

**THE  
MONONGAHELA RAILWAY  
COMPANY**

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**RIVER DIVISION  
TEN MILE & WAYNESBURG SOUTHERN BRANCH  
R, C, & P BRANCH**

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**TIMETABLE NO. 1**

**In effect 12.01 A.M. Sunday, Nov. 28, 1971**

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**FOR THE  
GOVERNMENT OF EMPLOYEES ONLY**

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**H. J. MARTIN  
Superintendent**

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NOTE- Applies on Pages 4 to 7 inclusive:  
**Rule 221-A** in effect at all Train Order offices unless otherwise indicated.

- B Indicates **Rule 221-B** in effect.  
 C Indicates **Rule 221-C** in effect.  
 K Indicates controlled by.  
 O Indicates automatic interlocking.  
 P Indicates in service part-time.  
 R Indicates remotely controlled from.  
 S Indicates control station at other than Dispatcher's office.  
 X Indicates in service continuously.  
 \* Indicates road radio channel 1.  
 † Indicates road radio channel 2.

Holidays: New Year's, Washington's B'day, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

### MAIN LINE BROWN TO PRICKETT JCT.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Brown	Sidings Assigned Direction			
						West or North	East or South	Both	Car Capacity
X	P	†P		BROWN (PC CROSSING) (P & LE R.R.)	0.0				
				DUNLAP CREEK JCT. (DUNLAP CREEK SEC)	0.9				
		†*		BROWNSVILLE	1.1				
				SOUTH BROWNSVILLE	2.0				
				BIG MEADOW RUN	5.5				
				MAXWELL	7.2				
				EAST FREDERICKTOWN	8.6				
				CP 10 (EAST MILLSBORO) (See Note 1)	10.0				
				ISABELLA	16.1				
				ANTRAM	18.6				
				CP 21 (BROWN'S RUN JCT.) (DUNLAP CREEK SEC) (See Note 2)	21.4				
				HURON	21.6				
				RONCO	22.4				
				MASONTOWN	23.7				
				MT. STERLING	24.3				
				LG PASSING SIDING	24.9			266	
				GRAY'S LANDING	25.6				
				MARTIN	27.4				
				POLAND PASSING SIDING	30.6			90	
				POLAND	31.3				
				DILLINER	33.0				
				WEST POINT MARION	34.0				
				STATE LINE (PA.-W.VA.)	35.7				
				FORT MARTIN	36.9				
				WEST VAN VOORHIS	38.8				
				MN PASSING SIDING	39.2				
				MV SWITCH	40.4				
				MAIDSVILLE YD. OFF CROSSOVER	41.5				
				SX SWITCH	42.0				
				SCOTT'S RUN JCT. (SCOTT'S RUN IND'Y TRACK)	42.1			90	
				RANDALL	42.2				
				AK PASSING SIDING	42.5			131	
				GRANVILLE	43.5				
				MORGANTOWN PASSING SIDING	43.7			5	
				MORGANTOWN	45.3				
				HILDER SIDING	49.1				
				BOOTH	50.8			86	
				TICE	52.5				
				LOCK NO. 12 PASSING SIDING	52.9				
				LOCK NO. 12	53.9				
				LOCK NO. 13	55.4				
				FLAGGY MEADOW	56.6				
				TL TELEPHONE	57.3				
				NATIONAL	57.5				

(Cont. on next page)

- NOTE 1. CP 10- Applies to southward movements only.  
 NOTE 2. CP 21- Applies to northward movements only.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Brown	Sidings Assigned Direction			
						West or North	East or South	Both	Car Capacity
				BRADY PASSING SIDING	58.1				95
				EDNA	58.6				
				LOWSVILLE STORAGE SIDING (INDIAN CRK JCT.)	59.9				
				S. END LOWSVILLE STOR. SIDING	60.8				
				BYRNE PASSING SIDING	61.6				36
				S. END MINE NO. 93	62.2				
				PRICKETT CREEK JCT. (FAIRMONT- SEC.) (R. C & P BRANCH)	63.4				

The direction from Brown to Prickett Creek Jct. is Southward.  
 MP numbers shown on station pages will govern in all instances.

Interlocking, Block and Block-Limit Stations in service part-time as follows:

STATION	HOURS IN SERVICE
Brown	7.01 A.M. Monday to 3.01 P.M. Sunday.

### TEN MILE AND WAYNESBURG SOUTHERN BRANCH (Formerly the Ten Mile Run and Waynesburg Southern Branches.)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Ten Mile Run Jct.	Sidings Assigned Direction			
						West or North	East or South	Both	Car Capacity
				TEN MILE RUN JCT. (TEN MILE RUN BRANCH)	0.0				
				BESCO	1.5				
				CLARKSVILLE	3.1				
				EMERALD	3.8				
				MATHER	8.2				
				WAYNESBURG	16.6				

\*Distance from Ten Mile Run Jct.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Waynesburg	Sidings Assigned Direction			
						West or North	East or South	Both	Car Capacity
				WAYNESBURG (WAYNESBURG SOUTHERN BRANCH)	0.0				
				W & W CONNECTION TRACK (PC)	0.2				
				ROGERSVILLE	6.4				
				HOLBROOK	9.0				
				WOODRUFF	10.0				
				WHITE COTTAGE	10.3				170
				PINE BANK	16.5				
				WANA JCT. (WANA INDUSTRIAL TRACK)	20.2				
				CLIFF WYE (MIRACLE RUN SECONDARY)	22.5				
				BLACKSVILLE	24.5				
				BLACKSVILLE NO. 1	25.9				
				END OF TRACK	27.3				

\*Distance from Waynesburg.

The direction from Ten Mile Run Jct to End of Track is Southward.

### R. C & P BRANCH

(Formerly Rivesville, Catawba & Paw Paw Branches.)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Prickett Creek Jct.	Sidings Assigned Direction			
						West or North	East or South	Both	Car Capacity
				PRICKETT CREEK JCT.	0.0				
				H T TELEPHONE	1.1				
		C*P		CATAWBA JCT. (AJ TOWER) (See Notes 1 & 2)	3.2				
				GRANT TOWN TELEPHONE	7.4				
				KEYPORT	9.7				
				LOVERIDGE MINE	13.9				
				END OF TRACK	15.5				

The direction from Prickett Creek Jct. to End of Track is Southward.

\*Distance from Prickett Creek Jct.

- NOTE 1. Referring to Rule 221-C. STOP. Rule 292, displayed at AJ will indicate Train Orders for approaching trains in lieu of Train Order Signal.  
 NOTE 2. Former north leg of WYE, Catawba Jct., redesignated as a portion of Main track of R. C & P Branch.

Interlocking, Block and Block-Limit Stations in service part-time as follows:

STATION	HOURS IN SERVICE
Catawba Jct. (AJ)	11.45 p.m. Sunday to 3.45 p.m. Saturday.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>NEMACOLIN SECONDARY</b>						
				TEN MILE RUN JCT.....	0.0					
				RICE'S LANDING.....	2.8					
				CRUCIBLE PASSING SIDING.....	4.5					
				CRUCIBLE.....	4.6					
				JACOB'S FERRY.....	7.3					
				NEMACOLIN.....	11.3					

\*Distance from Ten Mile Run Jct.

The direction from Ten Mile Run Jct. to Nemacolin is Southward.

### MIRACLE RUN SECONDARY

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>MIRACLE RUN SECONDARY</b>						
				MIRACLE RUN JCT.....	0.0					
				FEDERAL NO. 2 MINE.....	4.5					
				END OF TRACK.....	5.9					

\*Distance from Miracle Run Jct.

The direction from Miracle Run Jct. to End of Track is Southward.

### FAIRMONT SECONDARY

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>FAIRMONT SECONDARY</b>						
				PRICKETT CREEK JCT.....	63.4					
				RADCLIFFE.....	64.1					
				NORTH FAIRMONT.....	67.2					
				FAIRMONT (END OF TRACK).....	69.0					

\*Distance from Brown.

The direction from Prickett Creek Jct. to End of Track is Southward.

