

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 41



Rook, Pa. January 14th. 1957.

GENERAL NOTICE NO. 31 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. AMERICAN CATALOGUE SPUR TRACK.

- A. Spur Track, SEVEN HUNDRED TWENTY-EIGHT (728) 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; THIRTEEN (13) 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 Casey Company must be placed on American Catalogue Spur Track at Doors 1 or 2. Cars consigned Associated Hardware Company must be placed on American Catalogue Spur Track at Doors 3, 4, 5, 6 or 7. CARS CONSIGNED RODDIS COMPANY MUST BE PLACED ON AMERICAN CATALOGUE SPUR TRACK AT DOORS 8, 9, or 10. Doors are numbered beginning at the west end.

2. 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.

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&W 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&W Ry. Conductors will mail same from Rook. Bills for cars moving from the P&LE R.R. to the P&W 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. 42

Rook, Pa. January 17th. 1957.

GENERAL NOTICE NO. 36 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. TONNAGE RATING FOR LOCOMOTIVES ENUMERATED BELOW BETWEEN POINTS NAMED IS AS FOLLOWS:

	<u>P&WV DIESEL ENGINES</u>		<u>NKP DIESEL ENGINES</u>	
	90-91-92-93		*300-400 series	
	<u>SINGLE</u>	<u>MULTIPLE</u>	<u>Single</u>	<u>Multiple</u>
<u>WESTWARD</u>	<u>UNIT</u>	<u>UNIT</u>	<u>Unit</u>	<u>Unit</u>
West Belt Jct. to Rook	1875	3750	--	--
Rook to Hickory	2525	5050	2250	4500
Mingo Jct. to Pittsburgh Jct.	2525	5050	2250	4500
Connellsville to Pierce	2000	4000	--	--
Clairton to Longview	1600	3200	--	--
 <u>EASTWARD</u>				
Pittsburgh Jct. to Wayco	3200	6400	2850	5700
Mingo Jct. to Hickory	2525	5050	2250	4500
West Belt Jct. to Longview	1700	3400	--	--
Pierce to Alto	2000	4000	--	--
Alto to Connellsville	3300	6600	--	--
West End to West Belt Jct.	1600	3200	--	--

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

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

- 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 A, Rule 36, Time Table No. 27, are cancelled. This Bridge has been filled in with slag ballast.
- P&WV Ry. and NKP Diesel Engines in Multiple Unit, can be operated on Bell Branch. Rule 24, Time Table No. 27, amended accordingly.
- Rule 7, Time Table No. 27, is changed as follows:

TELEGRAPH AND TELEPHONE OFFICES:

<u>Location</u>	<u>Time Open</u>	
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 & 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.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 43

Rook, Pa. January 17th. 1957.

THIS GENERAL NOTICE NO. 43 WILL BE IN EFFECT BETWEEN THE HOURS OF 7:01 A.M. AND 4:01 P.M., MONDAY, JANUARY 21ST., TUESDAY, JANUARY 22ND. AND WEDNESDAY, JANUARY 23RD. 1957.

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. 44

Rook, Pa. January 24th. 1957.

GENERAL NOTICES NUMBERED 33 AND 43 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. LARGE: A. WALKWAYS HAVE BEEN CONSTRUCTED OVER TRACKS AT THE FOLLOWING LOCATIONS:
 1. EAST END OF OFFICE BUILDING AT DICK CONSTRUCTION COMPANY.
 2. East end of Highway Grade Crossing, Route 51.All concerned must familiarize themselves with these conditions.
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. BANNING: All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.
3. 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.
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 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.
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. 45

Rook, Pa. January 31st. 1957.

GENERAL NOTICE NO. 28 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. FROMAN:

A. FROMAN IS DISCONTINUED AS A PASSING SIDING AND IS DESIGNATED AS A STORAGE TRACK. ALL REFERENCES TO FROMAN PASSING SIDING, AS CONTAINED IN TIME TABLE NO. 27, WILL APPLY TO FROMAN STORAGE TRACK.

B. FOLLOWING CENTRALIZED TRAFFIC CONTROL EQUIPMENT HAS BEEN REMOVED:

EAST END

"A" - SPRING SWITCH (RULES 551 to 557 INCLUSIVE)
"D" - LEAVE SIDING SIGNAL (RULES 287 (B) AND 288)
"E" - SPRING SWITCH SIGNAL (RULE 292C)

WEST END

"A" - SPRING SWITCH (RULES 551 TO 557 INCLUSIVE)
"C" - TAKE SIDING SIGNAL (RULE 292A)
"D" - LEAVE SIDING SIGNAL (RULES 287 (B) AND 288)
"I" - INTERLOCKING

C. FOLLOWING CENTRALIZED TRAFFIC CONTROL EQUIPMENT HAS BEEN INSTALLED.

EAST END

"F" - ELECTRIC SWITCH LOCK (RULE 561)
"G" - PIPE CONNECTED DERAIL

WEST END

"F" - ELECTRIC SWITCH LOCK (RULE 561)
"G" - PIPE CONNECTED DERAIL

D. TRACK CAPACITY: - 58 CARS.

E. TIME TABLE NO. 27 AMENDED TO CONFORM WITH ABOVE.

2. 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.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

46

GENERAL NOTICE NO. ~~Book~~, Pa. January 31st, 1957.

