

J. W. Clausen

THE PENNSYLVANIA RAILROAD

EASTERN REGION

MIDDLE DIVISION

Time - Table No. 8

In effect 2.01 A. M., Sunday, April 24, 1955

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.

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scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

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	8.6			
				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			
X	X	X-O		PORT ROYAL	46.2			
				MIFFLIN	49.0			
X	X	X-O		DENHOLM	51.6			
				WALL	52.4			
				HAWSTONE	55.9			
X	X	X-O		LEWISTOWN	60.6			
				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			
X	X	X-O		MOUNT UNION	85.1			
				JACKS	88.1			
				MAPLETON	88.4			
				BRIDGEPORT	90.7			
				MILL CREEK SHOP TRACK	91.0			
				MILL CREEK	91.6			
X	X	X-O		HUNTINGDON	97.0			
X				HUNT	97.0			
				DEER	99.4			
				WARRIOR RIDGE	101.2			
X				PETERSBURG	103.3			
				PETE	103.7			
X				BARREE	106.6			
X				TUNNEL	107.6			
X	X	X-O		SPRUCE	108.8			
				SPRUCE CREEK	109.2			
				UNION FURNACE	110.8			
X	X	X-O		BIRMINGHAM	114.2			
				FORGE	115.6			
X	X	X-O		TYRONE	116.6			
				GRAY	117.8			
				TIPTON	120.6			
X	X	X-O		BELLWOOD	124.0			
X	X	X-O		BELL	124.7			
X	X			ANTIS	126.8			
				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

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 (Subq. 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 Bch.)	---	---	---	---

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

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			
				SANDY RIDGE	14.8			
			X	SUMMIT	13.1			75
				VAIL	3.1			
X	X	X		N. END CLASS'FN. YARD	1.9			
				PARK	1.5			
X	X	X		PARK				
				17th STREET, TYRONE				
				TYRONE				
					Cld. Beh.	1.5		
						0.9		

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

HOLLIDAYSBURG & PETERSBURG BRANCH

H. & P. 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			115
				HATFIELD	3.5			
				ALEXANDRIA	5.0			
				ALFARATA	6.2			50
				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			185
				GANISTER	19.3			
				CANOE CREEK JCT.	22.8			
				HORRELL	24.0			
			X	FRANKSTOWN	28.5			
				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			
X	X	X-O		HOLLIDAYSBURG	31.3			
				WYE	32.4			
X	X	X-O		WYE	32.4			
X				ELDORADO	35.6			
X				ELDO	35.6			
X	X	X-O		ALTO	38.0			
				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 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	BEDFORD	45.8			
				FORD	45.8			
				WOLFSBURG	48.7			
				MAN'S CHOICE	53.7			
				BUFFALO MILLS	58.9			52
				BARD	60.4			
				MADLEY	62.6			
				HYNDMAN	68.8			
			X	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 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunning's Creek Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
			X	DUNNINGS CREEK JCT.				
				CREEK				
				CLIFFS	0.5			
				LUTZVILLE	3.6			
				ASHCOM	5.2			
				MT. DALLAS	6.9			
			X	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.)

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 MILESBURG..... } Branch	30.8 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).....				
				MAIN ST., LEWISTOWN.....	0.7			
				JCT. MILROY SECONDARY TRACK.....	1.1			

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)	---	---	---	---
---	---	---	---	BURNHAM	2.6	---	---	---
---	---	---	---	YEAGERSTOWN	3.6	---	---	---
---	---	---	---	REEDSVILLE	5.4	---	---	---
---	---	---	---	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	---	---	---
X	X	---	---	FURNACE	3.3	---	---	---
---	---	---	---	ROSE	4.0	---	---	---
---	---	---	---	BRUSH	4.6	---	---	---
X	X	---	---	JUNIATA SHOPS	4.8	---	---	---
X	X	---	---	WORKS	5.5	---	---	---
---	---	---	---	SOUTH	5.5	---	---	---
X	X	X-O	---	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. Secondary Track)	---	---	---	---
---	---	---	---	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)-----	1.2	---	---	---
---	---	---	---	BEAVER JCT.-----	3.2	---	---	---
---	---	---	---	EDNIE JCT.-----	7.4	---	---	---
---	---	---	---	BROOKWOOD SHAFT-----	---	---	---	---

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 L.L. Muddy Rn. Jc.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
---	---	---	---	LITTLE MUDDY RUN JCT. (Moshannon Secondary Track)-----	3.0	---	---	---
---	---	---	---	JANESVILLE-----	---	---	---	---
---	---	---	---	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	3.0	---	---	---
---	---	---	---	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			
	⧫ 35 DAILY EX. SUN.	◇ 67 DAILY	⧫ 61 DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 1.00	\$ 1.50	\$ 2.31	
BANKS	1.15	2.05	2.46	
VIEW	1.21	2.11	2.52	
NEWPORT				
PORT	1.34	2.24	3.05	
MIFFLIN	1.53	2.43	3.24	
WALL	1.57	2.47	3.28	
LEWISTOWN				
LEWIS	2.06	2.56	3.37	
MOUNT UNION				
JACKS	2.28	3.18	3.59	
HUNTINGDON	2.38	3.28	4.09	
SPRUCE	2.49	3.39	4.20	
FORGE	2.59	3.49	4.30	
TYRONE				
GRAY	3.02	3.52	4.33	
BELL	3.08	3.58	4.39	
ALTOONA	\$ 3.18	\$ 4.08	\$ 4.49	
	3.25	4.14	4.55	
SLOPE	3.28	4.17	4.58	
	Will Not Run June 28 to Sept. 5, Inc.		Will Not Run May 30, July 4, Sept. 5.	
Arrive	A. M.	A. M.	A. M.	
	35	67	61	

SLOPE TO HARRISBURG

STATIONS	FIRST			
	22	60	36	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 2.53	\$ 3.15	\$ 3.25	
BANKS	2.38	3.00	3.10	
VIEW	2.25	2.51	3.01	
NEWPORT				
PORT	2.10	2.37	2.47	
MIFFLIN	1.49	2.18	2.28	
WALL	1.45	2.14	2.24	
LEWISTOWN	\$ 1.32			
LEWIS	1.30	2.05	2.15	
MOUNT UNION				
JACKS	1.07	1.42	1.52	
HUNTINGDON	\$ 12.55	1.32	1.42	
SPRUCE	12.43	1.21	1.31	
FORGE	12.33	1.11	1.21	
TYRONE	\$ 12.31			
GRAY	12.29	1.08	1.18	
BELL	12.23	1.02	1.12	
ALTOONA	12.15	12.54	1.04	
	\$ 12.10	\$ 12.50	\$ 1.00	
SLOPE	12.07	12.47	12.57	
		Will Not Run May 30, July 4, Sept. 5.	Will Not Run June 28 to Sept. 5, Inc.	
Leave	A. M.	A. M.	A. M.	
	DAILY ◇ 22	DAILY EX. SUN. ⧫ 60	DAILY EX. SUN. ⧫ 36	

FIRST CLASS

	◇55 DAILY A. M.	±●11 DAILY EX. MON. A. M.	13 DAILY EX. SUN. A. M.	±●95 DAILY EX. SUN. & MON. A. M.	◇25 DAILY A. M.
-----	S 3.02	E# 4.05	S 7.15	E# 9.25	S 10.47
-----	3.17	4.20	7.30	9.41	11.02
-----	3.23	4.27	7.37	9.48	11.08
-----	3.36	4.40	7.58	10.02	11.21
-----	3.55	5.00	S 8.25	10.22	11.40
-----	3.59	5.04	8.30	10.27	11.44
-----	4.08	5.14	S 8.45	10.37	S 11.50
-----	4.30	5.37	S 9.20	11.00	12.17
-----	4.40	5.48	S 9.45	11.13	12.27
-----	4.51	6.00	9.58	11.25	12.38
-----	5.01	6.10	10.08	11.38	12.48
-----	5.04	6.14	S 10.30	11.43	S 12.50
-----	5.10	6.20	10.43	11.52	12.55
-----	S# 5.18	E# 6.30	11.10	E# 12.10	S# 1.16
-----	5.24	6.36	S 11.30	12.20	1.20
-----	5.27	6.39	11.33	12.23	1.23
-----		Will Not Run May 31, July 5, Sept. 6.		Will Not Run May 31, July 5, Sept. 6.	
-----	A. M.	A. M.	A. M.	P. M.	P. M.
-----	55	11	13	95	25

