

Conrail Bulletin 060613

Plans are being developed to make changes to the storage tracks in East Brady, just north of Phillipston yard.

With the recent addition of Valley yard there has been a significant increase in traffic using the East Brady tunnel.

A proposal to shorten the distance between the East Brady industrial track connection with the main track to Oil City has been proposed. This would help the trains to enter the main line quicker and subsequently move the East Brady Ind. connector track from track #2 to the old track #4.

Originally the old mainline was used as a thru track and when East Brady Pallet Company expanded the decision was made to make the old mainline track a long yard switching lead and make the old industrial track #2 the mainline thru track.

With this proposed change East Brady Ind tracks # 2 & #3 could then be extended to accommodate the standard length trains and be used as high traffic overflow holding spots. As the traffic on the Lowgrade line has been increasing in the last few years the capacity of Phillipston yard is nearing maximum and there have been situations where additional capacity has been needed.

All areas have been explored and this seems to be the best way to utilize the former Trailer Train/Stacks sidings. With these facilities having been moved to Valley Yard in Oil City the East Brady Ind. tracks have become unused. Extending the track length to accommodate the standard train length is the only change that would be necessary besides the mainline connection.

Conrail Bulletin #060907

Several new turnouts have been added in Phillipston yard. These new turnouts now connect the Back Track to the old East Brady main line track.

Since Valley Yard is now functional through traffic is increasing on the Pittsburgh/Buffalo main line, this track will allow any Local trains out of Oil City to enter Phillipston yard directly or let them leave Phillipston without doing a run around move. In the past the trains would either have to back into the yard or use Brady siding to do a run around. Now the trains will be able to save valuable time and also keep the main line clear.

The Pittsburgh/Buffalo main line has been rebuilt through Kittanning. The track has been relocated closer to the river and this allows more industrial siding length to be had at most of the businesses located in Kittanning.

An additional siding has been added at the CR Transloading facility due to increased business. When switching this industry either siding can be used to drop cars in.

The Gulf Oil Distributor has relaid all of the tracks in the facility and caution should be used in switching cars once shipments resume.

The track work in Redbank has also been rehabilitated. This was done to have better clearances under the Redbank coal tower for the ever increasing double stack traffic. At this time the north end of Brady Siding is out of service due to no turnout. The pre-fab panel track turnout is on order with the manufacturer and is scheduled for September delivery. A blue flag is in place at the end of the siding and a slow order is also in place.

Tunnels, located at Leatherwood and Climax, have had new portal facings replaced. These were needed as the old ones were having clearance issues as well as needing rebuilding due to age.

Also be aware that PENN-DOT has done repaving of the following roads and the road crossings have been rehabilitated.

Lawsonham Rd at Lawsonham
Richards Street in Kittanning.

Conrail Bulletin #060925

In addition to the PENN-DOT repaving projects previously reported on, mainly

Lawsonham Rd at Lawsonham
Richards Street in Kittanning.

Additional work is being done on road crossings in New Bethlehem on:

State Route 66
Liberty Street

At Rose siding:

Rose Siding Rd

At Brookville:

McKinley Street