

A Tour of the Pennsylvania & Berwind RR

The Pennsylvania and Berwind Railroad is a 34.7 mile short line railroad that serves a coal, steel, and general merchandise customer base. The line is also a bridge route for two major interchanging railroads, the B&O on the east and the N&W on the west. Through freights, locals, and coal drags all can be seen keeping the rails shiny. Two major summits are conquered on the mainline and many branches and spurs fan out to serve a variety of customers. The tour begins in the town of Grafton, PA.....

Mainline

M.P. 0.0 – This is the official beginning of the east /west mainline, although up to 3 parallel tracks can be observed continuing west from this point to an eventual physical end of track. Without a timetable and a mile marker that displayed a “0”, it would not be obvious that the official mainline began or ended at this location. MP 0.0 is the dividing point between the beginning/end of the single-track main line and the beginning/end of the Grafton Industrial track.

Grafton Industrial Track – This trackage begins as a westward extension of both the single track mainline and the yard lead to Grafton yard and Grafton Siding. Grafton Industrial Track serves four industries/trans-loading areas with spurs and sidings: Grafton Imports Inc., Ag-Co-ops, Inc., Arrow Lumber Co., and Grafton Dockside.

Grafton Imports, Inc. is served via two spurs that originate from the Grafton Wye tail track. One spur receives inbound steel from Allegheny Steel Inc. The company also receives imported goods via trucks and produces and/or ships outbound fabricated and/or imported goods via the second shorter spur.

Ag-Co-ops, Inc. is served by a long spur that also originates from the Grafton Wye tail track. The company originates outbound grain shipments, some of which terminate on the Brier Spur for Purina Chow, Inc near Shawnee, PA.

Arrow Lumber Co. is served via a long spur that is at the west end of the Grafton Yard lead. Arrow Lumber loads outbound timber that is cut from local logging operations. All outbound loads from this spur are destined for Curry Mill of the Babcock Lumber Co on the Paint Creek Branch.

Grafton Dockside is not an industry name, but rather a trans-loading area in which minerals (usually coal from area mines) is trans-loaded into river/ocean barges for export to China and/or Korea. Trains are unloaded on a long siding that mainly sits atop a large and high bridge that has chutes for loading the barges below.

N&W JCT (MP 2.2) – The lead to and from the Norfolk and Western RR interchange yard meets the mainline here. Through freights and other interchange traffic on the rail line’s east end gives this junction some heavy use.

Grafton (MP 2.4) – is a block limit station at which Manual Block System rules begin on the mainline and end as a train enters Grafton yard limits. Here the grade almost immediately begins eastbound as the railroad climbs toward the summit at Trout Lake, PA. Trains tackle the 1.5% average grade for only a couple miles before leveling off on the Highland Plateau.

Cumberland (MP 5.2) – is block limit station protecting movements and trackage on the outskirts of Highland, PA. Track here is posted for 50 mph and is fairly level while passing over the Highland Plateau and through the industrial section of the town of Highland.

Highland (MP 6.5) -- is a block limit station on the east side of the town of Highland, PA. Highland has the first passing siding on the mainline heading east from Grafton. It is 3800 feet long. Here the grade begins anew its climb to the summit.

Highland Industrial Track – is comprised of numerous small sidings and spurs which leave the Highland siding and mainline to serve five industries in the industrial park:

Reitz Salvage, Inc. – is a scrap metal dealer that receives inbound car loading of scrap metal in gondolas on a short spur. In past years, Reitz received rail traffic infrequently due to weak domestic steel production. However, recent upturns in foreign and domestic scrap steel prices have lead to more business. Rail shipments of scrap metal frequently originate at Horners Inc. in Vonny, PA on the Vonny Branch. The spur to Reitz has the railroad’s only wig-wag crossing signal that protects the railroad crossing of the highway in front of the plant.

Swift Foods, Inc. – is a food processing plant that specializes in meat products. Inbound cattle loads and outbound food loads keep the Highland local busy. In addition to some non-rail locations, Swift receives cattle via rail from Pens team track on the Vonny Branch near Old Town, PA. Outbound food is usually taken by rail to the Shawnee team track for trans-loading into local delivery trucks.

