

THE PENNSYLVANIA RAILROAD

EASTERN REGION

EASTERN PENNSYLVANIA DIVISION

MIDDLE DIVISION

Time-Table No. 12

In effect 2.01 A. M., Sunday, Sept. 26, 1948

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

J. W. LEONARD,
Sup't Passenger Transportation.

A. J. GREENOUGH,
General Superintendent.

A. M. HARRIS,
Sup't Freight Transportation.

H. G. HOSTETTER,
Superintendent.

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<http://PRR.Railfan.net>

2023

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INDEX

	PAGES
Stations, Distances, Sidings, Capacity, etc.....	3 to 11
Schedule Pages.....	12 to 34
Main Line:	
Westward.....	12 to 21
Eastward.....	22 to 31
Bald Eagle and Bellefonte Branches.....	32
Bedford and Mt. Dallas Branches (H.&B.T.R.R.).....	34
Opening and Closing Hours of Ticket Offices.....	35
Extra Stops by Passenger Trains.....	36
United States Mail Work.....	36
Express and Milk Trains.....	37
Arranged Freight Train Service.....	38 to 41

SPECIAL INSTRUCTIONS

Automatic Block System.....	67
Automatic Highway Crossing Signals.....	59
Bulletin Boards.....	47
Cab Signals.....	64
Electric Locks on Hand Operated Switches.....	55
Engine Whistle Signals.....	43
Engine and Other Equipment Restrictions.....	80
Employees Register.....	47
Fixed Signals.....	64
General Instructions.....	87
General Order Zones.....	49
Hand, Flag and Lamp Signals.....	42
Hospitals.....	90
Hot Boxes on Passenger and Freight Trains.....	89
Icing Cars.....	88
Interlocking.....	69
Letters and Characters.....	42
Manual Block System.....	66
Maximum Speeds.....	70
Medical Examiners and Company Surgeons.....	90
Movement of Trains.....	54
Movement of Track Cars.....	53
Non-interlocked Railroad Crossings at Grade.....	57
Operation of Freight Trains on Descending Grades.....	85
Personal Injuries.....	90
Qualification of Conductor or Engineman.....	49
Qualification Pages.....	92
Secondary Tracks.....	51
Speed Table.....	70
Standard Time.....	42
Superiority of Trains.....	47
Train Signals.....	46
Trainphone.....	86
Track Assignment.....	50
Use of Pusher Engines.....	58
Use of Signals.....	46
Use of Telephones.....	86
Yards and Yard Instructions.....	56

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	O	HARRISBURG (Phila. Div.)	0			
X	X			ROCKVILLE	5.3			
X	X			BANKS	8.6			
				DIVISION POST (Phila. Div.)	8.8			
				PERDIX	9.7			
				COVE	10.7			
X	X	O		VIEW	14.3			
				DUNCANNON	14.8			
				AQUEDUCT	18.0			
				IROQUOIS SHOP TRACK	21.0			
				BAILEY	22.9			
				NEWPORT	27.4			
X	X	O		PORT	28.8			
				MILLERSTOWN	32.7			
				THOMPSONTOWN	37.7			
				VAN DYKE	40.8			
				TUSCARORA	43.0			
				PORT ROYAL	46.2			
X	X	O		MIFFLIN	49.0			
				DENHOLM	51.6			
X	X	O		WALL	52.4			
				HAWSTONE	55.9			
				SHAWNEE	57.8			
				LEWISTOWN	60.6			
X	X	O		LEWIS	61.8			
				GRANVILLE	64.4			
				LONGFELLOW	68.3			
				McVEYTOWN	72.5			
				RYDE	76.7			
				VINEYARD	78.8			
				NEWTON HAMILTON	82.5			
X	X	O		MOUNT UNION	85.1			
				JACKS	86.1			
				MAPLETON	88.4			
				MILL CREEK	91.6			
				ARDENHEIM	95.1			
				HUNTINGDON	97.0			
X	X	O		HUNT	97.0			
X				DEER	99.4			
				WARRIOR RIDGE	101.2			
X				PETERSBURG	103.3			
				PETE	103.7			
				BARREE	106.6			
X				TUNNEL	107.6			
X	X	O		SPRUCE	108.8			
				SPRUCE CREEK	109.2			
				UNION FURNACE	110.8			
				BIRMINGHAM	114.2			
X	X	O		FORGE	115.6			
				TYRONE	116.6			
X	X	O		GRAY	117.8			
				TIPTON	120.6			
				BELLWOOD	124.0			
X	X	O		BELL	124.7			
X	X	O		ANTIS	126.8			
X	X	O		WORKS	130.2			
				ALTOONA	130.8			
X	X	O		ALTO	131.1			
X	X	O		SLOPE	131.7			
				DIVISION POST (Pgh. Div.)	131.8			

NOTE—X indicates in service.

O indicates block station and trainphone in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Deer	Hunt
Pete	Hunt
Tunnel	Spruce

HOLLIDAYSBURG & PETERSBURG BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X		X		PETERSBURG.....				
				PETE.....	0.5			
				HATFIELD.....	2.5			
				ALEXANDRIA.....	5.0			
				ALFARATA.....	6.2			
				WATER STREET.....	7.1			
				GOODMAN.....	8.9			
				BLAIRFOUR.....	10.6			
				MOUNT ETNA.....	11.3			
				COVEDALE.....	14.0			
				CLOVER CREEK JCT.....	15.1			
			X	SPRING.....	15.1			
				WILLIAMSBURG.....	17.3			
				GANISTER.....	19.3			
				CANOE CREEK JCT.....	22.8			
				HORRELL.....	24.0			
			X	FRANKSTOWN.....	28.5			
				FRANK.....	28.5			
			X	JCT. MOR. COVE BR.....	31.0			
				HOLLY.....	31.2			
				HOLLIDAYSBURG.....	31.3			
X	X	O		WYE.....	32.4			
X				ELDORADO.....	35.6			
X	X	O		ELDO.....	35.6			
				ALTO.....	38.6			
				ALTOONA.....	38.9			

NOTE—X indicates in service.

O indicates block station and trainphone in service.

The direction from Petersburg to Altoona is westward.

Block-Limit stations controlled by open block stations:

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

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Pete	Hunt
Eldo	Wye

Block stations—Remote controlled by open block stations:

Block Station	Controlled by
Pete	Hunt

BEDFORD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brooklee Mills	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	BROOKES MILLS				
				BROOK				
				EAST FREEDOM	1.2			
				CLAYSBURG	6.0			
				SPROUL	7.5			
				QUEEN	9.1			
				IMLER	13.3			19
				OSTERBURG	15.6			
				REYNOLDSDALE	18.0			
				FISHERTOWN	20.2			
				CESSNA	22.6			52
				YOUNTS	27.4			
			X	DUNNINGS CREEK JCT.	30.4			
				CREEK	30.4			
			X	BEDFORD	31.5			
				FORD	31.5			
				WOLFSBURG	34.4			
				MANNS CHOICE	39.6			
				BUFFALO MILLS	44.6			52
				BARD	46.1			
				MADLEY	48.3			
			X	HYNDMAN	54.5			
				STATE	60.7			
				STATE LINE	61.9			
				CUMBERLAND (W.M. Ry.)	68.4			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations.

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

MT. DALLAS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunning's Creek Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	DUNNINGS CREEK JCT.				
				CREEK				
				CLIFFS	0.5			
				LUTZVILLE	3.5			
				ASHCOM	5.3			
				MT. DALLAS	6.9			
			X	DALLAS	6.9			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Creek	Wye
Dallas	Wye

CLEARFIELD BRANCH

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

NOTE—X indicates in service.

The direction from Cur to Tyrone is southward.

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

Block stations open continuously, except:

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

Block-Limit stations controlled by open block stations.

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

MOSHANNON BRANCH

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

NOTE—X indicates in service.

The direction from Mills to Ram is southward.

Block stations open continuously except:

Mills	Closed	Daily except Sun., 12.01 A. M. to 8.01 A. M. Sunday.
-------	--------	--

Block-Limit stations controlled by open block stations.

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

MORRISON COVE BRANCH

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

NOTE—X indicates in service.

The direction from Brookes Mills to Holly is northward.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Brook	Wye
Holly	Wye

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X	---	LOCK HAVEN.....	54.2	---	---	---
X	X	X	---	POST.....	52.5	---	---	188
---	---	---	---	DIVISION POST (Wmspt. Div.)	52.0	---	---	---
---	---	---	---	MILL HALL.....	51.3	---	---	---
X	---	---	---	EAST BEECH.....	47.2	---	---	---
---	---	---	---	BEECH CREEK.....	45.0	---	---	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	---	MILES.....	30.8	---	---	---
---	---	---	---	MILESBURG.....	30.8	---	---	137
X	---	---	---	SNOW SHOE INT.....	29.5	---	---	---
---	---	---	---	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
---	---	---	---	TYRONE (Clearfield Beh.)	---	---	---	---

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Post	Lock Haven
East Beech	Miles
West Beech	Miles
Wood	Miles
Sand	Miles
Baker	Miles
East Julian	Miles
West Julian	Miles
Beaver	Miles
Eagle	Miles
Vail	Miles

BELLEFONTE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Milesburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				PLEASANT GAP (Wmspt. Div.)	6.2			
			X	DIVISION POST (Wmspt. Div.)	2.9			
				FONT	2.8			
X	X	X		BELLEFONTE	2.7			
				MILES				
				MILESBURG				

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Font	Miles

ROSE—SOUTH SECONDARY TRACK

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

NOTE—X indicates in service.

MILROY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Milroy
				MILROY	
				NAGINEY	1.4
				SHRADERS	2.2
				HONEY CREEK	2.8
				REEDSVILLE	5.7
				MANN WATER STATION	6.1
				YEAGERTOWN	7.8
				BURNHAM	8.6
				WALNUT STREET	10.7
				CHESTNUT STREET	11.2
				MAIN STREET	11.4
				LEWISTOWN (Main Line)	12.2

FAIRBROOK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Stover
				STOVER.....	
				TYRONE (Main Line).....	2.1

SNOW SHOE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Snow Shoe Int.
				SNOW SHOE INT. (Bald Eagle Branch).....	
				SCHOOL HOUSE.....	2.5
				GUM STUMP.....	3.8
				NO. 1 SWITCH BACK.....	6.1
				NO. 2 SWITCH BACK.....	6.5
				NO. 3 SWITCH BACK.....	7.1
				NO. 4 SWITCH BACK.....	8.2
				RHOADS.....	10.7
				SNOW SHOE.....	17.3

CLEARFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Grampian
				GRAMPIAN.....	
				STRONACH.....	1.6
				CURWENSVILLE.....	5.4
			X	CUR (Clearfield Branch).....	5.7

NOTE—X indicates in service.

MOSHANNON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Ram
			X	RAM (Moshannon Branch).....	
				KENDRICK.....	0.6
				EXCELSIOR.....	0.9
				RAMEY.....	2.0
				BEULAH.....	2.6
				SMOKE RUN.....	4.7
				BANIAN.....	6.2
				MADERA.....	7.3
				BETZ JCT. (N.Y.C.R.R. Crossing).....	7.7
				BELSENA.....	9.4
				McCARTNEY.....	14.1

NOTE—X indicates in service.

MORRISON COVE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brook
			X	BROOK (Morrison Cove Branch)	
				McKEE	0.9
				ROARING SPRING	3.0
				ERB	5.0
				PECK	5.7
				MARTINSBURG	7.9
				CURRY	9.7

NOTE—X indicates in service.

SPRINGFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Oremine
				OREMINEA	
				MORRELL	2.3
				ROYER	3.5
				WERTZ	6.2
				GANISTER (H. & P. Branch)	8.1

HARRISBURG TO SLOPE

STATIONS	CLASS			
	039	67	#091	
	DAILY	DAILY	DAILY	EX. MON.
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)	U 12.06	S 12.15	E 1.40	
ROCKVILLE	12.16	12.25	1.50	
MARYSVILLE				
BANKS	12.21	12.30	1.56	
PERDIX				
COVE				
VIEW	12.27	12.36	2.02	
DUNCANNON				
AQUEDUCT				
NEWPORT				
PORT	12.41	12.50	2.17	
MILLERSTOWN				
THOMPSONTOWN				
TUSCARORA				
PORT ROYAL				
MIFFLIN	12.59	1.08	2.36	
DENHOLM				
WALL	1.03	1.12	2.40	
HAWSTONE				
LEWISTOWN				
LEWIS	1.12	1.21	2.50	
GRANVILLE				
MoVEYTOWN			Will Not Run	
RYDE			Nov. 28,	
NEWTON HAMILTON			Dec. 28,	
MOUNT UNION			Jan. 2	
JACKS	1.34	1.43	3.13	
MAPLETON				
MILL CREEK				
HUNTINGDON	1.44	1.53	3.23	
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE	1.55	2.04	3.34	
FORGE	2.05	2.14	3.44	
TYRONE				
GRAY	2.09	2.18	3.47	
BELLWOOD				
BELL	2.16	2.25	3.55	
ALTOONA	U 2.26	S 2.35	E 4.05	
	2.30	2.42	4.10	
SLOPE	2.33	2.45	4.13	
Arrive	A. M.	A. M.	A. M.	
	39	67	91	

Mid. Div. G. O. 1205.

