

J. W. Houser

THE PENNSYLVANIA RAILROAD

EASTERN REGION

MIDDLE DIVISION

Time -Table No. 7

In effect 2.01 A. M., Sunday, September 26, 1954

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. A. SCHWAB,
General Manager.

H. B. STETSON,
Sup't Passenger Transportation.

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

C. R. LUCAS,
Sup't Freight Transportation.

C. W. JEFFRIES,
Superintendent.

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com

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2024

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		HARRISBURG (Phila. Div.)				
X	X	X-O		ROCKVILLE	5.3			
				BANKS	8.0			
				DIVISION POST (Phila. Div.)	8.8			
				PERDIX	9.7			
				COVE	10.7			
X	X	X-O		VIEW	14.3			
				DUNCANNON	14.8			
				AQUEDUCT	18.0			
				IROQUOIS SHOP TRACK	20.8			
				BAILEY	22.9			
				NEWPORT	27.4			
X	X	X-O		PORT	28.8			
				MILLERSTOWN	32.7			
				THOMPSONTOWN	37.7			
				VAN DYKE	40.8			
				TUSCARORA	43.0			
				PORT ROYAL	46.2			
X	X	X-O		MIFFLIN	49.0			
				DENHOLM	51.6			
X	X	X-O		WALL	52.4			
				HAWSTONE	55.9			
				LEWISTOWN	60.6			
X	X	X-O		LEWIS	61.8			
				GRANVILLE	64.4			
				LONGFELLOW SHOP TRACK	68.6			
				McVEYTOWN	72.5			
				RYDE	76.7			
				VINEYARD SHOP TRACK	79.6			
				NEWTON HAMILTON	82.5			
				MOUNT UNION	85.1			
X	X	X-O		JACKS	86.1			
				MAPLETON	88.4			
				BRIDGEPORT	90.7			
				MILL CREEK SHOP TRACK	91.0			
				MILL CREEK	91.6			
				HUNTINGDON	97.0			
X	X	X-O		HUNT	97.0			
X				DEER	99.4			
				WARRIOR RIDGE	101.2			
				PETERSBURG	103.3			
X				PETE	103.7			
				BARREE	106.6			
X				TUNNEL	107.6			
X	X	X-O		SPRUCE	108.8			
				SPRUCE CREEK	109.2			
				UNION FURNACE	110.8			
				BIRMINGHAM	114.2			
X	X	X-O		FORGE	115.8			
				TYRONE	116.6			
X	X	X-O		GRAY	117.8			
				TIPTON	120.6			
				BELLWOOD	124.0			
X	X	X-O		BELL	124.7			
X	X	X-O		ANTIS	126.8			
X	X			WORKS	130.2			
				ALTOONA	130.8			
X	X	X-O		ALTO	131.1			
X	X	X-O		SLOPE	131.7			
				DIVISION POST (Pgh. Div.)	131.8			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Deer	Hunt
Pete	Hunt
Tunnel	Spruce

HOLLIDAYSBURG & PETERSBURG BRANCH

HOLLIDAYSBURG & PETERSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X		X		PETERSBURG				
				PETE	0.5			
				HATFIELD	3.5			
				ALEXANDRIA	5.0			
				ALFARATA	6.2			
				WATER STREET	7.1			
				GOODMAN	8.9			
				BLAIRFOUR	10.6			
				MOUNT ETNA	11.3			
				COVEDALE	14.0			
			X	CLOVER CREEK JCT.	15.1			
				SPRING	15.1			
				WILLIAMSBURG	17.3			
				GANISTER	19.3			
				CANOE CREEK JCT.	22.8			
				HORRELL	24.0			
			X	FRANKSTOWN	28.5			
				FRANK	28.5			
			X	FRANK	28.5			
				W.E. EAST'D ADV. TRKS.	29.4			
				E.E. RELAY YARD	29.5			
				JONES ST. HOLLBG.	30.5			
			X	JCT. MOR. COVE TRK.	31.0			
				HOLLY	31.2			
				HOLLIDAYSBURG	31.3			
X	X	X-O		WYE	32.4			
X	X	X-O		WYE	32.4			
X				ELDORADO	35.6			
X				ELDO	35.6			
X	X	X-O		ALTO	38.6			
				ALTOONA	38.9			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Petersburg to Altoona is westward.

Block-Limit stations controlled as follows:

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

Block Station—Remote controlled as follows:

Block Station	Controlled by
Pete	Hunt (Main Line)

Interlockings—Remote Controlled as follows:

Interlocking	Controlled by
Pete	Hunt (Main Line)
Eldo	Wye

BEDFORD BRANCH BEDFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
			X	BROOKES MILLS	14.2			
				BROOK	14.2			
				EAST FREEDOM	15.7			
				CLAYSBURG	20.3			
				SPROUL	21.6			
				QUEEN	23.4			
				IMLER	27.2			19
				OSTERBURG	29.9			
				REYNOLDSDALE	32.3			
				FISHERTOWN	34.5			
				CESSNA	36.8			52
				YOUNTS	41.5			
			X	DUNNINGS CREEK JCT.	44.7			
				CREEK	44.7			
			X	DUNNINGS CREEK JCT.	44.7			
				CREEK	44.7			
			X	BEDFORD	45.8			
				FORD	45.8			
			X	FORD	45.8			
				WOLFSBURG	48.7			
				MANN'S CHOICE	53.7			
				BUFFALO MILLS	58.9			52
				BARD	60.4			
				MADLEY	62.6			
			X	HYNDMAN	68.8			
				STATE	75.0			
				STATE LINE	76.2			
				CUMBERLAND (W.M. Ry.)	82.8			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

MT. DALLAS BRANCH

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	3.6			
				ASHCOM	5.2			
			X	MT. DALLAS	6.9			
				DALLAS	6.9			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

CLEARFIELD BRANCH CLEARFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				GRAMPIAN	52.5			
				STRONACH	50.8			
			X	CURWENSVILLE	47.1			
				CUR	46.8			
			X	CLEARFIELD	40.5			
				FIELD	39.1			
				WOODLAND	34.3			29
				BIGLER	31.9			
			X	WALLACETON	29.4			33
				LACE	29.4			
				BLUE BALL	27.1			
X	X			GRAHAM	25.3			
			X	RG. (N.Y.C.R.R.) (*)	23.7			
				PHIL	23.5			
				PHILIPSBURG	23.2			
		B	B	MAPLE	20.8			
				MILLS	19.2			
				OSCEOLA MILLS	18.8			
				RETORT	15.5			
			X	SANDY RIDGE	14.8			
				SUMMIT	13.1			75
				VAIL	3.1			
X	X	X		N. END CLASS'FN. YARD	1.9			
				PARK	1.5			
X	X	X		PARK	1.5			
				17th STREET, TYRONE	0.9			
				TYRONE				

NOTE—X indicates in service continuously.

B indicates in service part time.

The direction from Park to Tyrone is southward.

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

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

Station	Hours in Service
Mills (Block Station)	6.59 A. M. to 10.59 P. M. daily except Sunday.
Mills (Block-Limit Station)	10.59 P. M. to 6.59 A. M. daily; 6.59 A. M. to 10.59 P. M. Sunday.

Block-Limit stations controlled as follows:

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

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X-O		LOCK HAVEN	54.2			
X				POST (Susq. Div.)	52.5			183
				DIVISION POST	52.0			
				MILL HALL	51.3			
X				EAST BEECH	47.2			
				BEECH CREEK	45.9			234
X				WEST BEECH	45.1			
				EAGLEVILLE	44.3			
X				WOOD	40.9			
				HOWARD	39.7			68
				MT. EAGLE	36.6			
X				SAND	35.9			
				HOLTERS	35.2			
				CURTIN	34.4			
X	X	X-O		MILES	30.8			
				MILESBURG	30.8			137
				SNOW SHOE INT.	29.5			
X				BAKER	29.4			
				UNIONVILLE	25.9			
X				EAST JULIAN	21.5			
				JULIAN	21.4			144
X				WEST JULIAN	20.1			
				MARTHA	17.2			
				PORT MATILDA	13.8			129
				HANNAH	10.6			
X				BEAVER	9.7			
				DIX	8.1			
X				EAGLE	6.1			408
				BALD EAGLE	5.0			
X				VAIL	3.1			
X	X	X		PARK	1.5			160
X	X	X		PARK	1.5			
				TYRONE (Clearfield Boh.)				

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Park to Lock Haven is eastward.

Interlockings—Remote controlled as follows:

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

BELLEFONTE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X-O		MILES.....} Bald Eagle	30.8			
				MILESBURG.....} Branch	30.8			
			X	BELLEFONTE.....	33.5			
				FONT.....	33.6			
			X	PLEASANT GAP.....	37.0			
				WHITE.....	37.4			
				DIVISION POST (Susq. Div.).....	37.4			

NOTE—X indicates in service continuously.
O indicates trainphone in service.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Font	Miles
White	Miles

LEWISTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lewistown	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				LEWISTOWN (Main Line).....	0.7			
				MAIN ST., LEWISTOWN.....	1.1			
				CHESTNUT ST., LEWISTOWN.....	1.4			
				DIVISION POST (Susq. Div.).....				

MILROY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Chest't St., Lew'tn	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
---	---	---	---	CHESTNUT ST., LEWISTOWN (Jct. Lewistown Secondary Track)	---	---	---	---
---	---	---	---	WALNUT ST., LEWISTOWN	0.5	---	---	---
---	---	---	---	BURNHAM	2.6	---	---	---
---	---	---	---	YEAGERSTOWN	3.6	---	---	---
---	---	---	---	MANN WATER STATION	5.0	---	---	---
---	---	---	---	REEDSVILLE	5.4	---	---	---
---	---	---	---	HONEY CREEK	8.3	---	---	---
---	---	---	---	SHRADERS	9.1	---	---	---
---	---	---	---	NAGINEY	9.6	---	---	---
---	---	---	---	MILROY	11.1	---	---	---

BELL-SLOPE SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bell	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X-O	---	BELL (Main Line)	---	---	---	---
X	X	X-O	---	EAST END HOMER YARD	1.5	---	---	---
---	---	---	---	ANTIS	2.1	---	---	---
---	---	---	---	HOMER	2.7	---	---	---
---	---	---	---	FARM	3.1	---	---	---
---	---	---	---	FURNACE	3.3	---	---	---
X	X	---	---	ROSE	4.0	---	---	---
---	---	---	---	BRUSH	4.6	---	---	---
---	---	---	---	JUNIATA SHOPS	4.8	---	---	---
X	X	---	---	WORKS	5.5	---	---	---
X	X	---	---	SOUTH	5.6	---	---	---
---	---	---	---	7th ST., ALTOONA	5.7	---	---	---
X	X	X-O	---	ALTO	6.4	---	---	---
X	X	X-O	---	SLOPE	7.0	---	---	---

NOTE—X indicates in service continuously.

O indicates trainphone in service.

SPRINGFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Ganister	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
---	---	---	---	GANISTER (H.&P. Branch)-----	---	---	---	---
---	---	---	---	ROYER-----	4.7	---	---	---
---	---	---	---	MORRELL-----	5.8	---	---	---
---	---	---	---	OREMINEA-----	8.1	---	---	---

MORRISON COVE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
---	---	---	X	HOLLY (Jct. H. & P. Secondary Track)-----	7.8	---	---	---
---	---	---	X	BROOK-----	14.2	---	---	---
---	---	---	---	BROOKES MILLS-----	14.2	---	---	---
---	---	---	---	McKEE-----	15.2	---	---	---
---	---	---	---	ROARING SPRING-----	17.4	---	---	---
---	---	---	---	ORE HILL-----	20.3	---	---	---
---	---	---	---	MARTINSBURG JCT-----	21.5	---	---	---
---	---	---	---	MARTINSBURG-----	22.2	---	---	---
---	---	---	---	CURRY-----	24.0	---	---	---

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

PHILIPSBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Phil	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
---	---	---	X	PHIL (Clearfield Secondary Track) LOCH LOMOND JCT. (N. Y. C. R. R. Crossing)-----	1.6	---	---	---

NOTE—X indicates in service continuously.

MOSHANNON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mills	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
---	---	B	B	MILLS (Jct. Clearfield Sec. Track)	2.0	---	---	---
---	---	---	---	JCT. M.&C. SECONDARY TRK.	2.1	---	---	---
---	---	---	X	JCT. COAL RUN SECONDARY TRACK	2.1	---	---	---
---	---	---	---	COAL	5.7	---	---	---
---	---	---	---	HOUTZDALE	6.9	---	---	---
---	---	---	---	JCT. AMESVILLE SECONDARY TRACK	6.9	---	---	---
---	---	---	X	RAM	8.9	---	---	---
---	---	---	---	RAMEY	8.9	---	---	---
---	---	---	---	JCT. LITTLE MUDDY RUN SEC- ONDARY TRACK	11.3	---	---	---
---	---	---	---	SMOKE RUN	11.6	---	---	---
---	---	---	---	MADERA	14.1	---	---	---
---	---	---	---	BETZ JCT. (N.Y.C.R.R. Crossing)	14.6	---	---	---
---	---	---	---	McCARTNEY	21.0	---	---	---

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in service
Mills (Block Station)	6.59 A. M. to 10.59 P. M. daily except Sunday.
Mills (Block-Limit Station)	10.59 P. M. to 6.59 A. M. daily; 6.59 A. M. to 10.59 P. M. Sunday.

Block-Limit stations controlled as follows:

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

MOSHANNON AND CLEARFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from M. & C. Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				M. & C. JCT. (Moshannon Secondary Track)				
				BEAVER JCT.	1.2			
				EDNIE JCT.	3.9			
				BROOKWOOD SHAFT	7.4			

COAL RUN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Coal	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				COAL RUN JCT. (Moshannon Secondary Track)				
			X	COAL				
				MORGAN RUN JCT.	2.7			
				BURLEY JCT.	5.9			
				MEASE COLLIERY No. 2	7.9			

NOTE—X indicates in service continuously.

AMESVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Amesville Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
				AMESVILLE JCT. (Moshannon Secondary Track)				
			X	RAM				
				IMPERIAL COLLIERY No. 2	2.2			

NOTE—X indicates in service continuously.

