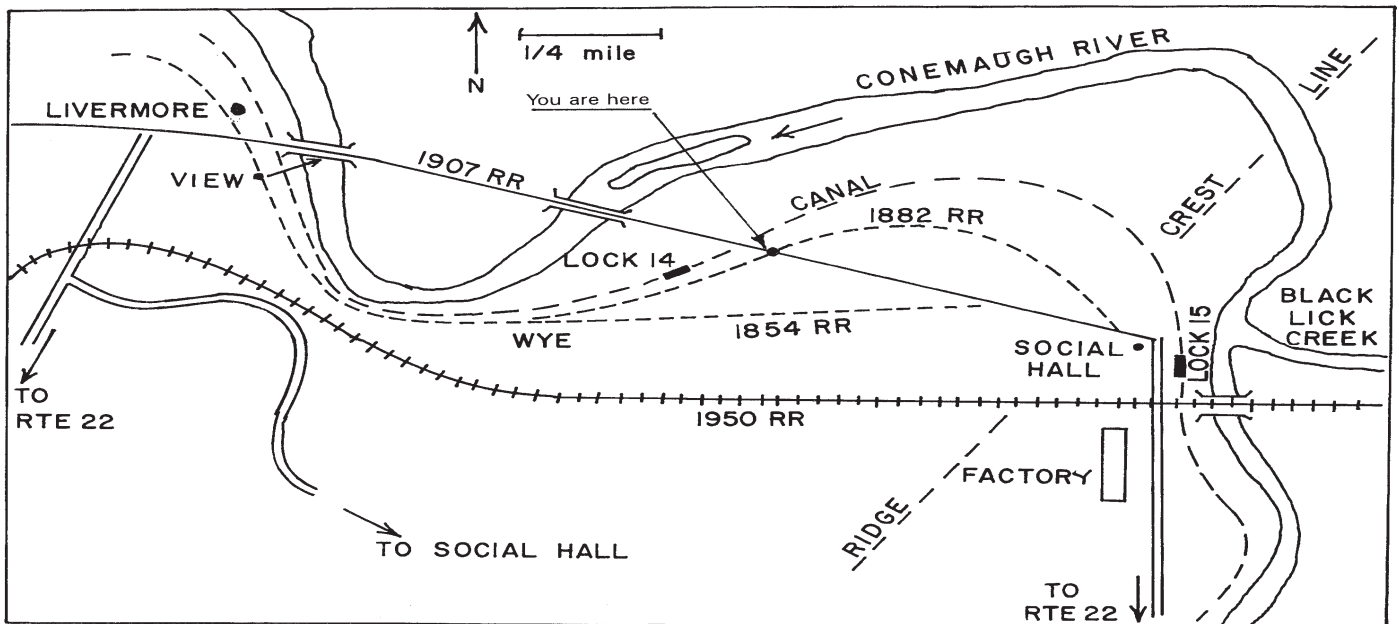


WEST PENN TRAIL

at
1882 RAILROAD CROSSING



At this point, the 1907 railroad grade (that is, the hiker-biker trail) crosses (cuts through) an earlier line followed by this railroad. That old line is on a contour elevated approximately ten feet above the level at this sign post.

In 1882, the West Penn Railroad grade was made less steep by relocating the tracks onto a longer line that climbs more slowly up the west slope of the Fayette Anticline. That new, switchback line begins at the WYE found one-half mile south of here, where the 1882 line diverges from the original rail line, graded in 1854.

Reduction of the slope of the rail bed had to begin at the WYE site, and not closer to Livermore, because there was no space, on the south side of the river, below Livermore, where the tracks could have been relocated. The grade reduction begun in 1903 solved the problem by means of deep cuts and expensive (but elegant) stone-arch bridges located on a straight line (the hiker-biker trail). Construction of the Conemaugh Dam, begun in 1948, made it necessary to relocate the 1907 track bed onto higher ground, above the highest water level attainable in the flood-control reservoir.