

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 973

Rook, Pa., January 26th, 1953.

GENERAL NOTICE NO. 878 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. VALLEY MINE.

- A. The designation of Mine formerly known as Arnold, has been changed to: Valley, and is operated by: Penowa Coal Co., Mary Ann Building, Burgettstown, Pa.
- B. Split Switch Derail installed on the east end of Mine Lead.
- C. ENGINES MUST NOT BE OPERATED WEST OF THE ROAD CROSSING ON EITHER THE EMPTY LEAD OR LOADED LEAD.

2. COOL SPRING MINE.

- A. That portion of Mingo No. 2 Storage Track, from a point two hundred one (201) feet west of the east switch to a point seven hundred twenty-nine (729) feet west thereof, has been placed in service for: Cool Spring Mine, operated by Brettell Coal Co., 616 Commercial St., Mingo Junction, Ohio.
- B. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- C. Track Capacity: 6 cars east of ramp.
10 cars west of ramp.
- D. Bill Box installed at Coal loading ramp.
- E. Billing is handled by Agent, Mingo, Ohio.

3. OLLETT MINE.

- A. The designation of mine formerly known as Cross Creek Mine No. 1 has been changed to Ollett and is operated by: Mr. Constant Preat of The Preat Coal Co., Colliers, W. Va.
- B. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

4. DUBENA MINE.

- A. Side Track leading off main track at Mile Post 87-35, or approximately three quarters (3/4) of a mile west of switch leading to the Bell Branch, has been placed in service for: Dubena Mine operated by Dubena Coal Corp., 378 Main Street, Follansbee, W. Va.
- B. Side track is of stub end construction with facing switch on westward movement.
- C. Car stops installed on stub or west end.
- D. Track Capacity: 5 cars east of ramp.
5 cars west of ramp.
- E. Bill Box installed at Coal Loading ramp.
- F. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

W. E. Robinholt,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. ⁹⁷⁴
Rook, Pa., January 26, 1953.

GENERAL NOTICE NO. 929 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PENN NO. 3 MINE. A. THAT PORTION OF FRICK STORAGE TRACK, FROM THE PIPE CONNECTED DERAIL AT THE EAST END TO A POINT THREE THOUSAND AND SIXTEEN (3016) FEET WEST THEREOF, HAS BEEN LEASED TO: PENN FUEL AND SUPPLY COMPANY, 62 EAST MAIN ST., UNIONTOWN, PA., FOR COAL LOADING PURPOSES. COAL WILL BE SHIPPED BY: LIPSIE COAL COMPANY, SECOND NATIONAL BANK BUILDING, UNIONTOWN, PA.
B. COAL LOADING RAMP HAS BEEN INSTALLED ON THE SOUTH SIDE OF TRACK, FIFTEEN HUNDRED EIGHT (1508) FEET WEST OF THE EAST DERAIL. CHUTE AT COAL LOADING RAMP WILL NOT CLEAR MAN ON TOP OR SIDE OF CAR AND MUST BE RAISED TO CLEAR ENGINES.
C. TRACK CAPACITY: EMPTY TRACK WEST OF RAMP - 37 CARS.
LOADED TRACK EAST OF RAMP - 37 CARS.
D. BILL BOX HAS BEEN INSTALLED AT COAL LOADING RAMP.
E. BILLING WILL BE TAKEN INTO THE ACCOUNTS OF THE AGENT AT MONESSEN.
F. CARS OF COAL WILL BE MOVED FROM THE MINE SIDE TRACK TO THE COAL CLEANING PLANT AT AVELLA ACCOMPANIED BY CARD BILLS AND THE AGENT AT AVELLA WILL COMPILE THE REVENUE BILLING FOR THIS MOVE. AFTER THE COAL HAS BEEN CLEANED, CARS OF COAL WILL BE MOVED FROM THE CLEANING PLANT ACCOMPANIED BY CARD BILLS AND THE AGENT AT THE WEIGHING POINT WILL COMPILE THE REVENUE BILLING FOR THIS MOVE.
G. FOR WHEEL REPORT PURPOSES, MINE SIDE TRACK WILL BE DESIGNATED AS: STATION **coll**.
2. BRUCETON. A. Hand operated derail installed on the east end of No. 1 Side Track.
B. Hand operated derail installed on the east end of No. 2 Side Track.
3. HORNING. A. 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 installed on the east end of No. 1, 2 and 3 Storage Tracks.
B. No. 3 Storage Track can be used for the storage of empty cars only, engines must not be operated on this track.
4. WILLIAMS SIDE TRACK. Is handled by Agent at Longview. Waybills for cars moving to or from and Report of Cars Set Off Picked Up and On Hand, Form 1535 (Blind Siding Report) 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,
General Superintendent



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 975

Rook, Pa., February 19, 1953.

GENERAL NOTICE NUMBER 960 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

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

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONES</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. (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.)	Carnegie 2502	Walnut 1-7066
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. McGarvey	Washington Avenue Bridgeville, Pa.	Bridgeville 18	
J. K. McCarrell	Hickory, Pa.	Hickory 17 R 11	Hickory 17 R 3
J. Kenneth Hootman	Post Office Building Avella, Pa.	Avella 4321	Avella 4222
Fred H. Riney	610 Commercial Street Mingo Junction, Ohio	Mingo Jct. 5-1171	Mingo Jct. 5-1172
C. F. Gell	High Street Hopedale, Ohio	Hopedale 21	Hopedale 21R3
J. M. Gardill	1 Willow Avenue Castle Shannon, Pa.	Locust 1-0459	Plantation 1-2443
J. DeB. Cornelius	Broughton, Pa.	Olympia 5-7084	Willard 1-7969
C. B. Norcross	410 Mitchell Avenue 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	Clairton 39496

COMPANY SURGEONS - (continued).

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONES</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-M	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 1-3552	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	Connellsville 2400

AMBULANCES

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Henney Funeral Home	Carnegie, Pa.	Carnegie 1093
La Velle Funeral Home	Bridgeville, Pa.	Bridgeville 70
Jas. R. Coleman Funeral Home	Cecil, Pa.	Bridgeville 305-J
Thompson Funeral Home	Avella, Pa.	Avella 7011 or Avella 7013
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 Avenue 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 & Bekevach Funeral Home	Clairton, Pa.	Clairton 57
Toner Funeral Home	Belle Vernon, Pa.	Belle Vernon 183
Toner Funeral Home	Mongahela, 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. 976

Rook, Pa., March 12th., 1953.

