

W.S.S.

The Pennsylvania Railroad

EASTERN REGION

Eastern Pennsylvania Division

MIDDLE DIVISION

Time Table No. 29

In Effect 6.01 A. M., Sunday, April 30, 1939

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

P. E. FEUCHT,
Supt. Pass. Transportation.

H. W. JONES,
General Superintendent.

A. F. McINTYRE,
Supt. Freight Transportation.

E. C. GEGENHEIMER,
Superintendent.

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2024

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MAIN LINE

| Interlocking | Block Stations | Dist. between Stations | Dist. from Harrisburg | STATIONS | Station Signals | Sidings assigned direct Car capacity 45 ft. cars | | |
|--------------|----------------|------------------------|-----------------------|---------------------------|-----------------|---|---|------|
| | | | | | | E | W | Both |
| | | | | Phila. HARRISBURG Div. | | | | |
| I | B | 5.3 | 5.3 | ROCKVILLE | | | | |
| I | B | 3.3 | 8.6 | BANKS | | | | |
| | | 1.1 | 9.7 | PERDIX | | | | |
| | | 1.0 | 10.7 | COVE | | | | |
| | | 2.6 | 13.3 | KINKORA HEIGHTS | | | | |
| I | B | 1.0 | 14.3 | VIEW | VIEW | | | |
| | | 0.5 | 14.8 | DUNCANNON | | | | |
| | | 1.1 | 15.9 | JUNIATA BRIDGE | | | | |
| | | 2.1 | 18.0 | AQUEDUCT | | | | |
| | | 1.8 | 19.8 | LOSH'S RUN | | | | |
| | | 1.4 | 21.2 | IROQUOIS | | | | |
| | | 1.7 | 22.9 | BAILEY | | | | |
| | | 4.5 | 27.4 | NEWPORT | | | | |
| I | B | 1.4 | 28.8 | PORT | PORT | | | |
| | | 1.9 | 30.7 | OLD FERRY | | | | |
| | | 2.0 | 32.7 | MILLERSTOWN | | | | |
| | | 5.0 | 37.7 | THOMPSONTOWN | | | | |
| | | 3.1 | 40.8 | VANDYKE | | | | |
| | | 2.2 | 43.0 | TUSCARORA | | | | |
| | | 1.1 | 44.1 | MEXICO | | | | |
| | | 2.1 | 46.2 | PORT ROYAL | | | | |
| I | B | 2.8 | 49.0 | MIFFLIN | MIFFLIN | | | |
| | | 1.6 | 50.6 | LAUVER | | | | |
| | | 1.0 | 51.6 | DENHOLM | | | | |
| I | B | 0.8 | 52.4 | WALL | WALL | | | |
| | | 3.5 | 55.9 | HAWSTONE | | | | |
| | | 1.6 | 57.5 | SHAWNEE | | | | |
| | | 3.1 | 60.6 | LEWISTOWN | | | | |
| I | B | 1.2 | 61.8 | LEWIS | LEWIS | | | |
| | | 2.6 | 64.4 | GRANVILLE | | | | |
| | | 3.9 | 68.3 | LONGFELLOW | | | | |
| | | 1.2 | 69.5 | HORNINGFORD | | | | |
| | | 3.0 | 72.5 | McVEYTOWN | | | | |
| | | 4.2 | 76.7 | RYDE | | | | |
| | | 2.1 | 78.8 | VINEYARD | | | | |
| | | 3.7 | 82.5 | NEWTON HAMILTON | | | | |
| | | 2.6 | 85.1 | MOUNT UNION | | | | |
| I | B | 1.0 | 86.1 | JACKS | JACKS | | | |
| | | 2.8 | 88.4 | MAPLETON | | | | |
| | | 3.2 | 91.6 | MILL CREEK | | | | |
| | | 3.2 | 94.8 | ARDENHEIM | | | | |
| I | B | 2.2 | 97.0 | HUNTINGDON | HUNT'DN | | | |
| P | | 2.4 | 99.4 | DEER | | | | |
| | | 1.8 | 101.2 | WARRIOR RIDGE | | | | |
| | | 2.1 | 103.3 | PETERSBURG | | | | |
| | | 3.3 | 106.6 | BARREE | | | | |
| | | 1.0 | 107.6 | TUNNEL | | | | |
| I | B | 1.2 | 108.8 | SPRUCE | SPRUCE | | | |
| | | 0.4 | 109.2 | SPRUCE CREEK | | | | |
| | | 1.6 | 110.8 | UNION FURNACE | | | | |
| | | 3.3 | 114.1 | BIRMINGHAM | | | | |
| I | B | 1.5 | 115.6 | FORGE | FORGE | | | |
| | | 1.0 | 116.6 | TYRONE | | | | |
| I | B | 1.2 | 117.9 | GRAZIER | GRAZIER | | | |
| | | 2.6 | 120.4 | TIPTON | | | | |
| | | 3.6 | 124.0 | BELLWOOD | | | | |
| I | B | 0.7 | 124.7 | BELL | BELL | | | |
| I | B | 2.1 | 126.8 | ANTIS | ANTIS | | | |
| | | 1.3 | 128.1 | EAST ALTOONA | | | | |
| I | | 2.1 | 130.2 | RO | | | | |
| | | 0.6 | 130.8 | ALTOONA | | | | |
| I | B | 0.8 | 131.1 | JK | JK | | | |
| I | B | 0.6 | 131.7 | BO | BO | | | |

NOTE:

I—Interlocking Station and Plant.

P—Interlocking Plant.—Remote controlled

A—Interlocking Plant—Automatic.

B—Attended Block Station.

‡B—Unattended Block Station.

| Interlockings | Block Stations | Dist. between Stations | Dist. from Petersburg | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|-----------------------|--------------------|-----------------|---|---|------|
| | | | | | | E | W | Both |
| | | | | PETERSBURG | | | | |
| | †B | 0.3 | 0.3 | PETE | PETE | | | |
| | | 2.7 | 3.0 | NEFF | | | | |
| | | 2.0 | 5.0 | ALEXANDRIA | | | | |
| | †B | 1.2 | 6.2 | ALFARATA | ALF | | | |
| | | 0.9 | 7.1 | WATER STREET | | | | |
| | | 1.8 | 8.9 | GOODMAN | | | | |
| | | 1.7 | 10.6 | BLAIRFOUR | | | | |
| | | 0.7 | 11.3 | MOUNT ETNA | | | | |
| | | 2.7 | 14.0 | COVEDALE | | | | |
| | †B | 1.1 | 15.1 | CLOVER CREEK JCT. | CLOVER | | | |
| | | 2.2 | 17.3 | WILLIAMSBURG | | | | |
| | †B | 2.0 | 19.3 | GANISTER | SPRING | | | |
| | | 1.2 | 20.5 | POINT VIEW | | | | |
| | | 1.9 | 22.4 | FLOWING SPRING | | | | |
| | | 0.4 | 22.8 | CANOE CREEK JCT. | | | | |
| | | 1.2 | 24.0 | HORRELL | | | | |
| | †B | 4.5 | 28.5 | FRANKSTOWN | FRANK | | | |
| | †B | 2.5 | 31.0 | JCT. MOR. COVE BR. | HOLLY | | | |
| | | 0.3 | 31.3 | HOLLIDAYSBURG | | | | |
| I | B | 1.1 | 32.4 | WYE | WYE | | | |
| P | | 8.2 | 35.6 | ELDORADO | | | | |
| I | B | 8.0 | 38.6 | JK | JK | | | |
| | | 0.3 | 38.9 | ALTOONA | | | | |

NOTE—Unattended Block Stations controlled by open Block Stations.

| | | |
|---------|------------|--------------------|
| †Pete | Unattended | Controlled by Wye. |
| †Alf | Unattended | Controlled by Wye. |
| †Clover | Unattended | Controlled by Wye. |
| †Spring | Unattended | Controlled by Wye. |
| †Frank | Unattended | Controlled by Wye. |
| †Holly | Unattended | Controlled by Wye. |

MORRISON'S COVE BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from Curry | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|------------------|-----------------------|-----------------|---|---|------|
| | | | | | | N | S | Both |
| | | | | CURRY | | | | |
| | | 2.5 | 2.5 | MARTINSBURG JCT. | | | | |
| | | 1.5 | 4.0 | PECK | | | | |
| | | 2.7 | 6.7 | ROARING SPRING | | | | |
| | | 2.1 | 8.8 | McKEE | | | | |
| | †B | 0.9 | 9.7 | BROOKES MILLS | BROOK | | | |
| | †R | 6.4 | 16.1 | JCT. HOLL. & PBG. BR. | HOLLY | | | |

NOTE—Unattended Block Stations controlled by open Block Stations.

| | | |
|--------|------------|--------------------|
| †Holly | Unattended | Controlled by Wye |
| †Brook | Unattended | Controlled by Wye. |

MARTINSBURG BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from Martinsburg | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|------------------------|---------------------------------|-----------------|---|---|------|
| | | | | | | E | W | Both |
| | | 0.7 | 0.7 | MARTINSBURG MARTINSBURG JCT. | | | | |

NOTE—Unattended Block Stations controlled by open Block Stations.

MT. DALLAS BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from D. C. Jct. | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|-----------------------|-----------------|-----------------|---|---|------|
| | | | | | | N | S | Both |
| | †B | | | DUNN CREEK JCT. | CREEK | | | |
| | | 0.5 | 0.5 | CLIFFS | | | | |
| | | 8.1 | 3.6 | LUTZVILLE | | | | |
| | | 1.6 | 5.2 | ASHCOM | | | | |
| | †B | 1.7 | 6.9 | MT. DALLAS | DALLAS | | | |

NOTE—Unattended Block Stations controlled by open Block Stations.

| | | |
|---------|------------|--------------------|
| †Creek | Unattended | Controlled by Wye. |
| †Dallas | Unattended | Controlled by Wye. |

BALD EAGLE BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from Tyrone | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|-------------------|-------------------------------------|-----------------|---|---|------|
| | | | | | | E | W | Both |
| I | B | 1.4 1.5 | 54.2 52.8 | LOCK HAVEN Wmspt Div POST SIDING | | | | 141 |
| | | 1.0 | 51.3 | MILL HALL | | | | |
| | | 4.4 | 50.3 | HALL | | | | 101 |
| | | 1.6 | 45.9 | BEECH CREEK | | | | 107 |
| | | 3.4 | 44.3 | EAGLEVILLE | | | | |
| I | B | 1.2 | 40.9 | WOOD | WOOD | | | |
| | | 3.1 | 39.7 | HOWARD | | | | 93 |
| | | 0.7 | 38.8 | MT. EAGLE | | | | |
| P | | 0.7 | 35.9 | SAND | | | | |
| | | 0.8 | 35.2 | HOLTERS | | | | |
| | | 3.6 | 34.4 | CURTIN | | | | |
| I | B | 1.3 | 30.8 | MILESBERG | MILESBERG | | | 115 |
| | | 3.6 | 29.5 | SNOW SHOE INT. | | | | |
| | | 4.5 | 25.9 | UNIONVILLE | | | | 114 |
| | | 4.2 | 21.4 | JULIAN | | | | 104 |
| | | 3.4 | 17.2 | MARTHA | | | | |
| I | B | 3.2 | 13.8 | PORT MATILDA | Port Matilda | | | 129 |
| | | 2.5 | 10.6 | HANNAH | | | | |
| | | 2.0 | 8.1 | DIX | | | | |
| | | 1.1 | 6.1 | EAGLE | | | | 115 |
| | | 1.9 | 5.0 | BALD EAGLE | | | | |
| | | 1.6 | 3.1 | VAIL | | | | |
| I | B | 1.5 | 1.5 | PARK | PARK | | | 160 |
| | | | | TYRONE | | | | |

Note—Block Stations are open continuously except—

| Interlockings | Block Stations | Dist. between Stations | Dist. from Brookes Mills | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|--------------------------|-----------------------|-----------------|--|---|------|
| | | | | | | N | S | Both |
| | †B | 1.4 | 1.4 | BROOKES MILLS | BROOK | | | |
| | | 4.6 | 6.0 | EAST FREEDOM | | | | |
| | | 1.5 | 7.5 | CLAYSBURG | | | | |
| | | 1.6 | 9.1 | SPROUL | | | | |
| | †B | 4.2 | 13.3 | QUEEN | | | | |
| | | 2.3 | 15.6 | IMLER | IMLER | | | 19 |
| | | 2.4 | 18.0 | OSTERBURG | | | | |
| | | 2.2 | 20.2 | REYNOLDSDALE | | | | |
| | | 0.6 | 22.6 | FISHERTOWN | | | | |
| | | 4.8 | 27.4 | CESSNA | | | | |
| | †B | 3.0 | 30.4 | YOUNTS | | | | |
| | †B | 1.1 | 31.5 | DUNN CREEK JCT. | CREEK | | | |
| | | 2.9 | 34.4 | BEDFORD | FORD | | | |
| | | 2.0 | 36.4 | WOLFEBURG | | | | |
| | | 3.2 | 39.6 | NAPIER | | | | |
| | †B | 5.0 | 44.6 | MANNS CHOICE | | | | |
| | | 1.5 | 46.1 | BUFFALO MILLS | BUFF | | | 52 |
| | | 2.2 | 48.3 | BARD | | | | |
| | | 2.5 | 50.8 | MADLEY | | | | |
| | | 3.7 | 54.5 | FOSSILVILLE | | | | 40†N |
| | | 0.8 | 55.3 | HYNDMAN | | | | |
| | †B | 5.4 | 60.7 | BARCLAY | | | | |
| | | 1.2 | 61.9 | STATE | STATE | | | |
| | | 6.5 | 68.4 | STATE LINE | | | | |
| | | | | CUMBERLAND (W.M. Ry.) | | | | |

† Connected at one end only as indicated by letter used in connection with this character.

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

| | | |
|--------|------------|--------------------|
| †Brook | Unattended | Controlled by Wye. |
| †Imler | Unattended | Controlled by Wye. |
| †Creek | Unattended | Controlled by Wye. |
| †Ford | Unattended | Controlled by Wye. |
| †Buff | Unattended | Controlled by Wye. |
| †State | Unattended | Controlled by Wye. |

BELLEFONTE BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from Milesburg | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|----------------------|--------------|-----------------|--|---|------|
| | | | | | | E | W | Both |
| | | 2.9 | 6.2 | PLEASANT GAP | Wmsprt Div. | | | |
| | †B | 0.5 | 3.3 | TITAN | | | | |
| | †B | 0.1 | 2.8 | MATCH | TITAN | | | |
| | | 0.1 | 2.7 | BELLEFONTE | MATCH | | | |
| | †B | 2.6 | 2.6 | FONT | | | | |
| I | B | | | MILESBU'G | MILESBU'G | | | |

Note—Block Stations are open continuously except—
Unattended Block Stations controlled by open Block Stations.

| | | |
|--------|------------|--------------------------|
| †Titan | Unattended | Controlled by Milesburg. |
| †Match | Unattended | Controlled by Milesburg. |
| †Font | Unattended | Controlled by Milesburg. |

CLEARFIELD BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from Grampian | STATIONS | Station Signals | Sidings assigned direc'n Car Capacity 45 ft. cars | | |
|---------------|----------------|------------------------|---------------------|--------------------------|-----------------|---|----|------|
| | | | | | | N | S | Both |
| | | 1.6 | 1.6 | GRAMPIAN | | | | |
| | | 3.8 | 5.4 | STRONACH | | | | |
| | | 0.3 | 5.7 | CURWENSVILLE | | | | 17 |
| | IB | 6.3 | 12.0 | CUR | CUR | | | |
| | | 0.1 | 12.1 | CLEARFIELD | | | | |
| | IB | 6.1 | 18.2 | FIELD | FIELD | | | |
| | | 2.4 | 20.6 | WOODLAND | LAND | | | 29 |
| | | 2.5 | 23.1 | BIGLER | | | | 18 |
| | IB | 2.2 | 25.3 | WALLACETON | LACE | | | 33 |
| | | 1.8 | 27.1 | BLUE BALL | | | | |
| | | 1.6 | 28.7 | SANFORD JUNCTION | | | | |
| | IB | 0.3 | 29.0 | N. Y. C. R. R. TOWER (*) | | | | |
| | | 0.2 | 29.2 | PHIL | PHIL | | | |
| | | 2.4 | 31.7 | PHILIPSBURG | | | | |
| | IB | 1.6 | 33.3 | MAPLE | MAPLE | | | |
| | | 0.4 | 33.7 | MILLS | MILLS | | | |
| | | 3.3 | 37.0 | OSCEOLA MILLS | | | | |
| | | 0.7 | 37.7 | RETORT | | | | |
| | IB | 1.8 | 39.5 | SANDY RIDGE | | | | |
| | | 9.9 | 49.4 | SUMMIT | SUMMIT | 75 | 75 | |
| | | 1.6 | 51.0 | VAIL | | | | |
| | B | 1.5 | 52.5 | PARK | PARK | | | |
| | | 0.2 | 52.7 | TYRONE | | | | |
| | B | | | WILSON | WILSON | | | |

NOTE—Block Stations are open continuously except—
Unattended Block Stations controlled by open Block Stations.

(*) 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 Block Operator in control of the block.

| | | |
|-------|------------|---------------------|
| Sum't | Unattended | Controlled by Park. |
| Mills | Unattended | Controlled by Park. |
| Maple | Unattended | Controlled by Park. |
| Phil | Unattended | Controlled by Park. |
| Lace | Unattended | Controlled by Park. |
| Land | Unattended | Controlled by Park. |
| Field | Unattended | Controlled by Park. |
| Cur | Unattended | Controlled by Park. |

SNOW SHOE BRANCH

| Interlockings | Block Stations | Dist. between Stations | Dist. from Snow Shoe Int. | STATIONS | Station Signals | Sidings assigned direc'n Car capacity 45 ft. cars | | |
|---------------|----------------|------------------------|---------------------------|----------------|-----------------|---|---|------|
| | | | | | | E | W | Both |
| | | 2.5 | 2.5 | SNOW SHOE INT. | | | | |
| | | 1.3 | 3.8 | SCHOOL HOUSE | | | | |
| | | 3.4 | 7.2 | GUM STUMP | | | | |
| | | 8.5 | 10.7 | CLARKS | | | | |
| | | 6.6 | 17.3 | RHOADS | | | | |
| | | | | SNOW SHOE | | | | |

Note—Unattended Block Stations controlled by open Block Stations.

| Interlockings | Block Stations | Dist between Stations | Distance from Osceola Mills | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|-----------------------|-----------------------------|-------------------------------|-----------------|---|---|------|
| | | | | | | N | S | Both |
| | | | | OSCEOLA MILLS | | | | |
| | †B | 0.4 | 0.4 | MILLS | MILLS | | | |
| | †B | 2.1 | 2.5 | COAL RUN JUNCTION | COAL | | | |
| | | 2.5 | 5.0 | GOSS RUN JUNCTION | | | | |
| | | 1.1 | 6.1 | HOUTZDALE | | | | |
| | | 1.2 | 7.3 | AMESVILLE JUNCTION | | | | |
| | | 0.9 | 8.2 | EXCELSIOR | | | | |
| | †B | 1.1 | 9.3 | RAMEY | RAM | | | |
| | | 0.3 | 9.6 | MADERA JUNCTION | | | | 35 |
| | | 2.4 | 12.0 | SMOKE RUN | | | | |
| | | 1.5 | 13.5 | BANIAN JUNCTION | | | | |
| | | 1.1 | 14.6 | MADERA | | | | |
| | | 0.4 | 15.0 | BETZ JCT. N.Y.C.R.R. Crossing | | | | |
| | | 6.4 | 21.4 | MCCARTNEY | | | | |

NOTE—Unattended Block Stations controlled by open Block Stations.

| | | |
|--------|------------|---------------------|
| †Mills | Unattended | Controlled by Park. |
| †Coal | Unattended | Controlled by Park. |
| †Ram | Unattended | Controlled by Park. |

LEWISTOWN AND MILROY BRANCHES

| Interlockings | Block Stations | Distance between Stations | Distance from Lewistown | STATIONS | Station Signals | Sidings assigned direct'n Car capacity 45 ft. cars | | |
|---------------|----------------|---------------------------|-------------------------|----------------------|-----------------|---|---|------|
| | | | | | | W | E | Both |
| | | 1.4 | 12.2 | MILROY | Milroy Branch | | | |
| | | 0.8 | 10.8 | NAGINEY | | | | |
| | | 0.6 | 10.0 | SHRADERS | | | | |
| | | 2.9 | 9.4 | HONEY CREEK | | | | |
| | †B | 0.3 | 6.5 | REEDSVILLE | | REED | | |
| | | 0.1 | 6.2 | K. V. R. R. JUNCTION | | | | |
| | | 1.7 | 6.1 | MANN WATER STA. | | | | |
| | †B | 0.8 | 4.4 | YEAGERTOWN | | | | 58 |
| | | 0.3 | 3.6 | BURNHAM | BURN | | | |
| | | 0.5 | 3.3 | BURNHAM SDG. | | | | 42 |
| | | 0.4 | 1.5 | WALNUT STREET | | | | |
| | †B | 0.1 | 1.1 | STREET | STREET | | | |
| | | 0.2 | 1.0 | CHESTNUT STREET | | | | |
| | | 0.8 | 0.8 | MAIN STREET | | | | |
| | †B | | | LEWISTOWN | TOWN | | | |

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

| | | |
|---------|------------|----------------------|
| †Reed | Unattended | Controlled by Lewis. |
| †Burn | Unattended | Controlled by Lewis. |
| †Street | Unattended | Controlled by Lewis. |
| †Town | Unattended | Controlled by Lewis. |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|---------|--|--|
| | 067 | 085 | | |
| | DAILY | DAILY | | |
| Leave | A. M. | A. M. | | |
| HARRISBURG (Phila. Div.) | \$ 12.02 | \$ 1.10 | | |
| ROCKVILLE | 12.10 | 1.20 | | |
| MARYSVILLE | | | | |
| BANKS | 12.15 | 1.25 | | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 12.22 | 1.32 | | |
| DUNOANNON | | | | |
| JUNLATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 12.30 | 1.40 | | |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 12.37 | 1.47 | | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 12.48 | 1.58 | | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 12.56 | 2.07 | | |
| DENHOLM | | | | |
| WALL | 1.00 | 2.11 | | |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | | | | |
| LEWIS | 1.11 | 2.22 | | |
| GRANVILLE | | | | |
| LONGFELLOW | 1.18 | 2.29 | | |
| HORNINGFORD | | | | |
| McVEY TOWN | | | | |
| RYDE | | | | |
| VINEYARD | 1.29 | 2.40 | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 1.37 | 2.48 | | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | 1.48 | 2.59 | | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 1.55 | 3.06 | | |
| BARRE | | | | |
| SPRUCE | 2.01 | 3.14 | | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 2.11 | 3.25 | | |
| TYRONE | | | | |
| GRAZIER | 2.14 | 3.28 | | |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | 2.22 | 3.37 | | |
| EAST ALTOONA | | | | |
| ALTOONA | \$ 2.32 | \$ 3.47 | | |
| | 2.36 | 3.57 | | |
| BO | 2.39 | 4.00 | | |
| Arrive | A. M. | A. M. | | |
| | 67 | 85 | | |

