

MONTOUR RAILROAD COMPANY

TIMETABLE NO. 1

In Effect 4.01 A.M., E.S.T. Sunday, October 27, 1968

**FOR THE
GOVERNMENT OF EMPLOYES ONLY**

**F. C. RAUSCHART
Superintendent**

NOTE—Applies on page 3.
 Rule 221-A in effect at all Train Order offices unless otherwise indicated.

- B** Indicates Rule 221-B in effect.
- C** Indicates Rule 221-C in effect.
- K** Indicates controlled by.
- O** Indicates automatic interlocking.
- P** Indicates in service part-time.
- R** Indicates remotely controlled from.
- S** Indicates control station at other than dispatcher's office.
- X** Indicates in service continuously.
- ★ Indicates Road Radio Channel 1.
- ◆ Indicates Road Radio Channel 2.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

**MAIN LINE
 MONTOUR JCT. TO SALIDA**

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS*	Distance from Montour Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
						West or North	East or South	Both
				MONTOUR JCT.....	00.0			
				EWINGS.....	1.98			
				BEAVER ROAD.....	4.04			
				SCOTT.....	5.33			
				LOTUS.....	6.47			35
				CLIFF MINE.....	8.11			30
				IMPERIAL.....	9.42			
				NORTH STAR.....	10.69			
				BOGGS.....	12.65			50
				CHAMPION.....	12.98			55
				RUSSEL.....	14.47			
				McADAMS.....	16.77			38
				McDONALD.....	17.86			88
				PEACOCK.....	20.91			66
				SOUTHVIEW.....	21.83			
				GILMORE JCT.....	22.55			
				WESTLAND.....	26.32			
				COWDEN.....	24.28			70
				MUSE JCT.....	25.30			
				MUSE.....	26.23			
				HENDERSON.....	27.79			
				HENDERSONVILLE.....	28.22			
				HILLS.....	31.04			
				THOMPSONVILLE.....	31.95			68
				McMURRAY.....	33.26			
				LIBRARY JCT.....	35.08			70
				LIBRARY.....	37.16			
				GOULD.....	39.42			
				PENNMONT.....	39.97			
				SNOWDEN.....	40.77			
				JEWELL.....	37.05			20
				BROOKSIDE.....	38.32			
				COVERDALE.....	39.12			
				KEYSTONE.....	39.62			
				BRIGHTWOOD.....	39.79			
				ALLECO.....	40.41			
				SALIDA (N&W).....	41.37			16
				MIFFLIN JCT. (N&W).....	44.89			

The direction from Montour Jct. to Mifflin Jct. is eastward.

*See Page 19 for list of stations by number.

SPECIAL INSTRUCTIONS

GENERAL RULES

100C-A. Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

100M-A1. Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rules. They are also required to know the meaning, intent and application of the Rules.

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

Other Railroads

100N-A1. (Union Railroad) West Mifflin. No. 1 track west of scales and No. 1 and No. 2 interchange tracks east of scales, owned and maintained by Montour Railroad. All other tracks owned and maintained by Union Railroad.

Salida and West Mifflin. Track between Salida and West End Mifflin Jct. Yard is owned and maintained by the N&W Railroad. Trains and engines protect and report to N&W Dispatcher when clear.

Salida—Switches at Salida must be left lined for the N&W after use.

Montour Jct.—The P&LE Railroad own and maintain all interchange tracks, Groveton and Station Track, Montour Jct. Normal position of Montour R.R. connecting switch is lined for the P&LE, Railroad.

INTERCHANGE TRACKS AND INSTRUCTIONS

Southview - N&W—One track-Capacity 38 cars. All cars delivered must be left first out to N&W. Card bills made in duplicate, one to be placed in bill box at N&W end of track, other left with Agent. Show date and hour of delivery on each bill. Supply of car cards at Southview Station for use of conductors who will fill out for all empty cars delivered.

Salida—N&W - Salida Siding-Capacity 26 cars.

Hills—PC - Two Tracks. Outside track for delivery to Montour, capacity 55 cars. Inside track for delivery to PC, capacity 55 cars. Lead between main track and inside switch, capacity 30 cars, can be used for interchange either direction when necessary.

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

McDonald—PC - Two Tracks -Track for delivery to PC, capacity 80 cars below road crossing.

