THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

WEST SIDE BELT RAILROAD COMPANY

TIME TABLE NO. 20

To take effect at 12.01 A. M.
Sunday, April 29th, 1928

EASTERN STANDARD TIME

For the Government and Information of Employes Only

R. L. BARRETT,
Superintendent

C. O. DAMBACH,
General Superintendent

F. C. BAIRD,
General Manager

_____ ..... Train Master
J. H. GLENN.....Assistant Train Master and Road Foreman of Engines
C. A. McHUGH.....Assistant Train Master
W. E. WOOD.....Chief Dispatcher
O. R. HEFFLEMAN .....Train Dispatcher
C. A. MYERS.....Train Dispatcher
W. E. ROBINHOLT .....Train Dispatcher
J. R. HAGGERTY.....Train Dispatcher
J. F. WIGGINS.....Train Dispatcher

COMPANY SURGEONS

	BELL TELEPHONES Office	Residence
Dr. James P. Kerr, Chief Surgeon, 747 Wabash Bldg., Pittsburgh, Pa.	Court 1775	Lehigh 1438
Dr. Jacob Rockman, Surgeon, 747 Wabash Bldg., Pittsburgh, Pa.	Court 1775	Hemlock 0238
Dr. J. A. Soffel, Surgeon, 23 Shiloh St., Pittsburgh, Pa.	Lafayette 3312	
Dr. Carl E. McKee, Oculist, 1405 Park Bldg., Pittsburgh, Pa.	Atlantic 2925 Court 1775	Lafayette 3559-J
Dr. U. F. Rohm, Surgeon, 217 E. Main St., Carnegie, Pa.	Carnegie 456	Carnegie 999
Dr. S. C. McGarvey, Surgeon, Washington Ave., Bridgeville, Pa.	Bridgeville 18	
Dr. Q. S. Kocher, Surgeon, Gradatim St., Gladden, Pa.	Bridgeville 9201-R	
Dr. D. L. McCarrell, Surgeon, Hickory, Pa.	Hickory 17	
Dr. J. A. Martin, Surgeon, Main St., Avella, Pa.	Avella 67	
Dr. C. E. Gourley, Surgeon, Mingo Junction, Ohio.	Mingo 170	
Dr. W. S. Spence, High St., Hopedale, O.	Hopedale 25	
Dr. Chas. E. Shultz, Surgeon, Castle Shannon, Pa.	Juniper 8088	
Dr. D. M. Davis, Surgeon, Bruceton, Pa.	Library 20 Ring 2	
Dr. C. B. Norcross, Surgeon, 12 Miller Ave, Clairton, Pa.	Clairton 29	Clairton 178-M

None but the above named surgeons shall be called to attend to cases of injury to employes or passengers, except in cases of emergency, when proper surgical aid should be procured until the arrival of the Company's surgeon. In all minor injuries the patient should be sent to the Company surgeon's office to receive attention.

The Company will not be responsible for the fees of any surgeon, unless especially employed by an authorized agent of the Company.

WATCH INSPECTORS

W. F. Hayes.....General Time Inspector, Cleveland, Ohio
Pugh Bros.....Inspectors, House Bldg., Pittsburgh, Pa.
J. Castelli & Bro....Inspectors, 50 West Main St., Carnegie, Pa.
John S. Lehner .....Inspector, Avella, Pa.

SPECIAL INSTRUCTIONS

1. **WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME OR INFERIOR CLASS UNLESS OTHERWISE SPECIFIED.**

2. All employes in Train Service must have a copy of the current Time Table and Book of Rules with them while on duty.

3. Rule 58 is modified. a. In Yard Limits all Trains and Engines, except First and Second Class Trains, must be run with care and under control of the Engineer so that he may be able to stop within half the range of his vision.

b. Main Track in Yard Limits may be used against All Overdue Trains, except First Class Trains, but must be surrendered to such trains on arrival.

c. All Trains and Engines that are stopped in Tunnels in Yard Limits must be protected as required by Rule 99.

d. All Trains and Engines on Eastward Main Track between crossover West Belt Junction and crossover West Liberty must be protected as required by Rule 99.

4. The operation of Trains and Engines between West Belt Junction and West End, Pittsburgh, will be handled by Train Orders. All Trains and Engines must obtain Orders at West Belt Junction or West End, Pittsburgh, before using track between these points.

5. Hopedale Transfer. Trains and Engines operating on Interchange Tracks or Wye must be operated so they can be stopped within half the range of vision.

6. Trains must not use connection track with Wheeling and Lake Erie Railway at Mingo without first receiving permission from employe controlling movements over connection track.

7. **Automatic Blocks** are in service:

P. &. W. V. Railway between Pittsburgh and Greentree, East End Rook Yard.

W. S. B. Railroad between Longview and West End Summit Cut, Benicoll.

8. **Yards:**

Rook-Pittsburgh. Between board 600 feet west of west switch Leasdale and Terminal at Pittsburgh, and between board 2480 feet east of West Liberty Station and Pittsburgh and Lake Erie Railroad Connection at West End, Pittsburgh.

