

**SAFETY
ALWAYS**

**THE PITTSBURGH &
WEST VIRGINIA
RAILWAY COMPANY**

TIME TABLE No. 27

**Effective 12:01 A.M.
Sunday, January 1, 1956**

EASTERN STANDARD TIME

For the Information and Government
of Employees only

R. N. SHIELDS,
President

W. E. ROBINHOLT,
General Superintendent

TIME TABLE No. 27

**Effective 12:01 A.M.
Sunday, January 1, 1956**

EASTERN STANDARD TIME

**SAFETY
ABOVE EVERYTHING**

W. C. KRESGE.....Assistant General Superintendent
 C. A. McHUGH.....Train Master
 E. McKINZIE.....Train Master
 C. J. MISKLOW.....Assistant to Train Masters
 W. E. HOOD.....Assistant to Train Masters
 F. N. LUSCHER.....Road Foreman of Engines
 T. McCREADY....Assistant to Road Foreman of Engines
 P. H. SCHEFFLER.....Chief Train Dispatcher
 E. W. STURGES, JR.....Assistant Chief Train Dispatcher
 E. J. ZITZMAN.....Train Dispatcher
 C. M. RIZZO.....Train Dispatcher
 R. E. ROBINSON.....Train Dispatcher
 H. W. ROHR.....Train Dispatcher
 R. G. FENDER.....Train Dispatcher
 P. E. ROBINSON.....Train Dispatcher
 E. R. WILLIAMS.....Train Dispatcher

COMPANY SURGEONS

	TELEPHONES	
	Office	Residence
Dr. Albert H. Winters (Chief Surgeon).....	COurt 1-3201 P. & L. E. Annex Building, Corner Carson & Smithfield Streets, South Side, Pittsburgh, Pa.	LOcust 1-4487 (Line 581)
Dr. H. A. Black.....	Carnegie 456 217 East Main Street, Carnegie, Pa.	Carnegie 3320
Dr. S. P. Balcerzak.....	Carnegie 1088-J 101 East Main Street, Carnegie, Pa.	Carnegie 1088-M
Dr. P. G. Motto.....	Carnegie 898 6 East Main Street, Carnegie, Pa.	Carnegie 1979
Dr. Stephen Andolina.....	Connellsville 2857-J 2nd National Bank Bldg., Connellsville, Pa.	Connellsville 2857-M
Dr. V. W. Bair.....	Belle Vernon 141 728 Broad Avenue, Belle Vernon, Pa.	Emergency— Donora 750
Dr. Howard W. Gadd.....	Blackburn 8-8900 Odelli Building, Monongahela, Pa.	Blackburn 8-8843
Dr. E. J. Rascati.....	Belmont 3-9496 502 Fifth St., Wilson, Pa.	Belmont 3-9496
Dr. Robert S. Milligan.....	OLympia 5-4200 5th. St. & Brownsville Road, Broughton, Pa.	OLympia 5-4200
Dr. J. M. Gardill.....	LOcust 1-0459 1 Willow Avenue, Castle Shannon, Pa.	COLonial 3-2743
Dr. M. L. McGarvey.....	Canal 1-5119 603 Washington Avenue, Bridgeville, Pa.	Canal 1-5119
Dr. J. K. McCarrell.....	Hickory 17-R-11 Main Street, Hickory, Pa. Post Office Bldg., Avella, Pa.	Hickory 17-R-3
Dr. Richard Harkcom.....	Hickory 17-R-11 Main Street, Hickory, Pa. Post Office Bldg., Avella, Pa.	Hickory 145
	LUther 7-5321	

	TELEPHONES	
	Office	Residence
Dr. Fred H. Riney.....	KELlog 5-1171 614 Commercial Street, Mingo Junction, Ohio	KELlog 5-1172
Dr. Janis Trupovniks.....	Webster 7-2331 High Street, Hopedale, Ohio	Webster 7-2331

OCULIST

Dr. Carlisle E. McKee, Jr.....	COurt 1-1552 310 Park Building, Pittsburgh, Pa.	FIeldbrook 1-3432
--------------------------------	--	----------------------

HOSPITALS

	TELEPHONES
South Side Hospital.....	HUbbard 1-3300 South 20th and Jane Streets, South Side, Pittsburgh, Pa.
Connellsville State Hospital.....	Connellsville 2400 Connellsville, Pa.
Charleroi-Monessen Hospital.....	HUdson 3-5561 Lock 4—Charleroi, Pa.
Monongahela Memorial Hospital.....	Blackburn 8-4800 New Eagle, Pa.
Washington Hospital.....	Washington 3300 Washington, Pa.
Ohio Valley Hospital.....	ATlantic 2-4541 Steubenville, Ohio

AMBULANCES

Connellsville State Hospital.....	Connellsville 2400 Connellsville, Pa.
Toner Funeral Home.....	Belle Vernon 183 Belle Vernon, Pa.
Bebout & Yohe.....	Blackburn 8-4426 Monongahela, Pa.
Finney & Bekevac Funeral Home.....	Belmont 3-5700 Clairton, Pa.
Griffith Funeral Home.....	OLympia 5-4400 Broughton, Pa. TUxedo 2-9155
E. B. Laughlin Funeral Home.....	LEhigh 1-6934 Castle Shannon, Pa.
Beinhauer Funeral Home.....	LEhigh 1-4000 West Liberty Avenue, Dormont, Pa.
Henney Funeral Home.....	Carnegie 1093 Carnegie, Pa.
LaVelle Funeral Home.....	Canal 1-6705 Bridgeville, Pa.
Jas. R. Coleman Funeral Home.....	SHerwood 5-9510 Bishop, Pa.
Thompson Funeral Home.....	LUther 7-7011 Avella, Pa. LUther 7-7013
Murphy Funeral Home.....	KELlog 5-1017 Mingo Junction, Ohio
Blackburn Funeral Home.....	Webster 7-1461 Hopedale, Ohio

CONNELLSVILLE

EASTWARD

Capacity of Passing Siding 45 Foot Cars	Miles from Connellsville	Second Class			STATIONS	
		94	90	92		
		AJ-4	AJ-2	AJ-12		
		Daily	Daily	Daily		
		A.M.	P.M.	A.M.		
	56.1	L2.05	L7.45	L11.45	Rook	NP
	53.9				Kelley	P
	52.6				West Belt Jct.	P
	51.8				West Liberty	NP
	50.2				Oak	P
83	47.8				Castle Shannon	P
	45.9				Longview	DP
67	44.2				Horning	P
55	42.7				Bruceton	DP
	39.8				Pierce	P
58	35.4				Froman	P
	29.5				Sudan	NP
80	27.2				Maple	P
55	20.9				Monessen	NP
	19.0				Alto	P
55	15.8				Banning	P
84	7.4				Chaintown	P
	0.4				Frick	P
		A4.20	A10.00	A2.00	Connellsville	NP
		A.M.	P.M.	P.M.		
		94 AJ-4	90 AJ-2	92 AJ-12		
		Daily	Daily	Daily		

Symbols: P—Telephone; D—Day Telegraph and Telephone Office; N—Day and Night Telegraph and Telephone Office; W—Water; F—Fuel; S—Scales; T—Turn Table; Y—Wye.

DIVISION

WESTWARD

Second Class				Miles Between Stations	Water, Fuel, Scales, Tables, Wyes	Telegraph Calls
85	99	91				
AJ-1	BT-1	AJ-3				
Daily	Daily	Daily				
A.M.	P.M.	A.M.				
A11.55	A2.45	A12.35		2.2	W.F. S.T.	OX BM
				1.3		
				0.8	Y	
				1.6		BY
				2.4		
				1.9		GO
				1.7	W	VW
				1.5		
				2.9		BR
				4.4		
				5.9		
				2.3		SD
				6.3		
				1.9	Y	MN
				3.2		
				8.4		
				7.0		
				0.4	W	
L9.40	L12.30	L10.20				CV
A.M.	P.M.	P.M.				
85 AJ-1	99 BT-1	91 AJ-3				
Daily	Daily	Daily				

PITTSBURGH

EASTWARD

Capacity of Passing Sidings 45 Foot Cars	Miles from Connellsville	Second Class			STATIONS
		94	90	92	
		AJ-4	AJ-2	AJ-12	
		Daily	Daily	Daily	
		P.M.	P.M.	A.M.	
	111.2	L11.20	L5.00	L9.00	Pittsburgh Jct. NP
77	108.5				Hopedale P
	107.0				Hopedale Transfer P
	106.2				Wayco P
78	104.4				Reed P
	102.8				Chandler P
90	98.9				Smithfield DP
	95.6				New Alexandria P
62	91.0				Mingo Jct. DP
	89.0				Rockdale P
	86.4				Virginia P
	85.7				Penowa P
116	81.8				Avella NP
	79.9				West Middletown P
	76.2				Woodrow P
118	72.7				Hickory DP
	70.2				Acheson P
	68.8				George Transfer P
	67.7				Venice P
106	63.1				Gladden P
	60.2				Bridgeville DP
	56.1	A1.20 ⁹¹	A7.00	A11.00	Rook NP
		A.M.	P.M.	A.M.	
		94 AJ-4	90 AJ-2	92 AJ-12	
		Daily	Daily	Daily	

Symbols: P—Telephone; D—Day Telegraph and Telephone Office; N—Day and Night Telegraph and Telephone Office; W—Water; F—Fuel; S—Scales; T—Turn Table; Y—Wye.

