

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 950

Rook, Pa., January 16, 1952.

GENERAL NOTICE NO. 926 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PEOPLES NATURAL GAS COMPANY SIDE TRACK, MAPLE, PA.
 - A. SIDE TRACK, LEADING OFF MAIN TRACK AT MILE POST 27-27, ONE QUARTER (1/4) MILE EAST OF THE WEST SWITCH OF MAPLE PASSING SIDING, IS PLACED IN SERVICE FOR: THE PEOPLES NATURAL GAS CO., 545 WILLIAM PENN PLACE, PITTSBURGH (19), PA.
 - B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON WESTWARD MOVEMENT.
 - C. SWITCH IS EQUIPPED WITH AN ELECTRIC SWITCH LOCK BUT IS NOT EQUIPPED WITH PIPE CONNECTED DERAIL.
 - D. HAND OPERATED DERAIL INSTALLED ONE HUNDRED FIFTY TWO (152) FEET WEST OF POINT OF SWITCH.
 - E. TRACK CAPACITY: TWELVE (12) CARS.
 - F. ENGINES IN ALL SERIES CAN BE OPERATED ON THIS TRACK.
 - G. BILLING IS HANDLED BY AGENT AT SUDAN 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 SUDAN.
2. FRICK. Crossover between Main Track and Side Track has been removed.
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, is 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.
4. BRIDGE 2 SIDING, WEST END BRANCH.

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

W. E. ROBINHOLT

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 951

Rook, Pa., January 18th, 1952.

GENERAL NOTICE NO. 897 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. JEFFERSON GAS COAL COMPANY MINE.

- A. ENGINES MUST NOT BE OPERATED ON BRIDGE ON LOADED TRACKS BELOW TIPPLE. THIS BRIDGE IS LOCATED THREE HUNDRED (300) FEET BELOW TIPPLE. ENGINE LIMIT BOARD WILL BE PLACED.
- B. CAPACITY OF EMPTY TRACK ABOVE TIPPLE: TEN (10) CARS.

2. ACHESON STORAGE TRACK.

- A. Capacity of storage Track: - Eighty five (85) Cars.
- B. Flagman must precede all trains and engines moving over Road Crossing on storage track.
- C. STURGEON MINE:
 1. That portion of Storage Track from a point eight hundred forty seven (847) feet west of the east switch to a point one thousand four hundred ten (1410) feet west thereof, has been placed in service for: Sturgeon Mine, operated by: W. L. Sturgeon, R. D. 1, Oakdale, Pa; Telephone: IMPERIAL 7351.
 2. Chute at coal loading ramp will not clear man on top or side of car and must be raised to clear engines.
 3. Billing is handled by Agent at Hickory.
 4. Track Capacity: 15 cars west of ramp; 15 cars east of ramp.
 5. Bill Box installed at coal loading ramp.
- D. JOHNSON MINE:
 1. That portion of Storage Track from a point two hundred twenty two (222) feet east of the west switch to a point one thousand eight hundred (1800) feet east thereof, has been placed in service for Johnson Mine, operated by Indyk Construction Company, P. O. Box 215, Houston, Pa.
 2. Chute at coal loading ramp will not clear man on top or side of car and must be raised to clear engines.
 3. Track Capacity: 20 cars west of ramp; 20 cars east of ramp.
 4. Billing is handled by Agent at Hickory.
 5. Bill Box installed at coal loading ramp.

3. Engines must not take water at Acheson water tank unless absolutely necessary.
4. Station shown in Time Table No. 26 as N. Alexandria designates New Alexandria. Station shown in Time Table No. 26 as W. Middletown designates West Middletown.
5. Walkway, sixty three (63) feet in length, has been installed on the north side east end of Bridge 59.42. This is the first bridge east of the American Vanadium Company Side Track.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 952

Rook, Pa., February 15th. 1952.

THIS GENERAL NOTICE NO. 952 IS EFFECTIVE 9:01 A.M., FRIDAY, FEBRUARY 15TH. 1952.

CLAIRTON. TRACK NO. 1, INSTEAD OF TRACK NO. 4, IS DESIGNATED AS RECEIVING
TRACK FOR THE PENNSYLVANIA RAILROAD. TRACK NO. 5 IS RECEIVING
TRACK FOR THE PITTSBURGH & WEST VIRGINIA RAILWAY.

PARAGRAPH (A) OF RULE 44, TIME TABLE NO. 26, IS CANCELLED.

W. E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 953

Rook, Pa., March 28th. 1952.

CHIEF SURGEON JAMES P. KERR WILL BE ABSENT FROM DUTY UNTIL FURTHER NOTICE.

DURING HIS ABSENCE DR. LEO. A. WAJERT WILL PROTECT HIS WORK. DR. WAJERT
CAN BE REACHED AT ST. JOSEPH'S HOSPITAL, OR AT HIS OFFICE: 1813 EAST CARSON ST.,
SOUTH SIDE, PITTSBURGH. HIS OFFICE HOURS AND TELEPHONE NUMBERS ARE AS FOLLOWS:


OFFICE HOURS

1:00 P. M. TO 3:00 P.M. - DAILY EXCEPT SUNDAY
6:00 P. M. TO 8:00 P.M. - DAILY EXCEPT THURSDAY AND SUNDAY

TELEPHONES

OFFICE - HE mlock 1-5436
RESIDENCE WI llard 1-3961

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 954

Rook, Pa., June 9th. 1952.

GENERAL NOTICE NO. 950 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PEOPLES NATURAL GAS COMPANY SIDE TRACK, MAPLE, PA.