GENERAL NOTICE NO. 965 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 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.
- 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 No. 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 initials and numbers 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.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

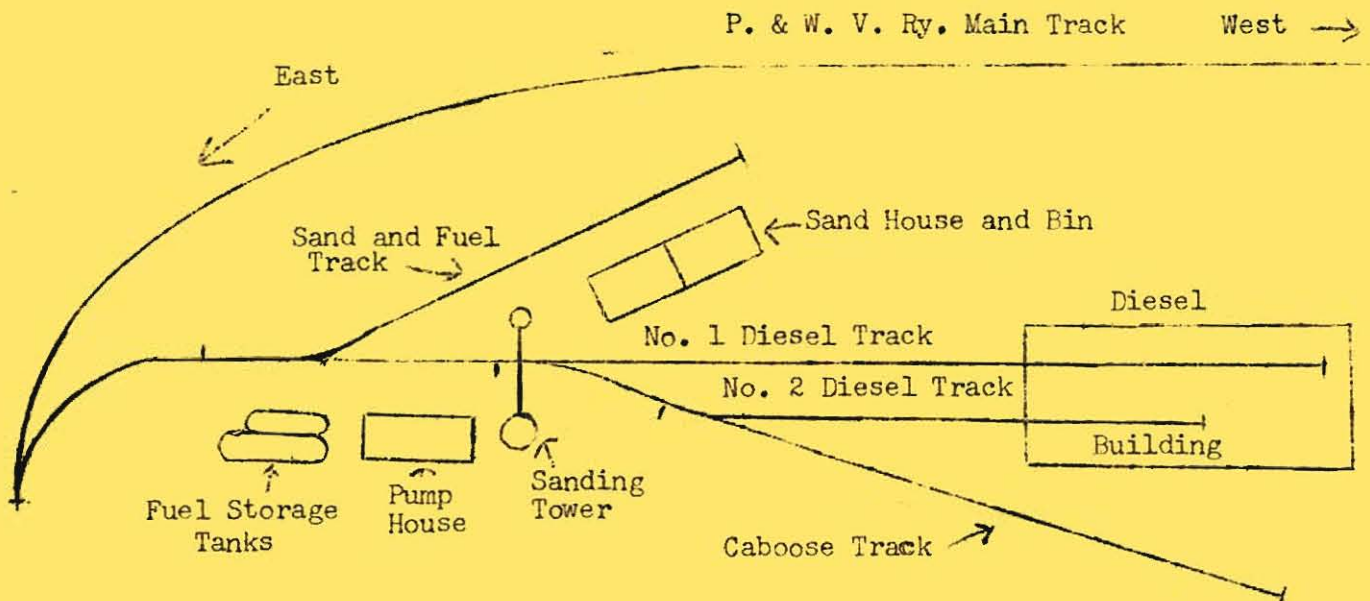
OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. ~~977~~

Rook, Pa., March 12th, 1953.

THIS GENERAL NOTICE NO. 977 IS EFFECTIVE 8:00 A.M., FRIDAY, MARCH 13TH, 1953.

Below is a diagram of the track layout of the Diesel facilities and new Caboose track at Avella, Pa. All tracks are O.K. for service. Main track switch, located at Mile Post 82-11 seven hundred forty one (741) feet east of Avella Station, is a facing switch on westward movement and is equipped with an electric lock and pipe connected derail.



<u>Track Designation</u>	<u>Total Length</u>	<u>Clear Length</u>
Sand & Fuel Track	220 feet	100 feet
No. 1 Diesel Track	640 feet	503 feet
No. 2 Diesel Track	291 feet	174 feet
Caboose Track	275 feet	160 feet

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 978

Rook, Pa., March 12th., 1953.

THIS GENERAL NOTICE NO. 978 IS EFFECTIVE MONDAY, MARCH 9th. 1953.

HOPEDALE TRANSFER

- A. The Wye Tracks at Hopedale Transfer are also designated as Interchange Tracks for use in interchanging cars between the P. & W. V. Ry. and N. Y. C. R.R.
- B. All trains and engines using these tracks must expect to find them blocked with cars.
- C. All coal originating west of Rook routing via the N.Y.C. R.R. at Hopedale Transfer must be weighed at Hopedale Scales before delivery to the N.Y.C. R.R.
- D. Cars for P. & W. V. Ry. on Transfer Tracks must be moved before delivery is made to the N.Y.C. R.R.
- E. Not more than fifteen (15) cars at any one time are to be delivered to the N.Y.C. R.R. and these cars must be left on that portion of track between derail near the N.Y.C. R.R. main track, and west leg of wye switch. At least two (2) car lengths of room must be left on this track next to the wye switch to afford sufficient room for the turning of engines.
- F. Interchange will be under the jurisdiction of the Agent at Smithfield.
- G. Conductors must advise the Chief Dispatcher number of cars set off and/or picked up and must furnish list to the Agent at Smithfield showing time cars are placed on or removed from the Interchange Tracks, listing initial, number, kind, contents and destination of each car.
- H. Bill box, locked with P.& W.V. Ry. and N.Y.C. R.R. switch locks, has been installed at the west leg of wye switch.
- I. For Wheel Report purposes, Transfer Track is designated as Station 1070.

W. E. Robinholt

General Superintendent

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 979



Rook, Pa., March 19th., 1953

THIS GENERAL NOTICE NO. 979 IS EFFECTIVE 4:30 P.M., FRIDAY, MARCH 20TH. 1953.

WEST END BRANCH

1. MAIN TRACK OVER BANKSVILLE ROAD ON THE WEST END BRANCH HAS BEEN RELOCATED TO THE NEWLY CONSTRUCTED BRIDGE JUST NORTH OF FORMER BRIDGE NO. 0.75. THIS IS THE SECOND 2ND. BRIDGE EAST OF THE EAST SWITCH OF BRIDGE 2 SIDING. TRACK IS O.K. FOR NORMAL SPEED.
2. BANKSVILLE:
SOUTH HILLS ICE COMPANY SIDE TRACK AND BANKSVILLE SPUR TRACK, HAVE BEEN REMOVED FROM SERVICE.
3. BRIDGE 2 SIDING:
 - A. 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 sixty three (163) feet east of the west switch, to a point four hundred fifteen (415) feet east thereof. Track is O.K. for service.
 - B. Unloading Bin has been installed one hundred eighty (180) feet east of derail. Platform erected on north side of track at unloading bin.
 - C. Track capacity: 4 cars west of unloading bin. 4 cars east of unloading bin.
 - D. To eliminate possibility of personal injury, all concerned will look out for open bin located one hundred eighty (180) feet east of derail.
 - E. 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.
4. WEST END, PITTSBURGH.
 - A. All tracks in West End, Pittsburgh, Yard, have been taken out of service except No. 1 Track (Team Track) and No. 2 Track.
 - B. Length and Capacity of Tracks as follows:

<u>Track No.</u>	<u>Clear Length</u>	<u>Capacity</u>
No. 1 (Team)	679 feet	15 cars
No. 2	595 feet	13 cars

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 980

Rook, Pa., March 19th., 1953.

THIS GENERAL NOTICE NO. 980 IS EFFECTIVE 12:01 P.M. MONDAY, MARCH 23rd. 1953.

Highway Crossing Protection, consisting of Crossing Gates, Flashing Red Lights and Bell, are in service at Highway Grade Crossing, Steuben Street, West End, Pittsburgh.

Dwarf Signals have been installed just east and west of the Crossing. Dwarf Signal east of the Crossing governs westward movement of trains and engines. Dwarf Signal west of the Crossing governs eastward movement of trains and engines.

All trains and engines must approach this Crossing prepared to stop and must not proceed over Crossing until Dwarf Signal shows a "Proceed" (Green) indication. Normal indication of Dwarf Signal will be "Stop" (Red).

In order to avoid continuous operation of the Crossing Protection Signals and Gates, engines or cars must not be left standing on approach sections 660 feet east and west of the Crossing.

When a train or engine moves over Crossing in either direction and a back-up movement over Crossing is to be made, Crossing must be protected by a member of the crew, unless gates are in horizontal position.

For train or engine movements from Bridge 2 Siding to the Steuben Street Crossing, Protection Signals and Gates will operate when train or engine has reached a point 200 feet east of the Crossing.

Crossing Watchman positions at Steuben Street are abolished.

Conductors must leave ⁱⁿ Telephone Booth at Connection with the P. & L.E. R.R. West End, Pittsburgh, a list of all cars in trains moving to or from the P. & L.E. R.R. This list must show time of arrival at Steuben Street which is breaking point for Interchange. Bills for cars moving from the P. & L.E. R.R. to the P. & W.V. Ry. will be in Telephone Booth at Connection with the P. & L.E. R.R. and Conductors will obtain the bills at that point.