DIVISION

WESTWARD

Second Class				Miles Between Stations	Water, Fuel, Scales, Tables, Wyes	Telegraph Calls
85	99	95	91			
AJ-1	BT-1	MS-1	AJ-3			
Daily	Daily	Daily	Daily			
P.M.	P.M.	A.M.	A.M.			
A2.45	A5.35	A1.05	A3.25	2.7		UX
				1.5	S-W	AF
				0.8	Y	
				1.8		
				1.6		
				3.9		
				3.3		HF
				4.6		
				2.0		WI
				2.6		
				0.7		
				3.9		
				1.9	W-F Y	NG
				3.7		
				3.5		
				2.5		JU
				1.4		
				1.1		
				4.6		
				2.9		
				4.1		JD
L12.40	L3.30	L11.00	L1.20 ⁹⁴		W-F S-T	OX BM
P.M.	P.M.	P.M.	A.M.			
85 AJ-1	99 BT-1	95 MS-1	91 AJ-3			
Daily	Daily	Daily	Daily			

EASTWARD			WESTWARD		
DONORA BRANCH					
Capacity of Passing Sidings 45 Foot Cars	Miles Between Stations	Miles from Sudan	STATIONS		Water and Wyes
		0.	Sudan	NP	
	5.3	5.3	Baird		
	0.6	5.9	Donora	P	
CLAIRTON BRANCH					
Capacity of Passing Sidings 45 Foot Cars	Miles Between Stations	Miles from Pierce	STATIONS		Water and Wyes
		0.	Pierce	P	
	2.7	2.7	Large	P	
	2.9	5.6	Clairton	NP	Y
MIFFLIN BRANCH					
Capacity of Passing Sidings 45 Foot Cars	Miles Between Stations	Miles from Longview	STATIONS		Water and Wyes
		0.	Longview	DP	W
	0.5	0.5	Salida	P	
47	2.4	2.9	Walker	P	
	0.6	3.5	Mifflin	P	
WEST END BRANCH					
Capacity of Passing Sidings 45 Foot Cars	Miles Between Stations	Miles from West End, Pgh.	STATIONS		Water and Wyes
		0.	West End, Pgh.	P	
	0.5	0.5	Bridge 2 Siding	P	
	1.8	2.3	West Belt Jct.	P	Y
BELL BRANCH					
Capacity of Passing Sidings 45 Foot Cars	Miles Between Stations	Miles from Bellefield	STATIONS		Water and Wyes
		0.	Bellefield		
	3.15	3.15	Virginia	P	

LOCATION OF COMMERCIAL, MINE, SPUR, SIDE AND STORAGE TRACKS

Miles from Connellsville	Name of Track	Capacity of Tracks 45 foot cars
0.4	Frick Storage Track.....	90 cars
	Penn No. 3 Mine (Located on Frick Storage Track)	
7.9	Chaintown Spur Track	
13.2	Norris Tunnel Spur Track	
19.0	Alto Storage Track	13 cars
20.9	Monessen:	
	M. of W. Track.....	12 cars
	No. 1 Storage Track.....	47 cars
	No. 2 Storage Track.....	43 cars
	No. 3 Storage Track.....	39 cars
	No. 4 Storage Track.....	39 cars
	No. 5 Storage Track.....	cars
	(Nos. 1, 2, 3, 4 and 5 Storage Tracks used for Interchange with Monessen Southwestern Rwy.)	
24.1	Speer Dump Track	6 cars
27.6	Peoples Natural Gas Co. Spur Track	
29.5	Sudan:	
	Dump Track	7 cars
	No. 1 Storage Track.....	48 cars
	No. 2 Storage Track.....	42 cars
	(Nos. 1 and 2 Storage Tracks used for Interchange with Donora Southern Railroad).	
39.7	Pierce Storage Track	20 cars
	Pierce Mine (Located on Pierce Storage Track)	
42.2	Stilleys Spur Track	
42.7	Bruceston:	
	No. 1 Storage Track.....	40 cars
	No. 2 Storage Track.....	40 cars
44.2	Horning:	
	No. 1 Storage Track.....	36 cars
	No. 2 Storage Track.....	33 cars
	No. 3 Storage Track.....	22 cars
45.9	Longview:	
	Storage Track	39 cars
	Track No. 1	27 cars
	Track No. 1-A.....	18 cars
	Track No. 2	26 cars
	Track No. 3	21 cars
	Track No. 4	19 cars
	Track No. 5 (Team Track).....	14 cars
47.2	Castle Shannon Supply Co. Spur Track	
47.2	Foleys Side Track	
47.4	Castle Shannon Storage Track.....	34 cars
48.7	General Concrete Units Corp. Spur Track	
48.9	Castle Shannon Extension Storage Track.	22 cars
49.3	Fair Haven Team Track	
50.2	Oak Storage Track.....	24 cars
51.8	West Liberty Side Track	
	Detting Company and Criss-Cabinets and Builders Supply Co. (Located on West Liberty Side Track).	
51.8	West Liberty Storage Track	86 cars
52.9	West Belt Jct. Wye Track	
	Dealers Lumber Supply Co. (Located on West Belt Jct. Wye Track).	
54.1	Allegheny Construction Co. Spur Track	
55.4	Iron City Sash and Door Co. Spur Track	
56.1	Associated Grocers Inc. Spur Track	

LOCATION OF COMMERCIAL, MINE, SPUR, SIDE AND STORAGE TRACKS

Miles from Connellsville	Name of Track	Capacity of Tracks 45 foot cars
56.1	Patterson Equipment Co. Spur Track	
56.6	Carnegie Spur Track Chevrolet Motors Division, General Motors Corporation (Located on Carnegie Spur Track).	
57.6	O'Hommel Co. Spur Track	
57.9	Anchor Sanitary Co. Spur Track	
59.6	American Vanadium Co. Spur Track	
60.2	Anderson Equipment Co. Spur Track	
60.2	Bridgeville Side Track	94 cars
60.2	Flannery Mfg. Co. Spur Track	
60.2	General Electric Co. Spur Track	
61.2	American Cyanamid & Chemical Co. Spur Tracks	
64.1	Gladden Storage Track Kelley Mine (Located on Gladden Storage Track).	37 cars
67.7	Venice Side Track	78 cars
68.8	George Transfer	
70.2	Acheson Storage Track	85 cars
76.2	Woodrow Side Track	77 cars
77.7	Rea Team Track	
79.9	West Middletown Storage Track	112 cars
81.8	Avella: No. 1 Storage Track No. 2 Storage Track No. 3 Storage Track Avella Coal Cleaning Plant	60 cars 49 cars 43 cars
82.1	P & S W Spur Track	
82.2	Pgh. Term. No. 9 Storage Track	20 cars
82.8	Pea Vine Speer Mine No. 3 (Located on Pea Vine)	
82.9	Aurora Mine	
84.7	Jefferson Mine	
85.3	Waverly Mine	
85.7	Penowa Storage Track	69 cars
87.6	Dubena Mine	
88.6	Helen Mine	
88.8	Olette Mine	
89.0	Rockdale Side Track	89 cars
89.5	Valley Mine	
91.6	Mingo Junction: No. 1 Spur Track No. 2 Spur Track No. 2 Storage Track Cool Spring Mine (Located on Mingo Junction No. 2 Storage Track)	10 cars 5 cars 30 cars

LOCATION OF COMMERCIAL, MINE, SPUR, SIDE AND STORAGE TRACKS

Miles from Connellsville	Name of Track	Capacity of Tracks 45 foot cars
95.6	New Alexandria Side Track	54 cars
99.3	Betsy Mine	
99.7	Smithfield Extension Storage Track	28 cars
102.8	Chandler Storage Track Nuri Mine (Located on Chandler Storage Track)	48 cars
105.5	Hopedale Mine	
106.2	Witch Haven Mine	
106.2	Wayco Storage Track	51 cars
107.0	Hopedale Transfer	
107.6	Hopedale Scale Track	
110.1	Pittsburgh Junction Storage Track	116 cars
Miles from Sudan DONORA BRANCH		
5.3	Baird Storage Track	60 cars
Miles from Pierce CLAIRTON BRANCH		
1.9	General Services Administration, U. S. Government Storage Track	
2.7	Large Storage Track	60 cars
2.7	Hiram Swank Sons Spur Track	
3.4	Alice No. 2 Mine	
3.5	Dick Construction Company Spur Track	
5.0	Alice No. 1 Mine	
Miles from Longview MIFFLIN BRANCH		
1.8	Option Spur Track	
3.0	Williams Spur Track	
Miles from West Belt Jct. WEST END BRANCH		
1.0	Rennekamp Lumber & Supply Company Spur Track	
1.3	Bridge 2 Storage Track	49 cars
1.6	Shields Spur Track (Diebold)	
1.7	West End Coal & Supply Company Spur Track	
2.1	West End No. 1 Team Track	15 cars
2.1	West End No. 2 Team Track Mark Lumber and Supply Co. (Located on No. 2 Team Track)	13 cars
Miles from Virginia BELL BRANCH		
3.15	Brooke County Mine No. 1	

SPECIAL INSTRUCTIONS

1. Westward trains are superior to eastward trains of the same or inferior class unless otherwise specified.

2. Permission of the P. & W. V. Rwy. Train Dispatcher must be obtained before using Connection Track with Nickel Plate Road and Wheeling Steel Corp. at Mingo Junction.

3. Automatic Block Signal System in service between east end double track West Belt Jct. Mile Post 52.9 and east end Rook Yard.

Trains, engines and track cars operating on double track with the current of traffic between east end double track West Belt Jct. Mile Post 52.9 and east end of Rook Yard will be governed by Centralized Traffic Control Rules.

Westward Block Signal located 20 feet east of east end double track West Belt Jct. Mile Post 52.9 is a Home Signal under control of the Train Dispatcher.

Westward Block Signal located 1300 feet east of east end Greentree Tunnel will display the following aspects: 'Clear,' Rule 281 (B); 'Approach,' Rule 285 (B); 'Stop,' Rule 292 (B).

Eastward Block Signal located 700 feet west of west end Greentree Tunnel is a Home Signal under control of the Train Dispatcher.

4. Crossovers located 703 feet east of east end Greentree Tunnel are out of service and switches spiked for main track movement.

5. Yard Limits:

Donora Branch: Between board at west switch of Branch at Sudan and board 36 feet east of east switch of Baird Storage Track.

Clairton Branch: Between board 975 feet west of Wye switch and P.R.R. and Union R.R. tracks, Clairton.

Mifflin Branch: Between board 1795 feet west of west switch Walker Passing Siding and Union R.R. and Montour R.R. tracks Mifflin.

West End Branch: Between board at east switch of Branch at West Belt Jct. and board at connection with P. & L. E. R.R. at West End, Pittsburgh.

Rook: Between board at west end of Greentree Tunnel and board 2178 feet west of the west end of double track, Rook.

6. **Limits of Double Track:** Between West Belt Jct. Mile Post 52.9 and west end Rook Yard.

