

MONTOUR RAILROAD COMPANY

TIME TABLE No. 41

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M. EASTERN STANDARD TIME

SUNDAY, FEBRUARY 23, 1947

**G. W. COVERT,
General Superintendent.**

EASTWARD

Capacity of Sidings	Water, Coal Scales, Wye	STATIONS	Distance from Montour Jct.	First Class
	S			
	W-C	MONTOUR JCT.00	
		EWINGS	1.98	
		BEAVER ROAD	4.04	
70		SCOTT	5.28	
35		LOTUS	6.47	
	W	IMPERIAL	9.51	
		CLINTON SPUR	9.97	
	Y	NORTH STAR	10.69	
		BOGGS	12.58	
65	W	CHAMPION	13.93	
		RUSSELL	14.47	
38		McADAMS	16.77	
66	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 Mifflin 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	
		PENMONT (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	
		RUSSELL	30.42	
65	W	CHAMPION	30.96	
		BOGGS	32.31	
	Y	NORTH STAR	34.20	
		CLINTON SPUR	34.92	
	W	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	

SPECIAL INSTRUCTIONS

Special instructions prefixed by rule number modify or add to the corresponding rule of the current Book of Rules for the government of the Operating Department.

Rule 1—Standard Time—Eastern Standard

Rule 2—The watch of each employee subject to inspection must be presented to a designated inspector between the sixth and sixteenth of each calendar month, that its performance may be noted and record made on employee's card certificate and on watch comparison record signed by employee. Watches must be cleaned at least every eighteen months. If cleaned by other than designated inspector, a signed statement showing watch number and date cleaned by a recognized watch man will be accepted.

Watch Inspector

Pugh Bros. Jewelry Co.

Gulf Building, Pittsburgh, Pa.

Rule 3—Standard Clocks

(First Floor, State Avenue Office Building)

Montour Junction (Dispatchers' Office)

Trainmen and enginemen not having access to standard clock will ascertain correct time from Dispatcher.

Conductors will compare time with engineer before leaving initial terminal and with other train employees as soon thereafter as practicable.

Rule 21—Extra trains will not display white signals.

White signals on trains of Foreign Railroads operating over the rails of this Company may be displayed.

Montour trains operating on rails of other Companies will be governed by rules of owning Company, however, will not be required to display white signals between Gould and Pennmont and between Salida and Mifflin Junction.

Rule 26—P. & L. E. car inspectors may apply private locks in addition to the required blue signals on Montour to P. & L. E. Interchange Tracks, Montour Junction.

Rule 33—Watchman on duty at road crossing east of No. 10 Mine Tipple, 8:30 A. M. to 4:30 P. M. daily except Sundays and Holidays.

Rule S-72—Westward trains are superior to eastward trains of the same class.

Rule S-83—Register Stations (Montour Jct.—All Trains
Mifflin Jct.—All Trains)

Rule 93—Yard Limits

Montour Junction—West of yard limit board located fifteen feet east of New Wye Switch.

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 on Library Branch between main track switches and a point 250 feet east of Gaffney Spur.

Rule 99—When night signals are used flagman giving stop signals will hold red light in view of approaching train and give stop signal with white light.

Rule 103—Public Crossings at Grade

Highway crossing signals will not operate when a reverse movement is made without first having cleared the entire signal circuit. When such occasions arise, arrange to protect movements.

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 standing trains, flasher signals must be cut out and again started at least twenty seconds before operating over crossing.

The following crossings on branches and spurs are 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 Connection

Three on Clinton Spur

Following instructions will govern movement over Lincoln Highway Crossing, Clinton Spur, 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:

Full daylight when vision is good: Each movement will be preceded by trainmen with red flag to warn traffic.

During night or when vision is obscured: Each movement will be preceded by trainmen with lighted red lantern to warn traffic. A fusee must be burning on both sides of track during approach and while crossing is obstructed. When work is complete, extinguish fusees.