Avella. Between board 230 feet east of east switch Craighead Siding and 1200 feet west of West Middletown Station.

Mingo. Between board one-half (½) mile west of west switch and 700 feet east of east switch and over connection to Wheeling and Lake Erie Railway.

Longview-Salida. Between board 2300 feet east of switch connecting Montour Railroad main track and Mifflin Branch at Salida, board 1600 feet east of east switch Longview Passing Track, and board 1900 feet west of switch connecting W. S. B. R. R. and Mifflin Branch at Longview.

Mifflin. Between board west of west switch at Walker and Union Railroad and Montour Railroad tracks, Mifflin.

Clairton. Between board 1850 feet west of Wye switch and P. R. R. and St. Clair Terminal Co. Tracks, Clairton.

9. **Double Track:**

On double track trains must use the right-hand track.

Limits of Double Track:

Between Pittsburgh and west end Rook Yard.

Between West Liberty and crossover at east end Wye at West Belt Junction.

Between first switch east of Longview Station on Mifflin Branch and switch connecting Eastward and Westward tracks at Salida.

Between West switch Walker and west end Mifflin Yard.

10. **Telegraph Offices:**

Location	Time Open
Pittsburgh, Dispatchers' Office	24 hours
BJ Tower	24 hours
Rook	24 hours
Bridgeville	7 A. M. to 4 P. M. daily
Venice	7:45 A. M. to 3:45 P. M. daily except Sunday
Hickory	6 A. M. to 3 P. M. daily
Avella	24 hours
Mingo	12:01 A. M. to 4 P. M. daily
Smithfield	1 A. M. to 5 P. M. daily except Sunday 1 A. M. to 9 A. M. Sunday
Hopedale	1:30 P. M. to 10:30 P. M. daily except Sunday
Pittsburgh Jct	24 hours
West Liberty	7 A. M. to 4 P. M. daily except Sunday
Castle Shannon	7 A. M. to 4 P. M. daily except Sunday
Longview	7 A. M. to 4 P. M. daily except Sunday
Bruceton	7 A. M. to 4 P. M. daily except Sunday
Clairton	7 A. M. to 4 P. M. daily except Sunday

11. **Speed Limitations:**

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

First class trains P. & W. V. Ry.	45 miles per hour
All other trains P. & W. V. Ry.	30 miles per hour
West Side Belt Railroad, all trains between West Belt Junction, Clairton and Mifflin	20 miles per hour
Between West Belt Junction and West End, Pittsburgh	12 miles per hour
Engines running in backward motion must not exceed speed of:	
Passenger Engines	30 miles per hour
Freight Engines	20 miles per hour
Passenger Trains running in backward motion must not exceed speed of:	
Between West Belt Junction and Pittsburgh	15 miles per hour
Between all other points	20 miles per hour
All trains over West leg of "Wye" West Belt Junction	15 miles per hour
All trains over cross-overs	10 miles per hour
All trains between slow boards or signals placed by track men	8 miles per hour
Wreck Trains	25 miles per hour
Trains handling Scale Test Car	20 miles per hour
Cars over scales not to exceed	4 miles per hour

12. Rule 21 is modified. White Flags and White Lights will not be displayed on Engines of trains running as Extra Trains between West Belt Junction and West End, Pittsburgh.

13. Rules 49 and 50 are modified to the extent that Extra Trains may run ahead of Second and Third Class Trains.

14. Rule 56 is modified. Trains moving in the same direction must keep at least ten (10) minutes apart, except where block signals are in service.

15. Rule 98. All Trains must approach end of Double Track, Junction Switches and East End of Monongahela River Bridge at Pittsburgh prepared to stop if track is not clear or switches not properly set.

16. Rule 99. Should a flagman be recalled before reaching required distance he must place two (2) torpedoes, sixty (60) feet apart, and, when necessary, a fusee will be left sufficient distance from his train to insure full protection.

17. Rule 221-A. That part of this rule reading: "A train will not pass the signal while 'Stop' is indicated, except to do station work," is restricted to the extent that passenger trains may overrun the signal a sufficient distance to make station stop, and does not apply to freight trains or engines while switching within yard limits.

18. Slow Order Signals: Yellow Flags 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.

19. Trains operating on Montour R. R. between Salida and Coverdale will be governed by Montour R. R. Rules.

All trains must obtain orders from Montour R. R. at Salida before using Montour R. R. Tracks, and must report to Montour R. R. their arrival at Coverdale on westward movement and their arrival at Salida on eastward movement.

Special Instructions authorize P. & W. V. Ry. to operate trains between Salida and Coverdale during parts of Sundays and periods on week days when there is no Montour R. R. Dispatcher on duty; at such times authority for movement of trains between Salida and West End Coverdale on Montour R. R. Tracks will be issued by Superintendent of P. & W. V. Ry.

Conductors and Engineers must provide themselves with Montour R. R. Time Table.

P. & W. V. Ry. 31 Order Blanks may be used for orders given by Montour R. R.

20. Engine Limit Boards reading "Engine Limit" have been placed on different tracks. Engines must not be operated beyond these boards.

