

**MONTOUR RAILROAD
COMPANY**

TIME TABLE No. 40

In Effect 12:01 A.M., Eastern Standard
Time, Sunday, August 4, 1940

FOR EMPLOYEES ONLY

W. G. STYPE,
Chief Dispatcher

R. M. TYRIE,
Trainmaster

L. M. SCOTT,
Superintendent

JAMES NAGEL,
Assistant General Superintendent

W. H. HAMILTON,
General Superintendent

EASTWARD

Capacity of Sidings	Water, Coal, Scales, Wye	STATIONS	Distance from Montour Jct.	First Class
	S	MONTOUR JCT.	.00	
	W-C	EWINGS	1.98	
		BEAVER ROAD	4.04	
70		SCOTT	5.28	
35		LOTUS	6.47	
		IMPERIAL	9.51	
		CLINTON BLOCK JCT.	9.97	
	Y	NORTH STAR JCT.	10.69	
		BOGGS	12.58	
65	W	CHAMPION	13.93	
38		McADAMS	16.77	
64	W	McDONALD	17.87	
66		PEACOCK	20.91	
	W	SOUTHVIEW	21.84	
		GILMORE JCT.	22.56	
		WESTLAND	26.32	
70		COWDEN	24.35	
		MUSE JCT.	25.32	
		MUSE	26.23	
65		HENDERSON	27.79	
		HENDERSONVILLE	28.22	
	W	HILLS	31.05	
68		THOMPSONVILLE	31.95	
		McMURRAY	33.26	
70	Y	LIBRARY JCT.	35.08	
50	W	LIBRARY	36.84	
		GOULD (P. R. R.)	39.42	
		PENNMONT (P. R. R.)	39.97	
		SNOWDEN	40.77	
82		JEWELL	36.92	
		BROOKSIDE	38.32	
		COVERDALE	38.80	
		KEYSTONE	39.62	
		BRIGHTWOOD	39.79	
		ALLECO	40.41	
65		SALIDA (P. & W. V.)	41.38	
	S			
	W-C	MIFFLIN JCT. (P. & W.V.)	44.89	

WESTWARD

Capacity of Sidings	Water, Coal, Scales, Wye	STATIONS	Distance from Montour Jct.	First Class
	S			
	W-C	MIFFLIN JCT. (P. &W.V.)	.00	
65		SALIDA (P. & W. V.)	3.51	
		ALLECO	4.48	
		BRIGHTWOOD	5.10	
		KEYSTONE	5.27	
		COVERDALE	6.09	
		BROOKSIDE	6.57	
82		JEWELL	7.97	
70	Y	LIBRARY JCT.	9.81	
50	W	LIBRARY	11.57	
		GOULD (P. R. R.)	14.15	
		PENNMONT (P. R. R.)	14.70	
		SNOWDEN	15.50	
		McMURRAY	11.63	
68		THOMPSONVILLE	12.94	
	W	HILLS	13.84	
		HENDERSONVILLE	16.67	
65		HENDERSON	17.10	
		MUSE JCT.	19.57	
		MUSE	20.48	
70		COWDEN	20.54	
		GILMORE JCT.	22.33	
		WESTLAND	26.09	
	W	SOUTHVIEW	23.05	
66		PEACOCK	23.98	
66	W	McDONALD	27.02	
38		McADAMS	28.12	
65	W	CHAMPION	30.96	
		BOGGS	32.31	
	Y	NORTH STAR JCT.	34.20	
		CLINTON BLOCK JCT.	34.92	
		IMPERIAL	35.38	
35		LOTUS	38.42	
70		SCOTT	39.61	
		BEAVER ROAD	40.85	
		EWINGS	42.91	
	S			
	W-C	MONTOUR JCT.	44.89	

STANDARD TIME

Eastern Standard Time is in use

WATCH INSPECTOR

Pugh Bros., Gulf Bldg., and 409 Smithfield St.,
Pittsburgh, Pa.

STANDARD CLOCK

Montour Jct. – Dispatcher's Office

Trainmen and Enginemen not having access to Standard Clock will ascertain correct time from Dispatcher. Conductor will compare time with Engineman before leaving initial terminal.

WATCH INSPECTION

The watch of each employee subject to inspection must be presented to the designated inspector between the sixth and sixteenth of each calendar month, that its performance may be noted and record made on watch inspection certificate and on watch comparison registration form signed by employee.

General inspections will be made during the January and July periods.

Watches must be cleaned at least every eighteen months. If cleaned by other than the designated inspector, a signed statement showing watch number and date cleaned by a recognized watchman will be accepted.

SPECIAL INSTRUCTIONS

Westward trains are superior to Eastward trains of the same class.