- A. Side Track, leading off Main Track at Mile Post 27-27, one quarter (1/4) mile east of the west switch of Maple Passing Siding, is placed in service for: The Peoples Natural Gas Co., 545 William Penn Place, Pittsburgh (19) Pa.
- B. Side Track is of stub end construction with facing switch on westward movement.
- C. SWITCH IS EQUIPPED WITH AN ELECTRIC LOCK AND A PIPE CONNECTED DERAIL.
- D. Track capacity: Twelve (12) cars.
- E. Engines in all series can be operated on this track.
- F. Billing is handled by Agent at Sudan 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 Sudan.

2. OAK.

- A. That part of Storage Track, from road crossing to and including the west switch, has been removed from service.
- B. Mt. Oliver Coal & Coke Co. and Marshall Smith Co. Side Tracks, have been removed from service.
- C. Hand operated derail installed on Storage Track, eight hundred sixty (860) feet west of the east switch.

3. WEST END BRANCH.

- A. SOUTH HILLS ICE COMPANY SIDE TRACK, HAS BEEN REMOVED FROM SERVICE.
- B. BANKSVILLE SPUR TRACK HAS BEEN SHORTENED AND NOW EXTENDS TO A POINT THREE HUNDRED EIGHTEEN (318) FEET BEYOND POINT OF SWITCH. HAND OPERATED DERAIL INSTALLED ONE HUNDRED THIRTY NINE (139) FEET EAST OF SWITCH. TRACK CAPACITY FOUR (4) CARS.
- C. Hand operated derail has been installed one hundred twenty four (124) feet east of west switch on Bridge 2 Siding.

W. E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

955

GENERAL NOTICE NO.

Book, Pa., June 25th. 1952

GENERAL NOTICE NO. 941 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

AVELLA, PA.

- A. MAIN TRACK SWITCH AT THE WEST END AVELLA PASSING SIDING HAS BEEN CHANGED FROM A SPRING SWITCH TO A DUAL CONTROL SWITCH UNDER CONTROL OF THE TRAIN DISPATCHER.
- B. 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.
- C. Coal Dock. Hand operated derail 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.
- D. Tracks Nos. 1, 2 and 3 are designated as Yard Tracks.
- E. Conductors setting off cars in yard must leave list for Agent showing time and track on which set off was made.
- F. Waybills for cars set off or to be picked up at Avella must be left in Agent's Office or in bill box at station if Agent's Office is closed.
- G. 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.
- H. Crossover switches from Avella Running Track and West Middletown Storage Track must be left set for straightaway movement through Running Track and Storage Track.
- I. 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.
- J. 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.
- K. 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.
- L. Name Book has been placed at Avella Telegraph Office. All members of train and engine crews must register their Avella address in this book.
- M. 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 sent to Avella must report to Agent on arrival in addition to registering in Home Book.
- N. Aurora Mine.
 1. Side Track, leading off west end Avella Passing Siding, has been placed in service for: Aurora Mine, owned by Union Realty Co., 102 Court Office Building

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 956

Rook, Pa., July 2nd. 1952

GENERAL NOTICE NO. 925 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CHANDLER TEAM TRACK.
 - A. TRACK HAS BEEN SHORTENED AND NOW EXTENDS TO A POINT THREE HUNDRED SIXTY EIGHT (368) FEET BEYOND POINT OF SWITCH.
 - B. COAL LOADING CONVEYORS, DESIGNATED AS CHANDLER MINE AND STRAUSS MINE, HAVE BEEN REMOVED.
 - C. CAR STOPS WILL BE INSTALLED ON STUB OR EAST END.
2. PITTSBURGH JUNCTION. Standard clock has been removed from the Telegraph Office at Pittsburgh Junction, Ohio. Rule 90, Time Table No. 26, amended accordingly.
3. MINGO.

Ohio Valley Steel Sales Company: Side Track, leading off Connection Track with The Wheeling Steel Corporation and Nickel Plate Road, placed 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.

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.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 957

Rook, Pa., July 21st. 1952

GENERAL NOTICE NO. 921 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WOODROW SIDE TRACK.

- A. THAT PORTION OF TRACK AT THE EAST END OF WOODROW, FORMERLY ASSIGNED TO SPANGLER MINE, IS ABANDONED AS AN INDUSTRIAL TRACK AND WOODROW SIDE TRACK NOW EXTENDS FOR THE ENTIRE LENGTH OF TRACK - CAPACITY 78 CARS.
- B. CROSSOVER AND HAND OPERATED DERAIL, HAVE BEEN REMOVED.
- C. PIPE CONNECTED DERAILS, WHICH OPERATE IN CONNECTION WITH THE MAIN TRACK SWITCH, ARE IN SERVICE AT THE EAST SWITCH AND WEST SWITCH OF WOODROW SIDE TRACK.

2. P. & S. W. MINE. COAL LOADING TIPPLE HAS BEEN REMOVED AND SIDE TRACK ABANDONED AS AN INDUSTRIAL TRACK.

3. 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, 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. Car stops installed on extreme end of track.
- E. Bill box installed at coal loading ramp.

4. HELEN MINE.

- A. Side track leading off main track at Mile Post 88-37, approximately one half (1/2) mile east of east switch of Rockdale Side Track, placed in service for Helen Mine, operated by Kumer Coal Company, R. D. 1, Allison Park, Pa.
- B. Side track is of stub end construction with facing switch on eastward movement.
- C. Coal loading ramp installed on 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.
- D. Track capacity: 5 cars above ramp. 8 cars below ramp.
- E. Car stops installed on extreme end of track.
- F. Bill box installed on post at clearance point.

5. COAL WASHING PLANT, AVELLA, PA. Car shaker has been installed at Unloading Bin. Shaker will not clear man on top or side of car and must be raised to clear cars.

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

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 958

Rook, Pa., July 21st, 1952.

GENERAL NOTICE NO. 873 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CHANDLER SIDE TRACK.

