



MAINTENANCE PROGRAM

AND

TRACK CHART

ALLEGHENY B DIVISION

1983



| LINE NAME | | BETWEEN | M.P. TO M.P. | CODE | STATE | PAGE |
|-------------------------|-----|-----------------------------------|--------------|---------|-------|---------|
| M.L. (ROCKVLL & BFLD.) | | GRAVITY & PA. STATE LINE | 8.4- 79.3 | 23-2314 | NY | 1- 8 |
| M.L. (ROCKVLL & BFLD.) | | N.Y. STATE LINE & EMPORIUM | 79.3-121.3 | 23-2314 | PA | 8- 13 |
| M.L. (ROCKVLL & BFLD.) | | EMPORIUM & WATSONTOWN | 150.0-270.7 | 23-2314 | PA | 14- 26 |
| M.L. (ROCKVLL & BFLD.) | | WATSONTOWN & SUNBURY | 270.7-287.4 | 23-1314 | PA | 27- 28 |
| M.L. (ROCKVLL & BFLD.) | | SUNBURY & DAUPHIN | 138.6- 94.2 | 23-1314 | PA | 29- 33 |
| AVIS IND. TRK. | | JERSEY SHORE "CPBN" & "RICH" | 0.6- 6.1 | 23-2320 | PA | 55- 55 |
| BALD EAGLE VALLEY BR. | | "POST" & LOCK HAVEN | 52.0- 54.3 | 23-2321 | PA | 57- 57 |
| BIGLER IND. TK. | | BIGLER & WOODLAND | 31.4- 34.9 | 23-2348 | PA | 84- 84 |
| BLOOMSBURG IND. | SUB | HICKS FERRY & BERWICK | 170.0-177.0 | 23-6241 | PA | 118-118 |
| BLOOMSBURG IND. | | BERWICK & NORTHUMBERLAND | 177.0-213.5 | 23-6241 | PA | 118-122 |
| BLOOMSBURG IND. TRK. | | RUPERT & BLOOMSBURG | 0.0- 1.6 | 23-0302 | PA | 34- 34 |
| BOARDMAN IND. TRK. | | POTTS RUN JCT. & TERMINUS | 0.0- 1.4 | 23-2356 | PA | 95- 95 |
| C.T. & D. SEC. TK. | | CHERRY TREE & DIXONVILLE | 0.0- 19.7 | 23-2390 | PA | 111-112 |
| CHERRY TREE SEC. TK. | | "CB" JCT. & CHERRY TREE | 0.0- 35.8 | 23-2359 | PA | 103-106 |
| CORNING SEC. | | JERSEY SHORE "SA" & NEWBERRY JCT. | 168.1-180.9 | 23-2322 | PA | 58- 60 |
| EAST BRADY IND. | | PHILLIPSTON & EAST BRADY | 0.0- 2.0 | 23-2330 | PA | 76- 76 |
| ELMIRA IND. TK. | | "NEWBERRY" & HEPBURNVILLE | 0.0- 5.4 | 23-2317 | PA | 54- 54 |
| EMPORIUM SEC. TK. | | ST. MARYS & EMPORIUM | 129.2-150.0 | 23-2315 | PA | 51- 53 |
| FARMERS VALLEY IND. TK. | | LARABEE & CORYVILLE | 0.0- 2.4 | 23-2338 | PA | 81- 81 |
| FARMERS VALLEY IND. TK. | | CORYVILLE & FARMERS VALLEY | 2.4- 6.6 | 23-2339 | PA | 82- 82 |
| GRAMPIAN IND. TK. | | CLEARFIELD & GRAMPIAN | 40.4- 52.8 | 23-2348 | PA | 85- 86 |
| GRASS FLAT IND. TK. | | VIADUCT & GRASS FLAT | 0.0- 2.9 | 23-2357 | PA | 96- 96 |
| HERNDON IND. TK. | | HERN & STEVENS | 0.0- 7.8 | 23-0316 | PA | 39- 39 |
| HOOVERHURST IND. TRK. | | DOWLER JCT. & HOOVERHURST | 7.3- 10.9 | 23-2362 | PA | 108-108 |
| HOOVERHURST IND. TRK. | | HOOVERHURST & TERMINUS | 0.0- 1.3 | 23-2362 | PA | 108-108 |
| KOPPERS IND. TRK. | | SAEGERS RD. & TERMINUS | 184.2-184.4 | 23-0305 | PA | 36- 36 |
| LOW GRADE SEC. TK. | | RED BANK, FALLS CRK. & DRIFTWOOD | 0.0-109.9 | 23-2324 | PA | 61- 71 |
| MADERA IND. TK. | | CLEARFIELD JCT & DIMELING | 84.3- 88.4 | 23-2353 | PA | 92- 92 |
| MADERA IND. TK. | | DIMELING & MADERA | 0.0- 16.7 | 23-2353 | PA | 93- 94 |
| MAHAFFEY IND. TK. | | "WJ", MAHAFFEY & MAHAFFEY JCT. | 112.3-113.1 | 23-2337 | PA | 80- 80 |
| MANVER SEC. TK. | | HANDIN & HEILWOOD | 0.0- 7.2 | 23-2393 | PA | 114-114 |
| MAPLETON TK. | | "MAPLE" & TERMINUS | 0.0- 0.5 | 23-2386 | PA | 107-107 |
| MILL HALL IND. TK. | | CASTANER & MILL HALL | 11.2- 14.0 | 23-2320 | PA | 56- 56 |
| MILLS IND. TK. | | OSCEOLA MILLS & PHILIPSBURG | 19.2- 24.1 | 23-2348 | PA | 83- 83 |
| MILLS SEC. TRK. | | PHILIPSBURG & WALLACETOWN | 24.1- 29.8 | 23-2348 | PA | 83- 83 |
| MILTON IND. TK. | | MILTON & WEST MILTON | 169.0-170.7 | 23-0305 | PA | 35- 35 |
| MILTON SEC. | | WEST MILTON & NEWCO | 170.7-173.6 | 23-0305 | PA | 35- 35 |

CONRAIL
ENGINEERING DEPT.



| LINE NAME | BETWEEN | M.P. TO M.P. | CODE | STATE | PAGE |
|-------------------------|---------------------------------|--------------|---------|-------|---------|
| MILTON SEC. | WINFIELD & WEST MILTON | 161.4-169.9 | 23-0343 | PA | 44- 44 |
| MONTANDON SEC. | MONTANDON JCT. & MIFFLINBURG | 0.0- 11.8 | 23-1348 | PA | 48- 49 |
| MONTGOMERY SEC. TK. | SAEGERS RD. & NEWBERRY JCT. | 184.4-202.9 | 23-0305 | PA | 36- 38 |
| MOSHANNON IND. TK. | OSCEOLA MILLS & MADERA | 0.0- 14.7 | 23-2385 | PA | 109-110 |
| MOSHANNON-CLEARF. IND. | COAL RUN JCT & TERMINUS | 0.0- 7.5 | 23-23MB | PA | 116-116 |
| MUNSON RING TK. | WINBURNE & WALLACETON | 68.0- 75.0 | 23-2349 | PA | 89- 90 |
| OIL CITY SEC. | RED BANK | 63.4- 64.6 | 23-2329 | PA | 75- 75 |
| PAXINOS IND. TK. | PAXINOS & SHAMOKIN | 13.2- 18.2 | 23-1347 | PA | 47- 47 |
| PHILLIPSBURG IND. TK. | MUNSON & TERMINUS | 0.0- 5.2 | 23-2351 | PA | 77- 77 |
| RIDGWAY IND. TK. | RIDGWAY & TERMINUS | 0.0- 0.5 | 23-2325 | PA | 72- 72 |
| SAMPLE RUN IND. TK. | CLYMER & TERMINUS | 0.0- 2.0 | 23-2395 | PA | 115-115 |
| SELINGSGROVE SEC. | SELINGSGROVE JCT. & KREAMER | 0.0- 7.7 | 23-1346 | PA | 45- 45 |
| SHAMOKIN SEC. | RIDGE & SHAMOKIN | 136.1-138.7 | 23-0321 | PA | 40- 40 |
| SHAMOKIN SEC. | "HERN" & SUNBURY | 138.8-156.2 | 23-0343 | PA | 41- 43 |
| SHANKTOWN IND. TK. | SHANKTOWN & TERMINUS | 0.0- 0.9 | 23-2392 | PA | 113-113 |
| SLIGO RUNNING TK. | LAWSONHAM & SLIGO | 0.0- 10.5 | 23-2326 | PA | 73- 74 |
| SNOW SHOE SEC. TK. | SNOW SHOE, & WINBURNE | 45.5- 68.0 | 23-2349 | PA | 87- 89 |
| WALLACETON SEC. | WALLACETON & CLEARFIELD | 75.0- 87.9 | 23-2349 | PA | 90- 91 |
| WARREN SEC. TK. | KANE & JOHNSONBURG | 111.0-129.2 | 23-2315 | PA | 50- 51 |
| WATSONTOWN SEC. TK. | WATSONTOWN & DERRY | 0.0- 14.3 | 23-2331 | PA | 78- 79 |
| WEST BR. VALLEY SEC. | CLEARFIELD, KARTHAUS&KEATING | 1.4- 53.5 | 23-2358 | PA | 97-102 |
| WILLIAMSPORT BR&SEC. TK | "LINDEN", NEWBERRY&WILLIAMSPORT | 242.5-249.4 | 23-2316 | PA | 46- 46 |
| WINBURNE IND. TK. | WINBURNE & TERMINUS | 0.0- 1.9 | 23-23MN | PA | 117-117 |

PROGRAM LEGEND
DATE OF WORK PRECEDES CODE (IF KNOWN)

| CONDITIONS | CODES |
|--------------------------|--|
| GRINDING (NO. OF PASSES) | |
| SURFACING | TYPE OF MACHINE USED E = Electromatic P = Plasser T = Tamper |
| TIES | YEAR INSTALLED ONLY FOR MAJOR REHABILITATION ST = Safety tie installations of less than 400 ties/mile |
| UNDERCUTTING | TYPE OF MACHINE USED PD = Plow (Bulldozer) PL = Plow (Loram) UK = Undercut (Kershaw) UP = Undercut (Plasser) |
| RAIL | TYPE AND CONDITION C = Cropped F = Fit HT = Heat Treated /// = Continuous Welded Rail (Butt welded rails 79 feet or longer where laid in succession) |

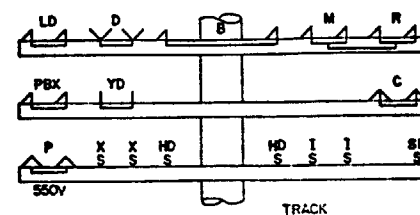
NOTE: On rail weights of over 100 lbs., the number 1 is dropped.
Example: 140 lbs. would be written 40. The weight will precede the year rail was laid.

| | |
|--------------------|--|
| BALLAST | TYPE OF MACHINE USED |
| CLEANING | L = Loram S = Speno |
| TONNAGE | (MGT) in Million Gross Tons (Prior Year) |
| TIMETABLE | |
| SPEED | Passenger/Fast Freight/Freight |
| 83 PROGRAMMED WORK | SURFACE AFTER RAIL |

CHART LEGEND

| | |
|--------------------------------------|-----|
| TUNNEL | --- |
| BRIDGE (OH & UG) | --- |
| LONG BRIDGE | --- |
| RR XING | --- |
| PUB RD XING (GRADE) | --- |
| PUB RD XING (GRADE) (W/FLSH) | --- |
| PUB RD XING (GRADE) (W/FLSH & GATES) | --- |
| PRIVATE RD XING | --- |
| AUTOMATIC SIGNAL | --- |
| CURVE LUBRICATOR | --- |
| DRAWING EQUIP DET | --- |
| HOT BOX DET (PT. DIR. TRAFFIC) | --- |
| HOT BOX & DRAG EQUIP (WITHIN 250') | --- |
| TIMETABLE M.P. | ① |
| VALUATION M.P. | ① |

POLE LINE DIAGRAM



- ▲ = NO. 9 COPPER WIRE
- ✓ = NO. 8 COPPER WIRE
- ▲ = NO. 8 WEATHER PROOF COPPERWELD
- I = NO. 8 IRON
- ▲ = NO. 6 WEATHER PROOF COPPER
- S = NO. 10 WEATHER PROOF COPPERWELD

KEY TO PIN SYMBOLS

- B = DISPATCHER
- R = RADIO
- LD = CARRIER
- P = POWER
- PBX = EXT.
- I = INDICATION
- SP = SPARE
- B = BLOCK
- M = MESSAGE
- C = CODE
- YD = YARD
- X = CROSSING
- HD = DISTANT

KEY TO LINE CIRCUITS

| | | |
|---------------|-----|-------|
| GRINDING | WPS | 0041 |
| SURFACING | 79T | 80F |
| TIES | 79 | 79 |
| UNDERCUTTING | | |
| RAIL | | 27F79 |
| BAL CLEAN | | 61S |
| TONNAGE (MGT) | | 28.8 |
| T T SPEED | 30 | 30 |

004

| | | | |
|---------------|----------|----------|--------------------|
| GRINDING | | 82 | |
| SURFACING | 81 | 81 | |
| TIES | | 79 | |
| UNDERCUTTING | | 81 | |
| RAIL | | 40-75 | 40-73 |
| BAL CLEAN | | 80L | 81 |
| TONNAGE (MGT) | | 20.6 | |
| T T SPEED | 50/50/40 | 70/60/50 | 35/35/35 170/60/50 |

002

| | | | |
|---------------|----------|----------|--------------------|
| GRINDING | | 82 | |
| SURFACING | 81 | 79T | 81 |
| TIES | | 79 | |
| UNDERCUTTING | | 81 | |
| RAIL | 40-73 | 27-64 | 40-73 |
| BAL CLEAN | | 80L | 81 |
| TONNAGE (MGT) | 32.9 | 27.1 | |
| T T SPEED | 70/60/50 | 70/60/50 | 35/35/35 170/60/50 |

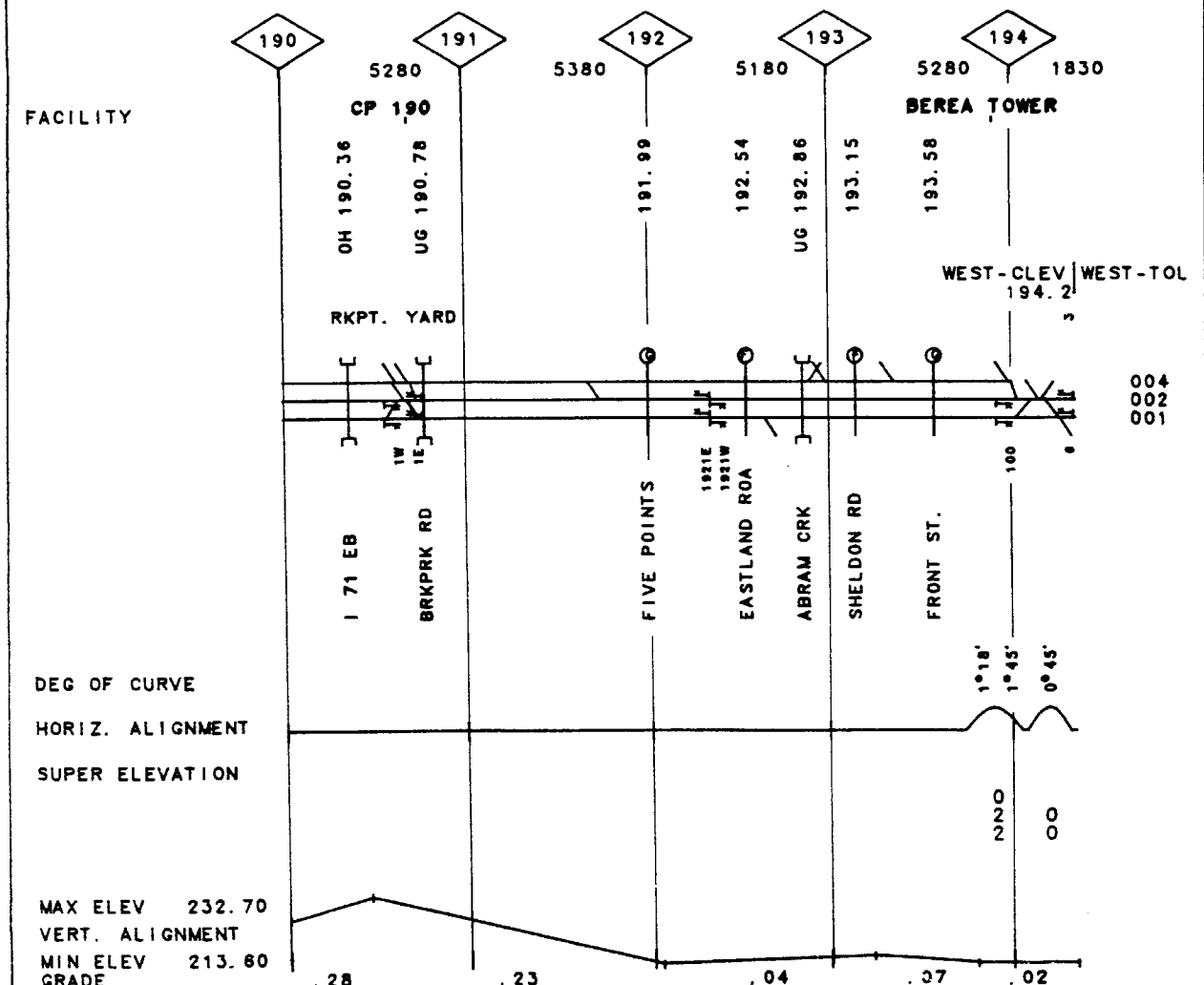
001

VALUATION
TOWN

v2040/v2060

BEREA

FACILITY



004
002
001

COST CENTER LISTING FOR ALLEGHENY "B" DIVISION

| <u>LINE NAME</u> | <u>MILE POST FROM</u> | <u>MILE POST TO</u> | <u>TRACK</u> | <u>COST CENTER</u> | <u>LINE CODE</u> |
|------------------|-------------------------------|-----------------------------|--------------|------------------------|----------------------|
| BLOOMSBURG IND. | 170.00 | 177.00 | 007 | 61146 | 23-6241 |
| CLEARFIELD YARD | 1.60 | 1.60 | YRD | 10525 | 23-2358 |
| WALLACETON SEC. | 87.48 | 87.61 | 007 | 10365 | 23-2349 |

| | |
|---------------|-------|
| GRINDING | |
| SURFACING | 82 |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | 30F82 |
| BAL CLEAN | 81 |
| TONNAGE (MGT) | 6.8 |
| T T SPEED | 50/40 |

007

VALUATION
TOWN

V7215

FACILITY

GRAVITY

NEAST-BUFF | CENT-ALL. B
8.4

LEIN ROAD

TRANSIT RD

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 740.34
VERT. ALIGNMENT
MIN ELEV 719.90
GRADE

