

# THE PENNSYLVANIA RAILROAD

EASTERN REGION

---

## MIDDLE DIVISION

---

### Time-Table No. 17

In effect 2.01 A. M., Sunday, April 29, 1951

---

FOR THE GOVERNMENT OF EMPLOYES ONLY

---

EASTERN STANDARD TIME

---

H. L. NANCARROW,  
General Manager.

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

A. J. GREENOUGH,  
Genl. Sup't Transportation.

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

P. M. ROEPER,  
Superintendent.

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scanned by Rob Schoenberg -- robs@railfan.net  
<http://PRR.Railfan.net>  
2021

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## MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned		
						Direction	Car Capacity	45 ft. cars
						East	West	Both
X	X	X		HARRISBURG (Phila. Div.)	0			
X	X	X		ROCKVILLE	5.3			
X	X	X		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			
				LEWISTOWN	60.6			
X	X	X-O		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			
				MOUNT UNION	85.1			
X	X	X-O		JACKS	86.1			
				MAPLETON	88.4			
				MILL CREEK SHOP TRACK	91.0			
				ARDENHEIM	95.1			
X	X	X-O		HUNTINGDON	97.0			
X	X	X-O		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	X-O		ANTIS	126.8			
X	X	X-O		WORKS	130.2			
X	X	X-O		ALTOONA	130.8			
X	X	X-O		ALTO	131.1			
X	X	X-O		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

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	0.5			
				PETE	3.5			
				HATFIELD	5.0			
				ALEXANDRIA	6.2			
				ALFARATA	7.1			
				WATER STREET	8.9			
				GOODMAN	10.6			
				BLAIRFOUR	11.3			
				MOUNT ETNA	14.0			
				COVEDALE	15.1			
			X	CLOVER CREEK JCT.	15.1			
				SPRING	17.3			
				WILLIAMSBURG	19.3			
				GANISTER	22.8			
				CANOE CREEK JCT.	24.0			
				HORRELL	28.5			
			X	FRANKSTOWN	28.5			
				FRANK	31.0			
				JCT. MOR. COVE BR.	31.2			
			X	HOLLY	31.3			
				HOLLIDAYSBURG	32.4			
X	X	X-O		WYE	35.6			
X	X	X-O		ELDORADO	35.6			
				ELDO	38.6			
				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	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Altoona	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
			X	BROOKES MILLS	14.2			
				BROOK	15.7			
				EAST FREEDOM	20.3			
				CLAYSBURG	21.6			
				SPROUT	23.4			
				QUEEN	27.2			19
				IMLER	28.9			
				OSTERBURG	32.3			
				REYNOLDSDALE	34.5			52
				FISHERTOWN	36.8			
				CESSNA	41.5			
				YOUNTS	44.7			
			X	DUNNINGS CREEK JCT.	44.7			
				CREEK	45.8			
			X	BEDFORD	45.8			
				FORD	45.8			
			X	FORD	45.8			
				WOLFSBURG	48.7			
				MANN'S CHOICE	58.7			
				BUFFALO MILLS	58.9			52
				BARD	60.4			
				MADLEY	62.6			
				HYNDMAN	68.8			
			X	STATE LINE	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	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunnings Creek Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
			X	DUNNINGS CREEK JCT.				
				CREEK				
				CLIFFS				
				LUTZVILLE				
				ASHCOM				
			X	MT. DALLAS				
				DALLAS				

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	50.9			
			X	CURWENSVILLE	47.1			
			X	CUR	46.8			
			X	CLEARFIELD	40.6			
				FIELD	39.1			
				WOODLAND	34.9			29
				BIGLER	31.9			
			X	WALLACETON	29.9			88
				LACE	29.9			
				BLUE BALL	27.1			
X	X			GRAHAM	25.9			
			X	RG (N.Y.C.R.R.) (*)	23.3			
				PHIL	23.3			
				PHILIPSBURG	23.3			
				MAPLE	20.9			
		B	B	MILLS	19.9			
				OSCEOLA MILLS	18.8			
				RETORT	18.6			
			X	SANDY RIDGE	14.8			
				SUMMIT	13.1			75
				VAIL	3.1			
X	X	X		N. END CLASS'FN. YARD	1.9			
				PARK	1.5			
				PARK 17th STREET, TYRONE TYRONE	1.5			
					Cld. Bch.	0.9		

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)	8.01 A. M. to 12.01 A. M. daily except Sunday.
Mills (Block-Limit Station)	12.01 A. M. to 8.01 A. M. daily; 8.01 A. M. to 12.01 A. 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			
				POST (Susq. Div.)	52.5			183
				DIVISION POST	52.0			
X				MILL HALL	51.3			
				EAST BEECH	47.2			
X				BEECH CREEK	45.0			234
				WEST BEECH	45.1			
X				EAGLEVILLE	44.3			
				WOOD	40.9			
				HOWARD	39.7			68
X				MT. EAGLE	36.6			
				SAND	35.9			
				HOLTERS	35.2			
				CURTIN	34.4			
X	X	X-O		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			
X				MARTHA	17.2			
				FORT MATILDA	13.8			129
X				HANNAH	10.6			
				BEAVER	9.7			
X				DIX	8.1			
				EAGLE	8.1			408
X				BALD EAGLE	5.0			
X	X	X		VAIL	3.1			
				PARK	1.5			160
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	Operated from
Post	Lock Haven
East Beech	Miles
West Beech	Miles
Wood	Miles
Sand	Miles
Baker	Miles
East Julian	Miles
West Julian	Miles
Beaver	Miles
Eagle	Miles
Vail	Miles

### BELLEFONTE SECONDARY TRACK

Interlocking Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyone	Sidings Assigned Direction Car Capacity 45 ft. cars		
					East	West	Both
X	X	X-O	MILES MILESBURG	Bald Eagle Branch	30.8 30.8		
		X	BELLEFONTE		33.5		
		X	FONT		33.6		
		X	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

### 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 (Jot Lewistown Secondary Track)	0.5			
			WALNUT ST., LEWISTOWN	0.6			
			BURNHAM	0.6			
			YEAGERSTOWN	0.6			
			MANN WATER STATION	0.6			
			REEDSVILLE	0.6			
			HONEY CREEK	0.6			
			SHRADERS	0.6			
			NAGINEY	0.6			
			MILROY	11.1			

### 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)	0.7			
			MAIN ST., LEWISTOWN	1.1			
		X	CHESTNUT ST., LEWISTOWN STREET	1.4			
			MATTLAND	5.3			
			WAGNER	12.6			
			McCLURE	17.1			
			BEAVER SPRINGS	23.3			
			BEAVER TOWN	25.5			
			PAXTONVILLE	30.1			
			MIDDLEBURG	33.0			
			MEISER	36.3			
			KREAMER	37.4			
		X	CLIFFORD	40.8			
			SAL	42.8			
			DIVISION POST (Susq. Div.)	42.8			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

### BELL-SLOPE SECONDARY TRACKS

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)	1.5			
X	X	X-O	EAST END HOMER YARD	2.1			
			ANTIS	2.7			
			HOMER	3.1			
			FARM	3.3			
X	X		FURNACE	3.3			
			ROSE	4.0			
			BRUSH	4.6			
X	X		JUNIATA SHOPS	4.8			
X	X		WORKS	5.5			
X	X		SOUTH	5.5			
X	X	X-O	7th ST., ALTOONA	5.7			
X	X	X-O	ALTO	6.4			
		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	0.4			
			MORRELL	0.5			
			OREMINEA	1.1			

### FRANKSTOWN-HOLLY SECONDARY TRACKS

Interlocking Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Frankstown	Sidings Assigned Direction Car Capacity 45 ft. cars		
					East	West	Both
		X	FRANKSTOWN (H.&P. Branch)				
			FRANK				
			W. END EAST ADVANCE YD.	0.9			
			E. END RELAY YARD	1.0			
		X	JONES ST., HOLLIDAYSBURG	3.0			
			HOLLY	4.7			

NOTE—X indicates in service continuously.

### 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. Branch)	7.8			
			BROOK	1.4			
			BROOKS MILLS	1.4			
			McKEE	1.7			
			ROARING SPRING	17.2			
			ORE HILL	20.3			
			MARTINSBURG JCT.	21.1			
			MARTINSBURG	22.2			
			CURRY	29.0			

NOTE—X indicates in service continuously.

