

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

74
GENERAL NOTICE NO. _____

Rook, Pa. January 27th, 1958.

GENERAL NOTICE NO. 71 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARD AND FILES:

1. ✓ HUBERTA MINE: THE DESIGNATION OF MINE FORMERLY KNOWN AS 'DUBENA' HAS BEEN CHANGED TO: 'HUBERTA' AND IS OPERATED BY: HUBERTA COAL CO., BOX 728, STEUBENVILLE, OHIO. TRACK IS O.K. FOR SERVICE. TIME TABLE NO. 27 AMENDED ACCORDINGLY.
2. HELEN MINE: THE LIBERTY COLLIERIES COMPANY, R. D. #1, WELLSBURG, WEST VIRGINIA HAS TAKEN OVER THE OPERATION OF 'HELEN' MINE.
3. HOPEDALE MINE: A. Crew servicing Hopedale Mine must place the empties from west end and remove the loads from east end.
B. Private Grade Crossing constructed across the Main Track and Loaded Tracks at east end of Hopedale Mine is used by coal trucks servicing Mine Tipple. All trains must sound engine whistle signal, Rule 14 (L), approaching this Crossing.
4. REED; Private Grade Crossing 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 is used in trucking coal from Stripping Operations. Whistle Posts erected east and west of the Crossing. All trains must sound engine whistle signal, Rule 14 (L), approaching this Crossing.
5. VALLEY MINE: Switch leading to Mine Track has been removed.
6. 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.
7. Rail fence has been 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. P&SW SPUR TRACK: Main Track Switch has been removed.
11. GLADDEN PASSING SIDING: 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. Time Table No. 27 amended accordingly.
12. GLADDEN STORAGE TRACK: Hand operated Derails are 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. ⁷⁵_____

Rook, Pa. January 27th. 1958.

GENERAL NOTICE NO. 5 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. STRAUS MINE: A. SIDE TRACK LEADING OFF MAIN TRACK AT MILE POST 102-24 (CHANDLER, OHIO), HAS BEEN PLACED IN SERVICE FOR: STRAUS COAL COMPANY, P. O. BOX 276, SMITHFIELD, OHIO. TRACK IS O.K. FOR SERVICE.
B. WEST SWITCH OF THIS SIDE TRACK IS CONNECTED WITH CHANDLER TEAM TRACK.
C. COAL LOADING RAMP WHICH WILL NOT CLEAR MAN ON TOP OR SIDE OF CAR, CONSTRUCTED ON NORTH SIDE OF SIDE TRACK, SIX HUNDRED SIXTY-FIVE (665) FEET WEST OF MAIN TRACK SWITCH.
D. MAIN TRACK SWITCH IS A FACING SWITCH ON WESTWARD MOVEMENT, EQUIPPED WITH AN ELECTRIC SWITCH LOCK AND PIPE CONNECTED DERAIL.
E. TRACK CAPACITY: 9 CARS WEST OF RAMP. 9 CARS EAST OF RAMP.
F. BILL BOX WILL BE INSTALLED AT COAL LOADING RAMP.
G. FOR WHEEL REPORT PURPOSES, STRAUS MINE IS DESIGNATED AS STATION 1033.
2. CHANDLER STORAGE TRACK: Hand operated derail installed three hundred seventy-five (375) feet west of the East Switch.
3. ANCHOR SANITARY COMPANY SPUR TRACK: 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.
4. 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. 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.
 - C. 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.
 - D. 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.

W. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 76

Rook, Pa. January 27th. 1958.

GENERAL NOTICE NO. 67 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

VANCORAM, OHIO

1. The site of the Vanadium Corporation Plant at Kolmont, Ohio, is designated as: "VANCORAM".
2. For Wheel Report purposes, VANCORAM is designated as Station 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 Ave. 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 from the clearance point at the Main Track Switch to the west end of the first building.
Track designated as Temporary Spur Track leads off Lower Track east of the Building. Engines must not be operated on Temporary Spur Track beyond Engine Limit Board which is located just east of the Building.
TRACK DESIGNATED AS SHIPPING BUILDING TRACK, LEADING OFF TEMPORARY SPUR TRACK IS O.K. FOR SERVICE TO A POINT ONE (1) CAR LENGTH INSIDE THE BUILDING.
 2. UPPER TRACK: Capacity 46 cars from the clearance point at the Main Track Switch to the switch connecting tracks designated as No's. 1, 2 and 3 Loaded Tracks.
 - No. 1 Loaded Track: Leads off Upper Track and has a capacity of 16 cars including 9 cars over Unloading Bins.
 - No. 2 Loaded Track: Leads off Upper Track and has a capacity of 16 cars including 9 cars over Unloading Bins.
 - No. 3 Loaded Track: Leads off Upper Track and has a capacity of 16 cars including 9 cars over Unloading Bins.Engines may be operated over Unloading Bins at the west end of No's. 1, 2 and 3 Loaded Tracks.
Car Stops installed on the stub or west end of No's, 1, 2 and 3 Loaded Tracks.
Hand Operated Derail installed on Upper Track, two hundred thirty (230) feet east of Switch connecting 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 Vanadium Corporation Spur 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.

W. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 77

Rook, Pa. January 27th. 1958.

GENERAL NOTICE NO. 61 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARD AND FILES:

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

- A. 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. ORE 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. FERRO CHROME consigned General Services Administration c/o Dick Corporation, Caster Site, must be placed on NO. 3 EMPTY TRACK. 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. Inside Switches of Crossovers at the west end of Ore Storage Yard No. 1 and the east end of Ore Storage Yard No. 2 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.
- O. REFLECTOR WALLS AND HEATERS, WHICH WILL NOT CLEAR MAN ON SIDE OF CAR OR ENGINE, HAVE BEEN ERECTED ON THE NORTH SIDE OF NO. 1 LOADED TRACK AND THE SOUTH SIDE OF NO. 3 LOADED TRACK, JUST WEST OF THE UNLOADING BIN.

W. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 78

Rook, Pa. February 12th. 1958.

GENERAL NOTICE NO. 10 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. WEST LIBERTY SIDE TRACK: THAT PORTION OF TRACK, TWO HUNDRED TWENTY-FIVE (225) FEET AT THE EXTREME WEST END, FORMERLY ASSIGNED TO CRISS-CABINETS & SUPPLY CO., HAS BEEN LEASED TO: SIDNEY A. DROZ COMPANY, 606 BROOKSIDE AVENUE., PITTSBURGH 16, Pa. TIME TABLE NO. 27 AMENDED ACCORDINGLY.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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&WV 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&WV Rwy. will be handled in the same manner. Revenue billing will be made at West End or Rook.
8. Pittsburgh & Lake Erie Rules are modified to the extent that P&WV Rwy. crews may use ten (10) minute fusees while operating on the P&LE R.R.

W. C. Kresge
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 80

Rook, Pa. March 10th. 1958.

GENERAL NOTICE NO. 70 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. LARGE: A. The Empty Track at Alice No. 2 Mine has been connected with the former Clay Track at Hiram Swank Sons Brick Yard. ENGINES MUST NOT BE OPERATED OVER BIN ON FORMER CLAY TRACK - ENGINE LIMIT BOARD INSTALLED JUST WEST OF THE BIN.
B. That portion of Alice No. 2 Mine Track, from Highway Grade Crossing, Route 51 to a point five car lengths west thereof, is designated as: Large Team Track.
C. Hand operated derail installed on Large Team Track, thirty feet west of highway Grade Crossing, Route 51.
D. Walkways have been constructed over tracks as follows:
 1. Main track & Dick Construction Co. Spur Track at Eastend of Office Building.
 2. Main track, Storage Track and Lead to Team Track-Alice No. 2 Mine Track, at Highway Grade Crossing, Route 51.
2. MONESSEN WYE: A. Tail track has been extended and now has a clear length of three hundred ninety feet, Rule 27, Time Table #27 amended accordingly.
B. 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 clearance 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. 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 westend 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.
D. 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 in the west side of Signal Maintainers Building.
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. 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 Cross-overs 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.
10. General Concrete Units Corp. Spur Track, Castle Shammon: 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. 81

Rock, Pa. March 18th, 1958

GENERAL NOTICE NO. 45 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:

1. OAK STORAGE TRACK: - MAIN TRACK SWITCH HAS BEEN REMOVED. TIME TABLE NO. 27 AMENDED ACCORDINGLY,
2. 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.
3. 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. C. Kresge,
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 84

Rook, Pa. May 16th. 1958

GENERAL NOTICE NO. 83 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
GLAIRTON -----	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 -----	7:30 A.M. TO 3:30 P.M. AND 6:00 P.M. To 2:00 A.M. - DAILY.
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 follo

	<u>P&W Diesel Engines</u>		<u>NKP Diesel Engines</u>	
	90-91-92-93		*300-400-500 series	
	<u>Single Unit</u>	<u>Multiple Unit</u>	<u>Single Unit</u>	<u>Multiple Unit</u>
<u>WESTWARD</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 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&W Rwy. 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. 86

Rook, Pa. June 6th. 1958.

GENERAL NOTICE NO. 85 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES.

