Pennsylvania Railroad

EASTERN REGION

Eastern Pennsylvania Division

MIDDLE DIVISION

Time Table No. 15

In effect 12.01 P. M., Sunday, April 24, 1932

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM
General Manager

H. H. GARRIGUES,
General Superintendent

J. M. SYMES,
Supt. Pass. Transportation

J. B. PHELAN
Superintendent

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INDEX

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Harrisburg	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars E	W	Both
I					HARRISBURG (Phila. Div.)			
I		B	8 6	8.6	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			
	P		1 0	51.6	DENHOLM			
I		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	McVEYTOWN			
			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			
			3.2	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	BARREE			
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			
I		B	1.4	129.5	GD BLOCK STATION			
I			0.7	130.2	RO INTERLOCKING			
I		B	0.6	130 8	ALTOONA FG			
I				130.9	14th ST. INTERLOCKING			
I		B		131.1	JK BLOCK STATION			
I		B	0.6	131.7	BO BLOCK STATION			

I—Interlocking Station and Plant.

P—Interlocking Plant.

B—Block Station.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Petersburg	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars E	W	Both
					PETERSBURG			
		‡B	0.3	0.3	PG BLOCK STATION	82	84	
			2.7	3.0	NEFF			
			2.0	5.0	ALEXANDRIA			
		‡B	1.2	6.2	ALFARATA AF	87	88	
			0.9	7.1	WATER STREET			
			1.8	8.9	GOODMAN			
			1.7	10.6	BLAIRFOUR			
			0.7	11.3	MOUNT ETNA			
			2.0	13.3	CARLIM			
			0.7	14.0	COVEDALE			
		‡B	1.1	15.1	CLOVER CREEK JCT. KZ			
			2.2	17.3	WILLIAMSBURG			
		‡B	2.0	19.3	GANISTER SJ	79		
			1.2	20.5	POINT VIEW			
			1.9	22.4	FLOWING SPRING			
			0.4	22.8	CANOE CREEK JCT.			
			1.2	24.0	HORRELL	84	84	
			1.7	25.7	REESE			
			0.4	26.1	UPPER REESE			
			1.4	27.5	WHITE BRIDGE			
		‡B	1.0	28.5	FRANKSTOWN F			
		‡B	2.5	31.0	W BLOCK STATION			
			0.3	31.3	HOLLIDAYSBURG			
I		B	1.1	32.4	NEW PRTG. JC. WYE			
			1.1	33.5	SPRING MEADOW			
	P		2.1	35.6	ELDORADO			
			1.1	36.7	SOUTH ALTOONA			
			0.8	37.5	29TH STREET			
I		B	1.1	38.6	JK BLOCK STATION			
I		B	0.3	38.9	ALTOONA FG			

NOTE—Unattended Block Stations controlled by open Block Stations.

‡PG	Unattended	Controlled by Wye.
‡AF	Unattended	Controlled by Wye.
‡KZ	Unattended	Controlled by Wye.
‡SJ	Unattended	Controlled by Wye.
‡F	Unattended	Controlled by Wye.
‡W	Unattended	Controlled by Wye.

MORRISON'S COVE BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Henrietta	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars N	S	Both
		‡B			HENRIETTA HR			
			1.5	1.5	PAGE			
			1.6	3.1	CURRY			
		‡B	2.5	5.6	MARTINSBURG JCT. MJ			
			1.5	7.1	PECK			
			0.7	7.8	ERB			
		‡B	1.7	9.5	RS BLOCK STATION			
			0.3	9.8	ROARING SPRING			7
			2.1	11.9	McKEE			31
		‡B	0.9	12.8	BROOKES MILLS BM			
			2.0	14.8	KLADDER			
			1.7	16.5	RESERVOIR			
			1.7	18.2	LOOP			
		‡B	1.0	19.2	W BLOCK STATION			
			0.3	19.5	HOLLIDAYSBURG			

NOTE—Unattended Block Stations controlled by open Block Stations.

‡W	Unattended	Controlled by Wye
‡BM	Unattended	Controlled by Train Dispatcher.
‡RS	Unattended	Controlled by Train Dispatcher.
‡MJ	Unattended	Controlled by Train Dispatcher.
‡HR	Unattended	Controlled by Train Dispatcher.

MARTINSBURG BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Martinsburg	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						E	W	Both
					MARTINSBURG			20
		‡B	0.7	0.7	MARTINSBURG JCT... MJ			

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—Unattended Block Stations controlled by open Block Stations.

‡MJ	Unattended	Controlled by Train Dispatcher.

BEDFORD BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Brookes Mills	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars N	S	Both
		‡B			BROOKES MILLS BM			25
			1.4	1.4	EAST FREEDOM			
		‡B	4.6	6.0	CLAYSBURG CB			48
			1.5	7.5	SPROUL			
			1.6	9.1	QUEEN			
		‡B	4.2	13.3	IMLER IM			19
			2.3	15.6	OSTERBURG			
		‡B	2.4	18.0	REYNOLDSDALE RD			7
			2.2	20.2	FISHERTOWN			
		‡B	1.8	22.0	CESSNA PASSING SDG CS			37
			0.6	22.6	CESSNA			
			4.8	27.4	YOUNTS			6
			2.5	29.9	CHALYBEATE			
		‡B	0.5	30.4	DUNNINGS CREEK JCT. DC			
		‡B	1.1	31.5	BEDFORD BF			
			2.9	34.4	WOLFSBURG			
			2.0	36.4	NAPIER			
		‡B	2.9	39.3	MC BLOCK STATION			
			0.3	39.6	MANNS CHOICE			44
			2.0	41.6	SULPHUR SPRINGS			
		‡B	3.0	44.6	BUFFALO MILLS BU			52
			1.5	46.1	BARD			
			2.2	48.3	MADLEY			
		‡B	2.5	50.8	FOSSILVILLE FO			72
			3.7	54.5	HYNDMAN			
		‡B	0.8	55.3	BARCLAY PASSG SID. CK			45
		‡B	6.6	61.9	STATE LINE SL			
			6.5	68 4	CUMBERLAND (W. M. Ry.)			

NOTE.—Unattended Block Stations controlled by open Block Stations

‡BM	Unattended	Controlled by Train Dispatcher.
‡CB	Unattended	Controlled by Train Dispatcher.
‡IM	Unattended	Controlled by Train Dispatcher.
‡RD	Unattended	Controlled by Train Dispatcher.
‡CS	Unattended	Controlled by Train Dispatcher.
‡DC	Unattended	Controlled by Train Dispatcher.
‡BF	Unattended	Controlled by Train Dispatcher.
‡MC	Unattended	Controlled by Train Dispatcher.
‡BU	Unattended	Controlled by Train Dispatcher.
‡FO	Unattended	Controlled by Train Dispatcher.
‡CK	Unattended	Controlled by Train Dispatcher.
‡SL	Unattended	Controlled by Train Dispatcher.

MT. DALLAS BRANCH

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

NOTE—Unattended Block Stations controlled by open Block Stations.

‡DC	Unattended	Controlled by Train Dispatcher.
‡MD	Unattended	Controlled by Train Dispatcher.

CLEARFIELD BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Grampian	STATIONS	Sidings assigned direc'n Car Capacity 45 ft cars N	S	Both
					GRAMPIAN			
		‡B	0.1	0.1	GR BLOCK STATION			
			1.5	1.6	STRONACH			
		‡B	3.8	5.4	CURWENSVILLE J			17
			2.0	7.4	SUSQUEHANNA BRIDGE			
			2.7	10.1	RIVERVIEW			
		‡B	0.9	11.0	RV BLOCK STATION			
			0.8	11.8	MARKET STREET			
			0.2	12.0	CLEARFIELD			
			0.9	12.9	SOUTH CLEARFIELD			
		‡B	0.4	13.4	D BLOCK STATION			34
			2.3	15.7	BARRETT			
			1.6	17.3	MINERAL SPRING			
		‡B	0.9	18.2	WOODLAND WC			29
		‡B	2.4	20.6	BIGLER BS			18
		B	2.5	23.1	WALLACETON OG			33
			2.2	25.3	BLUE BALL			
			1.8	27.1	SANFORD JUNCTION			
			1.3	28.4	DERBY JUNCTION			
I			0.3	28 7	N. Y. C. R. R. TOWER.			
		‡B	0.3	29.0	RA BLOCK STATION			30
			0.2	29.2	PHILIPSBURG.			
		‡B	2.4	31.7	BN BLOCK STATION			
		B	1.6	33.3	MILLS			
			0.4	33.7	OSCEOLA MILLS			
			3.3	37.0	RETORT			
			0.7	37.7	SANDY RIDGE.			
		‡B	1.8	39.5	UJ BLOCK STATION	75	75	
			5.0	44.5	GARDNER.			
		‡B	4.9	49.4	VAIL SI			300
I		B	1.6	51.0	PARK			
			1.5	52.5	TYRONE			
		B	0.2	52.7	WILSON			

NOTE—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

‡UI	Unattended	Controlled by Mills.
‡SI	Unattended	Controlled by Park.
‡BN	Unattended	Controlled by Mills.
‡RA	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.
OG	Unattended 3.30 P. M. to 7.30 A. Daily 7.30 A. M. to 3.30 P. Sund'y	Controlled by Mills.
‡BS	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.
‡WO	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.
‡D	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.
‡RV	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.
‡J	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.
‡GR	Unattended	Controlled by OG. When OG is unattended, Controlled by Mills.

MOSHANNON BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Osceola Mills	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars N	S	Both
					OSCEOLA MILLS			
		B	0.4	0.4	MILLS			
			0.9	1.3	MILL STREET			
			1.2	2.5	COAL RUN JUNCTION			
			1.5	4.0	MOSHANNON			
		‡B	1.0	5.0	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			
			0.4	15.0	BETZ JCT. (N. Y. C. R. R. Crossing)			
		‡B	0.0	15.0	MA BLOCK STATION			
			1.7	16.7	BELSENA			
			4.7	21.4	McCARTNEY			

NOTE—Unattended Block Stations controlled by open Block Stations.

‡BZ	Unattended	Controlled by Mills.
‡BA	Unattended	Controlled by Mills.
‡SM	Unattended	Controlled by Mills.
‡MA	Unattended	Controlled by Mills.

GOSS RUN BRANCH

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

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

NOTE.—Unattended Block Stations controlled by open Block Stations.

‡BZ	Unattended	Controlled by Mills.

MUDDY RUN BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	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.—Unattended Block Stations controlled by open Block Stations.

‡SM	Unattended	Controlled by Mills.

LITTLE MUDDY RUN BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	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—Unattended Block Stations controlled by open Block Stations.

‡SM	Unattended	Controlled by Mills.

FAIRBROOK BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from FB Block Sta.	STATIONS	Sidings assigned direc'n Car capacity 45 ft cars E	W	Both
		‡B			FB BLOCK STATION			
			0.5	0.5	STOVER			
			1.4	1.9	LINGAFELT SIDING			
		‡B	0.7	2.6	TYRONE			

NOTE—Unattended Block Stations controlled by open Block Stations.

‡Tyrone	Unattended	Controlled by Wilson.
‡FB	Unattended	Controlled by Wilson.

BELLWOOD BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Bellwood	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars N	S	Both
		‡B			BELLWOOD ..... BW			
		‡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.) MR			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 ..... GS			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.) ..... VN			

NOTE—Block Stations are open continously except—

Also unattended Block Stations controlled by open Block Stations.

‡BW	Unattended	Controlled by Bell.
‡YM	Unattended	Controlled by Bell.
‡DE	Unattended	Controlled by Bell.

‡MR	Unattended	Controlled by Bell.
‡GS	Unattended	Controlled by Bell.
‡CO	Unattended	Controlled by Bell.
‡VG	Unattended	Controlled by Bell.

LEWISTOWN AND MILROY BRANCHES

Interlocking Station & Plant	Interlocking Plant	Block Station	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	DR			10
			0.1	6.2	K. V. R. R. JUNCTION				
			1.7	6.1	MANN WATER STA.				
			0.8	4 4	YEAGERTOWN				58
		‡B	0.3	3.6	BURNHAM	RN			
			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			

Milroy Branch

Note.—unattended Block Stations controlled by open Block Stations.

‡DR	Unattended	Controlled by Lewis.
‡RN	Unattended	Controlled by Lewis.
‡MY	Unattended	Controlled by Lewis.
‡KA	Unattended	Controlled by Lewis.