OFFICIAL BULLETIN BOARDS

Montour Junction – Dispatchers' Office.

Scale Office.

Engine House Office.

Champion – Crew Room, Station Building.

Mifflin Junction – Station and Terminal Foreman's Office

REGISTER STATIONS

Montour Junction – All trains.

Mifflin Junction – All trains.

AUTOMATIC SIGNALS

Montour Junction – Proceed not protecting on Green indication only, between Signal No. 1 governing Eastward movement, located under concrete highway bridge east end yard, and Signal No. 2 governing Westward movement, located 2557 feet east of Signal No. 1. Approach Signal No. 2 prepared to stop should it remain Red or revert back to Red after changing to Green. Any case of indication reverting back to Red must be reported to Dispatcher immediately on arrival at Montour Junction. Information signal attached to pole opposite Signal No. 1, when flashing indicates westward train has approached Signal No. 2 and circuit must be cleared.

MAXIMUM SPEED

Main track between Montour Junction and Salida:

Passenger trains...30 miles per hour

Light engines and freights trains consisting of all empty cars...25 miles per hour

Work trains and freight trains consisting of all loads or mixed loads and empties...20 miles per hour

Between upper and lower crossing Cliff-Mine and on Midland Spur: All trains.....20 miles per hour

Beaver Road Curve and between Library Junction and Snowden: All trains...15 miles per hour

All sidings, mine tracks, Clinton Block Branch and spurs, except Midland Spur: All trains – 10 miles per hour

McDonald Transfer track between M. R. R. and P. R. R. connections: All trains...8 miles per hour

Midland Spur – between Gilmore Junction and a point 1650 feet East: All trains...8 miles per hour

Type 2-8-0 engines will not exceed speed of 20 miles per hour in backward motion. This includes passenger extras.

Speed must be reduced in all cases when not consistent with safety.

Rules 1342, page 120, Book of Rules, void

RESTRICTIONS FOR ENGINES AND CLEARANCES

Montour Junction – Bridge on Old Wye Track out of service. Consolidation Type 2-8-0 engines only may be operated over bridge leading to car repair yard.

Scott Spur – Unloading pit not safe for engines.

Lotus – Track leading to scrap yard not safe for engines beyond private road crossing about 6 car lengths west of derail.

Imperial – Coal loading platform east of Station will not clear engine or man of side of car.

Clinton Block – Storage track above tipple not safe for engines. Loading platform about 600 feet above tipple will not clear engine or man on side of car.

North Star Junction - When necessary to turn engines, enter Wye from east leg.

Solar Mine Tipple – No. 2 track will not clear engine or man on top of car.

Boggs Mine – Loading platform 420 feet west of highway crossing will not clear man on side of car. Tipple will not clear boxcar or caboose.

Champion – Sheave wheel 200 feet west of East End No. 2 Dump Track will not clear engine or man on side of car.

Champion Tipple – Nos. 1, 2 and 6 tracks will not clear engine.

Henderson Mine – Empty yard not safe for engines beyond supply track switch, except supply track, which is safe only to unloading pit.

Alleco Spur – Engines not allowed on trestle.

YARD LIMITS

Montour Junction – West of yard limit board located 15 feet east of new wye switch.
Southview – Between a point 84 feet east of east switch Peacock Siding and a point 2100 feet east of Southview Station.

Midland Spur – Between a point 265 feet east of point of switch Gilmore Junction and a point 775 feet east of point of switch leading to Morris Mine empty tracks.

Library Junction – Between a point 700 feet west of west main track switch and a point 1500 feet east of east main track switch and between main track switches and a point 250 feet east of point of switch leading to Gaffney Spur, Library Branch.

Rule No. 93, page 36, Book of Rules, is modified to read as follows:

“Within yard limits the main track may be used without protection. All trains and engines must move within yard limits prepared to stop within half the range of their vision.”

PUBLIC ROAD CROSSINGS

Midland Spur – Push button switch box located on post at west switch, Morris Mine, for manual control of crossing flasher signals at Highway Crossing Route 28. White button at bottom stops flashers and Red button at top starts them. When circuit is occupied by trains not operating over crossing, flasher signals must be stopped. And started again 20 seconds before operating over crossing. Reverse movement over this crossing when entire circuit has not been cleared must be protected by flagman.

The following crossings on branches and spurs governed by Certificate of Public Convenience, which orders:

“That each and every movement of engine, car or train over these crossings shall be preceded by a member of the train or engine crew to warn the public of the approach of such engine, car or train.”

