

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1009



Rook, Pa., February 10th, 1954.

GENERAL NOTICE NO. 966 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PITTSBURGH JUNCTION:

- A. CREWS SETTING OFF CARS ON PITTSBURGH JUNCTION STORAGE TRACK MUST LEAVE A SPACE OF THREE (3) CAR LENGTHS ON THE EXTREME EAST END OF THIS TRACK TO ENABLE HELPER ENGINES, ASSISTING EASTWARD TRAINS, TO GET IN THE CLEAR. THIS IS IN ADDITION TO LEAVING A SPACE OF THREE (3) CAR LENGTHS EAST OF THE CROSSOVER EAST OF THE TUNNEL AS PROVIDED FOR IN PARAGRAPH (B) OF RULE 54 TIME TABLE NO. 26.
- B. Standard Clock has been removed from the Telegraph Office at Pittsburgh Junction. Rule 90, Time Table No. 26, amended accordingly.

2. CHANDLER:

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

3. MINGO:

The designation of Side Track formerly known as Ohio Valley Steel Sales Company, leading off Connection Track with Wheeling Steel Corporation and Nickel Plate Road, has been changed to:

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

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

4. BRIDGEVILLE:

- A. HAND OPERATED DERAIL ON THE WEST LEAD (OLD HILL TRACK) OF THE AMERICAN CYANAMID COMPANY SIDE TRACK HAS BEEN MOVED TO A POINT ONE HUNDRED THIRTY-FIVE (135) FEET EAST OF THE GATE.
- B. 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, Washington Road, P.O. Box 427, Bridgeville, Pa. 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. 1010

Rook, Pa., February 25th, 1954.

GENERAL NOTICE NO. 984 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HORNING. HIGHWAY CROSSING PROTECTION, CONSISTING OF FLASHING RED LIGHTS AND BELL, HAS BEEN INSTALLED AT THE WILLIS ROAD GRADE CROSSING WHICH IS LOCATED AT THE WEST END OF HORNING. WHEN A TRAIN OR ENGINE MOVES OVER THIS CROSSING IN EITHER DIRECTION, ON THE MAIN TRACK OR PASSING SIDING, AND A BACK-UP MOVEMENT OVER CROSSING IS TO BE MADE, CROSSING MUST BE PROTECTED BY A MEMBER OF THE CREW.
2. 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.
3. 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 Company, Large, Pa. Hand operated derail installed on east end of this track and car stops installed on the west end.
4. CASTLE SHANNON.
 - A. Main Track Switch at the east end of Castle Shannon Passing Siding has been changed from a Spring Switch to a Dual Control Switch under control of the 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.
 - 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 (Cretstone) is now leased: 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.

W.E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1011

Rook, Pa., February 25th, 1954.

GENERAL NOTICE NO. 997 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. BRIDGE 2 SIDING:

- A. PASSING SIDING IS BLOCKED WITH CARS.
- 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

4. RENNEKAMP LUMBER & SUPPLY CO. SIDE TRACK:

Rennekamp Lumber & Supply Company, 1935 Woodville Avenue, Pittsburgh 20, Pa. has leased the side track formerly designated as Seven Baker Bros. Siding. Time Table No. 26 amended accordingly.

5. On account of rocks extending from hillside, all concerned will look out for close clearances between West Belt Jct. and Rennekamp Lumber & Supply Co. Side Track.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1012

Rook, Pa., March 2nd, 1954.

GENERAL NOTICE NO. 967 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. MONESSEN WYE:

- A. Spring switch installed at tail track switch, normal position is for movement through west leg of wye. Members of crew must ascertain that points of this spring switch are properly closed before movement is started through west leg.
- B. Tail track is one hundred sixty (160) feet in length.
- C. Turning movements must be started through east leg and completed via west leg.
- D. THAT PORTION OF EAST LEG OF WYE, FROM A POINT FOUR HUNDRED TEN (410) FEET WEST OF MAIN TRACK SWITCH TO A POINT ONE HUNDRED (100) FEET WEST THEREOF, HAS BEEN LEASED TO: WESTMORELAND PAVING COMPANY, BOX 1042, MONESSEN, PA. 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. 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: Maintenance of Way Department. Switch of this side track is a facing switch on westward movement.

3. 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.

4. SUDAN DUMP TRACK:

- A. Side track leading off the east end of No. 2 Track, placed in service as: Sudan Dump Track.
- B. Switch of this 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.
- C. Track capacity: 7 cars.
- D. Car Stops installed on stub or west end.
- E. Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

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. 1013

Rook, Pa., March 12th, 1954.

THIS GENERAL NOTICE NO. 1013 IS EFFECTIVE 12:01 A.M., MONDAY, MARCH 15TH, 1954.

