Clearance

★3610. Employees 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:

LOCATION	CLEARANCE	
	Overhead	Side
<b>Main Line</b>		
<b>Altoona:</b>		
Train Shed, Passenger Station .....	X	.....
<b>Spruce Creek:</b>		
Tunnel No. 1 .....	X	.....
Tunnel No. 2 .....	X	.....
<b>Entire Division</b>		
Overhead water plugs .....	X	.....
Signal bridges .....	X	.....
Overhead bridges .....	X	.....
Coal, clay and stone tipples .....	X	.....

NOTE—X indicates where restriction applies.

### **Spectacles With Colored Glass**

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

### **Observation Of Trains For Defects**

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot Journal  
Sliding wheels  
Broken Wheels  
Defective Truck  
Dragging Brake Connection  
Lading Shifted Over Side Or End Of Car  
Swinging Car Door

### **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 in cab of steam engines of passenger trains, and not more than four (4) persons, including the Engineman, Fireman and Trainmen, will be permitted to ride in cab of 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, Thompsontown ( $\frac{1}{4}$  mile west, north side), Denholm, Ryde Water Station, Huntingdon, (opposite engine house), Warrior Ridge Water Station.

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

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

#### **Main Line:**

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

#### **Bald Eagle Branch:**

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.

Employes 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 employes 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 P.es. 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
Philipsburg .....	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. 467
Altoona .....	A. S. KECH, M. D. .... 1221 12th Ave. ....	Bell 2-9127
	J. D. FINDLEY .....	Res. Bell 4679
	1121 13th Ave. ....	Bell 2-7737
	C. E. SNYDER, M. D. .... 1201 6th Ave. ....	Bell 2-2798

### 3703. Location of Hospitals

Location	Name and Address	Telephone number
Lewistown .....	LEWISTOWN HOSPITAL .....	Bell 855
	Highland Ave. ....	
Huntingdon .....	J. C. BLAIR MEMORIAL HOSP..	Bell 90
Tyrone .....	COMMUNITY AMBULANCE .....	Call City Opr.
	123 W. 10th St. ....	
Philipsburg .....	PHILPSBURG STATE HOSPITAL.	Bell 205
Clearfield .....	CLEARFIELD HOSPITAL .....	Bell 483
	Turnpike Ave. ....	
Bellefonte .....	BELLEFONTE HOSPITAL .....	Bell 757
	Willowbank St. ....	
Altoona .....	THE ALTOONA HOSPITAL .....	Bell 5156
	Howard Ave. & 7th St. ....	
Roaring Spring ..	THE NASON HOSPITAL .....	Bell 80
	Park Ave. ....	
Cumberland .....	ALLEGHENY HOSPITAL .....	Bell 1463
	215 Decatur St. ....	

**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.

Occupation

## QUALIFIED FOR SERVICE

**DIVISION**

**ZONE**

**PART OF ZONE QUALIFIED FOR.**

•

**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., April 15, 1946.

**GENERAL ORDER NO. 701**

**Effective 6.01 A. M., Sunday, April 28, 1946.**

**Applies In All Zones**

- (a) Time-Table No. 7 and Special Instructions to Time-Table No. 7 in effect. They contain the necessary instructions issued in General Orders up to and including No. 623, all of which must be removed from bulletin boards.
- Each employe must examine Time-Table No. 7 or Special Instructions to Time-Table No. 7 to see that his copy is complete, with all schedule pages properly lined up and note changes in schedules and Special Instructions.
- Employes must turn in Time-Table No. 6 or Special Instructions to Time-Table No. 6 to bulletin board attendant, after Time-Table No. 7 takes effect.

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**Applies In Zone A**

**MAIN LINE**

- (b) 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.

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**Applies In Zone B**

**HOLLIDAYSBURG & PETERSBURG BRANCH**

- (c) 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.

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**Applies In Zones A and B**

- (d) **Trainphone**
- (1) Trainphone consists of hand-set telephones, loud speakers, control panels and associated apparatus installed on engines, cabin cars and in block stations for telephone communication between two units so equipped.

**Trainphone in service:**

Track	Between	And
Main Line	Banks	Antis

Block Stations equipped with trainphone as follows:

PORT Block Station  
LEWIS Block Station  
JACKS Block Station  
GRAZIER Block Station

(Continued)



## **General Order No. 701**

### **Page 2**

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.

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.

#### **(2) Trainphone Instructions**

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

#### **(3) 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"	— — — —

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

(Continued)

## General Order No. 701

### Page 3

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.

(4)

### 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.

### 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.

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This General Order is printed in Time-Table No. 7 and will not be issued in sticker form.

