NOTE: LOCKS 5 THRU 9 HAVE LIMITED HOURS OF OPERATION
FOR HOURS OF OPERATION, CONTACT ONE OF THE
FOLLOWING;
PITTSBURGH DISTRICT OFFICE (412)395-7171
OHIO-ALLEHENY AREA OFFICE (412)395-7650/7654

CALL
(412) 936-1212
TO HEAR IF HAZARDOUS
BOATING CONDITIONS EXIST.

FRONT COVER:
ALLEHENY LIFT LOCK NO. 4 & WEIGH LOCK 1829-1861
Artist rendering by GAI, Inc. based on sketch from
Pennsylvania Archives.
Information shown on this chart is a general depiction of the waterway and adjacent areas only and is not in anyway to be construed as representing precise or accurate dimensions, portrayals, features, or other data. Major changes which occur will be published in “NOTICES TO NAVIGATION INTERESTS.”

The general locations of AIDS-TO NAVIGATION are shown, as they existed on the last editing date of this book. They may subsequently have been moved, destroyed or discontinued. They should in no event be used to fix the position of a vessel.

The following applies for Charts 1 through 10:
The source mapping used to develop and portray the information shown on these charts were compiled from aerial photography exposed in 1992 and 1993. The Geographic Coordinates represented were converted from the source mapping Horizontal Grid Data, State Plane Coordinate System, Pennsylvania South Zone, NAD 83 (86) utilizing Conversion software. The grid annotated on these charts are for general reference and not to be used for precise location of features.

The minimum channel depth depicted on these charts was developed from soundings data obtained on June 1992, and June 1996 for charts 1 thru 10.

The following applies for Charts 10 through 21:
The source mapping used to develop and portray the information shown on these charts were compiled from aerial photography exposed in 1999. The Geographic Coordinates represented were converted from the source mapping Horizontal Grid Data, State Plane Coordinate System, Pennsylvania South Zone, NAD 83 (86) utilizing Conversion software. The grid annotated on these charts are for general reference and not to be used for precise location of features.
NAVIGATION CHARTS AND NOTICES
Spiral-bound Allegheny, Monongahela and Ohio River Navigation Charts are available for purchase from the U.S. Government Printing Office by internet, telephone, fax or mail order.

- Telephone (202) 512-1800 or Toll-Free (866) 512-1800 Monday through Friday, 7:30 a.m. - 9:00 p.m. EST
- Fax (202) 512-2250
- Mail Order Superintendent of Documents P.O. Box 371954 Pittsburgh, PA 15250-7954

Payment must accompany all orders and can be made by check, money order, Visa, MasterCard, Discover/NOVUS, American Express or Superintendent of Documents Deposit Account. Checks and money orders should be made payable to the Superintendent of Documents. All credit card orders must include the account number and expiration date of the credit card. Payments made by Superintendent of Documents deposit account must include the account number.

When ordering by internet, enter “River Navigation Charts” in the Search the Sales Product Catalog field and click on the Submit button. Click on the Add to Cart icon and follow the instructions provided to order your navigation chart(s).

Information on how to order spiral-bound copies of navigation charts for the Allegheny, Monongahela and Ohio Rivers is also available on the Pittsburgh District internet site at www.lrp.usace.army.mil/nav/navcharts.htm. Links to access navigation charts outside the Pittsburgh District boundaries are also available on our internet site.

Notices to Navigation Interests, containing data on channel conditions and location of dredges, are issued as occasions demand. Pittsburgh District’s Notices to Navigation Interests are available on our internet site (www.lrp.usace.army.mil) for viewing and printing. Interested parties, who send a request to:

Chief, Regulatory Branch
U.S. Army Engineer District, Pittsburgh
William S. Moorhead Federal Building
1000 Liberty Avenue
Pittsburgh, PA 15222-4186

are placed on a mailing list to receive either electronic or printed copies of these notices.

NAVIGATION CHARTS
Allegheny River: Charts 1 – 21
Monongahela River: Charts 1 – 34
Ohio River (Cairo, IL to Foster, KY): Charts 1 – 122
Ohio River (Foster, KY to New Martinsville, WV): Charts 122 – 186
Ohio River (New Martinsville, WV to Pittsburgh, PA): Charts 187 – 224

MILE POINTS
Mile points are shown on the charts at one mile intervals, with figures designating mileage above (the Point) Pittsburgh, Pennsylvania.

BUOYS
Buoy used to mark channels in the Mississippi River System conform to the standard lateral system of buoyage on the Western Rivers of the United States. Generally, the unlighted buoys in the Allegheny, Monongahela and Ohio Rivers are equipped with radar reflectors. All buoys are equipped with reflective material; buoys on the left descending side of the channel reflect red; buoys on the right descending side of the channel reflect green.

GAGES
All gages read 9 feet at normal pool level, except as otherwise noted on charts. All elevations based on N.G.V.D. (National Geodetic Vertical Datum).

PERMITS-JURISDICTION
In the administration of laws enacted by Congress for the protection and preservation of navigation and the navigable waters of the United States, the U.S. Army Corps of Engineers exercises jurisdiction over the Allegheny, Monongahela and Ohio Rivers. Work or structures in, under, or over the Allegheny, Monongahela and Ohio Rivers between the limits of ordinary high water lines on both banks of the stream require prior authorization. Inquiries regarding permits for such work or structures should be addressed to:

District Engineer
U.S. Army Engineer District, Pittsburgh
William S. Moorhead Federal Building
1000 Liberty Avenue
Pittsburgh, PA 15222-4186

or may be made by telephone to: (412) 395-7152

PITTSBURGH DISTRICT INTERNET SITES OF INTEREST TO NAVIGATION
Pittsburgh District:
www.lrp.usace.army.mil

Navigation Chart Information:
www.lrp.usace.army.mil/nav/navcharts.htm

Notices to Navigation Interests:
www.lrp.usace.army.mil/or/navrpt.htm

Current River Conditions:
http://www.lrp.usace.army.mil/current

Permit and Regulatory Information:
www.lrp.usace.army.mil/or/or-f/permits.htm

GENERAL NOTES NAVIGATION CHARTS ALLEGHENY RIVER
U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
Revised: 1 January 2004

SHEET A
REGULATIONS

PRESCRIBED BY THE SECRETARY OF THE ARMY FOR THE OHIO AND MISSISSIPPI RIVERS, ABOVE CAIRO, IL, AND THEIR TRIBUTARIES:

USE, ADMINISTRATION AND NAVIGATION:

THE LAW

Section 7 of the River and harbor Act of August 8, 1917, provides as follows:

"That it shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding $500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court."

In pursuance of the law above quoted, the following regulations were prescribed to govern the use, administration, and navigation of the Ohio River above Cairo, Ill., and its tributaries.

207.300 Ohio River, above Cairo, Ill., and their tributaries; use, administration, and navigation.

(a) Authority of Lockmasters. The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he is authorized to give all necessary orders and directions and in accordance therewith, both to employees of the Government and to any and every person within the limits of the lock or lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his assistant. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of Federally constructed mooring facilities.

(b) Safety Rules for Vessels Using Navigation Locks. The following safety rules are hereby prescribed for vessels in the locking process, including the act of approaching or departing a lock:

(i) Tows with Flammable or Hazardous Cargo Barges, Loaded or Empty.
(ii) Stripping barges or transferring cargo is prohibited.
(iii) All hatches on barges used to transport flammable or hazardous materials shall be closed and latched, except those barges carrying a gas-free certificate.
(iv) Spark-proof protective rubbing fenders ("possums") shall be used.
(v) All Vessels.

(i) Leaking vessels may be excluded from locks until they have been repaired to the satisfaction of the lockmaster.
(ii) Smoking, open flames, and chipping or other spark-producing activities are prohibited on deck during the locking cycle.
(iii) Painting will not be permitted in the lock chamber during the locking cycle.
(iv) Tow speeds shall be reduced to a rate of travel such that the tow can be stopped by checking should mechanical difficulties develop. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their energies prior to beginning an approach. Engines shall not be turned of in the lock until the tow has stopped and been made fast.
(v) U.S. Coast Guard Regulations require all vessels to have on board life saving devices for prevention of drowning. All crew members of vessels required to carry work vests (life jackets) shall wear them during a lockage, except those persons in an area enclosed with a handrail or other device which would reasonably preclude the possibility of falling overboard. All deckhands handling lines during locking procedures shall wear a life jacket. Vessels not required by Coast Guard Regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

(c) Reporting of Navigation Incidents. In furtherance of increased safety on waterways the following safety rules are hereby prescribed for all navigation interests:

(1) Any incident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.
(2) Whenever barges are temporarily moored at other than commercial terminals or established fleeting areas, and their breaking away could endanger a lock, the nearest lock shall be so notified, preferably the downstream lock.
(3) Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing these points may be advised of the hazards.
(4) In the event of an oil spill, notify the nearest lock downstream, specifying the time and location of the incident, type of oil, amount of spill, and what recovery or controlling measures are being employed.
(5) Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.
(6) Whenever it is necessary to report an incident involving uncontrolled, sunken or sinking barges, cargo in the barges shall be accurately identified.

