

THE PENNSYLVANIA RAILROAD

EASTERN REGION

EASTERN PENNSYLVANIA DIVISION

MIDDLE DIVISION

Time-Table No. 1

In Effect 6.01 A. M., Sunday, September 28, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

A. F. McINTYRE,
Supt. Pass. Transportation.

W. W. PATCHELL,
General Superintendent.

H. H. PEVLER,
Supt. Freight Transportation.

E. C. GEGENHEIMER,
Superintendent.

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Original timetable from the collection of Tim Zukas

scanned by Rob Schoenberg -- robs@railfan.net
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2021

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				HARRISBURG (Phila. Div.).....				
X	X			ROCKVILLE.....	5.3			
X		X		BANKS.....	8.6			
				PERDIX.....	9.7			
				COVE.....	10.7			
X	X	X		KINKORA HEIGHTS.....	13.3			
				VIEW.....	14.3			
				DUNCANNON.....	14.8			
				AQUEDUCT.....	18.0			
				LOSH'S RUN.....	19.8			
				IROQUOIS.....	21.2			
				BAILEY.....	22.9			
X	X	X		NEWPORT.....	27.4			
				PORT.....	28.8			
				MILLERSTOWN.....	32.7			
				THOMPSONTOWN.....	37.7			
				TUSCARORA.....	43.0			
				PORT ROYAL.....	46.2			
X	X	X		MIFFLIN.....	49.0			
				DENHOLM.....	51.6			
X	X	X		WALL.....	52.4			
				HAWSTONE.....	55.9			
X	X	X		LEWISTOWN.....	60.6			
				LEWIS.....	61.8			
				GRANVILLE.....	64.4			
				LONGFELLOW.....	68.3			
				MEVEYTOWN.....	72.5			
				RYDE.....	76.7			
				VINEYARD.....	78.8			
				NEWTON HAMILTON.....	82.5			
X	X	X		MOUNT UNION.....	85.1			
				JACKS.....	86.1			
				MAPLETON.....	88.4			
X	X	X		MILL CREEK.....	91.6			
X				HUNTINGDON.....	97.0			
				DEER.....	99.4			
				WARRIOR RIDGE.....	101.2			
				PETERSBURG.....	103.3			
X				BARREE.....	106.6			
X	X	X		TUNNEL.....	107.6			
				SPRUCE.....	108.8			
				SPRUCE CREEK.....	109.2			
				UNION FURNACE.....	110.8			
X				BIRMINGHAM.....	114.1			
				FORGE.....	115.6			
X	X	X		TYRONE.....	116.6			
				GRAZIER.....	117.8			
				TIPTON.....	120.4			
X	X	X		BELLWOOD.....	124.0			
X	X	X		BELL.....	124.7			
X	X	X		ANTIS.....	126.8			
X	X	X		RO.....	130.2			
X	X	X		ALTOONA.....	130.8			
X	X	X		JK.....	131.1			
X	X	X		BO.....	131.7			

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Deer	Huntingdon
Tunnel	Spruce

NOTE—X indicates in service.

Block stations open continuously.

HOLLIDAYSBURG & PETERSBURG BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				PETERSBURG				
			X	PETE	0.3			
			X	HATFIELD	3.5			
				ALEXANDRIA	5.0			
				ALFARATA	6.2			
			X	ALF	6.8			
				WATER STREET	7.1			
				GOODMAN	8.9			
			X	BLAIRFOUR	10.6			
				MOUNT ETNA	11.3			
				COVEDALE	14.0			
				CLOVER CREEK JCT.	15.1			
			X	CLOVER	15.1			
				WILLIAMSBURG	17.3			
				GANISTER	19.3			
			X	SPRING	19.3			
				CANOE CREEK JCT.	22.8			
			X	HORRELL	24.0			
				FRANKSTOWN	28.5			
			X	FRANK	28.5			
				JCT. MOR. COVE BR.	31.0			
			X	HOLLY	31.0			
			X	HOLLIDAYSBURG	31.3			
X	X	X		WYE	32.4			
X	X	X		ELDORADO	35.6			
				JK	38.6			
				ALTOONA	38.9			

Block-Limit stations controlled by open block stations:

Block-Limit Stations	Controlled by
Pete	Wye
Spring	Wye
Frank	Wye
Holly	Wye

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Eldorado	Wye

NOTE—X indicates in service.

Block stations open continuously.

† Emergency block stations opened only by train order.

SNOW SHOE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Snow Shoe Int.	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				SNOW SHOE INT.				
				SCHOOL HOUSE	2.5			
				GUM STUMP	3.6			
				RHOADS	10.7			
				SNOW SHOE	17.3			

The direction from Snow Shoe Intersection to Snow Shoe is westward.

BEDFORD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brookes Mills	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	BROOKES MILLS				
				BROOK				
				EAST FREEDOM	1.4			
				CLAYSBURG	6.0			
				SPROUL	7.5			
				QUEEN	9.1			
				IMLER	13.3			19
				OSTERBURG	15.6			
				REYNOLDSDALE	18.0			
				FISHERTOWN	20.2			
				CESSNA	22.6			52
				YOUNTS	27.4			
				DUNN CREEK JCT.	30.4			
			X	CREEK	30.4			
				BEDFORD	31.5			
			X	FORD	31.5			
				WOLFSBURG	34.4			
				MANN'S CHOICE	39.6			
				BUFFALO MILLS	44.6			52
				BAR	46.1			
				MADLEY	48.3			
				FOSSILVILLE	50.8			†40
			X	HYNDMAN	54.5			
				STATE	60.7			
				STATE LINE	61.9			
				CUMBERLAND (W.M. Ry.)	68.4			

Block-Limit stations controlled by open block stations.

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

NOTE—X indicates in service.

† Connected at north end only.

MT. DALLAS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunn Creek Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	DUNN CREEK JCT.				
				CREEK				
				CLIFFS	0.5			
				LUTZVILLE	3.6			
				ASHCOM	5.2			
				MT. DALLAS	6.9			
			X	DALLAS	6.9			

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Creek	Wye
Dallas	Wye

NOTE—X indicates in service.

CLEARFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Gramplan	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				GRAMPIAN				
				STRONACH	1.6			
				CURWENSVILLE	5.4			17
			X	CUR	5.7			
			X	CLEARFIELD	12.0			
			X	FIELD	13.5			
				WOODLAND	18.2			29
				BIGLER	20.6			
			X	WALLACETON	23.1			33
			X	LACE	23.1			
			X	BLUE BALL	25.3			
			X	SANFORD JUNCTION	27.1			
X	X			N.Y.C. R.R. TOWER (*)	28.7			
			X	PHIL	29.0			
			X	PHILIPSBURG	29.2			
			X	MAPLE	31.7			
			X	MILLS	33.3			
			X	OSCEOLA MILLS	33.7			
			X	RETORT	37.0			
			X	SANDY RIDGE	37.7			
			X	SUMMIT	39.5		75	
X	X	X		VAIL	49.4			
				PARK	51.0			
				TYRONE	52.5			

Block stations open continuously except:

Mills	Closed	Daily except Sunday, 4:00 P.M. to 8:00 A.M. Sunday.

Block-Limit stations controlled by open block station.

Block-Limit Station	Controlled by
Cur	Mills—When Mills is closed by Park
Field	Mills—When Mills is closed by Park
Lace	Mills—When Mills is closed by Park
Phil	Mills—When Mills is closed by Park
Mills	Park—Daily Ex. Sun. 4 P.M. to 8 A.M. Sunday.
Summit	Mills—When Mills is closed by Park

NOTE—X indicates in service.

(*)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.

MOSHANNON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Osceola Mills	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				OSCEOLA MILLS				
		X	X	MILLS	0.4			
			X	COAL RUN JUNCTION	2.5			
			X	COAL	3.5			
			X	GOSS RUN JUNCTION	5.0			
			X	HOUTZDALE	6.1			
			X	AMESVILLE JUNCTION	7.3			
			X	EXCELSIOR	8.2			
			X	RAMEY	9.3			
			X	RAM	9.3			
			X	MADERA JUNCTION	9.6			35
			X	SMOKE RUN	12.0			
			X	BANIAN JUNCTION	13.5			
			X	MADERA	14.6			
			X	BETZ-Jct. N.Y.C. R.R. Cross	15.0			
			X	McCARTNEY	21.4			

The direction from Osceola Mills to McCartney is south.

Block stations open continuously except:

Mills	Closed	Daily except Sunday, 4:00 P.M. to 8:00 A.M. Sunday.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Mills	Park—Daily Ex. Sun. 4 P.M. to 8 A.M. Sunday.
Coal	Mills—When Mills is closed by Park.
Ram	Mills—When Mills is closed by Park.

NOTE—X indicates in service.

MORRISON COVE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Curry	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				CURRY				
				MARTINSBURG JCT.	2.5			
				PECK	4.0			
				ROARING SPRING	6.7			
				McKEE	8.8			
				BROOKES MILLS	9.7			
			X	BROOK	9.7			
			X	JCT. HOL. & PBG. BR.	16.1			
			X	HOLLY	16.1			

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Brook	Wye
Holly	Wye

NOTE—X indicates in service.

The direction from Curry to Jct. Holly and Pbg. Br. is North.

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LOCK HAVEN (Wmpst. Div.) POST SIDING	54.2 52.8			141
X	X	X		MILL HALL HALL BEECH CREEK EAGLEVILLE	51.3 50.0 45.5 44.8			101 107
X	X	X		WOOD HOWARD MT. EAGLE SAND	40.0 39.0 38.8 38.4			93
X				HOLTERS CURTIN MILESBURG SNOW SHOE INT. UNIONVILLE	38.1 37.5 30.0 29.9 29.1			137
X	X	X		JULIAN MARTHA PORT MATILDA HANNAH	27.1 17.7 13.3 10.0			144 129
X	X	X		DIX EAGLE BALD EAGLE VAIL	9.0 8.1 8.1 1.0			115 160
X	X	X		PARK TYRONE	1.0 0.0			

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Sand	Wood

NOTE—X indicates in service.

Block stations open continuously.

BELLEFONTE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Milesburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				PLEASANT GAP (Wmpst. Div.)	6.2			
		X		FONT	2.2			
X	X	X		BELLEFONTE MILESBURG	2.0 1.0			

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Font	Milesburg

NOTE—X indicates in service.

Block stations open continuously.

LEWISTOWN AND MILROY BRANCHES

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lewistown	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				MILROY NAGINEY SHRADERS HONEY CREEK REEDSVILLE MANN WATER STA. YEAGERTOWN BURNHAM BURNHAM SDG. CHESTNUT STREET MAIN STREET LEWISTOWN	12.2 10.8 10.0 9.4 6.5 6.1 4.4 3.6 3.3 1.0 0.8			58 42

The direction from Milroy to Lewistown is west.

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	8	DUNCANNON		
623	24	NEWPORT		
623	15	PORT ROYAL		
13	24	MIFFLIN		
13	49	LEWISTOWN	621	49
623	5	MOUNT UNION	621	21
623	623	MAPLETON		
623	52	HUNTINGDON	621	52
623	623	PETERSBURG		
24	24	PETERSBURG		
42	501	TYRONE	42	18
791	8	BELLWOOD		
All Trains		ALTOONA	All Trains	
All Trains		OSCEOLA MILLS		
All Trains		PHILPSBURG		
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.

