

Pennsylvania Railroad

EASTERN REGION

Eastern Pennsylvania Division

MIDDLE DIVISION

Time Table No. 14

In effect 6.01 A. M., Sunday, Sept. 27, 1931

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

R. K. ROCHESTER,
General Manager

H. H. GARRIGUES,
General Superintendent

J. M. SYMES,
Supt. Pass. Transportation

I. B. SINCLAIR,
Superintendent

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2024

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Interlocking Stations	Interlocking Plans	Block Station	Block Signals	Dist. between Stations	Dist. from Harrisburg	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
							E	W	Both
I		B		8.6	8.6	HARRISBURG (Phila. Div.) NC BLOCK STATION			
				1.1	9.7	PERDIX			
				1.0	10.7	COVE			
				2.6	13.3	KINKORA HEIGHTS			
I		B		1.0	14.3	VIEW			
				0.5	14.8	DUNCANNON			
				1.1	15.9	JUNIATA BRIDGE			
				2.1	18.0	AQUEDUCT			
				1.8	19.8	LOSH'S RUN			
				1.4	21.2	IROQUOIS			
				1.7	22.9	BAILEY			
				4.5	27.4	NEWPORT			
I		B		1.4	28.8	PORT			
				1.9	30.7	OLD FERRY			
				2.0	32.7	MILLERSTOWN			
				5.0	37.7	THOMPSONTOWN			
				3.1	40.8	VANDYKE			
				2.2	43.0	TUSCARORA			
				1.1	44.1	MEXICO			
				2.1	46.2	PORT ROYAL			
I		B		2.8	49.0	MIFFLIN			
	P			1.6	50.6	LAUVER			
I	P			1.0	51.6	DENHOLM			
		B		0.8	52.4	WALL			
				3.5	55.9	HAWSTONE			
				1.6	57.5	SHAWNEE			
	P			3.1	60.6	LEWISTOWN			
I		B		1.2	61.8	LEWIS			
				2.6	64.4	GRANVILLE			
				1.5	65.9	ANDERSON			
I		B		2.4	68.3	LONGFELLOW			
				1.2	69.5	HORNINGFORD			
				3.0	72.5	McVEY TOWN			
				4.2	76.7	RYDE			
				2.1	78.8	VINEYARD			
				3.7	82.5	NEWTON HAMILTON			
				2.6	85.1	MOUNT UNION			
I		B		1.0	86.1	JACKS			
				2.3	88.4	MAPLETON			
I		B		2.6	91.0	GLASS			
				0.6	91.6	MILL CREEK			
				3.2	94.8	ARDENHEIM			
I		B		2.2	97.0	HUNTINGDON			
I		B		2.4	99.4	DEER			
				1.8	101.2	WARRIOR RIDGE			
				2.1	103.3	PETERSBURG			
				3.3	106.6	BARRE			
I		B		2.2	108.8	SPRUCE			
				0.4	109.2	SPRUCE CREEK			
				1.6	110.8	UNION FURNACE			
				1.9	112.7	SHOENBERGER			
				1.4	114.1	BIRMINGHAM			
I		B		1.5	115.6	FORGE			
				1.0	116.6	TYRONE			
I		B		1.2	117.8	GRAZIER			
				2.6	120.4	TIPTON			
				3.6	124.0	BELLWOOD			
I		B		0.7	124.7	BELL			
I		B		2.1	126.8	ANTIS			
				1.3	128.1	EAST ALTOONA			
		B		1.4	129.5	GD BLOCK STATION			
				0.7	130.2	RO INTERLOCKING			
		B		0.6	130.8	ALTOONA			
		B		0.3	131.1	JK BLOCK STATION			
		B		0.6	131.7	BO BLOCK STATION			

4 HOLLIDAYSBURG AND PETERSBURG BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Petersburg	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
							E	W	Both
		†B		0.3	0.3	PETERSBURG			
				2.7	3.0	PG BLOCK STATION	82	84	
				2.0	5.0	NEFF			
		†B		1.2	6.2	ALEXANDRIA			
				0.9	7.1	ALFARATA AF	87	88	
				1.8	8.9	WATER STREET			
				1.7	10.6	GOODMAN			
				0.7	11.3	BLAIRFOUR			
				2.0	13.3	MOUNT ETNA			
				0.7	14.0	CARLIM			
		†B		1.1	15.1	COVEDALE			
				2.2	17.3	CLOVER CREEK JOT. KZ			
		†B		2.0	19.3	WILLIAMSBURG			
				1.2	20.5	GANISTER SJ	79		
				1.9	22.4	POINT VIEW			
				0.4	22.8	FLOWING SPRING			
				1.2	24.0	CANOE CREEK JOT.			
				1.7	25.7	HORRELL	84	84	
				0.4	26.1	REESE			
				1.4	27.5	UPPER REESE			
		†B		1.0	28.5	WHITE BRIDGE			
I		B		2.8	31.3	FRANKSTOWN F			
I		B		1.1	32.4	HOLLIDAYSBURG			
				1.1	33.5	NEW PRG. JC. WYE			
	P		C	2.1	35.6	SPRING MEADOW			
				1.1	36.7	ELDORADO			
				0.8	37.5	SOUTH ALTOONA			
I		B		1.1	38.6	29TH STREET			
I		B		0.3	38.9	JK BLOCK STATION			
						ALTOONA FG			

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

PG	Unat'd	Continuously	Hollidaysburg
AF	Unat'd	Continuously	Controlled by Hollidaysburg
KZ	Unat'd	Continuously	Hollidaysburg
SJ	Unat'd	Continuously	Hollidaysburg
F	Unat'd	Continuously	Hollidaysburg

MORRISON'S COVE BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Henrietta	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		†B		1.5	1.5	HENRIETTA HR			
				1.6	3.1	PAGE			
		†B		2.5	5.6	CURRY			
				1.5	7.1	MARTINSBURG JOT. MJ			
				0.7	7.8	PECK			
		†B		1.7	9.5	ERB			
				0.3	9.8	RS BLOCK STATION			
				2.1	11.9	ROARING SPRING			7
		†B		0.9	12.8	McKEE			31
				2.0	14.8	BROOKES MILLS BM			
				1.7	16.5	KLADDER			
				1.7	18.2	RESERVOIR			
I		B		1.3	19.5	LOOP			
						HOLLIDAYSBURG			

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

BM	Unat'd	Continuously.	Controlled by Holidaysburg
RS	Unat'd	Continuously	Holidaysburg
MJ	Unat'd	Continuously	Holidaysburg
HR	Unat'd	Continuously	Holidaysburg

MARTINSBURG BRANCH.

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Martinsburg	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
							E	W	Both
		JB		0.7	0.7	MARTINSBURG MARTINSBURG JCT. MJ			20

The block on Martinsburg Branch includes both legs of the Y.
Block information received at MJ covers movement to Martinsburg and return unless otherwise specified.

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

MJ	Unat'd	Continuously	Controlled by Holidaysburg
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BEDFORD BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Brookes Mills	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
							N	S	Both
		†B		1.4	1.4	BROOKES MILLS..... BM			25
				4.6	6.0	EAST FREEDOM.....			
		†B		1.5	7.5	CLAYSBURG..... CB			48
				1.6	9.1	SPROUL.....			
		†B		4.2	13.3	QUEEN.....			
				2.3	15.6	IMLER..... IM			19
		†B		2.4	18.0	OSTERBURG.....			
				2.2	20.2	REYNOLDSDALE..... RD			7
		†B		1.8	22.0	FISHERTOWN.....			
				0.6	22.6	CESSNA PASSING SDG CS			37
				4.8	27.4	CESSNA.....			
				2.5	29.9	YOUNTS.....			6
		†B		0.5	30.4	CHALYBEATE.....			
		†B		1.1	31.5	DUNNINGS CREEK JCT. DC			
				2.9	34.4	BEDFORD..... BF			
				2.0	36.4	WOLFSBURG.....			
		†B		2.9	39.3	NAPIER.....			
				0.3	39.6	MC BLOCK STATION.....			
				2.0	41.6	MANNS CHOICE.....			44
		†B		3.0	44.6	SULPHUR SPRINGS.....			
				1.5	46.1	BUFFALO MILLS..... BU			52
				2.2	48.3	BARD.....			
		†B		2.5	50.8	MADLEY.....			
				3.7	54.5	FOSSILVILLE..... FO			72
		†B		0.8	55.3	HYNDMAN.....			
		†B		6.6	61.9	BARCLAY PASSG SID. CK			45
				6.5	68.4	STATE LINE..... SL			
						CUMBERLAND (W. M. Ry.).....			

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

BM	Unat'd	Controlled by	
		Continuously	Train Dispatcher
CB	Unat'd	Continuously	Train Dispatcher
IM	Unat'd	Continuously	Train Dispatcher
RD	Unat'd	Continuously	Train Dispatcher
CS	Unat'd	Continuously	Train Dispatcher
DC	Unat'd	Continuously	Train Dispatcher
BF	Unat'd	Continuously	Train Dispatcher
MC	Unat'd	Continuously	Train Dispatcher
BU	Unat'd	Continuously	Train Dispatcher
FO	Unat'd	Continuously	Train Dispatcher
CK	Unat'd	Continuously	Train Dispatcher
SL	Unat'd	Continuously	Train Dispatcher

MT. DALLAS BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from D. C. Jct.	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		†B		3.6	3.6	DUNNINGS CREEK JCT DC			
		†B		3.3	6.9	LUTZVILLE			7
						MT. DALLAS MD			

NOTE—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

			Controlled by
DC	Unat'd	Continuously	Train Dispatcher
MD	Unat'd	Continuously	Train Dispatcher

CLEARFIELD BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Gramplan	STATIONS	Sidings assigned direc'n Car Capacity 45 ft cars		
							N	S	Both
		†B		0.1	0.1	GRAMPIAN			
				1.5	1.6	GR BLOCK STATION			
		†B		3.8	5.4	STRONACH			
				2.0	7.4	CURWENSVILLE			17
				2.7	10.1	SUSQUEHANNA BRIDGE			
		†B		0.9	11.0	RIVERVIEW			
				0.8	11.8	RV BLOCK STATION			
				0.2	12.0	MARKET STREET			
				0.9	12.9	CLEARFIELD			
		†B		0.4	13.4	SOUTH CLEARFIELD			
				2.3	15.7	D BLOCK STATION			34
				1.6	17.3	BARRETT			
		†B		0.9	18.2	MINERAL SPRING			
		†B		2.4	20.6	WOODLAND	WC		29
		B		2.5	23.1	BIGLER	BS		18
				2.2	25.3	WALLACETON	OC		33
				1.8	27.1	BLUE BALL			
				1.3	28.4	SANFORD JUNCTION			
I		†B		0.3	28.7	DERBY JUNCTION			
				0.3	29.0	N. Y. C. R. R. TOWER			
		†B		0.2	29.2	RA BLOCK STATION			30
				2.4	31.7	PHILIPSBURG			
		†B		1.6	33.3	BN BLOCK STATION			
		B		0.4	33.7	MILLS			
				3.3	37.0	OSCEOLA MILLS			
				0.7	37.7	RETORT			
		†B		1.8	39.5	SANDY RIDGE			
				5.0	44.5	UI BLOCK STATION	75	75	
		†B		4.2	48.7	GARDNER			
				0.7	49.4	SI BLOCK STATION			
I		B		1.6	51.0	VAIL			300
				1.5	52.5	PARK			
I		B		0.2	52.7	TYRONE			
						WILSON			

NOTE—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

CLEARFIELD BRANCH

UI	Unat'd	Continuously	Controlled by Mills
SI	Unat'd	Continuously	Park
BN	Unat'd	Continuously	Mills
RA	Unat'd	Daily except Sun. 7:30 A. M. to 3:30 P. M. OG Daily 3.30 P. M. to 7.30 A. M. Mills Sunday 7.30 A. M. to 3.30 P. M. Mills	
OG	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Mills Sunday 7.30 A. M. to 3.30 P. M. Mills	
BS	Unat'd	Daily except Sun. 7.30 A. M. to 3.30 P. M. OG Sunday 7.30 A. M. to 3.30 P. M. Mills Daily 3.30 P. M. to 7.30 A. M. Mills	
WO	Unat'd	Daily except Sun. 7.30 A. M. to 3.30 P. M. OG Daily 3.30 P. M. to 7.30 A. M. Mills Sunday 7.30 A. M. to 3.30 P. M. Mills	
D	Unat'd	Daily except Sun. 7.30 A. M. to 3.30 P. M. OG Daily 3.30 P. M. to 7.30 A. M. Mills Sunday 7.30 A. M. to 3.30 P. M. Mills	
RV	Unat'd	Daily except Sun. 7.30 A. M. to 3.30 P. M. OG Daily 3.30 P. M. to 7.30 A. M. Mills Sunday 7.30 A. M. to 3.30 P. M. Mills	
J	Unat'd	Daily except Sun. 7.30 A. M. to 3.30 P. M. OG Sunday 7.30 A. M. to 3.30 P. M. Mills Daily 3.30 P. M. to 7.30 A. M. Mills	
GR	Unat'd	Daily except Sun. 7.30 A. M. to 3.30 P. M. OG Sunday 7.30 A. M. to 3.30 P. M. Mills Daily 3.30 P. M. to 7.30 A. M. Mills	

MOSHANNON BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Distance from Osceola Mills	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		B		0.4	0.4	OSCEOLA MILLS			
				0.9	1.3	MILLS			
				1.2	2.5	MILL STREET			
				1.5	4.0	COAL RUN JUNCTION			
		†B		1.0	5.0	MOSHANNON			
				1.1	6.1	GOSS RUN JUNCTION BZ			
				1.1	6.1	HOUTZDALE			
				1.1	7.2	WEST MOSHANNON			
				0.1	7.3	AMESVILLE JUNCTION			
				0.6	7.9	KENDRICK			
				0.3	8.2	EXCELSIOR			40
				1.1	9.3	RAMEY			14
		†B		0.3	9.6	MADERA JUNCTION BA			28
				0.3	9.9	BEULAH			
		†B		2.1	12.0	SMOKE RUN SM			42
				1.5	13.5	BANIAN JUNCTION			
				1.1	14.6	MADERA			
I				0.4	15.0	BETZ JCT. (N. Y. C. R. R. Tower)			
		†B		0.0	15.0	MA BLOCK STATION			
				1.7	16.7	BELSENA			
				4.7	21.4	MCCARTNEY			

NOTE—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

			Controlled by
BZ	Unat'd	Continuously	Mills
BA	Unat'd	Continuously	Mills
SM	Unat'd	Continuously	Mills
MA	Unat'd	Continuously	Mills

GOSS RUN BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Goss Run Jct.	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		†B		1.0	1.0	GOSS RUN JUNCTION BZ BRISBIN			

The block on Goss Run Branch extends from Goss Run Junction to Brisbin and return.

NOTE.—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

			Controlled by
BZ	Unat'd	Continuously	Mills

MUDDY RUN BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Smoke Run	STATIONS	Sidings assigned direc'n Car Capacity 45 ft. Cars		
							N	S	Both
		†B				SMOKE RUN..... SM			42
				1.9	1.9	BECCARIA			
				1.9	3.8	EUREKA No. 29			

The block on Muddy Run Branch extends from Smoke Run to Eureka No. 29 and return.

NOTE.—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations.

			Controlled by
SM	Unat'd	Continuously	Mills

LITTLE MUDDY RUN BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Smoke Run	STATIONS	Sidings assigned direc'n Car Capacity 45 ft. cars		
							N	S	Both
		†B				SMOKE RUN..... SM			42
				0.3	0.3	Jct. Little Muddy Run Br.			
				1.9	2.2	FERNWOOD (Jct. J. Br.)			
				1.0	3.2	ALMADEN (Eureka No. 28)			

The block on Little Muddy Run Branch extends from Junction Little Muddy Run Branch to Almaden and return.

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

SM	Unat'd	Continuously	Controlled by
			Mills

FAIRBROOK BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from FB Block Sta.	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
							E	W	Both
		†B		0.5	0.5	FB BLOCK STATION			
				1.4	1.9	STOVER			
				0.7	2.6	LINGAFELT SIDING			
		†B				TYRONE			

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

Tyrone	Unat'd	Continuously	Controlled by
			Wilson
FB	Unat'd	Continuously	Wilson

BELLWOOD BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Bellwood	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
							N	S	Both
		†B				BELLWOOD			
		†B		0.7	0.7	YM BLOCK STA.			
				1.1	1.8	ROOTS			
				2.3	4.1	COLLIER			
		†B		4.1	8.2	DE BLOCK STATION			106
		†B		3.4	11.6	BLANDBURG (Stroud Jct.)			259
				1.7	13.3	MOUNTAINDALE			
				0.4	13.7	N End Blandburg Psg. Sdg.			
				0.8	14.5	FALLEN TIMBER JCT.			
		†B		0.5	15.0	GLASGOW			136
				1.1	16.1	N End Glasgow Psg. Sdg.			
				1.8	17.9	UTAHVILLE			
				1.6	19.5	HEVERLY			
		†B		1.9	21.4	CO BLOCK STA.			
				0.4	21.8	COALPORT (Railroad St.)			
				0.6	22.4	BLAIN CITY			
		†B		1.3	23.7	VG BLOCK STA.			
				0.1	23.8	PINE RUN JCT.			
		B		0.3	24.1	IRVONA (Pittsburgh Div.)			

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

BW	Unat'd	Continuously	Controlled by
			Bell
YM	Unat'd	Continuously	Bell
DE	Unat'd	Continuously	Bell

MR	Unat'd	Continuously	Controlled by Bell
GS	Unat'd	Continuously	Bell
CO	Unat'd	Continuously	Bell
VG	Unat'd	Movements between CO and VG Continuously Movements between VG and VN controlled as follows: 8:30 A. M. to 5:30 P. M., daily 5:30 P. M. to 8:30 A. M., daily	Bell VN JM

LEWISTOWN AND MILROY BRANCHES

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Distance between Stations	Distance from Lewistown	STATIONS	Sidings assigned direc'n Car capacity 54 ft. cars		
							W	E	Both
				1.4	12.2	MILROY			25
				0.8	10.8	NAGINEY			
				0.6	10.0	SHRADERS			
				2.9	9.4	HONEY CREEK			
		†B		0.3	6.5	REEDSVILLE			10
				0.1	6.2	K.V.R.R. JUNCTION			
		†B		1.7	6.1	MANN WATER STA.			
				0.8	4.4	YEAGERTOWN			58
				0.3	3.6	BURNHAM			
				0.5	3.3	BURNHAM PAS'G SID.			42
				0.4	1.5	WALNUT STREET			
		†B		0.1	1.1	MY BLOCK STATION			
				0.2	1.0	CHESTNUT STREET			19
				0.8	0.8	MAIN STREET			
		†B				LEWISTOWN			KA

Note. Block Stations are open continuously except:—
Also unattended Block Stations controlled by open Block Stations.

DR	Unat'd	Continuously	Controlled by LEWIS
YN	Unat'd	Continuously	LEWIS
MY	Unat'd	Continuously	LEWIS
KA	Unat'd	Continuously	LEWIS

12

HARRISBURG TO BO BLOCK STATION

STATIONS	FIRST CLASS			
	9	●19	●35	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)	\$ 12.10	\$ 1.48	\$ 1.57	
MACLAY STREET				
LUCKNOW				
ROCKVILLE	12.22	1.59	2.08	
MARYSVILLE				
NC BLOCK STATION	12.27	2.04	2.13	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	F 12.35	2.11	2.20	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	12.44	2.19	2.28	
BAILEY				
NEWPORT	F 12.52			
PORT BLOCK STATION	12.55	2.27	2.36	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	1.07	2.39	2.48	
TUSCARORA				
MEXICO				
PORT ROYAL	F 1.14			
MIFFLIN	\$ 1.20	2.48	2.57	
DENHOLM	④			
WALL BLOCK STATION	1.30	2.52	3.02	
HAWSTONE	1.35	2.56	3.06	
SHAWNEE				
LEWISTOWN	\$ 1.44	3.02	3.12	
GRANVILLE				
ANDERSON				
LONGFELLOW	1.54	3.10	3.20	
HORNINGFORD				
McVEYTOWN	1.59	3.15	3.24	
RYDE				
VINEYARD	2.06	3.22	3.31	
NEWTON HAMILTON				
MOUNT UNION	\$ 2.16			
JACKS BLOCK STA.	2.20	3.30	3.39	
MAPLETON				
MILL CREEK	2.26	3.36	3.45	
ARDENHEIM				
HUNTINGDON	\$ 2.36	3.41	3.50	
DEER BLOCK STATION	2.42	3.44	3.53	
WARRIOR RIDGE				
PETERSBURG	2.47	3.48	3.57	
BARREE				
SPRUCE CREEK	2.54	3.54	4.03	
UNION FURNACE				
SHOENBERGER	3.00	3.59	4.09	
BIRMINGHAM				
TYRONE	\$ 3.09	4.05	4.15	
GRAZIER BLOCK STA.	3.14	4.07	4.17	
TIPTON				
BELLWOOD				
BELL BLOCK STATION	3.27	4.17	4.27	
EAST ALTOONA				
ALTOONA	\$ 3.40	\$ 4.28	\$ 4.38	
	\$ 3.50	\$ 4.38	\$ 4.50	
BO BLOCK STATION	3.53	4.41	4.53	
Arrive	A. M.	A. M.	A. M.	
	9	19	35	

WESTWARD

13

FIRST CLASS

	37 DAILY	51 DAILY	● 681 DAILY EX SUN.	● 609 DAILY EX. SUN&MON	● 43 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 2.15	\$ 2.39		E 3.20	\$ 3.81
	2.26	2.49		3.31	3.41
	2.31	2.54		3.36	3.46
	2.38	3.01		3.43	3.53
	2.45	3.08		3.50	4.00
	2.53	3.16		3.58	4.08
	3.05	3.28		4.09	4.20
	3.14	3.36		4.17	4.29
	3.18	3.40		4.21	4.34
	3.22	3.44		4.25	4.38
	3.28	3.49		4.30	4.44
	3.36	3.57		4.38	4.52
	3.40	4.01		4.42	4.56
	3.47	4.08		4.49	5.03
	3.55	4.16		4.56	5.11
	4.01	4.22		5.02	5.17
	4.06	4.27		Z 5.08	Z 5.22
	4.09	4.30		5.12	5.25
	4.13	4.34		5.16	5.29
	4.19	4.40		5.22	5.35
	4.24	4.45		5.28	5.40
	4.30	4.51		E 5.38	Q 5.46
	4.32	4.53		5.41	5.48
	4.42	5.01		5.52	5.58
	\$ 4.53	\$ 5.11		E 6.05	\$ 6.09
	\$ 4.58	\$ 5.16	\$ 6.05		\$ 6.20
	5.01	5.19	6.08		6.23
	A. M.	A. M.	A. M.	A. M.	A. M.
	37	51	681	609	43

14

HARRISBURG TO BO BLOCK STATION

STATIONS	FIRST CLASS			
	061	11	623	
	DAILY	DAILY	DAILY	
		EX. MON.		
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.) ①	3.56	\$ 4.00	\$ 4.10	
MACLAY STREET				
LUCKNOW				
ROCKVILLE	4.07	4.10	4.22	
MARYSVILLE			F 4.26	
NC BLOCK STATION	4.12	4.15	4.29	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	4.19	4.22	\$ 4.38	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	4.26	4.29	4.47	
BAILLY				
NEWPORT			\$ 4.55	
PORT BLOCK STA.	4.34	4.37	4.53	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN			F 5.08	
VANDYKE	4.46	4.49	F 5.13	
TUSCARORA			F 5.17	
MEXICO				
PORT ROYAL			\$ 5.22	
MIFFLIN	4.54	4.58	\$ 5.28	
DENHOLM			S 5.34	
WALL BLOCK STATION	4.59	5.03	5.37	
HAWSTONE	5.03	5.07	F 5.42	
SHAWNEE				
LEWISTOWN	5.09	5.13	\$ 5.57	
GRANVILLE			F 6.05	
ANDERSON				
LONGFELLOW	5.17	5.21	6.11	
HORNINGFORD				
McVEYTOWN	5.21	5.25	\$ 6.17	
RYDE			F 6.24	
VINEYARD	5.28	5.32	F 6.28	
NEWTON HAMILTON			\$ 6.35	
MOUNT UNION			\$ 6.45	
JACKS BLOCK STA.	5.36	5.40	6.48	
MAPLETON			\$ 6.54	
MILL CREEK	5.42	5.46	\$ 7.00	
ARDENHEIM			F 7.05	
HUNTINGDON	5.47	5.51	\$ 7.19	
DEER BLOCK STATION	5.50	5.54	7.24	
WARRIOR RIDGE			F 7.27	
PETERSBURG	5.54	5.58	\$ 7.34	
BARREE			\$ 7.40	
SPRUCE CREEK	6.00	6.04	\$ 7.46	
UNION FURNACE			\$ 7.52	
SHOENBERGER	6.05	6.09		
BIRMINGHAM			\$ 7.58	
TYRONE	6.11	6.15	\$ 8.09	
GRAZIER BLOCK STA.	6.13	6.17	8.16	
TIPTON			F 8.22	
BELLWOOD			\$ 8.29	
BELL BLOCK STATION	6.22	6.27	8.32	
EAST ALTOONA			\$ 8.38	
ALTOONA } ① 6.32	\$ 6.37	\$ 8.45		
} ② 6.39	\$ 6.45			
BO BLOCK STATION	6.42	6.48		
Arrive	A. M.	A. M.	A. M.	
	61	11	623	

WESTWARD

15

FIRST CLASS

[illegible]

16

HARRISBURG TO BO BLOCK STATION

STATIONS	FIRST CLASS			
	18	8531		
	DAILY	DAILY		
Leave	A. M.	A. M.		
HARRISBURG (Phila. Div.)	\$ 7.09			
MACLAY STREET				
LUCKNOW				
ROCKVILLE	7.19			
MARYSVILLE				
NC BLOCK STATION	7.24			
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	\$ 7.32			
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	7.41			
BAILEY				
NEWPORT	\$ 7.49			
PORT BLOCK STATION	7.52			
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	8.04			
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	\$ 8.14			
DENHOLM				
WALL BLOCK STATION	8.19			
HAWSTONE	8.23			
SHAWNEE				
LEWISTOWN	\$ 8.31			
GRANVILLE				
ANDERSON				
LONGFELLOW	8.41			
HORNINGFORD				
McVEY TOWN	8.45			
RYDE				
VINEYARD	8.52			
NEWTON HAMILTON				
MOUNT UNION	\$ 9.02			
JACKS BLOCK STA.	9.05			
MAPLETON				
MILL CREEK	9.11			
ARDENHEIM				
HUNTINGDON	\$ 9.21			
DEER BLOCK STATION	9.26			
WARRIOR RIDGE				
PETERSBURG	9.31			
BARRE				
SPRUCE CREEK	9.37			
UNION FURNACE				
SHOENBERGER	9.42			
BIRMINGHAM				
TYRONE	\$ 9.50	\$ 10.15		
GRAZIER BLOCK STA.	9.54	10.20		
TIPTON				
BELLWOOD		\$ 10.32		
BELL BLOCK STATION	10.04	10.35		
EAST ALTOONA		\$ 10.41		
ALTOONA	\$ 10.14	\$ 10.48		
	\$ 10.26			
BO BLOCK STATION	10.29			
Arrive	A. M.	A. M.		
	18	8531		

WESTWARD

17

FIRST CLASS					
	601 DAILY EX. SUN.	15 DAILY	6404 SUN. ONLY		
	A. M.	A. M.	P. M.		
		\$ 11.23			
		11.33			
		11.38			
		\$ 11.46			
		11.54			
		\$ 12.03			
		12.06			
		12.18			
		\$ 12.28			
		① 12.39			
		12.43			
		\$ 12.52			
		1.02			
		G 1.06			
		1.13			
		\$ 1.22			
		1.24			
		1.30			
		\$ 1.38			
		1.43			
		1.48			
		1.54			
		1.59			
		\$ 2.09	\$ 2.45		
		2.13	2.50		
		\$ 2.23	\$ 2.58		
		2.26	3.00		
		\$ 2.38	\$ 3.05		
			\$ 3.12		
	\$ 10.55	\$ 2.50			
	10.58	2.53			
	A. M.	P. M.	P. M.		
	601	15	6404		

STATIONS	FIRST CLASS			
	25	679	511	
	DAILY	SUN. ONLY	DAILY	
Leave	P. M.	P. M.	P. M.	
HARRISBURG (Phila Div.)	\$ 12.49			
MACLAY STREET				
LUCKNOW				
ROCKVILLE	12.59			
MARYSVILLE				
NC BLOCK STATION	1.04			
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	1.11			
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	1.18			
BAILEY				
NEWPORT				
PORT BLOCK STATION	1.26			
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	1.38			
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	1.47			
DENHOLM				
WALL BLOCK STATION	1.52			
HAWSTONE	1.56			
SHAWNEE				
LEWISTOWN	2.01			
GRANVILLE				
ANDERSON				
LONGFELLOW	2.09			
HORNINGFORD				
McVEYTOWN	2.13			
RYDE				
VINEYARD	2.20			
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA.	2.28			
MAPLETON				
MILL CREEK	2.34			
ANDENHEIM				
HUNTINGDON	2.39			
DEER BLOCK STATION	2.42			
WARRIOR RIDGE				
PETERSBURG	2.46			
BARREE				
SPRUCE CREEK	2.52			
UNION FURNACE				
SHOENBERGER	2.57			
BIRMINGHAM				
TYRONE	\$ 3.04		\$ 3.52	
GRAZIER BLOCK STA.	3.08		3.56	
TIPTON				
BELLWOOD				
BELL BLOCK STATION	3.18		4.06	
EAST ALTOONA				
ALTOONA	\$ 3.28		\$ 4.17	
	\$ 3.33	\$ 3.35	\$ 4.24	
BO BLOCK STATION	3.36	3.38	4.27	
Arrive	P. M.	P. M.	P. M.	
	25	679	511	