30

```

MAX ELEV      937.29
VERT. ALIGNMENT
MIN ELEV      740.34
GRADE

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007

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MAX ELEV      1503.96
VERT. ALIGNMENT
MIN ELEV      1361.86
GRADE

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| | | | | | | | | |
|---------------|--------|-------|-------|-------|-------|-------|-------|----|
| GRINDING | -79(1) | 81 | 79(1) | | | 81 | | |
| SURFACING | | 81 | | | | 82 | | |
| TIES | | | 78 | | | 77 | | 75 |
| UNDERCUTTING | | | | | | | | |
| RAIL | | 55F78 | 33-49 | 33F4B | 31F4g | 55F78 | 31-43 | |
| BAL CLEAN | | 81 | | | | 80L | 81 | |
| TONNAGE (MGT) | | | | | | | | |
| T SPEED | | 50/40 | 40 | | 7.0 | 50/40 | 40 | |

007

| | | | | | | | | |
|---------------|--|--|--|--|--------|----|-------|--|
| GRINDING | | | | | | | | |
| SURFACING | | | | | | 82 | | |
| TIES | | | | | | 77 | | |
| UNDERCUTTING | | | | | | | | |
| RAIL | | | | | 30 40G | | 31-42 | |
| BAL CLEAN | | | | | | | 64B | |
| TONNAGE (MGT) | | | | | | | | |
| T SPEED | | | | | | 30 | | |

WCS

VALUATION
TOWN

LIME LAKE

V7215

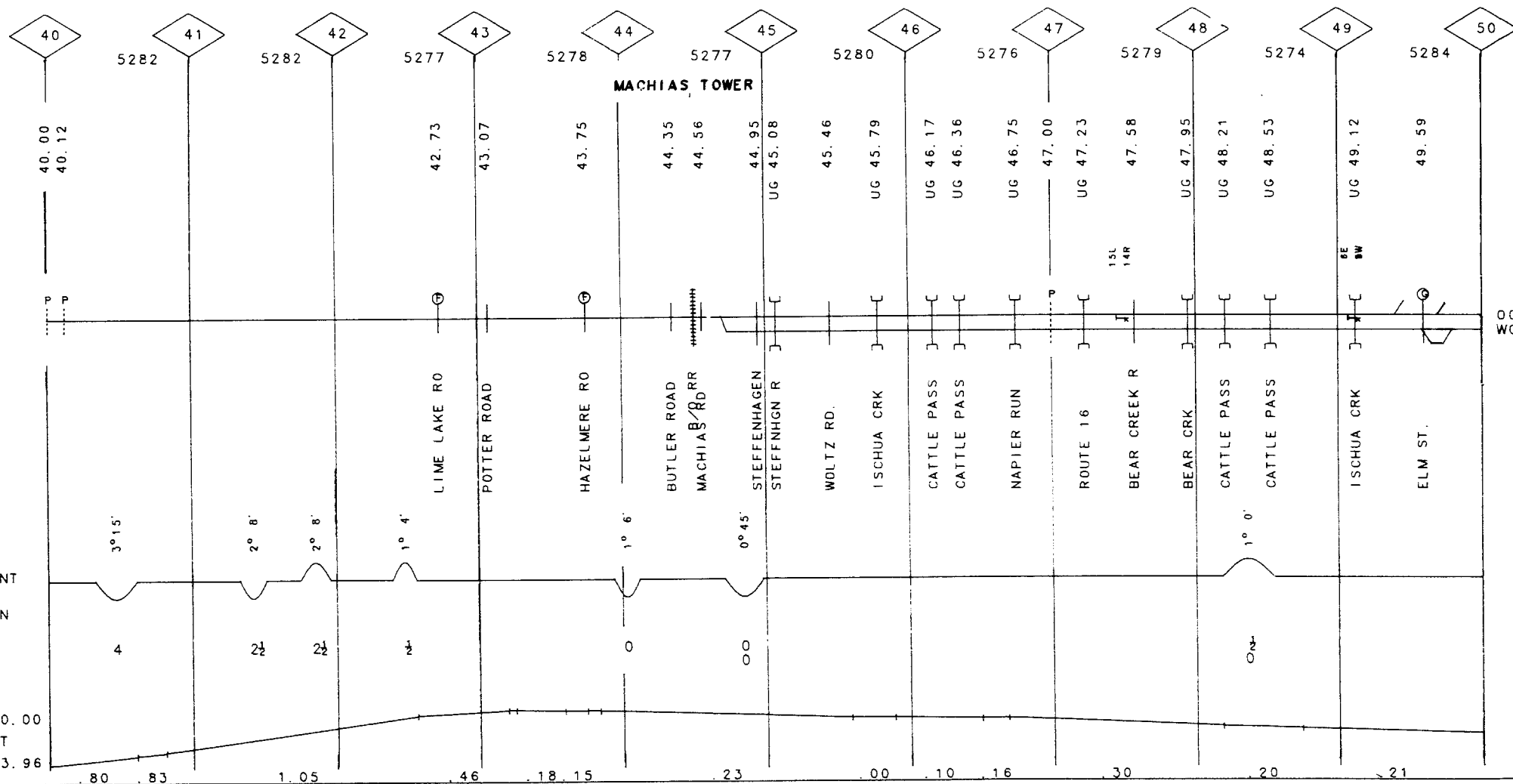
NAPIERS

FRANKLINVILLE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1650.00
VERT. ALIGNMENT
MIN ELEV 1503.96
GRADE



007
WCS

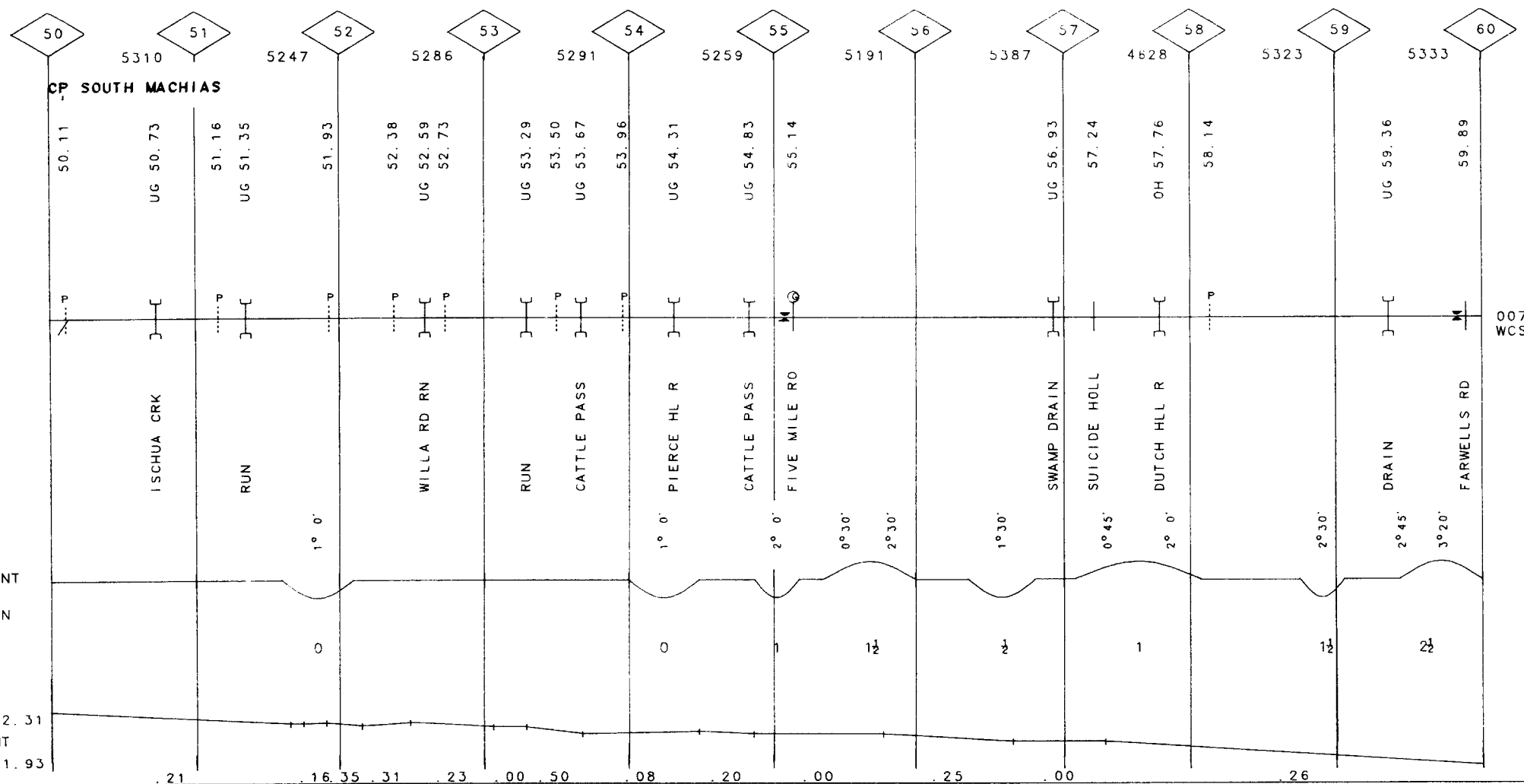
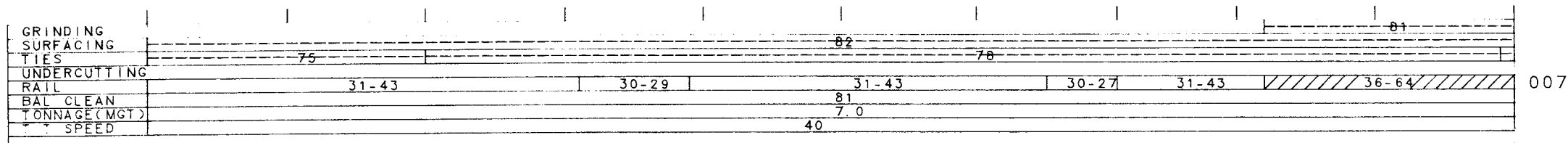
FACILITY

| | |
|------------------|--|
| DEG OF CURVE | |
| HORIZ. ALIGNMENT | |
| SUPER ELEVATION | |

MAX ELEV 1582.31
VERT. ALIGNMENT
MIN ELEV 1501.93
GRADE

V7215

ISCHUA

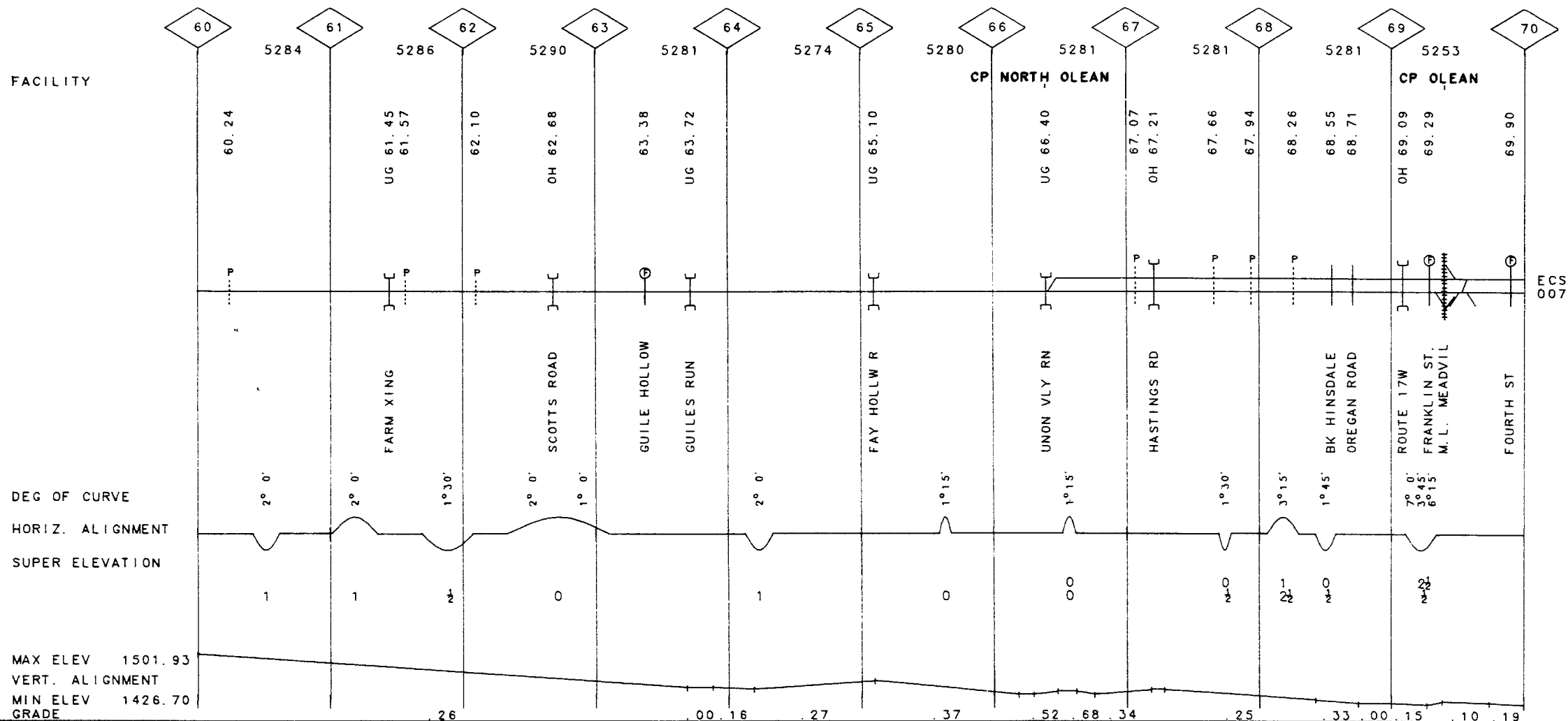


ECS007VALUATION
TOWN

HINSDALE

V7215

FACILITY



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M. L.

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23-

8 NY/PA

79.30 80.00

-MP

70.00 79.30

MP

REV. 01/83

M.L.(ROCKVLL / BFLO.)
M.L.(ROCKVLL / BFLO.)

23-2314

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1448.00
VERT. ALIGNMENT
MIN ELEV 1426.00
GRADE

| | |
|--------------|-------|
| GRINDING | 79(1) |
| SURFACING | 81 |
| TIES | 75 |
| UNDERCUTTING | |
| RAIL | 31F76 |
| BAL CLEAN | 78L |
| TONNAGE(MGT) | 3.2 |
| T T SPEED | 30 |

| | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| GRINDING | | | | 79(1) | | | | | 81 |
| SURFACING | 82 | | 81 | 81 | | | 82 | | |
| TIES | | 80 | | | | 80 | | | |
| UNDERCUTTING | 00F22 | 00-24 | 30-17 | 31-48 | 31F76 | 31-43 | 33-49 | 31-64 | 31-44 |
| RAIL | | | | | 78L | 79L | 80L | 81 | 80L |
| BAL CLEAN | | | 878L | | | | 6.5 | | |
| TONNAGE(MGT) | | | 3.2 | 40 | | | 40 | | |
| T T SPEED | 20 | | | | | | | | |

ECS

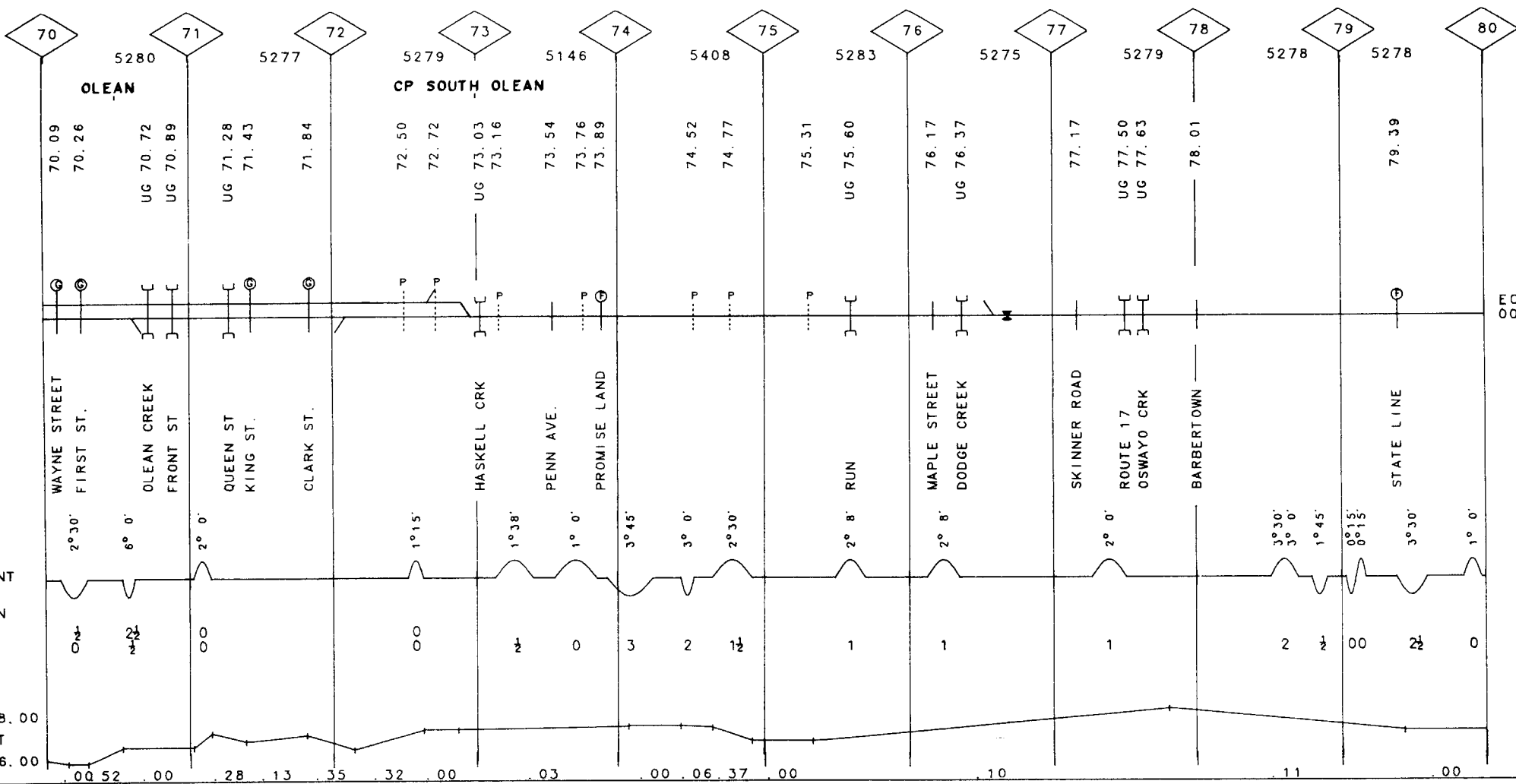
007

NY/PA
V7215 V7205

OLEAN

WESTONS

PORTVILLE



ECS
007

[illegible]

| | | | | |
|--------------|--------|-------|-------|--------|
| GRINDING | | | | |
| SURFACING | | | 80F | |
| TIES | | | 80 | |
| UNDERCUTTING | | | | |
| RAIL | 30-36C | 30-30 | 30-28 | 30-35C |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | | | | |
| T T SPEED | | 30 | | |

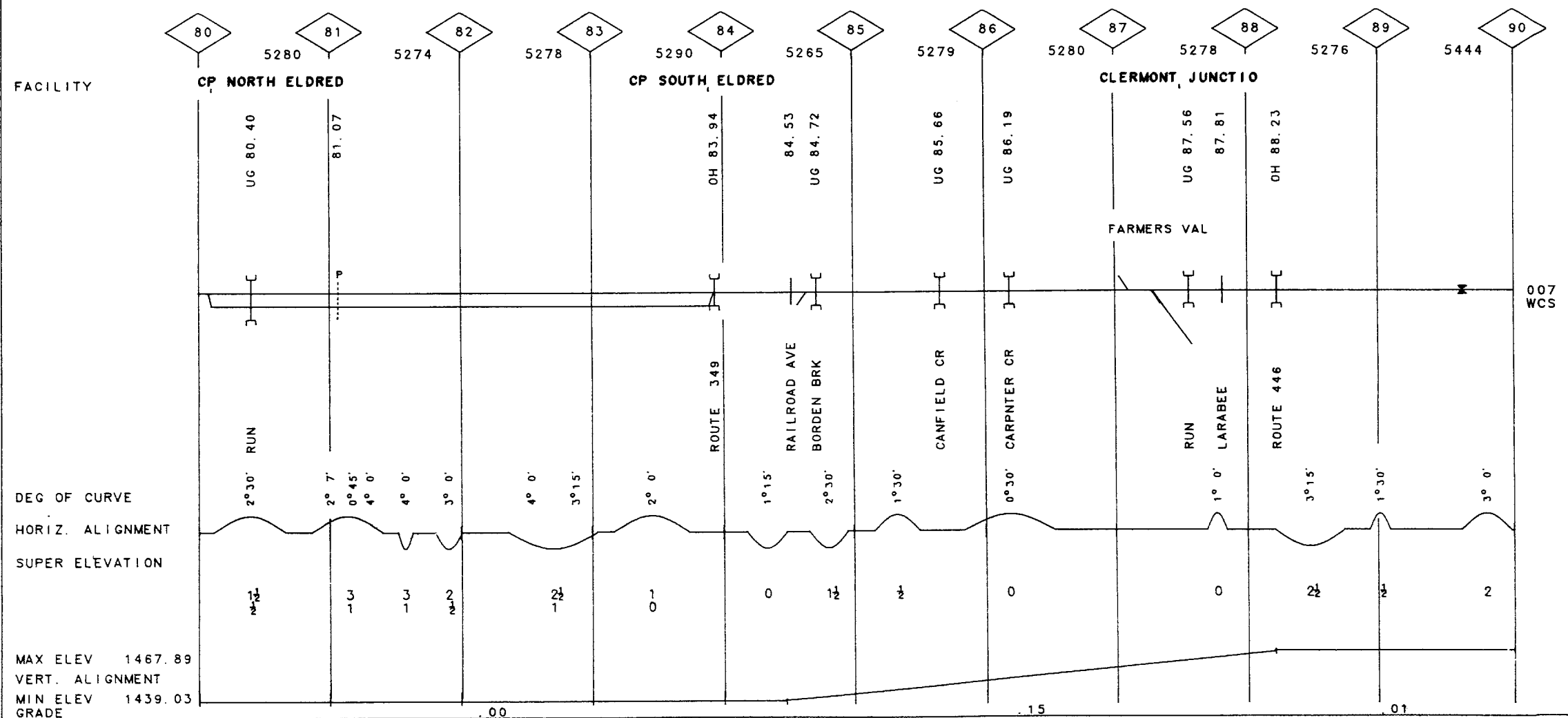
WCS

VALUATION
TOWN

ELDRED

V7205

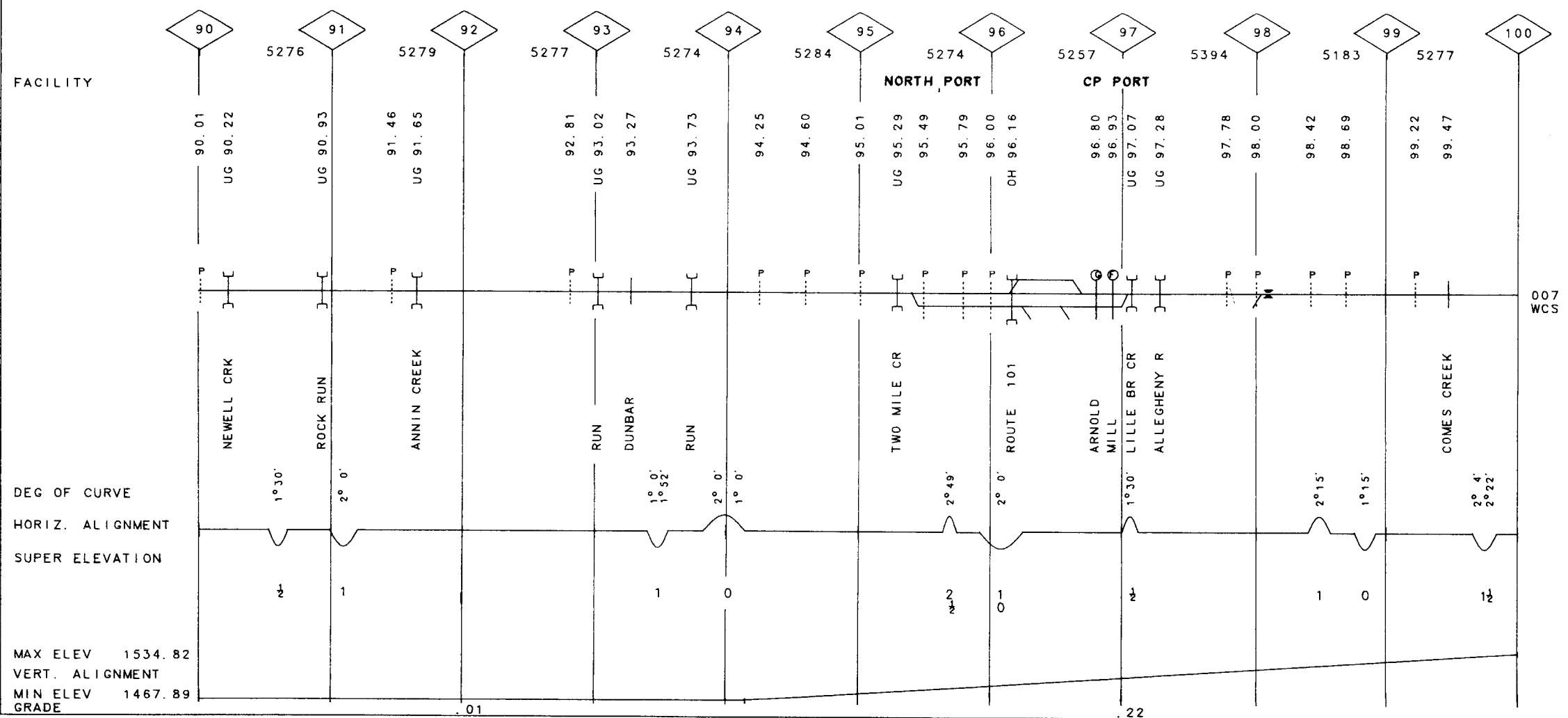
LARABEE



| | |
|--------------|--------|
| GRINDING | |
| SURFACING | 75E |
| TIES | 75 |
| UNDERCUTTING | |
| RAIL | 30-39F |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 30 |

WCS

PORT ALLEGANY



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TOWN

WRIGHTS

LIBERTY

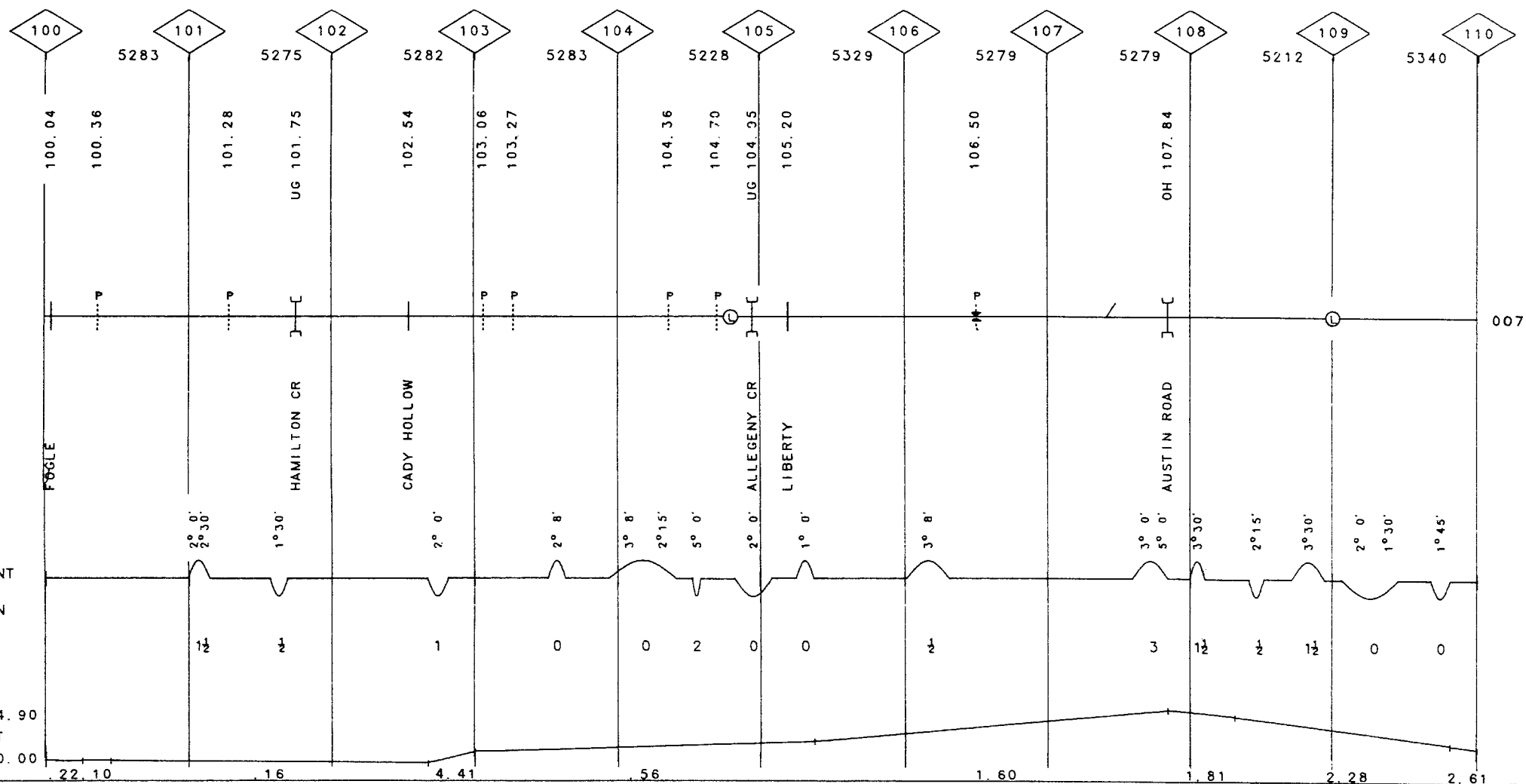
V7205

KEATING SUMMIT

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1874.90
VERT. ALIGNMENT
MIN ELEV 1520.00
GRADE

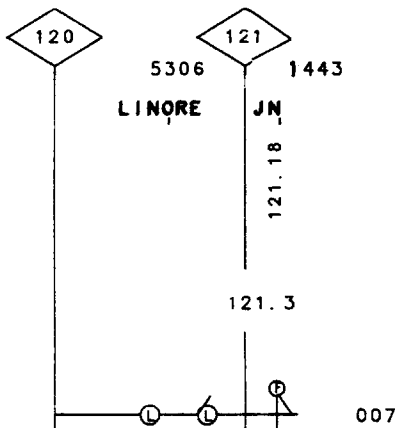


| | | |
|---------------|--------|-----|
| GRINDING | 80(11) | |
| SURFACING | 82 | |
| TIES | 82 | |
| UNDERCUTTING | | |
| RAIL | 40-79 | 007 |
| BAL CLEAN | 80L | |
| TONNAGE (MGT) | | |
| T T SPEED | 35 | |

VALUATION
TOWN

V7205
EMPORIUM

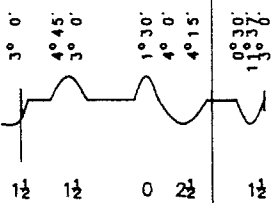
FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION



MAX ELEV 1220.50
VERT. ALIGNMENT
MIN ELEV 1031.70
GRADE

52

[illegible]

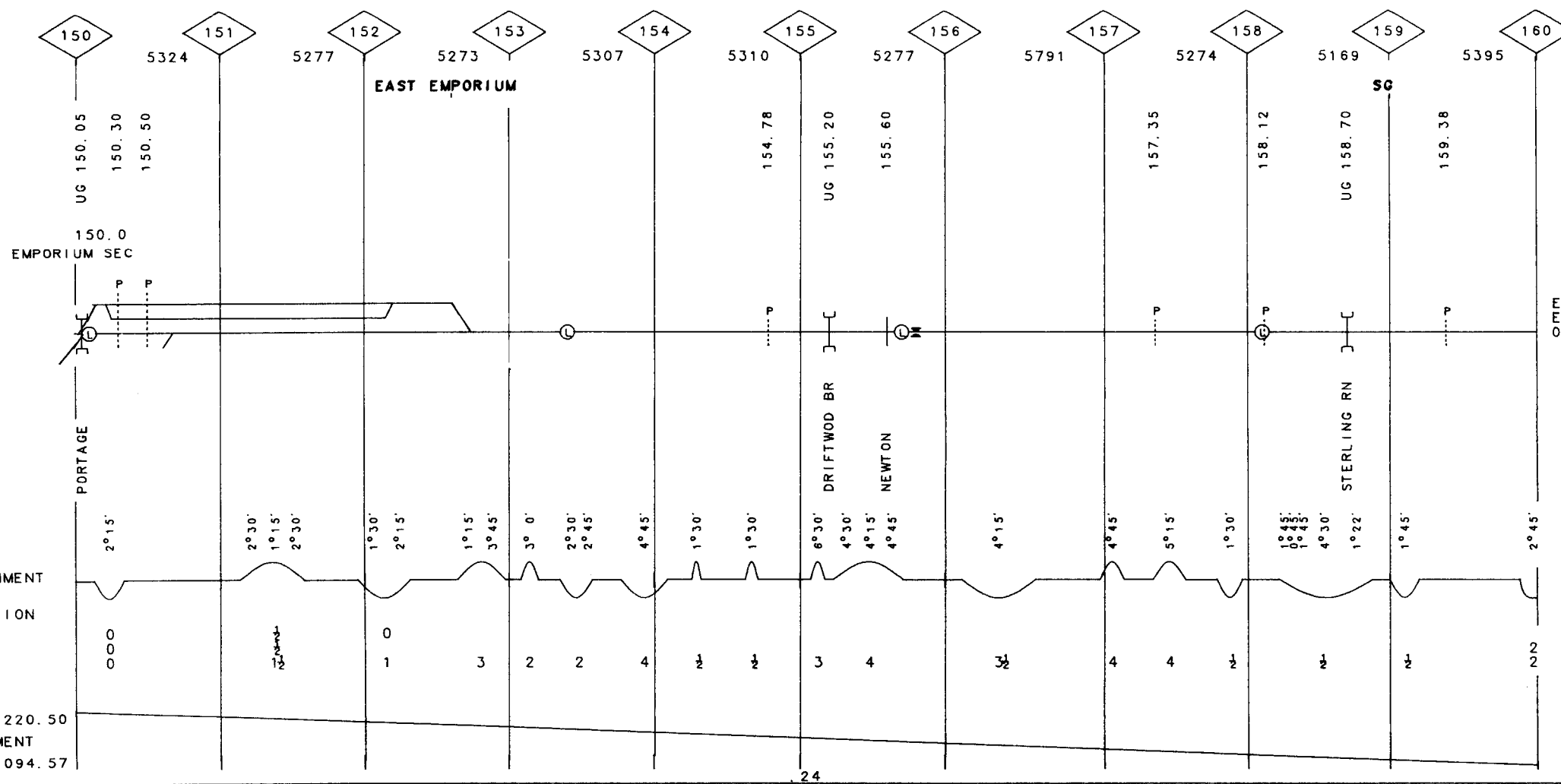
E - S

007

FACILITY

CAMERON

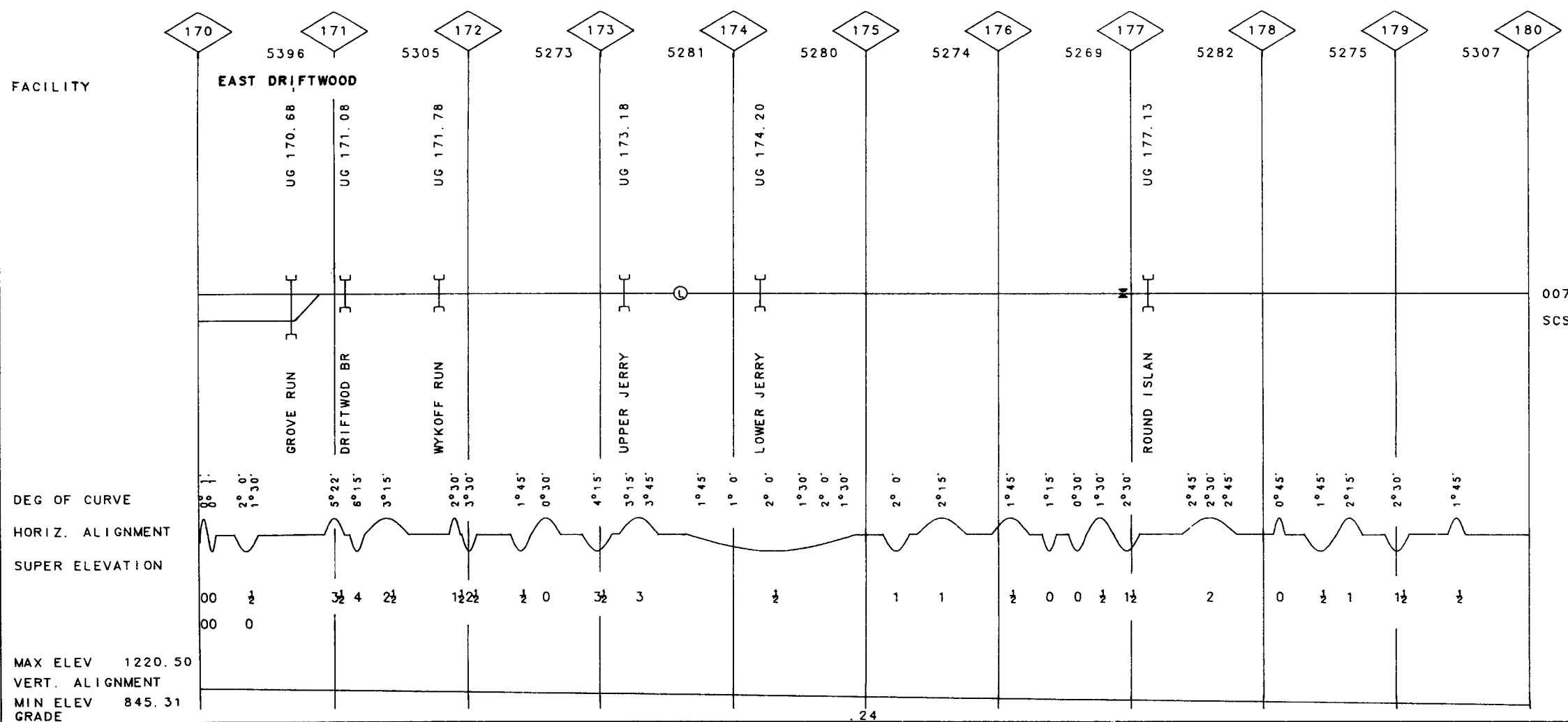
STERLING RUN



ECS
E-S
007

007SCS

V7032



| | |
|---------------|-----------------------------------|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 30-28 30-43 30-27 30-40C |
| BAL CLEAN | 64B |
| TONNAGE (MGT) | |
| T T SPEED | 30 |

NCS

| | |
|---------------|----|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 30 |

N-S

| | | | | | |
|---------------|-------|-------|-------|-------|-------|
| GRINDING | 80(1) | 76(2) | 76(2) | 81 | 81 |
| SURFACING | 82 | 82 | 81 | 81 | 81 |
| TIES | 80 | 82 | | | |
| UNDERCUTTING | | | | | |
| RAIL | 52F74 | 27F74 | 32N81 | 31-64 | 52-67 |
| BAL CLEAN | 80L | | | 82 | |
| TONNAGE (MGT) | 5.8 | 20.4 | | 20.5 | |
| T T SPEED | 40 | 35 | | 40 | |

007

| | |
|---------------|-----------------|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 40-48 31-53C |
| BAL CLEAN | 67B |
| TONNAGE (MGT) | |
| T T SPEED | 30 |

SCS

VALUATION
TOWN

KEATING

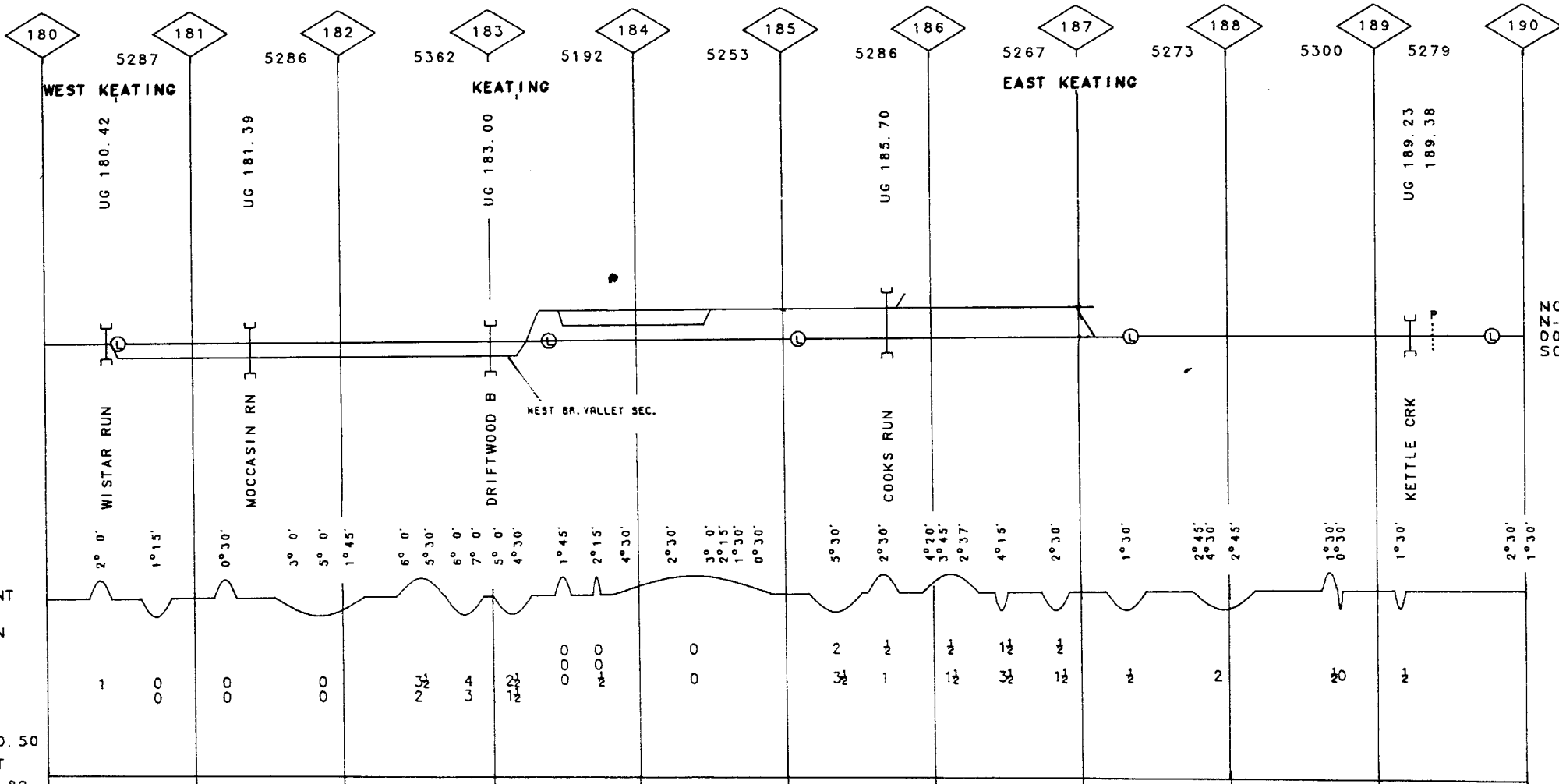
V7032

WESTPORT

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1220.50
VERT. ALIGNMENT
MIN ELEV 720.82
GRADE



NCS
SCS

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 720.82
VERT. ALIGNMENT
MIN ELEV 644.20
GRADE

| | | | |
|--------------|-------|--------|--------|
| GRINDING | 68(2) | | |
| SURFACING | 82 | | |
| TIES | 82 | | |
| UNDERCUTTING | | | |
| RAIL | 36-67 | 30-63C | 31-55C |
| BAL CLEAN | 64B | | |
| TONNAGE(MGT) | | | |
| T T SPEED | | | |

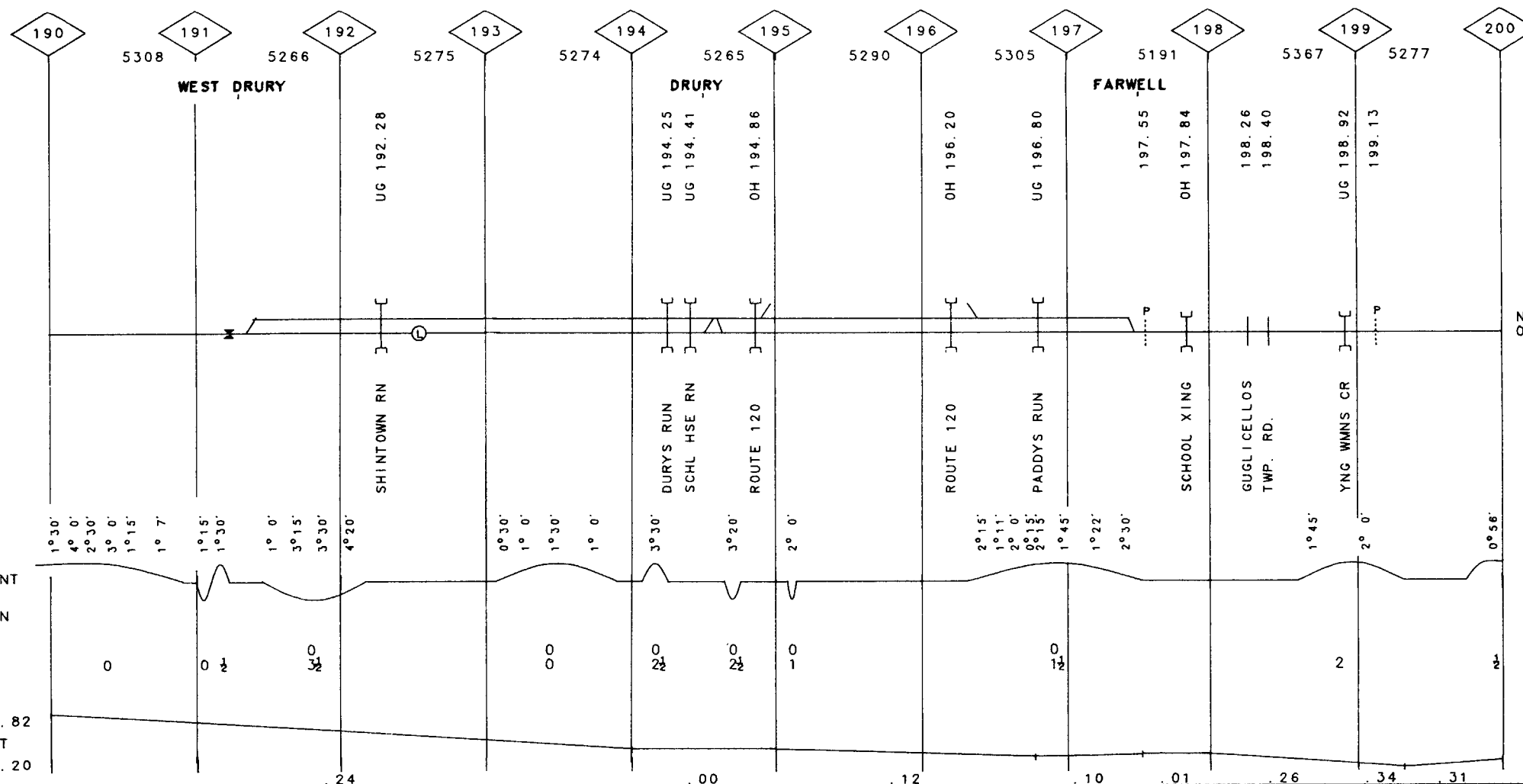
| | | | |
|--------------|-------|-------|------|
| GRINDING | 81 | | |
| SURFACING | 81 | | |
| TIES | 81 | | |
| UNDERCUTTING | | | |
| RAIL | 52-67 | 27F74 | |
| BAL CLEAN | 82 | | |
| TONNAGE(MGT) | 20.5 | 20.3 | 20.2 |
| T T SPEED | 40 | 50/40 | |

NCS

007

V7032
RENOVO

NORTH BEND



NCS

N - S

007

GLEN UNION

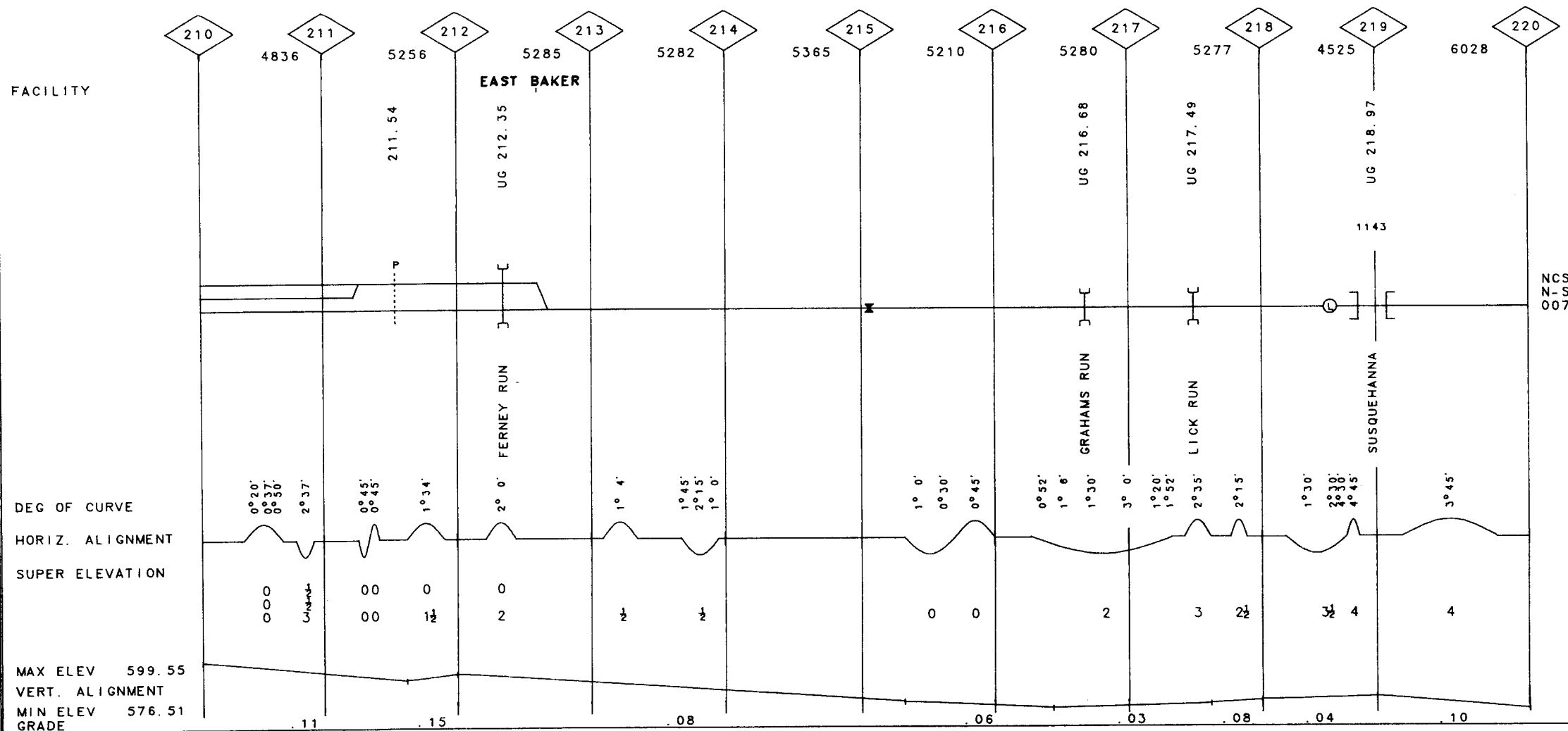


[illegible]

N - S

007

FARRANDSVILLE



| | | | | |
|--------------|-------|-------|-------|-------|
| GRINDING | 81 | 79(1) | 69(2) | 81 |
| SURFACING | 82 | | | 82 |
| TIES | 82 | | | 82 |
| UNDERCUTTING | | | | |
| RAIL | 40-76 | 27F74 | 33-52 | 33-51 |
| BAL CLEAN | | | 82 | |
| TONNAGE(MGT) | 50/40 | 20.2 | 40 | 21.6 |
| T T SPEED | | 30 | | 50/40 |

007

| | | |
|--------------|--------|--------|
| GRINDING | 80E | 81 |
| SURFACING | | |
| TIES | 65 | 81 |
| UNDERCUTTING | | |
| RAIL | 31-55C | 52-59C |
| BAL CLEAN | | 80L |
| TONNAGE(MGT) | | |
| T T SPEED | 30 | |

SCS

VALUATION
TOWN

LOCK HAVEN

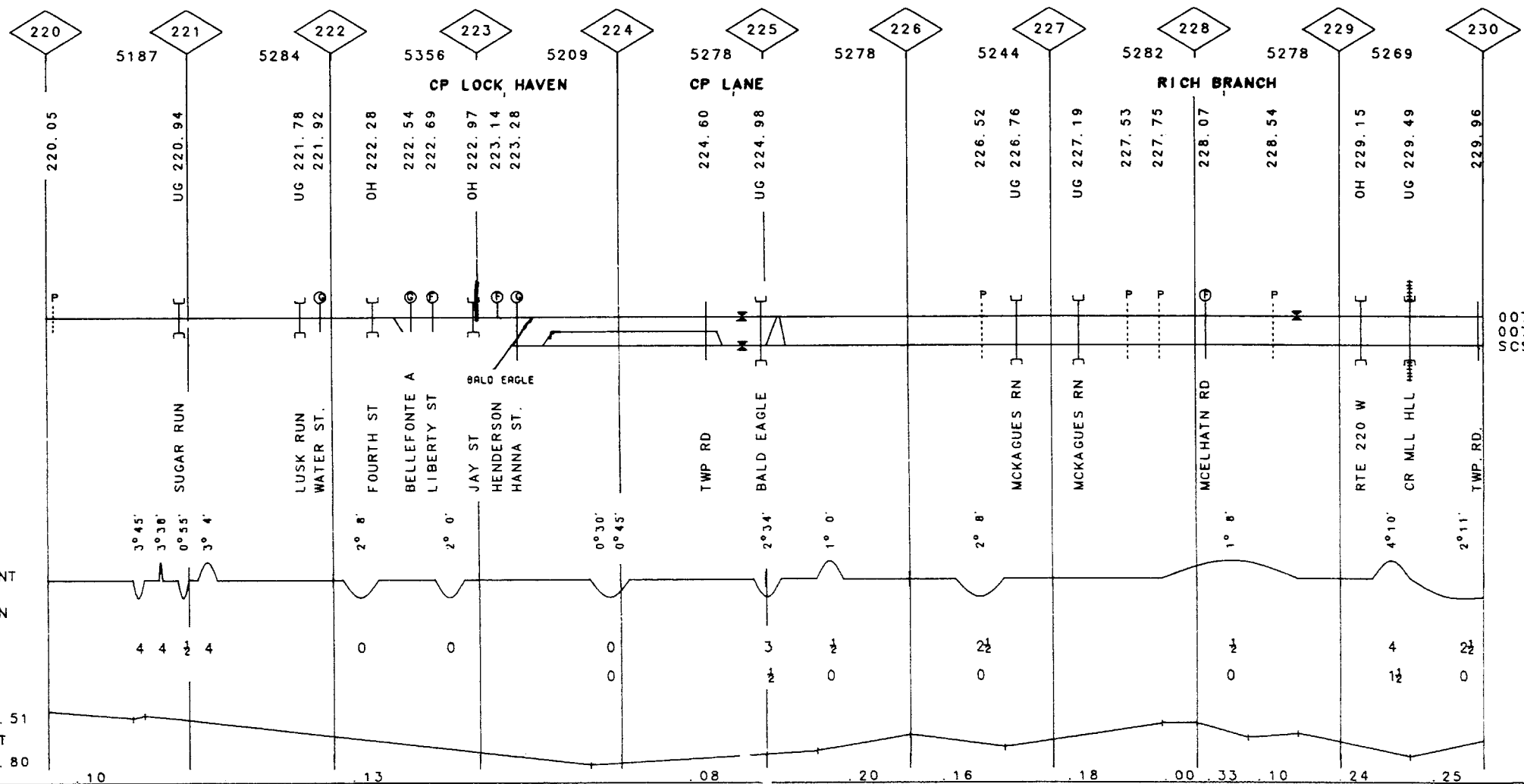
V7032

MCELHATTAN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 576.51
VERT. ALIGNMENT
MIN ELEV 553.80
GRADE



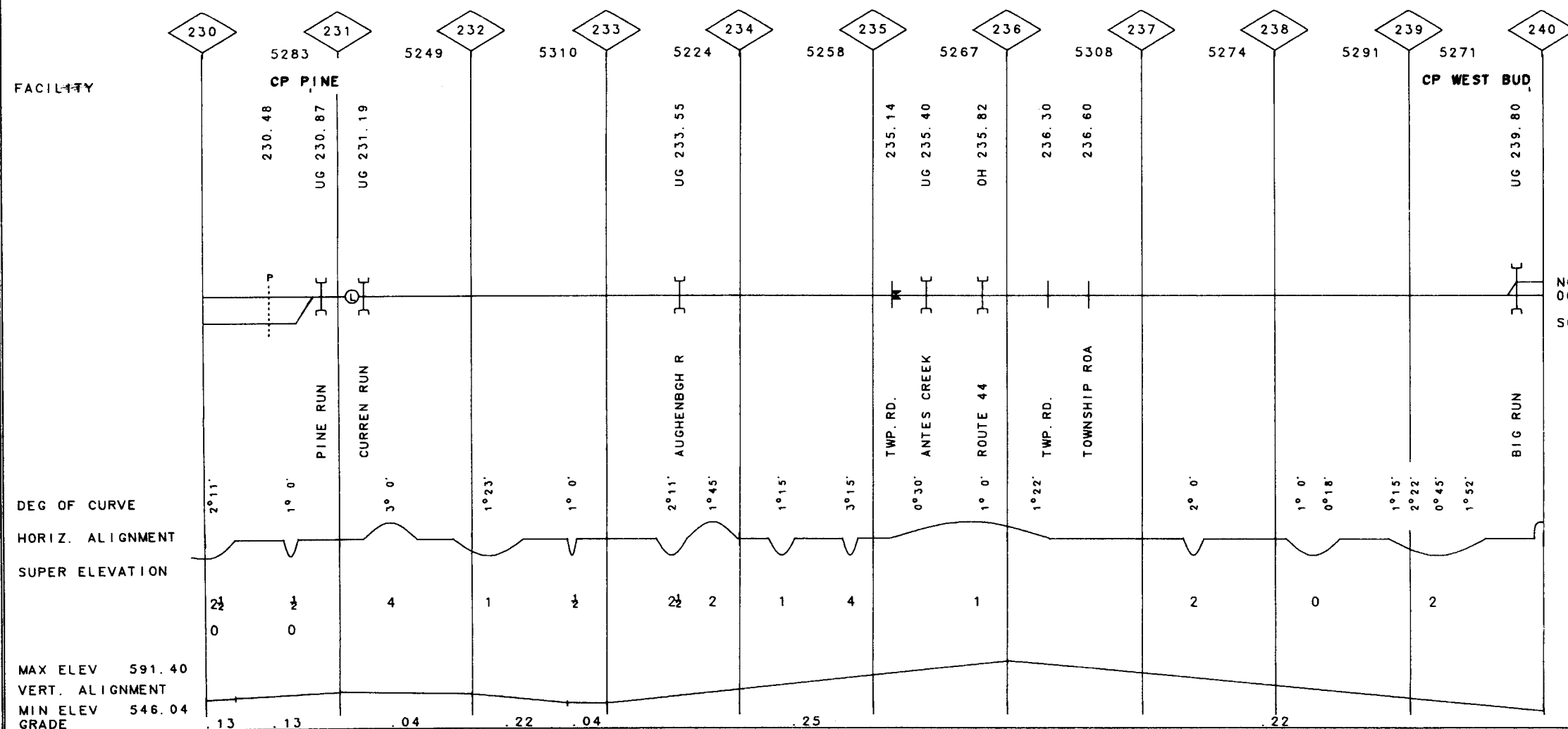
007
007
SCS

NCS

007SCS

V7032

ANTES FORT



| | | | | | | | | | | |
|---------------|-----|-------|-------|-------|-------|-----|--------|-------|-------|-----|
| GRINDING | NCS | | | | | | | | | 002 |
| SURFACING | | 82 | | 81 | 78E | 81 | | 77E | | |
| TIES | | 82 | | | 78 | | | 77 | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | | 31-44 | 30-59 | 00-26 | 00-25 | | 31-64C | 30-26 | 30-53 | |
| BAL CLEAN | | | 66B | | | 66B | | 58B | | |
| TONNAGE (MGT) | | | | | | | | 7.5 | | |
| T T SPEED | | | 30 | | | | | 30 | | |

| | | | | | | | | | | |
