J. W. Houser.

# THE PENNSYLVANIA RAILROAD

**EASTERN REGION** 

# EASTERN PENNSYLVANIA

# MIDDLE DIVISION

Time-Table No. 15

In effect 2.01 A. M., Sunday, April 30, 1950

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW, General Manager.

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

A. J. GREENOUGH, General Superintendent.

> W. C. ALLEN, Sup't Freight Transportation.

P. M. ROEPER, Superintendent.

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com http://PRR.Railfan.net

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	35
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#### MAIN LINE

gu	gu	tion	nit		from	Sidin D Car 45	ga Assi irection Capac ft. can	gned n ity
Interlocking	Interlooking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	East	West	Both
X X X	X	X X-O		HARRISBURG (Phila. Div.) ROCKVILLE BANKS	5.3 8.6			
=					0.0			
				DIVISION POST (Phila. Div.)	8.8 9.7			
				COVE	9.7 10.7			
×	X	X-O		VIEW	14.3			
				DUNCANNON	14.8 18.0			
				IDOOUGIS SHOP TRACK	21.0			- <b></b> -
				VIEW DUNCANNON AQUEDUCT IROQUOIS SHOP TRACK BALLEY	22.9			
				NEWPORT	97 4			
X	X	X-0	[	PORT	28.8 32.7 37.7 40.8 43.0			
				MILLERSTOWN	32.7			
				THOMPSONTOWN VAN DYKE TUSCARORA PORT ROYAL MIFFLIN	40.8			
			1	TUSCARORA	43.0			
-==-	-==-		J	PORT ROYAL	46.2			
X	X	X-0		MIFFLIN	49.0 51.6			
·x·	×	X-O	<b>}</b> -	DENHOLM WALL	52.4			
				HAWSTONE	55.9			
				SHAWNEE	57.8			
-;;-	-55-	ءَ عَدَا		LEWISTOWN	60.6			
ж	X	X-0	'	LEWIS GRANVILLE LONGFELLOW	61.8			
				LONGFELLOW	68.3			
					68.3 72.5 76.7 78.8			
			.	RYDE	76.7			
			·[	NEWTON HAMILTON	78.5 82.5			
				MOUNT UNION	85.1			
×	X	X-C		JACKS	86.1			
			.	MAPLETON	88.4			]
		\	.	ARDENHEIM	91.6 95.1			
				MOVEYTOWN RYDE. VINEYARD NEWTON HAMILTON. MOUNT UNION. JACKS MAPLETON. MILL CREEK ARDENHEIM. HUNTINGDON.	97.0			
X	X	X-C		HUNT DEER	97.0			
х			.	DEER	99.4			
				WARRIOR RIDGE PETERSBURG	101.2 103.3			
×				PETE	103.3			
				PETE BARREE TUNNEL SPRUCE	106.6			
X	-==-			TUNNEL	107.6			
X	X	X-C	·	SPRUCE CREEK	108.8		[	
			·	SPRUCE CREEK UNION FURNACE	109.2			
		1		I BIRMINGHAM	110.8 114.2			1
×	X	X-C	)	FORGE	115.6	1		.
-x	×	15.		TYRONE.	116.6	1		
X	, x	X-C	'	TIPTON	117 .8 120 .6			
				GRAY TIPTON. BELLWOOD.	124.0			
X X X	X X X	X-C		BELL ANTIS WORKS	124.7	·		
X	X	X-C		ANTIS	126.8			
x	X		-	WURKS	130 .2			
-x	×	X-C		ALTOONA ALTO SLOPE	130 .8 131 .1			
X	X	X-C		SLOPE	131.7	1		
<u> </u>	<u> </u>	J	.l	DIVISION POST (Pgh. Div.)	131.8	<u> </u>	<u> </u>	

NOTE—X indicates in service continuously.

O indicates trainphone in service.

## Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Deer	Hunt
Pete	Hunt
Tunnel	Spruce

#### HOLLIDAYSBURG & PETERSBURG BRANCH

ding	ding.	Station	nit	STATIONS	from	Car	gs Ass irectio Capae ft. ca	n city
Interlocking	Interlocking Station	Blook St	Block-Limit Station	STATIONS	Distance from Petersburg	East	West	Both
×		×		PETERSBURG.	0.5			
				HATFIELD	3.5			
				ALEXANDRIA	5.0			
				ALFARATA WATER STREET	6.2 7.1			
					7.1			
				GOODMAN	8.9			
				BLAIRFOUR MOUNT ETNA	10.6 11.3			
				COVEDALE CLOVER CREEK JCT.	14.0 15.1			
			×		15.1			
			^	SPRINGWILLIAMSBURG	17.3			
				CANTOTED CALL	19.3			
				GANISTER CANOE CREEK JCT.	22.8			
				HORRELL	24.0			
				HORRELLFRANKSTOWN	28.5			
			×	TATO A NUTZ	രെഭി			
			^	JCT. MOR. COVE BR.	31.0			
			x	HOLLS	31.0			
			^	HOLLY HOLLIDAYSBURG	31.3			
×	×	X-0						
	^	A-U		WYE ELDORADO	35.6			
X				ELDO	35.6			
- 😯 :	X	X-0		ALTO	38.6			
^	_ ^			ALTOONA	38.9		•	
			<u>'</u>		03.0			

NOTE-X indicates in service continuously.

O indicates trainphone in service.

The direction from Petersburg to Altoona is westward.

#### Block-Limit stations controlled as follows:

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

#### Block Station—Remote controlled as follows:

Block Station	Controlled by
Pete	Hunt (Main Line)

#### Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Pete	Hunt (Main Line)
Eldo	Wye

# BEDFORD BRANCH BEDFORD SECONDARY TRACK

gu	tion		from	Car	gs Ass irectio Capa ft. ca	n city
Interlocking Interlocking Station	Block Station	STATIONS	Distance from Altoona	North	South	Both
	x	BROOKES MILLS BROOK EAST FREEDOM CLAYSBURG SPROUL GUEEN IMLER OSTERBURG REYNOLDSDALE FISHERTOWN CESSNA YOUNTS	14.2 14.2 15.7 20.3 21.6 23.4 27.2 29.9 32.3 34.5 36.8 41.5			19
	x	DUNNINGS CREEK JCT.	44.7 44.7 45.8 45.8			
	x	WOLFSBURG MANNS CHOICE BUFFALO MILLS BARD MADLEY HYNDMAN STATE STATE LINE CUMBERLAND (W.M. Ry.)	48.7 53.7 58.9 60.4 62.6 68.8 75.0 76.2			52

NOTE— $\mathbf{X}$  indicates in service continuously.

#### Block-Limit stations controlled as follows:

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

## MT. DALLAS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dun- nings Creek Jot.	D Car	gs Assi irectio Capac ft. car	n sitv
			- <del>x</del> -	DUNNINGS CREEK JCT				
				CLIFFS	0.5			
				LUTZVILLE ASHCOM	3.6 5.2			
				MT. DALLAS	6.9			
			X	DALLAS	6.9			

NOTE—X indicates in service continuously.

#### Block-Limit stations controlled as follows:

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

# CLEARFIELD BRANCH CLEARFIELD SECONDARY TRACK

Bu	Bu	tion	nit		Distance from Tyrone	D Car	gs Ass irectio Capa ft. ca	n city
Interlocking	Interlooking Station	Blook Station	Block-Limit Station	STATIONS		North	South	Both
	l	l <b></b>		GRAMPIAN	52.5		l	1
				STRONACH CURWENSVILLE	50.8			
			-==-	CURWENSVILLE	47.1			
			X	CUR	46.8			
			$\mathbf{x}$	ČLEARFIELD FIELD	40.5 39.1			
			^	WOODLAND SIGLER.	34.3			29
				BIGLER	31.9			29
					29.4			88
			x	LACE	29.4			00
				BLUE BALL	27.1			
				GRAHAM > 8	25.3			
×	X		l	GRAHAM S RG (N.Y.C.R.R.) (*)	23.7			
			X	PHIL	23.5			
				PHILIPSBURG	23.2			
	1			MAPLE	20.8			
		В	В	WALLACE TUN LACE BLUE BALL GRAHAM RG (N.Y.C.R.R.) (*) PHIL PHILLIPSBURG MAPLE MILLS OSCEOLA MILLS	19.2			
				DETECTION OF THE PROPERTY OF T	18.8			
			1	RETORTSANDY RIDGE	14.8			
			X	SUMMIT.	13.1			75
			^	VAIL	3.1			1.5
				N. END CLASS'FN. YARD.	1.9			
===	1	1	1					===
X	X	X		PARK 17th STREET, TYRONE	1.5			
				17th STREET, TYRONE	0.9			l
	<u> </u>	<u> </u>		TYRONE				<u> </u>

NOTE-X indicates in service continuously.

B indicates in service part-time.

The direction from Park to Tyrone is southward.

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

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

Station	Hours in Service
Mills	8.01 A.M. to 12.01 A.M. daily except Sunday.

#### Block-Limit stations controlled as follows:

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

## BALD EAGLE BRANCH

ŗ	ing	ation	mit	STATIONS	from	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlooking	Interlocking Station	Blook Station	Blook-Limit Station	STATIONS	Distance from Tyrone	East	West	Both	
X	X	х-о		LOCK HAVENPOST	54.2 52.5			183	
_	1	=	1	DIVISION POST (Susq. Div.)	52.0			_	
	-			MILL HALL	51.3				
ŤX	-			EAST BEECH	47.2				
				BEECH CREEK	45.9	~		234	
×	-	1		WEST BEECH.	45.1			201	
	1			EAGLEVILLE	44.3			1	
X	-			WOOD	40.9				
				HOWARD	39.7			68	
	-		}	MT. EAGLE	36.6				
×	-			CAND	35.9				
	_			HOLTERS	35.2				
				CURTIN	34.4				
X	X	X-0		MILES	30.8				
	_			MILESBURG SNOW SHOE INT.	30.8			137	
	_			SNOW SHOE INT.	29.5				
X				BAKER	29.4 25.9	l			
	1			UNIONVILLE	25.9				
X				EAST JULIAN	21.5				
	-			JULIAN	21.4			144	
X				WEST JULIAN	20.1				
	-			MARTHA	17.2				
	-			PORT MATILDA	13.8			129	
-==	-			HANNAH	10.6				
X				BEAVER	9.7	ļ			
-==	-			DIX	8.1				
×				EAGLEBALD EAGLE	6.1			408	
-==	-			BALD EAGLE	5.0				
X	-5-	×	<b> </b> -	VAIL	3.1			-100	
Х	X	X		PARK	1.5			160	
	<u>-l</u>	1	1	TYRONE (Clearfield Bch.)		1		1	

NOTE—X indicates in service continuously.

O indicates trainphone in service.

## Interlockings—Remote controlled as follows:

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

# BELLEFONTE BRANCH MONTANDON SECONDARY TRACK

ing	ding	Station	mit 1	STATIONS		Car	gs Ass irectio Capac ft. ca	n eity
Interlocking	Interlocking Station	Block St.	Blook-Limit Station	STATIONS	Distance Tyrone	East	West	Both
<b>x</b>	X	х-о	 х	MILES	30.8 30.8 33.5 33.6			
			x	PLEASANT GAP-WHITE DIVISION POST (Susq. Div.) Track	37.0 37.4 37.4			

NOTE—X indicates in service continuously.

O indicates trainphone in service.

#### Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Font	Miles
White	Miles

#### MILROY SECONDARY TRACK

ing	ing	Station	nit		from st., Lew'tn	Car	gs Ass irectio Capa ft. ca	n city
Interlooking	Interlocking Station	Block Str	Block-Limit Station	STATIONS	Distance Chest't S	East	West	Both
				CHESTNUT ST., LEWISTOWN				1
				(Jet Lewistown Secondary Track) WALNUT ST., LEWISTOWN BURNHAM YEAGERSTOWN.	0.5			
				MANN WATER STATION	3.6 5.0			
				REEDSVILLE	5.4			
<b></b> -				HONEY CREEK SHRADERS	8.3			
				NAGINEY	9.1 9.6			
				MILROY	11.1	ļ		

#### LEWISTOWN SECONDARY TRACK

- Su	ng	Station	nit		from	Car	gs Assi irectio Capac ft. ca	n city
Interlocking	Interlocking Station	Block Sta	Block-Limit Station	STATIONS	Distance Lewist	Esst	West	Both
			x	LEWISTOWN (Main Line) MAIN ST., LEWISTOWN CHESTNUT ST., LEWISTOWN. STREET MAITLAND WAGNER McCLURE BEAVER SPRINGS BEAVERTOWN PAXTONVILLE	1.4 5.3 12.6 17.1 23.3 25.5 30.1			
			x	MIDDLEBURG MEISER KREAMER CLIFFORD SAL DIVISION POST (Susq. Div.)	33.0 36.3			

NOTE-X indicates in service continuously.

#### Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Street	Lewis (Main Line)
Sal	Lewis (Main Line)

#### BELL-SLOPE SECONDARY TRACKS

Bu	ng	tion	nit		from	Car	gs Ass irection Capa ft. ca	n citv
Interlooking	Interlooking Station	Blook Station	Block-Limit Station	STATIONS	Distance Bell	East	West	Both
$\overline{\mathbf{x}}$	X	X-O		BELL (Main Line) EAST END HOMER YARD				1
٠ <u>ټ</u> ٠		V 75		EAST END HOMER YARD	1.5			
X	x	x.o		HOMER.	2.1 2.7 3.1			
				FARM	3.1			
				FURNACE	3.3			
x	х			ROSE	4.0			
				BRUSH JUNIATA SHOPS	4.6 4.8			
×	x			WORKS.	5.5			
X	X			SOUTH.	5.5			
	-==-			7th ST., ALTOONA	5.7			
X	X	X-0		ALTO	6.4			
_ <u>x</u> _	_X_	X-O	l	SLOPE	7.0			l

NOTE-X indicates in service continuously.

O indicates trainphone in service.

#### SPRINGFIELD SECONDARY TRACK

Interic Interic Stat Block- Stat Stat	cing	cking	Station	imit on	STATIONS	from ter	l D	gs Ass irectio Capac ft. ca	n
	Interlocking	Stati		H.81	STATIONS	Distance Ganist	East	West	Both
GANISTER (H.&P. Branch) 4.7 ROYER 4.7 MORREIL 5.8					GANISTER (H.&P. Branch) ROYER				

#### FRANKSTOWN-HOLLY SECONDARY TRACKS

ng	gu	Station	Limit ion		from	Car	gs Ass irectio Capse ft. ca	n sitv
Interlocki	Interlocking Interlocking Station	Block Sta	Block-Lin Station	STATIONS	Distance Franks	East	West	Both
			x	FRANKSTOWN (H.&P. Branch) FRANK W. END EAST, ADVANCE YD. E. END RELAY YARD JONES ST., HOLLIDAYSBURG. HOLLY	0.9 1.0 2.0 2.7			

NOTE—X indicates in service continuously.

#### MORRISON COVE SECONDARY TRACK

뛢	ng	Station	ni <b>t</b>	from		Sidings Assign Direction Car Capacity 45 ft. cars		
Interlooking	Interlockir Station	Block Sta	Block-Limit Station	STATIONS	Distance f	North	South	Both
			X	HOLLY (Jot. H.&P. Branch)	7.8			
			X	BROOKES MILLS	14.2 14.2			
				McKEE	15.2			
			1	ROARING SPRING	17.4			
				ORE HILL	20.3			
				MARTINSBURG JCT	21.5			
				MARTINSBURG CURRY	22.2 24.0			

NOTE—X indicates in service continuously.

#### Block-Limit stations controlled as follows:

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

#### PHILIPSBURG SECONDARY TRACK

ng	ng	Station	STATIONS	from	D Car	gs Ass irection Capa ft. ca	n nity	
Interlocking	Interlocking Station	Block Sta	Block-Lin Station	STATIONS	Distance Phil	North	South	Both
			<b>X</b>	PHIL (Clearfield Secondary Track) LOCH LOMOND JCT. (N. Y. C. R. R. Crossing)	1.6			

NOTE—X indicates in service continuously.

