

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 936

Rook, Pa., January 5th, 1951

GENERAL NOTICE NO. 934 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. NEW ALEXANDRIA. That portion of former main track extending from the east switch of New Alexandria Side Track westward to a point fifty (50) feet east of Bridge No. 95.90, first bridge west of New Alexandria Tunnel, may be used for storage purposes and will accomodate twenty-five (25) cars. Hand throw derail installed two hundred (200) feet west of east switch. Bumping block installed fifty (50) feet east of Bridge No. 95.90.
2. Walkway has been removed from Bridge No. 100.21, fourth (4th) bridge west of Smithfield Station.
3. Speed Restrictions:

Approach west end of Adams Tunnel expecting to find rocks on track.
4. 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. 937

Rook, Pa., January 5th, 1951

GENERAL NOTICE NO. 933 AND GENERAL ORDER NO. 106 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. On account of Contractors Equipment along track and Piling driven in the ground, a close side clearance exists on both sides of the track at the east and west end of Bridge No. 2.91. This is the first bridge west of the west switch of Walker Passing Siding, Mifflin Branch.
2. West Liberty: No. 2 Team Track blocked with occupied camp cars.
3. On account of close track centers, engines in the 1100 series cannot pass on opposite tracks from the east switch of Walker Passing Siding to the west switch of No. 5 Track at the west end of Mifflin Yard.

4. Speed Restrictions:

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

5. 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 Track, 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. 938

Rook, Pa., February 16th, 1951

GENERAL NOTICE NO. 936 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. 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. 939

Rock, Pa., February 16th, 1951

GENERAL NOTICE NO. 937 AND GENERAL ORDER NO. 106 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. On account of Contractors Equipment along track and Piling driven in the ground, a close side clearance exists on both sides of the track at the east and west end of Bridge No. 2.91. This is the first bridge west of the west switch of Walker Passing Siding, Mifflin Branch.
2. West Liberty: No. 2 Team Track blocked with occupied camp cars.
3. On account of close track centers, engines in the 1100 series cannot pass on opposite tracks from the east switch of Walker Passing Siding to the west switch of No. 5 Track at the west end of Mifflin Yard.
4. Speed Restrictions:

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

5. 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. 940

Rook, Pa., February 16th, 1951

GENERAL NOTICE NO. 927 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>	<u>Engine</u>	<u>Engines</u>	<u>Engines</u>	<u>Diesel Engines</u>	
	1000 1001	1010	1050-1051 1052-1053	1100-1101 1102-1103 1104-1105	50-51-52-53-54 55-56-57-58-59	Single Multiple
	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>Unit</u> <u>TONS</u>	<u>Unit</u> <u>TONS</u>
A. WESTWARD						
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
EASTWARD						
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, W&LE 6000 or NKP 600 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, W&LE 6000 or NKP 600 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 and 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 Connellsville, must be coupled to and behind road engine leaving Rock 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, W&LE 6000 or NKP 600 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

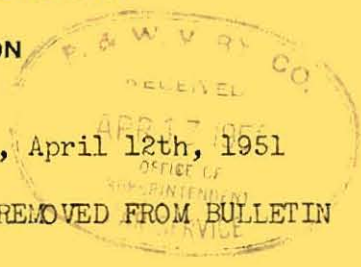
Superintendent of Transportation

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 941

Rook, Pa., April 12th, 1951



GENERAL NOTICE NO. 872 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

AVELLA, PA.

