

W. B. Edwards
The Pennsylvania Railroad

EASTERN REGION

Eastern Pennsylvania Division

TYRONE DIVISION

Time Table No. 4

In effect 12.01 A. M., Sunday, April 29, 1928

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

E. W. SMITH,
General Manager

J. W. ROBERTS,
Gen'l Supt. Transportation

H. H. GARRIGUES,
General Superintendent

J. E. BURRELL,
Sup't Pass. Transportation

J. K. JOHNSTON,
Superintendent

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TYRONE-LOCK HAVEN

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Lock Haven	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							E	W	Both
I	B				LOCK HAVEN... (Wmspt Div.)	K			
	B	1.4	1.4		KN BLOCK STATION	KN			141
	B	1.5	2.9		MILL HALL	MH			
I	B	1.0	3.9		MO BLOCK STATION	MO	87	101	
	B	4.4	8.3		BEECH CREEK				
I	B	0.8	9.1		OK BLOCK STATION	CK			107
	B	0.8	9.9		EAGLEVILLE	QC			
I	B	3.4	13.3		WD BLOCK STATION	WD			
	B	1.2	14.5		HOWARD	HO			93
	B	3.1	17.6		MT. EAGLE				
I	B	0.7	18.3		MJ BLOCK STATION	MJ			
	B	0.7	19.0		HOLTERS PASSING SD'G				118
	B	0.8	19.8		CURTIN				
	B	3.6	23.4		MILESBERG	MB			
I	B	0.1	23.5		RU BLOCK STATION	RU			101
	B	1.2	24.7		SNOW SHOE INT.	NO	120	115	
	B	3.6	28.3		UNIONVILLE	UN			
I	B	0.2	28.5		FA BLOCK STATION	FA			114
	B	4.3	32.8		JULIAN	JN			
I	B	0.9	33.7		RN BLOCK STATION	RN			106
	B	3.3	37.0		MARTHA				117
I	B	3.3	40.3		MD BLOCK STATION	MD			129
	B	0.1	40.4		PORT MATILDA	PM			
	B	3.2	43.6		HANNAH				
I	B	0.5	44.1		NA BLOCK STATION	NA			116
	B	2.0	46.1		DIX				
I	B	2.0	48.1		BA BLOCK STATION	BA			115
	B	1.1	49.2		BALD EAGLE				
	B	1.9	51.1		VAIL	SI			113
W	I	1.6	52.7		SA BLOCK STATION	SA			
	B	0.9	53.6		BR BLOCK STATION	BR			
	B				JW BLOCK STATION	JW			
	B	0.6	54.2		TYRONE	A			

NOTE—Block Stations are open continuously.

BELLEFONTE BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Bellefonte	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							E	W	Both
	B				BELLEFONTE	BE			
I	B	2.7	2.7		BF BLOCK STATION	BF			
	B				RU BLOCK STATION	RU			

NOTE—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

BF	Unat'd	Controlled by Signalman at RU Daily 5.00 P. M. to 9.00 A. M.
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CLEARFIELD BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Gramplan	STATIONS	Station Signals	Sidings assigned direc'n Car Capacity 45 ft. cars		
							N	S	Both
		†B	0.1	0.1	GRAMPIAN	WR			
			1.6	1.7	GR BLOCK STATION	GR			
			2.8	4.5	STRONACH				
		B	0.9	5.4	RUSTIC				
			2.0	7.4	CURWENSVILLE	J			17
			2.7	10.1	SUSQUEHANNA BRIDGE				
			1.9	12.0	RIVERVIEW				
		B	1.4	13.4	CLEARFIELD	CF			
			0.4	13.8	D BLOCK STATION	D			34
			1.9	15.7	LEONARD				
		B	1.6	17.3	BARRETT				
			0.9	18.2	MINERAL SPRING				
		B	2.4	20.6	WOODLAND	WO			29
			2.5	23.1	BIGLER	BS			18
		B	1.3	24.4	WALLACETON	OG			33
			1.0	25.4	RED JACKET PASS'G SID.				34
			1.7	27.1	BLUE BALL	BU			
			0.3	27.4	SANFORD JUNCTION				
			1.0	28.4	GRAHAM				
			0.3	28.7	DERBY JUNCTION				
		B	0.3	29.0	N. Y. C. R. R. TOWER				
			0.3	29.3	RA BLOCK STATION	RA			30
			0.5	29.8	PHILIPSBURG	PI			
		B	1.9	31.7	STEINERS				
			1.6	33.3	BOYNTON	BN			
		B	0.4	33.7	OSCEOLA JUNCTION	OA			
			3.3	37.0	OSCEOLA MILLS	AG			
			0.7	37.7	RETORT				
		B	1.8	39.5	SANDY RIDGE	SR			
			4.9	44.4	SUMMIT	UI	75	75	
		B	1.2	45.6	GARDNER				
			3.8	49.4	GN BLOCK STATION	GN			89
		B	1.1	50.5	VAIL	SI			
			0.5	51.0	SCALES	SC			
		B	0.9	51.9	SA BLOCK STATION	SA			
			0.6	52.5	BR BLOCK STATION	BR			
					JW BLOCK STATION	JW			
					TYRONE	A			

NOTE—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

BN	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Controlled by Signalman OA.
RA	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Controlled by Signalman OA.
OG	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Controlled by Signalman OA.
BS	Unat'd	Daily 6.30 P. M. to 7.30 A. M. Controlled by Signalman OA.
WO	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Controlled by Signalman BS 3.30 P. M. to 6.30 P. M. and by Signalman OA 6.30 P. M. to 7.30 A. M.

The northward signal is operated as follows: Two locking levers (one painted yellow and the other black) located about four feet ahead of switch, inter-connected with the northward signal, locks the south end of Woodland passing siding switch, yellow lever in normal position locks switch for main track; black lever in reverse position locks switch for passing siding and displays the bottom arm at Caution.

Trains going on passing siding (if proper signal is not displayed) will stop just south of signal. Trainmen will then reverse yellow lever, set switch for siding, and reverse black lever. After train clears main track, put black lever normal, set switch for main track and put yellow lever normal.

CLEARFIELD BRANCH

D	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Controlled by Signalman BS 3.30 P. M. to 6.30 P. M. and by Signalman OA 6.30 P. M. to 7.30 A. M.
J	Unat'd	Daily 3.30 P. M. to 7.30 A. M. Controlled by Signalman BS 3.30 P. M. to 6.30 P. M. and by Signalman OA 6.30 P. M. to 7.30 A. M.
		The main track switch is locked in the normal position by a locking lever attached to the ties back of the switch point. When block station is unattended and signals are clear the unlocking of this switch with the lock lever will restore the signals to Stop. After switch has been used put lock lever to the normal position so that signals will display the clear indication.
†GR	Unat'd	Controlled by Signalman J 7.30 A. M. to 3.30 P. M.
		Controlled by Signalman BS 3.30 P. M. to 6.30 P. M.
		Controlled by Signalman OA 6.30 P. M. to 7.30 A. M.

MOSHANNON BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Distance from Osceola Mills	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		B	0.4	0.4	OSCEOLA MILLS	AG			
			0.9	1.3	OSCEOLA JUNCTION	OA			
			1.3	2.5	MILL STREET				
			1.5	4.0	COAL RUN JUNCTION				
		B	1.0	5.0	MOSHANNON	BZ			
			1.1	6.1	GOSS RUN JUNCTION	HD			
			1.1	7.2	HOUTZDALE				
			0.1	7.3	WEST MOSHANNON				
			0.6	7.9	AMESVILLE JUNCTION				
			0.3	8.2	KENDRICK				
			1.1	9.3	EXCELSIOR				40
		†B	0.3	9.6	RAMEY	RM			14
			0.3	9.9	MADERA JUNCTION	MC			28
		†B	2.1	12.0	BEULAH				
			1.5	13.5	SMOKE RUN	SM			42
		†B	1.1	14.6	BANIAN JUNCTION				
			0.4	15.0	MADERA	MA			
			1.7	16.7	BETZ JCT. (N. Y. C. R. R. Tower)				
		†B	4.7	21.4	BEISENA				
					McCARTNEY	DO			

GOSS RUN BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Goss Run Jct.	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		B	1.0	1.0	GOSS RUN JUNCTION	BZ			
					BRISBIN				

LITTLE MUDDY RUN BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Smoke Run	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. cars		
							N	S	Both
		†B	0.3	0.3	SMOKE RUN Jct. Little Muddy Run Br.	SM			42
			1.9	2.2	FERNWOOD (Jct. J. Br.)				
			1.0	3.2	ALMADEN (Eureka No. 28)				

MUDDY RUN BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Smoke Run	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. Cars		
							N	S	Both
		†B	1.9		SMOKE RUN	SM			42
			1.9	2.9	BECCARIA				
					EUREKA No. 29				

NOTE—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

BZ	Unat'd	Daily 2.00 P. M. to 6.00 A. M., controlled by Signalman OA.
†MC	Unat'd	Controlled by Signalman BZ, 6.00 A. M., to 2.00 P. M., and by Signalman OA, 2.00 P. M. to 6.00 A. M.
†SM	Unat'd	Controlled by Signalman BZ 6.00 A. M. to 2.00 P. M. and by Signalman OA 2.00 P. M. to 6.00 A. M.
†MA	Unat'd	Controlled by Signalman BZ 6.00 A. M. to 2.00 P. M. and by Signalman OA 2.00 P. M. to 6.00 A. M.
†DO	Unat'd	Controlled by Signalman BZ, 6.00 A. M. to 2.00 P. M. and by Signalman OA, 2.00 P. M. to 6.00 A. M.

SNOW SHOE BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Snow Shoe Int.	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							E	W	Both
		B	2.5	2.5	SNOW SHOE INT	NO			
			1.3	3.8	SCHOOL HOUSE				
			1.2	5.0	GUM STUMP				20
		†B	2.2	7.2	AQUA				
		†B	3.5	10.7	CLARKS	CL			20
			3.9	14.6	RHOADS	RH			20
			1.0	15.6	BUTTS				
		†B	1.7	17.3	FOUNTAIN				
					SNOW SHOE	WS			

NOTE—Block Stations are open continuously.

Also unattended Block Stations controlled by open Block Stations.

†WS Unat'd Controlled by Signalman NO.

†RH Unat'd Controlled by Signalman NO.

†CL Unat'd Controlled by Signalman NO.

FAIRBROOK BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Stover	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							E	W	Both
			2.1	2.1	STOVER				
					TYRONE	A			

CLEARFIELD BRANCH--SOUTHWARD

STATIONS	FIRST CLASS			
	6401	6403	6405	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
Leave	A. M.	P. M.	P. M.	
GRAMPIAN	S 7.45	S 12.30	S 6.53	
STRONACH	F 7.49	F 12.34	6.56	
RUSTIC	F 7.55	F 12.39	7.00	
CURWENSVILLE	S 8.00	S 12.43	S 7.05	
SUSQUEHANNA BRIDGE	F 8.04	F 12.48	7.08	
RIVERVIEW	F 8.09	F 12.53	7.11	
CLEARFIELD	S 8.20	S 1.05	S 7.21	
D BLOCK STATION	8.24	1.09	7.25	
LEONARD	F 8.25	F 1.10	7.26	
BARRETT	F 8.30	F 1.14	7.30	
MINERAL SPRING	S 8.34	S 1.18	F 7.34	
WOODLAND	S 8.37	S 1.20	S 7.37	
BIGLER	S 8.44	S 1.27	S 7.44	
WALLACETON	S 8.51	S 1.33	S 7.50	
BLUE BALL	S 8.57	S 1.38	S 7.54	
SANFORD JUNCTION	9.01	1.41	7.57	
GRAHAM	F 9.02	F 1.42	7.58	
DERBY JUNCTION	9.04	1.44	8.00	
PHILIPSBURG	S 9.10	S 1.50	S 8.05	
STEINERS	9.12	F 1.52	8.06	
BOYNTON	F 9.15	F 1.56	8.10	
OSCEOLA JUNCTION	9.18	2.00	8.13	
OSCEOLA MILLS	S 9.22	S 2.04	S 8.17	
RETORT	F 9.31	F 2.17	8.28	
SANDY RIDGE	S 9.33	S 2.20	S 8.30	
SUMMIT	F 9.37	F 2.26	8.36	
GARDNER	F 9.49	F 2.38	8.47	
GN BLOCK STATION	9.52	2.40	8.50	
VAIL	S 10.01	S 2.50	9.00	
SA BLOCK STATION	10.05	2.55	9.05	
TYRONE	S 10.10	S 3.00	S 9.10	
Arrive	A. M.	P. M.	P. M.	
	6401	6403	6405	

No. 6408 is superior by direction to No. 6405.