- A. THAT PORTION OF TRACK, FROM HAND OPERATED DERAIL LOCATED THREE HUNDRED SEVENTY FIVE (375) FEET WEST OF THE EAST SWITCH TO A POINT ELEVEN HUNDRED NINETY (1190) FEET WEST THEREOF, HAS BEEN ASSIGNED TO: BLOOMINGDALE COAL COMPANY, BLOOMINGDALE, OHIO.
- B. TWO (2) COAL LOADING CONVEYORS, DESIGNATED AS: BLOOMINGDALE MINE NO. 1, LOCATED EIGHT HUNDRED THIRTY SEVEN (837) FEET WEST OF EAST SWITCH, OPERATED BY BLOOMINGDALE COAL COMPANY, AND: STRAUSS MINE, LOCATED NINE HUNDRED SEVENTY (970) FEET WEST OF EAST SWITCH, OPERATED BY STRAUSS COAL CO., R. D. #1, DILLONVALE, OHIO, HAVE BEEN INSTALLED ON THE NORTH SIDE OF TRACK. CONVEYORS, WHEN NOT IN OPERATION, WILL CLEAR ALL EQUIPMENT.
- C. TRACK CAPACITY: FIFTEEN (15) CARS WEST OF CONVEYORS.
FIFTEEN (15) CARS EAST OF CONVEYORS.
- D. BILL BOXES INSTALLED AT COAL LOADING CONVEYORS.

2. WAVERLY MINE.

- A. Side track leading off main track at Mile Post 85-20, approximately two thousand two hundred two (2202) feet east of the east switch of Penowa Storage Track, placed in service for: Waverly Mine, operated by State Line Coal Company, Marion Ave., Oakdale, Pa.
- B. Side track is of stub end construction with facing switch on eastward movement.
- C. Coal loading ramp installed on south side of track, seven hundred forty (740) feet east of point of switch. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- D. Track capacity: Eleven (11) cars east of ramp.
Eleven (11) cars west of ramp.
- E. Bill box installed on post at clearance point.

3. When more than one (1) engine is used at the head or front of a train, the helper or assisting engine must be placed in train either coupled to or separated by at least five (5) cars, as provided for by the rules, but must be behind the road engine, except in case of emergency or where conditions make it impracticable.

4. To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of main track from road crossing at former Penowa Station, Mile Post 85-35, to a point east of former Penowa Station, at Mile Post 85-25.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 895
Rook, Pa., July 23rd. 1952.



GENERAL NOTICE NO. 895 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

ROOK YARD

1. THE MASHUDA CONSTRUCTION COMPANY, R. D. #1, GIBSONIA, PA., HAS LEASED THE FOLLOWING PORTIONS OF TRACKS NO. 11 AND 12 IN ROOK YARD FOR THE UNLOADING OF STONE AND CEMENT. TRACKS ARE O.K. FOR SERVICE.

NO. 11 TRACK - FROM WEST SWITCH TO A POINT SEVEN HUNDRED EIGHTY FIVE (785) FEET EAST THEREOF. THIS TRACK IS DESIGNATED AS: CEMENT TRACK. UNLOADING CONVEYOR INSTALLED FOUR HUNDRED THIRTY EIGHT (438) FEET EAST OF WEST SWITCH.

NO. 12 TRACK - FROM WEST SWITCH TO A POINT TEN HUNDRED FIFTEEN (1015) FEET EAST THEREOF. THIS TRACK IS DESIGNATED AS: STONE TRACK. UNLOADING BIN INSTALLED FIVE HUNDRED TWENTY EIGHT (528) FEET EAST OF WEST SWITCH.

TO ELIMINATE POSSIBILITY OF PERSONAL INJURY, ALL CONCERNED WILL LOOK OUT FOR OPEN CONVEYOR UNDER NO. 11 TRACK AND OPEN BIN UNDER NO. 12 TRACK.

CREWS PLACING CARS ON NO. 11 AND NO. 12 TRACKS, AND CREWS SERVICING THE MASHUDA COMPANY, MUST NOT COUPLE TO CARS THAT HAVE BEEN PLACED FOR MASHUDA COMPANY UNTIL ALL PERSONS IN OR ABOUT THE CARS HAVE BEEN NOTIFIED AND ALL OBSTRUCTIONS OR ATTACHMENTS, UNDER OR ABOUT THE CARS, ARE REMOVED.

2. Track Indicator has been installed on the north side of Westward Main Track at Crossover Switch at the east end of Rook Yard which indicates by illuminated letter or numeral the track to be used by westward crews in yarding their trains.

The following letters and numerals are displayed by this Track Indicator:

<u>Indication</u>	<u>Track Designation</u>
W -----	Westward Main Track
E -----	Eastward Main Track
R -----	Running Track
1 -----	No. 1 Yard Track
2 -----	No. 2 Yard Track
3 -----	No. 3 Yard Track
4 -----	No. 4 Yard Track
5 -----	No. 5 Yard Track
6 -----	No. 6 Yard Track
7 -----	No. 7 Yard Track



When an indication is displayed on the Track Indicator, member of crew will line switches for entry of the train to the track designated. If no indication is displayed on the Track Indicator, member of crew must immediately communicate with the Yard Master.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 960

Rook, Pa., July 25th. 1952

GENERAL NOTICES NUMBERED 893 AND 953 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. Following is a list of Company Surgeons, Hospitals and Ambulances:

COMPANY SURGEONS

<u>NAME</u>	<u>ADDRESS</u>	<u>T E L E P H O N E S</u>	
		<u>OFFICE</u>	<u>RESIDENCE</u>
Jas. P. Kerr (Chief Surgeon)	647 Wabash Building Pittsburgh, Pa.	Court 1-1775	Locust 1-0287
John D. Morrocco	505 East Main Street Carnegie, Pa.	Carnegie 2502	Walnut 1-7066
(Office Hours: 2:00 P.M. to 4:00 P.M. and from 7:00 P.M. to 9:00 P.M., Daily except Wednesday and Sunday)			
H. A. Black	217 East Main Street Carnegie, Pa.	Carnegie 456	Carnegie 3320
S. P. Balcerzak	101 East Main Street Carnegie, Pa.	Carnegie 1088-J	Carnegie 1088-M
P. G. Motto	6 East Main Street Carnegie, Pa.	Carnegie 893	
M. L. McCarvey	Washington Avenue Bridgeville, Pa.	Bridgeville 18	
J. K. McCarrell	Hickory, Pa.	Hickory 17 R 11	
J. K. McCarrell	Post Office Building, Avella, Pa.	Avella 4321	Hickory 17 R 11
(Office Hours: 1:30 P.M. to 4:30 P.M. - Monday, Tuesday, Thursday and Saturday. 6:00 P.M. to 9:00 P.M. - Friday)			
Fred H. Riney	614 Commercial St.,	Mingo Jct. 2-9171	Mingo Jct. 2-9172
C. F. Goli	High Street Hopedale, Ohio	Hopedale 25	
J. M. Gardill	1 Willow Avenue Castle Shannon, Pa.	Locust 1-0459	Plantation 1-2443
J. DeB. Cornelius	Broughton, Pa.	Olympia 5-7684	Willard 1-7969
C. E. Norcross	410 Mitchell Ave. Clairton, Pa.		Clairton 37993
Note: In event Dr. Norcross cannot be reached, contact Dr. E. J. Rascati, E. J. Rascati	502 Fifth Street Wilson, Pa.		Clairton 39496

COMPANY SURGEONS - (continued)

<u>NAME</u>	<u>ADDRESS</u>	<u>T E L E P H O N E S</u>	
		<u>OFFICE</u>	<u>RESIDENCE</u>
Howard W. Gadd	Odelli Building Monongahela, Pa.	Monongahela 81-J	Monongahela 81-M
H. M. Graditor	728 Broad Avenue Belle Vernon, Pa.	Belle Vernon 141-J	Belle Vernon 193-M
Stephen Andolina	2nd. National Bank Bldg. Connellsville, Pa.	Connellsville 2857-J	Connellsville 2857-M

OCCULIST

Carlisle E. McKee Jr.	310 Park Building Pittsburgh, Pa.	Court 1-1552	Fieldbrook 1-3432
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HOSPITALS

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
St. Joseph's Hospital	2117 Carson Street South Side, Pittsburgh, Pa.	Hubbard 1-0500
Ohio Valley Hospital	Steubenville, Ohio	Steubenville 2-4541
Monongahela Memorial Hospital	New Eagle, Pa.	Monongahela 620
Charleroi-Monessen Hospital	Charleroi, Pa.	Charleroi 22
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400

AMBULANCES

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Henney Funeral Home	Carnegie, Pa.	Carnegie 1093
LaVelle Funeral Home	Bridgeville, Pa.	Bridgeville 70
Jas. R. Coleman Funeral Home	Cecil, Pa.	Bridgeville 305-J
Thompson Funeral Home	Avella, Pa.	Avella 2651
Murphy Funeral Home	Mingo Junction, Ohio	Mingo Jct. 5-1017 (Night) Brilliant 75
Blackburn Funeral Home	Hopedale, Ohio	Hopedale 25
Beinhauer Funeral Home	West Liberty Ave. Dormont, Pa.	LEhigh 1-4000

AMBULANCES -)continued)

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
E. B. Laughlin Funeral Home	Castle Shannon, Pa.	LEhigh 1-6984
Griffith Funeral Home	Broughton, Pa.	OLympia 5-4400
Finney & Bekevac Funeral Home	Clairton, Pa.	Clairton 57
Toner Funeral Home	Belle Vernon, Pa.	Belle Vernon 183
Toner Funeral Home	Monongahela, Pa.	Monongahela 26
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400

Time Table No. 26 is amended to conform with above.

2. AGENTS AND OPERATORS. Telegrams addressed to more than one person must show names of all persons to whom addressed on each copy delivered.
3. Information given Dispatcher or other officials over the telephone does not in any manner relieve train and enginemen from making telegraphic reports.
4. FOREIGN EMPTY CARS. Must not be moved unless accompanied by billing showing disposition.
5. PART LOADS. When necessary to handle cars partly loaded with coal on Mine Tracks, Conductors must see that such cars are placed first out on empty tracks.
6. CAR SEALS. Full seal records must be taken of all cars, PREFIX as well as number of seal - Example: P&WV 5455 or CSCo. J-4125.
7. Waybills must not be changed or corrected except by authority of the Issuing Agent. Whenever it becomes necessary to change a car initial, number, destination, route, etc., the party making the change or correction must first secure authority to do so from the Agent who issued the waybill and must then insert on the waybill in ink, the correction, date, station name and name of the party making the correction together with the initials of the party authorizing the correction or change.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