7. Telegraph and Telephone Offices:

Location	Time Open
Connellsville	24 hours
Monessen	8:00 A.M. to 12:00 Midnight— Daily except Saturday and Sunday. 8:00 A.M. to 5:00 P.M.— Saturday and Sunday.
Sudan	10:00 A.M. to 2:00 A.M.— Daily except Saturday and Sunday. 10:00 A.M. to 7:00 P.M.— Saturday and Sunday.
Clairton	9:30 A.M. to 1:30 A.M.— Daily except Saturday and Sunday. 9:30 A.M. to 6:30 P.M.— Saturday and Sunday.
Bruceton	9:00 A.M. to 6:00 P.M.—Daily.
Longview	9:00 A.M. to 6:00 P.M.—Daily.

Location	Time Open
West Liberty.....	8:30 A.M. to 4:30 P.M. and from 7:00 P.M. to 3:00 A.M.—Daily except Saturday and Sunday. 8:30 A.M. to 5:30 P.M.— Saturday and Sunday.
Rook	24 hours.
Bridgeville	8:00 A.M. to 5:00 P.M.—Daily.
Hickory	8:00 A.M. to 5:00 P.M.— Daily except Saturday and Sunday.
Avella	24 hours.
Mingo Junction.....	8:00 A.M. to 5:00 P.M.— Daily except Sunday.
Smithfield	8:00 A.M. to 5:00 P.M.— Daily except Sunday.
Pittsburgh Junction.....	24 hours.

8. Speed Restrictions:

The maximum speed of all trains in both directions between the points named is as follows:

Connellsville Division

Between Mile Post 0.00, Connellsville (Connection with P&LE RR) and Mile Post 0.19, West End Youghiogheny River Bridge (First Bridge west of Connellsville)..... 30 miles per hour

Between Mile Post 0.19, West End Youghiogheny River Bridge (First Bridge west of Connellsville) and Mile Post 33.29 which is located 355 feet east of De Croix Bridge (Third Bridge west of Sudan Station)..... 40 miles per hour

Between Mile Post 33.29 located 355 feet east of De Croix Bridge (Third Bridge west of Sudan Station) and Mile Post 35.40, East Switch of Froman Passing Siding 30 miles per hour

Between Mile Post 35.40, East Switch of Froman Passing Siding and Mile Post 40.19, which is located 1281 feet west of West Switch of Pierce Storage Track 40 miles per hour

Between Mile Post 40.19 which is located 1281 feet west of West Switch of Pierce Storage Track and Mile Post 44.76 which is located 745 feet east of the West Switch of Horning Passing Siding 25 miles per hour

Between Mile Post 44.76 which is located 745 feet east of West Switch of Horning Passing Siding and Mile Post 47.48 which is located 64 feet east of Bridge No. 47-49 (First Bridge east of East Switch of Castle Shannon Passing Siding) 30 miles per hour

Between Mile Post 47.48 which is located 64 feet east of Bridge No. 47-49 (First Bridge east of East Switch of Castle Shannon Passing Siding) and Mile Post 55.21, West end of Greentree Tunnel, Rook 25 miles per hour

Pittsburgh Division

Between Rook and Pittsburgh Junction. 50 miles per hour

Donora Branch 20 miles per hour

Clairton Branch 20 miles per hour

Mifflin Branch	20 miles per hour
West End Branch	12 miles per hour
Over First Fill west of Mingo Creek Bridge, Mile Post 34.09 to Mile Post 34.24	15 miles per hour
Over Crossovers	10 miles per hour
Wreck Trains	25 miles per hour
Trains handling Scale Test Car	25 miles per hour
Between Slow Boards or Signals placed by track men	8 miles per hour
Cars over Scales not to exceed	4 miles per hour
Trains handling Hopper Cars of Coal or Ore	35 miles per hour
Between East Switch and West Switch of Bridgeville Side Track	45 miles per hour
Between East End of Wellsburg Tunnel and West End of Coen Tunnel	35 miles per hour
Adams Tunnel	Approach West Portal expecting to find rocks on track

All trains must operate at Yard Speed when using any of the following tracks:

Between West End of double track, Rook and Yard Limit Board located 2178 feet west of West End of Double track, Rook.

Over Connection Track with Nickel Plate Road and Wheeling Steel Corp. at Mingo Junction.

Over Bell Branch.

Over Lead to Betsy Mine.

On Wye Tracks—Hopedale Transfer.

On Storage Track—West Liberty.

Diesel-Electric Locomotives must not be operated through water more than 3 inches over top of rail and then not to exceed 3 miles per hour.

9. Rule 17. The first paragraph of Rule 17 is modified to the extent that the headlight must be displayed to the front of every train by day and by night.

10. Rule 20 is modified to the extent that the display of green flags as classification signals will be omitted.

11. Rule 21 is modified to the extent that the display of white flags as classification signals will be omitted, also that P. & W. V. Ry. and P. & L. E. R.R. trains on the West End Branch; Montour R.R. trains on the Mifflin Branch and Donora Southern R.R. trains on the Donora Branch, may be run without displaying classification lights.

12. Rule 83 is modified to the extent that should a train order conferring rights to an extra train restrict those of another train at a register station, finding the extra registered as having arrived is not a complete identification. The extra will either be seen or further orders will be given to the train concerned.

13. Rule 97 is modified to the extent that the movements of trains, engines and track cars on the Donora Branch and the West End Branch are handled by Form K issued on authority of the Train Dispatcher. Movements over these Branches must be made at a speed that will permit stopping within one-half the range of vision unless the track is known to be clear, but not to exceed the maximum authorized speed permitted by the rules which is 20 miles per hour on the Donora Branch and 12 miles per hour on the West End Branch.

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

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

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

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

14. Rule 99 is modified to the extent that when work trains, trackmen or other employees are performing work requiring flag protection, the flagman will be furnished written instructions which will be shown to the enginemen of all trains flagged. When necessary to flag from one station to another by placing a flagman upon another train, conductor will give the flagman written instructions and the flagman will ride on engine.

15. Rule 221 is modified to the extent that trains or engines switching or terminating within Rook Yard Limits may pass train order signal at Rook in 'stop' position.

16. Train orders pertaining to general instructions such as slow orders, close clearances, time-table taking effect, or general information not affecting the movement of a train with relation to other trains, will remain in effect for the entire day or trip for which issued unless annulled and need not be re-issued to a train run to an intermediate station and again re-created and run to some other point.

Train orders issued to an extra train that relate to the movement of other trains are only effective between the points the extra is directed to run. When an extra has reached the last-named point on its order and it is desired to re-create the extra, it must be given such train orders as are necessary against all opposing trains.

Each Diesel Unit operated in multiple unit from a single control will be individually numbered and when designated in train orders, the train orders will show the number of each unit, as 'Diesel Units 50 and 51, etc. in multiple unit control, run extra Rook to Avella', or 'No. ninety-two 92, Diesel Units 54 and 56, etc. in multiple unit control'.

17. **Slow Order Signals:** Yellow flag must be placed fifty (50) rail lengths beyond point where Slow Order starts: Green flag on same side of track with yellow flag indicates point where Slow Order ends.

18. **Engine Limit Boards reading:** 'Engine Limit' have been placed on certain tracks. Engines must not be operated beyond these boards.

19. Freight trains that have been stopped a sufficient time to permit inspection will not, when starting, exceed a speed of eight (8) miles per hour until the caboose has passed the point where the engine stopped, unless a proceed signal is given from the rear end before caboose reaches that point.

20. **Switch Targets:** At various locations switch targets are equipped with reflector type lens in lieu of switch lights. Green banners on high switch stands are not in use on main track.

21. **Lubrication and Care of Journal Boxes:** When hot journal is observed in train, the train must immediately be brought to a stop and careful examination made of the heated journal and proper action taken to safeguard the movement of car to the first available point where car must be set off. When cars with hot journals are set out, action must be taken by members of crew to know that fire is extinguished to avoid damage to car.

22. Railroad Track Scales:

Engine, or cars not to be weighed, must not be passed over weigh rails. Equipment must not be allowed to stand on the scales when not being weighed. For protection of the scale, cars must not be violently stopped on the scale by impact, by the sudden application of brakes, or by throwing obstructions under the wheels. When pushing cars which have been stopped for weighing or otherwise, off the scale, impact must not occur at a speed greater than two (2) miles per hour.

Enginemen must not use sand on the scale deck.

Switches at both ends of the scales must be set for dead rail movement, except when weighing is being done.

Each car must be weighed separately and uncoupled.

When weighing cars for the purpose of obtaining tare weights, each car must be spotted carefully in as near the center of the scale as possible and the weight obtained through the medium of a beam weight.

23. Connections With Other Lines:

Western Maryland Railway.....Connellsville
Monessen Southwestern Railway.....Monessen
Donora Southern Railway.....Donora
Pennsylvania Railroad.....Clairton and Bridgeville
Baltimore & Ohio Railroad.....Bruceton
Union Railroad.....Clairton and Mifflin
Montour Railroad.....Salida and George
Pittsburgh & Lake Erie Railroad.....
.....West End, Pittsburgh
Nickel Plate Road.....
.....Mingo Junction and Pittsburgh Junction
New York Central Railroad.....Hopedale Transfer

24. Engine Restrictions:

West End Branch.

Diesel Engine 40 must be separated by at least one (1) car when used with another engine.

Bell Branch.

P&WV and NKP Diesel engines in multiple unit must not be operated on Bell Branch.

Engines going to the dock from the east end of Rook Yard will use the inbound Dock Track.

When more than one (1) engine is used at the head or front of a train, the helper or assisting engine must be behind the road engine except in case of emergency or where conditions make it impracticable.

When practicable, helper engines assisting eastward trains enroute to Connellsville must be on the head or front end behind road engine and must not be released west of Banning.

Procedure to be followed in event of derailment of Diesel Engines:

A. If derailment occurs within Rook Switching Limits, there must be no attempt made to rerail engine under its own power.

B. If derailment occurs outside of Rook Switching Limits, the traction motor or motors controlling the derailed portion of the engine must be cut out and the traction motor or motors of the non-derailed portion used to rerail the engine. If all trucks of the engine are derailed, no attempt must be made to rerail engine under its own power.

C. Extreme care must be used in rerailing Diesel engines to insure that all parts of traction motors will clear all obstructions.

On account of close clearance, Diesel Engine 40 must not be operated through State Line Tunnel on Penowa Storage Track. Engines in all other series, including NKP's must be operated very carefully looking out for close clearance when using Penowa Storage Track.