|---------------|-----|-------|-------|-------|--|----|-------|----|--|-----|
| GRINDING | 007 | | | | | | | | | 001 |
| SURFACING | | 81 | | 81 | | | 80(1) | | | |
| TIES | | | 75 | 82 | | 75 | 82 | 75 | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | | 32N81 | | 40-76 | | | 40-76 | | | |
| BAL CLEAN | | | 80L | | | | 80L | | | |
| TONNAGE (MGT) | | | 21.6 | | | | 9.1 | | | |
| T T SPEED | | | 50/40 | | | | 30 | | | |

NCS

007

VALUATION
TOWN

NISBET

V7032

DUBOISTOWN

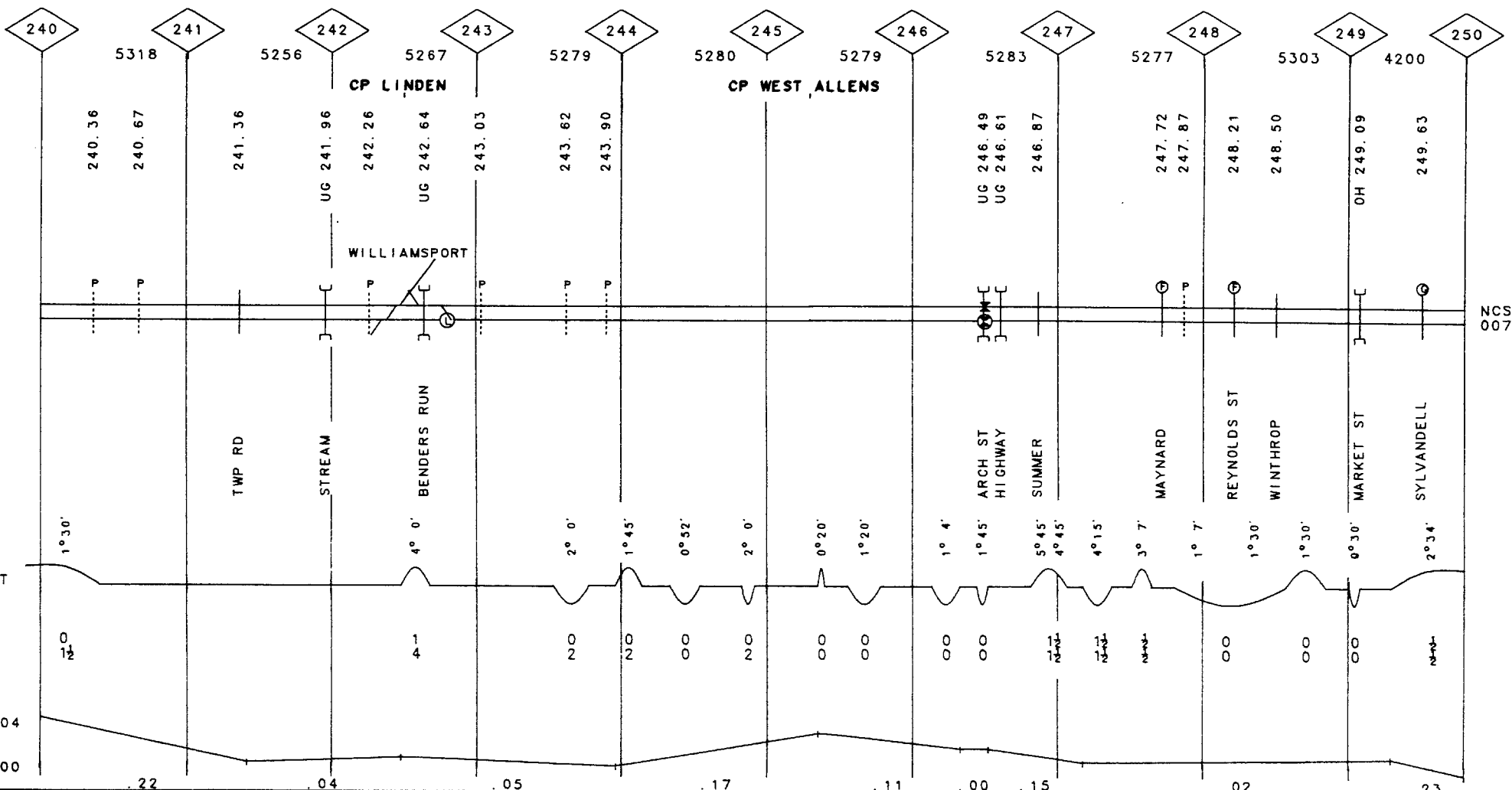
LYON

FACILITY

DEG OF CURVE

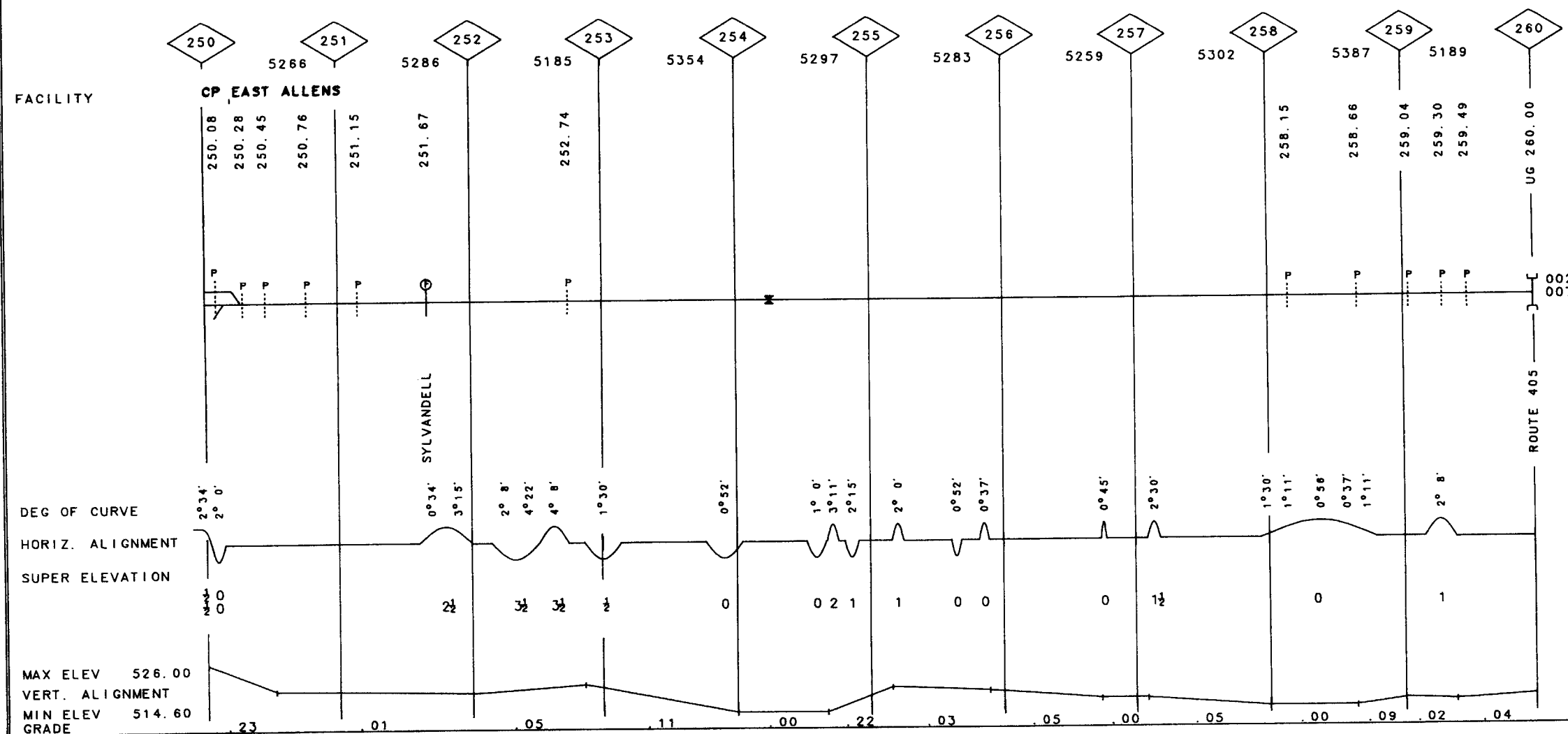
HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 546.04
VERT. ALIGNMENT
MIN ELEV 526.00
GRADENCS
007

002007

V7032



N-S

[illegible]

007

MUNCY

CL I N T O N

V7032

DEWART

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 517.90
VERT. ALIGNMENT
MIN ELEV 484.60
GRADE

N-S
007

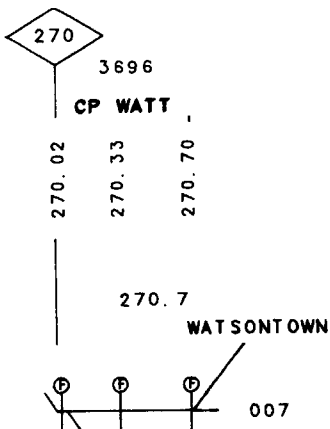
| | |
|---------------|-------------|
| GRINDING | 81 |
| SURFACING | 81 |
| TIES | 79 |
| UNDERCUTTING | |
| RAIL | // 32-79 // |
| BAL CLEAN | |
| TONNAGE (MGT) | 23.8 |
| T T SPEED | 40 |

007

VALUATION
TOWN

V7032
WATSON TOWN

FACILITY

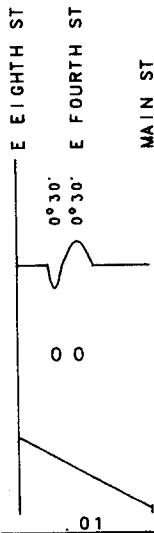


DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 484.60
VERT. ALIGNMENT
MIN ELEV 484.30
GRADE



NCS

007

V7032
MILTON

MONT ANDON



| | | | | | | |
|--------------|-------|--|-------|--|-------|--|
| GRINDING | 69(1) | | 81 | | 79(3) | |
| SURFACING | 82 | | 78 | | 82 | |
| TIES | 77 | | 78 | | 77 | |
| UNDERCUTTING | 31-31 | | 40-48 | | 30-40 | |
| RAIL | | | | | 32-78 | |
| BAL CLEAN | 18.5 | | 82 | | 16.8 | |
| TONNAGE(MGT) | | | 40 | | 30 | |
| T T SPEED | | | | | 19.4 | |
| | | | | | 20 | |

007

| | | |
|--------------|----|-----|
| GRINDING | TF | PSG |
| SURFACING | | 78T |
| TIES | | 78 |
| UNDERCUTTING | | |
| RAIL | | |
| BAL CLEAN | | |
| TONNAGE(MGT) | | |
| T T SPEED | | |

TF

| | |
|--------------|-----|
| GRINDING | |
| SURFACING | 78T |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 30 |

PSG

V7032

VALUATION
TOWN

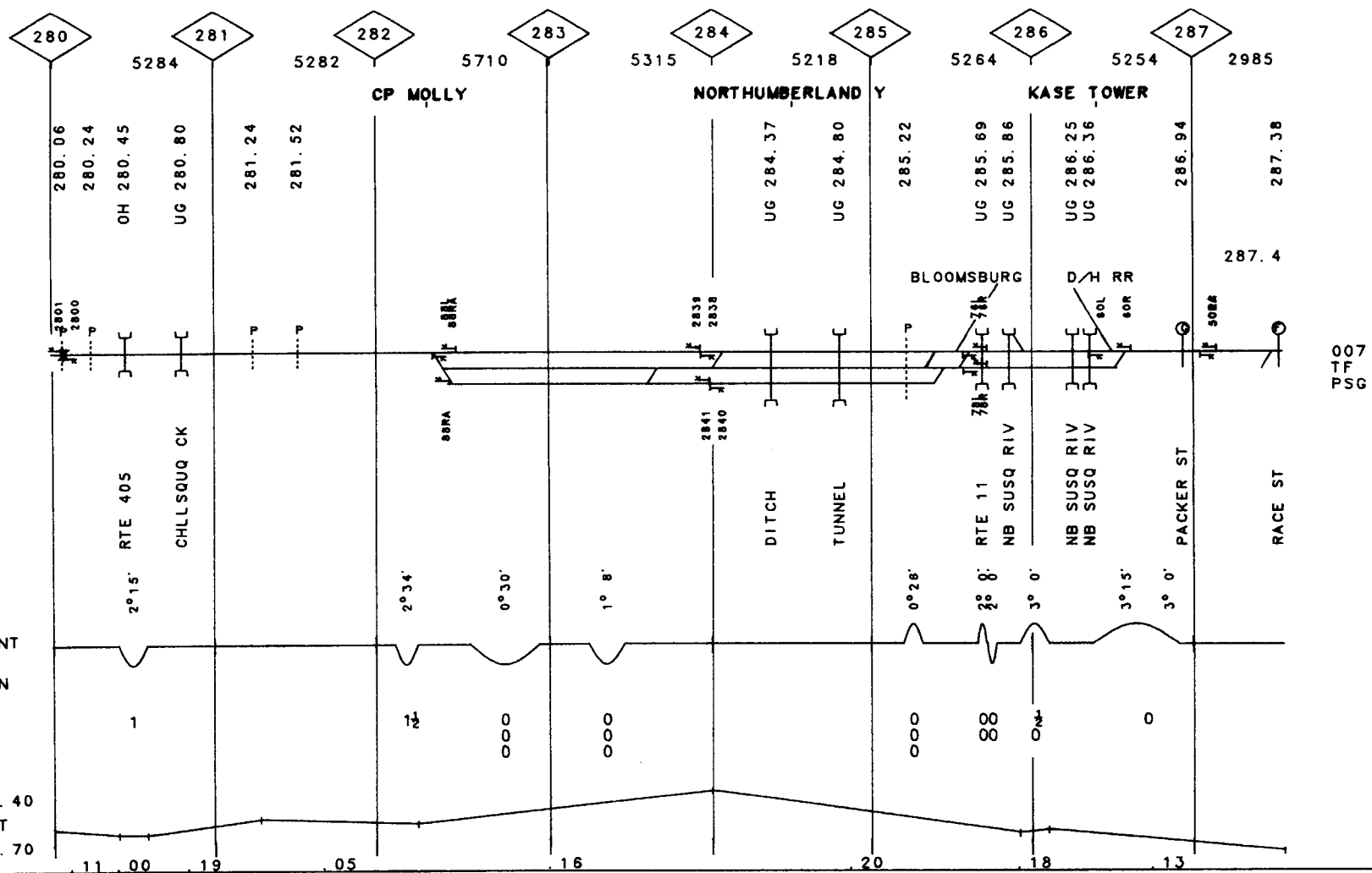
NORTH HUMBERLAND

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 470.40
VERT. ALIGNMENT
MIN ELEV 442.70
GRADE007
TF
PSG

| | | | | | |
|--------------|-------|-------|-------|-------|-------|
| GRINDING | | 81 | | 69(1) | |
| SURFACING | | | | 82 | |
| TIES | | | | 82 | |
| UNDERCUTTING | | | | | |
| RAIL | 32-78 | 31F78 | 40F78 | 33-47 | 33-58 |
| BAL CLEAN | | | | 82 | |
| TONNAGE(MGT) | | | | 27.9 | |
| T T SPEED | | | | 40 | |

007

| | |
|--------------|--|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | |

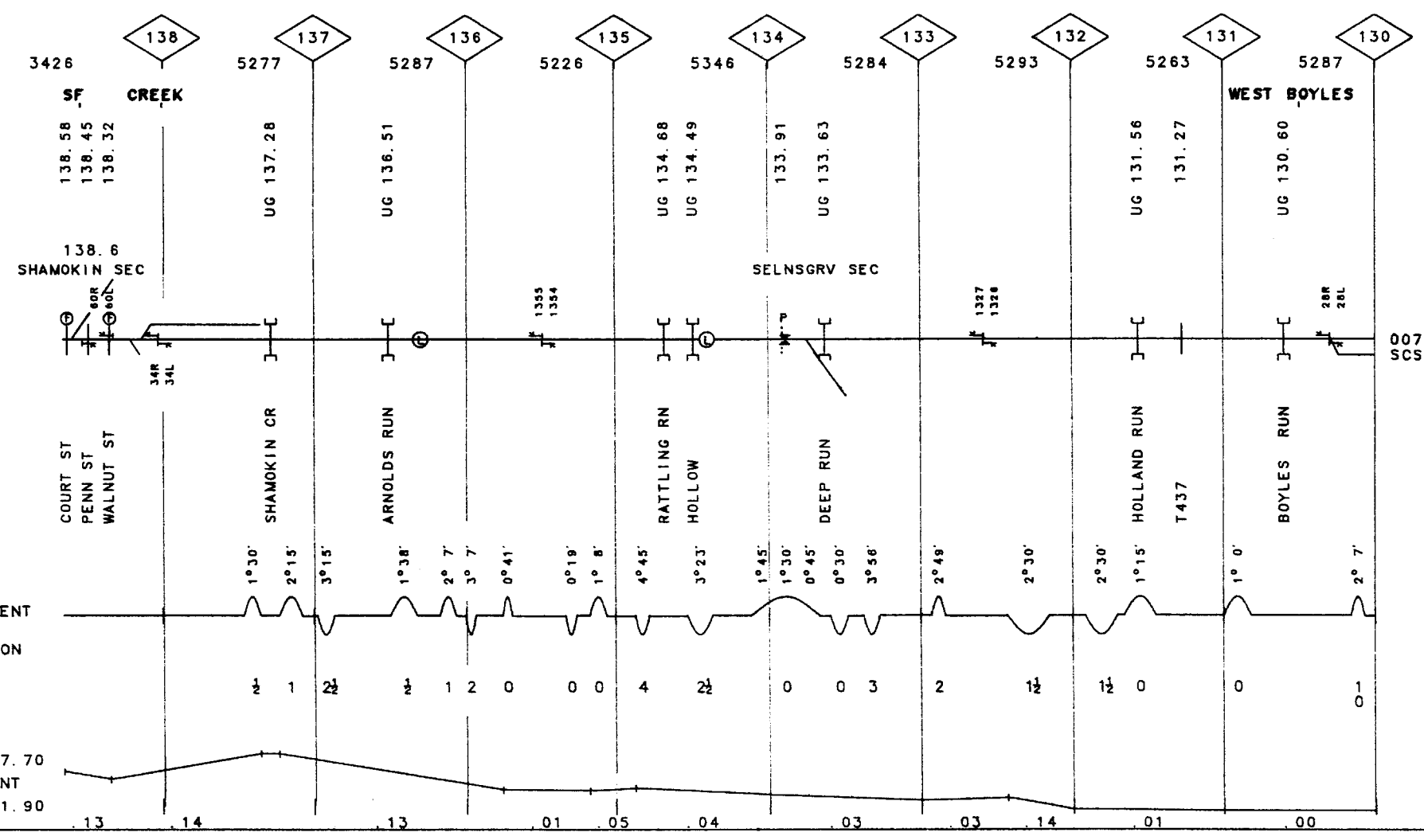
SCS

VALUATION
TOWN

SUNBURY

V7462
SELINGROVE JCT

FACILITY



007
SCS

| | | | | | | |
|---------------|-------|-------|-------|-------|--|--|
| GRINDING | 69(1) | | | 81 | | |
| SURFACING | | | | | | |
| TIES | 82 | | | 77 | | |
| UNDERCUTTING | | | | | | |
| RAIL | 33-51 | 33-50 | 33-58 | 32-78 | | |
| BAL. CLEAN | | | | | | |
| TONNAGE (MGT) | 82 | | | | | |
| T T SPEED | 27.9 | | | | | |
| | 40 | | | | | |

007

| | |
|---------------|-----|
| GRINDING | |
| SURFACING | 78T |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | |
| BAL. CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 30 |

SCS

VALUATION
TOWN

HERNDON

V7462

DALMATIA

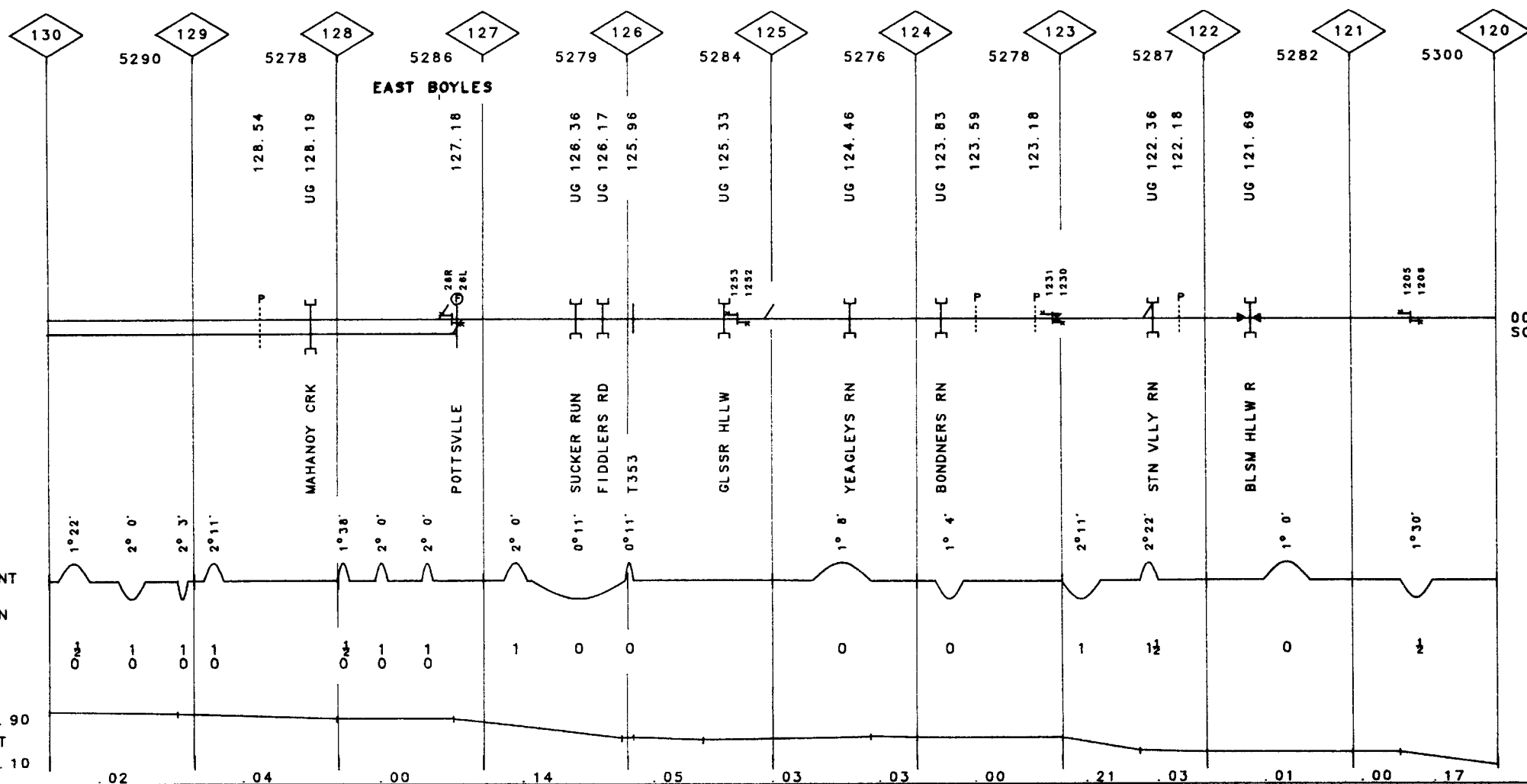
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 431.90
VERT. ALIGNMENT
MIN ELEV 408.10
GRADE



007
SCS

NCS

007

V7482

MILLERSBURG

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 389.95
VERT. ALIGNMENT
MIN ELEV 366.40
GRADE

HALIFAX

V7462

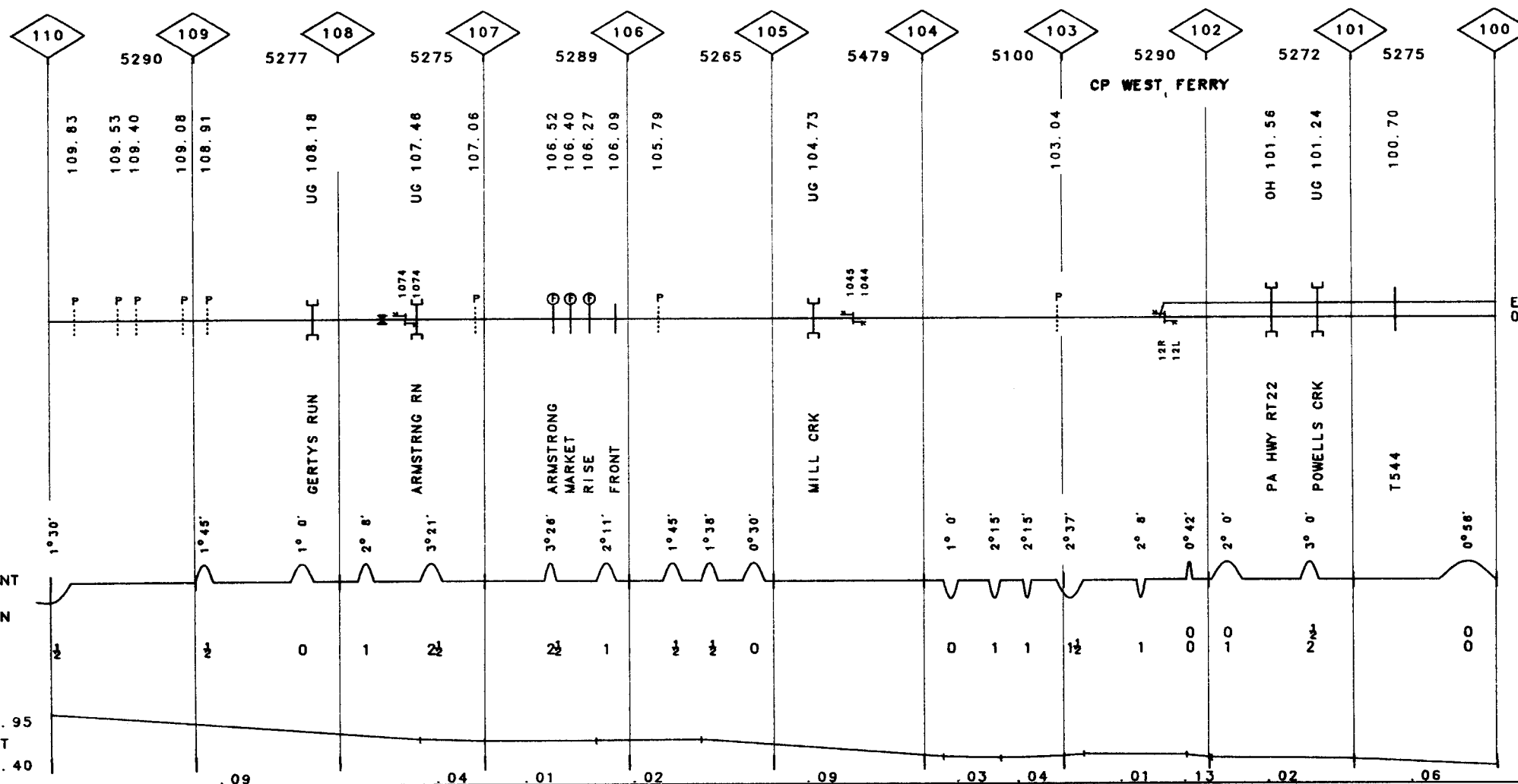
| | |
|--------------|-----|
| GRINDING | |
| SURFACING | 78T |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 30 |

ECS

007

ECS
007

| | | | |
|--------------|-------|-------|-------|
| GRINDING | 71 | 79(2) | 80(1) |
| SURFACING | 82 | 68 | 75 |
| TIES | 32-82 | 32-78 | |
| UNDERCUTTING | 82 | 82 | |
| RAIL | | | |
| BAL CLEAN | | | |
| TONNAGE(MGT) | | 27.9 | |
| T T SPEED | | 40 | |



| | |
|---------------|----|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL. CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 30 |

ECS

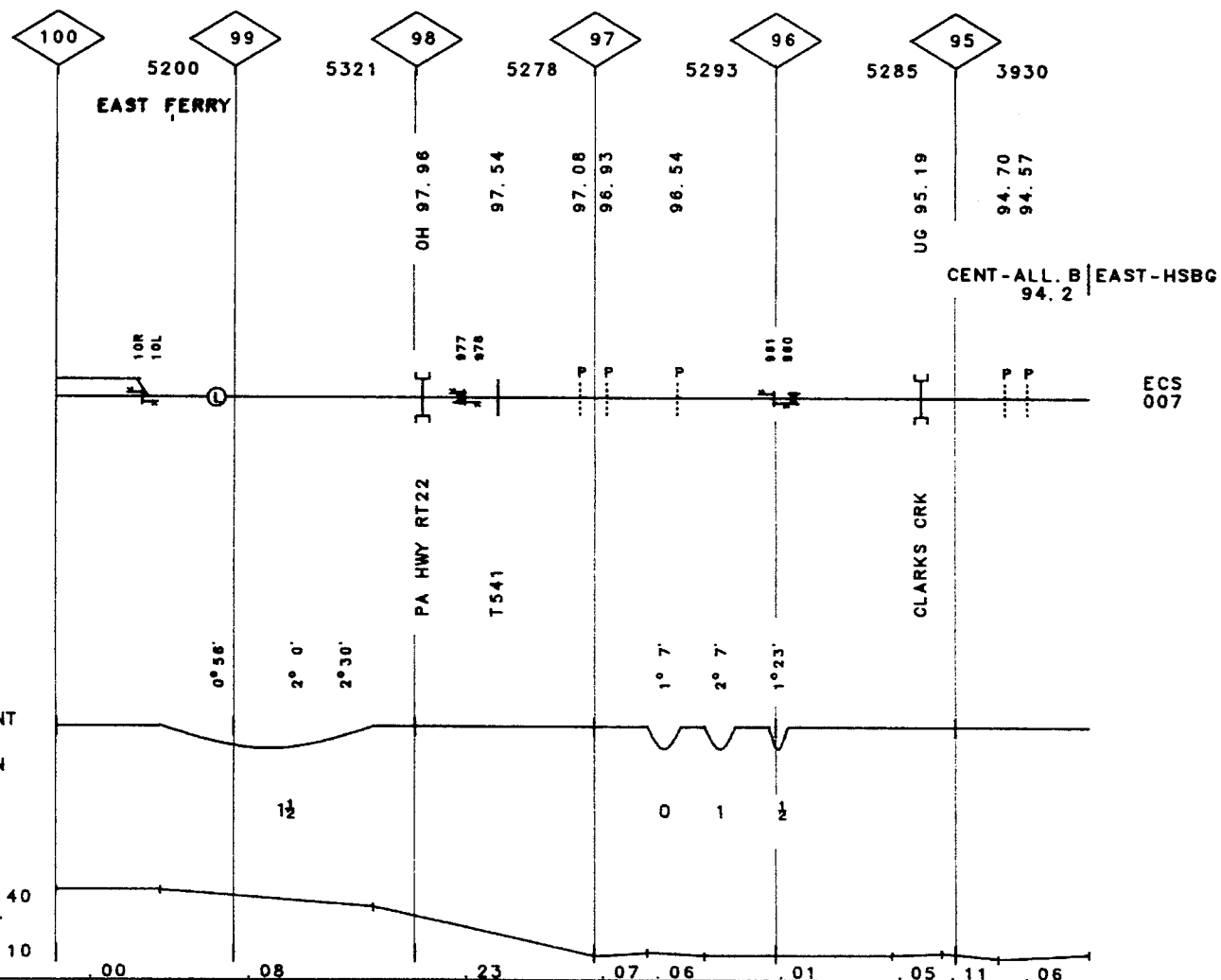
| | | | |
|---------------|-------|------|-------|
| GRINDING | 80(1) | | |
| SURFACING | | 82 | |
| TIES | 76 | | 78 |
| UNDERCUTTING | | | |
| RAIL | 32-78 | | 40-57 |
| BAL. CLEAN | | 82 | |
| TONNAGE (MGT) | | 27.9 | |
| T T SPEED | | 40 | |

007

VALUATION
TOWN

V7462

FACILITY



| | |
|---------------|-------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 90-08 |
| BAL CLEAN | 90-08 |
| TONNAGE (MGT) | |
| T T SPEED | 05 |

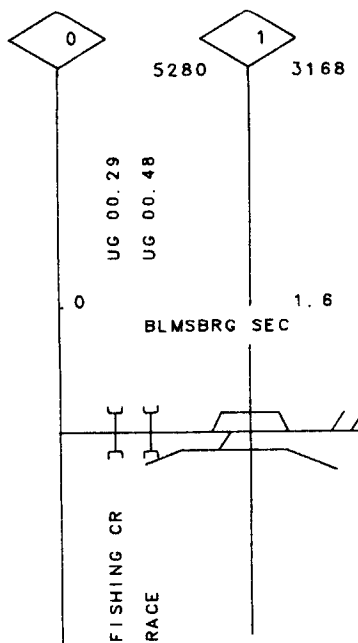
007

VALUATION
TOWN

RUPERT

VB143

FACILITY

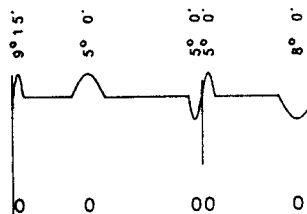


007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION



MAX ELEV 486.70
VERT. ALIGNMENT
MIN ELEV 471.50
GRADE

58 00 75

| | | | | |
|--------------|--|-------|-------|-----|
| | | 002 | 007 | |
| GRINDING | | | | |
| SURFACING | | 72 | 75 | |
| TIES | | 73 | 73 | |
| UNDERCUTTING | | | | |
| RAIL | | 40-51 | 30-26 | 007 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | | | | |
| T T SPEED | | 15 | 15 | |

| | | | | |
|--------------|-----|-----|-------|-----|
| | 007 | 001 | | |
| GRINDING | | | | |
| SURFACING | | | 72 | |
| TIES | | | 66 | |
| UNDERCUTTING | | | | |
| RAIL | | | 30-31 | 001 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | | | | |
| T T SPEED | 15 | | 15 | |

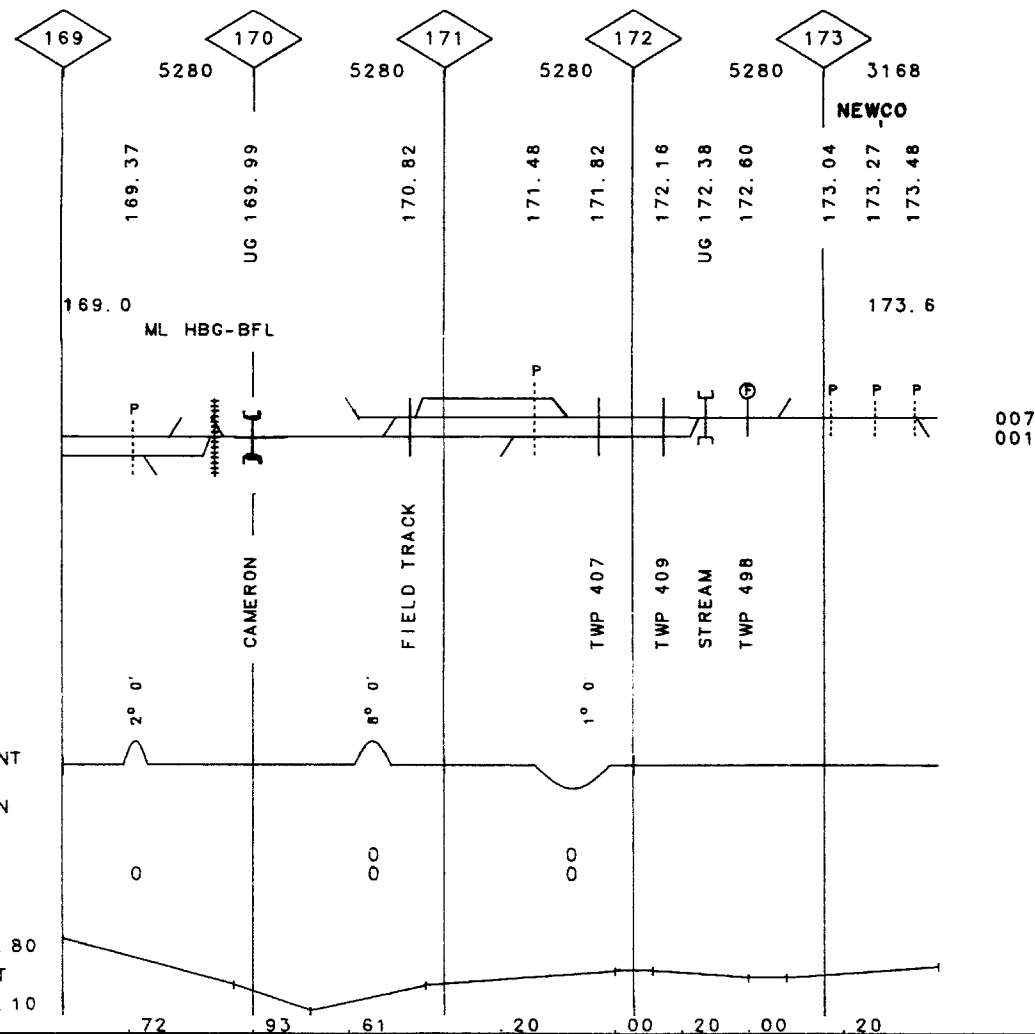
VALUATION
TOWN

WEST MILTON NEW COLUMBIA

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 500.80
VERT. ALIGNMENT
MIN ELEV 447.10
GRADE



VALUATION
TOWN

FACILITY

DEG OF CURVE

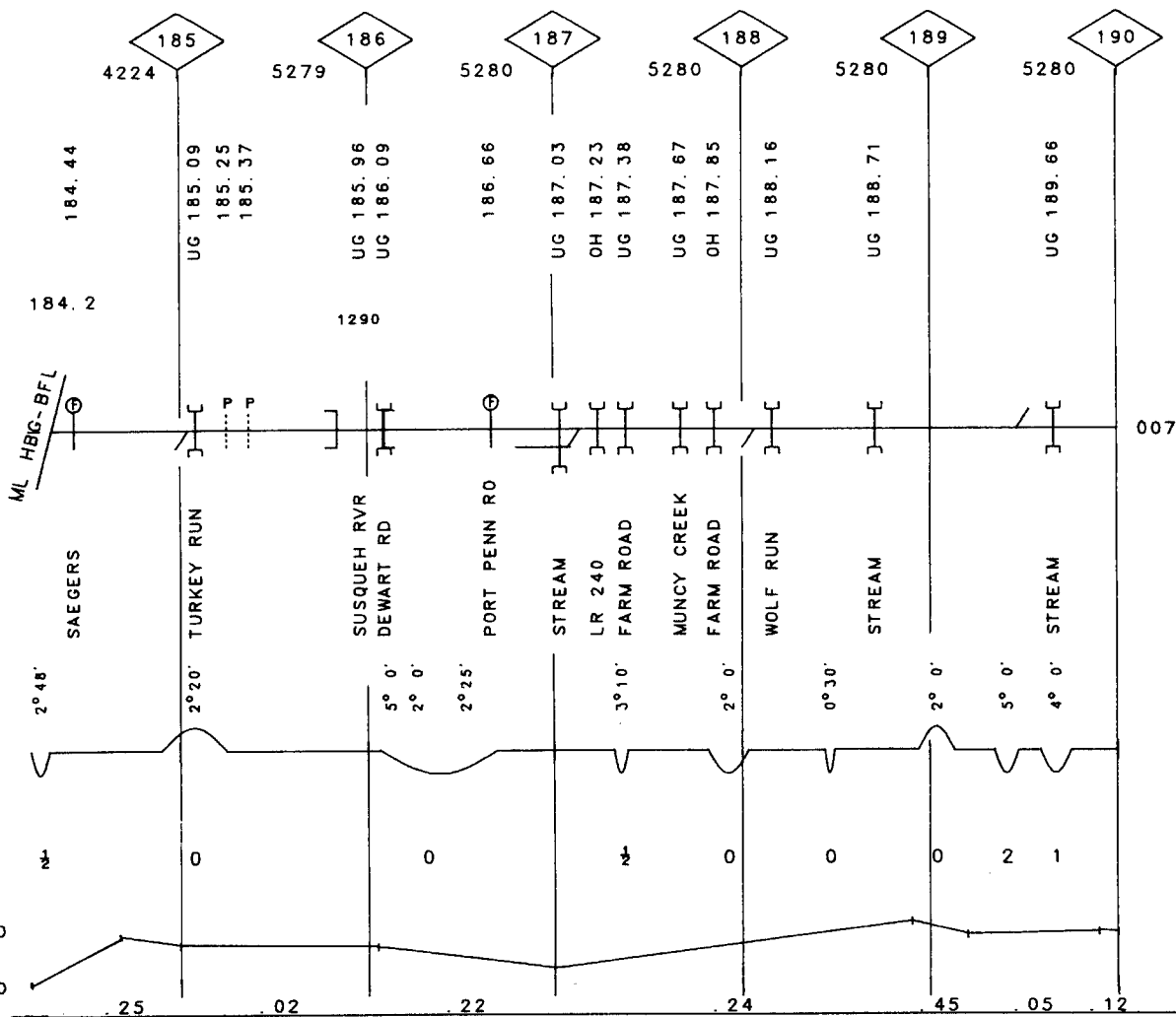
HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 516.00
VERT. ALIGNMENT
MIN ELEV 480.10
GRADE

V8104
MUNCY

HALLS



| | | | | | |
|---------------|-------|-------|-------|-------|--|
| GRINDING | | | | | |
| SURFACING | | | | 82 | |
| TIES | | | | 82 | |
| UNDERCUTTING | | | | | |
| RAIL | 30-26 | 30-29 | 30-26 | 40-51 | |
| BAL CLEAN | | | | | |
| TONNAGE (MGY) | | | | 19.2 | |
| T T SPEED | | | | 30 | |

007

| | | | | | | | |
|---------------|-------|--|-------|----|-------|-------|-------|
| GRINDING | | | | | | 81 | |
| SURFACING | | | | 82 | | | |
| TIES | | | 82 | | | 80 | 82 |
| UNDERCUTTING | | | | | | | |
| RAIL | 30-48 | | 31-48 | | 40-51 | 32-79 | 31-47 |
| BAL CLEAN | | | 81 | | | | 81 |
| TONNAGE (MGT) | | | | | 19.2 | | |
| T T SPEED | | | | | 30 | | |

VALUATION
TOWN

V8104
MONT OURSVILLE

WILLIAMSPORT

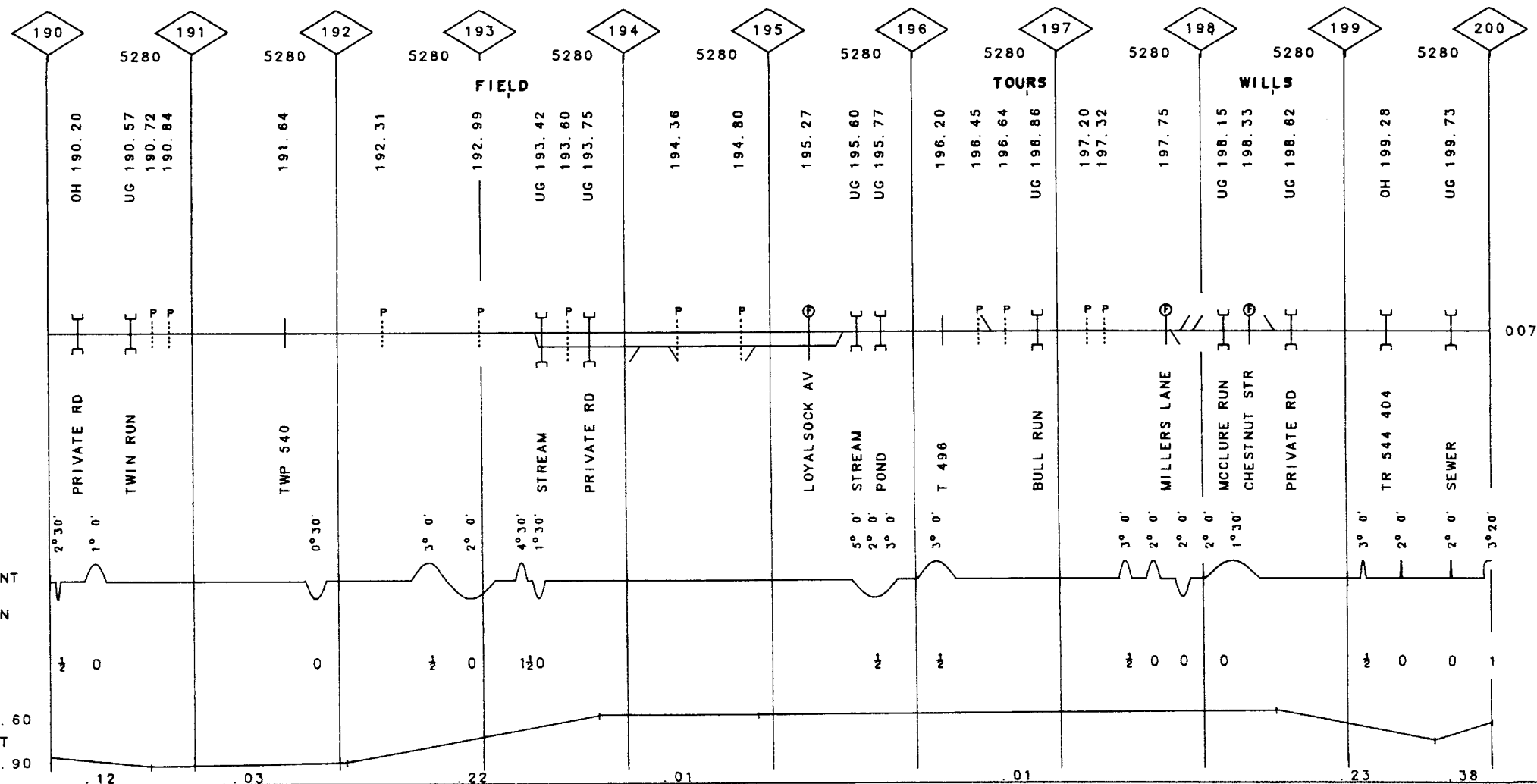
FACILITY

| DEG OF CURVE | HORIZ. ALIGNMENT | SUPER ELEVATION |
|--------------|------------------|-----------------|
| 10 | 10 | 10 |
| 20 | 20 | 20 |
| 30 | 30 | 30 |
| 40 | 40 | 40 |
| 50 | 50 | 50 |
| 60 | 60 | 60 |
| 70 | 70 | 70 |
| 80 | 80 | 80 |
| 90 | 90 | 90 |
| 100 | 100 | 100 |
| 110 | 110 | 110 |
| 120 | 120 | 120 |
| 130 | 130 | 130 |
| 140 | 140 | 140 |
| 150 | 150 | 150 |
| 160 | 160 | 160 |
| 170 | 170 | 170 |
| 180 | 180 | 180 |
| 190 | 190 | 190 |
| 200 | 200 | 200 |
| 210 | 210 | 210 |
| 220 | 220 | 220 |
| 230 | 230 | 230 |
| 240 | 240 | 240 |
| 250 | 250 | 250 |
| 260 | 260 | 260 |
| 270 | 270 | 270 |
| 280 | 280 | 280 |
| 290 | 290 | 290 |
| 300 | 300 | 300 |

