

**MONTOUR RAILROAD  
COMPANY**

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**TIMETABLE NO. 2**

**In Effect 12:01 A.M., E.S.T.  
Friday, April 1, 1977**

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**FOR THE  
GOVERNMENT OF EMPLOYES ONLY**

**MAIN LINE  
MONTOUR JCT. TO SALIDA**

STATIONS*	Distance from Montour Jct.	Siding Capacity 50 foot cars
MONTOUR JCT. ....	0.00	...
EWINGS ....	1.98	...
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
RUSSELL. ....	14.47	...
McADAMS ....	16.77	38
McDONALD ....	17.86	88
PEACOCK. ....	20.91	66
SOUTHVIEW ....	21.83	...
GILMORE JCT. ....	22.55	...
COWDEN ....	24.28	70
MUSE JCT. ....	25.30	...
HENDERSON ....	27.79	...
HILLS ....	31.04	...
THOMPSONVILLE. ....	31.95	68
McMURRAY. ....	33.26	...
LIBRARY JCT. ....	35.08	40
JEWELL. ....	37.05	20
BROOKSIDE ....	38.32	...
COVERDALE ....	39.12	...
BRIGHTWOOD. ....	39.79	...
SALIDA. ....	41.37	16

The direction from Montour Jct. to Salida is eastward.

\*See Page 11 for list of station numbers.

**WESTLAND SECONDARY TRACK**

STATIONS	Distance from Montour Jct.	Siding Capacity 50 foot cars
GILMORE JCT. ....	22.55	...
WESTLAND ....	26.32	...

The direction from Gilmore Jct. to Westland is eastward.

**MUSE SECONDARY TRACK**

STATIONS	Distance from Montour Jct.	Siding capacity 50 foot cars
MUSE JCT. ....	25.30	...
MUSE. ....	26.23	...

The direction from Muse Jct. to Muse is eastward.

**LIBRARY SECONDARY TRACK**

STATIONS	Distance from Montour Jct.	Siding capacity 50 foot cars
LIBRARY JCT. ....	35.08	40
LIBRARY ....	37.16	...

The direction from Library Jct. to Library is eastward.

## SPECIAL INSTRUCTIONS

### GENERAL RULES

#### 100A-A1. Safety rule of the month as listed.

Jan.— Rule 1175	July— Rule 1100
Feb.— Rule 1121	Aug.— Rule 1128
Mar.— Rule 1002	Sept.— Rule 1102
April— Rule 1101	Oct.— Rule 1108
May— Rule 1103	Nov.— Rule 1111
June— Rule 1020	Dec.— Rule 1000

#### Interchange Tracks

##### 100N-A1. 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 and 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.

##### 100N-A2. Hills—CR—Two Tracks

Outside track for delivery to Montour, capacity 55 cars. Inside track for delivery to CR, capacity 30 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 CR end. This list to show car number, initial, contents, destination, date and hour of delivery.

##### 100N-A3. McDonald—CR—Two tracks

Track for delivery to CR, 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 CR must be placed first out to that company. Cars must not be left west of highway crossing circuit. Protect against CR engines using transfer tracks.

Bill box located just east of east runaround switch. Coal billed via CR 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.

#### Personal Injuries—First Aid Boxes

**100R-A1.** Injuries to persons or employes must be reported immediately to the Superintendent or Dispatcher and a full report made to the head of the department within 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 are also located at Scale Office at Montour Jct. and at Agents Office at Imperial and Champion.

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

Dr. William P. Bradley 1446 State Avenue, Coraopolis, Pa.	264-4250
Dr. Ramon Vasquez 1100 State Avenue, Coraopolis, Pa.	264-7081
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
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. 637 E. McMurray Road	845-4430 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. 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.** The Uniform Time Act provides in part that the Standard Time of each Time Zone shall be advanced one hour commencing at 2:00 A.M. the last Sunday in April of each year, and ending at 2:00 A.M. the last Sunday in October of each year. Such time as so advanced shall be the Standard Time of each Time Zone.

In compliance therewith, in the application of Rules 1 and 2, all clocks and watches must be so adjusted to conform to this change in Eastern Standard Time which will be in effect on the Montour Railroad.

### Fusees

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

**1035-A2.** Minimum number of fusees which must be carried as part of equipment in services indicated:

	Torpedoes	Fusees
Trains	12	12
Engines	6	3
Engine Helper Service	6	6
Track Cars	8	4
Detector Cars and Burro Cranes	12	6

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

### Standard Clocks—Bulletin Boards

**1075-A1.** Location of Standard Clocks and Bulletin Boards.

Montour Jct.	Dispatchers Office* Crew Room
Champion	Yard Office

\*Standard Clock only.

### Movement of Trains

**1083-A1.** Movement of trains on main track between Montour Jct. and Salida will be made by Timetable and Train Order. Main track must not be occupied unless authorized by Train Dispatcher. All movements must be reported clear.

Secondary tracks, sidings and spur tracks will be used with authority of Train Dispatcher.

### Meeting Points

**1087-A1.** In the application of Rule S-87, Eastward trains will take siding at meeting points unless otherwise provided by train order.

### Yard Limits

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

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

**NOTE**—All movements must not exceed RESTRICTED SPEED within these limits.

### Public Crossings at Grade

**1103-A1.** At the following locations automatic highway crossing protection is provided to indicate the approach of a train.