EASTWARD

FIRST CLASS

	66 A. M.	38 A. M.	4 A. M.	40 A. M.	68 A. M.
-----	S 3.35	S 3.45	D 3.56	S 4.36	S 4.44
-----	3.20	3.30	3.41	4.21	4.29
-----	3.11	3.22	3.34	4.15	4.23
-----	2.57	3.08	3.21	4.02	4.10
-----	2.38	2.49	3.02	3.44	3.52
-----	2.34	2.45	2.58	3.40	3.48
-----	2.25	2.36	2.49	3.31	3.39
-----	2.02	2.14	2.27	3.09	3.17
-----	1.52	2.04	2.17	2.59	3.07
-----	1.41	1.53	2.06	2.48	2.56
-----	1.31	1.43	1.56	2.38	2.46
-----	1.28	1.40	1.53	2.35	2.43
-----	1.22	1.34	1.47	2.29	2.37
-----	1.14	1.26	1.39	2.21	2.29
-----	S# 1.10	S# 1.22	D# 1.35	S# 2.17	S# 2.25
-----	1.07	1.19	1.32	2.14	2.22

-----	A. M.	A. M.	A. M.	A. M.	A. M.
-----	DAILY ◇66	DAILY ◇38	DAILY ◇4	DAILY ◇40	DAILY ◇68

HARRISBURG TO SLOPE

STATIONS	FIRST CLASS			
	◇75	◇33	23	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 2.13	\$ 3.36	\$ 4.48	-----
BANKS	2.28	3.51	5.03	-----
VIEW	2.34	3.57	5.09	-----
NEWPORT				-----
PORT	2.47	4.10	5.22	-----
MIFFLIN	3.06	4.28	5.40	-----
WALL	3.10	4.32	5.44	-----
LEWISTOWN			\$ 5.50	-----
LEWIS	3.19	4.41	5.55	-----
MOUNT UNION			\$ 6.17	-----
JACKS	3.41	5.03	6.20	-----
HUNTINGDON	3.51	5.13	\$ 6.31	-----
SPRUCE	4.02	5.24	6.44	-----
FORGE	4.12	5.34	6.54	-----
TYRONE	\$ 4.14		\$ 6.57	-----
GRAY	4.20	5.37	7.03	-----
BELL	4.27	5.43	7.13	-----
ALTOONA	\$ 4.38	\$ 5.52	\$ 7.23	-----
	4.44	5.58	7.29	-----
SLOPE	4.47	6.01	7.32	-----
Arrive	P. M.	P. M.	P. M.	
	75	33	23	

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	48	58	28	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	D 5.00	\$ 5.10	D 5.18	-----
BANKS	4.45	4.55	5.03	-----
VIEW	4.38	4.49	4.57	-----
NEWPORT				-----
PORT	4.25	4.36	4.44	-----
MIFFLIN	4.06	4.18	4.26	-----
WALL	4.02	4.14	4.22	-----
LEWISTOWN				-----
LEWIS	3.53	4.05	4.13	-----
MOUNT UNION				-----
JACKS	3.31	3.43	3.52	-----
HUNTINGDON	3.21	3.33	3.43	-----
SPRUCE	3.10	3.22	3.32	-----
FORGE	3.00	3.12	3.22	-----
TYRONE				-----
GRAY	2.57	3.09	3.19	-----
BELL	2.51	3.03	3.13	-----
ALTOONA	2.43	2.55	3.06	-----
	D 2.39	\$ 2.52	D 3.03	-----
SLOPE	2.36	2.49	3.00	-----
Leave	A. M.	A. M.	A. M.	
	DAILY ◇48	DAILY ◇58	DAILY ●28	

FIRST CLASS					
	◇49	◇59	●29	◇21 DAILY EX. SAT.	◇31 DAILY
	DAILY	DAILY	DAILY		
	P. M.	P. M.	P. M.	P. M.	P. M.
-----	S# 7.21	S 7.35	U# 8.06	S 8.44	S 8.52
-----	7.36	7.50	8.21	8.59	9.07
-----	7.42	7.56	8.27	9.05	9.13
-----	7.55	8.09	8.40	9.18	9.26
-----	8.13	8.27	8.58	9.36	9.44
-----	8.17	8.31	9.02	9.40	9.48
-----	8.26	8.40	9.11	9.49	9.57
-----	8.48	9.02	9.33	10.11	10.19
-----	8.58	9.12	9.43	10.21	10.29
-----	9.09	9.23	9.54	10.32	10.40
-----	9.19	9.33	10.04	10.42	10.50
-----	9.22	9.36	10.07	10.45	10.53
-----	9.28	9.42	10.13	10.51	10.59
-----	S# 9.36	S# 9.50	U# 10.21	S# 10.59	S# 11.09
-----	9.40	9.55	10.25	11.05	11.15
-----	9.43	9.58	10.28	11.08	11.18

-----	P. M.	P. M.	P. M.	P. M.	P. M.
-----	49	59	29	21	31

EASTWARD

FIRST CLASS					
	20	30	2	70	14
	A. M.	A. M.	A. M.	A. M.	A. M.
-----	S 5.53	S 6.14	S 6.39	S 9.52	S 11.10
-----	5.38	5.59	6.24	9.37	10.55
-----	5.30	5.52	6.18	9.29	10.39
-----	5.16	5.39	6.05	9.14	10.24
-----	4.57	5.20	5.47	8.54	S 10.04
-----	4.53	5.16	5.43	8.49	9.59
-----	4.44	5.07	5.34	S 8.37	S 9.48
-----				8.35	9.36
-----	4.22	4.45	5.12	8.12	S 9.14
-----	4.12	4.35	5.02	S 8.01	S 9.08
-----	4.01	4.24	4.51	7.49	8.38
-----	3.51	4.14	4.41	7.39	8.28
-----	3.48	4.11	4.38	7.36	S 8.26
-----	3.42	4.05	4.32	7.30	8.16
-----	3.34	3.57	4.24	7.22	8.10
-----	S# 3.30	S# 3.53	S# 4.20	S# 7.18	S 8.02
-----	3.27	3.50	4.17	7.15	7.50
-----					7.47
-----			Will Not Run May 30, July 4, Sept. 5.		Will Not Run July 4, Sept. 5.
-----	A. M.	A. M.	A. M.	A. M.	A. M.
-----	DAILY EX. SUN. ◇20	DAILY ◇30	DAILY EX. SUN. #◇2	DAILY ◇70	DAILY EX. SUN. #14

HARRISBURG TO SLOPE

STATIONS	FIRST CLASS			
	◇69	◇41	◇1	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 9.01	X# 9.10	\$ 9.27	-----
BANKS	9.16	9.26	9.42	-----
VIEW	9.22	9.31	9.48	-----
NEWPORT				-----
PORT	9.35	9.44	10.01	-----
MIFFLIN	9.53	10.02	10.19	-----
WALL	9.57	10.06	10.23	-----
LEWISTOWN		\$ 10.12		-----
LEWIS	10.06	10.18	10.32	-----
MOUNT UNION				-----
JACKS	10.28	10.41	10.54	-----
HUNTINGDON	10.38	10.51	11.04	-----
SPRUCE	10.49	11.02	11.15	-----
FORGE	10.59	11.12	11.25	-----
TYRONE				-----
GRAY	11.02	11.15	11.28	-----
BELL	11.08	11.22	11.34	-----
ALTOONA	\$#11.18	U#11.32	\$#11.43	-----
	11.23	11.38	11.49	-----
SLOPE	11.26	11.41	11.52	-----
Arrive	P. M.	P. M.	P. M.	
	69	41	1	

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	32	54	72	
	P. M.	P. M.	P. M.	
	Arrive			
HARRISBURG (Phila. Div.)	\$ 12.04	\$ 1.29	\$ 3.16	-----
BANKS	11.49	1.14	3.01	-----
VIEW	11.43	1.08	2.53	-----
NEWPORT				-----
PORT	11.30	12.55	2.40	-----
MIFFLIN	11.12	12.36	2.21	-----
WALL	11.08	12.32	2.17	-----
LEWISTOWN		\$ 12.22	\$ 2.02	-----
LEWIS	10.59	12.19	1.59	-----
MOUNT UNION				-----
JACKS	10.37	11.57	1.36	-----
HUNTINGDON	10.27	11.47	\$ 1.24	-----
SPRUCE	10.16	11.36	1.12	-----
FORGE	10.06	11.26	1.02	-----
TYRONE			\$ 1.00	-----
GRAY	10.03	11.23	12.58	-----
BELL	9.57	11.17	12.52	-----
ALTOONA	9.49	11.09	12.44	-----
	\$# 9.45	\$#11.05	\$#12.40	-----
SLOPE	9.42	11.02	12.37	-----
Leave	A. M.	A. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇32	◇54	◇72	