STATIONS		FIRST CLASS			
		675 DAILY	●35 DAILY		
Leave		A. M.	A. M.		
HARRISBURG (Phila. Div.)	S	12.05	S 12.57		
MACLAY STREET					
ROCKVILLE		12.16	1.08		
MARYSVILLE					
NC BLOCK STATION		12.21	1.13		
PERDIX					
COVE					
KINKORA HEIGHTS					
DUNCANNON	F	12.30	1.20		
JUNIATA BRIDGE					
AQUEDUCT					
LOSH'S RUN					
IROQUOIS		12.39	1.28		
BAILEY					
NEWPORT	F	12.47			
PORT BLOCK STATION		12.50	1.36		
OLD FERRY					
MILLERSTOWN					
THOMPSONTOWN					
VANDYKE		1.02	1.48		
TUSCARORA					
MEXICO					
PORT ROYAL	F	1.09			
MIFFLIN	S	1.15	1.57		
DENHOLM	④				
WALL BLOCK STATION		1.25	2.02		
HAWSTONE		1.30	2.07		
SHAWNEE					
LEWISTOWN	S	1.39	2.13		
GRANVILLE					
ANDERSON					
LONGFELLOW		1.49	2.21		
HORNINGFORD					
McVEYTOWN		1.54	2.26		
RYDE					
VINEYARD		2.01	2.33		
NEWTON HAMILTON					
MOUNT UNION	S	2.11			
JACKS BLOCK STA		2.15	2.42		
MAPLETON					
MILL CREEK		2.21	2.48		
ARDENHEIM					
HUNTINGDON	S	2.31	2.53		
DEER BLOCK STATION		2.37	2.56		
WARRIOR RIDGE					
PETERSBURG		2.42	3.00		
BARREE					
SPRUCE CREEK		2.49	3.06		
UNION FURNACE					
SHOENBERGER		2.55	3.12		
BIRMINGHAM					
TYRONE	S	3.04	3.18		
GRAZIER BLOCK STA		3.09	3.20		
TIPTON					
BELLWOOD					
BELL BLOCK STATION		3.22	3.31		
EAST ALTOONA					
ALTOONA	S	3.35	S 3.42		
			S 3.52		
BO BLOCK STATION			3.55		
Arrive		A. M	A. M.		
		675	35		

FIRST CLASS

	19 DAILY	◊51 DAILY	●43 DAILY		
	A. M.	A. M.	A. M.		
	S 1.42	S 2.29	S 2.35		
	1.53	2.39	2.45		
	1.58	2.44	2.50		
	2.05	2.51	2.57		
	2.13	2.58	3.04		
	2.21	3.06	3.12		
	2.33	3.18	3.24		
	2.42	3.26	3.33		
	2.46	3.30	3.37		
	2.50	3.34	3.41		
	2.56	3.39	3.47		
	3.04	3.47	3.55		
	3.08	3.51	3.59		
	3.15	3.58	4.06		
	3.23	4.06	4.14		
	3.29	4.12	4.20		
	3.34	4.17	Z¶ 4.25		
	3.37	4.20	4.28		
	3.41	4.24	4.32		
	3.47	4.30	4.38		
	3.52	4.35	4.43		
	3.58	4.41	Q 4.49		
	4.00	4.43	4.51		
	4.10	4.51	5.00		
	S 4.22	S 5.01	S 5.10		
	S 4.33	S 5.06	S 5.20		
	4.36	5.09	5.23		
	A. M.	A. M	A. M.		
	19	51	43		

STATIONS	FIRST CLASS 681 DAILY EX SUN.	◊61 DAILY	●609 DAILY EX SUN&MON
Leave	A. M	A M	A. M.
HARRISBURG (Phila. Div)		S 2.50	E 3.20
MACLAY STREET			
ROCKVILLE		3.01	3.31
MARYSVILLE			
NC BLOCK STATION		3.06	3.36
PERDIX			
COVE			
KINKORA HEIGHTS			
DUNCANNON		3.13	3.43
JUNIATA BRIDGE			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS		3.20	3.50
BAILEY			
NEWPORT			
PORT BLOCK STA.		3.28	3.58
OLD BERRY			
MILLERSTOWN			
THOMPSONTOWN			
VANDYKE		3.39	4.09
TUSCARORA			
MEXICO			
PORT ROYAL			
MIFFLIN		3.48	4.17
DENHOLM			
WALL BLOCK STATION		3.53	4.21
HAWSTONE		3.57	4.25
SHAWNEE			
LEWISTOWN		4.03	4.30
GRANVILLE			
ANDERSON			
LONGFELLOW		4.11	4.38
HORNINGFORD			
McVEYTOWN		4.15	4.42
RYDE			
VINEYARD		4 22	4.49
NEWTON HAMILTON			
MOUNT UNION			
JACKS BLOCK STA.		4.30	4.57
MAPLETON			
MILL CREEK		4.36	5.03
ARDENHEIM			
HUNTINGDON		4 41	Z 5.09
DEER BLOCK STATION		4.44	5.13
WARRIOR RIDGE			
PETERSBURG		4.48	5.17
BARREE			
SPRUCE CREEK		4.54	5.23
UNION FURNACE			
SHOENBERGER		4.59	5.28
BIRMINGHAM			
TYRONE		5.05	E 5.38
GRAZIER BLOCK STA.		5 07	5.41
TIPTON			
BELLWOOD			
BELL BLOCK STATION		5.17	5.52
EAST ALTOONA			
ALTOONA	S 5.25	S 5.28	E 6.05
		S 5.39	
BO BLOCK STATION	5.28	5.42	
Arrive	A. M.	A. M	A. M.
	681	61	609

FIRST CLASS

	●11 DAILY EX. MON.	●667 DAILY EX. SUN	637 SUN. ONLY	623 DAILY	
	A. M.	A. M.	A. M.	A. M.	
	E 3.50			S 4.00	
	4.00			4.12	
				S 4.16	
	4.05			4.19	
	4.12			S 4.29	
	4.19			4.39	
				S 4.48	
	4.27			4.52	
				F 5.02	
	4.39			F 5.07	
				F 5.11	
				S 5.17	
	4.48			S 5.24	
				S ⓐ 5.31	
	4.53			5.34	
	4.57			F 5.39	
	5.03			S 5.55	
				F 6.04	
	5.11			6.10	
	5.15			S 6.16	
				F 6.23	
	5.22			F 6.27	
				S 6.34	
				S 6.44	
	5.30			6.47	
				S 6.53	
	5.36			S 6.59	
				F 7.04	
	5.41			S 7.19	
	5.44			7.24	
				F 7.27	
	5.48			S 7.34	
				S 7.40	
	5.54			S 7.46	
				S 7.52	
	5.59				
				S 7.58	
	6.05			S 8.09	
	6.07			8.16	
				S 8.22	
				S 8.29	
	6.17			8.32	
				S 8.38	
	E 6.27			S 8.45	
	E 6.35	S 6.40	S 7.00		
	6.38	6.43	7.03		
	A. M.	A. M.	A. M.	A. M.	
	11	667	637	623	

STATIONS	FIRST CLASS			
	✱6201 DAILY	623 DAILY EX. SUN.	13 DAILY	
Leave	A M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)			S 7.09	
MACLAY STREET				
ROCKVILLE			7.19	
MARYSVILLE				
NC BLOCK STATION			7.24	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON			S 7.32	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS			7.41	
BAILEY				
NEWPORT			S 7.49	
PORT BLOCK STATION			7.52	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE			8.04	
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN			S 8.14	
DENHOLM				
WALL BLOCK STATION			8.19	
HAWSTONE			8.23	
SHAWNEE				
LEWISTOWN			S 8.31	
GRANVILLE				
ANDERSON				
LONGFELLOW			8.41	
HORNINGFORD				
McVEYTOWN			8.45	
RYDE				
VINEYARD			8.52	
NEWTON HAMILTON				
MOUNT UNION			S 9.02	
JACKS BLOCK STA			9.05	
MAPLETON				
MILL CREEK			9.11	
ARDENHEIM				
HUNTINGDON	S 7.40		S 9.21	
DEER BLOCK STATION	7.45		9.26	
WARRIOR RIDGE	F 7.48			
PETERSBURG	S 7.52		9.31	
BARREE				
SPRUCE CREEK			9.37	
UNION FURNACE				
SHOENBERGER			9.42	
BIRMINGHAM				
TYRONE			S 9.50	
GRAZIER BLOCK STA.			9.54	
TIPTON				
BELLWOOD				
BELL BLOCK STATION			10.04	
EAST ALTOONA				
ALTOONA			S 10.14	
		S 9.00	S 10.26	
BO BLOCK STATION		9.03	10.29	
Arrive	A. M.	A. M.	A. M.	
	6201	623	13	

FIRST CLASS

	8531 DAILY	601 DAILY EX. SUN.	15 DAILY	6404 SUN. ONLY	
	A. M.	A. M.	A M	P. M.	
			S 11.23		
			11.33		
			11.38		
			S 11.46		
			11.54		
			S 12.03		
			12.06		
			12.18		
			S 12.28		
			ⓐ		
			12.39		
			12.43		
			S 12.52		
			1.02		
			G 1.06		
			1.13		
			S 1.22		
			1.24		
			1.30		
			S 1.38		
			1.43		
			1.48		
			1.54		
			1.59		
	S 10.15		S 2.09	S 2.45	
	10.20		2.13	2.50	
	S 32		S 2.23	S 2.58	
	10.35		2.26	3.00	
	S 10.41			S 3.05	
	S 10.48		S 2.38	S 3.12	
		S 10.55	S 2.50		
		10.58	2.53		
	A. M.	A. M.	P. M.	P. M.	
	8531	601	15	6404	

STATIONS	FIRST CLASS 25 DAILY	679 SUN. ONLY	511 DAILY
Leave	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)	S 12.40		
MACLAY STREET			
ROCKVILLE	12.51		
MARYSVILLE			
NC BLOCK STATION	12.56		
PERDIX			
COVE			
KINKORA HEIGHTS			
DUNCANNON	1.03		
JUNIATA BRIDGE			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	1.10		
BAILEY			
NEWPORT			
PORT BLOCK STATION	1.18		
OLD FERRY			
MILLERSTOWN			
THOMPSONTOWN			
VANDYKE	1.29		
TUSCARORA			
MEXICO			
PORT ROYAL			
MIFFLIN	1.38		
DENHOLM			
WALL BLOCK STATION	1.43		
HAWSTONE	1.47		
SHAWNEE			
LEWISTOWN	1.52		
GRANVILLE			
ANDERSON			
LONGFELLOW	2.00		
HORNINGFORD			
McVEYTOWN	2.04		
RYDE			
VINEYARD	2.11		
NEWTON HAMILTON			
MOUNT UNION			
JACKS BLOCK STA.	2.19		
MAPLETON			
MILL CREEK	2 25		
ARDENHEIM			
HUNTINGDON	2 30		
DEER BLOCK STATION	2.33		
WARRIOR RIDGE			
PETERSBURG	2 37		
BARREE			
SPRUCE CREEK	2.43		
UNION FURNACE			
SHOENBERGER	2.48		
BIRMINGHAM			
TYRONE	S 2.55		S 3.34
GRAZIER BLOCK STA.	3.00		3.38
TIPTON			
BELLWOOD			
BELL BLOCK STATION	3.10		3.48
EAST ALTOONA			
ALTOONA	S 3.20 S 3.25	S 3.30	S 3.59 S 4.06
BO BLOCK STATION	3.28	3.33	4.09
Arrive	P. M.	P. M.	P. M.
	25	679	511

FIRST CLASS

515 DAILY EX. SUN.	671 SAT. ONLY	661 DAILY EX. SAT.	75 DAILY
P. M.	P. M.	P. M.	P. M.
	S 12.25	S 1.10	S 3.28
	S 12.30	S 1.15	
	12.37	1.22	3.39
	S 12.41	S 1.26	
	12.45	1.30	3.44
	S 12.48	S 1.32	
	S 12.53	S 1.36	
	F 12.58	F 1.41	
	S 1.04	S 1.46	3.51
	S 1.09	S 1.50	
	F 1.14	F 1.55	
	F 1.19	F 2.00	
	F 1.22	F 2.03	3.58
	F 1.26	F 2.07	
	S 1.33	S 2.14	
	1.35	2.16	4.06
	F 1.38	F 2.19	
	S 1.43	S 2.24	
	S 1.52	S 2.33	
	F 1.57	F 2.38	4.18
	F 2.01	F 2.42	
	F 2.04	F 2.45	
	S 2.09	S 2.50	
	S 2.24	S 3.05	4.27
	S Ⓐ 2.31	S Ⓐ 3.12	
	2.34	3.15	4.32
	S 2.40	S 3.21	4.36
	F 2.45	F 3.26	
	S 2.52	S 3.33	S 4.43
	S 3.12	S 3.56	
	F 3.16	F 4.00	
	F 3.20	F 4.04	4.54
	F 3.23	F 4.07	
	S 3.29	S 4.13	4.58
	S 3.35	S 4.19	
	F 3.41	F 4.25	5.05
	S 3.49	S 4.33	
	S 3.57	S 4.41	
	4.01	4.44	5.13
	S 4.05	S 4.48	
	S 4.11	S 4.54	5.19
	F 4.16	F 4.59	
	S 4.22	S 5.05	S 5.26
	4.42	5.33	5.31
	S 4.46	S 5.37	
	S 4.51	S 5.42	5.35
	S 4.58	S 5.48	
	S 5.03	S 5.53	5.41
	S 5.07	S 5.57	
	F 5.11	F 6.01	5.46
	S 5.15	S 6.05	
S 5.18	S 5.22	S 6.12	5.52
5.23	5.26	6.16	5.54
	F 5.31	F 6.21	
S 5.33	S 5.39	S 6.29	
5.36	5.42	6.32	6.04
S 5.41	S 5.46	S 6.36	
S 5.48	S 5.53	S 6.43	S 6.15
			S 6.22
			6.25
P. M.	P. M.	P. M.	P. M.
515	671	661	75