(d) Precedence at Locks.

(1) The vessel arriving first at a lock shall normally be first to lock through, but precedence shall be given to vessels belonging to the United States. Licensed commercial passenger vessels...
operating on a published schedule or regularly operating in the "for hire" trade shall have precedence over cargo tows and like craft. Commercial cargo tows shall have precedence over recreational craft, except as described in paragraph (f).

(2) Arrival posts or markers may be established above and/or below the locks. Vessels arriving at or opposite such posts or markers will be considered as having arrived at the locks within the meaning of this paragraph. Precedence may be established visually or by radio communication. The lockmaster may prescribe such departure from the normal order of precedence as in his judgment is warranted to achieve best lock utilization.

(e) Unnecessary Delay at Locks. Masters and pilots must use every precaution to prevent unnecessary delay in entering or leaving locks. Vessels failing to enter locks with reasonable promptness when signaled to do so shall lose their turn. Rearranging or switching of barges in the locks or in approaches is prohibited unless approved or directed by the lockmaster. This is not meant to curtail "jackknifing" or set-overs where normally practiced.

(f) Lockage of Recreation Craft.

In order to fully utilize the capacity of the lock, the lockage of recreational craft shall be expedited by locking them through with commercial craft, provided that both parties agree to joint use of the chamber. When recreational craft are locked simultaneously with commercial tows, the lockmaster will direct, whenever practicable, that the recreational craft enter the lock and depart while the tow is secured in the lock. Recreational craft will not be locked through with vessels carrying volatile cargoes or other substances likely to emit toxic or explosive vapors. If the lockage of recreational craft can not be accomplished within the time required for three other lockages, a separate lockage of recreational craft shall be made. Recreational craft operators are advised that many locks have a pull chain located at each end of the lock which signals the lockmaster that lockage is desired.

(g) Simultaneous Lockage of Tows with Dangerous Cargoes. Simultaneous lockage of other tows with tows carrying dangerous cargoes or containing flammable vapors normally will only be permitted when there is agreement between the lockmaster and both vessel masters that the simultaneous lockage can be executed safely. He shall make a separate decision each time such action seems safe and appropriate, provided:

(1) The first vessel or tow in and the last vessel out are secured before the other enters or leaves.

(2) Any vessel or tow carrying dangerous cargoes is not leaking.

(3) All masters involved have agreed to the joint use of the lock chamber.

(h) Stations While Awaiting Lockage. Vessels awaiting their turn to lock shall remain sufficiently clear of the structure to allow unobstructed departure for the vessel leaving the lock. However, to the extent practicable under the prevailing conditions, vessels and tows shall position themselves so as to minimize approach time when signaled to do so.

(i) Stations While Awaiting Access Through Navigable Pass. When navigable dams are up or are in the process of being raised or lowered, vessels desiring to use the pass shall wait outside the limits of the approach points unless authorized otherwise by the lockmaster.

(j) Signals. Signals from vessels shall ordinarily be by whistle; signals from locks to vessels shall be by whistle, another sound devise, or visual means. When a whistle is used, long blasts of the whistle shall not exceed 10 seconds and short blasts of the whistle shall not exceed 3 seconds. Where a lock is not provided with a sound or visual signal installation, the lockmaster will indicate by voice or by the wave of a hand when the vessels may enter or leave the lock. Vessels must approach the locks with caution and shall not enter nor leave the lock until signaled to do so by the lockmaster.

The following lockage signals are prescribed:

(1) Sound Signals by Means of a Whistle. These signals apply at either a single lock or twin locks.

(i) Vessels desiring lockage shall on approaching a lock give the following signals at a distance of not more than one mile from the lock:

(a) If a single lockage only is required: One long blast of the whistle followed by one short blast.

(b) If a double lockage is required: One long blast of the whistle followed by two short blasts.

(ii) When the lock is ready for entrance, the lock will give the following signals:

(a) One long blast of the whistle indicates permission to enter the lock chamber in the case of a single lock or to enter the landward chamber in the case of twin locks.

(b) Two long blasts of the whistle indicates permission to enter the riverward chamber in the case of twin locks.

(iii) Permission to leave the locks will be indicated by the following signals given by the lock:

(a) One short blast of the whistle indicates permission to leave the lock chamber in the case of a single lock or to leave the landward chamber in the case of twin locks.

(b) Two short blasts of the whistle indicates permission to leave the riverward chamber in the case of twin locks.

(iv) Four or more short blasts of the lock whistle delivered in rapid succession will be used as a means of attracting attention, it indicate caution, and to signal danger. This signal will be used to attract the attention of the captain and crews of vessels using or approaching the lock or navigating in its vicinity and to indicate that something unusual involving or requiring special caution is happening or is about to take place. When this signal is given by the lock, the captains and crews of vessels in the vicinity shall immediately become on the alert to determine the reason for the signal and shall take the necessary steps to cope with the situation.

(2) Lock Signal Lights. At locks where density of traffic or other local conditions make it advisable, the sound signals from the lock will be supplemented by signal lights. Flashing lights (showing a one-second flash followed by a two-second eclipse) will be located on or near each end of the land wall to control use of a single lock or of the landward lock of double locks. In addition, at double locks, interrupted flashing lights (showing a one-second flash followed by a three-second eclipse) will be located on or near each end of the intermediate wall to control use of the riverward lock. Navigation will be governed as follows:

Red Light. Locks cannot be made ready immediately. Vessel shall stand clear.

Amber Light. Lock is being made ready. Vessel may approach but under full control.

Green Light. Lock is ready for entrance. Vessel may enter but gates cannot be recessed completely. Vessel may enter under full control and with extreme caution.

(3) Radio Communications. VHF-FM radios, operating on the FCC authorized Maritime Band, have been installed at all operational locks. Radio contact may be made by any vessel desiring passage. Commercial tows are especially requested to make contact at least one half hour before arrival in order that the pilot may be informed of current river and traffic conditions that may affect the safe passage of this tow.
All locks monitor 156.8 MHz (Ch. 16) and 156.65 MHz (Ch. 13) and can work 156.65 MHz (Ch. 13) and 156.7 MHz (Ch. 14). Ch. 16 is the authorized call, reply and distress frequency, and locks are not permitted to work on this frequency except in an emergency involving the risk of immediate loss of life or property. Vessels may call and work Ch. 13, without switching, but are cautioned that vessel to lock traffic must not interrupt or delay Bridge to Bridge traffic which has priority at all times.

(k) Rafts. Rafts to be locked through shall be moored in such manner as not to obstruct the entrance of the lock and if to be locked in sections, shall be brought to the lock as directed by the lockmaster. After passing the lock the sections shall be reassembled at such distance beyond the lock as not to interfere with other vessels.

(l) Entrance to and Exit from Locks. In case two or more boats or tows are to enter for the same lockage, their order of entry shall be determined by the lockmaster. Except as directed by the lockmaster, no boat shall pass another in the lock. In no case will boats be permitted to enter or leave the locks until directed to do so by the lockmaster. The sides of all craft passing through any lock shall be free from projections of any kind which might injure the lock walls. All vessels shall be provided with suitable fenders, and shall be used to protect the lock and guide walls until it has cleared the lock and guide walls.

(m) Mooring.

(1) At Locks.

(i) All vessels when in the locks shall be moored as directed by the lockmaster. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessels from “running” in the lock. All vessels will have one additional line available on the head of the tow for emergency use. The pilothouse shall be attended by qualified personnel during the entire locking procedure. When the vessel is securely moored, the pilot shall not cause movement of the propellers except in emergency or unless directed by the lockmaster. Tying to lock ladders is strictly prohibited.

(ii) Mooring of unattended or nonpropelled vessels or small craft at the upper or lower channel approaches will not be permitted within 1200 feet of the lock.

(2) Outside of Locks.

(i) No vessel or other craft shall regularly or permanently moor in any reach of a navigation channel. The approximate centerline of such channels are as marked as the sailing line on the Corps of Engineers’ navigation charts. Nor shall any floating craft, except in an emergency, moor in any narrow or hazardous section of the waterway. Furthermore, all vessels or other craft are prohibited from regularly or permanently mooring in any section of navigable waterways which are congested with commercial facilities or traffic unless it is moored at facilities approved by the Secretary of the Army or his authorized representative. The limit of congested areas shall be marked on Corps of Engineers’ navigation charts. However, the District Engineer may authorize in writing exceptions to any of the above if, in his judgment, such mooring would not adversely affect navigation and anchorage.

(ii) No vessel or other craft shall be moored to railroad tracks, to riverbanks in the vicinity of railroad tracks when such mooring threatens the safety of equipment using tracks, to telephone poles or power poles, or to bridges or similar structures used by the public.