WESTWARD

19

FIRST CLASS

	◇39	◇3	‡71		
	DAILY	DAILY	DAILY EX. SAT.		
	P. M.	P. M.	P. M.		
	S 10.55	U 11.08	S 11.23		
	11.10	11.23	11.38		
	11.16	11.29	11.44		
	11.29	11.42	11.57		
	11.47	12.00	12.15		
	11.51	12.04	12.19		
	12.00	12.13	12.28		
	12.22	12.35	12.50		
	12.32	K 12.45	S 1.02		
	12.43	12.59	1.16		
	12.53	1.09	1.26		
	12.56	1.12	S 1.28		
	1.02	1.18	1.34		
	U 1.11	U 1.28	S 1.41		
	1.17	1.34	1.59		
	1.20	1.37	2.02		
			Will Not Run May 29, July 3, Sept. 4.		
	A. M.	A. M.	A. M.		
	39	3	71		

EASTWARD

FIRST CLASS

	74	46	18		
	P. M.	P. M.	P. M.		
	S 6.40	S 8.47	S 11.32		
	6.25	8.32	11.17		
	6.19	8.25	11.07		
	6.05	8.06	10.48		
	5.47	S 7.45	10.25		
	5.42	7.40	10.20		
	S 5.31	S 7.28	S 10.07		
	5.29	7.23	10.01		
	5.07	S 7.00			
	4.57	6.58	9.39		
	4.46	S 6.46	S 9.27		
	4.36	6.33	9.14		
	4.33	6.23	9.04		
	4.27	S 6.21	S 9.00		
	4.19	6.18	8.56		
	S 4.15	6.12	8.50		
	4.12	6.04	S 8.42		
	4.12	S 5.57	8.30		
	4.12	5.54	8.27		
	P. M.	P. M.	P. M.		
	DAILY ◇74	DAILY 46	DAILY ●18		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Newport*	7.30 AM to 4.00 PM	Closed	Closed
Mifflin*	7.00 AM to 4.00 PM	Closed	Closed
Lewistown*	8.00 AM to 8.00 PM	8.00 AM to 8.00 PM	8.00 AM to 8.00 PM
Mount* Union	7.45 AM to 11.00 AM	Closed	Closed
Huntingd'n*	7.00 AM to 4.00 PM	7.00 AM to 4.00 PM	Closed
Tyrone*	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM
Altoona	Continuously	Continu'sly	Continu'sly

* Closed Memorial, Independence and Labor Day.

U. S. MAIL WORK

STATIONS	WESTWARD				EASTWARD			
	13	25	75		72			
Duncannon	D ³ 4		†C		†D			
Newport			†C					
Thompsontown	†CD3	†CD	§CD					
Port Royal	†CD ³	§D						
Mifflin		†D	†D					
Lewistown			†C					
Granville			§CD					
McVeytown			†C §D		§D †C ³			
Newton Hamilton		C-1	§CD		§CD			
Mapleton		†CD	§CD		§CD			
Mill Creek		†CD	§CD		†CD			
Huntingdon		CD3						
Petersburg		†CD	†CD		†CD			
Barree					†CD			
Spruce Creek		†CD	†CD		†CD			
Birmingham		†CD			†CD			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

³—Train will stop 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 25 miles per hour.

4—Reduce speed to 15 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)	TT-1 (1)	PG-1 (1)	VL-7 (1)	VC-1 (1)	PG-5 (1)	CFW- 5 (1)	ED-3 (1)	WC-1 (1)	PF-1 (1)	SW-1 (1)	NL-5 (1)	VL-9 (1)	CE-1 (1)	PG-15 (1)	TP-3 (1)	NL-7 (1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BANKS	12.01	1.00	1.30	3.00	3.45	5.20	6.00	6.30	9.15	10.30	11.30	12.30	12.45	5.00	5.30	6.15	6.45	7.00	7.30	8.00	8.30	8.45	9.00
ANTIS	4.00	6.00	5.00	6.00	6.45	8.20	3.00	9.30	1.15	2.00	3.00	4.15	4.15	8.55	8.30	9.45	10.30	11.00	11.30	1.15	1.30	2.15	1.00
SLOPE	6.45	7.30	6.30	6.45	7.30	9.05		10.15	2.15	3.30	4.30	5.30	5.45	9.55	10.00	11.30	12.30	12.45	2.15	2.30		4.15	3.00
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
RUNNING TIME	3.59	5.00	3.30	3.00	3.00	3.00	9.00	3.00	4.00	3.30	3.30	3.45	3.30	3.55	3.00	3.30	3.45	4.00	4.00	5.15	5.00	5.30	4.00
YARD TIME	1.45	1.30	1.30	.45	.45	.45		.45	1.00	1.30	1.30	1.15	1.30	1.00	1.30	1.45	2.00	1.45	2.45	1.15		2.00	2.00

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no time-table authority)

MAKE-UP**INTERDIVISIONAL RUNS**

(Westward)

INTERDIVISIONAL RUNS

(Eastward)

STATIONS	MAKE-UP					INTERDIVISIONAL RUNS (Westward)					INTERDIVISIONAL RUNS (Eastward)				
	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	AN-16 (1)	CSB-2 (1)	CSB-8 (1)	RA-14 (1)
	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.
LOCK HAVEN						5.00	8.45	10.40	11.30		SLOPE			3.30	
BANKS											ANTIS	1.45	12.30	11.45	9.00
ANTIS						7.45	1.10	4.00	1.45		BANKS				
SLOPE	6.00	6.00	7.00	9.00	10.00				3.45		LOCK HAVEN	7.00	3.30	2.00	1.15
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.			A.M.	P.M.	A.M.	A.M.
RUNNING TIME						2.45	4.25	6.20	2.15		YARD TIME			8.15	
YARD TIME									2.00		RUNNING TIME	5.15	3.00	2.15	4.15

(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)	PG-2 (1)	GRE- 2 (1)	CG-2 (1)	VL-2 (1)	ED-2 (1)	WP-16 (1)	SW-30 (1)	FW-8 (1)	PG-8 (1)					
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.					
SLOPE						2.00	3.30	3.30			4.30	6.30	8.35	8.30	8.45	12.15	1.00	1.15	3.00					
ANTIS	2.00	2.30	3.00	3.00	3.30			5.00	4.00	4.00	6.00	7.45	9.35	9.50	10.15		2.00	2.15						
BANKS	11.59	9.30	9.30	10.00	10.30			9.45	9.00	11.00	10.15	11.45	1.35	2.00	2.15		6.00	5.30						
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
YARD TIME								1.30			1.30	1.15	1.00	1.20	1.30		1.00	1.00						
RUNNING TIME	9.59	7.00	6.30	7.00	7.00			4.45	5.00	7.00	4.15	4.00	4.00	4.10	4.00		4.00	3.15						

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

STATIONS	ED-4 (1)	NW- 82 (1)	PG-14 (1)	PG-10 (1)	CIN- 2 (1)	YA-4 (2)	TT-2 (1)	LCL-2 (1)	SW-8 (1)	CG-8 (1)	CS-8 (1)	WPB- 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.				
SLOPE	4.00	4.15	4.15	4.30	4.45	4.45	6.00	6.20	6.30	7.30	7.45	8.50	10.15	11.30				
ANTIS	5.00	5.30		5.45	6.15		6.45	7.15	8.00	8.30	9.15	10.00	11.15	12.30				
BANKS	8.00	9.30		10.45	10.00		9.45	10.15	12.15	12.30	1.00	2.00	3.15	5.00				
LOCK HAVEN																		
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.				
YARD TIME	1.00	1.15		1.15	1.30		.45	.55	1.30	1.00	1.30	1.10	1.00	1.00				
RUNNING TIME	3.00	4.00		5.00	3.45		3.00	3.00	4.15	4.00	3.45	4.00	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, engineer, 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
	*S. J. MARTHOUSE, M. D..... (Part-time Medical Officer) 18 North Main St..... Monday, Tuesday, Thursday and Friday 1.00 P. M. to 3.00 P. M. 6.00 P. M. to 8.00 P. M.	Bell 3844
Huntingdon.....	F. S. MAINZER, M. D..... 302 8th St.....	{ Bell 700 Res. Bell 803
	*PHILIP F. DUNN, M. D..... (Part-time Medical Officer) 601 Penn St..... Monday, Thursday & Friday 10.00 A. M. to 11.00 A. M.	Bell 9
Tyrone.....	CAREY C. BRADIN, M. D..... 1108 Logan Ave.....	Bell 560
	*RALPH P. ERDLY, M. D..... (Part-time Medical Officer) 1212 Logan Ave..... Monday, Wednesday & Friday 8.00 A. M. to 10.00 A. M.	Bell 1961
Altoona.....	P. P. DENNING, M. D..... (Division Medical Officer) 9th Ave. & 12th St..... Daily except Saturday, Sun- day & Holidays 7.30 A. M. to 4.00 P. M.	P.R.R. 467
	A. S. KECH, M. D..... 1221 12th Ave.....	Bell 2-9127
	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