Block-Limit stations controlled as follows:

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

### PHILIPSBURG SECONDARY TRACK

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.	2.0			
			JCT. COAL RUN SECONDARY TRACK	2.1			
		X	COAL	2.1			
			HOUTZDALE	5.7			
			JCT. AMESVILLE SECONDARY TRACK	6.9			
		X	RAM	6.9			
			RAMEY	8.9			
			JCT. LITTLE MUDDY RUN SEC- ONDARY TRACK	11.3			
			SMOKE RUN	11.6			
			MADERA	14.1			
			BETZ JCT. (N.Y.C.R.R. Crossing)	14.6			
			McCARTNEY	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)	8.01 A.M. to 12.01 A.M. daily except Sunday.
Mills (Block-Limit Station)	12.01 A. M. to 8.01 A. M. daily; 8.01 A. M. to 12.01 A. 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.	3.1			
			EDNIE JCT.	4.5			
			BROOKWOOD SHAFT				

## 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 Secondary Track)				
			COAL	2.7			
			MORGAN RUN JCT.	5.9			
			BURLEY JCT.	7.9			
			MEASE COLLIERY No. 2				

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 Ld. M. by Rn. Jc.	Sidings Assigned Direction Car Capacity 45 ft. cars		
					North	South	Both
			LITTLE MUDDY RUN JCT. (Moshannon Secondary Track)				
			JANESVILLE	3.0			
			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		
	◇35	◇51	◇37
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	\$ 12.50	\$ 1.42	\$ 1.59
ROCKVILLE	1.00	1.52	2.08
MARYSVILLE			
BANKS	1.05	1.57	2.13
VIEW	1.11	2.03	2.19
DUNCANNON			
NEWPORT			
PORT	1.26	2.17	2.33
MILLERSTOWN			
THOMPSONTOWN			
PORT ROYAL			
MIFFLIN	1.45	2.35	2.51
DENHOLM			
WALL	1.49	2.39	2.55
HAWSTONE			
LEWISTOWN			
LEWIS	1.53	2.43	3.04
McVEYTOWN			
RYDE			
NEWTON HAMILTON			
MOUNT UNION			
JACKS	2.21	3.10	3.26
MAPLETON			
HUNTINGDON	2.33	3.20	3.36
PETERSBURG			
BARREE			
SPRUCE	2.45	3.31	3.47
FORGE	2.55	3.41	3.57
TYRONE			
GRAY	3.00	3.44	4.00
BELL	3.08	3.52	4.08
ALTOONA	S# 3.18	S# 4.01	S# 4.18
	3.25	4.05	4.25
SLOPE	3.28	4.08	4.28
Arrive	A. M.	A. M.	A. M.
	35	51	37

## WESTWARD

	FIRST CLASS				
	◇61	±097	◇55	±093	●11
	DAILY	DAILY EX. SUN. & MON.	DAILY	DAILY EX. SUN. & MON.	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	S# 2.24	E# 2.40	S# 3.02	E# 3.20	E 3.35
	2.34	2.50	3.12	3.30	3.45
	2.39	2.55	3.17	3.36	3.50
	2.45	3.01	3.23	3.42	3.56
	3.00	3.15	3.37	3.57	4.10
	3.19	3.33	3.55	4.16	4.28
	3.23	3.37	3.59	4.20	4.32
	3.33	3.46	4.08	4.30	4.42
		Will Not Run May 31, July 5, Sept. 4.		Will Not Run May 31, July 5, Sept. 4.	
	3.57	4.09	4.30	4.54	5.05
	4.08	4.19	4.40	5.04	5.15
	4.20	4.30	4.51	5.16	5.26
	4.32	4.40	5.01	5.27	5.36
		E 5.55			Q 5.37
	4.37	6.05	5.04	5.31	5.45
	4.47	6.15	5.11	5.40	5.55
	D# 4.57	E# 6.25	S# 5.20	E# 5.50	E 6.05
	5.01	7.10	5.24	6.00	6.10
	5.04	7.13	5.27	6.03	6.13
	A. M.	A. M.	A. M.	A. M.	A. M.
	61	97	55	93	11

## HARRISBURG TO SLOPE

STATIONS	FIRST CLASS		
	#671 MONDAY ONLY	13 DAILY	#95 DAILY EX. SUN. & MON.
	A. M.	A. M.	A. M.
Leave			
HARRISBURG (Phila. Div.)	\$ 7.10	E/ 9.25	
ROCKVILLE	7.20	9.35	
MARYSVILLE			
BANKS	7.25	9.41	
VIEW		7.31	9.48
DUNCANNON	\$ 7.32		
NEWPORT	\$ 7.48		
PORT ROYAL	7.51	10.02	
MILLERTOWN			
THOMPSONTOWN			
PORT ROYAL			
MIFFLIN	\$ 8.12	10.22	
DENHOLM			
WALL		8.17	10.26
HAWSTONE			
LEWISTOWN	\$ 8.27		
LEWIS		8.32	10.36
McVEYTOWN			
RYDE	Will Run May 31, July 5, Sept. 4.		Will Not Run May 31, July 5, Sept. 4.
NEWTON HAMILTON			
MOUNT UNION	\$ 8.57		
JACKS	Will Not Run Sept. 3.	9.02	11.00
MAPLETON			
HUNTINGDON	\$ 9.16	11.12	
PETERSBURG			
BARREE			
SPRUCE		9.30	11.24
FORGE		9.41	11.35
TYRONE	\$ 9.45		
GRAY		9.50	11.39
BELL		10.00	11.49
ALTOONA	E 6.45	\$ 10.10	E/12.05
		10.20	12.15
SLOPE	6.48	10.23	12.18
Arrive	A. M.	A. M.	A. M.
	671	13	95

## WESTWARD

	FIRST CLASS				
	◇25 DAILY	17 SUNDAY ONLY	19 DAILY EX. SUN.	◇75 DAILY	◇33 DAILY
	A. M.	P. M.	P. M.	P. M.	P. M.
	\$ 10.45	\$ 12.25	\$ 12.45	\$/ 2.07	\$ 4.22
	10.55	12.35	12.55	2.17	4.32
			F 12.58		
	11.00	12.40	1.01	2.22	4.87
	11.06	12.46	1.07	2.28	4.43
		\$ 12.47	\$ 1.09		
		\$ 1.00	\$ 1.30		
	11.20	1.04	1.32	2.42	4.57
			F 1.37		
			F 1.43		
			F 1.51		
	11.38	\$ 1.22	\$ 1.55	3.00	5.15
	11.42	1.27	2.00	3.04	5.19
	\$ 11.50	\$ 1.42	\$ 2.15		
	11.55	1.47	2.20	3.13	5.28
		F 1.56	\$ 2.30		
			F 2.40		
		\$ 2.14	\$ 2.46		
	12.17	2.20	2.52	3.35	5.50
			F 2.55		
	12.27	\$ 2.45	\$ 3.15	3.45	6.00
	12.38	3.00	3.30	3.56	6.11
	12.48	3.14	3.40	4.06	6.21
	\$ 12.50	\$ 3.15	\$ 4.00	\$ 4.08	
	12.56	3.25	4.25	4.12	6.24
	1.06	3.35	4.35	4.22	6.31
	\$/ 1.16	\$ 3.45	\$ 4.45	\$/ 4.32	\$/ 6.40
	1.20	\$ 4.41	5.05	4.36	6.44
	1.23	4.44	5.08	4.39	6.47
	P. M.	P. M.	P. M.	P. M.	P. M.
	25	17	19	75	33

## HARRISBURG TO SLOPE

STATIONS	FIRST CLASS		
	23	◇77	◇49
	DAILY	DAILY	DAILY
	Leave	P. M.	P. M.
HARRISBURG (Phila. Div.)	S# 5.20	S# 6.35	U# 7.07
ROCKVILLE	5.30	6.45	7.16
MARYSVILLE			
BANKS	5.35	6.50	7.21
VIEW	5.41	6.56	7.28
DUNCANNON			
NEWPORT			
PORT	5.55	7.10	7.42
MILLERTOWN			
THOMPSONTOWN			
PORT ROYAL			
MIFFLIN	6.13	7.28	8.00
DENHOLM			
WALL	6.17	7.32	8.04
HAWSTONE			
LEWISTOWN	S 6.24		
LEWIS	6.29	7.41	8.13
McVEYTOWN			
RYDE			
NEWTON HAMILTON			
MOUNT UNION	S 6.51		
JACKS	6.55	8.03	8.35
MAPLETON			
HUNTINGDON	S 7.05	8.13	8.45
PETERSBURG			
BARREE			
SPRUCE	7.13	8.24	8.56
FORGE	7.29	8.34	9.06
TYRONE	S 7.32		
GRAY	7.37	8.37	9.09
BELL	7.46	8.44	9.16
ALTOONA	S# 7.56	S# 8.53	U# 9.25
SLOPE	8.03	9.00	9.31
Arrive	P. M.	P. M.	P. M.
	23	77	49