- A. PGH. TERMINAL NO. 9 MINE SIDE TRACK. THAT PORTION OF TRACK, FROM DERAIL TO A POINT TWENTY (20) CAR LENGTHS ABOVE DERAIL, MAY BE USED FOR THE STORAGE OF CARS; TRACK BEYOND THIS POINT MUST NOT BE USED.
- B. COAL DOCK. Hand operated derail has been installed on Coal Dock one hundred forty four (144) feet east of main track switch. This derail is in addition to the pipe connected derail.
- C. Tracks Nos. 1, 2 and 3 are designated as Yard Tracks.
- D. Conductors setting off cars in yard must leave list for Agent showing time and track on which set off was made.
- E. Waybills for cars set off or to be picked up at Avella must be left at Agent's Office or in bill box at station if Agent's Office is closed.
- F. Coal originating in the Avella District moving via the P.R.R. at Bridgeville will be billed in triplicate by Agent at Avella. Conductors moving coal must secure all copies of billing and deliver to Agent, Bridgeville for further handling to Scully where cars will be weighed.
- G. Crossover switches from Avella Running Track and West Middletown Storage Track must be left set for straightaway movement through Running Track and Storage Track.
- H. Agent will direct conductors when he has special cars to advance. These instructions will be issued either direct to conductors or through operators or clerks and must be complied with.
- I. Mines in Avella District make duplicate card bills for all cars routed via the P. & L. E. R. R. Conductors must leave original and duplicate bills for each car at Agent's Office, Avella, or in bill box at that point and both copies are to be taken when cars are moved from Avella.
- J. Conductors moving box, flat or other cars, not placed for or loaded with coal, from mines between Avella and Mingo, must report number and initial of such cars to Agent at Avella, showing time and date moved.
- K. Name Book has been placed at Telegraph Office. All members of Train and Engine Crews must register their Avella address.
- L. Conductors, Brakemen, Engineers and Firemen working on crews laying over at Avella or from Extra Board at Avella must make application to Agent for relief. Conductors, Brakemen, Engineers and Firemen when sent to Avella must report to Agent on their arrival in addition to registering in Home Book.
- M. AURORA MINE SIDE TRACK.
 - 1. Side Track, leading off west end Avella Passing Siding, has been reconditioned and placed in service for Aurora Mine, owned by Union Realty Company, 102 Court Office Building, Washington, Pa.
 - 2. Side Track is of stub end construction. Derail has been installed one hundred fifty (150) feet west of switch.
 - 3. Coal loading ramp has been installed on south side of track, six hundred sixty-eight (668) feet west of switch. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
 - 4. Track Capacity: 11 cars west of ramp. 12 cars east of ramp.
 - 5. Engines in all series can be operated on this track.
 - 6. Billing is handled by Agent at Avella.
 - 7. Bill box installed at coal loading ramp.

W. E. ROBINHOLT
Superintendent of Transportation

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 942

Rook, Pa., May 10th, 1951

GENERAL NOTICE NO. 939 AND GENERAL ORDER NO. 106 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. BRIDGE NO. 2.91, WHICH IS THE FIRST BRIDGE WEST OF THE WEST SWITCH OF WALKER PASSING SIDING ON MIFFLIN BRANCH, HAS BEEN EXTENDED EASTWARD A DISTANCE OF FORTY (40) FEET AND WILL LATER BE EXTENDED WESTWARD A DISTANCE OF FORTY (40) FEET. WALKWAY INSTALLED ON THE NORTH SIDE FOR ENTIRE LENGTH OF BRIDGE. ALL CONCERNED WILL LOOK OUT FOR CONTRACTORS EQUIPMENT ALONG TRACK, PILING DRIVEN IN GROUND AND EXCAVATIONS BEING MADE AT BOTH ENDS OF THIS BRIDGE.
2. West Liberty: No. 2 Team Track blocked with occupied camp cars.
3. On account of close track centers, engines in the 1100 series cannot pass on opposite tracks from the east switch of Walker Passing Siding to the west switch of No. 5 Track at the west end of Mifflin Yard.
4. Speed Restrictions:
 - Reduce speed to eight (8) miles per hour over switch at west end of Frick Side Track on account of 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.
5. 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



2. Engine Restrictions:

Between Connellsville, Pa. and Pittsburgh Junction, Ohio.

Engines in all series may be coupled together.

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.

Mifflin 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, NKP-W&LE 600, 6000 or 6400 series must not be operated on Bell Branch.

Lead to Betsy Mine.

Engines in 1100 series must not be operated on Lead to Betsy Mine beyond a point five hundred (500) feet above pipe connected derail.

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 Cyanamid 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.

3. (continued)

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 Nickel Plate Road 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 Nickel Plate Road Yard Office, Mingo Yard, but must not exceed a speed of twenty (20) miles per hour over Nickel Plate Road Bridge No. 9.81 over Indian Cross Creek.

Engines in 1100 series can be operated to Pittsburgh Junction, Ohio.

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 Nickel Plate Road 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 amended to conform with above.

4. On account of close clearance, ventilator windows in cabs of NKP-W&LE engines in the 6400 series must be closed while engines are moving through tunnels.
5. Engines in all series except the 1100 series may be doubleheaded over the Nickel Plate Road between Connection Track Switch at Mingo Yard and Pine Valley.

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

6. 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.
7. Engines handling ore between Clairton and Monessen must be headed west leaving Clairton.