### DUNLAP CREEK SECONDARY

(Formerly Dunlap Creek Branch)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>DUNLAP CREEK SECONDARY</b>						
				DUNLAP CREEK JCT.....	0.0					
				SIMPSON.....	2.8					
				ALLISON PASSING SIDING.....	3.7					
				ALLISON.....	3.8					
				MERRITTSTOWN.....	5.2					
				ORIENT PASSING SIDING.....	5.4					
				REPUBLIC.....	6.1					
				LILLY RUN JCT. (LILLY RUN IND'Y TRACK).....	6.2					
				ORIENT.....	7.1					
				FAIRBANK.....	8.5					
				FOOTEDALE.....	10.5					
				HESS PASSING SIDING.....	11.4					
				ACHE.....	13.3					
				COFFMAN PASSING SIDING.....	13.8					
				LECKRONE.....	15.0					
				PARKER PASSING SIDING.....	15.4					
				BROWN'S RUN JCT.....	18.6					

The direction from Dunlap Creek Jct. to Brown's Run Jct. is Southward.

MP numbers shown on station pages will govern in all instances.

\*Distance from Dunlap Creek Jct.

### PC WEST BROWNSVILLE SECONDARY

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>PC WEST BROWNSVILLE SECONDARY</b>						
				WEST BROWNSVILLE STATION.....	1.2					
				DENBO.....	3.6					
				VESTA SIDING.....	5.8					
				TEN MILE RUN JCT. (MRR).....	10.1					

\*Distance from West Brownsville Jct.

The direction from (WB) West Brown to Ten Mile Run Jct. is Southward.

MP numbers shown of station pages will govern in all instances.

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>SCOTT'S RUN INDUSTRIAL TRACK</b>						
				SCOTT'S RUN JCT.....	0.0					
				OSAGE.....	1.0					
				PURSGLOVE.....	1.9					
				GUSTON.....	2.5					
				CASSVILLE.....	4.2					
				LEMLEY.....	6.6					
				CHAPLIN (END OF TRACK).....	15.8					

\*Distance from Scott's Run Jct.

The direction from Scott's Run Jct. to Chaplin is Southward.

### WANA INDUSTRIAL TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>WANA INDUSTRIAL TRACK</b>						
				WANA JCT. (MP 20.2).....	0.0					
				BLACKSVILLE NO. 2.....	1.5					

\*Distance from Wana Jct.

The direction from Wana Jct. to Blacksville No. 2 is Southward.

### LILLY RUN INDUSTRIAL TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from	Sidings Assigned Direction Car Capacity 50 ft. cars				
						West or North	East or South	Both		
				<b>LILLY RUN INDUSTRIAL TRACK</b>						
				LILLY RUN JCT.....	0.0					
				THOMPSON NO. 2 WORKS.....	1.1					
				TOWER HILL NO. 2 WORKS.....	1.1					

\*Distance from Lilly Run Jct.

The direction from Lilly Run Jct. to Tower Hill No. 2 Works is Southward.

MP numbers shown on station pages will govern in all instances.



# SPECIAL INSTRUCTIONS GENERAL RULES

**100M-A1.** Train, Engine and Other Transportation employes are required to know the Safety Rules. They are also required to know the meaning, intent and application of the Rules.

Conductors and Enginemen will assure themselves that members of their crew also know and fully understand the Rules.

## 100N-A1. OTHER RAILROADS

West Brownsville Secondary: Monongahela Railway train and engines may operate on the West Brownsville Secondary between WB Jct. and Ten Mile Run Jct. when authorized by MRY. dispatcher on verbal permission of operator at Brown. Track owned by PC Railroad.

Leckrone: MRY. crews must protect their movements when operating on B & O R.R.

## PERSONAL INJURIES

**100R-A1.** Injuries to persons must be reported immediately to the Superintendent on the proper forms.

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay. A member of the crew or other agent of the Company will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

The bodies of persons killed or found dead on property of the Company, must not be moved from one State to another State, nor in West Virginia from one County to another County, without instructions from proper authority.

Conductors are required to furnish the necessary reports and in addition engine-men are required to furnish the Master Mechanic and Train Master accident reports covering derailments, damage and failure of engines, also personal injuries to engine-men.

In the preparation of accident reports, Form C.T. 6, for instances involving automobiles, busses, motor trucks or motorcycles, it is essential to include under Item U-"Remarks" information as to whether driver of vehicle had in his possession a Driver's License or Learner's Permit; if in possession of the latter, was any passenger of vehicle in possession of a Driver's License; also, if driver or any passenger was in possession of Ownership Card, at the time of accident, giving names and addresses of all such persons, as well as the names and addresses of all occupants of the motor vehicle involved.

**Form G-9,** Identification card, will accompany every injured person sent by the Railway Company to any Surgeon.

**Form G-17,** Surgeon's Accident Discharge Report, will be given to the person under care of the Company Surgeon when injured party is able to resume duty, or is discharged from care of the Surgeon. The employing officer will not permit any person, under care of Surgeons, to resume duty until the card has been presented to him, showing that the person is able to resume duty.

## 100R-A2. MEDICAL OFFICERS AND SURGEONS

All examinations in the Medical Department are performed by appointment only, except in case of emergency.

LOCATION	NAME and ADDRESS	TELEPHONE NUMBER
Brownsville, Pa.	T. E. Park, Physical exams. daily except Sat., Sun. & Holidays. Union Station Bldg.	785-5661 Office
Fairmont, W. Va.	J. D. Romino,	366-0891 Office 366-0998 Res.
Fredericktown, Pa.	L. D. Harshman,	377-3255 Office 377-3244 Res.
Waynesburg, Pa.	W. B. Clendenning,	627-9495 Office

## 100R-A3. LOCATION OF HOSPITALS

LOCATION	NAME and ADDRESS	TELEPHONE NUMBER
Brownsville, Pa.	Brownsville General Hospital	785-7200
Fairmont, W. Va.	Fairmont General Hospital	363-2400
Morgantown, W. Va.	W. Va. Medical Center	293-5341
Waynesburg, Pa.	Greene County Memorial Hospital	627-3101

# OPERATING RULES

## STANDARD TIME

**1001-A1.** The "Uniform Time Act of 1966" (Public Law 89-387) provides in part, that the standard time of each time zone shall be advanced one hour commencing at 2:00 A.M. on the last Sunday of April of each year and ending at 2:00 A.M. on the last Sunday of October of each year. Such time as so advanced shall be the standard time of each time zone during such period.

In compliance therewith, in the application of Rules 1 and 2, all clocks and watches must be so adjusted to conform to this change in Eastern Standard Time which will be in effect each year.

Eastern Standard Time is in effect on the Monongahela Railway.

## STANDARD CLOCKS

**1002-A2.** Standard Clocks are located in Block and Train Order Stations listed in the chart under Rule 1075-A1. (Location of Bulletin Boards and Books, Train Registers and Standard Clocks.)

## EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS

**1013-A1.** Emergency Signals-Whistle, Horn or Oscillating white light in service as follows:

Brown Interlocking Station

## TRAIN SIGNALS

**1019-A.** Night signals will be displayed on rear of trains while passing through tunnels.

**1019-A6.** Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on the Monongahela Railway.

**1019-A2.** In the application of Rule 19, the use of reflectorized marker is prohibited as follows:

PC Railroad, Pittsburgh Division:  
All territory during night hours.

## USE OF SIGNALS

### Fusees and Torpedoes

**1035-A1.** On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

**1035-B.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	6
Engine Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
Detector Cars and Burro Cranes	6	12

NOTE—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

## SUPERIORITY OF TRAINS

**1072-A1.** On single track, Northward trains are superior to Southward trains of the same class in opposite direction.

## GENERAL ORDERS—BULLETIN ORDERS

**Bulletin Board — Employees Register — Train Register — Standard Clocks.**

1075-A1. Location of Bulletin boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this Railway.

**NOTE—X indicated in service.**

Bull. Orders and Books	Employee's Register	Train Register	Standard Clocks	Location	Other Regions Divisions And Railroads	Note
X	X	.....	X	South Brownsville Yard Office	P&LE PC	
X	.....	.....	X	Dispatchers Office (BS)		
X	X	.....	.....	Trainmen's Room—Maidsville		
X	X	.....	.....	Trainmen's Room Fairmont		

### 1075-A3. BULLETIN ORDERS MRY

Before trains and engines enter Main Track, Secondary or Sidings, Conductor and/or Engineman must ascertain that the other has read latest Bulletin Order in effect or has been issued a copy of the Bulletin Order in effect on the territory over which they are to operate. MRY Train Dispatcher must be notified to this effect before permission to occupy Main Track, Secondary or Sidings is given.