WESTWARD

19

FIRST CLASS

	661 DAILY	27 DAILY	515 DAILY EX. SUN.	6523 DAILY EX. SUN.	613 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.10	\$ 2.32			\$ 4.00
	\$ 1.15				
	1.24	2.43			4.10
	\$ 1.29				\$ 4.13
	1.34	2.49			4.16
	\$ 1.37				
	\$ 1.41				
	F 1.46				
	\$ 1.51	2.56			\$ 4.24
	\$ 1.56				
	F 2.01				
	F 2.06				
	F 2.11	3.03			4.32
	F 2.15				
	\$ 2.23				\$ 4.39
	2.25	3.11			4.41
	F 2.28				
	\$ 2.33				
	\$ 2.42				F 4.50
	F 2.47	3.23			F 4.55
	F 2.51				
	\$ 2.54				
	\$ 2.59				\$ 5.02
	\$ 3.10	3.32			\$ 5.08
	\$ ^A 3.17				\$ ^A 5.14
	3.20	3.37			5.17
	\$ 3.26	3.42			\$ 5.23
	F 3.31				
	\$ 3.38	\$ 3.49			\$ 5.31
	\$ 3.56				F 5.37
	F 4.00				
	F 4.04	4.00			F 5.43
	F 4.07				F 5.46
	\$ 4.13	4.04			\$ 5.51
	\$ 4.19				F 5.57
	\$ 4.25	4.11			F 6.02
	\$ 4.33				F 6.08
	\$ 4.41				\$ 6.14
	4.44	4.19			6.16
	\$ 4.48				F 6.20
	\$ 4.54	4.25			6.24
	F 4.59				
	\$ 5.05	\$ 4.31			\$ 6.33
	5.25	4.35			6.37
	\$ 5.29				
	\$ 5.34	4.40			\$ 6.43
	\$ 5.40				
	\$ 5.45	4.46			6.50
	\$ 5.49				
	F 5.53	4.51			6.55
	\$ 5.57				M 6.57
	\$ 6.04	4.57	\$ 5.30		\$ 7.05
	6.08	4.59	5.35		7.10
	F 6.13				
	\$ 6.21		\$ 5.45	\$ 6.00	\$ 7.22
	6.24	5.10	5.48	6.05	7.24
	\$ 6.28		\$ 5.53	\$ 6.09	
	\$ 6.35	\$ 5.22	\$ 6.00	\$ 6.17	\$ 7.37
		\$ 5.30			\$ 7.50
		5.33			7.53
	P. M.	P. M.	P. M.	P. M.	P. M.
	661	27	515	6523	613

HARRISBURG TO BO BLOCK STATION

HARRISBURG TO BO BLOCK STATION				
STATIONS	FIRST CLASS			
	75	6402	6291	5
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div)	\$ 4.30		\$ 5.20	\$ 5.56
MACLAY STREET			\$ 5.25	
LUCKNOW				
ROCKVILLE	4.40		\$ 5.34	6.06
MARYSVILLE			\$ 5.39	
NC BLOCK STATION	4.45		5.42	6.11
PERDIX			\$ 5.45	
COVE			\$ 5.48	
KINKORA HEIGHTS			F 5.54	
DUNCANNON	4.52		\$ 6.00	6.18
JUNIATA BRIDGE			\$ 6.04	
AQUEDUCT			\$ 6.08	
LOSH'S RUN			\$ 6.12	
IROQUOIS	4.59		F 6.15	6.25
BAILEY			\$ 6.19	
NEWPORT			\$ 6.26	
PORT BLOCK STA	5.07		6.28	
			6.36	6.33
OLD FERRY			F 6.40	
MILLERSTOWN			\$ 6.46	
THOMPSONTOWN			\$ 6.54	
VANDYKE	5.19		F 7.01	6.45
TUSCARORA			F 7.05	
MEXICO			F 7.08	
PORT ROYAL			\$ 7.13	
MIFFLIN	5.28		\$ 7.18	6.54
DENHOLM			\$ 7.24	
WALL BLOCK STATION	5.32		7.26	6.59
HAWSTONE	5.36		\$ 7.31	7.03
SHAWNEE			F 7.34	
LEWISTOWN	5.42		\$ 7.40	7.09
GRANVILLE				
ANDERSON				7.17
LONGFELLOW	5.51			
HORNINGFORD				7.22
McVEYTOWN	5.56			
RYDE				7.29
VINEYARD	6.04			
NEWTON HAMILTON				
MOUNT UNION				7.37
JACKS BLOCK STA	6.13			
MAPLETON				7.43
MILL CREEK	6.20			
ARDENHEIM				7.48
HUNTINGDON	6.25			
DEER BLOCK STATION	6.28			7.51
WARRIOR RIDGE				
PETERSBURG	6.32			7.56
BARREE				8.02
SPRUCE CREEK	6.37			
UNION FULNACE				
SHOENBERGER	6.42			8.07
BIRMINGHAM				
TYRONE	6.47	\$ 7.50		8.13
GRAZIER BLOCK STA	6.49	7.55		8.15
TIPTON				
BELLWOOD				
BELL BLOCK STATION	6.58	8.03		8.25
EAST ALTOONA		B 8.08		
ALTOONA	\$ 7.07	\$ 8.15		\$ 8.36
	\$ 7.12			\$ 8.43
BO BLOCK STATION	7.15			8.46
Arrive	P. M.	P. M.	P. M.	P. M.
	75	6402	6291	5

WESTWARD

21

FIRST CLASS

		33	29	59	
		DAILY	DAILY	DAILY	
		P. M.	P. M.	P. M.	
		\$ 6.35	\$ 6.55	\$ 7.20	
		6.46	7.06	7.31	
		\$ 6.50			
		6.53	7.11	7.37	
		\$ 7.03	7.18	7.44	
		7.13	7.25	7.51	
		\$ 7.23			
		7.27	7.33	7.59	
		7.43	7.45	8.10	
		\$ 7.58			
			7.54	8.18	
		8.05	7.59	8.22	
		8.09	8.03	8.26	
		\$ 8.16	8.09	8.31	
		8.27	8.17	8.39	
		8.31	8.21	8.43	
		8.38	8.28	8.50	
		\$ 8.46			
		8.48	8.36	8.57	
		8.54	8.42	9.03	
		\$ 9.02	8.47	9.08	
		9.06	8.50	9.11	
		9.17	8.54	9.15	
		9.23	9.00	9.21	
		9.28	9.05	9.26	
		\$ 9.37	9.11	9.32	
		9.41	9.13	9.34	
		9.52	9.23	9.43	
		\$ 10.03	\$ 9.34	\$ 9.53	
		\$ 10.20	\$ 9.39	\$ 9.58	
		10.23	9.42	10.01	
		P. M.	P. M.	P. M.	
		33	29	59	

STATIONS	FIRST CLASS			
	◇69	◇79	23	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)	\$ 7.55	\$ 8.58	\$ 10.32	
MACLAY STREET				
LUCKNOW				
ROCKVILLE	8.05	9.08	10.43	
MARYSVILLE				
NC BLOCK STATION	8.10	9.13	10.48	
PERDIX				
OOVE				
KINKORA HEIGHTS				
DUNCANNON	8.17	9.20	10.55	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	8.24	9.28	11.08	
BAILEY				
NEWPORT				
PORT BLOCK STAT'N	8.32	9.36	11.11	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	8.44	9.48	11.23	
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	8.53	9.57	11.32	
DENHOLM				
WALL BLOCK STATION	8.58	10.02	11.37	
HAWSTONE	9.02	10.07	11.42	
SHAWNEE				
LEWISTOWN	9.08	10.13	11.48	
GRANVILLE				
ANDERSON				
LONGFELLOW	9.16	10.21	11.56	
HORNINGFORD				
McVEYTOWN	9.20	10.25	12.00	
RYDE				
VINEYARD	9.27	10.32	12.07	
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA.	9.36	10.40	12.15	
MAPLETON				
MILL CREEK	9.43	10.46	12.21	
ARDENHEIM				
HUNTINGDON	9.48	10.51	12.26	
DEER BLOCK STATION	9.51	10.54	12.29	
WARRIOR RIDGE				
PETERSBURG	9.55	10.58	12.33	
BARREE				
SPRUCE CREEK	10.01	11.04	12.39	
UNION FURNACE				
SHOENBERGER	10.06	11.09	12.45	
BIRMINGHAM				
TYRONE	10.12	11.15	12.51	
GRAZIER BLOCK STA.	10.14	11.17	12.53	
TIPTON				
BELLWOOD				
BELL BLOCK STATION	10.23	11.27	1.03	
EAST ALTOONA				
ALTOONA	\$ 10.33	\$ 11.38	\$ 1.14	
	\$ 10.43	\$ 11.44	\$ 1.22	
BO BLOCK STATION	10.46	11.47	1.25	
Arrive	P. M.	P. M.	A. M.	
	69	79	23	

WESTWARD

23

FIRST CLASS

	◇65 DAILY P. M.	◇39 DAILY P. M.			
	\$ 11.05	\$ 11.51			
	11.15	12.02			
	11.20	12.07			
	11.27	12.14			
	11.35	12.21			
	11.43	12.29			
	11.55	12.41			
	12.04	12.50			
	12.08	12.55			
	12.12	12.59			
	12.18	1.05			
	12.26	1.13			
	12.30	1.17			
	12.37	1.24			
	12.45	1.32			
	12.51	1.38			
	12.56	1.43			
	12.59	1.46			
	1.03	1.50			
	1.09	1.56			
	1.14	2.01			
	1.20	2.07			
	1.22	2.09			
	1.32	2.18			
	\$ 1.43	\$ 2.28			
	\$ 1.48	\$ 2.34			
	1.51	2.37			
	A. M.	A. M.			
	65	39			

24 BO BLOCK STATION TO HARRISBURG

STATIONS	FIRST CLASS		
	4	●52	16
	A. M.	A. M.	A. M.
Arrive			
HARRISBURG (Phila. Div.)	\$ 3.15	\$ 3.01	\$ 3.35
MACLAY STREET			
LUCKNOW			
ROCKVILLE	3.04	2.50	3.24
MARYSVILLE			
NC BLOCK STATION	2.59	2.45	3.19
PERDIX			
OOVE			
KINKORA HEIGHTS			
DUNCANNON	2.52	2.38	3.12
JUNIATA BRIDGE			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	2.44	2.30	3.04
BAILEY			
NEWPORT			
PORT BLOCK STATION	2.36	2.22	2.56
OLD FERRY			
MILLERSTOWN			
THOMPSONTOWN			
VANDYKE	2.24	2.10	2.44
TUSCARORA			
MEXICO			
PORT ROYAL			
MIFFLIN	2.16	2.02	2.35
DENHOLM	Ⓐ		
WALL BLOCK STATION	2.07	1.58	2.30
HAWSTONE	2.02	1.54	2.25
SHAWNEE			
LEWISTOWN	\$ 1.55	1.49	2.20
GRANVILLE			
ANDERSON			
LONGFELLOW	1.45	1.40	2.11
HORNINGFORD			
McVEYTOWN	1.41	1.36	2.06
BYDE			
VINEYARD	1.34	1.29	1.59
NEWTON HAMILTON			
MOUNT UNION	\$ 1.26		
JACKS BLOCK STA.	1.23	1.21	1.50
MAPLETON			
MILL CREEK	1.10	1.15	1.44
ARDENHEIM			
HUNTINGDON	\$ 1.03	1.09	1.38
DEER BLOCK STATION	12.58	1.06	1.35
WARRIOR RIDGE			
PETERSBURG	12.53	1.01	1.30
BARRETT			
SPRUCE CREEK	12.47	12.55	1.23
UNION FURNACE			
SHORNBERGER	12.42	12.50	1.18
BIRMINGHAM			
TYBONE	\$ 12.35	12.44	1.12
GRAZIER BLOCK STA.	12.30	12.42	1.10
TIPTON			
BELLWOOD	\$ 12.22		
BELL BLOCK STATION	12.20	12.34	1.01
EAST ALTOONA			
ALTOONA	\$ 12.12	\$ 12.26	\$ 12.52
	\$ 12.00	\$ 12.20	\$ 12.45
BO BLOCK STATION	11.57	12.17	12.42
Leave	P. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	4	52	16

EASTWARD

25

FIRST CLASS

	22	60	28	50	
	A. M.	A. M.	A. M.	A. M.	
	\$ 3.41	4.25	\$ 4.38	\$ 4.42	
	3.30	4.14	4.28	4.31	
	3.25	4.09	4.23	4.26	
	3.18	4.02	4.16	4.19	
	3.10	3.54	4.08	4.11	
	3.02	3.46	4.00	4.03	
	2.50	3.34	3.48	3.51	
	2.41	3.25	3.39	3.42	
	2.37	3.20	3.34	3.37	
	2.33	3.16	3.30	3.33	
	2.28	3.11	3.25	3.28	
	2.19	3.02	3.16	3.19	
	2.15	2.58	3.12	3.15	
	2.08	2.51	3.05	3.08	
	2.00	2.43	2.57	3.00	
	1.54	2.37	2.51	2.54	
	1.48	2.31	2.45	2.48	
	1.45	2.28	2.42	2.45	
	1.40	2.23	2.37	2.40	
	1.34	2.16	2.30	2.34	
	1.29	2.11	2.25	2.29	
	1.23	2.05	2.19	2.23	
	1.21	2.03	2.17	2.21	
	1.13	1.55	2.08	2.13	
	\$ 1.05	1.46	\$ 1.59	\$ 2.05	
	\$ 1.00	1.40	\$ 1.48	\$ 2.00	
	12.57	1.37	1.45	1.57	
	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	DAILY	
	22	EX. SUN.	28	50	
		60			

Middle Division—Supplement No. 3 to Time Table No. 14, in effect 12.01 A. M.,
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STATIONS	FIRST CLASS			
	◇66	●36		
	A. M.	A. M.		
HARRISBURG (Phila. Div.)	\$ 5.00	\$ 5.08		
MACLAY STREET				
LUCKNOW				
ROCKVILLE	4.49	4.57		
MARYSVILLE				
NC BLOCK STATION	4.44	4.52		
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	4.37	4.45		
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	4.29	4.37		
BAILEY				
NEWPORT				
PORT BLOCK STATION	4.21	4.29		
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	4.09	4.17		
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	4.00	4.08		
DENHOLM				
WALL BLOCK STATION	3.55	4.03		
HAWSTONE	3.51	3.58		
SHAWNEE				
LEWISTOWN	3.46	3.53		
GRANVILLE				
ANDERSON				
LONGFELLOW	3.37	3.44		
HORNINGFORD				
McVEYTOWN	3.33	3.39		
RYDE				
VINEYARD	3.26	3.32		
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA.	3.18	3.24		
MAPLETON				
MILL CREEK	3.12	3.18		
ARDENHEIM				
HUNTINGDON	3.06	3.12		
DEER BLOCK STATION	3.03	3.09		
WARRIOR RIDGE				
PETERSBURG	2.58	3.04		
BARREE				
SPRUCE CREEK	2.51	2.58		
UNION FURNACE				
SHOENBERGER	2.46	2.53		
BIRMINGHAM				
TYRONE	2.40	2.47		
GRAZIER BLOCK STA.	2.38	2.45		
TIPTON				
BELLWOOD				
BELL BLOCK STATION	2.30	2.37		
EAST ALTOONA				
ALTOONA	\$ 2.21	\$ 2.28		
	\$ 2.16	\$ 2.22		
BO BLOCK STATION	2.13	2.19		
Leave	A. M.	A. M.		
	DAILY	DAILY		
	66	36		

EASTWARD

27

FIRST CLASS					
	◇68	58	◇78	6292	
	A. M.	A. M.	A. M.	A. M.	
	\$ 5.30	\$ 5.37	\$ 6.27	\$ 7.23	
				\$ 7.17	
				⊙ 7.13	
	5.19	5.26	6.16	7.09	
				\$ 7.05	
	5.14	5.21	6.11	7.02	
				\$ 7.00	
				\$ 6.57	
				\$ 6.52	
	5.07	5.14	6.03	\$ 6.48	
				\$ 6.44	
				\$ 6.40	
				F 6.36	
	4.59	5.06	5.55	F 6.33	
				F 6.30	
				\$ 6.24	
	4.51	4.58	5.46	6.21	
				\$ 6.14	
				\$ 6.05	
	4.39	4.46	5.34	\$ 6.00	
				F 5.57	
				\$ 5.54	
				\$ 5.50	
	4.30	4.38	5.25	\$ 5.45	
				F 5.40	
	4.25	4.34	5.20	5.38	
	4.21	4.30	5.16	F 5.32	
	4.16	4.25	5.10	\$ 5.25	
	4.07	4.16	5.01		
	4.02	4.12	4.56		
	3.55	4.05	4.48		
	3.47	3.57	4.39		
	3.41	3.51	4.32		
	3.35	3.45	4.25		
	3.32	3.42	4.22		
	3.27	3.37	4.16		
	3.20	3.31	4.09		
	3.15	3.26	4.03		
	3.09	3.20	3.57		
	3.07	3.18	3.55		
	2.59	3.10	3.46		
	\$ 2.50	\$ 3.02	\$ 3.37		
	\$ 2.45	\$ 2.57	\$ 3.30		
	2.42	2.54	3.27		
	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	DAILY	
	68	58	78	EX. SUN. 6292	

BO BLOCK STATION TO HARRISBURG

STATIONS		FIRST CLASS			
		662	30	42	
	Arrive	A. M.	A. M.	A. M.	
HARRISBURG (Phila.Div.)	S	8.30	S 7.53	S 8.55	
MACLAY STREET	S	8.25			
LUCKNOW	E	8.20			
ROCKVILLE		8.17	7.42	8.44	
MARYSVILLE	S	8.13			
NC BLOCK STATION		8.10	7.37	8.39	
PIERDIX	S	8.08			
COVE	S	8.05			
KINKORA HEIGHTS	F	8.01			
DUNCANNON	S	7.58	7.30	8.32	
JUNIATA BRIDGE	F	7.55			
AQUEDUCT	F	7.51			
LOSH'S RUN	F	7.48			
IROQUOIS	F	7.45	7.22	8.24	
BAILEY	F	7.41			
NEWPORT	S	7.35			
PORT BLOCK STATION		7.32	7.14	8.16	
OLD FERRY	F	7.29			
MILLERSTOWN	S	7.25			
THOMPSONTOWN	S	7.16			
VANDYKE	S	7.11	7.02	8.04	
TUSCARORA	F	7.08			
MEXICO	S	7.05			
PORT ROYAL	S	7.00			
MIFFLIN	S	6.54	6.53	7.55	
DENHOLM	S ^①	6.47			
WALL BLOCK STATION		6.42	6.47	7.51	
HAWSTONE	S	6.37	6.43	7.47	
SHAWNEE	F	6.33			
LEWISTOWN	S	6.29	6.38	7.42	
GRANVILLE	S	6.20			
ANDERSON	F	6.17			
LONGFELLOW	S	6.13	6.29	7.33	
HORNINGFORD	F	6.10			
McVAYTOWN	S	6.04	6.25	7.29	
RYDE	S	5.57			
VINEYARD	S	5.53	6.18	7.22	
NEWTON HAMILTON	S	5.47			
MOUNT UNION	S	5.41			
JACKS BLOCK STA.		5.39	6.10	7.14	
MAPLETON	S	5.35			
MILL CREEK	S	5.29	6.04	7.08	
ARDENHEIM	F	5.23			
HUNTINGDON	S	5.19	5.58	7.02	
DEER BLOCK STATION		5.12	5.55	6.59	
WARRIOR RIDGE	S	6.09			
PETERSBURG	S	5.05	5.50	6.54	
BARRE	S	4.59			
SPRUCE CREEK	F	4.54	5.43	6.48	
UNION FURNACE	F	4.50			
SHOENBERGER	F	4.46	5.38	6.43	
BIRMINGHAM	F	4.43			
TYRONE	S	4.38	5.32	6.37	
GRAZIER BLOCK STA.		4.32	5.30	6.35	
TIPTON	F	4.29			
BELLWOOD	S	4.23			
BELL BLOCK STATION		4.21	5.22	6.27	
EAST ALTOONA	S	4.16			
ALTOONA	S	4.10	S 5.13	S 6.19	
			S 5.03	S 6.08	
BO BLOCK STATION			5 00	6.05	
	Leave	A. M.	A. M.	A. M.	
		DAILY	DAILY	DAILY	
		EX.SUN.			
		662	30	42	

EASTWARD

29

FIRST CLASS

	34	6401	578	6522	
	A. M.	A. M.	A. M.	A. M.	
	S 10.10				
	9.59				
	L 9.56				
	9.53				
	Y 9.45				
	9.37				
	S 9.28				
	9.23				
	9.11				
	S 9.01				
	8.54				
	8.49				
	S 8.41				
	8.29				
	8.24				
	8.17				
	S 8.07				
	8.02				
	7.56				
	S 7.48				
	7.43				
	F 7.36				
	F 7.27				
	7.19				
	S 7.12	S 8.15	S 8.25		
	7.05	8.08	8.18		
		S 7.59	S 8.09	S 8.31	
	6.57	S 7.56	8.06	8.26	
		S 7.51	S 8.01	S 8.21	
	S 6.47	S 7.45	S 7.55	S 8.15	
	S 6.35				
	6.32				
	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	DAILY	
	34	6401	EX. SUN. 578	EX. SUN. 6522	

STATIONS	FIRST CLASS			
	682	2	8	
	A. M.	A. M.	P. M.	
HARRISBURG (Phila. Div.)		\$ 11.41	\$ 2.54	
MACLAY STREET				
LUCKNOW				
ROCKVILLE		11.30	2.43	
MARYSVILLE				
NC BLOCK STATION		11.25	2.38	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON		11.18	\$ 2.30	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS		11.10	2.20	
BAILEY				
NEWPORT			\$ 2.12	
PORT BLOCK STATION		11.02	2.08	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE		10.50	1.56	
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN		10.41	\$ 1.45	
DENHOLM			④	
WALL BLOCK STATION		10.36	1.32	
HAWSTONE		10.32	Y 1.27	
SHAWNEE				
LEWISTOWN		10.27	\$ 1.20	
GRANVILLE				
ANDERSON				
LONGFELLOW		10.18	1.08	
HORNINGFORD				
McVEYTOWN		10.14	1.04	
RYDE				
VINEYARD		10.07	12.57	
NEWTON HAMILTON				
MOUNT UNION			\$ 12.48	
JACKS BLOCK STA.		9.59	12.45	
MAPLETON				
MILL CREEK		9.53	12.39	
ARDENHEIM				
HUNTINGDON		\$ 9.46	\$ 12.81	
DEER BLOCK STATION		9.41	12.26	
WARRIOR RIDGE				
PETERSBURG		9.36	\$ 12.20	
BARRE				
SPRUCE CREEK		9.30	12.12	
UNION FURNACE				
SHOENBERGER		9.25	12.06	
BIRMINGHAM			N 12.03	
TYRONE		\$ 9.19	\$ 11.58	
GRAZIER BLOCK STA.		9.15	11.52	
TIPTON				
BELLWOOD			\$ 11.45	
BELL BLOCK STATION		9.07	11.41	
EAST ALTOONA				
ALTOONA	{	\$ 8.59	\$ 11.33	
		\$ 8.45	\$ 11.23	
BO BLOCK STATION		8.42	8.51	11.20
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.			
	682	2	8	

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BO BLOCK STATION TO HARRISBURG

STATIONS	FIRST CLASS			
	682	2	666	
	A. M.	A. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)		\$ 11.41	\$ 5.35	
MACLAY STREET			\$ 5.29	
LUCKNOW				
ROCKVILLE		11.30	5.18	
MARYSVILLE			\$ 5.13	
NC BLOCK STATION		11.25	5.10	
PERDIX			\$ 5.07	
COVE			\$ 5.04	
KINKORA HEIGHTS			\$ 4.58	
DUNCANNON		11.18	\$ 4.27	
JUNIATA BRIDGE			\$ 4.22	
AQUEDUCT			\$ 4.18	
LOSH'S RUN			\$ 4.13	
IROQUOIS		11.10	F 4.09	
BAILEY			\$ 4.06	
NEWPORT			\$ 3.59	
PORT BLOCK STATION		11.02	3.55	
OLD FERRY			F 3.52	
MILLERSTOWN			\$ 3.36	
THOMPSONTOWN			\$ 3.27	
VANDYKE		10.50	\$ 3.20	
TUSCARORA			\$ 3.15	
MEXICO			\$ 3.12	
PORT ROYAL			\$ 3.07	
MIFFLIN		10.41	\$ 2.37	
			\$ 2.17	
DENHOLM			\$ 2.11	
WALL BLOCK STATION		10.36	2.08	
HAWSTONE		10.32	\$ 2.03	
SHAWNEE			F 1.59	
LEWISTOWN		10.27	\$ 1.53	
GRANVILLE			\$ 1.10	
ANDERSON			F 1.06	
LONGFELLOW		10.18	\$ 1.04	
HORNINGFORD			F 1.01	
McVEYTOWN		10.14	\$ 12.55	
RYDE			\$ 12.48	
VINEYARD		10.07	\$ 12.43	
NEWTON HAMILTON			\$ 12.36	
MOUNT UNION			\$ 12.30	
JACKS BLOCK STA.		9.59	12.27	
MAPLETON			\$ 12.23	
MILL CREEK		9.53	\$ 12.16	
ARDENHEIM			F 12.10	
HUNTINGDON		\$ 9.46	\$ 12.05	
			\$ 11.27	
DEER BLOCK STATION		9.41	11.24	
WARRIOR RIDGE			\$ 11.21	
PETERSBURG		9.36	\$ 11.16	
BARREE			\$ 11.10	
SPRUCE CREEK		9.30	\$ 11.05	
UNION FURNACE			\$ 11.00	
SHOENBERGER		9.25	F 10.55	
BIRMINGHAM			\$ 10.52	
TYRONE		\$ 9.19	\$ 10.47	
GRAZIER BLOCK STA.		9.15	10.43	
TIPTON			\$ 10.39	
BELLWOOD			\$ 10.33	
BELL BLOCK STATION		9.07	10.31	
EAST ALTOONA			\$ 10.25	
ALTOONA		\$ 8.59	\$ 10.20	
	\$ 8.45	\$ 8.54		
BO BLOCK STATION	8.42	8.51		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.			
	682	2	666	

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BO BLOCK STATION TO HARRISBURG

STATIONS	FIRST CLASS			
	84	610	74	
Arrive	P. M.	P. M.	P. M.	
HARRISBURG (Phila.Div.)	\$ 6.11		\$ 7.43	
MACLAY STREET				
LUCKNOW				
ROCKVILLE	6.01		7.33	
MARYSVILLE				
NC BLOCK STATION	5.56		7.28	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	5.48		7.21	
JUNIATA BRIDGE				
AQUEDUOT				
LOSH'S RUN				
IROQUOIS	5.40		7.14	
BAILEY				
NEWPORT	\$ 5.31			
PORT BLOCK STA'N	5.28		7.06	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	5.16		6.54	
TUSCARORA				
MEXICO				
PORT ROYAL	F 5.08			
MIFFLIN	\$ 5.01		6.45	
DENHOLM	④			
WALL BLOCK STATION	4.49		6.40	
HAWSTONE	4.44		6.35	
SHAWNEE				
LEWISTOWN	\$ 4.37		6.30	
GRANVILLE				
ANDERSON				
LONGFELLOW	4.25		6.21	
HORNINGFORD				
McVEY TOWN	4.20		6.17	
RYDE				
VINEYARD	4.12		6.10	
NEWTON HAMILTON				
MOUNT UNION	\$ 4.01			
JACKS BLOCK STA	3.57		6.02	
MAPLETON				
MILL CREEK	3.51		5.56	
ARDENHEIM				
HUNTINGDON	\$ 3.44		5.50	
DEER BLOCK STA....	3.38		5.47	
WARRIOR RIDGE				
PETERSBURG	3.33		5.43	
BARRE				
SPRUCE CREEK	3.27		5.37	
UNION FURNACE				
SHOENBERGER	3.22		5.32	
BIRMINGHAM				
TYRONE	\$ 3.15		5.26	
GRAZIER BLOCK STA.	3.08		5.24	
TIPTON				
BELLWOOD				
BELL BLOCK STATION	3.00		5.16	
EAST ALTOONA				
ALTOONA	\$ 2.52		\$ 5.08	
	\$ 2.42	\$ 3.50	\$ 5.03	
BO BLOCK STATION	2.39	3.47	5.00	
Leave	P. M.	P. M.	P. M.	
	DAILY	SUN. ONLY	DAILY	
	84	610	74	

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EASTWARD

33

FIRST CLASS					
	608	6200	608	46	
	P. M.	P. M.	P. M.	P. M.	
			\$ 10.30	\$ 9.03	
			10.17	8.52	
			\$ 10.12		
			10.09	8.47	
			F 10.06		
			F 10.03		
			F 9.58		
			S 9.54	8.40	
			S 9.51		
			S 9.46		
			S 9.42		
			F 9.39	8.33	
			S 9.35		
			S 9.29		
			9.26	8.25	
			\$ 9.19		
			\$ 9.10		
			F 9.05	8.13	
			F 9.02		
			F 8.59		
			S 8.54		
			S 8.48	8.04	
			S 8.42		
			8.40	7.59	
			S 8.35	7.55	
			F 8.31		
			S 8.27	\$V 7.48	
			S 8.18		
			F 8.15		
			F 8.11	7.37	
			F 8.08		
			S 8.02	7.33	
			S 7.55		
			S 7.50	7.26	
			S 7.45		
			S 7.39		
			7.33	7.18	
			S 7.28		
			S 7.20	7.12	
			F 7.14		
		\$ 6.39	S 7.09	\$ 7.05	
		6.35		7.00	
		\$ 6.32	F 6.49		
		\$ 6.28	S 6.44	6.55	
			S 6.39		
			S 6.34	6.49	
			S 6.29		
			F 6.25	6.44	
			S 6.22		
			S 6.16	\$ 6.37	
			6.10	6.33	
			S 6.06		
			S 6.01		
			5.58	6.25	
			\$ 5.53		
			S 5.47	\$ 6.17	
	\$ 5.35			\$ 6.10	
	5.32			6.07	
	P. M.	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	DAILY	
	EX. SUM.	6200	608	46	
	608				