BANKS TO BO

STATIONS	FIRST CLASS		
	◇35	◇37	●1
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	\$ 2.00	\$ 2.08	E 2.37
ROCKVILLE	2.10	2.18	2.47
MARYSVILLE			
BANKS	2.15	2.23	2.52
PERDIX			
COVE			
VIEW	2.22	2.30	2.59
DUNCANNON			
AQUEDUCT			
LOSH'S RUN			Will Not Run
IROQUOIS	2.30	2.39	Nov. 21,
NEWPORT			Dec. 26,
PORT	2.38	2.47	Jan. 2,
MILLERSTOWN			3.15
THOMPSONTOWN	2.47	2.56	3.24
TUSCARORA			
PORT ROYAL			
MIFFLIN	2.58	3.07	3.35
DENHOLM			
WALL	3.03	3.12	3.39
HAWSTONE			
LEWISTOWN			
LEWIS	3.13	3.22	3.49
GRANVILLE			
McVEYTOWN	3.24	3.33	4.00
RYDE			
NEWTON HAMILTON			
MOUNT UNION			
JACKS	3.37	3.46	4.14
MAPLETON			
MILL CREEK			
HUNTINGDON	3.48	3.57	Z 4.28
WARRIOR RIDGE			
PETERSBURG	3.54	4.03	4.36
BARREE			
SPRUCE	4.00	4.09	4.42
SPRUCE CREEK			
BIRMINGHAM			
FORGE	4.10	4.19	4.52
TYRONE			E 5.00
GRAZIER	4.13	4.22	5.04
TIPTON			
BELLWOOD			
BELL	4.22	4.31	5.14
ALTOONA	\$ 4.32	\$ 4.41	E 5.25
	4.39	4.48	5.30
BO	4.42	4.51	5.33
Arrive	A. M.	A. M.	A. M.
	35	37	1

WESTWARD

	FIRST CLASS			
	◇51	◇79	●11	◇61
	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.
	\$ 3.03	\$ 3.08	E 3.19	\$ 3.35
	3.13	3.18	3.39	3.45
	3.18	3.23	3.44	3.50
	3.25	3.30	3.50	3.57
	3.33	3.38	3.58	4.05
	3.41	3.46	4.06	4.13
	3.49	3.55	4.15	4.22
	4.00	4.06	4.26	4.33
	4.04	4.11	4.30	4.38
	4.14	4.21	4.40	4.48
	4.25	4.32	4.51	4.59
	4.38	4.45	5.04	5.12
	4.49	4.56	Z 5.15	5.23
	4.55	5.02	5.22	5.29
	5.01	5.08	5.28	5.35
	5.11	5.18	5.38	5.45
	5.14	5.21	Q 5.41	5.48
			5.44	
	5.22	5.30	5.52	5.57
	\$ 5.32	\$ 5.40	E 6.01	\$ 6.07
	5.37	5.45	6.08	6.11
	5.40	5.48	6.09	6.14
	A. M.	A. M.	A. M.	A. M.
	51	79	11	61

STATIONS	FIRST CLASS		
	661	667	623
	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.
Leave	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)			\$ 4.30
ROCKVILLE			4.40
MARYSVILLE			\$ 4.44
BANKS			4.47
PERDIX			
COVE			
VIEW			4.54
DUNCANNON			\$ 4.56
AQUEDUCT			
LOSH'S RUN			
IROQUOIS			5.05
NEWPORT			\$ 5.14
PORT			5.18
MILLERSTOWN			\$ 5.22
THOMPSONTOWN			F 5.29
TUSCARORA			
PORT ROYAL			\$ 5.41
MIFFLIN			\$ 5.48
DENHOLM			
WALL			5.58
HAWSTONE			\$ 6.03
LEWISTOWN			\$ 6.18
LEWIS			6.21
GRANVILLE			F 6.27
McVEY TOWN			\$ 6.39
RYDE			F 6.46
NEWTON HAMILTON			\$ 6.54
MOUNT UNION			\$ 7.04
JACKS			7.07
MAPLETON			\$ 7.13
MILL CREEK			\$ 7.19
HUNTINGDON			\$ 7.38
WARRIOR RIDGE			
PETERSBURG			\$ 7.52
BARREE			\$ 7.58
SPRUCE			8.03
SPRUCE CREEK			\$ 8.04
BIRMINGHAM			\$ 8.12
FORGE			8.15
TYRONE			\$ 8.22
GRAZIER			8.26
TIPTON			\$ 8.32
BELLWOOD			\$ 8.38
BELL			8.40
ALTOONA			\$ 8.50
BO	\$ 6.23	\$ 6.43	9.33
Arrive	A. M.	A. M.	A. M.
	661	667	623

	FIRST CLASS			
	621	13	15	25
	SUN. ONLY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.
	\$ 5.15	\$ 7.10	\$ 11.10	\$ 11.44
	5.25	7.20	11.20	11.54
	\$ 5.29			
	5.32	7.25	11.25	11.59
	5.38	7.32	11.31	12.05
	\$ 5.40	\$ 7.34	\$ 11.33	
	5.50	7.43	11.41	12.13
	\$ 5.58	\$ 7.51	\$ 11.49	
	6.00	7.54	11.52	12.20
	F 6.05			
	F 6.11	8.04	12.01	12.28
	\$ 6.23		F 12.08	
	\$ 6.29	\$ 8.17	\$ 12.13	12.39
	F 6.34			
	6.36	8.22	12.18	12.43
	\$ 6.51	\$ 8.36	\$ 12.30	
	6.54	8.39	12.33	12.53
	F 6.58			
	\$ 7.10	8.51	12.45	1.04
	\$ 7.22			
	\$ 7.28	\$ 9.04	\$ 1.00	
	7.31	9.07	1.03	1.18
	F 7.34			
	F 7.39			
	\$ 7.53	\$ 9.23	\$ 1.18	1.29
	F 8.01	9.32	1.26	1.36
	F 8.06			
	8.10	9.38	1.32	1.42
	F 8.12			
	8.22	9.48	1.42	1.52
	\$ 8.28	\$ 9.51	\$ 1.45	\$ 1.55
	8.31	9.55	1.49	1.59
	\$ 8.38		\$ 1.58	
	8.40	10.05	2.00	2.09
	\$ 8.50	\$ 10.15	\$ 2.11	\$ 2.18
		10.25	\$ 2.26	2.22
		10.28	2.29	2.25
	A. M.	A. M.	P. M.	P. M.
	621	13	15	25

STATIONS	FIRST CLASS		
	792	511	21
	HOLIDAYS ONLY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)			\$ 2.26
ROCKVILLE			2.36
MARYSVILLE			
BANKS			2.41
PERDIX			
COVE			
VIEW			2.47
DUNCANNON			\$ 2.49
AQUEDUCT			
LOSH'S RUN			
IROQUOIS			2.57
NEWPORT			\$ 3.08
PORT			3.09
MILLERSTOWN			
THOMPSONTOWN			3.18
TUSCARORA	Will Run Nov. 27, Dec. 25, Jan. 1.		
PORT ROYAL			
MIFFLIN			\$ 3.31
DENHOLM			
WALL			3.36
HAWSTONE			
LEWISTOWN			\$ 3.49
LEWIS			3.52
GRANVILLE			
McVEYTOWN			\$ 4.05
RYDE			
NEWTON HAMILTON			
MOUNT UNION			\$ 4.21
JACKS			4.24
MAPLETON			
MILL CREEK			
HUNTINGDON			\$ 4.37
WARRIOR RIDGE			
PETERSBURG			4.45
BARREE			
SPRUCE			4.51
SPRUCE CREEK			
BIRMINGHAM			5.01
FORGE			
TYRONE	\$ 2.49	\$ 4.47	\$ 5.05
GRAZIER	2.54	4.51	5.09
TIPTON			
BELLWOOD			\$ 5.18
BELL	3.04	5.00	5.20
ALTOONA	\$ 3.15	\$ 5.15	\$ 5.31
			\$ 5.50
BO			5.53
Arrive	P. M.	P. M.	P. M.
	792	511	21

	FIRST CLASS			
	75	#*790	833	663
	DAILY	DAILY EX. SUN. & HOLIDAYS	DAILY	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.
	\$ 3.05		Y 4.54	\$ 5.30
	3.15		5.03	5.40
				\$ 5.43
	3.20		5.08	5.46
				\$ 5.48
				F 5.51
	3.28		5.14	5.56
				\$ 5.58
				F 6.07
	3.34		5.22	
				\$ 6.16
	3.41		5.28	6.18
		Will Not Run Nov. 27, Dec. 25, Jan. 1.		\$ 6.23
	3.48		5.36	F 6.37
				\$ 6.42
	4.00		5.47	\$ 6.46
	4.04		5.51	6.51
				\$ 7.00
	4.15		6.00	
	4.27		6.10	
	4.41		6.22	
	4.52		6.32	
	4.59		6.38	
	5.05		6.44	
	5.15		6.53	
	\$ 5.18	\$ 6.05		
	5.22	6.11	6.56	
	5.32	6.21	7.04	
	\$ 5.41	\$ 6.30	Y 7.14	
	5.45		7.18	
	5.48		7.21	
	P. M.	P. M.	P. M.	P. M.
	75	790	33	663

X

STATIONS	FIRST CLASS			
	5	*501	◇49	
	DAILY	DAILY	DAILY	
	EX. SUN.			
Leave	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)	S 6.10		S 7.58	
ROCKVILLE	6.20		8.08	
MARYSVILLE				
BANKS	6.25		8.13	
PERDIX				
COVE				
VIEW	6.31		8.19	
DUNCANNON				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	6.39		8.27	
NEWPORT				
PORT	6.45		8.33	
MILLERTOWN				
THOMPSONTOWN	6.53		8.41	
TUSCARORA				
PORT ROYAL				
MIFFLIN	7.04		8.52	
DENHOLM				
WALL	7.08		8.56	
HAWSTONE				
LEWISTOWN	S 7.20		F 9.07	
LEWIS	7.23		9.10	
GRANVILLE				
McVEYTOWN	7.34		9.21	
RYDE				
NEWTON HAMILTON				
MOUNT UNION	S 7.49			
JACKS	7.51		9.35	
MAPLETON				
MILL CREEK				
HUNTINGDON	S 8.04		9.45	
WARRIOR RIDGE				
PETERSBURG	8.13		9.51	
BARREE				
SPRUCE	8.20		9.57	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	8.30		10.07	
TYRONE	S 8.33	S 8.54		
GRAZIER	8.37	8.58	10.10	
TIPTON				
BELLWOOD				
BELL	8.48	9.06	10.19	
ALTOONA	S 8.58	S 9.15	S 10.27	
	9.02		10.31	
BO	9.05		10.34	
Arrive	P. M.	P. M.	P. M.	
	5	501	49	

X

FIRST CLASS				
◇69	◇41	◇59	◇77	
DAILY	DAILY	DAILY	DAILY	
P. M.	P. M.	P. M.	P. M.	
S 8.13	S 8.26	S 8.45	Y 8.50	
8.22	8.36	8.54	9.00	
8.27	8.41	8.59	9.05	
8.33	8.47	9.05	9.11	
8.41	8.55	9.13	9.19	
8.47	9.02	9.20	9.26	
8.55	9.10	9.28	9.34	
9.06	9.21	9.39	9.46	
9.10	9.25	9.43	9.50	
9.19	9.35	9.52	10.00	
9.29	9.46	10.03	10.11	
9.41	9.59	10.15	10.23	
9.51	10.09	10.25	10.33	
9.57	10.15	10.31	10.39	
10.03	10.21	10.37	10.45	
10.12	10.31	10.46	10.54	
10.15	10.34	10.49	10.57	
10.23	10.42	10.58	11.05	
S 10.33	S 10.52	S 11.08	S 11.15	
10.37	10.56	11.12	11.19	
10.40	10.59	11.15	11.22	
P. M.	P. M.	P. M.	P. M.	
69	41	59	77	

