

Railroads

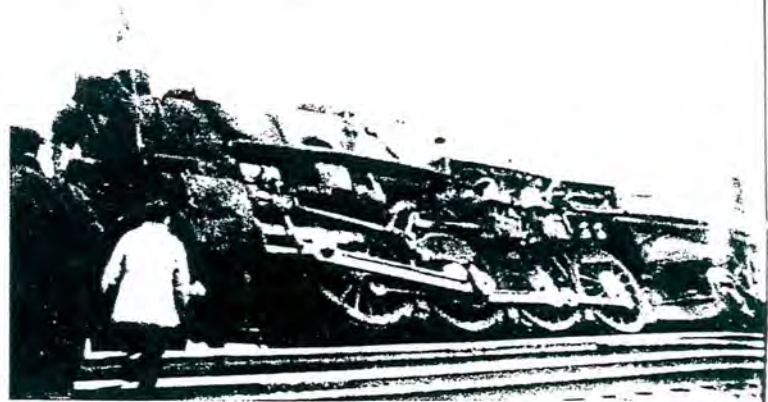
**A Little Bit
of a Mess**

by Dick Jacobs
Spring 1994

A Little Bit of a Mess



The wreckage of the locomotive and cabin car have been moved off to the north side of the right-of-way.



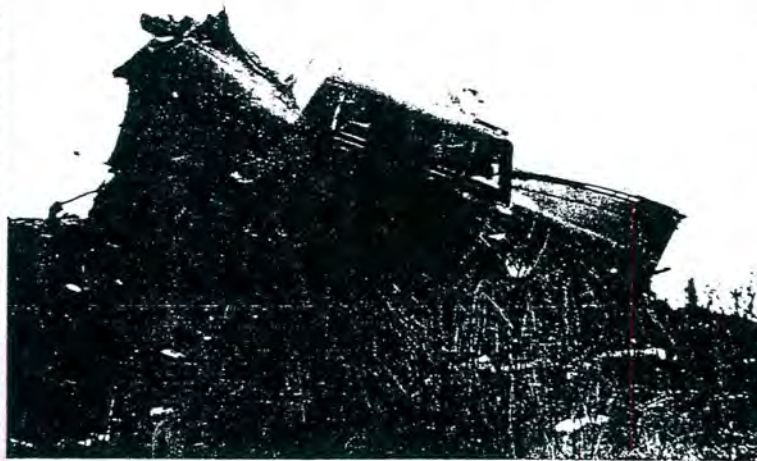
M1a #6737. Note damage to its left side.

BY DICK JACOBS

—All photos from the collection of C. Terry Smith—

On the morning of February 19, 1949, at 10:07 a.m., Extra 6737 West, on Track 3 with a cabin car only, stopped for Home Signal 2R at Burgetts Interlocking in Burgettstown, Pa. With the independent brake, the engineman held the train 252 feet east of the signal. The flagman alighted from the cabin car and, with flagging equipment, started eastward down the track. At about 10:19 a.m. he was about 700 feet east off his train when he observed another westbound train approaching on Track 3, and began giving "Stop" signals with a red flag. Just before the engine passed him, the engineman of the approaching train sounded the air horn in a warning. The conductor and front brakeman observed the rapidly-approaching train and jumped clear, just before impact.

With EP20 diesel-electric units 5841A, and 5861A, heavy mail Train #11 departed Pittsburgh, Pa. at 9:35 a.m., 25 minutes late. Of the 14 cars, two were coaches. At Rennerdale, Pa., 11.8 miles west of Pittsburgh, the fireman observed that the steam pressure of the train heating system was about 200 p.s.i., and he proceeded back to the engine room to make adjustments. Soon afterward he returned to the cab. Upon reaching Sturgeon, Pa., #11 was switched onto Track 103. "Sturgeon" was remote-controlled from Laurel Hill Interlocking. The governing signal indicated "Restricting." The Operator at "Laurel Hill" indicated to the engineman with a green flag that the secondary was unoccupied. Soon afterward, the fireman observed that the steam pressure had risen to about 250 p.s.i. He advised the engineman and again went back to the rear of the unit. Upon reaching the end of the secondary track at "Bulger", the engineman observed that Signal 102Lc



One totally-destroyed cabin car.

indicated "Restricting" and he reduced the speed of the train from 35 m.p.h. to 14 m.p.h. while it was passing through the turnout from Track 103 to Track 3. The fireman, unable to make the necessary adjustments, advised the engineman. The engineman thought perhaps steam was not being transmitted to the cars in the train and they both inspected the train to see if steam was escaping from between the cars. After observing no steam leakage, the engineman noticed the speedometer was up to 60 m.p.h. (There is a 1% descending grade for westbound trains from "Bulger" to the accident scene, about three miles.) He then made a service brake-pipe reduction, which was released when the speed was reduced to 45 m.p.h.. At that time he observed the cabin car of the preceding train, looked at the cab signal, which indicated "Restricting," placed the brake valve in the "Emergency" position and sounded the air horn. The collision occurred immediately afterward. The brakes of this train had been tested at Pittsburgh and had functioned properly where used enroute. The engineman and fireman stated that they had

not observed the cab signals from the time their train passed "Bulger" until he observed the cabin car of Extra 6737 West. The speed-recording device of 5841A fixed the speed at impact at 38 m.p.h..

The force of the collision shoved the big M1a 260 feet westward, where it came to rest on its left side, fouling Track 2. The tender remained coupled and leaned about 60 degrees to the left. The cabin car telescoped the

rear of the tender. The cabin car was destroyed. Engines 5841A/5861A and the first three cars derailed, but remained upright.

There were injuries to 15 passengers, eight railway-mail clerks and two train service employees.



Remembering the Panhandle

CONVERSATION WITH RONALD O. DRAKE, PRR ENGINEMAN

Reprinted from *The Pennsylvania Limited*, Pittsburgh Chapter, PRRT&HS, issue of October 1992.

BY NICK A. JARINA

During our recent annual train trip to Altoona, Rich Ballash and I decided to begin interviewing retired railroaders. Our objective is to preserve as much railroad lore as possible.

One of our first "victims" was my friend and retired Panhandle engineman, Joe Kiehart. After scheduling that visit I warned Rich that Joe, although an excellent engineer, has an attention span of five minutes pertaining to railroad matters!

We were warmly welcomed at the door by Joe and his lovely wife, Helen and invited inside. Joe was quick to relate some railroad stories, but confessed that he had forgotten more than he remembered. Joe's wife, Helen on the other hand informed us that she too was a former PRR employee.

She lived on a farm next to Scully Yard and was a turntable operator there during World War II. She met Joe, who was a hostler; she would turn engines for him. Joe recommended that we visit his friend and fellow retired engineman, Ronald Drake. Joe informed us that Ronald would remember what he had forgotten, and probably still keeps his timetable up to date!

Joe made an introductory phone call, during which Ronald Drake said we could visit him. Later that week I called R. O. Drake and set up a visit for the following Saturday. Unfortunately, Rich called on Friday evening and was forced to cancel due to severe weather. I was on my own.

I felt awkward, although I had made Drake's acquaintance four or five times some 25 years ago. As a young boy I would race the half-mile from my home to Boyce Crossing on the PRR Washington Secondary to see long trains of empty hoppers destined for Montour #4 Mine at Lawrence, Pa. I remember the names and faces of many of the men who worked these jobs better than my own relatives. Among these railroaders was Ronald Drake. I would stand at the crossing and gaze into the locomotive cab. If the time was right, R. O. Drake would give me a nod and grant my ultimate wish!

I remember Ronald Drake as a man who carried the title of engineer very well. No sneakers, jeans or tee shirts for him. His attire was akin to that of a road foreman of the 1960s. His appearance blended well with the austere interior of the cab of a GP35. He was a soft-spoken, well-mannered man who had good words for the railroad and his job. That was 25 years ago, a different world of covered wagons, ALCos and the PRR. What was he like today? Would he remember me?

The next day came quickly. I left early, found his house, then went to McDonalds for a cup of coffee to kill some time. I was at his door at the proper time, for I knew he would appreciate punctuality. When the door opened I thought time stood still. Twenty-five years had been kind to Ronald Drake. He was just as I remembered him, right down to his shined high-top shoes. He invited me in and asked if I would like to see "Pennsy

Power" personified. With a twinkle in his eye he pointed to a calendar with a picture of a J1. Right then and there I knew I was in the right house.

We sat down in the living room and began to talk about railroads. Soon our thoughts were in time, like the valve gear of a speeding "K4." He had just what I wanted to hear, and I was just who he wanted to tell it to. I would like to relate some of the following stories as R. O. Drake told them to me.

LAST RUN

Ronald Drake hired on the PRR in June of 1941 and retired December 18, 1981. He was the man who took the last train across the Panhandle Bridge. This event occurred in October or November 1979, with J. C. McCafferty as conductor. The job that day was an engine exchange at Pitt, with an ERS20 light to Scully.

CHICKEN

The crews were having trouble with kids in a car playing "chicken" on the crossings in Pataskala, Ohio. (See *The Keystone*, Winter 1990, page 40). The grade west of Pataskala required heavy TrucTrains to get a run for the hill to Summit. Crews westbound into Pataskala would have speed down, anticipating a crossing problem, making the climb to Summit tough. R. O. Drake, determined to stop this practice, drifted into Pataskala with Tr. #11 at 55 m.p.h., in number three throttle. When he saw the kids in the car on the crossing he racked the throttle wide to run eight, sending plumes of black smoke out the stacks. The kids quickly got the message, laid rubber and probably didn't stop until the State Line. Needless to say, that problem was never repeated.

ON THE GROUND

R. O. Drake and his fireman, L. D. Miller, on Tr. #11, were crossing over to the east-bound main and taking orders at Summit. L. D. Miller was running. He slowed down to 15 m.p.h. for the crossover movement. Shortly after the engines cleared the crossovers, the train derailed and went into emergency.

Later that day, at the Old Entange Inn in Columbus, where crews stayed, Road Foreman Durphy called R. O. Drake and L. D. Miller into the lobby. He asked who was running the engine. Engineer Drake said, "I was." Fireman Miller said "I was." The road foreman once again asked "Now, who *was* running the engine?" Fireman Miller repeated, "I was." Ronald Drake admitted, "That's right." Durphy questioned Drake: "Why did you say you were running the engine when it was your fireman who was?" Drake stated, "The engine and train are my responsibility regardless who is running the engine. "Very good answer," came the road foreman's response, "Now how fast were you going?" The engineer and fireman both agreed that they were traveling at 15 m.p.h. Durphy said, "That was a ten mile per hour crossover you derailed on." Drake and Miller said they forgot that it was



Ronald O. Drake, December 1993.
(Nick Jarina photo)

ten m.p.h., not 15.

"When was the last time that you checked your speed indicator?" asked the road foreman. "Shortly before the derailment." came the reply. "The speed indicator is a mechanical device which could have malfunctioned in that short time, correct?" questioned Durphy. Drake and Miller unanimously said, "That's correct!" "If I can tell Superintendent Gratz that you were doing approximately ten miles an hour he will forget this matter." To this Drake and Miller echoed, "That's right, ten m.p.h." "If the speed indicator were malfunctioning, it would give an approximate, not an exact reading. Now how fast were you going?" asked Road Foreman one last time. "Approximately ten m.p.h." said the engineer and fireman. "Very good!" was Durphy's final reply.

At that instant, the conductor, knowing that the engineer and fireman were being drilled by the road foreman, came running over and assured the road foreman that if R. O. Drake said we were doing 15 m.p.h. then that is exactly what speed we were going. Drake and Miller quickly took the "misinformed" conductor aside and set him straight.

SUMMER SHOWER

Ronald Drake fired J1 helpers to Custer, then back to Scully. He recalled lying in the shade of the big "J" at Custer on hot summer days, waiting for their eastbound shove.

R. O. Drake was called at 5:00 a.m. to fire an I1 helper at Scully, with Hunts Kauffman as engineer. They were to assist an empty hopper train, with an M1 on the head-end. The I1 ran light from Scully to Wind Gap, tender first. At Wind Gap they were coupled to the rear of the hopper train by the conductor, who forgot to connect the air hose. The conductor returned to the cabin and the engines whistled off.

Everything was going fine until Esplen dropped the signal in the face of engineer Van Buskirk in the M1. Van Buskirk dumped the air, causing the I1 to ram the rear of the train solid. When the I1 stopped, Ronald Drake jumped to the ground and ran to the cabin. He found the door swinging by one hinge and the conductor soaking wet.

Where did such a large volume of water come from to completely drench the conductor? After examination, it was discovered that the impact had caused the water hatch on the tender to fling open. Water from the tank sloshed out and into the cabin, soaking the conductor!

THE TRAPPER

Turning J1 locomotives at Scully could become quite involved. Extreme care had to be taken when running a J1 onto the table, which was barely long enough to accommodate the 2-10-4. As the "J" would be pulled onto the table, the crown brass on the trailing truck liked to fall out of alignment with the journal. This would require jacking of the truck frame and tying up the table for quite some time.

R. O. Drake was engineer on Tr.#10 one cold evening, east of Trinway. After running on "Approach" signals, a wayside signal displayed a "Stop and Proceed." R. O. Drake stopped #10 and proceeded, not exceeding 15 m.p.h. After a short distance the cab signals flicked to "Clear." At that location, R. O. Drake dropped a lighted fusee out the cab window. He then proceeded, not exceeding 15 m.p.h., until the entire train passed the lighted fusee. After the train cleared the fusee, he picked her up to the authorized timetable speed. A strange voice came over the radio and said, "Good job, Drake." The voice probably belonged

to a road foreman who was out "trapping".

FIREWORKS

R. O. Drake particularly enjoyed running the 13,000-ton grain trains over the Panhandle, out of Pittsburgh on the east-bound grade with 9,000 horses on the front and 6,000 or 7,000 on the rear. He can vividly recall one or two foot flames from the stacks being reflected in the dark windows of the buildings in East Liberty. At Pitcairn the train would be turned over to the Pittsburgh Division crews.

In 1949, R. O. Drake was a fireman on an I1s helper. The engineer was John Norris. They were on the head end of a freight, assisting an M1. A few miles west of Mingo Tower they heard a loud explosion and the train went into emergency. After inspecting the train, the crew was unable to find a problem. Norris and Drake walked to the front of the "I" and saw that the pipe connecting the two air tanks on the pilot blew off. Another I1 was dispatched from Mingo Junction and they proceeded to Dennison. R.O. Drake remembered that the I1s Decapods with two injectors (instead of one injector and a feedwater pump) were called "sport models."

THE DUMP TRUCK

On another occasion, Drake was a fireman on L1s, working the produce yard in Pittsburgh. A five-ton dump truck, loaded with coal, had slid into a ditch along the side of the track, blocking their way. The truck was well stuck, with the left front wheel two feet off the ground. The conductor asked the truck driver if he'd like assistance. The driver had his doubts if the locomotive could pull his truck out of the ditch. Nevertheless, the crew hooked a chain between the L1s and the truck and took up slack. The engineer opened the throttle for an instant and quickly closed it. The "lollipop" made two exhausts and the truck pulled free. The truck driver was astonished.

THE RULE BOOK

Ronald Drake was called at Scully as a pilot over #105 Secondary Track. The train he was to pilot came from Conway Yard and was being run by a young engineer. After R. O. Drake boarded the engine, he introduced himself to the young engineer, who in turn said that it was an honor to meet a "hot shot" like him. R. O. Drake felt that he better set this young engineer straight. Once under way, Ronald Drake asked the young engineer what types of secondary tracks there were in the PRR's Central Region? The young engineer scratched his head and opened his timetable and rule book. He became so involved in finding the answer to his question that he turned the engine over to R. O. Drake at "RG". Finally, the young engineer was stumped and asked for the answer. Ronald Drake replied, "Secondary tracks without a block signal system and ones with a block signal system. And don't forget it!" The next time R. O. Drake saw the young engineer he asked him the same question; he didn't forget.



EPILOGUE

I hope this article will serve as an inspiration to the readers of the *Keystone* and *Pennsylvania Limited* to interview retired railroaders and record their stories. Many old timers are eager to share their memories with others who are genuinely interested in railroading. The steam locomotives will survive for centuries, but the memory of the fine men who ran these glorious machines will not!

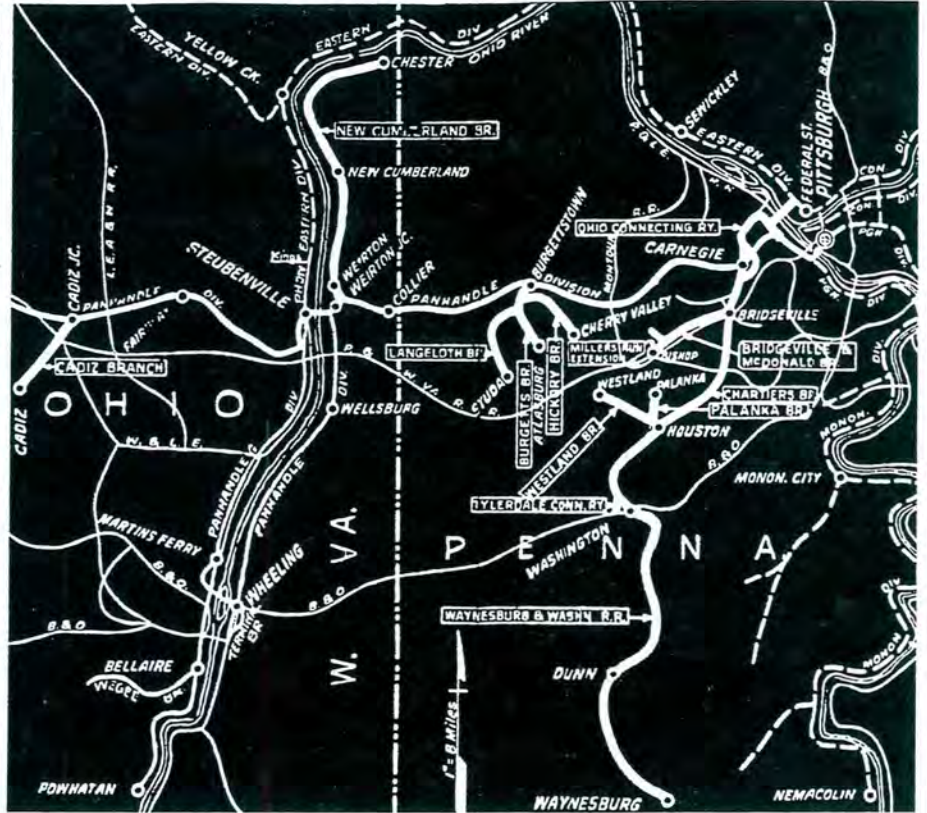
THE BRANCH LINES, PART I

JAMES J. D. LYNCH, JR.

SCULLY BRANCH

The Scully Branch was composed of five segments: (1) Main Line-Scully (Monongahela Division Post, Fourth Street to Elliott); (2) Ohio Connecting Railway (Elliott to Jacks Run via Esplen, over the O.C. Bridge and Island Avenue Junction to Island Avenue); (3) Duff Branch (Esplen to Duff Junction); (4) Duff Junction Extension (Duff Junction to Lewis Run Junction, "RG"); and (5) the Rosslyn Connecting (Lewis Run Junction, "RG", to Rosslyn, where connection was made with the main line at Carnegie Block Station). Included in this portion of the narrative, but not part of the Scully Branch, was the Junction No. 1 Connection (later to be renamed the "101 Secondary" and subsequently the "105 Secondary"), between Lewis Run Junction ("RG") and "KY" Interlocking (formerly known as "Junction No. 1"), on the Chartiers Branch.

Timetable direction on the Scully Branch is designated as eastward from Rosslyn (connection to the main line) to the Panhandle/



Monongahela Division boundary at Fourth Street, M.P. 0.0. This eastward timetable designation also applied to the Ohio Connecting Railway portion, Jacks Run to Fourth

Street via Esplen and Island Avenue to Fourth Street via Island Avenue Junction and Esplen. Branch mileage is based on employee timetables of the period, rather than branch seg-



Another view of Esplen Tower, in the 1960s.

(James J.D. Lynch, Jr. collection)

ments, which were shown on contemporary track charts.

In 1942 dispatching functions on the Scully Branch were divided between dispatchers of the Panhandle, Eastern and Monongahela Divisions, all of whom were located in the General Office Building at Pittsburgh Station. Eastern Division dispatchers controlled the Ohio Connecting Railway portion from Esplen over the O.C. Bridge to Jacks Run and Island Avenue, respectively. Monongahela Division dispatchers controlled Main Line-Scully Tracks #1 and #2 east of Esplen, while the Panhandle Division dispatchers controlled the balance of Scully trackage (Duff Branch, Duff Branch Extension and Rosslyn Connecting) from Esplen west, including the Junction No. 1 Connection between "RG" and "KY".

In 1942 the Scully Branch was the division's double-track, freight bypass route on Pittsburgh's south side. This routing allowed freight trains to avoid the grade and clearance problems associated with the Corliss Tunnel on the Panhandle main line between Carnegie and Monon. This arrangement also avoided congestion

on the main line, which already had a large number of passenger trains operating between these two locations.

Many of the branch lines examined in this article follow river or creek valleys for large portions of their journeys; the Scully Branch is no exception. The line paralleled the Ohio River on the south side of Pittsburgh until it reached Esplen, where it turned west (away from the river). The Chartiers Creek paralleled the south side of the branch from Lewis Run Junction to M.P. 6.7; here the track and creek parted, with the creek passing beneath the line at Scully Block Station to skirt the north side of the yard. The creek continued around the back of the yard and passed to the rear of the engine facilities; it then resumed running a parallel course with the north side of the branch to approximately M.P. 4.4, east of Duff Junction, where it turned away from the railroad to eventually join with the Ohio River.