LITTLE MUDDY RUN SECONDARY TRACK

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

MUDDY RUN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Muddy Run Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
---	---	---	---	MUDDY RUN JCT. (Moshannon Secondary Track)	---	---	---	---
---	---	---	---	SMOKE RUN JCT.	0.1	---	---	---
---	---	---	---	BECCARIA	2.0	---	---	---
---	---	---	---	LELAND COLLIERY No. 10	3.1	---	---	---

SNOW SHOE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Snow Shoe Int.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
---	---	---	---	SNOW SHOE INT. (Bald Eagle Br.)	---	---	---	---
---	---	---	---	SCHOOL HOUSE	2.5	---	---	---
---	---	---	---	GUM STUMP	3.8	---	---	---
---	---	---	---	NO. 1 SWITCH BACK	6.1	---	---	---
---	---	---	---	NO. 2 SWITCH BACK	6.5	---	---	---
---	---	---	---	NO. 3 SWITCH BACK	7.2	---	---	---
---	---	---	---	NO. 4 SWITCH BACK	8.1	---	---	---
---	---	---	---	RHOADS	10.7	---	---	---
---	---	---	---	SNOW SHOE	17.3	---	---	---

HARRISBURG TO SLOPE

STATIONS	FIRST CLASS			
	◇67	≠◇35	◇55	
	DAILY	DAILY EX. SUN.	DAILY	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)	S 1.50	S 1.55	S 3.05	-----
BANKS	2.05	2.10	3.20	-----
VIEW	2.11	2.16	3.26	-----
DUNCANNON	-----	-----	-----	-----
NEWPORT	-----	-----	-----	-----
PORT	2.24	2.30	3.39	-----
MIFFLIN	2.43	2.48	3.57	-----
WALL	2.47	2.52	4.01	-----
LEWISTOWN	-----	-----	-----	-----
LEWIS	2.56	3.01	4.10	-----
MOUNT UNION	-----	-----	-----	-----
JACKS	3.18	3.23	4.32	-----
HUNTINGDON	3.28	3.35	4.42	-----
SPRUCE	3.39	3.47	4.53	-----
FORGE	3.49	3.57	5.03	-----
TYRONE	-----	-----	-----	-----
GRAY	3.52	4.02	5.06	-----
BELL	3.59	4.09	5.13	-----
ALTOONA	S# 4.08	S# 4.18	S# 5.21	-----
	4.14	4.25	5.27	-----
SLOPE	4.17	4.28	5.30	-----
		Will Not Run Nov. 26, 27, Dec. 25, Jan. 1.		
Arrive	A. M.	A. M.	A. M.	
	67	35	55	

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	22	66	4	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	S 2.54	S 3.49	D 3.59	-----
BANKS	2.39	3.34	3.44	-----
VIEW	2.32	3.26	3.37	-----
DUNCANNON	-----	-----	-----	-----
NEWPORT	-----	-----	-----	-----
PORT	2.18	3.09	3.23	-----
MIFFLIN	1.59	2.47	3.04	-----
WALL	1.55	2.41	3.00	-----
LEWISTOWN	-----	S 2.28	-----	-----
LEWIS	1.45	2.26	2.50	-----
MOUNT UNION	-----	-----	-----	-----
JACKS	1.22	2.03	2.27	-----
HUNTINGDON	1.12	S 1.51	2.17	-----
SPRUCE	1.01	1.39	2.06	-----
FORGE	12.51	1.29	1.56	-----
TYRONE	-----	S 1.26	-----	-----
GRAY	12.48	1.25	1.53	-----
BELL	12.42	1.19	1.47	-----
ALTOONA	12.34	1.11	1.39	-----
	S# 12.30	S# 1.05	D# 1.35	-----
SLOPE	12.27	1.02	1.32	-----
Leave	A. M.	A. M.	A. M.	
	DAILY ◇22	DAILY ◇66	DAILY ◇4	

# 61 DAILY EX. SUN.	# 11 DAILY EX. MON.	# 13 DAILY EX. SUN.
A. M.	A. M.	A. M.
S 3.31	E 4.20	S 8.15
3.46	4.35	8.30
3.52	4.41	8.37
4.05	4.55	S 8.40
4.23	5.13	S 8.58
4.27	5.17	9.02
4.36	5.26	S 9.25
4.58	5.48	9.30
5.08	5.58	S 9.45
5.19	6.10	9.50
5.29	6.21	S 10.20
5.32	6.25	10.25
5.39	6.35	S 10.45
S 5.49	E 6.45	10.58
5.55	6.51	11.08
5.58	6.54	S 11.30
Will Not Run Nov. 26, 27, Dec. 25, Jan. 1.		11.43
A. M.	A. M.	11.53
61	11	S 12.10
		12.30
		12.33
		Will Not Run Nov. 25, Dec. 25, Jan. 1.
		P. M.
		13

EASTWARD

FIRST			
60	36	38	40
A. M.	A. M.	A. M.	A. M.
S 4.10	S 4.20	S 4.30	S 4.47
3.55	4.05	4.15	4.32
3.48	3.58	4.08	4.26
3.33	3.43	3.54	4.13
3.14	3.24	3.35	3.54
3.10	3.20	3.31	3.50
3.00	3.10	3.21	3.40
2.37	2.47	2.59	3.18
2.27	2.37	2.49	3.08
2.16	2.26	2.38	2.57
2.06	2.16	2.28	2.47
2.03	2.13	2.25	2.44
1.57	2.07	2.19	2.38
1.49	1.59	2.11	2.30
S 1.45	S 1.55	S 2.07	S 2.26
1.42	1.52	2.04	2.23
Will Not Run Nov. 26, 27, Dec. 25, Jan. 1.	Will Not Run Nov. 26, 27, Dec. 25, Jan. 1.		
A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN. # 60	DAILY EX. SUN. # 36	DAILY # 38	DAILY # 40

HARRISBURG TO SLOPE

STATIONS	FIRST		DAILY	P. M.
	⌘●95 DAILY EX. SUN. & MON.	◇25 DAILY		
	A. M.	A. M.		
Leave				
HARRISBURG (Phila. Div.)	E#10.25	S 11.47	S 2.20	
BANKS	10.41	12.02	2.35	
VIEW	10.48	12.08	2.41	
DUNCANNON				
NEWPORT				
PORT	11.02	12.22	2.55	
MIFFLIN	11.22	12.40	3.13	
WALL	11.27	12.44	3.17	
LEWISTOWN		S 12.50		
LEWIS	11.38	12.55	3.26	
MOUNT UNION				
JACKS	12.01	1.18	3.48	
HUNTINGDON	12.13	1.28	3.58	
SPRUCE	12.25	1.39	4.09	
FORGE	12.38	1.49	4.19	
TYRONE		S 1.51	S 4.20	
GRAY	12.43	1.57	4.26	
BELL	12.52	2.06	4.35	
ALTOONA	E# 1.10	S# 2.16	S# 4.45	
	1.20	2.20	4.50	
SLOPE	1.23	2.23	4.53	
	Will Not Run Nov. 26, Dec. 25, Jan. 1.			
Arrive	P. M.	P. M.	P. M.	
	95	25	75	

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	68	48	58	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	S 4.57	D 5.06	S 5.25	
BANKS	4.42	4.51	5.10	
VIEW	4.35	4.45	5.04	
DUNCANNON				
NEWPORT				
PORT	4.22	4.32	4.52	
MIFFLIN	4.03	4.13	4.33	
WALL	3.59	4.09	4.29	
LEWISTOWN				
LEWIS	3.49	3.59	4.19	
MOUNT UNION				
JACKS	3.27	3.37	3.58	
HUNTINGDON	3.17	3.27	3.48	
SPRUCE	3.06	3.16	3.37	
FORGE	2.56	3.06	3.27	
TYRONE				
GRAY	2.53	3.03	3.24	
BELL	2.47	2.57	3.18	
ALTOONA	2.39	2.49	3.10	
	S# 2.35	D# 2.45	S# 3.07	
SLOPE	2.32	2.42	3.04	
Leave	A. M.	A. M.	A. M.	
	DAILY ◇68	DAILY ◇48	DAILY ◇58	

CLASS					
◇33	23	◇49	◇59	◇41	
DAILY	DAILY	DAILY	DAILY	DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	
S 3.36	S 5.48	S# 8.21	S 8.35	U# 8.43	
3.51	6.03	8.36	8.50	8.58	
3.57	6.09	8.42	8.56	9.04	
4.10	6.22	8.55	9.09	9.17	
4.28	6.40	9.13	9.27	9.36	
4.32	6.44	9.17	9.31	9.40	
	S 6.50				
4.41	6.55	9.26	9.40	9.49	
	S 7.17				
5.03	7.20	9.48	10.02	10.11	
5.13	S 7.31	9.58	10.12	10.21	
5.24	7.44	10.09	10.23	10.32	
5.34	7.55	10.19	10.33	10.42	
	S 7.58				
5.37	8.04	10.22	10.36	10.45	
5.43	8.13	10.28	10.42	10.52	
S# 5.52	S# 8.23	S# 10.36	S# 10.50	U# 11.02	
5.58	8.29	10.40	10.55	11.07	
6.01	8.32	10.43	10.58	11.10	
P. M.	P. M.	P. M.	P. M.	P. M.	
33	23	49	59	41	

EASTWARD

FIRST CLASS					
20	28	30	2	70	
A. M.	A. M.	A. M.	A. M.	A. M.	
S 6.08	D 6.18	S 6.36	S 7.39	S 9.45	
5.53	6.03	6.21	7.24	9.30	
5.46	5.57	6.14	7.18	9.22	
5.33	5.44	6.01	7.06	9.08	
5.14	5.26	5.42	6.47	8.47	
5.10	5.22	5.38	6.43	8.42	
5.00	5.13	5.28	6.33	S 8.30	
				8.28	
4.38	4.52	5.06	6.12	8.05	
4.28	4.43	4.56	6.02	S 7.54	
4.17	4.32	4.45	5.51	7.42	
4.07	4.22	4.35	5.41	7.32	
4.04	4.19	4.32	5.38	7.29	
3.58	4.13	4.26	5.32	7.23	
3.50	4.06	4.18	5.24	7.15	
S# 3.46	D# 4.03	S# 4.14	S# 5.20	S# 7.11	
3.43	4.00	4.11	5.17	7.08	
Will Not Run Nov. 26, 27, Dec. 25, Jan. 1.	Will Not Run Dec. 25, 26.				
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY EX. SUN. ± ◇20	DAILY ± ●28	DAILY ◇30	DAILY EX. SUN. ◇2	DAILY ◇70	

HARRISBURG TO SLOPE

STATIONS	FIRST CLASS			
	◇69	‡●29	‡◇21	
	DAILY	DAILY	DAILY	
	EX. SAT.			
Leave	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)	S 8.54	U # 9.06	X 9.39	
BANKS	9.09	9.21	9.54	
VIEW	9.15	9.27	10.00	
DUNCANNON				
NEWPORT				
PORT	9.28	9.40	10.13	
MIFFLIN	9.47	9.59	10.31	
WALL	9.51	10.03	10.35	
LEWISTOWN			S 10.42	
LEWIS	10.00	10.12	10.47	
MOUNT UNION				
JACKS	10.22	10.34	11.10	
HUNTINGDON	10.32	10.44	11.20	
SPRUCE	10.43	10.55	11.31	
FORGE	10.53	11.05	11.41	
TYRONE				
GRAY	10.56	11.08	11.44	
BELL	11.03	11.14	11.52	
ALTOONA	S #11.12	U #11.23	S #12.02	
	11.17	11.28	12.07	
SLOPE	11.20	11.31	12.10	
		Will Not Run Dec. 24, 25.	Will Not Run Nov. 25, 26, Dec. 24, 31.	
Arrive	P. M.	P. M.	A. M.	
	69	29	21	

SLOPE TO HARRISBURG

STATIONS	FIRST			
	14	32	54	
	P. M.	P. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)	S 12.15	S 1.02	S 2.04	
BANKS	12.00	12.47	1.49	
VIEW	11.52	12.41	1.43	
DUNCANNON				
NEWPORT				
PORT	11.35	12.28	1.30	
MIFFLIN	S 11.06	12.10	1.11	
WALL	11.01	12.06	1.07	
LEWISTOWN	S 10.50		S 12.55	
LEWIS	10.38	11.57	12.54	
MOUNT UNION	S 10.15			
JACKS	10.10	11.35	12.32	
HUNTINGDON	S 9.58	11.25	12.22	
SPRUCE	9.38	11.14	12.11	
FORGE	9.28	11.04	12.01	
TYRONE	S 9.25			
GRAY	9.14	11.01	11.58	
BELL	9.08	10.55	11.52	
ALTOONA	9.00	10.47	11.44	
	S 8.45	S #10.43	S 11.40	
SLOPE	8.42	10.40	11.37	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN. 14	DAILY ◇32	DAILY ◇54	

	◇31	◇1	◇3	◇39	71 DAILY EX. SAT.
	DAILY	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	P. M.	P. M.
S 9.49	S 10.28	U 11.15	S 11.38	S 11.52	
10.04	10.43	11.30	11.53	12.07	
10.10	10.49	11.36	11.59	12.13	
10.23	11.02	11.49	12.12	12.26	
10.41	11.20	12.08	12.31	12.45	
10.45	11.24	12.12	12.35	12.49	
R 10.52					
10.57	11.33	12.21	12.44	12.58	
11.20	11.55	12.43	1.06	1.20	
11.30	12.06	K 12.54	1.16	S 1.32	
11.41	12.16	1.05	1.27	1.45	
11.51	12.26	1.15	1.37	1.55	
11.54	12.29	1.18	1.40	S 1.57	
12.02	12.35	1.25	1.47	2.13	
S#12.12	S#12.44	U# 1.34	U# 1.56	S# 2.23	
12.17	12.50	1.40	2.03	2.29	
12.20	12.53	1.43	2.06	2.32	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
31	1	3	39	71	

FIRST CLASS					
	72	74	46	18	
	P. M.	P. M.	P. M.	A. M.	
	S 4.22	S 7.10	S 9.47	S 12.02	
	4.07	6.55	9.32	11.47	
	4.00	6.49	9.25	11.37	
	3.45	6.35	9.04	11.18	
	3.26	6.17	S 8.46	10.58	
	3.22	6.12	8.41	10.52	
	S 3.05	S 6.00	S 8.28	S 10.39	
	3.04	5.59	8.23	10.33	
	2.41	5.37	S 7.58		
	S 2.29	5.27	7.56	10.09	
			S 7.44	S 9.57	
	2.17	5.16	7.31	9.43	
	2.07	5.06	7.21	9.33	
	S 2.04		S 7.19	S 9.29	
	2.03	5.03	7.18	9.26	
	1.57	4.57	7.12	9.20	
	1.49	4.49	7.04	9.12	
	S# 1.45	S# 4.45	S# 6.57	S 9.00	
	1.42	4.42	6.54	8.57	
	P. M.	P. M.	P. M.	P. M.	
	DAILY ⊕ 72	DAILY ◇ 74	DAILY 46	DAILY ● 18	

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Duncannon*	7.00 AM to 4.00 PM	Closed	Closed
Newport*	8.00 AM to 5.00 PM	Closed	Closed
Mifflin*	8.00 AM to 5.00 PM	Closed	Closed
Lewistown	7.30 AM to 9.00 PM	7.30 AM to 9.00 PM	7.30 AM to 9.00 PM
Mount* Union	8.45 AM to 12 Noon	Closed	Closed
Huntingd'n*	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
Tyrone	10.30 AM to 7.30 PM	10.30 AM to 7.30 PM	10.30 AM to 7.30 PM
Altoona	Continuously	Continu'sly	Continu'sly

*Closed Thanksgiving, Christmas, New Year's and Washington's Birthday.