21. While passing over Bridges and Trestles engine dampers must be closed and brakes must not be applied when avoidable.

22. Ash Pans must be closed when engines are in motion and only cleaned at designated points where ties are protected with sheet iron, which are:

Acheson Water Tank,
Smithfield Water Tank,
Pittsburgh Junction,
Avella on Running Track at Water Plug, or Dock Track.

23. When two (2) or more Engines are used on one train East of Rook they must be separated by at least five (5) cars.

24. Engines 1000, 1001 and 1002 must not be operated on West Side Belt R. R., except between West End, Pittsburgh, and west end of first bridge East of West Liberty Station, and not on siding over Ohio River Bridge No. 39A, Mingo, or under tipple of P. & S. W. Mine, Avella.

25. Assisting Engines must not be coupled in trains moving westward between West Belt Junction and West End, Pittsburgh.

26. When two (2) Engines are used to handle a train, the Lead Engineer must whistle off (Two Blasts of Whistle) and must not start train until receiving signal in answer from Assisting Engineer.

Engineers on Assisting Engines must at all times keep slack shoved up in train.

Engineers on Assisting Engines must not take slack in endeavoring to start train.

27. 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.

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

29. Passenger Trains must not stop in a tunnel when it can be avoided.

30. Trains No. 3 and No. 7 will turn on Wye at Hopedale Tfr. and back to Pittsburgh Junction.

31. Trains No. 4 and No. 8 will head through West Leg of Wye at West Belt Junction, and back through East Leg of Wye to Pittsburgh.

32. Trains No. 2 and No. 6 after discharging passengers at Pittsburgh will back to West Belt Junction and through East Leg of Wye, head through West Leg of Wye, and back to Pittsburgh.

33. Train No. 1 after discharging passengers at Mingo Station will back to W. & L. E. Railway Yard, Mingo Junction, turn on Wye, back to Mingo and remain on Connection Track until 9:16 A. M., back to Mingo Station so as to leave as Train No. 4 at 9:20 A. M.

34. Extra Trains and Engines must clear all turning movements of Trains shown in Rules 30, 31, 32 and 33.

35. Trains No. 2 and No. 4 will handle Milk Shipments.

36. a. Engine and Train Crews of No. 2 will handle No. 1 and No. 4. Train Crew will be relieved at Pittsburgh on arrival of No. 4. Engine Crew will handle engine from No. 4 Pittsburgh to Rook.

b. Engine and Train Crews of No. 3 will handle No. 6 and No. 5.

c. Engineer and Fireman for No. 3 will be called to leave Rook at 11:00 A. M. and take engine to Pittsburgh.

d. Train Crew of No. 3 will report for duty at Pittsburgh.

e. Engine and Train Crews of No. 4 of Saturday will handle No. 7 and No. 8.

f. Engineer and Fireman for No. 7 will be called to leave Rook 9:35 A. M. and take engine to Pittsburgh. They will also handle engine of No. 8 from Pittsburgh to Rook.

g. Train Crew of No. 7 will report for duty at Pittsburgh and will be relieved at Pittsburgh on arrival of No. 8.

h. Yard Master Rook must have men placed to handle switches for movement of engines of No. 3, No. 4, No. 7 and No. 8 at Rook.

37. Trains Nos. 95 and 92 will not stop at Avella to register. Conductors must deliver register slip, Form 1550, to Operator who will register these trains.

38. **Buxton.** The Road Crossing West of West Portal of Tunnel must not be blocked.

39. **Jefferson Mine.** Flagman must precede All Trains and Engines moving over Road Crossing on Mine Tracks.

40. **Louise Mine.** Road Crossing East of Derail on Loaded Track must not be blocked.

41. Hopedale Transfer:

a. P. & W. V. Ry. and W. S. B. R. R. Engines series 900 and 1000 turning must be Headed through East Leg and Backed through West Leg of Wye.

b. Tail Track of Wye will hold Engine and four (4) cars.

c. Track extending from P. & W. V. Ry. Main Track to N. Y. C. R. R. Main Track from which Wye Tracks extend is Running Track.

The Two Tracks West of Running Track are:

First Track—Number One.
Second Track—Number Two.

d. Derail at north end of Running Track is connected with N. Y. C. R. R. Main Track switch and can only be operated by the operation of that switch.

e. When derail is set on rail Stand shows Red and Light shows Purple; when set for Running Track Stand and Light show Yellow.

42. Pittsburgh Junction:

a. Track extending eastward from Station paralleling P. & W. V. Ry. Main Track is Receiving Track for P. & W. V. Ry.

b. 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.

c. Tracks Nos. 1, 2 and 3 West of Station are Receiving Tracks for the W. & L. E. Ry.

d. Conductors of Trains setting off cars or trains for the W. & L. E. Ry., or P. & W. V. Ry., must deliver to Operator a Switch List or copy of Wheel Report showing initials, number, contents and destination of cars, train number, Conductor's name and time of delivery to connecting line. Conductors of Trains Nos. 95 and 92 and other through trains will leave list when they set off cars.

e. Bill Box is located in Telegraph Office. Lists and bills must be placed together in Boxes bearing number or name of track on which cars are set off or on which cars stand.

