

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1033

Rook, Pa. January 7th, 1955.

GENERAL NOTICE NO. 1026 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES: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 & Smithfield Streets, South Side, Pittsburgh, Pa.	Court 1-3201 (Line 581)	Locust 1-4487
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 1038-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	Main St. Hickory, Pa. Post Office Bldg. Avella, Pa.	Hickory 17 R 11 Avella 5321	Hickory 17 R 3
(NOTE: DOCTORS MCCARRELL AND HARKCOM ALTERNATE BETWEEN HICKORY AND AVELLA)			
RICHARD HARKCOM	MAIN ST. HICKORY, PA. POST OFFICE BLDG. AVELLA, PA.	HICKORY 17 R 11 AVELLA 5321	HICKORY 145
Fred H. Riney	610 Commercial Street Mingo Junction, Ohio.	Mingo Jct. 5-1171	Mingo Jct. 5-1172
J. M. Gardill	1 Willow Avenue Castle Shannon, Pa.	Locust 1-0459	Colonial 3-2748
J. Deb. Cornelius	Broughton, Pa.	Willard 1-7969	Olympia 5-7684
E. J. Rascati	502 Fifth Street Wilson, Pa.	Clairton 3-9496	Clairton 3-9496
Howard W. Gadd	Odelli Building Monongahela, Pa.	Monongahela 81-J	Monongahela 81-M

GENERAL NOTICE NO. 1033

COMPANY SURGEONS - (continued)

Page No. 2

T E L E P H O N E S

<u>NAME</u>	<u>ADDRESS</u>	<u>OFFICE</u>	<u>RESIDENCE</u>
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

<u>NAME</u>	<u>ADDRESS</u>	<u>OFFICE</u>	<u>RESIDENCE</u>
Carlisle E. McKee, Jr.	310 Park Building Pittsburgh, Pa.	Court 1-1552	Fieldbrook 1-3432

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>
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 (Mingo)	Mingo Jct. 5-1017 Brilliant 75
Blackburn Funeral Home	Hopedale, Ohio	Hopedale 25
Beinhauer Funeral Home	West Liberty Avenue Dormont, Pa.	LEhigh 1-4000
E. B. Laughlin Funeral Home	Castle Shannon, Pa.	LEhigh 1-6984
Griffith Funeral Home	Broughton, Pa.	OLympia 5-4400

AMBULANCES - (Continued)

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Finney & Bekevac Funeral Home	Clairton, Pa.	Clairton 57
Toner Funeral Home	Belle Vernon, Pa.	Belle Vernon 183
Toner Funeral Home	Monongahela, Pa.	Monongahela 26
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400

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

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

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. _____
1034

Rook, Pa. February 2nd, 1955.

GENERAL NOTICE NO. 992 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. GEORGE TRANSFER:
 - A. BILL BOX LOCKED WITH P&WV RY. AND MONTOUR RR. SWITCH LOCKS HAS BEEN MOVED FIVE HUNDRED (500) FEET WEST OF FORMER LOCATION.
 - B. All cars loaded with coal from Montour Railroad will be delivered P&WV Ry. on card bills and Agent at Scales will weigh and bill same sending copy of bill to Agent at Hickory.
 - C. Cars set off on Transfer Track for delivery to Montour RR. must be placed west of all cars on that track for delivery to P&WV Ry.
2. BETSY MINE. At least twenty-five (25) per cent of retaining valves must be used on loaded cars in trains moving from Betsy Mine.
3. ROCKDALE. Highway Crossing protection, consisting of flashing red lights and bell, has been installed at Louise Grade Crossing, Mile Post 83.84 Rockdale, W. Va. 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.
4. BELL BRANCH.
 - A. Air brakes must not be applied when engines are passing over the structure of the Scotts Run Bridge. This does not limit application of air while remainder of train is passing over this bridge.
 - B. At least twenty-five (25) per cent of retaining valves must be used on loaded cars in trains moving from Bellefield to Virginia.
 - C. Cars must not be left standing between Crossover Switch at Virginia and Switch to Empty Tipple Tracks at Brooke County Mine No. 1.
5. BROOKE COUNTY MINE NO. 1.
 - A. The designation of mine formerly known as Sasso No. 1, located on the Bell Branch at Bellefield, has been changed to: Brooke County Mine No. 1 and is operated by Penowa Coal Company, Grant Building, Pittsburgh, Pa.
 - B. Switch above tipple must be left set and locked for movement to empty tipple tracks.
 - C. Road Crossing must not be blocked.
 - D. Hand operated derail installed on south end of loaded lead.
6. VENICE. Side Track has a capacity of seventy-eight (78) cars. Time Table No. 26 amended accordingly.
7. GLADDEN STORAGE TRACK.
 - A. That portion of Storage Track from a point six hundred eighty-seven (687) feet west of east switch to a point nine hundred (900) feet west thereof, has been placed in service for: Kelley Mine, operated by Fred L. Silhol, 316 Station Street, Bridgeville, Pa.
 - B. Chute at Tipple will not clear man on top or side of car and must be raised to clear engines.
 - C. Hand operated derail installed just west of Road Crossing and just west of Unloading Platform.
 - D. Billing is handled by Agent at Bridgeville. Bill Box installed at Tipple.
 - E. Flagman must precede all trains and engines moving over Road Crossing on Storage Track.

