

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
 OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
 GENERAL NOTICE NO. 900

Sheet No.



Rook, Pa., January 10, 1950

GENERAL NOTICE NO. 899 IS SUPERSEDED OR CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. TONNAGE RATING FOR LOCOMOTIVES ENUMERATED BELOW BETWEEN POINTS NAMED IS AS FOLLOWS:

	<u>Engines</u> 1000 1001	<u>Engine</u> 1010	<u>Engines</u> 1050-1051 1052-1053	<u>Engines</u> 1100-1101 1102-1103 1104-1105 1106	<u>Diesel Engines</u> 50-51-52-53 Single Multiple Unit Unit	
A. <u>WESTWARD</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>
West Belt Jct. to Rook	1450	1650	1680	2500	1600	3200
Rook to Hickory	2400	2600	2700	4415	2400	4800
Mingo to Pittsburgh Jct.	2400	2600	2700	-----	2400	4800
Connellsville to Pierce	1840	1980	2100	3265	2000	4000
Clairton to Longview	1450	1580	1650	2715	1600	3200
<u>EASTWARD</u>						
Pittsburgh Jct. to Wayco	2525	2825	2900	-----	2660	5320
Mingo to Hickory	2400	2600	2700	4415	2400	4800
West Belt Jct. to Longview	1450	1580	1650	2715	1600	3200
Pierce to Alto	1840	1980	2100	3265	2000	4000
Alto to Connellsville	2765	3500	3700	4920	3000	6000
West End to West Belt Jct.	1450	1580	-----	-----	1600	-----

2. Engine Restrictions:

Between Connellsville and Pierce

Engines in all series may be coupled together.

Between Pierce and Longview

Diesel engines in multiple unit and engines in 1050 or 1100 series must be separated by at least five (5) cars when used with another engine. Engines in all other series may be coupled together.

Between Longview and Rook

Engines in all series may be coupled together.

Between Rook and east end of Bridge No. 94.10, which is first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Engines in all series may be coupled together.

Between east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel), and Pittsburgh Jct.

Diesel engines in multiple unit and engines in 1000, 1010, 1050 or W&LE 6000 series must be separated by at least five (5) cars when used with another engine. Engines in 900 series may be coupled together. Engines in 1100 series must not be operated west of the east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Donora Branch

Engines in 1100 series must not be operated on Donora Branch east of the first road crossing east of Sudan Station. Engines in all other series may be coupled together.

Clairton Branch

Engines in all series may be coupled together.



West End Branch

Diesel engines in multiple unit and engines in 1050 or 1100 series must not be operated on West End Branch. Diesel engines in single unit and engines in 1000 or 1010 series must be separated by at least five (5) cars when used with another engine. Engines in 900 series may be coupled together.

Bell Branch

Diesel engines in multiple unit and engines in 1000, 1010, 1050, 1100 or W&LE 6000 series must not be operated on Bell Branch.

Attention is called to the fact that engines in all series may be coupled together between: Connellsville and Pierce. Longview and Rook. ROOK AND EAST END OF BRIDGE NO. 94.10, FIRST STEEL BRIDGE WEST OF MINGO STATION, (FIRST BRIDGE WEST OF ADAMS TUNNEL). Clairton Branch.

Rule 29, Time Table No. 26, and Tonnage Rating for locomotives as shown in Time Table No. 26, amended to conform with above.

3. ENGINES IN 1050 OR 1100 SERIES MUST NOT BE OPERATED ON THE FOLLOWING COMMERCIAL, MINE, SIDE AND YARD TRACKS.

CHAIINTOWN:	SPUR TRACK.
MONESSEN:	BRIDGE 6 TRACK.
STILLEYS SIDE TRACK.	
BRUCETON:	NO. 2 SIDE TRACK BEYOND ENGINE LIMIT BOARDS.
HORNING:	NO. 3 STORAGE TRACK BEYOND ENGINE LIMIT BOARDS.
LONGVIEW:	NO. 5 YARD TRACK BEYOND ENGINE LIMIT BOARD.
CASTLE SHANNON:	CASTLE SHANNON SUPPLY CO. SIDE TRACK BEYOND RETAINING WALL 15 FEET WEST OF WEST END OF BUILDING.
	GENERAL CEMENT PRODUCTS CO. SIDE TRACK.
OAK:	STORAGE TRACK WEST OF ROAD CROSSING.
WEST LIBERTY:	DUMP TRACK.
WEST BELT JCT:	CRUSHER TRACK.
	WYE TRACK.
ROOK:	NO. 1, 2, 3, 4, 5, 6 AND 7 SHOP TRACKS. NO. 11 AND 12 YARD TRACKS, AND MUST NOT BE OPERATED ON OR OVER THE SCALES.
O'HOMMEL CO. SIDE TRACK.	
BRIDGEVILLE:	GENERAL ELECTRIC CO. SIDE TRACK.
	FLANNERY BOLT CO. SIDE TRACK.
	AMERICAN VANADIUM CO. SIDE TRACK.
	AMERICAN CYANIMID CO. SIDE TRACK.
JEFFERSON MINE.	
VALLEY MINE.	

CLAIRTON BRANCH

LARGE:	ALICE NO. 2 MINE WEST OF TIPPLE. HIRAM SWANK SONS SIDE TRACK.
CLAIRTON:	TEAM TRACK.

MIFFLIN BRANCH

OPTION:	SIDE TRACK BEYOND ENGINE LIMIT BOARD.
WILLIAMS:	SIDE TRACK BEYOND ENGINE LIMIT BOARD.

ENGINES IN 1100 SERIES CAN BE OPERATED ON CONNECTION TRACK WITH WHEELING AND LAKE ERIE RAILWAY AND WHEELING STEEL CORPORATION AT MINGO, OHIO, LOOKING OUT FOR CLOSE CLEARANCE, ACCOUNT TIE CRIB WALL, FROM OHIO VALLEY STEEL SALES CO. SIDE TRACK TO BRIDGE NO. 91.26, SECOND BRIDGE EAST OF CONNECTION TRACK SWITCH.

IN CASE OF EMERGENCY, ENGINES IN 1100 SERIES MAY BE OPERATED TO WHEELING AND LAKE ERIE RAILWAY YARD OFFICE, MINGO YARD, BUT MUST NOT EXCEED A SPEED OF TWENTY (20) MILES PER HOUR OVER WHEELING AND LAKE ERIE RAILWAY BRIDGE NO. 9.81 OVER INDIAN CROSS CREEK.



## 3. (continued)

Engines in 1100 series must not be used west of the east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Engines in 1100 series can take water at Bridgeville.

Engines in 1100 series cannot take water at Acheson.

Before ascending or descending the grade leading to the Interchange Tracks at the Pennsylvania R. R. Transfer, Bridgeville, Interchange Track with the Montour R.R. at George or CONNECTION TRACK WITH WHEELING & LAKE ERIE RAILWAY AND WHEELING STEEL CORPORATION AT MINGO, engines in 1100 series must have at least two (2) gauges or one-half (1/2) glass of water in the boiler and because of the hazard of water dropping below a safe level in the boiler, engines in this series must not be left standing on the grade for any length of time.

Engines in 1100 series must have at least two (2) gauges or one-half (1/2) glass of water in the boiler when heading up the wye at Monessen and at least one (1) gauge when backing up the wye.

Rule 28, Time Table No. 26, is modified to conform with above.

4. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air.  
In order to maintain a brake pipe pressure of ninety (90) pounds, locomotive air pump governors have been adjusted to maintain a minimum of one hundred ten (110) pounds main reservoir pressure.  
The locking device on locomotive feed valves has been adjusted for a minimum train line pressure of seventy (70) pounds and a maximum train line pressure of ninety (90) pounds so that engineers may adjust feed valves to meet requirements of the service.
5. Engines handling ore between Clairton and Monessen must be headed west leaving Clairton.
6. Steel Pilots have been installed on Diesel engines in 50 series and steam engines in 1100 series. These Pilots extend outward beyond the face of the coupler and engines so equipped cannot be coupled to the front end of another engine having a Pilot. This will not prevent the coupling of the front end of an engine equipped with a Steel Pilot to the rear end of any engine or to the front end of an engine equipped with foot boards.
7. When more than one engine is used to handle trains consisting entirely of oil or gasoline, the second engine must be placed on the rear of train, unless there are no restrictions on placing the engines coupled together. Rule 32, Time Table No. 26, will govern the handling of assisting engine.
8. Procedure to be followed in event of derailment of Diesel Engines:
  - A. If derailment occurs within Rook Yard Limits, there must be no attempt made to rerail Diesel engines under their own power.
  - B. If derailment occurs outside of Rook Yard Limits, the traction motor or motors controlling the derailed portion of Diesel engines must be cut out and the traction motor or motors of the non-derailed portion used to rerail the engine. If all trucks of the engine are derailed, no attempt must be made to rerail engine under it's own power.  
Extreme care must be used in rerailing Diesel engines to insure that all parts of traction motors will clear all obstructions.

9. To eliminate possibility of being set afire, Diesel engines must not be operated over the Ash Pit on the Inbound Dock Track, Rook Yard. When going to or from the Dock at the east end of Rook Yard, Diesel engines must use the Outbound Dock Track.

10. PENOWA STORAGE TRACK.

On account of close clearance, Engines in 1050, 1100 or W&LE 6000 series must not be operated through State Line Tunnel on Penowa Storage Track. Engines in all other series must be operated very carefully looking out for close clearance when using this track.

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 901

Rook, Pa., February 8th, 1950

GENERAL NOTICES NUMBERED 879, 892 AND 898 ARE SUPERSEDED OR CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. MINGO, OHIO.

- A. SIDE TRACK LEADING OFF THE EAST END OF MINGO PASSING SIDING, MILE POST 91.03, HAS BEEN PLACED IN SERVICE FOR THE EXCLUSIVE USE OF THE AMERICAN BRIDGE COMPANY AND THE MAINTENANCE OF WAY DEPARTMENT. DERAIL INSTALLED TWO HUNDRED (200) FEET EAST OF POINT OF SWITCH.
- B. SPEED RESTRICTION ON BRIDGE 90.73, OVER OHIO RIVER, IS REMOVED. PARAGRAPH 2, GENERAL ORDER NO. 106, AMENDED ACCORDINGLY.
- C. Pittsburgh & West Virginia Railway engines, except the 1100 series, may be doubleheaded over the Wheeling & Lake Erie Railway between Connection Track Switch at Mingo Yard and Pine Valley. Paragraph D, Rule 52, Time Table No. 26, is cancelled.
- D. Ohio Valley Steel Sales Company.

Side Track, leading off Connection Track with The Wheeling & Lake Erie and Wheeling Steel Corporation, in service for: Ohio Valley Steel Sales Company. Track layout consists of two (2) tracks designated as follows:

<u>Track No.</u>	<u>Clear Length</u>	<u>Capacity</u>
1	375 feet	8 cars
2	288 feet	6 cars

Switch of this side track is located one hundred ninety-four (194) feet east of The Pittsburgh & West Virginia Railway main track switch. Derail installed on lead at west end of side track.

2. PITTSBURGH JUNCTION, OHIO.

STANDARD CLOCK HAS BEEN REMOVED FROM THE TELEGRAPH OFFICE AT PITTSBURGH JCT. RULE 90, TIME TABLE NO. 26, AMENDED ACCORDINGLY.

3. CHANDLER, OHIO.

- A. Team Track has been extended eastward a distance of two hundred one (201) feet.
- B. Two (2) coal loading conveyors have been installed on the north side of team track. The westward conveyor is designated as: Chandler Mine, operated by HMT Co., Bloomingdale, Ohio. The eastward conveyor is designated as: Strauss Mine, operated by Strauss Coal Co., R.D. #1, Dillonvale, Ohio. Conveyors, when not in use, will clear all equipment.