FIRST CLASS

| | 037 DAILY | 061 DAILY | 01 DAILY EX. MON. | 051 DAILY | |
|--|--------------|--------------|-------------------------|--------------|--|
| | A. M. | A. M. | A. M. | A. M. | |
| | \$ 1.30 | \$ 2.24 | E 2.37 | \$ 3.03 | |
| | 1.40 | 2.34 | 2.47 | 3.13 | |
| | 1.45 | 2.39 | 2.52 | 3.18 | |
| | | | | | |
| | 1.52 | 2.46 | 2.58 | 3.25 | |
| | | | | | |
| | 2.00 | 2.54 | 3.06 | 3.33 | |
| | | | | | |
| | 2.07 | 3.01 | 3.14 | 3.40 | |
| | | | | | |
| | 2.18 | 3.12 | 3.25 | 3.51 | |
| | | | | | |
| | 2.26 | 3.21 | 3.33 | 3.59 | |
| | | | | | |
| | 2.31 | 3.25 | 3.37 | 4.03 | |
| | | | | | |
| | 2.42 | 3.36 | 3.48 | 4.14 | |
| | | | | | |
| | 2.49 | 3.43 | 3.55 | 4.21 | |
| | | | | | |
| | 3.00 | 3.54 | 4.05 | 4.31 | |
| | | | | | |
| | 3.08 | 4.02 | 4.13 | 4.39 | |
| | | | | | |
| | 3.20 | 4.13 | Z 4.27 | 4.50 | |
| | | | | | |
| | 3.28 | 4.20 | 4.34 | 4.57 | |
| | | | | | |
| | 3.35 | 4.28 | 4.40 | 5.03 | |
| | | | | | |
| | 3.47 | 4.39 | 4.50 | 5.13 | |
| | | | E 4.59 | | |
| | 3.51 | 4.42 | 5.03 | 5.18 | |
| | | | | | |
| | 4.03 | 4.51 | 5.13 | 5.24 | |
| | \$ 4.15 | \$ 5.01 | E 5.25 | \$ 5.32 | |
| | 4.25 | 5.05 | 5.30 | 5.37 | |
| | 4.28 | 5.08 | 5.33 | 5.40 | |
| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | |
| | 37 | 61 | 1 | 51 | |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|---------|---------|--|
| | 079 | 661 | 011 | |
| | DAILY | DAILY | DAILY | |
| Leave | A M | A. M. | A M. | |
| HARRISBURG (Phila. Div.) | \$ 3.08 | | \$ 3.35 | |
| ROCKVILLE | 3.18 | | 3.45 | |
| MARYSVILLE | | | | |
| BANKS | 3.23 | | 3.50 | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 3.30 | | 3.56 | |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 3.88 | | 4.04 | |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 3.45 | | 4.10 | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 3.56 | | 4.21 | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 4.04 | | 4.29 | |
| DENIOLM | | | | |
| WALL | 4.08 | | 4.33 | |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | | | | |
| LEWIS | 4.19 | | 4.44 | |
| GRANVILLE | | | | |
| LONGFELLOW | 4.26 | | 4.51 | |
| HORNINGFORD | | | | |
| McVEY TOWN | | | | |
| RYDE | | | | |
| VINEYARD | 4.37 | | 5.01 | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 4.45 | | 5.08 | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | 4.56 | | 5.19 | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 5.03 | | 5.26 | |
| BARRE | | | | |
| SPRUCE | 5.09 | | 5.32 | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 5.19 | | 5.42 | |
| TYRONE | | | 5.45 | |
| GRAZIER | 5.22 | | 5.48 | |
| TIPTON | | | | |
| BELL WOOD | | | | |
| BELL | 5.30 | | 5.56 | |
| EAST ALTOONA | | | | |
| ALTOONA | \$ 5.40 | | E 6.05 | |
| | 5.45 | \$ 5.50 | 6.09 | |
| BO | 5.48 | 5.53 | 6.12 | |
| Arrive | A. M. | A. M. | A. M. | |
| | 79 | 661 | 11 | |

FIRST CLASS

| | 667 DAILY EX. SUN. | 637 SUN. ONLY | 623 DAILY | 623 DAILY EX. SUN. | |
|--|--------------------------|---------------------|--------------|--------------------------|--|
| | A. M. | A. M. | A. M. | A. M. | |
| | | | S 4.30 | | |
| | | | 4.40 | | |
| | | | S 4.44 | | |
| | | | 4.47 | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | 4.54 | | |
| | | | S 4.56 | | |
| | | | | | |
| | | | | | |
| | | | 5.05 | | |
| | | | | | |
| | | | S 5.14 | | |
| | | | 5.18 | | |
| | | | | | |
| | | | S 5.22 | | |
| | | | F 5.29 | | |
| | | | | | |
| | | | F 5.35 | | |
| | | | | | |
| | | | S 5.41 | | |
| | | | S 5.48 | | |
| | | | | | |
| | | | S 5.55 | | |
| | | | 5.58 | | |
| | | | S 6.03 | | |
| | | | | | |
| | | | S 6.18 | | |
| | | | 6.21 | | |
| | | | F 6.27 | | |
| | | | | | |
| | | | 6.33 | | |
| | | | S 6.39 | | |
| | | | | | |
| | | | F 6.46 | | |
| | | | | | |
| | | | S 6.54 | | |
| | | | S 7.04 | | |
| | | | 7.07 | | |
| | | | | | |
| | | | S 7.13 | | |
| | | | S 7.19 | | |
| | | | | | |
| | | | S 7.38 | | |
| | | | | | |
| | | | F 7.46 | | |
| | | | S 7.52 | | |
| | | | | | |
| | | | S 7.58 | | |
| | | | 8.03 | | |
| | | | S 8.04 | | |
| | | | | | |
| | | | S 8.12 | | |
| | | | 8.15 | | |
| | | | S 8.22 | | |
| | | | 8.26 | | |
| | | | | | |
| | | | S 8.32 | | |
| | | | S 8.38 | | |
| | | | | | |
| | | | 8.40 | | |
| | | | | | |
| | | | S 8.50 | | |
| | S 6.40 | S 7.00 | | S 9.30 | |
| | 6.43 | 7.03 | | 9.33 | |
| | A. M. | A. M. | A. M. | A. M. | |
| | 667 | 637 | 623 | 623 | |

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|----------|----------|--|
| | 13 | 15 | 25 | |
| | DAILY | DAILY | DAILY | |
| Leave | A. M. | A. M. | P. M. | |
| HARRISBURG (Phila.Div.) | \$ 6.57 | \$ 11.10 | \$ 12.10 | |
| ROCKVILLE | 7.07 | 11.20 | 12.21 | |
| MARYSVILLE | | | | |
| BANKS | 7.12 | 11.25 | 12.26 | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 7.20 | 11.31 | 12.34 | |
| DUNCANNON | \$ 7.22 | \$ 11.33 | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 7.31 | 11.41 | 12.42 | |
| BAILEY | | | | |
| NEWPORT | \$ 7.39 | \$ 11.49 | | |
| PORT | 7.42 | 11.52 | 12.49 | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSON TOWN | | | | |
| VANDYKE | 7.54 | 12.03 | 1.00 | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | F 12.08 | | |
| MIFFLIN | \$ 8.05 | \$ 12.13 | 1.08 | |
| DENHOLM | | | | |
| WALL | 8.10 | 12.18 | 1.12 | |
| HAWSTONE | | | | |
| SHAWNEM | | | | |
| LEWISTOWN | \$ 8.24 | \$ 12.30 | | |
| LEWIS | 8.27 | 12.33 | 1.23 | |
| GRANVILLE | | | | |
| LONGFELLOW | 8.34 | 12.40 | 1.29 | |
| HORNINGFORD | | | | |
| McVEY TOWN | | | | |
| RYDE | | | | |
| VINEYARD | 8.45 | 12.51 | 1.39 | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | \$ 8.55 | \$ 1.00 | | |
| JACKS | 8.58 | 1.03 | 1.47 | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | \$ 9.14 | \$ 1.18 | 1.58 | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 9.23 | 1.26 | 2.05 | |
| BARRE | | | | |
| SPRUCE | 9.29 | 1.32 | 2.11 | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 9.39 | 1.42 | 2.21 | |
| TYRONE | \$ 9.42 | \$ 1.45 | \$ 2.24 | |
| GRAZIER | 9.46 | 1.49 | 2.29 | |
| TIPTON | | | | |
| BELLWOOD | | \$ 1.58 | | |
| BELL | 9.56 | 2.00 | 2.39 | |
| EAST ALTOONA | | | | |
| ALTOONA | \$ 10.06 | \$ 2.11 | \$ 2.50 | |
| | 10.16 | 2.18 | 2.55 | |
| BO | 10.19 | 2.21 | 2.58 | |
| Arrive | A. M. | P. M. | P. M. | |
| | 13 | 15 | 25 | |

FIRST CLASS

| | 792 HOLIDAYS ONLY | 511 DAILY | 21 DAILY | 75 DAILY | *790 DAILY EX. SUN. & HOLIDAYS |
|--|---|--------------|-------------|-------------|---|
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | | \$ 2.30 | \$ 3.05 | |
| | | | 2.40 | 3.15 | |
| | | | 2.45 | 3.20 | |
| | | | | | |
| | | | | | |
| | | | 2.51 | 3.26 | |
| | | | \$ 2.53 | | |
| | | | | | |
| | | | 3.01 | 3.34 | |
| | | | \$ 3.10 | | |
| | | | 3.13 | 3.41 | |
| | | | | | |
| | | | | | |
| | | | 3.24 | 3.52 | |
| | Will Operate May 30, July 4, Sept. 4. | | | | Will Not Run May 30, July 4, Sept. 4. |
| | | | \$ 3.35 | 4.00 | |
| | | | | | |
| | | | 3.40 | 4.04 | |
| | | | \$ 3.53 | | |
| | | | 3.56 | 4.15 | |
| | | | | | |
| | | | 4.03 | 4.22 | |
| | | | \$ 4.09 | | |
| | | | | | |
| | | | 4.16 | 4.33 | |
| | | | \$ 4.25 | | |
| | | | 4.28 | 4.41 | |
| | | | | | |
| | | | \$ 4.41 | 4.52 | |
| | | | | | |
| | | | 4.49 | 4.59 | |
| | | | | | |
| | | | 4.55 | 5.05 | |
| | | | | | |
| | | | 5.05 | 5.15 | |
| | \$ 3.05 | \$ 4.07 | \$ 5.09 | \$ 5.18 | \$ 6.05 |
| | 3.10 | 4.11 | 5.13 | 5.22 | 6.11 |
| | | | \$ 5.22 | | |
| | 3.20 | 4.20 | 5.24 | 5.32 | 6.21 |
| | \$ 3.32 | \$ 4.30 | \$ 5.35 | \$ 5.41 | \$ 6.30 |
| | | 4.38 | 5.50 | 5.45 | |
| | | 4.41 | 5.53 | 5.48 | |
| | P. M. | P. M. | P. M. | P. M. | P. M. |
| | 792 | 511 | 21 | 75 | 790 |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|---------|--|--|
| | 663 | 5 | | |
| | DAILY | DAILY | | |
| Leave | P. M. | P. M. | | |
| HARRISBURG (Phila. Div.) | \$ 4.30 | \$ 5.15 | | |
| ROCKVILLE | 4.40 | 5.24 | | |
| MARYSVILLE | \$ 4.43 | | | |
| BANKS | 4.46 | 5.29 | | |
| PERDIX | \$ 4.48 | | | |
| COVE | F 4.51 | | | |
| KINKORA HEIGHTS | F 4.55 | | | |
| VIEW | 4.57 | 5.35 | | |
| DUNCANNON | \$ 4.59 | | | |
| JUNIATA BRIDGE | F 5.02 | | | |
| AQUEDUCT | F 5.05 | | | |
| LOSH'S RUN | F 5.09 | | | |
| IROQUOIS | | 5.43 | | |
| BAILEY | | | | |
| NEWPORT | \$ 5.19 | | | |
| PORT | 5.21 | 5.50 | | |
| OLD FERRY | | | | |
| MILLERSTOWN | \$ 5.26 | | | |
| THOMPSONTOWN | F 5.33 | | | |
| VANDYKE | F 5.37 | 6.01 | | |
| TUSCARORA | F 5.41 | | | |
| MEXICO | \$ 5.43 | | | |
| PORT ROYAL | \$ 5.46 | | | |
| MIFFLIN | \$ 5.51 | 6.09 | | |
| DENHOLM | \$ 5.55 | | | |
| WALL | 5.57 | 6.13 | | |
| HAWSTONE | F 6.01 | | | |
| SHAWNEE | | | | |
| LEWISTOWN | \$ 6.08 | \$ 6.24 | | |
| LEWIS | | 6.27 | | |
| GRANVILLE | | | | |
| LONGFELLOW | | 6.33 | | |
| HORNINGFORD | | | | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| VINEYARD | | 6.43 | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | \$ 6.52 | | |
| JACKS | | 6.54 | | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | | \$ 7.07 | | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | | 7.16 | | |
| BARRE | | | | |
| SPRUCE | | 7.22 | | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | | 7.32 | | |
| TYRONE | | \$ 7.35 | | |
| GRAZIER | | 7.39 | | |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | | 7.49 | | |
| EAST ALTOONA | | | | |
| ALTOONA | | \$ 8.00 | | |
| | | 8.04 | | |
| BO | | 8.07 | | |
| Arrive | P. M. | P. M. | | |
| | 663 | 5 | | |

FIRST CLASS

| | 501 DAILY EX. SUN. | 049 DAILY | 041 DAILY | 029 DAILY | |
|--|--------------------------|--------------|--------------|--------------|--|
| | P. M. | P. M. | P. M. | P. M. | |
| | | U 7.03 | \$ 7.25 | \$ 8.09 | |
| | | 7.13 | 7.35 | 8.17 | |
| | | 7.18 | 7.40 | 8.22 | |
| | | | | | |
| | | | | | |
| | | 7.25 | 7.46 | 8.28 | |
| | | | | | |
| | | 7.33 | 7.54 | 8.36 | |
| | | | | | |
| | | 7.40 | 8.01 | 8.42 | |
| | | | | | |
| | | | | | |
| | | 7.51 | 8.12 | 8.53 | |
| | | | | | |
| | | 7.59 | 8.20 | 9.01 | |
| | | | | | |
| | | 8.03 | 8.24 | 9.05 | |
| | | | \$ 8.35 | | |
| | | 8.14 | 8.38 | 9.16 | |
| | | | | | |
| | | 8.21 | 8.45 | 9.22 | |
| | | | | | |
| | | 8.31 | 8.55 | 9.32 | |
| | | | | | |
| | | 8.39 | 9.02 | 9.39 | |
| | | | | | |
| | | 8.50 | 9.13 | 9.50 | |
| | | | | | |
| | | 8.57 | 9.20 | 9.56 | |
| | | | | | |
| | | 9.03 | 9.26 | 10.01 | |
| | | | | | |
| | | 9.13 | 9.37 | 10.11 | |
| | \$ 9.04 | | | | |
| | 9.08 | 9.16 | 9.40 | 10.14 | |
| | | | | | |
| | | | | | |
| | 9.16 | 9.24 | 9.50 | 10.21 | |
| | \$ 9.25 | U 9.32 | \$ 10.00 | \$ 10.29 | |
| | | 9.36 | 10.04 | 10.33 | |
| | | 9.39 | 10.07 | 10.36 | |
| | | | | | |
| | P. M. | P. M. | P. M. | P. M. | |
| | 501 | 49 | 41 | 29 | |

| STATIONS | FIRST CLASS | | | |
|-------------------------|-------------|----------|----------|---------|
| | 059 | 069 | 031 | 077 |
| | DAILY | DAILY | DAILY | DAILY |
| Leave | P. M. | P. M. | P. M. | P. M. |
| HARRISBURG (Phila Div.) | \$ 8.13 | \$ 8.27 | \$ 8.35 | Y 8.53 |
| ROCKVILLE | 8.21 | 8.35 | 8.43 | 9.02 |
| MARYSVILLE | | | | |
| BANKS | 8.26 | 8.40 | 8.48 | 9.07 |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 8.32 | 8.46 | 8.54 | 9.13 |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 8.40 | 8.54 | 9.02 | 9.21 |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 8.46 | 9.00 | 9.08 | 9.28 |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 8.57 | 9.11 | 9.19 | 9.39 |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 9.05 | 9.19 | 9.27 | 9.47 |
| DENHOLM | | | | |
| WALL | 9.09 | 9.23 | 9.31 | 9.51 |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | | | | |
| LEWIS | 9.20 | 9.34 | 9.42 | 10.02 |
| GRANVILLE | | | | |
| LONGFELLOW | 9.26 | 9.40 | 9.48 | 10.08 |
| HORNINGFORD | | | | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| VINEYARD | 9.36 | 9.50 | 9.58 | 10.18 |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 9.43 | 9.57 | 10.05 | 10.26 |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | 9.54 | 10.08 | 10.16 | 10.37 |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 10.00 | 10.14 | 10.22 | 10.43 |
| BARREE | | | | |
| SPRUCE | 10.06 | 10.20 | 10.27 | 10.49 |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 10.16 | 10.30 | 10.37 | 10.59 |
| TYRONE | | | | |
| GRAZIER | 10.19 | 10.33 | 10.40 | 11.02 |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | 10.27 | 10.41 | 10.47 | 11.10 |
| EAST ALTOONA | | | | |
| ALTOONA | \$ 10.35 | \$ 10.49 | \$ 10.55 | Y 11.18 |
| | 10.39 | 10.53 | 10.59 | 11.22 |
| BO | 10.42 | 10.56 | 11.02 | 11.25 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| | 59 | 69 | 31 | 77 |

| FIRST CLASS | | | | | |
|-------------|--------------|-------------------|--------------|--|--|
| | 033 DAILY | 023 DAILY | 039 DAILY | | |
| | P. M. | P. M. | P. M. | | |
| | \$ 10.10 | \$ 10.15 | \$ 11.50 | | |
| | 10.20 | 10.25 | 11.58 | | |
| | 10.25 | 10.30 | 12.03 | | |
| | | | | | |
| | 10.31 | 10.36 | 12.10 | | |
| | | | | | |
| | 10.39 | 10.44 | 12.18 | | |
| | 10.46 | 10.51 | 12.25 | | |
| | | | | | |
| | 10.57 | 11.02 | 12.36 | | |
| | | | | | |
| | 11.05 | 11.10 | 12.44 | | |
| | 11.09 | 11.14 | 12.48 | | |
| | 11.20 | \$ 11.27 11.30 | 12.59 | | |
| | 11.26 | 11.37 | 1.06 | | |
| | | | | | |
| | 11.36 | 11.47 | 1.17 | | |
| | 11.44 | 11.54 | 1.25 | | |
| | | | | | |
| | 11.55 | \$ 12.05 | 1.36 | | |
| | 12.03 | 12.16 | 1.43 | | |
| | 12.09 | 12.22 | 1.49 | | |
| | | | | | |
| | 12.19 | 12.32 | 1.59 | | |
| | \$ 12.23 | | | | |
| | 12.27 | 12.35 | 2.02 | | |
| | | | | | |
| | 12.35 | 12.45 | 2.10 | | |
| | \$ 12.44 | \$ 12.55 | \$ 2.20 | | |
| | 12.48 | 12.59 | 2.24 | | |
| | 12.51 | 1.02 | 2.27 | | |
| | | | | | |
| | A. M. | A. M. | A. M. | | |
| | 33 | 23 | 39 | | |

Mid. Div. General Order 2903, Zone A, Etc., in effect 6.01 A. M., June 4, 1939.

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|----------|----------|--|
| | 52 | 022 | 060 | |
| | A. M. | A. M. | A. M. | |
| Arrive | | | | |
| HARRISBURG (Phila. Div.) | \$ 2.42 | \$ 3.02 | \$ 3.29 | |
| ROCKVILLE | 2.32 | 2.52 | 3.19 | |
| MARYSVILLE | | | | |
| BANKS | 2.27 | 2.47 | 3.14 | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 2.18 | 2.39 | 3.05 | |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 2.11 | 2.31 | 2.55 | |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 2.03 | 2.24 | 2.46 | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 1.52 | 2.13 | 2.35 | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 1.42 | 2.03 | 2.25 | |
| DENHOLM | | | | |
| WALL | 1.38 | 1.58 | 2.20 | |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | \$ 1.27 | | | |
| LEWIS | 1.23 | 1.48 | 2.09 | |
| GRANVILLE | | | | |
| LONGFELLOW | 1.17 | 1.42 | 2.02 | |
| HORNINGFORD | | | | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| VINEYARD | 1.06 | 1.32 | 1.51 | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 12.59 | 1.24 | 1.43 | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | \$ 12.46 | 1.14 | 1.32 | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 12.37 | 1.07 | 1.25 | |
| BARRE | | | | |
| SPRUCE | 12.31 | 1.01 | 1.18 | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 12.21 | 12.51 | 1.08 | |
| TYRONE | \$ 12.18 | | | |
| GRAZIER | 12.15 | 12.48 | 1.05 | |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | 12.09 | 12.42 | 12.58 | |
| EAST ALTOONA | | | | |
| ALTOONA | 12.01 | 12.34 | 12.49 | |
| | \$ 11.51 | \$ 12.30 | \$ 12.45 | |
| BO | 11.48 | 12.27 | 12.42 | |
| Leave | P. M. | A. M. | A. M. | |
| | DAILY | DAILY | DAILY | |
| | 52 | 22 | 60 | |

FIRST CLASS

| 036 | 066 | 050 | | 078 | 038 |
|---------|---------|---------|--|---------|---------|
| A. M. | A. M. | A. M. | | A. M. | A. M. |
| \$ 3.49 | \$ 3.54 | \$ 4.13 | | \$ 4.18 | \$ 4.28 |
| 3.39 | 3.44 | 4.03 | | 4.08 | 4.18 |
| 3.34 | 3.39 | 3.58 | | 4.03 | 4.13 |
| | | | | | |
| | | | | | |
| 3.26 | 3.31 | 3.50 | | 3.55 | 4.05 |
| | | | | | |
| | | | | | |
| 3.18 | 3.23 | 3.42 | | 3.47 | 3.58 |
| | | | | | |
| 3.11 | 3.16 | 3.35 | | 3.40 | 3.51 |
| | | | | | |
| | | | | | |
| 3.01 | 3.06 | 3.25 | | 3.30 | 3.41 |
| | | | | | |
| | | | | | |
| 2.52 | 2.57 | 3.16 | | 3.21 | 3.32 |
| | | | | | |
| 2.48 | 2.53 | 3.12 | | 3.17 | 3.28 |
| | | | | | |
| | | | | | |
| 2.38 | 2.43 | 3.02 | | 3.07 | 3.18 |
| | | | | | |
| 2.32 | 2.37 | 2.56 | | 3.01 | 3.12 |
| | | | | | |
| | | | | | |
| 2.21 | 2.27 | 2.46 | | 2.51 | 3.02 |
| | | | | | |
| 2.13 | 2.19 | 2.38 | | 2.43 | 2.54 |
| | | | | | |
| | | | | | |
| 2.03 | 2.09 | 2.28 | | 2.33 | 2.44 |
| | | | | | |
| 1.56 | 2.02 | 2.21 | | 2.26 | 2.37 |
| | | | | | |
| 1.50 | 1.56 | 2.15 | | 2.20 | 2.31 |
| | | | | | |
| | | | | | |
| 1.40 | 1.46 | 2.05 | | 2.10 | 2.21 |
| | | | | | |
| 1.37 | 1.43 | 2.02 | | 2.07 | 2.13 |
| | | | | | |
| | | | | | |
| 1.30 | 1.37 | 1.56 | | 2.01 | 2.12 |
| | | | | | |
| 1.22 | 1.29 | 1.48 | | 1.53 | 2.04 |
| \$ 1.18 | \$ 1.25 | \$ 1.44 | | \$ 1.49 | \$ 2.00 |
| 1.15 | 1.22 | 1.41 | | 1.46 | 1.57 |
| A. M. | A. M. | A. M. | | A. M. | A. M. |
| DAILY | DAILY | DAILY | | DAILY | DAILY |
| 36 | 66 | 50 | | 78 | 38 |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|---------|---------|---------|
| | | 040 | 068 | 058 |
| Arrive | | A. M. | A. M. | A. M. |
| HARRISBURG (Phila. Div.) | | \$ 4.55 | \$ 5.14 | \$ 5.30 |
| ROCKVILLE | | 4.45 | 5.04 | 5.20 |
| MARYSVILLE | | | | |
| BANKS | | 4.40 | 4.59 | 5.15 |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | | 4.31 | 4.51 | 5.07 |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSB'S RUN | | | | |
| IROQUOIS | | 4.23 | 4.43 | 4.59 |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | | 4.15 | 4.36 | 4.52 |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | | 4.05 | 4.26 | 4.42 |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | | 3.56 | 4.17 | 4.33 |
| DENHOLM | | | | |
| WALL | | 3.51 | 4.13 | 4.29 |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | | | | |
| LEWIS | | 3.41 | 4.03 | 4.19 |
| GRANVILLE | | | | |
| LONGFELLOW | | 3.35 | 3.57 | 4.13 |
| HORNINGFORD | | | | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| VINEYARD | | 3.24 | 3.47 | 4.02 |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | | 3.16 | 3.39 | 3.54 |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | | 3.05 | 3.29 | 3.44 |
| WARRIOR RIDGE | | | | |
| PETERSBURG | | 2.58 | 3.22 | 3.37 |
| BARRE | | | | |
| SPRUCE | | 2.52 | 3.16 | 3.31 |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | | 2.42 | 3.06 | 3.21 |
| TYRONE | | | | |
| GRAZIER | | 2.39 | 3.03 | 3.18 |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | | 2.32 | 2.57 | 3.11 |
| EAST ALTOONA | | | | |
| ALTOONA | | 2.24 | 2.49 | 3.03 |
| | | \$ 2.20 | \$ 2.45 | \$ 2.60 |
| BO | | 2.17 | 2.42 | 2.47 |
| Leave | | A. M. | A. M. | A. M. |
| | | DAILY | DAILY | DAILY |
| | | 40 | 68 | 58 |