STATIONS	FIRST CLASS			
	8506	612	●18	
	P. M.	P. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)			\$ 11.23	
MACLAY STREET				
LUCKNOW				
ROCKVILLE			11.12	
MARYSVILLE				
BO BLOCK STATION			11.07	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON			11.00	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IBOQUOIS			10.58	
BAILEY				
NEWPORT				
PORT BLOCK STATION			10.45	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE			10.33	
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN			10.24	
DENHOLM			②	
WALL BLOCK STATION			10.14	
HAWSTONE			10.10	
SHAWNEE				
LEWISTOWN			10.05	
GRANVILLE				
ANDERSON				
LONGFELLOW			9.56	
MORNINGFORD				
McVEY TOWN			9.52	
BYDE				
VINEYARD			9.45	
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA.			9.37	
MAPLETON				
MILL CREEK			9.31	
ARDENHEIM				
HUNTINGDON			9.26	
DEER BLOCK STATION			9.23	
WARRIOR RIDGE				
PETERSBURG			9.18	
BARRE				
SPRUCE CREEK			9.12	
UNION FURNACE				
BECKENBERGER			9.07	
BIRMINGHAM				
TYRONE	\$ 7.15		\$ 9.00	
GRAZIER BLOCK STA.	7.08		8.56	
TIPTON				
BELLWOOD	\$ 6.59			
BELL BLOCK STATION	6.56		8.48	
EAST ALTOONA	\$ 6.51			
ALTOONA	\$ 6.45		\$ 8.40	
		\$ 8.00	\$ 8.25	
BO BLOCK STATION		7.57	8.22	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	8506	EX. SUN. 612	18	

EASTWARD

35

FIRST CLASS

		6			
		A. M.			
		\$ 2.00			
		1.49			
		1.44			
		1.37			
		1.29			
		1.21			
		1.09			
		1.00			
		12.55			
		12.50			
		\$ 12.43			
		12.31			
		12.27			
		12.20			
		\$ 12.10			
		12.06			
		12.00			
		\$ 11.52			
		11.46			
		11.41			
		11.34			
		11.28			
		\$ 11.21			
		11.15			
		11.06			
		\$ 10.58			
		\$ 10.46			
		10.43			
		P. M.			
		DAILY			
		6			

36 HOLLIDAYSB'G & PETERSBURG BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	66201	66251	6873	
	DAILY	DAILY	DAILY	
	A. M.	P. M.	P. M.	
Leave				
PETERSBURG	S 7.41			
NEFF	F 7.47			
ALEXANDRIA	S 7.51			
ALFARATA	F 7.55			
WATER STREET	S 7.58			
GOODMAN	F 8.03			
BLAIRFOUR	F 8.07			
MOUNT MTNA	F 8.10			
CARLIM	F 8.15			
COVEDALE	F 8.18			
CLOVER CREEK JCT.	8.20			
WILLIAMSBURG	S 8.26			
GANISTER	S 8.31			
POINT VIEW	F 8.34			
FLOWING SPRING	F 8.38			
CANOE CREEK JCT.	8.39			
HORRELL	F 8.41			
REESE	F 8.45			
UPPER REESE	F 8.47			
WHITE BRIDGE	F 8.50			
FRANKSTOWN	S 8.53			
HOLLIDAYSBURG	S 9.00	S 3.42	S 5.05	
NEW P'T'G JCT	S 9.07	S 3.46	S 5.09	
SPRING MEADOW	F 9.10	F 3.50	F 5.12	
ELDORADO	S 9.14	S 3.55	F 5.16	
SOUTH ALTOONA	S 9.18	S 3.59	F 5.20	
29TH STREET	S 9.21	S 4.02	5.23	
JK BLOCK STATION	9.23	4.05		
ALTOONA	S 9.25	S 4.07	S 5.27	
Arrive				
	A. M.	P. M.	P. M.	
	6201	6251	6373	

HOLLIDAYSB'G & PETERSBURG BRANCH—EASTWARD 37

STATIONS	FIRST CLASS			
	6372	6250	6200	
	A. M.	A. M.	P. M.	
Arrive				
PETERSBURG			S 6.28	
NEFF			F 6.22	
ALEXANDRIA			S 6.18	
ALFARATA			F 6.15	
WATER STREET			S 6.12	
GOODMAN			F 6.08	
BLAIRFOUR			F 6.04	
MOUNT ETNA			S 6.01	
CARLIM			F 5.56	
COVEDALE			S 5.53	
CLOVER CREEK JCT.			S 5.50	
WILLIAMSBURG			S 5.45	
GANISTER			S 5.41	
POINT VIEW			F 5.36	
FLOWING SPRING			S 5.32	
CANOE CREEK JCT.			S 5.30	
HORRELL			F 5.28	
REESE			F 5.24	
UPPER REESE			F 5.22	
WHITE BRIDGE			F 5.19	
FRANKSTOWN			S 5.17	
HOLLIDAYSBURG	\$ 8.30	\$ 10.14	S 5.11	
NEW P'RT'G' JCT.	\$ 8.26	\$ 10.11	S 5.07	
SPRING MEADOW	F 8.23	F 10.07	F 5.04	
ELDORADO	F 8.19	\$ 10.02	F 5.00	
SOUTH ALTOONA	F 8.15	\$ 9.58	S 4.57	
29TH STREET	8.13	\$ 9.55	F 4.54	
JK BLOCK STATION		9.52	4.52	
ALTOONA	\$ 8.10	\$ 9.50	S 4.50	
Leave	A. M.	A. M.	P. M.	
	DAILY	DAILY	DAILY	
	6372	6250	6200	

38

MORRISON'S COVE BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	6372	6250		
	DAILY	DAILY		
Leave	A. M.	A. M.		
HOLLIDAYSBURG	S 8.30	S 10.14		
LOOP	8.33	F 10.18		
RESERVOIR	8.37	F 10.22		
KLADDER		F 10.25		
BROOKES MILLS	S 8.45	S 10.30		
McKEE		S 10.33		
ROARING SPRING		S 10.39		
MRB		F 10.44		
PECK		F 10.47		
MARTINSBURG JOT. }		F 10.51		
		F 11.02		
CURRY		S 11.09		
PAGE		F 11.15		
HENRIETTA		S 11.20		
Arrive	A. M.	A. M.		
	6372	6250		

MORRISON'S COVE BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	6251	6373		
	P. M.	P. M.		
Arrive	P. M.	P. M.		
HOLLIDAYSBURG	S 3.42	S 5.05		
LOOP	F 3.37			
RESERVOIR	F 3.33	4.57		
KLADDER	F 3.29			
BROOKES MILLS	S 3.24	S 4.49		
McKEE	S 3.21			
ROARING SPRING	S 3.15			
MRB	F 3.08			
PECK	F 3.05			
MARTINSBURG JOT. }	F 3.01			
	F 2.50			
CURRY	S 2.43			
PAGE	F 2.25			
HENRIETTA	S 2.20			
Leave	P. M.	P. M.		
	DAILY	DAILY		
	6251	6373		

MARTINSBURG BRANCH—WESTWARD

39

STATIONS	FIRST CLASS			
		6271	6273	
		DAILY	DAILY	
	Leave	A. M.	P. M.	
MARTINSBURG		S 10.57	S 2.58	
MARTINSBURG JCT		F 11.02	F 3.01	
	Arrive	A. M.	P. M.	
		6271	6273	

MARTINSBURG BRANCH—EASTWARD

STATIONS	FIRST CLASS			
		6270	6272	
		DAILY	DAILY	
	Arrive	A. M.	P. M.	
MARTINSBURG		S 10.54	S 2.53	
MARTINSBURG JCT		F 10.51	F 2.50	
	Leave	A. M.	P. M.	
		6270	6272	

The switch leading from Martinsburg Branch to the Y will be kept set for south leg of Y.

Passenger Trains on Martinsburg Branch will make backward movements as follows:

Martinsburg Jet. to Martinsburg.

No. 6270

No. 6272

40 BEDFORD AND MT. DALLAS BRANCHES—SOUTHWARD

STATIONS	FIRST CLASS			
	6376 DAILY EX. SUN.	6372 DAILY	6380 SUN. ONLY	6378 DAILY EX. SUN.
	A. M.	A. M.	A. M.	P. M.
Leave				
BROOKES MILLS		\$ 8.45		
EAST FREEDOM		\$ 8.49		
CLAYSBURG		\$ 8.59		
SPROUL		\$ 9.03		
QUEEN		\$ 9.07		
IMLER		\$ 9.15		
OSTERBURG		\$ 9.20		
REYNOLDSDALE		\$ 9.26		
FISHERTOWN		\$ 9.32		
CESSNA PASSING SID.		9.36		
CESSNA		\$ 9.38		
YOUNTS		F 9.49		
CHALYBEATE		F 9.54		
MT. DALLAS..... (H.&ST.)	\$ 9.33		\$ 10.17	\$ 3.17
LUTZVILLE (Mt. Dallas Br.)	F 9.40		F 10.24	F 3.24
DUNNINGS CREEK JCT.	9.48	9.56	10.32	3.32
BEDFORD	\$ 9.51	\$ 10.04	\$ 10.35	\$ 3.35
WOLFSBURG		F 10.10		
NAPIER		F 10.14		
MANNS CHOICE		\$ 10.20		
SULPHUR SPRINGS		F 10.25		
BUFFALO MILLS		\$ 10.31		
BARD		F 10.35		
MADLEY		F 10.40		
FOSSILVILLE		\$ 10.45		
HYNDMAN		\$ 10.53		
BARCLAY PASSING SID.		10.55		
STATE LINE		\$ 11.08		
CUMBERLAND (W M. Ry.)		\$ 11.25		
Arrive				
	A. M.	A. M.	A. M.	P. M.
	6376	6372	6380	6378

BEDFORD AND MT. DALLAS BRANCHES—NORTHWARD 41

STATIONS	FIRST CLASS			
	6875	6873	6877	
	A. M.	P. M.	P. M.	
Arrive				
BROOKES MILLS.....		\$ 4.49		
EAST FREEDOM.....		\$ 4.43		
CLAYSBURG.....		\$ 4.34		
SPROUL.....		\$ 4.28		
QUEEN.....		\$ 4.25		
IMLER.....		\$ 4.16		
OSTERBURG.....		\$ 4.11		
REYNOLDSDALE.....		\$ 4.06		
FISHERTOWN.....		\$ 4.01		
CESSNA PASSING SID.....		3.57		
CESSNA.....		\$ 3.55		
YOUNTS.....		F 3.44		
CHALYBEATE.....		F 3.39		
MT. DALLAS..... (H.&B.T.)	\$ 10.33		\$ 3.58	
LUTZVILLE (Mt. Dallas Br.)	F 10.26		F 3.51	
DUNNINGS CREEK JCT.	10.18	8.37	3.43	
BEDFORD.....	\$ 10.15	\$ 3.35	\$ 3.40	
WOLFSBURG.....		F 3.11		
NAPIER.....		F 3.06		
MANNS CHOICE.....		\$ 3.00		
SULPHUR SPRINGS.....		F 2.55		
BUFFALO MILLS.....		\$ 2.49		
BARD.....		F 2.44		
MADLEY.....		F 2.39		
FOSSILVILLE.....		\$ 2.34		
HYNDMAN.....		\$ 2.24		
BARCLAY PASSING SID.....		2.20		
STATE LINE.....		\$ 2.07		
CUMBERLAND (W M. Ry.)		\$ 1.50		
Leave				
	A. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.			
	6875	6873	6877	

**CLEARFIELD BRANCH
BALD EAGLE BRANCH TRAINS, VAIL TO PARK**

STATIONS	FIRST CLASS			
	8531	511	515	
	DAILY	DAILY	DAILY	
			EX. SUN.	
Leave	A. M.	P. M.	P. M.	
GRAMPIAN				
STRONACH				
CURWENSVILLE				
SUSQUEHANNA BRD'GE				
RIVERVIEW				
RV BLOCK STATION				
MARKET STREET				
CLEARFIELD				
SOUTH CLEARFIELD				
D BLOCK STATION				
MINERAL SPRING				
WOODLAND				
BIGLER				
WALLACETON				
BLUE BALL				
SANFORD JUNCTION				
DERBY JUNCTION				
PHILIPSBURG				
BN BLOCK STATION				
MILLS BLOCK STATION				
OSCEOLA MILLS				
RETORT				
SANDY RIDGE				
UI BLOCK STATION				
GARDNER				
VAIL	B 10.08	3.46	F 5.23	
PARK BLOCK STATION	10.11	3.49	5.26	
TYRONE	S 10.15	S 3.52	S 5.30	
Arrive	A. M.	P. M.	P. M.	
	8531	511	515	

SOUTHWARD WESTWARD

43

FIRST CLASS

	6404 SUN. ONLY P. M.	6402 DAILY EX. SUN. P. M.			
	S 12.05	S 5.10			
	12.08	5.13			
	S 12.19	S 5.24			
	12.30	5.35			
	12.36	5.41			
	12.40	5.45			
	S 12.47	S 5.53			
	S 12.53	S 6.00			
	F 12.58	F 6.05			
	12.59	6.08			
	F 1.09	F 6.18			
	S 1.12	S 6.19			
	S 1.18	S 6.25			
	S 1.24	S 6.31			
	S 1.28	S 6.35			
	1.32	6.39			
	1.35	6.42			
	S 1.39	S 6.46			
	1.46	6.53			
	1.50	6.57			
	S 1.53	S 7.00			
	F 2.03	F 7.10			
	S 2.07	S 7.14			
	2.12	7.19			
	2.23	7.29			
	2.35	7.40			
	2.40	7.44			
	S 2.45	S 7.50			
	P. M.	P. M.			
	6404	6402			

CLEARFIELD BRANCH—NORTHWARD

Middle Division—Supplement No. 1 to Time Table No. 14, in effect 6.01 A. M.,
Sunday, November 1, 1931.

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CLEARFIELD BRANCH—NORTHWARD

BALD EAGLE BRANCH TRAINS, PARK TO VAIL, EASTWARD

STATIONS	FIRST CLASS			
	6401	578	510	8506
	A. M.	A. M.	P. M.	P. M.
Arrive				
GRAMPIAN	\$ 11.06			
STRONACH	11.00			
CURWENSVILLE	\$ 10.47			
SUSQUEHANNA BRIDGE	10.38			
RIVERVIEW	10.33			
RV BLOCK STATION	10.29			
MARKET STREET	10.25			
CLEARFIELD	\$ 10.24			
SOUTH CLEARFIELD	10.14			
D BLOCK STATION	10.12			
MINERAL SPRING	10.02			
WOODLAND	\$ 10.00			
BIGLER	\$ 9.54			
WALLACETON	\$ 9.48			
BLUE BALL	\$ 9.43			
SANFORD JUNCTION	9.39			
DERBY JUNCTION	9.36			
PHILIPSBURG	\$ 9.34			
BN BLOCK STATION	9.16			
MILLS BLOCK STATION	9 11			
OSCEOLA MILLS	\$ 9.10			
RETORT	F 8.56			
SANDY RIDGE	\$ 8.54			
UI BLOCK STA.	8.50			
GARDNER	8.35			
VAIL	8.22	F 8.32	12.28	F 7.23
PARK BLOCK STATION	8.19	8.29	12.25	7.19
TYRONE	\$ 8.15	\$ 8.25	\$ 12.22	\$ 7.15
Leave				
	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY
	6401	578	510	8506

BELLWOOD BRANCH—SOUTHWARD

45

STATIONS	FIRST CLASS			
	6523			
	DAILY EX. SUN.			
Leave	P. M.			
IRVONA (Pittsburgh Div.)	\$ 4.50			
PINE RUN JCT.	4.51			
BLAIN CITY	\$ 4.55			
COALPORT (Railroad St.)..	\$ 4.58			
HEVERLY	F 5.04			
UTAHVILLE	S 5.08			
N. End Glasgow Psg. Sid.	5.12			
GLASGOW	S 5.15			
FALLEN TIMBER JCT...	5.16			
N. End Blandb'g Psg. Sid.	5.18			
MOUNTAINDALE.....	S 5.20			
BLANDBURG (Stroud Jct.)	S 5.25			
DE BLOCK STATION ...	5.34			
COLLIER.....	F 5.45			
ROOTS	F 5.51			
BELLWOOD	S 5.58			
Arrive	P. M.			
	6523			

BELLWOOD BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	6522			
	A. M.			
Arrive	A. M.			
IRVONA (Pittsburgh Div.)	\$ 9.56			
PINE RUN JCT.	9.54			
BLAIN CITY	\$ 9.51			
COALPORT (Railroad St.)..	\$ 9.48			
HEVERLY	F 9.42			
UTAHVILLE	S 9.37			
N. End Glasgow Psg. Sid.	9.33			
GLASGOW	S 9.30			
FALLEN TIMBER JCT...	9.28			
N. End Blandb'g Psg. Sid.	9.26			
MOUNTAINDALE.....	S 9.24			
BLANDBURG (Stroud Jct.)	S 9.19			
DE BLOCK STATION ...	9.08			
COLLIER.....	F 8.52			
ROOTS	F 8.44			
BELLWOOD	S 8.37			
Leave	A. M.			
	DAILY EX. SUN. 6522			

46 Moshannon, Goss Run, Little Muddy Run and Muddy Run Brchs.

STATIONS	FIRST CLASS			
	06412 DAILY EX. SUN	06422 DAILY EX. SUN.	06414 SUN. ONLY	06442 SUN. ONLY
	A. M.	A. M.	A. M.	A. M.
Leave				
	Will Not Run Nov 26, Dec. 25, 1931, Jan. 1, 1932	Will Not Run Nov. 26, Dec. 25, 1931, Jan. 1, 1932	Will Run Dec. 25, 1931, Jan. 1, 1932	Will Run Dec. 25, 1931, Jan. 1, 1932
OSCEOLA MILLS	\$ 5.45		\$ 7.00	
MILLS BLOCK STATION	5.48		7.03	
MILL STREET	\$ 5.50		\$ 7.07	
COAL RUN JUNCTION	\$ 5.53		F 7.10	
GOSS RUN JCT. Goss Run Br.		8.30		
BRISBIN		\$ 8.34		
GOSS RUN JUNCTION	5.58		7.15	
HOUTZDALE	\$ 6.05		\$ 7.20	
W. MOSHAN'ON (Jo A Br.)	\$ 6.09		\$ 7.23	
KENDRICK	F 6.11		F 7.25	
RAMEY	\$ 6.15		\$ 7.28	
MADERA JUNCTION	6.17		7.30	
BEULAH	\$ 6.18		\$ 7.31	
SMOKE RUN	\$ 6.25			8.04
BECCARIA Muddy Run Br.	F 6.31			\$ 8.10
EUREKA NO. 29	\$ 6.35			\$ 8.14
Little Muddy Run Br.:				
ALMADEN (Eureka No. 28)	\$ 6.59			
FERNWOOD (Jct. J Br.)	F 7.01			
Jct Little Muddy Run Br.	7.06			
SMOKE RUN	\$ 7.08		\$ 7.37	
BANLAN JUNCTION	\$ 7.10		F 7.40	
MADERA	\$ 7.15		\$ 7.43	
Arrive	A. M.	A. M.	A. M.	A. M.
	6412	6422	6414	6442

FIRST CLASS

	06416 #DAILY EX. SUN.	06418 #SUN ONLY	06444 #DAILY EX. SUN.	06482 #DAILY EX. SUN.	06484 #DAILY EX. SUN.
	A. M.	A. M.	P. M.	P. M.	P. M.
-----	Will Not Run Nov. 26 Dec. 25, 1931 Jan. 1, 1932	Will Run Dec. 25, 1931 Jan. 1, 1932	Will Not Run Nov. 26, Dec. 25, 1931 Jan. 1, 1932	Will Not Run Nov. 28 Dec. 25, 1931 Jan. 1, 1932	Will Not Run Nov. 28, Dec. 25, 1931 Jan. 1, 1932
-----	S 11.00	S 11.45	-----	-----	-----
-----	11.03	11.47	-----	-----	-----
-----	F 11.06	S 11.49	-----	-----	-----
-----	F 11.09	F 11.52	-----	-----	-----
-----	11.18	-----	-----	-----	4.44
-----	S 11.22	-----	-----	-----	S 4.48
-----	11.28	11.57	-----	-----	-----
-----	S 11.38	S 12.02	-----	-----	-----
-----	S 11.43	S 12.05	-----	-----	-----
-----	F 11.46	F 12.07	-----	-----	-----
-----	S 11.51	S 12.09	-----	-----	-----
-----	11.52	12.11	-----	-----	-----
-----	S 11.54	S 12.12	-----	-----	-----
-----	-----	S 12.18	8.35	-----	-----
-----	-----	S 12.24	S 8.42	-----	-----
-----	-----	S 12.28	S 8.48	-----	-----
-----	-----	-----	-----	S 4.10	-----
-----	-----	-----	-----	F 4.13	-----
-----	-----	-----	-----	4.19	-----
-----	S 12.02	S 12.40	-----	S 4.21	-----
-----	S 12.08	S 12.43	-----	-----	-----
-----	S 12.15	S 12.47	-----	-----	-----
-----	P. M.	P. M.	P. M.	P. M.	P. M.
-----	6416	6418	6444	6482	6484

48 Moshannon, Goss Run, Little Muddy Run and Muddy Run Brchs.

STATIONS	FIRST CLASS			
	06441	06431	06411	06413
Arrive	A. M.	A. M.	A. M.	A. M.
	Will Not Run Nov. 28, Dec. 25, 1931 Jan. 1, 1932	Will Not Run Nov. 26, Dec. 25, 1931 Jan. 1, 1932	Will Not Run Nov. 28, Dec. 28, 1931 Jan. 1, 1932	Will Run Dec. 25, 1931 Jan. 1, 1932
OSCEOLA MILLS.....			\$ 8.50	\$ 9.05
MILLS BLOCK STATION.....			8.48	9.01
MILL STREET.....			\$ 8.46	\$ 8.58
COAL RUN JUNCTION.....			8.43	F 8.55
GOSS RUN JOT.....			\$ 8.37	
BRISBIN.....			\$ 8.35	
GOSS RUN JUNCTION.....			\$ 8.29	F 8.49
HOUTZDALE.....			\$ 8.26	\$ 8.45
W. MOSHANNON (J. A. Br.).....				F 8.41
KENDRICK.....			F 8.16	F 8.39
RAMEY.....			\$ 8.13	\$ 8.36
MADERA JUNCTION.....			8.11	8.34
BEULAH.....			\$ 8.09	\$ 8.32
SMOKE RUN.....				
Little Muddy Run Br.—				
ALMADEN (Eureka No. 29).....		\$ 6.58		
FERNWOOD (Jot J. Br.).....		F 6.55		
Jot Little Muddy Run Br.		6.49		
SMOKE RUN.....	\$ 6.46	\$ 6.47		\$ 8.25
BEOCARIA.....	F 6.42			\$ 8.19
EUREKA NO. 29.....	\$ 6.36			\$ 8.15
SMOKE RUN.....			\$ 8.02	\$ 8.03
BANIAN JUNCTION.....			\$ 7.58	\$ 8.00
MADERA.....			\$ 7.55	\$ 7.55
Leave	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	‡DAILY EX. SUN.	‡DAILY EX. SUN.	% SUN. ONLY
	6441	6431	6411	6413

FIRST CLASS

	6421	6443	6415	6417	
	A. M.	P. M.	P. M.	P. M.	
-----	Will Not Run	Will Run	Will Run	Will Not Run	-----
-----	Nov. 26,	Dec. 25	Dec. 25,	Nov. 26,	-----
-----	Dec. 25,	1931	1931	Dec. 25,	-----
-----	1931	1931	1931	1931	-----
-----	Jan. 1,	Jan. 1,	Jan. 1,	Jan. 1,	-----
-----	1932	1932	1932	1932	-----
-----	-----	-----	S 1.40	S 5.10	-----
-----	-----	-----	1.36	5.04	-----
-----	-----	-----	S 1.33	S 5.02	-----
-----	-----	-----	F 1.30	F 4.59	-----
-----	11.27	-----	-----	4.53	-----
-----	S 11.23	-----	-----	S 4.49	-----
-----	-----	-----	1.24	4.43	-----
-----	-----	-----	S 1.20	S 4.40	-----
-----	-----	-----	F 1.16	F 4.36	-----
-----	-----	-----	F 1.14	F 4.34	-----
-----	-----	-----	S 1.11	F 4.31	-----
-----	-----	-----	1.09	4.29	-----
-----	-----	-----	S 1.07	S 4.28	-----
-----	-----	-----	-----	S 4.22	-----
-----	-----	-----	-----	S 4.09	-----
-----	-----	-----	-----	F 4.06	-----
-----	-----	-----	-----	4.01	-----
-----	-----	S 12.39	-----	S 3.59	-----
-----	-----	S 12.35	-----	S 3.54	-----
-----	-----	S 12.29	-----	S 3.49	-----
-----	-----	-----	S 1.01	S 3.34	-----
-----	-----	-----	F 12.58	S 3.29	-----
-----	-----	-----	S 12.52	S 3.25	-----
	A. M.	P. M.	P. M.	P. M.	
-----	‡DAILY	‡SUN.	‡SUN.	‡DAILY	-----
-----	EX. SUN.	ONLY.	ONLY.	EX. SUN.	-----
-----	6421	6443	6415	6417	-----

FIRST CLASS

Middle Division—Supplement No. 1 to Time Table No. 14, in effect 6.01 A. M.,

Middle Division—Supplement No. 3 to Time Table No. 14, in effect 12.01 A. M.,
Sunday, February 28, 1932.

50

LEWISTOWN AND MILROY BRANCHES

STATIONS		FIRST CLASS			
		6463	6465		
		DAILY EX. SUN.	DAILY EX. SUN.		
Leave		A. M.	A. M.		
MILROY	Milroy Branch	R. V. R. R. K. Train	R. V. R. R. K. Train	-----	-----
NAGINEY				-----	-----
SHRADERS				-----	-----
HONEY CREEK				-----	-----
REEDSVILLE		S 6.10	S 7.47	-----	-----
K. V. R. R. JCT.		6.11	7.49	-----	-----
YEAGERTOWN		F 6.16	-----	-----	-----
BURNHAM		S 6.19	-----	-----	-----
BURNHAM PAS'G SID.		6.20	-----	-----	-----
WALNUT STREET		F 6.24	-----	-----	-----
MY BLOCK STATION		6.28	-----	-----	-----
CHESTNUT STREET	S 6.29	-----	-----	-----	-----
MAIN STREET	S 6.31	-----	-----	-----	-----
LEWISTOWN	S 6.35	-----	-----	-----	-----
Arrive		A. M.	A. M.		
		6463	6465		

LEWISTOWN AND MILROY BRANCHES

STATIONS		FIRST CLASS			
		6462	6464	6466	
		A. M.	A. M.	P. M.	
Arrive					
MILROY	Milroy Branch	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	
NAGINEY					
SHRADERS					
HONEY CREEK					
REEDSVILLE		\$ 6.05	\$ 7.37	\$ 12.12	
K. V. R. R. JCT.		6.02	7.34	12.09	
YEAGERTOWN			F 7.29		
BURNHAM			S 7.25		
BURNHAM PAS'G SID.			7.23		
WALNUT STREET			F 7.20		
MY BLOCK STATION			7.18		
CHESTNUT STREET		\$ 7.16			
MAIN STREET		\$ 7.14			
LEWISTOWN		\$ 7.10			
Leave		A. M.	A. M.	P. M.	
		DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
		6462	6464	6466	

Switch at MY will be kept set for movements on Milroy Branch.

No. 6463 is superior by direction to No. 6464.

FIRST CLASS

6467

6469

6471

6473

Middle Division—Supplement No. 2 to Time Table No. 14, in effect 6.01 A. M.,
Sunday, January 17, 1932.

WESTWARD

51

FIRST CLASS

	6467	6469	6471	6475	6473
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SAT. ONLY	DAILY EX SAT & SUN
	P. M.	P. M.	P. M.	P. M.	P. M.
	R. R. V. R. K. Train	R. R. V. R. K. Train	R. R. V. R. K. Train	R. R. V. R. K. Train	R. R. V. R. K. Train
	S 12.20	S 1.32	S 3.37	S 4.51	S 5.38
	12.21	1.34	3.38	4.53	5.40
	F 12.26		F 3.43		
	S 12.29		S 3.46		
	12.31		3.48		
	F 12.35		F 3.52		
	12.37		3.56		
	S 12.38		S 3.57		
	S 12.40		S 4.00		
	S 12.44		S 4.05		
	P. M.	P. M.	P. M.	P. M.	P. M.
	6467	6469	6471	6475	6473

EASTWARD

FIRST CLASS

	6468	6470	6474	6472	
	P. M.	P. M.	P. M.	P. M.	
	R. R. V. R. K. Train	R. R. V. R. K. Train	R. R. V. R. K. Train	R. R. V. R. K. Train	
	S 1.29	S 3.30	S 4.49	S 5.36	
	1.27	3.27	4.48	5.35	
	F 1.22		F 4.43	F 5.30	
	S 1.19		S 4.40	S 5.27	
	1.17		4.38	5.25	
			F 4.35	F 5.22	
	1.12		4.32	5.19	
	S 1.10		S 4.31	S 5.18	
	S 1.08		S 4.29	S 5.16	
	S 1.05		S 4.25	S 5.12	
	P. M.	P. M.	P. M.	P. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT & SUN	
	6468	6470	6474	6472	

No. 6467 is superior by direction to No. 6468.

No. 6471 is superior by direction to No. 6472 and No. 6474.

ADDITIONAL STOPS AND FLAG STATIONS

HOLLIDAYSBURG AND PETERSBURG BRANCH

WESTWARD

EASTWARD

		⓪6201	STATIONS	⓪6200		
		A. M.		P. M.		
		F 8.09 *	LIND'S CROSSING	F 5.21 *		
		A. M.		P. M.		

*Will not stop after Oct. 31st, 1931.

MOSHANNON BRANCH (Muddy Run Br.)

SOUTHWARD

NORTHWARD

⓪6444	⓪6442	⓪6412	STATIONS	⓪6441	⓪6413	⓪6417
P. M.	A. M.	A. M.		A. M.	A. M.	P. M.
S 3.38	S 8.07	S 6.28	ROOTVILLE	S 6.44	S 8.22	S 3.56
		S 6.33	LELAND 10.....			S 3.51

EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
6291	NC	Employees

PENNSYLVANIA GENERAL TRANSIT COMPANY
BUS SERVICE
BETWEEN LEWISTOWN AND SUNBURY
 Operated in co-ordination with Pennsylvania Railroad Train Service

Westward	STATIONS	Eastward
8833		8830
DAILY		A. M.
P. M.		7.42
7.21	WALNUT STREET	7.40
7.23	CHESTNUT STREET	7.35
7.28	MAIN AND MARKET STS.	7.25
7.38	LEWISTOWN	A. M.
P. M.		DAILY
8833		8830

TRAINS WAIT FOR CONNECTIONS.