4. BRIDGEVILLE, PA.

- A. Side Track, leading off main track at Mile Post 60.09, approximately one-half (1/2) mile east of Bridgeville Station, has been placed in service for Anderson Equipment Company. Clear Length: two hundred fifteen (215) feet. Capacity: four (4) cars. Car stops installed on stub or east end. Derail installed on west end.
- B. Car stops have been installed just east of Caboose on Bridgeville Team Track.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 902

Rook, Pa., March 15th, 1950

GENERAL NOTICE NO. 886 IS SUPERSEDED OR CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. FRICK. A. PASSING SIDING IS BLOCKED WITH CARS.  
B. CROSSOVER BETWEEN MAIN TRACK AND PASSING SIDING HAS BEEN REMOVED.  
C. Pipe connected derail formerly located at the east end of Passing Siding has been replaced with a stand throw derail. Rule 40, Time Table No. 26, amended accordingly.
2. MONESSEN. MAIN TRACK SWITCH STAND AT EAST END OF PASSING SIDING HAS BEEN MOVED FROM NORTH SIDE TO SOUTH SIDE OF MAIN TRACK.
3. BRIDGE 2 SIDING, WEST END BRANCH. A. PASSING SIDING IS BLOCKED WITH CARS.  
B. HAND OPERATED DERAIL HAS BEEN INSTALLED ONE HUNDRED TWENTY FOUR (124) FEET EAST OF WEST SWITCH.
4. Speed restrictions at the following points have been removed:  
Bruno Floro Fill - Mile Post 14.30 to Mile Post 14.33.  
First Fill West of Valley Inn - Mile Post 32.37 to Mile Post 32.38.  
Paragraph 2, General Order No. 106, amended accordingly.
5. To eliminate possibility of personal injury, an additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05; first bridge east of Maple Passing Siding. This barrier locates seventeen (17) feet east of original barrier.
6. MAPLE PASSING SIDING. Passing Siding has been extended to the west switch of former Crescent No. 2 Mine Side Track and Passing Siding now has a capacity of eighty-one (81) cars. Former mine side track abandoned as an industrial track. Crossover and derail removed. Time Table No. 26 amended accordingly.
7. OAK STORAGE TRACK. A. West Switch of Storage Track has been removed.  
B. That part of Storage Track, from road crossing to west end of track, is out of service.  
C. Mt. Oliver Coal & Coke Co. and Marshall Smith Co. Side Tracks are out of service.  
D. That part of Storage Track, from clearance point at east end to a point six hundred thirty three (633) feet west thereof, has been placed in service for: Pitt Lumber & Supply Company, 2021 Jacob Street, Pittsburgh 26, Pa. Track Capacity: Ten (10) cars.  
E. Hand operated derail installed eight hundred sixty (860) feet west of east switch.

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 903

Rook, Pa., March 30th, 1950

THIS GENERAL NOTICE NO. 903 IS EFFECTIVE 3:01 P.M., MONDAY, APRIL 10th, 1950.

At the following locations, hand throw derails have been replaced with pipe connected derails which operate in connection with main track switch:

- WEST END CASTLE SHANNON EXTENSION STORAGE TRACK.
- EAST END LONGVIEW YARD.
- EAST AND WEST END BRUCETON TEAM TRACK.
- STILLEYS SIDE TRACK.
- EAST END PIERCE STORAGE TRACK.
- WEST END SUDAN YARD.

At the following locations, pipe connected derails have been installed which operate in connection with main track switch:

- EAST END OAK STORAGE TRACK.
- FAIR HAVEN TEAM TRACK.
- EAST END CASTLE SHANNON STORAGE TRACK.
- WEST END LONGVIEW YARD.
- WEST END PIERCE STORAGE TRACK.

At the following locations, bolt locks have been installed which operate in connection with the main track switch:

- EAST END FOLEYS SIDE TRACK.
- CROSSOVER - BRUCETON PASSING SIDING.

At the following locations, hand operated derails have been installed:

- WEST END CASTLE SHANNON STORAGE TRACK.
- WEST END WESTWARD MAIN TRACK - MIFFLIN BRANCH - LONGVIEW.
- WEST END NO. 1-A TRACK - MIFFLIN BRANCH - LONGVIEW.

W. E. ROBINHOLT

Superintendent of Transportation



Yard Limits at Longview-Salida are abolished and Yard Limit Boards removed.

Yard Limit Board designating west end Mifflin Yard moved westward 1,670 feet to a point 1,795 feet west of west switch of Walker Passing Siding.

Yard Limit Board designating west end Clairton Yard moved eastward 858 feet to a point 975 feet west of west switch of Clairton Wye.

Yard Limit Board designating west end Sudan Yard moved eastward 2,574 feet to Sudan Station. Yard Limits at Sudan now extend from Yard Limit Board at Sudan Station to Yard Limit Board 3,036 feet east of East Switch Sudan Yard on Main Line and from switch at Sudan to Yard Limit Board located 1,716 feet east of Sudan Station on Donora Branch. Rule 7, Time Table No. 26, amended accordingly.

West Liberty, Longview and Bruceton will be discontinued as Train Order Offices and train order signals removed.

Sudan Telegraph Office open twenty-four (24) Hours - DAILY.

Rule 9, Time Table No. 26, amended accordingly.

Horning, Bruceton and Froman Passing Sidings are signalled for trains to take siding at the west end only.

A train or engine entering a Block between signals in Centralized Traffic Control Territory must approach next signal prepared to stop.

Trains or engines must not leave Mifflin or Clairton to enter C.T.C. territory without first securing permission from the Train Dispatcher to insure prompt movement through Centralized Traffic Control Territory.

When a train or engine is delayed after reporting ready, Train Dispatcher must be notified promptly as to the cause and probable duration of delay.

Train movements from The Pittsburgh & West Virginia Railway to the Montour Railroad at Salida may be made when a "Restricting" aspect, C.T.C. Rule 290 (c), is displayed on Home Signal located 40 feet east of switch connecting The Pittsburgh & West Virginia Railway and the Montour Railroad at Salida. This indication will only be displayed after switch at Salida has been reversed for movement to Montour Railroad.

Trains or engines moving to the Montour Railroad at Salida must report "CLEAR" to the Train Dispatcher after main track switch at Salida is restored to normal position and locked.

Train movements from the Montour Railroad to The Pittsburgh & West Virginia Railway at Salida may be made when a "Slow-Clear" aspect, C.T.C. Rule 287 (b), is displayed on dwarf signal located at clearance point on the Montour Railroad at Salida. This indication will only be displayed after switch at Salida has been reversed for movement from the Montour Railroad after securing permission from the Train Dispatcher.

Switches on the Mifflin and Clairton Branches are not equipped with Electric Switch Locks.

West Switch Sudan Yard is equipped with an Electric Switch Lock.

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 904

Sheet No. 1

Rook, Pa., March 30th, 1950

THIS GENERAL NOTICE NO. 904 IS EFFECTIVE 3:01 P.M., WEDNESDAY, APRIL 12th, 1950.

CENTRALIZED TRAFFIC CONTROL IN EFFECT FOR EASTWARD TRAINS between West Liberty Station and Road Sign designating End of C.T.C. at Sudan Station. CENTRALIZED TRAFFIC CONTROL IN EFFECT FOR WESTWARD TRAINS between Home Signal located 2,460 feet west of Sudan Station and Home Signal located 830 feet east of West Liberty Station.

In C.T.C. Territory, schedules of trains as shown in Time Table No. 26 conveys no Time Table authority.

TIME TABLE AUTHORITY FOR WESTWARD TRAINS ENDS AT SUDAN STATION. All Westward trains must approach Sudan Station prepared to stop, and must not pass Sudan Station without obtaining Train Order authorizing movement to Westward Home Signal located 2,460 feet west of Sudan Station. Westward trains must approach this Home Signal prepared to stop. Operators at Sudan Station must not clear Train Order Signal for a Westward train unless they hold a train order for the approaching train authorizing movement to the Home Signal located 2,460 feet west thereof.

Westward trains leaving Sudan Station will display the same classification signals into Rook which had been displayed arriving at Sudan, unless otherwise instructed.

All Eastward trains must obtain Train Order or Clearance Card Form "A" at Sudan Station in accordance with C.T.C. Rule 525. "Approach" aspect, C.T.C. Rule 285, displayed for Eastward trains on Home Signal west of Sudan will only authorize movement to Sudan Station.

CENTRALIZED TRAFFIC CONTROL IN EFFECT ON MIFFLIN BRANCH between Longview and a point 1,795 feet west of west switch of Walker Passing Siding. C.T.C. road signs located at this point in accordance with C.T.C. Rule 521.

CENTRALIZED TRAFFIC CONTROL IN EFFECT ON CLAIRTON BRANCH between Pierce and a point 975 feet west of west switch of Clairton Wye. C.T.C. road signs located at this point in accordance with C.T.C. Rule 521.

All Trains and Track Cars will be governed by Rules and Instructions for the Operation of Trains and Track Cars in C.T.C. Territory, issued under date of February 1, 1949.

Track formerly designated as Westward Main Track, between second switch east of Longview Station on Mifflin Branch and switch connecting Eastward and Westward tracks at Salida is discontinued as a Main Track and is designated as a Storage Track. Track formerly designated as Eastward Main Track between second switch east of Longview Station on Mifflin Branch and switch connecting Eastward and Westward tracks at Salida is now designated as Main Track for use of trains in both directions. Rule 8, Time Table No. 26, amended accordingly.

Automatic Block System, between Longview Station and Mile Post 46.10 west of Longview, is abolished. Rule 6, Time Table No. 26, is cancelled.





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 905

Rock, Pa., March 30th, 1950

THIS GENERAL NOTICE NO. 905 IS EFFECTIVE 3:01 P.M., WEDNESDAY, APRIL 12th, 1950.

WEST END BRANCH

Verbal permission from the Train Dispatcher will be authority for trains, engines and track cars to use the West End Branch in either direction and they must report clear to the Train Dispatcher when movement has been completed.

Movements must be made at a speed that will permit stopping within one-half the range of vision unless the track is known to be clear, but not exceeding 12 miles per hour.

"Known to be clear" includes when track is known to be clear by advice of the Train Dispatcher.

Rule 4, Time Table No. 26, is annulled.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 906

Sheet No. 1

Rook, Pa., May 9th, 1950

THIS GENERAL NOTICE NO. 906 IS EFFECTIVE 3:01 P.M., WEDNESDAY, MAY 17th, 1950.

CENTRALIZED TRAFFIC CONTROL IN EFFECT FOR EASTWARD TRAINS between Sudan Station and Home Signal located 1,800 feet east of the east switch of Monessen Yard.

CENTRALIZED TRAFFIC CONTROL IN EFFECT FOR WESTWARD TRAINS between Home Signal located 1,985 feet east of the east switch of Monessen Yard and Home Signal located 2,460 feet west of Sudan Station.

In C.T.C. Territory, schedules of trains as shown in Time Table No. 26 conveys no Time Table authority.

Eastward trains must obtain Train Order or Clearance Card Form "A" at Monessen Station before operating East of Home Signal located 1,800 feet east of the east switch of Monessen Yard in accordance with C.T.C. Rule 525. Eastward trains must approach this Home Signal prepared to Stop. If this Signal displays "Stop" Aspect, C.T.C. Rule 292, trains must Stop. This Signal conveys no authority for movement of trains East of this point, but trains may pass this Signal when "Approach" Aspect, C.T.C. Rule 285, is displayed or when authorized by Clearance Card (Form C) or Train Order, providing they hold Train Order or Clearance Card Form "A" authorizing movement East of this Signal.

All Trains and Track Cars will be governed by Rules and Instructions for the Operation of Trains and Track Cars in C.T.C. Territory, issued under date of February 1, 1949.

Westward Trains will display the same classification signals into Rook which had been displayed arriving at Home Signal located 1,985 feet east of the east switch of Monessen Yard, unless otherwise instructed.

Yard Limits at Sudan, on Main Line, are abolished and Yard Limit Boards removed. Yard Limits in effect on Donora Branch from the west switch of Donora Branch at Sudan to a point 36 feet east of the east switch of Baird Storage Track. Yard Limit Boards installed accordingly.

Yard Limits at Monessen are abolished and Yard Limit Boards removed. Rule 7, Time Table No. 26, amended accordingly.