Two on Solar Mine Connections
Three on Clinton Block Branch

Following instructions will govern movement over Lincoln Highway Crossing, Clinton Block Branch, and in case of failure of flasher signals at highway crossing McDonald Transfer track and two highway crossings between Gilmore Junction and Morris Mine Tipple, and must be observed:

Full daylight when vision good:

Each movement, either direction of car or engine, will be preceded by trainman with red flag to warn traffic.

During night or when vision is obscured by fog, smoke, or other causes during daylight hours:

Each movement, either direction, will be preceded by trainman with lighted red lantern who will warn traffic. A fusee must be burning on both sides of track continually when cars or engine approaching and during entire time cars or engine occupy crossing. Renew fusees if necessary. When work completed, extinguish fusees.

Watchman on duty at road crossing lower end No. 10 Mine daily, except Sundays and holidays, as follows:

Monday to Friday, inclusive, 8:30 A. M. to 4:30 P. M.

Saturday...11 A. M. to three P. M.

Cars will not be shoved over any grade crossing without a trainman on lead car to warn traffic.

WORK TRAINS

When a flagman is sent out to protect a work or wrecking train, other than straight-away movement, he must be given written instructions addressed to him and signed by the conductor, and such instructions must be read and signed by the engineman who must see that the arrangement affords proper protection. The instructions must show at what point and what trains are to be held, or if trains are to be restricted and allowed to run through the territory where the track may be occupied or obstructed.

The written instructions must in all cases be shown to and read by the engineman of trains flagged.

Copies of all written instructions to flagmen must be held by conductors of work or wreck train.

CAR SEALS

All loaded closed cars and empty closed cars containing special appliances must be sealed. Agents will supply seals at their stations and Conductors will apply seals at non-agency points. Conductors finding seals broken will apply seals and report facts to Dispatcher's Office immediately by telephone. Conductors will make complete seal record on back of wheel report showing numbers of seals and at what station applied.

P. & W. V. – M. R. R. JOINT TRACK

The track between Salida and West End Mifflin Junction Yard is owned and maintained by The Pittsburgh and West Virginia Railway Company.

The movement of all trains will be handled by train orders issued by P. & W. V. Dispatchers.

Trains will protect as per Rule 99 and report to P. & W. V. Dispatcher when clear at opposite station.

Conductors and enginemen must provide themselves with P. & W. V. timetable and be governed accordingly.

Switches at Salida must be left in position for P. & W. V.

P. & W. V. trains will use Montour Railroad track jointly between Salida and a point 2000 feet west of west switch, Coverdale, under train orders issued by Montour Railroad Dispatchers.

P. R. R. – M. R. R. JOINT TRACK

The track between Gould and Pennmont on Library Branch is owned and maintained by the Pennsylvania Railroad Company.

Movement of all trains will be handled by train orders issued by Montour Dispatchers.

Maintenance cars of Pennsylvania Company will be operated under train orders and designated as "Track Car Number" maintenance cars of Montour Company will operate under flag.

All trains and maintenance cars to protect as per Rule 99.

Normal position of switch at Pennmont is for through movement of Montour trains and provided with Pennsylvania switch lock only.

In case of accident or track condition that would make operation unsafe, notify dispatcher immediately who will advise Pennsylvania movement director at Pittsburgh.

Montour train order blanks will be provided at Gould and Pennmont for use of Pennsylvania conductors.

Montour conductors will leave copy of wheel report covering movement of all engines, cars and cabooses between Gould and Pennmont with Agent, Library, who will number consecutively starting first of each month and mail to Superintendent, Monongahela Division, Pennsylvania Railroad Company, Pittsburgh.

P. & L. E. – M. R. R. JOINT TRACK

The P. & L. E. R. R. Company own and maintain all interchange tracks, Groveton and Station Track, Montour Junction.

M. R. R. connecting switch at Montour Junction must be left in position for P. & L. E.

INTERCHANGE TRACKS

Southview – P. & W. V. – One Track – Capacity 38 cars.

All cars delivered must be left first out to P. & W. V.

Card bills made in duplicate, one to be placed in bill box at P. & W. V. end of track, other left with Agent.

Show date and hour of delivery on bills.

Supply of cards at Southview Station for use of Conductors who will fill out for all empty cars delivered.

Salida – P. & W. V. – Salida Siding – Capacity 65 cars.

Hills – P. R. R. – Two Tracks.

Outside track for delivery to Montour, capacity fifty-five cars.

Inside track for delivery to P. R. R., capacity fifty-five cars. Lead between main track and inside switch, capacity 30 cars, can be used for interchange either direction when necessary.

Private road crossing at grade over both tracks must be left open.

Conductors will leave list of all cars delivered with bills in bill box located at P. R. R. end. This list to show car number, initial, contents, destination, date and hour of delivery.