(iii) Except in case of great emergency, no vessel or craft shall anchor over revetted banks of the river, and no floating plant other than launches and similar small craft shall land against banks protected by revetment except a regular commercial landings. In all cases, every precaution to avoid damage to the revetment works shall be exercised. The construction of log rafts along mattressed or paved banks or the tying up and landing of log rafts against such banks shall be performed in such a manner as to cause no damage to the mattress work or bank paving. Generally, mattress work extends out into the river 800 feet from the low water line.

(iv) Any vessel utilizing a federally constructed mooring facility (e.g., cells, buoys, anchor rings) at the point designated on the current issue of the Corps’ navigation charts shall advise the lockmaster at the nearest lock that from point by the most expedient means.

(n) Draft of Vessels. No vessel shall attempt to enter a lock unless its draft is at least three inches less than the least depth of water over the guard sills, or over the gate sill if there be no guard sills. Information concerning controlling depth over sills can be obtained from the lockmaster at each lock or by inquiry at the office of the district engineer of the district in which the lock is located.

(o) Handling Machinery. No one but employees of the United States shall move any lock machinery except as directed by the lockmaster. Tampering or meddling with the machinery or other parts of the lock is strictly forbidden.

(p) Refuse in Locks. Placing or discharging refuse of any description into the lock, on lock walls or esplanade, canal or canal bank is prohibited.

(q) Damage to Locks or Other Work. To avoid damage to plant and structures connected with the construction or repair of locks and dams, vessels passing structures in the process of construction or repair shall reduce their speed and navigate with special caution while in the vicinity of such work. The restrictions and admonitions contained in these regulations shall not affect the liability of the owners and operators of floating craft for any damage to locks or other structures caused by the operation of such craft.

(r) Trespass on Lock Property. Trespass on locks or dams or other United States property pertaining to the locks or dams is strictly prohibited except in those areas specifically permitted. Parties committing any injury to the locks or dams or to any part thereof will be responsible therefore. Any person committing a willful injury to any United States property will be prosecuted. No fishing will be permitted from lock walls, guide walls, or guard walls of any lock or from any dam except in areas designated and posted by the responsible District Engineer as fishing areas. Personnel from commercial and recreational craft will be allowed on the lock structure for legitimate business reasons: e.g., crew changes, emergency phone calls, etc.

(s) Restricted Areas at Locks and Dams. All waters immediately above and below each dam, as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted area at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or red flashing lights installed in conspicuous and appropriate places.

(t) Statistical Information.

(1) Masters of vessels shall furnish to the lockmaster such statistics of passengers or cargo as may be requested.

(2) The owners or masters of vessels sunk in the navigable waters of the United States shall provide the appropriate District Engineer with a copy of the sunken vessel report furnished to the
U.S. Coast Guard Marine Inspection Office in accordance with Code of Federal Regulations Title 33 Subpart 64.10-1. (u) Operations during High Water and Floods in Designated Vulnerable Areas. Vessels operating on these waters during periods when river stages exceed the level of “ordinary high water”, as designated on Corps of Engineers’ navigation charts, shall exercise reasonable care to minimize the effect of their bow waves and propeller washes on river banks; submerged structures or habitations; terrestrial growth such as trees and bushes; and manmade amenities that may be present. Vessels shall operate carefully when passing close to levees and other flood protection works, and shall observe minimum distance from banks which may be prescribed from time to time in Notices to Navigation Interests. Pilots should exercise particular care not to direct propeller wash at river banks, levees, revetments, structures or other appurtenances subject to damage from wave action.

(v) Navigation Lights for Use at All Locks and Dams.

(1) At locks at all fixed dams and at locks at all movable dams when the dams are up so that there is no navigable pass through the dam, the following navigation lights will be displayed during hours of darkness.

(a) Three green lights visible through an arc of 360° arranged in a vertical line on the upstream end of the river (guard) wall unless the intermediate wall extends farther upstream. In the latter case, the lights will be placed on the upstream end of the intermediate wall.

(b) Two green lights visible through an arc of 360° arranged in a vertical line on the downstream end of the river (guard) wall unless the intermediate wall extends farther downstream. In the latter case, the lights will be placed on the downstream end of the intermediate wall.

(c) A single red light, visible through an arc of 360° on each end (upstream and downstream) of the land (guide) wall.

(2) At movable dams when the dam has been lowered or partly lowered so that there is an unobstructed navigable pass through the dam, the navigation lights indicated in the following paragraphs will be displayed during hours of darkness until lock walls and weir piers are awash.

(a) Three red lights visible through an arc of 360° arranged in a vertical line on the upstream end of the river (guard) wall.

(b) Two red lights visible through an arc of 360° arranged in a vertical line on the downstream end of the river (guard) wall.

(c) A single red light visible through an arc of 360° on each end (upstream and downstream) of the land (guide) wall.

(3) After lock walls and weir piers are awash they will be marked as prescribed in paragraph (x) below.

(4) If one or more bear traps or weirs are open or partially open, and may cause a set in current conditions at the upper approach to the locks, this fact will be indicated by displaying a white circular disk 5 feet in diameter, on or near the light support on the upstream end of the land (guide) wall during the hours of daylight, and will be indicated during hours of darkness by displaying a white (amber) light vertically under and 5 feet below the red light on the upstream end of the land (guide) wall.

(x) Buoys at Moveable Dams.

(1) Whenever the river (guard) wall of the lock and any portion of the dam are awash, and until covered by a depth of water equal to the project depth, the limits of the navigable pass through the dam will be marked by buoys located at the upstream and downstream ends of the river (guard) wall, and by a single buoy over the end or ends of the portion or portions of the dam adjacent to the navigable pass over which project depth is not available. A red nun-type buoy will be used for such structures located on the left-hand side (facing downstream) of the river and a green can-type buoy for such structures located on the right-hand side. Buoys will be lighted, if practicable.

(2) Where powerhouses or other substantial structures projecting considerably above the level of the lock wall are located on the river (guard) wall, a single red light located on top of one of these structures may be used instead of river wall buoys prescribed above until these structures are awash, after which they will be marked by a buoy of appropriate type and color (red nun or green can buoy) until covered by a depth of water equal to the project depth. Buoys will be lighted, if practicable.

(y) Vessels to Carry Regulations. A copy of these regulations shall be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply. Copies may be obtained from any lock office or District Engineer’s office on request. Masters of such vessels are encouraged to have on board copies of the current edition of appropriate navigation charts.

NOTE: These regulations are those in effect 31 July 1975.
SECTION 15. That it shall not be lawful to tie up or anchor vessels or other craft in navigable channels in such a manner as to prevent or obstruct the passage of other vessels or other craft; or to sink, or permit or cause to be sunk, vessels or craft in navigable channels; or to float loose timber and logs, or to float what is known as sack rafts of timber and logs in streams or channels actually navigated by steamboats in such manner as to obstruct, impede, or endanger navigation. And whenever a vessel, raft, or other craft is wrecked and sunk in a navigable channel, it shall be the duty of the owner, lessee, or operator of such sunken craft to immediately mark it with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until the sunken craft is removed or abandoned, and the neglect or failure of the said owner, lessee, or operator so to do shall be unlawful; and it shall be the duty of the owner, lessee, or operator of such sunken craft to commence the immediate removal of the same, and prosecute such removal diligently and failure to do so shall be considered as an abandonment of such craft, and subject the same to removal by the United States as hereinafter provided for (30 Stat. 1152; 33 U.S.C. § 409).

SECTION 16. That every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation or the provisions of sections thirteen, fourteen, and fifteen of this Act shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding twenty-five hundred dollars nor less than five hundred dollars, or by imprisonment (in the case of a natural person) for not less than thirty days nor more than one year, or by both such fine and imprisonment, in the discretion of the court, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction (30 Stat. 1153; 33 U.S.C. § 411). And any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who shall knowingly engage in toving any scow, boat, or vessel loaded with any material specified in section thirteen of this Act to any point or place or deposit or discharge in any harbor or navigable water, elsewhere than within the limits defined and permitted by the Secretary of War, or who shall willfully injure or destroy any work of the United States contemplated in section fourteen of this Act, or who willfully obstruct the channel of any waterway in the manner contemplated in section fifteen of this Act, shall be deemed guilty of a violation of this Act, and shall upon conviction be punished hereinafter provided in this section, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted. And any boat, vessel, scow, raft, or other craft used or employed in violating any of the provisions of sections thirteen, fourteen, and fifteen of this Act shall be liable for the pecuniary penalties specified in this section, and in addition thereto for the amount of the damages done by said boat, vessel, scow, raft, or other craft, which latter sum of the harbor or waterway in which the damage occurred, and said boat, vessel, scow, raft, or other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof (30 Stat. 1153; 33 U.S.C. § 412).
SECTION 19. (a) That whenever the navigation of any river, lake, harbor, sound, bay, canal, or other navigable waters of the United States shall be obstructed or endangered by any sunken vessel, boat, watercraft, raft, or other similar obstruction, and such obstruction has existed for a longer period than thirty days, or whenever the abandonment of such obstruction can be legally established in a less space of time, the sunken vessel, boat, watercraft, raft, or other obstruction shall be subject to be broken up, removed, sold or otherwise disposed of by the Secretary of War at his discretion, without liability for any damage to the owners of the same; PROVIDED, that in his discretion, the Secretary of War may cause reasonable notice of such obstruction of not less than thirty days, unless the legal abandonment of the obstruction can be established in a less time, to be given by publication, addressed "To whom it may concern"; in a newspaper published nearest to the locality of the obstruction, requiring the removal thereof; AND PROVIDED ALSO, that the Secretary of War may, in his discretion, at or after the time of giving such notice, cause sealed proposals to be solicited by public advertisement, giving reasonable notice of less than ten days, for the removal of such obstructions as soon as possible after the expiration of the above specified thirty days' notice, in case it has not in the meantime been so removed, these proposals and contracts, at his discretion, to be conditioned that such vessel, boat, watercraft, raft, or other obstruction, and all cargo and property contained therein, shall become the property of the contractor, and the contract shall be awarded to the bidder making the proposition most advantageous to the United States; PROVIDED, that such bidder shall give satisfactory security to execute the work; PROVIDED FURTHER, that any money received from the sale of any such wreck, or from any contractor for the removal of wrecks, under this paragraph shall be covered into the Treasury of the United States (30 Sat. 1154; 33 U.S.C. § 414).