X

X

STATIONS	FIRST CLASS		
	◇29	◇31	◇65
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
HARRISBURG (Phila. Div.)	\$ 9.09	\$ 9.27	\$ 9.33
ROCKVILLE	9.18	9.36	9.42
MARYSVILLE			
BANKS	9.23	9.41	9.47
PERDIX			
COVE			
VIEW	9.29	9.47	9.53
DUNCANNON			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	9.37	9.55	10.01
NEWPORT			
PORT	9.43	10.01	10.07
MILLERSTOWN			
THOMPSONTOWN	9.51	10.09	10.15
TUSCARORA			
PORT ROYAL			
MIFFLIN	10.02	10.20	10.26
DENHOLM			
WALL	10.06	10.24	10.30
HAWSTONE			
LEWISTOWN			
LEWIS	10.15	10.33	10.39
GRANVILLE			
McVEYTOWN	10.25	10.43	10.49
RYDE			
NEWTON HAMILTON			
MOUNT UNION			
JACKS	10.37	10.55	11.01
MAPLETON			
MILL CREEK			
HUNTINGDON	10.47	11.05	11.11
WARRIOR RIDGE			
PETERSBURG	10.53	11.11	11.17
BARREE			
SPRUCE	10.59	11.17	11.23
SPRUCE CREEK			
BIRMINGHAM			
FORGE	11.08	11.26	11.32
TYRONE			
GRAZIER	11.11	11.29	11.35
TIPTON			
BELLWOOD			
BELL	11.19	11.37	11.43
ALTOONA	\$ 11.29	\$ 11.47	\$ 11.53
	11.33	11.51	11.57
BO	11.36	11.54	12.00
Arrive	P. M.	P. M.	P. M.
	29	31	65

X X X

	FIRST CLASS			
	◇23	◇9	◇39	◇67
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
	\$ 10.15	\$ 11.42	\$ 11.47	\$ 11.59
	10.25	11.52	11.57	12.10
	10.30	11.57	12.02	12.15
	10.36	12.04	12.09	12.21
	10.44	12.12	12.17	12.29
	10.50	12.19	12.25	12.36
	10.58	12.27	12.33	12.44
	11.09	12.38	12.44	12.55
	11.13	12.42	12.48	12.59
	\$ 11.26			
	11.30	12.52	12.58	1.09
	11.41	1.03	1.09	1.20
	11.54	1.16	1.22	1.33
	\$ 12.05	1.27	1.33	1.44
	12.16	1.33	1.39	1.50
	12.22	1.39	1.45	1.56
	12.32	1.49	1.55	2.05
	\$ 12.36			
	12.40	1.52	1.58	2.08
	12.50	2.00	2.06	2.16
	\$ 1.00	\$ 2.10	\$ 2.16	\$ 2.25
	1.04	2.14	2.20	2.29
	1.07	2.17	2.23	2.32
	A. M.	A. M.	A. M.	A. M.
	23	9	39	67

STATIONS	FIRST CLASS		
	◇22	●16	◇66
	A. M.	A. M.	A. M.
Arrive			
HARRISBURG (Phila. Div.)	\$ 3.24	\$ 3.35	\$ 3.53
ROCKVILLE	3.14	3.25	3.43
MARYSVILLE			
BANKS	3.09	3.20	3.38
PERDIX			
COVE			
VIEW	3.01	3.12	3.30
DUNCANNON			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	2.53	3.04	3.22
NEWPORT			
PORT	2.46	2.57	3.15
MILLERSTOWN			
THOMPSONTOWN	2.38	2.49	3.07
TUSCARORA			
PORT ROYAL			
MIFFLIN	2.26	2.37	2.55
DENHOLM			
WALL	2.22	2.33	2.51
HAWSTONE			
LEWISTOWN		2.23	
LEWIS	2.12		2.41
GRANVILLE			
McVEYTOWN	2.01	2.12	2.30
RYDE			
NEWTON HAMILTON			
MOUNT UNION			
JACKS	1.48	1.59	2.17
MAPLETON			
MILL CREEK			
HUNTINGDON	1.38	1.48	2.06
WARRIOR RIDGE			
PETERSBURG	1.32	1.42	2.00
BARREE			
SPRUCE	1.26	1.36	1.54
SPRUCE CREEK			
BIRMINGHAM			
FORGE	1.16	1.26	1.44
TYRONE			
GRAZIER	1.13	1.23	1.41
TIPTON			
BELLWOOD			
BELL	1.07	1.17	1.35
	12.59	1.09	1.27
ALTOONA	\$ 12.55	\$ 1.05	\$ 1.23
BO	12.52	1.02	1.20
Leave			
	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	22	16	66

	FIRST CLASS				
	◇76	◇50	◇60	◇38	◇36
	A. M.	A. M.	A. M.	A. M.	A. M.
	Y 4.03	\$ 4.18	\$ 4.25	\$ 4.30	\$ 4.50
	3.53	4.08	4.15	4.20	4.40
	3.48	4.03	4.10	4.15	4.35
	3.39	3.55	4.02	4.07	4.27
	3.31	3.47	3.54	3.59	4.19
	3.23	3.40	3.47	3.53	4.13
	3.15	3.32	3.39	3.45	4.05
	3.03	3.20	3.27	3.34	3.53
	2.58	3.16	3.23	3.30	3.49
	2.48	3.03	3.13	3.20	3.39
	2.37	2.55	3.02	3.09	3.28
	2.24	2.42	2.49	2.56	3.15
	2.13	2.31	2.38	2.46	3.05
	2.07	2.25	2.32	2.40	2.59
	2.01	2.19	2.26	2.34	2.53
	1.51	2.09	2.16	2.24	2.43
	1.48	2.06	2.13	2.21	2.40
	1.41	2.00	2.08	2.15	2.34
	1.33	1.52	1.58	2.07	2.26
	Y 1.29	\$ 1.48	\$ 1.54	\$ 2.03	\$ 2.23
	1.26	1.45	1.51	2.00	2.19
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	76	50	60	38	36

STATIONS	FIRST CLASS		
	◇70	◇40	◇68
	A. M.	A. M.	A. M.
Arrive			
HARRISBURG (Phila. Div.)	\$ 4.55	\$ 5.00	\$ 5.15
ROCKVILLE	4.45	4.50	5.05
MARYSVILLE			
BANKS	4.40	4.45	5.00
PERDIX COVE			
VIEW	4.32	4.38	4.53
DUNCANNON			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	4.24	4.30	4.45
NEWPORT			
PORT	4.18	4.24	4.39
MILLERSTOWN			
THOMPSONTOWN	4.10	4.16	4.31
TUSCARORA			
PORT ROYAL			
MIFFLIN	3.59	4.05	4.20
DENHOLM			
WALL	3.55	4.01	4.16
HAWSTONE			
LEWISTOWN			
LEWIS	3.45	3.51	4.06
GRANVILLE			
McVEYTOWN	3.34	3.40	3.55
RYDE			
NEWTON HAMILTON			
MOUNT UNION			
JACKS	3.22	3.28	3.43
MAPLETON			
MILL CREEK			
HUNTINGDON	3.12	3.18	3.33
WARRIOR RIDGE			
PETERSBURG	3.06	3.12	3.27
BARREE			
SPRUCE	3.00	3.07	3.22
SPRUCE CREEK			
BIRMINGHAM			
FORGE	2.50	2.57	3.12
TYRONE			
GRAZIER	2.47	2.54	3.09
TIPTON			
BELLWOOD			
BELL	2.41	2.48	3.03
	2.33	2.40	2.55
ALTOONA	\$ 2.29	\$ 2.36	\$ 2.51
BO	2.26	2.33	2.48
Leave			
	A. M.	A. M.	A. M.
	DAILY 70	DAILY 40	DAILY 68

	FIRST CLASS			
	◇58	◇30	◇48	◇64
	A. M.	A. M.	A. M.	A. M.
	\$ 5.20	\$ 5.32	\$ 5.64	\$ 6.10
	5.10	5.22	5.44	6.00
	5.05	5.17	5.39	5.55
	4.58	5.10	5.32	5.47
	4.50	5.02	5.24	5.39
	4.44	4.56	5.18	5.33
	4.36	4.48	5.10	5.25
	4.25	4.37	4.69	5.14
	4.21	4.33	4.55	5.10
	4.11	4.23	4.45	5.00
	4.00	4.12	4.34	4.49
	3.48	4.00	4.22	4.37
	3.38	3.50	4.12	4.27
	3.32	3.44	4.06	4.21
	3.27	3.39	4.01	4.16
	3.17	3.29	3.51	4.06
	3.14	3.26	3.48	4.03
	3.08	3.20	3.42	3.57
	3.00	3.12	3.34	3.49
	\$ 2.66	\$ 3.08	\$ 3.30	\$ 3.45
	2.53	3.05	3.27	3.42
	A. M.	A. M.	A. M.	A. M.
	DAILY 58	DAILY 30	DAILY 48	DAILY 64
	X	X	X	X

STATIONS	FIRST CLASS		
	682	◇2	54
	A. M.	P. M.	P. M.
Arrive			
HARRISBURG (Phila. Div.)	\$ 12.24	\$ 1.42	
ROCKVILLE	12.14	1.32	
MARYSVILLE			
BANKS	12.09	1.27	
PERDIX COVE.			
VIEW	12.02	1.19	
DUNCANNON			
AQUEDUCT			
LOSH'S RUN			
IROQUOIS	11.54	1.11	
NEWPORT			
PORT	11.48	1.04	
MILLERSTOWN			
THOMPSONTOWN	11.40	12.56	
TUSCARORA			
PORT ROYAL			
MIFFLIN	11.29	12.45	
DENHOLM			
WALL	11.25	12.41	
HAWSTONE			
LEWISTOWN		\$ 12.30	
LEWIS	11.15	12.26	
GRANVILLE			
McVEYTOWN	11.04	12.15	
RYDE			
NEWTON HAMILTON			
MOUNT UNION			
JACKS	10.52	12.03	
MAPLETON			
MILL CREEK			
HUNTINGDON	10.42	\$ 11.50	
WARRIOR RIDGE			
PETERSBURG	10.36	11.41	
BARREE			
SPRUCE	10.31	11.36	
SPRUCE CREEK			
BIRMINGHAM			
FORGE	10.21	11.26	
TYRONE		\$ 11.23	
GRAZIER	10.18	11.21	
TIPTON			
BELLWOOD			
BELL	10.12	11.15	
	10.04	11.07	
ALTOONA	\$ 8.55	\$ 10.00	\$ 11.03
BO	8.52	9.57	11.00
Leave	A. M.	A. M.	A. M.
	DAILY EX.SUN. 682	DAILY 2	DAILY 54

	FIRST CLASS			
	8	510	◇72	8
	A. M.	P. M.	P. M.	P. M.
			\$ 2.45	\$ 3.55
			2.35	3.45
			2.30	3.40
			2.22	3.34
				\$ 3.30
			2.14	3.22
				\$ 3.13
			2.08	3.10
			2.00	2.42
			1.49	\$ 2.30
			1.45	2.20
			\$ 1.35	\$ 2.08
			1.32	2.02
			1.21	1.51
				\$ 1.38
			1.09	1.34
			12.59	\$ 1.23
			12.53	\$ 1.07
			12.48	1.00
			12.38	12.50
		\$ 12.17		\$ 12.48
		12.13	12.35	12.43
				\$ 12.36
		12.06	12.29	12.33
		\$ 11.58	12.21	\$ 12.25
	\$ 11.50		\$ 12.17	
			12.14	
	A. M.	A. M.	P. M.	P. M.
	DAILY 8	DAILY 510	DAILY 72	DAILY EX.SUN. 8