STATIONS	FIRST CLASS 6523 DAILY EX. SUN.	613 DAILY	5 DAILY
Leave	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div)		S 4.00	S 4.20
MACLAY STREET			
ROCKVILLE		4.10	4 30
MARYSVILLE		S 4.13	
NC BLOCK STATION		4.16	4 35
PERDIX			
COVE			
KINKORA HEIGHTS			
DUNCANNON		S 4.24	4.42
JUNIATA BRIDGE			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS		4.32	4.49
BAILEY			
NEWPORT		S 4.36	
PORT BLOCK STA		4.41	4.57
OLD FERRY			
MILLERSTOWN			
THOMPSONTOWN		F 4.50	
VANDYKE		F 4.55	5.08
TUSCARORA			
MEXICO			
PORT ROYAL		S 5.02	
MIFFLIN		S 5.08	5.17
DENHOLM		S Ⓐ 5.19	
WALL BLOCK STATION		5.24	5.22
HAWSTONE		S 5.30	5.26
SHAWNEE			
LEWISTOWN		S 5.38	S 5.33
GRANVILLE		F 5.44	
ANDERSON			
LONGFELLOW		F 5.50	5.44
HORNINGFORD		F 5.53	
McVEYTOWN		S 5.58	5.48
RYDE		F 6.04	
VINEYARD		F 6.09	5.55
NEWTON HAMILTON		F 6.15	
MOUNT UNION		S 6.21	S 6.03
JACKS BLOCK STA.		6.24	6.06
MAPLETON		F 6.28	
MILL CREEK		6.32	6.12
ARDENHEIM			
HUNTINGDON		S 6.41	S 6.20
DEER BLOCK STATION		6.45	6.25
WARRIOR RIDGE			
PETERSBURG		S 6.51	6.29
BARREE			
SPRUCE CREEK		6.58	6.35
UNION FURNACE			
SHOENBERGER		7.03	6.40
BIRMINGHAM		M 7.05	
TYRONE		S 7.13	S 6.47
GRAZIER BLOCK STA		7.18	6 51
TIPTON			
BELLWOOD	S 6.03	S 7.30	
BELL BLOCK STATION	6.08	7.32	7.00
EAST ALTOONA	S 6.12		
ALTOONA	S 6.20	S 7.45	S 7.10
		S 7.55	S 7.17
BO BLOCK STATION		7.58	7.20
Arrive	P. M.	P. M.	P. M.
	6523	613	5

FIRST CLASS

	6291 DAILY EX. SUN.	6402 DAILY EX. SUN.	◊29 DAILY	59 DAILY	
	P. M.	P. M.	P M.	P. M.	
	S 4.40		① 7.14	S 7.20	
	S 4.45				
	4.52		7.24	7.31	
	S 4.56				
	5.00		7.29	7.36	
	S 5.03				
	S 5.07				
	F 5.13				
	S 5.21		7.36	7.43	
	S 5.26				
	S 5.30				
	S 5.34				
	F 5.37		7.43	7.50	
	S 5.41				
	S 5.48				
	5.50		7.51	7.58	
	F 5.54				
	S 6.00				
	S 6.08				
	F 6.15		8.02	8.09	
	F 6.19				
	F 6.22				
	S 6.27				
	S 6.32		8.10	8.18	
	S ⑥ 6.38				
	6.40		8.14	8.22	
	S 6.45		8.18	8.26	
	F 6.48				
	S 6.54		8.23	8.31	
			8.31	8.39	
			8.35	8.43	
			8.42	8.50	
			8.60	8.57	
			8.56	9.03	
			9.01	9.08	
			9.04	9.11	
			9.08	9.15	
			9.14	9.21	
			9.19	9.26	
		S 7.50	9.25	9.32	
		7.55	9.27	9.34	
		8.03	9.35	9.42	
		B 8.08			
		S 8.15	① 9.46	S 9.52	
			① 9.50	S 9.57	
			9.53	10.00	
	P. M.	P. M.	P. M.	P. M.	
	6291	6402	29	59	

STATIONS	FIRST CLASS			
	31 DAILY	◊69 DAILY		
Leave	P. M.	P. M.		
HARRISBURG (Phila.Div.)	S 7.33	S 7.59		
MACLAY STREET				
ROCKVILLE	7.44	8.10		
MARYSVILLE				
NC BLOCK STATION	7.49	8.15		
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	7.56	8.22		
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	8.03	8.29		
BAILEY				
NEWPORT				
PORT BLOCK STAT'N	8.11	8.37		
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	8.23	8.49		
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	8.32	8.58		
DENHOLM				
WALL BLOCK STATION	8.36	9.02		
HAWSTONE	8.40	9.06		
SHAWNEE				
LEWISTOWN	8.46	9.12		
GRANVILLE				
ANDERSON				
LONGFELLOW	8.54	9.20		
HORNINGFORD				
McVEYTOWN	8.58	9.24		
RYDE				
VINEYARD	9.05	9.31		
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA.	9.13	9.39		
MAPLETON				
MILL CREEK	9.19	9.45		
ARDENHEIM				
HUNTINGDON	9.24	9.50		
DEER BLOCK STATION	9.27	9.53		
WARRIOR RIDGE				
PETERSBURG	9.31	9.57		
BARREE				
SPRUCE CREEK	9.37	10.03		
UNION FURNACE				
SHOENBERGER	9.42	10.08		
BIRMINGHAM				
TYRONE	9.48	10.14		
GRAZIER BLOCK STA.	9.50	10.16		
TIPTON				
BELLWOOD				
BELL BLOCK STATION	9.59	10.25		
EAST ALTOONA				
ALTOONA	S 10.09 S 10.14	S 10.35 S 10.40		
BO BLOCK STATION	10.17	10.43		
Arrive	P. M	P. M.		
	31	69		

FIRST CLASS

	◊65 DAILY	28 DAILY	39 DAILY		
	P. M.	P. M.	P. M.		
	S 10.20	S 10.38	S 11.51		
	10.31	10.49	12.02		
	10.36	10.54	12.07		
	10.43	11.01	12.14		
	10.50	11.08	12.21		
	10.58	11.16	12.29		
	11.09	11.28	12.41		
	11.18	11.37	12.50		
	11.22	11.42	12.55		
	11.26	11.46	12.59		
	11.32	11.52	1.05		
	11.40	12.00	1.13		
	11.44	12.04	1.17		
	11.51	12.11	1.24		
	11.59	12.19	1.32		
	12.05	12.25	1.38		
	12.10	12.30	1.43		
	12.13	12.33	1.46		
	12.17	12.37	1.50		
	12.23	12.43	1.56		
	12.28	12.49	2.01		
	12.34	12.55	2.07		
	12.36	12.57	2.09		
	12.45	1.07	2.18		
	S 12.55	S 1.18	S 2.28		
	S 1.00	S 1.26	S 2.34		
	1.03	1.29	2.37		
	A. M.	A. M.	A. M.		
	65	23	39		

STATIONS	FIRST CLASS			
	●60	22		
Arrive	A. M.	A. M.		
HARRISBURG (Phila. Div.)	S 3.25	S 3.56		
MACLAY STREET				
ROCKVILLE	3.14	3.45		
MARYSVILLE				
NC BLOCK STATION	3.09	3.40		
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	3.02	3.33		
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	2.54	3.25		
BAILEY				
NEWPORT				
PORT BLOCK STATION	2.46	3.17		
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	2.34	3.05		
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	2.25	2.56		
DENHOLM				
WALL BLOCK STATION	2.20	2.51		
HAWSTONE	2.16	2.46		
SHAWNEE				
LEWISTOWN	2.11	2.41		
GRANVILLE				
ANDERSON				
LONGFELLOW	2.02	2.32		
HORNINGFORD				
McVEYTOWN	1.58	2.27		
RYDE				
VINEYARD	1.51	2.20		
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA	1.43	2.12		
MAPLETON				
MILL CREEK	1.37	2.06		
ARDENHEIM				
HUNTINGDON	1.31	2.00		
DEER BLOCK STATION	1.28	1.57		
WARRIOR RIDGE				
PETERSBURG	1.23	1.52		
BARREE				
SPRUCE CREEK	1.16	1.46		
UNION FURNACE				
SHOENBERGER	1.11	1.41		
BIRMINGHAM				
TYRONE	1.05	1.35		
GRAZIER BLOCK STA.	1.03	1.33		
TIPTON				
BELLWOOD				
BELL BLOCK STATION	12.55	1.25		
EAST ALTOONA				
ALTOONA	S 12.46	S 1.16		
	S 12.40	S 1.10		
BO BLOCK STATION	12.37	1.07		
Leave	A M	A. M		
	DAILY	DAILY		
	60	22		

FIRST CLASS

	●36	◊50	◊28	◊66	
	A. M.	A. M.	A. M	A. M.	
	S 4.08	S 4.16	① 4.42	S 5.00	
	3.57	4.05	4.32	4.49	
	3.52	4.00	4.27	4.44	
	3.45	3.53	4.20	4.37	
	3.37	3.45	4.13	4.29	
	3.29	3.37	4.05	4.21	
	3.17	3.25	3.53	4.09	
	3.08	3.16	3.44	4.00	
	3.03	3.11	3.40	3.55	
	2.58	3.06	3.36	3.51	
	2.53	3.01	3.31	3.46	
	2.44	2.52	3.23	3.37	
	2.39	2.47	3.19	3.33	
	2.32	2.40	3.12	3.26	
	2.24	2.32	3.04	3.18	
	2.18	2.26	2.58	3.12	
	2.12	2.20	2.53	3.06	
	2.09	2.17	2.50	3.03	
	2.04	2.12	2.46	2.58	
	1.58	2.06	2.40	2.51	
	1.53	2.01	2.35	2.46	
	1.47	1.55	2.29	2.40	
	1.45	1.53	2.27	2.38	
	1.37	1.45	2.20	2.30	
	S 1.28	S 1.36	① 2.10	S 2.21	
	S 1.22	S 1.30	② 2.06	S 2.16	
	1.19	1.27	2.03	2.13	
	A. M.	A. M.	A. M.	A. M	
	DAILY	DAILY	DAILY	DAILY	
	36	50	28	66	

STATIONS	FIRST CLASS ◊68	58		
Arrive	A. M.	A. M.		
HARRISBURG (Phila. Div.)	S 5.30	S 5.37		
MACLAY STREET				
ROCKVILLE	5.19	5.26		
MARYSVILLE				
NC BLOCK STATION	5.14	5.21		
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	5.07	5.14		
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	4.59	5.06		
BAILEY				
NEWPORT				
PORT BLOCK STATION	4.51	4.58		
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	4.39	4.46		
TUSCARORA				
MEXICO				
PORT ROYAL				
MIFFLIN	4.30	4.38		
DENHOLM				
WALL BLOCK STATION	4.25	4.34		
HAWSTONE	4.21	4.30		
SHAWNEE				
LEWISTOWN	4.16	4.25		
GRANVILLE				
ANDERSON				
LONGFELLOW	4.07	4.16		
HORNINGFORD				
McVEYTOWN	4.02	4.12		
RYDE				
VINEYARD	3.55	4.05		
NEWTON HAMILTON				
MOUNT UNION				
JACKS BLOCK STA	3.47	3.57		
MAPLETON				
MILL CREEK	3.41	3.51		
ARDENHEIM				
HUNTINGDON	3.35	3.45		
DEER BLOCK STATION	3.32	3.42		
WARRIOR RIDGE				
PETERSBURG	3.27	3.37		
BARREE				
SPRUCE CREEK	3.20	3.31		
UNION FURNACE				
SHOENBERGER	3.15	3.26		
BIRMINGHAM				
TYRONE	3.09	3.20		
GRAZIER BLOCK STA.	3.07	3.18		
TIPTON				
BELLWOOD				
BELL BLOCK STATION	2.59	3.10		
EAST ALTOONA				
ALTOONA	S 2.50 S 2.45	S 3.02 S 2.57		
BO BLOCK STATION	2.42	2.54		
Leave	A. M.	A. M.		
	DAILY	DAILY		
	68	58		

FIRST CLASS

	6292	662	30		
	A M	A. M	A. M.		
	S 7.15	S 8.35	S 7.58		
	S 7.10	S 8.30			
	7.03	8.23	7.47		
	S 7.00	S 8.20			
	6.57	8.17	7.42		
	S 6.55	S 8.14			
	S 6.52	S 8.11			
	S 6.47	F 8.07			
	S 6.44	S 8.03	7.35		
	S 6.40	F 8.00			
	S 6.36	F 7.56			
	F 6.32	F 7.53			
	F 6.29	F 7.50	7.27		
	F 6.26	F 7.46			
	S 6.20	S 7.40			
	6.17	7.37	7.19		
		F 7.34			
	S 6.12	S 7.30			
	S 6.03	S 7.21			
	F 5.58	S 7.16	7.07		
	F 5.55	F 7.13			
	F 5.52	S 7.10			
	F 5.48	S 7.05			
	S 5.43	S 6.59	6.58		
	F 5.38	S Ⓐ 6.51			
	5.36	6.45	6.52		
	F 5.31	S 6.40	6.48		
		F 6.35			
	S 5.25	S 6.31	6.43		
		S 6.21			
		F 6.17			
		S 6.13	6.34		
		F 6.10			
		S 6.04	6.30		
		S 5.57			
		S 5.53	6.23		
		S 5.47			
		S 5.41			
		5.39	6.15		
		S 5.35			
		S 5.29	6.09		
		F 5.23			
		S 5.19	6 03		
		5.12	6.00		
		S 5.09			
		S 5.05	5.55		
		S 4.59			
		F 4.54	5.48		
		F 4.50			
		F 4.46	5.43		
		F 4.43			
		S 4.38	5.37		
		4.32	5.35		
		F 4.29			
		S 4.23			
		4.21	5.27		
		S 4.16			
		S 4.10	S 5.18		
			S 5.08		
			5 05		
	A. M.	A. M.	A. M.		
	DAILY EX. SUN. 6292	DAILY EX.SUN. 662	DAILY 30		

