



TIMETABLE NO. 7

in effect 12:01 A.M., Sunday, January 20, 1991

**FOR THE
GOVERNMENT OF EMPLOYEES ONLY**

LITTLE PRINTING CO., INC.



⑤

Uniontown, PA

G.L. STAGGERS
Operations Superintendent

BROWNSVILLE STATION

P.H. Reistrup	President
E.C. Pocratsky	Ass't to the President
G.L. Staggers	Operations Superintendent
D.E. Gratz, P.E.	Director Real Estate/ Labor Relations
D.A. Caldwell	Comptroller
W.M. Muhly	MIS Director
D.H. Painter	Engineering Officer
C.J. Rath	Treasurer/ Agent-Mgr. Revenue Acctg.
R.J. Sealy	Transportation Supervisor
K.B. Virgin	Staff Engineer/ Ass't Train Master
G.J. Yatsko	Movement Director
J.D. Emery	Train Dispatcher
E. Britt	Train Dispatcher
G.A. McClelland	Train Dispatcher
R.T. Kraft	Train Dispatcher
F.J. Koon	Extra Train Dispatcher
R.V. Sabo	Extra Train Dispatcher
D.E. Cummings	Extra Train Dispatcher

SOUTH BROWNSVILLE YARD OFFICE

E.D. Whited	Senior Train Master
P.S. Bielicki	Train Master/ Road Foreman of Engines

SOUTH BROWNSVILLE ENGINEHOUSE

D.S. Wargo	Supvr. Locomotives & Materials
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WAYNESBURG STATION

L.C. Testa	Supervisor-MW&S/ Ass't Train Master
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EMPLOYEE QUALIFICATIONS

RECEIPT

I have received a copy of The Monongahela Railway Company Timetable No. 7, effective January 20, 1991, and I understand that I am required to have a thorough knowledge of and obey these rules while on duty or on company property.

Date

Signature

Employee No.

Occupation

EMPLOYEE QUALIFICATIONS

Name _____

Occupation _____

Employee Number _____

Social Security No. _____

Birth Date _____

Record of Examination

Physical

Type - (R) Regular - (S) Special - (H) Hearing

Date	Type	Doctor (Name)	Location (Doctor)	Restrictions* (If none Indicate None)

* Restrictions

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	Block Limit Station	Station Number	Mile Post	Capacity in 50-foot Cars
Interchange - CR-P&LE				
Newell Interchange Yard (P&LE)		B1		
CP Brown (CR) - North Leg WYE		2		
CP Brown (P&LE) - West Leg WYE		1		
West Brownsville Yard (CR)		B2		
EAST DIVISION				
Brownsville Ind Trk (NE)	BROW	A3	0.2	
Market Street Trk		3	0.3	20
Spur Trk		4	0.3	15
Brownsville Station (BS)			1.1	
South Brownsville Coach Yard		17	1.9	
Engine Terminal/Car Shop Trks		A17	1.9	
Caboose/Runaround Trk		B17	2.0	
Brownsville Ind Trk (SE)		21	2.5	
Alicia Ind Trk (NE)		22	2.5	
HBC Trk	PORT	23	2.5	2
Alicia Ind Trk (SE)		25	3.9	
LaBelle Ind Trk (NE)		28	5.6	
LaBelle Processing Co.		35	7.6	
LaBelle Ind Trk (SE)			8.6	
E. Millsboro	MILL	59	10.0	
Antrem	ANT		18.6	
Masontown Trk		92	23.6	3
LG Passing Sdg (NE)	GRAY	101	25.6	173
Grindstone Coal Inc.		128	26.7	
LG Passing Sdg. (SE)	MAR	135	27.4	
Shannopin Mine (NE)		153	30.7	81
Shannopin Mine (SE)			31.5	
Dilliner	PAUL		33.0	
State Line (PA-WV)			35.7	
Mon Pwr Co-Ft Martin Trk		3685	36.9	
MN Sdg.	DAVE	3915	39.2	128
Anker Rail/River Terminal		4040	40.4	
JF Switch (NE Maudsville Yard)		4054	40.5	
Consol Coal-Humphrey Mine		4140	40.6	
KJ Mine Trk		4067	41.4	30
Maudsville Yd. Office X-Over			41.5	
SX Switch	RAN	4200	42.0	
Eldredge Mine (NE)		4390	43.9	57
Eldredge Mine (SE)			44.0	
DP Switch (Mgtn Ind Park)		4847	48.5	
Hilder Trk	MOW	4908	49.1	5
Lock No. 12	LOCK		53.7	
Lowsville Sdg (NE)	ICE	5985	59.9	83
Lowsville Sdg (SE)			60.7	
Prickett Creek Jct.	CRIC	6340	63.4	
Hite Sdg (NE)		724	64.1	130
Hite Sdg (SE)	HITE	737	65.4	
Morgan Trk		739	65.7	15
Mon Power Co. Trk (NE)		741	65.8	11
Catawba Trk		740	66.2	14
Mon Power Co. Trk (SE)		742	66.2	
Catawba Jct. (N Leg Wye)		F503	66.4	
Interchange CSXT (Rivesville)				
Catawba Jct. (S Leg Wye)	ANDY	F503A	66.6	
Federal	FED	F507	70.9	
Loveridge Mine		F524	78.1	
End of Track	LOVE	F526	79.6	

	Block Limit Station	Station Number	Mile Post	Capacity in 50-foot Cars
WEST DIVISION				
WEST BROWNSVILLE BRANCH				
CP West Brown	WEB		B52.4	
Feed Store Trk	BOB	4547	B53.1	1
Denbo	DEN		B56.0	
Maple Glen	WELL		B59.0	
Fredericktown			B60.8	
Clyde Mine Trk		9371	B61.0	6
Ten Mile Run Jct.			B62.0	
TEN MILE RUN BRANCH				
Besco	BES	1160T	T1.5	
Clarksville Double Main (NE)	ARK	1270T	T2.3	151
Gateway Trk		1385T	T3.6	4
Clarksville Double Main (SE)	GATE	1395T	T3.7	
Mather Trk	MAT	1841T	T8.2	9
Homeville	HOME	2210T	T12.0	
West Penn Power Trk		2441T	T14.2	12
East Waynesburg	PETE	2530T	T15.2	
Waynesburg Team Trk		2663T	T16.4	18
Waynesburg Station		2670T	T16.6	
WAYNESBURG SOUTHERN BRANCH				
W'burg & Washington Track		2698W	W0.2	5
Cyprus Emerald Mind Sdg (NE)		2715W	W0.4	131
Manor Jct. (Manor Branch)	MAN	2785W	W1.1	
Cyprus Emerald Mine X-over		2830W	W1.6	
East View	EVE	2980W	W3.1	
White Cottage Sdg (NE)	WOOD		W10.3	166
White Cottage Sdg (SF)	TAG	3880W	W11.9	
Pine Bank	COT	4340W	W16.7	
Wana Jct. (WAna Ind. Trk)	WANA	4698W	W20.2	
Blacksville No. 2 Mine		4848W		
Cliff Wye (Miracle Run Branch)	CLIF	4918W	W22.5	
Cliff Wye Connecting Leg		4918W	W22.5	
Blacksville No. 1 Mine		5274W	W25.0	112
End of Track	LACK	5504W	W27.3	
MANOR BRANCH				
Manor Jct.	MAN	2785W	MO.0	
Summit Trk		3835M	M10.5	3
Manor Industrial Trk	BAIL	4155M	M13.7	
Bailey Mine		4245M	M14.6	
MIRACLE RUN BRANCH				
Miracle Run Jct.	CLIF	4918W	R0.0	
Federal No. 2 Mine		5396R	R4.5	112
End of Track	BULA	5508R	R5.9	

GENERAL RULES

100-A. Accident prevention begins by knowing, understanding, and obeying the safety rules. Conductors and locomotive engineers are equally responsible for the safe performance of duties by crew members under their charge.

100R-1. Injuries must be reported immediately to the Operations Superintendent, with a full report of Form CT 65, to follow within 24 hours.

In case of fatal accident, the nearest state or local police should be promptly contacted and brought to the scene, train will proceed without further delay. A member of the crew or other agent of the company will be left at the scene and make sure that the body is turned over to the proper authority.

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 instructions from the Train Dispatcher.

Conductors are required to furnish the necessary reports, and in addition, locomotive engineers are required to furnish the Train Master accident reports (Train Separation & Derailment Report) covering derailments, damage and failure of engines, also personal injuries.

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 - "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 drivers license; also, if driver or any passenger was in possession of ownership card, at the time of the accident, giving names and addresses of all such persons, as well as the names and addresses of all occupants of the motor vehicle involved.

100R-2. MEDICAL OFFICERS

All examinations in the Medical Department are performed by appointment only, except in case of emergency.

LOCATION	NAME and ADDRESS	OFFICE TELEPHONE NUMBER
Brownsville, PA	L. Prakorb M.D., Chief Physician Union Station Building	412-785-9696
Waynesburg, PA	A.J. Patterson, Jr., M.D. 223 E. High Street	412-627-5474

100R-3. LOCATION OF HOSPITALS

LOCATION	NAME and ADDRESS	TELEPHONE NUMBER
Brownsville, PA	Brownsville General Hospital	412-785-7200
Fairmont, WV	Fairmont General Hospital	304-367-7456
Morgantown, WV	Ruby Memorial	304-598-4000
Waynesburg, PA	Greene County Memorial Hospital	412-627-3101

100T. Holidays: New Year's, President's, Good Friday, Memorial, Independence, Labor, Thanksgiving, and Day After, Christmas Eve, Christmas, New Year's Eve.