## TRAIN INSPECTION SIGNALS

1078-A1. Train inspection signals and detectors in service as follows:

Division or Branch	Detector Location	Type of Detector	Track	Direction of Operation	Location of Train Inspection Signals	Note
River Division	MP 24	H	Single	North	Located at CP 21	1-3-4
River Division	MP 24	H	Single	South	Located on mast of Signal No. 262	1-3-4
River Division	MP 53.7	H	Single	North	Located at MP 51.1	1-3-4
River Division	MP 53.7	H	Single	South	Located at MP 56.3	1-3-4
WS Branch	MP 2.2	H D	Single	Both	Located east side of track MP 2.2	1-2-3 5

NOTE 1. H Indicates hot box detector.

NOTE 2. D Indicates dragging equipment detector.

NOTE 3. When trains are stopped because of Hot Box indicator actuated, a member of the crew must inspect the journals on car or cars in train so indicated by the operator or dispatcher and in the event no Hot Box is found on said car or cars, inspection must be made on the (3) cars in advance and the (3) cars in the rear of said car for hot journal.

NOTE 4. Reference to Rule 78, in lieu of steady or flashing lunar white D, H or E, a flashing red light will be displayed at signal locations.

NOTE 5. Be governed by the following illustrations and instructions at MP 2.2 Waynesburg Southern Branch. When yellow light is flashing in lieu of letter E at this location, employees will be governed by Rule 78, para. (d).

Dragging Equipment Detector located at MP 2.2, Waynesburg Southern Branch:

**Fig. 1** Train enters detector site. Display Board is automatically illuminated by built-in fluorescent lights. Digital readout is not activated.

Dragging Equipment light not burning.

**Fig. 2** Hot box is detected on right (or left) side of train. Right (or left) alarm signal lamp on top of Display Board immediately starts flashing. Locator-Control Unit starts to count axle pulses from point where hot box is detected.

Dragging Equipment light flashing. (See Note 5)

**Fig. 3** After train passes detector site, bi-directional Display Board reflective elements are automatically actuated to indicate location of hot box.

Dragging Equipment light flashing. (See Note 5)

**Fig. 4** If no hot boxes are detected, the Display Board digital readout will indicate "000", and remain on for 90 seconds.

**Fig. 5** If left and right alarm signal lamps are both flashing (but not center alarm lamp), this indicates a hot box on both sides of train. Display board reads location of first hot box detected—in this example, 118 axles from rear end of train.

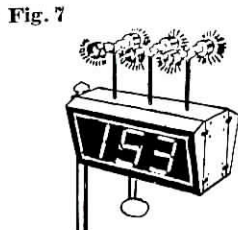
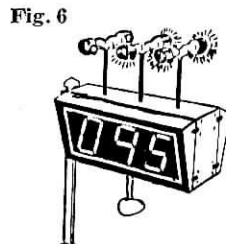
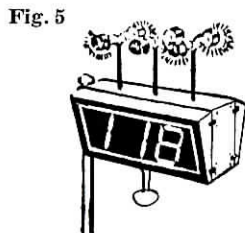
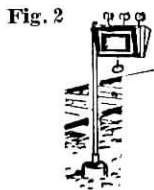
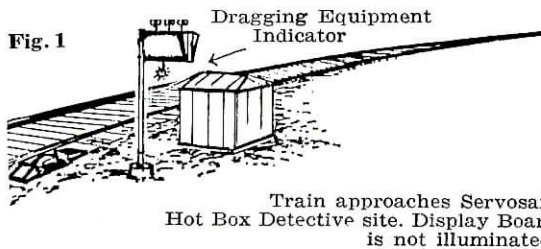
**Fig. 6** Flashing center alarm lamp and flashing right (or left) lamp means that more than one hot box has been detected on the right (or left) side of train. Display Board reads location of first hot box detected—in this example, 95 axles from rear end of train.

**Fig. 7** Flashing of all three alarm lamps signifies that one or more hot boxes has been detected on each side of the train. Display Board reads location of first hot box detected—153 axles from rear end of train.

(cont.)



1078-A1. Train inspection signals and detectors in service as follows: (Cont.)



**Movement of Trains by Timetable and Train Order Only:**  
**1091-A1. Movement of Trains on Main Tracks by Timetable and Train Order Only Where No Form of Block Signal System is in use.**

Track	Between	And	Note
River Division	2255 ft. south of Morgantown station	Prickett Creek Jct.	1
R, C, & P Branch	Prickett Creek Jct.	End of Track MP 15.5	1
Ten Mile Run-Waynesburg Southern Branch	Ten Mile Run Jct.	End of Track MP 27.3	1

NOTE 1. Trains and engines must not occupy Main track within these limits without verbal permission of Operator on Authority of Dispatcher. All movements must be reported clear.

**YARD LIMITS**

1093-A1. Yard Limits indicated by yard limit signs as follows.

**RIVER DIVISION**

Track	Between	And	Note
Single	South end MN Siding	North end Morgantown Passing Siding	1

**WAYNESBURG & WASHINGTON RAILROAD**

Single	Connection with Mon Railway	500 ft. east of switch to Manufactures Light & Heat Co. siding	1
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NOTE 1. Trains and engines must not occupy Main track within these limits without verbal permission of Operator on Authority of Dispatcher. All movements must be reported clear.

1093-A2. S-93 is in effect as follows:

**RIVER DIVISION**

Track	Between	And	Note
Single	South end MN Siding	North end Morgantown Passing Siding	

**WAYNESBURG & WASHINGTON RAILROAD**

Single	Connection with Mon Railway	500 ft. east of switch to Manufactures Light & Heat Co. siding	
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**1103-A1. Public Crossings at Grade**

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

**Tubular Train**—When tubular equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

**Column Table For Public Crossings At Grade**

X—Indicates Method Of Operation.

**COLUMN 1**—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

**COLUMN 2**—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

**COLUMN 3**—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

**COLUMN 4**—Apparatus provided to interrupt operation at automatic highway crossing protection manually.

**COLUMN 5**—Trains or engines must stop within limit marked by yellow stripe on side of rail (Approx. 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

**COLUMN 6**—Highway crossing protection must be operated manually to protect train movement.

**RIVER DIVISION**

Location	Crossing	Track	See Column Table						Note
			1	2	3	4	5	6	
S. Brownsville, Pa.	17th. Street	No. 1 & No. 2 Main Tracks	...	X	...	...	...	...	1-2-3-5
Fort Martin Power Plant	1700 ft. So. of M.P. 36	Single	...	X	...	...	...	...	1-5
West Van Voorhis Station	1960 ft. N. of Station	Single	...	X	...	...	...	...	1-5
Granville	1013 ft. So. of Granville	Single	...	X	...	...	...	...	1-4-5
Lowsville Storage (Indian Crk Jct.)	2200 ft. N. of Indian Crk Jct.	Single	...	X	...	...	...	...	1-5

**TEN MILE & WAYNESBURG SOUTHERN BRANCHES**

Waynesburg	Porter Street	Single	...	X	...	...	...	...	1-5
Waynesburg	Morgan Street	Single	...	X	...	...	...	...	1-5
Waynesburg	Washington St.	Single	...	X	...	...	...	...	1-5
Brave	225 ft. So. of MP 21	Single	...	X	...	...	...	...	1-5
Brave	215 ft. So. of MP 22	Single	...	X	...	...	...	...	1-5
Blacksville	W. Va. Route 7	Single	...	X	...	...	...	...	1-5

**MIRACLE RUN SECONDARY**

Brave	1975 ft. So. of MP O.O	Secondary	...	X	...	...	...	...	1-5
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NOTE 1. Trains or engines approaching crossing must not exceed Restricted Speed over crossing when indicating lights are not flashing. Report failures to Dispatcher.

NOTE 2. Trains or engines moving against the current of traffic must not foul crossing until protection is provided by a member of the crew.

NOTE 3. Northward trains and engines using No. 1 Main track, must stop south of circuit post when stopping to do work. Circuit post located south of 17th. Street crossing 900 feet.