#### MOSHANNON SECONDARY TRACK

a u	gui	Station	mit	STATIONS	from	D Car	gs Ass irectio Capac ft. ca	n city
Interlocking	Interlocking Station	Block Sta	Block-Limit Station	STATIONS	Distance from Mills	North	South	Both
		В	В	MILLS (Jct. Clearfield Sec. Track)				1
				JCT. M.&C. SECONDARY TRK. JCT. COAL RUN SECONDARY	2.0			
				TRACK	2.1	i	i	
			Х	COAL	2.1 5.7			
				HOUTZDALE	5.7			
				JCT. AMESVILLE SECONDARY TRACK	6.9			i
	ì	1	x	RAM	6.9	<del>-</del>		
				RAMEV	8.9			
				JCT. LITTLE MUDDY RUN SEC- ONDARY TRACK	ĺ			
	l			ONDARY TRACK	11.3			
			<b>-</b> -	SMOKE RUN	11.6			
				MADERA	14.1			
				BETZ JCT. (N.Y.C.R.R. Crossing) McCARTNEY	14.6 21.0			
	l		I==	MOCARINEI	21.0	l		<del></del>

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Station	Hours in service
Mills	8.01 A.M. to 12.01 A.M. daily except Sunday.

#### Block-Limit stations controlled as follows:

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

#### MOSHANNON AND CLEARFIELD SECONDARY TRACK

Interlocking	erlocking tation	ck Station	ck-Limit tation	STATIONS	Distance from M. & C. Jet.	Car 45	gs Ass irection Capa- ft. ca	on city rs
Inte	Interl	Block	Block- Stat		Dis	North	South	Both
				M.&C. JCT. (Moshannon Secondary Track)				Ī
				BEAVER JCT. EDNIE JCT. BROOKWOOD SHAFT	1.2 3.9 7.4			

#### COAL RUN SECONDARY TRACK

ing	ing	SUCITATE IN THE STATE OF THE ST	Distance from Coal	Car	gs Assi irectio Capac ft. ca	n ity		
Interlocking	Interlocking Station	Block Ste	Block-Lin Station	STATIONS		North	South	Both
				COAL RUN JCT. (Moshannon Secondary Track)		1		
			x	COAL				
				MORGAN RUN JCT. BURLEY JCT.	2.7 5.9			
		l	l	MEASE COLLIERY No. 2	7.9			

NOTE-X indicates in service continuously.

#### AMESVILLE SECONDARY TRACK

ing	ing	Station	nit.		from ille Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars				
Interlooking		Blook St		STATIONS	Distance f Amesvil	North	South	Both		
			x	AMESVILLE JCT. (Moshannon Seoondary Track) RAM IMPERIAL COLLIERY No. 2	2.2					

NOTE-X indicates in service continuously.

#### LITTLE MUDDY RUN SECONDARY TRACK

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

## MUDDY RUN SECONDARY TRACK

Яu	ing	Station	ıit	STATIONS	from Run Jet.	Car	gs Ass irectio Capa ft. ca	n sitv
Interlocking	Interlocki Station	Block Sts	Block-Limit Station		Distance Muddy	North	South	Both
				MUDDY RUN JCT. (Moshannon Secondary Track) SMOKE RUN JCT. BECCARIA BLACK OAK COLLIERY No. 3	0.1 2.0 3.1			

## SNOW SHOE SECONDARY TRACK

ng	ng	Station	ait.		from hoe Int.	Car	ings Assigned Direction ar Capacity 45 ft. cars	
Interlocking	Interlocking Station	Block Sta	Block-Limit Station	STATIONS	Distance Snow S	East	West	Both
				SNOW SHOE INT. (Bald Eagle Br.)	5-5			
				SCHOOL HOUSE	2.5 3.8			
				NO. 1 SWITCH BACK	6.1			
				NO. 2 SWITCH BACK	6.5			
				NO. 3 SWITCH BACK.	7.2			1
				NO. 4 SWITCH BACKRHOADS	8.1 10.7			
				SNOW SHOE	17.3			

	IOPORG		•	
		FIRST	CLASS	
	<b>‡</b>	037	◊51	1
STATIONS	DAILY	1		
	EX. SUN.	DAILY	DAILY	
	-	<b> </b>		
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)	<b>S</b> 12.50			
ROCKVILLE	1.00	2.02	2.10	
MARYSVILLE	H 1.05			
BANKS		2.07	2.15	
VIEW	¦ខ 1.11	2.13	2.21	
DUNCANNON	<u></u>			
NEWPORT	[ e	i		
PORT	1.25	2.27	2.35	
MILLERSTOWN	4			
THOMPSONTOWN	130			
PORT ROYAL	6			
MIFFLIN	1.44	2,45	2.54	
DENHOLM	10			
WALL	1.48	2.49	2.58	
HAWSTONE				
LEWISTOWN	1.57			
LEWIS	1.67	2.58	3.07	
McVEYTOWN	Will Not Run			
RYDE	July 3,			
NEWTON HAMILTON	July 4.			
MOUNT UNION				
JACKS	2.20	3.20	3.29	
MAPLETON	0.00			
HUNTINGDON	2.32	3.30	3.40	
PETERSBURG				
BARREE	<b></b>			
SPRUCE	2.44	3.41	3.52	
FORGE	2.55	3.51	4.02	
TYRONE	0.00			
GRAY	3.00	3.55	4.05	<u> </u>
BELL	3.08			<u></u>
	<b>S</b> # 3.18	- //	S# 4.22	
ALTOONA	3.25	4.16	4.29	
SLOPE	3.28	4.19	4.32	
Arrive	A. M.	A. M.	A. M.	
	35	37	51	
		l		

	1	FIRST	CLASS		
	<b>‡</b>	<b>‡●97</b>	◊55	•11	<b>‡●93</b>
	DAILY	DAILY EX. SUN.			DAILY EX. SUN.
	EX. SUN.	& MON.	DAILY	DAILY	& MON.
	A. M.	A. M.	A. M.	A. M.	A. M.
	S# 2.24		<b>\$</b> # 3.02	,	E# 4.00
	2.34		3.12	3.40	
	2.39	2.50	3.17	3.45	4.16
	2.46	2.56	3.23	3.51	4.22
	£	زز			
	å 3.02	3.10	3.37	4.05	4.37
	1 -	0.10	0.01	1.00	1.0.
	1504				
	[]	l <u></u>			
	3.22	3.28	3.55	4.25	4.56
	<u>ت</u>				
	B 3.27	3.32	3.59	4.29	5.00
••••	Wild.				
	3.37	3.41	4.08	4.39	5.10
	3.37	3.41	4.08	4.39	<del></del>
	Will Not Rus	Will Not Run May 31,	4.08	4.39	Will Not Run May 31,
	3.37	Will Not Run May 31, July 5,	4.08	4.39	Will Not Run May 31, July 5,
	Will Not Run July 3, July 4.	Will Not Run May 31, July 5, Sept. 5.			Will Not Run May 31, July 5, Sept. 5.
	Will Not Rua	Will Not Run May 31, July 5,	4.08	4.39 5.02	Will Not Run May 31, July 5,
	Will Not Rus July 3, July 4.	Will Not Run May 31, July 5, Sept. 5. 4.06	4.29	5.02	Will Not Run May 31, July 5, Sept. 5.
	Will Not Run July 3, July 4.	Will Not Run May 31, July 5, Sept. 5. 4.06		5.02	Will Not Run May 31, July 5, Sept. 5.
	Will Not Rus July 3, July 4.	Will Not Run May 31, July 5, Sept. 5. 4.06	4.29	5.02	Will Not Run May 31, July 5, Sept. 5.
	Will Not Rus July 3, July 4.	Will Not Run May 31, July 5, Sept. 5. 4.06	4.29	5.02	Will Not Run May 31, July 5, Sept. 5.
	3.37 Will Not Run July 3, July 4.  4.02	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 4.40 4.50	4.29	5.02 <b>Q</b> 5.13 5.24 5.34	Will Not Run May 31, July 5, Sept. 5. 5 . 33
	3.37 Will Not Rua July 3, July 4.  4.02  4.13  4.25 4.35	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 4.40 4.50 E 6.15	4.29 4.39 4.51 5.01	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35	Will Not Run May 31, July 5, Sept. 6. 5 . 33 5 . 43 5 . 54 6 . 04
	3.37 Will Not Rua July 3, July 4.  4.02  4.13  4.25 4.35	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 	4.29 4.39 4.51 5.01	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35 5.37	Will Not Run May 31, July 5, Sept. 5. 5 . 33 5 . 43 5 . 54 6 . 04
	4.02 4.13 4.25 4.35	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 	4.29 4.39 4.51 5.01 5.04 5.11	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35 5.37 5.46	Will Not Run May 31, July 5, Sept. 5.  5.33  5.43  5.54 6.04  6.07 6.15
	4.02 4.13 4.25 4.36 4.47  D# 4.57	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 4.40 4.50 E 6.15 6.20 6.30 E# 6.40	4.29 4.39 4.51 5.01 5.04 5.11 \$# 5.20	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35 5.37 5.46 <b>E</b> 5.56	Will Not Run May 31, July 5, Sept. 5.  5.33  5.43  5.54 6.04  6.07 6.15  E# 6.25
	4.02 4.13 4.25 4.35 4.47  D# 4.57	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 4.40 4.50 E 6.15 6.20 6.30 E# 6.40 7.10	4.29 4.39 4.51 5.01 5.04 5.11 \$# 5.20 5.24	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35 5.37 5.46 <b>E</b> 5.56 6.01	Will Not Run May 31, July 5, Sept. 5.  5.33  5.43  5.54 6.04  6.07 6.15  E# 6.25 6.35
	4.02 4.13 4.25 4.36 4.47  D# 4.57	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 4.40 4.50 E 6.15 6.20 6.30 E# 6.40	4.29 4.39 4.51 5.01 5.04 5.11 \$# 5.20 5.24	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35 5.37 5.46 <b>E</b> 5.56 6.01 6.04	Will Not Run May 31, July 5, Sept. 5.  5.33  5.43  5.54 6.04  6.07 6.15  E# 6.25
	4.02 4.13 4.25 4.35 4.47  D# 4.57	Will Not Run May 31, July 5, Sept. 5. 4.06 E 4.27 4.40 4.50 E 6.15 6.20 6.30 E# 6.40 7.10	4.29 4.39 4.51 5.01 5.04 5.11 \$# 5.20 5.24	5.02 <b>Q</b> 5.13 5.24 5.34 <b>Q</b> 5.35 5.37 5.46 <b>E</b> 5.56 6.01	Will Not Run May 31, July 5, Sept. 5.  5.33  5.43  5.54 6.04  6.07 6.15  E# 6.25 6.35

		FIRST	CLASS	
STATIONS	#0671 MONDAY ONLY	13 DAILY	#⊕95 DAILY EX. SUN. & MON.	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.).			<b>E</b> # 9.25	
ROCKVILLE		7.10	ł	
MARYSVILLE				
BANKS			1	
VIEW		7.21		
DUNCANNON				
NEWPORT.				
PORT	<u>'                                     </u>	·		
MILLERSTOWNTHOMPSONTOWN	,			
PORT ROYAL				
MIFFLIN				
DENHOLM				
WALL		8.07	10.26	
HAWSTONE				
LEWISTOWN		<b>S</b> 8.18		
LEWIS		8.22	10.36	
McVEYTOWN	Will Run		Will Not Run	
RYDE	May 31,		May 31,	
NEWTON HAMILTON	July 5, Sept. 5.	<b>S</b> 8.45	July 5, Sept. 5.	
MOUNT UNION	<u>'</u>		<u>'</u>	
JACKS	***************************************	8.49	;	
MAPLETONHUNTINGDON		\$ 9.03		
PETERSBURG				
BARREE SPRUCE		9.16	11 04	
FORGE		9.16		
TYRONE	1	\$ 9.28		
GRAY		9.33		
BELL		9.41		
(			<b>E</b> #12.05	
ALTOONA	E 6.45	10.00		
SLOPE	6.48	10.03		
Arrive	A. M.	A. M.	P. M.	
1441140	671	13	95	

	FIRST CLASS						
	◊25	17 SUNDAY	19 DAILY	<b>♦75</b>	}		
	DAILY	ONLY	EX. SUN.	DAILY	,		
	A. M.	P. M.	P. M.	Р. М.			
	\$ 10.43	\$ 12.25	\$ 12.45	S# 2.07			
	10.53	12.35	_ 12.55	2.17			
			<b>F</b> 12.58				
	10.58	12.40	1.01	2.22			
		12.47		2.28	ø		
		\$ 12.50			형		
***********	11 10	\$ 1.05		2 42	3		
	11.18	1.10	1.32	2.72	7		
			F 1.37		eet )		
			F 1.43 F 1.51		<u></u>		
	11 38	<b>S</b> 1.33		3.00	§		
***************************************		J 1.33	9 1.00	3.00			
	11.40	1.38	2.00	3.04	Ž		
	11.40	1.00	2.00	3.04	o .		
	<b>S</b> 11.50	S 1.48	S 2.15		d		
	11.54			3.13	<b>S</b>		
	·	\$ 2.05			Ä		
					<u>e</u>		
	[		F 2.40		ğ		
		<b>S</b> 2.20	\$ 2.46		<u></u>		
	12.17	2.25	2.50	3.35			
			F 2.53				
	12.27	<b>\$</b> 2.50	<b>\$</b> 3.13	3.45			
	12.38						
	12.48						
	S 12.51						
	12.56						
	1.06				<u></u>		
	<b>S</b> # 1.16			<b>S</b> # 4.32			
	1.20			4.36			
	1.23	4.44	5.08	4.39			
	P. M.	P. M.	P. M.	P. M.			
•	25	17	19	75	1		

		FIRST		ţ	
	<b>♦33</b>	23	<b>♦77</b>		
STATIONS			i	1	
	DAILY	DAILY	DAILY		
	l				
Leave	P. M.	P. M.	P. M.		
HARRISBURG (Phila. Div.)_	S 4.22	S# 5.23	S# 7.11		
ROCKVILLE	4.32	<sup>*</sup> 5.33	7.21		
MARYSVILLE	[				
BANKS	4.37	5.38	a 7.26		
VIEW	4.43	5.44	7.32		
DUNCANNON		0.44	g 7.32	į.	
NEWPORT			l≌ <sup>*</sup>		
PORT		5.58	§ 7.46		
MILLERSTOWN	1		<u>g</u>		
THOMPSONTOWN			¥		
PORT ROYAL					
MIFFLIN.		6.16	○ 8.04	[	
DENHOLM	<del></del>	- 0.10	7. 0.04		
WALL	5.19	6.20	£ 8.08		
		6.20	8.08		
LEWISTOWN					
LEWIS-	1	6.33	2 0 17		
McVEYTOWN	0.20				
RYDE					
NEWTON HAMILTON					
MOUNT UNION		<b>S</b> 6.55			
	5.50				
JACKS	8.80	6.58	8.39		
HUNTINGDON	6.00	<b>S</b> 7.10	8.49		
		3 7.10	8.49		
PETERSBURG					
BARREE				[	
SPRUCE	6.11	7.23	9.00		
FORGE	6.21	7.33	9.10		
TYRONE		<b>S</b> 7.35	• • • • • • • • • • • • • • • • • • • •		
GRAY	6.24	7.40			
BELL	6.31	7.49	9.20		
ſ	S# 6.40	S# 7.59	S# 9.29		
ALTOONA	6.44	8.03	9.33	 	
SLOPE	6.47	8.06	9.36		
Arrive	P. M.	P. M.	·		
Arrive	33		P. M.		
	33	23	77		

 FIRST CLASS						
◊49	◊59	●29	<b>◊31</b>	<b>♦69</b>		
 ] 	DAILY	DAILY	DAILY	DAILY		
	P. M.	P. M.	Р. М.	P. M.		
 	S# 7.30	U# 8.06	R# 8.37	<b>S</b> # 8.43		
 •	7.40	8.15	8.47	8.53		
 φ	7.45	8.20	s 8.52	8.58		
	7.51	0.05	8.58	0.04		
 8	7.81	8.27	6	9.04		
83			16			
 986	8.05	8.41	9.12	9.18		
 1504			1504			
 o		0.50	0 00	0.00		
 en	8.23	8.59	9.30	9.36		
 ·						
 Å	8.27	9.03	9.34	9.40		
 rj			mj			
 <b>3</b>	8.36	9.12	9.43	9.49		
 	0.50	0.12		0.40		
 			Į			
 			ļ			
 			<u> </u>			
 	8.58	9.34	10.05	10.11		
	9.08	9.44	10.15	10.21		
 	9.08	9.44	10.18	10.21		
 			<u> </u>			
 	9.19	9.55	10.26	10.32		
 	9.29	10.05	10.36	10.42		
 	9.32	10.08	10.39	10.45		
 	9.39	10.15	10.46	10.52		
 	9.48	U#10.24 10.27	<b>R</b> #10.55	<b>S</b> #11.01		
 	9.55	10.30				
 			11.02	11.08		
 i	P. M.	P.·M.	P. M.	P. M.		
 	59	29	31	69		
1			l	į		
i						