In addition to functioning as a freight bypass and interchange point for several other railway companies, the branch also had considerable in-

dustrial activity in 1942, which resulted in car loadings of chemical, steel and paper products and bathroom and kitchen fixtures.

Main Line-Scully

The Main Line-Scully's tracks, #1 (east) and #2 (west), were numbered from south to north between the Monongahela Division Post at Fourth Street O.H. Footbridge, M.P. 0.0, and M.P. 2.3 at Elliott. Between Monon ("MB") and Elliott ("DU"), they paralleled the Panhandle main line, whose tracks, #3 (east) and #4 (west), were also numbered from south to north.

The Main Line-Scully left its Fourth Street connection with the Monongahela Division at an elevation of 778.0 feet above sea level, rising to 788.18 feet at Elliott. This rise of 10.18 feet in 2.3 miles resulted in an average ascending westbound grade of 0.06%.

Monon ("MB")

At Monon ("MB") Block Station, the Scully Branch was approximately ten feet above the main line trackage, with both lines reaching grade level at a point approximately 1.5 miles west of Monon. It was noted in the

SCULLY BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist from Div. Post 4th St. (Mon. Div.)	Sidings assigned direction			
						West	East	Both	
				DIV. POST 4th ST. (Mon. Div.)					
X	X	X		ELLIOTT	2.3				
				ESPLEN	3.4				
X	X	X		ISLAND AVE (O. C. Bridge)	4.5				
X	X	X		JACKS RUN (O. C. Bridge)	5.1				
X	X	X		DUFF	5.2				
X	X	X		SCULLY	6.5				
X				RG P.C.&Y.R.R.	8.4				
X				KY P.C.&Y.R.R.	11.0				
				ROSSLYN	9.4				

NOTE—X indicates in service.
NOTE—The direction from Rosslyn to Elliott is Eastward.

Interlockings—Remote controlled, operated from:

Interlocking	Operated From
RG	Carnegie
KY	Carnegie

PRR Panhandle Division Timetable #1, 9/28/41

SCULLY BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Elliott	Sidings Assigned direction			
						West	East	Both	
				DIV. POST (Mon. Div.)					
X	X	X		ELLIOTT	1.2				
				ESPLEN	1.7				
				ISLAND AVE. JCT. (O. C. Bridge)	2.2				
				DIV. POST (E. Div.) East Leg	2.2				
				DIV. POST (E. Div.) West Leg	2.7				
X	X	X		DUFF	3.0				
X	X	X		SCULLY	4.3				
X				RG (P.C.&Y.R.R.)	6.2				
X				KY (P.C.&Y.R.R.)	8.6				
				ROSSLYN	7.2				

NOTE—X indicates in service.
NOTE—The direction from Rosslyn to Div. Post (Mon. Div.) is eastward.
NOTE—The distance from Div. Post (Mon. Div.) to Elliott is 2.4 Miles.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
RG	Carnegie
KY	Carnegie

PRR Panhandle Division Timetable #5, 9/30/45



Looking towards the center of Ohio Connecting Bridge from Esplen, Pa., June 18, 1975. (Thomas M. Olsen photo)



Construction of the Ohio Connecting Bridge, May 5, 1914. View is westward on north of bridge, from span 8. (Joe Jack collection, courtesy of John E. Eles)

service in 1942, they are noteworthy enough to remark in this history.

Wabash

The first of these temporary installations to open was Wabash Block and Interlocking Station, placed in service at 10:01 a.m., March 14, 1947. Wabash and its interlocking was located at approximately M.P. 0.9, east of the Duquesne Incline at the Point Bridge. The station was named after the Wabash Terminal Railway o.g. (overgrade) Bridge #1.66, which passed over the Scully Branch and the nearby main line. The installation of Wabash allowed the removal from service of automat-

ic block signal #22 on Scully #1 Track, just east of the Point Bridge.

Wabash consisted of two facing and trailing crossovers located between Scully #1 and #2 Tracks, with home signals for movements for and against the current of traffic. The block station was located on the south side of Scully #1 Track at this location. Wabash remained in service until the morning of August 11, 1947, when at 11:01 a.m., the block station, interlocking, and all signals were removed from service and abandoned. At the same time, automatic block signal #22 was restored to service at its former location, east of the Point Bridge.

Smithfield

Smithfield Street Block Station, the second temporary block station, was named after the nearby street of the same name. It was placed in service at 3:01 p.m., August 14, 1947 on the north side of Scully #2 Track at M.P. 1.4, just west of Smithfield Street overgrade bridge.

Scully #2 Track was removed from service from this location eastward to the Division Post with the Monongahela Division. A facing hand-operated switch connecting Scully #2 Track to Scully #1 Track was placed in service 475 feet west of Smithfield Street. The eastward home signal for Scully #1 Track was located on a pedestal 300 feet west of the block station; the westbound home signal for Scully #1 Track was located on the overhead footbridge just west of the Monongahela Division Post. A hand-operated derail was installed on Scully #2 Track, 500 feet west of the Monongahela Division Post. All hand switches and signals were controlled by the signalman at Smithfield Street.

Smithfield Street Block Station and all associated switches and signals (including the hand-operated derail on Scully #2 Track just west of the Monongahela Division Post) were abandoned with the restoration to service of Scully #2 Track at 12:01 p.m., on November 18, 1947.

Retired engineman Wade Maguire of Dennison tells of an incident which occurred near Smithfield Street during his first pay trip after returning from the army after WWII. Mr. Maguire was firing for engineman D. B. Lapp on a light engine move, taking a J1 2-10-4 from Dennison to Pitcairn. The trip was uneventful until they cleared Scully. It was foggy east of Scully and, being unfamiliar with the area, he was relying on his engineman to keep him informed as to where they were.

Approaching Smithfield Street in the fog, they somehow passed the dwarf signal, which was in "Stop" position at the west end of the interlocking on #1 Track. The Smithfield Street signalman frantically swung them down with a fusee. The

engineman dumped the air on the J1, which came to a stop close to the block station. The signalman, who was quite agitated, requested several fuses so that he could stop the westward train that was reversing towards them on the same track. In an effort to back the engine clear behind the dwarf signal, the engineman did not realize that they had run through the crossover, damaging the switch mechanism and splitting the switch points. The engine had stopped east of the switch points, the tender west of them. While attempting to back the engine clear, the trailing truck and rear set of drivers derailed on the damaged switch points and went on the ground.

The switchman was able to get the westbound stopped, but everything remained tied up until the Scully wreck train could rerail the J1 and the track department could repair the damaged track and switch. The engineman was removed from service pending investigation, but as Mr. Maguire was making his first trip, he was not held responsible for the incident.

Photographs and descriptions of the structures and the interlocking machinery used at Wabash and Smithfield Street have not been found. It is believed that the structures were of frame construction, probably not much larger than the structures used by the hillside watchman and that the equipment used by the operators at these locations were probably of the table-type interlocking machines utilized in similar installations of this genre.

Ohio Connecting Railway

The Ohio Connecting Railway (O.C. Railway) was an integral part of the Scully Branch, affording direct interchange of freight traffic between the Eastern Division in the west, the Pittsburgh and Monongahela Division to the east, and the Panhandle Division in the southwest.

Beginning at Elliott ("DU"), M.P. 2.3, at an elevation of 788.18 feet, the branch descended 6.13 feet to an elevation of 782.05 feet at M.P. 2.73 to allow the adjacent Panhandle main



O.C. Bridge construction. Breaking track to move span 10. July 21, 1914.

(John E. Eles collection)



View from the east leg of the "Y", showing construction of the O.C. Bridge, February 15, 1915.

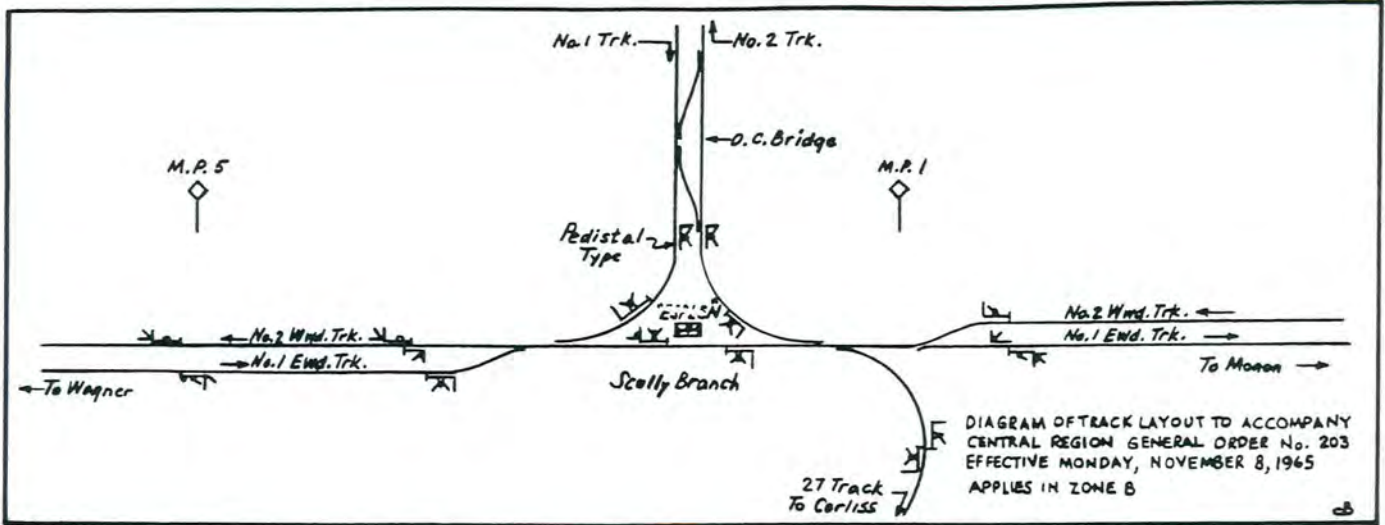
(John E. Eles collection)

line to pass overhead. The line then climbed back to an elevation of 788.50 feet at Esplen (M.P. 3.4). The maximum westbound ruling grade of 0.55% was attained on this short segment of the line.

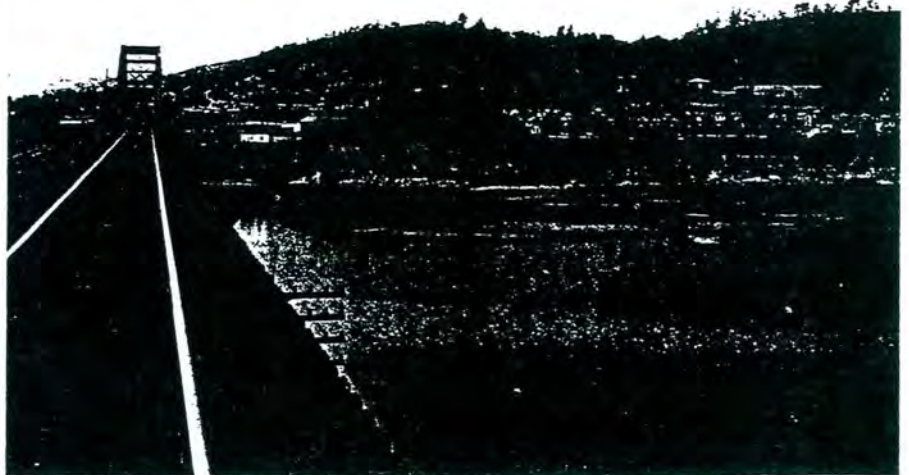
From Esplen to the east (south) end of the O.C. Bridge (M.P. 3.63), the line descended to an elevation of 784.2 feet, with the track elevation remaining constant across the bridge to the north side of the river at M.P. 4.1, Island Avenue Junction. It is important to note that although timetable direction from Jacks Run to Fourth Street via Esplen was east-

ward, the O.C. Bridge itself was positioned north to south geographically.

The Ohio River is split into two channels by Brunots Island, which lies in the center of the river at the point where the Ohio Connecting Railway passes over the waterway, with the main navigational channel on the north side of the island. The east end of the island is occupied by the Duquesne Lighting Company, which burned coal delivered to it by the PRR. A hand-thrown, electrically-locked, trailing-point turnout, (controlled by the Esplen operator)



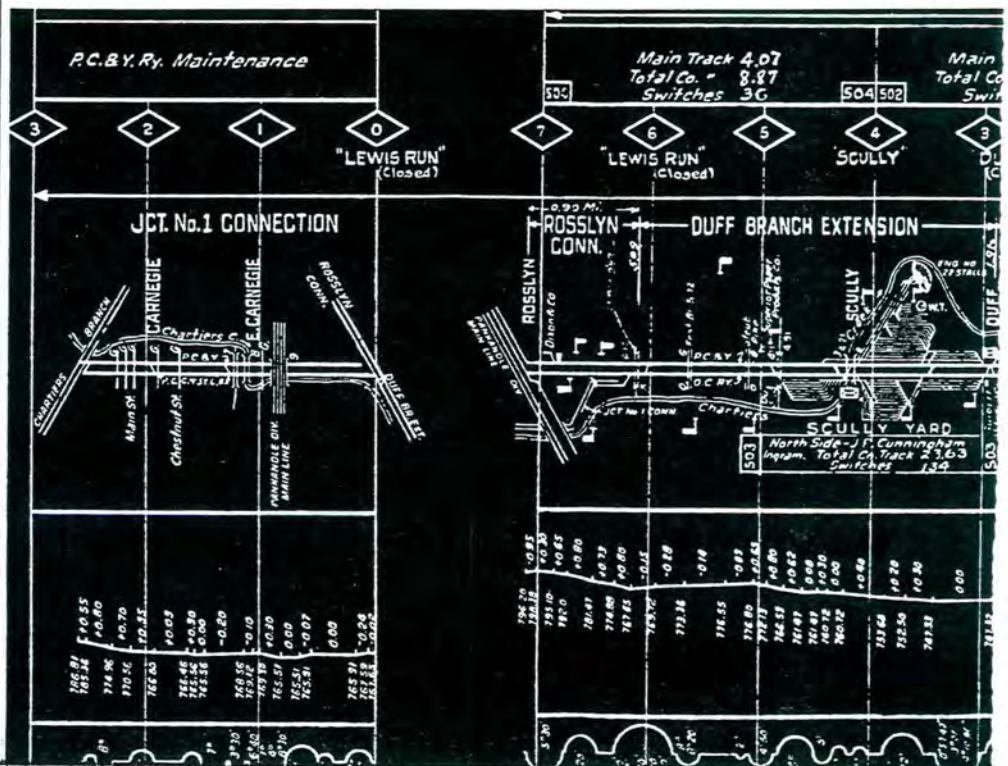
was located in O. C. eastward Track #2 at the center of the deck truss which spanned the island. This crossover led to a short spur, approximately two car lengths long, connected to an elevator used to lower the loaded coal hoppers down from the bridge level to that of the island's surface. After the cars were unloaded, they were then raised in the elevator back to the track level on the bridge, where they could be picked up by the local switch crew. This elevator was still in service as late as 1969, but it was out of service by 1975.



View to the south/west bank of the Ohio River, from O.C. Bridge.
(John E. Eles collection)

The west end of the Ohio Connecting Railway departed from its connection with the Eastern Division at M.P. 5.1, Jacks Run (as measured from Fourth Street, via Esplen). Leaving the Eastern Division connection at an elevation of 735.0 feet, the line connected to the west end (north side of the river, geographically) of the O.C. Bridge at Island Avenue Junction, at an elevation of 784.2 feet. This rise in elevation of 49.2 feet in one mile resulted in two short eastward grades of 1.31% and 1.36%, the latter being the maximum eastward ruling grade for this segment of the branch.

The east leg of the O.C. Railway descended from 784.2 feet at Island Avenue Junction, the O.C. Bridge's north end (geographically), to an elevation of 753.94 feet at M.P. 4.6, Island Avenue (connection to the Eastern Division, mileage measured from Fourth Street via Esplen). This



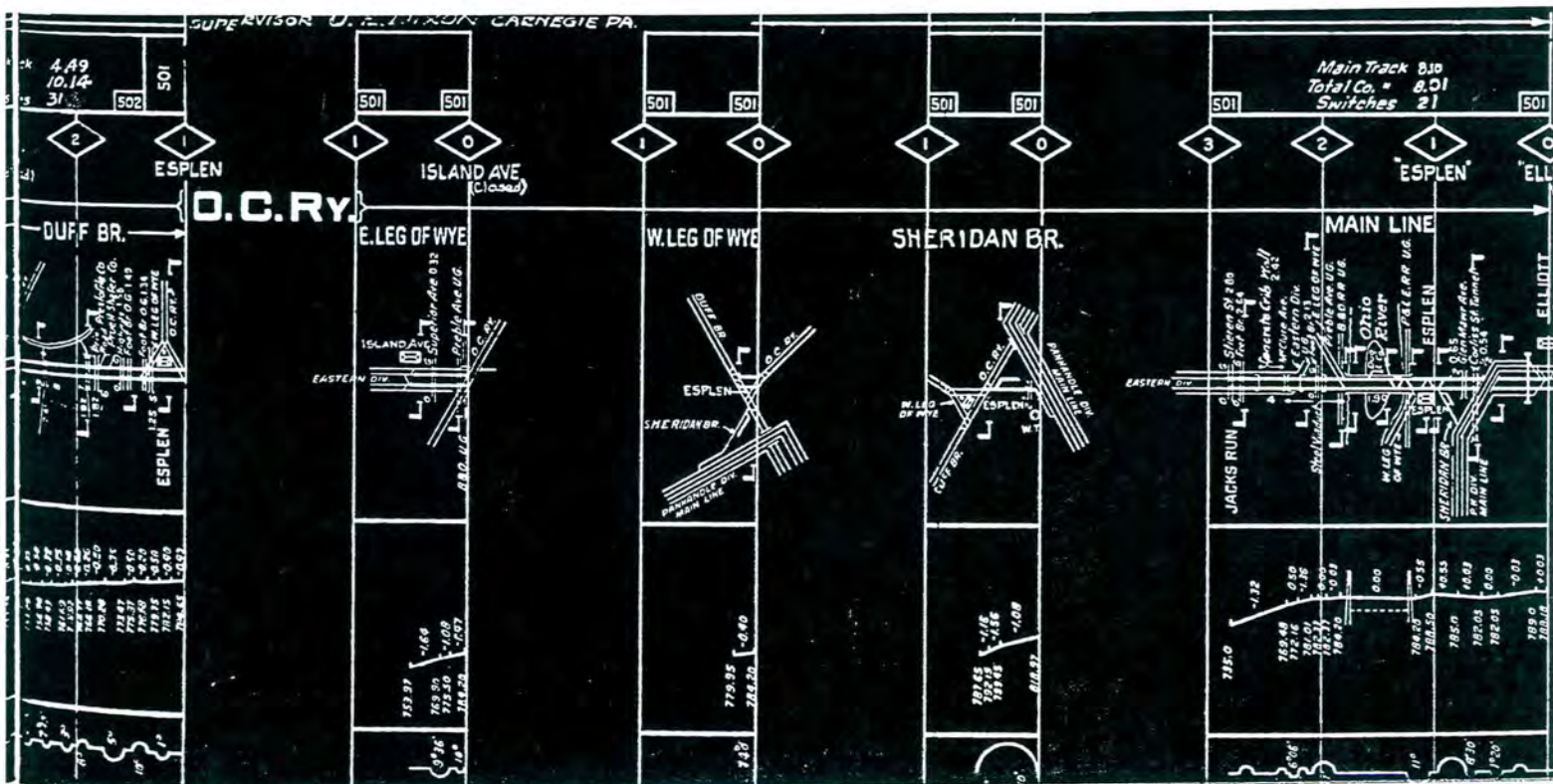
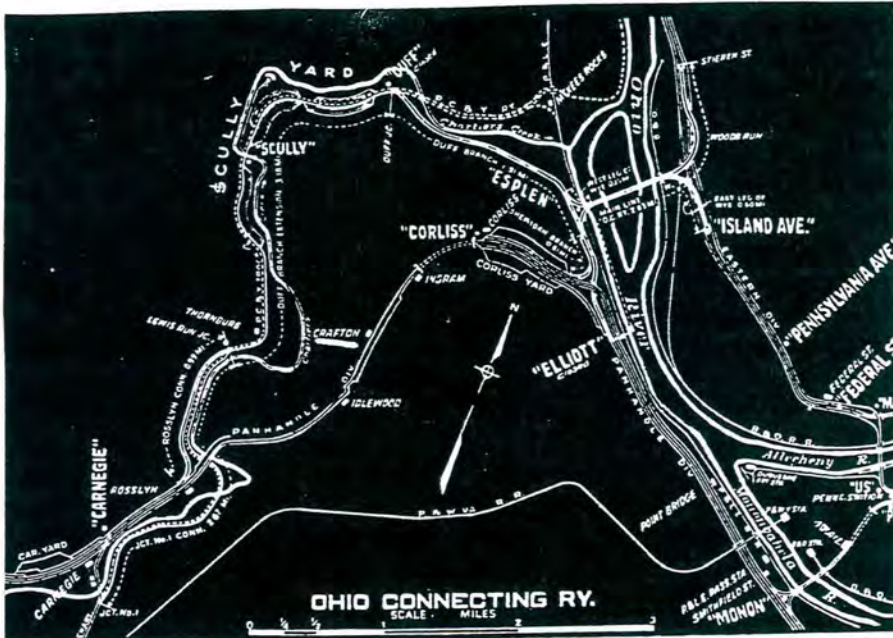
decline in elevation of 30.26 feet in one half-mile resulted in three short descending eastward grades of 1.64%, 1.08% and 1.47%, respectively.