Helper Engines assisting in the handling of trains or cuts of cars must not start movement of trains or engines until they receive proper signal or they are instructed to do so.

Engines must not be operated on Bridge on Loaded Tracks below Tipple at Jefferson Mine.

25. Derails must be set to derail cars at all times when track is not being used in regular operation. This rule must be observed even though there are no cars standing on track protected by derail.

26. Cars must not be left on Passing Sidings or on Storage Tracks in Tunnels when it can be avoided.

27. Monessen Wye:

A. Spring Switch installed at Tail Track Switch, normal position is for movement through West Leg of Wye. Members of crew must ascertain that points of this Spring Switch are properly closed before movement is started through West Leg.

B. Tail Track is one hundred sixty (160) feet in length.

C. Turning movements must be started through East Leg and completed via West Leg.

28. Sudan:

A. Track No. 1 is Receiving Track for P. & W. V. Ry.

B. Track No. 2 is Receiving Track for Donora Southern R.R.

29. Clairton:

A. Track extending from Union R.R. Track at Bridge over Pennsylvania R.R. to P. & W. V. Ry. Yard Track and Track extending from P. & W. V. Ry. Track No. 5 to Union R.R. Switch Back and Dump Track, are for exclusive use of Union R.R. trains handling refuse to Dump Track.

B. Switches connecting Union R.R. tracks with P. & W. V. Ry. tracks are locked with Union R.R. switch locks. Switches, when not in use by Union R.R. must be locked and set for straightaway movement through P. & W. V. Ry. tracks.

C. Bill Box locked with Pennsylvania R.R. and P. & W. V. Ry. switch locks is located on the west side of Station Building.

D. Track No. 1 is Receiving Track for Pennsylvania Railroad. Track No. 5 is Receiving Track for P. & W. V. Ry.

30. Mifflin:

Crews picking up at Mifflin will perform switching at the west end of the Yard.

31. Salida:

A. When cars are interchanged with the Montour Railroad at Salida, Conductors must place waybills and switch list showing initial, number and destination of each car, in bill box in P. & W. V. Ry. telephone booth. Conductors moving loads will deliver list to Agent at Longview.

B. P. & W. V. Ry. Conductors moving empties to Salida for interchange purposes will leave list showing initials and numbers together with time placed on Passing Siding, with Agent at Longview.

C. Conductors of both roads will report to P. & W. V. Ry. and Montour R.R. dispatchers when loads or empties are placed on Montour R.R. Passing Siding.

32. Rook:

Track indicator on the north side of westward main track at crossover switch at the east end of Rook Yard indicates by illuminated letter or numeral the track to be used by westward crews in yarding trains.

The following letters and numerals are displayed by this track indicator:

Indication	Track Designation
W.....	Westward Main Track
E.....	Eastward Main Track
R.....	Running Track
1.....	No. 1 Yard Track
2.....	No. 2 Yard Track
3.....	No. 3 Yard Track
4.....	No. 4 Yard Track
5.....	No. 5 Yard Track
6.....	No. 6 Yard Track
7.....	No. 7 Yard Track

When an indication is displayed on the track indicator, member of crew will line switches for entry of the train to the track designated. If no indication is displayed on the track indicator, member of crew will immediately communicate with the Yard Master.

33. Bridgeville:

Conductors delivering cars to Pennsylvania R.R. when Agent is not on duty must leave Waybills and list in telephone booth at Interchange Track. Booth is locked with P. & W. V. Ry. and P. R.R. switch locks.

34. George Transfer:

A. All cars loaded with coal from Montour R.R. will be delivered P. & W. V. Ry. on card bills. Conductors will move cars to Scales on card bills and Agent at Scales will weigh and bill same, sending copy of bill to Agent at Hickory.

B. Cars set off on Transfer Track for delivery to Montour R.R. must be placed west of all cars on that track for delivery to P. & W. V. Ry.

35. Coal Cleaning Plant—Avella:

A. Tracks No. 4, 5, 6, 7 and 8 are incidental to the operation of the Coal Cleaning Plant.

B. Hand operated derail is located on the west end of the Lead to loaded tracks.

C. Coal for cleaning must be placed on hump track east of the unloading pit.

D. Hump track at Unloading Pit must not be used except in case of emergency and then only after it has been ascertained that there are no men working in or about cars on Unloading Pit and that doors of cars over Unloading Pit are securely fastened.

36. Bell Branch:

A. Air brakes must not be applied when engines are passing over the structure of the Scotts Run Bridge. This does not limit application of air while remainder of train is passing over this bridge.

B. Cars must not be left standing between Crossover Switch at Virginia and Switch to Empty Tipple Tracks at Brooke County Mine No. 1.

C. At least twenty-five (25) per cent of retaining valves must be used on loaded cars in trains moving from Brooke County Mine No. 1 to Virginia.

37. Brooke County Mine No. 1.

A. Road Crossing must not be blocked.

B. Switch above Tipple must be left set and locked for movement to empty tipple tracks.

38. Helen Mine.

Road Crossing must not be blocked.

39. Public Crossings at Grade.

When a train or engine moves over a protected Public Crossing at Grade and a back-up movement over such crossing is to be made, crossing must be protected by a member of crew.

Clairton: Movements of trains or engines over Highway Grade Crossing (State Street) on P. R.R. Connection Track must be protected by Highway Crossing Signals which are controlled and operated exclusively by the 'Start' and 'Stop' Buttons located in the Box on Cantilever Signal Poles on each side of State Street. When the 'Start' button is pushed, Crossing Signals operate for a period of five (5) minutes; if Crossing is not in use for the five (5) minute period, Crossing Signals must be stopped by pushing the 'Stop' Button. If necessary to use Crossing beyond the five (5) minute period, Crossing must again be protected by operating the 'Start' Button and similarly for each five (5) minute period thereafter.

Large:

A. Movements of trains or engines over Highway Grade Crossing (Route 51) on either the Storage Track or the Lead to Alice No. 2 Mine and Team Track must be protected by Highway Crossing Signals which are controlled and operated exclusively by the 'Start' and 'Stop' Buttons located in the Box on the side of the Instrument Case on north side of Main Track just west of the Crossing. When 'Start' Button is pushed, Crossing Signals operate for a period of five (5) minutes; if Crossing is not in use for the five (5) minute period, Crossing Signals must be stopped by pushing the 'Stop' Button. If necessary to use Crossing beyond the five (5) minute period, Crossing must again be protected by operating the 'Start' Button and similarly for each five (5) minute period thereafter.

B. Should a reverse movement be necessary after entire train has passed over Highway Grade Crossing on the Main Track in either direction, crews must protect such movement by operating 'Push' Button as described in Paragraph (A).

C. Movements described in Paragraphs (A) and (B) must not be made until Highway Grade Crossing is protected by a member of crew.

D. Before shoving trains over Highway Grade Crossing, movement must be protected by flagman or member of crew.

West End, Pittsburgh:

A. Highway Crossing protection, consisting of Crossing Gates, Flashing Red Lights and Bell, are in service at Highway Grade Crossing (Steuben Street).

B. Dwarf Signals are in service just east and west of this Highway Grade Crossing. Dwarf Signal east of Highway Grade Crossing governs westward movement of trains and engines. Dwarf signal just west of Highway Grade Crossing governs eastward movement of trains and engines.

C. All trains and engines must approach this Highway Grade Crossing prepared to stop and must not proceed over Highway Grade Crossing until Dwarf Signal shows a "Proceed" (Green) indication. Normal indication of Dwarf Signal is "Stop" (Red).

D. In order to avoid continuous operation of the Crossing Protection Signals and Gates, engines or cars must not be left standing on approach sections six hundred sixty (660) feet east and west of the Highway Grade Crossing.

E. When a train or engine moves over Highway Grade Crossing in either direction and a back-up movement over Crossing is to be made, Crossing must be protected by a member of the crew, unless Gates are in horizontal position.

F. For train or engine movements from Bridge 2 Siding to the Highway Grade Crossing, Protection Signals and Gates will operate when train or engine has reached a point two hundred (200) feet east of the Crossing.

Avella.

Circuits controlling the operation of Highway Crossing Signals at Highway Grade Crossing (Route 231) on the Passing Siding extend to 186 feet west and 214 feet east of the center of the Highway Grade Crossing. Insulated track joints at the ends of circuits are painted in order to be readily identified. Trains or engines occupying Passing Siding in the vicinity of Highway Grade Crossing for any length of time must cut the Crossing and clear track circuits in order to avoid unnecessary operation of Highway Crossing Signals.

Gladden.

Flagman must precede all trains and engines moving over grade crossing on Storage Track.

Acheson.

Flagman must precede all trains and engines moving over grade crossing on Storage Track.

Jefferson Mine.

Flagman must precede all trains and engines moving over grade crossing on Mine Track.

40. Cool Spring Mine:

An unloading pit has been constructed under that portion of Mingo Junction No. 2 Storage Track leased to Brettell Coal Co. Trainmen must familiarize themselves with this condition in order to eliminate possibility of personal injury.

41. Betsy Mine:

A. Switches to loaded tracks must be left set and locked for straightaway movement via Empty Lead.

B. Switch above Tipple must be left set and locked for movement to empty tipple tracks.

C. Cars must not be left standing on Lead between Main Track Switch and switch to empty tracks above Tipple.

D. Hand operated derrails are installed on the South end of Loaded Track and on Mine Lead, the latter four hundred (400) feet north of Main Track Switch.

E. At least twenty-five (25) per cent of retaining valves must be used on loaded cars in trains moving from Betsy Mine.

42. Hopedale Transfer:

A. P. & W. V. Ry. engines turning must be headed through east leg and backed through west leg of Wye.

B. Derail at north end of wye is connected with N.Y.C. R.R. main track switch and can only be operated by the operation of that switch.

C. Wye tracks are also designated as Interchange Tracks for use in interchanging cars with the N.Y.C. R.R.

D. All trains and engines using these tracks must expect to find them blocked with cars.

E. All coal originating west of Rook routing via the N.Y.C. R.R. at Hopedale Transfer must be weighed at Hopedale Scales before delivery to the N.Y.C. R.R.

F. Cars for P. & W. V. Ry. on Transfer Tracks must be moved before delivery is made to the N.Y.C. R.R.

G. Interchange is under the jurisdiction of the Agent at Smithfield.

H. Conductors must advise the Chief Dispatcher, number of cars set off and/or picked up and must furnish list to the Agent at Smithfield showing time cars are placed on or removed from the interchange tracks, listing initial, number, kind, contents and destination of each car.