(b) The owner, lessee, or operator of such vessel, boat, watercraft, raft, or other obstruction as described in this section shall be liable to the United States for the cost of removal or destruction and disposal as described which exceeds the costs recovered under subsection (a). Any amount recovered from the owner, lessee, or operator of such vessel pursuant to this subsection to recover costs in excess of the proceeds from the sale or disposition of such vessel shall be deposited in the general fund of the Treasury of The United States.

SECTION 20. (a) That under emergency, in the case of any vessel, boat, watercraft, raft, or other similar obstruction, sinking or grounding, or being unnecessarily delayed in any Government canal or lock, or in any navigable waters mentioned in section nineteen, in such manner as to stop, seriously interfere with, or specially endanger navigation, in the opinion of the Secretary of War, or any agent of the United States to whom the Secretary may delegate proper authority, the Secretary of War or any such agent shall have the right to take immediate possession of such boat, vessel, or other watercraft, or raft, so far as to remove or to destroy it and to clear immediately the canal, lock, or navigable waters aforesaid of the obstruction thereby caused, using his best judgment to prevent any unnecessary injury; and no one shall interfere with or prevent such removal or destruction; PROVIDED, that the officer or agent charged with the removal or destruction of an obstruction under this section may in his discretion give notice in writing to the owners of any such obstruction requiring them to remove it; AND PROVIDE FURTHER, that the expense of removing any such obstruction as aforesaid shall be a charge against such craft and cargo; and if the owners thereof fail or refuse to reimburse the United States for such expense within thirty days after notification, then the officer or agent aforesaid may sell the craft or cargo, or any part thereof that may not have been destroyed in removal, and the proceeds of such sale shall be covered into the Treasury of the United States (30 Stat. 1154; 33 U.S.C. 415)

(b) The owner, lessee, or operator of such vessel, boat, watercraft, raft, or other obstruction as described in this section shall be liable to the United States for the cost of removal or destruction and disposal as described which exceeds the costs recovered under subsection (a). Any amount recovered from the owner, lessee, or operator of such vessel pursuant to this subsection to recover costs in excess of the proceeds from the sale or disposition of such vessel shall be deposited in the general fund of the Treasury of the United States.
JURISDICTIONAL LIMITS, ADDRESSES, AND TELEPHONE NUMBERS OF COAST GUARD OFFICIALS

The following information in the guidance and assistance of those persons required by law to, or who otherwise desire to contact, cognizant Coast Guard official.

U.S. COAST GUARD INFORMATION: Coast Guard units listed herein are under the operational and administrative control of:

Commanding Officer, Marine Safety Office
1430 Olive Street
St. Louis, MO 63103
(314)425-4614

Rescue Coordination Center
Aids to Navigation Branch
Merchant Marine Safety Division
(314)425-4604
(314)425-4655

Commanding Office, Marine Safety Office
U.S. Coast Guard
Suite 700 Kossman Bldg., Forbes Ave. & Stanwix St.
Pittsburgh, PA 15222-4186
(412)644-5808

All Monongahela and Allegheny Rivers
Ohio River to Mile 121.6
Youghiogheny River, 0 to Mile 3.0

Commanding Officer, Marine Safety Office
U.S. Coast Guard
P.O. Box 2412
Huntington, WV 27725
(304)529-5524

Mile 121.6 to 374.8

Commanding Officer, Marine Safety Office
U.S. Coast Guard
4335 River Rd.
Cincinnati, OH 45204
(513)684-3295

Mile 374.8 to 546.8

Commanding Officer, Marine Safety Office
U.S. Coast Guard
P.O. Box 1153, Room 360
Louisville, KY 40201
(502)582-5194
or 582-5195

Mile 546.4 to 867.3

Commanding Officer, Marine Safety Office
U.S. Coast Guard
P.O. Box 7509
Paducah, KY 42002-7509
(502)442-1621

Mile 867.3 to 981.0

After working hours and non-work days, marine accidents and deficiencies in aids to navigation may be reported to the following:

Coast Guard Group Ohio Valley
U.S. Customs - Court House
Snyder Building
601 West Broadway Street
Louisville, KY 40202-2229
(502)582-6474

U.S. COAST GUARD
INFORMATION
NAVIGATION CHARTS
ALLEGHENY RIVER
U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
SHEET H
CHARACTERISTICS OF LIGHTS

Left Descending Bank

F. W.  Fixed White
F. R.  Fixed Red
2 F. R.  Two Fixed Red
FL (2) W5s  Group Flashing White every 5 Sec. (2 flashes)
FL (2) W6s  Group Flashing White every 6 sec. (2 flashes)
FL (2) R5s  Group Flashing Red every 5 sec. (2 flashes)
FL (2) R6s  Group Flashing Red every 6 sec. (2 flashes)
Iso W 2s  Equal Interval White 2 sec.
Iso R 2s  Equal Interval Red 2 sec.
Q R  Quick Flashing Red
IQ R  Interrupted Quick Flashing Red

Right Descending Bank

F. W.  Fixed White
F. G.  Fixed Green
2 F. G.  Two Fixed Green
FL W4s  Flashing White every 4 Sec.
FL G4s  Flashing Green every 4 sec.
ISO W 2s  Equal Interval White 2 sec.
ISO G 2s  Equal Interval Green 2 sec.
Q G  Quick Flashing Green
IQ G  Interrupted Quick Flashing Green

POSITION OF AIDS TO NAVIGATION

Buoys are set to mark project depths taking into consideration the prevailing river stage and obstructions. Buoys positions as shown on the chart are approximate and should always be given as wide a berth in passing as possible consistent with the length and width of the bend or crossing.

Buoys should always be used with caution. They may be carried off position by high water accumulation of drift, ice, or sunk by collision or other causes. When carried off position destroyed, or removed to prevent loss, buoys are replaced at the earliest opportunity.

LIGHTS AND BEACONS ARE ALSO SHOWN IN APPROXIMATE LOCATIONS.

NOTE

NAVIGATIONAL SYMBOLS AS SHOWN IN THE LEGEND ARE ONLY REPRESENTATIVE. THE ACTUAL LOCATION OF THE ITEMS WHICH THEY REPRESENT MAY VARY FROM WHAT IS SHOWN ON THE NAVIGATION CHART.

CHARACTERISTICS OF BEACONS

All beacons have reflective material which matches the color indicated below:

SG  Square shaped Green PASSING beacon.
CG  Diamond shaped Green CROSSING beacon.
TR  Triangle shaped Red PASSING beacon.
JR  Triangle shaped Red and Green JUNCTION beacon.