	1	FIRST	1	1
	◊41	\( \dag{1}	i	
STATIONS	V	\ <del>-</del>		1
)	DAILY	DAILY	DAILY	
			t	<b></b>
Leave	P. M.	P. M.	P. M.	1
HARRISBURG (Phila. Div.)_	X# 8.48	\$ 9.17	Y 9.28	
ROCKVILLE	8.58		9.38	
MARYSVILLE	[		ļ	
BANKS	9.03	9.32	<sub>∞</sub> 9.43	ļ
VIEW	9.09	9.38	g 9.49	
DUNCANNON				
NEWPORT			8	[
PORT	9.23	9.52	ម្ពុំ 10.03	
MILLERSTOWN	·	<u>'</u>		<u> </u>
THOMPSONTOWN	,		205	1
PORT ROYAL			}=	
MIFFLIN	9.41	10.11	o 10.21	
DENHOLM	i		o .	
WALL	9.45	10.15	₽ 10.25	
HAWSTONE			A	
LEWISTOWN	\$ 9.54		<u> </u>	
LEWIS	9.57	10.24	E 10.34	
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION			•	
JACKS	10.19	10.46	10.56	
MAPLETON				
HUNTINGDON	10.29	10.56	11.06	
PETERSBURG				
BARREE				
SPRUCE	10.41	11.07	11.17	
FORGE	10.51	11.17	11.27	
TYRONE				
GRAY	10.54	11.20	11.30	
BELL	11.01	11.27	11.37	
	<b>U</b> #11.11	<b>S</b> #11.36	Y#11.46	
ALTOONA	11.15	11.40	11.50	
SLOPE	11.18	11.43	11.53	
Arrive	P. M.	P. M.	P. M.	
	41	1	21	<u>.</u>

FIRST CLASS						
	71	\	♦39	♦67		
	DAILY	DAILY	DAILY	DAILY		
	Р. М.	P. M.	Р. М.	Р. М.		
	S 10.42	<b>U</b> #11.08	U 11.18	<b>5</b> 11.50		
	10.52		11.28			
	10.57	11.23	11.33	12.05		
_	11.04	11.29	11.39	12.11		
	1	11.20	11.00	12.11	{	
	11.18	11.43	11.53	12.25		
	]					
	11.36	12.02	12.12	12.43		
	]					
	11.40	12.06	12.16	12.47		
	11.50	12.15	12.25	12.56		
	12.13	12.37	12.48	1.18		
	<b>S</b> 12.24	12.47	12.58	1.28		
		l				
	12.41	12.59		1.39		
	12.51	1.09	1.20	1.49		
	<b>\$</b> 12.58					
	1.03	1.12		1.52		
	1.10					
			U# 1.39			
	1.24	1.33	1.43	2.14		
	1.27	1.36	1.46	2.17		
	A. M.	A. M.	A. M.	A. M.		
	71	3	39	67		

	- 10			
		FIRST	CLASS	
STATIONS	60	66	22	
Arrive	A. M.	A. M.	A. M.	i
HARRISBURG (Phila. Div.)	S 2.52	S 3.01	S 3.11	
ROCKVILLE	2.42	2.51	3.01	
MARYSVILLE	İ	Í	[	
BANKS	<u> </u>	2.46	2.56	
VIEW	g 2.30	2.39	2.49	
DUNCANNON	(a)			
NEWPORT	8	[		
PORT	2.17	2.26	2.36	<u> </u>
MILLERSTOWN				
THOMPSONTOWN	<u> </u>	<b></b>		
PORT ROYAL	<u> </u>			
MIFFLIN	1.58	2.07	2.17	
DENHOLM				
WALL	1.54	2.03	2.13	
HAWSTONE	7			
LEWISTOWN	ğ			
LEWIS	1.44	1.53	2.03	
MoVEYTOWN	Will Not Run			
RYDE	July 3, July 4.			
NEWTON HAMILTON	July 4.			
	1 00	4 04		
JACKS	1.22	1.31	1.41	
HUNTINGDON.	1.12	1.21	1.31	
		1.21	1.31	
PETERSBURG				
BARREE				
SPRUCE	1.01	1.10	1.20	
FORGETYRONE	12.51	1.00	1.10	
GRAY	12.48	12.57	1.07	
BELL	12.42	12.51	1.01	
BELLL		•		
ALTOONA	12.34 <b>\$</b> #12.30	12.43 <b>S</b> #12.39	12.53 <b>\$</b> #12.49	
			. "	
SLOPE	12.27	12.36	12.46	
Leave	A. M.	A. M.	A. M.	
				<del></del>
	DAILY			i
	EX. SUN. $\pm \lozenge 60$	DAILY	DAILY	
	# \00	\	VEE	

## **EASTWARD**

		LAGIT	MAND		l L
		·	CLASS		
	j 86	36	4	38	
	A. M.	A. M.	A. M.	A. M.	
	\$ 3.30	\$ 3.30	D 3.39		
	3.20	3.20	3.29	3.52	
	3.15	0 15		3.47	
	# : <del></del>	m 3.15	3.24	3.47	
	ੋ 3.08	§ 3.08	3.17	3.40	8
	£,	£,	<u></u>		ğ
	2.55	2.55	3.04	3.27	98 86
		ä 2.00			Δ
	205	204			205
	[	Ţ			[
	2.36	2.36	2.45	3.08	
	\	Ö			[
	2.32	2.32	2.41	3.04	ā
	) <u>e</u>				Ę.
	2.22	2.22	2.31	2.54	X
	<del> </del>				
	Will Run July 3,	Will Not Run			
	July 4.	July 3, July 4.			
	<u> </u>	<u></u>			
	1.59	1.59	2.09	2.32	
	1.49	1.49	1 50	0.00	
	1.70		1.59	2.22	
	1.38	1.38	1.48	2.11	
	1.28	1.28		2.01	
	1.25	1.25	1.35	1.58	
	1.19	1.19	1.29	1.52	
	1.11	1.11	1.21	1.44	
	<b>S</b> # 1.07	<b>S</b> # 1.07	D# 1.17	<b>S</b> # 1.40	
	1.04	1.04	1.14	1.37	- <u></u>
	A. M.	A. M.	A. M.	A. M.	
	SUNDAY	DAILY			
	ONLY	EX. SUN.	DAILY	DAILY	مسسد
	<b>♦86</b>	<b>‡ ◊36</b>	<b>◊4</b>	<b>⊘38</b>	<b>◊48</b> _
į	!	(			

# SLOPE TO HARRISBURG

	į .	FIRST	·	1
STATIONS	40	68	76	<b></b>
Arrive	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.).	<u> </u>			
ROCKVILLE		4.47		
MARYSVILLE			1	
BANKS	4.34	4.42	m 4.53	 
VIEW	4.27	4.35	4.46	
DUNCANNON.	4.21	4.30	. 4.40	1
NEWPORT			22	
PORT	4.14	4.22	4.33	ļ
MILLERSTOWN			, a ———	
THOMPSONTOWN		}	8	
PORT ROYAL			Ä	(
MIFFLIN	3.55	4.03	° 4.14	
DENHOLM.	i	i	o	
WALL	3.51	3.59	₽ 4.10	
HAWSTONE			Α	
LEWISTOWN			걸	
LEWIS	3.41	3.49	4.00	
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION	}			
JACKS	3.19	3.27	3.38	
MAPLETON				
HUNTINGDON	3.09	3.17	3.28	
PETERSBURG				
BARREE				
SPRUCE	2.58	3.06		
FORGE	2.48	2.56	3.07	
TYRONE				
GRAY	2.45	2.53		
BELL	2.39	2.47		
·	2.31	2.39	2.50	
ALTOONA	S# 2.27	<b>S</b> # 2.35	Y# 2.46	
SLOPE	2.24	2.32	2.43	
Leave	A. M.	А. М.	A. M.	
20010				<del></del>
	DAILY	DAILY	DAILY	
	<b>♦40</b>	<b>♦68</b>	<b>♦76</b>	
·				

	FIRST			
28	58	20	30	70
A. M.	А. М.	A. M.	A. M.	A. M.
 <b>D</b> 5.17	<b>S</b> 5.31	<b>D</b> 5.41	D 6.09	<b>\$</b> 7.20
 5.08	5.22	5.32	6.00	7.10
 5.03	5.17	₹ 5.27	<sub>ω</sub> 5.55	7.05
		.====		
 4.56	5.10	5 5.20	5 5.48	6.58
 		25.	25.	
 4.43	4.57	§ 5.07	ğ 5.35	6.45
 		#		
 		120	120	
 4.24	4.38	° 4.48	o 5.16	6.26
 1.27	4.00	<u>ت</u>	رن <del></del>	0.20
 4.20	4.34	£ 4.44	5.12	6.22
 		Α	A	
 		ğ	Æid.	
 4.10	4.24	4.34	2 5.02	6.12
 		•		 1
 3.48	4.02	4.12	4.40	5.49
 		]		
 3.38	3.52	4.02	4.30	5.39
 				<u></u>
 		ļ <u>-</u>		
 3.27 3.17	3.41 3.31	3.51 3.41	4.19 4.09	
 	0.01	3.41	7.08	0.10
 3.14	3.28	3.38	4.06	5.15
 3.08	3.22	3.32	4.00	5.09
 3.00			3.52	5.01
		<b>\$</b> # 3.20	<b>D</b> # 3.48	
 2.53	3.07	3.17	3.45	4.54
 A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY
●28	<b>♦</b> 58	<b>♦20</b>	<b>♦30</b>	. <b>♦70</b>

- ***		FIRST	CLASS
STATIONS	2	14	
Arrive	A. M.	A. M.	
HARRISBURG (Phila. Div.)	\$ 8.00	\$ 9.40	
ROCKVILLE	7.50	9.30	
MARYSVILLE			
BANKS	7.45	9.25	
VIEW	7.38	9.18	——————————————————————————————————————
DUNCANNON			3
NEWPORT			8
PORT	7.24	9.04	88
MILLERSTOWN			8
THOMPSONTOWN			2
PORT ROYAL			g
MIFFLIN	7.03	8.44	<u> </u>
DENHOLM	l		<u>6</u>
WALL	6.59	8.40	Z
HAWSTONE			0
LEWISTOWN			
LEWIS	6.45	8.17	<u> </u>
MoVEYTOWN			H
RYDE			ੋੜ੍ਹੋ[[
NEWTON HAMILTON		£ 7 50	ğ
MOUNT UNION			<del></del>
JACKS MAPLETON	6.22	7.49	
HUNTINGDON	<b>S</b> 6.10	<b>S</b> 7.37	
		3 7.37	
PETERSBURG			
BARREE			
SPRUCE	5.57	7.17	
FORGETYRONE.	5.47	7.07 <b>S</b> 7.04	
GRAY	5.44	6.54	
	5.38		
BELL	·	6.48	·
4.T.MO.O.Y.4	5.30	6.40	••
ALTOONA	<b>\$</b> # 5.26		
SLOPE	5.23	6.22	
Leave	A. M.	A. M.	j
		<del></del> ]	<del></del>
			1
i	DAILY $\Diamond$ 2	DAILY 14	i i
	VZ	14	i

		FIRST	CLASS		
	32	72	54	84	24
	P. M.	P. M.	P. M.	P. M.	P. M.
	<b>S</b> 1.00	\$ 1.32	<b>S</b> 1.49		
	12.50	1.22	1.39	4.40	5.20
	12.45	1.17	1.34	4.35	F 5.17
	<del></del>				5.14
	12.39	1.09	1.27	4.25	5.07
				\$ 4.10 \$ 3.50	<b>5</b> 5.05 <b>4</b> .52
	12.24	12.55	1.13	,	4.48
	12.21	12.00	1.10	3.10	F 4.35
					<b>S</b> 4.27
				\$ 3.22	S 4.18
	12.05	12.36	12.53	<b>S</b> 3.15	<b>S</b> 4.12
	12.01	12.32	12.49	3.00	3.44
		<b>6</b> 10 10			S 3.37
	11.51	<b>S</b> 12.19 12.17	12.39	<b>5</b> 2.48 2.39	<b>5</b> 3.31 3.23
	11.01	12.17	12.39		3.23
				<b>S</b> 2.15	<b>S</b> 3.00
	11.29	11.53	12.17	2.10	2.53
	11.19	S 11.41	12.07		
				<b>S</b> 1.48	<b>\$</b> 2.25
	11.08		11.56		2.17
	10.58	11.18 <b>5</b> 11.15	11.46	1.31 <b>5</b> 1.27	2.07 <b>5</b> 2.03
	10.55	11.13	11.43	1.21	1.54
	10.49		11.37	•	1.48
	10.41	10.59	11.29	1.05	1.40
				S 12.55	
	10.34		11.22		1.27
				P. M.	
	A. M.	A. M.	A. M.	P. M.	P. M.
j				SUNDAY	DAILY
	DAILY	DAILY	DAILY	ONLY	EX. SUN.
	<b>♦32</b>	●72	<b>♦54</b>	84	24

	- 10 117	TITIOD O IT		
		FIRST	CLASS	
STATIONS	96	74	46	
Arrive	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)_	E 5.05	S 6.07	<b>5</b> 8.38	
ROCKVILLE	4.55	5.57	8.28	ł
MARYSVILLE				
BANKS		5.52	8.23	
VIEW	4.42	5.46	8.17	
DUNCANNON				
NEWPORT		5.31		
PORT				
MILLERSTOWNTHOMPSONTOWN				
PORT ROYAL				
MIFFLIN		5.13		
DENHOLM				
WALL	4.00	5.09	7.34	
HAWSTONE				
LEWISTOWN		<b>S</b> 4.57		
LEWIS	3.50	4.55	7.18	
McVEYTOWN	Will Not Run			
RYDE	May 31,			
NEWTON HAMILTON MOUNT UNION	July 5, Sept. 5.		<b>S</b> 6.52	
	0.00	4 00		
JACKS MAPLETON	3.28	4.32	6.50	
HUNTINGDON	3.15	4.22	<b>S</b> 6.37	
PETERSBURG	0.10	7.22	0.01	
BARREE				
SPRUCE	2.57	4.11	8 24	
FORGE.	2.47	4.01		
TYRONE			S 6.11	••••••
GRAY	2.44	3.58	6.09	
BELL	2.38	3.52	6.03	
	2.30	3.44	5.55	
ALTOONA	E# 2.15	<b>S</b> # 3.40	<b>S</b> # 5.50	
SLOPE	2.12	3.37	5.47	
Leave	P. M.	P. M.	P. M.	
	DAILY			
	EX. MON.	DAILY	DAILY	i
İ	# <b>●96</b>	<b>∂74</b>	46	

		1	CLASS		
	18	16			
	A. M.	A. M.	ſ		
	<b>S</b> 12.16	5 2.40			
	12.06	2.30	J <b></b>		
			ļ		
	12.01	m_2.25			
	11.48	g 2.17			
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	11 00	2.00			
	11.30	g <u>2.00</u>			
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		£	]		
	11.10	° 1.38			
		o			
	11.05	1.33			
		114	! [		
	<b>S</b> 10.53	₽ <b>S</b> 1.20			
	10.48	1.17			
		Wiii Not Run			
		July 2, July 3.			
		July 3.			
	10.25	12.54			
	10.20	12.04			
	<b>S</b> 10.13	<b>5</b> 12.42			
	10.00	12.29			
	9.50				
•	\$ 9.46				
	9.43	12.13		<u> </u>	<u> </u>
	9.37	_12.07			
	9.29	11.59			
	<b>\$</b> 9.17				
	9.14	11.50			<u> </u>
	P. M.	P. M.			
		DAILY			
	DAILY	EX. SAT.			
	●18	<b>±</b> ◊16		Í	1

# H. & B. T. R. R. HUNTINGDON TO LONG SIDING ALSO

# BEDFORD AND MT. DALLAS BRANCHES—SOUTHWARD

		FIRST	CLASS	
STATIONS	H. & B. T. Train No. 2 DAILY	H, & B. T. Train No. 22 SUNDAY	H. & B. T. Train No. 24 SUNDAY	H. & B. T. Train No. 4 DAILY
	EX. SUN.	ONLY	ONLY	EX. SUN.
Leave	A. M.	A. M.	P. M.	P. M.
HUNTINGDON (H.&B.T.) LONG SIDING	<b>\$</b> 9.00 9.04	<b>9</b> .40	\$ 3.20 3.24	ł
MT. DALLAS LUTZVILLE (Mt. Dallas Br.)		F 11.19 F 11.27		
CREEK(Bedford Branch) BEDFORD		11.38 <b>S</b> 11.41		
Arrive	A. M.	A. M.	P. M.	P. M.
	H. & B. T. Train No. 2	H. & B. T. Train No. 22	H. & B. T. Train No. 24	H. B B. T. Train No. 4