OPERATING RULES STANDARD TIME

1001. The "Uniform Time Act of 1966 as modified by Congress" provides in part, that the standard time of each time zone shall be advanced one hour commencing at 2:00 A.M. on the first Sunday of April each year and ending at 2:00 A.M. on the last Sunday of October of each year. Such time as so advanced shall be the standard time of each time zone during such periods.

In compliance therewith, in the application of this rule all clocks and watches must be so adjusted to conform to this change in Eastern Standard Time which will be in effect on the Monongahela Railway.

TRAIN SIGNALS

1019. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on the Monongahela Railway.

FUSEES AND TORPEDOES

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

	Fuses	Torpedoes
Cabooses	12	12
Locomotives	12	12
Track Cars	12	12

NOTE 1. In the 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.

NOTE 2. On account of fire hazard lighted fuses must not be displayed on open deck bridges or trestles unless necessary to prevent an accident

GENERAL ORDERS---BULLETIN ORDERS

1074. Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted, location of Employee's Register, Bulletin Books and Standard Clocks of this Railway located as follows:

Bulletin Ords. & Gen. Orders	Employee's Register	Bulletin Books	Standard Clocks	Location	Other Regions Divisions and Railroads
X	X	X	X	South Brownsville Yard Office	P&LE CR
X			X	Dispatchers Office (BS)	P&LE CR
X	X	X	X	Trainmen's Room-Maidsville	

1075. GENERAL ORDERS, BULLETIN ORDERS.

Before trains, engines and track cars enter Main Track, Industrial Track or Sidings, Conductor, Engineer, or Track Car Driver, must acknowledge to the Train Dispatcher that he has read the latest Bulletin Order or General Notice in effect on the territory over which he is to operate.

DEFECTIVE EQUIPMENT DETECTORS

1078. Defective Equipment Detector Locations

Branch	Location	Type of Detector	See Note
East Div.	MP 6.5	H,D,W	1
East Div.	MP 26.5	H,D,W	2
East Div.	MP 53.7	H,D,W	1
W. B'ville B.	MP B56.0	D	3
W. B'ville B.	MP B59.0	D	3
Ten Mile	MP T1.5	H,D,W	2
Ten Mile	MP T8.2	D	3
Ten Mile	MP T12.0	D	3
Ten Mile	MP T15.2	H,D,W	1
WS	MP W16.7	H,D,W	2

H-Indicates Hot Box Detector

D-Indicates Dragging Equipment Detector

W-Indicates Hot Wheel Detector

A constant speed of not less than 10 MPH must be maintained through the detector site to provide for proper operation. The indication provided will be a radio alarm. If a defect is detected, the radio will immediately transmit a warning series of short "beeps" for four seconds. When warning beeps are received, speed of train, if it exceeds 10 MPH must be reduced. After a train has completely passed a detector location, a radio message will be transmitted stating the results of the inspection and, if indicated, the train must be promptly stopped and inspection made in accordance with the message received. Axle count provided by the device will be from the head end of the train. The Train Dispatcher must be notified of the detectors message. If defects are not found at the location specified, three cars immediately ahead and behind the indicated defective cars must be inspected. Transmission from radio alarm detectors must be promptly acknowledged using proper radio procedure.

Example: "MGA Engine 2302 at (site location), no defects, out."

Note 1. - Site location will be broadcast as an approach message and final message will be "End of Transmission". Provides axle count. In the event more than 12 defects are detected, the message will be "more defects, inspect rest of train" which will be repeated. Upon receipt of this message, train must be stopped and inspected.

Note 2. - Site location will be broadcast as an approach message and no End of Transmission message will be broadcast. Six (6) is the number of defects that can be detected. In the event six (6) defects are detected in any mode, H, D or W, train must be stopped and train inspected from the first defect to the end of train. All defect messages will be repeated.

Note 3. - Site location will be broadcast as an approach message and final message will be "Out". In the event more than six defects are found final message will be "More Defects inspect entire train Out" which will be repeated. Upon receipt of this message, train must be stopped and inspected. For Info: Detector will broadcast, after train passage -- **1. MGA 2. Site Name 3. No Defects** - or **First Dragging Equipment near axle XXX - Axles** - Number of axles in the entire train. **5. XX Miles Per Hour** - Speed of the last car.

1099. Employee providing flag protection in accordance with Rule 99 must go out at least 2000 feet from train to place torpedoes and fusc.

ROAD CROSSING AT GRADE

1103-A. Trains or engines approaching must not exceed Restricted Speed over crossing when indicating lights are not flashing. Report failures to the Train Dispatcher.

1103-B. Trains must not obstruct any public crossing at grade for more than five minutes.

1103-C. Reverse movement with Flasher Light Signal Circuits must not be made over a crossing until protection is provided.

1103-D. 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, watchmen or train service employees."

1103-E. Automatic Road Crossing Protection provided at the following locations.

LOCATION	CROSSING	TRACK
EAST DIVISION		
S. Brownsville Grays Landing NE Grays Landing SE Van Zandt Fort Martin W Van Voorhis Granville Lowsville	17th Street - MP2.2 Lock & Dam - MP26.1 Lock & Dam - MP26.8 Lock & Dam - MP35.8 Power Plant - MP36.3 WV Rt. 53 - MP38.8 WV Route 100 - MP43.6 WV Route 45 - MP59.4	Single & B'ville Ind. Trk. Single and LG Siding Single and LG Siding Single Single Single Single Single Single
WEST DIVISION		
W. Brownsville Vestaburg Vestaburg Fredericktown	Bridge Street - MPB52.9 Route 88 - MPB60.1 Beallsville Rd - MPB60.2 Washington St. - MPB60.6	Single Single Single Single
TEN MILE RUN BRANCH		
Waynesburg	Porter Street - MPT16.2	Single
WAYNESBURG SOUTHERN BRANCH		
Waynesburg Waynesburg Brave, North Brave, South Blacksville	Rt. 218 - MPW0.0 Washington St. - MPW0.1 Rt. 3009 - MPW21.3 Rt. 3009 - MPW22.1 WV Route 7 - MPW24.4	Single Single Single Single Single
MIRACLE RUN BRANCH		
Brave	WV Route 14 - MPR0.2	Single
MANOR BRANCH		
Sycamore Sycamore	Twp. Rt. 478 - MPM4.4 Rt. 4017 - MPM6.2	Single Single

1104. Normal Position of Switches			
Switches Located AT	Connecting	With	Normal Position Is For Movement
CP Brown	East Division	CP Brown Connecting Trk	CP Brown Connecting Trk
1105-A. Spring Switches			
Location	Normal Position	Route For Which Sprung	
North End Emerald Mine-Waynesburg	WS Branch	Siding to WS Branch	
<p>NOTE 1 - After movement of train or engine to main track has been made a member of the crew must observe that Spring Switch has returned to normal. Switch indicating light must be green. If switch or indicating light does not return to normal, it must be reported to Train Dispatcher promptly.</p> <p>NOTE 2 - Trains with E.O.T. will be exempt from reporting Spring Switches returning to normal. All trains must approach Spring Switch Signals prepared to be governed by the aspect displayed.</p>			
1105-B. SAFETY SWITCHES			
Blk #2 Loop Switch, Bail, Wana, Cliff:			
The use of safety switch stands at these locations will permit northward moves through the switch without stopping to align the switch. Southward movements must stop and a member of the crew align and/or examine switch points before movement is made.			
Ark, Gate, Man :			
The use of safety switch stands at these locations will permit trailing moves by trains through the switch without stopping to align the switch. An indicator has been installed at each switch to provide an indication as to the condition of the switch points. Green indicates the switch points are in the closed position. Red indicates the switch points are gapping and train or track car must be stopped and switch operated to obtain a closed position before proceeding. The Train Dispatcher must be notified. Due to limited sight distance, all crews must approach these switches prepared to stop in the event of a red indication.			
MAN Advanced Switch Indicator governs Southward movements as follows:			
"Advanced Switch Indicator" (A.S.I.) installed and in service at Mile Post T 16.2 for south bound movements to indicate the position of the safety switch at Manor Jct. Color indication of the "A.S.I." will govern approach to Manor Jct. (Block Limit Station "MAN") as follows:			
"GREEN" ----Switch at "MAN" is properly lined for the Waynesburg Southern Branch.			
"YELLOW" --Switch at "MAN" is properly lined for the Manor Branch.			
"RED" -----Proceed at Restricted Speed.			
The use of safety stands at this Location will permit trailing moves by trains through the switch without stopping to align the switch.			
Procedure to be followed when operating these switches:			
1. Be sure that all movable mechanism is clear of any person or obstruction.			
2. After removing lock, lift throwing handle at arms length to allow any tension to release.			
3. Face the stand in a braced position and move the handle by pulling to the desired position.			
4. Lower handle into the appropriate slot and replace lock.			
5. Examine switch points before authorizing train movement.			