```

MAX ELEV      529.60
VERT. ALIGNMENT
MIN ELEV      505.90
GRADE

```



| | | | |
|---------------|-------|-------|--|
| GRINDING | | | |
| SURFACING | 82 | | |
| TIES | 82 | | |
| UNDERCUTTING | | | |
| RAIL | 40-49 | 00-42 | |
| BAL. CLEAN | 81 | | |
| TONNAGE (MGT) | 19.2 | | |
| T T SPEED | 30 | 15 | |

007

VALUATION
TOWN

MAYNARD ST. NEWBERRY

V8104

FACILITY

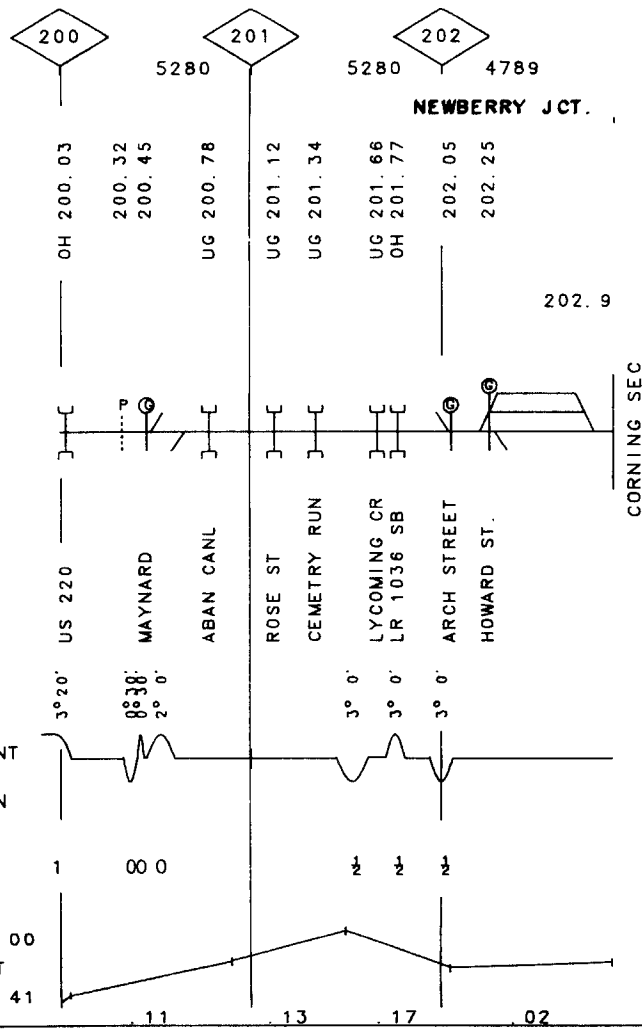
NEWBERRY JCT.

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 534.00
VERT. ALIGNMENT
MIN ELEV 524.41
GRADE



007

| | | | | | | |
|---------------|-------|-------|-------|-------|-------|--|
| GRINDING | | | | | | |
| SURFACING | | | | | | |
| TIES | | | | | | |
| UNDERCUTTING | | | | | | |
| RAIL | 30F49 | 30F48 | 30F50 | 30F49 | 30F48 | |
| BAL CLEAN | | | | | | |
| TONNAGE (MGT) | | | | | | |
| T T SPEED | | 15 | | | | |

007

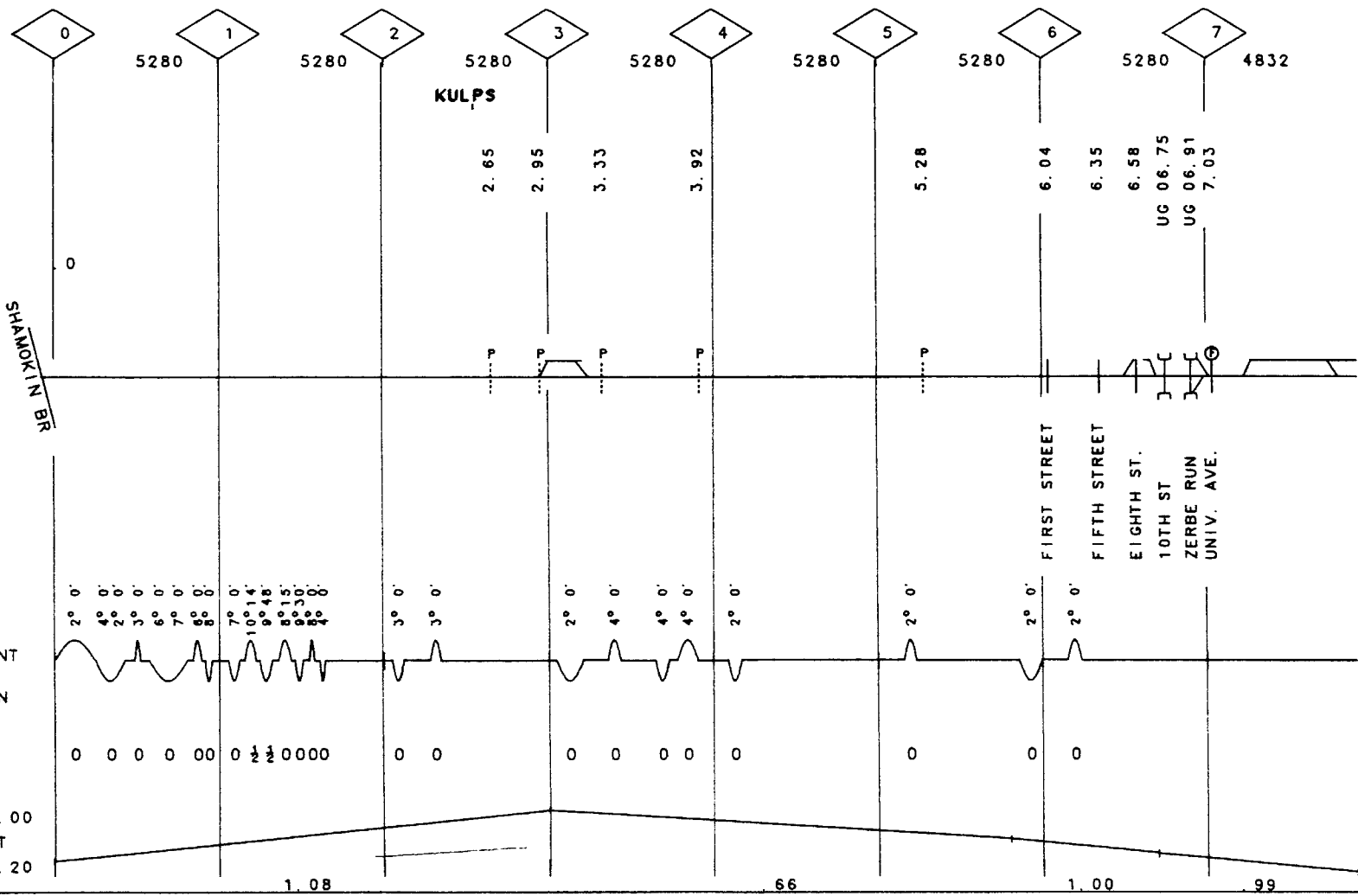
VALUATION
TOWN

HERN WATER STATION

V8156

TREVORTON

FACILITY



007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 889.00
VERT. ALIGNMENT
MIN ELEV 681.20
GRADE

| | |
|---------------|-------|
| GRINDING | |
| SURFACING | |
| TIES | 75 |
| UNDERCUTTING | |
| RAIL | 40-48 |
| BAL CLEAN | 30-28 |
| TONNAGE (MGT) | 30-28 |
| T T SPEED | 30 |

007

VALUATION
TOWN

BUCK RIDGE

V8156

RACE

FACILITY

NORA

EAST-HSBG | CENT-ALL. B
136.1

4907

UG 136.65

SHAMOKIN CR

137

5280

UG 137.73

RACE ST

138

UG 137.90

COLD RUN

3677

UG 138.05

WASHINGTON

138.18

UG 138.42

SHAKESPEAR

138.59

UG 138.7

MARKET ST

138.7

UG 138.59

WALNUT ST

DEG OF CURVE

HORIZ. ALIGNMENT

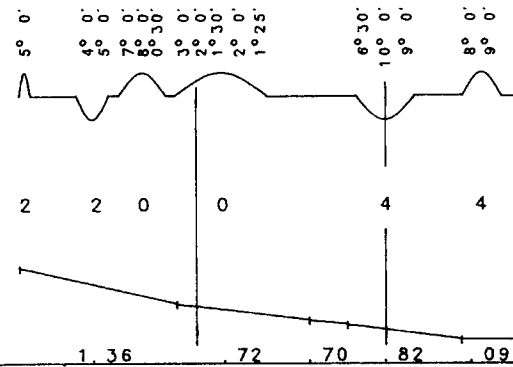
SUPER ELEVATION

MAX ELEV 835.90

VERT. ALIGNMENT

MIN ELEV 715.90

GRADE



007

| | |
|---------------|-------|
| GRINDING | |
| SURFACING | 68 |
| TIES | 66 |
| UNDERCUTTING | |
| RAIL | 30-26 |
| BAL CLEAN | |
| TONNAGE (MGT) | 0.2 |
| T T SPEED | |

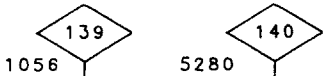
007

VALUATION
TOWN

HERN

V8128

FACILITY



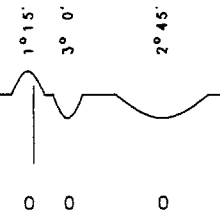
138.8
HERNDON BR

007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

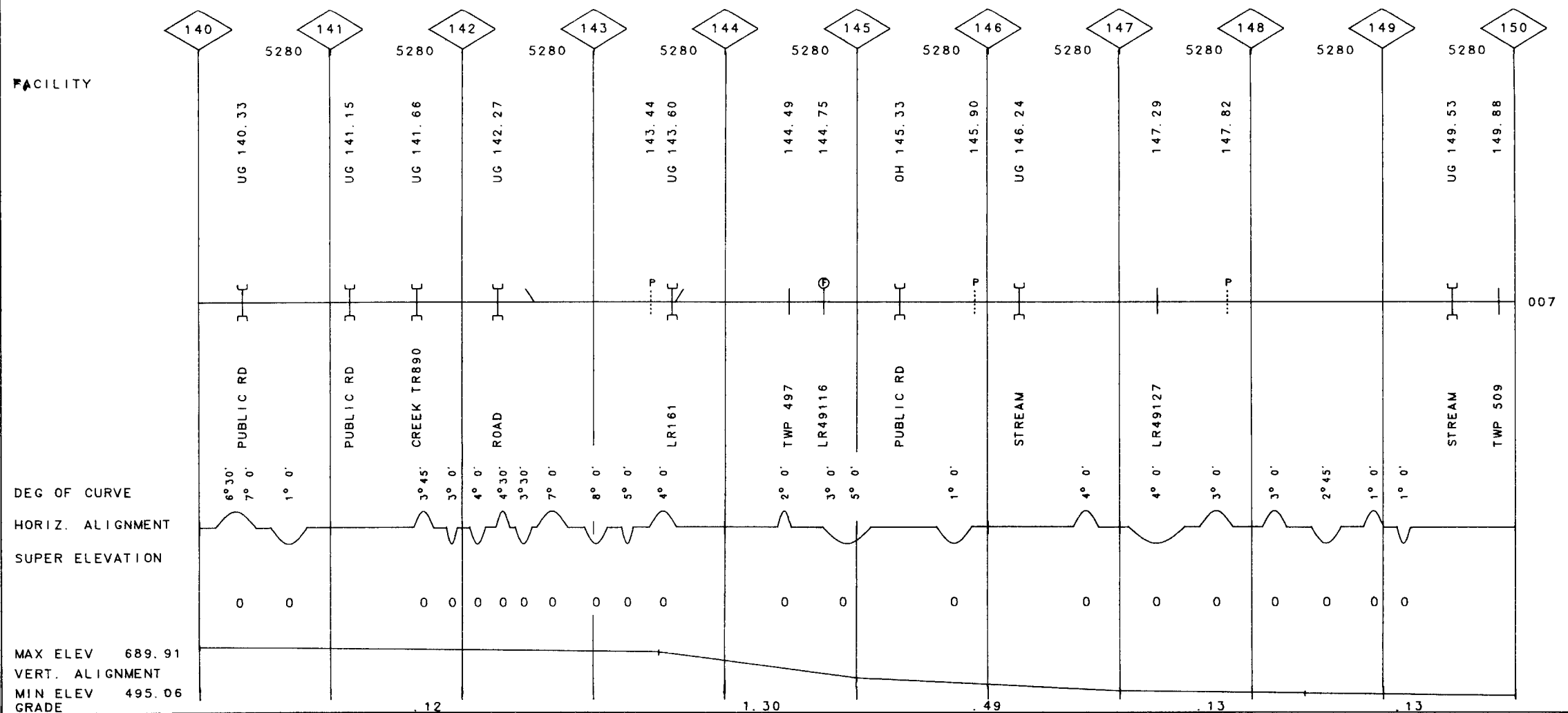


MAX ELEV 721.00
VERT. ALIGNMENT
MIN ELEV 689.91
GRADE

.53 .12

007

SNYDERT OWN



| | | | | | |
|---------------|--|-------|-----|-------|-----|
| GRINDING | | | | | |
| SURFACING | | | | 68 | |
| TIES | | | | 66 | |
| UNDERCUTTING | | | | | |
| RAIL | | 30-29 | | 30-30 | 007 |
| BAL. CLEAN | | | | | |
| TONNAGE (MGT) | | | 0.2 | | |
| T T SPEED | | | | | |

VALUATION
TOWN

ARTERS

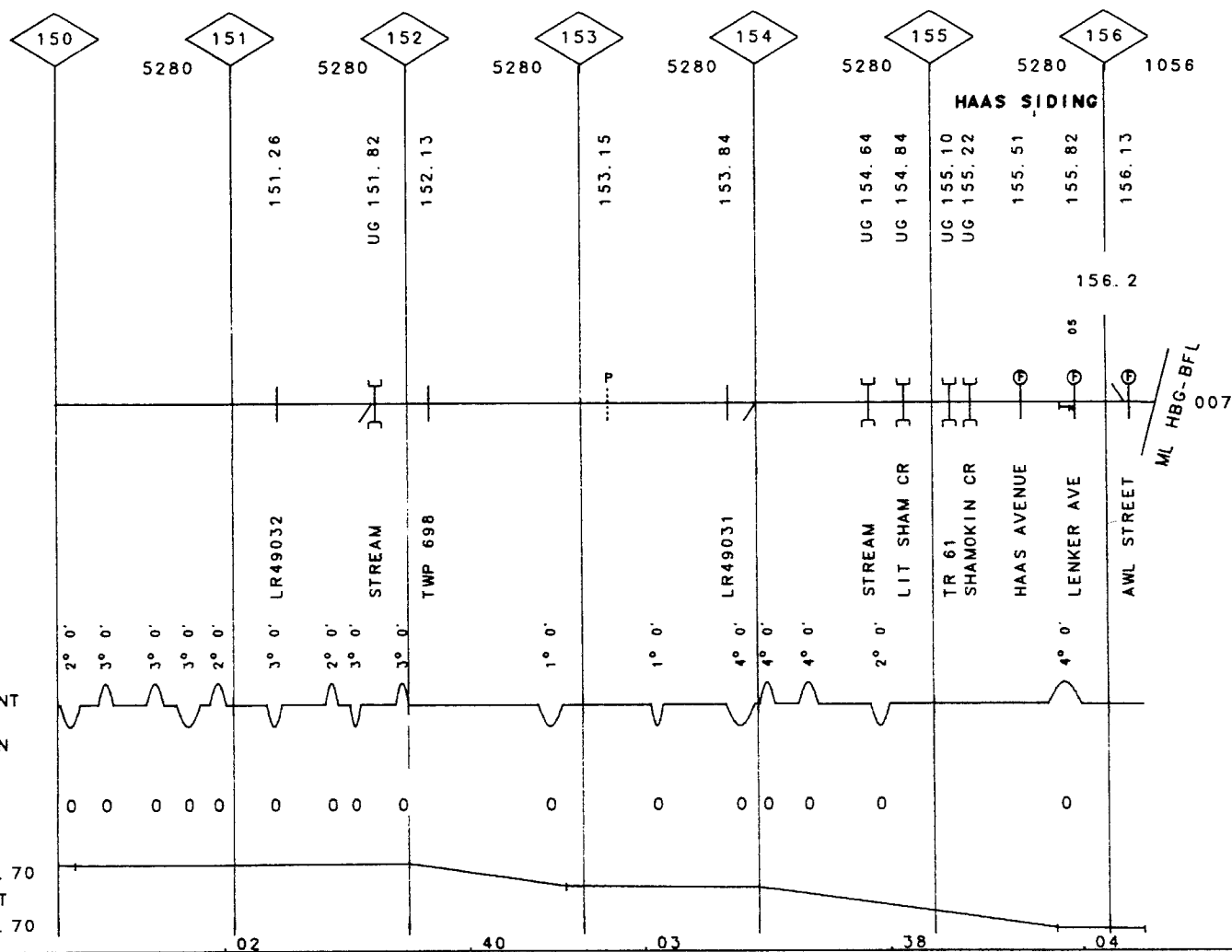
V8128

SUNBURY

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 495.70
VERT. ALIGNMENT
MIN ELEV 440.70
GRADE



| | |
|--------------|-------|
| GRINDING | |
| SURFACING | 68 |
| TIES | 66 |
| UNDERCUTTING | |
| RAIL | 30-30 |
| BAL CLEAN | 30-31 |
| TONNAGE(MGT) | 30-50 |
| T T SPEED | 30-49 |
| | 30-27 |
| | 30-46 |
| | 30-28 |
| | 75 |
| | 15 |

007

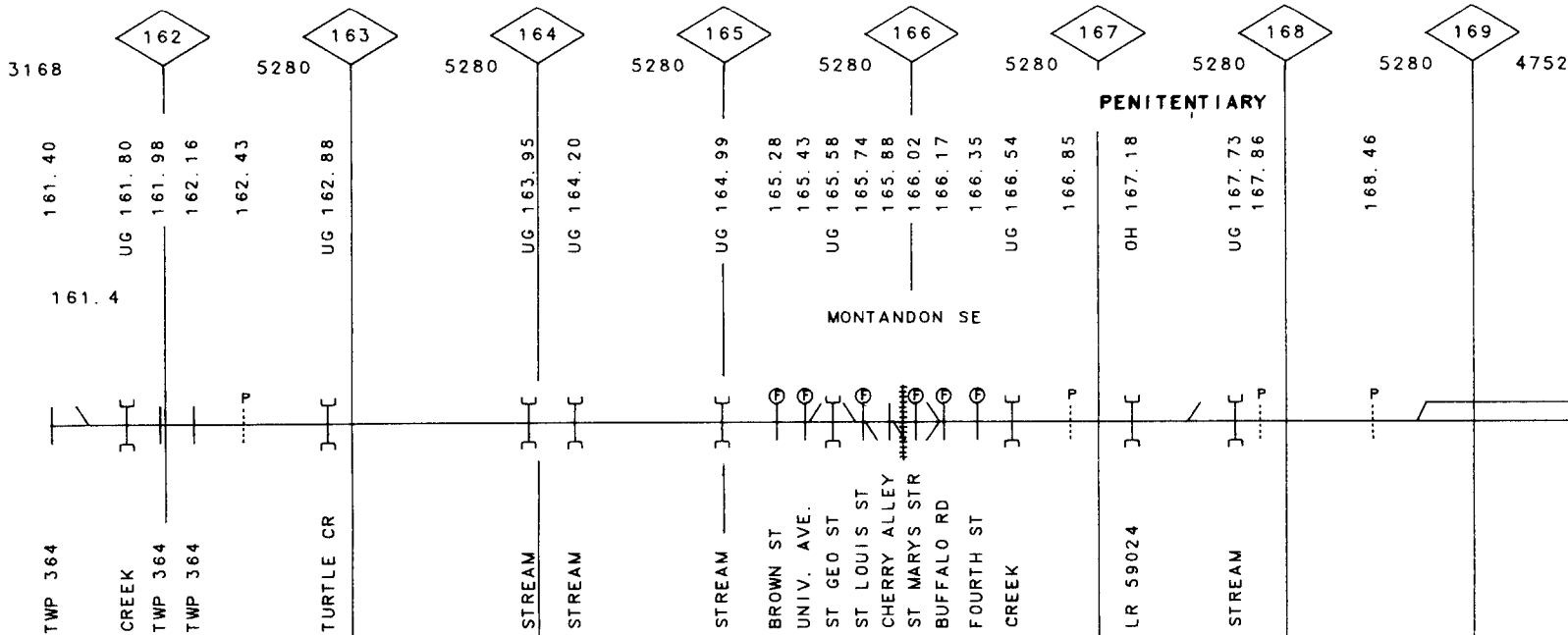
VALUATION
TOWN

WINFIELD

V8128
LEWISBURG

W. MILTON

FACILITY



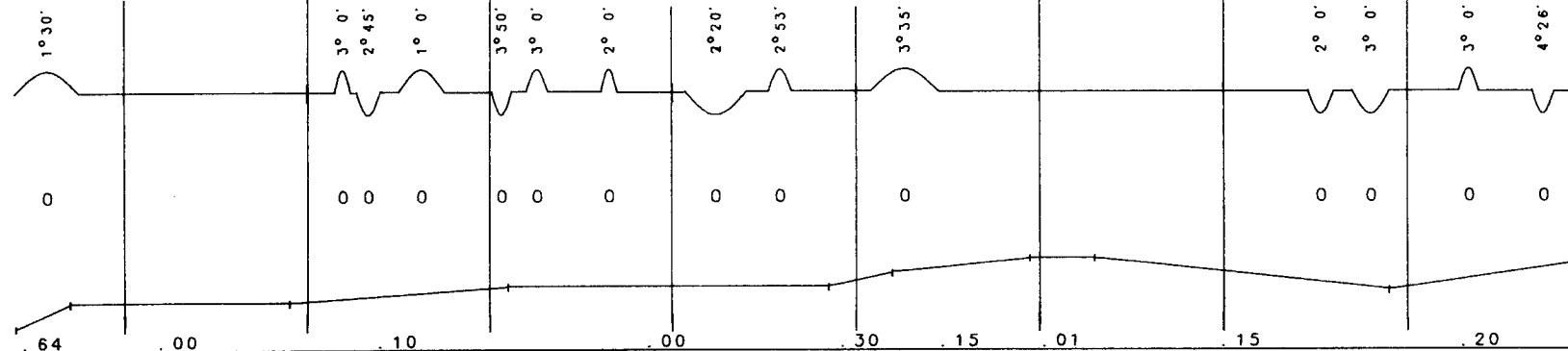
MILTON IND
007

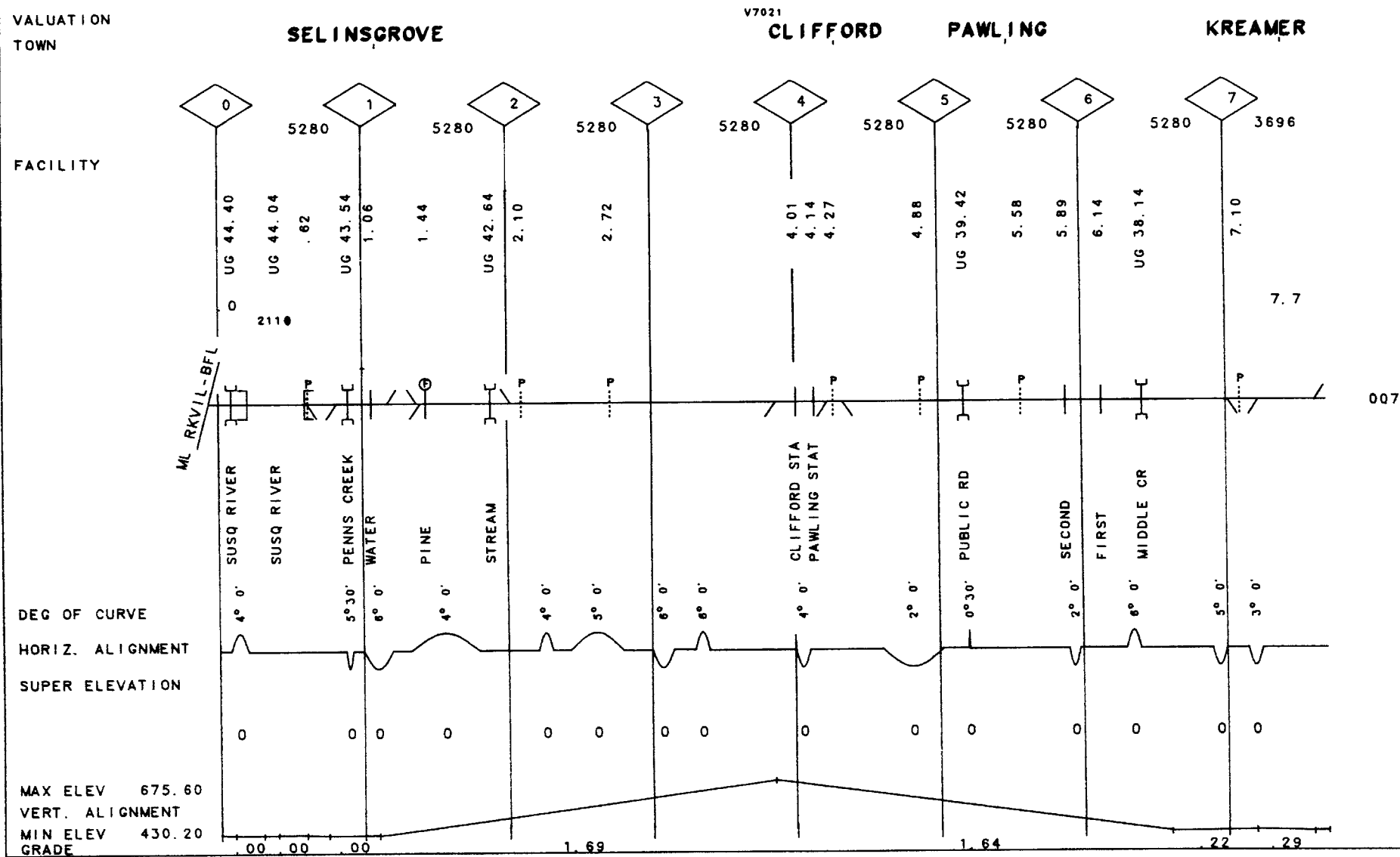
DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 468.50
VERT. ALIGNMENT
MIN ELEV 440.70
GRADE



[illegible]

007

| | |
|---------------|--|
| GRINDING | |
| SURFACING | 79E |
| TIES | 79 |
| UNDERCUTTING | |
| RAIL | 52-4#0-30 31-43 31-43 52-54 482549C 52-57C |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 15 |

007

VALUATION
TOWN

PAXINOS

V7488

SHAMOKIN

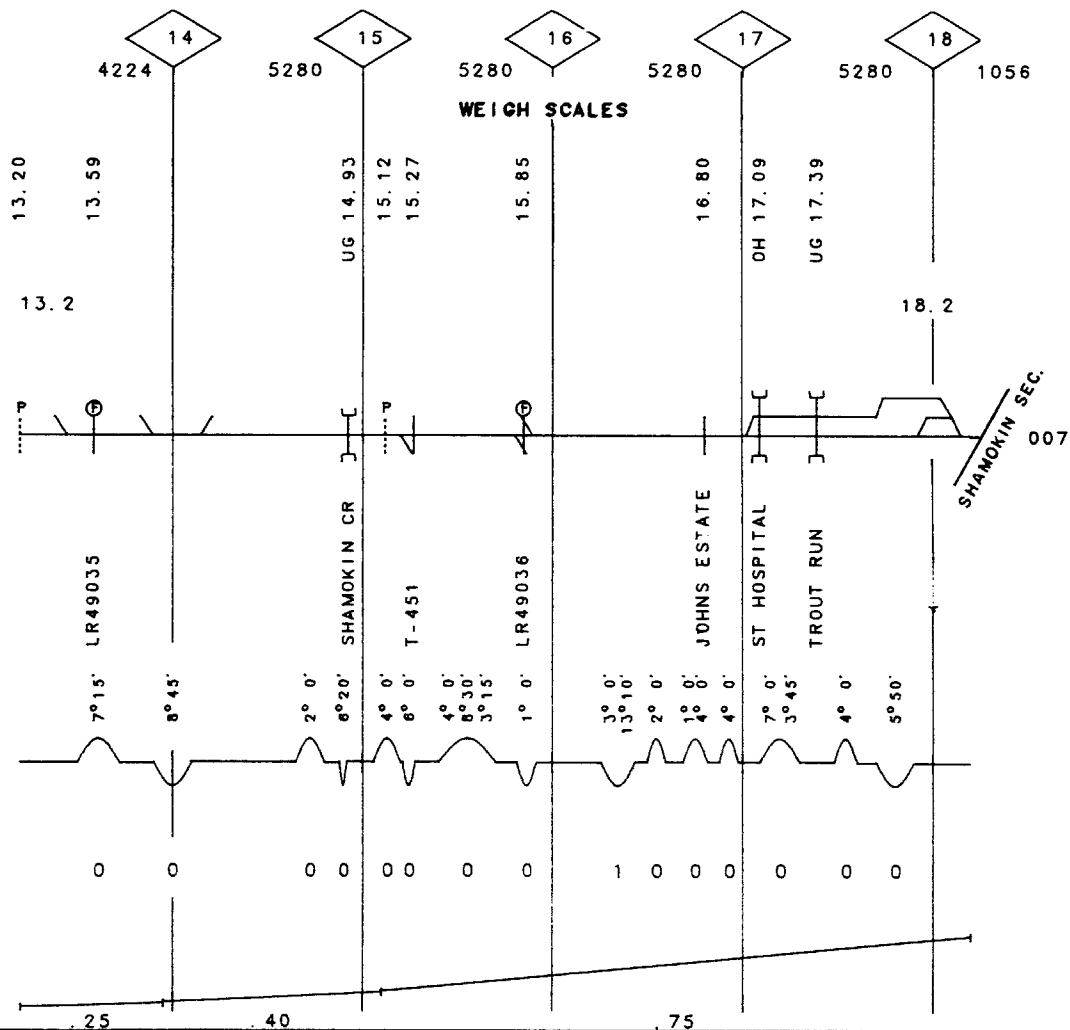
FACILITY

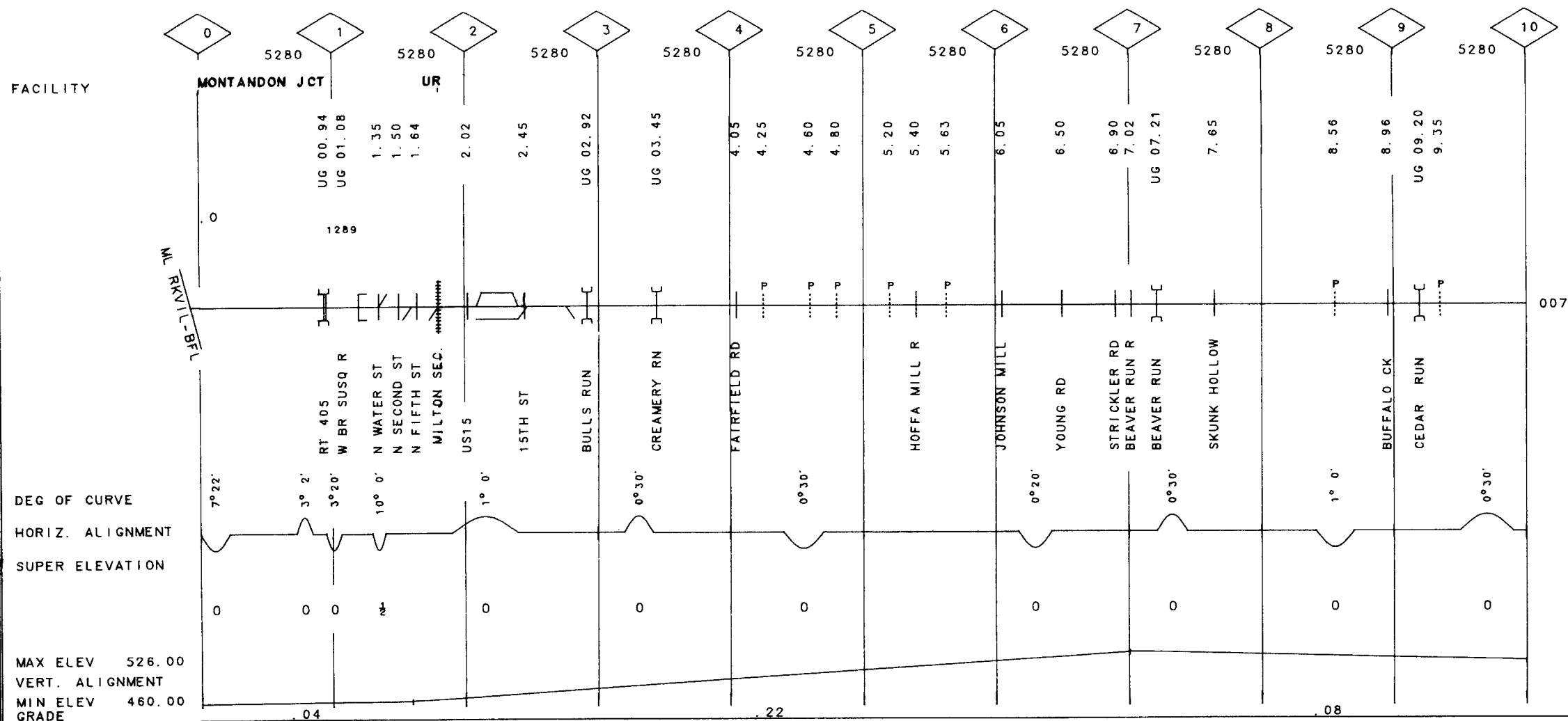
DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 830.20
VERT. ALIGNMENT
MIN ELEV 673.20
GRADE



007**VICKSBURG**

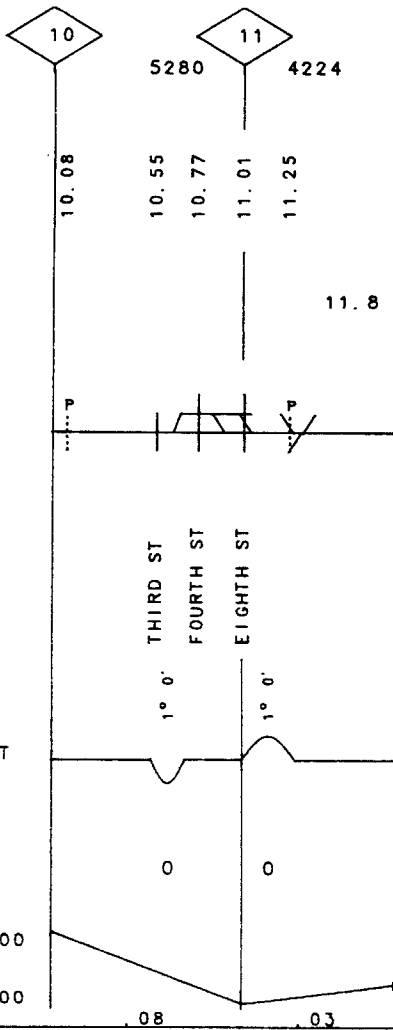
| | |
|---------------|-------------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 00-22 85-93 |
| BAL CLEAN | |
| TONNAGE (MGT) | 0.0 |
| T T SPEED | 15 |

007

VALUATION
TOWN

V7036
MIFFLINBURG

FACILITY



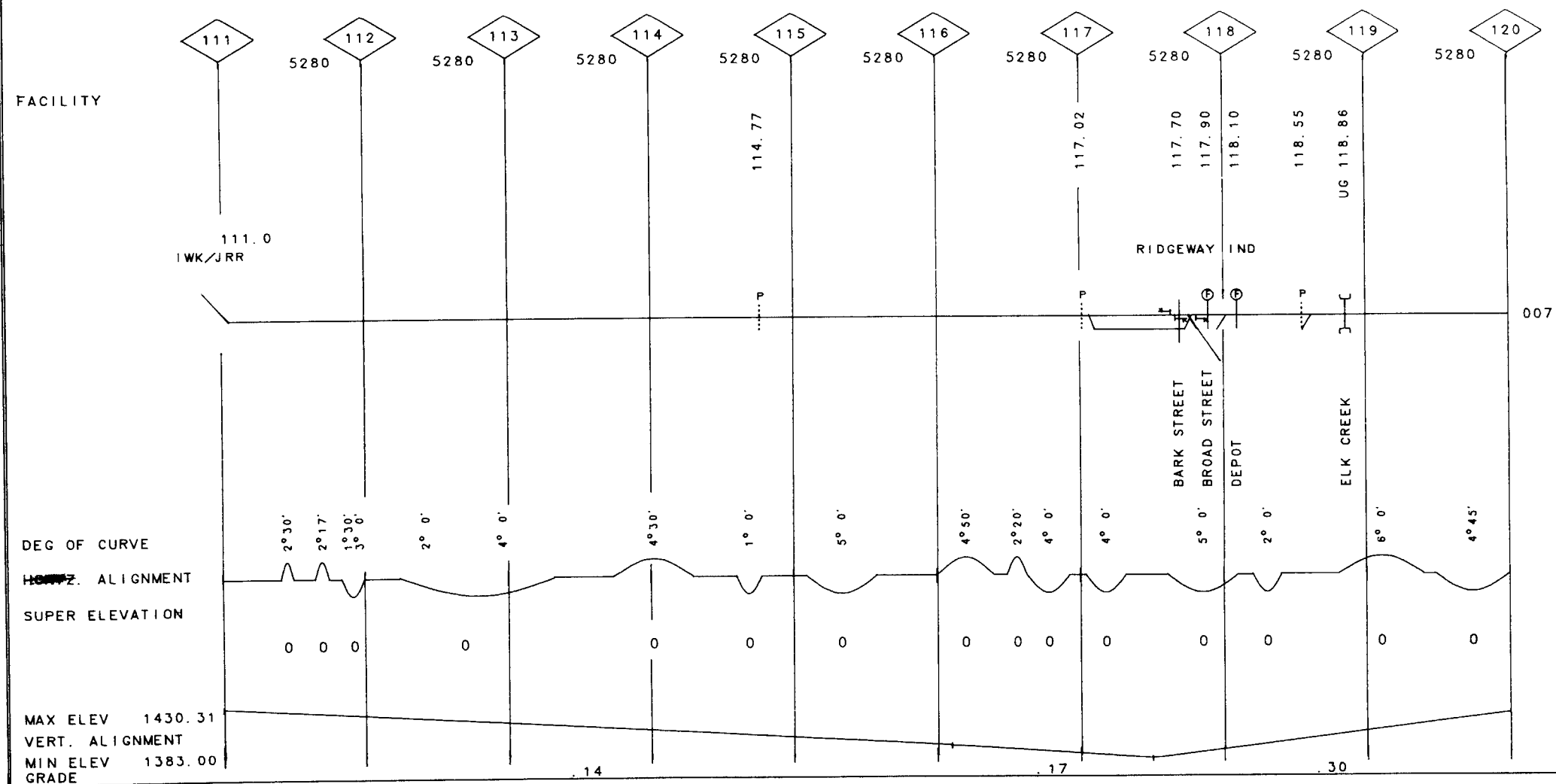
007

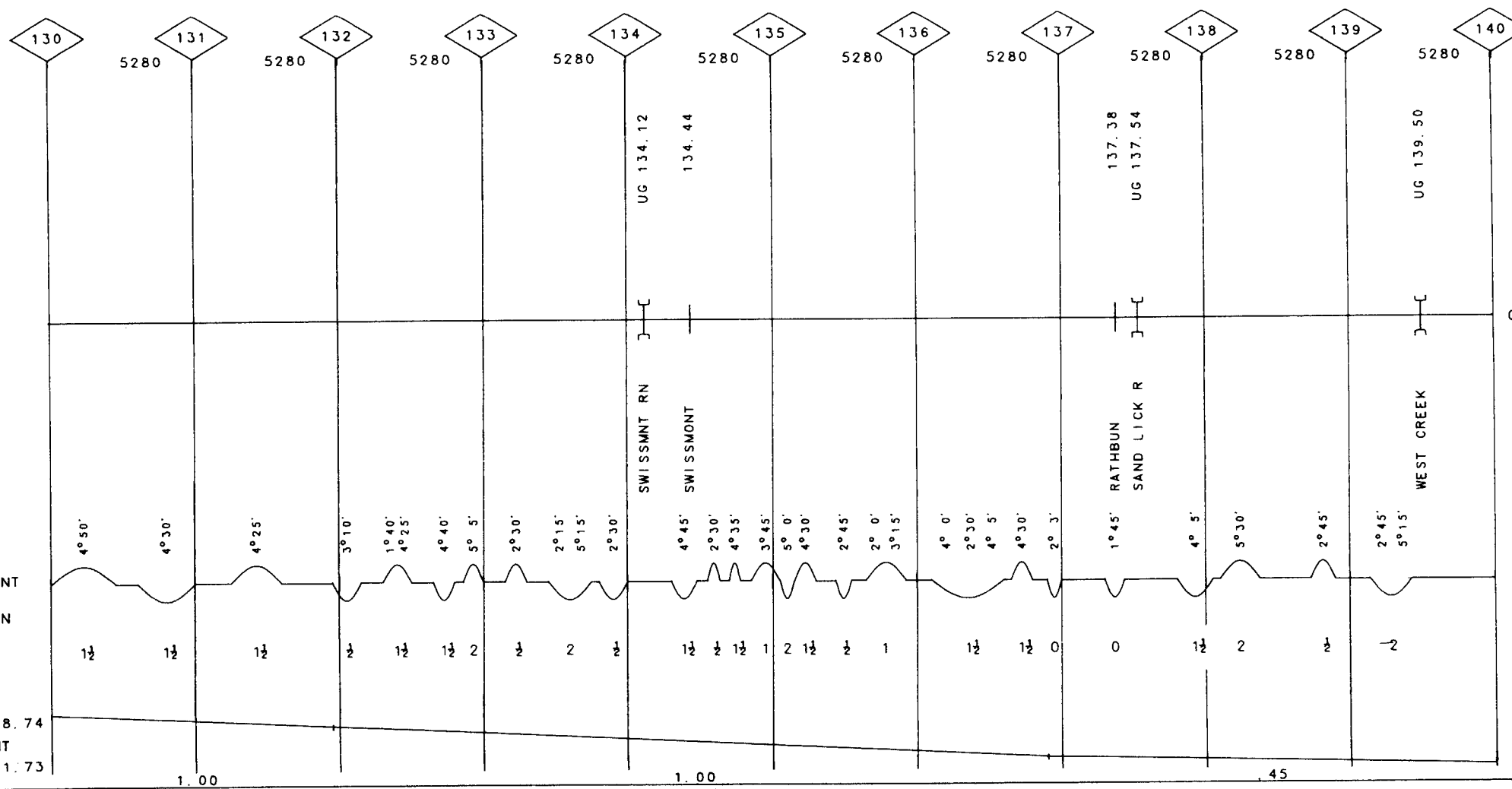
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 514.00
VERT. ALIGNMENT
MIN ELEV 510.00
GRADE

007

RIDGEWAY



007

| | | | | |
|---------------|-------|--------|--------|--|
| GRINDING | | | | |
| SURFACING | | | 67E | |
| TIES | | | 58 | |
| UNDERCUTTING | | | | |
| RAIL | 30F73 | 30-43C | 30-46C | |
| BAL CLEAN | | | | |
| TONNAGE (MGT) | | | | |
| T T SPEED | | | | |

007

VALUATION
TOWN

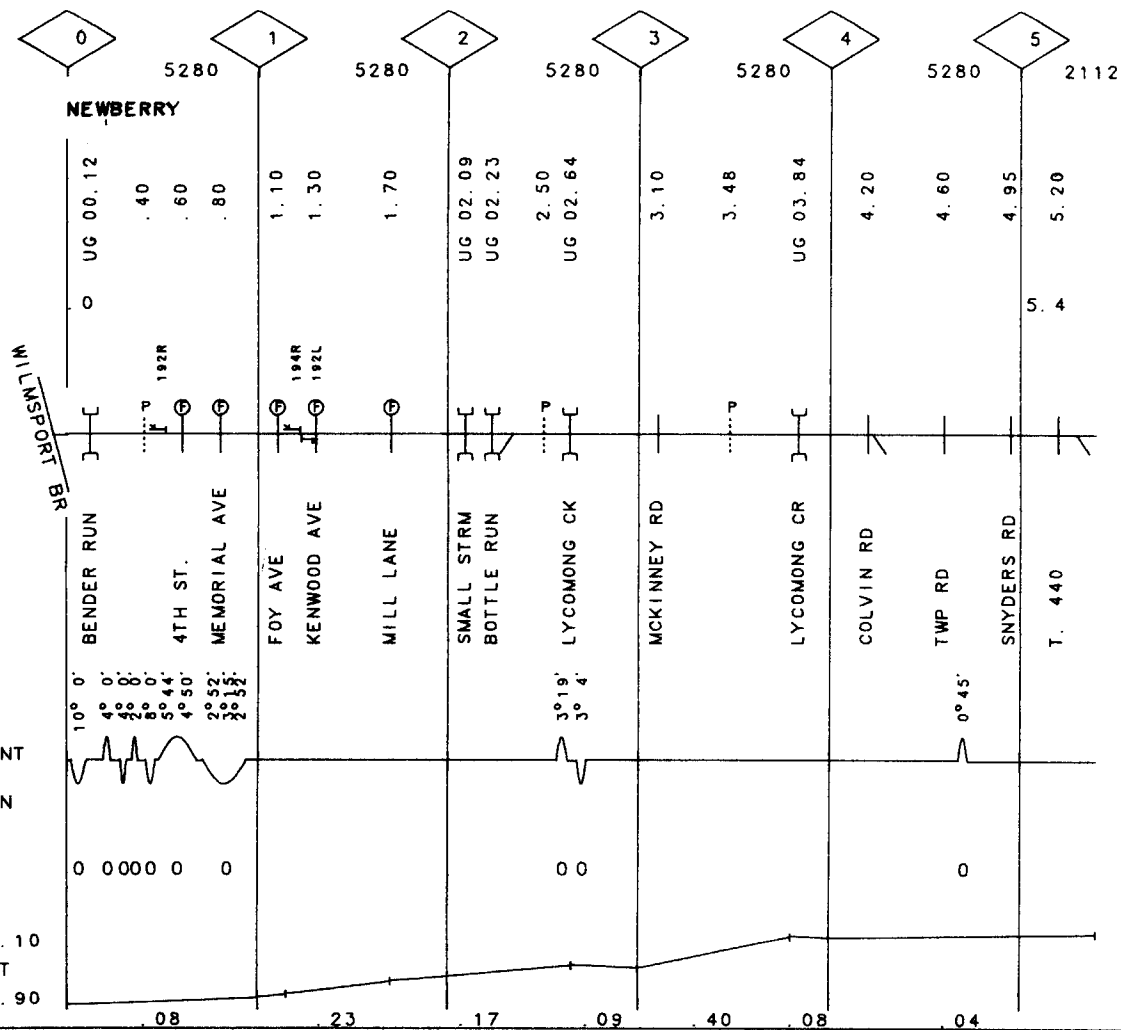
WILLIAMSPORT

V7451

HEPBURNVILLE

FACILITY

NEWBERRY



007

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 568.10
VERT. ALIGNMENT
MIN ELEV 529.90
GRADE

| | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-----|
| GRINDING | | | | | | | |
| SURFACING | | | | | | | |
| TIES | 51 | 75ST | 69E | 62 | 72E | 69E | 72E |
| | | | | | | | 56 |
| UNDERCUTTING | | | | | | | |
| RAIL | 05F21 | 00-2R | 00F28 | 27F46 | 27F45 | 27F43 | |
| BAL CLEAN | | | | | | | |
| TONNAGE(MGT) | 0.2 | | | | | | |
| T T SPEED | 15 | | | | | | |

007

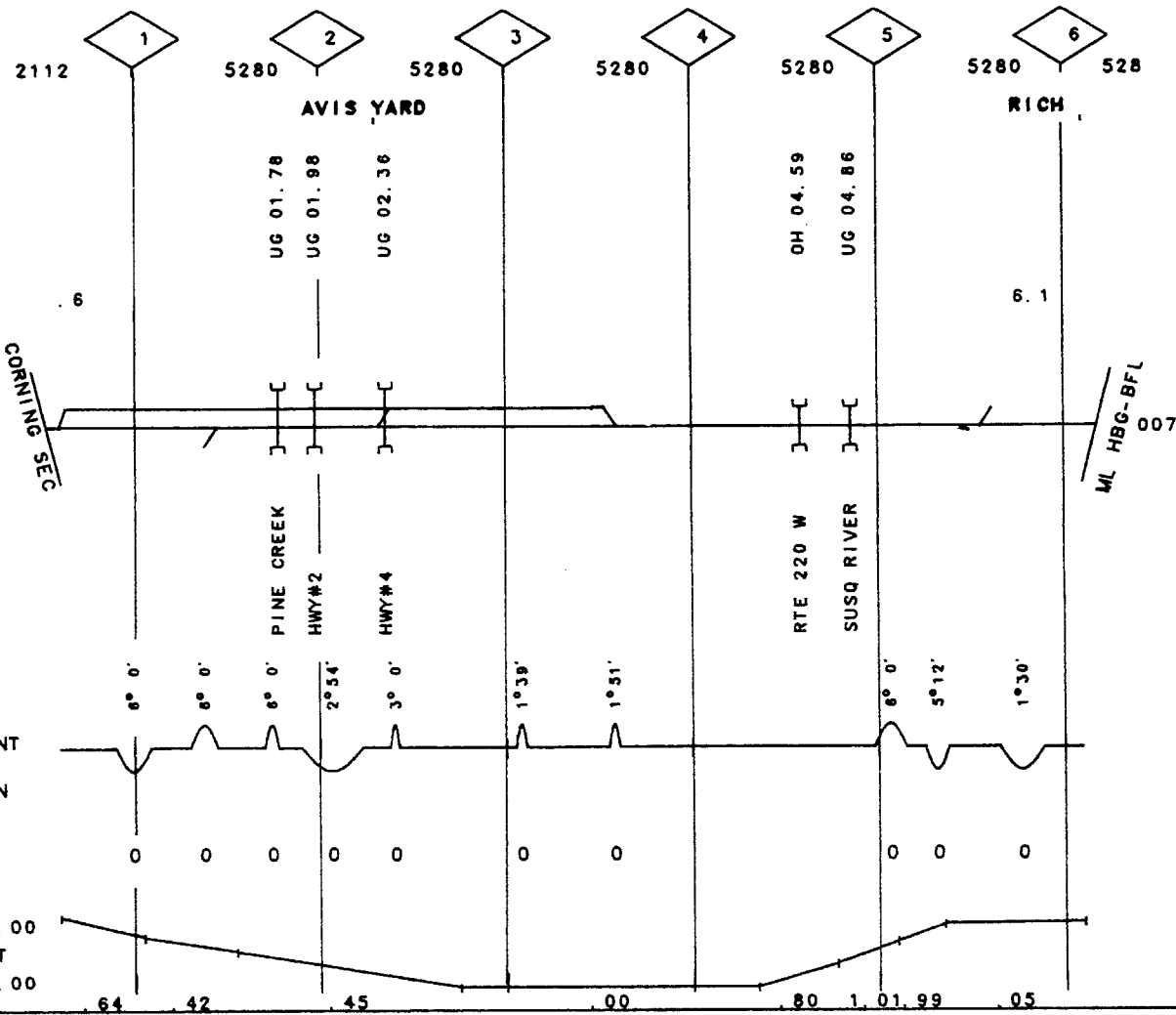
VALUATION
TOWN

JERSEY SHORE

AVIS

V1300

FACILITY



| | |
|--------------|-------|
| GRINDING | |
| SURFACING | |
| TIES | 55 |
| UNDERCUTTING | |
| RAIL | 05-28 |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 15 |

007

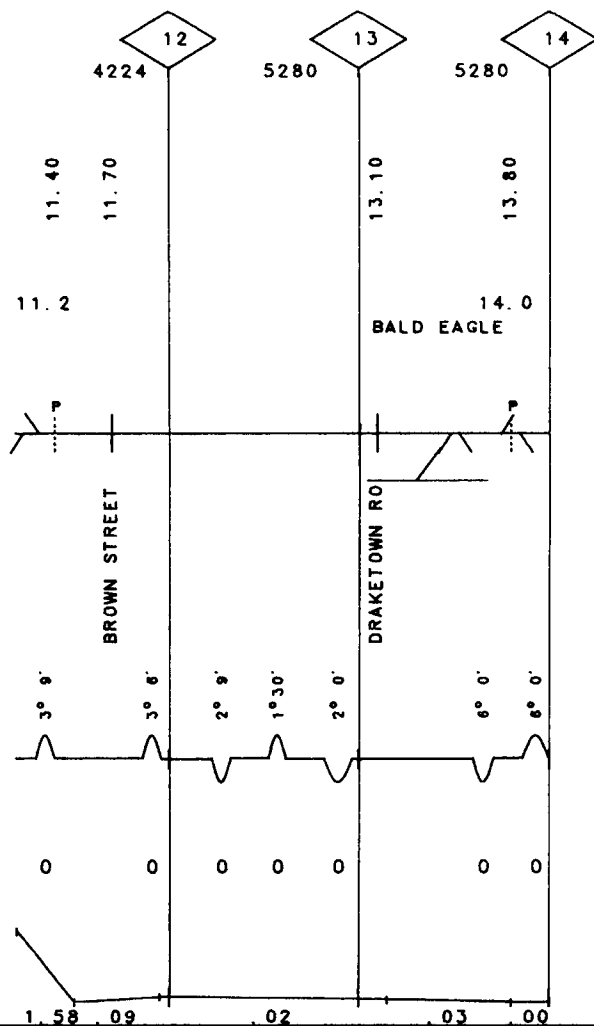
VALUATION
TOWN

LOCK HAVEN

V1300

MILL HALL

FACILITY



007

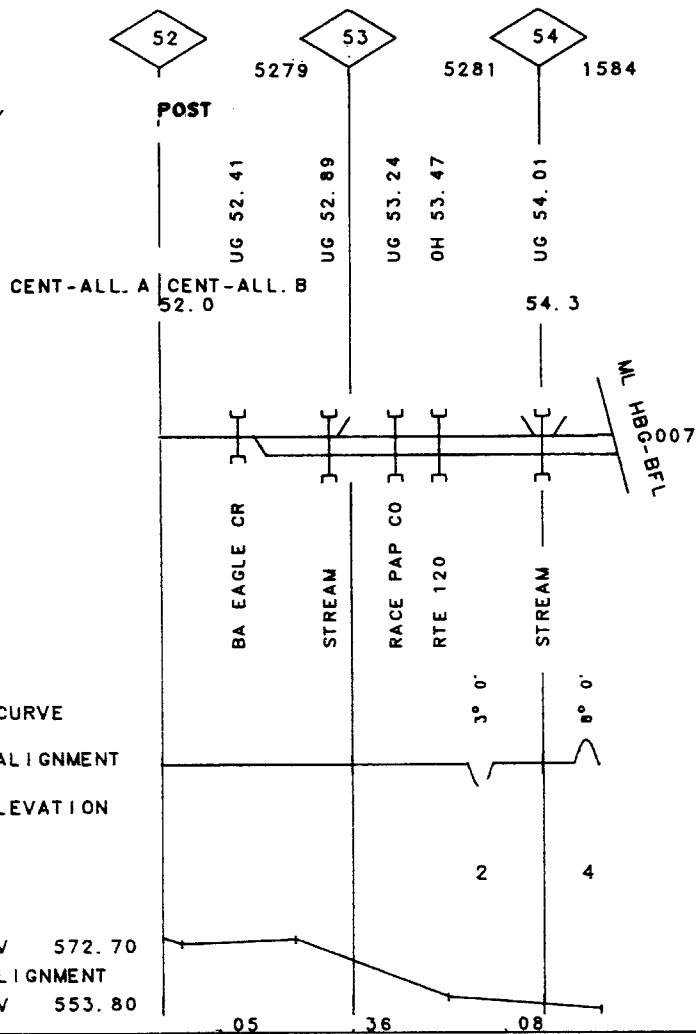
| | | |
|---------------|--------|--------|
| GRINDING | | |
| SURFACING | 80E | |
| TIES | 72 | |
| UNDERCUTTING | | |
| RAIL | 30-39C | 30-41C |
| BAL CLEAN | 64B | |
