

Signal Tower

Due to the blind curve ahead, train crews could not see if the track was clear going into the Montour Junction yard area.

A set of two signals controlled the block (track section) between this location and the yard tracks. The other signal was under the Rt. 51 bridge a half mile ahead.

When a train occupied the block, a red signal would light, indicating to any approaching train that it must stop. When the green signal was lit, it showed the block was clear for approaching traffic to proceed.



Montour #25 poses for a portrait on the main line near Montour Junction, ca. 1923. Photo courtesy Gene P. Schaeffer collection.



For more information go to: montourrr.com

Yard Limit Sign

This sign designated the start of the yard limits of Montour Junction, located between Route 51 and the Pittsburgh & Lake Erie (now CSX) tracks along the Ohio River.

Yard limit rules specify that train speed must be managed so that a train can stop within half of the engineer's sight distance.



Montour #35 pulls loaded coal hoppers through Montour Junction yard tracks in 1934. Howard Krater photo

The yards included an engine house, railroad shops, warehouses, offices and a scale where coal loads were weighed before final shipment.

The signal tower and Yard Limit sign were restored by the Montour Railroad Historical Society, with assistance and fabrication supplied by H. Snyder Steel and Bill Errera Truck Fabricating.