1105-C. SWITCH POINT LOCKING DEVICE		
Gateway Track, West Penn Power Track, Summit Track		
A switch point locking device has been installed on the closed switch points at the above locations. The device is secured with a switch lock which must be removed in order to allow the foot pedal to be moved down in the operating position. Stepping on the foot pedal will release the switch point and permit the switch to be operated in the normal manner. After use the foot pedal should be folded under the head of the rail and the switch lock replaced.		
1112. Running Track		
Brown Running Track extends from connection of Main Track and Brownsville Industrial Track to Brown Interlocking. Movements to or from Brown Interlocking via Brown Running Track may be made on Signal Indication controlled by Conrail's Pittsburgh Branch Dispatcher.		
Track Assignments		
1151, Single Track		
EAST DIVISION		
Track	Between	And
Main	CP Brown (MP 0.0)	(MP 79.6)
WEST DIVISION		
Track	Between	And
Main (W. B'ville Br)	CP West Brown (MP B52.4)	Ten Mile Run Jct. (MP B62)
Main (Ten Mile Run Br.)	Ten Mile Run Jct. MP T0.0	ARK (MP T2.3)
Main (Ten Mile Run Br.)	GATE (MP T3.7)	Waynesburg (MP T16.6)
Main (WS Br.)	Waynesburg (MP W0.0)	End of Track (MP W27.3)
Main (Manor Br.)	Manor Jct. (MP M0.0)	Manor Ind Trk MP M13.7)
Main (Miracle Run Br.)	Miracle Run Jct. (MP R0.0)	End of Track (MP R5.9)
1152. Double Track		
WEST DIVISION		
Mains (TM Branch)	ARK (MP T2.3)	GATE (MP T3.7)
<p>Note: The tracks between ARK and GATE have no assigned direction and are numbered No. 1 and No. 2 from east to west. Trains and track cars moving through this location will proceed over track lined for such movement, or as specified by the Train Dispatcher.</p>		

TRAIN OPERATION

1155-A. The number of units coupled together and operated from one control must not exceed seven. Locomotive engineers of consists with more than 20 traction motors on line must not use full power in pulling below 12 M.P.H. and must use care in applying power at speeds below 20 M.P.H.

The number of whole units on the line on the front or rear of freight trains must be such that not more than the following number of traction motors are powered.

	Number of Motors
FRONT END	24
REAR END	18
LIGHT MOVEMENTS	NO LIMIT

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits. Individual motor circuits on a unit must not be cut out unless that circuit is defective.

When isolating units to reduce the above limits. Do not isolate the lead unit.

1155-B. When pushing freight trains locomotive engineers of all pusher engines will ease off throttle passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

1155-C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until locomotive units have passed over the crossing.

1155-D. On March 28, 1966 the Pennsylvania Public Utility Commission adopted in their Railroad Regulations Rule 18 requiring:

"When the horsepower to be used by pusher engine or engines behind a cabin car exceeds 3,500 horsepower the train crew shall, before such a move is made vacate the cabin car and occupy the pusher engine or a cabin car behind the pusher engine. The train shall be brought to a stop before the pusher engine or engines are detached.

The practice of cutting off on the fly, pusher engines behind occupied cabin cars shall be limited to those instances in which the horsepower used by the pusher engine does not exceed 3,500 horsepower.

1155-E. When Welded Rail Train is being handled on grades it must not be separated from engine unless accompanied by a sufficient number of cars with operative hand brakes and train secured.

When placed in yards, sidings or similar tracks, wheels of welded rail train must be blocked or otherwise secured in addition to hand brakes, so as to prevent movement when engine is detached.

1155-F. Freight trains leaving yards, fueling tracks, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train if necessary.

1155-G. Employees assigned to diesel units on freight trains must be in the leading or controlling unit of their assignment while passing through tunnels.

When riding freight locomotives in the normal performance of their duties at least one member of the train crew will ride in the front cab.

1155-H. Crews placing cars on the tracks protected by bumper block will leave a space between car and bumper in order to avoid damage to equipment.

1155-I. Defective cars will not be moved until all members of crew have been notified. Crews moving defective cars from one point to another must have Form AB-1-A or bad order tags listing all cars by initial, number, defects, and restrictions if any. These forms may be issued by a car inspector. The conductor will be given two (2) copies, one for the engine crew and one copy for the train crew. All members of the crew must be advised as to these cars and restrictions.

If defective cars develop at outlying points or in transit, the conductor will fill out Form AB-1-A and the engineer will be given one copy and all crew members advised. The remaining two copies will be turned in at home terminal.

1155-J. A Detroit Edison Unit train consisting of mineral freight cars in DBEX-series (commencing with 1001) is to remain coupled throughout the empty, loading and loaded movement. It is imperative that the cars be lined up in exactly the proper manner or major damage and/or delay will result.

All of the cars with even numbers have non-rotating couplers in both ends. All of the cars with odd numbers have rotating couplers in both ends. The odd numbered cars are further identified by having the last side panel at each corner of the car painted blue. The two types of cars must be alternated in the train.

The following will govern:

1. There must be a car with rotating couplers at both ends of any continuous block of cars.
2. A rotating coupler must be coupled to a locomotive unit and the caboose.
3. Two Non-rotating couplers must not be coupled together. Two rotating couplers must not be coupled together.
4. When the train is assembled all uncoupling levers for rotating couplers must be disconnected and placed in the stowed position.
5. If a bad order is set out, one adjacent car must also be set out, unless the bad order car can be immediately replaced with a car of the same type.
6. If cars are added to, or subtracted from the train, they must always be changed.

1155-K. Employees are to be on the lookout for gates, cranes, etc., on the following tracks, and are governed by the following instructions:

- (a) Traveling Crane fouling track at HBC.
- (b) Gates across Nos. 1 & 2 tracks north of No. 2 Labelle Industrial Track connection switch, Labelle Processing Co.

Gates across Nos. 1 & 2 tracks south of Labelle Industrial Track connection switch, Labelle Processing Co.

The above gates are equipped with private locks and will be opened by employees of Labelle Processing Co. when required.

Employees performing work of placing cars for loading at Labelle Processing Co. Coal Preparation Plant must not block driveways or private grade crossings over Nos. 1, 2 & 3 track.

- (c) Gate across track at West Penn Track.

1157-A. Speedometer - Checking

Mile post markers and the speed table below will be used to check the speed of trains and the accuracy of speedometers. As soon as possible after departure from terminal, engineer and other crew members in the operating compartment of the engine, will check the speed indicated on the speedometer against the lapse of time while train or engine is being operated at constant speed. The engineer must report any inaccuracies on work report.

Speed Table

Time per Mile Min. Sec.	Miles per Hour	Time per mile Min. Sec.	Miles per Hour
15 00	4	3 00	20
10 00	6	2 44	22
7 30	8	2 30	24
6 00	10	2 18	26
5 00	12	2 09	28
4 18	14	2 00	30
3 46	16	1 53	32
3 20	18	1 46	34

MAXIMUM SPEEDS

1157-B1. Trains handling cars are not to be operated continuously between 15 & 20 MP11.

1157-B2. Maximum Speed under mine loadouts is 10 MPH.

1157-B3. Trains and engines must not exceed 15 MPH when diverging through switches.

1157-B4. Detroit Edison Trains will not exceed 15 MPH between Ten Mile Run Jct. and MP T12.

1157-B5. Trains hauling loaded or partially loaded cars with initials WEPX are not to exceed 15 MPH on descending grade. Enginemen are to use automatic air brake together with dynamic brake to control speed between MP W1 & W22.5, and between MP M5 & MP M13.7.

1157-C1. The following are maximum speeds unless otherwise restricted.

EAST DIVISION

	M.P.H.
CP Brown Interlocking	10
CP Brown Interlocking to MP3	25
MP 3 to MP 8	30
MP 8 to MP 10	25
MP 10 to MP 24	30
MP 24 to MP 31	25
MP 31 to MP 39	30
MP 39 to MP 45	25
MP 45 to MP 50	30
MP 50 to HITE (MP 65.4)	25
HITE to End of Track	10

WEST DIVISION

West Brownsville Branch	
CP Brownsville Interlocking	10
MP B52 to MP B53	10
MP B53 to MP B60	30
MP B60 to MP B62 (TMR Jct.)	25
Ten Mile Ten Branch	
MP T0.0 to MP T1	15
MP T1 to MP T12	20
MP T12 to MP T16.6	25
Waynesburg Southern Branch	
MP W0.0 to CLIF	25
CLIF to End of Track	20
Manor Branch	
MAN to BAIL	25
Miracle Run Branch	
CLIF to End of Track	25

SPECIAL MAXIMUM SPEED

OTHER TRAINS AND EQUIPMENT

1157-C2. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc. moving on own wheels.