0871
Sasso - No. 1
0873 Brooke
County MINE 1

W.E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

1035

Rook, Pa. March 10th, 1955.

GENERAL NOTICE NO. ~~1031~~

GENERAL NOTICE NO. 1031 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CARNEGIE SPUR TRACK:

- A. Spur 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), is designated as: CARNEGIE SPUR TRACK installed to serve various industries.
- B. Spur Track is ten hundred thirty-eight (1038) feet in length, of stub end construction with facing switch on eastward movement.
- C. Switch is not equipped with an Electric Switch Lock.
- D. Hand throw derail installed one hundred fifty six (156) feet east of point of switch.
- E. Billing is handled by Agent at Rook.
- F. For Wheel Report purposes, Track is designated as Station O561.
- G. Crews servicing this Spur Track must determine that track is clear of all obstructions before operating over it and must not couple to cars until all persons in or about the cars have been notified and all attachments under or about the cars removed.
- H. Crews must obtain permission of the Train Dispatcher before leaving Rook Yard to service Carnegie Spur Track and must notify Train Dispatcher after movement has been completed.
- I. THAT PORTION OF CARNEGIE SPUR TRACK, FROM A POINT SEVEN HUNDRED EIGHTY NINE (789) FEET EAST OF POINT OF SWITCH TO THE EXTREME STUB OR EAST END (249feet), IS OWNED AND MAINTAINED BY: CHEVROLET MOTORS DIVISION, GENERAL MOTORS CORPORATION, 300 NORTH BRADOCK AVENUE, PITTSBURGH 30, PA. TRACK IS O.K. FOR SERVICE.
 1. OF THE 249 FEET OF TRACK OWNED BY GENERAL MOTORS, 164 FEET IS ENCLOSED WITHIN THEIR BUILDING, ENTRY TO WHICH IS CONTROLLED BY A DOOR OF OVERHEAD DESIGN.
 2. TRACK WITHIN THE BUILDING, CAPACITY THREE (3) CARS, IS PARALLELED BY A RAMP AND PLATFORM AND IS EQUIPPED WITH CAR STOPS WHICH ARE LOCATED SIX (6) FEET FROM END OF TRACK.
 3. ALL CARS CONSIGNED TO GENERAL MOTORS MUST, UNLESS OTHERWISE SPECIFIED, BE PLACED WITHIN THE BUILDING.
 4. ALL CONCERNED MUST BE ON THE LOOKOUT FOR CLOSE CLEARANCE AT THE DOOR OF THE BUILDING AND BETWEEN THE TRACK AND PLATFORM WITHIN THE BUILDING.

2. ANCHOR SANITARY COMPANY SPUR TRACK, SOUTH CARNEGIE, PA.-

- A. Spur Track leading off Main Track at Mile Post 57-50, fifteen hundred thirty (1530) feet west of O'Hommel Company Spur Track, placed in service for: ANCHOR SANITARY COMPANY, 215 FORT PITT BLVD. PITTSBURGH 22, PA.
- B. Spur 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, Spur Track is designated as Station O572.
- 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. 1036

Rook, Pa. March 25th, 1955.

GENERAL NOTICE NO. 1033 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>COMPANY SURGEONS</u>		<u>T E L E P H O N E S</u>	
<u>NAME</u>	<u>ADDRESS</u>	<u>OFFICE</u>	<u>RESIDENCE</u>
Albert H. Winters (Chief Surgeon)	P.&L.E. Annex Building Corner Carson & Smithfield Streets, South Side, Pittsburgh, Pa.	Court 1-3201 (Line 581)	Locust 1-4487
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	Carnegie 1979
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).			
Stephen Andolina	2nd. National Bank Bldg. Connellsville, Pa.	Connellsville 2857-J	Connellsville 2857-M
V. W. Bair	728 Broad Avenue Belle Vernon, Pa.	Belle Vernon 141	Emergency - Donora 750
Howard W. Gadd	Odelli Building Monongahela, Pa.	Monongahela 81-J	Monongahela 81-M
E. J. Rascati	502 Fifth Street Wilson, Pa.	Clairton 3-9496	Clairton 3-9496
J. Deb. Cornelius	Broughton, Pa.	Willard 1-7969	Olympia 5-7684
J. M. Gardill	1 Willow Avenue Castle Shannon, Pa.	Locust 1-0459	Colonial 3-2748
M. L. McGarvey	603 Washington Avenue Bridgeville, Pa.	Bridgeville 18	Bridgeville 18
J. K. McCarrell	Main St. Hickory, Pa. Post Office Bldg. Avella, Pa.	Hickory 17R11 Avella 5321	Hickory 17R3

GENERAL NOTICE NO. 1036

COMPANY SURGEONS (continued)

