

CENTRAL REGION

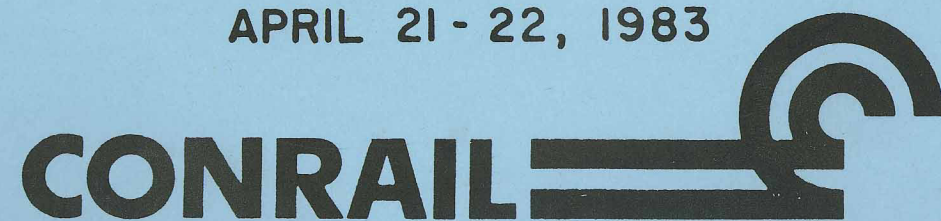
MAIN LINE

PITTSBURGH To CHICAGO

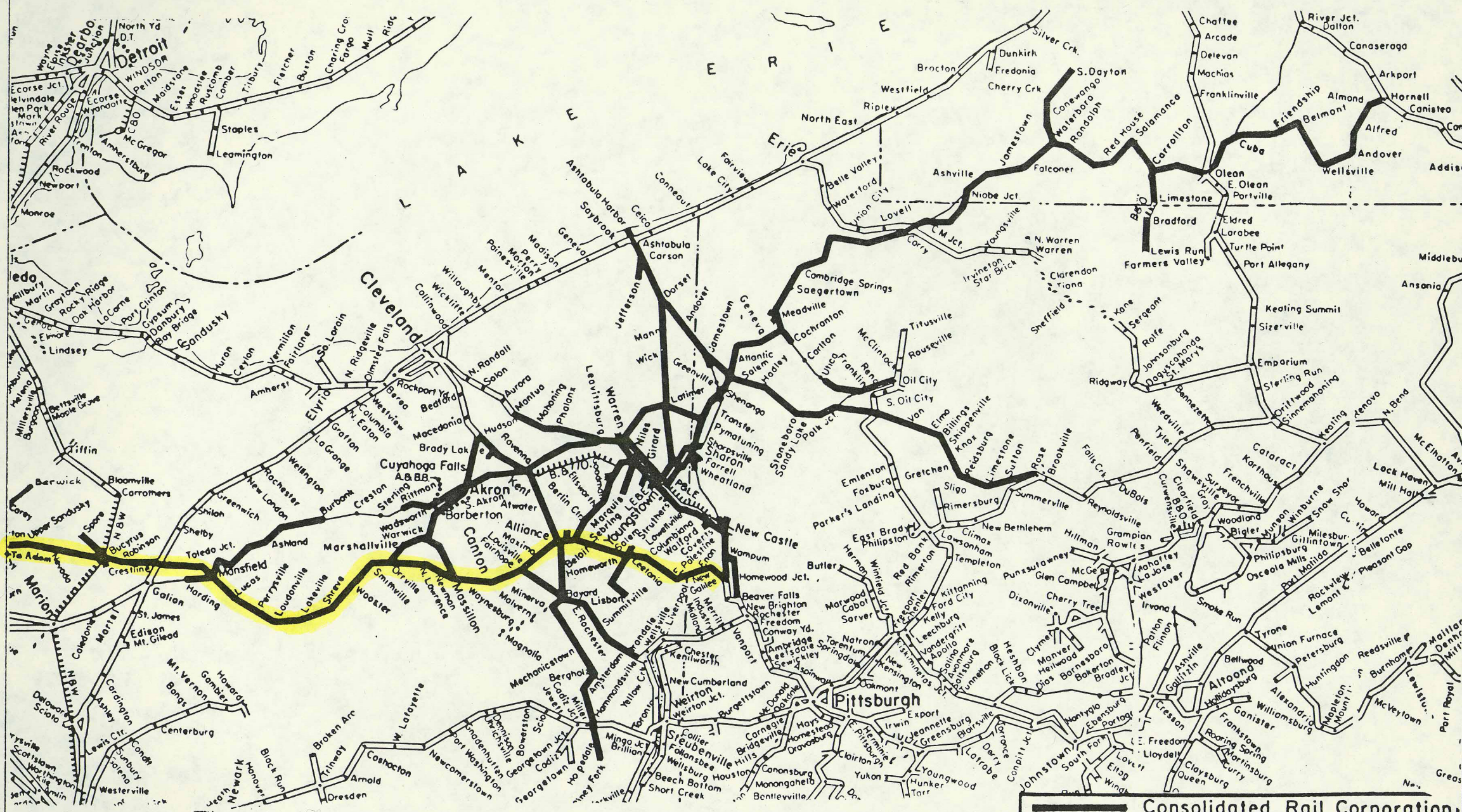
PHILADELPHIA To PITTSBURGH

FORT WAYNE To HARRISBURG

APRIL 21 - 22, 1983



R.B. HASSELMAN



Consolidated Rail Corporation
Trackage Rights
Light Density
Out of Service

YOUNGSTOWN DIVISION

THE YOUNGSTOWN DIVISION, HEADQUARTERED IN YOUNGSTOWN, OHIO, EXTENDS FROM CORRY, PENNSYLVANIA, AND BROOKVILLE, PENNSYLVANIA, TO "ADAMS", INDIANA AND FROM NEW BRIGHTON, PENNSYLVANIA, AND HAMMONDSVILLE, OHIO, ON THE OHIO RIVER, TO ASHTABULA, OHIO ON LAKE ERIE, FOR A TOTAL OF 824 MAIN TRACK MILES AND 2,053 MILES OF BRANCHES AND SIDINGS.

THE DIVISION OPERATES AN AVERAGE OF 40 THROUGH FREIGHT TRAINS PER DAY AND 18 LOCAL FREIGHT TRAINS PER WEEKDAY, WHICH HANDLE AN AVERAGE OF 4,800 THROUGH AND LOCAL CARS PER DAY.

THE YOUNGSTOWN DIVISION HAS FIVE MAJOR TERMINALS: ASHTABULA, CANTON, NILES-GOODMAN, MANSFIELD-HARDING AND YOUNGSTOWN, WITH SIX SECONDARY YARDS. APPROXIMATELY 38 YARD CREWS DISPATCH AN AVERAGE OF 2,100 CARS PER DAY.

YOUNGSTOWN DIVISION
MAJOR INDUSTRIAL ACCOUNTS
YEAR - 1982

<u>CUSTOMER</u>	<u>LOCATION</u>	<u>OUT</u>	<u>REVENUE</u>	<u>IN</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>REVENUE</u>
Lower Lake Dock	Ashtabula, OH	0	\$ 0	50,865	\$38,766,578	50,865	\$38,766,518
<u>General Motors</u>							
Fisher Body	Ontario, OH	10,153	11,559,394	648	577,653	10,801	12,137,047
Assembly Division	Lordstown, OH	1,432	1,662,133	3,266	3,814,998	4,698	5,477,131
Fisher Body	Lordstown, OH	3,033	3,902,478	232	277,245	3,265	4,179,723
Packard	North Warren, OH	724	712,737	264	342,369	988	1,055,106
General Motors Total		15,342	\$16,340,822	4,410	\$ 5,012,265	19,752	\$22,849,007
Sharon Steel	Sharon, PA	797	\$ 1,224,720	6,915	\$ 3,864,988	7,712	\$ 5,089,708
Republic Steel	Youngstown/Warren	4,723	\$ 3,154,364	8,970	\$ 5,253,750	13,693	\$ 8,408,114
	Canton/Massillon	1,444	1,016,443	4,197	2,715,551	5,641	3,731,994
Republic Steel Total		6,167	\$ 4,170,807	13,167	\$ 7,969,301	19,334	\$12,140,108
J&L Steel	Youngstown, OH	6,121	\$ 1,731,262	22	\$ 16,143	6,143	\$ 3,747,405
Cleveland Electric	Ceico, OH	-	-	4,586	\$ 3,093,761	4,586	\$ 3,093,761
Pittsburgh Plate Glass	Barberton, OH	1,363	\$ 1,832,447	312	\$ 435,666	1,675	\$ 2,268,113
Ohio Farmers	Mansfield, OH	2,180	\$ 1,922,629	248	\$ 102,159	2,428	\$ 2,024,788
Azcon Scrap	Sharon, PA	392	\$ 302,593	2,508	\$ 1,637,274	2,900	\$ 1,939,867
Empire Detroit	Mansfield, OH	25	\$ 28,956	2,039	\$ 1,899,879	2,064	\$ 1,928,835
U.S. Steel Realty	Youngstown, OH	2,172	\$ 1,460,521	15	12,359	2,187	\$ 1,472,880
Sunshine Biscuit	Loudonville, OH	652	\$ 1,088,315	320	\$ 119,274	972	\$ 1,207,589
Valley Mold & Iron	Hubbard, OH	239	\$ 286,421	665	\$ 873,734	904	\$ 1,160,155
K & R Mining	Minerva, OH	858	\$ 1,031,732	-	-	858	\$ 1,031,732
Timken Roller Bearing	Canton/Wooster	150	\$ 145,864	881	\$ 809,994	1,031	\$ 955,858
Koppers Company	Youngstown, OH	312	\$ 683,018	210	\$ 208,039	522	\$ 891,057
Pittsburgh Plate Glass	Stony Point, PA	1	3,107	1,004	801,283	1,005	804,390

YOUNGSTOWN DIVISION
MAJOR INTERCHANGE POINTS

<u>INTERCHANGE LOCATION</u>	<u>RAILROAD</u>	<u>YARD</u>	<u>1982</u>		<u>TOTAL</u>
			<u>DELIVERED</u>	<u>RECEIVED</u>	
1. AKRON, OH	ACY	AKRON, OH	24	0	24
	N&W		587	496	1,083
	AB&B		2,165	2,157	4,322
	CHESSIE		382	393	775
2. BUCYRUS, OH	N&W	CRESTLINE, OH	1,197	1,217	2,414
3. CANTON, OH	N&W	CANTON, OH	3,418	2,268	5,686
	CHESSIE		1,174	965	2,139
4. COLUMBIANA, OH	Y&S	ALLIANCE, OH	0	372	372
5. DELPHOS, OH	N&W	LIMA, OH	120	88	208
6. LIMA, OH	DT&I	LIMA, OH	2,012	2,149	4,161
	CHESSIE		1,236	3,253	4,489
	N&W		0	17	17
	SPENCERVILLE & ELGIN		2,142	970	3,112
7. MANSFIELD, OH	CHESSIE	MANSFIELD, OH	411	301	712
8. MASSILLON, OH	CHESSIE	CANTON, OH	14	18	32
	N&W		150	1,129	1,279
9. ORRVILLE, OH	N&W	CANTON, OH	337	472	809
10. OSGOOD, PA	B&LE	FERRONA, PA	204	193	397
11. SHARON, PA	P&LE	FERRONA, PA	5,326	5,343	10,669
12. SHENANGO, PA	B&LE	FERRONA, PA	2,363	1,156	3,519
13. SUTTON, PA	LEF&C	STONEBORO, PA	13,601	14,465	28,066
14. UPPER SANDUSKY, OH	CHESSIE	LIMA, OH	46	60	106
15. WARREN, OH	CHESSIE	NILES, OH	1,476	1,198	2,665
16. WOOSTER, OH	CHESSIE	CANTON, OH	1,096	1,411	2,537
17. YOUNGSTOWN, OH	P&LE	BRIER HILL, OH	68,483	67,826	136,309
	LE&E		227	346	573
	CHESSIE		3,008	3,753	6,761
	Y&S		801	411	1,212
	MV		4,344	4,732	9,076

YOUNGSTOWN DIVISION

LOCAL AND THRU FREIGHT TRAINS OPERATING OVER THE MAIN LINE - PITTSBURGH-CHICAGO

LOCALS

			<u>EASTBOUND - SCHEDULED:</u>	
			<u>THRU</u>	
WYAL-3/4	Alliance to New Galilee & return, Mon., Wed., Thurs., & Fri.	(Reports at Alliance)	ASPI E. St. Louis - Conway BNPI Chicago - Conway COPI-A Columbus - Conway	
WYAL-5/6	Alliance to Hudson & Return as required	(Reports at Alliance)	COPI-B Columbus - Conway ELPI Elkhart - Conway INPI Indianapolis - Conway	
WYAL-1/2	Alliance to Minerva to Kensington & Return as required	(Reports at Alliance)	MAIL-8 Chicago - Kearny MAIL-10 E. St. Louis - Kearny PXCA Chicago - Camden	
WYCA-7/8	Canton to Wooster & Return daily except Sat. & Sun.,	(Reports at Canton)	TOPI-A Toledo - Conway TOPI-B Via Cleveland (Hudson)	
WYMA-6/5	Mansfield to Wooster & return daily except Sat. & Sun.	(Reports at Mansfield)	TOSH Toledo - Sharon TV-2 Chicago - Morrisville	
WYMA-1/2	Mansfield to Burbank & return, Mon.-Wed.-Fri.	(Reports at Mansfield)	TV-4 E. St. Louis - North Bergen TV-12M Chicago - Kearny	
WYCR-1/2	Crestline to Spore & return daily except Sat. & Sun.	(Reports at Crestline)	TV-22 Chicago - Baltimore TV-26 Detroit - Edgemoor	
WYFW-30	Ft. Wayne to Crestline Mon.-Wed.-Fri.	(Reports at Ft. Wayne)	TV-100 Chicago - Kearny Loaded Grain	
WYCR-31	Crestline to Ft. Wayne Tues.-Thurs.-Sat.	(Reports at Crestline)	Empty Coal & Coke	
WYCA-1/2	Upper Sandusky to Carey & return Mon.-Wed.-Fri.	(Reports at Bellefontaine)		

PASSENGER

No. 40 Chicago - New York

Daily Average - Eastbound - 24

WESTBOUND - SCHEDULED:

THRU

MAIL-9	Kearny - Chicago
MAIL-11	Kearny - E. St. Louis
OIIN	Oak Island-Indianapolis
OITO	Oak Island - Toledo
PIAS	Conway - E. St. Louis
PIBN	Conway - Chicago
PICL	Conway - Cleveland
PICO	Conway - Columbus
PIEL	Conway - Elkhart
PIIN	Conway - Indianapolis
PILN	Conway - Cincinnati
PINP	Conway-UP-North Platte
PISF	Conway - Streator
PITO	Conway - Toledo
SHEL	Sharon - Elkhart
TV-1	Morrisville - Chicago
TV-3M	Kearny - E. St. Louis
TV-11	Kearny - Chicago
TV-61	Portside - Chicago
TV-201	Kearny - Chicago
Coal & Coke	
Empty Grain	

PASSENGER

No. 41 New York - Chicago

Daily Average - Westbound - 24

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GRINDING					
SURFACING	79T	1		80E	
TIES	79			79	
UNDERCUTTING					
RAIL					
BAL CLEAN				27F79	
TONNAGE (MGT)	1.2		2.0	615	2.0
T T SPEED		30/30/30		30/30/30	

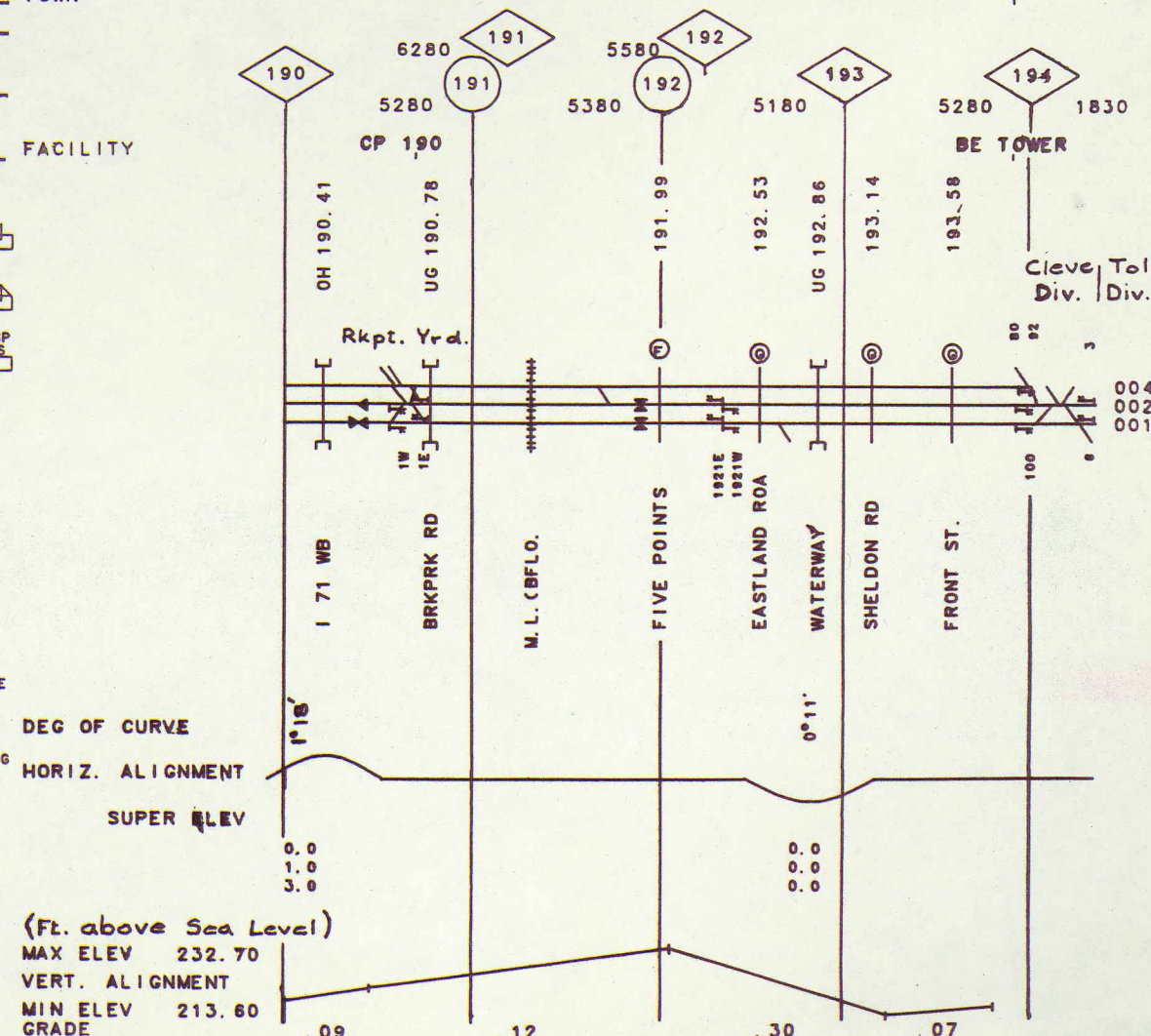
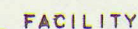
GRINDING-				81R		
SURFACING				81		
TIES				79		
UNDERCUTTING						
RAIL	40-75					
BAL CLEAN	80L					
TONNAGE (MGT)	28.2		28.5		81L	80L
T T SPEED	50/50/40		70/60/50		35/35/35	70/60/50

GRINDING			81R			
SURFACING	81	79T			81	
TIES			79			
UNDERCUTTING						
RAIL	40-73/27-64 V					
BAL CLEAN	80L		40-73		81L	
TONNAGE (MGT)	37.9	38.6		38.3		
TY SPEED	70/60/50	70/60/50	35/35/35		70/60/50	

PROGRAMMED 1983

v2040 | v2060

BEREA



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(Ft. above Sea Level)

0.5 = $\frac{1}{2}$ in. 1.5 = $1\frac{1}{2}$ in. 2.5 = $2\frac{1}{2}$ in. 3.5 = $3\frac{1}{2}$ in.
1.0 = 1 in. 2.0 = 2 in. 3.0 = 3 in. 4.0 = 4 in.

MAX ELEV 232.70
VERT. ALIGNMENT
MIN ELEV 213.60
GRADE

VALUATION
TOWN

V7347

ADAMS

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

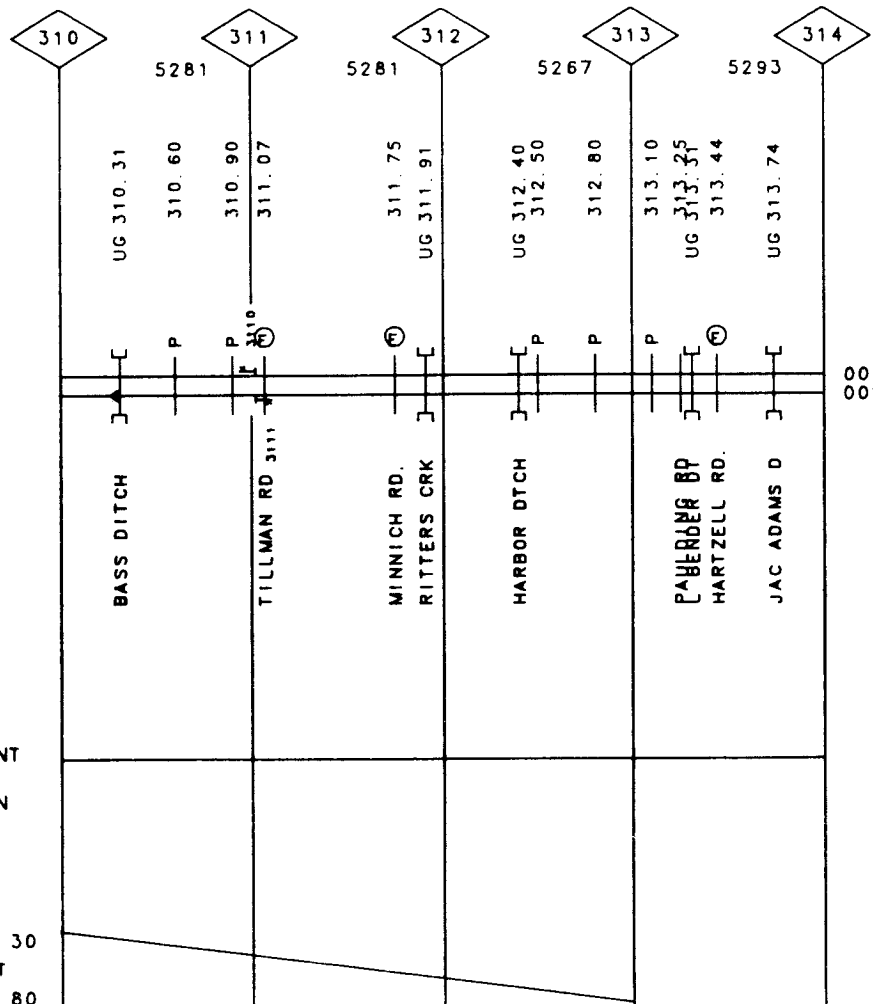
MAX ELEV 797.30
VERT. ALIGNMENT
MIN ELEV 795.80
GRADE

GRINDING		59	
SURFACING		81	
TIES	81		79
UNDERCUTTING			
RAIL		33-53	
BAL. CLEAN		801	
TONNAGE (MGY)		14.5	
T T SPEED		70/60/50	

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GRINDING		65	
SURFACING		78E	
TIES		78	
UNDERCUTTING			
RAIL	31-46		31-45
BAL. CLEAN		52SM	53S
TONNAGE (MGY)		13.7	
T T SPEED		70/60/50	

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TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

CUSTOMER

SEGMENT: MP 310 to MP 314

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat

BRANCHES:

NOTES:

CUSTOMER DATA - 1981/1982 *

<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 300 to MP 310

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 Mon-Wed-Fri
WYCR-31 Tues-Thurs-Sat

BRANCHES:

NOTES:

CUSTOMER

1. E & M Grain
(Grain/Fertilizer)
2. Commercial Agriculture
(Fertilizer)
3. Sohigro
(Fertilizer)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
*	10	10	20	24,820	1241
	6	62	68	84,236	1239
	30	0	30	31,560	1052
*	11	0	11	8,493	863
	7	1	8	6,053	757
*	9	0	9	12,366	1374

SDG001002

V7344 PHILIN
V7347
DIXON

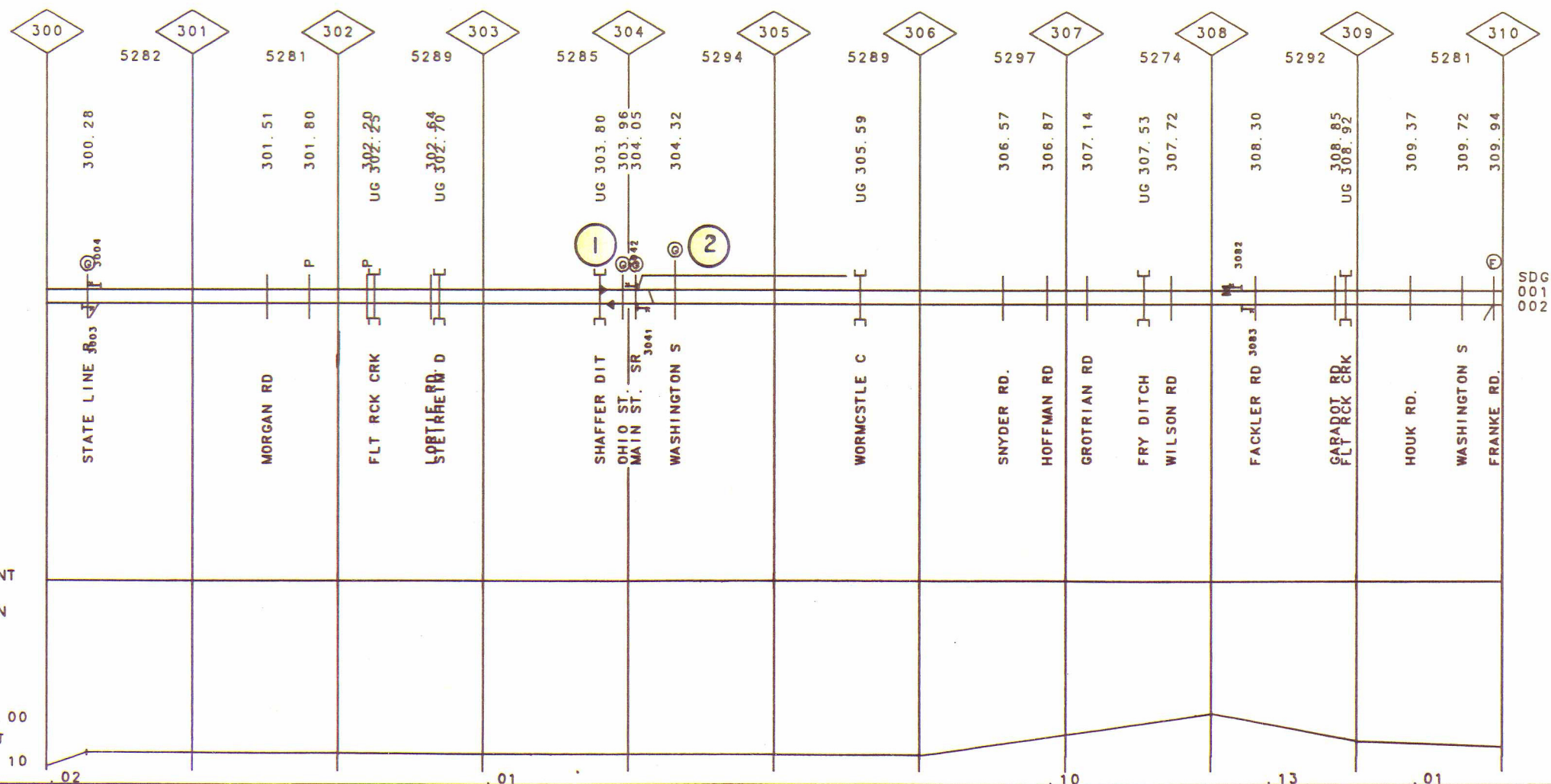
MONROEVILLE

MAPLES

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 804.00
VERT. ALIGNMENT
MIN ELEV 791.10
GRADE

SDG
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M. L. (PGH. / CHI.)
M. L. (PGH. / CHI.)

25-3102

REV. 01/82

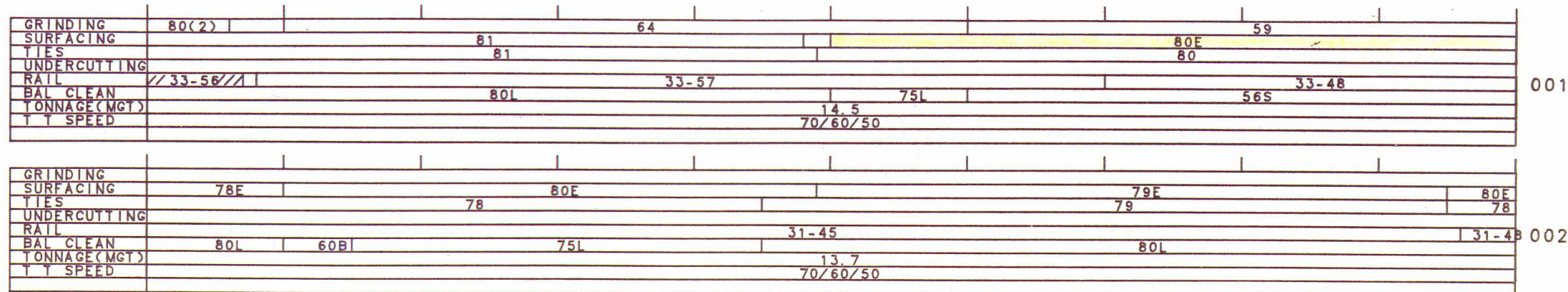
MP

300.00 -MP
300.40

300.40	OH/ IN
310.00	

MAX ELEV 794.40
VERT. ALIGNMENT
MIN ELEV 776.80
GRADE

FACILITY



TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 290 to MP 300

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCR-31 - Tues-Thur-Sat

BRANCHES:

NOTES:

CUSTOMER

1. Convoy Equity
(Grain)
2. Village Grain
(Grain)
3. Convoy Equity
(Fertilizer)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	0	78	78	129,480	1660
*	53	0	53	21,783	411
	0	0	0	-	-
*	0	0	0	-	-
	11	0	11	5,269	479
*	16	0	16	10,624	664

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 280 to MP 290

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

CUSTOMER

1. Middlepoint Equity
(Grain)
2. Sulphur Sales
(Sulphur Bulk)
3. Van Wert Crop
(Fertilizer)
4. U. S. Steel
(Fertilizer)
5. Bagley Coal
(Coal)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
*	0	0	0	-	-
	0	0	0	-	-
	124	3	127	74,168	584
*	35	0	35	-	-
	0	0	0	-	-
*	0	0	0	-	-
	145	0	145	203,290	1402
*	30	0	30	37,800	1260
	7	0	7	4,018	574
*	10	0	10	7,220	722

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tues-Thurs-Sat

BRANCHES:

NOTES:

Estry Tower - 2nd trick, 3 - 11 PM,
Tues. & Thurs.

VAN WERT

M of W

M of W
C&S
B&B

1 TRICK
 2 3 R

3
2
0
5 = 5

MP 287.0 Old Station
 Brick
 Employees: 5
 Use: C&S/M of W
 Remarks: County requesting

MP 288.0 Estry Tower
 Wood Frame
 Employees: 1
 Use: Operators
 Remarks: Fair

VAN WERT INDUSTRIAL

MP 102.6 Former B-4 Shops
 Brick
 Employees: 0
 Use: 0
 Remarks: Sold prior years

MP 102.8 Oil House
 Brick
 Employees: 0
 Use: Vacant
 Remarks: Poor

VAN WERT INDUSTRIAL (Cont'd)

MP 102.8 Sandhouse
 Wood Frame
 Employees: 0
 Use: Vacant
 Remarks: Awaiting disposition

MP 102.8 Scale House
 Wood Frame
 Employees: 0
 Use: Vacant
 Remarks: Awaiting disposition

MP 103.0 Former Freight Station
 Frame
 Employees: 0
 Use: Not Conrail
 Remarks: 1978 PC Trustees sold

GRINDING	59							80(3)	
SURFACING		81					80E		81
TIES		79					78		81
UNDERCUTTING									
RAIL	33-50		31-42		33-56	40-78		33-56	
BAL CLEAN				80L					
TONNAGE(MGT)		14.2						14.5	
T T SPEED		70/60/50						70/60/50	

GRINDING		62			59		80(2)		58
SURFACING	80E		77E		78E	77E		78E	
TIES		77						78	
UNDERCUTTING									
RAIL	31-42		31-44		33-58	40-78		31-45	
BAL CLEAN			80L			79L		80L	
TONNAGE(MGT)		13.9						13.7	
T T SPEED		70/60/50						70/60/50	

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MP 280.00-MP 290.00 OH

REV. 01/82

25-3102 M.L.(PGH./CHI.)