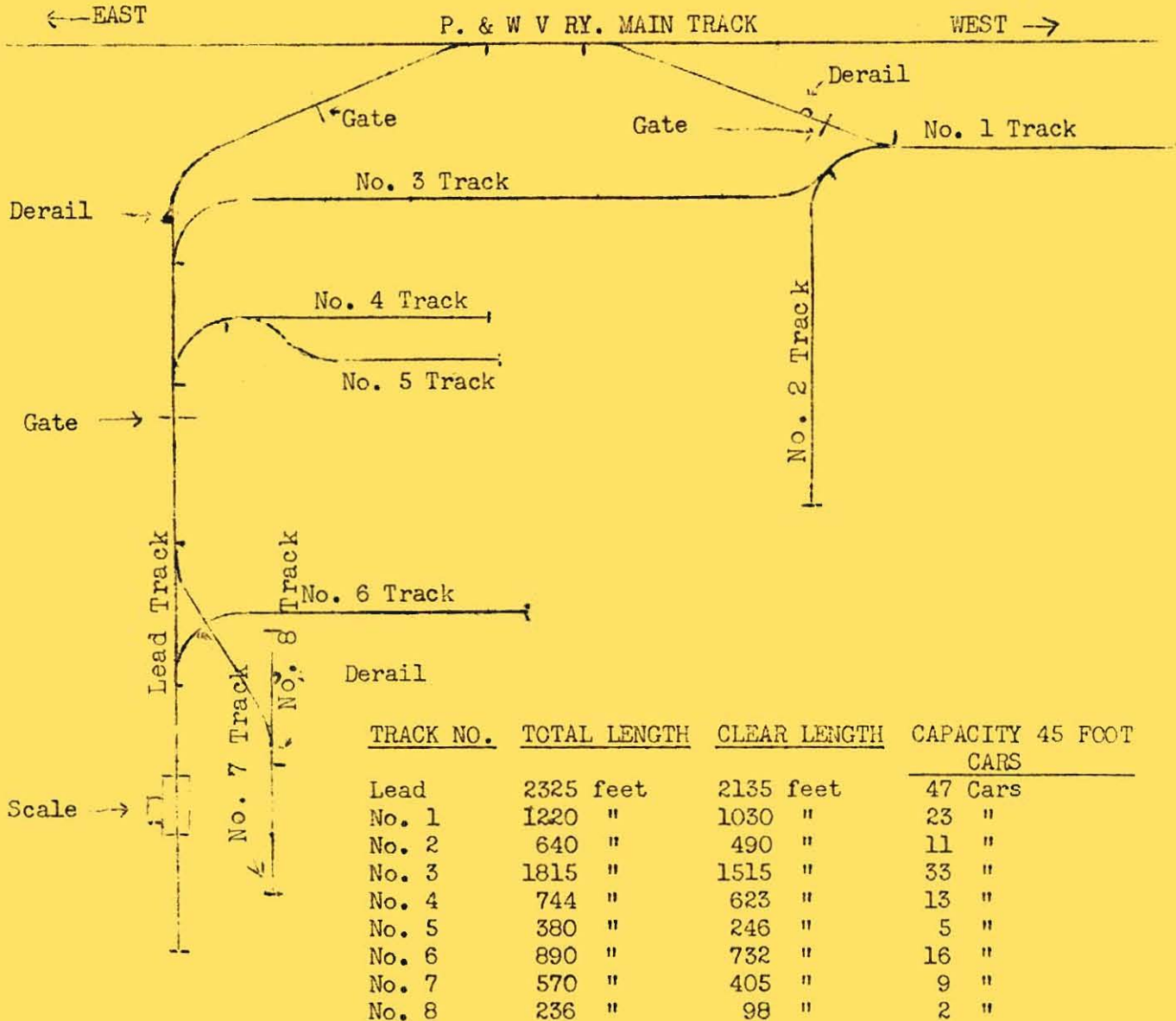
OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 961

Rook, Pa., August 4th. 1952.

GENERAL NOTICE NO. 859 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

BELOW IS A DIAGRAM OF THE TRACK LAYOUT OF THE AMERICAN CYANAMID COMPANY SIDE TRACK AT BRIDGEVILLE, PA. ALL TRACKS ARE O.K. FOR SERVICE.



RAILWAY TRACK SCALE HAS BEEN INSTALLED ON THE LEAD TRACK ONE HUNDRED ONE (101) FEET BEYOND (NORTH OF) NO. 6 TRACK SWITCH. LEAD TRACK BEYOND (NORTH OF) SCALE IS TWO HUNDRED FIFTY FIVE (255) FEET IN LENGTH - CAPACITY: 5 CARS.

CREWS WORKING THE AMERICAN CYANAMID COMPANY PLANT MUST BE ON CONSTANT LOOKOUT FOR CLOSE OVERHEAD AND SIDE CLEARANCES IN ORDER TO PREVENT POSSIBILITY OF PERSONAL INJURY.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 962

Rook, Pa., August 15th. 1952.

STATION SIDING ---- ROOK YARD.

1. HAND OPERATED DERAIL HAS BEEN INSTALLED ON ROOK STATION SIDING, FIFTY (50) FEET EAST OF SWITCH LEADING TO PATTERSON EQUIPMENT COMPANY SIDE TRACK.
2. ASSOCIATED GROCERS INCORPORATED, SIDE TRACK.
 - A. SIDE TRACK LEADING OFF STATION SIDING, IS PLACED IN SERVICE FOR: ASSOCIATED GROCERS INCORPORATED, ROOK STATION, CARNEGIE, PA.
 - B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH BUMPING BLOCK ON THE WEST OR STUB END.
 - C. PLATFORMS AT BUILDING ARE ONLY FIVE (5) FEET, TEN (10) INCHES, FROM CENTER OF TRACK. THESE PLATFORMS, TOGETHER WITH CANOPY OVER PLATFORMS, DO NOT PROVIDE SUFFICIENT CLEARANCE FOR A MAN ON SIDE OR TOP OF CAR.
 - D. TRACK CAPACITY:- 17 CARS.
 - E. ENGINES IN 1050 OR 1100 SERIES MUST NOT BE OPERATED ON THIS TRACK.
 - F. BEFORE ASCENDING OR DESCENDING THE GRADE OF THIS SIDE TRACK, ENGINES IN 900 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.
3. PATTERSON EQUIPMENT COMPANY, SIDE TRACK.
 - A. SIDE TRACK LEADING OFF STATION SIDING, IS PLACED IN SERVICE FOR: JOHN W. PATTERSON, 128 HANOVER STREET, CARNEGIE, PA.
 - B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH CAR STOPS AND UNLOADING RAMP ON THE WEST OR STUB END.
 - C. TRACK CAPACITY:- 2 CARS.
4. PARAGRAPH 5, GENERAL NOTICE NO. 811, IS CANCELLED.

