

Train Movements

info from Greg Corcoran

For those of you keeping up with the 40 years ago series on the 1973 movements on the Montour, it was pointed out to me that there are some terms that I may not have explained well in the beginning (or not at all). For that I apologize.

Here is a key to some of the terms that you have been seeing in the e-mails.

MTY - empty hopper

Load - typically green coal loads headed from the mines to the Champion Cleaning plant

Green Coal - run of mine coal, or coal that contains slate and other debris or non-coal materials

Green Bill - paperwork that accompanies green coal loads from mines to Champion

Coal - cleaned coal heading from the Champion Cleaning plant to an off-line railroad connection

PCo. - P Company - reference to the Pennsylvania RR, which during 1973 was the Penn Central RR - connections at McDonald and Hills (Boyce)

URR - Union RR - connection in Mifflin Yard

P&LE or **PLE** - Pittsburgh and Lake Erie RR - connection at Montour Junction

N&W - Norfolk and Western RR (formerly Pittsburgh & West Virginia Railway - P&WV) - connections at Salida and George

B&O - reference to Baltimore and Ohio RR, which during 1973 was part of the Chessie System - Connection at Snowden

COD - crew on duty time - I use military time (24 hour clock instead of 12 hour clock with am/pm) to make it easier to determine portion of the day

The mine movement tables show 2 numbers for each movement; first number is the total quantity of MTYs or Loads, while the second number is the quantity of 70 ton hoppers within the total. For instance, if the number is 35 (25), it means that there were a total of 35 hopper cars, 25 of which were 70 ton hoppers (10 hoppers were 50, 55, 60 ton).

The mine movement tables often show a negative number for the crew (in a separate row). These numbers represent dirty or damaged hopper cars that were removed from the mine and sent for cleaning or repair. Often, cleaning was done at Thompsonville siding or other places. Repairs were done at Montour Junction shops or the hoppers were shipped back to their home road for repair. The dispatchers often did not record the hopper size (i.e. number of 70 ton hoppers), but did record the reporting marks. Where reporting marks are recorded, I have extracted the hopper dimensional data and load capacity from the Official Railway Equipment Register for 1973 and added this to the movement records (pdf files I attach to the emails).

If you should have questions or comments, please do not hesitate to ask or send me a private message at my email address below.

Regards,
Greg

Tuesday January 2, 1973 - Montour Movements

First working day on the Montour for the new year with 5 crews being called to work the mines and perform some minor switching at B&T, Wickes, and McKesson. Car movements attached.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4		Montour #10			
			MTY's		Loads		MTY's	Loads	MTY's	Loads		
1/2/1973	74-79-73-81	5:30					50	39				
	74-79-73-81	5:30					-2		46	40		
	75-77-78	9:00	27	23	33	20						
	74-79-73-81	11:30					62	47				
	74-79-73-81	11:30					-1		34	23		
	83-76-82	16:30					13	12	36	27		
	75-77-78	19:00					24	14			18	16
	79-73-81	23:30	38	21	34	-					27	10
Daily Totals			65		67		146		116		18	27

Coal shipments for the day: 135 coal to PCo. bound for Ashtabula, commercial, and Philadelphia Electric

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/2/1973	75-77-78	9:00			32			
	83-76-82	16:30			50	47		
	79-73-81	23:30			53	51		
Daily Totals			0	0	135			0

B&T also received 3 cars from Champion and 9 cars from Scott.

PRR 19022 Tuesday, 2 January, 1973
 mty; 40'-0" box, 8'-2" door, 3565 cf, **100,000lb**

Lotus Siding to P&LE

T&P 252737 Tuesday, 2 January, 1973
 mty; 50'-6" plug door box; 10'-6" door; 4950 cf; 140,000 lb; cushion underframe; 52 pallets; assigned service

McKesson to Champion

PRR 19022 Tuesday, 2 January, 1973
 mty box; 40'-0" box, 8'-2" door, 3565 cf, 100,000 lb

Wickes Furniture to Lotus Siding

PRR 666687 Tuesday, 2 January, 1973
 mty; 39'-10" HT hopper (H39); 2603 cf; **140,000lb**

Montour #4 to Champion

SP 692243 Tuesday, 2 January, 1973
 load; 60'-4" refrigerator; 16' door; 5537 cf; 171,000 lb; plug doors; insulated; hydra-cushioned underframe

Champion to McKesson

Wednesday January 3, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform some minor switching at Aloe (flat car), Muse, Wickes, and McKesson. Car movements attached.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/3/1973	83-76-80-82	3:30					49	44	48	36				
	75-77-78	8:00					21	1	34	25				
	74-79-73-81	11:30					64	55						
	74-79-73-81	11:30					-1		44	32				
	76-83-80-82	17:00					-1		43	30				
	75-77-78	20:30					34	24	12	9	23	13	24	16
	75-77-78	20:30									9	2		
	74-79-73-81	23:00	33	25	49	31								
Daily Totals			33	25	49	31	166	181	32	24	32	24	24	16

Coal shipments for the day: 87 coal to PCo. bound for Niagra Mohawk, TONY, and Commercial and 37 coal to P&LE

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/3/1973	76-83-80-82	17:00			43 35	82-80-76-83	3:30	13
	74-79-73-81	23:00			44 35	78-77-75	8:00	24
Daily Totals			0	0	87			37

C&O 81905 Wednesday, 3 January, 1973
load for Aloe; 53' -6" flat, 140,000 lb

Montour Junction to Boggs

PC 481169 Wednesday, 3 January, 1973
mty; 45'-0" HT hopper (H43d); 3433 cf; 200,000 lb

Montour #4 to Champion

GATX 68207 Wednesday, 3 January, 1973
load for Muse;

Hills Transfer to to Muse Jet.

M 8165 Wednesday, 3 January, 1973
coal, DR out of WE; 34' hopper, 2081 cf, 110,000 lb

Westland to to Southview, NW

MI 256795 Wednesday, 3 January, 1973
load for McKesson; 50'-6" box; 10' door; 4949 cf; 154,000lb (Missouri-Illinois RR)(MP)

Montour Junction to McKesson

MP 352463 Wednesday, 3 January, 1973
load for McKesson; 50'-6" Box; 8' Door; 4906 cf; 110,000; DF Loaders

Montour Junction to McKesson

PRR 277710 Wednesday, 3 January, 1973
mty dirty hopper; 39'-10" HT hopper (H39a); 2603 cf; 140,000 lb

Montour #4 to Peacock Siding

PRR 601427 Wednesday, 3 January, 1973
load for Wickes; 40' -6" box, 7' door, 3898 cf, 110,000, X43b

Montour Junction to Lotus Siding

WCHX 12034 Wednesday, 3 January, 1973
load for Muse; 110,000 lb tank, 10,000 gal, Aluminum, TPA, ICC-1 05A200AL W

Hills Transfer to Muse Jet.

Thursday January 34, 1973 - Montour Movements

Today sees 5 crews being called to work the mines (but not #10 today) and perform some minor switching at Muse, and Wickes. Car movements attached. You will note the D&RGW box car, which shows up every month or so at Muse to deliver steel drums.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads	MTY's	Loads		
1/4/1973	76-83-80-82	4:00					50	44	36	27		
	75-77-78	7:00					16	15				
	75-77-78	7:00					-2		46	37		
	74-79-73-81	17:45					61	43				
	74-79-73-81	17:45					-6		42	38		
	76-83-80-82	18:30	43	38	37	24						
	76-83-80-82	18:30	25	16								
	75-77-78	20:30					17	13				
	75-77-78	20:30					37	34				
Daily Totals			68	37	37	24	173	124	0	0	0	0

Coal shipments for the day: 97 coal to PCo. bound for Niagra Mohawk, Philadelphia Electric, and Commercial and 23 coal to P&LE.

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/4/1973	76-83-80-82	4:00			44	81-73-79-74	11:30	17
	76-83-80-82	18:30			53 40	1238	10:00	6
Daily Totals			0	0	97			23

D&RGW 63233 Thursday, 4 January, 1973 Muse Jet. to Muse
loaded box for Muse; 50' -6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrn

GATX 67426 Thursday, 4 January, 1973 Muse to Muse Jet.
mty tank for N&W;

GATX 68207 Thursday, 4 January, 1973 Muse Jet. to Muse
loaded tank for Muse #1;

GATX 73049 Thursday, 4 January, 1973 Muse to Muse Jet.
mty tank for N&W;

GATX 80182 Thursday, 4 January, 1973 Muse to Muse Jet.
mty tank for PCo; 100,000 lb tank; AAR mech. designation TM

NIRX 14099 Thursday, 4 January, 1973 Muse to Muse Jet.
mty tank for PCo; 50'-1" refrigerator; 10' door; 4618 cf; 140,000 lb; equipped with fork lift truck pallets, skids or platforms

NYC 865464 Thursday, 4 January, 1973 Champion to Montour Junction
mty, dirty or shop; 31'-5" HM hopper; 2160 cf; 110,000 lb

NYC 901434 Thursday, 4 January, 1973 Champion to Montour Junction
mty, dirty or shop; 40'-7" hopper, 2700 cf, 140,000 cf

PC 432572 Thursday, 4 January, 1973 Champion to Montour Junction
mty, dirty or shop; 40'-6" hopper, 2547 cf, 140,000 lb, star stenciled on side to denote reduction in capacity to 140
Montour Junction

PC 457253 Thursday, 4 January, 1973 Champion to Montour Junction
mty, dirty or shop; 39'-10" hopper, 2603 cf, 154,000 lb, H39b

PRR 277710 Thursday, 4 January, 1973 Peacock Siding to Champion
mty dirty hopper; 39'-10" HT hopper (H39a); 2603 cf; 140,000 lb

PRR 601427 Thursday, 4 January, 1973 Lotus Siding to Wickes Furniture
load; 40' -6" box, 7' door, 3898 cf, 110,000, X43b

PRR 670455 Thursday, 4 January, 1973 Champion to Montour Junction
mty, dirty or shop; 39'-10" HT hopper (H39); 2603 cf; 140,000lb

PRR 672943 Thursday, 4 January, 1973
 mty, dirty or shop; 39'-10" HT hopper (H39); 2603 cf; 140,000lb

Champion to Montour Junction

SLSF 18884 Thursday, 4 January, 1973
 mty box; 40' -6" box; 8' door; 3903 cf; 110,000 lb; nailable steel floors

Wickes Furniture to P&LE

WCHX 12034 Thursday, 4 January, 1973
 loaded tank for Muse #2; **110,000** lb tank, 10,000 gal, Aluminum, TP A, ICC-1 05A200AL W

Muse Jet.to to Muse

Friday January 5, 1973 - Montour Movements

Today sees 6 crews being called to work the mines. No loose car switching performed today.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
1/5/1973	76-80-83-82	5:30			-1	48	32	
	74-79-73-81	6:00			57	48		
	75-77-78	7:00						20
	75-77-78	7:00						17
	75-77-78	7:00						1
	1238	10:00						
	76-80-83-82	16:30						
	74-79-73-81	17:00				17	15	
	74-79-73-81	17:00				24	23	
	1238	17:00						
	75-84-78	21:30						15 0
	75-84-78	21:30						28 18
Daily Totals			0	0	56	89	43	38

The 15 MTYs going into #10 were picked up from B&O and are all Montour hoppers.

Coal shipments for the day: 67 coal to PCo, 28 coal to B&O, and 12 coal to P&LE.

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/5/1973	74-79-73-81	6:00			52 40	1238	17:00	12 6
	1238	10:00			15 14			
	75-84-78	21:30		28 0				
Daily Totals			0	28	67			12

Monday January 8, 1973 - Montour Movements

Today sees 5 crews being called to work the mines, and perform some minor switching at McKesson, Aloe, B&T, Muse, and Wickes. Aloe received 4 flat car loads (probably off-road earthmoving equipment). The PRR hopper 228100 is wrongly listed as being a gondola for Richylin - PC 576489 is the gondola that was spotted at Richylin. B&T shipped out several refurbished cars this day as well (KGCX, FRDX, ALSX, and WSLX cars).

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
1/8/1973	74-79-73-81	4:00			51	48		
	74-79-73-81	4:00			-2		47	38
	75-83-77	9:00	15	13	35	26		
	75-83-77	9:00	6	2				
	74-79-73-81	11:00			62	58	44	43
	76-78-82	17:00			40	8		
	75-83-77	22:30			18	18	12	10
Daily Totals			21	35	169	103	28	26

Coal shipments for the day: 29 coal to PCo and 14 coal to P&LE.

Date	Eastbound Train	C.O.D.	Union		B&O		PCo.		Westbound Train	C.O.D.	P&LE	
1/8/1973	76-78-82	17:00					29	27	82-78-76	17:00	14	10
Daily Totals			0		0		29				14	

ACFX 4090 Monday, 8 January, 1973
mty for PCo; TM tank, 80,000 lbs

Muse to Hills Transfer

KGCX 213 Monday, 8 January, 1973
mty for PCo; 52'-6" gondola; 129,000, container

B&T to Hills Transfer

KGCX 214 Monday, 8 January, 1973 B&T to
mty for PCo; 52'-6" gondola; 129,000, container

B&T to Hills Transfer

ALSX 610 Monday, 8 January, 1973
mtyforPCo;

B&T to Hills Transfer

C&O 80486 Monday, 8 January, 1973
load for Aloe; 50' -0" flat, 100,000 Ib

Montour Junction to Boggs

C&O 80502 Monday, 8 January, 1973
load for Aloe; 50' -0" flat, 100,000 Ib

Montour Junction to Boggs

C&O 81060 Monday, 8 January, 1973
load for Aloe; 53' -6" flat, 140,000lb

Montour Junction to Boggs

FRDX 5202 Monday, 8 January, 1973
mty for PRR;

B&T to Champion

GATX 88953 Monday, 8 January, 1973
load for Muse #3;

Muse Jct. to Muse

MP 352463 Monday, 8 January, 1973
mty box for P&LE; 50'-6" Box; 8' Door; 4906 cf; 110,000; DF Loaders

McKesson to Champion

MTTX 911709 Monday, 8 January, 1973
load for Aloe; 56' -7" flat, 150,000 Ib, trailer train

Montour Junction to Boggs

NYC 920423 Monday, 8 January, 1973
mty; 40' -7" HT hopper; 2700 cf; 140,000 Ib

Hills Transfer to Champion

PC 576489 Monday, 8 January, 1973 Hills
mty; 52'-6" fixed end gondola; 1995 cf; 195,000 Ib; steel floor, corrugated sides, G43a

Transfer to Champion

PRR 228100 Monday, 8 January, 1973
mty gondola for loading at Richlyn, place in building; 44'-11" hopper, 3418 cf, 200,000 Ib, H43b

Montour #4 to Champion

PRR 601427 Monday, 8 January, 1973
mty box for P&LE; 40'-6" box, 7' door, 3898 cf, 110,000, X43b

Wickes Furniture to Nelson Industrial

SP 692243 Monday, 8 January, 1973
mty box for B&O; 60'-4" refrigerator; 16' door; 5537 cf; 171,000 Ib; plug doors; insulated; hydra-cushioned underframe

McKesson to Champion

WSLX 4013 Monday, 8 January, 1973
mty for N&W;

B&T to Champion

Tuesday January 9, 1973 - Montour Movements

Today sees 5 crews being called to work the mines, and perform some minor switching, but no customer deliveries or pickups. These freight cars will not get spotted until Thursday, with the ATSF car making a round trip from MTR Jct to Champion back to MTR Jct before finally being spotted at McKesson on Friday.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/9/1973	74-79-83-81	4:35			44	35	8	7	46	42				
	74-79-83-81	4:35					10	3						
	74-79-83-81	4:35					23	23						
	80-75-83-77	7:05	53	40			-2		44	40				
	76-78-82	14:30					48	37			23	22	18	16
	76-78-82	14:30											18	5
	74-79-83-81	17:00							44	35				
	80-75-83-77	21:00					41	38						
	80-75-83-77	21:00					-2		46	37				
Daily Totals			53		44		126		180		23		36	

Coal shipments for the day: 66 coal to PCo.

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/9/1973	80-75-83-77	21:00			66	57		
Daily Totals			0		66			0

ATSF 11327 Tuesday, 9 January, 1973
load for McKesson; 50'-6" box, 8' door, 4873 cf, 100,000 lb, DF Loaders

Hills Transfer to Champion

GATX 74971 Tuesday, 9 January, -1973
load; 140,000 lb tank; AAR mech. designation TMI

Hills Transfer to Muse Jet.

SP 692243 Tuesday, 9 January, 1973
mty box for B&O; 60'-4" refrigerator; 16' door; 5537 cf; 171,000 lb; plug doors; insulated; hydra-cushioned underframe

Champion to Library Junction

Wednesday January 10, 1973 - Montour Movements

Today sees 6 crews being called to work the mines. Montour loaded hopper (M 9184) had a broken train line and was set out at Cliff Mine siding by the 76-78-82 crew (French).

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/10/1973	76-78-82	1:30	50	31	36	26								
	74-79-83-81	4:30					22	17						
	74-79-83-81	4:30					-2		46	41				
	80-75-83-77	11:10					23	21						
	80-75-83-77	11:10					33	25						
	80-75-83-77	11:10					-2		46	35				
	76-78-82	14:15			37	24								
	74-79-83-81	19:00					29	18	47	36				
	76-78-82	23:59									2	-		
	76-78-82	23:59									21	14		
	76-78-82	23:59					37	34			6	6		
Daily Totals			50		73		140		139		29		0	

Coal shipments for the day: 84 coal to PCo and 30 coal to P&LE.

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/10/1973	76-78-82	1:30			41	28	81-73-79-74	4:30
	74-79-83-81	19:00			43			
Daily Totals			0		84			30

M 9184 Wednesday, 10 January, 1973
 B.T.L.; 34' hopper, 2145 cf, 110,000lb

Champion to Oiff Mine Siding

PRR 672602 Wednesday, 10 January, 1973
 mty, pellets; 39'-10" HT hopper (H39); 2603 cf; **140,000lb**

Montour #4 to Champion

Thursday January 11, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Muse. On this day, 21 M shops were taken from Champion to MTR Jct. In addition, 10 B&T gondolas were picked up from Snowden and taken to Library Jct.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads	MTY's	Loads		
1/11/1973	80-75-83-77	2:30	56	42	47	37						
	74-79-83-81	6:00					16	13	47	35		
	76-78-82	10:30							11	10		23 21
	75-83-77	14:30					39	37	34	31		
	75-83-77	14:30					23	18				
	74-79-83-81	19:00	48	38	49	33						
	76-78-82	22:00					44	44			30	26
Daily Totals			104	96	122	92	30	23				

Coal shipments for the day: 75 coal to PCo and 27 coal to B&O.

Date	Eastbound Train	C.O.D.	Union		B&O		PCo.		Westbound Train	C.O.D.	P&LE	
1/11/1973	76-78-82	10:30					23	16				
	74-79-83-81	19:00					52	47				
	76-78-82	22:00			27							
Daily Totals			0	27	75						0	

ATSF 11327 Thursday, 11 January, 1973
 load for McKesson; 50'-6" box, 8' door, 4873 cf, 100,000 lb, DF Loaders

Champion to Montour Junction

GATX 11270 Thursday, 11 January, 1973
 mty for PCo; 80,000 lb TM tank

Muse to Muse Jet

GATX 68207 Thursday, 11 January, 1973
 mty for PCo;

Muse to Muse Jet

GATX 74971 Thursday, 11 January, 1973
 load for Muse #1; 140,000 lb tank; AAR mech. designation TMI

Muse Jet, to Muse

GATX 77016 Thursday, 11 January, 1973
 load for Muse;

Snowden, B&O to Library

SP 692243 Thursday, 11 January, 1973
 mty box for B&O; 60'-4" refrigerator; 16' door; 5537 cf; 171,000 lb; plug doors; insulated; hydra-cushioned underframe

Library Junction to Snowden, B&O

WCHX 12034 Thursday, 11 January, 1973
 mty for PCo; 110,000 lb tank, 10,000 gal, Aluminum, TPA, ICC-I05A200ALW
 Muse Jet

Muse to Muse Jet

Notes relating to train movements/these posting

These postings do illustrate the diversity of cars appearing on the Montour for modelers - or virtual railroaders -

Yes - primarily coal -

but box cars - flat cars - bulkhead flats - tank cars - propane cars - gondolas....

Lumber to Brookside & others - Chemicals to Muse - Propane to Agway - Furniture to Wickes - freight to Library -

Any & all kinds of cars to & from B&T - even old locos, etc.

And the loads could be coming from anywhere - so foreign reporting marks are common-

Gives you an excuse to run almost any cars you want on "your" Montour

McKesson was located at Scott on the Nelson Industries spur. I believe their building was located right beside the Richlyn Machinery building.

That would put them on the same spur as Wickes - although due to the switch-back probably in the opposite direction, so would have to be staged on the opposite end of the locomotive.

If Wickes was a facing move - McKesson would be a trailing move.....

Maybe the reason that 1/2/73 list had box car PRR 19022 as 2 separate moves - one from Wickes to Lotus (shove eastbound & set out) & another from Lotus to P&LE (pull westbound on return trip) - Picked-up by the same train going in different directions.

McKesson to Champion 1/2/73 would be a trailing move - but Champion to McKesson would be a facing move & have to run around the car at some point - (Lotus??) or shove all the way from Champion.

McKesson from Montour Junction 1/3/73 would be a trailing move.

As you will see on the freight car lists, there were several crews that moved cars in a single day or over several days. Once you get a few days into the data, you can trace a car from interchange to a siding, to a customer spot, back to a siding, to a yard, and finally back to interchange. With several reverse facing switches, many crews could only drop a car for a crew coming the other direction to spot. You will also see that the general trend was for a Monday crew to perform much of the switching moves, but there is certainly no lack of movement during the rest of the week.

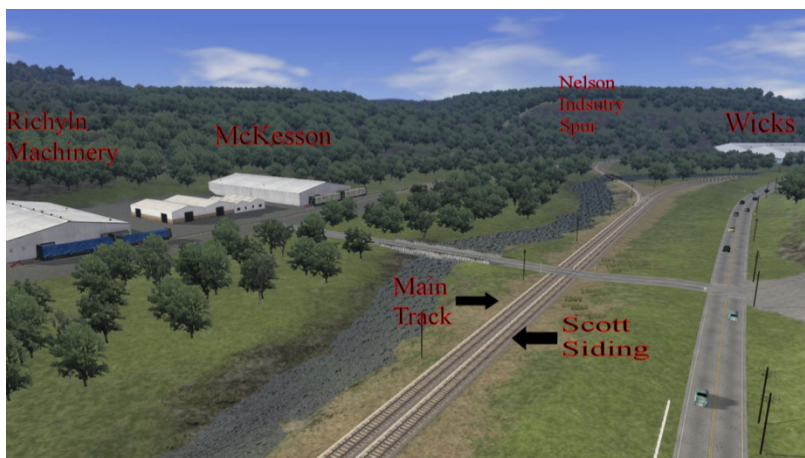
There were many reefers that were destined to McKesson & Robson, which I think was in pharmaceuticals. Lots of Missouri Pacific cars destined to McKesson along with the reefers, certainly a steady stream of deliveries from a single source.

There are lots of other one off moves that will come up during the year that make modeling the Montour very interesting.

You will see some steel moves into Richlyn coming up soon.

In 1973, the predominant switching was done by a Monday morning crew, but they also handled the coal/MTY moves as well, so not dedicated.

Brookside and other east end industries were handled by the #10 crew.



Brookside was 39 miles from Montour Jct. & with 10 mph restrictions it would take 4 hours just to get there. Gene has posted plenty of pictures of the "Brookside Turn" with only 1 loco handling a train. Some of those moves would have been during miner's vacation.

The Brookside crew's went on Duty at Montour Jct.
Most often they were called at 12:01 A.M.
Most often they would be arriving Brookside about 1st light.
Most often making it back to Champion was the plan.
Their loco could be used on the Champion Job,
or added to a consist going back to the mines.
Taxing a road crew back in to Montour Jct had no arbitrary
penalty pay.
GPS

Where did most of the loads for Brookside come on & off the Montour??
Hills????

Most of Gene's photos of the Brookside turn show it west of Brookside - so those were not coming from Salida.
The series of photos in the new book taken by Roy Parkinson at Hills show a mixed consist of cars & it makes sense if loads were coming from PRR. (There were also some tank cars in those pictures that were probably going to Muse....??)

I guess McDonald - Montour Junction - or even Snowden & George would fit into that western scenario..... Depends on which RR was delivering the loads to the Mighty M...
PRR - P&LE - B&O - P&WV all interconnected west of Brookside.....
Did I just answer my own question??

12:01 am to Brookside would be a long lonely ride. No wonder Big Jim could doze through most of it. RJ has told stories of how Uncle Jim would blow for every crossing but never wake up.....

Of course once you passed North Star there weren't many grade crossings. Other than the Westland Branch - the Mifflin Extension was elevated over the roads. From Gene Mine on North Star Road I can't think of any until National Crossing/Tarr Road in Cecil.....

A couple of private driveways at Peacock - but did those require a whistle???

Bryan Seip

The Brookside loads came in from most of the connections, including Salida and Snowden. You can make a side project by tallying all of the different variations of routings for all of the industries.

Yes, most of the tank cars went to Muse, but a few went to some other industries.

Greg Corcoran

And I know there were other lumber/supply dealers - Brookside was the poster child....

Keifer's - Slater - Easton - McMurray Supply - Greenfield - Agway - The lumber yard in Imperial which I forget its name & probably some others.....

OBTW - Several of those buildings in Imperial still exist & there are still some rails in the ground.

Remember that was the main line when it went through Imperial at grade & crossed Rt. 30.

One of the 1920's realignment projects was to elevate the RR through Imperial & bridge over Rt. 30.

Bryan Seip

Loads for Brookside arrived at Montour Junction, Southview, Hills, Salida and possibly Snowden. I have a early Instamatic photo of a B&O wagontop red box car...**Linking 13 Great States...** to the Nation at Library Junction.

I don't remember where it came from on the Montour, but it was set off at library Junction for a crew to take to Snowden.

The loads coming from the N&W (P&WV) at Salida had to be dropped at Brookside.

I watched this once or twice in my life.

Pretty neat seeing 3 or 4 SW-9's stop back at Brookside.

Cut away if they had empty hoppers or misc freight.

Bleed off the car(s) for Brookside.
 Throttle out...bunch slack, then throttle away from the car.
 The Conductor would handle Brookside's switch as the SW-9's went past.
 And ever so gently you'd watch 1 or 2 loads ease into the spur by themselves.

I also have a tape recording of Conductor Ceyrolles at Salida, reproting to the train dispatcher that the flat car of lumber he is to pick up for Brookside has broken straps and lumber is missing. The car was left, and the shop men I assumed came out and fastened it back down. Not doubt a claim against the railroad was forthcoming.

That flat car for Brookside had FFIX reporting marks and I believe I have a Montour RR empty car bill here for that same car.
 GPS

Friday January 12, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at B&T, McKesson, and Richlyn. B&T shipped 3 refurbished cars (ALSX and WSLX) to PCo and 2 refurbished cars (WSLX) to N&W. B&T also shipped 1 load of scrap to PCo and 1 load of scrap to P&LE.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
1/12/1973	75-83-77	1:30			30	26		
	75-83-77	1:30			-1		35	29
	74-79-83-81	6:30			17	19	45	42
	76-78-82	8:30			27	20		8 7 20 16
	76-78-82	8:30						24 18
	1238	11:00	51	31				
	74-79-83-81	19:00						
	80-75-83-77	22:00			43	36		
Daily Totals			51	43	73	80	8	44

Coal shipments for the day: 125 coal to PCo and 46 coal to P&LE.

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/12/1973	75-83-77	1:30			28	81-73-78-74	6:30	31 30
	74-79-83-81	19:00			57 53	77-83-75-80	22:00	15
	80-75-83-77	22:00			40 38			
Daily Totals			0	0	125			46

ALSX 610 Friday, 12 January, 1973
 mtyforPRR;

B&T to Champion

ALSX 610 Friday, 12 January, 1973
 mtyforPRR;

Boggs to Hills Transfer

ALSX 611 Friday, 12 January, 1973
 mty for PRR;

B&T to Champion

ALSX 611 Friday, 12 January, 1973
 mtyforPRR;

Boggs to Hills Transfer

ALSX 612 Friday, 12 January, 1973
 mtyforPRR;

B&T to Champion

ALSX 612 Friday, 12 January, 1973 mtyforPRR;	Boggs to Hills Transfer
ATSF 11327 Friday, 12 January, 1973 load for McKesson; 50'-6" box, 8' door, 4873 cf, 100,000 lb, DF Loaders	Montour Junction to McKesson
CN 480236 Friday, 12 January, 1973 load for Brookside; 40' -6" Box; 6' Door; 3770 CF; 95,000 lbs	Montour Junction to Champion
CN 480236 Friday, 12 January, 1973 load for Brookside; 40' -6" Box; 6' Door; 3770 CF; 95,000 lbs	Boggs to Thompsonville Siding
GATX 77016 Friday, 12 January, 1973 load for Muse;	Library to Muse Jet.
MP 256795 Friday, 12 January, 1973 mtybox;	Lotus Siding to P&LE
MP 256795 Friday, 12 January, 1973 mty for P&LE;	McKesson to Lotus Siding
P&LE 40472 Friday, 12 January, 1973 load of scrap for PRR, weigh enroute; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor	B&T to Lotus Siding
P&LE 40610 Friday, 12 January, 1973 load scrap, weigh Montour Jct.; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor	Lotus Siding to Montour Junction
P&LE 69091 Friday, 12 January, 1973 coal for Union; 40' -8" HT hopper; 2700 cf; 140,000 lb	Montour Junction to Champion
PC 576489 Friday, 12 January, 1973 loaded gondola for PRR; 52'-6" fixed end gondola; 1995 cf; 195,000 lb; steel floor, corrugated sides, G43a	Richylin Machinery to Champion
PC 576489 Friday, 12 January, 1973 loaded gondola for PRR; 52'-6" fixed end gondola; 1995 cf; 195,000 lb; steel floor, corrugated sides, G43a	Boggs to Hills Transfer
PRR 40472 Friday, 12 January, 1973 load scrap, weigh Montour Jct.;	Lotus Siding to Montour Junction
PRR 601427 Friday, 12 January, 1973 mty box; 40'-6" box, 7' door, 3898 cf, 110,000, X43b	Lotus Siding to P&LE
PRR 601427 Friday, 12 January, 1973 mty box for P&LE; 40'-6" box, 7' door, 3898 cf, 110,000, X43b	Nelson Industrial to Lotus Siding
PRR 668520 Friday, 12 January, 1973 mty; 39'-10" HT hopper (H39); 2603 cf; 140,000 lb	Montour #4 to Champion
UP 163903 Friday, 12 January, 1973 load for Brookside; 50' -6" staggered door box; 15'-2" door, 7'-2" aux. door; 5053 cf; 100,000lb	Montour Junction to Champion
UP 163903 Friday, 12 January, 1973 load for Brookside; 50'-6" staggered door box; 15'-2" door, 7'-2" aux. door; 5053 cf; 100,000lb	Boggs to Thompsonville Siding
WSLX 4015 Friday, 12 January, 1973 mtyfor N&W;	B&T to Champion
WSLX 4015 Friday, 12 January, 1973 mtyforN&W;	Boggs to Thompsonville Siding
WSLX 7442 Friday, 12 January, 1973 mty for PRR;	B&T to Champion
WSLX 7442 Friday, 12 January, 1973 mty for PRR;	Boggs to Thompsonville Siding

WSLX 7741 Friday, 12 January, 1973
mtyforPRR;

B&T to Champion

WSLX 7741 Friday, 12 January, 1973
mty for PRR;

Boggs to Hills Transfer

WSLX 72180 Friday, 12 January, 1973
mty forN&W;

B&T to Champion

WSLX 72180 Friday, 12 January, 1973
mty for N&W;

Boggs to Thompsonville Siding

Saturday January 13, 1973 - Montour Movements

Today sees 3 crews being called to work the mines and perform switching at Brookside and Coverdale.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
1/13/1973	76-78-82	5:00			29	25	19	18
	80-75-83-77	8:00			20	13		
	80-75-83-77	8:00			-4		44	35
	74-79	8:30						
Daily Totals			0	0	45	44	19	21

Coal shipments for the day: 33 coal to PCo and 11 coal to P&LE.

Date	Eastbound Train	C.O.D.	Union	B&O	PCo.	Westbound Train	C.O.D.	P&LE
1/13/1973	74-79	8:30			33	79-74	10:00	11
Daily Totals			0	0	33			11

The 80-75-83-77 crew (Ceyrolles) picked up the 76-78-82 and caboos (Desko) from Champion and took them to MTR Jct.