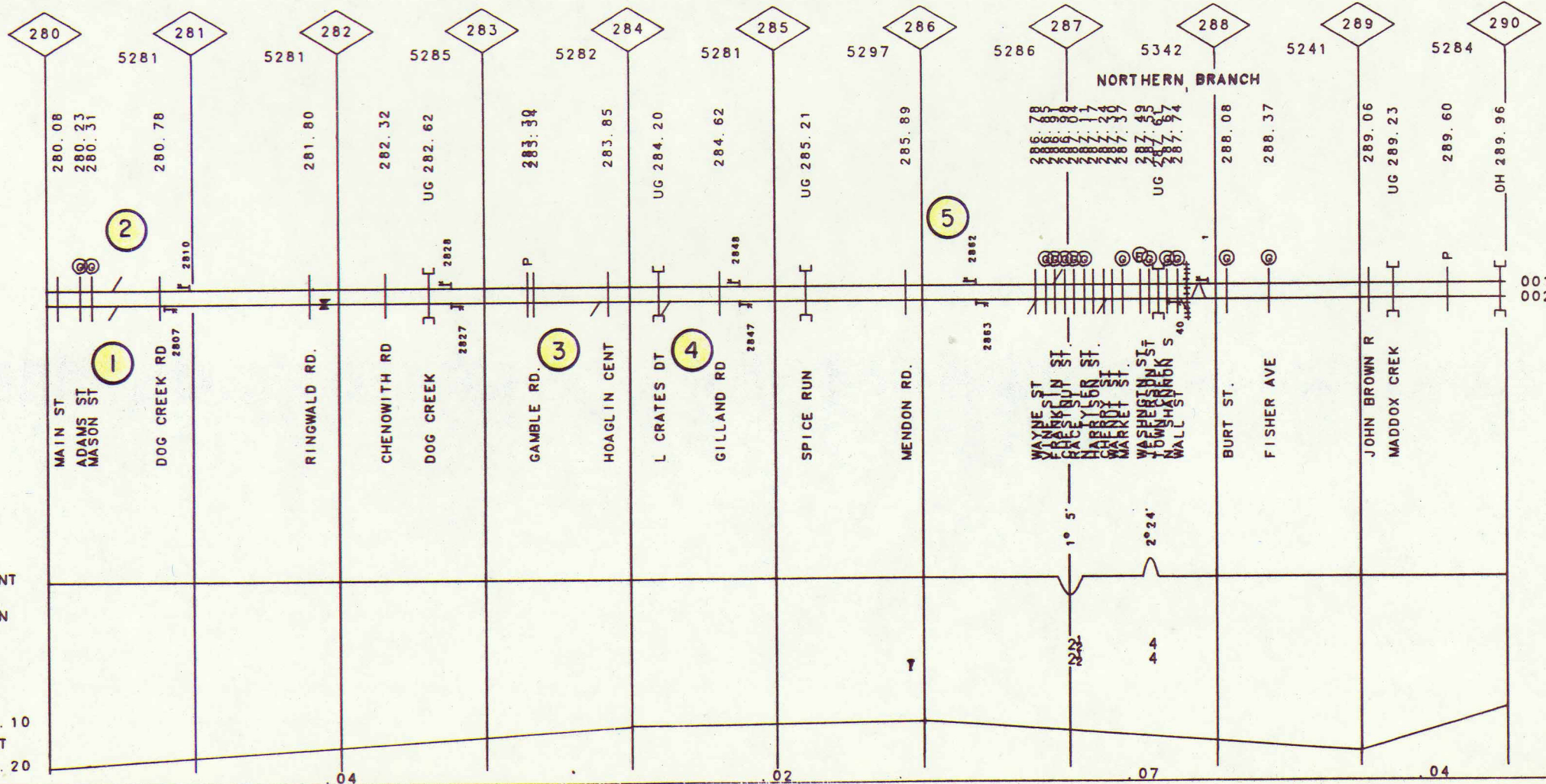
VALUATION
TOWN

MIDDLEPOINT

V7344

VAN WERT

FACILITY

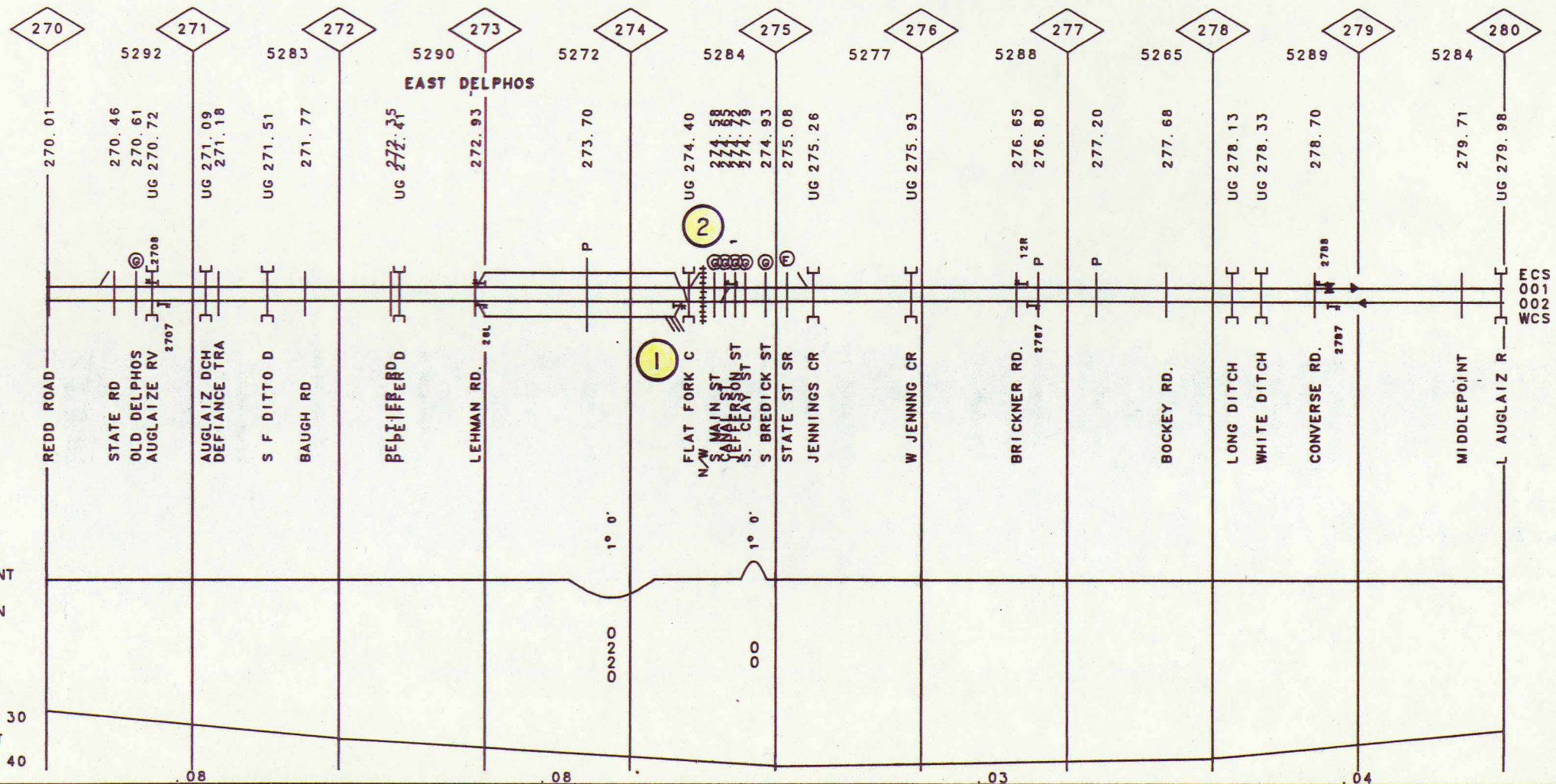
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 791.10
VERT. ALIGNMENT
MIN ELEV 773.20
GRADE001
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DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 794.30
VERT. ALIGNMENT
MIN ELEV 769.40
GRADE

FACILITY

VALUATION
TOWN



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

WCS

GRINDING	80(2)	80(1)	80E	80(2)	59
SURFACING					
TIES			79		81
UNDERCUTTING					
RAIL		32-80			33-50
BAL CLEAN		81		81	80L
TONNAGE(MGT)	14.7		14.6		14.2
T T SPEED	70/60/50		40/40/40		70/60/50

GRINDING		62	80E	64		62		80E
SURFACING								
TIES	79E			77E		77E		
UNDERCUTTING	79				77			
RAIL		31-44		31-42	31-41		31-44	31-42
BAL CLEAN	79L		81		81		80L	
TONNAGE(MGT)		13.4					13.9	
T T SPEED	70/60/50			40/40/40			70/60/50	

001

002

DELPHOS

V7344

ECS
001
002
WCS

DELPHOS

M of W

M of W
C&S
B&B

<u>1</u>	<u>TRICK</u>	<u>2</u>	<u>3</u>	<u>R</u>
0				
4				
0				
4				= 4

MP 274.5 Tower
Wood Frame
Employees: 1
Use: Operators
Remarks: Fair

MP 274.0 Trailer
Metal
Employees: 4
Use: C&S
Remarks: Good

MP 274.5 Old Section
Brick and Frame
Employees: 0
Use: -
Remarks: Leased

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 270 to MP 280

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
wyco-31 - Tues-Thur-Sat

BRANCHES:

NOTES:

Delphos Tower - 1st trick 10 AM - 6 PM,
Mon. thru Sat.

CUSTOMER

1. New Delphos Manufacturing
(Containers)
2. Central Soya - No. 12 Track
(Soy Beans)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
* 1.	0	4	4	2,824	706
	0	0	0	-	-
* 2.	24	2531	2555	4,373,327	1712
	2	3266	3268	4,312,816	1626

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 260 to MP 270

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

Cole Street Yard - 8 tracks,
285 car capacity

YARD JOBS:

CUSTOMER

1. Lima Lumber
(Lumber)
2. Landmark Feed
(Feed/Grain)
3. Cargill
(Grain)
4. Moores Lumber
(Lumber)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	3	0	3	1,506	502
*	0	0	0	-	-
	286	97	383	326,023	851
	0	963	963	697,212	724
*	46	1948	1994	3,014,680	765
	3	0	3	2,130	710
*	1	0	1	945	945

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tues-Thurs-Sat

BRANCHES:

NOTES:

Lima Tower - Continuous operation

LIMA

	<u>1</u>	<u>TRICK</u> <u>2</u> <u>3</u>	<u>R</u>	
<u>TRANSPORTATION</u>				
Trainmaster	1		= 1	MP 260.3 <u>MW Building</u> Concrete block Employees: 16 Use: M of W Remarks: Good
<u>YARD CREW</u>				
YYCI-2 Starts 8:00AM				
<u>M of W</u>				MP 260.4 <u>Freight Station</u> Brick Employees: 0 Use: Leased Remarks: Good
M of W	16			
C&S	0			
B&B	1			
	<u>17</u>		= 17	
Includes 5 Work Train Gang				
<u>STATION</u>				
Field Terminal Supervisor	1			MP 262.0 <u>Yard Office</u> Metal Employees: 9 Use: Trainmen/Field Terminal Remarks: Good
DICCS	1			
TABS	<u>1</u>	<u>1</u>		
	3	1	= 4	MP 262.0 <u>Sand House</u> Wood Frame Employees: 0 Use: Eliminate Remarks: Fair
MP 259.5 <u>Sugar Street Tower</u> Wood Frame Employees: 4 Use: Operators Remarks: Good				MP 262.0 <u>Storage Building</u> Wood Frame Employees: 0 Use: Station Sup. & Rec. Remarks: Fair
MP 260.3 <u>NS Tower</u> Wood Frame Employees: 4 Use: Operators Remarks: Fair				MP 262.0 <u>Trailer</u> Metal Employees: 0 Use: M of E Remarks: Fair
MP 260.3 <u>Amtrak Station</u> Brick Employees: 0 Use: Not Conrail Remarks: Fair				

GRINDING		
SURFACING		73E
TIES		73
UNDERCUTTING		
RAIL		
BAL CLEAN		
TONNAGE(MGT)		
T T SPEED		

004

GRINDING									
SURFACING		80(1)			80(2)		80(1)		80(2)
TIES		78		69	80E		79		
UNDERCUTTING									
RAIL		40F80			32-80				
BAL CLEAN		81	80L		81				
TONNAGE(MGT)		15.9	15.0	14.9		14.7			
T T SPEED		35/35/35			70/60/50				

001

GRINDING									
SURFACING		59		64		79E		62	
TIES		77E				79			
UNDERCUTTING									
RAIL		40-49				31-42			
BAL CLEAN		81		81		80L		79L	
TONNAGE(MGT)			13.5			13.4			
T T SPEED		35/35/35			70/60/50				

002

VALUATION
TOWN

LIMA

EAST DUGRUN

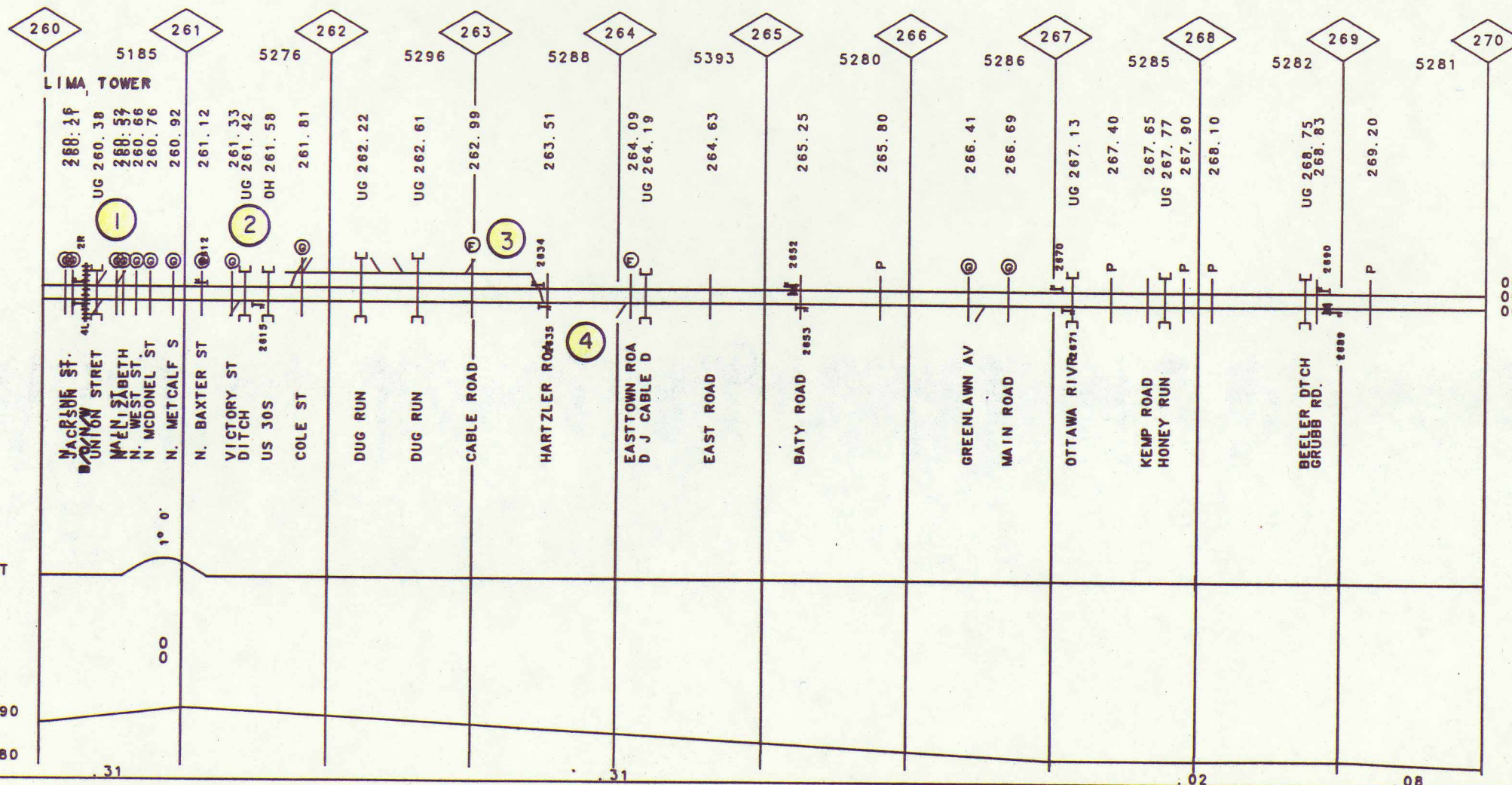
V7344

ELIDA

AUGLAIZE

FACILITY

LIMA TOWER

004
001
002DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 888.90
VERT. ALIGNMENT
MIN ELEV 781.80
GRADE

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

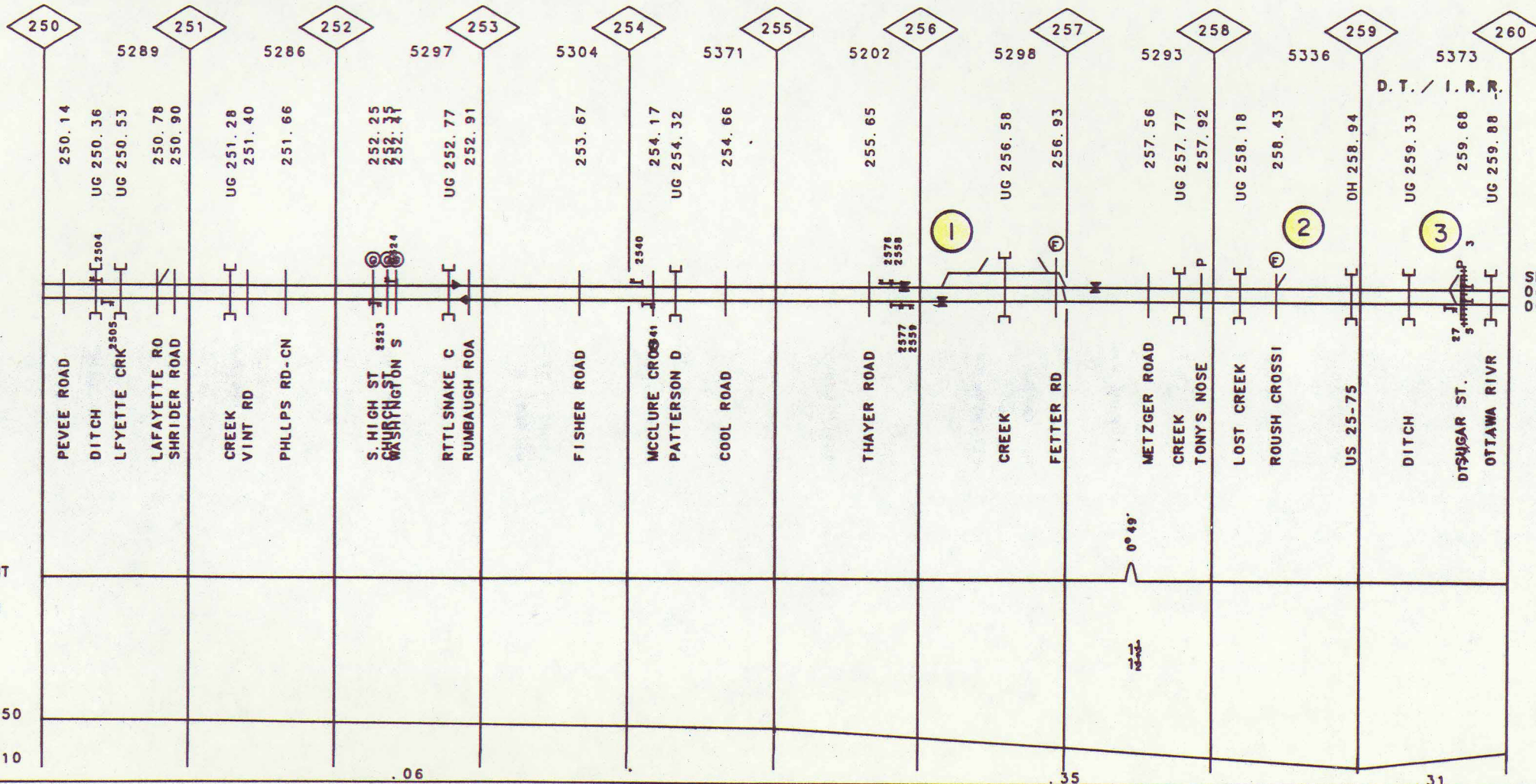
MAX ELEV 965.50
VERT. ALIGNMENT
MIN ELEV 857.10
GRADE

FACILITY

VALUATION
TOWN

LAFAYETTE

V7344



GRINDING	
SURFACING	6850
TIES	68
UNDERCUTTING	
RAIL	30-68
BALL CLEAN	
TONNAGE (MGT)	
T T SPEED	

SDG

001

002

SDG
001
002

TRANSPORTATION DATA

MAIN LINE PITTSBURGH - CHICAGO

SEGMENT: MP 250 - MP 260

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, Ohio

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat.

BRANCHES:

NOTES:

Sugar Street Tower - Continuous operation

CUSTOMER

1. Proctor & Gamble
(Liquid Soap)
2. Continental Can
(Plastic Pellets)
3. Standard Oil
(Flammable Liquid)

CUSTOMER DATA - 1981/1982*

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
* 1.	635 780	1010 124	1645 904	2,584,940 1,673,112	1571 1851
* 2.	46 72	0 0	46 72	68,678 115,488	1493 1604
* 3.	649 672	253 320	902 997	1,381,380 1,221,408	1531 1231

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 240 to MP 250

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

CUSTOMER

1. Landmark
(Fertilizer)
2. Ada Farmers Exchange
(Grain)

CUSTOMER DATA - 1981/1982*

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
	20	0	20	14,420	721
*	22	0	22	13,178	599
	0	0	0	-	-
*	0	85	85	75,905	893

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat

BRANCHES:

NOTES:

GRINDING	80(1)	80(2)	
SURFACING		80F	
TIES		78	
UNDERCUTTING			
RAIL	32-80		
BAL CLEAN		81	
TONNAGE(MGT)		14.8	
T T SPEED		70/60/50	
			001
GRINDING		64	
SURFACING		80F	
TIES		75	
UNDERCUTTING			
RAIL	31-39		31-40
BAL CLEAN		79L	
TONNAGE(MGT)		13.6	
T T SPEED		70/60/50	
			002

VALUATION
TOWN

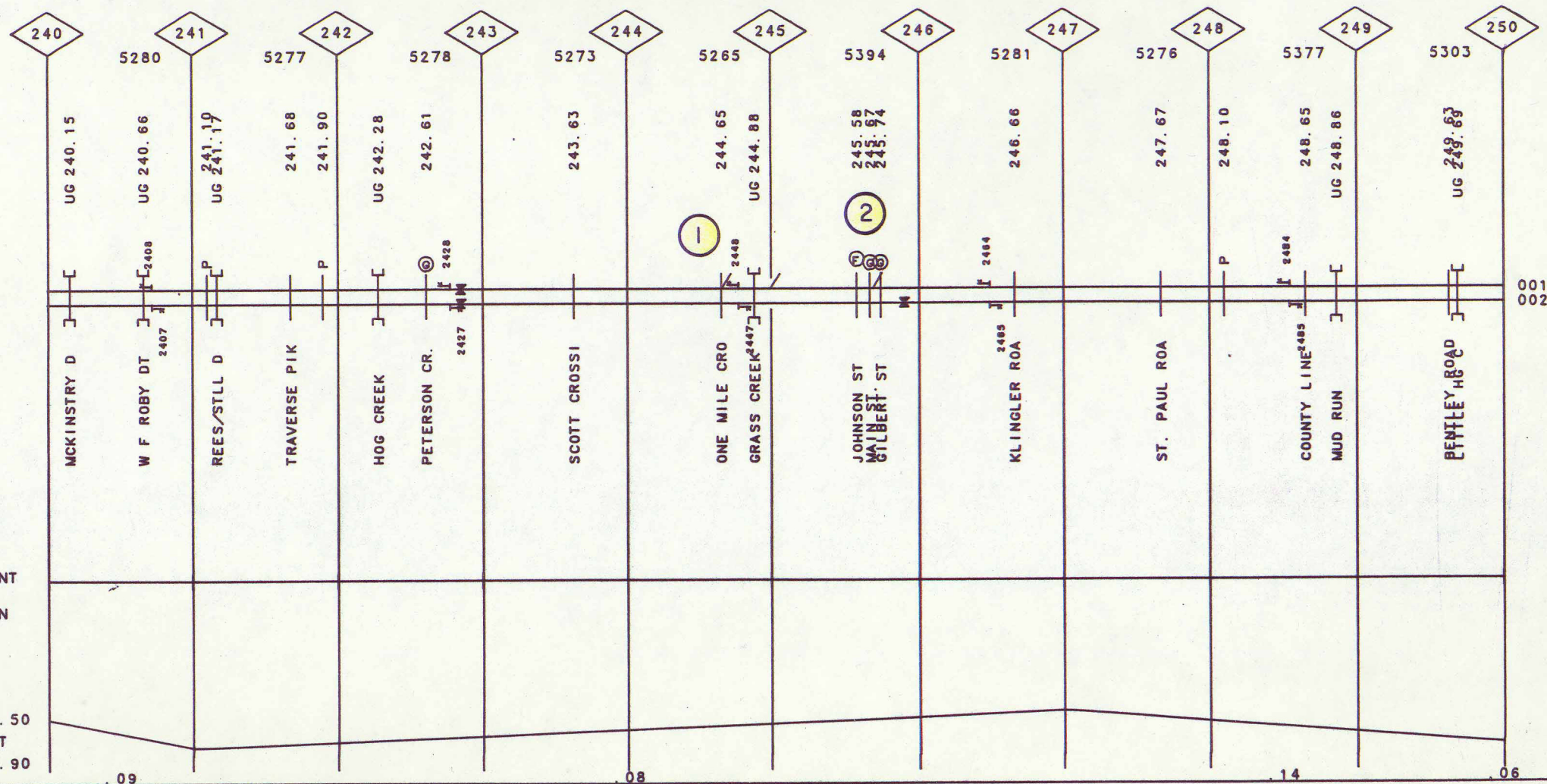
V7344

ADA

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

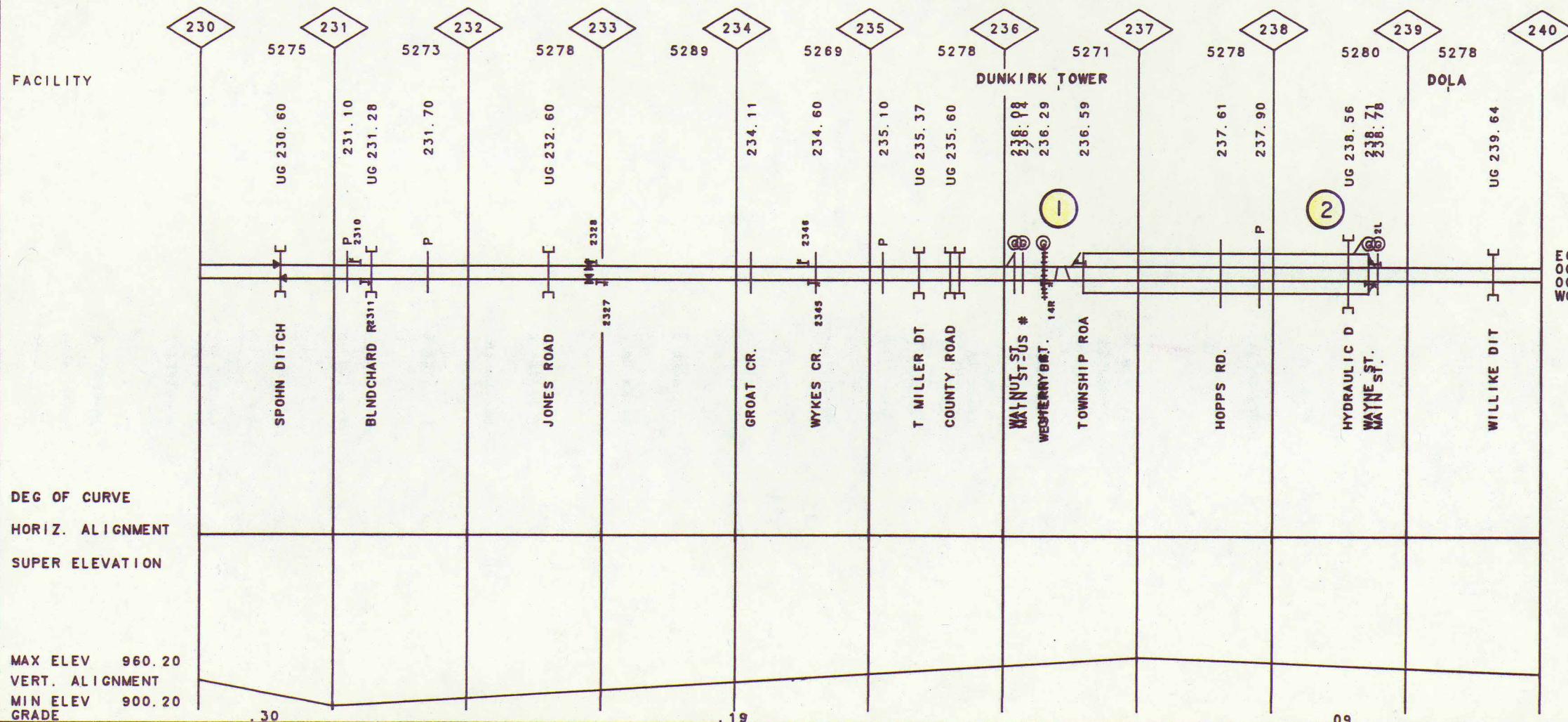
MAX ELEV 965.50
VERT. ALIGNMENT
MIN ELEV 929.90
GRADE



ECS001002WCS

V7344

DOLA



DUNKIRK

M of W

M of W
C&S
B&B

<u>1</u>	<u>TRICK</u>		<u>R</u>
	<u>2</u>	<u>3</u>	
0			
1			
0			
<u>1</u>			

= 1

MP 236.0 Tower
Brick
Employees: 4
Use: Operators
Remarks: Good

MP 236.0 Passenger Station
Brick
Employees: 1
Use: C&S Maintainer
Remarks: Fair

TRANSPORTATION DATA

SEGMENT: MP 230 to MP 240

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat

BRANCHES:

NOTES:

Dunkirk Tower - Continuous operation

CUSTOMER

1. Sohigro
(Fertilizer)
2. U. S. Steel Farm Services
(Fertilizer)

CUSTOMER DATA - 1981/1982*

<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
11	0	11	8,789	799
* 12	0	12	11,316	943
7	0	7	10,276	1468
* 13	0	13	13,702	1054

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 220 to MP 230

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat

BRANCHES:

NOTES:

CUSTOMER

1. Landmark
(Grain)
2. Landmark
(Fertilizer)
3. Trojan Powder (IMC)
(Fertilizer)

CUSTOMER DATA - 1981/1982*

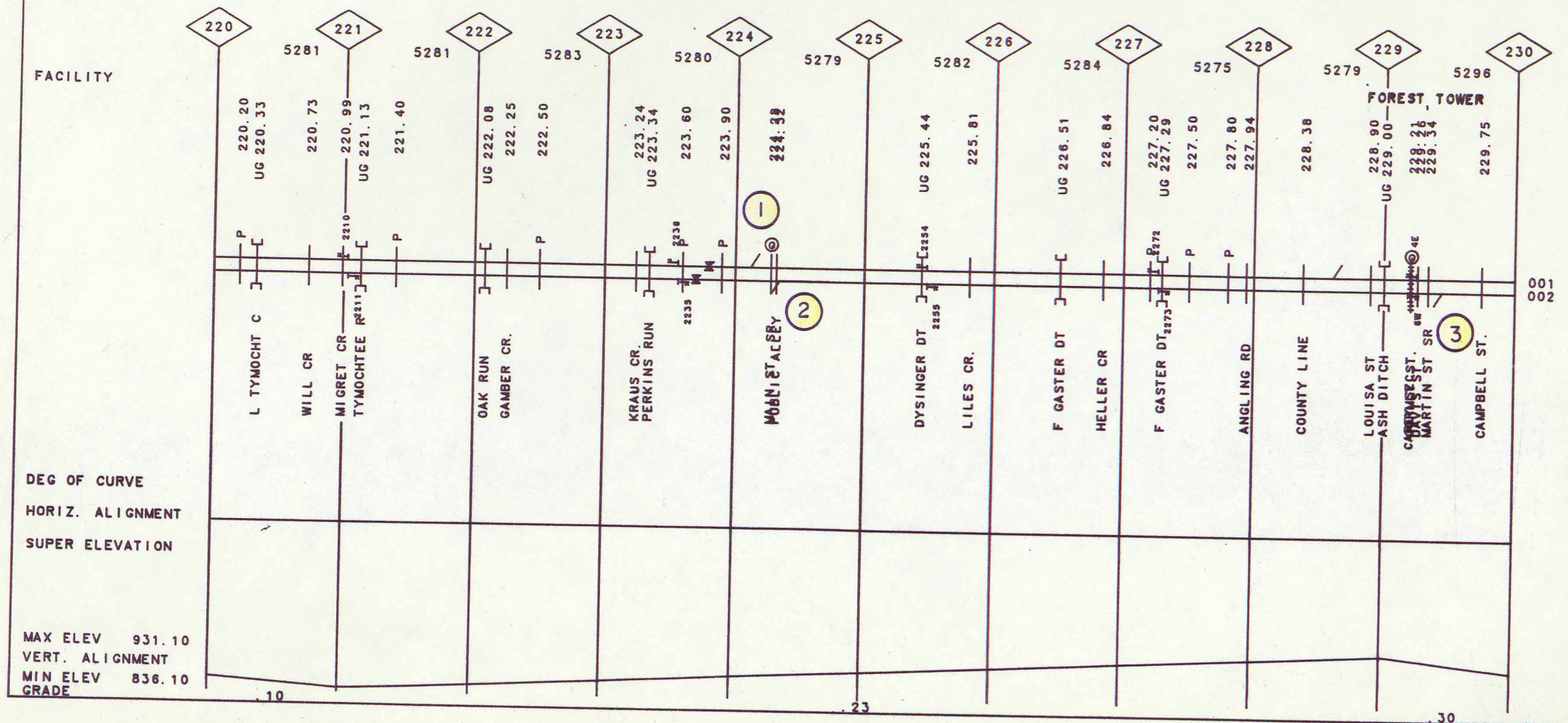
	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	0	0	0	-	-
*	0	15	15	3,300	220
	14	0	14	6,314	451
*	9	0	9	6,048	672
	5	0	5	3,955	791
*	4	0	4	4,188	1047

[illegible]

VALUATION
TOWN

KIRBY V7344

FOREST



MP 210.00-MP 220.00 OH

REV. 01/82

25-3102 M.L.(PGH./CHI.)