Sudan will be discontinued as a Train Order Office and train order signals removed.

Monessen Telegraph Office open twenty-four (24) Hours - DAILY. Rule 9, Time Table No. 26, amended accordingly.

Maple and Monessen Passing Sidings are signalled for trains to take siding at the west end only.

A train or engine entering a Block between signals in Centralized Traffic Control Territory must approach next signal prepared to Stop.

(Continued on Sheet No. 2)





Approach Signal 185 located 2,415 feet east of the East Switch of Alto Storage Track in service and governs movement of westward trains to westward Home Signal located 1,985 feet east of the east switch of Monessen Yard.

At the following location, hand throw derail has been replaced with pipe connected derail which operates in connection with Main Track Switch:-

SPEER DUMP TRACK.

At the following locations, pipe connected derails have been installed which operate in connection with Main Track Switch:-

EAST END SUDAN YARD.  
WEST SWITCH MONESSEN WYE.  
EAST SWITCH MONESSEN WYE.  
EAST SWITCH MONESSEN YARD.

At the following location, bolt lock has been installed which operates in connection with Main Track Switch:-

CROSSOVER - SUDAN.

THAT PART OF GENERAL NOTICE NO. 904 DATED MARCH 30th, 1950 READING:

"Time Table authority for Westward trains ends at Sudan Station. All Westward trains must approach Sudan Station prepared to Stop, and must not pass Sudan Station without obtaining Train Order authorizing movement to Westward Home Signal located 2,460 feet west of Sudan Station. Westward trains must approach this Home Signal prepared to Stop. Operators at Sudan Station must not clear Train Order Signal for a Westward train unless they hold a train order for the approaching train authorizing movement to the Home Signal located 2,460 feet west thereof."  
"All Eastward trains must obtain Train Order or Clearance Card Form "A" at Sudan Station in accordance with C.T.C. Rule 525. "Approach" Aspect, C.T.C. Rule 285, displayed for Eastward trains on Home Signal west of Sudan will only authorize movement to Sudan Station", IS CANCELLED.

THAT PART OF GENERAL NOTICE NO. 888 DATED OCTOBER 19th, 1949 READING:

"All Eastward trains must obtain Train Order or Clearance Card Form "A" at West Liberty Station in accordance with C.T.C. Rule 525", IS CANCELLED.

General Notice No. 820 dated November 13th, 1947 regarding Slide Protection Fence in Black Rock Cut, is cancelled. Color Light Signals (S.P.) 21-8 and 23-5, are removed. "Restricting" Aspect, C.T.C. Rule 290, displayed by Westward Home or Dwarf Signal at west end Monessen Passing Siding and Eastward Approach Signal 228 located 1,200 feet East of Monongahela River Bridge, will indicate that track may be obstructed in Black Rock Cut.

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 907

Rook, Pa., May 9th, 1950

THIS GENERAL NOTICE NO. 907 IS EFFECTIVE 3:01 P.M., WEDNESDAY, MAY 17th, 1950.

DONORA BRANCH

Verbal permission from the Train Dispatcher will be authority for trains, engines and track cars to use the Donora Branch in either direction and they must report clear to the Train Dispatcher when movement has been completed.

Movements must be made at a speed that will permit stopping within one-half the range of vision unless the track is known to be clear, but not exceeding 20 miles per hour.

"Known to be clear" includes when track is known to be clear by advice of the Train Dispatcher.

Operating Rule 97, amended accordingly.

Bell Telephone has been installed in Telephone Booth at the east switch of Donora Branch at Donora and at Mile Post 2.08 which is located 500 feet west of Bridge No. 2.2 (Taylor Run).

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 908

Roost, Pa., June 27th, 1950

WATCH INSPECTION

1. The regular semi-annual inspection of watches of employes subject to time service rules and regulations will be held during the month of July 1950.
2. Only watches of standard grade and in dependable condition and approved by Local Watch Inspector shall be used in service by employes subject to time service rules.
3. Each employe subject to watch inspection and time service rules will call on an authorized Local Watch Inspector before July 31, 1950, submit his watch for inspection and receive a new "blue card" upon surrender of the "blue card" issued to him last January semi-annual inspection, provided his watch meets requirements in all respects. "Order for Watch Inspection" will be issued by Superintendent of Transportation for first watch inspection, lack of old blue card, new watch in service or FAILURE TO SECURE NEW CARD BEFORE JULY 31st.
4. SHOULD EMPLOYEE LOSE CARD CERTIFICATE BETWEEN SEMI-ANNUAL INSPECTIONS, HE MUST IMMEDIATELY PROCURE ORDER FOR WATCH INSPECTION AND PRESENT SAME TO LOCAL WATCH INSPECTOR FOR NEW COMPARISON CARD.
5. CERTIFICATE WILL NOT BE ISSUED FOR, OR RATING GIVEN ON WATCHES THAT HAVE RUN OVER EIGHTEEN MONTHS SINCE CLEANED, AS A LONGER PERIOD CONSTITUTES UNFAIR USAGE AND THE WATCH IS LIABLE TO BECOME ERRATIC AND UNRELIABLE.
6. EMPLOYEES MUST NOT ACCEPT CARD CERTIFICATE FROM INSPECTOR UNLESS IT BEARS DATE WATCH WAS CLEANED.
7. Employes may have their watches cleaned or repaired by any competent watchmaker and when done by other than Local Watch Inspector, the latter MUST BE FURNISHED WITH A STATEMENT SHOWING BY WHOM AND WHEN THE WORK WAS DONE, and this information must be recorded on Card Certificate by Watch Inspector before watch is restored to service.
8. NO WATCH SHALL BE USED IN SERVICE UNTIL APPROVED BY LOCAL WATCH INSPECTOR AND CARD ISSUED.
9. Loaner Watches must not be below standard of excellence required by the Rules as to grade and condition NOR USED IN SERVICE UNTIL A LOANER CARD HAS BEEN ISSUED AND WATCH APPROVED BY LOCAL INSPECTOR.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 909

Rook, Pa., June 28th, 1950

GENERAL NOTICES NUMBERED 874 AND 908 ARE SUPERSEDED OR CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Monessen Passing Siding.

- A. Derail has been removed from the west end of Passing Siding. Rule 41, Time Table No. 26, is cancelled.
- B. Main Track Switch at east end of Passing Siding has been moved one hundred fifty (150) feet west of former location and relocated on the south side of main track. Passing Siding now has a capacity of fifty seven (57) cars. Time Table No. 26 amended accordingly.
- C. Side Track of stub end construction, leading off Passing Siding at Mile Post 20.38, clear length five hundred sixty five (565) feet, has been placed in service for the Maintenance of Way Department. Switch of this side track is a facing switch on westward movement.

2. Monessen Wye.

- A. Wye has been constructed on the north side of main track at Monessen Station.
- B. Spring switch has been installed at the tail track switch, normal position of which is for movement through west leg.
- C. Members of crew must ascertain that points of spring switch are properly closed before movement is started through west leg.
- D. Tail track is one hundred sixty (160) feet in length.
- E. Turning movements must be started through east leg and completed via west leg.

3. Speer Dump Track.

Side Track leading off Main Track at Mile Post 24.04, or approximately one-half (1/2) mile west of Speer Water Tank, has been abandoned as an Industrial Track and is designated as Speer Dump Track.

4. Sudan.

Main track switch at east end of Sudan yard has been moved one hundred sixty nine (169) feet east of former location.

5. Baird Storage Track.

That portion of track formerly assigned to Victory Mine has been abandoned as an Industrial Track and Storage Track now extends for entire length of track. Crossover and derail removed.  
Time Table No. 26 amended accordingly.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 910

Rook, Pa., July 6th, 1950



GENERAL NOTICE NO. 889 IS SUPERSEDED OR CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WEST BELT JCT. WYE TRACK: A. That portion of track, from a point 125 feet east of tail track switch to stub end, has been placed in service for: AMERICAN PRE-FABS INC., 82-84 ALLEN AVENUE, PITTSBURGH (10), PA.  
B. Hand operated derail has been installed 125 feet east of tail track switch.  
C. Car stops have been installed 323 feet east of tail track switch.
2. All carload freight arriving at Rook Yard billed to Pittsburgh consigned to Industries located on P&LE, Monogahela Connecting and PC&Y Railroads enumerated in P&WV Tariff I.C.C. 407 effective Jan. 9, 1939 and supplements thereto, must be forwarded on the first train to McKees Rocks Yard, P&LE Railroad.
3. Loaded cars other than coal or ore for P. & L. E. R. R. will be handled on revenue transfer issued by Agents at Rook or West Liberty. Revenue billing will be made at McKees Rocks.  
Loaded cars other than coke for movement via P. & W. V. Ry. will be handled in same manner. Revenue billing will be made at West End or Rook.
4. Engine crews must avoid making black smoke at Rook, West End-Pittsburgh, West Liberty or while operating between these points.
5. Conductors in charge of trains operating between West Liberty and McKees Rocks must report to Train Dispatcher the number of cars, loaded or empty, in their trains leaving these points and West End and the time of arrival and departure of their trains at West Liberty, West End and McKees Rocks.
6. Conductors must leave with Crossing Watchman at Steuben St., West End, a list of all cars in trains moving from or to the P. & L. E. R. R. This list must show time of arrival at Steuben St., which is breaking point for interchange. Between the hours of 4:00 P.M. and 12:00 o'clock Midnight, conductors will receive bills for cars delivered to the P. & W. V. Ry. by the P. & L. E. R. R. from Crossing Watchman at Steuben Street. Expense bills will be forwarded to Rook with cars.
7. Engines must not be stopped on Bridge 2, over Main Street.
8. P. & L. E. R. R. Rules are modified to the extent that P. & W. V. Ry. crews may use ten (10) minute fuses while operating on P. & L. E. R. R. tracks.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 911

Rook, Pa., July 6th, 1950

THIS GENERAL NOTICE NO. 911 IS EFFECTIVE 1:01 P.M., WEDNESDAY, JULY 12th, 1950.

GENERAL NOTICE NO. 903 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 1:01 P.M., WEDNESDAY, JULY 12th, 1950.

At the following locations, hand throw derails have been replaced with pipe connected derails which operate in connection with main track switch:

West End Castle Shannon Extension Storage Track.  
East End Longview Yard.  
East and West End Bruceton Team Track.  
Stilleys Side Track.  
East End Pierce Storage Track.  
West End Sudan Yard.  
Speer Dump Track.  
East End Alto Storage Track.  
East End Frick Side Track.



At the following locations, pipe connected derails have been installed which operate in connection with main track switch:

East End West Liberty Storage Track - East End No. 1 Team Track.  
Dettling Side Track.  
West End Wye Track West Belt Jct.  
East End Oak Storage Track.  
Fair Haven Team Track.  
East End Castle Shannon Storage Track.  
West End Longview Yard.  
West End Pierce Storage Track.  
East End Sudan Yard.  
West End Monessen Wye.  
East End Monessen Wye.  
East End Monessen Yard.  
West End Alto Storage Track.  
Norris Tunnel Spur Track.  
West End Frick Side Track.

At the following locations, Bolt Locks have been installed which operate in connection with main track switch:

Scissors Crossover - West Belt Jct.  
Upper Crossover - West Liberty.  
East End Foleys Side Track.  
Crossover - Bruceton Passing Siding.  
Crossover - Sudan.

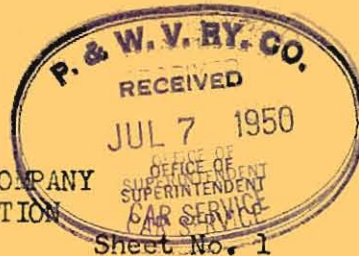
At the following locations, hand operated derails have been installed:

West End No. 1 Yard Track - West Liberty.  
West End No. 2 Yard Track - West Liberty.  
West End No. 3 Yard Track - West Liberty.  
West End Castle Shannon Storage Track.  
West End Storage Track, Mifflin Branch, Longview.  
West End No. 1-A Track, Mifflin Branch, Longview.