W.E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 981

Rock, Pa., March 23rd, 1953.

GENERAL NOTICE NO. 963 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 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.

2. OAK.
 - A. That portion of Oak 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. 982

Rook, Pa., March 23rd., 1953.

GENERAL NOTICE NO. 969 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 derail installed 125 feet east of tail track switch. Car stops installed three hundred twenty three (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 derail 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 Picked Up 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 January 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 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 the same manner. Revenue billing will be made at West End or Rook.
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. 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 the P. & L.E. R.R.

W.E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 983

Rook, Pa., March 27., 1953.

GENERAL NOTICE NO. 980 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

Highway Crossing Protection, consisting of Crossing Gates, Flashing Red Lights and Bell, are in service at Highway Grade Crossing, Steuben St. West End, Pittsburgh.

Dwarf Signals have been installed just east and west of the Crossing. Dwarf Signal east of the Crossing governs westward movement of trains and engines. Dwarf Signal west of the Crossing governs eastward movement of trains and engines.

All trains and engines must approach this Crossing prepared to stop and must not proceed over Crossing until Dwarf Signal shows a "Proceed" (Green) indication. Normal indication of Dwarf Signal will be "Stop" (Red).

In order to avoid continuous operation of the Crossing Protection Signals and Gates, engines or cars must not be left standing on approach sections 660 feet east and west of the Crossing.

When a train or engine moves over Crossing in either direction and a back-up movement over Crossing is to be made, Crossing must be protected by a member of the crew, unless gates are in horizontal position.

For train or engine movements from Bridge 2 Siding to the Steuben Street Crossing, Protection Signals and Gates will operate when train or engine has reached a point 200 feet east of the Crossing.

Crossing Watchman positions at Steuben Street are abolished.

STEUBEN STREET IS THE BREAKING POINT FOR INTERCHANGE BETWEEN THE P. & L.E. R.R. AND THE P. & W.V. RY. AND CONDUCTORS MOVING CARS BETWEEN THE RESPECTIVE COMPANIES WILL MAKE A LIST SHOWING INITIAL, NUMBER, KIND, CONTENTS AND DESTINATION OF EACH CAR TOGETHER WITH THE ARRIVAL TIME AT STEUBEN STREET AND MAIL SAME IMMEDIATELY AT THE COMPLETION OF EACH TRIP TO THE CASHIER AT WEST END, PITTSBURGH. P. & L.E. R.R. CONDUCTORS WILL MAIL THIS LIST FROM MCKEES ROCKS AND P. & W.V. RY. CONDUCTORS WILL MAIL SAME FROM ROOK. BILLS FOR CARS MOVING FROM THE P. & L.E. R.R. TO THE P. & W.V. RY., FORMERLY OBTAINED FROM THE CROSSING WATCHMAN AT STEUBEN STREET OR FROM THE TELEPHONE BOOTH AT CONNECTION WITH THE P. & L.E. R.R. WILL BE BROUGHT TO ROOK BY CASHIER AT WEST END - CONDUCTORS WILL MOVE CARS ON BILLING, RECEIVED AT MCKEES ROCKS.

BILLS COVERING CARS PLACED ON TEAM OR SIDE TRACKS ON THE WEST END BRANCH WILL BE MAILED TO CASHIER, WEST END AFTER CONDUCTOR HAS NOTED THEREON THE TIME AND DATE OF PLACEMENT.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

984

GENERAL NOTICE NO. _____

Rook, Pa., April 23rd., 1953.

THIS GENERAL NOTICE NO. 984 IS EFFECTIVE 3:01 P.M., TUESDAY, APRIL 28th. 1953. GENERAL NOTICE NO. 971 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 3:01 P.M. TUESDAY, APRIL 28th. 1953.

1. CASTLE SHANNON:

- A. MAIN TRACK SWITCH AT THE EAST END CASTLE SHANNON PASSING SIDING HAS BEEN CHANGED FROM A SPRING SWITCH TO A DUAL CONTROL SWITCH UNDER CONTROL OF TRAIN DISPATCHER.
- 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 HAS BEEN REMOVED FROM THE WEST END OF CASTLE SHANNON STORAGE TRACK AND A PIPE CONNECTED DERAIL INSTALLED IN LIEU THEREOF-THIS PIPE CONNECTED DERAIL IS LOCATED JUST WEST OF THE ROAD CROSSING.
- C. Track formerly designated as Westward Passing Siding is now designated as Passing Siding for trains in both directions.
- D. Side Track formerly designated as: General Cement Products Company (Creststone) 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.
- E. Time Table No. 26 and Rules and instructions for Operation of Trains and Track Cars in Centralized Traffic Control Territory issued under date of February 1, 1949, 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 Large Storage Track, is leased to: Dick Construction Co., Large, Pa. Hand operated derail 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. 985

Rook, Pa., May 5th. 1953.

THIS GENERAL NOTICE NO. 985 IS EFFECTIVE 7:00 A.M., MONDAY, May 11TH. 1953.

On account of Contractor working on Bridge 53.3 over Banksville Road (This is the first (1st) bridge west of the end of double track at West Belt Jct. Mile Post 52.85), the Eastward Main Track between West Belt Jct., Mile Post 52.85 and Turnout located one hundred sixteen (116) feet west of west end of Bridge 53.3 is out of service. Westward Main Track between these points is designated as Single Track for use of trains, engines and track cars in both directions.

Speed of eight (8) miles per hour must not be exceeded while moving over Bridge 53.3.

Between the hours of 7:00 A.M. and 3:30 P.M. daily except Saturdays, Sundays and Holidays, all trains, engines and track cars must approach Bridge 53.3 prepared to stop and must not pass over Bridge until they receive a hand signal to proceed given by flagman at the Bridge. Hand signals given by flagman are for the protection of workmen on the bridge and do not supersede the indications displayed by the Fixed Signals.

Spring switch has been installed at the Turnout on the Westward Main Track 116 feet west of Bridge 53.3. Normal position of this spring switch is for movement via the Westward Main Track.

Dwarf Signal installed on Eastward Main Track 344 feet west of west end of Bridge 53.3. This signal will display two (2) indications: Red (Stop) Rule 292 or Yellow (Proceed preparing to stop at next signal; slow speed within interlocking limits) Rule 288. This signal governs eastward movement of trains, engines and track cars from Eastward Main Track through Turnout and over Single Track to former end of double track at West Belt Jct., Mile Post 52.85.

Dwarf Signal installed on Westward Main Track 336 feet west of west end of Bridge 53.3. This signal will display one indication: Red (Stop) Rule 292, and governs movement against the current of traffic on Westward Main Track.

Dwarf Signal installed on Single Track (Former Westward Main Track) 100 feet west of west end of Bridge 53.3. This signal will display three (3) indications: Red (Stop) Rule 292. Yellow (Proceed preparing to stop at next signal; slow speed within interlocking limits) Rule 288 and Green (Proceed; slow speed within interlocking limits) Rule 287.

Telephone installed in booth forty (40) feet west of west end of Bridge 53.3.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 986



Rook, Pa., May 18th, 1953.

THIS GENERAL NOTICE NO. 986 IS EFFECTIVE 11:00 A.M., THURSDAY, MAY 21st., 1953.

GENERAL NOTICE NO. 985 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 11:00 A.M., THURSDAY, MAY 21st, 1953.