GENERAL NOTICE NO. 894 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. RULE 9, TIME TABLE NO. 26, IS CHANGED AS FOLLOWS:

TELEGRAPH AND TELEPHONE OFFICES:

<u>Location</u>	<u>Time Open</u>
Connellsville -----	24 Hours
Monessen -----	9:30 A.M. to 6:30 P.M. - Daily.
Sudan -----	11:00 A.M. to 3:00 A.M. - Daily except Saturday & Sunday. 11:00 A.M. to 8:00 P.M. - Saturday and Sunday.
Clairton -----	9:30 A.M. to 1:30 A.M. - Daily except Saturday & Sunday. 9:30 A.M. to 6:30 P.M. - Saturday and Sunday.
Bruceston -----	9:00 A.M. to 6:00 P.M. - Daily.
Longview -----	9:00 A.M. to 6:00 P.M. - Daily.
West Liberty -----	8:30 A.M. to 4:30 P.M. and from 7:00 P.M. to 3:00 A.M. - Daily except Saturday & Sunday. 8:00 A.M. to 5:00 P.M. - Saturday and Sunday.
Rook -----	24 Hours.
Bridgeville -----	8:00 A.M. to 5:00 P.M. - Daily.
Hickory -----	8:00 A.M. to 5:00 P.M. - Daily except Saturday & Sunday.
Avella -----	24 Hours.
Mingo -----	8:00 A.M. to 5:00 P.M. - Daily except Sunday.
Smithfield -----	8:00 A.M. to 5:00 P.M. - Daily except Sunday.
Pittsburgh Junction--	24 Hours.

2. Speed Limitations:- The maximum speed of trains in both directions between the points named is as follows:

Pittsburgh Division

Passenger Trains -----	50 Miles Per Hour.
Freight Trains -----	50 Miles Per Hour.

Rule 10, Time Table No. 26, amended accordingly.

- Warning Signs, twenty-nine (29) inches in diameter, bearing the words: - "MEN WORKING ON BRIDGE AHEAD", will be placed five hundred (500) feet from end of bridge, in each direction, on which men are working. The letters of these words will be three (3) inches high, painted black on a yellow background. Enginemen observing these signs, which are not to be construed as slow boards, must sound engine whistle crossing signal before reaching the bridge.
- Crossover, west of Bridge 53.3 over Banksville Road, between Kelley and West Belt Jct., has been removed. Rule 81, Time Table No. 26, is cancelled.

W.E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1014

Rook, Pa., March 29th, 1954.

GENERAL NOTICE NO. 959 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

ROOK YARD

1. CONTRACT COVERING LEASE OF A PORTION OF THE WEST END OF NO. 11 AND NO. 12 TRACKS IN ROOK YARD TO THE MASHUDA CONSTRUCTION COMPANY, HAS BEEN CANCELLED AND THESE TRACKS ARE NOW O.K. FOR REGULAR OPERATION.
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. 1015

Rook, Pa., March 31st, 1954.

THIS GENERAL NOTICE NO. 1015 IS EFFECTIVE 9:01 A.M., MONDAY, APRIL 5TH, 1954.

GENERAL NOTICE NO. 905 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 9:01 A.M., MONDAY, APRIL 5TH, 1954.

WEST END BRANCH

The operation of trains, engines and track cars on the West End Branch will be handled by Form K issued on authority of the Train Dispatcher. Movements over the West End Branch must be made at a speed that will permit stopping within one-half the range of vision unless the track is known to be clear, but not exceeding 12 miles per hour.

Form K must be numbered consecutively each day, beginning at midnight.

When Form K has been transmitted, the person copying same must repeat it at once from the manifold copy. After the information shown thereon has been correctly repeated to the train dispatcher, the train dispatcher will respond by giving "OK", the time and his initials, which the person copying same will endorse on Form K.

Trains, engines and track cars using the West End Branch in either direction must report clear when movement has been completed.

Second trick operators position, hours 7:00 P.M. to 3:00 A.M. daily except Saturday & Sunday, has been established at West Liberty.

Form K will be obtained from Agent-Operator at West Liberty or McKees Rocks, when Operators are on duty.

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

Form K must be mailed to Train Master on completion of trip.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1016

Rook, Pa., April 5th, 1954.

ALL CONCERNED:

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

The Pittsburgh & West Virginia Railway is constantly paying claims for damaged lading brought about by "ROUGH HANDLING OF EQUIPMENT" and in that regard I wish to take this opportunity of calling the attention of all our train and engine service employees in both road and yard service, particularly those in switching operations, to the fact that an alarming amount of tonnage is continually being lost to competitive forms of transportation because of damage to freight and delays to cars brought about by "ROUGH HANDLING".

In view of the high competition between railroads and other forms of transportation, all of us should be extremely interested in "CAREFUL CAR HANDLING", both on the road and in yard switching operations and I am therefore asking the co-operation of all of you who perform the actual handling to do everything in your power to help reduce freight loss and equipment damage through the "CAREFUL HANDLING OF CARS".