NOTE 4. Northward trains or engines stopping on Main track must stop south of clearance sign, located 1000 feet south of crossing.

NOTE 5. Trains must not obstruct any public crossing at grade for more than (5) five minutes.

**1103-A2.** Attention is called to the following extract from an order issued by the Pennsylvania Public Utility Commission, State of Pennsylvania.

"A light shall be displayed on the head end of drafts of railroad cars being pushed or dropped over a public highway crossing, at grade, during hours of darkness whether or not the tracks constitute a part of a railroad yard, except at times when such crossing is protected either by gates, automatic highway crossing signals, watchman or train service employees."

**1103-A3.** A member of the crew must provide protection before trains or engines foul the following public crossings at grade:

Mabel Mine No. 3—Single Track.

Winfield St. Crossing on siding of Alcan Aluminum Co.—Single Track.

Routes No. 7 & 19 over Pursglove Mine No. 8—Scotts Run Ind'y Track.

Siding, Fayette Co. Grocery Assoc.—Dunlap Creek Branch.

NOTE—Trains and engines must approach grade crossing, 540 feet south of Market St. Tunnel, Dunlap Creek Branch at RESTRICTED SPEED.

**1104-A1. Normal Position of Switches and Crossovers at Specified Locations**

Switches Located At	Connecting	With	Normal Position IS For Movement
Prickett Creek Jct.	Single Main Track	R, C & P Branch	R, C & P Branch
Dunlap Creek Branch	Single Main Track	South End of Market St. Sdg.	To Market St. Siding
Brown	No. 1 Main Track	Brownsville Running Track	From No. 1 Main Track to Brownsville Running Track

**1105-A1. Spring Switches Located**

Location	Normal Position	Route For Which Sprung	Note
CP10 (East Millsboro)	From Single Track To No. 1 Main Track	No. 2 Main Track To Single Track	1

NOTE 1. After train or engine movement from No. 2 Main track to Single track has been made southward, a member of the crew must ascertain that Spring Switch has returned to normal. Switch indicating light must be green. If switch or indicating light does not return to normal, it must be reported to Train Dispatcher promptly.

**Secondary Tracks**

**1110-A1.** Trains and engines will protect against following movements on the Secondary tracks as indicated:

**MONONGAHELA RAILWAY**

Track	Between	And	Note
Fairmont Secondary	Prickett Creek Jct.	End of Track	1-2
Dunlap Creek Secondary	Dunlap Creek Jct.	Brown's Run Jct.	1
Miracle Run Secondary	Cliff Wye	End of Track	1
Nemacolin Secondary	Ten Mile Run Jct.	End of Track	1

**PC RAILROAD**

West Brownsville Secondary	West Brown (WB)	Ten Mile Run Jct.	3
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NOTE 1. May be used on verbal permission of Operator when authorized by Dispatcher.

NOTE 2. Protection against following movements is not required between North Fairmont station siding and End of Track.

NOTE 3. May be used on verbal permission of Operator at Brown when authorized by MRV Dispatcher.

Sidings			
1111-A1. Referring to Rule 111. Trains and engines will use the following sidings on permission of Operator and authority of Dispatcher. Report must be made to Operator or Dispatcher when cars are set upon or moved from sidings.			
RIVER DIVISION			
Location		Capacity	Note
Market Street		75	
LG	Between N. end & Gray's Landing Station	80	
	Between Gray's Landing Station & S. end	186	
Poland	N. of Crossover	45	
	S. of Crossover	45	
MN		128	
AK		90	
Morgantown	N. of Crossover	72	
	S. of Crossover	59	
Hilder		5	
Lock No. 12		86	
Brady		95	
Byrne		36	
DUNLAP CREEK SECONDARY			
Allison		79	
Orient	N. of No. 1 Crossover	65	
	Between No. 1 & No. 2 Crossover	11	
	S. of No. 2 Crossover	40	
Hess		17	
Coffman		39	
Parker		38	
NEMACOLIN SECONDARY			
CU (Crucible)		45	
TEN MILE & WS BRANCH			
White Cottage		170	
Storage Sidings			
1111-A2. Report must be made to Train Dispatcher when cars are set upon, or moved from storage sidings. Storage Sidings must not be depended upon for passing points unless known to be clear for this purpose.			
Location		Capacity	Note
Huron		56	
Gray's Landing No. 1		58	
Gray's Landing No. 2		48	
Lowsville No. 1		83	2
Lowsville No. 2		76	2
Lowsville No. 3		76	2
North Fairmont No. 1		20	2
North Fairmont No. 2		20	2

R, C, & P BRANCH				
Hite	North of No. 1 crossover		74	2
	South of No. 2 crossover		89	2
Morgan			25	2
Catawba			14	2
NOTE 2. In addition to above instructions, crews must also report to yard master at Madsville.				
Running Tracks				
1112-A1.				
Track	Between	And	Note	
Big Meadow Running Track	Signal 42	Signal 62	1	
Brownsville Running Track	Jct. switch of No. 1 and No. 2 Main Tracks	Brown Interlocking	2	
NOTE 1. That portion of No. 2 Main track between Automatic signals 42 and 62, designated as Big Meadow Running Track. When Automatic Block Signal 42 or 52 indicates proceed, trains and engines may proceed according to ABS rules. When Automatic signal 42 or 52 indicates Stop and Proceed, Rule 291, trains and engines will contact employee in charge or proceed under flag protection. In the application of Rule 112, Big Meadow Running Track must not be used without verbal permission of the employee in charge as shown: *YARDMASTER -- When on duty. *DISPATCHER -- At all other times unless otherwise provided. *Authority for issuing permission to use Big Meadow Running Track and pertinent information relating thereto, must be properly transferred.				
NOTE 2. Brownsville Running Track extends from Jct. (N. end) of No. 1 and No. 2 Main tracks to Brown Interlocking Permission to use Brownsville Running Track must be obtained from operator at Brown. Southward movements from Brownsville Running Track to No. 2 Main track will normally receive a STOP and PROCEED indication, Rule 291, on signal 04 until switch at end of No. 1 and No. 2 Main tracks is lined for movement to No. 2 Main track. Northward movements from No. 1 Main track may proceed to Brownsville Running Track on signal indication, Rule 290. Northward movements from No. 2 Main track to Brownsville Running Track must stop at STOP signal, Rule 292, displayed on dwarf signal located on right side of No. 2 Main track, and must not proceed without permission of operator at Brown.				
Yard Tracks				
1113-A1. Employees are to be on the lookout for gates, cranes, etc., on the following tracks, and are governed by the following instructions: Traveling Crane fouling tracks at Marine Ways Connection.				
Gates across Nos. 1 & 2 sidings, north of No. 2 connection switch, Vesta Coal Co.				
Gates across Nos. 1 & 2 sidings, south of No. 2 connection switch, Vesta Coal Co. The above gates equipped with private locks and will be opened by employe of Vesta Coal Co. plant when required.				
Employes performing work of placing cars for loading at Vesta Coal Coal Preparation Plant, must not block drive-ways or private grade crossings over Nos. 1, 2 & 3 sidings.				
Private road crossing over sidings. Poland Mine, Poland, Pa. must not be blocked				
Portable footwalk, 4 feet high across Nos. 1 & 2 sidings at Alcan Aluminum Corp.				
Gate across siding, Republic Construction Co. has Republic Construction Co. lock.				
Door across siding to warehouse of Fayette Co. Grocers Assoc. Private lock.				
Gates across Nos. 1 & 2 sidings, Magazine Lumber Co. Gates closed but not locked.				