On account of Contractor working on Bridge 53.3 over Banksville Road (This is the first (1st) bridge west of end of double track at West Belt Jct. Mile Post 52.85), the WESTWARD MAIN TRACK between West Belt Jct. Mile Post 52.85 and Turnout located one hundred sixteen (116) feet west of west end of Bridge 53.3 is out of service. EASTWARD MAIN TRACK between these points is designated as SINGLE TRACK for use of trains, engines and track cars in both directions.

Speed of eight (8) miles per hour must not be exceeded while moving over Bridge 53.3.

Between the hours of 7:00 A.M. and 3:30 P.M. daily except Saturdays, Sundays and Holidays, all trains, engines and track cars must approach Bridge 53.3 prepared to stop and must not pass over Bridge until they receive a hand signal to proceed given by flagman at the Bridge. Hand signals given by flagman are for the protection of workmen on the Bridge and do not supersede the indications displayed by the Fixed Signals.

Spring switch has been installed at the Turnout on the EASTWARD MAIN TRACK 116 feet west of Bridge 53.3. Normal position of this spring switch is for movement via the Turnout to the Westward Main Track.

Dwarf Signal installed on Eastward Main Track 344 feet west of west end of Bridge 53.3. This signal will display two (2) indications: Red (Stop) Rule 292, or Yellow (Proceed preparing to stop at next signal; slow speed within interlocking limits) Rule 288. This signal governs eastward movement of trains, engines and track cars from Eastward Main Track over Single Track to former end of double track at West Belt Jct. Mile Post 52.85.

Dwarf Signal installed on Westward Main Track 336 feet west of west end of Bridge 53.3. This signal will display one (1) indication: Red (Stop) Rule 292, and governs movement against the current of traffic on Westward Main Track.

DWARF SIGNAL installed on Single Track (FORMER EASTWARD MAIN TRACK) 100 feet west of west end of Bridge 53.3. This signal will display three (3) indications: Red (Stop) Rule 292; Yellow (Proceed preparing to stop at next signal; slow speed within interlocking limits) Rule 288, and Green (Proceed; slow speed within interlocking limits) Rule 287.

WESTWARD HOME SIGNAL located 20 feet east of end of double track at West Belt Jct, Mile Post 52.85 will display two (2) indications: Red over Red (Stop) Rule 292, and Red over Yellow (Proceed at restricted speed) Rule 290. This signal governs westward movement of trains, engines and track cars over Single Track to Dwarf Signal located 100 feet west of west end of Bridge 53.3.

Spring switch located at former end of double track at West Belt Jct, Mile Post 52.85, is spiked for movement via Single Track (former Eastward Main Track).

Telephone installed in booth forty (40) feet west of west end of Bridge 53.3.

W.E.ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 987

Rook, Pa., May 29th. 1953.

THIS GENERAL NOTICE NO. 987 IS EFFECTIVE 3:30 P.M., TUESDAY, JUNE 2ND. 1953.

GENERAL NOTICE NO. 986 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 3:30 P.M., TUESDAY, JUNE 2ND. 1953.

Repairs have been completed to Bridge 53.3 over Banksville Road (This is the first 1st. bridge west of end of Double Track at West Belt Jct. Mile Post 52.85).

Double Track is in service between Rook Yard and West Belt Jct. Mile Post 52.85.

Trains, Engines and Track Cars operating on Double Track with the Current of Traffic between East End Rook Yard and End of Double Track West Belt Jct. Mile Post 52.85 must be governed by the provisions of General Notice No. 913 issued under date of July 20th. 1950.

W.E.ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 988

Rook, Pa., June 3rd., 1953.

GENERAL NOTICE NO. 974 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PENN NO. 3 MINE.
 - A. That portion of Frick Storage Track, from the pipe connected derail at the east end to a point three thousand and sixteen (3016) feet west thereof, has been leased to: Penn Fuel and Supply Company, 62 East Main St., Uniontown Pa. for coal and COKE loading purposes.
 - B. Ramp has been installed on the south side of track, fifteen hundred eight (1508) feet west of the east derail. Chute at ramp will not clear man on top or side of car and must be raised to clear cars and engines.
 - C. Track capacity: Empty track west of Ramp - 37 cars.
Loaded track east of Ramp - 37 cars.
 - D. Bill Box installed at Ramp.
 - E. Billing will be taken into the accounts of the Agent at Monessen.
 - F. Cars of coal will be moved from the Mine Side Track to the Coal Cleaning Plant at Avella accompanied by card bills and the Agent at Avella will compile the revenue billing for this move. After the coal has been cleaned, cars of coal will be moved from the Cleaning Plant accompanied by card bills and the Agent at the weighing point will compile the revenue billing for this move, sending copy to Agent at Monessen.
 - G. CARS OF COKE WILL BE MOVED FROM THE MINE SIDE TRACK TO ROOK, PA. ACCOMPANIED BY CARD BILLS. COKE WILL BE WEIGHED AT ROOK AND THE AGENT AT ROOK WILL COMPILER THE REVENUE BILLING SENDING COPY TO AGENT AT MONESSEN.
 - H. For wheel report purposes, Mine Side Track is designated as: Station 011.
2. BRUCETON. A. Hand operated derail installed on the east end of No. 1 Side Track.
B. Hand operated derail installed on the east end of No. 2 Side Track.
3. HORNING. A. 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 installed on the east end of No. 1, 2 and 3 Storage Tracks.
B. No. 3 Storage Track can be used for the storage of empty cars only, engines must not be operated on this track.
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 LAND & SONS SIDE TRACK. Track has been removed.
7. OPTION SIDE TRACK. OPTION EQUIPMENT AND SUPPLY COMPANY HAVE CHANGED THEIR NAME TO : OPTION SUPPLY COMPANY INC., 5141 BROWNSVILLE ROAD, PITTSBURGH (36) PA.

W.E. ROBINHOLT

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO.—989

Rook, Pa., July 27th., 1953.

GENERAL NOTICE NO. 958 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CHANDLER SIDE TRACK.

A. NURI MINE.

1. THAT PORTION OF TRACK, FROM A POINT FIVE HUNDRED FORTY SEVEN (547) FEET EAST OF WEST SWITCH TO A POINT THIRTEEN HUNDRED FIFTY (1350) FEET EAST THEREOF, HAS BEEN LEASED TO: NURI COAL COMPANY, SALINEVILLE, OHIO.
2. COAL LOADING CONVEYOR INSTALLED ON NORTH SIDE OF TRACK, TWELVE HUNDRED TWENTY TWO (1222) FEET EAST OF WEST SWITCH. CONVEYOR, WHEN NOT IN OPERATION, WILL CLEAR ALL EQUIPMENT.
3. TRACK CAPACITY: 15 CARS WEST OF CONVEYOR - 15 CARS EAST OF CONVEYOR.
4. BILL BOX INSTALLED AT CONVEYOR.
5. FOR WHEEL REPORT PURPOSES MINE IS DESIGNATED AS STATION 1032.

B. BLOOMINGDALE MINE NO. 1 - STRAUSS MINE.

1. That portion of track, from hand operated derail located three hundred seventy five (375) feet west of east switch to a point eleven hundred ninety (1190) feet west thereof, has been leased to: Bloomingdale Coal Company, Bloomingdale, Ohio.
2. 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 Co., 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.
3. Track Capacity: 15 cars west of conveyors - 15 cars east of conveyors.
4. Bill Boxes installed at 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: 11 cars east of ramp - 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 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. 990

Rook, Pa., July 30th., 1953.