Page 2

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONES</u>	
		<u>OFFICE</u>	<u>RESIDENCE</u>
Richard Harkcom	Main St. Hickory, Pa. Post Office Bldg, Avella, Pa.	Hickory 17R11 Avella 5321	Hickory 145
Fred H. Riney	614 Commercial Street Mingo Junction, Ohio	Kellog 5-1171	Kellog 5-1172
JANIS TRUPROVNICKS	HIGH STREET HOPEDALE, OHIO	HOPEDALE 28F4	HOPEDALE 28F4

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 & Jane Streets South Side, Pittsburgh, Pa.	Hubbard 1-3300
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400
Charleroi-Monessen Hospital	Charleroi, Pa.	Charleroi 22
Monongahela Memorial Hospital	New Eagle, Pa.	Monongahela 620
WASHINGTON HOSPITAL	WASHINGTON, PA.	WASHINGTON 3300
Ohio Valley Hospital	Steubenville, Ohio	Steubenville 2-4541

AMBULANCES

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400
Toner Funeral Home	Belle Vernon, Pa.	Belle Vernon 183
Bebout & Yohe	Monongahela, Pa.	Monongahela 26
Finney & Bekevach Funeral Home	Clairton, Pa.	Clairton 3-5700
Griffith Funeral Home	Broughton, Pa.	Olympia 5-4400 Willard 1-9155
E. B. Laughlin Funeral Home	Castle Shannon, Pa.	LEhigh 1-6984
Beinhauer Funeral Home	West Liberty Avenue, Dormont	LEhigh 1-4000
Henney Funeral Home	Carnegie, Pa.	Carnegie 1093
La Velle Funeral Home	Bridgeville, Pa.	Bridgeville 70

GENERAL NOTICE NO. 1036

AMBULANCES (continued)

Page 3

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Jas. R. Coleman Funeral Home	Bishop, Pa.	SHerwood 5-9510
Thompson Funeral Home	Avella, Pa.	Avella 7011 Avella 7013
Murphy Funeral Home	Mingo Jct. Ohio	Kellog 5-1017
Blackburn Funeral Home	Hopedale, Ohio	Hopedale 25

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. 1037

Rook, Pa. March 31st, 1955.

GENERAL NOTICE NO. 1028 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	----- 8:00 A.M. TO 12:00 O'CLOCK MIDNIGHT — DAILY EXCEPT SATURDAY AND SUNDAY.
	8:00 A.M. TO 5:00 P.M. ----- SATURDAY AND SUNDAY.
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.
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 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.

- 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.
- 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

1038

GENERAL NOTICE NO. _____

Rook, Pa. April 27th, 1955.

GENERAL NOTICE NO. 1037 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	7:00 A.M. TO 11:00 P.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 7:00 A.M. TO 4:00 P.M. - SATURDAY AND SUNDAY.
SUDAN	10:00 A.M. TO 2:00 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 10:00 A.M. TO 7:00 P.M. - SATURDAY AND SUNDAY.
CLAIRTON	8:30 A.M. TO 12:30 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 8:30 A.M. TO 5:30 P.M. - SATURDAY AND SUNDAY.
Bruceton	9:00 A.M. to 3:00 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 AND SUNDAY. 7:30 A.M. TO 4:30 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 AND 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. 1039

Rook, Pa. May 10th, 1955.

GENERAL NOTICE NO. 1030 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. IDEAL MINE. PRIVATE ROAD CROSSING HAS BEEN CONSTRUCTED ACROSS THE MAIN TRACK AT IDEAL MINE TO BE USED BY COAL TRUCKS SERVICING MINE TIPPLE. ALL TRAINS MUST SOUND ENGINE WHISTLE SIGNAL, RULE 14 (L), APPROACHING THIS CROSSING.
2. 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.
3. 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, placed in service for: Witch Haven Mine, operated by Polen Coal Company, Box 23, Avella, Pa.
 2. Coal loading ramp and conveyor installed on 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 engines.
 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.
4. PINEY FORK MINE. Track has been removed.
5. DEAN MINE. Track has been removed.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1040

Rook, Pa. May 18th, 1955

GENERAL NOTICE NO. 982 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.



1. WEST LIBERTY. Side Track leading off the south side of Main Track just west of West Liberty Station, HAS BEEN EXTENDED WESTWARD TWO HUNDRED (200) FEET. That portion of this Side Track from a point five hundred ninety-five (595) feet west of point of switch to a point one hundred seventy-five (175) feet west thereof, has been leased by: H. G. Dettling Co. 2615 West Liberty Avenue, Pittsburgh 16, Pa. THAT PORTION OF THIS SIDE TRACK WEST OF DETTLING'S TO THE STUB OR WEST END, TWO HUNDRED TWENTY-FIVE (225) FEET, HAS BEEN LEASED BY: CRISS-CABINETS AND BUILDERS SUPPLY CO. 620 WEST WARRINGTON AVENUE, PITTSBURGH 26, PA. TRACK IS O.K. FOR SERVICE. CAR STOPS HAVE BEEN INSTALLED ON THE STUB OR WEST END.
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. 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. Switch is not equipped with an Electric Switch Lock.
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&LE 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. & LE. 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. 1041
Rook, Pa. May 27th, 1955.