Track Assignments			
1151-A1. Single Track.			
<b>RIVER DIVISION</b>			
Track	Between	And	
Main	CP 10 (East Millsboro)	Prickett Creek Jct.	
<b>R. C. &amp; P BRANCH</b>			
Main	Prickett Creek Jct.	End of Track MP 15.5	
<b>TEN MILE &amp; WAYNESBURG SOUTHERN BRANCH</b>			
Main (TM Branch)	Ten Mile Run Jct.	Waynesburg MP 16.6	
Main (WS Branch)	Waynesburg MP 0.0	End of Track MP 27.3	
1151-A2. Single Track Current of Traffic or TCS as follows:			
<b>RIVER DIVISION</b>			
Main Line Between:	Single	No. 1	No. 2
CP 10 (East Millsboro) & CP 21 (Brown's Run Jct.)	TCS		
1151-A3. Two or More Tracks. Current of Traffic or TCS as follows:			
<b>RIVER DIVISION</b>			
Main Line Between:	No. 1	No. 2	Note
Brown & Signal 42		South	1
Signal 62 & CP 10 (East Millsboro)		South	
CP 10 (East Millsboro) & Brown	North		
NOTE 1. That portion of former No. 2 Main track between signal 42 and signal 62 changed to Big Meadow Running Track. See Rule 1112-A1. Tracks are numbered from east to west.			
1151.D1. Secondary Tracks of No Assigned Direction. (Secondaries)			
Track	Between	And	Note
Fairmont Secondary	Prickett Creek Jct.	End of Track	
Dunlap Creek Secondary	Dunlap Creek Jct.	Brown's Run Jct.	1
Miracle Run Secondary	Cliff Wye	End of Track MP 5.9	
Nemacolin Secondary	Ten Mile Run Jct.	End of Track	
NOTE 1. All trains must stop with equipment clear of Simpson Tunnel and may proceed at RESTRICTED SPEED when preceded by a member of the crew.			
<b>PC (West Brownsville Secondary)</b>			
West Brownsville Secondary	West Brown (WB)	Ten Mile Run Jct.	

## FREIGHT TRAIN OPERATION

### Monongahela Railway Company

In determining loaded, empty or mineral trains the following will govern:

Loaded Trains .....More than 40% loaded cars.

Empty Trains .....40% or less loaded cars.

Mineral Trains .....30 loaded cars or 25% or more cars loaded with mineral or grain.

1155-A1. The number of units coupled together and operated from one control must not exceed 12. Enginemen consists with more than 20 traction motors on line must not use full power in pulling below 12 M.P.H., and must use care in applying power at speeds below 20 M.P.H.

The number of whole units on the line on the front or rear of freight trains must be such that not more than the following number of traction motors are powered.

FRONT END	Number of Motors
Freight trains	20
REAR END, Pushing solid loaded mineral freight trains	24

#### LIGHT MOVEMENTS

NO LIMIT

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits. Individual motor circuits on a unit must not be cut out unless that circuit is defective.

When insulating units to reduce power on line, sufficient units must be isolated so as not to exceed the above limits. Do not isolate the lead unit.

#### 1155-A2. Applying and Releasing Dynamic Brake

Enginemen must apply dynamic brake with care. Hold selector lever in "OFF" position for 12 seconds when transferring from power to dynamic braking. Apply dynamic brakes slowly and smoothly.

Enginemen must consume at least 12 seconds between "OFF" and ½ applied position.

Enginemen must use 12 additional seconds between ½ and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to ½ position on dynamic brake control at speeds below 15 MPH.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to ½ position on dynamic brake control below 20 MPH.

Instructions 18-g of Brake and Train Air Signal Instructions (EC-99), changed.

#### 1155-A3. Diesel Road Switches, Switchers and Freight Units in Multiple Service.

Diesel units, including dead diesel units, handled in a train, which are not equipped with coupler stops or alignment control features must not be operated when coupled to each other except:

When they are the first two units on the front of the train.

When they are the last two units on the rear of a train.

When they are in passenger or mail and express service.

When they are moving light.

When diesel units, except when received as a single consist from enginehouse territory, are coupled in any position on a train so that 2 or more units are coupled together, it shall be the enginemen's responsibility to know, before preceeding, that the units in his charge are equipped with coupler stops, so as to comply with the above instructions.

1155-A4. When pushing freight trains enginemen of all pusher engines will ease off throttle passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.



**1155-A5.** Diesel road locomotives must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (Or Passenger Lap), except when coupled to a freight train. Locomotives operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

- Rotair Valve operating "A" unit set in "Pass" position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Rotair Valve trailing "A" unit set in "Pass Lap" position.

NOTE - See EC-99, Page 12, for Standard Pressures.

#### 1155-A6. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until locomotive units have passed over the crossing.

**1155-A7.** On EMD Psgr. Units only, when speed of train drops below 27 MPH, the throttle must be returned to idle position before attempting to accelerate the train.

#### 1155-A8. Retaining Valves.

Except when using locomotives which are equipped with pressure-maintaining equipment, Rule 18-o of PC Brake and Train Air Signal Instructions must be observed as follows:

The retaining valves shall be turned up from the front to the rear of train and shall be turned down from the rear to the front of train.

On the three position retaining valves, the retaining valve handle will be placed in the high pressure position or at an angle of forty-five (45) degrees on loaded cars and in the low pressure position or horizontal on empty cars. On two position retaining valves, the retaining valve handle will be placed in the horizontal position. (See EC-99 Page 61, for 3 and 4 position type retaining valves).

The release position of all retaining valves is with the handle vertical or straight down.

On grades requiring the use of retaining valves the engineman will adjust brake-pipe pressure to (90) lbs.

Conductor must notify engineman when the required number of retaining valves on the train have been turned up.

In order to avoid exceeding the maximum permissible speed and to verify that the retaining valves are functioning, the engineman will make a brake application as soon as practicable after starting down grade, followed by additional applications to keep the train speed uniform.

Brake-pipe pressure must not be permitted to fall below seventy (70) lbs. without being in position to safely release brakes and re-charge auxiliary reservoirs.

Hand brakes must be used to hold trains on grades when stopped and when engine is detached from train.

**1155-A9.** On March 28, 1966, the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 18 requiring:

"When the horsepower to be used by pusher engine or engines behind a cabin car exceeds 3,500 horsepower, the train crew shall, before such a move is made, vacate the cabin car and occupy the pusher engine or a cabin car behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of cutting off, on the fly, pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower."

**1155-A10.** When Welded Rail Train is being handled on grades it must not be separated from engine unless accompanied by a sufficient number of cars with operative hand brakes and train secured.

When placed in yards, sidings or similar tracks, wheels of welded rail train must be blocked or otherwise secured in addition to hand brakes, so as to prevent movement when engine is detached.

**1155-A11.** Freight trains leaving yards, fueling tracks, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train.

**1155-A12.** Employees assigned to diesel units on freight trains must be in the leading or controlling unit of their assignment while passing through tunnels.

When riding freight or mail locomotives in the normal performance of their duties, at least one member of the train crew will ride in the front cab.

**1155-A13.** Crews placing cars on tracks protected by bumper block will leave a space between car and bumper in order to avoid damage to equipment.

#### 1157-A1. Speedometer - Checking

White marker posts are located along river side of the Single Main Track at MP 35 and 36 for the purpose of checking speedometers. Enginemen on each trip shall check the speed indicated on speedometer against lapse of time while equipment is being operated at constant speed, and report inaccuracies at completion of trip.

#### 1157-A2.

Speed Table

Speed per Hour	Time of Performance			Speed per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	* M. S.	M. S.	M. S.	Miles	M. S.	M. S.	M. S.
1	15.00	30.00	60.00	31	0.29	0.58	1.56
2	7.30	15.00	30.00	32	0.28	0.56	1.52
3	5.00	10.00	20.00	33	0.27	0.54	1.49
4	3.45	7.30	15.00	34	0.26	0.53	1.45
5	3.00	6.00	12.00	35	0.25	0.51	1.42
6	2.30	5.00	10.00	36	0.25	0.50	1.40
7	2.08	4.17	8.34	37	0.24	0.48	1.37
8	1.52	3.45	7.30	38	0.23	0.47	1.34
9	1.40	3.20	6.40	39	0.23	0.46	1.32
10	1.30	3.00	6.00	40	0.22	0.45	1.30
11	1.21	2.43	5.27	41	0.21	0.43	1.27
12	1.15	2.30	5.00	42	0.21	0.42	1.25
13	1.09	2.18	4.37	43	0.20	0.41	1.23
14	1.04	2.08	4.17	44	0.20	0.40	1.21
15	1.00	2.00	4.00	45	0.20	0.40	1.20
16	0.56	1.52	3.45	46	0.19	0.39	1.18
17	0.52	1.45	3.31	47	0.19	0.38	1.16
18	0.50	1.40	3.20	48	0.18	0.37	1.15
19	0.47	1.34	3.09	49	0.18	0.36	1.13
20	0.45	1.30	3.00	50	0.18	0.36	1.12
21	0.42	1.25	2.51	51	0.17	0.35	1.10
22	0.40	1.21	2.43	52	0.17	0.35	1.09
23	0.39	1.18	2.36	53	0.17	0.34	1.07
24	0.37	1.15	2.30	54	0.16	0.33	1.06
25	0.36	1.12	2.24	55	0.16	0.32	1.05
26	0.34	1.09	2.18	56	0.16	0.32	1.04
27	0.33	1.06	2.13	57	0.15	0.31	1.03
28	0.32	1.04	2.08	58	0.15	0.31	1.02
29	0.31	1.02	2.04	59	0.15	0.30	1.01
30	0.30	1.00	2.00	60	0.15	0.30	1.00

\* M - Indicates Minutes  
S - Indicates Seconds



## SPEEDS

## PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

Psgr. Trains must not exceed freight train speed.

