

**THE  
MONONGAHELA RAILWAY  
COMPANY**

---

**Time Table No. 73**

**In Effect 2:01 A. M.**

**SUNDAY, APRIL 25, 1954**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**J. W. BOYD,**  
Superintendent

## INDEX

Page

Accidents.....	41
Branches.....	3-5
Bulletin Boards.....	33
Car Doors.....	35
Clearances—Overhead.....	6-8
Clocks—Standard—Location.....	9
Crossovers—Main Track.....	44
Derails—Main Track.....	44
Equipment Restrictions.....	18-20
Grade Crossing—Brownsville Jct.....	31
Health Department Regulations.....	44
Hospitals.....	42
Hours of Service Law.....	40-41
Instructions—Miscellaneous.....	35-38
Live Stock.....	35
Locomotive Data.....	45
Locomotive Restrictions.....	13-18
Main Line.....	2
Personal Injuries.....	42
Physical Examinations.....	43-44
Registration.....	33
Safety Appliance Act.....	33
Sidings—Passing.....	21
Sidings—Storage.....	22
Signals—Automatic Block.....	31-32
Signals—Flasher Light.....	39-40
Signal—Switching.....	40
Speed—Maximum.....	10-11
Speed—Restrictions.....	12
Speed Table.....	20
Standard Time.....	9
Stretchers—Location.....	43
Surgeons.....	42-43
Telephones—Location of.....	24-26
Telephones—Use of.....	26-27
Track Assignments.....	9
Train Airbrake Instructions.....	33-35
Train Order Offices.....	23
Trains—Movement.....	27-30
Trains—Superiority.....	9
Watch Inspectors—List of.....	9
Yard Limits.....	20
"Y" Tracks—Brownsville Jct.....	30

## MAIN LINE

Distance from Brownsville Jet.	STATIONS
0.0	BROWNSVILLE JUNCTION.....
0.9	DUNLAP CREEK JUNCTION.....
1.1	BROWNSVILLE.....
2.0	SOUTH BROWNSVILLE.....
3.3	ALICIA.....
5.5	BIG MEADOW RUN.....
7.2	MAXWELL.....
8.6	EAST FREDERICKTOWN.....
10.4	EAST MILLSBORO.....
12.4	EAST RICES LANDING.....
15.0	ARENSBERG.....
16.1	ISABELLA.....
17.1	EAST RIVERSIDE.....
18.6	ANTRAM.....
19.9	ADAH.....
20.3	GATES.....
21.4	BROWNS RUN JUNCTION EDT.....
21.6	HURON.....
22.4	RONCO.....
23.7	MASONTOWN.....
23.8	LG PASSING SIDING.....
24.3	MT. STERLING.....
25.4	CATS RUN JUNCTION.....
25.6	GRAYS LANDING.....
26.6	MONVUE.....
27.4	MARTIN.....
29.2	NEW GENEVA.....
30.6	POLAND PASSING SIDING.....
31.3	POLAND.....
33.0	DILLINER.....
34.0	WEST POINT MARION.....
35.3	VAN ZANDT.....
35.7	STATE LINE.....
36.0	MN PASSING SIDING.....
39.2	WEST VAN VOORHIS.....
40.5	MAIDSVILLE.....
40.7	YJ PASSING SIDING.....
42.1	SCOTTS RUN JUNCTION.....
42.2	RANDALL.....
42.5	AK PASSING SIDING.....
43.5	GRANVILLE.....
43.7	MORGANTOWN PASSING SIDING.....
45.3	MORGANTOWN.....
48.3	LOCK NO. 11.....
49.1	HILDER PASSING SIDING.....
50.0	HILDEBRAND.....
50.8	BOOTH.....
52.5	TICE.....
52.9	LOCK NO. 12 PASSING SIDING.....
53.9	LOCK NO. 12.....
55.4	LOCK NO. 13.....
56.6	FLAGGY MEADOW.....
57.5	NATIONAL.....
58.1	BRADY PASSING SIDING.....
58.6	EDNA.....
59.6	LOWSVILLE.....
59.9	INDIAN CREEK JUNCTION.....
60.6	JOHN "Y".....
61.1	BYRNE PASSING SIDING.....
61.8	BYRNE.....
63.4	PRICKETT CREEK JUNCTION.....
64.1	RADCLIFFE.....
65.4	PRICKETT.....
67.2	NORTH FAIRMONT.....
68.9	FAIRMONT.....
69.4	END OF TRACK.....

## CATS RUN BRANCH

Distance from Cats Run Jet.	STATIONS
0.0	CATS RUN JUNCTION.....
1.1	IFIELD.....

## SCOTTS RUN BRANCH

Distance from Scotts Run Jet.	STATIONS
0.0	SCOTTS RUN JUNCTION.....
1.0	OSAGE.....
1.9	PURSGLOVE.....
2.5	GUSTON.....
2.8	JERE.....
3.5	HIGGINS.....
4.2	CASSVILLE.....
6.6	LEMLEY.....
7.9	CORE.....
10.0	DUNKARD.....
11.3	PRICE.....
11.9	SHRIVER.....
13.2	TENNANT.....
14.4	PENTRESS.....
15.8	CHAPLIN.....
19.2	BLACKSVILLE.....
22.8	BRAVE.....

## INDIAN CREEK BRANCH

Distance from Indian Creek Jet.	STATIONS
0.0	INDIAN CREEK JUNCTION.....
1.6	END OF TRACK.....

## RIVESVILLE AND CATAWBA BRANCHES

Distance from Prickett Creek Jet.	STATIONS
0.0	PRICKETT CREEK JUNCTION.....
2.3	RIVESVILLE JUNCTION.....
3.2	CATAWBA JUNCTION.....

**PAW PAW BRANCH**

Distance from Catawba Jct.	STATIONS
0.0	CATAWBA JUNCTION.....
0.1	RIVESVILLE.....
2.2	BAXTER.....
4.5	GRANT TOWN.....
11.4	JAMISON MINE NO. 22.....
13.0	END OF TRACK.....

**DUNLAP CREEK BRANCH**

Distance from Dunlap Creek Jct.	STATIONS
0.0	DUNLAP CREEK JUNCTION.....
2.4	SIMPSON PASSING SIDING.....
2.8	SIMPSON.....
3.7	ALLISON PASSING SIDING.....
3.8	ALLISON.....
5.2	MERRITTSTOWN.....
5.4	ORIENT PASSING SIDING.....
6.1	REPUBLIC.....
6.2	LILLY RUN JUNCTION.....
7.1	ORIENT.....
8.4	LOW PHOS JUNCTION.....
8.5	FAIRBANK.....
9.7	NEW SALEM.....
11.4	HESS PASSING SIDING.....
13.3	ACHE.....
13.7	PARSHALL JUNCTION.....
13.8	COFFMAN PASSING SIDING.....
15.0	LECKRONE.....
15.4	PARKER PASSING SIDING.....
16.5	LARDIN.....
18.4	HURON.....
18.6	BROWNS RUN JUNCTION.....

**LILLY RUN BRANCH**

Distance from Lilly Run Jct.	STATIONS
0.0	LILLY RUN JUNCTION.....
1.1	THOMPSON NO. 2 WORKS.....
1.1	TOWER HILL NO. 2 WORKS.....
2.4	RALPH.....

### LOW PHOS BRANCH

Distance from Low Phos Jct.	STATIONS	
0.0	LOW PHOS JUNCTION.....	
2.6	DEARTH.....	

### PARSHALL BRANCH

Distance from Parshall Jct.	STATIONS	
0.0	PARSHALL JUNCTION.....	
0.8	OLD HOME.....	

### TEN MILE RUN AND NEMACOLIN BRANCHES

Distance from Ten Mile Run Jct.	STATIONS	
0.0	TEN MILE RUN JUNCTION.....	
0.8	HR PASSING SIDING.....	
1.5	BESCO.....	
3.0	CL PASSING SIDING.....	
3.1	CLARKSVILLE.....	
3.8	EMERALD.....	
6.2	POLLOCK'S MILL.....	
8.2	MATHER.....	
16.6	WAYNESBURG.....	
0.0	TEN MILE RUN JUNCTION.....	
2.8	RICE'S LANDING.....	
4.5	CRUCIBLE PASSING SIDING.....	
4.6	CRUCIBLE.....	
7.3	JACOB'S FERRY.....	
9.8	BROWN'S FERRY.....	
11.3	NEMACOLIN.....	

## SPECIAL INSTRUCTIONS

## SI. CLOSE OVERHEAD CLEARANCES

SI.A. Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Location	Structure	Tracks
0.18 Mile South of Brownsville Station	Overhead River Bridge	Northward and Southward Main Tracks
P & T Distillery (New Siding)	Steam Line	Siding
South Brownsville	Coal Dock	Nos. 1 and 2 Ash Pit Sidings and Coal Dock Siding
South Brownsville	Enginehouse Doors	All Tracks
South Brownsville	Erecting Shop Doors	All Tracks
Bridgeport Mine	Tipple	Coal Siding
Marine Ways	Crane Girder	Marine Way Connection
Alicia Works No. 1	Lorry Trestle	Nos. 1 and 2 Coke Sidings
Vesta Coal Preparation Plant	Tipple and Building	Nos. 1, 2 and 3 Sidings
Isabella Mine	Tipple	No. 1 Coal Siding
Palmer Dock	Chutes	No. 2 Siding
*0.35 Miles South of Huron Station	Ronco Works Tipple	Main Track and Huron Storage Siding
Donald Mine	Lorry Trestle	No. 2 Oven Track
Donald Mine	Conveyor and Bin	Nos. 1 and 2 Oven Sidings
Sunshine Siding	Tipple	Siding
French Mine	Tipple	Siding
Poland Mine No. 3	Tipple	Nos. 1, 2 and 3 Sidings
0.50 Miles North of Poland	Mon-Ark No. 5 Over- head Conveyor	Main Track and Poland Passing Siding
Mon-Ark No. 5	Tipple	Nos. 1 and 2 Sidings
Ettore Principini	Tipple	Nos. 1 and 2 Sidings
Poland No. 4 Mine	Tipple	Nos. 1 and 2 Sidings
Shannopin Mine	Ramp	No. 1 Siding
Moffitt Mine	Tipple	Nos. 1 and 2 Sidings
West Van Voorhis Station Siding	Rosedale No. 3 Con- veyor	Siding
0.38 Miles North of Maidsville	Rosedale No. 1 Con- veyor	Main Track and MN Pass- ing Siding
Rosedale Mine No. 1	Tipple	Nos. 1 and 2 Sidings
Maiden Mine	Tipple	Nos. 1, 2, 3 and 4 Sidings
St. Paul No. 7	Tipple	Nos. 1, 2 and 3 Sidings
Robinson Run Mine No. 1	Tipple	Nos. 1 and 2 Sidings
Mon-Ark No. 2	Coal Chute	Siding
Arkwright Mine No. 1	Tipple	Nos. 1, 2, 3 and 4 Sidings
American Oil Corp.	Loading Racks	Siding
Monogahela Valley Coal & Lumber Co.	Power Wires	Siding
Mon-Ark No. 1	Tipple	Nos. 1 & 2 Sidings
Gulf Refining Co.	Loading Racks	Siding
General Woodworking Company	Lumber Shed	Siding
McClain Sand Co.	Derrick, Stiff Leg	Siding
Roy H. McClain Coals	Coal Chute	Siding
Eldridge Mine	Tipple	Siding
Mathieson Chemical Corp.	Shaker	Coal Unloading Siding
Mathieson Chemical Corp.	Loading Racks	Nos. 1 and 2 Ammonia Sidings
Mathieson Chemical Corp.	Tipple	Nos. 1, 1A, 2 and 3 Coke Sidings
Gabbert Mine	Tipple	Nos. 1 and 2 Sidings
Christopher No. 5 Mine	Tipple	Nos. 1, 2, 3 and 4 Sidings

\*Protected by Tell Tales.