## H. & B. T. R. R. HUNTINGDON TO LONG SIDING ALSO

## BEDFORD AND MT. DALLAS BRANCHES-NORTHWARD

		FIRST	CLASS	
STATIONS	H. & B. T. Train No. 1 DAILY EX. SUN.	H. & B. T. Train No. 21 SUNDAY ONLY	H. & B. T. Train No. 23 SUNDAY ONLY	H. & B. T. Train No, 3 DAILY EX. SUN.
Leave	A. M.	A. M.	P. M.	P. M.
HUNTINGDON (H.&B.T.)	\$ 8.25	<b>S</b> 9,10	\$ 2.48	<b>S</b> 2.49
LONG SIDING	8.19	9.04	2.44	2.42
MT. DALLASLUTZVILLE (Mt. Dallas Br.)			F 1.02 F 12.54	F 1.00 F 12.49
CREEK(Bedford Branch) BEDFORD			12.43 <b>S</b> 12.40	
Arrive	A. M.	A. M.	Р. М.	P. M.
	H. & B. T. Train No. 1	H. & B. T. Train No. 21	H. & B. T. Train No. 23	H. & B. T. Train No. 3

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Duncannon*	7.15 AM to 5.15 PM	Closed	Closed
Newport*	7.30 AM to 5.00 PM	Closed	Closed
Mifflin*	7.30 AM to 4.30 PM	Closed	Closed
Lewistown	8.00 AM to 7.30 PM	8.00 AM to 7.30 PM	8.00 AM to 7.30 PM
Mount Union	7.30 AM to 3.15 PM	7.30 AM to 3.15 PM	7.30 AM to 3.15 PM
Huntingdon	7.15 AM to 7.15 PM	7.15 AM to 7.15 PM	7.15 AM to 7.15 PM
Tyrone	9.15 AM to 6.15 PM	9.15 AM to 6.15 PM	9.15 AM to 6.15 PM
Altoona	Continuously	Continu'sly	Continu'sly
Bellefonte*	11.15 AM to 3.45 PM	Closed	Closed
Howard*	11.45 AM to 3.15 PM	Closed	Closed
Mill Hall*	12.01 PM to 3.00 PM	Closed	Closed

<sup>\*</sup>Closed Memorial, Independence and Labor Day.

## U. S. MAIL WORK

Millerstown         ‡CD         †CD         †CD           Thompsontown         ‡CD         ‡CD         †CD           Port Royal         ‡CD         †CD         †CD           Mifflin         ‡D         †CD         †CD           Hawstone         †CD         †CD         †CD           Granville         †CD         †CD         †CD           MoVeytown         †CD         ‡CD         †CD           Newton Hamilton         †CD         ‡CD         ‡CD           Mapleton         ‡CD         ‡CD         ‡CD           Mill Creek         †CD         †CD         †CD           Huntingdon         †D         †CD         †CD           Petersburg         ‡CD         ‡CD         †CD           Barree         †CD         †CD         †CD           Birmingham         †CD         †CD         †CD           Tyrone         †D         †D         †D	STATIONS	'	WEST	WARD		EASTW	/ARD
Millerstown         ‡CD         †CD         †CD           Thompsontown         ‡CD         ‡CD         †CD           Port Royal         ‡CD         †CD         †CD           Mifflin         ‡D         †CD         †CD           Hawstone         †CD         †CD         †CD           Granville         †CD         †CD         †CD           MoVeytown         †CD         ‡CD         †CD           Mapleton         ‡CD         ‡CD         †CD           Mill Creek         †CD         †CD         †CD           Huntingdon         †D         †CD         †CD           Petersburg         ‡CD         ‡CD         †CD           Barree         †CD         †CD         †CD           Birmingham         †CD         †CD         †CD           Tyrone         †D         †D         †D		13	25	19	14	24	_
Thompsontown	Marysville	‡CD	‡CD	‡CD		‡CD	
Port Royal   CDD   CD   CD   CD	Millerstown	‡CD	†CD	†CD		tCD	
Mifflin         ‡D         †CD           Hawstone         †CD         †CD           Granville         †CD         †CD           McVeytown         ‡CD         §CD           Newton Hamilton         C-1         §CD         §CD           Mapleton         ‡CD         †CD         †CD           Mill Creek         †CD         †CD         †CD           Huntingdon         †D         †CD         †CD           Petersburg         ‡CD         ‡CD         †CD           Barree         †CD         †CD         †CD           Birmingham         †CD         †CD         †CD           Tyrone         †D         †D         †D	Thompsontown	‡CD	‡CD	‡CD			
Hawstone	Port Royal	‡CDC		†CD			
Granville	Mifflin		‡D		†CD		
MoVeytown         ‡CD           Newton Hamilton         C-1 §CD         §CD           Mapleton         ‡CD         ‡CD         ‡CD           Mill Creek         †CD         †CD         †CD           Huntingdon         †D         †CD         †CD           Petereburg         ‡CD         ‡CD         †CD           Barree         †CD         †CD         †CD           Spruce Creek         †CD         †CD         †CD           Birmingham         †CD         †CD         †CD           Tyrone         †D         †D         †D	Hawstone						
Newton Hamilton	Granville			tCD			
Mapleton         ‡CD         ‡CD         ‡CD         ‡CD         †CD         †C	McVeytown					‡CD	
Mill Creek         †CD         †CD           Huntingdon         †D            Petersburg         ‡CD         ‡CD           Barree         †CD         †CD           Spruce Creek         †CD         †CD           Birmingham         †CD         †CD           Tyrone         †D	Newton Hamilton		C-1	§CD		§CD	
Huntingdon	Mapleton		‡CD	‡CD		‡CD	
Petersburg	Mill Creek		tCD	†CD		†CD	_ -
Barree	Huntingdon		†D				
Spruce Creek         †CD         †CD <t< td=""><td>Petersburg</td><td></td><td>‡CD</td><td>‡CD</td><td></td><td></td><td>_</td></t<>	Petersburg		‡CD	‡CD			_
Birmingham	Barree					†CD	_
Tyrone †D	Spruce Creek		†CD	tCD		tCD	
Tipton †D	Birmingham		†CD			tCD	
	Tyrone						
Bellwood †CD †CD	Tipton					†D	
	Bellwood		†CD			tCD	

- C-Mail caught from crane only.
- D-Mail delivered only.
- CD-Mail caught and delivered.
- E—Train stops, mail received or delivered or both.
- —Train stops on request of Mail Clerk.
- †-Daily Except Sunday.
- ‡—Daily Except Sundays and Holidays.
- §—Daily Except Saturday, Sunday and Holidays.
- 1-Saturdays, except Holidays, only.

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

#### BALD EAGLE BRANCH:

\$510 and \$511-E-at Snow Shoe Int.

# ARRANGED FREIGHT TRAIN SERVICE-WESTWARD

(The time shown conveys no time-table authority)

				_	NI.		Ė	TRS			-		-	-	-	-	-		_
STATIONS	<b>ડે</b> 🖯	JC-6 M-9 VC-1 PG-1 (1) (1) (1) (1)	<b>7</b> ℃	<b>5 2</b> -1	<b>-</b> 3	LCL-1 VL-7 (1) (1)			3 E	<b>£</b> €	<b>HP-1</b>	(1) (1) (1) (1) (1) (1) (1) (1)	E î	PG-15 (2)	SW-1	3. E.		(1)	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M. A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
BANKS	1.8	8.8	8.30	9.15	8.6	10.00	10.30	11.00 11.30	11.30	3.45	6.00	5.00	5.45	6.15	6.30	6.45	7 00	8.00	
ANTIB	8.0		3.00 12.01	1.15	8.	1.30	8	s.00	3.45	8.45	11.00	8.53	9.45	11.15	10.30	10.45	11 .00	1.15	
BLOPE	7.30		1.30	2.15	2.30	2.30	3.30	7.15	5.15	10.15	1.00	10.00	11.45		11.45 12.30		12.15	2.30	
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	
BUNNING TIME	8	8.6	3.30	<b>8</b> .4	3.30	3.30	3.30	6.00	4.15	5.00	6.00	3.55	4.00	5.00	5.00 4.00 4.00		4.00	5.15	
YARD TIME	1.30		1.30	1.00	1.30	1.30 1.00 1.30 2.15 1.30 1.30	1.30	2.15	1.30	1.30	2.00	1.63	2.00		1.15	1.15 1.45 1.15		1.15	
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(The time shown conveys no time-table authority)

			2	2	9					=		ERDI	VISIO	NAL	INTERDIVISIONAL RUNS	INTER	INTERDIVISIONAL RUNS	IONAL	- RU	NS	
			Ē	MANE-UP				:				)	(Westward)	ard)			(East	(Eastward)			
STATIONS	<b>PH-9</b>	APG- 1	<b>₽6</b> -7	PG-7 WP-15	<b>YA-5</b>	YA-5 JA-1 (1)	<b>5</b> 5			<u> </u>   :::::::::::::::::::::::::::::::::	SB-1 A	CSB-1 AN-3 SA-1 (1) (1)	1	CSB- 7 B	BA-13 (1)	STATIONS	AH-16 CSB-8 RA-14 AN-16 (1) (1) (1) (1)	CSB-8	RA-14,	AN-16	
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.		<u>                                      </u>	*	M.	A.M. A.M. <b>P.M.</b>	M.		P.M.		A.M.	P.M.	P.M.	P.M.	
LOCK HAVEN											4.00	8.45 10.40		8.15	10.30	SLOPE		1.00			
BANKS																ANTIS	7.00	7.00	9.00	11.30	
ANTIB										<u>                                     </u>	7.15	1.10	4.00 11.45	11.45	2.30	BANKS					
SLOPE	1.30	8.	7.00	7.00 10.00	11.30	12.30	5.00	<u> </u>								LOCK HAVEN	11.00	11.00 10.15	1.15	4.00	
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.			V	A.M.	P.M.	P.M.	P.M.	A.M.		A.M.	P.M.	A.M.	A.M.	
RUNNING TIME									<u></u>		3.15	4.25	5.20	3.30	4.00	YARD TIME		8.9			
YARD TIME																RUNNING TIME		4.00 3.15	4.15	4.30	
(1) Daily. (	2 D	(2) Daily except Monday.	pt Mon	day.	69	Daily es	Daily except Tuesday.	æday.											•		

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

							-	-	-	-		-	-	N. W.		1 300	-	-	-	NXV.			
STATIONS	<b>XD-6</b>	(6)	XD-6 WS-4 PG-6 PR-6 (1) (6) (1) (1)	PR-6		<b>VC10</b>	M-20 AC-10 M-10 M-24 AG-12 BL-34 PG-4 PNE-8 P-16 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	M-24 (1)	AG-12 BL-34 (1) (1)	(1)	<b>1</b> €	PNE-8			M-16 (2)		PG-2 VL-2 ED-2 (1) (1) (1)	(1) (1) (1) (1) (1)			WP-16 (1)		
	A.M.	A.M.	A.M. A.M. A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	1	
SLOPE	1.8	3.25	3.30	3.30								3.45		6.00		7.15	7.30	8.35	8.45	9.16	10.30		
ANTIS	8.8	2.00	5.00		2.00	2.30	3.00	3.00	3.30	8.8	4.00	6.00	2.00	6.30	6.30	8.30	00.6	9.50	10.15	10.30			
BANKS	7.30	9.30	10.00		11.59	9.30	10.00	9.30	10.30	9.00	11.00	9.30	11.30 11.30	11.30	2.00	12.45	1.45	2.00	2.15	2.30			
	A.M.	A.M.	A.M. A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Ä.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.		
YARD TIME	2.00	2.00 1.35	1.30									1.15		1.30		1.15	1.15 1.30 1.15	1.15	1.30	1.16			
RUNNING TIME		4.30 4.30	2.00		10.00	10.00 7.00	7.00	6.30	7.00	2.00	7 00	4.30	6.30	5.00	5.00 7.30	4.15	4.45	4 . 10	4.00	4.00			
														İ									

# ARRANGED FREIGHT TRAIN SERVICE-EASTWARD

(The time shown conveys no time-table authority)

	_				CIN	-	-	-	-		-	-	-	-	-	-WN	
STATION	FW-8	FW-8 PG-8 ED-4 CE-2	ED-4	CE-2	7	X X	CA-10	CS-8	NS-2	SH-4	YA- CA-10 CS-8 NS-2 SH-4 SW-8 PG-14 CG-8 YE-6 XD-2	G-14	80	(E-6		88	
	Ê	<del>2</del>	Ē	e l	3	<u>8</u>	3	3	3	£	£	(3)	(E)	(E)	E	3	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
SLOPE	1.15	3.00	4.00	4.15	4.15	4.15	4.50	5 10	5.45	5.55	6.30	7.30	7.30	8.30	11 .30	11.30	
ANTIS	2.15		2.00	5.15	5.45			9.00	7 00	12.01	8.00		8.30	2.00	1.30	12.30	
BANKB	5.30		8.00	9.15	9.45			11.00	12.15	6.30	12.15		12.30	8.00	5.30	5.00	•
LOCK HAVEN																	
	P.M.	P.M. P.M. P.M.	P.M.		P.M. P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	А.М.	P.M.	A.M.	A.M.	A.M.	A.M.	
YARD TIME	1.00		1.8	8.1	1.30			8	1.15	90.9	1.30		1.00	5.30	2.00	1.00	
RUNNING TIME	3.15		3.8	4.00	4.00			9.9	5.15	6.29	4.15		4.00	6.00	4.00	4.30	
(1) Daily. (	(2) Daily except Monday.	ly excer	t Mone	day.	(8)	(3) Daily except Tuesday.	opt Tu	eaday.	€	Daily	(4) Daily except Saturday and Sunday.	Saturda	y sand 8	unday.		Sun (	(b) Sunday and Monday only.

# SPECIAL INSTRUCTIONS

# **GENERAL RULES**

### Hours of Service.

100Q-1. Referring to Instruction 400Q-1 of Supplemental Instructions to Operating, Signal and Interlocking Rules, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the Superintendent the time he will be on duty 16 hours.

# Personal Injuries.

100R-2A. Medical Examiners and Company Surgeons.

Location	Name and Address	Telephone number
Mifflin	ROBERT P. BANKS, M. D 210 Bridge St., Mifflintown, Pa	/Bell 76 \Res. Bell 158
Lewistown	C. B. McClain, M. D Lewistown Hospital	(Bell 855 (Res. Bell 4733
Huntingdon	F. S. MAINZER, M. D	(Bell 700 (Res. Bell 803
Tyrone	Carey C. Bradin, M. D 1108 Logan Ave	Bell 560
	A. G. CERCHIONE, M. D 9th Ave. & 12th St	P.R.R. 467
Altoona	A. S. Kech, M. D. 1221 12th Ave. C. E. Snyder, M. D.	Bell 2-9127
Altoona	1201 6th Ave	Bell 2-2798
	1308 9th St	Bell 8212
	1309 11th St	Bell 7416

### 100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Lewistown	LEWISTOWN HOSPITAL	Bell 855
Huntingdon	J. C. Blair Memorial Hosp	Bell 90
Tyrone	Community Ambulance 123 W. 10th St	Call City Opr.
Philipsburg	PHILIPSBURG STATE HOSPITAL.	Bell 205
Clearfield	CLEARFIELD HOSPITAL Turnpike Ave	Bell 483
Bellefonte	BELLEFONTE HOSPITAL Willowbank St	Bell 757
Altoona	THE ALTOONA HOSPITAL Howard Ave. & 7th St	Bell 3-8156
Roaring Spring	THE NASON HOSPITAL	Bell 80
Cumberland	Allegheny Hospital	Bell 1463

### 100R-4A. First Aid Boxes and Stretchers.

First Aid Boxes, location of:

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

At each passenger and each freight station.

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

### STRETCHERS:

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

One stretcher must be carried on each passenger train.

