

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 2

Rook, Pa. January 10th. 1956.

GENERAL NOTICES NUMBERED 995, 1023, 1053 and 1056 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air.
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 Train Dispatcher or other Officials over the telephone does not in any manner relieve train and enginemen from making telegraphic reports.
4. 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.
5. CAR SEALS. Full seal record must be taken of all cars, PREFIX as well as number of seals - Example: P&WV 4781 or WSC A-4997.
6. 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.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 3

Rook, Pa. January 10th. 1956

GENERAL NOTICES NUMBERED 811 AND 1032 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

ROOK, PA.

1. Engines going to the Dock from the east end of Rook Yard will use the Inbound Dock Track. To eliminate possibility of personal injury to employees in and around the Inspection Pit, all engines using Inbound Dock Track must stop and dock east of the Inspection Pit.
2. All cars to be cleaned out must be placed on No. 11 track and while such cars are being cleaned, switch leading to No. 11 track must be lined for movement through No. 2 Scale Track and locked with Maintenance of Way lock. The Maintenance of Way employe in charge of cleaning cars will be responsible for the locking and unlocking of this switch.
3. Hand operated derail installed on Station Siding, fifty (50) feet east of switch leading to Patterson Equipment Company Spur Track.
4. Crews servicing Associated Grocers Inc. Spur Track 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.
5. CAR REPAIR TRACKS.
 - A. No. 1 for cars requiring running repairs.
 - B. On account of material on ground between Tracks No. 1 and No. 2, trainmen pulling No. 1 must use space between short running track and No. 1 while coupling and giving signals and not go between Tracks No. 1 and No. 2.
 - C. No. 2 must not have cars placed on it except when so ordered.
 - D. On account of material piled along both sides of No. 2 track there is not proper clearance between No. 2 and No. 3.
 - E. No. 3 and No. 4 are heavy repair tracks; only such cars as Master Car Builder orders are to be placed on these tracks.
 - F. Trainmen switching cars from No. 3 must use space between No. 3 and No. 4 while coupling and giving signals and not go between Tracks No. 2 and No. 3.
6. P. & L.E. Railroad Bulletin Order Books have been placed in Yard Office and Roundhouse Office. Conductors and Engineers operating over P&LE Railroad must read and sign for bulletin orders posted in these books.
7. Engineers must register in Engineers' Register Book, Roundhouse, the time of their arrival and departure and under caption "Train Number" whether called for Pittsburgh Division, Connellsville Division, Yard or Transfer Service.
8. Scale. Signal mast at the east end of Yard with arm of three (3) position indications: RED, GREEN AND YELLOW, is used to convey signals to Engineers of engines handling trains weighing cars over Scales and does not govern other train movements in any way:
 - RED - Indicates Stop and will be the normal position of signal when scales are not in use.
 - GREEN - Indicates move eastward.
 - YELLOW - Indicates weigh, move westward.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 4

Rook, Pa. January 10th. 1956.

GENERAL NOTICES NUMBERED 976 AND 977 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

AVELLA, PA.

1. Tracks No. 1, 2 and 3 are designated as Yard Tracks.
2. Coal Dock, Hand operated derail installed on Coal Dock one hundred forty-four (144) feet east of Main Track Switch. This derail is in addition to the pipe connected derail.
3. Conductors setting off cars in the yard must leave a list for Agent showing time and track on which set off was made.
4. Coal originating in the Avella District moving via the P.R.R. at Bridgeville will be billed in triplicate by Agent at Avella. Conductors moving coal must secure all copies of billing and deliver to Agent at Bridgeville for further handling to Scully Yard where cars will be weighed.
5. Crossover switches from Avella Running Track and West Middletown Storage Track must be left set for straightaway movement through Running Track and Storage Track.
6. Mines in Avella District make duplicate card bills for all cars routed via the P. & L. E. R.R. Both copies are to accompany cars to Rook Scales.
7. Name Book has been placed at Avella Telegraph Office. All members of train and engine crews must register their Avella address in this Book. Conductors, Brakemen, Engineers and Firemen working on crews laying over at Avella or from Extra Board at Avella must make application to Agent for relief. Conductors, Brakemen, Engineers and Firemen sent to Avella must report to Agent on arrival in addition to registering in Home Book.
8. Pgh. Term. No. 9 Storage Track. That portion of track, from hand operated derail to a point twenty (20) car lengths above derail, may be used for the storage of cars; track beyond this point must not be used.
9. Engine Dock and Caboose Track.

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

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 5

Rook, Pa. January 10th. 1956

GENERAL NOTICE NO. 1041 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. CARNEGIE SPUR TRACK:

- A. Hand Throw Derails installed one hundred fifty-six (156) feet east of Main Track Switch and forty-one (41) feet west of entrance to General Motors Bldg.
- B. Billing is handled by Agent at Rook.
- C. For Wheel Report purposes, Spur Track is designated as Station 0561.
- D. 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.
- E. Permission of the Train Dispatcher must be obtained before crews leave Rook Yard to service Carnegie Spur Track and Train Dispatcher must be notified when movement has been completed.
- F. 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, two hundred forty-nine (249) feet, is owned and maintained by: Chevrolet Motors Division, General Motors Corporation, 507-527 Forest Avenue, Carnegie, Pa.
 1. Of the two hundred forty-nine (249) feet of track owned by General Motors, one hundred sixty-four (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 located six (6) feet from end of track.
 3. All cars consigned to General Motors must, unless otherwise specified, be placed within the building.

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

- A. 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.
- B. For Wheel Report purposes, Spur Track is designated as Station 0572.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 6

Rook, Pa. January 10th. 1956.

GENERAL NOTICES NUMBERED 998, 999, 1000, 1009, 1015, 1034, 1046, 1055 AND 1058 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HOPEDALE MINE:

A. 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,

B. 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

2. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of East Switch.
3. To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of main track from road crossing at former Penowa Station, Mile Post 85-35 to a point east of former Penowa Station, Mile Post 85-25.
4. VALLEY MINE: Switch leading to Mine Track has been removed.
5. DUBENA MINE: Main Track Switch has been removed.
6. JEFFERSON MINE: Main Track Switch has been removed.
7. GLADDEN STORAGE TRACK: Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 7

Rock, Pa. January 10th. 1956.

GENERAL NOTICES NUMBERED 855, 890 AND 972 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. MINGO JUNCTION, OHIO.

- A. Hand operated derail installed on the Lead at west end of No. 1 and 2 Spur Tracks.
- B. Wheeling Steel Corp. Track No. 1 is designated as Delivery Track for cars moving from P. & W.V. Ry. to Wheeling Steel Corp. direct.
- C. Wheeling Steel Corp. Track No. 3 is designated as Receiving Track for cars moving from Wheeling Steel Corp. to P. & W.V. Ry. direct. Wheeling Steel Corp. Tracks No. 1 and 3 extend from and are connected to Nickel Plate Tracks No. 5 and 6.
- D. Bills for cars moving to and from Wheeling Steel Corp. direct, will be obtained from and delivered to P. & W.V. Ry. Agent's Office, Mingo Junction.
- E. Cars consigned Wheeling Steel Corp. that route via the Nickel Plate must be delivered to the Nickel Plate for further handling to Wheeling Steel Corp.
- F. Train movements on Wheeling Steel Corp. Tracks No. 1 and 3 will be governed by Dwarf Signal indications. When a train enters one of the 500 foot approach circuits, the respective dwarf signal will display a "Green-Proceed" Indication provided the four (4) switches equipped with electric locks are lined and locked in normal position and doors of the electric lock boxes are closed. To make a reverse movement over crossover, trains must proceed beyond the 500 foot approach circuit then re-enter the approach circuit. P&WV Ry. trains using Wheeling Steel Corp. Tracks must first see that there are no Wheeling Steel Corp. trains approaching, then open door of electric lock, see that Indicator reads 'unlocked' then move electric lock lever to extreme left position and throw switch in normal manner. If electric lock indicator does not read 'unlocked' immediately upon opening the door, wait two (2) minutes before breaking the seal to use emergency release button. When seals are broken, the fact must be immediately reported to Nickel Plate Train Dispatcher. Two (2) crossover switches are equipped with Bolt Locks and two (2) crossover switches equipped with pipe connected derails - these bolt locks and pipe connected derails operate in the same manner as outlined in P. & W. V. Ry. rules.

2. When necessary for air hose couplings to be made and/or terminal air tests required, as per Rule 103 of the B. OF R. T. Agreement, at points where Car Inspectors are on duty, it will be the responsibility of the Conductor to make a reasonable effort to contact the Inspector to perform this service. If unable to contact Inspector within a reasonable length of time, crew will perform the service and in submitting time claims for the arbitrary allowance state efforts made to contact the Inspector.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. ⁸_____

Rook, Pa., January 10th, 1956.

GENERAL NOTICE NO. 1007 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

GENERAL SERVICES ADMINISTRATION, U. S. GOVERNMENT STORAGE TRACK, LARGE, PA.