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

ECS

GRINDING	80(1)	80(2)	80(3)	64	80E
SURFACING	79E	78	78E	80E	
TIES					
UNDERCUTTING					
RAIL	32-79	33-53	33-55	33-49	
BAL CLEAN	81	80L	81	81	
TONNAGE(MGT)	14.4			14.8	
T T SPEED	70/60/50			40/40/40	70/60/50

001

GRINDING					
SURFACING	80E	79E	64	78E	80E
TIES	80	79		78	80
UNDERCUTTING					
RAIL	31-41	75L	79L	33-53	31-42
BAL CLEAN	80L				79L
TONNAGE(MGT)	14.0				13.8
T T SPEED	70/60/50			40/40/40	70/60/50

002

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

WCS

VALUATION
TOWN

V7344

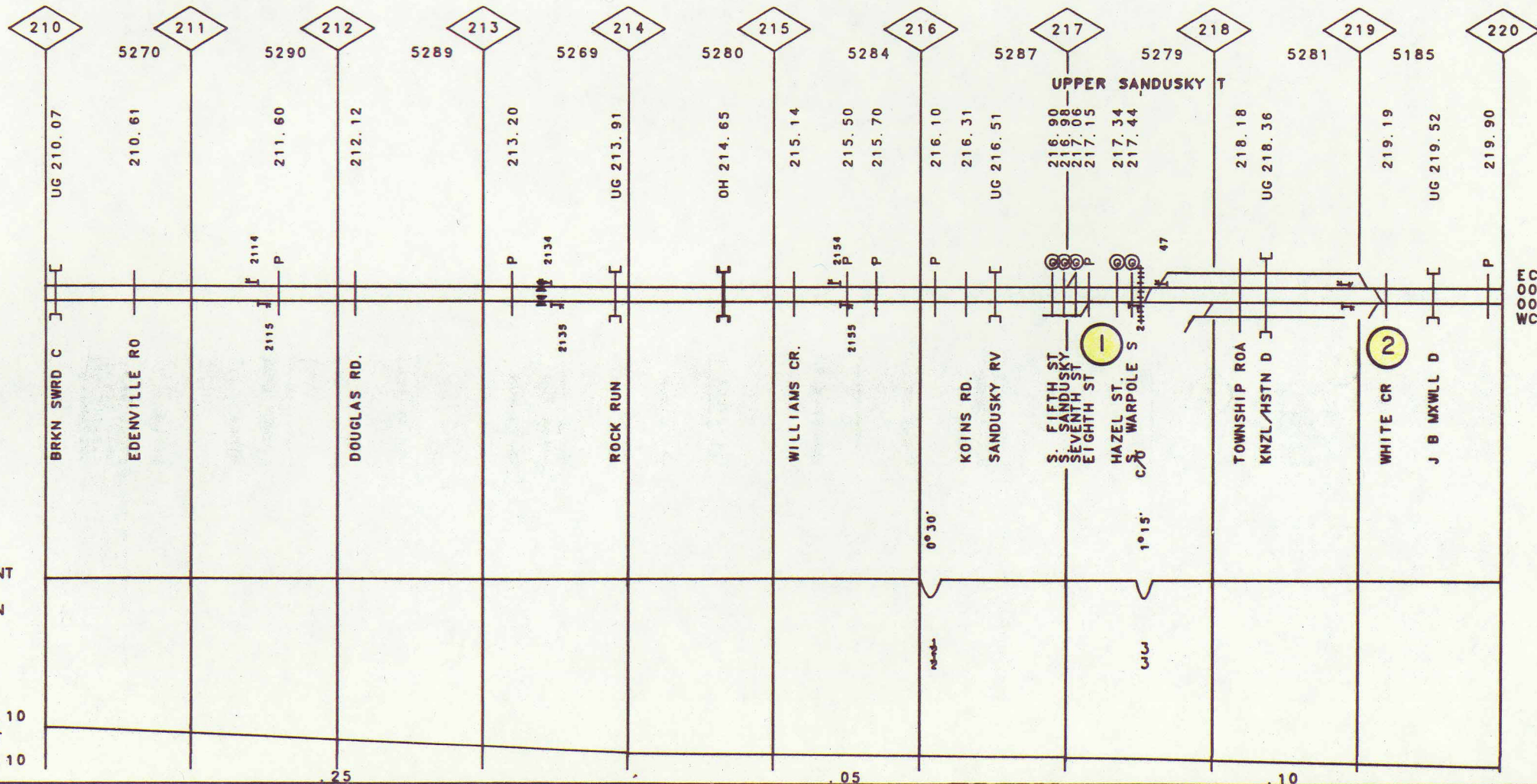
SANDUSKY

MIFFLIN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 950.10
VERT. ALIGNMENT
MIN ELEV 836.10
GRADE



UPPER SANDUSKY

<u>M of W</u>	<u>1</u>	<u>TRICK</u>	<u>2</u>	<u>3</u>	<u>R</u>
M of W	28				
C&S	8				
B&B	0				
	<u>36</u>				= 36

Includes 10 - Crossing Gang
15 - Retirement Gang
7 - Project

MP 217.3 Freight Station
Brick
Employees: 0
Use: -
Remarks: Not Conrail

MP 217.5 SA Tower
Wood Frame
Employees: 4
Use: Operators
Remarks: Fair

MP 217.4 Small building behind tool house
Frame
Employees: 0
Use: -
Remarks: Not Conrail

MP 217.0 C&O Station
Frame
Employees: -
Use: -
Remarks: Not Conrail

MP 217.5 MW Building (Tool House)
Concrete
Employees: 36
Use: M of W/C&S
Remarks: Good

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 210 to MP 220

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon.-Wed.-Fri.
WYCR-31 - Tue.-Thur.-Sat.

BRANCHES:

NOTES:

Upper Sandusky Tower - Continuous operation,
C&O operators

CUSTOMER

1. Landmark
(Fertilizer)
2. Walton Grain
(Grain)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
	17	0	17	29,138	1714
*	17	0	17	11,594	682
	0	198	198	212,850	1075
*	0	128	128	102,400	800

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 201 to MP 210

SUPERVISOR: D. J. Wilkins
Trainmaster
Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat

BRANCHES:

NOTES:

CUSTOMER

1. National Lime and Stone
(Fluxing Stone)
2. Nevada Farmers Exchange
(Fertilizer)
3. Zeiglers
(Fertilizer)
4. Zeiglers Grain
(Grain)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
*	0	1190	1190	897,260	754
	0	810	810	731,430	903
	0	0	0	-	-
*	0	0	0	-	-
	9	3	12	7,772	648
*	7	6	13	7,723	594

(See above for figures)

BUCYRUS

MP 200.5 CP Colsan Tool House
Wood Frame
Employees: 0
Use: C&S Office
Remarks: Fair

MP 200.5 Former T&OC Freight Station
Brick
Employees: 0
Use: -
Remarks: Not Conrail

MP 200.5 Former T&OC Passenger Station
Brick
Employees: 0
Use: -
Remarks: Not Conrail

CAREY SECONDARY

MP 49.7 Scale House
Frame
Employees: 0
Use: -
Remarks: Tear down

MP 49.8 Station
Frame
Employees: 0
Use: -
Remarks: Sell

MP 49.8 Old Freight House
Frame
Employees: 0
Use: -
Remarks: Not Conrail

MP 57.4 Station
Frame
Employees: 0
Use: -
Remarks: Not Conrail

MP 62.3 Freight House
Brick
Employees: 0
Use: -
Remarks: Not Conrail

CAREY SECONDARY

MP 49.7 Scale House

Frame

Employees: 0

Use: -

Remarks: Tear down

MP 49.8 Station

Frame

Employees: 0

Use: -

Remarks: Sell

MP 49.8 Old Freight House

Frame

Employees: 0

Use: -

Remarks: Not Conrail

GRINDING	80(3)	79E	80(1)
SURFACING		78	
TIES			
UNDERCUTTING			
RAIL		32-79	
BAL CLEAN		81	
TONNAGE(MGT)		14.4	
T T SPEED	40/40/40	70/60/50	

001

GRINDING	80E	65	79E	80E	79E	64	79E	80E
SURFACING								80
TIES								
UNDERCUTTING								
RAIL	33-48	33-50	33-50			31-41		
BAL CLEAN					79L			80L
TONNAGE(MGT)					14.0			
T T SPEED	40/40/40				70/60/50			

002

VALUATION
TOWN

BUCYRUS

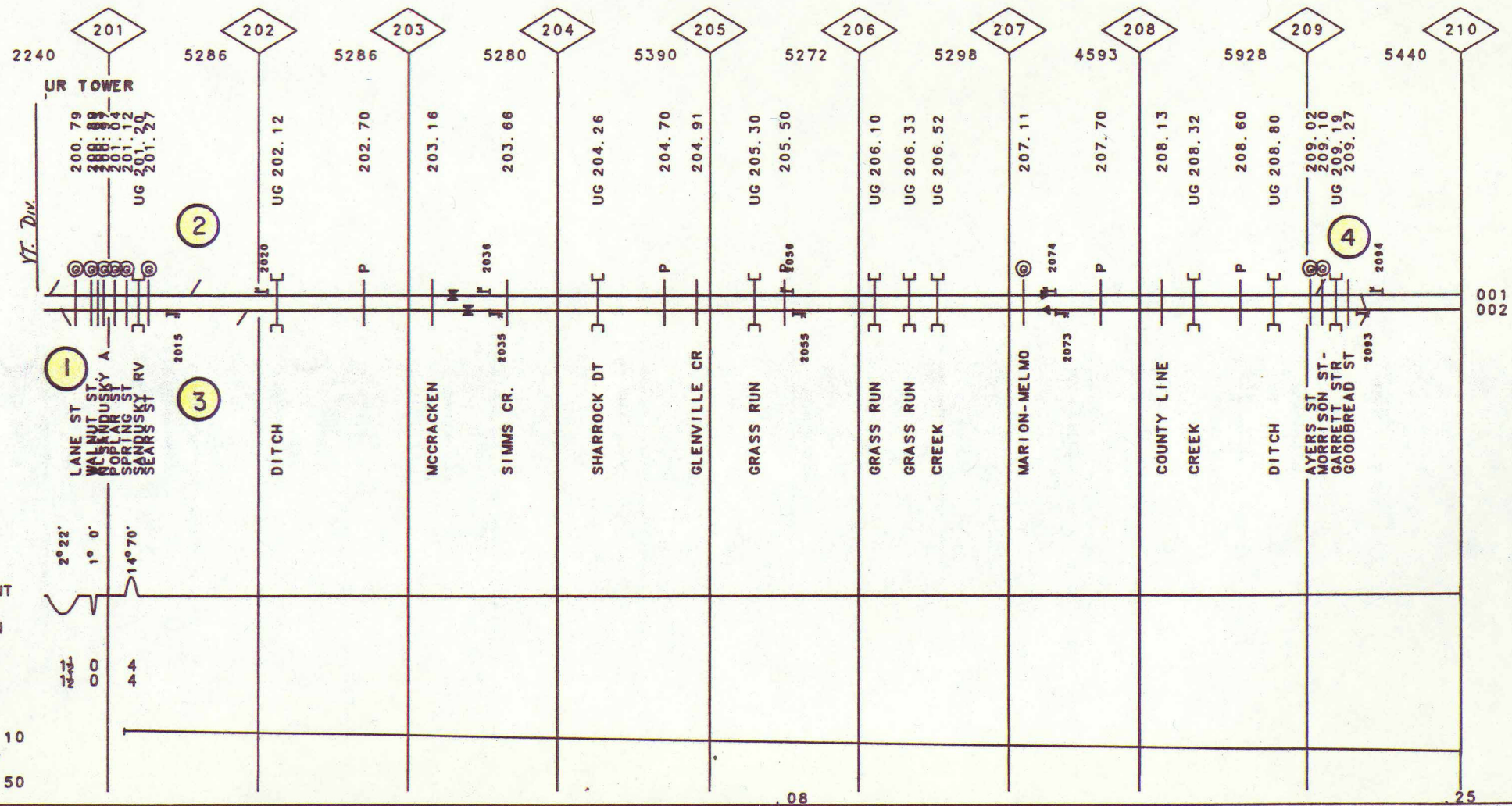
V7344

NEVADA

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 950.10
VERT. ALIGNMENT
MIN ELEV 862.50
GRADE



001
002

GRINDING	--75(3)--
SURFACING	79E
TIES	77
UNDERCUTTING	
RAIL	40-73
BAL CLEAN	81
TONNAGE (MGT)	24.9
T T SPEED	70/60/50

001

GRINDING	--79(1)--
SURFACING	81
TIES	77
UNDERCUTTING	
RAIL	32-78
BAL CLEAN	80L
TONNAGE (MGT)	19.9
T T SPEED	70/60/50

002

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

003

VALUATION
TOWN

V7342

FACILITY



COLSAN

200.08
UG 200.19
UG 200.28
UG 200.54

WHETSTONE ST
BUCYRSDITCH
N/W

114R 112R

001
002
003

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION



MAX ELEV
VERT. ALIGNMENT
MIN ELEV
GRADE

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 200.0 to MP 200.6

SUPERVISORS: MP 200.0 to 200.5 MP 200.6
 J. R. DeLuca D. J. Wilkins
 Trainmaster Trainmaster
 Crestline, OH Lima, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon-Wed-Fri
WYCO-31 - Tue-Thur-Sat

BRANCHES:

NOTES:

CUSTOMER

CUSTOMER DATA - 1981/1982 *				
CARS	CARS	TOTAL	CONRAIL	AV REV
IN	OUT	CARS	REVENUE	CAR

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH - CHICAGO

SEGMENT: MP 190 to MP 200

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYFW-30 - Mon.-Wed.-Fri.
WYCR-31 - Tue.-Thur.-Sat.

BRANCHES:

NOTES:

CUSTOMER

1. North Robinson Equity
(Farm Supplies)
2. Timken Roller Bearing
(RR & Auto Roller Bearings)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
*	7	0	7	1,984	283
	7	0	7	2,129	304
	0	0	0	-	-
*	0	0	0	-	-

GRINDING	80(2)	75(1)				75(2)			
SURFACING						79E			
TIES	77					79			77
UNDERCUTTING									
RAIL	32-79					40-73			
BAL CLEAN						81			
TONNAGE(MGT)	23.1					25.3			24.9
T T SPEED	40/40/40					70/60/50			

001

GRINDING	80(2)	75(1)						79(1)	
SURFACING						81			
TIES	77							77	
UNDERCUTTING									
RAIL	32-79					40-73		32-78	
BAL CLEAN						81		80L	
TONNAGE(MGT)	21.3					21.9			19.9
T T SPEED	40/40/40					70/60/50			

002

GRINDING	79(1)	
SURFACING	78E	
TIES	77	
UNDERCUTTING		
RAIL	40F78	
BAL CLEAN		
TONNAGE(MGT)	2.3	
T T SPEED	30/30/30	

003

VALUATION
TOWN

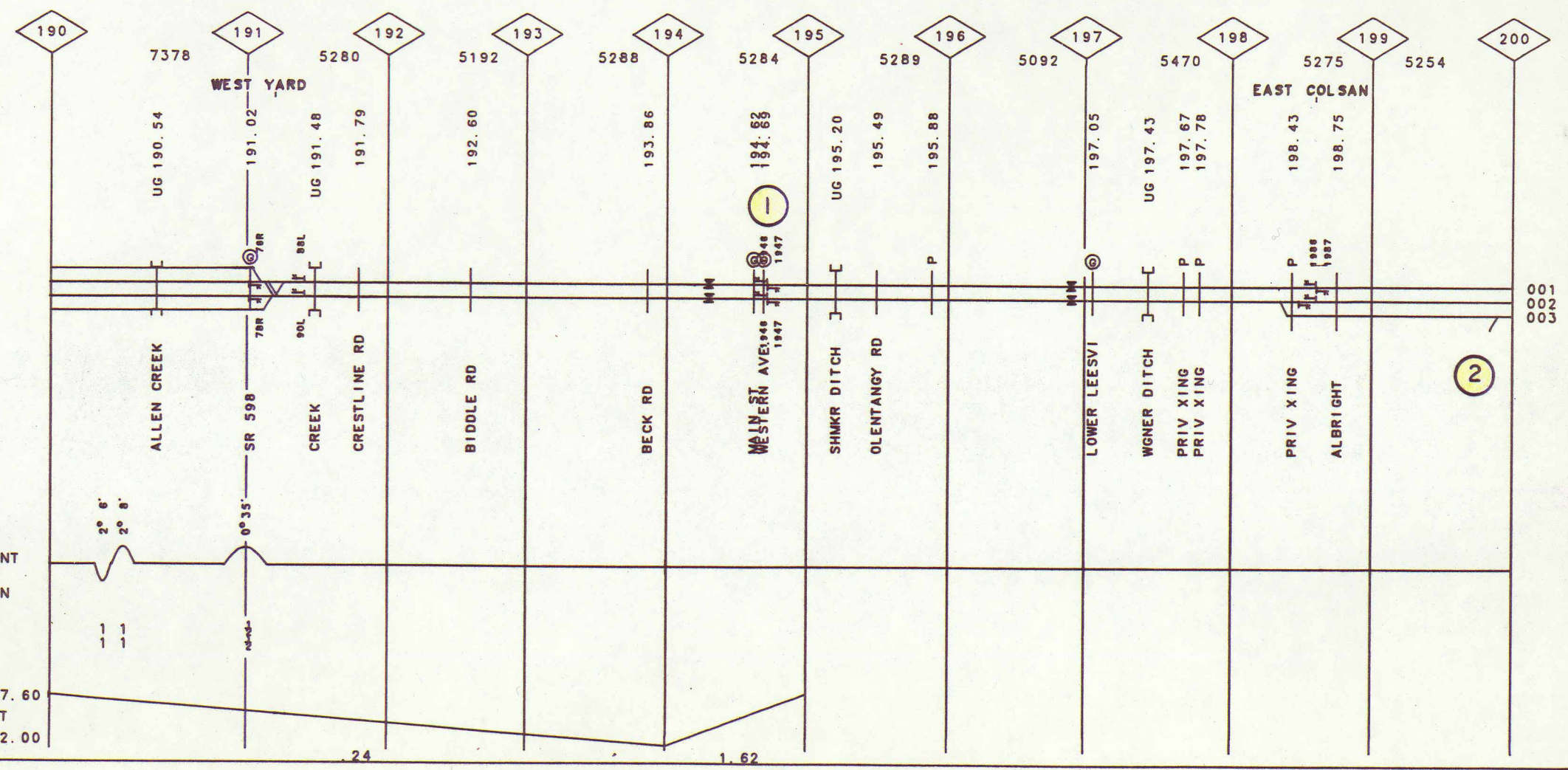
V7342
ROBINSON

BUCYRUS

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1157.60
VERT. ALIGNMENT
MIN ELEV 1072.00
GRADE



001
002
003

2

GRINDING	
SURFACING	78E
TIES	78
UNDERCUTTING	
RAIL	30-40
BAL. CLEAN	
TONNAGE (MGT)	
T T SPEED	

SCS

GRINDING	78(1)	80E	77	81	75(1)	80(2)
SURFACING	79					77
TIES						
UNDERCUTTING	40-73		32-78		40-73	32-79
RAIL		81		81		81
BAL. CLEAN						
TONNAGE (MGT)		40.6				23.1
T T SPEED	70/60/50		70/60/50		30/30/30	140/40/40

GRINDING		80(2)			75	80(2)
SURFACING		78		77	79	77
TIES						
UNDERCUTTING		32-79			40-73	32-79
RAIL			81			
BAL. CLEAN						
TONNAGE (MGT)		33.3				21.3
T T SPEED	70/60/50		70/60/50		30/30/30	140/40/40

001

002

VALUATION
TOWN

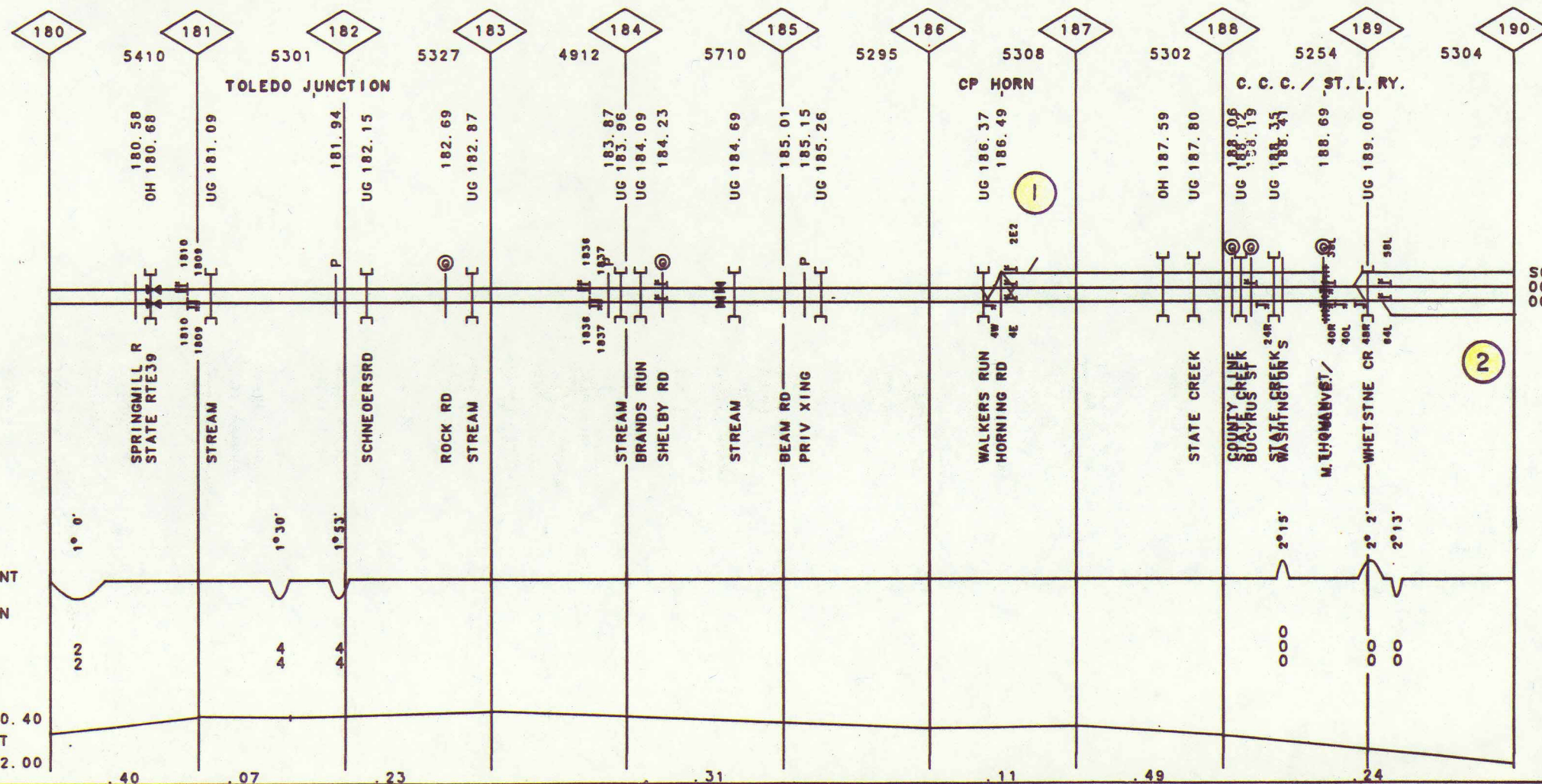
V7342

CRESTLINE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1220.40
VERT. ALIGNMENT
MIN ELEV 1072.00
GRADE



SCS
001
002

2

CRESTLINE

TRANSPORTATION

*Trainmaster
*Road Foreman
Jitney Drivers

	<u>1</u>	<u>2</u>	<u>3</u>	<u>R</u>	
	1				= 1
	1				= 1
	$\frac{1}{3}$		$\frac{1}{1}$	$\frac{1}{1}$	= $\frac{3}{5}$

C.I.&R.

*General Foreman
Car Repairmen (Road Truck)
Electrician (Engine House)
Machinist (Engine House)
Foreman

1					= 1
2			2		= 4
1		1			= 2
	1		1		= 2
$\frac{1}{5}$	$\frac{1}{1}$	$\frac{1}{1}$	$\frac{1}{3}$		= $\frac{1}{10}$

MofW

Track
C&S
B&B

19					= 19*
4					= 4
$\frac{1}{24}$					= $\frac{1}{24}$

*Includes]4 - Retirement Gang

*Non-Agreement

SIGNAL SYSTEM:

MP 124 (CP Orr) to MP 200.5 (CP Colsan):TCS

LOCALS:

WYCR-1/2 Crestline to Spore & return
daily except Sat. & Sun.
Ordered 7:00AM

WYCR-31 Crestline to Ft. Wayne,
Tues.-Thurs. Sat.
Ordered 12 Noon

NOTE: WIFW-30 Ft. Wayne to
Crestline, Mon.-Wed.-Fri.
Ordered from Ft. Wayne 9:00AM

MP 188.5 Crestline Pumping Station
Concrete Block
Employees: -
Use: Fuel Pump Station
Remarks: Good - Needed

MP 188.6 Amtrak Station
Metal Frame
Employees: -
Use: Passenger Shelter
Remarks: Not Conrail

MP 188.6 Crestline Y.M.C.A.
Masonry
Employees: -
Use: Lodging for Trainmen
Remarks: -

MP 189.5 Crestline Diesel Shop
Quonset hut
Employees: -
Use: Ballast Car Shelter
Remarks:

MP 189.3 Crestline Oil House
Brick
Employees: -
Use: None
Remarks: Tear Down

MP 188.7 Crestline - CP Crest Tower
Masonry
Employees: 2
Use: C&S/TCS Equipment
Remarks: Fair - Needed

MP 188.7 Crestline - Old PRR Freight House
Frame
Employees: -
Use: Sold by PRR to Crestline Equity
Remarks: -

MP 188.8 Crestline - Old Y.M.C.A.
Brick
Employees: 29
Use: B&E/Trans./MofW
Remarks: Good - Too Large -
Could be sold and other
accommodations made.

MP 189.0 Crestline Crew Building
Metal
Employees:
Use: Crew Shelter
Remarks: Good - Needed

MP 189.5 Crestline - Former Roundhouse
Brick
Employees: -
Use: Sold to Forest D. Armemtrout - 1978
Remarks:

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 180 to MP 190

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

Crestline Yard

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYCR-1/2

BRANCHES:

MP 188.2 Crestline Connection (MP 188.2 to MP 188.7)

NOTES:

MP 188.7 Main Line, Cleveland to Indianapolis
(Southern Region) crosses Pittsburgh to Chicago M.L.

CUSTOMER

1. Pittsburgh Plate Glass
(Automobile Glass)
2. Horn Crop Service
(Soil Conditioner)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	0	0	0	-	-
*	0	0	0	-	-
	13	0	13	7,045	465
*	22	0	22	21,852	993

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 170 to MP 180

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

Mansfield Yard

Yard Crews

YYMA-10
YYMA-30
YYMA-R-1

Harding Yard

Yard Crews

YYHA-10
YYHA-20

LOCALS SERVING THIS SEGMENT:

WYMA-6/7

BRANCHES:

MP 175 Ashland Secondary (MP 268.7 to MP 231.8)
MP 175 Harding Connecting Track (MP 268.7 to MP 269.0)

NOTES:

MP 175.0 Chessie Interchange

CUSTOMER DATA - 1981/1982 *

<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
1. Stone Container (Shipping Cartons)	386 * 458	2 1	388 459	278,972 327,729	719 714
2. White Westinghouse (Appliances)	55 * 27	74 33	129 60	98,040 37,782	760 630
3. Hecht Coal Company (Supplies)	15 * 17	0 0	15 17	7,650 10,959	510 745
4. Wickes Lumber (Lumber)	28 * 5	0 0	28 5	23,520 3,898	840 780
5. Ohio Brass (Electrical Insulators)	2 * 2	0 0	2 2	664 850	332 425
6. Ohio Farmers (Grain)	55 * 248	1725 2180	1780 2428	2,419,020 2,024,788	1359 834
7. Empire Detroit (Steel)	2419 * 2039	267 25	2986 2064	3,296,544 1,928,835	1104 935
8. Luntz Iron (Scrap)	11 * 37	7 1	18 38	9,054 25,330	503 664

MANSFIELD

TRANSPORTATION

Yardmaster

	<u>1</u>	<u>2</u>	<u>3</u>	<u>R</u>	
	1	1	1	1	= 4

C.I.&R.

Car Inspectors

1	1	1	1	=	4
---	---	---	---	---	---

MofW

MofW

22				=	22*
----	--	--	--	---	-----

B&B

0				=	0
---	--	--	--	---	---

C&S

1				=	1
---	--	--	--	---	---

*Includes 4 - Harding Industrial & Yard

Includes 5 - Retirement Gang

STATION

Terminal Operator

1	1	1		=	3
---	---	---	--	---	---

Relief Clerk

			1	=	1
--	--	--	---	---	---

Extra Clerks

2(Various)				=	2
<u>3</u>	<u>1</u>	<u>1</u>	<u>1</u>	=	<u>6</u>

LOCALS:

WYMA-6/5 Mansfield to Wooster & return daily
Ordered 8:00AM except Sat.&Sun.

WYMA-1/2 Mansfield to Burbank & return.
Mon.-Wed.-Fri.
Ordered 11:00AM

YARD CREWS:

YYMA-10 7:00AM

YYMA-30 11:00PM

YYMA-R-1 Relief

MP 174.0 Mansfield Yard Office

Masonry-Wood/Frame

Employees: 9

Use: Trans./Station Offices

Remarks: Fair - Needed

MP 175.3 Mansfield Freight Office

Masonry

Employees: 23

Use: MofW

Remarks: Good - Needed

HARDING

TRANSPORTATION

YARD CREWS

YYHA-10 7:30AM Daily except Sat. & Sun.
YYHA-20 4:00PM

STATION

Terminal Operator
DCCS Clerk
Waybill Clerk
*Field Terminal Supervisor
Chief Clerk

1 TRICK
 2 3 R

1	1		=	2
		1	=	1
	1		=	1
1			=	1
$\frac{1}{3}$	$\frac{2}{2}$	$\frac{1}{1}$	=	$\frac{1}{6}$

C.I.&R. - STATUS I SHOP

Car Repairmen
Foreman
Car Inspector

3		1	=	4
1			=	1
$\frac{1}{5}$		$\frac{1}{1}$	=	$\frac{1}{6}$

SIGNAL SYSTEM:

MP 124.0 (CP Orr) to MP 200.5 (CP Colson): TCS

*Non-Agreement

GRINDING		79(1)				78(1)	
SURFACING	81		78	79E		79	80E
TIES	81		78			79	
UNDERCUTTING							
RAIL		32-78				40-73	
BAL CLEAN	80L				81		
TONNAGE(MGT)				40.6			
T T SPEED	60/60/50	70/60/50	150/50/50	40/40/40	70/60/50	70/60/50	

001

GRINDING		79(1)			79(1)		80(2)
SURFACING			78	81	73	78	
TIES							
UNDERCUTTING							
RAIL		32-78		32-78		32-79	
BAL CLEAN		81			81		
TONNAGE(MGT)				33.3			
T T SPEED	60/60/50	70/60/50	150/50/50	40/40/40	70/60/50	70/60/50	

002

GRINDING					
SURFACING	78E	78	79E	73	77E
TIES					
UNDERCUTTING					
RAIL	31-51	30-41	40-47	30-26	
BAL CLEAN			76L		
TONNAGE(MGT)					
T T SPEED					

NCS

VALUATION
TOWN

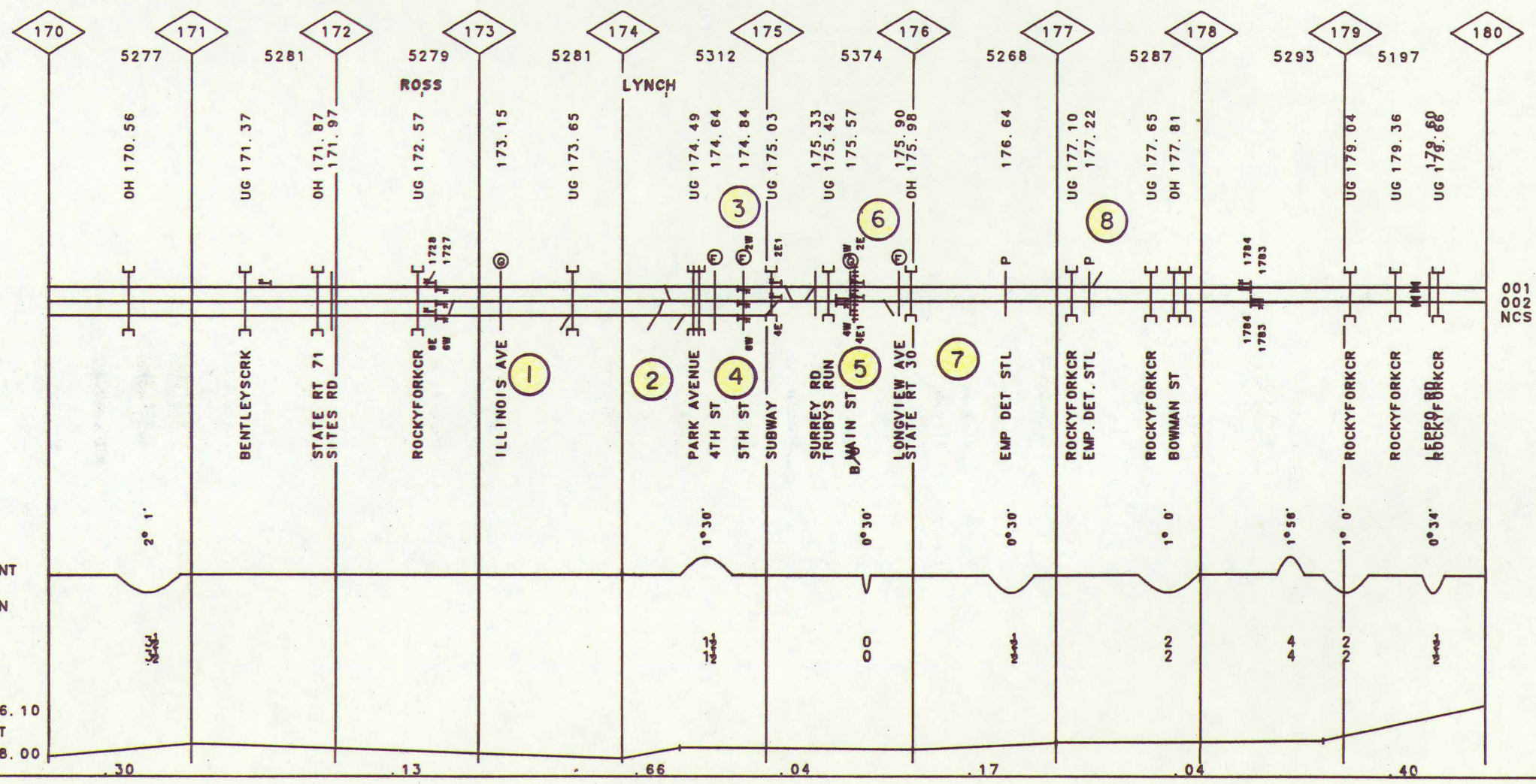
V7342

MILL

FACILITY

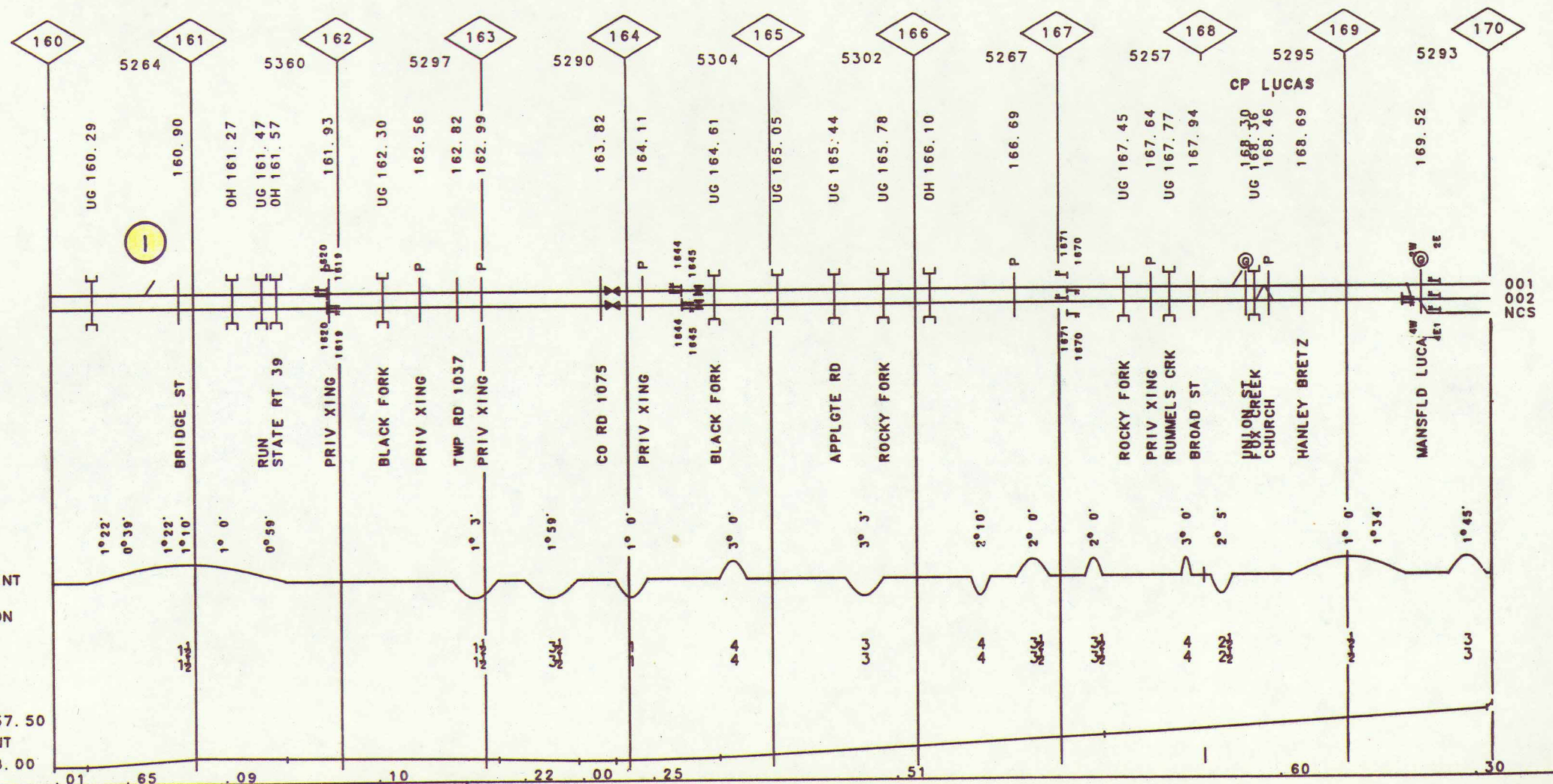
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1206.10
VERT. ALIGNMENT
MIN ELEV 1138.00
GRADE