Sweets Candy Co. – is a small operation that is served by a short spur. In times past, the operation received inbound raw sugar via covered hopper rail cars from the Universal Sugar Company on the Vonny Branch. However, operations at the plant have been very slow in recent years with no rail traffic in over 18 months.

Texaco Oil Co. – is a well-known name and is served by a spur that receives rail tank cars of inbound crude oil for refining. Unit tank trains that originate from Standard Oil Inc. on the Old Town Spur in Old Town, PA supply this refinery numerous times per week.

TOFC Yard – is not a company name, but a team track trans-loading area that receives inbound TOFC loads. Trucking companies from the multiple locations receive incoming trailers from the trains at this yard and carry them to their final local destinations. Multiple shipments arrive via trains that originate at Truck Center on the Vonny Branch.

Trout River (MP 8.4) – here the railroad reaches the summit of the Highland Mountain range and crosses the Trout River and passes the banks of Trout Lake. Many people visit Trout Lake as a small resort town. The second passing siding since leaving Grafton is also at this location. The siding is 3640 feet long and rejoins the mainline at our next station.....

Trout (MP 8.7) – is a block-limit station near the start of the descending grade that eastbound trains will tackle for approximately 10 miles until the Allegheny Valley is reached near Mapleton, PA. *Railview Park* is not a station, industry, or timetable entry but is located not far downgrade from Trout near MP 9. It is a county park that railfans and picnickers visit to watch the trains. There is a small old caboose on display on a fenced-in track and large grassy areas for family fun.

Paint Creek Junction (MP 9.6) – is where the Paint Creek Branch joins the mainline.

Grundys (MP 10.9) – is a block limit station that aids in governing mainline movements at Pleasantville Junction and trains leaving and entering the Pleasantville Secondary at Grundys Wye. Grundys Cement Co. has a 600-foot spur nearby that receives inbound rail loads of gravel from Huskin Gravel near Huskin, PA on the mainline.

Pleasantville Junction (MP 10.9) – This is the physical start of the Pleasantville Secondary where the east leg of Grundys wye meets the mainline. Although the Pleasantville Secondary track begins at this junction, the first 0.4 miles of the secondary is Grundys Wye and tail track. The wye is considered in the timetable and rule book as “running track” and is used by the permission of the dispatcher for switching and turning trains as needed.

Mount Union (MP 12.3) – is a block-limit station in the town of the same name. There are two railroad grade crossings in this busy little town. Remnants of an old siding are visible in the weeds on the north side of the track. Most, if not all, of the rail has long since vanished, and pieces a switch stand can be seen near the end of the siding. The switch at the mainline is also gone, but the old headblock and switchstands are in the weeds on the right of way near the west-end railroad crossing.

Huntingdon (MP 14.5) – Huntingdon Paper Company owns a paper mill here and is served by the 2110 foot long Huntingdon Paper Spur. This company receives inbound loads of woodchips from the Curry Mill of the Babcock Lumber Co and produces outbound loads of paper that leave in boxcars bound for Shawnee Team Track and Universal Sugar in Old Town.

Everett (MP 16.5) – This station is block-limit station and protects and helps govern movements on the third siding east of Grafton. The Everett siding is one of the longest on the railroad at 6500 feet. Also, a large piece of the siding is perched on the railroad’s longest bridge called the Everett Viaduct. The Everett Viaduct is 1820 feet long and is the one of the largest stone viaducts in the USA. The bridge carries the railroad across a large valley, over State Hwy 22, and onto a mountain ridge before the rails make their last descent downgrade to the valley floor.

Mapleton (MP 17.9) – Named for a nearby hamlet on the other side of the mountain, Mapleton is a block-limit station on the single track mainline not far east from where the Everett siding rejoins the mainline. The Mapleton block-limit station gives dispatchers the ability for trains to use the Everett siding to run-around their trains if needed without other trains losing access to the mainline directly west of the Allegheny Yard.

Allegheny Yard (MP 21.5) – This yard is the largest on the railroad and is operationally centered on the mainline. The yard begins just off of the Allegheny Siding – which is the railroad’s longest siding on the mainline and is 9150 feet. Allegheny Siding is the fourth mainline siding east of Grafton and is frequently used for trains meeting on the mainline and as switching leads for the Allegheny Yard. This yard contains two (2) yards called Allegheny West yard and Allegheny East yard. All trains with eastbound consists use the Allegheny West Yard and all westbound consists use Allegheny East Yard. This is also where the railroad’s dispatching center is located.