Rule 104—Russell No. 2—Normal position of switches:

Connecting switch off slate track must be lined for slate track; lower end for runaround; upper end for tipple track.

Sunnyhill—Switch lower end must be lined for runaround and upper runaround switch must be lined for tipple tracks.

Boggs Mine Siding—Mayer switch must be lined for movement from Aloe tipple.

Rule 221—Clearance Form "A" as shown on Page 77 will not be used until further notice.

Rule 261—Montour Junction—Proceed not protecting on Green indication only between signal No. 1 governing eastward movement (located under concrete highway bridge east end of 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 to Red after changing to Green. Any case of indication reverting to Red must be reported to Dispatcher immediately on arrival at Montour Junction. Information signal mounted on pole opposite signal No. 1 when flashing, indicates westward train has approached signal No. 2 and circuit must be cleared.

Rule 801—Bulletin Boards

Montour Junction—Dispatcher's Office
Trainmen's Building
Engine House Office

Champion—Crew Room Station Building
 Mifflin Junction—Station and Terminal Foreman's
 Office

Rule 804—Riding seated on horizontal grab iron rear of tender is prohibited.

Rules 831 - 947 - 948—In all cases of personal injury or property damage, conductor or engineer will secure names and addresses of all witnesses, especially disinterested persons.

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

- Type and make of car
- Owner's name, address and registration number
- Driver's name, address and operator's license number
- Name and address of all passengers in automobile
- Any evidence of use of intoxicants by those involved
- If person driving automobile refuses to show driver's license, so state on your report. Avoid all arguments.

Conductors are responsible for first aid boxes furnished cabooses and when used will return same to Storekeeper for exchange or refill.

First aid boxes also located as follows:

Scale Offices—Montour Junction and Mifflin Junction.
 Agent's Office—Imperial, Champion and Southview.

Appointed surgeons will be called in all cases of personal injury. Company surgeon located closest to point of accident should be called, however, any company surgeon will respond.

COMPANY SURGEONS

- Dr. H. G. Kuehner, Chief Surgeon, Mercy Hospital, Pittsburgh, Pa.....Atlantic 8800
- Dr. L. H. Sweterlitsch, 1410 State Avenue, Coraopolis, Pa.Cora. 99
- Dr. H. B. Speer, 1100 State Avenue, Coraopolis, Pa.Cora. 538
- Dr. J. W. Burkett, Steubenville Pike.....Walnut 5897
- Dr. W. S. Broadhurst, Imperial, Pa.....Imperial 387
- Dr. J. C. Noah, Imperial Pa.....Imperial 315
- Dr. M. L. Bowser, 117 North St., McDonald, Pa.McDonald 3401
- Dr. C. M. Hughey, 119 W. Lincoln, McDonald, Pa.McDonald 2121
- Dr. C. D. Graham, Library, Pa.....Colonial 1430
- Dr. D. L. McCarroll, Hickory, Pa.....Hickory 17-R11
- Dr. H. E. Kent, Coverdale, Pa.....Office—Colonial 11-J
 Residence—Colonial 11-M
- Dr. D. M. Davis, Broughton, Pa.Colcnial 95

Rule 950—Delay Reports—Engineers in charge of helper engines will also report all detentions and causes thereof to dispatcher.

Rule 959—Waybills—Coal consigned to Pittsburgh Coal Company for cleaning at Champion will be moved on "Green" double card bills. Conductors will leave double bill with Yardmaster, Champion, making following notation at bottom of left hand bill:

- Train number
- Time and date set off at Champion
- Conductor's signature.

Rule 1067—Engine blow-off cocks must not be opened where pressure will cause dirt and stones to be blown into drains or ditches or where injury to persons or animals or damage to property would result.