GENERAL NOTICE NO. 42 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>
MONESSEN -----	8:00 A.M. TO 12:00 MIDNIGHT - DAILY
SUDAN -----	10:00 A.M. TO 2:00 A.M. ----- DAILY
CLAIRTON -----	9:30 A.M. TO 1:30 A.M. ----- DAILY EXCEPT SATURDAY
	9:30 A.M. TO 5:30 P.M. ----- SATURDAY
WEST LIBERTY --	8:30 AM. TO 4:30 P.M. ----- DAILY
	7:00 P.M. to 3:00 A.M. ----- Daily except Saturday & Sunday.

2. **TONNAGE RATING FOR LOCOMOTIVES ENUMERATED BELOW BETWEEN POINTS NAMED IS AS FOLLOWS:**

	<u>P&WV DIESEL ENGINES</u>		<u>NKP DIESEL ENGINES</u>	
	90-91-92-93		*300-400 series	
<u>WESTWARD</u>	<u>SINGLE</u>	<u>MULTIPLE</u>	<u>Single</u>	<u>Multiple</u>
	<u>UNIT</u>	<u>UNIT</u>	<u>Unit</u>	<u>Unit</u>
West Belt Jct. to Rook	1875	3750	---	---
Rook to Hickory	2525	5050	2250	4500
Mingo Jct. to Pittsburgh Jct.	2525	5050	2250	4500
Connellsville to Pierce	2000	4000	---	---
Clairton to Longview	1600	3200	---	---
<u>EASTWARD</u>				
Pittsburgh Jct. to Wayco	3200	6400	2850	5700
Mingo Jct. to Hickory	2525	5050	2250	4500
West Belt Jct. to Longview	1700	3400	---	---
Pierce to Alto	2000	4000	---	---
Alto to Connellsville	3300	6600	---	---
West End to West Belt Jct.	1600	3200	---	---

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

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

3. 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 A, Rule 36, Time Table No. 27, are cancelled. This Bridge has been filled in with slag ballast.
4. P&WV RY. and NKP Diesel Engines in Multiple Unit, can be operated on Bell Branch. Rule 24, Time Table No. 27, amended accordingly.



W. E. ROBINHOLT,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 47



Rook, Pa. February 13th. 1957.

GENERAL NOTICE NO. 40 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

VANCORAM, OHIO.

1. THE SITE OF THE NEW VANADIUM CORPORATION OF AMERICA PLANT AT KOLMONT, IS DESIGNATED AS STATION - "VANCORAM".

A. FOR WHEEL REPORT PURPOSES, THIS STATION IS NUMBERED 0950.

B. VANADIUM CORPORATION OF AMERICA, SPUR TRACK:

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.

Main Track Switch is a facing switch on westward movement equipped with an Electric Switch Lock and Pipe Connected Derail.

Track Layout consists of tracks designated as:

No. 1 Track (Lower Track) --- Capacity 51 cars.

No. 2 Track (Upper Track) --- Capacity 44 cars.

TEMPORARY SPUR TRACK ----- CAPACITY 2 CARS - (THIS TRACK LEADS OFF

NO. 1 TRACK AT BUILDING AND IS O.K. FOR SERVICE ONLY TO A POINT TWO (2) CAR LENGTHS INSIDE THE BUILDING. ENGINE LIMIT BOARD INSTALLED JUST EAST OF BUILDING).

All tracks are of stub end construction with Car Stops installed on the stub or west end.

Hand Brake must be set on each and every car set off on any of these tracks. Billing is handled by Agent at Mingo Junction.

Crews servicing Vanadium Corporation must not couple to cars on any of the tracks until all persons in or about the cars have been notified and all attachments under or about the cars removed.

C. CONSTRUCTION TRACK:

SPUR TRACK LEADING OFF MAIN TRACK AT MILE POST 94-12, APPROXIMATELY ONE HUNDRED THIRTY THREE (133) FEET EAST OF BRIDGE 94.10 (FIRST BRIDGE WEST OF ADAMS TUNNEL) HAS BEEN PLACED IN SERVICE AS A CONSTRUCTION TRACK AND IS O.K. FOR SERVICE.

MAIN TRACK SWITCH IS A FACING SWITCH ON EASTWARD MOVEMENT EQUIPPED WITH AN ELECTRIC SWITCH LOCK AND PIPE CONNECTED DERAIL. CAR STOPS INSTALLED ON STUB OR EAST END.

TRACK CAPACITY: 7 CARS.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 48



Rook, Pa. February 13th. 1957.

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. 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 Stipping 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.
3. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of East Switch.
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

GENERAL NOTICE NO. 49

Rook, Pa., February 20th. 1957.

THIS GENERAL NOTICE NO. 49 WILL BE IN EFFECT BETWEEN THE HOURS OF 7:01 AM. AND 4:01 P.M. MONDAY, FEBRUARY 25th, TUESDAY, FEBRUARY 26th. AND WEDNESDAY, FEBRUARY 27th. 1957.