- on straight track. 20 MPH
- on curves. 20 MPH

1157-C3. Pushing Cars 20 MPH

1157-C4. Diesel engines when operating from rear unit or other than leading end for direction of movement. 20 MPH

1157-C5. Trains with scale test cars. 25 MPH

1157-C6. Trains handling ditchers. 25 MPH

1157-C7. Service Trains. 25 MPH

ENGINE AND HIGH CAR RESTRICTIONS

1160. Engines and high cars are restricted at locations shown below:

LaBelle Industrial Track

LaBelle Processing Co.	On No. 3 Track under main Building, extending from a point 800 ft. north of its south connection to a point 128 ft. north thereof.
All Six (6) Axle Locomotives	Between MP 66.6 and MP 79.6

TRAIN DISPATCHER

1201. Location of Train Dispatcher:
 Brownsville, PA
 Phone: 412-785-3315

SIGNAL RULES

1285. Movement of Trains by Signal System Rules.
 Signal No. 11 located at Brownsville Station and Signal NO. 523 located at West Brownsville Station (BOB) are approach signals to CP Brown and CP West Brown respectively and will govern northward movement, in accordance with signal system rules 285 to 292.

BLOCK CLEARANCE RULES

1301. Movement of Trains by Block Clearance System Rules.
 Block Clearance System Rules 301 to 324 are in effect on entire system.

RADIO STATIONS

1700. Radio Stations at Fixed Locations

	Channel 1	Channel 2	Channel 3	Channel 4
Train Dispatcher Brownsville, PA	MGA	CR	P&LE	CSXT
Yard Office, South Brownsville	MGA	CR		

PORTABLE RADIOS

1701. At South Brownsville, road crews will be supplied with two portable radios when available.

Employees receiving radios must complete form showing time, date, radio number, and their signature which will authorize the use of that radio only, for which they will be responsible. Upon completion of round trip, the radio must be returned and return properly recorded.

Crew Dispatchers will issue radios and maintain records of each issuance and return.

TELEPHONES

UNION STATION BLDG.	PHONE	EXT.
President	412-785-5924	220
Ass't to the President		215
Clerk		213
Oprs. Superintendent	412-785-5704	214
Clerk		226
Dir. Real Estate/ Labor Relations	412-785-5300	240
Clerk		218
Comptroller	412-785-5300	219
Adm. Asst.		314
Management Info. Sys. Director		224
Supv. Acctg. Appl.		231
Accounting Clerk		339
Payroll Clerk T&E		227
Payroll Clerk All Others		222
Engineering Officers	412-785-5703	221
Staff Engineer		229
Clerk		300
Treasurer/Agent-Mgr. Revenue Acctg.	412-785-6106	230
Revenue Clerk		211
Agency Clerk		216
Transportation Supvr.	412-785-5704	228
Movement Director	412-785-3315	243
Train Dispatchers	412-785-3315	217
Radio Service	412-785-8273	
Union Station Bldg. General	412-785-5300	300

SOUTH BROWNSVILLE YARD OFFICE

Train Master/		
Road Foreman of Engines	412-785-3389	310-209
Crew Dispatcher	412-785-6367	332
Trainmen's Room		311
Supvr. S&C		312
MW & S Foreman		318
Plumbing Shop		312
MW & S Carpenter		319

SOUTH BROWNSVILLE ENGINEHOUSE

Supvr. Locomotives & Materials	412-785-5161	336
Car Shop		337
Stores Clerks	412-785-8504	315-316
MW & S Mechanic		335
Inspection/Wash Sheds		340

OUTLYING POINTS

Maidsville Trainmen's Room	304-599-5028	
Rivesville Tool House	304-278-5326	
Loveridge Mine	304-449-1541	
MW & S Supervisor Waynesburg	412-627-7091	412-627-3174
Emerald Mine	412-627-7250	
White Cottage Sdg.	412-499-5586	
Federal #2 Mine	304-449-1000	

HAZARDOUS MATERIALS

Hazardous materials in transportation are classified by their individual hazard characteristics, and are identified "HAZARD CLASS" on waybills, by labels on containers, and on placards used with orange panels displaying a 4-digit identification number applied to rail cars and trailers. As an alternative to the display of an identification number on an orange panel, the I.D. number may be displayed on a placard in place of the hazard class name. NOTE: these alternate placards CANNOT be used on shipments of Poison Gas, Radioactive or Explosive materials. The alternate placards will also display a smaller United Nations number on bottom of each to identify the hazard class. These small U.N. numbers may or may not appear on other placards.

The Hazardous Materials Regulations of the Department of Transportation will govern carriage by rail of hazardous materials on the Monongahela Railway.

Employees, whose duties involve them in the handling of hazardous materials must obtain a copy of the current Bureau of Explosives' Pamphlet of Hazardous Materials Regulations for Railroad Employees, from their supervisor, and familiarize themselves with its contents.

When accidents, fires or leakages occur in connection with the transportation or storage of hazardous materials, substances or wastes, immediate action must be taken to prevent injury and/or loss of life, and as far as practicable property losses.

In any emergency the most important information is the car initial and number and the exact name of the hazardous material, substance or waste involved. This information, which must also include the commodity name, hazard classification, shipper and consignee for each car involved, must be given promptly to the MGA Train Dispatcher, Brownsville, PA, so that the proper emergency response personnel can be notified. This information is readily available from the waybill for each particular car.

At all terminal or other places where trains are made up by crews, other than road crew accompanying the outbound movement of cars, a consecutively numbered notice (Form CT-168) will be prepared. Each notice will be made in triplicate, showing the location of every loaded placarded car in the train, the kind of placards applied and the 4 digit identification number. A copy of each notice must be delivered to the train and engine crew concerned, a copy of the notice showing delivery to the train and engine crew must be kept on file at each point where the notice is given. At point where train and engine crews are changed, the notice shall be transferred from crew to crew.

Employees, whose duties involve them in the handling of hazardous materials, must familiarize themselves with the proper train placement of hazardous material cars. If a car of hazardous material is found to be improperly placed in a train, it must be brought to the attention of the proper supervisor for correction. Hazardous material cars must not be moved in a train when improperly placed.

Cars containing hazardous materials are subject to switching restrictions contained in the Hazardous Materials Regulations and F.R.A. Emergency Order No. 5 In addition to these restrictions the following will apply on the MGA Railway.

Loaded cars containing Chlorine and ANY tank car containing Flammable Gas, or which last contained Flammable Gas, must not be cut off in motion or coupled into with more force than is necessary to complete the coupling. Such cars must not be struck by any car moving under its own momentum.

**POSITION IN
TRAIN OF
PLACARDED CARS
CONTAINING
HAZARDOUS
MATERIALS**

	Cars placarded Explosive 'A'	Cars placarded Poison Gas	Cars placarded Radioactive	Loaded tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W	Cars placarded Combustible	Empty tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W-Poison Gas	Loaded cars other than tank cars placarded Dangerous-Corrosive-Flammable Solid-Oxidizer-Organic Peroxide-Chlorine-Flammable Gas-Non-Flammable Gas-Poison-Oxygen-Flammable Solid W-Flammable-Explosive 'B'
RESTRICTIONS							
Must not be nearer than the sixth car from the engine or occupied caboose	X	X		X			
When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	X	X		X			
M							
U							
S							
T							
N							
O							
T							
B							
E							
N							
E							
X							
T							
O							
Engine	X	X	X	X		X	
Loaded flat car (1)	X	X		(2) X			
Open top car (3)	X	X		X			
Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	X	X		X			
Car containing lighted heaters, stoves or lantern	X	X		X			
Occupied car	(4) X	(4) X		X			
Occupied caboose	(4) X	(4) X	X	X		X	
Explosives 'A'		X	X	X			X
Poison Gas	X	X	X	X			X
Radioactive	X	X		X			X
Undeveloped film			X				
Any loaded placarded car (other than combustible)	X	X	X				

NO RESTRICTIONS

SAFETY CALENDAR

Date	Jan.	Feb.	March	April	May	June
1	1002(f)	1100(h)	1011(b)	1019(c)	1111(b)	1016
2	1015	1103(g)	1176(g)	1175(b)	1002(a)	1100(c)
3	1019(n)	1114(f)	1019(m)	4132G-2	1004	1105(g)
4	1102(b)	DEF.E.	1052(f)	1013(f)	1111(i)	1112(c)
5	1003(c)	1011(c)	1102(a)	1111(d)	1175(h)	1205(b)
6	1052(a)	1154(b)	1106	1150(a)	1211	1008(c)
7	1105(c)	1105(c)	1124(a)	1202(a)	1051(g)	1100(g)
8	1111(c)	1019(d)	1121(a)	1012(a)	1002(c)	1108(e)
9	1114(g)	1175(n)	1003(d)	1152(b)	1103(h)	1116(c)
10	1019(f)	1051(b)	1154(c)	1117(c)	1152(c)	1175(e)
11	1175(m)	1176(f)	1205(a)	1008(b)	1112(a)	1150(c)
12	1001(d)	1017(e)	1100(i)	1113	1051(a)	1214
13	1152(a)	1105(d)	1114(j)	1052(a)	DEF.G.	1012(c)
14	1008(a)	1052(j)	1017(a)	1114(c)	1019(h)	1150
15	1103(f)	1119	1100(b)	1122	1052(i)	1121(c)
16	1154(a)	1100(j)	1105(j)	1001(a)	4132F-4	1152(d)
17	1213(f)	1013(a)	1204(b)	1050	1010(d)	1175(i)
18	1175(c)	1020	4132A-3	1155(a)	1101	1019(o)
19	1013(b)	1114(c)	1213(c)	1052(d)	1105(b)	1012(b)
20	1117(a)	1155(b)	DEF.D	1103(c)	1175(d)	1117(b)
21	1051(c)	1175(g)	1176(c)	1104	1153(c)	1202(c)
22	1203(c)	1213(d)	1124(a)	1052(i)	1123	1217
23	1002(d)	1019(g)	1200	1105(c)	1201(b)	1002(c)
24	1100(a)	1202(c)	1013(c)	1204(a)	1209	1176(d)
25	1202(b)	4132G-1	1175(k)	1110	1210(b)	1109
26	1010(c)	1213(b)	1207	1114(d)	1115	1105(c)
27	1053	1102(c)	1215	1023(c)	1103(i)	1019(i)
28	1111(d)	1111(j)	1116(c)	1100(c)	1210(a)	1017(d)
29	1052(c)	1111(c)	1111(a)	1154(d)	1107	1100(k)
30	1120(a)		1201(a)	1118	1175(f)	1111(f)
31	1105(i)		1009		1124(f)	

*****NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.**

- (1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.
- (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.
- (3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (4) A rail car placarded "EXPLOSIVES 'A'" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES 'A'" placards."