GENERAL NOTICE NO. 989 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. NURI MINE:

- A. That portion of Chandler Side Track, from a point five hundred forty seven (547) feet east of west switch to a point thirteen hundred fifty (1350) feet east thereof, has been leased to: Nuri Coal Company, Salineville, Ohio.
- B. Coal loading conveyor, designated as Nuri Mine, installed on north side of track, twelve hundred twenty two (1222) feet east of west switch. Conveyor, when not in operation, will clear all equipment.
- C. Track capacity: 15 cars west of conveyor. 15 cars east of conveyor.
- D. Bill box installed at conveyor.
- E. For wheel report purposes, Mine is designated as Station 1032.

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: 11 cars east of ramp . 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 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

991

GENERAL NOTICE NO. _____

Rook, Pa., July 30th., 1953.

GENERAL NOTICES NUMBERED 935 and 987 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILS.

1. HOPEDALE.

- A. WATER SERVICE CONNECTION WITH FIFTY (50) FEET OF HOSE, HAS BEEN INSTALLED IN AN UNDERGROUND BOX ON THE SOUTH SIDE OF MAIN TRACK AT MILE POST 108-08, APPROXIMATELY EIGHTY SIX (86) FEET WEST OF HOPEDALE SCALE HOUSE. BOX IS EQUIPPED WITH A STEEL COVER, LOCKED WITH A SWITCH LOCK AND IDENTIFIED WITH A SIGN READING "WATER CONNECTION". BOX MUST BE CLOSED AND LOCKED AFTER HAVING BEEN USED.
- B. Conductors of crews setting off cars loaded with coal on the Scale Tracks must leave a list for Weighmaster showing information provided for in paragraph (a) Rule 55, Time Table No. 26.

2. WAYCO.

- A. SIDE TRACK:
Side Track 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, has been placed in service for: Witch Haven Mine, operated by POLEN COAL COMPANY, BOX 23, AVELLA, PA.
 - 2. Coal loading ramp and conveyor 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 or stub 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) miles west of west switch of New Alexandria Side Track, in service for: Dean Mine, operated by McIntyre Creek Coal Company, 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 or stub end.
- D. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

W. E. ROBINHOLT

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

933

GENERAL NOTICE NO. _____

Rook, Pa., September 30th., 1953

ALL CONCERNED:

OCTOBER has been designated by the Railroads of the United States as: "CAREFUL CAR HANDLING MONTH".

Our Railroad is continuously paying claims for damaged lading caused by "ROUGH HANDLING" of equipment and in this respect I wish to take the opportunity of calling to the attention of all our employees in both road and yard service, particularly those in switching operations, to the fact that an alarming amount of tonnage is constantly being lost to competitive forms of transportation because of damage to freight and delays to cars brought about by "ROUGH HANDLING".

In view of present high competition, by railroads and other forms of transportation, we should all be extremely interested in "CAREFUL CAR HANDLING", both in road and yard switching and I ask the co-operation of all who perform the actual handling to do everything in his power to help reduce freight loss and damage through "CAREFUL HANDLING OF CARS".

Remember, for job security and for pleasing our patrons, couplings should not be made at a speed greater than four (4) miles per hour.

I solicit your co-operation for "PERFECT SHIPPING" during October and throughout every month of the year.

W. E. ROBINHOLT,

General Superintendent.



P. & W. V. RY. CO.
RECEIVED
OCT 29 1953
OFFICE OF THE GENERAL SUPERINTENDENT
994
CAR SERVICE
GENERAL NOTICE NO. _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Rook, Pa., October 19th, 1953.

GENERAL NOTICE NO. 988 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. FRICK, PA.

A. WATER SERVICE CONNECTION WITH FIFTY (50) FEET OF HOSE, HAS BEEN INSTALLED IN AN UNDERGROUND BOX ON THE NORTH SIDE OF MAIN TRACK AT THE WEST END OF THE FIRST BRIDGE WEST OF THE EAST SWITCH OF FRICK SIDE TRACK. BOX IS EQUIPPED WITH A STEEL COVER, LOCKED WITH A SWITCH LOCK AND IS IDENTIFIED WITH A SIGN READING "WATER CONNECTION". BOX MUST BE CLOSED AND LOCKED AFTER HAVING BEEN USED.

B. PENN NO. 3 MINE.

1. That portion of Frick Side Track, from the pipe connected derail at the east end to a point three thousand sixteen (3016) feet west thereof, has been leased to: Penn Fuel and Supply Company, 62 East Main Street, Uniontown, Pa. for coal and coke loading purposes.
2. Loading Ramp installed on the south side of track, fifteen hundred eight (1508) feet west of the east derail. Chute at ramp will not clear man on top or side of car and will not clear an engine, box or refrigerator car.
3. Track capacity: Empty track west of Ramp - 37 cars.
Loaded track east of Ramp - 37 cars.
4. Bill Box installed at Ramp.
5. Billing is taken into the accounts of the Agent at Monessen.
6. All coal loaded at Penn No. 3 Mine will be moved on card bills:
When consigned via P & L E RR, will be weighed and billed at McKees Rocks.

When moving via Rook to points other than the Coal Cleaning Plant at Avella, will be weighed and billed at Rook.

When moving via Mifflin, will be delivered the Montour RR at Mifflin for weighing.

When moving to other connecting lines, will be billed by Agent at point of Interchange who will note thereon - "Weigh at First Scale".

When consigned to the Coal Cleaning Plant at Avella revenue billing will be compiled by Agent at Avella for the move to Avella. After cleaning, coal will be moved from the Cleaning Plant on card bills and the Agent at the weighing point will compile the revenue billing except for coal moving via the P.R.R. at Bridgeville for which revenue billing is made by Agent at Avella.

Coke loaded at Penn No. 3 Mine will be weighed at Rook and Agent at Rook will compile the revenue billing.

In all cases, copy of revenue bill must be sent to Agent at Monessen.

2. BRUCETON. Hand operated derails installed on the east end of No. 1 and No. 2 Side Tracks.
3. HORNING.
 - A. 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 installed on the east end of No. 1, 2 and 3 Storage Tracks.
 - B. No. 3 Storage Track can be used for the storage of empty cars only, engines must not be operated on this track.
4. OPTION SIDE TRACK. The name of Option Equipment and Supply Company has been changed to: Option Supply Company Inc., 5141 Brownsville Road, Pittsburgh (36) Pa.
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
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 995

Rook, Pa., October 19th, 1953.

GENERAL NOTICE NO. 943 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>Diesel Engine</u>			<u>Diesel Engines</u>		<u>NKP Diesel Engines</u>	
	* 40			50-60-70 series		413 to 422	
	Miles Per Hour			Single	Multiple	Single	Multiple
	6	10	15	Unit	Unit	Unit	Unit
	<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	2530	1730	1120	1875	3750	--	--
Rook to Hickory	3755	2570	1675	2525	5050	2025	4050
Mingo to Pittsburgh Jct.	3755	2570	1675	2525	5050	2025	4050
Connellsville to Pierce	2530	1730	1120	2000	4000	--	--
Clairton to Longview	2050	1400	900	1600	3200	--	--
<u>EASTWARD</u>							
Pittsburgh Jct to Wayco	4570	3135	2050	3200	6400	2625	5250
Mingo to Hickory	3755	2570	1675	2525	5050	2025	4050
West Belt Jct to Longview	1980	1510	1075	1700	3400	--	--
Pierce to Alto	2530	1730	1120	2000	4000	--	--
Alto to Connellsville	4365	3000	1955	3300	6600	--	--
West End to West Belt Jct	2330	1580	--	1600	3200	--	--

* When Diesel Engine 40 is assigned to Local or 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.