1. EASTWARD 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. WESTWARD 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 WESTWARD 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 WESTWARD 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. DWARF SIGNAL HAS BEEN INSTALLED AT THE WEST END OF THE WEST CROSSOVER BETWEEN THE MAIN TRACKS TWO HUNDRED FIFTEEN (215) FEET WEST OF KELLEY TRAIN ORDER OFFICE. THIS DWARF SIGNAL GOVERNS EASTWARD MOVEMENT OF TRAINS AND ENGINES VIA THE CROSSOVER AND EASTWARD MAIN TRACK TO EASTWARD BLOCK SIGNAL LOCATED THREE HUNDRED (300) FEET WEST OF THE END OF DOUBLE TRACK AT WEST BELT JCT., MILE POST 52.9. THIS DWARF SIGNAL WILL DISPLAY THE FOLLOWING ASPECTS:

" RESTRICTING "	—	RULE 290 (C).
" STOP "	—	RULE 292 (D).
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.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 50

Rook, Pa. February 28th. 1957.

GENERAL NOTICES NUMBERED 15 AND 49 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. KRAMER SPUR TRACK, ROOK, PA.
 - A. SPUR TRACK, THREE HUNDRED TWENTY (320) FEET IN LENGTH, LEADING OFF NO. 11 TRACK AT THE EAST END OF ROOK YARD, HAS BEEN LEASED TO: O. H. KRAMER, 6923 ROSEWOOD ST., PITTSBURGH 8, PA.
 - B. TRACK CAPACITY: 3 CARS.
 - C. CAR STOPS INSTALLED ON STUB OR EAST END.
 - 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. CARS CONSIGNED L. H. PARKE COMPANY, MUST BE PLACED ON THIS TRACK.
 - F. BILLING IS HANDLED BY AGENT AT ROOK.
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. MANSFIELD AVENUE, PITTSBURGH 5, 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.
3. 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 Dispatcher's 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.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 51

Rook, Pa. March 15, 1957

GENERAL NOTICE NO. 48 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. PEA VINE. MAIN TRACK SWITCH HAS BEEN 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 W. V. RY. CO.

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 52

Rook, Pa. March 25th. 1957.



THIS GENERAL NOTICE NO. 52 WILL BE IN EFFECT BETWEEN THE HOURS OF 7:01 A. M. AND 4:01 P. M. WEDNESDAY, MARCH 27TH.; THURSDAY, MARCH 28TH.; AND FRIDAY, MARCH 29TH. 1957.

1. EASTWARD 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. WESTWARD 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 WESTWARD 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 WESTWARD 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. DWARF SIGNAL HAS BEEN INSTALLED AT THE WEST END OF THE WEST CROSSOVER BETWEEN THE MAIN TRACKS TWO HUNDRED FIFTEEN (215) FEET WEST OF KELLEY TRAIN ORDER OFFICE. THIS DWARF SIGNAL GOVERNS EASTWARD MOVEMENT OF TRAINS AND ENGINES VIA THE CROSSOVER AND EASTWARD MAIN TRACK TO EASTWARD BLOCK SIGNAL LOCATED THREE HUNDRED (300) FEET WEST OF THE END OF DOUBLE TRACK AT WEST BELT JCT., MILE POST 52.9. THIS DWARF SIGNAL WILL DISPLAY THE FOLLOWING ASPECTS:
 - " RESTRICTING " -- RULE 290 (C).
 - " STOP " -- RULE 292 (D).
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.

W. E. ROBINHOLT
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 53

Rook, Pa. April 3, 1957.

GENERAL NOTICES NUMBERED 44 AND 52 ARE SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. SPEER DUMP TRACK. MAIN TRACK SWITCH HAS BEEN REMOVED.
2. BANNING: All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.
3. 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.
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 servicing this Wye Track must be on the lockout 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.
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. LARGE: A. Walkways have been constructed over tracks at the following locations:
 1. East end of Office Building at Dick Construction Co. Spur Track.
 2. East end of Highway Grade Crossing, Route 51.All concerned must familiarize themselves with these conditions.

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.
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. C. KRESGE,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 54

Rook, Pa. April 24th. 1957.

GENERAL NOTICE NO. 51 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. HOPEDALE MINE:

- A. CREWS SERVICING HOPEDALE MINE MUST PLACE THE EMPTIES FROM THE WEST END AND REMOVE THE LOADS FROM THE EAST END.
- B. 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. PENOWA STORAGE TRACK:

THE EAST SWITCH OF PENOWA STORAGE TRACK HAS BEEN MOVED WESTWARD TO A POINT TWO HUNDRED TEN (210) FEET WEST OF STATE LINE TUNNEL. TRACK CAPACITY 39 CARS. TIME TABLE NO. 27 AMENDED ACCORDINGLY.

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. VALLEY MINE: Switch leading to Mine Track has been removed.

6. DUBENA MINE: Main track switch has been removed.

7. 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.

8. JEFFERSON MINE: Main track switch has been removed.

9. PEA VINE: Main track switch has been removed.

10. GLADDEN STORAGE TRACK: Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.

W. C. KRESGE,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 55

Rook, Pa. April 29th, 1957.