GENERAL NOTICE NO. 1035 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CARNEGIE SPUR TRACK:

- A. Spur 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), is designated as: CARNEGIE SPUR TRACK installed to serve various industries.
- B. Spur Track is ten hundred thirty-eight (1038) feet in length, of stub end construction with facing switch on eastward movement.
- C. Switch is not equipped with an Electric Switch Lock.
- D. Hand throw derail installed one hundred fifty-six (156) feet east of Main Track switch AND AN ADDITIONAL HAND THROW DERAIL INSTALLED SIX HUNDRED SEVENTY-SEVEN (677) FEET EAST THEREOF OR FORTY-ONE (41) FEET WEST OF ENTRANCE TO GENERAL MOTORS BUILDING. THE LATTER TO PROTECT THAT PORTION OF TRACK OWNED AND MAINTAINED BY: CHEVROLET MOTORS DIVISION, GENERAL MOTORS CORPORATION.
- E. Billing is handled by Agent at Rook.
- F. For Wheel Report purposes, Track is designated as Station 0561.
- G. Crews servicing this Spur Track must determine that track is clear of all obstructions before operating over it and must not couple to cars until all persons in or about the cars have been notified and all attachments under or about the cars removed.
- H. Crews must obtain permission of the Train Dispatcher before leaving Rook Yard to service Carnegie Spur Track and must notify Train Dispatcher after movement has been completed.
- I. That portion of Carnegie Spur Track, from a point seven hundred eighty-nine (789) feet east of point of switch to the extreme stub or east end (249 feet), is owned and maintained by: CHEVROLET MOTORS DIVISION, GENERAL MOTORS CORPORATION, 507-527 FOREST AVENUE, CARNEGIE, PA. Track is O.K. for service.
 1. Of the 249 feet of track owned by General Motors, 164 feet is enclosed within their building, entry to which is controlled by a door of overhead design.
 2. Track within the building, capacity three (3) cars, is paralleled by a ramp and platform and is equipped with car stops which are located six (6) feet from end of track.
 3. All cars consigned to General Motors must, unless otherwise specified, be placed within the building.
 4. All concerned must be on the lookout for close clearance at the door of the building and between the track and platform within the building.

2. ANCHOR SANITARY COMPANY SPUR TRACK, SOUTH CARNEGIE, PA.

- A. Spur Track leading off Main Track at Mile Post 57-50, fifteen hundred thirty (1530) feet west of O'Hommel Company Spur Track, placed in service for: Anchor Sanitary Company, 215 Fort Pitt Blvd. Pittsburgh 22, Pa.
- B. Spur 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, Spur 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. 1042

Rook, Pa. June 20th. 1955.

GENERAL NOTICE NO. 968 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. Speed Restrictions:

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

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

3. MIFFLIN:

- A. Split switch derail has been installed on the Yard Lead, between the crossovers, at the west end of Mifflin. This derail protects No's. 1, 2, 3 and 4 tracks.
- B. Split switch derail has been installed on the east end of Walker Passing Siding, two hundred forty seven (247) feet west of east switch. This derail is in addition to the hand throw derail located at the west end of Walker Passing Siding.
- C. WHEN CARS ARE SET OFF OR WHEN PICKING UP A PORTION OF THE CARS ON A TRACK, SEE THAT CARS SET OFF AND THOSE CUT AWAY FROM ARE SECURED BY SETTING SUFFICIENT HAND BRAKES.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1043

Rook, Pa. July 13th. 1955

GENERAL NOTICE NO. 1008 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. PIERCE MINE:

- A. THAT PORTION OF PIERCE STORAGE TRACK, FROM THE PIPE CONNECTED DERAIL AT THE WEST END TO A POINT SIX HUNDRED TEN (610) FEET EAST THEREOF, HAS BEEN LEASED TO: LAWRENCE TEDESCO, BOX 51, FRANK, PA. FOR COAL AND SCRAP LOADING PURPOSES.
- B. LOADING RAMP INSTALLED ON THE SOUTH SIDE OF TRACK, TWO HUNDRED FIFTY-FOUR (254) FEET EAST OF THE WEST DERAIL. CHUTES 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 - 5 CARS.
LOADED TRACK EAST OF RAMP - 8 CARS.
- D. BILLS FOR ALL CARS LOADED AT PIERCE MINE WILL BE OBTAINED FROM THE AGENT AT BRUCETON.
- E. FOR WHEEL REPORT PURPOSES, MINE IS DESIGNATED AS STATION 0401.

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. 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 after having been used, and locked.

4. OAK:

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

5. 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.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1044

Rook, Pa. July 13th. 1955.