CN 480236 Saturday, 13 January, 1973
load for Brookside; 40' -6" Box; 6' Door; 3770 CF; 95,000 lbs

Thompsonville Siding to Brookside Lumber

SLSF 20151 Saturday, 13 January, 1973
mty box; 40' -6" box; 9' door; 3898 cf; 110,000 lb; equipped with DF2 belt rails

Coverdale to to Champion

NP 163981 Saturday, 13 January, 1973
mty for N&W;

Brookside Lumber to Salida, NW

N&W 72242 Saturday, 13 January, 1973
load for B&T; 52'-6" drop-end gondola; 1496 cf; 140,000 lb

Salida, NW to Lotus Siding

SP 106430 Saturday, 13 January, 1973
mty for N&W; 40' -6" box; 7' door; 3717 cf; 110,000 lb; flour loading

Brookside Lumber to Salida, NW

UP 163903 Saturday, 13 January, 1973
load for Brookside; 50' -6" staggered door box; 15'-2" door, 7'-2" aux. door; 5053 cf; 100,000 lb

Thompsonville Siding to Brookside Lumber

WSLX 4015 Saturday, 13 January, 1973
mtyfor N&W;

Thompsonville Siding to Salida, NW

WSLX 72180 Saturday, 13 January, 1973
mtyfor N&W;

Thompsonville Siding to Salida, NW

Notes relating to train movements/these posting

I have also attached scans of the page from the East and West Movement book pages for this day.

[01 12 73 movement books.pdf](#)

Page 10 - Handwriting (top to bottom).

(Desko; Blumling; Ceyrolles entries) - Train Dispatcher Bill Gregory

(Jones & E. Bearman) - Train Dispatcher Rich Kalan.

Train Dispatcher Paul Luttenauer had poor penmanship.

Paul was a good guy to work with but when you followed

him Train Dispatching, you had to thoroughly review his

train orders as some of them were real hard to read.

Monday January 15, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse and B&T.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4				Montour #10			
			MTY's	Loads	MTY's	Loads	MTY's	Loads	MTY's	Loads		
1/15/1973	75-79-77	1:00			17	11						
	76-74-81	4:30			50	44	35	27				
	80-83-73	9:00	19	14								
	75-79-77	12:00			10	9	34	27				
	74-81-78-82	16:30			62	57	46	38				
	80-83-73	20:00			34	25						
	76-79-77	23:30					12	12	30	20	22	22
Daily Totals			19	34	139	127	30	22				

Coal shipments for the day: 44 coal to Union (19 from Champion, 16 from Jewell, 9 from Salida) and 52 coal to PCo

D&RGW 63233 Monday, 15 January, 1973

Muse to Muse Jet.

mt; 50'-6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrm

GATX 77016 Monday, 15 January, 1973

Muse Jet. to Muse

load;

GATX 88953 Monday, 15 January, 1973

Muse to Muse Jet.

mt;

M 9184 Monday, 15 January, 1973

Cliff Mine Siding to P&LE

coal; 34' hopper, 2145 cf, 110,000 lb

N&W 72242 Monday, 15 January, 1973

Lotus Siding to B&T

load for B&T; 52' -6" drop-end gondola; 1496 cf; 140,000 lb

P&LE 40610 Monday, 15 January, 1973

Montour Junction to P&LE

scrap; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor

WSLX 4014 Monday, 15 January, 1973

Champion to Mifflin, URR

mt; for Union;

Notes relating to train movements/these posting

There are several movements to URR in the winter of 1973

I have attached the East movements for 01/15/73 and 01/13/73 (01/14/73 was a Sunday and no movements were recorded). The 01/12/73 movements were provided with the previous 01/12/73 e-mail.

One thing I have learned in going through all of this data is that many movements were never recorded, and the URR coal movement from Champion is another such incident of a movement not being recorded. I suspect that the 01/13/73 extra 80/75/83/77 crew (Ceyrolles) took the 25 URR coal from Champion to Jewell (16) and Salida (9) on Saturday as the 4 unit consist was over rated for the 20 MTYs to #4 and the handful of loads/MTYs taken to Brookside and Salida.

If you find the photo of the tank car and I can get the reporting marks, I should be able to tell you the date.
Gregg

12 EAST JAN 15 1973 EAST

Extra 75-79-77 East Deiko CO.D 100a
 Champion 19 Coal union (62-70)
 1 mty union WSHR 4014
 Jewell 16 coal union (-70)
 Salida 9 coal union (-70)

Extra 76-74-81 East Ceyrolles CO.D 430a
 MK Jct. 1 mty flat to T-Ville for CO use loading
 Champion 50 mty (44-70) to Hilltop -

Extra 80-83-73 East M. Blomberg CO.D 900 AM
 Nelson 1 R.D. Mich.
 Kates 16 d. B.T. NW. 7224
 Champ 19 mty (44-70) To Westland
 15 P.R.A. coal } 70 industrial Red Mt. Wagon ✓
 10 P.R.A. mty } Road P.R.A. Sully ✓

Extra 74-87-78-82 East Jones CO.D 4:30 P. 1405
 Champion 37 Coal to Mifflin (36-70)
 Hilltop 62 Mty (57-70) to No 4

Extra 76-79-77 East McCartney CO.D. 11:30 P.
 Boyer 30 (20-70) mty to #10.

EAST JAN 13 1973 EAST 11

Extra 76-78-82 East Deiko CO.D 500 a.m.
 Champion 10 Coal B to - off last flat
 48 mty (83-70) < 19 (18-70) to No 4 53.37
 (25-70) to No 4 53.37

Extra 80-75-83-77 East Ceyrolles CO.D 9:00 a.m.
 Champion 20 mty (13-70) To No 4.

Thompsonville 2 R.D. Brookside 47.127903 - C.R. 48023
 2 mty for NW. Salida NSTR WSHR 72120. 4015
 Brookside 2 mty for NW. Salida 5 P 106430. M. 147911

Extra 74-79. East W. Wright CO.D. 1:00 P.m.
 Champion 33 Coal P. R. R. in Donald. 33-70 ind end 702 mty
 Brookside

I have 2 rough photos from (1973 ?) showing coal for Mifflin in Salida Siding. Several of the cars of coal were right across from the houses on Janet Drive. The backyards from those houses was right up against the railroad right of way. One end of the car had a sizeable amount of coal missing as if possibly someone had helped themselves. I don't think it could of been a drop door, but ??? The photos were taken with a early Instamatic camera, so they are not that great, but for me seeing coal on Salida Siding for Mifflin was a rare occasion. Also down at the West End of Salida there was a tank car for Muse that was separated from the coal.
GPS



Salida Siding

Coal set off awaiting the next Mifflin Crew.

This car is missing coal.

Perhaps, looking at it, it might of been a drop door.

Maybe Tim remembers?

I keep thinking someone was helping themselves.

We are looking East.

The N&W Mifflin Branch is on the left.

The N&W had a Salida Siding as did the Montour.

Pretty unique, behind the homes along 3 streets in Bethel Park, there was actually a area that was 4 tracks wide.

Greg, did I miss the Eastbound move of this coal ?

If possible, could you scan the page from this move for me?

I'd like to look at the coal when it was departing Champion, PLEASE.

I'm still looking for the other photo showing the tank car down at the West End of Salida Siding.

GPS

Looking at your picture, I am inclined to think it might have been a drop door problem.

I don't see anyone digging down in one end of a car to pick coal when it would be so much easier to skim off the top of the load across the entire car....

I wouldn't want to climb down into a car to shovel coal and risk the load caving in on me.

I would bet that people were skimming coal off the hoppers when they could - maybe more prevalent in the 40's & 50's when everyone was using coal furnaces..... By the 60's & 70's gas was replacing coal for heating - thus not as much picking going on.

But - plenty of coal was picked when it was available - remember the home-made coal chute at the Muse Road bridge when a hopper went over on the embankment.

Bryan Seip

Could've been a partial load that they forgot to put back under the tipple. That sometimes happens when they are pulling from multiple tracks in the loaded yard.

Bob Ciminel

The MRR saw lots a dropped doors, most common near the mines and a few miles up the road. I remember seeing coal between the gauge at several locations

east of Library Jct. One at Brookside Lumber, one just east of Jewell switch in the cut, at least two between East Wye switch Library Jct. and Brush Run Rd Bridge.

Hoppers would travel and unload quite a bit of coal before someone would notice, if at all !

A lot of the hoppers had doors latches locked shut using wood wedges applied by the miners in the loaded yard.

Section gangs would shovel them off the main track when found.

TimS

Still looking for the slide with the tank car.

I think you have identified these images I made a very long time ago. Back then I had poor record keeping skills so the info I have on these very early scenes doesn't exist.

I'm guessing the attached image showing Montour SW-9's Eastbound arriving Salida is that of January 15, 1973 which is associated with the 1st scene showing the hopper missing coal.

Since there is coal on Salida Siding (which was unusual), the slide mounts stamped May 1973, I'm assuming this is Conductor Mike Desko heading for Mifflin Junction with coal from Jewell, Champion & this pick up at Salida.

Quite exciting for me to learn the correct date.

Remember, back in 1973 I had a Westinghouse tuneable radio that came to me for my birthday that had a side band in the VHF to listen to police calls. If you turned the tuner to the 160 MHz range, and were patient you could tune in both the Montour RR and N&W at Rook.

This was a great tool in hearing train orders as well as quickly learning the day to day operations of the both railroads, long before scanners.

GPS

Finally, the 126 Instamatic photo showing coal on Salida Siding. This was the only time I remember seeing coal on Salida Siding.

However, on a regular basis N&W's "*Belt Local*" in addition to setting off lumber for Brookside on Salida, occasionally a empty Montour hopper was on the N&W and the Local had it to deliver to the Montour.

The interchange between the Montour & N&W was on Montour's siding, so N&W power often came onto the Montour to set off for the Montour or pick up empty's off the Montour.

I watched this on many occasions.

GPS



Tuesday January 16, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse, McKesson, and B&T.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/16/1973	74-81-78-82	3:30					37	32	45	43				
	74-81-78-82	3:30					3	3						
	80-83-73	6:00	40	30	38	24								
	76-79-77	10:30					48	46	35	27				
	75-73-74-78	16:30					37	33						
	75-73-74-78	16:30							43	38				
	80-83-82	17:30	49	34	35	24								
	80-83-82	17:30	2	0										
	76-79-77	21:30					10	10	11	10	30	21	22	18
	75-73-74-78	23:59					74	69						
	75-73-74-78	23:59					-1		43					
Daily Totals			91	73			208	177			30	22		

Coal shipments for the day: 60 coal to PCo and 46 coal to P&LE.

CRR 5901 Tuesday, 16 January, 1973
 mty for P&LE; 50' -6" box, 9' door, 4853 cf, 110,000 Ib

McKesson to Lotus Siding

EL 71303 Tuesday, 16 January, 1973
 load for Brookside; 40' -6" box, 6' door, 3850 cf, 100,000lbs

Montour Junction to Champion

MP 35216 Tuesday, 16 January, 1973
 mty for P&LE; 40'-6" box, 6' door, 3898 cf, 110,000 Ib

McKesson to Lotus Siding

N&W 72242 Tuesday, 16 January, 1973
 mty for N&W; 52' -6" drop-end gondola; 1496 cf; 140,000 lb

B&T to Champion

NIRX 14039 Tuesday, 16 January, 1973
 load box for Muse; 50'-1" refrigerator; 10' door; 4618 cf; 140,000 lb; equipped with fork lift truck pallets, skids or platforms

Hills Transfer to Muse Jet.

P&LE 40472 Tuesday, 16 January, 1973
 load scrap for peo McDonald; 52' -6" drop end gondola; 1760 cf; 140,000 lb; wood floor

Montour Junction to Champion

PRR 45244 Tuesday, 16 January, 1973
 mty;

Montour #4 to Champion

uscx 244 Tuesday, 16 January, 1973
 mty for Union;

B&T to Champion

Wednesday January 17, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching for McKesson (car dropped at Lotus siding).
 Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/17/1973	80-83-82	3:30							35	31				
	77-79-76	8:30	34	27	37	26								
	75-73-74-78	11:00					16	15						
							31	23						
	75-73-74-78	11:00					-2		44	41				
	80-83-81	14:00					39	30	44	36				
	77-79-76	20:30					12	9			28	21	23	15
	80-83-81	22:30	12	11	36	26								
	75-73-74-78	23:59					25	21						
Daily Totals			46		73		121		123		28		23	

Coal shipments for the day: **125** coal to PCo and 17 coal to P&LE.

EL 68690 Wednesday, 17 January, 1973

Montour Junction to Lotus Siding

load for McKesson; 50' -6" box; 16' door; 4940 cf; 147,000; 9 belt DF loaders, all purpose commodity side 9' sliding and 7' plug doors

Thursday January 18, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching for B&T, McKesson, and Muse. Refurbished cars for B&O (ARMCO), N&W (WSLX), and PCo. (ALSX) were moved from B&T.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/18/1973	76-79-77	7:00					8	0					25	15
	76-79-77	7:00					19	0						
	80-83-81-82	10:10					48	42						
	80-83-81-82	10:10					-1		47	33				
	75-73-74-78	11:00							47	35				
	77-79-76	18:30					40	28	45	29				
	80-83-81-82	21:30	57	32	48	35								
	77-79-76	23:00									17	13		
	77-79-76	23:00					16	15			18	0	19	18
Daily Totals			57		48		130		139		35		44	

The 18 (0 70 tonners) MTYs placed at #10 were all MTR hoppers picked up at Snowden.

Coal shipments for the day: 18 coal to B&O and 63 coal to PCo.

ALSX 613 Thursday, 18 January, 1973
 mtyforPRR;

B&T to Boggs

ARMCO 2789 Thursday, 18 January, 1973
 mty for B&O;

B&T to Boggs

ARMCO 2789 Thursday, 18 January, 1973
 mtyforB&O;

#4 Boggs to Snowden, B&O

ARMCO 2790 Thursday, 18 January, 1973
 mtyforB&O;

B&T to Boggs

ARMCO 2790 Thursday, 18 January, 1973
 mtyforB&O;

#4 Boggs to Snowden, B&O

ATSF 11327 Thursday, 18 January, 1973
 mty for PRR; 50'-6" box, 8' door, 4873 cf, 100,000lb, DF Loaders

McKesson to Boggs

B&M 121 Thursday, 18 January, 1973
 load for McKesson; 52'-5" insulated box; 16' door; 5100cf; Dual Air Pak and Hydracushion underframe; 52 fork pallets, 135,000lbs

Montour Junction to McKesson

CN 486133 Thursday, 18 January, 1973
 load for Brookside; 40' -6" Box; 6' Door; 3712 CF; 95,000 lbs

Snowden, B&O to Library Junction

EL 68690 Thursday, 18 January, 1973
 load for McKesson; 50' -6" box; 16' door; 4940 cf; 147,000; 9 belt DF loaders, all purpose commodity side 9' sliding and 7' plug doors

Scott Siding to McKesson

GA TX 77046 Thursday, 18 January, 1973
 load;

Hills Transfer to Muse Jet.

WCHX 10020 Thursday, 18 January, 1973
 load; 100,000Ibtank, TM; 11,000 gal.; ICC111AIOO-W-1

Hills Transfer to Muse Jet.

WSLX 4016 Thursday, 18 January, 1973
 mty for N&W;

B&T to Boggs

WSLX 7139 Thursday, 18 January, 1973
 mty for N&W;

B&T to Boggs

Friday January 19, 1973 - Montour Movements

Today sees 5 crews being called to work the mines and perform switching for Brookside and Muse.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10					
			MTY's	Loads	MTY's	Loads	MTY's	Loads				
1/19/1973	75-73-74-78	5:30					48	32				
	80-81-82	10:00					38	35	5			
	83-80-81-82	17:00					39	39	42	37		
	77-79-76	21:30									5	5
	77-79-76	21:30									32	20
	75-73-74-78	23:00	51	37	43	30						
Daily Totals			51	43	77	95	37	0				

Coal shipments for the day: 12 coal to B&O, 27 coal to Union, **146**coal to PCo, and 14 coal to P&LE.

CN 480236 Friday, 19 January, 1973
 load for Brookside; 40' -6" Box; 6' Door; 3770 CF; 95,000 lbs

Library Junction to Brookside Lumber

D&RGW 63233 Friday, 19 January, 1973
 mty for PCo; 50'-6" box; 15' door (1- 8' centered sliding, I- T plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrm

Muse Jet. to Hills Transfer

EL 71303 Friday, 19 January, 1973
 load for Brookside; 40' -6" box, 6' door, 3850 cf, 100,000lbs

Boggs to Brookside Lumber

GATX 77046 Friday, 19 January, 1973
 load;

Muse Jet to Muse

GATX 88953 Friday, 19 January, 1973 mty for N&W;	Muse Jet. to Salida, NW
GM&O 240030 Friday, 19 January, 1973 mty;	Nelson Industrial to Champion
MP 5250 Friday, 19 January, 1973 load for Brookside; 52' -6" fixed end gondola, 1856 cf, 154,000 lb, flat bottom	Hills Transfer to Brookside Lumber
N&W 72242 Friday, 19 January, 1973 mty gondola for N&W; 52' -6" drop-end gondola; 1496 cf; 140,000 lb	Champion to Salida, NW
NIRX 14039 Friday, 19 January, 1973 load box for Muse; 50'-1" refrigerator; 10' door; 4618 cf; 140,000 lb; equipped with fork lift truck pallets, skids or platforms	Muse Jet. To Muse
PRR 24816 Friday, 19 January, 1973 load for Brookside; 40'-6" box, 8' door, 3898 cf, 100,000 lb	Hills Transfer to Brookside Lumber
WCHX 10020 Friday, 19 January, 1973 load; 100,000 lb tank, TM; 11,000 gal.; ICCIIAIOO-W-1	Muse Jet. To Muse
WSCX 244 Friday, 19 January, 1973 mty for Union;	Champion to Mifflin, URR
WSLX 4016 Friday, 19 January, 1973 mtyforN&W;	Boggs to Salida, NW
WSLX 7139 Friday, 19 January, 1973 mty for N&W;	Boggs to Salida, NW

Saturday January 20, 1973 - Montour Movements

Today sees 2 crews being called to work the mines and perform switching at Brookside.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10		
			MTY's	Loads	MTY's	Loads	MTY's	Loads	
1/20/1973	75-73-74-78	3:30			9	9			
	75-73-74-78	3:30			-3		31	30	
	75-73-74-78	3:30					28	27	
	77-79-76	8:00						23	12
	77-79-76	8:00						24	10
Daily Totals			0	0	6	59	0	47	

Coal shipments for the day: none.

CN 480236 Saturday, 20 January, 1973 mty; 40' -6" Box; 6' Door; 3770 CF; 95,000 lbs	Brookside Lumber to Champion
UP 163903 Saturday, 20 January, 1973 mty; 50'-6" staggered door box; 15'-2" door, 7'-2" aux. dooq 5053 cf; 100,000lb	Brookside Lumber to Champion
PRR 225079 Saturday, 20 January, 1973 mty; bad doors; 44' -11" hopper, 3418 cf, 200,000 lb, H43a	Montour #4 to Champion
PRR 230361 Saturday, 20 January, 1973 mty; dirty; 44'-11" hopper, 3418 cf, 200,000 lb, H43c	Montour #4 to Champion
PRR 271932 Saturday, 20 January, 1973 mty; hole in side; 40' -9" HT hopper (H37a); 2567 cf; 154,000 lb	Montour #4 to Champion

Monday January 22, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at McKesson, Wickes, and Muse. The GN box car (36746) is a load for Hawk Door (Brightwood) and does not get spotted until Monday 1/29/73. The GATX tank car (75537) is a load for Dow Chemical and will be spotted in Imperial on Thursday 1/25/73.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/22/1973	77-79-76	1:00												
	83-74-81-82	4:30					54	47						
	83-74-81-82	4:30					-2		41	38				
	75-73-78	7:00	5	0										
	75-73-78	7:00	12	10										
	80-79-76	12:30					65	56						
	80-79-76	12:30					-1		34	29				
	77	16:30												
	83-74-81-82	18:30					26	20						
	83-74-81-82	18:30					-1		43	42				
	75-73-78	21:00					15	13			34	17		
	80-79-76	21:00											22	18
	75-73-78	23:30	48	32	36	26								
Daily Totals			65		36		156		118		34		22	

Coal shipments for the day: 70 coal to P&LE. The 77 crew (McCartney) took 28 coal to P&LE.

D&RGW 63233 Monday, 22 January, 1973

load box; #2 door; 50'-6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrm

Muse Jct. to Muse

EL 68690 Monday, 22 January, 1973

mt; 50' -6" box; 16' door; 4940 cf; 147,000; 9 belt DF loaders, all purpose commodity side 9' sliding and 7' plug doors

Nelson Industrial to Montour Junction

GATX 72046 Monday, 22 January, 1973

load tank; #1 spot;

Muse Jet. to Muse

GATX 75537 Monday, 22 January, 1973

load for Imperial;

Hills Transfer to Champion

GN 36746 Monday, 22 January, 1973

load for Hawk Door; 50' -6" box, I4' -1" doors, 4928 cf, 110,000 lb, It wt 25k

Montour Junction to Champion

MP 255382 Monday, 22 January, 1973

load; 50' -6" box; 9' door; 4878 cf; 110,000 lb; DF loaders

Scott Siding to McKesson

MP 255382 Monday, 22 January, 1973

load for McKesson; 50'-6" box; 9' door; 4878 cf; 110,000 lb; DF loaders

Montour Junction to Scott Siding

N&W 42721 Monday, 22 January, 1973

load; 40'-6" box; 8' door; 3877 cf; 100,000 lb

Lotus Siding to Wickes Furniture

N&W 42721 Monday, 22 January, 1973

load for Wickes; 40'-6" box; 8' door; 3877 cf; 100,000 lb

Montour Junction to Lotus Siding

T&P 252299 Monday, 22 January, 1973

load; 50' -6" plug door box; 10'-6" door; 4710 cf; 152,000 lb; cushion underframe; load dividers

Scott Siding to McKesson

T&P 252299 Monday, 22 January, 1973

load for McKesson; 50'-6" plug door box; 10'-6" door; 4710 cf; 152,000 lb; cushion underframe; load dividers

Montour Junction to Scott Siding

WCHX 10020 Monday, 22 January, 1973

load tank; #2 spot; 100,000 lb tank, TM; 11,000 gal.; ICC111A100-W-1

Muse Jet. to Muse

Notes relating to train movements/these posting

At the end of the month, I will provide the monthly total of green coal and MTYs moved, along with an annual total at the end of the year.

We have already seen some industries receiving cars that we have not discussed previously (Dow, Hawk Door, and Duquesne Statuary) and there are a few more interesting loads coming in the next 11-1/2 months of data. Pretty interesting the wide variety of freight car types and reporting marks that traveled on the MTR rails during 1973. As we get deeper into the year, I have some green coal bills and derailment reports to go along with the movements for a few days that will enlighten some more
Greg Corcoran

Tuesday January 23, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Morris Mine. Although it is not noted in the movement books, it appears that there was a previous derailment that resulted in a car body needing to be set onto P&LE flat car 1140.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/23/1973	83-74-81-82	5:30					7	6						
	83-74-81-82	5:30					-1		46	40				
	77	5:30												
	80-79-76	7:30					42	31						
	1238	10:00												
	83-74-81-82	11:00					45	35	46	35				
	75-73-78	14:55	44	38	37	24								
	77-80-76	19:30												
	83-74-81-82	22:00							33	30				
	83-74-81-82	22:00					65	54	47	33				
Daily Totals			44		37		158		172		0		0	

Coal shipments for the day:40 coal to PCo and 44 coal to P&LE. The 77 crew (Desko) took 21 coal to P&LE and the 1238 crew (Ferris) took 23 coal to P&LE.

77-80-76 crew (McCartney) derailed 12 cars at McMurray.

B&M 121 Tuesday, 23 January, 1973 Lotus Siding to Champion
mty box for P&LE; 52' -5" insulated box; 16' door; 5100cf; Dual Air Pak and Hydracushion underframe; 52 fork pallets, 135,000lbs

M 8145 Tuesday, 23 January, 1973 Morris Mine to Champion
coal; 34' hopper, 2081 cf, 110,000 lb

P&LE 1140 Tuesday, 23 January, 1973 Morris Mine to Champion
load flat (car body); 53' -6" flat; 140,000 lb 53' -6" flat; 140,000 lb

PRR 226308 Tuesday, 23 January, 1973 Montour #4 to Champion
mty; 44'-11" hopper, 3418 cf, 200,000 lb, H43a

PRR 227974 Tuesday, 23 January, 1973 Morris Mine to Champion
coal; 44'-11" hopper, 3418 cf, 200,000lb, H43b

SP 570021 Tuesday, 23 January, 1973 Montour Junction to Champion
load for Brookside; 53' -6" flat; 154,000 lb

Wednesday January 24, 1973 - Montour Movements

Today sees 7 crews being called to work the mines. No non-coal freight car movements today.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/24/1973	74-73-78	2:00	25	13	24	21								
	74-73-78	2:00			34	20								
	76-80-77	6:20					31	23						
	76-80-77	6:20					31	28						
	73-74-81-83	10:00					47	46						
	73-74-81-83	10:00					-1		44	35				
	75-73-78	13:00							46	37	32	29		
	84	17:00												
	76-80-77	17:20											15	9
	75-73-78	22:00	60	44	37	25								
Daily Totals			85		95		108	90	32	15				

Coal shipments for the day: 109 coal to PCo and 66 coal to P&LE. The 84 crew (Lawrence) took 25 coal to P&LE.

Thursday January 25, 1973 - Montour Movements

Today sees 9 crews being called to work the mines and perform switching at Imperial, B&T, McKesson, and Wickes. More B&T refurbished cars shipped out today for B&O (ARMCO), N&W (WSCX), PCo (ALSX and EDSD), and P&LE (WPSX).

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/25/1973	74-83-81-82	0:30					44	41						
	74-83-81-82	0:30					-3		45	42				
	76-80-77	4:30											16	9
	84	6:30												
	75-73-78	9:00					36	31	33	32				
	1238	10:00												
	82-81-83-74	12:30					13	12	46	41				
	82-81-83-74	12:30					29	22						
	79-76-77	16:30					38	32						
	79-76-77	16:30					-2		44	40				
	75-73-78	19:30									18	0		
											27	21	19	15
	75-73-78	19:30									-2		18	17
	79-76-77	20:00	48	37	35	28								
Daily Totals			48		35		155	168	43	53				

Coal shipments for the day: 48 coal to PCo and 10 coal to P&LE. The 1238 crew (Ferris) took 10 coal to P&LE.

ALSX 614 Thursday, 25 January, 1973
mty for PCo;

B&T to #4 Boggs

ARMCO 2791 Thursday, 25 January, 1973
mtyfor B&O;

B&T to #4 Boggs

CN 519480 Thursday, 25 January, 1973
load for Brookside; 40' -6" Box; 6' Door; 3900 CF; 130,000 Ibs

Snowden, B&O to Library Junction

EDSD 243 Thursday, 25 January, 1973
mty for PCo;

B&T to #4 Boggs

GATX 75537 Thursday, 25 January, 1973
load for Dow Chemical;

Champion to Imperial

N&W 42721 Thursday, 25 January, 1973
 mty; 40'-6" box; 8' door; 3877 cf; 100,000 lb

Wickes Furniture to P&LE

NYC 48088 Thursday, 25 January, 1973
 load; 50'-6" box; 10'-6" door; 4929 cf; 140,000 lb; plug doors; cushioned underframe

Champion to McKesson

P&LE 13717 Thursday, 25 January, 1973
 load scrap for P&LE; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor

B&T to #4 Boggs

PRR 600658 Thursday, 25 January, 1973
 load; 40'-6" box, 7' door, 3898 cf, 110,000, X43b

Champion to Wickes Furniture

WPS 1739 Thursday, 25 January, 1973
 mty for P&LE;

B&T to #4 Boggs

WSLX 4017 Thursday, 25 January, 1973
 mty for N&W;

B&T to #4 Boggs

Friday January 26, 1973 - Montour Movements

Today sees 7 crews being called to work the mines. Notes indicate that 2 loaded cars (from wreck) were moved from Morris, but no reporting marks are noted. No switch list today.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10					
			MTY's		Loads		MTY's		Loads		MTY's		Loads			
1/26/1973	74-83-81-82	3:30					9	9								
	75-73-78	6:00					64	48	35	30						
	79-78-77	7:30	13	11	35	27										
	74-83-81-82	14:30					47	43	46	36						
	74-83-81-82	15:30							47	34						
	75-84-78	18:30	45	36	31	23										
	79-76-77	21:00													20	8
	79-76-77	21:00														
Daily Totals			58	66	120	128	37	30	18	9	37	30	18	9		

Coal shipments for the day: 84 coal to PCo.

Saturday January 27, 1973 - Montour Movements

Today sees 3 crews being called to work the mines and perform minor switching.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10					
			MTY's		Loads		MTY's		Loads		MTY's		Loads			
1/27/1973	74-83-81-82	1:30							45	37						
	75-78-84	6:00					41	34	7	7						
	79-76-77	8:30														
Daily Totals			0	0	41	52	0	0			0	0				

Coal shipments for the day: 31 coal to PCo and 17 coal to P&LE.

The 75/78/84 crew (Ceyrolles) went all the way out to Library Jct. to bring out 29 coal and filled out at #4 with 7 coal. PRR 665998 had a bad carrying iron and was set out at Southview.

The 79/76/77 crew (Jones) brought 38 loads from Thompsonville to Cowden, went back to get another 33 loads from Thompsonville and filled out his train with 8 coal from Cowden.

GN 36746 Saturday, 27 January, 1973
load for Hawk Door; 50'-6" box, 14'-1" doors, 4928 cf, 110,000 lb, It wt 25k

Champion to Library Junction

PRR 665998 Saturday, 27 January, 1973
coal, bad carrying iron; 39'-10" HT hopper (H39); 2603 cf; 140,000 Ib

Montour #4 to Southview, NW

SP 570021 Saturday, 27 January, 1973
load for Brookside; 53' -6" flat; 154,000 lb

Champion to Library Junction

Monday January 29, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at B&T, Brookside, and Aloe. B&T shipped RTRY Caboose number 16, destined for the B&O interchange at Snowden. Brookside cars included a 40'-6" NKP box car. Aloe recieved a flat car (likely another earthmoving equipment load). The "slow koal car" is likely a destroy hopper car that has a speed restriction and is destined to B&T for re-purposing.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10				
			MTY's		Loads		MTY's		Loads		MTY's		Loads		
1/29/1973	76-75-78	3:00													
	79-83-81-82	4:30					60	38	47	38					
	74-73-77	8:00	29	21	16	12									
	76-75-78	13:10					30	6	29	18					
	79-83-81-82	16:00					62	55							
	79-83-81-82	16:00					-1		52	22					
	74-73-77	20:30									34	24	20	18	
	74-73-77	20:30											16	10	
	76-75-78	22:50	31	21	37	25									
Daily Totals			60		53		151		128		34		36		

Coal shipments for the day: 49 coal to URR (22 Champ, 21 Jewell, 6 Salida) and 74 coal to PCo.

The **76/75/78 crew (Desko COD 03:00)** delivered coal to URR as well as loads for Brookside and Brightwood, and MTYs to Salida (some to be picked up by the returning west bound crew).

The **76/75/78 crew (French COD 13:10)** relieved Desko at Mifflin. Crew picked up 2 gondolas loaded with steel for B&T, 1 "slow koal car" (DFW 209), and a box car load of feed for Agway (DL&W 55638) from URR in Mifflin. Crew picked up 1 loaded box car for McKesson, 1 loaded tank for Muse, and 1 gondola loaded with axles for B&T from Salida. Crew worked Brookside, Library Jct (drop B&O MTY from Brookside), Hills Transfer, and #4.

The **76/75/78 crew (Wright COD 22:50)** relieved French and picked up coal from Cowden then worked Westland, leaving the Westland loads at Gilmore.