Allegheny Industrial Track – originates on the tail track of the Allegheny Wye in the Allegheny Yard. It serves the large Allegheny Steel Mill. The mill produces outbound steel and receives inbound coal.

Allegheny (MP 21.6) – is a block-limit station on the mainline that helps govern movements onto the main track from the west end of the Allegheny yard and siding.

Parsons (MP 23.3) – This block-limit station is the east end counterpart to Allegheny block-limit station. It helps govern movements to and from the east end of the Allegheny yard and siding.

Shawnee (MP 24.1) – Shawnee has a 1300-foot siding, to which the single track Shawnee Team Track connects. Shawnee Team Track usually receives loads that are being trans-loaded into trucks for local distribution.

Brier (MP 24.5) – is a block-limit station and the origination of the 1540-foot Brier Knob Spur that serves Purina Chow. Train loads of covered hoppers with inbound grains are received for processing. Easily spotted nearby is **Brier Knob (MP 24.8)** which rises from the valley floor at the foothills of the Allegheny Range. It is here that the grade immediately begins as the railroad climbs toward the summit.

Rockingham (MP 25.4) – Nearing the top of its climb on the second major hill on the railroad, the line passes through Rockingham. Hardly more than a dozen houses and a highway intersection, this tiny village nestled in the woods does give place for convenient crew changes at its railroad crossing. The nearby Allegheny River is bridged by a massive structure by the railroad, while the highway uses a less impressive structure down below the railroad -closer to the valley floor.

Summit (MP 26.4) – Only a few hundred feet from the actually apex of the railroad elevation is this block-limit station. Summit also has a 2470-foot long passing siding. Up to this point, the railroad had been climbing a 2.2% grade along the edge of a mountain ridge in order to gain elevation. However, the actual crossing of the top of the mountain range is accomplished by a 180 degree turn that takes the railroad from one ridge, across the summit, to a second crossing of the Allegheny River, and onto another ridge. From here, the railroad winds through 10-degree curves and large cuts and fills as it continues its final descent to the yards at Juniata.

Huskin (MP 27.7) – Huskin is another block-limit station. Here the line runs through a small, tight mountain pass called Huskin Run. There are two reverse curves that are both over 10 degrees. Huskin Spur leaves the mainline inside this pass to serve a gravel and limestone quarry tipple that produces 10-20 car loadings per week. Most of this rock travels to Grundys Cement near

Pleasantville Junction. Within several hundred feet of this pass, the railroad passes through the only tunnel on the mainline. The tunnel is built on a curve and is 780 feet long.

Babcock Junction (MP 29.5) – is the point where the Babcock Spur leaves the mainline. Here the grade is almost flat (0.6% average) and the line winds along a mountain ridge with breath-taking views of the valleys below and foothills in the distance.

Laurel (MP 30.0) – Laurel Siding starts at this block-limit station. The siding is 3480 feet long and the railroad is flat running with a 40 mph speed limit. Laurel is the first siding west of the Juniata yard.

Spruce Run Junction (MP 31.0) – The Spruce Run Secondary departs the mainline southbound at this point outside of the city limits of Old Town.

Old Town (MP 31.2) – is a block limit station named for the small city that the line passes just to the north. It helps protect movements on the mainline near the Spruce Run Secondary and Vonny Branch.

Old Town Junction (MP 31.4) – Origination point of the Vonny Branch. The grade on the line steepens here to an average of 1.75% for one last final descent to the valley floor at Juniata.

Shade Creek (MP 31.6) – This is the final trestle on the railroad's march eastbound. Immediately east of the bridge, is the switch for the **Shade Creek Spur (MP 31.6)** serving the Eminwes Furniture Co. This company gets boxcars of furniture for it's warehouse on this 400-foot spur on a very infrequent basis.

Shade (MP 32.0) – is a block-limit station just outside of the yards at Juniata.

Juniata (MP 32.6) -- is block limit station at which Manual Block System rules begin on the mainline and end as a train enters Juniata yard limits.