TRAIN NO.	WAITS UNTIL	FOR TRAIN	DUE
HUNTINGDON			
6201	8.00 A. M.	623	7.19 A. M.
608	7.15 P. M.	6200	6.39 P. M.
PETERSBURG			
613	6.38 P. M.	6200	6.28 P. M.
TYRONE.			
578	9.00 A. M.	623	8.09 A. M.
6401	9.00 A. M.	623	8.09 A. M.
8506	7.30 P. M.	613	7.05 P. M.
24	3.25 P. M.	6404	2.45 P. M.
BELLWOOD.			
6522	9.15 A. M.	623	8.29 A. M.
608	6.15 P. M.	6523	5.58 P. M.
ALTOONA.			
6250	10:15 A. M.	{ 682 2	8:45 A. M. 8:54 A. M.
601	11.30 A. M.	8531	10:48 A. M.
510	12.15 P. M.	54	*12:00 Noon
608	6.00 P. M.	{ 6251 6373	4.07 P. M. 5.27 P. M.
8506	7:15 P. M.	46	6:10 P. M.
BEDFORD.			
6372	10:15 A. M.	6376	9:51 A. M.
6377	4.15 P. M.	6373	3.35 P. M.

* For passengers originating at points west of Pittsburgh destined to points beyond Lock Haven.

Conductors of Eastward through trains will report from Mifflin number and destination of passengers as follows: Trains en route to Philadelphia or New York report passengers for north and south of Harrisburg, including Cumberland Valley Division and P. & R. Railroad.

Trains en route to Washington report passengers for east and north of Harrisburg, including Cumberland Valley Division and P. & R. Railroad.

The conductor of any passenger train that makes connection with any of the connecting division trains when running late,

will send a message to the Superintendent promptly from the first available telegraph or telephone office stating whether or not they have passengers for the connection.

Conductors of eastward local trains will report from View to Station Master, Harrisburg, showing the number and destination of passengers for Cumberland Valley Division and P. & R. Also number of passengers for Philadelphia and Baltimore Divisions.

Trains having mail cars and receiving instructions to wait at junction points for a connecting train will not only wait for the passengers but will see that the mail is loaded before starting.

Branch trains will wait for their respective connections unless otherwise ordered. When late, Conductors will advise Superintendent whether or not they have passengers for connecting trains, giving number and destination.

The Conductor of No. 623, or any other Westward train, when carrying emigrant passengers will send a message from Mifflin addressed to the Superintendents, Middle and Pittsburgh Divisions, showing the number of such passengers for each destination.

The Conductor of No. 27 will report from Mifflin the number of coach passengers for west of Altoona.

U. S. MAIL WORK

STATIONS	WESTWARD						
	609	43	623	13	15	613	
Lucknow							
Marysville				†C D	†C D	†C D	
Duncanen				†E	†E	†E	
Newport				†E	†E	†E	
Millerstown				†C D	†C D	†C D	
Thompeontown				†C D		†C D	
Tusearora (Kilmer)						†C D	
Mexico				†C D		†C D	
Port Royal				†C D	†C D	†E	
Mifflin			†E	†E	†E	†E	
Hawstone						†E	
Lewistown			†E	*E	†E	†E	
Granville			†D	†C D		†C D	
McVeytown			†E	†C D		†E	
Ryde						†C D	
Newton Hamilton			†E	†C D	†C D	†C D	
Mount Union			†E	*E	†E	†E	
Mapleton			†E	†C D	†C D	†C D	
Mill Creek			†E		†C D	†C D	
Huntingdon	†D	†D	†E	*E	†E	†E	
Petersburg			†E	†C D	†C D	†E	
Barree			†E			†C D	
Spruce Creek			†E	†C D	†C D	†C D	
Birmingham			†E	†C D		†C D	
Tyrone	†E	†E	†E	*E	†E	†E	
Tipton			†D				
Bellwood			†E		†E		

C—Mail caught from crane only

D—Mail delivered only.

© D—Mail caught and delivered.

E—Train stops, mail received or delivered or both

. Daily

† Daily except Sunday

✕ Daily except Monday.

‡ Daily except Sundays and Holidays

‡ Monday Only.

(Note:—Letters and characters as used in this page have no reference to their application as provided for in §4.)

These Trains Run as Passenger Extras and May Run Ahead of Time Shown at Station.
When It Can Be Done Without Missing Any Work

WESTWARD

STATIONS				
Leave				
HARRISBURG (Phila.Div)				
MACLAY STREET				
LUCKNOW				
ROCKVILLE				
MARYSVILLE				
NC BLOCK STATION				
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON				
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS				
BAILEY				
NEWPORT				
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE				
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN				
DENHOLM				
HAWSTONE				
SHAWNEE				
LEWISTOWN				
GRANVILLE				
ANDERSON				
LONGFELLOW				
HORNINGFORD				
McVEYTOWN				
RYDE				
VINEYARD				
NEWTON HAMILTON				
MOUNT UNION				
MAPLETON				
MILL CREEK				
ARDENHIM				
HUNTINGDON				
WARRIOR RIDGE				
PETERSBURG				
BARRE				
SPRUCE CREEK				
UNION FURNACE				
SHONBERGER				
BIRMINGHAM				
TYRONE				
TIPTON				
BELLWOOD				
EAST ALTOONA				
ALTOONA				
Arrive				

EXPRESS AND MILK TRAINS

59

These Trains Run as Passenger Extras and May Run Ahead of time Shown at Stations
When it Can Be Done Without Missing Any Work.

EASTWARD

[illegible]

ARRANGED FREIGHT TRAIN SERVICE

WESTWARD

TRAIN	LEAVES	ARRIVES	LEAVES	RUNNING TIME	YARD TIME
PG 19	NC 12.01 A.	Antis 8.00 A.	BO 10.00 A.	7.59	2.00
TRS 5	NC 3.00 A.	Antis10.00 A.		7.00	
TRS 1	NC 3.30 A.	Antis10.30 A.	BO 6.00 A.	7.00	19.30
TRS 29	NC 4.00 A.	Antis11.00 A.		7.00	
AW 1	Park 4.00 A.	Antis 5.30 A.		1.30	
JA 5			BO 5.00 A.		
VL 7	NC 7.30 A.	Antis11.30 A.	BO 12.30 P.	4.00	1.00
PG 13	Park 7.30 A.	Antis 8.45 A.		1.15	
VC 1	NC 8.00 A.	Antis11.59 A.	BO 1.00 P.	3.59	1.01
BL 33	NC 8.00 A.	Antis 3.00 P.		7.00	
ED 1	NC 8.30 A.	Antis12.30 P.	BO 1.30 P.	4.00	1.00
NL 1	NC 9.00 A.	Antis 1.15 P.	BO 2.15 P.	4.15	1.00
RA 13	Park 9.15 A.	Antis10.30 A.		1.15	
WP 15			BO 10.00 A.		
TRS 3	NC 2.00 P.	Antis 9.00 P.	BO 7.00 A.	7.00	10.00
SW 1	NC 2.30 P.	Antis 6.30 P.	BO 7.30 P.	4.00	1.00
TRS 11	NC 3.00 P.	Antis10.00 P.		7.00	
PF 1	NC 3.00 P.	Antis 7.00 P.	BO 8.00 P.	4.00	1.00
PG 13			BO 3.45 P.		
CE 1	NC 4.45 P.	Antis11.30 P.	BO 1.30 A.	6.45	2.00
PG 15	NC 5.00 P.	Antis12.01 A.	BO 6.00 A.	7.01	5.59
TRS 27	NC 5.30 P.	Antis12.30 A.		7.00	
PG 3	NC 6.00 P.	Antis11.00 P.	BO 12.01 A.	5.00	1.01
PG 1	NC 6.30 P.	Antis12.30 A.	BO 2.00 A.	6.00	1.30

EASTWARD

TRAIN	ARRIVES	LEAVES	ARRIVES	YARD TIME	RUNNING TIME
LM 6	BO 1.00 A.	Antis 3.00 A.	NC 9.00 A.	2.00	6.00
M 24		Antis 1.30 A.	NC 8.30 A.		7.00
M 20		Antis 2.00 A.	NC 11.59 A.		9.59
AC 10		Antis 2.30 A.	NC 9.30 A.		7.00
M 10		Antis 3.00 A.	NC 10.00 A.		7.00
AG 12		Antis 3.30 A.	NC 10.30 A.		7.00
ED 2	BO 3.30 A.	Antis 5.00 A.	NC 9.30 A.	1.30	4.30
M 12		Antis 4.30 A.	NC 11.30 A.		7.00
PF 2	BO 4.30 A.	Antis 5.30 A.	NC 10.00 A.	1.00	4.30
P 16		Antis 5.00 A.	NC 11.30 A.		6.30
JA 6	BO 6.45 A.				
CMB	BO 7.00 A.	Antis 8.30 A.	NC 1.00 P.	1.30	4.30
VL 2	BO 7.15 A.	Antis 8.45 A.	NC 1.30 P.	1.30	4.45
PG 34	BO 9.00 A.				
SS 2	BO 9.00 A.	Antis 2.00 P.	Park 3.45 P.	5.00	1.45
FW 8	BO 9.30 A.	Antis10.30 A.	NC 3.00 P.	1.00	4.30
JA 2	BO 10.00 A.				
AH 16		Antis10.30 A.	Park 11.45 A.		1.15
SH 4	BO 10.30 A.	Antis 3.30 P.	Park 5.15 P.	5.00	1.45
CG 10	BO 1.30 P.				
YA 4	BO 1.30 P.				
PH 10	BO 1.45 P.	Antis 2.45 P.	NC 6.30 P.	1.00	3.45
AN 16		Antis 2.00 P.	Park 3.30 P.		1.30
BL 34		Antis 4.00 P.	NC 10.00 P.		6.00
PG 16	BO 4.00 P.	Antis 6.00 P.	Park 7.15 P.	2.00	1.15
PS 8	BO 4.45 P.	Antis 6.45 P.	NC 11.45 P.	2.00	5.00
PG 4	BO 5.30 P.	Antis 7.30 P.	NC 1.30 A.	2.00	6.00
PG 18	BO 6.15 P.	Antis 8.15 P.	NC 4.15 A.	2.00	8.00
JA 4	BO 7.00 P.				
PG 14	BO 7.00 P.				
WP 10	BO 7.20 P.	Antis 8.20 P.	NC 1.30 A.	1.00	5.10
PG 10	BO 7.45 P.	Antis 9.45 P.	NC 3.45 A.	2.00	6.00
RA 14		Antis 9.00 P.	Park 11.15 P.		2.15
AW 2		Antis 9.00 P.	Park 11.15 P.		2.15
AE 2	BO 10.00 P.				
CS 8	BO 11.00 P.	Antis12.01 A.	NC 5.00 A.	1.01	4.59
VL 8	BO 11.59 P.	Antis 1.00 A.	NC 5.45 A.	1.01	4.45

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
6292 662 662	663 663 666	... DUNCANNON NEWPORT MILLERSTOWN ...	13 34	663 663
662 662 607	666 613 663	THOMPSONTOWN ... PORT ROYAL MIFFLIN ...	..... ..... 13	..... ..... 663
662 607 607	608 661 661	... LEWISTOWN ... McVEYTOWN NEWTON HAM'TN	13	608
607 607 607 34	613 661 661 33	... MOUNT UNION MAPLETON MILL CREEK HUNTINGDON ...	34 34	613 33
607 607 607 607	661 661 661 661	... PETERSBURG SPRUCE CREEK UNION FURNACE BIRMINGHAM ...	....................	....................
623 623 15 All Trains	33 8 608 }	... TYRONE BELLWOOD ALTOONA ...	623 623 15 All Trains	33 8 608
6201 6201 6201 6201	6200 6201 6200 6200	HOLLIDAYSBURG ... HORRELL WILLIAMSBURG ALEXANDRIA ...	6372	8200
6250 6270 6250	6251 6273 6251	ROARING SPRING ... MARTINSBURG CURRY ...	...............	...............
All Trains All Trains All Trains	..... ..... .....	... EAST FREEDOM CLAYSBURG SPROUL ...	...............	...............
All Trains All Trains All Trains	..... ..... .....	... IMLER REYNOLDSDALE FISHERTOWN ...	...............	...............
All Trains All Trains All Trains	..... ..... .....	... BEDFORD MANN'S CHOICE BUFFALO MILLS ...	All Trains..........	...............
All Trains All Trains All Trains	..... ..... .....	... HYNDMAN CUMBERLAND MT. DALLAS ...	..... All Trains.....	...............
All Trains 6411 All Trains All Trains All Trains All Trains All Trains All Trains All Trains	..... 6402 ..... ..... ..... ..... ..... ..... .....	... SANDY RIDGE OSCEOLA MILLS PHILIPSBURG BLUE BALL WALLACETON BIGLER WOODLAND CLEARFIELD CURWENSVILLE GRAMPIAN ...	..... 6414 All Trains All Trains All Trains	6404
6411 6411 All Trains All Trains	6417 6417 ..... .....	... HOUTZDALE RAMEY SMOKE RUN MADERA ...	6418	6418
6522 6522 6522 6522	6523 6523 6523 6523	... BLANDBURG GLASGOW UTAHVILLE COALPORT ...	..... ..... ..... 6522	..... ..... ..... 6523
6464 6464	6472 6473	... LEWISTOWN—Chestnut St. BURNHAM REEDSVILLE ...	...............	...............

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

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages

D201. Standard clocks are located as follows: Train Dispatchers' Office, attended Block Stations, and at all points where Conductors or Enginemen report for duty, except Huntingdon, Mount Union, and Grampian.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5, A, B, C, D, etc.

D301.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters 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, milk, newspaper or marketing.
- G**—Regular stop Saturday only.
- L**—Stop on signal Sunday only, to receive or discharge passengers.
- ‡**—Unattended Block Station.
- Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- ★**—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇**—Passenger train—no train baggageman.
- No baggage service.
- ‡**—Indicates trains that will not be operated on New Year's, Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these Holidays fall on Sunday.

D401.

- M**—Stop on signal to discharge passengers from Harrisburg and points east.
- N**—Stop on signal to receive passengers for Harrisburg and beyond.
- O**—Stop on signal to receive or discharge passengers, daily, except Saturday and Sunday
- P**—Stop on signal to discharge passengers from Harrisburg and points east or south and to receive passengers for points west of Altoona.
- Q**—Regular stop for mail, Monday only.

- R**—Stop on signal to discharge passengers from Altoona and beyond and receive passengers for Philadelphia and beyond.
- V**—No. 46 failing to connect with No. 608 at Lewistown will make B stops between Lewistown and Harrisburg for passengers from west or south of Altoona, all local passengers to be discharged at first stop after passing No. 608.
- X**—Reduce speed to 25 miles per hour for safe delivery of mail or newspapers.
- Z**—Reduce speed to 15 miles per hour for safe delivery of mail.
- Z†**—Reduce speed to 15 miles per hour daily except Sunday, for safe delivery of mail.
- Z‡**—Reduce speed to 15 miles per hour Monday only, for safe delivery of mail.
- Y**—Regular stop Sunday only.
- W**—Regular stop for mail daily except Sunday.
- ⊙—Stop to change engines and crews.
- Stop for employees.
- ⊙—Stop to take coal and clean ash pan unless otherwise ordered. When a train is regularly operated in two or more sections, with only one section stopping for coal, a figure used in conjunction with this character will indicate the section number.
- *—Indicates Sunday trains that will also operate on Holidays as noted.

S5.

COLOR SIGNALS.

S5A. At the end of double track where switches, are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Track covered by a slow order, other than a train order or Time Table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

D502. Rule 10 (d) amplified. On main line portion of the Division where station flag signals are used the night signal will display the following indications:

Green and white—Stop for passengers.

White - - -No passengers.

Station flag signals will not be used on Branches; nor on main line portion of the Division, excepting at Birmingham for Eastward trains only.

Where the schedule provides for an "F" stop, the stop will be made unless the Engineman can plainly see there is no person waiting to get on.

S6. HAND, FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (de) and (eg) will apply as follows:

Newport—Old line.

Lewistown—No. 5 yard track.

Mount Union—Track A and No. 4 yard track.

Huntingdon—No. 5 yard track.

Tyrone—No. 5 yard track.

Milroy Branch at MY.

Petersburg Branch at Petersburg.

Morrison's Cove Branch at Hollidaysburg.

Bedford Branch at BM.

Martinsburg Branch at MJ.

Mt. Dallas Branch at DC.

Clearfield Branch:

Between Vail and Gardner.

Between Retort and Mills.

D702. Rule 14 (de) will apply as follows:

Denholm—Coaling tracks A, B, C and D.

Huntingdon—Ising track A.

D703. Rule 14 (eg) will apply as follows:

Denholm—Coaling tracks E, F, G and H and pull-up track
Huntingdon—Icing track C.

D704. Rule 14-L amplified.

Sound:

— — o o

Indication:

Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also, when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

This signal will not be prolonged or repeated approaching the following crossings:—

Mapleton—Crossing west of station.
Mill Creek—Crossing one mile west of station.
Ardenheim—Crossing three-fourths mile east of station.
Huntingdon—4th Street Crossing.
Tyrone—Crossing West of Station.
Altoona—31st Street Crossing.
Eldorado—Crossing at station.
Hollidaysburg—Crossing at station.
Williamsburg—Crossing West of Station.
Bedford—Richard Street Crossing.
Roaring Spring—Crossing South of Station.
Philipsburg—Crossings within borough limits.
Curwensville—Crossings within borough limits.
Houtzdale—Crossings within borough limits.

D705. Within the borough limits of Tyrone and Clearfield engine whistle must not be used to sound crossing alarm. Warning to be given by engine bell while engine is in motion.

D706. Rule 14, amplified. The engine whistle must be sounded as per Rule 14-M, approaching non-stop points where mail is caught or delivered.

D707. — — ooo Rule 14 amplified. When Enginemen of passenger trains intend to stop for water, or for any other purpose, station stops excepted, they will give this signal when passing the last interlocking station before reaching point where stop is to be made, and the Signalman will immediately notify the Train Dispatcher.

D708. — — o Rule 14 amplified. Enginemen of freight trains that do not intend to stop for water will give this signal to so indicate when passing Block Stations as follows:

WESTBOUND

WHISTLE TO BE SOUNDED AT

INDICATES NO STOP AT

Lewis
Glass
Forge

Ryde
Warrior Ridge
Tipton

EASTBOUND

Jacks

Ryde

38. EMERGENCY WHISTLES AND HORN SIGNALS AT INTERLOCKING STATIONS.

D801. Emergency whistle or horn signals in service as follows;

Bell, RO, 4th St., So. Side, 9th St., FG, 14th St., JK, BO.

S9. COMMUNICATING SIGNALS.**D901.** Rule 16 amplified.

Sound:	Indication:
(ja) o o o o o	When standing— Deplete brake pipe pressure.

S10. TRAIN SIGNALS**D1001.—****D1002.** Rule 21-A will apply on double, three or more tracks.

The following instructions will govern as to the application of Rule 21.

(a) On all single track portions of this division, the display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains except passenger extras.

(b) A regular train will be identified by its engine number.

(c) A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the Conductors and Enginemen of trains involved.

(d) A train will obtain from the Signalman the number of the engine on a superior regular train in the same direction it is moving.

(e) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

(f) Signalmen must observe and record the engine number on regular trains and when reporting them will give the engine number in addition to the train number.

D1003. At Altoona Station, in the event of markers not going through, flagmen of through passenger trains will not take down their markers until relieved by connecting division flagman after which markers must be changed in such a manner that there will always be at least one marker properly displayed.

This to apply at all times when it is necessary to display night signals

On through passenger trains on which there is shifting to be done from the rear while night signals are being used, outbound Flagman will not display his marker on the right hand side of westward trains nor the left hand side of eastward trains until the shift is completed, to avoid obstructing the Yard Engineman's view.

When changing markers on through passenger trains having observation car on the rear, the inbound crew will make the change of markers in order not to disturb passengers occupying the observation platform.

On passenger trains terminating at Altoona, markers must not be removed until train has arrived in station.

D1004. Rule 17-A amplified.

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that in the judgment of the Engineman his view of the signal will be thereby improved.

D1005. Rule 26 amplified. When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

D1006. When work is to be done under or about a train at Altoona Passenger Station which requires an Inspector to place himself in a position which might result in personal injury if the train should be moved, both ends of the train must be protected by a blue signal in accordance with the first paragraph of Rule 26.

D1007. Rule 19 modified:

Moshannon Branch passenger trains moving between Mills and Osceola Mills Passenger Station will not be required to remove markers from rear coach, nor to display regulation markers on front of engine. When night signals are required they must display a red light to rear on pilot of engine.

S11. USE OF SIGNALS.

D1101.—

D1102. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses should be met by throwing the fuses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1103. One long sound of the whistle, as provided by Rule 14-m, will not be used by Main Line trains as a signal for approaching junctions; nor by Hollidaysburg and Petersburg Branch trains approaching Canoe Creek Junction, Ganister or Clover Creek Junction, when such trains are not enroute to the Branches reached via these points.

D1104. Rule 14m will not apply to trains making regular stops at stations.

D1105. During cold and stormy weather when approaching Bailey, Hawstone, Mapleton and Bellwood water troughs and Bell Interlocking, the whistle must be sounded as prescribed by Rule 14-l.

D1106. Trains approaching Denholm Coaling Station on any track, and not intending to stop, will sound whistle, as prescribed by Rule 14-l, as a warning to men working about the tracks.

D1107. Passenger trains stopping at Tyrone on No. 2 or 3 track will make use of the electric bell instead of engine whistle for calling in the flagman.

D1108. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal" except Rule 275.

S12. SUPERIORITY OF TRAINS.

D1201. On Bald Eagle Branch track between Park and Vail westward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

On all other single track portions of the Division, Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

D1202. Where all schedules are represented by one engine and crew, a delayed regular train becomes superior to all other trains.

D1203. The direction of Fairbrook branch is East and West, Tyrone being the western terminal.

D1204. The direction of Bald Eagle Branch Main Track and Passing Siding between Park and Vail is East and West.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION	Other Divisions	Zones
Altoona, Passenger Crew Dispatcher's Office	Pittsburgh Williamsport Philadelphia Sunbury	A,B,C,D,E,F A, B, C A D
Altoona, 9th St. Switching Tower		
Altoona, Asst. Yd. Mas. Office, 4th St. S. S.		
Altoona, Asst. Yard Master's Office, JS		
Altoona, Asst. Yard Master's Office, WH		
Altoona, Asst. Frt. Trn. Master's Office, RV		
Altoona, Crew Clerk's Office, RV	Pittsburgh Eastern Division Conemaugh Monongahela	A,B,C,D,E,F A A, B A, C
Altoona, Asst. Yard Master's office GD.		
Altoona, Yard Clerk's office BY.		
Altoona, Asst. Yard Master Eastbound Repair Yard.		
Altoona, Asst. Yard Master's Office, WJ.		
East Altoona, Engine Dispatcher's Office	Pittsburgh Eastern Division Conemaugh Monongahela Williamsport Elmira Philadelphia	A,B,C,D,E,F A A, B A, C A, B, C, E A, B, C A
East Altoona, Crew Dispatchers Office, ND	Pittsburgh Conemaugh Monongahela Williamsport Elmira Philadelphia	A,B,C,D,E,F A, B A, C A, B, C, E A, B, C A
East Altoona, Pittsburgh Division Engine Storage Siding		
Tyrone Baggage Room	Williamsport Sunbury	A,B,C,D,E D
Tyrone Enginehouse	Philadelphia Williamsport Sunbury Elmira	A A,B,C,D,E D A
Osceola Mills, Yard Master's Office	Williamsport Sunbury Elmira	A, B, E D A
Osceola Mills Engine House	Williamsport Sunbury Elmira	A, B, E D A
Huntingdon, Yard Master's Office	Philadelphia	A
Huntingdon Oil House Office	Philadelphia	A
Mount Union, Agent's Office, Freight Station		
Lewistown, Yard Master's Office	Philadelphia Sunbury Williamsport	A A,B,D,E C
Belleville K. V. R. R., Agent's Office.	Middle	A, E
Newport, Supervisor's Office	Philadelphia	A
State Line, Agent's Office		
Saxton, H. & B. T. Engine House	Middle	C
Bellefonte, B. C. R. R. Yard Master's office	Middle	D

814.**GENERAL ORDERS.****814A.** Rule 75 amplified.**D1401.**

1. Conductors and Enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and Enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each Conductor and Engineman's Home Division Time-Table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run either in part or as a whole. If a Conductor or Engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the Employees' Register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of Conductors and Enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each Conductor and Engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form 'Z' so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form 'Z' his time slip and Form 'Z' properly prepared.

An additional form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a Conductor or Engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "Last General Order" on employees' register, will be discontinued.

The method of preparing Form 'Z' is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a Conductor or Engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

3. Before starting out on a run the Engineman must show his General Orders to his Fireman, and when he has no Conductor he must also show his Form 'Z' to his Fireman. The Conductor must show his General Orders to his Trainmen.

4. When Conductors and Enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's Time-Tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's Time-Tables.

(c) Compare their Forms 'Z' for that trip.

5. In the application of these instructions "a pilot will be regarded the same as a Conductor or Engineman."

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the bulletin board attendant their Time Tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. General Order Zones of this Division are as follows:
ZONE A—NC Block Station to Bell Block Station, including No. 5 track between Forge and Grazier.

ZONE B—Bell Block Station, inclusive, to BO Block Station, inclusive, and Hollidaysburg and Petersburg Branch.

ZONE C—Clover Creek, Springfield, Canoe Creek, Bedford, Mt. Dallas, Morrison's Cove, Martinsburg and Bloomfield Branches.

ZONE D—Clearfield Branch and Yard Limit Board east of Vail, Moshannon, Goss Run, Little Muddy Run, Muddy Run, and Fairbrook Branches.

ZONE E—Lewistown and Milroy Branches.

ZONE F—Bellwood Branch.

General Orders for each zone will be numbered consecutively, followed by the proper zone letter; example, General Order No. 401, Zone A.

D1403. A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of the road, on his own division, or a part of it, or over connecting divisions used in inter-divisional service within one year must not be used on such portions of the road until he has made one or more trips. In such case it will be necessary to go over the portions of the road involved, be examined and qualified by the proper division officer.

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Assigned Direction
and Track Number

Hollidaysburg and Petersburg Branch:

	Eastward	Westward
Between JK and Eldorado	No. 1	No. 2
Between F and PG	No. 1	No. 2

Clearfield Branch:

	Northward	Southward
Between Mills and BN	No. 1	No. 2

D1502. Track assignment.

On three or more tracks the current of traffic is as follows:

Main Line.

EASTWARD PASSENGER	WESTWARD PASSENGER
No. 3 track RO to Antis,	No. 2 track NC to View
No. 2 track Antis to Forge.	No. 4 track View to Spruce.
No. 1 track Spruce to NC.	No. 3 track Forge to Antis.
	No. 4 track Antis to BO.

Eastward and Westward Passenger.

No. 3 BO to RO.

Passenger and Freight.

EASTWARD

No. 1 track Forge to Spruce

EASTWARD FREIGHT

No. 1 and A tracks BO to JK.

No. 1 track Antis to Forge

No. 2 track Spruce to View

No. 3 track View to NC.

WESTWARD

No. 3 track Spruce to Forge

WESTWARD FREIGHT

No. 4 track NC to View

No. 3 track View to Spruce

No. 2 track Spruce to Forge.

No. 4 track Forge to Antis

No. 2 track JK to BO.

Denholm Coaling Station:

Tracks A, B, C and D, Eastward Coaling Tracks.

Tracks E, F, G, H and pull up track, Westward Coaling Tracks.

Huntingdon Icing Station:

Track A, Eastward Icing Track.

Track C, Westward Icing Track.

Hollidaysburg and Petersburg Branch:

Between Wye and Hollidaysburg

No. 1 track Eastward Freight.

No. 2 track Westward Freight.

No. 3 track Eastward Passenger.

No. 4 track Westward Passenger

D1503—

D1504. Passenger Trains as specified will use Tracks as follows unless otherwise indicated.

No. 52 use No. 2 track Deer to Huntingdon to pass No. 4.

No. 30 use No. 2 track Wall to Mifflin, to pass No. 662.

No. 54 use No. 2 track Wall to Mifflin to pass No. 8.

No. 661 use No. 5 track Lewistown to Lewis; No. 5 track Huntingdon to Deer. Will set off empty milk cars at Lewistown and Huntingdon.

No. 666 will perform milk service formerly handled by P-38.

No. 75 use No. 3 track Longfellow to Jacks to pass No. 613.

No. 6291 use No. 3 track at Port to be passed by No. 5, and then proceed on No. 4 track.

No. 608 use No. 2 track at Deer to be passed by No. 46, then proceed on No. 1 track.

No. 33 use No. 3 track Port to Mifflin to be passed by No. 29.

No. 33 use No. 3 track Deer to Spruce to be passed by No. 59.

D1505. Freight Trains will use Tracks as follows, unless otherwise indicated.

EASTWARD

No. 5 track at Grazier when destined to or having work at Tyrone.

No. 5 track at Deer when destined to or having work at Huntingdon.

Track A and No. 4 yard track Jacks when having work at Mount Union.

No. 5 track at Lewis when having work at Lewistown

Old line track at Port when having work at Newport.

WESTWARD

No. 5 track at Lewistown when having work there.

No. 5 track at Huntingdon when destined to or having work at Huntingdon.

No. 5 track at Forge when destined to or having work at Tyrone.

D1506. OTHER ASSIGNED TRACKS AND SIDINGS. Hollidaysburg and Petersburg Branch.

WESTWARD

PETERSBURG—The track south of and adjacent to No. 2 track will be used as a westward siding.

ALFARATA—The track south of and adjacent to No. 2 track will be used as a westward siding.

HORRELL—The track between Nos. 1 and 2 tracks from east end to middle switches will be used as a westward siding.

EASTWARD

HORRELL—The track between Nos. 1 and 2 tracks from west end to middle switches will be used as an eastward siding.

GANISTER—The track north of and adjacent to No. 1 track will be used as an eastward siding.

ALFARATA—The track north of and adjacent to No. 1 track will be used as an eastward siding.

PETERSBURG—The track north of and adjacent to No. 1 track Petersburg Branch will be used as an eastward siding.