ALSX 615 Monday, 29 January, 1973
mty for PRR;

B&T to Champion

ALSX 616 Monday, 29 January, 1973
mtyforPRR;

B&T to Champion

B&O 364136 Monday, 29 January, 1973
steel for B&T; 65'-2" gondola, 3223 cf, 140,000 Ib, GBS, lading straps & racks

Mifflin, URR to Champion

CN 476133 Monday, 29 January, 1973
mty for B&O; 40'-6" Box; 6' Door; 3712 CF; 95,000 Ibs

Brookside Lumber to Salida, NW

CN 476137 Monday, 29 January, 1973
mty; 40'-6" Box; 6' Door; 3712 CF; 95,000 Ibs

Brookside Lumber to Library Junction

CN 519480 Monday, 29 January, 1973
load for Brookside; 40' -6" Box; 6' Door; 3900 CF; 130,000 Ibs

Library Junction to Brookside Lumber

DFW 209 Monday, 29 January, 1973
slow Koal car;

Mifflin, URR to Champion

DL&W 55638 Monday, 29 January, 1973 load of feed for Agway; 40'-6" box, 8' door, 3891 cf, 100,000 Ib, W-section	Mifflin, URR to Champion
EL 71303 Monday, 29 January, 1973 mty; 40'-6" box, 6' door, 3850 cf, 100,000 Ibs	Brookside Lumber to Champion
EL 71303 Monday, 29 January, 1973 mty for P&LE; 40'-6" box, 6' door, 3850 cf, 100,000lbs	Brookside Lumber to Salida, NW
GATX 75671 Monday, 29 January, 1973 load for Muse;	Salida, NW to Muse Jet.
GN 36746 Monday, 29 January, 1973 load for Hawk Door; 50' -6" box, 14'-1" doors, 4928 cf, 110,000 Ib, It wt 25k	Library Junction to Hawk Door
N&W 40180 Monday, 29 January, 1973 mty gon for N&W; 40' -8" hopper; 2460 cf; 140,000 Ib	B&T to Champion
N&W 52773 Monday, 29 January, 1973 load for Wickes; 50'-6" box; 15' door; 4835 cf; 100,000 Ib; double doors	Montour Junction to Wickes Furniture
N&W 56484 Monday, 29 January, 1973 load for McKesson; 50'-7" box; 8' door; 4968 cf; 140,000 Ib; single door; 30" travel cushioned underframe	Salida, NW to Champion
N&W 97159 Monday, 29 January, 1973 steel for B&T; 64'-11" gondola; 3214 cf; 180,000 lb; fixed ends, wood floor, end of car cushioning	Mifflin, URR to Champion
N&W 97512 Monday, 29 January, 1973 load of axles for B&T; 46' -0" gondola; 1311 cf; 100,000 Ib; fixed ends; flat bottom	Salida, NW to Champion
NKP 5250 Monday, 29 January, 1973 mty for PCo., 40'-6" box, 7' door, 3900 cf, 100,000 Ib	Brookside Lumber to Salida, NW
NP 5250 Monday, 29 January, 1973 mty; 50' -6" box, 6' (14') door, 5117 cf, 154,000 lb	Brookside Lumber to Hills Transfer
P&LE 24816 Monday, 29 January, 1973 mty; 50'-9" box; 10' door; 4893 cf; 110,000 Ib	Brookside Lumber to Champion
P&LE 24816 Monday, 29 January, 1973 mty for PCo. 50' -9" box; 10' door; 4893 cf; 110,000 Ib	Brookside Lumber to Salida, NW
PRR 227696 Monday, 29 January, 1973 mty, dirty; 44'-11" hopper, 3418 cf, 200,000 Ib, H43b	Montour #4 to Champion
PRR 269261 Monday, 29 January, 1973 mty for PRR; 40' -9" HT hopper (H36); 2567 cf; 154,000 Ib	Montour Junction to Lotus Siding
PRR 475682 Monday, 29 January, 1973 load for Aloe; 49'-3" Flat; 455 sf; 140,000	Montour Junction to Boggs
RTRY 16 Monday, 29 January, 1973 mty caboose for B&O;	B&T to Champion
SP 570021 Monday, 29 January, 1973 load for Brookside; 53' -6" flat; 154,000 Ib	Library Junction to Brookside Lumber
WPS 1740 Monday, 29 January, 1973 mty for P&LE;	B&T to Champion

Tuesday January 30, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at B&T, Imperial, McKesson, Muse, and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/30/1973	79-83-81-82	3:00					16	15	48	35				
	74-73-77	7:00												
	76-75-78	10:00					28	27	33	31				
	84	12:30												
	79-83-81-82	16:30					34	32	45	43				
	74-73-77	20:00	57	47	31	24								
	74-73-77	20:00			31	23								
	76-75-78	21:30									16	0		
	76-75-78	21:30					25	23	17	16	17	0	17	1
Daily Totals			57		62		103		143		33		17	

Coal shipments for the day: 30 coal to PCo and 59 coal to P&LE.

The 84 crew (French COD 12:30) did the local switching between Montour Jct. and Champion.

The 74/73/77 crew (Ceyrolles COD 07:00) brought 36 loads from Thompsonville and filled out at Cowden with another 7 loads. Crew also worked Muse.

ALSX 615 Tuesday, 30 January, 1973
mtyforPRR;

Lotus Siding to Champion

ALSX 616 Tuesday, 30 January, 1973
mtyforPRR;

Lotus Siding to Champion

ATSF 12366 Tuesday, 30 January, 1973
mty for Muse; 50'-6" box, 8' door, 4868 cf, 100,000 lb, shock control, SL Loaders, Nailable Steel Floor

Hills Transfer to Muse Jet

B&O 364136 Tuesday, 30 January, 1973
load; 65'-2" gondola, 3223 cf, 140,000lb, GBS, lading straps & racks

Champion to B&T

DFW 209 Tuesday, 30 January, 1973
load;

Champion to B&T

DL&W 55638 Tuesday, 30 January, 1973
load of feed for Agway; 40' -6" box, 8' door, 3891 cf, 100,000 lb, W-section

Champion to Imperial

EL 71303 Tuesday, 30 January, 1973
mty; 40'-6" box, 6' door, 3850 cf, 100,000 lbs

Champion to P&LE

GATX 75532 Tuesday, 30 January, 1973
mtyforPRR;

Imperial to Champion

GATX 75671 Tuesday, 30 January, 1973
load for Muse;

Muse Jet. to Muse

GATX 77046 Tuesday, 30 January, 1973
mty;

Muse to Hills Transfer

GATX 77046 Tuesday, 30 January, 1973
mty for PRR;

Muse Jet. to Hills Transfer

GA TX 80193 Tuesday, 30 January, 1973
load for Muse; 100,000 lb tank; AAR mech. designation TM

Hills Transfer to Muse Jet.

MP 255382 Tuesday, 30 January, 1973
mty; 50'-6" box; 9' door; 4878 cf; 110,000 lb; DF loaders

Lotus *Siding* to P&LE

MP 255382 Tuesday, 30 January, 1973 mty for P&LE; 50'-6" box; 9' door; 4878 cf; 110,000 lb; DF loaders	McKesson to Lotus Siding
N&W 40180 Tuesday, 30 January, 1973 mty for N&W; 40'-8" hopper; 2460 cf; 140,000 lb	Lotus <i>Siding</i> to Champion
N&W 56484 Tuesday, 30 January, 1973 load for McKesson; 50'-7" box; 8' door; 4968 cf; 140,000 lb; single door; 30" travel cushioned underframe	Champion to McKesson
N&W 97159 Tuesday, 30 January, 1973 load; 64'-11" gondola; 3214 cf; 180,000 lb; fixed ends, wood floor, end of car cushioning	Champion to B&T
N&W 97512 Tuesday, 30 January, 1973 load; 46'-0" gondola; 1311 cf; 100,000 lb; fixed ends; flat bottom	Champion to B&T
NIRX 14039 Tuesday, 30 January, 1973 mty; 50'-1" refrigerator; 10' door; 4618 cf; 140,000 lb; equipped with fork lift truck pallets, skids or platforms	Muse to Hills Transfer
NIRX 14039 Tuesday, 30 January, 1973 mty for PRR; 50' -1" refrigerator; 10' door; 4618 cf; 140,000 lb; equipped with fork lift truck pallets, skids or platforms	Muse Jet. To Hills Transfer
NYC 48088 Tuesday, 30 January, 1973 mty for PRR; 50' -6" box; 10'-6" door; 4929 cf; 140,000 lb; plug doors; cushioned underframe	McKesson to Champion
P&LE 13717 Tuesday, 30 January, 1973 scrap, weigh Montour Jet.; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor	Champion to Montour Junction
P&LE 14326 Tuesday, 30 January, 1973 load to be weighed at Montour Jct.; 52'-6" fixed end gondola; 1745 cf; 154,000 lb; steel floor	Lotus Siding to Montour Junction
PRR 600658 Tuesday, 30 January, 1973 mty for PRR; 40' -6" box, 7' door, 3898 cf, 110,000, X43b	Wickes Furniture to Champion
RTRY 16 Tuesday, 30 January, 1973 mtyforB&O;	Lotus Siding to Champion
T&P 252299 Tuesday, 30 January, 1973 mty; 50'-6" plug door box; 10' -6" door; 4710 cf; 152,000 lb; cushion underframe; load dividers	Lotus Siding to P&LE
T&P 252299 Tuesday, 30 January, 1973 mty for P&LE; 50'-6" plug door box; 10'-6" door; 4710 cf; 152,000 lb; cushion underframe; load dividers	McKesson to Lotus Siding
WCHX 10020 Tuesday, 30 January, 1973 mty; 100,000 lb tank, TM; 11,000 gal.; ICC111A100-W-1	Muse to Hills Transfer
WCHX 10020 Tuesday, 30 January, 1973 mty for PRR; 100,000 lb tank, TM; 11,000 gal.; ICC111A100-W-1	Muse Jet. to Hills Transfer
WPS 1740 Tuesday, 30 January, 1973 mty;	Lotus Siding to P&LE

Wednesday January 31, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Muse.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
1/31/1973	79-83-81-82	5:00					26	20	46	41				
	79-83-81-82	5:00					21	11						
	74-73-77	7:00												
	76-75-78	8:30	34	27	29	27								
	74-73-78	15:00					30	26						
	79-74-73-77	15:00					-1		46	33				
	79-74-73-77	15:00					23	20						
	84-83-81	18:15					12	10			31	21	14	9
	84-83-81	18:15					21	15						
	76-75-78	20:00	17	13	22	18								
Daily Totals			51		51		132		92		31		14	
Monthly Totals			1226		1196		3043		3023		634		592	
Yearly Totals			1226		1196		3043		3023		634		592	

Coal shipments for the day: 92 coal to PCo and 11 coal to P&LE.

The 74/73/77 crew (Ceyrolles COD 07:00) brought 31 loads from Gilmore Jct. and filled out at Southview with another 15 loads.

ATSF 12366 Wednesday, 31 January, 1973

mty box for Muse; 50' -6" box, 8' door, 4868 cf, 100,000 lb, shock control, SL Loaders, Nailable Steel Floor

Muse Jet. to Muse

GATX 77016 Wednesday, 31 January, 1973

mty tank for B&O;

Muse to Muse Jet.

GATX 77016 Wednesday, 31 January, 1973

mty tank for B&O;

Muse Jet. to Library Junction

GATX 80193 Wednesday, 31 January, 1973

loaded tank for Muse; 100,000 lb tank; AAR mech. designation TM

Muse Jet. to Muse

NATX 6903 Wednesday, 31 January, 1973

mty tank for B&O; 80,000 lb tank; TMI

Muse to Muse Jet

NATX 6903 Wednesday, 31 January, 1973

mty tank for B&O; 80,000 lb tank; TMI

Muse Jet. to Library Junction

Thursday February 1, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Snowden and Library Junction.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/1/1973	79-74-73-77	2:00					44	41	47	40				
	84-83-81	5:00							36	29			18	7
	76-75-78	9:00					37	34	35	28				
	79-74-73-77	14:30					29	25	43	39				
	82-75-78	17:30	43	37	35	28								
	84-83-81	21:30					30	29			27	11		
Daily Totals			43		35		140		161		27		18	

Coal shipments for the day: 58 coal to P&LE.

The 84/83/81 crew (Bierman COD 21:30) brought 12 MTY B&O hoppers to Snowden.

CN 476137 Thursday, 1 February, 1973
 mty box; 40' -6" Box; 6' Door; 3712 CF; 95,000 Ibs

Library Junction to Snowden, B&O

GATX 77016 Thursday, 1 February, 1973
 mty tank;

Library Junction to Snowden, B&O

NATX 6903 Thursday, 1 February, 1973
 mty tank; 80,000 lb tank; 1MI

Library Junction to Snowden, B&O

RTRY 16 Thursday, 1 February, 1973
 caboose;

Champion to Snowden, B&O

Friday February 2, 1973 - Montour Movements

Today sees 6 crews being called to work the mines.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/2/1973	79-74-73-77	1:30					15	10	43	38				
	82-75-78	4:30					32	28	29	26				
	84-83-81	8:00							15	11			21	13
	76-82-75-78	14:00					51	40	45	37				
	79-74-73-77	15:30	31	28	46	39								
	84-83-81	19:30									30	24	34	25
Daily Totals			31		46		98		132		30		55	

Coal shipments for the day: 84 coal to P&LE.

PRR 180539 Friday, 2 February, 1973
 coal, rocking bad; 45' hopper, 3418 cf, 200,000 lb H43

Montour #4 to Champion

Saturday February 3, 1973 - Montour Movements

Today sees 3 crews being called to work the mines.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/3/1973	76-82-75-78	0:30					-1		29	25				
	79-74-73-77	3:00	27	25	25	21								
	84-83-81	6:50					34	30						
Daily Totals			27		25		33		29		0		0	

Coal shipments for the day: 99 coal to PCo

84-83-81 crew (Jones) took the 76-82-75-78 consist and caboose to Montour Jct.

Monday February 5, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at B&T, Wickes, Muse Jct., and Aloe. B&T shipped more refurbished rail cars to B&O (ARMCO), Pco. (WSX), and N&W (WSLX). B&T also received a destroy hopper car (N&W) for repurposing or scrapping.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/5/1973	82-83-74-81	3:30					51	39						
	82-83-74-81	3:30					-1		47	38				
	76-79-73	5:00												
	75-84-78	8:00					33	16						
	82-83-74-81	8:00							39	32				
	75-84-78	14:30	35	25	34	31								
	82-83-74-81	18:00					62	52	47	33				
	84-83-81	20:30							8	7	30	22	24	12
Daily Totals			35		34		145		141		30		24	

Coal shipments for the day: 85 coal to PCo and 29 coal to P&LE.

76-79-73 crew (Ceyrolles) took P&LE 1243 and Caboose 38 from Montour Jct to Champion.

76-79-73 crew (Ceyrolles) picked up 6 loaded hoppers from Morris for M Shop. One hopper is listed as needing to be dumped then to M Shop. No reporting marks were provided for these cars.

ARMCO 2792 Monday, 5 February, 1973
mtyfor B&O;

B&T to Champion

ARMCO 2793 Monday, 5 February, 1973
mtyforB&O;

B&T to Champion

B&O 364136 Monday, 5 February, 1973
mty for B&O; 65' -2" gondola, 3223 cf, 140,000 Ib, GBS, lading straps & racks

B&T to Champion

EL 86261 Monday, 5 February, 1973
load for Wickes; 40' -6" box, 7' door, 3830 cf, 100,000 Ibs, nailable steel floor

Montour Junction to Wickes Furniture

GA TX 77054 Monday, 5 February, 1973
load;

Hills Transfer to Muse Jet.

N&W 52773 Monday, 5 February, 1973
mty for P&LE; 50'-6" box; 15' door; 4835 cf; 100,000 Ib; double doors

Wickes Furniture to Lotus *Siding*

N&W 65431 Monday, 5 February, 1973
destroy hopper for B&T; 30'-11" HM hopper; 2054 cf; 100,000 **Ib**

Hills Transfer to McDonald *Siding*

N&W 97512 Monday, 5 February, 1973
mty for N&W; 46'-0" gondola; 1311 cf; 100,000 Ib; fixed ends; flat bottom

B&T to Champion

P&LE 40140 Monday, 5 February, 1973
load for PCo., weigh; 52' -6" drop end gondola; 1760 cf; 140,000 Ib; wood floor

B&T to Lotus *Siding*

PRR 138053 Monday, 5 February, 1973
load for Wickes; 44'-6" HT hopper (H21a, H21e, and H21g); 2547 cf; 140,000 lb

Montour Junction to Wickes Furniture

PRR 469643 Monday, 5 February, 1973
load for Aloe; 53' -6" flat, 140,000

Montour Junction to Boggs

SOU 46978 Monday, 5 February, 1973
load for Wickes; 40'-6" box; 9' door; 3712 cf; 110,000 **Ib**

Hills Transfer to McDonald *Siding*

WSLX 4019 Monday, 5 February, 1973
mty for N&W;

B&T to Champion

WSX 7302 Monday, 5 February, 1973
 mty for PCo.; 42' -6" flat, 140,000 lb

B&T to Champion

WSX 7303 Monday, 5 February, 1973
 mty for PCo.; 42' -6" flat, 140,000 lb

B&T to Champion

Tuesday February 6, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Lotus and McDonald.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/6/1973	75-84-78	2:00	46	31	37	28								
	82-83-74-81	5:00					50	38	47	30				
	76-79-73	10:30					48	45						
	76-79-73	10:30					-1		32	24				
	82-83-74-81	14:30					53	42						
	75-84-77	17:10									30	20	31	22
	76-79-73	21:30	43	32	35	27								
Daily Totals			89		72		150		79		30		31	

Coal shipments for the day: 60 coal to PCo and 13 coal to P&LE.

N&W 52773 Tuesday, 6 February, 1973
 mty box; 50'-6" box; 15' door; 4835 cf; 100,000 lb; double doors

Lotus Siding to P&LE

N&W 65431 Tuesday, 6 February, 1973
 destroy hopper for B&T; 30'-11" HM hopper; 2054 cf; 100,000 lb

McDonald Siding to Champion

P&LE 40140 Tuesday, 6 February, 1973
 mty; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor

Lotus Siding to P&LE

SOU 46978 Tuesday, 6 February, 1973
 load for Wickes; 40'-6" box; 9' door; 3712 cf; 110,000 lb

McDonald Siding to Champion

Wednesday February 7, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Muse and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/7/1973	82-83-74-81	1:15							43	40				
	75-84-77	3:30					44	32	59	20				
	76-79-73	9:15	20	15	35	24								
	82-83-74-81	12:30					46	42	47	34				
	75-84-77	15:00					40	34						
	75-84-77	15:00					-2		48	36				
	76-79-73	20:30									28	16	22	14
Daily Totals			20		35		128		197		28		22	

Coal shipments for the day: 93 coal to PCo and 20 coal to P&LE.

ATSF 12336 Wednesday, 7 February, 1973
 mty, carded dangerous; 50'-6" box, 8' door, 4868 cf, 100,000 lb, shock control, SL Loaders, Nailable Steel Floor

Muse to Muse Jet.

GATX 75671, Wednesday, 7 February, 1973
 mtyfor N&W;

Muse to Muse Jet.

GATX 74569 Wednesday, 7 February, 1973
 mty for N&W;

Muse to Muse Jet.

GATX 77054 Wednesday, 7 February, 1973
 load for Muse;

Muse Jct. to Muse

N&W 65431 Wednesday, 7 February, 1973
 destroy hopperfor B&T; 30'-11" HM hopper; 2054 cf; 100,000lb

Champion to Lotus Siding

PRR 267676 Wednesday, 7 February, 1973
 mty, dirty; 42'-5" HT hopper (H35); 2730 cf; 154,000 Ib

Montour #4 to Champion

PRR 267865 Wednesday, 7 February, 1973
 coal, broken carying iron; 42'-5" HT hopper (H35); 2730 cf; 154,000 Ib

Montour #4 to Cowden Siding

PRR 665164 Wednesday, 7 February, 1973
 mty, dirty; 39'-10" HT hopper (H39); 2603 cf; 140,000 Ib

Montour #4 to Champion

SOU 46978 Wednesday, 7 February, 1973
 load for Wickes; 40' -6" box; 9' door; 3712 cf; 110,000 Ib

Champion to Wickes Furniture

Thursday February 8, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at McKesson and B&T.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/8/1973	75-84-77	0:30	52	41	20	17								
	82-83-74-81	2:30					34	32	45	41				
	76-79-73	7:30					23	20	8	7				
	75-84-77	11:30			34	28	48	37	23	20				
	82-83-74-81	13:00					63	52						
	76-79-73	21:00					35	28	12	6	27	17	23	14
	75-84-77	23:00	63	52	29									
	82-83-74-81	23:59							46	42				
Daily Totals			115	83	203	134	27	23						

Coal shipments for the day: 64 coal to P&LE.

N&W 56484 Thursday, 8 February, 1973
 mty for N&W; 50'-7" box; 8' door; 4968 cf; 140,000 Ib; single door; 30" travel cushioned underframe

McKesson to Champion

N&W 65431 Thursday, 8 February, 1973
 destroy hopper for B&T; 30' -11" HM hopper; 2054 cf; 100,000 lb

Lotus Siding to B&T

NIRX 42154 Thursday, 8 February, 1973
 mty for P&LE; 50'-1" refrigerator; 10' door; 4604 cf; 140,000 lb equipped with Evans type loading devices

McKesson to Lotus Siding

P&LE 40140 Thursday, 8 February, 1973
 load scrap for P&LE; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor

Montour Junction to Champion

RI 35183 Thursday, 8 February, 1973
 load for McKesson; 50' -6" box; 10'-6" door; 4650 cf; 150,000 Ib; cushioned underframe; plug doors; DFB load dividers

Montour Junction to McKesson

SOU 502925 Thursday, 8 February, 1973
 load for Wickes; 40' -6" box; 8' door; 3836 cf; 110,000 Ib

Montour Junction to Lotus Siding

SSW 27511 Thursday, 8 February, 1973
 load for McKesson; 50' -1" refrigerator; 10' door; 4610 cf; 136,000 lb; insulated; steel; hydra-cushioned underframe; plug doors; fork lift truck pallets

Montour Junction LO McKesson

UP 112483 Thursday, 8 February, 1973
 load for Brookside; 40'-6" plug door box; 14' door; 3902 cf; 110,000 lb; side wall lading anchors

Montour Junction to Champion

Friday February 9, 1973 - Montour Movements

Today sees 4 crews being called to work the mines and perform switching at Muse Jct and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10					
			MTY's	Loads	MTY's	Loads	MTY's	Loads				
2/9/1973	82-83-74-81	7:30			22	20	45	37				
	75-84-77	10:30		36	27	25	18		27	24	40	24
	76-79-73-78	12:30				56	49					
	82-83-74-81	23:59						48	38			
Daily Totals			0	36	103	93	27	40				

Coal shipments for the day: 27 coal to PCo and 28 coal to P&LE.

76-79-73-78 crew (Ceyrolles) took 2 engines, 2 cabooses, and crane and idler from Champion to Montour Jct.

ATSF 12336 Friday, 9 February, 1973
 load; carded dangerous; 50'-6" box, 8' door, 4868 cf, 100,000 lb, shock control, SL Loaders, Nailable Steel Floor

Muse Jct. to Champion

EL 86261 Friday, 9 February, 1973
 mty; 40' -6" box, 7' door, 3830 cf, 100,000 lbs, nailable steel floor

Wickes Furniture to P&LE

GATX 74569 Friday, 9 February, 1973
 mty;

Muse Jct. to Southview, NW

GATX 75671 Friday, 9 February, 1973
 mty;

Muse Jct. to Southview, NW

NIRX 42154 Friday, 9 February, 1973
 mty; 50'-1" refrigerator; 10' door; 4604 cf; 140,000lb equipped with Evans type loading devices

Lotus Siding to P&LE

PC 138053 Friday, 9 February, 1973
 mty; 40'-6" box (X43c); 7' door; 3898 cf; 110,000 lb

Wickes Furniture to P&LE

SOU 46978 Friday, 9 February, 1973
 mty; 40' -6" box; 9' door; 3712 cf; 110,000 lb

Lotus Siding to Montour Junction

SOU 502925 Friday, 9 February, 1973
 load; 40'-6" box; 8' door; 3836 cf; 110,000lb

Lotus Siding to Wickes Furniture

Saturday February 10, 1973 - Montour Movements

Today sees 2 crews being called to work the mines and perform switching at Imperial.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10				
			MTY's	Loads	MTY's	Loads	MTY's	Loads			
2/10/1973	82-83-74-81	5:30				46	41				
	75-84-77	9:00									
Daily Totals			0	0	0	46	0	0			

Coal shipments for the day: 39 coal to P&LE.

75-84-77 crew (Girimonti) took 38 loads from Thompsonville and filled out with 7 loads from Southview.

ATSF 12336 Saturday, 10 February, 1973
 load; carded dangerous; 50'-6" box, 8' door, 4868 cf, 100,000 lb, shock control, SL Loaders, Nailable Steel Floor

Champion to P&LE

DL&W 55638 Saturday, 10 February, 1973
 mty for Union; 40' -6" box, 8' door, 3891 cf, 100,000 lb, W-section

Imperial to Lotus Siding

Monday February 12, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Brookside, Coverdale, and Muse. Today sees the retirement of ten 8000 series hoppers, including class hopper 8000. All are destined to a scrap yard off line, via PCo. At the time, B&T appears to have been pretty full of cars and not interested in the M hoppers.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
2/12/1973	82-77-74-81	1:00						
	84-83-79-73	4:30			34	30	39	33
	75-76-78	9:50	33	22				
	81-74-77-82	11:30			31	27	27	18
	75-76-78	16:30			20	16		29 21
	84-83-79-73	21:00			32	24	45	41
	84-83-79-73	21:50		47 38				
Daily Totals			33	47	117	111	29	0

Coal shipments for the day: 38 coal to PCo, 52 coal to URR, and 13 coal to P&LE.

CN 519840 Monday, 12 February, 1973
 mty for B&O; 40' -6" Box; 6' Door; 3900 CF; 130,000 Ibs

Brookside Lumber to Thompsonville Siding

D&RGW 63268 Monday, 12 February, 1973
 load; 50'-6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrm

Hills Transfer to Muse Jet.

D&RGW 63268 Monday, 12 February, 1973
 load; 50'-6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrm

Muse Jet. to Muse

DL&W 55638 Monday, 12 February, 1973
 mty box for Union; 40' -6" box, 8' door, 3891 cf, 100,000 lb, W-section

Lotus Siding to Champion

GATX 67426 Monday, 12 February, 1973
 load;

Salida, NW to Muse Jet.

GATX 67426 Monday, 12 February, 1973
 load;

Muse Jet. to Muse

GATX 74569 Monday, 12 February, 1973
 load;

Salida, NW to Muse Jet

GATX 74569 Monday, 12 February, 1973
 load;

Muse Jet. to Muse

GATX 77054 Monday, 12 February, 1973
 mtyfor Pco;

Muse to Muse Jet

GN 36746 Monday, 12 February, 1973
 mty for P&LE; 50' -6" box, 14'-1" doors, 4928 cf, 110,000 lb, It wt 25k

Coverdale to Montour Junction

M 8000 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, **110,000lb**

Montour Junction to Champion

M 8005 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, **110,0001b**

Montour Junction to Champion

M 8017 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, 110,0001b

Montour Junction to Champion

M 8050 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, 110,000 **Ib**

Montour Junction to Champion

M 8058 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, **110,0001b**

Montour Junction to Champion

M 8084 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, **110,0001b**

Montour Junction to Champion

M 8174 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, **110,0001b**

Montour Junction to Champion

M 8185 Monday, 12 February, 1973
 destroy for PCo.; 34' hopper, 2081 cf, 110,000 lb

Montour Junction to Champion

M 8264 Monday, 12 February, 1973
 destroy for peo.; 34' hopper, 2081 cf, **110,0001b**

Montour Junction to Champion

M 8274 Monday, 12 February, 1973
 destroy for peo.; 34' hopper, 2081 cf, **110,0001b**

Montour Junction to Champion

SOU 46978 Monday, 12 February, 1973
 mty for PCo.; 40'-6" box; 9' door; 3712 cf; 110,0001b

Montour Junction to Champion

SP 570021 Monday, 12 February, 1973
 mty for P&LE; 53' -6" flat; 154,000 **Ib**

Brookside Lumber to Montour Junction

UP 112483 Monday, 12 February, 1973
 load for Brookside, #6 spot; 40'-6" plug door box; 14' door; 3902 cf; 110,000 lb; side wall lading anchors

Champion to Brookside Lumber

Tuesday February 13, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at B&T. Refurbished cars for P&LE (SIX, SSMX, and WPS), N&W (WSLX), and B&O (ARMCO) were shipped from B&T.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/13/1973	82-77-74-81	0:30	45	31	42	30								
	75-76-78	3:15					49	33					24	19
	75-76-78	3:15					-1		35	21				
	84-83-79-73	8:30					24	22	45	36				
	82-77-74-81	12:00	49	37										
	75-76-78	16:30					24	18			29	23	20	12
	84-83-79-73	21:00					41	23	45	33				
	82-77-74-81	23:00			44	30								
Daily Totals			94		86		137		125		29		44	

Coal shipments for the day: 125 coal to PCo and 42 coal to P&LE.

ARMCO 2794 Tuesday, 13 February, 1973
 mtyforB&O;

B&T to Champion

ARMCO 2797 Tuesday, 13 February, 1973
 mtyforB&O;

B&T to Champion

B&O 474133 Tuesday, 13 February, 1973
 load for Wickes; 50'-6" box, 9' door, 4610 cf, 160,0001b

Montour Junction to Lotus Siding

B&O 474133 Tuesday, 13 February, 1973 load for Wickes; 50'-6" box, 9' door, 4610 cf, 160,000 lb	Lotus Siding to Wickes Furniture
B&O 478606 Tuesday, 13 February, 1973 load for McKesson; 50'-6" box, 10' door, 4910 cf, 154,000 lb, SL-2loaders	Montour Junction to Scott Siding
GATX 77054 Tuesday, 13 February, 1973 mty for PCo.;	Muse Jet to Hills Transfer
IC 10218 Tuesday, 13 February, 1973 load for Wickes; 50'-6" box, 10' door, 4967 cf, 155,000 lb, 4 belt DF2loaders, nailable steel floor	Montour Junction to Lotus Siding
IC 10218 Tuesday, 13 February, 1973 load for Wickes; 50'-6" box, 10' door, 4967 cf, 155,000 lb, 4 belt DF2loaders, nailable steel floor	Lotus Siding to Wickes Furniture
M 8000 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8005 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8017 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8050 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8058 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8084 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8174 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000 lb	Champion to McDonald Transfer
M 8185 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8264 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
M 8274 Tuesday, 13 February, 1973 destroy for PCo.; 34' hopper, 2081 cf, 110,000lb	Champion to McDonald Transfer
SIX 801 Tuesday, 13 February, 1973	Lotus Siding to P&LE
SIX 801 Tuesday, 13 February, 1973 mty for P&LE;	B&T to Lotus Siding
SIX 802 Tuesday, 13 February, 1973	Lotus Siding to P&LE
SIX 802 Tuesday, 13 February, 1973 mty for P&LE;	B&T to Lotus Siding
SOU 46978 Tuesday, 13 February, 1973 mty for PCo.; 40'-6" box; 9' door; 3712 cf; 110,000 lb	Champion to McDonald Transfer
SP 220580 Tuesday, 13 February, 1973 load for Brookside; 50' -6" box; 16' door; 5217 cf; 154,000 lb; pallets included; crude rubber	Montour Junction to Champion
SSMX 206 Tuesday, 13 February, 1973 National Molasses Company,	Lotus Siding to P&LE
SSMX 206 Tuesday, 13 February, 1973 mty for P&LE;	B&T to Lotus Siding

UP 300238 Tuesday, 13 February, 1973 Montour Junction to Champion
load for Brookside; 50'-6" staggered door box; 16' door, 4955 cf; 180,000 lb; cushioned underframe

WPS 1741 Tuesday, 13 February, 1973 Lotus Siding to P&LE
nty;

WPS 1741 Tuesday, 13 February, 1973 B&T to Lotus Siding
nty for P&LE;

WPS 1742 Tuesday, 13 February, 1973 Lotus Siding to P&LE
nty;

WPS 1742 Tuesday, 13 February, 1973 B&T to Lotus Siding
nty for P&LE;

WSLX 4020 Tuesday, 13 February, 1973 B&T to Champion
nty for N&W;

Wednesday February 14, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at McKesson.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/14/1973	75-76-78	3:15							35	32			17	15
	82-77-74-81	6:30					43	38	19	15				
	84-79-73	10:30	34	28	34	26								
	75-76-78	13:30					20	20			30	27		
	82-77-74-81	17:30					49	41						
	82-77-74-81	17:30					-1		45	37				
	84-79-73-80	22:30	44	27	41	34								
Daily Totals			78		75		111		99		30		17	

Coal shipments for the day: 48 coal to PCo and 18 coal to P&LE.

B&O 478606 Wednesday, 14 February, 1973 Scott Siding to McKesson
load for McKesson; 50'-6" box, 10' door, 4910 cf, 154,000 lb, SL-2loaders

P&LE 68582 Wednesday, 14 February, 1973 Montour #4 to Cowden Siding
coal; 40'-8" HT hopper; 2700 cf; 140,000 lb

PRR 666614 Wednesday, 14 February, 1973 Montour #4 to McDonald Siding
nty, dirty; 39'-10" HT hopper (H39); 2603 cf; 140,000 lb

RI 35183 Wednesday, 14 February, 1973 McKesson to Lotus Siding
nty for P&LE; 50'-6" box; 10'-6" door; 4650 cf; 150,000 lb; cushioned underframe; plug doors; DFB load dividers

SSW 27511 Wednesday, 14 February, 1973 McKesson to Lotus Siding
nty for P&LE; 50' -1" refrigerator; 10' door; 4610 cf; 136,000 lb; insulated; steel; hydra-cushioned underframe; plug doors; fork lift truck pallets

Thursday February 15, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Snowden.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10					
			MTY's	Loads	MTY's	Loads	MTY's	Loads				
2/15/1973	75-76-78	0:15			32		33			21	13	
	82-77-74-81	4:30			26	20	44					
	80-73-79-84	10:00			42	21						
	80-73-79-84	10:00			-3		35	29				
	83-76-78	11:00							41	17	36	34
	82-74-81-77	16:00	49	42								
	84-79-73-80	21:00			62	49	42	31				
Daily Totals			49	0	159	154	41	57				

Coal shipments for the day: 20 coal to B&O and 39 coal to PCo.