# **OPERATING RULES**

### STANDARD TIME

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

### **TIME-TABLES**

### Letters and Characters.

 ${\bf 1004-A.}$  The following letters and characters in schedules indicate:

- S —Regular stop.
- F —Stop on signal to receive or discharge passengers.
- A —Stop on signal to receive passengers.
- **B**—Stop on signal to discharge passengers.
- **c**—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E —Regular stop for express, mail or newspapers.
- G-Regular stop, Saturday only.
- H-Regular stop, Saturday only, to receive passengers.
- K-Regular stop, Sunday only.
- ■—Stop on signal, Sunday only, to receive or discharge passengers.
- M-Regular stop daily except Saturday and Sunday.
- N -Regular stop daily except Sunday.
- No baggage service.
- ⊕ —No baggage service Sunday.
- Passenger train—rail motor car.
- \* —Passenger train—with passenger and freight equipment.
- ♦ —Passenger train—No train baggageman.
- # —Will not run on specified dates or Holidays shown on schedule pages.

### 1004-B1.

- Q —Regular stop for mail, Mondays, also May 31, July 5 and Sept. 5.
- U—Regular stop to receive passengers for west of Pittsburgh.
- X—Regular stop to receive passengers for Lewistown and points west of Pittsburgh.
- Y —Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- # —Train may leave at scheduled arriving time when station work is completed.

### **ENGINE WHISTLE SIGNALS**

1014-A1.	Rule 14		will apply:
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Track	Between	And
G	Within Wall	Interlocking

### 1014-A2. Rule 14 will apply:

### Bald Eagle Branch:

All sidings.

— — — o — Flagman may return from West.

— — — o — Flagman may return from East.

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

Track	Between	And
Clearfield Second- ary Track	Park	Vail
5	Gray	Tyrone
A	Deer	Hunt
A	Within W	all Interlocking

Also on following Branches and Secondary Tracks at Junction points:

Location	Junction	At
Hollidaysburg & Petersburg Bch.	Main Line	Petersburg
Bellefonte Bch.	Bald Eagle Bch.	Miles
Morrison Cove Secondary Track	Hollidaysburg & Petersburg Bch.	Holly

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

Track	Between	And
Clearfield Secon- dary Track	Vail	Park
C	Hunt	Deer
Н	Within W	all Interlocking

Also on following Branches and Secondary Tracks at Junction points:

Location	Junction	At
Hollidaysburg & Petersburg Bch.	Main Line	Petersburg
Bellefonte Bch.	Bald Eagle Bch.	Miles
Morrison Cove Secondary Track	Hollidaysburg & Petersburg Bch.	Holly

Crossing

1014 (l)-A1. Rule 14 (l), sound — — o — , will not be prolonged or repeated approaching following crossings at grade:

### Main Line

Crossing		Location	
No.	Name	100diton	
16	Township Line Road.	113 ft. E. of Aqueduct Station.	
52	Cassville Road	3798 ft. W. of Mill Creek Station.	
30	Jacobs	Between M.P. 199 and M.P. 200, three miles E. of Huntingdon.	
64	Tyrone	498 ft. W. Tyrone Station.	
	Hollidaysb	ourg and Petersburg Branch	
125	31st Street	Altoona.	
123	58th Street	Eldorado.	
111	Newry St.	75 ft. E. of Hollidaysburg Station.	
95	High Street	99 ft. W. of Williamsburg Station.	
	•	Bedford Branch	
162	Richard St.	622 ft. N. of Bedford Station.	
	Bald Eag	le and Bellefonte Branches	
	All Crossings	Milesburg	
	Morriso	on Cove Secondary Track	
206	Main Street	437 ft. S. of Roaring Spring Station.	
	Clear	field Secondary Track	
		Within borough limits of:	
	All Crossings	Philipsburg	
		Within borough limits of:	
	All Crossings	Curwensville	
	Mosha	annon Secondary Track	

Alarm to be sounded by

Engine bell

Engine bell

Engine bell

Borough

Tyrone { Clearfield Branch

Huntingdon

Clearfield

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

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

### Main Line

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

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

# Bald Eagle Branch

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

Signalman will notify train dispatcher promptly.

### TRAIN SIGNALS

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

### 1019-A1. Referring to Rule 19:

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

### USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.

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

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

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

### Fusees and Torpedoes.

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

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

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

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

### Fouling Point Signs.

1037-B. Sign displaying letters FP indicates the fouling point of main track of the track on which it is located.

### SUPERIORITY OF TRAINS

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

### **GENERAL ORDERS**

### Bulletin Boards, Employes' Registers, Standard Clocks.

1075b-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
x	x	x	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Susquehanna Philadelphia
x	x	x	Altoona Asst. Yd. Master's Office, South.	Philadelphia

Board Board	Employes' Register	Standard Clock	Location	Other Divisions
x	x	х	Altoona, Freight Station, Foreman's Office.	
x	x	x	Altoona, Asst. Yard Master's Office, Scales	
X	x	x	Altoona, Asst. Yard Master's Office, Furnace	
x	x	x	Altoona, Crew Clerk's Office, Rose	Pittsburgh Eastern Conemaugh Pan Handle
X	x	x	Altoona, Asst. Yard Master's Office, Homer	
X	x	x	Altoona, Brush East'bd	
x	x	x	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Pan Handle Philadelphia Susquehann
x	x	X	East Altoona, Asst. Yard Master's Office, Farm.	
x	x	x	Hollidaysburg, Yard Master's Office.	
x	x	x	Tyrone, Yard Office.	Philadelphia Susquehann
x	x	x	Osceola Mills, Yard Office.	Susquehann
X	x	x	Osceola Mills, Engine House.	Susquehann
x	x	x	Clearfield, Freight Sta.	
X	x	x	Huntingdon, Oil House Office.	Philadelphia
x	X		Mount Union, Agent's Office, Freight Station.	
x	x	X	Lewistown, Yard Office.	Philadelphia Susquehann
x	x	x	Bellefonte, Yard Office.	Susquehann
			Saxton, H. & B. T. Engine House.	Middle
			Bellefonte, B. C. R. R. Yard Office.	Middle
x	x	X	State Line, Engine House.	W.M.R.R.

### Standard Clocks.

1075b-A2. Standard clocks at other points:

Train Dispatcher's Office and Block Stations.

### General Order Zones.

1075b-A3. General Order Zones of this Division are as follows:

Zone A-Banks to Bell.

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

Zone C-Holly to State Line and Creek to Dallas.

Zone D—Park to Grampian and Mills to Mc-Cartney.

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

Zone F—Lewistown and Milroy Secondary tracks.

### Qualification of Conductor or Engineman.

1075b-A4. A Conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of twelve months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

### MOVEMENT OF TRACK CARS

1080-A1. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

Entire Division.

1080a-A. Track cars will display night signals while passing through tunnels.

1080d-A1. In Automatic Block System Territory, when lights are out in signals having numbers, Track cars may proceed without stopping, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

### MOVEMENT OF TRAINS

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

### Except:

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

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

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

### Yard Limits.

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

Track	Between	$\mathbf{And}$
Morrison Cove Secondary Track	Holly	1500 feet South of Mile Post 8
Morrison Cove Secondary Track and Bedford Secondary Track	2328 feet North of Brook	East Freedom
Bedford Secondary Track and Bedford Branch	3843 feet North of Creek	3077 feet South of Ford
Mt. Dallas Branch	Creek	Jct. of P.R.R. and H. & B. T. R. R. Tracks North of Dallas
Bedford Secondary Track	2500 feet North of State	Jct. of P.R.R. and W. M. Ry. Tracks South of State Line
Bald Eagle Branch	Lock Haven (Susq. Div.)	520 feet West of Post (Susq. Div.)
Bellefonte Branch and Montandon Secondary Track	Miles	534 feet East of White (Susq. Div)
	6500 feet North of Clearfield	Field
Clearfield Secondary Track	1455 feet North of Phil	1814 feet South of Phil
Secondary Track	1300 feet North of Maple	4721 feet South of Mills
	410 feet North of Vail	Park
Moshannon Secondary Track	Mills	Coal

# Operation of P. R. R. Engines and Trains on H. & B. T. R. R. Tracks.

1093-A2. P. R. R. engines and trains may use H. & B. T. R. R. main track between Hunt and south end of Long Siding, upon display of proper signal, reporting to the H. & B. T. R. R. train dispatcher at Saxton, when clear. Returning, permission of the H. & B. T. R. R. train dispatcher must be obtained before entering the main track.

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

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

Between	And	
Slope	Alto	
Wye	Hollidaysburg	
Hollidaysburg	Holly	
Holly	Frank	
	Slope  Wye  Hollidaysburg	

### Authority to proceed as an extra.

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

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

At Altoona passenger station—verbally by station master.

### Non-interlocked Railroad Crossings at Grade.

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

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

### NOTE 1. Referring to Rule 9:

Night signals will not be displayed.

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

In case trains of both railroads arrive at the crossing at approximately the same time, trains of Pennsylvania Railroad will have prior right to the crossing.

### Automatic Highway Crossing Signals.

1103a-A1. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

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

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

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

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

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

# Williamsburg—High Street.

1103a-A2. Movements on tracks other than main tracks over State Highway Route No. 866 (High Street) must be stopped before passing yellow marker posts, located seventy (70) feet from crossing.

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

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

### Blue Ball, General Refractories Track.

1103a-A3. Highway Crossing Signals must be operated by cut-in button located on relay case.

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

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

### Bigler-Alfarata.

1103a-A4. At the following locations where Automatic Highway Crossing Signals protect grade crossings, these signals do not operate for movements on other than main or secondary tracks. Train crews must protect crossing before movement is made on such tracks.

Bigler.
Alfarata.

### Protection For Public Highway Crossings At Grade.

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

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

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

$\mathbf{Track}$	Crossing	Location
Duncannon Old Line	All crossings	Duncannon
Newport Old Line	Market St. U.S. Route 34	Newport
Breyer Ice Cream Co. Plant	Traffic Route 50024	Millerstown
	Main St. U.S. Route 22	Lewistown
	1917 ft. West of Chestnut St. U.S. Route 22	Lewistown
Lewistown—Secondary Track	Furnace Track U.S. Route 22	2025 ft. West of Chestnut St. Lewistown
	Paxton Brick Co. Track Traffic Route 690	Paxtonville
Milroy—Secondary Track	East of Station U.S. Route 322	Reedsville
Mt. Union—Old Line	Washington St.	Mt. Union
Bridgeport Plant Penna. Glass Sand Co.	Old U.S. Route 22	Mapleton
Tyrone East Leg of Wye	Pennsylvania Ave.	Tyrone Station
Morrison Cove— Secondary Track	Main St. Traffic Route 36	Roaring Spring
	Traffic Route 85	Curry
Mt. Dallas Branch	New Enterprise Stone & Lime Co.	Ashcom 1.7 Mile South of Mt. Dallas

Track	Crossing	Location
Bedford—Secondary Track	General Refrac- tories Co. U. S. Route 220	Claysburg
Canoe Creek	3158 ft. East of Canoe Creek Jct.	Canoe Creek Jct.
Clover Creek	Basalt Trap Rock Co.	Clover Creek Jct.
	Lamb St.	Bellefonte
Bellefonte Branch	High St.	Bellefonte
	Water St.	Bellefonte
Coal Run Secondary Track	Traffic Route 53	Coal Run Jet.
Big Run	Traffic Route 53	South of Junction
Amesville Secondary Track	Traffic Route 53	1 mi. South of Moshannon
Moshannon Secondary Track	Traffic Route 53	½ mi. North of Madera
Philipsburg Secondary Track	Traffic Route 250	North of Junction Philipsburg Boro.
	Maple St.	Philipsburg
ClC-11 G 1	Pine St.	Philipsburg
Clearfield Secondary Track	Presqueisle St.	Philipsburg
	Kurtz Bros. Plant Traffic Route 322	Clearfield
Snow Shoe Secondary Track	U.S. Route 220	Snow Shoe Intersection

### Protection For Market Street Crossing At Clearfield.

1103a-C2. Trains and engines passing over Market Street crossing in Clearfield Borough, must stop clear of crossing and manually operate Highway Traffic Stop Light from control switch, located in locked box at the Southwest corner of the intersection of Market Street and Third Street.

After Highway Traffic Stop Light switch has been thrown and highway traffic is under control, trains and engines may proceed over Market Street crossing and Highway Traffic Stop Light switch must be restored to normal position, when crossing is cleared.

Regular crews operating over Market Street crossing will be furnished with keys for the Highway Traffic Stop Light control box. All other trains not furnished with keys for the Highway Traffic Stop Light control box must stop before passing over Market Street Crossing and a member of the crew must protect the crossing in advance of each movement over the crossing.

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

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

# Hand-Operated Switches Equipped With Electric Locks.

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

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

### **Bald Eagle Branch**

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

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

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

### Secondary Tracks and Sidings.

1105-A1. Referring to Rule 105. Trains using sidings as follows on Bald Eagle Branch will proceed on fixed signal indication. Reverse movements must not be made without train orders.

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

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

Secondary	Tracks	
1		

Track	Between	And
A	Deer	Hunt
2	Hunt	Deer
Morrison Cove	Holly	Brook
Bedford	Brook	Creek
	Ford	State
learfield	Cur	Park
Ioshannon	Mills	Ram
ewistown	Street	Sal
Montandon	Font	White

### Sidings

### Bald Eagle Branch

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

### Track Assignments.

### 1151-A1. Single Track.

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

# 1151-B1. Two or More Tracks.

Current of traffic is as follows:

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Division Post (Phila. Div.) and View	_	West'd Frt.	East'd Frt.	West'd Pagr.	East'd Pagr.	
View and Tunnel		West'd Pagr	West'd Frt.	East'd Frt.	East'd Pagr.	
Tunnel and Forge			West'd Pagr.	West'd Frt.	East'd Pagr.	
Forge and Tyrone		West'd Frt.	West'd Pagr.	East'd Pagr.	East'd Frt.	
Tyrone and Gray	East'd Frt. & Pagr.	West'd Frt.	West'd Pagr.	East'd Pagr.	East'd Frt.	
Gray and Antis		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Antis and Alto		West'd Pagr.	East'd Pegr.			
Alto and Slope		West'd Pagr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.
Baid Eagle Branch Between: Wood and Sand				West'd	East'd	
Hollidaysburg & Petersburg Branch Between: Pete and Holly				West'd	East'd	
Holly and Hollidaysburg		West'd	East'd			
Hollidaysburg and Wye		West'd	East'd		East'd	
Eldo and Alto				West'd	East'd	

# NOTE—Tracks are numbered from south to north.

NOTE-Within Wall Interlocking:

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

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	То	Assigned Direction	Controlled by	Reverse Movements on Permission from	Nete
A	Deer	Hunt	Eastward	Hunt	Hunt	4
c	Hunt	Deer	Westward	Hunt	Hunt	4
No. 1	Alto	South	Eastward	A.Y.M. South	AYM South	4
No. 1	South	Rose	Eastward	AYM-Brush	AYM-Brush	4
<u>A</u>	Alto	South	Eastward	AYM South	AYM South	4
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	4
Approach	Bell	E.E.Homer Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E. End Homer Yard	Bell	Eastward	Bell	Bell	4
No. 1	Rose	Antis	Eastward	Antis	Train Order	
No. 2	Antis	Rose	Westward	Antis	Train Order	3
No. 12 and Runner	Holly	W. End Eastward Adv. Yd.	Eastward	Wye	Wye	1
Nos. 6 and 14	Frankstown	Jones St., Hollidays- burg.	Westward	Wye	Wye	2

- NOTE 1. Route—Holly to east end eastward classification yard (No. 12 track) eastward receiving yard and continuation thereof.
- NOTE 2. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard, Jones St., Hollidaysburg.
- NOTE 3. Eastward movements may be made between Rose and House on verbal authority of signalman at Antis.
- NOTE 4. Reverse movements may be made on signal indication.

1151-D1. Secondary Tracks of No Assigned Direction.