D1507. Trains may use tracks on the following branches by permission of the Train Dispatcher or designated Signalman, as indicated below, to whom report must be made when clear:

Tracks

Obtain
Permission from

Branches of Hollidaysburg and Petersburg
Branch as follows:

Springfield
Clover Creek,
Canoe Creek and
Crissman Branches

Train Dispatcher

Branches of Morrison's Cove Branch as follows:

Bloomfield
Branch

Signalman,
Hollidaysburg

Branches of Clearfield Branch as follows:

Osceola
Mapleton
Philipsburg
Darby
Sanford
Graham
Liveright
Pennville

Train Dispatcher

A portion of Moshannon Branch and Branches of Moshannon Branch as follows:

Portion of Moshannon Branch from
Betz Jct. to McCartney

Trout Run
Big Run
M. & C.
Beaver
Leskie
Ednie
Coal Run
Morgan
Burley
Goss Run No. 2
Goss Run No. 3
Houtzdale
Amesville
Amesville No. 2
Amesville No. 3
Kendrick
Beulah
Vulcan
Janesville
Smoke Run
Banian
Betz

Train Dispatcher

Branches of Bellwood Branch as follows:

Stroud
Fallen Timber.

Signalman
Bell

A portion of Milroy Branch as follows:
Reedsville to Milroy

Signalman
Lewis

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Altoona.

Bald Eagle Branch Main track and Passing Siding between Vail and Park in charge of Williamsport Division Train Dispatchers.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Clearance Message, Form C. T. 1246 will be delivered to trains covering single track operation at the following Block Stations: Hollidaysburg, Wilson, Park and Mills.

At SL, DC, MD, BM, MJ, HR, SJ, F, BN, GR, BZ, SM, MA, BW, MY, YN and DR, unattended Block Stations, Conductors or Enginemen must secure the required information from the Train Dispatcher or Signalman in control.

Rule 83a will apply when movements are made as specified by Rule 253. In such cases Conductor or Engineman must secure the required information from the signalman.

S16B. Rule 98.

D1603. Rule 98 will apply only at the following junctions: Brookes Mills, Martinsburg Junction and Dunning's Creek Junction.

S16C. Rules 106 and 106a.

D1604. Rule 106 will not apply at:

East Altoona

At Bellwood, Tyrone, Birmingham, Petersburg, Warrior Ridge, Huntingdon, Mapleton, Mount Union, Ryde, McVeytown, Denholm, Mifflin, Port Royal, Mexico, Millerstown, Newport, Aqueduct, Juniata Bridge and Duncannon, train crews are not required to observe Rule 106, but the crews of trains receiving or discharging passengers at these stations, in addition to conforming to Rule 106a, must be governed as follows:

Bellwood—

The train crew of passenger trains on No. 3 track receiving or discharging passengers must have all side and trap doors on north side closed.

Bellwood and Tyrone—

The train crew of passenger trains on No. 2 track receiving or discharging passengers must have all side and trap doors on south side closed.

Petersburg, Warrior Ridge, Huntingdon, Mill Creek, Mapleton, Ryde, McVeytown, Lewistown, Mifflin, Port Royal, Millerstown, Newport, Aqueduct, Juniata Bridge and Duncannon—

The train crew of passenger trains on No. 1 track receiving or discharging passengers must have all side and trap doors on north side closed.

Denholm—The train crew of passenger trains on No. 1 track receiving or discharging passengers must have all side and trap doors on north side closed.

Mapleton, Mount Union, Ryde, McVeytown, Denholm, Port Royal, Mexico, Millerstown and Aqueduct—

The train crew of passenger trains on No. 4 track receiving or discharging passengers must have all side and trap doors on south side closed.

Birmingham—

The train crew of eastward passenger trains on Nos. 1 or 2 tracks must have all side and trap doors on north side closed. The train crew of westward passenger trains on Nos. 2 or 3 tracks must have all side and trap doors on south side closed.

The crews of trains on the following specified tracks are not required to observe Rule 106 under certain conditions as follows:

At Birmingham and Spruce Creek, Nos. 2 and 3 tracks when a passenger train is at the station on No. 1 track; or on No. 1 track when a passenger train is at the station on No. 2 or 3 track.

At Nos. 1 and 2 tracks when a passenger train is at the station on No. 3 track; or on No. 3 track when a passenger train is at the station on No. 1 or 2 track.

At Kinkora Heights, and Perdix, Nos. 3 and 4 tracks when a passenger train is at the station on No. 1 or 2 track.

Conductors and Enginemen of Passenger trains will be governed by the foregoing instructions in respect to their observance of Rule 106-A.

S16D. Rules 251, 253, 254.

D1605. Rules 251, 253 and 254 will apply on the Main Line portions of the Division, also on Branches as follows:

Hollidaysburg and Petersburg Branch:

Between JK and Eldorado.

Between Wye and Hollidaysburg.

Between F and PG.

Clearfield Branch:

Between Mills and BN

When a train stops for water at an irregular water station or is delayed on account of equipment failure it will be considered as work under the provision of Rule 253.

D1606. At Altoona passenger station, westward trains on No. 4 track stopping with engine beyond dwarf signal at west end of train shed, will, in starting, be governed by dwarf signal protecting trailing point cross-over between Nos. 3 and 4 tracks located just west of 14th Street switch box

Westward trains using No. 1, 2 or 3 tracks stopping with engine beyond dwarf signal at west end of train shed, will start on receiving communicating signal which must not be given unless dwarf signal is in proceed position. Conductor will be responsible for knowing dwarf signal is in proceed position before starting train

D1607. Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

D1608. When running against the current of traffic a sharp lookout must be kept to avoid injury to persons on or about the tracks. Special care must be taken when approaching road crossings protected by Standard Color Light Signals or Automatic Alarm Bells. Ample warning must be given with engine whistle and bell, and when necessary speed must be sufficiently reduced to prevent an accident to persons on or working about the crossing. A sharp lookout must be kept for vehicles of any description that may be attempting to cross the tracks.

Crossing warnings do not operate when a reverse movement is made after passing over a crossing or for movements on a siding adjoining the main track

D1609. Trainmen must not stand on top of box cars or other high cars while passing under signal bridges on Middle Division, train shed Altoona Passenger Station, or while passing under the following overhead bridges and coal tipples:

MAIN LINE:

Over-head bridge No. 153.58 at Mifflin.

TROUT RUN BRANCH:

Coal Tipple 2.06 (Penn Coll.)

BIG RUN BRANCH:

Coal Tipple 2.40 (Big Run Coll.)

M. & C. BRANCH:

Coal Tipple 8.65 (Elizabeth Mine)

LITTLE MUDDY RUN BRANCH:

Coal Tipple 2.82 (Eureka Coll.)

BETZ BRANCH:

Coal Tipple 0.75 (Davis Coll.)

MAPLETON BRANCH:

Coal Tipple 2.96 (Imperial Coll.)

D1610. Helping engines assisting trains out of Tyrone classification yard will remain against the train until after passing 14th Street

Northward Clearfield Branch freight trains will detach the helping engines on the rear that are to be cut off at Summit from their trains, at the South leg of Summit Wye, and engines will follow trains carefully from that point to UI.

Enginemen of freight trains having one or more helping engines on the rear will not attempt to start their train at the following points while a passenger train is passing on an adjacent track:

Vail Passing Siding

Main track of Clearfield and Bald Eagle Branches between Park and Vail.

In starting a freight train having a helper on the rear, the front Engineman will give whistle signal to release brakes, but will not use steam until the Engineman of the helper has given the proper signal to proceed. Steam should then be applied gradually to avoid rough handling of train.

D1611. Northward freight trains approaching Osceola Mills passenger station at or about the time southward passenger trains are due at that point, will come to a stop before reaching the station, and the leading engine must not be detached from the train until after the passenger train has left the station, unless otherwise instructed by the Yard Master.

D1612. In using the Wye at Summit, engines will enter the North Leg and leave by the South Leg.

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

Engines or trains turning on the Wye at Banian Junction will enter at the North Leg.

Trains must not pass under the overhead crossings of the Pittsburgh & Susquehanna R. R. over Big Run, Coal Run, Goss Run and Amesville Branches, and Moshannon Branch at Ramey, while a train of that road is occupying any of these bridges.

Trains must stop not less than 200 feet, nor more than 800 feet, before passing over the grade crossing at Loch Lomond Jct.

D1613. The south or eastward track on old line from Port Block Station to east end of the old line east of Newport must be kept clear for use as a running track.

The maximum speed allowed is ten (10) miles per hour.

While moving on this track Enginemen must use extra precaution approaching public crossings to guard against accidents.

D1614. No. 5 track between Lewistown and Lewis is controlled by signalman at Lewis. Trains will use this track by receiving proper signal at Lewistown or Lewis and must not enter No. 5 track between Lewistown and Lewis without permission from signalman at Lewis. A train leaving No. 5 track between these points must report when clear.

D1615. "A" track and No. 4 yard track between Jacks block station and track scale west of Mount Union freight station will be used as a running track. Eastward movements from Jacks will be governed by signal at Jacks. All other movements both eastward and westward will be made under the direction of the signalman at Jacks and permission must be obtained from him to use this track. Trains using it must approach all switches carefully expecting to find them occupied.

The yard tracks will be numbered from north side and used as follows:

No. 1 for empty gondolas and hoppers.

No. 2 for empty box cars.

No. 3 for loaded cars.

Nos. 5, 6 and 7 for classifying.

Street crossings at Mount Union must not be blocked by trains or cars except when in motion.

Jefferson and Washington Streets crossings will be protected from 3.30 P. M. to 11.30 P. M. daily, except Sunday. At all other times train crews must protect them when moving or shifting.

D1616. The public crossing just south of Roaring Spring must be protected by train crews at all times, before passing over it.

D1617. The public crossing at Maple Street, Philipsburg. will be protected from 7.00 A. M. to 9.00 P. M. daily; at all other times train crews must protect this crossing before passing over it.

D1618. The public crossing at Main Street, Madera, must be protected by train crews at all times before passing over it.

D1619. The public crossing at Ashcom on Everett-Saxton Company Siding, located 325 feet south of switch leading to the siding, must be protected by train crews at all times, before passing over it.

D1620. The public crossing on Canoe Creek Branch 3158 feet north of Canoe Creek Junction, must be protected at all times by Train Crews before passing over it.

D1621. The public crossing at Pennsylvania Avenue, Tyrone, must be protected by train crews at all times before passing over it.

D1622. No. 5 track between Huntingdon and Deer is controlled by signalman at Huntingdon; trains will use this track by receiving proper signal at Huntingdon or Deer but must not pass switch leading from yard to No. 5 track at west end of Huntingdon yard without permission from signalman at Huntingdon. Trains must not enter No. 5 track between Huntingdon and Deer, without permission from the signalman at Huntingdon, and when leaving it between these points must report when clear to signalman at Huntingdon.

D1623. Engines and trains may use main track between Huntingdon and South End of Long Siding yard H. & B. T. R. R. only upon orders from dispatcher at Saxton, and must report to dispatcher when clear of main track. For movements within the yard limits, Rule 93 will apply.

D1624. No. 5 track between Forge and Grazier is controlled by Signalman at Wilson. Trains will use this track by receiving the proper signal at Forge or Grazier.

In addition to receiving fixed signal, trains must receive proceed hand signal from switch tender before passing over hand operated switches at "Wilson."

Westward trains using No. 5 track between "Wilson" and "Grazier" having work at "Grazier" must communicate with "Wilson" when ready to return to train.

D1625. Power track between "BO" and "JK" is controlled by signalman at "JK"; trains will use this track upon receiving proper signal at "BO" or "JK". Trains must not enter the power track between "BO" and "JK" without permission from the signalman at "JK" and when leaving it between these points must report when clear to signalman at "JK".

D1626. Eastward Freight Trains, which stop at Warrior Ridge Water Station No. 1 or No. 2 and discover cars with hot journals which must be set off at shop siding west of Huntingdon will notify signalman at Deer before leaving the Water Station.

D1627. At Harrisburg, and Altoona, Station Master is authorized to verbally instruct Conductor to display signals for a following section, or run as a Passenger Extra. Conductor will instruct Engineman.

D1628. On double, three or more tracks, also on single track between Wye and Eldorado operated under Controlled Manual Block Rules, a train not representing a schedule will run extra, when proper signal is displayed or permission is given by signalman, or station master.

D1629. Markers on cabin cars of Westward freight trains moving to WJ Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

D1630. From time to time changes will be made in the method of operation of outlying hand thrown switches and cross-overs as follows.

Main track switch with derail connection: Connected with one lever at main switch, which will unlock and operate switch and derail.

Crossover between main track and siding, where there is no turnout within 200 feet of siding end of crossover: Switches can be unlocked and operated by levers located at each end of crossover.

Crossover between main tracks and between main track and siding, where there is a turnout within 200 feet of siding end of crossover: A lever located in center of crossover must first be thrown to unlock switches then the switches can be operated by throwing lever located at each end of crossover.

Electrically Locked Hand Switches: Before these switches can be thrown, the block operator controlling same must be requested to release the lock.

After main track switches and crossovers have been used, all levers must be returned and secured in normal position.

The pipe connections operating derails on branches, will be removed, and separate levers installed for operating derails.

D1631. Advance sections of limited trains operating as passenger extras must be so handled as to arrive at the division terminal not more than 20 minutes in advance of the scheduled arriving time, and must not be in excess of 20 minutes ahead of schedule during any part of the run

D1632. If a train is detained by a signal, Rule 275, or by failure of equipment, the conductor or engineman must immediately ascertain the cause and report promptly by telephone.

D1633. Trains must not leave DE Block Station southward with cars ahead of the engine.

D1634. The switch at the north end of Bellwood Y must be kept set for the Y when not in use.

D1635. The cross over switch between main track and siding 750 feet north of Coal Run Junction will be known as M & C Junction.

D1636. Rules 9 and 632 Modified. Night signals will not be displayed at "MD" Tower, New York Central Railroad crossing at Betz junction.

A movement must not be made over this crossing at night, or when day signals cannot be plainly seen, without permission in writing from the operator.

D1637. Moshannon Branch passenger trains when moving between Osceola Mills and Mills will use siding.

D1638. On observing or receiving a report covering an irregularity on a train which would endanger the safe movement, Train Dispatchers, Block Operators and Levermen will arrange to have the train stopped as soon as possible. Trains in either direction must be stopped and held until it has been definitely determined that it is safe for other trains to pass.

Other employes observing any irregularities which may endanger the safe movement of trains, will report promptly to Block Operators, at Block Station in advance and to the rear, and endeavor to stop trains moving in same direction and advise enginemen as to irregularity observed.

D1639. The maximum running time for tonnage freight trains in zones specified is as follows: Conductors in charge of tonnage freight trains failing to maintain maximum running time in any zone will report unusual delays to Freight Train Master by letter.

EASTBOUND

ZONE	Distance Miles	Running Time	Average Speed Miles per Hour
Ordered to Frankstown or Antis....	0	1.00	0
Frankstown to Petersburg.....	27.9	1.34	18
Antis to Petersburg.....	23.3	1.15	18
Petersburg to Vineyard.....	24.0	1.30	16
Vineyard to Mifflin.....	28.8	2.00	14
Mifflin to "NC".....	40.2	2.00	20
"NC" to Relieved Enola.....	0	.40	0
"NC" to Relieved Harrisburg.....	0	.59	0

WESTBOUND

Ordered Harrisburg to "NC".....	0	1.30	0
Ordered Enola to "NC".....	0	1.15	0
"NC" to Mifflin.....	40.2	1.45	23
Mifflin to Vineyard.....	28.8	2.00	15
Vineyard to Petersburg.....	24.0	1.30	16
Petersburg to Frankstown.....	27.9	2.45	10
Petersburg to Bell.....	23.3	1.55	12
Bell to Relieved.....	0	.45	0
Frankstown to Relieved.....	0	.30	0

S17. MOVEMENT BY TRAIN ORDERS.

D1701. "While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a."

D1702. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

D1703. Employes receiving train orders direct must at end of trip or day forward them to Division Operator, Altoona.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rule 97 modified. Movements on the main track within yard limits may be made without train orders.

D1802. Rules 93 and 317d amplified. The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of ten (10) miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the ear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1803. Yards indicated by yard limit, boards are located at:

Lewistown—Branch only	Clearfield
Lewistown—Chestnut Street	Curwensville
Reedsville	Grampian
Tyrone—Branch only	Bellwood
Summit	Hollidaysburg
Osceola Mills	Roaring Spring
Madera Jct.	Henrietta
Smoke Run	Mt. Dallas
Philipsburg	Bedford
	State Line

D1804. The passenger tracks between Tenth Street and JK, and No. 2 westward freight track between JK and the crossover switches at 14th Street, Altoona yard, are within passenger station limits, and within these limits trains will move in either direction on any track as indicated by the signal or switchman, and markers will not be displayed by shifting engines.

D1805. No. 3 track between RO and FG and between JK and BO will be used in either direction as indicated by signal.

D1806. Trains moving on yard tracks, industrial sidings and tracks designated as Branches but not operated under block signal rules or by train orders, must run prepared to stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

D1807. At Denholm trains using coaling tracks must stop before fouling ladder at leaving end unless route is seen or known to be clear of other movements. Eastward freight trains having work at Denholm other than coal and water must receive permission from signalman at "Wall" before fouling ladder.

Reverse movements on eastward coaling tracks are made under the direction of signalman at "Wall". Reverse movements on westward coaling tracks are made under direction of signalman at Mifflin.

D1808. 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 RO, only the engine next to the cabin will use steam while rear of train is moving over the switches at RO Interlocking. The enginemen must exercise special care to avoid damage to equipment when train is slowed down or stopped by a signal, or from any other cause.

D1809. In yards where for operating convenience ball switches are installed, which admit of locomotives making trailing point movements through them without the switch lever being thrown, gas or gas-electric rail motor cars must not run through them without throwing the lever.

S91

SPEED TABLE

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
0.51	70.59	1.26	41.86	2.01	29.75	2.36	23.08
0.52	69.23	1.27	41.38	2.02	29.50	2.37	22.93
0.53	67.92	1.28	40.90	2.03	29.27	2.38	22.78
0.54	66.66	1.29	40.45	2.04	29.03	2.39	22.64
0.55	65.45	1.30	40.00	2.05	28.80	2.40	22.50
0.56	64.29	1.31	39.56	2.06	28.57	2.41	22.36
0.57	63.16	1.32	39.13	2.07	28.34	2.42	22.22
0.58	62.07	1.33	38.71	2.08	28.12	2.43	22.08
0.59	61.02	1.34	38.29	2.09	27.91	2.44	21.95
1.00	60.00	1.35	37.89	2.10	27.69	2.45	21.82
1.01	59.02	1.36	37.50	2.11	27.48	2.46	21.69
1.02	58.06	1.37	37.11	2.12	27.27	2.47	21.56
1.03	57.14	1.38	36.73	2.13	27.09	2.48	21.43
1.04	56.25	1.39	36.36	2.14	26.87	2.49	21.30
1.05	55.38	1.40	36.00	2.15	26.67	2.50	21.17
1.06	54.55	1.41	35.64	2.16	26.47	2.51	21.05
1.07	53.73	1.42	35.29	2.17	26.28	2.52	20.93
1.08	52.94	1.43	34.95	2.18	26.09	2.53	20.81
1.09	52.17	1.44	34.61	2.19	25.90	2.54	20.70
1.10	51.43	1.45	34.28	2.20	25.71	2.55	20.57
1.11	50.70	1.46	33.96	2.21	25.53	2.56	20.45
1.12	50.00	1.47	33.64	2.22	25.35	2.57	20.34
1.13	49.31	1.48	33.33	2.23	25.17	2.58	20.22
1.14	48.65	1.49	33.03	2.24	25.00	2.59	20.11
1.15	48.00	1.50	32.73	2.25	24.83	3.00	20.00
1.16	47.37	1.51	32.43	2.26	24.66	3.15	19.48
1.17	46.74	1.52	32.14	2.27	24.49	3.30	17.14
1.18	46.15	1.53	31.86	2.28	24.32	3.45	16.00
1.19	45.57	1.54	31.58	2.29	24.16	4.00	15.00
1.20	45.00	1.55	31.30	2.30	24.00	5.00	12.00
1.21	44.44	1.56	31.04	2.31	23.84	6.00	10.00
1.22	43.90	1.57	30.77	2.32	23.68	6.40	9.00
1.23	43.37	1.58	30.51	2.33	23.53	7.30	8.00
1.24	42.86	1.59	30.25	2.34	23.38	8.34	7.00
1.25	42.35	2.00	30.00	2.35	23.23	10.00	6.00
						12.00	5.00

S20.

SPEED RESTRICTIONS

S20A. On account of braking arrangements, when passenger trains have class X-29, or other types of freight cars, equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight, does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Freight cars to comply with the above instructions, must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, and steel wheels.

D7001. Maximum Speed.Miles
per hour.

Unless Otherwise Specified

Main Line:

With passenger engines or Gas-Electric Rail motor cars	{	on Passenger tracks	70
		on Main Frt. tracks	50

With Gasoline Rail Motor cars	{	on Passenger tracks	55
		on Main Frt. tracks	50

With freight engines—

Class F, H-6, H-8, H-9, and L 45

Class I 40

Hollida'bg. and Petersburg Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	40
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With freight engines—

Class I between Petersburg and Mt. Etna 15

Class I between Mt. Etna and Frankstown 25

Other classes of freight engines 35

Martinsburg Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	30
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With freight engines 30

Morrison's Cove Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	35
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With freight engines 35

Bedford & Mt. Dallas Branches:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	35
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Passenger trains

With freight engines 35

Clearfield Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	40
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With freight engines 40

Moshannon Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	30
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With freight engines 30

Goss Run, Little Muddy Run and Muddy Run Branches:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	25
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With freight engines 25

Fairbrook Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	24
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With freight engines 24

Bellwood Branch:

With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	30
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With freight engines 30

Lewistown Branch between Lewistown and MY and Milroy Branch West of Walnut Street, Lewistown.

With passenger or freight engines or with Gas-Electric or Gasoline Rail Motor Cars	15
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Milroy Branch, East of Walnut Street, Lewistown.

With passenger or freight engines or with Gas-Electric or Gasoline Rail Motor Cars	25
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Passenger trains while backing	Unless otherwise specified	Miles
	Martinsburg Branch:	per hour
	With passenger engines.....	20
	With freight engines.....	20
Freight trains..	Unless otherwise specified	
	Main Line	35
	Hollida'bg & Petersburg Branch:	30
	Bedford Branch	25
	Morrison's Cove, Martinsburg, Springfield, Clover Creek, Bloom- field and Mt. Dallas Branches....	20
	Clearfield Branch.....	30
	Moshannon Branch	30
	All Branches of Clearfield and Mo- shannon Branches	15
	Fairbrook Branch.....	15
	Bellwood Branch.....	25
	Lewistown Branch between Lewis- town and MY and Milroy Branch	15
	Canoe Creek and Crissman Branches	10
	*Arranged Service:	
	Main Line.....	45
	Hollida'bg & Petersburg Branch	35
	Clearfield Branch:	
	Between Tyrone and Vail.....	30
	Circus Trains:	
	Main Line.....	40
	Hollida'bg and Petersburg Branch.	35
	Morrison's Cove, Bedford & Mt. Dallas Branches.....	30
	Clearfield Branch	30
	Moshannon Branch	20
	All Branches of Clearfield and Mo- shannon Branches	15
	Bellwood Branch.....	20
	Lewistown Branch between Lewis- town and MY and Milroy Branch	
	West of Walnut Street, Lewistown	15
	Milroy Branch, East of Walnut Street, Lewistown.	20
	Wreck Trains:	
	Main Line and Hollidaysburg and Petersburg Branch—	
	Boom of derrick trailing.....	30
	Boom of derrick forward.....	20
	All other branches with Boom trail- ing or forward.....	20
Track cars	Main Line and all Branches:	
	Unless otherwise specified.....	20
	When hauling track cars or trailers	15
	Through turnouts and over switches, frogs, street and highway crossings.....	5
	Hand Cars.....	8

*When Arranged Service Freight Trains have a mineral freight fill-out, the maximum speed of such trains will be that shown for Freight Trains.

When filled out in this manner, Conductors must know that the Engineman has been so advised.

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

Main Line:	Tracks.	Miles per hour.
10th Street, Altoona, to GD.....	3 & 4	40
Approaching Automatic Signal 2345, east of GD	4	60
Between Antis and Petersburg eastward slow freight	1 & 2	25
Between Antis and Petersburg eastward ar- ranged service, freight	1 & 2	25
Between Grazier and Forge.....	5	15
Spruce Interlocking	3 & 4	40

	Tracks.	Miles per hour.
Approaching automatic signal No. 2073 east of Petersburg.....	4	65
Approaching automatic signal No. 2074 east of Petersburg.....	1	65
Between Deer and Huntingdon	A-C	30
Approaching Automatic Signal 2006 west of Ardenheim.....	1	60
Approaching Automatic Signal 1905, west of Mount Union.....	4	65
Approaching Automatic Signal No. 1897 east of Mount Union.....	4	65
Newport Old Line.....	Running Track	10
Holidaysburg and Petersburg Branch:		
Over switches at west end of Petersburg passing siding.....	1 & 2	30
Between F and AF slow freight.....	1 & 2	25
Between F and AF arranged service freight....	1 & 2	35
Between Holidaysburg passenger station and Montgomery Street.....	Main Tracks	15
Between Holidaysburg and F.....	Yard Running Track	15
Between JK and 20th Street Altoona, Motor Cars in passenger service.....	1 & 2	20
Movements from Main Line to Branch or from Branch to Main Line		15
Morrison's Cove Branch:		
Brookes Mills		15
Bedford Branch:		
Brookes Mills		15
Dunning's Creek Junction.....		10
Bedford, Richard Street Crossing		10
Hyndman, within Borough limits		10
Slip Rock 2.3 miles south of Barclay Passing Siding..		15
State Line.....		15
Mt. Dallas Branch:		
Dunning's Creek Jct.....		10
Clearfield Branch:		
Curwensville within Borough limits.....		6
Clearfield within Borough limits.....		6
Mills, Cross-over switch, end double track.....		15
Between UI and Mills freight trains northward		20
Moshannon Branch:		
Houtzdale within Borough limits		6
Milroy Branch:		
Milroy Wye.....		5
Minimum running time for passenger trains in either direction between Altoona and NC Block Station:		

	Min.	Sec.
Between BO Block Station and Altoona	2	30
" Altoona and Bell Block Station	8	0
" Bell and Grazier Block Stations	8	0
" Grazier and Spruce "	12	0
" Spruce and Deer " "	9	0
" Deer and Jacks " "	12	15
" Jacks and Longfellow " "	16	45
" Longfellow and Wall " "	16	45
" Wall Block Station and Vandyke	12	45
" Vandyke and Port Block Station	10	30
" Port Block Station and Iroquois	8	0
" Iroquois and NC Block Station	13	0
	129	30

Minimum running time for Clearfield Branch Passenger Trains:

Between UI and Vail southward 18 Min.

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

Trains must not exceed a speed of 10 miles per hour while using any turnout or crossover outside of interlocking limits.

CURVES.

	Miles per hour.	Time between speed limit boards (Seconds)
0.8 mile east of Duncannon.....	40	36
0.3 east of Thompsonstown, Nos. 1 and 4 tracks	60	22
0.5 mile east of Mifflin.....	40	25
1.4 miles west of Mifflin.....	40	18
0.1 mile east of Lewistown.....	40	21
West of Lewistown Sta. Nos. 1 & 4 tracks	60	25
Anderson Station Nos. 1 & 4 tracks...	60	31
1.0 mile west of Ryde.....	50	26
Mapleton Station Nos. 1 and 4 tracks	60	60
Second curve west of Ardenheim Nos. 1 and 4 tracks.....	50	15
Petersburg Station (eastward only)..	50	32
0.5 mile east of Spruce Creek tunnel on No. 1 and 2 tracks.....	40	17
Spruce Creek Station	40	36
East of Bridge 215.60.....	40	21
East of Union Furnace.....	40	46
Bridge 217.25 to west of Bridge 217.50	40	48
Between Bridges 218.42 and 218.88....	40	33
Between Bridges 220.41 and 220.75....	40	38
Tyrone Station	40	48

	Miles Per Hour.
Hollidaysburg and Petersburg Branch:	
1.6 miles west of Petersburg.....	30
Neff	30
Water Street	30
1.2 miles west of Water Street	25
Goodman	25
0.3 miles west of Goodman	30
From 0.5 miles west of Mt. Etna to 0.6 miles east of Carlisle	30
From Cove Dale to 0.9 miles west of Williamsburg Point View	30
East end Horrell passing siding No. 2 track	30
Frankstown.....	30
Wye Block Station	25
Nineteenth Street, Altoona	20

Morrison's Cove Branch:	
Hollidaysburg to a point 2000 feet north of M. P. 10 from Altoona	30
Between a point 250 feet north of M. P. 10 from Al- toona and a point 1600 feet north of Reservoir Station	20
Kladder	30
Brookes Mills	15
0.3 miles south of Brookes Mills to Peck	30
First and second curves north of Martinsburg Jet.....	30
0.4 mile north of Curry.	30
0.4 mile north of Page to Henrietta.....	30
Martinsburg Branch:	
Martinsburg Junction (South Leg of Y)	10

Bedford Branch:	
2.1 miles south of Cessna	30
1.8 miles north of Younts to 0.3 mile north of Younts Chalybeate	30
1.0 mile south of Bedford to 1.2 miles south of Bedford Wolfsburg.....	30
1.0 mile north of Mann's Choice.....	30
0.6 mile north of Mann's Choice.....	30
1.0 mile south of Madley.....	30
0.4 mile south of Fossilville.....	30
2.1 miles north of Hyndman.....	30
0.7 mile south of Hyndman.....	30
North Yard Limit, State Line	30

Mt. Dallas Branch:

Bridge No. 1.48 north of Dunning's Creek Jet.....	30
First curve north of Bridge No. 1.48.....	30
Overhead bridge No. 2.32 south of Lutzville.....	30
Between Lutzville and Mt. Dallas.....	30

Clearfield Branch:

Vail, reverse curves.....	30
At Mile Post 6.....	20
Big Fill Curve.....	15
Between BN and Bridge No 21.94.....	20
Between Mile Posts 36 and 37.....	20
North end of Bridge No. 38.35.....	15
All other curves.....	30

Moshannon Branch:

All Curves.....	30
All coal branches.....	15

Bellwood Branch:

Mile posts indicate miles from Bellwood.

YM to M. P. 4—25 miles per hour.

M. P. 4 to M. P. 9—20 miles per hour except curves at Shaw Run, Point Lookout, Rock Cut Fill and North Rock Cut, at which points 12 miles per hour must not be exceeded.