CN 519840 Thursday, 15 February, 1973 Library Junction to Snowden, B&O
 mty for B&O; 40' -6" Box; 6' Door; 3900 CF; 130,000 Ibs

GATX 85519 Thursday, 15 February, 1973 Snowden, B&O to Library Junction
 load for Muse;

PRR 666614 Thursday, 15 February, 1973 McDonald Siding to Champion
 mty, dirty; 39'-10" HT hopper (H39); 2603 cf; 140,000 Ib

SP 220580 Thursday, 15 February, 1973 Champion to Hills Transfer
 load for Brookside; 50' -6" box; 16' door; 5217 cf; 154,000 Ib; pallets included; crude rubber

SSW 47616 Thursday, 15 February, 1973 Snowden, B&O to Library Junction
 load for McKesson; 50' -6" auto box; 15' door; 4927 cf; 110,000 Ib

UP 300238 Thursday, 15 February, 1973 Champion to Hills Transfer
 load for Brookside; 50'-6" staggered door box; 16' door, 4955 cf; 180,000 Ib; cushioned underframe

WSLX 4020 Thursday, 15 February, 1973 Champion to Hills Transfer
 mty for N&W;

Friday February 16, 1973 - Montour Movements

Today sees 5 crews being called to work the mines and perform switching at Brookside.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10				
			MTY's	Loads	MTY's	Loads	MTY's	Loads			
2/16/1973	82-74-81-77	3:00		40							
	84-79-73-80	7:45	44	20	54	27	45	35			
	82-74-75-77	14:00			54	51	47	30			
	84-79-73-80	19:00		44	38	25	15				
	83-76-78	21:00							9	0	11
Daily Totals			44	84	133	92	9	11			

Coal shipments for the day: 25 coal to P&LE.

83-76-78 crew (Ceyrolles) were pulling 23 loads out of #10 when a train line broke and wedges were out on PRR 665851 at Green Hills. 12 coal was taken back down to #10 with only 11 loads taken back up to Library Jct.

EL 166482 Friday, 16 February, 1973 Hills Transfer to Brookside Lumber
 load for Brookside, #2 spot; 50'-6" box, 15' staggered doors, 4883 cf, 110,000 Ibs, armeo steel floor

UP 300238 Friday, 16 February, 1973 load for Brookside, #6 spot; 50'-6" staggered door box; 16' door, 4955 cf; 180,000 lb; cushioned underframe	Hjlls Transfer to Brookside Lumber
GATX 85519 Friday, 16 February, 1973 load for Muse;	Library Junction to Thompsonville Siding
MILW 30460 Friday, 16 February, 1973 load for Brookside, #5 spot; 40' -5" box, 9' door, 3966 cf, 110,000 lb	Hills Transfer to Brookside Lumber
SP 220580 Friday, 16 February, 1973 load for Brookside, #1 spot; 50' -6" box; 16' door; 5217 cf; 154,000 lb; pallets included; crude rubber	Hills Transfer to Brookside Lumber
SSW 47616 Friday, 16 February, 1973 load for McKesson; 50' -6" auto box; 15' door; 4927 cf; 110,000 lb	Library Junction to Thompsonville Siding

Saturday February 17, 1973 - Montour Movements

Today sees 3 crews being called to work the mines and perform switching at Brookside.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland			Montour #4			Montour #10		
			MTY's	Loads		MTY's	Loads		MTY's	Loads	
2/17/1973	82-74-81-77	1:15					48	25			
	84-79-73-80	6:15					14	12			
	82-74-75-77	8:00									
	83-76-78	8:00									
Daily Totals			0	0		0	62		0	0	

Coal shipments for the day: **147** coal to PCo.

GATX 85519 Saturday, 17 February, 1973 load for Muse;	Thompsonville Siding to Muse Jet.
SSW 47616 Saturday, 17 February, 1973 load for McKesson; 50' -6" auto box; 15' door; 4927 cf; 110,000 lb	Thompsonville Siding to Champion
UP 112843 Saturday, 17 February, 1973 mty for P&LE; 40' -6" plug door box; 14' door; 3902 cf; 110,000 lb; side wall lading anchors	Brookside Lumber to Champion

Comments from Gene Schaefer

147 Coal to PCompany...

Sorry to be so bold, but depending on what the Penn Central was doing that day, and what the time span was for all that coal going to McDonald...chances are 47 of those car loads were run around on McDonald Siding then shoved out to Midway.

Pull in McDonald Siding, locomotives out the East end then back the main. Caboose was probably cut off out on the main and the SW-9's coupled into it and kept it behind them, back into the siding and couple into the coal. Charge em up, drag em back out of the Siding in a west direction so the east car clears McDonald Transfer switch...quite possibly the brakeman attached the back up air hose to the East car, so he can whistle and dump the air if need be at the 2 road crossings...then down the transfer they go, locomotives shoving. Watched it a few times in my days...

Sunday February 18, 1973 - Montour Movements

Today sees a rare Sunday crew being called to work Champion and perform switching at McKesson and Lotus siding.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10					
			MTY's		Loads		MTY's		Loads		MTY's		Loads			
2/18/1973	82-74-81-77	22:00														
Daily Totals			0		0		0		0		0		0		0	

Coal shipments for the day: 28 coal to P&LE.

RI 35183 Sunday, 18 February, 1973

mty box for P&LE; 50'-6" box; 10'-6" door; 4650 cf; 150,000 lb; cushioned underframe; plug doors; DFB load dividers

Lotus Siding to P&LE

SSW 27511 Sunday, 18 February, 1973

mty box for P&LE; 50' -1" refrigerator; 10' door; 4610 cf; 136,000 lb; insulated; steel; hydra-cushioned underframe; plug doors; fork lift truck pallets

Lotus Siding to P&LE

SSW 47616 Sunday, 18 February, 1973

load for McKesson; 50' -6" auto box; 15' door; 4927 cf; 110,000 lb

Champion to McKesson

UP 112843 Sunday, 18 February, 1973

mty for P&LE; 40' -6" plug door box; 14' door; 3902 cf; 110,000 lb; side wall lading anchors

Champion to P&LE

Comments from Gene Schaefer

Typical for a weekend Champion crew, give em 3 or 4 SW-9's to do the work.

I loved it when we had SW-9's working

Champion...especially 3 or 4 of em mu'ed...

Monday February 19, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at B&T, McKesson, Wickes, Muse, and Library (Consol). Interesting that the 2 Reading RR box cars (RDG 18044 and 18055) were delivered to Pittsburgh Coal at Library. Another banner day for B&T shipments of refurbished cars to PCo.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/19/1973	79-83-80	3:00									18	15		
	79-83-80	3:00									-1		33	20
	78-76-73-81	4:30					30	30						
	78-76-73-81	4:30					-1		40	35				
	75-74-77	8:00	43	29	36	25								
	78-76-73-81	13:00					59	47	46	37				
	79-83-80	16:00					19	19	31	26				
	75-74-77	20:30					25	16			27	21		
Daily Totals			43		36		132		117		44		33	

Coal shipments for the day: 35 coal to PCo.

B&O 474133 Monday, 19 February, 1973

mty for P&LE; 50'-6" box, 9' door, 4610 cf, 160,000 lb

Wickes Furniture to Nelson Industrial

B&O 478606 Monday, 19 February, 1973

mty for P&LE; 50'-6" box, 10' door, 4910 cf, 154,000 lb, SL-210aders

Lotus Siding to P&LE

B&O 478606 Monday, 19 February, 1973

mty for P&LE; 50'-6" box, 10' door, 4910 cf, 154,000 lb, SLi210aders

McKesson to

ESD 294 Monday, 19 February, 1973 for Pco.;	B&T to Lotus Siding
GATX 67426 Monday, 19 February, 1973 mty for N&W;	Muse to Muse Jct.
GATX 69512 Monday, 19 February, 1973 load for Muse;	Hills Transfer to Muse
GATX 74569 Monday, 19 February, 1973 mty for N&W;	Muse to Muse Jct.
GATX 85519 Monday, 19 February, 1973 load for Muse;	Muse Jct. To Muse
IC 10218 Monday, 19 February, 1973 mty for P&LE; 50'-6" box, 10' door, 4967 cf, 155,000 lb, 4 belt DF210aders, nailable steel floor	Wickes Furniture to Nelson Industrial
MILW 12646 Monday, 19 February, 1973 load for Brookside; 50' -5" box, 15' -3" doors, 9' sliding door, 6' -3" plug door, 4920 cf, 154,000 lb, nailable steel floor	Montour Junction to Champion
P&LE 14381 Monday, 19 February, 1973 scrap for P&LE; weigh Montour Jet.; 52'-6" fixed end gondola; 1745 cf; 154,000 lb; steel floor	B&T to Montour Junction
P&LE 14826 Monday, 19 February, 1973 scrap for P&LE; weigh Montour Jet.; 52'-6" fixed end gondola; 1745 cf; 154,000 lb; steel floor	B&T to Montour Junction
P&LE 40592 Monday, 19 February, 1973 scrap for P&LE; weigh Montour Jet.; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor	B&T to Montour Junction
P&LE 40888 Monday, 19 February, 1973 scrap for P&LE; weigh Montour Jet.; 52'-6" drop end gondola; 1760 cf; 140,000 lb; wood floor	B&T to Montour Junction
PC: 125627 Monday, 19 February, 1973 load for Wickes; 40'-6" box (X43b); 7' door; 3898 cf; 110,000 lb	Lotus Siding to Nelson Industrial
PC: 125627 Monday, 19 February, 1973 load for Wickes; 40' -6" box (X43b); 7' door; 3898 cf; 110,000 lb	Montour Junction to Lotus Siding
PC: 125627 Monday, 19 February, 1973 load for Wickes; 40' -6" box (X43b); 7' door; 3898 cf; 110,000 lb	Nelson Industrial to Wickes Furniture
RDG 18044 Monday, 19 February, 1973 load for Pittsburgh Coal; 40' -6" box; 8' door; 3898 cf; 110,000 lb; DF-1 Equipment, 9 cross member side rails	Montour Junction to Library
RDG 18055 Monday, 19 February, 1973 load for Pittsburgh Coal; 40' -6" box; 8' door; 3898 cf; 110,000 lb; DF-1 Equipment, 9 cross member side rails	Montour Junction to Library
SOU 502925 Monday, 19 February, 1973 mty for P&LE; 40'-6" box; 8' door; 3836 cf; 110,000 lb	Wickes Furniture to Nelson Industrial
SSW 47616 Monday, 19 February, 1973 load for McKesson; 50'-6" auto box; 15' door; 4927 cf; 110,000 lb	Montour Junction to McKesson
WCHX 10057 Monday, 19 February, 1973 load for Muse;	Hills Transfer to Muse
WPS 1743 Monday, 19 February, 1973 mty for P&LE;	B&T to P&LE
WSX 7453 Monday, 19 February, 1973 for Pea.;	B&T to Lotus Siding
WSX 7454 Monday, 19 February, 1973 for Pco.;	B&T to Lotus Siding
WSX 7455 Monday, 19 February, 1973 for Pco.;	B&T to Lotus Siding

WSX 7504 Monday, 19 February, 1973
for Pea.;

B&T to Lotus Siding

WSX 7505 Monday, 19 February, 1973
for Peo.;

B&T to Lotus Siding

Tuesday February 20, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at B&T and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/20/1973	84-79-83-80	1:00	39	30	47	27								
	78-76-73-81	3:20					12	11	45	40				
	77-74-75	7:10					40	38	12	9			27	8
	84-79-83-80	12:00	49	30	48	33								
	78-76-73-81	16:30					36	36						
	75-74-77	20:00					17	11			24	14		
	82-84-83-80	23:00												
Daily Totals			88		95		105		57		24		27	

Coal shipments for the day: **149** coal to PCo, and 33 coal to P&LE. 13 coal to B&O is set off at Library Jct and not delivered to B&O until 2/23/73.

ATSF 13419 Tuesday, 20 February, 1973
load for Wickes; 50'-6" box, 8' door, 4880 cf, 100,000 lb, DF Loaders

Montour Junction to Lotus Siding

ATSF 13419 Tuesday, 20 February, 1973
load for Wickes; 50'-6" box, 8' door, 4880 cf, 100,000 lb, DF Loaders

Nelson Industrial to Wickes Furniture

ESD 294 Tuesday, 20 February, 1973
mty for Pea.;

B&T to Lotus Siding

NYC 862659 Tuesday, 20 February, 1973
mty for PCo.; 31 '-5" HM hopper; 2160 cf; 110,000 lb

Oiff Mine Siding to Champion

WSX 7453 Tuesday, 20 February, 1973
mty for Pea.;

B&T to Lotus Siding

WSX 7454 Tuesday, 20 February, 1973
mty for PCo.;

B&T to Lotus Siding

WSX 7455 Tuesday, 20 February, 1973
mty for PCo.;

B&T to Lotus Siding

WSX 7504 Tuesday, 20 February, 1973
mty for peo.;

B&T to Lotus Siding

WSX 7505 Tuesday, 20 February, 1973
mty for PCo.;

B&T to Lotus Siding

Wednesday February 21, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
2/21/1973	78-76-73-81	3:00			30	19	76	66
	75-74-77	6:40			50	42		22 20
	75-74-77	6:40			-4		31	25
	82-84-83-80	11:00						
	78-76-73-81	16:00						
	75-74-77	22:00			57	45	35	29
	78-76-73-81	23:59	44	37				
Daily Totals			44	0	133	142	0	22

Coal shipments for the day: 83 coal to P&LE.

ATSF 13419 Wednesday, 21 February, 1973
 mty for P&LE; 50'-6" box, 8' door, 4880 cf, 100,000 lb, DF Loaders

Nelson Industrial to P&LE

ATSF 13419 Wednesday, 21 February, 1973
 mty for P&LE; 50'-6" box, 8' door, 4880 cf, 100,000 lb, DF Loaders

Wickes Furniture to Nelson Industrial

B&O 474133 Wednesday, 21 February, 1973
 mty for P&LE; 50' -6" box, 9' door, 4610 cf, 160,000 lb

Nelson Industrial to P&LE

IC 10218 Wednesday, 21 February, 1973
 mty for P&LE; 50' -6" box, 10' door, 4967 cf, 155,000lb, 4 belt DF2loaders, nailable steel floor

Nelson Industrial to P&LE

PC 125627 Wednesday, 21 February, 1973
 mty for P&LE; 40' -6" box (X43b); 7' door; 3898 cf; 110,000 lb

Nelson Industrial to P&LE

PC 125627 Wednesday, 21 February, 1973
 mty for P&LE; 40' -6" box (X43b); 7' door; 3898 cf; 110,000lb

Wickes Furniture to elson Industrial

PRR 275885 Wednesday, 21 February, 1973
 mty for peo.; 39'-10" HT hopper (H39a); 2603 cf; 140,000 lb

Montour Junction to Champion

SOU 46996 Wednesday, 21 February, 1973
 load for Wickes; 40'-6" box; 9' door; 3712 cf; 110,000 lb

Lotus Siding to Nelson Industrial

SOU 46996 Wednesday, 21 February, 1973
 load for Wickes; 40' -6" box; 9' door; 3712 cf; 110,000 lb

Montour Junction to Lotus Siding

SOU 46996 Wednesday, 21 February, 1973
 load for Wickes; 40' -6" box; 9' door; 3712 cf; 110,000 lb

Nelson Industrial to Wickes Furniture

SOU 50285 Wednesday, 21 February, 1973
 mty for P&LE; 89' -4" tri-level flat; 154,000 lb

Nelson Industrial to P&LE

Thursday February 22, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Muse and Brookside.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/22/1973	79-84-82	1:30					30	23						
	79-84-82	1:30					-1		36	22				
	75-74-77	7:45					25	21	35	30				
	78-76-73-81	11:00												
	78-76-73-81	11:30			49	30	45	38						
	78-76-73-81	11:30					-1		45	38				
	82-84-79	12:00												
	75-74-77	12:00					22	19						
	82-84-83-80	20:30	39	21	46	38								
	75-74-77	20:45									33	27	39	26
	78-76-73-81	20:45												
	75-74-77	23:15					43	32						
	75-74-77	23:15					-2		32	24				
Daily Totals			39		95		161		148		33		39	

Coal shipments for the day: 57 coal to PCo, 36 coal to URR, and 53 coal to P&LE.

ACFX 476 Thursday, 22 February, 1973
load for Muse; 80,000 lb tank 1M

Hills Transfer to Muse Jet.

CN 539832 Thursday, 22 February, 1973
load for Agway; 40'-6" Box; 6' Door; 3900 CF; 130,000 lbs

Salida, NW to Cowden Siding

GATX 68794 Thursday, 22 February, 1973
load for Muse;

Salida, NW to Muse Jet.

GATX 72584 Thursday, 22 February, 1973
load for Imperial;

Hills Transfer to Champion

GATX 74582 Thursday, 22 February, 1973
load for Muse; 100,000 lb tank; AAR mech. designation TM

Salida, NW to Muse Jet.

GATX 77046 Thursday, 22 February, 1973
load for Muse;

Salida, NW to Muse Jet.

MILW 12646 Thursday, 22 February, 1973
load for Brookside; 50'-5" box, 15'-3" doors, 9' sliding door, 6'-3" plug door, 4920 cf, 154,000 lb, nailable steel floor

Champion to Brookside Lumber

MILW 30460 Thursday, 22 February, 1973
mty for PCo.; 40' -5" box, 9' door, 3966 cf, 110,000 lb

Brookside Lumber to Hills Transfer

MILW 30460 Thursday, 22 February, 1973
mty for PCo.; 40' -5" box, 9' door, 3966 cf, 110,000 lb

Brookside Lumber to Salida, NW

PRR 267598 Thursday, 22 February, 1973
mty, dirty; 42' -5" HT hopper (H35); 2730 cf; 154,000 lb

Montour #4 to Cowden Siding

PRR 670904 Thursday, 22 February, 1973
mty, dirty; 39' -1 0" HT hopper (H39); 2603 cf; 140,000 lb

Montour #4 to Cowden Siding

SAL 15223 Thursday, 22 February, 1973 Hills Transfer to Champion
 load for Allegheny Solvents; 50'-6" box, 10' door, 4950 cf, 145,000 lb, DF-2 loaders, cush. unfr, lading band anchors, nailable stl fir

UP 300238 Thursday, 22 February, 1973 Brookside Lumber to Cowden Siding
 mty for P&LE; 50' -6" staggered door box; 16' door, 4955 cf; 180,000 lb; cushioned underframe

UP 300238 Thursday, 22 February, 1973 Brookside Lumber to Salida, NW
 mty for P&LE; 50' -6" staggered door box; 16' door, 4955 cf; 180,000 lb; cushioned underframe

UP 462878 Thursday, 22 February, 1973 Hills Transfer to Champion
 load for Wickes; 60'-3" plug door refrigerator; 10'-6" door; 5487 cf; 166,000 lb; C

Friday February 23, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse, Imperial (Agway), and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/23/1973	1238	6:00												
	82-84-83-80	7:30												
	78-76-73-81	9:45	33	29	47	27			41	36				
	75-74-77	11:00					40	34						
	75-74-77	11:00					-2		35	30				
	82-84-83-80	19:30					41	37	46	33				
	78-76-73-81	20:45	53	37	16	14								
	75-74-77	22:00									24	12	8	5
Daily Totals			86		63		79		122		24		8	

Coal shipments for the day: 9 coal to P&LE and 13 coal to B&O.

Crew 75/74/77 (Beirman) derailed coming out of Number 10 and had to set 11 loads back, resulting in taking only 8 loads to Thompsonville.

ACFX 476 Friday, 23 February, 1973 Muse Jet. to Muse
 load for Muse; 80,000 lb tank TM

CN 539832 Friday, 23 February, 1973 Cowden Siding to Imperial
 load for Agway; 40' -6" Box; 6' Door; 3900 CF; 130,000lbs

D&RGW 63268 Friday, 23 February, 1973 Muse to Muse Jet.
 mty for Pco.; 50' -6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wd lined and fl; roller bearings; cush underfrm

GATX 68794 Friday, 23 February, 1973 Muse Jet. to Muse
 load for Muse;

GATX 69512 Friday, 23 February, 1973 Muse to Muse Jet
 mty for Pco;

GA TX 72584 Friday, 23 February, 1973 Champion to Imperial
 load for Imperial;

GA TX 74582 Friday, 23 February, 1973 Muse Jet. to Muse
 load for Muse; 100,000 lb tank; AAR mech. designation TM

GATX 77046 Friday, 23 February, 1973
load for Muse;

Muse Jet. to Muse

GA TX 85519 Friday, 23 February, 1973
load for B&O;

Muse to Muse Jet.

PRR 274409 Friday, 23 February, 1973
mt; 39'-10" HT hopper (H39a); 2603 cf; 140,000 lb

Montour #4 to Champion

PRR 275394 Friday, 23 February, 1973
mt; 39' -10" HT hopper (H39a); 2603 cf; 140,000 lb

Montour #4 to Champion

SAL 15223 Friday, 23 February, 1973
load for Allegheny Solvents; 50'-6" box, 10' door, 4950 cf, 145,000 lb, DF-2 loaders, cush. unfr, lading band anchors, nailable stl fir

Champion to Lotus Siding

UP 300238 Friday, 23 February, 1973
mt for P&LE; 50' -6" staggered door box; 16' door, 4955 cf; 180,000 lb; cnsioned underframe

Cowden Siding to P&LE

UP 462878 Friday, 23 February, 1973
load for Wickes; 60'-3" plug door refrigerator; 10'-6" door; 5487 cf; 166,000 lb; C

Champion to Wickes Furniture

Saturday February 24, 1973 - Montour Movements

Today sees 1 crew being called to work the mines.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/24/1973	82-84-83-80	6:45					25	23						
	82-84-83-80	6:45					-2		41	39				
Daily Totals			0		0		23		41		0		0	

Coal shipments for the day: none.

Monday February 26, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at B&T, Imperial, Allegheny Solvents, and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/26/1973	82-84-83-80	2:00					35	29	40	33			20	17
	78-79-76-81	6:30	32	19	44	33								
	82-84-83-80	11:30												
	82-84-83-80	12:30					59	45						
	82-84-83-80	12:30					-5		45	40				
	75-74-77	17:30					36	24			15	0	22	17
	78-79-76-81	22:00					23	18						
	78-79-76-81	22:00					-2		47	35				
Daily Totals			32		44		146		132		15		42	

Coal shipments for the day: 62 coal to URR (26 Champion, 21 Jewell, 15 Salida), and 66 coal to PCo.

The 82-84-83-80 crew (Ceyrolles) went to Library to pick up the loads from No.10 and Thompsonville (after the derailment was cleaned up from Friday).

ACFX 476 Monday, 26 February, 1973 load tank for Muse; 80,000 lb tank TM	Imperial to Champion
ARMCO 2798 Monday, 26 February, 1973 mtyfor B&O;	B&T to Champion
ARMCO 2999 Monday, 26 February, 1973 mty for B&O;	B&T to Champion
CN 539832 Monday, 26 February, 1973 mty for N&W; 40' -6" Box; 6' Door; 3900 CF; 130,000 lbs	Imperial to Champion
CSCO 2035 Monday, 26 February, 1973 mty for P&LE;	B&T to Lotus Siding
DSS 1124 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
DSS 1127 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
DSS 6404 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
DSS 6407 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
DSS 6409 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
DSS 6604 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
DSS 6613 Monday, 26 February, 1973 mty hopper for Union;	Champion to Mifflin, URR
EDSD 295 Monday, 26 February, 1973 mty for PCO.;	B&T to Champion
GATX 72584 Monday, 26 February, 1973 mty for PCo.;	Imperial to Champion
LV 65051 Monday, 26 February, 1973 load of feed for Agway; 40' -6" box; 7' door; 3903 cf; 110,000 cf	Mifflin, URR to Library Junction
LV 65051 Monday, 26 February, 1973 load of feed for Agway; 40'-6" box; 7' door; 3903 cf; 110,000 cf	Library Junction to #2 Boggs
PC 598038 Monday, 26 February, 1973 load for B&T; 65'-6" gondola; 3182 cf; 140,000 lb; fixed ends; steel floor; G44a	Montour Junction to B&T
SAL 15223 Monday, 26 February, 1973 load for Allegheny Solvents; 50'-6" box, 10' door, 4950 cf, 145,000 lb, DF-2 loaders, cush. unfr, lading band anchors, nailable stl flr	Lotus Siding to Allegheny Solvents
SOU 46996 Monday, 26 February, 1973 mty for P&LE; 40' -6" box; 9' door; 3712 cf; 110,000 lb	Wickes Furniture to Lotus Siding
SOU 47459 Monday, 26 February, 1973 load for Wickes; 40' -6" box; 9' door; 3712 cf; 110,000 lb	Montour Junction to Wickes Furniture
SOU 49189 Monday, 26 February, 1973 load for Wickes; 40'-6" box; 9' door; 3712 cf; 110,000 lb	Montour Junction to Wickes Furniture
SOU 505425 Monday, 26 February, 1973 load for Wickes; 40'-6" box; 8' door; 3713 cf; 110,000 lb	Montour Junction to Wickes Furniture
SSW 47616 Monday, 26 February, 1973 mty for P&LE; 50'-6" auto box; 15' door; 4927 cf; 110,000 lb	McKesson to Lotus Siding

UP 462878 Monday, 26 February, 1973 mty for PCo.; 60'-3" plug door refrigerator; 10'-6" door; 5487 cf; 166,000 lb; C	Wickes Furniture to Lotus Siding
WM 50582 Monday, 26 February, 1973 load for B&T; 61'-0" gondola; 1600 cf; 140,000 lb; fixed ends; flat bottom	Montour Junction to B&T
WPS 745 Monday, 26 February, 1973 mtyfor N&W;	B&T to Champion
WPS 1744 Monday, 26 February, 1973 mty for P&LE;	B&T to Lotus Siding
WSX 7456 Monday, 26 February, 1973 mtyfor PCO.;	B&T to Champion
WSX 7457 Monday, 26 February, 1973 mty for PCO.;	B&T to Champion
WSX 7458 Monday, 26 February, 1973 mty for peo.;	B&T to Champion
WSX 7459 Monday, 26 February, 1973 mty for PCO.;	B&T to Champion
WSX 7506 Monday, 26 February, 1973 mty for PCO.;	B&T to Champion
WSX 7508 Monday, 26 February, 1973 mty for PCO.;	B&T to Champion
WSX 7509 Monday, 26 February, 1973 mtyforPCO.;	B&T to Champion

Tuesday February 27, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Imperial, Lotus Siding, and Muse Jct. Lehigh Valley box car for Agway contained feed.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/27/1973	82-84-83-80	0:30												
	78-79-76-81	8:00	41	37	46	30								
	73-74-77	10:00					50	36						
	73-74-77	10:00					-1	37	24					
	73-74-77	16:00									38	19	15	4
	82-84-83-80	16:30					62	52	50	34				
	78-79-76-81	19:00	33	18					45	34				
Daily Totals			74	46	111	132	38	15						

Coal shipments for the day: 81 coal to PCo.

ACFX 476 Tuesday, 27 February, 1973
load tank for Muse; 80,000 lb tank TM

Champion to Muse Jet.

D&RGW 63268 Tuesday, 27 February, 1973
mty for PCo.; 50'-6" box; 15' door (1- 8' centered sliding, 1- 7' plug); 4971 cf; 154,000 lb; wood lined and floor; roller bearings; cushion underfrm

Muse Jet. to Hills Transfer

GATX 67426 Tuesday, 27 February, 1973
mty for N&W;

Muse Jet. to Hills Transfer

GATX 69512 Tuesday, 27 February, 1973
mty for PCo.;

Muse Jet. to Hills Transfer

GATX 74569 Tuesday, 27 February, 1973
mty for N&W;

Muse Jet. to Hills Transfer

GATX 85519 Tuesday, 27 February, 1973
mty for B&O;

Muse Jet. to Hills Transfer

LV 65051 Tuesday, 27 February, 1973
load offeed for Agway; 40' -6" box; 7' door; 3903 cf; **110,000** cf

Boggs to Imperial

PC 167795 Tuesday, 27 February, 1973
load for Wickes; 50'-6" box (X74); 10' door; 5030 cf; 154,000 lb

Montour Junction to Lotus Siding

Wednesday February 28, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Lotus Siding and Muse Jct. Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
2/28/1973	82-84-83-80	3:45					-1		46	42				
	73-74-77	4:40					26	23					20	4
	78-79-76-81	6:15			46	39	41	32						
	78-79-76-81	6:15					-1		31	27				
	75-73-77	13:30					31	28			35	27		
	82-84-83-80	15:15	50	39	43	28	46	25						
	78-79-76-81	17:15					-1		49	33				
Daily Totals			50	89	141	126	35	20						
Monthly Totals			1114	1126	2688	2672	550	548						
Yearly Totals			2340	2322	5731	5695	1184	1140						

Coal shipments for the day: 57 coal to PCo and 41 coal to P&LE.

Two months into the year and #4 has already shipped more than 5,000 loads. Any takers on the total loads at the end of the year (remember to account for miner's vacation in your calculations!)?

L&N 7798 Wednesday, 28 February, 1973
load for Wickes; 40'-6" box, 10' door, 3899 cf, 110,000lb, 64 lading tie anchors

Montour Junction to Lotus Siding

NATX 6912 Wednesday, 28 February, 1973
mty for Muse; 80,000lb tank; TM

Hills Transfer to Muse Jet,

PC 426466 Wednesday, 28 February, 1973
partial load to be returned to Champion; 40' -7" HT hopper; 2700 cf; 154,000 lb

Boggs to Montour Junction

RDG 109090 Wednesday, 28 February, 1973
load for Wickes; 40'-5" box; 8' door; 3891 cf; 110,000lb; wood lining

Montour Junction to Lotus Siding

Notes relating to train movements/these posting

From GPS

Thanks for illustrating in factual numbers for the car loadings for Montour #4. As has been discussed, there was still many 50 tonners on the property to take into consideration along with sporadic 100 ton PRR "**yellow balls**".

But in the upcoming years, Montour 4 was often loading 50 cars per 8 hours. When you take into consideration slow orders, meets, locomotive availability crew calling and many other factors, train dispatching for Montour 4 itself could be quite a challenge.

I recall I often had to make sure I was calling a new crew on duty for Montour 4 about the same time a crew was departing Montour 4 for Champion. You had to keep at it, hope you didn't have a derailment, make sure you had empties somewhere to take back to Montour 4 as the empty yard held about 70 hoppers and each train of coal loaded removed needed a equal amount of empties placed back into the empty yard.

And how many times did I walk the loaded yard under the supervision of trainmen Leonard, Sherwood, Parkinson, Wright and others, long before I became a employee carrying their radio, making air hoses, giving signs to the engineman via radio, dropping the caboose by, doubling the train, taking photos and making cassette tape recordings ...all at Montour 4...

Good times fondly remembered.

From Rich S

Didn't the P-company call those cars "Yellow Dots"? Then I think you also had the "Yellow Dots" with a black center dot, that meant the car had modified trucks. Originally the "Yellow Dots" were to be used in Unit Train service only, but I think that practice feel by the way side fairly quickly. Great memories Gene and Greg, keep'em coming.

My father said the ones with a black dot in the yellow ball denoted car equipt with a different brake abd vs abdx for example.

JEPeters

Tim's Milepost comment

Example's for issues on Library Branch:

- 2 cars off at the stink plant (Sewer Filtration System at Piney Fork).
- 3 cars off, first curve East of Washing Machine Lake.
- 2 engines off track, second curve West of Library Viaduct.
- Broken rail, 4 rail lengths East of the Knothole Mine Bridge.
- Broken joint bars behind the pool (Piney Fork).

Like you said Bryan, landmarks, cause trackman and train crews knew the territory. Though I still faintly recall seeing a wooden post or something, maybe unofficially, at the east end of the cut on Westland Branch and something similar on Library Branch between the Viaduct and Library Jct. They may have just been a measuring/reference point and not a MP.
TimS

Crews using the Westland Branch normally had train orders.
Short and to the point, **Run Extra Westland to West End Champion, Run By & Back in at Mod Bob's place...**

I never issued train orders on the Library Branch but have been told they were often used

I concur with Tim, reference to landmarks were used on the branch's versus mile posts. I never recall seeing a mile post on any of the branch's. They should of had em...
GPS

Thursday March 1, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse, Brookside, B&T, Wickes, and Richlylin. Note the unusual MTY P&LE box car delivered to B&T.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10		
			MTY's	Loads	MTY's	Loads	MTY's	Loads	MTY's	Loads			
3/1/1973	75-73-77	0:01										16	11
	75-73-77	0:01										18	7
	82-84-83-80	2:45					58	46	46	35			
	81-76-79-78	8:30					38	36	45	35			
	74-75-73	11:30	45	29	33	25							
	74-75-73	11:30	24	17									
	82-84-83-80	14:00					37	27	46	34			
	81-76-79-78	19:30					6	5			34	25	
	81-76-79-78	22:30							45	37			
Daily Totals			69	33	139	182	34	34	34	34			

Coal shipments for the day: 10 coal to PCo (along with 46 PCo returns (MTY hoppers)) and 56 coal to P&LE.