- A. Tracks are owned by the General Services Administration of the U. S. Government and consist of:
- Two (2) tracks west of the Unloading Bin are designated as:
 - No. 1 Loaded Track - Capacity 30 cars.
 - No. 2 Loaded Track - Capacity 20 cars. (No. 2 Loaded Track leads off No. 1 Loaded Track).
 - One (1) track over Unloading Bin designated as No. 1 Track.
 - Two (2) tracks east of the Unloading Bin designated as:
 - No. 1 Empty Track - Capacity 29 cars.
 - No. 2 Empty Track - Capacity 21 cars. (No. 2 Empty Track leads off No. 1 Empty Track).
- B. Unloading Bin constructed under No. 1 track about 2000 feet east of the west Main Track Switch.
- C. Loads consigned to: General Services Administration, U. S. Government, must be placed on No. 1 or No. 2 Loaded Tracks. Empties will be removed from No. 1 or No. 2 Empty Tracks.
- D. Engines may be operated over the Unloading Bin but overhead structure at Unloading Bin will not clear man on top or side of car or engine.
- E. Crews must not couple to cars on these tracks until all persons in or about the cars have been notified and all attachments under or about the cars removed. Crews must also see that Car Shaker above the Unloading Bin has been raised to clear cars and engines before operating over Unloading Bin.
- F. Conductors must furnish a list to Agent at Clairton showing time cars are placed on or removed from these tracks, listing initial, number, kind and contents of each car.
- G. Bills for loaded cars set off on these tracks must be left in Bill Box at Unloading Bin.
- H. Road Crossing just west of the Unloading Bin must not be blocked with cars.
- I. For Wheel Report purposes, Storage Tracks are designated as Station 3022.
- J. Hand operated derails installed 195 feet west of East Switch and 187 feet east of West Switch.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 9

Rook, Pa. January 10th. 1956.

GENERAL NOTICES NUMBERED 1050, 1051, 1054 AND 1057 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. TEAM TRACK, LARGE, PA.

That portion of Alice No. 2 Mine Track, from the Highway Crossing Route 51 to a point five (5) car lengths west thereof, is designated as: Large Team Track.

2. GENERAL CONCRETE UNITS CORP. SPUR TRACK.

Crews servicing this Spur Track must determine that track is not obstructed by Highway Motor Trucks.

3. MONESSEN YARD:

A. Switch at west end of Track No. 4 must be kept lined for Ladder Track.

B. 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.

4. MONESSEN WYE:

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.

5. BRUCETON:

Hand operated derails installed on the east end of No. 1 and No. 2 Storage Tracks.

6. HORNING:

Hand operated derails installed on the east end of No. 1, 2 and 3 Storage Tracks.

7. 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.

8. BANNING. All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.

9. SUDAN DUMP TRACK:

Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

10. MIFFLIN:

A. Split Switch Derail 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 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.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 10

Rook, Pa. January 10th. 1956.

GENERAL NOTICES NUMBERED 1020, 1040 AND 1043 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. DONORA BRANCH:

A. 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 five hundred (500) feet west of Bridge 2.2 (Taylor Run).

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. WEST BELT JCT. WYE TRACK. Hand operated derail installed one hundred twenty-five (125) feet east of tail track switch. Car stops installed three hundred twenty-three (323) feet east of tail track switch.

3. ALLEGHENY CONSTRUCTION CO. SPUR TRACK. Hand operated derail installed one hundred ninety-three (193) feet west of main track switch. Billing is handled by Agent at Rook. Crews servicing this Spur Track must furnish Report of Cars Set off Picked Up and On Hand, Form 1535 (Blind Siding Report) to Agent at Rook.

4. 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.

Loaded cars other than coal or ore moving to the P&LE R.R. from the P&W Rwy. 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 Ry. will be handled in the same manner. Revenue billing will be made at West End or Rook.

5. Pittsburgh & Lake Erie Rules are modified to the extent that P&W Ry. crews may use ten (10) minute fuses while operating on the P&LE R.R.

6. PIERCE MINE:

A. Loading Ramp installed on the south side of track two hundred fifty-four (254) feet east of the west derail on Pierce Storage Track. Chutes at ramp will not clear man on top or side of car and must be raised to clear engines and cars.

B. Bills for all cars loaded at Pierce Mine will be obtained from the Agent at Bruceton.

C. For Wheel Report purposes, Pierce Mine is designated as Station 0401.

7. PEOPLES NATURAL GAS CO. SPUR TRACK.

Billing is handled by Agent at Sudan and crews servicing this Spur Track must furnish Report of Cars Set Off Picked Up and On Hand, Form 1535 (Blind Siding Report) to Agent at Sudan.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

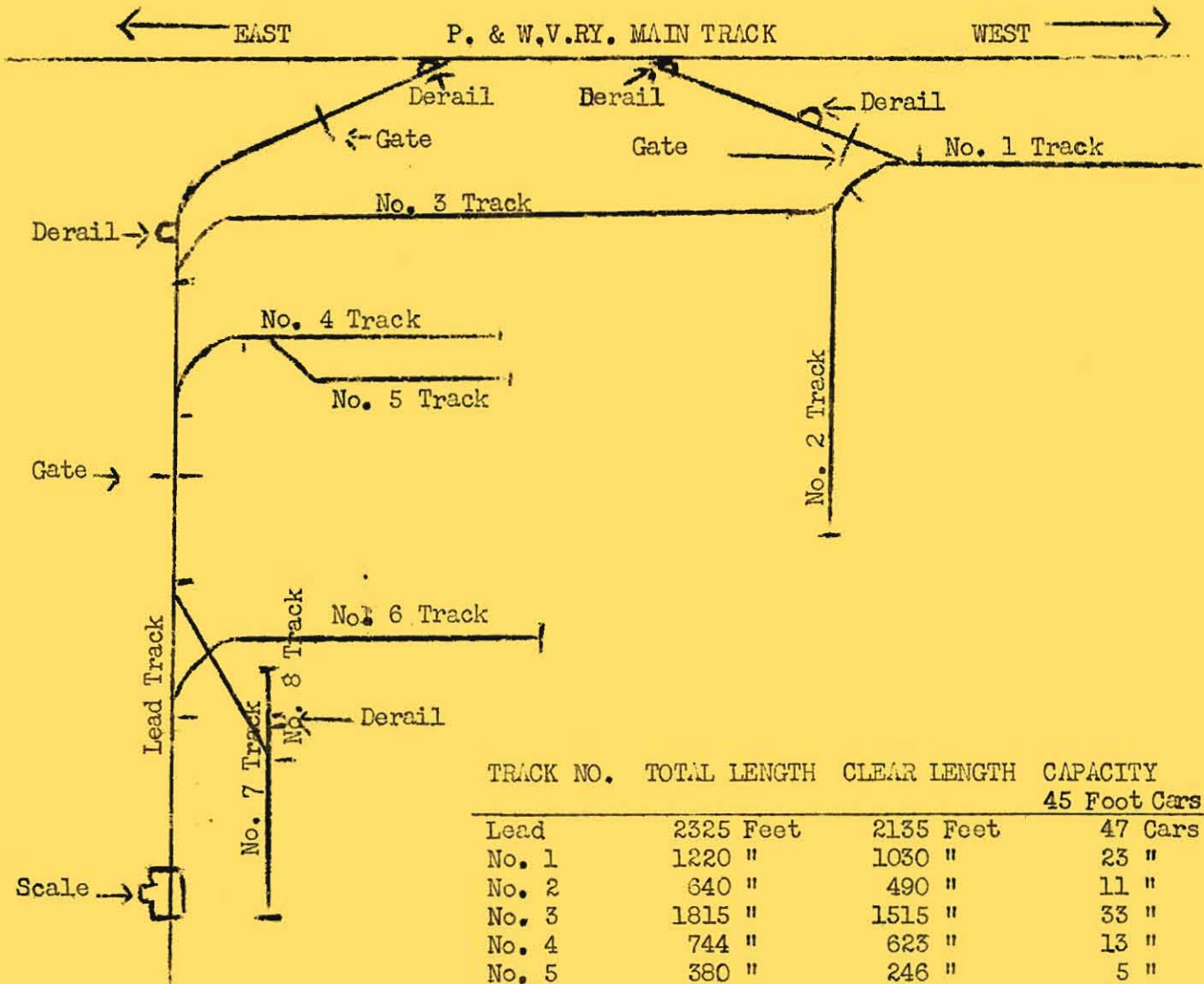
OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 11

Rook, Pa., January 10, 1956.

GENERAL NOTICE NO. 961 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

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



TRACK NO.	TOTAL LENGTH	CLEAR LENGTH	CAPACITY 45 Foot Cars
Lead	2325 Feet	2135 Feet	47 Cars
No. 1	1220 "	1030 "	23 "
No. 2	640 "	490 "	11 "
No. 3	1815 "	1515 "	33 "
No. 4	744 "	623 "	13 "
No. 5	380 "	246 "	5 "
No. 6	890 "	732 "	16 "
No. 7	570 "	405 "	9 "
No. 8	236 "	98 "	2 "

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

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

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 12

Rook, Pa. January 26th. 1956

IRON CITY SASH AND DOOR COMPANY SPUR TRACK, ROOK, PA.