| TONNAGE (MGT) | | |
| T T SPEED | 40 | |

007

VALUATION
TOWN

V7014
LOCK HAVEN

FACILITY



| | | |
|---------------|---|-------|
| GRINDING | | |
| SURFACING | 1 | 81 |
| TIES | | 80 |
| UNDERCUTTING | | |
| RAIL | 1 | 27F56 |
| BAL CLEAN | | 81 |
| TONNAGE (MGT) | 1 | 5.1 |
| T T SPEED | 1 | 30 |

007

V1270
JERSEY SHORE

FACILITY

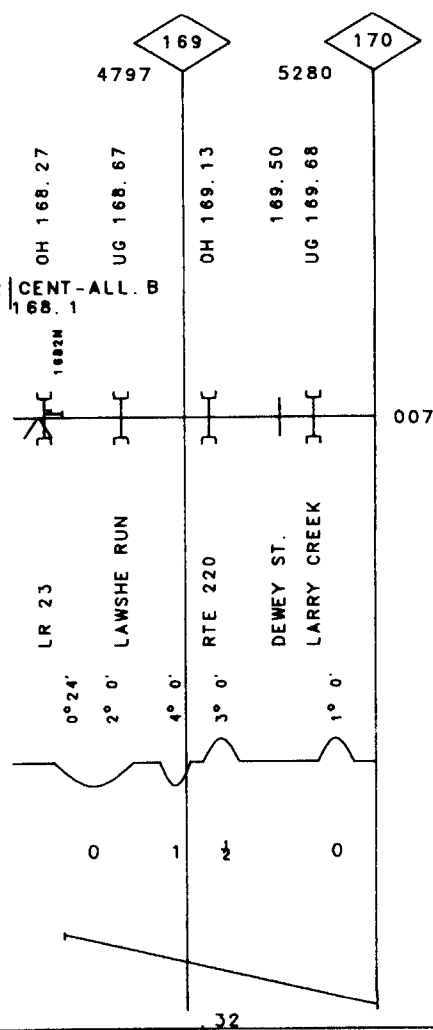
NEAST-S. TIER | CENT-ALL. B
168.1

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 607.00
VERT. ALIGNMENT
MIN ELEV 579.69
GRADE



| | | | | | | | | | |
|---------------|----|-------|--|-------|--|--------|-----|--------|--------|
| GRINDING | | | | | | 007 | 002 | | |
| SURFACING | | | | | | | | | |
| TIES | | | | 81 | | | | 81 | |
| UNDERCUTTING | | | | 80 | | | | 81 | |
| RAIL | | 27-46 | | 27-51 | | 27-56F | | 27-30F | |
| BAL CLEAN | 81 | | | | | | | 27-30F | 27-48F |
| TONNAGE (MGT) | | | | 82 | | | | 81 | 67S |
| T T SPEED | | | | 5.1 | | | | 5.1 | |
| | | | | 30 | | | | 15 | |

| | | | | | | | | | |
|---------------|--|-------|--|-------|--|-------|--|--|--|
| GRINDING | | | | | | | | | |
| SURFACING | | | | | | | | | |
| TIES | | | | 81 | | | | | |
| UNDERCUTTING | | | | 81 | | | | | |
| RAIL | | 27-49 | | 27F52 | | 0524F | | | |
| BAL CLEAN | | | | 81 | | | | | |
| TONNAGE (MGT) | | | | | | 1.7 | | | |
| T T SPEED | | | | 15 | | | | | |

VALUATION
TOWN

LARRYS CREEK

LEVEL

V1270

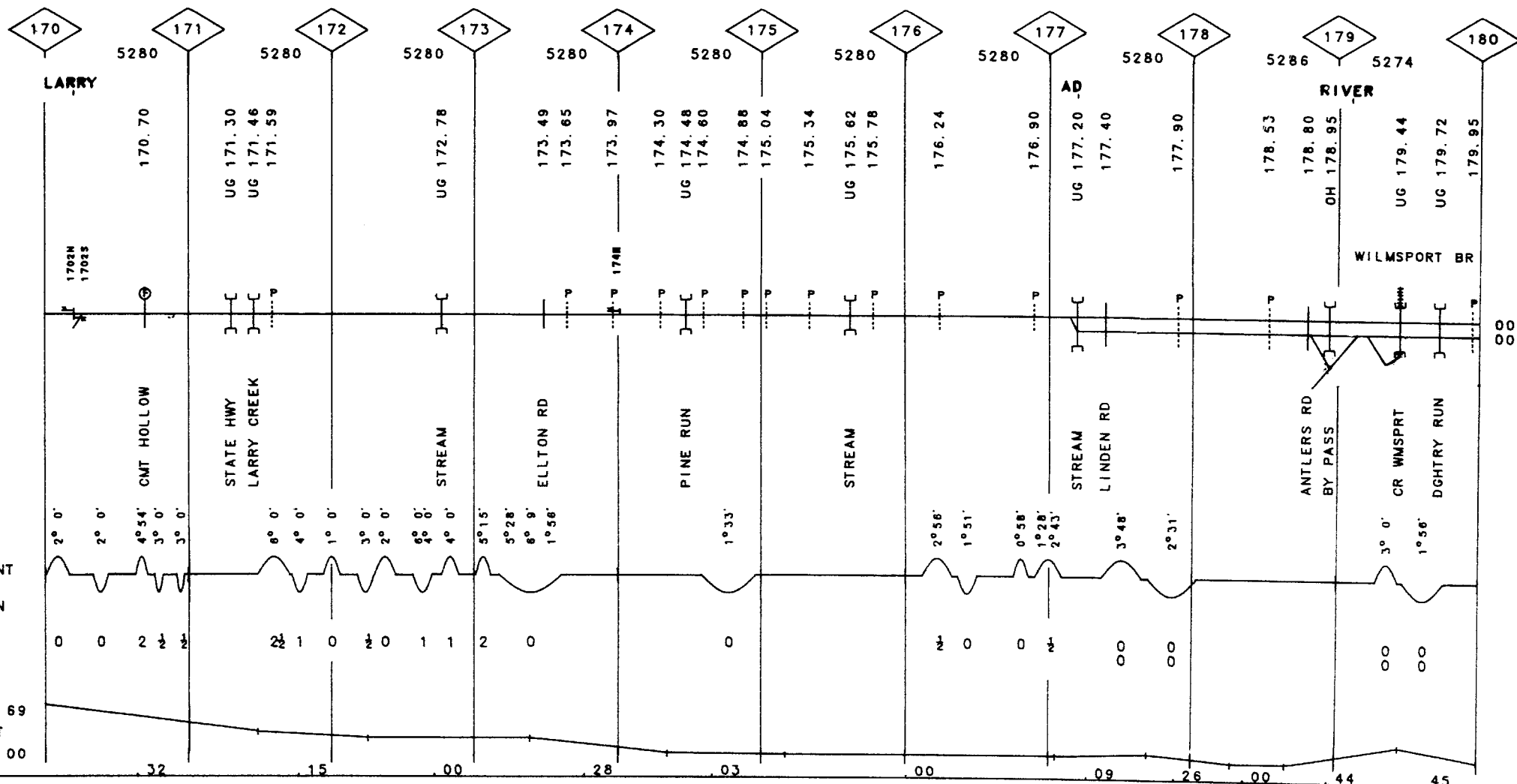
LINDEN

WILLIAMSPORT

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 579.69
VERT. ALIGNMENT
MIN ELEV 529.00
GRADE



002

001

002
001

23-2322 CORNING SEC.

REV. 01/83

MP 170.00-MP 180.00 PA

59

| | |
|--------------|-------|
| GRINDING | |
| SURFACING | 80E |
| TIES | |
| UNDERCUTTING | |
| RAIL | 0028F |
| BAL CLEAN | |
| TONNAGE(MGT) | 5.1 |
| T T SPEED | |

002

| | |
|--------------|-------|
| GRINDING | |
| SURFACING | 80E |
| TIES | |
| UNDERCUTTING | |
| RAIL | 0524F |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.7 |
| T T SPEED | |

001

VALUATION
TOWN

V1270

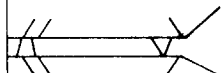


4889

FACILITY

NB NEWBERRY

180.9



002
001

MONTOUR SEC

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 534.01
VERT. ALIGNMENT
MIN ELEV 528.80
GRADE

45 .03

| | | | | | | | | |
|---------------|-------|--|--------|--|--------|--|--------|--|
| GRINDING | 80(1) | | 80E | | 79 | | 82 | |
| SURFACING | | | | | | | | |
| TIES | | | | | | | | |
| UNDERCUTTING | 31F79 | | 30-26C | | 30-25C | | 00-38C | |
| RAIL | | | | | | | 82 | |
| BAL CLEAN | | | | | | | | |
| TONNAGE (MGT) | | | 25 | | 3.3 | | 25 | |
| T T SPEED | | | | | | | 6.7 | |

007

| | |
|---------------|--|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

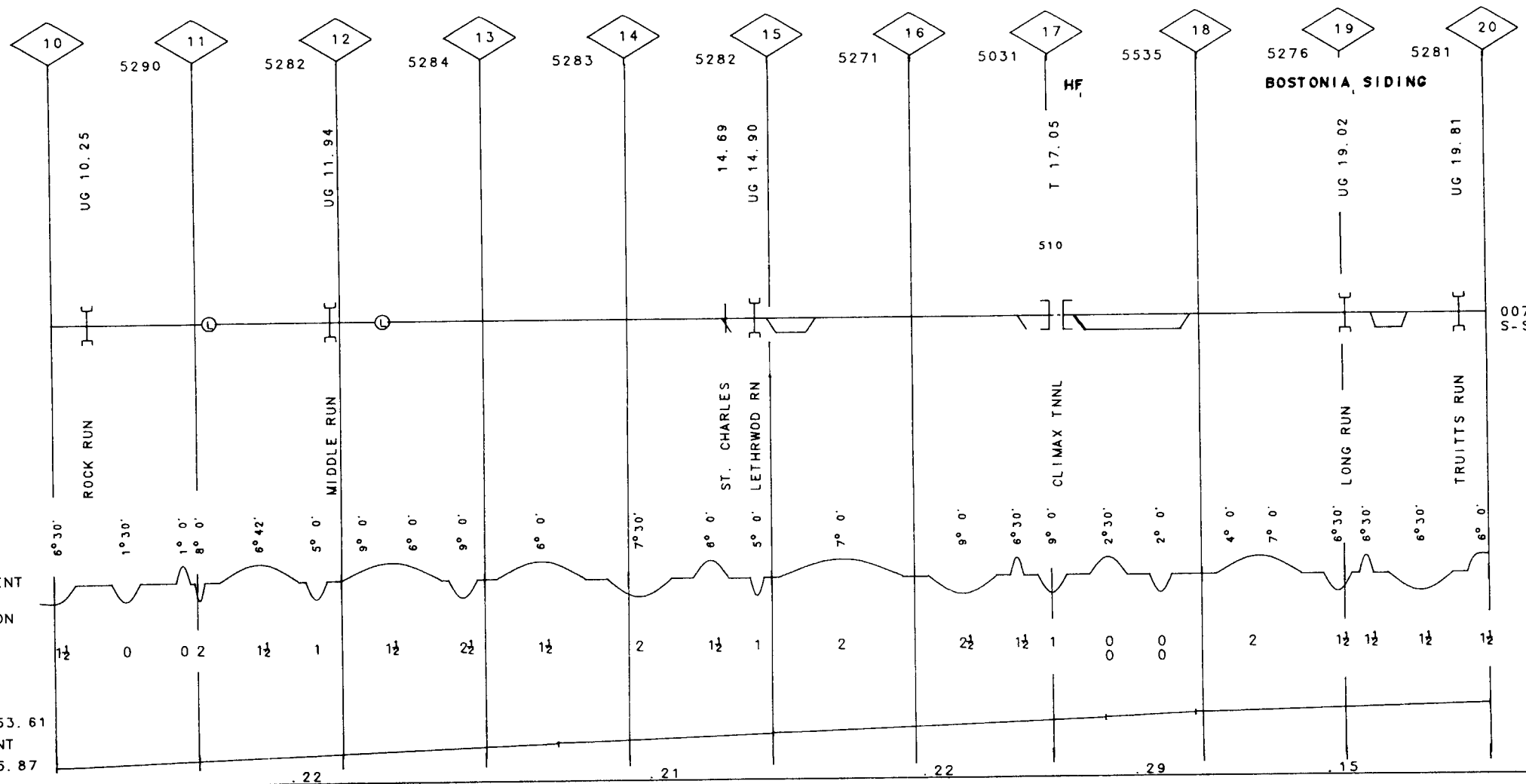
S-S

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 1053.61
VERT. ALIGNMENT
MIN ELEV 945.87
GRADEV7031
SAINT CHARLES

CLIMAX

007
S-S

[illegible]

| | |
|--------------|--|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | |

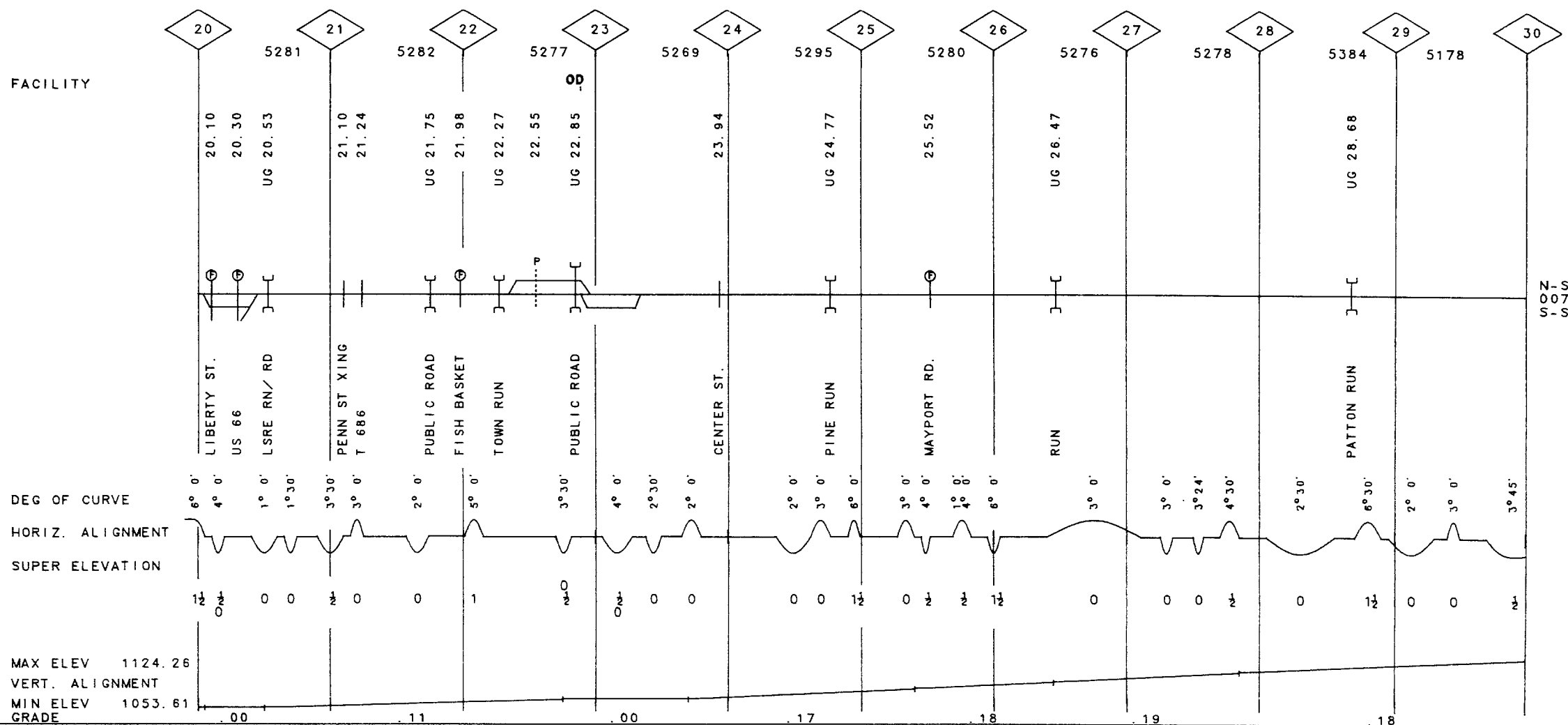
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S - S

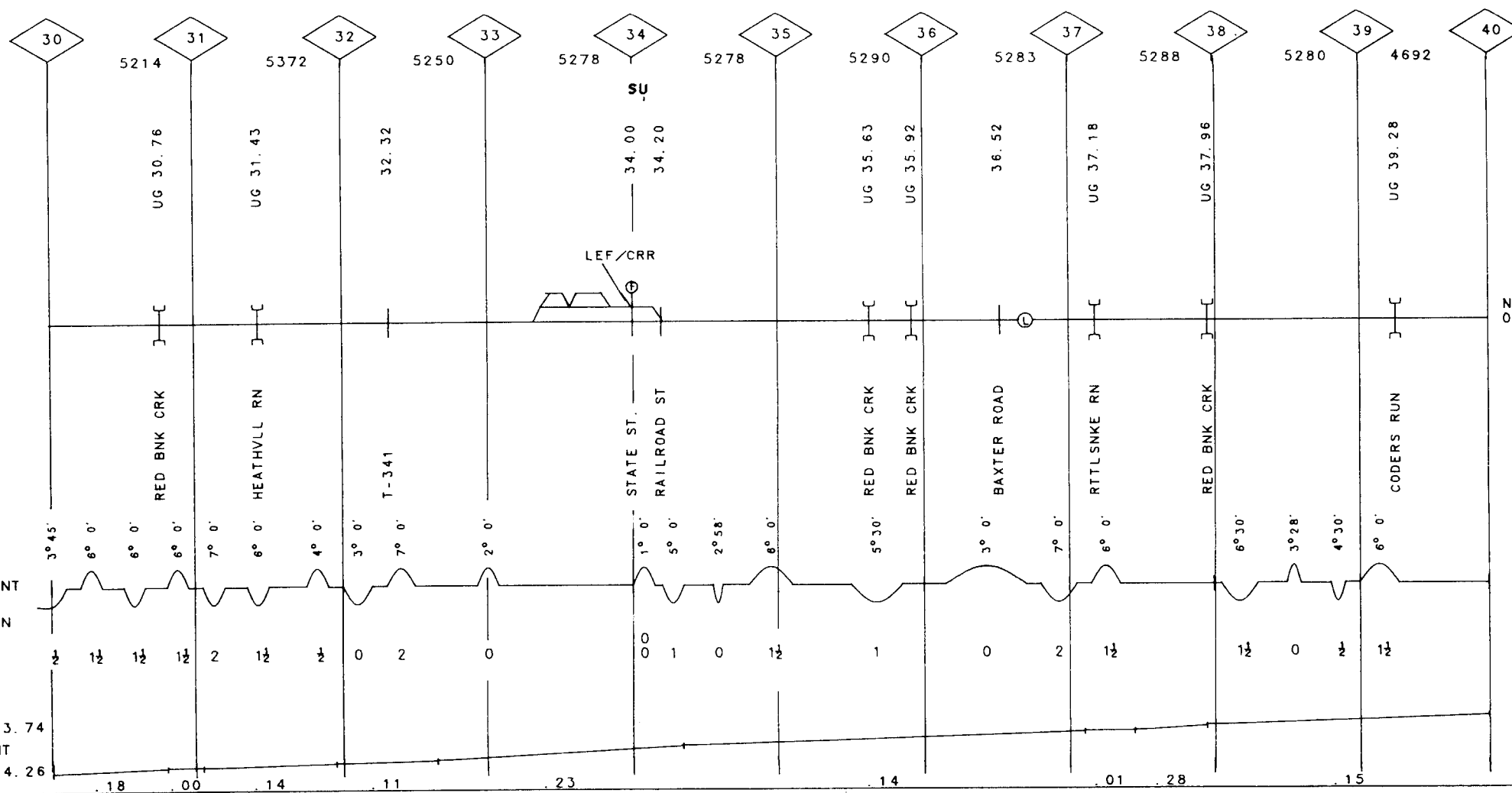
Y.

23-2324 LOW GRADE SEC. TK.

V7031
MAYPORT



N-S

[illegible]

N-S
007

| | | | | | | | | | | |
|---------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------------|
| GRINDING | | | | | | | | | | |
| SURFACING | 80E | | | | | | | | | |
| TIES | 82 | | | | | | | | | |
| UNDERCUTTING | 77 | | | | | | | | | |
| RAIL | 00-29C | 00-42C | 30-62C | 30-48C | 00-57C | 00-63C | 00-48C | 30-62 | 00-62 | 30-48 00-42C |
| BAL CLEAN | 82 | | | | | | | | | |
| TONNAGE (MGT) | 6.7 | | | | | | | | | |
| T T SPEED | 25 | | 25 | | | | | | | |

| | |
|---------------|--|
| S-S | |
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

| | |
|---------------|--|
| S-S | |
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

| | |
|---------------|--|
| S-S | |
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

VALUATION
TOWN

ROSE

V7031

IOWA

FULLER

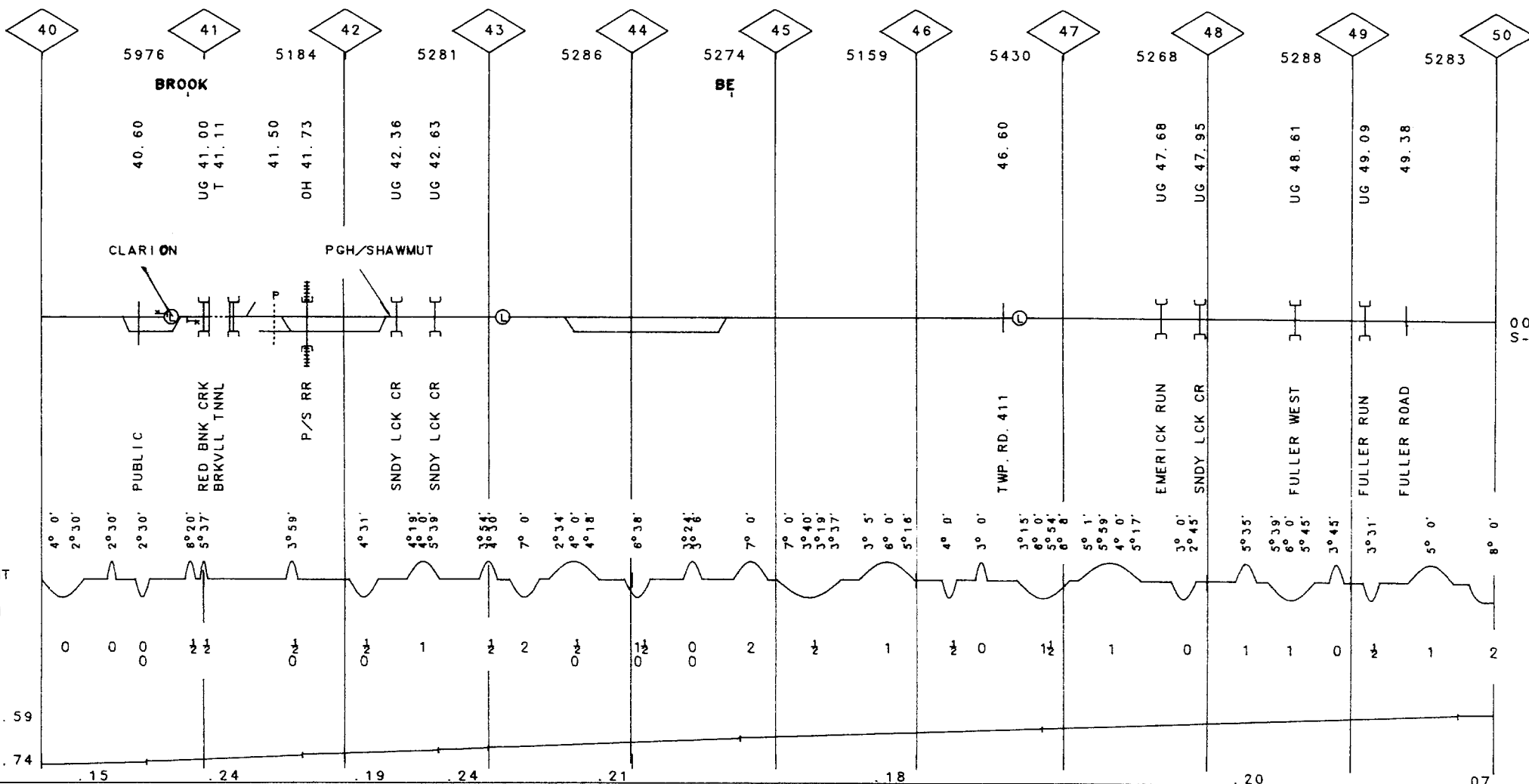
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1306.59
VERT. ALIGNMENT
MIN ELEV 1203.74
GRADE



| | |
|---------------|-----|
| GRINDING | N-S |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

| | | | | | | | | | |
|---------------|--------|-------|--------|--------|--------|-------|--------|--------|--------|
| GRINDING | | | | | | | | | |
| SURFACING | | | | | | | | | |
| TIES | | | | | | | | | |
| UNDERCUTTING | | | | | | | | | |
| RAIL | 00-58d | 19-62 | 00-62d | 30-48C | 31-46C | 31-64 | 30-48C | 30-47C | 30-51C |
| BAL CLEAN | | | | | | | | | |
| TONNAGE (MGT) | | | | | | | | | |
| T T SPEED | | | 25 | | | | | 30 | |

007

VALUATION
TOWN

MEREDITH

ODONNELL

V7031

REYNOLDSVILLE

SHERWOOD

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

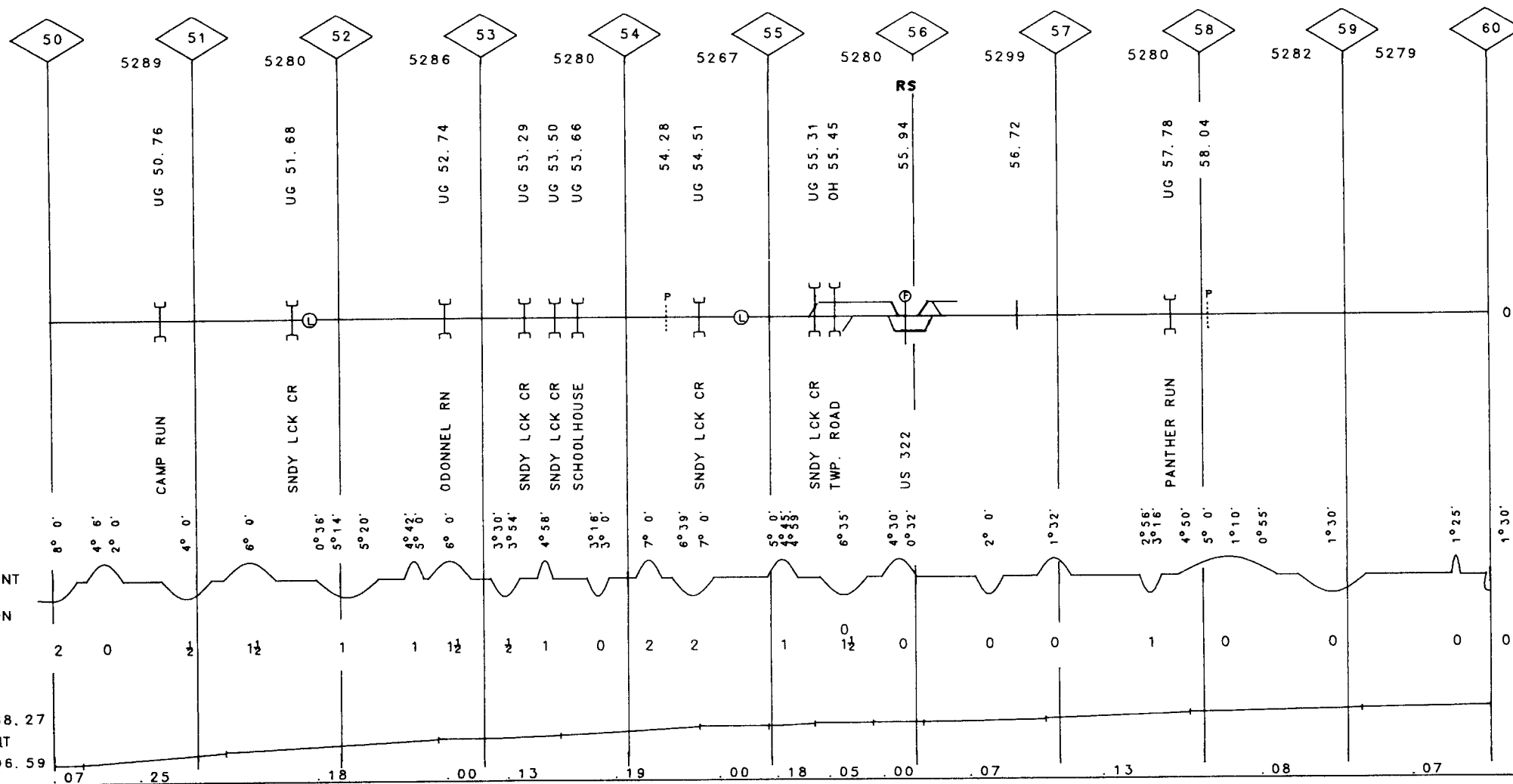
SUPER ELEVATION

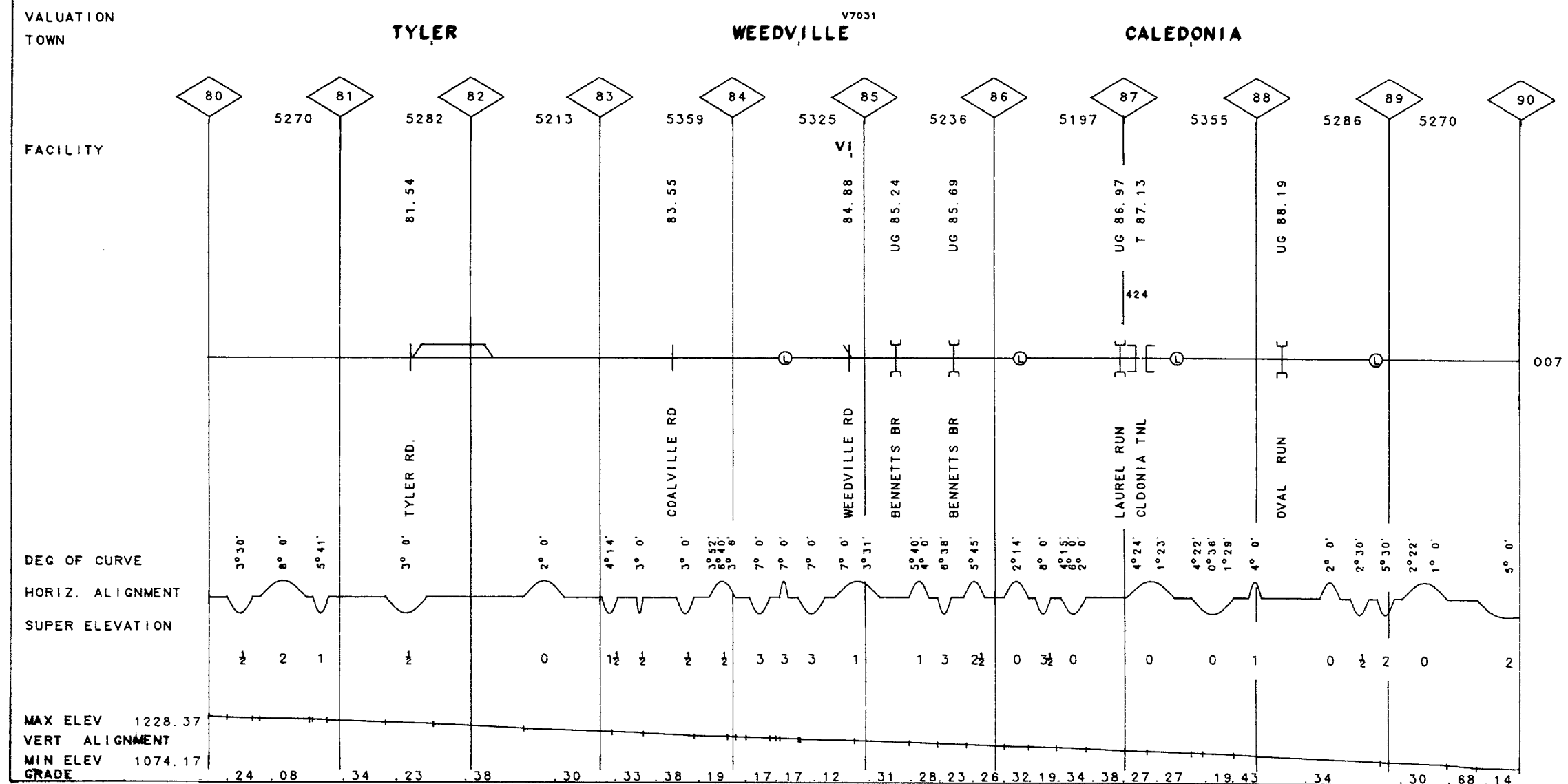
MAX ELEV 1368.27

VERT. ALIGNMENT

MIN ELEV 1306.59

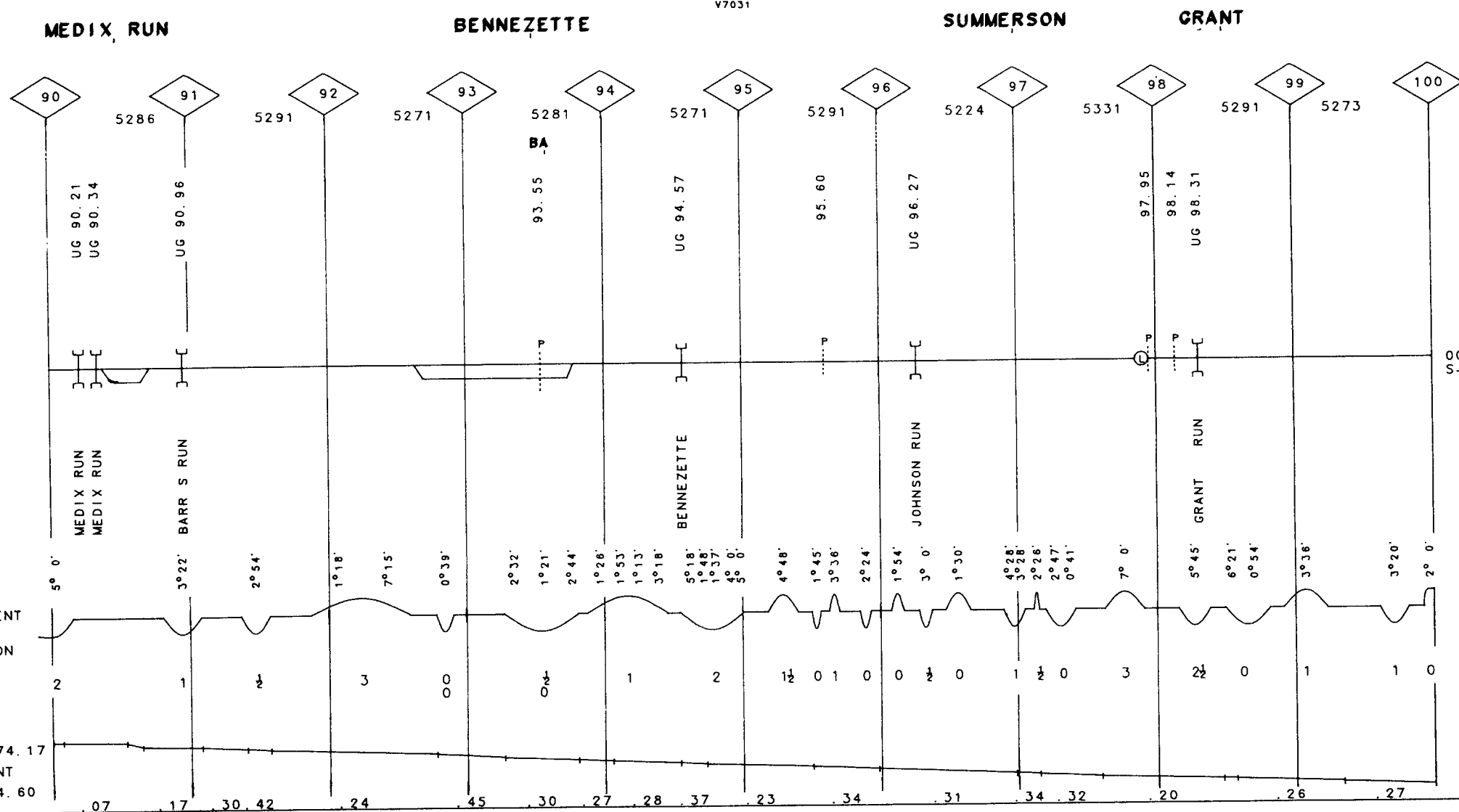
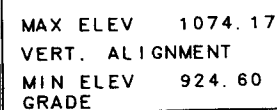
GRADE



[illegible]

| | | |
|--------------|----|--|
| GRINDING | | |
| SURFACING | | |
| TIES | 69 | |
| UNDERCUTTING | | |
| RAIL | | |
| BAL CLEAN | | |
| TONNAGE(MGT) | | |
| T T SPEED | | |

S-S



007

VALUATION
TOWN

DENTS RUN

V7031

MIX RUN

DRI FTWOOD

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

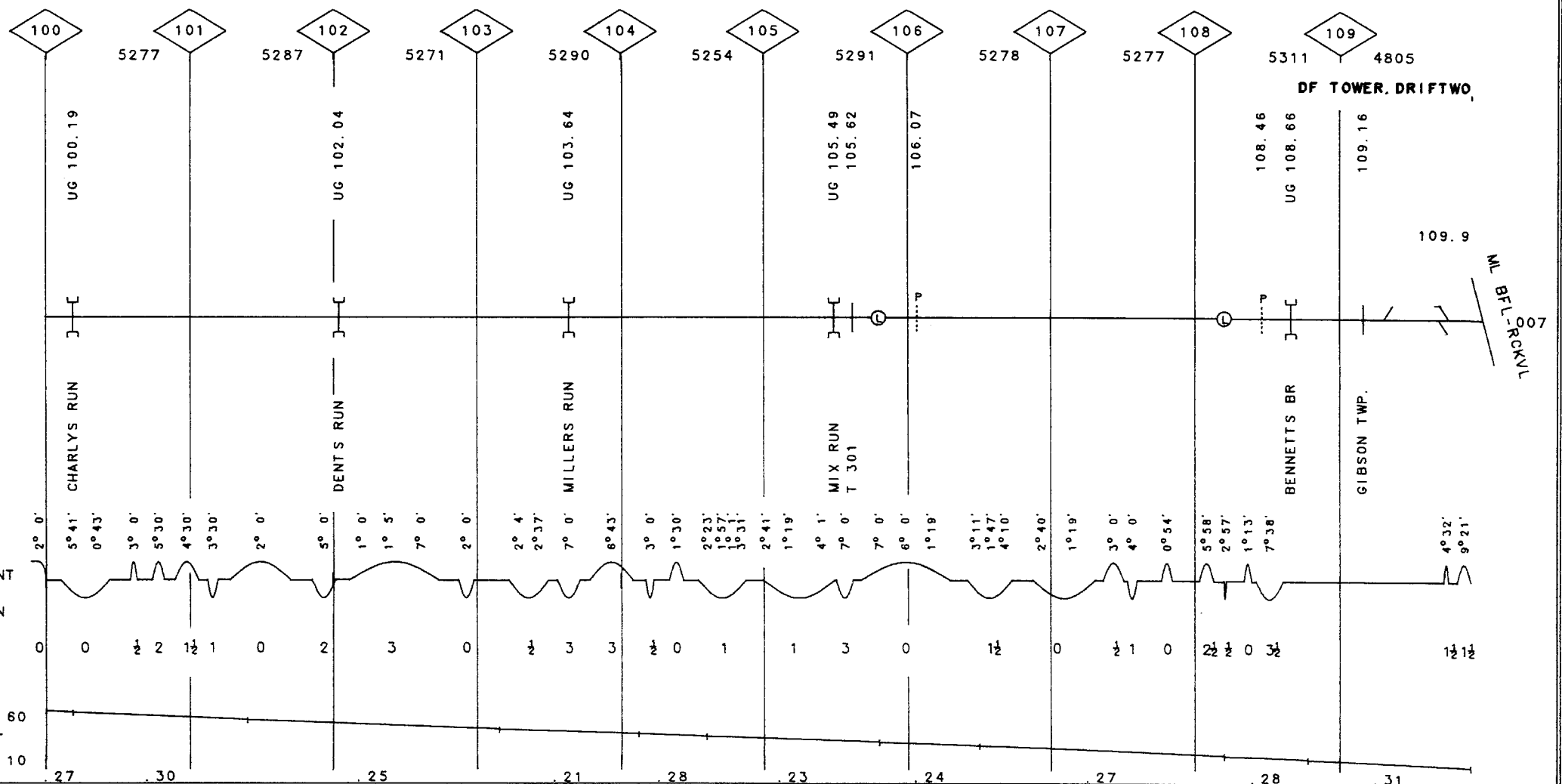
SUPER ELEVATION

MAX ELEV 924.60

VERT. ALIGNMENT

MIN ELEV 789.10

GRADE



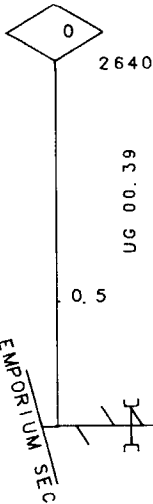
| | |
|---------------|-------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 85-95 |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 15 |

