

A. C. Bell

THE PENNSYLVANIA RAILROAD

EASTERN REGION

MIDDLE DIVISION

Time - Table No. 5

In effect 2.01 A. M., Sunday, September 27, 1953

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. A. SCHWAB,
General Manager.

H. B. STETSON,
Sup't Passenger Transportation.

P. W. NEFF,
General Sup't Transportation.

C. R. LUCAS,
Sup't Freight Transportation.

C. W. JEFFRIES,
Superintendent.

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INDEX

| | PAGES |
|--|----------|
| Stations, Distances, Sidings, Capacity, etc..... | 3 to 13 |
| Schedule Pages..... | 14 to 31 |
| Main Line: | |
| Westward..... | 14 to 21 |
| Eastward..... | 22 to 29 |
| Bedford and Mt. Dallas Branches (H.&B.T.R.R.)..... | 30 to 31 |
| Ticket Offices Open for Sale of Tickets..... | 32 |
| United States Mail Work..... | 33 |
| Arranged Freight Train Service..... | 34 to 37 |

SPECIAL INSTRUCTIONS

| | |
|--|----|
| Automatic Block Signal System..... | 89 |
| Automatic Highway Crossing Protection..... | 50 |
| Bulletin Boards..... | 45 |
| Cab Signals..... | 87 |
| Electric Locks on Hand Operated Switches..... | 55 |
| Engine Whistle Signals..... | 41 |
| Engine and Other Equipment Restrictions..... | 79 |
| Employes Register..... | 45 |
| Freight Train Operation..... | 62 |
| Freight and Passenger Train Operation..... | 64 |
| General Order Zones..... | 47 |
| General Rules..... | 38 |
| Hospitals..... | 39 |
| Interlocking..... | 91 |
| Letters and Characters..... | 40 |
| Manual Block Signal System..... | 88 |
| Maximum Speeds..... | 68 |
| Medical Officers and Company Surgeons..... | 38 |
| Movement of Trains..... | 48 |
| Non-interlocked Railroad Crossings at Grade..... | 49 |
| Passenger Train Operation..... | 61 |
| Personal Injuries..... | 38 |
| Qualification of Conductor or Engineman..... | 47 |
| Qualification Pages..... | 92 |
| Secondary Tracks..... | 58 |
| Signal Rules..... | 86 |
| Speed Restrictions..... | 66 |
| Standard Time..... | 40 |
| Superiority of Trains..... | 45 |
| Train Signals..... | 44 |
| Trainphone..... | 85 |
| Track Assignments..... | 56 |
| Use of Signals..... | 44 |
| Use of Telephones..... | 85 |
| Yard Limits..... | 48 |

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 | X | X | | HARRISBURG (Phila. Div.) | | | | |
| X | X | X-O | | ROCKVILLE | 5.3 | | | |
| | | | | BANKS | 8.6 | | | |
| | | | | DIVISION POST (Phila. Div.) | 8.8 | | | |
| | | | | PERDIX | 9.7 | | | |
| X | X | X-O | | COVE | 10.7 | | | |
| | | | | VIEW | 14.3 | | | |
| | | | | DUNCANNON | 14.8 | | | |
| | | | | AQUEDUCT | 18.0 | | | |
| | | | | IROQUOIS SHOP TRACK | 20.8 | | | |
| | | | | BAILEY | 22.9 | | | |
| X | X | X-O | | NEWPORT | 27.4 | | | |
| | | | | PORT | 28.8 | | | |
| | | | | MILLERSTOWN | 32.7 | | | |
| | | | | THOMPSONTOWN | 37.7 | | | |
| | | | | VAN DYKE | 40.8 | | | |
| | | | | TUSCARORA | 43.0 | | | |
| X | X | X-O | | PORT ROYAL | 46.2 | | | |
| | | | | MIFFLIN | 49.0 | | | |
| X | X | X-O | | DENHOLM | 51.6 | | | |
| | | | | WALL | 52.4 | | | |
| | | | | HAWSTONE | 55.9 | | | |
| | | | | SHAWNEE | 57.8 | | | |
| X | X | X-O | | LEWISTOWN | 60.6 | | | |
| | | | | LEWIS | 61.8 | | | |
| | | | | GRANVILLE | 64.4 | | | |
| | | | | LONGFELLOW SHOP TRACK | 68.6 | | | |
| | | | | MOVEYTOWN | 72.5 | | | |
| | | | | RYDE | 76.7 | | | |
| | | | | VINEYARD SHOP TRACK | 79.6 | | | |
| | | | | NEWTON HAMILTON | 82.5 | | | |
| X | X | X-O | | MOUNT UNION | 85.1 | | | |
| | | | | JACKS | 86.1 | | | |
| | | | | MAPLETON | 88.4 | | | |
| | | | | MILL CREEK SHOP TRACK | 91.0 | | | |
| | | | | ARDENHEIM | 95.1 | | | |
| X | X | X-O | | HUNTINGDON | 97.0 | | | |
| X | | | | HUNT | 97.0 | | | |
| | | | | DEER | 99.4 | | | |
| | | | | WARRIOR RIDGE | 101.2 | | | |
| X | | | | PETERSBURG | 103.3 | | | |
| | | | | PETE | 103.7 | | | |
| X | | | | BARREE | 106.6 | | | |
| X | X | X-O | | TUNNEL | 107.6 | | | |
| | | | | SPRUCE | 108.8 | | | |
| | | | | SPRUCE CREEK | 109.2 | | | |
| | | | | UNION FURNACE | 110.8 | | | |
| X | X | X-O | | BIRMINGHAM | 114.2 | | | |
| | | | | FORGE | 115.6 | | | |
| X | X | X-O | | TYRONE | 116.6 | | | |
| | | | | GRAY | 117.8 | | | |
| | | | | TIPTON | 120.6 | | | |
| X | X | X-O | | BELLWOOD | 124.0 | | | |
| X | X | X-O | | BELL | 124.7 | | | |
| X | X | | | ANTIS | 126.8 | | | |
| | | | | WORKS | 130.2 | | | |
| X | X | X-O | | ALTOONA | 130.8 | | | |
| X | X | X-O | | ALTO | 131.1 | | | |
| | | | | SLOPE | 131.7 | | | |
| | | | | DIVISION POST (Pgh. Div.) | 131.8 | | | |

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Interlockings—Remote controlled as follows:

| Interlocking | Controlled by |
|--------------|---------------|
| Deer | Hunt |
| Pete | Hunt |
| Tunnel | Spruce |

HOLLIDAYSBURG & PETERSBURG BRANCH

HOLLIDAYSBURG & PETERSBURG SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Petersburg | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|------------------------|--------------------------|---|------|------|
| | | | | | | East | West | Both |
| X | | X | | PETERSBURG | | | | |
| | | | | PETE | 0.5 | | | |
| | | | | HATFIELD | 3.5 | | | |
| | | | | ALEXANDRIA | 5.0 | | | |
| | | | | ALFARATA | 6.2 | | | |
| | | | | WATER STREET | 7.1 | | | |
| | | | | GOODMAN | 8.9 | | | |
| | | | | BLAIRFOUR | 10.6 | | | |
| | | | | MOUNT ETNA | 11.3 | | | |
| | | | | COVEDALE | 14.0 | | | |
| | | | | CLOVER CREEK JCT. | 15.1 | | | |
| | | | X | SPRING | 15.1 | | | |
| | | | | WILLIAMSBURG | 17.3 | | | |
| | | | | GANISTER | 19.3 | | | |
| | | | | CANOE CREEK JCT. | 22.8 | | | |
| | | | | HORRELL | 24.0 | | | |
| | | | | FRANKSTOWN | 28.5 | | | |
| | | | X | FRANK | 28.5 | | | |
| | | | X | FRANK | 28.5 | | | |
| | | | | W.E. EAST'D ADV. TRKS. | 29.4 | | | |
| | | | | E.E. RELAY YARD | 29.5 | | | |
| | | | | JONES ST. HOLLBG. | 30.5 | | | |
| | | | | JCT. MOR. COVE TRK. | 31.0 | | | |
| | | | X | HOLLY | 31.2 | | | |
| | | | | HOLLIDAYSBURG | 31.3 | | | |
| X | X | X-O | | WYE | 32.4 | | | |
| | | | | WYE | 32.4 | | | |
| | | | | ELDORADO | 35.6 | | | |
| X | | | | ELDO | 35.6 | | | |
| X | X | XO- | | ALTO | 38.6 | | | |
| | | | | ALTOONA | 38.9 | | | |

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Petersburg to Altoona is westward.

Block-Limit stations controlled as follows:

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

Block Station—Remote controlled as follows:

| Block Station | Controlled by |
|---------------|------------------|
| Pete | Hunt (Main Line) |

Interlockings—Remote Controlled as follows:

| Interlocking | Controlled by |
|--------------|------------------|
| Pete | Hunt (Main Line) |
| Eldo | Wye |

BEDFORD BRANCH BEDFORD SECONDARY TRACK

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Altoona | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|----------------------|----------------------|---------------|---------------------|-----------------------|-----------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | X | BROOKS MILLS | 14.2 | | | |
| | | | | BROOK | 14.2 | | | |
| | | | | EAST FREEDOM | 15.7 | | | |
| | | | | CLAYSBURG | 20.3 | | | |
| | | | | SPROUL | 21.6 | | | |
| | | | | QUEEN | 23.4 | | | |
| | | | | IMLER | 27.2 | | | 19 |
| | | | | OSTERBURG | 29.9 | | | |
| | | | | REYNOLDSDALE | 32.3 | | | |
| | | | | FISHERTOWN | 34.5 | | | |
| | | | | CESSNA | 36.8 | | | 52 |
| | | | | YOUNTS | 41.5 | | | |
| | | | | DUNNINGS CREEK JCT. | 44.7 | | | |
| | | | X | CREEK | 44.7 | | | |
| | | | | DUNNINGS CREEK JCT. | 44.7 | | | |
| | | | X | CREEK | 44.7 | | | |
| | | | | BEDFORD | 45.8 | | | |
| | | | X | FORD | 45.8 | | | |
| | | | | FORD | 45.8 | | | |
| | | | X | WOLFSBURG | 48.7 | | | |
| | | | | MANN'S CHOICE | 53.7 | | | |
| | | | | BUFFALO MILLS | 58.9 | | | 52 |
| | | | | BARD | 60.4 | | | |
| | | | | MADLEY | 62.6 | | | |
| | | | X | HYNDMAN | 68.8 | | | |
| | | | | STATE | 75.0 | | | |
| | | | | STATE LINE | 76.2 | | | |
| | | | | CUMBERLAND (W.M. Ry.) | 82.8 | | | |

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

MT. DALLAS BRANCH

| Interlocking Station | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Dunning's Creek Jct. | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|----------------------|----------------------|---------------|---------------------|---------------------|------------------------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | X | DUNNINGS CREEK JCT. | | | | |
| | | | | CREEK | | | | |
| | | | | CLIFFS | 0.5 | | | |
| | | | | LUTZVILLE | 3.6 | | | |
| | | | | ASHCOM | 5.2 | | | |
| | | | | MT. DALLAS | 6.9 | | | |
| | | | X | DALLAS | 6.9 | | | |

NOTE—X indicates in service continuously.

Block Limit stations controlled as follows:

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

CLEARFIELD BRANCH
CLEARFIELD SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Tyrone | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|-----------------------|----------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | | GRAMPIAN | 52.5 | | | |
| | | | | STRONACH | 50.8 | | | |
| | | | X | CURWENSVILLE | 47.1 | | | |
| | | | X | CUR | 46.8 | | | |
| | | | X | CLEARFIELD | 40.5 | | | |
| | | | X | FIELD | 39.1 | | | |
| | | | | WOODLAND | 34.3 | | | 29 |
| | | | | BIGLER | 31.9 | | | |
| | | | X | WALLACETON | 29.4 | | | 33 |
| | | | X | LACE | 29.4 | | | |
| | | | | BLUE BALL | 27.1 | | | |
| | | | | GRAHAM | 25.3 | | | |
| X | X | | | RG (N.Y.C.R.R.) (*) | 23.7 | | | |
| | | | X | PHIL | 23.5 | | | |
| | | | | PHILIPSBURG | 23.2 | | | |
| | | B | B | MAPLE | 20.8 | | | |
| | | | | MILLS | 19.2 | | | |
| | | | | OSCEOLA MILLS | 18.8 | | | |
| | | | | RETORT | 15.5 | | | |
| | | | X | SANDY RIDGE | 14.8 | | | |
| | | | X | SUMMIT | 13.1 | | | 75 |
| | | | | VAIL | 3.1 | | | |
| X | X | X | | N. END CLASS'FN. YARD | 1.9 | | | |
| | | | | PARK | 1.5 | | | |
| | | | | 17th STREET, TYRONE | 0.9 | | | |
| | | | | TYRONE | | | | |

NOTE—X indicates in service continuously.

B indicates in service part time.

The direction from Park to Tyrone is southward.

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

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

| Station | Hours in Service |
|-----------------------------|---|
| Mills (Block Station) | 7.59 A. M. to 11.59 P. M. daily except Sunday. |
| Mills (Block-Limit Station) | 11.59 P. M. to 7.59 A. M. daily; 7.59 A. M. to 11.59 P. M. Sunday. |

Block-Limit stations controlled as follows:

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

BALD EAGLE BRANCH

| 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-O | | LOCK HAVEN | 54.2 | | | |
| X | | | | POST (Susq. Div.) | 52.5 | | | 183 |
| | | | | DIVISION POST | 52.0 | | | |
| | | | | MILL HALL | 51.3 | | | |
| X | | | | EAST BEECH | 47.2 | | | |
| | | | | BEECH CREEK | 45.9 | | | 234 |
| X | | | | WEST BEECH | 45.1 | | | |
| | | | | EAGLEVILLE | 44.3 | | | |
| X | | | | WOOD | 40.9 | | | |
| | | | | HOWARD | 39.7 | | | 68 |
| X | | | | MT. EAGLE | 36.6 | | | |
| | | | | SAND | 35.9 | | | |
| | | | | HOLTERS | 35.2 | | | |
| X | X | X-O | | CURTIN | 34.4 | | | |
| | | | | MILES | 30.8 | | | |
| | | | | MILESBURG | 30.8 | | | 137 |
| X | | | | SNOW SHOE INT. | 29.5 | | | |
| | | | | BAKER | 29.4 | | | |
| X | | | | UNIONVILLE | 25.9 | | | |
| | | | | EAST JULIAN | 21.5 | | | |
| X | | | | JULIAN | 21.4 | | | 144 |
| | | | | WEST JULIAN | 20.1 | | | |
| | | | | MARTHA | 17.2 | | | |
| | | | | PORT MATILDA | 13.8 | | | 129 |
| X | | | | HANNAH | 10.6 | | | |
| | | | | BEAVER | 9.7 | | | |
| X | | | | DIX | 8.1 | | | |
| | | | | EAGLE | 6.1 | | | 408 |
| X | | | | BALD EAGLE | 5.0 | | | |
| X | X | X | | VAIL | 3.1 | | | |
| X | X | X | | PARK | 1.5 | | | 180 |
| X | X | X | | PARK | 1.5 | | | |
| | | | | TYRONE (Clearfield Bch.) | | | | |

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Park to Lock Haven is eastward.