U. S. MAIL WORK

STATIONS	WESTWARD				EASTWARD			
	13	25	75		72			
Duncannon			†C		†D			
Newport			†C		†D			
Millerstown	†CD		2CD					
Thomsontown	†CD	†CD	§CD					
Port Royal	†CD	§D	†C 2D					
Miffin		†D	†D					
Hawstone								
Lewistown			†C					
Granville			§CD					
MoVeytown			†C §D		§D 3†C			
Newton Hamilton		C-1	§CD		§CD			
Mt. Union								
Mapleton		†CD	§CD		§CD			
Mill Creek		†CD	§CD		†CD			
Huntingdon		CD						
Petersburg		†CD	†CD		†CD			
Barree					†CD			
Spruce Creek		†CD	†CD		†CD			
Birmingham		†CD			†CD			
Tyrone								

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

☐—Train stops on request of Mail Clerk.

†—Daily Except Sunday.

‡—Daily Except Sundays and Holidays.

§—Daily Except Saturday, Sunday and Holidays.

1—Saturdays, except Holidays, only.

2—Daily except Saturday and Sunday.

3—Reduce speed to 50 miles per hour.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no time-table authority)

STATIONS	PL-5 (1)	JC-5 (1)	CIN- 1 (1)	LCL-7 (1)	LCL-1 (1)	LCL-3 (1)	M-9 (1)	PG-1 (1)	VL-7 (1)	VC-1 (1)	CFW- 5 (1)	HP-1 (1)	ED-3 (1)	PG-5 (1)	WC-1 (1)	BFW- 9 (1)	PF-1 (1)	SW-1 (1)	NL-5 (1)	VL-9 (1)	CE-1 (1)	PG-15 (1)	TP-3 (1)
BANKS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	12.01	1.00	1.30	3.00	3.45	5.20	6.00	9.15	10.30	11.30	12.30	5.00	5.00	5.30	5.30	5.45	6.15	6.45	7.00	7.30	8.00	8.30	8.45
ANTIS	4.00	6.00	5.00	6.00	6.45	8.20	3.00	1.15	2.00	3.00	4.15	11.00	8.55	9.30	8.30	10.00	9.45	10.30	11.00	11.30	1.15	1.30	2.15
SLOPE	5.45	7.30	6.30	6.45	7.30	9.05		2.15	3.30	4.30	5.45	1.00	9.55	10.45	10.00	11.59	11.30	12.30	12.45	2.15	2.30		4.15
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
RUNNING TIME	3.59	5.00	3.30	3.00	3.00	3.00	9.00	4.00	3.30	3.30	3.45	6.00	3.55	4.00	3.00	4.15	3.30	3.45	4.00	4.00	5.15	5.00	5.30
YARD TIME	1.45	1.30	1.30	.45	.45	.45		1.00	1.30	1.30	1.30	2.00	1.00	1.15	1.30	1.59	1.45	2.00	1.45	2.45	1.15		2.00

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no time-table authority)

MAKE-UP										INTERDIVISIONAL RUNS (Westward)					INTERDIVISIONAL RUNS (Eastward)				
STATIONS	NL-7 (1)	EC-17 (1)	APG- 1 (2)	WP-17 (1)	PG-7 (1)	SK-1 (1)	WP-15 (1)	BA-15 (1)	AN-3 (1)	SA-1 (1)	CSB-1 (1)	STATIONS	CSB-2 (1)	CSB-8 (1)	RA-14 (1)	SS-2 (1)	AN-16 (1)		
	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.								
LOCK HAVEN								5.00	8.45	10.40	11.30	SLOPE			3.30	10.10			
BANKS	9.00	11.45										ANTIS	12.30	11.45	9.00	1.00	1.45		
ANTIS	1.00	3.30						7.45	1.10	4.00	1.45	BANKS							
SLOPE	3.00	5.30	6.00	6.00	7.00	9.00	10.00				3.45	LOCK HAVEN	3.30	2.00	1.15	6.00	7.00		
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		P.M.	A.M.	A.M.	A.M.	A.M.		
RUNNING TIME	4.00	3.45						2.45	4.25	5.20	2.15	YARD TIME		8.15		2.50			
YARD TIME	2.00	2.00									2.00	RUNNING TIME	3.00	2.15	4.15	5.00	5.15		

(1) Daily (2) Daily except Monday. (3) Daily except Tuesday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

STATIONS	M-20 (1)	AC-10 (1)	M-24 (1)	M-10 (1)	AG-12 (1)	CA-10 (1)	PR-6 (1)	PG-6 (1)	BL-34 (1)	PG-4 (1)	GRE-2 (1)	PG-2 (1)	CG-2 (1)	VL-2 (1)	ED-2 (1)	M-16 (2)	WP-16 (1)	SW-30 (1)	FW-8 (1)	PG-8 (1)
SLOPE	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.	P.M.	P.M.	P.M.
ANTIS	2.00	2.30	3.00	3.00	3.30		3.30	3.30	4.00	4.00	6.30	7.30	8.35	8.30	8.45		12.15	1.00	1.15	3.00
BANKS	11.59	9.30	9.30	10.00	10.30			10.00	9.00	11.00	11.45	1.45	1.35	2.00	2.15	5.00		6.00	5.30	
YARD TIME	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.
RUNNING TIME	9.59	7.00	6.30	7.00	7.00			5.00	5.00	7.00	4.00	4.45	4.00	4.10	4.00	8.00		4.00	3.15	

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

STATIONS	ED-4 (1)	NW- 86 (1)	PG 10 (1)	CIN- 2 (1)	YA-4 (2)	NS-2 (1)	NW- 82 (1)	SH-4 (1)	SW-8 (1)	CS-8 (1)	PG-14 (1)	CG-8 (1)	CE-8 (1)	YE-6 (1)	WPB- 2 (1)	LCL-2 (1)	CE-2 (1)	NW- 88 (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.
SLOPE	4.00	4.15	4.30	4.45	4.45	5.15	3.15	5.55	6.30	7.45	7.15	7.30	8.00	8.30	8.50	6.20	10.15	11.30
ANTIS	5.00	6.00	5.45	6.15		6.45	5.15	12.01	8.00	9.15		8.30	9.00	2.00	10.00	7.15	11.15	12.30
BANKS	8.00	10.00	10.45	10.15		11.45	9.15	6.30	12.15	1.00		12.30	1.30	8.00	2.00	10.15	3.15	5.00
LOCK HAVEN																		
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.
YARD TIME	1.00	1.45	1.15	1.30		1.30	2.00	6.06	1.30	1.30		1.00	1.00	5.30	1.10	.55	1.00	1.00
RUNNING TIME	3.00	4.00	5.00	4.00		5.00	4.00	6.29	4.15	3.45		4.00	4.30	6.00	4.00	3.00	4.00	4.30

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

SPECIAL INSTRUCTIONS

GENERAL RULES

Hours of Service

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

Personal Injuries

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone number
Mifflin	ROBERT P. BANKS, M. D. 117 North Main St., Mifflintown, Pa.	{ Bell 76 Res. Bell 158
Lewistown	C. B. McCLAIN, M. D. 18 North Main St.	{ Bell 5623 Res. Bell 4733
Huntingdon	F. S. MAINZER, M. D. 302 - 8th St.	{ Bell 700 Res. Bell 803
Tyrone	CAREY C. BRADIN, M. D. 1108 Logan Ave.	Bell 560
	P. P. DENNING, M. D. 9th Ave. & 12th St.	P.R.R. 467
	A. S. KECH, M. D. 1221 12th Ave.	Bell 2-9127
Altoona	C. E. SNYDER, M. D. 1201 6th Ave.	Bell 2-2798
	R. S. MAGEE, M. D. 1308 9th St.	Bell 4-0841
	B. L. HULL, M. D. 1309 11th St.	Bell 7416

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone number
Lewistown	LEWISTOWN HOSPITAL..... Highland Ave.....	Bell 5411
Huntingdon	J. C. BLAIR MEMORIAL HOSP..	Bell 90
Tyrone.....	COMMUNITY AMBULANCE	Call City Opr.
Philipsburg	PHILIPSBURG STATE HOSPITAL.	Bell 205
Clearfield.....	CLEARFIELD HOSPITAL..... Turnpike Ave.....	Bell 483
Bellefonte	CENTRE COUNTY HOSPITAL... Willowbank St.....	Bell 4757
Altoona.....	THE ALTOONA HOSPITAL	Bell 4-0811
Roaring Spring..	THE NASON HOSPITAL..... Park Ave.....	Bell 80
Cumberland.....	ALLEGHENY HOSPITAL..... 215 Decatur St.....	Bell 1463

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

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

At each passenger and each freight station.

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

Stretchers:

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

One stretcher must be carried on each passenger train.

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

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

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- 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—rail motor car.
- * —Passenger train—with passenger and freight equipment.
- ◇ —Passenger train—No train baggageman.
- ‡ —Will not run on specified dates shown on schedule pages.

1004-B1.

- R** —Regular stop Saturday and November 25, 26, December 24 and 31.
- U** —Regular stop to receive passengers for west of Pittsburgh.
- X** —Regular stop to receive passengers for Lewistown and points west of Pittsburgh.
- Y** —Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- # —Train may leave at scheduled arriving time when station work is completed.

ENGINE WHISTLE SIGNALS

1014-A2. Rule 14 will apply:

Bald Eagle Branch:

Beech Creek, Milesburg, Julian, Eagle and Park sidings.

— — — — o — Flagman may return from West.

— — — — — o — Flagman may return from East.

1014 (dc)-A1. Rule 14 (dc) — — — — o o will apply:

Track	Between	And
Clearfield Secondary Track	Park	Vail
5	Gray	Tyrone
A	Deer	Hunt

Also on following Branches and Secondary Tracks at Junction points:

Location	Junction	At
Hollidaysburg & Petersburg Bch.	Main Line	Petersburg
Morrison Cove Secondary Track	Hollidaysburg & Petersburg Secondary Track	Holly

1014 (ec)-A1. Rule 14 (ec) — — — — o o will apply:

Track	Between	And
Clearfield Secondary Track	Vail	Park
C	Hunt	Deer

Also on following Branches and Secondary Tracks at Junction points:

Location	Junction	At
Hollidaysburg & Petersburg Bch.	Main Line	Petersburg
Morrison Cove Secondary Track	Hollidaysburg & Petersburg Secondary Track	Holly

1014 (I)-A1. Rule 14 (I), 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.
30	Jacobs	Between M.P. 199 and M.P. 200, three miles E. of Huntingdon.
64	Tyrone	498 ft. W. Tyrone Station.

Hollidaysburg and Petersburg Branch

125	31st Street	Altoona.
123	58th Street	Eldorado.
95	High Street	99 ft. W. of Williamsburg Station.

Hollidaysburg and Petersburg Secondary Track

111	Newry Street	75 ft. E. of Hollidaysburg Station.
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Bedford Branch

162	Richard St.	622 ft. N. of Bedford Station.
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Bellefonte Secondary Track

	All Crossings	Milesburg
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Morrison Cove Secondary Track

206	Main St.	437 ft. S. of Roaring Spring Station.
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Clearfield Secondary Track

	All Crossings	Within borough limits of:
		Philipsburg
	All Crossings	Within borough limits of:
		Curwensville

Moshannon Secondary Track

	All Crossings	Houtzdale
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1014 (I)-A2. 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

1014 (l)-A3. Portable whistle sign (yellow disc on which is shown the letter W in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows:

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

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

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

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

Main Line

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

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

Bald Eagle Branch

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

Signalman will notify train dispatcher promptly.

TRAIN SIGNALS

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

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

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

Fusees and Torpedoes

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

1035-B2. Placing fusees between short rail head signal bonds and splice bars is prohibited, account damage which results from this practice.

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

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

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

Facing Hand-operated Switches

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

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

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

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

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of 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 Philadelphia
X	X		Altoona Asst. Yd. Master's Office, South.	Philadelphia W.M.R.R.
X	X		Altoona, Asst. Yard Master's Office, Scales	
X	X		Altoona, Asst. Yard Master's Office, Furnace	
X	X	X	Altoona, Crew Dispatcher's Office, Rose	Pittsburgh Eastern Conemaugh Pan Handle
X	X	X	Altoona, Asst. Yard Master's Office, Homer	
X	X	X	Altoona, Brush East'bd	
X	X	X	East Altoona, Crew Dispatcher's Office.	Pittsburgh Eastern Conemaugh Pan Handle Philadelphia Susquehanna W.M.R.R.
X	X	X	East Altoona, Asst. Yard Master's Office, Farm.	
X	X		Hollidaysburg, Yard Master's Office.	
X	X		Tyrone, Yard Office.	Philadelphia Susquehanna
X	X		Bellefonte, Yard Office.	Susquehanna
X	X		Osceola Mills, Yard Office.	Susquehanna
X	X		Osceola Mills, Engine House.	Susquehanna
X	X	X	Huntingdon, Oil House Office.	Philadelphia
X	X		Mount Union, Agent's Office, Freight Station.	
X	X	X	Lewistown, Yard Office.	Philadelphia Susquehanna

NOTE—X indicates in service.

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

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

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

Standard Clocks

1075-A3. Standard clocks at other points:

Train Dispatcher's Office and Block Stations.

General Order Zones

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

Zone A—Banks to Bell.

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

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

Zone D—Park to Grampian and Mills to McCartney.

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

Zone F—Lewistown and Milroy Secondary tracks.

Qualification of Conductor or Engineman

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

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

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

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

MOVEMENT OF TRAINS

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

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

Train Ready Indicators

1084-A1. 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.

Yard Limits

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

Track	Between	And
Morrison Cove Secondary Track and Bedford Secondary Track	2328 feet North of Brook	East Freedom
Bedford Secondary Track and Bedford Branch	3843 feet North of Creek	3077 feet South of Ford
Mt. Dallas Branch	Creek	1176 feet North of Dallas
Bedford Secondary Track	2500 feet North of State	Jct. of P.R.R. and W. M. Ry. Tracks South of State Line
Bald Eagle Branch	Lock Haven (Susq. Div.)	520 feet West of Post (Susq. Div.)
Bellefonte Secondary Track	Miles	534 feet East of White (Susq. Div.)
Clearfield Secondary Track	6500 feet North of Clearfield	Field
	1455 feet North of Phil	1814 feet South of Phil
	1300 feet North of Maple	4721 feet South of Mills
Moshannon Secondary Track	Mills	Coal

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

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

Authority to proceed as an extra

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

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

At Altoona passenger station—verbally by station master.

Non-interlocked Railroad Crossings at Grade

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

Location	Signals, 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
Loch Lomond 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.