001
002
NCS

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



TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 160 to MP 170

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYMA-6/7

BRANCHES:

NOTES:

CUSTOMER

1. Mansfield Sanitary Products
(Clay/Plaster)

CUSTOMER DATA - 1981/1982 *

<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
334	0	334	274,882	823
* 292	0	292	280,163	959

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 150 to MP 160

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYMA-6/7

BRANCHES:

NOTES:

CUSTOMER

1. Ashland County Farm Bureau
(Feed)
2. Thompson Paper Products
(Pulpboard)
3. Briar Hill Stone
(Limestone)
4. Sunshine Biscuit
(Wheat/Flour)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
* 1	6 18	8 0	14 18	17,584 13,528	1256 752
* 2	10 9	0 0	10 9	5,980 10,283	598 1142
* 3	30 7	0 0	30 7	21,750 6,203	725 806
* 4	335 320	605 652	940 972	1,424,100 1,207,590	1515 1242

LOUDONVILLE

TRICK

1 2 3 R

MofW

C&S

1 = 1

MP 157.4 Loudonville Tool House

RB41 Coach

Employees: 1

Use: C&S

Remarks: Fair

SIGNAL SYSTEM:

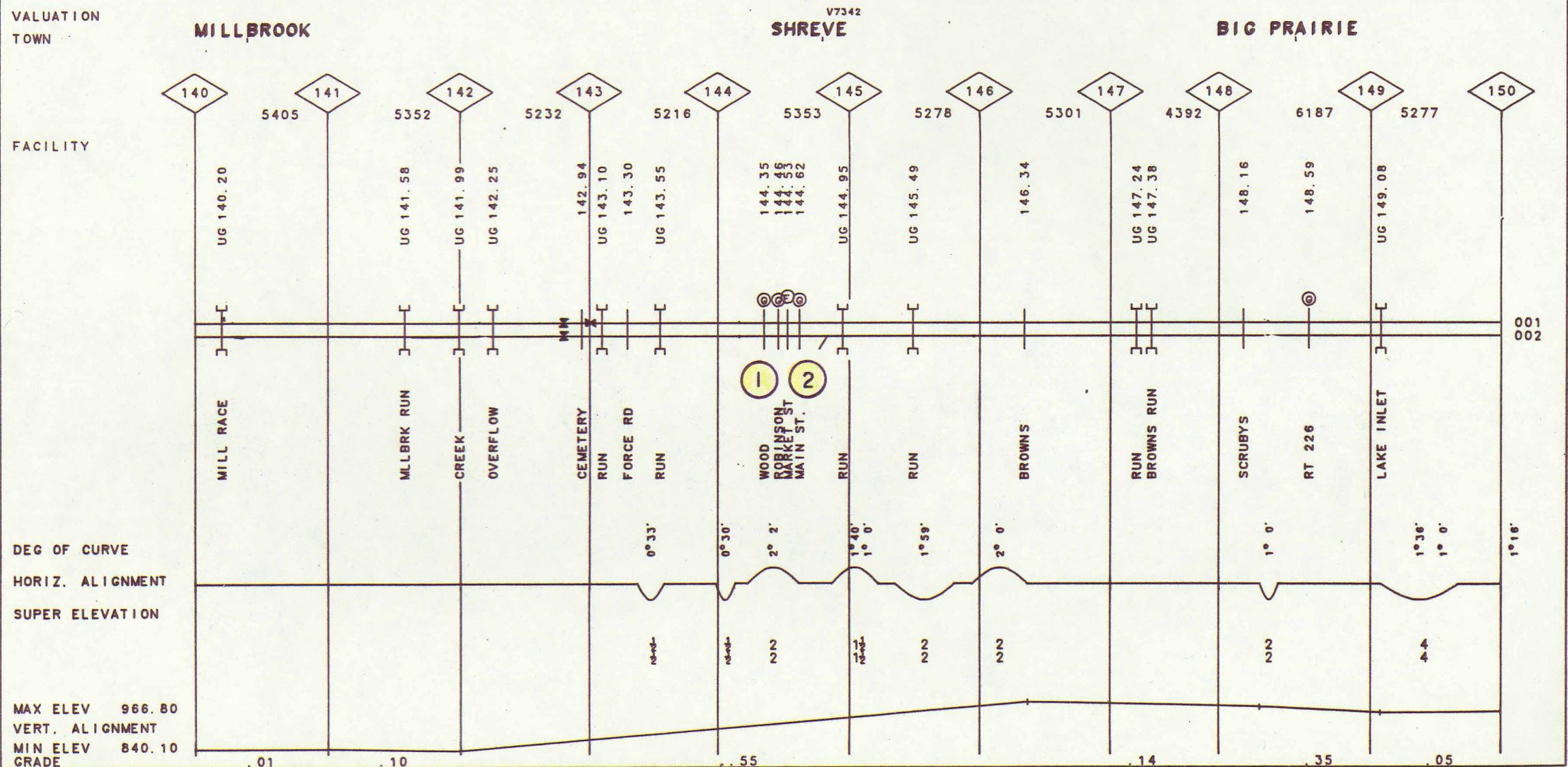
MP 124 (CP Orr) to MP 200.5 (CP Colsan): TCS

GRINDING				81			
SURFACING				81			
TIES				79			
UNDERCUTTING							
RAIL				40-74			
BAL CLEAN	81	11			81		
TONNAGE(MGT)				39.8			
T T SPEED	70/60/50			50/50/50	70/60/50		

001

GRINDING	79(1)	75(1)	78(1)	75(1)	81	79(1)
SURFACING	79E				80E	
TIES	78		75	72	78	77
UNDERCUTTING						
RAIL	32-78	55-68	40-77		40-74	32-78
BAL CLEAN	80L	76L				81
TONNAGE(MGT)				32.5		
T T SPEED	70/60/50			50/50/50	70/60/50	

002



TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 140 to MP 150

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYMA-6/7

BRANCHES:

NOTES:

CUSTOMER

1. Diamonite
(Aluminum)
2. H. D. Miller
(Pipe)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	27	0	27	24,759	917
*	15	0	15	17,711	1180
	69	0	69	77,349	1121
*	28	0	28	23,372	835

TRANSPORTATION DATAMAIN LINE - PITTSBURGH TO CHICAGOSEGMENT: MP 130 to MP 140SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OHYARDS:YARD JOBS:LOCALS SERVING THIS SEGMENT:WYCA-7/8
WYMA-6/7BRANCHES:NOTES:MP 136.0 Chessie Interchange
MP 135.0 Board of Trade Track - 5,180 feetCUSTOMER DATA - 1981/1982 *

<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
1. Rubbermaid, Inc. (Housewares)	749 538	283 270	1032 808	1,011,360 871,638	1032 1079
2. Gerstenlager (Auto Parts)	11 15	1232 47	1243 62	1,243,000 55,852	1000 864
3. International Paper Company (Pulpboard)	384 431	35 104	419 535	343,580 418,110	820 782
4. Landmark (Corn/Soy Beans)	9 1	251 206	260 207	213,200 186,616	820 902
5. Wayne County Iron & Metal (Scrap Iron)	0 0	0 0	0 0	- -	- -
6. Dow Chemical Company (Sand/Gypsum)	102 53	2 9	104 62	124,800 77,912	1200 1256
7. Regal Ware (Housewares)	2 0	14 2	16 2	11,360 2,464	710 1252
8. Central Farm Supply (Gypsum)	27 5	0 0	27 5	21,276 2,464	788 1232
9. Timken Roller Bearing Company (Scrap Iron)	0 0	175 71	175 71	128,800 46,463	736 654

WOOSTER

1 TRICK
 2 3 R

MofW

Track	23*	=	23*
C&S	8	=	8
B&B	<u>6</u>	=	<u>6</u>

*Includes 10 - Retirement Gang

MP 135.1 Wooster Freight Station
Wood Frame
Employees: 37
Use: C&S/MofW
Remarks: Fair - Needed

SIGNAL SYSTEM:

MP 124 (CP Crr) to MP 200.5 (CP Colsan): TCS

GRINDING	80(2)	81	79(1)
SURFACING	80E	79E	
TIES	80	77	
UNDERCUTTING			
RAIL	31F78	52-67	
BAL CLEAN		77L	
TONNAGE(MGT)	39.8		
T T SPEED	35/35/35	70/60/50	

001

GRINDING	001	001			002	001	001	001	
SURFACING	79(1)	79(1)	79(1)	79(1)	79(1)	79(1)	81	81	
TIES	80E	80E	80E	80E	80E	80E	81	81	
UNDERCUTTING	78	75	80	80	80	80	79	79	
RAIL	32-78	40-68	32-78	40-68	32-78	32-78	40-74	40-74	
BAL CLEAN									
TONNAGE(MGT)	32.5	32.5	32.5	32.5	32.5	32.5	39.8	39.8	
T T SPEED	35/35/35	35/35/35	35/35/35	35/35/35	70/60/50	70/60/50	70/60/50	70/60/50	

001

GRINDING	002	002
SURFACING	79(1)	81
TIES	80E	78
UNDERCUTTING		
RAIL	32-78	40-68
BAL CLEAN		
TONNAGE(MGT)		
T T SPEED		

75(3)	79(1)
80E	78
78	
40-68	32-78
	73BH

002	002	002
79(1)	79(1)	79(1)
80E	78E	79E
78		
32-78	32-78	32-78
73BH	80L	
	32.5	
	70/60/50	

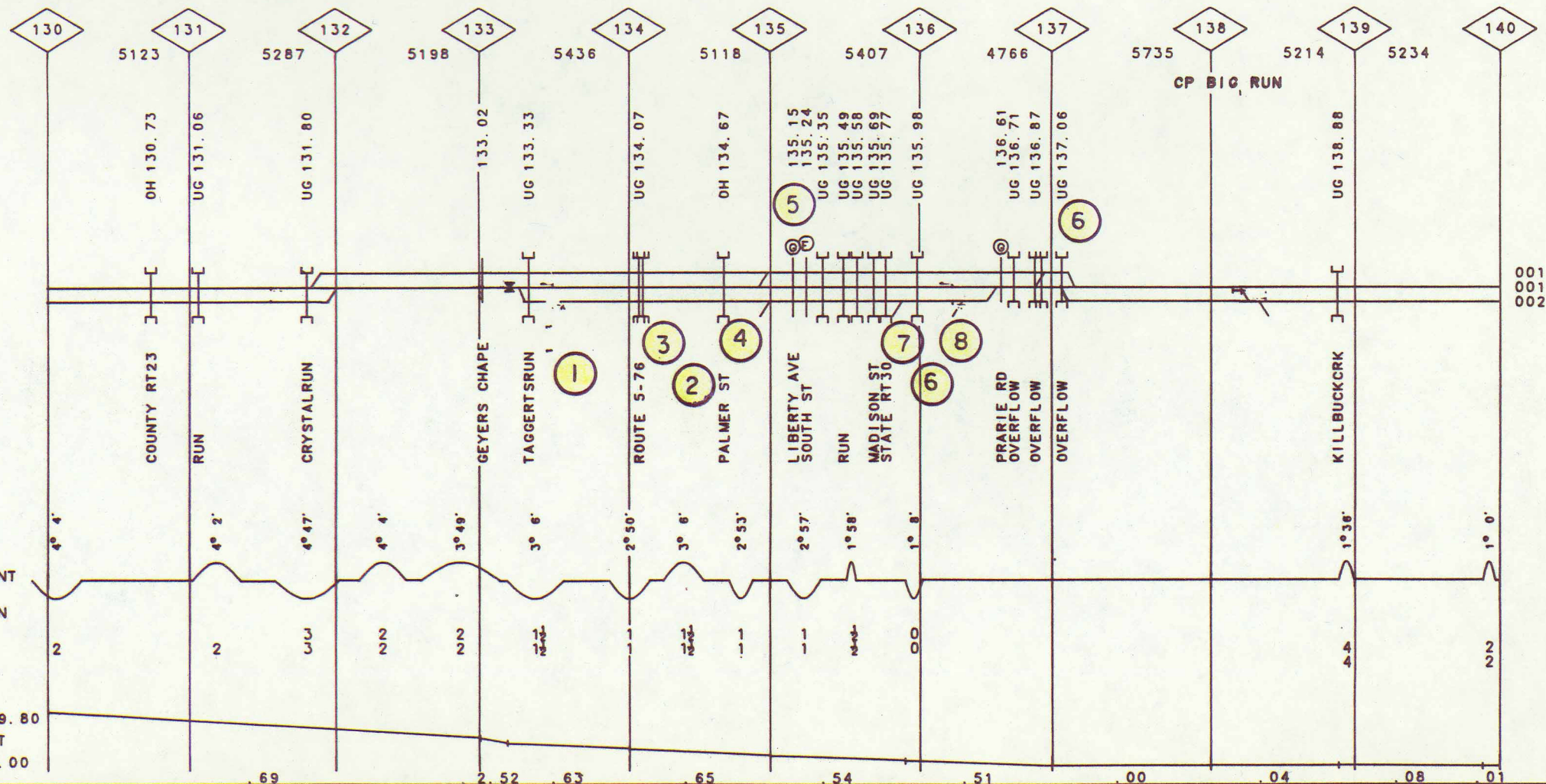
002

VALUATION
TOWN

V7342

WOOSTER

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 1119.80
VERT. ALIGNMENT
MIN ELEV 845.00
GRADE001
001
002

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1119.80
VERT. ALIGNMENT
MIN ELEV 989.10
GRADE

BURTON, CITY

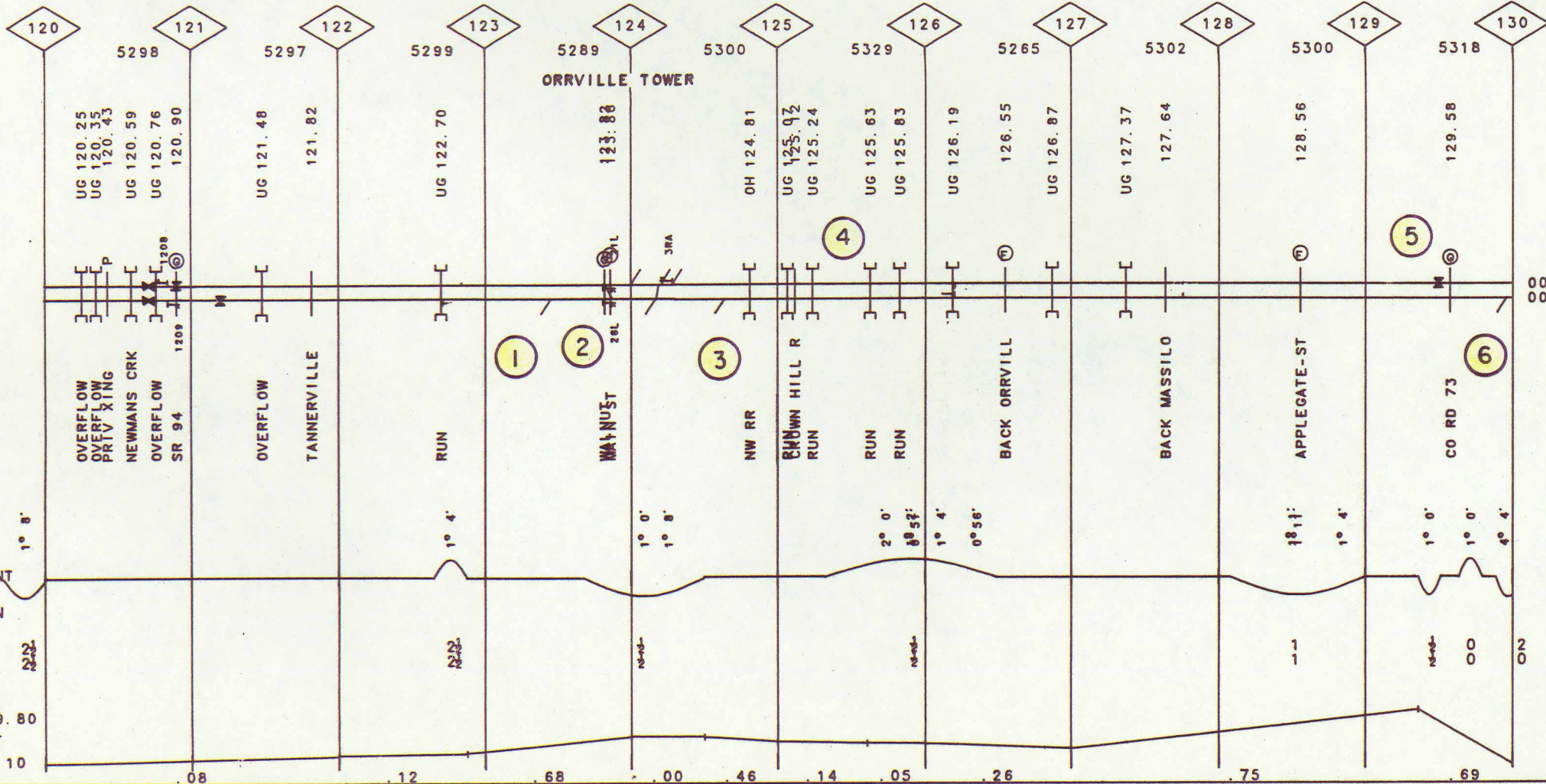
ORRVILLE

SMITHVILLE

V7342

GRINDING			001	001			79(1)		
SURFACING	81	81	79E	75			80E	78	
TIES		76							
UNDERCUTTING									
RAIL		40-76					32-78		001
BAL CLEAN		81		76L		81	32.5	76L	
TONNAGE(MGT)		39.8					50/50/50		
T T SPEED		70/60/50						35/35/35	

GRINDING			002	002			79(1)		
SURFACING		79(1)					80E		
TIES		81					78		
UNDERCUTTING									
RAIL		32-78					32-78		002
BAL CLEAN		80L					81		
TONNAGE(MGT)		32.5							
T T SPEED		70/60/50					50/50/50		



ORRVILLE

MP 124.0 Orrville - Former Freight Station

Wood Frame

Employees: -

Use: Sold 1966 to Will-Burt Co.

Remarks: Not Conrail

MP 124.1 Orrville - Former Passenger Station

Brick

Employees: -

Use: Sold 1982 to Railroad Heritage Committee

Remarks: Not Conrail

Orrville Tower

Wood Frame

Employees: -

Use: Sold 1982 to Railroad Heritage Committee

Remarks: Relocated

MP 129.1 Smithville - Private Residence

Brick

Employees: -

Use: None

Remarks: Not Conrail

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 120 to MP 130

SUPERVISOR: J. R. DeLuca
Trainmaster
Crestline, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYCA-7/8

BRANCHES:

NOTES:

MP 124.8 N&W Interchange

CUSTOMER

1. Koppers Company
(Ties)
2. Rutt & Amstutz
(Feed)
3. Dairy Farm Products
(Powdered Milk)
4. Estech
(Chemicals)
5. Nowsco
(Sand)
6. Tyler Grain & Elevator
(Fertilizer)

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	54	31	85	32,725	385
*	47	3	50	46,101	922
	0	9	9	6,975	775
*	0	0	0	-	-
	0	55	55	44,000	800
*	0	22	22	15,312	696
	101	0	101	106,050	1050
*	92	0	92	112,104	1218
	20	0	20	28,140	1407
*	23	0	23	31,390	1365
	46	0	46	46,000	1000
*	29	0	29	32,425	1118

TRANSPORTATION DATAMAIN LINE - PITTSBURGH TO CHICAGOSEGMENT: MP 110 to MP 120SUPERVISOR: T. L. Huckabone
Trainmaster
Canton, OHYARDS:

Massillon, OH

YARD JOBS:

YYMA-01

LOCALS SERVING THIS SEGMENT:

WYCA-7/8

BRANCHES:

MP 110.7 M&C Secondary (MP 1.7 to MP 11.1)

NOTES:MP 109.7 Mace Interlocking - Continuous Operation
(Jt. Operation with B&O.

B&O pays 100% crossing maintenance

37.6% tower maintenance

50.0% tower operations

Conrail for telephone)

MP 109.7 B&O Interchange

CUSTOMER

CUSTOMER DATA - 1981/1982 *

	CARS IN	CARS OUT	TOTAL CARS	CONRAIL REVENUE	AV REV CAR
1. Reo Industries (Speakers)	0	0	0	-	-
*	0	0	0	-	-
2. Ohio Packaging (Pulpboard)	591	0	591	420,792	712
*	501	0	501	427,672	854
3. Cashway Lumber (Lumber)	0	0	0	-	-
*	0	0	0	-	-
4. Ecko Housewares (Housewares)	0	85	85	50,575	595
*	0	106	106	71,371	673
5. Republic Steel-South Division (See other listing for figures)					
6. Massillon Steel Casting (Steel)	16	0	16	12,880	805
*	4	0	4	1,755	434
7. Corundite Refractories (Brick)	67	1	68	54,060	795
*	38	4	42	36,118	859
8. North Lawrence Elevator (Inactive)					

GRINDING		79(1)		78(1)		81
SURFACING				81		
TIES				76		
UNDERCUTTING						
RAIL	40-71		40-76			
BAL CLEAN	81	80L			81	
TONNAGE(MGT)	41.1		39.8			
T T SPEED	50/50/50		70/60/50			

GRINDING			79(1)			
SURFACING			81			
TIES		81	76		81	
UNDERCUTTING						
RAIL	V		32-78			
BAL CLEAN	81	76L			80L	
TONNAGE(MGT)	33.6		32.5			
T T SPEED	50/50/50		70/60/50			

001

002

VALUATION
TOWN

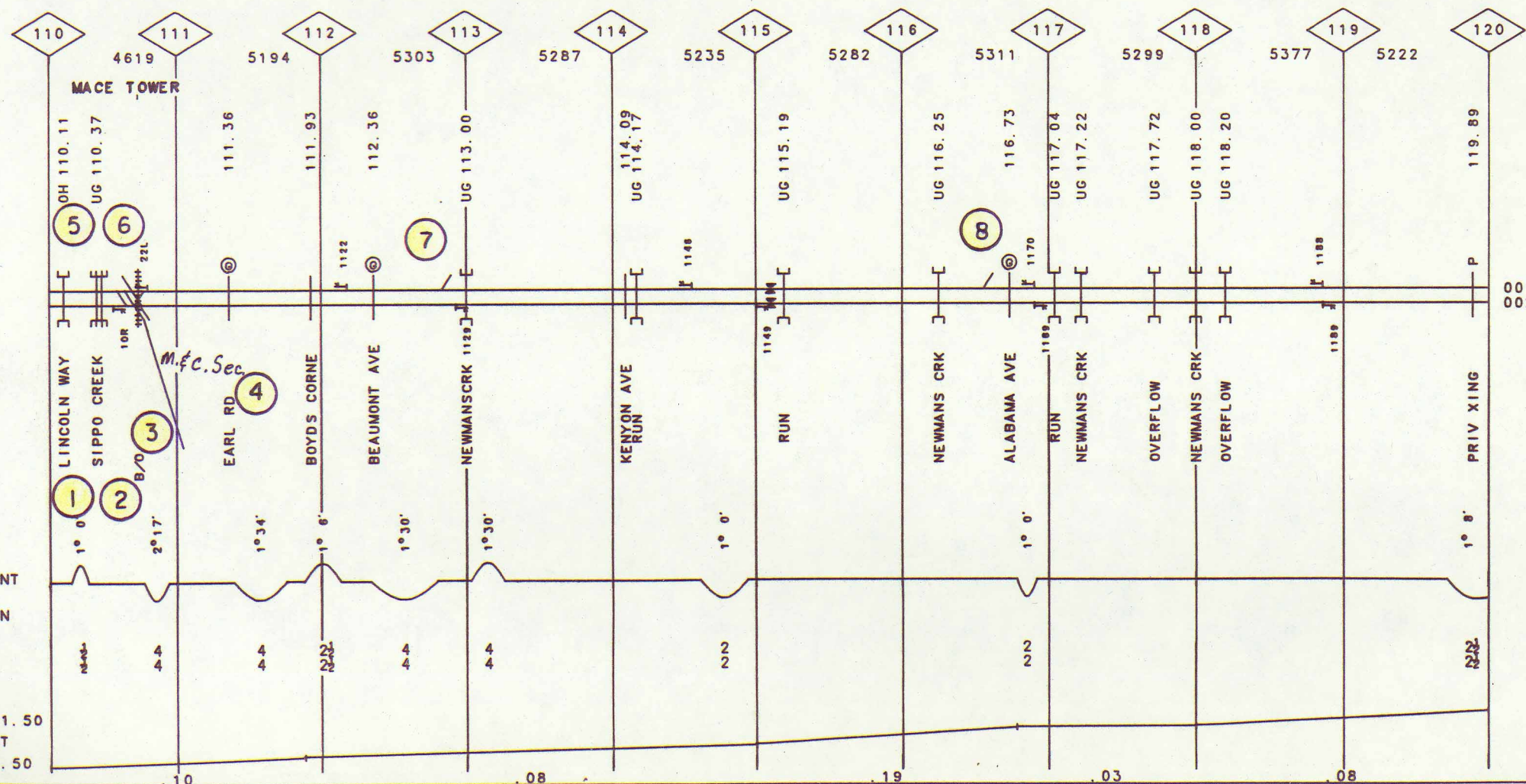
V7342

NORTH LAWRENCE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1011.50
VERT. ALIGNMENT
MIN ELEV 951.50
GRADE



001
002

GRINDING	79(1)	000	SDG
SURFACING	79E		68M
TIES	77		78ST
UNDERCUTTING			
RAIL	40F78		30-29
BAL CLEAN	80L		69BH
TONNAGE (MGT)			
T T SPEED	30/30/30	10/10/10	

SDG

GRINDING	80(2)			75(1)		81		79(1)	81
SURFACING	81		81	80E	81		80E		79E
TIES		81					77		
UNDERCUTTING									
RAIL									
BAL CLEAN	32-79			40-74			40-69		
TONNAGE(MGT)		80L				78L		81	
T T SPEED	30/30/30			41.1		50/50/50			45/45/45

001

GRINDING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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002

GRINDING		77E	76
SURFACING			
TIES	77		
UNDERCUTTING			
RAIL	30-28	30-27	30-29 30-30
BAL CLEAN	80L	80L	69BH
TONNAGE (MGT)			
T T SPEED	10/10/10		

003

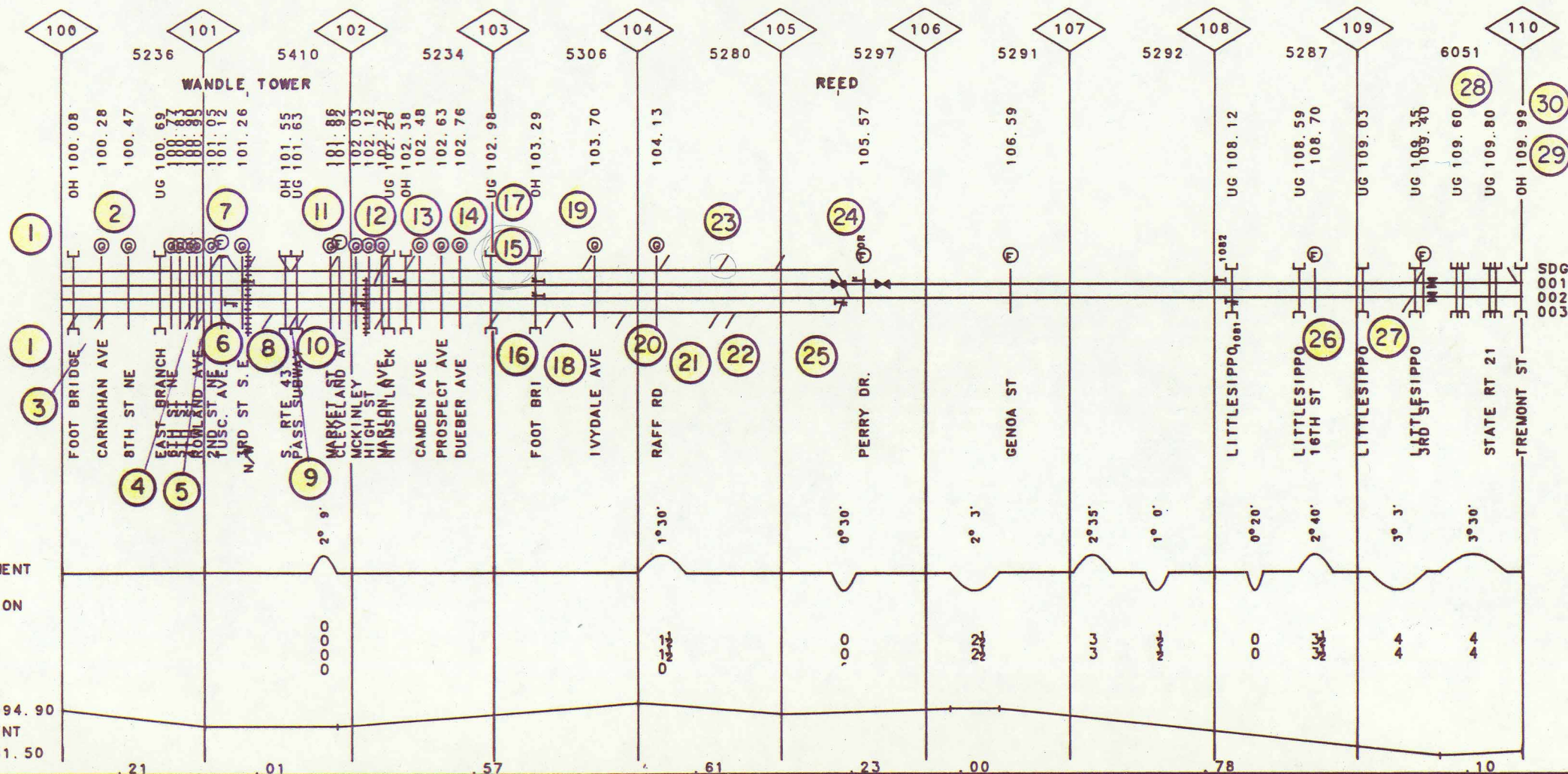
VALUATION
TOWN

CANTON

V7342

MASSILLON

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 1094.90
VERT. ALIGNMENT
MIN ELEV 951.50
GRADESDG
001
002
003

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 100 to MP 110

SUPERVISOR: T. L. Huckabone
Trainmaster
Canton, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

BRANCHES:

MP 102.2 South Canton Branch
(Length 0.8 mile)

MP 103.2 Maryland Avenue Branch
(Length 1 mile)

NOTES:

MP 101.5 N&W Interchange,
Wandle Interlocking -
1st track only.