FIRST CLASS

	◇35	±●97 DAILY EX. SUN. & MON.	◇37	◇79	
	DAILY		DAILY	DAILY	
	A. M.	A. M.	A. M.	A. M.	
-----	S 2.05	E 2.35	S 2.47	S 3.02	-----
-----	2.15	2.45	2.57	3.12	-----
-----	2.20	2.50	3.02	3.17	-----
-----	-----	-----	-----	-----	-----
-----	2.26	2.56	3.08	3.23	-----
-----	-----	-----	-----	-----	-----
-----	2.40	3.10	3.22	3.37	-----
-----	-----	-----	-----	-----	-----
-----	2.58	3.28	3.40	3.55	-----
-----	3.02	3.32	3.44	3.59	-----
-----	3.11	3.42	3.53	4.08	-----
-----	-----	-----	-----	-----	-----
-----	-----	Will Not Run Nov. 26.	-----	-----	-----
-----	3.33	4.05	4.15	4.30	-----
-----	Q 3.45	E 4.28	4.25	4.40	-----
-----	-----	-----	-----	-----	-----
-----	3.56	4.45	4.36	4.51	-----
-----	4.07	4.55	4.46	5.01	-----
-----	Q 4.10	E 5.25	-----	-----	-----
-----	4.14	5.53	4.50	5.04	-----
-----	4.21	6.05	4.57	5.11	-----
-----	S 4.30	E 6.15	S 5.07	S 5.20	-----
-----	4.37	6.35	5.11	5.24	-----
-----	4.40	6.38	5.14	5.27	-----
-----	A. M.	A. M.	A. M.	A. M.	-----
-----	35	97	37	79	-----

STATIONS	FIRST CLASS			
	◇51	●11	◇61	
	DAILY	DAILY	DAILY	
	A. M.	A. M.	A. M.	
Leave				
HARRISBURG (Phila. Div.)	S 3.10	E 3.30	S 3.40	-----
ROCKVILLE	3.20	3.40	3.50	-----
MARYSVILLE				-----
BANKS	3.25	3.45	3.55	-----
PERDIX				-----
COVE				-----
VIEW	3.31	3.51	4.01	-----
DUNCANNON				-----
AQUEDUCT				-----
NEWPORT				-----
PORT	3.45	4.05	4.15	-----
MILLERSTOWN				-----
THOMPSONTOWN				-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	4.03	4.25	4.34	-----
DENHOLM				-----
WALL	4.07	4.29	4.38	-----
HAWSTONE				-----
LEWISTOWN				-----
LEWIS	4.16	4.39	4.48	-----
GRANVILLE				-----
MoVEYTOWN				-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	4.38	5.02	5.11	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	4.48	5.13	5.22	-----
WARRIOR RIDGE				-----
PETERSBURG				-----
BARREE				-----
SPRUCE	4.59	5.24	5.33	-----
FORGE	5.09	5.34	5.44	-----
TYRONE				-----
GRAY	5.13	5.38	5.48	-----
BELLWOOD				-----
BELL	5.20	5.46	5.57	-----
ALTOONA	S 5.30	E 5.56	D 6.07	-----
	5.34	6.01	6.11	-----
SLOPE	5.37	6.04	6.14	-----
Arrive	A. M.	A. M.	A. M.	
	51	11	61	

FIRST CLASS

	●671 MONDAY ONLY	●699 SUNDAY ONLY	±623 DAILY EX. SUN.	13 DAILY	
	A. M.	A. M.	A. M.	A. M.	
		E 3.50	S 4.45	S 8.00	
		4.00	4.55	8.10	
		E 4.04	S 4.59		
		4.07	5.02	8.15	
		4.13	5.08	8.21	
		E 4.15	S 5.09	S 8.22	
		E 4.30	S 5.29	S 8.38	
		4.32	5.35	8.41	
		Z 4.37	S 5.39		
			S 5.46		
		Z 4.54	S 5.58	E 8.55	
		E 5.00	S 6.04	S 9.02	
	Will Run Nov. 28.	5.05	6.13	9.07	
			S 6.18		
		E 5.25	S 6.45	S 9.18	
		5.28	6.48	9.22	
		Z 5.32	6.52		
		Z 5.43	S 7.00		
			F 7.05		
		Z 5.52	S 7.12		
		E 5.58	S 7.25	S 9.45	
		6.01	7.29	9.49	
		E 6.06	S 7.35		
		Z 6.11			
		E 6.25	S 8.00	S 10.03	
		E 6.32	S 8.09		
		Z 6.36	S 8.15		
		6.40	8.20	10.16	
		6.50	8.32	10.26	
		E 6.54	S 8.40	S 10.28	
		6.58	8.45	10.33	
		7.07	8.55	10.41	
		E 7.15	S 9.05	S 10.50	
	E 6.35			10.59	
	6.38			11.03	
	A. M.	A. M.	A. M.	A. M.	
	671	699	623	13	

Will Not Run
Nov. 25,
Dec. 25,
Jan. 1.

HARRISBURG TO SLOPE

STATIONS		FIRST CLASS		
		± 95	◇ 25	
		DAILY EX. MON.	DAILY	
Leave		A. M.	A. M.	
HARRISBURG (Phila. Div.)		E 10.35	S 11.43	
ROCKVILLE		10.45	11.53	
MARYSVILLE				
BANKS		10.51	11.58	
PERDIX				
COVE				
VIEW		10.58	12.04	
DUNCANNON				
AQUEDUCT				
NEWPORT				
PORT		11.12	12.18	
MILLERSTOWN				
THOMPSONTOWN				
TUSCARORA				
PORT ROYAL				
MIFFLIN		11.32	12.37	
DENHOLM				
WALL		11.36	12.41	
HAWSTONE				
LEWISTOWN				
LEWIS		11.46	12.51	
GRANVILLE	Mid. Div. G. O. 1207.	Will Not Run		
McVEYTOWN		Nov. 26,		
RYDE		Dec. 28,		
NEWTON HAMILTON		Jan. 2,		
MOUNT UNION		Feb. 23.		
JACKS		12.11	1.14	
MAPLETON				
MILL CREEK				
HUNTINGDON		12.23	1.24	
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE		12.35	1.35	
FORGE		12.45	1.45	
TYRONE			S 1.49	
GRAY		12.48	1.56	
BELLWOOD				
BELL		12.59	2.06	
ALTOONA		E 1.15	S 2.16	
		1.25	2.20	
SLOPE		1.28	2.23	
Arrive		P. M.	P. M.	
		95	25	

FIRST CLASS

	19	75	83	47	
	DAILY	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	P. M.	
	\$ 1.45	\$ 3.08	\$ 4.22	\$ 4.27	
	1.55	3.18	4.32	4.37	
	2.00	3.23	4.37	4.42	
	2.06	3.29	4.43	4.48	
	\$ 2.07				
	\$ 2.24				
	2.26	3.43	4.57	5.02	
	\$ 2.45	4.02	5.15	5.21	
	2.50	4.06	5.19	5.25	
	\$ 3.00			\$ 5.35	
	3.05	4.16	5.28	5.39	
	\$ 3.15				
	\$ 3.81			\$ 6.02	
	3.35	4.39	5.50	6.05	
	\$ 4.00	4.49	6.00	\$ 6.18	
	4.20	5.00	6.11	6.31	
	4.35	5.10	6.21	6.41	
	\$ 4.50	\$ 5.14		\$ 6.44	
	5.00	5.20	6.24	6.50	
	5.20	5.31	6.31	6.59	
	\$ 5.30	\$ 5.41	\$ 6.40	\$ 7.09	
	5.50	5.45	6.44	7.13	
	5.53	5.48	6.47	7.16	
	P. M.	P. M.	P. M.	P. M.	
	19	75	83	47	

STATIONS	FIRST CLASS			
	#1607 DAILY EX. SUN.	05 DAILY	511 DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 5.05	\$ 6.53		
ROCKVILLE	5.15	7.03		
MARYSVILLE	\$ 5.18			
BANKS	5.21	7.08		
PERDIX	F 5.23			
COVE	F 5.25			
VIEW	5.30	7.14		
DUNCANNON	\$ 5.32			
AQUEDUCT	F 5.36			
NEWPORT	\$ 5.48			
PORT	5.50	7.28		
MILLERSTOWN	\$ 5.55			
THOMPSONTOWN	\$ 6.01			
TUSCARORA	F 6.09			
PORT ROYAL	\$ 6.13			
MIFFLIN	\$ 6.17	7.46		
DENHOLM				
WALL	6.22	7.50		
HAWSTONE				
LEWISTOWN	\$ 6.30	\$ 8.00		
LEWIS		8.05		
GRANVILLE	Will Not Run Nov. 25, Dec. 25, Jan. 1.			
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS		8.27		
MAPLETON				
MILL CREEK				
HUNTINGDON		8.37		
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE		8.49		
FORGE		8.59		
TYRONE			\$ 9.08	
GRAY		9.02	9.16	
BELLWOOD				
BELL		9.09	9.26	
ALTOONA	{	\$ 9.19	\$ 9.35	
		9.23		
SLOPE		9.26		
Arrive	P. M.	P. M.	P. M.	
	607	5	511	

FIRST CLASS

	◇77	◇49	◇59	◇69	
	DAILY	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	P. M.	
-----	Y 7.35	S 8.03	Y 8.30	S 8.35	-----
-----	7.45	8.13	8.40	8.45	-----
-----	7.50	8.18	8.45	8.50	-----
-----	7.56	8.24	8.51	8.56	-----
-----	8.10	8.38	9.05	9.10	-----
-----	8.28	8.56	9.23	9.28	-----
-----	8.32	9.00	9.27	9.32	-----
-----	8.41	9.09	9.36	9.41	-----
-----	9.03	9.31	9.58	10.03	-----
-----	9.13	9.41	10.08	10.13	-----
-----	9.24	9.52	10.19	10.24	-----
-----	9.34	10.02	10.29	10.34	-----
-----	9.37	10.05	10.32	10.37	-----
-----	9.44	10.12	10.39	10.44	-----
-----	S 9.53	S 10.21	Y 10.48	S 10.54	-----
-----	9.57	10.25	10.52	10.58	-----
-----	10.00	10.28	10.55	11.01	-----
-----	P. M.	P. M.	P. M.	P. M.	-----
-----	77	49	59	69	-----

HARRISBURG TO SLOPE

STATIONS	FIRST CLASS			
	◊41	◊29	●31	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	S 8.48	U 9.06	S 9.32	
ROCKVILLE	8.58	9.15	9.42	
MARYSVILLE				
BANKS	9.03	9.20	9.47	
PERDIX				
COVE				
VIEW	9.09	9.26	9.53	
DUNCANNON				
AQUEDUCT				
NEWPORT				
PORT	9.23	9.40	10.07	
MILLERSTOWN				
THOMPSONTOWN				
TUSCARORA				
FORT ROYAL				
MIFFLIN	9.41	9.58	10.25	
DENHOLM				
WALL	9.45	10.02	10.29	
HAWSTONE				
LEWISTOWN				
LEWIS	9.54	10.11	10.38	
GRANVILLE				
MoVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	10.16	10.33	11.00	
MAPLETON				
MILL CREEK				
HUNTINGDON	10.26	10.43	11.10	
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE	10.37	10.54	11.21	
FORGE	10.47	11.04	11.31	
TYRONE				
GRAY	10.50	11.07	11.34	
BELLWOOD				
BELL	10.57	11.14	11.41	
ALTOONA	{ S 11.06	U 11.24	S 11.50	
	11.10	11.27	11.54	
SLOPE	11.13	11.30	11.57	
Arrive	P. M.	P. M.	P. M.	
	41	29	31	

FIRST				
	065	071	3	23
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
Y	9.44	S 10.15	AA 11.08	S 11.28
	9.54	10.25	11.18	11.38
	9.59	10.30	11.23	11.43
	10.05	10.36	11.29	11.49
	10.19	10.50	11.43	12.03
	10.37	11.08	12.02	12.21
	10.41	11.12	12.06	12.25
	10.50	11.21	12.15	S 12.35
				12.40
	11.12	11.43	12.37	1.02
	11.22	11.53	12.47	S 1.13
	11.33	12.04	12.59	1.28
	11.43	12.14	1.09	1.38
	11.46	12.17	1.12	S 1.43
				1.48
	11.53	12.24	1.19	1.56
Y	12.03	S 12.34	AA 1.29	S 2.06
	12.07	12.38	1.33	2.10
	12.10	12.41	1.36	2.13
	A. M.	A. M.	A. M.	A. M.
	65	71	3	23

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	022	016	066	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 3.00	\$ 3.30	\$ 3.40	-----
ROCKVILLE	2.50	3.20	3.30	-----
MARYSVILLE				-----
BANKS	2.45	3.15	3.25	-----
PERDIX				-----
COVE				-----
VIEW	2.38	3.08	3.18	-----
DUNCANNON				-----
AQUEDUCT				-----
NEWPORT				-----
PORT	2.22	2.53	3.01	-----
MILLERSTOWN				-----
THOMPSONTOWN				-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	2.03	2.33	2.41	-----
DENHOLM				-----
WALL	1.59	2.29	2.37	-----
HAWSTONE				-----
LEWISTOWN		\$ 2.15		-----
LEWIS	1.49	2.13	2.26	-----
GRANVILLE				-----
MOVEYTOWN				-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	1.26	1.50	2.03	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	1.16	\$ 1.38	1.53	-----
WARRIOR RIDGE				-----
PETERSBURG				-----
BARREE				-----
SPRUCE	1.05	1.26	1.42	-----
FORGE	12.55	1.16	1.31	-----
TYRONE	\$ 12.50			-----
GRAY	12.48	1.13	1.28	-----
BELLWOOD				-----
BELI	12.42	1.07	1.22	-----
ALTOONA	{ 12.34	12.59	1.14	-----
	{ \$ 12.30	\$ 12.53	\$ 1.10	-----
SLOPE	12.27	12.50	1.07	-----
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	22	16	66	