The west leg of the O.C. wye connected the Ohio Connecting Railway to the Duff Branch just west of Esplen Block Station. Leaving the east (south, geographically) end of the O.C. Bridge at an elevation of 784.2 feet, it connected to the Duff Branch at M.P. 3.75 (also measured from Fourth Street), at an elevation of 779.95 feet. This was a descent of 4.25 feet in one half-mile, with a 0.40% descending gradient.

Sometime after May 27, 1955 and before the timetable change of October 30, 1955, the portions of the Ohio Connecting Railway from Jacks Run to Esplen via the O. C. Bridge and Island Avenue Junction to Island Avenue were redesignated as a separate branch called "Ohio Connecting Bridge" and listed as such in the employees timetable. The remaining portion of the former Ohio Connecting Railway, located between Esplen and Elliott, and the Main Line-Scully (Elliott to Fourth Street) were com-

"City Job", running eastbound on the Scully Branch toward Esplen. A west-bound passes enroute to Weirton, Ohio.

(Robert Puskar photo; D.W. Aitken collection)



bined and renamed the "Scully Branch".

Elliott ("DU")

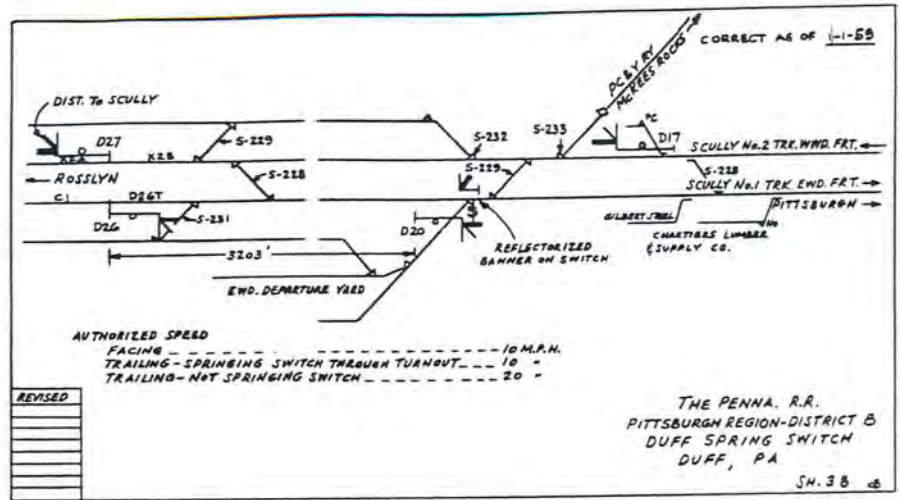
At Elliott ("DU"), M.P. 2.3, the former interlocking had been converted to hand operation prior to the fall of 1941, with the hand crossovers forming a ladder leading from the Corliss siding storage tracks across both Scully Branch Tracks #1 and #2 to join with Panhandle main line Track #3. An additional hand-operated, facing-point turnout in Panhandle main line Track #4 connected to the westward storage track (the former westward siding) between Elliott and Corliss.

Sometime after June 1946, a new interlocking was installed in the same location as the original Elliott and made remote from Esplen. This new plant was in service for eastward movements only on Scully Branch #1 Track. The hand-thrown crossovers between Scully Tracks #1, #2 and Panhandle main line #3 Track, that had been left intact when the original Elliott ("DU") was retired, were removed at the same time the new Elliott Interlocking was installed.

On December 3, 1946, the east end of the westward storage track (former Corliss westward siding) and the facing hand-thrown switch connecting Panhandle main line #4 Track at Elliott was relocated 3,195 feet westward. At this point, the Panhandle main line and the Main Line-Scully begin to separate, with the Panhandle main line rising and passing over the Scully Branch west of former Elliott.

The Corliss Eastward Siding, between the Panhandle main line at Corliss and the Scully Branch at Elliott, was downgraded to a storage track sometime after 1942. It connected to Scully Track #1 at Elliott by means of a hand-thrown crossover; this crossover was now converted to power operation and made part of the new Elliott Interlocking.

On January 16, 1947, the storage track (formerly the Corliss eastward siding) was renamed the No. 101 Secondary Track, with the assigned



direction-east, and placed under the control of the operator at Corliss. Eastward movements were made on signal indication at Corliss; westward movements on signal indication at Elliott. Authority to enter this track at any point in between had to be obtained from the Corliss Operator.

Eastward freight trains, bound for the yards at Thompson and Pitcairn, that did not have Scully work or restricted cars, could now operate the main line from Wagner and use the Secondary from Corliss to Elliott, thereby avoiding the congestion on the Scully Branch.

Esplen ("SQ")

Esplen ("SQ") Block and Interlocking Station was the first of the two block stations on the Scully Branch in 1942. Located at M.P. 3.4, on the south side of the Ohio River, the block station sat in the middle of a wye created by the east and west legs of the Ohio Connecting Railway as it came off the east (geographically south) end of the O.C. Bridge. The Duff branch, to which the O.C. Branch's east and west legs connected, formed the base of the wye, beginning at the east end of the interlocking.

In 1942 the tower was a two-story frame structure, built about 1905-1906 to replace a smaller structure built at the time the bridge was erected, about 1890-1891. The 1905-1906 changes were caused by the construction of the new freight yard at Scully, which necessitated additional trackage and crossovers on the Scully Branch at "SQ" Tower. The

1905 tower housed an electric interlocking machine, replaced in 1916 by a larger 45-lever frame electric unit built by Union Switch & Signal (US&S). The replacement machine was needed to handle the additional trackage, switches, and signals which were installed when the original single-track O.C. Bridge was replaced with a double-track span. Esplen underwent further modifications to its plant, completed on October 1, 1927.

Esplen, with its strategic location astride the Scully Branch and the O.C. Connecting Railway, was a busy plant. In 1942 there were 43 daily freights scheduled to pass Esplen to and from the Eastern, Panhandle, and Monongahela Divisions.

Connection was also made at Esplen to the Sheridan Branch (also known as the No. 27 Secondary), which connected the O.C. Railway with the Panhandle main line at Corliss Block Station. This line, one half-mile in length, later became known as the Corliss Connecting Track.

Esplen also controlled Elliott remote interlocking, located at M.P. 2.4, which was placed in service on Scully Branch #1 Track sometime after June 1946. This "new" Elliott was in service for eastward movements only, at the same site of the previous Elliott Interlocking, which was removed before 1941.

Inductive trainphone was placed in service at Esplen on June 12, 1951 to help speed communications due to the heavy traffic flow.

Duff Branch/ Duff Branch Extension

The Duff Branch extended 1.8 miles westward from M.P. 3.4, at the east end of Esplen Interlocking, to M.P. 5.2 at Duff Junction. The line was double-tracked, #1 Track east, #2 Track west, with the direction established east by timetable, Rosslyn to Fourth Street. The line left its connection to the Ohio Connecting Railway at an elevation of 784.65 feet, descending 37.33 feet in 1.8 miles, to an elevation of 747.32 feet at Duff Jct. This resulted in an average eastward gradient of 0.30% overall, with the ruling eastward grade reaching a maximum of 0.50% for distances of not more than 0.01 mile at several locations between Duff Junction and Esplen. The branch slowly rose from an elevation of 747.32 feet at M.P. 5.2, Duff Junction to 776.80 feet in the vicinity of the Steubenville Pike overgrade bridge (State Routes 22 & 30) at approximately M.P. 7.5. This was a rise of 29.48 feet in 2.3 miles (with an average gradient of 0.27%), with a maximum ruling westward grade of 0.8% for approximately 0.15 mile beginning at M.P. 6.96, at the west end of Scully Yard. From M.P. 7.5 west of Scully to M.P. 8.4, Lewis Run Junction ("RG"), the line descended 9.15 feet, reaching an elevation of 767.65 feet at Lewis Run Junction. This resulted in an eastward average gradient of 0.09%, with a maximum eastward ruling grade of 0.28% in 0.3 mile, between M.P. 7.8 and M.P. 8.1.

Joint Operation - PRR/PC&Y RWY

Between Duff Junction and Lewis Run Junction ("RG"), the Scully afforded joint operation with the small Pittsburgh, Chartiers & Youghiogeny Railway (PC&Y), in which the PRR held a 50% ownership interest. The PC&Y connection at Duff Junction consisted of a hand-operated switch connected to westbound #2 Track. In addition to the PC&Y connection, there was a pair of trailing crossovers between #1 Track and #2 Track at this location to afford access to and from the de-



Scully Yard office and hump. "SY" Block Station, looking westward. September 1972.
(Nick Jarina photo)



Scully Yard, looking eastward from above the hump. January 1968.
(H.A. Bradley photo; collection of David B. Damp)

parture and receiving tracks at the east end of Scully Yard. It is interesting to note that westbound #2 Track between Duff Junction and Lewis Run Junction ("RG") was owned by the PC&Y, operated by the PRR, with trains of both roads operating over both tracks without regard to ownership. Duff Junction originally was the location of Duff Block Station, closed before January 1940; no physical description or photograph of the block station is presently available.

Scully Yard and Terminal Facilities

The freight yard at Scully, opened in the early 1890s and extensively revised in 1905, was located between M.P. 5.4 and M.P. 7.4 on the portion of the branch known as the Duff Branch Extension. Scully Yard handled classification duties for the freight traffic from the Pittsburgh south side and coal traffic from the many mines located southwest of Pittsburgh. In addition, it served as a classification yard and interchange for coal and general freight traffic off



Hump end of Scully Yard, looking eastward.
(Robert Puskar photo; D.W. Aitken Collection)



Scully Yard, 1946. Left to right: trainmaster's office, yard and hump office, trainmen's room, hump track (in front of office). Scully Block Station is upstairs. (Ray H. Smith photo; C. Terry Smith collection)

OHIO CONNECTING BRIDGE							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X-O	ESPLEN				
X			ISLAND AVENUE JCT.—R-Esplan	0.5			
X			ISLAND AVENUE JCT.—R-Esplan	0.5			
X	X	X	ISLAND AVENUE	1.1			
X	X	X	PENNSYLVANIA AVENUE	2.0			
X	X	X-O	ISLAND AVENUE JCT.—R-Esplan	0.5			
X			JACKS RUN	2.4			
The direction from Esplen to Island Ave. Jct. is Westward; from Island Ave. Jct. to Penna. Ave. is Eastward; from Island Ave. Jct. to Jacks Run is Westward.							
*Distance from Esplen.							

PRR Pittsburgh Region Timetable #10, 10/30/60

NO. 27 SECONDARY TRACK							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X	X	X-O	CORLISS (Main Line)				
X	X	X-O	ESPLEN (Scully Branch)	1.2			
*Distance from Corliss.							

PRR Pittsburgh Region Timetable #10, 10/30/60

No. 105 SECONDARY TRACK							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
					East or South	West or North	Both
X			RG (P.C.&Y.R.R.)—R-Wagner				
			CARNEGIE	2.0			
			GLENN (P.C.&Y.R.R.)—R-Wagner	2.5			
No. 105 Secondary Track							
*Distance from RG							

PRR Pittsburgh Region Timetable #10, 10/30/60

the Pittsburgh & West Virginia; the Pittsburgh, Chartiers & Youghiogheny; and the Montour Railroad.

Scully had an approximate capacity of 2,600 cars (including the car repair facilities) and was divided down the center by the double-track Scully

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
SCULLY BRANCH-B								
X				MONON	R-Esplan	3.4		
X				ELLIOTT	R-Esplan	1.3		
X	X	X*		ESPLEN		0.0		
				DUFF		3.0		
X				SCULLY		4.3		
X	X	X*		RG—R-Wagner		6.0		
				WAGNER		7.0		
The direction from Wagner to Monon is Eastward.								
*Distance from Esplen.								
OHIO CONNECTING BRIDGE-B								
X	X	X*		ESPLEN				
X				ISLAND AVENUE JCT.—R-Esplan	0.5			
X				ISLAND AVENUE JCT.—R-Esplan	0.5			
X	X	X*		ISLAND AVENUE	1.1			
X	X	X*		PENNSYLVANIA AVENUE	2.0			
X	X	X*		ISLAND AVENUE JCT.—R-Esplan	0.5			
X				JACKS RUN	2.4			
The direction from Esplen to Island Ave. Jct. is Westward; from Island Ave. Jct. to Penna. Ave. is Eastward; from Island Ave. Jct. to Jacks Run is Westward.								
*Distance from Esplen.								

PRR Central Region Timetable #4, 10/29/67

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West or North	East or South	Both
No. 105 SECONDARY TRACK-B								
X				RG (P.C.&Y. R.R.)	R-Wagner	2.0		
				CARNEGIE		2.0		
				GLENN (P.C.&Y. R.R.)	R-Wagner	2.5		
*Distance from RG.								

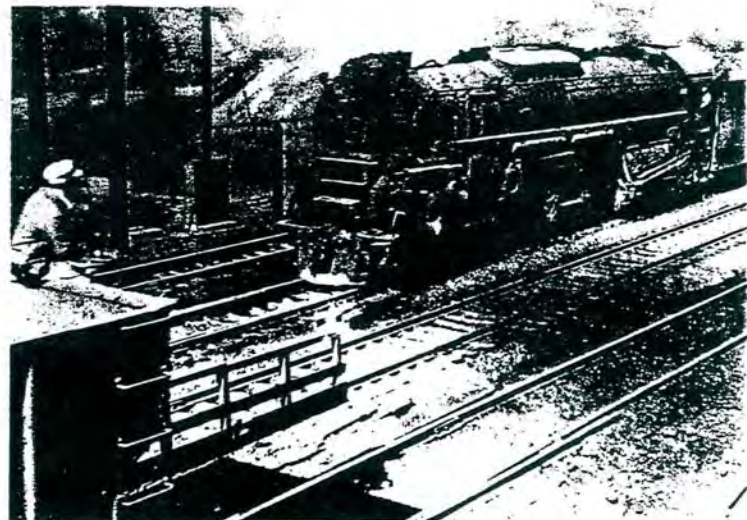
PRR Central Region Timetable #4, 10/29/67

Branch for its entire length. The eastbound yard facility was a hump operation, composed of an eight-track receiving yard on the west



Looking east from the roof of the Scully Yard office. The engine house is in the distance. 1946.

(Ray H. Smith photo; C. Terry Smith collection)



Westbound freight passes the hump rider at Scully, 1946.

(Ray H. Smith photo; C. Terry Smith collection)

end, a four-track departure yard on the east end, and a 16-track classification yard at the center. The exit from the eastward departure yard to Scully #1 Track was through a spring switch (marked by an "SS" sign) whose normal position was for eastward movements on Scully #1 Track. The westward portion of the yard was flat-switched and was composed of a ten-track receiving yard (five tracks which could only be accessed from the east end from the PC&Y trackage) and a 17-track classification yard.

The combined general yard office and Scully ("SY") Block Station was located on the west bank of the

Chartiers Creek, on the south side of the yard. This frame building housed the general yardmaster's office, eastbound hump office, track scale, trainmasters' office, and trainmen's room on the first floor and the block station on the second floor. The switchmen's and hump riders' shanty was located on the east bank of the Chartiers Creek, on the south side of the yard. The westbound yardmasters' office (a.k.a. north yard office) was located on the north side of the yard, on the east bank of the Chartiers Creek. The track scale, located in the general yard office building, was used to weigh the cars of coal brought in from the surround-

ing mines and railroad interchanges.

The yard also contained a eleven-track car repair facility (including the four-track paint shop), and a 22-track engine facility. Twelve of the 22 tracks were stalls in the brick roundhouse that was used for moderate locomotive repairs (boiler washes, changes of rods, wheel trueing, running gear work, glass and minor superstructure repairs, etc.). As diesels came onto the property, they also underwent servicing and minor repair work at Scully enginehouse. The engine facilities also included servicing facilities (coal, water, ash handling, diesel fuel etc.) for steam and diesel locomotives, a wreck train



Scully hump track, in front of yard office, 1946. (Ray H. Smith photo; C. Terry Smith collection)



H10s #7098 passes Scully Block Station, enroute to enginehouse, 1946.

(Ray H. Smith photo; C. Terry Smith collection)

siding and a power plant to provide electricity for the yard and engine complex.

Scully, like its sister yard at Pitcairn, began to decline in importance with the completion of the rebuilding of Conway Yard, west of Pittsburgh. After the opening of "new" Conway, most of Scully's freight classification work was transferred there. Scully only did major classification work when Conway became congested in peak traffic periods; it eventually become a local service yard for the industries in its area. The engine facilities were retired in the late sixties, with engine servicing and repairs handled at Conway enginehouse. The general yard office burned to the ground in 1973 and was replaced by a smaller steel structure.

Scully continues to provide service for the local industries into the present Conrail era. Conway-based WICE-12 operates between Conway and Scully Yard on a Monday-Friday basis, setting off cars for the Scully local crew to deliver, picking up outbound loads and empties brought in by the local crew. The WICB-1, based at Scully, also operates on a Monday-Friday basis. This crew provides switching and line haul services

to the remaining customers on the Canon, Burgetts, Studa, and Langeloth Secondaries, including those still in the Scully area. The majority of car classification services originally performed at Scully have been transferred to Conway Yard.

Scully ("SY")

Scully ("SY") Block and Interlocking Station, located at M.P. 6.7 in Scully Yard, was the second of the two staffed signal offices on the Scully Branch in 1942. This tower occupied the entire second floor of the general yard office, a large frame structure built in 1905 as part of the expansion of Scully Freight Yard. The tower was located on the west bank of the Chartiers Creek. An electric interlocking machine was installed in "SY" for the control of branch switches and signals to and from the east- and westbound yards. With the completion of the rebuilding of Conway Yard and the subsequent downgrading of Scully Yard, the need for a manned block and interlocking station diminished. Sometime between April 9 and 2:01 a.m. April 27, 1958, Scully Block and Interlocking Station was closed, the switches made hand-operated, and all associated signals abandoned.

Rosslyn Connecting

The Rosslyn Connecting portion of the Scully branch began at Lewis Run Junction ("RG"), M.P. 8.4, and ended with its connection to the Panhandle main line at M.P. 9.4, Rosslyn, Pa. Departing from M.P. 8.4, the branch began to rise again, from 767.65 feet to 798.38 feet at M.P. 9.3, a rise of 30.73 feet in 0.9 mile. This resulted in an average westward gradient of 0.59%, with an maximum westward ruling grade of 0.80% in two locations, 0.15 mile between M.P. 8.4 and M.P. 8.55, and 0.23 mile, between M.P. 8.99 and M.P. 9.2. In the remaining 0.18 mile to the connection with the Panhandle main line at Rosslyn, the branch descended 2.18 feet; leaving eastward trains from Rosslyn faced with an ascending 0.95% gradient, the steepest on the line.

Lewis Run Junction ("RG")

"RG" Interlocking (formerly known as Lewis Run Junction), located at M.P. 8.4, was remote-controlled by Carnegie Block and Interlocking Station on the Panhandle main line. Lewis Run Junction ("RG") was originally a block station, but had been closed many years before January 1940. Connection was made at "RG" to the Junction



Scully engine terminal in the early 1900s.

(Richard Jones collection; courtesy of David B. Damp)

No. 1 Connection that joined the Chartiers Branch at M.P. 0.5, "KY" Interlocking (originally known as Junction No. 1, remote-controlled from Carnegie), east of Glenn. This line was a direct link to the Chartiers Branch for the PRR and PC&Y Railway.

On March 14, 1951 at 11:01 a.m., control of "RG" was transferred to the newly-constructed Wagner Block Station at Rosslyn, which replaced Carnegie Block Station. Just east of the interlocked turnout (trailing point, eastward), which connected the 105 Secondary Track (formerly the Junction #1 Connection) to Scully #1 Track at "RG", there was also a single hand-thrown crossover (facing point, both eastward/westward respectively) between Scully #1 and #2 Tracks. On May 11, 1951, at 11:01 a.m., the work to extend the interlocking at "RG" was completed. New home signals governing movements on Scully #2 Track were placed in service: the westward home signal was located 51 feet east of the crossover between Scully #1 and #2 Tracks; the eastward low home signal was located 287 feet west of the crossover. The westward low interlocking home signal for #1 Track was moved approximately 300 feet east and the hand-operated crossover between the two Scully tracks was converted to power operation and interlocked, thereby becoming part of "RG" interlocking, remote-controlled from Wagner.

Junction No. 1 Connection

The Junction No. 1 Connection was a single-track line and siding, 2.67 miles in length, which connected the Scully Branch at Lewis Run Junction ("RG") with the Chartiers Branch at M.P. 0.5, "KY" Interlocking (remote-controlled from Carnegie Block Station). The line ran to the north of the Chartiers Creek from "RG" to East Carnegie, passing over the creek at M.P. 1.1; it then continued following the south side of the creek all the way to "KY."

Trains of both the PRR and the PC&Y left the Scully Branch at "RG", using the Junction No. 1 Connection to reach the Chartiers

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Esplen	Sidings Assigned Direction, Car Capacity 50 ft. cars			
						West or North	East or South	Both	
SCULLY BRANCH (Pittsburgh Division)									
X	X	X	★	OB	0.0			177	
				MONON {(Main Line Pgh. to St. Louis)} {(Monon Branch)}	2.7				
X				ELLIOTT R-Esplen	4.0				
X	X	X	★	ESPLEN {(Ohio Connecting Bridge)} {(Corliss Connecting Track)}	.0			99	
				DUFF (PCY-RR)	3.0				
				SCULLY	4.3				
X	X	X	★	RG-R-Wagner	6.0				
X	X	X	★	WAGNER (Main Line Pittsburgh to St. Louis)	7.0				
The direction from OB to Wagner is Westward.									