Interlockings—Remote controlled as follows:

| Interlocking | Controlled by |
|--------------|---------------|
| Post | Lock Haven |
| East Beech | Miles |
| West Beech | Miles |
| Wood | Miles |
| Sand | Miles |
| Baker | Miles |
| East Julian | Miles |
| West Julian | Miles |
| Beaver | Miles |
| Eagle | Miles |
| Vail | Miles |

BELLEFONTE SECONDARY TRACK

| 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-O | | MILES..... } Bald Eagle | 30.8 | | | |
| | | | | MILESBURG..... } Branch | 30.8 | | | |
| | | | X | BELLEFONTE..... | 33.5 | | | |
| | | | X | FONT..... | 33.6 | | | |
| | | | | PLEASANT GAP..... | 37.0 | | | |
| | | | X | WHITE..... | 37.4 | | | |
| | | | | DIVISION POST (Susq. Div.)..... | 37.4 | | | |

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Block-Limit stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| Font | Miles |
| White | Miles |

LEWISTOWN SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Lewistown | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|---------------------------------|-------------------------|---|------|------|
| | | | | | | East | West | Both |
| | | | | LEWISTOWN (Main Line)..... | | | | |
| | | | | MAIN ST., LEWISTOWN..... | 0.7 | | | |
| | | | | CHESTNUT ST., LEWISTOWN..... | 1.1 | | | |
| | | | | DIVISION POST (Susq. Div.)..... | 1.3 | | | |

MILROY SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Chest't St., Lew'tn | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|--|-----------------------------------|---|------|------|
| | | | | | | East | West | Both |
| | | | | CHESTNUT ST., LEWISTOWN (Jet Lewistown Secondary Track) | | | | |
| | | | | WALNUT ST., LEWISTOWN | 0.5 | | | |
| | | | | BURNHAM | 2.6 | | | |
| | | | | YEAGERSTOWN | 3.6 | | | |
| | | | | MANN WATER STATION | 5.0 | | | |
| | | | | REEDSVILLE | 5.4 | | | |
| | | | | HONEY CREEK | 6.3 | | | |
| | | | | SHRADERS | 9.1 | | | |
| | | | | NAGINEY | 9.6 | | | |
| | | | | MILROY | 11.1 | | | |

BELL-SLOPE SECONDARY TRACKS

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Bell | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|---------------------|--------------------|---|------|------|
| | | | | | | East | West | Both |
| X | X | X-O | | BELL (Main Line) | | | | |
| X | X | X-O | | EAST END HOMER YARD | 1.5 | | | |
| | | | | ANTIS | 2.1 | | | |
| | | | | HOMER | 2.7 | | | |
| | | | | FARM | 3.1 | | | |
| | | | | FURNACE | 3.3 | | | |
| X | X | | | ROSE | 4.0 | | | |
| | | | | BRUSH | 4.6 | | | |
| | | | | JUNIATA SHOPS | 4.8 | | | |
| X | X | | | WORKS | 5.5 | | | |
| X | X | | | SOUTH | 5.5 | | | |
| | | | | 7th ST., ALTOONA | 5.7 | | | |
| X | X | X-O | | ALTO | 6.4 | | | |
| X | X | X-O | | SLOPE | 7.0 | | | |

NOTE—X indicates in service continuously.

O indicates trainphone in service.

SPRINGFIELD SECONDARY TRACK

| Interlocking Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Ganister | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|---|---------------|------------------------|-------------------------|---------------------------|--|------|------|
| | | | | | East | West | Both |
| --- | --- | --- | GANISTER (H.&P. Branch) | --- | --- | --- | --- |
| --- | --- | --- | ROYER | 4.7 | --- | --- | --- |
| --- | --- | --- | MORRELL | 5.8 | --- | --- | --- |
| --- | --- | --- | OREMINEA | 9.1 | --- | --- | --- |

MORRISON COVE SECONDARY TRACK

| Interlocking Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Altoona | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|---|---------------|------------------------|---|--------------------------|--|-------|------|
| | | | | | North | South | Both |
| --- | --- | X | HOLLY (Jct. H. & P. Secondary Track) | 7.8 | --- | --- | --- |
| --- | --- | X | BROOK | 14.2 | --- | --- | --- |
| --- | --- | --- | BROOKS MILLS | 14.2 | --- | --- | --- |
| --- | --- | --- | McKEE | 15.2 | --- | --- | --- |
| --- | --- | --- | ROARING SPRING | 17.4 | --- | --- | --- |
| --- | --- | --- | ORE HILL | 20.3 | --- | --- | --- |
| --- | --- | --- | MARTINSBURG JCT. | 21.5 | --- | --- | --- |
| --- | --- | --- | MARTINSBURG | 22.2 | --- | --- | --- |
| --- | --- | --- | CURRY | 24.0 | --- | --- | --- |

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

PHILPSBURG SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Phil | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|--|--------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | X | PHIL (Clearfield Secondary Track) LOCH LOMOND JCT. (N. Y. C. R. R. Crossing) | 1.6 | | | |

NOTE—X indicates in service continuously.

MOSHANNON SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Mills | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|---|---------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | B | B | MILLS (Jct. Clearfield Sec. Track) JCT. M.&C. SECONDARY TRK. JCT. COAL RUN SECONDARY TRACK | 2.0 | | | |
| | | | X | COAL | 2.1 | | | |
| | | | | HOUTZDALE | 2.1 | | | |
| | | | | JCT. AMESVILLE SECONDARY TRACK | 5.7 | | | |
| | | | X | RAM | 6.9 | | | |
| | | | | RAMEY | 6.9 | | | |
| | | | | JCT. LITTLE MUDDY RUN SEC- ONDARY TRACK | 8.9 | | | |
| | | | | SMOKE RUN | 11.3 | | | |
| | | | | MADERA | 11.6 | | | |
| | | | | BETZ JCT. (N.Y.C.R.R. Crossing) | 14.1 | | | |
| | | | | McCARTNEY | 14.6 | | | |
| | | | | | 21.0 | | | |

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

| Station | Hours in service |
|-----------------------------|---|
| Mills (Block Station) | 7.59 A. M. to 11.59 P. M. daily except Sunday. |
| Mills (Block-Limit Station) | 11.59 P. M. to 7.59 A. M. daily; 7.59 A. M. to 11.59 P. M. Sunday. |

Block-Limit stations controlled as follows:

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

MOSHANNON AND CLEARFIELD SECONDARY TRACK

| Interlocking Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from M. & C. Jct. | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|---|---------------|------------------------|--|-------------------------------|--|-------|------|
| | | | | | North | South | Both |
| | | | M. & C. JCT. (Moshannon Secondary Track)----- | | | | |
| | | | BEAVER JCT.----- | 1.2 | | | |
| | | | EDNIE JCT.----- | 3.0 | | | |
| | | | BROOKWOOD SHAFT----- | 7.4 | | | |

COAL RUN SECONDARY TRACK

| Interlocking Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Coal | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|---|---------------|------------------------|---|-----------------------|--|-------|------|
| | | | | | North | South | Both |
| | | X | COAL RUN JCT. (Moshannon Sec- ondary Track)----- | | | | |
| | | | COAL MORGAN RUN JCT.----- | 2.7 | | | |
| | | | BURLEY JCT.----- | 5.9 | | | |
| | | | MEASE COLLIERY No. 2----- | 7.9 | | | |

NOTE—X indicates in service continuously.

AMESVILLE SECONDARY TRACK

| Interlocking Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Amesville Jct. | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|---|---------------|------------------------|--|---------------------------------|--|-------|------|
| | | | | | North | South | Both |
| | | X | AMESVILLE JCT. (Moshannon Secondary Track)----- | | | | |
| | | | RAM IMPERIAL COLLIERY No. 2----- | 2.2 | | | |

NOTE—X indicates in service continuously.

LITTLE MUDDY RUN SECONDARY TRACK

| Interlocking Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Ltl. Muddy Rn. Jc. | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|---|---------------|------------------------|---|-------------------------------------|--|-------|------|
| | | | | | North | South | Both |
| | | | LITTLE MUDDY RUN JCT. (Moshannon Secondary Track)----- | 3.0 | | | |
| | | | JANESVILLE BLACK OAK COLLIERY No. 1----- | 4.7 | | | |

MUDDY RUN SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS | Distance from Muddy Run Jct. | Sidings Assigned Direction Car Capacity 45 ft. cars | | |
|--------------|----------------------|---------------|---------------------|---|------------------------------|---|-------|------|
| | | | | | | North | South | Both |
| | | | | MUDDY RUN JCT. (Moshannon Secondary Track)..... | | | | |
| | | | | SMOKE RUN JCT..... | 0.1 | | | |
| | | | | BECCARIA..... | 2.0 | | | |
| | | | | BLACK OAK COLLIERY No. 3.. | 3.1 | | | |

SNOW SHOE SECONDARY TRACK

| 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. (Bald Eagle Br.) | | | | |
| | | | | SCHOOL HOUSE..... | 2.5 | | | |
| | | | | GUM STUMP..... | 3.8 | | | |
| | | | | NO. 1 SWITCH BACK..... | 6.1 | | | |
| | | | | NO. 2 SWITCH BACK..... | 6.5 | | | |
| | | | | NO. 3 SWITCH BACK..... | 7.2 | | | |
| | | | | NO. 4 SWITCH BACK..... | 8.1 | | | |
| | | | | RHOADS..... | 10.7 | | | |
| | | | | SNOW SHOE..... | 17.3 | | | |

HARRISBURG TO SLOPE

| STATIONS | FIRST CLASS | | |
|--------------------------|------------------|--|--|
| | ◇67 | ‡◇35 | |
| | DAILY | DAILY EX. SUN. | |
| Leave | A. M. | A. M. | |
| HARRISBURG (Phila. Div.) | \$ 1.47 | \$ 1.55 | |
| ROCKVILLE | 1.57 | 2.05 | |
| MARYSVILLE | | | |
| BANKS | 2.02 | 2.10 | |
| VIEW | 2.08 | 2.16 | |
| DUNCANNON | | | |
| NEWPORT | | | |
| PORT | 2.22 | 2.30 | |
| MILLERSTOWN | | | |
| THOMPSONTOWN | | | |
| PORT ROYAL | | | |
| MIFFLIN | 2.40 | 2.48 | |
| DENHOLM | | | |
| WALL | 2.44 | 2.52 | |
| HAWSTONE | | | |
| LEWISTOWN | | | |
| LEWIS | 2.53 | 3.01 | |
| McVEYTOWN | | | |
| RYDE | | Will Not Run Nov. 27, 28, Dec. 25, 26, Jan. 1, 2. | |
| NEWTON HAMILTON | | | |
| MOUNT UNION | | | |
| JACKS | 3.15 | 3.23 | |
| MAPLETON | | | |
| HUNTINGDON | 3.25 | 3.35 | |
| PETERSBURG | | | |
| BARREE | | | |
| SPRUCE | 3.36 | 3.47 | |
| FORGE | 3.46 | 3.57 | |
| TYRONE | | | |
| GRAY | 3.49 | 4.02 | |
| BELL | 3.56 | 4.10 | |
| ALTOONA | \$# 4.06 4.11 | \$# 4.20 4.25 | |
| SLOPE | 4.14 | 4.28 | |
| Arrive | A. M. | A. M. | |
| | 67 | 35 | |

FIRST CLASS

| | ◇55 DAILY | ‡◇61 DAILY EX. SUN. | ◇87 | ‡●11 DAILY EX. MON. | ‡●93 DAILY EX. SUN. & MON. |
|-------|--------------|---|---|--|---|
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| ----- | S# 3.02 | S# 3.30 | S# 3.30 | E# 3.45 | E# 3.55 |
| ----- | 3.12 | 3.40 | 3.40 | 3.55 | 4.05 |
| ----- | 3.17 | 3.45 | 3.45 | 4.00 | 4.11 |
| ----- | 3.23 | 3.51 | 3.51 | 4.06 | 4.17 |
| ----- | 3.37 | 4.04 | 4.04 | 4.20 | 4.32 |
| ----- | 3.55 | 4.23 | 4.23 | 4.38 | 4.51 |
| ----- | 3.59 | 4.27 | 4.27 | 4.42 | 4.55 |
| ----- | 4.08 | 4.36 | 4.36 | 4.51 | 5.05 |
| ----- | | Will Not Run Nov. 27, 28, Dec. 25, 26, Jan. 1, 2 | Will Run Sun. and Nov. 27, 28, Dec. 25, 26, Jan. 1, 2 | Will Not Run Nov. 27, Dec. 26, Jan. 2 | Will Not Run Nov. 27, Dec. 25, 26, Jan. 2, Feb. 23. |
| ----- | 4.30 | 4.58 | 4.58 | 5.13 | 5.29 |
| ----- | 4.40 | 5.08 | 5.08 | 5.23 | 5.39 |
| ----- | 4.51 | 5.19 | 5.19 | 5.34 | 5.51 |
| ----- | 5.01 | 5.29 | 5.29 | 5.44 | 6.02 |
| ----- | 5.04 | 5.32 | 5.32 | 5.47 | 6.06 |
| ----- | 5.11 | 5.39 | 5.39 | 5.56 | 6.15 |
| ----- | S# 5.20 | S# 5.49 | S# 5.49 | E# 6.06 | E# 6.25 |
| ----- | 5.24 | 5.53 | 5.53 | 6.11 | 6.30 |
| ----- | 5.27 | 5.56 | 5.56 | 6.14 | 6.33 |
| | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 55 | 61 | 87 | 11 | 93 |

HARRISBURG TO SLOPE

| STATIONS | FIRST CLASS | | | |
|--------------------------|----------------------|-------------------------|-----------------------------------|--|
| | 85 SUNDAY ONLY | 13 DAILY EX. SUN. | 95 DAILY EX. SUN. & MON. | |
| | Leave A. M. | A. M. | A. M. | |
| HARRISBURG (Phila. Div.) | S 7.50 | S 8.15 | E# 10.25 | |
| ROCKVILLE | 8.00 | 8.25 | 10.35 | |
| MARYSVILLE | | F 8.29 | | |
| BANKS | 8.05 | 8.33 | 10.41 | |
| VIEW | 8.12 | 8.39 | 10.47 | |
| DUNCANNON | S 8.13 | S 8.40 | | |
| NEWPORT | S 8.27 | S 8.55 | | |
| PORT | 8.30 | 8.59 | 11.01 | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| PORT ROYAL | | F 9.18 | | |
| MIFFLIN | S 8.53 | S 9.22 | 11.20 | |
| DENHOLM | | | | |
| WALL | 8.58 | 9.27 | 11.25 | |
| HAWSTONE | | | | |
| LEWISTOWN | S 9.13 | S 9.42 | | |
| LEWIS | 9.18 | 9.47 | 11.36 | |
| McVEYTOWN | | F 9.57 | Will Not Run | |
| RYDE | | | Nov. 27, | |
| NEWTON HAMILTON | | F 10.08 | Dec. 25, 26, | |
| MOUNT UNION | S 9.48 | S 10.15 | Jan. 2, Feb. 23. | |
| JACKS | 9.53 | 10.20 | 12.01 | |
| MAPLETON | | F 10.23 | | |
| HUNTINGDON | S 10.15 | S 10.35 | 12.12 | |
| PETERSBURG | | | | |
| BARREE | | | | |
| SPRUCE | 10.30 | 10.55 | 12.24 | |
| FORGE | 10.40 | 11.05 | 12.35 | |
| TYRONE | S 10.50 | S 11.20 | | |
| GRAY | 11.00 | 11.35 | 12.40 | |
| BELL | 11.10 | 11.45 | 12.50 | |
| ALTOONA | S 11.25 | S 12.10 | E# 1.10 | |
| | 11.45 | 12.30 | 1.20 | |
| SLOPE | 11.48 | 12.33 | 1.23 | |
| Arrive | A. M. | P. M. | P. M. | |
| | 85 | 13 | 95 | |