SAFETY CALENDAR

Date	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1018	1052(g)	1017(a)	1100(d)	1111(c)	1017(c)
2	1104	1011(c)	1011(d)	1000(b)	1019(b)	1002(a)
3	1175(a)	1016	1111(f)	1005	1019(c)	1003(a)
4	1051(g)	1100(j)	1120(a)	1103(b)	1152(f)	1153(a)
5	DEF.A.	1015	1116(b)	1201(a)	1175(i)	1175(j)
6	1000(a)	1152(e)	1002(a)	1205(c)	1019(n)	1051(f)
7	1111(e)	1004	1012(a)	1052(k)	1114(b)	1124(d)
8	1150(c)	1052(f)	1003(c)	1208	1001(c)	1213(a)
9	1019(l)	1105(h)	1126	1011(c)	1103(c)	1007
10	1100(f)	1176(n)	1008(c)	1108(a)	1176(b)	1151
11	1176(h)	1213(c)	1052(c)	1176(i)	4132A-4	1052(h)
12	1204(d)	1114(a)	4132F-3	1052(b)	1019(k)	1105(a)
13	1051(g)	1121(b)	1212	1203(a)	4132H-2	1019(d)
14	1013(d)	1019(f)	1017(b)	1003(d)	1051(c)	1023(b)
15	1103(a)	1002(b)	1111(d)	1011(b)	1051(b)	1012(b)
16	1175(n)	1006	1176(a)	1019(a)	1021(b)	1111(h)
17	1023(a)	1021(a)	1008(b)	1103(k)	1108(b)	1176(c)
18	1001(d)	1100(i)	1051(d)	1155(d)	1013(c)	1116(a)
19	1014	1114(j)	1117(c)	1017(e)	1124(c)	1155(c)
20	1103(j)	1202(c)	1003(b)	1025(c)	1201(d)	1011(a)
21	1112(a)	4132F-6	1205(d)	1103(d)	1052(a)	1108(c)
22	1001(b)	1124(b)	4132H-1	1210(a)	1115	1205(e)
23	1108(d)	1121(a)	1100(e)	1019(j)	4132G-4	1120(c)
24	1114(h)	1155(c)	1012(c)	1052(j)	1176(m)	1215
25	1201(e)	1019(h)	1114(i)	1010(b)	1010(d)	1112(b)
26	1020	1019(b)	1024	1203(b)	1213(b)	1050
27	1153(b)	1176(k)	1204(c)	1120(b)	1202(b)	1051(c)
28	1203(c)	1013(b)	1213(d)	1022	1176(j)	1011(f)
29	1111(g)	1206	1052(i)	1200	1002(e)	1175(k)
30	1010(c)	1019(i)	1010(a)	1176(l)	1209	1017(d)
31	1126	1126		1109		1110

SYSTEM MAP

WEST DIVISION:

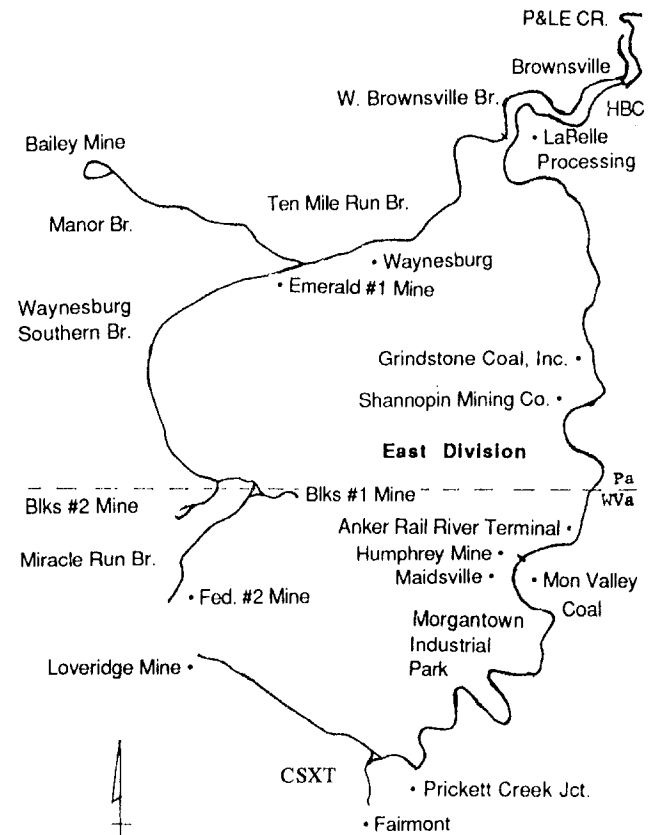
W. Brownsville Branch

Ten Mile Run Branch

Waynesburg Southern Branch

Manor Branch

Miracle Run Branch



THE MONONGAHELA RAILWAY COMPANY

Brownsville, PA

GENERAL ORDER No. 7-01

effective 12:01 A.M., Sunday, January 20, 1991

(a) TIMETABLE

Timetable No. 7 is in effect. It contains the necessary instructions issued in Bulletin Orders up to and including Bulletin Order No. 6-28 all of which must be removed from bulletin board.

Each employee must examine each page of Timetable No. 7 to see that his copy is complete, pages property lined up, and note the changes.

(b) BOOK OF OPERATING RULES

Revised Definitions - "Block" - "Absolute Block" - replace pages 1.