- A. SPUR TRACK LEADING OFF THE WESTWARD MAIN TRACK, NINE HUNDRED FORTY (940) FEET WEST OF WEST END OF GREENTREE TUNNEL, HAS BEEN PLACED IN SERVICE FOR: IRON CITY SASH & DOOR COMPANY, 36ST. AND B&O R.R. PITTSBURGH 1, PA.
- B. SPUR TRACK IS TEN HUNDRED SEVENTY SIX (1076) FEET IN LENGTH, OF STUB END CONSTRUCTION WITH FACING SWITCH ON WESTWARD MOVEMENT. CAPACITY: 18 CARS.
- C. SPLIT SWITCH PIPE CONNECTED DERAIL INSTALLED TWO HUNDRED THIRTY TWO (232) FEET WEST OF POINT OF SWITCH. CAR STOPS INSTALLED ON THE STUB OR WEST END.
- D. BILLING IS HANDLED BY AGENT AT ROOK.
- E. 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.
- F. PERMISSION OF THE TRAIN DISPATCHER MUST BE OBTAINED BEFORE OPERATING AGAINST THE CURRENT OF TRAFFIC TO SERVICE THIS SPUR TRACK AND TRAIN DISPATCHER MUST BE NOTIFIED WHEN MOVEMENT HAS BEEN COMPLETED.
- G. HAND BRAKE MUST BE SET ON EACH AND EVERY CAR SET OFF ON THIS SPUR TRACK.
- H. TRACK IS O.K. FOR SERVICE.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 13

Rook, Pa. February 16, 1956.

GENERAL NOTICE NO. 2 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WHEN TRAINS ENTER PASSING SIDINGS OVER OTHER THAN DUAL CONTROL SWITCHES, THE MAIN TRACK SWITCH MUST NOT BE RESTORED TO NORMAL POSITION UNTIL THE REAR OF TRAIN IS CLEAR OF THE DWARF (LEAVE SIDING) SIGNAL.
2. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air.
3. AGENTS AND OPERATORS. Telegrams addressed to more than one person must show names of all persons to whom addressed on each copy delivered.
4. Information given Train Dispatcher or other Officials over the telephone does not in any manner relieve train and enginemen from making telegraph reports.
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 record must be taken of all cars, PREFIX as well as number of seals - Example: P&WV 4720 or CPCS P-4420.
7. 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 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.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 14 Rook, Pa. March 2, 1956

GENERAL NOTICE NO. 13 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. ALL TRAINS THAT ARE YARDED IN ROOK YARD MUST HAVE THE AIR BRAKES APPLIED IN EMERGENCY AND, WHEN NECESSARY, HAND BRAKES MUST BE APPLIED IN SUFFICIENT NUMBER TO KEEP THE CARS FROM RUNNING OUT. WHEN THE NUMBER OF CARS IN A TRAIN EXCEEDS THE CAPACITY OF THE TRACK THAT A TRAIN IS TO BE YARDED ON, AIR MUST BE APPLIED IN EMERGENCY FROM CABOOSE WHEN REAR OF TRAIN IS INTO CLEAR ON THE TRACK INVOLVED; CARS IN EXCESS OF THE TRACK CAPACITY THAT ARE SET OVER TO ANOTHER TRACK MUST HAVE THE AIR BRAKES APPLIED IN EMERGENCY WHEN ENGINE IS DETACHED.
2. TRAINS HANDLING HOPPER OR GONDOLA CARS LOADED WITH COAL OR ORE MUST NOT EXCEED A SPEED OF THIRTY-FIVE (35) MILES PER HOUR REGARDLESS OF THE NUMBER OF SUCH CARS IN TRAIN. CONDUCTOR MUST NOTIFY ENGINEER WHEN SUCH CARS ARE IN TRAIN. RULE 8, TIME TABLE NO. 27, IS MODIFIED ACCORDINGLY.
3. When trains enter passing sidings over other than dual control switches, the main track switch must not be restored to normal position until the rear of train is clear of the dwarf (leave siding) signal.
4. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air.
5. AGENTS AND) Telegrams addressed to more than one person must show names of all OPERATORS.) persons to whom addressed on each copy delivered.
6. Information given Train Dispatcher or other Officials over the telephone does not in any manner relieve train and enginemen from making telegraph reports.
7. 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.
8. CAR SEALS. Full seal record must be taken of all cars, PREFIX as well as number of seals - Example: P&WV 4720 or CPCS P-4420.
9. 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 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.

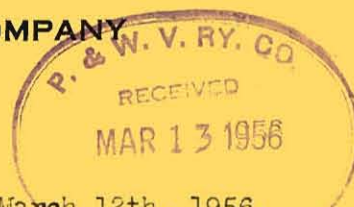
W. E. ROBINHOLT,
General Superintendent,



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 15



Rook, Pa. March 12th. 1956.

THIS GENERAL NOTICE NO. 15 IS EFFECTIVE 12:01 P.M. TUESDAY, MARCH 13TH. 1956.

GENERAL NOTICE NO. 12 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 12:01 P.M. TUESDAY, MARCH 13, 1956.

1. ROOK TELEGRAPH AND TELEPHONE OFFICE:

- A. TELEGRAPH AND TELEPHONE OFFICE HAS BEEN MOVED FROM THE STATION BUILDING TO THE FIRST FLOOR OF BUILDING NEXT TO THE YARD AND TRAIN DISPATCHERS OFFICE. TRAIN ORDER SIGNALS ARE REMOVED.
- B. ALL BUSINESS FORMERLY TRANSACTED WITH THE AGENT AND/OR OPERATOR AT THE STATION BUILDING WILL BE HANDLED IN THE USUAL MANNER AT THE NEW LOCATION.
- C. CONDUCTORS AND ENGINEMEN OF ALL TRAINS, WHETHER ORIGINATING AT ROOK OR PASSING THROUGH ROOK, MUST NOT LEAVE ROOK UNTIL FORM 'A' HAS BEEN OBTAINED FROM THE AGENT AND/OR OPERATOR AT ROOK.
- D. RULE 15, TIME TABLE NO. 27, IS CANCELLED.

2. IRON CITY SASH AND DOOR COMPANY SPUR TRACK, ROOK, PA.

- A. Spur Track leading off the westward main track, nine hundred forty (940) feet west of west end of Greentree Tunnel, has been placed in service for: Iron City Sash & Door Co. 36th. Street and B&O R.R., Pittsburgh 1, Pa.
- B. Spur Track is ten hundred seventy-six (1076) feet in length, of stub end construction with facing switch on westward movement. Capacity: 18 cars.
- C. Split switch pipe connected derail installed two hundred thirty-two (232) feet west of point of switch. Car Stops installed on the stub or west end.
- D. Billing is handled by Agent at Rook.
- E. 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.
- F. Permission of the Train Dispatcher must be obtained before operating against the Current of Traffic to service this Spur Track and Train Dispatcher must be notified when movement has been completed.
- G. Hand Brake must be set on each and every car set off on this Spur Track.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. _____ 16

Rook, Pa. April 23rd. 1956.

GENERAL NOTICE NO. 9 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. LARGE:

- A. GRANULATED SLAG WALK-WAY HAS BEEN CONSTRUCTED ACROSS THE MAIN, STORAGE AND MINE LEAD, ABOUT FORTY (40) FEET EAST OF HIGHWAY GRADE CROSSING (ROUTE 51). ALL CONCERNED WILL FAMILIARIZE THEMSELVES WITH THIS CONDITION.
- B. That portion of Alice No. 2 Mine Track, from Highway Grade Crossing (Route 51) to a point five (5) car lengths west thereof, is designated as: Large Team Track.

2. 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.

3. BANNING. All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.

4. MONESSEN YARD:

- A. Switch at west end of Track No. 4 must be kept lined for Ladder Track.
- B. 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 South-western Railway as Bridge 6 Track.

5. MONESSEN WYE:

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.

6. SUDAN DUMP TRACK:

Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

7. BRUCETON:

Hand operated derails installed on the east end of No. 1 and No. 2 Storage Tracks.

8. HORNING:

Hand operated derails installed on the east end of No. 1, 2 and 3 Storage Tracks.

9. MIFFLIN:

- A. Split Switch Derail 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 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.

10. GENERAL CONCRETE UNITS CORP. SPUR TRACK - CASTLE SHANNON.

Crews servicing this Spur Track must determine that track is not obstructed by Highway Motor Trucks.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 17

Rook, Pa. April 30th. 1956.

GENERAL NOTICE NO. 6 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. RULE 7, TIME TABLE NO. 27, 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 3:00 P.M. - SATURDAY AND SUNDAY.
SUDAN	9:00 A.M. TO 1:00 A.M. - DAILY EXCEPT SATURDAY AND SUNDAY. 9:00 A.M. TO 5:00 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 4:30 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. - DAILY. 7:00 P.M. to 3:00 A.M. - Daily except 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 JUNCTION	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 Junction	24 Hours.

- HOPEDALE MINE: 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.
- CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of East Switch.
- To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of main track from road crossing at former Penowa Station, Mile Post 85-35 to a point east of former Penowa Station, Mile Post 85-25.
- VALLEY MINE: Switch leading to Mine Track has been removed.
- DUBENA MINE: Main Track switch has been removed.
- JEFFERSON MINE; Main Track Switch has been removed.
- GLADDEN STORAGE TRACK: Hand operated derrails installed just west of Road Crossing and just west of Unloading Platform.

W. E. ROBINHOLT,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 18

Rook, Pa. May 10th. 1956.