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 912

Roost, Pa., July 6th, 1950

THIS GENERAL NOTICE NO. 912 IS EFFECTIVE 1:01 P.M., WEDNESDAY, JULY 12th, 1950.

GENERAL NOTICES NUMBERED 888, 904 AND 906 ARE SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 1:01 P.M., WEDNESDAY, JULY 12th, 1950.

CENTRALIZED TRAFFIC CONTROL IN EFFECT between East End of Double Track West Belt Jct., Mile Post 52.85, and Clearance Point at connection with The Pittsburgh & Lake Erie Railroad at Connellsville. C.T.C. road signs located at this point in accordance with C.T.C. Rule 521.

Centralized Traffic Control in effect on Mifflin and Clairton Branches.

Westward Home Signal located 480 feet east of Connellsville Telegraph Office governs movement of westward trains to Westward Approach Signal 61 east of Chaintown. "Slow-Clear" Aspect, C.T.C. Rule 287 (A), must be displayed on this Home Signal for movement to Approach Signal 61. "Approach" Aspect, C.T.C. Rule 285 (A), displayed on this Home Signal will permit switching moves within Interlocking Limits only. Westward trains receiving "Approach" Aspect, C.T.C. Rule 285 (A), to perform switching must move entire train east of this Home Signal before "Slow-Clear" Aspect, C.T.C. Rule 287 (A), can be displayed.

Eastward Approach Signal located 4,450 feet west of Connellsville Telegraph Office is removed.

All Trains and Track Cars will be governed by Rules and Instructions for the operation of Trains and Track Cars in C.T.C. Territory, issued under date of February 1, 1949.

In C.T.C. Territory, schedules of trains as shown in Time Table No. 26 conveys no Time Table authority.

West Liberty, Longview, Bruceton, Clairton, Sudan and Monessen are discontinued as Train Order Offices and train order signals removed. Rule 9, Time Table No. 26, amended accordingly.

Frick is discontinued as a Passing Siding and is designated as a Side Track.

Track formerly designated as Westward Main Track, between West Liberty Station, Mile Post 51.8, and Scissors Crossover at West Belt Jct., Mile Post 52.6, is discontinued as a Main Track and is designated as West Liberty Storage Track. Trains using West Liberty Storage Track will operate at Yard Speed. West Liberty Storage Track must not be blocked without permission of the Train Dispatcher. Inside switch at west end of West Liberty Storage Track set for West End Branch. Track formerly designated as Eastward Main Track, between West Liberty Station and West Belt Jct., is now designated as Main Track for use of Trains in both directions.



Track formerly designated as Westward Main Track, between second switch east of Longview Station on Mifflin Branch and switch connecting Eastward and Westward tracks at Salida is discontinued as a Main Track and is designated as Longview Storage Track. Track formerly designated as Eastward Main Track between second switch east of Longview Station on Mifflin Branch and switch connecting Eastward and Westward Tracks at Salida, is now designated as Main Track for use of trains in both directions.

Rules 3 and 8, Time Table No. 26, amended accordingly.

Yard Limit Board designating East End Rock-West Liberty Yard moved Westward to West End of Greentree Tunnel.

Yard Limits remain in effect on West End Branch and Yard Limit Boards installed accordingly.

Yard Limits at Longview-Salida, Sudan (on Main Line), Monessen and Connellsville are abolished and Yard Limit Boards removed.

Yard Limits in effect on Donora Branch from west switch of Donora Branch at Sudan to a point 36 feet east of the east switch of Baird Storage Track and Yard Limit Boards installed accordingly.

Yard Limit Board designating west end Mifflin Yard moved westward 1,670 feet to a point 1,795 feet west of west switch of Walker Passing Siding.

Yard Limit Board designating west end Clairton Yard moved eastward 858 feet to a point 975 feet west of west switch of Clairton Wye.

Track formerly designated as Pittsburgh Branch is abolished as a Branch Line and is designated as West Belt Jct. Wye Track. Yard Limits abolished on West Belt Jct. Wye Track.

Rule 7, Time Table No. 26, amended accordingly.

Automatic Block System is in service between East End Rock Yard and East End Double Track West Belt Jct., Mile Post 52.85.

Automatic Block System, between Longview Station and Mile Post 46.10, west of Longview, is abolished.

Automatic Block Signal No. 525, formerly located just east of Scissors Crossover, West Belt Jct., is removed. Automatic Block Signal No. 527, formerly located at the West End of Bridge 52.8, West Belt Jct., moved westward 380 feet and renumbered 529.

Rule 6, Time Table No. 26, is cancelled.

Trains, Engines and Track Cars operating on Double Track between East End Rock Yard and East End Double Track, West Belt Jct., Mile Post 52.85, will be governed by Automatic Signal indications.

A Train or Engine entering a Block between signals in Centralized Traffic Control Territory must approach next signal prepared to stop.

A Train or Engine entering a Block between signals in Automatic Block System Territory must be protected as required by the Rules and must proceed at restricted speed to the next signal in advance.

Horning, Bruceton, Froman, Maple, Monessen and Banning Passing Sidings are signalled for trains to take siding at the west end only.

Spring switch, formerly located at the west end of Scissors Crossover, West Belt Jct., Mile Post 52.6, changed to hand operated switch. Rules 80, 82 and 83, Time Table No. 26, are cancelled.



Trains or Engines must not leave Mifflin or Clairton to enter C.T.C. Territory without first securing permission from the Train Dispatcher to insure prompt movement through Centralized Traffic Control Territory.

When a Train or Engine is delayed after reporting ready, Train Dispatcher must be notified promptly as to the cause and probable duration of delay.

Train movements from The Pittsburgh & West Virginia Railway to the Montour Railroad at Salida may be made when a "Restricting" Aspect, C.T.C. Rule 290(C), is displayed on Home Signal located 40 feet east of switch connecting The Pittsburgh & West Virginia Railway and the Montour Railroad at Salida. This indication will only be displayed after switch at Salida has been reversed for movement to Montour Railroad.

Trains or Engines moving to the Montour Railroad at Salida must report "CLEAR" to the Train Dispatcher after main track switch at Salida is restored to normal position and locked.

Train movements from the Montour Railroad to The Pittsburgh & West Virginia Railway at Salida may be made when a "Slow-Clear" Aspect, C.T.C. Rule 287 (B), is displayed on dwarf signal located at clearance point on the Montour Railroad at Salida. This indication will only be displayed after switch at Salida has been reversed for movement from the Montour Railroad after securing permission from the Train Dispatcher.

Switches on the Mifflin and Clairton Branches are not equipped with Electric Switch Locks.

"Restricting" Aspect, C.T.C. Rule 290, displayed by Westward Home or Dwarf Signal at west end Monessen Passing Siding and Eastward Approach Signal 228 located 1,200 feet east of Monongahela River Bridge, will indicate that track may be obstructed in Black Rock Cut.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 913

Rook, Pa., July 20th, 1950

THIS GENERAL NOTICE NO. 913 IS EFFECTIVE 1:01 P.M., FRIDAY, JULY 21st, 1950.

Trains, Engines and Track Cars operating on double track with the current of traffic between East End Rook Yard and East End Double Track West Belt Jct., Mile Post 52.85, will be governed by Rules and Instructions for the Operation of Trains and Track Cars in C. T. C. Territory issued under date of February 1, 1949.

Westward Automatic Block Signal 529 located 20 feet east of east end Double Track West Belt Jct., Mile Post 52.85, changed to a Home Signal under control of Train Dispatcher.

Westward Automatic Block Signal 543 located 350 feet east of east end Greentree Tunnel, is removed.

New Westward Block Signal installed 1,300 feet east of east end Greentree Tunnel and will display following Aspects: "Clear", Rule 281 (B), "Approach", Rule 285 (B), "Stop", Rule 292 (B).

Westward Automatic Block Signal 535 and Eastward Automatic Block Signal 536 located 1,050 feet west of Bridge 53.3 over Banksville Road, are removed.

Eastward Automatic Block Signal 554 located 700 feet west of west end Greentree Tunnel changed to a Home Signal under control of Train Dispatcher.

Paragraphs (B) and (D), Rule 78, Time Table No. 26, are cancelled. All other Rules and Instructions for the Operation of Trains, Engines and Track Cars in Automatic Block System Territory, remain in effect.

Crossovers located 703 feet east of east end Greentree Tunnel are out of service and switches spiked for main track movement.

Switch leading to the Spur Track located 1,172 feet east of east end Greentree Tunnel is not equipped with Electric Switch Lock.

W. E. ROBINHOLT

Superintendent of Transportation







THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 914

Rook, Pa., July 20th, 1950

Effective immediately, Rules 2 and 3 in Book of Rules of the Operating Department effective July 1, 1920 and Paragraph (C), Rule 95, Time Table No. 26, are cancelled.

Each Conductor, Engineman, Trainman, Fireman, Track Car Operator and other employees as may be designated, must carry, while on duty, a reliable watch.

Conductors, Enginemen, Track Car Operators and other designated employees before starting on each daily run or trip, must compare their watch with a clock designated by Time Table as a Standard Clock, and adjust them to show correct time.

Conductors, Enginemen, Trainmen, Firemen, Track Car Operators and other designated employees not having access to a Standard Clock must compare their watches daily with those of Conductors or Enginemen who have standard time or secure correct time from the Train Dispatcher and adjust them to show correct time.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 915

Rook, Pa., July 26th, 1950

GENERAL NOTICE NO. 902 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. FRICK. A. REDUCE SPEED TO EIGHT (8) MILES PER HOUR OVER SWITCH AT WEST END OF FRICK SIDE TRACK ACCOUNT SINK IN TRACK.  
B. Crossover between Main Track and Side Track has been removed.  
C. Storage Track is blocked with cars.
2. BRIDGE 2 SIDING, WEST END BRANCH.  
A. BRIDGE 2 SIDING, BETWEEN OVERHEAD FOOT BRIDGE AT DIEBOLD SIDE TRACK AND EAST END OF BRIDGE OVER MAIN STREET, IS OUT OF SERVICE ACCOUNT BEING USED BY DIESEL SHOVEL OF THE HARRISON CONSTRUCTION COMPANY.  
B. Hand operated derail installed one hundred twenty four (124) feet east of west switch.
3. RAIL AND TRACK MATERIAL HAS BEEN DISTRIBUTED ON BOTH SIDES OF TRACK BETWEEN WEST END OAK STORAGE TRACK AND WEST SWITCH CASTLE SHANNON EXTENSION STORAGE TRACK. ALL CONCERNED WILL LOOK OUT FOR SAME IN ORDER TO PREVENT POSSIBILITY OF PERSONAL INJURY.
4. Speed restrictions at the following points have been removed:  
Bruno Floro Fill - Mile Post 14.30 to Mile Post 14.33  
First Fill West of Valley Inn - Mile Post 32.37 to Mile Post 32.38  
Paragraph 2, General Order No. 106, amended accordingly.
5. To eliminate possibility of personal injury, an additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05; first bridge east of Maple Passing Siding. This barrier locates seventeen (17) feet east of original barrier.
6. MAPLE PASSING SIDING. Passing Siding has been extended to the west switch of former Crescent No. 2 Mine Side Track and Passing Siding now has a capacity of eighty-one (81) cars. Former mine side track abandoned as an industrial track. Crossover and derail removed. Time Table No. 26 amended accordingly.
7. OAK STORAGE TRACK. A. West Switch of Storage Track has been removed.  
B. That part of Storage Track, from road crossing to west end of track, is out of service.  
C. Mt. Oliver Coal & Coke Co. and Marshall Smith Co. Side Tracks, are out of service.  
D. That part of Storage Track, from clearance point at east end to a point six hundred thirty three (633) feet west thereof, has been placed in service for: Pitt Lumber & Supply Co., 2021 Jacob St., Pittsburgh 26, Pa. Track capacity: Ten (10) cars.  
E. Hand operated derail installed eight hundred sixty (860) feet west of east switch.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 916