STATIONS		FIRST CLASS 42	578		
Arrive		A. M.	A. M.		
HARRISBURG (Phila. Div.)	S	9.33			
MACLAY STREET					
ROCKVILLE		9.23			
MARYSVILLE					
NC BLOCK STATION		9.18			
PERDIX					
COVE					
KINKORA HEIGHTS					
DUNCANNON	Y	9.10			
JUNIATA BRIDGE					
AQUEDUCT					
LOSH'S RUN					
IROQUOIS		9.02			
BAILEY					
NEWPORT	S	8.53			
PORT BLOCK STATION		8.48			
OLD FERRY					
MILLERSTOWN					
THOMPSONTOWN					
VANDYKE		8.37			
TUSCARORA					
MEXICO					
PORT ROYAL					
MIFFLIN	S	8.27			
DENHOLM					
WALL BLOCK STATION		8.20			
HAWSTONE		8.15			
SHAWNEE					
LEWISTOWN	S	8.07			
GRANVILLE					
ANDERSON					
LONGFELLOW		7.55			
HORNINGFORD					
McVEYTOWN		7.51			
RYDE					
VINEYARD		7.44			
NEWTON HAMILTON					
MOUNT UNION	S	7.35			
JACKS BLOCK STA		7.30			
MAPLETON					
MILL CREEK		7.24			
ARDENHEIM					
HUNTINGDON	S	7.17			
DEER BLOCK STATION		7.12			
WARRIOR RIDGE					
PETERSBURG	F	7.05			
BARREE					
SPRUCE CREEK	F	6.57			
UNION FURNACE					
SHOENBERGER		6.51			
BIRMINGHAM					
TYRONE	S	6.44	S 8.25		
GRAZIER BLOCK STA		6.39	8.18		
TIPTON					
BELLWOOD			S 8.09		
BELL BLOCK STATION		6.31	8.06		
EAST ALTOONA			S 8.01		
ALTOONA	S	6.23	S 7.55		
	S	6.13			
BO BLOCK STATION		6.10			
Leave		A. M.	A. M.		
		DAILY 42	DAILY EX. SUN. 578		

FIRST CLASS

	6401	6522	682		
	A. M.	A. M.	A. M.		
	S 8.30				
	8.23				
	F 8.20				
	S 8.14	S 8.31			
	8.11	8.26			
	S 8.06	S 8.21			
	S 8.00	S 8.15			
			S 8.55		
			8.52		
	A. M.	A. M.	A. M		
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.		
	6401	6522	682		

STATIONS	FIRST CLASS 2	666	8
Arrive	P. M.	P. M.	P. M.
HARRISBURG (Phila.Div.)	S 12.10	S 5.05	S 2.58
MACLAY STREET		S 5.00	
ROCKVILLE	11.59	4.53	2.47
MARYSVILLE		S 4.50	
NC BLOCK STATION	11.54	4.47	2.42
PERDIX		S 4.44	
COVE		S 4.41	
KINKORA HEIGHTS		S 4.35	
DUNCANNON	11.47	S 4.04	S 2.34
JUNIATA BRIDGE		S 3.59	
AQUEDUCT		S 3.55	
LOSH'S RUN		S 3.50	
IROQUOIS	11.39	F 3.46	2.23
BAILEY		S 3.43	
NEWPORT		S 3.36	S 2.15
PORT BLOCK STATION	11.31	3.30	2.11
OLD FERRY		F 3.25	
MILLERSTOWN		S 3.06	
THOMPSONTOWN		S 2.57	
VANDYKE	11.19	S 2.50	1.59
TUSCARORA		S 2.45	
MEXICO		S 2.42	
PORT ROYAL		S 2.37	
MIFFLIN	11.10	S 2.07	S 1.48
		S 1.39	
DENHOLM		S ⓐ1.33	ⓐ
WALL BLOCK STATION	11.05	1.30	1.34
HAWSTONE	11.01	S 1.25	1.29
SHAWNEE		F 1.21	
LEWISTOWN	10.56	S 1.15	S 1.21
GRANVILLE		S 12.42	
ANDERSON		F 12.39	
LONGFELLOW	10.47	S 12.35	1.09
HORNINGFORD		F 12.32	
McVEYTOWN	10.43	S 12.26	1.04
RYDE		S 12.19	
VINEYARD	10.36	S 12.14	12.57
NEWTON HAMILTON		S 12.08	
MOUNT UNION		S 12.02	S 12.48
JACKS BLOCK STA.	10.28	11.59	12.45
MAPLETON		S 11.55	
MILL CREEK	10.22	S 11.49	12.39
ARDENHEIM		F 11.43	
HUNTINGDON	S 10.14	S 11.38	S 12.31
		S 11.12	
DEER BLOCK STATION	10.09	11.09	12.26
WARRIOR RIDGE		S 11.06	
PETERSBURG	10.04	S 11.01	S 12.20
BARREE		S 10.55	
SPRUCE CREEK	9.58	S 10.50	12.12
UNION FURNACE		S 10.45	
SHOENBERGER	9.53	F 10.40	12.06
BIRMINGHAM		S 10.37	
TYRONE	S 9.46	S 10.32	S 11.58
GRAZIER BLOCK STA.	9.43	10.28	11.52
TIPTON		S 10.24	
BELLWOOD		S 10.18	S 11.45
BELL BLOCK STATION	9.36	10.16	11.41
EAST ALTOONA		S 10.10	
ALTOONA	S 9.28	S 10.05	S 11.38
	S 9.23		S 11.23
BO BLOCK STATION	9.20		11.20
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	2	666	8

FIRST CLASS

	510	54	44		
	P. M.	P. M.	P. M.		
		S 2.47	S 3.03		
		2.36	2.53		
		2.31	2.48		
		2 23	2.41		
		2.15	2.33		
		2.07	2.25		
		1.55	2.13		
		1.45	2.04		
		1.40	1 59		
		1.35	1.55		
		1.30	1 50		
		1.21	1.41		
		1.17	1.36		
		1.10	1 29		
		1.02	1 21		
		12.56	1.15		
		12.50	1.09		
		12.47	1 06		
		12.42	1.01		
		12.35	12.54		
		12.30	12.49		
	S 12.22	12.24	12.43		
	12.17	12.22	12.41		
	12.09	12.14	12.33		
	S 12.01	S 12.05	S 12.25		
	S 11.50	S 12.00	S 12.19		
	11.47	11.57	12.16		
	A. M.	A. M.	P. M.		
	DAILY	DAILY	DAILY		
	510	54	44		

STATIONS	FIRST CLASS 24	610	◊74	
Arrive	P. M.	P. M.	P. M.	
HARRISBURG (Phila.Div)	S 6.11		S 6.43	
MACLAY STREET				
ROCKVILLE	6.01		6.33	
MARYSVILLE				
NC BLOCK STATION	5.56		6.28	
PERDIX				
COVE				
KINKORA HEIGHTS				
DUNCANNON	5.48		6.21	
JUNIATA BRIDGE				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	5.40		6.14	
BAILEY				
NEWPORT	S 5.31			
PORT BLOCK STA'N	5.28		6.06	
OLD FERRY				
MILLERSTOWN				
THOMPSONTOWN				
VANDYKE	5.16		5.54	
TUSCARORA				
MEXICO				
PORT ROYAL	F 5.08			
MIFFLIN	S 5.01		5.45	
DENHOLM	④			
WALL BLOCK STATION	4.49		5.40	
HAWSTONE	4.44		5.35	
SHAWNEE				
LEWISTOWN	S 4.37		5.30	
GRANVILLE				
ANDERSON				
LONGFELLOW	4.25		5.21	
HORNINGFORD				
McVEYTOWN	4.20		5.17	
RYDE				
VINEYARD	4.12		5.10	
NEWTON HAMILTON				
MOUNT UNION	S 4.01			
JACKS BLOCK STA	3.57		5.02	
MAPLETON				
MILL CREEK	3.51		4.56	
ARDENHEIM				
HUNTINGDON	S 3.44		4.50	
DEER BLOCK STA	3.38		4.47	
WARRIOR RIDGE				
PETERSBURG	3.33		4.43	
BARREE				
SPRUCE CREEK	3.27		4.37	
UNION FURNACE				
SHOENBERGER	3.22		4.32	
BIRMINGHAM				
TYRONE	S 3.15		4.26	
GRAZIER BLOCK STA.	3.08		4.24	
TIPTON				
BELLWOOD				
BELL BLOCK STATION	3.00		4.16	
EAST ALTOONA				
ALTOONA	S 2.52		S 4.08	
	S 2.42	S 3.50	S 4.03	
BO BLOCK STATION	2.39	3.47	4.00	
Leave	P. M.	P. M.	P. M.	
	DAILY 24	SUN. ONLY 610	DAILY 74	

FIRST CLASS

	608	✠6200	608		
	P. M	P. M.	P. M.		
			S 10.25		
			10.13		
			S 10.10		
			10.07		
			F 10.04		
			F 10.01		
			F 9.56		
			S 9.52		
			S 9.49		
			S 9.44		
			S 9.40		
			F 9.37		
			S 9.33		
			S 9.27		
			9.24		
			S 9.17		
			S 9.08		
			F 9.03		
			F 8.59		
			F 8.56		
			S 8.51		
			S 8.45		
			S 8.39		
			8.35		
			S 8.30		
			F 8.26		
			S 8.22		
			S 8.13		
			F 8.10		
			F 8.06		
			F 8.03		
			S 7.57		
			S 7.50		
			S 7.45		
			S 7.40		
			S 7.34		
			7.29		
			S 7.25		
			S 7.19		
			F 7.13		
		S 6.39	S 7.09		
		6.35	7.02		
			6.52		
		S 6.32	F 6.49		
		S 6.28	S 6.44		
			S 6.39		
			S 6.34		
			S 6.29		
			F 6.25		
			S 6.22		
			S 6.16		
			6.10		
			S 6.06		
			S 6.01		
			5.58		
			S 5.53		
			S 5.47		
	S 5.35				
	5.32				
	P. M.	P. M.	P. M.		
	DAILY EX. SUN. 608	DAILY 6200	DAILY 608		

STATIONS	FIRST CLASS 46	8506	612
Arrive	P. M.	P. M.	P. M.
HARRISBURG (Phila.Div.)	S 9.03		
MACLAY STREET			
ROCKVILLE	8.52		
MARYSVILLE			
NC BLOCK STATION	8.47		
PERDIX			
COVE			
KINKORA HEIGHTS			
DUNCANNON	8.40		
JUNIATA BRIDGE			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	8.33		
BAILEY			
NEWPORT			
PORT BLOCK STATION	8.25		
OLD FERRY			
MILLERSTOWN			
THOMPSONTOWN			
VANDYKE	8.13		
TUSCARORA			
MEXICO			
PORT ROYAL			
MIFFLIN	8.04		
DENHOLM			
WALL BLOCK STATION	7.59		
HAWSTONE	7.55		
SHAWNEE			
LEWISTOWN	SV 7.48		
GRANVILLE			
ANDERSON			
LONGFELLOW	7.37		
HORNINGFORD			
McVEYTOWN	7.33		
RYDE			
VINEYARD	7 26		
NEWTON HAMILTON			
MOUNT UNION			
JACKS BLOCK STA	7.18		
MAPLETON			
MILL CREEK	7.12		
ARDENHEIM			
HUNTINGDON	S 7.05		
DEER BLOCK STATION	7.00		
WARRIOR RIDGE			
PETERSBURG	6.55		
BARREE			
SPRUCE CREEK	6.49		
UNION FURNACE			
SHOENBERGER	6.44		
BIRMINGHAM			
TYRONE	S 6.37	S 7.15	
GRAZIER BLOCK STA.	6.33	7.08	
TIPTON			
BELLWOOD		S 6.59	
BELL BLOCK STATION	6.25	6.56	
EAST ALTOONA		S 6.51	
ALTOONA	S 6.17 S 6.10	S 6.45	S 7.05
BO BLOCK STATION	6.07		7.02
Leave	P. M.	P. M.	P. M.
	DAILY 46	DAILY 8506	DAILY EX. SUN. 612

FIRST CLASS

	●18	6	16	604	
	P. M.	A. M.	A. M.	P. M.	
	S 11.23	S 2.07	S 2.44		
	11.12	1.56	2.33		
	11.07	1.51	2.28		
	11.00	1.44	2.21		
	10.53	1.36	2.14		
	10.45	1.28	2.06		
	10.33	1.16	1.55		
	10.24	1.07	1.46		
	▲				
	10.14	1.02	1.42		
	10.10	12.57	1.38		
	10.05	S 12.50	1.33		
	9.56	12.38	1.24		
	9.52	12.34	1.20		
	9.45	12.27	1.13		
		S 12.17			
	9.37	12.13	1.05		
	9.31	12.07	12.59		
	9.26	S 11.59	12.53		
	9.23	11.53	12.50		
	9.18	11.48	12.45		
	9.12	11.42	12.39		
	9.07	11.37	12.34		
	S 9.00	S 11.30	12.28		
	8.56	11.24	12.26		
		S 11.16			
	8.48	11.13	12.18		
	S 8.40	S 11.05	S 12.08		
	S 8.25	S 10.55	S 11.40	S 11.50	
	8.22	10.52	11.37	11.47	
	P. M.	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	DAILY	
	18	6	16	604	