Location	Structure	Tracks
Booth Mine No. 6	Tipple	Nos. 1 and 2 Sidings
South Union Mine No. 11	Tipple	Nos. 1, 2, 3, 4 and 5 Sidings
Mine No. 93	Tipple and Overhead Pipe	All Tracks
Mine No. 93	Signal Wire, North of Tipple	Nos. 2 and 3 Sidings
Byrne Mine	Tipple	Nos. 1 and 2 Sidings
0.13 Mile' North of North Fairmont	Overhead Bridge	Wye Tracks
Fairmont Aluminum Co.	Warehouse Door	Siding
Fairmont Coke Works	Power Wires	Main Spur and Hill Storage Siding
Fairmont Engine Terminal	Enginehouse Doors	No. 2 Shop Siding

#### CATS RUN BRANCH

Griffin Works No. 2	Tipple	No. 2 Oven Siding
C. H. Baker Siding	Tipple	Siding

#### SCOTTS RUN BRANCH

Osage Engine Terminal	Enginehouse Doors	No. 1 Shop Siding
Osage Engine Terminal	Coal Dock	Nos. 3 and 4 Shop Sidings
Osage Engine Terminal	Shed over Hopper	Coal Dock Siding
Osage Engine Terminal	Air Line	No. 1 Shop Siding
Purglove Mine No. 15	Tipple	Nos. 1, 2, 3 and 4 Tipple Sidings
Purglove Mine No. 8	Tipple	Nos. 1, 2 and 3 Sidings
Bunker Mine No. 1	Tipple	Nos. 1, 2, 3, 4 and 5 Sidings
Bunker Mine No. 1	Power Wires North of Tipple	Nos. 1, 2, 3 and 4 Sidings
Brock Mine No. 4	Tipple	Nos. 1, 2, 3 and 4 Sidings and Runaround Siding
0.12 Miles South of Pentress	Bridge 14.49	Main Track
0.10 Miles North of Chaplin	Overhead Bridge	Main Track
0.66 Miles South of Blacksville	Overhead Bridge	Main Track

#### INDIAN CREEK BRANCH

Everettville Mine	Tipple	Nos. 1, 2, 3 and 4 Sidings and Material Siding
Eleanor Mine	Tipple	Siding

#### RIVESVILLE BRANCH

1.11 Miles South of Prickett Creek Jct.	Radcliffe River Bridge	Main Track and Hite Stor- age Siding
--	------------------------	---

#### CATAWBA BRANCH

Morgan Mine	Tipple	Nos. 1, 2, 3 and 4 Sidings
Monongahela Power Co.	Trolley Wire	Ash Pit Siding
Mine No. 97	Tipple and Trolley Wires	Nos. 1 and 2 Sidings
Monongahela Power Co.	Trolley Wires	Interchange Sidings

#### PAW PAW BRANCH

0.45 Miles South Catawba Junction	Overhead Bridge	Main Track
Federal Mine	Tipple	Nos. 1, 2, 3, 4 and 5 Tipple Sidings

#### DUNLAP CREEK BRANCH

*0.14 Miles South of Dunlap Creek Jct.	Market Street Tunnel	Main Track and South End of Market Street Passing Siding
Brownsville Con- struction Co.	Lumber Shed Overhang and Power Wires	Siding

\*Protected by Tell Tales.



Location	Structure	Tracks
*0.57 Miles North of Simpson	Simpson Tunnel	Main Track
Allison Works No. 1 Yard	Coal Shaker	No. 2 Coke Track
Allison Works No. 2 Yard	Coke Tipple	Nos. 2, 5, 7 and 8 Sidings
Allison Works No. 2 Yard	Coal Tipple	No. 2 Siding
*0.50 Miles North of Merrittstown	Overhead Bridge No. 460	Main Track
Magazine Lumber Company	Overhead Beam	No. 2 Siding
Menallen Coke Company	Tipple	Siding
1.06 Miles North of Ache	Ache Tunnel	Main Track
0.38 Miles North of Ache	Puritan No. 7 Lorry Trestle	Main Track
Puritan Works No. 7	Lorry Trestle	No. 1 Coke Track
Puritan Works No. 7	Tipple	No. 1 Coke Siding and Nos. 1 and 2 Conveyor Sidings

#### LILLY RUN BRANCH

Tower Hill Works No. 2	Overhead Bridge	No. 2 Oven Siding and Coal Siding
Thompson Works No. 2	Lorry Trestle	Nos. 2, 3 and 4 Oven Sidings

#### LOW PHOS BRANCH

Dearth Works	Conveyor of Travelling Coke Machine	Nos. 1 and 2 Sidings
--------------	-------------------------------------	----------------------

#### TEN MILE RUN BRANCH

Clyde Mine No. 2	Tipple	Nos. 1 and 2 Sidings
0.20 Miles South of Clarksville	Overhead Bridge No. 330	Main Track and CL Passing Siding
Emerald Mine, Tipple No. 2	Tipple	Nos. 1 and 2 Sidings
Mather Collieries	Tipple	Nos. 2 and 3 Sidings
Mather Collieries	Overhead Bridge	Nos. 2 and 3 Sidings
Acklin Lumber Co.	Lumber Shed	Siding

#### NEMACOLIN BRANCH

0.05 Miles South of Ten Mile Run Jet	Ten Mile Run Bridge	Main Track
Emerald Mine, Tipple No. 1	Tipple	Nos. 1 and 2 Sidings
Crucible Works	Tipple	Slack Track and Nos. 1, 2 and 3 Sidings
Nemacolin Mine	Coal Washing Plant	Nos. 3, 4 and 5 Sidings
Nemacolin Mine	Slope Tipple	No. 6 Siding

\*Protected by Tell Tales.

**S2.** A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

**S3.** Monongahela Railway Train Dispatchers are in charge of train movements on the Monongahela Branch, Pennsylvania Railroad, between WB Junction and Ten Mile Run Junction. Pennsylvania Railroad rules and regulations will be observed.

**S4.** Monongahela Railway Train Dispatchers are in charge of train movements on Paw Paw Branch, between Catawba Junction and its southern terminus. Monongahela Railway rules and regulations will be observed.

**S5.** Monongahela Railway Train Dispatchers are in charge of train movements between Rivesville Junction and Catawba Junction, West Virginia.

S6. Employees, whose duties are affected by this Time Table, must have a copy with them while on duty. They must also have a copy and be governed by Time Table of connecting lines, over any portion of which they are required to operate

S7. Trainmen and Enginemen must be familiar with tracks, rules and requirements of connecting lines and obey instructions issued by proper officers while operating on such lines.

S8. Rules and Time Tables will be furnished by proper officers on application.

**S9. SUPERIORITY OF TRAINS**

S9A. On single track, northward trains are superior to southward trains of the same class.

S9B. On Dunlap Creek Branch the direction Dunlap Creek Junction to Browns Run Junction is established as southward; and Browns Run Junction to Dunlap Creek Junction as northward.

**S10. STANDARD TIME**

S10A. Eastern Standard Time applies on Monongahela Railway as indicated on cover of this Time Table.

S10B. Location of Standard Clocks:

- Brownsville.....Train Dispatcher's Office
- South Brownsville.....Yard Office
- South Brownsville.....General Foreman's Office
- Maidsville.....Yard Office
- Osage.....General Foreman's Office
- Fairmont.....Trainmen's Room

S10C. List of Watch Inspectors:

- H. J. Wood.....Brownsville, Pa.
- R. A. Yagle.....Morgantown, W. Va.
- H. A. Dodge.....Fairmont, W. Va.

**S14. TRACK ASSIGNMENTS**

S14A. Double track is in use on Main Line between Brownsville Junction and Browns Run Junction. In use of double track, trains must keep to the right.

S14B. All passenger trains in and out of Brownsville Station, unless otherwise directed, will use Nos. 1 and 2 Passenger Tracks instead of Main Track.

32	30	Curve at John F. ...
30	30	First curve north of ...
30	30	Between ...
30	30	...
30	30	...
30	30	...
30	30	...
11	30	...
30	30	...

## S15. MAXIMUM SPEED

**S15A.** Maximum speed to be reduced when not consistent with safety.

MAIN LINE	MILES PER HOUR	
	Pass. Trains	Other Trains
Between Brownsville Junction and South End Hilder Passing Siding . . . . .	40	35
Exceptions:		
Over Brownsville Junction Grade Crossing . .	12	12
Curve north of South Brownsville Yard Office	35	25
Between Flasher Light Clearance Post located 900 feet south of 17th Street Grade Crossing and 17th Street Grade Crossing (Northward Main Track) . . . . .	20	20
Between south end of Alicia Works No. 1 and Big Meadow Run Station (Southward Main Track) . . . . .	35	30
Between 500 feet south of East Frederick- town Station and Signals 101 and 102 at East Millsboro . . . . .	25	15
Through spring switch south end of double track (Southward Trains) . . . . .	10	10
First curve south of Huron . . . . .	35	30
First curve north of Ronco . . . . .	30	30
First curve south of Ronco . . . . .	35	30
First curve south of Mt. Sterling . . . . .	30	25
Between north end of New Geneva River Bridge and north switch connection, Po- land Passing Siding . . . . .	30	20
Second curve north of Public Road Crossing north of West Van Voorhis Station . . . . .	35	30
First curve north of Public Road Crossing north of West Van Voorhis Station . . . . .	35	30
Between MV Switch and 600 feet south of Maidsville Yard Office . . . . .	30	15
First curve north of Randall Station . . . . .	35	30
Over Highway Crossing, 1013 feet south of Granville . . . . .	20	20
Between north end Morgantown Passing Siding and south end Morgantown Passing Siding . . . . .	25	25
Between south end Hilder Passing Siding and Prickett Creek Junction . . . . .	40	30
Exceptions:		
First curve south of Hilderbrand . . . . .	35	30
Curve at Booth Station . . . . .	30	20
Curve at Tice Station . . . . .	30	25
Curve at Lock 12 Station . . . . .	25	25
Between Christopher No. 5 Mine Tipple and Booth No. 6 Mine Tipple . . . . .	30	25
First curve south of Edna Station . . . . .	30	25
Curve at south end Bridge 59.72 over Indian Creek . . . . .	30	25
Curve at John Y . . . . .	30	25
First curve north of Prickett Creek Junction	30	25
Between Prickett Creek Junction and Fairmont	30	30
Exceptions:		
Curve north of Prickett Station . . . . .	30	20
Hickman Run Bridge . . . . .	20	20
First curve south of Mile Post 68 . . . . .	20	20
LG Siding . . . . .	20	15
MN Siding . . . . .	20	20

BRANCHES	MILES PER HOUR	
	Pass. Trains	Other Trains
Dunlap Creek		
Between Dunlap Creek Junction and Allison Station:		
Northward Trains.....	20	10
Southward Trains.....	15	15
Exceptions:		
Light locomotives or locomotives with caboose (Northward).....	..	15
Between Allison Station and south end Parker Passing Siding.....	25	20
Exceptions:		
Between south end of Allison Passing Siding and 600 feet south of overhead Bridge No. 460.....	20	15
Between Orient Road Crossing and Low Phos Junction.....	15	15
Between 1000 feet north and 1000 feet south of New Salem Station.....	15	15
First curve south of Footedale.....	20	15
Between south end Parker Passing Siding and Browns Run Junction.....	15	12
Cats Run.....	10	10
Scotts Run.....	20	15
Exceptions:		
Between 1100 feet north and 800 feet south of Mile Post No. 11.....	10	10
Between 1500 feet north and 2900 feet north of Mile Post No. 13.....	10	10
Bridge No. 1449 south of Pentress.....	5	5
Between Mile Post No. 22 and 1200 feet south thereof.....	10	10
Indian Creek.....	15	15
Rivesville.....	20	15
Catawba.....	20	15
Paw Paw		
Between Catawba Junction and Grant Town.....	10	10
Between Grant Town and southern terminus.....	15	15
Lilly Run		
Between Lilly Run Junction and 1233 feet south of First Concrete Highway Crossing.....	15	15
Between 1233 feet south of First Concrete Highway Crossing and southern terminus.....	10	10
Low Phos.....	10	10
Exceptions:		
North leg of wye (Class L Locomotives).....	5	5
Parshall.....	5	5
Ten Mile Run		
Between Ten Mile Run Junction and Mile Post No. 2.....	25	20
Between Mile Post No. 2 and Mather Station.....	25	15
Exceptions:		
Between Mather Station and Emerald Mine:		
Northward Trains.....	20	10
Southward Trains.....	20	15
Between Mather Station and southern terminus..	25	25
Nemacolin.....	25	20
Exceptions:		
Between Mile Post No. 1 and Rices Landing Station	20	20
Between Mile Post No. 6 and Mile Post No. 7....	15	15
Between Mile Post No. 8 and Mile Post No. 9....	15	15

**S16. SPEED RESTRICTIONS**

**S16A.** Maximum speed of freight locomotives when used in passenger train service is:

Class H5—H5SA—L1—L2—S-12—40 miles per hour.

**S16B.** The maximum speed of trains or engines operating against the current of traffic is 20 miles per hour.

**S16C.** When freight cars are handled in passenger trains, a speed of 30 miles per hour must not be exceeded.

**S16D.** Steam locomotives running backward, single unit Diesel locomotives running backward and multiple unit Diesel locomotives with leading unit running backward must not exceed a speed of 20 miles per hour.

Locomotives running forward, pushing a train, must not exceed a speed of 20 miles per hour.

Trains handling steam derrick, with boom trailing must not exceed a speed of 30 miles per hour; with boom ahead, 20 miles per hour.

Trains handling locomotive crane must not exceed a speed of 20 miles per hour.

Trains handling ditchers must not exceed a speed of 25 miles per hour.

Trains handling scale test cars must not exceed a speed of 25 miles per hour.

**S16E.** Trains using turnouts and crossovers must not exceed a speed of 15 miles per hour.

**S16F.** When passing block offices where train orders are to be received, trains will reduce speed to 10 miles per hour.

**S16G.** Pennsylvania Railroad locomotives, Class K and G-5 must not exceed a speed of 5 miles per hour on North Leg Wye, Brownsville Junction, Main Line.

**S16H.** Class L locomotives must be operated carefully at reasonably low speed over all inside turnouts of coach yard and car shop sidings, South Brownsville.

**S16I.** Maximum speed on siding, Geneva Works, 5 miles per hour.

**S16J.** A speed of 5 miles per hour must not be exceeded on Baxter Storage Sidings.

**S16K.** A speed of 8 miles per hour must not be exceeded in operating over tracks at Mather Mine.

## S17. LOCOMOTIVE RESTRICTIONS

S17A. Locomotives designated must not be operated in tracks listed.