Rook, Pa., July 26th, 1950

GENERAL NOTICE NO. 901 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. RAIL AND TRACK MATERIAL HAS BEEN DISTRIBUTED ON BOTH SIDES OF TRACK FROM A POINT FOUR HUNDRED FIFTY (450) FEET WEST TO A POINT FOUR HUNDRED FIFTY (450) FEET EAST OF THE EAST SWITCH OF WEST MIDDLETOWN STORAGE TRACK. ALL CONCERNED WILL LOOK OUT FOR SAME IN ORDER TO PREVENT POSSIBILITY OF PERSONAL INJURY.
2. WALKWAY HAS BEEN REMOVED FROM BRIDGE 94.40. THIS IS THE FIRST BRIDGE EAST OF NEW ALEXANDRIA TUNNEL. ALL CONCERNED WILL LOOK OUT FOR SAME IN ORDER TO PREVENT POSSIBILITY OF PERSONAL INJURY.
3. MINGO, OHIO.
  - A. Speed restriction on Bridge 90.73, over Ohio River, is removed. Paragraph 2 General Order No. 106, amended accordingly.
  - B. Ohio Valley Steel Sales Company: Side Track, leading off Connection Track with The Wheeling & Lake Erie Railway and Wheeling Steel Corporation, in service for: Ohio Valley Steel Sales Company. Track layout consists of two (2) tracks designated as follows:

<u>Track No.</u>	<u>Clear Length</u>	<u>Capacity</u>
1	375 feet	8 cars
2	288 feet	6 cars

Switch of this side track is located one hundred ninety-four (194) feet east of The Pittsburgh & West Virginia Railway main track switch. Deraill installed on lead at west end of side track.
4. PITTSBURGH JUNCTION, OHIO. Standard clock has been removed from the Telegraph Office at Pittsburgh Junction, Ohio, Rule 90, Time Table No. 26, amended accordingly.
5. CHANDLER, OHIO.
  - A. Team Track has been extended eastward a distance of two hundred one (201) feet.
  - B. Two (2) coal loading conveyors have been installed on the north side of team track. The westward conveyor is designated as: Chandler Mine, operated by H M T Co., Bloomingdale, O. The eastward conveyor is designated as: Strauss Mine, operated by Strauss Coal Co., R. D. #1, Dillonvale, Ohio. Conveyors, when not in use, will clear all equipment.
6. BRIDGEVILLE, PA. Side Track, leading off main track at Mile Post 60.09, approximately one-half (1/2) mile east of Bridgeville Station, placed in service for Anderson Equipment Company. Clear length: two hundred fifteen (215) feet. Capacity: four (4) cars. Car stops installed on stub or east end. Deraill installed on west end.

W. E. ROBINHOLT

Superintendent of Transportation



9. Procedure to be followed in event of derailment of Diesel Engines:
- A. If derailment occurs within Rook Yard Limits, there must be no attempt made to reraill Diesel engines under their own power.
  - B. If derailment occurs outside of Rook Yard Limits, the traction motor or motors controlling the derailed portion of Diesel engines must be cut out and the traction motor or motors of the non-derailed portion used to reraill the engine. If all trucks of the engine are derailed, no attempt must be made to reraill engine under it's own power.  
Extreme care must be used in rerailling Diesel engines to insure that all parts of traction motors will clear all obstructions.
10. To eliminate possibility of being set afire, Diesel engines must not be operated over the Ash Pit on the Inbound Dock Track, Rook Yard. When going to or from the Dock at the east end of Rook Yard, Diesel engines must use the Outbound Dock Track.
11. PENOWA STORAGE TRACK.  
On account of close clearance, Engines in 1050, 1100 or W&LE 6000 series must not be operated through State Line Tunnel on Penowa Storage Track. Engines in all other series must be operated very carefully looking out for close clearance when using this track.

W. E. ROBINHOLT

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
 OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
 GENERAL NOTICE NO. 917

Rook, Pa., July 26th, 1950

GENERAL NOTICE NO. 900 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. TONNAGE RATING FOR LOCOMOTIVES ENUMERATED BELOW BETWEEN POINTS NAMED IS AS FOLLOWS:

	<u>Engines</u> 1000	<u>Engine</u> 1010	<u>Engines</u> 1050-1051	<u>Engines</u> 1100-1101	<u>Diesel Engines</u> 50-51-52-53	
			1052-1053	1102-1103	Single Unit	Multiple Unit
				1104-1105		
				1106		
A. <u>WESTWARD</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>
West Belt Jct. to Rook	1450	1650	1680	2500	1600	3200
Rook to Hickory	2400	2600	2700	4415	2400	4800
Mingo to Pittsburgh Jct.	2400	2600	2700	----	2400	4800
Connellsville to Pierce	1840	1980	2100	3265	2000	4000
Clairton to Longview	1450	1580	1650	2715	1600	3200
<u>EASTWARD</u>						
Pittsburgh Jct. to Wayco	2525	2825	2900	----	2660	5320
Mingo to Hickory	2400	2600	2700	4415	2400	4800
West Belt Jct. to Longview	1450	1580	1650	2715	1600	3200
Pierce to Alto	1840	1980	2100	3265	2000	4000
Alto to Connellsville	2765	3500	3700	4920	3000	6000
West End to West Belt Jct.	1450	1580	----	----	1600	----

2. Engine Restrictions:

Between Connellsville and Rook

Engines in all series may be coupled together EXCEPT that Diesel engines in multiple unit and engines in 1050 or 1100 series must be separated by at least five (5) cars when used with another engine over Bridge No. 43.28 which is located eight (8) feet west of west switch of Bruceton Passing Siding. When not a sufficient number of cars in train to permit locomotives to be separated by five (5) cars they must be uncoupled and operated singly over this bridge.

Between Rook and east end of Bridge No. 94.10, which is first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Engines in all series may be coupled together.

Between east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel), and Pittsburgh Jct.

Diesel engines in multiple unit and engines in 1000, 1010, 1050 or W&LE 6000 series must be separated by at least five (5) cars when used with another engine. Engines in 900 series may be coupled together. Engines in 1100 series must not be operated west of the east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Donora Branch

Engines in 1100 series must not be operated on Donora Branch east of the first road crossing east of Sudan Station. Engines in all other series may be coupled together.

Clairton Branch

Engines in all series may be coupled together.



West End Branch

Diesel engines in multiple unit and engines in 1050 or 1100 series must not be operated on West End Branch. Diesel engines in single unit and engines in 1000 or 1010 series must be separated by at least five (5) cars when used with another engine. Engines in 900 series may be coupled together.

Bell Branch

Diesel engines in multiple unit and engines in 1000, 1010, 1050, 1100 or W&LE 6000 series must not be operated on Bell Branch.

Rule 29, Time Table No. 26, and Tonnage Rating for locomotives as shown in Time Table No. 26, amended to conform with above.

3. Engines in 1050 or 1100 series must not be operated on the following Commercial, Mine, Side and Yard Tracks:

Chaintown:	Spur Track.
Monessen:	Bridge 6 Track.
Stilleys Side Track.	
Bruceton:	No. 2 Side Track beyond engine limit boards.
Horning:	No. 3 Storage Track beyond engine limit boards.
Longview:	No. 5 Yard Track beyond engine limit board.
Castle Shannon:	Castle Shannon Supply Co. Side Track beyond retaining wall 15 feet west of west end of building.
	General Cement Products Co. Side Track.
Oak:	Storage Track west of road crossing.
West Liberty:	Dump Track.
West Belt Jct:	Crusher Track.
	Wye Track.
Rook:	No. 1, 2, 3, 4, 5, 6 and 7 Shop Tracks. No. 11 and 12 Yard Tracks, and must not be operated on or over the Scales.
O'Hommel Co. Side Track.	
Bridgeville:	General Electric Co. Side Track.
	Flannery Bolt Co. Side Track.
	American Vanadium Co. Side Track.
	American Cyanimid Co. Side Track.
Jefferson Mine.	
Valley Mine.	

CLAIRTON BRANCH

Large:	Alice No. 2 Mine west of tipple. Hiram Swank Sons Side Track.
Clairton:	Team Track.

MIFFLIN BRANCH

Option:	Side Track beyond engine limit board.
Williams:	Side Track beyond engine limit board.

Engines in 1100 series can be operated on Connection Track with Wheeling & Lake Erie Railway and Wheeling Steel Corporation at Mingo, Ohio, looking out for close clearance, account tie crib wall, from Ohio Valley Steel Sales Co. Side Track to Bridge No. 91.26, second bridge east of Connection Track Switch.

In case of emergency, engines in 1100 series may be operated to Wheeling & Lake Erie Railway Yard Office, Mingo Yard, but must not exceed a speed of twenty (20) miles per hour over Wheeling & Lake Erie Railway Bridge No. 9.81 over Indian Cross Creek.



## 3. (continued)

Engines in 1100 series must not be used west of the east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Engines in 1100 series can take water at Bridgeville.

Engines in 1100 series cannot take water at Acheson.

Before ascending or descending the grade leading to the Interchange Tracks at the Pennsylvania R. R. Transfer, Bridgeville, Interchange Track with the Montour R.R. at George or Connection Track with Wheeling & Lake Erie Railway and Wheeling Steel Corporation at Mingo, engines in 1100 series must have at least two (2) gauges or one-half (1/2) glass of water in the boiler and because of the hazard of water dropping below a safe level in the boiler, engines in this series must not be left standing on the grade for any length of time.

Engines in 1100 series must have at least two (2) gauges or one-half (1/2) glass of water in the boiler when heading up the wye at Monessen and at least one (1) gauge when backing up the wye.

Rule 28, Time Table No. 26, is modified to conform with above.

4. Engines in all series except the 1100 series may be doubleheaded over the Wheeling & Lake Erie Railway between Connection Track Switch at Mingo Yard and Pine Valley.

Paragraph D, Rule 52, Time Table No. 26, is cancelled.

5. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air. In order to maintain a brake pipe pressure of ninety (90) pounds, locomotive air pump governors have been adjusted to maintain a minimum of one hundred ten (110) pounds main reservoir pressure. The locking device on locomotive feed valves has been adjusted for a minimum train line pressure of seventy (70) pounds and a maximum train line pressure of ninety (90) pounds so that engineers may adjust feed valves to meet requirements of the service.
6. Engines handling ore between Clairton and Monessen must be headed west leaving Clairton.
7. Steel Pilots have been installed on Diesel engines in 50 series and steam engines in 1100 series. These Pilots extend outward beyond the face of the coupler and engines so equipped cannot be coupled to the front end of another engine having a Pilot. This will not prevent the coupling of the front end of an engine equipped with a Steel Pilot to the rear end of any engine or to the front end of an engine equipped with foot boards.
8. When more than one engine is used to handle trains consisting entirely of oil or gasoline, the second engine must be placed on the rear of train, unless there are no restrictions on placing the engines coupled together. Rule 32, Time Table No. 26, will govern the handling of assisting engine.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 918

Rook, Pa. July 31st, 1950.

THIS GENERAL NOTICE NO. 918 IS EFFECTIVE 7:01 A.M., WEDNESDAY, AUGUST 2ND, 1950.

Look out for Painters working on Bridge No. 15.48 between 7:01 A.M. and 4:01 P.M. daily except Saturdays and Sundays. This is the second bridge east of Banning Passing Siding.

Look out for rail and track material on both sides of track between Mile Post 14, at the east end of Youghiogheny River Bridge, and Mile Post 13.25

Look out for rail and track material on both sides of track, Mile Post 8.30, 1600 feet west of Bridge 8.51, first bridge west of Chaintown, and Mile Post 9.10.

Look out for rail and track material on both sides of track between west switch Wayco Side Track and east switch Hopedale Scale Track.

Look out for rail and track material on both sides of track between Mile Post 92.10, west end of Mingo Tunnel and Mile Post 92.35 east end of Adams Tunnel.

W. E. ROBINHOLT,

Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 919



Rook, Pa. August 3rd, 1950.

