

Pennsylvania Railroad 1950 Track Charts

New York - Chicago Pittsburgh - Columbus

VOLUME I

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











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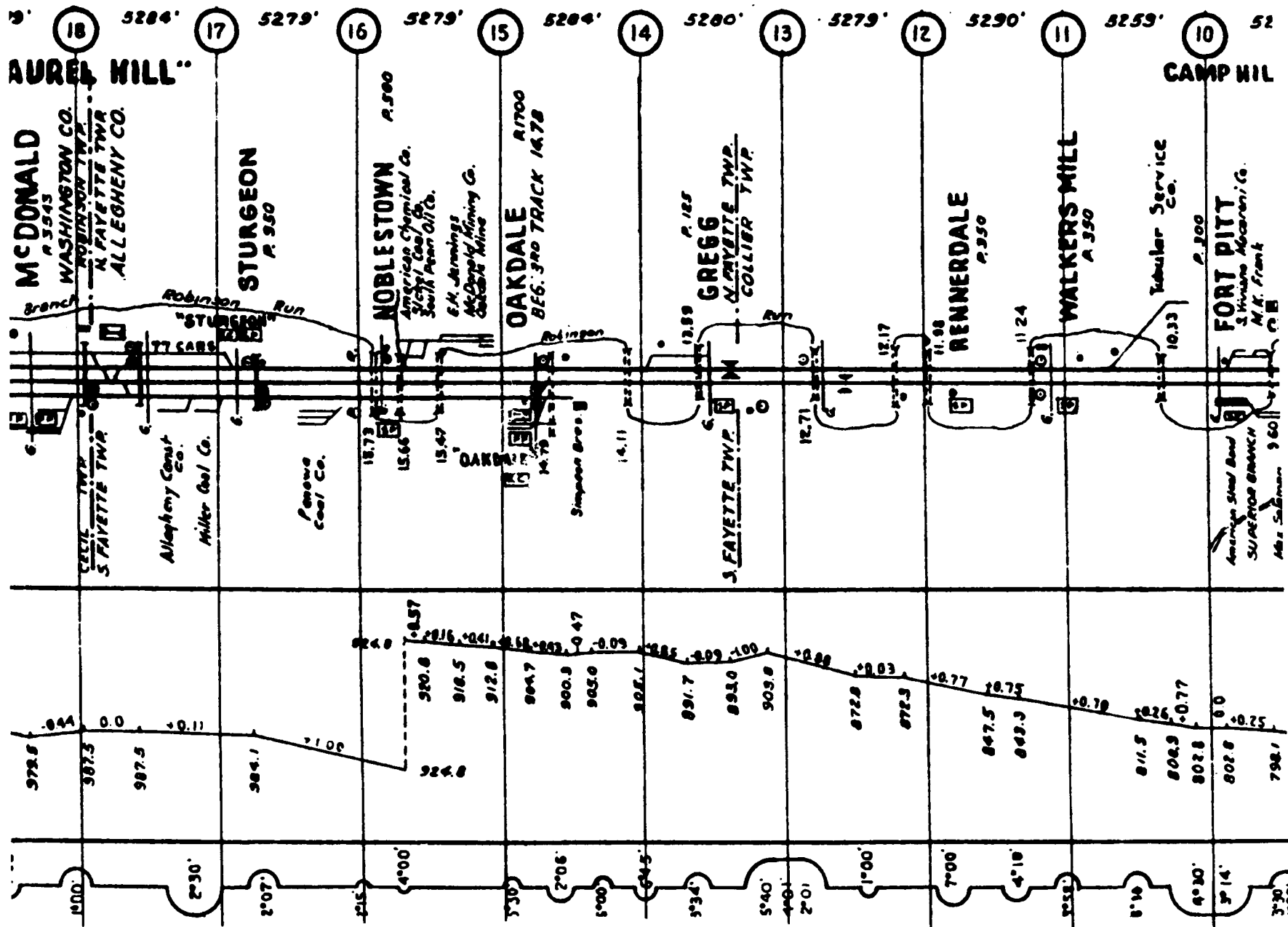
Contained within the covers of these two volumes are the track charts for the Pennsylvania Railroad for the time period of January 1, 1950. Covered are the entire main line from New York to Chicago, the main line from Pittsburgh to Columbus, as well as the New Portage Branch which bypasses the Horseshoe Curve from Gallatin, Pa. to Hollidaysburg, Pa.. The O.C. & Scully Branch link the Fort Wayne and Panhandle lines on the western side of Pittsburgh. The Conemaugh Main is a bypass linking Pittsburgh and Johnstown via the Allegheny River and the Kiski River. The line known as the Trenton Cutoff is listed as segment section Morrisville - Parkesburg, pages 13 - 20. This line was and is still used to shunt traffic north of the Philadelphia district.