Place	Class	Tracks
Brownsville Junction	PRR L-1s or engines of same or longer wheel base.	Nos. 1, 2, and 3 Spur Tracks.
Park & Tilford Dist. Siding (Old Siding)	All	Over Coal Hopper.
Coal Dock Siding South Brownsville	Steam	South of north edge of Coal Dock.
Bridgeport Mine	All	Under tipple.
Marine Ways	All	Marine Lead, beyond a point 125 feet from its connection in Marine Way connection.
Alicia Works No. 1	All	North of coke ovens on No. 1 Coke Siding, nor on Run-around Siding.
Melrose Mine	All	Under tipple, Nos. 2 and 4 Sidings, nor empty Storage Siding beyond 109 ft. from connection with No. 1 Siding and No. 1 beyond 109 ft. from connection with empty Storage Siding.
Vesta Coal Preparation Plant	All	On No. 3 Siding under Main Building, extending from a point 800 ft. north of its south connection to a point 128 ft. north thereof.
Isabella Mine	All	Nos. 1, 2, and 3 Empty Storage Sidings, and No. 1 Coal Siding north of switch connection to No. 3 Empty Storage Siding, nor on Lorry Siding.
Donald No. 3 Mine	L	No. 2 Siding.
Donald No. 3 Mine	All	Over unloading hopper on No. 1 Siding.
Donald Mine	All	Under coal conveyor and coal storage bin over Nos. 1 and 2 Tracks.
Poland No. 3 Mine	All	Crossovers.
Principini Siding	All	Under tipple.
A. S. Mapel Siding	All	Beyond ramp on Coal Siding located 134 ft. from connection with Lead Track.

Place	Class	Tracks
Poland No. 4 Mine	All	No. 2 Siding.
Mapel Sterling Mine	All	Under tipple, nor on No. 1 Siding between south connection to No. 2 Siding and tipple.
Moffitt Mine	All	Under tipple, All Tracks.
Camp Train Siding, West Point Marion	All	Entire Siding.
Rosedale No. 1 Mine	All	Under tipple; between tipple and a point 600 ft. north of south switch.
Maiden Mine	All	Under tipple.
St. Paul No. 7 Mine	All	Under tipple.
Arkwright Mine No. 1	All	From a point 44 ft. north of tipple to south end of tipple.
Mon-Ark No. 1	All	Under tipple.
No. 2 Team Track Morgantown	All	Beyond north end of fifth (Fox Coal Co.) loading ramp located 900 feet from connection in No. 1 Team Track.
Mathieson Chemical Corporation	L	Nos. 1, 2 and 3 Coke Tracks, nor on No. 1-A Coke Track.
Mathieson Chemical Corporation	All	Under overhead conveyor on No. 1A Coke Track; on No. 1 Coke Track north of south end of brick building at north end of track 550 feet from switch connection; on scale rails of Ammonia Loading Tracks; on scale tracks connecting with No. 1 Main Spur.
Christopher No. 5	All	Under tipple.
Booth No. 6 Mine	L	No. 2 Siding.
South Union Mine No. 11	All	Under tipple on all tracks. North of car retarder (25 ft. south of tipple) on No. 3 Siding. North of car retarder (70 ft. south of tipple) on No. 5 Siding. On curve of No. 5 Siding located 130 ft. south of its north connection.
Byrne Mine	All	Under tipple, nor on No. 2 Siding.
Consolidation No. 93 Mine	All	Under tipple, and between tipple and 150 ft. south on Nos. 1 and 2 Sidings, nor on No. 3 Siding.

Place	Class	Tracks
Owens-Illinois Glass Co.....	All.....	Beyond 210 ft. from stub end.
Fairmont Coke Works.....	L.....	Spur Track.
Fairmont Coke Works.....	All.....	Beyond north switch connection of Hill Storage Siding.

### CATS RUN BRANCH

Griffin No. 1.....	L.....	Beyond 200 ft. from connection in Main Track.
Griffin No. 2 Mine.....	All.....	Under trestle on No. 2 Coke Siding.
C. H. Baker Siding.....	All.....	Under tipple.

### SCOTTS RUN BRANCH

Scotts Run Branch.....	L.....	South switch leading to Brock No. 4 Siding to southern terminus.
Stewart Mine.....	L.....	Beyond 60 ft. north of derail.
Pursglove No. 15 Mine.....	L.....	All tracks.
Pursglove No. 15 Mine.....	All.....	Under tipple Nos. 1, 2, 3, and 4 Tipple Sidings.
Pursglove No. 8 Mine.....	L.....	All tracks.
Pursglove No. 8 Mine.....	All.....	To pass car retarder on No. 2 Tipple Siding, nor beyond concrete block building 32 feet north of tipple on No. 4 Siding.
Bunker Mine No. 1.....	L.....	All tracks.
Bunker Mine No. 1.....	All.....	Under tipple.
Higgins Storage Siding.....	L.....	Entire Siding.
Brock No. 4 Mine.....	L.....	All tracks.
Brock No. 4 Mine.....	All.....	Under tipple Nos. 2, 3, and 4 Sidings, nor southward movement over Nos. 1 and 2 Crossovers.
Peoples Natural Gas Co.....	All.....	Over Crane Siding.

### INDIAN CREEK BRANCH

Everettville Mine.....	L.....	Within 300 ft. either north or south of tipple.
Everettville Mine.....	All.....	Under tipple on all sidings; between north end of Run-around Siding and tipple on South Lead, Nos. 1, 2, 3, and 4 Sidings; both crossovers; Material Siding from 200 ft. north of south connection to tipple; No. 2 Siding between 300 ft. north of tipple to tipple.



Place	Class	Tracks
Eleanor Mine.....	All....	Under tipple, nor between tipple and 253 ft. north of south switch connection.

#### CATAWBA BRANCH

Morgan Mine.....	All....	Under tipple on Nos. 3 and 4 Sidings, nor on No. 1 Siding 60 ft. north of Sand House located 280 ft. south of loading ramp.
------------------	---------	---

Monongahela Power Co. Coal Storage & Ash Pit Sidings.....	All....	On Ash Pit Siding.
---	---------	--------------------

Consolidation Mine No. 97.....	All....	Under tipple on No. 1 Siding.
-----------------------------------	---------	-------------------------------

Monongahela Power Co. Interchange.....	All....	Beyond fence on Nos. 1 and 2 Interchange Tracks, located 180 ft. from switch to No. 2 Interchange Track. All other tracks in plant.
---	---------	---

#### PAW PAW BRANCH

Baxter Storage Sidings.....	All....	Beyond 1130 ft. south of Main Track connection on No. 1 Storage Siding, nor on No. 2 Storage Siding beyond clearance.
-----------------------------	---------	---

Federal Mine.....	All....	Under tipple on Nos. 1, 2, 3, 4, and 5 Tipple Sidings.
-------------------	---------	--

#### DUNLAP CREEK BRANCH

Brownsville Construc- tion Co.....	L.....	Entire Siding.
---------------------------------------	--------	----------------

Allison Works: No. 1 Yard.....	All....	Beyond unloading device on Nos. 1 and 2 Sidings.
-----------------------------------	---------	--

Allison Works: No. 2 Yard.....	All....	Beyond coal tipple on No. 2 Siding nor under coke tipple on Nos. 3, 5, 7, and 8 Sidings.
-----------------------------------	---------	--

Allison Temporary Siding.....	All....	Beyond loading chute located 441 ft. from connection in Main Track.
----------------------------------	---------	---

Republic Construc- tion Co.....	All....	Beyond 77 ft. from stub end.
------------------------------------	---------	------------------------------

Magazine Lumber Co.....	All....	No. 1 Siding beyond the private grade crossing 300 ft. from point of switch of No. 2 Siding.
-------------------------	---------	--

Leslie D. Perry.....	All....	Beyond third loading ramp located 515 ft. from connection in Main Track.
----------------------	---------	--

Place	Class	Tracks
Puritan Works No. 7	L	Beyond a point 100 ft. south of north connection with No. 2 Conveyor Siding when moving to No. 2 Coke Siding via south connection.
Puritan Works No. 7	All	On Nos. 1 or 2 Conveyor Sidings, and No. 2 Coke Siding from 117 ft. from north connection with No. 1 Coke Siding to 40 ft. south of coal loading ramp.
Puritan Works No. 1	All	Beyond ramp located 900 ft. from switch connection.
Leckrone Works, Straight Track	All	Over bridge 213 ft. south of derail.

### LILLY RUN BRANCH

Renaldo DiCenzo Siding	All	Beyond second loading ramp located 595 feet from connection in main track.
Tower Hill Works No. 2	All	Beyond coke loading machine on oven track.
Thompson Works No. 2	All	No. 1 Siding.
Thompson Works No. 2	Two or more loco- motives coupled	Nos. 3, 4, and 5 Sidings.
Ralph Mine	L	No. 1 Siding beyond 300 ft. from switch to No. 2 Siding.
Ralph Mine	All	No. 2 Siding beyond 110 ft. from its connection with No. 1 Siding.

### TEN MILE RUN BRANCH

Emerald Mine Tipple No. 2	L	No. 1 Siding.
Emerald Mine Tipple No. 2	All	Under tipple.
Mather Mine	All	No. 2 Siding between south side of tipple and north switch of No. 2 Crossover; No. 3 Siding between south side of tipple and north end of siding; Coal Storage Sidings Nos. 1 and 2 beyond clearance; Material Siding beyond clearance south of switch leading to Coal Storage Siding No. 1 and over crossovers Nos. 1, 3, and 4.

Place	Class	Tracks
Equitable Gas Co. . . . .	L . . . . .	Entire Siding.
Acklin Lumber Co. . . . .	All . . . . .	Through south exit of lumber shed.

### NEMACOLIN BRANCH

Emerald Mine Tipple No. 1 . . . . .	All . . . . .	Under tipple.
Crucible Mine . . . . .	All . . . . .	Under tipple on Slack Track and Sidings Nos. 1, 2, and 3; on No. 1 Siding between 154 ft. south of north connection and 266 ft. north of south connection; on No. 2 Siding between 154 ft. south of north connection and 163 ft. north of south connection; nor on No. 3 Siding from south connection to 163 ft. north.
Nemacolin Mine . . . . .	L . . . . .	Operate with extreme care over inside frogs and switches.
Nemacolin Mine . . . . .	All . . . . .	Under coal washing plant on Nos. 3, 4, 5, and 7 Sidings, nor under slope tipple on No. 6 Siding.

### S18. EQUIPMENT RESTRICTIONS

S18A. Equipment designated must not be operated on tracks listed.

Place	Equipment	Tracks
Coal Dock Siding, South Brownsville . . . . .	Box Cars . . . . .	South of north edge of Coal Dock.
Alicia Works No. 1 . . . . .	All . . . . .	Runaround Siding.
Vesta Coal Preparation Plant . . . . .	All . . . . .	On No. 3 Siding under Main Building, extending from a point 800 ft. north of its south connection to a point 128 ft. north thereof.
Isabella Mine . . . . .	All . . . . .	On Lorry Siding, nor on No. 1 Coal Siding north of switch connection to No. 3 empty Storage Siding.
Donald Mine . . . . .	Box Cars . . . . . and other high cars	Under coal conveyor and coal storage bin over Nos. 1 and 2 Tracks.
Poland No. 4 . . . . .	Box Cars . . . . . and other high cars	Under tipple on No. 2 Siding.
Camp Train Siding, West Point Marion . . . . .	All except . . . . . Camp Equipment	Entire siding.

Place	Equipment	Tracks
No. 2 Team Track Morgantown.....	All.....	Beyond north end of fifth (Fox Coal Co.) loading ramp located 900 feet from connection in No. 1 Team Track.

Mathieson Chemical Corporation.....	Cars not to be weighed	Scale rails.
Byrne Mine.....	Box cars and other high cars	Under tipple, Nos. 1 and 2 Sidings.
Fairmont Coke Works.....	All.....	Beyond north switch connection of Hill Storage Siding.

### SCOTTS RUN BRANCH

Pursglove No. 8.....	All..... except gondolas	On No. 4 Siding beyond concrete and block building 32 feet north of tipple.
Pursglove No. 15.....	Box cars and other high cars	Under tipple on Nos. 1, 2, 3 and 4 Tipple Siding.
Bunker Mine No. 1.....	Box Cars..	Under tipple, all tracks.
Brock No. 4 Mine.....	All.....	Over Nos. 1 and 2 Crossovers (southward movement)

### CATAWBA BRANCH

Morgan Mine.....	Box Cars..	Beyond loading ramp on No. 1 Siding 102 ft. from stub end nor under tipple on Nos. 3 and 4 Sidings.
Monongahela Power Co. Coal Storage and Ash Pit Sidings.....	All.....	On Ash Pit Siding.
Consolidation Mine No. 97.....	Box Cars..	Under tipple on No. 1 Siding.
Monongahela Power Co. Interchange.....	All.....	Beyond fence on Nos. 1 and 2 Interchange Tracks, located 180 ft. from switch to No. 2 Interchange Track. All other tracks in plant.