Penn Central Central Region Timetable #4, 5/1/70

OHIO CONNECTING BRIDGE (Pittsburgh Division)									
X	X	X	★	ESPLEN {(Scully Branch)} {(Corliss Connecting)}	0.0				
X				ISLAND AVENUE JCT.—R-Esplen	0.5				
X				ISLAND AVENUE JCT.—R-Esplen	0.5				
X	X	X	★	ISLAND AVENUE	1.1				
X	X	X	★	PENNSYLVANIA AVENUE (Main Line Pittsburgh to Chicago)	2.0				
X				ISLAND AVENUE JCT.—R-Esplen	0.5				
X	X	X	★	JACKS RUN (Main Line Pittsburgh to Chicago)	2.4				
The direction from Esplen to Island Ave. Jct. is Westward; from Island Ave. Jct. to Penna. Ave. is Eastward; from Island Ave. Jct. to Jacks Run is Westward. *Distance from Esplen.									

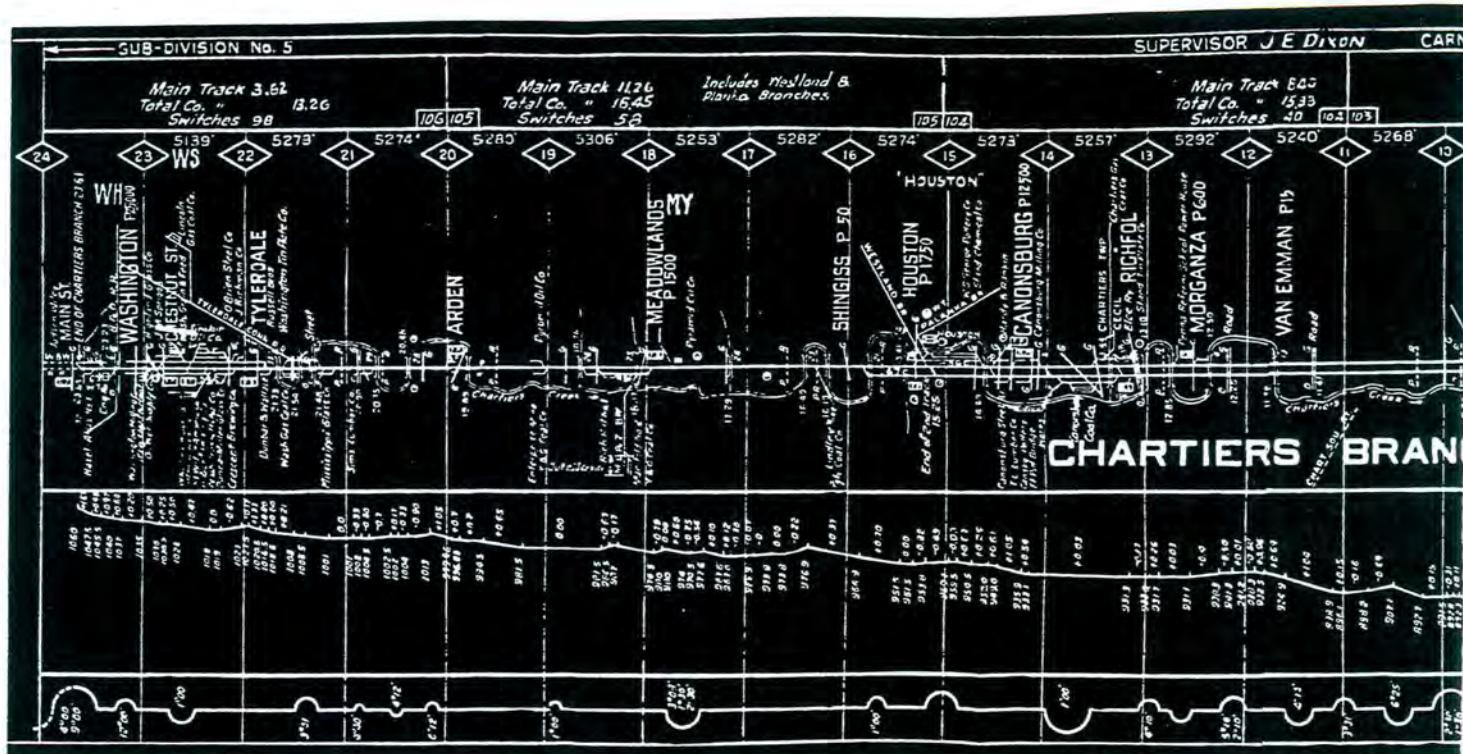
Penn Central Central Region Timetable #4, 5/1/70

No. 105 SECONDARY TRACK (Pittsburgh Division)									
X				RG (P.C.&Y. R.R. Jct.) (Scully Branch) R-Wagner					
				CARNEGIE	2.0				
				GLENN (P.C.&Y. R.R.) Washington Secondary) R-Wagner	2.5				
Direction from RG to Glenn is West-									

Penn Central Central Region Timetable #4, 5/1/70

Branch at Glenn. The timetable direction for the Junction No. 1 Connection was designated East from "KY." The single track between "RG" and "KY" was owned by the PRR and the siding was

owned by the PC&Y, which performed the maintenance on both tracks. Authority to enter the track from either "RG" or "KY" was by signal indication. Authority had to be obtained from the Carnegie oper-



ator to enter the track at the hand-thrown crossovers located between the two tracks at Carnegie and East Carnegie.

The Junction No. 1 Connection departed from its Scully Branch connection at an altitude of 767.65 feet. It descended 2.4 feet, reaching its lowest point at M.P. 0.9, 765.51 feet, to pass beneath the Panhandle main line. After passing beneath the main line, the line began to rise, reaching its highest elevation, 786.81 feet, at its connection to the Chartiers Branch at "KY" Interlocking. The maximum westward ruling grade of 0.8% was located between M.P. 2.29 and M.P. 2.51, a rise of 10.4 feet in a distance of 0.22 mile. The maximum eastward ruling grade of 0.24% was located between M.P. 0.17 and "RG", 2.08 feet in a distance of 0.17 mile. The westward gradient, with a rise of 19.16 feet in the 2.67 miles from "RG" to "KY", averaged 0.014% overall.

On September 28, 1941, at 2:01 a.m., with the issuance of the new employee timetable, the Junction No. 1 Connection was renamed the 101 Secondary Track. Sometime after 1942, but before the issuance of Panhandle Division Employee Timetable No. 5 on September 30, 1945, the 101 Secondary Track was

renamed the 105 Secondary Track.

The portion of the Washington Secondary Track (formerly known as the Chartiers Branch) located between "KY" interlocking at Glenn and "Wagner" Block Station on the main line was removed from service and officially abandoned on August 4, 1959 at 12:01 a.m. The abandonment of the line between Wagner and Glenn left the 105 Secondary Track as the sole connection to the Washington Secondary Track.

Changes: PRR to Conrail

Esplen remained pretty much the same throughout the 1950s and into the early 1960s. At 12:01 p.m., December 15, 1961, the No. 101 Secondary between Corliss and Elliott was downgraded to a yard storage track a second time. In the summer of 1965, with reductions in freight and passenger traffic and changes in the yard operations in the greater Pittsburgh area, Esplen Interlocking was revised. Scully #1 and #2 Track, in Esplen interlocking, between the east leg and west leg of the O.C. wye, were reduced to a single main track with bi-directional signalling. The east leg of the O.C. wye was also reduced to a single track within Esplen Interlocking and signalled bi-directionally. These chan-

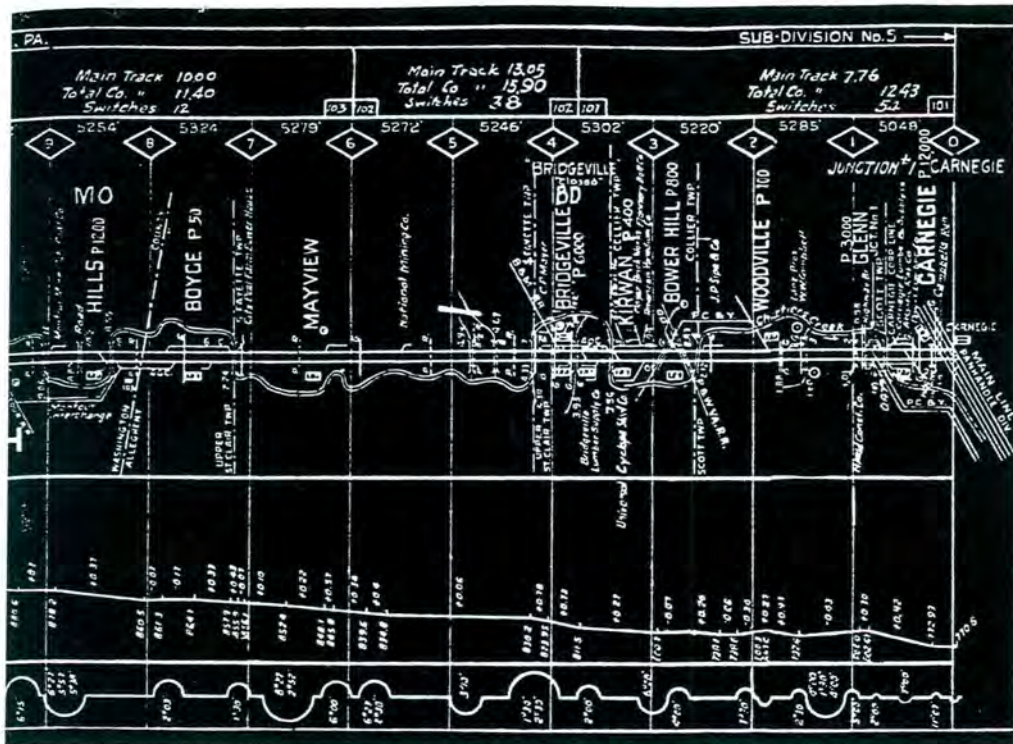
ges were completed and went into effect at 2:01 p.m., September 13, 1965.

Elliott Interlocking was removed from service, effective 12:01 p.m., November 8, 1965 and abandoned; its power-operated crossover was changed to a hand switch and all signals were removed.

At 12:01 a.m., October 15, 1966 a high frequency, two-way radio was placed in service at Esplen, replacing the old Inductive Trainphone which had served so well. This was part of a system-wide communications upgrade.

Beginning in the early spring of 1967 and in conjunction with revisions on the Panhandle main line between Pennsylvania Station in Pittsburgh and Wagner Interlocking at Rosslyn, the Scully Branch (including Esplen Interlocking) underwent additional reductions of track and interlocking facilities. The Scully Branch was reduced to a single, main track between "OB" Interlocking, located on the former Monongahela Division and Esplen.

Elliott Interlocking was re-established at M.P. 1.3 on the Scully Branch and remote-controlled from Esplen. Former Scully #1 Track between Esplen and "new" Elliott was renamed the Esplen Eastward



Siding and controlled by the Esplen operator. Former Scully #1 Track between M.P. 1.1 and "OB" Interlocking on the former Monongahela Division was redesignated the "OB" Eastward Siding (with a capacity of 175 cars); it was controlled by the "OB" operator. The last of these changes were completed and placed in service by 4:00 p.m. on September 26, 1967.

Esplen Block and Interlocking Station remained in continuous use late into Conrail. Sometime after 1986 it was closed as a manned installation, renamed CP-Esplen, and made remote from the train dispatchers' office at Greentree, southside Pittsburgh.

With the exception of the downgrading of Scully Yard, the Scully Branch remained much the same up through Conrail. Some changes were made due to the increased train lengths, such as the elimination of some signals and the lengthening of signal blocks. On July 15, 1967, automatic block signals D8, D12, D26, and D36, all eastward on Scully #1 Track, and automatic signals D7, D13, D27, and D35, all westward on Scully #2 Track, were removed from service.

On June 16, 1978, "RG" Interlocking was renamed Char. With the

elimination of Wagner Block Station in 1982 the crossovers were made hand-thrown and the interlocking signals removed. Char remains in service as a block-limit station, although it was relocated 1.8 miles east to M.P. 6.4 on July 22, 1988, where the current Weirton Secondary crosses Thornburg Road.

During the same period, the Scully Branch between Beck (former "OB" Block Station) on the former Monongahela Division and Esplen, along with the Ohio Connecting Bridge Branch between Jacks Run (now called "CP-Bell"), was combined into the Mon Line by Conrail. The Scully single track between Elliott and Beck became #2 Track; the former Panhandle Single Track between Elliott and Monon was then redesignated #1 Track and combined with the former Monongahela Branch between Monon and Beck. #1 Track between Elliott and M.P. 6.7 on the "new" Mon Line was removed in November 1988. At this time, #2 Track between Elliott and M.P. 6.7 and the remaining portion of #1 Track between M.P. 6.7 and Beck were combined and redesignated the Mon Line Single Track. Beck became a remote-controlled interlocking, renamed CP-Beck and was located at the point where the single

track separated into Mon Line #1 and #2 Tracks. The remaining signal bridge at Elliott was removed and the signals placed on ground masts to control movements on the single track in each direction at that location.

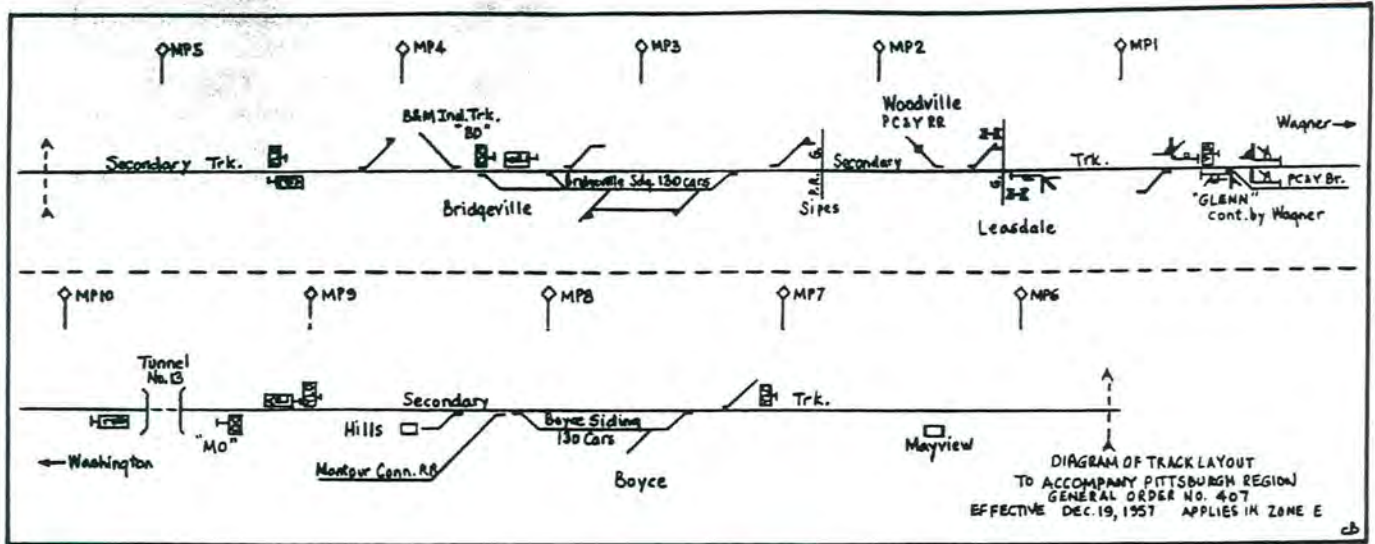
The portion of the Ohio Connecting Bridge branch which remained between Island Ave Junction (renamed "CP-Isle") and Pennsylvania Avenue (renamed "CP-Penn") was renamed the Island Connecting Track.

#2 Track between Esplen and Char was designated single track with #1 Track between these locations downgraded to industrial track status. The two tracks between Char and Rosslyn were reduced to a single track and combined with the single track from Esplen to Char. This single track, beginning at a point 3,421 feet east of Esplen and ending at Rosslyn (site of former Wagner Interlocking), was combined with the remainder of the Pittsburgh-to-Columbus main line (Rosslyn to a point 4,179 feet west of M.P. 157, Newark, Ohio) and renamed the Weirton Secondary Track.

CHARTIERS BRANCH

The Chartiers Branch in 1942 extended from the Divisional main line at Carnegie, Pa. to Washington, Pa., a distance of 23.64 miles. For operating purposes, the direction from Carnegie to Washington was established by the employee timetable as westward. Operations over the entire branch were controlled by the operators located at Carnegie and Houston Block Stations, utilizing Manual Block Rules.

The branch was double-tracked from its connection with the main line at Carnegie to Houston, Pa., with #1 Track designated eastward and #2 Track designated westward. The balance of the line between Houston and Washington, Pa. was single track. Mileposts were adjusted sometime during WWII, between late 1942 and September 1945. This led to an increase of 0.2 mile overall in the branch mileage between Carnegie and Washington. There-



fore, all mileage quoted in this article for the Chartiers Branch are those that were established after the adjustment was made. Yard limits were located within the limits of Houston and Washington.

The Chartiers Branch departed the main line in Carnegie at an elevation

"First Love"
oil on canvas, 24" x 36"
by Grif Teller

My kids, Craig, Jill, Joan and Eric, were raised in the enriching environment of train-watching, toy trains and railroad art. My Joanie was just twelve years old in 1968 when I published *Pennsy Power II* and for some unexplained reason she fell in love with the Bill Moedinger photograph which appeared on page 60 of that book; it shows a fan trip passing within eight feet of an old farmhouse's front porch.

In 1981 I purchased my first "Grif," which pictured a New York Central Mohawk rushing through winter's snow in the Mohawk Valley. In 1982 I commissioned Grif Teller to illustrate the jacket for *New Haven Power*, an EP5 "Jet" electric.

By this time, Joanie, a natural artist, had chosen art to be her career. She always loved Grif's 1930-style of painting, so as soon as she was financially able, I was off to Little Falls, New Jersey, to meet Grif Teller and discuss the details of her chosen painting. Grif and Joanie hit it off straightaway, so Grif was inspired to do her bidding.

Grif used Moedinger's photo as a source of reference and really impressed me with the composition. After a couple days he had this painting done. It was a beautiful work of art. I was so impressed that I bought it for my collection.

of 770.8 feet, gradually rising 289.2 feet in 23.64 miles to an elevation of 1,060 feet at its terminus at Main Street, Washington, Pa., where it connected to the Waynesburg and Washington Railroad. This made for an average ascending westward gradient of 0.23% overall. The only tunnel on the line (No. 13, known as Bells Tunnel) had a length of 502 feet and was located at M.P. 9.6, west of Hills, Pa.

There were three significant westward ascending grades which constituted the ruling gradient between Carnegie and Tylerdale Junction: the first gradient was 1.04% and the latter two were 1.05%. The ascending grades were: east of Van Emman, between M.P. 11.1 and M.P. 11.6, a rise of 26 feet in a half-mile; at Canonsburg, between M.P. 14.23 and M.P. 14.46, a rise of 13.4 feet in

0.2 mile; and at Arden, between M.P. 19.95 and M.P. 20.2, rise of 13.1 feet in 0.2 mile.

The remainder of the branch between Tylerdale Junction and Main Street, Washington, had two significant westward ascending grades of 1.33% and 1.67%, the latter of which became the maximum westward ruling grade for the final segment of the line. The first ascending grade was located in Tylerdale, between M.P. 22.8 and M.P. 22.9, with a rise of seven feet in 0.1 mile; the second ascending grade was located in Washington between M.P. 23.5 and the end of the branch at M.P. 23.64, Main Street, a rise of 12.5 feet in 0.1 mile. The maximum eastward ruling grade was 0.90% and was located between M.P. 20.37 and M.P. 20.17, west of Arden, a rise of nine feet in 0.2 mile.

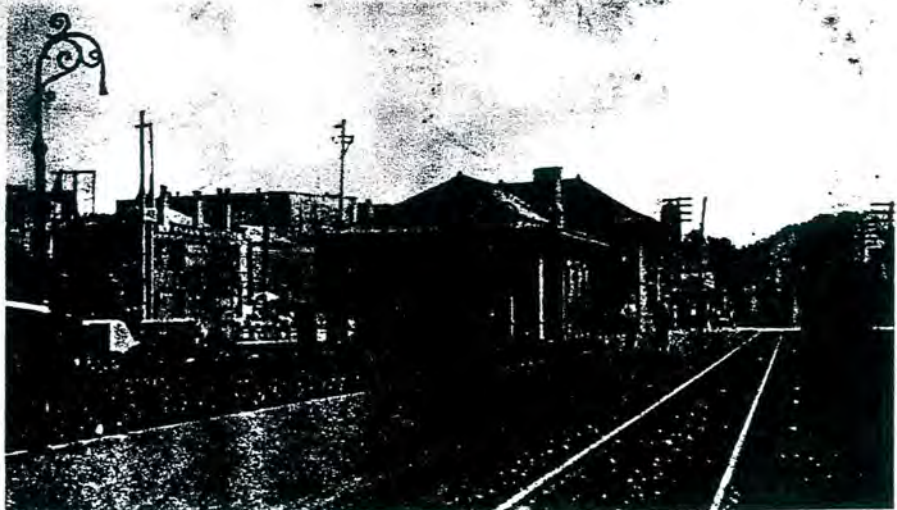


PRR passenger station in Carnegie, Pa., circa 1910. The Panhandle main line is on the left. The Chartiers Branch is in the foreground, to the right. (David Damp collection)



Chartiers Branch local passenger train of 1946 consists of a G5s, P54 and PB54.
(Ray H. Smith photo; collection of C. Terry Smith)

Paralleling its namesake, the Chartiers Creek, the line served many small localities including the larger towns of Glenn (pop. 3,000), Woodville (pop. 100), Bridgeville (pop. 6,000), Hills (pop. 1,200), Canonsburg (pop. 12,500), Houston (pop. 1,750), Meadowlands (pop. 1,500), and Washington (pop. 25,000).