Remember, in order to please our patrons and for our own job security, couplings should not be made at a speed in excess of four (4) miles per hour.

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

W. E. ROBINHOLT,

General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1017

Rook, Pa., April 5th, 1954.

GENERAL NOTICE NO. 964 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. ACHESON:

- A. HIGHWAY CROSSING PROTECTION, CONSISTING OF FLASHING RED LIGHTS AND BELL, HAS BEEN INSTALLED AT PUBLIC GRADE CROSSING, MILE POST 70-36. THIS IS THE FIRST PUBLIC GRADE CROSSING EAST OF ACHESON TUNNEL. WHEN A TRAIN OR ENGINE MOVES OVER THIS CROSSING IN EITHER DIRECTION, ON THE MAIN TRACK OR STORAGE TRACK, AND A BACK-UP MOVEMENT OVER CROSSING IS TO BE MADE, CROSSING MUST BE PROTECTED BY A MEMBER OF THE CREW.
- B. All Concerned must look out for close clearance at former coal loading ramps located at the east end and west end of Storage Track.
- C. Capacity of Storage Track: - Eighty five (85) cars.

2. Water Stations at Bridgeville, Acheson and Smithfield have been discontinued and there is no water available at these points for engines. Time Table No. 26 amended accordingly.

3. 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.

4. 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.

5. JEFFERSON GAS COAL COMPANY MINE:

- A. LEAD TO MINE TRACKS CANNOT BE USED ON ACCOUNT OF DIRT AND ROCKS ON TRACK.
- B. Engines must not be operated on Birdge on Loaded Tracks below Tipple. This Bridge is located three hundred (300) feet below Tipple. Engine Limit Board has been placed.
- C. Capacity of Empty Track above Tipple: Ten (10) cars.
- D. Flagman must precede all trains and engines moving over Road Crossing on Mine Lead.

6. Station shown in Time Table No. 26 as N. Alexandria designates New Alexandria. Station shown in Time Table No. 26 as W. Middletown designates WestMiddletown.

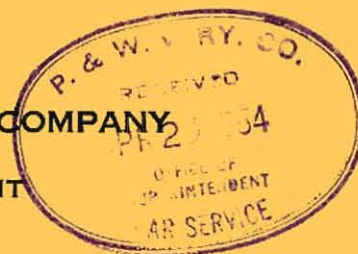
W. E. ROBINHOLT,

General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1018



Rook, Pa., April 22nd, 1954.

THIS GENERAL NOTICE NO. 1018 IS EFFECTIVE 2:01 A.M., SUNDAY, APRIL 25TH, 1954. GENERAL NOTICE NO. 1013 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 2:01 A.M., SUNDAY, APRIL 25TH, 1954.

1. RULE 9, TIME TABLE NO. 26, IS CHANGED AS FOLLOWS:

TELEGRAPH AND TELEPHONE OFFICES:

<u>Location</u>	<u>Time Open</u>
Connellsville ----	24 Hours
Monessen -----	9:30 A.M. to 6:30 P.M. - Daily
SUDAN -----	10:00 A.M. to 2:00 A.M. - Daily except Saturday and Sunday
	11:00 A.M. to 8:00 P.M. - Saturday and Sunday.
CLAIRTON -----	8:30 A.M. to 12:30 A.M. - Daily except Saturday & Sunday.
	9:30 A.M. to 6:30 P.M. - Saturday and Sunday.
Bruceton -----	9:00 A.M. to 6:00 P.M. - Daily.
LONGVIEW -----	8:00 A.M. to 5:00 P.M. - Daily.
WEST LIBERTY ----	7:30 A.M. to 3:30 P.M. and from 7:00 P.M. to 3:00 A.M. -
	daily except Saturday & Sunday.
	7:00 A.M. to 4:00 P.M. - Saturday and Sunday.
Rook -----	24 Hours.
Bridgeville ----	8:00 A.M. to 5:00 P.M. - Daily
HICKORY -----	7:00 A.M. to 4:00 P.M. - Daily except Saturday & Sunday.
Avella -----	24 Hours
MINGO -----	7:00 A.M. to 4:00 P.M. - Daily except Sunday.
Smithfield ----	8:00 A.M. to 5:00 P.M. - Daily except Sunday.
Pittsburgh Jct. -	24 Hours.

2. Speed Limitations:- The maximum speed of trains in both directions between the points named is as follows:

Pittsburgh Division

Passenger Trains -----50 Miles Per Hour.

Freight Trains -----50 Miles Per Hour.

Rule 10, Time Table No. 26, amended accordingly.

3. Warning Signs, Twenty-nine (29) inches in diameter, bearing the words: - "MEN WORKING ON BRIDGE AHEAD", will be placed five hundred (500) feet from end of bridge, in each direction, on which men are working. The letters of these words will be three (3) inches high, painted black on a yellow background. Enginemen observing these signs, which are not to be construed as slow boards, must sound engine whistle crossing signal before reaching the bridge.