GENERAL NOTICE NO. 1024 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

WEST END BRANCH

1. WEST END, PITTSBURGH:

- A. The designation and capacity of tracks in West End (Pittsburgh) Yard, are as follows:

<u>Track No.</u>	<u>Clear Length</u>	<u>Capacity</u>
No. 1 (Team)	514 Feet	11 cars
No. 2	514 Feet	11 cars

- B. CAR STOPS INSTALLED ON NO'S. 1 AND 2 TRACKS JUST WEST OF ROAD CROSSING AT THE EAST OR STUB END.
- C. THAT PORTION OF NO. 2 TRACK, FROM THE ROAD CROSSING AT THE EAST END TO A POINT THREE HUNDRED (300) FEET WEST THEREOF, HAS BEEN LEASED TO: MARK LUMBER & SUPPLY COMPANY, 145-149 STEUBEN STREET, PITTSBURGH 20, PA.
2. BRIDGE 2 SIDING: Hand operated derail installed one hundred sixty-three (163) feet east of the west switch.
3. BANKSVILLE: South Hills Ice Company Side Track and Banksville Spur Track, have been removed.
4. RENNEKAMP LUMBER & SUPPLY COMPANY, 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.
5. 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.

W. E. ROBINHOLT,
General Superintendent.

JUL 14 1955

CAR SERVICE

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1045

Rook, Pa. July 13th. 1955.

GENERAL NOTICE NO. 1027 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. MONESSEN:

A. YARD

1. NO'S. 2 AND 3 TRACKS HAVE BEEN EXTENDED EASTWARD AND ARE O.K. FOR SERVICE.
2. THE DESIGNATION AND CAPACITY OF TRACKS IN MONESSEN YARD, ARE AS FOLLOWS:

<u>TRACK NO.</u>	<u>CLEAR LENGTH</u>	<u>CAPACITY</u>
NO. 1	2127 FEET	47 CARS
NO. 2	1926 FEET	43 CARS
NO. 3	1774 FEET	39 CARS

B. WYE TRACK:

1. Spring Switch installed at Tail Track Switch, normal position is for movement through west leg of wye. Members of crews 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 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.

C. 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.
3. 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. 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. 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.

JUL 14 1955
SUPERINTENDENT
C.R. SERVICE

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

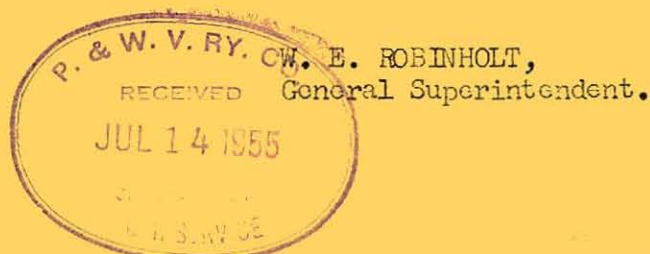
OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1046

Rook, Pa. July 13th. 1955.

GENERAL NOTICE NO. 1017 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. JEFFERSON GAS COAL COMPANY MINE:
MAIN TRACK SWITCH HAS BEEN REMOVED.
2. 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.
3. 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 and west end of Storage Track.
 - C. Capacity of Storage Tracks:- Eighty five (85) cars.
4. 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.
5. Walkway, sixty three (63) feet in length, has been installed on the north side, east end of Bridge 59.42. This is the first bridge east of American Vanadium Company Side Track.
6. Station shown in Time Table No. 26 as N. Alexandria designates New Alexandria. Station shown in Time Table No. 26 as W. Middletown designates West Middletown.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1047

Rook, Pa. July 14th. 1955.

GENERAL NOTICE NO. 1004 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. ARNOLD MINE (VALLEY MINE).

SWITCH LEADING TO MINE TRACK HAS BEEN REMOVED.

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 Street, 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.

3. OLLETT MINE:

- A. The designation of Mine formerly known as Cross Creek Mine No. 1, has been changed to: Ollett. 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. 1048

Rook, Pa. July 22nd, 1955.

GENERAL NOTICE NO. 994 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 HAS BEEN REMOVED AFFORDING CLEARANCE FOR ALL ENGINES AND CARS.
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 & LE 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.

GENERAL NOTICE NO. 1048

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. 1049

Rook, Pa. August 17th. 1955.

GENERAL NOTICE NO. 1042 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. **BANNING:** ALL TRAINS MUST SOUND ENGINE WHISTLE SIGNAL, RULE 14 (L), APPROACHING PRIVATE ROAD CROSSING AT THE WEST END OF BANNING.
2. **SPEED RESTRICTIONS:**

Reduce speed to fifteen (15) miles per hour over first fill west of Mingo Creek Bridge, Mile Post 34.09, to Mile Post 34.24.
3. An additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05, first bridge east of Maple Passing Siding. This barrier is seventeen (17) feet east of original barrier.
4. **MIFFLIN:**
 - A. Split switch derail has been installed on the Yard Lead, between the crossovers; at the west end of Mifflin Yard. This derail protects No's. 1, 2, 3 and 4 tracks.
 - B. Split switch derail has been installed on the east end of Walker Passing Siding, two hundred forty seven (247) feet west of east switch. This derail is in addition to the hand throw derail located at the west end of Walker Passing Siding.
 - C. When cars are set off or a portion of cars removed from a track, all concerned must see that cars set off and cut away from are properly secured by the application of sufficient hand brakes.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1050

Rook, Pa. August 25th. 1955.