FIRST CLASS

| | 028 | 030 | 062 | 048 | 032 |
|--|---------|---------|-----------------|---------|---------|
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | \$ 5.19 | \$ 5.35 | \$ 6.55 | \$ 6.04 | \$ 6.25 |
| | 5.09 | 5.25 | 6.45 | 5.54 | 6.15 |
| | 5.04 | 5.20 | \$ 6.42 | | |
| | | | 6.40 | 5.49 | 6.10 |
| | | | F 6.37 | | |
| | | | F 6.34 | | |
| | | | F 6.30 | | |
| | 4.56 | 5.12 | 6.26 | 5.41 | 6.02 |
| | | | \$ 6.24 | | |
| | | | F 6.17 | | |
| | | | F 6.14 | | |
| | 4.49 | 5.05 | | 5.33 | 5.55 |
| | | | \$ 6.06 | | |
| | 4.42 | 4.58 | 6.03 | 5.26 | 5.48 |
| | | | \$ 5.58 | | |
| | | | \$ 5.52 | | |
| | 4.32 | 4.48 | F 5.48 | 5.16 | 5.38 |
| | | | F 5.44 | | |
| | | | \$ 5.41 | | |
| | | | \$ 5.37 | | |
| | 4.24 | 4.40 | \$ 5.33 | 5.07 | 5.29 |
| | | | F 5.20 | | |
| | 4.20 | 4.36 | 5.17 | 5.03 | 5.25 |
| | | | \$ 5.06 | | |
| | 4.10 | 4.26 | 4.59 | 4.53 | 5.15 |
| | 4.04 | 4.20 | | 4.47 | 5.09 |
| | | | F 4.48 | | |
| | 3.54 | 4.10 | | 4.36 | 4.59 |
| | | | \$ 4.33 | | |
| | 3.47 | 4.03 | 4.30 | 4.28 | 4.51 |
| | | | 4.20 | | |
| | | | | | |
| | 3.37 | 3.53 | \$ 4.08 | 4.18 | 4.41 |
| | 3.31 | 3.47 | 3.59 | 4.11 | 4.35 |
| | 3.26 | 3.42 | 3.54 | 4.05 | 4.30 |
| | 3.16 | 3.32 | 3.44 | 3.55 | 4.20 |
| | 3.13 | 3.29 | \$ 3.42 | 3.52 | 4.17 |
| | | | 3.36 | | |
| | | | \$ 3.30 | | |
| | 3.07 | 3.23 | 3.28 | 3.45 | 4.11 |
| | 2.59 | 3.15 | \$ 3.20 | 3.37 | 4.03 |
| | \$ 2.55 | \$ 3.11 | | \$ 3.33 | \$ 3.59 |
| | 2.52 | 3.08 | | 3.30 | 3.56 |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | DAILY | DAILY | DAILY | DAILY | DAILY |
| | 28 | 30 | EX. SUN. 662 | 48 | 32 |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|----------|-----------------|--|
| | 42 | 500 | #791 | |
| Arrive | A. M. | A. M. | A. M. | |
| HARRISBURG (Phila. Div.) | \$ 10.22 | | | |
| ROCKVILLE | 10.12 | | | |
| MARYSVILLE | | | | |
| BANKS | 10.07 | | | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 9.59 | | | |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 9.51 | | | |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 9.43 | | | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 9.33 | | | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | F 9.22 | | | |
| DENHOLM | | | | |
| WALL | 9.16 | | | |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | \$ 9.06 | | | |
| LEWIS | 9.01 | | | |
| GRANVILLE | | | | |
| LONGFELLOW | 8.55 | | | |
| HORNINGFORD | | | | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| VINEYARD | 8.44 | | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | \$ 8.35 | | | |
| JACKS | 8.32 | | | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | \$ 8.18 | | | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 8.08 | | | |
| BARRE | | | | |
| SPRUCE | 8.02 | | | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 7.52 | | | |
| TYRONE | \$ 7.50 | \$ 7.56 | \$ 8.15 | |
| GRAZIER | 7.46 | 7.52 | 8.08 | |
| TIPTON | | | | |
| BELLWOOD | | | \$ 8.00 | |
| BELL | 7.40 | 7.45 | 7.58 | |
| EAST ALTOONA | | | | |
| ALTOONA | 7.32 | \$ 7.37 | \$ 7.50 | |
| | \$ 7.22 | | | |
| BO | 7.19 | | | |
| Leave | A. M. | A. M. | A. M. | |
| | DAILY | DAILY | DAILY EX. | |
| | 42 | EX. SUN. | SUN. & HOLIDAYS | |
| | | 500 | 791 | |

FIRST CLASS

| | 793 | 682 | 666 | 2 | |
|--|----------|----------|----------|----------|--|
| | A. M. | A. M. | P. M. | P. M. | |
| | | | \$ 1.10 | \$ 12.50 | |
| | | | 1.00 | 12.40 | |
| | | | \$ 12.56 | | |
| | | | 12.53 | 12.35 | |
| | | | | | |
| | | | | | |
| | | | 12.45 | 12.28 | |
| | | | \$ 12.40 | | |
| | | | | | |
| | | | | 12.21 | |
| | | | \$ 12.24 | | |
| | | | 12.19 | 12.13 | |
| | | | | | |
| | | | \$ 11.57 | | |
| | | | F 11.51 | | |
| | | | | 12.02 | |
| | | | | | |
| | | | \$ 11.40 | | |
| | | | \$ 11.19 | 11.53 | |
| | | | | | |
| | | | F 11.13 | | |
| | | | 11.11 | 11.49 | |
| | | | \$ 11.05 | | |
| | | | | | |
| | | | \$ 11.00 | \$ 11.38 | |
| | | | | 11.35 | |
| | | | | | |
| | | | | 11.29 | |
| | | | | | |
| | | | | | |
| | | | | 11.19 | |
| | | | | | |
| | | | | 11.11 | |
| | | | | | |
| | | | | | |
| | | | | \$ 10.57 | |
| | | | | | |
| | | | | 10.49 | |
| | | | | | |
| | | | | 10.43 | |
| | | | | | |
| | | | | | |
| | | | | 10.33 | |
| | \$ 8.30 | | | \$ 10.30 | |
| | 8.23 | | | 10.28 | |
| | | | | | |
| | \$ 8.14 | | | | |
| | | | | | |
| | 8.11 | | | 10.22 | |
| | | | | | |
| | \$ 8.00 | | | 10.14 | |
| | | \$ 8.55 | | \$ 10.10 | |
| | | | | | |
| | | 8.52 | | 10.07 | |
| | | | | | |
| | A. M. | A. M. | A. M. | A. M. | |
| | HOLIDAYS | DAILY | DAILY | DAILY | |
| | ONLY | EX. SUN. | | | |
| | 793 | 682 | 666 | 2 | |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|----------|----------|--|
| | 54 | 56 | 8 | |
| | P. M. | P. M. | A. M. | |
| HARRISBURG (Phila. Div.) | \$ 1.34 | \$ 1.39 | | |
| ROCKVILLE | 1.24 | 1.29 | | |
| MARYSVILLE | | | | |
| BANKS | 1.19 | 1.24 | | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 1.11 | 1.16 | | |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 1.03 | 1.08 | | |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 12.56 | 1.01 | | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 12.46 | 12.51 | | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 12.37 | 12.42 | | |
| DENHOLM | | | | |
| WALL | 12.33 | 12.38 | | |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | | | | |
| LEWIS | 12.23 | 12.28 | | |
| GRANVILLE | | | | |
| LONGFELLOW | 12.17 | 12.22 | | |
| HORNINGFORD | | | | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| VINEYARD | 12.07 | 12.12 | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 11.59 | 12.04 | | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENBEIM | | | | |
| HUNTINGDON | 11.49 | 11.54 | | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 11.42 | 11.47 | | |
| BARRE | | | | |
| SPRUCE | 11.36 | 11.41 | | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 11.26 | 11.31 | | |
| TYRONE | | | | |
| GRAZIER | 11.23 | 11.28 | | |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | 11.17 | 11.22 | | |
| EAST ALTOONA | | | | |
| ALTOONA | 11.09 | 11.14 | | |
| | \$ 11.05 | \$ 11.10 | \$ 11.50 | |
| BO | 11.02 | 11.07 | 11.47 | |
| Leave | A. M. | A. M. | A. M. | |
| | DAILY | DAILY | DAILY | |
| | 54 | 56 | 8 | |

FIRST CLASS

| | 510 | 8 | 72 | 24 | |
|--|----------|----------|----------|---------|--|
| | P. M. | P. M. | P. M. | P. M. | |
| | | \$ 3.35 | \$ 3.30 | \$ 6.12 | |
| | | 3.25 | 3.20 | 6.02 | |
| | | 3.20 | 3.15 | 5.57 | |
| | | | | | |
| | | | | | |
| | | 3.10 | 3.07 | 5.46 | |
| | | \$ 2.58 | | \$ 5.43 | |
| | | | | | |
| | | 2.49 | 3.00 | 5.34 | |
| | | \$ 2.40 | | \$ 5.22 | |
| | | 2.37 | 2.53 | 5.20 | |
| | | | | | |
| | | 2.23 | 2.42 | 4.55 | |
| | | | | \$ 4.45 | |
| | | \$ 2.13 | 2.32 | \$ 4.41 | |
| | | 2.03 | 2.28 | 4.37 | |
| | | | | \$ 4.31 | |
| | | \$ 1.52 | \$ 2.17 | \$ 4.23 | |
| | | 1.46 | 2.13 | 4.18 | |
| | | 1.40 | 2.07 | 4.12 | |
| | | 1.30 | 1.57 | 4.00 | |
| | | \$ 1.22 | | \$ 3.48 | |
| | | 1.19 | 1.50 | 3.45 | |
| | | | | | |
| | | \$ 1.06 | \$ 1.37 | \$ 3.32 | |
| | | \$ 12.50 | 1.28 | \$ 3.22 | |
| | | 12.42 | 1.21 | 3.15 | |
| | | 12.31 | 1.11 | 3.05 | |
| | \$ 12.17 | \$ 12.29 | | \$ 3.03 | |
| | 12.13 | 12.24 | 1.08 | 3.01 | |
| | | \$ 12.17 | | | |
| | 12.06 | 12.14 | 1.02 | 2.55 | |
| | \$ 11.58 | \$ 12.06 | 12.54 | 2.47 | |
| | | | \$ 12.50 | \$ 2.42 | |
| | | | 12.47 | 2.39 | |
| | A. M. | P. M. | P. M. | P. M. | |
| | DAILY | DAILY | DAILY | DAILY | |
| | 510 | EX. SUN. | 72 | 24 | |
| | | 8 | | | |

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|---------|---------|--|
| | 074 | 46 | 612 | |
| | P. M. | P. M. | P. M. | |
| HARRISBURG (Phila. Div.) | \$ 6.17 | \$ 8.57 | | |
| ROCKVILLE | 6.07 | 8.47 | | |
| MARYSVILLE | | | | |
| BANKS | 6.02 | 8.42 | | |
| PERDIX | | | | |
| COVE | | | | |
| KINKORA HEIGHTS | | | | |
| VIEW | 5.54 | 8.34 | | |
| DUNCANNON | | | | |
| JUNIATA BRIDGE | | | | |
| AQUEDUCT | | | | |
| LOSH'S RUN | | | | |
| IROQUOIS | 5.46 | 8.26 | | |
| BAILEY | | | | |
| NEWPORT | | | | |
| PORT | 5.39 | 8.18 | | |
| OLD FERRY | | | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| VANDYKE | 5.29 | 8.07 | | |
| TUSCARORA | | | | |
| MEXICO | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 5.20 | \$ 7.57 | | |
| DENHOLM | | | | |
| WALL | 5.15 | 7.51 | | |
| HAWSTONE | | | | |
| SHAWNEE | | | | |
| LEWISTOWN | | \$ 7.40 | | |
| LEWIS | 5.05 | 7.36 | | |
| GRANVILLE | | | | |
| LONGFELLOW | 4.59 | 7.30 | | |
| HORNINGFORD | | | | |
| McVEY TOWN | | | | |
| RYDE | | | | |
| VINEYARD | 4.48 | 7.19 | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 4.40 | 7.12 | | |
| MAPLETON | | | | |
| MILL CREEK | | | | |
| ARDENHEIM | | | | |
| HUNTINGDON | 4.30 | \$ 6.59 | | |
| WARRIOR RIDGE | | | | |
| PETERSBURG | 4.23 | 6.50 | | |
| BARRE | | | | |
| SPRUCE | 4.17 | 6.44 | | |
| SPRUCE CREEK | | | | |
| UNION FURNACE | | | | |
| BIRMINGHAM | | | | |
| FORGE | 4.07 | 6.34 | | |
| TYRONE | | \$ 6.32 | | |
| GRAZIER | 4.04 | 6.29 | | |
| TIPTON | | | | |
| BELLWOOD | | | | |
| BELL | 3.57 | 6.22 | | |
| EAST ALTOONA | | | | |
| ALTOONA | 3.49 | 6.14 | | |
| | \$ 3.45 | \$ 6.09 | \$ 7.35 | |
| BO | 3.42 | 6.06 | 7.32 | |
| Leave | P. M. | P. M. | P. M. | |
| | DAILY | DAILY | DAILY | |
| | 74 | 46 | 612 | |

FIRST CLASS

| | | | | | |
|--|----------|----------|--|--|--|
| | ● 18 | 652 | | | |
| | P. M. | P. M. | | | |
| | \$ 11.29 | | | | |
| | 11.18 | | | | |
| | 11.13 | | | | |
| | | | | | |
| | | | | | |
| | 11.05 | | | | |
| | | | | | |
| | | | | | |
| | 10.57 | | | | |
| | | | | | |
| | 10.48 | | | | |
| | | | | | |
| | | | | | |
| | 10.36 | | | | |
| | | | | | |
| | 10.26 | | | | |
| | | | | | |
| | 10.22 | | | | |
| | | | | | |
| | 10.10 | | | | |
| | | | | | |
| | 10.04 | | | | |
| | | | | | |
| | 9.53 | | | | |
| | | | | | |
| | 9.45 | | | | |
| | | | | | |
| | \$ 9.33 | | | | |
| | | | | | |
| | 9.25 | | | | |
| | | | | | |
| | 9.19 | | | | |
| | | | | | |
| | 9.09 | | | | |
| | \$ 9.06 | | | | |
| | 9.03 | | | | |
| | | | | | |
| | 8.55 | | | | |
| | 8.47 | | | | |
| | \$ 8.35 | \$ 10.45 | | | |
| | 8.32 | 10.42 | | | |
| | P. M. | P. M. | | | |
| | DAILY | DAILY | | | |
| | 18 | 652 | | | |

30 BEDFORD AND MT. DALLAS BRANCHES—SOUTHWARD

| STATIONS | FIRST CLASS | | | |
|----------------------------|------------------------------|-------------------------------|--|--|
| | *776 DAILY EX. SUN. | *780 SUN. ONLY | | |
| | A. M. | A. M. | | |
| Leave | | | | |
| | H. & B. T. Train No. 2 | H. & B. T. Train No. 22 | | |
| HUNTINGDON (H.&B.T.) | \$ 8.30 | \$ 9.40 | | |
| LONG SIDING | 8.33 | 9.43 | | |
| MT. DALLAS | F 10.15 | F 11.13 | | |
| LUTZVILLE (Mt. Dallas Br.) | F 10.26 | F 11.21 | | |
| CREEK—(Bedford Branch) | 10.37 | 11.32 | | |
| BEDFORD | \$ 10.40 | \$ 11.36 | | |
| Arrive | A. M. | A. M. | | |
| | 776 | 780 | | |

BEDFORD AND MT. DALLAS BRANCHES—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|----------------------------|-------------|--|------------------------------|-------------------------------|
| | | | *777 | *779 |
| | | | P. M. | P. M. |
| Arrive | | | | |
| | | | H. & B. T. Train No. 3 | H. & B. T. Train No. 23 |
| HUNTINGDON (H.&B.T.) | | | \$ 6.10 | \$ 3.10 |
| LONG SIDING | | | 6.06 | 3.07 |
| MT. DALLAS | | | F 4.30 | F 1.37 |
| LUTZVILLE (Mt. Dallas Br.) | | | F 4.19 | F 1.29 |
| CREEK—(Bedford Branch) | | | 4.08 | 1.18 |
| BEDFORD | | | \$ 4.06 | \$ 1.16 |
| Leave | | | P. M. | P. M. |
| | | | DAILY EX. SUN. 777 | SUN. ONLY 779 |

HOLLIDAYSBURG AND PETERSBURG MORRISON'S COVE AND MARTINSBURG BRANCHES

| STATIONS | FIRST CLASS | | | |
|------------------------|---------------------------|--|---------------------------|--|
| | SOUTHWARD | | NORTHWARD | |
| | *750 DAILY EX. SUN. | | *751 DAILY EX. SUN. | |
| Leave | A. M. | | P. M. Ar. | |
| ALTOONA | \$ 8.20 | | | |
| JK —(H. & P. Branch) | 8.22 | | | |
| HOLLIDAYSBURG | \$ 8.38 | | | |
| HOLLY—(M. Cove Branch) | 8.43 | | | |
| BROOKES MILLS | F 8.58 | | \$ 2.00 | |
| McKEE | | | | |
| ROARING SPRING | \$ 9.30 | | \$ 1.45 | |
| PECK | | | | |
| MARTINSBURG JCT. | | | | |
| MARTINSBURG | | | | |
| MARTINSBURG JCT. | | | | |
| CURRY | | | | |
| Arrive | A. M. | | P. M. Lv. | |
| | 750 | | 751 | |

Will Not
Run
May 30,
July 4,
Sept. 4.

Will Not
Run
May 30,
July 4,
Sept. 4.

Note: At Brookes Mills, switch will be kept set for movements to and from Bedford Branch.

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

| STATIONS | FIRST CLASS | | | |
|------------------|-------------------------|--------------|---|--------------------------|
| | 792 HOLIDAYS ONLY | 511 DAILY | *790 DAILY EX. SUN. & HOLIDAYS | 501 DAILY EX. SUN. |
| | P. M. | P. M. | P. M. | P. M. |
| GRAMPIAN | | | | |
| CURWENSVILLE | \$ 12.26 | | \$ 3.27 | |
| CUR | 12.27 | | 3.28 | |
| CLEARFIELD | \$ 1.02 | | \$ 4.06 | |
| FIELD | 1.03 | | 4.06 | |
| WOODLAND | \$ 1.22 | | \$ 4.22 | |
| BIGLER | \$ 1.29 | | \$ 4.29 | |
| WALLACETON | \$ 1.37 | | \$ 4.36 | |
| BLUE BALL | \$ 1.44 | | \$ 4.42 | |
| SANFORD JUNCTION | 1.49 | | 4.47 | |
| PHILIPSBURG | \$ 1.56 | | \$ 4.54 | |
| MAPLE | 2.03 | | 5.01 | |
| MILLS | 2.07 | | 5.05 | |
| OSCEOLA MILLS | \$ 2.11 | | \$ 5.09 | |
| RETORT | F 2.21 | | F 5.18 | |
| SANDY RIDGE | F 2.26 | | F 5.22 | |
| SUMMIT | 2.31 | | 5.26 | |
| PARK | 3.00 | 4.04 | 5.54 | 9.01 |
| TYRONE | \$ 3.06 | \$ 4.07 | \$ 6.06 | \$ 9.04 |
| Arrive | P. M. | P. M. | P. M. | P. M. |
| | 792 | 511 | 790 | 501 |

Will
Operate
May 30,
July 4,
Sept. 4.

Will Not
Run
May 30,
July 4,
Sept. 4.

CLEARFIELD BRANCH—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|------------------|-------------------|---------------------------------|------------------|----------|
| | 500 | *791 | 793 | 510 |
| | A. M. | A. M. | A. M. | P. M. |
| GRAMPIAN | | | | |
| CURWENSVILLE | | \$ 11.11 | \$ 11.16 | |
| CUR | | 11.10 | 11.10 | |
| CLEARFIELD | | \$ 10.45 | \$ 10.53 | |
| FIELD | | 10.30 | 10.43 | |
| WOODLAND | | \$ 10.15 | \$ 10.28 | |
| BIGLER | | \$ 10.06 | \$ 10.21 | |
| WALLACETON | | \$ 9.57 | \$ 10.14 | |
| BLUE BALL | | \$ 9.50 | \$ 10.07 | |
| SANFORD JUNCTION | | 9.44 | 10.01 | |
| PHILIPSBURG | | \$ 9.38 | \$ 9.54 | |
| MAPLE | | 9.20 | 9.36 | |
| MILLS | | 9.13 | 9.31 | |
| OSCEOLA MILLS | | \$ 9.10 | \$ 9.29 | |
| RETORT | | F 8.55 | F 9.15 | |
| SANDY RIDGE | | \$ 8.51 | \$ 9.12 | |
| SUMMIT | | 8.47 | 9.06 | |
| PARK | 7.59 | 8.20 | 8.34 | 12.20 |
| TYRONE | \$ 7.56 | \$ 8.15 | \$ 8.30 | \$ 12.17 |
| Leave | A. M. | A. M. | A. M. | P. M. |
| | DAILY EX. SUN. | DAILY EX. SUN. & HOLIDAYS | HOLIDAYS ONLY | DAILY |
| | 500 | *791 | 793 | 510 |

Will Not
Run
May 30,
July 4,
Sept. 4.

Will
Operate
May 30,
July 4,
Sept. 4.

Trains Nos. 790, 791, 792 and 793 will stop at location of former Mineral Spring station for exchange of U. S. Mails.