007

VALUATION
TOWN

V7034
RIDGWAY

FACILITY



007

DEG OF CURVE

4° 37' 10"

HORIZ. ALIGNMENT

SUPER ELEVATION

0

MAX ELEV 1390.90

VERT. ALIGNMENT

MIN ELEV 1383.00

GRADE

50.25

| | |
|--------------|--------|
| GRINDING | |
| SURFACING | 80E |
| TIES | 80 |
| UNDERCUTTING | |
| RAIL | 00-440 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

VALUATION
TOWN

V7031
SLIGO

FACILITY



2640

SI

10.5



007

DEG OF CURVE

0 0 0
0 0 0

HORIZ. ALIGNMENT



SUPER ELEVATION

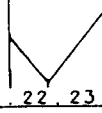
0 0 0

MAX ELEV 1085.20

VERT. ALIGNMENT

MIN ELEV 1081.60

GRADE



| | |
|---------------|--------|
| GRINDING | |
| SURFACING | 69J |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-29F |
| BAL CLEAN | |
| TONNAGE (MGT) | 6.0 |
| T T SPEED | 30 |

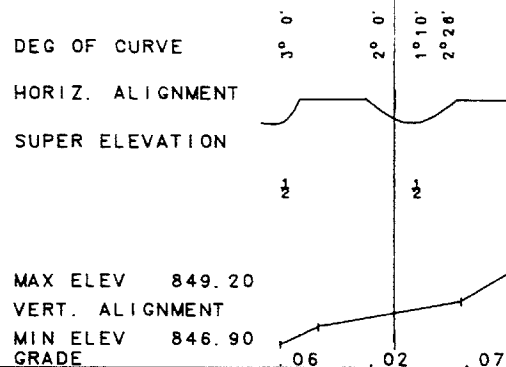
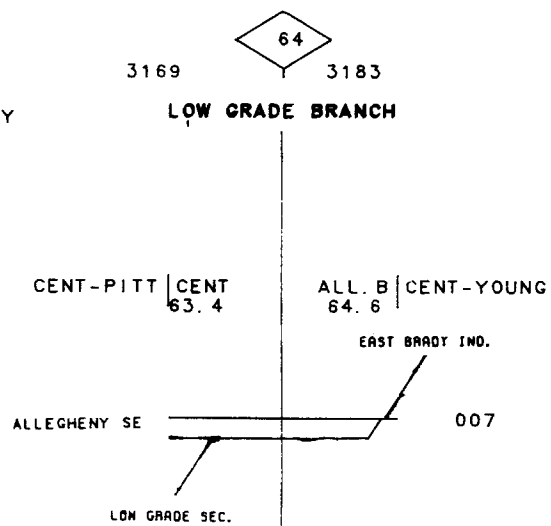
007

VALUATION
TOWN

V7035
RED BANK

FACILITY

LOW GRADE BRANCH



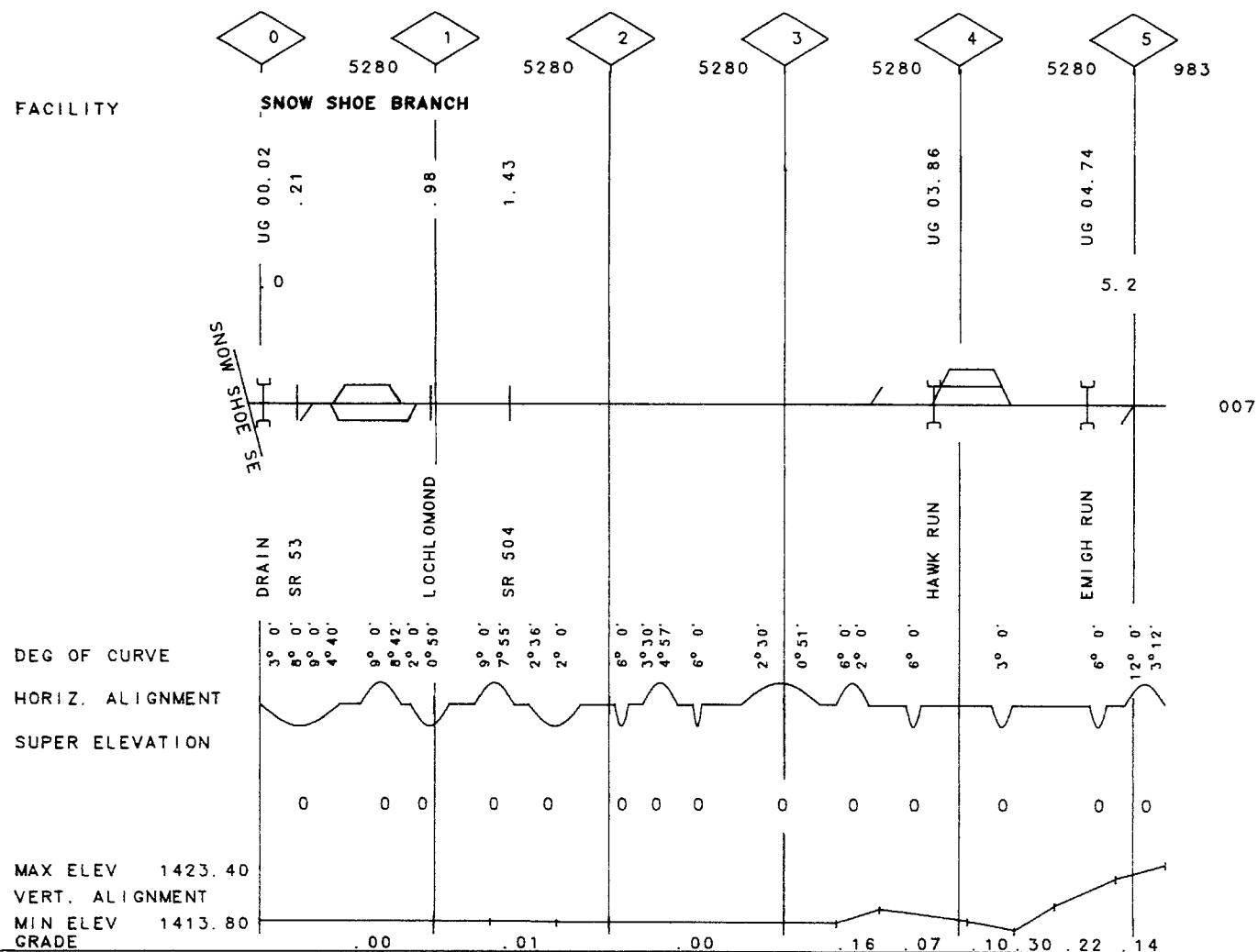
007

V7035
PHILLIPSTON

[illegible]VALUATION
TOWN

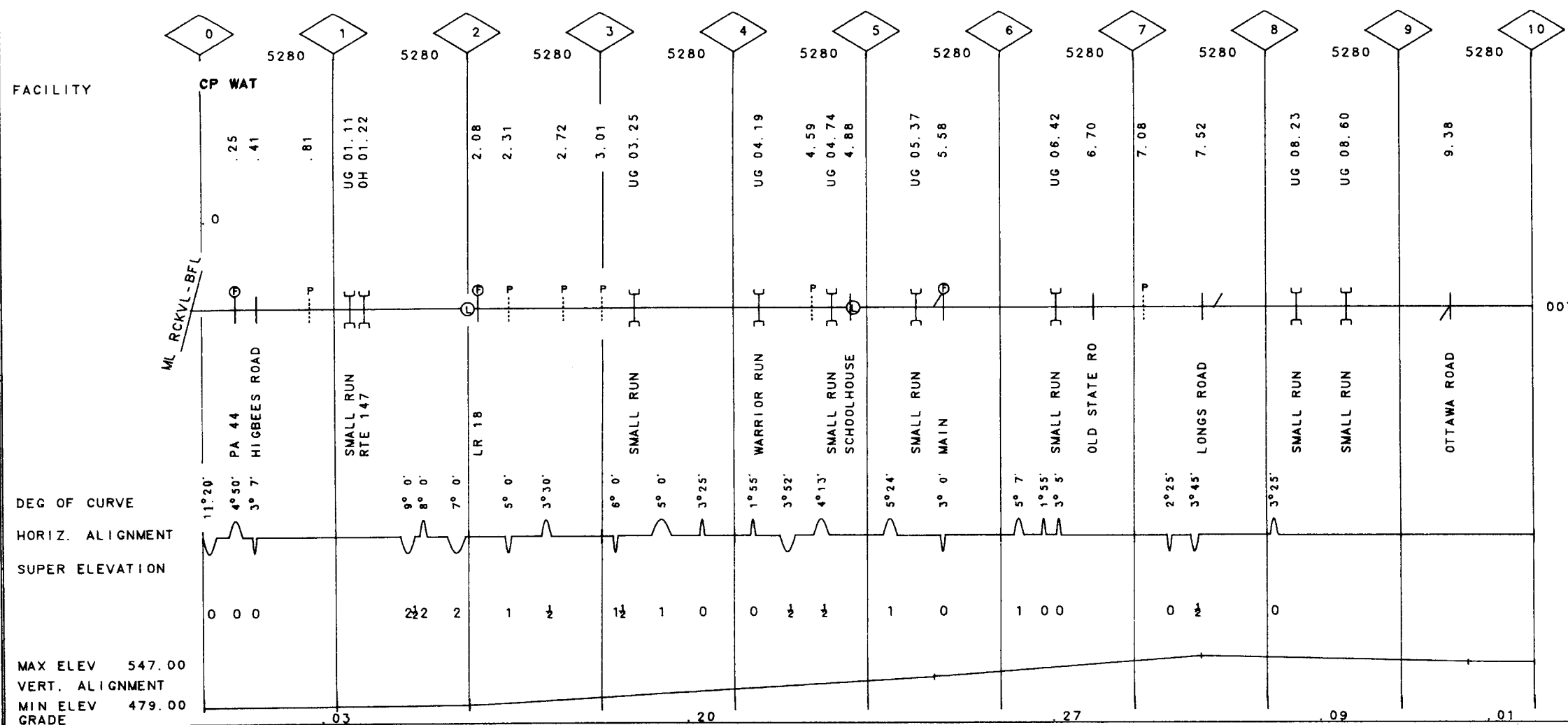
MUNSON

V0132
COLORADO NO. 3



007

OTTAWA



| | | | | | |
|---------------|-------|-------|--------|--------|--|
| GRINDING | 81 | | | | |
| SURFACING | 82 | | | 75E | |
| TIES | 80 | | | 74 | |
| UNDERCUTTING | | | | | |
| RAIL | 07F71 | 00F22 | 00-24F | 00-25F | |
| BAL CLEAN | | | | | |
| TONNAGE (MGT) | 6.1 | | | | |
| T T SPEED | | 25 | | | |

007

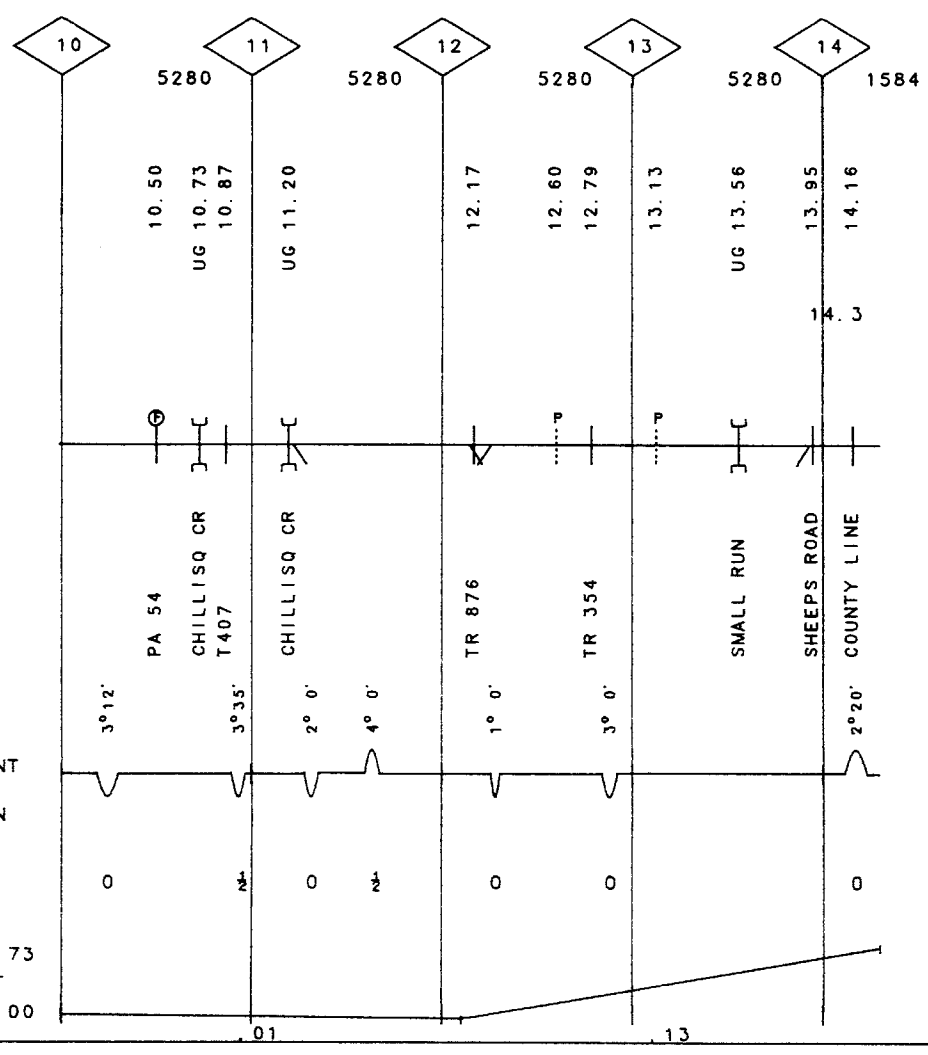
VALUATION
TOWN

V7038
STRAWBERRY RIDGE DERRY,

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 551.73
VERT. ALIGNMENT
MIN ELEV 537.00
GRADE



007

| | |
|---------------|-------|
| GRINDING | |
| SURFACING | 67 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 05-26 |
| BAL. CLEAN | |
| TONNAGE (MGT) | 1.8 |
| T T SPEED | 15 |

007

VALUATION
TOWN

V1300
MAHAFFEY



3696 528

FACILITY

MAHAFFEY JCT.

112.53 112.76 112.95
UG

CENT-ALL. 112.3 113.1 | CENT-ALL. A

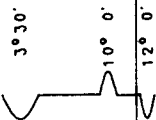
CHERRY TREE



CRESSON SEC.
007

MARKET ST.
CHEST RUN

DEG OF CURVE

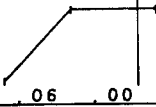


HORIZ. ALIGNMENT

SUPER ELEVATION

0 1/2 1/2

MAX ELEV 1292.00
VERT. ALIGNMENT
MIN ELEV 1290.90
GRADE



| | |
|---------------|-------|
| GRINDING | 81 |
| SURFACING | 80E |
| TIES | 80 |
| UNDERCUTTING | |
| RAIL | 27F80 |
| BAL CLEAN | |
| TONNAGE (MGT) | 0.2 |
| T T SPEED | 10 |

007

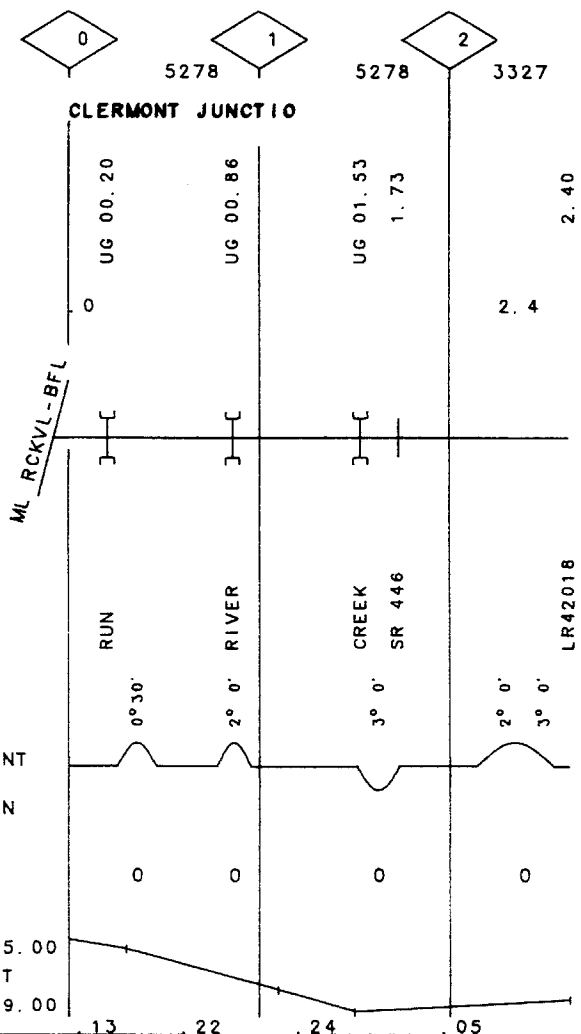
VALUATION
TOWN

LARABEE

V7205

CORRYVILLE

FACILITY



007

| | |
|--------------|-------|
| GRINDING | 81 |
| SURFACING | 81 |
| TIES | 80 |
| UNDERCUTTING | |
| RAIL | 27F80 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.2 |
| T T SPEED | 10 |

007

VALUATION
TOWN

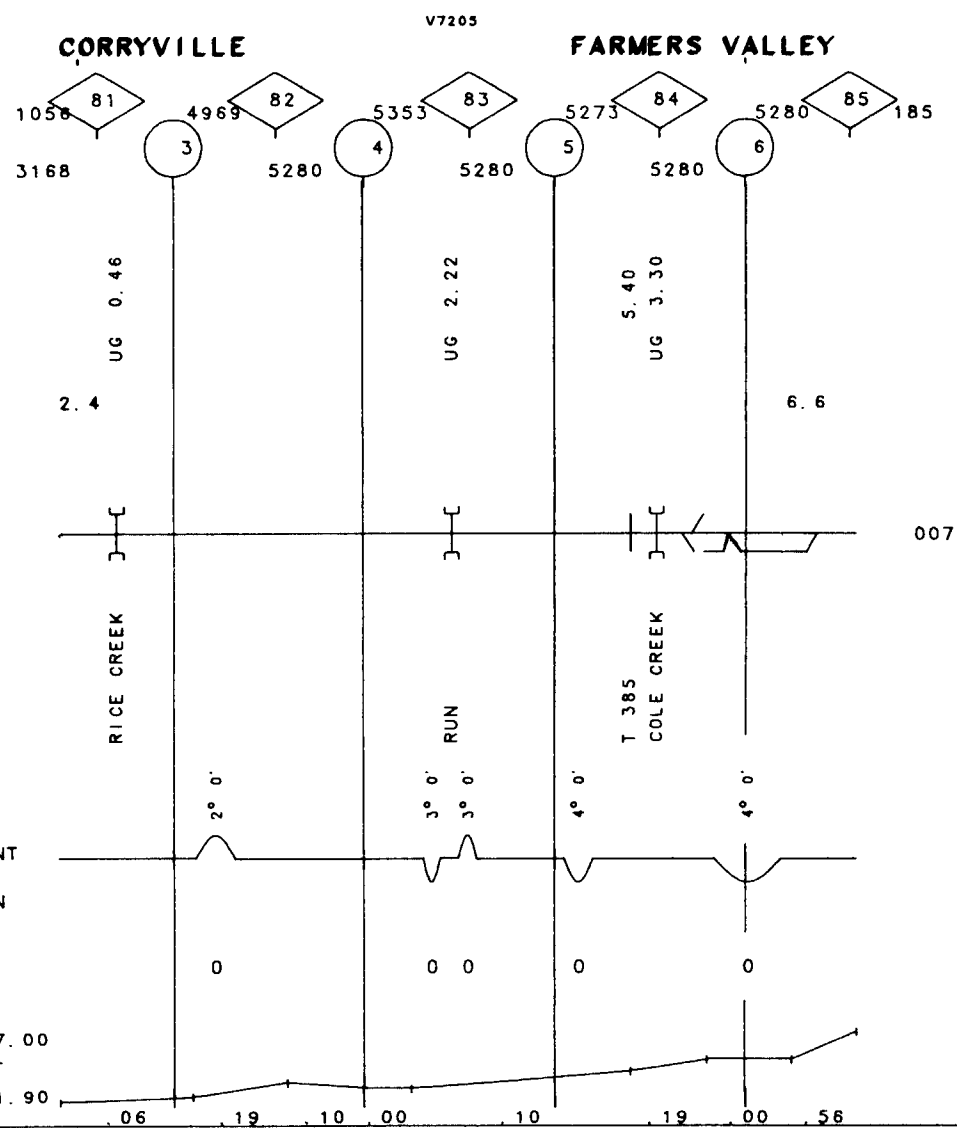
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1467.00
VERT. ALIGNMENT
MIN ELEV 1441.90
GRADE



| | | | | | | | | |
|--------------|-------|-------|--|--|-------|-------|-------|-------|
| GRINDING | 80(2) | | | | 80(1) | | | |
| SURFACING | 81 | | | | 77 | | | |
| TIES | | | | | | | | |
| UNDERCUTTING | | | | | | | | |
| RAIL | 30F30 | 52F78 | | | 30-56 | 30-48 | 52F77 | 00-30 |
| BAL CLEAN | | | | | | | | |
| TONNAGE(MGT) | 0.1 | | | | 2.8 | 15 | | |
| T T SPEED | 05 | 15 | | | 15 | | | |

| | |
|--------------|--|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | |

007

SDG

VALUATION
TOWN

OSCEOLA MILLS

PHILLIPSBURG

V7013

WALLACETON

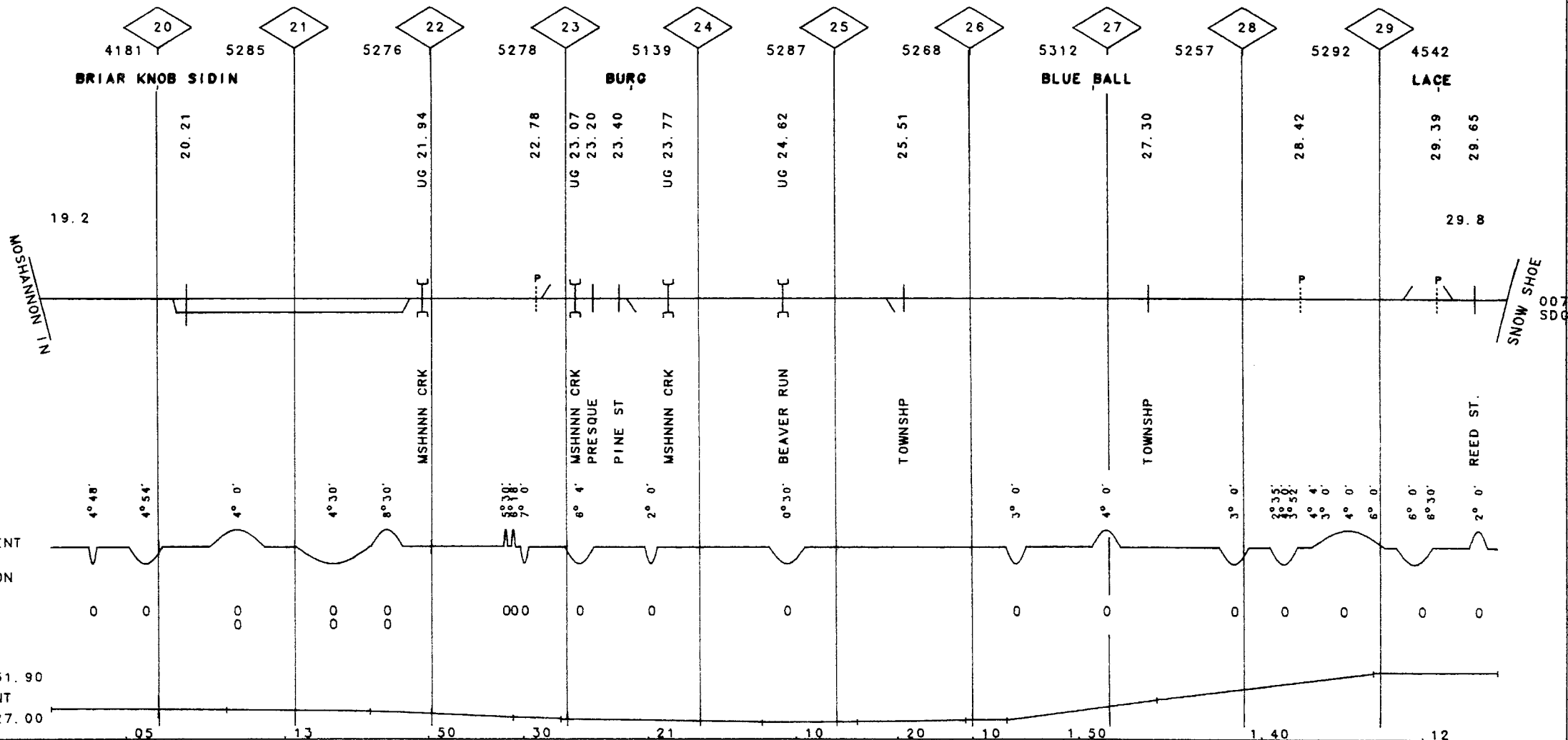
FACILITY

BRIAR KNOB SIDIN

BURG

BLUE BALL

LACE



DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1651.90
VERT. ALIGNMENT
MIN ELEV 1427.00
GRADE

| | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| GRINDING | | | | | | | | | | |
| SURFACING | 80E | | | | | 82 | | | | |
| TIES | 79 | | | | | 82 | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 00-41 | 30-26 | 30-41 | 30-27 | 30-40 | 30-25 | 30-41 | 00-48 | 85-05 | 00-29 |
| BAL CLEAN | | | | | | | | | | |
| TONNAGE (MGT) | 1.6 | | | | | 1.0 | | | | |
| T T SPEED | 12 | 15 | | | | | 06 | | 0.5 | |
| | | | | | | 15 | | | | |

007

VALUATION
TOWN

CLEARFIELD

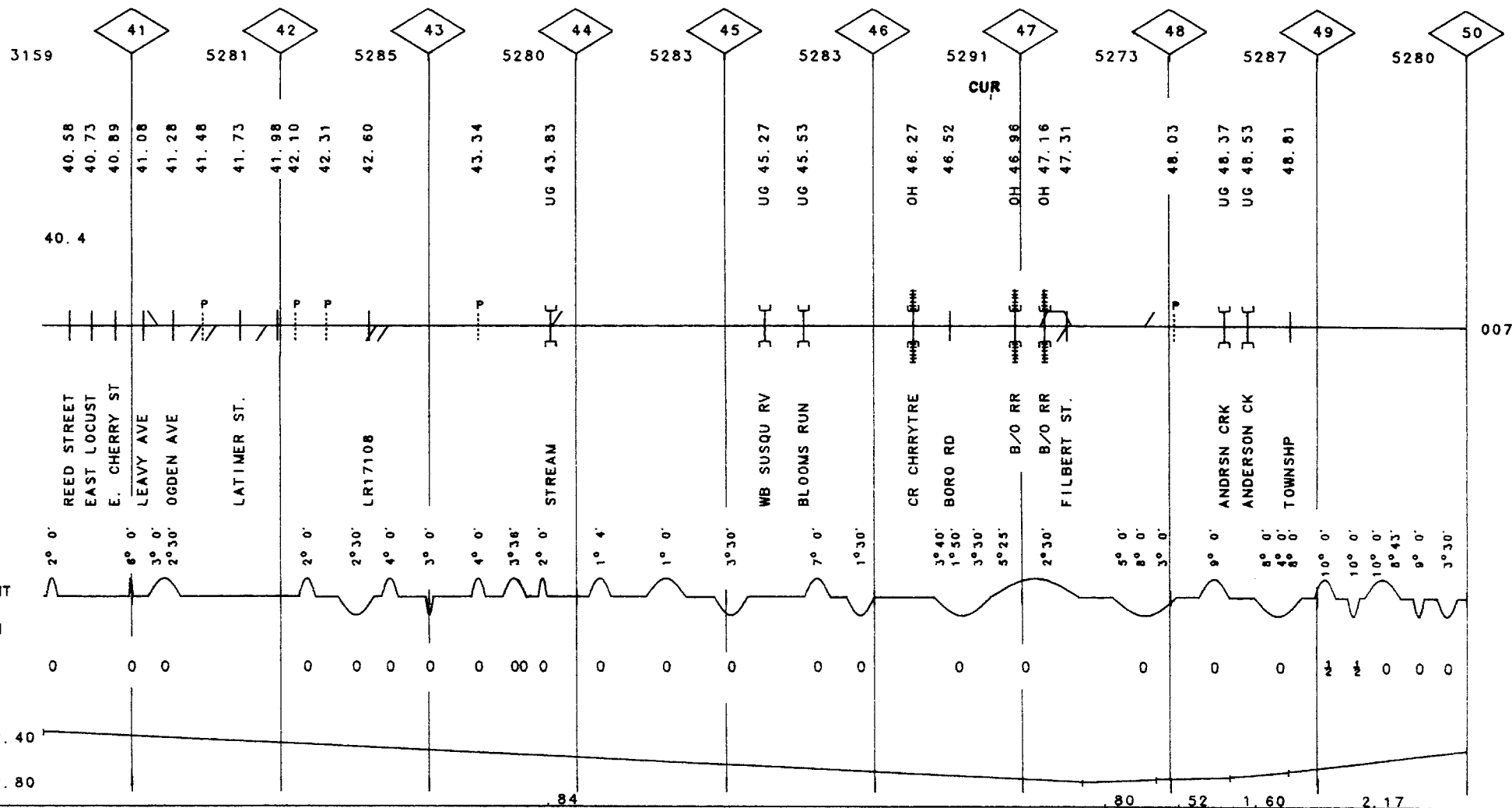
V7015

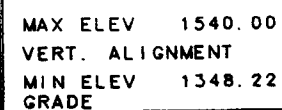
CURWENSVILLE

FACILITY

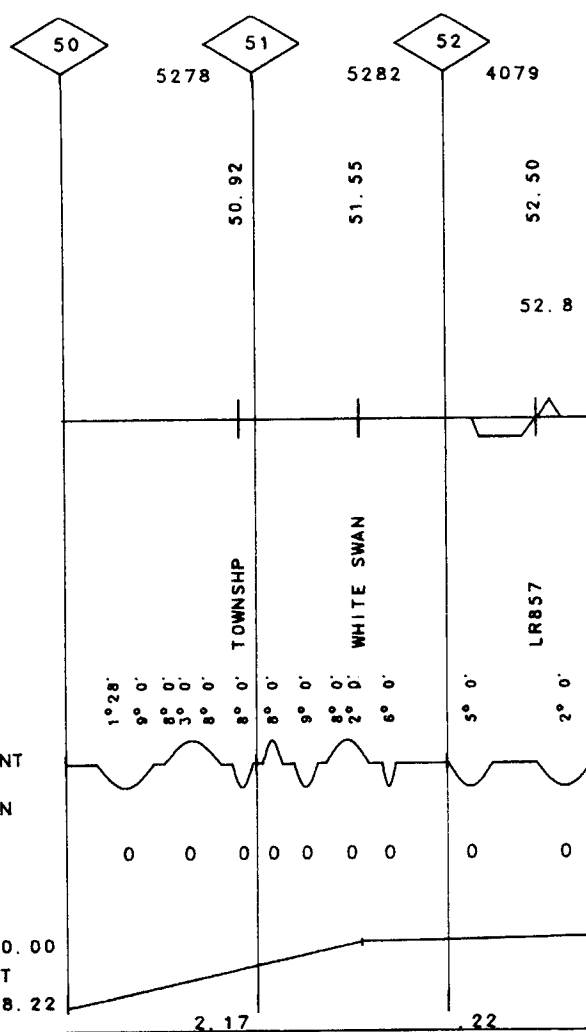
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1452.40
VERT. ALIGNMENT
MIN ELEV 1102.80
GRADE



007

CRAMP IAN



| | | | | |
|---------------|--------|--------|--------|-------|
| GRINDING | | | | |
| SURFACING | | | 82 | |
| TIES | 48 | | 78 | |
| UNDERCUTTING | | | | |
| RAIL | 05-24F | 05-51F | 05-23F | 05-29 |
| BAL CLEAN | | | | |
| TONNAGE (MGT) | | | 0.0 | 0.1 |
| T T SPEED | | | 15 | |

007

VALUATION
TOWN

SNOW SHOE

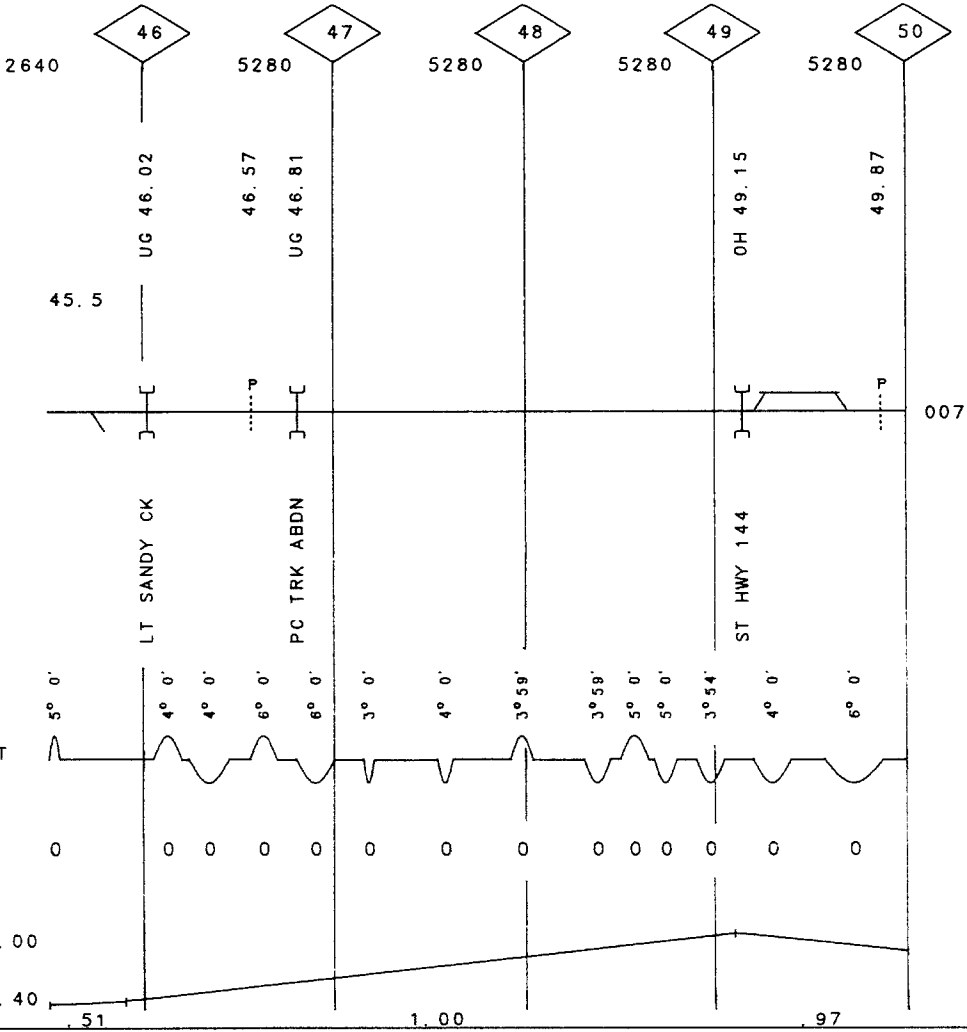
V1300

GILLINTOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1574.00
VERT. ALIGNMENT
MIN ELEV 1395.40
GRADE



007

PEALE

23-2349

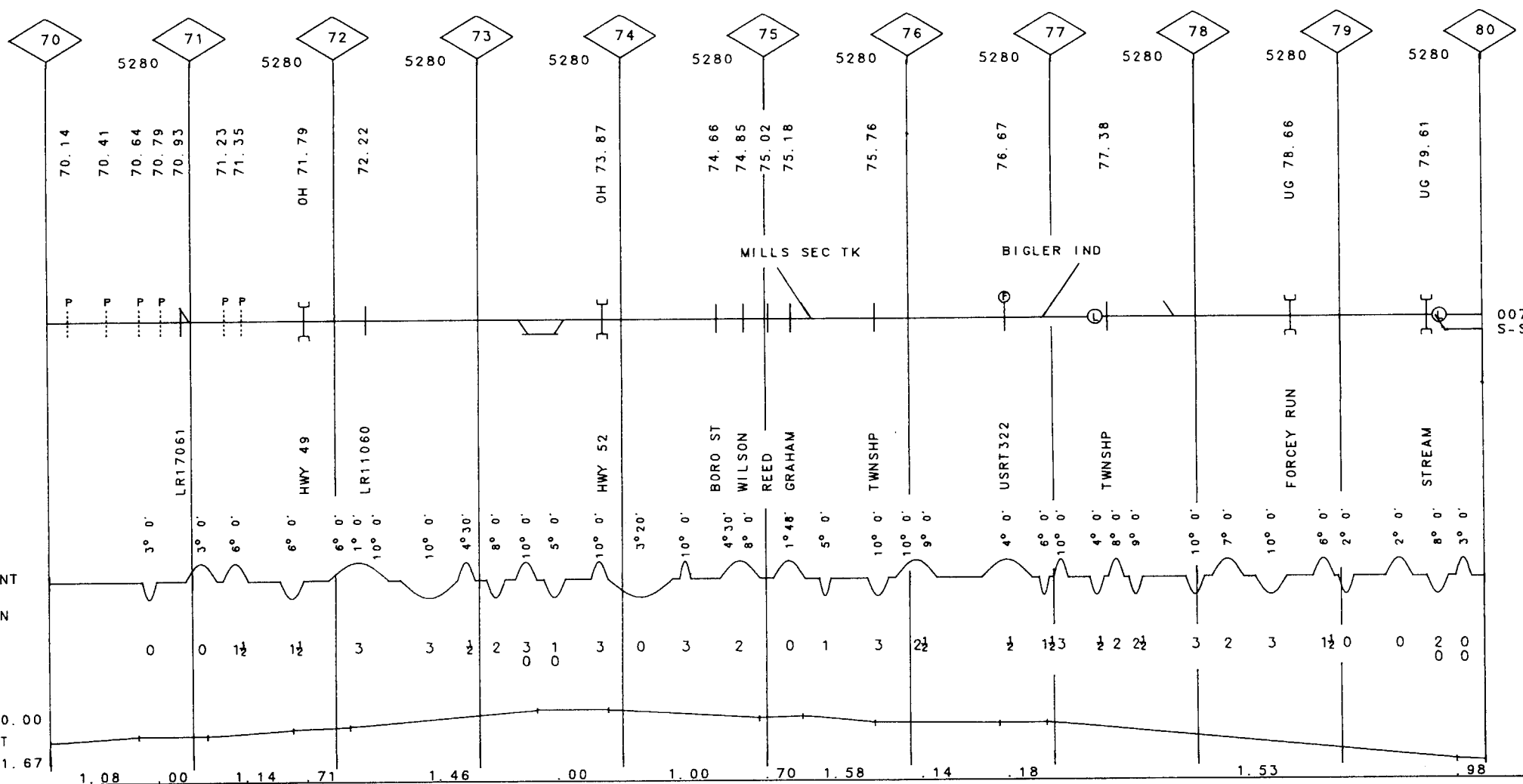
| DEG OF CURVE | HORIZ. ALIGNMENT | SUPER ELEVATION |
|--------------|------------------|-----------------|
| 10 | 10 | 10 |
| 20 | 20 | 20 |
| 30 | 30 | 30 |
| 40 | 40 | 40 |
| 50 | 50 | 50 |
| 60 | 60 | 60 |
| 70 | 70 | 70 |
| 80 | 80 | 80 |
| 90 | 90 | 90 |
| 100 | 100 | 100 |
| 110 | 110 | 110 |
| 120 | 120 | 120 |
| 130 | 130 | 130 |
| 140 | 140 | 140 |
| 150 | 150 | 150 |
| 160 | 160 | 160 |
| 170 | 170 | 170 |
| 180 | 180 | 180 |
| 190 | 190 | 190 |
| 200 | 200 | 200 |
| 210 | 210 | 210 |
| 220 | 220 | 220 |
| 230 | 230 | 230 |
| 240 | 240 | 240 |
| 250 | 250 | 250 |
| 260 | 260 | 260 |
| 270 | 270 | 270 |
| 280 | 280 | 280 |
| 290 | 290 | 290 |
| 300 | 300 | 300 |