## RIVER DIVISION

River Division	No. 1 Track		No. 2 Track		Single Track		Other Tracks	
	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.
	Miles		Per		Hour			
Brown Interlocking					10	10		
Brown and Hilder Siding	35	35	35	35	35	35		
Exceptions:								
1st. curve north of South Brownsville Yard Office	25	25	25	25				
900 ft. south of 17th St. and 17th St.	30	30						
South end of Alicia Works No. 1 and Signal No. 42			30	30				
500 ft. S. of E. Fredericktown Station & Signals 101 & 102 at East Millsboro	25	25	25	25				
Southward movements over SS at CP 10			15	15				
1st. curve south of Huron					30	30		
1st. curve north of Ronco					30	30		
1st. curve south of Ronco					30	30		
1st. curve south of Mt. Sterling to Gray's Landing					20	20		
North end of New Geneva River Bridge & north switch of Poland Passing Siding					25	25		
2nd. curve N. of Public Road Crossing N. of W. Van Voorhis Station					30	30		
1st. curve N. of Public Road Crossing N. of W. Van Voorhis Station					30	30		
MV switch & 600 ft. S. of Maidsville Yard Office					20	20		
1st. curve N. of Randall Sta.					30	30		
Highway Crossing, 1013 ft. S. of Granville					20	20		
N. end Morgantown Passing Siding & S. end Morgantown Passing Siding					25	25		
Hilder Siding & Prickett Crk Jet.					30	30		
Exceptions:								
Curve at Booth Station					25	25		
Curve at Tice Station					25	25		
Curve at Lock 12 Station					25	25		
Flaggy Meadow Sta. & 800 ft. south					25	25		
Christopher No. 5 Mine Tipple & Booth No. 6 Mine Tipple					25	25		
1st. curve S. of Edna Station					25	25		
Curve at S. end Brdg. 59.72 over Indian Crk					25	25		
Curve at John Y					25	25		
1st. curve N. of Prickett Crk. Jet.					25	25		
Fairmont Sec. track							15	15
LG Siding							15	15
MN Siding							15	15

Miles  
Per Hour

1157-C4. Circus Trains .....	30
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels	
-on straight track .....	30
-on curves .....	20
1157-C6. Freight Trains with 30 cars or more of mineral freight .....	*30
JENNY Type cars, loaded or empty .....	*30
NOTE—When handling such trains conductor must know that enginemen have been so advised.	
1157-C7. Snow Plows in service .....	20
Snow Flangers in service.....	20
Passing station platforms, trains on adjacent tracks and over all grade crossings .....	5
1157-C8. Psgr. train assisted by an engine on rear and air brake controlled by leading engine .....	30
1157-C9. Pushing Cars-Psgr. Trains .....	30
-Frt. Trains .....	20
1157-C10. Diesel engines when operated from rear unit or other than leading end for direction of movement .....	20
1157-C11. Trains with scale test cars or Jordan Spreader.....	25
1157-C12. Trains handling ditchers .....	25
1157-C13. Cars not equipped with "AB" brakes may be used in emergency and maintenance service only (work, wreck, non-revenue trains) and when used .....	30
1157-C14. Trains handling Speeno Ballaster.....	30
1157-C14. Trains with loaded ore cars less than 25 ft. long .....	*30

\* When handling such trains conductors must know that enginemen have been so advised.

Note 1. When operating on other than Main Tracks, conform to maximum speeds for freight trains in such territory, but not exceeding the speed shown above.

## SPEEDS PASSENGER TRAINS AND FREIGHT TRAINS

1157-D1. Maximum speeds, unless otherwise specified.

Dunlap Creek Secondary	No. 1 Track		No. 2 Track		Single Track		Other Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Between Dunlap Crk. Jct. & Allison Station					10	10		
Between Allison Station & S. end Parker Passing Siding					15	15		
Exceptions: Coffman Passing Siding							5	5
Between S. end Parker Passing Siding & Brown's Run Jct.					12	12		
<b>R, C, &amp; P Branch</b>								
Prickett Crk. Jct & Catawba Jct.					20	20		
Catawba Jct. & Federal Mine Supply Siding					15	15		
Fed. Mine Sup. Sdg. & End of Track					20	20		
<b>Ten Mile &amp; Waynesburg Southern Branch</b>								
Ten Mile Run Jct. & MP 12					20	20		
MP 12 to Miracle Run Jct.					30	30		
Miracle Run Jct. to End of Track					20	20		
Miracle Run Secondary to End of Track					25	25		
<b>Nemacolin Secondary</b>								
Ten Mile Run Jct. & End of Track					5	5		
Scott's Run Industrial Track					5	5		
Lilly Run Industrial Track					5	5		

### SPECIAL MAXIMUM SPEEDS (River Division)

1157-E2. Operating against the current of traffic, except where Rule 261 is in effect, Trains and Engines must not exceed 20 MPH, unless otherwise provided.

1157-E3. Wreck Trains and Work Trains.  
Mon Railway \* Other Trains and Equipment Maximum Speed Unless Otherwise Specified.

	Boom Trailing		Boom Forward		On Curves	
	Miles Per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
<b>Main Line</b>						
Brown to Prickett Crk Jct.	25	25	20	20	15	15
<b>Branches</b>						
R, C, & P Branch	20	20	20	20	15	15
Ten Mile & Waynesburg Southern Branch	25	25	20	20	15	15

\*Work Trains without crane may operate at freight train speed, unless otherwise instructed.

## ENGINE AND SPECIAL LOAD RESTRICTIONS River Division

1160-A1. Engines and special loads are restricted at locations shown below:

Place	Tracks
Schenley Distillers, Inc Siding (Old Siding) .....	Over Coal Hopper.
MW&S Siding.....	Entire Siding.
Marine Ways .....	Marine Lead, beyond a point 125 feet from its connection in Marine Ways Connection.
Alicia Works No. 1 .....	North of coke ovens on No. 1 Coke Siding, nor on Run-around Siding.
Vesta Coal Preparation Plant.....	On No. 3 Siding under Main Building, extending from a point 800 ft. north of its south connection to a point 128 ft. north thereof.
Isabella Mine.....	Nos. 1, 2, and 3 Empty Storage Sidings, and No. 1 Coal Siding north of switch connection to No. 3 Empty Storage Siding, nor on Lorry Siding.
Donald Mine No. 2 .....	North of derail south end of No. 1 Siding.
Mabel Mine No. 3.....	Under tipple.
Humphrey Preparation Plant.....	Under tipple when Chutes are down.
Arkwright Mine No. 1 .....	From a point 44 ft. north of tipple to south end of tipple.
Eldredge No. 2.....	Under tipple.
Morgantown Ordinance Works .....	On No. 1 Coke Track north of south end of brick building at north end of track 550 ft. from switch connection; on scale tracks connecting with No. 1 Main Spur.
Christopher No. 5.....	Under tipple.
South Union Mine No. 11 .....	Under tipple on all tracks. North of car retarder (25 ft. south of tipple) on No. 3 Siding. North of car retarder (70 ft. south of tipple) on No. 5 Siding. On curve of No. 5 Siding located 130 ft. south of its north connection.
Consolidation Mine No. 93 .....	Under tipple