GENERAL NOTICE NO. 1025 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. LARGE:

- A. DICK CONSTRUCTION COMPANY SPUR TRACK IS OUT OF SERVICE BECAUSE OF OBSTRUCTION ON TRACK BETWEEN THE BUILDINGS.
- B. Former Pittsburgh Terminal No. 7 Mine Side Track is 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 (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.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1051

Rook, Pa. September 27th. 1955.

THIS GENERAL NOTICE NO. 1051 IS EFFECTIVE 3:30 P.M. TODAY, SEPTEMBER 27TH. 1955.

1. MONESSEN YARD:

- A. AN ADDITIONAL TRACK, DESIGNATED AS TRACK NO. 4, HAS BEEN CONSTRUCTED IN MONESSEN YARD AND IS O.K. FOR SERVICE. TRACK NO. 4 PARALLELS TRACK NO. 3.
- B. THE DESIGNATION AND CAPACITY OF TRACKS IN MONESSEN YARD, ARE AS FOLLOWS:

<u>TRACK NO.</u>	<u>CLEAR LENGTH</u>	<u>CAPACITY</u>
1	2127 Feet	47 Cars
2	1926 Feet	43 Cars
3	1774 Feet	39 Cars
4	1754 FEET	39 CARS

(TRACKS NO'S. 1, 2, 3 AND 4 ARE USED FOR STORAGE OF CARS AND INTERCHANGE WITH MONESSEN SOUTHWESTERN RAILWAY).

- C. NORMAL POSITION OF SWITCHES AT THE EAST END AND WEST END OF TRACKS NO'S. 1, 2, 3 AND 4 IS FOR THE LADDER TRACK AND SWITCH LAMPS WILL DISPLAY "GREEN" WHEN SET IN NORMAL POSITION. SWITCH AT WEST END OF TRACK NO. 4 MUST BE KEPT LINED FOR LADDER TRACK.
 - D. CARS MUST NOT BE PLACED ON THAT PORTION OF TRACK BETWEEN THE WEST SWITCH OF TRACK NO. 4 AND SWITCH CONNECTING TRACK DESIGNATED BY THE MONESSEN SOUTHWESTERN RAILWAY AS BRIDGE 6 TRACK.
- ### 2. MONESSEN WYE TRACK:
- A. Spring Switch installed at Tail Track Switch, normal position is for movement through west leg of wye. Members of crews 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 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.

3. 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.
- 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 February 1, 1949, amended accordingly.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1052

Rook, Pa. September 27th. 1955

GENERAL NOTICES NUMBERED 1045 AND 1049 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WEST BELT JCT. CRUSHER TRACK IS OUT OF SERVICE.
2. SPEED RESTRICTIONS: Reduce speed to fifteen (15) miles per hour over first fill west of Mingo Creek Bridge, Mile Post 34-09 to Mile Post 34-24.
3. BANNING: All trains must sound engine whistle signal, Rule 14 (L), approaching Private Road Crossing at the West End of Banning.
4. SPEER DUMP TRACK: Side Track leading off Main Track at Mile Post 24-04, approximately one-half (1/2) mile west of Speer Water Tank, is abandoned as an Industrial Track and is designated as: Speer Dump Track.
5. 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.
6. An additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05, first bridge east of Maple Passing Siding. This barrier is seventeen (17) feet east of original barrier.
7. MIFFLIN:
 - A. Split Switch Derail has been installed on the Yard Lead, between the cross-overs at the west end of Mifflin Yard. This derail protects No's. 1, 2, 3 and 4 tracks.
 - B. Split Switch Derail has been installed on the East End of Walker Passing Siding, two hundred forty-seven (247) feet west of east switch. This derail is in addition to the hand throw derail located at the west end of Walker Passing Siding.
 - C. When cars are set off or a portion of cars removed from a track, all concerned must see that cars set off and/or cut away from are properly secured by the application of sufficient hand brakes.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1053

Rook, Pa. October 18th. 1955.

GENERAL NOTICE NO. 1036 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. Following is a List of the Company Physicians, Hospitals and Ambulances:

<u>COMPANY PHYSICIANS</u>		<u>TELEPHONES</u>	
<u>NAME</u>	<u>ADDRESS</u>	<u>OFFICE</u>	<u>RESIDENCE</u>
Albert H. Winters (Chief Surgeon)	P.&L.E. Annex Building Corner Carson & Smithfield Streets South Side, Pittsburgh, Pa.	Court 1-3201 (Line 581)	Locust 1-4487
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 1088M
P. G. Motto	6 East Main Street Carnegie, Pa.	Carnegie 893	Carnegie 1979
Stephen Andolina	2nd. National Bank Bldg. Connellsville, Pa.	Connellsville 2857-J	Connellsville 2857-M
V. W. Bair	728 Broad Avenue Belle Vernon, Pa.	Belle Vernon 141	Emergency - Donora 750
Howard W. Gadd	Odelli Building Monongahela, Pa.	Monongahela 81-J	Monongahela 81-M
E. J. Rascati	502 Fifth Street Wilson, Pa.	Clairton 3-9496	Clairton 3-9496
ROBERT S. MILLIGAN	5TH. ST. & BROWNSVILLE RD. BROUGHTON, PA.	OLympia 5-4200	OLympia 5-4200
J. M. Cardill	1 Willow Avenue Castle Shannon, Pa.	Locust 1-0459	COLonial 3-2748
M. L. McGarvey	605 Washington Avenue Bridgeville, Pa.	CANAL 1-5119	CANAL 1-5119
J. K. McCarrell	Main St. Hickory, Pa. Post Office Bldg. Avella, Pa.	Hickory 17 R 11 Avella 5321	Hickory 17 R 3
Richard Harkcom	Main St. Hickory, Pa. Post Office Bldg. Avella, Pa.	Hickory 17 R 11 Avella 5321	Hickory 145