### PAW PAW BRANCH

Baxter Storage Siding No. 2.....	Loaded Cars	Entire Siding.
Federal Mine.....	Box Cars and other high cars	Under tipple on Nos. 1, 2, 3, 4 and 5 Tipple Sidings.

### DUNLAP CREEK BRANCH

Allison Temporary Siding.....	Box Cars and other high cars	Beyond loading ramp located 441 feet from connection in main track.
Magazine Lumber Co.....	All.....	No. 1 Siding beyond the private grade crossing 300 ft. from point of switch to No. 2 Siding.

Place

Class

Tracks

## LILLY RUN BRANCH

Tower Hill Works

No. 2.....Loaded....Through Runaround Track  
 Coal to place Coal Siding and  
 Cars Oven Track.

## NEMACOLIN BRANCH

Emerald Mine Tipple

No. 1.....Box Cars..Under tipple.

## S19.

## SPEED TABLE

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

## S20.

## YARD LIMITS

**S20A. BROWNSVILLE**—Brownsville Junction to 1200 yards south of East Millsboro Station, and Dunlap Creek Junction to Merrittstown Station.

**S20B. MAIDSVILLE**—West Van Voorhis Station to a point 400 yards north of Mile Post No. 49, including Scotts Run Branch.

**S20C. WAYNESBURG**—Yard limit boards established on Waynesburg and Washington Railroad, located at connection with Monongahela Railway and at a point 500 ft. east of switch leading to the Manufacturers Light and Heat Company Siding.

Monongahela Railway engines may use Main Track within these limits without orders and will be governed by Rule S-93, Pennsylvania Railroad Book of Rules.

## S22. PASSING SIDINGS.

**S22A.** Unless authorized by Train Dispatcher extra trains must report, or protect, before using passing sidings.

Report must be made to the Train Dispatcher when cars are set off upon, or moved from passing sidings.

### S22B.

Capacity in  
42 ft. Cars

Market Street.....	87
LG:	
a—North of Grays Landing Crossover.....	235
b—Between Grays Landing Crossover and Monvue Crossover.....	101
c—South of Monvue Crossover.....	124
Poland:	
a—North of Crossover.....	53
b—South of Crossover.....	54
MN (See Note).....	531
YJ.....	98
AK.....	104
Morgantown:	
a—North of Crossover.....	129
B—South of Crossover.....	72
Hilder.....	94
Lock No. 12.....	103
Brady:	
a—North of Crossover.....	42
b—South of Crossover.....	70
Byrne.....	43
<hr/>	
Simpson.....	40
Allison.....	94
Orient:	
a—North of No. 1 Crossover.....	78
b—Between No. 1 and No. 2 Crossover.....	14
c—South of No. 2 Crossover.....	48
Hess.....	20
Coffman.....	47
Parker.....	45
<hr/>	
HR (Horner).....	39
CL (Clarksville).....	37
CU (Crucible).....	54

Note: Trains will not use MN Siding unless authorized by train order to do so.

### S23. STORAGE SIDINGS.

S23A. Report must be made to Train Dispatcher when cars are set off upon, or moved from storage sidings. Storage sidings must not be depended upon for passing points unless known to be clear for this purpose. Report will be made to Operator, SX Train Order Office, for Higgins and Scotts Run storage sidings.

S23B.	Capacity in 42 ft. Cars
Huron.....	67
Grays Landing No. 1.....	67
Grays Landing No. 2.....	58
Scotts Run (See S23A).....	96
Higgins (See S23A).....	49
Lowsville No. 1.....	102
Lowsville No. 2.....	97
Lowsville No. 3.....	89
Hite: (Rivesville Branch)	
a—North of No. 2 Crossover.....	88
b—South of No. 2 Crossover.....	106
Catawba (Catawba Branch).....	17
Baxter No. 1 (Paw Paw Branch).....	47
Baxter No. 2 (Paw Paw Branch).....	17
<hr/>	
Low Phos.....	34
<hr/>	
Mather.....	60
SP (Stony Point).....	21

## S24. TRAIN ORDER OFFICES

Tower	Location
HU	Browns Run Junction
KN	North end MN Siding
MV	North end Maidsville Yard
SX	Randall, north leg of Wye
IC	Indian Creek Junction
ON	Prickett Creek Junction
FA	Fairmont

**S24A.** HU Train Order Office, Browns Run Junction, Main Line, is in service 24 hours per day, daily except from 3:45 P.M. to 11:45 P.M. Sunday. On the holidays listed below, or the day observed as the holiday, the office will be closed.

MV Train Order Office, north end Maidsville Yard, Main Line, is in service 24 hours per day, daily, except from 3:45 P.M. Saturday until 3:45 P.M. Monday. On the holidays listed below, or the day observed as the holiday, the office will be closed.

SX Train Order Office, Randall, north leg of Wye, Main Line, is in service 24 hours per day, daily. On the holidays listed below, or the day observed as the holiday, the office will be closed.

IC Train Order Office, Indian Creek Junction, Main Line, is in service from 7:45 A.M. until 11:45 P.M. daily except Sunday. On the holidays listed below, or the day observed as the holiday, the office will be closed.

ON Train Order Office, Prickett Creek Junction, Main Line, is in service 24 hours per day, daily, except from 11:45 P.M. Saturday until 3:45 P.M. Sunday. On the holidays listed below, or the day observed as the holiday, the office will be closed.

FA Train Order Office, Fairmont, Main Line, is in service from 7:45 A.M. to 3:45 P.M. and from 4:15 P.M. to 12:15 A.M., daily, except from 12:15 A.M. Sunday until 4:15 P.M. Sunday. On the holidays listed below, or the day observed as the holiday, the office will be closed.

**HOLIDAYS:** New Year's Day; Washington's Birthday; Decoration Day; Fourth of July; Labor Day; Thanksgiving Day; and Christmas.

**S24B.** Operator at KN Train Order Office handles switch at north end MN Siding.

Operator at ON Train Order Office handles switch at Prickett Creek Junction.



**S25. LOCATION OF TELEPHONES  
MAIN LINE**

Let- ters	Place	Housing	Company Lines		Other Lines
	Brownsville Jct. . . . .	Interchange Off. . . . .	1	2	PBX connection
SW	Brownsville Jct. . . . .	Switchm's Shanty . . . . .	1	2	PRR-BF
KM	Pike Mine Crossover . . . . .	Box . . . . .	1		PRR-BF
DC	Dunlap Creek Jct. . . . .	Booth . . . . .	1	2	
BE	Brownsville. . . . .	Station Platform . . . . .	1		P & L E 95
BS	Brownsville. . . . .	Dispatcher's Off. . . . .	All L	ines	PBX connect'n
VI	South Brownsville . . . . .	Yard Office . . . . .	1	2-4	PBX connect'n
	South Brownsville . . . . .	Signal Shop . . . . .		4	
	South Brownsville . . . . .	Section Tool House . . . . .		4	
	South Brownsville . . . . .	Enginehouse . . . . .		4	PBX connect'n
	South Brownsville . . . . .	MW Mach. Bldg. . . . .	1	4	
VS	So. B'ville Yd., S.E. . . . .	Booth . . . . .	1	2	
AW	Alicia . . . . .	Box . . . . .		2	
	Rush Run Arch . . . . .	Box . . . . .		2	
	Big Meadow Run . . . . .	Flagman's Booth . . . . .	1	2	
	Big Meadow Run . . . . .	Sec. Forem's Res. . . . .		4	
BM	Big Meadow Run . . . . .	Yard Office . . . . .	1-2	4	
	Big Meadow Run . . . . .	Car Inspect's Bldg. . . . .		2	
	Big Meadow Run . . . . .	Car Repair Bldg. . . . .		2	
ZN	Big Meadow Run Yd., S.E. . . . .	Trainmen's Bldg. . . . .	1-2	4	
LA	LaBelle . . . . .	Box . . . . .	1	4	
	E. Millsboro . . . . .	Sect. Forem's Res. . . . .		4	
BX	E. Millsboro Xover . . . . .	Box . . . . .	1	4	
	Arensberg . . . . .	Box . . . . .	1	4	
IS	E. Riverside Xover . . . . .	Box . . . . .	1	4	
	East Riverside . . . . .	Tool House . . . . .	1	4	
	Palmer Dock . . . . .	Box . . . . .	1	4	
AM	Antram . . . . .	Box . . . . .	1		
	Adah . . . . .	Tool House . . . . .	1	4	
	Adah . . . . .	Sect. Forem's Res. . . . .		4	
HU	HU Tower . . . . .	Tower . . . . .	1	4	Masontown 7740
HO	HU Tower (outside) . . . . .	Box . . . . .	1	4	
MA	L.G. Siding, N.E. . . . .	Booth . . . . .	1		
	Masontown . . . . .	Station . . . . .	1	4	3421
GR	Grays Landing . . . . .	Booth . . . . .	1	4	
	Grays Landing . . . . .	Sect. Forem's Res. . . . .	1	4	
MU	Monvue Crossover . . . . .	Box . . . . .	1		
GS	L.G. Siding, S.E. . . . .	Box . . . . .	1	4	
	New Geneva Sta. Sidg. . . . .	Box . . . . .	1	4	
	New Geneva . . . . .	Signalman's Tool House . . . . .	1	4	
	New Geneva . . . . .	Signal Maintainer's Residence . . . . .	1	4	
FH	Friendship Hill . . . . .	Box . . . . .	1	4	
PN	Poland Pass'g, N.E. . . . .	Booth . . . . .	1	4	
PO	Poland Sta. (outside) . . . . .	Box . . . . .	1	4	
	Poland . . . . .	Station . . . . .	1	4	Greensboro, Pa. 2686
PS	Poland Passing, S.E. . . . .	Booth . . . . .	1	4	
	West Point Marion . . . . .	Sec. Form's Tl. Hse Tower . . . . .	1	4	
KN	KN Tower . . . . .	Tower . . . . .	1	4	
KC	MN Siding, N.E. . . . .	Box . . . . .	1	4	
WB	West Van Voorhis . . . . .	Box . . . . .	1	4	
MN	MN Siding, S.E. . . . .	Booth . . . . .	1	4-7	
MV	MV Tower . . . . .	Tower . . . . .	1	4-7	
TB	Maidsville Yd., N.E. . . . .	Trainmen's Bldg. . . . .	1	4-7	
MX	Maidsville Yd., N.E. . . . .	Car Inspect's Off. . . . .		7	
	Maidsville Shop Track . . . . .	Car Forema's Off. . . . .		4-7	
	Maidsville . . . . .	Yard Office . . . . .	1	4	Morgantown 4121
			7	8	
MS	Maidsville Yard, S.E. . . . .	Trainmen's Room . . . . .	1	4	
CM	SE So. Switch'g Lead. . . . .	Box . . . . .	1	4-7	
SX	SX Tower . . . . .	Tower . . . . .	1	4	Morgantown 4121
			7	8	
RA	Randall So. Leg "Y" . . . . .	Box . . . . .	1	4-7	
AK	AK Pass'g Sdg., N.E. . . . .	Box . . . . .	1	4	
NA	AK Pass'g Sdg., S.E. . . . .	Box . . . . .	1	4	
	Morgantown Passing, N.E. . . . .	Box . . . . .	1	4	
	Mon-Ark No. 1 . . . . .	Box . . . . .	1	4	
GM	Morgantown . . . . .	Box . . . . .	1		
	Morgantown . . . . .	Sec. Forem's Res. . . . .	1	4	
	McClain Sand Co. Sdg. Morgantown . . . . .	Box . . . . .	1	4	
	Morgantown . . . . .	Freight Office . . . . .		4	8407-8408
	Morgantown . . . . .	Police Dept. . . . .	4		
	Morgantown . . . . .	Signalman's Tool House . . . . .	1	4	
MO	Morgantown Psg., S.E. . . . .	Box . . . . .	1	4	
CK	Ordnance Runaround Siding, N.E. . . . .	Box . . . . .	1	4	
EI	Lock No. 10 Road Crossing . . . . .	Box . . . . .	1	4	
DP	Lock No. 11 . . . . .	Box . . . . .	1	4	
HN	Hilder Passing, N.E. . . . .	Box . . . . .	1	4	
HS	Hilder Passing, S.E. . . . .	Box . . . . .	1	4	
	1500 ft. South of Mile Post 51 . . . . .	Box . . . . .	1		
LO	Lock No. 12 Passing, N.E. . . . .	Box . . . . .	1		