MARINE RADIO CHANNELS

<table>
<thead>
<tr>
<th>CHANNEL</th>
<th>FREQUENCY</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>156.650mhz</td>
<td>Bridge to Bridge</td>
</tr>
<tr>
<td>14</td>
<td>156.700mhz</td>
<td>Port Operations</td>
</tr>
<tr>
<td>16</td>
<td>156.800mhz</td>
<td>Hailing &amp; Distress</td>
</tr>
</tbody>
</table>

NOTES:
1. Locks monitor Channels 13 & 16.
2. Coast Guard monitors Channel 16 for Distress Calls.
### Chart Nos. | Locality | Chart Nos. | Locality
---|---|---|---
1 | Pittsburgh, Herrs Island | 10 | Lock & Dam 5 (Phone 724-295-2261), Schenley
2 | Pittsburgh, Herrs Island, Gir tys Run, Pine Creek | 11 | Murphys Island
3 | Six Mile Island | 12 | Lock & Dam 6 (Phone 724-295-3775), Nicholson Island

#### LOCK & DAM 2
(Mile 6.7, Project Pool El. 721.0)

| Chart Nos. | Locality |
---|---|
3 | Pittsburgh, Lock & Dam 2 (Phone 412-661-2217), Aspinwall |
4 | Blawnox, Sycamore Island, Nine Mile Island, Verona, Oakmont |
5 | Twelve Mile Island, Fourteen Mile Island |

#### C.W. BILL YOUNG LOCK & DAM
(Mile 14.5, Project Pool El. 734.5)

| Chart Nos. | Locality |
---|---|
5 | Lock & Dam 3 (Phone 412-828-3550), Fourteen Mile Island |
6 | Springdale, New Kensington |
7 | New Kensington, Arnold, Tarentum, Bull Creek |
8 | Brackenridge, Natrona |

#### LOCK & DAM 4
(Mile 24.2 Project Pool El. 745.4)

| Chart Nos. | Locality |
---|---|
8 | Lock & Dam 4 (Phone 724-224-2666), Jacks Island |
9 | Jacks Island |
10 | Buffalo Creek, Freeport, Kiskiminetas River |

#### LOCK & DAM 5
(Mile 30.4, Project Pool El. 757.0)

| Chart Nos. | Locality |
---|---|
10 | Lock & Dam 5 (Phone 724-295-2261), Schenley |
11 | Murphys Island |

#### LOCK & DAM 6
(Mile 36.3, Project Pool El. 769.4)

| Chart Nos. | Locality |
---|---|
12 | Lock & Dam 6 (Phone 724-295-3775), Nicholson Island |
13 | Ross Island, Crook Creek |
14 | Ford City, Cogleys Island |
15 | West Kittanning, Kittanning |

#### LOCK & DAM 7
(Mile 45.7, Project Pool El. 782.4)

| Chart Nos. | Locality |
---|---|
15 | Kittanning, Lock & Dam 7 (Phone 724-543-2551) |
16 | Moagrove |

#### LOCK & DAM 8
(Mile 52.6, Project Pool El. 800.2)

| Chart Nos. | Locality |
---|---|
17 | Lock & Dam 8 (Phone 724-548-5119), Templeton |
18 | Mahoning, Reesedale |

#### LOCK & DAM 9
(Mile 62.2, Project Pool El. 822.2)

| Chart Nos. | Locality |
---|---|
19 | Lock & Dam 9 (Phone 724-868-2486) |
20 | Redbank Creek, Wattersonville |
21 | East Brady, End of Navigation |
CITY OF PITTSBURGH BRIDGE
BACK CHANNEL SPAN
MILE 2.45
ELEVATION OF LOW STEEL 738.0
VERTICAL CLEARANCE AT POOL STAGE 28.0'
HORIZONTAL CLEARANCE 147.5'

40TH STREET HIGHWAY BRIDGE
CHANNEL SPAN
MILE 3.2
ELEVATION OF LOW STEEL 782.5'
VERTICAL CLEARANCE AT POOL STAGE 72.5'
HORIZONTAL CLEARANCE 350.0'
* MILE 180'

31ST STREET HIGHWAY BRIDGE
CHANNEL SPAN
MILE 2.5
ELEVATION OF LOW STEEL 782.5'
VERTICAL CLEARANCE AT POOL STAGE 72.5'
HORIZONTAL CLEARANCE 360.0'
* MILE 180'

CSX TRANS. RAILROAD BRIDGE
CHANNEL SPAN
MILE 2.7
ELEVATION OF LOW STEEL 754.9
VERTICAL CLEARANCE AT POOL STAGE 44.9'
HORIZONTAL CLEARANCE 400.0'

AERIAL POWER CROSSINGS
<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2.9</td>
<td>817.5</td>
<td>107.5'</td>
</tr>
<tr>
<td>1</td>
<td>3.8</td>
<td>802.1</td>
<td>92.1'</td>
</tr>
<tr>
<td>1</td>
<td>4.0</td>
<td>799.4</td>
<td>89.4'</td>
</tr>
</tbody>
</table>

BRIDGE SCALE
400' 0  1  2  4 400'
LOCK & DAM NO. 2

NAVIGATION SUSPENDED - UPPER GAGE 19.0
TELEPHONE NO. 412-661-2217
<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>8.5</td>
<td>842.4</td>
<td>121.4'</td>
</tr>
<tr>
<td>1</td>
<td>10.1</td>
<td>791.8</td>
<td>70.8'</td>
</tr>
<tr>
<td>CROSSING</td>
<td>MILE</td>
<td>ELEVATION</td>
<td>CLEARANCE</td>
</tr>
<tr>
<td>----------</td>
<td>------</td>
<td>-----------</td>
<td>-----------</td>
</tr>
<tr>
<td>1</td>
<td>15.6</td>
<td>805.3</td>
<td>70.5'</td>
</tr>
<tr>
<td>1</td>
<td>15.9</td>
<td>807.7</td>
<td>72.9'</td>
</tr>
<tr>
<td>1</td>
<td>15.9</td>
<td>807.7</td>
<td>72.9'</td>
</tr>
<tr>
<td>1</td>
<td>17.5</td>
<td>805.3</td>
<td>70.5'</td>
</tr>
<tr>
<td>1</td>
<td>17.6</td>
<td>799.6</td>
<td>64.8'</td>
</tr>
</tbody>
</table>
NEW KENSINGTON HIGHWAY BRIDGE
CHANNEL SPAN
MILE 19.0
ELEVATION OF LOW STEEL 784.3'
VERTICAL CLEARANCE AT POOL STAGE 49.5'
HORIZONTAL CLEARANCE 350.0'
  * AT RIGHT CHANNEL PIER

TARENTUM HIGHWAY BRIDGE
CHANNEL SPAN
MILE 21.8
ELEVATION OF LOW STEEL 782.4'
VERTICAL CLEARANCE AT POOL STAGE 47.6'
HORIZONTAL CLEARANCE 428.0'
  * 25' FROM LEFT CHANNEL PIER

AERIAL POWER CROSSINGS

<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>15.8</td>
<td>812.6</td>
<td>77.8'</td>
</tr>
<tr>
<td>1</td>
<td>20.4</td>
<td>802.5</td>
<td>67.7'</td>
</tr>
<tr>
<td>1</td>
<td>20.6</td>
<td>804.9</td>
<td>70.3'</td>
</tr>
</tbody>
</table>

BRIDGE SCALE

ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER CHART 7
LOCK & DAM NO. 4

NAVIGATION SUSPENDED - UPPER GAGE '18.0'

TELEPHONE NO. 724-224-2666

LOCK & DAM NO. 4
UPPER POOL EL. 745.4
LOWER POOL EL. 734.8
UPPER GAGE
ZERO EL. 736.4
N.P. READS 9.0'
LOWER GAGE
ZERO EL. 725.8
N.P. READS 9.0'

AERIAL POWER CROSSINGS

<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>23.1</td>
<td>802.5</td>
<td>67.7'</td>
</tr>
<tr>
<td>1</td>
<td>23.3</td>
<td>809.2</td>
<td>74.4'</td>
</tr>
<tr>
<td>1</td>
<td>23.4</td>
<td>812.8</td>
<td>78.0'</td>
</tr>
<tr>
<td>1</td>
<td>24.2</td>
<td>814.0</td>
<td>68.6'</td>
</tr>
</tbody>
</table>

NATRONA

Storage Area
Dwelling
Work Shop
Operations Building
Esplanade

SMALL CRAFT PULL CHAIN
LEGEND
- Check post
- Lodger

ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER CHART 8
<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>31.8</td>
<td>876.8</td>
<td>119.8'</td>
</tr>
</tbody>
</table>
LOCK & DAM NO. 6

LOCK & DAM NO. 6
UPPER GAGE
ZERO EL. 760.4
N.P. READ 9.0'
LOWER GAGE
ZERO EL. 748.6
N.P. READ 9.0'

NAVIGATION SUSPENDED - UPPER GAGE 17.0
TELEPHONE NO. 412-295-3775

LEGEND
• Check post
• Ladder

Operations Building  Esplanada
SMALL CRAFT PULL CHAIN  SMALL CRAFT PULL CHAIN
56' x 360'

LOCK SCALE
DAM SCALE

ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER CHART 12
AERIAL POWER CROSSINGS

<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>38.2</td>
<td>838.5</td>
<td>69.1'</td>
</tr>
<tr>
<td>2</td>
<td>38.4</td>
<td>868.5</td>
<td>119.1'</td>
</tr>
</tbody>
</table>

FORD CITY HIGHWAY BRIDGE

CHANNEL SPAN

MILE 410

ELEVATION OF LOW STEEL 824.75
VERTICAL CLEARANCE AT POOL STAGE 55.75'
HORIZONTAL CLEARANCE 398.6'

ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 13
AERIAL POWER CROSSINGS

<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>41.6</td>
<td>837.3</td>
<td>67.9'</td>
</tr>
<tr>
<td>1</td>
<td>43.8</td>
<td>837.3</td>
<td>68.3'</td>
</tr>
</tbody>
</table>