Track		Between	And	Controlled by	
Lewistown	(E)	Lewistown	Street	Lewis	
Lewistown	(E)	Street	Sal	Lewis	
Milroy	(E)	Chestnut St. Lewistown	Milroy	Lewis	
No. 5	(W)	Lewistown	Lewis	Lewis	2
No. 5	(W)	Hunt	Deer	Hunt	1
No. 5	(W)	Forge	Tyrone	Gray	4
No. 8	(W)	Tyrone	Gray	Gray	-

Track		Between	And	Controlled by	Note
No. 9	(W)	Tyrone	Gray	Gray	_
No. 12	(W)	East End Homer Yard	Homer	AYM-Homer or Rose	
No. 31	(W)	Homer	Rose	AYM-Homer or Rose	
No. 1 (Yd.)	(W)	Rose	Works	AYM-Rose	
No. 5	(W)	Juniata Shops	7th St.— Altoona	Works	
No. 8	(W)	Antis	Farm	AYM-Farm	
South Runner	(W)	Farm	South	AYM-South	
Middle Runner	(W)	Farm	South	AYM-Brush & South	
No. 1 Cabin	(W)	Rose	Brush	AYM-Rose or Brush	
No. 3 Power	(W)	Alto	Slope	Alto	
No. 9 Power	(W)	Alto	Slope	Alto	
Springfield	(E)	Ganister	Orminea	Wye	
No. 6 Westw Relay Yard	ard (W)	East End Relay Yard	Jones St. Hollidaysburg	Yard Master Jones St.	
No. 2	(W)	Hollidaysburg	Wye	Wye	
Morrison Cove	(S)	Holly	Brook	Wye	5
	(,,	Brook	Curry	Wye	
Bedford	(S)	Brook	Creek	Wye	5
	(E)	Ford	State Line	Wye	5
No. 8	(N)	17th St. Tyrone	North End Class'fn. Yd.	Park	-
No. 1	(N)	North End Class'fn. Yd.	Vail	Park	
Clearfield	(N)	Park	Cur	Mills	1-4
		Cur	Grampian	Mills	1
Runner	(N)	Summit	Maple	Mills	1
Philipsburg	(N)	Phil	Loch Lomond Jct.	Mills	1
Moshannon	(S)	Mills	Ram	Mills	1-4
ттовнаннон	(6)	Ram	McCartney	Mills	1
Moshannon d Clearfield	(S)	M.&C. Jet.	Brookwood Shaft	Mills	1
Coal Run	(S)	Coal Run Jet.	Mease Coll. No. 2	Mills	1
Amesville	(S)	Amesville Jct.	Imperial Coll. No. 2	Mills	1

Track	Between	And	Controlled by	Note
Little Muddy Run	Little Muddy Run Jct.	Black Oak Coll. No. 1	Mills	1
Muddy Run (S)	Muddy Run Jet.	Black Oak Coll. No. 3	Mills	1
Snow Shoe (W)	Snow Shoe Int.	Snow Shoe	Miles	
Montandon (E)	Font	White	Miles	5

- (E) (W) (N) (S) Indicates time-table direction from point first named.
- NOTE 1. When Mills is not in service, controlled by Park.
- NOTE 2. Trains may enter this track at Lewistown or Lewis on signal indication.
- NOTE 3. Westward movements from Hunt made on signal indication. Permission must be obtained from signalman at Hunt before leaving track at Deer.
- NOTE 4. Trains may enter this track at Forge or Tyrone on signal indication. Trains entering or leaving this track at intermediate points must obtain permission from and report clear to the signalman at Gray.
- NOTE 5. Rules 105a and 105b will not apply. All other Operating, Signal and Interlocking Rules and Supplemental Instructions, as they apply to main tracks and sidings, except Rules 201 to 223 inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

1151-G1. Tracks other than Main, Secondary and Sidings.

Track		Between	And	Controlled by	Note
Old Line	(E)	Port	Newport	Port	2
No. 4	(E)	Jacks	Mount Union Track Scales	Jacks	2
A	(W)	Jacks	West End of track	Jacks	2
Fairbrook	(E)	Tyrone	Stover	Gray	
Clover Creek	(E)	Clover Creek Jct.	Basalt Trap Rock Co.	Wye	
Canoe Creek	(E)	Canoe Creek Jct.	Moore's Mill	Wye	
Trout Run	(S)	Trout Run Jet.	DuShan Coll. No. 3	Mills	1
Big Run	(S)	Big Run Jct.	Daywood Coll. No. 1	Mills	1
Goss Run	(S)	Goss Run Jet.	Lobb Coll. No. 1	Mills	1
Mapleton	(S)	Maple	Coaldale Coll.	Mills	1

- (E) (W) (N) (S) Indicates time-table direction from point first named.
- NOTE 1. When Mills is not in service, controlled by Park.
- NOTE 2. Trains may enter this track on signal indication.

### Storage Track.

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

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

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
96	2	Wall	Mifflin	24	
97	5	Forge	Gray		55-11-93
19	5	Forge	Gray		75

### PASSENGER TRAIN OPERATION

### Call Bell For Flagman-Tyrone.

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

### Changing Passenger Engines At Lewistown.

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

### Starting Passenger Trains At Altoona.

1154-A3. At Altoona passenger station, enginemen of eastward and westward trains using No. 1, 2, 3 or 4 tracks stopping with engine beyond interlocking signal, will start on receiving communicating signal, provided that in addition, a hand signal to proceed is received from a member of the train crew. The conductor will be responsible for knowing interlocking signal is in proceed position before starting train.

### Keeping Toilet Doors Locked At Altoona.

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

### Passengers Getting On And Off Trains.

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

### Hot Boxes On Through Passenger Trains.

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

### Steam Heating.

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

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

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

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

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

### Use Of Back-Up Hose.

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

### FREIGHT TRAIN OPERATION

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

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

### Clearfield Secondary Track-Summit to Vail.

### Snow Shoe Secondary Track—Rhoads to Gum Stump.

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

### Trains Stopped At 9th Street Or South.

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

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

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

### Indicating Rear End of Draft Of Cars.

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

### Using Wye At Osceola Mills.

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

### Use Of Pusher Engines.

- 1155-A5. When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed. Steam should be applied gradually to avoid rough handling of the train.
- 1155-A6. Westward freight trains dispatched from Altoona Yard will be governed by the following instructions as to the use of helping engines assisting at the rear:

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

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

- 1155-A7. While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.
- 1155-A8. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

# Inspection Of Freight Trains Leaving Yards Or Coaling Stations.

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

### Watering Live Stock.

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

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

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

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

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

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

### Car Limits on Descending Grades.

1155-A12. Clearfield Secondary Track:

Between Summit and Vail, 75 cars.

Snow Shoe Secondary Track:

Between Rhoads and Gum Stump— Switch backs Nos. 1, 2, 3 and 4, 22 cars.

### FREIGHT AND PASSENGER TRAIN OPERATION

### Inquiring For Instructions.

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

### Employes On Engines.

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

### Huntingdon Icing Station.

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

Arranged Freight Train Service.

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

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

Westward Trains.—Conductors on trains having cars to ice at Huntingdon will throw off at Wall a memorandum showing the number of such cars. The signalman at Wall will carefully look for such reports and immediately relay them by telephone

to the Icing Station at Huntingdon and the train dispatcher at Altoona.

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

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

### RAILWAY EXPRESS TRAINS:

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

Westward Trains:—Station master at Harrisburg to give the information direct to the train dispatcher at Altoona.

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

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

### Facilities For Repairing Hot Boxes.

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

Cooling hose, sponging material, etc., Bailey, Thompsontown (¼ mile west, north side), Denholm, Ryde Water Station, and Huntingdon, (opposite engine house).

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

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

Main Line:

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

Bald Eagle Branch Snow Shoe Int.

Clearfield Secondary Track Osceola Enginehouse Clearfield

### SPEED RESTRICTIONS

1157-A. Speed Table.

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

### Minimum Running Time and Speeds On Descending Grades—Freight Trains.

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

### Clearfield Secondary Track:

trains having an average tonnage of 51 to 95 tons per effective brake.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill North end of Big Fill to	1.98	2.5	10.7	14
a point ¼ mile south of M.P. 7	.11 to 1.98	3.5	13.125	16
M.P. 7 to Vail	2.2 to 2.86	3.8	9.1	25
Total		9.8		55

# trains having an average tonnage of less than 51 tons per effective brake.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill	1.98	2.5	16	10
of M.P. 7	.11 to 1.98	3.5	16	14
of M.P. 7 to Vail	2.2 to 2.86	3.8	12	19
Total		9.8		43

### Snow Shoe Secondary Track:

trains having an average tonnage of 51 to 95 tons per effective brake.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 switch From No. 4 switch to	2.27-2.16-2.09	2.46	12	13
No. 3 switch	2.0-2.18	1.09	12	6
From No. 3 switch to No. 2 switch From No. 2 switch to	2.0	.61	12	3
No. 1 switch	2.0	.44	12	3
From No. 1 switch to Gum Stump	2.84-1.53	2.30	12	12
Total		6.9		37

# trains having an average tonnage of less than 51 tons per effective brake.

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

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

## Other Descending Grades—Retaining Valves—Speeds.

1157-B2. Between: Altoona and Petersburg

Dix and Holters

Buffalo Mills and Hyndman

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

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

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

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

# PASSENGER TRAINS AND FREIGHT TRAINS

# 1157-C1. Maximum speeds, unless otherwise specified.

		gle ick	No Tra		No Tra			. 3 ick	No Tra		No Tra	
	Pagr.	Fit.	Psgr.	Frt.	Psgr.	Ŧ.	Psgr.	Frt.	Psgr.	Ŧ.	Psgr.	Ë
Main Line Between:			<b></b>		Mil	es p	er H	our	·			
Division Post (Phila. Div.) and View					50	50	50	50	70	50	70	50
View and Tunnel	_				70	50	50	50	50	50	70	50
Tunnel and Spruce							70	50	50	50	70	50
Spruce and Forge							50	40	50	40	50	40
Forge and Tyrone					50	50	70	50	70	50	50	50
Tyrone and Gray	Г		30	30	50	50	70	50	60	50	50	50
Gray and Bell					50	50	70	50	70	50	50	50
Bell and Antis					50	50	70	50	60	50	50	50
Antis and Works					70	50	60	50				
Works and Alto					30	25	30	25				
Alto and Slope			A T	rack 25	30	25	30	25	25	25	25	25
Hollidaysburg & Petersburg Brch. Between: Pete and Holly						-			30	30	30	30
Holly and Hollidaysburg					30	30	30	30			-	
Hollidaysburg and Wye					30	30	30	30			30	20
Wye and Eldo	30	30										
Eldo and Alto									30	30	30	30

		gie ack		o. 5 ack		o. 4 ack		ack		. 2 ack		ack
	Psgr.	Ŧ.	Pagr.	Ę	Pagr.	Ŧ.	Psgr.	F.	Psgr.	Fr.	Psgr.	£
	_				Mile	es pe	er H	our			·	I———
Bedford Branch Between: Creek and Ford	30	30										
Mt. Dallas Branch Between: Creek and Dallas	25	25										
Clearfield Branch Between: Tyrone and 14th St.	25	25										<del></del>
14th St. and Park	35	25										
Bald Eagle Branch Between: Park and Sand	50	45										
Sand and Wood									45	45	50	45
Wood and Lock Haven	50	45										
Bellefonte Branch Between: Miles and Font	30	30										

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

# 1157-C2. Wreck Trains.

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

1157-C3. Work Trains.

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

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

Main Line	Miles per Hou
1157-C4. Circus Trains	*45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Instruction 4155-A of Supplemental Instructions to Operating, Signal and Interlocking Rules.  —on straight track. —on curves	
1157-C6. Between Forge and Spruce: Eastward petroleum or mineral freight trains Eastward arranged service frt. trains	25 35
1157-C7. Snow Plows in service	*25 *20 * 5
NOTE—Must not be pushed with an engine or engines having more tractive effort than one Lls engine.	
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
<ul> <li>1157-C8. Operating against current of traffic, except where Rule 261 is in effect:</li> <li>Main Line between Division Post (Phila. Div.) and Works—</li> <li>—Passenger trains.</li> <li>—Freight trains.</li> </ul>	
1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type  NOTE—For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.  Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	60
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
1157-C12. Pushing Cars—Passenger trainsFreight trains	30 20
1157-C13. Track Cars —unless otherwise restricted—when hauling track cars or	20
trailers—hand cars operated under	15
Rule 80 through crossovers and turn- outs, and over highway	
and railroad crossings  1157-C14. Passenger trains taking water from track	
1157-C15. Trains handling Foamite fire fighting cars Note—Conductor must notify engineman when car is in	50
train.	
1157-C16. Within Wall Interlocking tracks A, G and H	30

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

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

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

When handling such cars, conductors must know that enginemen have been so advised.

#### **TURNOUTS**

#### 1157-D1. Maximum speeds, unless otherwise specified.

#### Entire Division

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

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

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

#### Park:

Crossover between main track and plug track.

Turnout from Park siding to storage track.

#### Gray:

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

Crossover between Nos. 8 and 9 tracks.

Crossover between Nos. 5 and 8 tracks.

#### Rose:

All crossovers and turnouts.

### South:

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

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

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

#### Works:

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

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

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

Turnout from coach yard track to ladder.

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

#### Alto:

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

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

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

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

#### Slope:

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

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

# CURVES, BRIDGES, ETC.

# 1157-F1. Maximum speeds, unless otherwise specified.

Main Line	Miles per Hour
First Curve east of Perdix, No. 1 and No. 2 tracks	60
First Curve west of Cove, No. 1 and No. 2 tracks	60
Curve 1.3 miles east of Duncannon, No. 1 and No. 2 tracks	60
Curve 0.8 mile east of Duncannon	40
Curve west of Millerstown, west portion of curve between	
a point 2,400 feet west of M. P. 138 and M. P. 139.	
No. 1 and No. 4 tracks	60
Curve 0.3 mile east of Thompsontown, No. 1 and No. 4	
tracks Curve 0.1 mile west of Thompsontown, No. 1 and No. 4	60
tracks	65
Curve at Tuscarora, No. 1 and No. 4 Tracks	65
Curve 0.8 mile east of Mifflin, No. 1 and No. 4 tracks	55
Curve 0.5 mile east of Mifflin	40
Curve 0.5 miles west of Mifflin, No. 1 and No. 4 tracks	55
First curve west of Wall, No. 1 and No. 4 tracks	60
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1	Q.E
and No. 4 tracks	65
	65
Curve 0.4 mile east of Lewistown, No. 1 and No. 4 tracks	55
Curve 0.1 mile east of Lewistown	40
Curve 0.5 mile west of Lewistown, No. 1 and No. 4 tracks	50
Curve 1.5 miles west of Granville, No. 1 and No. 4 tracks	60
Curve 1.0 mile west of Ryde	50 60
First curve east of Warrior Ridge, No. 1 and No. 4 tracks	60
First curve east of Warrior Ridge, No. 1 and No. 4 tracks First and second curves west of Warrior Ridge, No. 1 and	
No. 4 tracks.	65
Curve at Petersburg, No. 1 and No. 4 tracks	65
Curve 0.5 mile east of Spruce Creek Tunnel, No. 1 track	45
Curves between Spruce and Tyrone	40
Curve 0.6 mile west of Tyrone, No. 3 track	65
Hollidaysburg and Petersburg Branch	
Curve at Goodman	25
Curve 1200 feet west of Covedale	25
Curve west of Frankstown Crossing Hollidaysburg-Newry Street Crossing	15 15
Curves at Nineteenth Street and Margaret Avenue, Altoona	20
Bedford Branch Bedford—Richard St. crossing	10
Bald Eagle Branch	45
Curve at M. P. 45, at West Beech First curve east of M. P. 44, ½ mile west of West Beech	45 45
Second curve east of M. P. 39, on No. 1 track, at Howard.	45
Second curve east of Sand, No. 1 track	45
First curve west of Sand	45
Curve at M. P. 34, at Curtin	45
Bellefonte Branch	
Curve at Bellefonte Station	5
Curve two miles east of Milesburg	15
Curve between Milesburg Station and point 3% mile east	15
Morrison Cove Secondary Track	
First curve south of Holly	20
Curve between a point 250 feet north of M. P. 10 and a	
point 1300 feet south of M. P. 10, two miles south of	
Holly	20

	Miles per Hour
Bedford Secondary Track Curve at Dunnings Creek Jct. Through Hyndman (By Ordinance). Curve 3.1 Mi. South of Hyndman	15 10 15
Clearfield Secondary Track Through Curwensville (By Ordinance) Through Clearfield (By Ordinance) Curve at North end of Bridge No. 38.35, two miles south of Field Curve between M.P. 36 and 37, 1½ miles N. of Woodland N.Y.C.R.R. Crossing—(Philipsburg) Curve between M.P. 21 and Bridge No. 21.94 one mile north of Maple Fourth curve south of M.P. 11, 2¾ miles south of Summit First curve south of M. P. 7, 3¾ miles north of Vail	15 20 20
Moshannon Secondary Track Through Houtzdale (By Ordinance)	12
Lewistown Secondary Track Second curve east of Mile Post 41. First curve east of Mile Post 38. Second curve east of Mile Post 4.	25 25 25 25
Montandon Secondary Track Curves between Font and White	15

### **ENGINES**

1157-G1. Maximum speeds, unless otherwise restricted.