20 URR coal were taken to Jewell siding.

ACFX 476 Thursday, 1 March, 1973
load for Muse; 80,000 lb tank TM

Muse Jet to Muse

EL 166482 Thursday, 1 March, 1973
mty box for Pco.; 50'-6" box, 15' staggered doors, 4883 cf, 110,000 lbs, armco steel floor

Brookside Lumber to Cowden Siding

EL 166482 Thursday, 1 March, 1973
mty box for Pco.; 50'-6" box, 15' staggered doors, 4883 cf, 110,000 lbs, armco steel floor

Cowden Siding to Hills Transfer

ESDX 296 Thursday, 1 March, 1973
mty gon for PCo;

B&T to Champion

ESDX 297 Thursday, 1 March, 1973
mty gon for PCo;

B&T to Champion

ESDX 298 Thursday, 1 March, 1973
mty gon for PCo;

B&T to Champion

GATX 68794 Thursday, 1 March, 1973
mtyforN&W;

Muse to Muse Jet.

GATX 74582 Thursday, 1 March, 1973 mty for N&W; 100,000lb tank; AAR mech. designation TM	Muse to Muse Jet.
GATX 74971 Thursday, 1 March, 1973 mty for PCo.; 140,000 lb tank; AAR mech. designation TMI	Muse to Muse Jet.
L&N 7798 Thursday, 1 March, 1973 load for Wickes; 40' -6" box, 10' door, 3899 cf, 110,000 lb, 64 lading tie anchors	Lotus Siding to Wickes Furniture
MILW 12646 Thursday, I March, 1973 mty box for P&LE; 50' -5" box, 15'-3" doors, 9' sliding door, 6' -3" plug door, 4920 cf, 154,000 lb, nailable steel floor	Brookside Lumber to Cowden Siding
MILW 12646 Thursday, 1 March, 1973 mty box for P&LE; 50' -5" box, 15' -3" doors, 9' sliding door, 6' -3" plug door, 4920 cf, 154,000lb, nailable steel floor	Cowden Siding to Champion
NATX 6912 Thursday, 1 March, 1973 mty for Muse; 80,000 lb tank; TMI	Muse Jet. To Muse
P&LE 9529 Thursday, 1 March, 1973 scrap for PCo; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor	B&T to Lotus Siding
P&LE 10738 Thursday, I March, 1973 scrap for PCo; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor	B&T to Lotus Siding
P&LE 14782 Thursday, 1 March, 1973 mty gon for Richylin; 52'-6" fixed end gondola; 1745 cf; 154,000 lb; steel fl	Scott Siding to Richylin Machinery
P&LE 35989 Thursday, 1 March, 1973 mty box for B&T; 50'-6" box; 8' door; 4860 cf; 110,000 lb	Scott Siding to B&T
PC 167795 Thursday, 1 March, 1973 load for Wickes; 50'-6" box (X74); 10' door; 5030 cf; 154,000 lb	Lotus Siding to Wickes Furniture
PC 426466 Thursday, I March, 1973 partial load of coal for Champion; 40' -7" HT hopper; 2700 cf; 154,000 lb	Montour Junction to Champion
PC 598038 Thursday, 1 March, 1973 scrap for PCo; 65'-6" gondola; 3182 cf; 140,000 lb; fixed ends; steel floor; G44a	B&T to Lotus Siding
RDG 18044 Thursday, 1 March, 1973 mty from Pgh. Co., for P&LE; 40' -6" box; 8' door; 3898 cf; 110,000 lb; DF-1 Equipment, 9 cross member side rails	Library to Champion
RDG 18085 Thursday, 1 March, 1973 mty from Pgh. Co., for P&LE; 40'-6" box; 8' door; 3898 cf; 110,000 lb; DF-1 Equipment, 9 cross member side rails	Library to Champion
RDG 109090 Thursday, 1 March, 1973 load for Wickes; 40' -5" box; 8' door; 3891 cf; 110,000 lb; wood lining	Lotus Siding to Wickes Furniture
SP 220580 Thursday, 1 March, 1973 mty box for P&LE; 50'-6" box; 16' door; 5217 cf; 154,000 lb; pallets included; crude rubber	Brookside Lumber to Cowden Siding
SP 220580 Thursday, 1 March, 1973 mty box for P&LE; 50'-6" box; 16' door; 5217 cf; 154,000 lb; pallets included; crude rubber	Cowden Siding to Champion
UP 169114 Thursday, 1 March, 1973 load for Brookside; 50'-6" plug door box; 16' door, 4987 cf; 152,000 lb; side wall lading anchors	Hills Transfer to Brookside Lumber
WCHX 10057 Thursday, 1 March, 1973 mty for PCo.;	Muse to Muse Jet.
WM 50582 Thursday, 1 March, 1973 mty gon for P&LE; 61 '-0" gondola; 1600 cf; 140,000 lb; fixed ends; flat bottom	B&T to Lotus Siding
WPS 1746 Thursday, 1 March, 1973 mty hopper for P&LE;	B&T to Lotus Siding
WSX 7460 Thursday, 1 March, 1973 mty gon for PCo;	B&T to Champion

Notes relating to train movements/switching movements/these posting

Something else I noticed while on this discussion -
Other than the mines - The branches had very few switched industries on them.
Westland had none that show on the track chart
Muse had the Chemicals & Solvents Co. - but they took over the old mine property
Library had a few - Greenhills Lumber, the coal laboratory and the Library Freight House - but they probably did not generate much traffic.
Interchange traffic to Snowden would generate some movements.

All you have to do is look at Greg's switch lists & compare the number of cars to be switched vs the number of coal loads/MTY's each day

Those non-coal industries provide some interesting diversions and they mean any modelers can run any kind of cars they want on their "Montour" - but it was that constant parade of coal hoppers that was the lifeblood of the Mighty M

Tim - I wonder if those wooden posts were "unofficial MP's" - the east end of the cut on Westland was at the 2-mile mark and about half-way down the hill on the Library Branch was the 1-mile mark.
Bryan Seip

OK - another question(s) coming out of the switch lists -
When switching at Muse - for Chemical & Solvents Co.
I seem to remember a comment that usually only 1 loco was used to switch on the Muse Branch - and Gene's photos seem to support that plan -
Looking at Greg's reports - not that many single unit crews were called.
Like today's list where switching between Muse and Muse Junction was called for - but all the train crews had 3 or 4 unit engine consists.

Did some of the road crews switch Muse while in transit to other jobs??
If so - did they break up a MU'ed consist to switch Muse?
Then return to Muse Junction & reconnect to their train & go on to other chores..... Makes sense.....
And - if that was true - did a pipefitter crew have to come out to disconnect/re-connect the MU lash-up??
Or did the train crew take care of any such operating variances??
One of Gene's favorite subjects - union rules...??? ;:-)

I guess the same question would apply at Nelson Industries - where 4-unit power would be a bit of overkill to switch a box car or 2 at those businesses.

An example is also on today's list - cars in & out of Wickes & Richlyn.....
Bryan Seip

They probably did what we do switching the marble plants, leave one or more units on the main track and use one to switch the siding. But we run in Absolute Blocks, so no need for those infamous "run by, back in" orders. ;-)
Bob Ciminel

Over time, like anything, there is change.
In the last years, only 1 locomotive was used due in fact the track was bad (imagine that) and it wasn't safe to take a 3 or 4 locomotive consist in on bad track. Nelson, Wicks, Muse come to name just a few.
I have a early cassette tape recording of Bill Gregory talking to a crew about the pipefitter coming out to uncouple 1 unit so they could go into Wicks and work it. I do have photos, probably one of the last trips the

SW-9's made up into Muse, of 2 SW-9's both facing East. There were 2 tank cars derailed and I'm remembering they probably had the second SW-9 to provide extra horsepower to rerail or I'm sure there would of only been 1 SW-9 up there. Lots of meets at Muse Junction over the years with 3 and 4 SW-9's in on the branch waiting out a westbound. And the time when that gigantic ladle was shipped to Mifflin Jct via the P&LE/Montour/N&W-Southview when the pipefitter met the crew at Southview so they could shove the oversized load up to the N&W with just 1 SW-9, so the crew didn't not have to drop it by at Southview. The ladle was excessive dimension so Lotus Siding was also used as the retaining wall near the B&T switch did not have enough clearance.

The pipefitter was usually just 1 employee from Montour Jct...
GPS

Going back to the run by and back in order, does another part of the order give rights beyond the run by and back in section? In other words lets say you have a crew running from Champion to Hills with the lead engine being number 74.

Would you write the body of the order something like this;

=====
Eng. 74 Run extra Champion to Thompsonville
Extra 74 run by the east end of Hills and back in.
=====

Giving the crew rights to Thompsonville for head room to back their empties into the empty yard at Hills?

Once the crew placed the empties in the empty yard at Hills, would you give them a Work extra order between the East end of Hills and the West end of Hills or issue another run by and back in order for the West end of Hills?

Form 19 MONTOUR RAILROAD COMPANY Form 19
Train Order No. 15 6-7 1974

To Eng 84

At Champion

Eng 84 Run Extra Champion to East End No 4 Mine Hills Run by and back in and Return to West End No 4 Mine Hills Run by and back in. Ex 84 last meet Eng 77 and 78 West at Mifflin Jct. S. B. R.

Received By Mlesko

Made Sam Time 11:33 A. M. Dispatcher Spagany

FORM 410 MONTOUR RAILROAD COMPANY
31 Train Order No. 15 8-2 1972

To Eng 77 At Hills

Eng 77 run from Hills to West End Champion run by and back in. Eng 78 set ready back in and meet Eng 77 west at East End McDonald. Not Preceding Eng 84 Release yet

37
47 coal + 1 empty # 100000

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER

Repeated at 4:40 P. M.

CONDUCTOR	TRAIN	MADE	AT	RECEIVED BY
<u>Spagany</u>	<u>77</u>	<u>4:40</u>	<u>Hills</u>	<u>A</u>

Would the same thing apply for Muse (run by and back in) and would you give the crew orders to the West end of National Tunnel, a mile post (MP 26 or 27) or Henderson?
Rich S.

Bella & Chance took me for a walk along the Library Branch this morning.

We were looking for signs of the tool shed that was near the west end of Library Viaduct - but did not find anything physical. Definitely a location for it - but nothing concrete..... ;-)

However, up the hill a bit - we saw this beside the trail.



A piece of rail sticking in the ground -

Behind the center of the 5 apartment buildings on the north side of the Trail.

This might have been what Tim was referring to as a milepost..... sort of.....

No evidence of a number plate and the rail head is facing the trail - not the flat base.

It also does not match up with any MP locations -

It is in the little wedge of Bethel Park territory that the RoW runs through.....

About a mile-and-a-half from the junction - so not that milage -

Trail MP 35 is a bit up the trail - and RR MP mileage would be even a few hundred yards further west - so not that measurement

But - perhaps just a visual indicator before the apartments were built - it is about half-way from the Greenhills spur to the viaduct. Something out in the middle of the woods to give a reference point??

Things that make you go "Hmmmmm....."

Bryan Seip

Friday March 2, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Snowden and Lotus.
Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/2/1973	82-83-84-80	1:30	30	29				
	74-73-75	6:30						
	81-76-79-78	10:00			40	31	45	43
	81-76-79-78	10:00			-2			
	82-84-83-80	12:30		51	32	33	23	48
	82-84-83-80	12:30			-1			
	81-76-79-78	19:30						
	74-73-75	21:00			46	27		15
	74-73-75	21:00						11
	81-76-79-78	21:30					33	26
Daily Totals			30	51	116	126	26	0

Coal shipments for the day: 76 coal to PCo (along with 11 PCo returns (MTY hoppers)), **102** coal to P&LE, and **1** coal to B&O (yes, just one coal delivered today).

ACFX 6087 Friday, 2 March, 1973
load tank for Muse; 80,000 lb tank TM

Snowden, B&O to Library Junction

ATSF 12202 Friday, 2 March, 1973
load tank for McKesson; 50' -6" box, 8' door, 4868 cf, 100,000lb, shock control, SL Loaders, Nailable Steel Floor

Snowden, B&O to Library Junction

ATSF 12202 Friday, 2 March, 1973
load tank for McKesson; 50' -6" box, 8' door, 4868 cf, 100,000 lb, shock control, SL Loaders, Nailable Steel Floor

Library Junction to Lotus Siding

UTLX 82911 Friday, 2 March, 1973
load tank for Imperial; 100,000 lb TPI tank

Snowden, B&O to Library Junction

Saturday March 3, 1973 - Montour Movements

Today sees 4 crews being called to work the mines and perform switching at Muse Jct. and Lotus.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/3/1973	82-83-84-80	0:01	9	5	42			
	74-73-75	8:00						21
	81-76-79-78	12:00						17
	74-73-75	22:30						
Daily Totals			9	42	0	0	0	21

Coal shipments for the day: 27 coal to PCo, and 40 coal to P&LE.

11 gondolas and 1 flat car destined for B&T were picked up from Hills Transfer and left off at Lotus siding.

ACFX 6087 Saturday, 3 March, 1973
load tank for Muse; 80,000 tank TM

Library Junction to Muse Jct.

CSCO 2035 Saturday, 3 March, 1973
mty for P&LE;

Lotus Siding to P&LE

L&N 7798 Saturday, 3 March, 1973
load for Wickes; 40' -6" box, 10' door, 3899 cf, 110,000 lb, 64 lading tie anchors

Lotus Siding to Nelson Industrial

P&LE 9529 Saturday, 3 March, 1973 scrap for P&LE; 52' -6" drop end gondola; 1896 cf; 140,000 lb; steel floor	Lotus Siding to Montour Junction
P&LE 10738 Saturday, 3 March, 1973 scrap for P&LE; 52' -6" drop end gondola; 1896 cf; 140,000 lb; steel floor	Lotus Siding to Montour Junction
PC 598038 Saturday, 3 March, 1973 scrap for pea; 65' -6" gondola; 3182 cf; 140,000 lb; fixed ends; steel floor; G44a	Lotus Siding to Montour Junction
RDG 109090 Saturday, 3 March, 1973 load for Wickes; 40' -5" box; 8' door; 3891 cf; 110,000 lb; wood lining	Lotus Siding to Nelson Industrial
SOU 46996 Saturday, 3 March, 1973 mty for P&LE; 40' -6" box; 9' door; 3712 cf; 110,000 lb	Lotus Siding to P&LE
SSW 47616 Saturday, 3 March, 1973 mty for P&LE; 50' -6" auto box; 15' door; 4927 cf; 110,000 lb	Lotus Siding to P&LE
UTLX 82911 Saturday, 3 March, 1973 load tank for Imperial; 100,000 lb TPI tank	Library Junction to Lotus Siding
WM 50582 Saturday, 3 March, 1973 mty for P&LE; 61' -0" gondola; 1600 cf; 140,000 lb; fixed ends; flat bottom	Lotus Siding to P&LE
WPS 1744 Saturday, 3 March, 1973 mty for P&LE;	Lotus Siding to P&LE
WPS 1746 Saturday, 3 March, 1973 mty for P&LE;	Lotus Siding to P&LE

Notes relating to train movements/switching movements/these posting

Only 1 coal to B&O - but there were 3 loaded tanks to pick up at Snowden.....
 I wonder if the 74-73-75 crew did that chore while they were working #10??
 I know it has been mentioned before - but one thing I notice is that there are consistently 3 (& sometimes 4) trains of coal coming out of #4 every day.
 Westland & #10 usually only 1 a day.
 Bob - do you have production numbers for this time period - 1973 -
 It would be interesting to compare the production at the 3 big mines when they were all working at the same time....
 Bryan Seip

Operating question....

When crews would put mty's into #4 - would they run by with an entire string of 40-plus hoppers and then shove them into the 3 mty tracks?
 Or would they cut off some cars & "double down" into the mty yard??
 Doing it as 1 string would put the engines into Thompsonville - but keep it as 1 move
 Doubling back would keep things closer to the east end Hills - but make more moves -
 Bob would get 2 or 3 run-by-&-back-in moves for the price of 1 ; -)
 Bryan Seip

One string was the standard at #4, I remember the engines well past the West End of Thompsonville switch most times.
 Also watched the crews several times pulling 'Boyce' as they called getting mtys off the PRR/PC/CR. They may have to pull 80+ at the same time,
 the extra cars were occasionally placed in Thompsonville Siding , possibly to be picked up and used at #10 as well.
 TimS

Tim is correct, past the West End Thompsonville if the Montour crew had 80 or 100 empties off Boyce or the Hill or Creek track.
 I never observed crews putting empties in Thompsonville siding from Hills Transfer,
 but crews coming out of Mifflin with B&LE hoppers used Thompsonville occasionally as I have

tape recordings to substantiate that. Often B&LE hoopers were put in Thompsonville siding so the Montour crew could go out on Boyce and pull it so the Montour could order more hoppers.

As a foot note, when the engines were up at Thompsonville, the brakeman down near #4 tipple spotting the empties needed to stay close to the angle cock on the west hopper in case the engineman couldn't hear him, so they didn't shove into the empties under the tipple..., if there were any.

GPS

My question, how do you protect against West Bound movements at the East end of Hills with a Run By and Back in order? If you had a West bound coming out of West Mifflin or off the Library Branch, where would you hold the West bound if a East Bound at Hills had a Run By and Back in Move? Would they have to notify you when they placed all of the empties in the empty yard at Hills?

Rich S

The train dispatcher would give the Westbound a order down to the West End of Thompsonville....or....he would put out a meet ...

Engine 74 run extra Champion to East End #4 Mine Hills...Run By and Back in and return to West End #4 Mine Hills...Run by and back in. Extra 74 East...Run by and back in and meet Extra 78 West at the East End #4 Mine Hills...

Then...

Engine 78 run extra Library Junction to West End Champion, Run by and back in.

Extra 74 East Run by and back in and meet Extra 78 West at East End #4 mine Hills...

Extra 78 West Do Not Pass Gilmore Junction. Not protecting East of East End Thompsonville.

Signed F.C.R.

After the #4 crew put his empties away, he would either clear up on Pennsylvania Company Transfer Hills or down at the West End of #4. If they were both picking up loads out of #4...they would more than likely clear on Hills Transfer so the crew can leave his caboose on the main then put coal out against it.

GPS

More on Run by

Form 19 MONTOUR RAILROAD COMPANY Form 19
Train Order No. 11
To C+O PHE 1536
At Saluda
PHE eng 1536 run - extra - East end Saluda to Penn Co #4 Mine Hills. Extra 78 East Run by Back in and meet PHE extra 1536 West at East end #4 mine Hills Not Protecting
Yes
Received By [Signature]
Made [Signature] Time 5:29 A M Dispatcher R Keller

Form 19 MONTOUR RAILROAD COMPANY Form 19
Train Order No. 35
To C+O Eng 75
At Boyce
Eng 75 run - extra - West end Boyce to Library Jct. Extra 84 West Run by Back in and meet extra 78 East at West end #4 mine Hills following which except extra 79 East wait at Penn Tunnel until Two-fifty 2:50 AM F.C.R.
Received By [Signature]
Made [Signature] Time 10:38 P M Dispatcher [Signature]

Form 19 MONTOUR RAILROAD COMPANY Form 19
 Train Order No. Seven 9-5 1973

To C & E Eng 79

At Hills.
 Eng 79 runs Extra Tenon Co Lp Hills to East End No 4 Mine Hills Run by and back in and East End No 4 Mine Hills to West End No 4 Mine Hills Run by and back in. S. C. R.

Received By Wicks
 Made Com Time 6:00 A M Dispatcher Eschfeld

Form 19 MONTOUR RAILROAD COMPANY Form 19
 Train Order No. 31 4/10 1975

To C 92 Extra 73 west

At Peasock
 Extra 70 east run by and back in and meet extra 73 west at East End of McDonald Extra 73 west use McDonald siding as main track Extra 73 west Eng 70

Received By C. K. Hays J. C. S.
 Made Comp Time 9:34 P M Dispatcher B Miles

Form 19 MONTOUR RAILROAD COMPANY Form 19
 Train Order No. 25 Feb 17- 1976

To C & E Eng 82

At Mc Donald

Eng 82 run Extra west end McDonald to East end Mc Don Mine Hills run by back in and return to West end Mc Don Mine Hills run by back in. Ex 79 west run by back in and meet Ex 82 East at West end Mc Don Mine Hills. J. E. S.

Received By E. Brunner
 Made Com Time 9:52 P M Dispatcher H. J. Jephfeld

Form 19 MONTOUR RAILROAD COMPANY Form 19
 Train Order No. 20 10/18 1974

To C & E Eng 74 West

At Mass Jct
 Eng 74 run by Mass Jct to West end Hills Ex 79 west run by siding and meet extra 74 West at 1 corner to Top Hills that Protection of Woodmanville Hill

Received By Robison
 Made Com Time 7:39 P M Dispatcher Stinson

Form 19 MONTOUR RAILROAD COMPANY Form 19
 Train Order No. 19 10/6 1976

To C & E Eng 79

At Champion
 Eng 79 run Extra Champion to East End Thompsonville run by and back in and return to West End Thompsonville run by and back in

Received By Genint J. E. S.
 Made Com Time 11:29 P M Dispatcher Schultz

Form 19 MONTOUR RAILROAD COMPANY Form 19
 Train Order No. 27 6-5 1976

To C & E Eng 50

At Bozys
 Eng 50 run Extra Bozys to Hills run by and back in and return to West end Hills run by and back in Ex 50 East meet Ex 77 West at McDonald Jct

Received By Stanley
 Made Com Time 6:02 P M Dispatcher H. S.

In this Train Order we see the elimination of "Montour # 4 Mine"...
 This was the new format of train orders issued for #4 crews

as Conductor and General Chairman J. Marvin Conley had management revise the unnecessary need for Montour #4 Mine in train orders.

I find it interesting that the orders were written in script and not printed. Is this because the actual order was given to the train crew verbally by radio or telephone the yellow copy was kept as a record?

Bob Ciminel

Here we see one sample of how train crews recorded the work they were lined up to do. Often the crews received their work order directly from the Montour RR Train Dispatcher, but in this case this is Parkinson's writing.

Conductor Parkinson was taking Engine 85 & probably the Champion Job caboose from Montour Junction to Champion (probably to save a 4 hour arbitrary dead head for Parkinson's road crew) leaving it in the West end of Disco (across from the Montour RR Champion Yard Office).

At Champion the Engineer will receive a "engine trade" arbitrary as on the shove up near the yard office are Montour 78-77-74 & a caboose that they will use to go to Montour #4. On the Runner track at Champion are 49 empty hoppers with 43 big ones that they will take & set off at Peacock Siding to make room at Champion. On the West End of Peacock Siding are 4 shop cars, probably bad carrying irons (as Tim illustrated a few weeks ago) or cars with broken train lines. These cars are probably loaded and came out of either of the 3 coal mines.

Parkinson & crew will then run light to Pennsylvania Company Transfer Hills and pull 65 hoppers and place in Montour #4. Parkinson & crew will take a 3 unit train out of Montour #4 and probably fill out at Southview. Tonnage ratings from Montour #4 to Southview can be increased at Cowden or Southview as the grade to coming out of Montour #4 is the ruling gradient. Crews often filled out another 10 or so cars at Cowden or Southview...

At Champion, Parkinson's crew will take their train to #2 Boggs and leave it there. #2 Boggs could hold 35 seventy ton hoppers, but you could also take 10 additional cars & leave them fouling the Lead at the East end of Boggs Yard.

FORM 410 TO BOOKS 4-89

MONTOUR RAILROAD COMPANY

31 Train Order No. _____

_____ FEB 12 19 75 _____

To _____ At _____

85 + Cab to W.E. DISCO.

78-77-74 Cab on Shove up

Runner 4943 to Peacock (45 HOPS) (w.c.)

Wtng Hills Trf 65

WB #4

WB Southview? } #2 Boggs

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER

Repeated at _____ M.

CONDUCTOR	TRAIN	MADE	AT	RECEIVED BY

NEXT CREW - MIDNIGHT

Early on Bob, Form 31's were used. The transition to Form 19's came in the 70's eventually replacing the 31's.

Train orders were to be turned in by each crew at the end of their tour of duty, sent in with their time slips, wheel reports & such.

The Ledger book in the Train Dispatchers Office was used by Train Dispatcher for issuing train orders. When train dispatchers came to the end of their shift, they had to note by Initials who was being relieved and who was coming on duty and the time, along with outstanding train orders.

When crews needed new train orders, the train dispatcher recorded their arrival times on the train sheet, then using a red pencil Initialed out that train order... and checked its number off on the ledger page margin.

Any special instructions were listed under the turn over dispatchers Initials, where the time being relieved and by whom were noted.

There were some 24 hour days when the train dispatchers issued 30+ train orders in the mid 1970's.

GPS

I imagine in the time era we are talking about - typing skills of most employees was pretty much non-existent (especially dispatchers who were mainly male)

Remember this was the manual typewriter era - using forms with multiple carbon copies.

Thus - any mistakes/typos would be time consuming to correct -

(no spell check or undo key) ;-)

They would have had to keep secretaries on duty 24/7 - just like the dispatchers - to handle the paperwork....

So - much easier (\$\$\$) to just write out the orders when they needed to be dispatched & keep those trains rolling.

Business practices haven't really changed - get the most production you can out of the fewest employees.

Technology has changed the allocation of manpower - but not the basic premise.....

Bryan Seip

In the old days, i.e. even before Carter was born train orders were transmitted like this:

The dispatcher would telegraph or call the tower operator and signal "31" or "19" and state the direction and number of copies to be made. (PH copy three west) He would then dictate or transmit the order, writing it down in his log (order sheet).

When given by telephone or telegraph, all words and numbers were first pronounced and then spelled out. The operator would write the order on duplicate train order blanks and immediately read or transmit the order back from his copy to the dispatcher, who would underline each word on his copy to ensure that the order was properly transmitted and received.

When a "19" order was correctly repeated to the dispatcher, he would signal "Complete," giving the time and the superintendent's initials. A copy of the "19" order, bearing the word "Complete," the time, and the operator's signature is then delivered to each person addressed in the order (usually the conductor and engineer).

A "31" order was a little different. When a "31" order was correctly repeated back to the dispatcher, the time of the repetition was noted. To deliver the order, the train had to stop and the order read back to the operator and then signed by the conductor or engineer, or both. The operator would send the number of the order, followed by the signatures, to the dispatcher who would give his "OK" by signaling "Complete." The "31" order ensured that it was properly understood by the train crew before it was considered "Complete."

Bob Ciminel

**On the Montour R.R. all train crews had to stop before receiving a train order.
GPS**

Bryan,

The 75-73-74 crew (Beirman, COP 2100) picked up 11 MTYs and 3 loads from Snowden after dropping off 1 Coal and 2 MTYs.

The general practice for 1973 was indeed 3 crews to #4 and 1 crew to each #10 and Westland. However, there are many days that varied. You will see a day in March that has 6 crews working #4.

I have the 1973 mine production numbers, see below. Remember that these numbers are the clean coal after processing at Champion, not the green coal coming from the mines.

#4 - 1,728,000 tons with a life expectancy of 8 years and a daily production of 9,500 tons

#10 - 374,276 tons with a life expectancy of 5 years and a daily production no reported

Westland - 618,900 tons with a life expectancy of 22 years and a daily production of 4,600 tons

Based on the data that I have, 1973 was a declining year in coal production on the MTR (Just over 3 million tons for the year). The data from the mid 1960s up til 1972 is about 500,000 tons more than 1973. Coal production continued to decline during the 1970s.

As a comparison, during 1944, the M moved close to 7 million tons of coal, which declined dramatically in 1945 (less than 6 million tons) and 1946 (less than 4 million tons).

Greg Corcoran

Monday March 5, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Muse, McKesson, Wickes, Salida, Imperial, Richylin, and Allegheny Solvents.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/5/1973	74-73-75	0:30									37	35		
	82-83-84-80	3:00					52	42	48	35				
	81-79-78	4:30	54	49	33	27								
	80	10:00												
	74-73-75	11:30					19	12					25	15
	76-81-79-78	12:00					33	25	34	24				
	77-83-84-82	15:00					53	37						
	76-81-79-78	22:30	58	36	45	40								
	76-81-79-78	22:30	-1											
Daily Totals			111		78		157		82		37		25	

Coal shipments for the day: 78 coal to PCo (plus 8 returns), and 68 coal to URR (20 from Jewell).

ACFX 476 Monday, 5 March, 1973
mty for PCo; 80,000 lb tank TM

Muse to Muse Jet.

ACFX 6087 Monday, 5 March, 1973
load tank for Muse; placed #3 spot; 80,000 lb tank TM

Muse Jet. to Muse

ATSF 12202 Monday, 5 March, 1973
load for McKesson; 50' -6" box, 8' door, 4868 cf, 100,000lb, shock control, SL Loaders, Nailable Steel Floor

Lotus Siding to McKesson

B&O 470515 Monday, 5 March, 1973
load for Wickes; 40'-6" box, 8' door, 3715 cf, 130,000lb

Montour Junction to Wickes Furniture

C&O 22518 Monday, 5 March, 1973
load for McKesson; 50'-6" plug door box; 9' door; 4927 cf; 140,000 lb; DF loaders; cushioned underframe; partial belts

Montour Junction to McKesson

GATX 67670 Monday, 5 March, 1973
load for Muse;

Salida, NW to Library Junction

GATX 67670 Monday, 5 March, 1973 load for Muse; placed in #2 spot;	Library Junction to Muse
GATX 77046 Monday, 5 March, 1973 mtyfor N&W;	Muse to Muse Jet.
L&N 7798 Monday, 5 March, 1973 mty for P&LE; 40'-6" box, 10' door, 3899 cf, 110,000 lb, 64lading tie anchors	Wickes Furniture to P&LE
L&N 7798 Monday, 5 March, 1973 load for Wickes; 40' -6" box, 10' door, 3899 cf, 110,000 lb, 64lading tie anchors	Nelson Industrial to Wickes Furniture
LV 65051 Monday, 5 March, 1973 mty box for Union; 40' -6" box; 7' door; 3903 cf; 110,000 cf	Imperial to Champion
N&W 97701 Monday, 5 March, 1973 load of axles for B&T; 46' -0" gondola; 1311 cf; 100,000 lb; fixed ends; flat bottom	Salida, NW to Library Junction
N&W 97701 Monday, 5 March, 1973 load of axles for B&T; 46' -0" gondola; 1311 cf; 100,000 lb; fixed ends; flat bottom	Library Junction to Lotus Siding
P&LE 10738 Monday, 5 March, 1973 scrap for PCo; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor	Mrntour Junction to Champion
P&LE 14782 Monday, 5 March, 1973 load for PCo; 52' -6" fixed end gondola; 1745 cf; 154,000 lb; steel fl I	Richylin Machinery to Champion
P&LE 14782 Monday, 5 March, 1973 I load for PCo; 52' -6" fixed end gondola; 1745 cf; 154,000 lb; steel fl	Champion to McDonald Transfer
PC 152619 Monday, 5 March, 1973 load; 50'-6" box (X50); 8' door; 4949 cf; 110,000 lb	Nelson Industrial to Wickes Furniture
PC 152619 Monday, 5 March, 1973 load for Wickes; 50'-6" box (X50); 8' door; 4949 cf; 110,000 lb	Montour Junction to Wickes Furniture
PC 167795 Monday, 5 March, 1973 mty for P&LE; 50'-6" box (X74); 10' door; 5030 cf; 154,000lb	Nelson Industrial to P&LE
PC 167795 Monday, 5 March, 1973 mty for P&LE; 50'-6" box (X74); 10' door; 5030 cf; 154,000lb I	Wickes Furniture to Nelson Industrial
RDG 109090 Monday, 5 March, 1973 load for Wickes; 40'-5" box; 8' door; 3891 cf; 110,000 lb; wood lining	Nelson Industrial to Wickes Furniture
SAL 15223 Monday, 5 March, 1973 mty for PCo; 50'-6" box, 10' door, 4950 cf, 145,000 lb, DF-210aders, cush. unfr, lading b~nd anchors, nai lable stl fir	Allbgheny Solvents to Champion
SLSF 43449 Monday, 5 March, 1973 load for Wickes; 50'-6" box; 10' door; 5080 cf; 154,000 lb I	Montour Junction to Wickes Furniture
SOU 47459 Monday, 5 March, 1973 mty for P&LE; 40'-6" box; 9' door; 3712 cf; 110,000 lb	Nelson Industrial to P&LE
SOU 47459 Monday, 5 March, 1973 mty for P&LE; 40'-6" box; 9' door; 3712 cf; 110,000 lb I	Wickes Furniture to Nelson Industrial
SOU 49189 Monday, 5 March, 1973 mty for P&LE; 40'-6" box; 9' door; 3712 cf; 110,000 lb	Nelson Industrial to P&LE
SOU 49189 Monday, 5 March, 1973 mty for P&LE; 40'-6" box; 9' door; 3712 cf; 110,000 lb I	Wickes Furniture to Nelson Industrial
SOU 505425 Monday, 5 March, 1973 mty for P&LE; 40'-6" box; 8' door; 3713 cf; 110,000 lb I	Nelson Industrial to P&LE
SOU 505425 Monday, 5 March, 1973 mty for P&LE; 40' 6" box; 8' door; 3713 cf; 110,000 lb I	Wickes Furniture to Nelson Industrial

Tuesday March 6, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Lotus. 6 crews worked #4 today along with 2 crews working #10.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/6/1973	74-73-75	0:40									1	1	22	21
	74-73-75	0:40									16	14		
	74-73-75	0:40									21	14		
	77-83-84-82	2:00					60	42	48	35				
	76-81-79-78	9:30							47	31				
	75-73-74	11:30					24	10						
	77-83-84-82	13:30					40	32	47	33				
	81-79-78	20:30	44	33	32	26								
	75-73-74	21:00					16	14			11	10	22	20
	75-73-74	21:00									23	17	23	19
	75-73-74	21:00									-1			
	77-83-84-82	23:30					30	29						
	77-83-84-82	23:30					15	15	47	36				
Daily Totals			44		32		185		189		71		67	

Coal shipments for the day: 72 coal to PCo (plus 4 returns), and 8 coal for B&O was set off at Library.