I. Bill box, locked with P. & W. V. Ry. and N.Y.C. R.R. Switch Locks, installed at west leg of wye switch.

43. Pittsburgh Junction:

A. Track extending eastward through tunnel, paralleling P. & W. V. Ry. main track is receiving track for P. & W. V. Ry. Space of three (3) car lengths must be left on this track east of crossover east of tunnel to enable trains setting off west of crossover to move engines through crossover. Also a space of three (3) car lengths must be left on the extreme east end of this track to enable helper engines to get in the clear.

B. Tracks No. 1, 2, and 3 west of Telegraph and Telephone Office, are receiving tracks for N.K.P.

44. Conductors setting off cars at Interchange points will leave a list with Agent or Operator showing time cars are placed on interchange tracks, initial, number, kind, contents and destination of each car. When there is no Agent or Operator on duty, list will be left in bill box or telephone booth. Conductors setting off cars loaded with coal at Hopedale Scale will leave list showing the same information for the weighmaster at Hopedale. Similar List must be made to cover cars picked up at interchange points when there is no Agent or Operator on duty.

45. Cars set off for storage purposes must not be placed within a distance of three hundred (300) feet of any Highway Grade Crossing.

46. Accident Reports:

Must be addressed to the General Superintendent.

Conductors must report all accidents to persons, cars or engines in or about their trains. When not accompanied by Conductor, report must be made by engineer, hostler or person in charge.

Telegraphic Report of Accidents, Form 1213, must be filed at first open Telegraph or Telephone Office showing exact location of accident.

Casualty Report Form 1218, must be mailed to General Superintendent and Trainmaster.

47. Personal Injury Reports:

Personal Injuries occurring on or about trains or engines must be immediately reported by wire to General Superintendent, Claim Agent and Train Master, giving brief but full particulars, name of party injured, occupation, residence, etc. Form 705 and 708 revised, must be made in triplicate, original to Claim Agent with copies to General Superintendent and Train Master.

48. Stock Killed or Injured:

Wire report must be made to General Superintendent and Claim Agent of stock killed or injured showing date, time, location, name of owner if available together with a description of the damage.

49. Engine Failures:

Telegraphic report of engine trouble or delays on account of engine failures must be made at first open telegraph or telephone office addressed to: General Superintendent, Assistant General Superintendent, Train Master, and Road Foreman of Engines. Report must show nature of trouble,

delays resulting and must be signed jointly by conductor and engineer or by engineer if not accompanied by conductor. All delays of twenty (20) minutes or more to freight trains or yard engines must be reported.

50. Freight Train Delay Report, Form 1219:

Conductors must make this report in full showing the actual time each delay began and ended. When delays are occasioned due to packing hot boxes or setting out defective equipment, the initial and number of each car must be shown. This report must be made in duplicate sending original to Train Master and duplicate to Chief Train Dispatcher.

51. Work Train Delay Report, Form 1219-A:

Conductors must make this report in full showing the actual time each delay began and ended, in addition to completing the lower portion of report showing work performed. This report must be made in quintuple sending original to General Superintendent with copies to Chief Engineer, Engineer Maintenance of Way, Train Master and Chief Train Dispatcher. Telegraphic Report of Work performed must be sent to General Superintendent, Chief Engineer and Engineer Maintenance of Way.

52. Telegraph Report of Cars Set Out for Defects, Form 1553:

Conductors must make this report to Chief Train Dispatcher, Train Master and Master Car Builder from first open Telegraph or Telephone Office for all cars set out on account of hot journals or in damaged condition. Full particulars as to the damage and material required to make repairs must be shown together with the name of the Shipper and Consignee.

53. Report of Repairs And Material Applied To Foreign Cars By Train Crews And Others, Form 1629:

Conductors must show on this Form any material applied to foreign cars and mail to Master Car Builder.

54. Report Of Cars Set Out Picked Up And On Hand, Form 1535:

Conductors of local freight trains must make this report daily and show cars on hand at each non-agency station regardless of whether they set off or pick up at such station.

Conductors in through freight, mine run or other service must make this report when cars are set off or picked up at non-agency stations.

All cars on non-agency sidings must be included, excepting coal cars loaded with coal or empty coal cars on mine tracks.

55. Time Return and Delay Report of Engine and Train Employees, Form 1209-A, 1209-B, 1209-C, and 1209-D.

Reports must be signed personally by conductors and engineers and mailed to General Superintendent at the end of each trip.

Conductors, engineers, brakemen and firemen making these reports for deadhead service must in all cases where it is possible to do so, show cause for such service on report.

56. Conductors and engineers, at the completion of each trip, must mail all train orders they receive on that trip to the Train Master.

57. Tonnage Rating:

When actual weights of loaded cars are not shown on waybills, use the following weights:

100,000 Capacity Cars	.....	74 tons
110,000 " "	.....	79 tons
120,000 " "	.....	84 tons
140,000 " "	.....	94 tons
Empty Cars	.....	24 tons

58. Hours of Service Law:

The Hours of Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employee concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty. A report must be made to the Train Dispatcher at least two (2) hours in advance of the expiration of the time on duty permitted by the Hours of Service Law.

59. Waybills must not be changed or corrected except by authority of the issuing Agent. Whenever it becomes necessary to change a car initial, number, destination, route, etc. the party making the change or correction must first secure authority to do so from the Agent who issued the waybill and must then insert on the waybill in ink, the correction, date, station name and name of the party making the correction together with the initials of the party authorizing the correction or change.

60. Obstructions:

At the following locations, close overhead and vertical clearances exist which will not clear a man on top or side of car:

<u>Miles West of Connellsville</u>	<u>Structure</u>	<u>Track Name</u>
0.89	Loading Chute	Penn No. 3 Mine
42.24	Building	Stilleys Spur Track
42.90	Loading Chute No. 2 Storage	Track—Bruceston
47.23	Building	Castle Shannon Supply Co. Spur Track
52.91	Overhang	Dealers Lumber Supply Co. Spur Track
54.13	Platform	Allegheny Construction Co Spur Track
55.64	Coal Chute	Dock Track—Rook
55.64	Platform	Oil House Track—Rook
56.12	Platform and Building	Storehouse Track—Rook
56.23	Platform and Canopies	Associated Grocers Inc. Spur Track— Rook
56.62	Platforms, Ramps, Doors, Buildings	Carnegie Spur Track
57.63	Platform	O. Hommel Co. Spur Track
57.92	Building	Anchor Sanitary Co. Spur Track
59.57	Buildings	American Vanadium Co. Spur Track
60.23	Buildings	Flannery Mfg. Co. Spur Track
60.23	Platform and Buildings	General Electric Co. Spur Track
61.20	Buildings, pipes, wires, etc.	American Cyanamid Co. Spur Track
64.12	Loading Chute	Kelley Mine
70.40	Loading Chute	East end Acheson Storage Track
70.82	Loading Chute	West end Acheson Storage Track
76.50	Loading Chute	East End Woodrow Storage Track
81.45	Car Shaker at Unloading Pit	Hump Track, Coal Cleaning Plant— Avella
81.45	Building and Unloading Pit	No. 3 Track—Avella
82.76	Loading Chute	Speer Mine No. 3
82.89	Loading Chute	Aurora Mine
84.73	Loading Chute	Jefferson Mine
85.20	Loading Chute	Waverly Mine
86.35	Loading Chute	West End Penowa Storage Track
87.35	Loading Chute	Dubena Mine
88.37	Loading Chute	Helen Mine
88.95	Loading Chute	Olett Mine
91.81	Loading Chute	Cool Spring Mine
106.19	Conveyor	Witch Haven Mine

Clairton Branch

Miles from Clairton	Structure	Track Name
0.66	Loading Chute	Alice No. 1 Mine
2.05	Building	Dick Construction Co. Spur Track
2.60	Loading Chute	Alice No. 2 Mine
2.92	Platform	Hiram Swank Sons Spur Track
3.01	Overhead Structure & Car Shaker at Unloading Bin	General Services Administration—United States Government Spur Track

Mifflin Branch

Miles from Mifflin	Structure	Track Name
0.44	Building	Williams Spur Track
1.62	Building	Option Spur Track

West End Branch

Miles from West Belt Jct.

Between West Belt Jct. and

Rennkamp Lbr. & Supply Co.

Spur Track	Structure	Main Track
1.55	Rocks extending from hillside Building	Shields Spur Track

61. Close overhead clearances exist at the following locations and employees are prohibited from climbing on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Miles West of Connellsville	Structure	Vertical Clearance 4 ft. from center	Track Name
12.79	Norris Tunnel	20' 6"	Main Track
28.05	Temple Tunnel	20' 10"	Main Track
54.32	Greentree Tunnel	16' 3"	Westward Main Track
55.21	Greentree Tunnel	16' 3"	Eastward Main Track
56.75	Chestnut St. O.H. Bridge	21' 0"	Main Track
58.63	Public Road O.H. Bridge	21' 0"	Main Track
63.21	Public Road O.H. Bridge (Gladden, Pa.)	20' 3"	Main & Passing Siding
67.39	Private Road O.H. Bridge	21' 0"	Main Track
71.04	Acheson Tunnel	17' 0"	Main Track
73.40	Hickory Tunnel	17' 0"	Main & Passing Siding
74.62	McGugin Tunnel	17' 1"	Main Track
82.49	Public Road O.H. Bridge (Avela, Pa.)	19' 11"	Main & Passing Siding
83.95	Craighead Tunnel	19' 0"	Main Track
84.38	Buxton Tunnel	19' 0"	Main Track
85.80	State Line Tunnel	16' 9"	Main & Storage Track
90.66	Wellsburg Tunnel	17' 0"	Main Track
91.75	Coen Tunnel (Mingo Junction, Ohio)	17' 0"	Main & Storage Track
92.72	Adams Tunnel	19' 10"	Main Track
95.40	Fellows Tunnel (New Alexandria, Ohio)	17' 6"	Main Track
97.83	Hunter Tunnel	17' 0"	Main Track
98.05	Oliver Tunnel	17' 0"	Main Track
104.68	Warren Tunnel (Reed, Ohio)	17' 7"	Main & Passing Siding
109.02	Copeland Tunnel (Hopedale, Ohio)	18' 0"	Main & Passing Siding
110.63	Hanna Tunnel (Pittsburgh Jct., Ohio)	17' 0"	Main & Storage Track
111.13	Public Road O.H. Bridge	20' 5"	Main & Storage Track

Donora Branch

Miles East of Sudan	Structure	Track Name
3.03	Graham Tunnel	Main Track
3.50	Vang Tunnel	Main Track

Clairton Branch

Miles East of Pierce	Structure	Vertical Clearance 4 ft. from center	Track Name
4.30	Clairton Tunnel	18' 0"	Main Track

Mifflin Branch

Miles East of Longview	Structure	Vertical Clearance 4 ft. from center	Track Name
1.85	Public Road O.H. Bridge (Option, Pa.)	21' 6"	Main Track

West End Branch

Miles West of West Belt Jct.	Structure	Vertical Clearance 4 ft. from center	Track Name
0.26	Bridge 1-B (West Belt Jct. Wye Track)	16' 9"	Main Track

62. First Aid Kits and Fire Extinguishers are furnished each caboose. Conductors are responsible for the condition of this equipment and whenever it is necessary to use any part of the contents of the fire extinguishers or break the seal on first aid kits, report must be made at once to the train master and a requisition obtained to exchange the kit.