## WESTWARD

	FIRST CLASS			
	◇59	●29	●31	◇69
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
	S# 7.30	U# 8.06	S# 8.32	S# 8.43
	7.40	8.15	8.42	8.53
	7.45	8.20	8.47	8.58
	7.51	8.26	8.53	9.04
	8.05	8.40	9.07	9.18
	8.23	8.58	9.25	9.36
	8.27	9.02	9.29	9.40
	8.36	9.11	9.38	9.49
	8.58	9.33	10.00	10.11
	9.08	9.43	10.10	10.21
	9.19	9.54	10.21	10.32
	9.29	10.04	10.31	10.42
	9.32	10.07	10.34	10.45
	9.39	10.15	10.41	10.52
	S# 9.48	U# 10.24	S# 10.50	S# 11.01
	9.52	10.27	10.54	11.05
	9.55	10.30	10.57	11.08
	P. M.	P. M.	P. M.	P. M.
	59	29	31	69

## HARRISBURG TO SLOPE

STATIONS	FIRST CLASS			
	◇41	◇1	◇65	
	DAILY	DAILY	DAILY	
	Leave	P. M.	P. M.	
HARRISBURG (Phila. Div.)	X# 8.48	S 9.17	Y 9.40	
ROCKVILLE	8.58	9.27	9.50	
MARYSVILLE				
BANKS	9.03	9.32	9.55	
VIEW	9.09	9.38	10.01	
DUNCANNON				
NEWPORT				
PORT	9.23	9.52	10.15	
MILLERTOWN				
THOMPSONTOWN				
PORT ROYAL				
MIFFLIN	9.41	10.10	10.33	
DENHOLM				
WALL	9.45	10.14	10.37	
HAWSTONE				
LEWISTOWN	S 9.51			
LEWIS	9.56	10.23	10.46	
MoVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	10.19	10.45	11.08	
MAPLETON				
HUNTINGDON	10.29	10.55	11.18	
PETERSBURG				
BARREE				
SPRUCE	10.41	11.06	11.29	
FORGE	10.51	11.16	11.39	
TYRONE				
GRAY	10.54	11.19	11.42	
BELL	11.01	11.26	11.50	
ALTOONA	U#11.11	S#11.36	Y#12.00	
	11.15	11.40	12.04	
SLOPE	11.18	11.43	12.07	
Arrive	P. M.	P. M.	A. M.	
	41	1	65	

## WESTWARD

	FIRST CLASS				
	71	◇3	◇39	◇67	
	DAILY	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	P. M.	
	S 10.42	U#11.08	U 11.18	S 11.50	
	10.52	11.18	11.28	11.59	
	10.57	11.23	11.33	12.05	
	11.03	11.29	11.39	12.11	
	11.17	11.43	11.53	12.25	
	11.35	12.01	12.11	12.43	
	11.39	12.05	12.15	12.47	
	11.48	12.14	12.24	12.56	
	12.11	12.37	12.46	1.18	
	S 12.22	12.47	12.56	1.28	
	12.37	12.59	1.07	1.39	
	12.47	1.09	1.17	1.49	
	S 12.52				
	1.02	1.12	1.20	1.52	
	1.10	1.19	1.27	1.59	
	S# 1.20	U# 1.29	U# 1.36	S# 2.09	
	1.24	1.33	1.43	2.14	
	1.27	1.36	1.46	2.17	
	A. M.	A. M.	A. M.	A. M.	
	71	3	39	67	

## SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	50	66	60	22
	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	\$ 2.45	\$ 2.54	\$ 3.02	\$ 3.11
ROCKVILLE	2.35	2.44	2.52	3.01
MARYSVILLE				
BANKS	2.30	2.39	2.47	2.56
VIEW	2.23	2.32	2.40	2.49
DUNCANNON				
NEWPORT				
PORT	2.08	2.18	2.27	2.36
MILLERSTOWN				
THOMPSONTOWN				
PORT ROYAL				
MIFFLIN	1.48	1.59	2.08	2.17
DENHOLM				
WALL	1.44	1.55	2.04	2.13
HAWSTONE				
LEWISTOWN				
LEWIS	1.34	1.45	1.54	2.03
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	1.12	1.22	1.31	1.41
MAPLETON				
HUNTINGDON	1.02	1.12	1.21	1.31
PETERSBURG				
BARREE				
SPRUCE	12.51	1.01	1.10	1.20
FORGE	12.41	12.51	1.00	1.10
TYRONE				
GRAY	12.38	12.48	12.57	1.07
BELL	12.32	12.42	12.51	1.01
	12.24	12.34	12.43	12.53
ALTOONA	\$#12.20	\$#12.30	\$#12.39	\$#12.49
SLOPE	12.17	12.27	12.36	12.46
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY ◇50	DAILY ◇66	DAILY ◇60	DAILY ◇22

## EASTWARD

	FIRST CLASS			
	36	4	38	48
	A. M.	A. M.	A. M.	A. M.
	\$ 3.30	D 3.39	\$ 4.02	D 4.25
	3.20	3.29	3.52	4.16
	3.15	3.24	3.47	4.11
	3.08	3.17	3.40	4.04
	2.55	3.04	3.27	3.51
	2.36	2.45	3.08	3.32
	2.32	2.41	3.04	3.28
	2.22	2.31	2.54	3.18
	1.59	2.09	2.32	2.56
	1.49	1.59	2.22	2.46
	1.38	1.48	2.11	2.35
	1.28	1.38	2.01	2.25
	1.25	1.35	1.58	2.22
	1.19	1.29	1.52	2.16
	1.11	1.21	1.44	2.08
	\$# 1.07	D# 1.17	\$# 1.40	D# 2.04
	1.04	1.14	1.37	2.01
	A. M.	A. M.	A. M.	A. M.
	DAILY ◇36	DAILY ◇4	DAILY ◇38	DAILY ◇48

## SLOPE TO HARRISBURG

STATIONS	FIRST CLASS			
	40	68	76	
	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)	<b>S</b> 4.49	<b>S</b> 4.57	<b>Y</b> 5.07	
ROCKVILLE	4.39	4.47	4.58	
MARYSVILLE				
BANKS	4.34	4.42	4.53	
VIEW	4.27	4.35	4.46	
DUNCANNON				
NEWPORT				
PORT	4.14	4.22	4.33	
MILLERSTOWN				
THOMPSONTOWN				
PORT ROYAL				
MIFFLIN	3.55	4.03	4.14	
DENHOLM				
WALL	3.51	3.59	4.10	
HAWSTONE				
LEWISTOWN				
LEWIS	3.41	3.49	4.00	
McVEYTOWN				
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	3.19	3.27	3.38	
MAPLETON				
HUNTINGDON	3.09	3.17	3.28	
PETERSBURG				
BARRE				
SPRUCE	2.58	3.06	3.17	
FORGE	2.48	2.56	3.07	
TYRONE				
GRAY	2.45	2.53	3.04	
BELL	2.39	2.47	2.58	
	2.31	2.39	2.50	
ALTOONA	<b>S#</b> 2.27	<b>S#</b> 2.35	<b>Y#</b> 2.46	
SLOPE	2.24	2.32	2.43	
Leave	A. M.	A. M.	A. M.	
	DAILY ◇40	DAILY ◇68	DAILY ◇76	

## EASTWARD

	FIRST CLASS			
	28	58	30	64
	A. M.	A. M.	A. M.	A. M.
	<b>D</b> 5.17	<b>S</b> 5.31	<b>S</b> 6.09	<b>D</b> 6.39
	5.08	5.22	6.00	6.29
	5.03	5.17	5.55	6.24
	4.56	5.10	5.48	6.17
	4.43	4.57	5.35	6.04
	4.24	4.38	5.16	5.45
	4.20	4.34	5.12	5.41
	4.10	4.24	5.02	5.31
	3.48	4.02	4.40	5.09
	3.38	3.52	4.30	4.59
	3.27	3.41	4.19	4.48
	3.17	3.31	4.09	4.38
	3.14	3.28	4.06	4.35
	3.08	3.22	4.00	4.29
	3.00	3.14	3.52	4.21
	<b>D#</b> 2.56	<b>S#</b> 3.10	<b>S#</b> 3.48	<b>S#</b> 4.17
	2.53	3.07	3.45	4.14
	A. M.	A. M.	A. M.	A. M.
	DAILY ●28	DAILY ◇58	DAILY ●30	DAILY ◇64

