

Conrail Bulletin #020503

Realignment projects.

Several track realignment projects have been started along the Lowgrade.

BE siding will get the East End switch and associated track realigned to eliminate an S curve on both sides of the switch. Further track adjustments throughout the curve are also being evaluated.

Kiski Jct. trackwork south of the bridge on the west leg of the wye will have the track and associated switches moved closer to the river to eliminate the S curve in some of the routes through the switches.

Heilman Lumber at Ford City will have the spur rebuilt to both lengthen it as well as stabilizing the roadbed.

Eljer Company at Ford City will have the spur for the plant building rehabilitated to stabilize the roadbed.

C&K Coal Company at Sligo will have their tipple tracks rebuilt throughout the tipple area.

B&P RR will also begin track projects in the Dubois/Falls Creek area.

RESCAR will have their track subroadbed and roadbed rebuilt to accommodate heavier equipment. Track south of Falls Creek Jct. will also be rebuilt. Additional trackwork will begin in the Falls Creek interchange to stabilize the roadbed as well as realigning the trackwork to eliminate the sharp curve leading to the B&P mainline.

Conrail Bulletin #020507

Turnouts along the Oil City/Pittsburgh main between Kiski Jct. and Kittanning, Pa are having the ground throws replaced with new units. Work is also progressing in Venango Yard with replacement of ground throws.

Trackwork along the Sligo Branch has begun with all rail jointers along the line being checked. Track is being relaid in the tipple area but will be on hold as several new panel switches have not yet arrived.

B&P RR has all of the subroadbed installed at RESCAR and will be laying new track there as soon as the new panel switches arrive.

Conrail Bulletin #020528

Trackwork has begun in the Rimersburg area for rebuilding the C&K coal company tipple. All associated tipple tracks as well as the passing siding will be returned to service. Track south of Rimersburg has been realigned and stabilized.

All subroadbed has been installed and as soon as the roadbed has been installed the track will be relaid.

Grading and embankment stabilization at Brookville Plastics has begun and will be completed shortly.

Conrail Bulletin #0201101

The long overdue track work realignment at Kiski Jct. has finally begun. A major track relaying project was started this past week and will continue into November. The Kiski Jct. bridge is out of service as the bridge inspection gang discovered problems with the bridge piers.

All roadbed has been installed and most of the track and turnouts have been relayed and are awaiting the bridge crew to get the piers rebuilt.

Grading and embankment stabilization at Brookville Plastics is still not done as was reported started earlier in the year.

Conrail Bulletin #0201107

All bridge abutment work and track relocation work has been finished at Kiski Jct. The MOW crew returned the track south of Ford City to active service at 6:30pm this date. An additional switch had been installed just north of the Kiski Bridge for MOW use. This turnout was restored to its original location that the former Bagdad industrial track left the Pittsburgh – Oil City main line and went to Leechburg. This track was lifted in 1985 but is now tentatively planned to be restored to the US steel plant at Bagdad with an extension to Leechburg.

A panel track turnout has been delivered to the west end of Mort siding and is tentatively scheduled to be installed within the next 2 weeks. This is a right hand curved switch and, when installed, will return Mort siding back to active service since being out of service in the early 50's when the coaling tower was shut down. Mort siding was almost exclusively used for the coal hopper trains that kept the Red Bank coaling tower filled with coal for the PRR steam engines.

Due to the changing economy and the addition of a Road Railer and stack service in east Brady this additional passing siding was deemed necessary to alleviate traffic congestion on the Low Grade line as well as the Pittsburgh – Oil City main at Red Bank Jct.

Conrail Bulletin #0201118

Mort siding panel track work has been completed and the MOW equipment has been loaded onto a train scheduled to leave 11/21. Mort siding will then be returned to service.

Work at Falls Creek on the crossing of the B&P and CR track has commenced and the B&P crews have been busy rehabilitating Dubois yard and all associated trackage located in the vicinity. This will include the yard tracks, RESCAR tracks, main line south of Dubois yard, all passing sidings and industry spurs.

A new curved panel track turnout has been installed at the East End of Falls Creek yard and the CR and B&P (ex B&O) interchange track.

CR MOW group is planning to change out several more turnouts with curved panel track replacements. The new replacement unit at Mort siding, which works smoothly, has prompted the MOW to consider other areas in need of smoother track work. Some of these areas include, the west end passing siding at Reynoldsville, the west end of Falls Creek Yard passing siding and at Phillipston yard two of the north end engine house tracks.

The curved panel track turnouts have been ordered and are expected to be in before the 1st of December 2002, installation will commence shortly thereafter.

Conrail Bulletin #0201126

The work at Falls Creek, B&P and CR track has been finished and the B&P crews have rehabilitated most of Dubois yard. RESCAR tracks still have to be rebuilt at the south end.

Another new curved panel track turnout is slated to be installed at the West End of Falls Creek yard connecting two of the yard tracks. This new turnout when finished will smooth the track work at this end of the yard and may even add additional length to the siding, by about 2 car lengths.

The proposed curved turnout replacement projects have begun earlier than expected, as the company supplying them was able to deliver two weeks sooner than expected. The MOW crew began installing two curved turnouts in Phillipston yard on Friday (11/22/02) and they are now in place. The track work has been reconnected and all that is needed is to get the ground throws reinstalled.

A turnout has been delivered to the west end passing siding at Reynoldsville and work will commence on it as soon as the Falls Creek turnout has been finished.

The LEF&C MOW crew has been busy adding two new turnouts at the engine house. These new turnouts will make access to the engine house much easier. The new engine house is expected to be built soon as the contractor has been in the area and has begun site prep work. The new engine house will be steel building similar to the Reynoldsville engine house building.

Conrail Bulletin #0201206

The curved panel track turnout that was slated for installation at the West End of Falls Creek yard has been finished and as reported earlier had increased the yard tracks by 2 car lengths.

The curved panel track turnout at Reynoldsville has also been installed and the MOW crew returned the main line to active status on Monday 12/03/02 at 1600 EST.

The LEF&C RR has reported that the contractor has begun site work for the new engine house to be located in Clarion. The area has been graded and the tracks will be installed soon.

Work is still slated to begin on track realignment at the West End of BE siding. Now that the track work has been completed with the panel tracks this work should soon begin.

Climax Brick company has requested that the siding to their plant be reactivated. The MOW crew has been notified and will be making plans to begin work as soon as possible.

The local switching crew has requested the turnout on the passing siding in Reynoldsville, which leads to the industrial tracks, be replaced with a #6. The number of longer cars beginning to show up on the Low-grade is causing excessive body and coupler swing and the potential for derailments have increased.

Conrail Bulletin #0201209

The MOW crew has replaced the #4 turnout on the passing siding in Reynoldsville, which leads to the industrial tracks, with a #6 panel track turnout. It was decided that with them being in the area (West End of Reynoldsville) that they could save time and get it replaced and then move on. The MOW train had delivered the turnout on 12/06, so there would be no waiting on the turnout.