```

MAX ELEV      1790.00
VERT. ALIGNMENT
MIN ELEV      1461.67
GRADE

```

BIGLER

[illegible]

| S-S | |
|---------------|--|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

007

S - S

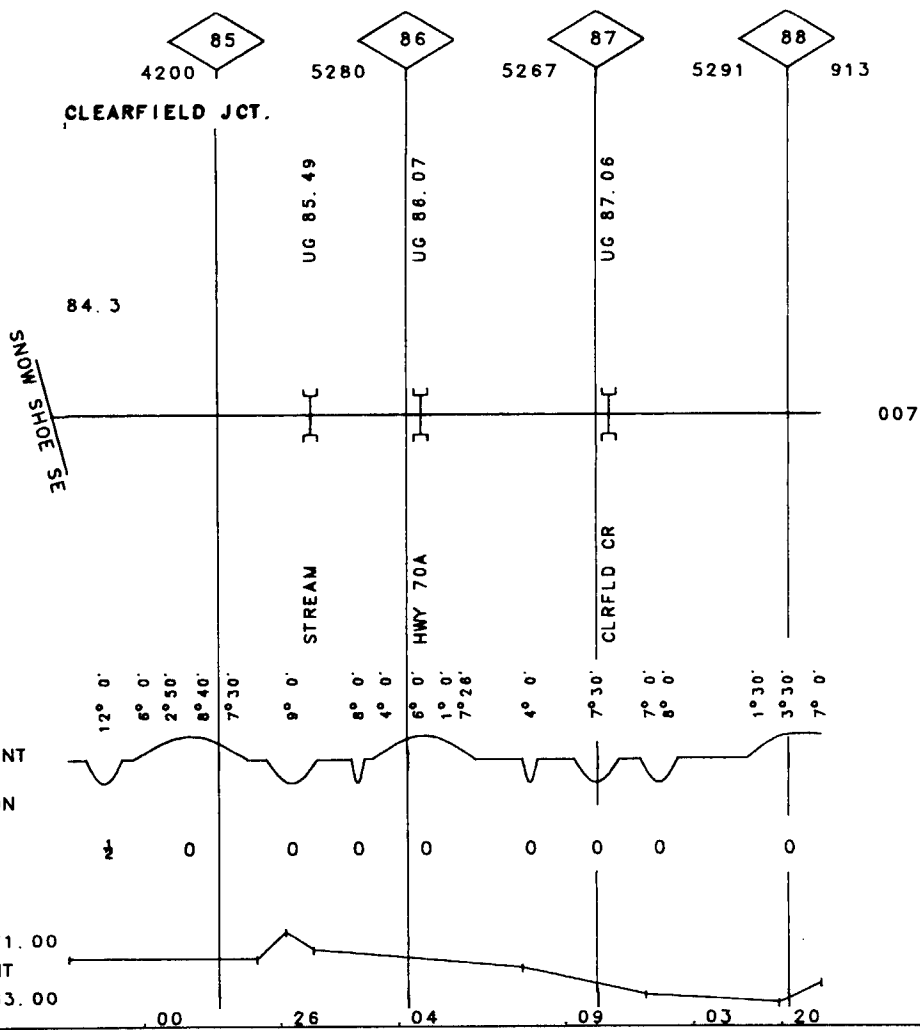
| | |
|---------------|---------------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 05-31F 05-23F |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 15 |

007

VALUATION
TOWN

DIMELING

FACILITY



[illegible]VALUATION
TOWN

D I M E L I N G

CHASE

V1300

FAUNCE

FACILITY

CLRF D CR

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1275.70

VERT. ALIGNMENT

MIN ELEV 1163.00

GRADE

93

PA

00

10

-MP

0

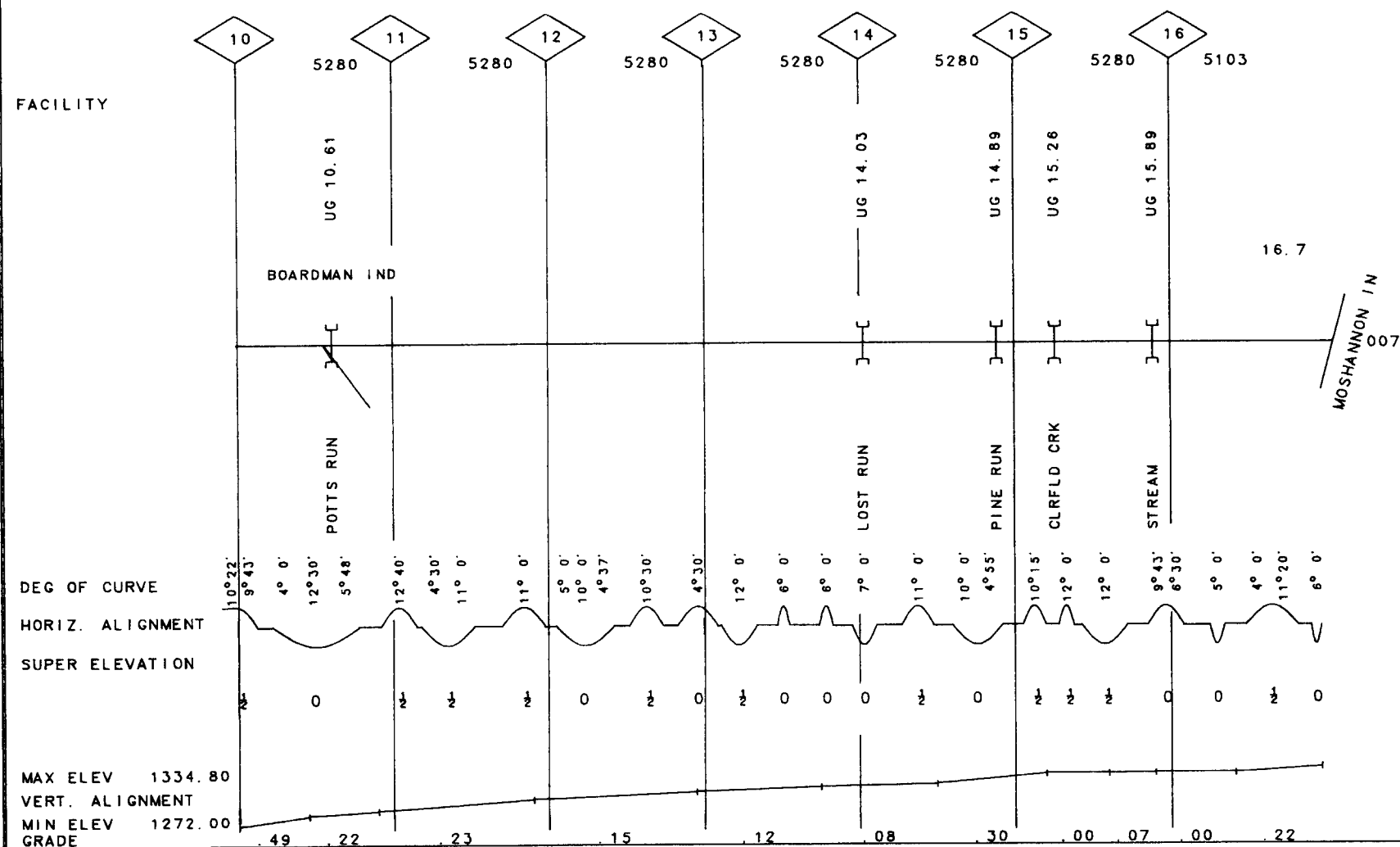
MP

REV. 01/83

23-2353 MADERA IND

007

POTTS, RUN



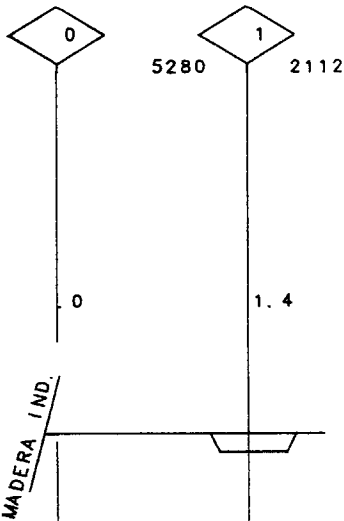
| | |
|---------------|----|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL. CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 15 |

007

VALUATION
TOWN

V1380

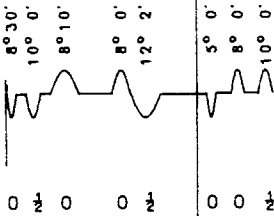
FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION



MAX ELEV 1370.80
VERT. ALIGNMENT
MIN ELEV 1283.40
GRADE

.84 1.701.221.21

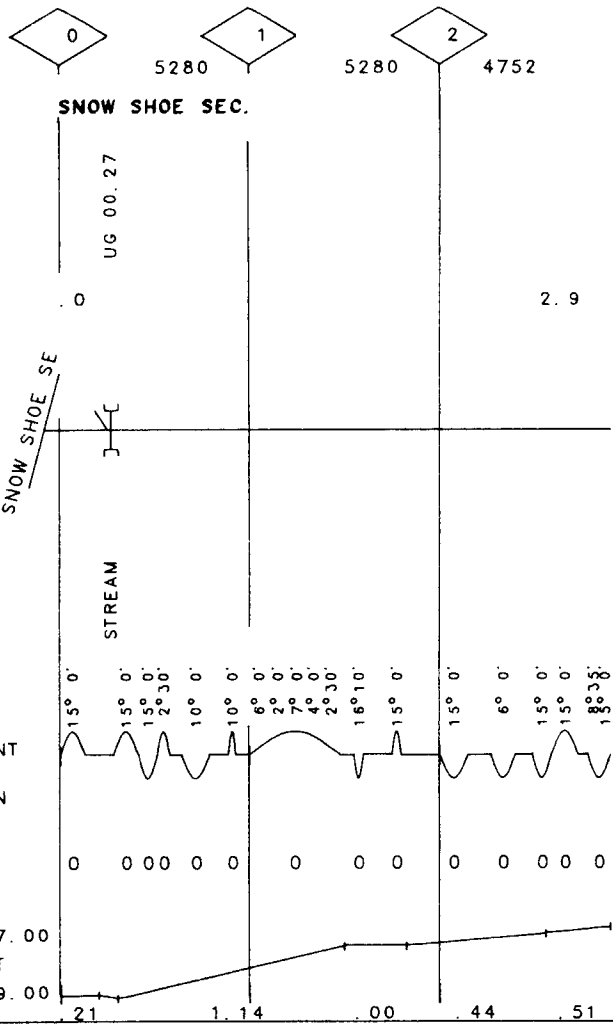
| | | | | |
|--------------|-------|-------|-------|-------|
| GRINDING | | | | |
| SURFACING | | | | |
| TIES | | | | |
| UNDERCUTTING | | | | |
| RAIL | 05-99 | 80-99 | 80-14 | 05-22 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | | | | |
| T T SPEED | | | 10 | |

007

VALUATION
TOWN

GRASS FLAT

FACILITY



007

| | | | | | |
|---------------|------|------|------|------|------|
| GRINDING | 81 | 81 | 76 | 81 | 81 |
| SURFACING | 81 | 81 | 76 | 81 | 81 |
| TIES | 81 | 81 | 76 | 81 | 81 |
| UNDERCUTTING | 81 | 81 | 76 | 81 | 81 |
| RAIL | 81 | 81 | 76 | 81 | 81 |
| BAL CLEAN | 81 | 81 | 76 | 81 | 81 |
| TONNAGE (MGT) | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 |
| T T SPEED | 35 | 35 | 35 | 35 | 35 |

| | |
|---------------|------|
| GRINDING | 81 |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | 81 |
| RAIL | 81 |
| BAL CLEAN | 81 |
| TONNAGE (MGT) | 17.5 |
| T T SPEED | 35 |

007

S-S

VALUATION
TOWN

CLEARFIELD

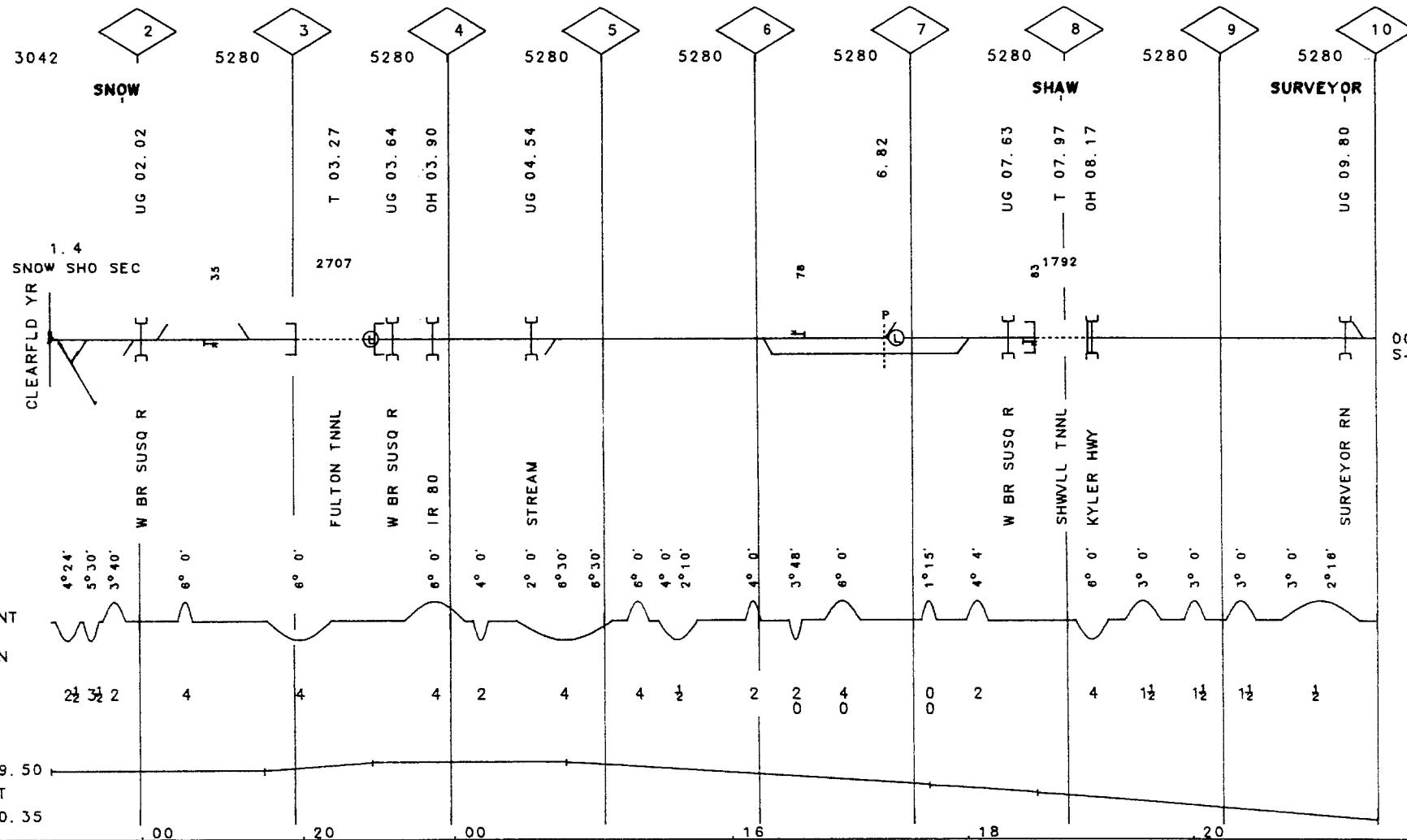
V1380

GRAY

SHAWVILLE

CROFT

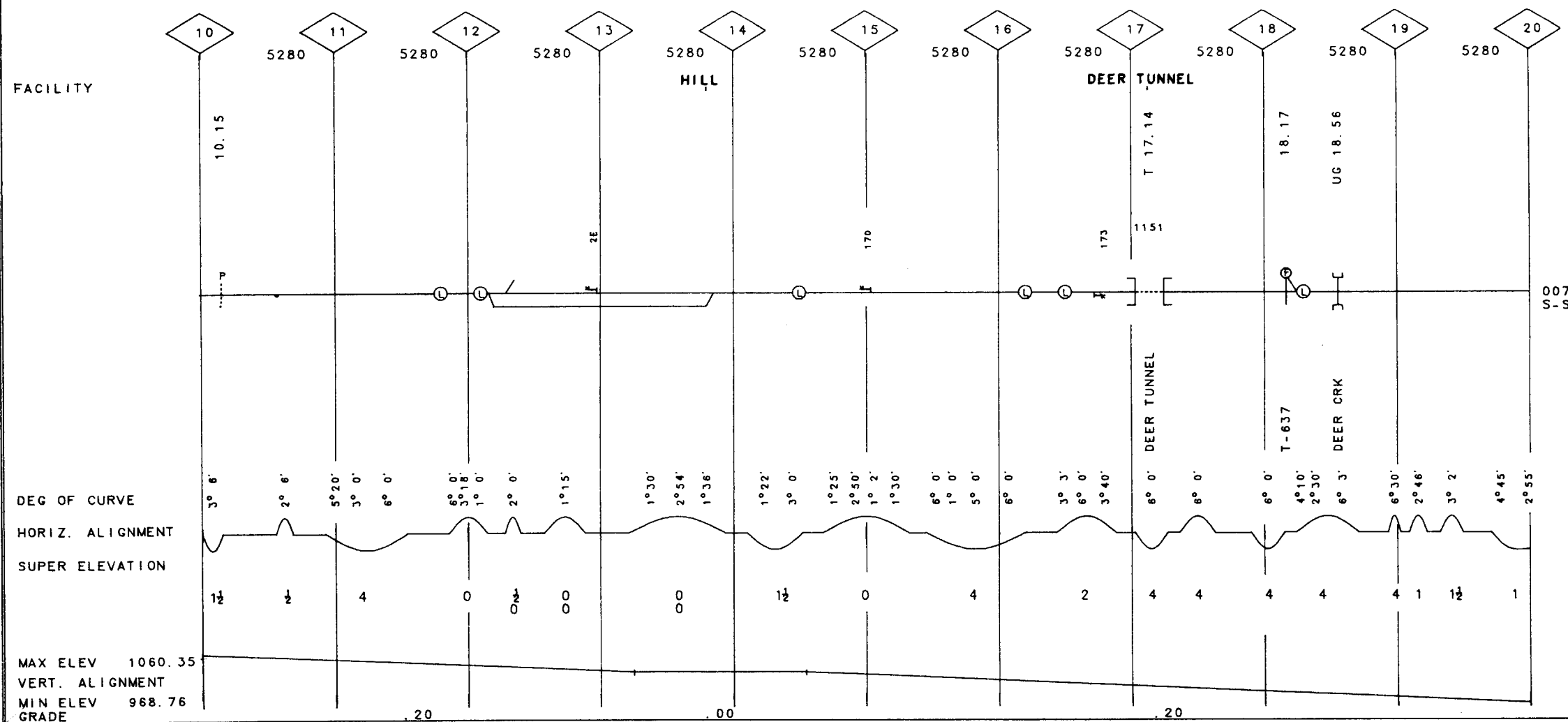
FACILITY

007
S-S

| | |
|--------------|----|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 15 |

S - S

DEER



| | |
|--------------|--------|
| GRINDING | |
| SURFACING | 84 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 05-42F |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 05 |

S - S

LOOP RUN

OB

This technical drawing illustrates a road layout for a 10.07-mile section, oriented vertically. The drawing includes stationing markers (30 to 40) and elevations (5280). Key features include:

- Stationing and Elevation:** Station markers are placed at intervals of 1 mile (30 to 40). Elevation markers are placed at 5280 feet.
- Section Labels:** The drawing is divided into sections labeled 'PIPER', 'CAT', and 'FOX LOOP RN'.
- Engineering Notes and Dimensions:**
 - PIPER Section:** Includes notes like 'TNSH746', 'MOSQUITO CR', and 'SLT LCK RN'. Dimensions include 2° 42', 3° 12', 2° 30', 2° 10', 3° 50', 1° 20', 4° 16', 5° 8', 8° 0', 8° 0', 4° 45', 2° 27', 5° 10', 7° 0', 3° 0', 7° 33', 7° 3', 2° 30', 5° 30', 5° 10', 3° 0', 6° 40', 3° 30', 5° 45', 3° 3', 4° 0', 2° 30', 5° 40', 6° 32', 4° 0', 5° 15', 2° 51', 4° 40', 3° 48', 5° 0', 6° 0', 3° 0', 5° 0'.
 - CAT Section:** Includes notes like 'UP 3 RUNS', 'LWR 3 RUNS', and 'FOX LOOP RN'. Dimensions include 37.80, 38.05, 39.24.
 - FOX LOOP RN Section:** Includes notes like 'UP 3 RUNS', 'LWR 3 RUNS', and 'FOX LOOP RN'. Dimensions include 37.80, 38.05, 39.24.
- Other Features:** The drawing includes various engineering symbols, such as circles, lines, and arrows, indicating specific features and dimensions.

| |
|-----|
| N-S |
| 007 |
| S-S |

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

```

MAX ELEV      882.64
VERT. ALIGNMENT
MIN ELEV      784.24
GRADE

```

| | |
|---------------|-------------------------|
| GRINDING | 81 |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 52F79 27F79 55F79 27F79 |
| BAL. CLEAN | 81 |
| TONNAGE (MGT) | 17.5 |
| T T SPEED | 35 |

007

VALUATION
TOWN

SPRUCE

BIRCH

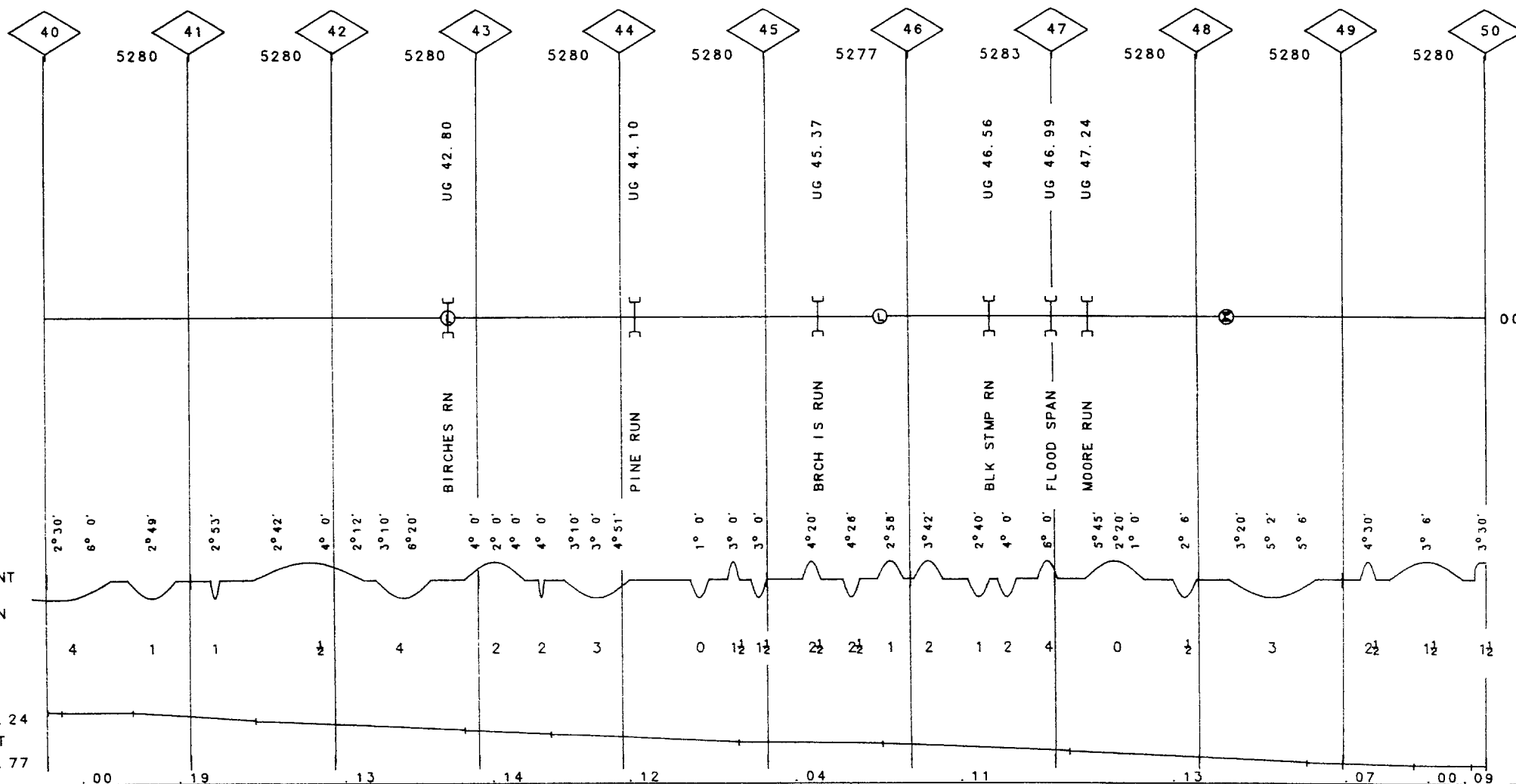
V1380

ZANMORE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 784.24
VERT. ALIGNMENT
MIN ELEV 729.77
GRADE



| | |
|---------------|-------|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 05F52 |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 15 |

W-S

| | | |
|---------------|-------|-----|
| GRINDING | 81 | |
| SURFACING | 81 | 79E |
| TIES | 81 | |
| UNDERCUTTING | | |
| RAIL | 27F79 | |
| BAL CLEAN | 81 | |
| TONNAGE (MGT) | 17.5 | |
| T T SPEED | 35 | |

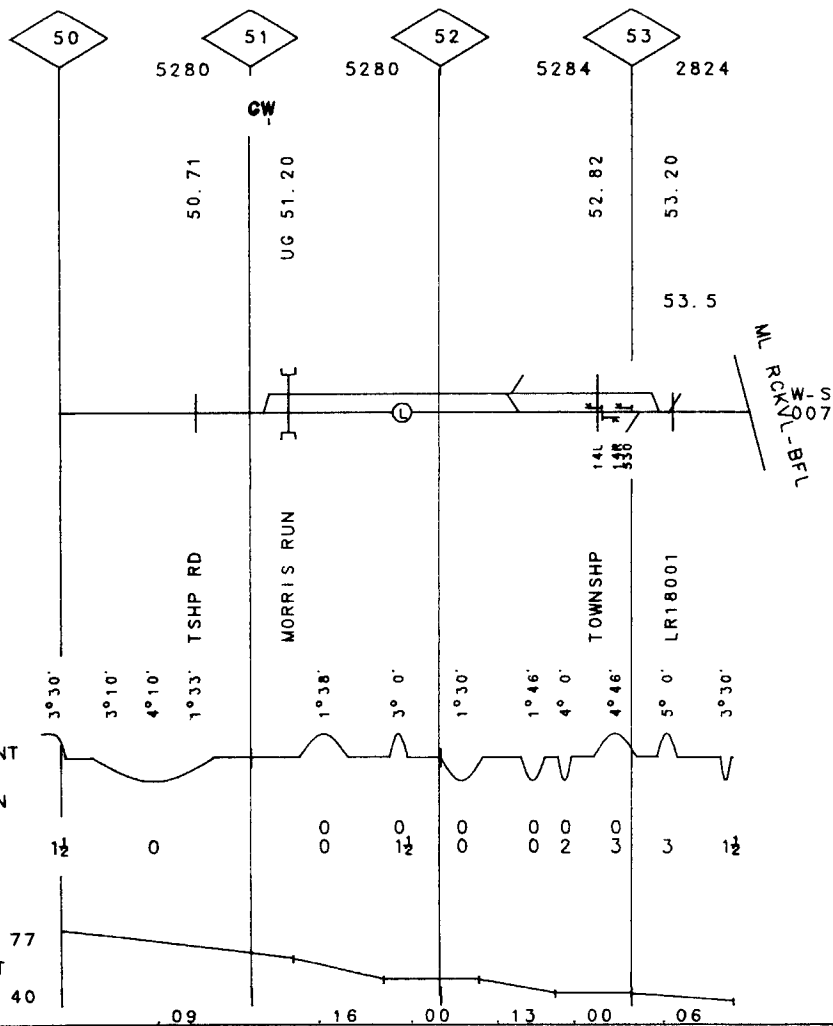
007

VALUATION
TOWN

V1380

KEATING

FACILITY



West Branch Valley

5/1/84

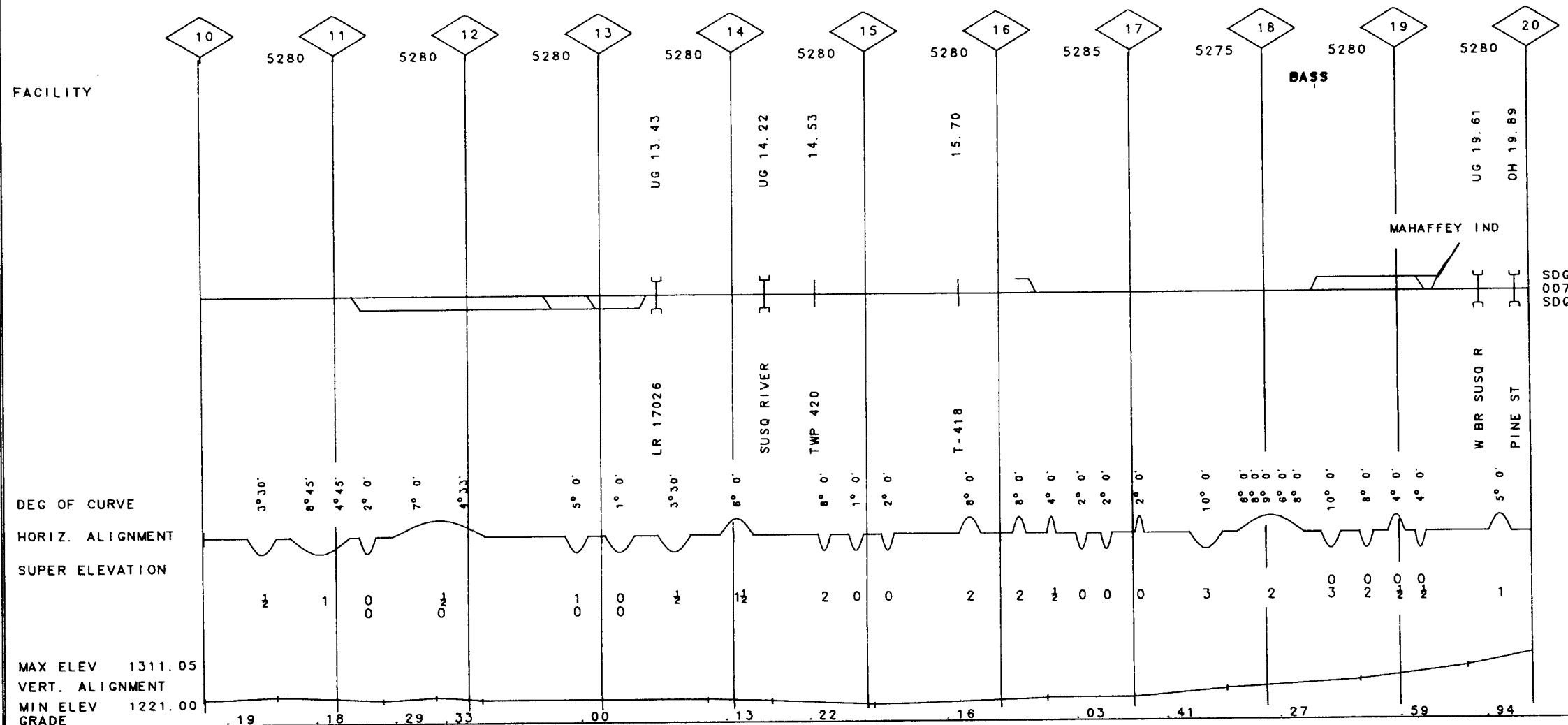
- ① M.P. 2.2 Corrugation, Profile 1954 127 ill.
.035 - .050
.020 - .030
- ② M.P. 6 Corrugation Profile
.048 - .004 - .025
- ③ M.P. 9 Eng. Burns Flaking 152
.010
- ④ M.P. 18.5 howwelds Flaking Profile
.015 .010
Deer Creek road
- ⑤ M.P. 29.7 EAST END Krauthaas tunnel Profile how Factory w.
.027 .020 .021
- ⑥ M.P. 29.0 WEST END " " " " Profile howwelds (F)
.036 .021 .030
- ⑦ M.P. 53.0 Corrugation Profile
.018 .026 .030
- ⑧ M.P. 52.0 Profile, Flaking

SDG007SDG

V1390|V1300
CURRY RUN BOWER

V1300 | V1400
MAHAFFEY

FACILITY



| | | | | | | | | | | | | | |
|--------------|--------|--------|--------|--------|-------|--------|-------|-------|-------|--------|--------|-------|-----|
| GRINDING | | | | | | | | | | | | | |
| SURFACING | | | | | | | | | | | | | |
| TIES | 80E | | | | | | | | | | | | |
| UNDERCUTTING | 80 | | | | | | | | | | | | |
| RAIL | 05-46F | 05-53F | 27-52F | 27-51F | 05-27 | 05-53F | 05-2K | 05-30 | 05-31 | 27-45F | 27-52F | 05-29 | 007 |
| BAL CLEAN | 81 | | | | | | | | | | | | |
| TONNAGE(MGT) | 9.9 | | | | | | | | | | | | |
| T Y SPEED | 25 | | | | | | | | | | | | 20 |

VALUATION
TOWN

MAHAFFEY

MCGEES MILLS

MOUNT AIRIE

V1400 | V1410

BURNSIDE

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1345.35
VERT. ALIGNMENT
MIN ELEV 1311.05
GRADE

007

| | | | | | | |
|---------------|--------|-------|--------|--------|--------|-------|
| GRINDING | | | | | | |
| SURFACING | | | | | | |
| TIES | | | | | | |
| UNDERCUTTING | | | | | | |
| RAIL | 05-52F | 05-26 | 05-44F | 05-52F | 05-43F | 05-29 |
| BAL. CLEAN | | | | | | |
| TONNAGE (MGT) | | | | | | |
| T T SPEED | 20 | | | | 25 | |

007

VALUATION
TOWN

FACILITY

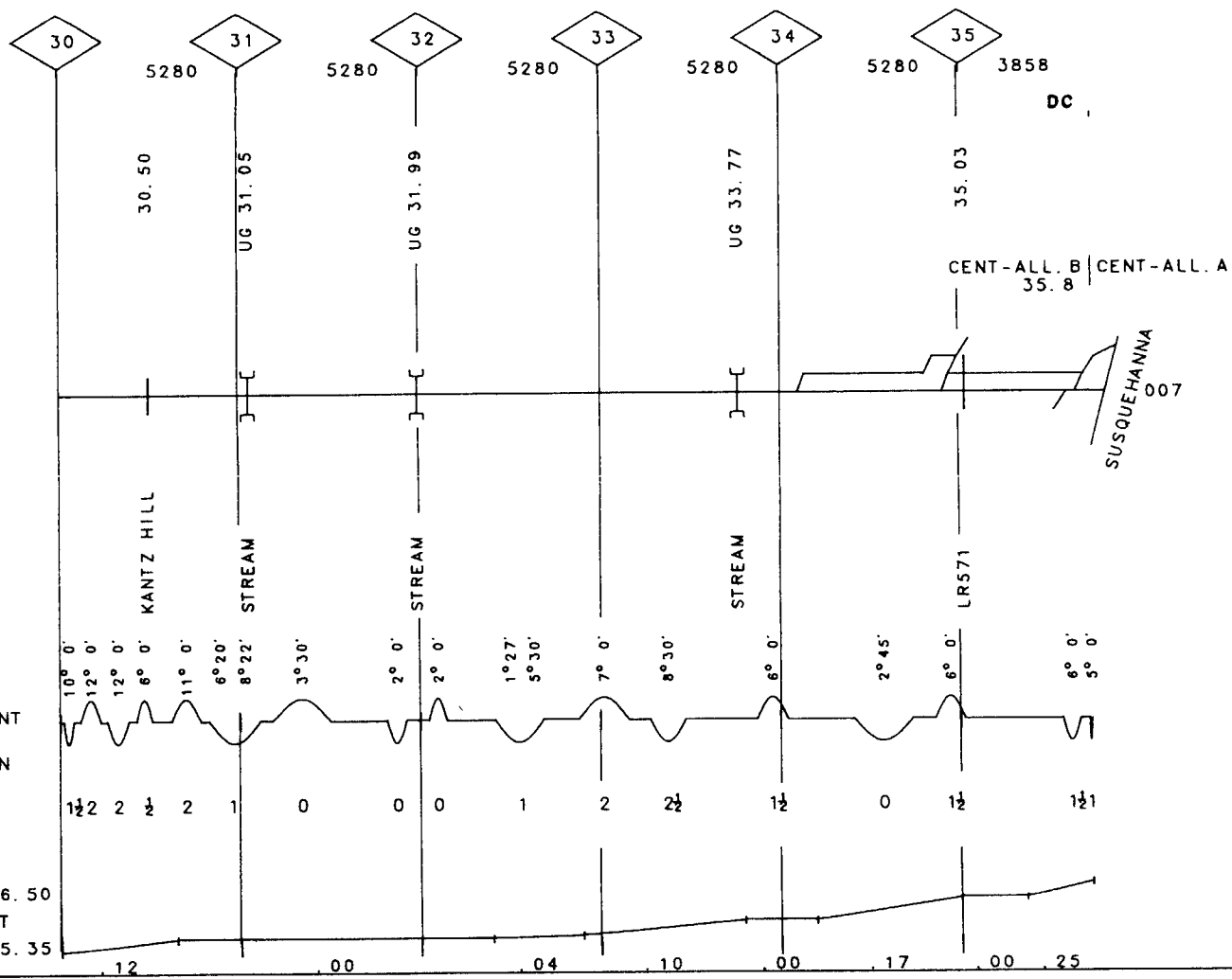
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1366.50
VERT. ALIGNMENT
MIN ELEV 1345.35
GRADE

IRE STATION

V1410

CHERRY TREE



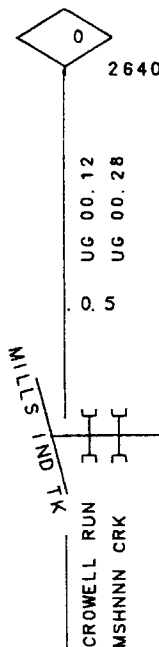
| | |
|---------------|-------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 85-14 |
| BAL CLEAN | |
| TONNAGE (MGY) | |
| T T SPEED | |

007

VALUATION
TOWN

V7015
MAPLE

FACILITY

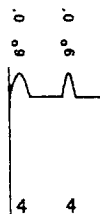


007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION



MAX ELEV 1481.00
VERT. ALIGNMENT
MIN ELEV 1475.70
GRADE

51.12

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

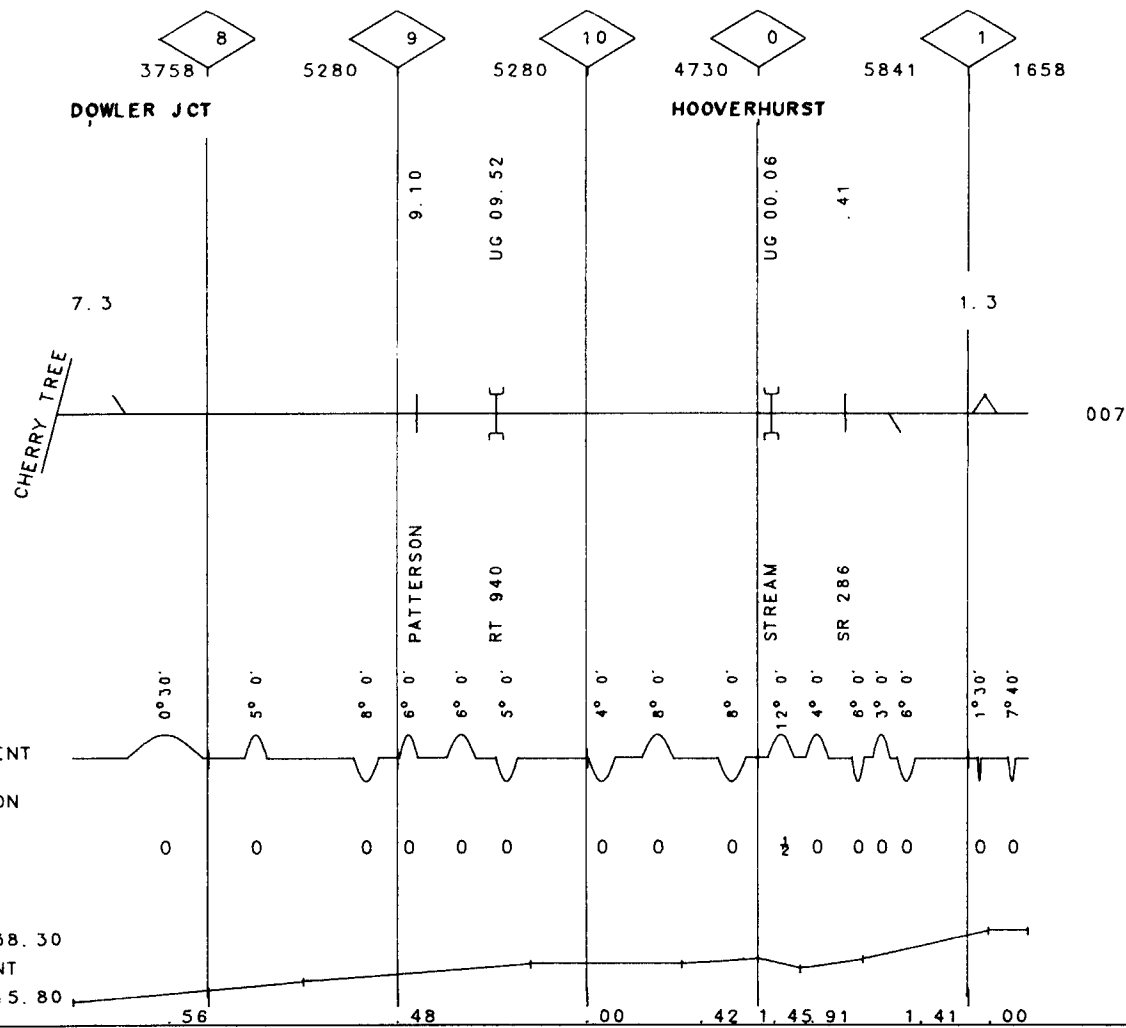
MAX ELEV 1438.30
VERT. ALIGNMENT
MIN ELEV 1315.80
GRADE

007 007

| | | | | | | |
|---------------|-------|--------|-----|-------|------|-------|
| GRINDING | | | | | | |
| SURFACING | 54 | | 48H | | | |
| TIES | | | 49 | | | |
| UNDERCUTTING | | | | | | |
| RAIL | 80-18 | 80-17F | | 80-11 | | 80-11 |
| BAL CLEAN | 54BH | | | | 54BH | |
| TONNAGE (MGT) | | | | | | |
| T T SPEED | 15 | | | | 15 | |

007

V1400 V1420
HOVERHURST



| | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-----|
| | | | | | | | | | | | | |
| GRINDING | | | | | | | | | | | | |
| SURFACING | | | | | | | | | | | | |
| TIES | 82 | | | | | | | | | | | |
| UNDERCUTTING | 81 | | | | | | | | | | | |
| RAIL | 85F23 | 31F46 | 85F21 | 30F44 | 30F47 | 85F21 | 00F19 | 30-46C | 00F19 | 30F49 | 03F12 | 007 |
| BAL CLEAN | | | | | | | | | | | | |
| TONNAGE(MGT) | 0.1 | 0.2 | | | | | | | | | | |
| T T SPEED | 15 | | | | | 12 | | 15 | | | | |
| | | | | | | | | | | | | |

09

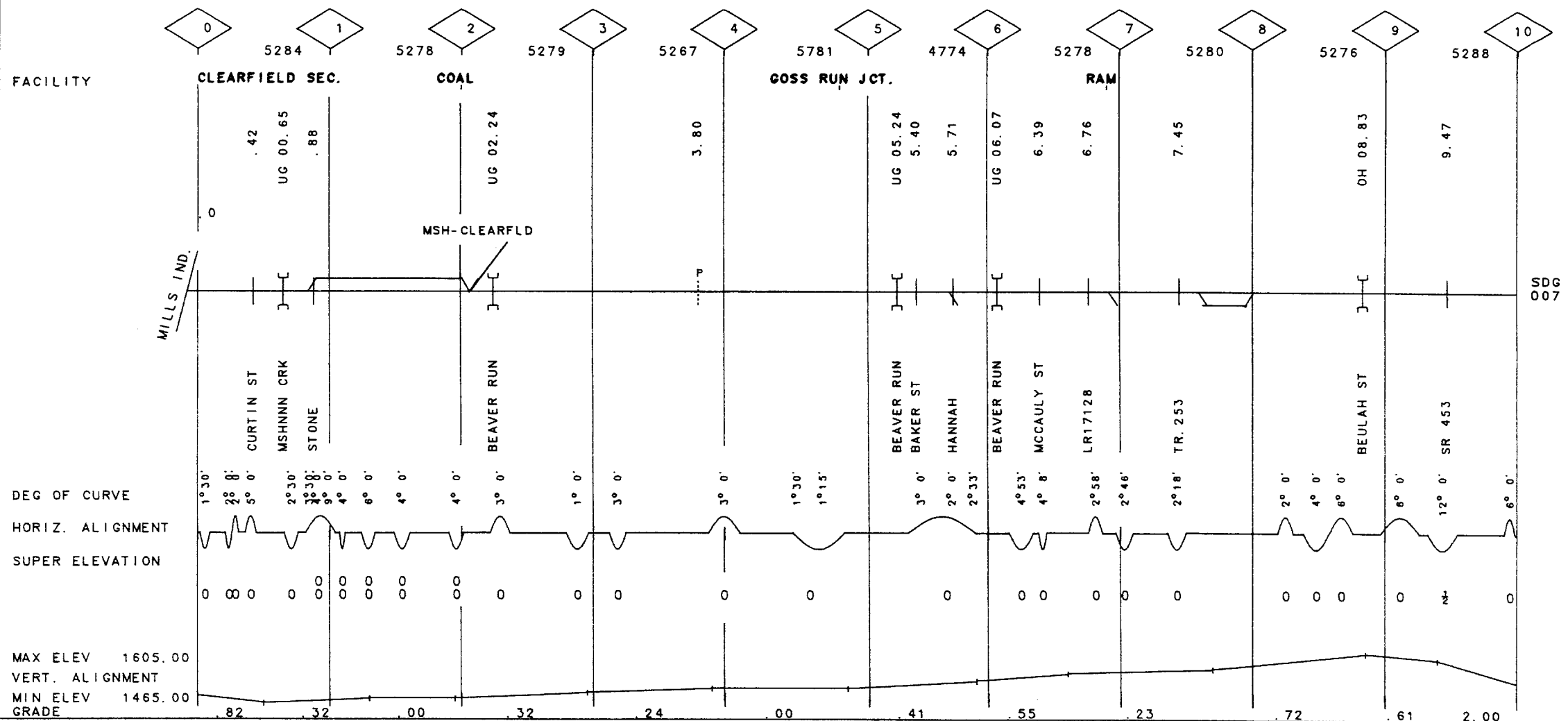
10.00

MP . 00

REV. 01/83

23-2385 MOSHANNON IND. TR.

RAMEY



| | | | | | |
|---------------|-------|-------|-------|-------|-------|
| GRINDING | | | | | |
| SURFACING | | 82 | | | |
| TIES | | 81 | | 79 | |
| UNDERCUTTING | | | | | |
| RAIL | 00F14 | 00F12 | 85F19 | 85F23 | 85F22 |
| BAL. CLEAN | | | | | |
| TONNAGE (MGT) | 0.2 | | 0.1 | | |
| T T SPEED | | 15 | | 15 | |

007

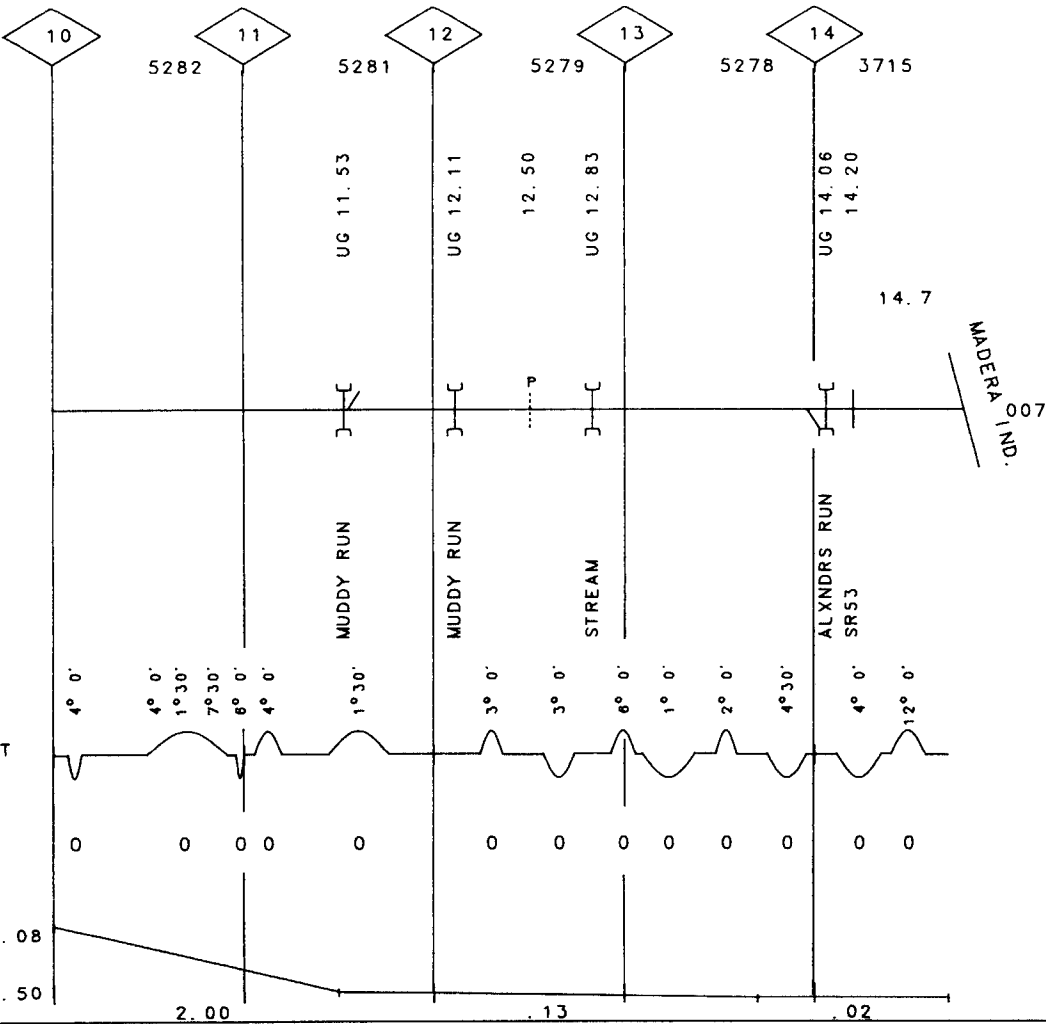
VALUATION
TOWN

SMOKE RUN BANIAN JCT. MADERA

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1524.08
VERT. ALIGNMENT
MIN ELEV 1349.50
GRADE



| | |
|---------------|-----|
| GRINDING | SDG |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | |

[illegible]

SDG

[illegible]

007

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