GENERAL NOTICE NO. 1 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 38-39, APPROXIMATELY 4600 FEET EAST OF PIERCE, DESIGNATED AS A CONSTRUCTION TRACK, HAS BEEN PLACED IN SERVICE FOR THE EXCLUSIVE USE OF THE MAINTENANCE OF WAY DEPARTMENT. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON EASTWARD MOVEMENT. SWITCH IS EQUIPPED WITH AN ELECTRIC SWITCH LOCK AND PIPE-CONNECTED DERAIL. WORK TRAINS MAY USE THIS TRACK WHEN AUTHORIZED BY THE MAINTENANCE OF WAY DEPARTMENT.
2. WEST END BRANCH:
 - A. AMERICAN CATALOGUE SPUR TRACK.
 1. Spur Track, five hundred eight (508) feet in length, leading off Main Track ninety-five (95) feet east of the East Leg of Wye Switch at West Belt Jct., has been leased to: American Catalogue Company, Oliver Bldg., Pittsburgh 22, Pa.
 2. Track Capacity: EIGHT (8) CARS.
 3. Hand operated derail installed one hundred thirty four (134) feet east of Main Track Switch.
 4. Car stops installed on stub or east end.
 5. For Wheel Report purposes, Spur track is designated as Station 0532.
 6. 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.
 7. Billing is handled by Agent at West Liberty.
 - B. BRIDGE 2 STORAGE TRACK: Hand operated derail installed one hundred-sixty-three (163) feet east of the west switch.
 - C. Steuben Street is the breaking point for Interchange between the P&LE RR and the P&WV Ry. and Conductors moving cars between the respective Companies will make a list showing initial, number, kind, contents and destination of each car together with the arrival time at Steuben Street and mail same immediately at completion of each trip to the Cashier at West End, Pittsburgh. P&LE RR Conductors will mail this list from McKeesRocks and P&WV Ry. Conductors will mail same from Rook. Bills for cars moving from the P&LE R.R. to the P&WV Ry. will be brought to Rook by Cashier at West End; Conductors will move cars on billing received at McKeesRocks.
 - D. Bills for cars placed on the Team Tracks at West End; West End Coal & Supply Co. Spur Track; Shields Spur Track and Rennekamp Lumber & Supply Co. Spur Track, must be mailed to Cashier at West End after Conductor has noted thereon the time and date of placement.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 19

Rook, Pa. May 16th. 1956.

GENERAL NOTICE NO. 14 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SPEED RESTRICTIONS:

- A. TRAINS HANDLING DUMP CARS, EITHER LOADED OR EMPTY, MUST NOT EXCEED A SPEED OF TWENTY-FIVE (25) MILES PER HOUR.
- B. Trains handling hopper or gondola cars loaded with coal or ore must not exceed a speed of thirty-five (35) miles per hour.
- C. Restrictions provided for in Paragraphs A and B are applicable regardless of the number of such cars in train. Conductors must notify Engineer when such cars are in train.
- D. Rule 8, Time Table No. 27, is modified accordingly.

2. All trains that are yarded in Rook Yard must have the air brakes applied in emergency, and when necessary, hand brakes must be applied in sufficient number to keep the cars from running out. When the number of cars in a train exceeds the capacity of the track that a train is to be yarded on, air must be applied in emergency from caboose when rear of train is into clear on the track involved, cars in excess of the track capacity that are set over to another track must have the air brakes applied in emergency when engine is detached.

3. When trains enter passing sidings over other than dual control switches, the main track switch must not be restored to normal position until the rear of train is clear of the dwarf (leave siding) signal.

4. Locomotives used in heavily loaded freight and ore trains on the CONNELLSVILLE DIVISION will maintain a brake pipe pressure of ninety (90) pounds of air. Locomotives used in lightly loaded freight trains and trains consisting principally of empty cars will maintain a brake pipe pressure of seventy (70) pounds of air.

5. AGENTS AND) Telegrams addressed to more than one person must show names of all OPERATORS) persons to whom addressed on each copy delivered.

6. Information given Train Dispatcher or other Officials over the telephone does not in any manner relieve train and enginemen from making telegraph reports.

7. 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.

8. CAR SEALS. - Full seal record must be taken of all cars, PREFIX as well as number of seals - Example: P&WV 4720 or CPCS P-4420.

9. 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 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.



W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 20

Rook, Pa. May 17th, 1956.

TONNAGE RATING FOR NICKEL PLATE DIESEL ENGINES BETWEEN POINTS NAMED IS AS FOLLOWS:

	<u>NKP 300 - 400 SERIES</u>	
	<u>SINGLE</u>	<u>DOUBLE</u>
	<u>UNIT</u>	<u>UNIT</u>
<u>WESTWARD</u>	<u>TONS</u>	<u>TONS</u>
ROOK TO HICKORY	2250	4500
MINGO JCT. TO PITTSBURGH JCT.	2250	4500
<u>EASTWARD</u>		
PITTSBURGH JCT. TO WAYCO	2850	5700
MINGO JCT. TO HICKORY	2250	4500

NOTE: IN ORDER TO MAINTAIN FAST FREIGHT SCHEDULES, TONNAGE FOR EACH DIESEL UNIT SHOULD BE REDUCED 225 TONS OR 450 TONS FOR A DOUBLE UNIT. TONNAGE RATINGS AS SHOWN ABOVE ARE BASED ON A SPEED OF ELEVEN (11) MILES PER HOUR.

TONNAGE RATING FOR LOCOMOTIVES AS SHOWN IN TIME TABLE NO. 27 AMENDED TO CONFORM WITH ABOVE.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 21

Rook, Pa. May 29th. 1956.

GENERAL NOTICE NO. 7 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. MINGO JUNCTION, OHIO.

- A. PRIVATE GRADE CROSSING HAS BEEN CONSTRUCTED ACROSS CONNECTION TRACK WITH NICKEL PLATE AND WHEELING STEEL COMPANY, DIRECTLY UNDER OUR OHIO RIVER BRIDGE. THIS CROSSING WILL BE USED BY TRUCKS OPERATING TO AND FROM THE STANDARD SLAG COMPANY PLANT. ALL TRAINS MUST SOUND ENGINE WHISTLE SIGNAL, RULE 14 (L), APPROACHING THIS CROSSING.
 - B. Hand operated derail installed on the Lead at west end of No. 1 and 2 Spur Tracks.
 - C. Wheeling Steel Corp. Track No. 1 is designated as Delivery Track for cars moving from P. & W. V. Ry. to Wheeling Steel Corp. direct.
 - D. Wheeling Steel Corp. Track No. 3 is designated as Receiving Track for cars moving from Wheeling Steel Corp. to P. & W.V.Ry. direct. Wheeling Steel Corp. Tracks No. 1 and 3 extend from and are connected to Nickel Plate Tracks No. 5 and 6.
 - E. Bills for cars moving to and from Wheeling Steel Corp. direct, will be obtained from and delivered to P. & W.V.Ry. Agent's Office, Mingo Junction.
 - F. Cars consigned Wheeling Steel Corp. that route via the Nickel Plate must be delivered to the Nickel Plate for further handling to Wheeling Steel Corp.
 - G. Train movements on Wheeling Steel Corp. Tracks No. 1 and 3 will be governed by Dwarf Signal indications. When a train enters one of the 500 foot approach circuits, the respective dwarf signal will display a "Green-Proceed" Indication provided the four (4) switches equipped with electric locks are lined and locked in normal position and doors of the electric lock boxes are closed. To make a reverse movement over crossover, trains must proceed beyond the 500 foot approach circuit then re-enter the approach circuit. P&WV Ry. trains using Wheeling Steel Corp. Tracks must first see that there are no Wheeling Steel Corp. trains approaching, then open door of electric lock, see that Indicator reads 'unlocked' then move electric lock lever to extreme left position and throw switch in normal manner. If electric lock indicator does not read 'unlocked' immediately upon opening the door, wait two (2) minutes before breaking the seal to use emergency release button. When seals are broken, the fact must be immediately reported to Nickel Plate Train Dispatcher. Two (2) crossover switches are equipped with Bolt Locks and two (2) crossover switches equipped with pipe connected derails - these bolt locks and pipe connected derails operate in the same manner as outlined in P. & W. V. Ry. rules.
2. When necessary for air hose couplings to be made and/or terminal air tests required, as per Rule 103 of the B.ofR.T. Agreement, at points where Car Inspectors are on duty, it will be the responsibility of the Conductor to make a reasonable effort to contact the Inspector to perform this service. If unable to contact Inspector within a reasonable length of time, crew will perform the service and in submitting time claims for the arbitrary allowance state efforts made to contact the Inspector.

W. E. ROBINHOLT,
GENERAL SUPERINTENDENT.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 22

Rook, Pa. June 22nd. 1956.

1. VANADIUM CORPORATION OF AMERICA SIDE TRACK, KOLMONT, OHIO.
 - A. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 94-13, TEN (10) FEET WEST OF BRIDGE NO. 94.10. (THIS IS THE FIRST BRIDGE WEST OF ADAMS TUNNEL) HAS BEEN INSTALLED TO SERVE: VANADIUM CORPORATION OF AMERICA, 420 LEXINGTON AVENUE, NEW YORK, N.Y.
 - B. SIDE TRACK IS OF STUB END CONSTRUCTION WITH FACING POINT SWITCH ON WESTWARD MOVEMENT.
 - C. SWITCH IS EQUIPPED WITH AN ELECTRIC SWITCH LOCK AND PIPE-CONNECTED DERAIL.
 - D. TRACK CAPACITY: 18 CARS.
 - E. CAR STOPS INSTALLED ON STUB OR WESTEND.
 - F. FOR WHEEL REPORT PURPOSES, SIDE TRACK IS DESIGNATED AS STATION 0950.
 - G. BILLING HANDLED BY AGENT AT MINGO.
 - H. CREWS MUST NOT COUPLE TO CARS ON THIS SIDE 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. 23

Rook, Pa. July 11th. 1956

GENERAL NOTICE NO. 20 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. P&WV RY. AND NKP DIESEL ENGINES IN MULTIPLE UNIT CAN BE OPERATED ON BELL BRANCH. RULE 24, TIME TABLE NO. 27 AMENDED ACCORDINGLY.
2. TONNAGE RATING FOR NICKEL PLATE DIESEL ENGINES BETWEEN POINTS NAMED IS AS FOLLOWS:

NKP 300 - 400 SERIES

	<u>Single Unit</u>	<u>Multiple Unit</u>
	<u>Tons</u>	<u>Tons</u>
<u>Westward</u>		
Rook to Hickory	2250	4500
Mingo Jct. to Pittsburgh Jct.	2250	4500
 <u>Eastward</u>		
Pittsburgh Jct. to Wayco	2850	5700
Mingo Jct. to Hickory	2250	4500

NOTE: In order to maintain Fast Freight Schedules, Tonnage for each Diesel Unit should be reduced 225 tons or 450 tons for a Multiple Unit. Tonnage Ratings as shown above are based on a speed of eleven (11) miles per hour.