32 BALD EAGLE AND BELLEFONTE BRANCHES

| STATIONS | Leave | FIRST CLASS | | | |
|--------------------------|---------|-------------|------|--|--|
| | | *871 | 873 | | |
| | | DAILY | SUN. | | |
| | | EX. SUN. | ONLY | | |
| | A. M. | A. M. | | | |
| LOCK HAVEN... Wpt. Div. | | | | | |
| POST SDG..... | | | | | |
| MILL HALL..... | | | | | |
| HALL..... | | | | | |
| EAGLEVILLE..... | | | | | |
| WOOD..... | | | | | |
| HOWARD..... | | | | | |
| MT. EAGLE..... | | | | | |
| SAND..... | | | | | |
| CURTIN..... | | | | | |
| MILESBURO..... | | | | | |
| PLEASANT GAP Wpt. Div. | \$ 9.09 | F 9.03 | | | |
| BELLEFONTE... Bellefonte | \$ 9.25 | \$ 9.15 | | | |
| FONT..... Branch | | | | | |
| MILESBURO..... | | | | | |
| UNIONVILLE..... | | | | | |
| JULIAN..... | | | | | |
| MARTHA..... | | | | | |
| PORT MATILDA..... | | | | | |
| EAGLE..... | | | | | |
| PARK..... | | | | | |
| Arrive | A. M. | A. M. | | | |
| | 871 | 873 | | | |

BALD EAGLE AND BELLEFONTE BRANCHES

| STATIONS | Arrive | FIRST CLASS | | | |
|--------------------------|----------|-------------|-------|--|--|
| | | 500 | *870 | | |
| | | A. M. | A. M. | | |
| | | | | | |
| LOCK HAVEN... Wpt. Div. | \$ 10.33 | | | | |
| POST SDG..... | 10.30 | | | | |
| MILL HALL..... | \$ 10.24 | | | | |
| HALL..... | 9.41 | | | | |
| EAGLEVILLE..... | \$ 9.34 | | | | |
| WOOD..... | 9.29 | | | | |
| HOWARD..... | \$ 9.14 | | | | |
| MT. EAGLE..... | | | | | |
| SAND..... | 9.09 | | | | |
| CURTIN..... | | | | | |
| MILESBURO..... | 9.02 | | | | |
| PLEASANT GAP Wpt. Div. | | F 10.11 | | | |
| BELLEFONTE... Bellefonte | \$ 8.44 | \$ 10.00 | | | |
| FONT..... Branch | 8.43 | | | | |
| MILESBURO..... | \$ 8.38 | | | | |
| UNIONVILLE..... | \$ 8.31 | | | | |
| JULIAN..... | \$ 8.24 | | | | |
| MARTHA..... | | | | | |
| PORT MATILDA..... | \$ 8.15 | | | | |
| EAGLE..... | 8.05 | | | | |
| PARK..... | 7.59 | | | | |
| Leave | A. M. | A. M. | | | |
| | DAILY | DAILY | | | |
| | EX. SUN. | EX. SUN. | | | |
| | 500 | 870 | | | |

FIRST CLASS

| | 785 DAILY EX. SUN. | 781 DAILY EX. SUN. | 787 DAILY | 511 DAILY | 501 DAILY EX. SUN. |
|--|--------------------------|--------------------------|--------------|--------------|--------------------------|
| | A. M. | A. M. | P. M. | P. M. | P. M. |
| | | | | \$ 2.18 | \$ 7.18 |
| | | | | 2.26 | 7.21 |
| | | | | \$ 2.29 | F 7.24 |
| | | | | 2.32 | 7.27 |
| | | | | \$ 2.40 | F 7.35 |
| | | | | 2.45 | 7.40 |
| | | | | \$ 2.49 | \$ 7.44 |
| | | B. C. R. R. | | 2.54 | 7.49 |
| | | Train No. 5. | | 3.01 | 7.56 |
| | \$ 8.52 | \$ 11.00 | \$ 1.07 | \$ 3.19 | \$ 8.14 |
| | 8.53 | 11.01 | 1.08 | 3.20 | 8.15 |
| | 9.01 | | 1.16 | 3.26 | 8.23 |
| | | | | \$ 3.33 | F 8.30 |
| | | | | | F 8.36 |
| | | | | \$ 3.48 | F 8.45 |
| | | | | 3.57 | 8.54 |
| | | | | 4.04 | 9.01 |
| | A. M. | A. M. | P. M. | P. M. | P. M. |
| | 785 | 781 | 787 | 511 | 501 |

EASTWARD

FIRST CLASS

| | 872 | 510 | 786 | 782 | 788 |
|--|--------------|----------|---------|-------------------|-------------------|
| | A. M. | P. M. | P. M. | P. M. | P. M. |
| | | \$ 1.63 | | | |
| | | 1.51 | | | |
| | | F 1.45 | | | |
| | | 1.43 | | | |
| | | 1.32 | | | |
| | | \$ 1.31 | | | |
| | | 1.24 | | B. C. R. R. | |
| | | 1.17 | | Train No. 6. | |
| | F 10.21 | | | | |
| | \$ 10.10 | \$ 1.03 | \$ 3.10 | \$ 3.30 | \$ 8.05 |
| | | 1.02 | 3.09 | 3.29 | 8.04 |
| | | \$ 12.57 | \$ 3.02 | | \$ 7.57 |
| | | F 12.51 | | | |
| | | 12.43 | | | |
| | | F 12.35 | | | |
| | | 12.26 | | | |
| | | 12.20 | | | |
| | A. M. | P. M. | P. M. | P. M. | P. M. |
| | SUN. ONLY | DAILY | DAILY | DAILY EX. SUN. | DAILY EX. SUN. |
| | 872 | 510 | 786 | 782 | 788 |

LEWISTOWN AND MILROY BRANCHES

| STATIONS | | FIRST CLASS | | | |
|-----------------------|---------------|-------------------------|-------------------------|-------------------------|-------|
| | | 753 | 755 | 757 | |
| | | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. | |
| | | A. M. | A. M. | A. M. | |
| Leave | | A. M. | A. M. | A. M. | |
| MILROY..... | Milroy Branch | R. V. R. R. Train | R. V. R. R. Train | R. V. R. R. Train | ----- |
| NAGINEY..... | | | | | ----- |
| SHRADERS..... | | | | | ----- |
| HONEY CREEK..... | | | | | ----- |
| REEDSVILLE..... | | \$ 5.47 | \$ 7.00 | \$ 11.59 | ----- |
| K. V. R. R. JCT. | | 5.49 | 7.02 | 12.01 | ----- |
| YEAGERTOWN..... | | F 5.55 | | F 12.08 | ----- |
| BURNHAM..... | | \$ 5.58 | | \$ 12.09 | ----- |
| BURNHAM SDG..... | 6.00 | | 12.11 | ----- | |
| WALNUT STREET..... | F 6.04 | | F 12.15 | ----- | |
| STREET..... | | 6.06 | | 12.17 | ----- |
| CHESTNUT STREET..... | F 6.07 | | F 12.18 | ----- | |
| MAIN STREET..... | \$ 6.09 | | \$ 12.21 | ----- | |
| LEWISTOWN..... | \$ 6.12 | | \$ 12.25 | ----- | |
| Arrive | | A. M. | A. M. | P. M. | |
| | | 753 | 755 | 757 | |

LEWISTOWN AND MILROY BRANCHES

| STATIONS | | FIRST CLASS | | | |
|----------------------|---------------|----------------------|----------------------|----------------------|-------|
| | | 752 | 754 | 756 | |
| | | A. M. | A. M. | A. M. | |
| Arrive | | | | | |
| MILROY..... | Milroy Branch | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | ..... |
| NAGINEY..... |  |  |  |  | ..... |
| SHRADERS..... |  |  |  |  | ..... |
| HONEY CREEK..... |  |  |  |  | ..... |
| REEDSVILLE..... | | \$ 5.44 | \$ 6.54 | \$ 11.50 | ..... |
| K. V. R. R. JCT..... | | 5.40 | 6.52 | 11.47 | ..... |
| YEAGERTOWN..... | | | F 6.47 |  | ..... |
| BURNHAM..... | | | \$ 6.44 |  | ..... |
| BURNHAM SDG..... | | 6.42 |  | ..... |  |
| WALNUT STREET..... | | F 6.39 |  | ..... |  |
| STREET..... | | | 6.37 |  | ..... |
| CHESTNUT STREET..... | | F 6.36 |  |  | ..... |
| MAIN STREET..... | | S 6.33 |  |  | ..... |
| LEWISTOWN..... | | S 6.30 |  |  | ..... |
| Leave | | A. M. | A. M. | A. M. | |
| | | DAILY EX. SUN. | DAILY EX. SUN. | DAILY EX. SUN. | |
| | | 752 | 754 | 756 | |

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

No. 753 is superior by direction to No. 754.

FIRST CLASS

| 797 | 759 | 765 | 767 | 769 | 771 |
|----------------------|-----------------------|------------------------------------|----------------------|------------------------------------|----------------------|
| SAT. ONLY | DAILY EX. SAT.&SUN | DAILY EX. SUN. | DAILY EX. SUN. | SAT. ONLY | SAT. ONLY |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train |
| S 2.28 2.30 | S 2.54 2.56 | S 3.28 3.30 F 3.34 | S 4.42 4.44 | S 6.35 6.37 F 6.43 | S 10.36 10.38 |
| ----- | ----- | S 3.37 3.39 F 3.42 | ----- | S 6.47 6.49 F 6.53 | ----- |
| ----- | ----- | ----- | ----- | ----- | ----- |
| ----- | ----- | F 3.43 3.44 S 3.47 S 3.50 | ----- | F 6.55 6.56 S 6.57 S 6.59 | ----- |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 797 | 759 | 765 | 767 | 769 | 771 |

EASTWARD

FIRST CLASS

| 796 | 758 | 764 | 766 | 768 | 770 |
|------------------------------------|------------------------------------|--------------------------|------------------------------------|----------------------|-----------------------------|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train | K. V. R. R. Train |
| S 2.25 2.23 F 2.20 | S 2.52 2.50 F 2.45 | S 3.26 3.23 | S 4.40 4.38 F 4.33 | S 6.33 6.30 | S 10.34 10.32 F 10.24 |
| S 2.17 2.15 F 2.12 | S 2.42 2.40 F 2.36 | ----- | S 4.30 4.29 F 4.25 | ----- | S 10.18 10.17 F 10.13 |
| 2.09 F 2.07 S 2.03 S 2.00 | 2.33 F 2.32 S 2.29 S 2.25 | ----- | 4.23 F 4.22 S 4.19 S 4.15 | ----- | 10.11 S 10.10 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| SAT. ONLY 796 | DAILY EX. SAT.&SUN 758 | DAILY EX. SUN. 764 | DAILY EX. SUN. 766 | SAT. ONLY 768 | SAT. ONLY 770 |

No. 757 is superior by direction to No. 758

No. 765 is superior by direction to No. 766

U. S. MAIL WORK

| STATIONS | WESTWARD | | | | | | |
|----------------------|----------|-------|-------|-------|-------|-------|-------|
| | 1 | 11 | 623 | 13 | 15 | 21 | 790 |
| | | | | | | | |
| Marysville..... | | | †E | †C D | †C D | †C D | ..... |
| Duncannon..... | | | †E | †E | †E | †E | ..... |
| Newport..... | | | †E | †E | †E | †E | ..... |
| Millerstown..... | | | †E | †C D | †C D | †C D | ..... |
| Thompsontown..... | | | †E | †C D | ..... | †C D | ..... |
| Port Royal..... | | | †E | †C D | †C D | †C D | ..... |
| Mifflin..... | | | †E | †E | †E | †E | ..... |
| Hawstone..... | | | †E | ..... | ..... | ..... | ..... |
| Lewistown..... | | | †E | *E | †E | †E | ..... |
| Granville..... | | | †D | †C D | ..... | †C D | ..... |
| McVeytown..... | | | †E | †C D | †C D | †E | ..... |
| Newton Hamilton..... | | | †E | †C D | †C D | †C D | ..... |
| Mount Union..... | | | †E | *E | †E | †E | ..... |
| Mapleton..... | | | †E | †C D | †C D | †C D | ..... |
| Mill Creek..... | | | †E | ..... | †C D | †C D | ..... |
| Huntingdon..... | *D | †D | †E | *E | †E | †E | ..... |
| Petersburg..... | | | †E | †C D | †C D | †C D | ..... |
| Barree..... | | | †E | ..... | ..... | ..... | ..... |
| Spruce Creek..... | | | †E | ..... | †C D | †C D | ..... |
| Birmingham..... | | | †E | †C D | ..... | ..... | ..... |
| Tyrone..... | *E | †E | †E | *E | †E | †E | ..... |
| Tipton..... | | | †E | ..... | ..... | ..... | ..... |
| Bellwood..... | | | †E | ..... | †E | †E | C |

C—Mail caught from crane only.

D—Mail delivered only.

C D—Mail caught and delivered.

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

* Daily.

† Daily except Sunday.

*† Daily except Sunday and Monday.

† Daily except Sundays and Holidays.

† Monday only.

(Note:—Letters and characters as used in this page have no reference to their application as provided for in 84.)

U. S. MAIL WORK

EASTWARD

| | 662 | 42 | 8 | 24 | 46 | 18 | 52 | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | | | | | | | |
| ..... | †E | ..... | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | †C D | †E | †E | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | †C D | †E | †E | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | ..... | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | ..... | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | †D | †C D | †E | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | †C D | †E | †E | †E | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | †E | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | *E | †E | †E | †E | ..... | †E | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | |
| ..... | ..... | †C D | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | †C D | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | *E | †E | †E | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | †C D | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | *E | †E | *E | †E | *E | *E | ..... | ..... | ..... | ..... |
| ..... | ..... | †C D | †E | †E | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | †CD | †CD | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | †D | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | †C D | †C D | †C D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | *E | †E | *E | †E | *E | *E | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | †D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | †E | †CD | †E | †D | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

Bald Eagle Branch:

No. 511

Julian †C D

Snow Shoe Int., †C D—†E for parcel post if offered.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

MAIN LINE

| STATIONS | 2nd. LCL-1 (2) | 1st. LCL-1 (2) | JC-5 (1) | M-7 (2) | M-9 (1) | Banana Extra (6) | VC-1 (1) | PG-1 (3) | VL-7 (3) | NL-1 (9) | PG-5 (7) | ED-3 (3) | PG-3 (8) | PF-1 (1) | SW-1 (1) | CE-1 (1) | PG-15 (1) | Banana Special (4) |
|--------------|----------------------|----------------------|-------------|------------|------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------------------|
| BANKS | 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. |
| ANTIS | 12.20 | 12.25 | 1.00 | 3.30 | 4.00 | 6.30 | 8.30 | 9.15 | 9.30 | 9.45 | 2.00 | 5.00 | 5.45 | 5.45 | 6.00 | 6.15 | 6.45 | 9.30 |
| BO (ALTOONA) | 3.10 | 3.05 | 6.00 | 9.00 | 1.00 | | 12.40 | 1.15 | 1.30 | 2.00 | 6.00 | 8.55 | 10.30 | 9.45 | 10.00 | 11.30 | 12.30 | 12.30 |
| | 4.00 | 3.45 | 7.30 | | | | 1.30 | 2.15 | 2.30 | 3.00 | 7.00 | 9.45 | 11.30 | 11.00 | 11.15 | 12.30 | | 1.15 |
| | A.M. | A.M. | A.M. | A.M. | | | P.M. | P.M. | P.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | A.M. | A.M. |
| RUNNING TIME | 2.50 | 2.40 | 5.00 | 8.30 | | | 4.10 | 4.00 | 4.00 | 4.15 | 4.00 | 3.55 | 4.45 | 4.00 | 4.00 | 5.15 | 5.45 | 3.00 |
| YARD TIME | .50 | .40 | 1.30 | | 10.00 | | .50 | 1.00 | 1.00 | 1.00 | 1.00 | .50 | 1.00 | 1.00 | 1.15 | 1.00 | | .45 |

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday and Thursday. (5) Tuesday and Friday. (6) Sunday Only. (7) Daily Except Saturday.
 (8) Saturday and Sunday. (9) Thursday, Friday, Saturday, Sunday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

MAKE-UP

INTERDIVISIONAL RUNS

| STATIONS | APG-1 (8) | WP-16 (1) | PG-7 | XPG-1 (1) | SA-1 (1) | PG-13 (1) | BA-13 (1) | CSB-1 (3) |
|--------------|--------------|--------------|-------|--------------|-------------|--------------|--------------|--------------|
| | A.M. | A.M. | A.M. | P.M. | A.M. | A.M. | P.M. | P.M. |
| LOCK HAVEN | | | | | 1.50 | 7.15 | 2.30 | 7.30 |
| BANKS | | | | | | | | |
| ANTIS | | | | | 7.00 | 11.00 | 5.30 | 10.00 |
| BO (ALTOONA) | 5.00 | 8.00 | 10.00 | 4.00 | | | | |
| | A.M. | A.M. | A.M. | P.M. | A.M. | A.M. | P.M. | P.M. |
| RUNNING TIME | | | | | 5.10 | 4.15 | 3.00 | 2.30 |
| YARD TIME | | | | | | | | |

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday and Thursday. (5) Tuesday and Friday. (6) Sunday Only. (7) Daily Except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

MAIN LINE

| STATIONS | M-24 (1) | M-16 (3) | M-20 (1) | AC-10 (1) | M-10 (1) | AG-12 (1) | PG-4 (1) | PF-2 (1) | ED-2 (1) | P-16 (1) | ADV | | PG-6 (8) | VL-2 (10) | PG-2 (1) | CMB (1) | PG-10 (1) | VL-2 (1) | FW-8 (1) | CE-2 (1) | PN-2 (1) | ED-4 (1) | YA-4 (2) | CS-8 (1) |
|--------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|-------|-------|-------------|--------------|-------------|------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | | | | | | | | | | | | | | | | | | | | | | |
| BO (ALTOONA) | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| ANTIS | 1.30 | 1.80 | 2.00 | 2.30 | 3.00 | 3.30 | 4.00 | 5.30 | 6.00 | 5.00 | 5.30 | 6.25 | 7.30 | 7.15 | 9.00 | 9.15 | 10.00 | 10.10 | 11.45 | 12.01 | 2.00 | 4.00 | 4.45 | 5.00 |
| BANKS | 8.30 | 9.15 | 12.00 | 9.30 | 10.00 | 10.30 | 11.00 | 10.00 | 10.00 | 11.30 | 12.01 | 11.15 | 1.45 | 1.15 | 1.45 | 1.30 | 6.00 | 3.00 | 4.00 | 5.30 | 7.00 | 8.00 | | 11.00 |
| YARD TIME | A.M. | A.M. | Noon | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| RUNNING TIME | 7.00 | 7.00 | 10.00 | 7.00 | 7.00 | 7.00 | 7.00 | 4.30 | 1.30 | | 1.30 | .50 | 1.30 | 1.30 | 1.30 | 1.15 | 1.30 | .50 | 1.00 | .59 | 1.00 | 1.00 | | 1.00 |
| | | | | | | | | 4.30 | 4.30 | 6.30 | 5.00 | 4.00 | 4.45 | 4.00 | 4.45 | 4.15 | 6.30 | 4.00 | 3.15 | 4.30 | 4.00 | 3.00 | | 5.00 |

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday and Thursday. (5) Tuesday and Friday. (6) Sunday Only. (7) Daily Except Saturday. (8) Saturday and Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

MAIN LINE

INTERDIVISIONAL RUNS

| STATIONS | CE-8 (8) | VL-8 (1) | PG-8 (1) | LCL-2 (11) | BL-34 (3) | PG-34 (3) | CG-10 (3) | PG-14 (1) | AH-16 (10) | CSB-2 (1) | SS-2 (1) | SH-4 (1) | RA-14 (1) | CSB-8 (1) | AN-16 (1) |
|--------------|-------------|-------------|-------------|---------------|--------------|--------------|--------------|--------------|---------------|--------------|-------------|-------------|--------------|--------------|--------------|
| | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | A.M. | P.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. |
| BO | 6.00 | 7.30 | 8.30 | 9.20 | | 8.00 | 11.59 | 4.00 | | | 9.00 | 10.30 | | | |
| ANTIS | 7.00 | 8.30 | 9.30 | 10.05 | 11.00 | | | | 8.15 | 11.45 | 2.00 | 3.30 | 9.00 | 9.00 | 11.30 |
| BANKS | 11.30 | 12.20 | 1.30 | 12.50 | 5.00 | | | | | | | | | | |
| LOCK HAVEN | | | | | | | | | 7.15 | 2.45 | 6.45 | 7.30 | 1.15 | 11.30 | 4.00 |
| | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | A.M. | P.M. | P.M. | P.M. | A.M. | P.M. | A.M. |
| YARD TIME | 1.00 | 1.00 | 1.00 | .45 | | | | | | | 5.00 | 5.00 | | | |
| RUNNING TIME | 4.30 | 3.50 | 4.00 | 2.45 | 6.00 | | | | 4.00 | 3.00 | 4.45 | 4.00 | 4.15 | 2.80 | 4.30 |

(1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday and Tuesday. (5) Tuesday and Friday. (6) Sunday Only. (7) Daily Except Saturday.
 (8) Saturday and Sunday. (9) Daily Except Friday. (10) Daily Except Tuesday. (11) Daily Except Saturday and Sunday.

EXTRA STOPS BY PASSENGER TRAINS.

TRAINS WAIT FOR CONNECTION.

The conductor of any passenger train that makes connection with any of the connecting division trains when running late will send a message to the Superintendent promptly from the first available telegraph or telephone office stating whether or not they have passengers for the connection.

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

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

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

| Daily except Sunday | | STATIONS | Sunday | |
|-----------------------------|--------------------------------|----------------------------|-----------------------------|--------------------------------|
| Open for Train No. | Close after Train No. | | Open for Train No. | Close after Train No. |
| 623 | 21 | ----- DUNCANNON ----- | | |
| 623 | 24 | ----- NEWPORT ----- | | |
| 666 | 666 | ----- MILLERSTOWN ----- | | |
| 666 | 666 | ----- THOMPSONTOWN ----- | | |
| 662 | 623 | ----- PORT ROYAL ----- | | |
| 24 | 24 | ----- PORT ROYAL ----- | | |
| 13 | 24 | ----- MIFFLIN ----- | | |
| 662 | 41 | ----- LEWISTOWN ----- | 623 | 41 |
| 623 | 13 | ----- MOUNT UNION ----- | 623 | 13 |
| 15 | 8 | ----- MOUNT UNION ----- | 15 | 15 |
| 24 | 5 | ----- MOUNT UNION ----- | 24 | 24 |
| 623 | 623 | ----- MAPLETON ----- | | |
| 623 | 18 | ----- HUNTINGDON ----- | 623 | 18 |
| 623 | 623 | ----- PETERSBURG ----- | | |
| 8 | 24 | ----- PETERSBURG ----- | | |
| 42 | 18 | ----- TYRONE ----- | 42 | 18 |
| 791 | 623 | ----- BELLWOOD ----- | | |
| All Trains | | ----- ALTOONA ----- | All Trains | |
| All Trains | | ----- HOLLIDAYSBURG ----- | | |
| All Trains | | ----- ROARING SPRING ----- | | |
| All Trains | | ----- OSCEOLA MILLS ----- | | |
| All Trains | | ----- PHILIPSBURG ----- | | |
| All Trains | | ----- CLEARFIELD ----- | | |
| All Trains | | ----- CURWENSVILLE ----- | | |
| All Trains | | ----- BELLEFONTE ----- | All Trains | |
| 500 | 511 | ----- HOWARD ----- | | |
| 500 | 511 | ----- MILL HALL ----- | | |

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

SPECIAL INSTRUCTIONS.