4. Crossover, west of Bridge 53.3 over Banksville Road, between Kelley and West Belt Jct., has been removed. Rule 81, Time Table No. 26, is cancelled.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1019

Rook, Pa., April 22nd, 1954.

THIS GENERAL NOTICE NO. 1019 IS EFFECTIVE 3:01 P.M., TUESDAY, APRIL 27th, 1954. GENERAL NOTICE NO. 1012 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 3:01 P.M., TUESDAY, APRIL 27TH, 1954.

1. MONESSEN:

- A. MAIN TRACK SWITCH AT THE WEST END OF MONESSEN PASSING SIDING HAS BEEN CHANGED FROM A SPRING SWITCH TO A DUAL CONTROL SWITCH UNDER CONTROL OF THE TRAIN DISPATCHER.

Rules and Instructions for Operation of Trains and Track Cars in Centralized Traffic Control Territory issued under date of February 1, 1949, amended accordingly.

B. PASSING SIDING:

1. Deraill has been removed from the west end of Passing Siding. Rule 41, Time Table No. 26, is cancelled.
2. 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: Maintenance of Way Department. Switch of this side track is a facing switch on westward movement.

C. WYE:

1. Spring switch installed at tail track switch, normal position 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.
2. Tail track is one hundred sixty (160) feet in length.
3. Turning movements must be started through east leg and completed via west leg.
4. That portion of east leg of wye, from a point four hundred ten (410) feet west of Main Track Switch to a point one hundred (100) feet west thereof, has been leased to: Westmoreland Paving Company, Box 1042, Monessen, Pa. 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. 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.

3. SUDAN DUMP TRACK:

- A. Side Track leading off the east end of No. 2 Track, placed in service as: Sudan Dump Track.
- B. Switch of this 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.
- C. Track capacity: 7 cars.
- D. Car Stops installed on stub or west end.
- E. Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

4. BAIRD STORAGE TRACK:

Storage Track now extends for the entire length of track. Crossover has been 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. 1020

Rook, Pa., April 22nd, 1954.

THIS GENERAL NOTICE NO. 1020 IS EFFECTIVE 10:01 A.M., THURSDAY, APRIL 29TH, 1954.

GENERAL NOTICE NO. 907 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 10:01 A.M., THURSDAY, APRIL 29TH, 1954.

DONORA BRANCH

The operation of trains, engines and track cars on the Donora Branch will be handled by Form K issued on authority of the Train Dispatcher. Movements over the Donora Branch must be made at a speed that will permit stopping within one-half the range of vision unless the track is known to be clear, but not exceeding 20 miles per hour.

Form K must be numbered consecutively each day, beginning at midnight.

When Form K has been transmitted, the person copying same must repeat it at once from the manifold copy. After the information shown thereon has been correctly repeated to the Train Dispatcher, the Train Dispatcher will respond by giving "OK", the time and his initials, which the person copying same will endorse on Form K.

Trains, engines and track cars using the Donora Branch in either direction must report clear when movement has been completed.

Form K. will be obtained from Agent-Operator at Sudan when Operators are on duty. Hours of the Agent-Operator at Sudan are: 10:00 A.M. to 2:00 A.M., Daily except Saturday and Sunday. 11:00 A.M. to 8:00 P.M., Saturday and Sunday.

Rule 97, Rules and Regulations of the Operating Department, amended accordingly.

Bell Telephone has been installed in Telephone Booth at the east switch of Donora Branch at Donora and at Mile Post 2.08 which is located 500 feet west of Bridge 2.2 (Taylor Run).

Form K must be mailed to Train Master on completion of trip.

W. E. ROBINHOLT,
GENERAL SUPERINTENDENT.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1021



Rook, Pa., May 4th, 1954.

GENERAL NOTICE NO. 1019 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. BAIRD:

- A. Baird Storage Track now extends for the entire length of track. Crossover has been removed. Time Table No. 26 amended accordingly.
- B. PRIVATE GRADE CROSSING HAS BEEN CONSTRUCTED ACROSS THE MAIN AND STORAGE TRACK, FOUR HUNDRED NINETY (490) FEET WEST OF THE EAST SWITCH OF BAIRD STORAGE TRACK. THIS CROSSING MUST NOT BE BLOCKED.

2. MONESSEN:

- A. Main Track Switch at the west end of Monessen Passing Siding has been changed from a Spring Switch to a Dual Control Switch under control of the Train Dispatcher.
Rules and Instructions for Operation of Trains and Track Cars in Centralized Traffic Control Territory issued under date of February 1, 1949, amended accordingly.

B. PASSING SIDING:

1. Derail has been removed from the west end of Passing Siding. Rule 41, Time Table No. 26, is cancelled.
2. 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: Maintenance of Way Department. Switch of this Side Track is a facing switch, on westward movement.