### FAIRMONT SECONDARY

Fairmont Coke Works.....	Beyond north switch connections of Nos. 1 and 2 Transfer Sidings.
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1160-A1. (Cont.)		R, C, & P Branch	
Place		Tracks	
Monongahela Power Co., Power House Sidings.....		Crews must not operate beyond fence on Power House Transformer Rack Sidings, located 180 feet north of switch to Transformer Rack Siding; on Nos. 1 and 2 Ash Sidings; Nos. 1 and 2 Coal Sidings; on concrete paving, nor Southward movement over North Switch of No. 2 Coal Siding.	
Federal Mine No. 1.....		Cleaning Plant on Nos. 2, 3, 4 and 5 Sidings.	
DUNLAP CREEK SECONDARY			
Track Car Siding.....		Entire Siding.	
Allison Works: No. 1 Yard.....		Beyond unloading device on Nos. 1 and 2 Sidings.	
Allison Works: No. 2 Yard.....		Beyond coal tippie on No. 2 Siding nor under coke tippie on Nos. 3, 4, 5, and 6 Sidings.	
Republic Construction Co.....		Beyond 77 ft. from stub end.	
Magazine Lumber Co.....		Nos. 1 and 2 Sidings beyond a point 15 feet inside of gate.	
Menallen Coke Co.....		Engines must not operate beyond 1st ramp 497 ft. from connection to Main track.	
Puritan Works No. 1.....		Beyond ramp located 900 ft. from switch connection.	
NEMACOLIN SECONDARY			
Emerald Mine Tippie No. 1.....		Under tippie.	
Nemacolin Mine.....		Under coal washing plant on Nos. 3, 4, 5, and 7 Sidings, nor under slope tippie on No. 6 Siding.	
EQUIPMENT RESTRICTIONS			
River Division			
Equipment designated must not be operated on tracks listed.			
Place		Equipment	Tracks
MW&S Sidings.....		All except track cars	Entire Sidings.
Alicia Works No. 1.....		All	Runaround Siding.
Vesta Coal Preparation Plant.....		All	On No. 3 Siding under Main Building, extending from a 800 ft. north of its south connection to a point 128 ft. north thereof.

1160-A1. (Cont.)		
Place	Equipment	Tracks
Isabella Mine.....	All	On Lorry Siding, nor on No. 1 Coal Siding north of switch connection to No. 3 empty Storage Siding.
Donald Mine No. 2.....	Box cars and other high cars	Under coal storage bin over No. 1 Track.
Humphrey Preparation Plant.....	Box cars and other high cars	No. 1 Siding.
Morgantown Ord. Works.....	Cars not to be weighed	Scale rails.
Consolidation Mine No. 93.....	Box cars and other high cars	Under tippie, all Sidings.
Fairmont Coke Works.....	All	Beyond north switch connection of Nos. 1 and 2 Transfer Sidings.
R, C, & P BRANCH		
Monongahela Power Co., Power House Sidings.....	All	Crews must not operate beyond fence on Power House Transformer Rack Sidings, located 180 feet north of switch to Transformer Rack Siding, nor on Nos. 1 and 2 Ash Sidings, nor Southward movement over North Switch of No. 2 Coal Siding.
Federal Mine No. 1.....	Box cars and other high cars	Cleaning Plant on Nos. 2, 3, 4, 5 Sidings.
DUNLAP CREEK SECONDARY		
Track Car Siding.....	All except Track cars	Entire Siding.
Allison No. 2 Yard.....	Box cars & cabooses	Under Coke Tippie on No. 6 Siding.
Magazine Lumber Co.....	All	No. 1 Siding beyond the private grade crossing 300 ft. from point of switch to No. 2 Siding.
NEMACOLIN SECONDARY		
Emerald Mine Tippie No. 1.....	Box cars	Under tippie.
WRECK DERRICKS -- RESTRICTIONS		
1160-B5. Trains with 200 tons or over wrecking derricks are prohibited on other than Main tracks, unless otherwise provided.		

## TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers - (BS) Brownsville, Pa.  
In charge as follows:

**Main Line:**  
Brown to Prickett Creek Jct.  
(River Division)

**Branches:**  
Ten Mile & Waynesburg  
Southern Branch  
R, C, & P Branch

**Secondaries:**  
Dunlap Creek Secondary  
Nemacolin Secondary  
Fairmont Secondary  
Miracle Run Secondary  
(West Brownsville Secondary)  
(PC - W. B. Jct. to Ten Mile Run Jct.)

**Other Tracks:**  
Scott's Run Industrial  
Lilly Run Industrial  
Wana Industrial  
All WYE Tracks

## SIGNAL RULES

### 1250-A1. Movement of Trains by Block Signal System Rules.

Applies in Columns 1, 2, 3, 6, 7 and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 315 inclusive, and Rules 317 to 342 inclusive, in effect.

Applies in Columns 9 and 10.

T—Indicates Automatic Train Stop Rules in effect.  
C—Indicates Cab Signal Rules in effect.

Column 1—Movement of Trains in the same direction by Block Signals.  
Rules 251, 253 and 254.

Column 2—Opposing and following movement of trains by Block Signals.  
Rules 261, 262, 263 and 264.

Column 3—Movement of trains on Secondary Tracks.  
Rules 271, 272 and 273.

Column 4—Manual Block Signal System.  
Rules 305 to 342 inclusive.

Column 5—Manual Block Signal System.  
Rules 305 to 342 inclusive.  
For movements against the current of traffic.

Column 6—Traffic Control System.  
Rules 450 to 462 inclusive.

Column 7—Automatic Block Signal System.  
Rules 501 to 514 inclusive.

Column 8—Automatic Block Signal System.  
Rules 501 to 514 inclusive.  
For movement against the current of traffic.

Column 9—Automatic Train Stop or Cab Signal with the Current of Traffic and on Single Track.  
Rules 550 to 562 inclusive.

Column 10—Automatic Train Stop or Cab Signal against the Current of Traffic.  
Rules 550 to 562 inclusive.

## RIVER DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Main Line Brown to MP 45.3													
Brown	CP 10 (East Millsboro) No. 2						P	X					1-3
CP 10 (East Millsboro)	Brown No. 1						P	X					3
CP 10 (East Millsboro)	CP 21 (Brown's Run Jct.) Single							X					3
CP 21 (Brown's Run Jct.)	End Auto Block Sign MP 45.3 Single								X				2-3
End Auto Block Sign MP 45.3	CP 21 (Brown's Run Jct.) Single								X				2-3

NOTE 1. That portion of former No. 2 Main track between Automatic Signals 42 and 62 designated as Big Meadow Running Track. See Rule 1112-A1.

NOTE 2. Rule S-97 in effect.

NOTE 3. See Rules 1280-B1 to 1297-B1. Signal Aspects Not in Conformity with the Typical Aspects in Service.



**1280-B1 to 1297-B1.** Signal Aspects not in Conformity with the Typical Aspects in service.

### POSITION LIGHT SIGNALS

The following ABS signals in effect governing movements:

Northward—Signal numbers 453, 451, 441, 431, 421, 411, 401, 391, 381, 361, 351 and 11. (See Note)

Southward—Signal numbers 352, 362, 382, 392, 402, 412, 422, 432, 442 and 452.