STATIONS	FIRST CLASS			
	24	74	46	
	P. M.	P. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 6.05	\$ 7.07	\$ 9.38	
ROCKVILLE	5.55	6.57	9.28	
MARYSVILLE				
BANKS	5.50	6.52	9.23	
PERDIX				
COVE				
VIEW	5.40	6.45	9.14	
DUNCANNON	\$ 5.35			
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	5.25	6.37	9.06	
NEWPORT	\$ 5.16			
PORT	5.13	6.31	8.59	
MILLERSTOWN				
THOMPSONTOWN	4.54	6.23	8.50	
TUSCARORA				
PORT ROYAL	\$ 4.44			
MIFFLIN	\$ 4.40	6.12	\$ 8.38	
DENHOLM				
WALL	4.32	6.08	8.31	
HAWSTONE				
LEWISTOWN	\$ 4.19	F 5.58	\$ 8.20	
LEWIS	4.14	5.55	8.15	
GRANVILLE				
McVEYTOWN	4.02	5.44	8.05	
RYDE				
NEWTON HAMILTON				
MOUNT UNION	\$ 3.49			
JACKS	3.46	5.32	7.52	
MAPLETON				
MILL CREEK				
HUNTINGDON	\$ 3.35	5.22	\$ 7.39	
WARRIOR RIDGE				
PETERSBURG	\$ 3.23	5.16	7.30	
BARREE				
SPRUCE	3.16	5.10	7.24	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	3.06	5.01	7.14	
TYRONE	\$ 3.03		\$ 7.12	
GRAZIER	3.00	4.58	7.09	
TIPTON				
BELLWOOD				
BELL	2.54	4.52	7.03	
	2.46	4.44	6.55	
ALTOONA	\$ 2.42	\$ 4.40	\$ 6.50	
BO	2.39	4.37	6.47	
Leave				
	P. M.	P. M.	P. M.	
	DAILY 24	DAILY 74	DAILY 46	

	FIRST CLASS			
	612	18	652	52
	P. M.	P. M.	P. M.	A. M.
		\$ 11.29		\$ 2.15
		11.19		2.05
		11.13		2.00
		11.05		1.51
		10.57		1.43
		10.48		1.36
		10.38		1.26
		10.26		1.15
		10.22		1.10
				\$ 12.59
		10.10		12.54
		9.58		12.43
		9.45		12.30
		\$ 9.33		\$ 12.18
		9.25		12.07
		9.19		12.01
		9.06		11.47
		9.03		11.44
		8.55		11.38
		8.47		11.30
		\$ 7.50	\$ 8.35	\$ 11.20
			\$ 11.00	
		7.47	8.32	10.57
				11.17
		P. M.	P. M.	P. M.
		DAILY EX.SUN. 612	DAILY 18	DAILY 652
			DAILY 52	

STATIONS	FIRST CLASS			
	SOUTHWARD		NORTHWARD	
	*776 DAILY EX.SUN.	*780 SUN. ONLY	*777 DAILY EX.SUN.	*779 SUN. ONLY
	A. M.	A. M.	P. M.	P. M.
Leave	H. & B. T. Train No. 2	H. & B. T. Train No. 22	H. & B. T. Train No. 3	H. & B. T. Train No. 23
HUNTINGDON (H.&B.T.)	\$ 8.30	\$ 9.40	\$ 6.10	\$ 3.10
LONG SIDING	8.33	9.43	6.06	3.07
MT. DALLAS	F 10.15	F 11.13	F 4.30	F 1.37
LUTZVILLE (Mt. Dallas Br.)	F 10.26	F 11.21	F 4.19	F 1.29
CREEK (Bedford Branch)	10.37	11.32	4.08	1.18
BEDFORD	\$ 10.40	\$ 11.35	\$ 4.05	\$ 1.15
Arrive	A. M.	A. M.	P. M.	P. M.
	776	780	777	779

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.
	Leave			
GRAMPIAN				
CURWENSVILLE	\$ 12.10		\$ 3.27	
CUR	12.11		3.28	
CLEARFIELD	\$ 12.48		\$ 4.05	
FIELD	\$ 12.47		4.06	
WOODLAND	\$ 1.08		\$ 4.22	
BIGLER	\$ 1.13		\$ 4.29	
WALLACETON	\$ 1.21		\$ 4.36	
BLUE BALL	\$ 1.28		\$ 4.42	
SANFORD JUNCTION	1.33		4.47	
PHILIPSBURG	\$ 1.40		\$ 4.54	
MAPLE	1.47		5.01	
MILLS	1.51		5.05	
OSCEOLA MILLS	\$ 1.55		\$ 5.09	
RETORT	F 2.05		F 5.18	
SANDY RIDGE	F 2.10		F 5.22	
SUMMIT	2.15		5.26	
PARK	2.44	4.43	5.54	3.51
TYRONE	\$ 2.49	\$ 4.47	\$ 6.05	\$ 3.54
Arrive	P. M.	P. M.	P. M.	P. M.
	792	511	790	501

Will Run
Nov. 27,
Dec. 25,
Jan. 1.

Will Not
Run
Nov. 27,
Dec. 25,
Jan. 1.

CLEARFIELD BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	500	*791	793	510
	A. M.	A. M.	A. M.	P. M.
	Arrive			
GRAMPIAN				
CURWENSVILLE		\$ 11.11	\$ 11.11	
CUR		11.10	11.10	
CLEARFIELD		\$ 10.45	\$ 10.53	
FIELD		10.30	10.43	
WOODLAND		\$ 10.15	\$ 10.28	
BIGLER		\$ 10.05	\$ 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	7.57	8.20	8.34	12.20
TYRONE	\$ 7.54	\$ 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
Nov. 27,
Dec. 25,
Jan. 1.

Will Run
Nov. 27,
Dec. 25,
Jan. 1.

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

STATIONS	FIRST CLASS		
	*871 DAILY EX.SUN.	873 SUN. ONLY	
	A. M.	A. M.	
Leave			
LOCK HAVEN... (Wpt. Div.)			
POST SDG.			
MILL HALL			
HALL			
EAGLEVILLE			
WOOD			
HOWARD			
SAND			
MILESBURG			
PLEASANT GAP (Wpt. Div.)	\$ 9.09	F 9.03	
FONT	9.24	9.14	
BELLEFONTE Bellefonte Branch	\$ 9.25	\$ 9.15	
MILESBURG			
UNIONVILLE			
JULIAN			
PORT MATILDA			
EAGLE			
PARK			
Arrive	A. M.	A. M.	
	871	873	

BALD EAGLE AND BELLEFONTE BRANCHES

STATIONS	FIRST CLASS		
	500	*870	
	A. M.	A. M.	
Arrive			
LOCK HAVEN... (Wpt. Div.)	\$ 10.31		
POST SDG.	10.28		
MILL HALL	\$ 10.22		
HALL	9.39		
EAGLEVILLE	\$ 9.32		
WOOD	9.27		
HOWARD	\$ 9.12		
SAND	9.07		
MILESBURG	9.00		
PLEASANT GAP (Wpt. Div.)		F 10.11	
FONT		10.01	
BELLEFONTE Bellefonte Branch	\$ 8.42	\$ 10.00	
MILESBURG	\$ 8.36		
UNIONVILLE	\$ 8.29		
JULIAN	\$ 8.22		
PORT MATILDA	\$ 8.13		
EAGLE	8.03		
PARK	7.57		
Leave	A. M.	A. M.	
	DAILY EX.SUN. 500	DAILY EX.SUN. 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.
				\$ 3.05	\$ 7.08
				3.13	7.11
				\$ 3.16	F 7.14
				3.18	7.17
		B. C. R. R. Train No. 6		\$ 3.24	F 7.25
				3.29	7.30
				\$ 3.31	\$ 7.34
				3.36	7.39
				3.42	7.46
	\$ 8.50	\$ 11.00	\$ 1.07	\$ 4.00	\$ 8.04
	8.59		1.16	4.07	8.13
				\$ 4.14	F 8.20
					F 8.26
				\$ 4.29	F 8.35
				4.38	8.44
				4.43	8.51
	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.
		\$ 1.51			
		1.49			
		F 1.45			
		1.43			
			B. C. R. R. Train No. 6		
		1.32			
		\$ 1.31			
		1.24			
		1.17			
	F 10.21				
	10.11				
	\$ 10.10	\$ 1.03	\$ 3.51	\$ 3.30	\$ 7.55
		\$ 12.57	\$ 3.43		\$ 7.47
		F 12.51			
		12.43			
		F 12.35			
		12.26			
		12.20			
	A. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY 872	DAILY 510	DAILY 786	DAILY EX.SUN. 782	DAILY EX.SUN. *788

U. S. MAIL WORK

STATIONS	WESTWARD				EASTWARD		
	13	15	21	790	42	8	24
Marysville	CD	CD	CD			CD	CD
Duncannon					CD		
Millerstown	CD	CD	CD			CD	
Thompsontown	CD		CD			CD	
Port Royal	CD	CD	CD		D	CD	
Hawstone							CD
Granville	CD		CD				
McVeytown	CD	CD			CD	CD	CD
Newton Hamilton	CD	CD	CD		CD	CD	CD
Mapleton	CD	CD	CD		CD	CD	CD
Mill Creek		CD	CD			CD	CD
Petersburg	CD	CD	CD		CD		
Barree						CD	CD
Spruce Creek		CD	CD		D	CD	CD
Birmingham	CD				CD	CD	CD
Tipton							D
Bellwood				C	C		

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

☐—Train stops on request of Mail Clerk.

Bald Eagle Branch:

No. 511.

Julian CD.

Snow Shoe Int., CD—E for parcel post if offered.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

STATIONS	LCL-3 (7)	LCL-1 (7)	JC-5 (1)	1st LCL-5 (7)	2nd LCL-5 (1)	TRS- 9 (1)	TRS- 5 (1)	M-9 (1)	VC-1 (1)	PG-1 (1)	VL-7 (1)	NL-1 (1)	PG-5 (4)	ED-3 (1)	SW-1 (1)	PF-1 (1)	CE-1 (1)	PG-15 (1)	VL-9 (1)	TRS- 15 (1)	Pass Spec (3)
	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.	P.M.	P.M.	P.M.	P.M.
BANKS	12.15	12.50	1.00	1.15	1.30	1.45	2.00	4.00	8.30	9.15	9.30	9.45	2.00	5.00	5.30	5.45	6.15	6.45	7.00	7.80	11.50
ANTIS	3.05	8.35	6.00	4.05	4.20	6.15	7.00	1.00	12.40	1.15	1.30	2.00	6.00	6.55	9.30	9.45	11.30	12.30	11.00	11.45	2.30
BO	8.45	4.15	7.80	4.45	5.10	7.45	8.30		1.30	2.15	2.30	3.00	7.00	9.45	10.45	11.00	12.30		12.15	1.45	3.15
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.
RUNNING TIME	2.50	2.45	5.00	2.50	2.50	4.30	5.00	9.00	4.10	4.00	4.00	4.15	4.00	3.55	4.00	4.00	5.15	5.45	4.00	4.15	2.40
YARD TIME	.40	.40	1.30	.40	.50	1.30	1.30		.50	1.00	1.00	1.00	1.00	.50	1.15	1.15	1.00		1.15	2.00	.45

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

MAKE-UP

STATIONS	APG-1 (2)	PG-7 (1)	WP-15 (1)	YA-5 (1)	XFG-1 (1)	JC-3 (1)	PG-13 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	CSB-1 (2)
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
LOCK HAVEN							7.15	10.35	10.40	1.30	6.45
BANKS											
ANTIS							11.00	3.00	4.00	4.30	9.00
BO (ALTOONA)	6.00	7.00	8.00	11.30	4.00	5.00					
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
RUNNING TIME							3.45	4.25	5.20	3.00	2.15
YARD TIME											

(1) Daily. (2) Daily Except Monday.