Runaround track for delivery to Montour, capacity 27 cars. When congested and cars cannot be left on proper tracks, cars delivered to PC must be placed first out to that company.

Cars must not be left west of highway crossing circuit. Protect against PC engines using Transfer Tracks.

Bill box located just east of east runaround switch. Coal billed via PC may be delivered at McDonald or Hills; except that all shipments billed "via McDonald" must be delivered at McDonald regardless of point of origin.

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

Snowden—B&O - Two Tracks with capacity 60 cars each, designated as No. 1 and No. 2 being numbered from B&O Main Track.

No. 1 track delivery to B&O.

No. 2 track delivery to Montour.

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

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

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

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

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

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

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

Mifflin Junction—Union Railroad. No. 1 track west of scales and No. 1 and 2 interchange tracks and tracks east of scales, owned and maintained by Montour Railroad. All other tracks owned and maintained by Union Railroad.

N&W—MRR Joint track.

The track between Salida and West End Mifflin Junction Yard is owned and maintained by the N&W.

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

Trains will protect as per Rule 99 and report to N&W Dispatchers when clear at opposite station.

Conductors and Enginemene must provide themselves with N&W time-table and be governed accordingly.

Switches at Salida and Walker are provided with double lock. Switches at Salida must be left in position for N&W.

Personal Injuries

FIRST AID

100R-A1. Injuries to persons or employees must be reported immediately to the Superintendent or Dispatcher by wire and a full report made to the head of the department within (24) twenty-four hours.

The Conductor is responsible for First Aid boxes furnished cabooses and when used will return same to Storekeeper for exchange or refill.

First Aid Boxes Located As Follows:

Scale Offices—Montour Jct. and Mifflin Jct.

Agents Office—Imperial and Champion.

100R-A2. Medical Officers and Surgeons. All examinations in the Medical Departments are performed by appointment only, except in case of emergency.

COMPANY SURGEONS

- Dr. William P. Bradley
1446 State Avenue, Coraopolis, Pa. 264-4250
- Dr. P. W. Lane
1100 State Avenue, Coraopolis, Pa. 264-6650
- Dr. F. R. Braden, Jr.
1616 State Avenue, Coraopolis, Pa. 264-0670

Call in order listed

- Dr. C. M. Hughey
119 Lincoln Avenue, McDonald, Pa. 926-2121
- Dr. J. R. Hughey
303 Lincoln Avenue, McDonald, Pa. 926-5422

Call in order listed

- Dr. J. K. McCarrell
Hickory, Pa. 356-2277
- Dr. W. H. Kittrell
Donaldson's Crossroads, McMurray, Pa. 941-6424
Res. 941-6425
- Dr. G. P. Schmieler
615 First Street, Canonsburg, Pa. 845-4430
637 E. McMurray Road Res. 941-9312
- Dr. T. L. Wilfong
Library Road, Library, Pa. 835-7680
Res. 835-7681
- Dr. J. E. Kent
2852 Maple Street, Coverdale, Pa. 835-6640
Res. 835-6641
- Dr. E. D. Cherup
Brightwood Road, Bethel Park, Pa. 835-6508
Res. 835-6510

100R-A3. LOCATION OF HOSPITALS

- Sewickley Valley Hospital
Blackburn Road, Sewickley, Pa. 741-6600
- Ohio Valley General Hospital
Heckel Road, McKees Rocks, Pa. 771-2100
- St. Clair Memorial Hospital
1000 Bower Hill Road, Mt. Lebanon, Pa. 561-4900
- Mercy Hospital
Stevenson & Locust Sts., Pittsburgh, Pa. 391-8800
- West Allegheny Hospital
Lincoln Highway, Oakdale, Pa. 788-4900
- Canonsburg General Hospital
Barr Street, Canonsburg, Pa. 745-6100
- Washington General Hospital
155 Wilson Avenue, Washington, Pa. 255-7000

OPERATING RULES

Standard Time

1001-A1. Eastern Standard Time applies on the Montour Railroad.

1014-A1. With reference to Rule 1103-A1, on all public crossings at grade not protected by flasher signals, Engineman will sound whistle or horn as prescribed by Rule (14-1) and proceed with caution.