Class		Miles per Hour						
Class Steam Engines	Backward	Forward— Light	Forward— with train					
B	20 20 25 25 25 35 25 25 25 25 25 25 25 25 25 2	50 40 40 40 50 40 50 40 50 40	20 20 70 70 70 50 50 50 70 50 70 45 50					
Rail Motor Cars	25		70					

Class	Miles per	Hour
Diesel Engines	Forward—Light	Forward—with train
BF-4 BP-3 EP-3 EF-4 FF-3 Yard: A6 A6B AS-6 AS-10 BS-6 BS-6A BS-10 BS-10 BS-10 BS-10 BS-10A BS-10MU ES-6	50 50 50 50 50 50 50 50 50 50 20 20 40 40	70 50 70 50 50 70 70 70 50 50 20 20 40 40 40 40 40 40 40

#### NOTE-

#### Road Diesel Engines.

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

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

assigned; i.e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine.

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

#### Yard Diesel Engines.

The first letter indicates the same as for Road Diesel Engines.

The second letter indicates the service (shifting).

The number indicates the horsepower.

#### For example:

"A"-American Locomotive Company.

"S"-Shifting Service.

"6"--600 or 660 horsepower.

### SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
Lewistown	Lewistown	Street	25
	Street	Sal	30
Milroy	Chestnut Street		۱
	_Lewistown	Milroy	25
A	Deer	Hunt	30
<u>C</u>	Hunt	Deer	30
Pull-Up	East End Homer		
NT 4	_Yard	Bell	30
No. 1	Rose	Antis	30
No. 2	Antis	Rose	30
Springfield	$\underline{G}$ anister	Oreminea	20
Morrison Cove	Holly	Brook	30
	Brook	Curry	30
Bedford	Brook	Creek	30
	Ford	State Line	30
Clearfield		Mills	30
	Mills	Summit	20
_	Summit	Park	30
Runner	Maple	Summit	20
Moshannon	Mills	McCartney	20
Moshannon and	Jct. Moshannon		
Clearfield	Secondary Track	Brookwood shaft	
Snow Shoe	Snow Shoe Int	Snow Shoe	20
Montandon	Font	White	30
All other secondary			
tracks			15
Sidings—			
Bald Eagle Branch.			30
All other sidings			15
<del></del>			

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

Trout Run track-Maximum speed 10 miles per hour.

#### **ENGINE RESTRICTIONS**

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

NOTE—Letters and figures indicate:

X-Prohibited.

A-Backward movement prohibited.

B-Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E-Operation of engines coupled restricted to speed indicated.

R-Restricted account of light rail.

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

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

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

	CLASS OF ENGINES													Cale Cale	
LOCATION	В	c	E	BP3 EP3	EF4 FF3 BF4 AF4 H	ı	J	BP1	L	м	N	Q	s	T	Engines with Ten- der Capacity of Over 15,000 Gaia. with 6-whi, trucks
MAIN LINE	-	_		_	_	_	Γ	_		_		_	_	_	
Sims Construction Co	X	x	X	X	X	X	x	X	X	X	X	X	X	X	х
DUNCANNON: Old Line except running track to Freight Station		x				x	x			x	x	x	x	x	x
NEWPORT: Public delivery tracks, except stock yard track. F. M. Snyder trestle. Bridge 132.16.		X	×	×		X	X X 40	×	×	X	X	X X 40	X X 60	X	X
MILLERSTOWN: Public Delivery tracks Lead to Sechrist's Mill		X				X	X	  ::::	<u> </u>	X	X	X	X	X	X X
M.P. 145 WEST OF: Silica Brick Co		x	x	x		x	x		x	x	x	x	x	x	x
PORT ROYAL: Breyer Ice Cream Co Freight Station tracks		X		 ::::		X	X	x	X	X	X	X	X	X	X X
MIFFLIN: Commons Yard, except track west of passenger station, leading from No. 5 track. Yard tracks and switches east of Passenger Station except No. 5. W. H. Manbeok trestles		İ				X	X	x	X X	X X	X X	X X	X	x	x x x
DENHOLM: Circle, Hill & coal storage trk.		x	_ 			x	x	x	x	x	x	x	x	x	x
HAWSTONE: Hill track		x	×	x		x	x	x	x	x	x	x	x	x	х
LEWISTOWN: Yard Tracks Nos. 1 to 6, incl. Nos. 1, 2, 3, 5 Shop Tracks. No. 4 Shop Track. No. 16 Track. Nos. 2 & 3 Tracks, M. W.			   			^	XXX			X	XXX	XXX	XXX	XXXX	X X X
Yard No. 1 Track, M. W. Yard Crossover east of Scales		1	ŧ			X X X	X X X		<b>X</b>	X X	X X X	X X X	X X	X X X	X X X
M.P. 175 WEST OF: Mifflin Sand Co. (tracks leading to Sand Plant only)		x	x	x		x	x	x	x	x	x	x	x	x	x
McVEYTOWN: H. O. Andrews & Son		x	x	x		X	x	x	x	х	x	x	x	x	x

	1					LA	ss (	OF E	:NG	INE	s	_			h Ten- ity of Gals. trucks
	-	-	_	AP3	EF4	_	_	BP1	_	_		$\vdash$	_	-	with pacify 000 C
LOCATION	В	C	E	EP3	FF3 BF4 AF4 H	ı	J	K	L	м	N	Q	s	Т	Engines with Ten der Capacity of Over 15,000 Gals with 6-whi, truck
VINEYARD: Penna. Glass Sand Cpn. Hatfield Plant		x	x	x		x	x	x	x	x	x	x	x	x	x
MT. UNION: Tracks east of Franklin St Freight Station track E. A. Beaver Co Harbison Walker No. 7 Yard Track		XXXX	XXXX	XXX		XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	X X X X
MAPLETON: Siding, West of Bridge St Bridgeport track at tool house curve	1	x	x	×		X X	X	X X	X X	x x	X X	x	x x	x x	X X
HUNTINGDON: Juniata Supply Co Penna. Electric Co. Penna. Electric Co. trestle. H. & B. T. station tracks. J. C. Blair. Suplee—Wills—Jones. Freight Station tracks. Huntingdon Specialty Co Radiator Corp. West End Nose 6, 7 & 8 trks.	×	XXXX	_ xxxxxxxx .	-	×	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
WARRIOR RIDGE: Penna. Electric Co		X	X	×		x	x	x	x	x	x	x	x	x	x
PETERSBURG: Station track	1	1		ļ		x	X	x	x	X	X	x	X 55	X	x
UNION FURNACE: Warner Bros.— Trasks leading to Stone Plant only		×	<u></u>	-		x	x	x	x	×	x	x	x	×	x
Tyrone Lime & Stone  TYRONE:	-	-	-	 х		X X	X	X	<u>х</u> х	X	X X	X	X	X	x
Wilson Chemical					 	×	X	×	×	×	X	X	X	XX	×
Storage Yard		1	-  -			<u> </u>	40	-	<u>^</u>	_	<u>^</u>	40	<u> </u>		
ALTOONA TERRITORY: Westbound Shop. Furnace Hump. Juniata Scale Dump. East of Scales — Crossover No 11 rack to South Runner		×			 X	 X	XXX	X	X	XXX	XXX	X X X	XXX	XXX	X X X
M. W. Yard —Lower Back trk. Stock Yard Track F-11 and F-12 Flanagan's (People's Coal) Eastbound Repair, West End Eastbound Repair, Old side,	::	: :	::	x	X	x	XXXXX	x	X	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	t
Wreck Track Hole Track—Rose to East- bound Repair.		 	::  -:				X			х 	XXX	XXX	X	X	X X
E. Altoona Middle Div. Run'r Juniata side track Sinclair Refining Co., Kettle Street		×		1	X	X X	XXX	X X	X	X X	XXX	XXX	XXX	XXX	1
Peoples Natural Gas Co., 1st St	::	XXXX	١		XXXX	XXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	
Shaffer Stores Co., 7th St Leonard Miller, 8th St East Side Coal & Supply Co. 8th St Pintsch Gas, 9th St		XXXX	1	1			1	XXXX	l		ŀ	1	XXXX	XXXX	į.
P. A. Gleichert, 10th St L. B. Mackey, 10th St Standard Sanitary Mfg. Co.,		XXX			XXXX	XXXX	XXXX	XXX	XXXX	XXXX	XXXX	XXXX	XXX	X	i
General Bullders Supply Co. (1 & 2) 17th St Sears Roebuck Co., 17th St	::	XXX		1	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	1
Armour & Co., 18th St City Ice and Beverage Co., 18th St		X	1	1	x	X	X	X	X	X	X	X	X	X	Į

			-			LA	SS (	OF I	ENG	INE	s				h Ten- ity of Gads. trucks
	-	1	Γ		EF4	<u> </u>	Γ	BP1		_			]		
LOCATION				EP3	FF3 BF4 AF4										gines wit r Capac er 15,000 h 6-whi.
	В	C	E	G	H	1	J	K	L	M	N	Q	s	T	Engine der C Over 1
ALTOONA TERRITORY Cont. Abelson Iron & Metal Co.		Ì.,													
18th St	::	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Street		١	ļ			X	X	X	X	x	X	X	X	X	x
Street		. X	X		<b>X</b>		X	X	X	X	X	X	X	X	X
City Ice and Beverage Co., 19th St		X		X	X	XXX	X	XXX	XXX	X	XXX	X	X X X	X	X X X
Swift & Co., 19th St Main track—19th St.		X				В	X B	X	X	X X X B	В	XXB	1	X X B	B
H. & P. Branch	::	·x	X	X	×	10 X X	10 X X	X	X	10 X X	10 X X	10 X X	10 X X	10 X X	10 X X
Standard Supply & Equip- ment Co., 21st St		X				X	X	X	X	X	X	X	X	x	X
Rescue Mission, 21st St Altoona Pipe & Supply Co., 21st St					 			)				X	ł	X	
National Biscuit Co., 26th St. Atlantic Refining Co., 27th St	•••	XXX	X	X	X	X X	XXX	XXX	X X	X X X	X X X	X X	XXX	XXX	X X
National Biscuit Co., and Loose-Wiles Biscuit Co.,		J	J	x	J	x	x			J	J	x	x	x	x
27th St. Marhoefer's Baking Co., 28th Street.		X	}	x	X	X	x	X	X	X	X	x	X	X	X
City of Altoona (No.1) 30th Street		x	x			X	x	x	x	x	X	х	x	x	x
City of Altoons (2&3) 30th Street	٠. إ	R	R	R	R	R	R	R	R	R	R	R	R	R	R
J. C. Ivory & Son, 31st St Geo. Reighard, 31st St		XX				XXX	X X	XXX	XXX	X X	X X	X X	X	X X	X X
Ry. (1 & 2)		x	x	x	x	x	x	x	x	x	X	x	x	x	x
Blair Ice & Cold Storage Co. 31st St		x	X	X	x	X	x	x	x	x	X	x	x	x	X
Co		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Maximon Machine Co., South Altoona		x				X	x	x	x	x	X	x	x	x	X
to So. Alt. Shop Yd Freedom Oil Co., Altoona	٠.,			··•	•••	X	X	X	X	X	X	X	X	X	X
Public Track Lafferty Bros., South Altoona Atlantic Refining Co., west of		X				X	X	X	X	X	X	X	X	X	X
Canan's Crossing Gulf Refining Co., Canan's		X				X	X	X	X	X	X	X	X	X	X
Oresing.  Drenning's Delivery Service, east of Canan's Crossing	•••	X	٠٠			X X	X X	X X	X .	X X	X X	X	X X	X	X X
Sun Oil Co., east of Canan's Crossing		X				X	x	x	x	x	x	x	X	x	x
American Oil Co., east of Canan's Crossing		x				X	x	x	x	x	X	x	x	x	x
Eldorado Milling Co., Canan's Crossing Eldorado Public Delivery Trk	X	X	X	X	x	X	X	X	X	X	X	X	X	X	X
	=	=	-	-		_		-	-	-	-	-		=	
BALD EAGLE BRANCH: LOCK HAVEN: Penn. Woven Wire Co		x		x	x	x	x	x	x	x	x	x	x	x	x
Hoberman Coal & Junk Yard				X	XXX	X	X	X	X	X	X	X	X	X	X
American Aniline Prod. Co N.Y. & Penna. Paper Co Castanea Paper Co		X		XXXX		XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXXX	X X X X
MILL HALL:	-	-	-	-		-	-	-	-	-		-			
Mill Hall Fire Brick Co. side track Freight Station	::					X	X	x		X	X	X	X	X	X
Sheffield Farms. N.Y.C. Interchange tracks						X	XXX			x	X	×	XXXX	XXXX	×
BEECH CREEK: Freight Station	-	_					x	_		_	x	x	x	X	
HOWARD: Sheffield Farms			_		_		×	_		×	x	x	×	X	x
Freight Station							XXX	X.		XXX	XXX	XXX	XXX	XXX	X X X
White Rock Quarry Co MOUNT EAGLE:	-	-						_		~	^	$\ddot{-}$	_	_	
Sand side track	::		::			:::	X		:::	X	X	X	X	X	X
		='	'	<u>ì</u>	<u>!</u>	'			!			<u> </u>		(-	

CLASS OF ENGINES										F 2 8 8					
	-			AP3	EF4	_		BP1		_	$\Gamma$		_	-	nee with Ten- Capacity of 15,000 Gals.
LOCATION	В	c	E	EP3	FF3 BF4 AF4 H		,	K	L	м	N	Q	s	Т	Engines der Car Over 15, with 6-1
MILESBURG: Storage tracks	::						X				X	X	X	X	
JULIAN: Freight Station	-	- 					x			<u> </u>	x	x	— х	x	
PORT MATILDA: McFeeley Brick Co Clay Track		X				X	X			X	X	X	X	X	X
EAGLE: Bridge 6.17.	$\vdash$	_			<u> </u>	- 			<u></u>	50	<u> </u>	50		-	x
CLEARFIELD BRANCH: TYRONE:	Γ	Г	_	_	_	_				_	_		_		-
A. C. Yard North Yard—Vail to 17th St. West Virginia Pulp & Paper			• •	ļ <i>-</i>			X				 		X	X	
Co., tracks 5, 6, 7 West Virginia Pulp & Paper Co. tracks 1, 2, 4, 8, 9, 10, 11		. X		X	X	X	X	X	X	X	X	X	X	X	X X
14th St. Coal Yard at Wash-			х			X	X	 X	 X	X X	X X	X X	X	X X	X X
Ington Ave	Į X	l	ı	1	X	XXX	XXX	XXX	X	XXX	x	XXX	XXX	XXX	X
Bayer-Gillam Bros South Yard-Park to 14th St.  BELLEFONTE BRANCH	<u>:</u>	X	<b>X</b>	X		X	X	X	: : : : : :	X	X X	X	XX	X	X
BELLEFONTE: Back Track, Passenger Station	-														
Sheffields Farms. All Other Side Tracks		X	×			X X	XX	X	X	X X	X X	X X	XX	X	X
MILROY SECONDARY TRACK		x				x	x	x	x	x	x	x	x	x	X
dge at west end of loaded track	 	x	x	x		x	x	x	x	x	x	x	x	x	x
YEAGERTOWN: Yeagertown trestle		x	x	x		x	x	x	x	x	x	x	x	x	х
LEWISTOWN SECONDARY TRACK		x				x	x	x	x	x	x	x	x	X	x
Mt. Rock trestle	X	XXX	XXX	X X	X 	X X	X X X	X X	XX	XXX	X	XXX	X X	XXX	X
All Industrial Tracks, "Street" to "Sal"		x	<u></u>	<u></u>		x	x	X	X	X	x	x	X	x	X
HOLLIDAYSBURG & PETER- BURG BRANCH: PETERSBURG: Bridge 0.69						25	x								
Bridge 0.69	 	. : 	 			15 20	X X	 	 		::	20	20		
BLAIR FOUR: Bridge 11.51		·	<u></u>	:::	<u></u>	15	<u>x</u>		·	25		25	25	25 —	· · · · · · · · ·
WILLIAMSBURG: West Virginia Pulp & Paper Co. trestles Penna, Electric Co		X	X	X	 	X	X	X	X	X	X	X	X	X	X
GANISTER: Bridge 20.19	-	-	_			20	X	 		-				_	
HORRELL: Bridge 24.37	-	_	 		-	25	x		<b>-</b>		 			-	
HOLLIDAYSBURG YARD: Eastbound receiving yard, except No. 12 track		_		_		x	x	x		x	x	x	x	x	x
Eastward Class. Yard Eastward Advance Yard: West Ladder						X X	X X	XXX		X X	X X	X X	XXX	X X X	X X
East LadderCabin Yard Engine House Leads and Shop						×	X X	X		x	χ̈́	X	XXX	X X	X X
Tracks	٠.		···			X X	X	X		X	X X	X	X	X	X X
Nos. 1, 2, 3, 4, 5, 7, 8, & 9 Tracks Nos. 6 and 10 West Ladder-Old Stone Yard Old Stone Yard except West		• •				χ̈́	XXX	×		χ̈́	X	X	XXX	X	X
Ladder	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Х