WESTWARD

FIRST CLASS

| | ◇25 | ◇75 | ◇33 | | |
|-------|----------------|----------------|----------------|-------|-------|
| | DAILY | DAILY | DAILY | | |
| | A. M. | P. M. | P. M. | | |
| ----- | S 11.47 | S# 2.07 | S 3.31 | ----- | ----- |
| ----- | 11.57 | 2.17 | 3.41 | ----- | ----- |
| ----- | 12.02 | 2.22 | 3.46 | ----- | ----- |
| ----- | 12.08 | 2.28 | 3.52 | ----- | ----- |
| ----- | 12.22 | 2.42 | 4.06 | ----- | ----- |
| ----- | 12.40 | 3.00 | 4.24 | ----- | ----- |
| ----- | 12.44 | 3.04 | 4.28 | ----- | ----- |
| ----- | S 12.50 | | | ----- | ----- |
| ----- | 12.55 | 3.13 | 4.37 | ----- | ----- |
| ----- | | | | ----- | ----- |
| ----- | 1.18 | 3.35 | 4.59 | ----- | ----- |
| ----- | 1.28 | 3.45 | 5.09 | ----- | ----- |
| ----- | 1.39 | 3.56 | 5.20 | ----- | ----- |
| ----- | 1.49 | 4.06 | 5.30 | ----- | ----- |
| ----- | S 1.51 | S 4.07 | | ----- | ----- |
| ----- | 1.57 | 4.13 | 5.33 | ----- | ----- |
| ----- | 2.06 | 4.22 | 5.40 | ----- | ----- |
| ----- | S# 2.16 | S# 4.32 | S# 5.49 | ----- | ----- |
| ----- | 2.20 | 4.36 | 5.53 | ----- | ----- |
| ----- | 2.23 | 4.39 | 5.56 | ----- | ----- |
| | P. M. | P. M. | P. M. | | |
| | 25 | 75 | 33 | | |

HARRISBURG TO SLOPE

| STATIONS | FIRST CLASS | | |
|--------------------------|-----------------|-------------------------------|------------------|
| | 23 | ± 077 | 049 |
| | DAILY | DAILY | DAILY |
| | Leave | P. M. | P. M. |
| HARRISBURG (Phila. Div.) | S# 6.20 | S# 8.03 | S# 8.14 |
| ROCKVILLE | 6.30 | 8.13 | 8.24 |
| MARYSVILLE | | | |
| BANKS | 6.35 | 8.18 | 8.29 |
| VIEW | 6.41 | 8.24 | 8.35 |
| DUNCANNON | | | |
| NEWPORT | | | |
| PORT | 6.54 | 8.37 | 8.48 |
| MILLERSTOWN | | | |
| THOMPSONTOWN | | Will Not Run Dec. 25,26,31 | |
| PORT ROYAL | | | |
| MIFFLIN | 7.12 | 8.56 | 9.06 |
| DENHOLM | | | |
| WALL | 7.16 | 9.00 | 9.10 |
| HAWSTONE | | | |
| LEWISTOWN | S 7.22 | | |
| LEWIS | 7.27 | 9.09 | 9.19 |
| MeVEYTOWN | | | |
| RYDE | | First Trip Dec. 11. | |
| NEWTON HAMILTON | | Last Trip Jan. 17. | |
| MOUNT UNION | S 7.49 | | |
| JACKS | 7.52 | 9.31 | 9.41 |
| MAPLETON | | | |
| HUNTINGDON | S 8.03 | 9.41 | 9.51 |
| PETERSBURG | | | |
| BARREE | | | |
| SPRUCE | 8.16 | 9.52 | 10.02 |
| FORGE | 8.27 | 10.02 | 10.12 |
| TYRONE | S 8.30 | | |
| GRAY | 8.36 | 10.05 | 10.15 |
| BELL | 8.46 | 10.11 | 10.21 |
| ALTOONA | S# 8.56 9.00 | S#10.20 10.24 | S#10.30 10.34 |
| SLOPE | 9.03 | 10.27 | 10.37 |
| Arrive | P. M. | P. M. | P. M. |
| | 23 | 77 | 49 |

FIRST CLASS

| | ◇59 | ◇69 | ◇41 | | |
|-------|-----------------|-----------------|-----------------|-------|-------|
| | DAILY | DAILY | DAILY | | |
| | P. M. | P. M. | P. M. | | |
| ----- | S# 8.30 | S# 8.37 | X# 8.48 | ----- | ----- |
| ----- | 8.40 | 8.47 | 8.58 | ----- | ----- |
| ----- | 8.45 | 8.52 | 9.03 | ----- | ----- |
| ----- | 8.51 | 8.58 | 9.09 | ----- | ----- |
| ----- | 9.05 | 9.12 | 9.22 | ----- | ----- |
| ----- | | | | ----- | ----- |
| ----- | 9.23 | 9.30 | 9.40 | ----- | ----- |
| ----- | 9.27 | 9.34 | 9.44 | ----- | ----- |
| ----- | | | S 9.50 | ----- | ----- |
| ----- | 9.36 | 9.43 | 9.56 | ----- | ----- |
| ----- | | | | ----- | ----- |
| ----- | 9.58 | 10.05 | 10.19 | ----- | ----- |
| ----- | 10.08 | 10.15 | 10.29 | ----- | ----- |
| ----- | | | | ----- | ----- |
| ----- | 10.19 | 10.26 | 10.40 | ----- | ----- |
| ----- | 10.29 | 10.36 | 10.51 | ----- | ----- |
| ----- | 10.32 | 10.39 | 10.54 | ----- | ----- |
| ----- | 10.39 | 10.46 | 11.01 | ----- | ----- |
| ----- | S# 10.48 | S# 10.56 | U# 11.11 | ----- | ----- |
| ----- | 10.52 | 11.00 | 11.15 | ----- | ----- |
| ----- | 10.55 | 11.03 | 11.18 | ----- | ----- |
| ----- | | | | ----- | ----- |
| | P. M. | P. M. | P. M. | | |
| | 59 | 69 | 41 | | |

HARRISBURG TO SLOPE

| STATIONS | FIRST CLASS | | |
|--------------------------|------------------------------|---|------------------|
| | ‡●29 | ‡◇21 | ◇31 |
| | DAILY | DAILY | DAILY |
| | Leave | P. M. | P. M. |
| HARRISBURG (Phila. Div.) | U# 9.06 | S# 9.34 | S# 9.42 |
| ROCKVILLE | 9.16 | 9.44 | 9.52 |
| MARYSVILLE | | | |
| BANKS | 9.21 | 9.49 | 9.57 |
| VIEW | 9.27 | 9.55 | 10.03 |
| DUNCANNON | | | |
| NEWPORT | | | |
| PORT | 9.41 | 10.08 | 10.16 |
| MILLERSTOWN | | | |
| THOMPSONTOWN | | | |
| PORT ROYAL | | | |
| MIFFLIN | 9.59 | 10.27 | 10.35 |
| DENHOLM | | | |
| WALL | 10.03 | 10.31 | 10.39 |
| HAWSTONE | | | |
| LEWISTOWN | | | |
| LEWIS | 10.12 | 10.40 | 10.48 |
| McVEYTOWN | | | |
| RYDE | Will Not Run Dec. 25, 31. | Will Not Run Nov. 26, 27, Dec. 24, 25, 26, 31. | |
| NEWTON HAMILTON | | | |
| MOUNT UNION | | | |
| JACKS | 10.34 | 11.02 | 11.10 |
| MAPLETON | | | |
| HUNTINGDON | 10.44 | 11.12 | 11.20 |
| PETERSBURG | | | |
| BARREE | | | |
| SPRUCE | 10.55 | 11.23 | 11.31 |
| FORGE | 11.05 | 11.33 | 11.41 |
| TYRONE | | | |
| GRAY | 11.08 | 11.36 | 11.44 |
| BELL | 11.15 | 11.43 | 11.50 |
| ALTOONA | U#11.24 11.27 | S#11.52 11.56 | S#11.59 12.04 |
| SLOPE | 11.30 | 11.59 | 12.07 |
| | Arrive | P. M. | P. M. |
| | | 29 | 21 |
| | | | A. M. |
| | | | 31 |

FIRST CLASS

| | ◇1 | ◇3 | ◇39 | 71 | |
|-------|----------------|-----------------|----------------|----------------|-------|
| | DAILY | DAILY | DAILY | DAILY | |
| | P. M. | P. M. | P. M. | P. M. | |
| ..... | S 10.17 | U# 11.15 | S 11.33 | S 11.51 | ..... |
| ..... | 10.27 | 11.25 | 11.43 | 12.01 | ..... |
| ..... | 10.32 | 11.30 | 11.48 | 12.06 | ..... |
| ..... | 10.38 | 11.36 | 11.54 | 12.12 | ..... |
| ..... | 10.51 | 11.49 | 12.07 | 12.25 | ..... |
| | | | | | |
| | | | | | |
| ..... | 11.10 | 12.08 | 12.26 | 12.44 | ..... |
| ..... | 11.14 | 12.12 | 12.30 | 12.48 | ..... |
| ..... | 11.23 | 12.21 | 12.39 | 12.57 | ..... |
| | | | | | |
| | | | | | |
| ..... | 11.45 | 12.44 | 1.01 | 1.19 | ..... |
| ..... | 11.55 | 12.54 | 1.11 | S 1.30 | ..... |
| | | | | | |
| ..... | 12.06 | 1.06 | 1.22 | 1.42 | ..... |
| ..... | 12.16 | 1.16 | 1.32 | 1.52 | ..... |
| ..... | 12.19 | 1.19 | 1.35 | S 1.54 | ..... |
| ..... |  |  |  | 2.04 | ..... |
| ..... | 12.26 | 1.26 | 1.43 | 2.10 | ..... |
| ..... | S 12.36 | U# 1.36 | U# 1.53 | S# 2.24 | ..... |
| ..... | 12.40 | 1.40 | 2.00 | 2.28 | ..... |
| ..... | 12.43 | 1.43 | 2.03 | 2.31 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | 1 | 3 | 39 | 71 | |

FIRST CLASS

| | 60 | 36 | 86 | | |
|--|--|--|--|--|--|
| | A. M. | A. M. | A. M. | | |
| | S 4.10 | S 4.20 | S 4.20 | | |
| | 4.00 | 4.10 | 4.10 | | |
| | 3.55 | 4.05 | 4.05 | | |
| | 3.48 | 3.58 | 3.58 | | |
| | 3.33 | 3.43 | 3.43 | | |
| | 3.14 | 3.24 | 3.24 | | |
| | 3.10 | 3.20 | 3.20 | | |
| | 3.00 | 3.10 | 3.10 | | |
| | Will Not Run Nov. 27, 28, Dec. 25, 26, Jan. 1, 2. | Will Not Run Nov. 27, 28, Dec. 25, 26, Jan. 1, 2. | Will Run Sun. and Nov. 27, 28, Dec. 25, 26, Jan. 1, 2. | | |
| | 2.37 | 2.47 | 2.47 | | |
| | 2.27 | 2.37 | 2.37 | | |
| | 2.16 | 2.26 | 2.26 | | |
| | 2.06 | 2.16 | 2.16 | | |
| | 2.03 | 2.13 | 2.13 | | |
| | 1.57 | 2.07 | 2.07 | | |
| | 1.49 | 1.59 | 1.59 | | |
| | S# 1.45 | S# 1.55 | S# 1.55 | | |
| | 1.42 | 1.52 | 1.52 | | |
| | A. M. | A. M. | A. M. | | |
| | DAILY EX. SUN # 60 | DAILY EX. SUN. # 36 | 86 | | |

SLOPE TO HARRISBURG

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|----------|----------|--|
| | 38 | 40 | 68 | |
| | A. M. | A. M. | A. M. | |
| | Arrive | | | |
| HARRISBURG (Phila. Div.) | \$ 4.30 | \$ 4.50 | \$ 5.00 | |
| ROCKVILLE | 4.20 | 4.40 | 4.50 | |
| MARYSVILLE | | | | |
| BANKS | 4.15 | 4.35 | 4.45 | |
| VIEW | 4.08 | 4.28 | 4.38 | |
| DUNCANNON | | | | |
| NEWPORT | | | | |
| PORT | 3.54 | 4.15 | 4.25 | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 3.35 | 3.56 | 4.06 | |
| DENHOLM | | | | |
| WALL | 3.31 | 3.52 | 4.02 | |
| HAWSTONE | | | | |
| LEWISTOWN | | | | |
| LEWIS | 3.21 | 3.42 | 3.52 | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 2.59 | 3.20 | 3.30 | |
| MAPLETON | | | | |
| HUNTINGDON | 2.49 | 3.10 | 3.20 | |
| PETERSBURG | | | | |
| BARREE | | | | |
| SPRUCE | 2.38 | 2.59 | 3.09 | |
| FORGE | 2.28 | 2.49 | 2.59 | |
| TYRONE | | | | |
| GRAY | 2.25 | 2.46 | 2.56 | |
| BELL | 2.19 | 2.40 | 2.50 | |
| ALTOONA | 2.11 | 2.32 | 2.42 | |
| | \$# 2.07 | \$# 2.28 | \$# 2.38 | |
| SLOPE | 2.04 | 2.25 | 2.35 | |
| | Leave | | | |
| | A. M. | A. M. | A. M. | |
| | DAILY | DAILY | DAILY | |
| | ◇38 | ◇40 | ◇68 | |

FIRST CLASS

| | 48 | 58 | 20 | 28 | |
|--|----------------|----------------|--|-------------------------------------|--|
| | A. M. | A. M. | A. M. | A. M. | |
| | D 5.09 | S 5.31 | S 6.05 | D 6.13 | |
| | 4.59 | 5.21 | 5.55 | 6.03 | |
| | 4.54 | 5.16 | 5.50 | 5.58 | |
| | 4.48 | 5.10 | 5.44 | 5.52 | |
| | 4.35 | 4.57 | 5.31 | 5.39 | |
| | 4.16 | 4.38 | 5.12 | 5.20 | |
| | 4.12 | 4.34 | 5.08 | 5.16 | |
| | 4.02 | 4.24 | 4.58 | 5.06 | |
| | | | Will Not Run Nov. 27, 28, Dec. 25, 26, 27 Jan. 1. | Will Not Run Dec. 26, Jan. 1. | |
| | 3.40 | 4.02 | 4.36 | 4.44 | |
| | 3.30 | 3.52 | 4.26 | 4.34 | |
| | 3.19 | 3.41 | 4.15 | 4.23 | |
| | 3.09 | 3.31 | 4.05 | 4.13 | |
| | 3.06 | 3.28 | 4.02 | 4.10 | |
| | 3.00 | 3.22 | 3.56 | 4.04 | |
| | 2.52 | 3.14 | 3.48 | 3.56 | |
| | D# 2.48 | S# 3.10 | S# 3.44 | D# 3.52 | |
| | 2.45 | 3.07 | 3.41 | 3.49 | |
| | A. M. | A. M. | A. M. | A. M. | |
| | DAILY ◇48 | DAILY ◇58 | DAILY ‡◇20 | DAILY ‡●28 | |

SLOPE TO HARRISBURG

| STATIONS | FIRST CLASS | | | |
|--------------------------|-------------|----------|----------|--|
| | 30 | 70 | 2 | |
| | A. M. | A. M. | A. M. | |
| | Arrive | | | |
| HARRISBURG (Phila. Div.) | \$ 6.36 | \$ 8.20 | \$ 8.39 | |
| ROCKVILLE | 6.26 | 8.10 | 8.29 | |
| MARYSVILLE | | | | |
| BANKS | 6.21 | 8.05 | 8.24 | |
| VIEW | 6.14 | 7.58 | 8.16 | |
| DUNCANNON | | | | |
| NEWPORT | | | | |
| PORT | 6.01 | 7.45 | 8.02 | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 5.42 | 7.26 | 7.42 | |
| DENHOLM | | | | |
| WALL | 5.38 | 7.22 | 7.37 | |
| HAWSTONE | | | | |
| LEWISTOWN | | | \$ 7.25 | |
| LEWIS | 5.28 | 7.12 | 7.23 | |
| McVEYTOWN | | | | |
| RYDE | | | | |
| NEWTON HAMILTON | | | | |
| MOUNT UNION | | | | |
| JACKS | 5.06 | 6.50 | 7.00 | |
| MAPLETON | | | | |
| HUNTINGDON | 4.56 | 6.40 | \$ 6.48 | |
| PETERSBURG | | | | |
| BARREE | | | | |
| SPRUCE | 4.45 | 6.29 | 6.37 | |
| FORGE | 4.35 | 6.19 | 6.27 | |
| TYRONE | | | | |
| GRAY | 4.32 | 6.16 | 6.23 | |
| BELL | 4.26 | 6.10 | 6.17 | |
| | 4.18 | 6.02 | 6.09 | |
| ALTOONA | \$# 4.14 | \$# 5.58 | \$# 6.05 | |
| SLOPE | 4.11 | 5.55 | 6.02 | |
| | Leave | | | |
| | A. M. | A. M. | A. M. | |
| | DAILY | DAILY | DAILY | |
| | ◇30 | ◇70 | ◇2 | |