Automatic Highway Crossing Protection on Sidings, Yards or other Tracks

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

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

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

Movements against Current of Traffic

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

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

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

Track	Crossing	Location
Main Line	Traffic Route No. 603	McVeytown
Hollidaysburg & Petersburg Branch	31st Street	Altoona
	Traffic Route No. 866	Williamsburg
Morrison Cove Secondary Track	Traffic Route No. 286	McKee
Bedford Branch	Traffic Route No. 220 (Richard St.)	Bedford
Clearfield Secondary Track	Traffic Route No. 322 (General Refractories track)	Blue Ball

Interrupting Operation of Automatic Highway Crossing Protection Manually

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

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

Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

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

Protection for Public Highway Crossings at Grade

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

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

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

Track	Crossing	Location
Duncannon Old Line	All crossings	Duncannon
Newport Old Line	Market Street U. S. Route 34 747 ft. east of Freight Station	Newport
Breyer Ice Cream Co.	State Route 50024 3206 ft. east of Freight Station	Millerstown
Lewistown Secondary	Grand Street-2871 ft. east of Station	Lewistown
	Wayne Street-3170 ft. east of Station	Lewistown
	Main Street, U. S. Route 22—3661 ft. east of Station	Lewistown
American Viscose Co.	Elizabeth Street, 850 ft. west of Station	Lewistown
Furnace Industrial	South Dorcas St. 1465 ft. west of connection to Lewistown sec- ondary track	Lewistown
	South Main Street, U. S. Route 22 2498 ft. west of connection to Lewistown sec- ondary track	Lewistown
	Alley—2796 ft. west of connec- tion to Lewistown secondary track	Lewistown
	South Wayne St. 3119 ft. west of connection to Lewistown sec- ondary track	Lewistown
	South Grand St. 6810 ft. west of connection to Lewistown sec- ondary track	Lewistown
	South Wayne St. 6992 ft. west of connection to Lewistown sec- ondary track	Lewistown
Milroy Secondary	State Route 322 59 ft. east of Freight Station	Reedsville

Track	Crossing	Location
Mt. Union Old Line	Washington Street 100 ft. west of Freight Station	Mount Union
Penna. Glass Sand Co. Bridgeport	State Route 376 (Old U. S. Route 22)	West of Mapleton
East Leg of Wye	Pennsylvania Ave. 35 ft. east of Station	Tyrone
Berwind White Coal Co.	William Penn Highway U. S. Route 22	Hollidaysburg
Morrison Cove Secondary	Main Street—State Route 36—437 ft. south of Station.	Roaring Spring
	State Route 85, 44 ft. south of Freight Station	Curry
Bloomfield	Main Street, State Route 36, 437 ft. south of Station	Roaring Spring
General Refractories Co.	State Route 220 3480 ft. north of Station	Claysburg
New Enterprise Stone & Lime Co.	State Route 281 325 ft. south of Jct. with Mt. Dallas Branch	Ashcom
Canoe Creek Secondary	U. S. Route 22, 3158 ft. east of Jct.	Canoe Creek Jct.
Basalt Trap Rock Co.	State Route 118 3140 ft. east of Jct.	Clover Creek Jct.
Bellefonte Secondary	Lamb Street, 1111 ft. west of Station	Bellefonte
	High Street, State Route 550—143 ft. west of Sta- tion	Bellefonte
	Water St.—State Route 346—1249 ft. east of Station	Bellefonte
White Rock Quarries Pleasant Gap	State Route 64, 2070 ft. east of connection to Bellefonte Sec- ondary Track	White
Moshannon Secondary	State Route 53	Coal Run Jct.
	State Route 53 854 ft. north of Station	Madera

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

Protection for Highway Crossings, Clearfield

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

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

Control boxes are secured with standard switch locks.

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

Switch Located at	Connecting	With	Normal Position is for Movements
Wye—West leg of Wye.	No. 1 track	Pgh. Div. Westward Main track	To Pgh. Div. Westward Main track.
Holly	No. 1 track	No. 12	To No. 12
Brook	Morrison Cove Sec- ondary Track	Bedford Secondary Track	To Bedford Secondary Track
Creek	Bedford Secondary Track	Bedford Branch	To Bedford Branch

Hand-Operated Switches Equipped With Electric Locks

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

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

Bald Eagle Branch

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

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

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

Secondary Tracks and Sidings

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

Secondary Tracks

Track	Between	And
A	Deer	Hunt
C	Hunt	Deer
Hollidaysburg & Petersburg No. 1 & No. 2	Frank	Wye
Morrison Cove	Holly	Brook
Bedford	Brook	Creek
	Ford	State
Clearfield	Cur	Park
Moshannon	Coal	Ram

Sidings

Bald Eagle Branch

Beech Creek Siding

Milesburg Siding

Julian Siding

Eagle Siding

Park Siding

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

Beech Creek Siding

Milesburg Siding

Julian Siding

Eagle Siding

Park Siding

Track Assignments

1151-A1. Single Track

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

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Division Post (Phila. Div.) and View		West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.	
View and Tunnel		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.	
Tunnel 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 Gray	East'd Frt. & Psgr.	West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Gray 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	
Holidaysburg & Petersburg Branch Between: Pete and Frank				West'd	East'd	
Eldo and Alto				West'd	East'd	

NOTE—Tracks are numbered from south to north.**NOTE—Within Wall Interlocking:**

Track A —Eastward Freight

Tracks G and H—Westward Freight

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
A	Deer	Hunt	Eastward	Hunt	Hunt	3
C	Hunt	Deer	Westward	Hunt	Hunt	3
No. 1	Alto	South	Eastward	A.Y.M. South	AYM South	3
No. 1	South	Rose	Eastward	AYM-Brush	AYM-Brush	3
A	Alto	South	Eastward	AYM South	AYM South	3
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	3
Approach	Bell	E.E.Homer Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E. End Homer Yard	Bell	Eastward	Bell	Bell	3
No. 1	Rose	Antis	Eastward	Antis	Train Order	
No. 2	Antis	Rose	Westward	Antis	Train Order	2
No. 12	Holly	W. End Eastward Adv. Trks.	Eastward	Wye	Wye	
Nos. 6 and 14	Frankstown	Jones St., Hollidaysburg.	Westward	Wye	Wye	1
A	Wye	Hollidaysburg	Eastward	Wye	Wye	
B	Hollidaysburg	Wye	Westward	Wye	Wye	
No. 1	Wye	Frank	Eastward	Wye	Wye	4
No. 2	Frank	Wye	Westward	Wye	Wye	4

NOTE 1. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard, Jones St., Hollidaysburg.

NOTE 2. Eastward movements may be made between Rose and House on verbal authority of signalman at Antis.

NOTE 3. Reverse movements may be made on signal indication.

NOTE 4. Last paragraph Rule 105 and Rules 201 to 223 inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman, when authorized by the superintendent. Authority for movement of passenger extras must be in writing.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Old Line (E)	Port	Newport	Port	2
Lewistown (E)	Lewistown	Division Post Susq. Div.	Lewis	
Milroy (E)	Jct. Lewistown Secondary Track	Milroy	Lewis	
No. 5 (W)	Lewistown	Lewis	Lewis	2
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	2
A (W)	Jacks	West End of track	Jacks	2
Bridgeport (E)	Bridgeport	Tool House 3834 ft. East	Jacks	
No. 5 (W)	Hunt	Deer	Hunt	2
No. 5 (W)	Forge	Tyrone	Gray	2
No. 8 (W)	Tyrone	Gray	Gray	2
No. 9 (W)	Tyrone	Gray	Gray	2
Fairbrook (E)	Tyrone	Stover	Gray	
No. 12 (W)	East End Homer Yard	Homer	AYM-Homer or Rose	2
No. 31 (W)	Homer	Rose	AYM-Homer or Rose	2
No. 1 (Yd.) (W)	Rose	Works	AYM-Rose	2
No. 5 (W)	Juniata Shops	7th St.— Altoona	Works	2
No. 8 (W)	Antis	Farm	AYM-Farm	
South Runner (W)	Farm	South	AYM-South	
Middle Runner (W)	Farm	South	AYM-Brush & South	
No. 1 Cabin (W)	Rose	Brush	AYM-Rose or Brush	
No. 3 Power (W)	Alto	Slope	Alto	2
No. 9 Power (W)	Alto	Slope	Alto	2
Clover Creek (E)	Clover Creek Jct.	Basalt Trap Rock Co.	Wye	
Springfield (E)	Ganister	Orminea	Wye	
Canoe Creek (E)	Canoe Creek Jct.	Moore's Mill	Wye	
No. 6 Westward Relay Yard (W)	East End Relay Yard	Jones St. Hollidaysburg	Yard Master Jones St.	

Track		Between	And	Controlled by	Note
Morrison Cove	(S)	Holly	Brook	Wye	3
		Brook	Curry	Wye	
Bedford	(S)	Brook	Creek	Wye	3
		Ford	State Line	Wye	3
No. 8	(N)	17th St. Tyrone	North End Class'fn. Yd.	Park	
No. 1	(N)	North End Class'fn. Yd.	Vail	Park	
Clearfield	(N)	Park	Cur	Mills	1-3
		Cur	Grampian	Mills	1
Runner	(N)	Summit	Maple	Mills	1
Mapleton	(S)	Maple	Coaldale Coll.	Mills	1
Philipsburg	(N)	Phil	Loch Lomond Jct.	Mills	1
Moshannon	(S)	Mills	Ram	Mills	1-3
		Ram	McCartney	Mills	1
Trout Run	(S)	Trout Run Jct.	DuShan Coll. No. 3	Mills	1
Big Run	(S)	Big Run Jct.	Daywood Coll. No. 1	Mills	1
Moshannon & Clearfield	(S)	M.&C. 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
Amesville	(S)	Amesville Jct.	Imperial Coll. No. 2	Mills	1
Little Muddy Run	(N)	Little Muddy Run Jct.	Black Oak Coll. No. 1	Mills	1
Muddy Run	(S)	Muddy Run Jct.	Black Oak Coll. No. 3	Mills	1
Snow Shoe	(W)	Snow Shoe Int.	Snow Shoe	Miles	
Bellefonte	(E)	Miles	White	Miles	3

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

NOTE 1. When Mills Block-Limit station is in service, controlled by Park.

NOTE 2. A fixed signal or a hand signal from a switch tender will convey authority to proceed on that track.

NOTE 3. Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules, as they apply to main tracks and sidings, are in effect. Extra trains, except passenger extras, will run on verbal per-

mission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

Storage Track

1151-G2. Altoona Passenger Station:

Track 2 is a storage track.

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

Train No.	Use Track No.	From	To	To Pass Train No.	To Be Passed by Train No.

PASSENGER TRAIN OPERATION

Call Bell For Flagman—Tyrone

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

Changing Passenger Engines At Lewistown

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

Keeping Toilet Doors Locked At Altoona

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

Passengers Getting On And Off Trains

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

Hot Boxes On Through Passenger Trains

1154-A6. When a passenger train, which goes beyond a terminal, to a connecting division, has had trouble with hot boxes on any of the cars, the conductor delivering the train, will give this information to the conductor receiving the train, by use of a memorandum.

Steam Heating

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

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

In event train steam line becomes waterlogged or does not clear of condensation, rear trainman must notify conductor

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

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

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

Use Of Back-Up Hose

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

Coupling To Occupied Passenger Equipment

1154-A9. A stop must be made just prior to coupling to occupied passenger equipment.

Intermediate Train Brake Tests

1154-A10. At Altoona terminal train brake tests will be made in accordance with Paragraph 5 of Instruction 14 of Brake and Train Air Signal Instructions No. 99-D-1.

Report on condition of train brakes to be made verbally from one Engineman to another.

FREIGHT TRAIN OPERATION

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

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

Clearfield Secondary Track—Summit to Vail.

Snow Shoe Secondary Track—Rhoads to Gum Stump.

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

Trains Stopped At 9th Street Or South

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

with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

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

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

Indicating Rear End Of Draft Of Cars

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

Using Wye At Osceola Mills

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

Use Of Pusher Engines

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

1155-A6. Enginemen of all helping engines on the rear of trains will ease off throttle when train is making diverting movements over crossovers or turnouts at the following interlockings:

Works, South, Alto, Slope and Wye.

At all other locations, Enginemen of all pusher engines will ease off throttle when train is making diverting movements over crossovers or turnouts.

1155-A7. 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.

1155-A8. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to rear of train.

Inspection Of Freight Trains Leaving Yards Or Coaling Stations

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

Watering Live Stock

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

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

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

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

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

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

Car Limits on Descending Grades

1155-A12. Clearfield Secondary Track:

Between Summit and Vail, 75 cars.

Snow Shoe Secondary Track:

Between Rhoads and Gum Stump—

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

Intermediate Train Brake Tests For Specified Freight Trains

1155-A13. Train air brakes will be tested on the following trains in accordance with **Rule 14-e**, Brake and Train Air Signal Instructions 99-D-1:

<u>East</u>	<u>West</u>
CG-8	LCL-1
NW-86	VL-9
CG-2	JC-5
NW-88	PF-1
LCL-2	LCL-7
GRE-2	WC-1
ED-2	VC-1
CS-8	ED-3
CE-2	CIN-1
ED-4	CFW-5
CIN-2	LCL-3
VL-2	VL-7
SW-8	SW-1
FW-8	

FREIGHT AND PASSENGER TRAIN OPERATION

Inquiring For Instructions

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

Employees On Engines

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

Huntingdon Icing Station

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

Arranged Freight Train Service.

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

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

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

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

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

RAILWAY EXPRESS TRAINS:

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

WESTWARD TRAINS:—Station master at Harrisburg to give the information direct to the train dispatcher at Altoona.

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

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

Facilities For Repairing Hot Boxes

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

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

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

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

Main Line:

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

Bald Eagle Branch

Snow Shoe Int.

Clearfield Secondary Track

Osceola Enginehouse.
Clearfield.

Walnut Street, Lock Haven

1156-A5. Eastward trains and engines must stop clear of Walnut Street Crossing, located 811 feet east of Mile Post 54, when eastward home signal Lock Haven is in stop position, to avoid unnecessary blocking of crossing.

SPEED RESTRICTIONS

1157-A. 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

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

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

Clearfield Secondary Track:

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 $\frac{1}{4}$ miles south of M.P. 7 to Vail.....	2.2 to 2.86	3.8	9.1	25
Total.....		9.8		55

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

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	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.....		<u>9.8</u>		<u>43</u>

Snow Shoe Secondary Track:

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

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 switch.....	2.27-2.16-2.09	2.46	12	13
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.....		<u>6.9</u>		<u>37</u>

**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.....		<u>6.9</u>		<u>30</u>

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

Other Descending Grades—Retaining Valves—Speeds

**1157-B2. Between: Altoona and Petersburg
Dix and Holters
Buffalo Mills and Hyndman**

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

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

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.

Eastward Freight Trains Off Pgh. Div.