						LAS	ss o	OF E	ENG	INE	s		-		of of cks
	-	-	-	AP3	EF4	_	·—	BP1		-	-	-	-	_	185 ±
LOCATION	В	c	E	BP3 EP3	FF3 BF4 AF4 H	ı	J	ĸ	L	м	N	Q	s	т	Engines with Tender Capacity of Over 15,000 Gasl. with 6-whi. trucks
HOL'DSBG YARD, Cont.: Westward Relay Yard, except West Ladder and 10 car lengths at west end Nos.															
1 to 6 incl						x	X	x		X	x	X	X	X	
except West Ladder and 10 car lengths at west end Tracks Nos. 25 & 27. Engine Tracks Nos. 1, 2 & 3. Mill track. Freight House track.						XXXX	XXXX	XXX		XXX	XXX	XXXX	XXXX	XXXX	X X X
HOLLIDAYSBURG: McLanahan Stone Machinery Co. track	-	x		_	x	x	x	×	x	x	x	x	x	x	x
Blair County Oil & Supply Co	1	X		1	X	X	X	X	X	X	X	X	X	X	X X
DUNCANSVILLE: W. P. Appleyard trestle Swope trestle and track	- 	X	X	X	X	XX	X	X	X	X	X	X	X	X	X
All other individual tracks	<u> </u>	X	X	X		X	X	X	X	X	X	X	X	X	X
MORRISON COVE SECON- DARY TRACK: Between Holly and Brook Between Brook and Curry		X				X	X	X	×	X	X	X	X	X	X
ROARING SPRING: D. M. Bare Paper Co. treetle. Coal treetle.		x	_	Γ	x	X	X	X	X	X	X	X	X	X	X X
BEDFORD BRANCH: Bedford - H. C. Heckerman	-	x	-  -		x	X X	X	X		x x	X	X	X	X	X
	-	-^	_	_	_	<u>^</u>	<u>  ^</u>	<u>  ^</u>	_	Ê	<u>^</u>	_	1	<u> -</u>	
BEDFORD SECONDARY TRACK: Between Brook and Creek. Ceesna Station Between Ford and State Line	l	XXX	X	×	×	X X	XXX	XXX	·x	XXX	XXX	XXX	XXX	XXX	X X
MT. DALLAS BRANCH	I—	X		<u> </u>	<u> </u>	X	X	X		X	<u>~</u>	X	x	X	x
CLOVER CREEK	-	X	I—			X	X	XX	×	X	X	X	X	X	
SPRINGFIELDOreminea track	-:	X				X	X	X	×	X	X	X	X	X	X
CANOE CREEK		X	Ŀ	<u></u>		X	X	X	<u></u>	<u>x</u>	X	X	x	X	X
CLEARFIELD SECONDARY TRACK: North of Park (See Note) First curve South of M.P. 7, 33/4 miles North of Vall		X	l			X X	x x	x x		x x	X	x x	x x	x x	X X
Fourth curve North of M.P.  9, 3½ miles South of Summit		x				x	x	x	15	x	x	x	x	x	x
11, 2% miles South of Summit		x	ļ.,	ļ		х	x	x	10	x	х	x	x	x	x
OSCEOLA MILLS: Both legs of Wye	-		- 	_		×	x	x	5	_ x		x	x	– x	x
MOSHANNON SECONDARY TRACK; Mills to McCartney		x		ļ		x	x	x		x	x	x	x	x	x
CONNECTING TRACK Mills to McCartney		x	 		 : <u></u>	x	x	x	 :	x	x	x	x	x	х
SNOW SHOE SECONDARY TRACK & CONNECTING TRACKS		x	<u></u>			x	x	x	x	x	X	x	x	x	X
FAIRBROOK TRACK		X	<u> </u>	···	···	X	X	x	X	X	X	X	x	x	Х
WESTERN MARYLAND RR: State Line to Cumberland		X	X	x	x	<u>x</u>	x	x	x	x	x	x	x	×	x
MONTANDON SECONDARY TRACK: All Industrial Trks.—"Font" to "White"		x	x x			x x	x x		x x	x x	x x	X X	X X	x x	x x
	_	_	-		_			<del>                                     </del>	<u> </u>						

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

	Miles per Hour
Park to Summit (light only)	5
Summit to Maple	20

# 1160-A2. Movement of Class J and Q engines prohibited:

Location	Between	And
Main Line	Division Post (Phila. Div.)	Bell
On All Branches excepts	- <u> </u>	

#### On All Branches except:

Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park	Tyrone
Hollidaysburg and Petersburg Branch	Alto	Jones St. Hollidaysburg

#### Other Equipment Restrictions.

#### 250-Ton Wrecking Derricks.

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

Main Line or Branch	Between	And	Bridge	Note
Main Line	Banks	Slope	_	1-2
Hollidaysburg & Petersburg Branch	Pete	Alto		3
Clearfield Branch	Tyrone	Park		
Bald Eagle Branch	Park	Lock Haven		

In the above territory, these derricks, insofar as effect of their weight on bridges and side tracks is concerned, may be moved under the same restrictions as obtain for class M engines.

- NOTE 1. Account close clearance within Spruce Creek tunnel, No. 3 track, train must be operated at slow speed.
- NOTE 2. Account close clearance with station platform Tyrone, train must be operated at slow speed, when using No. 3 track.
- NOTE 3. When hauled by an engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

#### Overhead Clearances.

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

#### Main Line

#### Altoona:

Train Shed, Passenger Station

#### Spruce:

Tunnel No. 1

Tunnel No. 2

#### **Entire Division**

Overhead water plugs Signal bridges

orgust orruges

Overhead bridges

Coal, clay and stone tipples

#### Close Side Clearance.

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

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

#### USE OF TELEPHONES

#### Trainphone.

1164-A1. Trainphone in service.

	Between	And
Main Line	Banks	Slope
Hollidaysburg and Petersburg Branch	Pete	Alto
Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park	Tyrone
Huntingdon Icing Station	East End	Platform

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

#### MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

#### Altoona

Train Dispatchers in charge as follows:

Main Line-Banks to Slope

ne—Banks to Stope.	
Branches:	Secondary Tracks:
Hollidaysburg and Petersburg	Morrison Cove between Holly and Brook
Bedford	Bedford between Brook and
Mt. Dallas	Creek and between Ford
Clearfield	and State
Bald Eagle	Clearfield between Park
Bellefonte	and Cur
	Moshannon between Mills

Lewistown between Street

Montandon between Font

and Sal

and White

# Authority For Movement Of Trains Between Lock Haven And Division Post.

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

# SIGNAL RULES

Movement of Trains in the same direction by Block Signals.

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

	Track	Between	And	
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Div.)	Tunnel	
	No. 1 and No. 3	Spruce	Forge	
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis	
	No. 3 and No. 4	Antis	Works	
	No. 4	Works	Alto	
	No. A, No. 1, No. 2 and No. 4	Alto	Slope	

# Opposing and following movements of trains by block signals.

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

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

#### 1291-A1. Referring to Rule 291, between:

Jacks and Lewis.

Mifflin and Port.

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

#### CAB SIGNALS

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

For movement with current of to	raffic.	
---------------------------------	---------	--

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

#### For movements against current of traffic.

Within Mifflin Interlocking				
Within Wall Interlocking				
Within Wall Interlocking				
Spruce				
Tunnel				
Tunnel				
Alto				

### Secondary Tracks

For movements in assigned direction.

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

#### For movements against assigned direction.

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

#### MANUAL BLOCK SYSTEM

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

	Track	Between	And	
II alli da saharan	No. 1 and No. 2	Pete	Holly	
Hollidaysburg and Peters-	No. 3 and No. 4	Holly	Hollidaysburg	
burg Branch	No. 1, No. 3 and No. 4	Hollidaysburg	Wye	
Bedford Branch	Single	Creek	Ford	
Mt. Dallas Branch	Single	Creek	Dallas	
Bellefonte Branch	Single	Miles	Font	
Morrison Cove	Secondary	Holly	Brook	
Bedford	Secondary	Brook	Creek	
Bediord	Secondary	Ford	State	
Clearfield	Secondary	Cur	Park	
Moshannon	Secondary	Mills	Ram	
Lewistown	Secondary	Street	Sal	
Montandon	Secondary	Font	White	

#### 1316-A1. Rule 316 will apply:

CLEARFIELD SECONDARY TRACK:

Southward between Summit and Park. Northward between Summit and Mills.

#### 1317-A1. Rule 317 will apply:

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

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

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

#### For Movements Against Current of Traffic

Main Line—Between Banks and Slope, except where Rule 261 is in effect.

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

1361a-A1. Flag or lamp signals will be used by signalman Wye to give block indications as provided by Rule 361a.

Eastward trains on No. 1 track.

#### 1366a-A1. Referring to Rule 366a.

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

No. 2 track between Holly and Jones Street

No. 1 track between Hollidaysburg and Thermic Ice and Coal Co. track.

### **AUTOMATIC BLOCK SYSTEM**

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

For movements with current of traffic and on single track.

	Track	Between	And	
Main Line	No. 5	Gray	Tyrone	
Main Diffe	A, No. 1, No. 2, No. 3 and No. 4	Alto	Slope	
Hollidaysburg	No. 1 and No. 2	Alto	Eldo	
and Peters- burg Branch	Single	Eldo	Wye	
Clearfield Branch	Single	Tyrone	Park	
D-14 E1-	Single	Park	Sand	
Bald Eagle Branch	No. 1 and No. 2	Sand	Wood	
	Single	Wood	Lock Haven	

### For movements against current of traffic.

	_	_	
Track	Between	And	
No. 5	Tyrone	Gray	
No. 3	Alto	Slope	
No. 1 and No. 2	Wood	Sand	
	No. 5 No. 3	No. 5 Tyrone No. 3 Alto	

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

For movements with current of traffic.

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

For movements against current of traffic.

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

#### Secondary Tracks

For movements in assigned direction.

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

For movements against assigned direction.

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

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

Tyrone:

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

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

1515-A2. Engines dispatched from points in Cab Signal territory to Susquehanna Division points or to points where Test Circuits are not provided must have Cab Signal equipment cut in for the entire trip.

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

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

1515-B1. Rule 515—following exceptions authorized:

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

1516-A1. In the application of the second paragraph of Rule 516, trains authorized by Cab Signal Clearance Card (Form CS), to proceed at speed authorized for an equipped train, must be prepared to pass the following signals at medium speed:

Westward:

Signal 1179—East of View

Signal 1325-East of Port

Signal 1525—East of Mifflin

Signal 1647—East of Lewistown

Signal 2035—East of Deer

EASTWARD:

Signal 2036—West of Hunt

Signal 1586—West of Wall

Signal 1348—West of Port

Signal 1142—East of Perdix

# INTERLOCKING

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

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

Name	QUALIFIED FOR SERVICE	PART OF ZONE QUALIFIED FOR					
Name		ZONE					
Home Division		DIVISION					

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Altoona, Pa., April 20, 1950.

#### **GENERAL ORDER NO. 1501**

#### Effective 2.01 A. M., Sunday, April 30, 1950

#### Applies In All Zones

(a) Time-Table No. 15 and Special Instructions to Time-Table No. 15 in effect. They contain the necessary instructions issued in general orders up to and including No. 1415, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 15 or Special Instructions to Time-Table No. 15 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 14 or Special Instructions to Time-Table No. 14 to bulletin board attendant, after Time-Table No. 15 takes effect.

#### (b) SPECIAL INSTRUCTIONS

Employes attention is directed to the changes in the numbering of Special Instructions. The first digit identifies the instruction as being on the time-table; the next three digits or letter are used to associate the instructions with an applicable rule in the Book of Rules.

Zone E extended to include Montandon and Snow Shoe Secondary Tracks.

New Zone F established to include Lewistown and Milroy Secondary Tracks.

#### Applies In Zone A

#### (c) MAIN LINE

#### VIEW

Trains and engines on No. 4 track must not exceed a speed of 30 miles per hour on curve at Mile Post 117, 2 miles east of View, account of track condition.

#### (d) MAIN LINE

#### McVEYTOWN

Crossover switches between No. 3 and No. 4 tracks installed 4250 feet west of McVeytown and not in service.

#### Applies In Zone B

# (e) MAIN LINE

### ALTOONA STATION

Employes are warned of close side clearance between retaining wall north of No. 4 station track, at west end of Altoona Station, and equipment making movements over No. 41 cross-over, No. 3 to No. 4 tracks, and must not ride on north side of equipment while movements are being made over this cross-over.

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

Altoona, Pa., June 6, 1950.

#### **GENERAL ORDER NO. 1503**

#### Effective 12.01 A. M., Saturday, June 10, 1950

#### Applies In All Zones

- (a) Supplemental Instructions to Operating, Signal and In terlocking Rules, Edition of September 25, 1949. Instruction 4515-B changed.
  - Coupon for Instruction 4515-B must be pasted over Instruction 4515-B, on page 62.
- (b) U. S. MAIL WORK
  - Mail work performed by Nos. 13, 25 19, 14 and 24, changed.
  - Sticker page attached to sticker form of this General Order must be detached and pasted in time-table, as follows:
  - Page 33 over page 33.

Altoona, Pa., June 15, 1950.

#### GENERAL ORDER NO. 1504

# Effective 6.00 A. M., Sunday, June 25, 1950

# Applies In All Zones

#### (a) TIME-TABLE AUTHORITY

Schedule of No. 48, No. 49, No. 64 and No. 65, withdrawn.

Schedule of No. 20 and No. 21 added.

Schedule of No. 31, No. 76 and No. 77 changed.

No. 16 will not run July 2, July 3.

No. 35, No. 36, No. 60 and No. 61 will not run July 3, July 4.

No. 86 will run July 3, July 4.

No. 30 and No. 31 will have baggage service, no train baggageman.

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

Blank coupons over No. 49, page 19 and No. 48, page 23.

No. 21 over No. 65, page 20.

No. 20 over No. 30, page 25.

No. 30 over No. 64, page 25.

Nos. 16, 36, 60, 76, 86, 31, 35, 61 and 77 over corresponding schedules, pages 14, 15, 18, 19, 22, 23, 24 and 29.

LETTERS AND CHARACTERS

R—Regular stop to receive passengers for West of Indianapolis.

Special Instruction 1004-B1, changed.

P. M. ROEPER, Superintendent.

ENNSYLVANIA RAILROAD MIDDLE DIVISION

Altoona, Pa., August 18, 1950.

**GENERAL ORDER NO. 1505** 

Effective 12.01 A. M., Thursday, August 24, 1950

#### Applies In All Zones

#### (a) TIME-TABLE AUTHORITY

Schedules of No. 510, No. 511, No. 584 and No. 585, withdrawn.

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

Blank coupons over No. 510, page 26, and No. 511, page 17. Blank page over page 30.

Altoona, Pa., September 1, 1950.

#### **GENERAL ORDER NO. 1506**

# Effective 10.01 A. M., Thursday, September 7, 1950

#### Applies In Zone B

(a) ALTOONA YARD

ROSE INTERLOCKING

Distant signal No. 2346, located 1566 feet west of Rose Interlocking Station, governing eastward movements on No. 1 track, changed to position light pedestal type.

(b) MAIN LINE BELLWOOD

Track pans in No. 3 track restored to service.

(c) U. S. MAIL WORK BELLWOOD

CD service for No. 24 and No. 25 at Bellwood withdrawn.

#### Applies In Zone F

# (d) MILROY SECONDARY TRACK BURNHAM

Facing hand-operated switch for eastward movement in secondary track, with hand-operated derail, 2664 feet east of Mile Post 2, leading to Huffman Supply Co. track, capacity 6 cars, in service.

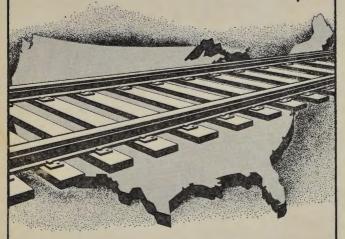






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ASSOCIATION OF AMERICAN RAILROADS