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

Employees whose duties are affected by a Time Table must have a copy with them while on duty.

TRAIN RULES

S2. STANDARD TIME.

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

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

TIME TABLE

S3. SYMBOLS.

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

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

S—Regular Stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail, milk, newspapers or marketing.

G—Regular stop Saturday only.

L—Stop on signal Sunday only, to receive or discharge passengers.

†—Unattended Block Station.

✱—Passenger train—schedule assigned to gas or gas-electric rail motor cars.

*****—Passenger train—schedule assigned to handle passenger and freight equipment.

◇—Passenger train—no train baggageman.

●—No baggage service.

‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these Holidays fall on Sunday.

‡—Applies also on Labor Day.

D401.

Q—Regular stop for mail, Monday only.

U—Regular stop to receive passengers for West of Pittsburgh.

Z—Reduce speed to 15 miles per hour for safe delivery of mail.

Z†—Reduce speed to 15 miles per hour Monday only, for safe delivery of mail.

S5.**COLOR SIGNALS.**

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

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

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

S6——**S7.****ENGINE WHISTLE SIGNALS.**

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

D702. Rule 14(l) amplified:

Sound: — — o o:

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

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

Aqueduct—at station.

Mapleton—west of station.

Mill Creek—one mile west of station.

Ardenheim—three-fourths mile east of station.

Tyrone—West of Station.

Altoona—31st Street.

Eldorado—at station.

Hollidaysburg—at station.

Williamsburg—West of Station.

Bedford—Richard Street.

Roaring Spring—South of Station.

Philipsburg—within borough limits.

Curwensville—within borough limits.

Houtsdale—within borough limits.

D703. Rule 14 amplified:

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

D704. Rule 14 amplified:

Sound: — — o o o.

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

On Bald Eagle Branch this signal will be used by freight trains intending to stop for water as follows:

WESTWARD**WHISTLE SOUNDED AT**

Wood
Milesburg

INDICATES STOP AT

Holters
Snow Shoe Int.

EASTWARD

Port Matilda
Milesburg
Wood

Snow Shoe Int.
Holders
Lock Haven

D705. Rule 14 amplified.

Sound: — — o.

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

WESTWARD**WHISTLE SOUNDED AT**

Mifflin
Lewis
Huntingdon
Forge

INDICATES NO STOP AT

Denholm
Longfellow
Warrior Ridge
Tipton

EASTWARD

Jacks
Lewis

Longfellow
Denholm

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

Tyrone—No. 5 yard track.

Milroy Branch at Street.

Hollidaysburg and Petersburg Branch at Petersburg.

Morrison's Cove Branch at Hollidaysburg.

Bedford Branch at Brook.

Martinsburg Branch at Martin.

Mt. Dallas Branch at Dallas.

Clearfield Branch:

Between Park and Gardner.

Rule 14 (dc) — — — — o o in effect:

Denholm—Coaling track A.

Huntingdon—Icing track A.

Rule 14 (eg) — — — — — o o in effect:

Denholm—Coaling track H and pull-up track.

Huntingdon—Icing track C.

Bellefonte Branch, at Milesburg.

D707. Rule 14 amplified:

When it is desired to enter passing sidings at interlocking stations, enginemen will so indicate to signalman when approaching these stations by one long, one short and one long sound of the whistle, thus: — o —

Where switches leading to sidings are remotely controlled, trains desiring to use these sidings will give this signal when passing the first Block Station in the rear.

D708. Within the borough limits of Huntingdon, Tyrone and Clearfield engine whistle must not be used to sound crossing alarm. Warning to be given by engine bell while engine is in motion.

D711. Passenger trains stopping at Tyrone will make use of the electric bell instead of engine whistle to recall flagman

88. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING STATIONS.

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

Bell, RO, 4th St. So. Side, 9th St. So. Side, 10th St., 14th St., JK, BO.

89. COMMUNICATING SIGNALS.

S10. TRAIN SIGNALS.

D1001. Rule 20a will apply on Main Line portion of the Division. Also on Hollidaysburg and Petersburg Branch.

S10A. Rule 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS.) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1002. Rule 21b will apply on Main Line portion of the Division. Also on Hollidaysburg and Petersburg Branch.

(a) On Single Track Portions of the Division, the display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains except passenger extras.

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

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

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

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

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

D1003. Rule 17a amplified.

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

D1004. Rule 19.

On portions of the Railroad so specified on the time-table. Rule 19, Figure 6 is not in effect.

Rule 19, Figures 3, 4, 10 and 14 amplified in this territory.

DOUBLE TRACK. REAR OF TRAIN BY NIGHT WHEN TURNED OUT AGAINST THE CURRENT OF TRAFFIC.

THREE OR MORE TRACKS. REAR OF TRAIN BY NIGHT ON FREIGHT TRACK WITH THE CURRENT OF TRAFFIC, OR ON ANY TRACK AGAINST THE CURRENT OF TRAFFIC.

D1005. Special instruction D1004 will apply on Main Line portion of the division, also on Hollidaysburg and Petersburg Branch between JK and Eldorado.

D1006. Rule 19. The bottom line under Fig: 4, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear:"

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require:

The paragraph preceding the NOTE under Figure 10, page 27 and Figure 14, page 29, modified to read:

"Marker lamps lighted showing yellow to the outside, and red to rear."

The NOTE modified to read:

"NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require."

D1007. Rule 19 modified. 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.

D1008. Rule 26 amplified. When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

D1101. Rule 27 modified:

Reflectors illuminated by headlights are substituted for lighted lamps on switch stands at:

Hollidaysburg & Petersburg Branch:

On facing point switches in main track, Hollidaysburg to Petersburg.

Frankstown:

Crossovers between Nos. 1 and 2 tracks.

Public Delivery Track.

Advance Yard to No. 1 track.

Hollidaysburg:

All main track switches at Holly and between Holly and Wye Block Station.

Spur connecting with J. B. Condron side track.

Clearfield Branch:

Maple to Vail.

D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287:

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

D1103. At the following locations, switch lamps are not lighted—Third paragraph, Rule 27, not in effect.

Bedford Branch

Clearfield Branch:

Between Maple and Grampian.

Martinsburg Branch

Morrisons Cove Branch

Moshannon Branch

Mt. Dallas Branch

D1104. Rule 34—When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal" except Rule 275.

D1105. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

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

D1203. The direction of Moshannon Branch is North and South Osceola Mills being the Northern terminal.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered. Also Bulletin Board points on K. V. R. R., H. & B. T. M. R. R., and B. C. R. R., where general orders of this division as indicated will be posted and delivered.

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

| LOCATION | Other Divisions | Zones |
|--|---|---|
| Altoona, Passenger Crew Dispatcher's Office | Pittsburgh Williamsport Philadelphia | A,B,C,D A,B,C A |
| Altoona Asst. Yd. Mas. Office, 4th St. S. S. | Philadelphia | A |
| Altoona, Asst. Yard Master's Office, JS | | |
| Altoona, Asst. Yard Master's Office, WH | | |
| Altoona, Crew Clerk's Office, RV | Pittsburgh Eastern Division Conemaugh Monongahela | A,B,C,D A A,B A,C |
| Altoona, Asst. Yard Master's Office, WJ | | |
| East Altoona, Engine Dispatcher's Office | Pittsburgh Eastern Division Conemaugh Monongahela Williamsport Philadelphia Wilkes-Barre | A,B,C,D A A,B A,C A,B,C,D A A |
| East Altoona, Asst. Yard Master's Office, ND | Pittsburgh Williamsport Philadelphia Wilkes-Barre | C A,B,C,D A A |
| Tyrone, Grazier Block Station | Philadelphia Williamsport Wilkes-Barre | A A,B,C,D A |
| Osceola Mills, Yard Office | Williamsport Wilkes-Barre | A,B,C,D A |
| Osceola Mills, Engine House | Williamsport Wilkes-Barre | A,B,C,D A |
| Huntingdon, Yard Office | Philadelphia | A |
| Huntingdon, Oil House Office | Philadelphia | A |
| Mount Union, Agent's Office, Freight Station | | |
| Lewistown, Yard Office | Philadelphia Wilkes-Barre Williamsport | A A,B,C,D,E,F C |
| Belleville K. V. R. R., Agent's Office | Middle | A,E |
| State Line, Engine House | | |
| Bellefonte, Yard Office | Williamsport | WR,A,B,C,D |
| Saxton, H. & B. T. Engine House | Middle | C |
| Bellefonte, B. C. R. R. Yard Office | Middle | F |

S14.**GENERAL ORDERS.****S14A.** Rule 75 amplified.**D1401.**

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

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

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

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

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

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

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

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

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

figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

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

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

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

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

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

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

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

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

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

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

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

D1402. General Order Zones of this Division are as follows:

ZONE A—Banks to Bell, including No. 5 track between Forge and Grasier.

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

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

ZONE D—Clearfield Branch north of Park, Moshannon, Goss Run, Little Muddy Run, Muddy Run, and Fairbrook Branches.

ZONE E—Lewistown and Milroy Branches.

ZONE F—Bald Eagle, Snow Shoe, Bellefonte Branches and Clearfield Branch from Wilson to Park inclusive.

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

D1403. A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted

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

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Hollidaysburg and Petersburg Branch:

Between JK and Eldorado

Between Holly and Pete

Bald Eagle Branch:

Between Sand and Wood.

D1502. Track assignment.

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

Hollidaysburg and Petersburg Branch:

| | Eastward | Westward |
|-------------------------|------------|------------|
| Between JK and Eldorado | No. 1 | No. 2 |
| Between Wye and Holly | Nos. 1 & 3 | Nos. 2 & 4 |
| Between Holly and Pete | No. 1 | No. 2 |

Bald Eagle Branch:

| | Eastward | Westward |
|-----------------------|----------|----------|
| Between Sand and Wood | No. 1 | No. 2 |

Main Line.

EASTWARD PASSENGER

No. 3 track BO to Antis.
No. 2 track Antis to Forge.
No. 1 track Forge to Banks.

WESTWARD PASSENGER

No. 2 track Banks to View.
No. 4 track View to Tunnel.
No. 3 track Tunnel to Antis.
No. 4 track Antis to BO.

EASTWARD FREIGHT

No. 1 and A tracks BO to JK.
No. 1 track Antis to Forge.
No. 2 track Tunnel to View.
No. 3 track View to Banks.

WESTWARD FREIGHT

No. 4 track Banks to View.
No. 3 track View to Tunnel.
No. 2 track Tunnel to Forge.
No. 4 track Forge to Antis.
No. 2 track JK to BO.

Assigned Running Tracks:

Denholm Coaling Station:

Track A, Eastward Coaling Track.

Track H and pull up track, Westward Coaling Tracks.

Huntingdon Icing Station:

Track A, Eastward Icing Track.

Track C, Westward Icing Track. Trains will use this track in either direction by receiving proper signal at Huntingdon or Deer.

Altoona:

No. 1 Eastward, JK to Antis.

No. A Eastward, JK to 4th Street.

No. 2 Westward, Antis to JK.

No. 3 Southside Power track, between JK and BO.

No. 9 Southside, between JK and BO.

South Runner between ND and 4th Street.

Middle Runner between ND and 4th Street.

Approach Track, Westward, Bell to East End WJ Receiving Yard.

Engine Track, Eastward, East End WJ Receiving Yard to Bell.

No. 12 Track between WJ Hump and East End WJ Receiving Yard.

No. 31 Track between WJ and RV.

No. 1 Track between RV and RO.

No. 0 Track between GD and 7th Street.

Between GD and RV:

Lead to Pittsburgh Div. cabin tracks east of 300 Shanty.

No. 1 cabin track to RV.

Hollidaysburg:

Eastward—Holly to Frankstown.

Westward—Frankstown to Holly.

Running Track between Frankstown and Brick Office (No. 6 Track Westward Receiving Yard, No. 14 track Westward Classification Yard.)

Running Track Holly to East End Eastward Classification Yard (No. 12 Track Eastward Receiving Yard and continuation thereof to junction with No. 2 track.)

Clearfield Branch:

No. 2 track between Mills and Summit—both directions.

Movements will be made in either direction on assigned Running Tracks as directed by Yard Master, Signalman, Train Dispatcher, or as indicated by signal.

S16. MOVEMENT OF TRAINS.

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

S16A. Rules 83 and 83a.

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

D1602. Rule 83. That clearance message CT 1246 given by the signalman without consulting the Dispatcher be used where information is given to train at its initial station on any division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

At Bellefonte and Reedsville this information may be given verbally by signalman at Milesburg and Lewis.

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

D1603. Rule 97 modified. (Single track) Extra trains must not be run without train orders, except as provided in Rule 405.

S16B. Rule 98.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 10 miles per hour.

D1605. Switch tenders are stationed at and have charge of main track switches as indicated:—

Location

Switches

S16D. Rules 106 and 106a.

S16E. Rules 251, 253, 254.

D1607. Rules 251, 253 and 254 will apply on the Main Line portions of the Division, also on Branches as follows:

Hollidaysburg and Petersburg Branch:

Between JK and Eldorado.

Between Wye and Holly

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

D1608. Rule 9 modified. The N. Y. C. grade crossing at Betz Junction protected by stop boards and distant signals fixed in caution position. Night signals will not be displayed.

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

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

D1610. 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 Block Operator or Train Dispatcher from telephone located at signal bridge and be governed by his instructions.

If unable to establish communication, train may proceed in accordance with paragraph (B) of Rule 509.

D1611. At Altoona passenger station, Enginemen of westward trains using No. 1, 2, 3 or 4 track stopping with engine beyond dwarf signal at west end of train shed, 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 dwarf signal is in proceed position before starting train.

D1612. Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

D1614. Trainmen must not stand on top of engine tenders, box cars or other high cars, while passing under signal bridges, overhead water plugs, train shed Altoona Passenger Station, or while passing under the following overhead bridges and coal tipples:

MAIN LINE:

Spruce Creek Tunnel.

Over-head bridge No. 153.58 at Mifflin.

TROUT RUN BRANCH:

Coal Tipple 2.06 (Penn Coll.)

LITTLE MUDDY RUN BRANCH:

Coal Tipple 2.82 (Eureka Coll.)

MAPLETON BRANCH:

Coal Tipple 2.96 (Coaldale Coll.)

BEDFORD BRANCH:

Leap Ganister Rock Co., side track south of Madley, Tipple.

MT. DALLAS BRANCH:

Over-head bridge No. 2.32, 1.5 Miles North of Cliffs.

CRISSMAN BRANCH:

Quaker Sales Co. Stone Tipple.

D1615. Rear end helping engines, cutting off northward Clearfield Branch Freight trains at Summit, will be detached at the south leg of Summit Wye. Helping engines will follow carefully from that point to Summit.

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

D1616. In using the Wye at Summit, engines will enter the North Leg and leave by the South Leg.

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

D1618. No. 5 track between Lewistown and Lewis is controlled by signalman at Lewis. Trains will use this track by receiving proper signal at Lewistown or Lewis and must not enter No. 5 track between Lewistown and Lewis without permission from signalman at Lewis. A train leaving No. 5 track between these points must report when clear

D1619. Track A and No. 4 yard track between Jacks block station and track scale west of Mount Union freight station will be used as running tracks. Eastward movements from Jacks will be governed by signal at Jacks. All other movements both eastward and westward will be made under the direction of the signalman at Jacks and permission must be obtained from him to use this track. Trains using running track must approach all switches carefully expecting to find them occupied.

D1620. The use of No. 5 track between Huntingdon and Deer is controlled by signalman at Huntingdon. Trains will use this track by receiving proper signal at Huntingdon. Trains must not enter No. 5 track at a hand thrown switch without permission and when leaving it at a hand thrown switch must report when clear.

D1621. P. R. R. engines and trains may use H. & B. T. R. R. main track between Huntingdon 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.

The main track of the H. & B. T. R. R. between Huntingdon and the south end of Long Siding is operated as a yard track. Rule 93 will apply to movements within yard limits.

D1622. No. 5 track between Forge and Grazier is controlled by Signalman at Wilson. Trains will use this track by receiving the proper signal at Forge or Grazier.

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

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

The Yard track leading from East leg of Y, commonly called Ward House Track, occupied with freight cars in the process of unloading.

All movements on East leg of Y must be preceded by a Flagman when passing these cars.

D1623. No. 1 track in Receiving Yard between Vail and East Tyrone Scales, and No. 8 track in Classification Yard, between East Tyrone Scales and 17th Street, operated as a yard running track in both directions; controlled by Signalman at Park. Trains must not enter this track without permission from Signalman, and when leaving must report clear.

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

D1624. Normal position of switch at Holly for movement as follows:

From No. 3 track to No. 1 track.

D1625. No. 3 Power track between BO and JK is controlled by signalman at JK. Trains will use this track upon receiving proper signal. Trains must not enter the power track between BO and JK without permission, and when leaving it between these points must report when clear.

D1627. At Harrisburg, and Altoona, Station Master is authorized to instruct Conductor verbally to run as a section of a regular train or as a Passenger Extra. Conductor will instruct Engineman.

D1630. Markers on cabin cars of Westward freight trains moving to WJ Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

D1631. From time to time changes will be made in the method of operation of outlying hand thrown switches and cross-overs as follows.

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

Crossover between main track and siding, where there is no turnout within 200 feet of siding end of crossover: Switches can

be unlocked and operated by levers located at each end of crossover.

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

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

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

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

At a number of locations, derails are being removed. Clearance point designated by a ten inch yellow stripe, painted outside, on head, web, and base of both rails.

D1639. Trains may use tracks on the following branches by permission of the Train Dispatcher or designated Signalman, as indicated below, to whom report must be made when clear:

| Tracks | Obtain Permission from Train Dispatcher |
|---|---|
| Fairbrook Branch | |
| Branches of Hollidaysburg and Petersburg | |
| Branch as follows: | |
| Springfield | Train Dispatcher |
| A portion of Moshannon Branch and Branches of Moshannon Branch as follows: | |
| Portion of Moshannon Branch from RAM to McCartney | |
| Branches of Moshannon Branch | |
| Trout Run Houtzdale | } Train Dispatcher |
| Big Run Amesville | |
| M. & C. Amesville No. 2 | |
| Beaver Amesville No. 3 | |
| Ednie Muddy Run | |
| Coal Run Little Muddy Run | |
| Morgan Run Janesville | |
| Burley Smoke Run | |
| Goss Run Banian | |
| Bets | |
| Branches of Clearfield Branch as follows: | |
| Mapleton Graham | } Train Dispatcher |
| Philipsburg Liveright | |
| Sanford Pennville | |
| Snow Shoe Branch: | Train Dispatcher |
| Martinsburg Branch: | Train Dispatcher |
| A portion of Milroy Branch as follows: | Signalman |
| Reedsville to Milroy | Lewis |
| A portion of Morrisons Cove Branch as follows: | |
| Roaring Spring to end of Branch | Train Dispatcher |
| A portion of Clearfield Branch as follows: | |
| Curwensville to Grampian | Train Dispatcher |
| D1641. At Denholm trains using coaling tracks must stop before fouling ladder at leaving end unless route is seen or known | |

to be clear of other movements. Eastward freight trains having work at Denholm other than coal and water must receive permission from signalman at Wall before fouling ladder.

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

D1642. From time to time, devices for detecting dragging equipment on moving trains will be installed approximately 2 miles from Interlockings.

When device is actuated cab signals will indicate Caution-Slow-Speed between the approach and home signals and through the interlocking. The most favorable aspect on wayside signals will be Approach.

Trains receiving cab signal indication Caution-Slow-Speed in conjunction with fixed signals indicating Approach must stop as promptly as proper handling of train will permit. Crew must examine train for defects and clearances with adjacent tracks, reporting to Operator as soon as possible.

Trains operating as though non-equipped upon receiving Approach indication on wayside signals between point where device is located and interlocking must not exceed speed of 20 miles per hour and look out for defects in train equipment.

Devices in service as follows:

BANKS—Nos. 1 and 3 tracks, Signal 1160.

VIEW —Nos. 1 and 2 tracks, Signal 1214.

PORT —Nos. 1 and 2 tracks, Signal 1368.

LEWIS —Nos. 1 and 2 tracks, Signal 1686.

JACKS —Nos. 1 and 2 tracks, Signal 1962.

DEER —Nos. 1 and 2 tracks, Signal 2074.

Dragging equipment detectors for Jacks Interlocking are located in No. 1 and No. 2 tracks, 300 feet west of block signal 1962. When device is actuated by dragging equipment, distant signal will indicate approach, and home signal stop, when route has been set prior to breakage.

D1643. The following public crossings must be protected by train crews at all times before passing over:

Duncannon Old Line:

All crossings.

Tyrone:

Pennsylvania Avenue.

Mount Union:

Jefferson Street, except between 4.30 P. M. to 12.30 A. M. daily not including Sunday.

Washington Street.

Lewistown:

Main Street, except between 4.30 P. M. to 5.30 P. M. and 8.30 P. M. to 11.30 P. M. not to include Sundays and the following holidays: New Years, Memorial, Independence, Thanksgiving and Christmas or on Monday following when any of these holidays fall on Sunday.

Roaring Spring:

First crossing south.

Mt. Dallas:

Crossing, 1.7 miles south over Everett-Saxton Co. side track.

Curry:**Canoe Creek Branch:**

Crossing 3158 feet north of Canoe Creek Junction.

Clover Creek Branch:

Crossing over Basalt Trap Rock Co's. siding, one-half mile from Clover Creek Junction.

Hollidaysburg and Petersburg Branch:

Crossing at West end of bridge, St. Clair Lime and Stone siding.

Bellefonte:

Lamb Street, except between 8.00 A. M. to 4.00 P. M. daily.

High Street.

Water Street.

Philipsburg:

Maple Street.

Pine Street.

Presquale Street.

Madera:

Main Street.

D1658. While pusher engines are assisting eastward trains over grade at Dix, trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

After pusher engine has assisted train over the grade, pusher engine will cut off in the following manner, if the train is in motion:

Close the angle cock on the cabin car, then open knuckle on cabin car, leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on pusher engine stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

D1660. WYE: Crossover at west leg of Y, will be kept set for movements from Duncansville Branch track to Pittsburgh Division westward main track. Switch lamps will show green light and white target when switch is set for normal movements over crossover.

D1661. STATE LINE: C & P trains when making movements to or from State Line Yard must obtain permission to use main track from Signalman in control of the block, located at Wye, and report clear to him after movement is completed.

S-16-F. AUTOMATIC HIGHWAY CROSSING SIGNALS

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in

opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

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

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations—(Blue Ball) a device is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failure to operate properly.

D1662. Electric light indicator has been installed on the instrument cases or adjacent thereto at all Flashing Light Signals protecting road crossings.

A light will be displayed when train is operating the Flashing Light Signals. Absence of light indicates commercial power has failed and that signals will be entirely dependent upon storage battery which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

Employees will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

D1663. Blue Ball, General Refractories Siding 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.

S17. MOVEMENT BY TRAIN ORDERS.

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

D1703. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

D1704. Rule 221a modified.

To insure correct delivery of all orders handed to trains, signalman will enclose memorandum, reading:

"You should receive orders, No's. _____."

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rule 97.

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

D1802. Rules 93 and 317d amplified. The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of fifteen (15) miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

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

D1803. Rule 93b. On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear.

On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

Rule 93b in effect as follows:

Altoona Yard, between BO and Antis.

Tracks A, Nos. 1, 2 and running tracks.

No. 5 track between Huntingdon and Deer.

No. 5 track between Lewistown and Lewis.