MP 101.5 B&O Interchange, McKinley
Interlocking - Continuous
Operation - (Joint Operation
with B&O)

MP 109.7 B&O Interchange

CUSTOMER

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
1. Republic Steel Corp.- Berger Div. (See previous listing for figures) (Steel)					
2. U. S. Ceramics Tile Co. (Ceramics)	0	0	0	-	-
	* 0	0	0	-	-
3. Acme Building Supply (Lumber)	8	0	8	6,736	842
	* 0	0	0	-	-
4. Smith Chemical (Chemicals)	32	0	32	32,000	1000
	* 8	0	8	9,314	1164
5. J. B. McCoy (Warehouse)	4	0	4	2,760	690
	* 0	0	0	-	-
6. Canton Ice & Cold Storage (Warehouse)	16	0	16	9,520	595
	* 48	0	48	44,542	928
7. Leatherman Seed Company (Seed)	2	0	2	1,770	885
	* 2	0	2	1,952	976
8. Esber Beverage Company (Beverages)	20	0	20	23,600	1180
	* 20	0	20	23,860	1193
9. Bloom & Klein (Produce)	35	0	35	30,625	875
	* 11	0	11	8,041	731
10. Boyle-Midway Division American Home Products (Cleanser)	20	5	25	22,500	900
	* 23	0	23	22,655	985
11. Canton Supply (Supplies)	24	0	24	16,800	700
	* 7	0	7	8,379	1197
12. Marks Paper Stock Company (Waste Paper)	0	0	0	-	-
	* 0	0	0	-	-
13. Graber Mills, Inc. (Flour)	6	0	6	8,946	1491
	* 0	0	0	-	-

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 100 to MP 110 (Continued)

CUSTOMER	CUSTOMER DATA - 1981/1982 *				
	CARS IN	CARS OUT	TOTAL CARS	CONRAIL REVENUE	AV REV CAR
14. U.S. Steel Corporation (Rolls)	0 *	0 0	0 0	- -	- -
15. Danner Press (Magazines)	334 *	0 4	334 299	293,586 303,939	879 1017
16. Harrison Paint & Varnish (Paints)	7 *	0 0	7 9	8,057 9,841	1151 1097
17. The Timken Company (Bearings)	2413 *	187 79	2600 960	2,470,000 809,345	950 947
18. Fisher Foods of Canton (Groceries)	56 *	0 0	56 52	51,464 45,292	919 871
19. Stark Distributing Co. (Beer)	67 *	0 0	67 0	56,950 -	850 -
20. Rold Gold Foods (Pretzels)	15 *	0 0	15 1	25,065 1,739	1671 1739
21. Babcock & Wilcox Company (Boilers)	122 *	365 458	487 538	341,275 529,852	935 985
22. Irwin Steel Fabricators (Steel)	0 *	1 0	1 0	490 -	490 -
23. Canton Drop Forging & Mfg. (Forgings)	1 *	0 0	1 0	894 -	894 -
24. Stark Truss Company (Trusses)	28 *	0 0	28 3	21,840 3,705	780 1235
25. Busy Bee Lumber (Lumber)	2 *	0 0	2 1	1,788 861	894 861

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 100 to MP 110 (Continued)

CUSTOMER

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
26. Central States Can Company	139	17	156	118,560	760
(Cans)	* 31	12	43	40,546	943
27. Union Drawn Div. - Republic Steel	718	0	718	481,060	670
(Steel)	* 217	0	217	187,495	864
28. Republic Steel Corp.					
(See previous listing for figures)					
29. Enterprise Aluminum	0	0	0	-	-
(Warehouse)	* 0	0	0	-	-
30. Massillon Steel Castings	16	0	16	12,400	775
(Castings)	* 4	0	4	1,756	439

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 90 to 100

SUPERVISOR:

MP 90 to MP 95 MP 95 to MP 100

W. J. McMahon T. L. Huckabone
Trainmaster Trainmaster
Alliance, OH Canton, OH

YARDS:

Canton Yard

YARD CREWS:

YYCA-10 YYCA-Relief
YYCA-12
YYCA-22
YYCA-11)
YYCA-24) Republic Captive Crews
YYCA-03)
YYCA-13)

LOCALS SERVING THIS SEGMENT:

YYCA-7/8

BRANCHES:

MP 91 Bayard Branch (MP 55.1 to MP 69.0)

NOTES:

Fairhope Interlocking - Continuous Operation

CUSTOMER DATA - 1981/1982 *

<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CONRAIL REVENUE</u>	<u>AV REV CAR</u>
1. Cashway Lumber Company (Lumber)	6 *	0 0	6 0	5,376 -	896 -
2. Ohio Transformer (Transformers)	6 *	6 6	12 9	16,320 24,017	1360 2668
3. Jones & Laughlin Steel Corp. (Steel)	18 *	593 444	611 454	537,680 449,965	880 991
4. Republic Steel Corp., Mfg. Divn. (Total - All Plants)	5161 *	2608 1444	7769 5641	5,919,978 3,731,994	762 662
5. Service Packaging Company (Warehouse)	123 *	0 0	123 63	88,560 42,804	720 679
6. Republic Steel Corp. (See above) (Steel)					
7. St. Regis Paper Company (Paper)	340 *	100 91	440 234	259,600 161,043	590 688
8. Wean United (Mill Rolls)	13 *	19 8	32 16	27,232 29,860	851 1866
9. Republic Steel Corp., Mfg. Div. (See below for figures) (Pipe)					

MASSILLON

TRANSPORTATION

Block Operator - Mace Tower

C. I. & R.

MofW

C&S

STATION

	TRICK		
<u>1</u>	<u>2</u>	<u>3</u>	<u>R</u>
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
65	65	65	65
66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

$$1 \quad 1 \quad 1^* \quad 1 = 4$$

***5 Days**

$$7^* = 7$$

*6 - Project Gang

YARD CREW:

MP 109.6	Massillon Former Psgr. Stn. Stone
	Use: Not Conrail
	Remarks: PC Trustees

MP 110.7 Massillon Yard Office
Wood Frame
Employees: 10
Use: C&S/Transportation
Remarks: Fair - Needed

MP 110.7 Mace Tower
Wood Frame
 Employees: 3
 Use: Operators
 Remarks: Fair - Needed

CANTONTRANSPORTATION

	<u>1</u>	<u>TRICK</u> <u>2</u> <u>3</u>	<u>R</u>	
*Trainmaster	1			= 1
*Road Foreman	1			= 1
Yardmaster	1	1	1	= 3
Jitney Driver	1	1	1	= 3
	<u>4</u>	<u>2</u>	<u>2</u>	= <u>8</u>

C.I.&R.

*General Foreman	1			= 1
Foreman	1			= 1
Car Inspectors	2	1	1	= 4
Car Repairmen	8		1	= 9
Enginehouse Foreman	1			= 1
Electricians	1		1	= 2
Machinists	1		1	= 2
Maintenance Electrician	1			= 1
	<u>16</u>	<u>1</u>	<u>2</u>	= <u>21</u>

MofW

Track	15			= 15
C&S	17			= 17
B&B	6			= 6

*Includes 2 - I&C Gang - Wandle, 1 - McKinley, 1 - Fairhope

STATION

*Field Terminal Supervisor	1			= 1
Waybill Clerk	1			= 1
DICCS Clerk	1			= 1
Terminal Operator	1	1		= 1
Relief Clerks			2	= 2
Extra Clerks	2	(Various)		= 2
Joint Facility Clerk	1			= 1
	<u>7</u>	<u>1</u>	<u>0</u>	= <u>10</u>

YARD CREWS:

YYCA-10 - Reports 7:30AM
 YYCA-12 - Reports 7:00AM
 YYCA-22 - Reports 3:00PM
 YYCA-Rel

Republic Captive Crews

YYCA-10 - Reports 7:30AM
 YYCA-11 - Reports 7:59AM
 YYCA-24 - Reports 3:59PM
 YYCA-03 - Reports 11:59PM

LOCALS:

WYCA-7/8 - Canton to Massillon, Orrville,
 Wooster and return daily
 except Sat. & Sun. Reports
 at 8:00 AM.

MP 96.8	<u>Fairhope Tower</u> Wood Frame Employees: 4 Use: Operators & C&S Remarks: Fair - Needed	MP 98.0	<u>Canton Radio Repair Bldg.</u> Metal Employees: 1 Use: Radio Parts & Repair Remarks: Good - Needed Built 1980	MP 98.3	<u>Canton Engine House</u> Metal Employees: - Use: Enclosed pit - Engine Repairs Remarks: Good - Needed	MP 101.4	<u>Wandle Tower</u> Wood Frame Employees: 11 Use: Operators C&S Remarks: Fair Eliminate
MP 97.1	<u>Canton-Comprsr. Bldg.</u> Metal Employees - Use: Air Comprsr. Remarks: Good-Needed	MP 98.3	<u>System MofW Shop</u> Masonry Employees - 240 Use: Repairs - System Remarks: Good-Needed	MP 98.3	<u>C.I.&R. Foreman Shanty</u> Metal Employees - Use: Office Remarks: Eliminate	MP 101.5	<u>Canton Former Freight Station</u> Brick Employees - Use: Not Conrail Remarks: Sold by PC Trustees to S. Slesnick Scrap Paper in 1982
MP 98.0	<u>Canton Yard Office</u> Metal/Block Use: Transp.& Freight Office Remarks: Good-Needed	MP 98.3	<u>Canton "A" Building</u> Masonry Employees - 30 Use: MofW/B&B/Trans. Remarks: Fair - Needed	MP 98.4	<u>Canton Comprsr. Bldg.</u> Metal Employees - Use: Air Compressor Remarks: Good-Needed	MP 101.8	<u>Canton-Amtrak Station</u> Brick Employees: - Use: Psgr. Stn. Remarks: Not Conrail
MP 98.0	<u>Canton Storage Bldg.</u> Metal Employees: - Use: Storage Remarks: Good-Needed	MP 98.3	<u>C.I.&R. Storeroom</u> Two Box Cars Employees: 1 Use: Storehouse Remarks: Fair	MP 98.4	<u>C.I.&R. Office Bldg.</u> RS-41 Coach Employees: 5 Use: Office Remarks: Fair-Needed	MP 102.2	<u>McKinley Tower</u> Wood Frame Employees: 5 Use: Operators C&S Remarks: Fair Needed
MP 98.0	<u>Canton PBX Bldg.</u> Metal Employees - 2 Remarks: Good-Needed Use: Telephone Exchange	MP 98.3	<u>C.I.&R. Shop</u> Metal-Masonry Employees - 2 Use: Office Remarks: Fair - Needed	MP 98.4	<u>C.I.&R. Storage Bldg.</u> Two Box Cars Employees - Use: Storage Remarks: Fair - Needed		
MP 95.2	<u>Louisville Bridge Piers</u> Concrete Remarks: Old Bayard Branch Fly-Over						

GRINDING	79(1)
SURFACING	79E
TIES	77
UNDERCUTTING	
RAIL	31F78 30-68 40F78
BAL CLEAN	80L 81
TONNAGE(MGT)	
T T SPEED	30/30/30

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GRINDING	78(1)	81	80(2)	81
SURFACING	80E		81	
TIES	80		81	
UNDERCUTTING				
RAIL	40-76	32-79		
BAL CLEAN	78L	81	75M	81
TONNAGE(MGT)		38.0	41.1	80L
T T SPEED	70/60/50	70/60/50	60/60/50	50/50/50

001

GRINDING	79(2)	75(1)	69(1)
SURFACING	77E	79E	81
TIES	77	79	81
UNDERCUTTING			
RAIL	40-77	40-71	40-58 40-64 33-49
BAL CLEAN	81	81	80L
TONNAGE(MGT)		31.1	33.6
T T SPEED	70/60/50	70/60/50	60/60/50 50/50/50

002

GRINDING	62
SURFACING	77E
TIES	77
UNDERCUTTING	
RAIL	31-41 30-29 31F79 30-28
BAL CLEAN	80L
TONNAGE(MGT)	
T T SPEED	10/10/10

003

VALUATION
TOWN

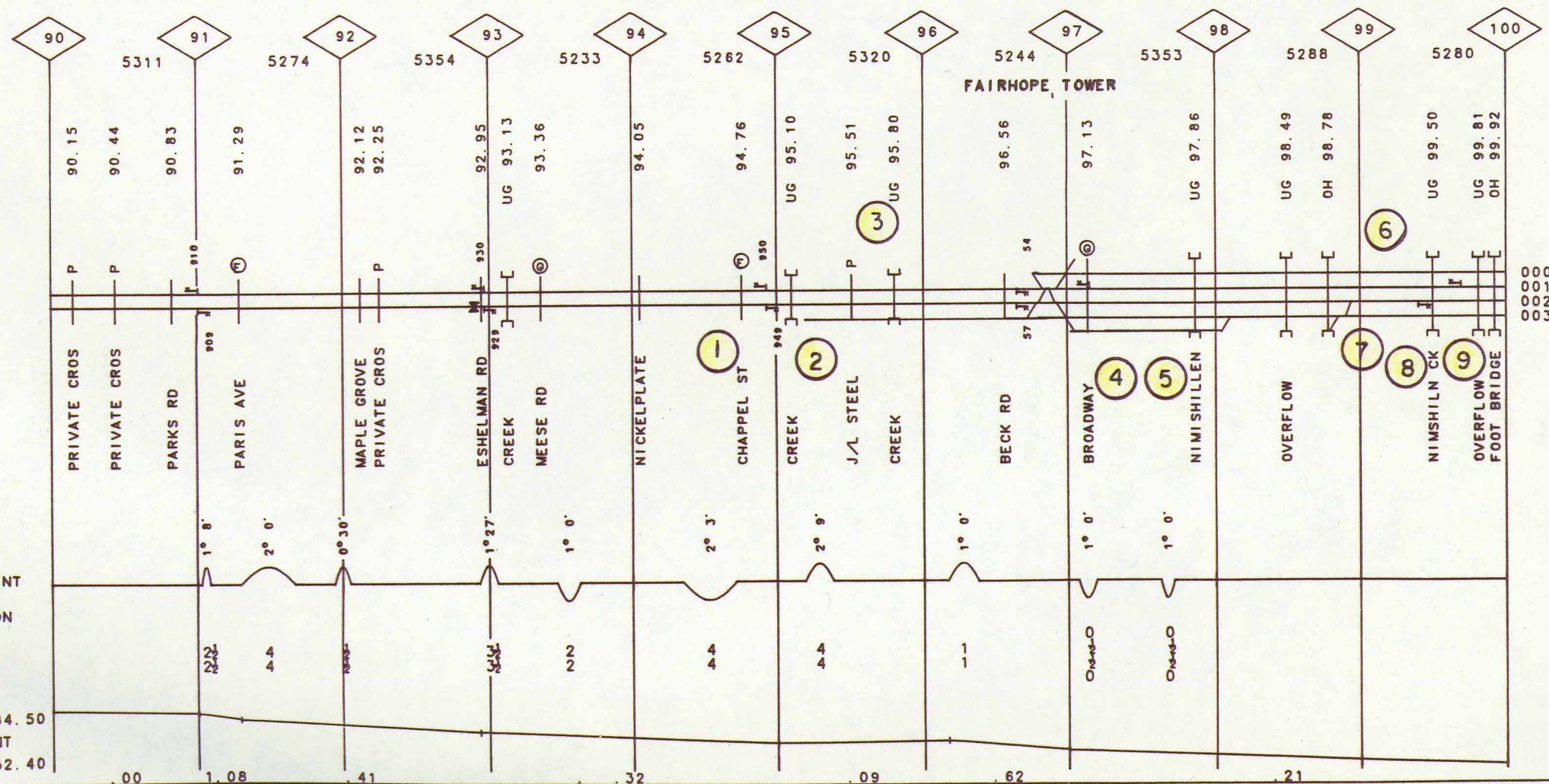
V7342
LOUISVILLE

FAIRHOPE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1184.50
VERT. ALIGNMENT
MIN ELEV 1032.40
GRADE



000
001
002
003

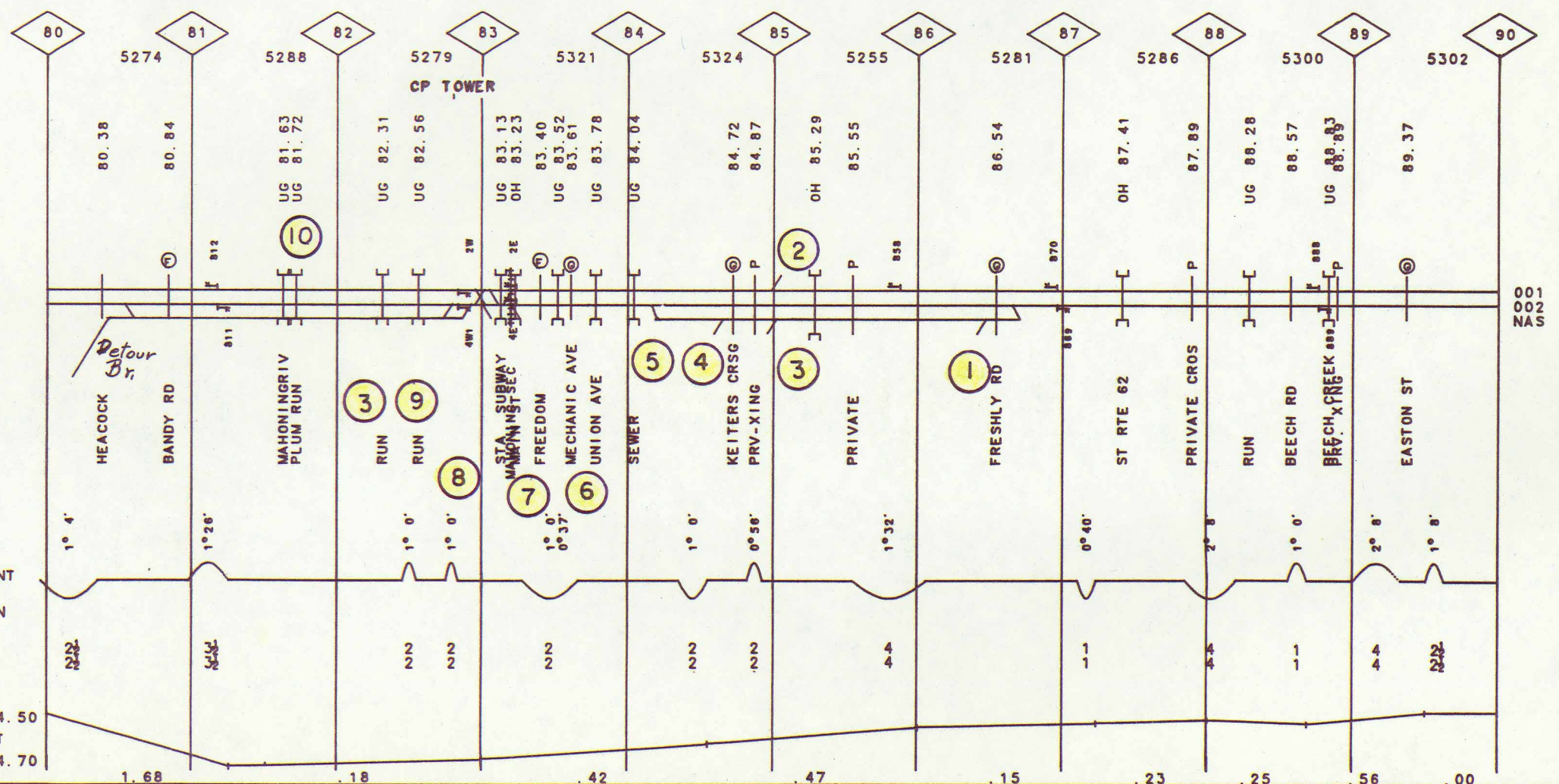
MP 90.00 -MP 100.00 OH

REV. 01/82

25-2402 M.L.(PGH. / CHG.)

25-2402 M. L. (PGH. / CHG.)

GRINDING		
SURFACING	68EM	67
TIES		57
UNDERCUTTING		
RAIL		30-37
BAL CLEAN		
TONNAGE (MGT)		
T T SPEED		

001
002
NAS

ALLIANCE

	<u>1</u>	<u>2</u>	<u>3</u>	<u>R</u>	
<u>TRANSPORTATION</u>					
*Trainmaster	1				= 1
*Road Foreman	1				= 1
Block Operators	1	1	1	1	= 4
Yardmaster	1				= 1

<u>C.I.&R.</u>					
Car Inspectors	2				= 2

<u>MofW</u>					
Track	4				= 4
C&S	8				= 8
B&B	3				= 3

<u>STATION</u>					
TABS/DICCS CLERK	1				= 1

*Non-Agreement

SIGNAL SYSTEM: Alliance to Wood
ABS

LOCALS:
WYAL-3/4 Alliance to New Gallilee & ret. daily except Sat.&Sun.
Ordered 3:30PM
WYAL-5/6 Alliance to Hudson to Akron & Ret. daily, except Sat.&Sun.
Ordered 1:00PM
WYAL-1/2 Alliance to Minerva to New Kensington & ret. as required.

MP 82.8 Alliance Compressor Building
Steel Frame
Employees: -
Use: Yard Air Compressor
Remarks: Good - Needed

MP 82.9 Alliance Repair Shop
Steel Frame
Employees: 0
Use: MofW Equipment
Remarks: Good - Needed

MP 83.1 Alliance Freight House
Masonry
Employees: 10
Use: MofW/Transportation
Remarks: Good - Needed

MP 83.1 Alliance Passenger Station
Masonry
Employees: 8
Use: Trans./Freight Office
Remarks: Good - Needed

MP 83.1 Alliance Material Building
Masonry
Employees: 6
Use: C&S Material Office
Remarks: Good - Needed

MP 83.1 Alliance Scale House
Wood Frame
Employees: -
Use: Car Weighing Scale
Remarks: Poor

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 80 to MP 90

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

Alliance Yard

YARD JOBS:

YYAL-1

LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:

MP 82.5 Detour Secondary
(MP 91.4 to MP 102.1)
MP 83.2 Mahoning Secondary
(MP 54.6 to MP 67.0)

CUSTOMER

CUSTOMER DATA - 1981/1982 *

		CARS IN	CARS OUT	TOTAL CARS	CONRAIL REVENUE	AV REV CAR
1. 48 Insulations Corp. (Insulation)	*	27 4	24 68	51 72	47,328 52,763	928 733
2. Clem Lumber & Dist. (Lumber)	*	10 7	0 0	10 7	5,760 4,657	576 665
3. Kulka Steel & Equipment (Scrap Iron)	*	2 0	331 90	333 90	215,451 65,523	647 728
4. Bill Clem Properties (Conwed) (Building Products)	*	26 23	0 0	26 23	22,828 23,388	878 1017
5. Raber Feed (Feed)	*	0 0	0 0	0 0	- -	- -
6. Universal Co-Op, Inc. (Agricultural Products)	*	12 6	0 0	12 6	10,244 5,980	854 997
7. Transue Williams Co. (Forgings)	*	1 0	0 0	1 0	1,791 -	1791 -
8. Babcock & Wilcox Co. (Tubular Products)	*	7 51	950 305	957 356	1,170,411 469,522	1223 1319
9. Weld-Loc Systems (Plastics)	*	19 12	0 0	19 12	32,414 22,483	1076 1874
10. W. R. Grace Co. (Chemicals)	*	59 20	0 2	59 52	59,885 56,425	1015 1085

NOTES:

Alliance Interlocking - Continuous Operation
Main Line Alliance to Cleveland connects at MP 83.2

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 70 to MP 80

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:

CUSTOMER

1. A. S. Salem Division
American Standard Corp.
(Plumbing)
2. Electric Furnace Co.
(Furnace Mfg.)
3. Pittsburgh Foundry
(Foundry)
4. Nease Chemical Co.
(Chemicals)
5. Salona Supply Co.
(Building Products)
6. Holiday Designs Co.
(Christmas Decorations)
7. Royal China Co.
(Clay)
8. Gem Refractories
(Brick)

CUSTOMER DATA - 1981/1982*

	CARS IN	CARS OUT	TOTAL CARS	CONRAIL REVENUE	AV REV CAR
*	0	72	72	44,928	624
	0	74	74	46,421	627
*	0	0	0	-	-
	0	0	0	-	-
*	0	0	0	-	-
	0	0	0	-	-
*	0	0	0	-	-
	2	0	2	1,742	871
*	5	0	5	3,413	683
	3	0	3	2,402	801
*	152	4	156	161,304	1034
	96	2	98	113,618	1159
*	2	0	2	825	413
	0	0	0	-	-

NOTES:

GRINDING	76(1)	81	81	76(1)	80
SURFACING	80	78	81	80	80
TIES	40-72	40-69	40-69	40-69	40-69
UNDERCUTTING	80	81	81	81	81
RAIL	60/60/50	45/45/45	70/60/50	43.0	70/60/50
BAL CLEAN					
TONNAGE (MGT)					
T T SPEED					

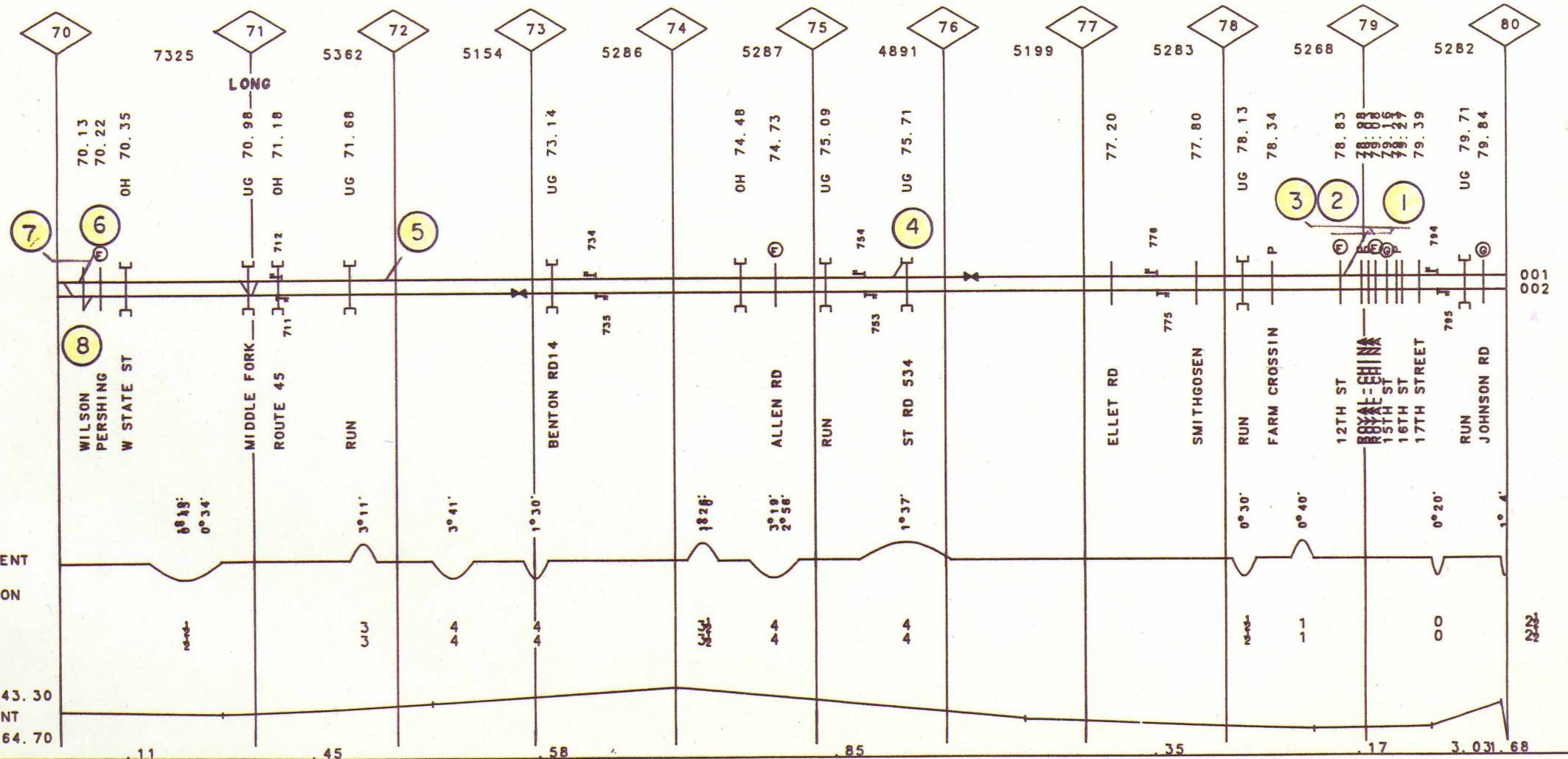
GRINDING	75(1)	81	75(1)	79(1)	80
SURFACING	80	78	81	80	80
TIES	40-70	40-74	40-74	40-74	40-74
UNDERCUTTING	80	81	81	81	81
RAIL	60/60/50	45/45/45	70/60/50	35.2	70/60/50
BAL CLEAN					
TONNAGE (MGT)					
T T SPEED					

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1243.30
VERT. ALIGNMENT
MIN ELEV 1064.70
GRADE



MP 60.00 - MP 70.00 OH

REV. 01/82

25-2402 M.L. (PGH. / CHG.)

GRINDING	78(1)	80(2)	80(2)	81	81	81	81	81	81
SURFACING	80E								78
TIES	77			81					
UNDERCUTTING									
RAIL	40-77	32-79	40-72						
BAL CLEAN	80L	81	80L	81	80L	81	81	81	
TONNAGE (MGT)		43.0							
T T SPEED	70/60/50	50/50/50	45/45/45	50/50/50	60/60/50				

GRINDING	78(1)	68(2)	75(1)	81	81	81	81	81	81
SURFACING	80E								78
TIES	80			81					
UNDERCUTTING									
RAIL	40-76	40-66	40-67	40-70					
BAL CLEAN		75M	80L						
TONNAGE (MGT)		35.2							
T T SPEED	70/60/50	50/50/50	45/45/45	50/50/50	60/60/50				

001

002

VALUATION
TOWN

ALUM

LEETONIA

V7342

SALEM

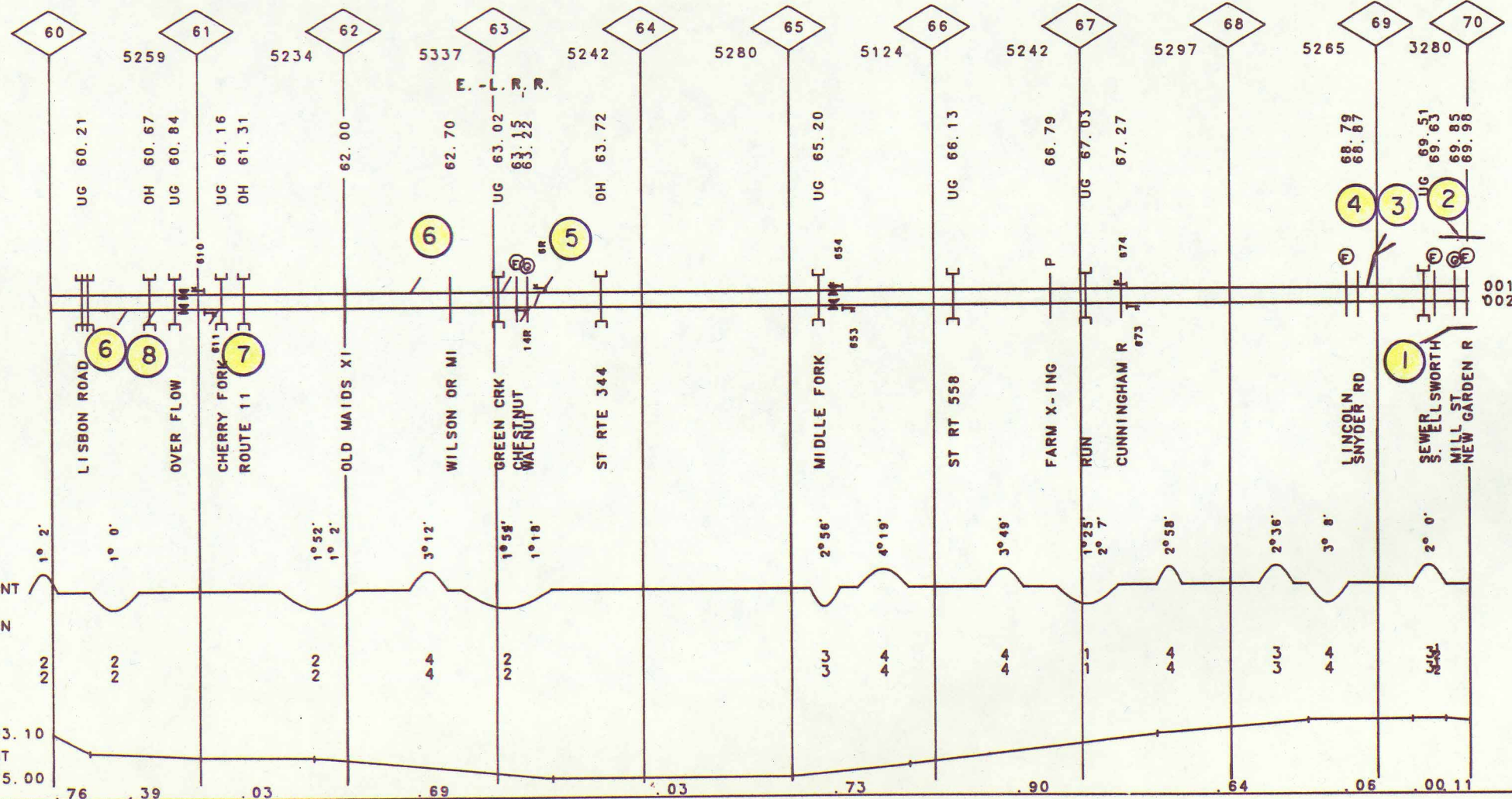
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1163.10
VERT. ALIGNMENT
MIN ELEV 1015.00
GRADE



001
002

SALEM

1 TRICK
 2 3 R

TRANSPORTATION

-

C.I.&R.

-

MofW
Track
C&S

10 = 10
3 = 3

MP 79.1 Sebring - Former Freight Station

Frame

Employees: -

Use: Sold 1974 to Salem Railroad Club, Inc. and moved in 1975 to north side of tracks off
Conrail's right-of-way.

Remarks: -

MP 79.1 Sebring - Stark Electric Interurban Station at 15th St.