CHANNEL SPAN

ALLEGHENY VALLEY EXPRESSWAY BRIDGE
CHANNEL SPAN

MILE 43.85
ELEVATION OF LOW STEEL 857.4
VERTICAL CLEARANCE AT POOL STAGE 88.0'
HORIZONTAL CLEARANCE 404.0'

BRIDGE SCALE

ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER, CHART 14
KITTANNING HIGHWAY BRIDGE

CHANNEL SPAN
MILE 45.1
ELEVATION OF LOW STEEL 816.0
VERTICAL CLEARANCE AT POOL STAGE 46.6
HORIZONTAL CLEARANCE 395.0'

LOCK & DAM NO. 7
UPPER POOL EL. 782.4
LOWER POOL EL. 759.4
UPPER GAGE ZERO EL. 773.4
N.P. READS 9.0'
LOWER GAGE ZERO EL. 760.2
N.P. READS 9.0'

NAVIGATION SUSPENDED - UPPER GAGE 17.0
TELEPHONE NO. 724-543-2551

BRIDGE SCALE
LOCK SCALE
DAM SCALE

LEGEND
• Check post
= Ladder

ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER, CHART 15
## Aerial Power Crossings

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Mile</th>
<th>Elevation</th>
<th>Clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>49.8</td>
<td>912.5</td>
<td>130.1'</td>
</tr>
<tr>
<td>1</td>
<td>50.1</td>
<td>850.4</td>
<td>68.0'</td>
</tr>
</tbody>
</table>

*Note: Superstructure dimensions not available.*

### Buffalo & Pittsburgh Railroad Bridge

**Channel Span**

- **Mile:** 50.6
- **Elevation of Low Steel:** 834.0
- **Vertical Clearance at Pool Stage:** 51.6'
- **Horizontal Clearance:** 414.0'

![Bridge Scale](image)
LOCK & DAM NO. 8
UPPER POOL EL. 800.2
LOWER POOL EL. 782.4
UPPER GAGE ZERO EL. 791.2
N.P. READS 9.0'
LOWER GAGE ZERO EL. 773.4
N.P. READS 9.0'
NAVIGATION SUSPENDED - UPPER GAGE 14.0
TELEPHONE NO. 724-548-5119

LEGEND
- Check post
- Ladder

ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER, CHART 17
PITTSBURG & SHAWMUT RAILROAD BRIDGE

CHANNEL SPAN

ELEVATION OF LOW STEEL 847.6
VERTICAL CLEARANCE AT POOL STAGE 47.4'
HORIZONTAL CLEARANCE 364.4

AERIAL POWER CROSSINGS

<table>
<thead>
<tr>
<th>CROSSING</th>
<th>MILE</th>
<th>ELEVATION</th>
<th>CLEARANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>55.3</td>
<td>867.0</td>
<td>66.8'</td>
</tr>
<tr>
<td>1</td>
<td>55.3</td>
<td>867.0</td>
<td>66.8'</td>
</tr>
<tr>
<td>1</td>
<td>57.2</td>
<td>1121.7</td>
<td>321.5'</td>
</tr>
<tr>
<td>1</td>
<td>58.1</td>
<td>1055.0</td>
<td>254.8'</td>
</tr>
</tbody>
</table>
LOCK & DAM NO. 9

UPPER GUARD SILL 810.75

LOCK & DAM NO. 9
UPPER POOL EL. 822.2
LOWER POOL EL 800.2
UPPER GAGE 750 EL. 813.2
A.P. READS 9.0
LOWER GAGE ZERO EL 791.2
A.P. READS 9.0

NAVIGATION SUSPENDED - UPPER GAGE 17.0
TELEPHONE NO. 724-868-2486
ALLEGHENY RIVER

MATCH TO CHART 19

PENNSYLVANIA
ARMSTRONG COUNTY

Wattersonville
Van Buren

Riverview

PHILIPSTON

BOLTER BOAT CLUB DOCK & RAMP
PHILIPSTON YACHT CLUB

NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA

NORFOLK & SOUTHERN (INACTIVE)