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

D1804. Yards indicated by yard limit boards, are located at:

| | |
|---------------------------|----------------|
| Lewistown—Branch only | Clearfield |
| Lewistown—Chestnut Street | Curwensville |
| Tyrone—Branch only | Brookes Mills |
| Bellefonte | Roaring Spring |
| Osceola Mills | Mt. Dallas |
| Philipsburg | Bedford |
| | State Line |

D1808. Westward freight trains dispatched from Altoona Yard, will be governed by the following instructions as to the use of helping engines assisting at the rear:

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

D1809. Altoona—When any Eastward movement is stopped by signal at 9th Street, a member of the crew must communicate

with RO promptly. When any Eastward movement is stopped at 4th Street, a member of the crew must communicate with 4th Street, South Side, promptly.

Cabins on Eastward freight trains will be cut off as cabin is passing under 9th Street Bridge. If cabin should stall, RO 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.

S19**SPEED TABLE**

| Time per Mile Min. Sec. | Miles per Hour | Time per Mile Min. Sec. | Miles per Hour | Time per Mile Min. Sec. | Miles per Hour | Time per Mile Min. Sec. | Miles per Hour |
|-------------------------------|----------------------|-------------------------------|----------------------|-------------------------------|----------------------|-------------------------------|----------------------|
| 0.36 | 100 | 0.48 | 75 | 1.12 | 50 | 2.24 | 25 |
| 0.38 | 95 | 0.51 | 70 | 1.20 | 45 | 3.00 | 20 |
| 0.40 | 90 | 0.55 | 65 | 1.30 | 40 | 4.00 | 15 |
| 0.42 | 85 | 1.00 | 60 | 1.43 | 35 | 6.00 | 10 |
| 0.45 | 80 | 1.05 | 55 | 2.00 | 30 | 12.00 | 5 |

S20.**SPEED RESTRICTIONS**

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10" minimum diameter.

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

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

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

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

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

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001. Maximum Speed.Miles
per hour

| | | |
|------------------|--|----|
| Passenger trains | Main Line: | |
| | With passenger engines: | |
| | On passenger tracks..... | 70 |
| | On freight tracks..... | 50 |
| | With freight engines..... | 50 |
| | Clearfield Branch: | |
| | North of Park..... | 25 |
| | South of Park..... | 35 |
| | Bald Eagle Branch: | |
| | With passenger engines..... | 60 |
| | With freight engines..... | 50 |
| | Lewistown Branch: | |
| | Between Lewistown and Street | 15 |
| | Branches not listed above: | |
| | Passenger trains must conform to speed shown for freight trains. | |

| | | |
|------------------|-------------------------------------|----|
| Freight trains.. | Unless otherwise specified | |
| | Main Line: | |
| | Arranged service trains: | |
| | On passenger tracks..... | 50 |
| | On freight tracks..... | 50 |
| | With mineral freight: | |
| | On passenger tracks..... | 45 |
| | On freight tracks..... | 30 |
| | Hollidaysburg and Petersburg Branch | 30 |
| | Springfield Branch..... | 20 |
| | Morrisons Cove Branch: | |
| | No. of Brookes Mills..... | 30 |
| | So. of Brookes Mills..... | 25 |
| | Martinsburg Branch..... | 25 |
| | Bedford Branch..... | 30 |
| | Mt. Dallas Branch..... | 25 |
| | Clearfield Branch..... | 25 |
| | Moshannon Branch..... | 20 |
| | Bald Eagle Branch..... | 45 |
| | With mineral freight..... | 40 |
| | Bellefonte Branch..... | 30 |
| | Snow Shoe Branch..... | 20 |
| | Milroy Branch..... | 20 |
| | Branches not listed above..... | 15 |

| | | |
|---------------|---|----|
| Circus Trains | Main Line..... | 30 |
| | Bald Eagle Branch..... | 30 |
| | Bellefonte Branch..... | 25 |
| | Branches not listed above: | |
| | Circus trains must conform to speed shown for freight trains. | |

| | | Miles per hour |
|---|---|--|
| Wreck Trains | { Main Line }: | |
| | | Bald Eagle Branch |
| | With boom of derrick trailing.. | 30 |
| | With boom of derrick forward.. | 20 |
| | Branches not listed above: Wreck trains must conform to speed shown for freight trains. | |
| Brown Hoist and Ballast Cleaner | { | Main Line and Branches..... 20 |
| | | |
| Trains other than wreck trains handling industrial der- ricks or other pivoted mach- inery. | { | Main Line..... } |
| | | Bald Eagle Branch... } |
| | On straight track with Boom trailing | 30 |
| | With Boom forward..... | 20 |
| | On Curves..... | 20 |
| | When operated over territory where the maximum speed for freight trains is less than shown above, conform to the speed of that terri- tory. | |
| Track cars | { | Main Line and all Branches: |
| | | Unless otherwise specified..... 20 |
| | | When hauling track cars or trailers..... 15 |
| | | Through turnouts and over switches, frogs, street and highway crossings..... 5 |
| | | Hand Cars..... 8 |

D2002. Speed indicated below must not be exceeded between stations named:

| Main Line: | Tracks | Miles per hour |
|---|--------|-------------------|
| Approaching signal located on bracket pole west of JK governing eastward movements | 3 | 15 |
| 10th Street, Altoona, to RO..... | 3 & 4 | 40 |
| Between Forge and Tunnel eastward mineral freight trains..... | 1 & 2 | 25 |
| Between Forge and Tunnel, eastward ar- ranged service, freight..... | 1 & 2 | 35 |
| Between Antis and RV, westward freight trains..... | 2 | 30 |

| Main Line: | Tracks | Miles per hour |
|--|--------|-------------------|
| Between Grazier and Forge..... | 5 | 15 |
| Between Deer and Huntingdon | A-C | 30 |
| Approaching Block Signal 1905, west of Mount Union..... | 4 | 65 |

| | | |
|--|-----------|----|
| Hollidaysburg and Petersburg Branch: | | |
| Speed over connections between Franks- town and Hollidaysburg Stations..... | 1-3 & 2-4 | 20 |

| | | |
|---|--|----|
| Bedford Branch: | | |
| Bedford, Richard Street Crossing | | 10 |
| Hyndman, within Borough limits | | 10 |
| Slip Rock 2.3 miles south of Barclay..... | | 15 |

| | | |
|--|--|----|
| Bald Eagle Branch: | | |
| Approaching distant signal located 2660 feet east of Park, westward movements | | 45 |

| | | |
|---|--|----|
| Clearfield Branch: | | |
| Curwensville within Borough limits..... | | 6 |
| Clearfield within Borough limits..... | | 6 |
| Between Summit and Mills, Freight Trains Northward | | 20 |
| Between Wilson and east end of main track switch at 14th Street..... | | 25 |

| | | |
|---------------------------------------|--|---|
| Moshannon Branch: | | |
| Houtzdale within Borough limits | | 6 |

| | | |
|------------------|--|---|
| Milroy Branch: | | |
| Milroy Wye | | 5 |

Minimum running time for freight trains between Antis and Banks:

| | EASTWARD | | | | WESTWARD | | | |
|------------------|-------------------------------|------|--|------|-------------------------------|------|--|------|
| | Arranged Service Trains | | Arr. Serv. Trains with Mineral Frt. and Other Frt. Trains | | Arranged Service Trains | | Arr. Serv. Trains with Mineral Frt. and Other Frt. Trains | |
| | | | | | | | | |
| | Min. | Sec. | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| Antis & Grazier | 15 | 00 | 22 | 30 | 11 | 30 | 12 | 30 |
| Grazier & Spruce | 15 | 00 | 22 | 00 | 13 | 30 | 13 | 30 |
| Spruce & Jacks | 28 | 00 | 32 | 00 | 28 | 00 | 31 | 00 |
| Jacks & Lewis | 29 | 00 | 33 | 00 | 29 | 30 | 33 | 00 |
| Lewis & Wall | 11 | 00 | 13 | 30 | 13 | 00 | 13 | 30 |
| Wall & Mifflin | 5 | 00 | 5 | 30 | 5 | 30 | 6 | 00 |
| Mifflin & Port | 24 | 00 | 27 | 00 | 25 | 00 | 27 | 00 |
| Port & Banks | 25 | 00 | 31 | 30 | 29 | 00 | 31 | 30 |
| | 2:32: | 00 | 3:07: | 00 | 2:35: | 00 | 2:48: | 00 |

Minimum running time for passenger trains between Altoona and Banks, in either direction:

| | Min. | Sec. |
|-----------------------------|------|------|
| Between Altoona and Grazier | 14 | 00 |
| " Grazier and Spruce | 13 | 00 |
| " Spruce and Jacks | 21 | 30 |
| " Jacks and Lewis | 23 | 00 |
| " Lewis and Wall | 10 | 30 |
| " Wall and Mifflin | 4 | 00 |
| " Mifflin and Port | 18 | 30 |
| " Port and Banks | 20 | 30 |
| | 125 | 00 |

Bald Eagle Branch:

Minimum running time in either direction:

| Between | Passenger Trains | Freight Trains at 45 M.P.H. | Mineral Frt. Trains at 40 M.P.H. |
|----------------------------|---------------------|-----------------------------------|--|
| | Min. Sec. | Min. Sec. | Min. Sec. |
| | | | |
| | | | |
| Park and Port Matilda | 14 — | 16 30 | 18 30 |
| Port Matilda and Milesburg | 19 — | 23 — | 25 30 |
| Milesburg and Wood | 12 — | 13 30 | 16 — |
| Wood and Lock Haven | 15 — | 18 — | 20 — |
| Park to Lock Haven | 60 — | 71 00 | 80 00 |

Minimum running time for Clearfield Branch**Passenger Trains:****Min. Sec.**

Between Summit and Vail southward 25

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

CURVES.

| | Miles per hour. | Time on Curves (Seconds) |
|---|--------------------|--------------------------------|
| Main Line: | | |
| First Curve east of Perdix, Tracks No. 1 and 2..... | 60 | 12 |
| 0.8 mile east of Duncannon..... | 40 | 36 |
| West of Millerstown, west portion of curve between a point 2,400 feet west of Mile Post 138 and Mile Post 139, Nos. 1 and 4 tracks..... | 60 | 32 |
| 0.3 mile east of Thompsontown, Nos. 1 and 4 tracks | 60 | 22 |
| Tuscarora, Tracks 1 and 4..... | 60 | 42 |
| 0.5 mile east of Mifflin..... | 40 | 25 |
| 1.4 miles west of Mifflin..... | 40 | 18 |
| First curve west of Wall Nos. 1 and 4 tracks..... | 60 | 24 |
| 0.1 mile east of Lewistown..... | 40 | 21 |
| West of Lewistown Sta. Nos. 1 & 4 tracks | 60 | 25 |
| 1.5 miles west of Granville Nos. 1 & 4 tracks..... | 60 | 31 |
| 1.0 mile west of Ryde..... | 50 | 26 |
| Mapleton Station Nos. 1 and 4 tracks | 60 | 60 |
| Second curve west of Ardenheim..... | 50 | 15 |
| Warrior Ridge—First curve east of— tracks 1 and 4..... | 60 | 25 |
| Petersburg Station Nos. 1 and 4 tracks | 65 | 25 |
| 0.5 mile east of Spruce Creek tunnel on No. 1 track | 40 | 17 |
| Between Spruce and Tyrone Station | 40 | |

| | Miles Per Hour. |
|--|--------------------|
| Hollidaysburg and Petersburg Branch: | |
| Goodman | 25 |
| 1200 feet west of Covedale | 25 |
| Nineteenth Street, Altoona | 20 |
| Morrison's Cove Branch: | |
| First curve south of Holly | 20 |
| Between a point 250 feet north of M. P. 10 from Altoona and a point 1600 feet north of Reservoir Station | 20 |
| Clearfield Branch: | |
| Curve north of Van Scoyoc Siding | 20 |
| Big Fill Curve | 15 |
| Between Maple and Bridge No. 21.94 | 20 |
| Between Mile Posts 36 and 37 | 20 |
| North end of Bridge No. 38.35 | 15 |
| Bald Eagle Branch: | |
| Curve at M. P. 30 | 50 |
| Curve at M. P. 34 | 45 |
| First curve west of Sand | 45 |
| Second curve east of Sand No. 1 track | 45 |
| Second curve east of M. P. 39 on No. 1 track | 45 |
| First curve east of M. P. 44 | 45 |
| Curve at M. P. 45 | 45 |
| First curve west of mile post 54 | 50 |
| On all other curves | 60 |
| Bellefonte Branch: | |
| Curve at Bellefonte Station | 15 |
| Curve at Morris Branch Jct. | 15 |
| Curve between Milesburg Station and Bridge 31.08 .. | 15 |

BRIDGES

| Location | CLASS OF ENGINE | | | | | | |
|--|-----------------|----|---|----------|--|--|--|
| | I | M | L | H8 H9 | | | |
| | MILES PER HOUR | | | | | | |
| Main Line: | | | | | | | |
| Hollidaysburg and Petersburg Branch: | | | | | | | |
| 0.72 West of Petersburg No. 1 Track | 15 | | | | | | |
| 11.51 East of Mt. Etna No. 1 Track | 15 | | | | | | |
| 20.19 Ganister No. 1 Track | 20 | | | | | | |
| Bald Eagle Branch: | | | | | | | |
| 6.17 west end Eagle siding | | 55 | | | | | |

D2004.

Maximum speed for movements through any main track turnout or crossover not interlocked 15 miles per hour.

D2006. Maximum speed for various classes of engines, except where otherwise restricted.

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

D2008. Maximum speed for rail motor cars while moving under their own power except where otherwise restricted:

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

Trains or drafts having gas or gas-electric cars must not exceed a speed of 20 miles per hour.

D2009. Rule 750 amplified. When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

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

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

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

D2010. When engines of the L-1s or I-1s types have the front sections of parallel rods removed, the main rods must also be removed, and both crossheads blocked in the extreme forward position by the bolts in the guide provided for that purpose, before the engine is moved. When it is necessary to remove either one of the main rods on these classes of engines the crosshead from which the rod is removed must also be blocked in the extreme forward position before the engine is moved.

D2011. Dead locomotives of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four pairs of drivers and no trucks, shall be restricted to speeds not exceeding twenty-five miles per hour.

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

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

D2014. Trains consisting entirely of passenger equipment, carrying United States or State Troops, will conform to the speed restrictions applicable to passenger trains; if such trains contain any freight equipment, they will conform to the speed restrictions applicable to freight trains.

D2015. Trains must not exceed 55 miles per hour when scooping water from track trough.

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

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

S21.

SIGNAL RULES.

Rules 279, 281, 282, 283, 284 and 285 modified.

RULE 279

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow Speed Signal.

RULE 281

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear Slow Speed Signal.

RULE 282

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution-Signal.

RULE 283

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach-Signal.

RULE 284

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour

Name—Approach-Restricting-Signal.

RULE 285

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

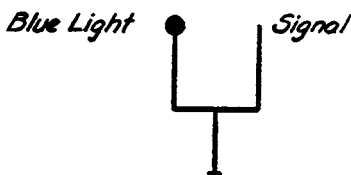
Name—Clear Restricting Signal.

D2101. Where the indication shown in Rule 280 is received, Engineman must not resume speed until the track is seen to be clear to the end of the block.

S21A. SIGNAL ASPECTS.**D2102. SIGNAL ASPECTS NOT STANDARD.**





















“JK” Interlocking—Block Station.

Signal on bracket post, governing Eastward movements on No. 3 track, marked by a Blue light on left hand pole of bracket.



Indication—One track intervenes between signal and track it governs.

Name—Signal Mast Bracket Marker.

| No | A | B | INDICATION |
|------------------------|---|--|---|
| 1 | R  R  | R  R  R  | Stop. |
| 2 | | R  R  Y  | Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction. |
| 3 | R  Y  Y  | R  Y  Y  R  | For passenger trains—Stop and report in accordance with rules 362 or 462. For all other trains proceed with caution prepared to stop short of train or obstruction. |
| 4 | R  G  | R  G  R  | Within interlocking limits proceed at one half the speed authorized for passenger trains but not exceeding 30 M.P.H. Outside interlocking limits Proceed, Manual or Controlled manual block, Clear. |
| R=RED Y=YELLOW G=GREEN | | | |

Aspects shown on line A are in service at “Port Matilda”.

Aspects shown on line B are in service at “Milesburg”.

S22. BLOCK SIGNAL RULES.

D2201. When block is occupied by a passenger train, and after a proper understanding exists, shifting movements may be made on the main track within block limits, by permission of the signalman or under caution or permissive signal, to attach or detach cars or engines to or from that passenger train, after it has come to a stop. Rules 317b, 318b, 362 and 417b are modified accordingly.

D2202. Rule 326 amplified. On single track, a train using a siding to meet an opposing train may be authorized to back out immediately after the opposing train has passed, in order to proceed in the opposite direction. The Signalman in control of the block will authorize such moves after consulting with and being authorized to do so by the Train Dispatcher.

D2203. Rule 362 amplified: Trains must not pass a Stop Signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the Block, pass a Stop Signal without Clearance Card (Form C).

D2204. Rule 364 modified:

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

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

D2206. The block signals at Wilson when displaying aspect Fig. 1, Rule 283, or aspect Fig. 1, Rule 286, will indicate clear block and will also act as distant signal.

D2208. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman.

S23. MANUAL BLOCK SYSTEM.

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

Holidaysburg and Petersburg Branch between Pete and Wye.

Morrison's Cove Branch between Holly and Roaring Spring.

Bedford Branch between Brook and State.

Mt. Dallas Branch between Creek and Dallas.

Clearfield Branch between Park and Curwensville.

Moshannon Branch between Mills and RAM.

Bald Eagle Branch between Park and Sand and between Wood and Lock Haven.

Bellefonte Branch between Milesburg and Titan.

Lewistown Branch between Town and Street.

Milroy Branch between Street and Reed.

D2302. Rule 317a will apply as follows:

Clearfield Branch:

Southward between Summit and Park.

Northward between Summit and Mills.

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

D2304. Rule 318b will apply between Pete and Wye.

D2305. Hand signals will be used by Signalman Wye to give block indication as follows:

Eastward trains on No. 1 track.

Westward trains on No. 2 track enroute from Hollidaysburg Yard to Pittsburgh Division.

Westward trains via West leg of Y enroute from Altoona to Pittsburgh Division.

D2306. Rule 337 modified:

Reflectors illuminated by headlights substituted for marker lights upon block signals at: ()

S23A. UNATTENDED BLOCK STATIONS.

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

D2309. Unattended block stations are controlled by the signalman specified in Time Table, or Special Instructions.

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

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

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

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

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

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

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

D2310. Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

(To be printed on green paper, size 6½ x 3½)

 FORM
K

THE PENNSYLVANIA RAILROAD CLEARANCE CARD

 FORM
K

Block Station _____ M. 19 _____

To Conductor and Engineman: Train _____

Proceed at _____ as though _____ signal was displayed.

Report clear at _____.

Signalman.

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

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

D2311. Unattended block station signs will not be lighted on the following branches:

Clearfield

Bellefonte

Moshannon

Bedford

Morrisons Cove

Mt. Dallas

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401 Rules 401 to 473 inclusive, except Rules 417a and 417b, as amplified by special instruction D3443, are in effect as follows:

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

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

Between Wye and Eldorado. New Rule 417.

Rules 401 to 473 inclusive except Rule 417a as amplified by special instruction, D3443 are in effect as follows:

Between Forge and Grazier No. 5 track. Rule 417b.

Between Wilson and Park. Rule 417b.

Between Sand and Wood Nos. 1 and 2 tracks. Rule 417b.

D2402. Rule 465 amplified. When a train clears a block between block stations the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

D2403. Trains having work to do between Wye and Eldorado or between Sand and Wood must so report before accepting the signal, stating the time required to do the work.

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

D2404. Rule 437 modified:

Reflectors illuminated by headlights substituted for marker lights upon block signals at ()

S25. AUTOMATIC BLOCK SYSTEM

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Main Line between Banks and Tunnel No. 1, 2, 3 and 4 tracks.
 " " " Tunnel and Forge No. 1, 2 and 3 tracks.
 " " " Forge and Antis No. 1, 2, 3 and 4 tracks.
 " " " Antis and JK No. 3 & 4 tracks.
 " " " JK and BO track A and Nos. 1, 2, 3 and 4 tracks

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between JK and Eldorado No. 1 and 2 tracks.

" Eldorado and Wye Main track.

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

D2503. Rule 505 (e) amplified. When a train clears a block between block stations the flagman may, when authorized by the conductor or engineman, report clear to the signalman;

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

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

D2506. Unless it is known that gasoline motor cars and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in automatic block system territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman; Signalmen and Levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2507. Rule 506 modified:

Reflectors illuminated by headlights substituted for marker lights upon block signals at ()

S25A. Rule 505 (a).—

S25B. CAB SIGNAL RULES.

Definitions

Cab Signal—Position light signal located in engine cab indicating a condition affecting the movement of a train.

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

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

D2508. Cab Signal System in service on main tracks operating with current of traffic:

Eastward—between JK and Antis, No. 3 track.

between Antis and Forge, Nos. 1 and 2 tracks.

between Forge and Tunnel, No. 1 track.

between Tunnel and View, Nos. 1 and 2 tracks.

between View and Banks, Nos. 1 and 3 tracks.

Westward—between Banks and View, Nos. 2 and 4 tracks.

between View and Tunnel, Nos. 3 and 4 tracks.

between Tunnel and Forge, Nos. 2 and 3 tracks.

between Forge and Antis, Nos. 3 and 4 tracks.

between Antis and JK, No. 4 track.

Against current of traffic:

Eastward—between Forge and Tunnel, No. 2 track.

Cab Signals will not indicate conditions ahead when engine is—

(a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).

(b) Pushing cars.

(c) Not equipped for backward running and is running backward.

Cutting-in sections located:

For Westward trains:

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

For Eastward trains:

JK—From a point 245 feet west of block signal on 9th St. bridge governing eastward movements on No. 3 track, to the signal.

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

The following rules are in effect:

1. Except as provided in Cab-signal Rule 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory:

Altoona.

East Altoona.

Lewistown.

Huntingdon.

Tyrone.

Bellefonte.

Osceola Mills.

2. The required departure tests of engines and trains must be made before entering cab signal territory.

Testing sections, additional to those at terminals, located:

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

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

3. Unless authorized by the Superintendent, an equipped engine or train must not enter cab signal territory without having cut-out cock fixed in cut-in position.

4. When Cab Signal and fixed signal aspects conflict, the more restrictive indication governs.

4a. When Cab-signal apparatus fails or when Cab-signal aspects conflict with fixed signal aspects at two fixed-signal locations in succession, thereby indicating a probable defect in the Cab-signal apparatus, a train will proceed as a non-equipped train, governed by Fixed-Signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.

4b. When there is a failure in the Cab-signal apparatus, enginemen may cut out the warning whistle if it continues sounding after he has acknowledged.

4c. Except as provided in Cab-signal rule 4a, movements of non-equipped trains are prohibited unless authorized by the Superintendent.

4d. If the Cab-signal warning whistle sounds longer than six seconds, the fireman on an engine, or the trainman nearest operating compartment on an MU car, will immediately go to the engineman.

5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for Cab-signal operation in the direction in which it is moving must not exceed speed as follows:

Freight Trains 23 miles per hour.

Passenger Trains 35 miles per hour.

5a.—

6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.

7. If after passing a fixed signal, cab signal aspects changes from Caution-Slow-Speed (Rule 278) to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if cab signal changes to Caution-Slow-Speed, (Rule 278) a train may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

Within interlocking limits with Cab-signal displaying a more favorable aspect than Caution-Slow-Speed, if the Cab-signal aspect changes to Caution-Slow-Speed the train must stop, and permission must be secured from signalman before moving in either direction.