C. WYE:

1. Spring Switch installed at Tail Track Switch, normal position 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.
2. Tail Track is one hundred sixty (160) feet in length.
3. Turning movements must be started through East Leg and completed via West Leg.
4. That portion of East Leg of Wye, from a point four hundred ten (410) feet west of Main Track Switch to a point one hundred (100) feet west thereof, has been leased to: Westmoreland Paving Company, Box 1042, Monessen, Pa. 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.

3. SPEER DUMP TRACK:

Side Track leading off Main Track at Mile Post 24-34, approximately one half (1/2) mile west of Speer Water Tank, is abandoned as an Industrial Track and is designated as Speer Dump Track.

4. SUDAN DUMP TRACK:

- A. Side Track leading off the east end of No. 2 Track, placed in service as: Sudan Dump Track.
- B. Switch of this 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.
- C. Track capacity: 7 cars.
- D. Car Stops installed on stub or west end.
- E. Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

1022
GENERAL NOTICE NO. _____

Rook, Pa., May 6th, 1954.

GENERAL NOTICE NO. 1021 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. BAIRD:

- A. Baird Storage Track now extends for the entire length of track. Cross-over has been removed. Time Table No. 26 amended accordingly.
- B. Private Grade Crossing has been constructed across the Main and Storage Track, ONE HUNDRED NINETY SIX (196) FEET west of the east switch of Baird Storage Track. This crossing must not be blocked.

2. MONESSEN:

- A. Main Track Switch at the west end of Monessen Passing Siding has been changed from a Spring Switch to a Dual Control Switch under control of the Train Dispatcher.
Rules and Instructions for Operation of Trains and Track Cars in Centralized Traffic Control Territory issued under date of February 1, 1949, amended accordingly.

B. PASSING SIDING:

1. Deraill has been removed from the west end of Passing Siding. Rule 41, Time Table No. 26, is cancelled.
2. 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: Maintenance of Way Department. Switch of this Side Track is a facing switch, on westward movement.

C. WYE:

1. Spring Switch installed at Tail Track Switch, normal position 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.
2. Tail Track is one hundred sixty (160) feet in length.
3. Turning movements must be started through East Leg and completed via West Leg.
4. That portion of East Leg of Wye, from a point four hundred ten (410) feet west of Main Track Switch to a point one hundred (100) feet west thereof, has been leased to: Westmoreland Paving Company, Box 1042, Monessen, Pa. 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.

3. 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.

4. SUDAN DUMP TRACK:

- A. Side Track leading off the east end of No. 2 track, placed in service as: Sudan Dump Track.
- B. Switch of this 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.
- C. Track capacity: 7 cars.
- D. Car Stops installed on stub or west end.
- E. Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

W. E. ROBINHOLT,
General Superintendent

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1023

Rook, Pa., May 6th, 1954

THIS GENERAL NOTICE NO. 1023 IS EFFECTIVE 12:01 A. M., MONDAY, MAY 10th. 1954

GENERAL NOTICE NO. 945 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 12:01 A.M., MONDAY MAY 10th, 1954

1. THE DEFINITION OF AN ENGINE AS INDICATED ON PAGE 9 OF THE RULES AND REGULATIONS OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1920, IS AMENDED TO READ AS FOLLOWS:

ENGINE: A UNIT PROPELLED BY ANY FORM OF ENERGY, OR A COMBINATION OF SUCH UNITS OPERATED FROM A SINGLE CONTROL, USED IN TRAIN OR YARD SERVICE.

2. THE PRESENT PRACTICE OF SHOWING THE SAME NUMBER ON EACH DIESEL UNIT WHEN OPERATED IN MULTIPLE UNIT FROM A SINGLE CONTROL, IS DISCONTINUED, AND THE FOLLOWING APPLY:

EACH DIESEL UNIT OPERATED IN MULTIPLE UNIT FROM A SINGLE CONTROL WILL BE INDIVIDUALLY NUMBERED AND WHEN DESIGNATED IN TRAIN ORDERS, THE TRAIN ORDERS WILL SHOW THE NUMBER OF EACH UNIT, AS "DIESEL UNITS 50 and 51, ETC. IN MULTIPLE UNIT CONTROL, RUN EXTRA ROOK TO AVELLA", OR "NO. NINETY TWO 92, DIESEL UNITS 54 AND 56, ETC., IN MULTIPLE UNIT CONTROL".

3. Rules 20 and 21 as indicated on Page 24 of the Rules and Regulations of the Operating Department effective July 1, 1920 and Rule 14, Time Table No. 26, are cancelled, and the following will apply:

All sections except the last will display two green lights by day and by night in the places provided for that purpose on the front of the engine. Extra trains will display two white lights by day and by night in the places provided for that purpose on the front of the engine. P. & W. V. Ry. and P. & L. E. R. R. trains on the West End Branch; Montour R. R. trains on the Mifflin Branch and Donora Southern R. R. trains on the Donora Branch may run without classification signals.