## SLOPE TO HARRISBURG

STATIONS	FIRST CLASS		
	70	2	14
	A. M.	A. M.	A. M.
Arrive			
HARRISBURG (Phila. Div.)	\$ 7.20	\$ 8.00	\$ 9.55
ROCKVILLE	7.10	7.50	9.45
MARYSVILLE			
BANKS	7.05	7.45	9.40
VIEW	6.58	7.38	9.33
DUNCANNON			
NEWPORT			
PORT	6.45	7.25	9.18
MILLERTOWN			
THOMPSONTOWN			
PORT ROYAL			
MIFFLIN	6.26	7.04	8.57
DENHOLM			
WALL	6.22	6.59	8.52
HAWSTONE			
LEWISTOWN		\$ 6.47	\$ 8.40
LEWIS	6.12	6.45	8.32
McVEYTOWN			
RYDE			
NEWTON HAMILTON			
MOUNT UNION			\$ 8.03
JACKS	5.49	6.22	7.59
MAPLETON			
HUNTINGDON	5.39	\$ 6.10	\$ 7.47
PETERSBURG			
BARRE			
SPRUCE	5.28	5.58	7.27
FORGE	5.18	5.48	7.17
TYRONE			\$ 7.14
GRAY	5.15	5.44	7.04
BELL	5.09	5.38	6.58
	5.01	5.30	6.50
ALTOONA	\$ 4.57	\$ 5.26	\$ 6.35
SLOPE	4.54	5.23	6.32
Leave			
	A. M.	A. M.	A. M.
	DAILY ◇70	DAILY ◇2	DAILY 14

## EASTWARD

	FIRST CLASS			
	32	72	54	84
	P. M.	P. M.	P. M.	P. M.
	\$ 1.00	\$ 1.32	\$ 1.49	\$ 4.50
	12.50	1.22	1.39	4.40
	12.45	1.17	1.34	4.35
	12.38	1.09	1.27	4.25
				\$ 4.10
				\$ 3.50
	12.24	12.55	1.13	3.46
				\$ 3.22
	12.05	12.36	12.53	\$ 3.15
	12.01	12.32	12.49	3.00
		\$ 12.18		\$ 2.48
	11.51	12.16	12.39	2.39
				\$ 2.15
	11.29	11.53	12.17	2.10
	11.19	\$ 11.40	12.07	\$ 1.58
				\$ 1.48
	11.08	11.28	11.56	1.41
	10.58	11.18	11.46	1.31
		\$ 11.14		\$ 1.27
	10.55	11.13	11.43	1.21
	10.49	11.07	11.37	1.13
	10.41	10.59	11.29	1.05
	\$ 10.37	\$ 10.55	\$ 11.25	\$ 12.55
	10.34	10.52	11.22	12.52
	A. M.	A. M.	A. M.	P. M.
	DAILY ◇32	DAILY ●72	DAILY ◇54	SUNDAY ONLY 84

STATIONS	FIRST CLASS		
	24	96	74
	P. M.	P. M.	P. M.
Arrive			
HARRISBURG (Phila. Div.)	\$ 5.50	E 5.05	\$ 6.07
ROCKVILLE	5.40	4.55	5.57
MARYSVILLE	E 5.37		
BANKS	5.34	4.50	5.52
VIEW	5.25	4.42	5.46
DUNCANNON	\$ 5.05		
NEWPORT	\$ 4.52		
PORT	4.48	4.27	5.31
MILLERTOWN	\$ 4.35		
THOMPSONTOWN	\$ 4.27		
PORT ROYAL	\$ 4.18		
MIFFLIN	\$ 4.12	4.05	5.13
DENHOLM			
WALL	3.53	4.00	5.09
HAWSTONE	\$ 3.46		
LEWISTOWN	\$ 3.40		\$ 4.57
LEWIS	3.32	3.50	4.55
McVEYTOWN		Will Not Run	
RYDE		May 31,	
NEWTON HAMILTON		July 5,	
MOUNT UNION	\$ 3.08	Sept. 4.	
JACKS	3.02	3.28	4.32
MAPLETON			
HUNTINGDON	\$ 2.50	3.15	4.22
PETERSBURG	\$ 2.34		
BARREE			
SPRUCE	2.27	2.57	4.11
FORGE	2.17	2.47	4.01
TYRONE	\$ 2.13		
GRAY	2.04	2.44	3.58
BELL	1.58	2.38	3.52
	1.50	2.25	3.44
ALTOONA	\$ 1.40	E# 2.15	S# 3.40
SLOPE	1.37	2.12	3.37
Leave			
	P. M.	P. M.	P. M.
	DAILY	DAILY	
	EX. SUN.	EX. MON.	DAILY
	24	96	74

FIRST CLASS		
46	18	16
P. M.	A. M.	A. M.
\$ 8.47	\$ 12.19	\$ 2.37
8.37	12.09	2.27
8.32	12.04	2.22
8.26	11.54	2.13
8.10	11.35	1.67
\$ 7.48	11.15	1.38
7.43	11.09	1.29
\$ 7.30	\$ 10.56	\$ 1.15
7.25	10.50	1.13
\$ 7.00		
6.58	10.26	12.50
\$ 6.46	\$ 10.14	\$ 12.38
6.33	10.00	12.26
6.23	9.50	12.18
\$ 6.20	\$ 9.46	\$ 12.13
6.18	9.43	12.10
6.12	9.37	12.04
6.04	9.29	11.56
\$# 5.57	\$ 9.17	\$# 11.50
5.54	9.14	11.47
P. M.	P. M.	P. M.
DAILY	DAILY	DAILY
46	18	16



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

STATIONS	FIRST CLASS			
	H. & B. T. Train No. 2	H. & B. T. Train No. 4		
	DAILY	DAILY		
	Leave			
	A. M.	P. M.		
HUNTINGDON (H.&B.T.)	\$ 8.00	\$ 2.00	-----	-----
LONG SIDING	8.04	2.14	-----	-----
MT. DALLAS	F 9.53	-----	-----	-----
LUTZVILLE (Mt. Dallas Br.)	F 10.04	-----	-----	-----
CREEK (Bedford Branch)	10.15	-----	-----	-----
BEDFORD	\$ 10.18	-----	-----	-----
Arrive				
	A. M.	P. M.		
	H. & B. T. Train No. 2	H. & B. T. Train No. 4		

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

STATIONS	FIRST CLASS			
	H. & B. T. Train No. 1	H. & B. T. Train No. 3		
	DAILY	DAILY		
	Arrive			
	A. M.	P. M.		
HUNTINGDON (H.&B.T.)	\$ 7.25	\$ 1.49	-----	-----
LONG SIDING	7.19	1.29	-----	-----
MT. DALLAS	-----	F 11.45	-----	-----
LUTZVILLE (Mt. Dallas Br.)	-----	F 11.34	-----	-----
CREEK (Bedford Branch)	-----	11.23	-----	-----
BEDFORD	-----	\$ 11.20	-----	-----
Leave				
	A. M.	P. M.		
	H. & B. T. Train No. 1	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*	7.30 AM to 5.00 PM	Closed	Closed
Mifflin*	7.45 AM to 4.15 PM	Closed	Closed
Lewistown	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM
Mount Union	8.00 AM to 3.15 PM	8.00 AM to 3.15 PM	8.00 AM to 3.15 PM
Huntingdon	7.30 AM to 7.15 PM	7.30 AM to 7.15 PM	7.30 AM to 7.15 PM
Tyrone	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM
Altoona	Continuously	Continu'sly	Continu'sly

\*Closed Memorial, Independence and Labor Day.