GENERAL NOTICE NO. 46 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.
SUDAN -----	9:00 A.M. TO 1:00 A.M. - DAILY
CLAIRTON -----	8:30 A.M. TO 12:30 A.M. - DAILY EXCEPT SATURDAY.
	8:30 A.M. TO 4:30 P.M. - SATURDAY.
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 -----	7:00 A.M. TO 4:00 P.M. - DAILY EXCEPT SUNDAY.
Pittsburgh Junction -	24 hours.

2. TONNAGE RATING FOR LOCOMOTIVES ENUMERATED BELOW BETWEEN POINTS NAMED IS AS FOLLOWS.

	<u>P&WV Diesel Engines</u>		<u>NKP Diesel Engines</u>	
	90-91-92-93		*300-400 series	
<u>WESTWARD</u>	<u>SINGLE</u>	<u>MULTIPLE</u>	<u>SINGLE</u>	<u>MULTIPLE</u>
	<u>UNIT</u>	<u>UNIT</u>	<u>UNIT</u>	<u>UNIT</u>
West Belt Jct. to Rook	1875	3750	---	---
Rook to Hickory	2525	5050	2250	4500
Mingo Jct. to Pittsburgh Jct.	2525	5050	2250	4500
Connellsville to Pierce	2000	4000	---	---
Clairton to Longview	1600	3200	---	---
 <u>EASTWARD</u>				
Pittsburgh Jct. to Wayco	3200	6400	2850	5700
Mingo Jct. to Hickory	2525	5050	2250	4500
West Belt Jct. to Longview	1700	3400	---	---
Pierce to Alto	2000	4000	---	---
Alto to Connellsville	3300	6600	---	---
West End to West Belt Jct.	1600	3200	---	---

*NOTE: Tonnage Ratings for NKP Diesel Units are based on a speed basis of eleven (11) Miles per hour. In order to maintain Fast Freight Schedules, Tonnage for each NKP Diesel Unit should be reduced 225 tons from the figures shown above or a total of 450 tons for a Multiple Unit.

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

3. 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 A, Rule 36, Time Table No. 27, are cancelled. This Bridge has been filled in with slag ballast.
4. P&WV Ry. and NKP Diesel Engines in Multiple Unit, can be operated on Bell Branch. Rule 24, Time Table No. 27, amended accordingly.

W. C. KRESGE,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 56



Rook, Pa. May 23rd. 1957.

THIS GENERAL NOTICE NO. 56 IS EFFECTIVE 9:00 A. M. FRIDAY, MAY 24TH. 1957.

1. GENERAL SERVICES ADMINISTRATION, UNITED STATES GOVERNMENT, ORE STORAGE YARD NO. 2., LARGE, PA.

- A. New Ore Storage Yard, designated as Ore Storage Yard No. 2, has been constructed on the Clairton Branch just west of present Ore Storage Yard No. 1.
- B. Tracks are owned by the General Services Administration of the U. S. Government and consists of:-
 - Three (3) tracks west of the Unloading Bin designated as:
 - No. 1 Loaded Track - Capacity 25 cars.
 - No. 2 Loaded Track - Capacity 14 cars.
 - No. 3 Loaded Track - Capacity 11 cars.
 - One (1) Track over Unloading Bin designated as No. 1 Track.
 - Three (3) tracks east of the Unloading Bin designated as:-
 - No. 1 Empty Track - Capacity 35 cars.
 - No. 2 Empty Track - Capacity 14 cars.
 - No. 3 Empty Track - Capacity 8 cars.
- C. The west switch of Ore Storage Yard No. 2 is a facing switch on eastward movement leading off Main Track at Mile Post 1-17. The east switch of Ore Storage Yard No. 2 leads off the Loaded Lead at the westend of Ore Storage Yard No. 1.
- D. Unloading Bin constructed under No. 1 track about 1350 feet east of the main track switch.
- E. Loads consigned to: General Services Administration, U. S. Government, must be placed on No. 1, No. 2 or No. 3 Loaded Tracks. Empties will be removed from No. 1, No. 2 or No. 3 Empty Tracks.
- F. Engines may be operated over the Unloading Bin but overhead structure at Unloading Bin will not clear man on top or side of car or engine.
- G. Crews must not couple to cars on these tracks until all persons in or about the cars have been notified and all attachments under or about the cars removed. Crews must also see that the Car Shaker above the Unloading Bin has been raised to clear cars and engines before operating over Unloading Bin.
- H. Conductors must furnish a list to Agent at Clairton showing time cars are placed on these tracks, listing initial, number, kind and contents of each car.
- I. Bills, together with a list of the loaded cars set off on these tracks must be left in Bill Box at Unloading Bin.
- J. For Wheel Report purposes, Ore Storage Yard No. 2 is designated as Station 3023.
- K. Hand Operated derail installed 195 feet east of west switch.
- L. Hand Operated derail formerly located 187 feet east of west switch of Ore Storage Yard No. 1 has been removed.
- M. Switch connecting the empty lead at the east end of Ore Storage Yard No. 2 with the loaded lead at the west end of Ore Storage Yard No. 1 must be left set and lined for straightaway movement from Ore Storage Yard No. 2 to Ore Storage Yard No. 1.
- N. Attention is called to the fact that Lap Switches have been installed just west of the Unloading Bin connecting Loaded Tracks No's. 1, 2 and 3, also that Lap Switches have been installed just east of the Unloading Bin connecting Empty Tracks No's, 1, 2 and 3.

W. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

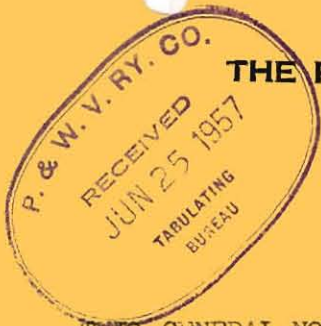
GENERAL NOTICE NO. 57

Rook, Pa. May 28th. 1957.

GENERAL NOTICE NO. 19 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. WHEN AN ENGINE CONSISTING OF ONE OR MORE DIESEL UNITS OPERATED FROM A SINGLE CONTROL, IS USED IN A TRAIN, THE HEAD BRAKEMAN MUST RIDE THE CAB OF THE LEADING DIESEL UNIT WITH THE ENGINE CREW.
2. 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.
3. 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.
4. 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.
5. 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.
6. AGENTS AND) Telegrams addressed to more than one person must show names of all OPERATORS) persons to whom addressed on each copy delivered.
7. Information given Train Dispatcher or other Officials over the telephone does not in any manner relieve train and enginemen from making telegraph reports.
8. 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.
9. CAR SEALS - Full seal record must be taken of all cars, PREFIX as well as number of seals - Example: P&WV 4720 or CPCX P-4420.
10. 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. C. KRESGE,
General Superintendent.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 58

Rook, Pa. June 24th. 1957.

THIS GENERAL NOTICE NO. 58 IS EFFECTIVE 2:01 P.M., TUESDAY, JUNE 25TH. 1957.

GENERAL NOTICE NO. 54 IS SUPERSEDED AND CANCELLED BY THIS GENERAL NOTICE AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES AFTER 2:01 P.M. TUESDAY, JUNE 25TH. 1957.

1. GLADDEN PASSING SIDING:
 - A. MAIN TRACK SWITCH AT THE WEST END OF GLADDEN PASSING SIDING HAS BEEN CHANGED FROM A SPRING SWITCH TO A DUAL CONTROL SWITCH UNDER CONTROL OF THE TRAIN DISPATCHER.
 - B. TIME TABLE NO. 27 AMENDED ACCORDINGLY.
2. GLADDEN STORAGE TRACK: Hand operated derails installed just west of Road Crossing and just west of Unloading Platform.
3. HOPEDALE MINE:
 - A. Crews servicing Hopedale Mine must place the empties from the west end and remove the loads from the east end.
 - B. 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.
4. PENOWA STORAGE TRACK: The east switch of Penowa Storage Track has been moved westward to a point two hundred ten (210) feet west of State Line Tunnel. Track capacity: 39 cars. Time Table No. 27 amended accordingly.
5. 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 Crossings and all trains must sound engine whistle signal, Rule 14 (L), approaching this Crossing.
6. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of the East Switch.
7. VALLEY MINE: Switch leading to Mine Track has been removed.
8. DUBENA MINE: Main Track Switch has been removed.
9. 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.
10. JEFFERSON MINE: Main Track Switch has been removed.
11. PEA VINE: Main Track Switch has been removed.

W. C. KRESGE,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 59

Rook, Pa. June 26th. 1957.



GENERAL NOTICE NO. 53 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. **LARGE:**
 - A. 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.**
 - B. **HAND OPERATED DERAIL HAS BEEN INSTALLED ON LARGE TEAM TRACK, THIRTY (30) FEET WEST OF HIGHWAY GRADE CROSSING, ROUTE 51.**
 - C. Walkways have been constructed over tracks as follows:
 1. Main Track & Dick Construction Co. Spur Track at East End of Office Bldg.
 2. Main Track, Storage Track and Lead to Team Track - Alice No. 2 Mine Track, at Highway Grade Crossing, Route 51.
2. **BANNING:** All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.
3. **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 No. 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 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.
5. **Speer Dump Track.** Main Track Switch has been removed.
6. **Sudan:** 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's. 1 and 2 Storage Tracks.
8. **Horning:** Hand Operated derails installed on the east end of No's. 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. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 60

Rook, Pa. July 2nd. 1957.