Not Conrail Building

MP 69.8 Salem Station

Masonry

Employees: 13

Use: Office, MofW/C&S/Freight

Remarks: Fair - Needed

TRANSPORTATION DATAMAIN LINE - PITTSBURGH TO CHICAGOSEGMENT: MP 60 to MP 70SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OHYARDS:YARD JOBS:LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:MP 63.2 Lisbon Industrial Track
MP 22.5 to MP 34.0 Approved for abandonment
by ICC Docket No. AB167 on March 3, 1982NOTES:MP 63.2 Leetonia Tower - 1st Trick - 5 Days per Week
2nd Trick, as requiredCUSTOMER DATA - 1981/1982*

<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
1. Ballnoff Products Co. (Metal Products)	0	31	31	23,064	744
*	0	22	22	19,967	908
2. Kaiser Refractories (Firebrick)	499	70	569	825,050	1450
*	322	18	340	491,017	1444
3. NRM Corporation (Including both locations)	0	1	1	5,246	5246
*	0	0	0	-	-
4. Mellinger Lumber (Lumber)	4	0	4	3,631	908
*	0	0	0	-	-
5. A&P Tea Warehouse (Packing House)	0	0	0	-	-
*	0	0	0	-	-
6. Peoples Lumber Co. (Lumber)	0	0	0	-	-
*	0	0	0	-	-
7. Elger Plumbing Division Wallace Murray Corp.	153	15	168	119,784	713
*	103	2	105	87,016	829
8. E. W. Bliss Co. (Machinery)	2	10	12	36,828	3069
*	5	17	22	93,064	4230

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 50 to MP 60

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

CUSTOMER

1. Franklin Furniture Co.
(Furniture)
2. Columbiana Boiler Co.
(Machinery)

CUSTOMER DATA - 1981/1982*

	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	0	1	1	805	805
*	0	0	0	-	-
	24	3	27	31,617	1171
*	7	2	9	13,222	1469

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:

NOTES:

MP 59.8 Y&S Railroad Interchange

GRINDING	78(1)					68(1)		78(1)
SURFACING		81			77			80F
TIES								
UNDERCUTTING								
RAIL	40-77	32N81	40-77					
BAL CLEAN	80L	75M	76L				80L	
TONNAGE(MGT)				43.0				
T T SPEED	40/40/40	50/50/50	60/60/50		70/60/50			

GRINDING		79(1)				78(1)
SURFACING		81				80F
TIES		78				80
UNDERCUTTING						
RAIL	32-78	40-74	32-78		40-76	
BAL CLEAN	80L		76L			
TONNAGE(MGT)			35.2			
T T SPEED	40/40/40	50/50/50	60/60/50		70/60/50	

VALUATION
TOWN

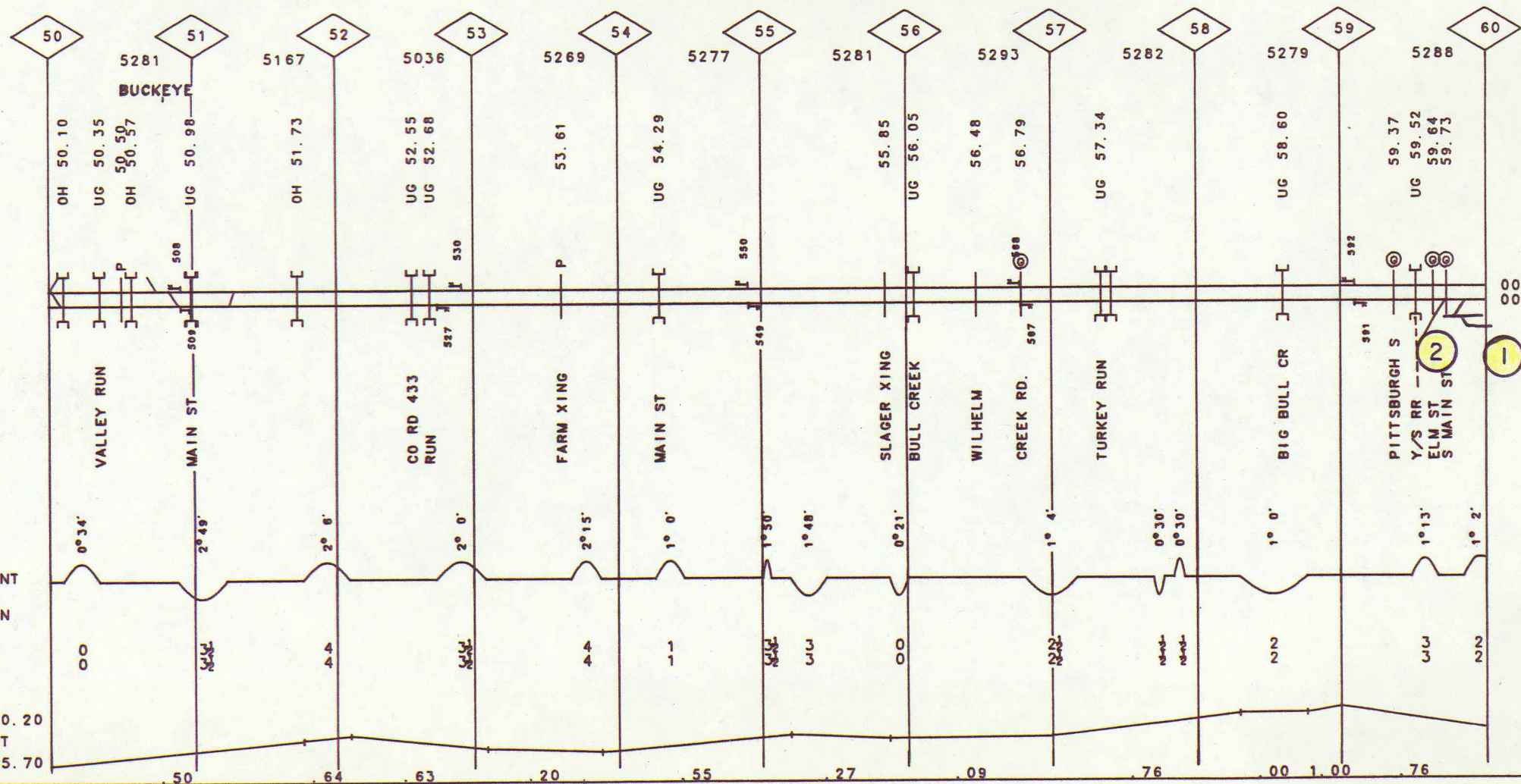
V7342
NEW WATERFORD

COLUMBIANA

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1140.20
VERT. ALIGNMENT
MIN ELEV 1015.70
GRADE



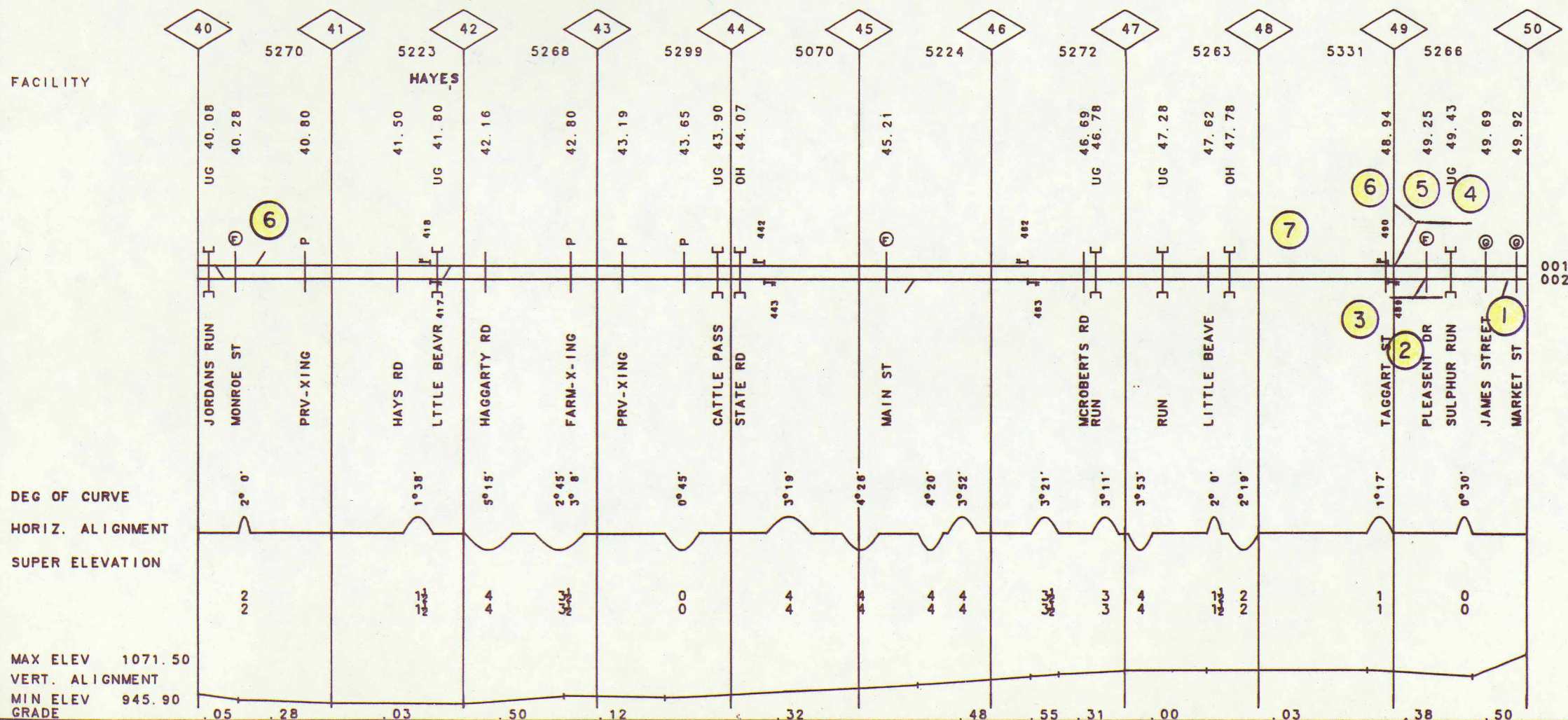
GRINDING	80(2)		81		80(2)			
SURFACING	81	79E	80E	79	79E	80E	77	
TIES								
UNDERCUTTING								
RAIL								
BAL CLEAN	81	80L	32-79	80L	76L	80L	76L	
TONNAGE(MGT)								
T T SPEED	50/50/50	40/40/40	50/50/50	43.0	45/45/45	50/50/50	40/40/40	
GRINDING	75(2)	75(1)	81	79(1)	79(2)	79(1)		
SURFACING								
TIES	80	81						78
UNDERCUTTING								
RAIL								
BAL CLEAN	64BH	40-69	76L	80L	32-78	76L	440-74	
TONNAGE(MGT)								
T T SPEED	50/50/50	40/40/40	50/50/50	35.2	45/45/45	50/50/50	40/40/40	

VALUATION
TOWN

NEW GALILEE

ENON

PA/OH
V7338/V7342
EAST PALESTINE



TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 40 to MP 50

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:

NOTES:

CUSTOMER

CUSTOMER DATA - 1981/1982 *

	<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CONRAIL</u>	<u>AV REV</u>
	<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REVENUE</u>	<u>CAR</u>
1. Youngstown Chemical Co. (Chemicals)	5	0	5	5,745	1149
*	2	0	2	2,225	1112
2. Pittsburgh Refractories (Brick)	5	0	5	3,160	632
*	0	0	0	-	-
3. Blasco Iron & Steel (Scrap)	0	0	0	-	-
*	0	0	0	-	-
4. Stroehecker, Inc. (Machinery)	2	0	2	17,125	8563
*	0	0	0	-	-
5. Kenmar Manufacturing Co. (Furniture)	0	0	0	-	-
*	0	0	0	-	-
6. Electric Refractories (Refractories)	9	0	9	7,740	860
*	4	0	4	4,293	1073
7. East Palestine Lumber (Lumber)	0	0	0	-	-
*	0	0	0	-	-

TRANSPORTATION DATAMAIN LINE - PITTSBURGH TO CHICAGOSEGMENT: MP 34 to MP 40SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OHYARDS:YARD JOBS:LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:

Koppel Secondary

NOTES:

Wood Tower - Continuous Operation

CUSTOMER1. Pittsburgh Refractories
(Brick)CUSTOMER DATA - 1981/1982 *

<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
23	0	23	15,943	693
* 0	0	0	-	-

KOPPEL SECONDARY1. Caplan Scrap Metal Co.
(Scrap Iron and Steel)2. Penna Pkg. & Processing
(Chemicals)3. Babcock & Wilcox
(Steel)

1	0	1	1,055	1055
* 0	1	1	716	716
134	3	137	234,407	1711
* 68	0	68	132,577	1950

See B&W Plant on Main Line - Pittsburgh to Chicago,
Pittsburgh Division for customer data.

E. PALESTINE

1 TRICK
 2 3 R

TRANSPORTATION

-

C.I.&R.

-

M of W

Trackmen

C&S

B&B

4

= 4

1

= 1

-

= -

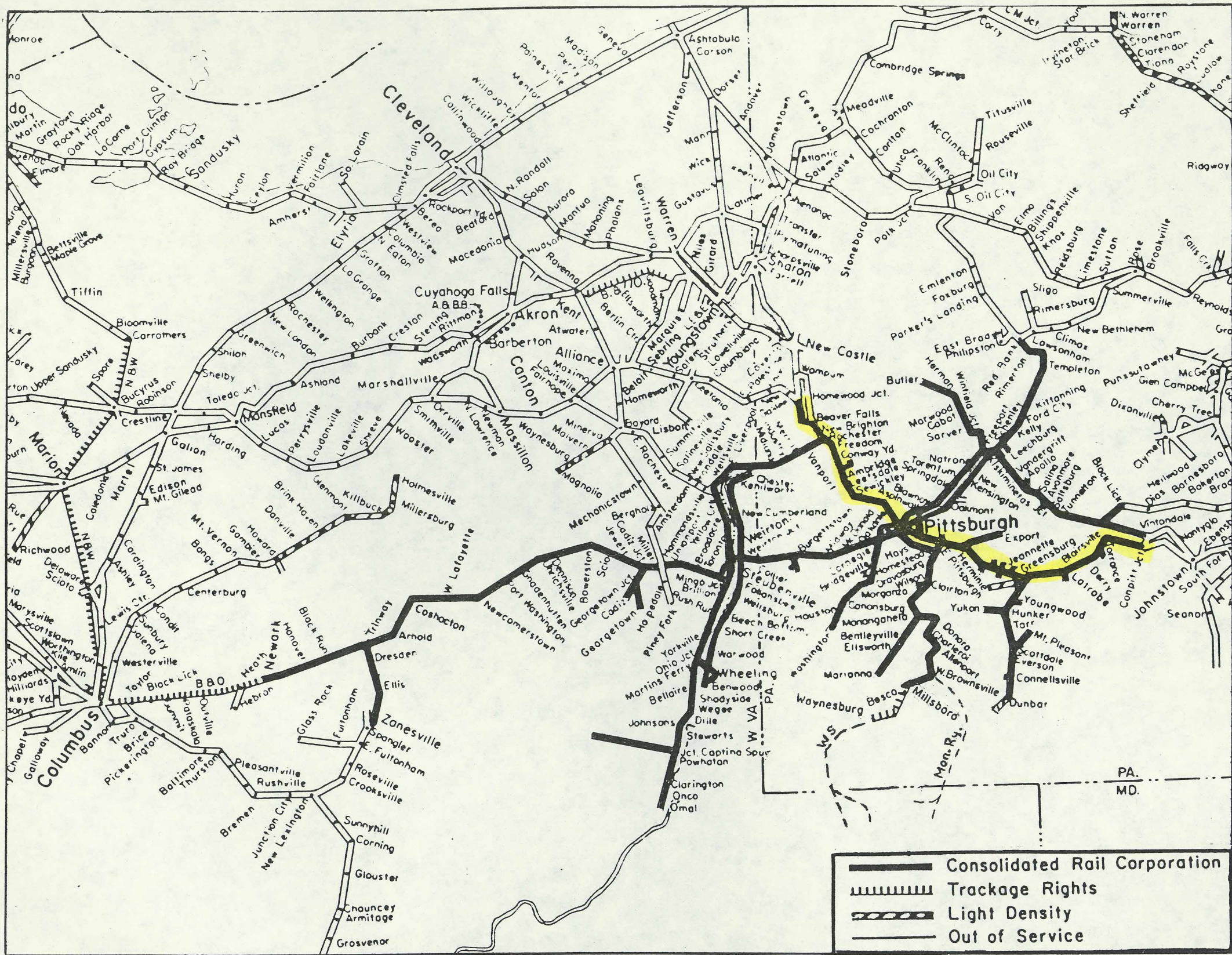
MP 49.9 E. Palestine Freight House

Wood Frame

Employees: 4

Use: MofW

Remarks: Fair - Needed



MAP PITTSBURGH DIVISION CENTRAL REGION

PITTSBURGH DIVISION

The Pittsburgh Division, headquartered in Pittsburgh, Pa., serves a 20-county area in western Pennsylvania, northern West Virginia, and eastern Ohio. The Division extends from "Conpit", 63 miles east of Pittsburgh to East Columbus, Ohio, 186 miles west of Pittsburgh; and from Red Bank, the Division post on the north, to Connellsville, Pa. on the south.

The Division consists of 868 route miles. Conrail Core Routes on the Division are the Harrisburg-Pittsburgh, Conemaugh, and Pittsburgh-Chicago Main Lines, and the Pittsburgh-West Brownsville Branch.

Conway Yard, is one of Conrail's major classification yards, located 22 miles northwest of Pittsburgh.

Originating traffic on the Pittsburgh Division produced revenue of approximately \$382 million in 1981, and \$335 million in 1982.

PITTSBURGH DIVISION
1982 MAJOR INDUSTRIAL ACCOUNTS
\$1 MILLION ANNUAL REVENUE

<u>COMPANY</u>	<u>LOCATION</u>	<u>OUT</u>	<u>REVENUE</u>	<u>IN</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>1982 REVENUE</u>
WEIRTON STEEL	Weirton, WV	6,680	9,098,993	27,536	18,215,813	34,216	27,314,806
UNITED STATES STEEL	Ambridge, Braddock, Irvin, Clairton, Duquesne, Munhall, Homestead, McKeesport, Pittsburgh, Johnstown and Vandergrift, PA	11,967	12,348,124	2,002	2,328,709	13,969	14,676,833
WHEELING-PITTSBURGH STEEL	Allenport, Monessen, PA Martins Ferry, Mingo Jct., Steubenville, Yorkville, OH Benwood, Follansbee and Wheeling, WV	10,296	6,551,311	10,376	5,337,005	20,672	11,888,316
TRAILVAN TERMINAL	Pittsburgh, PA	11,614	5,052,090	12,564	5,465,340	24,178	10,517,430
JONES & LAUGHLIN STEEL	Aliquippa & Pittsburgh, PA	4,710	4,573,080	3,903	2,209,855	8,613	6,782,935
ARMCO, INC.	Butler, Economy, PA	3,029	3,488,846	3,241	2,620,587	6,270	6,109,433
BABCOCK & WILCOX	Morado, Koppel, Beaver Falls and Economy, PA	3,343	2,695,398	3,054	1,692,151	6,397	4,387,549
ALLEGHENY LUDLUM	Brackenridge, Leechburg, and West Leechburg, PA	2,077	1,796,640	3,839	2,369,172	5,916	4,165,812
BUNCHER	Leetsdale, PA			7,002	2,664,749	7,002	2,664,749
HYDRIL	Rochester, PA	995	1,519,932	666	599,300	1,661	2,119,232
MC GRAW EDISON	Canonsburg, PA	530	1,649,419	119	213,880	649	1,863,299
FISHER BODY DIV., GMC	Irvin, PA	1,131	1,452,810	2	2,829	1,133	1,455,639
COLT INDUSTRIES, INC.	Midland, PA	512	920,583	575	398,371	1,087	1,318,954
KOPPERS CO.	Follansbee, WV	379	571,037	481	727,477	860	1,298,514
AZCON [Deitch]	Sharpsburg, PA	928	472,819	1,752	785,720	2,680	1,258,539
CHARLEY BROTHERS	S. Greensburg, PA	3	1,855	1,502	1,235,635	1,505	1,237,490
QUAKER STATE OIL	Congo, WV	216	302,851	660	882,453	876	1,185,304
TUBE CITY IRON & METAL	Homestead & Munhall, PA	1,215	1,023,096	132	98,204	1,347	1,121,300
VULCAN MATERIALS	Neville Island, PA	571	529,856	705	562,369	1,276	1,092,225

PITTSBURGH DIVISION
1982 MAJOR INDUSTRIAL ACCOUNTS
\$200 THOUSAND TO \$1 MILLION ANNUAL REVENUE

<u>COMPANY</u>	<u>LOCATION</u>	<u>OUT</u>	<u>REVENUE</u>	<u>IN</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>1982 REVENUE</u>
S. H. BELL	East Liverpool, OH	568	712,905	135	177,469	703	890,374
WESTINGHOUSE ELECTRIC	Trafford, Manor, Derry and East Pittsburgh, PA	268	706,881	37	124,693	305	831,574
ARMSTRONG WORLD INDUSTRIES	Beaver Falls, PA	225	180,549	628	646,055	883	826,604
GIANT EAGLE	Superior, PA			826	710,340	826	710,340
JEANNETTE SHEET GLASS	Jeannette, PA	20	14,459	475	665,020	495	679,479
NABISCO	East Liberty, PA			505	537,148	505	537,148
HERCULES	Donora & W. Elizabeth, PA	171	264,111	154	270,014	325	534,125
ARCO AUTO CARRIERS	Pitcairn, PA	1	1,474	504	531,502	505	532,971
CLIMAX MOLYBDENUM	Burgettstown, PA	67	76,599	189	443,507	256	520,106
PAPERCRAFT	Blawnox, PA	317	304,771	138	191,719	455	496,490
ST. REGIS PAPER CO.	Pittsburgh, PA			528	483,392	528	483,392
H. J. HEINZ	Pittsburgh, PA	289	371,992	93	84,078	382	456,070
STEELMET	McKeesport, PA	523	171,584	424	281,763	947	453,347
EDGEWATER STEEL	Oakmont & Verona, PA	229	285,326	220	163,157	449	448,483
MALLET	Carnegie, PA	4	3,324	242	424,422	246	427,746
POLYCOM	Donora, PA	198	276,047	163	118,949	361	394,996
CORNING GLASS WORKS	Charleroi, PA	1	1,220	186	347,542	187	348,762
LATROBE BREWING CO.	Latrobe, PA			161	347,918	161	348,918
NEVILLE CHEMICAL	Neville Island, PA	97	149,865	102	182,622	199	332,487
C. E. GLOBE REFRACTORIES	Kenilworth, Chester, WV	169	212,458	74	105,751	243	318,209
ST. JOE PAPER	Sharpsburg, PA	316	290,537	17	9,956	333	300,493
WESTVACO	Wellsburg, WV	168	141,249	141	154,843	309	296,092
ELJER PLUMBING	Ford City, PA	10	11,589	262	265,228	272	276,817
MENASHA CORPORATION	Waltz, PA	307	257,109			307	275,109
MARTINO BROTHERS	Rochester, PA			479	274,607	479	274,607
STAUFFER CHEMICAL	Monongahela, PA	145	259,715	12	11,675	157	271,390
VULCAN MOLD	Latrobe, PA	132	145,178	109	119,768	241	264,946
STANDARD STEEL	Latrobe, PA	45	68,269	209	192,270	254	260,539
WAYNE PET FOODS	Everson, PA	139	131,325	124	121,410	263	252,735
COMMONWEALTH WHSE.	Pittsburgh, PA	260	229,820			260	229,820
DURABOND	Export, PA	53	93,472	255	134,284	308	227,756
FREEPORT BRICK	Lane, PA	1	1,230	152	226,476	153	227,706
GREIF BROTHERS	Arden, PA	241	217,386	2	1,040	243	218,426
NICKELS BAKERS	Martins Ferry, OH	168	208,406			168	208,406

PITTSBURGH DIVISION
MAJOR REVENUE COAL ACCOUNTS

COAL SHIPPER AND MINE	LOCATION	TYPE OF COAL	1982 CARLOADS	TONS	1982 CR REVENUE
1. BETHLEHEM MINES		Metallurgical			
Bethlehem #51	Ellsworth, PA		7,336	674,945	10,666,544
Bethlehem #58	Mariana, PA		8,230	757,114	11,332,710
Bethlehem #60	Ellsworth, PA		6,164	567,070	8,309,072
2. CONSOLIDATION COAL		Steam			
Blacksville #1	Blacksville, WV		5,382	511,281	3,143,088
Blacksville #2	Wana, WV		6,881	653,705	4,018,504
Loveridge #22	Fairview, WV		12,560	1,193,188	7,435,520
Champion	Champion, PA		91	7,735	101,829
Georgetown	Georgetown, OH		3,374	307,130	2,861,152
Mathies	Courtney, PA		3,606	342,580	3,699,756
3. NORTH AMERICAN COAL		Steam			
Powhatan #5	Powhatan, OH				[Closed]
Powhatan #6	Powhatan, OH		12,432	1,243,192	6,626,256
4. TUNNELTON MINING CO.		Steam			
Marion Mine	Tunnelton, PA		9,361	936,100	7,441,995
5. Y & O COAL CO.		Steam			
Allison	Hareb Church, OH				[Closed]
Nelms #2	Miller, OH		5,721	572,110	2,563,008
6. NORTH CAMBRIA FUELS		Steam			
Indiana #22	Blairsville, PA		4,076	407,600	3,721,388
7. EASTERN ASSOCIATED COAL		Steam			
Federal #1	Grant Town, OH		8,853	814,478	4,913,415
Federal #2	Miracle Run, WV		5,333	490,604	2,959,815
Delmont #10	Hunker, PA				[Closed]
8. CRAVAT COAL CO.		Steam			
Lynn Mine	Onco, OH		3,659	336,648	1,562,393
9. STANDARD OF INDIANA [AMOCO]		Metallurgical			
Emerald Mine	Waynesburg, PA		6,140	601,715	3,180,520
10. SOUTHWEST MATERIALS		Steam			
Bullskin Mine	Connellsville, PA		445	40,930	588,290
11. BLUE LINE COAL CO.		Steam			
Tappan Mine	Dennison, OH				[Closed]

PITTSBURGH DIVISION
MAJOR INTERCHANGE POINTS
ANNUAL VOLUME 1982

<u>INTERCHANGE LOCATION</u>	<u>RAILROAD</u>	<u>YARD</u>	<u>DELIVERED</u>	<u>RECEIVED</u>	<u>TOTAL</u>
1. West Brownsville, PA	Monongahela Railway	W. Brownsville	47,592	47,751	95,343
2. Duffs Jct., PA	P C & Y	Carnegie	3,413	3,872	7,285
3. Thomson, PA	Union	Thomson	16,403	23,877	40,280
4. Etna [Millvale], PA	Chessie [B&O]	Etna	4,825	3,729	8,554
5. Butler, PA	B & L E Railroad	Kiski	8,191	6,238	14,429
6. Pittsburgh-30th St., PA	Monongahela-Connecting	Thomson	899	1,867	2,766
7. Freeport, PA	Pittsburgh & Shawmut	Kiski	6,092	3,356	9,448
8. Brilliant [Shannon], OH	N & W	Mingo Junction	3,938	3,958	7,896
9. Clairton, PA	Union	Clairton	9,748	5,671	15,419
10. Benwood, WV	Chessie [B&O]	Benwood	1,305	1,363	2,668
11. Clairton, PA	N & W	Clairton	2,359	194	2,553
12. Morgan Run, OH	N & W	Mingo Junction	631	672	1,303
13. McDonald, PA	Montour	Mingo Junction	12	87	99
14. Uhrichsville, OH	Chessie [B&O]	Mingo Junction	50	53	103

PITTSBURGH DIVISION
TRANSPORTATION DEPARTMENT

The Pittsburgh Division operates 35 through freight trains per day, of which 67% originate on the Division; 18 local freight trains per day; and 34 yard crews per day. The Division handles 4,190 through and local cars per day.

The Pittsburgh Division has three principal yards, namely, Thomson, Mingo Junction, and Conway, which serve the hub of the Pittsburgh area steel and coal industries, and four smaller industrial servicing yards. These yards dispatch 2,675 cars per day.

There are six Trainmaster territories on the Division, not including Conway Yard.

PITTSBURGH DIVISION

LOCAL AND THRU FREIGHT TRAINS OPERATING OVER THE MAIN LINE WOOD TO PITT

EASTBOUND - Scheduled:

LOCALS

WICE-33	Conway to Mingo Junction	[Reports at Conway]
	Daily	
WICE-02	Conway to Altoona	[Reports at Conway]
	Daily	
WICE-16	Conway to West Brownsville	[Reports at Conway]
	As needed	
WIMJ-12	Conway to Mingo Junction	[Reports at Mingo Jct.]
	As needed	
WICW-16	Yellow Creek Turn	[Reports at Conway]
	As needed	
WICE-51	Conway to Bethlehem Mines	[Reports at Conway]
58	Nos. 51, 58, and 60	
60	As needed	
WYCW-2	New Castle Turn	[Reports at Conway]

THRU

TOPI-A&B	Toledo-Conway
INPI	Indianapolis-Conway
BUPI	Buffalo-Conway
MEPI	Meadville-Conway
BNPI	Chicago-Conway
COPI-A&B	Columbus-Conway
SLPI	East St. Louis-Conway
ELPI	Elkhart-Conway
TV-26	Detroit-Conway-Edge Moor
TV-2	Chicago-Philadelphia
TV-12M	Chicago-Kearny
TV-22	Chicago-Baltimore
TV-40	Chicago-Kearny
TV-100	Chicago-Harrisburg
PXCA	Chicago-Conway-Camden
ASPI	East St. Louis-Conway
TV-4	East St. Louis-N. Bergen
PIAB	Conway-Morrisville
PIAL	Conway-Allentown
PIOI	Conway-Oak Island
PIPY	Conway-Potomac Yard
PIEN	Conway-Enola

MAIL 8 Chicago-Kearny
 MAIL 10 East St. Louis-Kearny
 EMPTY HOPPER TRAINS - Av. 5/day
 LOADED GRAIN TRAINS - Av. 1/day

PASSENGER

No. 40 Chicago-New York
 No. 440 Chicago-Washington, D.C.

Present Daily Average Trains - Eastbound - 40

WESTBOUND - Scheduled:

WICW-23/24	Conway to Koppel	[Reports at Conway]
	As needed	
WAAL-1	Altoona to Conway	[Reports at Altoona]
	As needed	
WIWB-15	West Brownsville to Conway	[Reports at WB]
	Daily	
WICW-11	Conway to Mingo Junction	[Reports at Conway]
	As needed	
WICW-15	Conway-Yellow Creek T/A	[Reports at Conway]
	As needed	
WIMJ-32	Mingo Junction to Conway	[Reports at Mingo Jct]
	Daily	
WYCW-1	Conway to New Castle T/A	[Reports at Conway]
	Daily except S/S	

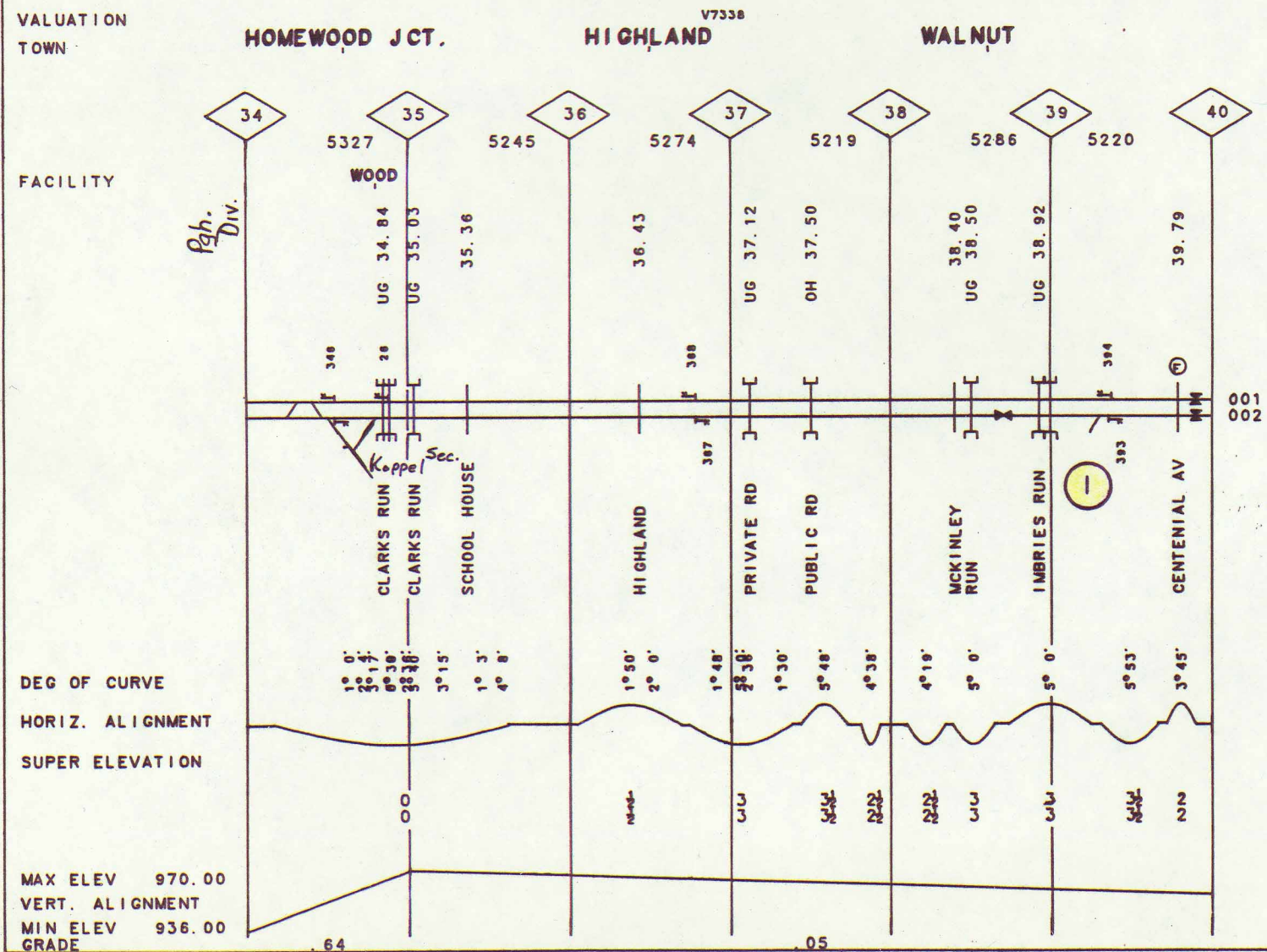
THRU

PIME	Conway-Meadville
PIBN	Conway-Chicago
PICO	Conway-Columbus
PIBU	Conway-Buffalo
PITO	Conway-Toledo
PIAS	Conway-East St. Louis
PIEL	Conway-Elkhart
PILN	Conway-Cincinnati
PISF	Conway-Streator-ATSF
PIIN	Conway-Indianapolis
PINP	Conway-Chicago
PICL	Conway-Cleveland
BAPI	Baltimore-Conway
CAPI	Camden-Conway
ENPI	Enola-Conway
PGPI	Phila-Greenwich-Conway
TV-27	Edge Moor-Conway
TV-1	Philadelphia-Conway
TV-3M	Kearny-East St. Louis
TV-11	Kearny-Chicago
TV-61	Portside-Chicago
TV-201	Harrisburg-Chicago
OIIN	Oak Island-Indianapolis
OITO	Oak Island-Toledo

MAIL 9 Kearny-Chicago
 MAIL 11 Kearny-East St. Louis
 EMPTY GRAIN HOPPERS - Av. 1/day
 LOADED UNIT COAL - Av. 2/day
 LOADED UNIT COKE - Av. 2/weekly

No. 41 New York-Chicago
 No. 441 Washington, D. C.-Chicago

Present Daily Average Trains - Westbound - 43

[illegible]

GRINDING	78(1)	
SURFACING	81	
TIES	77	
UNDERCUTTING		
RAIL	40-77	
BAL CLEAN	81	
TONNAGE (MGT)	43.8	
T T SPEED	55/50/50	45/15/15

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GRINDING	81	80(2)	80(1)
SURFACING	81		80E
TIES	78		75
UNDERCUTTING			
RAIL	40-68	40-76	
BAL CLEAN		81	
TONNAGE (MGT)		35.8	
T T SPEED	55/50/50		45/45/45

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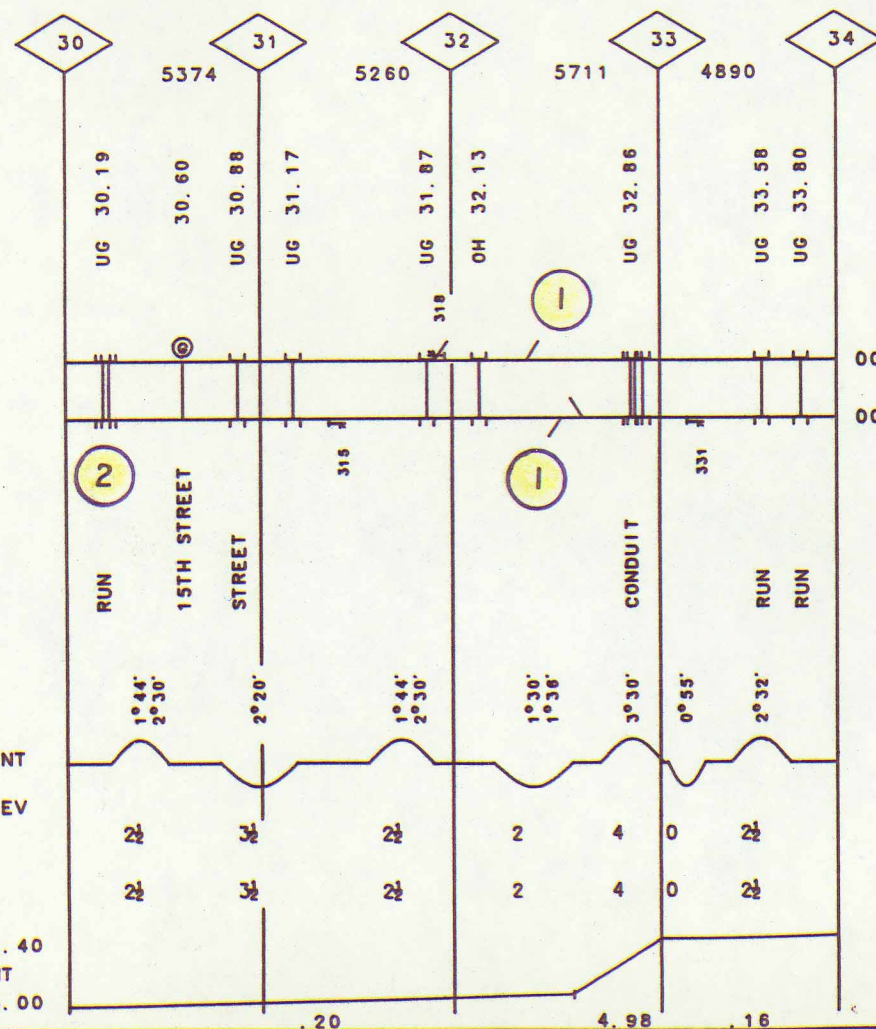
VALUATION
TOWN

BEAVER FALLS

V7338

MORADO

FACILITY



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DEG OF CURVE
HORIZ. ALIGNMENT
AUTH. SUPER ELEV

MAX ELEV 901.40
VERT. ALIGNMENT
MIN ELEV 745.00
GRADE

WOOD

TRANSPORTATION
Block Operator

<u>1</u>	<u>TRICK</u>		<u>R</u>	
	<u>2</u>	<u>3</u>		
1	1	1	1	= 4

C.I.&R

-

M of W

-

MP 34.8 Homewood - Wood Tower
Wood Frame
Employees: 4
Use: Operators
Remarks: Fair

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO WOOD

SEGMENT: MP 34.0 - MP 30.0
SUPERVISOR: D. A. Schaub
Terminal Superintendent
Conway, Pa.