43. Clairton:

a. Track No. 4 is Receiving Track for Pennsylvania Railroad. Track No. 5 is Receiving Track for P. & W. V. Railway.

b. Track extending from Union R. R. Track at Bridge over Pennsylvania Railroad to P. & W. V. Railway Yard Track and Track extending from P. & W. V. Railway Track No. 5 to Union R. R. Switch Back and Dump Track are for exclusive use of Union R. R. Trains handling slag to Dump Track.

c. Switches connecting these Union R. R. Tracks with P. & W. V. Railway Tracks will be locked with Union R. R. Switch Locks. These Switches when not in use by Union R. R. must be locked and set for straight-away movement through P. & W. V. Railway Tracks.

d. Bill Box locked with Pennsylvania Railroad and P. & W. V. Railway Switch Locks has been placed on side of Telephone Booth located just west of Station.

e. Waybills for cars delivered to the Pennsylvania Railroad and cars delivered to the P. & W. V. Railway must be placed in Bill Box.

f. Conductors must place in Bill Box list showing initial, number, kind, and if loaded contents and destina-

tion, of all cars delivered to the Pennsylvania Railroad when Agent is not on duty, showing time and date cars are placed on Delivery Tracks, and must also leave a list in same manner covering any cars moved from Clairton when Agent is not on duty.

44. Accident Reports:

Must be addressed to the General Superintendent and Superintendent.

Conductors must report all accidents to Persons, Cars or Engines in or about their Trains.

Engineers and Hostlers in charge of Engines not accompanied by Conductor must make accident report.

Telegraphic AX Report Form 1213 must be filed at first open Telegraph Office, and must show exact location of point of accident, Station, Mile Post or distance from East or West Switch of track.

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

45. Personal Injury Reports:

Personal Injuries occurring on or about Trains or Engines must be immediately reported by wire to General Superintendent, Chief Special Agent and Superintendent, giving brief but full particulars, name of party injured, occupation, residence, etc. Form 705 must be made in duplicate, Original sent Chief Special Agent and Copy to General Superintendent.

46. Stock Killed or Injured:

Report must be made by wire to General Superintendent and Chief Special Agent.

Form 205 must be made by Engineer and forwarded to Chief Special Agent.

47. Engine Failures:

Telegraphic report of engine trouble or delays account of engine failures must be made at first open telegraph office addressed to: General Superintendent, Superintendent, General Superintendent of L. & E., and Road Foreman Engines.

Reports 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 ten (10) minutes or more to Passenger Trains, twenty (20) minutes or more to Freight Trains or Yard Engines, must be reported.

48. Train Delay Report Form 1219:

Conductors must make this report in duplicate, forwarding original to Superintendent and copy to Chief Dispatcher.

Passenger Train Conductors must show all delays whether train arrives at terminal on time or not.

Work Train Conductors must make additional copy and forward to Division Engineer at Rook.

Conductors must show all delays account of packing hot boxes or setting out defective equipment and must show numbers and initials of cars.

Conductors must show on this report time consumed in weighing cars at Hopedale Scales and number of cars weighed.

49. Cars Set Off on Line Form 1553:

Conductors must make this report to Chief Dispatcher and Superintendent from first open telegraph office for all cars set off account of hot boxes or in damaged condition.

Full particulars of damage and material required to repair must be given. Column "J" must show which end of car damaged, east or west, as it stands.

50. Report Repairs Foreign Cars Form 1629:

Conductors must show on this form any material applied to Foreign Cars and mail to General Superintendent of L. & E.

51. Cars Set Off, 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.

Conductors of Work Trains must make this report and show all cars loaded or empty set out 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.

Conductor of westward Rook-Mingo Train will make report for all sidings between Rook and Mingo.

Conductor of eastward Rook-Mingo Train will only make reports for such sidings as his train sets off or picks up cars from.

52. Conductors and Engineers at completion of each trip must mail all train orders they receive on that trip to the Superintendent.

53. Conductors must carry one extra pad of train order blanks Form 1524 in their caboose.

54. Trainmen and Enginemen must exercise care in returning train order hoops so they may be promptly recovered. Agents and Operators must report by wire to Chief Dispatcher any failure of Trainmen or Enginemen to properly return train order hoops.

55. Work Train Report Form 1551:

Conductors of Work Trains must make this report in duplicate, forwarding original to Division Engineer and copy to Superintendent.

56. Tonnage Rating: When actual weights of loaded cars are not shown on waybills use following weights:

100,000 Capacity Cars	70 tons
110,000 Capacity Cars	72 tons
140,000 Capacity Cars	94 tons

For empty cars use following light weights:

Stock Cars	35,200
Flat Cars	35,500
Tank Cars	39,700
Box Cars	42,200
Refrigerator Cars	50,300
Coke Racks	41,000
Gondola Cars, 70-Ton Capacity	51,600
Gondola Cars, Other Than 70-Ton Capacity	40,700
Hopper Cars, 70-Ton Capacity	50,200
Hopper Cars, Other Than 70-Ton Capacity	39,100

57. Conductors of Trains moving expedite cars from Bruceton and Mifflin must notify Dispatcher and Yard Master, Rook, before they leave these stations, the number of cars they have in the train and total tonnage of such cars that are for movement on Train 95 from Rook.