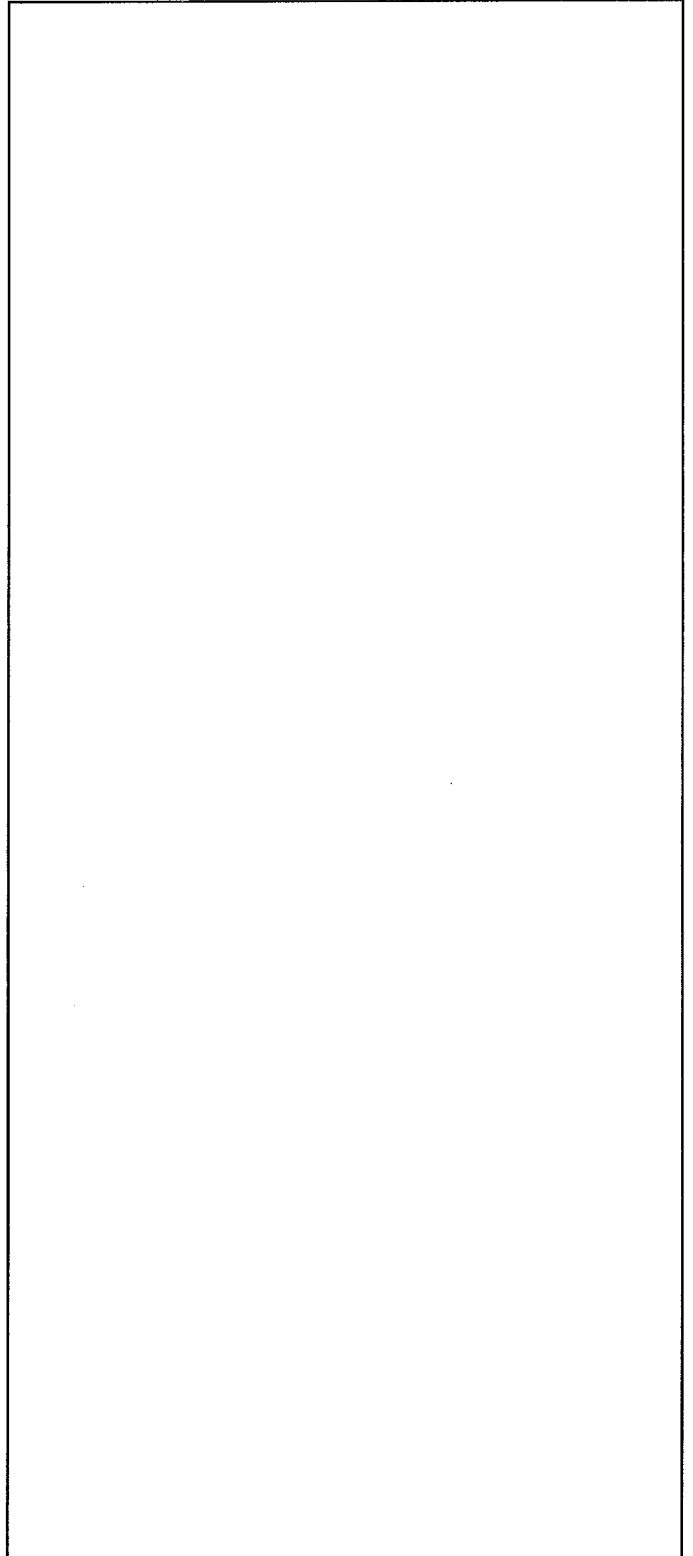
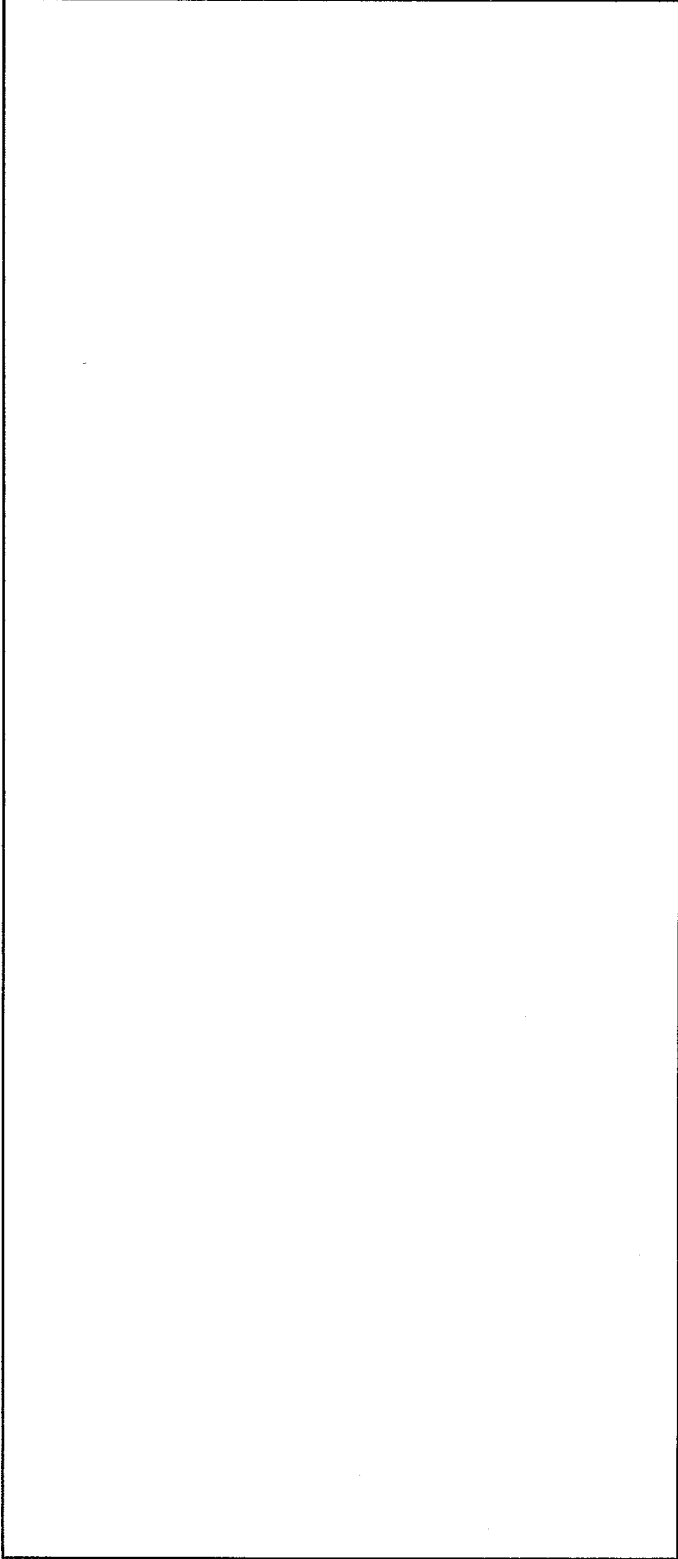
Revised Signals/Signs - "Fixed Sign" - "Block Sign" - replace page 2.

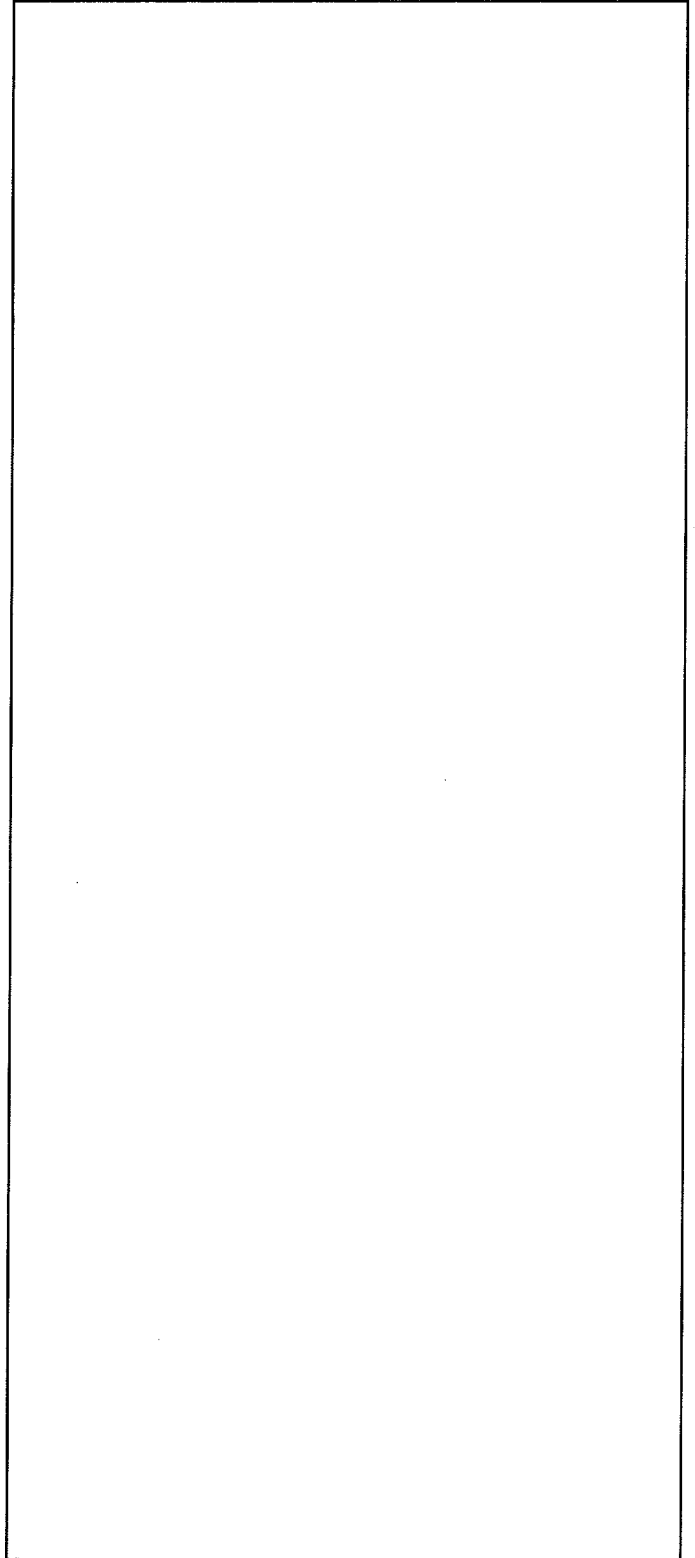
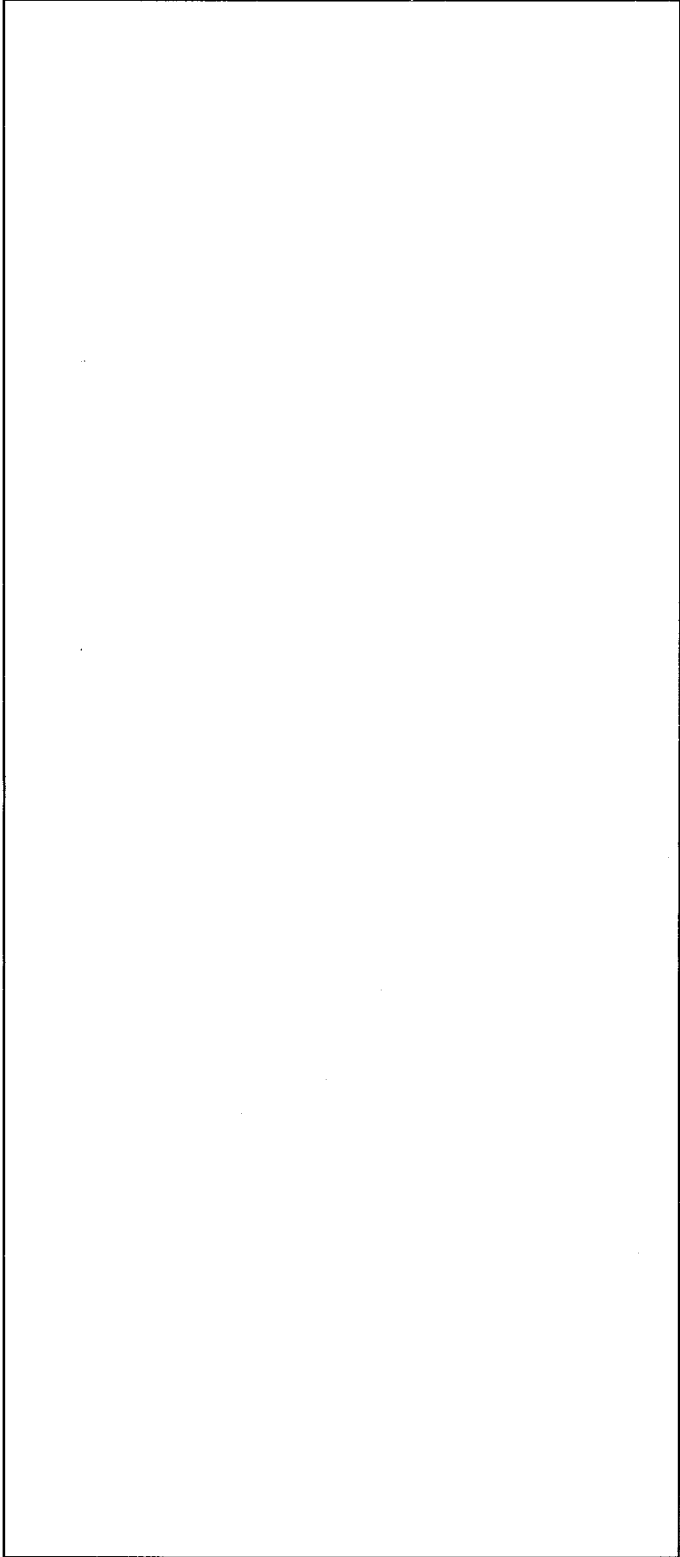
Revised Station - "Block Station" replace page 3.