(3) Monday and Thursday.

(4) Daily Except Saturday.

(5) Saturday and Sunday.

(6) Daily Except Tuesday.

(7) Daily Except Sunday.

INTERDIVISIONAL RUNS

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

STATIONS	M-24 (1)	M-16 (3)	M-20 (1)	AC-10 (1)	PR-6 (1)	M-10 (1)	AG-12 (1)	BL-34 (1)	PG-4 (1)	PF-2 (6)	ED-2 (1)	P-16 (1)	PG-6 (4)	AD VL-2 (6)	PG-2 (6)	CMB (1)	PG-34 (3)	JA-2 (1)	WS- 2 (7)	VL-2 (1)	PG- 18 (3)	NY-2 (1)	FW-3 (1)	WP-16 (3)	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
BO					2.30					4.30	4.45		5.30	6.25	7.30	8.15	9.00	10.00	10.10	10.10	10.30	11.30	11.45	11.45	
ANTIS	1.30	1.30	2.00	2.30	4.30	3.00	3.30	4.00	4.00	5.30	6.00	5.00	7.00	7.15	9.00	9.15		11.00	11.00	11.00	12.01	12.20	12.45		
BANKS	8.30	10.00	12.00	9.30	9.30	10.00	10.30	9.00	11.00	10.00	10.00	11.30	12.01	11.15	1.45	1.30		2.55	3.00	3.00	4.30	4.10	4.00		
	A.M.	A.M.	Noon	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
YARD TIME					2.00					1.00	1.30		1.30	.50	1.30	1.00		.50	.50	.50	1.30	.50	1.00		
RUNNING TIME	7.00	8.30	10.00	7.00	5.00	7.00	7.00	5.00	7.00	4.30	4.30	6.30	5.00	4.00	4.45	4.15		3.55	4.00	4.00	4.30	3.50	3.15		

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

INTERDIVISIONAL RUNS

STATION	PNE-2		NS-2		PN-2		ED-4		WB-8		YA-4		CS-8		CE-8		WS-8-A		AK-8		PNE-8		VL-8		PG-8		WS-4		WS-8		LCL-4		WS-8-B		LCL-2-AH-16		CSB-2-RA-14		CSB-8-AN-16								
	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(3)	P.M.	(1)	P.M.	(1)	P.M.	(2)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.	(1)	P.M.					
BO	12.01	P.M.	1.00	P.M.	2.00	P.M.	4.00	P.M.	4.00	P.M.	4.45	P.M.	5.00	P.M.	6.00	P.M.	7.00	P.M.	7.00	P.M.	7.15	P.M.	8.05	P.M.	8.20	P.M.	8.30	P.M.	9.30	P.M.	9.45	P.M.	10.30	P.M.	10.45	P.M.											
ANTIS	1.00	P.M.	1.30	P.M.	3.00	P.M.	5.00	P.M.				6.00	P.M.	7.00	P.M.	7.50	P.M.	7.50	P.M.	8.30	P.M.	9.00	P.M.	9.15	P.M.	9.30	P.M.	11.00	P.M.	11.20	P.M.	11.50	P.M.	11.50	P.M.	11.80	P.M.	11.45	P.M.	9.00	P.M.	9.80	P.M.	11.30			
BANKS	5.30	P.M.	6.30	P.M.	7.00	P.M.	8.00	P.M.				11.00	P.M.							12.45	P.M.	12.50	P.M.	1.05	P.M.	1.30	P.M.	3.30	P.M.	2.35	P.M.	2.00	P.M.	3.50	P.M.	2.10	P.M.										
LOCKHA.																																															
YARD TL.	.59	P.M.	1.00	P.M.	1.30	P.M.	1.00	P.M.				1.00	P.M.	1.00	P.M.	.50	P.M.	.50	P.M.	1.15	P.M.	.55	P.M.	1.00	P.M.	1.00	P.M.	1.80	P.M.	.50	P.M.	1.00	P.M.	1.20	P.M.	.45	P.M.										
RUN. TI.	4.30		4.00		4.00		3.00					5.00		5.00		4.80		4.00		4.15		3.50		3.50		4.00		4.30		4.00		4.00		2.40		4.00		4.00		3.00		4.15		2.15		4.30	

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

SPECIAL INSTRUCTIONS

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

★1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

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

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail or newspapers.

G—Regular stop, Saturday only.

H—Regular stop, Saturday only, to receive passengers.

J—Regular stop, Saturday only, to discharge passengers.

K—Regular stop, Sunday only.

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

M—Regular stop daily except Saturday and Sunday.

N—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

✱—Passenger train—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.

‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

Q—Regular stop for mail, Mondays, also Nov. 27th, Dec. 25th, and Jan. 1st.

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

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

Z ¶—Reduce speed to 15 miles per hour for safe delivery of mail, Mondays, also Nov. 27th, Dec. 25th and Jan. 1st.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, 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).

HAND, FLAG AND LAMP SIGNALS

1401.

ENGINE WHISTLE SIGNALS

1501. Signal prescribed by Rule 14-l, — — o —, 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.
- 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.
- Houtzdale—within borough limits.

Engine whistles will not be used to sound crossing alarm within the limits of the following boroughs:

- Huntingdon
- Tyrone
- Clearfield

Warning will be given by engine bell.

1502. At Tyrone station, flagmen of Passenger Trains will be recalled by electric bell instead of engine whistle.

1503. Rule 14-r will apply:

For trains intending to stop at water, coaling or cooling stations.

Eastbound trains intending to stop at Denholm will sound this signal at Lewis.

1504. Rule 14 (dc) — — — — o o and (ec) — — — — o o in effect:

- Tyrone—No. 5 track between Grazier and Forge.
- Hollidaysburg and Petersburg Branch at Petersburg.
- Morrison's Cove Branch at Hollidaysburg.
- Bedford Branch at Brook.
- Clearfield Branch—Between Park and Vail.

Rule 14 (dc) — — — — o o in effect:

- Denholm—Coaling track A.
- Huntingdon—Icing track A.

Rule 14 (ec) — — — — o o in effect:

- Denholm—Coaling track H and pull-up track.
- Huntingdon—Icing track C.
- Bellefonte Branch, at Milesburg.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701. Referring to Rule 19:

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

USE OF SIGNALS

1801.

Reflectors illuminated by headlights are substituted for switch lamps at:

Hollidaysburg & Petersburg Branch:

Facing point switches in main tracks, 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.

1802. 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.

1803. 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.

SUPERIORITY OF TRAINS

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

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

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions	Zones
X	X	X	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Williamsport Philadelphia	A,B,C,D. A,B,C. A.
X	X	X	Altoona Asst. Yd. Mas. Office, 4th St. S. S.	Philadelphia	A.
X	X	X	Foreman's Office Altoona Freight Station.		
X	X	X	Altoona, Asst. Yard Master's Office, JS.		
X	X	X	Altoona, Asst. Yard Master's Office, WH.		
X	X	X	Altoona, Crew Clerk's Office, RV.	Pittsburgh Eastern Conemaugh Monongahela	A,B,C,D. A. A,B. A,C.
X	X	X	Altoona, Asst. Yard Master's Office, WJ.		
X	X	X	Altoona, GD Eastbound		
X	X	X	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Monongahela Williamsport Philadelphia Wilkes-Barre	A,B,C,D. A. A,B. A,C. A,B,C,D. A. A.
X	X	X	East Altoona, Asst. Yard Master's Office, ND.	Pittsburgh	C.
X	X	X	Tyrone, Yard Master's Office, AC.	Philadelphia Williamsport Wilkes-Barre	A. A,B,C,D. A.
X	X	X	Osceola Mills, Yard Office.	Williamsport Wilkes-Barre	A,B,C,D. A.
X	X	X	Osceola Mills, Engine House.	Williamsport Wilkes-Barre	A,B,C,D. A.
X	X	X	Clearfield, Freight Sta.		
X	X	X	Huntingdon, Oil House Office.	Philadelphia	A.
X	X		Mount Union, Agent's Office, Freight Station		
X	X	X	Lewistown, Yard Office.	Philadelphia Wilkes-Barre Williamsport	A. A,B,C,D,E,F. C.
X	X	X	Bellefonte, Yard Office.	Williamsport	WR,A,B,C,D.
			Saxton, H. & B. T. Engine House.	Middle	C.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions	Zones
			Bellefonte, B. C. R. R. Yard Office.	Middle	E.
X	X	X	State Line, Engine House	W.M.R.R.	

2002. Standard Clocks at other points:
Train Dispatcher's Office.
Block Stations.

GENERAL ORDER ZONES

- ★2101. General Order Zones on this Division are as follows:
- ZONE A—Banks to Bell, including Lewistown and Milroy Branches.
- ZONE B—Bell to BO, both inclusive, and Hollidaysburg and Petersburg Branches.
- 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—Bald Eagle, Snow Shoe, Bellefonte Branches, and Clearfield Branch south of Park.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldorado
Morrison's Cove Branch	Holly	Roaring Spring
Bedford Branch	Brook	State
Mt. Dallas Branch	Dunnings Creek Jct.	Mt. Dallas
Bald Eagle Branch	Lock Haven Sand	Wood Park
Bellefonte Branch	Milesburg	Font
Clearfield Branch	Tyrone	Curwensville
Moshannon Branch	Osceola Mills	Ram

2202. Two or More Tracks

Current of traffic is as follows:

MAIN LINE	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Banks to View		West'd Frt.	East'd Frt.	West'd Psgr.	East'd Psgr.	
View to Tunnel		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Psgr.	
Tunnel to Forge			West'd Psgr.	West'd Frt.	East'd Psgr.	
Forge to Antis		West'd Frt.	West'd Psgr.	East'd Psgr.	East'd Frt.	
Antis to JK		West'd Psgr.	East'd Psgr.			
JK to BO		West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.
Bald Eagle Branch Wood to Sand				West'd	East'd	
Hollidaysburg & Petersburg Branch Pete to Holly				West'd	East'd	
Holly to Wye		West'd	East'd	West'd	East'd	
Eldorado to JK				West'd	East'd	

NOTE—Tracks are numbered from south to north.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Directions	Controlled By	Reverse Movements on Permission From	Note
Denholm Coaling Station A	Wall	Denholm	Eastward	Wall	Wall	
H	Denholm	Wall	Westward	Miffin	Miffin	
Huntingd'n Icing Station A	Deer	Huntingd'n	Eastward	Huntingdon	Huntingdon	(1)
C	Huntingdon	Deer	Westward	Huntingdon	Huntingdon	(1)
Altoona No. 1	JK	4th St.	Eastward	A.Y.M. 4th St.	AYM 4th St.	
No. 1	4th St.	RV	Eastward	AYM-GD	AYM GD	
A	JK	4th St.	Eastward	AYM 4th St.	AYM 4th St.	
No. 2	RV	JK	Westward	AYM-RV	AYM-RV	
Approach	Bell	E. End WJ Rec. Yard	Westward	AYM-WJ or RV	AYM-WJ or RV	
Pull-Up	E. End W.J. Rec. Yard	Bell	Eastward	Bell	Bell	
No. 1	RV	Antis	Eastward	Antis	Antis	
No. 2	Antis	RV	Westward	Antis	Antis	
Hollidaysburg Eastward	Holly	Jct. No. 2 Track	Eastward	Wye	Wye	(2)
Westward	Frankstown	Holly	Westward	Wys	Wye	(3)