69 (47-70) MTYs were picked up from Snowden (B&O).

EL 54015 Tuesday, 6 March, 1973

load for Wickes; 40'-6" box, 8' door; 3891 cf; 110,000

Montour Junction to Lotus Siding

P&LE 21996 Tuesday, 6 March, 1973

load for Wickes; 40' -6" box; 6' door; 3906 cf; 110,000 lb

Montour Junction to Lotus Siding

P&LE 24078 Tuesday, 6 March, 1973

load for Wickes; 50' -9" box; 10' door; 4893 cf; 110,000 lb

Montour Junction to Lotus Siding

SOU 45276 Tuesday, 6 March, 1973

load for Wickes; 40' -6" box; 8' door; 3836 cf; 110,000 lb

Montour Junction to Lotus Siding

SOU 522686 Tuesday, 6 March, 1973

load for Wickes; 50'-6" box; 9'-3" door; 4845 cf; 110,000 lb

Montour Junction to Lotus Siding

Gee - Must be a big sale at Wickes.....

Monday 6 loads in & 5 mty's out

Tuesday 5 loads to Lotus - probably no room to spot them at the store.....

Wonder if the Wickes warehouse crew was making some Overtime unloading all those cars??? ;-)

Bryan Seip

How about -

If cars derail - but then end up back on the tracks - is it considered a derailment??

RJ tells the story about how his father - Robert D. - was pulling around the west end Hills on the main line.

(I don't know if they had been pulling loads out of #4 or came from Library/Mifflin further east)

Several cars came off the tracks - stringlining as they rounded the curve - and took out the water column from the Hills water tank which stood on the inside of that curve.

When the wheels riding the ties came to the west switch Hills - they hit the switch frog and re-railed themselves.

So - no work needed to get the train moving west.....

RJ didn't mention whether his Dad's crew had to report a derailment - but since they destroyed the water column, I guess they would have had to report something.....

Life on the Mighty M!!

Bryan Seip

Wednesday March 7, 1973 - Montour Movements

Today sees 6 crews being called to work the mines.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/7/1973	76-81-79-78	7:30												
	75-73-74	8:00	29	22	34	27	24	20						
	77-83-84-82	10:30					26	21	45	39				
	77-83-84-82	10:30					16	13						
	75-73-74	19:00	36	32	36	21								
	76-81-79-78	20:30					49	33	37	31				
	76-81-79-78	20:30					-1							
	77-83-84-82	21:30												
Daily Totals			65		70		114		82		0		0	

Coal shipments for the day: 28 coal to PCo and 56 coal to P&E.

MTR 31 Wednesday, 7 March, 1973
Caboose;

Champion to Montour Junction

MTR 37 Wednesday, 7 March, 1973
Caboose;

Champion to Montour Junction

Thursday March 8, 1973 - Montour Movements

Today sees 5 crews being called to work the mines and perform switching at Muse Jct., Wickes, B&T, and Salida. A lot of furniture being stocked at Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/8/1973	76-81-79-78	7:00							46	45				
	81-79-78	7:00												
	83-84-82	7:30					37	35	33	32	6	0	24	17
	83-84-82	7:30									11	10		
	75-73-74	9:00					59	57						
	75-73-74	9:00					-1		37	22				
	81-79-78	18:15					29	16						
	77-75-73-74	19:00	55	41	45	38								
Daily Totals			55		45		124		116		17		24	

Coal shipments for the day: 68 coal to PCo and 51 coal to B&O (plus 1 MTY). 39 coal for URR was set off at Jewell (21) and Salida (18).

Coal for B&O is labeled as "Unit - changed from Bellfield". I would speculate that this was destined for Bellfield Boiler, but was changed to join a unit coal train, which would explain the large receipt of B&O hoppers a few days ago at Snowden.

ACFX 476 Thursday, 8 March, 1973 mty for P&LE; 80,000 lb tank TM	Muse Jet. to Hills Transfer
B&O 470515 Thursday, 8 March, 1973 mty for P&LE; 40' -6" box, 8' door, 3715 cf, 130,000 lb	Wickes Furniture to Nelson Industrial
CSCO 2036 Thursday, 8 March, 1973 mty for P&LE;	B&T to Lotus Siding
EDSD 299 Thursday, 8 March, 1973 mtyforPCo;	B&T to McDonald Siding
EL 54015 Thursday, 8 March, 1973 load for Wickes; 40'-6" box, 8' door; 3891 cf; 110,000	Lotus Siding to Wickes Furniture
GATX 11270 Thursday, 8 March, 1973 mty tank for Muse; 80,000 lb TM tank	Hills Transfer to Muse Jet.
GATX 74971 Thursday, 8 March, 1973 mty for P&LE; 140,000 lb tank; AAR mech. designation TMI	Muse Jet. to Hills Transfer
GATX 95075 Thursday, 8 March, 1973 load for Muse;	Salida, NW to Muse Jet.
N&W 97701 Thursday, 8 March, 1973 load of axles for B&T; 46' -0" gondola; 1311 cf; 100,000 lb; fixed ends; flat bottom	Lotus Siding to B&T
N&W 160992 Thursday, 8 March, 1973 load for McKesson; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; DF Loaders	Salida, NW to Montour #4
N&W 361185 Thursday, 8 March, 1973 load for Wickes; 40' -6" box; 6' door; 3892 cf; 110,000 lb	Salida, NW to Montour #4
N&W 391343 Thursday, 8 March, 1973 load for Wickes; 40' -6" box; 9' door; 3956 cf; 110,000 lb	Montour #4 to Champion
P&LE 9529 Thursday, 8 March, 1973 scrap for P&LE; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor	Montour Junction to McDonald Siding
P&LE 21996 Thursday, 8 March, 1973 load for Wickes; 40' -6" box; 6' door; 3906 cf; 110,000 lb	Lotus Siding to Wickes Furniture
P&LE 24078 Thursday, 8 March, 1973 load for Wickes; 50' -9" box; 10' door; 4893 cf; 110,000 lb	Lotus Siding to Wickes Furniture
P&LE 61105 Thursday, 8 March, 1973 mty hopper; 40' -8" HT hopper; 2700 cf; 154,000 lb	Montour #4 to Champion
PC 152619 Thursday, 8 March, 1973 mty for P&LE; 50' -6" box (X50); 8' door; 4949 cf; 110,000 lb	Wickes Furniture to Nelson Industrial
RDG 109090 Thursday, 8 March, 1973 mty for P&LE; 40' -5" box; 8' door; 3891 cf; 110,000 lb; wood lining	Wickes Furniture to Nelson Industrial
SLSF 42449 Thursday, 8 March, 1973 mty for P&LE; 50'-6" box; 10' door; 5080 cf; 154,000 lb	Wickes Furniture to Nelson Industrial
SOU 45276 Thursday, 8 March, 1973 load for Wickes; 40' -6" box; 8' door; 3836 cf; 110,000 lb	Lotus Siding to Wickes Furniture
SOU 522686 Thursday, 8 March, 1973 load for Wickes; 50' -6" box; 9' -3" door; 4845 cf; 110,000 lb	Lotus Siding to Wickes Furniture
WCHX 10057 Thursday, 8 March, 1973 mty forPCo;	Muse Jct. to Hills Transfer
WSX 7510 Thursday, 8 March, 1973 mtyforPCo;	B&T to McDonald Siding

Notes relating to train movements/switching movements/these posting

MTY hoppers going to Westland -

If they came from Champion or Montour Junction or McDonald - anywhere west of Gilmore Junction - would just continue down the Westland Branch....

If they came from east of Gilmore Junction - Hills or Library or Mifflin - the engines would be on the west end of the train.

Given the grade - I am assuming they did not shove MTY's all the way to Westland - or did they??

If not - where did the engines run around the train??

Peacock makes the most sense..... they could pull in both directions.

Cowden possibly - but that would require a shove of almost 2 miles to clear Gilmore.....

Did the Montour ever run lead/trail - similar to what W&LE does now going to Westland???

RJ & Gene have told us how they handled the Westland yards & run around the train there - but how did they handle getting TO Westland??

Bryan Seip

Bryan,

The vast majority of the MTYs came from MTR Jct and Champion/Boggs, but there are some exceptions.

Example - 3/15/73 - 75 (57-70) MTYs taken from Boggs yard; 48 (36-70) left at Peacock for Westland and the balance of 27 (21-70) were taken to #10. MTYs were delivered to Westland on 3/16/73.

Greg Corcoran

Heck Bryan...

Getting to Westland was easy.

Stop at Gilmore Junction main track switch.

Unlock the ADLAKE...

Bend the iron for the Branch.

Check switch points.

Reapply the ADLAKE.

Give "go-ahead" sign to RJ.

Climb aboard locos as they eas in on Westland Branch.

If the train dispatcher wants you to clear up.

Flag will drop off at switch.

Radio RJ to STOP.

Reline the main track switch back for the main.

Reapply ADLAKE.

Give RJ a "go-ahead" sign.

Report clear to Gene at Montour Jct. Train Dispatchers Office.

Gene

OK - thanks guys -

Gene - you are taking the easy way out - you are coming from west of Gilmore..... ;-)

But I like the description....

Only thing missing is after you apply the ADLAKE for the final time, you stick a dixie cup into a rail joint on the main. Then returning from Westland you would know whether that other westbound had passed by or not.....

PS - don't take too long with the final steps - your train is blocking both Southview Road & Rt 50....

Greg - About what I figured - most hoppers came from Champion or MTR Jct..... so that fits right in to Gene's scenario...

I guess I get too impatient to complete a move of cars coming from east of Gilmore.

I should know by looking at your switching lists - cars are seldom delivered to their final destination in only 1 move.

Westbound cars would be dropped at Peacock - then a different eastbound crew would pick them up and take them to Westland.

As long as the dispatcher and shipper kept those MTY's coming - the mine could keep loading - so the timing had to be juggled to keep the MTY yard full.

If everyone is on time - it works pretty well.

I guess the scenario at #4 was somewhat similar. MTY's coming from Champion or off Hills Transfer was easy.

Bob's favorite - run by & back in.....

But if MTY's were coming from Mifflin or Snowden - drop them in Thompsonville and then later - maybe even a different crew - shove them into the MTY Yard.

Bryan Seip

As a side note...

I think its been mentioned here a time or two.

As Greg mentioned as I have several times, Montour #4 had several train crews called daily to keep it full of empties as well as removing the loads versus the 1 crew for Westland and Montour #10.

I think there was times when Westland could of had 2 crews daily before the P&LE take over when it all wentyou know where.

But at one time, quite possibly in the steam era, a Westland crew took empties in and brought out the loads, taking them to Champion. After yarding their train at Champion, that same Westland crew often returned a second time to Westland that same day.

As for empties going to Westland from Champion or Montour Junction...

Westland only had 2 tracks for empties, totaling 70 hoppers even though I once sent in 75 on J. Marvin Conley since the place was out of cars so the train crew would pull 40 empties in on the front track (a.k.a. #1) then shove them in on #2 all the way down under the tipple which held another 4 or 5 hoppers.

If Champion & Boggs was plugged solid full of loads and empties, best thing to do is have that first road crew take all the empties out of there so daylight yardmaster Frank White had room for the crews to switch. If the road crew had more than needed at Westland, you had to set some off at Peacock so you didn't go in there with more empties than you had room for. (I think there has been times when that happened which created tons of frustration with that train crew as they jockeyed loads and empties around trying to make it all fit.)

It was always a day by day thing where as you had to keep track on what each mine needed versus what was available at the time. The PRR could supply alot of hoppers for Montour #4 and Montour #10 and the Union at Mifflin could also provide alot of hoppers for each mine depending on what exactly was going on on a particular day.

I rode several Mifflin crews with substantial trains of empty hoppers out of Mifflin Junction as we Ran By & Backed In at the West Wye Switch Library Junction. Sometimes excess hoppers were left at Library Junction. I have a tape recording or two of Train Dispatcher Harold Schofield instructing a crew to pull their B&LE hoppers in Thompsonville Siding then go out on Boyce and pull in the 100 empties out there, putting them in Montour #4 so another 100 car order could be called into the PRR for Boyce.

If you think about it...empty hoppers were just as important as loaded hoppers !

Gene

Friday March 9, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse, McKesson, Wickes, and Imperial. Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/9/1973	76-81-79-78	5:15					30	27	45	39				
	83-84-82	6:00	14	13	34	27								
	77-75-73-74	6:30					15	14	47	36				
	77-75-73-74	6:30					27	25						
	80-76	9:00												
	77-75-73-74	17:30					28	22	45	45				
	83-84-82	18:10									27	20		
	83-84-82	18:10									9	1		
	81-76-79-78	18:30												
Daily Totals			14		34		100		137		36		0	

Coal shipments for the day: 65 coal to PCo and 92 coal to P&LE (plus 1 MTY).

I have attached 4 green bills of metalurgical coal (MET COAL) for 2 MTR and 2 P.Co. hoppers from Montour #4 to Champion.

FORM 468 50-M 2-72 **881**
MONTOUR RAILROAD COMPANY
 Date MAR 9 73 19
 Car No. 423444 Initials PC
TO CHAMPION, PA.
 Contents COAL
 From MET-COAL
 Mine MET-COAL
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.
 For Cleaning and Sizing
 Via Montour Railroad
Charges Prepaid
Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.
 Mine Weight _____
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 576
 Net _____
 Weighed at _____
 Forwarded in Train No. 76
 Date MAR 9 73 19
WC Conductor
IP 3433

FORM 468 50-M 2-72 **882**
MONTOUR RAILROAD COMPANY
 Date MAR 9 73 19
 Car No. 226596 Initials PC
TO CHAMPION, PA.
 Contents COAL
 From MET-COAL
 Mine MET-COAL
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.
 For Cleaning and Sizing
 Via Montour Railroad
Charges Prepaid
Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.
 Mine Weight _____
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 620
 Net _____
 Weighed at _____
 Forwarded in Train No. 76
 Date MAR 9 73 19
WC Conductor
IP 3433

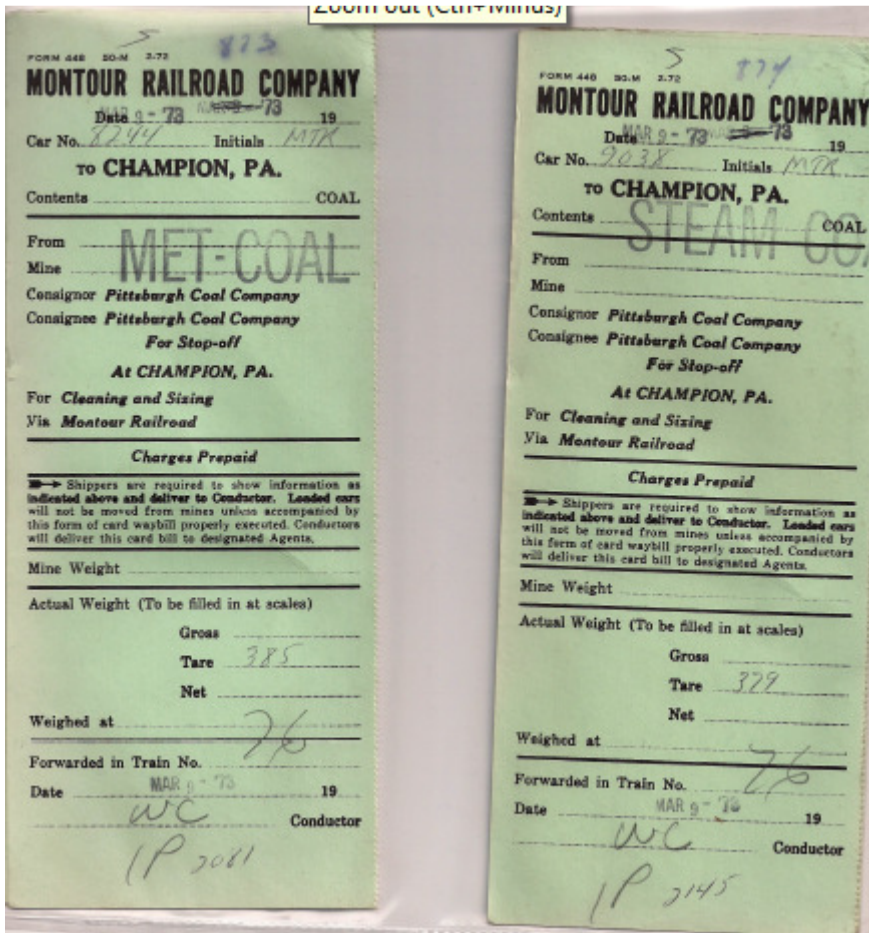
In the top margin on the green bills are the numbers 881 and 882. This represents how many cars #4 loaded for the month. Not bad for just being the 9th day of March.
GPS

Also notice on the other 2 green bills - the "S" at the top means these were shuttle cars in captive service.

Both are MTR cars - a 55-ton and a 50-ton - nearing the end of their service life, as all those "small" cars were retired by 1975.

When the 100-ton cars started showing up - it might look like there were less cars being loaded - but those would be a "2-for-1" as far as actual tonnage went.....

Bryan Seip



ACFX 6087 Friday, 9 March, 1973
 mty for B&O; 80,000 lb tank TM

Muse to Muse Jet.

ATSF 12002 Friday, 9 March, 1973
 mty for B&O; 50'-6" box, 8' door, 4898 cf, 140,000 lb, shock control, SL Loaders, nailable steel floor

McKesson to Champion

C&O 22518 Friday, 9 March, 1973
 mty for P&LE; 50' -6" plug door box; 9' door; 4927 cf; 140,000 lb; DF loaders; cushioned underframe; partial belts

McKesson to Lotus Siding

DUPX 6709 Friday, 9 March, 1973
 load for B&O; weigh; 154,000 lb TM tank

Muse to Montour Junction

EDSD 299 Friday, 9 March, 1973
 mty for PCo;

McDonald Siding to McDonald Transfer

GATX 11270 Friday, 9 March, 1973
 mty for Muse; spotted #3; 80,000 lb TM tank

Muse Jct to Muse

GATX 67670 Friday, 9 March, 1973
 mtyforN&W;

Muse to Champion

GATX 76118 Friday, 9 March, 1973
 mty for Pco;

Muse to Muse Jet

GATX 95075 Friday, 9 March, 1973
 load for Muse; spotted #2; 110,000 lb tank; AAR mech. designation 1MI

Muse Jct. to Muse

MTR 8244 Friday, 9 March, 1973
load of MET coal, #873, SHUTTLE car; 2081 cf, 38,500 ltwt, 34' hopper, 2081 cf, 110,000 lb
Montour #4 to Champion

MTR 9038 Friday, 9 March, 1973
load of STEAM coal, #874, SHUTTLE car; 2145 cf, 37,900 ltwt, 34' hopper; 2145 cf; 110,000 lb
Montour #4 to Champion

N&W 160992 Friday, 9 March, 1973
load for McKesson; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; DF Loaders
Montour #4 to Lotus Siding

N&W 160992 Friday, 9 March, 1973
load for McKesson; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; DF Loaders
Lotus Siding to McKesson

N&W 361185 Friday, 9 March, 1973
load for Wickes; 40' -6" box; 6' door; 3892 cf; 110,000 lb
Montour #4 to Lotus Siding

N&W 361185 Friday, 9 March, 1973
load for Wickes; 40' -6" box; 6' door; 3892 cf; 110,000 lb
Lotus Siding to Wickes Furniture

P&LE 9529 Friday, 9 March, 1973
scrap for PCo; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor
McDonald Siding to McDonald Transfer

PC 483444 Friday, 9 March, 1973
load of MET coal, #881; 3433 cf, 58,600 ltwt, 45'-0" HT hopper (H43d); 3433 cf; 200,000 lb
Montour #4 to Champion

PRR 228596 Friday, 9 March, 1973
load of MET coal, #882; 3418 cf, 62,000 ltwt, 44'-11" hopper, 3418 cf, 200,000 lb, H43b
Montour #4 to Champion

RDG 114011 Friday, 9 March, 1973
load for McKesson; 40' -6" box; 8' door; 3898 cf; 110,000 lb; wood lining
Montour Junction to McKesson

UP 101754 Friday, 9 March, 1973
load for Agway Imperial; 40'-6" box, 6' door, 3930 cf, 100,000 lb
Montour Junction to Imperial

WSX 7510 Friday, 9 March, 1973
mty for PCo;
McDonald Siding to McDonald Transfer

WSX 7511 Friday, 9 March, 1973
mtyforPCo;
McDonald Siding to McDonald Transfer

Saturday March 10, 1973 - Montour Movements

Today sees 4 crews being called to work the mines and perform switching at B&T, Wickes, and Imperial.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/10/1973	77-75-73-74	5:00					8	8	24	19				
	83-84-82	5:30											16	10
	83-84-82	5:30											16	10
	81-76-79-78	6:00					47	44	44	40				
	81-76-79-78	6:00					-2							
	77-75-73-74	17:40	56	44	47	39								
Daily Totals			56	47	47	39	53	68	0	32	0	32	0	32

Coal shipments for the day: 52 coal to PCo (plus 29 MTY returns) and 33 coal to P&LE.

ARMCO 2800 Saturday, 10 March, 1973
mty for B&O;
B&T to Lotus Siding

WPX 1723 Saturday, 10 March, 1973
mty for N&W;
B&T to Lotus Siding

ARMCO 2801 Saturday, 10 March, 1973 mtyfor B&O;	B&T to Lotus Siding
B&O 470515 Saturday, 10 March, 1973 mty box for P&LE; 40' -6" box, 8' door, 3715 cf, 130,000 lb	Wickes Furniture to P&LE
C&O 22518 Saturday, 10 March, 1973 mty for P&LE; 50' -6" plug door box; 9' door; 4927 cf; 140,000 lb; DF loaders; cushioned underframe; partial belts	Lotus Siding to P&LE
CSCO 2036 Saturday, 10 March, 1973 mty for P&LE;	Lotus Siding to P&LE
EL 54015 Saturday, 10 March, 1973 mty box for P&LE; 40' -6" box, 8' door; 3891 cf; 110,000	Wickes Furniture to P&LE
N&W 391343 Saturday, 10 March, 1973 load for Wickes; 40' -6" box; 9' door; 3956 cf; 110,000 lb	Champion to Wickes Furniture
P&LE 21996 Saturday, 10 March, 1973 mty box for P&LE; 40' -6" box; 6' door; 3906 cf; 110,000 lb	Wickes Furniture to P&LE
P&LE 24078 Saturday, 10 March, 1973 mty box for P&LE; 50' -9" box; 10' door; 4893 cf; 110,000 lb	Wickes Furniture to P&LE
PC 152619 Saturday, 10 March, 1973 mty box for P&LE; 50' -6" box (X50); 8' door; 4949 cf; 110,000 lb	Wickes Furniture to P&LE
RDG 109090 Saturday, 10 March, 1973 mty box for P&LE; 40' -5" box; 8' door; 3891 cf; 110,000 lb; wood lining	Wickes Furniture to P&LE
SLSF 42449 Saturday, 10 March, 1973 mty box for P&LE; 50' -6" box; 10' door; 5080 cf; 154,000 lb	Wickes Furniture to P&LE
SOU 45276 Saturday, 10 March, 1973 mty box for P&LE; 40' -6" box; 8' door; 3836 cf; 110,000 lb	Wickes Furniture to P&LE
SOU 522686 Saturday, 10 March, 1973 mty box for P&LE; 50'-6" box; 9' -3" door; 4845 cf; 110,000 lb	Wickes Furniture to P&LE
USCO 178 Saturday, 10 March, 1973 mty for Union;	B&T to Lotus Siding
UTLX 82911 Saturday, 10 March, 1973 mty tank for Pco; 100,000 lb TPI tank	Imperial to Lotus Siding
WSX 7512 Saturday, 10 March, 1973 mty for Peo;	B&T to Lotus Siding
WSX 7513 Saturday, 10 March, 1973 mty forPco;	B&T to Lotus Siding
WSX 7514 Saturday, 10 March, 1973 mty for Peo;	B&T to Lotus Siding

Monday March 12, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Salida.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/12/1973	81-76-78	1:00						
	77-75-73-74	3:00			35	28	40	38
	77-75-73-74	3:00			24	23		
	77-75-73-74	3:00			34	22		
	83-79-82	8:00		35	27			
	81-76-78	12:00			21	17		33 22 22 12
	77-75-73-74	14:00			52	-	46	40
	83-79-82	20:40	25	21	40	18		
Daily Totals			25	75	166	86	33	22

Coal shipments for the day: 73 coal to PCo (plus 7 MTY returns) and 80 coal to URR (21 from Jewell, 18 from Salida).

GATX 76093 Monday, 12 March, 1973
load for Muse; 100,000 lb tank; AAR mech. designation TMI

Salida, NW to Montour #4

GATX 77077 Monday, 12 March, 1973
load for Muse;

Salida, NW to Montour #4

WPX 1745 Monday, 12 March, 1973
nty for N&W;

Peacock Siding to Southview, NW

Tuesday March 13, 1973 - Montour Movements

Today sees 9 crews being called to work the mines.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/13/1973	81-76-78	0:10			32	26	25	25
	77-75-73-74	1:00			56	43	45	38
	83-79-82	8:00						
	84	10:00						
	81-76-78	11:30	34	24	-1		35	29
	77-75-73-74	12:30			-1		45	38
	83-80-79-82	15:30			7	5		
	83-80-79-82	15:30			8			
	84	16:30						
	81-76-78	22:30		35	25	34	29	
Daily Totals			34	35	135	150	0	20

Coal shipments for the day: 125 coal to PCo (plus 4 MTY returns) and 26 coal to P&LE.

PRR 671962 Tuesday, 13 March, 1973
nty; 39'-10" HT hopper (H39); 2603 cf; 140,000lb

Montour #4 to Champion

Wednesday March 14, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at B&T and Muse Jct. B&T received 10 MTYs and 3 MTY flats (no reporting marks provided).

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/14/1973	77-75-73-74	0:05					49	44	48	35				
	83-79-82	2:30									27	25	19	14
	83-79-82	2:30											17	9
	77-75-73-74	9:30					10	8	41	31				
	77-75-73-74	9:30							47	40				
	80	10:00												
	84-76-78	11:00												
	83-79-82	15:00	48	33	31	20								
	77-75-73-74	19:30					9	0	44	36				
	77-75-73-74	19:30					-1							
	84-76-78	21:40					49	40			32	21	23	18
Daily Totals			48		31		116		180		59		59	

Coal shipments for the day: 41 coal to PCo. 27 shops (cars needing repairs, 22 are from foreign roads [not MTR]) were moved from Champion to MTR Jct along with 2 P&LE returns, 1 coal with spread sides and 1 partial coal (no brakes).

EDSD 200 Wednesday, 14 March, 1973
mty for Pco;

B&T to Lotus Siding

EDSD 200 Wednesday, 14 March, 1973
mty for PCo, McDonald;

Lotus Siding to Champion

GATX 76093 Wednesday, 14 March, 1973
load for Muse; 100,000 lb tank; AAR mech. designation TMI

Montour #4 to Muse Jct

GATX 77077 Wednesday, 14 March, 1973
load for Muse;

Montour #4 to Muse Jct

IC 42053 Wednesday, 14 March, 1973
load box for Muse; 50' -6" box, 15' staggered doors, 4988 cf, 100,000 lb

Hills Transfer to Muse Jct.

IC 137423 Wednesday, 14 March, 1973
load box for Muse; 50'-6" box, 6' door, 4817 cf, 100,000 cf

Hills Transfer to Muse Jct.

N&W 97701 Wednesday, 14 March, 1973
scrap for Pco; weigh; 46'-0" gondola; 1311 cf; 100,000 lb; fixed ends; flat bottom

B&T to Montour Junction

P&LE 25021 Wednesday, 14 March, 1973
load for Agway Imperial; 50'-9" box; 10' door; 4893 cf; 110,000 lb

Montour Junction to Imperial

P&LE 67126 Wednesday, 14 March, 1973
mty return; 40' -9" HT hopper; 2567 cf; 154,000 lb

Champion to P&LE

P&LE 68582 Wednesday, 14 March, 1973
mty return; 40'-8" HT hopper; 2700 cf; 140,000 lb

Champion to P&LE

PC 426466 Wednesday, 14 March, 1973
partial load of clean coal, no brakes; 40' -7" HT hopper; 2700 cf; 154,000 lb

Champion to Montour Junction

PC 427626 Wednesday, 14 March, 1973
load with spread sides; 40'-7" HT hopper; 2700 cf; 154,000 lb

Champion to Montour Junction

PC 481281 Wednesday, 14 March, 1973
mty returns PCo; 45' hopper, H43d, 3433 cf, 200,000 lb

Montour Junction to Champion

PC 598038 Wednesday, 14 March, 1973
scrap for PCo, McDonald; 65'-6" gondola; 3182 cf; 140,000 lb; fixed ends; steel floor; G44a

Montour Junction to Champion

PRR 180997 Wednesday, 14 March, 1973
 mty returns PCo; 45' hopper, 3418 cf, 200,000 lb H43

Montour Junction to Champion

PRR 225894 Wednesday, 14 March, 1973
 mty returns PCo; 44' -II" hopper, 3418 cf, 200,000lb, H43a

Montour Junction to Champion

PRR 227663 Wednesday, 14 March, 1973
 mty returns PCo; 44'-11" hopper, 3418 cf, 200,000 lb, H43b

Montour Junction to Champion

PRR 267991 Wednesday, 14 March, 1973
 coal; 42' -5" HT hopper (H35); 2730 cf; 154,000 lb

Montour #4 to Peacock Siding

SIX 1005 Wednesday, 14 March, 1973
 mtyforP&LE;

B&T to P&LE

USCX 248 Wednesday, 14 March, 1973
 mty for Union;

B&T to Lotus Siding

USCX 248 Wednesday, 14 March, 1973
 mty for Union;

Lotus Siding to Champion

WSX 7515 Wednesday, 14 March, 1973
 mty for Pco;

B&T to Lotus Siding

WSX 7515 Wednesday, 14 March, 1973
 mty for PCo, McDonald;

Lotus Siding to Champion

WSX 7516 Wednesday, 14 March, 1973
 mty for Pco;

B&T to Lotus Siding

WSX 7516 Wednesday, 14 March, 1973
 mty for PCo, McDonald;

Lotus Siding to Champion

Thursday March 15, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Brookside, Salida, and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/15/1973	83-79-82	1:40			32	28								
	83-79-82	6:00					31	29	34	32				
	77-75-73-74	6:30					22	20						
	77-75-73-74	6:30					5	4						
	84-76-78	9:00	34	31	35	31								
	80	10:00												
	83-79-82	14:00					28	26	36	22				
	77-75-73-74	17:30					44	32	40	38				
	84-76-78	21:05											18	14
	84-76-78	21:05									27	21	18	13
Daily Totals			34		67		130	110			27		36	

Coal shipments for the day: 28 coal to PCo, 23 coal for B&O was set off at McAdams, 36 coal to URR, and 21 coal to P&LE.