8. Steel Pilots have been installed on the front end of diesel engines in the 40 and 50 series and steam engines in the 1100 series. These pilots extend forward beyond the face of the coupler and engines so equipped cannot have the front end coupled to the front end of another engine having any type of pilot or to the rear end of diesel engines in the 40 and 50 series. This will not prevent the coupling of the front end of engine equipped with extended steel pilots to the rear end of any engine not equipped with a rear pilot or to the front end of an engine equipped with footboards.
9. 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.
10. 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 Rock and must not be released west of Banning.

11. Procedure to be followed in event of derailment of Diesel Engines:
 - A. If derailment occurs within Rock Switching Limits, there must be no attempt made to reraill Diesel engines under their own power.
 - B. If derailment occurs outside of Rock Switching 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.
12. To eliminate possibility of being set afire, Diesel engines must not be operated over the Ash Pit on the Inbound Dock Track, Rock Yard. When going to or from the Dock at the east end of Rock Yard, Diesel engines must use the Outbound Dock Track.
13. PENOWA STORAGE TRACK.
On account of close clearance, Diesel engine 40 and engines in 1050, 1100, NKP - W&LE 600, 6000 or 6400 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. 943

Rook, Pa., June 1st, 1951

GENERAL NOTICE NO. 940 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> 914	<u>Engines</u> 920 to 928	<u>Engines</u> 1000	<u>Engines</u> 1001	<u>Engines</u> 1010	<u>Engines</u> 1053	<u>Engines</u> 1050 to 1106	<u>Engines</u> 1100 to 1106	<u>Diesel Engine</u> 40	<u>Miles Per Hour</u> 6 10 15
	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>
<u>WESTWARD</u>										
West Belt Jct. to Rook	1530	1450	1650	1680	2500	2530	1730	1120		
Rook to Hickory	2400	2400	2600	2700	4415	3755	2570	1675		
Mingo to Pittsburgh Jct.	2400	2400	2600	2700	4415	3755	2570	1675		
Connellsville to Pierce	1775	1840	1980	2100	3265	2530	1730	1120		
Clairton to Longview	1475	1450	1580	1650	2715	2050	1400	900		
<u>EASTWARD</u>										
Pittsburgh Jct. to Wayco	2615	2525	2825	2900	4740	4570	3135	2050		
Mingo to Hickory	2400	2400	2600	2700	4415	3755	2570	1675		
West Belt Jct. to Longview	1475	1450	1580	1650	2715	1980	1510	1075		
Pierce to Alto	1775	1840	1980	2100	3265	2530	1730	1120		
Alto to Connellsville	2675	2765	3500	3700	4920	4365	3000	1955		
West End to West Belt Jct.	1475	1450	1580	----	----	2330	1580	----		

	<u>DIESEL ENGINES</u> 50 to 59		<u>NKP - W&LE ENGINES</u>			
	<u>Single</u>	<u>Multiple</u>	<u>602 to 667</u>	<u>671 to 690</u>	<u>6001 to 6020</u>	<u>6401 to 6432</u>
	<u>Unit</u>	<u>Unit</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>	<u>TONS</u>
<u>WESTWARD</u>						
West Belt Jct. to Rook	1600	3200	----	----	----	----
Rook to Hickory	2400	4800	2400	2700	2700	2985
Mingo to Pittsburgh Jct.	2400	4800	2400	2700	2700	2985
Connellsville to Pierce	2000	4000	----	----	----	----
Clairton to Longview	1600	3200	----	----	----	----
<u>EASTWARD</u>						
Pittsburgh Jct. to Wayco	2660	5320	2525	2900	2900	3205
Mingo to Hickory	2400	4800	2400	2700	2700	2985
West Belt Jct. to Longview	1600	3200	----	----	----	----
Pierce to Alto	2000	4000	----	----	----	----
Alto to Connellsville	3000	6000	----	----	----	----
West End to West Belt Jct.	1600	----	----	----	----	----

When diesel engine 40 is assigned to local and slow freight service use tonnage rating for six (6) miles per hour. When assigned to fast freight service use tonnage rating for fifteen (15) miles per hour.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 944