Rule 1069—Maximum Speed

Main track between Montour Junction and Salida

Passenger trains.....	30 miles per hour
Light engines and freight 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
Midland Spur—All trains.....	20 miles per hour
Beaver Road Curve—All trains.....	15 miles per hour
Between east switch Lotus and upper crossing Cliff Mine—All trains.....	15 miles per hour
Between Library Junction and Snowden— All trains.....	15 miles per hour
All sidings and mine tracks— All trains.....	10 miles per hour
All spurs except Midland Spur— All trains.....	10 miles per hour
Second curve west of McMurray— All trains.....	8 miles per hour
McDonald Transfer—Between M. R. R. and P. R. R. Connections.....	8 miles per hour
Midland Spur between Gilmore Junction and point 1650 feet east—All trains.....	8 miles per hour
Montour Junction Engine House Lead— All movements.....	5 miles per hour
Trains handling wreck cranes, Locomotives and ditchers.....	15 miles per hour

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

Rule 1104—Smoke Abatement

Smoke from engines must be kept to a minimum at all times especially near residential sections, highways and highway bridges.

- G. W. COVERT, General Superintendent
 - E. V. KELLY, Superintendent
 - R. M. TYRIE, Trainmaster
 - D. B. TIBBALS, Ass't. Trainmaster
 - W. G. STYPE, Chief Dispatcher
 - M. D. CHALMERS, Ass't. Chief Dispatcher
 - H. G. BROCK
 - W. C. DONALDSON
 - W. F. GREGORY
 - R. W. PHILLIPS
- } Train Dispatchers

GENERAL INSTRUCTIONS

Cars must not be kicked in Montour Junction Car Repair Yard.

A special lock is provided on switch leading to Car Yard, Montour Junction, 7:00 A. M. to 4:30 P. M., Monday through Saturday. When necessary to place cars during these hours Car Foreman will remove lock upon notification.

Engines using P. & L. E. tracks beyond New Wye connection must secure permission from P. & L. E. Yardmaster at Ivanhoe or during his absence, from M. R.

Towerman. When clear of P. & L. E. tracks, report clearance to Ivanhoe Yard or Towerman. P. & L. E. trains must not be delayed.

Approach private grade crossing Montour Junction Wye Track prepared to stop. Crossing whistle signal must be sounded.

Leave all part loads and empties found at Clinton Block Mine first out.

Do not place coke racks or cars exceeding forty-five feet in length or any car less than 6 feet 6 inches high from top of rail at mines loading coal consigned Champion Cleaning Plant.

All engines, excluding those assigned to Champion or those performing extensive work within that territory, are prohibited from taking water at Champion, except in emergency.

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

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 shed and secure with lock.

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

All loads billed to Option, Pa., routed Montour and P. & W. V. must be delivered to P. & W. V. at Salida.

Blind siding reports will show time and date, indicating opposite car initial and number whether load, part load or empty. If siding is clear, so state. Conductor will sign report.

Local West will make report daily between Salida and Hills, inclusive.

Report of Midland Spur will be made daily by first crew serving this mine. Both of these reports to be mailed to Chief Clerk, Montour Junction, upon arrival. Local East will make report daily between Scott and Hendersonville, inclusive, except Briggs and Turivas and Dickson Spur.

Report of Muse Spur will be made daily by first crew serving this mine. Both of these reports must be handed Agent, Mifflin Junction, upon arrival.

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

A brake club is part of the equipment of trainmen.

When using two or more engines on one train do not cut engine in between cars, except that engine may be cut in between cars when moving from Library Junction to Hills Transfer with set-off for the Pennsylvania Company.

A loaded card bill with initial and number thereon must be inserted in proper place for all empty cars arriving in trains at Montour Junction and Mifflin Junction.

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

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

Cars must not be left standing upon any highway crossing circuit.

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

Enginemen of light engines and conductors of trains are the only crew members authorized to receive train orders from dispatcher.

When removing derail do not permit same to drop on lock.

When a hot journal is observed in a train definite action must be taken to safeguard its movements. If after examination, car is set off, that portion of car floor above heated journal must be carefully inspected to ascertain if fire extends into lading. All fire must be extinguished before cars are left unattended.

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

Care must be exercised to avoid property damage at all tipples and ramps due to varying dimensions of equipment.