**LOCATION OF TELEPHONES  
MAIN LINE**

Let- ters	Place	Housing	Company Lines		Other Lines
LS	Lock No. 12 Passing, S.E.	Box	.1	.4	
	Flaggy Meadow	Sect. Forem's Res.	.1	.4	
	Flaggy Meadow	Tool House	.1	.4	
TL	National	Box	.1	.4	
NL	Christpher No. 5, N.E.	Box	.1	.4	
BN	Brady Passing, N.E.	Booth	.1	.4	
ED	Brady Crossover	Box	.1	.4	
BA	Brady Passing, S.E.	Box	.1	.4	
IC	Lowville	Box	.1	.4	
	IC Tower	Tower	.1	.4	
NE	Indian Creek Jet	Booth	.1	.4	
LV	Lowville Storage, S.E.	Box	.1	.4	
BR	Byrne Psg. Sdg., N.E.	Box	.1	.4	
BY	Byrne Psg. Sdg., S.E.	Box	.1	.4	
CN	Mine No. 93, S.E.	Box	.1	.4	
PC	Prickett Creek Jet	Booth	.1	.4	
ON	ON Tower	Tower	.1	.4	
	1000 ft. South Prickett Station	Box	.1	.4	
NF	North Fairmont	Box	.1	.4	
CC	Fairmont Coke Works Crossover	Box	.1	.4	
	Fairmont	Sect. Form's Res.	.1	.4	
	Fairmont	Tool House	.1	.4	
	Fairmont	Trainmen's Room	.1	.4	
TR FA	FA Tower	Tower	.1	.4	843
	Fairmont	Yard Office	.1	.4	843
	Fairmont	Freight Office	.1	.4	897
	Fairmont	Enginehouse	.1	.4	3115

**SCOTTS RUN BRANCH**

CM	Scotts Run Jet., N. Leg "Y"	Box	.1	.4-7	
RA	Scotts Run Jet., S. Leg "Y"	Box	.1	.4-7	
	Randall	Rest House		.8	
WP	Randall Water Plug	Booth		.8	
OS	Osage	Enginehouse Office		.4-8	Morgantown 6652
	Osage	Enginemen's Room		.8	
	Osage	Trainmen's Room		.8	
	Osage	Sect. Forem's Res.		.4	
	Osage	Box		.8	
PM	Pursglove Mine No. 15	Box		.8	
	Guston	Tool House		.8	
HG	Jere	Box		.8	
	Higgins Stg. Sdg., N.E.	Box		.8	
	Brock Mine No. 4	Box		.8	
	Pentress	Tool House		.8	Mt. Morris 72R3

**RIVESVILLE, CATAWBA AND PAW PAW BRANCHES**

HT	Hite Storage Siding No. 2 Crossover	Booth	.1	.4	
RJ	Hite Storage Sdg., S.E.	Booth	.1	.4	
CJ	Catawba Jet	Tool House	.1	.4	Rivesville 3781
PP	South End Wye	Box	.1	.4	
	Grant Town	Box		.4	Rivesville 4643

**DUNLAP CREEK BRANCH**

MK	Market Street	Box	.6	.2	
	Simpson Tunnel, N.E.	Box			Brownsville 256
	Simpson Tunnel, S.E.	Booth			Brownsville 256
	Allison Psg. Sdg., N.E.	Booth			Brownsville 1111
	Republic	Station			Republic 9367
	Republic	Booth			Republic 9367
	Low PhosJ ct., N. Leg Y.	Booth			New Salem 4921
	New Salem	Box			New Salem 4801
	Ache	Box			McClelland- town 6341
	Leckrone	Box			B & O R R McClelland- town 5501
	Leckrone	Station			B & O R R McClelland- town 5501
Parker Psg. Sdg., S.E.	Box			McClelland- town 6759	

**LOCATION OF TELEPHONES  
TEN MILE RUN BRANCH**

Let- ters	Place	Housing	Company Lines		Other Lines
			.90.	.96.	
TM	Ten Mile Run Jet . . . .	Booth . . . . .	.90.	.96.	Fredericktown 7-3644
	CL Psg. Sdg., N.E. . . . .	Box . . . . .			Fredericktown 7-3655
	Clarksville . . . . .	Sec. Forem's Res. . . . .			Fredericktown 7-3655
	Mather . . . . .	Station . . . . .			Jefferson 6
	Mather (outside) . . . . .	Box . . . . .			Jefferson 6
	Mather Mine . . . . .	Booth . . . . .			Jefferson 192
Waynesburg . . . . .	Station . . . . .			148	

**NEMACOLIN BRANCH**

TM	Ten Mile Run Jet . . . .	Booth . . . . .	.90.	.96.	Fredericktown 7-3644
	Rices Landing . . . . .	Station . . . . .			3402
	Rices Land'g (outside)	Box . . . . .			3402

**S25A. USE OF TELEPHONES**

Bell Company telephones are installed on Dunlap Creek, Ten Mile Run and Nemaocolin Branches, the use of which must be confined strictly to Railway Company business and conversation must be as brief as possible.

To reach the Monongahela Railway Private Branch Telephone Exchange during the hours it is in service, contact the Bell Operator and ask for Brownsville 840, by whom connection will then be made with office desired. During the hours the Exchange is closed, contact the Bell Operator and ask for Brownsville, giving number listed below for office desired.

Where dial type telephones are in service dial as follows:

To reach parties in Brownsville from telephones at Republic, Low Phos Junction and New Salem, dial "51" and ask for number desired.

To reach parties in Brownsville from telephones at Ache, Parker Passing Siding, Ten Mile Run Junction, CL Passing Siding and Clarksville, dial "0" and ask for number desired.

To reach HU Tower from telephones at Republic, Low Phos Junction and New Salem, dial "0" and ask for "Long Distance" then ask for Masontown 7740.

To reach HU Tower from telephones at Ten Mile Run Junction, CL Passing Siding and Clarksville, dial "0" and ask for Masontown 7740.

To reach HU Tower from telephones at Ache, Leckrone and Parker Passing Siding, dial "8", listen for dial tone again and then dial 7740.

**USE OF DIAL**

1. Carefully remove the receiver. (Do not jiggle hook.)
2. Listen for dial tone—this is a steady hum and should be heard immediately or within a few seconds after lifting the receiver. Do not start to dial until you hear the dial tone.
3. Place finger in the hole over the number to be dialed; turn dial until finger strikes finger stop; lift finger and allow dial to return to its normal position. Be sure not to touch the dial while it is returning. If more than one figure is to be dialed, dial them in the same manner.

**S25B.** The hours the Monongahela Railway Telephone Exchange is closed are covered by a current General Notice and

during those hours, the following offices are assigned Bell Telephone numbers as listed below:

- 9—Car Distributor
- 186—Train Dispatcher
- 270—Supervisor S.T.B.&B.
- 411—Enginehouse
- 885—Division Engineer
- 955—Yard Office
- 1183—Superintendent

In order to communicate with any of the above mentioned offices during hours Monongahela Railway Exchange is closed, it will be necessary to give the Bell Telephone Company Operator the number indicated opposite the office desired; after which, direct connection will be made.

Connection of Bell Telephone Company telephones with telephones connecting with Monongahela Railway Company Line No. 4 can be had by asking the Bell Operator for No. 356 (No. 4 Message Line), which will be answered by the Car Distributor, who will then make connection with telephone desired.

## S26. MOVEMENT OF TRAINS

**S26A.** Authority for train movement via Main Line, Branches or "Y's", except when otherwise authorized by Time Table or General Order, must be obtained by communication with Train Dispatcher before movement is made.

**S26B.** On double track between Brownsville Junction and Browns Run Junction, all trains, except scheduled trains, may run extra without train orders.

**S26C.** Train movement on the Scotts Run Branch including either leg of "Y", will be handled on written instructions of Operator, SX Train Order Office; Conductors and Enginemen must each have a copy of these instructions. When no Operator is on duty, make these movements under flag protection.

**S26D.** Freight trains pulling out of yards or sidings will move at a speed so as to permit members of train crew to make inspection of train, close switch and board rear of train with safety.

**S26E.** When a locomotive crane is operated under its own power on Main Track, or is used where its boom or cab may foul a Main Track, it must be properly protected by a qualified Flagman.

**S26F.** A member of the train crew must precede each and every movement of a locomotive, car or train across the following highway crossings at grade and properly warn the traveling public of the approach of such locomotive, car or train:

- Principini Siding, Main Line.
- Porter Street, Waynesburg, Ten Mile Run Branch.
- Lead Track to Poland Nos. 1 and 2 Mines located 763 feet from connection in Main Line.
- Winfield Street Crossing on Siding of the Fairmont Aluminum Co., Main Line, located 785 feet from connection in tail track, North Fairmont "Y".
- Thompson No. 2 Spur, located 763 feet from connection with Lilly Run Branch.

**S26G.** Bolt locking devices are installed on all crossovers between Main Tracks, Brownsville Jct.—Browns Run Jct., Main Line.

Locking operating lever is located in center of crossover midway between switches and must be thrown to reverse position before either switch may be operated. After movement over crossover and both switches are returned to normal position, locking operating lever must be returned to normal position in order to function properly and clear signals, and must be kept locked when not in use.

**S26H.** The normal position of absolute signal 212 at Browns Run Junction, Main Line, is proceed.

Spring switch is installed at the end of double track, Browns Run Junction, Main Line. The normal position is for northward movement from single to double track; switch is to be thrown by hand for reverse movements. Southward trains stopped on this switch must not take slack or otherwise move train in reverse direction until switch is properly secured by hand lever.

A two indication (red and green) electric switch lamp is installed immediately opposite point of switch on east side at end of double track. It will control movement over or through switch only when automatic block signals governing this territory are in stop position or out of service or when no light is shown in indicator mentioned below.

Indicator mounted on a post is installed on east side of Main Track south of point of switch leading to Dunlap Creek Branch. It is housed in a metal box equipped with switch lock, and is to be used for train movement from Dunlap Creek Branch to Main Line. This indicator is operated as follows:

Open box; turn knob to extreme left until a distinct click is heard. This will place southward automatic signal 212, at end of double track, and northward automatic signals 211, 221, 231, and 233, between Browns Run Junction and Mt. Sterling, in stop position. When three minutes have elapsed, a white light will show in indicator. The switch leading to Dunlap Creek Branch at Browns Run Junction may then be opened. Indicator mechanism will be restored to normal position by turning knob to extreme right.

Automatic block signals in stop position do not relieve crews of compliance with Rule 99, Book of Rules, when moving to or from Dunlap Creek Branch at Browns Run Junction.

Block Operator at HU Tower, Main Line, will observe switch indicator in connection with Spring Switch installed at the end of double track, Browns Run Junction, after each Southward train movement. If the green aspect of indicator does not appear within thirty (30) seconds after passage of train, the failure must be reported immediately to Train Dispatcher.

When Block Operator is not on duty, Flagman will observe the indicator and report failure to Train Dispatcher promptly on arrival at first stop.

**S26I.** Conductors of passenger trains terminating at Brownsville Station will not back their engines or equipment out of station to Main Track without first procuring permission from Monongahela Railway Train Dispatcher.

**S26J.** Locomotives must not be operated at the north end of No. 4 Coach Siding, South Brownsville Yard, while other locomotives are being operated on New Siding, Park and Tilford Distillery, Inc., Main Line.

**S26K.** Southward trains moving via MN Siding and North Switching Lead en route to Madsville Yard will use West Yard Crossover unless otherwise directed by the Yard Master located at Madsville Yard Office.

**S26L.** At night, during foggy weather, or when vision is obscured, southward trains pulling into Madsville Yard at the north end, must advance a Trainman ahead of engine to protect against other trains at north end of Yard.

**S26M.** Careful operation must be observed over coal hopper, Morgantown Ordnance Works, located under Coal Unloading Siding, Mathieson Chemical Corporation, 962 feet south of north connection in Ordnance Runaround Siding.

**S26N.** Monongahela Railway crews operating on tracks of Mathieson Chemical Corporation, Morgantown Ordnance Works, must protect against plant locomotive operating on all tracks.

**S26O.** Steam locomotives must be headed north while operating on Spur Track, Sharon Steel Corporation, Fairmont Coke Works.

**S26P.** Crews must be on lookout and protect against movement of Sharon Steel Corporation Diesel locomotive on Spur Track and Hill Storage Siding, north of south switch connection of Hill Storage Siding, Fairmont Coke Works.

**S26Q.** Train movements south of FA Train Order Office, Main Line, may be made at a speed not to exceed five (5) miles per hour without train orders and must be made prepared to stop short of other train movements or obstructions.

**S26R.** All trains originating at Fairmont must report to the Operator at FA Train Order Office for orders.

**S26S.** A three-aspect color light signal on pole is located on east side of track, 30 feet north of Bridge 0.06, north leg of Randall Wye, Scotts Run Branch, governing northward movements of trains from the Scotts Run Branch to the east and west switching leads, south end Maidsville Yard, and is controlled by the Operator at SX Train Order Office. Signal has three indications: green, yellow, and red; the following code of signals will be used in its operation:

Red—Stop.

Yellow—Proceed via East Lead.

Green—Proceed via West Lead.

Normal position of the signal is red light, indicating stop. When "Stop" is indicated, trains will come to a full stop with all wheels south of Bridge 0.06 and call for a signal. When "Proceed via East Lead" or "Proceed via West Lead" is indicated, trains may proceed in accordance with those instructions.

The normal position of the switch at the south end of the East and West Switching Leads is for movement via West Lead.

Operator at SX Train Order Office will hand on the yard track assignments to engines of loaded trains.

**S26T.** Train movements on the Scotts Run Branch, Main Track, between the south switch of Osage Shop Crossover and 200 feet south of south switch connection of south lead to Osage Shop Sidings, may be made at a speed not to exceed five (5) miles per hour without permission, and must be made prepared to stop short of other train movements or obstructions.

**S26U.** Main Track Switch, south connection Scotts Run Storage Siding, will be left in position for movement via siding; color of switch signal indications will not be affected.