58. Conductors of Local Freight Trains must make report to Dispatcher through the Agent or Operator at

each open Telegraph Office the number of Loaded and Empty Cars in their trains leaving these stations.

59. Conductors handling Local Freight Trains must make report to Superintendent of any Local or Package Cars not properly loaded in station order. Report must show car number, initial, point of origin, with particulars regarding improper loading.

60. Conductor of West Side Belt Local must move all Eastbound Loads from Longview each day unless instructed to the contrary.

61. **Emergency Cases** will be furnished every train and caboose. Conductors are responsible for these cases.

Cases are numbered and sealed and must not be opened unless necessary to make use of contents.

When seals are broken, whether or not any of contents have been used, case must be immediately returned to the Yard Master at Rook and another case obtained.

62. **Obstructions:**

The following obstructions will not clear a man on top or side of car:

Platform between Tracks 1 and 2 Pittsburgh Train Shed.
Rook. Track No. 11.
Rook Coal Chute. Oil House Platform.
Rook. Storehouse Platform and Machine Shop on Storehouse Track.
First Overhead Bridge East of Venice.
First Overhead Bridge West of Avella.
Jefferson Mine. Chute from Tipple across Empty Lead.
Overhead Bridge W. S. B. R. R. at BJ Tower.
First Overhead Bridge East of West Liberty.
Stilleys Siding Platform.
Overhead Bridge. Mifflin Branch at Option.

63. **Air Brakes and Train Signals:** Be governed by book of special instructions.

64. a. **Automatic Block System:** A series of consecutive blocks governed by block signals operated by electric, pneumatic or other agency actuated by train or by certain conditions affecting use of a block.

b. Block signals control use of blocks; but unless otherwise ordered do not supersede the superiority of trains; nor dispense with the use or observance of other signals.

c. Block signals for a track apply only to trains running with the current of traffic on that track.

d. When a train is stopped by a block signal it may proceed when signal is cleared. If not immediately cleared it may proceed,—

1. On Single Track, when preceded by a Flagman to the next clear signal.
2. On Double Track, after coming to a full stop running under control to the next clear signal.

e. Engineer of a train entering a block as provided for by these rules will be held responsible in case of accident caused by overtaking a proceeding train.

65. Interlocking West Belt Junction:

For straight P. & W. V. Ry. movement through Interlocking Plant, call for Signals with Four (4) short blasts of whistle (— — — —).

For movement between P. & W. V. Ry. and West Side Belt R. R. call for Signals with one (1) long, one (1) short and one (1) long blasts of whistle (—— — ——).

Signal Located West of BJ Tower:

Upper Arm governs straight Eastward movement via P. & W. V. Ry.

Lower Arm governs diverging movements to West Side Belt R. R. and through East Crossover.

Signal Located on Signal Bridge East of BJ Tower:

Upper Arm governs straight Westward movement via P. & W. V. Ry.

Lower Arm governs diverging movements to West Side Belt R. R. and through Crossover to Eastward Track.

Signal Located on East Leg of Wye:

Upper Arm governs straight Eastward movement from West Side Belt R. R. to P. & W. V. Ry.

Lower Arm governs movements from West Side Belt R. R. to Eastward or Westward P. & W. V. Ry. Tracks.

Signal Located on West Leg of Wye:

Upper Arm governs straight Westward movement from West Side Belt R. R. to P. & W. V. Ry.

Lower Arm governs movements from West Side Belt R. R. to Eastward or Westward P. & W. V. Ry. Tracks.

Trains must be pulled clear of Interlocking Signals before making Reverse Movements.

Trains moving under Caution Signals through Interlocking Plant must not exceed speed of ten (10) Miles per hour.

66. Standard Clocks:

Pittsburgh	Dispatcher's Office
Rook	Telegraph Office
Avella	Telegraph Office
Pittsburgh Junction	Telegraph Office

67. Bulletin Boards:

Pittsburgh	Dispatcher's Office
Pittsburgh	Station Master's Office
Rook	Yard Office
Rook	Round House Office
Avella	Telegraph Office
Pittsburgh Junction	Telegraph Office
Clairton	Telegraph Office

68. General Order Books:

Pittsburgh	Dispatcher's Office
Pittsburgh	Station Master's Office
Rook	Telegraph Office
Avella	Telegraph Office
Pittsburgh Junction	Telegraph Office
Clairton	Telegraph Office

69. Register Stations:

Pittsburgh	Station Master's Office
Rook	Telegraph Office
Avella	Telegraph Office
Pittsburgh Junction	Telegraph Office
Clairton	Telegraph Office