Helper engines, when used on rear end, will be cut in ahead of Cabooses 20, 21, 22, 26, 27, 50, 51 and 52.

ENGINE RESTRICTIONS

Montour Junction—Bridge on Old Wye Track out of service. Engines must not be operated over card yard bridge.

Scott—Unloading pit not safe for engines.

Lotus—Track leading to scrap yard not safe for engines beyond private road crossing. Briggs and Turivas Ramp tracks: Engine limit boards placed 300 feet west of point of clearance.

Imperial—Coal loading platform east of station will not clear engine.

Clinton Spur—Movement of Engines 50, 51 and 52 prohibited except to second road crossing. Ramps on Contractors Siding, Storage Track and Empty Track will not clear engines. Clinton Block Tipple will not clear engine. Contractors Siding above ramp unsafe for engine.

North Star—When turning engines enter Wye from East Leg only. Tail of Wye equipped with spring switch.

Solar Mine—Tipple No. 2 track will not clear engine.

Sunnyhill Mine—Tipple will not clear engine. Engines not permitted on empty track above runaround switch.

Russell No. 2—Engines not permitted under tipple. All movement entire track lay out must be made at restricted speed.

Boggs Mine—Tipple will not clear engine.

Champion—Sheave wheel 200 feet west of East End No. 2 Dump Track will not clear engine.
Tipple over No. 1, 2 and 6 tracks will not clear engine.

Russell No. 1—Tipple will not clear engine.

No. 9 Mine—Tipple will not clear engine.

Morris Mine—Engines prohibited: beyond inside crossover switch empty yard; beyond point opposite telephone booth No. 1 track loaded yard or beyond No. 3 switch loaded yard. All empties must be placed on No. 2 track empty yard.

Westland Mine—Tipple will not clear engine.

National Mine No. 3—Tipple will not clear engine.

No. 4 Mine—Engines must not be operated on No. 3 track loaded yard except to clearance point west connection. Tipple will not clear engine.

No. 10 Mine—Tipple will not clear engine.

LIST OF STATIONS, STATION NUMBERS, SIDINGS
AND SPUR TRACKS

Showing Derails and Capacity of Spur Tracks

- 40D
miles
ind.
- No. 5 Montour Junction.
5A Montour Junction No. 9 Retail Yard, Champion Coal Company, East End Connection, capacity 6 cars—derail.
40A Scott Spur, East End Connection off Siding, capacity 6 cars—derail.
40B Scott Siding.
50 Lotus Siding.
50A Briggs & Turivas Ramp Tracks, East End Connection off lead to Briggs and Turivas, two tracks capacity 27 cars each—derail.
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 another 390 feet east of center of Station.
71 Clinton Block Mine:
Ramp 1—Contractors Siding, derail 3 car lengths east of platform.
Ramp 2—Storage Track, derail on Main Track 2 car lengths above tipple.
Ramp 3—Empty Track, derail on No. 1 Mine Track 2 car lengths above tipple.
Also derail 120 feet above Lincoln Highway and derail switch on lead to lower mine yard.
71B Clinton Spur, East End Connection—derail 95 feet from main track frog.
75 North Star.
77 Russell No. 2 Mine—derail at point of clearance West End Loaded Track.
79 Sunnyhill Mine—derail on lead 75 feet east of center of highway crossing and another just west of loaded yard switch.
80 Solar Mine, West End Connection off Boggs Yard—derail 40 feet west of lower mine switch.
82 Boggs Mine, William Aloe Coal Company, East End Connection of Boggs Yard—derail.
83 Maraca Mine, F. C. Mayer, East End Connection off Boggs Mine Siding—derail.
85 Boggs Yard—derail on lead—west end.
85 Champion Commercial Track, West End Connection, capacity 11 cars.
85 Champion—derails:
West End No. 8 and No. 9 tracks.
East End—150 feet west of main track frog.
East End—No. 1 track.
East End—On lead below No. 2 track switch.
East End—Disco track 357 feet west of main track switch.
88 Russell No. 1, derail East End and on crossover main track to empty yard.
93 McAdams No. 9 Mine.
93A McAdams Siding—derail east end—
93B Ramp, east end supply track No. 9 Mine
95 McDonald Siding