H. G. HOSTETTER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., April 25, 1946.

**GENERAL ORDER NO. 702**

**Effective 12.01 A. M., Wednesday, May 1, 1946**

**Applies In All Zones**

Operating, Signal and Interlocking Rules, Edition of February 1, 1946.

- (a) **Rule 206** changed.  
Coupons of **Rule 206** must be pasted over **Rule 206**, on pages 30 and 31.
- (b) **Rule 223** changed.  
Coupons of **Rule 223** must be pasted over **Rule 223**, on page 34.
- (c) **Rule 514** changed.  
Coupons of **Rule 514** must be pasted over **Rule 514**, on page 69.
- (d) **Rule 514a** annulled.  
Coupons of **Rule 514a** must be pasted over **Rule 514a**, on page 70.

H. G. HOSTETTER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., May 9, 1946.

**GENERAL ORDER NO. 703**

**Effective 12.01 A. M., Friday, May 10, 1946**

**Applies In All Zones**

**TIME-TABLE AUTHORITY**

Following trains will not operate until further notice:

<u>EASTWARD</u>	<u>WESTWARD</u>
No. 8	No. 25
54	667
662 (Altoona-Lewistown)	607

Train No. 42—"S" stop added—Tyrone.

**NO TIME-TABLE AUTHORITY**

Following Express trains will not operate until further notice:

<u>EASTWARD</u>	<u>WESTWARD</u>
Exp. 72	Exp. 13
Exp. 18	Exp. 15
Exp. 64	Exp. 603
	Exp. 75

Sticker coupons will not be issued to paste over schedule of these trains, nor will it be necessary for employees to make corrections in ink in Time-Table No. 7.

H. G. HOSTETTER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., June 3, 1946.

**GENERAL ORDER NO. 704**

**Effective 12.01 A. M., Tuesday, June 4, 1946**

**Applies In All Zones**

General Order No. 703, annulled.

H. G. HOSTETTER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., August 12, 1946.

**GENERAL ORDER NO. 706**

**Effective 10.01 A. M., Saturday, August 17, 1946.**

**Applies In Zone A**

**(a) MAIN LINE**

**CAB SIGNAL CODE CHANGE POINTS**

The cab signal will display Restricting Signal with the current of traffic approximately 1000 feet from the home signal when the home signal is less favorable than approach, at the following locations:

**FORGE**

Eastward—Nos. 1 and 2 tracks

Westward—Nos. 2 and 3 tracks

**VIEW**

Eastward—Nos. 1 and 2 tracks

Westward—Nos. 2 and 4 tracks

**(b) McVEYTOWN**

Crossovers and switches between Nos. 1 and 2 tracks and between Nos. 3 and 4 tracks are being installed 4250 feet west of McVeytown. In event switches are not properly lined during construction, both fixed signals and cab signals will be affected.

**Applies In Zone B**

**(c) ALTOONA YARD**

**ROSE**

Trailing hand-operated crossover between Nos. 1 and 2 secondary track, 2700 feet east of Rose, out of service.

H. G. HOSTETTER,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., June 28, 1946.

**GENERAL ORDER NO. 705**

**Effective 10.01 A. M., Sunday, July 7, 1946**

**Applies In All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedule of Nos. 3 and 4 added.

Schedule of Nos. 35, 9, 39, 67, 16, 22, 60, 36, 50, 66, 10, 38, 76, 682, 777 (3 H. & B. T.), 779 (23 H. & B. T.), also 1 H. & B. T., 4 H. & B. T. and 24 H. & B. T., changed. Pages 10, 19, 20, 21, 22 and 32 attached to sticker form of this General Order must be detached and pasted over corresponding pages in time-table.

Sticker coupon for train 682 must be detached and pasted over schedule of No. 682, page 25.

MC-11 changed to run Daily Except Monday.

Employees must correct page 35, in ink.

**Letters and Characters**

AA—Regular stop to receive or discharge passengers to or from points beyond St. Louis.

Special Instruction 1202 changed.

**Applies In Zone A**

**(b) MAIN LINE**

**IROQUOIS, LONGFELLOW AND VINEYARD**

Derail, pipe-connected with hand-operated switch at east end and west end of shop car track, in service.

**Applies In Zone B**

**(c) HOLLIDAYSBURG AND PETERSBURG BRANCH**

Trainphone in service:

Track	Between	And
H. & P. Branch	Pete	Alto

Block Stations equipped with trainphone as follows:

WYE Block Station.

Instructions shown in item (d) General Order No. 701 will apply.

**Applies In Zone E**

**(d) BELLEFONTE BRANCH**

Fixed pedestal type signal No. B-320 located 7033 feet east of Milesburg, governing westward movements, in service. Derail, pipe-connected with hand-operated switch at west end of tail track, Bellefonte Yard, in service.