63. REGULATION FOR TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES.

A. Placards on Cars.

(1) A car requiring car certificates and "Explosives", "Dangerous", "Dangerous—Class D Poison", "Poison Gas", or "Caution—Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required by this part. Placards and car certificates lost in transit shall be replaced at next inspection point and those not required shall be removed.

(2) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

B. Switching Cars Containing Explosives or Poison Gas.

(1) A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or placarded "Poison Gas". No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

(2) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one nonplacarded car.

(3) Closed cars placarded "Explosives" shall have doors closed before they are moved.

C. Switching of Cars Containing Dangerous Articles.

(1) In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

(2) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

D. Placement of Freight Cars Containing Explosives in Yards, on Sidings, or Sidetracks.

Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

E. Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains.

At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

F. Position in Freight Train or Mixed Train of Cars Containing Explosives.

In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (K).

G. Separating Cars Placarded "Explosives" from Other Cars in Trains.

In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

(1) Occupied passenger car, other than car occupied by gas handlers or military personnel accompanying shipments.

(2) Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.

(3) Any car placarded "Dangerous" or "Dangerous—Class D Poison".

(4) Engine.

(5) Any car placarded "Poison Gas".

(6) Wooden underframe car.

(7) Loaded Flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See sub-paragraph (8) of this paragraph).

(8) Open-top cars when any of the lading extends or protrudes above or beyond the ends or sides thereof.

(9) Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.

(10) Car containing lighted heaters, stoves, or lanterns.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(12) Occupied caboose, except as provided in paragraph (K).

H. Position in Train of Loaded Placarded Tank Car.

In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (I), a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

(1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

(2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

I. Separating Loaded Tank Cars Placarded "Dangerous" from Other Cars in Trains.

In a freight train or mixed train, either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

(1) Occupied passenger car, other than gas handlers accompanying shipment.

(2) Occupied combination car, other than gas handlers accompanying shipment.

(3) Any car placarded "Explosives".

(4) Engine, (Except when train consists only of placarded loaded tank cars).

(5) Any car placarded "Poison Gas".

(6) Wooden under-frame car.

(7) Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph).

(8) Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.

(9) Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.

(10) Car containing lighted heaters, stoves or lanterns.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(12) Occupied caboose, (except when train consists only of placarded loaded tank cars).

J. Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas" or Containing Poison Liquids, Class A.

In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

K. Position in Freight Train or Mixed Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids When Accompanied by Cars Carrying Gas Handling Crews.

(1) A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by the gas handling crews, when accompanying such car.

(2) A car or cars placarded "Explosives" shall be next to and ahead of a car occupied by guards accompanying such car, except that when the car occupied by guards is equipped with a heater, it shall be the fourth car behind the car or cars placarded "Explosives".

L. Cars Containing Explosives or Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains.

Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

(1) Cars containing explosives, Class A, poison gases or liquids, class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (K) of this section.

(2) When a car containing explosives, class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by this part.

M. Position in Train of Cars Containing Class D Poison.

In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous—Class D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

N. Record of Change of Seals of Cars of Explosives to be Made.

When a car seal is changed on a car placarded "Explosives" while enroute or before delivery to a consignee, a record must be made showing the following information which shall be shown on or attached to waybill or other form of memorandum which shall accompany car to destination.

.....
Railroad	Place	Date
.....
Car Initials	Car Number
Number or description of seal broken.....		
Number or description of seal used to reseal car.....		
Reason for opening car		
.....		
Conditions of Load		
.....		
Name and occupation of person opening car.....		
.....		

64. Standard Clocks:

Rook..... Train Dispatchers Office
 Rook..... Roundhouse Office
 Rook..... Yard Office
 Rook..... Telegraph and Telephone Office
 Avella..... Telegraph and Telephone Office

65. Bulletin Boards:

Rook..... Train Dispatchers Office
 Rook..... Yard Office
 Rook..... Roundhouse Office
 Avella..... Telegraph and Telephone Office
 Pittsburgh Junction.. Telegraph and Telephone Office

66. General Order Books:

Rook..... Train Dispatchers Office
 Rook..... Roundhouse Office
 Rook..... Telegraph and Telephone Office
 Avella..... Telegraph and Telephone Office
 Pittsburgh Junction.. Telegraph and Telephone Office

67. Register Stations:

Rook..... Telegraph and Telephone Office
 Pittsburgh Junction.. Telegraph and Telephone Office

68. CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN HOME SIGNALS AS FOLLOWS:

Connection with the Pittsburgh & Lake Erie Railroad at Connellsville and East End of Double Track West Belt Jct. Mile Post 52.9.

Home Signal 2178 feet west of Double Track Rook and Connection with Nickel Plate Road at Pittsburgh Junction, Ohio. C.T.C. Road Signs not installed at Pittsburgh Junction.

Longview and Home Signal 1795 feet west of West Switch of Walker Passing Siding, Mifflin Branch.

Pierce and Home Signal 975 feet west of West Switch Wye, Clairton Branch.

69. Connellsville:

Westward Home Signal located 480 feet east of Connellsville Telegraph Office governs movement of westward trains to westward Approach Signal 61 East of Chaintown. "Slow-Clear" Aspect, Rule 287 (A), must be displayed on this Home Signal for movement to Approach Signal 61. "Approach" Aspect, Rule 285 (A), displayed on this Home Signal will permit switching moves within Interlocking Limits only. Westward trains receiving "Approach" Aspect Rule 285 (A), to perform switching must move entire train east of this Home Signal before "Slow-Clear" Aspect, Rule 287 (A), can be displayed.

70. "Restricting" Aspect, Rule 290, displayed on Westward Home or Dwarf Signal at the west end of Monessen Passing Siding and Eastward Approach Signal 228 located 1200 feet east of Monongahela River Bridge, will indicate that track may be obstructed in Black Rock Cut.

71. Salida:

Train movements from the P. & W. V. Ry. to the Montour Railroad may be made when a "Restricting" Aspect, Rule 290 (C), is displayed on Home Signal located 40 feet east of switch connecting the P. & W. V. Ry. and the Montour Railroad at Salida. This indication will only be displayed after switch has been reversed for movement to Montour Railroad.

Trains or engines moving to the Montour Railroad must report 'clear' to the Train Dispatcher after Main Track Switch is restored to normal position and locked.

Train movements from the Montour Railroad to the P. & W. V. Ry. may be made when a "Slow-Clear" Aspect, Rule 287 (B), in displayed on Dwarf Signal located at clearance point on the Montour Railroad. This indication will only be displayed after switch at Salida has been reversed from the Montour Railroad after securing permission from the Train Dispatcher.

73. West Liberty:

Storage Track must not be used or blocked without permission of the Train Dispatcher.

74. Switches on the Mifflin and Clairton Branches, Allegheny Construction Spur Track at Kelley and Carnegie Spur Track just west of Bridge No. 56-39 (First Bridge west of Rook Station), are not equipped with Electric Switch Locks.

75. Banning, Monessen, Maple, Froman, Bruceton, Horning and Reed Passing Sidings are signalled for trains to take siding at the west end only. Hopedale Passing Siding is signalled for trains to take siding at the east end only.

76. A train or engine entering a block between signals in Centralized Traffic Control Territory must approach next signal prepared to stop.

77. When a "Take Siding" indication, Rule 292A, is displayed on a Home Signal, train must be stopped before passing the signal and facing switch reversed, after which train will move into Siding at restricted speed.

When a "Proceed and Take Siding" indication, Rule 292B, is displayed on westward Home Signal located 1900 feet west of Crossover, to Bell Branch or Eastward Home or Dwarf Signal at the east switch of Mingo Junction Passing Siding, train must take siding at Rockdale Side Track.

78. A switch leading to a Side Track beyond a Dwarf Signal at the end of a Passing Siding may be reversed for switching moves to the Side Track when Main Track switch is normal. Restricted speed train movements to Side Track can be made over switch when a "Proceed at Restricted Speed" indication, Rule 290 (C), is displayed on Dwarf Signal.

79. In the application of Rule 287 (B) and Rule 288 at the following locations, slow speed will apply from the dwarf signal to the point of switch:

East End of Banning	East End of Bruceton
East End of Monessen	East End of Horning
East End of Maple	East End of Reed
East End of Froman	West End of Hopedale

80. Approach Signal 563 at the west end of double track Rook governs movement of westward trains to Home Signal located 2178 feet west of west end double track, Rook.

81. Telephones for communication with the train dispatcher are located in the vicinity of Home Signals and electrically locked switches.

82. When a train or engine is ready to depart from Rook, Clairton or Mifflin, train dispatcher must be notified. When delayed after reporting ready, train dispatcher, must be notified promptly as to the cause and probable duration of delay.

83. Trains enroute to points west of Avella moving from Avella Yard or Running Track must obtain permission from the train dispatcher before entering Avella Passing Siding.

84. Sand must not be used or water permitted to run over movable parts of dual control or spring switches.

85. A Running switch must not be made through a spring switch or over a switch with pipe connected derail.

86. Instructions governing the operation of Electric Switch Locks:

(a) Obtain permission from Train Dispatcher to operate switch (except when leaving main track).