W. E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 963

Rook, Pa., August 27th. 1952.

GENERAL NOTICE NO. 954 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WEST END BRANCH:

A. BRIDGE 2 SIDING.

1. DINARDO INCORPORATED, CONTRACTOR, 331 BOUQUET STREET, PITTSBURGH 13, PA., HAS LEASED THAT PORTION OF BRIDGE 2 SIDING, FROM THE HAND OPERATED DERAIL, LOCATED ONE HUNDRED TWENTY FIVE (125) FEET EAST OF THE WEST SWITCH, TO A POINT FOUR HUNDRED FIFTEEN (415) FEET EAST THEREOF. TRACK IS O.K. FOR SERVICE.
2. UNLOADING BIN HAS BEEN INSTALLED TWO HUNDRED EIGHTEEN (218) FEET EAST OF DERAIL. PLATFORM ERECTED ON NORTH SIDE OF TRACK AT UNLOADING BIN.
3. TRACK CAPACITY: 4 CARS WEST OF UNLOADING BIN. 4 CARS EAST OF UNLOADING BIN.
4. TO ELIMINATE POSSIBILITY OF PERSONAL INJURY, ALL CONCERNED WILL LOOK OUT FOR OPEN BIN LOCATED TWO HUNDRED EIGHTEEN (218) FEET EAST OF DERAIL.
5. CREWS SERVICING THE DINARDO INCORPORATED PORTION OF TRACK MUST NOT COUPLE TO CARS THAT HAVE BEEN PLACED FOR DINARDO UNTIL ALL PERSONS IN OR ABOUT THE CARS HAVE BEEN NOTIFIED AND ALL OBSTRUCTIONS OR ATTACHMENTS, UNDER OR ABOUT THE CARS, ARE REMOVED.

B. BANKSVILLE:

1. South Hills Ice Company Side Track has been removed from service.
2. Banksville Spur Track has been shortened and now extends to a point three hundred eighteen (318) feet beyond point of switch. Hand operated derail installed one hundred thirty nine (139) feet east of switch. Track capacity: 4 cars.

2. PEOPLES NATURAL GAS COMPANY SIDE TRACK, MAPLE, PA.

- A. Side Track, leading off Main Track at Mile Post 27-27, one quarter (1/4) mile east of the west switch of Maple Passing Siding, is placed in service for: The Peoples Natural Gas Co., 545 William Penn Place, Pittsburgh 19, Pa.
- B. Side Track is of stub end construction with facing switch on westward movement.
- C. Switch is equipped with an electric lock and pipe connected derail.
- D. Track capacity: 12 cars.
- E. Engines in all series can be operated on this track.
- F. Billing is handled by Agent at Sudan 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 Sudan.

3. OAK.

- A. That portion of Storage Track, from road crossing to and including the west switch, has been removed from service.
- B. Mt. Oliver Coal & Coke Co. and Marshall Smith Co. Side Tracks, have been removed from service.
- C. Hand operated derail installed on Storage Track, eight hundred sixty (860) feet west of the east switch.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 964

Rook, Pa., October 24th. 1952.

GENERAL NOTICE NO. 951 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. ACHESON WATER TANK:
WATER STATION AT ACHESON HAS BEEN DISCONTINUED AND THERE IS NO WATER AVAILABLE AT THAT POINT FOR ENGINES. TIME TABLE NO. 26 AMENDED ACCORDINGLY.
2. ACHESON STORAGE TRACK:
 - A. Capacity of Storage Track:- Eighty five (85) Cars.
 - B. Flagman must precede all trains and engines moving over Road Crossing on Storage Track.
 - C. All concerned will look out for close clearance at the former coal loading ramps located on the east and west end of Storage Track.
3. JEFFERSON GAS COAL COMPANY MINE.
 - A. Engines must not be operated on bridge on Loaded Tracks below Tipple. This bridge is located three hundred (300) feet below Tipple. Engine limit board has been placed.
 - B. Capacity of Empty Track above Tipple: Ten (10) Cars.
4. Station shown in Time Table No. 26 as N. Alexandria designates New Alexandria. Station shown in Time Table No. 26 as W. Middletown designates West Middletown.
5. Walkway, sixty three (63) feet in length, has been installed on the north side east end of Bridge 59.42. This is the first bridge east of American Vanadium Company Side Track.
6. Aurora Mine:
 - A. Side track leading off west end Avella Passing Siding, placed in service for: Aurora Mine, owned by Union Realty Co., 102 Court Office Bldg., Washington, Pa.
 - B. Side track is of stub end construction. Hand operated derail installed one hundred fifty (150) feet west of switch.
 - C. Coal loading ramp 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.
 - D. Track capacity: 11 cars west of ramp. 12 cars east of ramp.
 - E. Bill Box installed at Coal loading ramp.

W. E. ROFFHOLT,

General Superintendent

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

965

GENERAL NOTICE NO. _____

Rook, Pa. October 24th. 1952

GENERAL NOTICE NO. 955 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

AVELLA, PA.