### U. S. MAIL WORK

STATIONS	WESTWARD			EASTWARD			
	13	25	19		14	24	
Marysville	†CD	†CD	†CD			§E	
Millertown	†CD		2CD				
Thompsontown	†CD	†CD	§CD				
Port Royal	†CD		†C 2D				
Mifflin		†D			†CD		
Hawstone							
Granville			†CD				
MoVeytown						3†CD	
Newton Hamilton		C-1	§CD			§CD	
Mapleton	†CD	†CD				†CD	
Mill Creek	†CD	†CD				†CD	
Huntingdon		†D					
Petersburg	†CD	†CD					
Barree						†CD	
Spruce Creek	†CD	†CD				†CD	
Birmingham	†CD					†CD	

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 30 miles per hour.

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

**ARRANGED FREIGHT TRAIN SERVICE—WESTWARD**

(The time shown conveys no time-table authority)

STATIONS	JC-5 (1)	LCL-7 (1)	LCL-1 (1)	LCL-3 (1)	M-9 (1)	VC-1 (1)	PG-1 (1)	CIN-1 (1)	NY-1 (1)	VL-7 (1)	TRS-7 (1)	NL-1 (1)	PF-1 (1)	PG-5 (1)	HP-1 (1)	ED-3 (1)	PG-15 (1)	SW-1 (1)	NL-5 (1)	VL-9 (1)	CE-1 (1)
BANKS	A.M. 1.00	A.M. 3.00	A.M. 3.45	A.M. 5.20	A.M. 6.00	A.M. 8.30	A.M. 9.15	A.M. 9.30	A.M. 9.45	A.M. 10.30	A.M. 11.00	A.M. 11.30	P.M. 3.45	P.M. 4.00	P.M. 5.00	P.M. 5.00	P.M. 6.15	P.M. 6.30	P.M. 6.45	P.M. 7.30	P.M. 8.00
ANTIS	A.M. 6.00	A.M. 6.00	A.M. 6.45	A.M. 8.20	A.M. 3.00	A.M. 12.01	A.M. 1.15	A.M. 1.00	A.M. 1.45	A.M. 2.00	A.M. 5.00	A.M. 3.45	A.M. 7.15	A.M. 8.00	A.M. 11.00	A.M. 8.55	A.M. 11.15	A.M. 10.30	A.M. 10.45	A.M. 11.30	A.M. 1.15
SLOPE	A.M. 7.30	A.M. 6.45	A.M. 7.30	A.M. 9.05	A.M. 1.30	A.M. 1.30	A.M. 2.15	A.M. 2.30	A.M. 3.15	A.M. 3.30	A.M. 7.15	A.M. 5.15	A.M. 9.00	A.M. 9.30	A.M. 1.00	A.M. 10.00		A.M. 12.30	A.M. 1.30	A.M. 2.30	
RUNNING TIME	A.M. 5.00	A.M. 3.00	A.M. 3.00	A.M. 3.00	P.M. 9.00	P.M. 3.30	P.M. 4.00	P.M. 3.30	P.M. 4.00	P.M. 3.30	P.M. 6.00	P.M. 4.15	P.M. 3.30	P.M. 4.00	P.M. 6.00	P.M. 3.55	P.M. 5.00	P.M. 4.00	A.M. 4.00	A.M. 4.00	A.M. 5.15
YARD TIME	1.30	.45	.45	.45		1.30	1.00	1.30	1.30	1.30	2.15	1.30	1.45	1.30	2.00	1.05		2.00	1.45	2.00	1.15

**ARRANGED FREIGHT TRAIN SERVICE—WESTWARD**

(The time shown conveys no time-table authority)

STATIONS	MAKE-UP										INTERDIVISIONAL RUNS (Westward)										INTERDIVISIONAL RUNS (Eastward)									
	APG-1 (2)	WP-17 (1)	PG-7 (1)	SK-1 (1)	WR-15 (1)	YA-5 (1)	JC-3 (1)	BA-15 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	BA-15 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	BA-15 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	AH-16 (1)	CSB-8 (1)	RA-14 (1)	AN-16 (1)							
LOCK HAVEN	A.M. 6.00	A.M. 6.00	A.M. 7.00	A.M. 9.00	A.M. 10.00	A.M. 11.30	P.M. 5.00																							
BANKS																														
ANTIS																														
SLOPE	A.M. 6.00	A.M. 6.00	A.M. 7.00	A.M. 9.00	A.M. 10.00	A.M. 11.30	P.M. 5.00																							
RUNNING TIME																														
YARD TIME																														

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

**ARRANGED FREIGHT TRAIN SERVICE—EASTWARD**

(The time shown conveys no time-table authority)

STATIONS	M-20	AC-10	M-10	AG-12	PR-6	PG-6	M-24	WS-8	BL-34	PG-4	GRE-2	PG-2	VL-2	CG-2	ED-2	M-16	JA-2	NW-86
	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(6)	(1)	(1)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
SLOPE					3.30	3.30	3.25				7.15	7.30	9.35	8.35	8.45	10.00	11.15	
ANTIS	2.00	2.30	3.00	3.30		5.00	3.00	5.00	4.00	4.00	8.30	9.00	9.50	9.35	10.15	9.00		12.30
BANKS	11.69	9.30	10.00	10.30		10.00	9.30	9.30	9.00	11.00	12.45	1.45	2.00	1.35	2.15	5.00		4.50
YARD TIME	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.
RUNNING TIME	10.00	7.00	7.00	7.00		1.30	1.35	4.30	5.00	7.00	4.15	4.45	4.10	4.00	4.00	8.00		4.20

**ARRANGED FREIGHT TRAIN SERVICE—EASTWARD**

(The time shown conveys no time-table authority)

STATION	WP-16	FW-8	CA-10	SW-30	PG-8	ED-4	NW-82	CE-2	CIN-2	PG-10	YA-4	CS-8	NS-2	SH-4	SW-8	PG-14	CG-8	CE-8	LCL-2	YE-6	SS-2	NW-88	
	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(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.	P.M.	P.M.	P.M.
SLOPE	12.15	1.15	1.05	1.00	3.00	4.00	4.00	4.15	4.15	4.30	4.45	5.10	5.45	5.55	6.30	7.30	7.30	8.00	8.45	8.30	10.10	11.30	
ANTIS		2.15		2.00		5.00	5.30	5.15	5.45	5.45		6.00	7.00	12.01	8.00		8.30	9.00	9.30	2.00	1.00	12.30	
BANKS		5.30		6.00		8.00	9.30	9.15	9.45	10.45		11.00	12.15	6.30	12.15		12.30	1.30	12.45	8.00	6.00	5.00	
LOCK HAVEN																							
YARD TIME		1.00		1.00		1.00	1.30	1.00	1.15	1.15		.50	1.15	6.06	1.30		1.00	1.00	.45	5.30	2.50	1.00	
RUNNING TIME		3.15		4.00		3.00	4.00	4.00	4.00	5.00		5.00	5.15	6.29	4.15		4.00	4.30	3.15	6.00	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 Instruction 400Q-1 of Supplemental Instructions to Operating, Signal and Interlocking Rules, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the Superintendent the time he will be on duty 16 hours.

### Personal Injuries.

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

Location	Name and Address	Telephone number
Mifflin .....	ROBERT P. BANKS, M. D. .... 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
	A. G. CERCHIONE, 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 8212
	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 .....	Call City Opr.
	123 W. 10th St. ....	
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 3-8156
Roaring Spring ..	THE NASON HOSPITAL..... Park Ave. ....	Bell 80
Cumberland .....	ALLEGHENY HOSPITAL..... 215 Decatur St. ....	Bell 1463

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

##### First Aid Boxes, location of:

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

At each passenger and each freight station.

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

##### STRETCHERS:

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

One stretcher must be carried on each passenger train.

## OPERATING RULES

### STANDARD TIME

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

### TIME-TABLES

#### Letters and Characters.

**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 or Holidays shown on schedule pages.
- 1004-B1.**
- Q** — Regular stop for mail, Mondays, also May 31, July 5 and Sept. 4.
  - U** — Regular stop to receive passengers for west of Pittsburgh.
  - X** — Regular stop to receive passengers for Lewistown and points west of Pittsburgh.
  - Y** — Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
  - # — Train may leave at scheduled arriving time when station work is completed.

## ENGINE WHISTLE SIGNALS

**1014-A1. Rule 14** — — — — — o o o will apply:

Track	Between	And
G	Within Wall Interlocking	

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

**Bald Eagle Branch:**

All sidings.

— — — — — o — Flagman may return from West.

— — — — — o — Flagman may return from East.

