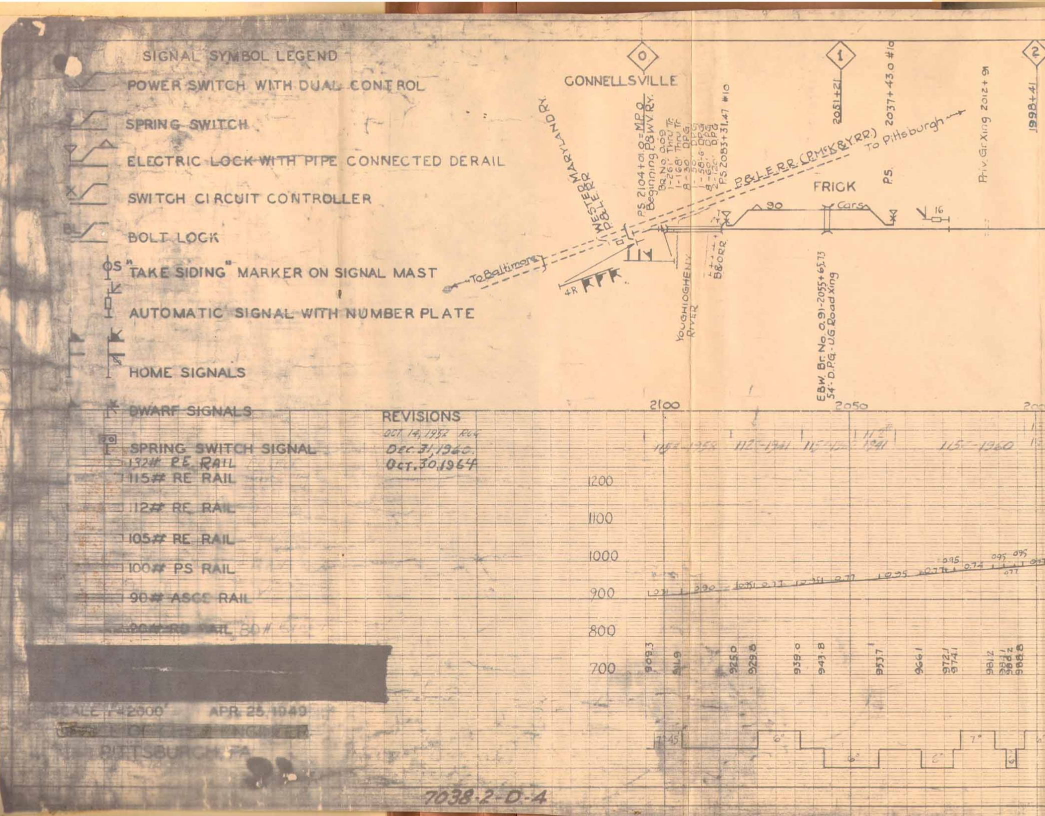


SIGNAL SYMBOL LEGEND
POWER SWITCH WITH DUAL CONTROL
SPRING SWITCH
ELECTRIC LOCK WITH PIPE CONNECTED DERAIL
SWITCH CIRCUIT CONTROLLER
BL
BOLT LOCK
S "TAKE SIDING" MARKER ON SIGNAL MAST
AUTOMATIC SIGNAL WITH NUMBER PLATE
HOME SIGNALS
DWARF SIGNALS
SPRING SWITCH SIGNAL
132# RE RAIL
115# RE RAIL
112# RE RAIL
105# RE RAIL
100# PS RAIL
90# ASCE RAIL
~~80# RB RAIL~~ 80# [illegible]
0
CONNELLSVILLE
1
2
WESTERN MARYLAND RY.
P.&L.E.R.R.
PS 2104+01.0 = M.P. 0
Beginning P.&W.V. RY.
Br. No. 0.09
1-261' Thru Tr.
1-168' Thru Tr.
8-30' D.P.G.
1-50' D.P.G.
1-58'-6" D.P.G.
8-60' D.P.G.
2-120' D.P.G.
PS 2083+31.47 #10
P.&L.E.R.R. (P.McK.&Y.RR.)
To Pittsburgh
To Baltimore
4R
YOUGHIOGHENY RIVER
B.&O.RR.