(b) Unlock switch padlock and open door of electric lock. Indicator will first read LOCKED. Raise handle of electric lock lever about one (1) inch where it will remain. After an interval of not more than five (5) minutes, indicator should change to read UNLOCKED. Then move electric lock lever handle to full reverse position. Switch may then be handled in the usual manner.

(c) When movement through switch is completed, switch must be returned to normal and locked, electric lock lever must be returned to normal position, door of case must be closed and locked and train dispatcher must be notified that movement has been completed and that all apparatus has been returned to normal.

(d) If after complying with paragraphs (a) and (b), UNLOCKED cannot be obtained, train dispatcher must be notified. If authorized by train dispatcher, seal located on the push button in the electric lock box will be broken and switch handled in the usual manner. In each case when a seal is broken it must be immediately reported to the train dispatcher who in turn must report same to the General Superintendent.

LOCATION OF CENTRALIZED TRAFFIC CONTROL EQUIPMENT

LEGEND

- A—Spring Switch (Rules 551 to 557 inclusive)
- B—Dual Control Switch (Rule 565)
- C—Take Siding Signal (Rule 292A)
- D—Leave Siding Signal (Rules 287 (B) and 288)
- E—Spring Switch Signal (Rule 292C)
- F—Electric Switch Lock (Rule 561)
- G—Pipe Connected Derail
- H—Bolt Lock
- I—Interlocking
- J—Proceed and Take Siding Signal (Rule 292B)

CONNELLSVILLE DIVISION

Miles From Conneltsville		Legend
0.4	East Switch Frick Storage Track	F & G
1.3	West Switch Frick Storage Track	F & G
7.4	East Switch Chaintown Passing Siding	A—C—D & I
8.3	West Switch Chaintown Passing Siding	A—C—D & I
13.2	Norris Tunnel Spur Track.....	F & G
15.8	East Switch Banning Passing Siding	A—D & E
16.4	West Switch Banning Passing Siding	A—C—D & I
18.9	East Switch Alto Storage Track	F & G
19.2	West Switch Alto Storage Track	F & G
20.3	East Switch Monessen Yard...	F & G
20.9	East Switch Monessen Wye....	F & G
20.9	East Switch Monessen Passing Siding	A—D & E
21.0	West Switch Monessen Wye...	F & G
21.5	West Switch Monessen Passing Siding	B—D & I
24.1	Speer Dump Track.....	F & G
27.2	East Switch Maple Passing Siding	A—D & E
27.6	Peoples Natural Gas Co. Spur Track	F & G
28.0	West Switch Maple Passing Siding	B—D & I
29.6	East Switch Sudan Yard.....	F & G
29.9	Crossover Sudan	F & H
30.1	West Switch Sudan Yard.....	F & G

35.4	East Switch Froman Passing Siding	A—D & E
36.0	West Switch Froman Passing Siding	A—C—D & I
39.7	East Switch Pierce Storage Track	F & G
39.8	Switch to Clairton Branch.....	B & I
39.9	West Switch Pierce Storage Track	F & G
42.2	Stilleys Spur Track.....	F & G
42.7	East Switch Bruceton Passing Siding	A—D & E
42.7	East Switch Bruceton Team Track	F & G
42.8	Crossover Bruceton	F & H
42.9	West Switch Bruceton Team Track	F & G
43.3	West Switch Bruceton Passing Siding	A—C—D & I
44.2	East Switch Horning Passing Siding	A—D & E
44.9	West Switch Horning Passing Siding	A—C—D & I
45.7	East Switch Longview Yard....	F & G
45.9	Switch to Mifflin Branch.....	B & I
46.1	West Switch Longview Yard...	F & G
47.2	East Switch Foleys Side Track.	F & H
47.4	East Switch Castle Shannon Storage Track	F & G
47.8	West Switch Castle Shannon Storage Track	D—F & G
47.8	East Switch Castle Shannon Passing Siding	B—D & I
48.7	West Switch Castle Shannon Passing Siding	A—C—D & I
48.9	Castle Shannon Extension Storage Track	F & G
49.3	Fair Haven Team Track.....	F & G
50.2	Oak Storage Track.....	F & G
51.8	East Switch West Liberty Storage Track	F & G
51.8	West Liberty Spur Track.....	F & G
52.1	Upper Crossover West Liberty.	F & H
52.6	Scissors Crossover West Belt Junction	F & H
52.9	West Belt Junction Wye Track.	F & G
52.9	End of Double Track.....	A—D & I

PITTSBURGH DIVISION

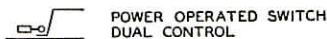
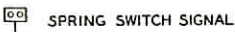
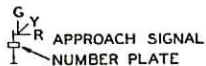
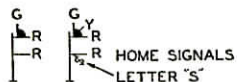
57.6	O'Hommel Company Spur Track	F & G
57.9	Anchor Sanitary Company Spur Track	F & G
59.6	American Vanadium Company Spur Track	F & G
60.2	Anderson Equipment Company Spur Track	F & G
60.2	East Switch Bridgeville Side Track	F & H
61.1	West Switch Bridgeville Side Track	F & H

61.2	American Cyanamid & Chemical Company Spur Track	F & G
61.2	American Cyanamid & Chemical Company Spur Track	F & G
63.1	East Switch Gladden Passing Siding	A—C—D & I
64.1	West Switch Gladden Passing Siding	A—C—D & I
64.5	West Switch Gladden Storage Track	F & G
67.7	East Switch Venice Side Track.	F & G
68.5	West Switch Venice Side Track.	F & G
68.8	George Transfer	F & G
70.2	East Switch Acheson Storage Track	F & G
71.1	West Switch Acheson Storage Track	F & G
72.7	East Switch Hickory Passing Siding	A—C—D & I
73.8	West Switch Hickory Passing Siding	B—D & I
76.2	East Switch Woodrow Side Track	F & G
77.0	West Switch Woodrow Side Track	F & G
78.7	Rea Team Track.....	F & G
79.9	West Middletown Storage Track	F & G
81.0	Crossover East End Avella Running Track	F & H
81.8	Crossover West End Avella Running Track	F & H
81.8	East Switch Avella Passing Siding	A—C—D & I
82.1	P. & S. W. Spur Track.....	F & G
82.2	Engine Dock and Caboose Track	F & G
82.4	Crossover west of Avella Station	F & H
82.6	Avella Team Track.....	F & G
82.8	Pea Vine	F & G
83.0	West Switch Avella Passing Siding	B—D & I
84.7	Jefferson Mine	F & G
85.3	Waverly Mine	F & G
85.7	East Switch Penowa Storage Track	F & G
86.4	Switch to Bell Branch.....	F & G
86.5	West Switch Penowa Storage Track	F & G
86.7	Crossover to Bell Branch.....	F & H
87.6	Dubena Mine	F & G
88.6	Helen Mine	F & G
88.8	Ollett Mine	F & G
89.0	East Switch Rockdale Side Track	F & H
89.9	West Switch Rockdale Side Track	F & G
91.0	East Switch Mingo Junction Passing Siding	A—C—D—I & J
91.6	Switch to Connection with Nickel Plate and Wheeling Steel Co..	F & G
91.7	West Switch Mingo Junction Passing Siding	A—C—D & I