No. 6402 is superior by direction to No. 6403.

Southward Clearfield Branch trains will be considered as westward trains between Vail and Tyrone

Block Signals supersede Time Table superiority between A and SA.

Rule 317a will apply southward between Summit and Vail.

Rule 317b will apply between Boynton and Grampian.

Rule 318a will apply northward between Summit and Osceola Junction.

Rule 318b will apply between Osceola Junction, and Boynton, and southward between Osceola Junction and Summit

Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Between SA and SI.

CLEARFIELD BRANCH--NORTHWARD

STATIONS	FIRST CLASS			
	6402	6406	6408	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
Arrive	A. M.	P. M.	P. M.	
GRAMPIAN	S 11.00	S 2.15	S 6.43	
STRONACH	10.54	F 2.08	F 6.38	
RUSTIC	10.47	F 1.58	F 6.33	
CURWENSVILLE	S 10.44	S 1.55	S 6.30	
SUSQUEHANNA BRIDGE	10.34	F 1.46	F 6.22	
RIVERVIEW	10.28	F 1.38	F 6.16	
CLEARFIELD	S 10.20	S 1.30	S 6.08	
D BLOCK STATION	10.10	1.09	6.02	
LEONARD	10.09	F 1.08	6.01	
BARRETT	10.06	F 1.03	F 5.57	
MINERAL SPRING	10.02	S 12.69	S 5.53	
WOODLAND	S 10.00	S 12.57	S 5.51	
BIGLER	S 9.54	S 12.51	S 5.45	
WALLACETON	S 9.48	S 12.45	S 5.39	
BLUE BALL	S 9.43	S 12.38	S 5.34	
SANFORD JUNCTION	9.40	12.34	5.31	
GRAHAM	9.39	F 12.33	F 5.30	
DERBY JUNCTION	9.37	12.31	5.29	
PHILIPSBURG	S 9.35	S 12.29	S 5.27	
STEINERS	9.27	F 12.17	F 5.22	
BOYNTON	9.24	F 12.14	F 5.19	
OSCEOLA JUNCTION	9.21	12.07	5.16	
OSCEOLA MILLS	S 9.20	S 12.06	S 5.15	
RETORT	9.07	F 11.52	F 5.06	
SANDY RIDGE	S 9.06	S 11.50	S 5.04	
SUMMIT	F 9.02	F 11.44	F 5.00	
GARDNER	8.44	F 11.27	F 4.42	
GN BLOCK STATION	8.42	11.25	4.40	
VAIL	8.32	S 11.15	S 4.30	
SA BLOCK STATION	8.29	11.09	4.26	
TYRONE	S 8.25	S 11.05	S 4.22	
Leave	A. M.	A. M.	P. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	6402	6406	6408	

No. 6408 is superior by direction to No. 6405.

No. 6402 is superior by direction to No. 6403.

Northward Clearfield Branch trains will be considered as eastward trains between Tyrone and Vail.

Block Signals supersede Time Table superiority between A and SA.

Rule 317a will apply southward between Summit and Vail.

Rule 317b will apply between Boynton and Grampian.

Rule 318a will apply northward between Summit and Osceola Junction.

Rule 318b will apply between Osceola Junction and Boynton, and southward between Osceola Junction and Summit.

Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Between SA and SI.

LOCK HAVEN TO TYRONE

STATIONS		FIRST CLASS			
		*6481 DAILY EX. SUN.	6481 DAILY	6441 DAILY EX. SUN.	
Leave		A. M.	A. M.	A. M.	
LOCK HAVEN (Wmspt Div.)			\$ 8.12		
KN BLOCK STATION			8.15		
MILL HALL			\$ 8.19		
MO BLOCK STATION			8.21		
BEECH CREEK			F 8.27		
EAGLEVILLE			\$ 8.30		
WD BLOCK STATION			8.35		
HOWARD			\$ 8.39		
MT. EAGLE			F 8.45		
MJ BLOCK STATION			8.46		
CURTIN			F 8.49		
MILESBURG			\$ 8.55		
BELLEFONTE		} 8 1/4 Brch.	\$ 8.35	\$ 9.10	\$ 9.45
MILESBURG			\$ 8.44	\$ 9.17	9.53
SNOW SHOE INT.		Ar. \$ 8.50			
		Lv. \$ 9.28	\$ 9.23		
SCHOOL HOUSE		SNOW SHOE BRANCH	F 9.37		
GUM STUMP			F 9.42		
AQUA			9.46		
CLARKS			F 9.58		
RHODS			F 10.15		
BUTTS			10.25		
FOUNTAIN			F 10.30		
SNOW SHOE			\$ 10.38		
UNIONVILLE			\$ 9.29		
JULIAN			\$ 9.36		
MARTHA			F 9.42		
PORT MATILDA			\$ 9.49		
HANNAH			F 9.55		
DIX			F 9.59		
BA BLOCK STATION			10.02		
BALD EAGLE			F 10.04		
VAIL			B 10.08		
SA BLOCK STATION			10.12		
TYRONE			\$ 10.17		
Arrive		A. M.	A. M.	A. M.	
		*6481	6481	6441	

Southward Clearfield Branch trains will be considered as westward trains between Vail and Tyrone.

Crew of No. 6431 will run No. 6442.

Crew of No. 511 will run No. 6444.

Crew of No. 6435 will run No. 6448.

Block Signals supersede Time Table superiority between A and SA.

Rule 317b will apply between SI and MJ, between WD and K, between RU and BF, and between WS and NO.

Rule 417b will apply between MJ and WD.

Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Between SA and SI.

WESTWARD

FIRST CLASS					
	6448	511	6485	6447	6445
	DAILY	DAILY	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 2.25	\$ 4.10		
		2.28	4.13		
		2.30	\$ 4.17		
		2.32	4.19		
		2.38	F 4.26		
		2.40	\$ 4.29		
		2.45	4.35		
		2.47	\$ 4.39		
		2.52	F 4.45		
		2.53	4.46		
		2.55	F 4.49		
		2.59	\$ 4.54		
	\$ 1.20	\$ 3.10	\$ 5.10	\$ 8.05	\$ 8.24
	1.27	3.15	\$ 5.16	8.12	8.33
		\$ 3.20	\$ 5.21		
		F 3.27	\$ 5.30		
		3.33	\$ 5.38		
		3.38	F 5.45		
		F 3.43	\$ 5.52		
		3.48	F 5.59		
		3.51	F 6.04		
		3.53	6.08		
		3.54	F 6.10		
		3.57	F 6.14		
		4.01	6.20		
	\$ 4.05	\$ 6.25			
	P. M.	P. M.	P. M.	P. M.	P. M.
	6448	511	6485	6447	6445

No. 6442 is superior by direction to No. 6431.

" 6444 " " " " " 511.

" 6448 " " " " " 6435.

TYRONE TO LOCK HAVEN

STATIONS	FIRST CLASS			
	6432	6442	510	
	A. M.	A. M.	P. M.	
LOCK HAVEN. (Wmspt Div)	S 10.50		S 2.02	
KN BLOCK STATION	F 10.45		2.00	
MILL HALL	S 10.40		1.58	
MO BLOCK STATION	10.34		1.56	
BEECH CREEK	F 10.24		1.50	
EAGLEVILLE	S 10.20		1.48	
WD BLOCK STATION	10.14		1.43	
HOWARD	S 10.11		1.41	
MT. EAGLE	F 10.03		1.36	
MJ BLOCK STATION	10.02		1.35	
CURTIN	F 10.00		1.33	
MILESBURG	S 9.54		1.27	
BELLEFONTE	S 9.35	S 9.03	S 1.14	
MILESBURG	S 9.29	8.56	1.09	
SNOW SHOE INTERSEC.	S 9.23		S 1.06	
SCHOOL HOUSE				
GUM STUMP				
AQUA				
CLARKS				
RHOADS				
BUTTS				
FOUNTAIN				
SNOW SHOE				
UNIONVILLE	S 9.15		F 12.56	
JULIAN	S 9.08		12.50	
MARTHA	F 9.01		12.45	
PORT MATILDA	S 8.56		F 12.41	
HANNAH	F 8.49		12.36	
DIX	F 8.46		12.33	
BA BLOCK STATION	8.43		12.31	
BALD EAGLE	F 8.41		12.30	
VAIL	S 8.37		12.27	
SA BLOCK STATION	8.34		12.24	
TYRONE	S 8.30		S 12.20	
Leave	A. M.	A. M.	P. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.			
	6432	6442	510	

Northward Clearfield Branch trains will be considered as eastward trains between Tyrone and Vail.

Crew of No. 6432 will run No. 6441.

Crew of No. 510 will run No. 6443.

Crew of No. 6438 will run No. 6447.

Crew of No. 6436 will run No. 6445.

Block Signals supersede Time Table superiority between A and SA.

Rule 317b will apply between SI and MJ, between WD and K, between RU and BF, and between WS and NO.

Rule 417b will apply between MJ and WD.

Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

Between SA and SI.

FAIRBROOK BRANCH-- WESTWARD

STATIONS	FIRST CLASS			
	*6471			
	DAILY			
STOVER	S 11.00			
TYRONE	S 11.10			
Leave	A. M.			
Arrive	A. M.			
	*6471			

Rule 317b will apply.

EASTWARD

STATIONS	FIRST CLASS				
	6444	*6482	6448	6438	6436
	P. M.	P. M.	P. M.	P. M.	P. M.
LOCK HAVEN				S 9.10	S 9.25
KN BLOCK STATION				9.05	9.20
MILL HALL				S 9.00	S 9.15
MO BLOCK STATION				8.56	9.11
BEECH CREEK				F 8.49	F 9.04
EAGLEVILLE				S 8.46	S 9.00
WD BLOCK STATION				8.40	8.55
HOWARD				S 8.29	S 8.53
MT. EAGLE				F 8.23	F 8.46
MJ BLOCK STATION				8.21	8.44
CURTIN				F 8.19	F 8.41
MILESBURG				S 8.13	S 8.34
BELLEFONTE	S 3.07	S 3.35	S 5.02	S 8.01	S 8.16
MILESBURG	2.59	S 3.25	4.55	S 7.55	S 8.10
SNOW SHOE INTERSEC.		S 3.20		S 7.52	S 8.06
SCHOOL HOUSE		F 3.05			
GUM STUMP		F 2.59			
AQUA		2.54			
CLARKS		F 2.43			
RHOADS		F 2.26			
BUTTS		2.13			
FOUNTAIN		F 2.09			
SNOW SHOE		S 2.00			
UNIONVILLE				S 7.44	S 7.58
JULIAN				S 7.38	S 7.51
MARTHA				F 7.32	F 7.44
PORT MATILDA				S 7.26	S 7.38
HANNAH				F 7.21	F 7.32
DIX				F 7.17	F 7.28
BA BLOCK STATION				7.14	7.25
BALD EAGLE				F 7.12	F 7.23
VAIL				S 7.08	S 7.18
SA BLOCK STATION				7.04	7.14
TYRONE				S 7.00	S 7.10
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	SUN.	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	ONLY	EX. SUN.
	6444	*6482	6448	6438	6436

No. 6432 is superior by direction to No. 6441.

" 510 " " " " " 6443.

" 6438 " " " " " " 6447.

" 6436 " " " " " " 6445.

FAIRBROOK BRANCH--EASTWARD

STATIONS	FIRST CLASS			
	*6472			
	A. M.			
STOVER	S 10.55			
TYRONE	S 10.45			
Leave	A. M.			
Arrive	DAILY			
	EX. SUN.			
	*6472			

Rule 317b will apply.

The block on Fairbrook Branch extends from Tyrone to Stover and return. Controlled by Signalman JW.

STATIONS	FIRST CLASS			
	6411	6421	6413	6491
	DAILY EX. SUN	DAILY EX. SUN.	SUN. ONLY	SUN. ONLY
Leave	A. M.	A. M.	A. M.	A. M.
OSCEOLA MILLS.....	S 5.45		S 7.00	
OSCEOLA JUNCTION.....	5.48		7.03	
MILL STREET.....	S 5.50		S 7.07	
COAL RUN JUNCTION.....	F 5.53		F 7.10	
MOSHANNON.....	F 5.56		F 7.13	
GOSS RUN JCT.....		F 8.30		
BRISBIN.....		S 8.34		
GOSS RUN JUNCTION.....	F 5.58		F 7.15	
HOUTZDALE.....	S 6.05		S 7.20	
W. MOSHANNON (Jo A. Br.).....	F 6.09		F 7.23	
KENDRICK.....	F 6.11		F 7.25	
RAMEY.....	S 6.15		S 7.28	
MADERA JUNCTION.....	6.17		7.30	
BEULAH.....	S 6.18		S 7.31	
SMOKE RUN.....	S 6.25			
Little Muddy Run Br:—				
ALMADEN (Eureka No. 28).....	S 6.38			
FERNWOOD (Jct. J. Br.).....	F 6.40			
Jct. Little Muddy Run Br.....	6.45			
SMOKE RUN.....	S 6.47			8.04
BECCARIA.....	F 6.53			S 8.10
EUREKA NO. 29.....	S 6.57			S 8.14
SMOKE RUN.....	S 7.08		S 7.37	
BANIAN JUNCTION.....	S 7.10		F 7.40	
MADERA.....	S 7.15		S 7.43	
Arrive	A. M.	A. M.	A. M.	A. M.
	6411	6421	6413	6491

Rule 318b will apply between OA and BZ.