GENERAL NOTICE NO. 47 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

VANCORAM, OHIO

1. The site of the new Vanadium Corporation of America Plant at Kolmont, is designated as: "VANCORAM".
2. For Wheel Report purposes, Vancoram is designated as Station number 0950.
3. Vanadium Corporation of America, Spur Track:
 - 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 TRACKS DESIGNATED AS:
 1. LOWER TRACK: Capacity: 51 cars.
TEMPORARY SPUR TRACK (this track leads off Lower Track east of the Building - Engines must not be operated beyond engine limit board which has been installed just east of the building).
 2. UPPER TRACK: Capacity: 46 cars from the clearance point at the east end of the Lower Track to the switch connecting Tracks designated as: NO'S. 1, 2 AND 3 ~~LOADED~~ TRACKS AND WHICH LEAD OFF THE WEST END OF THE UPPER TRACK.
NO. 1 ~~LOADED~~ TRACK: - SWITCH IS SPIKED, TRACK UNDER CONSTRUCTION.
NO. 2 ~~LOADED~~ TRACK: -CAPACITY 16 CARS INCLUDING 9 CARS OVER UNLOADING BINS AT THE WEST END OF TRACK.
NO. 3 ~~LOADED~~ TRACK: - CAPACITY 16 CARS INCLUDING 9 CARS OVER UNLOADING BINS AT THE WEST END OF TRACK.
 3. HAND OPERATED DERAIL HAS BEEN INSTALLED ON THE UPPER TRACK, ONE HUNDRED FIFTY (150) FEET EAST OF SWITCH CONNECTING NO'S. 1, 2 AND 3 ~~LOADED~~ TRACKS.
 4. ENGINES MAY BE OPERATED OVER UNLOADING BINS AT THE WEST END OF NO'S. 2 AND 3 ~~LOADED~~ TRACKS.
 5. CAR STOPS INSTALLED ON THE STUB OR WEST END OF TRACKS.
 - D. Billing is handled by Agent at Mingo Junction.
 - E. CONDUCTORS MUST FURNISH A LIST TO AGENT AT MINGO JUNCTION SHOWING TIME CARS ARE PLACED ON OR REMOVED FROM THESE TRACKS, LISTING INITIAL, NUMBER, KIND AND CONTENTS OF EACH CAR.
 - F. CREWS SERVICING THE VARIOUS TRACKS OF THE VANADIUM CORPORATION MUST NOT COUPLE TO CARS ON ANY OF THE TRACKS UNTIL ALL PERSONS IN OR ABOUT THE CARS HAVE BEEN NOTIFIED AND ALL ATTACHMENTS UNDER OR ABOUT THE CARS REMOVED AND MUST BE ESPECIALLY CAREFUL WHILE OPERATING ON AND OVER THE UNLOADING BINS IN ORDER TO AVOID POSSIBILITY OF PERSONAL INJURY.
4. CONSTRUCTION TRACK:
 - A. Spur Track leading off Main Track at Mile Post 94-12, approximately one hundred thirty three (133) feet east of Bridge 94.10 (first bridge west of Adams Tunnel) has been placed in service as a Construction Track and is O.K. for service.
 - B. Main Track Switch is a facing switch on eastward movement, equipped with an Electric Switch Lock and Pipe Connected Derail.
 - C. Car Stops installed on stub or east end.
 - D. Track Capacity: 7 cars.

W. C. KRESGE,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 61

Rook, Pa. July 18th. 1957.

GENERAL NOTICE NO. 56 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

GENERAL SERVICES ADMINISTRATION U. S. GOVERNMENT ORE STORAGE YARD NO. 2, CASTER SITE, LARGE, PA.

- A. New Ore Storage Yard, designated as: GENERAL SERVICES ADMINISTRATION, U. S. GOVERNMENT, ORE STORAGE YARD NO. 2, CASTER SITE, LARGE, PA. has been constructed on the Clairton Branch just west of General Services Administration, U. S. Government Storage Track (Ore Storage Yard No. 1).
- B. Tracks are owned by General Services Administration, U.S. Government and consist of:
Three (3) tracks west of the Unloading Bin designated as:
No. 1 Loaded Track - Capacity 25 cars.
No. 2 Loaded Track - Capacity 14 cars.
No. 3 Loaded Track - Capacity 11 cars.
One (1) Track over Unloading Bin designated as No. 1 Track.
Three (3) tracks east of the Unloading Bin designated as:
No. 1 Empty Track - Capacity 35 cars.
No. 2 Empty Track - Capacity 14 cars.
No. 3 Empty Track - Capacity 8 cars.
- C. The west switch of Ore Storage Yard No. 2, CASTER SITE, is a facing switch on eastward movement leading off Main Track at Mile Post 1-17. The East switch of Ore Storage Yard No. 2 leads off the Loaded Lead at the west end of Ore Storage Yard No. 1.
- D. Unloading Bin constructed under No. 1 track about 1350 feet east of Main Track Switch. Members of crews must familiarize themselves with this condition in order that they may protect themselves.
- E. LOADS CONSIGNED TO: GENERAL SERVICES ADMINISTRATION C/O DICK CORPORATION, CASTER SITE, LARGE, PA. must be placed on No.1, No.2 or No.3 Loaded Tracks. Empties will be removed from No. 1, No.2 or No.3 Empty Tracks.
- F. Engines may be operated over the Unloading Bin but overhead structure at Unloading Bin will not clear man on top or side of car or engine.
- G. Crews must not couple to cars on these tracks until all persons in or about the cars have been notified and all attachments under or about the cars removed. Crews must also see that the Car Shaker above Unloading Bin has been raised to clear cars and engines, before operating over Unloading Bin.
- H. Conductors must furnish a list to Agent at Clairton showing time cars are placed on These tracks, listing initial, number, kind and contents of each car.
- I. Bills, together with a list of the loaded cars set off on these tracks, must be left in Bill Box at Unloading Bin.
- J. For Wheel Report purposes, Ore Storage Yard No. 2 is designated as Station 3023.
- K. Hand Operated Derail installed 195 feet east of west switch.
- L. Hand Operated Derail formerly located 187 feet east of west switch of Ore Storage Yard No.1, has been removed. General Notice No. 8 amended accordingly.
- M. A NEW CROSSOVER HAS BEEN INSTALLED AT THE WEST END OF ORE STORAGE YARD NO. 1. MAIN TRACK SWITCH OF THIS CROSSOVER IS A FACING SWITCH ON WESTWARD MOVEMENT. INSIDE SWITCHES OF CROSSOVERS AT THE EAST END OF ORE STORAGE YARD NO. 2 AND WEST END OF ORE STORAGE YARD NO. 1, MUST BE LEFT SET AND LINED FOR STRAIGHTAWAY MOVEMENT FROM ORE STORAGE YARD NO. 2 TO ORE STORAGE YARD NO. 1.
- N. Attention is called to the fact that Lap Switches have been installed just west of the Unloading Bin connecting Loaded Tracks No's. 1, 2 and 3, also that Lap Switches have been installed just east of the Unloading Bin connecting Empty Tracks No's. 1, 2 and 3.