2. Engine Restrictions:

West End Branch,

Diesel Engine 40 must be separated by at least one (1) car when used with another engine.

Bell Branch,

P&WV and NKP Diesel Engines in multiple unit 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 all 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.
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. Steel Pilots have been installed on the front end of Diesel engines in the 40, 50, 60 and 70 series. These pilots extend forward beyond the face of the coupler and these engines cannot have the front end coupled to the front end or the rear end of Diesel engines in this same series. This will not prevent the coupling of the engines 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
6. When more than one (1) engine is used at the head or front of a train, the helper or assisting engine must be behind the road engine except in case of emergency or where conditions make it impracticable.

When practicable, helper engines assisting eastward trains enroute to Connells-ville, must be on the head or front end behind road engine and must not be released west of Banning.

7. Procedure to be followed in event of derailment of Diesel Engines:
 - A. If derailment occurs within Rook Switching Limits, there must be no attempt made to reraill engine under its own power.
 - B. If derailment occurs outside of Rook Switching Limits, the traction motor or motors controlling the derailed portion of the engine 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 its own power.
 - C. Extreme care must be used in rerailling Diesel engines to insure that all parts of traction motors will clear all obstructions.
8. Engines going to the dock from the East End of Rook Yard will use the Inbound Dock Track. To eliminate possibility of personal injury to employes working in and around the Ash Pit all engines using the Inbound Dock Track must stop and dock east of the Ash Pit.
9. PENOWA STORAGE TRACK:
On account of close clearance, Diesel Engine 40 must not be operated through State Line Tunnel on Penowa Storage Track. Engines in all other series, including NKP 413 to 422, must be operated very carefully looking out for close clearance when using this track.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 996

Rook, Pa., October 23rd, 1953

GENERAL NOTICE NO. 981 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 2 ON THE CLAIRTON BRANCH, APPROXIMATELY THREE QUARTERS (3/4) OF A MILE WEST OF HIRAM SWANK BRICK YARD, HAS BEEN PLACED IN SERVICE AS A PRIVATE SIDE TRACK FOR USE OF CONTRACTOR IN RECEIVING CAR LOADS OF MATERIAL FOR CONSTRUCTION WORK. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON EASTWARD MOVEMENT. HAND OPERATED DERAIL INSTALLED 190 FEET EAST OF POINT OF SWITCH. ENGINE LIMIT BOARD ERECTED ON SOUTH SIDE OF TRACK TO BE MOVED AS WORK PROGRESSES. FOR WHEEL REPORT PURPOSES, SIDE TRACK IS DESIGNATED AS STATION 3022.

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, 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. Billing is handled by Agent at Sudan and crews servicing this side track must 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 Oak 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 east switch.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 997

Rook, Pa., November 20th, 1953.

GENERAL NOTICES NUMBERED 979 AND 993 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. BRIDGE 2 SIDING:

- A. CONTRACT COVERING LEASE OF A PORTION OF THE WEST END OF BRIDGE 2 SIDING TO DINARDO INCORPORATED, HAS BEEN CANCELLED. PLATFORM AND UNLOADING BIN, FORMERLY LOCATED ONE HUNDRED EIGHTY (180) FEET EAST OF THE DERAIL, HAVE BEEN REMOVED.
- B. Hand operated derail installed one hundred sixty three (163) feet east of the west switch.

2. BANKSVILLE:

South Hills Ice Company Side Track and Banksville Spur Track, have been removed from service.

3. WEST END, PITTSBURGH.

- A. All tracks in West End (Pittsburgh) Yard, have been taken out of service except No. 1 Track (Team Track) and No. 2 Track.
- B. Length and Capacity of Tracks as follows:

<u>Track No.</u>	<u>Clear Length</u>	<u>Capacity</u>
No. 1 (Team)	679 Feet	15 Cars
No. 2	595 Feet	13 Cars

W. E. ROBINHOLT,

General Superintendent



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

998

GENERAL NOTICE NO. _____

Hook, Pa., November 20th, 1953

GENERAL NOTICE NO. 957 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HELEN MINE.

- A. Side Track leading off main track at Mile Post 88-37, approximately one half (1/2) mile east of the east switch of Rockdale Side Track, placed in service for: Helen Mine, operated by DUBENA COAL CORP., 211 NORTH NINTH STREET, STEUBENVILLE, OHIO.
- 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.
- G. Road Crossing must not be blocked.

2. 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.
- D. Rules and Instructions for the Operation of Trains and Track Cars in C.T.C. Territory issued under date of February 1, 1949, amended accordingly.

3. 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.

4. P. & S. W. MINE. Coal loading tipple has been removed and side track abandoned as an Industrial Track.

5. SPEER MINE NO. 3.

- A. That portion of the 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 Co., 2902 Koppers Bldg., 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.

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



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 999

Rook, Pa., November 25th, 1953.

GENERAL NOTICE NO. 990 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HIGHWAY CROSSING PROTECTION, CONSISTING OF FLASHING RED LIGHTS AND BELL, HAS BEEN INSTALLED AT PUBLIC GRADE CROSSING, MILE POST 75-24. THIS IS THE FIRST PUBLIC GRADE CROSSING EAST OF THE EAST SWITCH OF WOODROW SIDE TRACK. WHEN A TRAIN OR ENGINE MOVES OVER THE CROSSING IN EITHER DIRECTION AND A BACK-UP MOVEMENT OVER CROSSING IS TO BE MADE, CROSSING MUST BE PROTECTED BY A MEMBER OF THE CREW.
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: 11 cars east of ramp - 11 cars west of ramp.
 - E. Bill Box installed on post at clearance point.
3. 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.
4. NURI MINE.
 - A. That portion of Chandler Side Track, from a point five hundred forty seven (547) feet east of west switch to a point thirteen hundred fifty (1350) feet east thereof, has been leased to: Nuri Coal Company, Salineville, Ohio.
 - B. Coal loading conveyor, designated as Nuri Mine, installed on north side of track, twelve hundred ^{twenty} (1222) feet east of west switch. Conveyor, when not in operation, will clear all equipment.
 - C. Track capacity: 15 cars west of conveyor. 15 cars east of conveyor.
 - D. Bill Box installed at conveyor.
 - E. For wheel report purposes, Mine is designated as Station 1032.

W. E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1600

Roost, Pa., November 25th, 1953.

GENERAL NOTICE NO. 938 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SPEED RESTRICTIONS:

REDUCE SPEED TO FORTY FIVE (45) MILES PER HOUR BETWEEN THE EAST SWITCH AND THE WEST SWITCH OF BRIDGEVILLE SIDE TRACK.

REDUCE SPEED TO THIRTY FIVE (35) MILES PER HOUR BETWEEN THE EAST END OF WELLSBURG TUNNEL (FIRST TUNNEL EAST OF MINGO STATION), MILE POST 90-36 AND THE WEST END OF COEN TUNNEL (FIRST TUNNEL WEST OF MINGO STATION), MILE POST 92.

Approach west end of Adams Tunnel (second tunnel west of Mingo Station) 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, Lovella, Pa., have been extended to 186 feet west and 214 feet east from the center of 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,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1001

Rook, Pa., November 25th, 1953.

GENERAL NOTICE NO. 973 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. VALLEY MINE.

- A. The designation of Mine formerly known as Arnold, has been changed to: Valley and is operated by: Penowa Coal Co., Mary Ann Building, Burgettstown, Pa.
- B. Split Switch Derail installed on the east end of Mine Lead.
- C. MINE TRACKS ARE OUT OF SERVICE AND SWITCH SPIKED ACCORDINGLY.