- A. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 82-11, SEVEN HUNDRED FORTY ONE (741) FEET EAST OF AVELLA STATION HAS BEEN PLACED IN SERVICE FOR THE EXCLUSIVE USE OF THE MAINTENANCE OF WAY DEPARTMENT. SWITCH OF THIS SIDE TRACK IS A FACING SWITCH ON WESTWARD MOVEMENT, IS EQUIPPED WITH AN ELECTRIC LOCK, PIPE CONNECTED DERAIL AND LOCKED WITH A MAINTENANCE OF WAY LOCK.
- B. Main Track Switch at the west end Avella Passing Siding has been changed from a Spring Switch to a Dual Control Switch under control of the Train Dispatcher.
- C. Pgh. Terminal No. 9 Mine Side Track. That portion of track, from hand operated 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.
- D. Coal Dock. Hand operated derail 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.
- E. Tracks No. 1, 2 and 3 are designated as Yard Tracks.
- F. Conductors setting off cars in yard must leave list for Agent showing time and track on which set off was made.
- G. Waybills for cars set off or to be picked up at Avella must be left in Agent's Office or in Bill Box at Station if Agent's Office is closed.
- H. 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.
- I. Crossover switches from Avella Running Track and West Middletown Storage Track must be left set for straightaway movement through Running Track and Storage Track.
- J. 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.
- K. 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.
- L. Conductors moving box, flat or other cars, not placed for or loaded with coal, from mines between Avella and Mingo, must report initials and numbers of such cars to Agent at Avella, showing time and date moved.
- M. Name Book has been placed at Avella Telegraph Office. All members of train and engine crews must register their Avella address in this book.
- N. 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 sent to Avella must report to Agent on arrival in addition to registering in Home Book.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF SUPERINTENDENT OF TRANSPORTATION

GENERAL NOTICE NO. 966

Rock, Pa., October 24th. 1952.

GENERAL NOTICE NO. 956 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. MINGO:

- A. TELEPHONE CONNECTED WITH THE DISPATCHING AND MESSAGE CIRCUITS HAS BEEN INSTALLED IN BOOTH AT THE MAIN TRACK SWITCH OF THE CONNECTION TRACK WITH THE WHEELING STEEL CORPORATION AND NICKEL PLATE ROAD.
- B. THE DESIGNATION OF SIDE TRACK FORMERLY KNOWN AS OHIO VALLEY STEEL SALES COMPANY, LEADING OFF CONNECTION TRACK WITH THE WHEELING STEEL CORPORATION AND NICKEL PLATE ROAD, HAS BEEN CHANGED TO:

<u>SPUR TRACK NO.</u>	<u>Clear Length</u>	<u>Capacity</u>
1	375 feet	8 cars
2	288 feet	6 cars

Hand operated derail installed on Lead at west end of track.

2. CHANDLER TEAM TRACK:

- A. Track has been shortened and now extends to a point three hundred sixty eight (368) feet east of point of switch.
- B. Car stops installed on stub or east end.

3. PITTSBURGH JUNCTION: Standard clock has been removed from Telegraph Office at Pittsburgh Junction, Ohio. Rule 90, Time Table No. 26, amended accordingly.

4. BRIDGEVILLE: 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.

W. E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO.—967—

Rook, Pa., November 5th, 1952

GENERAL NOTICE NO. 930 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SUDAN:

A. DUMP TRACK.

1. SIDE TRACK LEADING OFF THE EAST END OF NO. 2 TRACK, PLACED IN SERVICE AS: SUDAN DUMP TRACK.
 2. SWITCH OF DUMP TRACK IS A FACING SWITCH ON WESTWARD MOVEMENT AND IS LOCATED ONE HUNDRED NINETY THREE (193) FEET WEST OF THE EAST SWITCH OF NO. 2 TRACK.
 3. TRACK CAPACITY: SEVEN (7) CARS.
 4. CAR STOPS INSTALLED ON STUB OR WEST END.
 5. ENGINES IN ALL SERIES CAN BE OPERATED ON THIS TRACK.
 6. CARS OF RUBBISH BILLED TO SUDAN MUST BE PLACED ON SUDAN DUMP TRACK FOR UNLOADING.
- B. Private road 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. 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 the west leg.

4. SPEER DUMP TRACK.

Side Track leading off Main Track at Mile Post 24.04, 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.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 968

Rook, Pa., November 25th. 1952

GENERAL NOTICE NO. 949 IS 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 on account of sink in Track.

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. 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.
3. MIFFLIN . A. Split switch derail has been installed on the Yard Lead, between the crossovers, 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 the 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.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 969

Rook, Pa., December 2nd, 1952

GENERAL NOTICE NO. 948 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WEST LIBERTY. THAT PORTION OF SIDE TRACK, LEADING OFF THE SOUTH SIDE OF MAIN TRACK JUST WEST OF WEST LIBERTY STATION, FROM A POINT FIVE HUNDRED NINETY FIVE (595) FEET WEST OF POINT OF SWITCH TO ONE HUNDRED SEVENTY FIVE (175) FEET WEST THEREOF, HAS BEEN LEASED BY: H. G. DETTLING COMPANY, 2615 WEST LIBERTY AVE., PITTSBURGH (16), PA.
2. WEST BELT JCT. That portion of WYE TRACK, from a point one hundred twenty-five (125) feet east of tail track switch to stub end, has been leased by: DEALERS LUMBER SUPPLY CO. 401 BUTLER STREET, ETNA, PITTSBURGH 23, Pa. Hand operated derial installed 125 feet east of tail track switch. Car stops installed 323 feet east of tail track switch.
3. KELLEY, PA. Spur Track, leading off Eastward Main Track, 1172 feet east of east end of Greentree Tunnel, has been leased by: Allegheny Construction Co. 600 Greentree Road, Pittsburgh (20) Pa. Hand operated derial installed 193 feet west of point of switch. Car stops installed on west or stub end. Clear length: 392 feet. 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 And On Hand, Form 1535 (Blind Siding Report) to Agent at Rook.
4. All carload freight arriving Rook Yard billed to Pittsburgh consigned to Industries located on P&LE, Monongahela Connecting or 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.
5. Loaded cars other than coal or ore from 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.
6. Engine crews must avoid making black smoke at Rook, West End-Pittsburgh, West Liberty, or while operating between these points.
7. 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.
8. 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 St. Expense bills will be forwarded to Rook with cars.
9. Engines must not be stopped on Bridge 2, over Main Street.
10. 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.