McDonald – P. R. R. Two Tracks.

Outside track for delivery to P. R. R., capacity 80 cars below road crossing.

Inside track for delivery to Montour, capacity twenty cars.

When congested and cars cannot be left on proper tracks, cars delivered to P. R. R. must be placed first out to that Company.

Cars must not be left west of highway crossing.

Protect against P. R. R. engines working McDonald Mine or Transfer Tracks.

Bill box located at McDonald Mine tipple.

Coal billed via P. R. R. may be delivered at McDonald or Hills: except that all shipments billed “via McDonald” must be delivered at McDonald regardless of point of origin.

Conductors will leave list of cars delivered with bills showing car numbers, initials, contents, destination, date and hour of delivery.

Snowden – B. & O. – Two tracks with capacity sixty cars each, designated as No. 1 and No. 2 reading from B. & O. Main Track.

No. 1 Track delivery to B. & O.

No. 2 Track delivery to Montour.

Crossover switch from lead to B. & O. Main Track will be left for through movement of Montour trains, and is equipped with B. & O. switch lock only.

Switch governing interchange tracks will be left lined for No. 1 track and equipped with double lock.

Derails on Montour end of tracks 1 and 2 are equipped with double lock.

Switch and derails opposite end of tracks 1 and 2 equipped with B. & O. locks only and will not be used by Montour.

B. & O. main track must not be used or fouled under any circumstances.

Conductors will leave list of all cars delivered with bills in bill box located at interchange track switch and copy with Agent, Library.

This list to show car number, initial, contents, destination, date and hour of delivery.

Bills for other that coal will be left with Agent, Library.

Mifflin Junction – Union Railroad.

No. 1 and No. 2 Scale tracks west of Scales and No. 1 and No. 2 interchange tracks and terminal tracks east of Scales, owned and maintained by Montour Railroad. All other tracks owned and maintained by Union Railroad.

LIST OF STATIONS, STATION NUMBERS, SIDINGS, SPUR TRACKS

Showing Derails and Capacity of Spur Tracks

No.

- 5 Montour Junction.
- 5A Montour Junction, No. 9 Retail Yard, Pittsburgh Coal Company, East End Connection, capacity six cars – Derail
- 40A Scott Spur, East End Connection off siding, capacity 6 cars – Derail.
- 40B Scott Siding.
- 50 Lotus Siding.
- 50A Trautman Spur – East End Connection off lead to Briggs and Turivas, capacity one car.
- 50B Briggs and Turivas Scrap Yard, East End Connection, derail.
- 55A Dickson Spur, West End Connection, capacity 4 cars, derail.
- 70 Imperial, West End Connection, derail 200 feet from main track frog, and 330 feet east of center of station.
- 71 Clinton Block Mine, derail 120 feet above Lincoln Highway Crossing, and derail switch on lead to lower mine yard.
- 71A Peoples Natural Gas, East End Connection off Clinton Block main track, capacity 5 cars, derail.
- 71B Clinton Block Junction, East End Connection, derail 95 feet from main track frog.
- 75 North Star Junction.
- 80 Solar Mine, West End Connection off Boggs Yard, derail 40 feet west lower mine switch and on Solar Dump Track 100 feet east of frog.
- 82 Boggs Mine, East End Connection off Boggs Yard, derail.
- 85 Boggs Yard, derail on lead west end.
- 85 Champion – derails:
 - West End No. 8 and No. 9 Tracks.
 - No. 1 Track above Dump 135 feet east of lower switch point.
 - East End – 150 feet west of main track frog.
 - East End – No. 1 Track.