Tonnage Rating for Locomotives as shown in Time Table No. 27 amended to conform with above.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 24



Rook, Pa. July 11th. 1956.

GENERAL NOTICE NO. 18 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WEST LIBERTY:
THE WEST SWITCH AND EIGHT HUNDRED TWELVE (812) FEET OF RAIL ON THE WEST END OF NO. 3 TRACK, WEST LIBERTY YARD, HAS BEEN REMOVED.
2. AMERICAN CATALOGUE SPUR TRACK.
 - A. Spur track, five hundred eight (508) feet in length, leading off Main Track ninety-five (95) feet east of the East Leg of Wye Switch at West Belt Jct. has been leased to American Catalogue Company, Oliver Building, Pittsburgh 22, Pa.
 - B. Track Capacity: Eight (8) cars.
 - C. Hand operated derail installed one hundred thirty-four (134) feet east of Main Track Switch.
 - D. Car Stops installed on 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.
 - G. Billing is handled by Agent at West Liberty.
 - H. Cars consigned Philip Carey Company must be placed on American Catalogue Spur Track at Doors 1 or 2. Cars consigned Associated Hardware Co. must be placed on American Catalogue Spur Track at Doors 3, 4, 5, 6 or 7. Doors are numbered beginning at the west end.
3. BRIDGE 2 STORAGE TRACK: Hand operated derail installed one hundred sixty-three (163) feet east of the west switch.
4. Steuben Street is the breaking point for Interchange between the P&LE RR and the P&WV Ry. and Conductors moving cars between the respective Companies will make a list showing initial, number, kind, contents and destination of each car together with the arrival time at Steuben Street and mail same immediately upon completion of each trip to the Cashier at West End, Pittsburgh. P&LE RR Conductors will mail this list from McKees Rocks and P&WV Ry. Conductors will mail same from Rook. Bills for cars moving from the P&LE R.R. to the P&WV Ry. will be brought to Rook by Cashier at West End; Conductors will move cars on billing received at McKees Rocks.
5. Bills for cars placed on the Team Tracks at West End, West End Coal & Supply Co. Spur Track, Shields Spur Track and Rennekamp Lumber & Supply Co. Spur Track, must be mailed to Cashier at West End after Conductor has noted thereon the time and date of placement.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 25

Rook, Pa. July 11th. 1956.

GENERAL NOTICE NO. 22 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. HOPEDALE MINE: 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. CHANDLER STORAGE TRACK. Hand operated derail installed three hundred seventy-five (375) feet west of East Switch.
3. VANADIUM CORPORATION OF AMERICA SPUR TRACK, MINGO JUNCTION, OHIO.
 - A. Spur Track leading off Main Track at Mile Post 94-13, ten (10) feet west of Bridge No. 94.10 (First bridge west of Adams Tunnel) has been installed to serve: Vanadium Corporation of America, 420 Lexington Avenue, New York, NY.
 - B. Spur Track is of stub end construction with facing switch on westward movement.
 - C. Switch is equipped with an Electric Switch Lock and Pipe-Connected derail.
 - D. Track Capacity: 18 cars.
 - E. Car Stops installed on stub or west end.
 - F. For Wheel Report Purposes, Spur Track is designated as Station 0950.
 - G. Billing is handled by Agent at Mingo Junction.
 - H. Crews must not couple to cars on this Spur Track until all persons in or about the cars have been notified and all attachments under or about the cars removed.
4. To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of Main Track from Road Crossing at former Penowa Station, Mile Post 85-35 to a point east of former Penowa Station, Mile Post 85-25.
5. VALLEY MINE: Switch leading to Mine Track has been removed.
6. DUBENA MINE: Main Track switch has been removed.
7. JEFFERSON MINE: Main Track switch has been removed.
8. GLADDEN STORAGE TRACK; Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.



W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

26

GENERAL NOTICE NO. _____

Rook, Pa. July 11th. 1956.

GENERAL NOTICE NO. 17 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. RULE 7, TIME TABLE NO. 27, IS CHANGED AS FOLLOWS:

TELEGRAPH AND TELEPHONE OFFICES:

<u>Location</u>	<u>Time Open</u>
Connellsville -----	24 hours
MONESSEN -----	9:00 A.M. TO 6:00 P.M. - DAILY.
SUDAN -----	9:00 A.M. TO 6:00 P.M. - DAILY.
CLAIRTON -----	9:00 A.M. TO 6:00 P.M. - DAILY.
Bruceston -----	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. - Daily.
	7:00 P.M. to 3:00 A.M. - Daily except Saturday & 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 Junction -----	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 Junction -	24 Hours.

2. Side Track leading off the Main Track at Gastonville on the Connellsville Division, designated as a Construction Track, has been placed in service for the exclusive use of the Maintenance of Way Department. The west switch of this Side Track, facing switch on eastward movement, is located at Mile Post 38-39 and is equipped with an Electric Switch Lock and Pipe-Connected Derail. The east switch of this Side Track, facing switch on westward movement, is located at Mile Post 37-23 and is spiked for Main Track movement. Work Trains may use this track when authorized by the Maintenance of Way Department.

W. E. ROBINHOLT
General Superintendent.



P. & W. R. CO.
RECEIVED
AUG - 11 - 1956

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 27

Rook, Pa. August 1st. 1956

GENERAL NOTICE NO. 25 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. REED, OHIO: PRIVATE GRADE CROSSING HAS BEEN CONSTRUCTED ACROSS THE MAIN TRACK AND PASSING TRACK AT M.P. 104-24, ONE HUNDRED-TWENTY (120) FEET WEST OF THE EAST SWITCH OF REED PASSING TRACK TO BE USED IN TRUCK-ING COAL FROM STRIPPING OPERATIONS. CROSSING WHISTLE POSTS HAVE BEEN ERECTED EAST AND WEST OF THE CROSSING AND ALL TRAINS MUST SOUND ENGINE WHISTLE SIGNAL, RULE 14 (L) APPROACHING THIS CROSSING.
2. Hopedale Mine: 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.
3. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of East Switch.
4. VANADIUM CORPORATION OF AMERICA SPUR TRACK, MINGO JUNCTION, OHIO.
 - A. Spur track leading off Main Track at Mile Post 94-13, ten (10) feet west of Bridge No. 94.10 (First bridge west of Adams Tunnel) has been installed to serve: Vanadium Corporation of America, 420 Lexington Avenue, New York, NY.
 - B. Spur Track is of stub end construction with facing switch on westward movement.
 - C. Switch is equipped with an Electric Switch Lock and Pipe-Connected Derail.
 - D. Track Capacity: 18 cars.
 - E. Car Stops installed on stub or west end.
 - F. For Wheel Report Purposes, Spur Track is designated as Station 0950.
 - G. Billing is handled by Agent at Mingo Junction.
 - H. Crews must not couple to cars on this Spur Track until all persons in or about the cars have been notified and all attachments under or about the cars removed.
5. To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of Main Track from Road Crossing at former Penowa Station, Mile Post 85-35 to a point east of former Penowa Station, Mile Post 85-25.
6. VALLEY MINE: Switch leading to Mine Track has been removed.
7. DUBENA MINE: Main Track switch has been removed.
8. JEFFERSON MINE: Main Track Switch has been removed.
9. GLADDEN STORAGE TRACK: Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 28

Rook, Pa. August 21st. 1956.

1. TOM BROWN INC., SPUR TRACK, CASTLE SHANNON, PA.

- A. SPUR TRACK LEADING OFF MAIN TRACK AT MILE POST 48-26, TWO HUNDRED EIGHTY-NINE (289) FEET EAST OF THE WEST SWITCH OF CASTLE SHANNON PASSING SIDING, HAS BEEN PLACED IN SERVICE FOR: TOM BROWN INC., CASTLE SHANNON, PA.
- B. SPUR TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON WESTWARD MOVEMENT.
- C. SWITCH IS EQUIPPED WITH AN ELECTRIC LOCK AND PIPE CONNECTED DERAIL.
- D. TRACK CAPACITY: 7 CARS.
- E. CAR STOPS INSTALLED ON STUB OR WEST END.
- F. FOR WHEEL REPORT PURPOSES, SPUR TRACK IS DESIGNATED AS STATION 0492.
- G. BILLING IS HANDLED BY AGENT AT LONGVIEW.
- H. CREWS MUST NOT COUPLE TO CARS ON THIS SPUR 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.