FIRST CLASS

	4	60	38	36	
	A. M.	A. M.	A. M.	A. M.	
AA	3.48	\$ 4.00	\$ 4.08	\$ 4.40	
	3.36	3.50	3.58	4.30	
	3.31	3.45	3.53	4.25	
	3.25	3.38	3.46	4.18	
	3.10	3.23	3.31	4.03	
	2.52	3.04	3.12	3.44	
	2.48	3.00	3.08	3.40	
	2.38	2.49	2.58	3.30	
	2.15	2.26	2.35	3.07	
	2.05	2.16	2.25	2.57	
	1.54	2.05	2.14	2.46	
	1.44	1.54	2.04	2.36	
	1.41	1.51	2.01	2.33	
	1.35	1.45	1.55	2.27	
	1.27	1.37	1.47	2.19	
AA	1.23	\$ 1.33	\$ 1.43	\$ 2.15	
	1.20	1.30	1.40	2.12	
	A. M.	A. M.	A. M.	A. M.	
	DAILY 4	DAILY 60	DAILY 38	DAILY 36	

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	◇70	◇40	◇68	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 4.49	\$ 5.00	\$ 5.15	-----
ROCKVILLE	4.39	4.50	5.05	-----
MARYSVILLE				-----
BANKS	4.34	4.45	5.00	-----
PERDIX				-----
COVE				-----
VIEW	4.28	4.39	4.54	-----
DUNCANNON				-----
AQUEDUCT				-----
NEWPORT				-----
PORT	4.13	4.24	4.40	-----
MILLERSTOWN				-----
THOMPSONTOWN				-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	3.54	4.04	4.21	-----
DENHOLM				-----
WALL	3.50	4.00	4.17	-----
HAWSTONE				-----
LEWISTOWN				-----
LEWIS	3.40	3.49	4.07	-----
GRANVILLE				-----
MoVEYTOWN				-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	3.17	3.26	3.44	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	3.07	3.16	3.34	-----
WARRIOR RIDGE				-----
PETERSBURG				-----
BARREE				-----
SPRUCE	2.56	3.05	3.23	-----
FORGE	2.46	2.55	3.13	-----
TYRONE				-----
GRAY	2.43	2.52	3.10	-----
BELLWOOD				-----
BELL	2.37	2.46	3.04	-----
ALTOONA	{ 2.29	2.38	2.56	-----
	\$ 2.25	\$ 2.34	\$ 2.52	-----
SLOPE	2.22	2.31	2.49	-----
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	70	40	68	

FIRST CLASS

	◇76	◇48	◇58		
	A. M.	A. M.	A. M.		
Y	5.29	S 5.39	S 5.46		
	5.19	5.29	5.36		
	5.14	5.24	5.31		
	5.08	5.18	5.25		
	4.53	5.04	5.11		
	4.34	4.45	4.52		
	4.30	4.41	4.48		
	4.20	4.31	4.38		
	3.57	4.08	4.16		
	3.47	3.58	4.06		
	3.36	3.47	3.55		
	3.26	3.37	3.45		
	3.23	3.34	3.42		
	3.17	2.28	3.36		
	3.09	3.20	3.28		
Y	3.05	S 3.16	S 3.24		
	3.02	3.13	3.21		
	A. M.	A. M.	A. M.		
	DAILY 76	DAILY 48	DAILY 58		

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	◇28	●30	◇64	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	D 6.17	S 6.28	D 6.51	
ROCKVILLE	6.08	6.18	6.41	
MARYSVILLE				
BANKS	6.03	6.13	6.36	
PERDIX				
COVE				
VIEW	5.57	6.07	6.30	
DUNCANNON				
AQUEDUCT				
NEWPORT				
PORT	5.43	5.53	6.16	
MILLERSTOWN				
THOMPSONTOWN				
TUSCARORA				
PORT ROYAL				
MIFFLIN	5.24	5.34	5.57	
DENHOLM				
WALL	5.20	5.30	5.53	
HAWSTONE				
LEWISTOWN				
LEWIS	5.10	5.20	5.43	
GRANVILLE				
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	4.48	4.58	5.21	
MAPLETON				
MILL CREEK				
HUNTINGDON	4.38	4.48	5.11	
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE	4.27	4.37	5.00	
FORGE	4.17	4.27	4.50	
TYRONE				
GRAY	4.14	4.24	4.47	
BELLWOOD				
BELL	4.08	4.18	4.41	
ALTOONA	4.00	4.10	4.33	
	D 3.56	S 4.06	S 4.29	
SLOPE	3.53	4.03	4.26	
Leave	A. M.	A. M.	A. M.	
	DAILY 28	DAILY 30	DAILY 64	

FIRST CLASS

	#1608	42	2		
	A. M.	A. M.	A. M.		
	\$ 8.10	\$ 8.17	\$ 8.37		
	8.00	8.07	8.27		
	\$ 7.55				
	7.53	8.02	8.22		
	F 7.49				
	F 7.46				
	7.41	7.56	8.15		
	S 7.38				
	F 7.30				
	S 7.15				
	7.10	7.41	8.00		
	S 7.05				
	S 6.58				
	F 6.49				
	S 6.44				
	S 6.37	7.22	7.40		
	6.30	7.18	7.36		
	\$ 6.20		\$ 7.23		
		7.08	7.21		
	Will Not Run Nov. 25, Dec. 25, Jan. 1.				
		6.45	6.58		
		6.35	\$ 6.45		
		6.24	6.34		
		6.14	6.24		
		6.11	6.21		
		6.05	6.15		
		5.57	6.07		
		\$ 5.53	\$ 6.03		
		5.50	6.00		
	A. M.	A. M.	A. M.		
	DAILY EX.SUN. 608	DAILY 42	DAILY 2		

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	14	510	082	
Arrive	A. M.	A. M.	P. M.	
HARRISBURG (Phila. Div.)	\$ 10.20		\$ 12.46	
ROCKVILLE	10.10		12.36	
MARYSVILLE				
BANKS	10.05		12.31	
PERDIX				
COVE				
VIEW	9.59		12.25	
DUNCANNON				
AQUEDUCT				
NEWPORT				
PORT	9.41		12.10	
MILLERSTOWN				
THOMPSONTOWN				
TUSCARORA				
PORT ROYAL				
MIFFLIN	9.21		11.51	
DENHOLM				
WALL	9.16		11.47	
HAWSTONE				
LEWISTOWN	\$ 9.03			
LEWIS	8.50		11.37	
GRANVILLE				
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION	\$ 8.26			
JACKS	8.22		11.15	
MAPLETON				
MILL CREEK				
HUNTINGDON	\$ 8.10		11.05	
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE	7.55		10.54	
FORGE	7.45		10.44	
TYRONE	\$ 7.40	\$ 9.00		
GRAY	7.34	8.55	10.41	
BELLWOOD				
BELL	7.28	8.48	10.35	
ALTOONA	\$ 7.20	\$ 8.40	10.27	
	\$ 7.10		\$ 10.23	
SLOPE	7.07		10.20	
Leave	A. M.	A. M.	A. M.	
	DAILY 14	DAILY 510	DAILY 32	

FIRST CLASS

	● 72	◇ 54	24		
	P. M.	P. M.	P. M.		
	\$ 1.44	\$ 1.52	\$ 5.55		
	1.34	1.42	5.45		
	1.29	1.37	5.40		
	1.21	1.30	5.30		
			\$ 5.05		
			\$ 4.42		
	1.06	1.15	4.38		
			\$ 4.10		
	12.46	12.56	\$ 4.03		
	12.42	12.52	3.48		
	\$ 12.29		\$ 3.36		
	12.27	12.42	3.27		
			\$ 3.03		
	12.03	12.19	2.57		
	\$ 11.51	12.09	\$ 2.45		
			\$ 2.34		
			F 2.30		
	11.38	11.58	2.27		
	11.28	11.48	2.17		
	\$ 11.25		\$ 2.13		
	11.23	11.45	2.04		
	11.17	11.39	1.58		
	11.09	11.31	1.50		
	\$ 11.05	\$ 11.27	\$ 1.40		
	11.02	11.24	1.37		
	A. M.	A. M.	P. M.		
	DAILY 72	DAILY 54	DAILY 24		

SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	● 96	◇ 74	46	
Arrive	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)	E 5.05	S 7.07	S 9.38	
ROCKVILLE	4.55	6.57	9.28	
MARYSVILLE				
BANKS	4.50	6.52	9.23	
PERDIX				
COVE				
VIEW	4.44	6.46	9.17	
DUNCANNON				
AQUEDUCT				
NEWPORT				
PORT	4.23	6.31	9.02	
MILLERSTOWN				
THOMPSONTOWN				
TUSCARORA				
PORT ROYAL				
MIFFLIN	3.58	6.13	S 8.40	
DENHOLM				
WALL	3.54	6.09	8.34	
HAWSTONE				
LEWISTOWN		S 5.57	S 8.22	
LEWIS	3.45	5.55	8.18	
GRANVILLE				
MoVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION			S 7.52	
JACKS	3.23	5.32	7.50	
MAPLETON				
MILL CREEK				
HUNTINGDON	3.10	5.22	S 7.37	
WARRIOR RIDGE				
PETERSBURG				
BARREE				
SPRUCE	2.52	5.11	7.23	
FORGE	2.42	5.01	7.13	
TYRONE			S 7.10	
GRAY	2.39	4.58	7.08	
BELLWOOD				
BELL	2.33	4.52	7.02	
ALTOONA	2.25	4.44	6.54	
	E 2.15	S 4.40	S 6.50	
SLOPE	2.12	4.37	6.47	
Leave	P. M.	P. M.	P. M.	
	DAILY 96	DAILY 74	DAILY 46	

FIRST CLASS

	●18	●92	674
	A. M.	A. M.	P. M.
	S 12.21	E 12.55	
	12.11	12.45	
	12.06	12.40	
	11.58	12.32	
	11.40	12.16	
	11.20	11.56	
	11.15	11.51	
	S 11.03		
	10.58	11.40	
	10.35	11.16	
	S 10.23	11.04	
	10.10	10.52	
	10.00	10.42	
	S 9.56		
	9.53	10.39	
	9.47	10.33	
	9.39	10.20	
	S 9.27	E 10.10	S 11.15
	9.24	10.07	11.12
	P. M.	P. M.	P. M.
	DAILY 18	DAILY 92	DAILY EX. SUN. 674

Mid. Div. C. C. 1203. Efec. 10-18-48.

BALD EAGLE AND BELLEFONTE BRANCHES

STATIONS		589 SUNDAY ONLY	*587 MON. WED. FRI.	CLASS	
	Leave	A. M.	A. M.		
LOCK HAVEN..(Wpt. Div.)					
POST					
MILL HALL					
EAGLEVILLE					
WOOD					
HOWARD					
SAND					
MILESBURG					
PLEASANT GAP (Wpt. Div.)		F 9.03	S 9.09		
FONT	Bellefonte Branch	9.14	9.24		
BELLEFONTE		S 9.16	S 9.25		
MILESBURG					
UNIONVILLE					
JULIAN					
PORT MATILDA					
BEAVER					
EAGLE					
PARK					
TYRONE					
	Arrive	A. M.	A. M.		
		589	587		

BALD EAGLE AND BELLEFONTE BRANCHES

STATIONS		*586	FIRST CLASS	
	Arrive	A. M.		
LOCK HAVEN..(Wpt. Div.)				
POST				
MILL HALL				
EAGLEVILLE				
WOOD				
HOWARD				
SAND				
MILESBURG				
PLEASANT GAP (Wpt. Div.)		F 10.11		
FONT	Bellefonte Branch	10.01		
BELLEFONTE		S 10.00		
MILESBURG				
UNIONVILLE				
JULIAN				
PORT MATILDA				
BEAVER				
EAGLE				
PARK				
TYRONE				
	Leave	A. M.		
		TUES. THURS. SAT. 586		

FIRST CLASS

	585	511			
	DAILY	DAILY			
	A. M.	P. M.			
		\$ 7.12			
		7.15			
		\$ 7.18			
		\$ 7.29			
		7.34			
		\$ 7.38			
		7.43			
		7.50			
	\$ 9.58	\$ 8.08			
	10.07	8.18			
		\$ 8.26			
		\$ 8.33			
		\$ 8.43			
		8.49			
		8.53			
		9 00			
		\$ 9.08			
	A. M.	P. M.			
	585	511			

EASTWARD

FIRST CLASS

	510	588	584		
	A. M.	A. M.	P. M.		
	\$ 11.28				
	11.25				
	\$ 11.15				
	\$ 10.42				
	10.37				
	\$ 10.22				
	10.16				
	10.10				
		F 10.21			
		10.11			
	\$ 9.52	\$ 10.10	\$ 7.59		
	\$ 9.46		\$ 7.51		
	\$ 9.37				
	\$ 9.29				
	\$ 9.20				
	9.15				
	9.10				
	9.04				
	\$ 9.00				
	A. M.	A. M.	P. M.		
	DAILY	SUNDAY	DAILY		
	510	ONLY	584		
		588			