COMPANY PHYSICIANS

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONES</u>	
		<u>OFFICE</u>	<u>RESIDENCE</u>
Fred H. Riney	614 Commercial Street Mingo Junction, Ohio	KELlog 5-1171	KELlog 5-1172
Janis Trupovnieks	High Street Hopedale, Ohio	WEBster 7-2331	WEBster 7-2331

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. & Jane Streets South Side, Pittsburgh, Pa.	HUBbard 1-3300
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400
Charleroi-Monessen Hospital	Charleroi, Pa.	Charleroi 22
Monongahela Memorial Hospital	New Eagle, Pa.	Monongahela 620
Washington Hospital	Washington, Pa.	Washington 3300
Ohio Valley Hospital	Steubenville, Ohio	ATLantic 2-4541

AMBULANCES

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
Connellsville State Hospital	Connellsville, Pa.	Connellsville 2400
Toner Funeral Home	Belle Vernon, Pa.	Belle Vernon 183
Bebout & Yoho	Monongahela, Pa.	Monongahela 26
Finney & Bekevach Funeral Home	Clairton, Pa.	Clairton 3-5700
Griffith Funeral Home	Broughton, Pa.	OLympia 5-4400 TUxedo 2-9155
E. B. Laughlin Funeral Home	Castle Shannon, Pa.	IEHigh 1-6984
Beinhauer Funeral Home	West Liberty Avenue, Dormont	LEHigh 1-4000
Henney Funeral Home	Carnegie, Pa.	Carnegie 1093

AMBULANCES (Continued)

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>
La Velle Funeral Home	Bridgeville, Pa.	CAnal 1-6705
Jas. R. Coleman Funeral Home	Bishop, Pa.	SHerwood 5-9510
Thompson Funeral Home	Avella, Pa.	Avella 7011 Avella 7013
Murphy Funeral Home	Mingo Junction, Ohio	KEllog 5-1017
Blackburn Funeral Home	Hopedale, Ohio	WEbster 7-1461

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&NV 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. 1054

Rook, Pa. October 26th. 1955.

GENERAL NOTICE NO. 1048 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. 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.
 - B. RESTRICTIONS REGARDING THE PLACING OF EMPTY CARS ONLY ON NO. 3 STORAGE TRACK ARE CANCELLED. THIS TRACK IS O.K. FOR ENGINES AND CARS, BOTH LOADED AND EMPTY.
 - C. Hand operated derails installed on the east end of No. 1, 2 and 3 Storage Tracks.
2. BRUCETON: Hand operated derails installed on the east end of No. 1 and No. 2 Side Tracks.
3. 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.
4. PITTSBURGH TERMINAL MINE NO. 3 SIDE TRACK. Track has been removed.
5. PITTSBURGH TERMINAL MINE NO. 2 SIDE TRACK. Track has been removed.
6. WILLIAM LANG & SONS SIDE TRACK. Track has been removed.
7. FRICK. 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 special 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 nine hundred (900) 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. Ramp will not clear man on side of car.
 3. Track capacity: Empty track west of Ramp - 10 cars.
Loaded track east of Ramp - 10 cars.
 4. Bill Box installed at Loading Ramp.
 5. Billing is taken into the accounts of the Agent at Loebessen.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1055

Rock, Pa. October 26th, 1955.

GENERAL NOTICE NO. ~~1047~~ IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. DUBENA MINE. MAIN TRACK SWITCH HAS BEEN REMOVED.
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 Street, 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.
3. ARNOLD MINE (VALLEY MINE). Switch leading to Mine Track has been removed.
4. OLLETT MINE. The designation of Mine formerly known as Cross Creek Mine No. 1 has been changed to: Ollett. 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. 1056

Rook, Pa., October 31st, 1955.

GENERAL NOTICE NO. 1038 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:

Location	Time Open
Connellsville	24 Hours.
MONESSEN	8:00 A.M. to 12:00 MIDNIGHT - DAILY EXCEPT SATURDAY AND SUNDAY.
	8:00 A.M. TO 5:00 P.M. - SATURDAY AND SUNDAY.
SUDAN	10:00 A.M. TO 2:00 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY.
	10:00 A.M. TO 7:00 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.
	8:30 A.M. TO 5:30 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. Enginemen observing these signs, which are not to be construed as slow boards, must sound engine whistle signal, Rule 14 (L), 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.