**S26V.** Trains and engines will approach Catawba Junction under control expecting to find trains using "Y" in both directions.

**S26W.** Normal position of switch in Main Track at north end of North Lead, Federal Mine, Eastern Gas and Fuel Associates, Paw Paw Branch, is for movement via north lead.

**S26X.** Crews operating in Federal Mine, Eastern Gas and Fuel Associates, must protect against plant locomotive operating on all tracks.

**S26Y.** The normal position of the switch in the Dunlap Creek Branch Main Track at the south end of Market Street Passing Siding, is for the movement via Market Street Passing Siding.

**S26Z.** When pusher or assisting engine is used on Dunlap Creek Branch, it will be placed on rear of train until through Simpson Tunnel.

**S26AA.** All trains will look out for cars standing on Main Track, Parshall Branch, at loading facilities located 1370 feet south of connection in Main Track, Dunlap Creek Branch.

**S26BB.** Monongahela Railway crews must protect movement of their trains when operating on United States Steel Corporation and B & O RR Tracks at Leckrone.

**S26CC.** Two or more class L locomotives, when coupled, must not be operated south of south end Parker Passing Siding, Dunlap Creek Branch.

**S26DD.** When operating from Leckrone to Browns Run Junction with an engine on each end of the train, the rear engine will be uncoupled and follow the train at a safe distance. The crew of the engine following the train must exercise great care approaching road crossings and operate so as to stop within range of vision.

**S26EE.** Monongahela Railway crews operating south of north connection, Nemacolin Mine, must protect against mine locomotive, and must be on lookout for cars on No. 1 Siding from a point 150 feet north of crossover to the south end.

**S26FF.** Extra Northward trains from Nemacolin Branch must protect against Extra Northward Trains from Ten Mile Run Branch, at Ten Mile Run Junction. Normal position of switch is for movement via Ten Mile Run Branch.

**S26GG.** Northward trains from the Chartiers Southern Branches, when handled by two (2) locomotives, will operate with both locomotives on the head end of the train, except when train consists of 45 or more loads for the P&LE RR, in which event one (1) of the locomotives will be placed on the rear of the train at Vesta Passing Siding.

## **S27. BROWNSVILLE JUNCTION "Y" TRACKS**

**S27A.** The north and south legs of "Y" at Brownsville Junction are operated under manual block signal rules, controlled by signalman at Pennsylvania System "BF" Block Station. Northward Home Signal, governing movements to Pennsylvania Railroad, in service at clearance point between Southward Main Track and North Leg of "Y", Brownsville Junction.

Switchtenders will be on duty at Brownsville Junction from 8:00 A.M., to 11:59 P.M., daily, except Sundays and the following holidays: New Year's Day; Decoration Day; Fourth of July; Labor Day; Thanksgiving Day and Christmas.

Communication with Pennsylvania Railroad signalman at BF Tower will be performed by the Switchtender, who will also furnish freight trains en route to the Pennsylvania Railroad with track assignment to pull into West Brownsville Junction Yard.

Permission must be obtained from the Operator at BF Tower, Brownsville Junction, Main Line, before operating the following switches:

Both switches of Crossover located 389 feet south of Brownsville Junction.

Both switches of Crossover located 660 feet south of Brownsville Junction.

Switch to North Leg of Wye, Brownsville Junction.

Main Track Switch to Brownsville Junction Spur Tracks.

Trains must not foul the "Y" switches until a signal to proceed is received from the Switchtender.

When no Switchtender is on duty at Brownsville Junction, permission for Southward trains from the Pennsylvania and the Pittsburgh & Lake Erie Railroads to occupy Monongahela Railway Main Track will be procured from Monongahela Railway Train Dispatcher by the Operator at BF Tower, who will transmit such permission to train involved by a proceed hand or lamp signal.

## S28. BROWNSVILLE JUNCTION GRADE CROSSING

**S28A.** Three-position, Semi-automatic, Home Semaphore Signal No. 5, is located to the right of Northward Main Track, 133 feet south of Grade Crossing, governing Northward movement over the crossing to Pittsburgh and Lake Erie Railroad Automatic Semaphore Signal No. 533M, and is in service.

Three-position, Semi-automatic, Home Semaphore Signal No. 7, is located to the right of Southward Main Track, 133 feet north of Grade Crossing, governing movement over the crossing to Monongahela Railway Automatic Semaphore Signal No. 04, and is in service.

These three-position signals, Nos. 5 and 7, show aspects as covered by page 106, Book of Rules, and are governed by Semaphore Signal Rules, pages 103 and 104 of Book of Rules.

**S28B.** Two-position, Interlocked, Dwarf, Light signals between Northward and Southward Main Tracks, located 180 feet north and 130 feet south of the crossing govern movements against the current of traffic.

The signal indications as seen from a train approaching the crossing against the current of traffic are to the right of track. "Proceed at restricted speed" is indicated when lights are in 45 degree, or diagonal position. "Stop" is indicated when lights are in horizontal position.

**S28C.** When proceed is indicated, trains moving either with or against the current of traffic, will proceed over crossing without stopping at a speed not to exceed twelve (12) miles per hour.

## S30. AUTOMATIC BLOCK SIGNALS

**S30A.** Semaphore signals, three position, upper quadrant, are in service between Brownsville Junction and Pennsylvania-West Virginia State Line; except Signal No. 11 located just south of Inter-County Bridge, northward Main Track Brownsville, Pa.

**S30B.** Semaphore Signals, two position, upper quadrant, operating in vertical and horizontal positions, are in service at Simpson Tunnel.

**S30C.** Position-light signals, three position, are in service between Pennsylvania-West Virginia State Line and 3355 feet south of Morgantown Station; and Signal No. 11 located just south of Inter-County Bridge, northward Main Track, Brownsville, Pa.



**S33. LOCATIONS AND NUMBERS OF  
AUTOMATIC SIGNALS**

STATIONS	Northward	Southward
	Semaphore 25	Semaphore 20
Simpson Tunnel.....		
Brownsville Junction.....		
	01	04
Brownsville Station.....	03	06
	Position Light 11	12
South Brownsville Station.....	Semaphore	14
	21	
Alicia.....	23	24
	41	32
Big Meadow Run Station.....	43	42
	51	52
Maxwell Station.....	61	62
East Fredericktown Station.....	81	82
	91	84
East Millsboro Station.....	101	102
	111	112
East Rices Landing Station.....	121	122
	131	132
Arensberg Station.....	141	142
	151	152
Isabella Station.....	161	162
Antram Station.....	171	172
	181	182
Adah Station.....	191	192
Gates Station.....	201	202
Huron Station.....	211	212
Ronco Station.....	221	222
Masontown Station.....	231	224
Mt. Sterling.....	233	232
Grays Landing Station.....	241	242
	251	252
Monvue.....	261	262
	271	272
New Geneva Station.....	281	282
	291	292
Poland Station.....	301	302
	311	312
Dilliner Station.....	321	322
West Point Marion Station.....	331	332
Van Zandt.....	341	342
	Position Light 351	Position Light 352
North End MN Siding.....		
	361	362
West End Voorhis Station.....	381	382
Maidsville Station.....	391	392
	401	402
	411	412
Randall Station.....		422
	421	
Granville.....	423	424
	431	432
Morgantown Station.....	441	442
	451	452
Lock No. 11 Station.....	453	

**S33A.** Automatic Block Signals shown in heavy type are "Stop" signals, and those shown in light faced type are "Stop and Proceed" signals, and will be so regarded in the application of Rule No. 311, Book of Rules.

**S33B·**

**PITTSBURGH AND LAKE ERIE RAILROAD  
LOCATION AND NUMBERS OF ELECTRIC SIGNALS**

STATIONS	Westward	Eastward
East California.....		
	517M	516M
	525M	524M
	533M	532M
Bronsville Junction.....		

**S34. REGISTRATION**

Location	Employees
South Brownsville, Engine Dispatchers Office . . . . .	Enginemen
South Brownsville, Yard Office . . . . .	Trainmen and Enginemen
Osage Enginehouse, Trainmen's Room . . . . .	Trainmen
Osage Enginehouse, Enginemen's Room . . . . .	Enginemen
Fairmont Trainmen's Room . . . . .	Trainmen
Fairmont Enginehouse . . . . .	Enginemen

**S35. BULLETIN BOARDS****Location**

South Brownsville, Yard Office . . . . .	M.Ry., P.R.R., & P.&L.E.
South Brownsville, Engine Dispatchers Office . . . . .	M.Ry., P.R.R., & P.&L.E.
Maidsville, Yard Office . . . . .	M.Ry.
Osage Enginehouse, Enginemen's Room . . . . .	M.Ry.
Osage Enginehouse, Trainmen's Room . . . . .	M.Ry.
Fairmont, Trainmen's Room . . . . .	M.Ry.

**S37. SAFETY APPLIANCE ACT**

When an appliance prescribed by the Safety Appliance Act is found to be defective on a car in transit or otherwise, such car may be hauled from the place where such defective appliance was first discovered to the nearest available point where the appliance can be repaired. When a defective drawbar is found on a car in transit, if such car contains live stock or perishable freight, if necessary, may be hauled by means of chains, instead of drawbars, to the nearest available point where such drawbar can be repaired. If the car is empty or contains freight other than the above, and it cannot be hauled on the rear end of the train without the use of chains, it must be set off at the nearest available point and moved from that point to the nearest available point where the drawbar can be repaired, by a work train, a shop train, a light engine, or any train composed of cars employed at the time by the railroad company for its own use and service. Cars with defective safety appliances may be associated together and moved to any repair points as a shop train, but must not be moved on revenue trains or in connection with cars commercially used, which include empty cars not employed at the time by the railroad company for its own use and service.

**S38. TRAIN AIR BRAKE INSTRUCTIONS**

**S38A.** When the air brake becomes inoperative on a train, it will proceed carefully with hand brakes to the first siding, where it will clear the Main Track and report to the Superintendent for orders. If a telephone or telegraph office is located between the point of failure and first siding, report will be made from that office.

**S38B.** The pressure retaining valve, placed on the end or side of freight cars near the hand brake, must be used on grades where it is necessary to hold the brakes applied while recharging auxiliary reservoirs and to hold slack of the train when operating conditions require. It is connected to the exhaust port of the triple or AB valve, and through it the air is exhausted from the brake cylinder when the brakes are released.

There are two types in use on freight cars, one with three positions and the other with four positions. With the handles of both types in vertical position or straight down, the exhaust port is fully open and no pressure is retained. With the handle midway between vertical and horizontal, 20 pounds pressure is retained, and in horizontal position, 10 pounds pressure is retained. The four position release control retainer, with the handle at 45 degrees above horizontal, "Slow Direct Exhaust" position, will slowly release all brake cylinder pressure, requiring approximately 120 seconds to release 50 pounds cylinder pressure.

The Engineman and Conductor must arrange to use the number of retaining valves required and the Engineman must be notified when the required number of retaining valves on train have been turned up.

In order to avoid exceeding the maximum permissible speed and to verify that the retaining valves are functioning, the Engineman will make a brake application as soon as practicable after starting down grade, followed by additional applications to keep the train speed uniform. Brake pipe pressure must not be permitted to fall below sixty (60) pounds without being in position to safely release the brakes and re-charge auxiliary reservoir.

Calling for hand brakes by the Engineman will signify he has lost control of the air brakes, in which event the Conductor's valve, rider valve, or rear angle cock will be opened and left in that position and hand brakes applied on cars in the train until train is stopped.

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

The following percentage of retaining valves must be used on loaded and empty trains in descending the grades mentioned below:

GRADES	Minimum No. of Retaining Valves to be used on Loaded Trains	Minimum No. of Retaining Valves to be used on Empty Trains
<b>Northward</b> Merrittstown to Dunlap Creek Junction.....	20 percent	10 percent
<b>Southward</b> South end Parker Passing Siding to Browns Run Junction.....	50 percent	15 percent
Cassville Hill.....	100 percent	100 percent

**S38C.** In descending Cassville Hill, the brake pipe pressure must be increased to ninety-five (95) pounds and main reservoir pressure to one hundred thirty (130) pounds.

**S38D.** All trains leaving terminal repair points and operating on Cassville Hill must have the air brakes on all cars in effective operating condition. Trains leaving other points must not have less than 85 percent operative air brakes. Brake pipe leakage must be reduced to a minimum and in no case exceed seven (5) pounds per minute.

In the event air brake on any car in a train becomes defective in transit, the car may be hauled to the nearest designated repair point, where car with such defects should be switched out or repaired.

In case of emergency, cars of live stock, perishable freight, or Government shipment, with inoperative brakes may be permitted to leave a terminal or to pass a designated repair point provided they are placed in the rear of all cars having their brakes operated by the engine, and then only when 85 percent or more of the cars in the train are equipped with operative brakes.

**S38E.** When pusher engine is used on rear of freight trains, the air brakes must be coupled to the pusher engine and operated from the leading engine. Automatic brake valves on all except the leading engine must be cut out, handles of brake valves kept in running position and air compressors kept running.

To cut pusher engine off without stopping train, the angle

cock will be closed on rear end of the caboose, and uncoupling lever raised and signal given to pusher engine to stop pushing. When the pusher engine drops back far enough to separate air hose the brakes on pusher engine will apply and stop the engine so that pusher engine will not collide with train should train stop suddenly. Caboose have been equipped with hooks for closing angle cocks and uncoupling air hose.