FRICK
90
Cars
16
2051+21
2037+43.0 #10
P.S.
Priv. Gr. Xing 2012+91
1998+41
E.B.W. Br. No. 0.91 - 2055+63.73
54'- D.P.G. - U.G. Road Xing
2100
2050
200
112-1958
112-1941
115-1952
112
1941
115-1960
1200
1100
1000
900
800
700
0.31
0.90
1.095
0.77
1.235
0.77
1.095
0.77
0.95
0.74
0.95
0.95
0.77
909.3
911.9
925.0
929.8
939.0
943.8
953.7
966.1
972.1
974.1
981.2
984.1
986.2
988.8
7°45'
6°
6°
6°
7°
6°

REVISIONS
OCT. 14, 1952 R.C.G.
Dec. 31, 1960.
Oct. 30, 1964

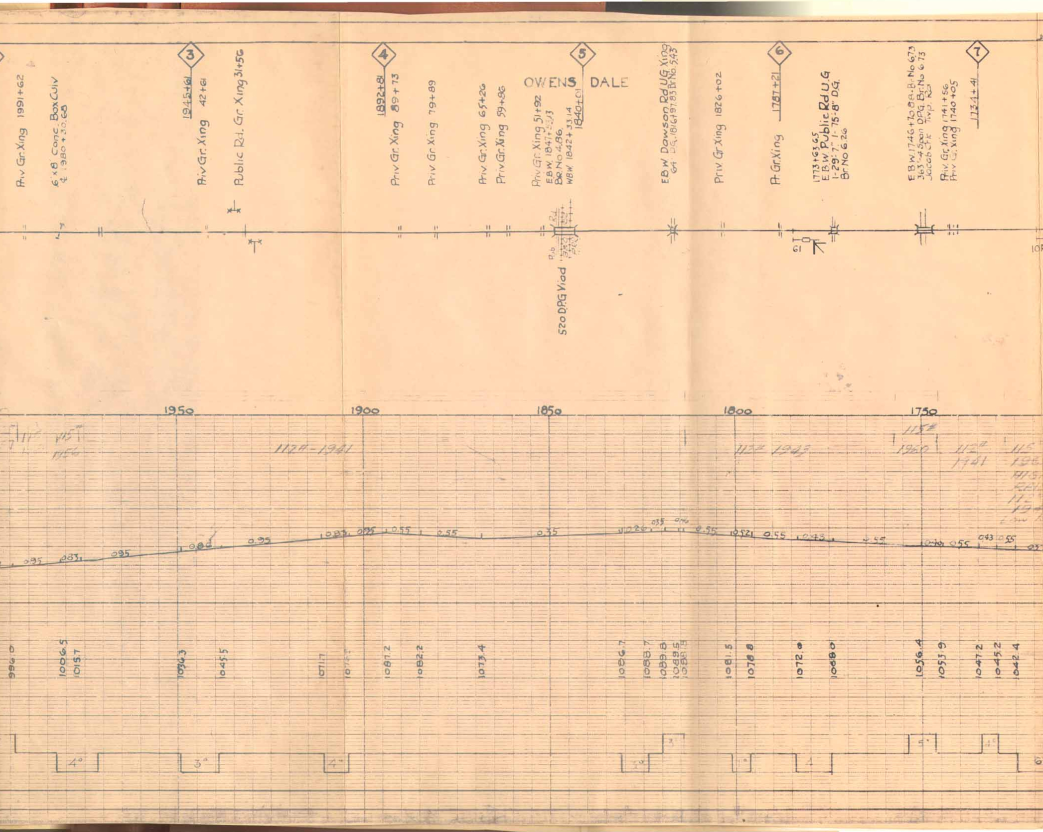
[redacted]

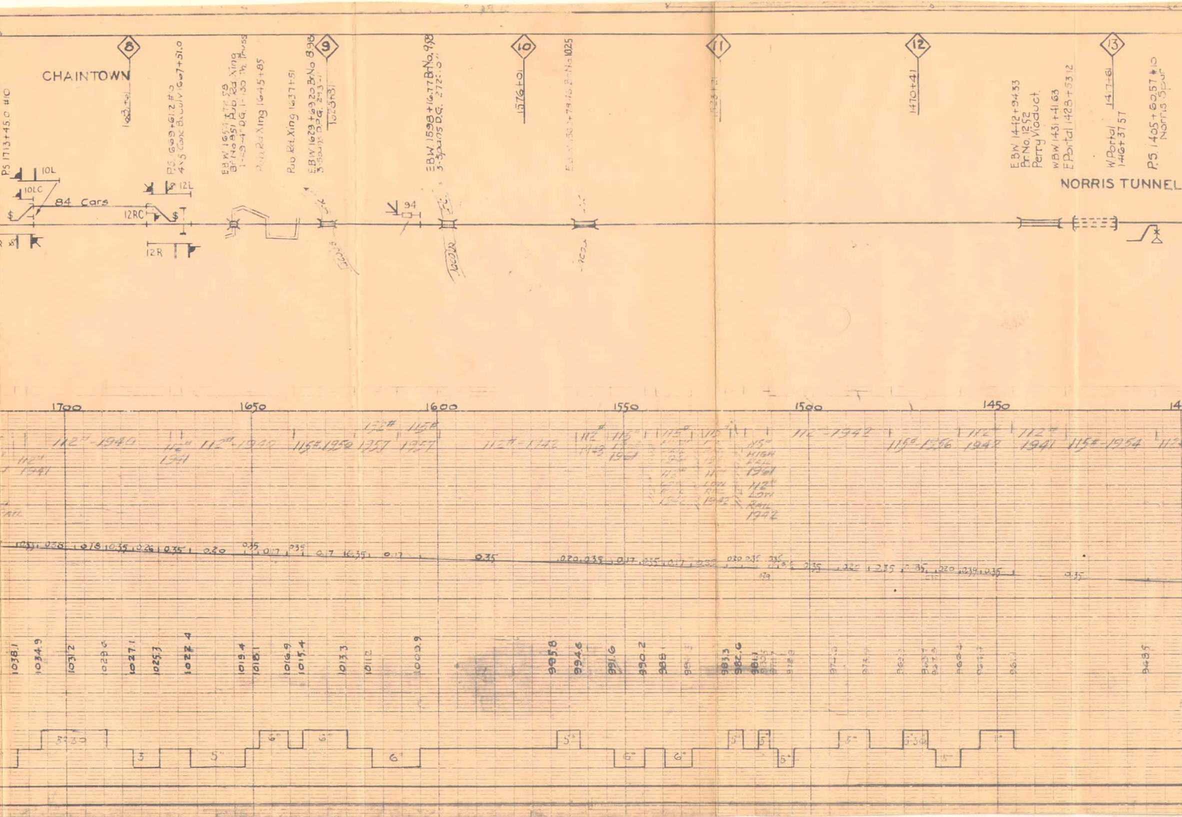
SCALE 1"=2000' APR. 25, 1949

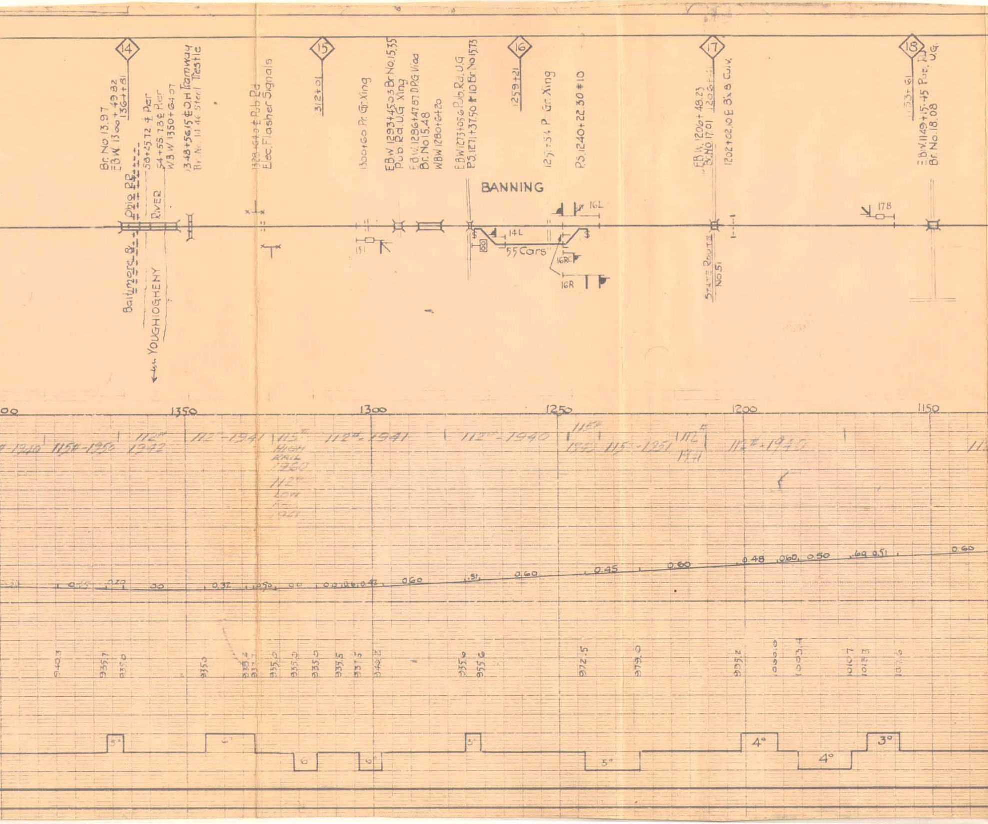
[redacted]

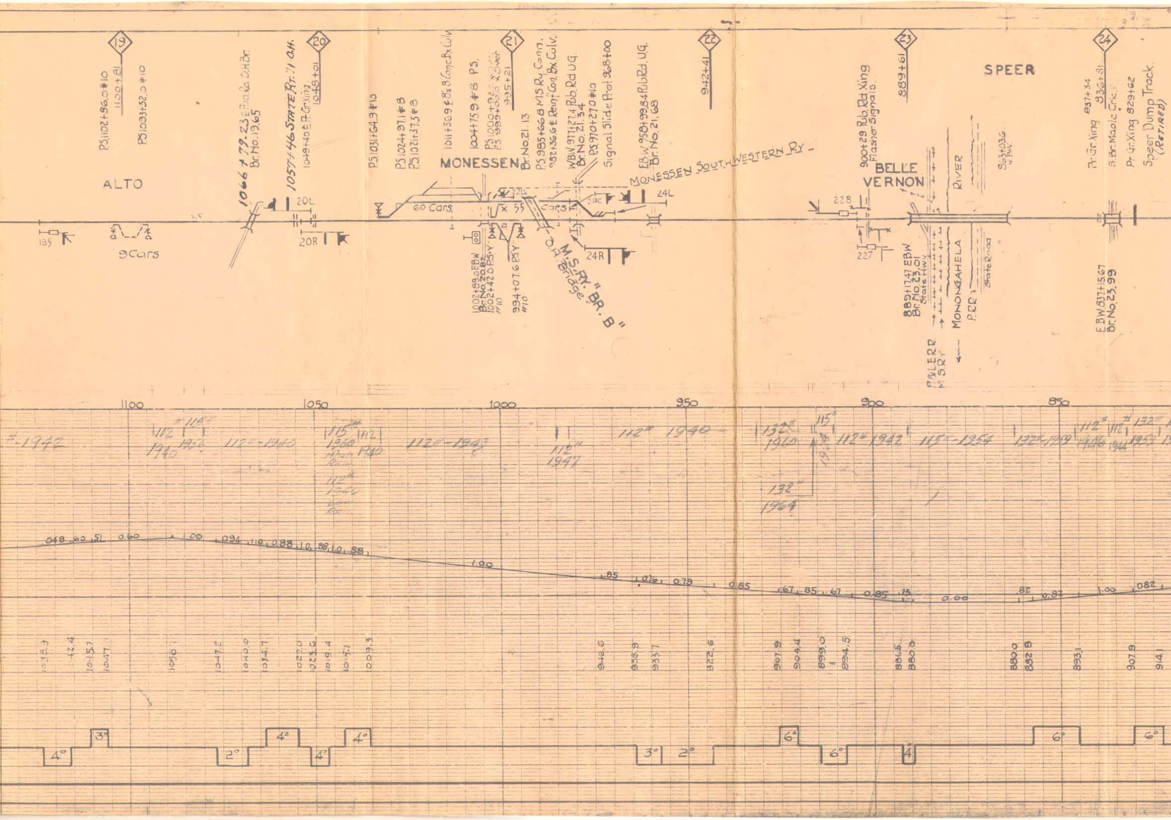
PITTSBURGH, PA.