Location	Crossing	Track
MP 2	Ewings Road	Main
Lower Cliff Mine	Lower Cliff Mine Crossing	Main
Upper Cliff Mine	Upper Cliff Mine Crossing	Main
Imperial	Enlow Crossing	Main
Imperial	California Ave. Crossing	Main
McDonald	McDonald Crossing	Interchange Track
South View	Lower Gilmore Crossing	Westland Sec.
Route 50	Upper Gilmore Crossing	Westland Sec.
Bethel Park	Coverdale Crossing	Main
Salida	Horning Road	Main

**1103-A2.** At all crossings at grade not protected by flasher signals, Engineman will sound whistle or horn (Rule 14-1) and proceed with caution.

**1103-A3.** Cars must not be left standing upon any highway crossing circuit.

**1103-A4.** Cars shall not be stored within a distance of 300 feet of any grade crossing unless spotted on industrial or public delivery tracks for loading or unloading.

**1103-A5.** 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 such crossing is protected either by gates, automatic highway crossing signals, watchman or train-service employees.”

**1103-A6.** 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 signals not operating, 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.

**1103-A7.** The two crossings on Solar Mine Connection are governed by Certificate of Public Convenience, which orders: “That each and every movement of engines, cars or trains 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.”

**1103-A8.** 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 fusee 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**

Switches Located At	Connecting	With	Normal Position Is Lined For
Salida	Montour	N&W	N&W
Montour Jct.	West End Yard Track	P&LE	P&LE

**1105-A1. Spring Switches**

Location	Normal Position	Route For Which Sprung
North Star	West leg of Wye to Stub	East leg of Wye to Stub
McDonald	Midway Interchange (CR)	ConRail

**1157-A Speed Table**

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

**Speeds**

**1157-A1.** Maximum authorized speed—15 MPH

**1157-A2. Speed Restrictions**

**MPH**

All sidings and mine tracks. . . . .	10
Between Upper and Lower Enlow . . . . .	10
Second curve west of McMurray . . . . .	8
McDonald Transfer between MRR and CR connections. . . . .	8
Midland Spur between Gilmore Junction and point 1650 feet east . . . . .	8
Montour Junction Engine House Lead. . . . .	5

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

**1160-A1. 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.

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



**1160-A2. Engine Restrictions****Montour Jet.**

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.

**1704-A1. Fixed Radio Stations**

Location	Note
Montour Jct. Dispatchers Office	1
Champion Yard Office	2

Note 1—In service continuously

Note 2—In service 630AM to 1030 PM Monday through Friday.

**1715-A1.** In the application of Rule 715, the word "**Montour**" will be used when originating a radio call.

**LIST OF STATION NUMBERS****Showing Derails and Capacity of Spur Tracks****No.**

- 5 Montour Junction.
- 5A Snyder Spur.
- 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.
- 80 Solar Mine, West End Connection off Boggs Yard—derail 40 feet west of lower mine switch. Darling Co.
- 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.
- 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.
- 110 Morris Mine, two West End connections off Midland Spur, derail West End.
- 112 Westland Mine.
- 115 Cowden Siding.
- 117 Muse Junction, East End connection to Muse Spur.
- 118 Muse, National No. 3 mine, derail supply track.
- 126 Hendersonville Commercial Spur, East End connection, capacity 6 cars, derail.
- 135 Hills, No. 4 Mine.
- 136 Hills Transfer, East End connection, derail ConRail 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.
- 148 Library, Hill Track, Consolidated Coal Co.
- 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.

**EMPLOYEE QUALIFICATION**

Headquarters \_\_\_\_\_ Name \_\_\_\_\_ Occupation \_\_\_\_\_ Date Promoted \_\_\_\_\_

QUALIFIED FOR SERVICE		DATE OF LAST EXAMINATION	
PORTION OF RAILROAD	DATE QUALIFIED	BOOK OF RULES AND TIMETABLE	AIR BRAKE

**MONTOUR RAILROAD**

Coraopolis, Pa., April 1, 1977

**GENERAL ORDER NO. 201****Effective 12:01 A.M. Friday, April 1, 1977****(a) TIMETABLE AUTHORITY**

Timetable No. 2 in effect. It contains the necessary instructions issued in General Orders up to and including General Order No. 103 all of which must be removed from Bulletin Boards.

Each employe must examine each page of Timetable No. 2 to see that his copy is complete, pages properly lined up and note changes.

**(b) OPERATING, AIR BRAKE AND SAFETY RULES**  
P&LE Transportation Department OPERATING, AIR BRAKE AND SAFETY RULES in effect which supersedes the following:

P&LE GENERAL RULES effective June 1, 1971.

PC RULES FOR CONDUCTING TRANSPORTATION,  
CT 400, effective April 28, 1968.

PC BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS, EC-99, effective March 1969.

PC SAFETY RULES TRAIN, LOCOMOTIVE AND  
OTHER TRANSPORTATION EMPLOYEES, S7-A,  
effective July 1, 1968.

Employes whose duties are prescribed by the OPERATING, AIR BRAKE AND SAFETY RULES must provide themselves with a copy, see that it is complete and note the changes. They must sign and complete the RECEIPT form which must be forwarded to the Superintendent.

**(c) OPERATING, AIR BRAKE AND SAFETY RULES**

Where rules refer to General Superintendent—Transportation, Superintendent will apply. Where rules refer to Conductors, they will also apply to Yard Foremen.

**(d) This General Order is printed in Timetable No. 2 and will not be issued in sticker form.**

**J. E. SCHOMAKER**  
Superintendent