PENNSYLVANIA
CLARION COUNTY

SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 20
<table>
<thead>
<tr>
<th>MILE</th>
<th>LOCATION</th>
<th>NAME</th>
<th>COMMODITIES</th>
<th>SHELTER</th>
<th>FACILITIES</th>
<th>RAIL</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.0L</td>
<td>Pittsburgh, PA</td>
<td>City of Pittsburgh (Wharf)</td>
<td>General Merchandise</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Wharf, Restricted Public Mooring, No Mooring During Events.</td>
</tr>
<tr>
<td>1.2R</td>
<td>Pittsburgh, PA</td>
<td>City Of Pittsburgh</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Landing.</td>
</tr>
<tr>
<td>2.7L</td>
<td>35th Street,</td>
<td>Exxon Co., Inc.</td>
<td>Gasoline, Oil</td>
<td>None</td>
<td>Pipeline</td>
<td>CSX Trans.</td>
<td>Inactive.</td>
</tr>
<tr>
<td></td>
<td>Pittsburgh, PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.8R</td>
<td>Pittsburgh, PA</td>
<td>Urban Redevelopment Authority</td>
<td>None</td>
<td>None</td>
<td>Pipeline</td>
<td>None</td>
<td>Inactive.</td>
</tr>
<tr>
<td>3.4R</td>
<td>Pittsburgh, PA</td>
<td>Para Enterprises, Inc.</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Embedded Barge. Inactive.</td>
</tr>
<tr>
<td>3.5L</td>
<td>43rd Street</td>
<td>43rd Street Concrete &amp; Supply Inc.</td>
<td>Sand, Gravel</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Natural Bank.</td>
</tr>
<tr>
<td></td>
<td>Pittsburgh, PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.9L</td>
<td>51st Street,</td>
<td>Sauer</td>
<td>Sand, Gravel, Scrap</td>
<td>None</td>
<td>Crane</td>
<td>Allegheny Valley R.R.</td>
<td>Steel Pile Wall.</td>
</tr>
<tr>
<td></td>
<td>Pittsburgh, PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.4L</td>
<td>54th Street,</td>
<td>Pennzoil Products Co.</td>
<td>Petroleum Products</td>
<td>None</td>
<td>Pipeline</td>
<td>Allegheny Valley R.R.</td>
<td>2 Sheet Pile Cells. Inactive.</td>
</tr>
<tr>
<td></td>
<td>Pittsburgh, PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.0L</td>
<td>57th Street,</td>
<td>SUNOCO</td>
<td>Petroleum</td>
<td>None</td>
<td>Pipeline</td>
<td>Allegheny Valley R.R.</td>
<td>Inactive.</td>
</tr>
<tr>
<td></td>
<td>Pittsburgh, PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.3R</td>
<td>Etna, PA</td>
<td>Hanson Aggregates PMA, Inc.</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane</td>
<td>Norfolk Southern R.R.</td>
<td>Facilities Removed.</td>
</tr>
<tr>
<td>5.5L</td>
<td>62nd Street,</td>
<td>D &amp; D Auto Salvage</td>
<td>Scrap</td>
<td>None</td>
<td>Crane</td>
<td>Allegheny Valley R.R.</td>
<td>Inactive.</td>
</tr>
<tr>
<td></td>
<td>Pittsburgh, PA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.1R</td>
<td>Aspinwall, PA</td>
<td>AZCON Scrap Corp.</td>
<td>Scrap</td>
<td>None</td>
<td>Crane</td>
<td>Norfolk Southern R.R.</td>
<td>Barge Scraping.</td>
</tr>
<tr>
<td>7.6L</td>
<td>Pittsburgh, PA</td>
<td>Hanson Aggregates PMA, Inc.</td>
<td>Miscellaneous</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>2 Concrete Ice Breakers. Inactive.</td>
</tr>
<tr>
<td>15.7R</td>
<td>Springdale, PA</td>
<td>Relient Energy Mid West</td>
<td>Coal</td>
<td>None</td>
<td>Barge Unloaded</td>
<td>None</td>
<td>Sheet Pile Cells &amp; Ice Breakers. Dock 1280 feet.</td>
</tr>
<tr>
<td>16.2L</td>
<td>Acmetonia, PA</td>
<td>Eastern Marine Services Inc.</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Allegheny Valley R.R.</td>
<td>2 Sheet Pile Cells &amp; Ice Breakers. Inactive.</td>
</tr>
<tr>
<td>16.4R</td>
<td>Cheswick, PA</td>
<td>United Refining Co.</td>
<td>Asphalt Products</td>
<td>None</td>
<td>Pipelines</td>
<td>None</td>
<td>3 steel posts.</td>
</tr>
<tr>
<td>MILE</td>
<td>LOCATION</td>
<td>NAME</td>
<td>COMMODITIES</td>
<td>SHELTER</td>
<td>FACILITIES</td>
<td>RAIL</td>
<td>REMARKS</td>
</tr>
<tr>
<td>------</td>
<td>----------------</td>
<td>-------------------------------</td>
<td>--------------------</td>
<td>---------</td>
<td>--------------------</td>
<td>---------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>16.5R</td>
<td>Springdale, PA</td>
<td>R.I. Lampus Co.</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Natural Bank.</td>
</tr>
<tr>
<td>17.0R</td>
<td>Cheswick, PA</td>
<td>Lane Construction</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane &amp; Conveyor</td>
<td>None</td>
<td>Portable Unloading Facility.</td>
</tr>
<tr>
<td>17.7R</td>
<td>Springdale, PA</td>
<td>Allegheny Energy Supply Co.</td>
<td>Coal</td>
<td>None</td>
<td>Conveyor, Pipelines</td>
<td>None</td>
<td>Dock, also Oil Dock &amp; Ice Breakers.</td>
</tr>
<tr>
<td>17.7L</td>
<td>New Kensington, PA</td>
<td>Penn Glenn Oil Co.</td>
<td>Petroleum</td>
<td>None</td>
<td>Pipe</td>
<td>None</td>
<td>2 Steel Cells.</td>
</tr>
<tr>
<td>18.0L</td>
<td>New Kensington, PA</td>
<td>Hanson Aggregates East</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>1 Steel Post, Sheet Pile Bulkhead.</td>
</tr>
<tr>
<td>18.3L</td>
<td>New Kensington, PA</td>
<td>Hanson Aggregates East</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane &amp; Conveyor</td>
<td>None</td>
<td>Unloading Only.</td>
</tr>
<tr>
<td>19.6L</td>
<td>Creighton, PA</td>
<td>Butler County Concrete &amp; Supply Co.</td>
<td>Concrete &amp; Supplies</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>170' Precast Wall.</td>
</tr>
<tr>
<td>19.7R</td>
<td>Tarentum, PA</td>
<td>Pittsburgh Penn Oil Co.</td>
<td>Petroleum</td>
<td>None</td>
<td>Pipelines</td>
<td>None</td>
<td>1 Cell.</td>
</tr>
<tr>
<td>20.4L</td>
<td>Arnold, PA</td>
<td>Burrell Industries, Inc.</td>
<td>Raw Materials</td>
<td>None</td>
<td>Crane &amp; Hopper</td>
<td>None</td>
<td>Embedded Barges.</td>
</tr>
<tr>
<td>20.8R</td>
<td>Creighton, PA</td>
<td>Pittsburgh Plate Glass Co.</td>
<td>Glass</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Concrete Wall. Inactive.</td>
</tr>
<tr>
<td>21.6R</td>
<td>Tarentum, PA</td>
<td>Weleski Terminal</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Cell &amp; 2 Mooring Posts.</td>
</tr>
<tr>
<td>24.9R</td>
<td>Brackenridge, PA</td>
<td>Allegheny-Ludlum Steel Corp.</td>
<td>Steel Ores</td>
<td>None</td>
<td>Traveling Cranes</td>
<td>None</td>
<td>Sheet Pile Docks &amp; Cells.</td>
</tr>
<tr>
<td>29.6R</td>
<td>Freeport, PA</td>
<td>Freeport Terminals, Inc.</td>
<td>Petroleum Products, Raw Materials &amp; Coal</td>
<td>None</td>
<td>Pipe, Crane, &amp; Conveyor</td>
<td>None</td>
<td>3 Steel Posts &amp; Harbor.</td>
</tr>
<tr>
<td>30.8L</td>
<td>Schenley, PA</td>
<td>Armstrong Terminal, Inc.</td>
<td>Dry Bulk</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Sheet Pile Wall.</td>
</tr>
<tr>
<td>32.9R</td>
<td>Murphys Bottoms, PA</td>
<td>Pioneer Mid-Atlantic, Inc.</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Conveyor</td>
<td>None</td>
<td>Protected Harbor. Inactive.</td>
</tr>
<tr>
<td>43.8R</td>
<td>Applewold, PA</td>
<td>R.J. Brown Towing</td>
<td>General Commodities</td>
<td>None</td>
<td>Truck Chute, Crane</td>
<td>None</td>
<td>Embedded Barges.</td>
</tr>
<tr>
<td>44.1R</td>
<td>Applewold, PA</td>
<td>The Ashbury Graphite Mills, Inc.</td>
<td>Miscellaneous</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>6 Steel Mooring Cells.</td>
</tr>
<tr>
<td>44.7L</td>
<td>Kittanning, PA</td>
<td>Kittanning Builders Supply</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Steel Pile Wall. Inactive.</td>
</tr>
<tr>
<td>MILE</td>
<td>LOCATION</td>
<td>NAME</td>
<td>COMMODITIES</td>
<td>SHELTER</td>
<td>FACILITIES</td>
<td>RAIL</td>
<td>REMARKS</td>
</tr>
<tr>
<td>------</td>
<td>----------------</td>
<td>----------------------------------</td>
<td>-------------</td>
<td>---------</td>
<td>--------------------</td>
<td>--------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>47.7R</td>
<td>Kittanning, PA</td>
<td>C.P.G. Nutrients</td>
<td>Fertilizer</td>
<td>None</td>
<td>Crane &amp; Hopper</td>
<td>None</td>
<td>2 Clusters &amp; Cell</td>
</tr>
<tr>
<td>48.6R</td>
<td>Tarrtown, PA</td>
<td>Glacial Sand &amp; Gravel Co.</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane</td>
<td>None</td>
<td>Embedded Barges</td>
</tr>
<tr>
<td>49.1R</td>
<td>Limestone Creek</td>
<td>Hanson Aggregates East</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Crane &amp; Conveyor</td>
<td>None</td>
<td>Embedded Barges</td>
</tr>
<tr>
<td>49.6R</td>
<td>Limestone Creek</td>
<td>Glacial Sand &amp; Gravel Co.</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Conveyor</td>
<td>Pittsburg Shawmut R.R.</td>
<td>Dock Approximately 400 feet</td>
</tr>
<tr>
<td>49.9R</td>
<td>Limestone Creek</td>
<td>Glacial Sand &amp; Gravel Co.</td>
<td>Sand &amp; Gravel</td>
<td>None</td>
<td>Rubber Tires, Front Loader</td>
<td>Pittsburg Shawmut R.R.</td>
<td></td>
</tr>
<tr>
<td>50.1R</td>
<td>Limestone Creek</td>
<td>Eastern Materials Corp.</td>
<td>Coal</td>
<td>None</td>
<td>Crane &amp; Conveyor</td>
<td>None</td>
<td>Embedded Barges</td>
</tr>
<tr>
<td>69.4R</td>
<td>East Brady, PA</td>
<td>Brady's Bend Dock Co.</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Cell, Inactive</td>
</tr>
<tr>
<td>MILE</td>
<td>FACILITY &amp; ADDRESS</td>
<td>PHONE NO.</td>
<td>FUEL</td>
<td>REST.</td>
<td>GROCERIES</td>
<td>ONIGHT MOORING</td>
<td>LODGING</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-----------</td>
<td>------</td>
<td>-------</td>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>0.0L</td>
<td>City of Pittsburgh (Wharf)</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>0.2R</td>
<td>City of Pittsburgh (Clemente Park)</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>0.5R</td>
<td>City of Pittsburgh River Rescue</td>
<td>911</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>0.9L</td>
<td>David L. Lawrence Convention Center</td>
<td>412-565-6000</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1.2L</td>
<td>Pittsburgh Yacht Club</td>
<td>412-282-1586</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>1.5L</td>
<td>Brilliant Boat Marina</td>
<td>412-661-2891</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>1.8L</td>