FIRST CLASS

| | 14 | 32 | 54 | 72 |
|--|----------|---------|----------|---------|
| | A. M. | P. M. | P. M. | P. M. |
| | \$ 11.15 | \$ 1.00 | \$ 2.04 | \$ 4.17 |
| | 11.05 | 12.50 | 1.54 | 4.07 |
| | 11.00 | 12.45 | 1.49 | 4.02 |
| | 10.52 | 12.38 | 1.43 | 3.55 |
| | 10.35 | 12.24 | 1.29 | 3.40 |
| | F 10.28 | | | |
| | F 10.20 | | | |
| | 10.06 | 12.05 | 1.10 | 3.21 |
| | 10.01 | 12.01 | 1.05 | 3.17 |
| | F 9.56 | | | |
| | S 9.50 | | \$ 12.53 | \$ 3.00 |
| | 9.38 | 11.51 | 12.52 | 2.59 |
| | S 9.15 | | | |
| | 9.10 | 11.29 | 12.30 | 2.36 |
| | S 8.58 | 11.19 | 12.20 | \$ 2.24 |
| | F 8.45 | | | |
| | 8.38 | 11.08 | 12.09 | 2.12 |
| | 8.28 | 10.58 | 11.59 | 2.02 |
| | S 8.25 | | | \$ 1.59 |
| | 8.14 | 10.55 | 11.56 | 1.58 |
| | 8.08 | 10.49 | 11.50 | 1.52 |
| | 8.00 | 10.41 | 11.42 | 1.44 |
| | S 7.45 | S#10.37 | S#11.38 | S# 1.40 |
| | 7.42 | 10.34 | 11.35 | 1.37 |
| | A. M. | A. M. | A. M. | P. M. |
| | DAILY | DAILY | DAILY | DAILY |
| | EX. SUN. | ◇32 | ◇54 | ⊕◇72 |
| | 14 | | | |

SLOPE TO HARRISBURG

| STATIONS | FIRST CLASS | | | |
|--------------------------|----------------|----------------|-------|--|
| | 96 | | 74 | |
| | Arrive | P. M. | P. M. | |
| HARRISBURG (Phila. Div.) | E 5.05 | S 7.10 | | |
| ROCKVILLE | 4.55 | 7.00 | | |
| MARYSVILLE | | | | |
| BANKS | 4.50 | 6.55 | | |
| VIEW | 4.42 | 6.49 | | |
| DUNCANNON | | | | |
| NEWPORT | | | | |
| PORT | 4.26 | 6.35 | | |
| MILLERSTOWN | | | | |
| THOMPSONTOWN | | | | |
| PORT ROYAL | | | | |
| MIFFLIN | 4.04 | 6.17 | | |
| DENHOLM | | | | |
| WALL | 3.59 | 6.12 | | |
| HAWSTONE | | | | |
| LEWISTOWN | | S 6.00 | | |
| LEWIS | 3.49 | 5.59 | | |
| McVEYTOWN | Will Not Run | | | |
| RYDE | Nov. 27, | | | |
| NEWTON HAMILTON | Dec. 26, | | | |
| MOUNT UNION | Jan. 2. | | | |
| JACKS | 3.26 | 5.37 | | |
| MAPLETON | | | | |
| HUNTINGDON | W 3.13 | 5.27 | | |
| PETERSBURG | | | | |
| BARREE | | | | |
| SPRUCE | 2.47 | 5.16 | | |
| FORGE | 2.37 | 5.06 | | |
| TYRONE | | | | |
| GRAY | 2.34 | 5.03 | | |
| BELL | 2.28 | 4.57 | | |
| ALTOONA | { 2.20 | 4.49 | | |
| | E# 2.15 | S# 4.45 | | |
| SLOPE | 2.12 | 4.42 | | |
| | Leave | P. M. | P. M. | |
| | | DAILY | DAILY | |
| | | EX. MON. | | |
| | | ±96 | ◇74 | |

FIRST CLASS

| | 46 | 18 | | | |
|-------|-----------------|----------------|-------|-------|-------|
| | P. M. | A. M. | | | |
| ..... | S 9.47 | S 12.19 | ..... | ..... | ..... |
| ..... | 9.37 | 12.09 | ..... | ..... | ..... |
| ..... | 9.32 | 12.04 | ..... | ..... | ..... |
| ..... | 9.25 | 11.54 | ..... | ..... | ..... |
| ..... | 9.09 | 11.35 | ..... | ..... | ..... |
| ..... | S 8.46 | 11.15 | ..... | ..... | ..... |
| ..... | 8.41 | 11.09 | ..... | ..... | ..... |
| ..... | S 8.28 | S 10.56 | ..... | ..... | ..... |
| ..... | 8.23 | 10.50 | ..... | ..... | ..... |
| ..... | S 7.58 |  | ..... | ..... | ..... |
| ..... | 7.56 | 10.26 | ..... | ..... | ..... |
| ..... | S 7.44 | S 10.14 | ..... | ..... | ..... |
| ..... | 7.31 | 10.00 | ..... | ..... | ..... |
| ..... | 7.21 | 9.50 | ..... | ..... | ..... |
| ..... | S 7.19 | S 9.46 | ..... | ..... | ..... |
| ..... | 7.18 | 9.43 | ..... | ..... | ..... |
| ..... | 7.12 | 9.37 | ..... | ..... | ..... |
| ..... | 7.04 | 9.29 | ..... | ..... | ..... |
| ..... | S # 6.57 | S 9.17 | ..... | ..... | ..... |
| ..... | 6.54 | 9.14 | ..... | ..... | ..... |
| | P. M. | P. M. | | | |
| | DAILY 46 | DAILY ●18 | | | |

H. & B. T. R. HUNTINGDON TO LONG SIDING
ALSO
BEDFORD AND MT. DALLAS BRANCHES—SOUTHWARD

| STATIONS | FIRST CLASS | | | |
|----------------------------|------------------------------|-------|-------|-------|
| | H. & B. T. Train No. 2 | | | |
| | DAILY | | | |
| Leave | A. M. | | | |
| HUNTINGDON (H.&B T.)-- | S 9.00 | ----- | ----- | ----- |
| LONG SIDING----- | 9.04 | ----- | ----- | ----- |
| MT. DALLAS----- | F 10.53 | ----- | ----- | ----- |
| LUTZVILLE (Mt. Dallas Br.) | F 11.04 | ----- | ----- | ----- |
| CREEK----(Bedford Branch) | 11.15 | ----- | ----- | ----- |
| BEDFORD----- | S 11.18 | ----- | ----- | ----- |
| Arrive | A. M. | | | |
| | H. & B. T. Train No. 2 | | | |

H. & B. T. R. R. HUNTINGDON TO LONG SIDING
ALSO
BEDFORD AND MT. DALLAS BRANCHES—NORTHWARD

| STATIONS | FIRST CLASS | | | |
|---------------------------|------------------------------|------------------------------|-------|-------|
| | H. & B. T. Train No. 3 | | | |
| | DAILY | | | |
| | Arrive | P. M. | | |
| HUNTINGDON (H.&B.T.) | S | 2.49 | ----- | ----- |
| LONG SIDING | | 2.29 | ----- | ----- |
| MT. DALLAS | F | 12.45 | ----- | ----- |
| LUTZVILLE (Mt Dallas Br.) | F | 12.34 | ----- | ----- |
| CREEK (Bedford Branch) | | 12.23 | ----- | ----- |
| BEDFORD | S | 12.20 | ----- | ----- |
| | Leave | P. M. | | |
| | | H. & B. T. Train No. 3 | | |

TICKET OFFICES OPEN FOR SALE OF TICKETS

| Station | Monday to Friday | Saturday | Sunday |
|-----------------|---------------------|---------------------|---------------------|
| Duncannon* | 8.15 AM to 5.15 PM | Closed | Closed |
| Newport* | 8.30 AM to 5.00 PM | Closed | Closed |
| Mifflin* | 8.45 AM to 4.15 PM | Closed | Closed |
| Lewistown | 7.00 AM to 8.30 PM | 7.00 AM to 8.30 PM | 7.00 AM to 8.30 PM |
| Mount* Union | 8.45 AM to 3.15 PM | Closed | Closed |
| Huntingd'n* | 8.30 AM to 8.15 PM | 8.30 AM to 8.15 PM | Closed |
| Tyrone | 10.30 AM to 7.30 PM | 10.30 AM to 7.30 PM | 10.30 AM to 7.30 PM |
| Altoona | Continuously | Continu'sly | Continu'sly |

*Closed Thanksgiving, Christmas, New Year's and Washington's Birthday.

U. S. MAIL WORK

| STATIONS | WESTWARD | | | EASTWARD | | |
|-----------------|----------|-----|----------|----------|------|--|
| | 13 | 25 | 75 | 14 | 72 | |
| Marysville | †CD | †CD | †C §D | | §CD | |
| Duncannon | | | †C | | †D | |
| Newport | | | †C | | †D | |
| Millerstown | †CD | | 2CD | | | |
| Thompsontown | †CD | †CD | §CD | | | |
| Port Royal | †CD | §D | †C 2D | | | |
| Mifflin | | †D | †D | †CD | | |
| Hawstone | | | | | | |
| Lewistown | | | †C | | | |
| Granville | | | †CD | | | |
| MoVeytown | | | †C §D | | 3†CD | |
| Newton Hamilton | | C-1 | §CD | | §CD | |
| Mt. Union | | | †CD | | †CD | |
| Mapleton | | †CD | §CD | | §CD | |
| Mill Creek | | †CD | §CD | | †CD | |
| Huntingdon | | CD | | | | |
| Petersburg | | †CD | †CD | | †CD | |
| Barree | | | | | †CD | |
| Spruce Creek | | †CD | †CD | | †CD | |
| Birmingham | | †CD | | | †CD | |
| Tyrone | | | | | | |

- C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops, mail received or delivered or both.
 ☉—Train stops on request of Mail Clerk.
 †—Daily Except Sunday.
 ‡—Daily Except Sundays and Holidays.
 §—Daily Except Saturday, Sunday and Holidays.
 1—Saturdays, except Holidays, only.
 2—Daily except Saturday and Sunday.
 3—Reduce speed to 50 miles per hour.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no time-table authority)

| STATIONS | JC-5 (1) | CIN-1 (1) | LCL-7 (1) | LCL-1 (1) | LCL-3 (1) | M-9 (1) | PG-1 (1) | NY-1 (1) | VL-7 (1) | VC-1 (1) | NL-1 (1) | HP-1 (1) | ED-3 (1) | PG-5 (1) | PF-1 (1) | SW-1 (1) | NL-5 (1) | VL-9 (1) | CE-1 (1) | PG-15 (1) | PG-7 (1) | NL-7 (1) | EC-17 (1) | |
|--------------|-------------|--------------|--------------|--------------|--------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|--------------|-------|
| | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| BANKS | 1.00 | 1.30 | 3.00 | 3.45 | 5.20 | 6.00 | 9.15 | 9.45 | 10.30 | 11.30 | 12.01 | 5.00 | 5.00 | 5.30 | 6.15 | 6.45 | 7.00 | 7.30 | 8.00 | 8.30 | 9.00 | 9.00 | 9.00 | 11.45 |
| ANTIS | 6.00 | 5.00 | 6.00 | 6.45 | 8.20 | 3.00 | 1.15 | 1.45 | 2.00 | 3.00 | 3.45 | 11.00 | 8.55 | 9.30 | 9.45 | 10.30 | 11.00 | 11.30 | 1.15 | 1.30 | 1.45 | 1.00 | 3.30 | |
| SLOPE | 7.30 | 6.30 | 6.45 | 7.30 | 9.05 | | 2.15 | 3.15 | 3.30 | 4.30 | 5.15 | 1.00 | 10.00 | 10.45 | 11.30 | 12.30 | 12.45 | 2.15 | 2.30 | | 7.00 | 3.00 | 5.30 | |
| | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | P.M. | P.M. | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. |
| RUNNING TIME | 5.00 | 3.30 | 3.00 | 3.00 | 3.00 | 9.00 | 4.00 | 4.00 | 3.30 | 3.30 | 3.44 | 6.00 | 3.55 | 4.00 | 3.30 | 3.45 | 4.00 | 4.00 | 5.15 | 5.00 | 4.45 | 4.00 | 3.45 | |
| YARD TIME | 1.30 | 1.30 | .45 | .45 | .45 | | 1.00 | 1.30 | 1.30 | 1.30 | 1.30 | 2.00 | 1.05 | 1.15 | 1.45 | 2.00 | 1.45 | 2.45 | 1.15 | | 5.15 | 2.00 | 2.00 | |

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no time-table authority)

| MAKE-UP | | | | | | | | | | INTERDIVISIONAL RUNS (Westward) | | | | | INTERDIVISIONAL RUNS (Eastward) | | | | | | | |
|--------------|------------------|--------------|-------------|--------------|--|--|--|--|--|------------------------------------|----------|--------------|--------------|--------------|------------------------------------|--|--|--------------|-------|-------|------|-------|
| STATIONS | APG- 1 (2) | WP-17 (1) | SK-1 (1) | WP-15 (1) | | | | | | | STATIONS | AH-16 (1) | CSB-8 (1) | RA-14 (1) | AN-16 (1) | | | | | | | |
| | A.M. | A.M. | A.M. | A.M. | | | | | | | | A.M. | P.M. | P.M. | P.M. | | | | | | | |
| LOCK HAVEN | | | | | | | | | | | | 3.15 | 8.45 | 10.40 | 4.15 | | | SLOPE | | | | |
| BANKS | | | | | | | | | | | | | | | | | | ANTIS | 8.30 | 11.45 | 9.00 | 11.30 |
| ANTIS | | | | | | | | | | | | 6.00 | 1.10 | 4.00 | 8.00 | | | BANKS | | | | |
| SLOPE | 6.00 | 6.00 | 9.00 | 10.00 | | | | | | | | | | | | | | LOCK HAVEN | 12.01 | 2.00 | 1.15 | 4.00 |
| | A.M. | A.M. | A.M. | A.M. | | | | | | | | A.M. | P.M. | P.M. | P.M. | | | | P.M. | A.M. | A.M. | A.M. |
| RUNNING TIME | | | | | | | | | | | | 2.45 | 4.25 | 5.20 | 3.45 | | | YARD TIME | | 8.15 | | |
| YARD TIME | | | | | | | | | | | | | | | | | | RUNNING TIME | 3.31 | 2.15 | 4.15 | 4.30 |

(1) Daily (2) Daily except Monday. (3) Daily except Tuesday.