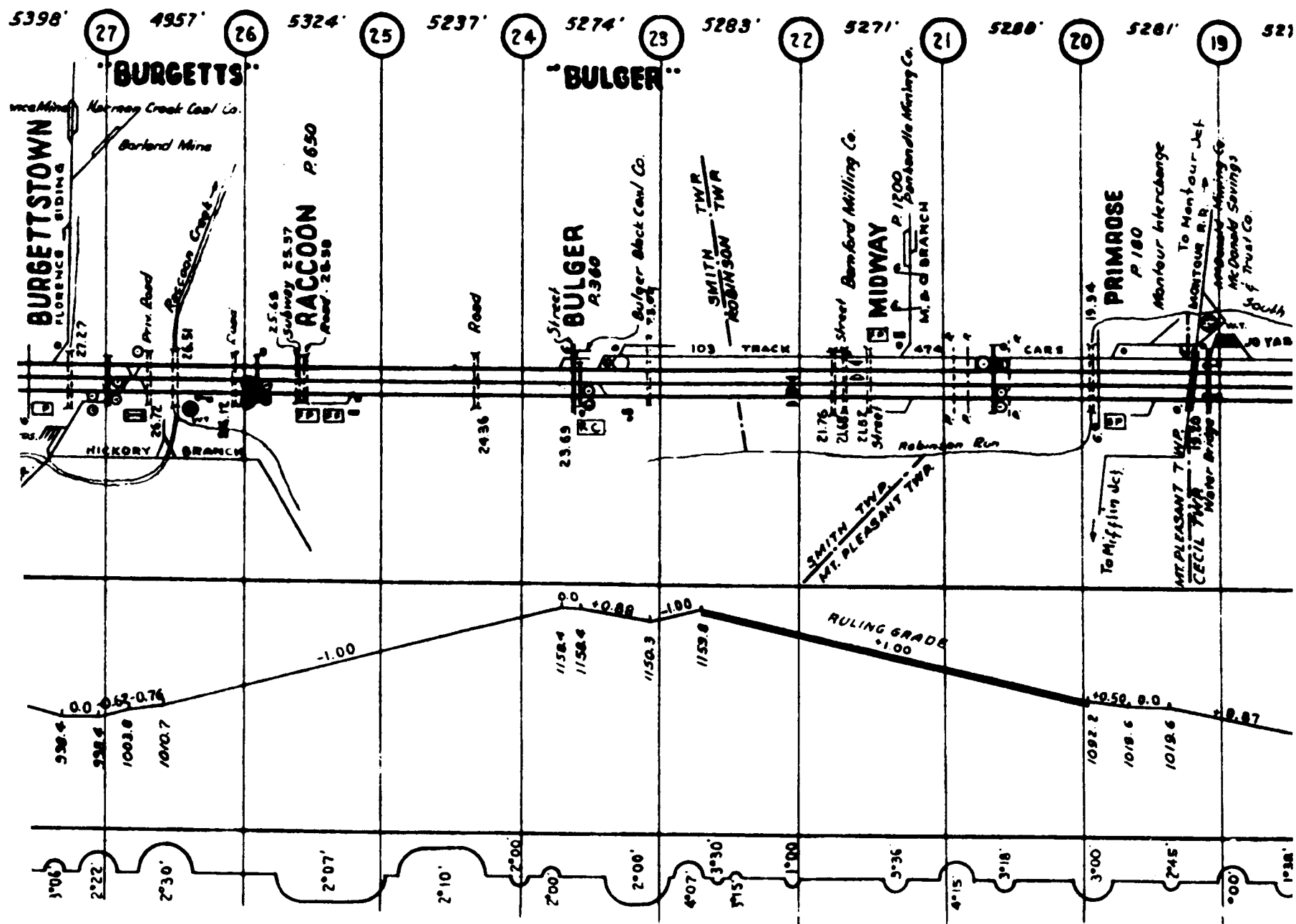
It should be noted that the two volumes contain only the above for a specific reason, namely for the fact that all segments are for the same time period. In searching for other track charts to augment this set, it was impossible to locate lines such as the main line from Columbus - St. Louis or Harrisburg - Buffalo. It is rare to locate track charts since they were not readily available to other than engineering personnel. It is even more unusual to have so many for a given time period. What you have between the covers is a road map to the old form C.T. 1000 issued by the Pennsylvania Railroad. The C.T. 1000 was last issued in 1945 and was sold off to railfans during 1974/75. Interpretation of the C.T. 1000 is complicated by the fact that it is impossible to determine on which side of the tracks structures were located. This is most important to the modeler. These two volumes will answer hundreds of questions that have went through the minds of the Pennsy fan, historian and modeler.