Juniata Yard (MP 32.7) – This is the eastern most terminal on the railroad and home to numerous locals. This yard features a full service engine facility, a wye, a cattle and stockcar servicing track, and 17 tracks for classification and storage.

B&O Joint Yard (MP 34.6) – The is the beginning of the yard lead for the joint yard of the Baltimore and Ohio RR interchange trackage. It hosts a modest three-track yard and a small yard office. The B&O sends multiple through freights as bridge traffic via this line.

MP 34.7 – The official beginning of the Baltimore and Ohio RR and the end of the Pennsylvania & Berwind RR mainline.

Branches, Secondaries, Etc

Spruce Run Secondary

Spruce Run Junction (MP 0.0) – The start of the line. It leaves the mainline at MP 31.0. The Spruce Run Secondary is governed by Manual Block System and Block Limit Signals.

OTJ (MP 0.1) – This is the beginning of the Manual Block for entering the branch and the end of the block for trains exiting the branch. The letters are said to stand for Old Town Junction, which is sometimes used to refer to the region where both the Vonny Branch and the Spruce Run Secondary all meet the mainline within less than ½ mile of each other. However, Old Town Junction proper is the specific timetable name for the start of the Vonny Branch on the mainline.

The grade begins here at a steep 2.8% and climbs quickly on a ridge and then bridges above the Vonny branch at MP 0.2 and then bridges Shade Creek on an impressive girder bridge that is just over 430 feet long. The mainline bridge is visible from this span just to the north as it crosses Shade Creek. Near MP 1.0, the line turns sharply south and crosses the valley and the mainline at Mainline MP 24.0 to gain access to another mountainside near our next station....

Hunters Ridge (MP 2.0) – is a block-limit station named for the small nearby trackside community. The area is famous for being home to large whitetail deer and the occasion elk, making it a hunter's paradise during deer season. Many hunters are often spotted using the railroad track to make their way into the forest and hollows many months throughout the year.

Here the railroad continues to climb at 2.25% grade. As we head timetable south, the Hunters Ridge mine and spur are visible high above us on the right side of the tracks. This mine is owned by Berwind White Coal Company. It is an on-again off-again operation that, when operating, gives about 12-14 cars of coal per week. Coal from this mine usually moves to local customers in Old Town at Thompson Coal Co. or goes to export at Grafton Dockside. The spur climbs a short, steep grade that is up to 4%.

Spruce Run (MP 3.3) – has a 1200-foot long passing siding and is a block-limit station. The siding is too small to fit most of the trains that ply this track, but it is used frequently for trains working the Hunters Ridge mine. This hollow, for which the branch line is named, is a steep narrow passage that can test even the most skilled train handler when bringing loaded coal trains out of the mines.

The railroad continues at this point at an average grade of 1.5% and then tops off at a summit consisting of farmland and prairie. The railroad passes through the middle of a large farm, with barns, cattle, and crops all nearby the track. Following a small descending grade, the track crosses Mill Creek on a small girder bridge.

Mill Creek (MP 5.8) -- This is the ending of the Manual Block for southbound trains entering mine trackage and the beginning of the block for trains entering the branch to head north with their loads. Yard limits are in effect from this point to the end of the branch on what is called the Mill Creek Industrial track. The mine is located 0.7 miles beyond Mill Creek.

Mill Creek Tipple (MP 6.5) – is owned by PBS Coals, Inc and is a large deep-shaft mine, and a cleaning/preparation plant. Clean and washed coal from this plant usually is in demand at nearby power plants. Keystone Power near Pleasantville, PA receives coal multiple times per week from the Mill Creek operation.

MP 7.2 -- End of the line. After passing around and under the tipple and through a four track yard and a yard lead, the line ends in the deep woods on a single track at this location.

Vonny Branch

Old Town Junction (MP 0.0) – The start of the line. It leaves the mainline at MP 31.4. The Vonny Branch is listed under Yard Rules and is not governed by block signal rules.

Old Town (MP 0.3) – This station is named for the small town the branch passes through. Old Town is a community that is home to many industrial workers and industries that the railroad serves. Settled in 1922, the city has continued a meek, but steady life in the Laurel Highlands for generations. A small (460 foot) siding is in place here. From this siding, the Old Town Spur leaves and travels through downtown to serve many industries.