- 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, Old No. 1 Mine, capacity 20 cars.
109 Gilmore Junction, West End connection to Midland Spur.
110 Morris Mine, two West End connections off Midland Branch, 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.
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, derails P. R. R. end and M. 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 3 cars, derail.
148 Library, No. 10 Mine, derails machine shop track, Hill track, East End No. 1 and 5 track, also on lead below 2, 3 and 4 tracks.
149 Retail yard No. 10, capacity 11 cars, East End connection.
P10 Gould, P. R. R. connection.
P11 Pennmont, P. R. R. connection.
P14 Snowden, B. & O. Transfer, derail 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 6 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 6 cars.
160 Salida Siding, and P. & W. V. joint track connection.
165 Mifflin Junction, derail East End No. 1 and No. 2 tracks below scales.

LOCATION OF TELEPHONES

- Montour Junction Scale Office, East End Yard, and No. 2 Block Signal.
Scott—West End.
Lotus—East and West End.
Imperial—West End and Station.
Clinton Spur.

North Star.

Boggs—East and West End, also East of Solar Branch Switch.

Champion—East End and Station.

Russell No. 1—East End of Mine Loaded Yard.

McAdams—East and West End.

McDonald—East and West End.

McDonald Transfer—Under overhead bridge.

Peacock—East and West End.

Southview—Station.

Gilmore Junction.

Morris Mine—Just West of tipple.

Westland—Opposite tipple.

Cowden—East and West End.

Muse Junction.

Henderson—East and West End.

No. 4 Mine, Hills—West End.

Thompsonville—East and West End.

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 End.

Walker—West End.

Mifflin Junction—Station, Terminal Foreman's Office and West End Yard.

JOINT TELEPHONES

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

Salida—East End.

Walker—West End.

Mifflin Junction—Station Building and West End of Yard.

Telephones equipped with switches must be cut out when not in use. Disconnect switch before restoring receiver and lock telephone booth when business is concluded.

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 each bill.

Supply of car 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.

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.

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

Runaround track for delivery to Montour, capacity twenty-seven 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 circuit. Protect against P. R. R. engines using Transfer Tracks.

Bill box located just east of east runaround switch.

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 60 cars each, designated as No. 1 and No. 2 being numbered 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.

Derail 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 make a list of all cars delivered to the interchange track at Snowden giving car number, initial, contents, destination, date and hour of delivery. The original of the list to be left in the bill box located at Interchange track switch, and a copy with the agent at Library.

All coal card-bills and waybills headed to B. & O. stations should be left in the bill box; waybills headed Snowden and/or Library, Pa. for destinations beyond the B. & O., must be left with the agent at Library.

Mifflin Junction—Union Railroad.

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

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. time table and be governed accordingly.

Switches at Salida and Walker are provided with double lock.

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 2,000 feet west of west switch, Coverdale, under train orders issued by Montour Railroad dispatchers.

P. R. R.—M. R. R. JOINT TRACK

The tracks between Gould and Pennmont 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 which 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 TRACKS

The P. & L. E. Railroad 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.

AIR BRAKES

Terminal Train Brake Test

1. Each train must have the air brakes on all cars in effective operating condition, except in case 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 pounds below the standard pressure for that train, and on a passenger train when charged to at least 70 pounds, a fifteen pound service reduction must be made upon request or proper signal, then note the number of pounds of brake pipe leakage per minute as indicated by the brake pipe gauge, (which must not exceed 7 pounds per minute) 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 the examination has been completed, in accordance with rule 3(a), proper release signal must be given and each brake examined to see that it releases properly.

4. Piston travel less than seven inches or more than nine inches, must be adjusted to the nominal eight inches.

5. When the test is completed the inspector or trainman who made the test will personally inform the engine-man and conductor, and advise them the number of cars in train and the number having inoperative brakes.