(Arranged freight train service)

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

| STATIONS | M-20 (1) | AC-10 (1) | M-24 (1) | M-10 (1) | AG-12 (1) | CA-10 (1) | PR-6 (1) | PG-6 (1) | BL-34 (1) | PG-4 (1) | GRE- 2 (1) | PG-2 (1) | CG-2 (1) | VL-2 (1) | ED-2 (1) | M-16 (2) | WP-16 (1) | SW-30 (1) | FW-8 (1) | PG-8 (1) | | | | |
|--------------|-------------|--------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|-------------|------------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--|--|--|--|
| | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | | | | |
| SLOPE | | | | | | 2.00 | 3.30 | 3.30 | | | 6.30 | 7.30 | 8.35 | 8.35 | 8.45 | | 12.15 | 1.00 | 1.15 | 3.00 | | | | |
| ANTIS | 2.00 | 2.30 | 3.00 | 3.00 | 3.30 | | | 5.00 | 4.00 | 4.00 | 7.45 | 9.00 | 9.35 | 9.50 | 10.15 | 10.00 | | 2.00 | 2.15 | | | | | |
| BANKS | 11.59 | 9.30 | 9.30 | 10.00 | 10.30 | | | 10.00 | 9.00 | 11.00 | 11.45 | 1.45 | 1.35 | 2.00 | 2.15 | 5.00 | | 6.00 | 5.30 | | | | | |
| | 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. | | | | |
| YARD TIME | | | | | | | | 1.30 | | | 1.15 | 1.30 | 1.00 | 1.15 | 1.30 | | | 1.00 | 1.00 | | | | | |
| RUNNING TIME | 10.00 | 7.00 | 6.30 | 7.00 | 7.00 | | | 5.00 | 5.00 | 7.00 | 4.00 | 4.45 | 4.00 | 4.10 | 4.00 | 7.00 | | 4.00 | 3.15 | | | | | |

Arranged freight train service)

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

| STATION | ED-4 (1) | NW-86 (1) | PG 10 (1) | CIN-2 (1) | YA-4 (2) | SH-4 (1) | NS-2 (1) | SW-8 (1) | CS-8 (1) | PG-14 (1) | CG-8 (1) | CE-8 (1) | YE-6 (1) | WPB-2 (1) | NW 82 (1) | CE-2 (1) | LCL-2 (1) | SS-2 (1) | NW-88 (1) | AW-2 (1) | | | | |
|--------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|--------------|--------------|-------------|--------------|-------------|--------------|-------------|--|--|--|--|
| | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | | | | |
| SLOPE | 4.00 | 4.15 | 4.30 | 4.45 | 4.45 | 5.55 | 6.05 | 6.30 | 7.15 | 7.30 | 7.30 | 8.00 | 8.30 | 8.50 | 9.30 | 9.45 | 9.45 | 10.10 | 11.30 | 11.59 | | | | |
| ANTIS | 5.00 | 6.00 | 5.45 | 6.15 | | 12.01 | 7.20 | 8.00 | 8.45 | | 8.30 | 9.00 | 2.00 | 10.00 | 11.00 | 10.45 | 11.00 | 1.00 | 12.30 | | | | | |
| BANKS | 8.00 | 10.00 | 10.45 | 10.15 | | 6.30 | 12.35 | 12.15 | 1.00 | | 12.30 | 1.30 | 8.00 | 2.00 | 3.00 | 2.45 | 2.15 | 6.00 | 5.00 | | | | | |
| LOCK HAVEN | | | | | | | | | | | | | | | | | | | | | | | | |
| | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | A.M. | A.M. | A.M. | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | P.M. | | | | |
| YARD TIME | 1.00 | 1.45 | 1.15 | 1.30 | | 6.06 | 1.15 | 1.30 | 1.30 | | 1.00 | 1.00 | 5.30 | 1.10 | 1.30 | 1.00 | 1.15 | 2.50 | 1.00 | | | | | |
| RUNNING TIME | 3.00 | 4.00 | 5.00 | 4.00 | | 6.29 | 5.15 | 4.15 | 4.15 | | 4.00 | 4.30 | 6.00 | 4.00 | 4.00 | 4.00 | 3.15 | 5.00 | 4.30 | | | | | |

(1) Daily. (2) Daily except Monday. (3) Daily except Tuesday. (4) Daily except Saturday and Sunday. (5) Sunday and Monday only.
 (6) Daily except Sunday.

SPECIAL INSTRUCTIONS

GENERAL RULES

Hours of Service

100Q-1. Referring to **Rule Q**, conductor, trainman, engineer, fireman, or driver of track car after being on duty 14 hours must notify the superintendent the time he will be on duty 16 hours.

Personal Injuries

100R-2A. Medical Officers and Company Surgeons

| Location | Name and Address | Telephone number |
|-----------------|--|---------------------------------|
| Mifflin..... | ROBERT P. BANKS, M. D. 117 North Main St., Mifflintown, Pa..... | { Bell 76 { Res. Bell 158 |
| Lewistown | C. B. McCLAIN, M. D..... 18 North Main St..... | { Bell 5623 { Res. Bell 4733 |
| Huntingdon..... | F. S. MAINZER, M. D..... 302 - 8th St..... | { Bell 700 { Res. Bell 803 |
| Tyrone..... | CAREY C. BRADIN, M. D..... 1108 Logan Ave..... | Bell 560 |
| | { P. P. DENNING, M. D..... 9th Ave. & 12th St..... | { P.R.R. 467 |
| | { A. S. KECH, M. D..... 1221 12th Ave..... | { Bell 2-9127 |
| Altoona..... | C. E. SNYDER, M. D..... 1201 6th Ave..... | Bell 2-2798 |
| | { R. S. MAGEE, M. D..... 1308 9th St..... | { Bell 4-0841 |
| | { B. L. HULL, M. D..... 1309 11th St..... | { Bell 7416 |

100R-3A. Locations of Hospitals

| Location | Name and Address | Telephone number |
|------------------|--|------------------|
| Lewistown | LEWISTOWN HOSPITAL..... Highland Ave..... | Bell 5411 |
| Huntingdon | J. C. BLAIR MEMORIAL HOSP.. | Bell 90 |
| Tyrone..... | COMMUNITY AMBULANCE..... 123 W. 10th St..... | Call City Opr. |
| Philipsburg..... | PHILIPSBURG STATE HOSPITAL. | Bell 205 |
| Clearfield..... | CLEARFIELD HOSPITAL..... Turnpike Ave..... | Bell 483 |
| Bellefonte..... | CENTRE COUNTY HOSPITAL... Willowbank St..... | Bell 4757 |
| Altoona..... | THE ALTOONA HOSPITAL..... Howard Ave. & 7th St..... | Bell 4-0811 |
| Roaring Spring.. | THE NASON HOSPITAL..... Park Ave..... | Bell 80 |
| Cumberland..... | ALLEGHENY HOSPITAL..... 215 Decatur St..... | Bell 1463 |

100R-4A. First-Aid Boxes and Stretchers, Location of**First-Aid Boxes:**

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

At each passenger and each freight station.

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

Stretchers:

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

One stretcher must be carried on each passenger train.

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- A** —Stop on signal to receive passengers.
- B** —Stop on signal to discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- G** —Regular stop, Saturday only.
- H** —Regular stop, Saturday only, to receive passengers.
- 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—rail motor car.
- * —Passenger train—with passenger and freight equipment.
- ◇ —Passenger train—No train baggageman.
- ‡ —Will not run on specified dates shown on schedule pages.

1004-B1.

- U** —Regular stop to receive passengers for west of Pittsburgh.
- W** —Regular stop to set off or pick up milk cars.
- X** —Regular stop to receive passengers for Lewistown and points west of Pittsburgh.
- Y** —Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- # —Train may leave at scheduled arriving time when station work is completed.

ENGINE WHISTLE SIGNALS

1014-A2. Rule 14 will apply:

Bald Eagle Branch:

All sidings.

----- o --- Flagman may return from West.

----- o --- Flagman may return from East.

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

| Track | Between | And |
|----------------------------|---------|--------|
| Clearfield Secondary Track | Park | Vail |
| 5 | Gray | Tyrone |
| A | Deer | Hunt |

Also on following Branches and Secondary Tracks at Junction points:

| Location | Junction | At |
|---------------------------------|--|------------|
| Hollidaysburg & Petersburg Beh. | Main Line | Petersburg |
| Morrison Cove Secondary Track | Hollidaysburg & Petersburg Secondary Track | Holly |

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

| Track | Between | And |
|----------------------------|---------|------|
| Clearfield Secondary Track | Vail | Park |
| C | Hunt | Deer |

Also on following Branches and Secondary Tracks at Junction points:

| Location | Junction | At |
|---------------------------------|--|------------|
| Hollidaysburg & Petersburg Beh. | Main Line | Petersburg |
| Morrison Cove Secondary Track | Hollidaysburg & Petersburg Secondary Track | Holly |

1014 (1)-A1. Rule 14 (1), sound — — o — , will not be prolonged or repeated approaching following crossings at grade:

Main Line

| Crossing | | Location |
|----------|--------------------|--|
| No. | Name | |
| 16 | Township Line Road | 113 ft. E. of Aqueduct Station. |
| 52 | Cassville Road | 3798 ft. W. of Mill Creek. |
| 30 | Jacobs | Between M.P. 199 and M.P. 200, three miles E. of Huntingdon. |
| 64 | Tyrone | 498 ft. W. Tyrone Station. |

Hollidaysburg and Petersburg Branch

| | | |
|-----|-------------|------------------------------------|
| 125 | 31st Street | Altoona. |
| 123 | 58th Street | Eldorado. |
| 95 | High Street | 99 ft. W. of Williamsburg Station. |

Hollidaysburg and Petersburg Secondary Track

| | | |
|-----|--------------|-------------------------------------|
| 111 | Newry Street | 75 ft. E. of Hollidaysburg Station. |
|-----|--------------|-------------------------------------|

Bedford Branch

| | | |
|-----|-------------|--------------------------------|
| 162 | Richard St. | 622 ft. N. of Bedford Station. |
|-----|-------------|--------------------------------|

Bellefonte Secondary Track

| | | |
|--|---------------|-----------|
| | All Crossings | Milesburg |
|--|---------------|-----------|

Morrison Cove Secondary Track

| | | |
|-----|----------|---------------------------------------|
| 206 | Main St. | 437 ft. S. of Roaring Spring Station. |
|-----|----------|---------------------------------------|

Clearfield Secondary Track

| | | |
|--|---------------|---------------------------|
| | All Crossings | Within borough limits of: |
| | | Philipsburg |
| | All Crossings | Within borough limits of: |
| | | Curwensville |

Moshannon Secondary Track

| | | |
|--|---------------|-----------|
| | All Crossings | Houtzdale |
|--|---------------|-----------|

1014 (1)-A2. Engine whistle will not be used to sound crossing alarm within the limits of following boroughs:

| Borough | Alarm to be sounded by |
|----------------------------|------------------------|
| Huntingdon | Engine bell |
| Tyrone { Clearfield Branch | Engine bell |
| Clearfield | Engine bell |

1014 (l)-A3. Portable whistle sign (yellow disc on which is shown the letter W in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows:

| Main Tracks | Secondary Tracks | |
|--|---|--|
| Hollidaysburg & Petersburg Branch Bedford Branch Mt. Dallas Branch Clearfield Branch Bald Eagle Branch | Lewistown Milroy Hollidaysburg & Petersburg Morrison Cove Bedford Springfield Bellefonte Snow Shoe | Clearfield Philipsburg Moshannon Moshannon & Clearfield Coal Run Amesville Muddy Run Little Muddy Run |

When portable whistle sign is displayed, **Rule 14 (l)** will apply.

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

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

Main Line

| Direction | Sound engine whistle signal passing | Indication stop will be made at |
|-----------|-------------------------------------|---------------------------------|
| Eastward | Bell | Tipton |
| " | Spruce | Huntingdon |
| " | Jacks | *Ryde or Longfellow |
| " | Lewis | Denholm |
| " | Port | Bailey |
| " | View | *Cove |
| Westward | Banks | *Cove |
| " | View | Bailey |
| " | Mifflin | Denholm |
| " | Lewis | Longfellow or *Ryde |
| " | Jacks | Huntingdon |
| " | Gray | Tipton |

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

Bald Eagle Branch

| Direction | Sound engine whistle signal passing | Sound | Indicate stop will be made at |
|-----------|-------------------------------------|--------|-------------------------------|
| Eastward | Park | — — o | Port Matilda |
| " | Park | — — oo | Milesburg |
| " | Miles | — — o | Post Siding |
| Westward | Lock Haven | — — o | Post Siding |
| " | Miles | — — o | Baker |
| " | Miles | — — oo | Port Matilda |

Signalman will notify train dispatcher promptly.

TRAIN SIGNALS

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

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

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

Fusees and Torpedoes

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

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

| | Fusees | Torpedoes |
|-----------------------------|--------|-----------|
| Passenger Service | 10 | 20 |
| Freight Service | 18 | 24 |
| Engines in Road Service | 3 | 6 |
| Engines in Shifting Service | 3 | 6 |
| Track Cars | 3 | 4 |

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

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the superintendent on secondary tracks must be used to advance a train or engine by a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal between |
|---------------|---------------------------------|----------------------|--|
| | Direction | Track | |
| Wye | Westward | 2 | Wye Block Station and crossovers connecting No. 1 with No. 2 track and No. 2 with No. 1 track, east of Division Post (Pgh. Div.) |
| Miles | Eastward | Bellefonte Secondary | Miles Block Station and Westward distant signal No. B 320. |

NOTE: A train or engine receiving train order on main track or in the application of **Rule 362** verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks

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

| Bulletin Board | Employes Register | Standard Clock | Location | Other Divisions |
|----------------|-------------------|----------------|---|---|
| X | X | X | Altoona, Passenger Crew Dispatcher's Office. | Pittsburgh Philadelphia |
| X | X | X | Altoona Asst. Yd. Master's Office, South. | Philadelphia W.M.R.R. |
| X | X | X | Altoona, Asst. Yard Master's Office, Scales | |
| X | X | X | Altoona, Asst. Yard Master's Office, Furnace | |
| X | X | X | Altoona, Crew Clerk's Office, Rose | Pittsburgh Eastern Conemaugh Pan Handle |
| X | X | X | Altoona, Asst. Yard Master's Office, Homer | |
| X | X | X | Altoona, Brush East'bd | |
| X | X | X | East Altoona, Engine Dispatcher's Office. | Pittsburgh Eastern Conemaugh Pan Handle Philadelphia Susquehanna W.M.R.R. |
| X | X | X | East Altoona, Asst. Yard Master's Office, Farm. | |
| X | X | X | Hollidaysburg, Yard Master's Office. | |
| X | X | X | Tyrone, Yard Office. | Philadelphia Susquehanna |
| X | X | X | Bellefonte, Yard Office. | Susquehanna |
| X | X | X | Osceola Mills, Yard Office. | Susquehanna |
| X | X | X | Osceola Mills, Engine House. | Susquehanna |
| X | X | X | Huntingdon, Oil House Office. | Philadelphia |
| X | X | | Mount Union, Agent's Office, Freight Station. | |
| X | X | X | Lewistown, Yard Office. | Philadelphia Susquehanna |
| | | | Saxton, H. & B. T. Engine House. | Middle |

NOTE—X indicates in service.

1075-A2. Bulletin board locations where sixth paragraph, Rule 75, will apply:

| Point | Location of Bulletin Boards |
|--------------|---|
| Altoona Yard | Engine House, East Altoona Rose South |

NOTE—Applies only to conductors and enginemen of westward freight trains and eastward relay trains leaving Altoona Yard.

Standard Clocks

1075-A3. Standard clocks at other points:
Train Dispatcher's Office and Block Stations.

General Order Zones

1075-A4. General Order Zones of this Division are as follows:

- Zone A—Banks to Bell.
- Zone B—Bell to Slope, both inclusive, and Hollidaysburg and Petersburg Branch.
- Zone C—Holly to Curry, Brook to State Line, and Creek to Dallas.
- Zone D—Park to Grampian and Mills to McCarty.
- Zone E—Bald Eagle and Clearfield Branches, Bellefonte and Snow Shoe Secondary Tracks.
- Zone F—Lewistown and Milroy Secondary tracks.

Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of twelve months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

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

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

NOTE—Referring to Rule 75 and Special Instruction 1075-A5: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this instruction.