Rule 317a will apply southward between MC and SM.

Rule 317b will apply at all other points.

The block on Goss Run Branch extends from Goss Run Junction to Brisbin and return. The block on Little Muddy Run Branch extends from Junction Little Muddy Run Branch to Almaden and return. The block on Muddy Run Branch extends from Smoke Run to Eureka No. 29 and return.

SOUTHWARD

FIRST CLASS					
	6415	6417	6493	6461	6423
	DAILY EX. SUN.	SUN ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	S 12.20	S 12.03			
	12.23	12.10			
	S 12.25	S 12.12			
	F 12.28	F 12.15			
	F 12.31	F 12.18			
	F 12.36				F 4.49
	S 12.40				S 4.53
	F 12.45	F 12.20			
	S 12.54	S 12.25			
	F 12.59	F 12.28			
	F 1.02	F 12.30			
	S 1.07	S 12.32			
	1.09	12.34			
	S 1.10	S 12.35			
				S 4.15	
				F 4.17	
				4.22	
		S 12.41	3.41	S 4.23	
		S 12.47	F 3.47		
		S 12.51	S 3.51		
	S 1.17	S 1.03			
	S 1.21	S 1.06			
	S 1.25	S 1.10			
	P. M.	P. M.	P. M.	P. M.	P. M.
	6415	6417	6493	6461	6423

MOSHANNON BRANCH.

STATIONS	FIRST CLASS			
	6462	6492	6412	6414
	A. M.	A. M.	A. M.	A. M.
Arrive				
OSCEOLA MILLS			\$ 8.50	\$ 9.05
OSCEOLA JUNCTION			8.48	9.01
MILL STREET			\$ 8.46	\$ 8.58
COAL RUN JUNCTION			F 8.43	F 8.55
MOSHANNON			F 8.40	F 8.52
GOSS RUN JCT.			F 8.37	
BRISBIN			\$ 8.35	
GOSS RUN JUNCTION			F 8.30	F 8.49
HOUTZDALE			\$ 8.27	\$ 8.45
W.MOSHANNON (Jo.A.Br.)			F 8.20	F 8.41
KENDRICK			F 8.18	F 8.39
RAMEY			\$ 8.15	\$ 8.36
MADERA JUNCTION			8.13	8.34
BEULAH			\$ 8.11	\$ 8.32
SMOKE RUN				
Little Muddy Run Br.—				
ALMADEN (Eureka No. 28)	\$ 6.37			
FERNWOOD (Jet. J. Br.)	F 6.34			
Jet. Little Muddy Run Br.	6.28			
SMOKE RUN	\$ 6.26	\$ 7.08		\$ 8.26
BECCARIA		F 7.04		\$ 8.19
EUREKA NO. 29		\$ 6.58		\$ 8.15
SMOKE RUN			\$ 8.05	\$ 8.03
BANIAN JUNCTION			\$ 8.02	\$ 8.00
MADERA			\$ 7.55	\$ 7.53
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	SUN.
	EX. SUN.	EX. SUN.	EX. SUN.	ONLY.
	6462	6492	6412	6414

Rule 318b will apply between OA and BZ.

Rule 317a will apply southward between MC and SM.

Rule 317b will apply at all other points.

The block on Goss Run Branch extends from Goss Run Junction to Brisbin and return. The block on Little Muddy Run Branch extends from Junction Little Muddy Run Branch to Almaden and return. The block on Muddy Run Branch extends from Smoke Run to Eureka No. 29 and return.

NORTHWARD

FIRST CLASS				
	6424	6416	6496	6418
	P. M.	P. M.	P. M.	P. M.
		\$ 2.00		\$ 5.10
		1.56		5.07
		\$ 1.53		\$ 5.05
		F 1.50		F 5.03
		F 1.47		F 5.00
	F 12.44			F 4.57
	\$ 12.41			\$ 4.54
		F 1.44		F 4.48
		\$ 1.40		\$ 4.45
		F 1.36		F 4.38
		F 1.34		F 4.36
		\$ 1.31		F 4.33
		1.29		4.31
		\$ 1.27		\$ 4.29
				\$ 4.23
				\$ 4.14
				F 4.11
				4.05
			\$ 1.02	\$ 4.02
			\$ 12.58	F 3.58
			\$ 12.52	\$ 3.52
		\$ 1.24		\$ 3.40
		F 1.21		\$ 3.37
		\$ 1.15		\$ 3.30
	P. M.	P. M.	P. M.	P. M.
	DAILY	SUN.	SUN.	DAILY
	EX. SUN.	ONLY.	ONLY.	EX. SUN.
	6424	6416	6496	6418

NORTHWARD

ADDITIONAL STOPS AND FLAG STATIONS

STATIONS

SOUTHWARD

6408 P. M.
6406 P. M.
F 6.04 F 1.11
S 6.10 S 1.32
F 6.12 F 1.36

SOUTH CLEARFIELD
MARKET STREET (CLTD)
NORTH CLEARFIELD

6401 A. M.
6403 P. M.
6405 P. M.
F 8.22 F 1.07 F 7.23
S 8.13 S 12.68 S 7.15
F 8.11 F 12.56

TRAINS WAIT FOR CONNECTIONS.

JUNCTION	TRAIN NO.	DUE AT	WAITS UNTIL	FOR TRAIN	FROM	DUE AT
Tyrone	6402	8.25 A.M.	8.35 A.M.	34	Main Line	7.43 A.M.
				3	"	7.04 A.M.
				664	"	8.10 A.M.
				34	"	7.43 A.M.
				3	"	7.04 A.M.
	* 510	12.20 P.M.	12.30 P.M.	664	"	8.10 A.M.
				55	"	12.11 P.M.
				25	"	3.31 P.M.
				624	"	3.46 P.M.
				24	"	4.22 P.M.
Sunday	6408	4.40 P.M.	5.20 P.M.	1	"	6.50 P.M.
				608	"	6.18 P.M.
				46	"	6.44 P.M.
	6436	7.10 P.M.	7.45 P.M.	34	"	7.43 A.M.
				3	"	7.04 A.M.
				664	"	8.10 A.M.
				55	"	12.11 P.M.
				25	"	3.31 P.M.
	* 510	12.20 P.M.	12.30 P.M.	624	"	3.46 P.M.
				24	"	4.22 P.M.
				1	"	6.50 P.M.
				608	"	6.18 P.M.
				46	"	6.44 P.M.
Lock Haven	6431	8.15 A.M.	8.45 A.M.	503	Wmspt Div.	8.06 A.M.
				570	"	2.21 P.M.
				571	"	2.30 P.M.
	* 511	2.25 P.M.	2.35 P.M.	515	"	2.50 P.M.
				503	"	8.06 A.M.
	6435	4.10 P.M.	4.25 P.M.	570	"	2.21 P.M.
				571	"	2.30 P.M.
	6431	8.15 A.M.	8.45 A.M.	503	"	8.06 A.M.
				570	"	2.21 P.M.
				571	"	2.30 P.M.
Sunday	* 511	2.25 P.M.	2.35 P.M.	503	"	8.06 A.M.
				570	"	2.21 P.M.
Bellefonte	6431	9.15 A.M.	9.30 A.M.	8533	"	9.05 A.M.
					"	

* When through passengers are reported.

ARRANGED FREIGHT TRAIN SERVICE

WESTWARD

TRAIN	K	JW	RM	ROAD TIME	YARD TIME	TOTAL TIME
PG 13	7.30 A.	12.15 P.	12.30 P.	5.00		5.00
RA 13	7.00 A.	11.15 A.	12.15 P.	5.15		5.15

EASTWARD

TRAIN	RM	JW	K	ROAD TIME	YARD TIME	TOTAL TIME
PG 16	5.20 P.	5.30 P.	9.30 P.	4.10		4.10
PE 16	6.00 P.	6.10 P.	12.30 A.	6.30		6.30
AN 16	2.40 P.	2.50 P.	7.30 P.	4.50		4.50
RA 14	11.00 P.	12.01 A.	4.30 A.	5.30		5.30

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
6402	Yard Office, Tyrone Yard	Employees
6432	" " " "	"

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
6402	6436	TYRONE (Tyrone Div.)	6402	6438
6432	6436	PORT MATILDA	6431	6438
6432	6435	JULIAN		
6432	6436	UNIONVILLE	6431	6438
6431	6435	SNOW SHOE INT.		
6431	6436	MILESBURG	6431	6438
6431	6436	HOWARD	6431	6438
6431	6435	EAGLEVILLE		
6431	6436	MILL HALL	6431	6438
6481	6445	BELLEFONTE	6431	6447
6482	6482	SNOW SHOE		
6402	6408	SANDY RIDGE	6402	6408
6402	6405	OSCEOLA MILLS	6413	6408
6401	6405	PHILIPSBURG	6401	6408
6401	6408	BLUE BALL	6401	6408
6401	6408	WALLACETON	6401	6408
6401	6408	BIGLER	6401	6408
6401	6408	WOODLAND	6401	6408
6401	6408	CLEARFIELD	6401	6408
6401	6408	CURWENSVILLE	6401	6408
6401	6408	GRAMPIAN		
6411	6418	HOUTZDALE	6413	6414
6411	6418	RAMEY	6414	6414
6411	6418	SMOKE RUN	6413	6416
6411	6418	MADERA	6413	6416
6412	6418	BRISBIN		

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

SPECIAL INSTRUCTIONS

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

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all Divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME

S2A. Eastern Standard time applies on this Division as indicated on the cover and title pages.

D201. Standard Clocks are located as follows: Train Dispatcher's office, attended block stations, and all points where Conductors or Enginemen report for duty, except Grampian.

TIME TABLE.

S3. SYMBOLS

S3A. The following symbols will be used as indicated by Rule 5—@ @ @ @, etc.

D301.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

S—Regular Stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

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

G—Regular stop, Saturday only.

H—Regular stop to receive passengers, Saturday only.

J—Regular stop to discharge passengers, Saturday only.

K—Regular stop, Sunday only, to receive or discharge passengers.

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

†—Unattended Block Station.

●—No baggage service.

⊕—No baggage service Sunday.

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

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

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

◆—Passenger train—no train baggageman.

D401.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not in-

terlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night.) When the switch is set against train movement in normal direction, switch lamp will display red disc. (red light at night.)

S6.

S7. ENGINE WHISTLE SIGNALS.

D701. Rules 14 (d) and 14 (e) amplified:

— o — Flagman return from East on old line at MJ., Bellefonte Branch at RU, and on all passing sidings. Flagman return from North between GN and SI, and on all passing sidings.

— o — Flagman return from West on old line at WD, and on all passing sidings. Flagman return from South between Retort and OA, and on all passing sidings.

D702. — o Rule 14 amplified. Enginemen of freight trains that do not intend to stop for water will give this signal to so indicate when passing Block Stations as follows:

EASTBOUND

Whistle to be sounded at BA Indicates no stop at Port Matilda.

WESTBOUND

MJ Snow Shoe Int.

S8.

S9.

S10. TRAIN SIGNALS.

D1001. —

D1002. Rule 17a is amplified by adding:—

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

D1003. Rule 19 modified:

Moshannon Branch passenger trains moving between OA Block Station and Osceola Mills Passenger Station will not be required to remove markers from rear coach, nor to display regulation markers on front of engine. When night signals are required they must display a red light to rear on pilot of engine.

S11. USE OF SIGNALS.

D1101. —

D1102. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusee off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1103. Rule 26 amplified:

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

D1104. Whistling within borough limits is prohibited except in cases of emergency.

S12. SUPERIORITY OF TRAINS.

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

D1202. Where all schedules are represented by one crew, a delayed regular train becomes superior to all other trains, unless otherwise directed by the Superintendent.

S13. BULLETIN BOARDS.

D1301. Location of Bulletin Board points on this Division, where all General Orders of this Division will be posted and delivered.