7038-2-D-4


Priv Gr Xing 1991+62
6'x8' Conc. Box Culv
℄ 1980+30.68
3
1945+61
Priv Gr Xing 42+61
Public Rd. Gr. Xing 31+56
4
1892+81
Priv Gr Xing 89+73
Priv Gr Xing 79+89
Priv Gr Xing 65+26
Priv Gr Xing 59+86
OWENS DALE
5
Priv Gr Xing 51+92
EBW 1847+53.13
Br No 4.86
WBW 1842+33.14
1840+01
520 DPG Viad
Rd
EBW Dawson Rd UG Xing
G+ DG 1816+97.83 Br No 5.43
Priv Gr Xing 1826+02
6
1787+21
Pr Gr Xing
61
1773+63.65
EBW Public Rd UG
1-29'-7" 1-75'-8" DG
Br No 6.26
EBW 1746+70.88 Br No 6.73
363'-4 Span DPG Br No 6.73
Jacob Crk Twp Rd
Priv Gr Xing 1741+56
Priv Gr Xing 1740+05
7
1734+41
10
1950
1900
1850
1800
1750
115#
115#
1956
112#-1941
112# 1943
115#
1960
112#
1941
115
0.95
0.83
0.95
0.86
0.95
0.83
0.95
0.55
0.55
0.35
0.26
0.35
0.46
0.55
0.52
0.55
0.43
0.55
0.40
0.55
0.43
0.55
996.0
1006.5
1015.7
1036.3
1045.5
1071.7
1087.2
1082.2
1073.4
1086.7
1088.7
1089.8
1089.5
1088.5
1081.5
1078.8
1072.0
1068.0
1056.4
1053.9
1047.2
1045.2
1042.4
4°
3°
4°
3°
3°
1°
1°
5°
4°
6°


CHAINTOWN
NORRIS TUNNEL
8
9
10
11
12
13
PS 1713+45.0 #10
10L
10LC
84 Cars
12RC
12L
12R
$
1623+01
P.S. 1669+61.2 #10
4x5 Conc. B. Culv. 1667+51.0
E.B.W. 1654+77.58
Br. No. 951 Pub. Rd. Xing
1-29-4" D.G. 1-130 Th. Truss
Pub. Rd. Xing 1645+85
Pub. Rd. Xing 1637+51
E.B.W. 1629+69.20 Br. No. 8.98
3-Spans D.P.G. 293-11"
1623+31
94
E.B.W. 1598+16.77 Br. No. 9.98
3-Spans D.G. 272-0"
1576+01
Br. No. 1025
1523+21
1470+41
E.B.W. 1442+94.33
Br. No. 1252
Perry Viaduct
W.B.W. 1431+41.63
E. Portal 1428+53.12
1417+61
W. Portal
1416+37.57
P.S. 1405+60.57 #10
Norris Spur
1700
1650
1600
1550
1500
1450
112# 1940
112# 1941
115# 1951
112# 1940
115# 1950
132# 1957
115# 1957
112# 1942
112# 1943
115# 1951
115# High Rail 1951
112# Low Rail 1942
112# 1942
115# 1956
112# 1942
112# 1941
115# 1954
0.38
0.18
0.35
0.26
0.35
0.20
0.35
0.17
0.35
0.17
0.35
0.17
0.35
0.20
0.38
0.17
0.35
0.17
0.35
0.20
0.35
0.35
0.35
0.20
0.35
0.35
0.20
0.39
0.35
0.35
1038.1
1034.9
1031.2
1029.0
1027.1
1025.3
1022.4
1019.4
1018.1
1016.9
1015.4
1013.3
1011.2
1009.9
995.8
994.6
991.6
990.2
988
983.3
982.6
981.1
978.9
968.5
3
5°
6°
6°
5°
5°30'
6°
6°
5°
5°
5°
5°
5°30'
5°
5°


14
Br. No. 13.97
E.B.W. 1300 + 49.82
1364 + 81
Baltimore & Ohio R.R.