STATIONS		FIRST CLASS ✠6201 DAILY	✠6251 DAILY	6373 DAILY
Leave		A. M.	P. M.	P. M.
PETERSBURG	S	7.52		
NEFF	F	7.57		
ALEXANDRIA	S	8.00		
ALFARATA	F	8.04		
WATER STREET	S	8.07		
GOODMAN	F	8.12		
BLAIRFOUR	F	8.15		
MOUNT ETNA	F	8.17		
CARLIM	F	8.21		
COVEDALE	F	8.24		
CLOVER CREEK JCT.		8.26		
WILLIAMSBURG	S	8.32		
GANISTER	S	8.36		
POINT VIEW	F	8.39		
FLOWING SPRING	F	8.43		
CANOE CREEK JCT.		8.44		
HORRELL	F	8.46		
REESE	F	8.49		
UPPER REESE	F	8.51		
WHITE BRIDGE	F	8.54		
FRANKSTOWN	S	8.57		
HOLLIDAYSBURG	S	9.04	S 3.22	S 5.05
NEW P'T'G JCT.	S	9.10	S 3.26	S 5.09
SPRING MEADOW	F	9.13	F 3.30	F 5.12
ELDORADO	S	9.17	S 3.35	F 5.16
SOUTH ALTOONA	S	9.20	S 3.39	F 5.20
29TH STREET	S	9.23	S 3.42	5.23
JK BLOCK STATION		9.25	3.45	5.25
ALTOONA	S	9.27	S 3.47	S 5.27
Arrive		A. M.	P. M.	P. M.
		6201	6251	6373

STATIONS	FIRST CLASS 6372	*6250	*6200
Arrive	A. M.	A. M.	P. M.
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.			5.50
WILLIAMSBURG			S 5.45
GANISTER			S 5.41
POINT VIEW			F 5.36
FLOWING SPRING			S 5.32
CANOE CREEK JCT.			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	S 8.30	S 10.14	S 5.11
NEW P'RT'G' JCT	S 8.26	S 10.11	S 5.07
SPRING MEADOW	F 8.23	F 10.08	F 5.04
ELDORADO	F 8.19	S 10.04	F 5.00
SOUTH ALTOONA	F 8.15	S 10.01	S 4.57
29TH STREET	8.13	S 9.58	F 4.54
JK BLOCK STATION	8.11	9.55	4.52
ALTOONA	S 8.10	S 9.53	S 4.50
Leave	A. M.	A. M.	P. M.
	DAILY 6372	DAILY 6250	DAILY 6200

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		
ERB		F 10.44		
PECK		F 10.47		
MARTINSBURG JCT.		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		
Arrive	P. M.	P. M.		
HOLLIDAYSBURG	S 3.22	S 5.05		
LOOP	F 3.17			
RESERVOIR	F 3.13	4.57		
KLADDER	F 3.09			
BROOKES MILLS	S 3.04	S 4.49		
McKEE	S 3.01			
ROARING SPRING	S 2.55			
ERB	F 2.48			
PECK	F 2.45			
MARTINSBURG JCT	F 2.41			
	F 2.30			
CURRY	S 2.23			
PAGE	F 2.05			
HENRIETTA	S 2.00			
Leave	P. M.	P. M.		
	DAILY	DAILY		
	6251	6373		

STATIONS	FIRST CLASS		
	✠6271 DAILY	✠6273 DAILY	
Leave	A. M.	P. M.	
MARTINSBURG	S 10.57	S 2.36	
MARTINSBURG JCT	F 11.02	F 2.41	
Arrive	A. M.	P. M.	
	6271	6273	

MARTINSBURG BRANCH—EASTWARD

STATIONS	FIRST CLASS		
	✠6270	✠6272	
Arrive	A. M.	P. M.	
MARTINSBURG	S 10.54	S 2.33	
MARTINSBURG JCT.	F 10.51	F 2.30	
Leave	A. M.	P. M.	
	DAILY	DAILY	
	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 Jct. to Martinsburg.
No. 6270
No. 6272

STATIONS	FIRST CLASS			
	✱6378 DAILY EX. SUN.	6372 DAILY	✱6380 SUN. ONLY	✱6378 DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	P. M.
BROOKES MILLS		S 8.45		
EAST FREEDOM		S 8.49		
CLAYSBURG		S 8.59		
SPROUL		S 9.03		
QUEEN		S 9.07		
IMLER		S 9.15		
OSTERBURG		S 9.20		
REYNOLDSDALE		S 9.26		
FISHERTOWN		S 9.32		
CESSNA PASSING SID.		9.36		
CESSNA		S 9.38		
YOUNTS		F 9.49		
CHALYBEATE		F 9.54		
MT. DALLAS (H.&S.T.)	S 9.33		S 10.17	S 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	S 9.51	S 10.04	S 10.35	S 3.35
WOLFSBURG		F 10.10		
NAPIER		F 10.14		
MANNS CHOICE		S 10.20		
SULPHUR SPRINGS		F 10.25		
BUFFALO MILLS		S 10.31		
BARD		F 10.35		
MADLEY		F 10.40		
FOSSILVILLE		S 10.45		
HYNDMAN		S 10.53		
BARCLAY PASSING SID.		10.55		
STATE LINE		S 11.08		
CUMBERLAND (W M. Ry.)		S 11.25		
Arrive	A. M.	A. M.	A. M.	P. M.
	6378	6372	6380	6378

STATIONS	FIRST CLASS			
	✱6375	6373	✱6377	
Arrive	A. M.	P. M.	P. M.	
BROOKES MILLS		S 4.49		
EAST FREEDOM		S 4.43		
CLAYSBURG		S 4.34		
SPROUL		S 4.28		
QUEEN		S 4.25		
IMLER		S 4.16		
OSTERBURG		S 4.11		
REYNOLDSDALE		S 4.06		
FISHERTOWN		S 4.01		
CESSNA PASSING SID.		3.57		
CESSNA		S 3.55		
YOUNTS		F 3.44		
CHALYBEATE		F 3.39		
MT. DALLAS (H.&B.T.)	S 10.33		S 3.58	
LUTZVILLE (Mt. Dallas Br.)	F 10.26		F 3.51	
DUNNINGS CREEK JCT.	10.18	3.37	3.43	
BEDFORD	S 10.15	S 3.35	S 3.40	
WOLFSBURG		F 3.11		
NAPIER		F 3.06		
MANNS CHOICE		S 3.00		
SULPHUR SPRINGS		F 2.55		
BUFFALO MILLS		S 2.49		
BARD		F 2.44		
MADLEY		F 2.39		
FOSSILVILLE		S 2.34		
HYNDMAN		S 2.24		
BARCLAY PASSING SID.		2.20		
STATE LINE		S 2.07		
CUMBERLAND (W. M. Ry.)		S 1.50		
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SUN. 6375	DAILY 6373	DAILY 6377	

CLEARFIELD BRANCH
BALD EAGLE BRANCH TRAINS, VAIL TO PARK

STATIONS	FIRST CLASS 8531 DAILY	6404 SUN. ONLY	511 DAILY
Leave	A. M.	P. M.	P. M.
GRAMPIAN		S 12.05	
STRONACH		12.08	
CURWENSVILLE		S 12.19	
SUSQUEHANNABRIDGE		12.30	
RIVERVIEW		12.36	
RV BLOCK STATION		12.40	
MARKET STREET		S 12.47	
CLEARFIELD		S 12.53	
SOUTH CLEARFIELD		F 12.58	
D BLOCK STATION		12.59	
MINERAL SPRING		F 1.09	
WOODLAND		S 1.12	
BIGLER		S 1.18	
WALLACETON		S 1.24	
BLUE BALL		S 1.28	
SANFORD JUNCTION		1.32	
DERBY JUNCTION		1.35	
PHILIPSBURG		S 1.39	
BN BLOCK STATION		1.46	
MILLS BLOCK STATION		1.50	
OSCEOLA MILLS		S 1.53	
RETORT		F 2.03	
SANDY RIDGE		S 2.07	
UI BLOCK STATION		2.12	
GARDNER		2.23	
VAIL	B 10.08	2.35	3.28
PARK BLOCK STATION	10.11	2.40	3.31
TYRONE	S 10.15	S 2.45	S 3.34
Arrive	A. M.	P. M.	P. M.
	8531	6404	511

FIRST CLASS

	515 DAILY EX. SUN.	6402 DAILY EX. SUN.			
	P. M.	P M.			
		S 5.10			
		5.13			
		S 5.24			
		5.35			
		5.41			
		5.45			
		S 5.53			
		S 6.00			
		F 6.05			
		6.06			
		F 6.16			
		S 6.19			
		S 6.25			
		S 6.31			
		S 6.35			
		6.39			
		6.42			
		S 6.46			
		6.53			
		6.57			
		S 7.00			
		F 7.10			
		S 7.14			
		7.19			
		7.29			
	F 5.11	7.40			
	5.14	7.44			
	S 5.18	S 7.50			
	P. M.	P. M.			
	515	6402			

BALD EAGLE BRANCH TRAINS, PARK TO VAIL, EASTWARD

STATIONS	FIRST CLASS			
	578	6401	510	8506
Arrive	A. M.	A. M.	P. M.	P. M.
GRAMPIAN		S 11.21		
STRONACH		11.15		
CURWENSVILLE		S 11.02		
SUSQUEHANNABRIDGE		10.53		
RIVERVIEW		10.48		
RV BLOCK STATION		10.44		
MARKET STREET		10.40		
CLEARFIELD		S 10 39		
SOUTH CLEARFIELD		10 29		
D BLOCK STATION		10 27		
MINERAL SPRING		10 17		
WOODLAND		S 10.15		
BIGLER		S 10.09		
WALLACETON		S 10.03		
BLUE BALL		S 9.58		
SANFORD JUNCTION		9.54		
DERBY JUNCTION		9.51		
PHILIPSBURG		S 9.49		
BN BLOCK STATION		9.31		
MILLS BLOCK STATION		9 26		
OSCEOLA MILLS		S 9.25		
RETORT		F 9.11		
SANDY RIDGE		S 9.09		
UI BLOCK STA		9.05		
GARDNER		8.50		
VAIL	F 8.32	8.37	12.28	F 7.23
PARK BLOCK STATION	8.29	8.34	12.25	7.19
TYRONE	S 8.25	S 8.30	S 12.22	S 7.15
Leave	A. M.	A. M.	P. M.	P. M
	DAILY EX. SUN.	DAILY	DAILY	DAILY
	578	6401	510	8506

STATIONS		FIRST CLASS 6523 DAILY EX. SUN.
Leave		P. M.
IRVONA (Pittsburgh Div.)	S	4.50
PINE RUN JCT.		4.51
BLAIN CITY	S	4.55
COALPORT (Railroad St.)	S	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
Arrive		A. M.
IRVONA (Pittsburgh Div.)	S	9.56
PINE RUN JCT.		9.54
BLAIN CITY	S	9.51
COALPORT (Railroad St.)	S	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

STATIONS		FIRST CLASS 6412 ‡DAILY EX. SUN	6422 ‡DAILY EX. SUN.	6414 (SEE NOTE)	6442 (SEE NOTE)
Leave		A M.	A M.	A M	A. M.
		Will Not Run May 30, July 4, Nov. 24 Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Run Sunday and Dec. 26, 1932	Will Run Sunday and Dec. 26, 1932
OSCEOLA MILLS		S 5.45		S 7.00	
MILLS BLOCK STATION		5.48		7.03	
MILL STREET		S 5.50		S 7.07	
COAL RUN JUNCTION		S 5.53		F 7.10	
GOSS RUN JCT.	Goss Run Br		8.30		
BRISBIN	Goss Run Br		S 8.34		
GOSS RUN JUNCTION		5.58		7.15	
HOUTZDALE		S 6.05		S 7.20	
W. MOSHANNON (Jc A Br.)		S 6.09		S 7.23	
KENDRICK		F 6.11		F 7.25	
RAMEY		S 6.15		S 7.28	
MADERA JUNCTION		6.17		7.30	
BEULAH		S 6.18		S 7.31	
SMOKE RUN		S 6.25			8 04
BECCARIA	Muddy Run Br.	F 6.31			S 8.10
EUREKA NO. 29	Muddy Run Br.	S 6.35			S 8.14
Little Muddy Run Br:—					
ALMADEN (Eureka No. 28)		S 6.59			
FERNWOOD (Jct. J. Br.)		F 7.01			
Jct Little Muddy Run Br.		7.06			
SMOKE RUN		S 7.08		S 7.37	
BANIAN JUNCTION		S 7.10		F 7.40	
MADERA		S 7.15		S 7.48	
Arrive		A M.	A. M.	A. M.	A. M.
		6412	6422	6414	6442

FIRST CLASS

	6416 ‡DAILY EX. SUN.	6418 (SEE NOTE)	6444 ‡DAILY EX. SUN.	6432 ‡DAILY EX. SUN.	6424 ‡DAILY EX. SUN
	A. M.	A. M.	P. M.	P. M.	P. M.
	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Run Sunday and Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 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	3.35		
		S 12.24	S 3.42		
		S 12.28	S 3.48		
				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	6432	6424