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

LOCATION	Other Divisions	Zones
Tyrone AC Yard Master's Office	Middle	A, B
Tyrone Passenger Conductor's Room	Middle Williamsport Sunbury	B A, B, C D
Tyrone Yard Master's Office	Middle Philadelphia Williamsport Sunbury Elmira	A, B A A, B, C D A
Tyrone Enginehouse	Middle Philadelphia Williamsport Sunbury Elmira	A, B A A, B, C D A
Bellefonte Yard Master's Office	Williamsport	A, B, C, D
Tyrone Scales		
Osceola Junction, Yard Master's Office		
Osceola Junction Enginehouse		

S14. GENERAL ORDERS.

S14A. Rule 75 amplified.

D1401.

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

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

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

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

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

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

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

If a conductor or engineman is qualified to run over more than nine (9) General Order Zones, he must have in use two Forms "Z" and a notation made following his name "two cards."

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

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

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

Before going out on the first trip of each month, or after a new time-table is effective, card Form "Z" previously in use must be turned in to the Bulletin Board Attendant and the latter will prepare a new card as follows:

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

In the event of a change in time-table the information shown on the old card need not be shown on the new one, but proper information for that trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

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

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

(b) Check the latest General Orders in each other's time-tables.

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

5 In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

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

Zone A. Tyrone—Lock Haven, Bellefonte, and Fairbrook Branches.

Zone B. Snow Shoe, Clearfield, and Moshannon Branches.

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

S15.

TRACK ASSIGNMENTS.

D1501. Double Track:

SA to SI.
UI to BN.
OA to BZ.

D1502.

D1503.

S16.

MOVEMENT OF TRAINS.

D1601. Train Dispatchers, and Yard Masters in charge of train movements are located as follows:

TYRONE—Train Dispatchers in charge of Tyrone—Lock Haven, Bellefonte, Snow Shoe, Clearfield, Fairbrook and Moshannon Branch and Branches.

OSCEOLA MILLS—Yard Master in charge of Moshannon Branch passenger train movements in both directions on southward track between the Junction and passenger station.

SNOW SHOE—Yard Master in charge of Per Se, Sugar Camp and Grauer Branches.

LOCK HAVEN—Yard Master in charge of all movements, except regular passenger trains, between Lock Haven and KN.

D1601a. BELLEFONTE CENTRAL R. R.—Trains leaving Bellefonte for State College at 11:30 A. M. Arrive at Bellefonte from State College at 3.30 P. M.

The movement of these trains in both directions between the Passenger Station and Junction of Bellefonte Central R. R., a distance of $\frac{1}{4}$ of a mile is made on Tyrone Division main track, and must be made under full block protection.

D1601b. Helping engines assisting trains from classification yard to BR will remain against the train until after passing 14th Street.

Northward Clearfield Branch freight trains will detach the helping engines on the rear that are to be cut off at Summit from their trains, at the South leg of Summit Wye, and engines will follow trains carefully from that point to Summit.

D1601c. In using the Wye at Summit, engines will enter the North Leg and leave by the South Leg.

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

Engines using the Wye at Lock Haven must enter the West Leg from the Williamsport Division main track under direction of the Yard Master. If, for any reason, movement cannot be made in the above direction; permission must be obtained before movement is made in the reverse direction.

Engines or trains turning on the Wye at Banian Junction will enter at the North Leg.

D1601d. Fairbrook Branch trains that may have occasion to use No. 5 track must first obtain permission from Assistant Yard Master at AC.

The switch leading to Passenger track, Tyrone Station, is equipped with a hand operated switch mechanism. Passenger trains must approach this switch prepared to stop.

Trains waiting on siding must keep a man at or near the telephone to receive orders or other instructions.

Trains must not pass under the overhead crossings of the Pittsburgh & Susquehanna R. R. over Big Run, Coal Run, Goss Run and Amesville Branches, and Moshannon Branch at Ramsey, while a train of that road is occupying any of these bridges.

Trains must stop not less than 200 feet, nor more than 800 feet, before passing over the grade crossing at Loch Lomond Jct.

S16A. Rules 83 and 83a

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

D1602. A clearance message Form 1246 issued by the Signalman.

D1602a. Rule 97a modified.

On double track when proper signal is displayed or permission is given by the Signalman, passenger extras will run without train orders.

D1602b. Enginemen of freight trains having one or more helping engines on the rear will not attempt to start their train at the following points while a passenger train is passing on an adjacent track:

Summit

Gardner

BA Passing Siding

Vail Passing Siding

Double track between East Tyrone and Vail.

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

S16B.

D1603.

S16C. Rules 106 and 106a.

D1604. Northward freight trains approaching Osceola Mills passenger station at or about the time southward passenger trains are due at that point, will come to a stop before reaching the station, and the leading engine must not be detached from the

train until after the passenger train has left the station, unless otherwise instructed by the Yard Master.

S16D.

D1605.

D1606. When running against the current of traffic a sharp lookout must be kept to avoid injury to persons on or about the tracks. Special care must be taken when approaching road crossings protected by Standard Color Light Signals or Automatic Alarm Bells. Ample warning must be given with engine whistle and bell, and when necessary speed must be sufficiently reduced to prevent an accident to persons on or working about the crossing.

Crossing warnings do not operate when movements are made against the current of traffic or on a siding adjoining the main track.

S17. MOVEMENT BY TRAIN ORDERS.

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

D1702. Enginemen of helping engines must be provided with a copy of orders pertaining to the movement of their trains.

Conductors of passenger trains must inquire for orders before leaving Tyrone and Lock Haven.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rule 97.

D1801. Rule 97 modified:

Movements on the main track within yard limits may be made without train orders.

D1802. Yards indicated by yard limit boards are located at:

Tyrone	Philipsburg	Snow Shoe
Summit	Clearfield	Milesburg
Osceola Mills	Curwensville	Bellefonte
Madera Jct.	Grampian	Lock Haven
Smoke Run	Snow Shoe Int.	

D1803. Rules 93 and 317d amplified. The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of ten (10) miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

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

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

S19.

SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
0.51	70.59	1.27	41.38	2.03	29.27	2.39	22.64
0.52	69.23	1.28	40.91	2.04	29.03	2.40	22.50
0.53	67.92	1.29	40.45	2.05	28.80	2.41	22.36
0.54	66.66	1.30	40.00	2.06	28.57	2.42	22.22
0.55	65.45	1.31	39.56	2.07	28.34	2.43	22.08
0.56	64.29	1.32	39.13	2.08	28.12	2.44	21.95
0.57	63.16	1.33	38.71	2.09	27.91	2.45	21.82
0.58	62.07	1.34	38.29	2.10	27.69	2.46	21.69
0.59	61.02	1.35	37.89	2.11	27.48	2.47	21.56
1.00	60.00	1.36	37.50	2.12	27.27	2.48	21.43
1.01	59.02	1.37	37.11	2.13	27.09	2.49	21.30
1.02	58.06	1.38	36.73	2.14	26.87	2.50	21.17
1.03	57.14	1.39	36.39	2.15	26.67	2.51	21.05
1.04	56.25	1.40	36.00	2.16	26.47	2.52	20.93
1.05	55.38	1.41	35.64	2.17	26.28	2.53	20.81
1.06	54.55	1.42	35.29	2.18	26.09	2.54	20.70
1.07	53.73	1.43	34.95	2.19	25.90	2.55	20.57
1.08	52.94	1.44	34.61	2.20	25.71	2.56	20.45
1.09	52.17	1.45	34.28	2.21	25.53	2.57	20.34
1.10	51.43	1.46	33.96	2.22	25.35	2.58	20.22
1.11	50.70	1.47	33.64	2.23	25.17	2.59	20.11
1.12	50.00	1.48	33.33	2.24	25.00	3.00	20.00
1.13	49.31	1.49	33.03	2.25	24.83	3.15	18.46
1.14	48.65	1.50	32.73	2.26	24.66	3.30	17.14
1.15	48.00	1.51	32.43	2.27	24.49	3.45	16.00
1.16	47.37	1.52	32.14	2.28	24.32	4.00	15.00
1.17	46.74	1.53	31.86	2.29	24.16	5.00	12.00
1.18	46.15	1.54	31.58	2.30	24.00	6.00	10.00
1.19	45.57	1.55	31.30	2.31	23.84	6.40	9.00
1.20	45.00	1.56	31.04	2.32	23.64	7.30	8.00
1.21	44.44	1.57	30.77	2.33	23.53	8.34	7.02
1.22	43.90	1.58	30.51	2.34	23.38	10.00	6.00
1.23	43.37	1.59	30.25	2.35	23.23	12.00	5.00
1.24	42.86	2.00	30.00	2.36	23.08		
1.25	42.35	2.01	29.75	2.37	22.93		
1.26	41.86	2.02	29.50	2.38	22.78		

S20.

SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

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

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

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

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

One empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds, forty-six quart capacity, weight of lading and ice will be 60,000 pounds, based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001. Maximum Speed:

	Miles per hour
Between Tyrone and Vail.....	40
Main Line:	
Tyrone—Lock Haven:	
With passenger engines	60
With freight engines.....	45
Clearfield Branch:	
With passenger engines	40
With freight engines	40
Moshannon Branch:	
With passenger engines	40
With freight engines.....	40
Snow Shoe Branch:	
With passenger engines.....	24
With freight engines.....	24
Fairbrook Branch:	
With passenger engines	24
With freight engines.....	24
Unless otherwise specified:	
Main Line.....	30
Snow Shoe Branch.....	20
Bellefonte Branch	20
All other Branches.....	15
Arranged service:	
Main Line.....	30
Circus trains	30
Wreck trains { Main line	30
{ Branches.....	15
Track Cars: { Main tracks.....	20
{ All coal branches.....	15

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

Curves:	Miles per hour.
Main Line: Tyrone-Lock Haven	50
Snow Shoe Branch and coal sidings	15
Bellefonte Branch:	
Morris Branch Junction	15
All other curves	30
Clearfield Branch:	
VanScoyoc	20
Deep Fill	15
Between Boynton and Bridge No. 206	20
South of Barrett	20
North end of Clearfield Creek Bridge	15
All other curves	30
Moshannon Branch:	
All Curves	30
All coal branches	15

Bridges:

LOCATION	CLASS OF ENGINE		
	I	M	
Miles per hour			
Tyrone-Lock Haven:			
Bridge No. 0.24	20	20	

D2003. Various.

Trains must not exceed a speed of 6 miles per hour passing through the boroughs of Curwensville, Clearfield and Houtzdale.

Passenger trains must not exceed a speed of 24 miles per hour when moving backwards on any portion of the Division. Trainmen must look carefully for misplaced switches or other obstruction when making such movements.

Minimum running time for southward trains between Summit and Vail:

Passenger trains.....18 minutes

In the event of trains stopping between these points the number of minutes delayed must be added to the minimum time.

A train with steam derrick will not exceed 20 miles per hour with boom forward; and will further reduce speed where regulations require it.

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

Northward freight trains must not exceed a speed of 20 miles per hour between UI and OA.

M-1 engines must not be used over a No. 6 turnout, and at a speed not exceeding five miles per hour over a No. 8 turnout.

Trains must not exceed a speed of 15 miles per hour while using any turnout or crossover outside of interlocking limits, except as indicated below:

	MILES PER HOUR
Vail	
East end of double track	30
Eastward main track to Clearfield	
Branch	30
Clearfield Branch to Westward main	
track	30

Freight engines running backward, light or with train, must not exceed a speed of 24 miles per hour between Boynton and Grampian.

D2004. A section of track on which there is a speed restriction not included in Time Table Special Instructions, will be indicated by yellow flag or yellow light located 500 feet ahead of and a green flag or green light at the end of a restricted section.

Maximum speed for following classes of engines:

CLASS.	FORWARD.	BACKWARD
A	15	15
B except B-7	20	20
B-7	10	10
C-1	20	20
D	60	30
E	60	30
F	50	30
G	50	30
H-6	45	30
H-8	40	24
H-9	40	24
K	60	30
CC-1	24	24
HH-1	24	24
L-1s	40	24
I-1s	40	24
M-1	40	24

S21. SIGNAL ASPECTS.

D2101.

SIGNAL ASPECTS NOT STANDARD.

INDICATIONS.							
	1	2	3	4	5	6	7
	Stop.	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.	For passenger trains Stop and report in accordance with Rule 362 or 462. For other trains proceed at slow speed with caution prepared to stop short of train or obstruction.	Within interlocking limits, proceed, manual or controlled manual block clear.	Within interlocking limits, proceed at one-half maximum authorized speed at point involved but not exceeding 30 miles per hour, outside interlocking limits, proceed, manual or controlled manual block clear.	Proceed.	Approach next signal prepared to stop. When a facing switch is connected with signal, approach that switch prepared to stop. A train extending one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.
A							
B							
C							
D							
E							
F							
G	R=RED Y=YELLOW G=GREEN						
H							

Aspects shown on line A are in service governing movements westward on Old Line at Mt. Eagle "MJ".