4. Rules 2 and 3 as indicated on Pages 12 and 13 of the Rules and Regulations of the Operating Department effective July 1, 1920 and Paragraph (c) Rule 95, Time Table No. 26 are cancelled and the following will apply:

Each Conductor, Enginemen, Trainmen, Fireman, Track Car Operator and other employes as may be designated must carry, while on duty, a reliable railroad ^{grade} watch, for which there must be a prescribed certificate on file with the Railroad.

Conductors, Enginemen, Track Car Operators and other designated employes before starting on each daily run or trip, must compare their watch with a clock designated by time-table as a standard clock, and adjust them to show correct time.

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

W. E. ROBINHOLT,
General Superintendent

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1024

Rook, Pa., May 27th, 1954.

GENERAL NOTICES NUMBERED 1011 AND 1016 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

WEST END BRANCH

1. RENNEKAMP LUMBER & SUPPLY CO. SIDE TRACK:

- A. Rennekamp Lumber & Supply Company, 1935 Woodville Avenue, Pittsburgh 20, Pa. has leased the Side Track formerly designated as: Seven Baker Bros. Siding. Time Table No. 26 amended accordingly.
- B. TELEPHONE CONNECTED WITH THE MESSAGE CIRCUIT HAS BEEN INSTALLED IN BOOTH AT SWITCH OF RENNEKAMP LUMBER & SUPPLY COMPANY SIDE TRACK.

2. On account of rocks extending from hillside, all concerned must be on the lookout for close clearances between West Belt Jct. and Rennekamp Lumber & Supply Company Side Track.

3. BANKSVILLE:

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

4. BRIDGE 2 SIDING:

- A. Passing Siding is blocked with cars.
- B. Hand operated derail installed one hundred sixty-three (163) feet east of the west switch.

5. 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. 1025

Rook, Pa., June 24th, 1954.

GENERAL NOTICE NO. 1010 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. LARGE:

- A. Side Track, thirteen hundred thirty-five (1335) feet in length, leading off Main Track nine hundred sixty-six (966) feet east of the East Switch of Large Storage Track, is leased to: Dick Construction Company, Large, Pa. Hand operated derail installed on east end of this track and car stops installed on the west end. WHEN THE WINDOWS OR THE DOORS OF THE DICK CONSTRUCTION COMPANY BUILDINGS ARE OPEN, THEY WILL NOT CLEAR AN ENGINE OR A CAR ON THE SIDE TRACK, THEREFORE, BEFORE CARS ARE PLACED ON OR REMOVED FROM THIS SIDE TRACK CREWS MUST DETERMINE THAT PROPER CLEARANCE IS PROVIDED.
- B. Former Pgh. Terminal No. 7 Mine Side Track placed in service for: Alice No. 2 Mine operated by APEX COAL COMPANY, FOURTH AND BORDER STREETS, WEST ELIZABETH, PA. Tipple does not provide sufficient clearance for an engine nor for a man on top or side of car.
- C. 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.

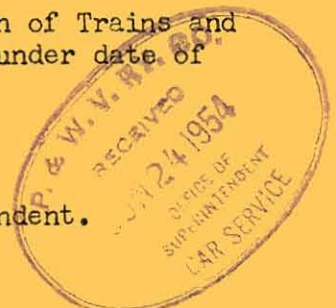
- 2. ALICE NO. 1 MINE. Mine is operated by Glass Run Coal Company, R. E. Travis, 108 Old Clairton Road, Pittsburgh 27, Pa. Chute at coal loading ramp will not clear man on top or side of car and must be raised to clear engines.

- 3. HORNING: Highway Crossing protection, consisting of flashing red lights and bell, has been installed at the Willis Road Grade Crossing which is located at the west end of Horning. When a train or engine moves over this Crossing in either direction, on the Main or Passing Siding, and a back-up movement over Crossing is to be made, Crossing must be protected by a member of the crew.

4. CASTLE SHANNON:

- A. Main Track Switch at the east end of Castle Shannon Passing Siding has been changed from a Spring Switch to a Dual Control Switch under control of the 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.
- 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 (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.
- 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.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1026

Rook, Pa., June 30th, 1954.

GENERAL NOTICE NO. 1006 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. Following is a list of the 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>
ALBERT H. WINTERS (CHIEF SURGEON)	P. & L. E. ANNEX BUILDING CORNER CARSON AND SMITHFIELD STREETS, SOUTH SIDE, PITTSBURGH, PA.	Court 1-3201 (LINE 581)	LOcust 1-4487
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. 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 10F11
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	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
V. W. Bair	728 Broad Avenue Belle Vernon, Pa.	Belle Vernon 141-J	
Stephen Andolina	2nd. National Bank Bldg. Connellsville, Pa.	Connellsville 2857-J	Connellsville 2857-M

OCULIST

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>
SOUTH SIDE HOSPITAL	SOUTH 20TH AND JANE STREETS SOUTH SIDE, PITTSBURGH, PA.	Hubbard 1-3300
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>
Henny 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 & Bekevack 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. 1027

Rook, Pa., July 9th, 1954.