Rook, Pa., June 21st, 1951

1. INSTRUCTIONS GOVERNING THE OPERATION OF ELECTRIC SWITCH LOCKS.
 - a. Obtain permission from Train Dispatcher to operate switch (except when leaving main track).
 - b. Unlock switch padlock and open door of electric lock. Indicator will first read LOCKED. Raise handle of electric lock lever about one (1) inch where it will remain. After an interval of not more than five (5) minutes, indicator should change to read UNLOCKED. Then move electric lock lever handle to full reverse position. Switch may then be handled in the usual manner.
 - c. When movement through switch is completed, switch must be returned to normal and locked, electric lock lever must be returned to normal position, door of case must be closed and locked and Train Dispatcher must be notified that movement has been completed and that all apparatus has been returned to normal.
 - d. If after complying with paragraphs (a) and (b), UNLOCKED cannot be obtained, Train Dispatcher must be notified. If authorized by Train Dispatcher, seal located on the push button in the electric lock box will be broken and switch handled in the usual manner. In each case when a seal is broken it must be immediately reported to the Train Dispatcher who in turn must report same to the Superintendent.
2. Trains enroute to points west of Avella moving from Avella Yard or Running Track must obtain permission from the Train Dispatcher before entering Avella Passing Siding.



W. E. ROBINHOLT

Superintendent of Transportation

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 945

Rook, Pa., July 12th, 1951

GENERAL NOTICE NO. 914 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Effective immediately, Rules 20 and 21 in Book of Rules of the Operating Department effective July 1, 1920 and Rule 14, Time Table No. 26, are cancelled.

All sections except the last will display two green lights by day and by night in the places provided for that purpose on the front of the engine.

Extra trains will display two white lights by day and by night in the places provided for that purpose on the front of the engine.

P. & W. V. Ry. and P. & L. E. R. R. trains on the West End Branch: Montour R. R. trains on the Mifflin Branch and Donora Southern R. R. trains on Donora Branch may run without classification signals.

2. 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. 946

Rook, Pa., August 6th, 1951

Effective immediately, the car capacity of Passing Sidings is as follows:

Location Capacity (45 foot cars)

CONNELLSVILLE DIVISION

Chaintown	84 cars
Banning	55 cars
Monessen	55 cars
Maple	80 cars
Froman	58 cars
Bruceton	55 cars
Horning	67 cars
Castle Shannon	83 cars

PITTSBURGH DIVISION

Gladden	106 cars
Hickory	118 cars
Avella	116 cars
Mingo	62 cars
Smithfield	90 cars
Reed	78 cars
Hopedale	77 cars

MIFFLIN BRANCH

Walker	47 cars
--------	---------

WEST END BRANCH

Bridge 2 Siding	49 cars
-----------------	---------

Time Table No. 26 and General Notices relating to the capacity of Passing Sidings, amended accordingly.

W. E. ROBINHOLT

Superintendent of Transportation



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 947

Rook, Pa., November 26th, 1951

Close overhead clearances exist at the following locations and employes are prohibited from climbing on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

<u>Miles west of Connellsville</u>	<u>Structure</u>	<u>Vertical clearance 4 ft. from center</u>	<u>Track Name</u>
12.79	Norris Tunnel	20' 8"	Main Track
28.05	Temple Tunnel	20' 10"	Main Track
54.32	Greentree Tunnel	16' 3"	Westward Main Track
55.21	Greentree Tunnel	16' 3"	Eastward Main Track
56.75	Chestnut St. O. H. Bridge	21' 0"	Main Track
57.47	Private Road O. H. Bridge	19' 6"	Main Track
58.63	Public Road O. H. Bridge	21' 0"	Main Track
63.21	Public Road O. H. Bridge (Gladden, Pa.)	20' 3"	Main & Passing Siding
67.39	Private Road O. H. Bridge	21' 0"	Main Track
71.04	Acheson Tunnel	17' 0"	Main Track
73.40	Hickory Tunnel	17' 0"	Main & Passing Siding
74.62	McGugin Tunnel	17' 1"	Main Track
82.49	Public Road O. H. Bridge (Aveilla, Pa.)	19' 11"	Main & Passing Siding
83.95	Craighead Tunnel	19' 0"	Main Track
84.38	Buxton Tunnel	19' 0"	Main Track
85.80	State Line Tunnel	16' 9"	Main & Storage Track
90.66	Wellsburg Tunnel	17' 0"	Main Track
91.75	Coen Tunnel (Mingo, O.)	17' 0"	Main & Storage Track
92.72	Adams Tunnel	19' 10"	Main Track
95.40	Fellows Tunnel (New Alexandria, O.)	17' 6"	Main Track
97.83	Hunter Tunnel	17' 0"	Main Track
98.05	Oliver Tunnel	17' 0"	Main Track
104.68	Warren Tunnel (Reed, O.)	17' 7"	Main & Passing Siding
109.02	Copeland Tunnel (Hopedale, O.)	18' 0"	Main & Passing Siding
110.63	Hanna Tunnel (Pittsburgh Jct. O.)	17' 0"	Main & Storage Track
111.13	Public Road O. H. Bridge	20' 5"	Main & Storage Track