PRR depot at Canonsburg, Pa., circa 1920.

(John E. Eles collection)

Major industries on the line produced a large variety of minerals, finished goods and raw materials. These included coke, steel products, glass, coal, aluminum, pottery and china, and petroleum products.

Connections were made at Bridgeville to the Bridgeville & McDonald (B&M) Branch; at Houston to the Westland and Palanka Branches; and at Washington to the Washington

and Waynesburg Secondary Track. At Washington there was an engine-house located on the south side of the branch, west of the B&O Railroad's o.g. Bridge #23.23. This structure was used to inspect, service and make light repairs to the standard-gauge locomotives operating on the branch prior to the beginning of their runs.

CHARTIERS BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Station Signals	Distance from Carnegie	Sidings assigned direction		
							Car capacity	50 ft. cars	
						West	East	Both	
X	X	X		CARNEGIE					
X				KY		0.5			
				GLENN		0.8			
		X		*LD		1.4			
				WOODVILLE		1.7			
				BOWER HILL		2.6			
				KIRWAN		3.2			
			X	BRIDGEVILLE	BD	3.7	40		
			X	BRIDGEVILLE		3.8			
				SYCAN	AK	5.3			
				MORGAN		6.1			
				TREVESKYN		6.7			35
				GLADDEN		8.0			
				CECIL		9.0			
			X	BISHOP	HO	10.0			
				MAYVIEW		6.3			
			X	BOYCE		7.5			66
				HILLS	MO	8.4			
				VAN EMMEN		11.5			
				MORGANZA		12.4			
				RICHFOL		13.0			
				CANONSBURG		14.0			
X	X	X		HOUSTON		15.2	56	67	
				SHINGISS		15.9			
			X	MEADOW LANDS	MY	17.8			46
				ARDEN		19.8			
				TYLERDALE		21.7			
			X	CHESTNUT ST	WS	22.7			
			X	WASHINGTON	WH	23.4			11

NOTE—X indicates in service.

◇ Block-Limit Station for Eastward trains only.

NOTE—*LD Remote controlled, operated from Carnegie.

NOTE—The direction from Bishop to Bridgeville is eastward.

PRR Panhandle Division Timetable #1, 9/28/41

Block-Limit stations controlled by open block stations:	
Block-Limit Station	Controlled by
BD AK HO	Carnegie
MO MY WS WH	Houston
Interlockings—Remote controlled, operated from:	
Interlocking	Operated From
KY	Carnegie
Sidings of assigned direction that may be used in reverse direction by authority of employe in charge.	
Siding	Employe in Charge
Bridgeville Westward	Train Dispatcher
Boyce Eastward	Train Dispatcher
Houston Westward and Eastward	Train Dispatcher



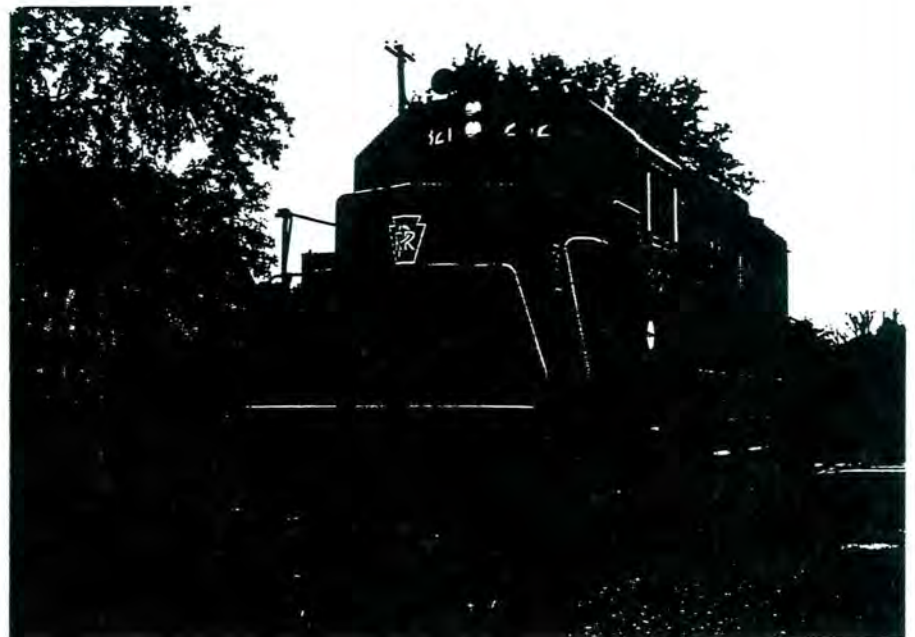
The ex-PRR Bridgeville, Pa. depot is now a library. August 3, 1986. (James R. Kehn photo)



"MO" Block and Limit Station, west of Hills, Pa. December 1968. (Nick Jarina photo)



West portal of Bells Tunnel, west of Hills, Pa. July 1972. (Nick Jarina photo)



PC Chartiers Branch local freight. View looking eastward at Boyce, Pa. December 1968. (Nick Jarina photo)

Foreign Railroad Connections

The Pittsburgh, Chartiers and Youghiogheny Railroad, which shared the No. 105 Secondary Track with the PRR between "RG" and "KY" Interlocking (formerly "Junction No. 1") east of Glenn, utilized trackage rights west of "KY" to reach its own trackage at M.P. 1.8, Woodville, Pa. It is interesting to note that the PC&Y, after leaving the branch in Woodville, then passed over the branch at approximately M.P. 2.9. The Pittsburgh and West Virginia Railway (later to become a part of the Norfolk & Western) passed over the branch at M.P. 2.83 and made connections to the PRR west of

Bridgeville on the B&M Branch. The Montour Railroad's interchange tracks connected to the west end of the Boyce Siding at M.P. 8.3. This interchange connected to the Montour main trackage, which then passed over the branch at M.P. 9.69. Interchange with the Baltimore & Ohio Railroad at Washington was accomplished via the Tylerdale Connecting Railway, which connected to the Chartiers Branch by way of an interchange siding on the north of the Chartiers Branch at the east end of Tylerdale, with connections to the single track at both ends of the siding at M.P. 21.25 and M.P. 21.6, respectively.

Passenger Operations

Passenger operations on the branch in 1942 consisted of three round-trip Pittsburgh-to-Washington trains, daily-except-Saturday; one round-trip on Thursday; and one round-trip on Sunday. By April 1948 service had declined to two round-trips daily-except-Sunday between Pittsburgh and Washington. By April 30, 1950, service had declined to two round-trip trains, which were operated as follows: one train operated daily-except-Saturday and Sunday; the other operated daily-except-Sunday. All passenger operations were withdrawn sometime between April 27 and September 28, 1952

CHARTIERS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Carnegie	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		CARNEGIE				
X				KY	0.7			
		X		GLENN	1.0			
				LD	1.6			
				WOODVILLE	1.9			
				BOWER HILL	2.8			
				KIRWAN	3.4			
			X	BD	3.9			
				BRIDGEVILLE	4.0	40		
				MAYVIEW	4.4			
				BOYCE	7.6		66	
			X	MO	8.5			
				HILLS	8.6			
				VANEMMEN	11.6			
				MORGANZA	12.6			
				RICHFOL	13.2			
				CANONSBURG	14.2			
X	X	X		HOUSTON	15.3	56	67	
				SHINGISS	16.0			
			X	MY	18.0			
				MEADOW LANDS	18.0			45
				ARDEN	20.0			
			X	WS	20.7			
				TYLERDALE	21.9			
				CHESTNUT ST.	22.8			
			X	WH	23.5			
				WASHINGTON	23.6			

NOTE—X indicates in service.
 ♦Block-Limit Station for eastward trains only.

Block stations open continuously, except:

Houston	Closed	10.00 P. M., Saturday, to 10.00 P. M., Sunday.
---------	--------	---

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
BD	Carnegie
MO MY WS WH	Houston—Daily except 10.00 P. M. Saturday to 10.00 P. M. Sunday. Carnegie—10.00 P. M. Saturday to 10.00 P. M. Sunday.

Block stations—Remote controlled by open block stations:

Block Station	Controlled by
LD	Carnegie

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
KY	Carnegie

Employee in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge	NOTE
Bridgeville—Westward	Signalman Carnegie	3
Boyce—Eastward	Signalman Carnegie	3
Houston—Westward	Signalman Houston	3
Houston—Eastward	Signalman Houston	3

NOTE—3. Permission of signalman will be authority for trains to use siding in reverse direction.

CHARTIERS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Carnegie	Sidings Assigned direction Car Capacity 50-ft. cars		
						West	East	Both
X	X	X		CARNEGIE				
				KY	0.7			
				GLENN	1.0			
		X		LD	1.6			
				WOODVILLE	1.9			
				BOWER HILL	2.8			
				KIRWAN	3.4			
			X	BD	3.9			
				BRIDGEVILLE	4.0	40		
				MAYVIEW	4.4			
				BOYCE	7.6		66	
			X	MO	8.5			
				HILLS	8.6			
				VANEMMEN	11.6			
				MORGANZA	12.6			
				RICHFOL	13.2			
				CANONSBURG	14.2			
X	X	X		HOUSTON	15.3	56	67	
				SHINGISS	16.0			
			X	MY	18.0			
				MEADOW LANDS	18.0			45
				ARDEN	20.0			
				TYLERDALE	21.9			
				CHESTNUT ST.	22.8			
			X	WH	23.5			
				WASHINGTON	23.6			

NOTE—X indicates in service.
 ♦Block-Limit Station for eastward trains only.
 BLOCK STATIONS—Remote controlled by open Block Stations:

Block Station	Controlled by
LD	Carnegie

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
BD	Carnegie
MO MY WS WH	Houston

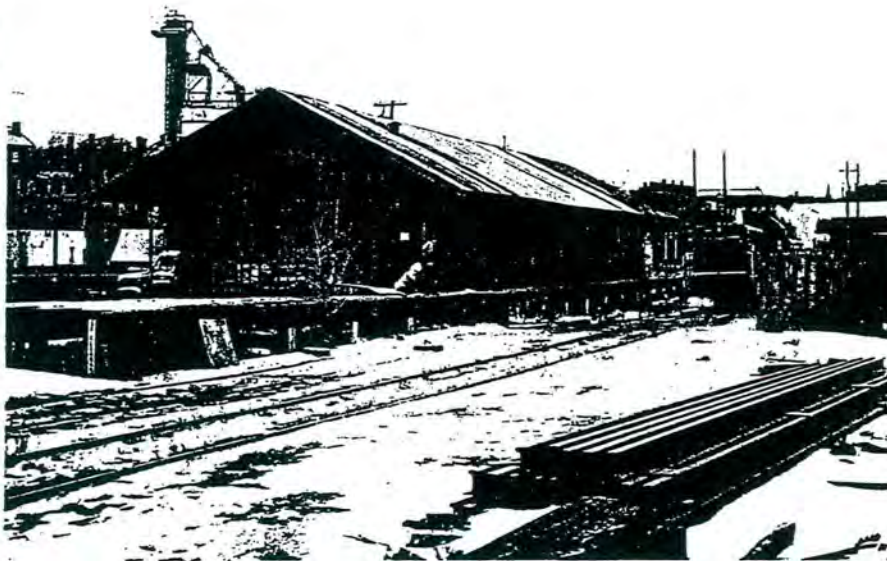
Interlockings—Remote controlled, operated from:

Interlocking	Operated from
KY	Carnegie

Employee in Charge of Sidings of Assigned Direction as Follows:

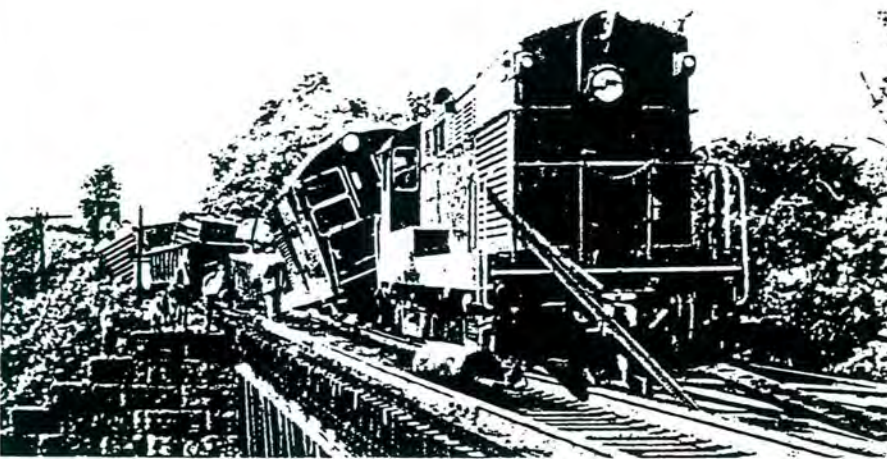
Siding	Employee in Charge	Note
Bridgeville—Westward	Signalman Carnegie	3
Boyce—Eastward	Signalman Houston	3
Houston—Westward	Signalman Houston	3
Houston—Eastward	Signalman Houston	3

NOTE—3. Permission of signalman will be authority for trains to use siding in reverse direction.



PRR Canonsburg, Pa. freight station, May 1977.

(Nick Jarina photo)



Chartiers Branch derailment. July 1960.

(Ray H. Smith photo; C. Terry Smith collection)

Continued from page 36

due to declining ridership and increased competition from the automobile. With the elimination of passenger service, the PRR was able to close Houston ("HN") Block Station and reduce the line to secondary status.

Carnegie ("JB")

Carnegie ("JB") Block Station was located in the town of Carnegie on the Panhandle main line ("The Historic PRR", *The Keystone*, Vol. 25, No. 1, Spring 1992). It controlled "KY" Interlocking at M.P. 0.7, east of Glenn, which was the junction with the No. 105 Secondary Track (formerly the Junction No. 1 Connection). Carnegie also controlled a block station located at M.P. 1.6, east of Woodville, named "LD," and three block-limit stations (in early 1942), one on the Chartiers Branch ("BD", M.P. 3.9, Bridgeville) and the other two on the B&M Branch ("AK", M.P. 0.7, Bridgeville and "HO", M.P. 6.2, Bishop). The Carnegie operator also controlled the Bridgeville westward siding (capacity, 40 cars) located at M.P. 4.0 on the Chartiers Branch and the Treveskyn siding of no assigned direction (capacity, 35 cars) on the B&M Branch.

WASHINGTON SECONDARY TRACK			
X	GLENN A—R-Wagner		
	WOODVILLE	1.2	
	BOWER HILL	2.1	
	KIRWIN	2.7	
X	BD—C-Wagner	3.2	
	BRIDGEVILLE	3.3	130
	MAYVIEW	5.7	
	BOYCE	6.9	130
	HILLS	7.9	
X	MO—C-Wagner	8.9	
	VAN EMMAN	10.9	
	MORGANZA	11.9	
	RICHFOL	12.5	
	CANONSBURG	13.5	
	HOUSTON	14.6	
X	MY—C-Wagner	17.3	
	MEADOW LANDS	17.3	
	ARDEN	19.3	
X	WS—C-Wagner	20.0	
	TYLERDALE	21.2	
	CHESTNUT ST.	22.1	
X	WH—C-Wagner	22.8	
	WASHINGTON (Waynesburg Sec. Trk)	22.9	
NOTE—▲ Indicates Block Station for Westward trains only. ◆ Indicates Block-Limit Station for Eastward trains only. The direction from WH-GLENN-RG is Eastward. Block Station-Remote Controlled as follows:			
	Block Station	Controlled by	
	Glenn	Wagner	
*Distance from Glenn.			

Interlocking Station	Interlocking Station	Block Station	Block Limit Station	STATIONS		Distance from Mile Post 0	Siding Assigned Direction. Car Capacity 50 ft. cars		
				West or North	East or South		Both		
				WASHINGTON SECONDARY TRACK-B					
	X			GLENN A	R-Wagner	0.6			
				WOODVILLE		1.9			
				BOWER HILL		2.1			
				KIRWIN		2.7			
		X		BD	C-Wagner	3.2			
				BRIDGEVILLE		3.3			130
				MAYVIEW		5.7			
				BOYCE		6.9			130
				HILLS		7.9			
		X		MO	C-Wagner	8.9			
				VAN EMMAN		10.9			
				MORGANZA		11.9			
				RICHFOL		12.5			
				CANONSBURG		13.1			
				HOUSTON		14.1			
		X		MY	C-Wagner	15.3			
				MEADOW LANDS		16.3			
		X		WS	C-Wagner	17.9			
				ARDEN		19.7			
				TYLERDALE		19.9			
				CHESTNUT ST.		21.2			
		X		WH	C-Wagner	22.9			
				WASHINGTON (Waynesburg Sec.)		23.3			
				WASHINGTON (Waynesburg Sec.)		23.6			
NOTE—▲ Indicates Block Station for Westward trains only. ◆ Indicates Block-Limit Station for Eastward trains only. The direction from WH is Eastward. *Distance from Carnegie.									

Houston ("HN")

Houston ("HN") Block and Interlocking Station, located at M.P. 15.2, was the only staffed signal installation on the entire branch. Houston Tower is believed to have been a two-story structure, built in 1904 at a cost of \$2,731. In 1918 a mechanical interlocking plant was installed, which lasted through the service life of "HN" Tower. Houston was located at the end of the double-tracked portion of the branch, geographically south of Carnegie, but west by timetable direction for operational purposes. Houston also controlled three passing sidings of assigned direction: an eastward siding of 66-car capacity at Boyce (M.P. 7.6); the Houston westward siding of 56-car capacity; and the Houston eastward siding of 67-car capacity (the latter two sidings located at Houston, M.P. 15.3). An additional siding of no assigned direction (capacity, 49 cars) was located at M.P. 18, "MY" Block-Limit Station, Meadowlands, and also controlled by the signalman at Houston.

Movements on the Chartiers, Westland and Palanka Branches, including those on the Waynesburg and Washington Railroad, were controlled by Houston Block Station. The operator at Houston controlled train operations on the line through the use of the following four block stations, located as follows: "MO", at M.P. 8.5, west of Boyce; "MY", at M.P. 18, Meadowlands; "WS", at M.P. 20.7, west of Arden, and "WH", at M.P. 23.5, Washington.

Houston was made a part-time operation sometime between June 4 and September 25, 1949. Control of the block-limit stations "MO", "MY", "WS" and "WH" was transferred to Carnegie when Houston was closed.

Change and Decline

Changes in operations during the winter of 1948 made it necessary to extend the yard limits at Houston and Washington. The yard limits at Houston were extended to M.P. 17.0, west of Shinglass and from "WS" Block-Limit Station (M.P.



Ex-PRR freight station, Washington, Pa., under restoration. May 1977. (Nick Jarina photo)



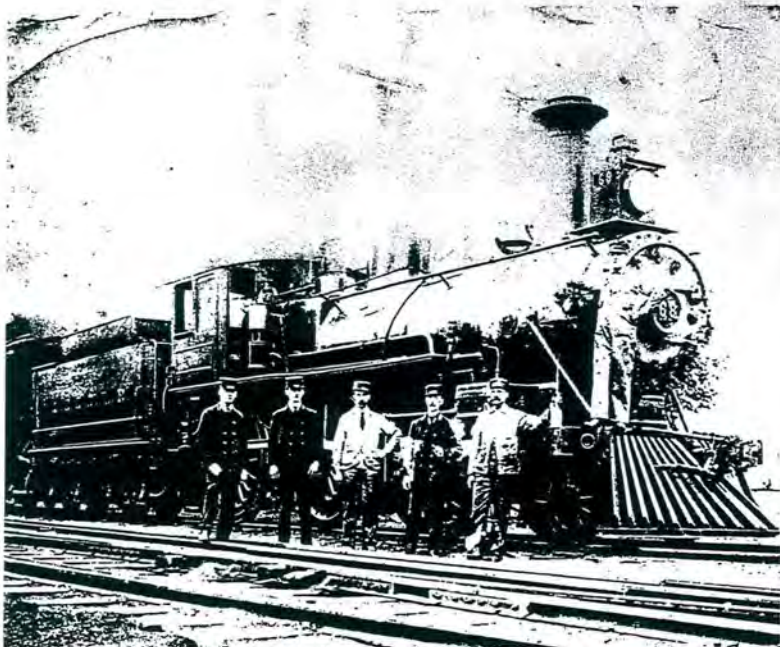
Ex-PRR passenger station, Washington, Pa. May 1977. (Nick Jarina photo)

20.6, west of Arden) to Washington, Pa. These changes were formally printed in the special instruction pages of Employee Timetable No. 10, effective April 25, 1948.

In the late autumn of 1949, various track changes were made on the Chartiers Branch between Houston and M.P. 9.6, east of Hills, which resulted in the single-tracking of this portion of the line. On November 29, 1949 at 12:01 a.m., the work was completed and "MO" Block-Limit Station was relocated from M.P. 8.5 to M.P. 9.6, south of Hills. This change was made because #1 Track between Houston and M.P. 10.1 was redesignated an industrial track, with the remainder between M.P. 10.1 and M.P. 9.6, east of No. 13 Tunnel ("Bells Tunnel") removed from service. #2 Track was redesignated single main track between

M.P. 9.6 and Houston and the single main track between "WH" and Houston was extended.