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

STATIONS	FIRST CLASS			
	H. & B. T. Train No. 2 DAILY EX. SUN.	H. & B. T. Train No. 22 SUNDAY ONLY	H. & B. T. Train No. 24 SUNDAY ONLY	H. & B. T. Train No. 4 DAILY EX. SUN.
	A. M.	A. M.	P. M.	P. M.
Leave				
HUNTINGDON (H.&B.T.)..	\$ 9.00	\$ 9.40	\$ 3.20	\$ 3.00
LONG SIDING	9.04	9.44	3.24	3.14
MT. DALLAS.....	F 10.53	F 11.19		
LUTZVILLE (Mt. Dallas Br.)	F 11.04	F 11.27		
CREEK....(Bedford Branch)	11.15	11.38		
BEDFORD.....	\$ 11.18	\$ 11.41		
Arrive	A. M.	A. M.	P. M.	P. M.
	H. & B. T. Train No. 2	H. & B. T. Train No. 22	H. & B. T. Train No. 24	H. & B. T. Train No. 4

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

STATIONS	FIRST CLASS			
	H. & B. T. Train No. 1 DAILY EX. SUN.	H. & B. T. Train No. 21 SUNDAY ONLY	H. & B. T. Train No. 23 SUNDAY ONLY	H. & B. T. Train No. 3 DAILY EX. SUN.
	A. M.	A. M.	P. M.	P. M.
Arrive				
HUNTINGDON (H.&B.T.)..	\$ 8.25	\$ 9.10	\$ 2.48	\$ 2.49
LONG SIDING	8.19	9.04	2.44	2.42
MT. DALLAS.....			F 1.02	F 1.00
LUTZVILLE (Mt. Dallas Br.)			F 12.54	F 12.49
CREEK....(Bedford Branch)			12.43	12.38
BEDFORD.....			\$ 12.40	\$ 12.35
Leave	A. M.	A. M.	P. M.	P. M.
	H. & B. T. Train No. 1	H. & B. T. Train No. 21	H. & B. T. Train No. 23	H. & B. T. Train No. 3

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Closes after Train No.
623	24	DUNCANNON.....		
623	24	NEWPORT.....	24	24
623	623	PORT ROYAL.....		
13	24	MIFFLIN.....		
623	46	LEWISTOWN.....	13	46
623	19	MOUNT UNION.....	13	19
623	623	MAPLETON.....		
13	18	HUNTINGDON.....	13	18
623	623	PETERSBURG.....		
623	46	TYRONE.....	13	46
All Trains		ALTOONA.....	All Trains	
All Trains		BELLEFONTE.....	All Trains	
510	510	HOWARD.....		
510	510	MILL HALL.....		

EXTRA STOPS—PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
608	Denholm Coaling Station	Employees
623	Denholm Coaling Station	Employees

U. S. MAIL WORK

STATIONS	WESTWARD				EASTWARD			
	623	25	19		24			
Marysville		†CD	†CD		†CD			
Millerstown		†CD	†CD		†CD			
Thompsontown		†CD	†CD					
Port Royal		†CD	†C					
Mifflin		†D						
Hawstone					†CD			
Granville	†E		†CD					
McVeytown		†CD			†CD			
Newton Hamilton		†CD	†CD		†CD			
Mapleton		†CD	†CD		†CD			
Mill Creek	†E	†CD	†CD		†CD			
Petersburg		†CD	†CD					
Barree					†CD			
Spruce Creek	†E	†CD	†CD		†CD			
Birmingham	†E		†CD		†CD			
Tyrone								
Tipton					†D			
Bellwood		†CD	†CD		†CD			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

☐—Train stops on request of Mail Clerk.

†—Daily Except Sunday.

‡—Daily Except Sundays and Holidays.

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

EXPRESS AND MILK TRAINS

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

STATIONS	JC-5 (1)	M-9 (1)	VC-1 (1)	PG-1 (1)	CIN- 1 (1)	LCL-1 (2)	L-7 (1)	XD-1 (1)	TRS- 7 (1)	NL-1 (1)	PG-5 (1)	BRC- 5 (1)	SW-1 (1)	HP-1 (1)	ED-3 (1)	LCL-3 (1)	VL-9 (1)	NL-5 (1)	CE-1 (1)	PG-15 (1)	VL-5 (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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BANKS	1.00	6.00	6.30	9.15	9.30	10.00	10.30	11.00	11.00	11.30	3.45	4.00	4.30	5.00	5.00	5.45	6.00	6.45	6.15	6.45	8.15
ANTIS	6.00	3.00	12.40	1.15	1.00	1.30	2.00	3.15	5.00	3.45	8.45	10.00	8.30	11.00	8.55	9.45	10.00	10.45	11.30	12.30	1.00
SLOPE	7.30		1.30	2.15	2.30	2.30	3.30	4.30	7.15	5.15	10.15	11.30	9.45	1.00	10.00	11.45	11.15	12.30	12.30		2.30
	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.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.
RUNNING TIME	5.00	9.00	4.10	4.00	3.30	3.30	3.30	4.15	6.00	4.15	5.00	6.00	4.00	6.00	3.55	4.00	4.00	4.00	5.15	5.45	4.45
YARD TIME	1.30		.50	1.00	1.30	1.00	1.30	1.15	2.15	1.30	1.30	1.30	1.15	2.00	1.05	2.00	1.15	1.45	1.00		1.30

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

MAKE-UP										INTERDIVISIONAL RUNS (Westward)					INTERDIVISIONAL RUNS (Eastward)						
STATIONS	VL-3 (1)	APG-1 (2)	PG-37 (1)	PG-7 (1)	WP-16 (1)	YA-5 (1)	JA-1 (1)	JC-3 (1)		PG-13 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	CSB-1 (2)		STATIONS	AH-16 (3)	CSB-2 (1)	CSB-8 (1)	RA-14 (1)	AN-16 (1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	A.M.	P.M.	P.M.							
LOCK HAVEN										7.15	8.45	10.40	1.30	6.00		SLOPE			4.30		
BANKS																ANTIS			12.30	9.00	11.30
ANTIS										11.00	1.10	4.00	4.30	9.00		BANKS					
SLOPE	4.00	6.00	6.00	7.00	8.00	11.30	12.30	5.00								LOCK HAVEN	7.15	3.30	1.45	1.15	4.00
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		A.M.	P.M.	P.M.	P.M.	P.M.			A.M.	P.M.	A.M.	A.M.	A.M.
RUNNING TIME										3.45	4.25	5.20	3.00	2.15		YARD TIME			5.30		
YARD TIME																RUNNING TIME	4.00	3.00	2.15	4.15	4.30

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

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

STATION	XD-6 (1)	PC-6 (5)	PR-6 (1)	M-20 (1)	AC-10 (1)	M-10 (1)	M-24 (1)	AG-12 (1)	BL-34 (1)	PG-4 (1)	PNE-8 (1)	P-16 (1)	M-16 (2)	NW-82 (1)	PG-2 (1)	CMB (1)	VL-2 (1)	ED-2 (1)	NW-86 (1)	JA-2 (1)	FW-8 (1)	CE-2 (1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
SLOPE	1.00	3.30	3.30								3.45			5.00	7.30	8.15	8.35	8.45	9.15	10.00	11.45	12.01
ANTIS	3.00	5.00		2.00	2.30	3.00	3.00	3.30	4.00	4.00		5.00	6.30	6.30	9.00	9.15	9.50	10.15	10.30		12.45	1.00
BANKS	7.30	10.00		12.00	9.30	10.00	9.30	10.30	9.00	11.00	9.30	11.30	2.00	11.30	1.45	1.30	2.00	2.15	2.30		4.00	5.30
	A.M.	A.M.	A.M.	Noon	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.
YARD TL.	2.00	1.30									1.15			1.30	1.30	1.00	1.15	1.30	1.15		1.00	.59
RUN. TL.	4.30	5.00		10.00	7.00	7.00	6.30	7.00	5.00	7.00	4.30	6.30	7.30	5.00	4.45	4.15	4.10	4.00	4.00		3.15	4.30

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

STATION	NY-2 (1)	WP-16 (2)	ED-4 (1)	CA-10 (1)	CIN- 2 (1)	YA-4 (2)	PG-36 (1)	CS-8 (1)	NS-2 (1)	SH-4 (1)	SW-8 (1)	PG-14 (2)	CG-8 (1)	CE-8 (1)	YE-6 (1)	PG-18 (1)	LCL-2 (4)	AK-8 (1)	SW-30 (1)	WS-4 (6)	XD-2 (1)	NW- 88 (1)
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SLOPE	1.30	3.00	4.00	4.00	4.15	4.45	5.00	5.10	5.15	5.55	6.30	7.30	7.30	8.00	8.30	9.30	10.20	11.00	11.15	11.25	11.30	11.30
ANTIS	2.30		5.00		5.45			6.00	6.30	12.01	8.00		8.30	9.00	2.00	12.01	11.05	12.15	12.45	1.00	1.30	12.30
BANKS	6.30		8.00		9.45			11.00	11.45		12.30		12.30	1.30	8.00	4.30	1.50	4.80	4.45	5.30	5.30	5.00
LOCK HA.										6.30												
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
YARD TL	1.00		1.00		1.30			.50	1.15	6.06	1.30		1.00	1.00	5.30	2.31	.45	1.15	1.30	1.35	2.00	1.00
BUN. TL	4.00		3.00		4.00			5.00	5.15	6.29	4.30		4.00	4.80	6.00	4.29	2.45	4.15	4.00	4.30	4.00	4.30

(5) Sunday and Monday only.

(4) Daily except Saturday and Sunday.

(3) Daily except Tuesday.

(2) Daily except Monday.

(6) Daily except Sunday.

SPECIAL INSTRUCTIONS

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

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

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

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop Daily Except Saturday and Sunday.
- N**—Regular stop Daily Except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- †—Passenger train—rail motor cars.
- *—Passenger train—with passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specific dates or Holidays shown on schedule pages.

1202.

- AA**—Regular stop to receive or discharge passengers to or from Indianapolis or beyond.
- Q**—Regular stop for mail, Mondays, also Nov. 26.
- U**—Regular stop to receive passengers for west of Pittsburgh.
- Y**—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- Z**—Reduce speed to 15 miles per hour for safe delivery of newspapers.

HAND, FLAG AND LAMP SIGNALS

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

ENGINE WHISTLE SIGNALS

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

Track	Between	And
Clearfield Bch.	Park	Vail

Also on following Branches at Junction points:

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

Rule 14 (dc) will also apply:

Track	Between	And
5	Gray	Tyrone
A	Deer	Hunt
A	Within Wall Interlocking	

Rule 14 (ec) will also apply:

Track	Between	And
C	Hunt	Deer
H	Within Wall Interlocking	

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

Track	Between	And
G	Within Wall Interlocking	

1501-B. Rule 14 will apply:

Bald Eagle Branch:

All sidings.

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

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

1502. Rule 14 (r), — — o , will apply:

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

Main Line

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

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

Bald Eagle Branch

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

Signalman will notify train dispatcher promptly.

1503. Rule 14 (1), sound — — o — , will not be prolonged or repeated approaching following crossings at grade:

Main Line

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

Hollidaysburg and Petersburg Branch

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

Brook-Curry

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

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

	All Crossings	Within borough limits of:
		Philipsburg

Cur-Grampian

	All Crossings	Within borough limits of:
		Curwensville

Moshannon Branch

	All Crossings	Houtzdale
--	---------------	-----------

Bald Eagle and Bellefonte Branches

	All Crossings	Milesburg
--	---------------	-----------

1504. 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

1505. Engine Failures on Passenger Trains

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

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

Signalman will notify train dispatcher promptly.

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

TRAIN SIGNALS

1701. Referring to Rule 19:

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

1702. Oscillating Red Light—Front and Rear of Train (On single or two tracks)

When a train is equipped with an oscillating red light on either engine or rear car and a sudden or severe application of the brakes takes place, or an equipment failure occurs, which may obstruct adjoining tracks, the oscillating light, or lights, shall be turned on immediately.

Trains approaching from either direction must stop and must not proceed until it is ascertained that it is safe to do so.

All Operating, Signal and Interlocking Rules remain in force.

1703. Oscillating White Light—Front of Train (On single, two or more tracks)

When a train is equipped with an oscillating white light on front of train, the oscillating white light will be turned on from sunset to sunrise and when day signals cannot be plainly seen approaching public crossings at grade; non-interlocked railroad crossings at grade; also when view is obscured approaching points where men may be at work.

All Operating, Signal and Interlocking Rules remain in force.

USE OF SIGNALS

Fusees And Torpedoes

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

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

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

Switch Stands Not Equipped With Lighted Switch Lamps

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

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

SUPERIORITY OF TRAINS

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

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

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

Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Williamsport Philadelphia
X	X	X	Altoona Asst. Yd. Master's Office, South	Philadelphia
X	X	X	Altoona, Freight Station, Foreman's Office.	
X	X	X	Altoona, Asst. Yard Master's Office, Scales	
X	X	X	Altoona, Asst. Yard Master's Office, Furnace	
X	X	X	Altoona, Crew Clerk's Office, Rose	Pittsburgh Eastern Conemaugh Monongahela Pan Handle
X	X	X	Altoona, Asst. Yard Master's Office, Homer	
X	X	X	Altoona, Brush East'bd	
X	X	X	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Monongahela Pan Handle Philadelphia Williamsport Wilkes-Barre
X	X	X	East Altoona, Asst. Yard Master's Office, Farm.	
X	X	X	Hollidaysburg, Yard Master's Office.	
X	X	X	Tyrone, Yard Office.	Philadelphia Williamsport Wilkes-Barre
X	X	X	Osceola Mills, Yard Office.	Williamsport Wilkes-Barre
X	X	X	Osceola Mills, Engine House.	Williamsport Wilkes-Barre
X	X	X	Clearfield, Freight Sta.	
X	X	X	Huntingdon, Oil House Office.	Philadelphia
X	X		Mount Union, Agent's Office, Freight Station.	
X	X	X	Lewistown, Yard Office.	Philadelphia Williamsport Wilkes-Barre

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Bellefonte, Yard Office.	Williamsport
			Saxton, H. & B. T. Engine House.	Middle
			Bellefonte, B. C. R. R. Yard Office.	Middle
X	X	X	State Line, Engine House.	W.M.R.R.