70. Abbreviations:

D	Day Telegraph Office
N	Day and Night Telegraph Office
P	Telephone

WESTWARD

Station Numbers	Capacity of Passing Tracks	STATIONS	Miles from Pittsburgh	Miles Between Stations	FIRST CLASS 1 Daily Except Sunday A. M.	FIRST CLASS 3 Daily Except Sunday A. M.	FIRST CLASS 5 Daily Except Sunday P. M.	FIRST CLASS 7 Sunday Only A. M.			SECOND CLASS 95 Daily P. M.	
0	Yd.	PITTSBURGH NP			L 7.00	L 11.25	L 5.00	L 10.00				
2	Yd.	WEST BELT JCT. NP	1.4	1.4	7.03	11.28	5.05	10.03				
3		KELLEY P	2.5	1.1	f 7.06		f 5.10					
4		GREENTREE	4.0	1.5	f 7.09		f 5.14					
5	Yd.	ROOK NP	4.7	0.7	s 7.13	s 11.36	s 5.18	s 10.11			L11.00	
6		CARNEGIE	5.5	0.8	s 7.16	s 11.39	s 5.21	s 10.14				
7		SOUTH CARNEGIE	6.1	0.6	f 7.18	f 11.41	f 5.24	f 10.16				
7B	65	LEASDALE P	6.8	0.7	7.20	11.43	5.26	10.18			11.06	
8		BOWER HILL	7.7	0.9	f 7.22	f 11.45	f 5.28	f 10.20				
9	105	BRIDGEVILLE DP	9.1	1.4	s 7.28	s 11.48	s 5.32	s 10.23			11.13	
10		SYGAN	11.0	1.9	f 7.32	f 11.52	f 5.36	f 10.27				
11		TREVESKYN P	11.7	0.7	f 7.34	f 11.54	f 5.39	f 10.29				
12	172	GLADDEN P	13.1	1.4	f 7.38	f 11.58	f 5.43	f 10.32			11.29	
13		CECIL	13.9	0.8	f 7.40	f 12.00	f 5.45	f 10.34				
15		BISHOP	14.9	1.0	f 7.42	f 12.02	f 5.47	f 10.36				
16	60	VENICE DP	16.6	1.7	s 7.46	f 12.06	f 5.51	f 10.40			11.45	
18		GEORGE	17.9	1.3	f 7.49	f 12.09	f 5.54	f 10.43				
19	149	ACHESON P	19.1	1.2	f 7.52	f 12.12	f 5.57	f 10.46			11.59	
20		McCOY	20.6	1.5			f 6.00					
21	139	HICKORY DP	21.6	1.0	s 8.00	s 12.19	s 6.05	s 10.53			12.10	
23		McGUGIN	23.0	1.4			f 6.08					
25	92	WOODROW P	25.1	2.1	f 8.07	f 12.26	f 6.13	f 11.00			12.19	
27		REA P	27.1	2.0	s 8.11	f 12.30	f 6.18	f 11.04				
29	54	W. MIDDLETOWN P	29.0	1.9	f 8.15	f 12.34	f 6.23	f 11.08			12.29	
31	133	AVELLA NP	30.9	1.9	s 8.24	s 12.40	A 6.30	s 11.14			12.44	
35	97	PENOWA P	34.1	3.2	s 8.31	s 12.46		s 11.20			12.53	
35A		VIRGINIA P	34.9	0.8	f 8.34	f 12.48		f 11.22				
36		CLIFTONVILLE	35.6	0.7	f 8.37	f 12.50		f 11.24				
37		LOUISE P	37.4	1.8	f 8.41	f 12.54		f 11.28				
38	60	ROCKDALE P	38.3	0.9	8.43	12.56		11.30			1.03	
39		WELLSBURG	39.3	1.0	s 8.46	s 12.58		s 11.32				
40	66	MINGO NP	40.3	1.0	A 8.49	s 1.01		s 11.35			1.09	
43		KOLMONT P	42.9	2.6		f 1.06		f 11.40				
44	60	N. ALEXANDRIA P	44.3	1.4		f 1.09		f 11.43			1.23	
47	67	HUNTER P	46.5	2.2		1.13		11.47			1.33	
49	59	SMITHFIELD NP	48.4	1.9		s 1.18		s 11.51			1.43	
52	59	CHANDLER P	51.3	2.9		f 1.23		f 11.56			1.56	
54	68	REED P	53.6	2.3		f 1.27		f 12.00			2.06	
55	59	WAYCO P	54.7	1.1		f 1.30		f 12.03			2.16	
56		HOPEDALE TFR. P	55.6	0.9		1.39		12.12				
57	92	HOPEDALE DP	57.2	1.6		s 1.44		f 12.17			2.25	
60	Yd.	PITTSBURGH JCT. N	59.8	2.6		A 1.52		A 12 25			A 2.35[93]	
					A. M. 1	P. M. 3	P. M. 5	P. M. 7			A. M. 95	