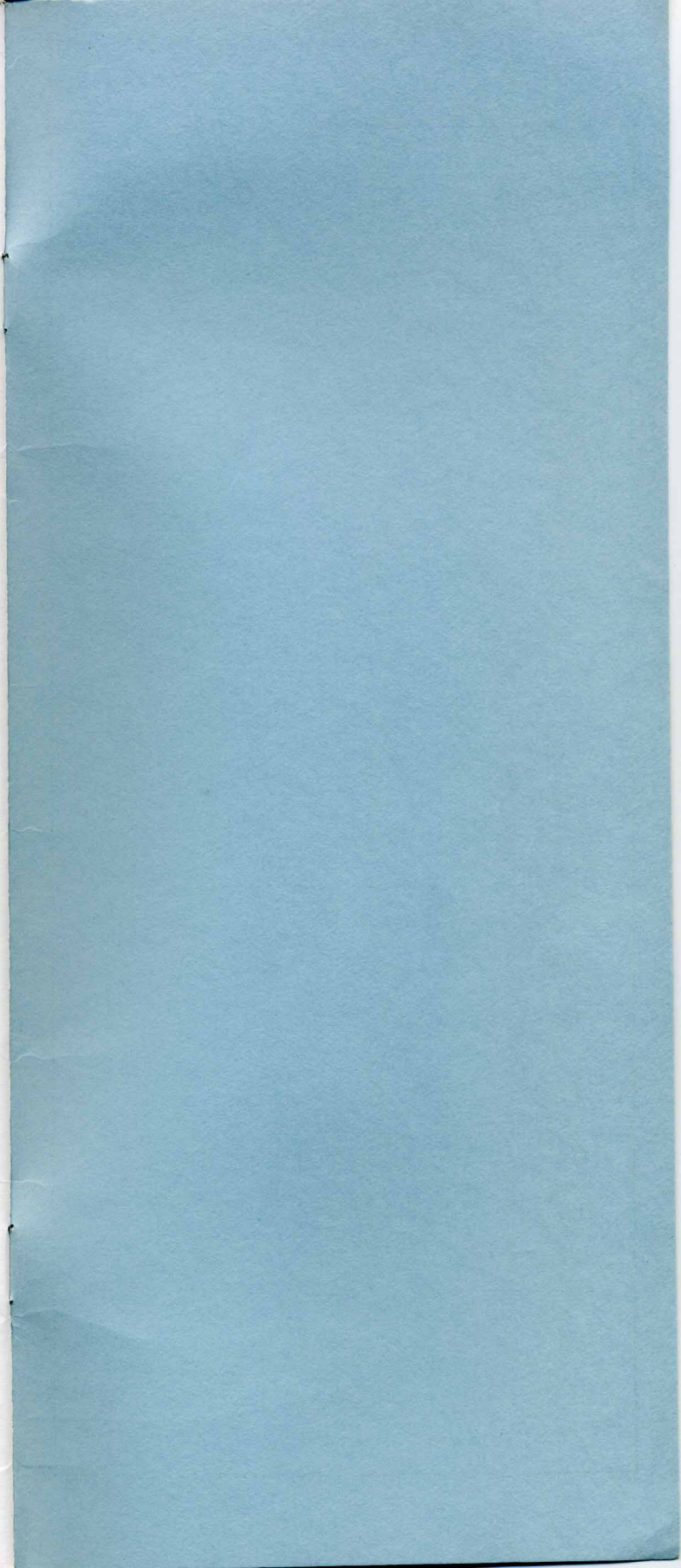
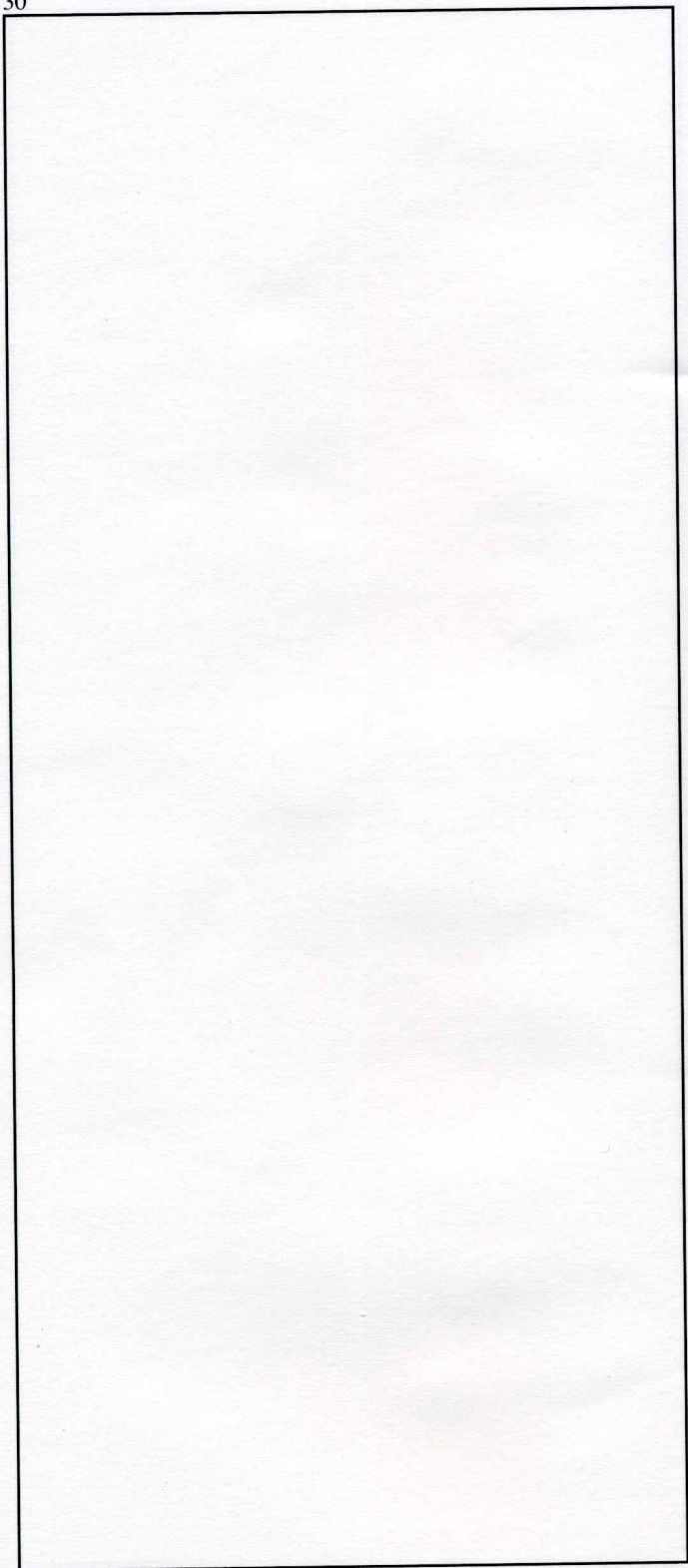
Revised Block Clearance System "Rule 310" replace page 37.

This General Order is printed in Timetable No. 7 and will not be issued in sticker form.