MILES PER HOUR

1st curve south of M. P. 10.....	25
M. P. 10 to M. P. 14.....	25
M. P. 14 to M. P. 15.....	30
1st curve north of M. P. 17.....	30
2nd curve north of M. P. 17.....	30
1st curve south of M. P. 23.....	30

Freight trains must not exceed a speed of 15 miles per hour at following points:

1st curve south and 1st curve north of Mountaindale.

BETWEEN DE BLOCK STATION AND BELLWOOD SOUTHWARD.

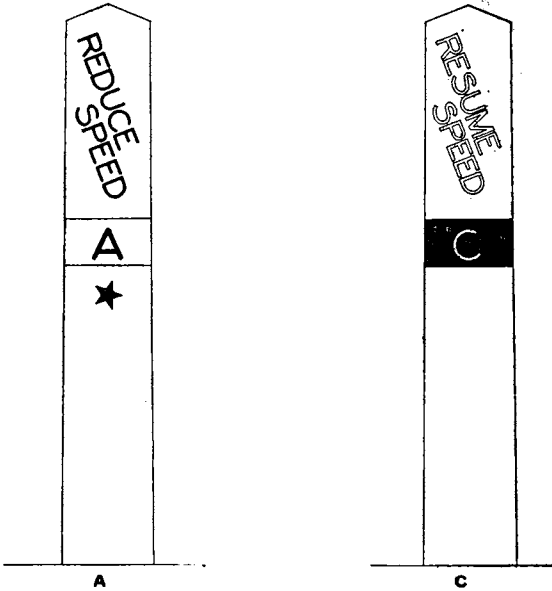
Work extra and extra trains, except light engines.....	12
Light engines.....	20

BRIDGES

Location	CLASS OF ENGINE						
	I	M	L	H8 H9	* K4		
	MILES PER HOUR						
Main Line:							
132.16 Newport Station	30	40			40		
232.94 just east of duck- under, East Altoona.....	40	50					
Hollidaysburg and Peters- burg Branch:							
0.69 West of Petersburg.....	25	35					
0.72 West of Petersburg							
No. 1 Track.....	15	20					
No. 2 Track.....							
and Psg. Sidings.....	20	40					
4.40 East of Alexandria.....	30	30					
11.51 East of Mt. Etna							
No. 1 Track.....	15	25					
No. 2 Track.....	25	40					
20.19 East of Ganister							
No. 1 Track.....	25	40					
24.37 East of Horrell.....	25	40					
3.92 1 mi. E. of Eldorado....	30	45					
3.48 Eldorado.....	30	45					
Clearfield Br.							
0.24 Tyrone 10th St.....	30	45					
48.37 Curwensville.....				30			
H. & B. T. M. R. R.							
0.04 Trestle Huntingdon....	30	30	30				
0.12 Trestle Huntingdon....	30	30	30				

* When equipped with 25,000 gallon water tenders.

Speed limit boards of the type shown and as described below will be used



★ Here will be shown the number of seconds that must be consumed in passing over the restricted section.

BOARD A

When train enters the restricted section, on it will be shown the number of seconds that must be consumed in passing over the section to board C.

BOARD C. Where trains leave the restricted section and the point at which normal speed may be resumed.

Where these boards are used, the restrictions apply to movements against the current of traffic as well as with the current of traffic.

D2003. Various.

D2004.

Maximum speed for movements over any turnout or cross-over not interlocked 10 miles per hour.

D2005. Maximum speed for various classes of engines, except where otherwise restricted.

CLASS	Light forward.	Backward Light or with trains
A.....	15	15
B-6 and B-8.....	20	20
C.....	20	20
CC-1.....	25	25
D, E, G and K.....	50	30
F, H-8, H-9 and L.....	40	25
H-6.....	30	25
HH-1.....	25	20
I.....	25	25
J.....	50	30
M.....	45	25

D2006. Maximum speed for class H-6, H-8, and H-9 engines when running backwards between Vail and Mills, 15 miles per hour.

D2007. Maximum speed for rail motor cars while moving under their own power except where otherwise restricted:

	MILES PER HOUR
Gas-Electric Rail Motor Cars.....	70
Gasoline Rail Motor Cars.....	55

D2008. Rule 750 amplified. When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

CLASS OF ENGINES	MILES PER HOUR
N1s-C1-I1s	8
All others	15

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

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

D2009. When engines of the L-1s or I-1s types have the front sections of parallel rods removed, the main rods must also be removed, and both crossheads blocked in the extreme forward position by the bolts in the guide provided for that purpose, before the engine is moved. When it is necessary to remove either one of the main rods on these classes of engines the crosshead from which the rod is removed must also be blocked in the extreme forward position before the engine is moved.

D2010. In the movement of locomotives, dead or alive, the speed regulations in effect must be closely observed.

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

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

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

D2011. Class I-1s and M-1 engines have an unusually long wheel base, and must not be passed over switches on the curve side nor around curves of less than 450 feet radius in excess of a speed of five (5) miles per hour. Such curve conditions exist usually in yards and on sidings.

D2012. When No. 666 working on Breyers Dairy track at Port Royal, the work must be performed by holding on to five cars when backing in, in order to keep the engine off the sharp portion of turnout.

Class M-1 or M-1a engines must not be used on this train.

When No. 661 is hauled by a class M-1 or M-1a engine there must be at least two cars between the engine and the Mifflin milk car when placing this car on Freight Station track at Mifflin on account of short turnout.

D2013. Except where otherwise restricted, the maximum speed of passenger trains is 70 miles per hour on passenger tracks and 50 miles per hour on main freight tracks.

Freight trains and troop trains consisting entirely of freight equipment or of mixed passenger and freight equipment 45 miles per hour. In every case the movement of troop trains made up in the manner above specified will be regulated by the speed conditions applicable to freight trains.

The movement of troop trains consisting entirely of passenger equipment will be regulated by the speed conditions applicable to passenger trains.

When electrically equipped Multiple Unit cars are moved dead-head in trains over a route other than that on which they normally are used, a speed of 20 miles per hour must not be exceeded.

This restriction is intended to protect against damage to motor armature and motor axle bearings, with which trainmen and car inspectors are not generally familiar. If the MU cars are attended throughout the entire trip by an employe properly qualified on electrical equipment, or if it is known that the motors have been removed from such MU cars before deadhead movement is made, this restriction will not be applied.

D2014. Trains must not exceed 45 miles per hour when scooping water from track trough.

The minimum speed required to scoop water is 20 miles per hour.

Enginemen must see that scoops are raised before passing the marker at the leaving end of the water troughs.

D2015. All movements in either direction on the passenger tracks between JK Block Station and Tenth Street Altoona, must be made with train under control, and at a speed not exceeding 12 miles per hour.

D2016. All movements on tracks Nos. A, 1 and 2 between eastbound home signal bridge at JK Block Station and 4th Street, Altoona Yard, must be made at a speed not exceeding 15 miles per hour

D2017. All movements with Brown Hoist Ballast Cleaning Machine must be made at a speed not exceeding 20 miles per hour.

D2018. Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

D2019. Trains using track A or C at Huntingdon Icing Station must reduce speed to 15 miles per hour passing the icing platform.

S21. SIGNAL ASPECTS.

D2101. SIGNAL ASPECTS NOT STANDARD.

INDICATIONS.						
	Stop.	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.	Proceed.	Approach next signal prepared to stop. Where a facing switch is connected with signal approach that switch prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.	At "WILSON"—Proceed—manual block clear. (Next signal at stop.)	At "WILSON"—Proceed—manual block clear. (Next signal at "approach" or "clear.")
	1	2	3	4	5	6

A						
B						
C						
D	R = RED Y = YELLOW G = GREEN					
E						

Aspects shown on line A are in service at "WILSON" governing eastward and westward movements on No. 5 track.

Aspects shown on lines B, C and D are in service at New York Central grade crossings north of Philipsburg, and at Betz Jct.

Aspect shown on line E is in service on Morrison's Cove, Milroy, Clearfield and Moshannon Branches.

822.**BLOCK SIGNAL RULES.**

D2201. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. When the indication shown in Rule 282 is received, Engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

Where the indication shown in Rule 280 is received, Engineman must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received Engineman may resume speed on seeing the next signal ahead clear.

D2202. Rule 364 modified:

A train must not, without permission, proceed on a signal known to have been displayed for a preceding movement, except that when an engine or a train is assisting a train ahead it may accept the signal displayed for the train that is being assisted and may uncouple between block stations.

D2203. When block is occupied by a passenger train, and after a proper understanding exists, shifting movements may be made on the main track within block limits, by permission of the signalman or under caution or permissive signal, to attach or detach cars or engines to or from that passenger train, after it has come to a stop. Rules 317b, 318b, 362 and 417b are modified accordingly.

D2204. A train stopped at Home or Block Signal at which a telephone is located, may fill out a clearance card, form C, or a caution card, form D, as authorized by the Signalman and then proceed as prescribed by the card.

D2205. Rule 365 amplified. When a train clears a block between block stations or at an unattended Block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

D2206. A work train after fulfilling its running order will report arrival to the Signalman, who will arrange for the display of stop signals at both ends of the block before giving permission for the work train to enter working limits.

The same arrangement must be made before reoccupying main track after reporting clear.

Extra freight trains may be allowed to enter the block when so occupied under stop signal authorized by train order after receiving a copy of the order held by the work train.

D2207. Rule 326 amplified. On single track, a train using a siding to meet an opposing train may be authorized to back out immediately after the opposing train has passed, in order to proceed in the opposite direction. The Signalman in control of the block will authorize such moves after consulting with and being authorized to do so by the Train Dispatcher.

D2208. Proper application of Rule 27 in connection with Figure 1, Rule 287:

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication, where this report can be made without serious delay to the train.

D2209. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman.

D2210. The first paragraph of Rule 362 amplified: Trains must not pass a Stop Signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to it's

train in the Block, pass a Stop Signal without Clearance Card (Form C).

FORM "C" CARD—AMPLIFIED:

This card must be used only in case of failure of Block Signal, Interlocking Signal, or the Home Signal referred to in Paragraph 3, or when signal cannot be displayed for an engine returning to its train.

S23. MANUAL BLOCK SYSTEM.

D2301. Rule 301 to 375, inclusive, are in effect as follows, except that rules, 317a, 317b, 318a and 318b, will apply only on portions of the Division as specified:

Hollidaysburg and Petersburg Branch between Petersburg and Hollidaysburg.

Morrison's Cove Branch between Hollidaysburg and Henrietta.

Martinsburg Branch between Martinsburg Jet. and Martinsburg.

Bedford Branch between Brookes Mills and State Line.

Mt. Dallas Branch between Dunning's Creek Jet. and Mt. Dallas.

Clearfield Branch between Park and Grampian.

Bald Eagle Branch track between Park and Junction of Williamsport Division.

Moshannon Branch between Mills and Betz Jet.

Goss Run Branch between Goss Run Junction and Brisbin.

Muddy Run Branch between Smoke Run and Eureka No. 29.

Little Muddy Run Branch between Little Muddy Run Junction and Almaden.

Fairbrook Branch between Tyrone and FB.

Bellwood Branch between Bellwood and VG.

Lewistown Branch between Lewistown and MY.

Milroy Branch between MY and Reedsville.

And for movements against the current of traffic:

Main Line between NC and FG.

Hollidaysburg and Petersburg Branch between Hollidaysburg and Wye and between Eldorado and JK.

D2302. Rule 317 A will apply as follows:

Clearfield Branch-Southward between UI and SI.

Northward between UI and Mills.

Moshannon Branch-Southward between Madera Junction and Smoke Run.

Bellwood Branch-Southward between DE and YM.

D2303. Rule 317b will apply on all single track portions of the Division and for movements against the current of traffic, except where Rule 317a applies.

D2304. Rule 318b will apply between Petersburg and F, and between BN and Mills.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the Train Dispatcher or signalman specified in Time Table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and in addition by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the Train Dispatcher or signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the Train Dispatcher or Signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

(To be printed on green paper, size $5\frac{1}{3} \times 3\frac{1}{2}$)

FORM
K

PENNSYLVANIA RAILROAD CLEARANCE CARD

FORM
K

Block Station _____ M. 19 _____

To Conductor and Engineman: Train _____

Proceed at _____ as though _____ signal was displayed.

Report clear at _____.

Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over block mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

D2307. Unattended Block Stations—

A train receiving Clearance card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance card (Form K) is thereby annulled.

Where a block station is attended a portion of the time, and unattended the remainder of the time, during a 24 hour period, the light on unattended sign will be extinguished during the time the station is attended.

D2308. Where block signals are located at unattended block stations they will be kept set in stop position and trains will be governed by first paragraph Rule No. 362.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401 Controlled Manual Block System Rules 401 to 473 inclusive, except rules 417a and 417b, as amplified by special instruction D3440, are in effect as follows:

Between Spruce and Forge on No. 2 track. New Rule 418.

Between Wye and Eldorado. New Rule 417.

Between Forge and Grazier on No. 5 track and between Wilson and Park. Rule 417b.

D2402. Trains having work to do between Wye and Eldorado must so report before accepting the signal, stating the time required to do the work.

At Gulf Refining Co.'s siding, Eldorado Milling Co.'s siding, Altoona Packing Co.'s siding, American Oil Co.'s siding and Sun Oil Co.'s siding a train must not enter the block without a train order authorizing it to do so, and in addition thereto, permission from the signalman, neither of which supersedes time table superiority unless the train order specifically so states. Rule 465 modified.

S25. AUTOMATIC BLOCK SYSTEM

D2501. Except as otherwise provided by Automatic Train Control Special Instructions, Rules 501 and 505-505b to 514 inclusive, are in effect as follows:

Main Line between NC and Spruce No. 1, 2, 3 and 4 tracks.

" " " Spruce and Forge No. 1 2 and 3 tracks.

" " " Forge and Antis No. 1, 2, 3 and 4 tracks.

" " " Antis and 10th St., Altoona, No. 3 & 4 tracks.

" " " JK and BO track A and Nos. 1, 2, 3 and 4 tracks

HOLLIDAYSBURG AND PETERSBURG BRANCH.

Between JK and Eldorado No. 1 and 2 tracks.

" Eldorado and Wye Main track.

" Wye and Hollidaysburg Nos. 1, 2, 3 and 4 tracks.

S25A. Rule 505a--

D2502. (Double, Three, or More Tracks.) In automatic Block System territory at interlockings where there is no Block Signal that governs the use of the block from the limits of the interlocking, the Home signal governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in automatic block signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman; Signalmen and Levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block, and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2505. Rule 509-b will apply to movements in either direction on No. 2 track between Forge and Spruce, also on single track between Eldorado and Wye in connection with controlled manual block operation.

S25B AUTOMATIC TRAIN CONTROL

D2506. 1. Automatic train control system in effect on Nos. 3 and 4 tracks, between "FG", Altoona, and Antis Block Station; on Nos. 1, 2, 3 and 4 tracks between Antis Block Station and "NC" Block Station; and on eastward freight track between Antis Block Station and eastward distant signal thereto, except as follows:

When engines not equipped for backward running, are running backward;

When pushing cars;

When operating against the current of traffic;

When operating locally between "FG" Altoona and Bell Block Station.

2. **Definition:**—Equipped engine. An engine equipped with the Automatic Train Control apparatus prescribed for use in Automatic Train Control territory where engine is to be used in operative condition for the direction in which it is to move.

3. **Definition:**—Equipped Train. A train in Automatic Train Control territory under such conditions that it is given automatic train control protection.

4. A non-equipped engine must not be dispatched from any of the following terminals for movement in automatic train control territory unless an equipped engine is coupled ahead:

Altoona, East Altoona, East Tyrone, Hollidaysburg, Lewis-town.

5. At East Altoona Enginehouse; Altoona Finishing Shop; East Tyrone Hollidaysburg Enginehouse; and Lewistown Enginehouse, the engineman in charge of an equipped engine must make automatic train control apparatus test before proceeding with train or engine into automatic train control territory.

6. An equipped engine must not enter Automatic Train Control territory without having pneumatic cut-out cock sealed in cut-in position and the apparatus operative except when authorized by the Superintendent.

7. When there is a defect in the automatic train control apparatus preventing the release of the train brake which cannot

be repaired by the Engineman, he may break the seal, cut out the control of the air brake by the automatic train control apparatus and proceed at not exceeding one-half maximum authorized speed of the train to the next point of communication and then be governed by instructions from the Superintendent. Defects in wayside or cab signals, or engine automatic train control equipment or any irregularities in this equipment, must be reported to the Superintendent from first available point of communication.

8. In Automatic Train Control territory, unless otherwise instructed by the Superintendent, a non-equipped train or engine moving with the current of traffic must not exceed speed as follows:

(a) Trains other than passenger trains:

Arranged Service Freight Trains 23 miles per hour.

Slow Freight Trains 18 miles per hour.

(b) Passenger Trains, 35 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

CAB AND FIXED (OR WAYSIDE) SIGNALS

9	1	2
	SIGNALS	INDICATION FOR ENGINEMEN & TRAINMEN
(a)	Clear cab signal Rule 286 when passing fixed signal Rules 286.	Observe Rule 286.
(b)	Approach restricting cab signal Rule 284 when passing fixed signal Rule 284 or 285.	Observe Rule 284 or 285 as indicated by fixed signal.
(c)	Approach cab signal, Rule 283 when passing fixed signal Rule 283.	Observe Rule 283.
(d)	Caution Slow Speed cab signal, Rule 278, when passing fixed signal Rule 276 or 277.	Continue to observe Rule 276 or 277 as indicated by fixed signal.
(e)	Caution Slow Speed cab signal Rule 278, when passing fixed signal Rule 278, 279, or 281.	Observe Rule 278.
(f)	Within interlocking limits, if cab signal changes to Caution Slow Speed Rule 278 after entering such limits, except as authorized by fixed signal Rule 278, 279 or 281.	Stop.
(g)	Caution Slow Speed cab signal Rule 278 that appears between fixed block signals.	Observe Rule 276 and notify the Superintendent from first available point of communication.

(h) Order of restrictive indications of signals is as follows:
Rules 275, 276, 277, 278, 279, 281, 282, 283, 285, 284, 286.

(i) Signals prescribed by Rule 275 are not displayed in the cab, but nothing contained in these instructions makes any change in the requirements of that Rule as applied to fixed signals.

(j) When passing a fixed signal, if the indication of it and the cab signal conflict with what is prescribed in columns 1 and 2, also if they conflict when approaching a fixed signal and when both can be seen, the more restrictive indication must be observed.

(k) If after passing a fixed signal, a cab signal indication appears that conflicts with that fixed signal, train will be governed as follows:

If running under Rule 276, 277 or 278, observe cab signal after having run the length of the train and until the next fixed signal can be seen.

If running under any other signal indication, observe cab signal at once and until the next fixed signal can be seen.

(l) No change, however, in the requirements of paragraphs (f) and (g).

10. Eastward passenger trains from Pittsburgh Division will enter Middle Division territory with the electric and pneumatic features of the automatic train control cut in and sealed.

At Altoona Passenger Station Test Circuits are located on Nos. 1, 2, 3 and 4 Passenger Station Tracks, for emergency use.

Cut-in sections located as follows:

FG—From a point 429 feet west of signal on 9th St. bridge governing eastward movements on No. 3 track, to the signal

Antis Interlocking—

From a point 1000 feet West of the eastward distant signal on No. 1 freight track to the distant signal.

Petersburg Interlocking—

From a point 1000 feet West of the eastward distant signal on Hollidaysburg and Petersburg Branch No. 1 track to the distant signal.

All engines equipped with Automatic Train Control or cab signal apparatus, dispatched from Altoona or Hollidaysburg on trains enroute to any Pittsburgh Division point, must have that equipment cut in and in service. When a through engine hauling a westward passenger train over Middle Division develops defective Automatic Train Control apparatus, arrangements must be made for changing engines at Altoona.

Interdivisional freight locomotives despatched from East Altoona to Northumberland will have Train Control Equipment cut out, both electrically and pneumatically in "AC" Yard. The breaking of seal and cutting out to be performed by the engineer, witnessed by the conductor or his authorized representative.

Engines operating between Altoona and Huntingdon via Hollidaysburg and Petersburg Branch, also between Altoona and Osceola Mills, will have the train control equipment operative during the entire trip.

Tyrone—Test circuit three hundred feet in length, located on west leg of "Y" at passenger platform, extending one hundred feet beyond west end of platform for use of through passenger engines.

West end "AC" Yard Tyrone—Test circuits located on No. 5 track east of dwarf signal governing movement into Grazier Interlocking, extending eastward to first ladder switch; and on pull-out track north side of water tank opposite Grazier tower, extending eastward two hundred feet for use of through freight engines.

Complete departure test of the engine equipment in accordance with L-41 and subsequent instructions thereto must be made and equipment sealed cut in.

On all engines dispatched from Northumberland to operate over train control territory to Altoona, enginemen will make the departure test, both electrically and pneumatically, before leaving Northumberland enginehouse.

The pneumatic feature of the train control will be cut in and sealed and the electric feature kept in operation.

D2507. The following instructions govern the handling of engines in Middle Division territory, in connection with cab signal system in service on Pittsburgh Division extending Eastward to the Eastward Home Signal Bridge BO Block Station.

Cab Signal Rules Definitions

Cab Signal—Four-indication position light automatic signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

Note—An engine equipped with automatic train control in operative condition will be considered an equipped engine.

Equipped Train—A train operating under cab signal protection. Cab Signals will not indicate conditions ahead when engine is—

- (a) Passing over cut-in or cut-out circuits.
- (b) Moving against the current of traffic (unless tracks are equipped for movements in both directions.)
- (c) Pushing cars.
- (d) Not equipped for backward running and is running backward.

Cutting-in Section

For Westward Trains:

Tracks Nos. 3 and 4 from the Westward Home Signals for "BO" to Automatic Signals 2373 on Eastward Home Signal Bridge for "BO."

1. All engines equipped with Automatic Train Control or cab signal apparatus, dispatched from Altoona or Hollidaysburg, on trains enroute to any Pittsburgh Division point, must have that equipment cut in and in service.

2. A non-equipped engine or train must not be dispatched from any of the following terminals for movement in cab signal territory, except as provided in paragraph 4:

Altoona
East Altoona
Hollidaysburg

3. At the terminals named in paragraph No. 2, the engine-man must make the required departure tests, for cab signal and automatic train control equipped engines.

4. Non-equipped engines operating locally in trial or helping service, between Altoona and Gallitzin, are authorized to move without cab signal protection.

S25C

GRADE SIGNALS

D2508. LOCATION OF GRADE SIGNALS.

MAIN LINE

No. 3 and 4 tracks Petersburg to Spruce, excepting the first two signals west of Petersburg—Nos. 2091 and 2101.

Nos. 2 and 3 tracks Spruce to Forge.

No. 3 and 4 tracks Forge to Antis, excepting advance signals at Bell—No. 2203.

A tonnage freight train is one having 90% or over of the authorized slow freight engine rating. If at any time, due to weather conditions or other causes, the engine rating of a slow freight train is reduced to say 85%, a tonnage freight train will be 90% of the reduced authorized rating.

The conductor must advise the engine-man before entering the territory where these Grade Signals are in use the authorized slow freight engine rating the exact tonnage of train and of any changes due to setting off or picking up cars.

S26.

INTERLOCKING RULES

D2601. Trains having work at Interlockings, must stop so that the entire train will stand clear of the Interlocking after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

D2602. Interlocking Plant:

Operated by:

Lauver
Denholm
Lewistown
Eldorado

Miffin
Wall
Lewis
Wye

S27. Non-Interlocking switches connected with Manual and Controlled Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Wall	Electric lock on hand operated switch leading from No. 1 track to Vincent Lumber Company's Siding.
	Electric lock on hand operated crossover leading from east end of "A" coaling track to No. 1 track.
Bell	Electric lock on hand operated switch leading from No. 4 track to Bellwood Branch west of Bellwood Passenger Station.
	Electric lock on hand operated trailing point switch leading from No. 4 track to yard track east of Bellwood Freight Station.
Hollidaysburg	Electric lock on hand operated switch leading from main track, Morrison's Cove Branch to Electric Light Company's Siding.
Wye	Electric lock on hand operated switch, No. 3 track, to siding.
	Electric lock on hand operated switch at east end of Wye.
Wilson	Electric lock on west end of hand operated cross-over from No.5 track to siding, east of passenger station.
	Electric lock on hand operated switch main track to siding, Receiving yard, 14th St.
	Electric lock on hand operated switch main track to siding, Classification yard north of 14th St.
	Electric lock on hand operated switch No. 5 track to No. 6 yard track west of Wilson.
Mills	All switches.
OG	All switches.

S28.

TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829 paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(c) Rule 206, amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossing at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—two red flags, torpedoes and fuses.

Night Signals—two red lanterns, two white lanterns, torpedoes and fuses.

D2801

(1) Track cars will be operated over entire Division as provided for by Rule 80.

(2) Track cars must not be used in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by controlled manual block system rules, track cars must clear main track and report clear to the Superintendent, or signalman before an opposing or following passenger train is due to enter block at a block station, signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without permission from the signalman.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

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

(12) The last four numerals of the present M. W. number shall be known as the running number.

D2802. In the movement of track cars at interlockings, the following instructions will govern: The signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the driver of the track car reports that the movement has been completed. The driver of the track car must report immediately to the Signalman when the movement has been completed.

Pony trucks may shunt track circuits and must not be used within interlockings except by permission of signalman.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

Restrictions In the Use of Various Classes of Engines

A letter or symbol under class of engine indicates restriction in the use thereof and refers to a note below in explanation. Absence of letter or symbol indicates no restriction.

LINE OR BRANCH	N1 N2	CC2	I1	M1	L1	H10 H9 H8 E6 G5	K4 K3 K2	H6 E2 E3	C1
Main Line from NC Block Station to Jct. Pittsburgh Division West of 24th Street, Altoona									F
Holidaysburg and Petersburg Branch									F
Morrisons Cove Branch	A	A	A	A	A	A	A		A
Bloomfield Branch	F	F	F	F	F	F	F		F
Martinsburg Branch	A	A	A	A	A	A	A		A
Bedford Branch	B	B	B	B	B	B	B		B
Mt. Dallas Branch	B	B	B	B	B	B	B		B
Clover Creek Branch	A	A	A	A	A	A	A		A
Springfield Branch	B	B	B	B	B	B	B		B
Canoe Creek Branch	B	B	B	B	B	B	B		B
Crissman Branch	B	B	B	B	B	B	B		B
Fairbrook Branch	D	D	D	D	D				D
Clearfield Branch	D	D	D	D	D				D
Moshannon Branch	D	D	D	D	D				D
Bellwood Branch	E	E	E	E	E	E	E	E	E
Milroy Branch	B	B	B	B	B	B	B		B
Lewistown Branch, Lewistown to MY	B	B	B	B	B	B	B		B
Western Maryland Ry., State Line to Cumberland	C	C	C	C	C	C	C	C	C

(A) On account of light rail and bridges the use of an engine larger than K2 for passenger and H9s for freight is prohibited.

(B) On account of light rail and bridges the use of an engine larger than E3 for passenger and class H9 for freight is prohibited.

(C) On account of Wills Creek Bridge at GC Junction the use of an engine heavier than the following classes is prohibited: Passenger D-16; Freight F-3; Shifting B-8. Maximum weight of engine in working order, exclusive of tender 173,000 pounds.

(D) On account of sharp curves, light rail and bridges engines of the I1s, L1s, M1 class or heavier are not permitted to operate over the Clearfield, Moshannon or Fairbrook Branches.

(E) On account of sharp curves the use of an engine larger than class D16 for passenger and class H9 for freight or passenger is prohibited.

(F) On account of light rail and bridges, the use of a locomotive larger than H8 or H9 for passenger or freight or E3 for passenger is prohibited.

(G) The following restrictions apply to Class C1 engines: On curves having a radius of from 150 to 200 feet, the maximum speed allowed is five miles per hour, forward or backward. Engines of this class cannot be operated around a curve of less than 150 feet radius. Following are restricted points on the Middle Division:

Altoona Yard

Pintech Gas Siding, east of 9th Street.

Shaffer Stores Co. Siding, 11th Ave. and 7th Street.

Leonard Miller Siding, 11th Ave. and 8th Street.
 L. B. Mackey Siding, 9th Ave and 9th Street.
 P. W. Poet Siding, Union Ave. and 18th Street.

Old Branch Tracks

J. M. Hughes Siding.
 John Kazmaier No. 1 and No. 2 Sidings.
 A. Abelson Siding.
 Halton Coal Co. Siding.

In addition to above sidings which cannot be used by engines of this class a speed of 5 miles per hour only is permitted when using William Conroy siding, 9th Ave. and 9th Street, Altoona Yard.

Holldaysburg and Petersburg Branch

J. B. Fluke Siding, west of 29th Street.
 Blair Ice and Cold Storage Co. Siding.
 Altoona and Logan Valley Electric Rwy. Co. Siding, 5th Ave. and 31st Street.
 G. D. Reighard Oil Siding, 6th Ave. and 31st Street.
 Klepser Bros. Siding, east of 19th Street.
 General Supply Co. Siding.
 Altoona Iron Co. No. 1 and 2 Trestle Sidings and United Home Dressed Meat Co. Siding 29th Street.

D2902. The following sidings in Altoona Yard and on Hollidaysburg and Petersburg Branch cannot be used by Class H6, H8 or H9 engines owing to sharp curvature: P. W. Poet Siding Union Ave. and 18th St., Altoona Iron Co. No. 1 and 2 Trestle Sidings and United Home Dressed Meat Co. Siding, 29th St.

Class I-I-S and M-I engines restricted from using siding C-6, Altoona Yard.

Restrictions on H. & B. T. M. R. R. between Huntingdon and Long Siding.

D2903. Locomotives heavier than class H6 must not use siding track on H. & B. T., M. R. R. at Huntingdon Bridge 0.41.

S30. ELECTRICAL OPERATION.

S31. EMPLOYEE'S REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

ALTOONA:

Passenger Crew Dispatcher's Office.
 Ninth Street Switching Tower.
 Fourth Street, S. Side, Asst. Yard Master's Office.
 GD Asst. Yard Master's Office.
 BY Yard Clerk's Office.
 Asst. Yard Master, Eastbound Repair Yard.
 JS Asst. Yard Master's Office.
 RV Crew Clerk's Office.
 Crew Clerk's Office, Pittsburgh Div. RV.
 WH Asst. Yard Master's Office.
 WJ Asst. Yard Master's Office.
 ND Crew Dispatcher's Office.
 Engine House, East Altoona.