With the above exception the use of air brake angle cock on moving trains is prohibited, except in case of emergency.

**S38F.** At points where air brake testing plants are provided, trains after being made up and tested will be kept on the air line to retain brake pipe pressure until engine arrives.

Trainmen will be required to uncouple hose at the connection to the plant before attempt is made to couple engine to train.

Care must be exercised in coupling and uncoupling air hose at such locations.

### **S39. CAR DOORS**

**S39A.** On distributing and switching locals, the doors of all cars must be kept closed and secured when not in use. The doors on all loaded and empty box cars must be closed and secured before delivery to connecting lines.

**S39B.** Agents must see that the doors of cars made empty at stations are properly closed and secured before they are turned out for road movement.

**S39C.** Yard Masters, Conductors, Car Inspectors and others interested must see that these instructions are observed.

### **S40. LIVE STOCK**

**S40A.** Shipments of live stock will not be accepted from connections between the hours of 6:00 P.M., Friday and 5:00 A.M., Monday, nor from 6:00 P.M. of day preceding the following holidays, until 5:00 A.M. the day following holidays; New Year's Day, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas. When such holidays fall on Sunday, the following Monday will be observed as the holiday. Shipments of live stock will not be delivered to connections between the hours of 6:00 P.M., Saturday and 3:00 A.M., Monday. Should it be necessary to offer delivery of live stock during this restricted period, advance information must be given.

**S40B.** The United States statutes prohibit the confining of live stock in a car for a period exceeding twenty-eight (28) consecutive hours without unloading for a period not less than five (5) consecutive hours for rest, water and feeding, except upon written request of the owner or person in custody of shipment, when the time of confinement may be extended to thirty-six (36) hours. This request, however, must be separate and apart from any printed bill of lading, or other railroad form. When animals do have proper food, water, space and opportunity to rest, the provisions in regard to their being unloaded shall not apply.

### **S41. MISCELLANEOUS INSTRUCTIONS**

**S41A.** Rule 21, modified as follows:

The display of white flags and white lights, as prescribed by Rule No. 21, is discontinued on all extra trains except passenger extras.

**S41B.** Rule 99, modified as follows:

The use of torpedoes by trainmen flagging in the district between Brownsville Junction and 17th Street, South Brownsville, is restricted to those instances in which safety of train movement requires it.

**S41C.** Rules 209(b), 209(c), and 221, modified as follows:

Portions of these rules relative to train order signals are not in effect at FA Train Order Office.

**S41D.** Trains must not obstruct any public street or road for more than five (5) minutes at any one time.

**S41E.** Cars must not be stored within a distance of 300 feet of any public grade crossing. This does not apply to cars spotted on industrial or public delivery tracks, for loading or unloading, at locations where physical conditions prevent any substantial relocation of the loading or unloading zones.

**S41F.** When hot boxes are observed in a train, the train must be immediately brought to a stop and a careful inspection made of the hot box and proper action taken to safeguard the movement of the car to the first available point where the car must be set off. All employees working in yards or along tracks will observe passing trains and make every effort possible to notify members of crews of hot boxes in their trains, in order that the train may be immediately stopped.

The practice of cooling hot journals with water will be discontinued to the greatest possible extent; if it is necessary to use water in cooling a journal, the car must be cut out of train at the first available point after the application of water has been made.

**S41G.** In order to prevent damage to diesel locomotives when they become derailed, road crews will immediately report to Train Dispatcher and yard crews will immediately report to the Yard Master in charge, for instructions. Until receiving instructions, diesel locomotives, when derailed, must not be moved nor attempt made to rerail them, except in case of emergency.

**S41H.** When a car is derailed and no cause can be found by Conductor handling such car, same will be left at nearest available point and Car Inspector will be sent to inspect car before further movement is made.

**S41I.** All employees who handle torpedoes must refrain from throwing them around promiscuously and must return torpedoes not immediately needed to proper storage places.

**S41J.** The disposal of refuse or discarded material of any kind on or along the right-of-way of this Company is prohibited. Prompt report of any violation on the part of any employee or by others must be made to foreman in charge or other immediate supervising employee.

**S41K.** Employees are prohibited from riding on steps of class L locomotives between engine and tender when moving through turnouts and crossovers, or on sharp curves.

**S41L.** At all places where coal or coke is loaded, Trainmen and Enginemen must see that chutes, aprons and loading booms are in position to afford clearance for cars and locomotives.

**S41M.** The use of spectacles with colored lens by employees whose duties require them to distinguish the position or color of signals is prohibited.

**S41N.** The placing of advertisements or banners of any kind upon any freight or passenger cars or locomotive (including permanent stakes which are a part of open-top cars) is prohibited, except that they may be placed thereon for photographic purposes only, while such equipment is at rest on private tracks or on service tracks of the railroad, and when so placed must be removed prior to movement of the equipment; the placement and removal to be by and at the expense of the shipper or consignee. This does not prohibit the placing of advertisements or banners on the lading or attaching them to temporary stakes used to secure the lading on open-top cars.

**S41O.** Chemicals are used in water at water stations at Brady, Madsville, Grays Landing, Big Meadow Run, South Brownsville Yard Office, Ten Mile Run Junction, Mather, and Republic. All persons are warned not to use water from these stations for drinking purposes.

**S41P.** A current of 440 volts for operation of the Automatic Block Signals between Brownsville Junction and Morgantown Station is carried on a line connecting the signals, and great care must be exercised to see that nothing is permitted to come in contact with the lines.

**S41Q.** Locomotive injectors must not be operated in the vicinity of Brownsville Passenger Station, where steam or hot water may come in contact with the station platform.

**S41R.** Diesel locomotives returning to South Brownsville Engine Terminal will be placed on No. 1 Ash Pit Track, and steam locomotives returning to South Brownsville Engine Terminal will be placed on No. 2 Ash Pit Track.

**S41S.** Oil House Siding South Brownsville is bonded and insulated from a point 213 feet from its connection in No. 1 Outbound Track to stub end. When placing tank cars of fuel oil on this siding, same must be placed with all wheels beyond insulated joints, and after being placed must not be coupled to except when they are to be removed from the siding. Roadway crossing leading to platform at north end of Oil House Building must be kept open.

**S41T.** Attention is directed to gates across New Siding, Park & Tilford Dist. Inc., 269 feet north of its connection in north lead, coach yard. These gates are secured by private locks of Park & Tilford Dist. and will be opened promptly by an employee of that Company to avoid delay in train movements.

**S41U.** Lookout must be maintained to see that traveling crane is not over track when movement of cars is made on Marine Way Connection.

**S41V.** Attention is directed to gates across tracks of Vesta Coal Preparation Plant at the following locations:

Across Nos. 1 and 2 Sidings, 815 feet south of north switch connection of No. 2 Siding.

Across Nos. 1, 2, and 3 Sidings, 241 feet north of south switch connection of No. 2 Siding.

These gates are equipped with private locks and will be opened by an employee of the industry when required.

**S41W.** In the performance of work on sidings, Vesta Coal Preparation Plant, cars excepting placements for coal loading must not be placed at the following locations:

No. 2 Siding between a point adjacent to south point of switch of crossover in No. 3 Siding to a point 350 feet north thereof for prevention of blocking driveway.

No. 3 Siding between a point 50 feet north of Refuse Conveyor, located 434 feet north of south switch connection of No. 3 Siding, and a point 90 feet south of south entrance under Main Building for prevention of blocking driveway.

Nos. 1, 2, and 3 Sidings which will block private grade crossing located 218 feet north of south switch connection of No. 2 Siding.

**S41X.** Current of 250 volts is in trolley wire for use of Lorry along east side of No. 1 Coal Siding between switch to Lorry Siding and switch to No. 2 Empty Storage Siding, Isabella Works. When power is on, four lights located on south side of tipple give a red indication; when power is off, lights give no indication. Attention is called to danger of contact with this wire.

**S41Y.** Private road crossing over sidings, Poland No. 3 Mine, Hillman Coal & Coke Company, Main Line, must not be obstructed.

**S41Z.** When doing work at Principini Siding, derail must be locked in a derail position at all times except when a locomotive or cars attached to a locomotive are being moved over the portion of the siding on which the derail is located.

**S41AA.** Between the hours of 7:30 A.M. and 4:00 P.M., daily, except Sundays and the following holidays: New Year's Day; Decoration Day; Fourth of July; Labor Day; Thanksgiving Day; and Christmas, a lefthand derail is installed in No. 19 Track, Maudsville Yard, 250 feet from north switch connection and is equipped with a Car Department lock.

**S41BB.** A private highway grade crossing over all tracks is located immediately south of Maudsville Yard Office at south end of Maudsville Yard. All trains and yard crews performing switching will maintain a careful lookout at this crossing for highway traffic.

**S41CC.** A right hand lifting derail is installed in No. 1 Main Spur Track, Mathieson Chemical Corporation, Morgantown Ordnance Works, 50 feet inside of gate across this track at a point 3860 feet from its connection with Main Track. Derail and gates are equipped with a Mathieson lock and will be handled by employees of that Company.

**S41DD.** Attention is called to gates across No. 1 Classification Track, Mathieson Chemical Corporation, Morgantown Ordnance Works, 421 feet from its north connection in Main Track and 340 feet from its south connection in Main Track. These gates are secured by private locks of the Mathieson Chemical Corporation and will be opened promptly by an employee of that Company to avoid delay in train movements.

**S41EE.** Diesel locomotives returning to Fairmont Engine Terminal will be placed on the Main Track opposite sand house.

**S41FF.** Attention is directed to gates across Main Track, Scotts Run Branch, at the following locations:

Twenty (20) feet south of south end of Bridge No. 2256, just north of Brave, Pa.

One hundred fifty (150) feet north of southern terminus of branch.

These gates are secured by locks of the Peoples Natural Gas Company, and will be opened promptly by an employee of that Company to avoid delay in train movements.

**S41GG.** A current of 600 volts for operation of electric trolley of Monongahela Power Company is in use at Consolidation Mine No. 97 and Monongahela Power Company Interchange; trolley wire extends over tracks from south switch connection in Interchange Track to Mine No. 97 tipple, and over tracks of the Monongahela Power Company to fence, also over and adjacent to No. 2 Siding under and north of tipple, and affords a clearance of 18 feet from top of rail.

**S41HH.** Attention is directed to gate across siding, Republic Construction Company, Dunlap Creek Branch, 37 feet south of derail and is secured by private lock of the Republic Construction Company.

**S41II.** Attention is directed to gates across No. 1 Siding, Magazine Lumber Company, Dunlap Creek Branch, 275 feet from connection in Orient Passing Siding and are secured by private lock of the Magazine Lumber Company.

**S41JJ.** Attention is directed to drawbridge constructed over Ralph Mine Siding, United States Steel Corporation, Lilly Run Branch, 100 feet north of mine tipple, which does not give sufficient clearance for locomotives or cars when in lowered position. A "Stop" sign is located just north of this drawbridge, at which location cars for delivery on mine siding will be placed when position of bridge prevents operation beyond its location.

**S41KK.** When coupling to loads on Clyde No. 2 Mine Tracks, do not attempt handling more loads in one cut than can be handled without slipping drivers when engine is standing under tipple. This to avoid fire hazard caused by sparks from engine.

## S42. FLASHER LIGHT SIGNALS

**S42A.** Two-way Flasher Light Signals are installed at 17th Street Grade Crossing, South Brownsville.

These signals control highway traffic by means of a red light indication, which flashes while southward train is within a distance of 2000 feet of crossing, and northward train is within a distance of 900 feet of crossing; at the same time give a side view of a lemon yellow indication for use of Enginemen and Trainmen to determine whether or not signals are operating; if signals are not operating, which will be indicated by absence of light, trains will operate over crossing at restricted speed and make prompt report to Train Dispatcher by telephone.

Engines with or without trains moving against the current of traffic will stop until preceded by a Flagman before moving over this crossing.

All trains cutting engine off on northward Main Track South Brownsville, Main Line, will stop with entire train, south of Flasher Light Circuit clearance post located on hillside of northward Main Track, 900 feet south of 17th Street Grade Crossing.

**S42B.** Two-way Flasher Light Signals are installed a<sup>t</sup> Grade Crossing, 1960 feet north of West Van Voorhis Station Main Line.

These signals control highway traffic over Main Track and MN Passing Siding by means of a red light indication, which flashes while train is within a distance of 1475 feet from either side of crossing, and at the same time give a side view through a clear glass in order that Enginemen and Trainmen may determine whether or not signals are operating; if signals are not operating, which will be indicated by absence of light, crews will operate over crossing at restricted speed, and report to Train Dispatcher by telephone.

**S42C.** Two-way Flasher Light Signals are installed at Grade Crossing, 1013 feet south of Granville, Main Line.

These signals control highway traffic by means of a red light indication, which flashes while train is within a distance of 1000 feet of either side of the crossing, and at the same time give a side view of a lemon yellow indication for use of Enginemen and Trainmen to determine whether or not signals are operating; if signals are not operating, which will be indicated by absence of light, trains will operate over crossing at restricted speed, and make prompt report to Train Dispatcher by telephone.