I hereby acknowledge receipt of General Notice No. 1056

Posted at _____ By _____ Time _____ M. Date _____ 19 _____

Signed: _____
(Name) (Title)

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

1057

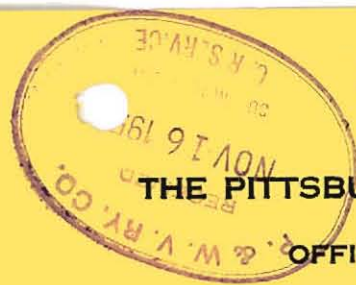
GENERAL NOTICE NO. ~~1052~~ ¹⁰⁵⁷ Pa. November 10th, 1955.

GENERAL NOTICE NO. 1052 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. PRIVATE GRADE CROSSING HAS BEEN CONSTRUCTED ACROSS THE MAIN TRACK AT MILE POST 12.15, APPROXIMATELY ONE-HALF (1/2) MILE EAST OF NORRIS TUNNEL, ALL TRAINS MUST SOUND ENGINE WHISTLE SIGNAL, RULE 14 (L), APPROACHING THIS CROSSING.
2. BANNING: All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the West End of Danning.
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. An additional barrier has been installed on the walkway of Maple Creek Bridge No. 27.05, first bridge east of Maple Passing Siding. This barrier is seventeen (17) feet east of original barrier.
5. 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.
6. SPEED RESTRICTIONS: Reduce speed to fifteen (15) miles per hour over first fill west of Mingo Creek Bridge, Mile Post 34-09 to Mile Post 34-24.
7. MIFFLIN:
 - A. Split Switch Derail has been installed on the Yard Lead, between the cross-overs at the west end of Mifflin Yard. This derail protects No's, 1, 2, 3 and 4 tracks.
 - B. Split Switch Derail has been installed on the East End of Walker Passing Siding, two hundred forty-seven (247) feet west of the east switch. This derail is in addition to the hand throw derail located at the west end of Walker Passing Siding.
 - C. When cars are set off or a portion of cars removed from a track, all concerned must see that cars set off and/or cut away from are properly secured by the application of sufficient hand brakes.
8. WEST BELT JCT. Crusher Track is out of service.

W. E. ROBINHOLT,
General Superintendent.





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

1058

GENERAL NOTICE NO. _____

Rook, Pa. November 17th, 1955

GENERAL NOTICE NO. 1039 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. HOPEDALE MINE:

A. THE DESIGNATION OF MINE FORMERLY KNOWN AS IDEAL HAS BEEN CHANGED TO: HOPEDALE AND IS OPERATED BY POLEN COAL COMPANY, HOPEDALE, OHIO.

B. MAIN TRACK SWITCHES HAVE BEEN MOVED THREE HUNDRED NINETY (390) FEET EAST AND WEST OF FORMER LOCATIONS.

C. TRACK CAPACITY:	<u>LOADED TRACKS</u>	<u>CAPACITY</u>	<u>EMPTY TRACKS</u>	<u>CAPACITY</u>
	NO. 1 -----	17 CARS	NO. 1 -----	17 CARS
	NO. 2 -----	5 CARS	NO. 2 -----	5 CARS
	NO. 3 -----	4 CARS	NO. 3 -----	4 CARS

D. ALL TRACKS ARE O.K. FOR SERVICE.

E. Private Grade Crossing has been constructed across the Main and Loaded Tracks at the east end of Hopedale Mine to be used by coal trucks servicing Mine Tipple. All trains must sound engine whistle signal, Rule 14 (L), approaching this crossing.

2. 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.

3. 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, placed in service for: Witch Haven Mine, operated by Polen Coal Company, Hopedale, Ohio.

2. Coal loading ramp and conveyor installed on 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 engines.

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.

4. PINEY FORK MINE: Track has been removed.

5. DEAN MINE: Track has been removed.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1059

Rook, Pa. December 20th. 1955

The Pittsburgh & West Virginia Railway Company, Time Table No. 27 is effective 12:01 A.M. Eastern Standard Time, Sunday, January 1, 1956.

The Pittsburgh & West Virginia Railway Company, Rules for the Government of the Operating Department (Book of Rules) effective June 1, 1953, will also become effective 12:01 A.M. Eastern Standard Time, Sunday, January 1, 1956.

All Concerned must secure a copy of the new Time Table and Book of Rules and familiarize themselves with same before the effective date.

There is a Questionnaire enclosed with each copy of the Book of Rules; All Concerned must fill out this Questionnaire and return same to the undersigned.

W. E. Robinholt,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 1060

Rook, Pa. December 29th. 1955.

1. AMERICAN CATALOGUE COMPANY SPUR TRACK, WEST BELT JCT., PA.

- A. Spur Track, three hundred thirteen (313) feet in length, leading off the Main Track of the West End Branch ninety five (95) feet east of the East Leg of the Wye Switch, has been leased to: American Catalogue Company, Oliver Building, Pittsburgh 22, Pa.
- B. Track capacity: 4 Cars.
- C. Hand operated derail installed 134 feet east of Main Track Switch.
- D. Car stops installed on the stub or east end.
- E. For Wheel Report purposes, Spur Track is designated as Station 0532.
- F. Crews servicing this Spur Track must determine that track is clear of all obstructions before operating over it and must not couple to cars 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.