```

MAX ELEV      1422.91
VERT. ALIGNMENT
MIN ELEV      1220.00
GRADE

```

COMMODORE

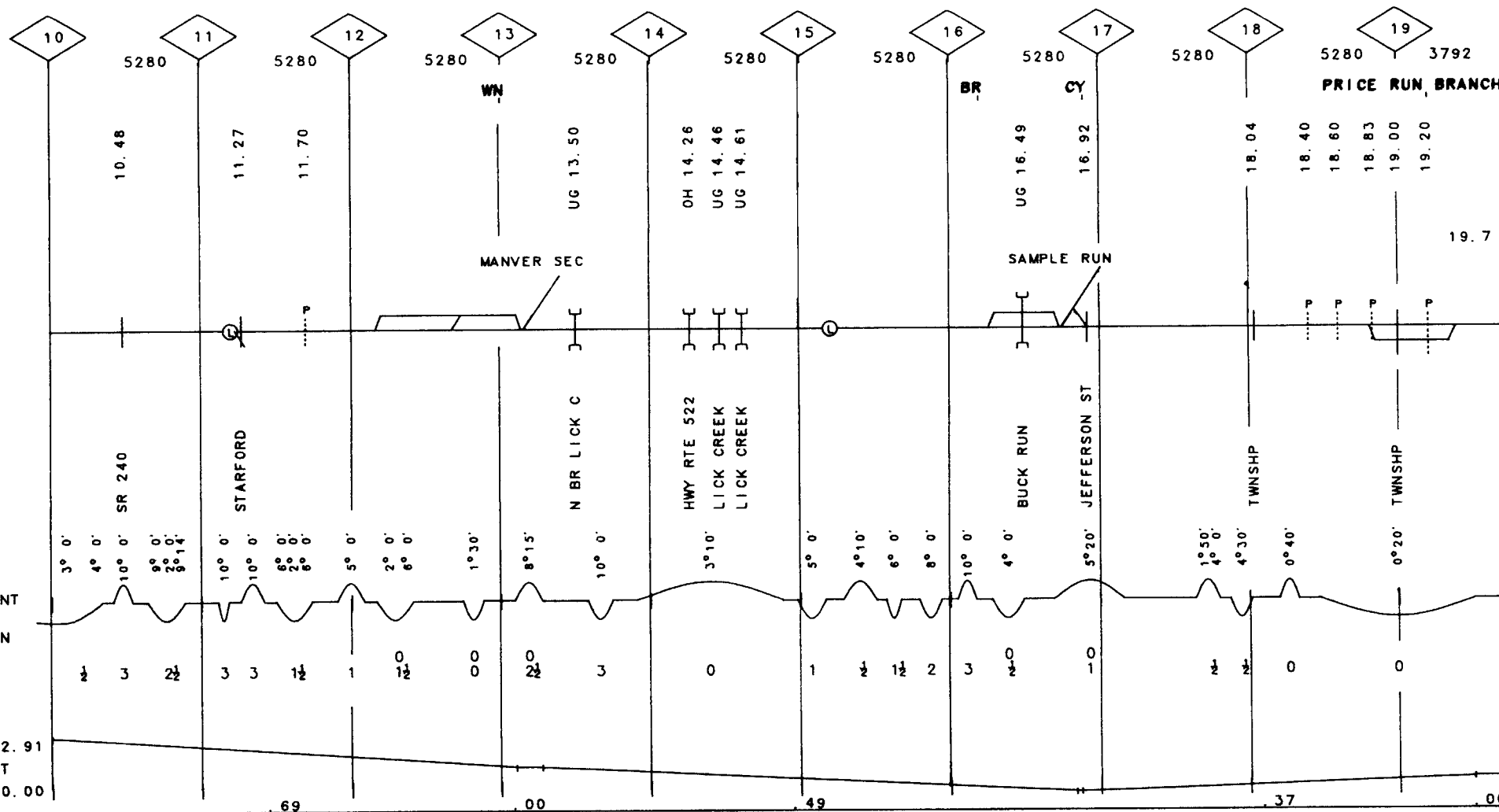
SHANKT OWN

WAND I N

DIAMONDVILLE

CLYMER

REMBRANDT



| | |
|--------------|-------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 80F42 |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 15 |

VALUATION
TOWN

V7075
FLEMING

FACILITY

SUMMIT

0 4752

0 UG 00.16

ML BFL-RCKVL

2 LICK CRK

007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

```

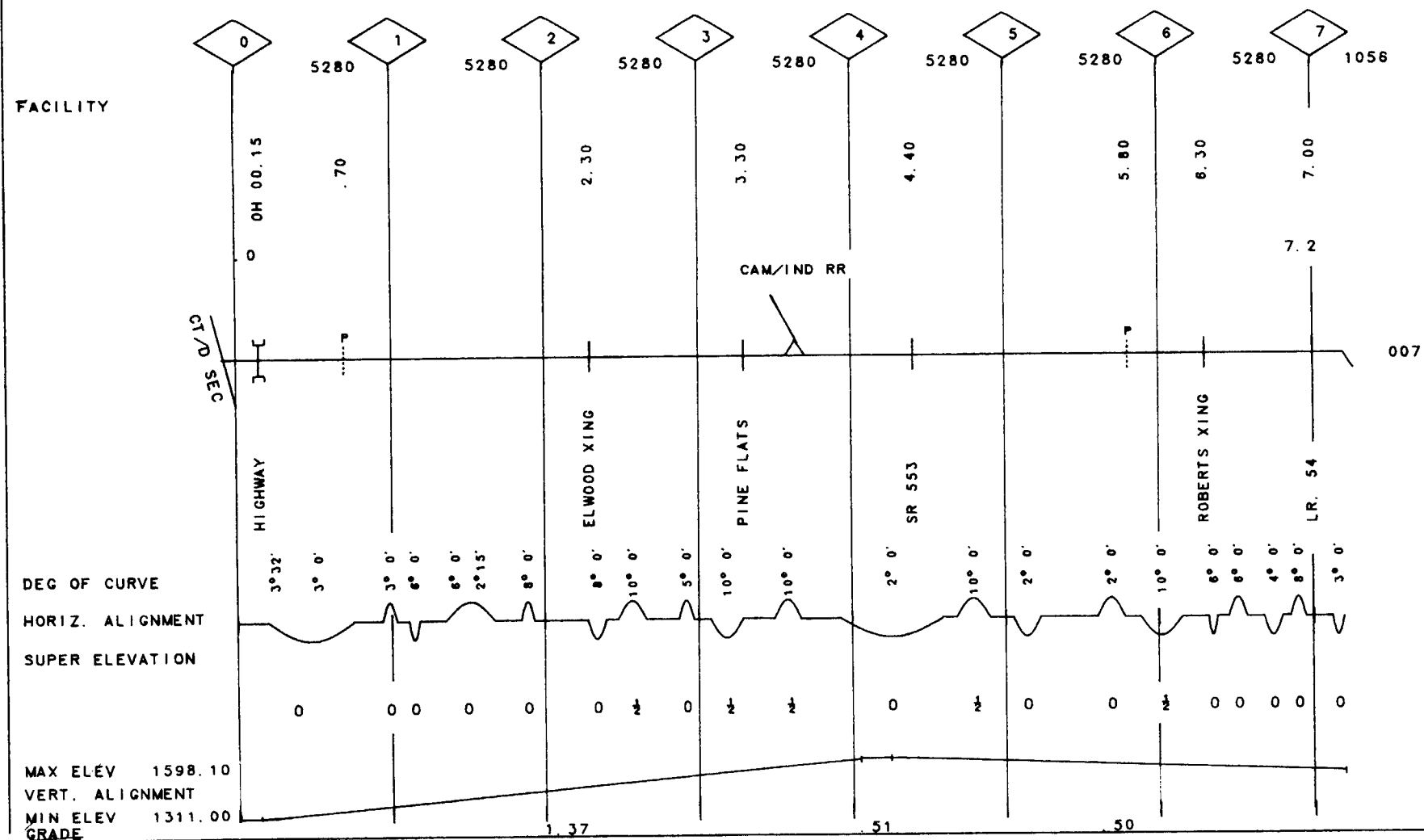
MAX ELEV      1349.60
VERT. ALIGNMENT
MIN ELEV      1318.00
GRADE

```


007

V7075

HEILWOOD



| | |
|---------------|-------------|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 05F41 80F20 |
| BAL CLEAN | |
| TONNAGE (MGT) | |
| T T SPEED | 15 |

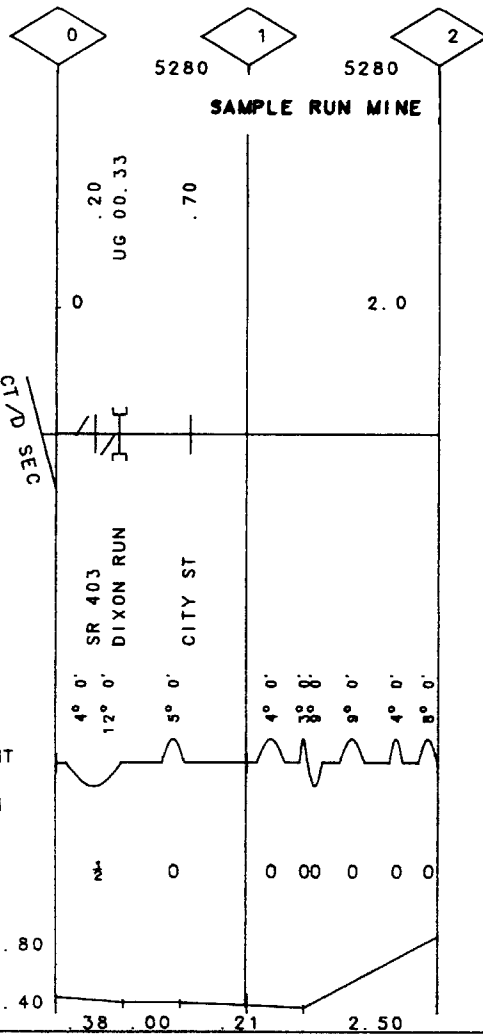
007

VALUATION
TOWN

CLYMER

V7075

FACILITY



007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1299.80
VERT. ALIGNMENT
MIN ELEV 1207.40
GRADE

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

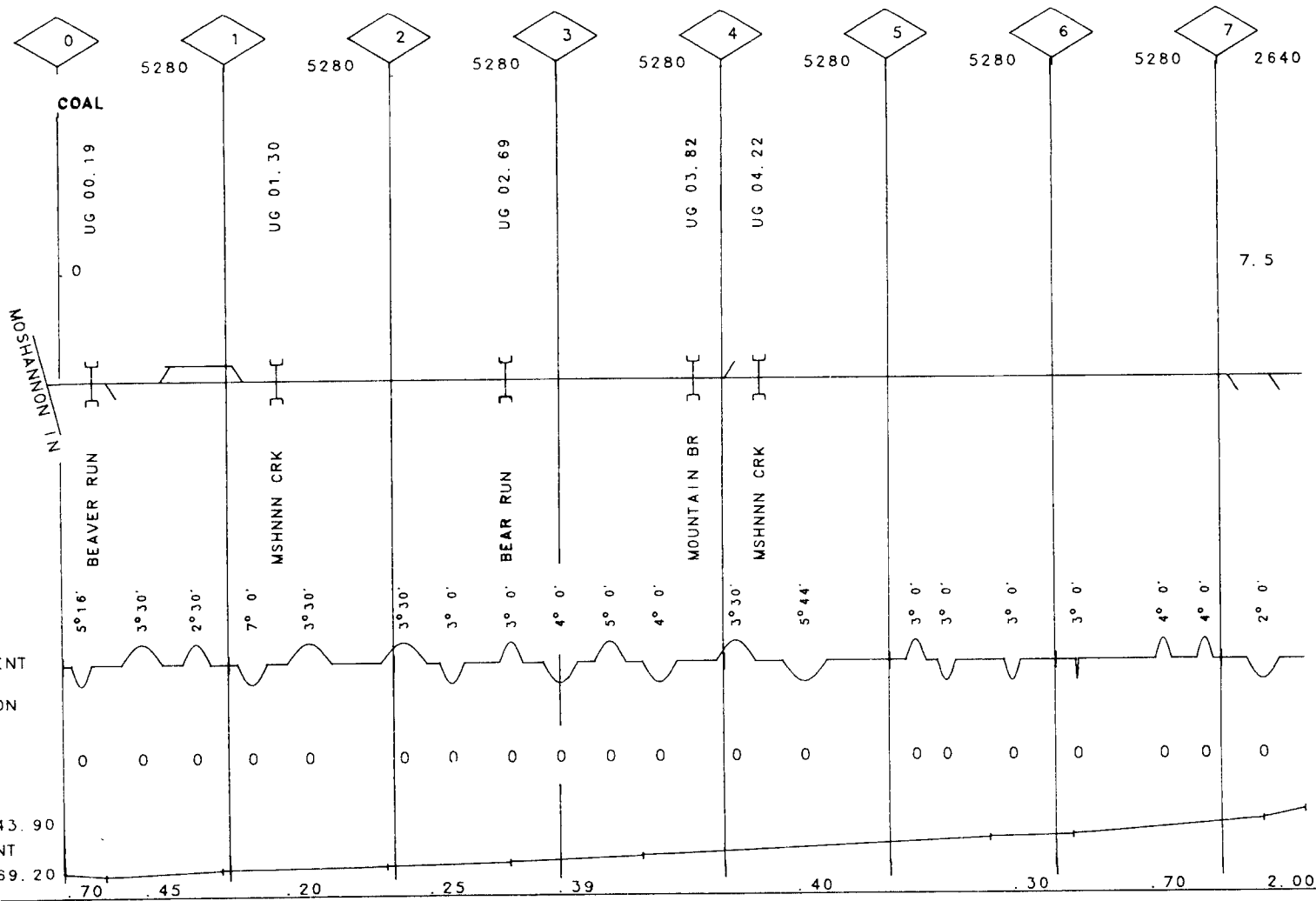
SUPER ELEVATION

MAX ELEV 1643.90
VERT. ALIGNMENT
MIN ELEV 1469.20
GRADE

V7016

| | | | | | | | |
|---------------|-------|-------|-------|--|--|--|--|
| GRINDING | | | | | | | |
| SURFACING | | | | | | | |
| TIES | | | | | | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 05-12 | 85-11 | 85-05 | | | | |
| BAL CLEAN | | | | | | | |
| TONNAGE (MGT) | | | | | | | |
| T T SPEED | 15 | | | | | | |

007



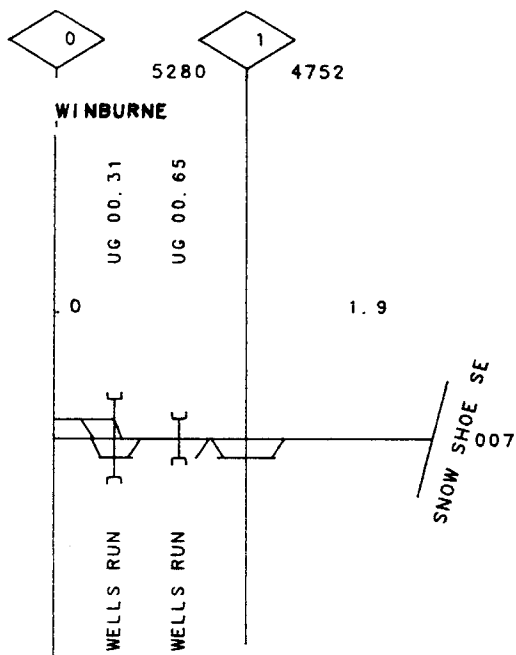
007

| | | | | |
|---------------|-------|-------|-------|-----|
| GRINDING | | | | |
| SURFACING | | | | |
| TIES | | | | |
| UNDERCUTTING | | | | |
| RAIL | 05-13 | 05-17 | 05-16 | 007 |
| BAL CLEAN | | | | |
| TONNAGE (MGT) | | | | |
| T T SPEED | 10 | | | |

VALUATION
TOWN

V1310

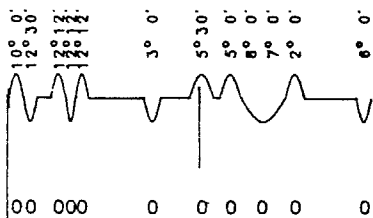
FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION



MAX ELEV 1465.50
VERT. ALIGNMENT
MIN ELEV 1397.90
GRADE

.45 .84 1.24 .72

VALUATION TOWN

HICKS FERRY

BEACH HAVEN

BERWICK

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

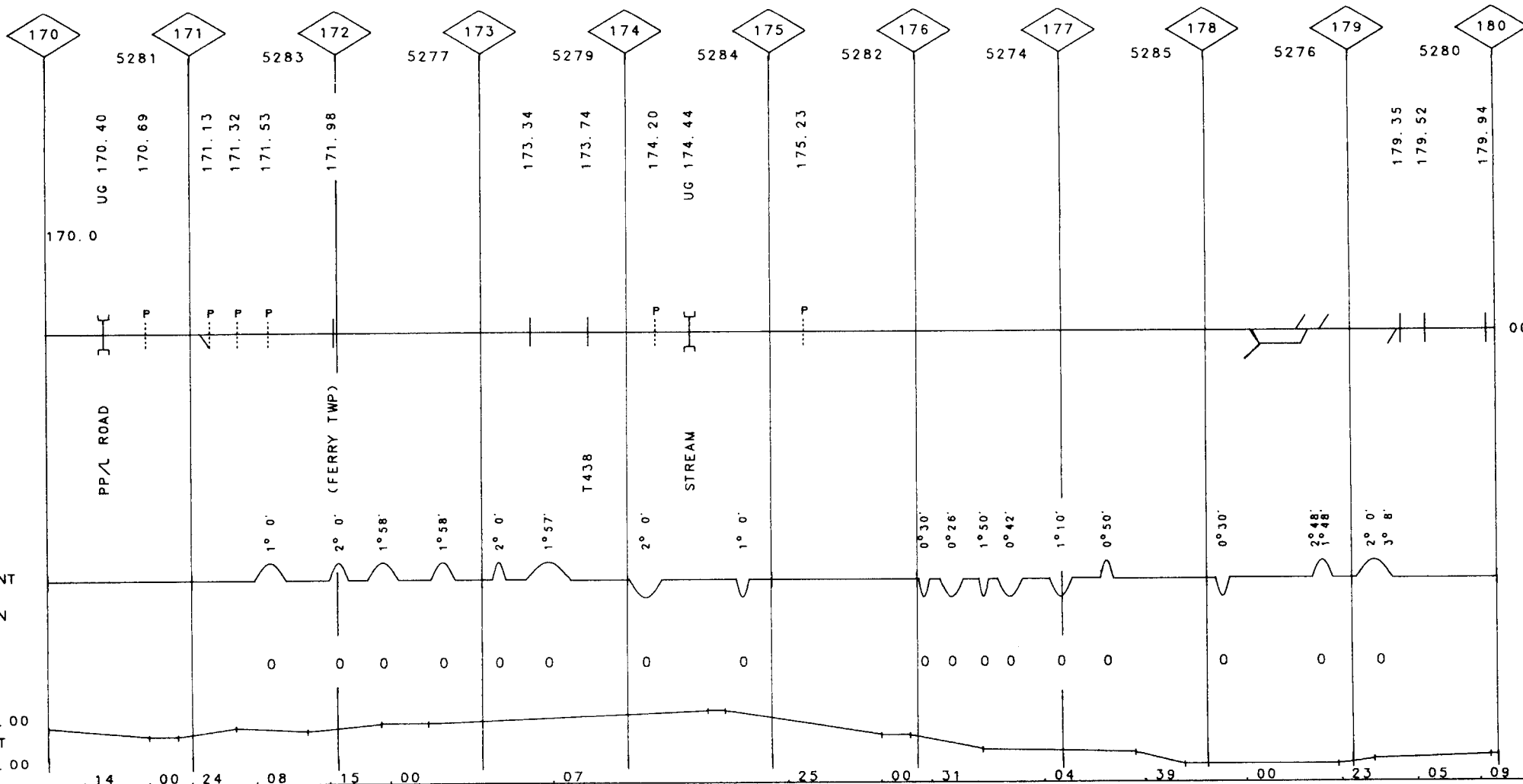
SUPER ELEVATION

MAX ELEV 529.00
VERT. ALIGNMENT
MIN ELEV 498.00
GRADE

| | |
|---------------|-----|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE (MGT) | 0.1 |
| T T SPEED | 10 |

007

007



[illegible]

VALUATION
TOWN

BRIAR CREEK WILLOW SPRINGS

L I M E R I D G E

V8471

ALMEDIA

ESPY

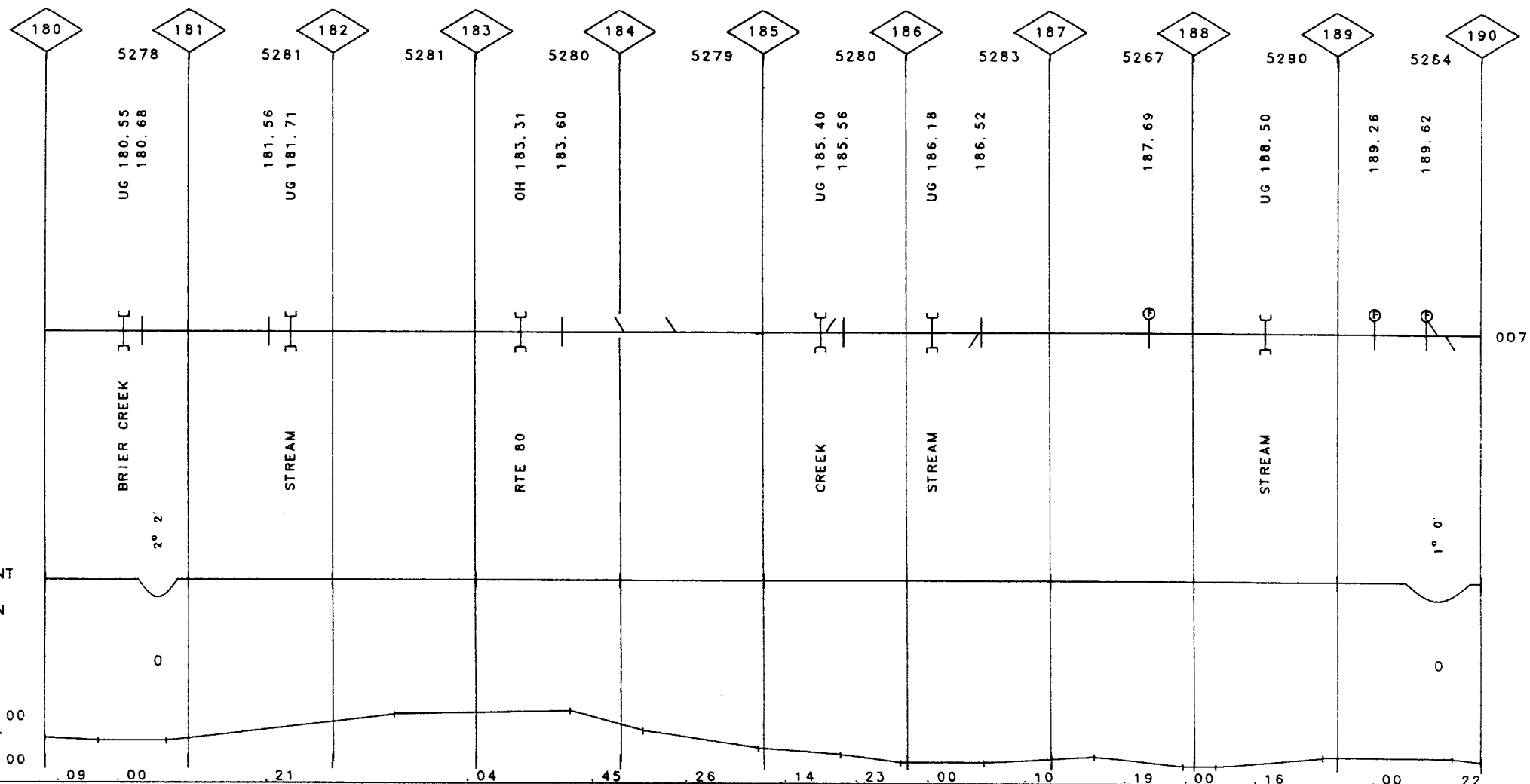
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 520.00
VERT. ALIGNMENT
MIN ELEV 486.00
GRADE

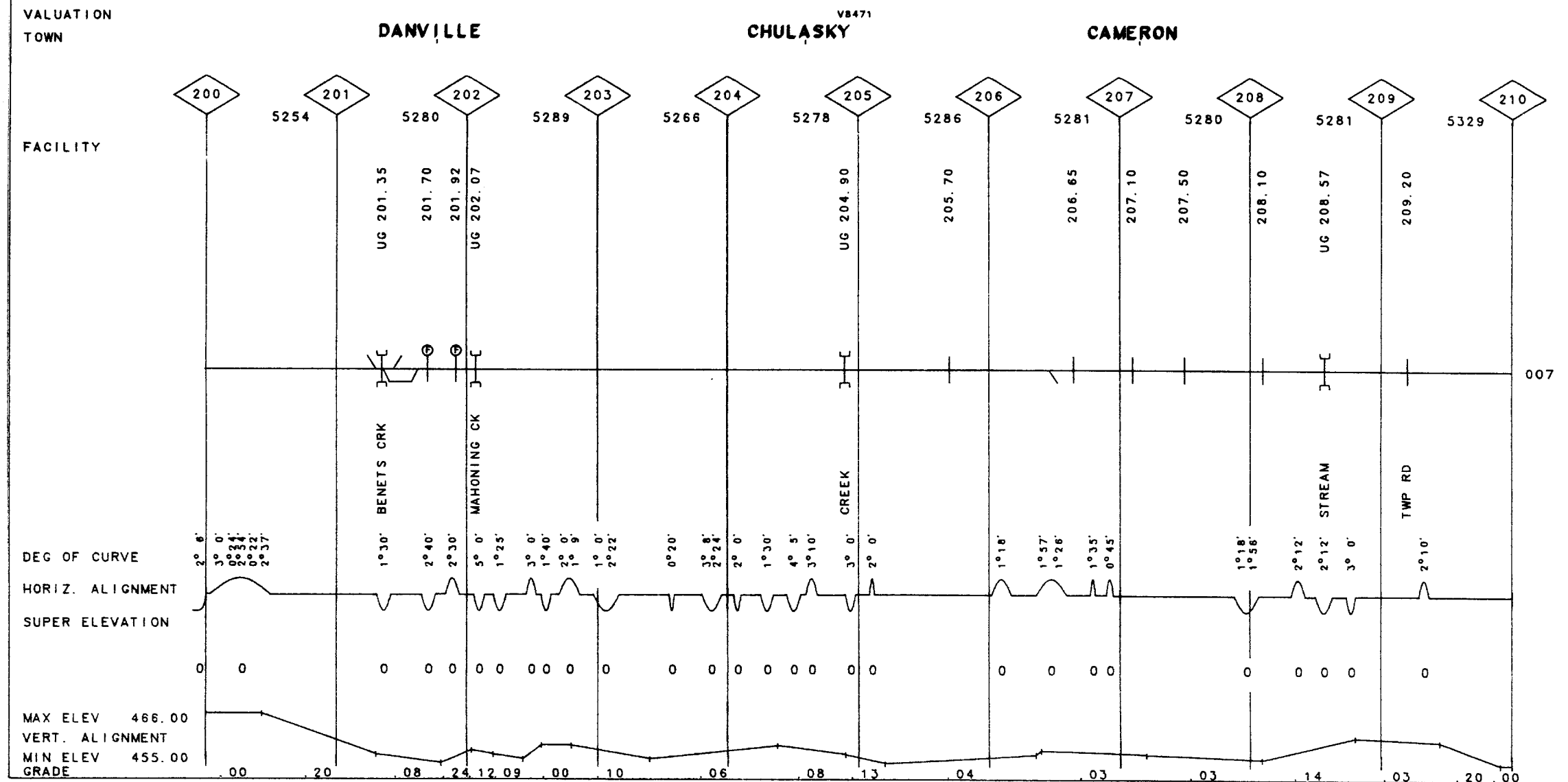


007

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MAX ELEV      489.72
VERT. ALIGNMENT
MIN ELEV      466.00
GRADE

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[illegible]

| | |
|---------------|-------|
| GRINDING | |
| SURFACING | 68 |
| TIES | 68 |
| UNDERCUTTING | |
| RAIL | 05-23 |
| BAL CLEAN | |
| TONNAGE (MGT) | 0.2 |
| T T SPEED | 10 |

007

VALUATION
TOWN

V8471

NORTH HUMBERLAND

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 463.00
VERT. ALIGNMENT
MIN ELEV 455.00
GRADE