STATE LINE:

Agent's Office.

CUMBERLAND:

Passenger Agent's Office, W. M. Ry.

TYRONE: Enginemen and Firemen register at Engine House Foreman's Office.

Road and Yard Trainmen register at Engine House Foreman's Office.

Hump Crews—Trainmen assigned to both crews, and enginemen and firemen assigned to No. 2 crew, register at Assistant Yard Master's Office at Scales.

OSCEOLA MILLS: Enginemen and Firemen also Conductor and Trainman of Moshannon Branch Passenger crew register at Engine House Foreman's office.

All other Trainmen register at Yard Master's Office.

GRAMPIAN: Enginemen, firemen and trainmen register at Hostler's Office.

HUNTINGDON:
Oil House Office.

MOUNT UNION:
Agent's Office, Freight Station.

LEWISTOWN:
Yard Master's Office.

NEWPORT:
Supervisor's Office.

D3102. Passenger train crews are required to report for duty as follows:

FOR THROUGH TRAINS—Train crews at Altoona must register not more than one hour and not less than fifteen minutes before their trains are expected to arrive, and must be on the platform to receive train five minutes before its arrival.

FOR TRAINS ORIGINATING AT ALTOONA—Train crews must register not more than one hour and not less than fifteen minutes before leaving time, and must be at train at least ten minutes before leaving time.

MOTOR CARS—Train crews must register not more than one hour and not less than thirty minutes before leaving time.

When ordered to deadhead on passenger trains passenger trainmen will report and register ten minutes in advance of schedule leaving time of the train on which they are to deadhead.

D3103. At Altoona, Conductors must know whether or not their full crew is on hand at the proper time and report promptly any shortage to the Station Master so that a substitute may be provided.

D3104. All trainmen arriving at or leaving Altoona, whether deadheading or in service, must register personally.

D3105. At other points train crews will be required to report for duty in advance of leaving time as follows:

Cumberland.....	20 min.
Henrietta.....	20 min.
Osceola Mills.....	30 min.
Grampian.....	20 min.
Madera.....	10 min.
Huntingdon.....	20 min.
Lewistown.....	20 min.

D3106. On short runs, where the time between trips is less than the time required to report for duty, it will be computed as continuous time.

D3107. Passenger engine crews are required to report ready for duty before schedule leaving time of train as follows:

Altoona—Engine Crews receiving engine on storage track.....	1 hour
Gas or Gas-Electric Rail Motor Cars.....	45 min.
Through Engines—	

Unless otherwise ordered, crews receiving their engines at Altoona Station will report in person to engine dispatcher thirty (30) minutes in advance of the scheduled leaving time of the train, and must be on the station platform on arrival of train to promptly relieve inbound crews and prepare engine for trip without delay. The inbound enginemen and firemen of through engines will confer with the outbound enginemen and firemen and give them all the necessary information as to the condition of the engines

East Altoona—Main Line and Branch Service, including East Slope Helping service, and extra crews ordered for through passenger helping service, westward, one hour and 30 minutes, 30 minutes for reporting and preparing engine and one hour for the movement of the engine from East Altoona to Altoona Station.

**State Line.....1 hour and 20 min. in advance
of leaving time of train at
Cumberland.**

**Henrietta.....30 min.
Osceola Mills.....45 min.
Grampian.....30 min.
Madera.....10 min.
Huntingdon.....40 min.
Lewistown.....30 min.**

D3108. Freight engine crews in road service, will report as follows:

All engine crews ordered at Altoona, Hollidaysburg, Huntingdon, Lewistown, Newport and State Line, including crews of other Divisions at Altoona and Hollidaysburg will report 15 minutes in advance of time crew is ordered for, (except that where engine preparers are located, the preparatory time will be 10 minutes). The following instructions with respect to preparation and care of locomotives will be effective where engine preparers are not provided:

The lubricators will be filled, the trip allowance of engine oil and the proper amount of hard grease will be put on the engine and the hand oiler will be filled, the hard grease cups will be filled and the caps secured. The headlight, marker and hand lamps, will be in proper condition, sand traps and sand pipes will be free of obstruction, and the stoker will be in working order and all repairs necessary to the machinery, tender and the appliances thereto will have been made. A complement of tools will be in the place provided, if not, an MP-10A will be placed in the tool locker showing the missing articles. The fire will be in condition for preparation for the road and the boiler will have a sufficient head of steam to permit the engine to be moved promptly.

When an engine crew takes charge of an engine, the engineman will try the air brake, note the pressure on the air gauges, the pressure on the steam gauge, examine the fire box, test the injectors and water pump, try the gauge cocks, blow out the glass water gauge, start the generator and test out the lights and assure himself that there is sufficient water in the tank.

The fireman will inspect the ash pan, the grates, start the lubricator to feed, try the stoker, examine the water in the tank, see that the hand lamps and flags are in condition for use, also see that the required number of torpedoes and fusees are on the engine.

The crew is relieved of all other inspection.

The engineman will oil the various parts that should be lubricated with machinery oil, including the filling of the valve stem and piston rod cups, but if the oiling is not finished before the leaving time of the engine, this part of the work will be deferred until a more opportune time, but the oiling must be done before leaving the departure yard.

The engine crew will be responsible for taking proper care of the engine while enroute and for making the necessary inspection and reports at the end of the trip.

At Altoona it is expected that engines with cabin cars of all crews dispatched westbound will pass "AL" not later than five (5) minutes after the ordered-for time of the crew. It must be understood that at least one trainman will accompany the hauler engine from engine house to the yard.

D3109. Freight train crews in road service are required to report for duty at all points not later than the time for which crew is ordered.

S32.**PERSONAL INJURIES**

S32A. Emergency calls for Surgeons will have preference over other business except train orders.

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

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

D3201.

LOCATION	NAME AND ADDRESS	TELEPHONE No.
HARRISBURG	L. S. HOWARD, M. D. 413 Market Street.....	P. R. R. 427
	H. B. WALTER, M. D. 1317 N. Third Street.....	Bell 2-1997
	G. B. KUNKEL, M. D. 118 Locust Street.....	Bell 9567
	H. F. SMITH, M. D. 130 State Street.....	Bell 2-1853
	G. B. STULL, M. D. Harrisburg Hospital.....	Bell 5221
	CARSON COOVER, M. D. Harrisburg Hospital.....	Bell 5221
	A. L. PAGE, M. D. 1315 Derry Street.....	Bell 3-5713
	P. A. DECKARD, M. D. 814 N. Second Street.....	Bell 9883
	R. M. HURSH, M. D. 709 N. 3rd Street.....	Bell 2-3838
	M. H. SHERMAN, M. D.. 502 N. Second street.....	Bell 6479
	H. F. LANSHE, M. D. 801 N. Second Street.....	Bell 6975
DUNCANNON	B. F. BEALE, M. D. 207 High Street.....	Bell 443
MIFFLIN	D. M. CRAWFORD, M. D. 315 Orange Street.....	Bell 7-R-12
	W. H. BANKS, M. D. 29 Main Street.....	Bell 26-R-2
LEWISTOWN	S. W. SWIGART, M. D. 9 S. Main Street.....	Bell 123
MOVEY TOWN	C. M. JOHNSON, M. D. Cor. Market & Holliday Sts.....	
MOUNT UNION	W. J. CAMPBELL, M. D. 100 Penna. Ave.....	{ Bell 34 P. R. R.--Jacks
	F. L. SCHUM, M. D. 322 Penn Street.....	Bell 264
HUNTINGDON	H. C. FRONTZ, M. D. Fifth and Mifflin.....	Bell 10
PETERSBURG	I. S. PLYMIRE, M. D. King Street.....	Bell 58-R-11
TYRONE	FRANK PATTERSON, M. D. Medical Examiner, 809 Washington Avenue.....	{ P. R. R. 79 Bell 613J
	W. S. MUSSER, M. D. 1051 Logan Ave.....	{ Bell 51
	WM. L. LOWRIE, M. D. 902 Washington Ave.....	{ Bell 65
OSCEOLA MILLS	G. A. RICKETTS, M. D. 510 Blanchard St.....	{ Bell 123
MADERA	S. J. MILLER, M. D.	{ Bell 19-R-4 H & C 7-R Office H & C 7-E Office
RAMEY	W. STEELE BRYAN, M. D.	{ Bell 7-R-2 H & C 15-E
PHILIPSBURG	W. B. HENDERSON, M. D. 217 Presqueisle St.....	{ Bell 72 Res. H & C 246-W
CLEARFIELD	J. PAUL FRANTZ, M. D. 213 North 2nd St.....	{ Bell 146-J
GRAMPAIN	J. A. MILLER, M. D.....	{ H & C 57 Bell 42-R-11
BELLWOOD	B. B. LEVENGOOD, M. D. Main Street.....	Bell 121
	J. D. FINDLEY, M. D. 1121 Thirteenth Ave.....	{ Res. Bell 4679 Ofce-Bell 2-7737
	W. H. HOWELL, M. D. 1108 Thirteenth Ave.....	Bell 2-7425
ALTOONA	S. P. GLOVER, M. D. 1118 Twelfth Ave.....	Bell 6332
	S. W. HURST, M. D. 1223 Eleventh Ave.....	{ P. R. R. 106 Night P. R. R. 3

HOLLIDAYSB'RG	C. I. ROBINSON, M. D. 505 Allegheny Street.....	Bell 542
	Res. 116 Walnut Street.....	Bell 544
ROARING SPR'G	H. J. SOMMER, M. D. Blair County Hospital.....	Bell 145
WILLIAMSBURG	W. A. NASON, M. D. Park Ave.....	Bell 49-R
	R. R. WHITTAKER, M. D. 220 High Street.....	Bell 56
CLAYSBURG	C. O. JOHNSTON, M. D.	Bell 909-R-12
BEDFORD	W. F. ENFIELD, M. D.	Bell 42
CUMBERLAND	210 So. Richard St. E. F. RAPHEL, M. D.	} P. R. R.-State Line } Bell 1368
	142 Bedford Street.....	

D3202.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
HARRISBURG	HARRISBURG HOSPITAL Front and Mulberry Street.....	Bell 5221
LEWISTOWN	LEWISTOWN Highland Avenue.....	Bell 8
HUNTINGDON	J. C. BLAIR MEMORIAL HOSP'L Warm Springs Ave.....	P. R. R. 500
TYRONE	COMMUNITY AMBULANCE	Bell 90
PHILIPSBURG	PHILIPSBURG STATE HOSPITAL North Philipsburg.....	Call City Opr. Bell 123
CLEARFIELD	CLEARFIELD HOSPITAL Turnpike Ave.....	H & C 251 H & C 253 Bell 36-J
ALTOONA	THE ALTOONA HOSPITAL Howard Ave. & Seventh St.	H & C 483 H & C 484
ROARING SPR'G	THE NASON HOSPITAL Park Avenue.....	Bell 5156
CUMBERL'D MD.	ALLEGHENY HOSPITAL 49 Decatur Street.....	Bell 915R2-1
		Bell 1463

D3203. First Aid Boxes, location of, and Stretchers in cars:**First Aid Boxes:**

In baggage, combined, cabin cars and flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, MW cabins, wreck trains, shops and enginehouses, camp cars, and on each track and hand car and as provided by a State law.

Stretchers:

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

S33. USE OF TELEPHONES

S33A. Employes using the telephones in connection with train movements, must satisfy themselves beyond doubt that they are in communication with proper persons.

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

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangements pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders, and instructions as

is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. LIST OF TELEPHONES

MAIN LINE

Automatic Signal Bridges NC to Antis.

Home Signal Bridges (except Eastward at Mifflin.)

Power Plants:

Watch Boxes	{	East of View.
		West of Iroquois
		East of Mifflin.
		Cut East of Newton Hamilton.
		West of Barree.

Duncannon—West end of station platform, south side.

Mifflin—Station platform, south side, east end of shelter.

Lewistown—Station platform south side east end of shelter.

Mount Union—West end of yard.

Huntingdon—North end long siding H. & B. T. M. yard.

Spruce Creek Tunnel	{	East End, Eastward Tunnel.
		West End, Westward Tunnel.

{	Switch to Fairbrook Branch.	
	Island platform.	
	West leg of Y on platform.	
	Middle switches Tyrone yard.	
		Y switches Tyrone yard.

Tyrone {

Tipton Water station.

HOLLIDAYSBURG & PETERSBURG BRANCH

Hollidaysburg Home Signal Bridge eastward.

Wye Home Signal Bridge westward.

Watch Boxes	{	Goodman's Hollow.
		Margaret avenue, Altoona.

BEDFORD BRANCH.

Bedford	{	Passenger Station Lobby
		South end of yard.

MT. DALLAS BRANCH

Mt. Dallas	{	Outside of Station.
		South end of yard.
		North end of yard.

CLEARFIELD BRANCH.

Tyrone	{	9th St. Watch box.
		14th Street.

~~Big Fill—North of curve.~~

Summit—South leg of Wye.

Osceola Mills—North leg of Wye.

Riverview—Station.

Stronach—Station.

MOSHANNON BRANCH.

Mill Street—Station.

BELLWOOD BRANCH.

~~Bellwood—4th Street.~~

Collier—Just south of Station.

~~Camp Smith.~~

~~Lower Rock Cut—south of Mile Post 7.~~

MILROY BRANCH

Burnham	{	West end of passing siding.
		Outside of Station building.

Yeagertown.

K. V. R. R. Junction	{	East end of Y.
		West end of Y.

~~Honey Creek.~~

Naginey.

Milroy.

Junctions also Sidings and Crossover Switches, not interlocked, connected with main track on Main Line, Hollidaysburg and Petersburg, Morrison's Cove, Martinsburg, Fairbrook, Clearfield, Moshannon, Lewistown, Milroy, Bellwood, Bedford and Mt. Dallas Branches with the following exceptions:

MAIN LINE:

Tuscarora—Siding.
 Hawstone Water Station—Siding.
 Longfellow, East of—Siding.
 Ryde Pumping Station—Siding.
 Mill Creek—Station Siding.
 Warrior Ridge—Penn Central Siding.
 Spruce Creek—Station Siding.
 Birmingham—Station Siding.
 Tyrone, West of—Siding.
 Grazier Block Station, West of—Siding.
 Bellwood Frt. Station, East of—Siding.
 Antis, East of—Siding.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Eldorado, West of—Siding.
 Horrell—Station Siding.
 Flowing Spring—Station Siding.
 Williamsburg, West of—Penn Central. Siding
 Williamsburg—Whiteheads Siding.
 Williamsburg East of—crossover.
 Clover Creek Junc.—Storage Siding, West End.
 Mount Etna—Station Siding.
 Water Street—Station Siding.

MORRISONS COVE BRANCH:

Loop—Siding.
 Kladder—Station Siding.

BEDFORD BRANCH:

State Line—South end of yard.
 Hyndman—Transfer siding, South end.
 Fossilville { Gravel Pit siding.
 { Passing siding, North end.
 Madley—Station siding.
 Bard—Station siding.
 Buffalo Mills—Passing siding, North end.
 Sulphur Springs—Station siding.
 Mann's Choice { Elk Tanning Company No. 10.
 { Faupel, Miller & Lyon siding.
 Wolfsburg—Station siding.
 Bedford—North end of yard.
 Younts—South end of Siding.
 Cessna—Passing siding, North end.
 Fishertown—Station siding.
 Reynoldsdale—passing siding, north end.
 Osterburg—Station siding, South end.
 Queen—Station siding.
 Sproul—Station siding.
 East Freedom—Station siding.

MT. DALLAS BRANCH:

Lutzville—Station siding.
 Cliffs—Station siding.

S34.

MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form "CT310" is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form "CT310A" to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection, and billing has been endorsed by Agent or Yard Master "Reinspected at and loaded as per A. R. A. Loading Rules."

Conductor when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels, having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of crane should trail. Where trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

D3401.**AIR BRAKE.**

Instruction 5-A of 99-B-1, modified as follows:

'(5-a Freight cars in Passenger Trains) Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the Engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs., at speeds less than 25 miles per hour. The safety valve when applied must be removed when car returns to freight service.

Paragraph 19 of 99-B-1 Amplified as follows:

When attaching or detaching helping locomotives in passenger or freight train service, an application and release test of the train brakes must be made from the locomotive in charge of the train. Inspectors or trainmen will note that the rear brakes of train apply and then signal for a release, noting that the rear brakes release. Helping locomotives may be detached from rear of train without making the brake test.

D3402. Special instructions for controlling freight trains with power brakes on descending grades between Osceola Mills and Tyrone.

Instructions supplementing Air Brake and Train Air Signal Instruction Book No. 99-B-1.

The air brake equipment on all cars of freight trains dispatched for movement over Clearfield Branch grade must be inspected, tested and repaired at Osceola Mills, in accordance with instructions contained in No. 99-B-1.

Train crews must make a terminal test of the train brakes before leaving Osceola Mills, also at Summit when the make-up of the train is changed. When no change is made in make-up of train at Summit a Road Test of train brakes will be sufficient. Retaining valves must be turned up after brake-test is completed and before train is started.

The Conductor must be out on the train and will be held responsible for properly instructing the trainmen, knowing that they are located in their proper places on the train.

Northward freight trains must make a running test of the air brakes to insure that the air is working throughout the train, immediately after the rear end has passed Summit. The Engineman hauling the train will make a sufficient brake-pipe reduction to apply the brakes throughout the train, and the Engineman on the pushing end must observe the air guage to see that the brake applies on the rear, after which he will give the signal "release brakes." Trainmen must be in a position on the train to pass this signal to the Engineman hauling the train. When there is no pushing engine the rear brakeman must see that the brake applies on the rear end and give proper signal.

No train will be operated with a pusher engine (except in such cases where an engine may be used in the capacity of a pusher in starting train from station or similar circumstances) without having the air connected through and brake operating to such helper or helpers and the brakes operated by Engineman of lead engine.

D3403. The following schedule running time between points on grades must be established and the speeds prescribed for various grades must not be exceeded:

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

16 miles per hour on grades from	1.5%	to	2	%
10 " " " " " "	2	% to	2.5%	%
8 " " " " " "	2.5%	to	3	%
6 " " " " " "	3	% to	4	%

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

16 miles per hour on grades from	1.5%	to	2 %
15 " " " " " "	2 %	to	2.5%
12 " " " " " "	2.5%	to	3 %
9 " " " " " "	3 %	to	4 %

The speeds for various grades should be defined separately between Mile Posts or Block Stations, as follows, for example:
FREIGHT TRAINS HAVING AN AVERAGE TONNAGE OF 51 TO 95 TONS PER EFFECTIVE BRAKE.

	Grade	Dist. Miles	Miles Per Hr.	Mins.
UI Block Sta. to End of Big Fill.....	1.98	2.5	10.7	14
North end of Big Fill to a point 1.2 miles south of Gardner.....	.11 to 1.98	3.5	13.125	16
Point 1.2 miles south of Gardner to Vail.....	2.2 to 2.86	3.8	9.1	25
Total.....	9.8			55

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
UI Block Sta. to North End of Big Fill.....	1.98	2.5	16	10
North End of Big Fill to a point 1.2 miles south of Gardner.....	.11 to 1.98	3.5	16	14
Point 1.2 miles south of Gardner to Vail.....	2.2 to 2.86	3.8	12	19
Total.....		9.8		43

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

D3404. Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

D3405.

Special instructions for controlling freight trains with power brakes on descending grade from Lloydville to Bellwood.

Instructions supplementing Air Brake and Train Air Signal Instruction Book No. 99-B-1.

A Terminal Test of the air brakes must be made on all southward trains as follows:

Regular passenger trains at Blandburg.

All other trains at DE Block Station.

The brake rigging must be examined and properly adjusted so that piston travel will conform to Instruction No. 39, Page 39, of the Air Brake and Train Air Signal Instructions Book No. 99-B-1. The slack must not be taken up with the hand brakes after the air brake is tested, as by so doing there is danger of shortening the piston travel so it will not pass the leakage groove in the air brake cylinder and make the air brake inoperative.

Brake pipe pressure of 95 to 100 pounds must be used on all loaded freight trains.

After the terminal test has been completed and before starting, it must be known that the brake pipe pressure is being restored as indicated by the brake pipe gauge pointer on the pusher locomotive or by the caboose gauge if pusher is not used and that the rear brakes are released. In the absence of a pusher or a caboose gauge the brake must be applied and released to insure that no angle cocks have been closed.

If the Engineman has the train under such control on arriving at the foot of the grade that he can operate it safely with the air brake, he will give whistle signal to **RELEASE BRAKES**, and trainmen must not commence to release hand brakes until such signal is given by the Engineman.

Trains must be controlled by means of air brake supplemented by the application of such hand brakes as may be required to insure the safe movement of the train, but sufficient hand brakes must be applied at the top of the grade, and so manipulated on

the descending grade, that in controlling the speed of the train by the air brake the full application will not be necessary, thus leaving some reserve power within the control of the Engineman. The Conductor must be in his proper place out on the train, and will be held responsible for properly instructing the Trainmen, and to know that they are located in their appropriate stations on the train, and that the handles of the pressure retaining valves on each car in the train will be turned to the position for service as may be required.

Conductors and brakeman, must be stationed on the train, not on the engine nor the caboose, spaced as nearly as possible equidistant between the engine and rear end.

On loaded cars equipped with the 25 and 50 pound retaining valves, such valves must be placed in the 50 pound position from DE southward to foot of grade.

The pressure retaining valves must be turned to proper position for service on all cars of loaded trains.

The maximum brake pipe pressure for loaded trains must not be less than 95 to 100 pounds. On locomotives equipped with M-3-A brake pipe feed valve the Engineman will turn the adjusting nut on brake pipe feed valve to the right until the guard strikes the stop, close the valve in the low pressure governor pipe located near the automatic brake valve. By making these adjustments the brake pipe pressure will be 95 pounds and the main reservoir pressure 130 pounds. Locomotives not equipped with M-3-A brake pipe feed valve will obtain 100 pounds brake pipe pressure by running the brake valve in release position. This adjustment must be made so as to obtain at least 95 pounds brake pipe pressure before leaving top of grade. The Engineman must operate the air brake in such a manner as to maintain a brake pipe pressure of not less than 70 pounds at all times. On trains of empty cars the required brake pipe pressure will be 70 pounds.

Thirty (30) per cent of the pressure retaining valves must be turned to proper position for service on the front end of all empty trains. Mixed trains of fifty (50) per cent. or more of loaded cars will be classed as loaded trains. If loaded cars are on the rear end of train all pressure retaining valves will be turned to proper position for service, if loaded cars are on the front end of train, the pressure retaining valves will be turned to proper position for service on all loaded cars, and on as many of the empty cars as conditions require.

On all other descending grades the minimum number of pressure retaining valves to be turned to proper position for service will be as follows: For loaded trains of ten (10) or more cars, thirty (30) per cent; for empty trains of ten (10) or more cars, ten (10) per cent. The number of retaining valves to be increased when conditions require it.

Freight trains with pusher engines, when making a road test of the entire train, the engineman operating the brakes, upon receiving proper signal, will give one blast of the engine whistle and apply the brakes for test. The rear pusher engineman, upon seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman, upon receiving this signal will release the brakes. The rear pusher engineman, upon seeing that brakes release, will again give two blasts of the engine whistle, after which the train is ready to proceed.

D3407. STARTING TRAINS

When starting a freight train, having a helper on the rear the front engineman will signal for the return of the Flagman. When the Flagman returns, Engineman of rear helper will signal to "release brakes" (Rule 14-B) and after proceed signal has been passed from rear end of train to front end the lead Engineman will signal "release brakes" after which the train will be started.

When it is necessary to take the slack to start trains having pusher engines, slack will be taken by pusher engines, the hauler engine will stretch the slack, after whistling off brakes, and if unable to start the train he will allow the throttle to remain open whistle off brakes again, pusher engines will then take the slack.

In taking the slack from the rear end, the rear pusher engineman will open the cylinder cocks, but will not reverse the engine, the pusher engineman next to train will reverse engine and take the slack, the rear pusher engineman will not allow the slack to run back hard enough to damage train.

Trainman must be in position to give signals and to assist in holding the train when necessary to get the slack.

D3408. Rule 701 modified. Engines of freight trains of more than 25 cars must be detached before taking coal or water unless in the judgment of the engineman it is unnecessary.

Rule 706 Modified:

D3409. Uniforms—Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for Summer use only, or standard mohair coats may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned, except when trainmen are actually engaged in lifting transportation.

D3410 Rule 737 amplified:

Electric illuminated signs may be displayed on rear of passenger trains.

Also, search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3411. Freight trains leaving coaling or watering stations 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.

D3412. Not more than three (3) persons including the Engineman and Fireman, will be permitted to ride on engines of passenger trains, and not more than four (4) persons, including the Engineman, Fireman and Trainmen, will be permitted to ride on engines of freight trains; unless otherwise authorized by the Superintendent.

D3413. Eastward trains performing work at the Icing Station, Huntingdon, or at any of the sidings between Deer and Huntingdon must inform the Signalman at Huntingdon when the work is completed and train ready to leave.

D3414. Eastward Freight Trains when taking water at Cove must stop train west of crossing at west end of station platform

D3415. Westward freight trains stopping at Tipton for water, must make use of the East plug unless train is of such a length as to clear the public crossing at Tipton Station while taking water at the West plug.

D3416. Trains scheduled to stop at Denholm for coal and to have ash-pan cleaned will not make the stop when engines are exchanged at Harrisburg westbound, or Altoona eastbound.

Enginemen of westward passenger trains upon receiving an engine with low tank at Harrisburg must so inform Station Master at Harrisburg, or his representative, before leaving there, in order that an engine with proper tank may be provided at Altoona.

D3417. Enginemen of eastward freight trains from Altoona will instruct the brakemen as to number of retainers they wish used and the manner in which they wish them operated between Altoona and Huntingdon. Also, enginemen of southward freight trains or circus trains on Bedford Branch will instruct the brakemen as to number of retainers they wish used and the

manner in which they wish them operated between Buffalo Mills and Hyndman. Brakemen will follow the instructions they receive from the enginemen in regard to these retainers.

D3418. Persons working in Train Shed, Altoona must, when obstructing tracks, keep some one on watch to clear the track, or promptly warn any approaching engine or train.

D3419. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked passing through Altoona.

D3420. Rule 735 amplified. Dead-head special cars and dining cars, must be handled with the engine with air brakes in service.

D3421. The following instructions will govern the handling of Gasoline and Gas Electric Motor Cars by switching crews.

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

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

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

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

D3422. Rule 707 amplified. On local passenger trains the side and trap doors must be closed at rear end of last car also as to other portions of train they must be closed on the side opposite the platform where passengers are being received and discharged.

D3423. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

D3424. Articles Found on Passenger Trains: On all trains operated between Altoona and Huntingdon, including westward through trains, and all Branch trains, articles found on passenger trains will be turned in at the Parcel room, Altoona Station.

On all trains operated between Harrisburg and Lewistown, including eastward through trains, they will be turned in at the Parcel room Harrisburg Station, provided, that tickets and passes found, (including pocket-books, card cases, and ladies hand bags, when tickets or passes are contained therein), should be delivered to Ticket Receiver at Harrisburg, or Station Master at Altoona as the case may be, with a statement of circumstances. The Lost and Found Bureaus to be duly advised of such delivery, so that inquirers may be properly directed.

The finder will be given a receipt for articles turned in and if unclaimed at the expiration of ninety (90) days, on presentation of the receipt they will be returned to the finder.

D3425. When necessary to drench live hog shipments, this work should be performed at Denholm, while the watering of any other stock shipments or the watering of poultry should be performed on the icing tracks at Huntingdon.

D3426. Conductors of westward freight trains for Hollidaysburg must locate themselves on the head end of train when pulling into the yard unless there are urgent duties which require their presence elsewhere. They must report arriving time to Yard Master promptly.

D3427. 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.—The Conductors, when receiving lay-out of train at "GD", Altoona Yard, will also be given three (3) copies of AD 27 showing the icing attention required. Upon arrival at Huntingdon conductors must be at front end of train and have with them these forms and waybills. The forms and waybills for cars that are to be re-iced must be delivered promptly to the Foreman of the Icing Station located at the East end of platform.

WESTWARD TRAINS.—Conductors of trains having cars to ice at Huntingdon will throw off at Longfellow a memorandum showing the number of such cars. The operator at Longfellow to be on look-out for such reports and immediately telephone them to Icing Station at Huntingdon, also to the Train Dispatcher at "FA". The Conductor must be on front end arriving at Huntingdon, get off at Office at East end of platform and deliver waybills to Foreman or Clerk promptly in order that they may be examined for cars requiring icing attention.

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 numbers 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 Train Dispatcher's Clerk, telephone 62.

This information to be included in the C. T. 220 reports by the Station Masters at both points, and to be given also to the Conductor before departure.

The Train Dispatcher will promptly telephone to the Yard Master at Huntingdon the necessary information as to the car numbers, and position in train, which information will be promptly passed on to the Icing Plant.

D3428. Hot Boxes on Passenger Trains: Facilities for repairing hot boxes on passenger trains are provided as follows:

Cooling hose, sponging material, etc., Cove, Bailey, Thompsonstown, Denholm, Lewistown, Longfellow Water Station, Ryde Water Station No. 1, Jacks Block Station, Huntingdon, (opposite engine house), Warrior Ridge Water Stations Nos. 1 and 2, Spruce Creek and Tyrone.

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

D3429. A passenger train, in either direction, requiring change of engines at Lewistown, if diverted to No. 5 track will stop at middle switches where engine will be cut off, taken to enginehouse and change made as quickly as possible. If not diverted to No. 5 track stop should be made at Lewis.

D3430. When passenger enginemen find it necessary to ask for assistance or to exchange engines, they will notify the Superintendent by wire from the first telegraph office after it is known that assistance or a change of engines is required, and in notifying the Superintendent will use the red and white envelope G302-a and a mimeograph form that is supplied with the envelope. Each passenger engineman will carry a supply of these envelopes and forms, which can be secured by making application to the engine dispatcher.

When it is necessary to use these forms, enginemen will attract the attention of the Signaller by four short blasts of the whistle and the message will be thrown off without stopping.

D3431. Rule 702 modified. The end of car toward which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3432. Regular Water Stations.

Track Troughs—

Bailey—Nos. 1, 2, 3 and 4 tracks.