WESTWARD

EASTWARD

Telegraph Calls	Water, Coal, Scales Tables and Wyes	STATIONS	Miles from Pittsburgh Jct.	Miles Between Stations	FIRST CLASS 2 Daily Except Sunday A. M.	FIRST CLASS 4 Daily Except Sunday A. M.	FIRST CLASS 6 Daily Except Sunday P. M.	FIRST CLASS 8 Sunday Only P. M.	SECOND CLASS 92 Daily A. M.
UX		PITTSBURGH JCT. N					L 2.10	L 2.00	L 2.35[93]
AF	S	HOPEDALE DP	2.6	2.6			s 2.15	f 2.05	2.45
	Y	HOPEDALE TFR. P	4.2	1.6			2.18	2.08	
KN	W	WAYCO P	5.1	0.9			f 2.20	f 2.10	2.52
		REED P	6.2	1.1			f 2.23	f 2.13	2.56
		CHANDLER P	8.5	2.3			f 2.27	f 2.17	3.02
HF	W	SMITHFIELD NP	11.4	2.9			s 2.33	s 2.23	3.10
		HUNTER P	13.3	1.9			2.36	2.26	3.14
		N. ALEXANDRIA P	15.5	2.2			f 2.40	f 2.30	3.20
		KOLMONT P	16.9	1.4			f 2.43	f 2.33	
WI		MINGO NP	19.5	2.6		L 9.20	s 2.49	s 2.39	3.30
		WELLSBURG	20.5	1.0		s 9.24	s 2.53	s 2.43	
		ROCKDALE P	21.5	1.0		9.26	2.55	2.45	3.35
		LOUISE P	22.4	0.9		f 9.28	f 2.57	f 2.47	
		CLIFTONVILLE	24.2	1.8		f 9.32	f 3.01	f 2.51	
		VIRGINIA P	24.9	0.7		f 9.35	f 3.04	f 2.54	
WA		PENOWA P	25.7	0.8		s 9.38	s 3.07	s 2.57	3.46
NG	WC YS	AVELLA NP	28.9	3.2	L 5.05	s 9.46	s 3.15	s 3.05	4.05
		W. MIDDLETOWN P	30.8	1.9	f 5.13	f 9.51	f 3.19	f 3.09	4.20
		REA P	32.7	1.9	f 5.18	f 9.56	f 3.23	f 3.13	
		WOODROW P	34.7	2.0	f 5.24	f 10.00	f 3.27	f 3.17	4.38
		McGUGIN	36.8	2.1	f 5.28	f 10.04			
JU	Y	HICKORY DP	38.2	1.4	s 5.36	s 10.09	s 3.35	s 3.25	4.52
		McCOY	39.2	1.0	f 5.39	f 10.11			
	W	ACHESON P	40.7	1.5	f 5.43	f 10.15	f 3.41	f 3.31	4.58
		GEORGE	41.9	1.2	f 5.46	f 10.18	f 3.44	f 3.34	
RU		VENICE DP	43.2	1.3	s 5.51	s 10.23	f 3.47	f 3.37	5.04
		BISHOP	44.9	1.7	f 5.54	f 10.26	f 3.50	f 3.40	
		CECIL	45.9	1.0	f 5.57	f 10.29	f 3.52	f 3.42	
		GLADDEN P	46.7	0.8	f 6.00	f 10.31	f 3.54	f 3.44	5.13
		TREVESKYN P	48.1	1.4	f 6.03	f 10.33	f 3.57	f 3.47	
		SYGAN	48.8	0.7	f 6.06	f 10.35	f 3.59	f 3.49	
JD	W	BRIDGEVILLE DP	50.7	1.9	s 6.10	s 10.39	s 4.03	s 3.53	5.21
		BOWER HILL	52.1	1.4	f 6.13	f 10.43	f 4.07	f 3.57	
		LEASDALE P	53.0	0.9	6.15	10.45	4.09	3.59	5.27
		SOUTH CARNEGIE	53.7	0.7	f 6.17	f 10.47	f 4.11	f 4.01	
		CARNEGIE	54.3	0.6	s 6.20	s 10.49	s 4.13	s 4.03	5.30
OX	WC ST	ROOK NP	55.1	0.8	s 6.25	s 10.53	s 4.17	s 4.07	A 5.35
		GREENTREE	55.8	0.7	f 6.28	f 10.56	f 4.20	f 4.10	
		KELLEY P	57.3	1.5	f 6.32	f 10.59	f 4.23	f 4.13	
BJ	Y	WEST BELT JCT. NP	58.4	1.1	6.35	11.02	4.26	4.16	
BM DW	W	PITTSBURGH NP	59.8	1.4	A 6.40	A11.10	A 4.30	A 4.25	
					A. M. 2	A. M. 4	P. M. 6	P. M. 8	A. M. 92

EASTWARD

WEST SIDE BELT R. R.

EASTWARD				WESTWARD		
Capacity of Passing Tracks	Miles Between Stations	Miles from West End Pittsburgh	STATIONS	Miles from Clairton	Water, Coal, Scales Tables and Wyes	Telegraph Calls
Yd.			W. E. PITTSBURGH P	20.7	W	
57	0.5	0.5	BRIDGE 2 SIDING	20.2		
Yd.	1.6	2.1	WEST BELT JCT. NP	18.6	Y	BJ
Yd.	1.1	3.2	WEST LIBERTY DP	17.5		BY
68	1.3	4.5	OAK P	16.2		
	1.0	5.5	FAIR HAVEN	15.2		
W80 E65	1.7	7.2	CASTLE SHANNON DP	13.5		GO
	0.4	7.6	FOLEY'S SIDING	13.1		
	0.7	8.3	BENICOLL P	12.4		
33	0.7	9.0	LONGVIEW DP	11.7	W	VW
53	1.7	10.7	HORNING P	10.0		
	0.5	11.2	BROWNSVILLE RD.	9.5		
65	1.0	12.2	BRUCETON DP	8.5		BR
	2.1	14.3	GILL HALL	6.4		
57	1.4	15.7	PIERCE P	5.0		
106	2.7	18.4	LARGE P	2.3	W Y	
Yd.	2.3	20.7	CLAIRTON DP			CN