MOVEMENT OF TRAINS

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

Except:

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

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

Train Ready Indicators

1084-A1. At Altoona passenger station, enginemen of eastward and westward trains using No. 1, 2, 3 or 4 tracks stopping with engine beyond interlocking signal, will start on receiving communicating signal, provided that in addition, a hand signal to proceed is received from a member of the train crew. The conductor will be responsible for knowing interlocking signal is in proceed position before starting train.

Yard Limits

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

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

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

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

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

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

| Track | Between | And |
|--------------------|---------|------|
| A, No. 1 and No. 2 | Slope | Alto |

Authority to proceed as an extra

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

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

At Altoona passenger station—verbally by station master.

Non-interlocked Railroad Crossings at Grade

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

| Location | Signals, Etc. Governing Movements Over Crossing | | Requirements | Note |
|-----------------------------------|---|------------------------|----------------------|------|
| | Type | Indication or Position | | |
| Betz Jet. N.Y.C.R.R. | Stop board | Stop | Stop before crossing | 1 |
| Loch Lomond Jet. N.Y.C.R.R. | Stop board | Stop | Stop before crossing | 1 |

NOTE 1. Referring to Rule 9:

Night signals will not be displayed.

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

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

Automatic Highway Crossing Protection on Sidings, Yards or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

| Track | Crossing | Location | Note |
|-----------------------------------|---|--------------|------|
| Main Line | Traffic Route No. 603 (Wharf Side track) | McVeytown | |
| Hollidaysburg & Petersburg Branch | Traffic Route No. 866 (Side track & Station track) Traffic Route No. 203 (High Street) | Williamsburg | 1 |
| Clearfield Secondary Track | Traffic Route No. 322 (General Refractories track) | Blue Ball | 1 |

NOTE 1. Cut-in button, located on relay case, must be pressed continuously until engine or car passes "CC" sign to cause the automatic feature to function.

Movements against Current of Traffic

1103-A3. At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A4. At the following locations, sign "CC" indicates point beyond which engines and cars will operate automatic crossing protection:

| Track | Crossing | Location |
|-----------------------------------|---|--------------|
| Main Line | Traffic Route No. 603 | McVeytown |
| Hollidaysburg & Petersburg Branch | 31st Street | Altoona |
| | Traffic Route No. 866 | Williamsburg |
| Morrison Cove Secondary Track | Traffic Route No. 286 | McKee |
| Bedford Branch | Traffic Route No. 220 (Richard St.) | Bedford |
| Clearfield Secondary Track | Traffic Route No. 322 (General Refractories track) | Blue Ball |

Interruption Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

| Track | Crossing | Location | Apparatus |
|-----------|--|-----------|---|
| Main Line | Traffic Route No. 603 (Nos. 3 & 4 tracks only) | McVeytown | Push button located in black box marked "PB" on north side of crossing adjacent to station building |

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

| Track | Crossing | Location |
|-------------------------------|---|-----------|
| Main Line | Traffic Route No. 603 (tracks 1, 3 & 4) | McVeytown |
| | Traffic Route No. 825 (Tracks 3 & 4) | Tipton |
| Morrison Cove Secondary Track | Traffic Route No. 286 | McKee |
| Clearfield Branch | 12th Street 13th Street 14th Street | Tyrone |
| Bald Eagle Branch | Traffic Route No. 58 | Mill Hall |

Protection for Public Highway Crossings at Grade

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

| Track | Crossing | Location | No crossing watchman on duty between the hours of: | Note |
|-------|------------------|-----------|---|------|
| Yard | Jefferson Street | Mt. Union | 9.00 P. M. and 1.00 P. M. Monday thru Friday, and 9.00 P. M. Friday to 1.00 P. M. Monday. | |

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

| Track | Crossing | Location |
|------------------------|---|--|
| Duncannon Old Line | All crossings | Duncannon |
| Newport Old Line | Market Street U. S. Route 34 747 ft. east of Freight Station | Newport |
| Breyer Ice Cream Co. | State Route 50024 3206 ft. east of Freight Station | Millerstown |
| Lewistown Secondary | Grand Street-2871 ft. east of Station | Lewistown |
| | Wayne Street-3170 ft. east of Station | Lewistown |
| | Main Street, U. S. Route 22—3661 ft. east of Station | Lewistown |
| American Viscose Co. | Elizabeth Street, 850 ft. west of Station | Lewistown |
| Furnace Industrial | South Dorcas St. 1465 ft. west of connection to Lewistown sec- ondary track | Lewistown |
| | South Main Street, U. S. Route 22 2498 ft. west of connection to Lewistown sec- ondary track | Lewistown |
| | Alley—2796 ft. west of connec- tion to Lewistown secondary track | Lewistown |
| | South Wayne St. 3119 ft. west of connection to Lewistown sec- ondary track | Lewistown |
| | South Grand St. 6810 ft. west of connection to Lewistown sec- ondary track | Lewistown |
| | South Wayne St. 6992 ft. west of connection to Lewistown sec- ondary track | Lewistown |
| | Milroy Secondary | State Route 322 59 ft. east of Freight Station | Reedsville |

| Track | Crossing | Location |
|-------------------------------------|---|-------------------|
| Mt. Union Old Line | Washington Street 100 ft. west of Freight Station | Mount Union |
| Penna. Glass Sand Co. Bridgeport | State Route 376 (Old U. S. Route 22) | West of Mapleton |
| East Leg of Wye | Pennsylvania Ave. 35 ft. east of Station | Tyrone |
| Berwind White Coal Co. | William Penn Highway U. S. Route 22 | Hollidaysburg |
| Morrison Cove Secondary | Main Street—State Route 36—437 ft. south of Station. | Roaring Spring |
| | State Route 85, 44 ft. south of Freight Station | Curry |
| Bloomfield | Main Street, State Route 36, 437 ft. south of Station | Roaring Spring |
| General Refractories Co. | State Route 220 3480 ft. north of Station | Claysburg |
| New Enterprise Stone & Lime Co. | State Route 281 325 ft. south of Jct. with Mt. Dallas Branch | Ashcom |
| Canoe Creek Secondary | U. S. Route 22, 3158 ft. east of Jct. | Canoe Creek Jct. |
| Basalt Trap Rock Co. | State Route 118 3140 ft. east of Jct. | Clover Creek Jct. |
| Bellefonte Secondary | Lamb Street, 1111 ft. west of Station | Bellefonte |
| | High Street, State Route 550—143 ft. west of Sta- tion | Bellefonte |
| | Water St.—State Route 346—1249 ft. east of Station | Bellefonte |
| White Rock Quarries Pleasant Gap | State Route 64, 2070 ft. east of connection to Bellefonte Sec- ondary Track | White |
| Moshannon Secondary | State Route 53 | Coal Run Jct. |
| | State Route 53 854 ft. north of Station | Madera |

| Track | Crossing | Location |
|--------------------------|---|---|
| Big Run Secondary | State Route 53 369 ft. south of Jct. | South of Jct. Moshannon Sec- ondary Track |
| Amesville Secondary | State Route 53 4410 ft. south of Jct. | South of Jct. Moshannon Sec- ondary Track |
| Clearfield Secondary | Maple Street— State Route 53— 866 ft. south of Station | Philipsburg |
| | Pine Street, 509 ft. north of Station | Philipsburg |
| | Presqueisle Street 126 ft. south of Station | Philipsburg |
| Philipsburg Secondary | Front Street, State Route 322—773 ft. north of Jct. | Philipsburg |
| Snow Shoe Secondary | State Route 220, 989 ft. west of Jct. | Snow Shoe Inter- section |

Protection for Highway Crossings, Clearfield

1103-C2. Trains and engines passing over Market Street, Bridge Street and Bigler Avenue crossings in Clearfield Borough, must stop clear of these crossings and a member of the crew must manually operate the highway traffic stop light from control switches. Control switches for Market Street are located on the southwest and northwest corner of Market and Third Streets. Control switches for Bridge Street and Bigler Avenue is located on the northwest corner of the intersection of Bridge and Third Streets.

After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over these crossings. Highway traffic stop light switch must be restored to normal position after crossing is cleared.

Control boxes are secured with standard switch locks.

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

| Switch Located at | Connecting | With | Normal Position is for Movements |
|-------------------------|--|-------------------------------------|---|
| Wye—West leg of Wye. | No. 1 track | Pgh. Div. Westward Main track | To Pgh. Div. Westward Main track. |
| Holly | No. 1 track | No. 12 | To No. 12 |
| Brook | Morrison Cove Sec- ondary Track | Bedford Secondary Track | To Bedford Secondary Track |
| Creek | Bedford Secondary Track | Bedford Branch | To Bedford Branch |

Hand-Operated Switches Equipped With Electric Locks

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

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

Bald Eagle Branch

| | | |
|---|--|---------------|
| Between: East Beech and Lock Haven | All switches in main track and Post siding | Lock Haven |
| Between: Vail and East Beech | All switches in main track and sidings | Miles |
| Between: Park and Vail | Park siding to storage track | Park |

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

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

4. Restore switch and switch lock to normal position after used and report same to signalman.

Secondary Tracks and Sidings

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

Secondary Tracks

| Track | Between | And |
|--|---------|-------|
| A | Deer | Hunt |
| C | Hunt | Deer |
| Hollidaysburg & Petersburg No. 1 & No. 2 | Frank | Wye |
| Morrison Cove | Holly | Brook |
| Bedford | Brook | Creek |
| | Ford | State |
| Clearfield | Cur | Park |
| Moshannon | Coal | Ram |

Sidings

Bald Eagle Branch

Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding

1105-A2. Referring to **Rule 105**. Trains using sidings as follows on Bald Eagle Branch will proceed on fixed signal indication. Reverse movements must not be made without train orders.

Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding

Track Assignments

1151-A1. Single Track

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

1151-B1. Two or More Tracks

Current of traffic is as follows:

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

NOTE—Tracks are numbered from south to north.

NOTE—Within Wall Interlocking:

Track A —Eastward Freight

Tracks G and H—Westward Freight

1151-C1. Secondary Tracks of Assigned Direction

| Track | From | To | Assigned Direction | Controlled by | Reverse Movements on Permission from | Note |
|---------------|-------------------|----------------------------|--------------------|-------------------|--------------------------------------|------|
| A | Deer | Hunt | Eastward | Hunt | Hunt | 3 |
| C | Hunt | Deer | Westward | Hunt | Hunt | 3 |
| No. 1 | Alto | South | Eastward | A. Y. M. South | AYM South | 3 |
| No. 1 | South | Rose | Eastward | AYM-Brush | AYM-Brush | 3 |
| A | Alto | South | Eastward | AYM South | AYM South | 3 |
| No. 2 | Rose | Alto | Westward | AYM-Rose | AYM-Rose | 3 |
| Approach | Bell | E. E. Homer Yard | Westward | AYM-Homer or Rose | AYM-Homer or Rose | |
| Pull-Up | E. End Homer Yard | Bell | Eastward | Bell | Bell | 3 |
| No. 1 | Rose | Antis | Eastward | Antis | Train Order | |
| No. 2 | Antis | Rose | Westward | Antis | Train Order | 2 |
| No. 12 | Holly | W. End Eastward Adv. Trks. | Eastward | Wye | Wye | |
| Nos. 6 and 14 | Frankstown | Jones St., Hollidaysburg. | Westward | Wye | Wye | 1 |
| A | Wye | Hollidaysburg | Eastward | Wye | Wye | |
| B | Hollidaysburg | Wye | Westward | Wye | Wye | |
| No. 1 | Wye | Frank | Eastward | Wye | Wye | 4 |
| No. 2 | Frank | Wye | Westward | Wye | Wye | 4 |

NOTE 1. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard, Jones St., Hollidaysburg.

NOTE 2. Eastward movements may be made between Rose and House on verbal authority of signalman at Antis.

NOTE 3. Reverse movements may be made on signal indication.

NOTE 4. Last paragraph **Rule 105** and **Rules 201 to 223** inclusive, will not apply. All other rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman, when authorized by the superintendent. Authority for movement of passenger extras must be in writing.

1151-D1. Secondary Tracks of No Assigned Direction

| Track | | Between | And | Controlled by | Note |
|------------------------------|-----|--|-----------------------------|--------------------------|------|
| Old Line | (E) | Port | Newport | Port | 2 |
| Lewistown | (E) | Lewistown | Division Post Susq. Div. | Lewis | |
| Milroy | (E) | Jct. Lewistown Secondary Track | Milroy | Lewis | |
| No. 5 | (W) | Lewistown | Lewis | Lewis | 2 |
| No. 4 | (E) | Jacks | Mount Union Track Scales | Jacks | 2 |
| A | (W) | Jacks | West End of track | Jacks | 2 |
| Bridgeport | (E) | Connection in No. 4 track 1527 ft. E. of Mill Creek | Tool House 3834 ft. East | Jacks | |
| No. 5 | (W) | Hunt | Deer | Hunt | 2 |
| No. 5 | (W) | Forge | Tyrone | Gray | 2 |
| No. 8 | (W) | Tyrone | Gray | Gray | 2 |
| No. 9 | (W) | Tyrone | Gray | Gray | 2 |
| Fairbrook | (E) | Tyrone | Stover | Gray | |
| No. 12 | (W) | East End Homer Yard | Homer | AYM-Homer or Rose | 2 |
| No. 31 | (W) | Homer | Rose | AYM-Homer or Rose | 2 |
| No. 1 (Yd.) | (W) | Rose | Works | AYM-Rose | 2 |
| No. 5 | (W) | Juniata Shops | 7th St.— Altoona | Works | 2 |
| No. 8 | (W) | Antis | Farm | AYM-Farm | |
| South Runner | (W) | Farm | South | AYM-South | |
| Middle Runner | (W) | Farm | South | AYM-Brush & South | |
| No. 1 Cabin | (W) | Rose | Brush | AYM-Rose or Brush | |
| No. 3 Power | (W) | Alto | Slope | Alto | 2 |
| No. 9 Power | (W) | Alto | Slope | Alto | 2 |
| Clover Creek | (E) | Clover Creek Jct. | Basalt Trap Rock Co. | Wye | |
| Springfield | (E) | Ganister | Orminea | Wye | |
| Canoe Creek | (E) | Canoe Creek Jct. | Moore's Mill | Wye | |
| No. 6 Westward Relay Yard | (W) | East End Relay Yard | Jones St. Hollidaysburg | Yard Master Jones St. | |

| Track | | Between | And | Controlled by | Note |
|---------------------------|-----|----------------------------|----------------------------|---------------|------|
| Morrison Cove | (S) | Holly | Brook | Wye | 3 |
| | | Brook | Curry | Wye | |
| Bedford | (S) | Brook | Creek | Wye | 3 |
| | | Ford | State Line | Wye | 3 |
| No. 8 | (N) | 17th St. Tyrone | North End Class'fn. Yd. | Park | |
| No. 1 | (N) | North End Class'fn. Yd. | Vail | Park | |
| Clearfield | (N) | Park | Cur | Mills | 1-3 |
| | | Cur | Grampian | Mills | 1 |
| Runner | (N) | Summit | Maple | Mills | 1 |
| Mapleton | (S) | Maple | Coaldale Coll. | Mills | 1 |
| Philipsburg | (N) | Phil | Loch Lomond Jct. | Mills | 1 |
| Moshannon | (S) | Mills | Ram | Mills | 1-3 |
| | | Ram | McCartney | Mills | 1 |
| Trout Run | (S) | Trout Run Jct. | DuShan Coll. No. 3 | Mills | 1 |
| Big Run | (S) | Big Run Jct. | Daywood Coll. No. 1 | Mills | 1 |
| Moshannon & Clearfield | (S) | M.&C. Jct. | Brookwood Shaft | Mills | 1 |
| Coal Run | (S) | Coal Run Jct. | Mease Coll. No. 2 | Mills | 1 |
| Goss Run | (S) | Goss Run Jct. | Lobb Coll. No. 1 | Mills | 1 |
| Amesville | (S) | Amesville Jct. | Imperial Coll. No. 2 | Mills | 1 |
| Little Muddy Run | (N) | Little Muddy Run Jct. | Black Oak Coll. No. 1 | Mills | 1 |
| Muddy Run | (S) | Muddy Run Jct. | Black Oak Coll. No. 3 | Mills | 1 |
| Snow Shoe | (W) | Snow Shoe Int. | Snow Shoe | Miles | |
| Bellefonte | (E) | Miles | White | Miles | 3 |

(E) (W) (N) (S) Indicates time-table direction from point first named.