Note—X Indicates in service.

2002. Standard Clocks At Other Points:

Train Dispatcher's Office.

Block Stations.

GENERAL ORDER ZONES

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

Zone A—Banks to Bell.

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

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

Zone D—Clearfield Branch north of Park, and Mo-shannon Branch.

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

Qualification Of Conductor Or Engineman

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

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

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

TRACK ASSIGNMENTS

2201.

Single Track

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

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
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 Spruce			West'd Psgr.	West'd Frt.	East'd Psgr.	
Spruce and Forge			West'd Psgr.	West'd Frt.	East'd Psgr.	
Forge and Tyrone		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Tyrone and 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.
Slope and Division Post (Pgh. Div.)		West'd Psgr.	West'd Frt.	East'd Psgr.	East'd Frt.	
Bald Eagle Branch Between: Wood and Sand				West'd	East'd	
Hollidaysburg & Petersburg Branch Between: Pete and Holly				West'd	East'd	
Holly and Hollidaysburg		West'd	East'd			
Hollidaysburg and Wye		West'd	East'd		East'd	
Eldo and Alto				West'd	East'd	

NOTE—Tracks are numbered from south to north.

NOTE—Within Wall Interlocking:

Track A —Eastward Freight
Tracks G and H—Westward Freight

2203.

Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
A	Deer	Hunt	Eastward	Hunt	Hunt	4
C	Hunt	Deer	Westward	Hunt	Hunt	4
No. 1	Alto	South	Eastward	A.Y.M. South	AYM South	4
No. 1	South	Rose	Eastward	AYM-Brush	AYM-Brush	4
A	Alto	South	Eastward	AYM South	AYM South	4
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	4
Approach	Bell	E. E. Homer Rec. Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E. End Homer Rec. Yard	Bell	Eastward	Bell	Bell	4
No. 1	Rose	Antis	Eastward	Antis	Train Order	
No. 2	Antis	Rose	Westward	Antis	Train Order	3
No. 12 and Runner	Holly	W. End Eastward Adv. Yd.	Eastward	Wye	Wye	1
Nos. 6 and 14	Frankstown	West End Class'fn Yard	Westward	Wye	Wye	2

NOTE 1. Route—Holly to east end eastward classification yard (No. 12 track) eastward receiving yard and continuation thereof.

NOTE 2. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard.

NOTE 3. Eastward movements may be made between Rose and House on verbal authority of signalman at Antis.

NOTE 4. Reverse movements may be made on signal indication.

2204.

Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
No. 5 (W)	Lewistown	Lewis	Lewis	2
A (W)	Jacks	West End of track	Jacks	3
No. 4 (E)	Jacks	Mount Union Track Scales	Jacks	3
No. 5 (W)	Hunt	Deer	Hunt	4
No. 5 (W)	Forge	Tyrone	Gray	5
No. 8 (E)	Gray	Tyrone	Gray	
No. 9 (E)	Gray	Tyrone	Gray	

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

Track	Between	And	Controlled by	Note
Graham (N)	Graham	Elliott Coll.	Mills	1
Runner (S)	Maple	Summit	Mills	1
Clearfield (N)	Cur	Grampian	Mills	1
Moshannon (S)	Ram	McCartney	Mills	1
Snow Shoe (W)	Snow Shoe Int.	Snow Shoe	Miles	
No. 2 (W)	Hollidaysburg	Wye	Wye	
Morrison Cove (S)	Brook	Curry	Wye	
Bloomfield (N)	Roaring Spring	Ore Hill	Wye	
Springfield (E)	Ganister	Ormenia	Wye	
Clover Creek (E)	Clover Creek Jct.	Basalt Trap Rock Co.	Wye	
Canoe Creek (E)	Canoe Creek Jct.	Harbison-Walker Refr. Co. No. 2	Wye	
No. 6-Westward Relay Yard (W)	East End of Relay Yard	Jones St.	Yard Master Holbg. Yd.	
Milroy (E)	Lewistown	Milroy	Lewis	

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

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

NOTE 2. Trains may enter this track at Lewistown or Lewis on signal indication.

NOTE 3. Trains may enter this track at Jacks on signal indication.

NOTE 4. Westward movements from Hunt made on signal indication. Permission must be obtained from signalman at Hunt before leaving track at Deer.

NOTE 5. Trains may enter this track at Forge or Tyrone on signal indication. Trains entering or leaving this track at intermediate points must obtain permission from and report clear to the signalman at Gray.

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

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
96	2	Mifflin	Port	24	—
97	3	Jacks	Hunt	—	37
97	5	Forge	Gray	—	79-51-11-61

2206. Altoona Passenger Station:

Track 2 is a storage track.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire Division.

2302. Track cars will display night signals while passing through tunnels.

MOVEMENT OF TRAINS

2401. Location of train dispatchers—Altoona.

Movement on main tracks between Slope and Division Post (Pgh. Div.) in charge of train dispatchers Pittsburgh Division.

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

Except:

At Bellefonte—Information will be given verbally by signalman at Miles.

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

★**2403. 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.

2404. Rule 105 b 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	Deer	Hunt

Sidings

Bald Eagle Branch

Post Siding
Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding.

2405. Normal Position of Switches and Crossovers at Specified Locations

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

Hand-Operated Switches Equipped With Electric Locks

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

Location	Switch	Controlled by
Denholm	Crossover between A track and B storage track	Wall
Denholm	No. 1 to Hill track	Wall
Denholm	Turnout from H track to shop car track	Wall
Tyrone	No. 5 to No. 6 track, West end	Gray
Tyrone	No. 5 to No. 6 track, East end	Gray
Tyrone	Clearfield Branch to east leg of Wye.	Gray
Tyrone	Clearfield Branch to 14th Street yard	Gray
Tyrone	Clearfield Branch to 17th Street yard	Gray
Bellwood	No. 4 track to yard—west of Bellwood station	Bell
Bellwood	No. 4 track to yard—east of Bellwood station	Bell
Altoona	A track to East Side Concrete & Supply Co. industrial trk. A-1	Works
Altoona	South runner to local yard	South

Bald Eagle Branch

Between: 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.

Movement Of Trains On Sidings—Bald Eagle Branch

2415. 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 trains orders.

Post Siding
 Beech Creek Siding
 Milesburg Siding
 Julian Siding
 Eagle Siding
 Park Siding

Yards And Yard Instructions

2417. Yards indicated by yard limit boards located at:

Tyrone—Clearfield Branch,	Holly (M. C. Bch.)
North of Park.	Brookes Mills
Bellefonte	Mt. Dallas
Osceola Mills	Bedford
Philipsburg	State Line
Clearfield	

2418. Rule D-93 in effect as follows:

Track	Between	And
A, No. 1 and No. 2	Slope	Alto
No. 1, No. 3 and No. 4	Wye	Hollidaysburg
No. 3 and No. 4	Hollidaysburg	Holly
No. 1 and No. 2	Holly	Frank

2419. 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.

2420. The rear end of all drafts of cars on Secondary Tracks within yard limits must be indicated by a member of the crew by day and in addition a lighted lantern by night.

Non-interlocked Railroad Crossings At Grade

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

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

Freight Trains Requiring Coal, Water, Etc. At Denholm

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

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

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

Changing Passenger Engines At Lewistown

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

Starting Passenger Trains At Altoona

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

Inquiring For Instructions

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

Using Wye At Osceola Mills

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

Authority For Movement Of Trains Between Lock Haven And Division Post

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

Operation Of P. R. R. Engines And Trains On H. & B. T. R. R. Tracks

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

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

Use Of Pusher Engines

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

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

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

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

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

2439. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (1) and 30**. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (1) and 30**.

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

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

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

2451. Williamsburg—High Street:

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

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

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

2452. Blue Ball, General Refractories Track—

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

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

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

2453. At the following locations where Automatic Highway Crossing Signals protect grade crossings, these signals do not operate for movements on other than main tracks. Train crews must protect crossing before movement is made on such tracks.

Bigler.

Alfarata.

Protection For Public Highway Crossings At Grade

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

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

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

Track	Crossing	Location
Old Line	All crossings	Duncannon
Old Line	Market St. U.S. Route 34	Newport
Breyer Ice Cream Co.	Traffic Route 50024	Millerstown
Lewistown—Milroy	Main St. U.S. Route 22	Lewistown
Lewistown—Milroy	1917 ft. West of Chestnut St. U.S. Route 22	Lewistown
Lewistown—Milroy	Furnace Track U.S. Route 22	2025 ft. West of Chestnut St. Lewistown

Track	Crossing	Location
Lewistown—Milroy	East of Station U.S. Route 322	Reedsville
Old Line	Washington St.	Mt. Union
Bridgeport Plant Penna. Glass Sand Cpn.	Old U.S. Route 22	Mapleton
East Leg of Wye	Pennsylvania Ave.	Tyrone Station
Brook—Curry	Main St. Traffic Route 36	Roaring Spring
Brook—Curry	Traffic Route 85	Curry
Mt. Dallas Branch	Everett-Saxton Co. track	1.7 Mile South of Mt. Dallas
Bedford Branch	General Refrac- tories Co. U. S. Route 220	Claysburg
Canoe Creek	3158 ft. East of Canoe Creek Jct.	Canoe Creek Jct.
Clover Creek	Basalt Trap Rock Co.	Clover Creek Jct.
Bellefonte Branch	High St.	Bellefonte
Bellefonte Branch	Water St.	Bellefonte
Coal Run	Traffic Route 53	Coal Run Jct.
Big Run	Traffic Route 53	South of Junction
Amesville	Traffic Route 53	1 mi. South of Moshannon
Ram-McCartney	Traffic Route 53	½ mi. North of Madera
Philipsburg	Traffic Route 250	North of Junction Philipsburg Boro.
Clearfield Branch	Maple St.	Philipsburg
Clearfield Branch	Pine St.	Philipsburg
Clearfield Branch	Presqueisle St.	Philipsburg
Kurtz Bros.	Traffic Route 322	Clearfield
Snow Shoe Int.— Snow Shoe	U.S. Route 220	Snow Shoe Intersection

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

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

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

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

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

At Altoona passenger station—verbally by station master.

2601A. Where **Rules 251, 253 and 254** are not in effect. On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra. When a train is to run as a Passenger Extra it will be notified by the signalman.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★2602. 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
	No. 3	Slope	Division Post (Pgh. Div.)
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

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

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

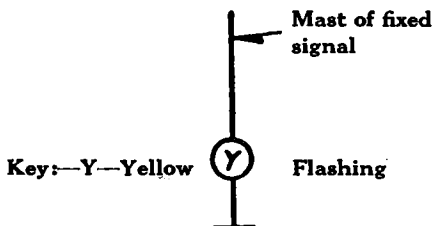
At Altoona passenger station—verbally by station master.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

Hunt Interlocking—Block Station.

Flashing yellow light on mast of Home signals for eastward movements on No. 1, No. 2 and "A" tracks, and westward movements on No. 3 and No. 4 tracks.



NOTE—To apply to trains governed by fixed signals under which located.

Indication—Orders.

Name—Train Order.

CAB SIGNALS

2751. Cab Signal Rules 295 to 298, inclusive, are in effect 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
	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
	No. 1, No. 2, No. 3 and No. 4	Slope	Division Post (Pgh. Div.)
	A	Within Wall Interlocking	
	G and H	Within Wall Interlocking	
Hollidaysburg and Petersburg Branch	No. 1	Signal P-18	Pete

For movements against current of traffic.

Main Line	No. 3	Within Mifflin Interlocking	
	No. 3, G and H	Within Wall Interlocking	
	No. 1, A, and No. 2	Within Wall Interlocking	
	No. 1	Tunnel	Spruce
	No. 3	Spruce	Tunnel
	No. 2	Forge	Tunnel
	No. 3	Works	Alto
	No. 3	Slope	Division Post (Pgh. Div.)

Secondary Tracks

For movements in assigned direction.

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

For movements against assigned direction.

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

2753. 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.

2756. Engines dispatched from points in Cab Signal territory to Central Penna. Division points or to points where Test Circuits are not provided must have Cab Signal equipment cut in for the entire trip.

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

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

MANUAL BLOCK SYSTEM

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

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

2802. Rule 316 will apply:

CLEARFIELD BRANCH:

Southward between Summit and Park.

Northward between Summit and Mills.

2803. Rule 317 will apply:

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

Between Pete and Wye.

Against current of traffic.

2804. Flag or lamp signals will be used by signalman Wye to give block indications as provided by Rule 361a.

Eastward trains on No. 1 track.

2805. Referring to Rule 366a.

Movements against current of traffic may be made on verbal authority of the signalman at Wye as follows:

No. 2 track between Holly and Jones Street

No. 1 track between Holly and Thermic Ice and Coal Co. track,

AUTOMATIC BLOCK SYSTEM

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

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 5	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

2915. 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
	No. 1, No. 2, No. 3 and No. 4	Slope	Division Post (Pgh. Div.)

For movements against current of traffic.