58+25.72 ¢ Pier
54+55.73 ¢ Pier
W.B.W. 1350+64.37
RIVER
YOUGHIOGHENY
1348+56.15 ¢ O.H. Tramway
Br. No. 14.46 Steel Trestle
1328+64 ¢ Pub. Rd.
Elec. Flasher Signals
15
1312+01
1300+60 Pr. Gr. Xing
E.B.W. 1293+45.03 Br. No. 15.35
Pub. Rd. U.G. Xing
E.B.W. 1286+47.87 D.P.G. Viad
Br. No. 15.48
W.B.W. 1280+64.20
E.B.W. 1273+05.6 Pub. Rd. U.G.
P.S. 1271+37.50 #10 Br. No. 15.73
151
BANNING
14L
55 Cars
16
1259+21
1257+54 P. Gr. Xing
P.S. 1240+22.30 #10
16L
16RC
16R
17
E.B.W. 1206+48.23
Br. No. 17.01
1206+
1202+02.10 ¢ 3'x8 Culv.
State Route No. 51
178
18
1153+61
E.B.W. 1149+15.45 Pub. Rd. U.G.
Br. No. 18.08
1400
1350
1300
1250
1200
1150
1940
115# - 1950
112# 1942
112# - 1941
115# High Rail 1960
112# Low Rail 1941
112# - 1941
112# - 1940
115# 1951
115# - 1951
112# 1941
112# - 1940
0.55
0.20
0.30
0.37
0.50
0.0
0.0
0.06
0.47
0.60
0.51
0.60
0.45
0.60
0.48
0.60
0.50
0.69
0.51
0.60
940.3
935.7
935.0
935.0
935.4
937.7
935.0
935.0
935.0
935.5
937.5
940.2
955.6
955.6
972.5
979.0
995.2
1000.0
1003.4
1010.7
1018.3
1027.6
3°
6°
6
6°
3°
5°
4°
4°
3°


19
P.S.1102+86.0 #10
1100+81
P.S.1093+32.0 #10
ALTO
185
9 Cars
1066+79.23 ℄ Pub. Rd. O.H. Br.
Br. No. 19.65
1057+46 STATE RT. 71 O.H.
1049+40 ℄ Pr. Gr. Xing.
20
1048+01
20L
20R
P.S.1031+64.9 #10
P.S.1024+97.1 #8
P.S.1021+37.3 #8
1011+36.9 ℄ 8x8 Conc. Bx. Culv.
1004+75.9 #8 P.S.
P.S.1000+9?.? X over
P.S. 999+00.0
21
995+21
MONESSEN
Br. No. 21.13
P.S.985+66.8 M.S. Ry. Conn.
982+36.6 ℄ Reinf. Con. Bx. Culv.
W.B.W. 977+27.4 Pub. Rd. U.G.
Br. No. 21.34
P.S.970+27.0 #10
Signal Slide Prot. 968+00
E.B.W. 958+99.84 Pub. Rd. U.G.
Br. No. 21.68
22
942+41
MONESSEN SOUTHWESTERN RY.
60 Cars
22L
55
Cars
24RC
24L
24R
1002+89.0 E.B.W.
Br. No. 20.82
1002+42.0 P.S. "Y"
#10
994+07.6 P.S. "Y"
#10
O.H. Bridge
M.S. RY. "BR. B"
900+29 Pub. Rd. Xing
Flasher Signals
23
889+61
BELLE
VERNON
228
227
889+17.47 E.B.W.
Br. No. 23.01
State Hwy
P.&L.E.R.R.
M.S.R.Y.
MONONGAHELA
RIVER
P.R.R.
State Road
863+03.6
W.B.W.