Aspects shown on line B are in service governing movements eastward to Old Line at Mt. Eagle "MJ".

Aspects shown on line C are in service governing movements from passing sidings at the following Block Stations: Port Matilda "MD", Julian "BN", and Gardner "GN".

Aspects shown on line D are in service at Vail "SI" and Milesburg "RU" governing eastward movements.

Aspects shown on lines E, F and G are in service at New York Central grade crossings north of Philipaburg and at Hets Junction.

Aspect shown on line H is in service on Clearfield, Moshannon, Bellefonte and Snow Shoe Branches.

D2102. Rule 221A amplified. Flags and lights of prescribed color will be used until such time as Standard Signal Aspects Nos. 289 and 290 have been installed.

S22 BLOCK SIGNAL RULES.

D2201. Rule 362 modified:

When necessary, shifting movements may be made on the main track within block limits by permission of the Signalman when block is occupied by passenger train, to attach or detach cars or helping engines, after the passenger train has come to a stop.

D2202. Rule 364 modified:

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

D2203. Rule 365 modified:

When a train clears the block between block stations or at an unattended block station a qualified trainman when authorized by the Conductor or Engineman may report clear to the Signalman.

Trainmen, who have qualified for the position of Conductor, may obtain permission from the Signalman to enter and ascertain condition of the block.

D2204. Conductors or Enginemen will fill out Clearance Cards under instructions of Train Director at BR to pass Eastward and Westward Home Signals. Clearance Cards will be placed in JW Block Station and in Telephone Booth at Westward Home Signal at west end of double track.

Clearance Cards are placed in the telephone booths at Eastward home signal, Vail; Eastward home signal at East end Port Matilda passing siding, and at Eastward home signal, Milesburg, and will be filled out by Conductors or Enginemen under instructions of the Signalman.

D2205. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit.

Where the indication shown in Rule 282 is received, Engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

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

Where the indication shown in Rule 283 is received, Engineman may resume speed on seeing the next signal ahead clear.

D2206. In calling signals as required by Rule 34 the name of the signal as it appears in the Book of Rules shall be used, omitting the word "signal".

D2207. Four wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman.

S23. MANUAL BLOCK SYSTEM.

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

Between Tyrone and SA, SI and MJ, and WD and K.

" Milesburg and Bellefonte.

" Snow Shoe Intersection and Snow Shoe.

" Vail and Grampian.

" Osceola Junction and McCartney.

" Goss Run Junction and Brisbin.

" Smoke Run and Eureka No. 29.

" Little Muddy Run Junction and Almaden.

" Tyrone and Stover.

D2302. Rule 317a will apply southward between Summit and Vail and southward between Madera Junction and Smoke Run.

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

D2304. Rule 318a will apply northward between Summit and Osceola Junction.

D2305. Rule 318b will apply between Boynton and Goss Run Junction, and southward between Osceola Junction and Summit.

D2305a. Block Signals supersede Time Table superiority between A. and SA

D2305b. The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication, where this report can be made without serious delay to the train.

S23A. UNATTENDED BLOCK STATIONS.

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

D2306. Unattended block stations are controlled by the signalman specified in Time-Table, or Special Instructions.

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

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

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

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

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

FORM
K

THE PENNSYLVANIA RAILROAD
CLEARANCE CARD

FORM
K

Block Station, M. 192

To Conductor and Engineman; Train

Proceed at as though signal was displayed

Report clear at

Signalman.

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

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

D2307. Unattended Block Stations—

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

Where a Block Station is attended a portion of the time and unattended the remainder of the time, during a 24 hour period, the light on the unattended sign will be extinguished during the time the station is attended. The operator will light the lamp before going off duty and extinguish it when going on duty.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive, except Rule 417a, are in effect on both lines between MJ Block Station and WD Block Station. Rule 417b will apply.

Trains having work to do on either line must so report before accepting the signal, stating the time required to do the work.

When necessary for a train to enter a siding in the block the trainmen must receive permission from the signalman to use the switch.

When trains leave the siding to enter main track, trainmen, after they have restored the main track switch to the normal position, will notify the Signalman that they have done so.

S25. AUTOMATIC BLOCK SYSTEM

D2501. Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:

Between SA and SI.

Automatic signals are numbered, and these numbers will be used by all employes when reporting signal failures: Report to be made at Tyrone or Vail.

S25A.

D2502. (DOUBLE, THREE OR MORE TRACKS.) In Automatic Block System territory at interlockings where there is no Block-signal that governs the use of block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the

(To be printed on green paper, size 5 1/2 x 3 1/2)

block with the current of traffic to the next Block-signal beyond the interlocking.

D2503. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2504. Unless it is known that gasoline motor cars and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in automatic block signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission of Signalman; Signalman and Leverman must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

S25B. AUTOMATIC TRAIN CONTROL.

A non-equipped engine must not be dispatched from any of the following terminals for movement in automatic train control territory, unless an equipped engine is coupled ahead: East Tyrone

When a train is detoured to automatic train control territory, an equipped engine must be provided to haul it if reasonably practicable to do so. If an equipped engine is not provided the Superintendent may authorize the train to proceed with a non-equipped engine.

An engine equipped with cab signals in service, at the front end of train running forward with the current of traffic, will be governed as follows:

At East Tyrone, engines dispatched from Enginehouse for operation over territory where train control is in service, must make automatic train control apparatus test and seal equipment before leaving Enginehouse territory with sealing iron located at that point.

Engines of trains that will continue through in automatic train control territory from Tyrone will be handled as follows:

Electric features will be put in serviceable condition by closing operating switch at front end of engine at the last water station stop prior to reaching automatic train control territory.

After passing Vail and before reaching test circuit between Fourteenth Street and "JW" the engineman will place the brake valve handle in lap position, operate acknowledging switch, and, after five (5) seconds, move cut-out cock handle on brake valve to cut in position, after which brake valve handle may be moved to any position desired.

The engineman of a passenger train will seal the cut-out cock in cut in position when making the station stop at Tyrone by means of seal and sealing iron located at that point.

The engineman of a freight train will seal the cut-out cock in cut in position by means of seal and sealing iron located at west end of "AC" Yard.

The engineman of a through freight or passenger train leaving automatic train control territory for operation over Tyrone Division will break seal and cut out equipment, electrically and pneumatically, at first convenient point after leaving train control territory. The breaking of the seal on the cut-out cock must be witnessed by the conductor or his representative.

Engines leaving automatic train control territory will have the main switch, located at the front of the engine, in the "off" position, and the generator will not be run except to provide light.

S25C. GRADE SIGNALS.**D2503.****S26. INTERLOCKING RULES.****S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS****D2701.**

BLOCK STATIONS.	NON-INTERLOCKED SWITCHES CONNECTED
JW	Switch Passenger Track Tyrone Station. All switches.
BR	Switch Tyrone Fuel & Supply Co., siding No. 2. Switch Tyrone Fuel & Supply Co., siding No. 1. Switch to yard at Fourteenth Street. Crossover 0.3 miles east of BR.
SI	All switches.
BA	Switch Federal Lumber Co. Siding.
MD	Switch Superior Silica Brick Co. Siding.
NO	All switches.
RU	Switch Wallace Brick Co. siding.
MJ	Switch Mt. Eagle Station Siding. Switch Lycoming Silica Sand Co. Siding.
WD	Switch West End Howard Passing Siding. Switch Howard Brick Co. Siding.
KN	Switch East End Howard Passing Siding. All switches.
K	Switch East End Canal Siding. Switch Lock Haven Station Siding.
UI	All switches.
OA	All switches.
BN	All switches.
RA	All switches.
OG	All switches.
BS	All switches.
WO	All switches.
D	All switches.
J	All switches.
BZ	All switches.

D2702. When necessary for trains to enter Superior Silica Brick Company Siding at Port Matilda, Trainmen must receive permission to use the switch, and when trains leave the siding to enter main track, Trainmen, after restoring main track switch to normal position, will notify the Signalman that they have done so.

S28. TRACK CARS, ETC.

D2801. Track cars will be operated in accordance with Rule 80.

Between Bellefonte and the terminus of Snow Shoe Branch.

Between Vail and Grampian, including Mapleton, Philipsburg and Derby Branches.

Between Osceola Junction and McCartney, including all coal branches.

Fairbrook Branch.

D2802. The last three numerals of the "MW" number of Track Cars shall be painted in white and known as the running number. When necessary, in order to avoid having a naught appear as the first numeral, the last four numerals must be used

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. IIs, LIs and M1 engines are not permitted to operate on Clearfield, Moshannon, Fairbrook and Snow Shoe Branches.

S30.**S31. EMPLOYES' REGISTER.**

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

D3101. Registers for this purpose are located as follows:

TYRONE: Passenger Trainmen register at Passenger Conductor's Room.

Road and Yard Trainmen register at Yard Master's Office.

Hump crews—Trainmen assigned to both crews, and enginemen and firemen assigned to No. 2 crew, register at Assistant Yard Master's Office at Scales.

OSCEOLA MILLS: All Trainmen register at Yard Master's Office.

GRAMPIAN: Enginemen, firemen and trainmen register at Hostler's Office.

BELLEFONTE: Enginemen, firemen and trainmen register at Yard Master's Office.

LOCK HAVEN: All trainmen register at Yard Master's Office, except members of shifting crews who will register at engine house.

S32. PERSONAL INJURIES.

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

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

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable

surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

In all cases of personal injury it is the duty of any employee who may be present, to render all practical aid to the injured party, to procure promptly the services of the nearest physician, giving preference to those named herein and, as soon after as possible, make a full report of the case to the head of his department.

D3201. Medical Examiners and Company Surgeons.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
TYRONE	DR. FRANK PATTERSON, Medical Examiner, 14th St. and Logan Ave.	Motive Power 79
	DR. W. S. MUSSER, 1051 Logan Ave.	Bell 51
	DR. WM. L. LOWRIE, 861 Washington Ave.	Bell 65
OSCEOLA MILLS	DR. ROBERT JACKSON, Curtin St.	Bell 35 H & C 42-X
MADERA	DR. S. J. MILLER	Bell 19-R-4 H & C 7-R Office H & C 7-E Office
RAMEY	DR. W. STEELE BRYAN	Bell 7-R-2 H & C 15 E
PHILIPSBURG	DR. W. B. HENDERSON, 217 Presque Isle St.	Bell 72 Res. H & C 246W
CLEARFIELD	DR. J. PAUL FRANTZ, 213 North 2nd St.	Bell 146J H & C 57
GRAMPAIN	DR. J. A. MILLER	Bell 42R11
BELLEFONTE	DR. DAVID DALE, West High St. DR. JOHN SEBRING	Bell 229 " 157M
SNOW SHOE	DR. E. H. HARRIS	Bell 21R2
HOWARD	DR. W. J. KURTZ DR. DAVID W. THOMAS, 15 East Water St.	Bell 931 Bell 352
LOCK HAVEN	DR. J. B. CRITCHFIELD, 140 East Water St. DR. W. E. WELLIVER, 105 East Water St.	Bell 314J Bell 174

D3202. Ambulance and Hospitals:

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
TYRONE	COMMUNITY AMBULANCE	Call City Operator
ALTOONA	ALTOONA HOSPITAL, Howard and 7th St.	Bell 5156
BELLEFONTE	CENTRE COUNTY HOSPITAL, Willow Bank St.	Bell 9488
LOCK HAVEN	LOCK HAVEN HOSPITAL, Susquehanna St.	Bell 403
PHILIPSBURG	PHILIPSBURG STATE HOSPITAL, North Philipsburg	Bell 123 H & C 251 H & C 253
CLEARFIELD	CLEARFIELD HOSPITAL, Turnpike Ave.	Bell 36-J H & C 483 H & C 484

D3203. First Aid Boxes, location of, and Stretchers in cars.

First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck train, shops and enginehouses, camp cars, and on each track and hand car, as provided by a State Law.

Stretchers:

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

D3204. Inspections will be made monthly by the following persons.

At PASSENGER AND FREIGHT STATIONS: By Supervising Agent.

At BLOCK STATIONS: By Assistant Train Master.

At YARD OFFICES: By Assistant Train Master.

At TOOL HOUSES AND IN M. W. CABINS: By Supervisor.

On CABIN CARS: By car inspectors at different terminal points.

At SHOPS: By Master Mechanic or General Foreman.

At ENGINE HOUSES: By Master Mechanic.

Each box is supplied with six cards C. T. 375. One of these cards must be filled out for each injured person when the box has been opened and any of the contents used, and cards forwarded to the Superintendent.