STATIONS	FIRST CLASS			
	6441	6431	6411	6413
Arrive	A. M.	A. M.	A. M.	A. M.
	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec 26, 1932	Will Run Sunday and Dec. 26, 1932
OSCEOLA MILLS			S 8.50	S 9.05
MILLS BLOCK STATION			8.48	9.01
MILL STREET			S 8.46	S 8.58
COAL RUN JUNCTION			8.43	F 8.55
GOSS RUN JCT (Goss Run Br)			8.37	
BRISBIN			S 8.35	
GOSS RUN JUNCTION			8.29	F 8.49
HOUTZDALE			S 8.26	S 8.45
W MOSHANNON (Jc. A. Br)				F 8.41
KENDRICK			F 8.16	F 8.39
RAMEY			S 8.13	S 8.36
MADERA JUNCTION			8.11	8.34
BEULAH			S 8.09	S 8.32
SMOKE RUN				
Little Muddy Run Br.—				
ALMADEN (Eureka No. 28)		S 6.58		
FERNWOOD (Jct J. Br.)		F 6.55		
Jct. Little Muddy Run Br.		6 49		
SMOKE RUN	S 6.46	S 6.47		S 8.25
BECCARIA (Muddy Run Br.)	F 6.42			S 8.19
EUREKA NO. 29 (Muddy Run Br.)	S 6.36			S 8.15
SMOKE RUN			S 8.02	S 8.03
BANIAN JUNCTION			S 7.58	S 8.00
MADERA			S 7.55	S 7.55
Leave	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	‡DAILY EX. SUN.	‡DAILY EX. SUN	(SEE NOTE)
	6441	6431	6411	6413

FIRST CLASS

	6421	6443	6415	6417	
	A. M.	P. M.	P. M.	P. M.	
	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 1932	Will Run Sunday and Dec. 26, 1932	Will Run Sunday and Dec. 26, 1932	Will Not Run May 30, July 4, Nov. 24, Dec. 26, 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 EX. SUN.	(SEE NOTE)	(SEE NOTE)	‡DAILY EX. SUN.	
	6421	6443	6415	6417	

STATIONS		FIRST CLASS 6463 DAILY EX. SUN.	6465 DAILY EX. SUN.		
Leave		A. M.	A. M.		
MILROY	Milroy Branch	K. V. R. R. Train	K. V. R. R. 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	
Arrive		A. M	A. M.	P. M.	
MILROY	Milroy Branch	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	
NAGINEY					
SHRADERS					
HONEY CREEK					
REEDSVILLE		S 6.05	S 7.37	S 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			S 7.16		
MAIN STREET			S 7.14		
LEWISTOWN			S 7.10		
Leave		A. M.	A. M.	P. M.	
		DAILY EX. SUN. 6462	DAILY EX. SUN. 6464	DAILY EX. SUN. 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	6477	6469	6471	6475	6473
DAILY EX SUN	SAT. ONLY	DAILY EX. SAT & SUN	DAILY EX. SUN.	SAT. ONLY	DAILY EX SAT & SUN
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train
S 12.20	S 1.32	S 2.32	S 3.37	S 4.51	S 5.05
12.21	1.34	2.34	3.38	4.53	5.07
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.	P. M.
6467	6477	6469	6471	6475	6473

EASTWARD

FIRST CLASS

6476	6468	6470	6474	6472	
P. M.	P. M.	P. M.	P. M.	P. M.	
K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	K. V. R. R. Train	.....
S 1.29	S 2.30	S 3.30	S 4.49	S 5.03	.....
1.27	2.28	3.27	4.48	5.02	.....
F 1.22	F 2.23	.....	F 4.43	F 4.57	.....
S 1.19	S 2.21	.....	S 4.40	S 4.55	.....
1.17	2.19	.....	4.38	4.52	.....
.....	.....	.....	F 4.35	F 4.49	.....
1.12	2.13	.....	4.32	4.47	.....
S 1.10	S 2.12	.....	S 4.31	S 4.46	.....
S 1.08	S 2.10	.....	S 4.29	S 4.44	.....
S 1.05	S 2.07	.....	S 4.25	S 4.40	.....
P. M.	P. M.	P. M.	P. M.	P. M.	
SAT. ONLY	DAILY EX. SAT & SUN	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT & SUN	
6476	6468	6470	6474	6472	

No. 6467 is superior by direction to No. 6468 and No. 6476.
No. 6471 is superior by direction to No. 6472 and No. 6474.

PASSENGER HIGHWAY BUS SERVICE TRIPS BETWEEN LEWISTOWN AND SUNBURY

Westward	STATIONS	Eastward
8831		
DAILY		8832
A. M.		P. M.
11.58	WALNUT STREET	1.47
12.00	CHESTNUT STREET	1.45
12.05	MAIN AND MARKET STS.	1.40
12.10	LEWISTOWN	1.30
P. M.		P. M.
8831		DAILY
		8832

ADDITIONAL STOPS AND FLAG STATIONS

HOLLIDAYSBURG AND PETERSBURG BRANCH

WESTWARD		EASTWARD
✠6201	STATIONS	✠6200
A. M.		P. M.
F 8.52	LIND'S CROSSING	F 5.21
*		*
A. M		P. M.

*Will not stop after Oct. 31st, 1932.

MOSHANNON BRANCH (Muddy Run Br.)

SOUTHWARD			NORTHWARD
✠6444	✠6442	✠6412	STATIONS	✠6441	✠6413	✠6417
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

TRAINS WAIT FOR CONNECTION.

JUNCTION POINT	TRAIN NO.	WAITS UNTIL	FOR TRAIN NO.
HUNTINGDON	6201	8.00 A. M.	623
	608	7.15 P M.	6200
PETERSBURG	613	6.38 P. M.	6200
TYRONE.	578	9.00 A. M.	623
	6401	9.00 A. M.	623
	24	3.25 P. M	6404
	8506	7.30 P. M.	613
BELLWOOD.	6522	9.15 A. M.	623
	608	6.15 P. M.	6523
ALTOONA.	6250	10.15 A. M.	682, 2
	*510	12 15 P M.	54
	74	4.15 P. M.	6251
	608	6.00 P M.	6251, 6373
	75	6.30 P. M.	6523
	8506	7.15 P. M.	46
BEDFORD.	6372	10 15 A. M.	6376
	6377	4.15 P. M.	6373

*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.

U. S. MAIL WORK

STATIONS	WESTWARD							
	609	43	623	13	15	613		
.....	.....	.....	.....	.....	.....	.....	.....	.....
Marysville	.....	.....	†E	†C D	†C D	†C D	.....	.....
Duncannon	.....	.....	†E	†E	†E	†E	.....	.....
Newport	.....	.....	†E	†E	†E	†E	.....	.....
Millerstown	.....	.....	.....	†C D	†C D	†C D	.....	.....
Thompsontown	.....	.....	.....	†C D	.....	‡C D	.....	.....
Tuscarora (Kilmer)	.....	.....	.....	.....	.....	†C D	.....	.....
Mexico	.....	.....	.....	‡C D	.....	‡C D	.....	.....
Port Royal	.....	.....	†E	†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	.....	.....	†E	.....	.....	.....	.....	.....
Bellwood	.....	.....	†E	.....	†E	.....	.....	.....

C—Mail caught from crane only

D—Mail delivered only.

C 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 84.)

U. S. MAIL WORK

EASTWARD

662	42	8	24	608	46	18	6				
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	.....	†C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	†C D	†E	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	*E	†E	✠E	†E	.....	.....	.....	.....	.....	.....	.....
†E	†D	†C D	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	.....	†C D	.....	.....	.....	.....	.....	.....	.....	.....	.....
†C D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	.....	‡C D	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	†D	‡C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	†E	†E	✠E	†E	.....	.....	.....	.....	.....	.....	.....
†E	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	*E	†E	✠E	†E	†E	.....	✠E	.....	.....	.....	.....
†E	†C D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	†C D	.....	.....	†E	.....	.....	.....	.....	.....	.....	.....
.....	.....	‡C D	.....	.....	.....	.....	.....	.....	.....	.....	.....
†E	†C D	†C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	*E	†E	*E	†E	.....	.....	✠E	.....	.....	.....	.....
†E	†C D	†C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	.....	†C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	*E	†E	*E	†E	†E	.....	†E	.....	.....	.....	.....
.....	†C D	‡E	.....	†E	.....	.....	.....	.....	.....	.....	.....
.....	.....	†C D	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	†D	†C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
.....	†C D	†C D	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	*E	†E	*E	†E	†E	*E	†E	.....	.....	.....	.....
.....	.....	.....	.....	†E	.....	.....	.....	.....	.....	.....	.....
†E	†C D	†E	✠D	†E	.....	.....	.....	.....	.....	.....	.....

ARRANGED FREIGHT TRAIN SERVICE

WESTWARD

TRAIN	LEAVES	ARRIVES	LEAVES	RUNNING TIME	YARD TIME
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	
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	
PG 5	NC 11.30 A.	Antis 5.00 P.	BO 6.00 P.	5.30	1.00
WP- 15			BO 12.01 P.		
TRS 3	NC 2.00 P.	Antis 9.00 P.	BO 7.00 A.	7.00	10.00
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
SW 1	NC 3.30 P.	Antis 7.15 P.	BO 8.30 P.	3.45	1.15
PG 13			BO 3.45 P.		
CE 1	NC 4.45 P.	Antis 9.45 P.	BO 11.15 P.	5.00	1.30
PG 15	NC 12.01 P.	Antis 7.00 P.	BO 6.00 A.	6.59	11.00
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
PG 19	NC 11.30 P.	Antis 8.00 A.	BO 10.00 A.	8.30	2.00

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
VL 2	BO 7.15 A.	Antis 8.45 A.	NC 1.30 P.	1.30	4.45
CMB	BO 8.00 A.	Antis 9.30 A.	NC 2.00 P	1.30	4.30
PG 34	BO 9.00 A.				
SS 2	BO 9.00 A.	Antis 2.00 P.	Park 3.45 P.	5.00	1.45
JA 2	BO 10.00 A.				
AH 16		Antis10.00 A.	Park 11.15 A.		1.15
FW 8	BO 10.30 A.	Antis11.30 A.	NC 3.15 P.	1.00	3.45
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
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
BL 34		Antis11.00 P.	NC 5.00 P.		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
AW 2		Antis 9.00 P.	Park 11.15 P.		2.15
AE 2	BO 9.45 P.				
RA 14		Antis10.00 P	Park 12.15 A.		2.15
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 time shown conveys no Time Table authority.

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	6291	DUNCANNON	13	666
662	6291	NEWPORT	42	666
662	666	MILLERSTOWN		
662	666	THOMPSONTOWN		
662	666	PORT ROYAL		
662	6291	MIFFLIN	13	666
662	608	LEWISTOWN	13	608
666	661	McVEYTOWN		
666	661	NEWTON HAM'TN		
42	613	MOUNT UNION	42	613
623	661	MAPLETON		
666	661	MILL CREEK		
623	608	HUNTINGDON	623	608
623	661	PETERSBURG		
666	666	SPRUCE CREEK		
666	666	UNION FURNACE		
623	666	BIRMINGHAM		
42	18	TYRONE	42	18
6401	608	BELLWOOD		
All Trains		ALTOONA	All Trains	
6201	6200	HOLLIDAYSBURG		
6201	6201	HORRELL		
6201	6200	WILLIAMSBURG		
6201	6201	ALEXANDRIA		
6250	6251	ROARING SPRING		
6270	6273	MARTINSBURG		
6250	6251	CURRY		
6372	6373	EAST FREEDOM		
All Trains		CLAYSBURG		
All Trains		SPROUL		
All Trains		IMLER		
All Trains		REYNOLDSDALE		
All Trains		FISHERTOWN		
All Trains		BEDFORD	All Trains	
All Trains		MANN'S CHOICE		
All Trains		BUFFALO MILLS		
All Trains		HYNDMAN		
All Trains		CUMBERLAND	All Trains	
All Trains		MT. DALLAS		
All Trains		SANDY RIDGE		
6411	6402	OSCEOLA MILLS		
All Trains		PHILLIPSBURG		
All Trains		BLUE BALL		
6401	6402	WALLACETON		
All Trains		BIGLER		
All Trains		WOODLAND		
All Trains		CLEARFIELD		
All Trains		CURWENSVILLE	All Trains	
All Trains		GRAMPIAN		
6411	6417	HOUTZDALE	6418	6418
6411	6417	RAMEY		
All Trains		SMOKE RUN		
All Trains		MADERA		
6522	6523	BLANDBURG		
6522	6523	GLASGOW		
6522	6523	COALPORT	6522	6523
		LEWISTOWN, Chestnut St.		
6464	6472	BURNHAM		
6464	6473	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.

Employes 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, Ⓐ, Ⓑ, Ⓒ Ⓓ, 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, newspapers 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.

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 Monday only, for safe delivery of mail.

Y—Regular stop Sunday only.

ⓒ—Stop to change engines and crews.

Ⓐ—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.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches, are not inter locked, 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.

S6. HAND, FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Enginemen will not acknowledge a fusee as prescribed by Rule 14(g) o o when fusee is placed on or near track as required by rule.

D702. 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.

D703. Rule 14 amplified.

The engine whistle signal prescribed by Rule 14(m)———, will not be used except when approaching railroad crossings at grade and non-stop points where mail is caught or delivered.

D704. Rule 14 amplified.

Sound: — — o o o.

Indication: When passenger trains intend to stop for coal, water, hot parts etc., advance information must be given by sounding the above whistle signal when passing the last interlocking station before reaching the point at which the stop is to be made, or as much earlier as possible by throwing message off at an interlocking station.

D705. Rule 14 amplified.

Sound: — — o.