Train Signals

1019-A1. Trains of foreign Railroads may display train signals as required by the Operating Rules of their respective Railroads when on the Montour Railroad.

1019-A2. In the application of Rule 19, reflector discs may be used as marker on the Montour Railroad.

Use of Signals

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

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

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

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

Superiority of Trains

1072-A1. Westward trains are superior to Eastward trains of the same class, unless otherwise provided by Train Order.

General Orders—Bulletin Orders

1075-A1. Location of Bulletin Boards Where Applicable General Orders and Bulletin Orders are posted and General Orders are delivered.

NOTE—X Indicates in service.

Bulletin Boards & Bulletin Books	Employees' Register	Train Register	Standard Clock	LOCATIONS	Other Regions Divisions And Railroads	Note
X	X	.....	X	Montour Jet.		
X	.....	.....	X	Champion, Pa.		
X	X	.....	.....	Mifflin Jet.		

NOTE 1

Standard Clocks

1075-A3. Standard clocks at other points.
Dispatcher's office, Montour Jct.

General Orders

1075-A5. Enginemen, Conductors, Pilots and Track Car Drivers going on duty at points other than points named in Rule 1075-A1 will contact the Dispatcher at Montour Jct. for General Order, Bulletin Order, and General Notice information.

Movement of Trains

1083-A1. The information as to the arrival or departure of Superior Trains will be furnished verbally by the Train Dispatcher at all Initial station.

Movement of Trains by Timetable and Train Order Only

1091-A1. Movement of Trains on Main Tracks by Timetable and Train Order Only Where No Form of Block Signal System is In Use.

Movement of passenger trains will be made under MBS Rules.

Montour Railroads

Track	Between	And	Note
Single	Montour Jct.	Salida	1-2

Note 1—Except where Rule S-93 is in effect, extra trains and engines must not occupy the Main Track unless authorized by the Train Dispatcher. All movement must be reported clear.

Note 2—See Special Instructions Rule 1093-A1.

Yard Limits

1093-A1. Yard Limits indicated by Yard Limit Signs as follows:

Montour Railroad

Track	Between	And	Note
Main	Storage	P&LE Tracks	
Main	West End Boggs	East End Champion	
Main	(100 feet west of Gilmore Jct.)	Venice Bridge	
Westland Branch	(100 feet west of Gilmore Jct.)	Route 50	

Extra Trains

1097-A2. In the application of Rule S-97, extra trains may be run without Train Orders, between:

Montour Railroad

Gilmore Jct.	and	Westland Mine
Muse Jct.	and	Muse, Pa.
Library Jct.	and	Snowden. (B&O)

1103-A1. PUBLIC CROSSINGS AT GRADE

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

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

Column Table For Public Crossings At Grade
X-Indicates Method of Operation

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

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

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

Column 4—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

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

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

Montour Railroad

Location	Crossing	Track	See Column Table						Notes	
			1	2	3	4	5	6		
MP 2	Ewings Road	Main		X						
Lower Cliff Mine	Lower Cliff Mine Crossing	Main		X						
Upper Cliff Mine	Upper Cliff Mine Crossing	Main		X						
Imperial	Enlow Crossing	Main		X						
Imperial	California Ave. Crossing	Main		X						
McDonald	McDonald Crossing	Interchange Track		X						
South View	Lower Gilmore Crossing	Westland Branch		X						
Route 50	Upper Gilmore Crossing	Westland Branch		X						
Bethel Park	Coverdale Crossing	Main		X						
Salida	Horning Road	Main		X						

1103-A3 PUBLIC CROSSINGS AT GRADE

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

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

Automatic Flashing Light with or without Gates.

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised or flashing light not operating, must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least twenty seconds.

The following crossings on branches and spurs are governed by Certificate of Public Convenience, which orders: "That each and every movement of engines, cars or train over these crossings shall be preceded by a member of the train or engine crew to warn the public of the approach of such engine, car or train."

Two—Solar Mine Connection.