S33. USE OF TELEPHONES

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

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

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

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

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

D3301. List of Telephones.

Telephones are located at block stations, ends of passing sidings, stations, all cross-over switches, and at all junction points.

S34. MISCELLANEOUS

D3401. AIR BRAKE.

Special instructions for controlling freight trains and power brakes on descending grades between Osceola Mills and Tyrone.

Instructions supplementing Air Brake and Train Air Signal Instruction Book No. 99-A-1.

Locomotive Equipment.

(a) No locomotive shall be used to handle a train of more than 1600 tons, and the length of the train must not exceed 40 cars, unless it is equipped with a cross-compound pump and a double top type of governor set to maintain the reservoir pressure at 100 and 130 pounds, respectively, as per Paragraph 2 of Air Brake and Train Air Signal Instruction Book No. 99-A-1.

(b) The air brake equipment on the locomotive must be inspected, tested and repaired in accordance with Locomotive Maintenance Instructions L-14-D, and the Enginehouse Foreman must at all times know these instructions are properly followed.

(c) The engineman must also inspect and test the air brake equipment on his locomotive prior to departure from the engine terminal and on his locomotive and train prior to departure from yard terminal, in accordance with Paragraph 28, 29 and 5, respectively, of the Air Brake and Train Air Signal Instruction Book No. 99-A-1.

Car Equipment.

(d) The air brake equipment on all cars of trains dispatched for movement over Clearfield Branch grade must be inspected, tested and repaired at Osceola Mills, in accordance with the following instructions:

(c) **Piston Adjustment:** The piston travel must be adjusted on all cars to not less than 7 inches nor more than 9 inches, nominally 8 inches, properly equalized on both trucks.

(f) **Brake Pipe Leakage:** Charge the brake pipe to not less than 70 pounds, after which make a 15 pound brake pipe reduction and note the leakage, which must not exceed 5 pounds per minute.

(g) **Brake Cylinder and Retaining Valve Test:** The brake cylinder and retaining valve leakage must not exceed an amount which will permit the brake cylinder pressure to leak off in 3 minutes with retaining valve handle in horizontal position (crosswise of the pipe) and triple valve in release position. In making retaining valve tests, Car Inspector will record each retaining valve which blows as the handle is turned down as an effective brake. The two-position retaining valve may be computed as an effective grade brake for 50 tons, and the three-position retaining valve for 95 tons. Example: multiply the total number of two-position retaining valves that hold 3 minutes by 50 tons, and the total number of three-position retaining valves by 95 tons, and the result of the two, will equal the retaining valve value of the train which must be equal to, or greater than the gross tonnage of the train.

To determine the tons per effective brake, divide the total number of effective grade brakes into the gross tonnage of the train.

The Foreman of Car Inspectors will be held responsible for the condition of the air brake equipment in trains dispatched from his respective terminals.

(h) On all grades of 2% and over, if the average tonnage exceeds 95 tons per effective brake with the air brake equipment on all cars meeting the above requirements, the makeup of the train must be changed and a sufficient number of cars of lower capacity added to reduce the maximum tons per effective brake to 95, or less.

(i) **Air Brake Clearance Card:** After tests and repairs have been completed, the Foreman of Car Inspectors, or his representative, will fill out Air Brake Clearance Card M. P. 261

in triplicate, showing the condition of air brake equipment on cars in train and forward the original copy to the Superintendent, one copy to Conductor, retaining the carbon copy for his file.

Operation.

(j) The engineman and conductor moving trains over Clearfield Branch grade must know that the air brake equipment on locomotive and cars is in a serviceable condition to safely handle trains on descending grades from Summit to Vail.

(k) After the brake pipe pressure is charged to the standard pressure, 70 pounds, the engineman will then make a 15 pound brake pipe reduction and note the brake pipe leakage which must not exceed 7 pounds per minute. The train crew will place the handle of the pressure retaining valve on the cars in a horizontal position (cross-wise of the pipe) which is the minimum pressure retained by the retaining valve, after which the engineman will make a 25 pound brake pipe reduction and release the brakes. The trainmen will then make an inspection of the train brakes, and all brakes that leak off before a period of $2\frac{1}{2}$ minutes shall be considered ineffective air brakes when computing the number of tons per car with effective brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. It is permissible to compute one two-position type retaining valve passing the prescribed test as one effective grade brake for 50 tons, and one three-position type retaining valve passing the prescribed test as one effective grade brake for 95 tons. Example: multiply the total number of two-position retaining valves that will hold $2\frac{1}{2}$ minutes by 50 tons, and the total number of three-position retaining valves that will hold $2\frac{1}{2}$ minutes by 95 tons, and the result of the two will equal the retaining valve value of the train, which must be equal to, or greater than the gross tonnage of the train. It will not be necessary for trainmen to make the retaining valve test on trains for which an Air Brake Clearance Card has been furnished by Foreman of Car Inspectors.

(l) The Conductor moving the train will fill out his own Air Brake Clearance Card after the air brake test has been made at the designated point, showing the condition of the train brakes, which must be signed by him and turned over to the engineman with any written comments he may have to make as to the condition of the train brakes, together with the number of tons per effective brake, except when Air Brake Clearance Card is made out by Foreman Car Inspectors, conductor will sign that card and deliver it to engineman who will sign and deliver it with his time card to the Road Foreman of Engines.

Train crews must make a terminal test of the train brakes before leaving Osceola Mills, also at Summit when the make-up of the train is changed. When no change is made in make-up of train at Summit a Road Test of train brakes will be sufficient. Retaining valves must be turned up after brake-test is completed and before train is started.

Trains of low tonnage, such as preference trains, or trains composed of empties and loads, the three-position retaining valves may be operated in the low-pressure position and its value as an effective grade brake reduced from 95 to 50 tons when computing the retaining valve value for the train.

To determine the tons per effective brake, divide the total number of effective grade brakes into the gross tonnage of the train.

(m) Trains delayed at any point a sufficient length of time to endanger the safety of the train air brake, after the grade brake test has been made, a road test must be made. If anything should occur to prevent the proper operation of the train brakes such as not being able to safely control the speed of the train, or apply and release the train brakes from the locomotive, a terminal test of the brakes must be made.

(n) The brake pipe pressure must be 95 to 100 pounds before descending grades with freight trains of loaded cars, to be obtained by placing the automatic brake valve handle in full release position, and the engineman must operate the air brake in such a manner to obtain a brake pipe pressure of not less than 70 pounds at all time.

(o) On trains of empty cars on such grades, the brake pipe pressure must be standard 70 pounds. The pressure retaining valves must be operated in low pressure position on 30 to 50 per cent of the cars in empty trains as required.

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

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

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

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

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

(q) The speeds for various grades should be defined separately between Mile Posts or Block Stations, as follows, for example:

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
UI Block Sta. to North End of Deep Fill....	1.98	2.5	10.7	14
North end of Deep Fill to GN Block Sta.	.11 to 1.98	3.5	13.125	16
GN Block Sta. to Vail..	2.2 to 2.86	3.8	9.1	25
Total.....		9.8		55

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
UI Block Sta. to North End of Deep Fill....	1.98	2.5	16	10
North end of Deep Fill to GN Block Sta.	.11 to 1.98	3.5	16	14
GN Block Sta. to Vail..	2.2 to 2.86	3.8	12	19
Total.....		9.8		43

In the event of trains stopping between these points the number of minutes delayed must be added to the minimum time.

(r) In order to avoid exceeding the maximum allowable speed, the engineman must make a brake application as soon as practicable after locomotive passes over the summit followed by additional applications of a sufficient number to keep the speed uniform. When making brake application, the brake valve handle should be moved from release to service position promptly and held on lap as conditions may require, then moved to release position. To keep speed as required by the schedule, it will require frequent applications to maintain the desired pressures and allow maximum time for recharging of the auxiliary reservoirs on the cars.

(s) Should it become evident to the engineman when operating on the grade that the brake is not controlling the train effectively, or in attempting to do so, he is running the risk of depleting the air supply below 70 pounds brake pipe pressure, he must immediately stop the train, and if the brake pipe pressure cannot be restored to the maximum, he will arrange with the conductor for correcting the defect or for the necessary assistance in order that he may proceed to his destination. When a train is stopped for any cause on the grade, trainmen must immediately apply sufficient hand brakes to hold the train, air brakes must be released and not used to secure the train on the grade.

(t) Retaining valves must not be released until called for by the engineman.

(u) All conductors and enginemen must be duly qualified and instructed as to their duties and knowledge in connection with making air brake tests and operation of train controlled by air brakes on heavy descending grades.

D3402. No train will be operated with a pusher engine (except in such cases where an engine may be used in the capacity of a pusher in starting train from station or similar circumstances) without having the air connected through and brake operating to such helper or helpers and the brakes operated by Engineman of lead engine.

When there are two or more engines hauling a passenger train, the air brakes will be operated from the leading engine, except that when a helper is attached at Tyrone or Osceola Mills, with orders to assist to Summit, the air brakes will be operated from the leading through engine.

Rule 11, page 22, Air-Brake and Train Air Signal Instructions No. 99-A.1, is modified accordingly.

The following table may be used to determine how many cars will be allowed in trains without effective air brakes in order to maintain the required 90 per cent.

NUMBER OF CARS IN TRAINS	MAXIMUM NUMBER OF CARS ALLOWED WITH- OUT EFFECTIVE AIR BRAKES
9 cars or less.....	0 cars
10 " to 19 cars inclusive.....	1 "
20 " to 29 " "	2 "
30 " to 39 " "	3 "
40 " to 49 " "	4 "
50 " to 59 " "	5 "
60 " to 69 " "	6 "
70 " to 79 " "	7 "
80 " to 89 " "	8 "
90 " to 99 " "	9 "
100 " to 109 " "	10 "
110 " to 119 " "	11 "
120 " to 129 " "	12 "

The Conductor must be out on the train and will be held responsible for properly instructing the trainmen, knowing that they are located in their proper places on the train.

Northward freight trains must make a running test of the air brakes to insure that the air is working throughout the train, immediately after the rear end has passed UI. The Engineman hauling the train will make a sufficient brake-pipe reduction to apply the brakes throughout the train, and the Engineman on the pushing end must observe the air guage to see that the brake applies on the rear, after which he will give the signal "release brakes." Trainmen must be in a position on the train to pass this signal to the Engineman hauling the train. When there is no pushing engine the rear brakeman must see that the brake applies on the rear end and give proper signal.

The end of the car toward which the cylinder pushrod travels shall be known as "B" end and the opposite end shall be known as "A" end. Rule 702 modified accordingly.

D3403. Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals in starting trains from Tyrone, at which point the use of the whistle is prohibited except in case of emergency,

D3404. Passenger Crews Report for Duty.

Engine and train crews of passenger and mixed trains are required to report for duty as follows:

TYRONE		
Train No.	Engine Crew Reports	Train Crew Reports at Coach Yard
6432.....	7.30 A. M.	7.45 A. M.
6402.....	7.30 "	7.45 "
6404.....	7.30 "	7.45 "
6406.....	9.15 "	9.30 "
6408 Daily except Sunday	2.30 P. M.	2.45 P. M.
6408 Sundays only	3.30 P. M.	3.45 P. M.
6436.....	6.05 "	6.30 "
6438.....	6.05 "	6.30 "
BELLEFONTE		
6481.....	8.15 A. M.	8.30 A. M.
LOCK HAVEN		
6431.....	7.15 A. M.	7.45 A. M.
6435.....	3.00 P. M.	3.20 P. M.
GRAMPAIN		
6401.....	7.05 A. M.	7.20 A. M.
6403.....	12.20 P. M.	12.20 P. M.
6405.....	5.00 "	5.00 "
OSCEOLA MILLS		
6411.....	5.15 A. M.	5.30 A. M.
6413.....	6.30 "	6.45 "
6415.....	11.00 "	11.00 "
6417.....	11.30 "	11.30 "
MADERA		
6418.....	3.20 P. M.	3.20 P. M.

D3405. Various.

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

Passenger Trainmen will be careful to note that the curtains in the vestibule of the coaches are properly secured in order to prevent injury to passengers moving from one car to another.

If these curtains are found to be defective a prompt report must be made in order to have them put in proper condition.

When a distant switch signal is found in the caution position and the switch which it governs is in proper condition, engine-men or trainmen will, if possible, restore the operating lever so that distant switch signal will go to the clear position and so report to Superintendent.

Derauls are located east of No. 5 bridge, Tyrone Classification Yard, on tracks Nos. 3, 5, 6, 7, 8, 9, 10 and 11. These derauls are for the protection of Car Inspectors working on trains lying below them, and will be in charge of Car Inspectors who will throw them when they put on and remove the blue signal from the train on which they are working. Scale crew in dropping cars will leave no cars within sixty (60) feet of derail in either direction.