GENERAL NOTICE NO. 918 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Circuits controlling the operation of Highway Flashing Lights and Bell on the Passing Siding at the Highway Crossing, Avella, Pa., have been extended to 186 feet west and 214 feet east from the center of the crossing. Insulated track joints at the ends of circuits have been painted in order to be readily identified. Trains occupying Passing Siding in the vicinity of the Road Crossing for any length of time must cut the crossing and clear track circuit in order to avoid unnecessary operation of Highway Signals.
2. Look out for rail and track material on both sides of track from a point four hundred fifty (450) feet west to a point four hundred fifty (450) feet east of the east switch of West Middletown Storage Track.

Look out for rail and track material on both sides of track between Mile Post 92.10, west end of Mingo Tunnel and Mile Post 92.35, east end of Adams Tunnel.

Walkway has been removed from Bridge 94.40, first bridge east of New Alexandria Tunnel.

Walkway has been removed from Bridge 100.21, fourth bridge west of Smithfield Station.

Look out for rail and track material on both sides of track between west switch Wayco Side Track and east switch Hopedale Scale Track.

3. Speed Restrictions at the following point has been removed:

Bridge 90.7, over Ohio River, Mingo, Ohio  
Paragraph 2, General Order No. 106, amended accordingly.

W. E. ROBINHOLT,

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 920



Rook, Pa., August 3rd, 1950

1. Reduce speed to eight (8) miles per hour over switch at west end of Frick Side Track account sink in track.

Look out for Painters working on Bridge 15.48 between 7:01 A.M. and 4:01 P.M., daily except Saturdays and Sundays. This is the second bridge east of Banning Passing Siding.

Look out for rail and track material on both sides of track between Mile Post 14.00 at the east end of Youghiogheny River Bridge, and Mile Post 13.25

Look out for rail and track material on both sides of track, Mile Post 8.30, 1600 feet west of Bridge 8.51, first bridge west of Chaintown, and Mile Post 9.10

An additional barrier has been installed on the walkway of Maple Creek Bridge 27.05, first bridge east of Maple Passing Siding. This barrier is seventeen (17) feet east of original barrier.

Look out for rail and track material between No. 1 and No. 2 Tracks, Bruceton.

Look out for rail and track material on both sides of track between west end Oak Storage Track and west switch Castle Shannon Extension Storage Track.

WEST END BRANCH

Bridge 2 Siding, between Overhead foot bridge at Diebold Side Track and east end of bridge over Main Street, is out of service account being used by Diesel Shovel of the Harrison Construction Company.

2. Speed restrictions at the following points have been removed:

Bruno Floro Fill - Mile Post 14.30 to Mile Post 14.33  
First Fill west of Valley Inn - Mile Post 32.37 to Mile Post 32.38

Paragraph 2, General Order No. 106, amended accordingly.

W. E. Robinholt,

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 921



Rook, Pa., August 30th, 1950

GENERAL NOTICES NUMBERED 840 AND 869 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SPEER MINE NO. 3.

- A. That portion of Pea Vine, from a point eleven hundred ninety-three (1193) feet above main track switch to the extreme end of track, has been placed in service for: SPEER MINE NO. 3, operated by CLYDE E. SPEER COAL COMPANY, 2902 KOPPERS BUILDING, PITTSBURGH 19, PA.
- B. Coal loading ramp installed on the north side of track, nineteen hundred ninety-three (1993) feet above main track switch. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- C. Track capacity: 17 cars above ramp. 18 cars below ramp.
- D. Billing is handled by Agent at Avella.
- E. For wheel report purposes, mine is designated as Station 0825. ✓ ✓
- F. Bill box installed at coal loading ramp.
- G. Car stops installed on extreme end of track.

2. HELEN MINE.

- A. Side track, leading off main track at Mile Post 88.37, approximately one-half (1/2) mile east of east switch Rockdale Side Track, has been placed in service for: Helen Mine, operated by Kumer Coal Company, R.D. 1, Allison Park, Pa.
- B. Coal loading ramp installed on the south side of track five hundred forty-seven (547) feet east of switch. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- C. Track capacity: 5 cars east of ramp. 8 cars west of ramp.
- D. Billing is handled by Agent at Avella.
- E. Bill box installed on post at clearance point.
- F. Car stops installed on extreme end of track.

3. P. & S. W. MINE.

- A. P. & S. W. Mine Side Track has been extended eastward and placed in service for: P. & S. W. Mine, operated by Otis M. Johnston, P.O. Box 121, Avella, Pa.
- B. Tipple has been installed six hundred twenty-seven (627) feet east of clearance point and does not provide sufficient clearance for a man on top or side of car.
- C. Track capacity: 14 cars east of tipple. 14 cars west of tipple.
- D. Billing is handled by Agent at Avella.
- E. Bill box installed on post at clearance point.
- F. Car stops installed on extreme end of track.

4. COAL WASHING PLANT, AVELLA, PA.

Car Shaker has been installed at the unloading bin. Shaker will not clear man on top or side of car and must be raised to clear cars.

5. SPANGLER MINE.

- A. That portion of Woodrow Side Track, from east switch to crossover at Mile Post 76.36, has been placed in service for: Spangler Mine, operated by Woodrow Coal Company, P.O. Box 334, Imperial, Pa.
- B. Coal loading ramp installed on the south side of track four hundred forty-nine (449) feet west of east switch. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- C. Hand operated derail installed two hundred (200) feet east of inside crossover switch.
- D. Track capacity: 6 cars east of ramp. 6 cars west of ramp.
- E. Billing is handled by Agent at Hickory.
- F. Bill box installed at coal loading ramp.

6. Speed restrictions are removed over: Cowden Fill. Rule 10, Time Table No. 26, amended accordingly.

W. E. ROBINHOLT  
Superintendent of Transportation





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 922

Rook, Pa., September 1st, 1950

GENERAL NOTICE NO. 896 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. LARGE. A. FORMER TEAM TRACK HAS BEEN REMOVED. THAT PORTION OF ALICE NO. 2 MINE SIDE TRACK, FROM HIGHWAY CROSSING ROUTE 51 TO A POINT FIVE (5) CAR LENGTHS WEST THEREOF, IS NOW DESIGNATED AS LARGE TEAM TRACK.  
B. Former Pgh. Terminal No. 7 Mine Side Track has been placed in service for: Alice No. 2 Mine operated by Solar Fuel Company, 600 Locust Street, McKeesport, Pa. SWITCH OF THIS SIDE TRACK HAS BEEN MOVED ONE HUNDRED SEVENTY SIX (176) FEET WEST OF FORMER LOCATION. Tipple does not provide sufficient clearance for an engine nor for a man on top or side of car.  
C. Side Track, thirteen hundred thirty five (1335) feet in length, leading off main track nine hundred sixty six (966) feet east of east switch of Large Storage Track, has been placed in service for: Dick Construction Company. Hand operated derail installed on east end of this track. Car stops installed on west end of this track. COAL LOADING RAMP, FORMERLY DESIGNATED AS MICHAEL MINE, IS OUT OF SERVICE.
2. ALICE NO. 1 MINE. Mine is now operated by Glass Run Coal Company, R. E. Travis, 108 Old Clairton Road, Pittsburgh 27, Pa. Chute at coal loading ramp will not clear man on top or side of car and must be raised to clear engines.
3. CASTLE SHANNON. A. Track formerly designated as Eastward Passing Siding has been abandoned as a Passing Siding and is designated as Castle Shannon Storage Track. Hand operated derail installed on west end of this track.  
B. Track formerly designated as Westward Passing Siding is now designated as Passing Siding for trains in both directions. Capacity: Eighty eight (88) cars, engine and caboose. Time Table No. 26 amended accordingly.
4. All concerned will look out for close clearances between West Belt Jct. and switch to Seven Baker Bros. Side Track.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 923

Rock, Pa., September 21st, 1950

GENERAL NOTICE NO. 920 AND GENERAL ORDER NO. 106 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Speed Restrictions:

Reduce speed to eight (8) miles per hour over switch at west end of Frick Side Track account sink in track.

Reduce speed to eight (8) miles per hour over first big fill west of Temple Tunnel, Mile Post 28.28 to Mile Post 28.35.

Reduce speed to fifteen (15) miles per hour over first fill west of Mingo Creek Bridge, Mile Post 34.09 to Mile Post 34.24.

2. On account of close track centers, engines in the 1100 series cannot pass on opposite tracks from the east switch at Walker to the west switch of No. 5 track at the west end of Mifflin Yard.

3. Look out for rail and track material on both sides of track between Mile Post 14.00 at the east end of Youghioghney River Bridge, and Mile Post 13.25.

Look out for rail and track material on both sides of track, Mile Post 8.30, 1,600 feet west of Bridge 8.51, first bridge west of Chaintown, and Mile Post 9.10.

An additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05, first bridge east of Maple Passing Siding. This barrier is seventeen (17) feet east of original barrier.

Look out for rail and track material between No. 1 and No. 2 tracks, Bruceton.

Look out for rail and track material on both sides of track between west end Oak Storage Track and west switch Castle Shannon Extension Storage Track.



W. E. ROBINHOLT

Superintendent of Transportation

I hereby acknowledge receipt of General Notice No. 923

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 924

Rook, Pa., September 21st, 1950

GENERAL NOTICE NO. 919 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Speed Restrictions:

Approach west end of Adams Tunnel expecting to find rocks on track.

2. Walkway has been removed from Bridge No. 94.40, first bridge east of New Alexandria Tunnel.

Walkway has been removed from Bridge No. 100.21, fourth bridge west of Smithfield Station.

Look out for rail and track material on both sides of track between west switch Wayco Side Track and east switch Hopedale Scale Track.

3. Circuits controlling the operation of Highway Flashing Lights and Bell on the Passing Siding at the Highway Crossing, Avella, Pa., have been extended to 186 feet west and 214 feet east from the center of the crossing. Insulated track joints at the ends of circuits have been painted in order to be readily identified. Trains occupying Passing Siding in the vicinity of the Road Crossing for any length of time must cut the crossing and clear track circuit in order to avoid unnecessary operation of Highway Signals.



W. E. ROBINHOLT

Superintendent of Transportation

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I hereby acknowledge receipt of General Notice No. 924

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 925

Rook, Pa., September 22nd, 1950

GENERAL NOTICE NO. 916 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PITTSBURGH JUNCTION, OHIO. Standard clock has been removed from the Telegraph Office at Pittsburgh Junction, Ohio. Rule 90, Time Table No. 26, amended accordingly.
2. CHANDLER, OHIO.
  - A. Team Track has been extended eastward a distance of two hundred one (201) feet.
  - B. Two (2) coal loading conveyors have been installed on the north side of team track. The westward conveyor is designated as: Chandler Mine, operated by H M T Co., Bloomingdale, Ohio. The eastward conveyor is designated as: Strauss Mine, operated by Strauss Coal Co., R. D. #1, Dillonvale, Ohio. Conveyors, when not in use, will clear all equipment.
3. MINGO, OHIO.

Ohio Valley Steel Sales Company: Side Track, leading off Connection Track with The Wheeling & Lake Erie Railway and Wheeling Steel Corporation, in service for: Ohio Valley Steel Sales Company. Track layout consists of two (2) tracks designated as follows:

<u>Track No.</u>	<u>Clear Length</u>	<u>Capacity</u>
1	375 feet	8 cars
2	288 feet	6 cars

Switch of this side track is located one hundred ninety four (194) feet east of The Pittsburgh & West Virginia Railway main track switch. Derail installed on lead at west end of side track.

4. BRIDGEVILLE, PA.

Side Track, leading off main track at Mile Post 60.09, approximately one-half (1/2) mile east of Bridgeville Station, placed in service for: Anderson Equipment Company. Clear length: two hundred fifteen (215) feet. Capacity: four (4) cars. Car stops installed on stub or east end. Derail installed on west end.



I hereby acknowledge receipt of General Notice No. 925

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 926

Rook, Pa., September 22nd, 1950

GENERAL NOTICE NO. 915 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. FRICK.

- A. Crossover between Main Track and Side Track has been removed.
- B. Side Track is blocked with cars.

2. MAPLE PASSING SIDING.

Passing Siding now has a capacity of eighty one (81) cars. Time Table No. 26 amended accordingly.