*Station number
0492*

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 29

Rook, Pa. September 4, 1956

GENERAL NOTICE NO. 23 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. INSTRUCTIONS CONCERNING THE APPLICATION OF AIR BRAKES WHEN ENGINES ARE PASSING OVER THE STRUCTURE OF THE SCOTTS RUN BRIDGE ON THE BELL BRANCH, AS CONTAINED IN PARAGRAPH 4, RULE 36, TIME TABLE NO. 27, ARE CANCELLED. THIS BRIDGE HAS BEEN FILLED IN WITH SLAG BALLAST.
2. P&WV Ry. and NKP Diesel Engines in Multiple Unit, can be operated on Bell Branch. Rule 24, Time Table No. 27, amended accordingly.
3. Tonnage Rating for NKP Diesel Engines between points named is as follows:-

	<u>NKP 300 - 400 Series</u>	
	<u>Single Unit</u>	<u>Multiple Unit</u>
<u>Westward</u>	<u>TONS</u>	<u>TONS</u>
Rook to Hickory	2250	4500
Mingo Jct. to Pittsburgh Jct.	2250	4500
 <u>Eastward</u>		
Pittsburgh Jct. to Wayco	2850	5700
Mingo Jct. to Hickory	2250	4500

NOTE: In order to maintain Fast Freight Schedules, Tonnage for each Diesel Unit should be reduced 225 tons or 450 tons for a Multiple Unit. Tonnage Ratings as shown above are based on a speed of eleven (11) miles per hour.

Tonnage Rating for Locomotives as shown in Time Table No. 27 amended to conform with above.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 30

Rook, Pa. September 4th. 1956

GENERAL NOTICE NO. 26 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. RULE 7, TIME TABLE NO. 27, 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 & SUNDAY. 7:00 AM. TO 3:00 P.M.-SATURDAY & SUNDAY.
SUDAN -----	9:00 A.M. TO 1:00 A.M.-DAILY EXCEPT SATURDAY & SUNDAY. 9:00 A.M. TO 5:00 P.M.-SATURDAY & SUNDAY.
CLAIRTON -----	8:30 A.M. TO 12:30 A.M.-DAILY EXCEPT SATURDAY & SUNDAY. 8:30 A.M. TO 4:30 P.M.-SATURDAY & 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.-DAILY. 7:00 P.M. to 3:00 A.M.-Daily except Saturday & 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 JUNCTION -----	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 Junction-	24 hours.

2. Side Track leading off the Main Track at Gastonville on the Connellsville Division, Designated as a Construction Track, has been placed in service for the exclusive use of the Maintenance of Way Department. The west switch of this Side Track, facing switch on eastward movement, is located at Mile Post 38-39 and is equipped with an Electric Switch Lock and Pipe-Connected Derail. The east switch of this Side Track, facing switch on westward movement, is located at Mile Post 37-23 and is spiked for Main Track movement. Work Trains may use this track when authorized by the Maintenance of Way Department.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 31

Rook, Pa. September 18th. 1956.

GENERAL NOTICE NO. 24 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. WEST LIBERTY:

SWITCH HAS BEEN INSTALLED AT THE WEST END OF NO. 3 TRACK, WEST LIBERTY YARD. THIS SWITCH IS LOCATED ON NO. 2 YARD TRACK, NINE HUNDRED SEVEN (907) FEET EAST OF THE WEST SWITCH OF NO. 2. CLEAR LENGTH OF NO. 3 TRACK - EIGHT HUNDRED FIFTY-EIGHT (858) FEET: CAPACITY 19 CARS.

2. AMERICAN CATALOGUE SPUR TRACK.

- A. Spur track, five hundred eight (508) feet in length, leading off Main Track ninety-five (95) feet east of the East Leg of Wye Switch at West Belt Jct. has been leased to American Catalogue Company, Oliver Building, Pittsburgh 22, Pa.
- B. Track capacity: eight (8) cars.
- C. Hand operated derail installed one hundred thirty-four (134) feet east of Main Track Switch.
- D. Car Stops installed on 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.
- G. Billing is handled by Agent at West Liberty.
- H. Cars consigned Philip Carey Company must be placed on American Catalogue Spur Track at Doors 1 or 2. Cars consigned Associated Hardware Co. must be placed on American Catalogue Spur Track at Doors 3, 4, 5, 6 or 7. Doors are numbered beginning at the west end.

- 3. BRIDGE 2 STORAGE TRACK: Hand operated derail installed one hundred sixty-three (163) feet east of the west switch.
- 4. Steuben Street is the breaking point for Interchange between the P&LE R.R. and the P&WV Ry. and Conductors moving cars between the respective Companies will make a list showing initial, number, kind, contents and destination of each car, together with the arrival time at Steuben Street and mail same immediately upon completion of each trip to the Cashier at West End, Pittsburgh. P&LE R.R. Conductors will mail this list from McKees Rocks and P&WV Ry. Conductors will mail same from Rook. Bills for cars moving from the P&LE R.R. to the P&WV Ry. will be brought to Rook by Cashier at West End; Conductors will move cars on billing received at McKees Rocks.
- 5. Bills for cars placed on the Team Tracks at West End, West End Coal & Supply Co. Spur Track, Shields Spur Track and Rennekamp Lumber & Supply Co. Spur Track, must be mailed to Cashier at West End after Conductor has noted thereon the time and date of placement.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 32

Rook, Pa. September 18th. 1956.

GENERAL NOTICE NO. 27 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.



1. VANADIUM CORPORATION OF AMERICA, SPUR TRACK, MINGO JUNCTION, OHIO.
 - A. Spur Track leading off Main Track at Mile Post 94-13, ten (10) feet west of Bridge No. 94.10 (First bridge west of Adams Tunnel) has been installed to serve: Vanadium Corporation of America, 420 Lexington Avenue, New York, N.Y.
 - B. Spur Track is of stub end construction with facing switch on westward movement.
 - C. Switch is equipped with an Electric Lock and Pipe-Connected Derail.
 - D. TRACK CAPACITY: 31 CARS.
 - E. HAND BRAKE MUST BE SET ON EACH AND EVERY CAR SET OFF ON THIS SPUR TRACK.
 - F. Car Stops installed on the stub or west end.
 - G. For Wheel Report purposes, Spur Track is designated as Station 0950.
 - H. Billing is handled by Agent at Mingo Junction.
 - I. Crews must not couple to cars on this Spur Track until all persons in or about the cars have been notified and all attachments under or about the cars removed.
2. HOPEDALE MINE: 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.
3. REED, OHIO: Private Grade Crossing has been constructed across the Main Track and Passing Siding at Mile Post 104-24, one hundred twenty (120) feet West of the East Switch of Reed Passing Siding to be used in trucking coal from Stripping Operations. Crossing Whistle Posts have been erected east and west of the Crossing and all trains must sound engine whistle signal, Rule 14 (L) approaching this Crossing.
4. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy five (375) feet west of East Switch.
5. To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of Main Track from Road Crossing at Former Penowa Station, Mile Post 85-35 to a point east of former Penowa Station, Mile Post 85-25.
6. VALLEY MINE. Switch leading to Mine Track has been removed.
7. DUBENA MINE. Main Track switch has been removed.
8. JEFFERSON MINE. Main Track switch has been removed.
9. GLADDEN STORAGE TRACK: Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 33

Rook, Pa. September 18th. 1956



GENERAL NOTICE NO. 16 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. MONESSEN YARD:

- A. NO. 5 STORAGE TRACK HAS SWITCH CONNECTION WITH THE INTERCHANGE YARD AT THE EAST END ONLY. CARS FOR DELIVERY TO THE MONESSEN SOUTHWESTERN Rwy. MUST NOT BE PLACED ON THIS TRACK.
- B. Switch at the west end of No. 4 Storage Track must be kept lined for Ladder Track.
- C. Cars must not be placed on that portion of track between the west switch of No. 4 Storage Track and switch connecting track designated by the Monessen Southwestern Rwy. as Bridge 6 Track.

2. MONESSEN WYE:

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 servicing this Wye Track must be on the lookout for close clearances and obstructions 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.

3. 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.

4. BANNING. All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.

5. SUDAN. Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.

6. BRUCETON:

Hand operated derails installed on the east end of No's. 1 and 2 Storage Tracks.

7. HORNING:

Hand operated derails installed on the east end of No's. 1,2 and 3 Storage Tracks.

8. MIFFLIN:

A. Split Switch Derail 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 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.

9. GENERAL CONCRETE UNITS CORP. SPUR TRACK, CASTLE SHANNON.

Crews servicing this Spur Track must determine that track is not obstructed by Highway Motor Trucks.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 34

Rook, Pa. October 5th. 1956.

ALL CONCERNED:

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

Like all other Railroads through the Nation, our Railroad is paying claims for a considerable amount of Damaged Freight which damage was brought about by ROUGH HANDLING and with this in mind it is our desire to take this opportunity of again cautioning Our Employees in both Road and Yard Service, particularly those who participate in switching operations, of the possible loss of freight to competitive forms of transportation because of damage to freight and delays to cars caused by ROUGH HANDLING.

In view of the high competition between the various forms of transportation We should be extremely interested in CAREFUL HANDLING so as to encourage Shippers to favor us with more freight and to keep what we have from falling to other Carriers. Of course our job security depends on the manner in which we perform our duties, so keep in mind:- Stop Damage To Freight By Coupling Cars Not Over Four (4) Miles Per Hour.