**Rule 292**  
INDICATION-Stop  
NAME: Stop Signal  
(See Note)



**Rule 291**  
INDICATION-Stop  
then proceed at  
Restricted Speed.  
NAME: Stop and  
Proceed.  
(See Note)



**Rule 285**  
INDICATION-Proceed  
prepared to stop at  
next signal. Train  
exceeding Medium  
speed must at once  
reduce to that speed.  
NAME: Approach



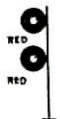
**Rule 281**  
INDICATION-  
Proceed.  
NAME: Clear

### COLOR LIGHT SIGNALS

The following ABS signals in effect governing movements:

Northward—Signal number 01, 11, 21, 171, 211 and 221.  
(See Note)

Southward—Signal numbers 04, 12, 22, 84, 102 and 142.  
(See Note)



**Rule 292**  
INDICATION-Stop  
NAME: Stop Signal  
(See Note)



**Rule 291**  
INDICATION-Stop;  
then proceed at  
Restricted  
Speed.  
NAME: Stop and  
Proceed.  
(See Note)



**Rule 285**  
INDICATION-Proceed prepared to stop at  
next signal. Train exceeding Medium speed  
must at once reduce to that speed.  
NAME: Approach



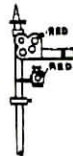
**Rule 281**  
INDICATION-Proceed.  
NAME: Clear

### SEMAPHORE SIGNALS

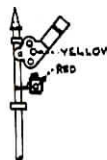
The following ABS signals in effect governing movements:

Northward—Signal numbers 41, 43, 51, 61, 81, 91, 101, 231, 233, 241, 251, 261, 271, 281, 291, 301, 311, 321, 331 and 341. (See Note)

Southward—Signal numbers 32, 42, 52, 62, 82, 212, 222, 224, 232, 242, 252, 262, 272, 282, 292, 302, 312, 322, 332 and 342. (See Note)



**Rule 292**  
INDICATION-Stop  
NAME: Stop Signal  
(See Note)



**Rule 285**  
INDICATION-Proceed prepared to stop at  
next signal. Train exceeding Medium speed  
must at once reduce to that speed.  
NAME: Approach



**Rule 281**  
INDICATION-Proceed.  
NAME: Clear

**NOTE**—Trains and engines finding the following Automatic Block Signals displaying Rule 292, STOP or Rule 291, Stop and Proceed, must stop at signal and not proceed without permission of operator on authority of dispatcher.

Northward Signal numbers: 211, 233, 301, 351.

Southward Signal numbers: 102, 212, 272, 312.

**1334-A1. Manual Block Indications.**  
Manual block indications must be obtained by the engineman or conductor, and will be conveyed verbally or by message in lieu of fixed signals or hand signals where Manual Block Rules are in effect.

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**1453-A1. Hand switches in TCS territory.** With reference to **Rule 453**, the following switches in TCS territory are not equipped with electric locks. Trains and engines are not permitted to clear the main track at these switches.  
Isabella-Isabella Works-MP 16.65 Palmer-Palmer Siding-MP 18.57.

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**1704-A1. Radio Stations at Fixed Locations**

	Channel 1	Channel 2	Channel 3
Train Dispatcher's Office (BS) Brownsville, Pa.	MRY	PC RR	P & LE RR
Yard Office, South Brownsville.	MRY		
Big Meadow Run Yard Office	MRY		
Maidsville Yard Office	MRY		
A J Tower	MRY		
Brown (PC RR)		PC RR	
Newell Yard Office (P & LE RR)			P & LE RR

NOTE—Road trains and engines will use Channel 1 to contact from all points except in emergency, or unless otherwise provided.

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**1717-A1 Use of Radio** In the application of **Rule 717**.  
When using the radio the letters MGA must preface all originating calls. The following is an example of radio operating procedure:

ORIGINATING CALL  
"MGA Extra North, engine 2001, Engineman Brown, Calling rear end. Over."  
REPLY  
"Extra North, engine 2001, Conductor Smith Answering Brown. Over."  
MESSAGE "Brown to Smith. Home Signal indicates Stop. Over."  
REPLY "Smith to Brown. Roger. Out."

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**1826-A1. Track Car operation where no form of Block Signal System is in effect.**  
In the application of **Rules 826 and 827**, Form M, CT-264R-2 (rev 3-71) must be used in lieu of Line-up Form T-177 where no form of Block Signal System rules are in effect.  
The following will govern:  
Trains or engines other than MW equipment and work extras, must not be admitted to the limits of the Form M without permission of the Track Car driver or Foreman to whom the Form M was issued, and then only after Train Dispatcher has issued train orders to trains or engines entering the limits of the Form M to be on the lookout for Track Cars or MW equipment and specifying RESTRICTED SPEED within the limits of the Form M.  
In the application of **Rules 829 to 829h** inclusive, Form M, CT-264R-2 (rev 3-71) may be used to provide for exclusive use when track is to be obstructed for maintenance.

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**1829-B1. Protection of Trains on adjacent track.**  
On two or more tracks where TCS, ABS or MBS rules are in effect, and where M. of W. equipment having exclusive use of one track will foul an adjacent track, such restricted area will be designated by Train Order or Bulletin Order. Trains operating on that track must approach the work area prepared to stop and must not pass without a hand signal to proceed with a yellow flag or yellow light, or when notified by radio that the track is clear from M. of W. employee on the ground.

**EMPLOYEE QUALIFICATION**

Home Div. . . . .	Name . . . . .	Occupation . . . . .	Date Promoted . . . . .	EMPLOYEE QUALIFICATION						
				DATE QUALIFIED	DATE OF LAST EXAMINATION	TIMETABLE	AIR BRAKE	BOOK OF RULES	PHYSICAL	

**QUALIFIED FOR SERVICE**

**REG. SPECIAL**



**THE MONONGAHELA RAILWAY COMPANY**

Brownsville, Pa., Nov. 28, 1971

**GENERAL ORDER No. 101**

**Effective 12:01 A.M., Sunday, Nov. 28, 1971**

**Applies on Monongahela Railway**

- (a) Timetable No. 1 in effect. It contains the necessary instructions issued in General Orders up to and including General Order No. 3705 all of which must be removed from bulletin boards. Each employee must examine each page of Timetable No. 1 to see that his copy is complete, pages properly lined up, and note the changes. General Orders will be numbered consecutively regardless of division or branch on which they apply.
- (b) **Rules for Conducting Transportation**  
In the application of the Rules for Conducting Transportation, where rules refer to General Superintendent, Superintendent will apply.
- (c) **Rules for Conducting Transportation**  
Employees will change in ink the following signatures:  
C.T. 400-page iii (Revised 1-1-71). Change to J.B. Addington, Vice President-Operations.  
C.T. 405-page 1. (Revised 1-1-71). Change to J.B. Addington, Vice President-Operations.  
E.C. 99 NOTICE PAGE (Revised 1-1-71). Change to J.B. Addington, Vice President-Operations.
- (d) **Rules for Conducting Transportation**  
**Rule Q** of the Rules for Conducting Transportation, effective April 28, 1968, referring to employees whose legal hours of service are restricted by law, annulled. Any employee subject to Public Law 91-169 (Federal Hours of Service Act), effective December 26, 1970, will be governed as follows: He must familiarize himself with Public Law 91-169 (Federal Hours of Service Act). A copy of relevant provisions of the Law is posted on the Bulletin board. If in doubt as to its application to his service, he must bring it to the attention of the proper authority. He must give the Train Dispatcher sufficient advance notice when it is apparent he will be unable to complete his trip or tour of duty within the lawful period. If he has been on duty as prescribed by the Law for 10 hours, he must notify the Train Dispatcher as to the time when his hours on duty will amount to 12 hours. If he has been ordered to report for duty and has not had the required rest period, he must report the fact to the proper authority, before going on duty. Should he be on duty in excess of the hours prescribed by the Law, he must submit a detailed report of delays encountered to the proper authority.
- (e) **Freight Train Operation**  
A Detroit Edison Unit train consisting of mineral freight cars in DEEX series (commencing with 1001) is to remain coupled throughout the dumping operation. It is imperative that the cars be lined up in exactly the proper manner or major damage and/or delay will result.  
  
All of the cars with even numbers have non-rotating couplers in both ends. All of the cars with odd numbers have rotating couplers in both ends. The odd numbered cars are further identified by having the last side panel at each corner of the car painted blue. The two types of cars must be alternated in the train.  
  
The following will govern:  
1. There must be a car with rotating couplers at both ends of any continuous block of cars.  
2. A rotating coupler must be coupled to a locomotive unit and the caboose.  
3. Two Non-rotating couplers must not be coupled together. Two rotating couplers must not be coupled together.  
4. When the train is assembled all uncoupling levers for rotating couplers must be disconnected and placed in the stowed position.  
5. If a bad order is set out, one adjacent car must also be set out, unless the bad order car can be immediately replaced with a car of the same type.  
6. If cars are added to, or subtracted from the train, they must always be changed in pairs.
- (f) **Rules for Conducting Transportation**  
Employees must delete in ink the note to **Rule 513, Page 97.** Rules for conducting transportation.

This General Order is printed in Timetable No. 1 and will not be issued in sticker form.

**H. J. Martin**  
Superintendent



