W. E. ROBINHOLT,

General Superintendent,



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 970

Rook, Pa., December 15th, 1952.

THIS GENERAL NOTICE NO. 970 IS EFFECTIVE 12:01 A.M., TUESDAY, DECEMBER 16TH, 1952.

1. CREWS COVERING THE FOLLOWING ASSIGNMENTS: "A CREW AND B CREW OF TRAINS 1ST. 95 AND 1ST. 92 OPERATING ROOK, PA. TO BREWSTER, OHIO, TURN AT THE LATTER POINT AND RETURN TO ROOK", WILL BE PAID ON A CONTINUOUS TIME BASIS FROM THE TIME THEY ASSUME DUTY AT ROOK UNTIL THEY RETURN TO AND ARE RELIEVED AT ROOK INSTEAD OF ON A STRAIGHT-AWAY BASIS AS HAS BEEN THE PRACTICE HERETOFORE.

TIME RETURN AND DELAY REPORTS FORMS 1209-B AND 1209-D AND FREIGHT TRAIN DELAY REPORTS FORM 1219, TO BE MADE OUT ACCORDINGLY.

2. WHEN NECESSARY FOR AIR HOSE COUPLINGS TO BE MADE AND/OR TERMINAL AIR TESTS REQUIRED, AS PER RULE 103 OF THE B. OF R.T. AGREEMENT, AT POINTS WHERE CAR INSPECTORS ARE ON DUTY, IT WILL BE THE RESPONSIBILITY OF THE CONDUCTOR TO MAKE A REASONABLE EFFORT TO CONTACT THE INSPECTOR TO PERFORM THIS SERVICE. IF UNABLE TO CONTACT INSPECTOR WITHIN A REASONABLE LENGTH OF TIME, CREW WILL PERFORM THE SERVICE AND IN SUBMITTING TIME CLAIMS FOR THE ARBITRARY ALLOWANCE STATE THE EFFORTS MADE TO CONTACT THE INSPECTOR.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 971

Rook, Pa., December 15th, 1952.

GENERAL NOTICE NO. 922 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CASTLE SHANNON.

- A. SIDE TRACK FORMERLY DESIGNATED AS: GENERAL CEMENT PRODUCTS COMPANY (CRETSTONE) IS NOW LEASED TO: GENERAL CONCRETE UNITS CORPORATION, P. O. BOX 10313, PITTSBURGH 34, PA. CREWS SERVICING THIS SIDE TRACK MUST DETERMINE THAT TRACK IS NOT OBSTRUCTED BY HIGHWAY MOTOR TRUCKS.
- B. 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.
- C. Track formerly designated as Westward Passing Siding is now designated as Passing Siding for trains in both directions.
- D. Time Table No. 26 amended accordingly.

2. TRACK FORMERLY DESIGNATED AS: SEVEN BAKER BROTHERS, IS NOW LEASED TO: RENNEKAMP LUMBER AND SUPPLY COMPANY, 1935 WOODVILLE AVE., PITTSBURGH (20) PA. TIME TABLE NO. 26 AMENDED ACCORDINGLY.

3. ALICE NO. 1 MINE. Mine is 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.

4. LARGE.

- A. Former Pgh. Terminal No. 7 Mine Side Track placed in service for: Alice No. 2 Mine operated by Solar Fuel Company, 600 Locust Street, McKeesport, Pa. Tipple does not provide sufficient clearance for an engine nor for a man on top or side of car.
- B. That portion of Alice No. 2 Mine Side Track, from Highway Crossing Route 51 to a point five (5) car lengths west thereof, is designated as Large Team Track.
- 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, is placed in service for: Dick Construction Company, Large, Pa. Hand operated derial installed on east end of this track and Car Stops installed on the west end.

5. All concerned will look out for close clearances between West Belt Jct. and Rennekamp Lumber and Supply Company Side Track.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 972

Rook, Pa., December 19th. 1952

THIS GENERAL NOTICE NO. 972 IS EFFECTIVE 12:01 A.M., SATURDAY, DECEMBER 20TH. 1952.

GENERAL NOTICE NO. 970 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 12:01 A.M., SATURDAY, DECEMBER 20TH. 1952.

1. CONDUCTORS AND BRAKEMEN WORKING ON CREWS ADVERTISED AS FOLLOWS: "A AND B CREW OF TRAINS 1ST. 95 AND 1ST. 92 OPERATING ROOK, PA. TO BREWSTER, OHIO, TURN AT THE LATTER POINT AND RETURN TO ROOK. THESE CREWS ARE IN TURN-AROUND SERVICE", WILL MAKE OUT TIME RETURN AND DELAY REPORTS FORM 1209-B AND FREIGHT TRAIN DELAY REPORTS FORM 1219 ACCORDINGLY.
2. When necessary for air hose couplings to be made and/or terminal air tests required, as per Rule 103 of the B. of R. T. Agreement, at points where Car Inspectors are on duty, it will be the responsibility of the Conductor to make a reasonable effort to contact the Inspector to perform this service. If unable to contact Inspector within a reasonable length of time, crew will perform the service and in submitting time claims for the arbitrary allowance state the efforts made to contact the Inspector.

W. E. ROBINHOLT,

General Superintendent.