- (1) Rule 105-b will not apply.
- (2) Route—Holly to East end Eastward Classification yard (No. 12 track) Eastward Receiving Yard and Continuation thereof.
- (3) Route—Frankstown to Brick Office (No. 6 track) westward receiving yard, No. 14 track Westward Classification yard.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Lewistown No. 5	Lewistown	Lewis	Lewis	
Mt. Union A	Jacks	West End of Siding	Jacks	
No. 4	Track Scale W. of Frt. Sta.	Jacks	Jacks	
Huntingdon No. 5	Huntingdon	Deer	Huntingdon	
Tyrone No. 5	Forge	Tyrone	Grazier	
No. 1	Vail	East Tyrone Scale	Park	
No. 8	E. Tyrone Scale	17th St.	Park	
Altoona No. 3 Power	JK	BO	JK	
No. 9	JK	BO	JK	
South Runner	ND	4th St.	AYM-4th St.	
Middle Runner	ND	4th St.	AYM-GD & 4th St.	
No. 12	WJ Hump	E. End WJ Rec. Yard	AYM-WJ & RV	
No. 31	WJ	RV	AYM-WJ & RV	
No. 1	RV	RO	AYM-RV. Westbound	
No. 5	GD	7th St.	RO	
Lead to Cabin Tracks	GD	RV	AYM-RV & 4th St.	
No. 1 Cabin	GD	RV	RV & 4th St	
Psgr. Station No. 1	9th St.	JK	JK	
Fairbrook Branch	Tyrone	End of Branch	Grazier	
Moshannon Branch	Ram	End of Branch	Mills	
Trout Run Branch	Jct. Moshannon Branch	End of Branch	Mills	
Big Run Branch	Jct. Moshannon Branch	End of Branch	Mills	
Moshannon & Clearfield Branch	Coal Run Jct.	End of Branch	Mills	

Track	Between	And	Controlled by	Note
Beaver Branch	Jct. M&C Branch	End of Branch	Mills	
Ednie Branch	Jct. M&C Branch	End of Branch	Mills	
Coal Run Branch	Coal Run Jct.	End of Branch	Mills	
Morgan Run Branch	Jct. Coal Run Branch	End of Branch	Mills	
Burley Branch	Jct. Coal Run Branch	End of Branch	Mills	
Goss Run Branch	Goss Run Jct.	End of Branch	Mills	
Houtzdale Branch	Houtzdale	End of Branch	Mills	
Amesville Branch	Amesville Jct.	End of Branch	Mills	
Amesville No. 2 Branch	Jct. Amesville Branch	End of Branch	Mills	
Amesville No. 3 Branch	Jct. Amesville Branch	End of Branch	Mills	
Muddy Run Branch	Smoke Run	End of Branch	Mills	
Little Muddy Run Branch	Smoke Run	End of Branch	Mills	
Janesville Branch	Jct. Little Muddy Run Beh.	End of Branch	Mills	
Smoke Run Branch	Jct. Muddy Run Branch	End of Branch	Mills	
Banian Branch	Jct. Moshannon Branch	End of Branch	Mills	
Betz Branch	Betz Jct.	End of Branch	Mills	
Mapleton Branch	Maple	End of Branch	Mills	
Philipsburg Branch	Philipsburg	End of Branch	Mills	
Sanford Branch	Jct. Clearfield Branch	End of Branch	Mills	
Graham Branch	Jct. Clearfield Branch	End of Branch	Mills	
Liveright Branch	Jct. Clearfield Branch	End of Branch	Mills	
Clearfield Branch	Curwensville	Grampian	Mills	
Clearfield Branch No. 2 Track	Maple	Summit	Mills	
Snow Shoe Branch	Snow Shoe Int.	End of Branch	Milesburg	

Track	Between	And	Controlled by	Note
Lewistown & Milroy Branches	Lewistown	End of Branch	Lewis	
Morrison's Cove Branch	Roaring Spring	Curry	Wye	
Martinsburg Branch	Martinsburg Jct.	End of Branch	Wye	
Springfield Branch	Ganister	End of Branch	Wye	

Altoona Passenger Station:
Track 2 is a storage track.

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

Train	Use Track No.	From	To	To Pass

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f inclusive will apply on all main tracks, Except:

Clearfield Branch.
Moshannon Branch.
Bedford Branch.
Morrison's Cove Branch.
Mt. Dallas Branch.

★**2302.** Track cars will not operate spring switches.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—Altoona.

2402. Rule S-83.

In the application of this Rule, clearance information will be furnished by Signalman on clearance message CT-1246 or by Train Order.

At Bellefonte this information may be given verbally by Signalman at Milesburg.

2403. Rule D-83.

In the application of this Rule information may be given verbally.

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

.....
.....

2409. Signalman in charge of main track hand operated switches:

.....
.....

2410. Rule D-93 in effect as follows:

MAIN LINE:

Between BO and JK—tracks A, 1 and 2.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between JK and Frank.

★**2415.** Spring Switches located.....

2422. 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.

2423. 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.

2425. Movement of trains in the same direction by block signals, Rules 251, 253, 254, in effect.

MAIN LINE:

Between Banks and BO.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between JK and Eldorado.

Between Wye and Holly.

BALD EAGLE BRANCH:

Between Park and Sand.

Between Wood and Lock Haven.

2426. Opposing and following movement of trains by block signals. Rules 261, 262, 263, 264, in effect.

MAIN LINE:

Between Tunnel and Forge—No. 2 track.

Between RO and BO—No. 3 track.

CLEARFIELD BRANCH:

South of Park.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between Wye and Eldorado.

BALD EAGLE BRANCH:

Between Wood and Sand.

Nos. 1 and 2 tracks.

2427. Referring to Rule 9: 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 may be made with safety.

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

2428. Referring to Rule 291, between
JACKS and LEWIS.
MIFFLIN and PORT.

When a passenger train receives a Stop and Proceed signal the Engineman or Conductor must immediately communicate with either the 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 Rule 509.

2429. At Altoona passenger station, Enginemen of eastward and westward trains using No. 1, 2, 3 or 4 track stopping with engine beyond dwarf signal, will start on receiving communicating signal, provided that in addition, a hand signal to proceed is received from a member of the train crew. The Conductor will be responsible for knowing dwarf signal is in proceed position before starting train.

2430. Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

2431. 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.

2432. Rear end helping engines, cutting off northward Clearfield Branch Freight trains will be detached at 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.

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

2434. The Middle Division Time Table and Special Instructions is authority for movement of trains and use of tracks on

that part of the Williamsport Division between Lock Haven and the division board located .7 of mile east of Mill Hall, Bald Eagle Branch.

2435. 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 S-93 will apply to movements within yard limits.

2436. Normal position of switch at Holly—for movement from No. 3 to No. 1 track.

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".

2437. At Harrisburg, and Altoona, Station Master is authorized to instruct Conductor verbally to run as a Passenger Extra. Conductor will instruct Engineman.

2438. 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.

2439. 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.

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.

★**2440.** After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

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

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

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

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

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

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

★2451. (For Automatic Highway Crossing Signals.)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. 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.

2453. Trains or engines must stop, and a member of crew must be stationed on the crossing to stop all highway travel before giving signal to engineman to proceed over following crossings:

Duncannon Old Line:

All crossings.

Newport:

U. S. Traffic Route No. 34—Market Street (Old Line).

Lewistown:

Main Street, U. S. Traffic Route No. 22.

U. S. Traffic Route No. 22—1917 feet west of Chestnut St.

U. S. Traffic Route No. 22—Furnace Branch Siding.

Reedsville:

U. S. Traffic Route No. 322—East of Reedsville.

Mount Union:

Jefferson Street, except between 4.30 P. M. to 12.30 A. M., daily except Sunday.

Washington Street.

Mill Creek:

U. S. Traffic Route No. 22—Bridgeport Siding.

Tyrone:

Pennsylvania Avenue.

Roaring Spring:

First crossing south of station.

Mt. Dallas:

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

Claysburg:

U. S. Traffic Route No. 220—General Refractories Co. Siding.

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.

Holidaysburg 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.

Clearfield, Kurtz siding:

Traffic Route No. 322.

Grampian:

U. S. Traffic Route No. 219—North of Grampian.

Coal Run Junction:

Traffic Route No. 53.

Big Run Branch:

Traffic Route No. 53—South of Junction.

Amesville No. 1 Branch:

Traffic Route No. 53—1 mile west of Moshannon.

Moshannon Branch:

Traffic Route No. 53— $\frac{1}{2}$ mile north of Madera.

Philipsburg Branch:

Traffic Route No. 250—North of junction in Philipsburg borough.

Philipsburg:

Maple Street.

Pine Street.

Presquisle Street.

★2475. Gas-electric rail motor cars and gasoline rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, should not consist of more than 15 cars. If handled by freight train, should not consist of more than 35 cars.

MOVEMENT BY TRAIN ORDERS

2501.

.....

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Tyrone—Branch only	Brookes Mills
Bellefonte	Roaring Spring
Osceola Mills	Mt. Dallas
Philipsburg	Bedford
Clearfield	State Line
Curwensville	

2602. 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.

2603. 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.

SPEEDS

★2701.

Speed Table

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

2702. MAXIMUM SPEEDS. UNLESS OTHERWISE SPECIFIED

PASSENGER TRAINS AND FREIGHT TRAINS

GENERAL

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line	Miles per Hour									
Banks to View			50	50	50	50	70	50	70	50
View to Tunnel			70	50	50	50	50	50	70	50
Tunnel to Forge					70	50	50	50	70	50
Forge to Antis			50	50	70	50	70	50	50	50
Antis to JK			70	50	70	50				
JK to BO			70	50	70	50	50	50	50	50
NOTE:—Freight trains other than Arranged Service— all tracks 40 miles per hour.										
Bald Eagle Branch										
Park to Sand	60	45								
Sand to Wood							45	45	60	45
Wood to Lock Haven	60	45								
NOTE—Freight trains with Mineral Freight 40 miles per hour.										
Snow Shoe Branch	20	20								
Bellefonte Branch	30	30								
Clearfield Branch										
Tyrone to Park	35	25								
Park to Grampian	30	30								
Moshannon Branch	25	25								
Moshannon & Clearfield Branch	25	25								
Hollidaysburg & Petersburg Branch										
Pete to Holly							30	30	30	30

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Ft.	Pagr.	Ft.	Pagr.	Ft.	Pagr.	Ft.	Pagr.	Ft.
Hollidaysburg & Petersburg Branch—Cont'd										
Miles per Hour										
Holly to Wye			30	30	30	30	30	30	30	30
Wye to Eldorado	30	30								
Eldorado to JK							30	30	30	30
Springfield Branch	20	20								
Morrisons' Cove Branch										
Holly to Brookes Mills	30	30								
Brookes Mills to Curry	25	25								
Martinsburg Branch	25	25								
Bedford Branch	30	30								
Mt. Dallas Branch	25	25								
Milroy Branch	25	25								
All Other Branches	15	15								

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Wreck Trains Boom trailing.....	50
Boom forward.....	40
Work Trains—on straight track—Boom trailing.....	30
—on straight track—Boom forward.....	20
—on curves.....	20

	Miles per Hour
Revenue Trains handling machinery of rotary or swing-ing type such as cranes, derricks, steam shovels, etc., moving on own wheels—see Special Instructions ★3601	
—on straight track.....	30
—on curves.....	20
Snow Plows in service.....	25
Snow Flangers in service.....	20
Note—When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory but not exceeding the speed indicated above.	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rules 80 to 80f inclusive.....	8
—through crossovers and turnouts, and over highways and railroad crossings.....	5
Engines scooping water.....	55

2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS

Spring Switches—trailing movement.....	15
—facing movement.....	30
Non-interlocked turnouts — diverging movements, except M-1 and I-1 engines over No. 8 crossovers and turnouts.....	15
Maximum speed of M1, I1, and heavier class engines through No. 8 crossovers and turnouts.....	10

No. 8 crossovers and turnouts located 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.