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.	Pggr.	Frt.
Main Line	Miles per Hour											
Between:												
Division Post (Phila. Div.) and View					50	50	50	50	70	50	70	50
View and Tunnel					70	50	50	50	50	50	70	50
Tunnel and Spruce							70	50	50	50	70	50
Spruce and Forge							50	40	50	40	50	40
Forge and Tyrone					50	50	70	50	70	50	50	50
Tyrone and Gray			30	30	50	50	70	50	60	50	50	50
Gray and Bell					50	50	70	50	70	50	50	50
Bell and Antis					50	50	70	50	60	50	50	50
Antis and Works					70	50	60	50				
Works and Alto					30	25	30	25				
Alto and Slope			A Track 25	25	30	25	30	25	25	25	25	25
Hollidaysburg & Petersburg Brch.												
Between:												
Pete and Frank									30	30	30	30
Wye and Eldo	30	30										
Eldo and Alto									30	30	30	30

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour												
Bedford Branch Between: Creek and Ford	30	30										
Mt. Dallas Branch Between: Creek and Dallas	25	25										
Clearfield Branch Between: Tyrone and 14th St.	25	25										
14th St. and Park	35	25										
Bald Eagle Branch Between: Park and Sand	50	45										
Sand and Wood									45	45	50	45
Wood and Lock Haven	50	45										

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

1157-C2. Wreck Trains

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

1157-C3. Work Trains

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

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

Main Line	Miles per Hour
1157-C4. Circus Trains.....	*45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A: —on straight track..... —on curves.....	*30 *20
1157-C6. Between Forge and Spruce: Eastward petroleum or mineral freight trains..... Eastward arranged service frt. trains.....	25 35
1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks..	*20 *20 * 5
NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1s engine.	
* 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.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect: Main Line between Division Post (Phila. Div.) and Works— —Passenger trains..... —Freight trains.....	50 40
1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... 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 so advised.	60
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger trains..... —Freight trains.....	30 20
1157-C13. Track Cars —unless otherwise restricted.. —when hauling track cars or trailers..... —hand cars operated under Rule 80 —through crossovers and turn-outs, and over highway and railroad crossings	20 15 8 5
1157-C14. Passenger trains taking water from track troughs.....	60
1157-C15. Trains handling Foamite fire fighting cars.. Note—Conductor must notify engineman when car is in train.	50
1157-C16. Within Wall Interlocking tracks A, G and H	30

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

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

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

When handling such cars, conductors must know that engine-men have been so advised.

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified

Entire Division

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

	Miles per Hour	
	Forward	Backward
Class I, J and M 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.

Gray:

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

Crossover between Nos. 8 and 9 tracks.

Crossover between Nos. 5 and 8 tracks.

Rose:

All crossovers and turnouts.

South:

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

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

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

Works:

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

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

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

Turnout from coach yard track to ladder.

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

Alto:

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

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

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

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

Slope:

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

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

CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified

Main Line	Miles per Hour
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 1.3 miles east of Duncannon, 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 0.1 mile west of Thompsontown, No. 1 and No. 4 tracks	65
Curve at Tuscarora, No. 1 and No. 4 Tracks	65
Curve 0.8 mile east of Mifflin, No. 1 and No. 4 tracks ..	55
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	50
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1 and No. 4 tracks	65
Curve at M. P. 164, 1.5 miles east of Lewistown, No. 1 and No. 4 tracks	65
Curve 0.9 mile east of Lewistown, No. 1 and No. 4 tracks ..	55
Curve 0.1 mile east of Lewistown	40
Curve 0.5 mile west of Lewistown, No. 1 and No. 4 tracks ..	50
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
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
Curves between Spruce and Tyrone	40
Curve 0.6 mile west of Tyrone, No. 3 track	65
Hollidaysburg and Petersburg Branch	
Curve at Goodman	25
Curve 1200 feet west of Covedale	25
Curves at Nineteenth Street and Margaret Avenue, Altoona ..	20
Bedford Branch	
Bedford—Richard St. crossing	10
Bedford Secondary Track	
Cessna—Highway crossing (State Route 220)	10
Curve at Dunnings Creek Jet	15
Through Hyndman (By Ordinance)	10
Curve 3.1 Mi. South of Hyndman	15
Morrison Cove Secondary Track	
First curve south of Holly	20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly	20
Bald Eagle Branch	
Through Mill Hall (by Ordinance)	35
Curve at M. P. 45, at West Beech	45
First curve east of M. P. 44, ½ mile west of West Beech ..	45
Second curve east of M. P. 39, on No. 1 track, at Howard ..	45
Second curve east of Sand, No. 1 track	45
First curve west of Sand	45
Curve at M. P. 34, at Curtin	45
Bellefonte Secondary Track	
Curve at Bellefonte Station	10

	Miles per Hour
Clearfield Secondary Track	
Through Curwensville (By Ordinance).....	6
Through Clearfield (By Ordinance).....	12
Curve at North end of Bridge No. 38.35, two miles south of Field.....	15
Curve between M.P. 36 and 37, 1½ miles N. of Woodland	20
Wallaceton—Reed St. Crossing.....	15
N.Y.C.R.R. Crossing—(Philipsburg).....	20
Curve between M.P. 21 and Bridge No. 21.94 one mile north of Maple.....	20
Fourth curve south of M.P. 11, 2¾ miles south of summit	15
First curve south of M. P. 7, 3¾ miles north of Vail....	20
Moshannon Secondary Track	
Through Houtzdale (By Ordinance).....	12

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
B.....	20.....	20.....	20.....
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.....
Rail Motor Cars..	60.....	60.....	60.....

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
Road:					
AP-20	AP-40	AP-60	.....	60	70
BP-20	BP-40	BP-60	.....	60	70
EP-20	EP-40	EP-60	.....	60	70
EP-22	EP-45	.....	.....	60	70
FP-20	FP-40	FP-60	.....	60	70
EFP-15	EFP-30	EFP-45	{ Psgr. Ser.	50	70
			{ Frt. Ser.	50	50
AF-15	AF-30	AF-45	AF-60	50	65
AF-16	AF-32	AF-48	AF-64	50	65
BF-15	BF-30	BF-45	BF-60	50	65
BF-16	BF-32	BF-48	BF-64	50	70
EH-15	EH-30	EH-45	EH-60	50	50
EF-15	EF-30	EF-45	EF-60	50	65
EF-15A	EF-30A	EF-45A	EF-60A	50	50
FF-20	FF-40	FF-60	.....	50	65
FF-16	FF-32	FF-48	.....	50	65
.....	.....	BH-50	{ Psgr. Ser.	50	70
			{ Frt. Ser.	50	50

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
Yard:					
A-6				20	20
AS-6				50	60
AS-10				50	60
AS-10S				50	60
AS-10AS				50	60
AS-16				50	65
AS-16MS				50	65
BS-6				50	60
BS-7				50	60
BS-7M				50	60
BS-10				50	60
BS-10AS				50	60
BS-12				50	60
BS-12MS				50	60
BS-16				50	60
BS-16MS				50	60
BS-24				50	60
ES-6				40	40
ES-10				50	65
ES-12				50	65
ES-12M				50	65
ES-15				50	65
ES-15MS				50	65
FS-10				50	60
FS-12				50	60
FS-12M				50	60
FS-16				50	70
FS-16M				50	70
FS-20				50	65
FS-20M				50	65
GS-4				30	30
LS-25				50	70

NOTE—

Road Diesel Engines

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

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

“F”—Freight.

“H”—Freight with lower speed gearing, primarily for helper service.

“P”—Passenger.

“FP”—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

“15”—1500 Horsepower.

“40”—4000 Horsepower.

“16”—1600 Horsepower.

“45”—4500 Horsepower.

“20”—2000 Horsepower.

“48”—4800 Horsepower.

“22”—2200 Horsepower.

“50”—5000 Horsepower.

“30”—3000 Horsepower.

“60”—6000 Horsepower.

“32”—3200 Horsepower.

“64”—6400 Horsepower.

Final letter indicates special features as follows:

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

Yard Diesel Engines

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

Final letter indicates special features as follows:

"m"—multiple unit equipped.

"s"—steam generator equipped.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

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

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

Trout Run track—Maximum speed 10 miles per hour.

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

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

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

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES												
	B 6 AS, BS, ES, FS 10	GS 4 AS, BS, ES, FS 12	AS, BS, FS 16	AP, BP, EP, FP 20, 40, 60	EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L	M	N	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
MAIN LINE													
VIEW: Slms Construction Co.	X	X	X	X	X	X	X	X	X	X	X	X	X
DUNCANNON: Old Line except running track to Freight Station.						X	X			X	X		X
NEWPORT: Public delivery tracks, except stock yard track. F. M. Snyder trestle. Bridge 132.16.			X			X	X	X	X	X	X	X	X
MILLERSTOWN: Public Delivery tracks Lead to Sechrist's Mill.						X	X			X	X	X	X
M.P. 145 WEST OF: Sillies Brick Co.		X				X	X		X	X	X	X	X
PORT ROYAL: Breyer Ice Cream Co. Freight Station tracks.						X	X	X	X	X	X	X	X
MIFFLIN: Commons Yard, except track west of passenger station, leading from No. 5 track.						X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													
	B AS, BS, ES, FS 10	A AS, BS, FS 16	G LS 25	S AF, BF, FF 16, 32, 48, 64	6 EP 20, 40, 60	7 EP 22, 45	H EP 15, 30, 45	I	J	K BH 50	L	M	N	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
MIFFLIN, Cont.														
Yard tracks and switches east of Passenger Station except No. 5.....								X	X		X	X	X	X
W. H. Manbeck trestles.....		X						X	X	X	X	X	X	X
DENHOLM:														
Circle, Hill & coal storage trk. Wharf track over coaling sta- tion.....	X	X	X					X	X	X	X	X	X	X
HAWSTONE:														
Hill track		X						X	X	X	X	X	X	X
LEWISTOWN:														
Yard Tracks Nos. 1 to 6, Incl.								X	X			X	X	X
Nos. 1, 2, 3, 5 Shop Tracks								X	X			X	X	X
No. 4 Shop Track								X	X			X	X	X
No. 16 Track								X	X			X	X	X
Nos. 2 & 3 Tracks, M. W. Yard.....								X	X	X	X	X	X	X
No. 1 Track, M. W. Yard.....								X	X			X	X	X
Crossover east of Scales.....								X	X			X	X	X
M.P. 175 WEST OF:														
Mifflin Sand Co. (tracks lead- ing to Sand Plant only).....		X						X	X	X	X	X	X	X
McVEYTOWN:														
H. O. Andrews & Son.....		X						X	X	X	X	X	X	X
VINEYARD:														
Penna. Glass Sand Cpn. Hatfield Plant.....		X						X	X	X	X	X	X	X
MT. UNION:														
Tracks east of Franklin St.		X						X	X	X	X	X	X	X
Freight Station track		X						X	X	X	X	X	X	X
E. A. Beaver Co.		X						X	X	X	X	X	X	X
Harblson Walker.....		X						X	X	X	X	X	X	X
No. 7 Yard Track								X	X	X	X	X	X	X
MAPLETON:														
Siding, West of Bridge St.		X						X	X	X	X	X	X	X
Bridgeport track at tool house curve.....		X						X	X	X	X	X	X	X
HUNTINGDON:														
Juniata Supply Co.		X						X	X	X	X	X	X	X
Penna. Electric Co.		X						X	X	X	X	X	X	X
Penna. Electric Co. trestle....	X	X	X					X	X	X	X	X	X	X
J. C. Blair.....		X						X	X	X	X	X	X	X
Suplee—Wills—Jones.....		X						X	X	X	X	X	X	X
Freight Station tracks		X						X	X	X	X	X	X	X
Huntingdon Specialty Co.		X						X	X	X	X	X	X	X
Radiator Corp.		X						X	X	X	X	X	X	X
West End Nos. 7 & 8 trks.								X	X	X	X	X	X	X
PETERSBURG:														
Station track								X	X	X	X	X	X	X
UNION FURNACE:														
Warner Co.— Tracks leading to Stone Plant only.....								X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES									
	B A 6 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60 EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L	M	N	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
FORGE:										
Tyrone Lime & Stone.....				X	X	X	X	X	X	X
TYRONE:										
Wilson Chemical.....		X		X	X	X	X	X	X	X
BELLWOOD:										
East & West Leg of Wye.....				X	X		X		X	X
Storage Yard.....				X	X	X	X	X	X	X
WEST OF ANTIS:					40					
Bridge 232.94.....										
ALTOONA TERRITORY:										
Westbound Hump.....					X			X	X	X
Furnace Hump.....					X			X	X	X
Junlata Scale Dump.....		X	X	X	X	X	X	X	X	X
East of Scales — Crossover										
No. 1 track to South Runner					X			X	X	X
M.W. Yard—Lower Back trk.				X	X	X	X	X	X	X
Stock Yard Track.....					X			X	X	X
F-11 and F-12.....					X			X	X	X
Flanagan's (People's Coal) ..		X	X	X	X	X	X	X	X	X
Eastbound Repair, West End					X			X	X	X
Eastbound Repair, Old side,										
East End.....					X			X	X	X
Wreck Track.....					X					
Hole Track—Rose to East-										
bound Repair.....					X			X	X	X
E. Altoona Middle Div. Run'r					X				X	X
Junlata side track.....		X	X	X	X	X	X	X	X	X
Stinclair Refining Co., Kettle										
Street.....		X		X	X	X	X	X	X	X
Peoples Natural Gas Co.,										
1st St.....		X	X	X	X	X	X	X	X	X
C. W. Marks Brewery, 5th St.		X	X	X	X	X	X	X	X	X
Shaffer Stores Co., 7th St...		X	X	X	X	X	X	X	X	X
Leonard Miller, 8th St.....		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
Pintach Gas, 9th St.....		X	X	X	X	X	X	X	X	X
P. A. Gleichert, 10th St.....		X	X	X	X	X	X	X	X	X
L. B. Mackey, 10th St.....		X	X	X	X	X	X	X	X	X
Standard Sanitary Mfg. Co.,										
16th St.....		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
Sears Roebuck Co., 17th St...		X	X	X	X	X	X	X	X	X
Armour & Co., 18th St.....		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
Abelson Iron & Metal Co.,										
18th St.....		X	X	X	X	X	X	X	X	X
Citizen's Ice Co., 18th St...		X	X	X	X	X	X	X	X	X
Penna. Elec. Co. (No. 1) 18th										
Street.....				X	X	X	X	X	X	X
Curry-Canaan Co., (1&2) 19th										
Street.....		X	X		X	X	X	X	X	X
Filler's Storage Co., 19th St...					X	X	X	X	X	X
City Ice and Beverage Co.,										
19th St.....		X	X	X	X	X	X	X	X	X
Buley-Patterson Co., 19th St.		X	X	X	X	X	X	X	X	X
Swift & Co., 19th St.....				X	X	X	X	X	X	X
Main track—19th St.				B	B			B	B	B
H. & P. Branch.....				10	10			10	10	10