Main Line	No. 3	Within Miffin Interlocking	
	No. 1, A and No. 2	Within Wall Interlocking	
	No. 3, G and H	Within Wall Interlocking	
	No. 1	Tunnel	Spruce
	No. 3	Spruce	Tunnel
	No. 2	Forge	Tunnel
	No. 3	Works	Alto
	No. 3	Slope	Division Post (Pgh. Div.)

For movements on secondary tracks.

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

2916. Rule 515—following exceptions authorized:

Between Works and Alto, shifting movements on No. 3 and No. 4 tracks, are authorized to move as non-equipped trains.

2918. In the application of the second paragraph of **Rule 516**, trains authorized by Cab Signal Clearance Card (Form CS), to proceed at speed authorized for an equipped train, must be prepared to pass the following signals at medium speed:

WESTWARD:

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

EASTWARD:

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

2919. In Automatic Block System Territory, when lights are out in signals having numbers, Track cars may proceed without stopping, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

INTERLOCKING

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

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

SPEEDS

★3101.

SPEED TABLE

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

PASSENGER TRAINS AND FREIGHT TRAINS

	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 Between:	Miles per Hour											
Division Post(Phila. Div.) and View					50	50	50	50	70	50	70	50
View and Tunnel					70	50	50	50	50	50	70	50
Tunnel and Spruce							70	50	50	50	70	50
Spruce and Forge							50	40	50	40	50	40
Forge and Tyrone					50	50	70	50	70	50	50	50
Tyrone and Gray			30	30	50	50	70	50	60	50	50	50
Gray and Bell					50	50	70	50	70	50	50	50
Bell and Antis					50	50	70	50	60	50	50	50
Antis and Works					70	50	60	50				
Works and Alto					30	25	30	25				
Alto and Slope			A Track 25 25		30	25	30	25	25	25	25	25
Slope and Division Post (Pgh. Div.)					70	40	70	45	45	35	35	35
Bald Eagle Branch Between:												
Park and Sand	50	45										
Sand and Wood									45	45	50	45
Wood and Lock Haven	50	45										
Bellefonte Branch Between:												
Miles and Font	30	30										

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour												
Clearfield Branch Between: Tyrone and 14th St.	25	25										
14th St. and Park	35	25										
Park and Summit	30	30										
Summit and Mills	30	20										
Mills and Cur	30	30										
Moshannon Brch. Between: Mills and Ram	20	20										
Hollidaysburg & Petersburg Brch. Between: Pete and Holly									30	30	30	30
Holly and Hollidaysburg					30	30	30	30				
Hollidaysburg and Wye					30	30	30	30			30	20
Wye and Eldo	30	30										
Eldo and Alto									30	30	30	30
Morrison Cove Br. Between: Holly and Brook	30	30										
Bedford Branch Between: Brook and State	30	30										
Mt Dallas Branch Between: Creek and Dallas	25	25										

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Division Post (Phila. Div.) and Division Post (Pgh. Div.)	40	30
Bald Eagle Branch Between: Park and Lock Haven	35	25
Bellefonte Branch Between: Miles and Font	30	20
Clearfield Branch Between: Tyrone and Cur	25	20
Moshannon Branch Between: Mills and Ram	20	15
Hollidaysburg and Petersburg Branch Between: Pete and Alto	30	20
Morrison Cove Branch Between: Holly and Brook	30	20
Bedford Branch Between: Brook and State	30	20
Mt. Dallas Branch Between: Creek and Dallas	25	20

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (Phila. Div.) and Division Post (Pgh. Div.)	30	20	20
Bald Eagle Branch Between: Park and Lock Haven	30	20	20
Bellefonte Branch Between: Miles and Font	30	20	20
Clearfield Branch Between: Tyrone and Cur	25	20	20
Moshannon Branch Between: Mills and Ram	20	15	15
Hollidaysburg & Petersburg Brch. Between: Pete and Alto	30	20	20
Morrison Cove Branch Between: Holly and Brook	30	20	20
Bedford Branch Between: Brook and State	30	20	20
Mt. Dallas Branch Between: Creek and Dallas	25	20	20

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

VARIOUS

MAIN LINE	Miles per Hr
Circus Trains.....	45
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Supplemental Instruction to Operating, Signal and Interlocking Rules, 4135.	
—on straight track.....	30
—on curves.....	20

VARIOUS (Cont.)

MAIN LINE	Miles per Hr
Between Forge and Spruce:	
Eastward petroleum or mineral freight trains.....	25
Eastward arranged service frt. trains.....	35
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.....	60
NOTE—For purposes of identification, P. R. R. Sub- urban 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.	
Trains handling Foamite fire fighting cars.....	50
Note—Conductor must notify engineman when car is in train.	
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks....	5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger trains.....	50
—Freight trains.....	40
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80	8
—through crossovers and turnouts, and over highways and railroad crossings.....	5
Passenger trains taking water from track pans.....	60
Pushing Cars—Passenger trains.....	30
—Freight trains.....	20
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30

Cars Carrying Major Calibre Gun Barrels

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 Division Post (Pgh. Div.)—		
Assigned Passenger tracks.....	50	25
Assigned Freight tracks.....	40	20
Bald Eagle Branch		
Between:		
Tyrone and Lock Haven.....	25	20

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 enginemen have been so advised.

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION

	Miles Per Hr.
Non-Interlocked turnouts—diverging movements, except class I, J, M, Q, S and T engines over No. 8 crossovers and turnouts.....	15

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

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

Park:

Crossover between main track and plug track.

Turnout from Park siding to storage track.

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.

**3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
CURVES, BRIDGES, ETC.**

MAIN LINE	Miles per Hr
First Curve east of Perdix, No. 1 and No. 2 tracks.....	60
First Curve west of Cove, No. 1 and No. 2 tracks.....	60
Curve 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.....	60
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 0.4 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

MAIN LINE	Miles perHr.
Second curve west of M. P. 201, one mile East of Huntingdon, No. 1 and No. 4 tracks.....	60
First curve east of Warrior Ridge, No. 1 and No. 4 tracks..	60
First and second curves west of Warrior Ridge, No. 1 and No. 4 tracks.....	65
Curve at Petersburg, No. 1 and No. 4 tracks.....	65
Curve 0.5 mile east of Spruce Creek Tunnel, No. 1 track...	45
Curves between Spruce and Tyrone.....	40
Curve 0.6 mile west of Tyrone, No. 3 track.....	65
Hollidaysburg and Petersburg Branch	
Curve at Goodman.....	25
Curve 1200 feet west of Covedale.....	25
Hollidaysburg-Newry Street Crossing.....	15
Curves at Nineteenth Street and Margaret Avenue, Altoona.	20
Morrison Cove Branch	
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
Bedford Branch	
Curve at Dunnings Creek Jct.....	15
Bedford—Richard St. crossing.....	10
Through Hyndman (By Ordinance).....	10
Curve 3.1 Mi. South of Hyndman.....	15
Clearfield Branch	
First curve south of M. P. 7, 3¾ miles north of Vail.....	20
Fourth curve south of M.P. 11, 2¾ miles south of Summit..	15
Curve between M.P. 21 and Bridge No. 21.94 one mile north of Maple.....	20
N.Y.C. R.R. Crossing—(Philipsburg).....	20
Curve between M.P. 36 and 37, 1½ miles north of Woodland	20
Curve at North end of Bridge No. 38.35, two miles south of Field.....	15
Through Clearfield (By Ordinance).....	12
Through Curwensville (By Ordinance).....	6
Moshannon Branch	
Through Houtzdale (By Ordinance).....	12
Bald Eagle Branch	
Curve at M. P. 34, at Curtin.....	45
First curve west of Sand.....	45
Second curve east of Sand, No. 1 track.....	45
Second curve east of M. P. 39 on No. 1 track, at Howard...	45
First curve east of M. P. 44, ½ mile west of West Beech...	45
Curve at M. P. 45, at West Beech.....	45
Bellefonte Branch	
Curve at Bellefonte Station.....	5
Curve two miles east of Milesburg.....	15
Curve between Milesburg Station and point ¾ mile east..	15

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15.....	15.....	15.....
B.....	20.....	20.....	20.....
C.....	20.....	20.....	20.....
D.....	25.....	50.....	70.....
E.....	25.....	50.....	70.....
G.....	25.....	50.....	70.....
H.....	35.....	40.....	50.....
I.....	25.....	40.....	50.....
J.....	25.....	40.....	50.....
K.....	25.....	50.....	70.....
L.....	25.....	40.....	50.....
M.....	25.....	50.....	70.....
N.....	20.....	40.....	45.....
Q.....	25.....	40.....	50.....
S.....	20.....	50.....	70.....
S2.....	10.....	50.....	70.....
T.....	25.....	50.....	70.....
Rail Motor Cars.....	60.....	60.....	60.....

Class Diesel Engines	Miles Per Hour	
	Forward— Light	Forward— With Train
Road:		
AP-3.....	50.....	70.....
BP-1.....	50.....	70.....
BP-3.....	50.....	70.....
EP-3.....	50.....	70.....
AF-4.....	50.....	50.....
BF-4.....	50.....	50.....
EF-4.....	50.....	50.....
FF-3.....	50.....	50.....
Yard:		
A6.....	20.....	20.....
A6B.....	20.....	20.....
AS-6.....	40.....	40.....
AS-10.....	40.....	40.....
BS-6.....	40.....	40.....
BS-6A.....	40.....	40.....
BS-10.....	40.....	40.....
BS-10A.....	40.....	40.....
BS-10MU.....	40.....	40.....
ES-6.....	40.....	40.....
ES-10.....	40.....	40.....

NOTE—

Road Diesel Engines

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks-Morse Company.

The second letter indicates the service to which assigned; i.e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine.

In the case of "BP"-1, it should be understood that this is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

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.

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

Track	Between	And	Miles per Hour
A.....	Deer.....	Hunt.....	30
C.....	Hunt.....	Deer.....	30
Pull-Up.....	East End Homer Receiving Yard	Bell.....	30
1.....	Rose.....	Antis.....	30
2.....	Antis.....	Rose.....	30
Cur—Grampian...	Cur.....	Grampian.....	30
Runner.....	Maple.....	Summit.....	20
Ram—McCartney..	Ram.....	McCartney.....	20
Moshannon and Clearfield.....	Coal Run	Brookwood Shaft Colliery.....	25
Trout Run.....	Jct. Moshannon Branch.....	Terminus	10
Snow Shoe Int.— Snow Shoe.....	Snow Shoe Int..	Snow Shoe.....	20
Lewistown—Milroy	Lewistown.....	Milroy.....	25
Brook-Curry.....	Brook.....	Curry.....	25
Springfield.....	Ganister.....	Ormenia.....	20
All other secondary tracks.....			15
Sidings—			
Bald Eagle Branch..			30
Other Sidings.....			15

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

Within Wall Interlocking—Maximum Speed:

Track	Miles per hour
A	30
G	30
H	30

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

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

LOCATION	CLASS OF ENGINES																Engines with Ten- der Capacity of Over 15,000 Gals. with 8-wht. trucks
	B	C	E	AP3 BP3 EP3	EF4 FF3 BF4 AF4	G	H	I	J	K	L	M	N	Q	S	T	
MAIN LINE																	
DUNCANNON:																	
Old Line except running track to Freight Station.....	X							X	X			X	X	X	X	X	X
NEWPORT:																	
Public delivery tracks, except stock yard track.....	X							X	X			X	X	X	X	X	X
F. M. Snyder trestle.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Bridge 132.16.....									40					40	60		
MILLERSTOWN:																	
Public Delivery tracks.....	X							X	X			X	X	X	X	X	X
Lead to Sechrist's Mill.....	X							X	X		X	X	X	X	X	X	X
M.P. 145 WEST OF:																	
Silica Brick Co.....	X	X	X					X	X		X	X	X	X	X	X	X
PORT ROYAL:																	
Breyer Ice Cream Co.....	X							X	X	X	X	X	X	X	X	X	X
Freight Station tracks.....	X							X	X		X	X	X	X	X	X	X
MIFFLIN:																	
Commons Yard, except track west of passenger station, leading from No. 5 track..	X							X	X	X	X	X	X	X	X	X	X
Yard track and switches east of Passenger Station.....	X							X	X		X	X	X	X	X	X	X
W. H. Manbeck trestles.....	X	X	X					X	X	X	X	X	X	X	X	X	X
DENHOLM:																	
Circle, Hill & coal storage trk.	X							X	X	X	X	X	X	X	X	X	X
HAWSTONE:																	
Hill track.....	X	X	X					X	X	X	X	X	X	X	X	X	X
M.P. 175 WEST OF:																	
Mifflin Sand Co. (tracks lead- ing to Sand Plant only)...	X	X	X					X	X	X	X	X	X	X	X	X	X
McVEYTOWN:																	
H. O. Andrews & Son.....	X	X	X					X	X	X	X	X	X	X	X	X	X
VINEYARD:																	
Penna. Glass Sand Cpn. Hatfield Plant.....	X	X	X					X	X	X	X	X	X	X	X	X	X
MT. UNION:																	
Tracks east of Franklin St...	X	X	X					X	X	X	X	X	X	X	X	X	X
Freight Station track.....	X	X	X					X	X	X	X	X	X	X	X	X	X
E. A. Beaver Co.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Harbison Walker.....	X	X	X					X	X	X	X	X	X	X	X	X	X
MAPLETON:																	
Siding, West of Bridge St...	X	X	X					X	X	X	X	X	X	X	X	X	X
Bridgeport track at tool house curve.....	X	X	X					X	X	X	X	X	X	X	X	X	X
HUNTINGDON:																	
Juniata Supply Co.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Penna. Edison.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Penna. Edison trestle.....	X	X	X					X	X	X	X	X	X	X	X	X	X
H. & B. T. station tracks...	X	X	X					X	X	X	X	X	X	X	X	X	X
J. C. Blair.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Suplee—Wills—Jones.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Freight Station tracks.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Huntingdon Specialty Co.....	X	X	X					X	X	X	X	X	X	X	X	X	X
Radiator Corp.....	X	X	X					X	X	X	X	X	X	X	X	X	X