D3406. Rule 808 modified:—

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

D3407. Operators will keep Dispatchers notified of extreme weather conditions in the vicinity of their block stations, such as continuous fogs, severe snow storms, etc.

D3408. Rule 701 amplified.

Westward freight trains may take water without detaching engines at the following stations:

Mill Hall
Holters
Snow Shoe Intersection
Port Matilda

Care must be exercised in making the stops to avoid rough handling and damage to the equipment.

D3409. (a) Dead locomotives of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

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

D3410. When placing a car on siding next to a concrete bumper, space must be left between the bumper and the car, except where the car is being spotted for loading or unloading and it is necessary to place it against the block. When such placement is necessary it must be done in such manner as to insure against damage.

D3411. INSTRUCTIONS FOR THE HANDLING OF LOCOMOTIVE CRANES, DERRICKS, STEAM SHOVELS, MINING MACHINERY WITH CUTTING ARMS, AND OTHER PIVOTED MACHINERY, WITH OR WITHOUT BOOMS DETACHED, EITHER ON THEIR OWN WHEELS OR ON CARS.

(a) Before moving locomotive cranes, derricks, steam shovels, mining machinery with cutting arms or machinery of various kinds, parts of which are of a pivoted or swinging character, which, if not properly secured, may foul an adjoining track; also other pivoted machinery with or without booms detached, either on their own wheels or on cars in revenue trains from point of origin on our own tracks or at junction points with foreign railroads, they must be inspected by a Car Inspector to insure that the requirements of A. R. A. Loading Rules are complied with.

When a machine or parts of machinery is protected by a covering of any kind by the shipper, the Agent and Car Inspector must assure themselves that such covered parts comply with the above rules before the shipment is moved.

(b) After a Car Inspector has inspected pivoted machinery of any kind and finds that it meets all requirements of A. R. A. Loading Rules, he must sign forms "Y" and "X" and give them to the Agent or others responsible for billing or carding, who will attach Form "X", one on each side of the pivoted machinery when moving on its own wheels, or to the car upon which it may be loaded, and attach Form "Y" to the billing.

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

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

(d) For all such company-owned or rented equipment, whether in the M. of W. or M. of E. Department, the following notice, signed by the officer designated by the Superintendent, must be posted under glass in the operator's cab:

FOR MOVEMENT IN NON-REVENUE TRAINS

Notice to state what anchors or other apparatus are to be applied and how, to give a list of such anchors; that they are to be kept on the equipment at all times; that Operators are responsible for having the anchors, etc., replaced immediately on loss or breakage; that Operators will apply the anchors.

D3412. When engines of the I-Is or L-Is type have the front sections of parallel rods removed, the main rods must also be removed, and both crossheads blocked in the extreme forward position by the bolts in the guide provided for that purpose, before the engine is moved.

When it is necessary to remove either one of the main rods on these classes of engines the crosshead from which the rod is removed must also be blocked in the extreme forward position before the engine is moved.

[illegible]

GENERAL ORDERS

TYRONE DIVISION

GENERAL ORDER No. 401, ZONE A

GENERAL ORDER No. 401, ZONE B

Tyrone, Pa., April 20, 1928.

Effective 12.01 A. M., Sunday, April 29, 1928.

Time Table No. 4 takes effect 12.01 A. M., Sunday, April 29, 1928, and contains the necessary instructions issued in the General Orders up to and including:

No. 314 Zone A

No. 307 Zone B, all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 4 to see that his copy is complete with all schedule pages properly lined up and note the changes.

Employes must turn in old Time Table when No. 4 takes effect.

This General Order is printed in Time Table No. 4 and will not be issued in sticker form.

J. K. JOHNSTON,
Superintendent.

TYRONE DIVISION
GENERAL ORDER No. 402—ZONE A
GENERAL ORDER No. 403—ZONE B
Tyrone, Pa., May 31, 1928

EFFECTIVE 7.00 A. M., MONDAY, JUNE 4, 1928:

CLEARFIELD BRANCH:—

"GN", "BN", "BS" and "J" Block Stations changed to unattended block stations continuously and semaphore signals removed; interlocked switch at "GN" equipped with ground lever and derail in the siding pipe connected with main track switch; locking at "J" between main track switch and signals removed. The control of unattended block stations "BS", "WO", "D", "J" and "GR" changed.

			Controlled by
†"GN"	Unattended	Continuously	"SI"
†"BN"	Unattended	Continuously	"OA"
†"BS"	Unattended	Daily 7.30 A. M. to 3.30 P. M.	"OG"
		Daily 3.30 P. M. to 7.30 A. M.	"OA"
"WO"	Unattended	Daily 3.30 P. M. to 7.30 A. M.	"OA"
"D"	Unattended	Daily 3.30 P. M. to 7.30 A. M.	"OA"
†"J"	Unattended	Daily 7.30 A. M. to 3.30 P. M.	"D"
		Daily 3.30 P. M. to 7.30 A. M.	"OA"
†"GR"	Unattended	Daily 7.30 A. M. to 3.30 P. M.	"D"
		Daily 3.30 P. M. to 7.30 A. M.	"OA"

Instructions on pages 4 and 5, and Special Instructions D2101 and D2701, Time Table No. 4, modified accordingly.

TYRONE—LOCK HAVEN:—

Grade Signals in service on the Eastward Main Track "SA" to "SI".

A tonnage freight train is one having 90% or more of the authorized slow freight rating.

Before entering the territory where these grade signals are in use the conductor must notify the engineman of the authorized slow freight engine rating, the exact tonnage in train and any changes due to setting off or picking up cars.

J. K. JOHNSTON,
Superintendent.

TYRONE DIVISION
GENERAL ORDER No. 403—ZONE A
GENERAL ORDER No. 406—ZONE B
 Tyrone, Pa., July 6, 1928

EFFECTIVE 6:00 A. M., WEDNESDAY, JULY 11, 1928:

The definition of a track car, as shown on page 8, Book of Rules, is amplified to read as follows: "Track Car—A hand car, or a self-propelled car or truck, which may be manually moved to or from the track."

Paragraph 10 of Regulation 829, Book of Rules, is modified to read: "He must not permit track cars to be operated except as prescribed by Rule 80, when so provided in the Time Table."

Track Cars will be operated in accordance with Rule 80 on all portions of the Division. Special Instructions on Page 38, D2801, Time Table No. 4, amplified accordingly.

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

In yards, they must not be used except by permission of the Yard Master and under proper protection.

J. K. JOHNSTON,
 Superintendent.

TYRONE DIVISION
GENERAL ORDER No. 404—ZONE A
GENERAL ORDER No. 407—ZONE B
 Tyrone, Pa., July 14, 1928

EFFECTIVE 12:01 P. M., TUESDAY, JULY 17, 1928:

The east switch of Beech Creek Passing Siding will be moved eastward a distance of 590 feet and at the same time distant switch signal governing this switch will be relocated at a point 700 feet east of its present location.

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

Rule 80 amplified accordingly.

J. K. JOHNSTON,
 Superintendent.

TYRONE DIVISION
GENERAL ORDER No. 405—ZONE A
 Tyrone, Pa., August 7, 1928

EFFECTIVE 7:00 A. M., MONDAY, AUGUST 13, 1928:
"FA" BLOCK STATION, (UNIONVILLE, PA.)

"FA" Block Station closed; interlocking home, block, dwarf and Westward distant block signals removed. Present Eastward distant block signal changed to distant switch signal to switch at West end of Unionville passing siding.

Interlocked switch equipped with ground lever and derail in the siding pipe connected with switch locking lever.

Manual block operated between "RN" and "NO" Block Stations.

Telephone located at West end of Unionville passing siding.

J. K. JOHNSTON,
 Superintendent.

TYRONE DIVISION
GENERAL ORDER NO. 406—ZONE A
GENERAL ORDER NO. 408—ZONE B
 Tyrone, Pa., October 10, 1928

EFFECTIVE SATURDAY, OCTOBER 13, 1928

Special Instruction D-2802, Time Table No. 4, Amplified:
 The prefix letters "H" "C" must be used with numerals when issuing instructions or train orders to hand cars.

Rule No. 737, Amplified:

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

Rule 16, Amplified:

Sound	Indication
(Ja) o o o o o o	When standing—deplete brake pipe pressure

Bellefonte Branch:—Distant signal to switch at west end of Bellefonte Yard abandoned. Distant signal to switch at Creek Siding and Keystone Power Corporation abandoned.

J. K. JOHNSTON,
 Superintendent.

TYRONE DIVISION

GENERAL ORDER NO. 408—ZONE A

Tyrone, Pa., December 14, 1928.

EFFECTIVE 12:01 P. M., WEDNESDAY, DEC. 19, 1928

"MJ" BLOCK STATION (MT. EAGLE, PA.)

Eastward Block Signal for Old Line changed to Home Signal and new Position Light Block Signal for Old Line in service five hundred (500) feet east of "MJ".

Westward Block Signals changed to Home Signals and Position Light Distant Signal to switch at east end of Holters Passing Siding changed to Westward Block Signal for "MJ" and interconnected with switch at east end of Holters Passing Siding.

Special Instructions Nos. D2101 and D2701, Tyrone Division Time Table No. 4, modified accordingly.

J. K. JOHNSTON,
Superintendent.

TYRONE DIVISION

GENERAL ORDER NO. 407—ZONE A

GENERAL ORDER NO. 409—ZONE B

Tyrone, Pa., December 12, 1928

EFFECTIVE 12:01 A. M., MONDAY, DEC. 17, 1928

Rule 21-a will apply on the double track portions of this division.

(a) On the single track portions of this division the display of white flags and white lights as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

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

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

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

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

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

J. K. JOHNSTON,
Superintendent.

TYRONE DIVISION

GENERAL ORDER NO. 407—ZONE A

GENERAL ORDER NO. 409—ZONE B

Tyrone, Pa., December 12, 1928

EFFECTIVE 12:01 A. M., MONDAY, DEC. 17, 1928

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

J. K. JOHNSTON,
Superintendent.

THE PENNSYLVANIA RAILROAD

Altoona, Pa., January 2, 1929.

Middle Division—General Order No. 307 Zone "B"

Williamsport Division—General Order No. 705 Zone "B"

Tyrone Division—General Order No. 409 Zone "A"

Effective 10.01 A. M., Tuesday, January 8th, 1929.

Automatic Train Control:

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

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

Sign board lettered "End of A. T. C. Test Circuit" erected at point east of which engines must stop for test.

Testing switches, seals, and sealing irons are located in upper section of cases erected at east end of test circuits.

Complete departure test of the engine equipment in accordance with L-41 and subsequent instructions thereto must be made and equipment sealed cut in.

On all engines dispatched from Northumberland to operate over train control territory to Altoona, enginemen will make the departure test, both electrically and pneumatically, before leaving Northumberland enginehouse.

The pneumatic feature of the train control will be cut in and sealed and the electric feature kept in operation.

I. B. SINCLAIR,
Supt. Middle Division.

J. K. JOHNSTON,
Supt. Tyrone Division.

H. H. RUSSELL,
Supt. Williamsport Division.



TYRONE DIVISION

GENERAL ORDER NO. 410—ZONE A

GENERAL ORDER NO. 411—ZONE B

Tyrone, Pa., February 25, 1929.

EFFECTIVE FRIDAY, MARCH 1, 1929:

Rule 703—amplified.

INSPECTION OF PASSING TRAINS

S 35

D 3501—The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

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

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

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

(By Day—Nose held with
(one hand, with other
(hand pointed toward
(track.

HOT JOURNAL

(By Night—Lamp swung
(vertically in a small
(circle, lamp to be held
(by guard wire around
(globe.

BRAKES STICKING

(By Day—Hands shoved in
(sliding motion out from
(body.
(By Night—Lamp raised and
(held stationary.

BROKEN WHEELS,
DEFECTIVE TRUCK,
DRAGGING BRAKE CON-
NECTION, LADING
SHIFTED OVER SIDE
OR END OF CAR,
SWINGING CAR DOOR OR
ANY OTHER DANGEROUS
CONDITIONS.

Stop signal.

J. K. JOHNSTON,
Superintendent



TYRONE DIVISION
GENERAL ORDER NO. 411—ZONE A
GENERAL ORDER NO. 412—ZONE B
Tyrone, Pa., March 6, 1929

EFFECTIVE MONDAY, MARCH 11, 1929:

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

CLASS OF ENGINES	MILES PER HOUR
N—1—s }	
C—1 }	8
L—1—s }	
All others	15

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

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

Rule 750 amplified.