H. G. HOSTETTER,  
Superintendent.

THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION

Altoona, Pa., August 28, 1946.

GENERAL ORDER NO. 707

Effective 12.01 A. M., Thursday, September 5, 1946

Applies In All Zones

Operating, Signal and Interlocking Rules, Edition of February 1, 1946.

- (a) **Rule D-152** changed.  
Coupon of **Rule 152** must be pasted over **Rule D-152**, on page 29.
- (b) **Rule 212** annulled.  
Coupon of **Rule 212** must be pasted over **Rule 212**, on page 32.
- (c) **Rule 213** changed.  
Coupon of **Rule 213** must be pasted over **Rule 213**, on page 32.
- (d) **Rule 214** changed.  
Coupon of **Rule 214** must be pasted over **Rule 214**, on page 32.
- (e) **Rule 223** changed.  
Coupon of **Rule 223** must be pasted over **Rule 223**, on page 34.
- (f) **Form S-H Train Order**—Note added to requisites, page 38.  
Coupon of requisites must be pasted over requisites, on page 38.
- (g) **Form T Train Order** changed.  
Coupon of **Form T Train Order** must be pasted over **Form T** and **Form U Train Order**, on page 40.  
**Form U Train Order** moved to page 41.  
Coupon of **Form U, S-V, D-V**, must be pasted over **Form U, S-V, D-V**, on Page 41.
- (h) **Rule 366a** changed.  
Coupon of **Rule 366a** must be pasted over **Rule 366a**, on page 66.
- (i) **Rule 503** changed.  
Coupon of **Rule 503** must be pasted over **Rule 503**, on page 67.
- (j) **Rule 605** changed.  
Coupon of **Rule 605** must be pasted over **Rule 605**, on page 71.
- (k) **Standard Train Order Blank for 19 Order** changed.  
Coupon of **Train Order Blank for 19 Order** must be pasted over **Standard Train Order Blank for 19 Order** on page 76.

H. G. HOSTETTER,  
Superintendent.







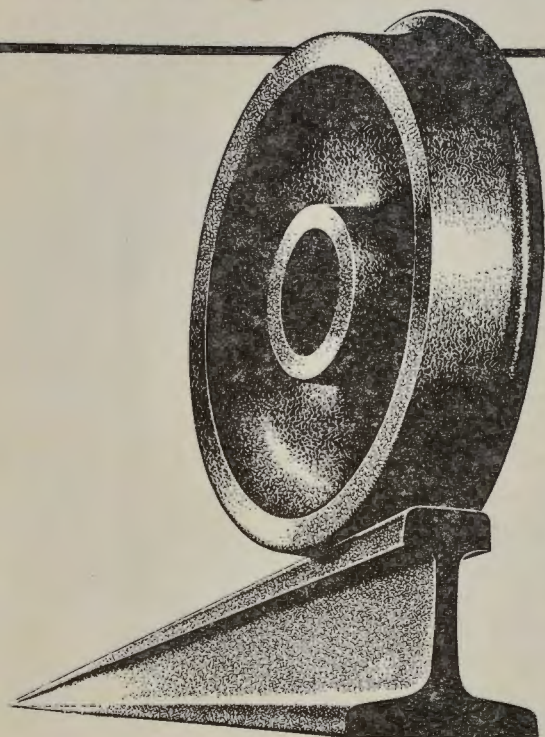




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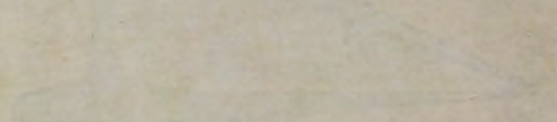
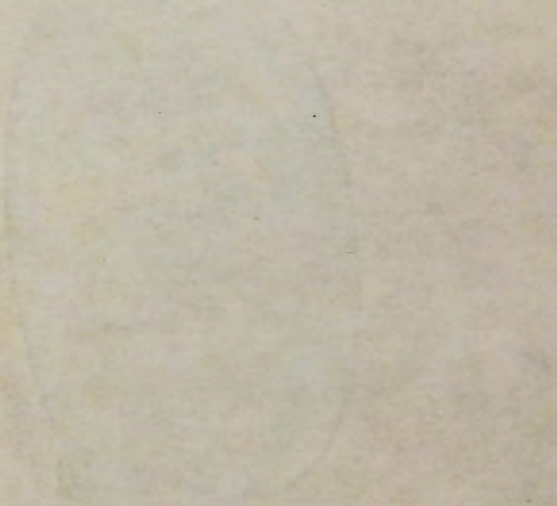
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