W. C. Kresge
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

62
GENERAL NOTICE NO. _____

Rook, Pa. July 26th. 1957.

GENERAL NOTICE NO. 59 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. **MONESSEN:** WATER SERVICE CONNECTION HAS BEEN INSTALLED ON THE NORTH SIDE OF MAIN TRACK BETWEEN THE AGENTS OFFICE AND SIGNAL MAINTAINERS BUILDING. BOXES MARKED, 'DIESEL HOSE' AND 'FIRE HOSE', LOCKED WITH SWITCH LOCKS ARE LOCATED ON THE WEST SIDE OF SIGNAL MAINTAINERS BUILDING.
2. **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 No. 6 Track.
3. **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.
4. **BANNING:** All trains must sound engine whistle signal, Rule 14 (L), approaching Private Grade Crossing at the west end of Banning.
5. **Speer Dump Track.** Main Track Switch has been removed.
6. **Sudan:** Cars of rubbish billed to Sudan must be placed on Sudan Dump Track for unloading.
7. **LARGE:**
 - A. 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.
 - B. Hand operated derail has been installed on Large Team Track, thirty (30) feet west of Highway Grade Crossing, Route 51.
 - C. Walkways have been constructed over tracks as follows:
 1. Main Track & Dick Construction Co. Spur Track at East End of Office Bldg.
 2. Main Track, Storage Track and Lead to Team Track-Alice No. 2 Mine Track, at Highway Grade Crossing, Route 51.
8. **Bruceton:** Hand operated derails installed on the east end of No's. 1 and 2 Storage Tracks.
9. **Horning:** Hand Operated derails installed on the east end of No's. 1, 2 and 3 Storage Tracks.
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 & 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.
11. **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. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 63

Rook, Pa. August 12, 1957

STANDARD SLAG COMPANY - MINGO JUNCTION, OHIO.

The Wheeling Steel Corporation has authorized The Pittsburgh & West Virginia Railway locomotives and crews to operate on their tracks from the P&WV Ry. Connection to the Standard Slag Company Tracks for the purpose of serving the latter operation.

Crews taking empties to the Slag Company will pull the cars down the P&WV Connection to the Wheeling Steel Interchange Tracks then shove towards the Slag Company Tracks via Wheeling Steel Track.

Permission must be obtained from Yardmaster of Wheeling Steel Corp. before using Wheeling Steel Tracks. Bell Telephone for communication with Wheeling Steel Yardmaster is located in the outer office at our Mingo Jct. Station - the number is Atlantic 2-5331, Extension 530 or 553.