*At Lewistown
Huntingdon
Tyrone { Available to employes for periodic or other
physical examinations, or to secure completed
Form MD 3 (Return to Duty Form) during
their office hours or by appointment:

NOTE—Medical Officers will not have office hours on New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

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.....	TYRONE HOSPITAL..... Clay Ave. Extension.....	Bell 980
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 Howard Ave. & 7th St.....	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.

- 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 Secondary Tracks at Junction points:

Location	Junction	At
H. & P. Secondary Track	Main Line	Petersburg
Morrison Cove Secondary Track	H. & P. 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 Secondary Tracks at Junction points:

Location	Junction	At
H. & P. Secondary Track	Main Line	Petersburg
Morrison Cove Secondary Track	H. & P. 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	
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.

H. & P. Secondary Track

95	High Street	99 ft. W. of Williamsburg Station.
111	Newry Street	75 ft. E. of Hollidaysburg Station.

Bedford Secondary Track

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 Clearfield Branch Bald Eagle Branch	Lewistown Milroy H. & P. Morrison Cove Bedford Mt. Dallas Springfield Bellefonte Snow Shoe	Clearfield Philipsburg Moshannon Moshannon & Clearfield Coal Run Amesville Muddy Run 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
"	Miffin	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	Milesburg
"	Miles	— — o	Post Siding
Westward	Lock Haven	— — o	Post Siding
"	Lock Haven	— — oo	Milesburg

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
H. & P. Secondary Track	Secondary Track	All switches
Morrison Cove Secondary Track	Secondary Track	All switches
Bedford Secondary Track	Secondary Track	All switches
Mt. Dallas 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 fuses and torpedoes which must be carried as part of equipment in services indicated:

	Fuses	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 fuses 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	New Portage Secondary	Wye Block Station and crossovers connecting New Portage secondary 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, Hollidaysburg and Petersburg Branch and H. & P. Secondary Tracks.

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

Zone D—Park to Grampian and Mills to McCarty.

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	3843 feet North of Creek	3077 feet South of Ford
Mt. Dallas Secondary Track	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	
H. & P. Secondary Track	Traffic Route No. 866 (Siding, Storage & 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
H. & P. Secondary Track	Traffic Route No. 866	Williamsburg
Morrison Cove Secondary Track	Traffic Route No. 286	McKee
Bedford Secondary Track	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	Juniata St. - 2871 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 Secondary Track	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. Secondary Track	To Pgh. Div. Secondary Track
Holly	No. 1 track	No. 12	To No. 12
Brook	Morrison Cove Sec- ondary Track	Bedford Secondary Track	To Bedford Secondary Track
Creek	Mt. Dallas Secondary Track	Bedford Secondary Track	Bedford Secondary Track

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
H. & P.	Pete	Frank
No. 1 & No. 2	Frank	Wye
Morrison Cove	Holly	Brook
Bedford	Brook	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
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: 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. 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 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	Jct. Milroy Secondary Track	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
H. & P.	(W)	Pete	Frank	Wye	3-4
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	State Line	Wye	3
Mt. Dallas	(N)	Creek	Dallas	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 4
		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	3-4

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

NOTE 4. Westward extra trains at Pete, northward extra trains at Park and eastward extra trains at Miles, except passenger extras, will proceed on proper Manual Block Signal indication in lieu of verbal permission of the signalman.

Storage Track

1151-G2. Altoona Passenger Station:
Track 2 is a storage track.

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.

Keeping Toilet Doors Locked At Altoona

1154-A4. Passenger trainmen and employes 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 Preparing And Handling Of Freight Trains On Grades, etc.

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-D-1, will apply to freight trains with engines not equipped with dynamic brake and pressure maintaining brake valve or dynamic brake and pressure maintaining brake valve inoperative:

Controlling freight trains with the use of retaining valves on the following descending grades:

Altoona to Pete

Dix to Milesburg

Buffalo Mills to Hyndman

Loaded trains consisting of 50 percent or more cars loaded mineral freight or petroleum products, the minimum number of retaining valves to be set up to slow direct exhaust position (45 degrees above horizontal) will be 25 percent.

When in the judgment of the engineman, the use of additional retaining valves are required, or their use is desired on grades other than specified, he will instruct the conductor.

When engineman is notified as to the condition of brakes, he must also be notified as to the number of retaining valves set up to slow direct exhaust position.

Controlling freight trains with power brakes and car limits on the following heavy descending grades:

Summit to Vail—75 cars

Rhoades to Gum Stump—22 cars

Instructions 54 to 60 inclusive of the Brake and Train Air Signal Instructions No. 99-D-1, will apply.

The conductor must be out on the train and will be held responsible for knowing that trainmen are properly stationed on the train.

Retaining valves on the front portion of eastward freight trains from Pittsburgh Division must not be released until the train is under control or stopped at Alto or Wye.

1155-A2. The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-D-1, will apply to freight trains with 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".

Intermediate Train Brake Tests For Specified Freight Trains

1155-A3. At Altoona terminal train air brakes will be tested on the following trains in accordance with Instruction 14-e, Brake and Train Air Signal Instructions 99-D-1:

<u>East</u>	<u>West</u>
TT-2	TT-1
CG-8	LCL-1
NW-82	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	

Use Of Pusher Engines

1155-A4. 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-A5. Enginemen of all pusher engines will ease off throttle when train is making a diverging movement over Interlocking and Non-Interlocking crossovers and turnouts.

1155-A6. 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.

Various

1155-A7. 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.

1155-A8. 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.

1155-A9. The rear end of all drafts of cars on secondary tracks in terminals that are not indicated by displaying markers will be indicated by a member of the crew by day and in addition a lighted lantern by night.

1155-A10. 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.

1155-A11. When using the Wye at Osceola Mills Engine House, engines will enter the South Leg and leave by the North Leg.

1155-A12. 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 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, Thompsonstown ($\frac{1}{4}$ 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.

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

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.....		9.8		43

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.....		6.9		37

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

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

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

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	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	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	70	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
Holidaysburg & Petersburg Brch.												
Between:												
Wye and Eldo	30	30										
Eldo and Alto									30	30	30	30
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 Works and Slope	40 25	30 20
Bald Eagle Branch Between: Park and Lock Haven	35	25
Clearfield Branch Between: Tyrone and Park	25	20
Hollidaysburg and Petersburg Branch Between: Wye and Alto	30	20
Clearfield Secondary Track Between: Park and Summit Summit and Mills Mills and Grampian	25 20 25	20 15 20
H. & P. Secondary Track Between: Pete and Frank	30	20
Bedford Secondary Track Between: Brook and State Line	30	20
Mt. Dallas Secondary Track Between: Creek and Dallas	25	20
Morrison Cove Secondary Track Between: Holly and Brook Brook and Curry	30 25	20 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			
Bald Eagle Branch			
Between:			
Park and Lock Haven	30	20	20
Clearfield Branch			
Between:			
Tyrone and Park	25	20	20
Hollidaysburg and Petersburg Branch			
Between:			
Wye and Alto	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
H. & P. Secondary Track			
Between:			
Pete and Frank	30	20	20
Bedford Secondary Track			
Between:			
Brook and State Line	30	20	20
Mt. Dallas Secondary Track			
Between:			
Creek and Dallas	25	20	20
Morrison Cove Secondary Track			
Between:			
Holly and Brook	30	20	20
Brook and Curry	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.. NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1s engine.	*20 *20 * 5
* 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 turnouts, 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..	30	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	
Curves at Nineteenth Street and Margaret Avenue, Altoona ..	20
H. & P. Secondary Track	
Curve at Goodman	25
Curve 1200 feet west of Covedale	25
Bedford Secondary Track	
Cessna—Highway crossing (State Route 220)	10
Curve at Dunnings Creek Jct.	15
Bedford—Richard St. crossing	10
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
Vail—Highway Crossing (State Route 858)	30
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
AFP-20	AFP-40	AFP-60	{ Psgr. Ser.	60	70
			{ Frt. Ser.	60	60
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	60
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	60
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	60

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.....	Jct. Milroy Sec- ondary Track..	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
H. & P.....	Pete.....	Frank.....	30
Springfield.....	Ganister.....	Oreminea.....	20
Morrison Cove.....	Holly.....	Curry.....	30
Bedford.....	Brook.....	State Line.....	30
Mt. Dallas.....	Creek.....	Dallas.....	25
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.