Circuit Clearance Boards are located 1000 feet on either<sup>r</sup> side of crossing. Northward trains stopping on Main Track a north end of Morgantown Passing Siding will stop clear of Circuit Clearance Board located 1000 feet south of crossing.

**S42D.** Two-way Flasher Light Signals are installed at Grade Crossing, 830 feet north of Lowsville Station, Main Line.

These signals control highway traffic by means of a red light indication, which flashes while train is within a distance of 1475 feet of either side of the crossing, and at the same time give a side view through a clear glass for use of Enginemen and Trainmen to determine whether or not signals are operating; if signals are not operating, which will be indicated by absence of light, crews will operate over crossing at restricted speed, and make prompt report to Train Dispatcher by telephone.

Northward trains clearing in Lowsville Station Siding for southward trains will not operate switch or enter Main Track until southward train has cleared the north end of Bridge No. 5972 over Indian Creek south of Lowsville, otherwise the northward train will not operate the flasher light signals until they are immediately on Lowsville Grade Crossing.

**S42E.** Two-way Flasher Light Signals are installed at Grade Crossing 480 feet north of Mile Post No. 6, Paw Paw Branch.



These signals control highway traffic by means of a red light indication, which flashes while train is within a distance of 1000 feet of either side of the crossing, and at the same time give a side view through a clear glass for use of Enginemen and Trainmen to determine whether or not signals are operating; if signals are not operating, which will be indicated by absence of light, crews will operate over crossing at restricted speed and make prompt report to Train Dispatcher by telephone.

**S42F.** Reverse movements within Flasher Light Signal Circuits must not be made over a crossing where flasher light signals are installed until protected by Trainmen.

#### **S43. SWITCHING SIGNAL**

**S43A.** A three aspect color light signal on mast is located on east side of tracks, 524 feet north of highway grade crossing at north end Federal Mine, Grant Town, West Virginia, Paw Paw Branch.

This signal is controlled by means of a three-way switch housed in box located just north of highway grade crossing at Grant Town. Indications are plainly marked on the switch.

Box is locked with both Monongahela Railway Company and Baltimore and Ohio Railroad Company switch locks, and, when not in use, must be kept locked.

Signal has three indications: green, yellow, and red; the following code of signals will be used in its operation:

Red—Stop

Yellow—Back up

Green—Go ahead

When signal is not in use, current must be turned off by means of the master switch located in lower left side of the box.

This signal is to facilitate switching and protect movements over the highway grade crossing while work is being performed at Federal Mine.

#### **S44. HOURS-OF-SERVICE LAW**

**S44A.** The Hours-of-Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

**S44B.** Any employee concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

**S44C.** A report must be made to the Superintendent, by telephone or telegraph, at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service Law and without regard to exceptions as specified above. The Superintendent will make arrangements for relief when necessary.

The Conductor must make this report for each member of the train crew and the Engineman for the engine crew.

**S44D.** Form C.T. 118A must be made for all train or engine crews on duty in excess of the period prescribed by the Hours-of-Service Law. This report must also be made for a train delayed which causes the crew of another train to be on duty in excess of the prescribed period.

Conductors will make this report for train crews and Engineers for engine crews, and it must in all cases be made and delivered with time cards at the end of the trip on which the hours of service are exceeded.

#### S45. ACCIDENTS

In the event of accidents, the following designated forms must be furnished promptly:

KIND OF ACCIDENT	FORM OF REPORT TO BE USED
Injuries to passengers.....	C. T. 6—C. T. 65 and C. T. 81
Personal injuries.....	C. T. 6—C. T. 65—all employees. Safety Accident Report—all employees except Trainmen and Engine- men
Stock killed or injured.....	C. T. 6—C. T. 66
Derailments and collisions.....	C. T. 6
Cars damaged.....	C. T. 6
Damage to engines.....	C. T. 6
Damage to property at Industries along the line or on their tracks.....	C. T. 6
Switch run through or track damaged...	C. T. 6
Automobiles and other vehicles struck or damaged.....	C. T. 6
Couplers pulled out or damaged.....	C. T. 6
Train lines broken or defective.....	C. T. 6
Hot Coke.....	C. T. 6
Drop doors down.....	C. T. 6
Brake rigging down.....	C. T. 6
Defective Safety Appliances.....	C. T. 6

In addition to the above requirements, C. T. 9 (Short Car Card) to be furnished for all cars set off short of destination.

The provisions of the instructions at the bottom of C. T. 6 must be strictly complied with.

When accidents occur on industrial sidings a representative employee of the industry must be notified if possible.

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

Accidents occurring on rails of connecting lines must be reported on the proper forms of those lines in addition to the above reports.

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

### S46. PERSONAL INJURIES

**S46A.** The bodies of persons killed or found dead on property of the Company, must not be moved from one State to another State, nor in West Virginia from one County to another County, without instruction from proper authority.

When employees, or other persons, injured on or about the line of the railroad, are taken to one of the following Hospitals or Surgeons, they will be given first aid without cost.

### S46B. HOSPITALS

Location	Name	Telephone
Brownsville, Pa.	Brownsville General Hospital.	Brownsville, Bell 1000
Morgantown, W. Va.	Vincent Pallotti Hospital. . . . .	Morgantown, C&P 4404, 4405, 4406 4407
Fairmont, W. Va.	Fairmont Emergency Hospital.	Fairmont, C&P 309

### S46C. SURGEONS

Location	Name	Telephone
Brownsville, Pa.	S. W. Huston, M.D.	Office, Brownsville, 1172-J Residence, Brownsville, 1172-M
Masontown, Pa.	J. N. Snyder, M.D.	Office, Masontown, 3411 Residence, Masontown, 3413
Morgantown, W. Va.	L. M. Strawn, M.D.	Office, Morgantown, 7777 Residence, Morgantown, 7990
*Osage, W. Va.	L. M. Strawn, M.D.	Morgantown, 22909
†Cassville, W. Va.	L. M. Strawn, M.D.	Mt. Morris, 46R4
Morgantown, W. Va.	W. H. Howell, M.D.	Office, Morgantown, 5213  Residence, Morgantown, 7171
Fairmont, W. Va.	J. D. Romino, M.D.	Office, Fairmont, 924 Residence, Fairmont, 99
Fredericktown, Pa.	L. D. Harshman, M.D.	Office, Fredericktown, 7-3255 Residence, Fredericktown, 7-3244
Waynesburg, Pa.	W. B. Clendenning, M.D.	Waynesburg, 245-L

\*Office Hours—12:00 Noon to 1:00 P.M., Tuesday and Friday.

†Office Hours—12:00 Noon to 1:00 P.M., Monday and Wednesday.

**S46D.** In all cases of personal injury, it is the duty of any employee who may be present, to render all practicable aid to the injured party, to procure promptly the services of the nearest physician, giving preference to those named above, and, as soon after as possible, make full report of the case to the head of his department. The names, addresses and statements of persons who were witnesses must be procured and special attention should be given to get names of all witnesses other than employees. This information must be given by telephone, as quickly as possible, and C. T. 65 made within 24 hours.

**S46E.** When an accident occurs, involving personal injury or damage to property, no information is to be given by employees concerning the accident, excepting to duly authorized officers or representatives of this Company.

**S46F.** The Railway Company will be responsible for the cost of medical or surgical services rendered by the nearest surgeon obtainable, for a maximum period of twelve hours immediately following the accident; any further attention must be authorized by proper authority.

**S46G.** When accident occurs to passenger trains where injuries may result, Conductor must obtain the information called for on Form C. T. 81, provided for that purpose.

**S46H.** Form G-9, Identification card, will accompany every injured person sent by the Railway Company to any Surgeon.

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

**S46I.** Personal injury to an employee while on duty, must be immediately reported, by wire to the Superintendent's Office, and if surgical or medical service was rendered, the name of the attending Surgeon should be given.

#### **S47. LOCATION OF STRETCHERS**

(Emergency Case Inside)

All Caboose Cars.

Wreck Train.

Switchtenders' Building—Brownsville Junction.

Yard Offices—South Brownsville, Big Meadow Run, Maidsville.

Trainmen's Buildings—Osage.

Enginehouse—South Brownsville, Osage, Fairmont.

Car Shops—South Brownsville, Big Meadow Run, Maidsville.

Morgantown Freight Station—South End of Building.

Responsibility for breaking seal, reporting material used, and keeping the outfit in proper place, rests with:

Conductors for Caboose Cars.

Wreck Master for Wreck Train.

Switchtenders for Switchtenders' Building.

Yard Masters for Yard Offices and Trainmen's Buildings.

Foremen for Enginehouses and Car Shops.

Agents for Stations.

First aid kits available in all offices, track cars, Work Train equipment, trucks and sedans, and all reporting places.

#### **S48. PHYSICAL EXAMINATION**

**S48A.** Each applicant for employment, except Trackmen, will be required to pass a satisfactory examination as prescribed by application blank, Form G 53.

An employee, who has been absent from duty, may be required, before resuming duty, to furnish a certificate setting forth that he is in good physical condition and able to satisfactorily perform his duty, or pass such examination as is necessary in the judgment of the employing officer, excepting train and engine service employees who are covered by specific agreement.

**S48B.** Physical examination will be conducted by Dr. S. W. Huston, Union Station Building, Room 208, Brownsville, Pa., between the hours of 11:00 A.M. to 12:30 P.M., daily, except Sunday, and 2:30 P.M. to 4:30 P.M., daily, except Thursday and Sunday.

#### **S49. HEALTH DEPARTMENT REGULATIONS**

The regulations of the Pennsylvania and West Virginia State Departments of Health governing the transportation of those suffering from communicable diseases are as follows:

Smallpox, asiatic cholera, yellow fever, bubonic plague, diphtheria, scarlet fever or typhus fever patients shall not be accepted for transportation in railway carriages of these Commonwealths.

Typhoid fever, glanders, anthrax, leprosy, puerperal fever, erysipelas, and measles may be accepted for transportation, provided an entire car is set aside for the afflicted person and that the individual sick be accompanied by a competent attendant with ample facilities for disinfecting excreta prior to disposing of same through the usual train closets.

Permission must always be obtained from the local representatives of the State Health Department in advance and complete arrangements must be made for disinfection of the coach at the end of the journey. The state holds the carrier responsible for any neglect of these provisions.

#### **S50. MAIN TRACK CROSSOVERS**

##### **Brownsville Junction to Browns Junction**

LOCATION		DIRECTION	
		Head-over	Back-over
P.R.R. Crossing, Brownsville Junction	389 ft. S. of		N. to S.
P.R.R. Crossing, Brownsville Junction, Brownsville Station,	660 ft. S. of 1570 ft. N. of	N. to S. N. to S.	
Brownsville Station, South Brownville Station,	509 ft. S. of 266 ft. N. of		N. to S. N. to S.
Alicia Station, Big Meadow Run Station,	3301 ft. N. of 48 ft. S. of		N. to S. N. to S.
East Millsboro Station, East Riverside,	1308 ft. N. of 2107 ft. N. of		N. to S. N. to S.
Antram,	199 ft. S. of		N. to S.

#### **S51. MAIN TRACK DERAILS**

Scotts Run Junction, south leg of Wye, 193 feet from Main Line.

Paw Paw Branch, 84 feet south of switch to Caboose Track, Jamison Mine No. 22.

Lilly Run Branch, 754 feet south of Bridge No. 232.

Thomson No. 2 Spur, 1000 feet north of switch to Thompson No. 2 Works.

Dearth Spur, 743 feet south of Bridge No. 022.

Parshall Branch, 1000 feet north of the north end of ovens, Old Home Works.

Dunlap Creek Branch, north leg of Wye, Leckrone, 240 feet from connection in Main Track.

S52.

## LOCOMOTIVE DATA

Inches of Water in Tank From Bottom	Classes of Locomotive and Tender Capacity		
	7000	8500	12500
	H5	H5SA	L
3	390	375	445
6	780	750	890
9	1180	1185	1360
12	1560	1585	1830
15	1960	1915	2270
18	2310	2415	2740
21	2690	2815	3180
24	3030	3245	3610
27	3420	3665	4060
30	3750	4065	4530
33	4120	4445	4880
36	4470	4835	5440
39	4770	5235	5860
42	5120	5615	6300
45	5450	5955	6730
48	5810	6395	7150
51	6130	6765	7570
54	6430	7165	7990
57	6730	7555	8370
60	7100	7925	8780
63	.....	8275	9150
66	.....	8500	9420
69	.....	.....	9830
72	.....	.....	10160
75	.....	.....	10420
78	.....	.....	10720
81	.....	.....	11030
84	.....	.....	11300
87	.....	.....	11620
90	.....	.....	11910
93	.....	.....	12210
96	.....	.....	12500
99	.....	.....	.....
102	.....	.....	.....
105	.....	.....	.....
108	.....	.....	.....

Gallons per Hour, Single injector, 200 Lbs. Live Steam.

Nathan—Monitor No. 10.....	3750
Nathan—1918A Special.....	5000
*Elesco Exhaust Injector.....	5000

\*With exhaust steam, capacity 5500 Gallons.

**SAFETY**

**IS**

**EVERYBODY'S JOB**

**ON THE**

**M. RY.**