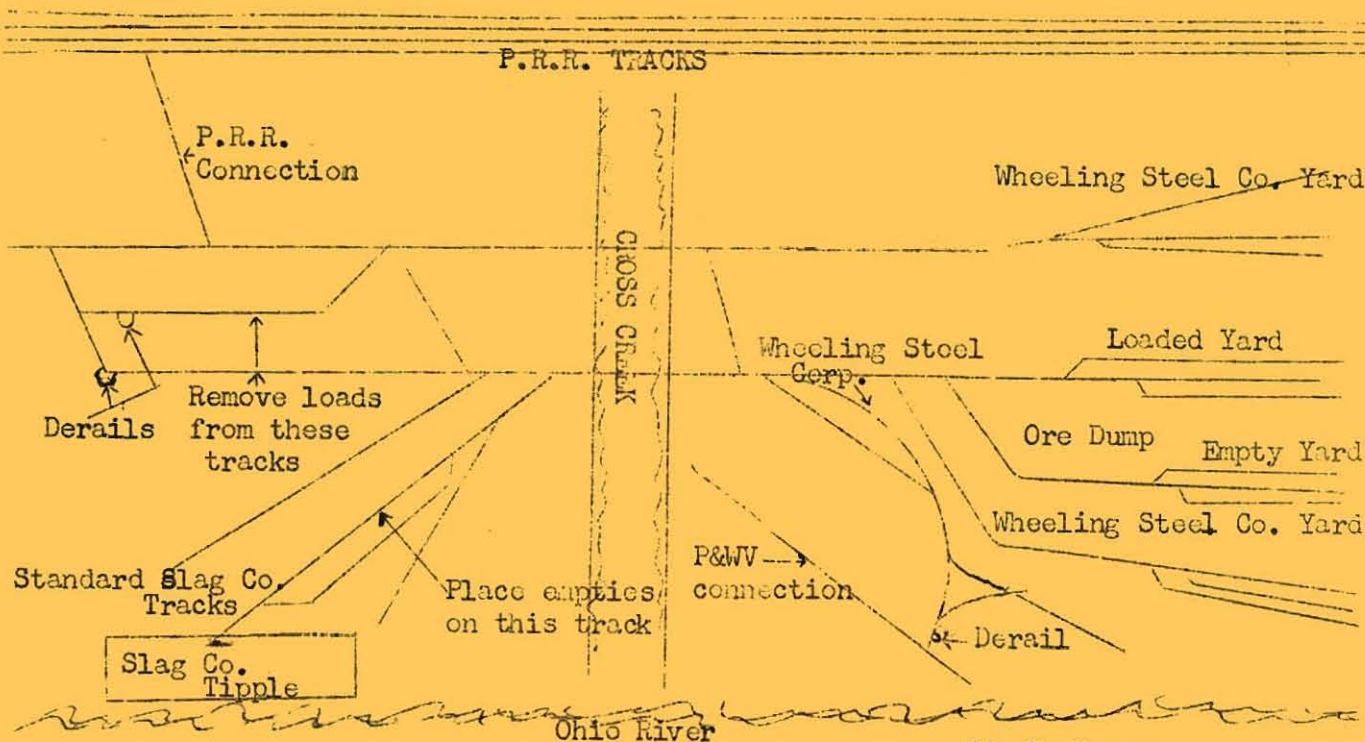
All trains must operate at Yard Speed when using Wheel Steel Corp. and Standard Slag Company Tracks.

Conductors must furnish a list to Agent at Mingo Jct. showing time cars are placed on or removed from the Slag Company tracks, listing initial, number, kind and contents of each car.

Bills for cars will be obtained from Agent at Mingo Jct.

For Wheel Report purposes, Standard Slag Company Tracks, are designated as Station 0934.

Empties going to and loads coming from the Standard Slag Company are to be placed on and removed from tracks shown in the following Diagram:-



W. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. ~~64~~

Rook, Pa. August 29th. 1957.

GENERAL NOTICE NO. 60 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

VANCORAM, OHIO

1. The site of the new Vanadium Corporation of America Plant at Kolmont, is designated at "VANCORAM."
2. For Wheel Report purposes, Vancoram is designated as Station number 0950.
3. VANDANIUM CORPORATION OF AMERICA, SPUR TRACK:
 - 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 TRACKS DESIGNATED AS:-
 1. LOWER TRACK: Capacity: 51 cars.
Temporary Spur Track (this track leads off Lower Track east of the Building- Engines must not be operated beyond engine limit board which is installed just east of the Building).
 2. UPPER TRACK: Capacity: 46 cars from the clearance point at the east end of the Lower Track to the switch connecting Tracks designated as: No's 1, 2 and 3 Loaded Tracks and which lead off the west end of the Upper Track.
NO. 1 LOADED TRACK - CAPACITY 16 CARS INCLUDING 9 CARS OVER UNLOADING BINS AT WEST END OF TRACK.
No. 2 Loaded Track - Capacity 16 cars including 9 cars over Unloading Bins at West end of track.
No. 3 Loaded Track - Capacity 16 cars including 9 cars over Unloading Bins at West end of track.
 3. Hand operated derail installed on Upper Track, one hundred fifty (150) feet east of Switch connecting No's. 1, 2 and 3 Loaded Tracks.
 4. Engines may be operated over Unloading Bins at the west end of No's. 1, 2 and 3 Loaded Tracks.
 5. Car Stops installed on the stub or west end of No.'s 1, 2 and 3 Loaded Tracks.
 - D. Billing is handled by Agent at Mingo Junction.
 - E. Conductors must furnish a list to Agent at Mingo Junction showing time cars are placed on or removed from these tracks, listing initial, number, kind and contents of each car.
 - F. Crews servicing the various tracks of the Vanadium Corporation must not couple to cars on any of the tracks until all persons in or about the cars have been notified and all attachments under or about the cars removed and must be especially careful while operating on and over the Unloading Bins to avoid possibility of personal injury.
4. CONSTRUCTION TRACK:
 - A. Spur Track leading off Main Track at Mile Post 94-12, approximately one hundred thirty three (133) feet east of Bridge 94.10 (first bridge west of Adams Tunnel) has been placed in service as a Construction Track and is O.K. for service.
 - B. Main Track Switch is a facing switch on eastward movement, equipped with an Electric Switch Lock and Pipe Connected Derail.
 - C. Car Stops installed on stub or east end.
 - D. Track Capacity: 7 cars.

W. C. Kresge,
General Superintendent.