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

Track	Between	And
Clearfield Secondary Track	Park	Vail
5	Gray	Tyrone
A	Deer	Hunt
A	Within Wall Interlocking	

Also on following Branches and Secondary Tracks at Junction points:

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

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

Track	Between	And
Clearfield Secondary Track	Vail	Park
C	Hunt	Deer
H	Within Wall Interlocking	

Also on following Branches and Secondary Tracks at Junction points:

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

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

**Main Line**

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

**Hollidaysburg and Petersburg Branch**

125	31st Street	Altoona.
123	58th Street	Eldorado.
111	Newry St.	75 ft. E. of Hollidaysburg Station.
95	High Street	99 ft. W. of Williamsburg Station.

**Bedford Branch**

162	Richard St.	622 ft. N. of Bedford Station.
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**Bald Eagle Branch and Bellefonte Secondary Track**

	All Crossings	Milesburg
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**Morrison Cove Secondary Track**

206	Main Street	437 ft. S. of Roaring Spring Station.
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**Clearfield Secondary Track**

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

**Moshannon Secondary Track**

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

1014 (l)-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 (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
"	Miffin	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	Indication stop will be made at
Eastward	Park	— — o	Port Matilda
"	Park	— — 00	Milesburg
"	Miles	— — o	Holters
"	Miles	— — 00	Post Siding
Westward	Lock Haven	— — o	Post Siding
"	Lock Haven	— — 00	Holters
"	Miles	— — o	Baker
"	Miles	— — 00	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

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

#### Fuseses and Torpedoes.

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

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

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

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

### Fouling Point Signs.

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

### Facing Point 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 point 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 Point Switches Connected to Signal between
	Direction	Track	
Wye	Westward	2	Wye Block Station and crossovers connecting No. 3 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 point 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.

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



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

NOTE—X indicates in service.

### Standard Clocks.

**1075b-A2.** Standard clocks at other points:  
Train Dispatcher's Office and Block Stations.

### General Order Zones.

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

- Zone A—Banks to Bell.
- Zone B—Bell to Slope, both inclusive, and Hollidaysburg and Petersburg Branch.
- Zone C—Holly to State Line, Creek to Dallas and Morrison Cove Secondary Track.
- Zone D—Park to Grampian and Mills to McCartney.
- 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.

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

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

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

### MOVEMENT OF TRACK CARS

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

Entire Division.

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

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

### MOVEMENT OF TRAINS

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

Except:

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

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

#### Yard Limits.

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

Track	Between	And
Morrison Cove Secondary Track	Holly	1500 feet South of Mile Post 8
Morrison Cove Secondary Track and Bedford Secondary Track	2328 feet North of Brook	East Freedom
Bedford Secondary Track and Bedford Branch	3843 feet North of Creek	3077 feet South of Ford
Mt. Dallas Branch	Creek	Jct. of P.R.R. and H. & B. T. R. R. Tracks North of Dallas
Bedford Secondary Track	2500 feet North of State	Jct. of P.R.R. and W. M. Ry. Tracks South of State Line
Bald Eagle Branch	Lock Haven (Susq. Div.)	520 feet West of Post (Susq. Div.)
Bellefonte 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
	410 feet North of Vail	Park
Moshannon Secondary Track	Mills	Coal

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

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

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

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

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 Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Loch Lomond Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1

**NOTE 1. Referring to Rule 9:**

Night signals will not be displayed.

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

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

### Automatic Highway Crossing Signals.

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

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

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

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

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

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

### Williamsburg—High Street.

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

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

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

### Blue Ball, General Refractories Track.

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

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

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

### Bigler—Alfarata.

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

Bigler.  
Alfarata.

### Protection For Public Highway Crossings At Grade.

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

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

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

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

Track	Crossing	Location
Holidaysburg Yard	Berwind-White Coal Co. Track U.S. Route 22 (2 Crossings)	Holidaysburg
Bedford—Secondary Track	General Refractories Co. U. S. Route 220	Claysburg
Canoe Creek	3158 ft. East of Canoe Creek Jct.	Canoe Creek Jct.
Clover Creek	Basalt Trap Rock Co.	Clover Creek Jct.
Bellefonte Secondary Track	Lamb St.	Bellefonte
	High St.	Bellefonte
	Water St.	Bellefonte
Coal Run Secondary Track	Traffic Route 53	Coal Run Jct.
Big Run	Traffic Route 53	South of Junction
Amesville Secondary Track	Traffic Route 53	1 mi. South of Moshannon
Moshannon Secondary Track	Traffic Route 53	½ mi. North of Madera
Philipsburg Secondary Track	Traffic Route 250	North of Junction Philipsburg Boro.
Clearfield Secondary Track	Maple St.	Philipsburg
	Pine St.	Philipsburg
	Presqueisle St.	Philipsburg
	Kurtz Bros. Plant Traffic Route 322	Clearfield
Snow Shoe Secondary Track	U.S. Route 220	Snow Shoe Intersection

#### Protection For Market Street Crossing At Clearfield.

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

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

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

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

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

#### Hand-Operated Switches Equipped With Electric Locks.

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

Location	Switch	Controlled by
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 14th Street yard	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

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

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

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

### Secondary Tracks and Sidings.

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

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

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

#### Secondary Tracks

Track	Between	And
A	Deer	Hunt
C	Hunt	Deer
Morrison Cove	Holly	Brook
Bedford	Brook	Creek
	Ford	State
Clearfield	Cur	Park
Moshannon	Mills	Ram
Lewistown	Street	Sal
Bellefonte	Miles	White

#### Sidings

**Bald Eagle Branch**  
Post Siding  
Beech Creek Siding  
Milesburg Siding  
Julian Siding  
Eagle Siding  
Park Siding

## Track Assignments.

## 1151-A1. Single Track.

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bedford Branch	Creek	Ford
Mt. Dallas Branch	Creek	Dallas
Bald Eagle Branch	Lock Haven Sand	Wood Park
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 Pgr.	East'd Pgr.	
View and Tunnel		West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
Tunnel and Forge			West'd Pgr.	West'd Frt.	East'd Pgr.	
Forge and Tyrone		West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
Tyrone and Gray	East'd Frt. & Pgr.	West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
Gray and Antis		West'd Frt.	West'd Pgr.	East'd Pgr.	East'd Frt.	
Antis and Alto		West'd Pgr.	East'd Pgr.			
Alto and Slope		West'd Pgr.	East'd Pgr.	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 Holly				West'd	East'd	
Holly and Hollidaysburg		West'd	East'd			
Hollidaysburg and Wye		West'd	East'd		East'd	
Eldo and Alto				West'd	East'd	

NOTE—Tracks are numbered from south to north.

NOTE—Within Wall Interlocking:

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

## 1151-C1. Secondary Tracks of Assigned Direction.

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

NOTE 1. Route—Holly to east end eastward classification yard (No. 12 track) eastward receiving yard and continuation thereof.

NOTE 2. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard, Jones St., Hollidaysburg.

NOTE 3. Eastward movements may be made between Rose and House on verbal authority of signalman at Antis.

NOTE 4. Reverse movements may be made on signal indication.

## 1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Lewistown (E)	Lewistown	Street	Lewis	
	Street	Sal	Lewis	5
Milroy (E)	Chestnut St. Lewistown	Milroy	Lewis	
No. 5 (W)	Lewistown	Lewis	Lewis	2
No. 5 (W)	Hunt	Deer	Hunt	3
No. 5 (W)	Forge	Tyrone	Gray	4
No. 8 (W)	Tyrone	Gray	Gray	

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

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

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

NOTE 1. When Mills is not in service, controlled by Park.

NOTE 2. Trains may enter this track at Lewistown or Lewis on signal indication.

NOTE 3. Westward movements from Hunt made on signal indication. Permission must be obtained from signalman at Hunt before leaving track at Deer.

NOTE 4. Trains may enter this track at Forge or Tyrone on signal indication. Trains entering or leaving this track at intermediate points must obtain permission from and report clear to the signalman at Gray.

NOTE 5. Rules 105a and 105b will not apply. All other Operating, Signal and Interlocking Rules and Supplemental Instructions, as they apply to main tracks and sidings, except Rules 201 to 223 inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing.

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

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

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

NOTE 1. When Mills is not in service, controlled by Park.

NOTE 2. Trains may enter this track on signal indication.