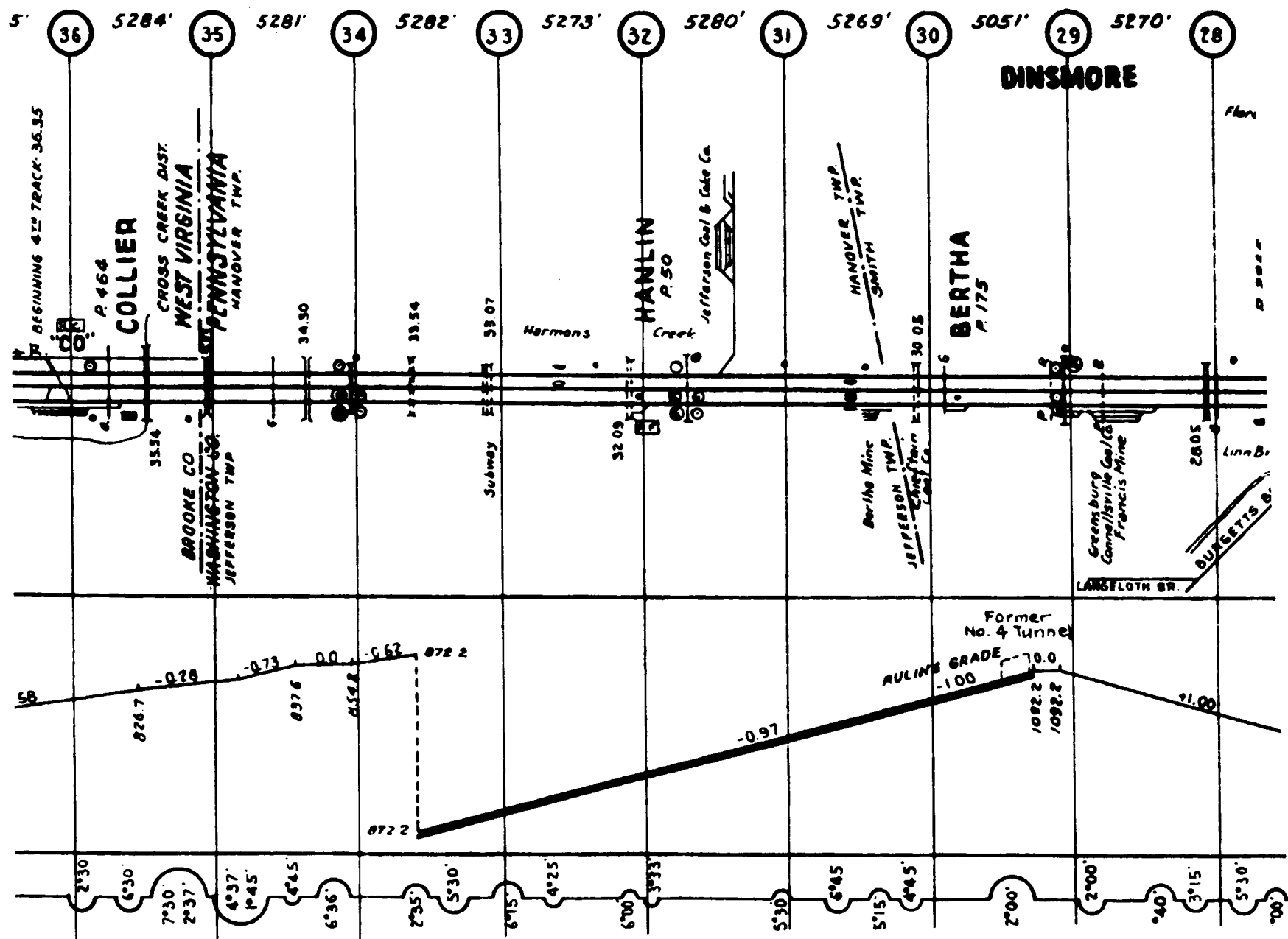
It would have been desirable to have had the other portions of the Pennsy to complete this work. Possibly in the future, someone will be able to locate those portions not made available in these two volumes.

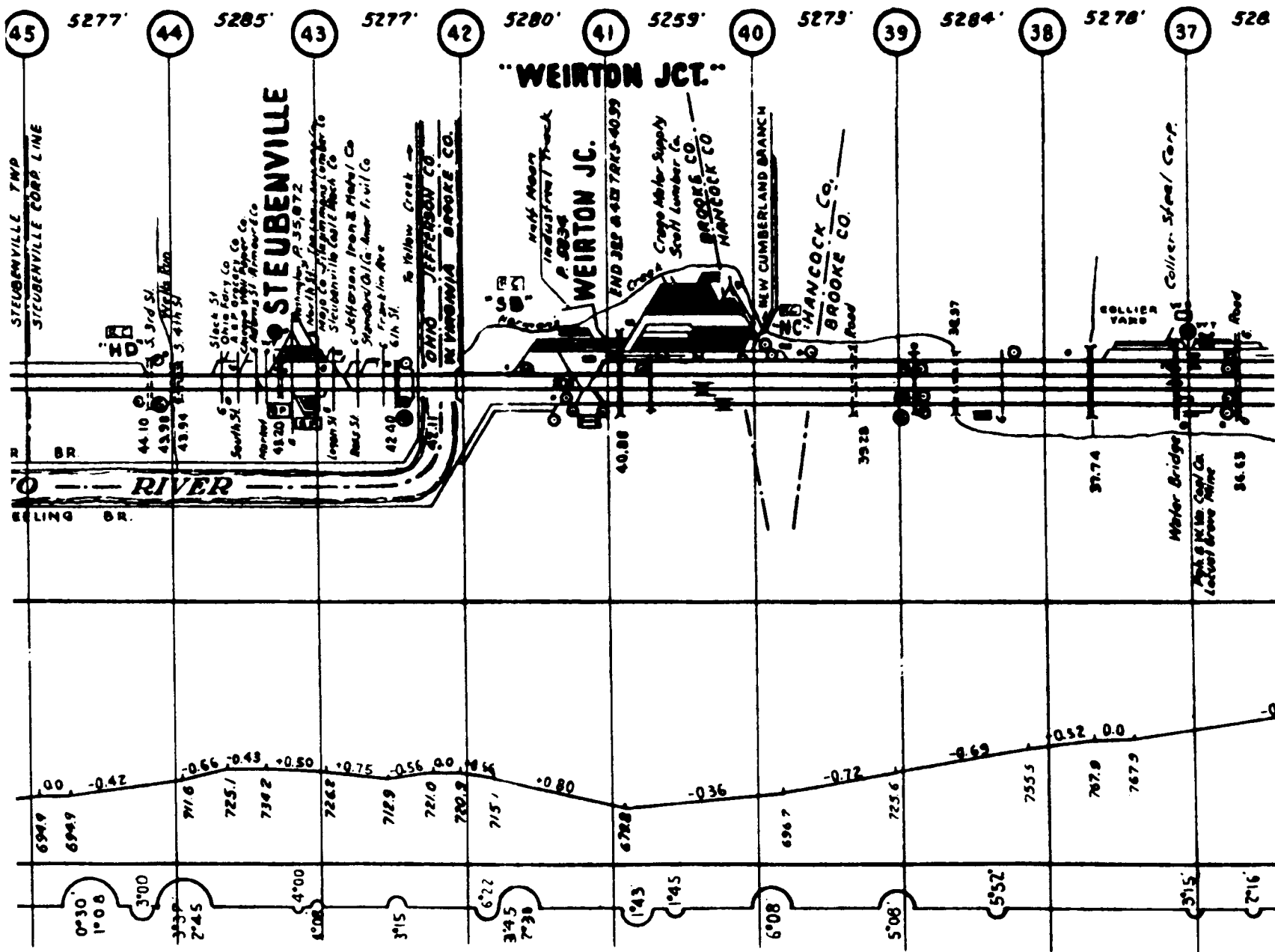
CADIZ JCT. TO PITTSBURGH, (SOUTH SIDE)

