



## WEST PENN TRAIL at HIGH - LINE TOWER



The low mound of earth seen along the edge of the bluff, here, is all that remains of an embankment that once supported a " railroad track," in 1950, while the Conemaugh Dam was being built. Another track ran along the base of the cliff behind you. The two tracks carried the four legs of an A-frame tower that supported one end of a steel cable, three inches in diameter and 1400 feet long, that stretched across the river valley. The other end of the cable was attached to a similar tower located on the opposite side of the valley (opposite end of the dam).

A bucket that held 6 cubic yards of concrete was suspended from a wheeled trolley that rode on the cable. Each filled bucket could be brought above any position on the dam site by moving the two suspension towers as one unit, parallel to the river. A concrete mixing plant was located near the cable tower on the west side of valley. Water pure enough for making concrete was obtained from five wells, not from the river. The sand came from the Allegheny River valley near New Kensington. The gravel used was the Loyalhanna Limestone, obtained from a quarry located along Route 30 between Latrobe and Ligonier. Railroad cars carrying the gravel went to Latrobe, then Bolivar, where the train crossed the river and came back through Blairsville, to the dam site.