SPEER
24
Pr. Gr. Xing 837+34
836+31
S. Br. Maple Crk.
Pr. Gr. Xing 829+62
Speer Dump Track
(RETIRED)
E.B.W. 837+15.67
Br. No. 23.99
1100
1050
1000
950
900
850
#-1942
112
1940
#115
1952
112#-1940
115#
1960
High Rail
112
1940
112#
1960
Low Rail
112#-1943
112#
1947
112# 1940
132#
1960
115#
1964
112# 1942
115#-1954
132#
1964
132#-1959
112#
1936
112
1942
#132
1959
.048
.60
.51
0.60
1.00
.094
1.0
0.88
1.0
.88
1.0
.88
1.00
.85
.076
0.79
0.85
.67
.85
.67
0.85
.73
0.00
.82
0.82
1.00
.082
1038.9
42.4
1045.7
1047
1056.7
1047.2
1040.0
1034.7
1027.0
1023.6
1019.4
1015.1
1009.3
946.6
938.9
933.7
922.6
907.9
904.4
899.0
894.5
884.5
880.0
880.0
882.8
893.1
907.9
914.1
4°
3°
2°
4°
4°
4°
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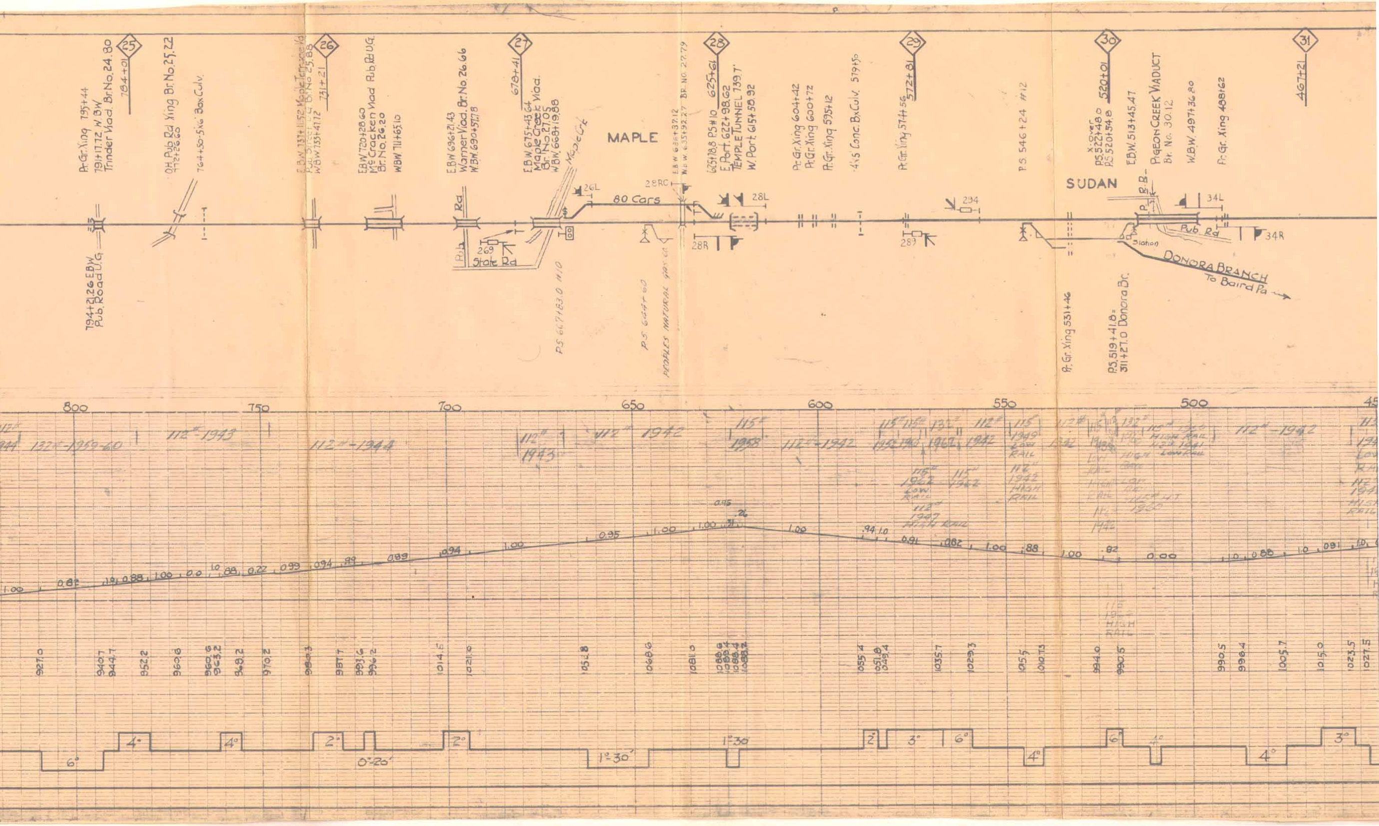
2°
6°
6°
4°
6°
6°


25
26
27
28
29
30
31
Pt. Gr. Xing 795+44
791+17.72 W.B.W.