It is my earnest wish for your full cooperation for PERFECT SHIPPING and CAREFUL CAR HANDLING, not only during October, but every month in the year.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 35

Roost, Pa. October 24th. 1956.

THIS GENERAL NOTICE NO. 35 IS EFFECTIVE 6:01 P.M. MONDAY, OCTOBER 29TH. 1956.

1. GASTONVILLE PASSING SIDING:

- A. PASSING SIDING ON THE SOUTH SIDE OF MAIN TRACK BETWEEN MILE POSTS 37-24 AND 38-38, FOUR THOUSAND SIX HUNDRED (4600) FEET EAST OF THE SWITCH TO CLAIRTON BRANCH AT PIERCE, DESIGNATED AS GASTONVILLE PASSING SIDING, IS O.K. FOR SERVICE.
- B. THE EAST SWITCH IS LOCATED 37.6 MILES FROM CONNELLSVILLE. THE WEST SWITCH IS LOCATED 38.9 MILES FROM CONNELLSVILLE.
- C. THE EAST SWITCH OF PASSING SIDING IS A DUAL CONTROL POWER-OPERATED SWITCH UNDER CONTROL OF THE TRAIN DISPATCHER.
- D. CENTRALIZED TRAFFIC CONTROL EQUIPMENT AT EAST END OF PASSING SIDING CONSISTS OF THE FOLLOWING:
 - "B" - DUAL CONTROL SWITCH (RULE 565).
 - "D" - LEAVE SIDING SIGNAL (RULE 287 (B) AND RULE 288).
 - "I" - INTERLOCKING.
- E. THE WEST SWITCH OF PASSING SIDING IS EQUIPPED WITH AN ELECTRIC LOCK AND PIPE CONNECTED DERAIL. PIPE CONNECTED DERAIL IS EQUIPPED WITH A SWITCH LAMP WHICH WILL DISPLAY A 'PURPLE' ASPECT WHEN DERAIL IS IN DERAILING POSITION AND A 'YELLOW' ASPECT WHEN DERAIL IS IN NON-DERAILING POSITION.
- F. CENTRALIZED TRAFFIC CONTROL EQUIPMENT AT WEST END OF PASSING SIDING CONSISTS OF THE FOLLOWING:
 - "F" - ELECTRIC SWITCH LOCK (RULE 561).
 - "G" - PIPE CONNECTED DERAIL.
- G. HOME SIGNAL FOR WESTWARD TRAINS HAS BEEN INSTALLED TWENTY (20) FEET EAST OF THE EAST SWITCH OF GASTONVILLE PASSING SIDING.
- H. HOME SIGNAL FOR EASTWARD TRAINS HAS BEEN INSTALLED THREE HUNDRED (300) FEET WEST OF THE EAST SWITCH OF GASTONVILLE PASSING SIDING.
- I. LEAVE SIDING SIGNAL (DWARF SIGNAL) FOR EASTWARD TRAINS LEAVING THE PASSING SIDING HAS BEEN INSTALLED THREE HUNDRED (300) FEET WEST OF THE EAST SWITCH OF GASTONVILLE PASSING SIDING.
- J. APPROACH SIGNAL 363, FOR WESTWARD TRAINS HAS BEEN INSTALLED SEVEN HUNDRED (700) FEET WEST OF THE WEST SWITCH OF FROMAN.
- K. HOME SIGNAL FOR WESTWARD TRAINS LOCATED AT THE EAST END OF GASTONVILLE PASSING SIDING WILL ALSO BE THE APPROACH SIGNAL TO THE WESTWARD HOME SIGNAL AT PIERCE.
- L. HOME SIGNAL FOR EASTWARD TRAINS AT PIERCE WILL ALSO BE THE APPROACH SIGNAL TO THE EASTWARD HOME SIGNAL AT EAST END OF GASTONVILLE PASSING SIDING.
- M. WESTWARD APPROACH SIGNALS 351 AND 381 AND EASTWARD APPROACH SIGNAL 372, ARE REMOVED.
- N. CAPACITY OF PASSING SIDING: 125 CARS, DOUBLE UNIT DIESEL AND CABOOSE.
- O. TELEPHONES FOR COMMUNICATION WITH THE TRAIN DISPATCHER ARE LOCATED IN TELEPHONE BOOTHS AT THE EAST AND WEST END OF PASSING SIDING.
- P. WESTWARD TRAINS OR ENGINES USING GASTONVILLE PASSING SIDING MUST STOP CLEAR OF THE PIPE CONNECTED DERAIL AT WEST END OF PASSING SIDING AND MUST OBTAIN PERMISSION FROM THE TRAIN DISPATCHER BEFORE ENTERING MAIN TRACK (TIME TABLE RULE NO. 86).
- Q. WESTWARD TRAINS OR ENGINES LEAVING GASTONVILLE PASSING SIDING MUST APPROACH HOME SIGNAL AT PIERCE PREPARED TO STOP. (TIME TABLE RULE NO. 76).
- R. TIME TABLE NO. 27 AMENDED TO CONFORM WITH ABOVE.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 36

Rook, Pa. October 26th. 1956.

THIS GENERAL NOTICE NO. 36 IS EFFECTIVE 8:00 A.M. SUNDAY, OCTOBER 28TH. 1956.

GENERAL NOTICES NUMBERED 29 AND 30 ARE SUPERSEDED OR CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 8:00 A.M., SUNDAY, OCTOBER 28TH. 1956.

1. RULE 7, TIME TABLE NO. 27, IS CHANGED AS FOLLOWS:

TELEGRAPH AND TELEPHONE OFFICES:

Location	Time Open	
MONESSEN -----	8:00 A.M. to 12:00 Midnight-	Daily except Saturday & Sunday.
	8:00 A.M. TO 4:00 P.M. -----	SATURDAY AND SUNDAY.
SUDAN -----	10:00 A.M. to 2:00 A.M. -----	Daily except Saturday & Sunday.
	10:00 A.M. TO 6:00 P.M. -----	SATURDAY AND SUNDAY.
CLAIRTON -----	9:30 A.M. to 1:30 A.M. -----	Daily except Saturday & Sunday.
	9:30 A.M. TO 5:30 P.M. -----	SATURDAY AND SUNDAY
WEST LIBERTY -	8:30 A.M. TO 4:30 P.M. -----	DAILY.
	7:00 P.M. to 3:00 A.M. -----	Daily except Saturday & Sunday.

2. Instructions concerning the application of air brakes when engines are passing over the structure of the Scotts Run Bridge on the Bell Branch, as contained in Paragraph 4, Rule 36, Time Table No. 27, are cancelled. This Bridge has been filled in with Slag ballast.
3. P&WV Ry. and NKP Diesel Engines in Multiple Unit, can be operated on Bell Branch. Rule 24, Time Table No. 27, amended accordingly.
4. Tonnage Rating for NKP Diesel Engines between points named is as follows:-

	<u>NKP 300 - 400 series</u>	
	<u>Single</u>	<u>Multiple</u>
<u>Westward</u>	<u>TONS</u>	<u>TONS</u>
Rook to Hickory	2250	4500
Mingo Jct. to Pittsburgh Jct.	2250	4500
 <u>Eastward</u>		
Pittsburgh Jct. to Wayco	2850	5700
Mingo Jct. to Hickory	2250	4500

NOTE: In order to maintain Fast Freight Schedules, Tonnage for each Diesel Unit should be reduced 225 tons or 450 tons for a Multiple Unit. Tonnage Ratings as shown above are based on a speed of eleven (11) miles per hour.

Tonnage Rating for Locomotives as shown in Time Table No. 27 amended to conform with above.

W. E. Robinholt,
General Superintendent.





THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 37

Rock, Pa. November 21st. 1956

THIS GENERAL NOTICE NO. 37 IS EFFECTIVE 6:01 P.M. MONDAY, NOVEMBER 26TH. 1956.

GENERAL NOTICE NO. 35 IS SUPERSEDED OR CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 6:01 P.M. MONDAY, NOVEMBER 26, 1956.