Miles east of
Sudan

DONORA BRANCH

3.03	Graham Tunnel	20' 0"	Main Track
3.50	Vang Tunnel	20' 0"	Main Track

Miles east of
Pierce

CLAIRTON BRANCH

4.30	Clairton Tunnel	18' 0"	Main Track
------	-----------------	--------	------------

Miles east of
Longview

MIFFLIN BRANCH

1.85	Public Road O. H. Bridge (Option, Pa.)	21' 6"	Main Track
------	--	--------	------------

Miles west of
West Belt Jct.

WEST END BRANCH

0.26	Bridge 1-B Pittsburgh Spur)	16' 9"	Main Track
------	-----------------------------	--------	------------

W. E. ROBINHOLT, General Superintendent.

P. & W. V. RY. CO.
RECEIVED
DEC 11 1951
OFFICE OF SUPERINTENDENT OF TRANSPORTATION
CAR SERVICE

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 948

Rook, Pa., December 11, 1951

GENERAL NOTICE NO. 910 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. ALLEGHENY CONSTRUCTION COMPANY SIDE TRACK, KELLEY, PA.

SPUR TRACK, LOCATED 1172 FEET EAST OF EAST END GREENTREE TUNNEL, HAS BEEN PLACED IN SERVICE FOR: ALLEGHENY CONSTRUCTION COMPANY. HAND OPERATED DERAIL INSTALLED 193 FEET WEST OF POINT OF SWITCH. CAR STOPS INSTALLED ON WEST OR STUB END. CLEAR LENGTH; 392 FEET. TRACK CAPACITY: 8 CARS. PLATFORM ON SOUTH SIDE OF TRACK DOES NOT PROVIDE SUFFICIENT CLEARANCE FOR MAN ON SIDE OF CAR. BILLING IS HANDLED BY AGENT AT ROOK AND CREWS SERVICING THIS SIDE TRACK WILL FURNISH REPORT OF CARS SET OFF PICKED UP AND ON HAND, FORM 1535 (BLIND SIDING REPORT) TO AGENT AT ROOK.

2. WYE TRACK, WEST BELT JCT.

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. Hand operated derail installed 125 feet east of tail track switch. Car stops installed 323 feet east of tail track switch.

3. All carload freight arriving at Rook Yard billed to Pittsburgh consigned to Industries located on P&LE, Monongahela 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.
4. 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.
5. Engine crews must avoid making black smoke at Rook, West End-Pittsburgh, West Liberty or while operating between these points.
6. 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.
7. 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.
8. Engines must not be stopped on Bridge 2, over Main Street.
9. 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

General Superintendent

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 949

Roek, Pa., December 21, 1951.

GENERAL NOTICE NO. 942 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. MIFFLIN. A. HAND THROW DERAIL HAS BEEN REMOVED AND A SPLIT SWITCH DERAIL INSTALLED IN LIEU THEREOF ON THE YARD LEAD, BETWEEN THE CROSS-OVERS, AT THE WEST END OF MIFFLIN YARD. THIS DERAIL PROTECTS NO'S. 1, 2, 3 AND 4 TRACKS.

B. SPLIT SWITCH DERAIL HAS BEEN INSTALLED ON THE EAST END OF WALKER PASSING SIDING, TWO HUNDRED FORTY SEVEN (247) FEET WEST OF EAST SWITCH. THIS DERAIL IS IN ADDITION TO HAND THROW DERAIL LOCATED AT THE WEST END OF WALKER PASSING SIDING.

C. On account of close track centers, engines in the 1100 series cannot pass on opposite tracks, from the east switch of Walker Passing Siding to the west switch of No. 5 track at the west end of Mifflin Yard.
2. Bridge No. 2.91, which is the first bridge west of the west switch of Walker Passing Siding on Mifflin Branch, has been extended forty (40) feet eastward and forty (40) feet westward. Walkway installed on the north side for entire length of bridge. All concerned will look out for Contractors equipment along track, piling driven in ground and excavations made at both ends of this bridge.
3. Speed Restrictions:

Reduce speed to eight (8) miles per hour over switch at west end of Frick Side Track on account of 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.
4. 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 seven-teen (17) feet east of original barrier.

W. E. ROBINHOLT

General Superintendent.