3. OAK STORAGE TRACK.

- A. West switch of Storage Track has been removed.
- B. That part of Storage Track, from road crossing to west end of track, is out of service.
- C. Mt. Oliver Coal & Coke Co. and Marshall Smith Co. Side Tracks, are out of service.
- D. That part of Storage Track, from clearance point at east end to a point six hundred thirty three (633) feet west thereof, has been placed in service for: Pitt Lumber & Supply Co., 2021 Jacob Street, Pittsburgh 26, Pa. Track capacity: Ten (10) cars.
- E. Hand operated derail installed eight hundred sixty (860) feet west of east switch.

4. BRIDGE 2 SIDING, WEST END BRANCH.

Hand operated derail installed one hundred twenty four (124) feet east of west switch.

W. E. ROBINHOLT

Superintendent of Transportation



I hereby acknowledge receipt of General Notice No. 926

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 927

Rook, Pa., October 6th, 1950

GENERAL NOTICES NUMBERED 846 AND 917 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. TONNAGE RATING FOR LOCOMOTIVES ENUMERATED BELOW BETWEEN POINTS NAMED IS AS FOLLOWS:

	<u>Engines</u> 1000 1001	<u>Engine</u> 1010	<u>Engines</u> 1050-1051 1052-1053	<u>Engines</u> 1100-1101 1102-1103 1104-1105 1106	<u>Diesel Engines</u> 50-51-52-53 Single Unit Multiple Unit	
<b>A. WESTWARD</b>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>
West Belt Jct. to Rook	1450	1650	1680	2500	1600	3200
Rook to Hickory	2400	2600	2700	4415	2400	4800
Mingo to Pittsburgh Jct.	2400	2600	2700	----	2400	4800
Connellsville to Pierce	1840	1980	2100	3265	2000	4000
Clairton to Longview	1450	1580	1650	2715	1600	3200
<b>EASTWARD</b>						
Pittsburgh Jct. to Wayco	2525	2825	2900	----	2660	5320
Mingo to Hickory	2400	2600	2700	4415	2400	4800
West Belt Jct. to Longview	1450	1580	1650	2715	1600	3200
Pierce to Alto	1840	1980	2100	3265	2000	4000
Alto to Connellsville	2765	3500	3700	4920	3000	6000
West End to West Belt Jct.	1450	1580	----	----	1600	----

2. Engine Restrictions:

Between Connellsville and Rook

Engines in all series may be coupled together.

Between Rook and east end of Bridge No. 94.10, which is first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Engines in all series may be coupled together.

Between east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel), and Pittsburgh Jct.

Diesel engines in multiple unit and engines in 1000, 1010, 1050 or W&LE 6000 series must be separated by at least five (5) cars when used with another engine. Engines in 900 series may be coupled together. Engines in 1100 series must not be operated west of the east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Donora Branch

Engines in 1100 series must not be operated on Donora Branch east of the first road crossing east of Sudan Station. Engines in all other series may be coupled together.

Clairton Branch

Engines in all series may be coupled together.

West End Branch

Diesel engines in multiple unit and engines in 1050 or 1100 series must not be operated on West End Branch. Diesel engines in single unit and engines in 1000 or 1010 series must be separated by at least five (5) cars when used with another engine. Engines in 900 series may be coupled together.





Bell Branch

Diesel engines in multiple unit and engines in 1000, 1010, 1050, 1100 or W&LE 6000 series must not be operated on Bell Branch.

Rule 29, Time Table No. 26, and Tonnage Rating for locomotives as shown in Time Table No. 26, amended to conform with above.

3. Engines in 1050 or 1100 series must not be operated on the following Commercial, Mine, Side and Yard Tracks:

Chaintown:	Spur Track.
Monessen:	Bridge 6 Track.
Stilleys	Side Track.
Horning:	No. 3 Storage Track beyond engine limit boards.
Longview:	No. 5 Yard Track beyond engine limit board.
Castle Shannon:	Castle Shannon Supply Co. Side Track beyond retaining wall 15 feet west of west end of building.
	General Cement Products Co. Side Track.
Oak:	Storage Track west of road crossing.
West Liberty:	Dump Track.
West Belt Jct:	Crusher Track.
	Wye Track.
Rook:	No. 1, 2, 3, 4, 5, 6 and 7 Shop Tracks. No. 11 and 12 Yard Tracks, and must not be operated on or over the Scales.
O'Hommel Co.	Side Track.
Bridgeville:	General Electric Co. Side Track.
	Flannery Bolt Co. Side Track.
	American Vanadium Co. Side Track.
	American Cyanimid Co. Side Track.
Jefferson Mine.	
Valley Mine.	

CLAIRTON BRANCH

Large:	Alice No. 2 Mine west of tipple. Hiram Swank Sons Side Track.
Clairton:	Team Track.

MIFFLIN BRANCH

Option:	Side Track beyond engine limit board.
Williams:	Side Track beyond engine limit board.

Engines in 1100 series can be operated on Connection Track with Wheeling & Lake Erie Railway and Wheeling Steel Corporation at Mingo, Ohio, looking out for close clearance, account tie crib wall, from Ohio Valley Steel Sales Co. Side Track to Bridge No. 91.26, second bridge east of Connection Track Switch.

In case of emergency, engines in 1100 series may be operated to Wheeling & Lake Erie Railway Yard Office, Mingo Yard, but must not exceed a speed of twenty (20) miles per hour over Wheeling & Lake Erie Railway Bridge No. 9.81 over Indian Cross Creek.

Engines in 1100 series must not be used west of the east end of Bridge No. 94.10, first steel bridge west of Mingo Station, (first bridge west of Adams Tunnel).

Engines in 1100 series can take water at Bridgeville.

Engines in 1100 series cannot take water at Acheson.



## 3. (continued)

Before ascending or descending the grade leading to the Interchange Tracks at the Pennsylvania R. R. Transfer, Bridgeville, Interchange Track with the Montour R.R. at George or Connection Track with Wheeling & Lake Erie Railway and Wheeling Steel Corporation at Mingo, engines in 1100 series must have at least two (2) gauges or one-half (1/2) glass of water in the boiler and because of the hazard of water dropping below a safe level in the boiler, engines in this series must not be left standing on the grade for any length of time.

Engines in 1100 series must have at least two (2) gauges or one-half (1/2) glass of water in the boiler when heading up the wye at Monessen and at least one (1) gauge when backing up the wye.

Rule 28, Time Table No. 26, is modified to conform with above.

4. Engines in all series except the 1100 series may be doubleheaded over the Wheeling & Lake Erie Railway between Connection Track Switch at Mingo Yard and Pine Valley.

Paragraph D, Rule 52, Time Table No. 26, is cancelled.

5. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air.

In order to maintain a brake pipe pressure of ninety (90) pounds, locomotive air pump governors have been adjusted to maintain a minimum of one hundred ten (110) pounds main reservoir pressure.

The locking device on locomotive feed valves has been adjusted for a minimum train line pressure of seventy (70) pounds and a maximum train line pressure of ninety (90) pounds so that engineers may adjust feed valves to meet requirements of the service.

6. Engines handling ore between Clairton and Monessen must be headed west leaving Clairton.
7. Steel Pilots have been installed on Diesel engines in 50 series and steam engines in 1100 series. These Pilots extend outward beyond the face of the coupler and engines so equipped cannot be coupled to the front end of another engine having a Pilot. This will not prevent the coupling of the front end of an engine equipped with a Steel Pilot to the rear end of any engine or to the front end of an engine equipped with foot boards.
8. When more than one engine is used to handle trains consisting entirely of oil or gasoline, the second engine must be placed on the rear of train, unless there are no restrictions on placing the engines coupled together. Rule 32, Time Table No. 26, will govern the handling of assisting engine.

9. When helper engines in 1100 series are used on the rear end to assist trains, they must be placed ahead of caboose.

When helper engines, except engines in 1100 series, are used on the rear end to assist trains, they must be placed behind caboose.

When practicable, helper engines assisting eastward trains enroute to Connells-ville, must be coupled to and behind road engine leaving Rook and must not be released west of Banning.



10. Procedure to be followed in event of derailment of Diesel Engines:
- A. If derailment occurs within Rook Yard Limits, there must be no attempt made to reraill Diesel engines under their own power.
  - B. If derailment occurs outside of Rook Yard Limits, the traction motor or motors controlling the derailed portion of Diesel engines must be cut out and the traction motor or motors of the non-derailed portion used to reraill the engine. If all trucks of the engine are derailed, no attempt must be made to reraill engine under it's own power.  
Extreme care must be used in rerailling Diesel engines to insure that all parts of traction motors will clear all obstructions.
11. To eliminate possibility of being set afire, Diesel engines must not be operated over the Ash Pit on the Inbound Dock Track, Rook Yard. When going to or from the Dock at the east end of Rook Yard, Diesel engines must use the Outbound Dock Track.
12. PENOWA STORAGE TRACK.  
On account of close clearance, Engines in 1050, 1100 or W&LE 6000 series must not be operated through State Line Tunnel on Penowa Storage Track. Engines in all other series must be operated very carefully looking out for close clearance when using this track.

W. E. ROBINHOLT

Superintendent of Transportation

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I hereby acknowledge receipt of General Notice No. 927.

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950.

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 928

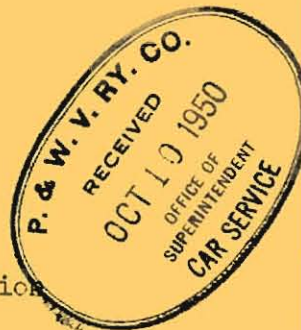
Rook, Pa., October 9th, 1950

GENERAL NOTICE NO. 870 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HORNING. A. Passing Siding now has a capacity of sixty seven (67) cars.  
B. The designation of tracks formerly known as Pittsburgh Terminal Coal Corp. Mine No. 4 has been changed to Horning No. 1, 2 and 3 Storage Tracks. Hand operated derails have been installed on the east end of No. 1, 2 and 3 Storage Tracks.  
C. No. 3 Storage Track - can be used for the storage of empty cars only, engines must not be operated on this track.
2. PIERCE. Hand operated derail has been installed on the east end of Pierce Storage Track.
3. BRUCETON. A. NO. 2 SIDE TRACK:
  1. That portion of No. 2 Side Track, from a point two hundred (200) feet east of the west switch to a point one thousand one hundred seventy three (1,173) feet east thereof, has been placed in service for: Speer Mine No. 2, operated by Clyde E. Speer Coal Company, Gulf Building, Pittsburgh, Pa.
  2. Chute at tipple will not clear man on top or side of car and must be lowered to clear engines.
  3. Track Capacity: 15 cars west of tipple. 15 cars east of tipple.
  4. Hand operated derail has been installed on the east end of No. 2 Side Track.B. No. 1 Side Track. Hand operated derail has been installed on the east end of No. 1 Side Track.
4. WILLIAMS SIDE TRACK. Is handled by Agent at Longview. Waybills for cars moving to or from and Report Form 1535 must be left with Agent at Longview.
5. PITTSBURGH TERMINAL MINE NO. 3 SIDE TRACK. Track has been removed.
6. PITTSBURGH TERMINAL MINE NO. 2 SIDE TRACK. Track has been removed.
7. WILLIAM LANG & SONS SIDE TRACK. Track has been removed.

W. E. ROBINHOLT

Superintendent of Transportation



I hereby acknowledge receipt of General Notice No. 928

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950.

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 929

Rook, Pa., October 10th, 1950

GENERAL NOTICE NO. 928 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. BRUCETON. A. NO. 2 SIDE TRACK:

1. That portion of No. 2 Side Track, from a point two hundred (200) feet east of the west switch to a point one thousand one hundred seventy three (1,173) feet east thereof, has been placed in service for: Speer Mine No. 2, operated by Clyde E. Speer Coal Company, Gulf Building, Pittsburgh, Pa.
2. Chute at tipple will not clear man on top or side of car and must be lowered to clear engines.
3. Track Capacity: 15 cars west of tipple. 15 cars east of tipple.
4. Hand operated derail has been installed on the east end of No. 2 Side Track.