A spring switch was installed at M.P. 9.6, connecting #1 Track with #2 Track; the normal position was set for eastward movements from the single track to #1 Track. The switch was sprung to allow trailing (westward) movements from #2 Track to the single track. An "SS" sign, designating the location of the spring switch with a lighted switch lamp indicating green for normal movements and red for reverse position (or improperly set) was also installed in advance of the switch location. In conjunction with the track changes, additional signal location changes were also made. Yard limits were extended from M.P. 17.0, past Houston, to a point east of Bridge 12.50, east of Morganza. The yard limits



Class I PCC&St.L #68 and crew, Washington, Pa. express. Washington, Pa., April 1902. (David Damp collection)

between "WS" and Washington were also shortened by 0.1 mile to "WH" Block-Limit Station at M.P. 23.5 sometime after the beginning of the new year of 1950. During the summer of 1950, the yard limits east of M.P. 17.0, east of Shinglass were again extended; the yard limit board located east of Morganza was relocated to M.P. 9.6, "MO" Block-Limit Station.

With the closing of Carnegie and the opening of Wagner Block Station, control of "BD" Block-Limit Station at M.P. 3.9, Bridgeville and the Bridgeville westward siding at M.P. 4.0 passed to the operator at Houston. This was effective 11:01 a.m., March 14, 1951. At the same time, Track #1 between Carnegie and "KY" Interlocking was abandoned and Track #2 was made a single main track.

Sometime between April 27 and September 28, 1952, Houston Block and Interlocking Station was closed, control of the block-limit stations "BD", "MO", "WS" and "WH" and the passing sidings was transferred to the operator at Wagner. At this time, the portion of the Chartiers Branch between M.P. 9.6 and M.P. 23.6, was renamed the Washington Secondary Track.

At 10:01 a.m., December 19, 1957, "KY" Interlocking was re-

named "Glenn" and the Chartiers Branch between "MO" Block-Limit Station and Glenn was made a single main track, utilizing portions of former main Tracks #1 and #2. "LD" Block Station (also controlled by Wagner) was removed from service at this time.

In the spring of 1958, additional yard limits were established on the Washington Secondary Track between Glenn and a point 2,640 feet west of M.P. 4.0 at Bridgeville; yard limits were also established between M.P. 7.0, East of Boyce and M.P. 9.0, West of Hills.

The remaining portion of the Chartiers Branch between Wagner and Glenn was removed from service and the turnout on eastbound #1 Track at Wagner, which connected the branch to the Panhandle main line, was removed. This change took effect at 12:01 p.m., August 4, 1959. The Washington Secondary at Glenn was connected to the No. 105 Secondary Track (PC&Y RR connection) and all access to the secondary was now made from "RG" Interlocking on the Scully Branch.

During the winter of 1966-67, the yard limits located between "MO" Block-Limit Station and M.P. 17 were shortened. The yard limit board at "MO" Block-Limit Station was relocated to a point 2,500 feet

west of M.P. 12, west of Van Emman, Pa., with the yard limit board at M.P. 17 remaining unchanged. The remaining yard limits on the line also remained unchanged.

On February 1, 1968, the PRR and the NYC merged to create the Penn Central Transportation Company. The Washington Secondary Track was included in the merger and was made part of the combined company.

Because of the Penn Central bankruptcy, there were few changes in the method of operation throughout the early 1970s. Most changes were delayed until the railroad was either sold or reorganized.

On March 1, 1971, the 130-car Boyce siding, located between M.P. 6.5 and M.P. 8.3, was designated as the Montour Interchange Track.

On April 1, 1976, the Penn Central Transportation Company was dissolved and the majority of its railroad properties (including the Washington Secondary Track) were transferred to the Consolidated Rail Corporation. During the early 1980s, Conrail downgraded the Washington Secondary to industrial track status, renaming it the Canon Industrial Track. The traffic base on the Canon Industrial had significantly declined through the middle 1980s, forcing Conrail to shut down the line west of

		WASHINGTON SECONDARY TRACK (Pittsburgh Division)			
	X	GLENN ▼ (PCY RR).....R-Wagner.....	0.6		
		WOODVILLE.....	1.8		
		BOWER HILL.....	2.8		
		KIRWIN.....	3.3		
	X	BD.....K-Wagner.....	3.8		
		BRIDGEVILLE.....	3.9		130
		MAYVIEW.....	6.3		
		BOYCE.....	7.5		130
		HILLS.....	8.5		
	X	MO.....K-Wagner.....	9.5		
		VAN EMMAN.....	11.5		
		MORGANZA.....	12.5		
		RICHFOL.....	13.1		
		CANONSBURG.....	14.1		
		HOUSTON.....	15.3		
	X	MY.....K-Wagner.....	16.5		
		MEADOW LANDS.....	17.9		
	X	WS.....K-Wagner.....	19.7		
		ARDEN.....	19.9		
		TYLERDALE.....	21.8		
		CHESTNUT ST.....	22.8		
	X ▲	WH (Waynesburg Secondary).....K-Wagner.....	23.3		
		WASHINGTON (Waynesburg Sec.).....	23.6		
NOTE—▲Indicates in service for eastward trains only.					
▼Indicates in service for westward trains only.					
Direction from Glenn to Washington is westward.					
*Distance from Carnegie					

Penn Central Central Region Timetable #4, 5/1/70

Arden, Pa. for lack of business.

The Canon Industrial Track is still operated by Conrail between Glenn and a point 2,841 feet west of M.P. 20, Arden, on an as-needed basis, to serve the remaining industry, including the McGraw-Edison plant, located just south of Canonsburg, Pa. Local freight crew WICB-1 provides switching services twice weekly. Below Arden, Pa. the line is still intact but unused due to poor track conditions; for all intent and purpose it has been abandoned due to lack of demand for rail service by the remaining industries.

B & M BRANCH

In early 1942 the B&M Branch (formerly known as the "Bridgeville and McDonald Branch") ran west from its connection with the Chartiers Branch at "BD" Block-Limit Station in Bridgeville, Pa. to the end of track at M.P. 10.0, Bishop, Pa. The line crossed the Chartiers Creek at M.P. 4.34, west of Bridgeville and then followed Millers Run Creek to Bishop. Branch mileage in early 1942 was measured from Carnegie on the Panhandle main line. The portion of the branch between M.P. 9.0, Cecil, and Bishop, was known as the Millers Run Extension. At Cecil there was a wye, utilized to turn engines and equipment. The northwest leg of the wye extended an additional 0.6 mile west of Cecil to M.P. 9.18 (as measured from Carnegie).

The line departed Bridgeville at an elevation of 820 feet. Traveling 6.2 miles to the end of track at Bishop, the line reached an elevation of 970 feet, a rise of 150 feet, for a westward ascending gradient averaging 0.45% overall. The westward ruling grade was measured at 0.57% for one half-mile between M.P. 8.0, Gladden and M.P. 8.5 at the Cecil/S. Fayette Township line, east of Cecil.

Movements on the B&M Branch were controlled by the operator at Carnegie ("JB") Block Station at Carnegie, Pa., through the use of manual block rules and two block-limit stations located on the branch. These were: "AK" at M.P. 3.8,

Bridgeville and "HO" at M.P. 10.0, Cecil. Bridgeville originally had been an open train order office, both on the B&M Branch and the Chartiers Branch as well, but it was closed prior to 1940. Yard limits on the branch were located at Bridgeville. The 35-car passing siding of no assigned direction, located at Treveskyn, Pa., (M.P. 6.7) was controlled by the Carnegie operator (later by Wagner when Carnegie was retired in 1950).

Connections were made to the Pittsburgh and West Virginia Railway at M.P. 4.5, on the west end of Bridgeville. The P&WV Railway then paralleled the branch, crossing back and forth over the branch at three locations: the first at Sygan (o.g. Bridge #5.41); the second west of Treveskyn (o.g. Bridge #7.61); and the third at Cecil (crossing over the northwest leg of the wye on o.g. Bridge #9.13).

The branch served five on-line communities, of which the largest two, Treveskyn and Cecil, each had populations of about a thousand people. There was no passenger service on the branch in 1942, although evidence (as late as 1940, three frame passenger-related structures remained) points to the existence of such service prior to 1940. One station was located on the north side of the tracks at Treveskyn, one station was within the wye at Cecil and a shelter was located on the north side of the tracks at Bishop. Industry on the branch produced car loadings of limestone products, coke, and coal.

Due to a decline in traffic, the PRR applied to the ICC in mid-1942 for permission to abandon block-limit stations "AK" at Bridgeville and "HO" at Cecil. Also included in the abandonment petition was the western end of the branch between M.P. 8.7, west of Gladden and end-of-track at M.P. 10.0, west of Bishop. Permission was granted by the I.C.C. and the abandonment officially took place on October 28, 1942. Sometime in the period between mid-1942 and September 1945, during WWII, the branch mileposts were renumbered, with M.P. 0.0 begin-

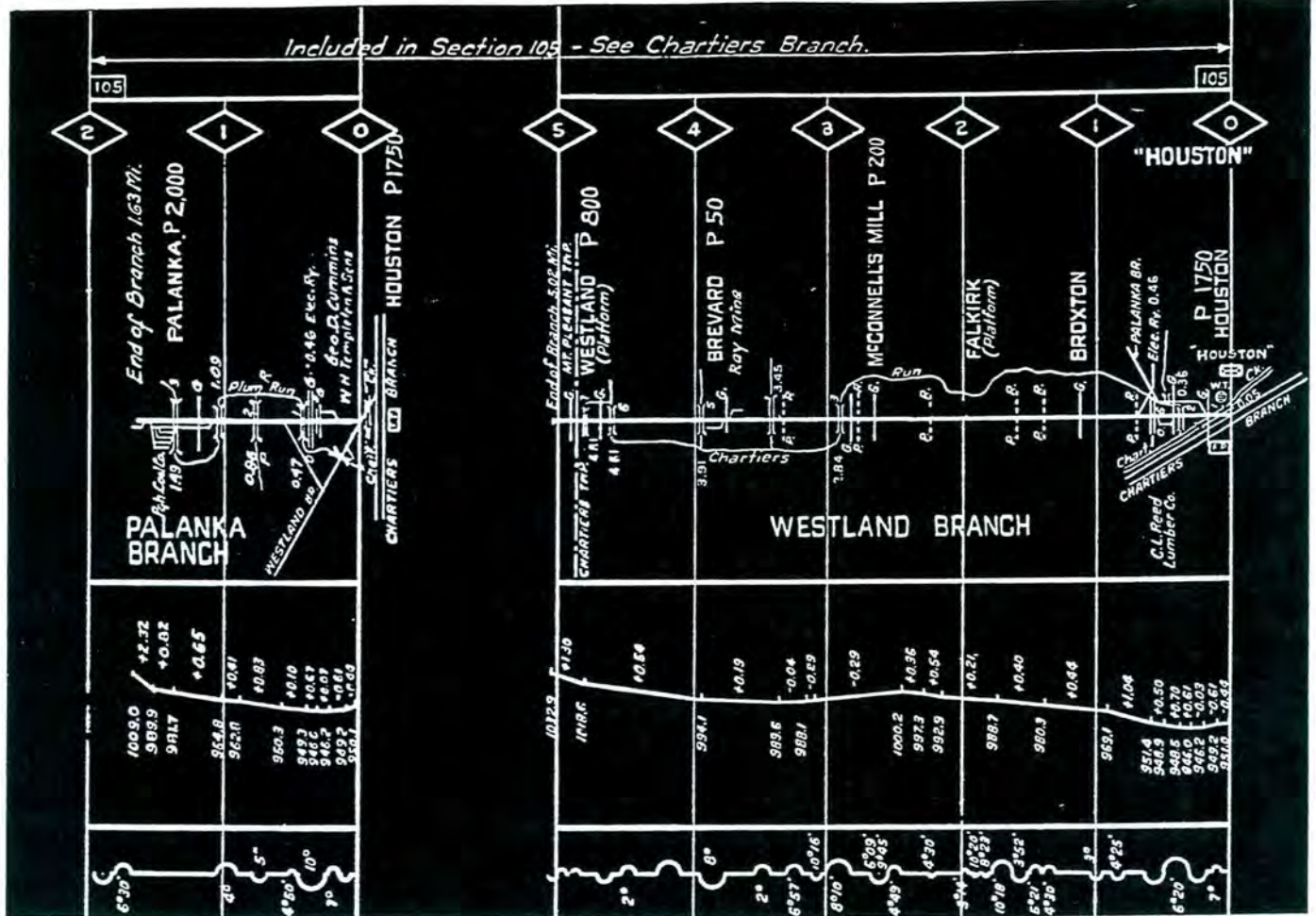
ning at Bridgeville and M.P. 4.9 marking the end of the branch.

Yard limits, which originally were posted within the limits of Bridgeville in 1942, were extended west to M.P. 2.0, east of Morgan, Pa., in the summer of 1947. This change appeared in the employees timetable of September 28, 1947. The yard limits were again changed with the publication of the employees timetable of April 30, 1950. The eastward limit was now listed as "BD" Block-Limit Station at the head of the branch, rather than Bridgeville. Sometime in the summer of 1950, the B&M Branch was removed from the station pages of the employees timetable, yard limits abandoned and reduced to industrial track status, with a maximum speed of 15 m.p.h. over its entire length.

The B&M Industrial Track survived into the Penn Central era. The Penn Central continued to operate the line, but as car loadings declined, pressure mounted to discontinue service on other portions of the line. On May 22, 1972, at 11:59 p.m., Penn Central abandoned 3.53 miles of the B&M Industrial between M.P. 1.38, east of Sygan and the end-of-track at M.P. 4.91, Gadden. Conrail elected to retain only a portion of the line between its connection to the Washington Secondary in Bridgeville and M. P. 0.9. The balance of the line from M.P. 0.9 to end-of-track at M.P. 1.38 remained in the Penn Central estate and was operated by Conrail under subsidy. In the early 1980s Conrail ceased operations over the line and it was abandoned.

WESTLAND BRANCH

The Westland Branch consisted of a single-track line, which ran west from its junction with the Chartiers Branch at "HN" Block Station at Houston, Pa. to end-of-track at M.P. 5.02, west of Westland, Pa. The line was designated a secondary track of no assigned direction in the employees timetable, controlled by the operator at Houston ("HN") Block Station. Train crews had to obtain verbal permission from the Houston Operator to occupy the line. After



obtaining permission to operate on the line, trains were regulated by the rules governing the use of secondary tracks, with a maximum speed over the entire line of five m.p.h. In the summer of 1949, control of operations on the line was assumed by Carnegie, when "HN" became a part-time office, with Wagner assuming these responsibilities when it replaced Carnegie in March 1950. With the retirement of "HN" in 1952, Wagner assumed full control over the branch.

The branch crossed the Chartiers Creek on undergrade (u.g.) Bridge #0.05, after leaving Houston and ran parallel to its tributary, Chartiers Run, for most of the distance to Westland. The line passed over the stream at three locations: at M.P. 2.84 west of McConnell's Mill, and twice east of Westland at M.P. 4.61 and M.P. 4.81. It also passed over a small stream, Plum Run, at M.P. 0.36, just west of the connection to the Palanka Branch.

The Westland Branch left its junc-

tion point with the Chartiers Branch at an elevation of 951.0 feet, reaching its highest elevation of 1,032.9 feet at M.P. 5.02, end-of-track. This was a rise of 81.9 feet in 5.02 miles, giving the line an average ascending gradient of 0.31%. There were two westward ascending grades which could be described as the ruling grades on the line. The first, 1.04%, was located between M.P. 0.58 and M.P. 0.90, east of Broxton, a 17.7-foot rise in 0.3 mile. The second, located between M.P. 4.8 and the end of the line at M.P. 5.02, was an ascent of 1.3%, caused by a rise of 14.3 feet in 0.2 mile. The eastward ruling grade of 0.61%, located between M.P. 0.2 and M.P. 0.1, west of Houston Interlocking, was caused by a rise in elevation of 495 feet in 0.1 mile.

The Westland Branch served a small series of population centers, the largest of which were McConnell's Mill (pop. 200) and the town of Westland (pop. 800). No passenger trains were operated on the line, although portions of passenger station

platforms at Westland and Falkirk remained in 1942, as evidence that there was prior passenger service. Principal freight traffic on the line was outbound car loadings of coal and inbound loads of lumber for the local lumberyard.

Connection to the Palanka Branch was made at two locations: M.P. 0.1, just west of the Chartiers Creek Bridge (u.g. Bridge #0.05) and at M.P. 0.68. The two connections formed a wye, which, in addition to making it possible to turn equipment, also allowed trains to pass between the two branches without having to return to the starting point of the Palanka Branch (M.P. 0.1). The Westland was downgraded from a secondary track to an industrial track in the summer of 1950, retaining the maximum speed of five m.p.h., no longer appearing in the timetable station pages when the new employee timetable went into effect on of September 24, 1950.

The Penn Central continued to operate the line after the 1968 merger

WESTLAND SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Houston	Sidings Assigned direction- Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		HOUSTON (Chartiers Branch)	1.0			
				PALANKA JCT.	5.0			
				WESTLAND				

NOTE—X indicates in service.

PRR Panhandle Division Timetable #13, 9/25/49

PALANKA SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Palanka Jct.	Sidings Assigned direction- Car Capacity 50 ft. cars		
						West	East	Both
				PALANKA JCT. (Westland Secondary Track)	2.7			
				PALANKA				

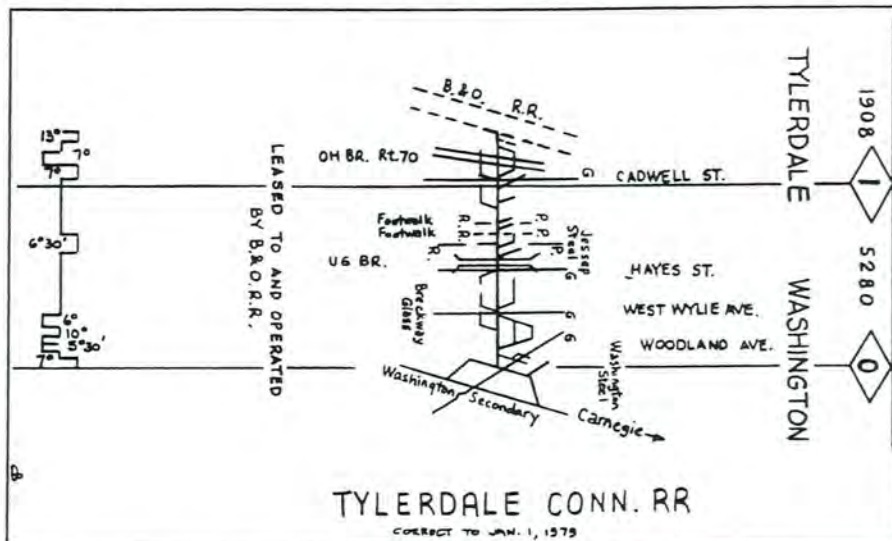
PRR Panhandle Division Timetable #13, 9/25/49

even though the traffic base continued to shrink. The continued loss of traffic and the low track speed resulted in a portion of the line between McConnell's Mills and Westland being withdrawn from service by Penn Central on Monday, May 22, 1972. This out-of-service portion was officially abandoned by Penn Central at 12:01 a.m., November 1, 1972. The remaining three miles of the branch was abandoned by Conrail in the mid-1980s.

PALANKA BRANCH

The Palanka Branch began at M.P. 0.1 on the Westland Branch and extended 1.63 miles to end-of-track, west of the branch's namesake town of Palanka, Pa. (pop. 2,000). The single-track branch was designated as secondary of no assigned direction by the employee timetable; train movements were under the control of the operator at Houston ("HN") Block Station (located on the Chartiers Branch). The branch paralleled a tributary of Chartiers Creek named Plum Run, crossing it three times as the stream meandered back and forth across the line's path.

Leaving the Westland Branch at an elevation of 950.1 feet, the branch climbed steadily until it reached the end of track at M.P. 1.63, west of Palanka, at an elevation of 1,009 feet. This rise of 58.9 feet in 1.63 miles made for an average gradient of 0.68%, although the steepest portion of the line was attained in the last 825 feet (0.156 of a mile) between Palanka and end-of-track. This last 825 feet became the ruling westbound grade on the line, 2.32%, with the track rising 19.1 feet in the short distance.



A second connection from the Westland Branch joined the Palanka Branch at M.P. 0.53 (west of the Plum Run Bridge). This connection formed one side of the wye that was described in the Westland Branch summary.

As with many of the other Panhandle branches, coal was the major source of traffic; in this case, the coal came from the Pittsburgh Coal Company's Midland Colliery at the west end of the branch. As with many branch lines which relied primarily on outbound carloadings of coal to sustain them, they were closed and/or abandoned as soon as the mine shut down or when loading levels made rail transport unprofitable, forcing a switch to truck transportation.

The Palanka Branch was removed from service sometime after Panhandle Division Timetable No. 7 went into effect on September 26, 1954 and the issuance of Timetable No. 8 on April 24, 1955.

TYLERDALE CONNECTING RAILWAY

The Tylerdale Connecting Railway in 1942 was a single-track line, 1.36 miles in length, which was used as both a connection and an interchange between the PRR and the B&O. Leaving the interchange siding (see Chartiers Branch summary) at M.P. 21.6 (measured from Carnegie on the main line), the line ascended a westward grade of 2.0% to reach the connection with the B&O's Pittsburgh-to-Grafton line (via Wheeling) in Washington, Pa.

This line also served several industries which produced outbound carloadings of tin and steel products, glass, paper boxes and coal, inbound carloadings consisted of lumber and raw materials.