1. GASTONVILLE PASSING SIDING:

- A. Passing Siding on the South Side of Main Track between Mile Posts 37-24 and 38-38, four thousand six hundred (4600) feet east of the switch to Clairton Branch at Pierce, is O.K. for service.
- B. The East Switch is located 37.6 miles from Connellsville. The West Switch is located 38.9 miles from Connellsville.
- C. The East Switch AND WEST SWITCH of Passing Siding are Dual Control Power-Operated Switches under control of the Train Dispatcher.
- D. Centralized Traffic Control Equipment at East End AND WEST END of Passing Siding consists of the following:
 - "B" - Dual Control Switch (Rule 565).
 - "D" - Leave Siding Signal (Rule 287 (B) and Rule 288).
 - "I" - Interlocking.
- E. Home Signals for westward trains have been installed twenty (20) feet east of the East Switch AND THREE HUNDRED (300) FEET EAST OF THE WEST SWITCH of Gastonville Passing Siding.
- F. Home Signals for eastward trains have been installed TWENTY (20) FEET WEST OF THE WEST SWITCH and three hundred (300) Feet west of East Switch of Gastonville Passing Siding.
- G. Leave Siding Signal (Dwarf Signal) for Eastward trains leaving the Passing Siding has been installed three hundred (300) feet west of the East Switch of Gastonville Passing Siding.
- H. LEAVE SIDING SIGNAL (DWARF SIGNAL) FOR WESTWARD TRAINS LEAVING THE PASSING SIDING HAS BEEN INSTALLED THREE HUNDRED (300) FEET EAST OF THE WEST SWITCH OF GASTONVILLE PASSING SIDING.
- I. Approach Signal 363, for Westward trains has been installed seven hundred (700) feet west of the West Switch of Froman.
- J. Home Signal for Westward trains located at the East End of Gastonville Passing Siding will also be the Approach Signal to the WESTWARD HOME SIGNAL AT THE WEST END OF GASTONVILLE PASSING SIDING.
- K. HOME SIGNAL FOR WESTWARD TRAINS LOCATED AT THE WEST END OF GASTONVILLE PASSING SIDING WILL ALSO BE THE APPROACH SIGNAL TO THE WESTWARD HOME SIGNAL AT PIERCE.
- L. Home signal for Eastward trains at Pierce will also be the Approach Signal to the EASTWARD HOME SIGNAL AT THE WEST END OF GASTONVILLE PASSING SIDING.
- M. HOME SIGNAL FOR EASTWARD TRAINS AT THE WEST END OF GASTONVILLE PASSING SIDING WILL ALSO BE THE APPROACH SIGNAL TO THE EASTWARD HOME SIGNAL AT THE EAST END OF GASTONVILLE PASSING SIDING.
- N. Capacity of Passing Siding: 125 cars, double unit diesel and caboose.
- O. Telephones for communication with the Train Dispatcher are located in Telephone Booths at the East and West End of Passing Siding.
- P. ELECTRIC SWITCH LOCK AND PIPE CONNECTED DERAIL AT THE WEST END OF GASTONVILLE PASSING SIDING ARE REMOVED.
- Q. Time Table No. 27 amended to conform with above.

W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

38

GENERAL NOTICE NO. _____

Rook, Pa. November 29th. 1956.

THIS GENERAL NOTICE NO. 38 WILL BE IN EFFECT BETWEEN THE HOURS OF 7:01 A. M. AND 4:01 P.M. MONDAY, DECEMBER 3RD., TUESDAY, DECEMBER 4TH., AND WEDNESDAY, DECEMBER 5TH., 1956.

1. WESTWARD MAIN TRACK, FROM THE WEST END OF GREENTREE TUNNEL TO CROSSOVERS LOCATED SEVEN HUNDRED THREE (703) FEET EAST OF THE EAST END OF GREENTREE TUNNEL, WILL BE OUT OF SERVICE.
2. EASTWARD MAIN TRACK, FROM THE EAST CROSSOVER AT THE EAST END OF ROOK YARD TO THE CROSSOVERS LOCATED SEVEN HUNDRED THREE (703) FEET EAST OF THE EAST END OF GREENTREE TUNNEL, WILL BE USED AS SINGLE TRACK.
3. TRAIN ORDER OFFICES WILL BE ESTABLISHED ON THE NORTH SIDE OF WESTWARD MAIN TRACK AT THE FOLLOWING LOCATIONS:
 - (a). TWO HUNDRED THIRTY FIVE (235) FEET WEST OF THE EAST SWITCH OF KELLEY CROSSOVER.
 - (b). TWO HUNDRED THIRTY FIVE (235) FEET WEST OF THE EAST SWITCH OF THE EAST CROSSOVER AT THE EAST END OF ROOK YARD.

THESE TRAIN ORDER OFFICES WILL NOT BE EQUIPPED WITH TRAIN ORDER FIXED SIGNALS.

4. ALL TRAINS, ENGINES AND TRACK CARS MUST OBTAIN TRAIN ORDERS BEFORE USING EASTWARD MAIN TRACK BETWEEN THE EAST CROSSOVER AT THE EAST END OF ROOK YARD AND CROSSOVERS LOCATED SEVEN HUNDRED THREE (703) FEET EAST OF THE EAST END OF GREENTREE TUNNEL.
5. SPEED OF FIFTEEN (15) MILES PER HOUR MUST NOT BE EXCEEDED WHILE MOVING THROUGH GREENTREE TUNNEL ON THE EASTWARD MAIN TRACK.
6. SPIKES HAVE BEEN REMOVED AND CROSSOVERS LOCATED SEVEN HUNDRED THREE (703) FEET EAST OF THE EAST END OF GREENTREE TUNNEL ARE TEMPORARILY RESTORED TO SERVICE. RULE 4, TIME TABLE NO. 27 MODIFIED ACCORDINGLY.
7. YARD ENGINES MUST NOT USE NOR OBSTRUCT THE EASTWARD MAIN TRACK BETWEEN THE EAST CROSSOVER EAST END OF ROOK YARD AND THE WEST PORTAL OF GREENTREE TUNNEL. ALL YARD SWITCHING MUST BE PERFORMED ON THE WESTWARD MAIN TRACK.
8. DURING THE HOURS THAT BOTH MAIN TRACKS ARE IN SERVICE THROUGH GREENTREE TUNNEL, ALL TRAINS, ENGINES, AND TRACK CARS MOVING WITH THE CURRENT OF TRAFFIC BETWEEN THE EAST END OF ROOK YARD AND THE EAST END OF DOUBLE TRACK WEST BELT JCT. MILE POST 52.9, WILL BE GOVERNED BY SIGNAL INDICATIONS AND ALL YARD SWITCHING WILL BE PERFORMED IN THE NORMAL MANNER.



W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 39

Roop, Pa. December 6th. 1956.

GENERAL NOTICES NUMBERED 34 AND 38 ARE SUPERSEDED OR CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. THE FOLLOWING CHANGES ARE MADE IN THE LISTING OF NAMES AND TELEPHONE NUMBERS OF COMPANY SURGEONS AND AMBULANCE SERVICE AS SHOWN ON PAGES 2 AND 3 OF CURRENT TIME TABLE NO. 27.

A. DR. LEWIS F. KIBLER HAS BEEN APPOINTED COMPANY SURGEON IN PLACE OF DR. RICHARD HARKCOM. DR. KIBLER LIVES IN HICKORY, HAS AN OFFICE AT HICKORY ON MAIN STREET AND AN OFFICE IN THE POST OFFICE BUILDING AT AVELLA. DR. KIBLER'S TELEPHONES ARE:

HICKORY - RESIDENCE: ELgin 6-4673.
OFFICE: ELgin 6-2277.
AVELLA - OFFICE: LUtther 7-5321.

B. DR. J. K. McCarrell.

TELEPHONE CHANGED TO:

HICKORY - Residence: ELgin 6-4533.
Office: ELgin 6-2277.

C. Dr. H. A. Black.

TELEPHONE CHANGED TO:

Residence: BRowning 9-1854.
Office: BRowning 6-1300.

D. Dr. S. P. Balcerzak.

TELEPHONE CHANGED TO:

Residence: BRowning 6-4924.
Office: BRowning 6-4326.

E. Dr. P. G. Motta.

TELEPHONE CHANGED TO:

Residence: BRowning 6-4446.
Office: BRowning 6-3010.

F. Dr. Carlisle E. McKee:

RESIDENCE TELEPHONE CHANGED TO WALnut 1-4034.

G. HENNEY FUNERAL HOME

TELEPHONE CHANGED TO: BRowning 6-2300.



W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 40

Rook, Pa. December 27th. 1956.

GENERAL NOTICE NO. 32 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. VANADIUM CORPORATION OF AMERICA, SPUR TRACK, MINGO JUNCTION, OHIO.
 - A. Spur Track leading off Main Track at Mile Post 94-13, ten (10) feet west of Bridge No. 94.10 (first bridge west of Adams Tunnel) has been installed to serve: Vanadium Corporation of America, 420 Lexington Avenue, New York, N.Y.
 - B. Main Track Switch is a facing switch on westward movement equipped with an Electric Switch Lock and Pipe Connected Derail.
 - C. Track layout consists of two (2) tracks designated as:
 - No. 1 Track (Lower Track)--Capacity 51 cars.
 - No. 2 Track (Upper Track)--Capacity 44 cars.
 - D. No's. 1 and 2 Tracks are of stub end construction with car stops installed on stub or west end. BOTH TRACKS ARE O.K. FOR SERVICE.
 - E. Hand Brake must be set on each and every car set off on these tracks.
 - F. For Wheel Report purposes, Spur Track is designated as Station 0950.
 - G. Billing is handled by Agent at Mingo Junction.
 - H. Crews must not couple to cars on this Spur Track until all persons in or about the cars have been notified and all attachments under or about the cars removed.
2. HOPEDALE MINE: 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.
3. REED, OHIO: Private Grade Crossing has been constructed across the Main Track and Passing Siding at Mile Post 104-24, one hundred twenty (120) feet West of the East Switch of Reed Passing Siding to be used in trucking coal from Stripping Operations. Crossing Whistle Posts have been erected east and west of the Crossing and all trains must sound engine whistle signal, Rule 14 (L), approaching this Crossing.
4. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of East Switch.
5. To eliminate possibility of personal injury, all concerned will look out for rail fence erected along south side of Main Track from Road Crossing at Former Penowa Station, Mile Post 85-35 to a point east of former Penowa Station, Mile Post 85-25.
6. VALLEY MINE. Switch leading to Mine Track has been removed.
7. DUBENA MINE. Main Track switch has been removed.
8. JEFFERSON MINE. Main Track switch has been removed.
9. GLADDEN STORAGE TRACK: Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.

W. E. ROBINHOLT,
General Superintendent.