Freight trains that do not intend to stop for water must give the above whistle signal when passing interlocking stations as follows:

WESTBOUND

WHISTLES TO BE SOUNDED AT	INDICATES NO STOP AT
Lewis	Ryde
Jacks	Warrior Ridge
Forge	Tipton

EASTBOUND

Jacks	Ryde

D706. Rule 14 (dc) — — — — o o and (eg) — — — — — o o in effect:

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.

Rule 14 (dc) — — — — o o in effect:

Denholm—Coaling tracks A, B, C and D.
Huntingdon—Icing track A.

Rule 14 (eg) — — — — — o o in effect:

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

D707. 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.

D708. 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).

D709. 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.

D710. 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.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING STATIONS.

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

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

S9. COMMUNICATING SIGNALS.

D901. Rule 16 amplified.

Sound: (ja) o o o o o o

Indication: When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS

D1001. 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.

D1002. 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.

D1004. 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.

D1005. Rule 21 (a) will apply on double, three or more tracks.

(a) On Single Track Portions of the 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.

D1006. 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.

D1007. 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.

D1008. 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.

S11. USE OF SIGNALS.

D1101.—

D1102. 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.

D1103. Rule 34—When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal" except Rule 275.

D1104. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees 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.

S13. 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. Also Bulletin Board points on K. V. R. R., H. & B. T. M. R. R., and B. C. R. R., where general orders of this division as indicated 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 Eastbound Repair Yard		
Altoona, Asst. Yard Master's Office, WJ		
East Altoona, Engine Dispatcher's Office	Pittsburgh Eastern Division Conemaugh Monongahela Williamsport Philadelphia	A,B,C,D,E,F A A,B A,C A,B,C,E A
East Altoona, Crew Dispatcher's Office, ND	Pittsburgh Conemaugh Monongahela Williamsport Philadelphia	A,B,C,D,E,F A,B A,C A,B,C,E A
East Altoona, Pittsburgh Division Engine Storage Siding		

LOCATION	Other Divisions	Zones
Tyrone Enginehouse	Philadelphia Williamsport Sunbury	A A,B,C,D,E D
Osceola Mills, Yard Master's Office	Williamsport Sunbury	A,B,E D
Osceola Mills Engine House	Williamsport Sunbury	A,B,E D
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

S14. GENERAL ORDERS.

S14A. 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 Employes' 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 employes' 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-Table 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.

Hollidaysburg and Petersburg Branch:
Between JK and Eldorado
Between Wye and W
Between F and PG

Clearfield Branch:
Between Mills and BN

D1502. Track assignment.

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

Hollidaysburg and Petersburg Branch:

	Eastward	Westward
Between JK and Eldorado	No. 1	No. 2
Between Wye and W	No. 3	No. 4
Between F and PG	No. 1	No. 2

Clearfield Branch:

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

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 Forge to NC.	No. 3 track Spruce to Antis.
	No. 4 track Antis to BO.

Eastward and Westward Passenger.

No. 3 track BO to RO.

Eastward Freight	Westward Freight
No. 1 and A tracks BO to JK.	No. 4 track NC to View
No. 1 track Antis to Forge	No. 3 track View to Spruce
No. 2 track Spruce to View	No. 2 track Spruce to Forge.
No. 3 track View to NC.	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.

D1503—

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

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.

Nos. 661 and 671 use No. 5 track Lewistown to Lewis; No. 5 track Huntingdon to Deer. Will set off empty milk cars at Mifflin, Lewistown and Huntingdon.

No. 666 will perform milk service formerly handled by P-38. On arrival at Mifflin will back to yard track promptly to be passed by Nos. 54, 8 and 44.

No. 5 use No. 3 track Mifflin to Wall to pass No. 613.

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

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.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers 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. Rule 83. That clearance message CT 1246 given by the signalman without consulting the Dispatcher be used where information is given to train at its initial station on any division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a—In the application of Rule 83a, this information may be given verbally.

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, Denholm, 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.

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

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, Shoenberger and Spruce Creek—

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.

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 W.
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. Rule 9 modified. The N. Y. C. grade crossing at Betz Junction protected by stop boards and distant signals fixed in caution position. Night signals will not be displayed.

All trains of both railroads must stop at stop board and not proceed over crossing until the crew has ascertained that the movement 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.

D1607. 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.

D1608. 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

D1609. Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

D1610. All Highway Crossing Signals protecting grade crossings operate when trains approach on main track with or against the current of traffic. These signals do not operate when reverse movement is made after passing crossing or for movements on other than main track.

When shifting movements are being made which operate highway crossing signals but do not obstruct or approach the highway, a trainman must be stationed at the crossing to expediate highway traffic.

Highway Crossing Signal at Alfarata will not be operated by movement on No. 1 track while this track is occupied with stored cars.

Highway Crossing signals at Barree 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.

D1611. Trainmen must not stand on top of engine tenders, box cars or other high cars, while passing under signal bridges, overhead water plugs, 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.)

D1612. 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.

D1613. 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.

D1614. 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.

D1616. 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.

D1617. 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.

D1618. "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.

D1619. 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.

D1620. 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.

D1621. 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.

D1622. 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 switches at East Tyrone Scales will be normally set for movements from No. 1 to No. 8 yard tracks.

D1623. Westward movements on No. 3 track from junction of Hollidaysburg and Petersburg Branch, single track, to crossover from No. 3 to No. 4 track just west of "W" will be made by permission of Signalman at Wye.

Normal position of switches at W 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.

D1624. 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".

D1625. 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

D1626. 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.

D1627. 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.

D1628. The Conductors of Passenger trains having on the rear a lounge car, or other car, on which markers cannot be turned with safety while running at normal speed, must so report to enginemen,—Westward trains at Harrisburg, Eastward trains at Altoona.

When such a train is diverted speed must be reduced to the extent necessary to allow flagman to turn marker with safety, when a hand signal to proceed must be given promptly from the rear.

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. Westward freight trains on Hollidaysburg and Petersburg Branch stopping at Ganister, between 5 o'clock and 6 o'clock P. M. must stop east of the crossing at St. Clair Lime Stone Company's Works, so as not to interfere with the handling of U. S. mail to and from No. 6200, when that train is using No. 1 track from Ganister to Williamsburg.

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

D1637. 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.

D1638. 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

D1639. 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
A portion of Moshannon Branch and Branches of Moshannon Branch as follows:	
Portion of Moshannon Branch from Betz Jct. to McCartney	Train Dispatcher
Branches of Moshannon Branch	
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	

Branches of Clearfield Branch as follows:	
Osceola Mapleton Philipsburg Derby Sanford Graham Liveright Pennville	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

D1640. 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.

D1641. 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.

D1642. Jefferson and Washington Streets crossings, Mount Union, 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.

D1643. The public crossing just south of Roaring Spring must be protected by train crews at all times, before passing over it.

D1644. 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.

D1645. The public crossing at Main Street, Madera, must be protected by train crews at all times before passing over it.

D1646. 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.

D1647. 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.

D1648. The public crossing at Pennsylvania Avenue, Tyrone, must be protected by train crews at all times before passing over it.

D1649. 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.

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 221 (a).

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

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rule 97.

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 rear.

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 FG and JK, and No. 2 westward freight track between 14th Street Interlocking and JK, 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.

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	25.50	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	18.46
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 Agency.

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.

D3601. Maximum Speed.

		Miles per hour.
Passenger trains	Main Line:	
	With passenger engines or Gas-Electric Rail motor cars — on Passenger tracks	70
	With passenger engines or Gas-Electric Rail motor cars — on Main Frt. tracks	50
	With Gasoline Rail Motor cars — on Passenger tracks	55
	With Gasoline Rail Motor cars — 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
	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
	With freight engines	30
	Morrison's Cove Branch:	
	With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	35
	With freight engines	35
	Bedford & Mt. Dallas Branches:	
	With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	35
	With freight engines	35
	Clearfield Branch:	
	With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	40
	With freight engines	40
	Moshannon Branch:	
	With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	30
	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
	With freight engines	25
	Fairbrook Branch:	
	With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	24
	With freight engines	24
	Bellwood Branch:	
	With passenger engines or with Gas-Electric or Gasoline Rail Motor Cars	30
	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
	Milroy Branch, East of Walnut Street, Lewistown.	
	With passenger or freight engines or with Gas-Electric or Gasoline Rail Motor Cars	25

		Miles per hour
Passenger trains while backing	Unless otherwise specified	
	Martinsburg Branch:	
	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, Bloomfield and Mt. Dallas Branches	20
	Clearfield Branch	30
	Moshannon Branch	30
	All Branches of Clearfield and Moshannon Branches	15
	Fairbrook Branch	15
	Bellwood Branch	25
	Lewistown Branch between Lewistown 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 Moshannon Branches	15
	Bellwood Branch	20
	Lewistown Branch between Lewistown 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 trailing 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.

D9002, Speed indicated below must not be exceeded between stations named:

Main Line:	Tracks.	Miles per hour.
10th Street, Altoona, to GD	3 & 4	40
Approaching Automatic Block Signal 2345, east of GD	4	60
Between Antis and Petersburg eastward slow freight	1 & 2	25
Between Antis and Petersburg eastward arranged service, freight	1 & 2	35
Between Grazier and Forge	5	15
Spruce Interlocking	3 & 4	40

	Tracks.	Miles per hour.
Approaching automatic Block signal No. 2073 east of Petersburg	4	65
Approaching automatic Block signal No. 2074 east of Petersburg	1	65
Between Deer and Huntingdon	A-C	30
Approaching Automatic Block Signal 2006 west of Ardenheim	1	60
Approaching Automatic Block Signal 1905, west of Mount Union	4	65
Approaching Automatic Block Signal No. 1897 east of Mount Union	4	65
Newport Old Line	Running Track	10
Hollidaysburg 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 Hollidaysburg passenger station and Montgomery Street	Main Tracks	15
Between W and F	Yard Running Track	15
Over Switches at W	3 & 4	10
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.

Main Line:	Miles per hour.	Time between speed limit boards (Seconds)
0.8 mile east of Duncannon	40	36
0.3 mile east of Thompsontown, 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

Hollidaysburg and Petersburg Branch:	Miles Per Hour.
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 Carlim	30
From Covedale to 0.9 miles west of Williamsburg	30
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 Altoona 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 Jct.	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	30
Chalybeate	30
1.0 mile south of Bedford to 1.2 miles south of Bedford	30
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 Jct.	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.

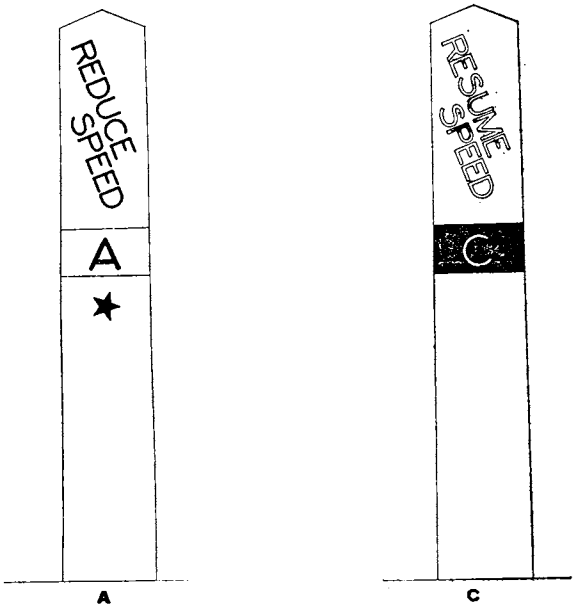
Work extra and extra trains, except light engines	12
Light engines	20

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			55			
Hollidaysburg and Petersburg 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

Wher 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 crossover not interlocked 10 miles per hour.

D2005. 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.

D2006. 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

D2007. Maximum speed for class H-6, H-8, and H-9 engines when running backwards between Vail and Mills, 15 miles per hour.

D2008. 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

D2009. 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.

D2010. 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.

D2011. 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.

D2012. 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.

D2013. When No. 666 is 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.

D2014. 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 deadhead 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.

D2015. 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.

D2016. 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.

D2017. 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.

D2018. All movements with Brown Hoist Ballast Cleaning Machine must be made at a speed not exceeding 20 miles per hour.

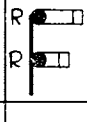
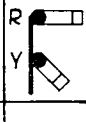
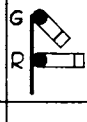
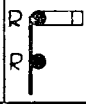
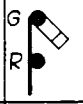
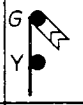
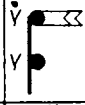
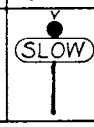
D2019. Snow plows must be brought to a stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

D2020. 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.					
	1 Stop.	2 Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.	3 Proceed.	4 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.	5 At "WILSON"—Proceed—manual block clear. (Next signal at stop.)	6 At "WILSON"—Proceed—manual block clear. (Next signal at "approach" or "clear.")
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 crossing north of Philipsburg.

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

S22. BLOCK SIGNAL RULES.

D2201. 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.

D2202. 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.

D2203. 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).

D2204. 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.

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 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.

D2207. 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.

D2208. 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.

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.

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 Wye.
Morrison's Cove Branch between W and Henrietta.
Martinsburg Branch between Martinsburg Jct. and Martinsburg.

Bedford Branch between Brookes Mills and State Line.
Mt. Dallas Branch between Dunning's Creek Jct. 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 Jct.
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 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, between W and Wye and between BN and Mills.

D2305. 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.

D2306. Hand signals will be used by Signalman Wye to give block indication to eastward trains.

D2307. Rule 362: Form "C" Card amplified to read:
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.

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.