LOCATION	CLASS OF ENGINES										
	B A 6 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60 EP 22, 45 H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L	M	N	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks		
ALTOONA TERRITORY Cont.											
Altoona City, 20th St.		X	X	X	X	X	X	X	X	X	X
Penna. Elec.Co.(No.2)20thSt.				X	X	X	X	X	X	X	X
Standard Supply & Equip- ment Co., 21st St.				X	X	X	X	X	X	X	X
Rescue Mission, 21st St.				X	X	X	X	X	X	X	X
Altoona Pipe & Supply Co., 21st St.				X	X	X	X	X	X	X	X
National Biscuit Co., 26th St.		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
National Biscuit Co., and Loose-Wiles Biscuit Co., 27th St.		X	X	X	X	X	X	X	X	X	X
Marhoefer's Baking Co.,28th Street		X	X	X	X	X	X	X	X	X	X
City of Altoona (No. 1) 30th Street		X	X	X	X	X	X	X	X	X	X
City of Altoona (2&3) 30th Street		R	R	R	R	R	R	R	R	R	R
Economy Wh'sale Groc. Co.				X	X	X	X	X	X	X	X
J. C. Ivory & Son, 31st St.				X	X	X	X	X	X	X	X
Geo. Reighard, 31st St.				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
Blair Ice & Cold Storage Co. 31st St.		X	X	X	X	X	X	X	X	X	X
Unlted Home Dressed Meat Co.		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
Maxlmon Machine Co.,South Altoona				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
Freedom Oil Co., Altoona Publio Track				X	X	X	X	X	X	X	X
Lafferty Bros., South Altoona				X	X	X	X	X	X	X	X
Sydney Chairs, Inc.		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
Gulf Refining Co. Canan's Crossing.				X	X			X	X		X
Drenning's Delivery Service, east of Canan's Crossing.											
Sun Oil Co., east of Canan's Crossing.				X	X	X	X	X	X	X	X
American Oil Co., east of Canan's Crossing.				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
Eldorado Public Delivery Trk				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
Hoberman Coal & Junk Yard		X	X	X	X	X	X	X	X	X	X
J. D. Bowe		X	X	X	X	X	X	X	X	X	X
American Aniline Prod Co.		X	X	X	X	X	X	X	X	X	X
N.Y. & Penna. Paper Co.		X		X	X	X	X	X	X	X	X
Castanea Paper Co.		X		X	X	X	X	X	X	X	X
MILL HALL:											
Mill Hall Fire Brick Co. side track				X	X	X		X	X		X
Freight Station					X						
Sheffield Farms					X						
N.Y.C. Interchange tracks.				X	X			X	X		X

LOCATION	CLASS OF ENGINES									
	B A 6 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, BP, EP, FP 20, 40, 60 EP 22, 45	H 9, 10 BS 24 FS 20 LS 25 AF, BF, EF, EH 15, 30, 45, 60 EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64 FF 20, 40, 60	I	J	K BH 50	L	M	N	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
BEECH CREEK:										
Freight Station.....					X				X	
HOWARD:										
Sheffield Farms.....					X			X	X	X
Freight Station.....					X			X	X	X
Valley View Lime Co.....					X	X		X	X	X
White Rock Quarry Co.....					X	X		X	X	X
MOUNT EAGLE:										
Sand slide track.....					X			X	X	X
Freight Station.....					X			X	X	X
MILESBURG:										
Storage tracks.....					X				X	
Station track.....					X				X	
JULIAN:										
Freight Station.....					X				X	
PORT MATILDA:										
McFeeley Brick Co.....				X	X			X	X	X
Clay Track.....				X	X		X	X	X	X
CLEARFIELD BRANCH:										
TYRONE:										
A. C. Yard.....					X					
North Yard—Vail to 17th St.					X					
West Virginia Pulp & Paper Co., tracks 5, 6, 7.....		X	X	X	X	X	X	X	X	X
West Virginia Pulp & Paper Co. tracks 1, 2, 4, 8, 9, 10, 11				X	X	X	X	X	X	X
East Tyrone Wye.....				X	X			X	X	X
14th St. Coal Yard at Washington Ave.....	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
Bayer-Gillam Bros.....	X	X	X	X	X	X	X	X	X	X
South Yard—Park to 14th St.		X		X	X	X		X	X	X
BELLEFONTE SECONDARY TRACK					X	X		X	X	X
BELLEFONTE:										
Back Track, Passenger Station.....				X	X			X	X	X
Sheffield Farms.....				X	X			X	X	X
All Other Side Tracks.....				X	X	X	X	X	X	X
All Industrial Trks.—"Font" to "White".....				X	X		X	X	X	X
MILROY SECONDARY TRACK					X	X	X	X	X	X
NAGINEY:										
Bethlehem Mines Corp. bridge at west end of loaded track.....		X		X	X	X	X	X	X	X
YEAGERTOWN:										
Yeagertown trestle.....		X		X	X	X	X	X	X	X
LEWISTOWN SECONDARY TRACK					X	X	X	X	X	X
LEWISTOWN:										
Mt. Rock trestle.....	X	X	X	X	X	X	X	X	X	X
M. H. Wiker trestle.....		X		X	X	X	X	X	X	X
C. A. Hoffman trestle.....		X		X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES									
	B AS, BS, ES, FS 10	A AS, BS, ES, FS 16	G FS 20	S LS 25	4 AF, BF, EF, EH 15, 30, 45, 60	6 AF, BF, FF 16, 32, 48, 64	7 EP 20, 40, 60	22 EP 20, 40, 60	45 EP 20, 40, 60	Engines with Tender Capacity of over 15,000 Gallons with 8-Wheel Trucks
HOLLIDAYSBURG & PETERSBURG BRANCH:										
PETERSBURG:										
Bridge 0.69.....										
Bridge 0.72.....										
Bridge 0.90.....										
BLAIR FOUR:										
Bridge 11.51.....										
WILLIAMSBURG:										
West Virginia Pulp & Paper Co. trestles.....		X								
Penna. Electric Co.....		X								
GANISTER:										
Bridge 20.19.....										
HORRELL:										
Bridge 24.37.....										
HOLLIDAYSBURG YARD:										
Eastbound receiving yard, except No. 12 track.....										
Eastward Class. Yard.....										
Eastward Advance Yard:										
West Ladder.....										
East Ladder.....										
Scrap Dock & Reclamation Plant tracks.....										
Westward Rec. Yard Tracks Nos. 1, 2, 3, 4, 5, 7, 8 & 9...										
Tracks Nos. 6 and 10.....										
West Ladder—Old Stone Yard										
Old Stone Yard except West Ladder.....	X	X	X	X	X	X	X	X	X	
Westward Relay Yard, except West Ladder and 10 car lengths at west end Nos. 1 to 6 incl.....										
West Class. Yard:										
Tracks Nos. 1, 2, 3, 4, 5 & 6										
Tracks Nos. 7 to 25 incl. except West Ladder and 10 car lengths at west end...										
Tracks Nos. 26 & 27.....										
Mill track.....										
Freight House track.....										
HOLLIDAYSBURG:										
McLanahan Stone Machinery Co. track.....	X	X	X	X	X	X	X	X	X	
Blair County Oil & Supply Co.....	X	X	X	X	X	X	X	X	X	
DUNCANSVILLE:										
W. P. Appleyard trestle.....		X								
Swope trestle and track.....		X	X							
All other individual tracks.....		X								
MORRISON COVE SECONDARY TRACK:										
Between Holly and Brook...										
Between Brook and Curry...										

LOCATION	CLASS OF ENGINES															
	B A 6 AS, BS, ES, FS 10	GS 4 BS, ES, FS 12	AS, BS, FS 16	AP, BP, EP, FP 20, 40, 60	EP 22, 45	H 8, 10 BS 24 FS 20	LS 25 AF, BF, EF, EH 15, 30, 45, 60	EFP 15, 30, 45 AF, BF, FF 16, 32, 48, 64	FF 20, 40, 60	I	J	K BH 50	L	M	N	Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
ROARING SPRING: D. M. Bare Paper Co. trestle Coal trestle.....			X		X	X	X	X	X	X	X	X	X	X	X	X
BEDFORD BRANCH Bedford—H. C. Heckerman Co.....			X		X	X	X	X	X	X	X	X	X	X	X	X
BEDFORD SECONDARY TRACK: Between Brook and Creek Cassia Station Between Ford and State Line			X		X	X	X	X	X	X	X	X	X	X	X	X
MT. DALLAS BRANCH						X	X	X	X	X	X	X	X	X	X	X
CLOVER CREEK SECOND- ARY TRACK Basalt track.....						X	X	X	X	X	X	X	X	X	X	X
SPRINGFIELD SECONDARY TRACK Oremine track.....						X	X	X	X	X	X	X	X	X	X	X
CANOE CREEK SECOND- ARY TRACK						X	X	X	X	X	X	X	X	X	X	X
CLEARFIELD SECONDARY TRACK: North of Park... (See Note) First curve South of M.P. 7, 3 3/4 miles North of Vall. Fourth curve North of M.P. 9, 3 1/2 miles South of Summit Fourth curve South of M.P. 11, 2 1/4 miles South of Summit						X	X	X	X	X	X	X	X	X	X	X
OSCEOLA MILLS: Both legs of Wye.....						X	X	X	X	X	X	X	X	X	X	X
MOSHANNON SECONDARY TRACK & CONNECTING TRACKS: Mills to McCartney.....						X	X	X	X	X	X	X	X	X	X	X
SNOW SHOE SECONDARY TRACK & CONNECTING TRACKS						X	X	X	X	X	X	X	X	X	X	X
FAIRBROOK SECONDARY TRACK						X	X	X	X	X	X	X	X	X	X	X
WESTERN MARYLAND RR: State Line to Cumberland.....			X		X	X	X	X	X	X	X	X	X	X	X	X

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

	<u>Miles per Hour</u>
Park to Summit (light only)	5
Summit to Maple	20

1160-A2. Movement of Class J engines prohibited:

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

On All Branches except:

Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park	Tyrone
Hollidaysburg and Petersburg Branch and H. & P. Secondary Track	Alto	Jones St. Hollidaysburg

Other Equipment Restrictions

250-Ton Wrecking Derricks.

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

Main Line or Branch	Between	And	Bridge	Note
Main Line	Banks	Slope	—	2
Hollidaysburg & Petersburg Branch and H.&P. Secondary Track	Pete	Alto	—	1
Clearfield Branch	Tyrone	Park	—	
Bald Eagle Branch	Park	Lock Haven	—	

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

Note 1. When hauled by an engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

Note 2. Account close clearance within Spruce Creek tunnel, No. 3 track, and with station platform Tyrone, No. 3 track, train must be operated at slow speed.

Overhead Clearances

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

Main Line

Altoona:

Train Shed, Passenger Station

Spruce:

Tunnel No. 1

Tunnel No. 2

Entire Division

Overhead water plugs

Signal bridges

Overhead bridges

Coal, clay and stone tipples

Close Side Clearance

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

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

USE OF TELEPHONES

Trainphone

1164-A1. Trainphone in service:

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

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

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Altoona

Train Dispatchers in charge as follows:

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

Branches:

Hollidaysburg and
Petersburg
Bedford
Mt. Dallas
Clearfield
Bald Eagle

Secondary Tracks:

Hollidaysburg and Peters-
burg No. 1 and No. 2 be-
tween Frank and Wye
Morrison Cove between
Holly and Brook
Bedford between Brook and
Creek and between Ford
and State
Clearfield between Park
and Cur
Moshannon between Mills
and Ram
Bellefonte between Miles
and White

Authority For Movement Of Trains Between Lock Haven And Division Post

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

Referring to Rule 204

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

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Div.)	Tunnel
	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

Opposing and Following Movements of Trains by Block Signals

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

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

1291-A1. Referring to Rule 291, between:

Jacks and Lewis.

Mifflin and Port.

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

CAB SIGNALS

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

For movement with current of traffic.

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

For movements against current of traffic.

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

Secondary Tracks

For movements in assigned direction.

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

For movements against assigned direction.

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

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the division as specified:

	Track	Between	And
Hollidaysburg and Petersburg Branch	No. 1 and No. 2	Pete	Frank
Bedford Branch	Single	Creek	Ford
Mt. Dallas Branch	Single	Creek	Dallas
Hollidaysburg and Petersburg	Secondary No. 1 and No. 2	Frank	Wye
Morrison Cove	Secondary	Holly	Brook
Bedford	Secondary	Brook	Creek
	Secondary	Ford	State
Clearfield	Secondary	Cur	Park
Moshannon	Secondary	Mills	Ram
Bellefonte	Secondary	Miles	White

1316-A1. Rule 316 will apply:**CLEARFIELD SECONDARY TRACK:**

Southward between Summit and Park.

Northward between Summit and Mills.

1317-A1. Rule 317 will apply:

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

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

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

For Movements Against Current of Traffic

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

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

Hollidaysburg and Petersburg Secondary Tracks No. 1 and No. 2 between Frank and Wye.

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

Mills—Northward and Southward trains.

AUTOMATIC BLOCK SIGNAL SYSTEM

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

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 5	Gray	Tyrone
	A, No. 1, No. 2, No. 3 and No. 4	Alto	Slope
Hollidaysburg and Petersburg Branch	No. 1 and No. 2	Alto	Eldo
	Single	Eldo	Wye
Clearfield Branch	Single	Tyrone	Park
Bald Eagle Branch	Single	Park	Sand
	No. 1 and No. 2	Sand	Wood
	Single	Wood	Lock Haven

For movements against current of traffic.

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

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

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Div.)	Tunnel
	A	Within Wall Interlocking	
	G and H	Within Wall Interlocking	
	No. 1, No. 2, and No. 3	Tunnel	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto

For movements against current of traffic.

Main Line	No. 3	Within Miffin Interlocking	
	No. 1, A and No. 2	Within Wall Interlocking	
	No. 3, G and H	Within Wall Interlocking	
	No. 1	Tunnel	Spruce
	No. 3	Spruce	Tunnel
	No. 2	Forge	Tunnel
	No. 3	Works	Alto

Secondary Tracks

For movements in assigned direction.

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

For movements against assigned direction.

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

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

Tyrone:

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

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

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

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

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

1515-B1. Referring to Rules 515 and 516.

Trains and engines not equipped with cab signals and operated solely in switching service may be operated at a speed of 20 miles per hour, governed by fixed signal indications:

Between	And
Bell Interlocking	Alto Interlocking

1516-A1. Referring to Rule 516.

When trains with engine not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, they must be prepared to pass the following signals at Medium Speed:

Westward

Signal 1179—East of View
 Signal 1325—East of Port
 Signal 1525—East of Mifflin
 Signal 1647—East of Lewistown
 Signal 2035—East of Deer

Eastward

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

INTERLOCKING

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

Slope	Forge
Alto	Gray
Works	Hunt
South	Jacks
Rose	Lewis
Antis	Wall
Bell	Mifflin
	View

[illegible]

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 14, 1954.

GENERAL ORDER NO. 701

Effective 2.01 A. M., Sunday, September 26, 1954

Applies In All Zones

- (a) Time-Table No. 7 in effect. It contains the necessary instructions issued in general orders up to and including No. 607, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 7 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 6 to bulletin board attendant after Time-Table No. 7 takes effect.

- (b) Referring to **Rules 515 and 516.**

The movement of a train by an engine not equipped with cab signal apparatus is prohibited, except as provided on the time-table or by permission of the signalman when authorized by the superintendent, and then only at not exceeding 20 miles per hour governed by fixed signal indication unless otherwise instructed.

When instructed orally by the signalman to proceed at authorized speed governed by fixed signal indication but not exceeding 75 miles per hour the train must not pass a Stop-and-Proceed or a Restricting signal unless permitted by the signalman when authorized by the superintendent.

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

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 29, 1954.

GENERAL ORDER NO. 702

Effective 10.01 A. M., Monday, October 4, 1954

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 87 and No. 23, changed.

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

Nos. 87 and 23 over corresponding schedules, pages 15 and 17.

(b) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS
NO. 99-D-1**

The pressure setting of the Independent Brake Valve on Diesel Switching Engines shall be as follows:

35 pounds on engines with 6-SL, 6-BL, 6-DS or 14-EL types of brake equipment. 45 pounds on engines with 24-RL type brake equipment.

Instruction **2-a** in **No. 99-D-1**, changed.