- East End – On Ladder below No. 2 Track switch.
 East End – Disco Track – 357 feet west of main track switch point.
- 93 McAdams, No. 9 Mine.
 - 93A McAdams Siding, derail east end.
 - 95 McDonald Siding.
 - 95A McDonald Mine, east and west end connection off McDonald Transfer Track. Derails: No. 1 Track 240 feet and No. 2 Track 185 feet east of west transfer track switch.
 - 95B McDonald Transfer, West End Connection off McDonald Siding, derail, P. R. R. end of track.
 - 100 Peacock Siding, derail east end.
 - 101 Southview, P. & W. V. Transfer, West End Connection, derail.
 - 102 Southview, Commercial Spur, East End Connection, capacity 2 cars, derail.
 - 103 Southview, No. 1 Mine.
 - 109 Gilmore Junction, West End Connection to Midland Spur.
 - 110 Morris Mine, two West End Connections off Midland Spur, derail west end.
 - 112 Westland Mine.
 - 115 Cowden Siding.
 - 117 Muse Junction, East End Connection to Muse Spur.
 - 118 Muse, National No. 3 Mine, derail supply track.
 - 124 Henderson Siding, derail, east end.
 - 125 Henderson Mine, West End Connection off siding, East End Connection off main track, derails east end No. 1 and No. 2 tracks.
 - 126 Hendersonville Commercial Spur, East End Connection, capacity 6 cars, derail.
 - 135 Hills, No. 4 Mine.
 - 136 Hills, P. R. R. Transfer, East End Connection, derail P. R. R. end.
 - 137 Thompsonville Siding, derail west end.
 - 142 McMurray, East End Connection, capacity 8 cars.
 - 145 Library Junction, derail on west leg of wye.
 - P6 Gaffney Spur, West End Connection, capacity 8 cars, derail.
 - 148 Library, No. 10 Mine, derail machine shop track – Hill track and east end No. 1 and No. 2 tracks.
 - P10 Gould – P. R. R. Connection.
 - P11 Pennmont – P. R. R. Connection.
 - P14 Snowden – B. & O. Transfer, derails east and west end No. 1 and No. 2 tracks.
 - 150 Jewell Siding, derail east and west ends.
 - 150A Jewell Commercial Spur, East End Connection, capacity 3 cars, derail.
 - 151 Brookside, East End Connection, capacity 4 cars, derail
 - 152 Coverdale, No. 8 Mine, derail east end.
 - 154 Keystone, West End Connection, capacity 6 cars, derail.
 - 155 Brightwood, West End Connection, capacity 15 cars, derail.
 - 158 Alleco, East End Connection, capacity 8 cars.
 - 160 Salida Siding, and P. & W. V. joint track connection.
 - 165 Mifflin Junction, derails east end No. 1 and No. 2 tracks below scales.

GENERAL INSTRUCTIONS

Spreader car in operation will be pulled. Do not shove ahead of engine.

Cars set off at Muse Junction must not be left standing back on grade.

Do not place coke racks or cars exceeding forty-five feet in length at mines loading coal to be dumped at Champion Cleaning Plant.

Coal consigned to Pittsburgh Coal Company at Champion will be moved on "Green" double car bills.

Conductors will leave double bill with yardmaster, Champion, making following notations at bottom of left side of bill:

Train Number.

Time and date set off at Champion.

Conductor's signature.

When taking water, if trains exceed ten cars, engines must be detached.

Conductors loading less than carload shipments at any point will show initial and car number on waybill into which freight was loaded.

Carload or less carload shipments billed "Shippers order notify" will not be set off or unloaded at non-agency stations without instructions from dispatcher or agent handling billing for that station.

Merchandise of perishable nature will not be unloaded at a non-agency station during wet or freezing weather, unless consignee is on hand to accept, or some shelter is available.

Less carload freight for National No. 3 Mine, at Muse, will be unloaded on platform between 7:00 A. M. and 5:00 P. M., excluding Sundays and holidays. During other periods place in freight under lock.

On interchange tracks below scales at Montour Junction, P. & L. E. car inspectors will apply private locks in addition to blue flag or light at east and west switch of tracks being inspected.

Special lock on switching lead to Car Yard 7:00 A. M. to 4:30 P. M., Monday to Saturday, inclusive, during which time switch must not be used except under direct instructions from General Car Foreman's Office.

Cars being weighed light to re-stencil must be standing and uncoupled at both ends.

Engines must not be run onto live rail of scales. Nor use sand when passing over scales. Weighmasters only are allowed in scale office.

Do not allow derailleurs to drop on switch locks.

Report any switch lights not burning.

Conductors finding cars derailed or damaged on mine tracks will report on Form 428, ascertain cause if possible, test hand brake, and note how found.

Do not move cars found leaking or hopper doors open; report condition and confirm written report Form 428.

Do not couple onto cars on receding grade without brakeman at lower end of cars to be coupled onto so that cars uncoupled or cars without brakes applied will be protected.

When necessary to couple onto or move cars under tipples avoid personal injury to mine employees or damage to car retarders and tipple equipment attached to, under, or in cars.

Cars remaining on loaded tracks at mines must be pulled down away from tipple and sufficient brakes set to protect against cars being dropped against them.

Avoid stopping of engines under tipple at mines and cleaning plants.

Enginemen will report by telephone from first station, of live stock killed or injured and forward written report to Superintendent.

Blind siding reports will be left with Agent, Southview, daily; local train west making report between Salida and Southview, local train east between Montour Junction and Southview, excepting Briggs and Turivas and Dickson Spur. Reports of Midland and Muse Spurs to be made by first crew serving these mines.

Flying switches will be made only when absolutely necessary and with extreme caution.