LOCATION	CLASS OF ENGINES										
	B	A	GS	4	AS,	BS,	ES	6	BS	7	
	AS,	BS,	ES,	FS	10	BS,	ES,	FS	12		
	ES	15	AS,	BS,	FS	16	AP,	AFP,	BP,	EP,	FP
	20,	40,	60	EP	22,	45					
	H	9,	10	BS	24	FS	20	LS	25	AF,	BF,
	EF	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 8-Wheel Trucks										
MIFFLIN, Cont.											
Yard tracks and switches east of Passenger Station except No. 6.....											
W. H. Manbeck trestles.....											
DENHOLM:											
Circle, Hill & coal storage trk. Wharf track over coaling station.....	X										
HAWSTONE:											
Hill track.....											
LEWISTOWN:											
Yard Tracks Nos. 1 to 6, Incl. Nos. 1, 2, 3, 5 Shop Tracks... No. 4 Shop Track..... No. 16 Track..... Nos. 2 & 3 Tracks, M. W. Yard..... No. 1 Track, M. W. Yard... Crossover east of Scales.....											
M.P. 175 WEST OF:											
Mifflin Sand Co. (tracks leading to Sand Plant only)...											
McVEYTOWN:											
H. O. Andrews & Son.....											
VINEYARD:											
Penna. Glass Sand Cpn. Hatfield Plant.....											
MT. UNION:											
Tracks east of Franklin St... Freight Station track... E. A. Beaver Co.... Harblson Walker... No. 7 Yard Track.....											
MAPLETON:											
Siding, West of Bridge St... Bridgeport track at tool house curve.....											
HUNTINGDON:											
Juniata Supply Co.... Penna. Electric Co.... Penna. Electric Co. trestle... J. C. Blair... Suplee—Wills—Jones... Freight Station tracks... Huntingdon Specialty Co.... Radiator Corp.... West End Nos. 7 & 8 trks....											
PETERSBURG:											
Station track.....											
UNION FURNACE:											
Warner Co.—Tracks leading to Stone Plant only.....											

LOCATION	CLASS OF ENGINES									
	B A 8 GS 4 AS, BS, ES 6 BS 7 AS, BS, ES, FS 10 BS, ES, FS 12	ES 15 AS, BS, FS 16 AP, AFP, 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
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.... Storage Yard.....				X	X	X	X	X	X	X
WEST OF ANTIS: Bridge 232.94.....					40					
ALTOONA TERRITORY:										
Westbound Hump.....					X	X		X	X	X
Furnace Hump.....					X	X		X	X	X
Junata Scale Dump.....	X	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	X
Eastbound Repair, West End					X			X	X	X
Eastbound Repair, Old side, East End.....					X			X	X	X
Wreck Track.....					X			X	X	X
Hole Track—Rose to East- bound Repair.....					X			X	X	X
E. Altoona Middle Div. Run'r					X			X	X	X
Junata side track.....	X	X	X	X	X	X	X	X	X	X
Sinclair 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	X
C. W. Marks Brewery, 5th St.	X	X	X	X	X	X	X	X	X	X
Shaffer Stores Co., 7th St...	X	X	X	X	X	X	X	X	X	X
Leonard Miller, 8th St.....	X	X	X	X	X	X	X	X	X	X
East Side Coal & Supply Co. 8th St.....	X	X	X	X	X	X	X	X	X	X
Pintch Gas, 9th St.....	X	X	X	X	X	X	X	X	X	X
P. A. Gleichert, 10th St.....	X	X	X	X	X	X	X	X	X	X
L. B. Mackey, 10th St.....	X	X	X	X	X	X	X	X	X	X
Standard Sanitary Mfg. Co., 16th St.....	X	X	X	X	X	X	X	X	X	X
General Builders Supply Co. (1 & 2) 17th St.....	X	X	X	X	X	X	X	X	X	X
Sears Roebuck Co., 17th St..	X	X	X	X	X	X	X	X	X	X
Armour & Co., 18th St.....	X	X	X	X	X	X	X	X	X	X
City Ice and Beverage Co., 18th St.....	X	X	X	X	X	X	X	X	X	X
Abelson Iron & Metal Co., 18th St.....	X	X	X	X	X	X	X	X	X	X
Citizen's Ice Co., 18th St....	X	X	X	X	X	X	X	X	X	X
Penna. Elec. Co.(No. 1) 18th Street.....				X	X	X	X	X	X	X
Curry-Canan Co., (1&2) 19th Street.....	X	X	X	X	X	X	X	X	X	X
Flier'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	X
Buley-Patterson Co., 19th St.	X	X	X	X	X	X	X	X	X	X
Swift & Co., 19th St.....				X	X	X	X	X	X	X
Main track—19th St. H. & P. Branch.....				B 10	B 10			B 10	B 10	B 10

LOCATION	CLASS OF ENGINES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	B	A	GS	4	AS,	BS,	ES	8	BS	7	AS,	BS,	ES,	FS	10	BS,	ES,	FS	12	ES	15	AS,	BS,	FS	16	AP,	APP,	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	EP	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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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Altoona City, 20th St.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

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, AFP, 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—Vall 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 Wash- ington Ave.....	X	X	X	X	X	X	X	X	X	X
13th St. Coal Yard at Wash- ington Ave.....	X	X	X	X	X	X	X	X	X	X
Bayer-Gillam Co.....		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 Sta- tion.....				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	X
NAGINEY: Bethlehem Mines Corp. bri- dge 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. Wilker 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	A 6	GS 4	AS, BS, ES, FS 10	BS, ES, FS 12	ES 15	AS, BS, FS 16	AP, AFP, 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	FFP 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	
H. & P. SECONDARY TRACK:																										
PETERSBURG:																										
Bridge 0.69.....										25									X							
Bridge 0.72.....										15									X					20		
Bridge 0.90.....										20									X							
BLAIR FOUR:																										
Bridge 11.51.....										15									X					25		
WILLIAMSBURG:																										
West Virginia Pulp & Paper Co. trestles.....						X				X									X		X	X	X	X	X	X
Penna. Electric Co.....						X				X									X		X	X	X	X	X	X
GANISTER:																										
Bridge 20.19.....										20									X							
HORRELL:																										
Bridge 24.37.....										25									X							
HOLLIDAYSBURG YARD:																										
Eastbound receiving yard, except No. 12 track.....										X									X		X			X	X	X
Eastward Class. Yard.....										X									X		X			X	X	X
Eastward Advance Yard:																										
West Ladder.....										X									X		X			X	X	X
East Ladder.....										X									X		X			X	X	X
Scrap Dock & Reclamation Plant tracks.....										X									X		X			X	X	X
Westward Rec. Yard Tracks Nos. 1, 2, 3, 4, 5, 7, 8 & 9.....										X									X		X			X	X	X
Tracks Nos. 6 and 10.....										X									X		X			X	X	X
West Ladder—Old Stone Yard										X									X		X			X	X	X
Old Stone Yard except West Ladder.....	X			X		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.....																			X							
West Class. Yard:																										
Tracks Nos. 1, 2, 3, 4, 5 & 6.....										X									X		X			X	X	X
Tracks Nos. 7 to 25 incl. except West Ladder and 10 car lengths at west end.....																			X		X			X	X	X
Tracks Nos. 26 & 27.....										X									X		X			X	X	X
Mill track.....										X									X		X			X	X	X
Freight House track.....										X									X		X			X	X	X
HOLLIDAYSBURG:																										
McLanahan Stone Machinery Co. track.....	X			X		X				X									X		X	X	X	X	X	X
Blair County Oil & Supply Co.....	X			X		X				X									X		X	X	X	X	X	X
DUNCANVILLE:																										
W. P. Appleyard trestle.....				X						X									X		X	X	X	X	X	X
Swope trestle and track.....				X		X				X									X		X	X	X	X	X	X
All other individual tracks.....				X						X									X		X	X	X	X	X	X
MORRISON COVE SECONDARY TRACK:																										
Between Holly and Brook.....										X									X		X			X	X	X
Between Brook and Curry.....										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:

	Miles per Hour
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. Second- ary 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
Hollidaysburg 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:

Holidaysburg and
Petersburg
Clearfield
Bald Eagle

Secondary Tracks:

H. & P. between Pete and Wye
Morrison Cove between
Holly and Brook
Bedford
Mt. Dallas.
Clearfield between Park
and Cur
Moshannon between Mills
and Ram
Bellefonte

Authority For Movement Of Trains Between Lock Haven And Division Post

1201-A2. The Middle Division Time-Table and Special Instructions 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	

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 eastward direction.