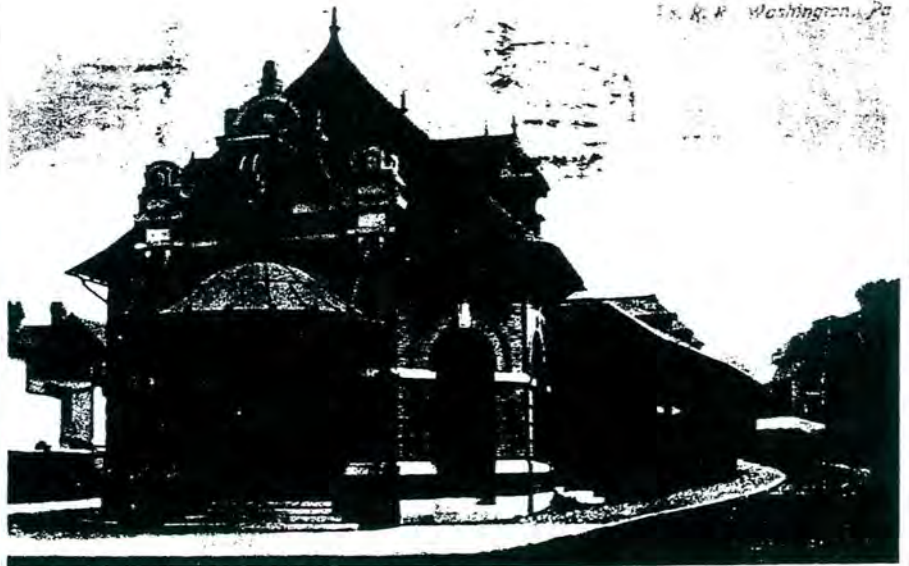
The connecting track was leased to the B&O Railroad sometime in the mid-1970s; the connection to the Chartiers Secondary (now the Canon Industrial Track) was severed with the abandonment of the Canon Industrial west of Arden, Pa., in the early 1980s.

WAYNESBURG AND WASHINGTON RAILROAD

The Waynesburg and Washington Railroad was a unique property on the Pennsylvania Railroad, because unlike all the other PRR branch lines in operation in 1942, its entire 28.19 miles of line was narrow gauge. Originally built in 1875 to connect the towns of Washington and Waynesburg, Pa., the line was bought by the Pittsburgh, Columbus and St. Louis Railway and leased to Chartiers Valley Railroad in 1885.

On March 1, 1920, the Waynesburg and Washington was merged into the Pennsylvania System during a period of corporate streamlining that followed the end of World War I and the relinquishment of government control by the United States Railroad Administration, which had operated the property during the World War.

With the increase of private motorcar ownership in the 1920s and the expansion of local roadways in Greene and Washington Counties, the operation of passenger service was discontinued in 1929. In addition, the growth of the local trucking industry and the deepening depression of the early 1930s caused conventional steam freight operations to be discontinued in 1933. In 1942 the 28.19-mile line continued to provide local freight service to the 14 villages and hamlets along its length through the use of a gasoline-powered motor vehicle with flanged



Main Street Station, PRR, Washington, Pa., circa 1910. Note dual-gauge tracks. (John E. Eles collection)

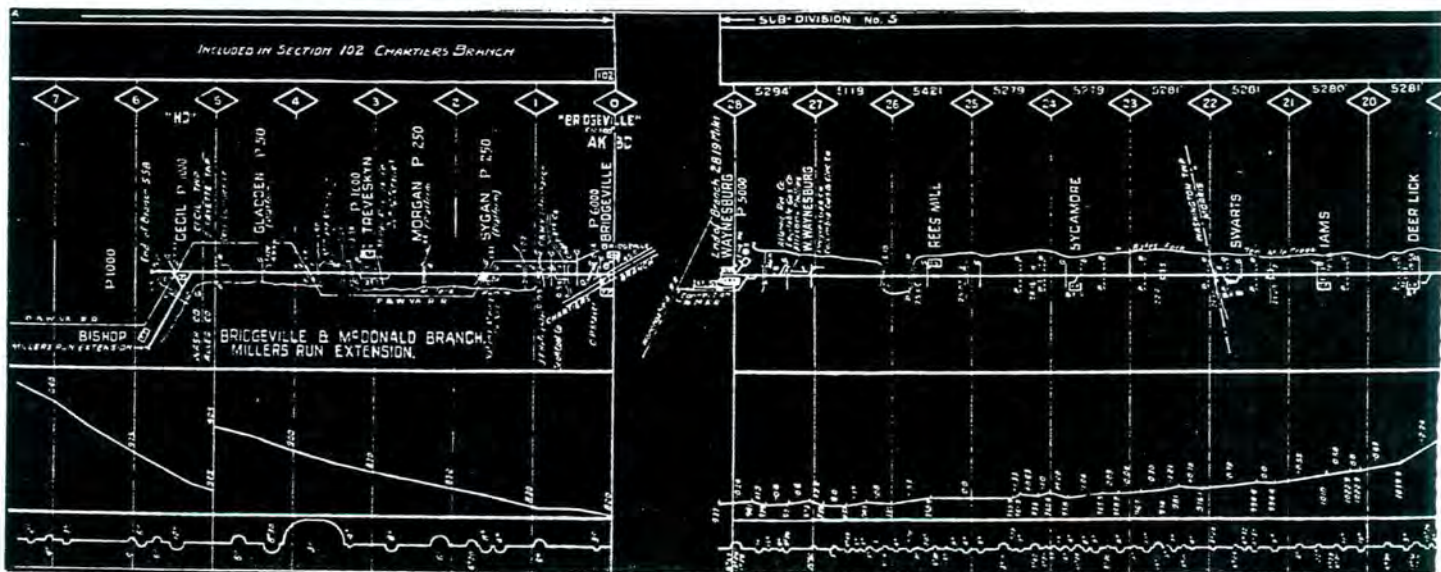
wheels.

In the endpoint towns of Washington (pop. 25,000) and Waynesburg (pop. 5,000) the trackage was dual-gauged to allow servicing of the remaining industries. On the Waynesburg end of the line, the Monongahela Railroad utilized its connection to the line to perform switching services for the local industries there, with the PRR doing the same at the Washington end. Yard limits were located within the limits of the towns of Waynesburg and Washington, Pa. in 1942, but by the end of WWII, had been eliminated altogether.

Westward from the PRR connection at Main Street in Washington, Pa. the line followed Ten Mile Creek

for a distance of 20 miles, crossing and recrossing the creek and its tributaries. There were ten passing sidings located between Washington and Waynesburg. They were as follows: Main Street to M.P. 0.1; Wade, M.P. 0.31; Braddock, M.P. 3.1; Summit, M.P. 4.2; Chambers Mill, M.P. 7.6; Baker, M.P. 9.7; Hackney, M.P. 13.8; Dunn, M.P. 15.9; West Union, M.P. 17.8 and Swarts, M.P. 21.6.

Building the line to narrow-gauge standards had allowed the contractors to proceed in areas where the construction costs of a standard gauge railroad would have been prohibitive. This decision resulted in a large number of steep grades and sharp curves which were to later rule



SYCAMORE STATION, WAYNESBURG AND WASHINGTON R. R.



Sycamore Station, Waynesburg & Washington R.R., postcard view.
(John E. Eles collection)

out the successful upgrading of the railway to modern standards. In the 28.1 miles between the line's terminals, there were 58 curves which were between ten and 20 degrees in curvature, 21 curves between 20 and 30 degrees of curvature and eight curves which exceeded 30 degrees in curvature. Many of the curves did not exceed 0.1 mile in length. The worst of these was a 35 degree, 20 minute curve which ran for 0.1 mile between M.P. 16.2 and M.P. 6.3, west of the village of Dunn.

On leaving its connection with the PRR's Chartiers Branch at Main Street, Washington, the W&W climbed 305.8 feet in the first 2.7 miles, from an elevation of 1,060 feet to 1,365.8 feet at the S. Stra-

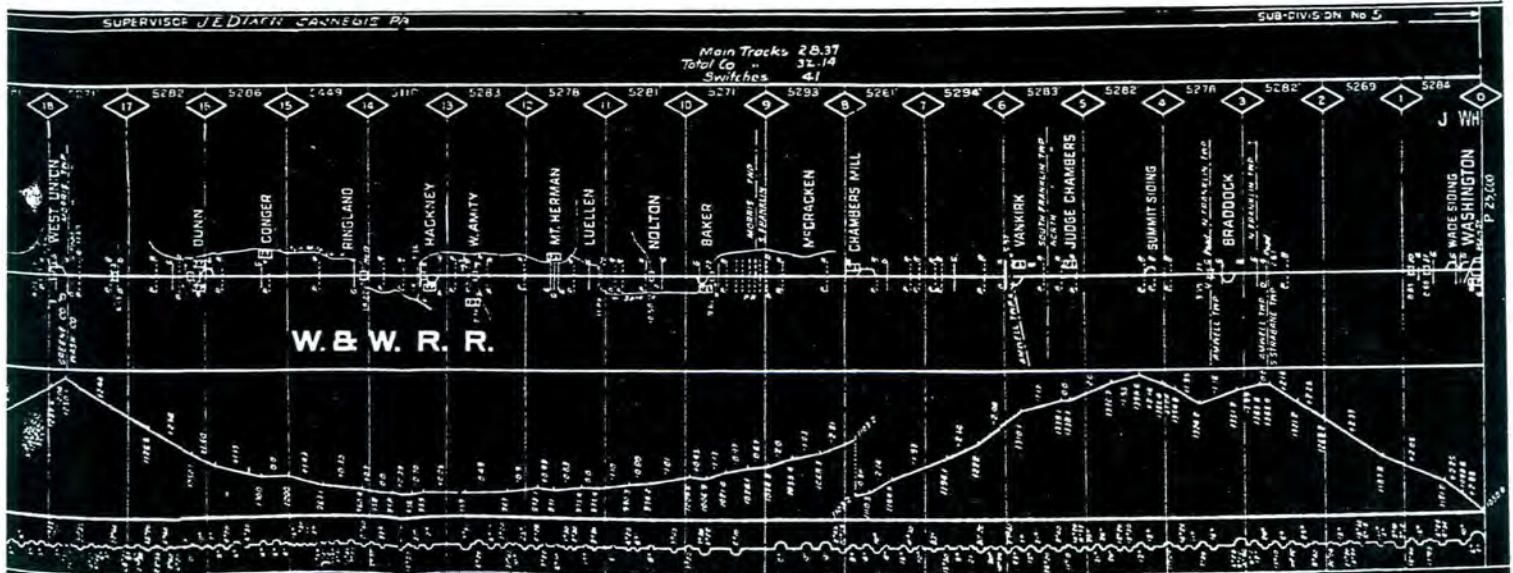
bane/Amwell Township line, just east of Braddock siding. This was the second highest point on the line, which rose an additional 32.8 feet to reach its highest location of 1,398.6 feet at the west end of the Summit Siding at M.P. 4.26. This was the maximum ruling westbound grade, reaching 2.88% in the first 0.3 mile after departing Washington, with the remainder of the grade towards Summit Siding varying between 1.95% and 2.37%, with an overall rising gradient of 1.48%. This gradient percentage takes into account a 41.6 foot descent in the line's profile. This descent which began at M.P. 2.8, bottomed out at M.P. 3.39, the Amwell/N. Franklin Township line at 1,324.2 feet above sea level. From

this point, the line began to ascend back to the high ground at Summit Siding.

From M.P. 4.26, Summit Siding, the line began to descend to its second lowest point, 956 feet at M.P. 13.44, west of Hackney. This was a descent of 442.6 feet in 9.17 miles on an average descending gradient of 0.92%. From this location the line again began to rise until it reached West Union, M.P. 17.8, (west of the Washington/Greene County line) at an elevation of 1,250.1 feet. This was a rise of 294.1 feet in 4.34 miles, an average gradient of 1.28%. From West Union to Waynesburg, the line slowly descended 313.1 feet to an elevation of 937 feet above on an average descending grade of 0.58%. The lowest elevation on the line, 937 feet, was reached at the branch's end in Waynesburg.

Eastbound the maximum ruling grade of 2.40% was attained at two locations: a rise of 134 feet in 1.03 miles between M.P. 19, Deer Lick and M.P. 17.96, West Union and a rise of 88.1 feet in 0.1 mile between M.P. 6.3, west of Vankirk and M.P. 5.2, Judge Chambers.

The Waynesburg and Washington was designated a secondary track of no assigned direction, under the control of the operator at "HN" Block Station at Houston, Pa. Verbal permission to occupy the line at any point was necessary under the rules governing the use of secondary tracks. In the summer of 1949,



WAYNESBURG SECONDARY TRACK						
Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from Washington	Sidings Assigned direction.
						Car Capacity 50 ft. cars
						West East Both
				WASHINGTON (Chartiers Br.)		
				SUMMIT SIDING	4.2	
				BAKER	9.2	
				WEST UNION	17.9	
				WAYNESBURG	23.1	

PRR Panhandle Division Timetable #13, 9/25/49

WAYNESBURG SECONDARY TRACK						
Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from	Sidings Assigned Direction.
						Car Capacity 50 ft. cars
						East or South West or North Both
				WH (Washington Secondary Track)		
				WASHINGTON	0.1	
				SUMMIT SIDING	4.3	
				BAKER	9.8	
				WEST UNION	17.9	
				WAYNESBURG	23.1	
				*Distance from WH.		

PRR Pittsburgh Region Timetable #10, 10/30/60



W&W depot, Waynesburg, Pa., circa 1910.

(John E. Eles collection)

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from	Sidings Assigned Direction.
						Car Capacity 50 ft. cars
						West or North East or South Both
				WAYNESBURG SECONDARY TRACK-B	*	
				WH (Washington Secondary Track)		
				WASHINGTON	0.1	
				SUMMIT SIDING	4.3	
				BAKER	9.8	
				WEST UNION	17.9	
				WAYNESBURG	23.1	
				*Distance from WH.		

PRR Central Region Timetable #4, 10/29/67

"HN" became a part-time operation and control of the line passed to the operator at Carnegie when "HN" was closed. After the abandonment of "HN" as a manned office in the summer of 1952, control of the branch became the responsibility of the operator at Wagner and continued to be so until cessation of all motorcar operations at the onset of

Conrail. The gas motorcar, which continued to ply the branch, did so two times a week, Mondays and Saturdays, leaving Waynesburg in the morning and returning from Washington in the afternoon.

The enginehouse located in Waynesburg, just east and north of the passenger station that was originally utilized to shelter the narrow

gauge steam locomotives, was retained to shelter the gas motorcar which continued to serve the line.

In mid-1943, the Pennsylvania Railroad made a decision to standard-gauge the line and bring it up to main line standards. A private contractor, who was hired to do the job, began work in the autumn of 1943, completing it in the spring of 1944. Utilizing the existing rails and ties, the entire line was rebalasted and the gauge widened to 4'-8 1/2".

While work was in progress to upgrade the track, the PRR redesignated the line the Waynesburg Secondary Track without changing its operating status. With the contractor widening the gauge on the line to standard gauge, it was also necessary to re-gauge the 1940 Ford truck which they had been using in the motorcar freight service. Unfortunately, the tie spacing, while sufficient for use on a narrow-gauge line with light equipment, was unable to properly support much heavier standard-gauge equipment. This was discovered when the PRR sent a test train down the line from Washington



Postcard view of an express on the Waynesburg & Washington, circa 1913.

(John E. Eles collection)

after completion of the work. A "B6" 0-6-0 with two cabin cars departed from Washington, traveling as far as the town of Dunn at M.P. 16, when it was decided that the train could continue no further and returned to Washington. With the inability to run standard equipment on the line, the motor car operation resumed and it was business as usual from 1943 until late January 1947.

Effective 10:01 a.m., January 30, 1947, the motorcar schedule which had been in effect was changed to run on Tuesdays and Fridays. This was again changed to Mondays and Thursdays sometime after June 4, but before the new employee timetable went into effect on September 25, 1949.

The schedules remained unchanged until 12:01 a.m., May 12, 1955, when the PRR reduced the motorcar frequency to once a week on Thursdays. The only other change was that, during the 1960s, a four-passenger covered track car was substituted for the motor vehicle. On November 16, 1964, this schedule was again reduced, changing to only one round-trip a month on the first Thursday of each month. This schedule was to remain in effect until the advent of Conrail in 1976.

There had been several plans floated in the late 1960s by the PRR to re-engineer the line to reach large coal deposits south of Waynesburg without having to rely on the Monongahela Railroad as a connection. The high cost to develop the Waynesburg Secondary due to its many curves and roller-coaster profile caused the PRR to rethink this plan; it eventually built a new line called the "Waynesburg Southern" to connect the new coal fields with the Monongahela Railroad.

The Waynesburg Secondary became part of the Penn Central Transportation Company with the merger of the PRR and the New York Central Railroad on February 1, 1968. The operation of the monthly round-trip of the track car over the line continued as usual throughout the Penn Central period.

Operations of the Waynesburg Secondary ceased at 11:59 p.m. on March 31, 1976, the day before Conrail officially began operations. The Waynesburg Secondary was retained by the Penn Central estate and was not conveyed to Conrail. In 1978 Penn Central hired a contractor to remove the line's rail and ties entirely, but the bridges and buildings were allowed to remain.

Manor Realty, a Penn Central subsidiary (formerly a PRR subsidiary), controlled much of the coal mining rights in Greene County, Pa. In the event that there might be a later expansion of the coal industry in Greene County, Penn Central continued to retain ownership of the right-of-way. For this reason, the line has not been declared officially abandoned, but remains in existence as a paper railroad.

Today, the Greene County Historical Society Museum is the proud owner of the only remaining narrow-gauge steam locomotive from the Waynesburg and Washington Railroad. This locomotive, originally numbered #4, is a Pittsburgh Locomotive Works 2-6-0, with blind center drivers and a wheelbase of only 9'-6", to accommodate operation on the sharply-curved line. It was renumbered to #9684 in the early 1920s when the Waynesburg and Washington locomotives were merged into the PRR numbering system.

The locomotive was retained in the PRR Historical collection at Northumberland until 1958, when it was donated by the railroad to Greene County for display at the Greene County Fairgrounds. The engine was moved to the grounds of the Greene County Historical Society just outside of Waynesburg in 1975. It was rebuilt in 1978 and renumbered back to its original #4 for limited operation and display at the October 1978 Greene County Historical Society's autumn festival. The locomotive remains on display at the Greene County Historical Society grounds at this time.

BURGETTS BRANCH

The Burgetts Branch in 1942 was a single-track line composed of two segments, which together extended 4.26 miles from its junction point with the Panhandle Division main line at Burgetts Block and Interlocking Station to the end of track west of Atlasburg, Pa.

The operator at Burgetts ("RS") Block Station had control of the entire line. The first segment of the line was named the Burgetts Branch, which ran from its junction with the Panhandle main line Burgetts Block Station to "CN" Block-Limit Station, located at M.P. 0.7, Center Avenue. Designated single main track, this portion of the line was operated under manual block rules,



Postcard view, circa 1910, of the PCC&St.L. (PRR) Panhandle Division main line station in Burgettstown, Pa. (John E. Eles collection)

with a maximum speed for both freight and passenger trains of ten m.p.h. Yard limits were located between Burgetts and Center Avenue on the Burgetts Branch. With the appearance of the September 28, 1947 employee timetable, the westward yard limit was changed from Center Avenue to "CN"; its status remained this way until the track was designated an industrial track in 1962, when the yard limits were abandoned altogether.

Timetable direction on the Burgetts Branch was west from Burgetts to "CN" Block-Limit Station at M.P. 0.7, although "CN" was in service for eastward trains only. Eastward trains were designated by Timetable Special Instruction 1072-A1 to be superior to trains of the same class in the opposite direction unless otherwise specified.

It is interesting to note that a "Proceed" signal displayed to the branch

at Burgetts Block Station was all the authority needed for westward trains to operate from the main track to the Burgetts Branch. Timetable Special Instruction 1083-A1 eliminated the need for the westbound train to be notified by either message, train order or by having to stop to examine the train register to determine whether all superior trains that were due had either arrived or departed.

A connection was made at M.P. 0.4 to the Hickory Branch, with the normal position of the Hickory Branch turnout set for movements on the Burgetts Branch.

The remaining portion of the line between "CN" Block-Limit Station at M.P. 0.7 and the end-of-track, west of Atlasburg, was operated as the Burgetts Secondary Track of no assigned direction. Permission to occupy the line west of "CN" Block-Limit Station had to be obtained from the Burgetts Operator. Trains

operated under the rules governing the operation of secondary tracks. The Burgetts Secondary ran west from "CN" to the end of track at M.P. 4.26, west of Atlasburg.

The Burgetts Branch served the town of Burgettstown and the small communities of Valear, Slovan, and Atlasburg. Coal was the major source of outbound car loadings; it was produced by the Patterson Colliery, east of Valear, the Atlasburg Mine at Atlasburg (both owned by Carnegie Coal Company) and at two smaller independent mines, the Eric Mine, east of Langeloth Jct. (M.P. 2.0) and Langeloth Coal Company, east of Slovan. Inbound car loadings consisted of building supplies for Burgettstown Building and Supply Company, petroleum products to the Atlantic Refining and Standard Oil Company facilities at Burgettstown and the farm tools and equipment to the A. A. Haines Implement Com-

BURGETTS BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Station Signals	Distance from Burgetts	Sidings assigned direction Car Capacity 50 ft. cars		
							West	East	Both
X	X	X	X	BURGETTS CENTER AVE. ♣	CN	0.7			

NOTE—X indicates in service.
♣—Block-Limit station for Eastward trains only.