Trinder Viad. Br. No. 24.80
784+01
794+21.26 E.B.W.
Pub. Road U.G.
O.H. Pub. Rd. Xing Br. No. 25.22
772+26.60
764+50-5x6 Box Culv.
E.B.W. 737+11.52 Maple Terrace Vd.
Pub. Street U.G. Br. No 25.88
W.B.W. 733+47.72
731+21
E.B.W. 720+28.60
McCracken Viad. Pub. Rd. U.G.
Br. No. 26.20
W.B.W. 711+65.10
E.B.W. 696+21.43
Warner Viad. Br. No. 26.66
W.B.W. 690+57.78
678+41
E.B.W. 675+43.64
Maple Creek Viad.
Br. No. 27.05
W.B.W. 668+19.88
Maple Cr.
Rd
Pub
269
State Rd
P.S. 667+83.0 #10
MAPLE
26L
80 Cars
28RC
E.B.W. 636+37.12
W.B.W. 635+92.27 Br. No. 27.79
P.S. 644+60
PEOPLES NATURAL GAS CO.
625+61
625+18.8 P.S. #10
E. Port. 622+98.62
TEMPLE TUNNEL 739 T'
W. Port. 615+58.92
28L
28R
Pt. Gr. Xing 604+42
Pt. Gr. Xing 600+72
Pt. Gr. Xing 595+12
4'x5' Conc. Bx. Culv. 579+50
Pt. Gr. Xing 574+56
572+81
289
294
P.S. 546+24 #12
Pt. Gr. Xing 531+46
SUDAN
X-over
P.S. 522+48.0
P.S. 520+54.8
520+01
P.S. 519+41.8 = 311+27.0 Donora Br.
E.B.W. 513+45.47
P.R.R.
PIGEON CREEK VIADUCT
Br. No. 30.12
W.B.W. 497+36.80
Pt. Gr. Xing 488+62
467+21
P
Station
Pub. Rd
34L
34R
DONORA BRANCH
To Baird Pa →
800
750
700
650
600
550
500
45
112#
1944
132# 1959-60
112# 1943
112# 1944
112#
1943
112# 1942
115#
1958
112# 1942
115# 1962
115# 1960
132# 1962
112# 1942
115#
1949
LOW RAIL
115#
1962
LOW RAIL
115#
1942
112#
1942
HIGH RAIL
112#
1942
HIGH RAIL
112# 1942
132#
115# HIGH RAIL
LOW RAIL
112# 1942
115#
1962
HIGH RAIL
1.00
0.87
1.0
0.88
1.00
0.0
1.0
.88
0.22
0.99
0.94
.99
0.99
0.94
1.00
0.95
1.00
1.00
.31
.26
0.95
1.00
.94
1.0
0.91
.082
1.00
.88
1.00
.82
0.00
1.0
0.88
1.0
.091
1.0
927.0
940.7
944.7
952.2
960.8
960.6
963.2
968.2
970.2
980.3
987.7
993.6
996.2
1014.5
1021.0
1052.8
1068.6
1081.0
1088.6
1089.4
1088.4
1088.2
1055.4
1051.8
1049.4
1035.7
1029.3
1015.5
1010.3
994.0
990.5
990.5
996.4
1005.7
1015.0
1023.5
1027.5
6°
4°
4°
2°
0°-20'
2°
1°-30'
1°30'
2°
3°
6°
4°
6°
4°
4°
3°