G. L. Stagers
Operations Superintendent







	Block Limit Station	Station Number	Mile Post	Capacity in 50-foot Cars
Interchange - CR-P&LE				
Newell Interchange Yard (P&LE)		B1		
CP Brown (CR) - North Leg WYE		2		
CP Brown (P&LE) - West Leg WYE		1		
West Brownsville Yard (CR)		B2		
EAST DIVISION				
Brownsville Ind Trk (NE)	BROW	A3	0.2	165
Market Street Trk		3	0.3	20
Spur Trk		4	0.3	15
Brownsville Station (BS)			1.1	
South Brownsville Coach Yard		17	1.9	
Engine Terminal/Car Shop Trks		A17	1.9	
Caboose/Runaround Trk		B17	2.0	
Brownsville Ind Trk (SE)		21	2.5	
Alicia Ind Trk (NE)		22	2.5	148
HBC Trk	PORT	23	2.5	2
Alicia Ind Trk (SE)		25	3.9	
Maxwell	MEDO	28	6.5	
LaBelle Ind Trk (NE)			6.8	
LaBelle Processing Co.		35	7.6	
LaBelle Ind Trk (SE)			8.6	
E. Millsboro	MILL	59	10.0	
Antrem	ANT		18.6	
Masontown Trk		92	23.6	3
LG Passing Sdg (NE)	GRAY	101	25.6	173
Grindstone Coal Inc.		128	26.7	
LG Passing Sdg. (SE)	MAR	135	27.4	
Shannopin Mine (NE)		153	30.7	81
Shannopin Mine (SE)			31.5	
Dilliner	PAUL		33.0	
State Line (PA-WV)			35.7	
Mon Pwr Co-Ft Martin Trk		3685	36.9	
MN Sdg.	DAVE	3915	39.2	128
Anker Rail/River Terminal		4040	40.4	
JF Switch (NE Maudsville Yard)		4054	40.5	
Consol Coal-Humphrey Mine		4140	40.6	
KJ Mine Trk		4067	41.4	30
Maudsville Yd. Office X-Over			41.5	
SX Switch	RAN	4200	42.0	
Eldredge Mine (NE)		4390	43.9	57
Eldredge Mine (SE)			44.0	
DP Switch (Mgtn Ind Park)		4847	48.5	
Hilder Trk	MOW	4908	49.1	5
Lock No. 12	LOCK		53.7	
Lowsville Sdg (NE)	ICE	5985	59.9	83
Lowsville Sdg (SE)			60.7	
Prickett Creek Jct.	CRIK	6340	63.4	
Hite Sdg (NE)		724	64.1	130
Hite Sdg (SE)	HITE	737	65.4	
Morgan Trk		739	65.7	15
Mon Power Co. Trk (NE)		741	65.8	11
Catawba Trk		740	66.2	14
Mon Power Co. Trk (SE)		742	66.2	
Catawba Jct. (N Leg Wye)		F503	66.4	
Interchange CSXT (Rivesville)				
Catawba Jct. (S Leg Wye)	ANDY	F503A	66.6	
Federal	FED	F507	70.9	
Loveridge Mine		F524	78.1	
End of Track	LOVE	F526	79.6	

	Block Limit Station	Station Number	Mile Post	Capacity in 50-foot Cars
WEST DIVISION				
WEST BROWNSVILLE BRANCH				
CP West Brown	WEB		B52.4	
Feed Store Trk	BOB	4547	B53.1	1
Denbo	DEN		B56.0	
Maple Glen	WELL		B59.0	
Fredericktown			B60.8	
Clyde Mine Trk		9371	B61.0	6
Ten Mile Run Jct.			B62.0	
TEN MILE RUN BRANCH				
Besco	BES	1160T	T1.5	
Clarksville Double Main (NE)	ARK	1270T	T2.3	151
Gateway Trk		1385T	T3.6	4
Clarksville Double Main (SE)	GATE	1395T	T3.7	
Mather Trk	MAT	1841T	T8.2	9
Homeville	HOME	2210T	T12.0	
West Penn Power Trk		2441T	T14.2	12
East Waynesburg	PETE	2530T	T15.2	
Waynesburg Team Trk		2663T	T16.4	18
Waynesburg Station		2670T	T16.6	
WAYNESBURG SOUTHERN BRANCH				
W'burg & Washington Track		2698W	W0.2	5
Cyprus Emerald Mind Sdg (NE)		2715W	W0.4	131
Manor Jct. (Manor Branch)	MAN	2785W	W1.1	
Cyprus Emerald Mine X-over		2830W	W1.6	
East View	EVE	2980W	W3.1	
White Cottage Sdg (NE)	WOOD		W10.3	166
White Cottage Sdg (SE)	TAG	3880W	W11.9	
Pine Bank	COT	4340W	W16.7	
Wana Jct. (Wana Ind. Trk)	WANA	4698W	W20.2	
Blacksville No. 2 Mine		4848W		
Cliff Wye (Miracle Run Branch)	CLIF	4918W	W22.5	
Cliff Wye Connecting Leg		4918W	W22.5	
Blacksville No. 1 Mine		5274W	W25.0	112
End of Track	LACK	5504W	W27.3	
MANOR BRANCH				
Manor Jct.	MAN	2785W	M0.0	
Summit Trk		3835M	M10.5	3
Enlow Sdg.	FORK	3985M	M12.0	178
Goat Trk.		4165M	M13.8	8
Manor Industrial Trk	BAIL	4155M	M13.7	
Bailey Mine		4245M	M14.6	
MIRACLE RUN BRANCH				
Miracle Run Jct.	CLIF	4918W	R0.0	
Federal No. 2 Mine		5396R	R4.5	112
End of Track	BULA	5508R	R5.9	

1104. Normal Position of Switches

Switches Located AT	Connecting	With	Normal Position Is For Movement
CP Brown	East Division	CP Brown Connecting Trk	CP Brown Connecting Trk

1105-A. Spring Switches

Location	Normal Position	Route For Which Sprung
North End Emerald Mine-Waynesburg	WS Branch	Siding to WS Branch

NOTE 1 - After movement of train or engine to main track has been made a member of the crew must observe that Spring Switch has returned to normal. Switch indicating light must be green. If switch or indicating light does not return to normal, it must be reported to Train Dispatcher promptly.

NOTE 2 - Trains with E.O.T. will be exempt from reporting Spring Switches returning to normal. All trains must approach Spring Switch Signals prepared to be governed by the aspect displayed.

1105-B. SAFETY SWITCHES**Man, Bail, Fork, Wana, Blk #2 Loop Switch, Clif:**

The use of safety switch stands at these locations will permit northward moves through the switch without stopping to align the switch. Southward movements must stop and a member of the crew align and/or examine switch points before movement is made.

South Switch Enlow Sdg.:

The use of this safety switch stand will permit southward moves through the switch without stopping to align the switch. Northward movements must stop a member of the crew align and/or examine switch points before movement is made. Normal alignment for this switch is for the Manor Industrial Track.

Ark, Gate:

The use of safety switch stands at these locations will permit trailing moves by trains through the switch without stopping to align the switch. An indicator has been installed at each switch to provide an indication as to the condition of the switch points. Green indicates the switch points are in the closed position. Red indicates the switch points are gapping and train or track car must be stopped and switch operated to obtain a closed position before proceeding. The Train Dispatcher must be notified. Due to limited sight distance, all crews must approach these switches prepared to stop in the event of a red indication.

MAN Advanced Switch Indicator governs Southward movements as follows:

"Advanced Switch Indicator" (A.S.I.) installed and in service at Mile Post T 16.2 for south bound movements to indicate the position of the safety switch at Manor Jct. Color indication of the "A.S.I." will govern approach to Manor Jct. (Block Limit Station "MAN") as follows:

"GREEN"-----Switch at **"MAN"** is properly lined for the Waynesburg Southern Branch.

"YELLOW"--Switch at **"MAN"** is properly lined for the Manor Branch.

"RED"-----Proceed at Restricted Speed.

The use of safety stands at this Location will permit trailing moves by trains through the switch without stopping to align the switch.

Procedure to be followed when operating these switches:

1. Be sure that all movable mechanism is clear of any person or obstruction.
2. After removing lock, lift throwing handle at arms length to allow any tension to release.
3. Face the stand in a braced position and move the handle by pulling to the desired position.
4. Lower handle into the appropriate slot and replace lock.
5. Examine switch points before authorizing train movement.

THE MONONGAHELA RAILWAY COMPANY

Brownsville, PA

GENERAL ORDER No. 7-02

effective 12:01 A.M., Monday, May 13, 1991

(a) TIMETABLE

1. Page 3 - Stations, Block Limit Station, Mile Post, Capacity - Note Changes and Additions - Apply Revised Page 3.
2. Page 4 - Stations, Block Limit Station, Mile Post, Capacity - Note Additions - Apply Revised Page 4.
3. Page 10 - Rule 1105-B - Safety Switches. Modified - Apply Revised Page 10.

(b) BOOK OF OPERATING RULES

Remove and discard all present pages. Insert all new complete pages. All revised and each section starts with Page 1.

Page 1 and page 2 - Section I - Note Additions.

Page 10 thru Page 16 - Section II - All New Addition.

Rule 712, Page 3 - Paragraph "E" Page 4 - Section IV - Modified

Rule 904, Page 4 and Page 5 - Section IV - Modified.

Bulletin Order 7-06 is cancelled and must be removed from Bulletin Boards.

G. L. Stagers
Operations Superintendent