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

(Continued Next Page)

LOCATION	CLASS OF ENGINES														Engines with Ten- der Capacity of Over 15,000 Gals. with 6-wht. trucks	
	B	C	E	G	AP3 BP3 EP3	EF4 FF3 BF4 AF4 H	I	J	K	L	M	N	Q	S		T
ALTOONA TERRITORY Cont.																
37th St.—lead from No. 2 trk. to So. Alt. Shop Yd.							X	X	X	X	X	X	X	X	X	X
Freedom Oil Co., Altoona Public Track		X					X	X	X	X	X	X	X	X	X	X
Glass Casket Co.		X					X	X	X	X	X	X	X	X	X	X
Atlantic Refining Co., west of Canan's Crossing		X					X	X	X	X	X	X	X	X	X	X
Gulf Refining Co., Canan's Crossing		X					X	X	X	X	X	X	X	X	X	X
Sun Oil Co., East of Canan's Crossing		X					X	X	X	X	X	X	X	X	X	X
American Oil Co., East of Canan's Crossing		X					X	X	X	X	X	X	X	X	X	X
Eldorado Milling Co., Canan's Crossing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eldorado Public Delivery Trk	X	X					X	X	X	X	X	X	X	X	X	X
BALD EAGLE BRANCH: LOCK HAVEN:																
Penn. Woven Wire Co.		X		X	X	X	X	X	X	X	X	X	X	X	X	X
Hoberman Coal & Junk Yard				X	X	X	X	X	X	X	X	X	X	X	X	X
J. D. Bowe				X	X	X	X	X	X	X	X	X	X	X	X	X
American Aniline Prod. Co.				X	X	X	X	X	X	X	X	X	X	X	X	X
N.Y. & Penna. Paper Co.		X		X		X	X	X	X	X	X	X	X	X	X	X
Castanea Paper Co.		X		X		X	X	X	X	X	X	X	X	X	X	X
MILL HALL:																
Mill Hall Fire Brick Co. side track							X	X	X	X	X	X	X	X	X	X
Sheffield Farms								X						X	X	X
N.Y.C. Junction track								X			X	X	X	X	X	X
BEECH CREEK:																
Freight Station								X			X	X	X	X	X	X
HOWARD:																
Sheffield Farms								X			X	X	X	X	X	X
Freight Station								X			X	X	X	X	X	X
Valley View Lime Co.								X	X		X	X	X	X	X	X
White Rock Quarry Co.								X	X		X	X	X	X	X	X
MOUNT EAGLE:																
Sand side track								X			X	X	X	X	X	X
Freight Station								X			X	X	X	X	X	X
MILESBURG:																
Storage tracks								X				X	X	X	X	X
Station track								X				X	X	X	X	X
JULIAN:																
Freight Station								X			X	X	X	X	X	X
PORT MATILDA:																
McFeeley Brick Co.		X					X	X			X	X	X	X	X	X
Clay Track		X					X	X		X	X	X	X	X	X	X
EAGLE:																
Bridge 6.17											50	50	50	50	50	.....
TYRONE:																
West Virginia Pulp & Paper Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
East Tyrone Wye							X				X	X	X	X	X	X
14th St. Coal Yard at Wash- ington Ave.	X	X	X	X	X	X	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	X	X	X	X	X	X
Bayer-Gillam Bros.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mosers Side Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
All Freight Station tracks	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BELLEFONTE BRANCH: BELLEFONTE:																
Titan Metal Co.		X	X				X	X	X	X	X	X	X	X	X	X
Wagners Side Track		X	X				X	X	X	X	X	X	X	X	X	X
Mussers Side Track		X	X				X	X	X	X	X	X	X	X	X	X
Back Track, Passenger Sta- tion		X					X	X			X	X	X	X	X	X
Sheffields Farms		X					X	X			X	X	X	X	X	X
All Other Side Tracks		X	X				X	X	X	X	X	X	X	X	X	X
LEWISTOWN-MILROY																
NAGINEY:																
Bethlehem Mines Corp. bri- dge at west end of loaded track		X	X	X			X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Ten-der Capacity of Over 15,000 Gals. with 6-whl. trucks
	B	C	E	G	AP3 BP3 EP3	EF4 FF3 BF4 AF4 H	I	J	K	L	M	N	Q	S	T	
YEAGERTOWN: Yeagertown trestle.....		X	X	X			X	X	X	X	X	X	X	X	X	X
BURNHAM: Logan Iron & Steel Co. trestle.....		X	X	X			X	X	X	X	X	X	X	X	X	X
Logan Iron & Steel Co., Round the Mill track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
LEWISTOWN: Mt. Rock trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
M. H. Wiker trestle.....		X	X	X		X	X	X	X	X	X	X	X	X	X	X
C. A. Hoffman trestle.....		X	X	X		X	X	X	X	X	X	X	X	X	X	X
HOLLIDAYSBURG & PETER- BURG BRANCH: PETERSBURG: Bridge 0.69.....							25	X								
Bridge 0.72.....							15	X			20		20	20	20	
Bridge 0.90.....							20	X								
BLAIR FOUR: Bridge 11.51.....							15	X			25		25	25	25	
WILLIAMSBURG: West Virginia Pulp & Paper Co. trestles.....		X	X	X			X	X	X	X	X	X	X	X	X	X
Penna. Edison Co.....		X	X	X			X	X	X	X	X	X	X	X	X	X
GANISTER: Bridge 20.19.....							20	X								
HORRELL: Bridge 24.37.....							25	X								
HOLLIDAYSBURG: McLanahan Stone Machinery Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blair County Oil & Supply Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thermic Ice & Coal Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
DUNCANSVILLE: W. P. Appleyard trestle.....		X	X	X			X	X	X	X	X	X	X	X	X	X
Swpoe trestle and track.....		X	X	X	X		X	X	X	X	X	X	X	X	X	X
All other individual tracks..		X	X	X			X	X	X	X	X	X	X	X	X	X
MORRISON COVE BRANCH: Between Holly and Brook...		X					X	X	X		X	X	X	X	X	X
Brook-Curry.....		X					X	X	X	X	X	X	X	X	X	X
ROARING SPRING: Brook-Curry track.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
D. M. Bare Paper Co. trestle.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Coal trestle.....		X	X	X		X	X	X	X	X	X	X	X	X	X	X
BEDFORD BRANCH: Cessna station track.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MT. DALLAS BRANCH.....		X					X	X	X		X	X	X	X	X	X
CLOVER CREEK.....		X					X	X	X		X	X	X	X	X	X
Basalt track.....		X					X	X	X	X	X	X	X	X	X	X
SPRINGFIELD.....		X					X	X	X		X	X	X	X	X	X
Oreminia track.....		X					X	X	X	X	X	X	X	X	X	X
CANOE CREEK.....		X					X	X	X		X	X	X	X	X	X
FLOWING SPRING.....		X					X	X	X		X	X	X	X	X	X
Moore's Mills track.....		X					X	X	X		X	X	X	X	X	X
CLEARFIELD BRANCH: North of Park... (See Note)		X					X	X	X		X	X	X	X	X	X
First curve South of M.P. 7, 3¾ miles North of Vail.....		X					X	X	X	15	X	X	X	X	X	X
Fourth curve North of M.P. 9, 3¾ miles South of Summit.....		X					X	X	X	15	X	X	X	X	X	X
Fourth curve South of M.P. 11, 2¾ miles South of Summit.....		X					X	X	X	10	X	X	X	X	X	X
OSCEOLA MILLS: Both legs of Wye.....		X					X	X	X	5	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Ten-der Capacity of Over 15,000 Gal., with 8-wht. trucks	
	B	C	E	G	AP3 BP3 EP3	EF4 FF3 BF4 AF4	H	I	J	K	L	M	N	Q	S		T
MOSHANNON BRANCH: Mills to Ram.....	..	X	..	..	..	..	..	X	X	X	...	X	X	X	X	X	X
SECONDARY TRACK: Ram to Madera.....	..	X	..	..	..	..	..	X	X	X	...	X	X	X	X	X	X
Madera to McCartney.....	..	X	..	..	..	..	..	X	X	X	...	X	X	X	X	X	X
CONNECTING TRACK..... Mills to McCartney.....	..	X	..	..	..	..	..	X	X	X	...	X	X	X	X	X	X
SNOW SHOE INT.—SNOW SHOE & CONNECTING TRACKS.....	..	X	..	..	..	..	..	X	X	X	X	X	X	X	X	X	X
FAIRBROOK TRACK.....	..	X	..	..	..	..	..	X	X	X	X	X	X	X	X	X	X
WESTERN MARYLAND RR: State Line to Cumberland....	..	X	X	X	X	X	X	X	X	X	X	X	X	X	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

Other Engine Restrictions

3110. Movement of Class J and Q 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	Alto	1000 feet East of Jones St. Hollidaysburg

OTHER EQUIPMENT RESTRICTIONS

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

3125. For controlling freight trains with power brakes on heavy descending grades, Rules 54 to 60 inclusive of the current issue 99-C-1 Brake And Train Air Signal Instructions will apply on the following grades:

Clearfield Branch—Summit to Vail

Snow Shoe Secondary Track—Rhoads to Snow Shoe Int.

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

Minimum Running Time on Descending Grades

3126. The following 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 Branch:

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

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

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—Snow Shoe Int.

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

Car Limits on Descending Grades

Clearfield Branch:

Between Summit and Tyrone, 75 cars.

Snow Shoe—Snow Shoe Int.

Between Rhoads and Gum Stump—

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

Other Descending Grades:

Between: Altoona and Petersburg

Dix and Holters

Buffalo Mills and Hyndman

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

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

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

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

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

USE OF TELEPHONES

Trainphone

3501. Trainphone in service.

	Between	And
Main Line	Banks	Slope
Hollidaysburg and Petersburg Branch	Pete	Alto
Huntingdon Icing Station	East End	Platform

NOTE—See Supplemental Instruction **4120** to Operating, Signal and Interlocking Rules.

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

Jacks and Lewis.

Mifflin and Port.

When a passenger train receives a stop and proceed signal the engineman or conductor must immediately communicate with either the 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.

GENERAL INSTRUCTIONS

Overhead Clearance

★3601. 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

Hours Of Service

3605. Referring to Supplemental Instruction to Operating, Signal and Interlocking Rules **4140**, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the Superintendent the time they will be on duty 16 hours.

Use Of Back Up Hose

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

Inspection Of Freight Trains Leaving Yards Or Coaling Stations

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

Employees On Engines

3623. Not more than two (2) persons in addition to the engine crew will be permitted to ride in cab of steam, electric, or diesel-electric engines unless otherwise authorized by the Superintendent.

Keeping Toilet Doors Locked At Altoona

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

Passengers Getting On And Off Trains

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

Watering Live Stock

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

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

Icing Cars

3628. Huntingdon Icing Station: Method of operation governed by the following instructions:

Arranged Freight Train Service.

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

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

WESTWARD TRAINS.—Conductors on trains having cars to ice at Huntingdon will throw off at Wall a memorandum showing the number of such cars. The 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.

Hot Boxes On Passenger And Freight Trains

3629. Facilities for repairing hot boxes on passenger trains are provided as follows:

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

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

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

Main Line:

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

Bald Eagle Branch:

Snow Shoe Int.

Clearfield Branch:

Osceola Enginehouse.
Clearfield.

3630. When a passenger train, which goes beyond a terminal, to a connecting division, has had trouble with hot boxes on any of the cars, the conductor delivering the train, will give this information to the conductor receiving the train, by use of a memorandum.

3631. 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.

PERSONAL INJURIES

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Mifflin	ROBERT P. BANKS, M. D. 210 Bridge St., Mifflintown, Pa.....	{ Bell 76 Res. Bell 158
Lewistown	C. B. McCLAIN, M. D..... Lewistown Hospital.....	{ Bell 855 Res. Bell 4733
Huntingdon.....	F. S. MAINZER, M. D..... 302 - 8th St.....	{ Bell 700 Res. Bell 803
Tyrone.....	CAREY C. BRADIN, M. D..... 1106 Logan Ave.....	Bell 560
	{ A. G. CERCHIONE, M. D..... 9th Ave. & 12th St.....	P.R.R. 467
Altoona.....	{ A. S. KECH, M. D..... 1221 12th Ave.....	Bell 2-9127
	{ C. E. SNYDER, M. D..... 1201 6th Ave.....	Bell 2-2798

3703. Location Of Hospitals

Location	Name and Address	Telephone Number
Lewistown	LEWISTOWN HOSPITAL..... Highland Ave.....	Bell 855
Huntingdon.....	J. C. BLAIR MEMORIAL HOSP..	Bell 90
Tyrone.....	COMMUNITY AMBULANCE 123 W. 10th St.....	Call City Opr.
Philipsburg.....	PHILIPSBURG STATE HOSPITAL..	Bell 205
Clearfield.....	CLEARFIELD HOSPITAL..... Turnpike Ave.....	Bell 483
Bellefonte.....	BELLEFONTE HOSPITAL..... Willowbank St.....	Bell 757
Altoona.....	THE ALTOONA HOSPITAL..... Howard Ave. & 7th St.....	Bell 3-8156
Roaring Spring..	THE NASON HOSPITAL..... Park Ave.....	Bell 80
Cumberland.....	ALLEGHENY HOSPITAL..... 215 Decatur St.....	Bell 1463

3704. First Aid Boxes And Stretchers

First Aid Boxes, location of: .