Legend

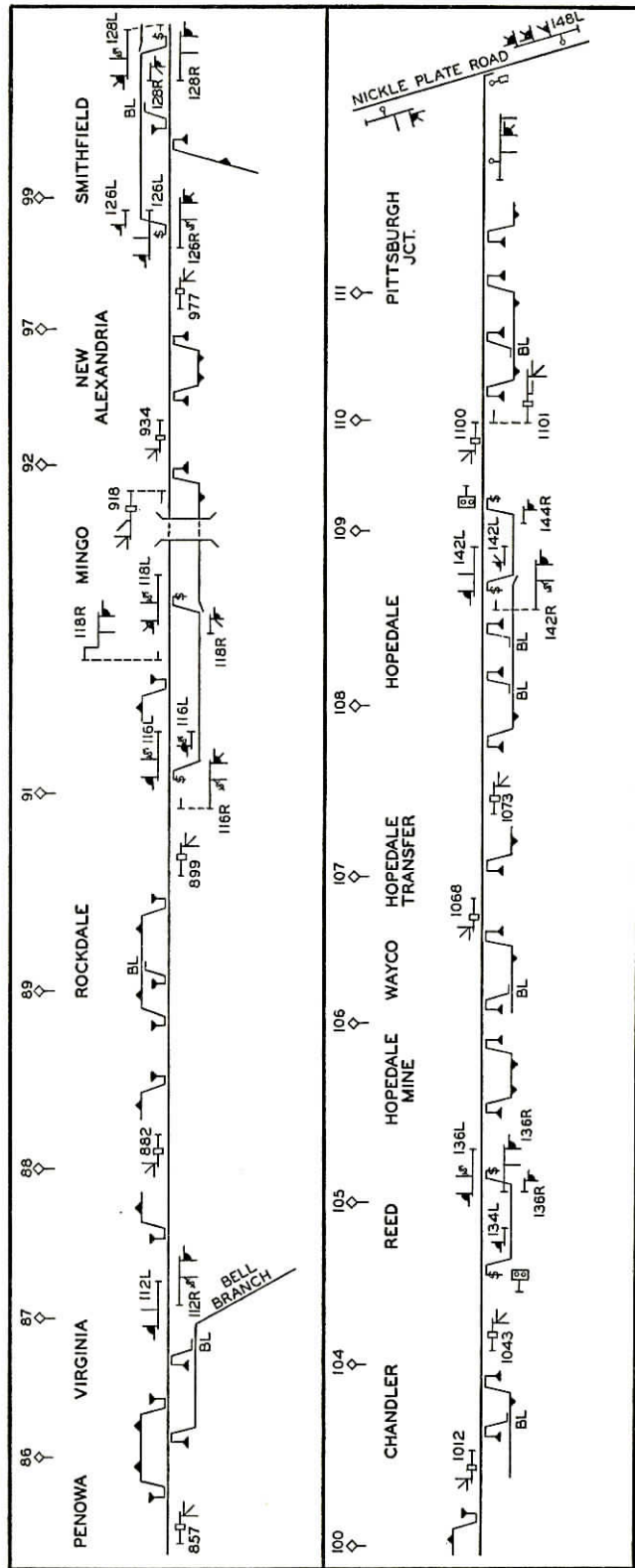
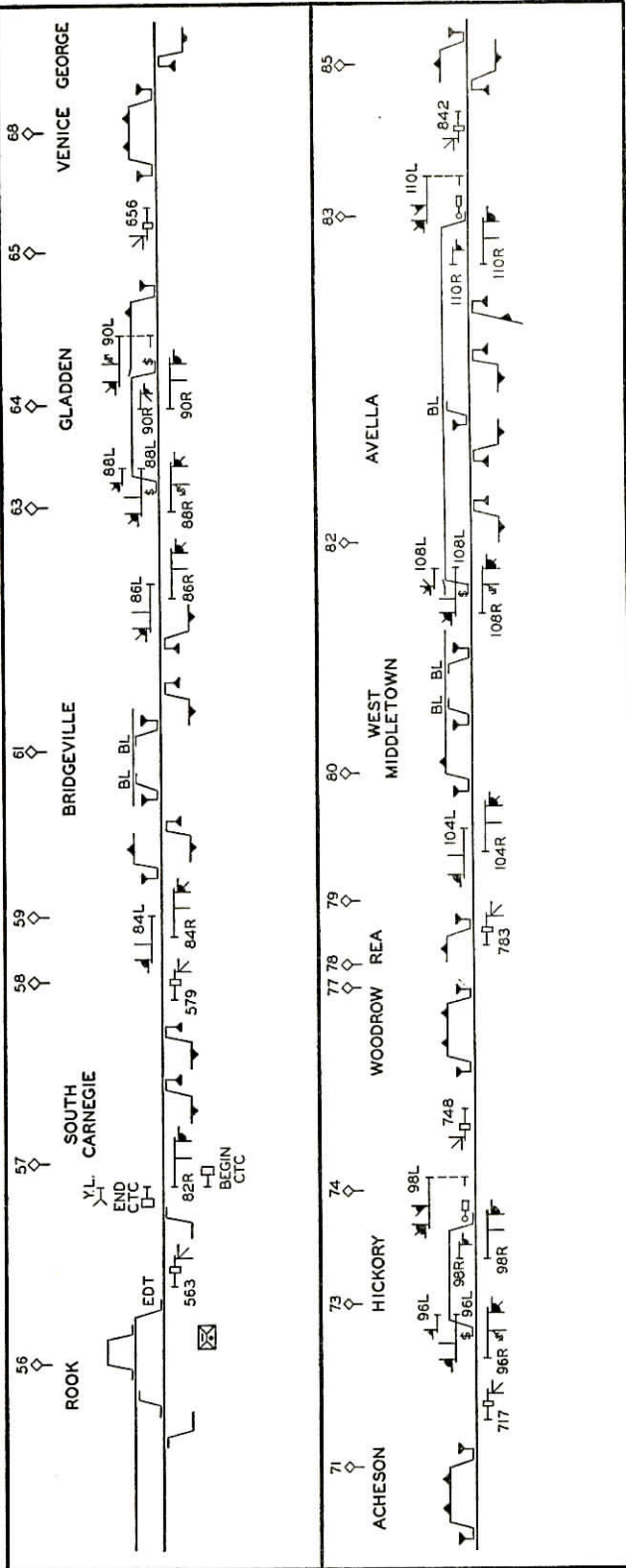
91.9	West Switch Mingo Junction Storage Track	F & G
95.6	East Switch New Alexandria Side Track	F & G
96.2	West Switch New Alexandria Side Track	F & G
98.9	East Switch Smithfield Passing Siding	A—C—D & I
99.3	Betsy Mine	F & G
99.3	Crossover Smithfield	F & H
99.8	West Switch Smithfield Passing Siding	A—C—D & I
100.1	Smithfield Extension Storage Track	F & G
102.8	East Switch Chandler Storage Track	F & H
103.3	West Switch Chandler Storage Track	F & G
104.4	East Switch Reed Passing Siding	A—D & E
105.3	West Switch Reed Passing Siding	A—C—D & I
105.5	East Switch Hopedale Mine....	F & G
105.7	West Switch Hopedale Mine....	F & G
106.2	East Switch Wayco Storage Track	F & H
106.8	West Switch Wayco Storage Track	F & G
107.0	Hopedale Transfer	F & G
107.6	East Switch Hopedale Scale Track	F & G
108.1	Crossover east of Hopedale Scales	F & H
108.5	Crossover west of Hopedale Scales	F & H
108.5	East Switch Hopedale Passing Siding	A—C—D & I
109.2	West Switch Hopedale Passing Siding	A—D & E
110.1	East Switch Pittsburgh Junction Storage Track	F & G
110.5	Crossover east of Pittsburgh Junction Tunnel	F & H
111.1	West Switch Pittsburgh Junction Storage Track.....	F & G
111.1	Switch to Pittsburgh Junction Yard Tracks	F & G

GRAPHICAL SYMBOLS

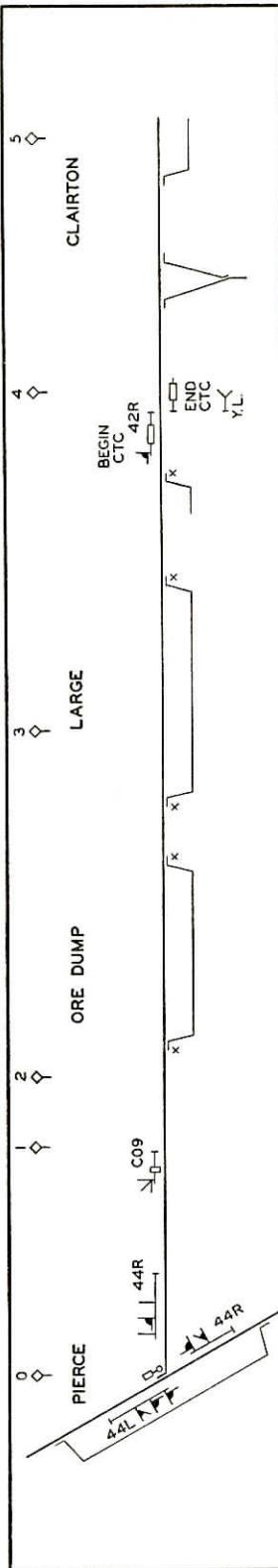


G- GREEN
Y- YELLOW
R- RED

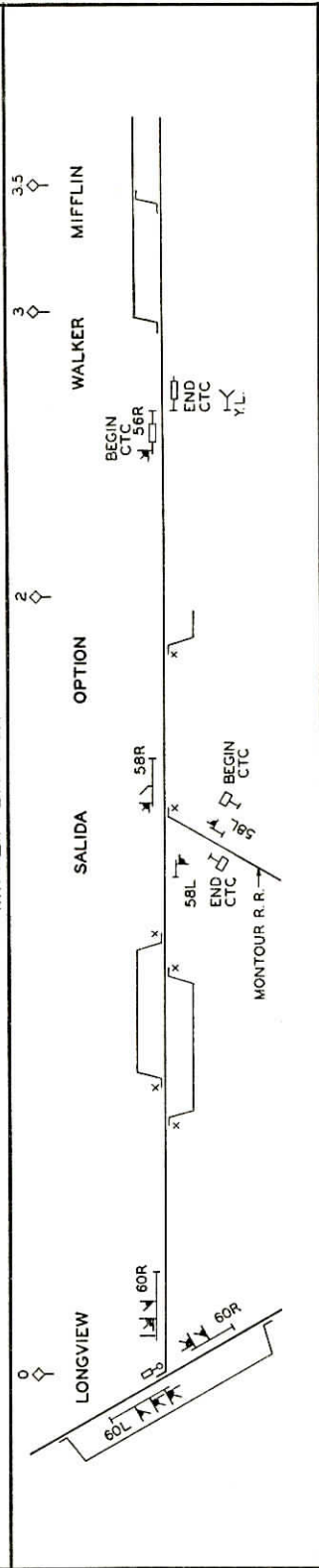
PITTSBURGH DIVISION



CLAIRTON BRANCH



MIFFLIN BRANCH



TONNAGE RATING FOR LOCOMOTIVES

WESTWARD	Diesel Engine			Diesel Engines		NKP Diesel Engines					
	*40			50-60-70 Series		300 Series		400 Series		Multiple Unit	Tons
	Miles per Hour			Single Unit	Tons	Multiple Unit	Tons	Single Unit	Tons		
	6	10	15								
West Belt Jct. to Rook.....	2530	1730	1120	1875	3750	.....	.....	.....	.....	.....	.....
Rook to Hickory.....	3755	2570	1675	2525	5050	.....	.....	.....	.....	.....	.....
Mingo Jct. to Pittsburgh Jct....	3755	2570	1675	2525	5050	.....	.....	.....	.....	.....	.....
Connellsville to Pierce.....	2530	1730	1120	2000	4000	.....	.....	.....	.....	.....	.....
Clairton to Longview.....	2050	1400	900	1600	3200	.....	.....	.....	.....	.....	.....
EASTWARD											
Pittsburgh Jct. to Wayco.....	4570	3135	2050	3200	6400	2625	5250	2625	5250	5250	5250
Mingo Jct. to Hickory.....	3755	2570	1675	2525	5050	2025	4050	2025	4050	4050	4050
West Belt Jct. to Longview....	1980	1510	1075	1700	3400	.....	.....	.....	.....	.....	.....
Pierce to Alto.....	2530	1730	1120	2000	4000	.....	.....	.....	.....	.....	.....
Alto to Connellsville.....	4365	3000	1955	3300	6600	.....	.....	.....	.....	.....	.....
West End to West Belt Jct....	2330	1580	.....	1600	3200	.....	.....	.....	.....	.....	.....

ADJUSTMENT TABLE

- A. Above 60 Degrees Add 6 Tons per Car.
- B. From 60 to 40 Degrees Add 8 Tons per Car.
- C. From 40 to 20 Degrees Add 10 Tons per Car.
- D. From 20 to 10 Degrees Add 12 Tons per Car.
- E. Below 10 Degrees Add 15 Tons per Car.

To figure adjusted train tonnage add adjustment for the prevailing temperature to the gross weight of car.

* When diesel engine 40 is assigned to local and slow freight, use tonnage rating for six (6) miles per hour.
 When assigned to fast freight service use tonnage rating for fifteen (15) miles per hour.