Universal (MP 0.8) -- Universal Sugar Co has a processing mill with a two track spur into the facility. Rail traffic has been virtually non-existent for almost 2 years with most inbound and outbound goods traveling by truck. The plant would receive inbound paper for packaging outbound product in small units for retail sale and outbound sugar in covered hoppers for bulk transport. Abandoned roadbed and rotting ties and a spike or two give evidence that, at one time in the distant past, the spur that serves this plant used to continue a short distance to a very small village in the hollow behind the mill. Locals state that this area used to be a logging camp with a logs leaving the area on rails from this spur. Only a few abandoned shacks remain to this day.

Pens (MP 0.9) – is a two track spur to a livestock loading area. Cattle are the primary shipment during round-up season. Most beef load here is destined for Swift Foods, Inc in Highland, PA.

Truck Center (MP 1.2) – Trans Industries, Inc maintains an active TOFC loading facility at this location. Loaded piggyback trains leave daily for TOFC yard in the industrial park at Highland, PA. Not far from this station, the branch passes through a large tunnel (MP 1.3). Six axle engines are prohibited beyond Truck Center account of light rail.

Horners (MP 2.7) – On the outskirts of the town of Vonny is this small (700 foot) spur that serves Horners Inc. Horners ships gondolas of outbound scrap metal. Reitz Salvage in Highland, PA frequently receives these shipments.

Vonny (MP 2.8) – This town (population 1,350) is a railroad community whose residents are employed by the local coal mines, railroad, and auxiliary businesses. Vonny has a station that once served passengers, but now functions as storage and home base for local railroad maintenance crews and supplies.

Vonny Junction (MP 2.9) – The partially abandoned Eureka Spur leaves the branch at this junction and heads for now closed Eureka Mine #34. The spur is out of service beyond MP 0.3 with the rest of the weed-covered track rusting in place. The remnant track serves Berwind-White Inc.'s Eureka Store. Boxcars of inbound goods for retail sale are received on a regular basis.

Agway (MP 3.1) – is named for the long time railroad customer who owns the feed store next to the outer of two sidings. The outside siding is set up for unloading of covered hoppers in which Agway receives grains for feed. The inside siding (next to the main branch track) is used for general switching. The Vonny wye is also at this location. The tail track of the wye travels up a short steep grade to former rail car repair shops. The buildings are abandoned and the wye and tail track are used frequently for switching trains on the branch.

Glossers (MP 3.2) – is a 275 foot spur that serves the Glosser Brothers Company warehouse. Inbound boxcars of goods are unloaded here for distribution to the company's grocery retail chain: GB's.

Iron City (MP 3.9) – the branch climbs out of the narrow valley near Glossers up a steep (2.2%) grade to an industry called Iron City Sash and Door Co. Iron City is served by a 425 foot spur to receive box cars full of window, doors, and other parts for building homes. The rail traffic to Iron City is at least weekly.

MP 4.1 -- The branch continues past Iron City across Dobson Street where a run-around siding completes the branch to end at this milepost.

Old Town Spur

Old Town (MP 0.0) – The start of the line. It leaves the Vonny Branch at MP 0.3 from the Old Town Siding and heads south through the heart of the town. The Old Town Spur is listed under Yard Rules and is not governed by Manual Block System rules.

Belmont (MP 0.3) – The Belmont Lumber Co. has a 260-foot spur here to receive inbound lumber loads for retail sale. Boxcars and center beam flat cars bring in lumber from sources including Curry Mill on the Paint Creek Branch.

Thompson (MP 0.4) – is the location for the 400-foot spur to Thompson Coal Sales. Thompson receives inbound hopper cars of coal for retail sale to local customers. The coal is unloaded on a large trestle under which front-end loaders and trucks trans-load the coal for local distribution.

Standard (MP 0.8) – the Old Town Spur leaves Thompson and climbs an average 3.0% grade through a small canyon to Standard Oil, Inc.'s crude oil facility. The plant is served by two spur tracks that hold tank cars for outbound crude that ships to the Texaco facility at Highland, PA in unit tank trains. The spur continues upgrade beyond the Standard where a passing siding (run-around track) is partially located on one of only two of the railroad's double track bridges.

MP 1.2 – End of the line.