H. & P.	Secondary	Signal H-20 8853 ft. West of Pete	Pete
---------	-----------	---	------

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
H. & P.	Secondary	Pete	Frank
H. & P.	Secondary No. 1 and No. 2	Frank	Wye
Morrison Cove	Secondary	Holly	Brook
Bedford	Secondary	Brook	State
Mt. Dallas	Secondary	Creek	Dallas
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 Secondary tracks between points listed under Special Instruction 1305-A1, except where Rule 316 applies.

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 Eldo and Alto.

H. & P. 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 Mifflin 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

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., April 12, 1955.

GENERAL ORDER NO. 801

Effective 2.01 A. M., Sunday, April 24, 1955

Applies In All Zones

- (a) Time-Table No. 8 in effect. It contains the necessary instructions issued in general orders up to and including No. 710, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 8 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 7 to bulletin board attendant after Time-Table No. 8 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. 8 and will not be issued in sticker form.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., May 11, 1955.

GENERAL ORDER NO. 802

Effective 12.01 A. M., Sunday, May 15, 1955

Applies in All Zones

(a) TIME-TABLE AUTHORITY

S stop for No. 13 at Newport, Page 15, withdrawn.

Employees must correct Page 15, in ink.

(b) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

Maximum speed for freight trains with open top cars loaded ore, 35 miles per hour.

Special Instruction 1157-C6, changed.

Applies in Zone A

**(c) MAIN LINE
NEWPORT**

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

**(d) ENGINE RESTRICTIONS
HUNTINGDON**

Engines heavier than Class B, A6, GS4, AS, BS, ES6, BS7, AS, BS, ES, FS10 and BS, ES, FS12 are prohibited from operating over the Long Siding Development Industrial track bridge 0.12 (Former H&BT RR bridge 43.19), located 400 feet South of switch in No. 1 track at Hunt.

Special Instruction 1160-A1, changed.

Effective 8.01 A. M., Monday, May 16, 1955

Applies in Zone A

**(e) MAIN LINE
DENHOLM**

Trailing hand-operated crossover connecting A track and storage track changed to hand-operated turnout in A track with pipe connected derail, equipped with electric lock controlled by Wall, in service.

Special Instruction 1104-D1, changed.

Applies in Zone B

**(f) MAIN LINE
ALTO**

Home signal governing westward movements on No. 3 track located on east side of Ninth Street overhead bridge, 3190 feet east of Alto Block and Interlocking Station, out of service.

Low home signal governing westward movements on No. 3 track located 3190 feet east of Alto Block and Interlocking Station, in service.

Effective 8.01 A. M., Tuesday, May 17, 1955

Applies in Zone B

**(g) MAIN LINE
ALTO**

Home signal governing westward movements on No. 4 track located on east side of Ninth Street overhead bridge, 3190 feet east of Alto Block and Interlocking Station, out of service.

Home signal governing westward movements on No. 4 track located on signal mast 3211 feet east of Alto Block and Interlocking Station, in service.

Effective 9.01 A. M., Tuesday, May 17, 1955

Applies in Zone B

**(h) MAIN LINE
ALTO**

Fixed signal 2360 governing eastward movements on No. 3 track located on west side of Ninth Street overhead bridge, 3180 feet east of Alto Block and Interlocking Station, re-located on signal mast, in service.

**(i) H. & P. SECONDARY TRACK
HOLLY—FRANK**

Block-limit signal governing eastward movements from No. 1 eastward secondary track at Frank, out of service.

Approach block-limit signal governing eastward movements on No. 1 eastward secondary track, located 7920 feet west of Frank block-limit Station, out of service.

Block-limit signal governing eastward movements on No. 1 eastward secondary track at Holly, out of service.

No. 1 eastward secondary track between Holly and Frank changed to No. 0 storage track. Normal position of switch at Holly connecting Morrison Cove secondary track and No. 0 storage track is for movements to Morrison Cove secondary track.

Special Instructions **1104-A1, 1105-A1, 1151-C1, 1305-A1** and **1317-A1**, changed.

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

Special Instructions **1151-C1** and **1151-D1**, changed.

Third and fourth 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 Dispatcher located at Altoona, in charge.

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

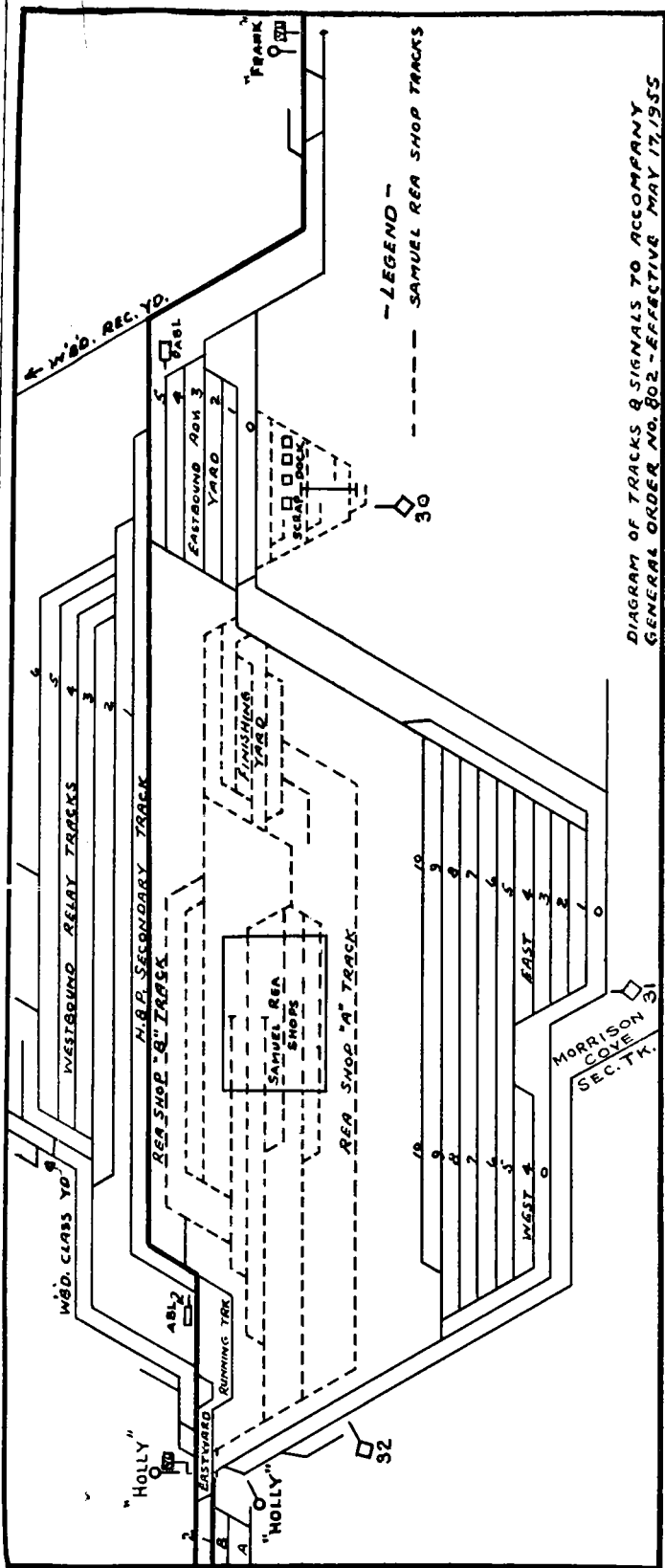


DIAGRAM OF TRACKS & SIGNALS TO ACCOMPANY
GENERAL ORDER NO. 802 - EFFECTIVE MAY 17, 1955

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

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 Frank and Holly, remain in effect.