A brake club is part of the equipment for trainmen.

Do not rely on air brakes to hold or stop cars detached from engine.

When two or more engines are coupled onto a train, the engineman handling air brake will signal the direction the train is to be moved, with reference to the direction in which the engine is headed. Signals given by trainmen will also be given in same manner.

When using two or more engines on one train, do not cut engine in train. However, it will be permissible in moving Pennsylvania coal between Library Junction and Hills transfer to have an engine cut behind the Pennsylvania coal.

When two or more engines are placed on head end of train the lead engine will start the train, second engine not using steam until lead engine has stretched the slack and is about to stall.

Assisting engines must not be coupled into train until the train is stopped.

Conductors will report on Form 677D car parts applied to all cars.

When necessary to shove cars ahead of engine and out of crew's vision, air must be connected through all cars and trainmen prepared to use air from lead car.

Flagman giving stop signal during night will hold red light in view of approaching trains and give stop signal with white light.

Torpedoes exploded by velocipedes, hand or gasoline cars must be replaced.

All employees in train or engine service will notify dispatcher at expiration of fourteen hours on duty.

Clearance cards as shown on page 66, Book of Rules, will not be used until further notice and will not apply to Rules 209, 210 and 211.

Forms for work trains as shown on pages 110 and 111, Book of Rules, will not be used until further notice.

Rule No. 14, item "L," Book of Rules, page 18, void.

"Two long, one short and one long sound of whistle will be given approaching all public crossings at grade, to be continued or repeated until crossing is reached."

Rule No. 19, Book of Rules, page 20, is modified to read: "The following signals will be displayed, one on each side of the rear of train as markers to indicate the rear of the train: by day, green flags or marker lamps not lighted; by night, yellow lights to the front and side and red lights to the rear, except when the train is clear of the main track, when yellow lights must be displayed to the front, side and rear."

Light engines and engines on rear of train will display green flag by day and red light by night to indicate rear of train.

Rule No. 21, page 21, Book of Rules, void. Engines will not display white classification flags or lights.

Above will also apply on P. R. R. track between Gould and Pennmont, and P. & W. V. track between Salida and Mifflin Junction.

Montour crews operating on foreign track except as stated above; will be governed by rules of owning Company.

In event of accident on track other than those owned by this Company, reports must be mailed to proper official of the owning Company.

Cars must not be left on highway crossing circuits west of Imperial Station.

Close observation for fires along right-of-way must be maintained at all times. In case of fire, the Section Foreman should be notified, if possible, and advise Dispatcher without delay. Firemen should be extremely careful with ash pans to avoid starting fires.

The use of blocks to stop cars on Scales is prohibited.

Crews receiving or delivering cars on interchange tracks will not couple onto cars until foreign engines are cut away from them, except in case of emergency and then only after a full understanding between all members of both crews.

Highway flashing signals operating when circuit not occupied or failing to operate when circuit is occupied must be reported from first telephone.

Doors of empty boxcars in all trains must be closed.

The storage of cars within 300 feet of any public grade crossing is prohibited.

All trains and engines must approach private grade crossing, Montour Junction Wye Tracks, prepared to stop. Standard whistle and bell signals will be sounded.

Smoke from engines near residential sections; highways and overhead highway structures must be kept to a minimum.

Cars must not be handled ahead of engines from Library Junction to Library.

EXPLOSIVES AND INFLAMMABLE CARS

- a. Cars placarded "Explosives" must be placed in through freight trains near the middle and must not be nearer than the sixteenth (16th) car from the engine, nor the eleventh (11th) car from the caboose, if the length of the train will permit. Where helper engines are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car.
- b. Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from the engine or caboose when placing them near the middle of train would require additional switching at stations.
- c. Cars placarded "Explosives" must not be placed in through or local trains next to loaded tank cars, wooden-frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of car placarded "Explosives" from rough handling; refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to cars containing lighted heaters, stoves or lanterns; or cars with live stock or poultry in charge of an attendant.
- d. Cars placarded "Explosives" must not be placed in through or local trains next to box cars, which bear "Inflammable" or "Corrosive Liquid" placards, unless the remainder of the train consists only of such cars, or is made up entirely of placarded cars, or cars listed in paragraph "c" above.
- e. Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, or pipe that is likely to shift; and when practicable must be placed not nearer than the sixth (6th) car from engine or caboose.
- f. Cars containing explosives must never be cut off while in motion. When handled in yards or on sidings, they must be coupled to engine, electric locomotive or motor car, protected by a car between. They must be placed in a safe place in yard, where all unnecessary handling will be eliminated. Cars must not be cut off and allowed to strike a car of explosives.