D2509. Engines dispatched from points in Cab Signal territory to Central Penn'a Division points or to points where Test Circuits are not provided must have Cab Signal equipment cut in for the entire trip.

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

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

S25C. Rule 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. GRADE SIGNALS

D2510. LOCATION OF GRADE SIGNALS.

MAIN LINE

Nos. 1 and 2 tracks first signal bridge east of McVeytown—Signal No. 1766.

Nos. 3 and 4 tracks Petersburg to Tunnel, excepting the first signal west of Petersburg—No. 2091.

Nos. 2 and 3 tracks Tunnel to Forge.

No. 3 and 4 tracks Forge to Antis.

No. 2 track, between Antis and RV—Sig. 2333.

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

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

S26. INTERLOCKING RULES

S26A. Rule 663 amplified. Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

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

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

D2603. Trains having work at Interlockings, must stop so that the entire train will stand clear of the Interlocking after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

| | |
|-----------------------------------|---------------------|
| D2604. Interlocking Plant: | Operated by: |
| Deer | Huntingdon |
| Eldorado | Wye |
| Sand | Wood |

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

D2701.

| BLOCK STATION | NON-INTERLOCKED SWITCHES CONNECTED |
|---------------|---|
| Wall | Electric lock, crossover leading from east end of "A" coaling track to No. 1 track. |
| Bell | Electric lock, switch leading from No. 4 track to Bellwood Yard west of Bellwood Passenger Station. Electric lock, switch leading from No. 4 track to yard track east of Bellwood Freight Station. |
| Wilson | Electric lock, switch at east end of Wye. Electric lock, west end of cross-over from No. 5 track to siding, east of passenger station. Electric lock, switch leading from main track to siding, Receiving yard, 14th St. Electric lock, switch leading from main track to siding, Classification yard north of 14th St. Electric lock, switch leading from No. 5 track to No. 6 yard track west of Wilson. Electric lock, switch leading from No. 5 track to No. 6 yard track east of Grazier. |
| Port Matilda | Electric lock, switch leading to McFeeley Brick Co. siding |
| Wood | Electric lock, Switch west end Howard Siding. Electric lock, Switch east end Howard Siding. |

S28.**TRACK CARS, ETC.****(a) General definition of track car—amplified:**

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

(b) Rule 829 paragraph 10, amplified:

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

(c) Rule 206, amplified:

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

(d) Rule 80, amplified:

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

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

Day Signals—two red flags, torpedoes and fuses.

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

(f) Fifth paragraph of Rule 80 amplified as follows:

"They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory."

D2801.

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

(2) Fourth paragraph of Rule 80 amplified as follows:

"They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for manual block protection."

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

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

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

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

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

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

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

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

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

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

D2802. Burro Crane—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to Burro Cranes.

D2803. In the movement of track cars at interlockings, the following instructions will govern: The signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the driver of the track car reports that the movement has been completed. The driver of the track car must report immediately to the Signalman when the movement has been completed.

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

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

| LINE, BRANCH, SIDING OR "Y" | CLASS OF ENGINE | | | | | | | | | | |
|---|-----------------|----|----|----|----|----|----|----|----|----|----|
| | H8 | E3 | H6 | | | K2 | | | | | N1 |
| | H9 | E5 | | G5 | E6 | K4 | L1 | M1 | I1 | C1 | N2 |
| | H10 | G4 | | | | K5 | | | | | |
| Main Line— Banks to Junction Pittsburgh Div. West of 24th St., Altoona. | | | | | | | | | | | |
| Hollidaysburg and Petersburg Branch .. | | | | | | | | | | | |
| Morrisons Cove; Bedford; Mt. Dallas; Clover Creek; Springfield; Canoe Creek; Milroy; Fairbrook Branches | | | | | | X | X | X | X | X | X |
| Lewistown Branch from Lewistown to Street.. | | | | | | | | X | X | X | X |
| Clearfield and connecting Branches | | | | | | X | X | X | X | X | X |
| Moshannon and connecting Branches | | | | | | X | X | X | X | X | X |
| Bald Eagle Branch | | | | | | | | | | | |
| Bellefonte Branch | | | | | | | | X | X | X | X |
| Snow Shoe and connecting branches and sidings | | | | | | X | X | X | X | X | X |
| (1) Western Maryland— State Line to Cumberland | X | X | X | X | X | X | X | X | X | X | X |
| Duncannon—Old Line Except running track to Freight Station | | | | | | | | X | X | X | X |
| Bailey—Station Siding | | | | | | X | X | X | X | X | X |
| Newport— Public Delivery tracks | | | | | | | | X | X | X | X |
| Millerstown— Public Delivery tracks | | | | | | | | X | X | X | X |
| Lead to Secrist's Mill | | | | | | | X | X | X | X | X |
| Vandyke Silica Brick Co. | | | | | | | X | X | X | X | X |
| Tuscarora—Sta. Siding | | | | | | X | X | X | X | X | X |
| Port Royal— Breyer Ice Cream Co. | | | | | | X | X | X | X | X | X |
| Port Royal— Other Freight Station tracks | | | | | | | X | X | X | X | X |

| LINE, BRANCH, SIDING OR "Y" | CLASS OF ENGINE | | | | | | | | | | |
|--|-----------------|----|----|----|----|----|----|----|----|----|----|
| | H8 | E3 | H6 | | | K2 | | | | | N1 |
| | H9 | E5 | | G5 | E6 | K4 | L1 | M1 | I1 | C1 | N2 |
| | H10 | G4 | | | | K5 | | | | | |
| Mifflin— Commons Yard, except track west of Passenger Station, leading from No. 5 track..... | | | | | | X | X | X | X | X | X |
| Yard track and switches east of Pas- senger Station..... | | | | | | | X | X | X | X | X |
| Denholm— Circle, Hill and coal storage tracks..... | | | | | | X | X | X | X | X | X |
| Hawstone— Hill track..... | | | | | | X | X | X | X | X | X |
| Horningford— Mifflin Sand Co..... | | X | | X | X | X | X | X | X | X | X |
| McVeytown— H. O. Andrews & Son | | X | | X | X | X | X | X | X | X | X |
| Vineyard— Penna. Glass Sand, Hatfield Plant..... | | X | | X | X | X | X | X | X | X | X |
| Mt. Union— Tracks East of Frank- lin Street; Freight station track; E. A. Beaver Co; Harbison-Walker | | X | | X | X | X | X | X | X | X | X |
| Mapleton— Siding West of Bridge Street; Bridgeport siding at Tool House Curve... | | X | | X | X | X | X | X | X | X | X |
| Huntingdon— Juniata Supply Co.; Penna. Edison; H. & B. T. Station Tracks; J. C. Blair; Supplee-Wills - Jones; Freight Station tracks; Huntingdon Specialty Co.; Pierce-Butler & Pierce | | X | | X | X | X | X | X | X | X | X |
| Penna. Edison Coal Trestle..... | X | X | X | X | X | X | X | X | X | X | X |
| Warrior Ridge— Penna. Edison..... | | | | | | X | X | X | X | X | X |
| Petersburg— Station track | | | | | | X | X | X | X | X | X |
| Barree— Baldrige siding..... | | | | | | | | X | X | X | X |
| Spruce Creek— Freight Station..... | | | | | | | | X | X | X | X |

| LINE, BRANCH, SIDING OR "Y" | CLASS OF ENGINE | | | | | | | | | | |
|--|-----------------|----------------|----|----|----|----------------|----|----|----|----|----------|
| | H8 H9 H10 | E3 E5 E4 | H6 | G5 | E6 | K2 K4 K5 | L1 | M1 | I1 | C1 | N1 N2 |
| Union Furnace-- American Lime and Stone..... | | | | | | X | X | X | X | X | X |
| Station Track..... | | | | | | X | X | X | X | X | X |
| Tyrone Forge-- Tyrone Lime & Stone..... | | | | | | X | X | X | X | X | X |
| Wilson Chemical Co..... | | X | | X | X | X | X | X | X | X | X |
| Altoona Territory | | | | | | | | | | | |
| City Ice & Beverage Co. 18th Street..... | | | | | | | | | | | |
| Abelson Iron & Metal Co. 18th Street..... | | | | | | | | | | | |
| Altoona & Logan Valley Elec. Rwy. (#1 & 2).... | | | | | | | | | | | |
| Freihofers Baking Co., 28th Street..... | | | | | | | | | | | |
| Altoona City, 20th St.. | | | | | | | | | | | |
| Altoona Iron Co., 30th Street (#2 & 3)..... | | | | | | | | | | | |
| Armour and Co., 18th Street (#2)..... | | | | | | | | | | | |
| Atlantic and Pacific Tea Co., 29th Street..... | | | | | | | | | | | |
| Atlantic Refining Co., 27th Street..... | | | | | | | | | | | |
| T. M. Biddle, 19th St. | | | | | | | | | | | |
| Blair Ice and Cold Stor- age Co., 30th Street.. | | | | | | | | | | | |
| National Biscuit Co., 28th St..... | | | | | | | | | | | |
| National Biscuit Co. & Loose-Wiles Biscuit Co., 27th Street..... | X | X | X | X | X | X | X | X | X | X | X |
| Citizens Ice Co., 18th Street..... | | | | | | | | | | | |
| William Conroy, 10th Street..... | | | | | | | | | | | |
| Curry Canan Co., (#1 & 2) 19th Street..... | | | | | | | | | | | |
| Filer's Storage Co., 19th Street..... | | | | | | | | | | | |
| East Side Coal & Supply Co., 8th Street..... | | | | | | | | | | | |
| C. W. Marks Brewery, 5th Street..... | | | | | | | | | | | |
| General Builders Supply Co., (#1 & 2) 17th St. | | | | | | | | | | | |
| Pintsch Gas 9th Street | | | | | | | | | | | |
| Independent Oil Co., 32nd Street..... | | | | | | | | | | | |
| Juniata Side track | | | | | | | | | | | |
| Former Juniata Coal Wharf Incline Track | | | | | | | | | | | |
| City Ice & Beverage Co., 19th Street..... | | | | | | | | | | | |
| Economy Grocery Co., 19th Street..... | | | | | | | | | | | |
| L. B. Mackey, 10th St. | | | | | | | | | | | |

| LINE, BRANCH, SIDING OR "Y" | CLASS OF ENGINE | | | | | | | | | | |
|--|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | H 8 | E 3 | H 6 | | | K 2 | | | | | N 1 |
| | H 9 | E 5 | | G 5 | E 6 | K 4 | L 1 | M 1 | I 1 | C 1 | N 2 |
| | H 10 | G 4 | | | | K 5 | | | | | |
| Leonard Miller, 8th St. | | | | | | | | | | | |
| Peoples Natural Gas Co., 1st Street..... | | | | | | | | | | | |
| Schwarzenbach Huber Co., 26th Street..... | | | | | | | | | | | |
| Shaffer Stores Co., 7th Street..... | | | | | | | | | | | |
| Standard Sanitary Mfg. Co., 16th Street..... | X | X | X | X | X | X | X | X | X | X | X |
| United Home Dressed Meat Co..... | | | | | | | | | | | |
| Spur Distributing Co. 18th Street..... | | | | | | | | | | | |
| Sears Roebuck Co., 17th Street..... | | | | | | | | | | | |
| Rescue Mission, 21st Street..... | | | | | | | | | | | |
| Altoona Iron Co., 30th Street (#1)..... | | | | | | | | | | | |
| Altoona Packing Co. Canan's Crossing.... | | | | | | | | | | | |
| Altoona Pipe & Supply 21st Street..... | | | | | | | | | | | |
| A. L. Anderson & Bro. South Altoona..... | | | | | | | | | | | |
| Atlantic Refining Co., west of Canan's Crossing..... | | | | | | | | | | | |
| Glass Casket Co..... | | | | | | | | | | | |
| Eldorado Milling Co. Canan's Crossing.... | | | | | | | | | | | |
| Freedom Oil Company, Altoona Public Track..... | | | | | | | | | | | |
| Gulf Refining Company, Canan's Crossing.... | | | | | | X | X | X | X | X | X |
| J. C. Ivory & Son, 31st Street..... | | | | | | | | | | | |
| Eldorado Public Delivery Track..... | | | | | | | | | | | |
| John McGinley, 21st St. | | | | | | | | | | | |
| George Reighard, 31st Street..... | | | | | | | | | | | |
| Central Pa. Oil Co., South Altoona..... | | | | | | | | | | | |
| Standard Supply and Equipment Co., 21st Street..... | | | | | | | | | | | |
| Sun Oil Co., East of Canan's Crossing.... | | | | | | | | | | | |
| Swift and Co., 19th St. | | | | | | | | | | | |
| American Oil Co., East of Canan's Crossing.. | | | | | | | | | | | |
| Penna. Edison (#1) 18th Street & #2 at 20th St. | | | | | | | X | X | X | | X |
| Sinclair Refining Co., Kettle Street..... | | X | | X | X | X | X | X | X | X | X |

| LINE, BRANCH, SIDING OR "Y" | CLASS OF ENGINE | | | | | | | | | | |
|---|-----------------|----------------|----|----|----|----------------|----|----|----|----|----------|
| | H8 H9 H10 | E3 E5 G4 | H6 | G5 | E6 | K2 K4 K5 | L1 | M1 | J1 | C1 | N1 N2 |
| Bald Eagle Branch: Mill Hall— General Refractories Eagle Plant; Brick Works; Clinton Co. Fire Brick; Lumber side track | | | | | X | X | X | X | X | X | X |
| Sheffield Farms | | | | | | | | X | X | | X |
| N.Y.C. Junction track | | | | | | | | X | | | X |
| Beech Creek— Freight Station | | | | | | | | X | | | X |
| Howard— Sheffield Farms; Freight Station | | | | | | | | X | | | X |
| Oil side track | | | | | X | X | X | X | X | X | X |
| Mt. Eagle— Sand side track; Freight Station | | | | | | | | X | | | X |
| Curtin— Freight Station | | | | | | | | X | | X | X |
| Milesburg— Storage track; Old Scale track | | | | | | | | X | | | X |
| Snow Shoe Int.— Summerville side track | | | | | | | | X | | | X |
| Unionville— Freight Station | | | | | | | | X | | | X |
| Julian— Freight Station | | | | | | | | X | | | X |
| Port Matilda— McFeeley Brick Co. | | | | | | | | X | X | X | X |
| Clay siding | | | | | | | X | X | X | X | X |
| Tyrone— West Virginia Pulp & Paper Co. | X | X | | X | X | X | X | X | X | X | X |
| East Tyrone Wye | | | | | | | | X | | | X |
| (2) 13th&14th St. Coal Yd. at Washington Av; (2) 13th St. Coal Yd. at Washington; (2) Bayer and Gillam Bros. | X | X | X | X | X | X | X | X | X | X | X |
| Mosers side track | X | | | | | X | X | X | X | X | X |
| All Freight Station tracks | X | X | | X | X | X | X | X | X | X | X |

| LINE, BRANCH, SIDING OR "Y" | CLASS OF ENGINE | | | | | | | | | |
|--------------------------------|-----------------|----|----|----|----|----|----|----|----|----|
| | H8 | F3 | H6 | | | K2 | | | | N1 |
| | H9 | E5 | | G5 | E6 | K4 | L1 | M1 | I1 | C1 |
| | H10 | G4 | | | | K5 | | | | N2 |
| Bellefonte Branch: | | | | | | | | | | |
| Bellefonte— | | | | | | | | | | |
| Titan Metal Co.; | | | | | | | | | | |
| Wagners side track; | | | | | | | | | | |
| Mussers side track... | | | | | X | X | X | X | X | X |
| Back Track, passenger | | | | | | | | | | |
| station; | | | | | | | | | | |
| Sheffield Farms. | | | | | | | | X | X | X |
| All other side tracks.. | | | | | X | X | X | X | X | X |
| Milroy Branch: | | | | | | | | | | |
| Naginey— | | | | | | | | | | |
| Bethlehem Mines | | | | | | | | | | |
| Corp. bridge at West | | | | | | | | | | |
| end of loaded track... | | | | X | X | X | X | X | X | X |
| Kishacoquillas Valley | | | | | | | | | | |
| Railroad tracks. | X | X | X | X | X | X | X | X | X | X |
| Hollidaysburg and | | | | | | | | | | |
| Petersburg Branch: | | | | | | | | | | |
| Ganister— | | | | | | | | | | |
| St. Clair Limestone | | | | | | | | | | |
| Co. | | | | | | | | X | X | X |
| All other Individual Sid- | | | | | | | | | | |
| ings. | | | | | X | X | X | X | X | X |
| (2) Hollidaysburg— | | | | | | | | | | |
| McLanahan Stone | | | | | | | | | | |
| Machinery Co., track; | | | | | | | | | | |
| Blair Co. Oil & Supply | | | | | | | | | | |
| Co.; Thermic Ice & | | | | | | | | | | |
| Coal Co. | X | X | X | X | X | X | X | X | X | X |
| Morrison's Cove | | | | | | | | | | |
| Branch: | | | | | | | | | | |
| Loop— | | | | | | | | | | |
| Coal Trestle. | X | X | X | X | X | X | X | X | X | X |
| Bedford Branch: | | | | | | | | | | |
| Cessna— | | | | | | | | | | |
| Freight Station. | X | | | X | X | X | X | X | X | X |

NOTE—X indicates class of engine that must not be used.

- (1) On account of Wills Creek Bridge at GC Junction the use of an engine heavier than B 8 class is prohibited. Maximum weight of engine in working order, exclusive of tender, 173,000 pounds.

- (2) On account of sharp curvature no engines are allowed.

S30.—

S31. EMPLOYEE'S REGISTER.

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

D3101. Registers for this purpose are located as follows:

ALTOONA:

Passenger Crew Dispatcher's Office.
Fourth Street, S. Side, Asst. Yard Master's Office.
JS Asst. Yard Master's Office.
RV Crew Dispatcher's Office.
WJ Asst. Yard Master's Office.
ND Asst. Yard Master's Office.
Engine House, East Altoona.

STATE LINE:

Engine House.

TYRONE: Enginemen and Firemen also Road and Yard Trainmen register at Grazier Block Station.

OSCEOLA MILLS: Enginemen and Firemen register at Engine House Foreman's office.

Trainmen register at Yard Office.

BELLEFONTE: Freight Station.

HUNTINGDON: Oil House Office.

MOUNT UNION: Freight Station.

LEWISTOWN: Yard Office.

NEWPORT: Supervisor's Office.

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

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

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

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

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

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

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

Lewistown.....20 min.

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

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

Altoona—Engine Crews receiving engine on storage track..... 1 hour

Through Engines—

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

East Altoona—Main Line, including East Slope Helping service, and extra crews ordered for through passenger helping service, westward, one hour and 15 minutes, 30 minutes for reporting and preparing engine and 45 minutes for the movement of the engine from East Altoona to Altoona Station.

Branch Service—Where engines are prepared by engine house employees, 45 minutes for movement of the engine from East Altoona to Altoona Station.

Lewistown.....30 min.

D3108. Freight engine crews in road service, ordered at Altoona, will report 15 minutes in advance of time for which crew is ordered.

The following instructions with respect to preparation and care of locomotives will be effective where engine preparers are not provided:

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

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

The crew is relieved of all other inspection.

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

S32.**PERSONAL INJURIES**

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

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

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

D3201.

| LOCATION | NAME AND ADDRESS | TELEPHONE |
|-----------------|----------------------------|-------------------------------|
| Mifflin | W. H. BANKS, M.D..... | 40-X Bell |
| Lewistown.... | S. W. SWIGART, M. D..... | 2313 Bell |
| Mount Union. | W. J. CAMPBELL, M.D..... | 34 Bell |
| Huntingdon... | H. C. FRONTZ, M.D..... | P. R. R.—Jacks 10 Bell |
| Tyrone..... | FRANK PATTERSON, M.D... | 613J Bell |
| | W. S. MUSSER, M.D..... | 51 Bell |
| | WM. L. LOWRIE, M.D..... | 65 Bell |
| Osceola Mills.. | G. A. RICKETTS, M.D..... | 123 Bell |
| Philipsburg .. | JOHN K. HENDERSON, M. D... | Res. 286-M Bell 286-J Bell |
| Clearfield..... | J. PAUL FRANTZ, M.D..... | 57 Bell |
| Snow Shoe.... | E. H. HARRIS, M. D..... | 21-R-3 Bell |
| Bellefonte..... | JOHN SEBRING, M. D..... | 157-M Bell |
| Howard..... | W. J. KURTZ, M. D..... | 2831 Bell |
| | J. D. FINDLEY, M.D..... | Res. 4679 Bell |
| | 1121 Thirteenth Ave..... | Office 2-7737 Bell |
| | W. H. HOWELL, M.D..... | |
| | 1108 Thirteenth Ave..... | 2-7425 Bell |
| Altoona..... | S. W. HURST, M.D..... | |
| | 1223 Eleventh Ave..... | P. R. R. 106 |
| | A. S. KECH, M. D. | |
| Bedford..... | 1221 Twelfth Ave..... | 2-9127 Bell |
| | W. F. ENFIELD, M.D..... | 42 Bell |

D3202.**HOSPITALS.**

| LOCATION | NAME AND ADDRESS | TELEPHONE |
|----------------|----------------------------|----------------|
| Lewistown.... | LEWISTOWN HOSPITAL..... | 855 Bell |
| Huntingdon... | J. C. BLAIR MEMORIAL HOSP. | 90 Bell |
| Tyrone..... | COMMUNITY AMBULANCE.... | Call City Opr. |
| Philipsburg... | PHILIPSBURG STATE HOSP'L.. | 205 Bell |
| Clearfield.... | CLEARFIELD HOSPITAL..... | 483 Bell |
| Bellefonte.... | BELLEFONTE HOSPITAL..... | 180 Bell |
| Altoona..... | THE ALTOONA HOSPITAL..... | 5156 Bell |
| Roaring Spring | THE NASON HOSPITAL..... | 80 Bell |
| Cumberland... | ALLEGHENY HOSPITAL..... | 1463 Bell |

D3203. 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 and 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.

S33. USE OF TELEPHONES.

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

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

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

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

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

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

S34. MISCELLANEOUS.

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

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

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

D3401. AIR BRAKE.

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

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

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

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

D3402. Special instructions for controlling freight trains with power brakes on descending grades:

Clearfield Branch:

Between Osceola Mills and Tyrone, car limit, 75 cars.

Snow Shoe Branch:

Between Rhoads and Gum Stump:

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

Instructions supplementing Air Brake and Train Air Signal Instruction Book 99-B-1.

The air brake equipment on all cars of freight trains dispatched for movement over these grades must be tested and repaired in accordance with instructions contained in 99-B-1. Terminal test must be made before trains depart from Osceola Mills and Snow Shoe, also at Summit and Rhoads when makeup of the train is changed. When no change is made in makeup at Summit and Rhoads, a road test of train brakes will be sufficient. After the terminal test has been completed and before starting, it must be known that the brake pipe pressure is being restored as indicated by brake pipe gauge pointer on the pusher locomotive or by the caboose gauge if pusher is not used. In the absence of a pusher or caboose gauge the brake must be applied and released to insure that no angle cocks have been closed. Retaining valves must be turned up after brake test is completed and before train is started.

Pressure retaining valves and their piping must be tested and put in serviceable condition to retain brake cylinder pressure before descending any of the above grades.

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 caboose. Brake pipe pressure of 95 to 100 lbs. must be used on all loaded freight trains. Hauling locomotives on these grades must be equipped with cross compound pump, duplex pump governor, and M-3-A brake pipe feed valve.

If at any time in descending these grades the brake pipe pressure is not maintained at or above 70 lbs. the train must be brought to a stop until maximum brake pipe pressure can be regained.