<td>South Shore Marina</td>
<td>412-471-6995</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.5</td>
<td>Washington's Landing (Herr's Is.)</td>
<td>412-321-3600</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2.6BC</td>
<td>Three Rivers Rowing Association</td>
<td>412-231-8772</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>3.3R</td>
<td>Millvale Marina Inc.</td>
<td>412-821-4071</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>5.4L</td>
<td>Allegheny Marina Inc.</td>
<td>412-782-3113</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>MILE</td>
<td>FACILITY &amp; ADDRESS</td>
<td>PHONE NO.</td>
<td>FUEL</td>
<td>REST.</td>
<td>GROCERIES</td>
<td>ONIGHT MOORING</td>
<td>LODGING</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------------------------------------</td>
<td>-------------</td>
<td>------</td>
<td>-------</td>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>5.9R</td>
<td>Sharpsburg Boat Docks 13th &amp; River Rd. Sharpsburg, PA 15215</td>
<td>412-782-0220</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>6.35R</td>
<td>Silkies Crows Nest Marina P.O. Box 7761 19th St. &amp; River Rd. Sharpsburg, PA 15215</td>
<td>412-782-3707</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>7.25R</td>
<td>Aspinwall Boat Club 285 River Ave. Pittsburgh, PA 15215</td>
<td>412-781-2340</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>7.3L</td>
<td>Brilliant Boat Club Foot of Washington Blvd. Pittsburgh, PA 15206</td>
<td>412-661-2891</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>9.0R</td>
<td>Fox Chapel Sea Ray Marina 1366 Old Freeport Rd. Pittsburgh, PA 15238</td>
<td>412-967-1500</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>10.55L</td>
<td>Sylvan Canoe Club 132 Arch St. Verona, PA 15147</td>
<td>412-828-9897</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>10.6R</td>
<td>Bell Harbor 1 River Rd. Blawnox., PA 15238</td>
<td>412-828-3477</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>10.6L</td>
<td>Duquesne Canoe Club 152 Arch St. Verona, PA 15147</td>
<td>412-828-4970</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>10.65L</td>
<td>Algonquin Canoe Club 216 Arch St. Verona, PA 15147</td>
<td>412-828-9886</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>10.7L</td>
<td>Outboard Haven 228 Arch St. Verona, PA 15147</td>
<td>412-828-4944</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>MILE</td>
<td>FACILITY &amp; ADDRESS</td>
<td>PHONE NO.</td>
<td>FUEL</td>
<td>REST.</td>
<td>GROCERIES</td>
<td>O'NIGHT MOORING</td>
<td>LODGING</td>
</tr>
<tr>
<td>------</td>
<td>-------------------</td>
<td>-----------</td>
<td>------</td>
<td>-------</td>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>10.9L</td>
<td>Allegheny River Boat Club 314 Arch St. Verona, PA 15147</td>
<td>412-828-7775</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>11.95L</td>
<td>Riverside Landing 10 Washington Ave. Oakmont, PA 15139</td>
<td>412-793-4565</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>12.0L</td>
<td>Oakmont Yacht Club 11 Washington Ave. Oakmont, PA 15139</td>
<td>412-828-9847</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>13.1R</td>
<td>Rodak Boat Sales Harmar Marina 2526 Wenzel Dr. Harmarville, PA 15238</td>
<td>412-828-9684</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>13.19R</td>
<td>Pennsylvania Fish Commission</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>14.2R</td>
<td>Burkhart Siebert Marina P.O. Box 34 1 Harbor View Dr. Cheswick, PA 15024</td>
<td>724-274-4088</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>15.0R</td>
<td>Rick Reid Marina P.O. Box 71 Blockdale St. Cheswick, PA 15024</td>
<td>724-274-6304</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>16.2R</td>
<td>Springdale Marina Coalfax St. Springdale, PA 15144</td>
<td>412-274-6608</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>16.3R</td>
<td>Pennsylvania Fish Commission</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>MILE</td>
<td>FACILITY &amp; ADDRESS</td>
<td>PHONE NO.</td>
<td>FUEL</td>
<td>REST.</td>
<td>GROCERIES</td>
<td>O'NIGHT MOORING</td>
<td>LODGING</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-----------</td>
<td>------</td>
<td>-------</td>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>16.6L</td>
<td>Old Lock 3 Marina 301 Barking Rd. New Kensington, PA 15068</td>
<td>724-337-8460</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>17.4L</td>
<td>Cessna's Marina 138 Coxcomb Rd. New Kensington, PA 15068</td>
<td>724-337-9172</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>18.9L</td>
<td>Lighthouse Landing 799 Industrial Blvd. New Kensington, PA 15068</td>
<td>724-335-6200</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>21.8R</td>
<td>Pennsylvania Fish Commission</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>22.2R</td>
<td>W.S.W. Marina 19 Kurtz St. Natrona, PA 15065</td>
<td>724-224-9236</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>724-224-8185</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22.3R</td>
<td>Brackenridge Boat Docks P.O. Box 111261 Pittsburgh, PA 15238</td>
<td>724-224-6950</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>22.4R</td>
<td>Mark Kaminski 1339 9th Ave. Natrona Heights, PA 15605</td>
<td>724-224-0394</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>22.5R</td>
<td>Morgan Gamble 5009 Freeport Rd. Natrona Heights, PA 15605</td>
<td>724-224-0394</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>22.5R</td>
<td>Alberta Simpson 921 Summet St. Tarentum, PA 15084</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>22.6R</td>
<td>Tim Connelly 919 First Ave. Brackenridge, PA 15014</td>
<td>724-224-2504</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>MILE</td>
<td>FACILITY &amp; ADDRESS</td>
<td>PHONE NO.</td>
<td>FUEL</td>
<td>REST.</td>
<td>GROCERIES</td>
<td>O'NIGHT MOORING</td>
<td>LODGING</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-----------</td>
<td>------</td>
<td>-------</td>
<td>-----------</td>
<td>-----------------</td>
<td>---------</td>
</tr>
</tbody>
</table>
| 24.5LBC | Burrell Marina  
4224 Lowe Rd.  
Lower Burrell, PA 15068 | 724-226-3977 | No | No | No | Yes | No | Snack Bar. |
| 26.9L | River Forest Yacht Club  
River Forest Dr.  
Freeport, PA 16239 | (724)295-9956 | Yes | No | No | Yes | No | Private Club. |
| 28.9R | Borough of Freeport | None | No | No | No | No | No | Public Ramp (paved). |
| 30.16R | KISKIMINETAS RIVER  
(see sheet 10) | | | | | | | |
| 31.0L | Schenley Yacht Club  
Box 82  
1 Railroad St.  
Schenley, PA 15682 | (724)295-2141 | Yes | No | No | Yes | No | |
| 33.5R | South Buffalo Twp. | None | No | No | No | No | No | Public Ramp. |
| 34.5 L/R | South Buffalo Twp. | None | No | No | No | No | No | Public Ramp. |
| 37.1R | South Buffalo Twp. | None | No | No | No | No | No | Public Ramp. |
| 40.1L | PA Fish Commission | None | No | No | No | No | No | |
| 40.4L | Coleman's Marina  
662 Ross Ave.  
Ford City, PA 16226 | (724)763-1202 | Yes | Yes | No | Yes | No | Rest Rooms, Waste Pump Station. |
| 43.8R | Allegheny Landing  
RD#7 Box 3D  
Kittanning, PA 16201 | None | No | No | No | Yes | No | Ramp. |
| 44.9L | Kittanning Municipal Ramp | None | No | Yes | No | No | No | Public Ramp (Paved). |
| 46.7L | Kittanning Marine Sales  
North Water St., Colwell  
Kittanning, PA 16201 | (724)545-9492 | Yes | Yes | Yes | Yes | No | Ramp & Service. |
<table>
<thead>
<tr>
<th>MILE</th>
<th>FACILITY &amp; ADDRESS</th>
<th>PHONE NO.</th>
<th>FUEL</th>
<th>REST.</th>
<th>GROCERIES</th>
<th>O'NIGHT MOORING</th>
<th>LODGING</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>48.6L</td>
<td>Pennsylvania Fish Commission</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>300' Up Cowanshannock Creek.</td>
</tr>
<tr>
<td>50.5L</td>
<td>Trestle Grove RD #5 Box 605 New Castle, PA 16105</td>
<td>(724)652-7191</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>54.0L</td>
<td>Nautical Mile Marina</td>
<td>(724)594-BOAT</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Ramp.</td>
</tr>
<tr>
<td>54.5R</td>
<td>Pennsylvania Fish Commission</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Ramp.</td>
</tr>
<tr>
<td>59.0R</td>
<td>Allegheny River Association</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Public Ramp, Parking.</td>
</tr>
<tr>
<td>60.1R</td>
<td>Public Ramp</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>60.1R</td>
<td>The Spot Marina R.D. 1 Adrian, PA 16210</td>
<td>(724)543-5052</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>61.8R</td>
<td>River Trail Marina R.D. 1 Cowansville, PA 16218</td>
<td>(724)545-6855</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Ramp.</td>
</tr>
<tr>
<td>66.5L</td>
<td>Bottler Boat Club 106 Crest Haven Dr. Butler, PA 16001</td>
<td>(724)283-0573</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Private Club, Ramp.</td>
</tr>
<tr>
<td>66.8L</td>
<td>Phillipston Yacht Club</td>
<td>(724)287-0313</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Private Club, Ramp.</td>
</tr>
<tr>
<td>69.0L</td>
<td>Waterfront Boatworks P.O. Box 472 Corner of Broad &amp; Second St. East Brady, PA 16028</td>
<td>(724)526-5665</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Ramp, Service.</td>
</tr>
<tr>
<td>69.6R</td>
<td>Pennsylvania Fish Commission</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Public Ramp &amp; Parking Area.</td>
</tr>
<tr>
<td>MILE</td>
<td>FACILITY &amp; ADDRESS</td>
<td>PHONE NO.</td>
<td>FUEL</td>
<td>REST.</td>
<td>GROCERIES</td>
<td>ONIGHT MOORING</td>
<td>LODGING</td>
<td>REMARKS</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-----------</td>
<td>------</td>
<td>-------</td>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>30.16R</td>
<td>KISKIMINETAS RIVER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 0.05R  | Schenley Marina Campground  
4043 Roundtop Rd.  
Murrysville, PA | None | No  | No    | No        | No              | No      |         |

Sheet 10