LOCATION OF TELEPHONES

Montour Junction Scale Office, East End Yard and No. 2 Block Signal.
Scott - West End.
Lotus – West End.
Imperial - West End and Station.
Clinton Block Junction.
North Star Junction.
Boggs – East and West Ends.
Champion - East End and Station Building.
McAdams – East and West Ends.
McDonald - East and West Ends.
McDonald Transfer – West Switch McDonald Mine.
Peacock – East and West Ends.
Southview – Station.
Gilmore Junction.
Morris Mine – Below Tipple.
Westland – Opposite Tipple.
Cowden - East and West Ends.
Muse Junction.
Henderson – East and West Ends.
No. 4 Mine, Hills – West End.
Thompsonville – East and West Ends.
Library Junction – East Wye Switch and Tail of Wye.
Library Station.
No. 10 Mine – Lower Mine Switch.
Gould.
Pennmont.
Snowden.
Jewell – East End.
Coverdale – West End.
Salida – East and West Ends.
Walker – West End.
Mifflin Junction – Station, Terminal Foreman’s Office, and West End Yard.

TELEPHONES AND TRAIN ORDERS

The following telephones have joint connection with P. & W. V. Ry.:

Salida – East End

Walker – West End

Mifflin Junction - Station and West End Yard

Telephones equipped with switches must be cut out when not in use.

Enginemen of light engines and Conductors of other trains are the only members of crew authorized to receive or repeat train orders. And at meeting points when train to be met has not arrived, must report to Dispatcher immediately.

COMPANY SURGEONS AND PERSONAL INJURY INSTRUCTIONS

- Dr. G. C. Weil Chief Surgeon, Pittsburgh, Mercy Hospital; Bell Phone, Atlantic
- Dr. H. G. Kuehner Asst. Chief Surgeon, Pgh., Mercy Hospital; Bell Phone, Atlantic 8800; also P. C. Co. phone.
- Dr. L. H. Sweterlitsch 1410 State Avenue, Coraopolis Bell Phone, Coraopolis 99.
- Dr. H. B. Speer 1100 State Avenue, Coraopolis Bell Phone, Coraopolis 538.
- Dr. J.W. Burkett Steubenville Pike, Bell Phone, Walnut 5897.
- Dr. W.S. Broadhurst Imperial, Bell Phone, Imperial 387; also P. C. Co. phone.
- Dr. J. C. Noah Imperial, Bell Phone, Imperial 315.
- Dr. C.B. Denny 28 State, Oakdale, Bell Phone, Oakdale 234.
- Dr. M.L. Bowser 117 North, McDonald, Bell Phone, McDonald 3401; also P. C. Co. phone.
- Dr. C.M. Hughey 119 W. Lincoln, McDonald, Bell Phone McDonald 2121; also P. C. Co. phone.
- Dr. D. L. McCarrell Hickory, Bell Phone Hickory 17-R-11.
- Dr. H. H. Groskloss Hickory, Bell Phone Hickory 17-R-11.
- Dr. E. L. McCarthy Lawrence, Bell Phone Canonsburg 626 and residence: McMurray 22-R-5; also P. C. Co. phone.
- Dr. C. F. Graham Library, Bell Phone Colonial 339 and residence: Colonial 317; also P. C. Co. phone.
- Dr. J. E. Kent Coverdale, Bell Phone Colonial 11-J and residence: 11-M.
- Dr. D. M. Davis Broughton, Bell Phone Colonial 95.
- Dr. L. W. Pumphrey 2552 Brownsville Road, Carrick, Bell Phone Carrick 1897, and residence: Carrick 4370.

The attention of employees is specially called to the necessity of procuring the services of regularly appointed surgeons.

The company will not be responsible for first aid professional services other than that of our own regularly appointed surgeons.

Application should be made to the nearest surgeon from point where accident occurs. Any of these names will respond upon application, provided nearest surgeon cannot be located immediately.

In all cases of personal injury or property damage, conductor or engineman will notify dispatcher promptly by telephone and secure names and addresses of all witnesses, especially disinterested persons.

When automobiles are involved, the following additional information will be given:

Kind and make of car.

Owner's name, address and registration number.

Driver's name, address and operator's license number.

Names and addresses of all passengers in automobile.

Any evidence of use of intoxicants by those involved.

In case person driving automobile refuses to show driver's license, so state on your report. Avoid all arguments.

Personal injury reports, Form 118, must be forwarded to Superintendent immediately regardless of extent of injury.

Your attention is especially called to first aid boxes which have been furnished all cabooses and for which conductors are held responsible for their care.

First aid boxes also located as follows:

Scale Offices, Montour Junction and Mifflin Junction.