GENERAL NOTICE NO. 1022 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.



1. MONESSEN:

A. WYE TRACK:

1. Spring Switch installed at Tail Track Switch, normal position 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.
2. Tail Track is one hundred sixty (160) feet in length.
3. Turning movements must be started through East Leg and completed via West Leg.
4. THAT PORTION OF EAST LEG OF WYE, FROM A POINT TWO HUNDRED NINETY (290) FEET WEST OF MAIN TRACK SWITCH TO A POINT ONE HUNDRED TWENTY (120) FEET WEST THEREOF, HAS BEEN LEASED TO: BLACK TOP PRODUCTS INC., OAKLAND AVENUE, WASHINGTON, PA. That portion of East Leg of Wye from a point four hundred ten (410) feet west of Main Track Switch to a point one hundred (100) feet west thereof, has been leased to: Westmoreland Paving Co., Box 1042, Monessen, Pa. Crews must not couple to cars on this Wye Track until all persons in or about the cars have been notified and all attachments under or about the cars removed.

B. PASSING SIDING:

1. Derail has been removed from the west end of Passing Siding. Rule 41, Time Table No. 26 is cancelled.
 2. 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: Maintenance of Way Department. Switch of this Side Track is a facing switch on westward movement.
- C. Main Track Switch at the west end of Passing Siding has been changed from a Spring Switch to a Dual Control Switch under control of the Train Dispatcher. Rules and Instructions for Operation of Trains and Track Cars in Centralized Traffic Control Territory issued under date of Feb. 1, 1949 amended accordingly.

2. BAIRD:

- A. Baird Storage Track now extends for the entire length of track. Crossover has been removed. Time Table No. 26 amended accordingly.
- B. Private Grade Crossing has been constructed across the Main and Storage Track, one hundred ninety six (196) feet west of the East Switch of Baird Storage Track. This crossing must not be blocked.

3. 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.

4. SUDAN DUMP TRACK:

- A. Side Track leading off the East End of No. 2 Track, placed in service as: Sudan Dump Track.
- B. Switch of this 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.
- C. Track capacity: 7 cars. Car Stops installed on stub or west end.
- D. Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1028

Rook, Pa., September 24th, 1954.

THIS GENERAL NOTICE NO. 1028 IS EFFECTIVE 8:00 A.M. SUNDAY, SEPTEMBER 26TH, 1954.

GENERAL NOTICE NO. 1018 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 8:00 A.M., SUNDAY, SEPTEMBER 26TH, 1954.

1. RULE 9, TIME TABLE NO. 26, IS CHANGED AS FOLLOWS:

TELEGRAPH AND TELEPHONE OFFICES:

<u>Location</u>	<u>Time Open</u>
Connellsville - - -	24 Hours
Monessen - - - - -	9:30 A.M. to 6:30 P.M. - Daily.
SUDAN - - - - -	11:00 A.M. TO 3:00 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 11:00 A.M. to 8:00 P.M. - Saturday and Sunday.
CLAIRTON - - - - -	9:30 A.M. TO 1:30 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 9:30 A.M. to 6:30 P.M. - Saturday and Sunday.
Bruceton - - - - -	9:00 A.M. to 6:00 P.M. - Daily
LONGVIEW - - - - -	9:00 A.M. TO 6:00 P.M. - DAILY
WEST LIBERTY - - - -	8:30 A.M. TO 4:30 P.M. AND FROM 7:00 P.M. TO 3:00 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 8:00 A.M. to 5:00 P.M. - SATURDAY AND SUNDAY.
Rook - - - - -	24 Hours.
Bridgeville - - - -	8:00 A.M. to 5:00 P.M. - Daily
HICKORY - - - - -	8:00 A.M. to 5:00 P.M. - DAILY EXCEPT SATURDAY AND SUNDAY.
Avella - - - - -	24 Hours.
MINGO - - - - -	8:00 A.M. TO 5:00 P.M. - DAILY EXCEPT SUNDAY.
Smithfield - - - - -	8:00 A.M. to 5:00 P.M. - Daily except Sunday.
Pittsburgh Jct. - - -	24 Hours.

2. SPEED LIMITATIONS:- The maximum speed of trains in both directions between the points named is as follows:

Pittsburgh Division

- Passenger Trains - - - - - 50 Miles Per Hour.
 - Freight Trains - - - - - 50 Miles Per Hour.
- Rule 10, Time Table No. 26 amended accordingly.

3. Warning Signs, Twenty-nine (29) inches in diameter, bearing the words:- "MEN WORKING ON BRIDGE AHEAD", will be placed five hundred (500) feet from end of bridge in each direction, on which men are working. The letters of these words will be three (3) inches high, painted black on a yellow background. Engine-men observing these signs, which are not to be construed as slow boards, must sound engine whistle crossing signal before reaching the bridge.