NOTE 1. When Mills Block-Limit station is in service, controlled by Park.

NOTE 2. A fixed signal or a hand signal from a switch tender will convey authority to proceed on that track.

NOTE 3. **Rule 105** and **Rules 201 to 223** inclusive, will not apply. All other Rules, as they apply to main tracks and sidings, are in effect. Extra trains, except passenger extras, will run on verbal per-

mission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

Storage Track

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

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

| Train No. | Use Track No. | From | To | To Pass Train No. | To Be Passed by Train No. |
|-----------|---------------|------|----|-------------------|---------------------------|
| | | | | | |

PASSENGER TRAIN OPERATION

Call Bell For Flagman—Tyrone

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

Changing Passenger Engines At Lewistown

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

Keeping Toilet Doors Locked At Altoona

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

Passengers Getting On And Off Trains

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

Hot Boxes On Through Passenger Trains

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

Steam Heating

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

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

In event train steam line becomes waterlogged or does not clear of condensation, rear trainman must notify conductor

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

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

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

Use Of Back-Up Hose

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

Protection, Rear Of Passenger Trains

1154-A9. Unauthorized persons are prohibited from riding on the rear of passenger trains. Trainmen are required to ride the rear of trains, except trains operating with business cars or blind cars on the rear end, over all critical structures, bridges, viaducts, etc., as indicated below:

Main Line: Spruce Creek tunnels.

Intermediate Train Brake Tests

1154-A10. At Altoona terminal train brake tests will be made in accordance with Paragraph 5 of Instruction 14 of Brake and Train Air Signal Instructions No. 99-D-1.

Report on condition of train brakes to be made verbally from one Engineman to another.

FREIGHT TRAIN OPERATION

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

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

Clearfield Secondary Track—Summit to Vail.

Snow Shoe Secondary Track—Rhoads to Gum Stump.

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

Trains Stopped At 9th Street Or South

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

with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

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

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

Indicating Rear End Of Draft Of Cars

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

Using Wye At Osceola Mills

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

Use Of Pusher Engines

1155-A5. When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed. Steam should be applied gradually to avoid rough handling of the train.

1155-A6. Westward freight trains dispatched from Altoona Yard will be governed by the following instructions as to the use of helping engines assisting at the rear:

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

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

1155-A7. While pusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.

1155-A8. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

Inspection Of Freight Trains Leaving Yards Or Coaling Stations

1155-A9. Freight trains leaving coaling or watering stations and yards will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be re-

duced sufficiently to insure safety to the members of the crew, making the inspection, getting on the rear end of the train.

Watering Live Stock

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

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

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

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

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

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

Car Limits on Descending Grades

1155-A12. Clearfield Secondary Track:

Between Summit and Vail, 75 cars.

Snow Shoe Secondary Track:

Between Rhoads and Gum Stump—

Switch backs Nos. 1, 2, 3 and 4, 22 cars.

FREIGHT AND PASSENGER TRAIN OPERATION

Inquiring For Instructions

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

Employes On Engines

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

Huntingdon Icing Station

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

Arranged Freight Train Service.

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

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

WESTWARD TRAINS.—Conductors on trains having cars to ice at Huntingdon will throw off at Wall a memorandum showing the number of such cars. The signalman at Wall will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon and the train dispatcher at Altoona.

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

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

RAILWAY EXPRESS TRAINS:

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

WESTWARD TRAINS:—Station master at Harrisburg to give the information direct to the train dispatcher at Altoona.

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

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

Facilities For Repairing Hot Boxes

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

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

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

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

Main Line:

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

Bald Eagle Branch

Snow Shoe Int.

Clearfield Secondary Track

Osceola Enginehouse.
Clearfield.

SPEED RESTRICTIONS

1157-A. 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 |

**Minimum Running Time and Speeds
On Descending Grades—Freight Trains**

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

Clearfield Secondary Track:

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

| Points | Grade | Dist. Miles | Miles Per Hr. | Mins. |
|--|-------------|-------------|---------------|-------|
| Summit to north end of Big Fill..... | 1.98 | 2.5 | 10.7 | 14 |
| North end of Big Fill to a point $\frac{1}{4}$ mile south of M.P. 7..... | .11 to 1.98 | 3.5 | 13.125 | 16 |
| Point $\frac{1}{4}$ miles south of M.P. 7 to Vail..... | 2.2 to 2.86 | 3.8 | 9.1 | 25 |
| Total..... | | 9.8 | | 55 |

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

| Points | Grade | Dist. Miles | Miles Per Hr. | Mins. |
|--|-------------|-------------|---------------|-------|
| Summit to north end of Big Fill..... | 1.98 | 2.5 | 16 | 10 |
| North End of Big Fill to a point $\frac{1}{4}$ mile south of M.P. 7..... | .11 to 1.98 | 3.5 | 16 | 14 |
| Point $\frac{1}{4}$ mile south of of M.P. 7 to Vail..... | 2.2 to 2.86 | 3.8 | 12 | 19 |
| Total..... | | 9.8 | | 43 |

Snow Shoe Secondary Track:

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

| Points | Grade | Dist. Miles | Miles Per Hr. | Mins. |
|---|----------------|----------------|------------------|-------|
| From Rhoads to No. 4 switch..... | 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 |

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

| Points | Grade | Dist. Miles | Miles Per Hr. | Mins. |
|---|----------------|----------------|------------------|-------|
| From Rhoads to No. 4 Switch..... | 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 |

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

Other Descending Grades—Retaining Valves—Speeds

1157-B2. Between: Altoona and Petersburg

Dix and Holters

Buffalo Mills and Hyndman

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

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

Loaded trains, consisting of 50 per cent or more cars loaded mineral freight.....10 per cent.

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

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

Eastward Freight Trains Off Pgh. Div.

1157-B3. Retaining valves on the front portion of train must not be released until the train is under control or stopped at Alto or Wye.

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified

| | Single Track | | No. 5 Track | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|---|--------------|------|-------------|------|---------------|------|-------------|------|-------------|------|-------------|------|
| | Pgtr. | Frt. | Pgtr. | Frt. | Pgtr. | Frt. | Pgtr. | Frt. | Pgtr. | Frt. | Pgtr. | Frt. |
| Miles per Hour | | | | | | | | | | | | |
| Main Line | | | | | | | | | | | | |
| Between: | | | | | | | | | | | | |
| Division Post (Phila. Div.) and View | | | | | 50 | 50 | 50 | 50 | 70 | 50 | 70 | 50 |
| View and Tunnel | | | | | 70 | 50 | 50 | 50 | 50 | 50 | 70 | 50 |
| Tunnel and Spruce | | | | | | | 70 | 50 | 50 | 50 | 70 | 50 |
| Spruce and Forge | | | | | | | 50 | 40 | 50 | 40 | 50 | 40 |
| Forge and Tyrone | | | | | 50 | 50 | 70 | 50 | 70 | 50 | 50 | 50 |
| Tyrone and Gray | | | 30 | 30 | 50 | 50 | 70 | 50 | 60 | 50 | 50 | 50 |
| Gray and Bell | | | | | 50 | 50 | 70 | 50 | 70 | 50 | 50 | 50 |
| Bell and Antis | | | | | 50 | 50 | 70 | 50 | 60 | 50 | 50 | 50 |
| Antis and Works | | | | | 70 | 50 | 60 | 50 | | | | |
| Works and Alto | | | | | 30 | 25 | 30 | 25 | | | | |
| Alto and Slope | | | | | 30 | 25 | 30 | 25 | 25 | 25 | 25 | 25 |
| | | | | | A Track 25 | 25 | | | | | | |
| Hollidaysburg & Petersburg Brch. | | | | | | | | | | | | |
| Between: | | | | | | | | | | | | |
| Pete and Frank | | | | | | | | | 30 | 30 | 30 | 30 |
| Wye and Eldo | 30 | 30 | | | | | | | | | | |
| Eldo and Alto | | | | | | | | | 30 | 30 | 30 | 30 |

| | Single Track | | No. 5 Track | | No. 4 Track | | No. 3 Track | | No. 2 Track | | No. 1 Track | |
|--|--------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | Psg. | Fr. | Psg. | Fr. | Psg. | Fr. | Psg. | Fr. | Psg. | Fr. | Psg. | Fr. |
| Miles per Hour | | | | | | | | | | | | |
| Bedford Branch Between: Creek and Ford | 30 | 30 | | | | | | | | | | |
| Mt. Dallas Branch Between: Creek and Dallas | 25 | 25 | | | | | | | | | | |
| Clearfield Branch Between: Tyrone and 14th St. | 25 | 25 | | | | | | | | | | |
| 14th St. and Park | 35 | 25 | | | | | | | | | | |
| Bald Eagle Branch Between: Park and Sand | 50 | 45 | | | | | | | | | | |
| Sand and Wood | | | | | | | | | 45 | 45 | 50 | 45 |
| Wood and Lock Haven | 50 | 45 | | | | | | | | | | |

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

1157-C2. Wreck Trains

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

1157-C3. Work Trains

| | Boom Trailing | Boom Forward | On Curves |
|--|------------------|-----------------|--------------|
| | Miles per Hour | | |
| Main Line | | | |
| Between: | | | |
| Division Post (Phila. Div.) and Works | 30 | 20 | 20 |
| Works and Slope | 25 | 20 | 20 |
| Hollidaysburg and Petersburg Branch | | | |
| Between: | | | |
| Pete and Frank | 30 | 20 | 20 |
| Wye and Alto | 30 | 20 | 20 |
| Bedford Branch | | | |
| Between: | | | |
| Creek and Ford | 30 | 20 | 20 |
| Mt. Dallas Branch | | | |
| Between: | | | |
| Creek and Dallas | 25 | 20 | 20 |
| Clearfield Branch | | | |
| Between: | | | |
| Tyrone and Park | 25 | 20 | 20 |
| Bald Eagle Branch | | | |
| Between: | | | |
| Park and Lock Haven | 30 | 20 | 20 |
| Morrison Cove Secondary Track | | | |
| Between: | | | |
| Holly and Brook | 30 | 20 | 20 |
| Brook and Curry | 25 | 20 | 20 |
| Bedford Secondary Track | | | |
| Between: | | | |
| Brook and Creek | 30 | 20 | 20 |
| Ford and State Line | 30 | 20 | 20 |
| Clearfield Secondary Track | | | |
| Between: | | | |
| Park and Summit | 25 | 20 | 20 |
| Summit and Mills | 20 | 15 | 15 |
| Mills and Grampian | 25 | 20 | 20 |
| Moshannon Secondary Track | | | |
| Between: | | | |
| Mills and McCartney | 20 | 15 | 15 |
| All Other Secondary Tracks | 15 | 10 | 10 |

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

| Main Line | Miles per Hour |
|--|--------------------|
| 1157-C4. Circus Trains..... | *45 |
| 1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A : —on straight track..... —on curves..... | *30 *20 |
| 1157-C6. Between Forge and Spruce: Eastward petroleum or mineral freight trains..... Eastward arranged service frt. trains..... | 25 35 |
| 1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks.. NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1s engine. | *20 *20 * 5 |
| * When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above. | |
| 1157-C8. Operating against current of traffic, except where Rule 261 is in effect: Main Line between Division Post (Phila. Div.) and Works— —Passenger trains..... —Freight trains..... | 50 40 |
| 1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... NOTE—For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised. | 60 |
| 1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine..... | 30 |
| 1157-C12. Pushing Cars—Passenger trains..... —Freight trains..... | 30 20 |
| 1157-C13. Track Cars —unless otherwise restricted.. —when hauling track cars or trailers..... —hand cars operated under Rule 80 —through crossovers and turn-outs, and over highway and railroad crossings | 20 15 8 5 |
| 1157-C14. Passenger trains taking water from track troughs..... | 60 |
| 1157-C15. Trains handling Foamite fire fighting cars.. Note—Conductor must notify engineman when car is in train. | 50 |
| 1157-C16. Within Wall Interlocking tracks A, G and H | 30 |

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

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

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

When handling such cars, conductors must know that engine-men have been so advised.

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified

Entire Division

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

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

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

Park:

Crossover between main track and plug track.

Turnout from Park siding to storage track.

Gray:

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

Crossover between Nos. 8 and 9 tracks.

Crossover between Nos. 5 and 8 tracks.

Rose:

All crossovers and turnouts.

South:

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

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

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

Works:

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

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

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

Turnout from coach yard track to ladder.

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

Alto:

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

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

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

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

Slope:

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

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

CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified

| Main Line | Miles per Hour |
|--|-------------------|
| First Curve east of Perdix, No. 1 and No. 2 tracks | 60 |
| First Curve west of Cove, No. 1 and No. 2 tracks..... | 60 |
| Curve 1.3 miles east of Duncannon, No. 1 and No. 2 tracks | 60 |
| Curve 0.8 mile east of Duncannon..... | 40 |
| Curve west of Millerstown, west portion of curve between a point 2,400 feet west of M. P. 138 and M. P. 139, No. 1 and No. 4 tracks..... | 60 |
| Curve 0.3 mile east of Thompsontown, No. 1 and No. 4 tracks..... | 60 |
| Curve 0.1 mile west of Thompsontown, No. 1 and No. 4 tracks..... | 65 |
| Curve at Tuscarora, No. 1 and No. 4 Tracks..... | 65 |
| Curve 0.8 mile east of Mifflin, No. 1 and No. 4 tracks.. | 55 |
| Curve 0.5 mile east of Mifflin..... | 40 |
| Curve 0.5 miles west of Mifflin, No. 1 and No. 4 tracks. | 55 |
| First curve west of Wall, No. 1 and No. 4 tracks..... | 50 |
| Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1 and No. 4 tracks..... | 65 |
| Curve at M. P. 164, 1.5 miles east of Lewistown, No. 1 and No. 4 tracks..... | 65 |
| Curve 0.9 mile east of Lewistown, No. 1 and No. 4 tracks | 55 |
| Curve 0.1 mile east of Lewistown..... | 40 |
| Curve 0.5 mile west of Lewistown, No. 1 and No. 4 tracks | 50 |
| Curve 1.5 miles west of Granville, No. 1 and No. 4 tracks | 60 |
| Curve 1.0 mile west of Ryde..... | 50 |
| Curve at Mapleton, No. 1 and No. 4 tracks..... | 60 |
| First curve east of Warrior Ridge, No. 1 and No. 4 tracks | 60 |
| First and second curves west of Warrior Ridge, No. 1 and No. 4 tracks..... | 65 |
| Curve at Petersburg, No. 1 and No. 4 tracks..... | 65 |
| Curve 0.5 mile east of Spruce Creek Tunnel, No. 1 track.. | 45 |
| Curves between Spruce and Tyrone..... | 40 |
| Curve 0.6 mile west of Tyrone, No. 3 track..... | 65 |
| Hollidaysburg and Petersburg Branch | |
| Curve at Goodman..... | 25 |
| Curve 1200 feet west of Covedale..... | 25 |
| Curves at Nineteenth Street and Margaret Avenue, Altoona | 20 |
| Bedford Branch | |
| Bedford—Richard St. crossing..... | 10 |
| Bedford Secondary Track | |
| Cessna—Highway crossing (State Route 220)..... | 10 |
| Curve at Dunnings Creek Jet..... | 15 |
| Through Hyndman (By Ordinance)..... | 10 |
| Curve 3.1 Mi. South of Hyndman..... | 15 |
| Morrison Cove Secondary Track | |
| First curve south of Holly..... | 20 |
| Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly..... | 20 |
| Bald Eagle Branch | |
| Through Mill Hall (by Ordinance)..... | 35 |
| Curve at M. P. 45, at West Beech..... | 45 |
| First curve east of M. P. 44, ½ mile west of West Beech.. | 45 |
| Second curve east of M. P. 39, on No. 1 track, at Howard. | 45 |
| Second curve east of Sand, No. 1 track..... | 45 |
| First curve west of Sand..... | 45 |
| Curve at M. P. 34, at Curtin..... | 45 |
| Bellefonte Secondary Track | |
| Curve at Bellefonte Station..... | 10 |

| | Miles per Hour |
|--|-------------------|
| Clearfield Secondary Track | |
| Through Curwensville (By Ordinance)..... | 6 |
| Through Clearfield (By Ordinance)..... | 12 |
| Curve at North end of Bridge No. 38.35, two miles south of Field..... | 15 |
| Curve between M.P. 36 and 37, 1½ miles N. of Woodland | 20 |
| Wallaceton—Reed St. Crossing..... | 15 |
| N.Y.C.R.R. Crossing—(Philipsburg)..... | 20 |
| Curve between M.P. 21 and Bridge No. 21.94 one mile north of Maple..... | 20 |
| Fourth curve south of M.P. 11, 2¾ miles south of summit | 15 |
| First curve south of M. P. 7, 3¾ miles north of Vail.... | 20 |
| Moshannon Secondary Track | |
| Through Houtzdale (By Ordinance)..... | 12 |