Block-Limit station controlled by open block station:

Block-Limit Station	Controlled by
CN	Burgetts

PRR Panhandle Division Timetable #1, 9/28/41

BURGETTS BRANCH									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Burgetts	Sidings assigned direction Car Capacity 50-ft. cars			
						West	East	Both	
X	X	X	X	BURGETTS CENTER AVE. CN♣	0.7 0.8				

NOTE—X indicates in service.
♣—Block-Limit Station for eastward trains only.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
CN	Burgetts

PRR Panhandle Division Timetable #9, 9/28/47

BURGETTS BRANCH.									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Burgetts	Sidings assigned direction Car Capacity 50 ft. cars			
						West	East	Both	
X	X	X	X	BURGETTS CENTER AVE. CN♣	0.7 0.8				

NOTE—X indicates in service.
♣—Block-Limit Station for eastward trains only.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
CN	Burgetts

PRR Panhandle Division Timetable #13, 9/25/49

ATLASBURG SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CN	Sidings assigned direction Car Capacity 50 ft. cars			
						West	East	Both	
			X	CN♣ (Burgetts Branch) LANGELOTH JCT. ATLASBURG.	2.0 4.2				

NOTE—X indicates in service.
♣—Block-Limit Station for eastward trains on Burgetts Branch only.

PRR Panhandle Division Timetable #13, 9/25/49

pany at Valear. The freight station was of frame construction and was located at M.P. 0.4, on the geographic west side of the branch.

The Burgetts Branch was used by the local commuter service which operated between Burgettstown and Pittsburgh, Monday through Saturday, in addition to the regular local freight service on the line. Center Avenue Passenger Station was of frame construction and was also located at M.P. 0.7 on the south side (geographically) of the branch. There was a nine-track yard located just west of "CN" Block-Limit Station in Burgettstown. The yard served as storage for passenger equipment laid over between trips. There was also an enginehouse to service the locomotives used in the commuter and branch line freight services. The turning wye, which was used to turn locomotives and equipment, when necessary, was located at M.P. 0.7 on the Hickory Branch, just east of Center Avenue Station.

The line descended from an elevation of 1,001 feet at its connection to the Panhandle main line to an elevation of 974.6 feet (a drop of 25.4 feet) at M.P. 0.9, giving the line its steepest grade, 1.0% in either direction between these two points. Ascending from an elevation of 974.6 feet at M.P. 0.9, the line reached 1,039 feet at the end-of-track. This was an increase of 64.4 feet in 3.36 miles, with an average gradient of 0.37%. The total cumulative rise in elevation from Burgettstown to end-of-track was 38 feet, with an average gradient of 0.23% over the entire line. The Burgetts Secondary followed and passed over the Burgetts Branch of the Raccoon Creek at six locations as the creek meandered back and forth between Burgettstown and Atlasburg.

Between January 1942 and the issuance of Timetable No. 5, dated September 30, 1945, the following changes went into effect on the Burgetts Branch and Secondary Track: relocation of "CN" Block-Limit Station from M.P. 0.7 to M.P. 0.8; renaming of the Burgetts Secondary to the "Atlasburg" Sec-



Burgetts Block Station, 1952.

(Ray H. Smith photo; C. Terry Smith collection)



Panhandle Division main line, Burgettstown, Pa. Postcard view.

(John E. Eles collection)

dary and upgrading of the speed limit on both the Branch and Secondary Track from ten to 15 m.p.h.

Burgetts Branch engine restrictions were as follows: locomotives in classes B, C, E, G, H, I, J, K, L, M, N were allowed without restriction between Burgetts Block Station and Center Avenue, although tenders with capacities over 15,000 gallons were prohibited. The same restrictions were in effect between Center Avenue and M.P. 2.0, except that J-class locomotives were included in the prohibition. All locomotives larger than classes B, C, E, G, H and L, including tenders over 15,000 gallon capacity, were

prohibited between M.P. 2.0 and the end-of-track, west of Atlasburg. There was a speed restriction of five m.p.h. for all equipment utilizing the wye to turn on. There was also a five m.p.h. speed restriction over all turnouts in Burgettstown Yard for 11 locomotives.

Branch Passenger Operations

Passenger operations in 1942 consisted of twelve commuter trains, which operated between Center Avenue, Burgettstown and Pittsburgh. There were four morning commuter trains, which operated east from Center Avenue to Pittsburgh on a daily-except-Sunday schedule, with a single daily afternoon train. West-

bound there was a single morning train which operated daily, a single afternoon train which operated Saturdays, two evening trains which operated daily-except-Sunday and a daily late evening train that arrived Center Avenue after midnight.

By the end of April 1946, commuter services had been reduced by three trains in each direction, leaving a total of only nine trains serving Center Avenue. Two of the three trains were restored to the schedules with the change to the autumn timetable in late September 1946.

The local commuter service remained stable between September 1946 and the autumn of 1947. The autumn timetable for September 28, 1947 showed only nine trains operated, a reduction in service of two trains from that of the previous year. By June 21, 1948, two more trains were discontinued, leaving only seven trains in operation. This decline reflected the shift from public to private transport as the road network improved and private automobile ownership rose.

The downward trend of service reductions continued as an additional train was removed from the timetable which went into effect on September 25, 1949. This left only six trains on the schedule: three morning departures from Center Avenue for Pittsburgh and three returning in the evening. Two of the three in each direction ran daily-except-Sunday, with the remaining round-trip operating Monday-through-Friday only. This pattern remained until the autumn timetable was issued on September 30, 1950, when an additional reduction was made with the

removal of one of the daily-except-Sunday trains in each direction. This change left only four trains on the schedule: two morning departures for Pittsburgh and two returning to Center Avenue in the evening. Of the two round-trips each day, one round-trip (#712-#715) operated Monday-through-Friday, with the remaining round-trip (#714-#717) operating Monday-through-Sunday. The schedule of two trains in each direction would remain unchanged for the next five years, with the exception of minor adjustments to the operating times.

Changes: PRR to Conrail

In the summer of 1950, prior to the issuance of Timetable No. 15 on September 24, 1950, the Atlasburg Secondary track was downgraded to industrial track status, with track speeds remaining at 15 m.p.h.

The 1950s saw a continuation of change from steam to diesel locomotives for freight and passenger services. The September 1951 employee timetable reflects this change, since it shows that all classes of diesels owned by the Company could be operated on the line. The only exception to unrestricted use was that of the Baldwin BP60, which was prohibited below M.P. 2.0 on the Atlasburg Secondary Track.

The enginehouse at Burgettstown was closed in 1952, sometime between March 14 and April 27. Servicing of the freight units was transferred to the enginehouse located at Scully Yard; passenger units assigned to the Burgettstown runs were serviced at 28th Street Enginehouse, Pittsburgh during the mid

-morning to afternoon layover before returning to Burgettstown. Because of dieselization of the Burgetts Branch and Atlasburg Industrial Track, steam locomotive classification tables were no longer represented in the engine restriction columns of Employees Timetable No. 5, which went into effect on September 27, 1953.

Passenger operations remained stable from September 1953 through August 1959, with minor adjustments to the arrival and departure times at Center Avenue and Pittsburgh, mostly as a result of the spring and autumn time changes. On August 21, 1959, Saturday service from Center Avenue, Burgettstown, to Pittsburgh ceased with the withdrawal of the Saturday schedule of Trains #717 and #714; these trains continued to operate Monday-through-Friday. For the first time, Burgettstown had no weekend service, a casualty of the increased use of the automobile, which would eventually result in the withdrawal of all commuter services in the greater Pittsburgh area.

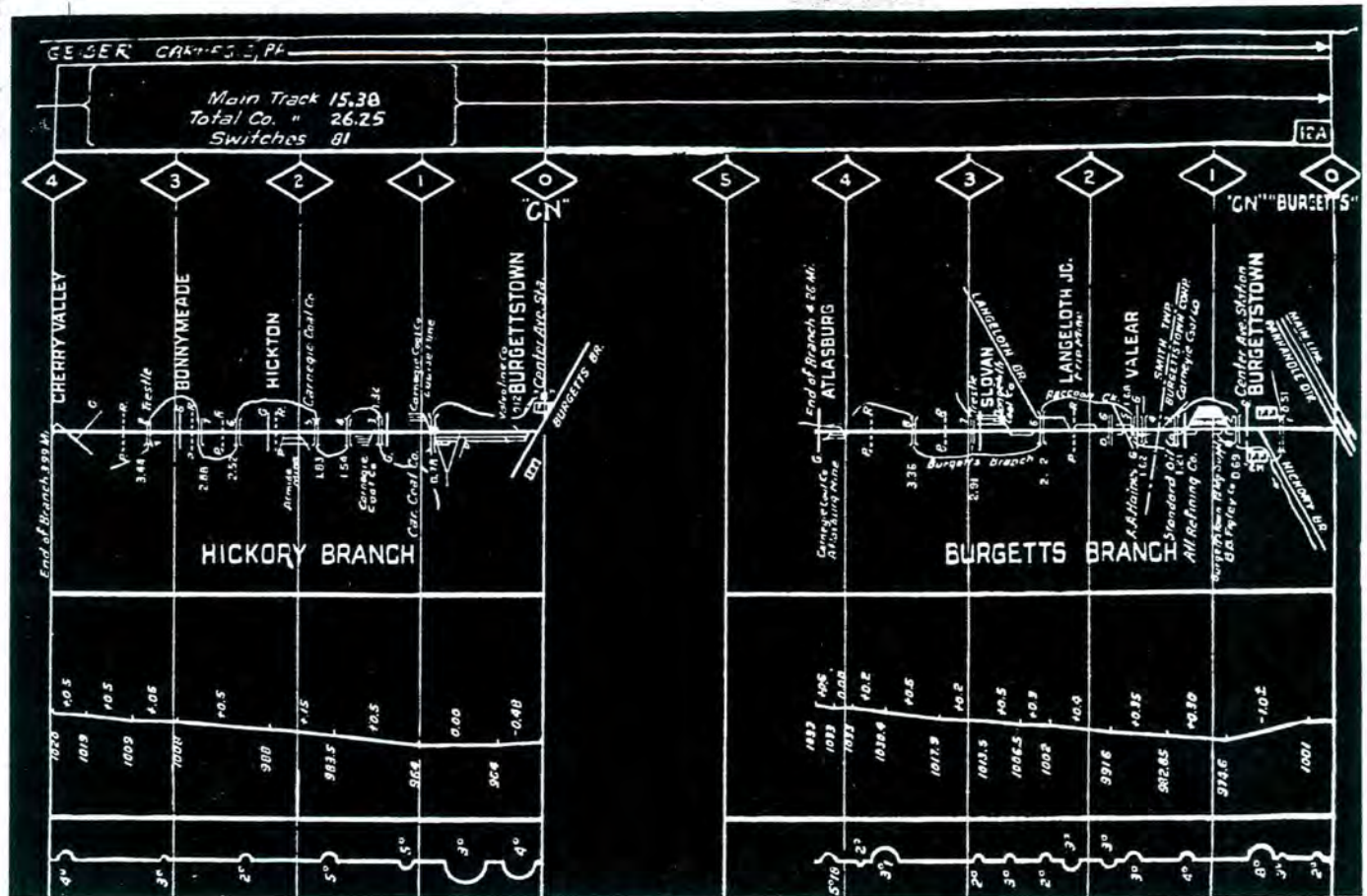
On Wednesday, March 1, 1961, Center Avenue Station on the Burgetts Branch was closed. The schedules for Trains #712, #714, #715 and #717 were withdrawn from Center Avenue station and transferred to Burgettstown Station on the Panhandle main line. With the transfer of the station stops from the branch to the main line, the equipment now had to deadhead to and from Mingo Junction at the beginning and end of each day. This was the latest in a series of steps taken by the PRR in its efforts to stem the

STUDA SECONDARY TRACK						
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Langsdorf	Stings Assigned direction Car Capacity 50 ft. cars
				LANGELOTH JCT. (Atlasburg Secondary Track)	1.4	
				STUDA	6.3	

PRR Panhandle Division Timetable #13, 9/25/49

PRR Pittsburgh Region Timetable #10, 10/30/60

BURGETTS BRANCH					
X	B	B-O			
			BURGETTS		
			CENTER AVE	0.7	
		X	CN ← C-Burgetts	0.8	
NOTE — ♦ Indicates Block-Limit Station for Eastward trains only.					
*Distance from Burgetts.					
Interlocking, Block and Block-Limit Stations in service part-time as follows:					
Station	Hours in Service				
Burgetts	4.01 P. M. to 8.01 A. M. daily except Saturday, Sunday and the following Holidays: Thanksgiving Day, Nov. 28, Christmas Day, Dec. 26, New Years Day, Jan. 2, Memorial Day, May 30, Independence Day, July 4, Labor Day, Sept. 4.				



losses from the commuter service and to eventually eliminate all of the commutation train service in the greater Pittsburgh area. The constant improvement of the region's public highway network made possible an expansion of regional bus systems and allowed for increased use of the automobile; commuter train ridership continued to fall, further increasing the financial deficit of the local train services.

On March 4, 1961, Burgetts Block Station had its hours of operation reduced, open only from 12:01 a.m. to 8:01 a.m., daily-except-Saturday and Sunday. On May 16, 1961 the Bulletin Board, Employees Register and Standard Clock were removed from service at the Burgettstown Freight Station.

At 12:01 p.m., Monday, July 23, 1962, the Burgetts Branch was redesignated the Burgetts Industrial Track and Burgetts Block Station was removed from service; the interlocking was converted to hand-operation. The interlocked turnout, located 4,075 feet west of M.P. 26 on the

Panhandle main line, which led to the Burgetts Industrial Track, was changed to a hand-operated switch, with a pipe-connected derail. "CN" Block-Limit Station was removed from service, yard limits on the branch were abolished and special instructions 1072-A1 and 1083-A1 regarding superiority of trains on the branch were withdrawn.

The local freight service which originated daily at Scully Yard continued to switch the three industrial tracks at Burgettstown. On arrival at Burgettstown, the crew would obtain permission to occupy the line from the block operator who controlled the Burgetts Industrial. After doing so, they would restore the switch to normal position for movements on the main line and report themselves clear of the main track. Once on the Burgetts Industrial, the local crews would work the three lines which radiated from Burgettstown, operating under the rules which govern train movements on industrial track-age.

On June 11, 1962 the schedules

for Trains #712 and #717 were withdrawn, leaving only a single round-trip commuter train between Burgettstown and Pittsburgh.

The end of the Burgettstown commuter service came on November 28, 1964 when the PRR, with the permission of the State Public Utility Commission, withdrew the schedules of Trains #714 and #715 permanently. All references to special instructions governing passenger train suburban service were annulled in the employee timetable and all the local suburban (commuter) ticket offices, including Burgettstown, were closed. The equipment was gathered and deadheaded from Mingo Junction to Pittsburgh for disposition.

The Burgettstown Industrial Track was transferred to Conrail on April 1, 1976 and operations continued unaffected. At present, the Burgetts Industrial is still in service between the connection to the Weirton Secondary Track (Burg Block-Limit Station, M.P. 26.6, the former location of Burgetts Block Station) and a point 1,848 feet west of M.P. 2.0,

Valcar, Pa., with the balance of the line abandoned. Switching of the remaining portion of the line is handled on an "as needed" basis by WICB-1, which originates from Scully Yard.

HICKORY BRANCH

In 1942 the Hickory Branch was a single-track secondary of no assigned direction, with train movements controlled by the operator at Burgetts Block Station. The line connected to the Burgetts Branch at M.P. 0.4, and extended east (direction designated for timetable purposes only) 3.99 miles to Cherry Valley, end-of-track. The maximum speed for all trains was ten m.p.h.

The branch served the villages of Hickton, Bonnymeade and Cherry Valley. The railroad derived the majority of the outbound traffic from coal, loading cars at the Carnegie Coal Company's Louise Mine just west of Burgettstown, at a smaller Carnegie mine at M.P. 1.4, and at the Penowa Coal Company's Armida Colliery at M.P. 2.0. Inbound traffic went to the Valvoline Oil Company facility at Burgettstown.

As noted in the Burgetts Branch summary, the wye and two sidings that were used to turn equipment for the passenger and freight services in the Burgettstown area were located at M.P. 0.7 on the Hickory Branch. Freight service was coordinated by the freight agent in the Burgettstown freight station.

Leaving Burgettstown at an elevation of 988 feet, the line descended on a westward grade of 0.48% to 964 feet at M.P. 0.5, then rose to 1,020 feet at the end-of-track. The 0.48% descent between these locations also constituted the westward ruling gradient for trains enroute to Burgettstown. From M.P. 0.5 to end-of-track at Cherry Valley, the rise of 56 feet resulted in a average gradient of 0.36%. The average gradient for the entire line from M.P. 0.0 to M.P. 3.99 was 0.24%. The line followed the Raccoon Creek, crossing the waterway seven times enroute to its terminus at Cherry Valley.

CHERRY VALLEY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Center Ave.	Sidings Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
				CENTER AVE. (Burgetts Br.)				
				CHERRY VALLEY	4.0			

PRR Panhandle Division Timetable #13, 9/25/49

Between January 1942 and the issuance of Timetable No. 5, dated September 30, 1945, the Hickory Branch was renamed the Cherry Valley Secondary track and the track speed upgraded from ten to 15 m.p.h.

Restrictions for locomotives operating on the Cherry Valley Secondary Track between Center Avenue and Bridge #2.52, west of Hickton, allowed the use of the following classes of steam locomotives: B, C, E, G, H, I, K and L. These locomotives could operate without restriction on the line, but tenders with capacity in excess of 15,000 gallons were prohibited.

These restrictions were changed effective July 31, 1946, at which time locomotive classes I, J, M and N were prohibited from operating beyond Bridge #0.12, 900 feet east of Center Avenue, with all locomotives prohibited from a point 1,500 feet east of Bridge #2.52 to the end-of-track at Cherry Valley. Insufficient business caused a reduction in operations and maintenance on the Cherry Valley Secondary east of Bridge #2.52. This resulted in a suspension of all operations due to poor track quality and lack of business on this portion of the line.

The use of diesels on the Cherry Valley Secondary Track began at the same time as the Burgetts Branch and the Atlasburg Secondary. Complete dieselization eliminated all steam locomotive classifications from the engine restriction columns in the employee timetable by September 1953. Restrictions on diesel operation remained the same as the other

branch lines, with the exception that all classes of locomotives continued to be prohibited from operating over that portion of the line 1,500 feet east of Bridge #2.52 to end-of-track at Cherry Valley.

In the summer of 1955, sometime between May 27 and the distribution of Timetable No. 9, on October 30, the Cherry Valley Secondary Track was downgraded to industrial track status, with track speeds remaining restricted at 15 m.p.h.

With the issuance of the April 1958 employee timetable, the portion of the Cherry Valley Industrial east of M.P. 2.52 and the end-of-track at Cherry Valley was abandoned and the applicable engine restrictions were removed from the special instructions. Conrail continued to operate the remainder of the Cherry Valley after taking over in 1976, but eventually shut down operations over the line and had abandoned it by January 1979.

LANGELOTH BRANCH

The Langeloth Branch was a single-track secondary of no assigned direction, controlled by the Operator at Burgetts Block Station. The trains using the line operated under the rules governing the use of secondary tracks. This line ran west (direction designated for timetable purposes only) from Langeloth Junction (M.P. 2.0 on the Burgetts Secondary Track), to a point just west of Studa, Pa., a distance of 6.56 miles. Track speed for all trains was limited to ten m.p.h.

The line served the stations of Chemical Works (named for the Am-

erican Zinc and Chemical Plant located there), Langeloth (consisting simply of a station platform), Marbury, Sherlock, Graymont and Studa. All freight operations were directed from the Burgettstown Freight Agency.

Coal, molybdenum and chemicals made up the outgoing car loadings from the line. American Zinc and Chemicals had two plants on the line, one at M.P. 0.4, west of Langeloth Jct. and the other at M.P. 1.7, west of Langeloth. The Climax Mining Company's Molybdenum mine and plant, was located at M.P. 0.4, adjacent to the American Zinc operation. Verner Coal and Colliery Company and the Knox Mine was located at Studa.

The line departed the Burgetts Branch at 1,004 feet, rising 151.64 feet to 1,155.64 at M.P. 2.1, approximately halfway between Langeloth and Marbury. This westbound ruling grade between Langeloth Junction

and M.P. 2.1 averaged 1.54%, peaking at 1.70% just west of Chemical Works Station. From M.P. 2.1 to end-of-track, west of Studa, the line descended back to 1,001 feet above sea level, with an average descending grade of 0.65%.

Between January 1942 and issuance of Timetable No. 5, dated September 30, 1945, the Langeloth Branch was renamed the Studa Secondary Track; track speed was upgraded from ten to 15 m.p.h.

Steam locomotive classes allowed to operate on the Studa Secondary Track between Langeloth Junction and end of track were as follows: B, E, G, H and K; they were allowed to operate without restrictions over the line, although as with the other secondary tracks, tender with capacities exceeding 15,000 gallons were prohibited.

During the summer of 1950, but before the appearance of Timetable

No. 15 on September 24, 1950, the Studa Secondary Track was downgraded to an industrial track status, with the track speed remaining at restricted speed (15 m.p.h.) over the entire line.

As with the Burgetts Branch, Atlasburg and Cherry Valley Secondary Tracks, dieselization that began in the late 1940s reached its conclusion with the elimination of all steam classifications from the engine restriction pages of the employee timetable issued on September 27, 1953.

The Langeloth Industrial Track became part of the Conrail system on April 1, 1976. Today the only portion remaining in operation is between Langeloth Junction (M.P. 0.0) on the Burgetts Secondary and a point 2,539 feet west of Langeloth Junction, with the remainder of the line abandoned.