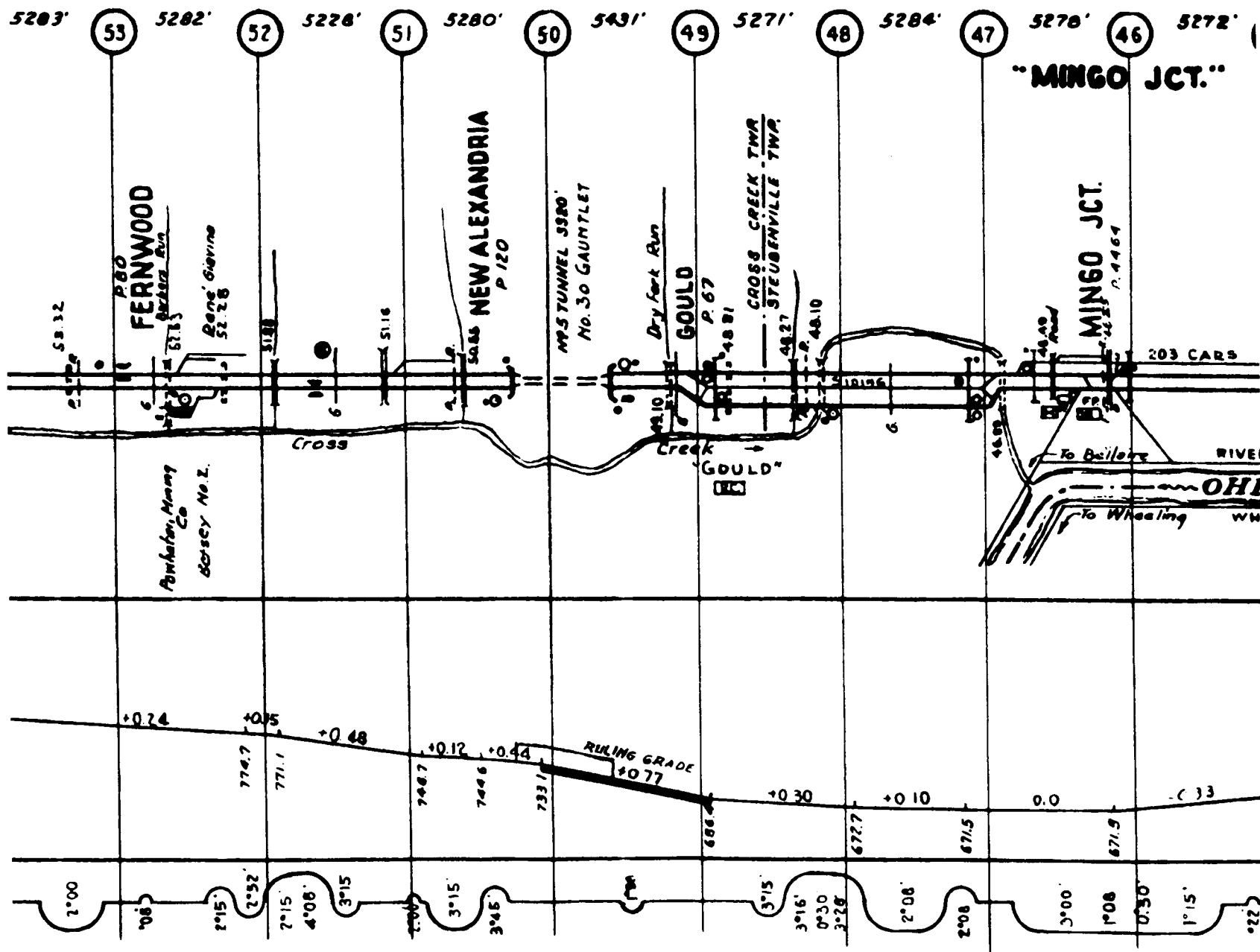
L E G E N D	
	Track
	Grades
	Alignment
	Passenger Station
	Freight Station
	Interlocking Tower
	Telephone Booth or Box
	Tool House
	Highway Grade Crossing
	Overhead Bridge
	Undergrade Bridge
	Tunnel
	Dragging Equipment Detector
	Population
	Signals