6. Defects discovered during a standing test that cannot be repaired promptly must be reported to the conductor for appropriate action in accordance with instructions.

7. During standing tests, brakes must not be applied or released until proper signal is given.

8. Before adjusting piston travel or working on brake rigging, cut-out cock in branch pipe must be closed and reservoir bled. Where cut-out cock is in cylinder pipe, the latter only need be closed.

Road Train Brake Tests

9. 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.

10. 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 9.

11. At a 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 five pounds below the standard pressure for that train, and on a passenger train to at least seventy pounds, a fifteen pound service reduction must be made upon proper request or signal, brake pipe leakage noted as indicated by the brake pipe gauge, (which must not exceed seven pounds per minute), after which the reduction must be increased to 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.

12. 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 11. 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 9.

13. When the engine is to be detached or a stop made on a heavy grade under circumstances in which the effi-

ciency of the air brake system may 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.

14. (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 safely 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

15. Seventy-five per cent of retainers must be turned up on all trains of loaded cars from Library Junction to Library.

Double Heading and Helper Engines

16. 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

17. Air will be applied from 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.

HANDLING CARS CONTAINING EXPLOSIVES AND INFLAMMABLE COMMODITIES

A car known to require certificates and the "Explosives" or other placards must not be moved from any point unless the car is properly placarded and certified and unless the car is in proper condition.

Whenever placards or car certificates become detached or lost in transit the person handling must see that they are replaced.

At points where trains are made up or checked the person handling must make a thorough check of placarded cars to see that all required placards and certificates are attached, that those not required are removed, and that placarded cars are placed in trains as required by these regulations.

Written notice must be given to the train and engine crew of the presence and location in the train of cars placarded "Explosives," Copy of the notice as given must be kept on file.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must be not nearer than the sixteenth car from the engine, or a caboose in service if next to engine, nor the eleventh car from the rear end caboose, if the length of the train will permit. Cars placarded "Explosives" in all cases must be not nearer than the second car from engine or caboose. Where helper engines are employed ahead of caboose,

cars placarded "Explosives" must be separated from such helpers by at least one car.

Cars placarded "Explosives" may be placed in local freight trains or mixed trains when authorized herein, not nearer than the second car from the engine or a caboose in service, when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to dead engines; loaded tank cars; wooden-frame flat or gondola cars; or carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting may 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.

Cars placarded "Explosives" must not be placed in through or local trains next to box cars which bear "Dangerous" placards, unless the remainder of the train consists only of such cars.

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 flat cars with lading such as logs, lumber, rails, or pipe, or gondola cars with such lading higher than ends, that is liable to shift. In through trains such tank cars must not be placed nearer than the sixth car from the engine or a caboose in service, and in local trains not nearer than the second car from the engine or a caboose in service, when length of train permits and cars other than loaded tank cars are in the train.

When handling cars placarded "Explosives" in yards or on sidings the doors must be closed and same must be coupled to engine protected by a car between.

Cars placarded "Explosives" must not be cut off while in motion, and must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be cut off and allowed to strike a car containing explosives. Cars placarded "Explosives" must be so placed in yards or on sidings that they will be subject to as little handling as possible and be removed from all danger of fire. Such cars must not be placed on tracks under bridges and should not be placed in or alongside passenger sheds or stations; and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

In gravity, hump and flat switching operations where the use of hand brakes is necessary, it must be determined by trial that a placarded car, other than a car placarded "Explosives", has its brakes in working condition before it is cut or that the car of a draft, which includes a placarded car other than a car placarded "Explosives", occupied by the rider is cut. A placarded loaded tank car or a draft, which includes a placarded loaded tank car, must not be cut off until the preceding car or cars clear the lead and the draft containing the placarded loaded tank car or a placarded loaded tank car must in turn clear the lead before another cut is allowed to follow. At all times special care must be exercised to avoid rough handling.