4. Crossover, west of Bridge 53.3 over Banksville Road, between Kelley and West Belt Jct., has been removed. Rule 81, Time Table No. 26, is cancelled.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1029

Rook, Pa., September 30th, 1954.

ALL CONCERNED:

The Freight Loss and Damage Prevention Section of the Association of American Railroads has again designated OCTOBER as CAREFUL CAR HANDLING MONTH.

OUR RAILROAD like others throughout the Country is constantly paying claims for DAMAGED FREIGHT brought about by ROUGH HANDLING OF EQUIPMENT, and with this in mind it is my desire to take the opportunity of again calling the attention of all OUR employees in both road and yard service, particularly those who participate in switching operations, to the constant loss of freight to competitive forms of transportation because of damage to freight and delays to cars resulting from ROUGH HANDLING.

In view of the high competition between various forms of transportation, WE on the Railroad, should be extremely interested in CAREFUL CAR HANDLING so that we might encourage Shippers to favor us with more freight and to keep what we have from falling to other Carriers. Our job security depends on the manner in which we perform our duties, so remember: STOP DAMAGE TO FREIGHT BY COUPLING CARS NOT OVER FOUR (4) MILES PER HOUR.

I earnestly solicit your full co-operation for PERFECT SHIPPING and CAREFUL CAR HANDLING during October and every month of the year.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1030



Rook, Pa., November 4th, 1954.

GENERAL NOTICES NUMBERED 991 AND 1029 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

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 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.

MAIN TRACK SWITCH AT MILE POST 96.39 APPROXIMATELY ONE-HALF (1/2) MILES WEST OF WEST SWITCH OF NEW ALEXANDRIA SIDE TRACK HAS BEEN REMOVED.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1031

Rook, Pa., November 17th, 1954.

GENERAL NOTICE NO. 1003 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. GENERAL MOTORS CORPORATION SIDE TRACK.
 - A. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 56-38, SIX HUNDRED TEN (610) FEET WEST OF BRIDGE NO. 56-39 (FIRST BRIDGE WEST OF ROOK STATION), HAS BEEN INSTALLED TO SERVE: CHEVROLET MOTORS DIVISION, GENERAL MOTORS CORPORATION, 300 NORTH BRADDOCK AVENUE, PITTSBURGH 30, PA.
 - B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON EASTWARD MOVEMENT.
 - C. HAND THROW DERAIL INSTALLED ON WEST END, 156 FEET EAST OF POINT OF SWITCH.
 - D. CAR STOPS INSTALLED ON STUB OR EAST END.
 - E. TRACK CAPACITY: 14 CARS.
 - F. BILLING IS HANDLED BY AGENT AT ROOK.
 - G. FOR WHEEL REPORT PURPOSES, SIDE TRACK IS DESIGNATED AS STATION 0561.
 - H. SWITCH IS NOT EQUIPPED WITH AN ELECTRIC SWITCH LOCK.
 - 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.

2. 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, 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 Switch Lock and Pipe Connected Derail.
 - F. Billing is handled by Agent at 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.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1031

Rook, Pa., November 17th, 1954.

GENERAL NOTICE NO. 1003 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. GENERAL MOTORS CORPORATION SIDE TRACK.

- A. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 56-38, SIX HUNDRED TEN (610) FEET WEST OF BRIDGE NO. 56-39 (FIRST BRIDGE WEST OF ROOK STATION), HAS BEEN INSTALLED TO SERVE: CHEVROLET MOTORS DIVISION, GENERAL MOTORS CORPORATION, 300 NORTH BRADDOCK AVENUE, PITTSBURGH 30, PA.
- B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON EASTWARD MOVEMENT.
- C. HAND THROW DERAIL INSTALLED ON WEST END, 156 FEET EAST OF POINT OF SWITCH.
- D. CAR STOPS INSTALLED ON STUB OR EAST END.
- E. TRACK CAPACITY: 14 CARS.
- F. BILLING IS HANDLED BY AGENT AT ROOK.
- G. FOR WHEEL REPORT PURPOSES, SIDE TRACK IS DESIGNATED AS STATION 0561.
- H. SWITCH IS NOT EQUIPPED WITH AN ELECTRIC SWITCH LOCK.
- 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.

2. 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, 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 Switch Lock and Pipe Connected Derail.
- F. Billing is handled by Agent at 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.

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General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1052

Rook, Pa., November 17th, 1954.

GENERAL NOTICE NO. 1014 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

ROOK YARD

1. Track Indicator has been installed on the north side of Westward Main Track at Crossover Switch 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.

2. STATION SIDING.

A. Hand operated derail 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 stub or west 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 stub or west end.
3. Platforms at Building are only five (5) feet, ten (10) inches, from center of track. These platforms, together with canopy over same, 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.