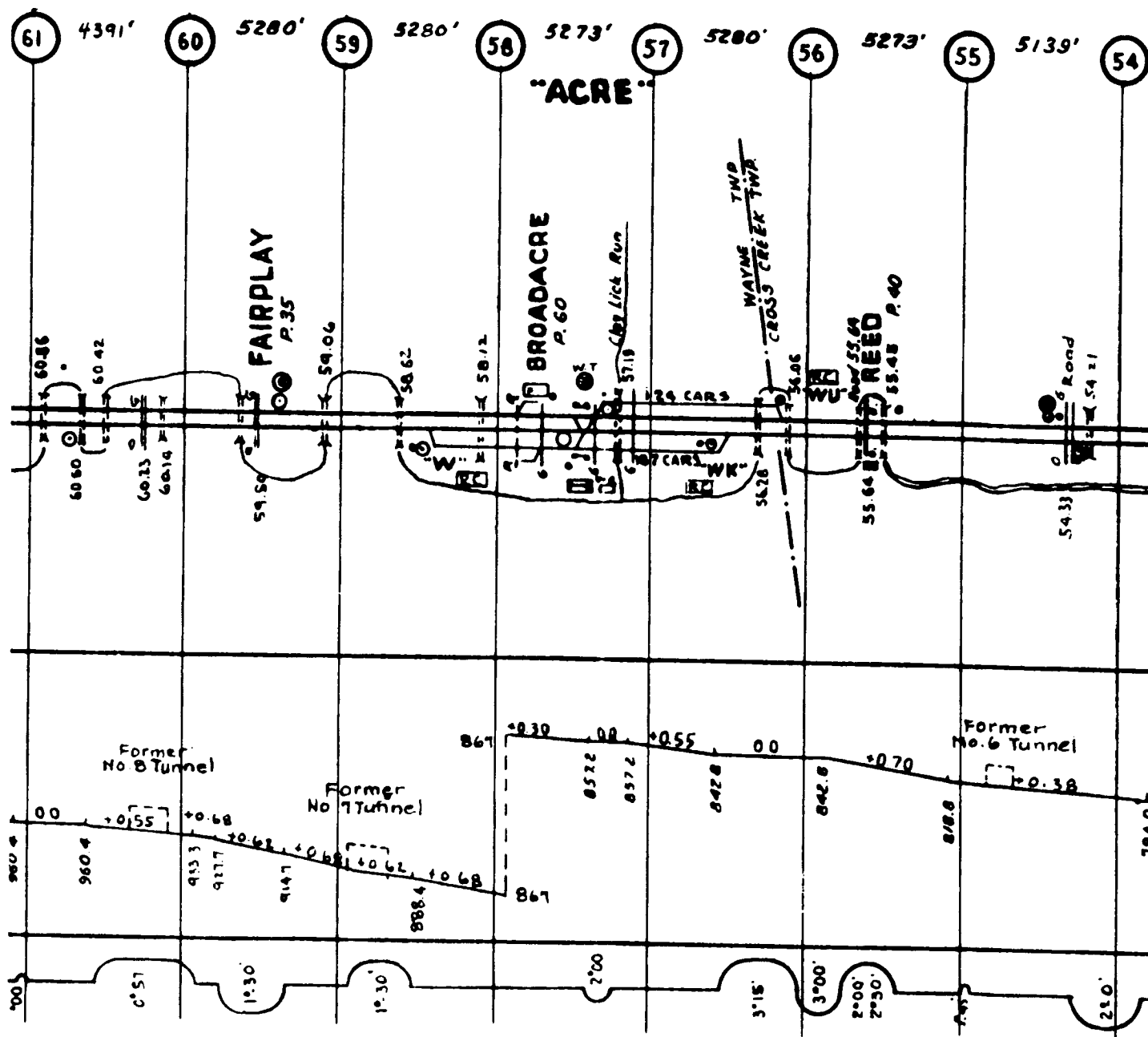


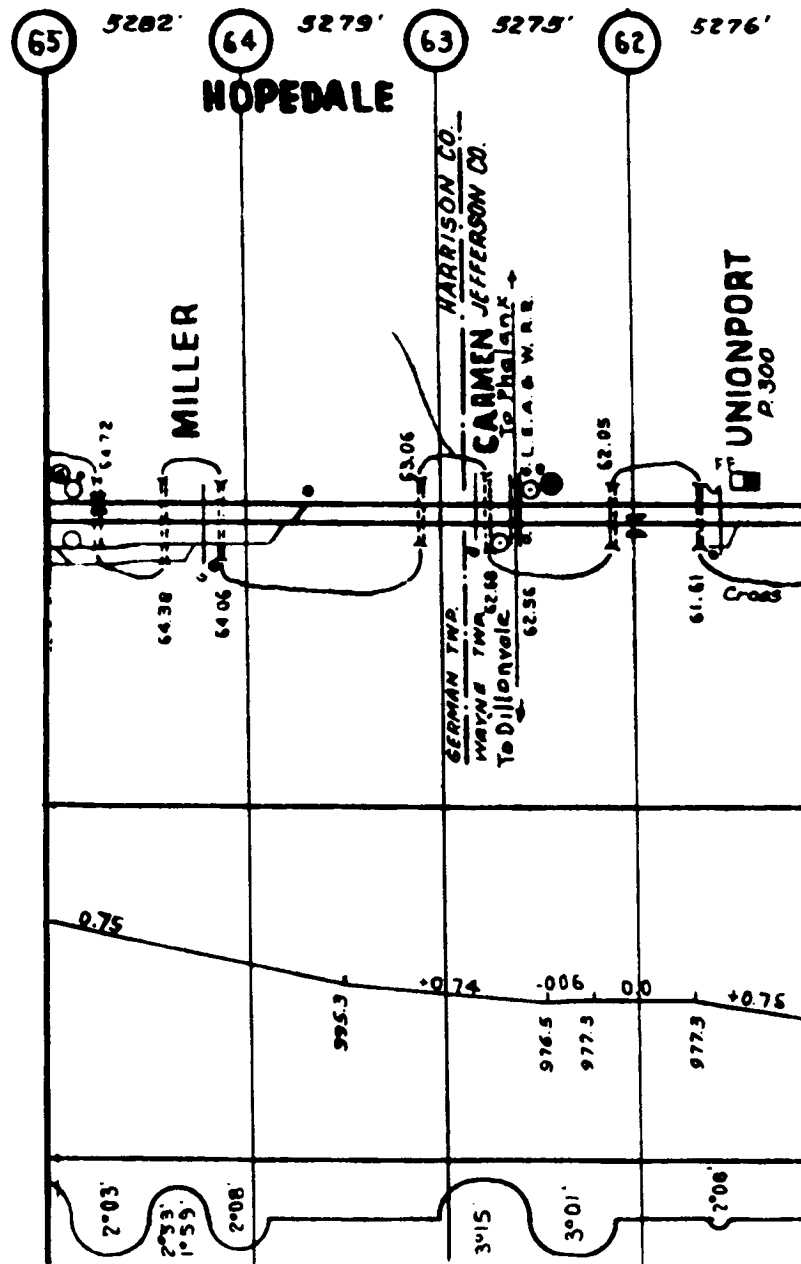











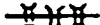



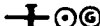



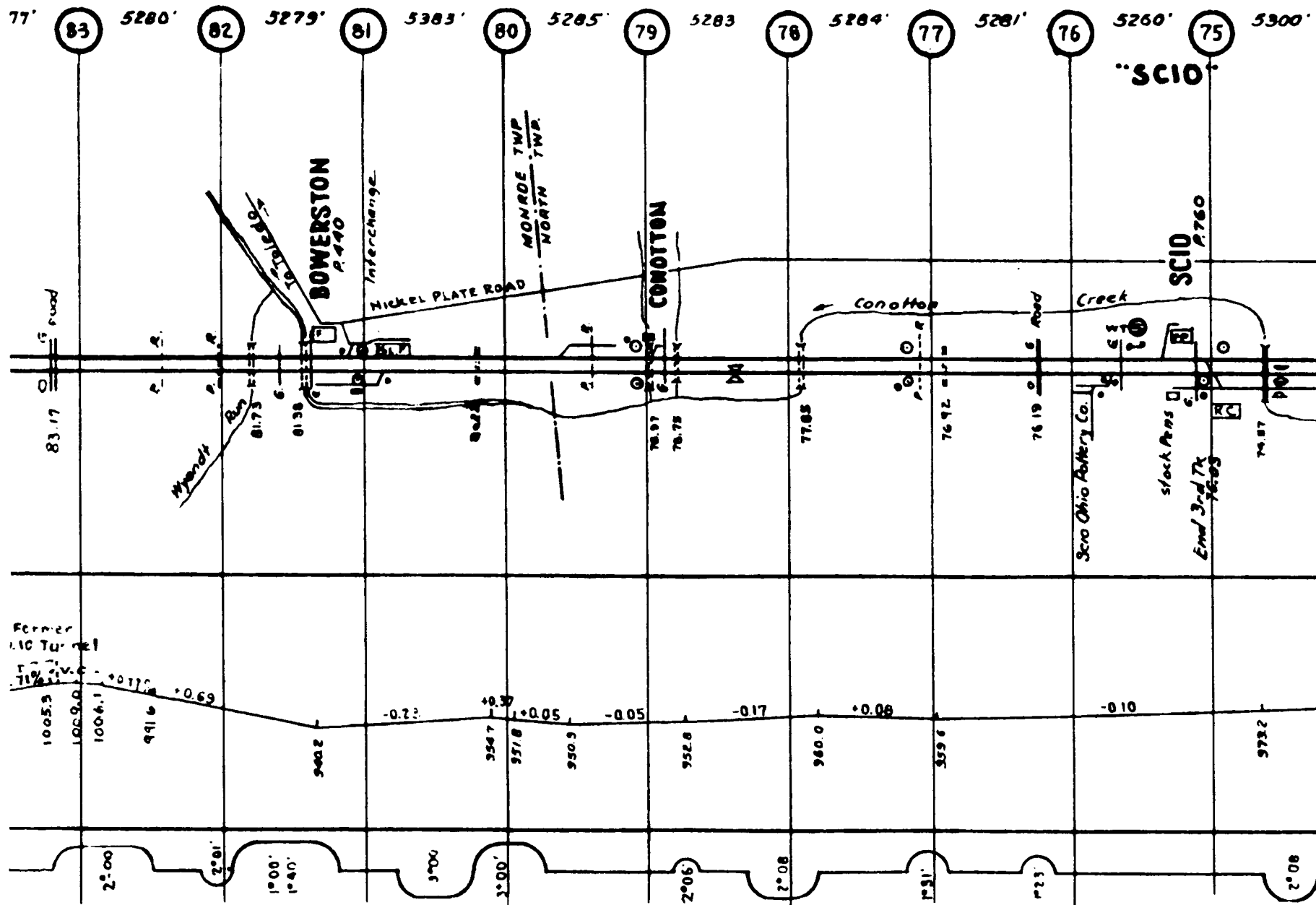