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

At each passenger and each freight station.

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

STRETCHERS:

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

One stretcher must be carried on each passenger train.

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR
Middle	A	Syrone and Bell
"	B	Bell and South
"	E	Entire zone and know how Secondary track

4-28-41

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 15, 1948.

GENERAL ORDER NO. 1201

Effective 2.01 A. M., Sunday, September 26, 1948

Applies In All Zones

- (a) Time-Table No. 12 and Special Instructions to Time-Table No. 12 in effect. They contain the necessary instructions issued in general orders up to and including No. 1110, all of which must be removed from bulletin boards.
- Each employe must examine Time-Table No. 12 or Special Instructions to Time-Table No. 12 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.
- Employes must turn in Time-Table No. 11 or Special Instructions to Time-Table No. 11 to bulletin board attendant, after Time-Table No. 12 takes effect.
- (b) Supplemental Instructions to Operating, Signal And Interlocking Rules, dated September 26, 1948, in effect.
- Employes whose duties are prescribed by these instructions must provide themselves with a copy which they must have with them while on duty.

Applies In Zone A

- (c) **MAIN LINE**
- No. 24 will make "B" stop daily except Saturday, Sunday, and school holidays at Ryde.
- When stop is not desired, crews will be so instructed.
- (d) **McVEYTOWN**
- Crossover switches between No. 1 and No. 2 tracks and between No. 3 and No. 4 tracks installed 4250 feet west of McVeytown and not in service.

This General Order is printed in Time-Table No. 12 and will not be issued in sticker form.

H. G. HOSTETTER,
Superintendent

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., September 29, 1948.

GENERAL ORDER NO. 1202

Effective 10.01 A. M., Tuesday, October 5, 1948

Applies In Zone A

(a) **MAIN LINE**

EAST OF HUNTINGDON

Trailing hand operated switch in No. 1 track, with pipe connected derail, 3798 feet east of Hunt Block and Interlocking Station, leading to construction track, in service.

- (b) Maximum speed passenger trains, No. 4 track, second curve west of Mile Post 201, one mile east of Huntingdon, 70 miles per hour.

Special Instruction 3104, changed.

(c) **VIEW**

Following fixed signals display yellow triangle outlined in black, **Rules 282 and 283:**

Westward home signal for No. 4 track.

Westward distant signal 1179, for No. 4 track.

Eastward home signal for No. 1 track.

Eastward distant signal 1214, for No. 1 track.

Eastward home signal for No. 2 track.

Eastward distant signal 1214, for No. 2 track.

Applies In Zone B

(d) **SLOPE**

Crossover leading from No. 2 to No. 1 track, 142 feet west of Slope Block and Interlocking Station, moved east 413 feet.

- (e) Low home signal governing westward movements on No. 1 track, 65 feet east of Slope Block and Interlocking Station, moved east 456 feet.

Effective 2.01 A. M., Wednesday, October 6, 1948

Applies In All Zones

(f) **TIME-TABLE AUTHORITY**

S stop for No. 25 at Lewistown, at 12.48 P. M., page 16, added.

Employees must correct page 16, in ink.

(g) **U. S. MAIL WORK**

Mail work performed by No. 13 and No. 25, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:
Page 36 over page 36.

(h) **MAXIMUM SPEEDS—VARIOUS**

Cars Carrying Major Calibre Gun Barrels

Main Line—assigned passenger tracks, breech end trailing, 20 miles per hour.

Special Instruction 3102, changed.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., October 12, 1948.

GENERAL ORDER NO. 1203

Effective 2.01 A. M., Monday, October 18, 1948

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 674 changed.

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

No. 674 over No. 674, page 31.

Effective 7.31 A. M., Tuesday, October 19, 1948

Applies in Zone B

**(b) MAIN LINE
SLOPE**

Low Interlocking signal governing eastward movements on No. 4 track; fixed signal No. 2373 governing westward movements on No. 4 track; home signal governing westward movements on No. 3 track, and Interlocking signal governing eastward movements on No. 3 track, 484 feet west of Slope Block and Interlocking Station, moved west 400 feet.

Interlocking signal governing eastward movements on No. 2 track, and Interlocking signal governing eastward movements on No. 1 track, 484 feet west of Slope Block and Interlocking Station, moved west 400 feet and changed to position light type.

H. G. HOSTETTER,
Superintendent

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., November 4, 1948.

GENERAL ORDER NO. 1204

Effective 7.00 A. M., Monday, November 8, 1948

Applies in Zone A

**(a) MAIN LINE
EAST OF HUNTINGDON**

Trains and engines on No. 1, No. 2, No. 3 and No. 4 tracks, must not exceed a speed of 30 miles per hour, second curve west of Mile Post 201, one mile east of Huntingdon between the hours of 7.00 A. M. and 4.30 P. M., daily except Saturday and Sunday, account men working on overhead bridge. Enginemen must not use steam and avoid all smoke possible while passing under bridge structure.

Special Instruction 3104, changed.

(b) WARRIOR RIDGE

Facilities for repairing hot journals, removed.

Special Instruction 3629, changed.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 6, 1948.

GENERAL ORDER NO. 1205

Effective 6.01 A. M., Sunday, December 12, 1948

Applies In All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 3 and No. 67 changed.

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

No. 67 over No. 3, page 12.

No. 3 over No. 67, page 21.

(b) No. 4 will make D instead of AA stop at Altoona and Harrisburg.

Employees must correct page 23 in ink.

(c) U. S. MAIL WORK

BELLWOOD

CD service by No. 19, withdrawn.

Page 36, changed.

(d) LETTERS AND CHARACTERS

AA changed to read:

Regular stop to receive passengers for Columbus and beyond.

Special Instruction 1202, changed.

Applies In Zone A

(e) MAIN LINE

HUNTINGDON

Paragraph (a) General Order No. 1204, referring to speed of 30 miles per hour on No. 1, No. 2, No. 3 and No. 4 tracks, second curve west of Mile Post 201 between the hours of 7.00 A. M. and 4.30 P. M., annulled.

(f) Maximum speed passenger trains, No. 1 track, second curve west of Mile Post 201, one mile east of Huntingdon, 70 miles per hour.

Special Instruction 3104, changed.

(g) JACKS - BARREE

Trains and engines on No. 3 track must not exceed a speed of 40 miles per hour between Jacks and Barree.

Special Instruction 3104, changed.

Effective 10.01 A. M., Monday, December 13, 1948

Applies In Zone A

(h) MAIN LINE

GRAY

Derails at west end of No. 6 and No. 7 storage tracks, 182 feet east of and pipe-connected with hand-operated switch in No. 5 track, 821 feet east of Gray Block and Interlocking Station, in service.

Applies In Zone E

(i) CLEARFIELD BRANCH

NORTH OF TYRONE

Derails on south end of ladder tracks, 286 feet north of and pipe-connected with hand-operated switch, in main track, 3470 feet north of Tyrone, in service.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., December 24, 1948.

GENERAL ORDER NO. 1206

Effective 12.01 P. M., December 24, 1948

Applies In All Zones

By order of the General Manager, Train Orders on the Middle Division will be issued by authority and over the signature of A. J. Greenough, General Superintendent of the Eastern Pennsylvania General Division, until further notice.

H. L. NANCARROW,
General Manager.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., January 13, 1949.

GENERAL ORDER NO. 1207

Effective 9.01 A. M., Tuesday, January 18, 1949.

Applies In All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 93 withdrawn.

No. *587 changed to run Monday, Wednesday, Friday.

No. *586 changed to run Tuesday, Thursday, Saturday.

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

Blank coupon over No. 93, page 16.

Nos. *587 and *586 over corresponding schedules, page 32.

No. 3 and No. 67, character \diamond added.

Employees must correct pages 12 and 21, in ink.

(b) **TICKET OFFICES OPEN FOR SALE OF TICKETS**

Huntingdon open for All Trains, daily.

Employees must correct page 35, in ink.

(c) **ENGINE RESTRICTIONS**

Diesel Engines Operating In Tunnels Or Confined Locations

When stopped in tunnels, engines and steam heat generators on all Diesel engine units shall be shut down unless it is known that Diesel engine will proceed within five minutes.

Engines and steam heat generators on Diesel engine units shall not be allowed to run for extended periods of time in buildings or shops unless proper ventilation is provided. Special Instruction 3108, changed.

Applies In Zone A

(d) **MAIN LINE**

JACKS—BARREE

Paragraph (g) General Order No. 1205 referring to speed of 40 miles per hour on No. 3 track, annulled.

(e) **HUNT—PETE**

Trains and engines on No. 3 track must not exceed a speed of 40 miles per hour between Hunt and Pete.

Special Instruction 3104, changed.

Applies In Zone B

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

Fixed signal H-374, 2580 feet east of Mile Post 38, governing eastward movements on No. 1 track, changed to position light pedestal type.

Fixed signal H-375, 2685 feet west of Mile Post 37, governing westward movements on No. 2 track, changed to position light pedestal type.

A. J. GREENOUGH,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION**

Altoona, Pa., January 15, 1949.

GENERAL ORDER NO. 1208

Effective 12.01 A. M., Sunday, January 16, 1949

Applies In All Zones

- (a) General Order 1206, referring to train orders on Middle Division being issued by authority and over the signature of A. J. Greenough, General Superintendent, annulled.

Train orders on Middle Division will be issued by authority and over signature of P. M. Roeper, Superintendent.

H. L. NANCARROW,
General Manager.

THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION

Altoona, Pa., January 20, 1949.

GENERAL ORDER NO. 1209

Effective 12.01 A. M., Monday, January 24, 1949

Applies In All Zones

(a) USE OF TELEPHONE OR TRAINPHONE IN TRAIN OPERATION

The conversation outlined below must be followed when permission is desired to occupy or obstruct a track or enter block and when reporting clear of a track or block:

The employe in charge when answering a call must (1) announce his station or location and (2) his name.

TO OBTAIN PERMISSION TO OCCUPY OR OBSTRUCT A TRACK OR ENTER BLOCK

Train (No.) Eng. (No.) Conductor or Engineman
Extra (Eng. No.) (Direction) Conductor or Engineman
Engine (No.) Engineman
T.C. Car (No.) Driver

Other Equipment (No.—or Type) Employe in Charge

Desires permission to occupy or obstruct spell number
track or enter block at location (spell out) and proceed
(Direction) or not proceed. (M-I-D-W-A-Y)

If the employe in charge of the track or block can give the desired permission he must, after necessary arrangements have been made, grant permission in the following manner:

Train (No.) Eng. (No.) Conductor or Engineman
Extra (Eng. No.) (Direction) Conductor or Engineman
Engine (No.) Engineman
T.C. Car (No.) Driver

Other Equipment (No.—or Type) Employe in Charge

May occupy or obstruct (spell number) track or enter block
at (spell out) location and proceed. If in Manual Block
(M-I-D-W-A-Y)

System territory, proceed as though
signal were displayed or not proceed. To be repeated by
the employe making request, who must give his name, and
if correctly repeated, the employe in charge will give correct and his name.

TO REPORT CLEAR OF A TRACK OR BLOCK

Train (No. Eng. (No.) { Conductor, Engineman,
Extra (Eng. No.) (Direction) } or member of Crew
Engine (No.) { when authorized by Con
ductor or Engineman.
T.C. Car (No.) Driver

Other Equipment (No.—or Type) Employe in Charge

Clear of (spell number) Track or Block at (spell out)
location. (M-I-D-W-A-Y)

To be repeated by the Signaller or other employe in
charge, who must give his name. When correctly repeated,
the employe reporting clear will give correct and his name.

P. M. ROEPER,
Superintendent.

~~Bell 5.170~~

~~Park 6.45~~

miles 1025 P.

Julian 1115

Julian 1240

Park 220 a

Tyrone 405

Bell 650

~~Park 805~~

136 miles

138

155

Valve Stem Packing
A injector

globe Valve necks

Throttle Packing

Blower at lower Valve
at union

air pump + upper Blower

Steam ram L injector

America's No. 1 *Car*



YES—the familiar, hard-working railroad freight car!

You almost live out of it! You depend upon it for virtually everything you eat, everything you wear, everything you use.

Freight cars are owned by many different railroads all over the country—and yet all of them can run on any railroad, carrying anything, anywhere, in any season.

Take this boxcar, for example. The brother of every other American freight car, it has interchangeable wheels, axles, trucks, brakes, draft gear, and couplings. It fits into any train, and can be repaired with standard parts at any railroad shop in America.

This universal interchange of freewheeling freight cars is the basis of the mass transportation that makes possible the marvel of American large-scale production. It is the very foundation of our system of marketing, which gives the American consumer the widest possible choice in the things he buys.

ASSOCIATION OF AMERICAN RAILROADS

WHAT IS A PATRON?

A Patron is the most important person in this insitution—in person, on the telephone, or by mail.

A Patron is not dependent on us—we are dependent on him.

A Patron is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A Patron is not an outsider to our business—he is part of it.

A Patron is not cold statistics—he is a flesh-and-blood human being with feelings and emotions like our own.

A Patron is a person who brings us his business. It is our job to handle him, or her, profitably both to him, or her, and to ourselves.