1. SOUTH PITTSBURGH WATER COMPANY SPUR TRACK, PIERCE, PA.
 - A. SPUR TRACK LEADING OFF MAIN TRACK ON THE CLAIRTON BRANCH AT MILE POST 0-59, THREE THOUSAND NINETY-FIVE (3095) FEET EAST OF THE CLAIRTON BRANCH SWITCH AT PIERCE, HAS BEEN PLACED IN SERVICE FOR: SOUTH PITTSBURGH WATER COMPANY, 238 BROWNSVILLE ROAD, PITTSBURGH 10, PA.
 - B. SPUR TRACK IS OF STUB END CONSTRUCTION WITH FACING SWITCH ON WESTWARD MOVEMENT.
 - C. HAND OPERATED DERAIL INSTALLED ON EAST END.
 - D. CAR STOPS INSTALLED ON STUB OR WEST END.
 - E. TRACK CAPACITY: 4 CARS.
 - F. FOR WHEEL REPORT PURPOSES, SPUR TRACK IS DESIGNATED AS STATION 3005.
 - G. BILLING IS HANDLED BY AGENT AT BRUCETON.
 - 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. Instructions regarding the use of the Train Dispatchers Circuit:-
 - (a). When reporting the arrival and/or departure of trains or track cars, seeking information from the Train Dispatcher, or when using the line for transmission of communications, the user will first remove the telephone receiver from the hook, listen, and if the line is not being used, announce the word 'Dispatcher' followed by the identification and location of the user, thus:- "DISPATCHER" - "WILSON, TRAIN 95 AT AVELLA" OR "DISPATCHER" - "HENRY, TRACK C.R. NO. 22 AT WEST LIBERTY", Etc.
 - (b). In the event the line is in use, the telephone receiver must be returned to the hook and another call made later, except to prevent accident.
 - (c). Train Dispatcher will acknowledge the call by the word "Dispatcher" and after obtaining the information desired, the person receiving the communication or information must acknowledge by repeating the instructions or information in accordance with Rules 531 or 593 of the Rules For the Government of the Operating Department (Book of Rules) effective June 1, 1953, to which the Train Dispatcher will respond by saying "O.K." "Dispatcher."

3. Attention is directed to wording of Rule 2 of the Rules For The Government of the Operating Department (Book of Rules) effective June 1, 1953 reading: "Each conductor, engineman, trainman, fireman, track car operator and other employees as may be designated, must carry, while on duty, a reliable railroad grade watch for which there must be a prescribed certificate on file with the railroad". Reports have been received that employes, in some instances, are using other than Standard Watches.

W. C. Kresge
General Superintendent.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF THE GENERAL SUPERINTENDENT

GENERAL NOTICE NO. 87

Rook, Pa. June 13th. 1958

GENERAL NOTICE NO. 82 IS SUPERSEDED AND CANCELLED AND MUST BE REMOVED FROM BULLETIN BOARDS AND FILES:-

1. VANCORAM STORAGE YARD;

- A. Side Tracks on the north side of Main Track between Mile Posts 93-15 and 94-12, approximately one-half (1/2) mile west of Adams Tunnel, are designated as: Vancoram Storage Yard.
- B. YARD CONSISTS OF TWO (2) TRACKS DESIGNATED AS:
No. 1 Track - Capacity - sixty (60) Cars. O.K. for service.
NO. 2 TRACK - CAPACITY - SIXTY (60) CARS. O.K. FOR SERVICE.
- C. The East Switch of Vancoram Storage Yard is located at Mile Post 93-15, two thousand six hundred (2600) feet west of Adams Tunnel. West switch is located at Mile Post 94-12, one hundred thirty-three (133) feet east of Bridge No. 94.10, first bridge west of Adams Tunnel.
- D. Main Track Switches are equipped with Electric Switch Locks and Pipe Connected Derails.
- E. For Wheel Report purposes, Vancoram Storage Yard is designated as Station 0949.

2. Smithfield Passing Siding:

- A. Main Track Switch at the West end of Smithfield 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.

3. Slide Protection Fence - Adams Tunnel.

- A. Slide Protection Fence has been installed on the south side of track at the West End of Adams Tunnel, second (2nd.) tunnel west of the Station Building at Mingo Junction.
- B. "Restricting" Aspect, Rule 290, displayed on Westward Home or Dwarf Signal at the West end of Mingo Junction Passing Siding and Eastward Approach Signal 944 located eight hundred (800) feet west of Bridge No. 94.10 (First Bridge west of Adams Tunnel), will indicate that track may be obstructed at the West end of Adams Tunnel.
- C. That part of Paragraph 8, Time Table No. 27 reading: "Adams Tunnel - approach West Portal expecting to find rocks on track", is cancelled.

4. Approach Signal 944, for Eastward Trains, has been installed at Mile Post 94-23, eight hundred (800) feet west of Bridge No. 94.10, first bridge west of Adams Tunnel.

Stop and Proceed Signal 945, for Westward Trains, has been installed at Mile Post 94-23, eight hundred (800) feet west of Bridge 94.10, first bridge west of Adams Tunnel.

Approach Signal 934, for Eastward Trains, formerly located at Mile Post 93-36, three thousand two hundred (3200) feet west of Adams Tunnel, has been removed.

Time Table No. 27 amended to conform with above.

W. C. KRESGE
General Superintendent.