D2308. 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.

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.

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.

D2309. 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.

(To be printed on green paper, size 5½ x 3½)

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.

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 RO and FG on No. 3 track. New Rule 418.
Between JK and BO on No. 3 track. New Rule 418.
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. Rule 465 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.

D2403. 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 FG 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.

S25A. Rule 505 (a).—

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. Rule 505 (e) 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.

D2505. 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.

D2506. 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

D2507. Automatic train control system in effect as shown below except as follows:

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

When pushing cars;

When operating against the current of traffic;

Non-equipped engines operating between FG Block Station and Bell Block Station.

1. MAIN LINE—

EASTWARD—No. 3 track FG Block Station to Antis Block Station No. 1 and 2 tracks, Antis Block Station to View Block Station No. 1 and 3 tracks, View Block Station to NC Block Station.

WESTWARD—No. 2 and 4 tracks NC Block Station to View Block Station No. 3 and 4 tracks View Block Station to Spruce Block Station No. 2 and 3 tracks Spruce Block Station to Forge Block Station No. 3 and 4 tracks, Forge Block Station to Antis Block Station.

No. 4 track Antis Block Station to FG 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, Lewistown.

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.

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 or Elmira 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 engineman, 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.

For the movement of Bald Eagle Branch trains Nos. 8531, 8506, 515 and 578 between Tyrone and Altoona, an engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition, or an engine equipped with automatic train control in operative condition, will be considered as an equipped engine.

D2508. 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 engineman 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

D2509. 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, 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.

S26. INTERLOCKING RULES

S26A. 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).

D2602. Rule 362: Form "C" Card, amplified to read:

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

D2603. 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.

D2604.

Interlocking Plant:	Operated by:
Lauver	Mifflin
Denholm	Wall
Lewistown	Lewis
Eldorado	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.
Wye	Electric lock on hand operated switch, No. 3 track, to siding.
Wilson	Electric lock on hand operated switch at east end of Wye.
	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 fusees.
Night Signals—two red lanterns, two white lanterns, torpedoes and fusees.

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:

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
Hollidaysburg 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

Pintsch Gas Siding, east of 9th Street.

Shaffer Stores Co. Sidir g, 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.

Hollidaysburg 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.

830. ELECTRICAL OPERATION.

831. EMPLOYE'S REGISTER.

831A. 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.
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:

Engine crews ordered at Altoona, Hollidaysburg, Huntingdon, Lewistown, Newport and State Line, will report 15

minutes in advance of time crew is ordered for, except engine crews of Middle, Williamsport, and Elmira Divisions, also of former Tyrone Division and former Bellwood Branch, when reporting at East Altoona, who will report 20 minutes in advance of time crew is ordered for.

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.

Employes 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
Harrisburg	L. S. HOWARD, M.D.	
	413 Market Street	P. R. R. 427
	H. B. WALTER, M.D.	
	1317 N. Third Street	2-1997 Bell
	G. B. KUNKEL, M.D.	
	118 Locust Street	9567 Bell
	H. F. SMITH, M.D.	
	130 State Street	2-1853 Bell
	G. B. STULL, M.D.	
	Harrisburg Hospital	5221 Bell
	CARSON COOVER, M.D.	
	Harrisburg Hospital	5221 Bell
	A. L. PAGE, M.D.	
	1315 Derry Street	3-5713 Bell
	P. A. DECKARD, M.D.	
	814 N. Second Street	9883 Bell
	R. M. HURSH, M.D.	
	709 N. 3rd Street	2-3838 Bell
	M. H. SHERMAN, M.D.	
	502 N. Second Street	6479 Bell
	H. F. LANSHE, M.D.	
	801 N. Second Street	6975 Bell
Duncannon	B. F. BEALE, M.D.	443 Bell
Mifflin	D. M. CRAWFORD, M.D.	7-R-12 Bell
	W. H. BANKS, M.D.	26-R-2 Bell
Lewistown	S. W. SWIGART, M.D.	123 Bell
McVeytown	C. M. JOHNSON, M.D.	
Mount Union	W. J. CAMPBELL, M.D.	34 Bell P. R. R.—Jacks
Huntingdon	F. L. SCHUM, M.D.	264 Bell
	H. C. FRONTZ, M.D.	10 Bell
Petersburg	I. S. PLYMIRE, M.D.	58-R-11 Bell
Tyrone	FRANK PATTERSON, M.D.	P. R. R. 79 613J Bell
	W. S. MUSSER, M.D.	51 Bell
	WM. L. LOWRIE, M.D.	65 Bell
Osceola Mills	G. A. RICKETTS, M.D.	123 Bell
Ramey	W. STEELE BRYAN, M.D.	7-R-2 Bell H & C 15-E
Philipsburg	JOHN K. HENDERSON, M.D.	Res. 72 Bell H & C 246-W
Clearfield	J. PAUL FRANTZ, M.D.	146-J Bell H & C 57
Grampain	J. A. MILLER, M.D.	42-R-11 Bell
Bellwood	B. B. LEVENGOOD, M.D.	121 Bell
Altoona	J. D. FINDLEY, M.D.	Res. 4679 Bell Office 2-7737 Bell
	W. H. HOWELL, M.D.	
	1108 Thirteenth Ave.	2-7425 Bell
	S. P. GLOVER, M.D.	
	1118 Twelfth Ave.	6332 Bell
	S. W. HURST, M.D.	P. R. R. 106
	1223 Eleventh Ave.	Night P.R.R. 3
Hollidaysburg	C. I. ROBINSON, M.D.	542 Bell 544 Bell
	H. J. SOMMER, M.D.	145 Bell
Roaring Spring	W. A. NASON, M.D.	49-R Bell
Williamsburg	R. R. WHITTAKER, M.D.	56 Bell
Claysburg	C. O. JOHNSTON, M.D.	909-R-12 Bell
Bedford	W. F. ENFIELD, M.D.	42 Bell
Cumberland	E. F. RAPHEL, M.D.	P.R.R.-St. Line 1368 Bell

D3202. HOSPITALS

LOCATION	NAME AND ADDRESS	TELEPHONE
Harrisburg....	HARRISBURG HOSPITAL.....	5221 Bell
Lewistown....	LEWISTOWN.....	8 Bell P. R. R. 500
Huntingdon...	J. C. BLAIR MEMORIAL HOSP.	90 Bell
Tyrone.....	COMMUNITY AMBULANCE....	Call City Opr.
Philipsburg ...	PHILIPSBURG STATE HOSP'L..	123 Bell H & C 251 H & C 253
Clearfield	CLEARFIELD HOSPITAL.....	36-J Bell H & C 483 H & C 484
Altoona.....	THE ALTOONA HOSPITAL.....	5156 Bell
Roaring Spring	THE NASON HOSPITAL.....	915R2-1 Bell
Cumberland Md.....	ALLEGHENY HOSPITAL.....	1463 Bell

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.

333. USE OF TELEPHONES

333A. 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.

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 reducton 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 DE Block Station 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.

D3409. 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.

D3410. Rule 706 modified. 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.

D3411. 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.

D3412. Rule 735 amplified. Dead-head special cars and dining cars, must be handled with the engine with air brakes in service.

D3413 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.

D3414. Rule 739. Relative to snow burning oil applies also to Gas-Electric motor cars.

D3415. 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.

D3416. Rule 832 amplified:

To the signal equipment for each crossing watchman or gateman, add:

Fusees,
Whistle.

Fourth paragraph to read:

"When a train, engine or any type of rail equipment is approaching.....

D3417. 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.

D3418. 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.

D3419. 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.

D3420. Eastward Freight Trains when taking water at Cove must stop train west of crossing at west end of station platform

D3421. 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.

D3422. 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.

D3423. 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.

D3424. 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.

D3425. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked passing through Altoona.

D3426. 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 nuetral. 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.

D3427. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

D3428. 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.

D3429. 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.

D3430. 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.

D3431. 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 StationMaster, 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.

D3432. Hot Boxes on Passenger Trains: Facilities for repairing hot boxes on passenger trains are provided as follows:

Cooling hose, sponging material, etc., Cove, Bailey, Thompsontown, Denholm, Lewistown, Longfellow Water Station, Ryde Water Station, 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.

D3433. 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.

D3434. When passenger enginemen find it necessary to ask for assistance or to exchange engines, they will notify the Superintendent by wire from the first available point 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 Signalman by four short blasts of the whistle and the message will be thrown off without stopping.

D3435. 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.

D3436. 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.

D3437. 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.

D3438. Signalmen will keep Dispatchers notified of extreme weather conditions in the vicinity of their block stations, such as continuous fogs, severe snow storms, etc.

D3439. 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.

D3440 Employes receiving train orders direct must at end of trip or day forward them to Division Operator, Altoona.

D3441. 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. Employes 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 lookout 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.

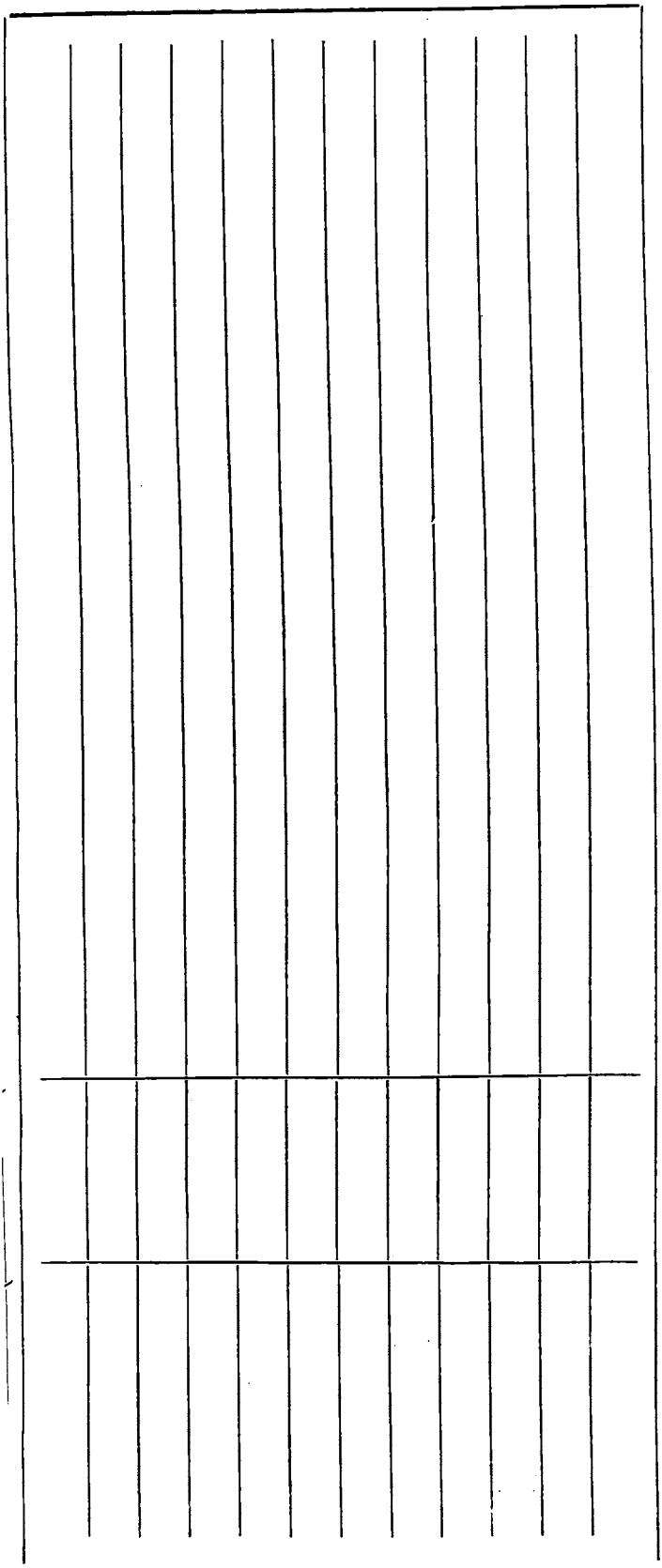
The following signals will be used where other signals are not required:

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**

Home Division _____ **Name** _____ **Occupation** _____

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR.



GENERAL ORDERS.

MIDDLE DIVISION

GENERAL ORDER No. 1501 ZONE A
GENERAL ORDER No. 1501 ZONE B
GENERAL ORDER No. 1501 ZONE C
GENERAL ORDER No. 1501 ZONE D
GENERAL ORDER No. 1501 ZONE E
GENERAL ORDER No. 1501 ZONE F

Altoona, Penna., April 15, 1932.

Effective 12.01 P. M. Sunday, April 24, 1932.

Time Table No. 15 takes effect 12.01 P. M., Sunday, April 24, 1932, and contains the necessary instructions issued in the General Orders up to and including

GENERAL ORDER No. 1415 ZONE A
GENERAL ORDER No. 1412 ZONE B
GENERAL ORDER No. 1410 ZONE C
GENERAL ORDER No. 1414 ZONE D
GENERAL ORDER No. 1411 ZONE E
GENERAL ORDER No. 1409 ZONE F

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 15 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. 15 takes effect.

MAIN LINE:

(a)

No. 24 will make "B" stops daily except Saturday, Sunday and school holidays at Newton Hamilton, Vineyard and Ryde, until June 7, 1932, inc.

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

(b) 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.

(c) 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.

(d) 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.

This General Order is printed in Time Table No. 15, and will not be issued in sticker form.

J. B. PHELAN,
Superintendent.