#### Storage Track.

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

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

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

### PASSENGER TRAIN OPERATION

#### Call Bell For Flagman—Tyrone.

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

#### Changing Passenger Engines At Lewistown.

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

#### Starting Passenger Trains At Altoona.

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

#### Keeping Toilet Doors Locked At Altoona.

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

#### Passengers Getting On And Off Trains.

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

### Hot Boxes On Through Passenger Trains.

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

### Steam Heating.

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

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

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

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

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

### Use Of Back-Up Hose.

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

### FREIGHT TRAIN OPERATION

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

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

**Clearfield Secondary Track—Summit to Vail.**

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

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

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

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



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

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

#### Indicating Rear End of Draft Of Cars.

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

#### Using Wye At Osceola Mills.

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

#### Use Of Pusher Engines.

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

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

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

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

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

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

#### Inspection Of Freight Trains Leaving Yards Or Coaling Stations.

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

#### Watering Live Stock.

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

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

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

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

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

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

#### Car Limits on Descending Grades.

**1155-A12.** Clearfield Secondary Track:

Between Summit and Vail, 75 cars.

Snow Shoe Secondary Track:

Between Rhoads and Gum Stump—

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

### FREIGHT AND PASSENGER TRAIN OPERATION

#### Inquiring For Instructions.

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

#### Employes On Engines.

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

#### Huntingdon Icing Station.

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

Arranged Freight Train Service.

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

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

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

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

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

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

#### RAILWAY EXPRESS TRAINS:

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

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

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

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

#### Facilities For Repairing Hot Boxes.

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

Cooling hose, sponging material, etc., Bailey, Thompsontown ( $\frac{1}{4}$  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.  
Bailey 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		
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	
<b>Main Line Between:</b>	Miles per Hour												
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				<sup>A</sup> Track 25 25	30	25	30	25	25	25	25	25	
<b>Hollidaysburg &amp; Petersburg Brch. Between:</b>													
Pete and Holly									30	30	30	30	
Holly and Hollidaysburg					30	30	30	30					
Hollidaysburg and Wye					30	30	30	30			30	20	
Wye and Eldo	30	30											
Eldo and Alto									30	30	30	30	

	Single Track		No. 5 Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Miles per Hour												
<b>Bedford Branch</b> Between: Creek and Ford	30	30										
<b>Mt. Dallas Branch</b> Between: Creek and Dallas	25	25										
<b>Clearfield Branch</b> Between: Tyrone and 14th St.	25	25										
14th St. and Park	35	25										
<b>Bald Eagle Branch</b> 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	
<b>Main Line</b> Between: Division Post (Phila. Div.) and Works Works and Slope	40 25	30 20
<b>Hollidaysburg and Petersburg Branch</b> Between: Pete and Alto	30	20
<b>Bedford Branch</b> Between: Creek and Ford	30	20
<b>Mt. Dallas Branch</b> Between: Creek and Dallas	25	20
<b>Clearfield Branch</b> Between: Tyrone and Park	25	20
<b>Bald Eagle Branch</b> Between: Park and Lock Haven	35	25
<b>Morrison Cove Secondary Track</b> Between: Holly and Brook Brook and Curry	30 25	20 20
<b>Bedford Secondary Track</b> Between: Brook and Creek Ford and State Line	30 30	20 20
<b>Clearfield Secondary Track</b> Between: Park and Summit Summit and Mills Mills and Grampian	25 20 25	20 15 20
<b>Moshannon Secondary Track</b> Between: Mills and McCartney	20	15
<b>Lewistown Secondary Track</b> Between: Street and Sal	20	20
<b>All Other Secondary Tracks</b>	15	10

1157-C3. Work Trains.			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b> <b>Between:</b> Division Post (Phila. Div.) and Works Works and Slope	30 25	20 20	20 20
<b>Hollidaysburg and Petersburg Branch</b> <b>Between:</b> Pete and Alto	30	20	20
<b>Bedford Branch</b> <b>Between:</b> Creek and Ford	30	20	20
<b>Mt. Dallas Branch</b> <b>Between:</b> Creek and Dallas	25	20	20
<b>Clearfield Branch</b> <b>Between:</b> Tyrone and Park	25	20	20
<b>Bald Eagle Branch</b> <b>Between:</b> Park and Lock Haven	30	20	20
<b>Morrison Cove Secondary Track</b> <b>Between:</b> Holly and Brook Brook and Curry	30 25	20 20	20 20
<b>Bedford Secondary Track</b> <b>Between:</b> Brook and Creek Ford and State Line	30 30	20 20	20 20
<b>Clearfield Secondary Track</b> <b>Between:</b> Park and Summit Summit and Mills Mills and Grampian	25 20 25	20 15 20	20 15 20
<b>Moshannon Secondary Track</b> <b>Between:</b> Mills and McCartney	20	15	15
<b>Lewistown Secondary Track</b> <b>Between:</b> Street and Sal	30	20	20
<b>All Other Secondary Tracks</b>	15	10	10

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

Main Line	Miles per Hour
<b>1157-C4. Circus Trains</b> .....	*45
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Instruction 4155-A of Supplemental Instructions to Operating, Signal and Interlocking Rules.</b>	
—on straight track.....	*30
—on curves.....	*20
<b>1157-C6. Between Forge and Spruce:</b>	
Eastward petroleum or mineral freight trains.....	25
Eastward arranged service frt. trains.....	35
<b>1157-C7. Snow Plows in service</b> .....	*20
Snow Flangers in service.....	*20
Passing station platforms and trains on adjacent tracks..	* 5
<b>NOTE—Must not be pushed with an engine or engines having more tractive effort than one Lls engine.</b>	
<b>* 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.</b>	
<b>1157-C8. Operating against current of traffic, except where Rule 261 is in effect:</b>	
Main Line between Division Post (Phila. Div.) and Works—	
—Passenger trains.....	50
—Freight trains.....	40
<b>1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MF-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.</b> .....	60
<b>NOTE—For purposes of identification, P. R. R. Suburban cars of MF-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.</b>	
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.	
<b>1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine</b> .....	30
<b>1157-C12. Pushing Cars—</b> Passenger trains.....	30
—Freight trains.....	20
<b>1157-C13. Track Cars</b> —unless otherwise restricted..	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
<b>1157-C14. Passenger trains taking water from track troughs</b> .....	60
<b>1157-C15. Trains handling Foamite fire fighting cars...</b>	50
Note—Conductor must notify engineman when car is in train.	
<b>1157-C16. Within Wall Interlocking tracks A, G and H</b>	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	
<b>Main Line</b>		
<b>Between:</b>		
Division Post (Phila. Div.) and Works—		
Assigned Passenger tracks.....	50	20
Assigned Freight tracks.....	40	20
Works and Slope.....	25	20
<b>All Branches.....</b>	<b>25</b>	<b>20</b>
<b>All Secondary Tracks.....</b>	<b>15</b>	<b>10</b>

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 turnouts—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.....	60
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 0.4 mile east of Lewistown, No. 1 and No. 4 tracks.....	55
Curve 0.1 mile east of Lewistown.....	40
Curve 0.5 mile west of Lewistown, No. 1 and No. 4 tracks.....	50
Curve 1.5 miles west of Granville, No. 1 and No. 4 tracks.....	60
Curve 1.0 mile west of Ryde.....	50
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
<b>Hollidaysburg and Petersburg Branch</b>	
Curve at Goodman.....	25
Curve 1200 feet west of Covedale.....	25
Curve west of Frankstown Crossing.....	15
Hollidaysburg-Newry Street Crossing.....	15
Curves at Nineteenth Street and Margaret Avenue, Altoona.....	20
<b>Bedford Branch</b>	
Bedford—Richard St. crossing.....	10
<b>Bald Eagle Branch</b>	
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
<b>Bellefonte Secondary Track</b>	
Curve at Bellefonte Station.....	10
<b>Morrison Cove Secondary Track</b>	
First curve south of Holly.....	20
Curve between a point 250 feet north of M. P. 10 and a point 1300 feet south of M. P. 10, two miles south of Holly.....	20

	Miles per Hour
<b>Bedford Secondary Track</b>	
Curve at Dunnings Creek Jct.....	15
Through Hyndman (By Ordinance).....	10
Curve 3.1 Mi. South of Hyndman.....	15
<b>Clearfield Secondary Track</b>	
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 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
<b>Moshannon Secondary Track</b>	
Through Houtzdale (By Ordinance).....	12
<b>Lewistown Secondary Track</b>	
Second curve east of Mile Post 41.....	25
First curve east of Mile Post 38.....	25
Second curve east of Mile Post 4.....	25

## ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

Class	Miles per Hour		
	Backward	Forward—Light	Forward—with train
Steam Engines			
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	70
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	
	Forward—Light	Forward—with train
<b>Road:</b>		
AP-3.....	50	70
BP-1, (Psg. Service) .....	50	70
BP-1, (Frt. Service) .....	50	50
FP-3.....	50	70
AF-4.....	50	50
BF-4.....	50	50
BP-3.....	50	70
EP-3.....	50	70
EF-4.....	50	50
FF-3.....	50	50
<b>Yard:</b>		
A6.....	20	20
A6B.....	20	20
AS-6.....	40	40
AS-10.....	40	40
BS-6.....	40	40
BS-6A.....	40	40
BS-10.....	40	40
BS-10A.....	40	40
BS-10MU.....	40	40
ES-6.....	40	40
ES-10.....	40	40

**NOTE—****Road Diesel Engines.**

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

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

The numeral indicates the number of units in the engine.