The following instructions will govern in case of failure of flasher signals at all highway crossings including McDonald Transfer track and two highway crossings between Gilmore Junction and Morris Mine tipple:

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

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

Switches Located At	Connecting	With	Normal Position is Lined For
Russell No. 2	Connecting Switch	Slate Track	Slate Track
Snowden (B&O)	Lead	B&O Main	Montour Movements
Snowden	Interchange	No. 1	No. 1
Salida	Montour	N&W	N&W
Montour Jct.	W. End Yard Track	P&LE Siding	P&LE Siding

1105-A1. SPRING SWITCHES LOCATED**Montour Railroad**

Location	Normal Position	Route For Which Sprung	Note
North Star	E. Leg of WYE	E. Leg of WYE	
McDonald	Midway Interchange (PC)	(PC)	

1106-A1. USE OF HAND BRAKES ON CARS LEFT ON SIDINGS.

Conductors must see that sufficient hand brakes are set on cars left standing on sidings, or other tracks, and when necessary, the wheels blocked.

SECONDARY TRACKS

1110-A1. May be used on Authority of train dispatcher.

Track	Between	And
Westland Branch	Gilmore Jct.	Westland Mine
Muse Branch	Muse Jct.	Muse, Pa.
B&O Branch	Library Jct.	Snowden (B&O)

Sidings

1111-A1. The following sidings may be used on authority of Train Dispatcher at Montour Jct.

Track	Between	And
Lotus	West end Lotus	East end Lotus
Cliff Mine	West end Cliff Mine	East end Cliff Mine
Boggs	West end Boggs	East End Boggs
Champion No. 1	West end Champion	East end Champion
Champion No. 2	West end Champion	East end Champion
McAdams	West end McAdams	East end McAdams
McDonald	West end McDonald	East end McDonald
Peacock	West end Peacock	East end Peacock
Cowden	West end Cowden	East end Cowden
Thompsonville	West end Thompsonville	East end Thompsonville
Library Jct.	West Wye Library Jct.	East Wye Library Jct.
Jewell	East end Connection	Bumper
Salida	West end Salida	East end Salida

1113-A1. SPECIAL USE OF TRACKS

Montour Jct.-Car Yard: A special lock is provided on switch leading to Car Yard. Between the hours of 8:00 A.M. and 4:00 P.M. daily, except Saturday and Sunday, permission of the Car Foreman must be granted before placing cars during the above hours, on the above tracks. Cars must not be kicked or dropped in Montour Car Yard.

TRACK ASSIGNMENTS**1151-A1. Single Track**

Montour Railroad		
Track	Between	And
Single	Montour Jct.	Salida

1151-D1. Secondary tracks of no assigned direction.

Montour Railroad

Track	Between	And	Controlled By	Note
Westland Branch	Gilmore Jct.	Westland Mine	Dispatcher	
Muse Branch	Muse Jct.	Muse Pa.	Dispatcher	
B&O Branch	Library Jct.	Snowden (B&O)	Dispatcher	

FREIGHT TRAIN OPERATION

1155-A1. The following instructions, supplementary to the Brake and Train Air Signal instructions in the handling of freight trains, will apply:

Trains having freight or grain will be considered mineral freight trains.

When in the judgement of the enginemen the additional use of retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

At locations where the use of retaining valves is necessary, train must be stopped before they are turned up or down.

1157-A SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	36	100	1	12	50
0	38	95	1	20	45
0	40	90	1	30	40
0	42	85	1	43	35
0	45	80	2	00	30
0	48	75	2	24	25
0	51	70	3	00	20
0	55	65	4	00	15
1	00	60	6	00	10
1	05	55	12	00	5

Montour Railroad

Speeds

Passenger Trains and Freight Trains

1157-C1. Maximum Speeds, unless otherwise Specified.

Mainline Between:	Single Track		No. 1 Track		No. 1 Track	
	Miles per Hour					
	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.
Montour Jct. and Salida	30	25				

Montour Railroad

Main Line* Other Trains and Equipment—Maximum Speed unless otherwise specified.