Babcock Spur

Babcock Junction (MP 0.0) – The start of the line. It leaves the mainline at MP 29.5 and heads north along a very gentle grade. The Babcock Spur is listed under Yard Rules and is not governed by Manual Block System rules.

Babcock Mine (MP 0.8) – This ill-fated coal mine owned by the Babcock Mines, Inc has been on-again, off-again with operations since it was purchased from Blue Sky Mining. The mine had encountered problems with ground water while under Blue Sky ownership. Babcock Mines has resumed mining coal frequently, loading many trains of coal for export – only to be shut down by the re-occurring ground water intrusion. Only time will tell about the future of this mine and spur.

MP 1.3 -- The mine is served with two stub end tracks for loading hoppers at the tipple. The track then continues past the tipple to a run-around siding and the ends at a single track at this milepost location.

Pleasantville Secondary

Pleasantville Junction (MP 0.0) – This is the physical start of the Pleasantville Secondary. It is where the east leg of Grundys wye meets the mainline at MP 10.9. Although the Pleasantville Secondary track begins at this junction, the first 0.4 miles of the secondary is the east leg of Grundys Wye and the wye tail track. The wye is considered in the timetable and rule book as “running track” and is used by the permission of the dispatcher for switching and turning trains as needed. Manual Block System Rules and Block Limit Signals govern the majority of the remainder of the Pleasantville Secondary. The line heads northbound from the mainline toward and through the town of Pleasantville and also originates two additional branch lines.

Buck Run (MP 0.4) -- The beginning of the Manual Block for entering the branch and the end of the block for trains exiting.

Moss Creek Junction (MP 1.1) – Origination of the Moss Creek Branch.

Maxfield (MP 1.4) – This is a block limit station and is located near an abandoned coal tipple and siding. The track of the siding is still in the ground, albeit sunk into the coal and mud. The switches on both ends are long gone, as is some of the rail. In the recent run-up of coal prices, there have been rumors of the tipple being reactivated for loading railcars with coal trucked in from local mines. However, there is no substantiation to these claims from any identified industry agents. The line continues climbing at an average 2.25% grade until it levels out on the plateau on which the town of Pleasantville is located.

PV (MP 3.3) – A block-limit station that is on the edge of town of Pleasantville and at the south end of 6200 foot Pleasantville Siding. Trains are able to run at 40 mph on this straight level track.

Pleasantville (MP 3.4) -- The former depot is located on the siding and is currently used by crews for maintenance of the way functions. Abandoned trackage is visible leading from the siding and branching out to two industries in town that are no longer shipping by rail or are out of business. Although most of the rails are still on the ground in town, the tracks are paved over on the spur crossing main street and weeds and cover the right of way in most areas.

Coal Creek Junction (MP 4.3) – Branching westward from this point is the Coal Creek Branch.

Stone (MP 4.4) -- The ending of the Manual Block for trains heading toward Keystone Power and its yard limits and the beginning of the block for trains exiting yard limits and heading south.

Keystone Power (MP 5.6) – The track leaves the wooded area of the plateau and crosses the prairie and farm land area served by this electric generation plant. Mostly flat and level, the railroad is good for 30 mph as trains head toward the unloading pit. Trains can unload here while in motion at 5 mph or below. The railroad forms a complete loop to turn trains around for the journey back south. The power plant receives cleaned and sorted coal from the Mill Creek mine and PBS Coals on the Spruce Run Secondary. The end of the loop rejoins the branch at **MP 6.5**.

Moss Creek Branch

Moss Creek Junction (MP 0.0) – This branch leaves the Pleasantville Secondary at MP 1.1 and heads east. Unlike the other branches on the railroad named for a creek, this branch does not follow Moss Creek much at all as it winds through the forest and mountains. It does however, cross the creek once and run along side of it for a short distance near the end of the line.

Woodland #2 (MP 0.6) – Upon leaving the Pleasantville Secondary, the branch immediately starts a climb eastward at a modest 1.0% grade through the neighboring foothills until it arrives at Woodland #2. The industry located here is a small ore mine owned by Woodland Mining Company that at one time used to ship by rail. Although the switch and spur are still in place, the spur track has been de-listed from the timetable and it has been out-of-service for nearly 12 years. The mine is somewhat active, but with very little output or production due to low quantity of available ore.