B. No. 1 Side Track. Hand operated derail has been installed on the east end of No. 1 Side Track.

2. HORNING.

- A. Passing Siding now has a capacity of sixty seven (67) cars.
- B. The designation of tracks formerly known as Pittsburgh Terminal Coal Corp. Mine No. 4 has been changed to Horning No. 1, 2 and 3 Storage Tracks. Hand operated derails have been installed on the east end of No. 1, 2 and 3 Storage Tracks.
- C. No. 3 Storage Track - can be used for the storage of empty cars only, engines must not be operated on this track.

3. WILLIAMS SIDE TRACK. Is handled by Agent at Longview. Waybills for cars moving to or from and Report Form 1535 must be left with Agent at Longview.

4. PITTSBURGH TERMINAL MINE NO. 3 SIDE TRACK. Track has been removed.

5. PITTSBURGH TERMINAL MINE NO. 2 SIDE TRACK. Track has been removed.

6. WILLIAM LANG & SONS SIDE TRACK. Track has been removed.

W. E. ROBINHOLT

Superintendent of Transportation



I hereby acknowledge receipt of General Notice No. 929

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 930

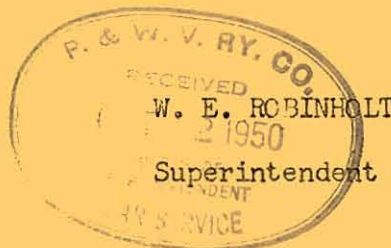
Rook, Pa., October 11th, 1950

GENERAL NOTICE NO. 909 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SUDAN. PRIVATE GRADE CROSSING, SUDAN YARD, MILE POST 29.70, IS ABOLISHED AND ALL RESTRICTIONS IN REGARD TO CUTTING THIS CROSSING ARE REMOVED.
2. MONESSEN PASSING SIDING.
  - A. Derail has been removed from the west end of Passing Siding. Rule 41, Time Table No. 26, is cancelled.
  - B. Passing Siding now has a capacity of fifty seven (57) cars. Time Table No. 26, amended accordingly.
  - C. Side Track of stub end construction, leading off Passing Siding at Mile Post 20.38, clear length five hundred sixty five (565) feet, placed in service for the Maintenance of Way Department. Switch of this side track is a facing switch on westward movement.
3. MONESSEN WYE.
  - A. Spring switch installed at tail track switch, normal position of which is for movement through west leg of wye. Members of crew must ascertain that points of this spring switch are properly closed before movement is started through west leg.
  - B. Tail track is one hundred sixty (160) feet in length.
  - C. Turning movements must be started through east leg and completed via west leg.
4. SPEER DUMP TRACK.

Side Track leading off Main Track at Mile Post 24.04, or approximately one-half (1/2) mile west of Speer Water Tank, is abandoned as an Industrial Track and is designated as Speer Dump Track.
5. BAIRD STORAGE TRACK.

Storage Track now extends for the entire length of track. Crossover and derail removed. Time Table No. 26, amended accordingly.



I hereby acknowledge receipt of General Notice No. 930

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION  
GENERAL NOTICE NO. 931

Rook, Pa., October 17th, 1950

GENERAL NOTICE NO. 876 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HOPEDALE. A. TEAM TRACK:

THAT PORTION OF TEAM TRACK FROM THE EXTREME EAST END OF TRACK TO A POINT TWO HUNDRED SIXTY SEVEN (267) FEET WEST THEREOF, HAS BEEN LEASED TO: THE CARDINAL FUEL AND SUPPLY COMPANY, 520-521 ATLAS BUILDING, COLUMBUS 15, OHIO, FOR COAL LOADING PURPOSES. TRACK CAPACITY: SIX (6) CARS. PORTABLE COAL LOADING CONVEYOR, WITH THE DESIGNATION OF BIRNEY MINE, IS LOCATED ON THE NORTH SIDE OF TEAM TRACK: THIS CONVEYOR, WHEN NOT IN OPERATION, WILL CLEAR ALL EQUIPMENT.

B. SCALES:

Conductors setting off cars loaded with coal will leave list for Weighmaster showing information provided for in Paragraph A, Rule 55, Time Table No. 26

C. TRANSFER:

Through trains operating between Rook and Brewster must not take water at Hopedale Transfer except in case of emergency.

2. WAYCO. A. SIDE TRACK:

Side Track now has a capacity of fifty-one (51) cars. Time Table No. 26 amended accordingly.

B. TEAM TRACK:

1. That portion of team track from the extreme east end to the hand throw derail, is in service for: Witch Haven Mine, operated by Witch Haven Coal Company, 507 Board of Trade Bldg., Wheeling, W.Va.
2. Coal loading ramp and conveyor have been installed on the north side of team track, three hundred fifty (350) feet east of derail. Conveyor will not clear man on top or side of car and must be moved to clear engine.
3. Track Capacity: 8 cars east of conveyor. 8 cars west of conveyor.
4. Hand throw derail installed one hundred ninety two (192) feet east of inside switch of crossover. Car stops installed on extreme east end.

3. PINEY FORK MINE. Main Track Switch has been removed.

4. DEAN MINE. A. Side Track leading off Main Track at Mile Post 96.39, approximately one-half (1/2) mile west of west switch of New Alexandria Side Track in service for: Dean Mine, operated by McIntyre Creek Coal Company, P. O. Box 23, Avella, Pa.

B. Coal loading ramp installed on south side of track, eight hundred eighty four (884) feet west of main track switch. Track Capacity: 15 cars east of ramp. 15 cars west of ramp.

C. Car stops installed on extreme west end of track.

D. Chute at ramp will not clear man on top or side of car and must be raised to clear engine.

5. Trains 94, 92 and 90 must not take water at Avella unless absolutely necessary.

W. E. ROBINHOLT  
Superintendent of Transportation

I hereby acknowledge receipt of General Notice No. 931.

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950

Signed: \_\_\_\_\_  
(Name) (Title)





1950  
SUPERINTENDENT OF  
CAR SERVICE

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY  
OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 932

Rook, Pa., October 31st, 1950

THIS GENERAL NOTICE NO. 932 IS EFFECTIVE 1:01 P.M., WEDNESDAY, NOVEMBER 8th, 1950.

Home Signal for eastward trains has been installed at Mile Post 87.06, two thousand three hundred (2,300) feet west of Crossover to Bell Branch.

Home Signal for westward trains has been installed at Mile Post 87.02, one thousand nine hundred (1,900) feet west of Crossover to Bell Branch.

Approach Signal 882, for eastward trains, has been installed at Mile Post 88.11, two thousand five hundred (2,500) feet east of Helen Mine.

Approach Signal 857, for westward trains, has been installed at Mile Post 85.40, four hundred (400) feet east of east switch of Penowa Storage Track.

A train receiving a "Proceed and Take Siding" signal aspect, Rule 292B, on westward Home Signal located one thousand nine hundred (1,900) feet west of Crossover to Bell Branch or eastward Home or Dwarf Signal at the east switch Mingo Passing Siding, must take siding at Rockdale Side Track. "Proceed and Take Siding" signal aspect, Rule 292B, has been removed from the westward Home and Dwarf Signal at the west switch Avella Passing Siding.

Rule 296 of Rules and Instructions for the Operation of Trains and Track Cars in Centralized Traffic Control Territory issued under date of February 1, 1949 and General Notice No. 881 issued under date of August 22, 1949, amended accordingly.

W. E. ROBINHOLT

Superintendent of Transportation

I hereby acknowledge receipt of General Notice No. 932

Posted at \_\_\_\_\_ By \_\_\_\_\_ Time \_\_\_\_\_ M. Date \_\_\_\_\_ 1950.

Signed: \_\_\_\_\_  
(Name) (Title)



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 933

Rook, Pa., December 4th, 1950

GENERAL NOTICE NO. 923 AND GENERAL ORDER NO. 106 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Speed Restrictions:

Reduce speed to eight (8) miles per hour over switch at west end of Frick Side Track account sink in track.

Reduce speed to eight (8) miles per hour over first big fill west of Temple Tunnel, Mile Post 28.28 to Mile Post 28.35.

Reduce speed to fifteen (15) miles per hour over first fill west of Mingo Creek Bridge, Mile Post 34.09 to Mile Post 34.24.

2. On account of close track centers, engines in the 1100 series cannot pass on opposite tracks from the east switch at Walker to the west switch of No. 5 track at the west end of Mifflin Yard.

3. Look out for rail and track material between main track and No. 1-A track on Mifflin Branch.

Look out for rail and track material between No. 3 and No. 4 tracks, Longview Yard.

Look out for rail and track material on both sides of main track, Clairton Branch, between Mile Post 1.00 and Mile Post 1.15 and between Mile Post 2.00 and Mile Post 2.15

An additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05, first bridge east of Maple Passing Siding. This barrier is seventeen (17) feet east of original barrier.



W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 934

Rook, Pa., December 4th, 1950

GENERAL NOTICE NO. 924 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Speed Restrictions:

Approach west end of Adams Tunnel expecting to find rocks on track.

2. Walkway has been removed from Bridge No. 100.21, fourth bridge west of Smithfield Station.

3. Circuits controlling the operation of Highway Flashing Lights and Bell on the Passing Siding at the Highway Crossing, Avella, Pa., have been extended to 186 feet west and 214 feet east from the center of the crossing. Insulated track joints at the ends of circuits have been painted in order to be readily identified. Trains occupying Passing Siding in the vicinity of the Road Crossing for any length of time must cut the crossing and clear track circuit in order to avoid unnecessary operation of Highway Signals;



W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 935

Rock, Pa., December 4th, 1950

GENERAL NOTICE NO. 931 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HOPEDALE. A. TEAM TRACK:

That portion of Team Track from the extreme east end of track to a point two hundred sixty seven (267) feet west thereof, has been leased to: The Cardinal Fuel & Supply Co., 520-521 Atlas Bldg., Columbus 15, Ohio, for coal loading purposes. Track capacity: six (6) cars. Portable coal loading conveyor, with the designation of Birney Mine, is located on the north side of team track; this conveyor, when not in operation, will clear all equipment. HAND THROW DERAIL INSTALLED ON WEST END OF TRACK, ONE HUNDRED SEVENTY SIX (176) FEET EAST OF POINT OF SWITCH.

B. SCALES:

Conductors setting off cars loaded with coal will leave list for Weighmaster showing information provided for in Paragraph A, Rule 55, Time Table No. 26.

C. TRANSFER:

Through trains operating between Rock and Brewster must not take water at Hopedale Transfer except in case of emergency.

2. WAYCO. A. SIDE TRACK:

Side Track now has a capacity of fifty-one (51) cars. Time Table No. 26 amended accordingly.

B. TEAM TRACK:

1. That portion of team track from the extreme east end to the hand throw derail, is in service for: Witch Haven Mine, operated by Witch Haven Coal Company, 507 Board of Trade Bldg., Wheeling, W.Va.
2. Coal loading ramp and conveyor have been installed on the north side of team track, three hundred fifty (350) feet east of derail. Conveyor will not clear man on top or side of car and must be moved to clear engine.
3. Track Capacity: 8 cars east of conveyor. 8 cars west of conveyor.
4. Hand throw derail installed one hundred ninety two (192) feet east of inside switch of crossover. Car stops installed on extreme east end.

3. PINEY FORK MINE. Main Track Switch has been removed.

4. DEAN MINE. A. Side Track leading off Main Track at Mile Post 96.39, approximately one-half (1/2) mile west of west switch of New Alexandria Side Track in service for: Dean Mine, operated by McIntyre Creek Coal Company, P.O. Box 23, Avella, Pa.

B. Coal loading ramp installed on south side of track, eight hundred eighty four (884) feet west of main track switch. Track Capacity: 15 cars east of ramp. 15 cars west of ramp.

C. Car stops installed on extreme west end of track.

D. Chute at ramp will not clear man on top or side of car and must be raised to clear engine.

5. Trains 94, 92 and 90 must not take water at Avella unless absolutely necessary.

W. E. ROBINHOLT

Superintendent of Transportation