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

J. K. JOHNSTON,
Superintendent.

MIDDLE DIVISION

Tyrone Division General Order No. 412—Zone A
Tyrone Division General Order No. 414—Zone B
Williamsport Division General Order No. 802—Zone A
Williamsport Division General Order No. 802—Zone B
Williamsport Division General Order No. 802—Zone C
Williamsport Division General Order No. 802—Zone D
Middle Division General Order No. 902—Zone A
Middle Division General Order No. 902—Zone B
Middle Division General Order No. 902—Zone C

Altoona, Pa., April 28th, 1929.

Effective 12:01 A. M., Wednesday, May 1, 1929.

The Tyrone Division will be abolished.

That part of Tyrone Division from Yard Limit board, located 6146 feet east of Vail Station, to Lock Haven, including Snow Shoe and Bellefonte Branches, will become a part of the Williamsport Division.

That part of Tyrone Division from Yard Limit board, located 6146 feet east of Vail Station to Grazier Block Station, including Fairbrook, Clearfield and Moshannon Branches, will become a part of the Middle Division.

Present Tyrone Division Time Table No. 4 will remain in effect.

Train Dispatchers located at Tyrone, will continue to have charge of train movements over former Tyrone Division.

Williamsport Division Time Table No. 8, Special Instruction D-1402, modified as follows:

Zone "A"—West of McElhattan Junction, including Lock Haven to Vail, Bellefonte to Milesburg, Snow Shoe and Tangascootac Branches.

Middle Division Time Table No. 9, Special Instruction D-1402, modified as follows:

Zone "D"—Will be established between Grazier Block Station and Yard Limit board east of Vail, including Fairbrook, Clearfield, and Moshannon Branches, and No. 5 track between Grazier and Forge.

J. K. JOHNSTON,
Superintendent.
H. H. RUSSELL,
Superintendent.
I. B. SINCLAIR,
Superintendent.

MIDDLE DIVISION

GENERAL ORDER No. 903—ZONE "D"

Altoona, Pa., May 24, 1929.

Effective 12:01 A. M., Saturday, June 1, 1929.

MOSHANNON BRANCH:

Northward Main track between "BZ" and Coal Run Junction—In Service.

Former Tyrone Division General Order No. 404, Zone "B", of June 14, 1928, annulled.

Effective 12:01 A. M., Saturday, June 1, 1929.

All Branches except those as designated below, will be operated on permission from Train Dispatcher, and use of Train Orders will be discontinued.

Fairbrook Branch
Goss Run Branch
Muddy Run Branch
Little Muddy Run Branch

Trains moving on yard tracks, industrial sidings, and tracks, designated as Branches, but not operated under Block Signal Rules, or by Train Orders, must run prepared to stop within range of vision, unless tracks are seen, or known to be clear and switches properly set.

I. B. SINCLAIR,
Superintendent.

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500
500

GENERAL ORDER NO. 904—ZONE D

Altoona, Pa., June 3, 1929.

Effective at once:

General Order No. 903 Zone D, amplified. All Branches in General Order Zone D territory, except those designated below, will be operated on permission from Train Dispatcher, and use of Train Orders will be discontinued.

Fairbrook Branch.

Bald Eagle Valley Branch between Vail and Yard
Limit Board 6146 feet east of Vail.

Clearfield Branch.

Moshannon Branch.

Goss Run Branch.

Muddy Run Branch.

Little Muddy Run Branch.

Trains moving on yard tracks, industrial sidings, and tracks designated as Branches, but not operated under Block Signal Rules, or by Train Orders, must run prepared to stop within range of vision, unless tracks are seen or known to be clear, and switches properly set.

Effective at once:

Bald Eagle Valley—Clearfield Branch:

Rules 251, 253, and 254 will apply between "SA" and "SI".

Effective 10:01 A. M., Friday, June 7th, 1929:

Clearfield Branch.

An unattended Block Station established at North Clearfield, station signal "RV".

Controlled as follows:

Controlled By

Daily except Sunday	7.30AM to 3.30PM	D
RV Unattended Daily	3.30PM to 7.30AM	OA
Sunday	7.30AM to 3.30PM	OA

Moshannon Branch.

"CR" unattended Block Station, Coal Run Junction—abandoned.

I. B. SINCLAIR,

Superintendent.

MIDDLE DIVISION**GENERAL ORDER NO. 904—ZONE B.****GENERAL ORDER NO. 902—ZONE D.**

Altoona, Pa., May 6, 1929.

Effective 12:01 A. M., Friday, May 10, 1929.

Automatic Train Control equipped locomotives despatched from Altoona in Passenger Service Westward, except those despatched other than to 28th Street, Pittsburgh, will have Train Control Equipment cut out, both electrically and pneumatically. The breaking of seal and cutting out to be performed by the outgoing engineman, witnessed by the incoming engineman on through locomotives, and on locomotives despatched from 24th Street, Altoona, will be witnessed by the hostler or engineman delivering engine.

Interdivisional freight locomotives despatched from East Altoona to Northumberland will have Train Control Equipment cut out, both electrically and pneumatically in "AC" Yard. The breaking of seal and cutting out to be performed by the engineman, witnessed by the conductor or his authorized representative.

Section 10 of Special Instructions D-2506 of Middle Division Time Table No. 9, and 10th Paragraph of Special Instructions S-25-B of Tyrone Division Time Table No. 4 modified accordingly.

I. B. SINCLAIR,

Superintendent.

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

Williamsport, Pa., May 6, 1929.

General Order No. 803 Zone A

No. 803 Zone B

No. 803 Zone C

No. 803 Zone D

EFFECTIVE 8:01 A. M., THURSDAY, MAY 9, 1929:

Train Dispatchers having charge of Train movements on Williamsport Division portions of former Tyrone Division, will be located at Williamsport.

Williamsport Division General Orders No. 802 Zone A, No. 802 Zone B, No. 802 Zone C and No. 802 Zone D, also second paragraph Special Instruction D-1601, Page 25, time-table No. 4 of former Tyrone Division, modified accordingly.

H. H. RUSSELL,
Superintendent.

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

Williamsport, Pa., May 31, 1929

General Order No. 804 Zone A

No. 805 Zone B

No. 805 Zone C

No. 805 Zone D

EFFECTIVE AT ONCE:

Close clearance at new State Highway Bridge, three-quarters of a mile east of Hyner, Pa., has been removed. Last two paragraphs of General Order No. 801, Zone A, No. 801 Zone B, No. 801 Zone C, and No. 801 Zone D, annulled.

H. H. RUSSELL,
Superintendent.

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

Williamsport, Pa., June 1, 1929.

General Order No. 805 Zone A.

EFFECTIVE 12:01 A. M., MONDAY JUNE 3, 1929, AND DURING THE CONTINUANCE OF TIME TABLE NO. 8, No. 515 is scheduled to leave Renovo 5:23 P. M., and pass AK 5:25 P. M.

No. 568 is scheduled to pass AK 5:06 P. M., and arrive Renovo 5:08 P. M.

H. H. RUSSELL,
Superintendent.

MIDDLE DIVISION

GENERAL ORDER NO. 907—ZONE A
GENERAL ORDER NO. 907—ZONE B
GENERAL ORDER NO. 905—ZONE C
GENERAL ORDER NO. 905—ZONE D

Altoona, Pa., June 28, 1929.

Effective 12.01 A. M., Sunday, July 7th, 1929:

Supplement No. 1 to Time Table No. 9 takes effect 12.01 A. M., Sunday, July 7th, 1929. Each employee must carefully examine his copy to see that it is complete, with all schedule pages properly lined up, and note the changes.

At the same time:

Holidaysburg & Petersburg Branch:

"AF", "KZ", "SJ" Unattended Block Stations controlled continuously by Canal. Instructions Page 4, of Time Table No. 9, modified accordingly.

Effective at once:

Rule 832 amplified:

"To the signal equipment required by Crossing Watchmen or Gatemen, add:—Fuseses."

I. B. SINCLAIR,

Superintendent.

MIDDLE DIVISION

GENERAL ORDER NO. 909 ZONE A
GENERAL ORDER NO. 908 ZONE B
GENERAL ORDER NO. 906 ZONE D

Altoona, Pa. July 10, 1929.

Effective 9.01 A.M. Wednesday July 17 1929.

Tyrone:

"JW" Block Station—Abandoned.

"BR" Block Station—Abandoned.

New "Wilson" Interlocking and Block Station 950 feet west of Tyrone Passenger Station—In Service. Layout of tracks and signals between "Grazier" and "Forge" and between "Wilson" and "SA", East Tyrone—In Service as per attached diagram.

Controlled Manual Block System Rules 401 to 473 except Rule 417a inclusive, in effect on No. 5 track between "Grazier" and "Forge" and between "SA" and "Wilson", Rule 417b will apply. All movements controlled by "Wilson".

Speed limit on No. 5 track between "Grazier" and "Forge"—15 miles per hour.

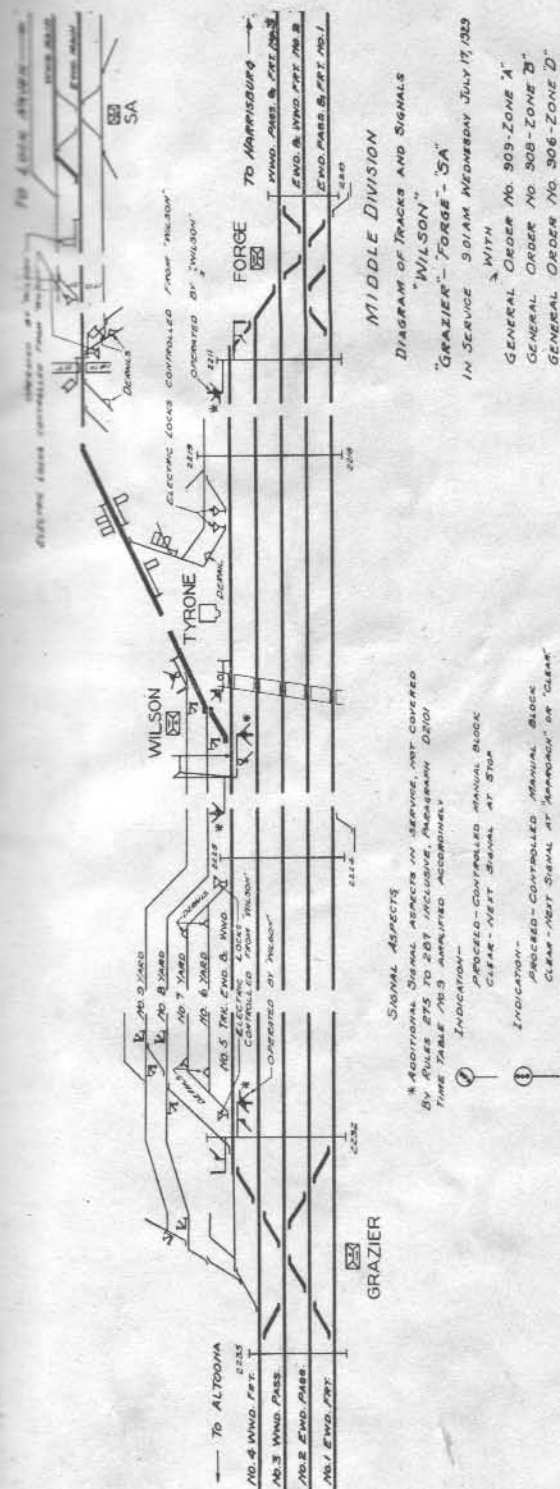
Westward trains using No. 5 track between "Wilson" and "Grazier" having work at "Grazier" must communicate with "Wilson" when ready to return to train.

Middle Division Timetable No. 9—Special Instructions D2002 and D2101 Amplified and D1619 Modified.

Tyrone Division Timetable No. 4—Special Instructions D1601d, D2204, D2301, D2303, D2701 Modified; D2305a Annulled, and D2401 Amplified.

I. B. SINCLAIR,

Superintendent.



MIDDLE DIVISION

GENERAL ORDER NO. 911—ZONE A

GENERAL ORDER NO. 912—ZONE B

GENERAL ORDER NO. 907—ZONE D

Altoona, Pa., July 25, 1929.

Effective at once:

Engine Whistle Signals:

Grade Crossing Signal must not be prolonged or repeated, approaching the following Crossings:

Main Line:

Mapleton

One mile west of Mill Creek

Three-fourths mile east of Ardenheim

Hollidaysburg & Petersburg Branch:

Eldorado

Hollidaysburg

Clearfield Branch:

Passing through Clearfield, use of grade crossing whistle signal discontinued. Warning to be given by engine bell while in motion.

Special Instruction D-704, Middle Division Time Table No. 9, and Rule 14-L amplified.

I. B. SINCLAIR,

Superintendent.



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