Maximum speed between Frank and Holly, 15 miles per hour.

Special Instructions 1157-F1, 1157-H1 and 1160-A1, changed.

Approach block-limit signal governing eastward movements on H. & P. secondary track, located 1850 feet west of Frank, in service.

Yard limits indicated by yard limit boards located at Holly and 2500 feet east of Frank, in service.

Special Instruction 1093-A1, changed.

No. 12 eastward secondary track between Holly and west end eastward advance tracks out of service as a secondary track and designated as Rea Shop B Track.

Eastward running track between Holly and facing hand-operated switch for westward movements in H. & P. secondary track, located 1800 feet west of Mile Post 31, controlled by Wye, in service.

Normal position of switch at Holly connecting No. 1 secondary track and No. 0 storage track is for movements to the eastward running track.

Special Instruction 1104-A1, changed.

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.

C W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., May 17, 1955.

GENERAL ORDER NO. 803

Effective 6.01 A. M., Monday, May 23, 1955

Applies in All Zones

**(a) U. S. MAIL WORK
NEWPORT**

No. 13 will reduce speed to 15 miles per hour to catch and deliver mail daily, except Sunday, and will stop on request of Mail Clerk.

Delivery chute located at east end of westward platform, in service.

Characters †CD34, added.

Employees must correct page 21, in ink.

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

Paragraph (b), General Order No. 802, referring to maximum speed for freight trains with open top cars loaded ore, 35 miles per hour, annulled.

Special Instruction 1157-C6, changed.

**(c) MAXIMUM SPEEDS, UNLESS OTHERWISE
SPECIFIED
FREIGHT TRAINS**

Trains with open top cars loaded ore . . . 35 miles per hour.

Special Instruction 1157-C17, added.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., June 17, 1955.

GENERAL ORDER NO. 804

Effective 6.01 A. M., Sunday, June 26, 1955

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedules of Nos. 35, 36 and 14, changed.

Sticker coupons attached to sticker form of this General Order must be detached and posted in time-table as follows:
No. 35, No. 36 and No. 14 over corresponding schedules, pages 14 and 17.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., August 22, 1955.

GENERAL ORDER NO. 805

Effective 12:01 P. M., Monday, August 29, 1955

Applies in All Zones

(a) ENGINES

Cab load ammeter readings on Class BH-50 engines are restricted to a maximum of 2000 amperes and throttle lever must be so manipulated that this value is never exceeded.

Applies in Zone A

**(b) MAIN LINE
SPRUCE**

Facing interlocked crossover for westward movements on No. 2 track, connecting No. 2 track with No. 3 track, located at west end of Spruce Interlocking, out of service.

**(c) MAIN LINE
SPRUCE CREEK**

Trailing hand-operated switch in No. 1 track, located 2480 feet west of Spruce Block and Interlocking Station, leading to Spruce Creek storage track, out of service.

Applies in Zone E

**(d) BALD EAGLE BRANCH
POST**

Facing hand-operated crossover for eastward movements, equipped with electric lock, located 1640 feet east of Mile Post 53, leading to Canal track, out of service.

**C. W. JEFFRIES,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., August 29, 1955.

GENERAL ORDER NO. 806

Effective 7.01 A. M., Tuesday, September 6, 1955

Applies in Zone A

**(a) MAIN LINE
PORT—MIFFLIN**

Automatic Block Signal System **Rules 501 to 518 inclusive** and Cab Signal **Rules 295 to 298 inclusive**, for movements with current of traffic on No. 3 track between Port and Mifflin, will not apply.

Manual Block Signal System **Rules 305 to 373 inclusive**, except **Rule 316**, for movements with current of traffic on No. 3 track between Port and Mifflin, in effect.

Special Instructions **1295-A1, 1305-A1, 1317-A1 and 1501-B1**, changed.

Temporary Block Station, located at Thompsonstown Station, in service for westward and eastward movements on No. 3 track. Block indications will be given by hand signals for westward movements when routed to No. 3 track at Port and for westward and eastward movements on No. 3 track at Thompsonstown.

Trains approaching Thompsonstown Block Station on No. 1 and No. 2 tracks will sound warning signals as prescribed by **Rule 14(1) and Rule 30**.

Effective 12.01 P. M., Tuesday, September 6, 1955

Applies in Zone D

**(b) CLEARFIELD SECONDARY TRACK
MILLS—SUMMIT**

Clearfield Secondary Track between Mills and Summit and hand-operated crossovers south of Mills and north of Summit connected with runner, and turnouts at Retort and Sandy Ridge, out of service.

Runner Secondary Track between Mills and Summit redesignated Clearfield Secondary Track of no assigned direction in charge of Train Dispatcher, located at Altoona.

Manual Block Signal System **Rules 305 to 373 inclusive**, except **Rules 316 and 317** as indicated, will apply on Clearfield Secondary Track between Mills and Summit.

Rule 317 will apply southward between Mills and Summit.

Rule 316 will apply northward between Summit and Mills.

Maximum speed between Mills and Summit, 20 miles per hour.

All other speed restrictions, engine restrictions, other equipment restrictions and General Instructions as they formerly applied between Mills and Summit, remain in effect.

Special Instructions **1151-D1, 1157-F1, 1157-H1, 1201-A1, 1305-A1, 1316-A1, and 1317-A1**, changed.

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(Page 2 of 2 Pages)

Facing hand-operated switches in Clearfield Secondary Track for northward movements at following locations, in service:

1200 feet south of Osceola Mills Station leading to empty yard tracks;

1100 feet north of Mile Post 15 leading to General Refractories Co. track;

1600 feet south of Mile Post 15 leading to Sandy Ridge public delivery track.

Facing hand-operated switch for southward movements, located 1300 feet north of Summit, leading to Summit Siding, in service.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., August 31, 1955.

GENERAL ORDER NO. 807

Effective 1.01 P. M., Friday, September 9, 1955

Applies in Zone A

**(a) MAIN LINE
PORT—MIFFLIN**

Trains approaching Thompsonstown Temporary Block Station on No. 1 and No. 2 tracks will discontinue sounding warning signals as prescribed by **Rule 14(1)** and **Rule 30**. Temporary Block Station at Thompsonstown, out of service. Home signal governing westward movements on No. 3 track located on westward home signal bridge, 975 feet east of Mifflin Block and Interlocking Station, out of service.

No. 3 westward freight track between Port and Mifflin, out of service.

Special Instructions **1151-B1**, **1157-C1**, **1251-A1**, **1305-A1** and **1317-A1**, changed.

Movements on No. 2 eastward freight track between Mifflin and Port will be governed as follows:

Fixed Signals governing westward movements on former No. 3 track located on signal bridges 1347, 1367, 1389, 1407, 1425, 1445, 1467, 1487, 1507 and 1525, relocated 13 feet south and will govern westward movements on No. 2 track, in service.

Signal Rules **251**, **253** and **254** for movements with current of traffic, will not apply.

Automatic Block Signal System Rules **501** to **518** inclusive and Cab Signal Rules **295** to **298** inclusive, for movements with and against current of traffic, in effect. Signal Rules **261**, **262**, **263** and **264**, in effect.

Low home signal governing westward movements on No. 2 track located 985 feet east of Mifflin Block and Interlocking Station, out of service.

Home signal governing westward movements on No. 2 track located on westward home signal bridge, 975 feet east of Mifflin Block and Interlocking Station, in service.

Special Instructions **1251-A1**, **1261-A1**, **1295-A1** and **1501-B1**, changed.

Port shop track, connected with Port Interlocking, extending 775 feet west of Port Interlocking between No. 2 and No. 4 tracks, capacity 15 cars, in service.

Thompsonstown shop track, between No. 2 and No. 4 tracks with facing hand-operated switch in No. 2 track for westward and eastward movements, equipped with pipe connected derail and electric lock, located 7085 feet and 9074 feet, respectively, west of Thompsonstown and trailing hand-operated crossover in No. 4 track connected with Thompsonstown shop track, equipped with center locking device, located 8985 feet west of Thompsonstown, capacity 30 cars, in service.

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Trains on No. 2 track setting off cars on Thompsonstown shop track must not foul crossover between Thompsonstown shop track and No. 4 track.

Special Instruction **1104-D2**, added: The following switches are equipped with pipe-connected derail, and electric lock controlled by automatic timing device.