9th Street:

Freight station yard.

RO:

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

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:
Hill track east 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, except connection in 31 track.
Connections and crossovers east end loaded receiving yard.

WJ:
Connections and crossovers west end empty receiving yard.
Connections at east and west ends of car repair yard.
Connections at east and west ends of empty classification yard.

East Altoona:
Connections to coal storage tracks.
All switches in enginehouse territory.

Huntingdon:
East and West end of 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.

2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

Curves

Main Line	Miles per Hour
First Curve east of Perdix, Tracks No. 1 and 2.....	60
0.8 mile east of Duncannon.....	40
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
0.3 mile east of Thompsontown, Nos. 1 and 4 tracks.....	60
Tuscarora, Tracks 1 and 4.....	60
0.5 mile east of Mifflin.....	40
1.4 miles west of Mifflin.....	40
First curve west of Wall, Nos. 1 and 4 tracks.....	60
0.1 mile east of Lewistown.....	40

	Miles per Hour
West of Lewistown Sta. Nos. 1 & 4 tracks.....	60
1.5 miles west of Granville, Nos. 1 and 4 tracks.....	60
1.0 mile west of Ryde.....	50
Mapleton Station, Nos. 1 and 4 tracks.....	60
Second curve west of Ardenheim.....	50
Warrior Ridge—First curve east of—tracks 1 and 4.....	60
Warrior Ridge—First curve west of—tracks 1 and 4.....	65
Warrior Ridge—Second curve west of—tracks 1 and 4.....	65
Petersburg Station Nos. 1 and 4 tracks.....	65
0.5 mile east of Spruce Creek tunnel on No. 1 track.....	45
Spruce Creek Tunnel—First curve west of—No. 3 track..	60
Spruce Tower Curve—Nos. 1, 2 and 3 tracks.....	50
Between Spruce Creek and Tyrone Stations.....	40
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
Philipsburg:	
New York Central Railroad Grade Crossing.....	20
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
Bellefonte Branch	
Curve at Bellefonte Station.....	15
Curve at Morris Branch Jct.....	15
Curve between Milesburg Station and Bridge 31.08.....	15

2705. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

Bridges

LOCATION	CLASS OF ENGINES	MILES PER HOUR										
		D	E	F	G	H	I	K	L	M		
Hollidaysburg and Petersburg Branch												
	Track											
0.69—West of Petersburg	1 & 2							25				
0.72—West of Petersburg	1							15			20	
0.72—West of Petersburg	2							20				
0.90—West of Petersburg	1 & 2							20				
11.51—East of Mt. Etna	1							15			25	
11.51—East of Mt. Etna	2							25				
20.19—Ganister	1							20				
24.37—Horrell	2							25				
Bald Eagle Branch:												
6.17—West end Eagle Siding								45			55	

2706. MAXIMUM SPEEDS—UNLESS OTHERWISE RESTRICTED

Engines

Class	Miles per Hour	
	Forward	Backward
A	15	15
B	20	20
C	20	20
D	70	25
E	70	25
G	70	25
H	50	25
I	50	25
K	70	25
L	50	25
M	70	25
N	35	20
Gas-electric rail motor cars	40	40
Gasoline rail motor cars	40	25

MAXIMUM SPEED FOR ENGINES WHEN RUNNING FORWARD LIGHT

Passenger engines	50
Freight engines	40

2707. MAXIMUM SPEEDS RESTRICTED

LOCATION	Tracks	Miles per Hour
Main Line		
Approaching signal located on bracket pole west of JK governing eastward movements.	3	15
10th Street, Altoona, to RO	3 & 4	40
Between Antis and RV	1 & 2	30
Between Bell and a point 8115 feet West	Pull-Up	30
Between Grazier and Forge	5	15
Between Forge and Tunnel eastward mineral freight trains	1 & 2	25
Between Forge and Tunnel, eastward arranged service, freight trains	1 & 2	35
Between Deer and Huntingdon	A-C	30
Lewistown:		
Main St. crossing, U. S. Traffic Route No. 22.		12
Hollidaysburg and Petersburg Branch:		
Speed over connections between Frankstown and Hollidaysburg Stations	1-3 & 2-4	20
Hollidaysburg-Newry Street Crossing	1-3 & 2-4	15
Bedford Branch:		
Bedford, Richard Street Crossing		10
Hyndman, within Borough limits		10
Slip Rock 2.3 miles south of Barclay		15
Bald Eagle Branch:		
At distant switch signal No. 79 located 3083 feet east of switch leading to East End of Eagle Siding—Westward passenger trains		55
At distant signal No. 300 located 3315 feet west of Milesburg Block Station unless Clear Signal is displayed—Eastward freight trains		30
At distant signals located 3442 feet west of Wood, No. 1 track—Eastward freight trains		30
At distant signals located 3328 feet west of Wood, No. 2 track, unless Clear Signals are displayed—Eastward freight trains		30
At distant switch signal No. 436 located 2814 feet west of switch leading to Eagleville Station Siding—Eastward passenger trains		55
At distant switch signal No. 467 located 3185 feet east of switch leading to east end of Beech Creek Siding—Westward passenger trains		55
Clearfield Branch:		
Curwensville within Borough limits		6
Clearfield within Borough limits		12
Between Summit and Mills, Freight Trains Northward		20
Between Tyrone and east end of main track switch at 14th Street		25
Moshannon Branch:		
Houtzdale within Borough limits		12
Milroy Branch:		
Milroy Wye		6

2708. Referring to Rule 76. 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.

2709. 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.

2710. 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.

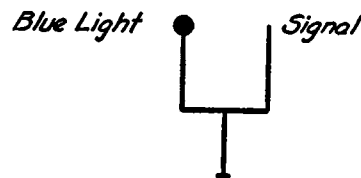
2711. Trains consisting entirely of passenger equipment, carrying United States or State Troops, will conform to the speed restrictions applicable to passenger trains; if such trains contain any freight equipment, they will conform to the speed restrictions applicable to freight trains.

2713. Snow plows must 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.

FIXED SIGNALS

2801. Signal aspects not standard in service:
"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.

ASPECTS			NAME	INDICATION
A	B	C		
			STOP-SIGNAL	STOP
			STOP-AND-PROCEED	STOP, THEN PROCEED AT RESTRICTED SPEED
			RESTRICTING	PROCEED AT RESTRICTED SPEED.
			SLOW-APPROACH	PROCEED PREPARED TO STOP AT NEXT SIGNAL SLOW SPEED WITHIN INTERLOCKING LIMITS
			PERMISSIVE-BLOCK	BLOCK OCCUPIED; FOR PASSENGER TRAINS STOP, FOR TRAINS OTHER THAN PASSENGER TRAINS, PROCEED PREPARED TO STOP SHORT OF TRAIN AHEAD
			CLEAR-BLOCK	PROCEED; MEDIUM SPEED WITHIN INTERLOCKING LIMITS. OUTSIDE INTERLOCKING LIMITS PROCEED, MANUAL BLOCK CLEAR

R = RED Y = YELLOW G = GREEN

NOTE:-

A - IN SERVICE, GOVERNING EASTWARD MOVEMENTS FROM H.&B.T RR AT HUNTINGDON

B - IN SERVICE AT "PORT MATILDA"

C - IN SERVICE AT "MILESBURG"

CAB SIGNALS

2851. Cab signal Rules 295 to 298, inclusive, are in effect as follows:

MAIN LINE

With current of traffic:

TRACKS	BETWEEN	AND
1, 2, 3, 4	Banks	Tunnel
1, 2, 3	Tunnel	Forge
1, 2, 3, 4	Forge	Antis
3, 4	Antis	JK

Against current of traffic:

2	Forge	Tunnel
3	RO	JK

SECONDARY TRACKS:

In assigned direction:

1, 2	Antis	RV
------	-------	----

Against assigned direction:

Pull Up	Bell	Point 8115 feet West of Bell
---------	------	------------------------------

2852. 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.

RV—Interlocking—From dwarf signal 880 ft. east of Tower on No. 1 track to a point 320 ft. west thereof.

★**2853.** Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:

Tyrone:

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

West end "AC" Yard—No. 5 track between Westward home signal bridge and dwarf signal located 425 feet west thereof, also on tracks 8 and 9 North side of water tank opposite Grazier Block Station, extending eastward two hundred feet.

2856. Engines dispatched from points in Cab Signal territory to Central Penna. Division points or to points where Test Circuits are not provided must have Cab Signal equipment cut in for the entire trip.

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

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

LOCATION BRANCHES	BETWEEN	AND
Holidaysburg and Petersburg	Pete	Wye
Morrison's Cove	Holly	Roaring Spring
Bedford	Brook	State
Mt. Dallas	Creek	Dallas
Clearfield	Park	Curwensville
Moshannon	Mills	Ram
Bald Eagle	Park	Lock Haven
Bellefonte	Milesburg	Font

2902. Rule 316 will apply:

MAIN LINE:

For movements against the current of traffic.

CLEARFIELD BRANCH:

Southward between Summit and Park.

Northward between Summit and Mills.

2903. Rule 317 will apply:

On all single track portions of the Division, also between Pete and Wye and against current of traffic, except where Rule 316 applies.

2904. Hand signals will be used by Signalman Wye to give block indication as provided by Rule 361a.

Eastward trains on No. 1 track.

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

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

AUTOMATIC BLOCK SYSTEM

3001. Rules 501, to 512, inclusive, are in effect as follows:

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between JK and Eldorado No. 1 and 2 tracks.

" Eldorado and Wye.

CLEARFIELD BRANCH:

South of Park.

3015. Rules 501 to 518, 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.

Secondary track:

Antis to RV Nos. 1 and 2 tracks.

Pull Up track: Bell to a point 8115 feet West.