1157-C3. Wreck Trains and Work Trains

Between:	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Montour Jct. and Salida	15	15	15	15	15	15
Gilmore Jct. and Westland Mine	15	15	15	15	15	15
Muse Jct. and Muse, Pa.	15	15	15	15	15	15
Library Jct. and Snowden	15	15	15	15	15	15

MONTOUR RAILROAD
CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds

Main Line	Miles per Hour
Work trains and freight trains consisting of all loads or mixed loads and empties	20
Midland Spur—All trains	20
Beaver Road Curve—All trains	15
Between east switch Lotus and upper crossing Cliff Mine—All trains	15
Upper and Lower Enlow	10
Between Library Junction and Snowden—All trains	15
All sidings and mine tracks—All trains	10
All spurs except Midland Spur—All trains	10
Second curve west of McMurray—All trains	8
McDonald Transfer—Between M. R. R. and P.C. Connections	8
Midland Spur between Gilmore Junction and point 1650 feet east—All trains	8
Montour Junction Engine House Lead—All movements	5

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

ENGINES

1157-G1. Maximum Speeds, unless otherwise restricted.

Diesel Units:	Miles per Hour	
	Multiple Light	With Train
All Classes	25	25

MONTOUR RAILROAD

1160-A1. ENGINE AND CAR RESTRICTIONS.

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

Cars set off at Muse Junction must not be left standing on grade.
Cars must not be left standing upon any highway crossing circuit.

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

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

ENGINES

Montour Jct.

Engines must not be operated over Car yard bridge.

Lotus

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

North Star

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

Champion

Sheave wheel 200 feet west of East End No. 2 Dump Track will not clear engines. No. 1, No. 2, No. 3, and No. 4 tracks will not clear engines.

Westland Mine

Tipple will not clear engine.

No. 4 Mine

Engines must not be operated on No. 2 track loaded yard except to clearance point west connection. Tipple will not clear engine.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

Montour Jct. (Montour Railroad)

Main Line: Montour Jct. to Salida.

Branches:	Sidings:	Spurs:
Westland	Cliff Mine	Cliff Mine
Muse	Lotus	South View
Snowden (B&O)	Boggs	Hendersonville
	Champion No. 1	McMurray
	Champion No. 2	Jewell
	McAdams	Brookside
	McDonald	Kiefer
	Peacock	Brightwood
	Cowden	
	Thompsonville	
	Library Jct.	
	Salida	

1204-A1. Referring to Rule 204: A copy of the train order for the engineman of each helping engine pushing the train need not be supplied. This applies whether engine is coupled directly ahead of or behind the cabin car.

1280-A to 1297-A1. Signal aspects not in conformity with the typical aspects, in service:

Located at:

- 1000 feet west of No. 4 mine
- 500 feet west of No. 4 mine

Aspects	Indication	Name
	Main Track Switch Closed	Clear Distant Switch Signal
	Main Track Switch Open	Caution Distant Switch Signal

1514-A1. Montour Junction—Proceed not protecting on Green indication only between signal No. 1 governing eastward movement (located under concrete highway bridge east end of yard) and signal No. 2 governing westward movement (located 2557 feet east of signal No. 1).

Approach signal No. 2 prepared to stop should it remain Red, or revert to Red after changing to Green. Any case of indication reverting to Red must be reported to Dispatcher immediately on arrival at Montour Junction. Information signal mounted on pole opposite signal No. 1 when flashing, indicates westward train has approached signal No. 2 and circuit must be cleared.

MONTOUR RAILROAD

Coraopolis, Pa., January 27, 1970

GENERAL ORDER No. 103

E Effective 12:01 A.M., Monday, February 2, 1970

T Applies on the Montour Railroad

(a) Paragraph (c) of General Order No. 101, deleted in its entirety. Brake and Train Air Signal Instructions, EC-99, in effect.

(b) MOVEMENT BY TRAIN ORDERS

(c) With reference to Rule 217a, Rules for Conducting Transportation. Conductor, Engineman or Driver of Track car, must personally copy train orders via radio or telephone. When train orders are copied by Engineman and Conductor is not in immediate vicinity, Engineman must transmit copy of orders via radio or telephone to Conductor.

Rule 217a, Rules for Conducting Transportation, changed.

F. C. RAUSCHART,
Superintendent

YORK CENTRAL SYSTEM RULES FOR THE CONDUCTOR'S SUPERVISION OF AIR BRAKE, TRAIN AIR SIGNAL, and STEAM HEAT, LOCOMOTIVES AND CARS, in effect on the Montour Railroad.

AIR BRAKE and TRAIN AIR SIGNAL RULES, Effective May 1, 1965 revised in part as follows:

12-10-65	1509 Annulled
	1558 Revised
	1559 Revised
	1560 Revised
	1561 Revised

Employes must paste revision in sticker form over corresponding instruction or page.