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted

| Class Steam Engines | Miles per Hour | | |
|------------------------|----------------|-------------------|------------------------|
| | Backward | Forward— Light | Forward— with train |
| A..... | 15..... | 15..... | 15..... |
| B..... | 20..... | 20..... | 20..... |
| C..... | 20..... | 20..... | 20..... |
| E..... | 25..... | 50..... | 70..... |
| G..... | 25..... | 50..... | 70..... |
| H..... | 35..... | 40..... | 50..... |
| I..... | 25..... | 40..... | 50..... |
| J..... | 25..... | 40..... | 50..... |
| K..... | 25..... | 50..... | 70..... |
| L..... | 25..... | 40..... | 50..... |
| M..... | 25..... | 50..... | 70..... |
| N..... | 20..... | 40..... | 45..... |
| Q..... | 25..... | 40..... | 50..... |
| S2..... | 10..... | 50..... | 70..... |
| T..... | 25..... | 50..... | 70..... |
| Rail Motor Cars.. | 60..... | 60..... | 60..... |

| Class Diesel Engines | | | | Miles per Hour | |
|----------------------|-------------------|--------|----------------------------|----------------|------------|
| Single Unit | Two or More Units | | | Light | With Train |
| Road: | | | | | |
| AP-20 | AP-40 | AP-60 | ..... | 60 | 70 |
| ..... | ..... | BP-60A | ..... | 60 | 70 |
| BP-20 | BP-40 | BP-60 | ..... | 60 | 70 |
| EP-20 | EP-40 | EP-60 | ..... | 60 | 70 |
| EP-22 | EP-45 | ..... | ..... | 60 | 70 |
| FP-20 | FP-40 | FP-60 | ..... | 60 | 70 |
| EFP-15 | EFP-30 | EFP-45 | } Psgr. Ser. Frnt. Ser. | 50 | 70 |
| AF-15 | AF-30 | AF-45 | | AF-60 | 50 |
| AF-16 | AF-32 | AF-48 | AF-64 | 50 | 50 |
| BF-15 | BF-30 | BF-45 | BF-60 | 50 | 50 |
| BF-16 | BF-32 | BF-48 | BF-64 | 50 | 50 |
| ..... | ..... | ..... | BH-50 | 50 | 70 |
| EF-15 | EF-30 | EF-45 | EF-60 | 50 | 50 |
| EF-15A | EF-30A | EF-45A | EF-60A | 50 | 50 |
| EH-15 | EH-30 | EH-45 | EH-60 | 50 | 50 |
| FF-20 | FF-40 | FF-60 | ..... | 50 | 50 |
| FF-16 | FF-32 | FF-48 | ..... | 50 | 50 |
| Yard: | | | | | |
| AS-10 | ..... | ..... | ..... | 40 | 40 |
| AS-16 | ..... | ..... | ..... | 40 | 40 |
| BS-7 | ..... | ..... | ..... | 40 | 40 |
| BS-10 | ..... | ..... | ..... | 40 | 40 |
| BS-16 | ..... | ..... | ..... | 40 | 40 |
| BS-24 | ..... | ..... | ..... | 40 | 40 |
| ES-12 | ..... | ..... | ..... | 40 | 40 |
| ES-15 | ..... | ..... | ..... | 40 | 40 |
| FS-16 | ..... | ..... | ..... | 40 | 40 |
| FS-20 | ..... | ..... | ..... | 40 | 40 |
| GS-4 | ..... | ..... | ..... | 30 | 30 |
| LS-25 | ..... | ..... | ..... | 40 | 40 |

NOTE—

Road Diesel Engines

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

“G”—General Electric Locomotive Works.

“L”—Lima Locomotive Works.

Second letter (and third letter where used) designates service:

“F”—Freight.

“H”—Freight with lower speed gearing, primarily for helper service.

“P”—Passenger.

“FP”—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

“15”—1500 Horsepower.

“40”—4000 Horsepower.

“16”—1600 Horsepower.

“45”—4500 Horsepower.

“20”—2000 Horsepower.

“48”—4800 Horsepower.

"22"—2200 Horsepower.

"50"—5000 Horsepower.

"30"—3000 Horsepower.

"60"—6000 Horsepower.

"32"—3200 Horsepower.

"64"—6400 Horsepower.

Final letter indicates special features as follows:

"A"—Change or some variation in original design.

Yard Diesel Engines

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

| Track | Between | And | Miles per Hour |
|------------------------------------|------------------------------------|---------------------------------|----------------|
| Lewistown | Lewistown | Division Post Susq. Div..... | 25 |
| Milroy | Chestnut Street Lewistown | Milroy..... | 25 |
| A..... | Deer..... | Hunt..... | 30 |
| C..... | Hunt..... | Deer..... | 30 |
| Pull-Up..... | East End Homer Yard..... | Bell..... | 30 |
| No. 1..... | Rose..... | Antis..... | 30 |
| No. 2..... | Antis..... | Rose..... | 30 |
| Springfield..... | Ganister..... | Oreminea..... | 20 |
| Morrison Cove..... | Holly..... | Brook..... | 30 |
| | Brook..... | Curry..... | 30 |
| Bedford..... | Brook..... | Creek..... | 30 |
| | Ford..... | State Line..... | 30 |
| Clearfield..... | Grampian..... | Mills..... | 30 |
| | Mills..... | Summit..... | 20 |
| | Summit..... | Park..... | 30 |
| Runner..... | Maple..... | Summit..... | 20 |
| Moshannon..... | Mills..... | McCartney..... | 20 |
| Moshannon and Clearfield..... | Jct. Moshannon Secondary Track | Brookwood shaft | 25 |
| Snow Shoe..... | Snow Shoe Int. . | Snow Shoe..... | 20 |
| All other secondary tracks..... | | | 15 |
| Sidings— | | | |
| Bald Eagle Branch | | | 25 |
| All other sidings..... | | | 15 |

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

Trout Run track—Maximum speed 10 miles per hour.

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

| | <u>Miles per Hour</u> |
|-----------------------------------|-----------------------|
| Park to Summit (light only) | 5 |
| Summit to Maple | 20 |

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

| Location | Between | And |
|-----------|--------------------------------|------|
| Main Line | Division Post (Phila. Div.) | Bell |

On All Branches except:

| | | |
|---|------------|----------------------------|
| Bald Eagle Branch | Lock Haven | Park |
| Clearfield Branch | Park | Tyrone |
| Hollidaysburg and Petersburg Branch and H. & P. Secondary Track | Alto | Jones St. Hollidaysburg |

Other Equipment Restrictions

250-Ton Wrecking Derricks.

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

| Main Line or Branch | Between | And | Bridge | Note |
|--|---------|------------|--------|------|
| Main Line | Banks | Slope | — | 2 |
| Hollidaysburg & Petersburg Branch and H.&P. Secondary Track | Pete | Alto | — | 1 |
| Clearfield Branch | Tyrone | Park | — | |
| Bald Eagle Branch | Park | Lock Haven | — | |

In territory where they are permitted, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class M engines with heavy tenders.

Note 1. When hauled by an engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

Note 2. Account close clearance within Spruce Creek tunnel, No. 3 track, and with station platform Tyrone, No. 3 track, train must be operated at slow speed.

Overhead Clearances

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

Main Line

Altoona:

Train Shed, Passenger Station

Spruce:

Tunnel No. 1

Tunnel No. 2

Entire Division

Overhead water plugs

Signal bridges

Overhead bridges

Coal, clay and stone tipples

Close Side Clearance

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

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

USE OF TELEPHONES

Trainphone

1164-A1. Trainphone in service:

| | Between | And |
|---|--------------------------------|----------|
| Main Line | Division Post (Phila. Div.) | Slope |
| Hollidaysburg and Petersburg Branch and H.&P. Secondary Track | Pete | Alto |
| Bald Eagle Branch | Lock Haven | Park |
| Clearfield Branch | Park | Tyrone |
| Huntingdon Icing Station | East End | Platform |

1164-A2. Instructions covering use of telephone or trainphone as outlined on card effective January 24, 1949 (revised Sept. 1, 1950) and posted at all telephone locations, must be followed.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Altoona

Train Dispatchers in charge as follows:

Main Line—Division Post (Phila. Div.) to Slope.

Branches:

Hollidaysburg and
Petersburg
Bedford
Mt. Dallas
Clearfield
Bald Eagle

Secondary Tracks:

Hollidaysburg and Peters-
burg No. 1 and No. 2 be-
tween Frank and Wye
Morrison Cove between
Holly and Brook
Bedford between Brook and
Creek and between Ford
and State
Clearfield between Park
and Cur
Moshannon between Mills
and Ram
Bellefonte between Miles
and White

Authority For Movement Of Trains Between Lock Haven And Division Post

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

Referring to Rule 204

1204-A1. A copy of the train order for the engineman of each
helping engine pushing the train will not be supplied on this
division.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

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

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

Opposing and Following Movements of Trains by Block Signals

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

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

1291-A1. Referring to Rule 291, between:

Jacks and Lewis.

Mifflin and Port.

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

CAB SIGNALS

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

For movement with current of traffic.

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

For movements against current of traffic.

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

Secondary Tracks

For movements in assigned direction.

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

For movements against assigned direction.

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

MANUAL BLOCK SIGNAL SYSTEM

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

| | Track | Between | And |
|-------------------------------------|---------------------------|---------|--------|
| Hollidaysburg and Petersburg Branch | No. 1 and No. 2 | Pete | Frank |
| Bedford Branch | Single | Creek | Ford |
| Mt. Dallas Branch | Single | Creek | Dallas |
| Hollidaysburg and Petersburg | Secondary No. 1 and No. 2 | Frank | Wye |
| Morrison Cove | Secondary | Holly | Brook |
| Bedford | Secondary | Brook | Creek |
| | Secondary | Ford | State |
| Clearfield | Secondary | Cur | Park |
| Moshannon | Secondary | Mills | Ram |
| Bellefonte | Secondary | Miles | White |

1316-A1. Rule 316 will apply:

CLEARFIELD SECONDARY TRACK:

Southward between Summit and Park.

Northward between Summit and Mills.

1317-A1. Rule 317 will apply:

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

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

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

For Movements Against Current of Traffic

Main Line—Between Division Post (Phila. Div.) and Slope, except where **Rule 261** is in effect.

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

Hollidaysburg and Petersburg Secondary Tracks No. 1 and No. 2 between Frank and Wye. □

1361-A1. Flag or lamp signals will be used by signalman to give block indication as provided by **Rule 361**, as follows:

Mills—Northward and Southward trains.

AUTOMATIC BLOCK SIGNAL SYSTEM

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

For movements with current of traffic and on single track.

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

For movements against current of traffic.

| | Track | Between | And |
|-------------------|-----------------|---------|-------|
| Main Line | No. 5 | Tyrone | Gray |
| | No. 3 | Alto | Slope |
| Bald Eagle Branch | No. 1 and No. 2 | Wood | Sand |

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

For movements with current of traffic.

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

For movements against current of traffic.

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

Secondary Tracks

For movements in assigned direction.

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

For movements against assigned direction.

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

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

Tyrone:

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

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

1515-A2. Engines dispatched from points in cab signal territory to Susquehanna Division points or to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched to Bellefonte, Southport, Northumberland or Buttonwood must have cab signals cut out in Tyrone yard.

Engines dispatched from Bellefonte, Southport, Northumberland or Buttonwood must make departure test and have cab signal equipment cut in before departure.

1515-B1. Referring to **Rules 515 and 516.**

Trains and engines not equipped with cab signals and operated solely in switching service may be operated at a speed of 20 miles per hour, governed by fixed signal indications:

| Between | And |
|-------------------|-------------------|
| Bell Interlocking | Alto Interlocking |

1516-A1. Referring to **Rule 516.**

When trains with engine not equipped with cab signal apparatus, or equipped with cab signal apparatus not in operative condition, they must be prepared to pass the following signals at Medium Speed:

Westward

Signal 1179—East of View
 Signal 1325—East of Port
 Signal 1525—East of Mifflin
 Signal 1647—East of Lewistown
 Signal 2035—East of Deer

Eastward

Signal 2036—West of Hunt
 Signal 1586—West of Wall
 Signal 1348—West of Port
 Signal 1142—East of Perdix

INTERLOCKING

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

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

Alto Interlocking

Alto Interlocking

THE PENNSYLVANIA RAILROAD
MIDDLE DIVISION

Altoona, Pa., September 16, 1953.

GENERAL ORDER NO. 501

Effective 2.01 A. M., Sunday, September 27, 1953

Applies In All Zones

- (a) Time-Table No. 5 in effect. It contains the necessary instructions issued in general orders up to and including No. 408, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 5 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 4 to bulletin board attendant, after Time-Table No. 5 takes effect.

- (b) Referring to **Rules 515 and 516.**

The movement of a train by an engine not equipped with cab signal apparatus is prohibited, except as provided on the time table or by permission of the signalman when authorized by the Superintendent, and then only at not exceeding 20 miles per hour governed by fixed signal indication unless otherwise instructed.

When instructed orally by the signalman to proceed at authorized speed governed by fixed signal indication but not exceeding 75 miles per hour the train must not pass a Stop-and-Proceed or a Restricting signal unless permitted by the signalman when authorized by the Superintendent.

- (c) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED—FREIGHT TRAINS**

Freight trains must not exceed following speeds for the first 5 miles after leaving initial terminal yard:

Freight trains that have 5 or more cars of
mineral freight in consist.....(*)15 miles per hour.
All other freight trains.....30 miles per hour.

- (*)NOTE—When handling such trains conductors must know that enginemen have been so advised.

Special Instruction 1157-C6, changed.

Applies In Zone E

- (d) **BALD EAGLE BRANCH
LOCK HAVEN**

Eastward trains and engines must stop clear of Walnut Street Crossing, located 811 feet east of Mile Post 54, when eastward home signal Lock Haven is in stop position, to avoid unnecessary blocking of crossing.

This General Order is printed in Time-Table No. 5 and will not be issued in sticker form.

C. W. JEFFRIES,
Superintendent.

THE SERVICE DEMANDS

THE FAITHFUL, INTELLIGENT AND

COURTEOUS DISCHARGE OF DUTY