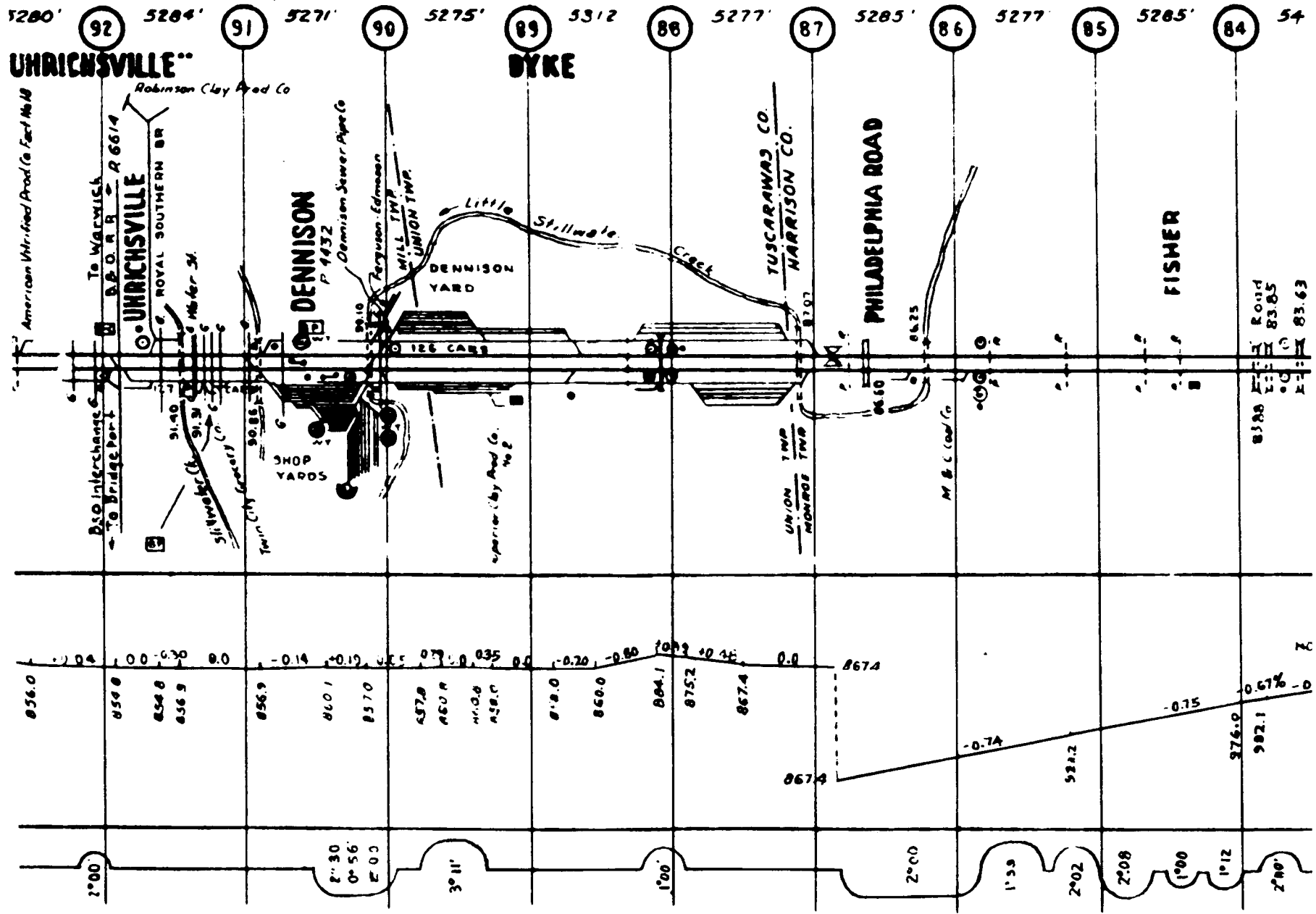


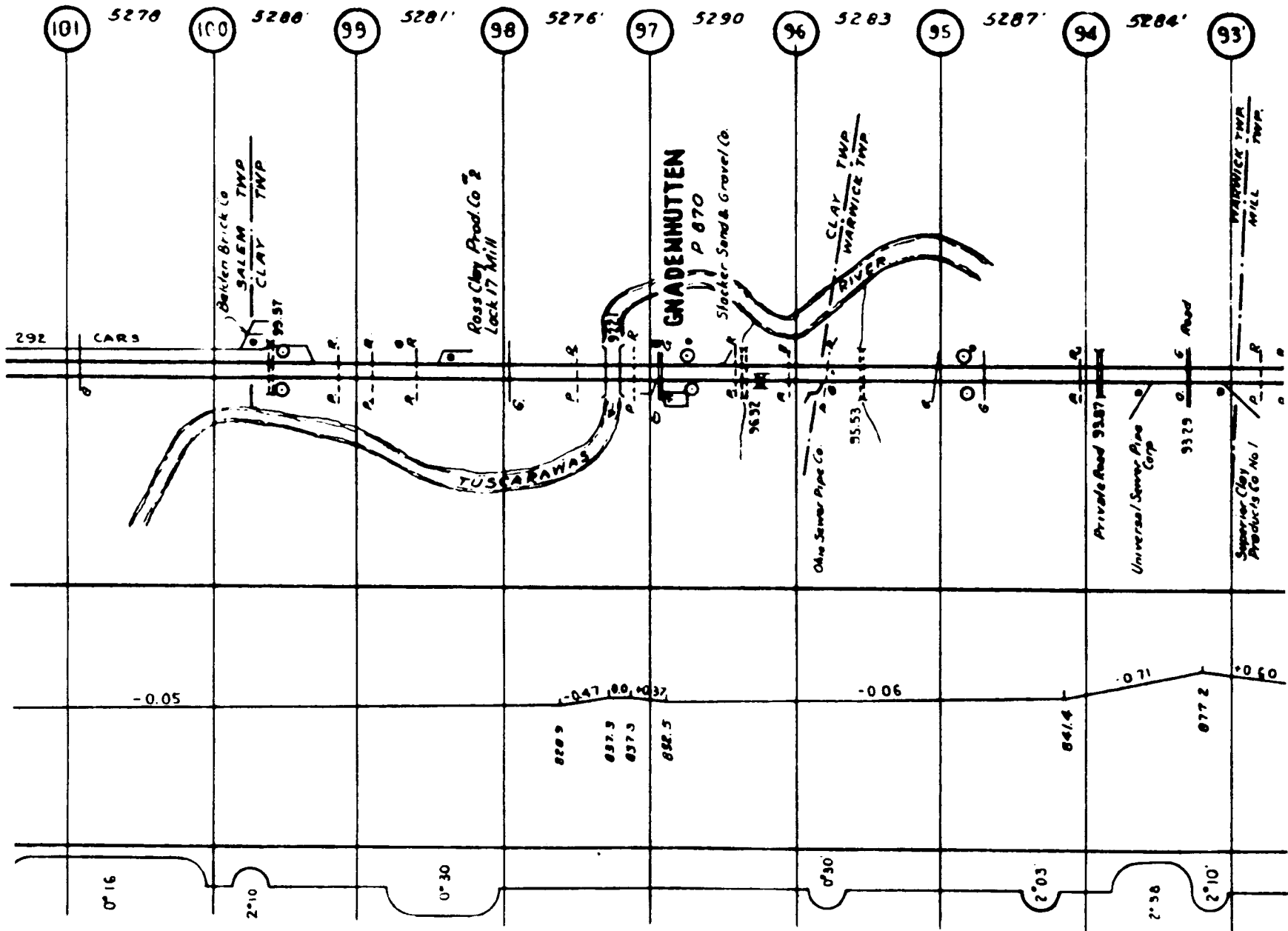


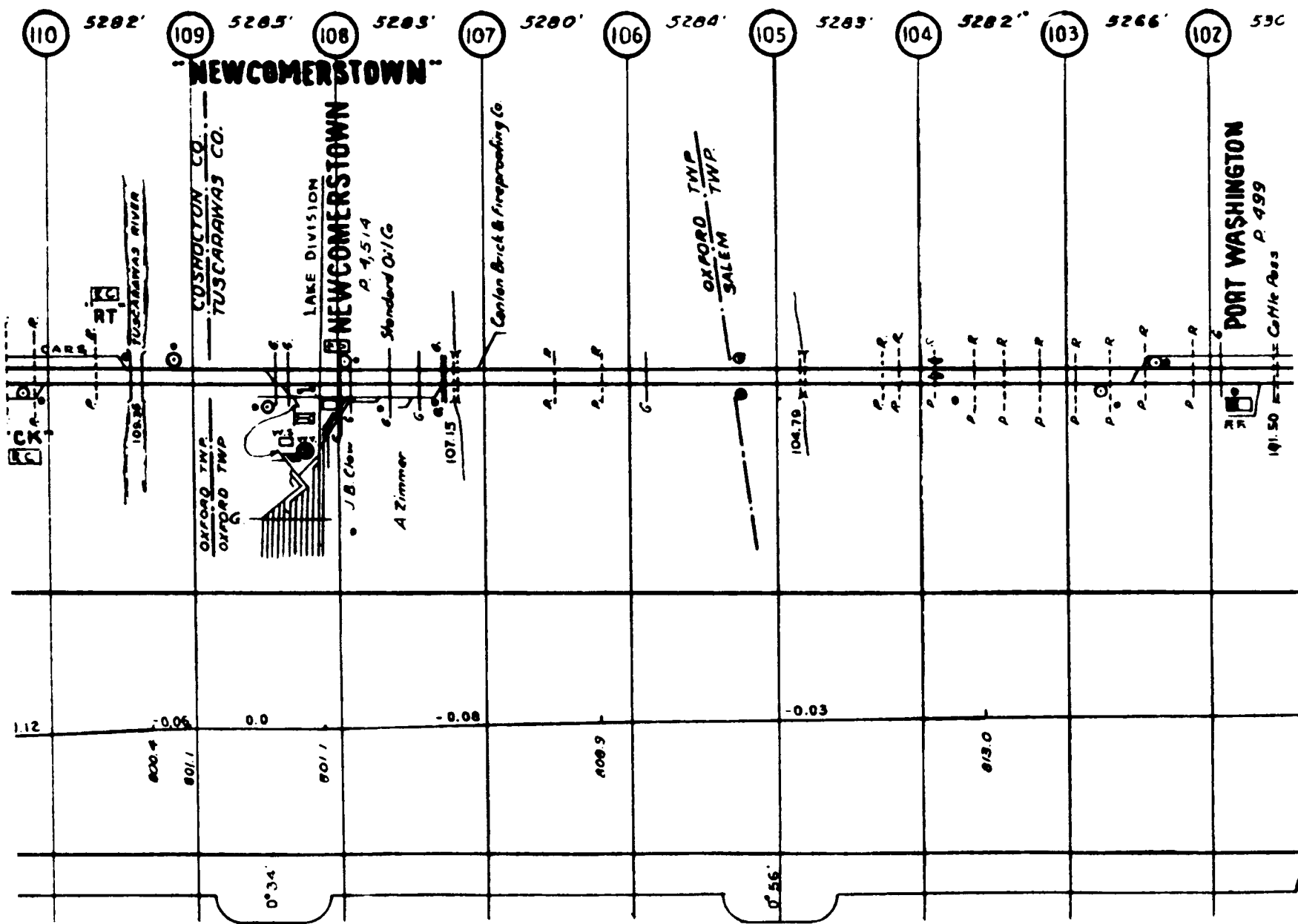
CONESVILLE TO CADIZ JCT.

<u>L E G E N D</u>			
	Track		Tool House
	Grades		Highway Grade Crossing
	Alignment		Overhead Bridge
	Passenger Station		Undergrade Bridge
	Freight Station		Dragging Equipment Detector
	Interlocking Tower		Signals
	Telephone Booth or Box		























COLUMBUS TO CONESVILLE

L E G E N D	
	Track
	Grades
	Alignment
	Passenger Station
	Freight Station
	Interlocking Tower
	Telephone Booth or Box
	Tool House
	Highway Grade Crossing
	Overhead Bridge
	Undergrade Bridge
	Dragging Equipment Detector
	Population
	Signals