To unlock: Obtain permission from signalman at Mifflin or Port, remove switch lock from keeper and wait for small sign on case of electric lock to indicate "UNLOCKED".

To lock: After restoring switch to normal position, replace switch lock in keeper and wait for small sign on case of electric lock to indicate "LOCKED" and notify signalman.

If electric lock does not unlock in four minutes after switch lock is removed, or does not indicate "LOCKED" when switch lock is replaced in keeper, the Superintendent must be notified.

Location	Switches
7085 feet west of Thompsonstown	Facing switch in No. 2 track for westward movements, leading to Thompsonstown Shop Track.
9074 feet west of Thompsonstown	Facing switch in No. 2 track for eastward movements, leading to Thompsonstown Shop Track.

That portion of Special Instruction **1516-A1**, referring to Eastward Signal 1348—west of Port and Westward Signal 1525—east of Mifflin, annulled.

Special Instruction **1516-A1**, changed.

(b) MAIN LINE
VIEW—PORT

That portion of Special Instruction **1516-A1**, referring to Westward Signal 1325—east of Port, annulled.

Special Instruction **1516-A1**, changed.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 13, 1955.

GENERAL ORDER NO. 808

Effective 9.01 A. M., Friday, September 23, 1955

Applies in Zone D and E

(a) BALD EAGLE BRANCH—CLEARFIELD SECONDARY TRACK

VAIL

Home signal governing westward movements on Bald Eagle Branch, relocated 93 feet westward.

Distant signal C 31 for Park Block and Interlocking Station governing southward movements on Clearfield Secondary Track, relocated 110 feet southward.

Automatic highway crossing protection at grade crossing, 975 feet east and north of Mile Post 3, State Traffic Route 858, in service.

Sign reading "CC", located 3363 feet south of Mile Post 4, indicates the point beyond which southward movements on Clearfield Secondary Track will operate automatic highway crossing protection.

Special Instruction 1103-A4, changed.

Southward freight trains on the Clearfield Secondary Track releasing retaining valves at Vail will stop north of "CC" Sign to avoid unnecessary operation of the automatic highway crossing protection.

Effective 12.01 P. M., Sunday, September 25, 1955

Applies in All Zones

(b) TIME-TABLE AUTHORITY

Schedules of No. 20 and No. 21, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows: No. 20 and No. 21 over corresponding schedules, page 17.

C. W. JEFFRIES,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 12, 1955.

GENERAL ORDER NO. 809

Effective 12:01 A. M., Sunday, October 16, 1955

Applies in All Zones

(a) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS

Instruction 5-b, page 21 of 99-D-1, changed.

Sticker coupon has been issued and all employes concerned must obtain a copy of this sticker and paste in 99-D-1, Brake and Train Air Signal Instructions, over Instruction 5-b, page 21.

H. L. KIMBLE,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 14, 1955.

GENERAL ORDER NO. 810

Effective 8.01 A. M., Friday, October 21, 1955

Applies in Zone B

**(a) H. & P. SECONDARY TRACK
HOLLY—WYE**

A and B secondary tracks between Hollidaysburg and Wye and hand-operated turnouts and crossovers connected thereto, out of service.

Trailing hand-operated switch in No. 1 track at Hollidaysburg leading to former A track and hand-operated switches and track leading to Blair County Oil and Supply Co., McLanahan and Stone Corp., J. Sender Co. and track 612 feet west of J. Sender Co. switch, in service.

Approach block-limit signal governing eastward movements, located on north side of No. 2 track, 3000 feet west of Holly, relocated southward to south side of No. 1 track, in service.

Special Instruction **1151-C1**, changed.

Applies in Zone E

**(b) CURVES, BRIDGES, ETC.
MAXIMUM SPEED UNLESS OTHERWISE SPECIFIED**

Trains and engines on Bald Eagle Branch must not exceed a speed of 30 miles per hour approaching Vail between highway crossing and a point 1400 feet east or west thereof.

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

Applies in Zone A

**(c) MAIN LINE
MIFFLIN—WALL**

Pedestal home signal governing westward movements on Track H and low home signal governing eastward movements on Track H, located 286 feet and 684 feet, respectively, west of Denholm, out of service.

Electric lock on hand-operated switch at Denholm in No. 1 track to Hill track, Track A to Storage track and Track H to Shop track, controlled by Wall, out of service.

Facing interlocked turnout in Track H leading to Track G and low home signal governing eastward movements on Track G, located 7955 feet and 8941 feet, respectively, west of Mifflin Block and Interlocking Station, low home signal governing westward movements on Track G and trailing interlocked turnout in Track H leading from Track G, lo-

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cated 286 feet and 651 feet, respectively, west of Denholm and Track G—Westward Freight Track, out of service.

West Mifflin Interlocking—Remote controlled from Mifflin, located 50.6 miles west of Harrisburg between home signal governing westward movements on No. 3 track and low home signals governing eastward movements on Track H and No. 3 track, located 6874 feet and 8941 feet, respectively, west of Mifflin Block and Interlocking Station and facing interlocked turnout in No. 3 track leading to Track H, located 6961 feet west of Mifflin Block and Interlocking Station, in service.

Mifflin Interlocking Limits extending westward on No. 3 track between low home signal governing eastward movements on No. 3 track, located 305 feet west of Mifflin Block and Interlocking Station and West Mifflin Interlocking, discontinued.

East Wall Interlocking—Remote controlled from Mifflin, located 51.2 miles west of Harrisburg between home signals governing eastward movements on No. 1 track, Track A and No. 2 track and low home signal governing westward movements on No. 1 and No. 2 tracks, located 2979 feet and 3953 feet, respectively, east of Denholm and trailing interlocked crossover in No. 1 track, connecting No. 1 track with Track A and trailing interlocked turnout in No. 2 track leading from Track A, located 3289 feet and 3940 feet, respectively, east of Denholm, in service.

Wall Interlocking Limits extending eastward on No. 1 track, Track A, No. 2 track, Track H and No. 3 track between low home signals governing westward movements on No. 1 track, Track A and No. 2 track, located 925 feet east of Wall Block and Interlocking Station and East Wall Interlocking and between home signals governing westward movements on Track H and No. 3 track, located on signal bridge 925 feet east of Wall Block and Interlocking Station and West Mifflin Interlocking, discontinued.

Track H—Westward Freight Track between West Mifflin and Wall re-designated Denholm Westward Siding, capacity 175 cars, in service.

Track A—Eastward Freight Track between Wall and East Wall re-designated Denholm Eastward Siding, capacity 125 cars, in service.

Maximum speed on Denholm Westward Siding and Denholm Eastward Siding, 30 miles per hour.

Last paragraph of **Rule 105** will not apply and trains and engines will protect against following movements on Denholm Westward Siding and Denholm Eastward Siding.

Rule 14 (ec) — — — — o o, will apply on Denholm Westward Siding.

Rule 14 (dc) — — — — o o, will apply on Denholm Eastward Siding.

Employe in charge of sidings of assigned direction as follows:

Siding	Employe in Charge	Note
Denholm—Westward	Signalman Mifflin	1
Denholm—Eastward	Signalman Mifflin	1

Note 1. Signal indication or permission of signalman will be authority to use siding in reverse direction.

Automatic Block Signal System **Rules 501 to 518** inclusive and Cab Signal **Rules 295 to 298** inclusive for westward movements on Denholm Westward Siding and for eastward movements on Denholm Eastward Siding, will apply.

Automatic Block Signal System **Rules 501 to 518** inclusive and Cab Signal **Rules 295 to 298** inclusive for movements against current of traffic on No. 1 and No. 2 tracks between East Wall and Wall, No. 3 track between Wall and Mifflin and for movements against assigned direction on Denholm Westward Siding and Denholm Eastward Siding, will not apply.

Page 3 and Special Instructions **1014(dc)-A1, 1014(ec)-A1, 1104-D1, 1105-A1, 1151-B1, 1157-C16, 1157-H1, 1295-A1** and **1501-B1**, changed.

Tracks, hand-operated turnouts, derail, telephone, interlocked crossovers and turnouts, emergency horns and interlocking limits of Mifflin, West Mifflin, East Wall and Wall as shown on diagram attached to sticker form and made a part of this General Order, in service.

H. L. KIMBLE,
Superintendent.

▲ P.C. - PIPE CONNECTED DERAIL



**“A CUSTOMER
IS PART OF OUR BUSINESS”**