ACL 25298 Thursday, 15 March, 1973
 load for Wickes; 40' -6" box, 8' door, 3948 cf, 110,000 lbs, DF equipment

Montour Junction to Wickes Furniture

B&O 468129 Thursday, 15 March, 1973
 load for McKesson; 40'-6" box, 8' door, 3715 cf, 130,000 lb

Montour Junction to McKesson

C&NW 25065 Thursday, 15 March, 1973
 load for Agway Imperial; 40'-6" box, 8' door, 3885 cf, 100,000 lb, wood lined

Montour Junction to Imperial

C&NW 25085 Thursday, 15 March, 1973 load spotted #4; 40'-6" box, 8' door, 3885 cf, 100,000 lb, wood lined	Salida, NW to Brookside Lumber
EL 67547 Thursday, 15 March, 1973 load for McKesson; 50'-6" box; 15' door; 4863 cf; 100,000; 9 belt DF loaders, staggered doors, armco steel floor	Montour Junction to McKesson
GATX 63434 Thursday, 15 March, 1973 load for Muse;	Salida, NW to Cowden Siding
GATX 77054 Thursday, 15 March, 1973 load for Muse;	Salida, NW to Cowden Siding
GATX 95519 Thursday, 15 March, 1973 load for Muse;	Salida, NW to Cowden Siding
N&W 97701 Thursday, 15 March, 1973 scrap for PCo; 46' gondola, 1311 cf, 100,000lb	Montour Junction to Champion
N&W 160271 Thursday, 15 March, 1973 load for McKesson; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	Salida, NW to Cowden Siding
N&W 160992 Thursday, 15 March, 1973 mty for N&W; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; DF Loaders	McKesson to Boggs
N&W 163193 Thursday, 15 March, 1973 load for Wickes; 40' -6" box; 8' door; 3903 cf; 110,000 lb	Salida, NW to Cowden Siding
N&W 361185 Thursday, 15 March, 1973 mty for N&W; 40'-6" box; 6' door; 3892 cf; 110,000 lb	Wickes Furniture to Boggs
N&W 391343 Thursday, 15 March, 1973 mty for PCo; 40'-6" box; 9' door; 3956 cf; 110,000 lb	Wickes Furniture to Boggs
PC 481281 Thursday, 15 March, 1973 mty returns PCo; 45' hopper, H43d, 3433 cf, 200,000 lb	Boggs to Hills Transfer
PRR 180997 Thursday, 15 March, 1973 mty returns PCo; 45' hopper, 3418 cf, 200,000 lb H43	Boggs to Hills Transfer
PRR 225894 Thursday, 15 March, 1973 mty returns PCo; 44'-11" hopper, 3418 cf, 200,000 lb, H43a	Boggs to Hills Transfer
PRR 227663 Thursday, 15 March, 1973 mty returns PCo; 44'-11" hopper, 3418 cf, 200,000 lb, H43b	Boggs to Hills Transfer
RDG 114011 Thursday, 15 March, 1973 mty for P&LE; 40'-6" box; 8' door; 3898 cf; 110,000 lb; wood lining	Wickes Furniture to Boggs
UP 169114 Thursday, 15 March, 1973 mty box for Pco; 50' -6" plug door box; 16' door, 4987 cf; 152,000 lb; side wall lading anchors	Brookside Lumber to Cowden Siding

Friday March 16, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Muse, Henderson, Cowden, and Lotus.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/16/1973	83-79-82	0:40	48	36	34	31								
	77-75-73-74	5:00												
	78-76-84	8:00					42	41	21	16				
	78-76-84	8:00							35	29				
	81-83-79-82	12:30					62	58	42	39				
	81-83-79-82	12:30					-1							
	77-75-73-74	16:30					9	9	43	38				
	1243	17:00												
	80-76-78	19:30									41	37		
	81-83-79-82	23:15	35	18	42	31								
Daily Totals			83		76		112		141		41		0	

Coal shipments for the day: 80 coal to PCo, 2 coal for B&O were set off at Lib Jct along with the 23 coal from McAdams (all 50 or 55 ton hoppers), and 13 coal to P&LE.

GATX 11270 Friday, 16 March, 1973
load for P&LE; 80,000 Ib TM tank

Muse to Muse Jet.

GATX 63434 Friday, 16 March, 1973
load for Muse;

Cowden Siding to Muse

GATX 63434 Friday, 16 March, 1973
load for Muse;

Champion to Muse Jct.

GATX 63434 Friday, 16 March, 1973
load for Muse, #2;

Muse Jet. to Muse

GATX 76093 Friday, 16 March, 1973
load for Muse, #1; 100,000 Ib tank; AAR mech. designation TMI

Muse Jet. to Muse

GATX 77054 Friday, 16 March, 1973
load for Muse;

Cowden Siding to Muse

GATX 77054 Friday, 16 March, 1973
load for Muse;

Cowden Siding to Muse

GATX 77054 Friday, 16 March, 1973
load for Muse;

Champion to Muse Jct.

GATX 77054 Friday, 16 March, 1973
load for Muse, #4;

Muse Jet. to Muse

GATX 77077 Friday, 16 March, 1973
load for Muse, #3;

Muse Jct. to Muse

GATX 95075 Friday, 16 March, 1973
mty for N&W; 110,000 Ib tank; AAR mech. designation TMI

Muse to Muse Jet.

GATX 95519 Friday, 16 March, 1973
load for Muse;

Champion to Muse Jct.

GATX 95519 Friday, 16 March, 1973
load for Muse, #5;

Muse Jet, to Muse

IC 42053 Friday, 16 March, 1973
load for Muse, spot at door; 50'-6" box, 15' staggered doors, 4988 cf, 100,000 Ib

Muse Jct. to Muse

IC 137423 Friday, 16 March, 1973
load for Muse; 50' -6" box, 6' door, 4817 cf, 100,000 cf

Muse Jet. to Muse

N&W 160271 Friday, 16 March, 1973
load for McKesson; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails

Champion to Lotus Siding

N&W 160271 Friday, 16 March, 1973
load for McKesson; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails

Cowden Siding to Champion

N&W 163193 Friday, 16 March, 1973
load for Wickes; 40' -6" box; 8' door; 3903 cf; 110,000 lb

Champion to Lotus Siding

N&W 163193 Friday, 16 March, 1973
load for Wickes; 40' -6" box; 8' door; 3903 cf; 110,000 lb

Cowden Siding to Champion

NATX 6912 Friday, 16 March, 1973
load for PCo; 80,000 lb tank; TMI

Muse to Hills Transfer

PRR 267641 Friday, 16 March, 1973
mty; 42' -5" HT hopper (H35); 2730 cf; 154,000 lb

Montour #4 to Champion

PRR 268154 Friday, 16 March, 1973
mty return PCo; 42'-5" HT hopper (H35); 2730 cf; 154,000 lb

Henderson Siding to Hills Transfer

UP 169114 Friday, 16 March, 1973
mty box for Pco; 50' -6" plug door box; 16' door, 4987 cf; 152,000 lb; side wall lading anchors

Cowden Siding to Champion

Saturday March 17, 1973 - Montour Movements

Today sees 3 crews being called to work the mines and perform switching at Brookside, Salida, Snowden, Wickes, and Lotus.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
Daily Totals			83	76	112	141	41	0
3/17/1973	77-75-73-74	3:30						
	80-76-78	6:30					7	0
	81-83-79-82	10:30			44	40		
Daily Totals			0	0	44	0	7	22

Coal shipments for the day: 58 coal to PCo (plus 11 MTY returns), 25 coal to B&O, and 36 coal to URR (22 from Jewell, 14 from Salida).

7 MTR MTY hoppers were picked up at Snowden and placed at #10

ACL 25085 Saturday, 17 March, 1973
mty for P&LE; 40' -6" box, 8' door, 3948 cf, 110,000lb, Partial DF-2 Loaders

Wickes Furniture to P&LE

C&NW 25085 Saturday, 17 March, 1973
mty for N&W; 40'-6" box, 8' door, 3885 cf, 100,000lb, wood lined

Brookside Lumber to Salida, NW

CN 530037 Saturday, 17 March, 1973
load for Brightwood; 40' -6" Box; 6' Door; 3900 CF; 130,000 lbs
CN 530039 Saturday, 17 March, 1973

Snowden, B&O to Library Junction

Library Junction to Brookside Lumber

load for Brookside, # 3 spot; 40'-6" Box; 6' Door; 3900 CF; 130,000 lbs
CP 141950 Saturday, 17 March, 1973
load for Brookside; 40'-6" box, 6' door, 3900 cf, 134,000lb

Snowden, B&O to Library Junction

CP 141950 Saturday, 17 March, 1973
load for Brookside, # 1 spot; 40' -6" box, 6' door, 3900 cf, 134,000 lb

Library Junction to Brookside Lumber

N&W 163193 Saturday, 17 March, 1973
load for Wickes; 40' -6" box; 8' door; 3903 cf; 110,000 Ib

Lotus Siding to Wickes Furniture

SP 230943 Saturday, 17 March, 1973
load for Brookside; 50'-6" box; 15' door; 4982 cf; 110,000 lb

Salida, NW to Brookside Lumber

WAB 19769 Saturday, 17 March, 1973
my box for Muse; 50'-6" box, 7' door, 4850 cf, 100,000 Ib

Salida, NW to Montour #4

Sunday March 18, 1973 - Montour Movements

Today sees 2 crews being called to perform re-railing at the east end of #4 with the Brownhoist and idler. On the east bound move (Desko, COD 0600), they took MTY Wabash box car 19769 from east end of #4 to Easton (car is destined for Muse). On the west bound move (Ceyrolles, COD 1800), they took 1 MTY hopper (shop car) and 2 cabooses to MTR Jct.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/18/1973	77	18:00												
Daily Totals			0	0	0	0	0	0	0	0	0	0	0	0

Coal shipments for the day: none.

Too many green "Iron City" beers on St Patrick's day last night maybe?

WAB 19769 Sunday, 18 March, 1973
my box for Muse; 50' -6" box, 7' door, 4850 cf, 100,000 lb

Montour #4 to Easton

Monday March 19, 1973 - Montour Movements

Today sees 8 crews being called to work the mines and perform switching at Lotus.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/19/1973	81-73-79-82	0:30					20	19	45	42				
	75-76-78	4:00					23	21			18	18	22	19
	75-76-78	4:00					17	17						
	75-76-78	4:00					-3		32	28				
	77-73-74	6:30	40	37	36	19								
	80	10:00												
	81-79-82	12:00					30	28	34	33				
	75-76-78	15:00					43	26						
	77-73-74	17:45												
	75-76-78	21:00					10	2			14	13		
Daily Totals			40	36	36	19	140	111	140	111	32	32	22	22

Coal shipments for the day: 37 coal to PCo (plus 18 MTY returns), and 29 coal to P&LE.

B&T received 3 destroy flats and 1 destroy tank.

ACDX 26231 Monday, 19 March, 1973
destroy tank for B&T; TA Tank, 4300 gal., 88,000 lbs

Montour Junction to Lotus Siding

B&T 7 Monday, 19 March, 1973
destroy flat for B&T;

Montour Junction to Lotus Siding

B&T 13 Monday, 19 March, 1973
destroy flat for B&T;

Montour Junction to Lotus Siding

B&T 15 Monday, 19 March, 1973
destroy flat for B&T;

Montour Junction to Lotus Siding

C&EI 252980 Monday, 19 March, 1973
load for McKesson; 50' -6" box, 10' -6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe

Montour Junction to Lotus Siding

N&W 97701 Monday, 19 March, 1973
load of wheels for peo; 46' -0" gondola; 1311 cf; 100,000 lb; fixed ends; flat bottom

Champion to McDonald Transfer

N&W 161625 Monday, 19 March, 1973
load for McKesson; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails

Montour Junction to Lotus Siding

N&W 391343 Monday, 19 March, 1973
mty box for PCo; 40'-6" box; 9' door; 3956 cf; 110,000 lb

Champion to McDonald Transfer

RI 35154 Monday, 19 March, 1973
load for McKesson; 50'-6" box; 10'-6" door; 4650 cf; 150,000 lb; cushioned underframe; plug doors; DFB load dividers

Montour Junction to Lotus Siding

Tuesday March 20, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at B&T, McKesson, Agway, and Snowden. Some #10 waybills attached, with a note on the back of one bill stating that Champion dumped 222 cars this day.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/20/1973	81-79-83-84	2:30					-1		43	42				
	77-73-74	4:30	66	45	34	32	-2		37	22				
	75-76-78	7:30					59	51	13	11			20	18
	81-79-84-83	15:00					59	53	48	36				
	77-73-74	16:00	45	40	34	23								
	75-76-78	16:00									23	17		
	75-76-78	18:15												
	81-79-84-83	22:00					1	0						
	81-79-84-83	22:00					38	32	45	41				
Daily Totals			111	68	154	186	23	20	23	20				

Coal shipments for the day: **101** coal to PCo, and 28 coal to B&O (Philadelphia Electric).

ACDX 26231 Tuesday, 20 March, 1973
destroy tank for B&T; TA Tank, 4300 gal., 88,000 lbs

Lotus Siding to B&T

ARMCO 2802 Tuesday, 20 March, 1973
mty for B&O;

B&T to Lotus Siding

B&O 127750 Tuesday, 20 March, 1973
mty for B&O; 33'-0" HM Hopper, 1956 cf, 100,000 lbs

Champion to Snowden, B&O

B&O 468129 Tuesday, 20 March, 1973
mty for P&LE; 40'-6" box, 8' door, 3715 cf, 130,000 lb

McKesson to Lotus Siding

B&T 6 Tuesday, 20 March, 1973 destroy flat for B&T;	Lotus Siding to B&T
B&T 7 Tuesday, 20 March, 1973 destroy flat for B&T;	Lotus Siding to B&T
B&T 15 Tuesday, 20 March, 1973 destroy flat for B&T;	Lotus Siding to B&T
C&EI 252980 Tuesday, 20 March, 1973 load for McKesson; 50' -6" box, 10' -6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe	Lotus Siding to McKesson
C&EI 252987 Tuesday, 20 March, 1973 load for McKesson; 50' -6" box, 10' -6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe	Montour Junction to Scott Siding
C&EI 253030 Tuesday, 20 March, 1973 load for McKesson; 50'-6" box, 10'-6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe	Montour Junction to Scott Siding
CSCO 2037 Tuesday, 20 March, 1973 mty for P&LE;	B&T to Lotus Siding
EL 67547 Tuesday, 20 March, 1973 mty for P&LE; 50' -6" box; 15' door; 4863 cf; 100,000; 9 belt DF loaders, staggered doors, armco steel floor	McKesson to Lotus Siding
IC 119023 Tuesday, 20 March, 1973 load for Agway; 40'-6" box, 6' door, 3863 cf, 100,000lb	Montour Junction to Imperial
N&W 160271 Tuesday, 20 March, 1973 mty; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	McKesson to Scott Siding
N&W 161625 Tuesday, 20 March, 1973 mty; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	McKesson to Scott Siding
P&LE 4302 Tuesday, 20 March, 1973 load of coal, #438; 2210 cf, 39,100 !tw, 32'-6" HM hopper; 2210 cf; 110,000 lb	Montour #10 to Champion
P&LE 67424 Tuesday, 20 March, 1973 load of coal, #437; 2567 cf, 40' -9" HT hopper; 2567 cf; 154,000 lb	Montour #10 to Champion
PC 476693 Tuesday, 20 March, 1973 load of coal, #433; 3418 cf, 61,400 Itwt, 44'-11" HT hopper (H43b); 3418 cf; 200,000 lb	Montour #10 to Champion
PC 480569 Tuesday, 20 March, 1973 load of coal, #435; 3433 cf, 58,300 ltwt, 45'-0" HT hopper (H43d); 3433 cf; 200,000 lb	Montour #10 to Champion
PRR 181790 Tuesday, 20 March, 1973 load of coal, #434; 3418 cf, 61,100 Itwt, 45' hopper, 3418 cf, 200,000 lb H43	Montour #10 to Champion
PRR 225906 Tuesday, 20 March, 1973 load of coal, #429; 3418 cf, 62,900 ltwt, 44'-11" hopper, 3418 cf, 200,000 lb, H43a	Montour #10 to Champion
PRR 226035 Tuesday, 20 March, 1973 load of coal, #432; 3418 cf, 62,800 Itwt, 44'-11" hopper, 3418 cf, 200,000 lb, H43a	Montour #10 to Champion
PRR 228082 Tuesday, 20 March, 1973 load of coal, #431; 3418 cf, 63,000 ltwt, 44'-11" hopper, 3418 cf, 200,000 lb, H43b	Montour #10 to Champion
PRR 229665 Tuesday, 20 March, 1973 load of coal, #436; 3418 cf, 62,500 ltwt, 44'-11" hopper, 3418 cf, 200,000 lb, H43b	Montour #10 to Champion
RI 35154 Tuesday, 20 March, 1973 load for McKesson; 50' -6" box; 10'-6" door; 4650 cf; 150,000 lb; cushioned underframe; plug doors; DFB load dividers	Lotus Siding to McKesson
SJ 209 Tuesday, 20 March, 1973 mty for P&LE;	B&T to Lotus Siding
WPX 1724 Tuesday, 20 March, 1973 mty for P&LE;	B&T to Lotus Siding

WPX 1725 Tuesday, 20 March, 1973
mty for P&LE;

B&T to Lotus Siding

WPX 1726 Tuesday, 20 March, 1973
mty for P&LE;
Lotus Siding

B&T to Lotus Siding

WPX 1727 Tuesday, 20 March, 1973
mty for P&LE;

B&T to Lotus Siding

FORM 448 80-M 2-72	429
MONTOUR RAILROAD COMPANY	
Date <u>3/19/73</u>	19
Car No. <u>225502</u>	Initials <u>PAR</u>
TO CHAMPION, PA.	
Contents	COAL
From <u>10</u>	
Mine <u>16A</u>	
Consignor <u>Pittsburgh Coal Company</u>	
Consignee <u>Pittsburgh Coal Company</u>	
For Stop-off	
At CHAMPION, PA.	
For <u>Cleaning and Sizing</u> <u>3415</u>	
Via <u>Montour Railroad</u>	
Charges Prepaid	
<small>Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.</small>	
Mine Weight	
Actual Weight (To be filled in at scales)	
Gross	
Tare <u>627</u>	
Net	
Weighed at	
Forwarded in Train No. <u>7B</u>	
Date <u>3-20-1973</u>	
<u>CU</u> Conductor	

FORM 448 80-M 2-72	431
MONTOUR RAILROAD COMPANY	
Date <u>3/19/73</u>	19
Car No. <u>228082</u>	Initials <u>PAR</u>
TO CHAMPION, PA.	
Contents	COAL
From <u>10</u>	
Mine <u>16A</u>	
Consignor <u>Pittsburgh Coal Company</u>	
Consignee <u>Pittsburgh Coal Company</u>	
For Stop-off	
At CHAMPION, PA.	
For <u>Cleaning and Sizing</u> <u>3418</u>	
Via <u>Montour Railroad</u>	
Charges Prepaid	
<small>Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.</small>	
Mine Weight	
Actual Weight (To be filled in at scales)	
Gross	
Tare <u>630</u>	
Net	
Weighed at	
Forwarded in Train No. <u>78W</u>	
Date <u>3-20-1973</u>	
<u>CU</u> Conductor	

432

FORM 448 90-M 3-72

MONTOUR RAILROAD COMPANY

Date 3/19/23 19

Car No. 226035 Initials RRR

TO CHAMPION, PA.

Contents _____ COAL

From 10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For Cleaning and Sizing 3418

Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare 628

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1923

CW Conductor

433

FORM 448 90-M 3-72

MONTOUR RAILROAD COMPANY

Date 3/19/23 19

Car No. 476695 Initials PC

TO CHAMPION, PA.

Contents _____ COAL

From 10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For Cleaning and Sizing 3418

Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare 614

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1923

CW Conductor

434

FORM 448 90-M 3-72

MONTOUR RAILROAD COMPANY

Date 3/19/23 19

Car No. 181990 Initials RRR

TO CHAMPION, PA.

Contents _____ COAL

From 10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For Cleaning and Sizing 3418

Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare 611

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1923

CW Conductor

435

FORM 448 90-M 3-72

MONTOUR RAILROAD COMPANY

Date 3/19/23 19

Car No. 490569 Initials PC

TO CHAMPION, PA.

Contents _____ COAL

From 10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For Cleaning and Sizing 3433

Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare 582

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1923

CW Conductor

FORM 448 50-M 2-72 437

MONTOUR RAILROAD COMPANY

Date 3/20 1973

Car No. 67424 Initials PELE

TO **CHAMPION, PA.**

Contents _____ COAL

From MONTOUR #10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At **CHAMPION, PA.**

For Cleaning and Sizing

Via Montour Railroad 2567

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare _____

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1973

CW Conductor

FORM 448 50-M 2-72 436

MONTOUR RAILROAD COMPANY

Date 3/19 1973

Car No. 279665 Initials PAR

TO **CHAMPION, PA.**

Contents _____ COAL

From 10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At **CHAMPION, PA.**

For Cleaning and Sizing

Via Montour Railroad 3418

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare 625

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1973

CW Conductor

FORM 448 50-M 2-72 438

MONTOUR RAILROAD COMPANY

Date 3-20 1973

Car No. 4302 Initials PELE

TO **CHAMPION, PA.**

Contents _____ COAL

From MONTOUR #10

Mine 164

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At **CHAMPION, PA.**

For Cleaning and Sizing

Via Montour Railroad 2210

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight _____

Actual Weight (To be filled in at scales)

Gross _____

Tare 391

Net _____

Weighed at _____

Forwarded in Train No. 78W

Date 3-20 1973

CW Conductor

222
 Champion Pa
 March 20, 1973
 Dumped 222 Cars

Wednesday March 21, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Lotus, Snowden, and Muse Jct.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10							
			MTY's	Loads	MTY's	Loads	MTY's	Loads						
3/21/1973	77-73-74	3:00			35	27	-2		47	37				
	75-76-78	5:30					28	23	12	12			23	17
	81-79-84-83	9:00												
	1243	10:00												
	77-73-74	14:30					51	42						
	77-73-74	14:30					-8		46	38				
	77-73-74	14:30					50	41						
	75-76-78	17:30					43	40			24	19		
	75-76-78	20:00	60	48	44	38								
Daily Totals			60		79		162		105		24		23	

Coal shipments for the day: 95 coal to PCo (13 MTY Returns), 35 coal to P&LE, and 21 coal to B&O (Philadelphia Electric) - unit train shipment.

ARMCO 2802 Wednesday, 21 March, 1973
mty hopper for B&O;

Lotus Siding to Montour Junction

ARMCO 2802 Wednesday, 21 March, 1973
Mty for B&O;

Lotus Siding to Boggs

B&O 468129 Wednesday, 21 March, 1973
mty box for P&LE; 40' -6" box, 8' door, 3715 cf, 130,000lb

Lotus Siding to P&LE

CSCO 2037 Wednesday, 21 March, 1973
mty for P&LE;

Lotus Siding to P&LE

EL 67547 Wednesday, 21 March, 1973
mty box for P&LE; 50'-6" box; 15' door; 4863 cf; 100,000; 9 belt DF loaders, staggered doors, armco steel floor

Lotus Siding to P&LE

GATX 95075 Wednesday, 21 March, 1973
mty for N&W; 110,000 lb tank; AAR mech. designation **TMI**

Muse Jet. to Cowden Siding

GATX 95075 Wednesday, 21 March, 1973
mty for N&W; 110,000 lb tank; AAR mech. designation **TMI**

Cowden Siding to Southview, NW

PC: 426466 Wednesday, 21 March, 1973
partial clean coal; 40'-7" HT hopper; 2700 cf; 154,000 lb

Montour Junction to #4 Boggs

SV 209 Wednesday, 21 March, 1973
mty for P&LE;

Lotus Siding to P&LE

WAB 19769 Wednesday, 21 March, 1973
mty box for Muse; 50' -6" box, 7' door, 4850 cf, 100,000 lb

Easton to Muse Jet.

WPX 1724 Wednesday, 21 March, 1973
mty for P&LE;

Lotus Siding to P&LE

WPX 1725 Wednesday, 21 March, 1973
mty for P&LE;

Lotus Siding to P&LE

WPX 1726 Wednesday, 21 March, 1973
mty for P&LE;

Lotus Siding to P&LE

WPX 1727 Wednesday, 21 March, 1973
mty for P&LE;

Lotus Siding to P&LE

Thursday March 22, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at B&T, McKesson, Salida, Bookside, and Mifflin. B&T received 14 MTYs and 3 destroy flats (B&T 11, 12, and 17). Green bills from #4 attached for 4 loads.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/22/1973	77-73-74	1:30			31	26	47	39
	77-73-74	1:30			-1			
	75-76-78	4:00	29	24			13	12
	75-76-78	4:00	26	21				20 19
	81-79-84-83	7:00			19	15	44	38
	81-79-84-83	7:00			-1			
	1243	10:00						
	75-76-78	15:00		36 27	5	5		
	75-76-78	15:00		36 26	1	1		
	77-73-74-82	15:00			42	40		
	81-84-83	20:30			19	19		
Daily Totals			55	72	115	104	0	20

Coal shipments for the day: 39 coal to P&LE, 28 coal to URR, and 10 coal for B&O were taken to Library Jct.

B&T 11 Thursday, 22 March, 1973
flat for B&T;

Montour Junction to B&T

B&T 12 Thursday, 22 March, 1973
flat for B&T;

Montour Junction to B&T

B&T 17 Thursday, 22 March, 1973
flat for B&T;

Montour Junction to B&T

C&EI 252980 Thursday, 22 March, 1973

mty for PCo; 50' -6" box, 10' -6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe

McKesson to Champion

C&EI 252987 Thursday, 22 March, 1973

load for McKesson; 50'-6" box, 10'-6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe

Scott Siding to McKesson

C&EI 253030 Thursday, 22 March, 1973

load for McKesson; 50'-6" box, 10'-6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe

Scott Siding to McKesson

GM&O 56262 Thursday, 22 March, 1973

load for Wickes; 50' -6" box, 9' door, 4932 cf, **110,000** lb, lading strap anchors

Montour Junction to Lotus Siding

N&W 160992 Thursday, 22 March, 1973

mty for N&W; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; DF Loaders

Champion to Salida, NW

N&W 361185 Thursday, 22 March, 1973

mty for N&W; 40'-6" box; 6' door; 3892 cf; 110,000 lb

Champion to Salida, NW

P&LE 4922 Thursday, 22 March, 1973

load of S1EAM coal, #2153; 2210 cf, 38,200 ltwt, 32'-6" HM hopper; 2210 cf; 110,000 lb

Montour #4 to Champion

P&LE 13469 Thursday, 22 March, 1973

load scrap for P&LE; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor

B&T to Champion

P&LE 13664 Thursday, 22 March, 1973

load scrap for PCo; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor

B&T to Champion

P&LE 67298 Thursday, 22 March, 1973

load of S1EAM coal, #2152; 2700 cf, 52,100 ltwt, 40'-8" HT hopper; 2700 cf; 154,000 lb

Montour #4 to Champion

P&LE 71504 Thursday, 22 March, 1973

load of S1EAM coal, #2154; 2700 cf, 47,300 ltwt, 40'-8" HT hopper; 2700 cf; 140,000 lb

Montour #4 to Champion

P&LE 73890 Thursday, 22 March, 1973
load of SPECIAL coal, #2150; 2700 cf, 40'-8" HT hopper; 2700 cf; 140,000 lb

Montour #4 to Champion

PRR 671962 Thursday, 22 March, 1973
mty; 39' -1 0" HT hopper (H39); 2603 cf; 140,000lb

Montour #4 to Champion

RI 35154 Thursday, 22 March, 1973
mty for P&LE; 50' -6" box; 10'-6" door; 4650 cf; 150,000 lb; cushioned underframe; plug doors; DFB load dividers

McKesson to Champion

SOU 520261 Thursday, 22 March, 1973
load for Wickes; 50' -6" box; 9' door; 4849 cf; 110,000 lb

Montour Junction to Lotus Siding

SP 230943 Thursday, 22 March, 1973
mty for N&W; 50' -6" box; IS' door; 4982 cf; 110,000 lb

Brookside Lumber to Salida, NW

USSCO 178 Thursday, 22 March, 1973
mty for Union;

Champion to Mifflin, URR

USSX 248 Thursday, 22 March, 1973
mty for Union;

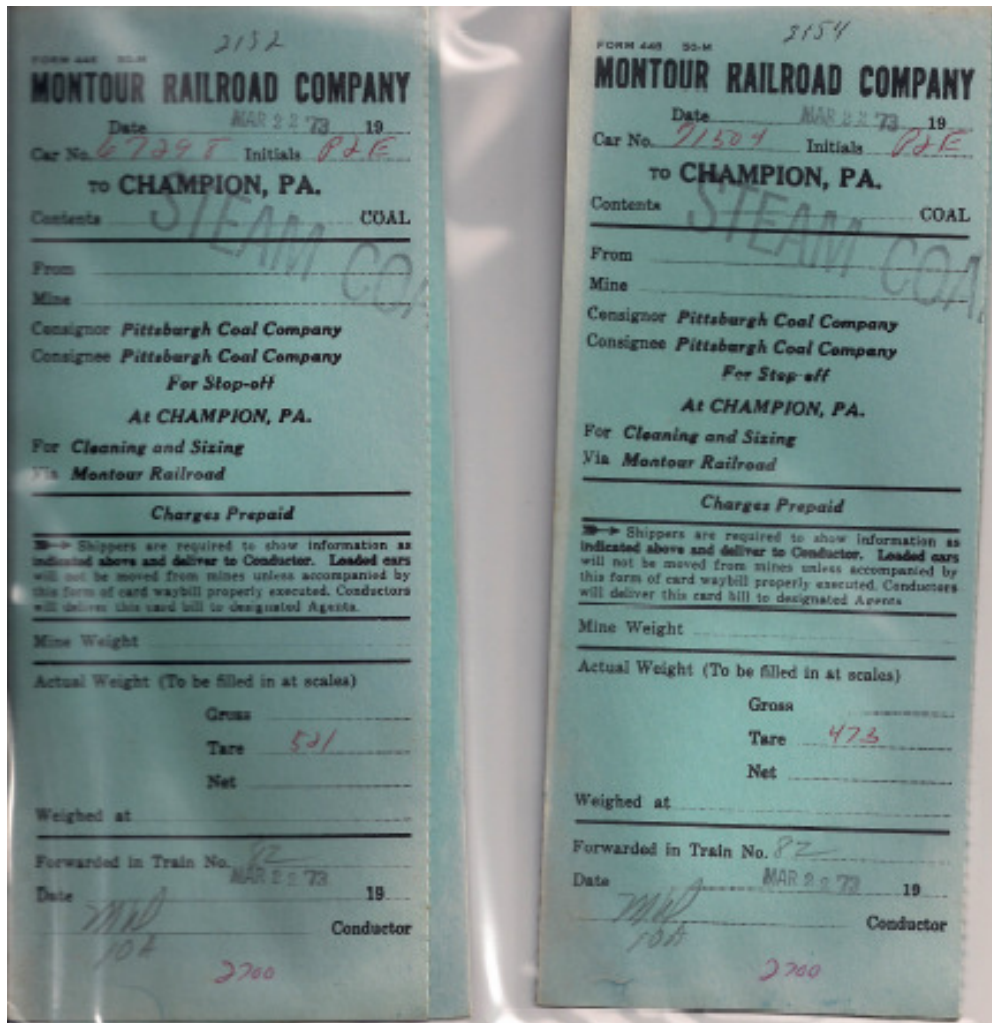
Champion to Mifflin, URR

WCX 1723 Thursday, 22 March, 1973
mty for N&W;

Champion to Salida, NW

FORM 440 50-M 2150
MONTOUR RAILROAD COMPANY
 Date MAR 22 73 19
 Car No. 73890 Initials P&LE
TO CHAMPION, PA.
 Contents SPECIAL COAL COAL
 From _____
 Mine _____
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.
 For Cleaning and Sizing
 Via Montour Railroad
 Charges Prepaid
 Mine Weight _____
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare _____
 Net _____
 Weighed at _____
 Forwarded in Train No. 82
 Date MAR 22 73 19
 Conductor MW 10A 2700

FORM 440 50-M 2153
MONTOUR RAILROAD COMPANY
 Date MAR 22 73 19
 Car No. 4922 Initials P&LE
TO CHAMPION, PA.
 Contents STEAM COAL COAL
 From _____
 Mine _____
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.
 For Cleaning and Sizing
 Via Montour Railroad
 Charges Prepaid
 Mine Weight _____
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 382
 Net _____
 Weighed at _____
 Forwarded in Train No. 82
 Date MAR 22 73 19
 Conductor MW 10A 2310



Friday March 23, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at Muse, Mifflin, Snowden, Salida, B&T, and Wickes. 40 destroy cars were received in Mifflin from the URR, all were put into B&T after having first gone to MTR Jct (hard to believe they would all fit).

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/23/1973	77-73-74-82	1:30			11	0		
	75-76-78	2:30						
	81-84-83	7:00	30	17	35	30		
	75-76-78	13:30					33	32
	77-79-74-82	15:00			38	31	49	27
	81-84-83	18:30						9
	81-84-83	18:30					20	20
Daily Totals			30	35	49	117	29	0

Coal shipments for the day: 79 coal to PCo (20 MTY returns), 74 coal to P&LE, and 10 coal to B&O.