(c) **ENGINES**

MAXIMUM SPEED, UNLESS OTHERWISE RESTRICTED

ENGINE RESTRICTIONS

Class Diesel Engines AFP-20, AFP-40, AFP-60, added. Speed and engine restrictions that now apply to class diesel engines AP-20, AP-40 and AP-60 will apply to class AFP engines.

Special Instructions **1157-G1** and **1160-A1**, changed.

Applies in Zone A

(d) **U. S. MAIL WORK
HUNTINGDON**

No. 25 reduce speed to 35 miles per hour at Huntingdon for D Mail Work.

Page 21, changed.

Applies in Zone B

(e) **HOLLIDAYSBURG AND PETERSBURG BRANCH
ELDO—ALTO**

Signal Aspect, **Rule 284, Fig. A1** (NAME: APPROACH-SLOW) added on Fixed Signal H-393 located 2000 feet west of Mile Post 39, governing westward movements on No. 2 track, in service.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 26, 1954.

GENERAL ORDER NO. 703

Effective 12.01 A. M., Sunday, October 31, 1954

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 75, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Time-Table as follows:

No. 75 over corresponding schedule, page 16.

K stop for No. 3 at Huntingdon, page 19, withdrawn.

K stop for No. 67 at Huntingdon, at 3:28 A. M., page 14, added.

Employees must correct pages 14 and 19, in ink.

(b) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED

Cars carrying major calibre gun barrels with breech end forward must not be moved at speeds exceeding 30 miles per hour.

Special Instruction **1157-C25**, changed.

Applies in Zone C

**(c) MT. DALLAS BRANCH
ASHCOM**

Water Station located 1120 feet north of Mile Post 6, out of service.

Applies in Zone E

**(d) BALD EAGLE BRANCH
PARK**

Water Station located 2600 feet east of Mile Post 1, out of service.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 1, 1954.

GENERAL ORDER NO. 704

Effective 12.01 A. M., Sunday, December 5, 1954

Applies in Zone C

- (a) **BEDFORD BRANCH
CREEK—FORD
MT. DALLAS BRANCH
CREEK—DALLAS**

Single track between Creek and Ford changed to Bedford secondary track of no assigned direction, controlled by Wye.

Single track between Creek and Dallas changed to Mt. Dallas Secondary track of no assigned direction, controlled by Wye.

All tracks between Creek and Ford and Creek and Dallas now designated as sidings remain in service as sidings.

Page 5 and Special Instructions **1151-A1** and **1151-D1**, changed.

Third, fourth and fifth paragraphs of **Rule 105** and **Rules 201 to 223** inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect; except that trains and engines using a siding will not protect against following movements on such tracks.

Extra trains, except passenger extras, will run on verbal permission of signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

Yard engines working within yard limits must not move beyond those limits without permission of signalman when authorized by the Superintendent.

Train Dispatchers located at Altoona in charge.

Special Instruction **1201-A1**, changed.

Yard limits indicated by yard limit boards now designated in Special Instruction **1093-A1**, remain in service.

Special Instruction **1093-A1**, changed.

Rules 305 to 373 inclusive, except **Rule 316**, in effect between Creek and Ford and between Creek and Dallas. Special Instructions **1305-A1** and **1317-A1**, changed.

All maximum speeds on curves, bridges, etc.; Engine Restrictions; Other Equipment Restrictions and General Instructions as they formerly applied between Creek and Ford and Creek and Dallas remain in effect.

Maximum speed between Creek and Dallas, 25 miles per hour.

Maximum speed between Creek and Ford, 30 miles per hour.

Special Instructions **1157-C1**, **1157-C2**, **1157-C3**, **1157-F1**, **1157-H1** and **1160-A1**, changed.

(Page 1 of Two Pages)

(b) **ENGINE RESTRICTIONS
WESTERN MARYLAND R. R.—STATE LINE TO
CUMBERLAND**

Engines heavier than Class B, A6, GS4, AS6, BS6, ES6 and BS7 are prohibited from operating over the Western Maryland R. R., State Line to Cumberland.

Special Instruction **1160-A1**, changed.

Applies in Zone E

(c) **BALD EAGLE BRANCH
BAKER**

Water station located 2650 feet east of Mile Post 29, out of service.

(d) **BALD EAGLE BRANCH
VAIL**

Trains and engines must not exceed a speed of 30 miles per hour over Route 858 Grade Crossing, located 975 feet east of Mile Post 3.

Special Instruction **1157-F1**, changed.

Applies in All Zones

(e) **RULES FOR CONDUCTING TRANSPORTATION
BOOK OF RULES**

Rule 14, changed.

Employees governed thereby must provide themselves with a sticker copy and paste in their copy of the Book of Rules.

Rule 14 over **Rule 14** and **NOTE** at top of page 19.

Rule 14 (m) over **(m)**, page 20.

(f) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS
NO. 99-D-1**

Rule 19-b, Passenger Trains, annulled.

Blank sticker coupon issued and must be pasted in **No. 99-D-1** book over **Rule 19-b**, page 43.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 28, 1954.

GENERAL ORDER NO. 705

Effective 12.01 A. M., Saturday, January 1, 1955

Applies in All Zones

(a) TIME-TABLE AUTHORITY

S stop for No. 85 and No. 13 at Duncannon, page 15, withdrawn.

Employes must correct page 15, in ink.

**(b) MAIN LINE
DUNCANNON**

Agency passenger, baggage and freight station at Duncannon changed to an agency freight station only.

**(c) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS
NO. 99-D-1**

Piston travel, Instruction 11-c, and piston travel adjustment, Instruction 44, of the 99-D-1 Brake and Train Air Signal Instructions on line 5, top of page 36, and on line 1, top of page 64:

The nominal piston travel for passenger cars, truck mounted brake cylinders, with speed brake control, is specified 3½ inches. This specification is in error. The nominal piston travel for passenger cars, truck mounted brake cylinders, with speed brake control, should be 3 inches.

All concerned will change the figures 3½" to 3" on pages 36 and 64 of the 99-D-1, in ink.

(d) OTHER DESCENDING GRADES—RETAINING VALVES—SPEEDS

Engines not equipped with Dynamic Brake and Pressure Maintaining Brake Valve or Dynamic Brake and Pressure Maintaining Brake Valve In-operative:

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 the horizontal (Low Pressure) 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.

(Page 1 of Three Pages)

Engines Equipped With Operative Dynamic Brakes and Pressure Maintaining Brake Valve:

The DS-24-H Brake Valves on certain road freight Diesel "A" Units are being modified to provide a new function called Pressure Maintaining. This feature when cut in, automatically maintains brake pipe pressure equal to equalizing reservoir pressure when brake valve handle is in Lap position. After a brake pipe reduction is made and the brake valve handle is placed on Lap position, the pressure maintaining valve will compensate for brake pipe leakage, thereby maintaining a constant brake pipe pressure.

The Pressure Maintaining function was developed to control, with the aid of dynamic brakes, the speed of freight trains descending grades without the necessity of setting up retaining valves in low or high pressure positions and supersedes the short cycle method of braking. It is also advantageous for slowdowns and stops on level or rolling territory.

Brake valves with the new Filling Piece Portion are designated DS-24-HMC. The new portion contains a brake valve cut-out cock and a maintaining cock on the left side, and a first service cock on the right side.

The brake valve cut-out cock, nearest engineman on the left side, has three (3) positions;—IN (handle toward engineman), MID (handle straight up) and OUT (handle away from engineman). The functions of this cut-out cock are the same as on the conventional DS-24-H brake valve.

When cutting the brake valve IN or OUT, momentary hesitation of the handle in MID position should be made to avert a safety control application.

The maintaining cock, located below the brake valve cut-out cock and near the feed valve on the left side has two (2) positions;—IN (handle toward engineman) and OUT (handle away from engineman).

The function of this cut-out cock is to cut IN or cut OUT the Pressure Maintaining feature.

The first service cock, on the right side, has two (2) positions;—IN (handle toward engineman) and OUT (handle away from engineman).

The function of this cut-out cock is the same as on the conventional DS-24-H Brake Valve.

The maintaining cock must be cut in at all times, except when making brake pipe leakage tests.

When making terminal tests of the train brakes as per instructions 11-b, 14 or 14-e of the 99-D-1 "Brake and Train Air Signal Instructions", the maintaining feature should be cut out until brake pipe leakage is noted, then the maintaining feature must be cut in and a 5-lb. additional brake pipe reduction made. It must be noted for a period of at least one (1) minute, that the brake pipe pressure is being maintained at a constant level as indicated on the brake pipe gauge.

When handling freight trains descending grades, the Pressure Maintaining method of braking shall be used on engines so equipped provided the dynamic brake is operative on the required number of units as specified on the time-table. The amount of initial reduction will depend on the percent of grade, weight and speed of train, but in no case shall be less than 6-lbs. Further light reductions should be made, when required, to control the speed of train.

The dynamic brake must be used to the maximum extent possible in conjunction with the air brakes to control train speeds on descending grades.

A partial release of the train brakes must never be attempted. To prevent stalling, the brakes must be either completely released or the train stopped. When a stop is made on heavy descending grades, Instruction 58 of the 99-D-1 must be followed.

It is not mandatory to use First Service for the initial reduction as specified in Instruction 24-a of the 99-D-1 when using the Pressure Maintaining method of braking.

The Dynamic Brake on one unit of a two unit engine, and at least two units on a three or four unit engine must be operative to be considered an "Equipped Engine".

Special Instruction **1157-B2**, changed.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 30, 1954.

GENERAL ORDER NO. 706

Effective 12.01 A. M., Wednesday January 5, 1955

Applies In Zone A

- (a) **U. S. MAIL WORK
DUNCANNON**

Train No. 13 will reduce speed to 15 miles per hour at Duncannon for delivery of U. S. Mail.

Page 21, changed.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., February 8, 1955.

GENERAL ORDER NO. 707

Effective 7.01 A. M., Monday, February 14, 1955

Applies in Zone B

**(a) HOLLIDAYSBURG AND PETERSBURG BRANCH
SPRING—FRANK**

No. 1 eastward main track between Frank and Spring and all storage tracks and connections thereto, out of service. Block Limit Signal governing eastward movements on former No. 1 track at Spring, out of service.

Page 4 and Special Instructions **1151-B1**, **1157-C1**, **1305-A1**, **1317-A1**, changed.

No. 2 westward main track between Spring and Frank changed to H. & P. secondary track of no assigned direction, controlled by Wye.

Page 4 and Special Instructions **1151-B1**, and **1151-D1**, changed.

Third, fourth and fifth paragraphs of **Rule 105** and **Rules 201** to **223** inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect.

Extra trains, except passenger extras, will run on verbal permission of signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

Train Dispatchers located at Altoona, in charge.

Special Instruction **1201-A1**, changed.

Rules 305 to **373** inclusive, except **Rule 316**, in effect between Spring and Frank.

Special Instructions **1305-A1** and **1317-A1**, changed.

All maximum speeds on curves, bridges, etc., Engine Restrictions, Other Equipment Restrictions and General Instructions as they formerly applied between Spring and Frank, remain in effect.

Maximum speed between Spring and Frank, 30 miles per hour.

Special Instructions **1157-C1**, **1157-C2**, **1157-C3**, **1157-F1**, **1157-H1** and **1160-A1**, changed.

Hand-operated switches in secondary track connecting Ganister and Horrell storage tracks and crossover at Canoe Creek Junction, out of service.

Williamsburg siding of no assigned direction, south of and adjacent to secondary track, between facing hand-operated switch for westward movement, located 3200 feet west of Mile Post 17 and facing hand-operated switch for eastward movement, located 1647 feet west of Mile Post 19, capacity 185 cars, in service.

Trains and engines using Williamsburg siding will not protect against following movements.

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

automatic feature to function when using Williamsburg siding at traffic Route 866, High Street crossing.

Special Instructions **1103-A2** and **1103-A4**, changed.

Trailing hand-operated switch for westward movements in secondary track, located 1681 feet west of Mile Post 20, leading to Springfield secondary track, in service.

Approach Block Limit Signal, located 7920 feet west of Spring, relocated 10 feet northward governing eastward movements on secondary track, in service.

Former No. 1 track extending 2500 feet eastward from Frank, in service for switching purposes.

Tracks, hand-operated switches, and fixed signals, as shown on diagram attached to sticker form and made a part of this General Order, in service.

Effective 3.01 P. M., Sunday, February 20, 1955

Applies in All Zones

(b) TIME-TABLE AUTHORITY

Schedules of No. 85, No. 86 and No. 87, withdrawn.

Schedules of No. 23 and No. 54, changed.

No. 11 changed to run daily except Monday.

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

Blank coupons over No. 85, No. 86 and No. 87, Page 15.

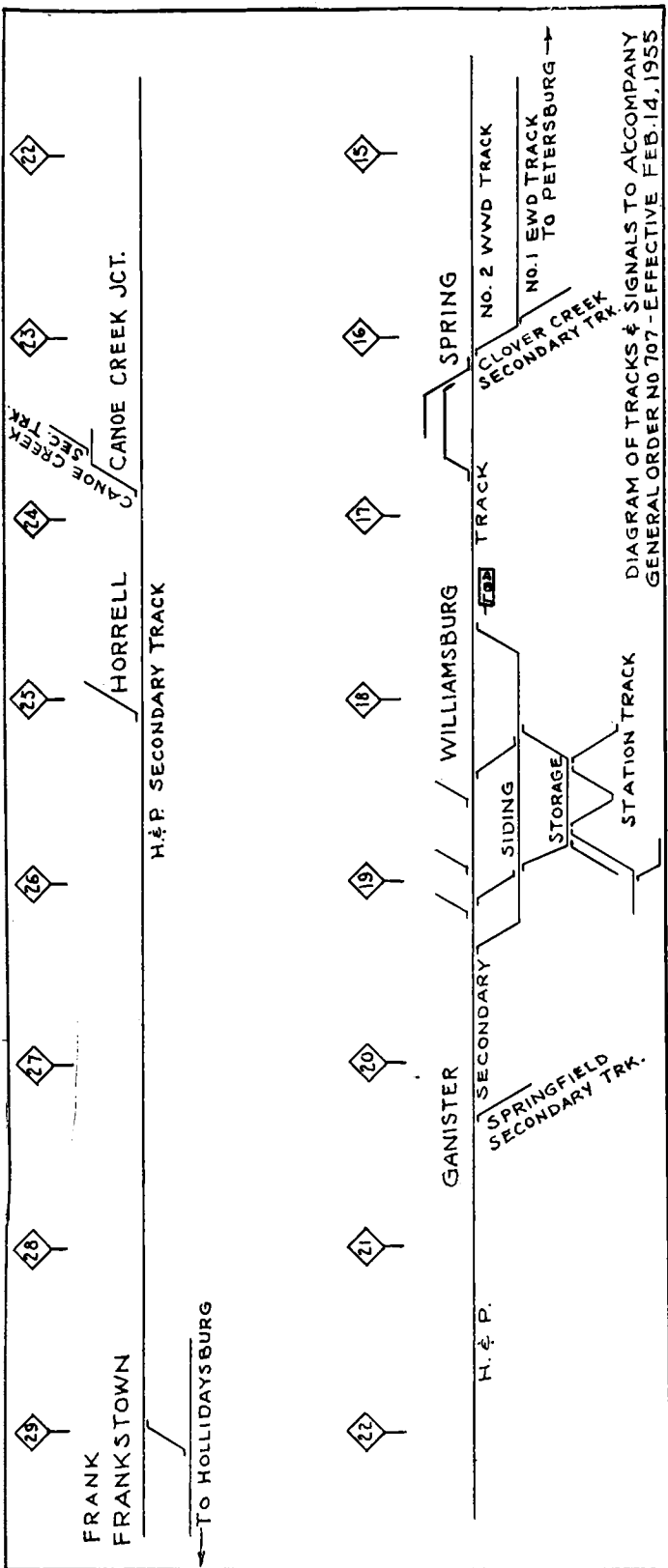
No. 23, No. 54 and No. 11 over corresponding schedules, Pages 15, 17 and 18.