Hawstone—Nos. 1, 2, 3 and 4 tracks.

Mapleton—Nos. 1, 2, 3 and 4 tracks.

Bellwood No. 3 track.

Water Plugs—

Bailey—Nos. 1, 2, 3 and 4 tracks.

Denholm—Nos. 1, 2, 3, 4 and coaling tracks

Ryde—Nos. 1, 2, 3 and 4 tracks.

Warrior Ridge—Nos. 1, 2, 3 and 4 tracks.

Tipton—Nos. 3 and 4 tracks.

Ganister—Nos. 1 and 2 tracks.

All other water stations are irregular.

D3433. Use of water in Bellwood track troughs is confined to passenger engines operating through over Middle and Pittsburgh Divisions, and to freight engines that by taking water there can avoid a water stop. No other trains are permitted to scoop water at these troughs except in case of emergency.

When a westward passenger train is double-headed and both engines are going through to Pittsburgh water will be taken at Bellwood trough, only by the engine coupled next to train. The lead engine, unless it has sufficient water to go through, will be cut off at Altoona and a protect engine substituted.

D3434. 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.

D3435. Rule 808 modified:

The post of rear brakeman on southward freight trains between UI and Vail, while train is in motion, will be on the rear portion of train ahead of the assisting engine or cabin. When train is stopped he will be governed by Rule 99.

D3436. Operators will keep Dispatchers notified of extreme weather conditions in the vicinity of their block stations, such as continuous fogs, severe snow storms, etc.

D3437. On sidings equipped with concrete bumping blocks a reasonable amount of space must be maintained between the bumping block and the car next to it to relieve the strain on draft gear that results from coupling to a car standing solidly against bumping block.

D3438. General Regulations 832 amplified:

Second and third paragraphs:

To the Signal equipment for each Crossing Watchman or Gateman, add—

“Fusees and Whistle”.

Fourth paragraph—first line changed to read as follows:

“When a train, engine or any type of rail equipment is approaching”

D3439. Rule 739. Relative to snow burning oil applies also to Gas-Electric motor cars.

D3440. Block Signal Rules Additional to Those Contained in The Book of Rules and Not Effective Except Where So Specified by Special Instructions.

AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

416.

NOTE: WHEN THE TELEPHONE IS USED, THE CODE WILL BE USED WITHOUT THE NUMERALS.

- 1—Display Stop-signal.
- 13—I understand.
- 17—Display Stop-signal. Train following.
- 2—Block clear.
- 12—Block is clear of opposing trains.
- 4—Train other than passenger has entered block.
- 46—Passenger train has entered block.
- 5—Block is not clear of train other than passenger.
- 14—Block is not clear of opposing trains.
- 56—Block is not clear of passenger train.
- 7—Train following.
- 52—Train has passed switch. Answer by repeating.
- 55—Hold train. Answer by 13.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

(Note on Page 108, Book of Rules):

NOTE: Where a BLANK IS SHOWN AFTER A CODE SIGNAL IN RULES 417, 417-A, 417-B, and 418, THE DESIGNATION OF THE TRAIN, AND THE DIRECTION OF EXTRA TRAINS, MUST BE INCLUDED IN GIVING THE SIGNAL.

417. (SINGLE TRACK—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS.)

To admit a train to a block the signalman must examine the block record and if the block is clear of opposing trains, give “1 for” to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the stop signal to opposing trains, reply “12 for” and unlock. If the block is not clear, he must reply “14 of”. The signalman at the entrance of block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train except by train order.

If means of communication fail, a train may be admitted to a block as provided for in Rule 432.

417-c. When, as prescribed by Rule 417, 417-a, 417-b, or 418, a signalman gives or receives "2", "12" or "13", this information, with the train number and time given or received, must be entered on the block record at both offices.

418. (DOUBLE, THREE OR MORE TRACKS—FOR ABSOLUTE BLOCK FOR OPPOSING MOVEMENTS AND AUTOMATIC BLOCK FOR FOLLOWING MOVEMENTS ON THE SAME TRACK ON WHICH THERE IS AN ASSIGNED CURRENT OF TRAFFIC.)

To admit each train to a block against the current of traffic the signalman must examine the block record, and if the block is clear of opposing trains, give "1 for" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop signal to opposing trains, reply "12 for" and unlock if necessary. If the block is not clear of opposing trains, he must reply, "14 of". The signalman at the entrance of the block must then display the proper signal indication.

To admit trains to a block with the current of traffic after a train moving against the current of traffic has cleared it, the signalman at the end of the block where it cleared must examine the block record and if the block is clear of opposing trains, give "1 for" to the next block station in advance. The signalman receiving this signal, if the block is clear of opposing trains, must display the Stop signal to opposing trains, reply "12 for" and unlock. If the block is not clear of opposing trains, he must reply "14 of". The signalman at the entrance of the block will then display the proper signal indication to trains with the current of traffic. A train must not be admitted to a block which is occupied by an opposing train except as directed by train order. Rule 432 does not apply to movements covered by Rule 418.

If means of communication fail while there is a train moving against the current of traffic in a block, the signalman in the rear of such train must, after his indicator shows that it has cleared the block, give unlock to the signalman at the block station in advance, so that movements may be established with the current of traffic; the latter will, after any train against the current of traffic for which "12" or "13" has been given by him, has cleared the block, if his indicator shows that the block is clear, and should no cause for detaining trains with the current of traffic be known, permit them to proceed, but unless otherwise directed by the Superintendent he must instruct the first train in writing, as follows:

"Means of communication have failed; proceed to the next block station expecting to find track obstructed."

If the block signal at the block station that governs trains with the current of traffic in entering the block cannot be changed from its most restrictive indication, and the signalman is unable to communicate with the Superintendent, he will deliver Clearance Card, Form C. to trains governed by that signal.

ENGINEMEN AND TRAINMEN

465. When a train clears a block between block stations, the conductor or engineman must report clear to the signalman, but they are not required to do so when entering a siding at a block station clearing a block at a switch operated by the signalman. A train must not enter a block nor cross from one track to another at a Block Station, or between Block Stations, without proper block signals or permission from the signalman, either of which supersedes time table superiority.

In the absence of a block signal, the conductor or engineman must ascertain from the signalman the condition of the block and obtain permission from him to enter it. If information concerning the block is received by the conductor, he must personally give it to the engineman.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified. The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the look-out for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

Hot Journal	{	By day —Nose held with one hand, with other hand pointed toward track.
		By night —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
Brakes Sticking	{	By day —Hands shoved in sliding motion out from body.
		By night —Lamp raised and held stationary.
Broken Wheels Defective Truck Dragging Brake connection Lading Shifted Over Side or End of Car, Swinging Car Door or Any Other Dangerous Conditions.	{	Stop Signal

[illegible]

GENERAL ORDERS.**MIDDLE DIVISION****GENERAL ORDER No. 1401 ZONE A****GENERAL ORDER No. 1401 ZONE B****GENERAL ORDER No. 1401 ZONE C****GENERAL ORDER No. 1401 ZONE D****GENERAL ORDER No. 1401 ZONE E****GENERAL ORDER No. 1401 ZONE F**

Altoona, Penna., Sept 15, 1931.

Effective 6.01 A. M. Sunday, Sept. 27, 1931.

Time Table No. 14 takes effect 6.01 A. M., Sunday, Sept. 27, 1931, and contains the necessary instructions issued in the General Orders up to and including:

GENERAL ORDER No. 1311 ZONE A**GENERAL ORDER No. 1308 ZONE B****GENERAL ORDER No. 1306 ZONE C****GENERAL ORDER No. 1312 ZONE D****GENERAL ORDER No. 1305 ZONE E****GENERAL ORDER No. 1306 ZONE F**

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 14 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant after Time Table No. 14 takes effect.

(a) MAIN LINE:

Trains on No. 1 track must not exceed a speed of 45 miles per hour over bridge No. 202.55, Muddy Run Creek, Huntingdon, located 550 feet west of Huntingdon Block Station.

(b) BELLWOOD BRANCH:

Blandburg Passing Siding out of service account being used to store cars except for a distance of 25 car lengths at each end of siding.

Hand thrown derail at North end of siding—in service.

(c) HOLLIDAYSBURG & PETERSBURG BRANCH:

No. 1 track between F and Ganister, also between Williamsburg and Petersburg and all passing sidings, out of service account stored with cars.

No. 1 track disconnected at a point 0.6 miles East of Flowing Spring and the Western portion connected by turnout with No. 2 track. The switch on No. 2 track facing point for Westward movements.

No. 1 track equipped with hand operated derail, located at clearance point of turn-out.

(d) CLEARFIELD BRANCH:

The public crossing at Pennsylvania Avenue, Tyrone, must be protected by train crews at all times before passing over it.

I. B. SINCLAIR,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

GENERAL ORDER NO. 1402 ZONE D

Altoona, Pa., October 1st, 1931.

Effective 12:01 P. M., Wednesday, October 7, 1931.

MOSHANNON BRANCH:

That portion of Moshannon Branch extending from Betz Junction to McCartney out of service.

Switch at Betz Junction will be kept set for movements to and from Betz Branch.

I. B. SINCLAIR,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER NO. 1402 ZONE A
GENERAL ORDER NO. 1402 ZONE B
GENERAL ORDER NO. 1402 ZONE C
GENERAL ORDER NO. 1403 ZONE D
GENERAL ORDER NO. 1402 ZONE E
GENERAL ORDER NO. 1402 ZONE F**

Altoona, Pa., October 26, 1931.

Effective 6:01 A. M., Sunday, November 1st, 1931:

Supplement No. 1 to Time Table No. 14 takes effect 6:01 A. M., Sunday, November 1st, 1931.

Each employee must paste the pages of Supplement No. 1 over corresponding pages of Time Table No. 14.

Effective at the same time and during the continuance of Time Table No. 14, train No. 24 will make "B" stops daily except Saturday, Sunday and school holidays at Newton Hamilton, Vineyard and Ryde.

In each case when on account of school holiday, stop is not desired, crew will be so instructed.

Effective 10:01 A. M., Monday, November 2nd, 1931:

MILROY BRANCH:

YN unattended Block Station, abandoned.

RN unattended Block Station located at west end Burnham station in service, controlled continuously by Lewis.

Instructions on Page 11, Time Table No. 14, modified accordingly.

J. B. PHELAN,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER NO. 1403 ZONE A
GENERAL ORDER NO. 1403 ZONE B
GENERAL ORDER NO. 1404 ZONE D**

Altoona, Pa., November 16, 1931

Effective at once.

Special Instruction D-2508 of Time Table No. 14 modified.

A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade Signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

Special Instructions D-1604 modified.

JUNIATA BRIDGE

PETERSBURG

Track fences between Nos. 3 and 4 tracks temporarily removed.

Train crews of passenger trains on No. 4 track receiving or discharging passengers must have all side and trap doors on south side closed.

SPRUCE CREEK

BIRMINGHAM

Track fences between Nos. 1 and 2 tracks temporarily removed.

Train crews of passenger trains on No. 1 track receiving or discharging passengers must have all side and trap doors on north side closed.

Train crews of passenger trains on No. 3 track receiving or discharging passengers must have all side and trap doors on south side closed.

SHOENBERGER

Track fence between Nos. 2 and 3 tracks temporarily removed.

Train crews of passenger trains on No. 3 track receiving or discharging passengers must have all side and trap doors on south side closed.

Train crews of passenger trains on No. 1 track receiving or discharging passengers must have all side and trap doors on north side closed.

Effective 12:01 P. M., Friday, November 20th, 1931.

CLEARFIELD BRANCH

"SI" unattended block station moved southward 0.7 miles to clearance point of switch connecting Clearfield Branch main line track with No. 1 yard track at Vail.

No. 1 track in Receiving Yard between Vail and East Tyrone Scales, and No. 8 track in Classification Yard, between East Tyrone Scales and 17th Street, operated as a yard running track in both directions; controlled by Signalman at Park. Trains must not enter this track without permission from Signalman at Park, and when leaving it must report clear to him.

The switch at East Tyrone Scales will be normally set for movements from No. 1 to No. 8 yard tracks.

J. B. PHELAN,
Superintendent.

**PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER NO. 1408 ZONE A
GENERAL ORDER NO. 1407 ZONE B
GENERAL ORDER NO. 1405 ZONE C
GENERAL ORDER NO. 1407 ZONE D
GENERAL ORDER NO. 1404 ZONE E
GENERAL ORDER NO. 1404 ZONE F**

Altoona, Pa., January 8, 1932.

Effective at once:

Rule 663 amplified. Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

Special Instruction D-2002 of Time Table No. 14 amplified:

Class K4 engines equipped with 25000 gallon water tenders are restricted to a speed of fifty-five (55) miles per hour over bridge 232.94 just east of duckunder, East Altoona.

Effective 6:01 A. M., Sunday, January 17th, 1932:

Supplement No. 2 to Time Table No. 14 takes effect 6:01 A. M., Sunday, January 17th, 1932.

Each employee must paste the pages of Supplement No. 2 over corresponding pages of Time Table No. 14.

J. B. PHELAN,
Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

GENERAL ORDER NO. 1405 ZONE E

Altoona, Pa., January 15, 1932.

Effective 6:30 A. M., Wednesday, January 20th, 1932:

The public crossing at Main Street, Lewistown, will be protected from 6:30 A. M. to 10:30 P. M. daily except Sundays and the following holidays: New Years, Memorial, Independence, Thanksgiving and Christmas Days or on Monday following when any of these holidays fall on Sunday.

At all other times train crews must protect this crossing before passing over it.

J. B. PHELAN,
Superintendent.



THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION

GENERAL ORDER NO. 1405—ZONE B.
GENERAL ORDER NO. 1404—ZONE C.

Altoona, Pa., December 8, 1931.

Effective 11:01 A. M., Monday, December 14th, 1931:

**HOLLIDAYSBURG AND PETERSBURG, MORRISON'S
COVE AND MARTINSBURG BRANCHES.**

Hollidaysburg Block and Interlocking Station and automatic Block System on Nos. 1, 2, 3, and 4 tracks between Hollidaysburg and Wye out of service, temporarily.

Nos. 1 and 2 tracks temporarily out of service as Main tracks and stored with cars.

Nos. 3 and 4 tracks extended eastward to clearance point between Hollidaysburg and Petersburg Branch single track and yard running track to Eastward Receiving Yard, and operated as double track under Manual block system Rules. Rule 318-B in effect.

All switches in the vicinity of Hollidaysburg are hand operated. Normal position for movements as follows:

From No. 3 track to yard running track, leading to eastward receiving yard.

From yard running track leading from westward yard to No. 4 track.

Rearrangement of tracks, switches and signals shown on accompanying diagram.

"W" unattended Block Station in service governing movements on Hollidaysburg and Petersburg Branch and Morrison's Cove Branch. Signs located as shown on diagram.

Controlled by Wye continuously.

Eastward trains enroute to Hollidaysburg yard must report to Signalman Wye when clear of the block between Wye and "W." Westward trains from Hollidaysburg yard must not enter this block without receiving permission and block information from Signalman Wye.

Speed restriction—10 miles per hour passing over switches at "W."

Westward movements on No. 3 track from junction of Hollidaysburg and Petersburg Branch, single track, to cross-over from No. 3 to No. 4 track just west of "W" will be made by permission of Signalman at Wye.

Rules 251, 253 and 254 will apply between Wye and "W."

Information required by Rule 83 must be obtained from Signalman Wye.

Hand signals will be used by Signalman Wye to give block indication to eastward trains.

Control of unattended Block Stations changed as follows:

Hollidaysburg and Petersburg Branch.

"AF" by Wye continuously.

"KZ" by Wye continuously.

"SJ" by Wye continuously.

"F" by Wye continuously.

Morrison Cove and Martinsburg Branches.

"BM" by Train Dispatcher continuously.

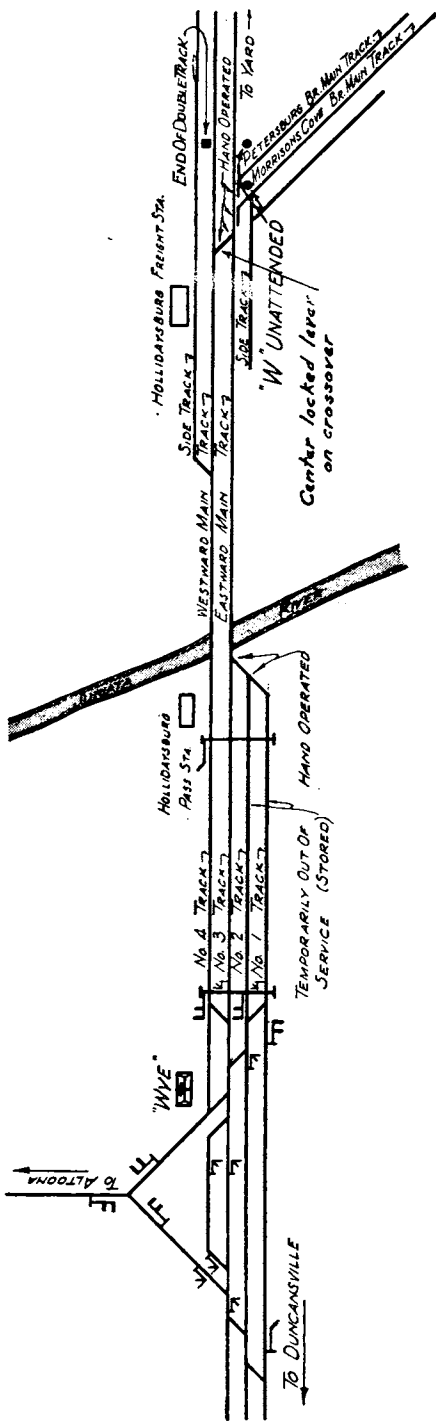
"RS" by Train Dispatcher continuously.

"MJ" by Train Dispatcher continuously.

"HR" by Train Dispatcher continuously.

Time Table No. 14, Special Instructions D-1501, D-1605, D-2002, and D-2304, amplified. Instructions on Pages 4 and 5 and Special Instructions D-1502, D-1602, D-2301, D-2501, D-2701 and D-3301, modified accordingly.

J. B. PHELAN,
Superintendent.



MIDDLE DIVISION
 DIAGRAM OF TRACKS AND SIGNALS
 HOLLIDAYSBURG
 IN SERVICE 1101 A.M. MONDAY DEC. 14, 1931.
 WITH
 GENERAL ORDER NO. 1405 ZONE B.
 GENERAL ORDER NO. 1404 ZONE C.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER No. 1409—ZONE A
GENERAL ORDER No. 1408—ZONE B
GENERAL ORDER No. 1406—ZONE C
GENERAL ORDER No. 1408—ZONE D
GENERAL ORDER No. 1406—ZONE E
GENERAL ORDER No. 1405—ZONE F**

Altoona, Pa., Jan. 25, 1932.

Effective 6:01 A. M., Sunday, January 31, 1932.

Time Table authority.

Schedules of Nos. 58, 68 and 78, and the stops of No. 613 changed as herein indicated.

No. 368 withdrawn.

No. 60 changed to operate daily except Sunday.

No. 603 changed to No. 609 and the frequency of operation changed to daily except Sunday and Monday.

Employees must detach and paste perforated slips over corresponding schedules of Time Table No. 14. The slip for No. 609 to be pasted over schedule of No. 603.

Stops of Middle Division trains, east of NC changed as follows:

Nos. 661, 663, and 6291 discontinue stops at Lucknow and Rockville.

No. 6292 discontinue stop at Rockville, will make "Y" instead of "S" stop at Lucknow.

No. 662 discontinue stop at Rockville, will make "E" instead of "F" stop at Lucknow.

No. 666 discontinue stops at Rockville and Lucknow.

No. 608 discontinue stops at Rockville, Lucknow and Maclay street.

J. B. PHELAN,
Superintendent.

General Order No. 1409, Zone A, etc., continued

MAIN LINE		Eastward		Westward
STATIONS	58	◇68	◇78	613
				DAILY
	A. M.	A. M.	A. M.	P. M.
HARRISBURG (Phila. Div.)	\$ 5.37	\$ 5.30	\$ 6.27	\$ 4.00
MACLAY STREET				
LUCKNOW				
ROCKVILLE	5.26	5.19	6.16	4.10
MARYSVILLE				\$ 4.13
NC BLOCK STATION	5.21	5.14	6.11	4.16
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	5.14	5.07	6.03	\$ 4.24
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	5.06	4.59	5.55	4.32
BAILEY				
NEWPORT				\$ 4.39
PORT BLOCK STATION	4.58	4.51	5.46	4.41
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				F 4.50
VANDYKE	4.46	4.39	5.34	F 4.55
TUSCARORA				
MEXICO				
PORT ROYAL				\$ 5.02
MIFFLIN	4.38	4.30	5.25	\$ 5.08
DENHOLM				\$ 5.14
WALL BLOCK STATION	4.34	4.25	5.20	5.17
HAWSTONE	4.30	4.21	5.16	\$ 5.23
SHAWNEE				
LEWISTOWN	4.25	4.16	5.10	\$ 5.31
GRANVILLE				F 5.37
ANDERSON				
LONGFELLOW	4.16	4.07	5.01	F 5.43
HORNINGFORD				F 5.46
McVEYTOWN	4.12	4.02	4.56	\$ 5.51
RYDE				F 5.57
VINEYARD	4.05	3.55	4.48	F 6.02
NEWTON HAMILTON				F 6.08
MOUNT UNION				\$ 6.14
JACKS BLOCK STA.	3.57	3.47	4.39	6.16
MAPLETON				F 6.20
MILL CREEK	3.51	3.41	4.32	6.24
ARDENHEIM				
HUNTINGDON	3.45	3.35	4.25	\$ 6.33
DEER BLOCK STATION	3.42	3.32	4.22	6.37
WARRIOR RIDGE				
PETERSBURG	3.37	3.27	4.16	\$ 6.43
BARREE				
SPRUCE CREEK	3.31	3.20	4.09	6.50
UNION FURNACE				
SHOENBERGER	3.26	3.15	4.03	6.55
BIRMINGHAM				M 6.57
TYRONE	3.20	3.09	3.57	\$ 7.05
GRAZIER BLOCK STA.	3.18	3.07	3.55	7.10
TIPTON				
BELLWOOD				\$ 7.22
BELL BLOCK STATION	3.10	2.59	3.46	7.24
EAST ALTOONA				
ALTOONA	\$ 3.02	\$ 2.50	\$ 3.37	\$ 7.37
	\$ 2.57	\$ 2.45	\$ 3.30	\$ 7.50
BO BLOCK STATION	2.54	2.42	3.27	7.53
Arrive	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY	613
	58	68	78	

NOTE—Employees must paste perforated slips over corresponding schedules of Time Table No. 14.

THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION

GENERAL ORDER No. 1410—ZONE A
GENERAL ORDER No. 1409—ZONE B
GENERAL ORDER No. 1407—ZONE C
GENERAL ORDER No. 1409—ZONE D
GENERAL ORDER No. 1407—ZONE E
GENERAL ORDER No. 1406—ZONE F

Altoona, Pa., Feb. 8, 1932.

Effective 12:01 A. M., Sunday, February 14, 1932.

Time Table authority.

Schedule of No. 29 changed as herein indicated.

Nos. 87 and 81 withdrawn.

Employees must detach and paste perforated slips over corresponding schedules of Time Table No. 14.

J. B. PHELAN,
Superintendent.

G. O. No. 1410, Zone A, etc., cont.

MAIN LINE		Westward
STATIONS	Leave	29 DAILY P. M.
HARRISBURG (Phila. Div.)		\$ 6.55
MACLAY STREET		
LUCKNOW		
ROCKVILLE		7.06
MARYSVILLE		
NC BLOCK STATION		7.11
PERDIX		
COVE		
KINKORA HEIGHTS		
DUNCANNON		7.18
JUNIATA BRIDGE		
AQUEDUCT		
LOSH'S RUN		
IROQUOIS		7.25
BAILEY		
NEWPORT		
PORT BLOCK STATION		7.33
OLD FERRY		
MILLERSTOWN		
THOMPSONTOWN		
VANDYKE		7.45
TUSCARORA		
MEXICO		
PORT ROYAL		
MIFFLIN		7.54
DENHOLM		
WALL BLOCK STATION		7.59
HAWSTONE		8.03
SHAWNEE		
LEWISTOWN		8.09
GRANVILLE		
ANDERSON		
LONGFELLOW		8.17
HORNINGFORD		
McVEYTOWN		8.21
RYDE		
VINEYARD		8.28
NEWTON HAMILTON		
MOUNT UNION		
JACKS BLOCK STA.		8.36
MAPLETON		
MILL CREEK		8.42
ARDENHEIM		
HUNTINGDON		8.47
DEER BLOCK STATION		8.50
WARRIOR RIDGE		
PETERSBURG		8.54
BARREE		
SPRUCE CREEK		9.00
UNION FURNACE		
SHOENBERGER		9.05
BIRMINGHAM		
TYRONE		9.11
GRAZIER BLOCK STA.		9.13
TIPTON		
BELLWOOD		
BELL BLOCK STATION		9.23
EAST ALTOONA		
ALTOONA		\$ 9.34
		\$ 9.39
BO BLOCK STATION		9.42
	Arrive	P. M.
		29

NOTE—Employees must paste perforated slips over corresponding schedules of Time Table No. 14.

**PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER NO. 1411 ZONE A
GENERAL ORDER NO. 1410 ZONE B
GENERAL ORDER NO. 1408 ZONE C
GENERAL ORDER NO. 1410 ZONE D
GENERAL ORDER NO. 1408 ZONE E
GENERAL ORDER NO. 1407 ZONE F**

Altoona, Pa., February 23, 1932.

Effective 12:01 A. M., Sunday, February 28, 1932:

Supplement No. 3 to Time Table No. 14 takes effect 12:01 A. M., Sunday, February 28, 1932.

General Notice No. 326 issued February 8, 1932 annulled.

Each employee must paste the pages of Supplement No. 3 over corresponding pages of Time Table No. 14.

Effective 10:01 A. M., Monday, February 29th, 1932:

HOLLIDAYSBURG AND PETERSBURG BRANCH:

ALFARATA: Flashing light signals protecting public crossing—IN SERVICE.

These highway crossing signals will not be operated by movements on Eastward or Westward passing sidings or on No. 1 track while it is occupied with stored cars.

When shifting movements are being made which operate these flashing light signals but do not obstruct or approach the crossing a trainman must be stationed at the crossing to expedite highway traffic.

ALEXANDRIA: Distant switch signal 1048 feet east of Alexandria Passenger Station governing Westward movements on No. 2 track protecting switch leading to the Federal Refractories Company West of Alexandria—TEMPORARILY OUT OF SERVICE.

Second paragraph of Special Instructions D-1608 Time Table No. 14—AMPLIFIED.

**J. B. PHELAN,
Superintendent.**



**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

Altoona, Pa., March 1, 1932.

GENERAL ORDER NO. 1411 ZONE D

Effective 8:00 A. M., Wednesday, March 2, 1932.

MOSHANNON BRANCH.

New York Central Railroad Interlocking Station and plant at Betz Junction—abandoned.

The grade crossing at this point will be protected by stop boards and distant signal fixed in caution position.

All trains of both railroads must stop at stop board and not proceed over crossing until the crew has ascertained that the movement can 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.

The switches leading to Betz Branch and Scrano Stone Company side track will be hand operated. Both switches will be normally set for main track movement.

Instruction on page 8 and Special Instruction D-1636 of Time Table No. 14, also General Order 1402—Zone D, modified.

J. B. PHELAN,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER NO. 1412—ZONE A
GENERAL ORDER NO. 1411—ZONE B
GENERAL ORDER NO. 1409—ZONE C
GENERAL ORDER NO. 1412—ZONE D
GENERAL ORDER NO. 1409—ZONE E
GENERAL ORDER NO. 1408—ZONE F**

Altoona, Pa., March 4, 1932.

Effective at once:

Rule 19. The bottom line under Fig. 4, page 24, modified to read:

“Lights showing yellow to the outside, and red to the rear.”

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

J. B. PHELAN,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

GENERAL ORDER NO. 1413 ZONE A

Altoona, Pa., March 8, 1932.

Effective 7:01 A. M., Monday, March 14th, 1932:

MILLERSTOWN.

Electric arc welding of rail ends will be under way on No. 3 track between Mile Post 136, east of Millerstown, and Mile Post 140 west of Millerstown.

Between the hours of 7:00 A. M., and 5:00 P. M. on Mondays, Tuesdays, Wednesdays and Thursdays of each week, until further notice, trains on No. 3 track will not exceed a speed of 25 miles per hour over the track where this work is in progress; the exact limits of which will be indicated by a yellow flag at point where speed must be reduced and a green flag at a point where schedule speed may be resumed.

Effective 10:01 A. M., Monday, March 14th, 1932:

BARREE.

Flashing light signals protecting public crossing—IN SERVICE. Crossing signals do not operate after rear of eastward train on No. 3 or No. 4 track has passed signal bridge No. 2121. Trains of less than six cars operating eastward on No. 3 or No. 4 track must approach this crossing prepared to stop.

J. B. PHELAN,
Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION—MIDDLE DIVISION**

**GENERAL ORDER NO. 1415—ZONE A
GENERAL ORDER NO. 1414—ZONE D
GENERAL ORDER NO. 1411—ZONE E**

Altoona, Pa., April 8, 1932.

Effective at once:

Main Line.

That portion of General Order No. 1413, Zone A, relating to Electric arc welding of rail ends on No. 3 track at Millers-town amplified as follows:

MILLERSTOWN.

Electric arc welding of rail ends will be under way on No. 3 track between Mile Post 136, east of Millerstown, and Mile Post 140 west of Millerstown.

Between the hours of 7:00 A. M. and 5:00 P. M. on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays of each week, until further notice, trains on No. 3 track will not exceed a speed of 25 miles per hour over the track where this work is in progress; the exact limits of which will be indicated by a yellow flag at point where speed must be reduced and a green flag at a point where schedule speed may be resumed.

CLEARFIELD BRANCH.

Grampian Wye Switch lamp reversed to show a green indication when the switch is set for movement toward the Wye, and a red indication when set for movement to the Engine House track.

MOSHANNON BRANCH.

All lamps removed from derails on side tracks on Moshannon Branch and branches connecting therewith.

MILROY BRANCH.

All switch lamps on Milroy Branch replaced by switch targets.

**J. B. PHELAN,
Superintendent.**