9 MTR MTYs were picked up from Snowden and placed at #10.

GATX 76093 Friday, 23 March, 1973 mty for N&W; 100,000 lb tank; AAR mech. designation TMI	Muse to Hills Transfer
GATX 77016 Friday, 23 March, 1973 load for Muse;	Snowden, B&O to Library Junction
GATX 77077 Friday, 23 March, 1973 mty for &W;	Muse to Hills Transfer
GATX 77157 Friday, 23 March, 1973 load for Muse; 100,000 lb tank; AAR mech. designation TM	Hills Transfer to Muse Jet.
GATX 77157 Friday, 23 March, 1973 mty for Muse; 100,000lb tank; AAR mech, designation TM	Muse Jet. to Muse
GATX 80630 Friday, 23 March, 1973 load for Muse; 100,000 lb Tank; TM	Snowden, B&O to Library Junction
GATX 85520 Friday, 23 March, 1973 load for Muse; 100,000 lb tank; AAR rnech. designation TM	Salida, NW to Muse Jet.
GATX 85520 Friday, 23 March, 1973 load for Muse; 100,000 lb tank; AAR mech, designation TM	Muse Jet. to Muse
GM&O 56262 Friday, 23 March, 1973 load for Wickes; 50' -6" box, 9' door, 4932 cf, 110,000 lb, lading strap anchors	Lotus Siding to Wickes Furniture
IC 42053 Friday, 23 March, 1973 mty box for PCo; 50'-6" box, 15' staggered doors, 4988 cf, 100,000 lb	Muse to Hills Transfer
IC 132423 Friday, 23 March, 1973 mty box for PCo; 50'-6" box, 6' door, 4817 cf, 100,000 cf	Muse to Hills Transfer
IC 141582 Friday, 23 March, 1973 load for McKesson; 50'-6" box, 14'-6" staggered doors, 4754 cf, 100,000 lb	Hills Transfer to Champion
N&W 163193 Friday, 23 March, 1973 mty for N&W; 40'-6" box; 8' door; 3903 cf; 110,000 lb	Wickes Furniture to Hills Transfer
SBX 19731 Friday, 23 March, 1973 mty box for P&LE;	B&T to P&LE
SBX 19731 Friday, 23 March, 1973 box for P&LE;	B&T to Champion
SJ 224 Friday, 23 March, 1973 hopper for P&LE;	B&T to Champion
SOU 520261 Friday, 23 March, 1973 load for Wickes; 50'-6" box; 9' door; 4849 cf; 110,000 lb	Lotus Siding to Wickes Furniture
SV 224 Friday, 23 March, 1973 mty box for P&LE;	B&T to P&LE
UTLX 88827 Friday, 23 March, 1973 load for Imperial (ASM); 100,000 lb TPI tank	Hills Transfer to Champion
WAB 19769 Friday, 23 March, 1973 mty for Muse; 50' -6" box, 7' door, 4850 cf, 100,000lb	Muse Jet. to Muse
WSX 7517 Friday, 23 March, 1973 mtyfor PCo;	B&T to Champion
WSX 7518 Friday, 23 March, 1973 mtyforPCo;	B&T to Champion
WSX 7522 Friday, 23 March, 1973 mtyforPCo;	B&T to Champion

Saturday March 24, 1973 - Montour Movements

Today sees 3 crews being called to work the mines and perform switching at Muse Jct.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/24/1973	73-75-76-78	1:30					46	43	29	25				
	77-79-74-82	2:00	45	43	43	30								
	81-84-83	5:30										22	18	
	81-84-83	5:30									8	22	20	
Daily Totals			45	43	43	30	46	29	29	25	8	44	44	

Coal shipments for the day: 25 coal to PCo (8 MTY returns), and 29 coal to P&LE.

GATX 77016 Saturday, 24 March, 1973
load for Muse;

Library Junction to Muse Jet.

GATX 80630 Saturday, 24 March, 1973
load for Muse;100,000 lb Tank; TM

Library Junction to Muse Jet.

Monday March 26, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse, McKesson, and Wickes. 21 Westland green bills of the 36 loads (30 70 tonners) from Extra 78 West, W. Ceyrolles train, which include several shuttle cars, are attached. The 14 MTYs came from Montour Jct shop, while the other 32 MTYs came from Boggs.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/26/1973	77-73-74-82	4:30					56	33	44	40				
	75-76-78	8:00	14	10	36	30								
	75-76-78	8:00	32	22										
	80	10:00												
	81-84-83	12:00					54	45	50	29				
	77-79-74-82	17:30					21	18	46	36				
	75-76-78	20:00					19	16			21	14	21	14
	81-84-83	23:00	25	20	35	29								
Daily Totals			71	71	71	71	150	140	140	140	21	21	21	21

Coal shipments for the day: 30 coal to P&LE.

C&EI 252987 Monday, 26 March, 1973
mty for PCo; 50'-6" box, 10' -6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe

McKesson to Champion

C&EI 253030 Monday, 26 March, 1973
mty for PCo; 50' -6" box, 10' -6" plug doors, 4957 cf, 132,000 lbs, load dividers, cushion underframe

McKesson to Champion

GATX 37054 Monday, 26 March, 1973
mty for N&W;

Muse to Muse Jet

GATX 77016 Monday, 26 March, 1973
load for Muse;

Muse Jet. to Muse

GATX 80630 Monday, 26 March, 1973
load for Muse; 100,000 lb Tank; TM

Muse Jet. to Muse

GATX 85520 Monday, 26 March, 1973
mty for N&W; 100,000 lb tank; AAR mech, designation TM

Muse to Muse Jet,

GATX 95519 Monday, 26 March, 1973 mty for N&W;	Muse to Muse Jet
GM&O 56262 Monday, 26 March, 1973 mty for P&LE; 50'-6" box, 9' door, 4932 cf, 110,000 lb, lading strap anchors	Wickes Furniture to Nelson Industrial
M 8044 Monday, 26 March, 1973 load of coal, SHUTTLE car, #1078; 2081 cf, 38,400 Itwt, 34' hopper, 2081 cf, 110,000 lb	Westland to Champion
N&W 160271 Monday, 26 March, 1973 load for McKesson; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	Scott Siding to McKesson
N&W 161625 Monday, 26 March, 1973 load for McKesson; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	Scott Siding to McKesson
P&LE 4586 Monday, 26 March, 1973 load of coal, #1059; 32'-6" HM hopper; 2210 cf; 110,000 lb	Westland to Champion
P&LE 61372 Monday, 26 March, 1973 load of coal, #1071; 2700 cf, 52,800 Itwt, 40'-8" HT hopper; 2700 cf; 154,000 Ib	Westland to Champion
P&LE 67031 Monday, 26 March, 1973 load of coal, #1074; 2567 cf, 50,900 Itwt, 40'-9" HT hopper; 2567 cf; 154,000 Ib	Westland to Champion
P&LE 67208 Monday, 26 March, 1973 load of coal, #1053; 2567 cf, 51,500 Itwt, 40'-9" HT hopper; 2567 cf; 154,000lb	Westland to Champion
P&LE 67290 Monday, 26 March, 1973 load of coal, #1057; 2567 cf, 51,600 Itwt, 40'-9" HT hopper; 2567 cf; 154,000 Ib	Westland to Champion
P&LE 67291 Monday, 26 March, 1973 load of coal, #1058; 2567 cf, 51,800 Itwt, 40'-9" HT hopper; 2567 cf; 154,000lb	Westland to Champion
P&LE 67338 Monday, 26 March, 1973 load of coal, #1056; 2700 cf, 51,800 Itwt, 40'-8" HT hopper; 2700 cf; 154,000 Ib	Westland to Champion
P&LE 67532 Monday, 26 March, 1973 load of coal, #1070; 2700 cf, 50,900 Itwt, 40'-8" HT hopper; 2700 cf; 154,000 Ib	Westland to Champion
P&LE 67956 Monday, 26 March, 1973 load of coal, #1055; 2700 cf, 51,800 Itwt, 40'-8" HT hopper; 2700 cf; 154,000lb	Westland to Champion
P&LE 68473 Monday, 26 March, 1973 load of coal, #1052; 2700 cf, 47,600 Itwt, 40' -8" HT hopper; 2700 cf; 154,000 Ib	Westland to Champion
P&LE 68609 Monday, 26 March, 1973 load of coal, #1051; 2700 cf, 48,200 Itwt, 40' -8" HT hopper; 2700 cf; 154,000lb	Westland to Champion
P&LE 69189 Monday, 26 March, 1973 load of coal, #1072; 2700 cf, 58,100 Itwt, 40'-8" HT hopper; 2700 cf; 154,000 Ib	Westland to Champion
P&LE 69472 Monday, 26 March, 1973 load of coal, #1054; 2700 cf, 48,200 Itwt, 40'-8" HT hopper; 2700 cf; 154,000 Ib	Westland to Champion
P&LE 71112 Monday, 26 March, 1973 load of coal, #1060; 2700 cf 48,900 Itwt, 40' -8" HT hopper; 2700 cf; 140,000 lb	Westland to Champion
P&LE 71650 Monday, 26 March, 1973 load of coal, SHUTTLE car, #1081; 2700 cf, 40'-8" HT hopper; 2700 cf; 140,000 Ib	Westland to Champion
P&LE 71758 Monday, 26 March, 1973 load of coal, SHUTTLE car, #1079; 2700 cf, 49,000 Itwt,40'-8" HT hopper; 2700 cf; 140,000 Ib	Westland to Champion
P&LE 72467 Monday, 26 March, 1973 load of coal, #1050; 2700 cf, 48,500 Itwt, 40'-8" HT hopper; 2700 cf; 140,000lb	Westland to Champion
P&LE 76594 Monday, 26 March, 1973 load of coal, #1073; 2700 cf, 49,900 Itwt,40'-8" HT hopper; 2700 cf; 140,000lb	Westland to Champion

PRR 227626 Monday, 26 March, 1973
coal for Champion; 44'-11" hopper, 3418 cf, 200,000 lb, H43b

Montour Junction to Champion

PRR 267983 Monday, 26 March, 1973
coal; 42' -5" HT hopper (H35); 2730 cf; 154,000 lb

McAdams Siding to Champion

PRR 276017 Monday, 26 March, 1973
load of coal, #1077; 2603 cf, 54,400 twt, 39'-10" HT hopper (H39a); 2603 cf; 140,000 lb

Westland to Champion

PRR 666504 Monday, 26 March, 1973
load of coal, #1075; 2603 cf, 53,300 twt, 39'-10" HT hopper (H39); 2603 cf; 140,000 lb

Westland to Lotus Siding

SOU 520261 Monday, 26 March, 1973
mty for P&LE; 50' -6" box; 9' door; 4849 cf; 110,000 lb

Wickes Furniture to Nelson Industrial

SOU 504405 Monday, 26 March, 1973
load for Wickes; 40'-6" box, 8' door, 3848 cf, 110,000 lb

Montour Junction to Lotus Siding

WAB 19769 Monday, 26 March, 1973
load box for N&W; 50'-6" box, 7' door, 4850 cf, 100,000 lb

Muse to Muse Jet.

FORM 448 30-M 3-71 1074

MONTOUR RAILROAD COMPANY

Date MAR 26 1973 19

Car No. 6145 Initials ML

TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167

Mine PGH COAL CO.

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For *Cleaning and Sizing*

Via Montour Railroad 2700

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross _____

Tare _____

Net _____

Weighed at 78

Forwarded in Train No. _____

Date MAR 26 1973 19

WC Conductor

6P

FORM 448 30-M 1050

MONTOUR RAILROAD COMPANY

Date MAR 26 1973 19

Car No. 72767 Initials ML

TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167

Mine PGH COAL CO.

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For *Cleaning and Sizing* 2700

Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross _____

Tare 18

Net _____

Weighed at 78

Forwarded in Train No. _____

Date MAR 26 1973 19

WC Conductor

6P

FORM 448 30-M 1057

MONTOUR RAILROAD COMPANY

Date MAR 26 1973 19

Car No. 62607 Initials ML

TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167

Mine PGH COAL CO.

Consignor Pittsburgh Coal Company

Consignee Pittsburgh Coal Company

For Stop-off

At CHAMPION, PA.

For *Cleaning and Sizing* 2700

Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross _____

Tare 18

Net _____

Weighed at 78

Forwarded in Train No. _____

Date MAR 26 1973 19

WC Conductor

6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67288 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2567
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 518
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67473 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2700
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 426
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67472 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2700
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 422
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67956 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2700
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 518
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67296 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2567
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 518
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67338 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2700
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 518
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 67271 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad 2567
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare 518
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 30-M
MONTOUR RAILROAD COMPANY
 Date MAR 26 1973 19
 Car No. 6886 Initials PCE
 TO **CHAMPION, PA.**
 Contents _____ COAL
 From R. M. WESTLAND MINE 167
 Mine PGH COAL CO.
 Consignor Pittsburgh Coal Company
 Consignee Pittsburgh Coal Company
 For Stop-off
 At **CHAMPION, PA.**
 For Cleaning and Sizing
 Via Montour Railroad
 Charges Prepaid
 Shipper's information required
 Mine Weight
 Actual Weight (To be filled in at scales)
 Gross _____
 Tare _____
 Net _____
 Weighed at 78
 Forwarded in Train No. _____
 Date MAR 26 1973 19
 Conductor WC 6P

FORM 448 50-H 3-71 1070

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 67732 Initials PLE
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2700
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	52
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1060

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 71112 Initials PLE
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2700
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	489
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1071

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 61322 Initials PLE
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2700
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	528
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1072

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 67187 Initials PLE
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2700
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	581
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1074

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 67031 Initials PLE
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2527
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	508
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1073

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 70594 Initials PLE
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2500
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	429
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1075

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 606507 Initials PPK
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2603
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	533
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P

FORM 448 50-H 3-71 1077

MONTOUR RAILROAD COMPANY
Date MAR 26 1973 19

Car No. 276012 Initials PPK
TO CHAMPION, PA.

Contents COAL

From R. M. WESTLAND MINE 167
Mine PGM COAL CO.
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At CHAMPION, PA.

For Cleaning and Sizing 2603
Via Montour Railroad

Charges Prepaid

Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card waybill properly executed. Conductors will deliver this card bill to designated Agents.

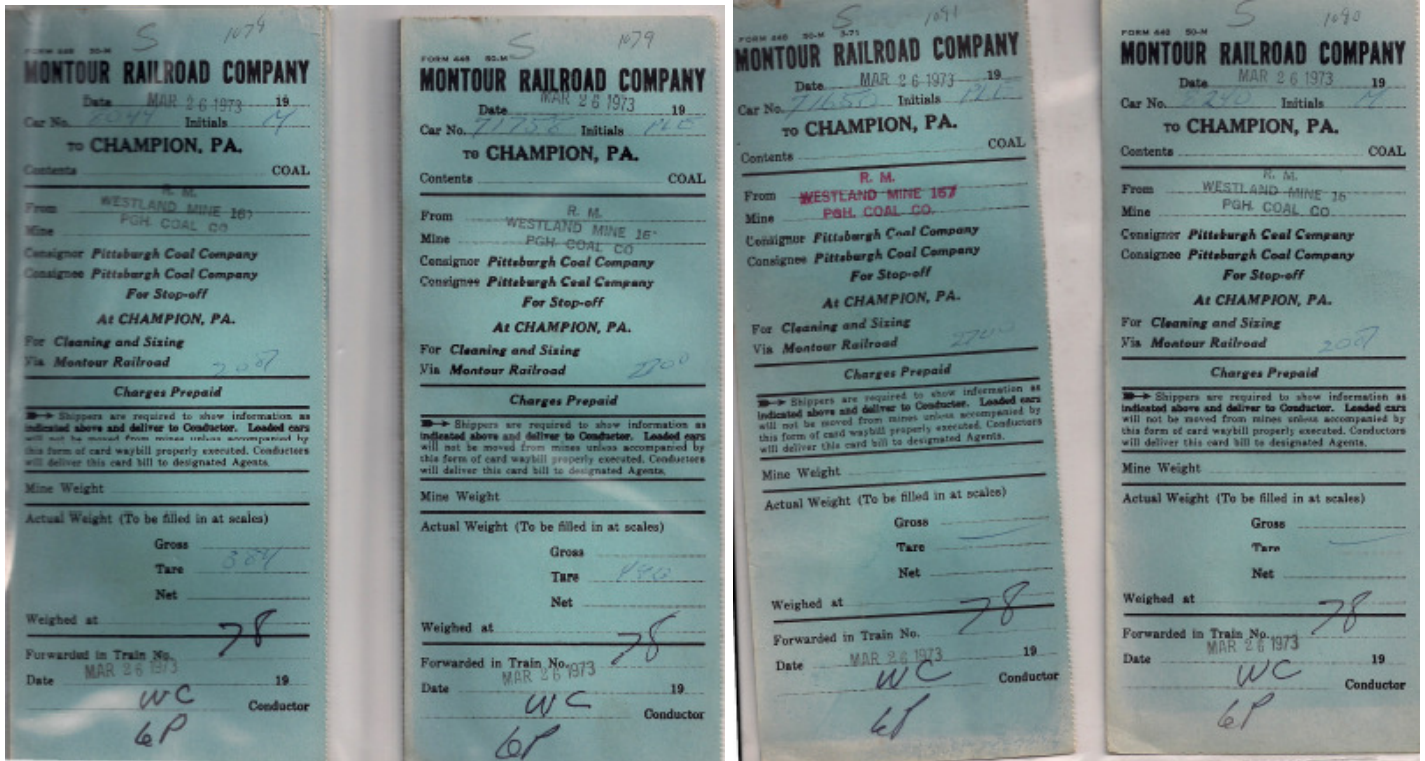
Mine Weight

Actual Weight (To be filled in at scales)

Gross	
Tare	574
Net	

Weighed at 78

Forwarded in Train No. 78
Date MAR 26 1973 19
WC Conductor
6P



Tuesday March 27, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse Jct, Imperial, Salida, Snowden, Brookside, and Lotus.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads
3/27/1973	77-73-74-82	4:30						
	75-76-78	6:30			21	15	21	20
	75-76-78	6:30			-1		34	28
	81-84-83	9:00						
	79-74-82	14:00			54	43	33	27
	77-73	16:35						
	81-84-83	20:30			20	-		25 24 22 16
	81-84-83	20:30					16	0
	75-76-78	21:30						
	75-76-78	21:30	59	42	36	28		
Daily Totals			59	65	94	88	41	22

Coal shipments for the day: 49 coal to PCo., 16 coal to URR, and 78 coal to P&LE.

16 MTYs (0 - 70 tonners) were received at Snowden and taken to No. 10.

C&NW 25021 Tuesday, 27 March, 1973
 mty box for P&LE; 40'-6" box, 8' door, 3885 cf, 100,000 lb, wood lined

Imperial to P&LE

C&NW 25065 Tuesday, 27 March, 1973
 mty box for P&LE; 40'-6" box, 8' door, 3885 cf, 100,000 lb, wood lined

Imperial to P&LE

CN 530077 Tuesday, 27 March, 1973
 mty box for B&O; 40'-6" Box; 6' Door; 3900 CF; 130,000 lbs

Hills Transfer to Salida, NW

GATX 37054 Tuesday, 27 March, 1973 mty for N&W;	Muse Jet. to Salida, NW
GATX 63431 Tuesday, 27 March, 1973 mtyforN&W;	Hills Transfer to Salida, NW
GATX 76095 Tuesday, 27 March, 1973 mty for N&W;	Hills Transfer to Salida, NW
GATX 77027 Tuesday, 27 March, 1973 mtyfor N&W;	Hills Transfer to Salida, NW
GATX 85520 Tuesday, 27 March, 1973 mty for N&W; 100,000 Ib tank; AAR mech. designation TM	Muse Jet. to Salida, NW
GATX 95519 Tuesday, 27 March, 1973 mtyforN&W;	MuseJct. to Salida, NW
GM&O 56262 Tuesday, 27 March, 1973 mty box for P&LE; 50'-6" box, 9' door, 4932 cf, 110,000 Ib, lading strap anchors	Lotus Siding to P&LE
GN 39792 Tuesday, 27 March, 1973 load for Brookside; 40' -6" box, 9' door, 3968 cf, 100,000 Ib, pallets	Hills Transfer to Brookside Lumber
KCS 60078 Tuesday, 27 March, 1973 load for McKesson; 61' -0" box, 10'-0" door, 5700 cf, 154,000 IbDF loaders	Snowden, B&O to Library
MILW 34503 Tuesday, 27 March, 1973 load for Brookside; 40' -6" box, 6' door, 3898 cf, 110,000 lb	Hills Transfer to Brookside Lumber
N&W 163193 Tuesday, 27 March, 1973 mty for N&W; 40' -6" box; 8' door; 3903 cf; 110,000 Ib	Hills Transfer to Salida, NW
SOU 520261 Tuesday, 27 March, 1973 mty box for P&LE; 50' -6" box; 9' door; 4849 cf; 110,000 lb	Lotus Siding to P&LE
SWD 9052 Tuesday, 27 March, 1973 load for Brookside;	Snowden, B&O to Library
UTLX 88827 Tuesday, 27 March, 1973 load tank for Imperial; 100,000 Ib TPI tank	Champion to Imperial
WAB 19769 Tuesday, 27 March, 1973 load box for N&W; 50'-6" box, 7' door, 4850 cf, 100,000 Ib	Muse Jet. to Salida, NW

Wednesday March 28, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse Jct, Imperial, Salida, B&T, and Library.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4				Montour #10	
			MTY's	Loads	MTY's	Loads	MTY's	Loads		
3/28/1973	77-73	3:00			49	46	21	18		
	81-84-83	7:30							21	16
	75-76-78	9:45					35	29		
	80	10:00								
	79-82-74	13:05			47	44				
	79-82-74	13:05			-1		35	28		
	77-81-84-83	18:00	54	42						
	75-76-78-73	20:00			28	26	44	39		
Daily Totals			54	0	123	135	0	21		

Coal shipments for the day: **115** coal and 10 MTY returns to PCo., and 43 coal to P&LE.

Extra 73 West (Ceyrolles) took 49 MTYs (46 - 70 tonners) from Mifflin to No 4 for loading

CN 530037 Wednesday, 28 March, 1973 mty box for B&O; 40'-6" Box; 6' Door; 3900 CF; 130,000 lbs	Salida, NW to Library Junction
GATX 34064 Wednesday, 28 March, 1973 load for Muse;	Hills Transfer to Cowden Siding
GATX 34064 Wednesday, 28 March, 1973 load for Muse;	Cowden Siding to Muse Jet.
GATX 67473 Wednesday, 28 March, 1973 load for Muse;	Hills Transfer to Cowden Siding
GATX 67473 Wednesday, 28 March, 1973 load for Muse;	Cowden Siding to Muse Jet.
IC 119023 Wednesday, 28 March, 1973 mty from Agway; 40' -6" box, 6' door, 3863 cf, 100,000lb	Imperial to Champion
KCS 60078 Wednesday, 28 March, 1973 load for McKesson; 61'-0" box, 10'-0" door, 5700 cf, 154,000 IbDF loaders	Library to Champion
P&LE 9728 Wednesday, 28 March, 1973 mty gon for P&LE; 52'-6" gondola; 1896 cf; 140,000 lb; flat bottom; drop ends	B&T to Champion
P&LE 13968 Wednesday, 28 March, 1973 mty gon for P&LE; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor	B&T to Champion
P&LE 67146 Wednesday, 28 March, 1973 load of coal, #579; 2700 cf, 48,700 ltwt, 40'-8" HT hopper; 2700 cf; 154,000 lb	Montour #10 to Champion
PC 551299 Wednesday, 28 March, 1973 scrap for P'Co ; 52' -6" fixed end gondola; 1828 cf; 154,000 lb; steel floor, G36t	B&T to Champion
SWD 9052 Wednesday, 28 March, 1973 load for Brookside;	Library to Library Junction

01d 580
FORM 440 8-31-72
MONTOUR RAILROAD COMPANY
Date 3 29 1973
Car No. 71646 Initials 41E
TO **CHAMPION, PA.**
Contents _____ COAL
From Montour 10
Mine 164
Consignor Pittsburgh Coal Company
Consignee Pittsburgh Coal Company
For Stop-off
At **CHAMPION, PA.**
For Cleaning and Sizing
Via Montour Railroad 2700
Charges Prepaid
Shippers are required to show information as indicated above and deliver to Conductor. Loaded cars will not be moved from mines unless accompanied by this form of card which properly executed. Conductors will deliver this card bill to designated Agents.
Mine Weight _____
Actual Weight (To be filled in at scales)
Gross _____
Tare 497
Net _____
Weighed at _____
Forwarded in Train No. X 83
Date 3-28-73 19____
Jones 4P Conductor

Thursday March 29, 1973 - Montour Movements

Today sees 7 crews being called to work the mines and perform switching at Muse, Scott, Salida, and Brookside.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland		Montour #4		Montour #10			
			MTY's	Loads	MTY's	Loads	MTY's	Loads		
3/29/1973	79-82-74	0:15					28	15	23	21
	77-81-84-83	5:00		49	33					
	75-76-78-73	7:00				48	46	44	43	
	79-82-74	11:00					18	13		20
	77-84-83	17:30								6
	77-84-83	17:30				50	40			
	75-76-78-73	18:30	39	24						
	79-82-81	21:30						27	21	20
Daily Totals			39	49	98	62	55	63		

Coal shipments for the day: **104** coal and 3 MTY returns to PCo.

Extra 83 West (Desko) took 50 MTYs (40 - 70 tonners) from Mifflin to No 4 for loading. Cars are noted as being a mix of Bessemer, PRR, and NYC.

GATX 74582 Thursday, 29 March, 1973

load for Muse; 100,000 lbtank; AAR mech. designation TM

Salida, NW to Muse Jet.

GN 39792 Thursday, 29 March, 1973

mty for B&O; 40' -6" box, 9' door, 3968 cf, 100,000 lb, pallets

Brookside Lumber to Library Junction

IC 119023 Thursday, 29 March, 1973

mty for P&LE; 40'-6" box, 6' door, 3863 cf, 100,000 lb

Champion to P&LE

KCS 60078 Thursday, 29 March, 1973

load for McKesson; 61'-0" box, 10'-0" door, 5700 cf, 154,000 lbDF loaders

Champion to Scott Siding

MILW 34503 Thursday, 29 March, 1973

mty for Pco; 40' -6" box, 6' door, 3898 cf, 110,000 lb

Brookside Lumber to Hills Transfer

P&LE 72215 Thursday, 29 March, 1973

flat wheels; 40'-8" HT hopper; 2700 cf; 140,000 lb

Champion to Montour Junction

PC 551299 Thursday, 29 March, 1973

scrap for PRR at McDonald, weigh; 52'-6" fixed end gondola; 1828 cf; 154,000 lb; steel floor, G36t

Champion to Montour Junction

PRR 180179 Thursday, 29 March, 1973

mty peo return; 45' hopper, 3418 cf, 200,000 lb H43

Montour Junction to Hills Transfer

SWD 9052 Thursday, 29 March, 1973

load for Brookside;

Library Junction to Brookside Lumber

Friday March 30, 1973 - Montour Movements

Today sees 6 crews being called to work the mines and perform switching at B&T, McKesson, B.O. Construction (Nelson Industrial), and Wickes.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/30/1973	77-84-83	4:10					50	44	33	32				
	75-76-78-73	6:00			45	35								
	79-82-81	8:00					31	28	34	32				
	79-82-81	8:00							35	29				
	79-82-81-74	14:30												
	77-84-83	15:50	24	17	36	23								
	75-76-78-73	18:00					14	4						
	75-76-78-73	18:00					-1		46	39				
Daily Totals			24		81		94		148		0		0	

Coal shipments for the day: **98** coal and 1 MTY returns to PCo, and 26 coal for URR (21 off Jewell, 5 off Salida).

Extra 79 East (Desko, COD 14:30) took the crane and idler to Morris, along with 2 loads (no reporting marks provided) of rail panels.

B&O 474028 Friday, 30 March, 1973 load for McKesson; 50' -6" box, 9' door, 4610 cf, 160,000 lb	Montour Junction to McKesson
CSCO 2038 Friday, 30 March, 1973 mty for P&LE;	B&T to Champion
CSCO 2039 Friday, 30 March, 1973 mty for P&LE;	B&T to Champion
ECSX 1 Friday, 30 March, 1973 mtyforPCo;	B&T to Champion
EL 43228 Friday, 30 March, 1973 mty for Union; 52' -1" fixed end gondola, 2228 cf, 198,000 lbs, composite floor	B&T to Mifflin, URR
IC 141582 Friday, 30 March, 1973 load for McKesson; 50' -6" box, 14'-6" staggered doors, 4754 cf, 100,000lb	Montour Junction to McKesson
ISCX 5012 Friday, 30 March, 1973 mty for PCo;	B&T to Champion
KCS 60078 Friday, 30 March, 1973 load for McKesson; 61'-0" box, 10'-0" door, 5700 cf, 154,000 IbDF loaders	Scott Siding to McKesson
N&W 160271 Friday, 30 March, 1973 mty for N&W; 50' -6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	McKesson to Salida, NW
N&W 161625 Friday, 30 March, 1973 mty for N&W; 50'-6" Box; Double Plug Door; 16' Door; 4972 CF; 153,000; wood floor, 20" cushioned underframe; 4 DF belt rails	McKesson to Salida, NW
P&LE 13768 Friday, 30 March, 1973 load gon for PCo; 52' -6" drop end gondola; 1896 cf; 140,000 Ib; steel floor	B.O. Construction to Champion
PC 551299 Friday, 30 March, 1973 scrap for PCo; 52' -6" fixed end gondola; 1828 cf; 154,000 Ib; steel floor, G36t	Montour Junction to Champion
PRR 167075 Friday, 30 March, 1973 load for Wickes; 34'-9" HM hopper (Gla); 1683 cf; 100,000 Ib	Montour Junction to Wickes Furniture
PRR 604758 Friday, 30 March, 1973 load for Wickes; 50'-6" box, 8' door, 4860 cf, 100,000 Ib, X44	Montour Junction to Wickes Furniture

SOU 504405 Friday, 30 March, 1973
 mty for P&LE; 40'-6" box, 8' door, 3848 cf, 110,000 lb

Wickes Furniture to Lotus Siding

USCX 1022 Friday, 30 March, 1973
 mty for Union;

B&T to Mifflin, URR

WSX 7523 Friday, 30 March, 1973
 mtyforPCo;

B&T to Champion

WSX 7524 Friday, 30 March, 1973
 mty for PCo;

B&T to Champion

WSX 7525 Friday, 30 March, 1973
 mty for PCo;

B&T to Champion

WSX 7526 Friday, 30 March, 1973
 mtyforPCo;

B&T to Champion

WSX 7527 Friday, 30 March, 1973
 mty for PCo;

B&T to Champion

Saturday March 31, 1973 - Montour Movements

Today sees 3 crews being called to work the mines and perform switching at Snowden and Brookside.

Mine movements for the day:

Date	Eastbound Train	C.O.D.	Westland				Montour #4				Montour #10			
			MTY's		Loads		MTY's		Loads		MTY's		Loads	
3/31/1973	77-84-83	1:30							24	17				
	75-76-78-73	3:00									38	32	18	9
	75-76-78-73	3:00											13	11
	79-82-81	5:30	49	44	32	22								
Daily Totals			49		32		0		24		38		31	
Monthly Totals			1314		1347		2916		2898		659		649	
Yearly Totals			3654		3669		8647		8593		1843		1789	

Coal shipments for the day: 28 coal to PCo, 11 coal to B&O, and 11 coal to P&LE.

Nearly 15,000 loads in 1/4 of the year, pretty impressive.

CN 530037 Saturday, 31 March, 1973
 mty for B&O; 40' -6" Box; 6' Door; 3900 CF; 130,000 lbs

Library Junction to Snowden, B&O

ECSX Saturday, 31 March, 1973
 mty for PCo;

Champion to McDonald Transfer

GA 39392 Saturday, 31 March, 1973
 mty for B&O; 100,000 lb TM tank

Hills Transfer to Snowden, B&O

ISCX 5012 Saturday, 31 March, 1973
 mty for PCo;

Champion to McDonald Transfer

P&LE 13768 Saturday, 31 March, 1973
 scrap for PCo; 52'-6" drop end gondola; 1896 cf; 140,000 lb; steel floor

Champion to McDonald Transfer

PC 551299 Saturday, 31 March, 1973
 scrap for PCo; 52' -6" fixed end gondola; 1828 cf; 154,000 lb; steel floor, 036t

Champion to McDonald Transfer

SWD 9052 Saturday, 31 March, 1973
 mtyforB&O;

Brookside Lumber to Hills Transfer

SWD 9052 Saturday, 31 March, 1973
 mtyfor B&O;

Hills Transfer to Snowden, B&O

WSX 7523 Saturday, 31 March, 1973
nty for PCo;

Champion to McDonald Transfer

WSX 7524 Saturday, 31 March, 1973
ntyforPCo;

Champion to McDonald Transfer

WSX 7525 Saturday, 31 March, 1973
nty forPCo;

Champion to McDonald Transfer

WSX 7526 Saturday, 31 March, 1973
nty for PCo;

Champion to McDonald Transfer

WSX 7527 Saturday, 31 March, 1973
Mty for PCo;

Champion to McDonald Transfer