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

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

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

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

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

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

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

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

The speeds for various grades are defined separately between Mile Posts or Block Stations. In the event of trains stopping between these points the number of minutes delayed must be added to the minimum time.

Clearfield Branch:

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

| | Grade | Dist Miles | Miles Per Hr. | Mins. |
|--|-------------|---------------|------------------|-----------|
| Summit to End of Big Fill | 1.98 | 2.5 | 10.7 | 14 |
| North end of Big Fill to a point 1.2 miles south of Gardner..... | .11 to 1.98 | 3.5 | 13.125 | 16 |
| Point 1.2 miles south of Gardner to Vail..... | 2.2 to 2.86 | <u>3.8</u> | 9.1 | <u>25</u> |
| Total..... | | 9.8 | | 55 |

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

| | Grade | Dist. Miles | Miles Per Hr. | Mins. |
|--|-------------|----------------|------------------|-----------|
| Summit to North End of Big Fill..... | 1.98 | 2.5 | 16 | 10 |
| North End of Big Fill to a point 1.2 miles south of Gardner..... | .11 to 1.98 | 3.5 | 16 | 14 |
| Point 1.2 miles south of Gardner to Vail..... | 2.2 to 2.86 | <u>3.8</u> | 12 | <u>19</u> |
| Total..... | | 9.8 | | 43 |

Snow Shoe Branch:

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

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

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

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

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

D3409. Trainmen must not pass over container cars while cars are in motion.

D3410. Rule 706 modified. Uniforms—Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for Summer use only, or standard 10 oz. blue serge coats may be worn May 1st to October 31st, both inclusive.

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

D3411. In connection with shifting passenger equipment at Altoona passenger station, a test of the back-up hose must be made each time it is applied to a car to insure that it is in proper working order before the shift is begun. This test must be made when attaching the hose, by leaving the brake valve on the back-up hose open when signalling the engineman to release the brakes, the valve to be closed as soon as the exhaust of air therefrom indicates that it is working properly.

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

D3413 Rule 737 amplified:

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

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

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

D3415. Rule 808 modified. The post of rear brakeman on southward freight trains between Summit and Vail, while train is in motion, will be on the rear portion of train ahead of the assisting engine or cabin. When train is stopped he will be governed by Rule 99.

D3416. Rule 832 amplified:

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

Fusees,
Whistle.

Fourth paragraph to read:

"When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it."

D3417. Where crossing watchmen are provided to furnish protection in addition to automatically operated highway crossing signals, the signals must at all times be cut in to work automatically, except, where an automatic feature is installed to restore them to automatic operation, they may be cut out to avoid their operating unnecessarily.

D3418. Freight trains leaving coaling or watering stations will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be reduced sufficiently to insure safety to the members of the crew, making the inspection, getting on the rear end of the train.

D3419. Not more than three (3) persons including the Engineman and Fireman, will be permitted to ride on engines of passenger trains, and not more than four (4) persons, including the Engineman, Fireman and Trainmen, will be permitted to ride on engines of freight trains; unless otherwise authorized by the Superintendent.

D3423. Enginemen of eastward freight trains from Altoona and Dix, southward freight and circus trains on the Bedford Branch will instruct the brakeman as to number of retainers they wish used and the manner in which they wish them operated between Altoona and Petersburg, Dix and Snow Shoe Inter-section, Buffalo Mills and Hyndman.

D3426. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona.

D3427. The following instructions will govern the handling of Gasoline and Gas Electric Motor Cars by switching crews.

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

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

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

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

D3428. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

D3430. When necessary to drench live hog shipments, the hogs moving in Train FW8 will be drenched at Altoona. Hogs moving in other trains will be drenched at Denholm. The watering of any other stock shipments or the watering of poultry should be performed on the icing tracks at Huntingdon.

D3432. Huntingdon Icing Station: Method of operation governed by the following instructions:
Arranged Freight Train Service.

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

EASTWARD TRAINS.—Conductors, when receiving consist of train at GD, Altoona Yard, will also be given three (3) copies of AD 27 showing icing attention required. Upon arrival at Huntingdon these forms and waybills must be at the head end of train for prompt delivery to the Foreman of the Icing Station located at the east end of the platform.

Eastward trains performing work at the Icing Station or at any of the sidings between Deer and Huntingdon must inform the signalman at Huntingdon when work has been completed and train is ready to move.

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 operator at Wall will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon, as well as to the Train Dispatcher in Altoona. At Huntingdon, waybills for cars which require icing, must be on the head end of train for prompt delivery to the Foreman of the Icing Station located at the east end of platform.

Railway Express Trains.

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

WESTWARD TRAINS.—Station Master at Harrisburg to give the information direct to the Train Dispatcher at Altoona.

EASTWARD TRAINS.—Station Master at Altoona to telephone the car numbers to Train Dispatcher's Clerk, telephone 232.

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

D3433. Hot Boxes on Passenger and Freight Trains: Facilities for repairing hot boxes on passenger trains are provided as follows:

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

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—

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

BALD EAGLE BRANCH—

Port Matilda Block Station
Snow Shoe Int.

CLEARFIELD BRANCH—

Osceola Enginehouse.
Clearfield.

D3434. 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.

D3435. MP-54 coaches or MPB-54 combined cars occupied by passengers should not be placed between R-50-B cars and the engine, or between R-50-B cars and P-70 type cars.

D3436. Emergency Water Stations:

Ryde.
Cove.

D3437. When a westward passenger train is double-headed and both engines are going through to Pittsburgh water will be taken at Bellwood trough, only by the engine coupled next to train. The lead engine, unless it has sufficient water to go through, will be cut off at Altoona and a protect engine substituted.

D3438. 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.

D3440. On sidings equipped with concrete bumping blocks a reasonable amount of space must be maintained between the bumping block and the car next to it, to relieve the strain on draft gear that results from coupling to a car standing solidly against bumping block.

D3441. Employees receiving train orders direct must at end of trip or day forward them to Passenger Train Master, Altoona.

D3442. Rule 702, ninth paragraph revised.

"Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foremen. Conductors to send hose from passenger equipment cars to foremen car inspectors at terminal; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of form M. P. 401—Conductors

Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.”

D3443. Block Signal Rules Additional to Those Contained in The Book of Rules and Not Effective Except Where So Specified by Special Instructions.

AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

Rule 416.

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

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

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

(Note on Page 108, Book of Rules):

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

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

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

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

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

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

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

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

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

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

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

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

ENGINEMEN AND TRAINMEN.

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

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

S35. INSPECTION OF PASSING TRAINS.

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

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

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points where trackmen are working, and when practicable exchange signals.

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

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

| | |
|--|-------------------|
| | Name |
| | Occupation |

Name:

Occupation

QUALIFIED FOR SERVICE

DIVISION

ZONE

PART OF ZONE QUALIFIED FOR:

[illegible]

GENERAL ORDERS.

THE PENNSYLVANIA RAILROAD—EASTERN REGION MIDDLE DIVISION

GENERAL ORDER NO. 2901 ZONE A
GENERAL ORDER NO. 2901 ZONE B
GENERAL ORDER NO. 2901 ZONE C
GENERAL ORDER NO. 2901 ZONE D
GENERAL ORDER NO. 2901 ZONE E
GENERAL ORDER NO. 2901 ZONE F

Altoona, Pa., April 15, 1939.

EFFECTIVE 6.01 A. M., SUNDAY, APRIL 30, 1939.

Time Table No. 29 takes effect 6.01 A. M., Sunday, April 30, 1939, and contains the necessary instructions issued in the General Orders up to and including:

GENERAL ORDER NO. 2807 ZONE A
GENERAL ORDER NO. 2804 ZONE B
GENERAL ORDER NO. 2804 ZONE C
GENERAL ORDER NO. 2803 ZONE D
GENERAL ORDER NO. 2804 ZONE F

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 29 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant after Time Table No. 29 takes effect.

(a) MAIN LINE:

No. 623 will make an "A" stop daily except Saturday, Sunday and school holidays at Shawnee.

No. 24 will make "B" stops daily except Saturday, Sunday, and school holidays at Newton Hamilton and Ryde.

When stops are not desired, crews will be so instructed.

Speed indicated below must not be exceeded between stations named

| | Track | Miles per hour |
|-----------------------------|-------|-------------------|
| Between Banks and View..... | 4 | 40 |

Time Table special instruction D-2002 amplified.

(b) HOLLIDAYSBURG & PETERSBURG BRANCHES:

Nos. 1 and 2 tracks, Hollidaysburg to Wye Block Station, stored with cars.

(c) MORRISON COVE BRANCH:

Between Roaring Spring, Pa. and end of branch.

General Order 2803, Zone C, dated Dec. 14, 1938, Time Table No. 28, annulled. Movements will be made on authority of Train Dispatcher.

Time Table Special Instructions D-1639 and D-2301, modified.

(d) CLEARFIELD BRANCH:

Between Curwensville, Pa. and end of branch.

Movements will be made on authority of Train Dispatcher.
Gram unattended block station out of service.

Page 7 and Time Table Special Instructions D-1639 and D-2301 modified.

(e) BALD EAGLE BRANCH:

MILESBURG, PA.

Eastward freight trains must not exceed a speed of 30 miles per hour at distant signal No. 315, located 3315 feet west of Milesburg Block Station, unless clear signal is displayed.

WOOD INTERLOCKING BLOCK STATION:

Eastward freight trains must not exceed a speed of 30 miles per hour at distant signal located 3442 feet west of Wood, No. 1 track, or distant signal located 3328 feet west of Wood, No. 2 track, unless clear signal is displayed.

E. C. GEGENHEIMER,
Superintendent.

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

Altoona, Pa., May 31, 1939.

**GENERAL ORDER NO. 2903 ZONE A
GENERAL ORDER NO. 2902 ZONE B
GENERAL ORDER NO. 2903 ZONE C
GENERAL ORDER NO. 2903 ZONE D
GENERAL ORDER NO. 2902 ZONE E
GENERAL ORDER NO. 2903 ZONE F**

EFFECTIVE 6:01 A. M., SUNDAY, JUNE 4, 1939.

TIME TABLE AUTHORITY:

Schedules of trains 23 and 33 changed as indicated on coupons attached to sticker copy of this General Order, which must be detached and pasted over corresponding schedules on page 19 of Time Table No. 29.

E. C. GEGENHEIMER,
Superintendent.

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

**GENERAL ORDER NO. 2902 ZONE A
GENERAL ORDER NO. 2902 ZONE C
GENERAL ORDER NO. 2902 ZONE D
GENERAL ORDER NO. 2902 ZONE F**

Altoona, Pa., May 24, 1939.

EFFECTIVE AT ONCE

(a) MAIN LINE

TIME TABLE AUTHORITY

Train No. 15 will make an "F" stop at Perdix, Pa., at 11.27 A. M.

Train No. 666 will make an "F" stop at Perdix, Pa., at 12.50 P. M.

Train No. 24 will make an "F" stop at Perdix, Pa., at 5.51 P. M.

Employees will correct schedules accordingly, using ink.

Drenching of hogs at Denholm discontinued. The drenching of all hogs will be performed at Altoona. All other live stock or poultry shipments requiring water will be watered on the icing tracks at Huntingdon.

Special Instruction D-3430, Time Table No. 29, modified.

(b) MT. DALLAS BRANCH

CLIFFS, PA.

York Engineering Construction Company Siding, capacity three cars, located at M. P. 1, in service.

(c) BALD EAGLE BRANCH

HANNAH, PA.

Main Line switch leading to east end of Hannah Siding, moved west 2004 feet. Capacity of siding ten cars.

(d) CLEARFIELD BRANCH

WALLACETON, PA.

H. J. Williams Co. Industrial Siding, capacity twenty cars, connected with main track at north end and located one-half mile north of M. P. 30, in service.

Carload delivery siding, capacity six cars, connected with H. J. Williams Company Siding at north end, in service.

Special Instruction D-2901, Time Table No. 29, modified.

E. C. GEGENHEIMER,

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

**Williamsport, Pa., June 12, 1939
Altoona, Pa., June 12, 1939**

**General Order Williamsport Division No. 2405 Zone A
Middle Division No. 2904 Zone F**

BALD EAGLE BRANCH:

LOCK HAVEN—WEST OF:

Effective 8:01 A. M., Friday, June 16, 1939, Eastward distant signal, located 760 feet east of Mile Post 52, out of service.

Effective at the same time, Eastward distant signal, located 3,500 feet west of Mile Post 52, will be connected with all switches between it and the Eastward distant signal to Lock Haven.

**C. W. VAN NORT,
Superintendent.**

**E. C. GEGENHEIMER,
Superintendent.**

THE PENNSYLVANIA RAILROAD
EASTERN REGION MIDDLE DIVISION

GENERAL ORDER NO. 2904 ZONE A
GENERAL ORDER NO. 2903 ZONE B
GENERAL ORDER NO. 2904 ZONE C
GENERAL ORDER NO. 2904 ZONE D
GENERAL ORDER NO. 2903 ZONE E
, GENERAL ORDER NO. 2905 ZONE F

Altoona, Pa., June 30, 1939.

EFFECTIVE AT ONCE.

MAIN LINE:

(a) Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down in position for use. Vestibule trap doors must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

(b) **MAPLETON, PA., BRIDGE STREET.**

Flashing Light Highway Crossing Signals operate for movement on siding when train is on track circuit which extends 70 feet East and West of crossing. Before train is permitted on track circuit, Trainmen must push cut-in button located on East end of relay case in box locked with a switch lock, which will start Flashers, and must hold button until indication light in box lights, which shows that train has entered circuit and is operating the Flashers. Special Instruction D-1663, Time Table No. 29 amplified.

EFFECTIVE 6.01 A. M., TUESDAY, JULY 4, 1939.

(c) **TIME TABLE AUTHORITY:**

Bedford and Mt. Dallas Branch trains H&BT Nos. 1, 21, 4 and 24—withdrawn.

Schedules of Nos. 776 (H&BT 2) and 777 (H&BT 3) changed as indicated on coupons attached to sticker copy of this General Order, which must be detached and pasted over corresponding schedules, page 30 of Time Table No. 29.

EFFECTIVE 10.01 A. M., WEDNESDAY, JULY 5, 1939.

(d) **MAIN LINE:**

GRAZIER INTERLOCKING BLOCK STATION:

Dwarf signal governing Eastward movements on No. 5 track, located 490 feet west of Westward home signal bridge—moved East 65 feet.

(e) **EFFECTIVE 12.01 A. M., SUNDAY, JULY 16, 1939.**

S10. TRAIN SIGNALS.

Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

D1001. Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

Rule 19a:

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

Rule 19b:

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

Special Instructions D1001, S10-a, D1002, D1004, D1005, D1006, Time Table No. 29—annulled.

S16. MOVEMENT OF TRAINS.

Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

D1604. Rule 97b (new):

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

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

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

Rule 97c (new):

(DOUBLE, THREE OR MORE TRACKS) Regular trains must be designated by both schedule and engine number.

D1606. Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

S17. MOVEMENT BY TRAIN ORDER.

D1702. Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, engine 3850.

Rule 218 annulled.

D1705. Rule 222 amplified:

Operators must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1706. Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

FORM OF TRAIN ORDER.

Form F, for Sections, annulled.

S18. YARDS AND YARD INSTRUCTIONS.

D1802. Rules 93 and 317d amplified:

Second paragraph of amplification changed to read:

"Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear".

S28. MOVEMENT OF TRACK CARS.

D2804. Rule 80—Sixth paragraph modified:

All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

E. C. GEGENHEIMER,
Superintendent.

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

**GENERAL ORDER NO. 2905 ZONE A
GENERAL ORDER NO. 2904 ZONE B
GENERAL ORDER NO. 2905 ZONE C
GENERAL ORDER NO. 2905 ZONE D
GENERAL ORDER NO. 2904 ZONE E
GENERAL ORDER NO. 2906 ZONE F**

Altoona, Pa., July 22, 1939.

EFFECTIVE AT ONCE—

(a) Special Instruction D-3107 Time Table No. 29 modified as follows:

“East Altoona—Report 1 hour and 30 minutes in advance of scheduled leaving time—30 minutes for reporting and preparing engine, one hour for the movement of same.”

(b) Special Instruction D-1642 Time Table No. 29 amplified as follows:

“After each actuation crew must inspect entire train and advise Train Dispatcher that this has been done before train is permitted to proceed.”

EFFECTIVE 10.01 A. M., Thursday, July 27, 1939:

(c) Huntingdon, Pa.

Trailing Point Interlocked Switch, with derail, located 250 feet East of the Eastward Home Signal Bridge and leading from No. 1 track to the Shop Car Siding—Out of Service.

Position Light Dwarf Signal governing Eastward movements from the Shop Car Siding—Out of Service.

Hand Operated Crossover, leading from Shop Car Siding to No. 2 track, located 530 feet West of Eastward Home Signal Bridge becomes a Turnout.

EFFECTIVE 6.01 A. M., Friday, July 28, 1939:

(d) **TIME TABLE AUTHORITY.**

Train No. 77, “The Trail Blazer” added. Leave Harrisburg Y 8.53 P. M., arrive Altoona Y 11.18 P. M., leave 11.22 P. M.

Y— Indicates regular stop to receive or discharge passengers to or from Pittsburgh and beyond.

Special Instruction D-401 Time Table No. 29 amplified.

Schedule of Train No. 77 is shown on coupon attached to sticker copy of this General Order which must be detached and pasted in blank column, page 18, Time Table No. 29.

E. C. GEGENHEIMER,
Superintendent.

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

Altoona, Pa., July 31, 1939

GENERAL ORDER NO. 2906—ZONE A

GENERAL ORDER NO. 2905—ZONE B

EFFECTIVE AT ONCE:

Maximum speed of I1, M1, M1a and heavier type engines through No. 8 crossover and turnouts—10 miles per hour.

Location of such crossovers and turnouts as follows:

ALTOONA—

24TH STREET ENGINE YARD—All switches south of A track.

JK—All switches east end of engine yard south of A track.

Crossovers between west end of passenger station and connection to Hollidaysburg Branch.

9TH STREET—Freight station yard.

RO—Crossovers and connections between westward freight track and eastward passenger track.

Crossover eastward freight track to westward freight track at 7th Street.

4TH STREET—Connections at west end eastward receiving yard.

West end of local yard east of 4th Street.

Connections to M. W. Yard.

Connections to New Transfer yard.

GD—Crossovers and connections in westward yard east and west of GD.

Connections to power track between GD and RV.

JS—All switches at west end of eastward classification yard.

Connections at east end of local yard.

Wreck train track and eastbound car repair yard.

RV—Pittsburgh Division cabin yard.

Hill track east of RV.

Crossovers and connections at east end of yard west of RV.

Slip switch at overhead bridge.

Connection No. 31 track to ladder track.

ND—Connection to high transfer wharf.

Connections east end of tracks 25 to 29.

WH—Connections and crossovers west end loaded receiving yard

WJ—Connections and crossovers east end empty receiving yard.

Connections and crossovers west end empty receiving yard.

Connections and crossovers east end loaded receiving yard.

Connections at east and west ends of car repair yard.

Connections at east and west ends of empty classification yard.

(Continued)

EAST ALTOONA—Connections to coal storage tracks.

All switches in enginehouse territory.

HUNTINGDON—East end H. & B. T. Yard.

LEWISTOWN—West end No. 12 track, Lewistown Yard.

West end No. 7 track, Lewistown yard.

MIFFLIN—Mifflin Station west of No. 6 Crotch 11°.

HOLLIDAYSBURG—No. 3 track just east of Newry Street Crossing.

All crossovers and turnouts in main and yard tracks between **HOLLY** and **FRANK**.

Time Table Special Instruction D-2004 modified to read 10 instead of 15 miles per hour.

EFFECTIVE 10:01 A. M., Friday, August 4, 1939:

MAIN LINE:

Dragging equipment detectors—in service as follows:

PORT

No. 3 and No. 4 tracks, 1100 feet east of Signal 1305.

JACKS

No. 3 and No. 4 tracks, 5368 feet east of Signal 1889.

SPRUCE

No. 1 and No. 2 tracks, 2000 feet west of Signal 2164.

No. 3 track, 5330 feet east of Signal 2111 (Barree).

No. 4 track, at Signal 2111 (Barree).

GRAZIER

No. 1 and No. 2 tracks, at Signal 2272.

When device is actuated by dragging equipment, distant signal will indicate approach and home signal stop, when route has been set prior to breakage.

Special Instruction D-1642, Time Table No. 29—amplified.

E. C. GEGENHEIMER,
Superintendent.

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

**GENERAL ORDER NO. 2907 ZONE A
GENERAL ORDER NO. 2906 ZONE B
GENERAL ORDER NO. 2907 ZONE F**

Altoona, Pa., September 12, 1939.

**EFFECTIVE 10.01 A.M., MONDAY, SEPTEMBER 18, 1939.
TYRONE, PENNA.**

MAIN LINE

**GRAZIER INTERLOCKING BLOCK STATION
FORGE INTERLOCKING BLOCK STATION
CLEARFIELD BRANCH
PARK INTERLOCKING BLOCK STATION
WILSON BLOCK STATION**

Wilson Block Station—abandoned.

Grazier Interlocking extended to include No. 5 track between Grazier and former Wilson, and switches leading from Clearfield Branch to tracks 8 and 9 AC Yard.

No. 5 track between Forge and former Wilson will be operated as a siding, controlled by Grazier.

Main track of the Clearfield Branch between Park and Grazier controlled by Grazier, Rule 505-A in effect.

Electrically operated switch, leading from Clearfield Branch to east leg of Wye, changed to hand operated, protected by electric lock controlled from Grazier.

Electric locks on switches at east end of Wye and west end of crossover between No. 5 track and siding east of Tyrone Passenger Station—removed.

Position light home block signal located on eastward home signal bridge, Forge, governing westward movements to No. 5 track—out of service.

Position light home signal located on eastward home signal bridge, Forge, and governing eastward movements from No. 5 track, changed to a dwarf signal.

Position light home signal located 20 feet east of Wilson crossing, governing westward movements from No. 5 track, changed to a dwarf signal.

Position light home block signal located on cantilever pole 140 feet west of former Wilson and governing westward movements on No. 5 track—out of service.

Semaphore home signal located 1000 feet east of former Wilson and governing eastward movements on Wye track—out of service.

Semaphore home signal located 1100 feet east of former Wilson and governing eastward movements on Clearfield Branch—out of service.

Semaphore home block signal located 1375 feet east of former Wilson and governing eastward movements on Clearfield Branch—out of service.

Semaphore home signal located 1708 feet east of former Wilson and governing westward movements on Clearfield Branch—out of service.

Semaphore distant signal located 3620 feet east of former Wilson and governing westward movements on Clearfield Branch—out of service.

Semaphore distant signal located 3600 feet east of former Wilson and governing eastward movements on Clearfield Branch—changed to position light type signal and numbered C-6.

General Order Zone F changed as follows:

Clearfield Branch from Grazier to Park inclusive.

Page No. 8, Special Instructions 1402, 1622, 2002, 2206, 2401, S25A, and D-2701—modified.

MAIN LINE

Dragging equipment detectors in service as follows:

Bell Interlocking Block Station, Nos. 1 and 2 tracks, 5000 feet west of signal 2314.

BO Interlocking and Block Station, Nos. 1 and 2 tracks, 11,545 feet west of eastward home signal.

When device is actuated by dragging equipment, distant signal will indicate approach and home signal stop, when route has been set prior to breakage.

**E. C. GEGENHEIMER,
Superintendent.**

the RAILROAD way



Railroads provide the only
general transportation ser-
vice that moves over road-
ways maintained without
expense to the taxpayers.

ASSOCIATION OF AMERICAN RAILROADS

It is a very common
mistake to suppose that
the only way to get
the most out of a
book is to read it
from cover to cover
without stopping to
think about it.