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

**Yard Diesel Engines.**

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

The second letter indicates the service (shifting).

The number indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

**SECONDARY TRACKS AND SIDINGS**

**1157-H1. Maximum speeds, unless otherwise specified.**

Track	Between	And	Miles per Hour
Lewistown.....	Lewistown.....	Street.....	25
	Street.....	Sal.....	30
Milroy.....	Chestnut Street 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.			30
All other sidings...			15

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

Trout Run track—Maximum speed 10 miles per hour.







LOCATION	CLASS OF ENGINES													Engines with Top- over 15,000 Gal. with 6-whe. tractors		
	B	C	E	G	H	I	J	K	L	M	N	Q	S		T	
<b>HOLDSBQ YARD, Cont.:</b>																
West Ladder—Old Stone Yard						X	X	X		X	X	X	X	X	X	X
Old Stone Yard except West Ladder	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Westward Relay Yard, except West Ladder and 10 car lengths at west end Nos. 1 to 6 incl.							X					X	X	X		
Westward Class. Yard						X	X	X		X	X	X	X	X	X	X
Tracks Nos. 1, 2, 3, 4, 5 & 6										X	X	X	X	X	X	X
Tracks Nos. 7 to 25 incl. except West Ladder and 10 car lengths at west end.							X					X	X	X	X	X
Tracks Nos. 26 & 27.						X	X	X		X	X	X	X	X	X	X
Engine Tracks Nos. 1, 2 & 3.						X	X	X		X	X	X	X	X	X	X
Mill track.						X	X	X		X	X	X	X	X	X	X
Freight House track.						X	X	X		X	X	X	X	X	X	X
<b>HOLLIDAYSBURG:</b>																
McLanahan Stone Machinery Co. track.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blair County Oil & Supply Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thermite Ice & Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>DUNCANVILLE:</b>																
W. P. Appleyard trestle.	X	X	X			X	X	X	X	X	X	X	X	X	X	X
Swope trestle and track.	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
All other individual tracks.	X	X	X			X	X	X	X	X	X	X	X	X	X	X
<b>MORRISON COVE SECONDARY TRACK:</b>																
Between Holly and Brook.	X					X	X	X		X	X	X	X	X	X	X
Between Brook and Curry.	X					X	X	X		X	X	X	X	X	X	X
<b>ROARING SPRING:</b>																
D. M. Bare Paper Co. trestle.	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
Coal trestle.	X	X	X			X	X	X	X	X	X	X	X	X	X	X
<b>BEDFORD BRANCH:</b>																
Bedford - H. C. Heckerman Co.	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
<b>BEDFORD SECONDARY TRACK:</b>																
Between Brook and Creek.	X					X	X	X		X	X	X	X	X	X	X
Cesna Station	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
Between Ford and State Line	X					X	X	X		X	X	X	X	X	X	X
<b>MT. DALLAS BRANCH</b>	X					X	X	X		X	X	X	X	X	X	X
<b>CLOVER CREEK</b>	X					X	X	X		X	X	X	X	X	X	X
Basalt track.	X					X	X	X		X	X	X	X	X	X	X
<b>SPRINGFIELD</b>	X					X	X	X		X	X	X	X	X	X	X
Oremline track.	X					X	X	X		X	X	X	X	X	X	X
<b>CANOE CREEK</b>	X					X	X	X		X	X	X	X	X	X	X
<b>CLEARFIELD SECONDARY TRACK:</b>																
North of Park. (See Note)	X					X	X	X		X	X	X	X	X	X	X
First curve South of M.P. 7, 3¼ miles North of Vall.	X					X	X	X	15	X	X	X	X	X	X	X
Fourth curve North of M.P. 9, 3¼ miles South of Summit.	X					X	X	X	15	X	X	X	X	X	X	X
Fourth curve South of M.P. 11, 2¼ miles South of Summit.	X					X	X	X	10	X	X	X	X	X	X	X
<b>OSCEOLA MILLS:</b>																
Both legs of Wye.	X					X	X	X	5	X	X	X	X	X	X	X
<b>MOSHANNON SECONDARY TRACK:</b>																
Mills to McCartney.	X					X	X	X		X	X	X	X	X	X	X
<b>CONNECTING TRACK</b>																
Mills to McCartney.	X					X	X	X		X	X	X	X	X	X	X
<b>SNOW SHOE SECONDARY TRACK &amp; CONNECTING TRACKS</b>	X					X	X	X	X	X	X	X	X	X	X	X
<b>FAIRBROOK TRACK</b>	X					X	X	X	X	X	X	X	X	X	X	X
<b>WESTERN MARYLAND RR:</b>																
State Line to Cumberland.	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X

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

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

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

Location	Between	And
Main Line	Division Post (Phila. Div.)	Bell
On All Branches except:		
Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park	Tyrone
Hollidaysburg and Petersburg Branch	Alto	Jones St. Hollidaysburg

**Other Equipment Restrictions.****250-Ton Wrecking Derricks.**

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

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

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

**NOTE 1.** Account close clearance within Spruce Creek tunnel, No. 3 track, train must be operated at slow speed.

**NOTE 2.** Account close clearance with station platform Tyrone, train must be operated at slow speed, when using No. 3 track.

**NOTE 3.** When hauled by an engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.

**Overhead Clearances.**

**1163-A1.** 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	Banks	Slope
Hollidaysburg and Petersburg Branch	Pete	Alto
Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park	Tyrone
Huntingdon Icing Station	East End	Platform

**1164-A2.** Instructions covering use of telephone or trainphone as outlined on card effective January 24, 1949 (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—Banks to Slope.

**Branches:**

Hollidaysburg and Petersburg

Bedford

Mt. Dallas

Clearfield

Bald Eagle

**Secondary Tracks:**

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

Lewistown between Street and Sal

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

**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
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 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	Holly
	No. 3 and No. 4	Holly	Hollidaysburg
	No. 1, No. 3 and No. 4	Hollidaysburg	Wye
Bedford Branch	Single	Creek	Ford
Mt. Dallas Branch	Single	Creek	Dallas
Morrison Cove	Secondary	Holly	Brook
Bedford	Secondary	Brook	Creek
	Secondary	Ford	State
Clearfield	Secondary	Cur	Park
Moshannon	Secondary	Mills	Ram
Lewistown	Secondary	Street	Sal
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 Instructions 1305-A1.

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

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

#### For Movements Against Current of Traffic

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

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

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

Eastward trains on No. 1 track.

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

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

No. 2 track between Holly and Jones Street.

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

### AUTOMATIC BLOCK SYSTEM

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

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 5	Gray	Tyrone
	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 Wilkes-Barre must have Cab Signals cut out in Tyrone Yard.

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

**1515-B1.** Rule 515—following exceptions authorized:

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

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

WESTWARD:

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

EASTWARD:

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

## INTERLOCKING

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

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





**THE PENNSYLVANIA RAILROAD  
MIDDLE DIVISION**

Altoona, Pa., April 15, 1951.

**GENERAL ORDER NO. 1701**

**Effective 2.01 A. M., Sunday, April 29, 1951**

**Applies In All Zones**

- (a) Time-Table No. 17 in effect. It contains the necessary instructions issued in general orders up to and including No. 1609, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 17 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 16 to bulletin board attendant, after Time-Table No. 17 takes effect.

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**Applies In Zone A**

- (b) **MAIN LINE  
McVEYTOWN**

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

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This General Order is printed in Time-Table No. 17 and will not be issued in sticker form.

P. M. ROEPER,  
Superintendent.



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