3016. Rule 515—following exceptions authorized:

INTERLOCKING

3101. Rule 672—instructions for manual operation of remote controlled interlocking switches are located:

Eldorado	East end Port Matilda
Wilson	Sand

	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons	
	B	C	E	G	H	I	K	L	M	N		
ALTOONA TERRITORY: Cont.												
Sun Oil Co., East of Canan's Crossing.....		C					C	C	C	C	C	
American Oil Co., East of Canan's Crossing.....		C					C	C	C	C	C	
Penna. Edison (No. 1) 18th Street.....							C	C	C	C	C	
Penna. Edison (No. 2) 20th Street.....							C	C	C	C	C	
Sinclair Refining Co., Kettle Street.....		C	C	C			C	C	C	C	C	
BALD EAGLE BRANCH:												
MILL HALL:												
Clinton Co. Fire Brick, lumber side track.....		C	C				C	C	C	C	C	
Sheffield Farms.....							C	C	C	C	C	
N.Y.C. Junction track.....									C	C		
BEECH CREEK:												
Freight Station.....									C	C		
HOWARD:												
Sheffield Farms.....									C	C		
Freight Station.....									C	C		
Valley View Lime Co.....							C		C	C		
White Rock Quarry Co.....									C	C		
MOUNT EAGLE:												
Sand side track.....									C	C		
Freight Station.....									C	C		
MILESBURG:												
Storage track.....									C	C		
Old scale track.....									C	C		
JULIAN:												
Freight Station.....									C	C		
PORT MATILDA:												
McFeeley Brick Co.....		C					C		C	C		
Clay Siding.....		C					C		C	C		
TYRONE:												
West Virginia Pulp & Paper Co.....	C	C	C	C			C	C	C	C	C	
East Tyrone Wye.....									C	C		
14th St. Coal Yard at Washington Ave.....	C	C	C	C	C		C	C	C	C	C	
13th St. Coal Yard at Washington Ave.....	C	C	C	C	C		C	C	C	C	C	
Bayer-Gillam Bros.....	C	C	C	C	C		C	C	C	C	C	
Mosers Side Track.....	C	C	C	C			C	C	C	C	C	
All Freight Station tracks.....	C	C	C				C	C	C	C		
BELLEFONTE BRANCH:												
BELLEFONTE:												
Titan Metal Co.....		C	C				C	C	C	C		
Wagners Side Track.....		C	C				C	C	C	C		
Mussers Side Track.....		C	C				C	C	C	C		
Back Track, Passenger Station.....		C					C		C	C		
Shefields Farms.....		C					C		C	C		
All Other Side Tracks.....		C	C				C	C	C	C		
MILROY BRANCH:												
Freight Station.....		C					C	C	C	C		
NAGINEY:												
Bethlehem Mines Corp. bridge at west end of loaded track.....		B	B	B			B	B	B	B	B	
YEAGERTOWN:												
Yeagertown trestle.....		BC	B	B			BC	BC	BC	BC	BC	
BURNHAM												
Logan Iron & Steel Co. trestle.....		BC	B	B			BC	BC	BC	BC	BC	
Logan Iron & Steel Co., Round the Mill track.....		C	C	C	C		C	C	C	C	C	
LEWISTOWN:												
Mt. Rock trestle.....		C	BC	BC	BC	C	BC	BC	BC	BC	BC	
LEWISTOWN BRANCH:												
LEWISTOWN TO CHESTNUT STREET												
M. H. Wiker trestle.....		C	BC	B	B		C	BC	B	B	C	BC
C. A. Hoffman trestle.....		BC	BC	B	B		BC	BC	B	B	BC	BC

	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons	
	B	C	E	G	H	I	K	L	M	N		
HOLLIDAYSBURG & PETERS-BRANCH:												
WILLIAMSBURG:												
West Virginia Pulp & Paper Co. trestles.....		B	B	B			B	B	B	B	B	
Penna. Edison Co.....		B	B	B			B	B	B	B	B	
GANISTER:												
St. Clair Limestone Co.....		BC					BC			BC	BC	
All other individual sidings.....		C	C				C	C		C	C	
HOLLIDAYSBURG:												
McLanahan Stone Machinery Co. track.....		C	C	C	C		C	C	C	C	C	
Blair County Oil & Supply Co.....		C	C	C	C		C	C	C	C	C	
Thermic Ice & Coal Co.....		C	C	C	C		C	C	C	C	C	
DUNCANSVILLE:												
W. P. Appleyard trestle.....		BC	BC	BC			BC	BC	BC	BC	BC	
Swope trestle.....		BC	BC	BC			BC	BC	BC	BC	BC	
MORRISONS COVE BRANCH:												
LOOP:												
Coal trestle.....		B	BC	B	B	B	BC	BC	BC	BC	BC	
ROARING SPRING:												
D. M. Bare Paper Co. trestles.....		B	B	B			B	B	B	B	B	
Coal trestle.....		B	B	B			B	B	B	B	B	
BEDFORD BRANCH:												
Freight Station.....		C					C	C	C	C	C	
MT. DALLAS BRANCH:												
Freight Station.....		C					C	C	C	C	C	
CLOVER CREEK BRANCH:												
Freight Station.....		C					C	C	C	C	C	
SPRINGFIELD BRANCH:												
Freight Station.....		C					C	C	C	C	C	
CANOE CREEK BRANCH:												
Freight Station.....		C					C	C	C	C	C	
CLEARFIELD AND CONNECTING BRANCHES:												
Freight Station.....		C					C	C	C	C	C	
MOSHANNON AND CONNECTING BRANCHES:												
Freight Station.....		C					C	C	C	C	C	
SNOW SHOE AND CONNECTING BRANCHES AND SIDINGS:												
Freight Station.....		C					C	C	C	C	C	
FAIRBROOK BRANCH:												
Freight Station.....		C					C	C	C	C	C	
WESTERN MARYLAND RR:												
State Line to Cumberland.....		B	B	B	B		B	B	B	B	B	

Note—Letters indicate use prohibited account:

- B—Bridge
- C—Curve
- D—Clearance
- R—Rail

★3252. P-54, MP-54, and MP-54c coaches; PB-54, MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

★3253. Cabin cars, other than those having two four-wheel trucks, must not be moved in passenger trains.

★3254. Cars utilizing acetylene or propane gas for cooking, lighting or other purposes, must not be accepted for movement unless acetylene gas tanks are drained and propane gas cylinders are removed.

★3255. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

★3256. 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 is express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload 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.

★3257. A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

PERSONAL INJURIES

★3401. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

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

Passenger 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 the first services rendered, subsequent attention will be determined by direction of proper official.

3402. MEDICAL EXAMINERS AND COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Mifflin	W. H. BANKS, M. D..... Mifflintown, Pa.....	Bell 40-X
Lewistown	S. W. SWIGART, M. D..... 9 S. Main St.....	Bell 2313
Mt. Union	W. J. CAMPBELL, M. D..... 100 E. Penna. Ave.....	Bell 34 PRR-Jacks
Huntingdon ..		
	W. S. MUSSER, M. D..... 1051 Logan Ave.....	Bell 51
Tyrone	W. L. LOWRIE, M. D..... 902 Washington Ave..... FRANK PATTERSON, M. D.....	Bell 65 Bell 613-J
Osceola Mills ..	C. A. RICKETS, M. D..... 510 Blanchard St.....	Bell 123
Philipsburg....	J. K. HENDERSON, M. D..... 217 E. Presqueisle St.....	Res. Bell 286-M Bell 286-J
Snow Shoe.....	E. H. HARRIS, M. D.....	Bell 21-R-3
Howard.....	W. J. KURTZ, M. D..... S. W. HURST, M. D..... 1223 11th Ave.....	Bell 2831 P.R.R. 106
Altoona.....	A. S. KECH, M. D..... 1221 12th Ave..... J. D. FINDLEY..... 1121 13th Ave.....	Bell 2-9127 Bell 4679 Res. Bell 2-7737

3403. LOCATION OF HOSPITALS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Lewistown	LEWISTOWN HOSPITAL..... Highland Ave.....	Bell 855
Huntingdon ...	J. C. BLAIR MEMORIAL HOSP..	Bell 90
Tyrone	COMMUNITY AMBULANCE	Call City Opr.
	123 W. 10th St.....	
Philipsburg ...	PHILIPSBURG STATE HOSPITAL	Bell 205
Clearfield	CLEARFIELD HOSPITAL	Bell 483
	Turnpike Ave.....	
Bellefonte	BELLEFONTE HOSPITAL.....	Bell 180
	Willowbank St.....	
Altoona	THE ALTOONA HOSPITAL.....	Bell 5156
	Howard Ave. & 7th St.....	
Roaring Spring	THE NASON HOSPITAL.....	Bell 80
	Park Ave.....	
Cumberland ...	ALLEGHENY HOSPITAL.....	Bell 1463
	215 Decatur St.....	

3404. FIRST AID BOXES AND STRETCHERS.

First Aid Boxes, location of:

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

At each passenger and each freight station.

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

STRETCHERS:

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

One stretcher must be carried on each passenger train.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons.

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

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver 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 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc. must be repeated by the person receiving the information.

GENERAL INSTRUCTIONS

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from

the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

★3605. Trainmen must not pass over container cars while cars are in motion.

★3606. Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

3607. AIR BRAKES

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.

3608. 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.

3609. 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 Show 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 cabin gauge if pusher is not used. In the absence of a pusher or cabin 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 cabin. 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 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 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.

3610. 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 North end of Big Fill to a point 1.2 mile south of Gardner....	1.98	2.5	10.7	14
Point 1.2 miles south of Gardner to Vail.....	.11 to 1.98	3.5	13.125	16
	2.2 to 2.86	3.8	9.1	25
Total.....		9.8		55

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
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	3.8	12	19
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	2.30	12	12
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

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 Holters, Buffalo Mills and Hyndman.

When retaining valves are in service, the following speeds must not be exceeded:

Between Antis and Petersburg—25 M. P. H.

Between Buffalo Mills and Hyndman—25 M. P. H.

Between Dix and Holters—25 M. P. H.

3611. 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.

3613. 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.

3614. 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.

3615. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona.

3616. 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.

3617. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

3618. When necessary to drench live hog shipments, the hogs will be drenched at Altoona. The watering of any other stock shipments or poultry should be performed on the icing tracks at Huntingdon.

3619. 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 door 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.

3620. 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 number of such cars, similar information to be furnished for eastward trains by a representative of the Express Agency at Pittsburgh to the Station Master at Altoona, either direct by telephone or by means of a memorandum slip to be handed to Pittsburgh Division Conductor for delivery to Station Master Altoona. This information will be telephoned to the Train Dispatcher at Altoona immediately by the following method:

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

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

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

3621. 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 (¼ 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.

3622. 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.

3624. Emergency Water Stations:

Ryde.
Cove.

3625. When a westward passenger train is double-headed water will be taken at Bellwood trough, only by the engine coupled next to train.

3626. 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.

3627. 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.

3629. 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.

GENERAL ORDERS.

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

**GENERAL ORDER NO. 101 ZONE A
GENERAL ORDER NO. 101 ZONE B
GENERAL ORDER NO. 101 ZONE C
GENERAL ORDER NO. 101 ZONE D
GENERAL ORDER NO. 101 ZONE E**

Altoona, Pa., September 15, 1941.

EFFECTIVE 6.01 A. M., SUNDAY, SEPTEMBER 28, 1941.

Time Table No. 1 and Special Instructions to Time Table No. 1 takes effect 6.01 A. M., Sunday, September 28, 1941, and contains the necessary instructions issued in the General Orders up to and including:

**NO. 3307 ZONE A
NO. 3306 ZONE B
NO. 3302 ZONE C
NO. 3303 ZONE D
NO. 3305 ZONE E**

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 1 and Special Instructions to Time Table No. 1 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. 1 takes effect.

(a) New Operating, Signal and Interlocking Rules, dated September 28, 1941—in effect, superseding all previous Rules and Instructions inconsistent therewith.

(b) MAIN LINE:

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.

(c) MAPLETON—BRIDGE STREET CROSSING.

Trains must not exceed a speed of 40 miles per hour on Nos. 1, 2, 3 and 4 tracks from point 500 feet West of crossing to point 500 feet East of crossing.

(d) HOLLIDAYSBURG & PETERSBURG BRANCHES:

No. 2 track, Hollidaysburg to Wye Block Station, stored with cars.

Movements may be made on verbal authority of the operator at Wye Interlocking Block Station as follows:

No. 2 track between Hollidaysburg Freight Station and Jones Street.

No. 1 track between Holly Block Limit Station and Thermic Ice and Coal Company Siding.

(e) CLEARFIELD BRANCH:

Clearfield—North of.

Trains may resume schedule speed from a point 2280 feet North of MP-42 to 1000 feet North of MP-43.

Summit:

No. 1 siding out of service.

This General Order is printed in Time Table No. 1 and will not be issued in sticker form.

E. C. GEGENHEIMER,
Superintendent.