(d) RULES FOR CONDUCTING TRANSPORTATION

In the use of Blank Forms as prescribed in the PENN CENTRAL RULES FOR CONDUCTING TRANSPORTATION: Applicable Forms of the former type may be used until supply is exhausted.

Where the Penn Central Rules for Conducting Transportation refers to General Superintendent, Superintendent will apply.

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

F. C. RAUSCHART,
Superintendent.

LIST OF STATIONS, STATION NUMBERS, SIDINGS AND SPUR TRACKS

Showing Derails and Capacity of Spur Tracks

No.

- 5 Montour Junction.
- 40A Nelson Industry.
- 40B Scott Siding.
- 40C Richlyn Machinery.
- 40D McKesson Robb
- 50 Lotus Siding.
- 50A Briggs & Turivas Ramp Tracks, East End Connection off lead to Briggs and Turivas, two tracks capacity 27 cars each—derail.
- 50B Briggs and Turivas Scrap Yard, East End Connection—derail.
- 55A Cliff Mine Spur, West End Connection, capacity 4 cars—derail.
Cliff Mine Siding.
- 70 Imperial, West End Connection, derail 200 feet from main track frog, and another 390 feet east of center of Station.
Agway, Cunningham Lumber, Dow Chem. Co., Profax Gas, K & K Lumber Co.
- 75 North Star.
- 77 Russell No. 2 Mine—derail at point of clearance West End Loaded Track.
- 80 Solar Mine, West End Connection off Boggs Yard—derail 40 feet west of lower mine switch. Darling Co.
- 82 Boggs Mine, William Aloe Coal Company, East End Connection of Boggs Yard—derail.
- 85 Boggs Yard—derail on lead—west end.
- 85 Champion Commercial Track, West End Connection, capacity 11 cars.
- 85 Champion—derails:
West End No. 8 and No. 9 tracks.
East End—150 feet west of main track frog.
East End—No. 1 track.
East End—On lead below No. 2 track switch.
East End—Disco track 357 feet west of main track switch.
- 88 Russell No. 1, derail East End and on crossover main track to empty yard.
- 93A McAdams, derail east end. Pitt Processing Co.
- 95 McDonald Siding.
- 95B McDonald Transfer, West End Connection off McDonald Siding.
- 100 Peacock Siding, derail east end.
- 101 Southview, N.W. Transfer, West End connection—derail.
- 102 Southview, Commercial Spur, East End connection, capacity 2 cars—derail.
- 109 Gilmore Junction, West End connection to Midland Spur.

- | No. | |
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| 110 | Morris Mine, two West End connections off Midland Branch, derail West End. |
| 112 | Westland Mine. |
| 115 | Cowden Siding. |
| 117 | Muse Junction, East End connection to Muse Spur. |
| 118 | Muse, National No. 3 mine, derail supply track. |
| 126 | Hendersonville Commercial Spur, East End connection, capacity 6 cars, derail. |
| 135 | Hills, No. 4 Mine. |
| 136 | Hills Transfer, East End connection, derail Penn Central end and M. R. R. end. |
| 137 | Thompsonville Siding, derail West End. |
| 142 | McMurray, East End connection, capacity 8 cars. |
| 145 | Library Junction, derail on West Leg of Wye. |
| P6 | Gaffney Spur, West End connection, capacity 5 cars, derail. |
| 148 | Library, Hill Track. Consolidated Coal Co. |
| P14 | Snowden, B. & O. Transfer, derail east and west end No. 1 and No. 2 tracks. |
| 150 | Jewell Siding, derail East End connection. |
| 151 | Brookside, East End connection, capacity 8 cars, derail. |
| 152 | Coverdale, No. 8 Mine, derail East End. |
| 154 | Kiefer, West End connection, capacity 6 cars, derail. |
| 155 | Brightwood, West End connection, capacity 15 cars, derail. |
| 160 | Salida Siding, and N.W. joint track connection. |
| 165 | Mifflin Junction, derail East End No. 1 and No. 2 tracks below scales and caboose track. |

Primrose - Mill

Go up from Gilmore Jct
~~to Westland~~ 2 Engines = 10
 at 45 - Main Conley - Primrose Mill