**(c) U. S. MAIL WORK
DUNCANNON**

No. 13 will stop at Duncannon upon request of Mail Clerk to perform U. S. Mail Work.

Page 21, changed.

C. W. JEFFRIES,
Superintendent.



**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., March 7, 1955.

GENERAL ORDER NO. 708

Effective 12.01 A. M., Friday, March 11, 1955

Applies in Zones A and B

(a) **ARRANGED FREIGHT TRAIN SERVICE**

Schedules of TT-1 and TT-2, added as follows:

<u>Westward</u>		<u>Eastward</u>	
TT-1		TT-2	
Banks	6.30 A. M.	Slope	6.00 P. M.
Antis	9.30 A. M.	Antis	6.45 P. M.
Slope	10.15 A. M.	Banks	9.45 P. M.

Pages 22 and 25, changed.

(b) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED:**

Maximum speed for arranged service freight trains TT-1 and TT-2 will be 60 miles per hour when operating on assigned passenger tracks where the maximum speed for passenger trains is 70 miles per hour.

Special Instruction **1157-C1**, changed.

(c) **INTERMEDIATE TRAIN BRAKE TESTS FOR SPECIFIED FREIGHT TRAINS:**

Train air brakes will be tested on trains TT-1 and TT-2 in accordance with **Rule 14-e**, Brake and Train Air Signal Instructions **99-D-1**.

Special Instruction **1155-A13**, changed.

(d) **ENGINE RESTRICTIONS
TYRONE**

Restriction for Class B, A6, GS4, AS, BS, ES6, BS7, AS, BS, ES, FS10, BS, ES, FS12, engines on Bayer & Gillam Bros., spur, removed.

Special Instruction **1160-A1**, changed.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., March 11, 1955.

GENERAL ORDER NO. 709

Effective 12.01 A. M., Monday, March 14, 1955

Applies in Zones A and B

(a) ARRANGED FREIGHT TRAIN SERVICE

Paragraph (a) General Order No. 708 referring to schedules of TT-1 and TT-2, annulled.

Pages 22 and 25, changed.

(b) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

Paragraph (b) General Order No. 708 referring to maximum speed for arranged service freight trains TT-1 and TT-2 being 60 miles per hour when operating on assigned passenger tracks, annulled.

Special Instruction **1157-C1**, changed.

(c) MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED BELL-ANTIS

Maximum speeds for passenger trains on No. 2 track between Antis and Bell, 70 miles per hour.

Special Instruction **1157-C1**, changed.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., April 1, 1955.

GENERAL ORDER NO. 710

Effective 12.01 P. M., Tuesday, April 5, 1955

Applies in Zone A

(a) **MAIN LINE
PORT**

Home signals governing eastward movements on No. 1 and No. 2 tracks, and low home signals governing eastward movements on No. 3 and No. 4 tracks, located 775 feet west of Port Block and Interlocking Station, relocated 925 feet west of Port Block and Interlocking Station, in service.

(b) **MAIN LINE
THOMPSONTOWN**

Trailing hand-operated switch for eastward movements on No. 1 track with hand-operated derail located 2277 feet west of Mile Post 142, leading to Thompsonstown Station track, out of service.

Applies in Zone B

(c) **HOLLIDAYSBURG AND PETERSBURG BRANCH
PETE - SPRING**

No. 1 eastward main track between Spring and Pete and all storage tracks and hand-operated switches and track connections thereto, out of service. Page 4 and Special Instructions **1151-B1**, **1157-C1**, **1295-A1**, **1305-A1** and **1317-A1**, changed.

Eastward distant signal P-18, located 7456 feet west of Pete, and Interlocking signals governing eastward movements on No. 1 and No. 2 tracks at Pete, out of service.

No. 2 westward main track between Pete and Spring changed to H. & P. secondary track of no assigned direction, controlled by Wye, in service. Page 4 and Special Instructions **1151-B1** and **1151-D1**, changed.

Third, fourth and fifth paragraphs of **Rule 105** and **Rules 201 to 223** inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

Westward extra trains at Pete, except passenger extras, will proceed on proper Manual Block Signal indication in lieu of verbal permission of the signalman.

Train Dispatchers located at Altoona, in charge.

Special Instructions **1201-A1**, changed.

Rules 305 to 373 inclusive, except **Rule 316**, in effect between Pete and Spring.

Special Instructions **1305-A1** and **1317-A1**, changed.

All maximum speeds on curves, bridges, etc., Engine Restrictions, Other Equipment Restrictions and General Instructions as they formerly applied on No. 2 track between Pete and Spring, remain in effect.

Maximum speed between Pete and Spring, 30 miles per hour.

Special Instructions **1157-C1, 1157-C2, 1157-C3, 1157-F1, 1157-H1 and 1160-A1**, changed.

Hand-operated switches in H. & P. secondary track connecting Alfarata and Carlim storage tracks and crossovers at Hatfield, East end of Alfarata and Blairfour, out of service.

Pete siding of no assigned direction, south of and adjacent to H. & P. secondary track between Pete Interlocking and facing hand-operated switch for eastward movements, located 2925 feet east of Mile Post 2, capacity 115 cars, in service.

Position light type Interlocking signal, located 152 feet west of former eastward Interlocking signal for No. 2 track, governing eastward movements on H. & P. secondary track at Pete, in service.

Position light type low Interlocking signal, located at former eastward Interlocking signal for No. 1 track, governing eastward movements on siding at Pete, in service.

Position light type distant signal H-20, located 8853 feet west of Pete, governing eastward movements on H. & P. secondary track, in service.

Rules 295 to 298 inclusive, in effect for eastward movements on H. & P. secondary track between eastward distant signal H-20 and Pete.

Special Instruction **1295-A1**, changed.

Cab signal cutting-in section, governing eastward movements on H. & P. secondary track, located 1320 feet west of and extending to eastward distant signal H-20, in service.

Alfarata siding of no assigned direction, south of and adjacent to H. & P. secondary track, between facing hand-operated switch for westward movements, located 953 feet west of Mile Post 5 and facing hand-operated switch for eastward movements, located 1404 feet east of Mile Post 6, capacity 50 cars, in service.

Trains and engines using Pete and Alfarata sidings will not protect against following movements.

Facing hand-operated switch for westward movements in Pete siding, located 42 feet west of eastward low interlocking signal, leading to shop track, north of and adjacent to siding, capacity 10 cars, in service.

Facing hand-operated switch for westward movements in H. & P. secondary track, located 710 feet west of Mile Post 3, leading to Alexandria Fire Clay Co. track, in service.

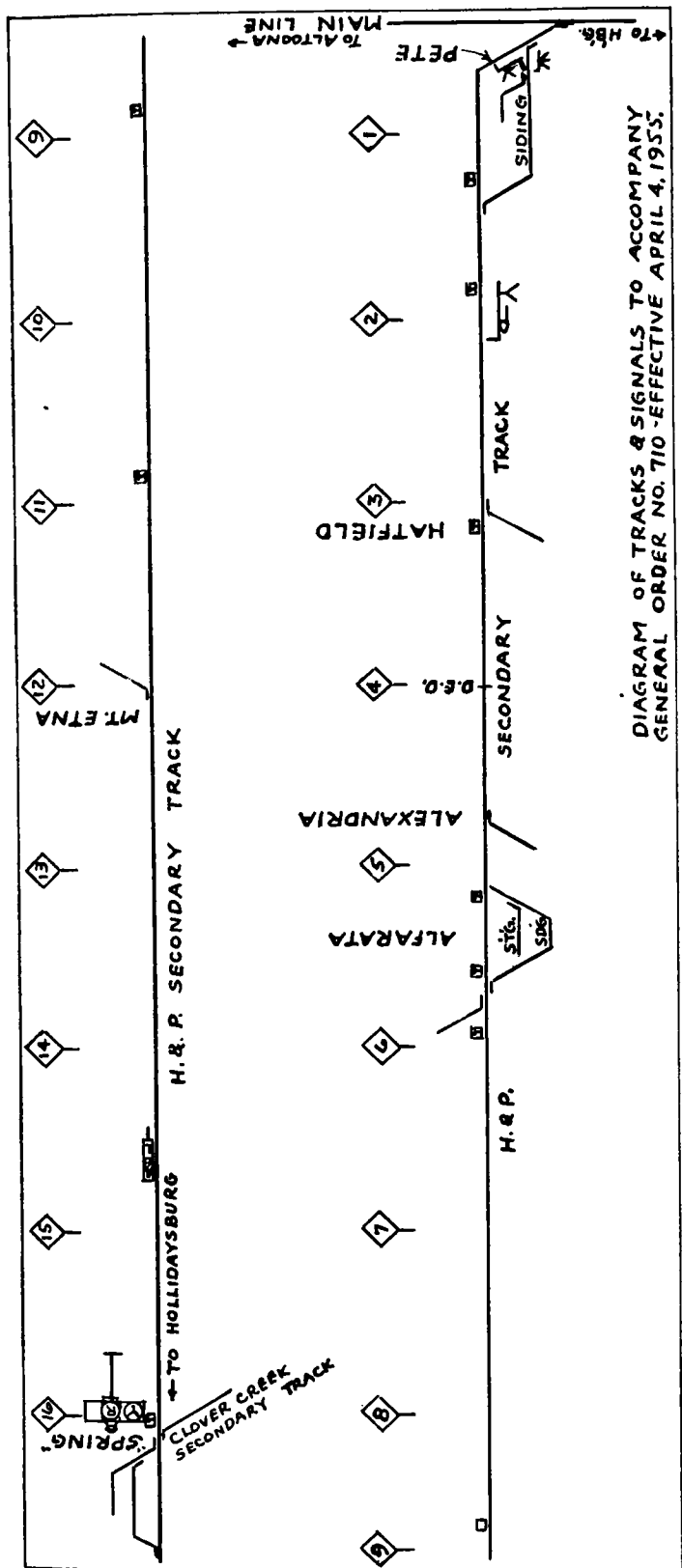
Facing hand-operated switch for westward movements in H. & P. secondary track, located 693 feet west of Alexandria, leading to delivery track, capacity 5 cars, in service.

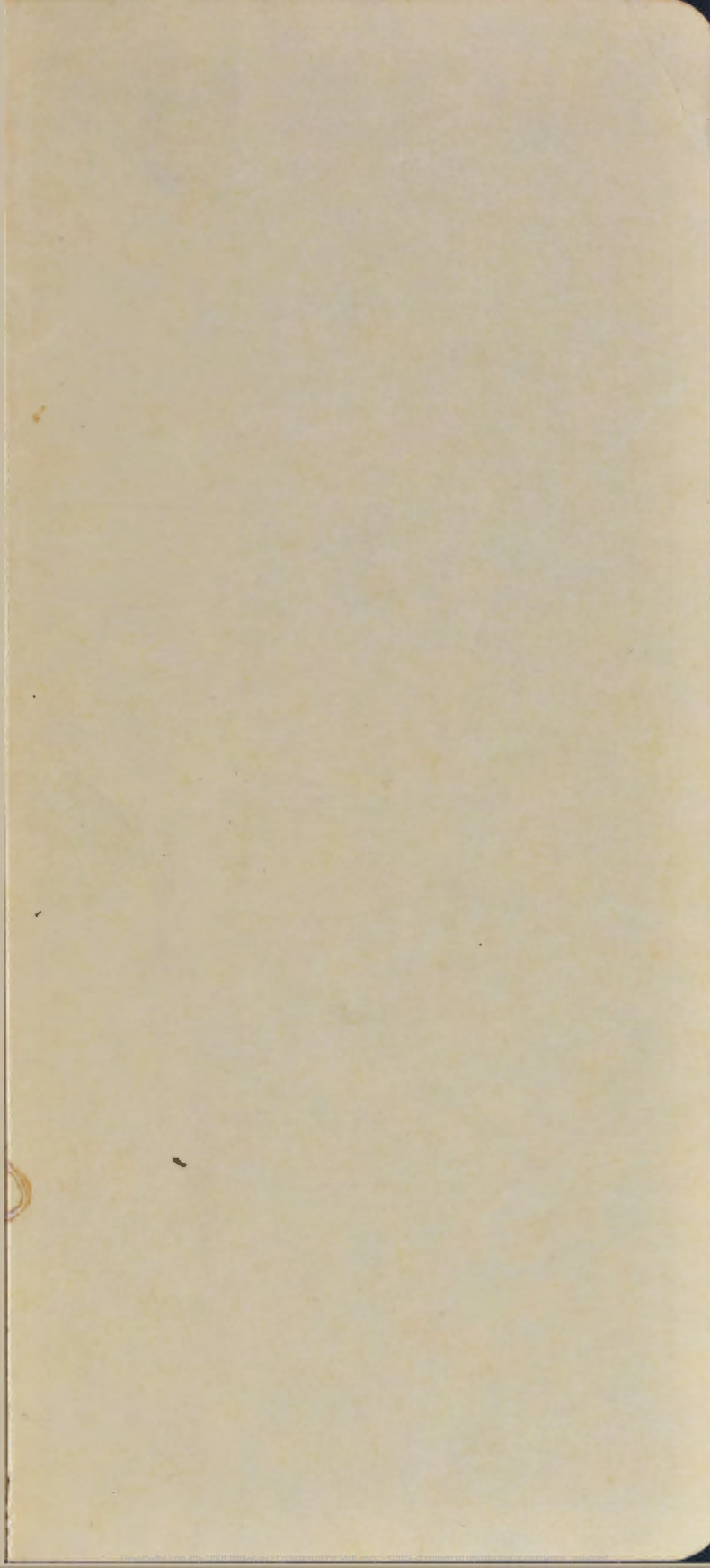
Facing hand-operated switch for westward movements in Alfarata siding, located 1324 feet west of Mile Post 5, leading to storage track, north of and adjacent to siding, capacity 40 cars, in service.

Tracks, hand-operated switches and fixed signals as shown in diagram attached to sticker form and made a part of this General Order, in service.

C. W. JEFFRIES,
Superintendent.

DIAGRAM OF TRACKS & SIGNALS TO ACCOMPANY
GENERAL ORDER NO. 710 - EFFECTIVE APRIL 4, 1955.





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MOST IMPORTANT PERSON
IN OUR BUSINESS”**