From Woodland #2, the track grade stiffens to 2.75% average as it climbs the next 1.5 miles in a series of horseshoe and reverse curves. At MP 1.1 is where Buffalo Rd crosses the branch as the highway heads toward Pleasantville. This the branch's only highway crossing until it gets to the Moss Creek Lumber camp. Although the line only sees at the most 3-4 trains per week and the speed limit is 10 mph, the crossing at Buffalo Road has automatic gates and flashers.

Moss Creek (MP 2.0) – Moss Creek Lumber Company maintains a logging camp and loadout here at this station. The camp is located in a narrow valley in the heart of big timber. There is a 1700 foot siding on which trains of logs of various sizes are loaded for the trip to the lumber mills. Curry Mill on the Paint Creek Branch is a large recipient of the trains that depart from Moss Creek. The Moss Creek local is one the railroad's most sought after jobs due to its relaxed pace and isolated territory.

MP 2.6 – The end of the Moss Creek branch.

Coal Creek Branch

Coal Creek Junction (MP 0.0) – This branch leaves the Pleasantville Secondary at MP 4.3 and heads west. It is the longest branch line on the railroad (not a secondary line).

Timber (MP 0.1) -- The beginning of the Manual Block for trains heading toward the mine and its industrial track and the ending of the block for trains exiting the branch and entering back on the Pleasantville Secondary.

The line has many sharp curves, steep grades, and deep cuts as it follows Coal Creek uphill toward Mine 78. It crosses Coal Creek twice: once on a short low bridge and once on a very tall and long girder bridge. The line is posted for a maximum of 20 mph with empty trains heading west. But heading east, loaded coal trains are restricted to 10 mph upon leaving the mine yards until the steepest part of the grade (3.1%) has been passed by the head end.

Beth (MP 1.4) – The end of the Manual Block for westward trains and the beginning of the Bethlehem Industrial Track (yard limits). Eastward trains begin block limit rules at this location.

Mine 78 (MP 2.2) – Bethlehem Steel Co. owns this mine and loads out 60 car trains many times per week. The coal is raw (not cleaned and sorted) and is mostly bound for Allegheny Steel for their coke ovens or for export due to its high sulfur content. The mine has a two track loaded yard and a two track empty yard.

MP 2.8 – The two track empty yard is a stub end affair that terminates the line.

Paint Creek Branch

Paint Creek Junction (MP 0.0) – This branch leaves the mainline at MP 9.6 and heads south. It has a moderately long curved wooden trestle that is a spectacular to behold. Trains immediately start on a 2.8% grade as they leave the junction and head for the first of two crossings of Paint Creek. The Paint Creek Branch contains the longest stretch of the steepest grades on the entire railroad.

Paint (MP 0.1) -- The beginning of the Manual Block for trains heading south onto the branch and the ending of the block for trains exiting the branch and entering back on the main line.

Cub Run (MP 0.7) – is named for the narrow canyon that the railroad and Paint creek run through. Grades on the approach to this area run near 4.2% for several hundred feet. Cub Run is well known for black bear sightings and the location name of “cub” is said to refer to the numerous bear cub sightings that surveyors spotted while building the railroad through here.

Ashtola (MP 1.1) -- The ending of the Manual Block for trains heading south into Curry Mill and the beginning of the block for trains leaving the Curry Mill Industrial Track and yard limits and re-entering back on the branch.

Curry Mill (MP 1.4) – Babcock Lumber Co maintains this large sawmill tucked away in this high mountain valley. Inbound logs from Arrow Lumber in Grafton and from Moss Creek Lumber in Moss Creek are turned into finished outbound lumber and woodchips – most of all which moves in and out by rail. Outbound woodchips are mainly bound for the Huntingdon Paper Company. Lumber moves to various points across the system including Belmont Lumber in Old Town and Shawnee Team track for trans-loading. The plant contains three complete sidings within its loading and unloading areas.

Mill Siding (MP 1.9) – Following all three loadout sidings rejoining the branch near MP 1.8, Mill Siding begins at MP 1.9 as a 2100 foot run-around track on which trains are readied for departure northbound.

MP 2.5 – Mill Siding concludes with a single tail track for headroom to handle several locomotives and a caboose when running around a train. This tail track terminates the line at MP 2.5.