Agent's Office, Imperial, Champion, and Southview.

When the use of first aid box is required, conductor will turn same in to storekeeper for exchange or refill on completion of trip.

AIR BRAKES

Terminal Train Brake Tests

1. Each train must have the air brakes on all cars in effective operating condition, except in cases of emergency, but at no time shall the number of operative air brakes be less than permitted by Federal requirements, 85% of total number of cars.
2. Condensation must be blown from the pipe from which air is taken before connecting yard line or engine to train.
3. (a) After the brake system on a freight train is charged to not less than 5 lbs. below the standard pressure for that train, and on a passenger train when charged to at least 70 lbs., a fifteen pound service reduction must be made upon request of proper signal, then note the number of pounds of brake pipe leakage per minute as indicated by the brake pipe gauge, after which the reduction must be increased to a total of twenty pounds. Then an examination of the train brakes must be made to determine if brakes are applied in service application on each car; that the piston travel is correct, and that brake rigging does not bind or foul.
(b) When examination has been completed in accordance with rule (3a), proper release signal must be given and each brake examined to see that it releases properly.
4. Brake pipe leakage must be reduced to the minimum but must not exceed 7 pounds per minute.
5. Piston travel less than seven inches or more than nine inches, must be adjusted to nominally eight inches.
6. When the test is completed the inspector or trainman who made the test will personally inform the engineman and conductor, and advise them the number of cars in train and the number having inoperative brakes.
7. Defects discovered during a standing test that cannot be repaired promptly must be reported to the conductor for appropriate action in accordance with instructions.
8. During standing brake tests brakes must not be applied or released until proper signal is given.
9. Before adjusting piston travel or working on brake rigging, cutout cock in branch pipe must be closed, and reservoirs bled. Where cutout cock is in cylinder pipe the latter only need be closed.

Road Train Brake Tests

10. On a passenger train, before an engine is changed or an angle cock closed, except for cutting off one or more cars from the rear of train, the brake must be applied. After recoupling and opening the angle cock and before proceeding, an application and release test must be made from the engine. Inspector or trainman will note that the rear brakes of train apply and then signal for a release, noting that rear brakes release.
11. On a freight train, before an engine is detached or an angle cock closed on an engine or a car, the brake must be fully applied. After recoupling and opening the angle cock and before

proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brakes are released. In the absence of a caboose gauge, a test must be made as prescribed in Rule 10.

12. At point where motive power or engine crew or train crew is changed, tests of the train brake system must be made as follows:

After the brake system on a freight train is charged to not less than 5 lbs. below the standard pressure for that train, and on a passenger train when charged to at least 70 lbs., a fifteen pound service reduction must be made upon request of proper signal, then note the number of pounds of brake pipe leakage per minute as indicated by the brake pipe gauge, after which the reduction must be increased to a total of twenty pounds. Then an examination of the train brakes must be made to determine if brakes are applied in service application on each car. When this examination has been completed, proper release signal must be given and each brake examined to see that it releases properly.

13. When one or more cars are added to a train at any point subsequent to a terminal test the cars added, when in the position where they are to be hauled in the train, must be tested as prescribed in Rule 12. Before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that rear brakes are released. In the absence of a caboose gauge, a test must be made as prescribed in Rule 10.
14. Whenever the engine is to be detached or a stop made on a heavy grade under circumstances in which the efficiency of the air brake system may not be impaired by allowing the train to stand with the brakes applied, a sufficient number of hand brakes must be set to hold the train before the air brakes are released or the engine cut off. When ready to start, hand brakes must not be released until it is known that the air brake system has been fully recharged.
15. (a) Before a train is operated down a grade requiring the use of retaining valves, it must be known that they are in such condition that the speed of the train can be safety controlled by the engineman.
(b) Starting from the summit the engineman will make the first application as soon as practicable; this to test the holding power of the train while the speed is yet low, then fully recharge using full release position of brake valve until such time as, when brake valve is returned to running position, the brake pipe pressure will not fall below the adjustment of the feed valve (80 pounds). After pressure is equalized, use the "kick-off" (that is, move the brake valve to release then back to running position.)

Retainers

16. 75% of retainers must be turned up on all trains of loaded cars from Library Junction to Library.

Double Heading and Helper Engines

17. When more than one engine is used, brakes must be operated from the leading engine, automatic brake valves on all except the leading engine cut out, handles of brake valves kept in running position, and when practicable air compressors kept running.

Operation of Conductor's Valve

18. Air will be applied from the rear of train only when necessary and should emergency exist open valve fully at once; if no emergency, open valve gradually. Valve must not be closed until train has stopped.