2. COOL SPRING MINE.

- A. That portion of Mingo No. 2 Storage Track, from a point two hundred one (201) feet west of the east switch to a point seven hundred twenty-nine (729) feet west thereof, has been placed in service for: Cool Spring Mine, operated by Brettell Coal Co., 610 Commercial St., Mingo Junction, Ohio.
- B. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- C. Track capacity: 6 cars east of ramp.
10 cars west of ramp.
- D. Billing is handled by Agent at Mingo.

3. OLLETT MINE.

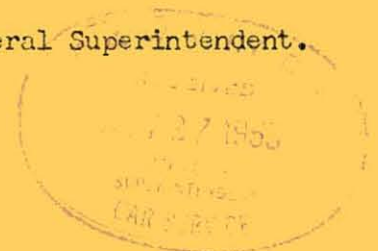
- A. The designation of mine formerly known as Cross Creek Mine No. 1, has been changed to: Ollett and is operated by: Mr. Constant Preat of the Preat Coal Co., Colliers, W. Va.
- B. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

4. DUBENA MINE.

- A. Side track leading off main track at Mile Post 87-35, approximately three quarters (3/4) of a mile west of switch leading to the Bell Branch, has been placed in service for: Dubena Mine operated by Dubena Coal Corp., 211 North Ninth Street, Steubenville, Ohio.
- B. Side Track is of stub end construction with facing switch on westward movement.
- C. Car stops installed on stub or west end.
- D. Track capacity: 5 cars west of ramp.
5 cars east of ramp.
- E. Bill box installed at Coal leading ramp.
- F. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

W.E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1002

Rook, Pa., December 8th, 1953.

THIS GENERAL NOTICE NO. 1002 IS EFFECTIVE 8:30 A.M. WEDNESDAY, DECEMBER 9, 1953

1. GENERAL SERVICES ADMINISTRATION, UNITED STATES GOVERNMENT, SIDE TRACK, LARGE, PA.
 - A. Side Track leading off Main Track on the Clairton Branch just west of Large is O.K. for service. Track is owned by the General Services Administration of the United States Government.
 - B. Present track layout consists of one (1) track designated as No. 1 track. (Another track, leading off No. 1 track, is in the process of construction and cannot be used excepting by the Maintenance of Way Department).
 - C. An unloading bin is constructed under No. 1 track about ~~2000~~ feet east of the west switch.
 - D. That portion of track west of unloading bin is designated as No. 1 loaded track for placement of loaded cars; capacity 30 cars. That portion of track east of unloading bin is designated as No. 1 empty track, capacity 29 cars.
 - E. West switch, a facing switch on eastward movement is located 3967 feet west of west switch of Large Storage Track. East switch, facing switch on westward movement is located 470 feet west of west switch of Large Storage Track.
 - F. Loads consigned to: General Services Administration, United States Government, must be placed west of the unloading bin. Empties will be removed from that portion of track east of the unloading bin.
 - G. Engines may be operated over the unloading bin but overhead structure at unloading bin will not clear man on top or side of car or engines.
 - H. Hand operated derails installed 187 feet east of west switch and 195 feet west of east switch.
 - I. Crews must not couple to cars on this track until all persons in or about the cars have been notified and all attachments under or about the cars, removed. Crews must also see that the car shaker above the unloading bin has been raised to clear cars and engines before operating over the unloading bin.
 - J. Conductors must furnish a list to Agent at Clairton showing time cars are placed on or removed from this track, listing initial, number, kind and contents of each car.
 - K. Bills for loaded cars set off on this track must be left in Bill Box at the unloading bin.
 - L. Road Crossing west of unloading bin must not be left blocked with cars.
 - M. For wheel report purposes, side track is designated as Station 3022.

W.E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1003

Rook, Pa., December 14th, 1953.

GENERAL NOTICE NO. 962 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. ANCHOR SANITARY COMPANY SIDE TRACK, SOUTH CARNEGIE, PA.
 - A. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 57-50 FIFTEEN HUNDRED THIRTY (1530) FEET WEST OF O'HOMMEL COMPANY SIDE TRACK IS PLACED IN SERVICE FOR: ANCHOR SANITARY COMPANY, 215 FORT PITT BLVD., PITTSBURGH 22, PA.
 - B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON EASTWARD MOVEMENT.
 - C. CAR STOPS INSTALLED ON STUB OR EAST END.
 - D. TRACK CAPACITY: 11 CARS.
 - E. SWITCH IS EQUIPPED WITH AN ELECTRIC LOCK AND PIPE CONNECTED DERAIL.
 - F. BILLING IS HANDLED BY AGENT ROOK.
 - G. FOR WHEEL REPORT PURPOSES, SIDE TRACK IS DESIGNATED AS STATION 0572.
 - H. CREWS MUST NOT COUPLE TO CARS ON THIS TRACK UNTIL ALL PERSONS IN OR ABOUT THE CARS HAVE BEEN NOTIFIED AND ALL ATTACHMENTS UNDER OR ABOUT THE CARS REMOVED.

2. STATION SIDING-ROOK YARD.
 - A. Hand operated derail has been installed on Rook Station Siding, Fifty (50) feet east of switch leading to Patterson Equipment Company Side Track.

 - B. PATTERSON EQUIPMENT COMPANY, SIDE TRACK,
 1. Side Track leading off Station Siding, placed in service for: John W. Patterson, 128 Hanover Street, Carnegie, Pa.
 2. Side Track is of stub end construction with car stops and unloading ramp on the west or stub end.
 3. Track capacity: 2 cars.

 - C. ASSOCIATED GROCERS INCORPORATED, SIDE TRACK.
 1. Side Track leading off Station Siding, placed in service for: Associated Grocers Incorporated, Rook Station, Carnegie, Pa.
 2. Side Track is of stub end construction with bumping block on west or stub end.
 3. 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.
 4. Track capacity: 17 cars.
 5. Crews must not couple to cars on this track until all persons in or about the cars have been notified and all attachments under or about the cars removed.

 - D. Paragraph 5 of 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. 1004

Rook, Pa., December 14th. 1953.

GENERAL NOTICE NO. 1001 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. COOL SPRING MINE.

- A. That portion of Mingo No. 2 Storage Track, from a point two hundred one (201) feet west of the east switch to a point seven hundred twenty-nine (729) feet west thereof, has been placed in service for: Cool Spring Mine operated by Brettell Coal Co., 610 Commercial St., Mingo Junction, Ohio.
- B. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.
- C. Track capacity: 6 cars east of ramp
10 cars west of ramp
- D. Billing is handled by Agent at Mingo.
- E. AN UNLOADING PIT HAS BEEN CONSTRUCTED UNDER THAT PORTION OF TRACK LEASED TO BRETTELL COAL CO. THIS PIT IS LOCATED 250 FEET WEST OF THE EAST SWITCH OF NO. 2 STORAGE TRACK. TRAINMEN MUST FAMILIARIZE THEMSELVES WITH THIS CONDITION IN ORDER TO ELIMINATE POSSIBILITY OF PERSONAL INJURY.

2. VALLEY MINE.

- A. The designation of Mine formerly known as Arnold, has been changed to: Valley and is operated by: Penowa Coal Co., Mary Ann Bldg., Burgettstown, Pa.
- B. Split Switch Derail installed on the east end of Mine Lead.
- C. Mine Tracks are out of Service and switch spiked accordingly.