MIFFLIN BRANCH

EASTWARD				WESTWARD		
Capacity of Passing Tracks	Miles Between Stations	Miles from Longview	STATIONS	Miles from Mifflin	Water, Coal, Scales Tables and Wyes	Telegraph Calls
			LONGVIEW DP	3.5	W	VW
	0.5	0.5	SALIDA P	3.0		
	1.4	1.9	OPTION	1.6		
	0.9	2.8	WALKER P	0.7		
Yd.	0.7	3.5	MIFFLIN P		W	MS

LOCATION COMMERCIAL AND MINE TRACKS

PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Miles from Pittsburgh	NAME
7.94	American Vanadium Company
8.61	C. P. Mayer & Sons
8.96	F. C. Mayer Manufacturing Company
8.96	Flannery Bolt Company
8.96	General Electric Company
9.31	Americolite Company
30.65	P. & S. W. Mine
30.80	Pgh. Term. Coal Corp. Mine No. 9
30.80	Station Coal Company Mine
31.32	Paxton Mine
31.45	Aurora Mine
32.39	Craighead Storage Track
33.26	Buxton Storage Track
33.29	Jefferson Gas Coal Company Mine
33.88	Waverly Mine
34.27	Penobscot Mine
35.54	Clifton Mine
36.64	Louise Mine
37.95	Rockdale Extension Storage Track
38.22	Arnold Mine
39.36	Mingo No. 1 Storage Track
40.37	Mingo No. 2 Storage Track
42.94	Wayne No. 6 Mine
47.90	Beluan Mine No. 1 and Beluan Mine No. 2
48.70	Piney Fork Mine
48.98	Smithfield Mine
50.71	Superior Mine
53.03	Wayne No. 3 Mine
54.15	Rensi Mine
54.80	Wayne No. 1 Mine
56.95	Landson Coal Company
57.31	Custer Mine

WEST SIDE BELT RAILROAD COMPANY

Miles from West End Pittsburgh	NAME
0.75	McCall Siding
0.82	Diebold Siding
1.52	Banksville Branch
1.65	Aiken Oil Company
3.42	Wm. Lang & Sons Siding
5.14	Fishers Siding
6.08	Castle Shannon Extension Storage Track
6.28	Cretestone Siding
6.34	Pgh. Term. Coal Corp. Mine No. 2
7.31	Diulus and Benintend Siding
8.00	Pgh. Term. Coal Corp. Mine No. 3
10.24	Pgh. Term. Coal Corp. Mine No. 4
12.74	Stilleys Siding
17.29	Pgh. Term. Coal Corp. Mine No. 7
17.29	Bessemer Brick Company

MIFFLIN BRANCH

Miles from Longview	NAME
3.02	Henning Siding

TONNAGE RATING FOR LOCOMOTIVES

WESTWARD	Engines 20 21	Engine 145	Engines 914 915 916	Engines 900 901 911 913	Engine 921	Engines 910-912 917 to 920 922 to 926 927-928	Engines 1000 1001 1002	Engines W. & L. E. 4100 Series	Engines W.&L.E. 4300 Series	Engines W. & L. E. 6001 to 6020
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pgh. West Belt Jct. Rook.	1000	950	1325	1475	1500	1530	1650	....	....	....
Rook to Hickory.....	....	1640	2025	2200	2300	2400	2600	1730	1800	2700
Hickory to Mingo.....	....	....	....	....	....	....	....	....	....	....
Mingo to Pittsburgh Jct...	....	1640	2025	2200	2300	2400	2600	1730	1800	2700
Clairton to Longview	....	925	1275	1375	1450	1475	1650	....	....	....
Longview to West End ...	....	....	....	....	....	....	....	....	....	....

EASTWARD	Engines 20 21	Engine 145	Engines 914 915 916	Engines 900 901 911 913	Engine 921	Engines 910-912 917 to 920 922 to 926 927-928	Engines 1000 1001 1002	Engines W. & L. E. 4100 Series	Engines W.&L.E. 4300 Series	Engines W. & L. E. 6001 to 6020
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pittsburgh Jct. to Wayco.	....	1840	2225	2425	2525	2615	2825	1930	2000	2900
Wayco to Mingo	....	....	....	....	....	....	....	....	....	....
Mingo to Hickory	....	1640	2025	2200	2300	2400	2600	1730	1800	2700
Hickory to Pittsburgh	....	....	....	....	....	....	....	....	....	....
West End to Longview ...	950	900	1225	1325	1390	1400	1580	....	....	....

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 calculate adjusted train tonnage take gross weight of car and add to gross weight the adjustment shown for different temperatures.