3. OLLETT MINE.

- A. The designation of mine formerly known as Cross Creek Mine No. 1, has been changed to: Ollett and is operated by: Mr. Constant Preat of the Preat Coal Co., Colliers, W. Va.
- B. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

4. DUBENA MINE.

- A. Side Track leading off main track at Mile Post 87-35, approximately three quarters (3/4) of a mile west of switch leading to the Bell Branch, has been placed in service for: Dubena Mine operated by Dubena Coal Corp., 211 North Ninth Street, Steubenville, Ohio.
- B. Side Track is of stub end construction with facing switch on westward movement.
- C. Car stops installed on stub or west end.
- D. Track capacity: 5 cars west of ramp.
5 cars east of ramp.
- E. Bill Box installed at loading ramp.
- F. Chute at ramp will not clear man on top or side of car and must be raised to clear engines.

W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1005

Rook, Pa., December 14th, 1953.

GENERAL NOTICE NO. 996 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, 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. Track capacity: 12 cars.
- D. Switch is equipped with an electric lock and pipe connected derail.
- E. Billing is handled by Agent at Sudan and crews servicing this side track must furnish Report of Cars Set Off Picked Up and On Hand, Form 1535 (Blind Siding Report) to Agent at Sudan.

2. OAK.

- A. That portion of Oak 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 east switch.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

1006
GENERAL NOTICE NO. _____

Rook, Pa., December 23rd, 1953.

GENERAL NOTICE NO. 975 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES

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

<u>NAME</u>	<u>COMPANY SURGEONS</u>		<u>T E L E P H O N E S</u>	
	<u>ADDRESS</u>	<u>OFFICE</u>	<u>RESIDENCE</u>	
Jas. P. Kerr (Chief Surgeon)	408 Commonwealth Bldg. 361 Fourth Avenue Pittsburgh 22, 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 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. McGarvey	603 Washington Avenue Bridgeville, Pa.	Bridgeville 18		
J. K. McCarrell	Hickory, Pa.	Hickory 17 R 11	Hickory 17 R 3	
J. K. McCarrell	Post Office Bldg. Avella, Pa.	Avella 4321	Hickory 17 R 3	
(Office Hours 2:00 P.M. to 4:00 P.M. - Monday, Tuesday, Thursday & Saturday. 7:00 P.M. to 9:00 P.M. - Friday).				
Fred H. Riney	610 Commercial Street Mingo Junction, Ohio	Mingo Jct. 5-1171	Mingo Jct. 5-1172	
Joseph LaBarre	High Street Hopedale, Ohio	Hopedale 21	Hopedale 10 F 11	
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. B. Norcross	410 Mitchell Avenue Clairton, Pa.		Clairton 3-7993	
(Note: in Event Dr. Norcross cannot be reached, contact Dr. E. J. Rascati.				
E. J. Rascati	502 Fifth Street Wilson, Pa.	Clairton 3-9496	Clairton 3-9496	

COMPANY SURGEONS - (continued)

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONES</u>	
		<u>OFFICE</u>	<u>RESIDENCE</u>
Howard W. Gadd	Odell Building Monongahela, Pa.	Monongahela 81-J	Monongahela 81-M
H. M. Graditor	728 Broad Avenue Belle Vernon, Pa.	Belle Vernon 141 - M	Belle Vernon 193 - M
V. W. Bair	728 Board Avenue Belle Vernon, Pa.	Belle Vernon 141-J	
Stephen Andolina	2nd. National Bank Bldg. Connellsville, Pa.	Connellsville 2857-J	Connellsville 2857-M
<u>OCCULIST</u>			
Carlisle E. McKee Jr.	319 Park Building Pittsburgh, Pa.	Court 1-1552	Fieldbrook 1-3432

<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	Connellsville 2400

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Henney Funeral Home	Carnegie, Pa.	Carnegie 1093
La Velle Funeral Home	Bridgeville, Pa.	Bridgeville 70
Jas. R. Coleman Funeral Home	Cecil, Pa.	Bridgeville 305-J
Thompson Funeral Home	Avella, Pa.	Avella 7011 or Avella 7013
Murphy Funeral Home	Mingo Jct., Ohio (Night)	Mingo Jct. 5-1017 Brilliant 75
Blackburn Funeral Home	Hopedale, Ohio	Hopedale 25
Beinhauer Funeral Home	West Liberty Avenue 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	Clairon, 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. 1007

Rook, Pa., December 23rd, 1953.

GENERAL NOTICE NO. 1002 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. GENERAL SERVICES ADMINISTRATION, UNITED STATES GOVERNMENT, SIDE TRACK, LARGE, PA.
 - A. Side Tracks just west of Large Storage Track are O.K. for service. Tracks owned by the General Services Administration of the United States Government.
 - B. Track layout consists of:
 - Two (2) tracks west of the Unloading Bin designated as:
 - No. 1 Loaded Track—Capacity 30 cars.
 - No. 2 Loaded Track—Capacity 20 cars. (No. 2 Loaded Track leads off No. 1 loaded track).
 - One (1) track over Unloading Bin designated as No. 1 Track.
 - Two (2) tracks east of the Unloading Bin designated as:
 - No. 1 Empty Track — Capacity 29 cars.
 - No. 2 Empty Track — Capacity 21 cars (No. 2 Empty Track leads off No. 1 Empty Track).
 - C. An Unloading Bin is constructed under No. 1 Track about 2000 feet east of the west Main track switch.
 - D. East switch, facing switch on westward movement leads off the Main Track 470 feet west of west switch Large Storage Track. West switch, facing switch on eastward movement leads off Main Track 3967 feet west of west switch Large Storage Track.
 - E. Loads consigned to: General Services Administration, United States Government, must be placed on No. 1 or No. 2 Loaded Tracks. Empties will be removed from No. 1 or No. 2 Empty Tracks.
 - F. Engines may be operated over the Unloading Bin but overhead structure at Unloading Bin will not clear man on top or side of car or engine.
 - G. Crews must not couple to cars on these tracks until all persons in or about the cars have been notified and all attachments under or about the cars removed. Crews must also see that the car shaker above the unloading bin has been raised to clear cars and engines before operating over the unloading bin.
 - H. Conductors must furnish a list to Agent at Clairton showing time cars are placed on or removed from these tracks, listing initial, number, kind and contents of each car.
 - I. Bills for loaded cars set off on these tracks must be left in Bill Box at the unloading bin.
 - J. Road Crossing west of the unloading bin must not be left blocked with cars.
 - K. For wheel report purposes, Side Tracks are designated as Station 3022.
 - L. Hand operated derails installed 195 feet west of east switch and 187 feet east of west switch.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1008

Rock, Pa., December 31st, 1953.

GENERAL NOTICE NO. 1005 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. LONGVIEW.

WATER SERVICE CONNECTION WITH FIFTY (50) FEET OF HOSE HAS BEEN INSTALLED IN AN UNDERGROUND BOX ON THE NORTH SIDE OF MAIN TRACK ONE HUNDRED (100) FEET WEST OF LONGVIEW STATION. BOX IS EQUIPPED WITH A WOOD COVER, LOCKED WITH A SWITCH LOCK AND IS IDENTIFIED WITH A SIGN READING "WATER CONNECTION". BOX MUST BE CLOSED AND LOCKED AFTER HAVING BEEN USED.

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, 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. Track Capacity: 12 cars.
- D. Switch is equipped with an electric lock and pipe connected derail.
- E. Billing is handled by Agent at Sudan and crews servicing this side track must 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 Oak 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 east switch.

W.E. ROBINHOLT,

GENERAL SUPERINTENDENT.