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

YICW-23/24

BRANCHES: None

NOTES: MP 34.8 - WOOD Interlocking - Youngstown Division
MP 34.0 - DIVISION POST - Pittsburgh Division

CUSTOMER

- [1] Babcock & Wilcox Company
[East Works and Main Plant]
[Tubular Products]
[2] Armstrong World Industries
[Formerly Armstrong Cork]
[Ceiling Tile]

CUSTOMER DATA - 1981/1982*

<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
5,835	5,191	11,026	6,979,458	633
2,174	2,137	4,311	2,754,729	639
681	266	947	855,141	903
632	258	890	838,380	942

* 1982

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO WOOD

SEGMENT: MP 30.0 - MP 20.0

SUPERVISOR: D. A. Schaub
Terminal Superintendent
Conway, Pa.

YARDS: Conway Yards
Term. Supt. - 1
Asst. Tm. Supt. - 1
Trainmasters - 3
Road Foreman - 4
OTE Forces - 53 [21 YM
[23 Clerks,
[Crew Clrs.]
T&E Forces - 97 [9 Blk. Oprs.]

YARD CREWS: See attached sheet

LOCALS SERVING THIS SEGMENT:

None - industries served
by extra yard crews on
as needed basis.

BRANCHES:

		CUSTOMER DATA - 1981/1982*				
		CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
[A] MP 27.0 Jct. Block House Run	[A] Rochester Box	-	-	-	-	-
	Industrial Track	*	-	-	-	-
	[MP 0.0 - MP 2.3]					
[B] MP 25.9 Jct. Low Grade Branch	Hydril	1,347	1,311	2,658	2,748,372	1,034
	[Pipe]	*	995	1,661	2,313,773	1,393
[C] MP 25.9 Jct. Bayard Branch	PBI Industries	128	-	128	111,232	869
	[Structural Steel]	*	20	57	47,196	828
[D] MP 20.3 Jct. Economy Branch	Mobil Chemical	66	2	68	40,528	596
	[Chemicals]	*	0	37	75,554	2,042
	General Alloy	6	0	6	6,156	1,026
	[Castings]	*	0	3	4,650	1,550
	Martino Bros. Trucking	344	0	344	360,002	1,047
	(Trucking)	*	0	477	273,321	573
	(D) Armco Steel Corporation	4,459	6,424	10,883	8,554,038	786
	[Pipe]	*	2,954	4,740	4,768,440	1,006
	Babcock & Wilcox Company	2,017	2,393	4,410	3,073,770	697
	[Tubular Products]	*	1,206	2,086	1,645,854	789
	Ambridge Lumber	2	0	2	1,948	974
	[Lumber]	*	0	1	774	774
	Wyckoff Steel Company, Div. Ampco	0	20	20	12,380	619
	[Steel Products]	*	2	1,327	1,327	663
	H. H. Robertson Co.	8	97	105	61,425	585
	[Building Products, Steel Flooring]	*	22	28	19,096	682
	Larstone Co.	15	11	26	20,748	798
	[Paper Boxes]	*	0	0	-	-
	Levinson Steel Co.	463	25	488	469,944	963
	(Steel Warehouse)	*	10	380	390,640	1,028

NOTES: MP 25.9 ROCHESTER TOWER
[Continuous operation]
MP 24.5 WEST CONWAY TOWER
[Continuous operation]
MP 23.9 CP FREEDOM
MP 21.7 CP BADEN
MP 20.8 EAST CONWAY TOWER
[Continuous operation]

NON-AGREEMENT

TRANSPORTATION

Terminal Superintendent
D. A. Schaub

Asst. Terminal Supt.
J. P. Newcomer

Trainmasters
P. J. Felix
R. B. Dripps
G. F. Subasic

Road Foreman
A. R. DeVore
J. D. Ochtyun
W. A. Cobb
J. D. Trimble

C. I. & R.

Terminal General Foreman
R. B. Salyers
General Foremen
J. A. Davis
G. Sebastian
K. P. Caporuscio
M. Ricciardi

Maintenance
General Foreman
J. P. Kaunert

M. W. & S.

Assistant Division Engineer
J. E. Beyerl

CONWAY, PA.

Transportation

Terminal Supt.	1- 0- 0
Asst. Term. Supt.	0- 0- 1
Trainmasters	1- 1- 1
Road Foremen	1- 1- 1
Yardmasters	7- 7- 7
Clerks, Crew Callers/ Janitors	13- 5- 5
Block Operators	3- 3- 3
	<u>26-17-15</u>

TOTAL: 58

Station Department

Area Manager	1- 0- 0
Field Term. Supt.	1- 0- 0
Traveling Representative	1- 0- 0
Supv. Trans. Reporting	1- 1- 0
Asst. Supv. Operations	1- 1- 1
Clerks	14- 9- 8
	<u>19-11- 9</u>

TOTAL: 39

Maintenance

General Foreman	1- 0- 0
Foreman	1- 0- 0
Electricians	8- 1- 1
Machinists	7- 0- 0
Pipefitters	4- 0- 0
Boilermaker	1- 0- 0
Laborer	1- 0- 0
	<u>23- 1- 1</u>

C.I.&R.

Terminal Gen. Foreman	1- 0- 0
General Foremen	1- 1- 1
Foremen	10- 2- 1
Car Repairmen	33- 4- 0
Car Inspectors	21-22- 8
Laborers	3- 2- 0
Clerks	2- 0- 0
	<u>71-31-10</u>

TOTAL: 112

M.W. & S.

Supervisor	1- 0- 0
Asst. Supervisor	3- 1- 0
Patrol Foremen	4- 0- 0
MO Class I	3- 0- 0
MO Class II	4- 0- 0
Welders	5- 0- 0
Elder Helpers	4- 0- 0
Truck Driver	2- 1- 0
Repairmen	1- 0- 0
Trackmen	10- 1- 0
	<u>38- 3- 0</u>

TOTAL: 41

Switch Gang

Foreman	1- 0- 0
Trackmen	9- 0- 0
	<u>10- 0- 0</u>

TOTAL: 10

B & B

Foremen	2- 0- 0
Mechanics	6- 0- 0
Mechanics Helpers	2- 0- 0
Structural Welder	1- 0- 0
Plumbers	3- 0- 0
	<u>14- 0- 0</u>

C & S

Assistant Supervisors	2- 0- 0
Inspector	1- 0- 0
Asst. Inspector	1- 0- 0
Maintainer Test	2- 0- 0
Foremen	2- 0- 0
Asst. Foremen	1- 0- 0
Maintainers	3- 0- 0
Signalman	9- 0- 0
Radio Maintainers	3- 0- 0
Electronic Technician	2- 0- 0
	<u>27- 0- 0</u>

TOTAL: 27

West Conway

Maintainer	1- 0- 0
------------	---------

TOTAL: 1

Rochester

Maintainer	1- 0- 0
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TOTAL: 1

East Conway

Maintainers	3- 0- 0
Maintainer Test	1- 0- 0
Inspector	1- 0- 0
	<u>5- 0- 0</u>

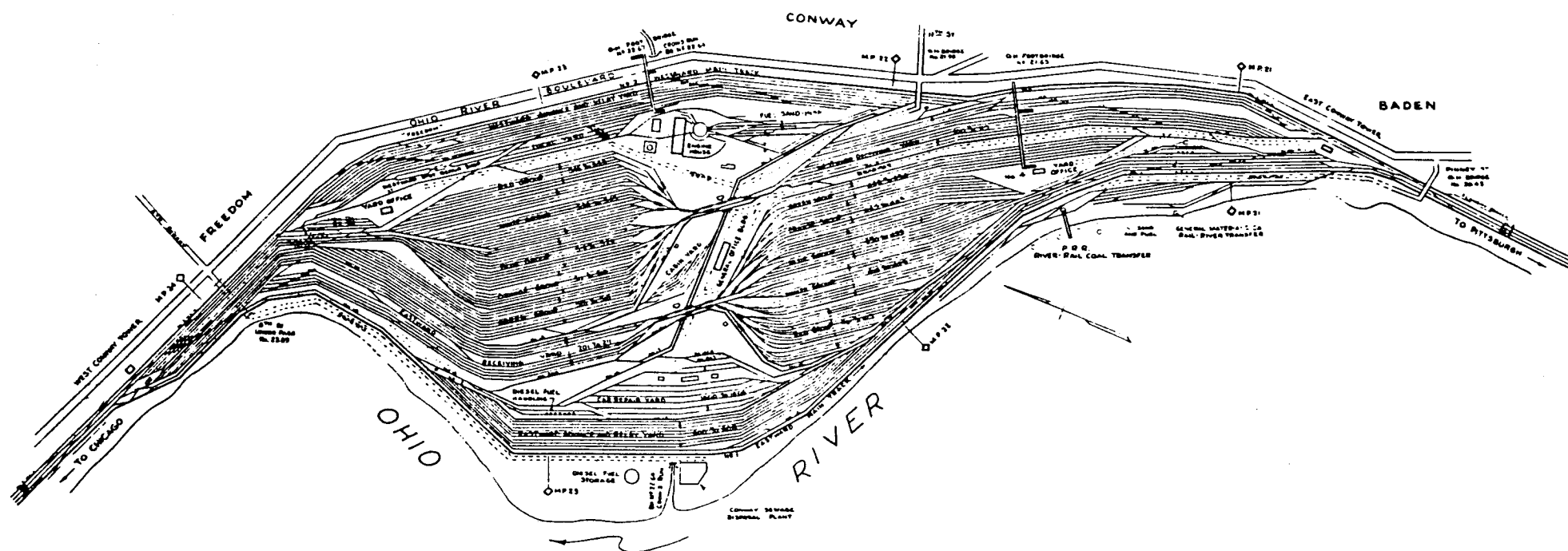
TOTAL: 5

PITTSBURGH DIVISION
CONWAY YARD

Conway is located 22 miles northwest of Pittsburgh on the Pittsburgh-Chicago Main Line. The yard is a dual-hump classification yard. There are 54 eastbound, 53 westbound, and five classification tracks.

Conway receives 46 trains, and dispatches 44 trains per day, including relay trains. In the year 1982, Conway dispatched an average of 2,057 yard cars per day, plus relay cars.

The Terminal Superintendent at Conway is responsible for the operation of both the yard and the Pittsburgh-Chicago Main Line from "Bell" to "Wood" and the Bayard Branch from Rochester to Yellow Creek. Conway crews serve industries in Leetsdale, Economy, Ambridge, Midland, Koppel, Morado, and New Brighton, Pa., as well as Wellsville and East Liverpool, Ohio.



CONWAY YARD DIAGRAM

CONWAY YARD ASSIGNMENTS

FIRST TRICK

EC-182	EB Retarder Operator
WC-181	WB Retarder Operator
EC-162	4 Yard Utility
EC-164	4 Yard Utility
WC-161	5 Yard Utility
WC-163	5 Yard Utility
EC-108	4 Hump Button Conductor
YICE-1	4 Hump Pusher
WC-111	5 Hump Button Conductor
YICW-1	5 Hump Pusher
YICW-10	5 Yard Puller
YICW-11	WB Trimmer
YICE-11	EB Trimmer
YICE-10	4 Yard Puller
YICW-13	5 Yard Puller
YICE-18	Ambridge Industrial
CW-192	American Crane
BC-193	Burro Crane
CW-183	Work Train
CW-108	Engine Exchange
CW-195	Yard Sweeper

SECOND TRICK

EC-282	EB Retarder Operator
WC-281	WB Retarder Operator
EC-262	4 Yard Utility
EC-264	4 Yard Utility
WC-261	5 Yard Utility
WC-263	5 Yard Utility
EC-208	4 Hump Button Conductor
YICE-2	4 Hump Pusher
WC-211	5 Hump Button Conductor
YICW-2	5 Hump Pusher
YICW-22	WB Trimmer
YICE-22	EB Trimmer
YICW-24	5 Yard Puller
YICE-29	Shop Job
YICW-21	5 Yard Puller
YICE-21	4 Yard Puller
YICW-23	5 Yard Puller

THIRD TRICK

ED-382	EB Retarder Operator
EC-362	4 Yard Utility
WC-365	5 Yard & 4 Yard Utility
EC-308	4 Hump Button Conductor
YICE-3	4 Hump Pusher
YICW-31	5 Yard Puller
YICE-33	EB Trimmer
YICE-31	4 Yard Puller
CW-308	Engine Exchange

CONWAY YARD

RELIEF CREWS THAT COVER THREE OR MORE EXTRA VACANCIES

<u>RELIEF CREW</u>	<u>DAY OF WEEK</u>	<u>COVERS</u>	<u>TRICK</u>
CR-3	Sun/Mon	YICW-10	1st
	Tue	Ex. 5 Yard	1st
	Wed/Thu	Ex. 5 Yard	2nd
CR-4	Tues	YICE-13	1st
	Wed/Thu/Fri/Sat	Extra 4 Yard	2nd
CR-5	Fri/Sat/Sun	Extra 4 Yard	2nd
	Mon/Tue	YICE-10	1st
CR-17	Fri	Extra WB Trimmer	3rd
	Sat/Sun	YICE-29	2nd
	Mon/Tue	Extra 4 Yard	2nd
CR-18	Sat/Sun/Mon	Extra 4 Hump	1st
	Tue/Wed	Extra 5 Hump	1st
CW-1	Fri/Sat/Sun	Extra Engine Exchange	1st
	Mon/Tue	Extra Engine Exchange	3rd
CR-10	Thu/Fri/Sat	Extra 5 Hump Button & Cutter	3rd
CR-12	Thu/Fri/Sat	Extra 5 Hump Pusher	3rd
CR-15	Thu/Fri/Sat	Extra 5 Hump Pusher	3rd
CR-16	Thu/Fri/Sat/Sun/Mon	5 Hump Pusher	1st
CR-19	Fri/Sat/Sun/Mon/Tue/Wed	4 Hump Button Cutter	1st
CR-20	Tue/Wed/Thu/Fri	Extra 4 Hump Pusher	1st
	Sat	Extra 4 Hump Pusher	3rd
CR-21	Tue/Wed/Thu/Fri	Extra 4 Hump Button Cutter	1st
	Sat	Extra 4 Hump Pusher	3rd
CR-22	Mon/Tues	Extra 5 Yard	2nd
	Wed	Extra WB Trimmer	3rd
CR-55	Thu/Fri/Sat	Extra 5 Yard Utility	3rd
	Sun	Extra 4 Yard	1st
CR-83	Thu/Fri/Sat	Extra WB Retarder	3rd

CONWAY YARD

TRANSPORTATION

Humps 2

Yard Track Capacity [50' cars]:

Eastbound Receiving	1,203
Eastbound Classification	2,881
Eastbound Dispatching	1,263
Eastbound Receiving	1,438
Westbound Classification	2,850
Westbound Dispatching	1,335

Trains Received/Day 46

Trains Dispatched/Day 44

Classifications:

East	54
West	53
Local	5

Yard Cars Dispatched/Day:

Average	2,068
Peak	4,500

<u>Yard Crews:</u>	<u>Eastbound</u>	<u>Westbound</u>
Hump	2 - 1 - 1	2 - 1 - 1
Flat	2 - 2 - 1	2 - 3 - 1
Industrial	1 - 0 - 0	0 - 0 - 0
<u>Locals:</u>	0 - 0 - 0	2 - 0 - 0

CAR INSPECTION & REPAIR

Status I Shop:

Car Capacity 125

Cars Repaired/Day 58

Status II Shop:

Closed - March, 1982

Wrecking Equipment:

1 - 110 ton Pettisbone

1 - Wreck Train with 250 ton derrick

Y.M.C.A.

Beds 140

Average occupancy/day 138

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102			
	80(2)		
	79T		
	77		
	31F78		
	69BH		
	8.8		

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V7337 || V7338

NEW BRIGHTON.



GRINDING		78(1)		81
SURFACING		81		80E
TIES	77	76		77
UNDERCUTTING				
RAIL	40-64	40-76	40-77	40-65
BAL CLEAN		76L		76L
TONNAGE(MGT)		39.3		42.0
T T SPEED	70/60/50	60/60/50	70/60/50	

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GRINDING		81		80E
SURFACING		80E		80E
TIES		78		
UNDERCUTTING				
RAIL		32-78	52-68	40-65C
BAL CLEAN	81	76L	66BH	81
TONNAGE(MGT)		25.0	20.5	
T T SPEED		50/50/50		

002

GRINDING			78(1)	
SURFACING		80E	81	80E
TIES		76	77	75
UNDERCUTTING				
RAIL		52F 67		40-76
BAL CLEAN	67BH	66BH		69BH
TONNAGE(MGT)		0.5		19.1
T T SPEED		50/50/50		

003

GRINDING			78(1)	
SURFACING	81		80E	75
TIES	66	76		
UNDERCUTTING				
RAIL	40-68	76L	40-76	81
BAL CLEAN				
TONNAGE(MGT)		51.3	36.0	
T T SPEED	75/60/50	60/60/50	75/60/50	

004

VALUATION
TOWN

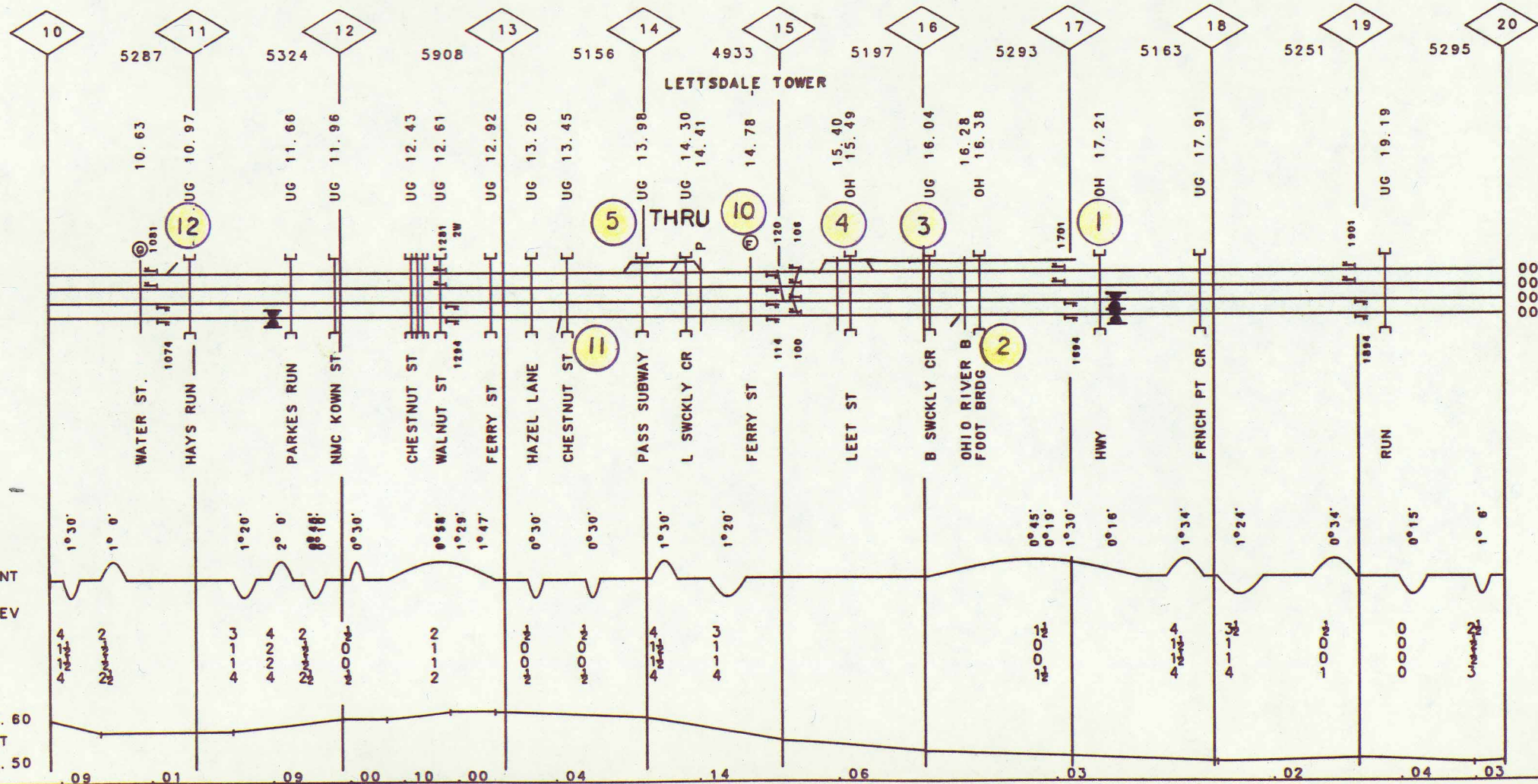
V7338

HAYSVILLE

SEWICKLEY

AMBRIDGE

FACILITY



TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO WOOD

SEGMENT: MP 20.0 - MP 10.0

SUPERVISOR: D. A. Schaub
Terminal Superintendent
Conway, Pa.

YARDS: None

YARD JOBS None

LOCALS SERVING THIS SEGMENT:

None - however, following
yard industrial job serves
these industries:

YICE-18

BRANCHES: None

CUSTOMER

CUSTOMER DATA - 1981/1982*

CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
1,068	242	1,310	788,140	594
162	67	229	147,934	646
2	-	2	1,940	970
6	0	6	8,604	1,434
147	13	160	220,960	1,381
58	11	69	123,303	1,787
116	-	116	65,308	563
140	10	150	131,700	878
5,650	18	5,668	1,348,984	238
7,002	29	7,031	2,664,749	379
22	0	22	10,516	478
12	0	12	9,312	776
84	0	84	84,252	1,003
131	0	131	160,213	1,223
1	0	1	5,270	527
2	0	2	1,605	802
2	0	2	1,244	622
0	0	0	-	-
29	385	414	392,472	948
0	0	0	-	-
21	0	21	30,345	1,445
12	0	12	19,236	1,603

† Purchased portion of Bethlehem Steel
Corporation plant in 1979.

NOTES: MP 15.0 - CP LEETS

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO WOOD

SEGMENT: MP 10.0 - MP 0.0

SUPERVISOR:

D. A. Schaub E. D. Wyatt
Terminal Supt. Trainmaster
Conway, Pa. 43rd St.-Pittsburgh

YARDS: Island Avenue Yard

Trainmaster - 1

OTE Forces - 2 [Yardmas.]

T&E Forces - 9

YARD JOBS

YIIA-1

YIIA-2

YIPF-20

LOCALS SERVING THIS SEGMENT:

None - however, following
yard industrial job serves
these industries:

YIIA-1/2

BRANCHES:

None

CUSTOMER

CUSTOMER DATA - 1981/1982*

<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
10	-	10	8,010	801
2	1	3	2,447	815
2,671	-	2,671	2,136,800	800
4,444	0	4,444	2,374,357	534
44	4	48	56,256	1,172
35	3	38	41,306	1,087
-	-	-	-	-
-	-	-	-	-
2	8	10	7,440	744
0	3	3	3,825	1,275
1	-	1	5,810	581
0	0	0	-	-
-	38	38	32,262	849
0	48	48	36,720	765
12	-	12	7,560	630
0	0	0	-	-
4	-	4	2,100	525
5	0	5	3,800	760
14	-	14	12,642	903
9	0	9	8,658	962
9,676	9,317	18,995	8,813,680	464
12,564	11,614	24,178	10,517,430	435
29	-	29	20,503	707
11	0	11	11,396	1,036
-	-	-	-	-
-	-	-	-	-
47	-	47	45,731	973
52	0	52	86,867	1,639

NOTES: MP 4.8 BELL Interlocking [Remote-Train Dispatcher-Pittsburgh]
MP 1.8 CP PENN [Remote-Train Dispatcher-Pittsburgh]
MP 1.8 Jct. Main Line Conemaugh - Ohio Connecting Bridge
MP 0.97 Jct. Valley Industrial Track
[MP 0.0 - MP 28.7]

GRINDING	79(1)	80(1)	79(2)	79(1)
SURFACING	80E	75	81	77
TIES	80	75	81	77
UNDERCUTTING	40-77	32-79	40-64	76L
RAIL	75L	78	69BH	76L
BAL CLEAN	7.5	0.7	32.0	3
TONNAGE(MGT)	20/20/20	10/10/10	70/40/50	
T T SPEED				

001

GRINDING	77(1)	81	81	81
SURFACING	80E	77	80E	78
TIES	80	77	80E	78
UNDERCUTTING	40-77	33F70	31F70	32-78
RAIL	75L	81	78L	76
BAL CLEAN	22.1	23.6	22.0	25.0
TONNAGE(MGT)	20/20/20	50/40/40	50/50/50	
T T SPEED				

002

GRINDING	81	78(1)	80E	76
SURFACING	81	77	80E	76
TIES	78	77	80E	76
UNDERCUTTING	52F68	40-77	52F67	
RAIL	76L	67BH	76L	
BAL CLEAN	11.8	11.9	0.5	
TONNAGE(MGT)	50/40/40	50/50/50		
T T SPEED				

003

GRINDING	81	81	79	79
SURFACING	77	81	79	79
TIES	77	81	79	79
UNDERCUTTING	40-78	40-65	40-68	68BH
RAIL	76L	80S	76L	68BH
BAL CLEAN	26.1	27.4	51.3	
TONNAGE(MGT)	50/40/40	50/40/40	75/60/50	75/60/50
T T SPEED				

004

VALUATION
TOWN

V7022

PITTSBURGH

ISLAND AVENUE

V7335/V7336

BELLEVUE

EMSWORTH

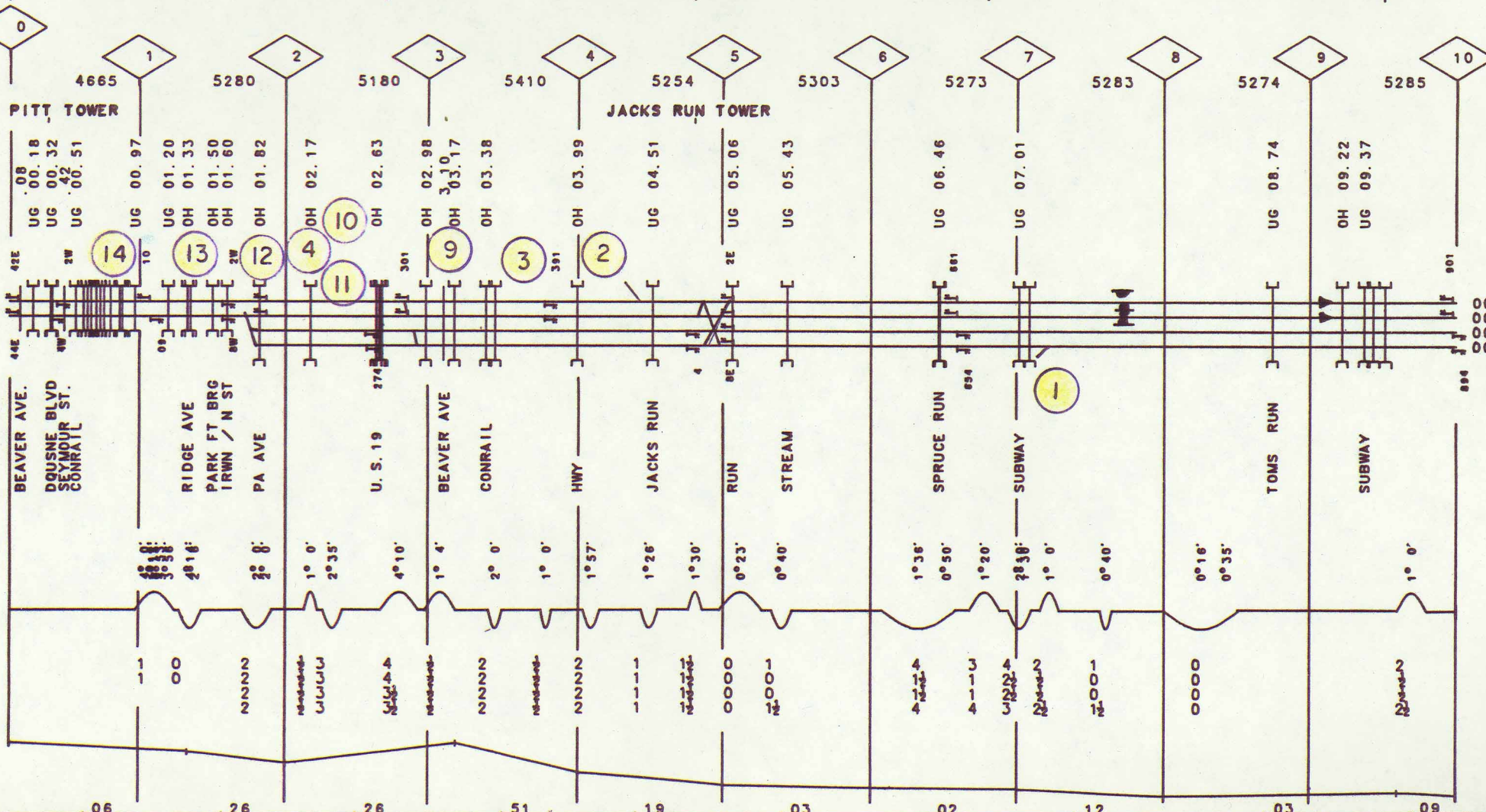
GLENFIELD

FACILITY

PITT TOWER

JACKS RUN TOWER

 DEG OF CURVE
 HORIZ. ALIGNMENT
 SUPER ELEV

 MAX ELEV 762.50
 VERT. ALIGNMENT
 MIN ELEV 720.50
 GRADE
001
002
003
004

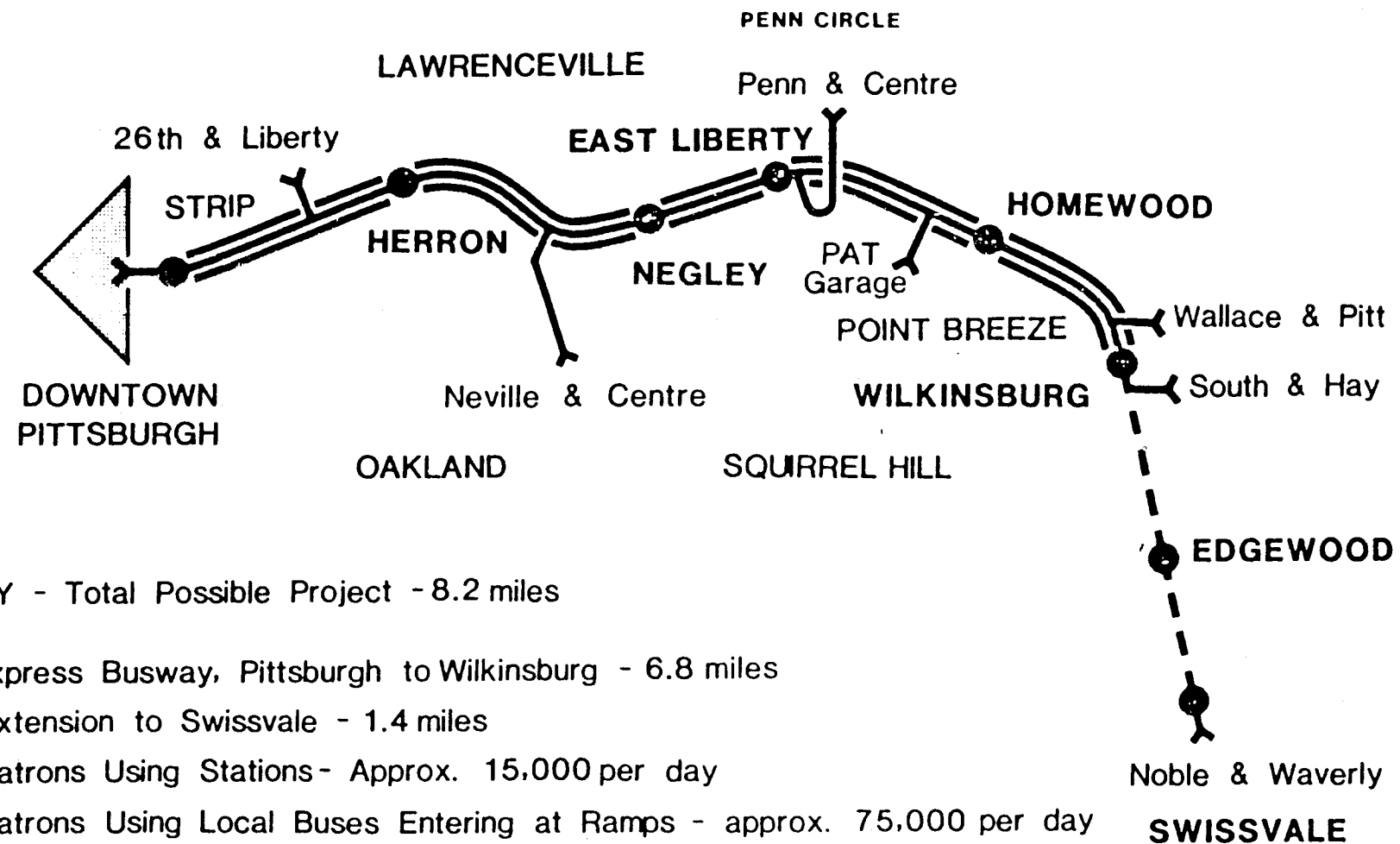
ISLAND AVENUE

STATIONS

Clerks 1-1-1

Total: 3

PATransit EAST BUSWAY



PC&D DIV 8/8/77 REV 3/81

PAT BUSWAY PROJECT

Total cost: \$115,000,000

PATransit

PITTSBURGH DIVISION
LOCAL AND THRU FREIGHT TRAINS OPERATING OVER THE MAIN LINE PITT TO CONPIT

EASTBOUND - Scheduled:

LOCALS

WITH-2/1	Thomson to East Pittsburgh/ Trafford & turn Monday thru Friday	[Reports at Thomson]
WILA-2/1	Penn to Derry & return Daily except Sat/Sun	[Reports at Latrobe]
WILA-4/3	Latrobe to Youngwood/ Scottsdale & return As needed	[Reports at Latrobe]

THRU

TV-2	Chicago-Philadelphia
TV-4	E. St. Louis-North Bergen
TV-12M	Chicago-Kearny
TV-22	Chicago-Kearny
TV-100	Chicago-Harrisburg
PIML	Conway-Morrisville
PXCA	Chicago-Camden
PIAL	Conway-Allentown
TV-26	Conway-Edge Moor
PIOI	Conway-Oak Island
PIPY	Conway-Potomac Yard
MAIL 8	Chicago-Kearny
MAIL 10	E. St. Louis-Kearny

LOADED COAL TRAINS - Av 1/day

UBN	Baltimore, MD
UBB	Bethlehem, PA
UBC	Baltimore-Canton
UCP	Cromby
UXB	Baltimore, MD
UET	Port Richmond

PASSENGER

No. 40	Chicago-New York
No. 440	Chicago-Washington, DC
No. 46	Pittsburgh-Philadelphia

PRESENT DAILY AVERAGE TRAINS - EASTBOUND - 20

WESTBOUND - Scheduled:

TV-1	Philadelphia-Chicago
TV-3M	Kearny-E. St. Louis
TV-11	Kearny-Chicago
TV-61	Portside-Chicago
TV-201	Harrisburg-Chicago
TV-27	Edge Moor-Conway
ENPI	Enola-Conway
CAPI	Camden-Conway
PGPI	Philadelphia-Conway
OIIN	Oak Island-Indianapolis
OITO	Oak Island-Toledo
MAIL 9	Kearny-Chicago
MAIL 11	Kearny-E. St. Louis
WAAL	Altoona-Conway
BAPI	Potomac Yard-Conway
MOPI	Morrisville-Conway
EMPTY GRAIN HOPPERS - Av 2/day	
EMPTY COAL HOPPERS - Av 1/day	

No. 41	New York-Chicago
No. 441	Washington, DC-Chicago
No. 47	Philadelphia-Pittsburgh

PRESENT DAILY AVERAGE TRAINS - WESTBOUND - 20

GRINDING		
SURFACING	79T	78T
TIES	77	
UNDERCUTTING		
RAIL	32-80	
BAL CLEAN	78L	
TONNAGE(MGT)	25.6	
T T SPEED	30/30/30	15/15/15

001

GRINDING	81	
SURFACING		
TIES	77	
UNDERCUTTING		
RAIL	32-80	
BAL CLEAN	78L	74S
TONNAGE(MGT)	24.4	
T T SPEED	30/30/30	15/15/15

002

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	15/15/15

003

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	15/15/15

004

VALUATION
TOWN

V7022

PITTSBURGH

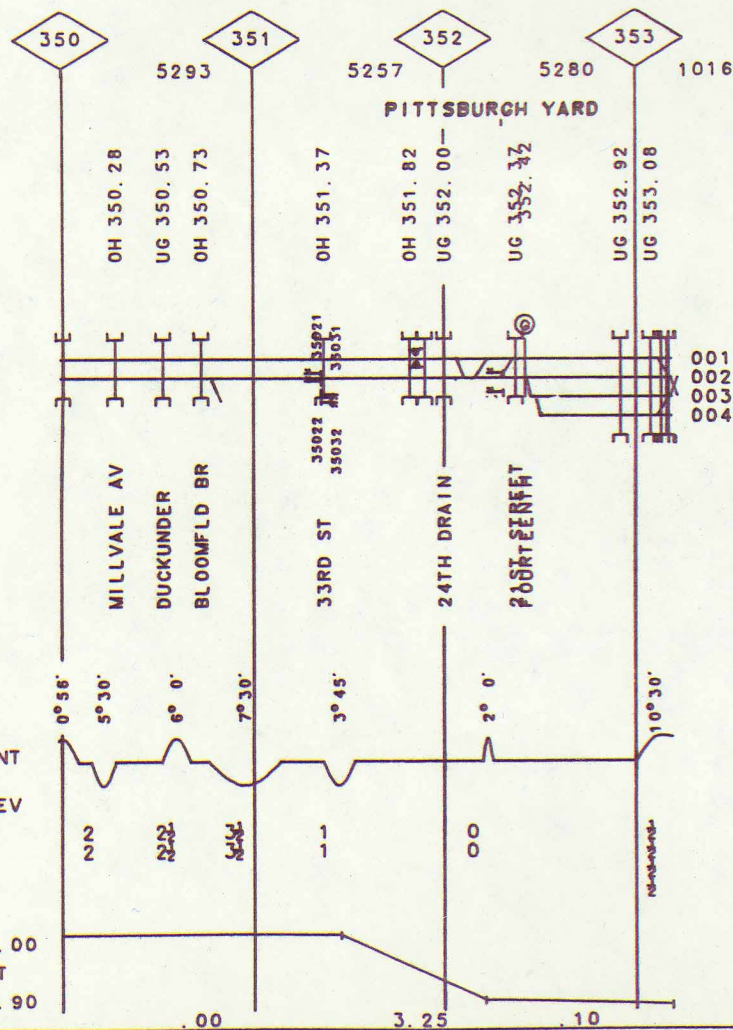
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEV

MAX ELEV 897.00
VERT. ALIGNMENT
MIN ELEV 755.90
GRADE



PITT TOWER

Block Operators 1-1-1

TOTAL: 3

M. W. & S. - C & S Dept.

Signalmen 7-0-0

Maintainer 1-0-0

Foremen 2-0-0

10-0-0

TOTAL: 10

M. W. & S. - Track

Foreman 1-0-0

Trackmen 2-0-0

Truck Driver 1-0-0

4-0-0

TOTAL: 4

PITTSBURGH PASSENGER STATION

C. I. & R.

Foreman 0-0-1

Car Inspectors 0-0-3

Electrician 1-0-0

1-0-4

TOTAL: 5

PATway - M. W. & S.

Assistant Foreman 1-0-0

TOTAL: 1

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>1 9 8 1 - 1 9 8 2</u> <u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
<u>MAIN LINE - PITTSBURGH TO CONPIT JUNCTION</u>							
<u>SEGMENT:</u>	MP 353.3 to MP 350.0						
<u>SUPERVISOR:</u>	E. D. Wyatt Trainmaster Island Avenue Pittsburgh, Pa.						
<u>YARDS:</u>							
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>	WITH-1/2						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 353.0 - CONRAIL Station MP 352.7 - PITT Block & Interlocking Station						

TRANSPORTATION DATA		CUSTOMER	CARS IN	1 9 8 1 - 1 9 8 2		CR REV	AV REV CAR
MAIN LINE - PITTSBURGH TO CONPIT JUNCTION				CARS OUT	TOTAL CARS		
<u>SEGMENT:</u> MP 350.0 to MP 340.0		[1] Papercraft	88	6	94	\$166,620	\$1,709
		[Wrapping Paper] *	2	0	2	3,456	1,728
<u>SUPERVISOR:</u> MP 340 to 343- L. W. Braden		[2] National Biscuit Company	546	10	556	535,280	980
	Trainmaster	[Flour, Sugar] *	507	0	507	539,606	1,064
	Latrobe, PA	[3] General Electric	2	8	10	7,040	740
		[Appliances] *	0	3	3	1,983	661
MP 343 to 353- E. D. Wyatt		[4] East Liberty Team Track					
<u>YARDS:</u>	Trainmaster	[5] Western Electric	0	27	27	24,925	925
	Island Avenue	[Telephone Equipment] *	0	12	12	10,575	881
	Pittsburgh, PA.	[6] Rockwell Corporation				----	
		[Meters]				----	
<u>YARD JOBS:</u>		[7] Polytex, Inc.				----	
		[Plastic Pellets] *	13	0	13	28,068	2,159
		[8] Houston Star Company	5	0	5	5,800	1,160
		[Appliances] *	2	0	2	940	470
<u>LOCALS SERVING THIS SEGMENT:</u>		[9] Wimco Metal Company	3	11	14	15,680	1,120
		[Scrap] *	0	18	18	19,927	1,107
		[10] Union Switch & Signal	0	31	31	44,361	1,431
		Div. American Standard *	4	42	46	69,393	1,508
		[Rwy. Switch & Signal Equip]					
<u>BRANCHES:</u> [A] Jct. Port Perry Branch		[11] Vesuvius Crucible	8	1	9	5,931	747
	MP 339.7 [MP 0.0 - MP 2.9]	[Clay-Mfg. Products] *	13	3	16	17,621	1,101
		[12] Kopp Glass Company	3	0	3	1,727	575
		[Sand] *	2	0	2	2,093	1,047
[B] Jct. Brilliant Branch		[13] Babcock Lumber Company	23	0	23	19,044	828
	MP 348.0 [MP 0.0 - MP 2.8]	[Building Materials] *	9	0	9	7,875	875
		[14] E. H. Griffith, Inc.	21	0	21	22,218	1,058
		[Fertilizer, Sand] *	6	0	6	7,806	1,301
		[15] Koppers Company, Inc.				----	
		[Construction Equipment] *	1	0	1	506	506

NOTES: MP 347.8 - CP HOME Interlocking [Remote-
Train Dispatcher-Pittsburgh]

* 1982

GRINDING	0SS
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	

0SS

0SS

GRINDING	81	80E	81	79	81	77
SURFACING						
TIES	78					
UNDERCUTTING						
RAIL	40-69	40-46	40-47		32-80	78L
BAL CLEAN	76L	69BH	74S	70		78L
TONNAGE(MGT)		29.0		27.8		25.6
T T SPEED	35/35/35			45/45/45		30/30/30

001

GRINDING	79(1)										81																								
SURFACING	81										78										77														
TIES																																			
UNDERCUTTING																																			
RAIL	32-78					40-69					40-74					32-80																			
BAL CLEAN	76L					78L					76L					70BH					74S					76L					78L				
TONNAGE(MGT)						21.5										22.5										24.4									
T T SPEED						35/35/35										45/45/45										30/30/30									

002

VALUATION
TOWN

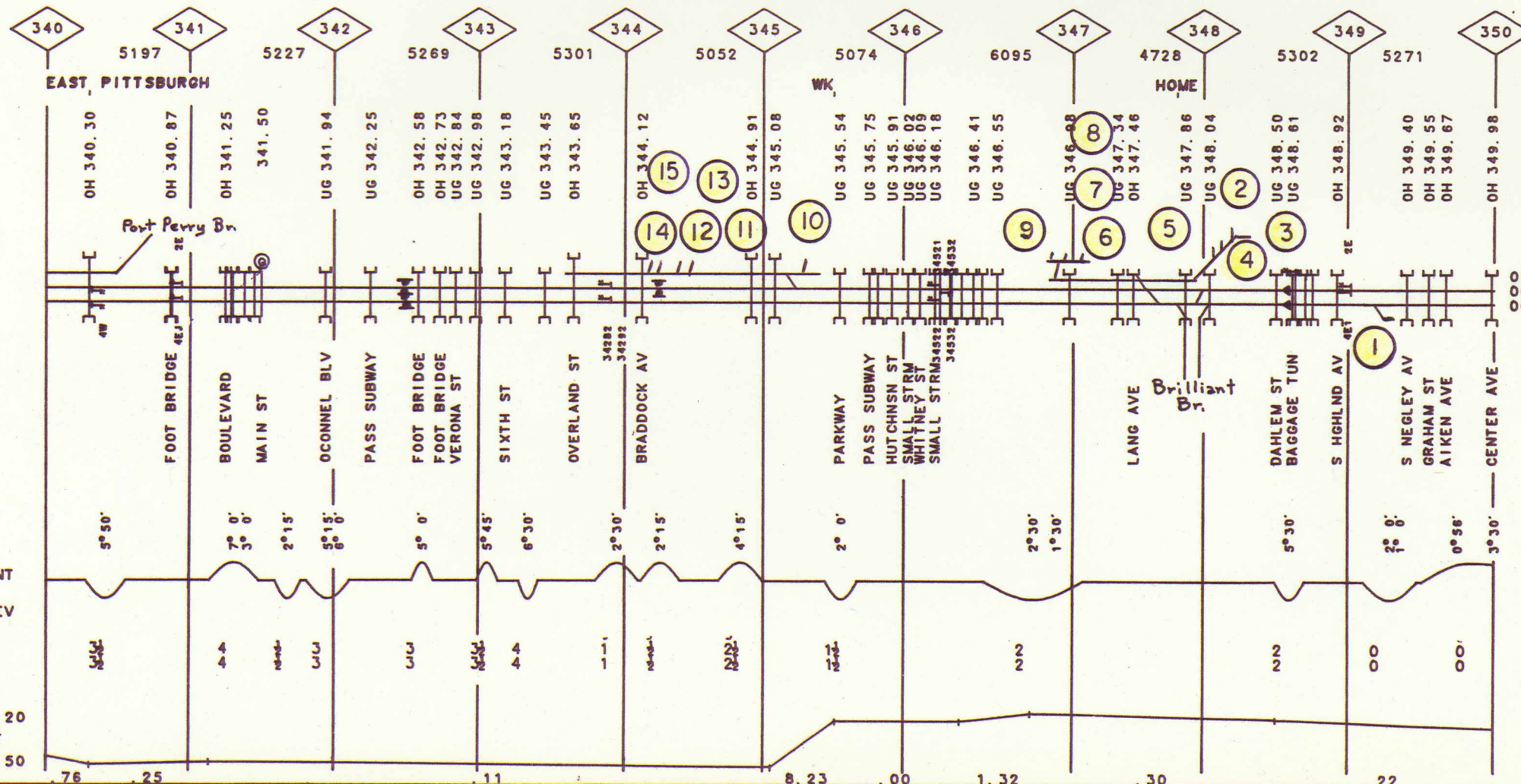
EAST PITTSBURGH

BRADDOCK

V7022
EDGEWOOD

HOMEWOOD

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEV

MAX ELEV 958.20
VERT. ALIGNMENT
MIN ELEV 732.50
GRADE

MP 340.00-MP 350.00 PA

REV. 01/82

22-2202 M. L. (HBG. / PGH.)

GRINDING	68	79(2)	-9(1)	SCS	USS	USS	SCS
SURFACING		80F			78E		
TIES		80					
UNDERCUTTING							
RAIL	40-65	52-48	31F78				SCS
BAL CLEAN	78L		68BH	74M			
TONNAGE(MGT)							
T T SPEED							

GRINDING	81	79(1)	78E				
SURFACING		81	78				
TIES							
UNDERCUTTING	32-78		40-69				001
RAIL							
BAL CLEAN		81					
TONNAGE(MGT)		28.3			29.7		
T T SPEED	45/45/45	70/60/50			45/45/45		

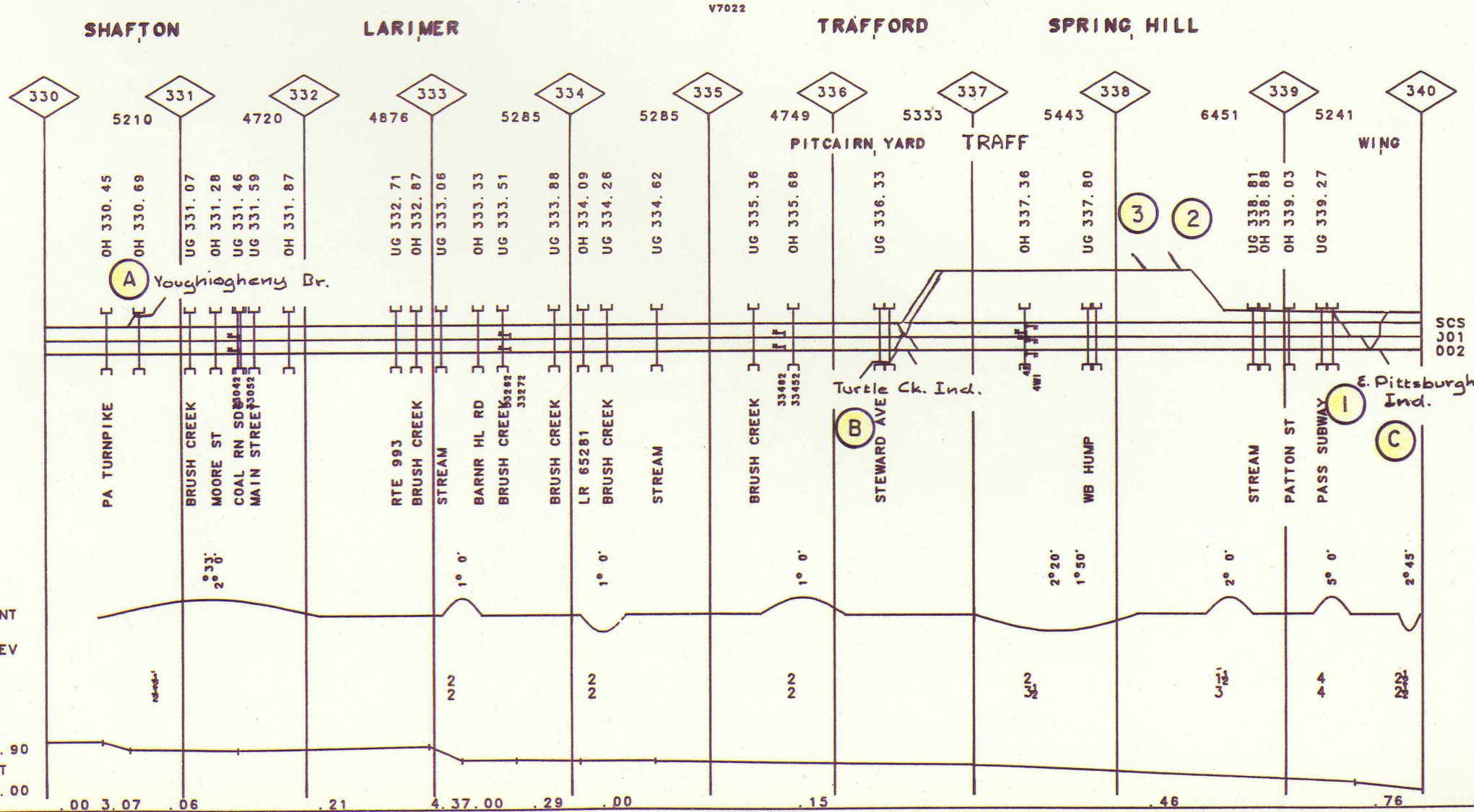
GRINDING	68	79(1)	79(1)				
SURFACING			81		78		
TIES							
UNDERCUTTING		77					
RAIL	40-67	32-78	52F70		32-78		002
BAL CLEAN			81				
TONNAGE(MGT)		23.7			22.5		
T T SPEED	45/45/45	70/60/50			55/55/45	45/45/45	

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEV

MAX ELEV 939.90
VERT. ALIGNMENT
MIN ELEV 743.00
GRADE



PITCAIRNM. W. & S.

Foreman Patrol	1-0-0
Foremen	2-0-0
MO Class I	2-0-0
Trackmen	3-0-0
MO Lubricator	1-0-0
Truck Driver	1-0-0
	<u>10-0-0</u>

TOTAL: 10

C. & S. Department

Asst. Supervisor	1-0-0
Foreman	1-0-0
Inspector	1-0-0
Maintainer	2-0-0
Signalmen	4-0-0
	<u>9-0-0</u>

TOTAL: 9

B & B DEPARTMENT

Bridge Inspector	1-0-0
Equipment Operator	1-0-0
Foreman Carpenter	1-0-0
Carpenters	6-0-0
Foreman Plumber	1-0-0
Plumbers	4-0-0
	<u>14-0-0</u>

TOTAL: 14

CAMP - SE-224 - PITCAIRN

Asst. Supr. Prod.	1-0-0
Foremen	2-0-0
Repairman	1-0-0
Cook	1-0-0
Vehicle Oprs.	3-0-0
Trackman Drive	1-0-0
MO Class I	1-0-0
MO Class II	4-0-0
Trackmen	2-0-0
	<u>16-0-0</u>

TOTAL: 16

M. W. REPAIR SHOP

Equipment Engineer	1-0-0
MO Class I	1-0-0
Supv. Track Inspection	1-0-0
Supervisor Welding	1-0-0
Repairmen	5-0-0
	<u>9-0-0</u>

TOTAL: 9

MATERIAL YARD

Material Engineer	1-0-0
Truck Drivers	3-0-0
MO Class I	2-0-0
Clerks	2-0-0
Trackman	1-0-0
General Foreman	1-0-0
Foreman C&S	1-0-0
Camp Car Attendant	1-0-0
Foreman	1-0-0
	<u>13-0-0</u>

TOTAL: 13

TOTAL: 55

C. I. & R.

General Foreman	1-0-0
Car Inspector	1-0-0
	<u>2-0-0</u>

TOTAL: 2

C. I. & R. TRUCK SHOP

Foreman	1-0-0
Electrician	1-0-0
Machinists	8-0-0
	<u>10-0-0</u>

TOTAL: 10

C. I. & R. MAINTENANCE

Foreman	1-0-0
Electrician	3-0-0
Machinists	2-0-0
	<u>6-0-0</u>

TOTAL: 6

TOTAL: 18

TRANSPORTATION DATA		CUSTOMER	CARS IN	1 9 8 1 - 1 9 8 2		CR REV	AV REV CAR
				CARS OUT	TOTAL CARS		
MAIN LINE - PITTSBURGH TO CONPIT JUNCTION							
SEGMENT:	MP 340.0 to MP 330.0	[1] WABCO Div. American Stand. [Scrap, Air Brake Equip.]*	8 32	80 110	88 142	\$67,584 115,779	\$768 815
SUPERVISOR:	L. W. Braden Trainmaster Latrobe, PA	[2] M & G Convoy [Automobiles]	13 * 13	0 1	13 14	22,080 13,942	920 996
		[3] Arco Auto Carrier, Inc. [Automobiles]	550 468	0 0	550 468	29,100 526,374	962 1,125
YARDS:	None						
YARD JOBS:	None						
LOCALS SERVING THIS SEGMENT:							
WITH-1/2							
BRANCHES:	[A] Jct. Youghiogheny Industrial MP 330.4 [MP 0.0 - MP 2.1] [Abandoned]	[B] Westinghouse [Transformers]	4 * 2	300 178	304 180	337,136 194,147	1,109 1,079
	* [B] Jct. Turtle Creek Industrial MP 336.5 [MP 0.0 - MP 13.5]	Weyerhaeuser [Lumber]	140 * 57	0 0	140 57	140,820 69,171	1,013 1,214
	[C] Jct. East Pittsburgh Branch MP 339.6 [MP 0.0 - MP 1.9]	[C] Westinghouse Electric [Transformers & Parts]	25 * 29	81 88	106 117	418,912 635,995	3,952 5,436

NOTES: MP 339.7 - CP WING Interlocking [Remote-
Train Dispatcher-Pittsburgh]
MP 336.5 - CP TRAFF Interlocking [Remote-
Train Dispatcher-Pittsburgh]

* Sold to Turtle Creek Industrial Railroad, effective midnight 06/08/82.

TRANSPORTATION DATA		CUSTOMER	CARS IN	1 9 8 1	-	1 9 8 2	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
MAIN LINE - PITTSBURGH TO CONPIT JUNCTION		[1] Hockensmith Corp.	2				72	74	\$75,682	\$958
SEGMENT: MP 330.0 to MP 320.0		[Ingot Molds] *	16				64	80	89,824	1,123
SUPERVISOR: L. W. Braden		[2] Lee-Thompson-Fawcett	2				0	2	2,967	989
Trainmaster		[Canned Goods] *	3				0	3	5,238	1,746
Latrobe, PA		[3] Freight Station Team Track								
YARDS: None		[4] Westmoreland Glass Company	11				0	11	12,232	1,112
		[Sand] *	4				0	4	5,188	1,297
		[5] Daniels & Miller, Inc.	0				25	25	17,000	953
		[Scrap] *	0				24	24	27,681	1,153
		[6] 84 Lumber	11				0	11	11,473	1,043
		[Lumber] *	5				0	5	6,435	1,287
YARD JOBS: None										

LOCALS SERVING THIS SEGMENT:

WILA-3/4

<u>BRANCHES:</u>	[A] Jct. Greensburg Industrial Track	[A] None								
	MP 321.1 [MP 0.0 - MP 2.5]	[B] Charley Brothers	1,716				0	1,716	1,501,500	875
	[B] Jct. Southwest Secondary	[Wholesale Groceries] *	1,582				5	1,587	1,311,532	829
	MP 325.0 [MP 0.0 - MP 31.7]	Georgia Pacific	251				0	251	315,256	1,256
	[C] Jct. Brush Creek Industrial Track	[Lumber]	210				0	210	200,841	956
	MP 326.2 [MP 0.0 - MP 0.5]	[C] Caplan Iron & Scrap							----	
	[D] Jct. Bull Run Industrial Track	[Scrap]							----	
	MP 326.5 [MP 0.0 - MP 0.6]	[D] Elliott Company	0				3	3	15,150	5,050
	[E] Jct. Jeannette Branch	[Castings]	5				1	6	12,108	2,018
	MP 326.6 [MP 0.0 - MP 1.2]	[E] Jeannette Glass Warehouse							----	
	[F] Jct. Manor Industrial Branch	[Building owned by Caplan Scrap]							----	
	MP 329.9 [MP 0.0 - MP 1.6]	Jeannette Sheet Glass	546				0	546	791,700	1,450
<u>NOTES:</u>		[Glass Products]	480				0	500	681,431	1,363
		Keystone Team Track								
	MP 325.0- CP RADE Interlocking [Remote-Train Dispatcher-Pittsburgh]	General Tire & Rubber Co.	21				6	27	22,734	842
	[East End Controlled Siding]	[Rubber Products]	12				0	12	16,604	1,384

GRINDING	68
SURFACING	79E
TIES	79
UNDERCUTTING	
RAIL	40-52
BAL CLEAN	78L
TONNAGE(MGT)	78L
T T SPEED	

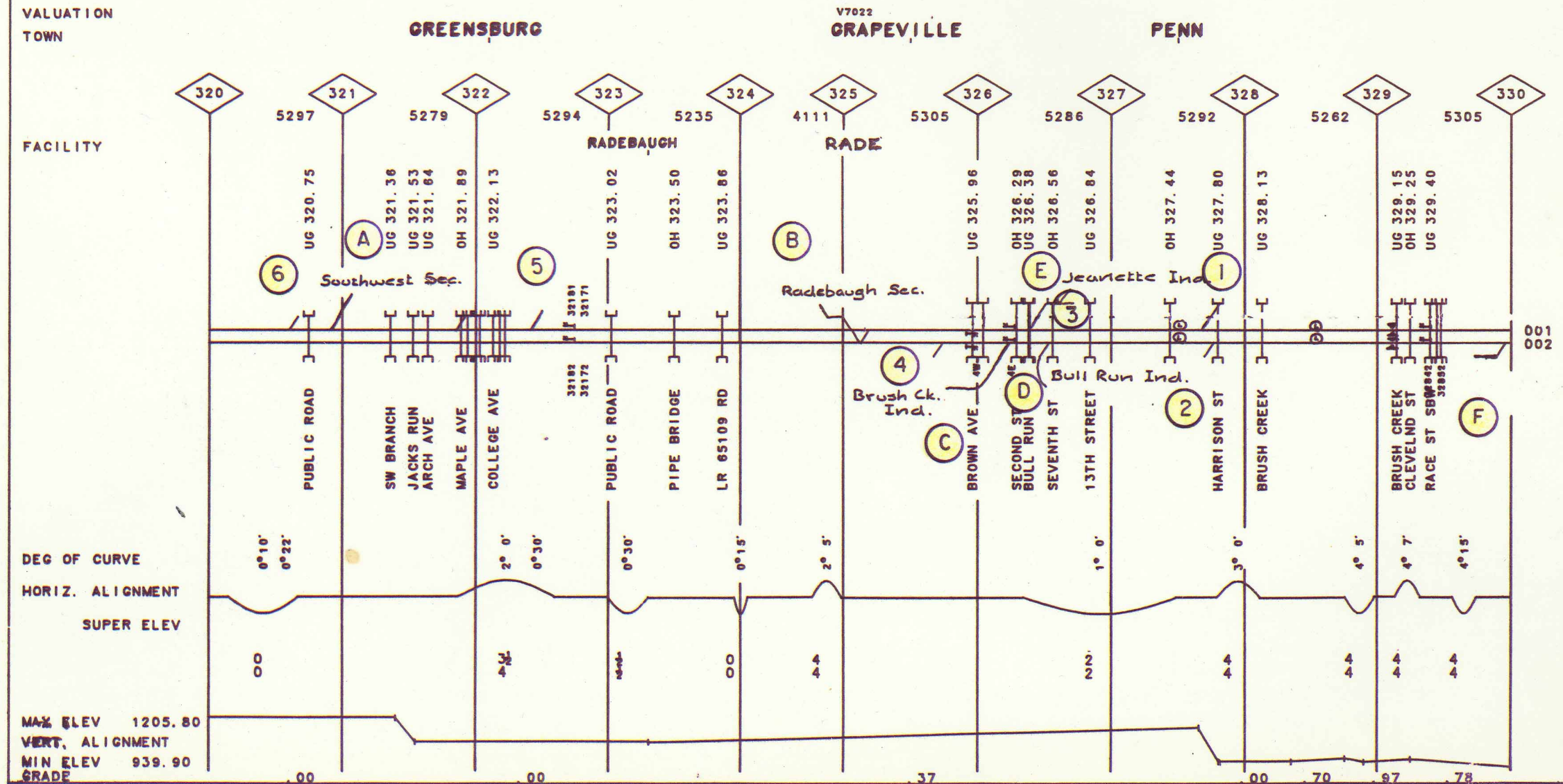
SCS

GRINDING	77	80E	79(1)	81
SURFACING	77	76	81	78
TIES	40-68	40-70	40-77	32-78
UNDERCUTTING				
RAIL	40-68	40-70	40-77	32-78
BAL CLEAN	27.0	26.8	28.3	
TONNAGE(MGT)	70/60/50	60/60/50	70/60/50	70/60/50
T T SPEED				45/45/45

001

GRINDING	68	79(1)	68
SURFACING	72	81	77
TIES	40-61	40-77	40-67
UNDERCUTTING			
RAIL	40-61	40-77	40-67
BAL CLEAN	81	24.4	23.7
TONNAGE(MGT)	70/60/50	70/60/50	70/60/50
T T SPEED			45/45/45

002



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

SCS

GRINDING	79(1)		81		81		80E
SURFACING		81		78			
TIES							
UNDERCUTTING							
RAIL	32-78				32-80		
BAL CLEAN	76L				81		
TONNAGE(MGT)	27.6				27.0		
T T SPEED				70/60/50			

001

GRINDING							
SURFACING	80E				81		
TIES	80				78		
UNDERCUTTING							
RAIL	40-75		65BH	32-78		40-81	
BAL CLEAN	81			76L		81	
TONNAGE(MGT)	23.8				24.4		
T T SPEED				70/60/50			

002

VALUATION
TOWN

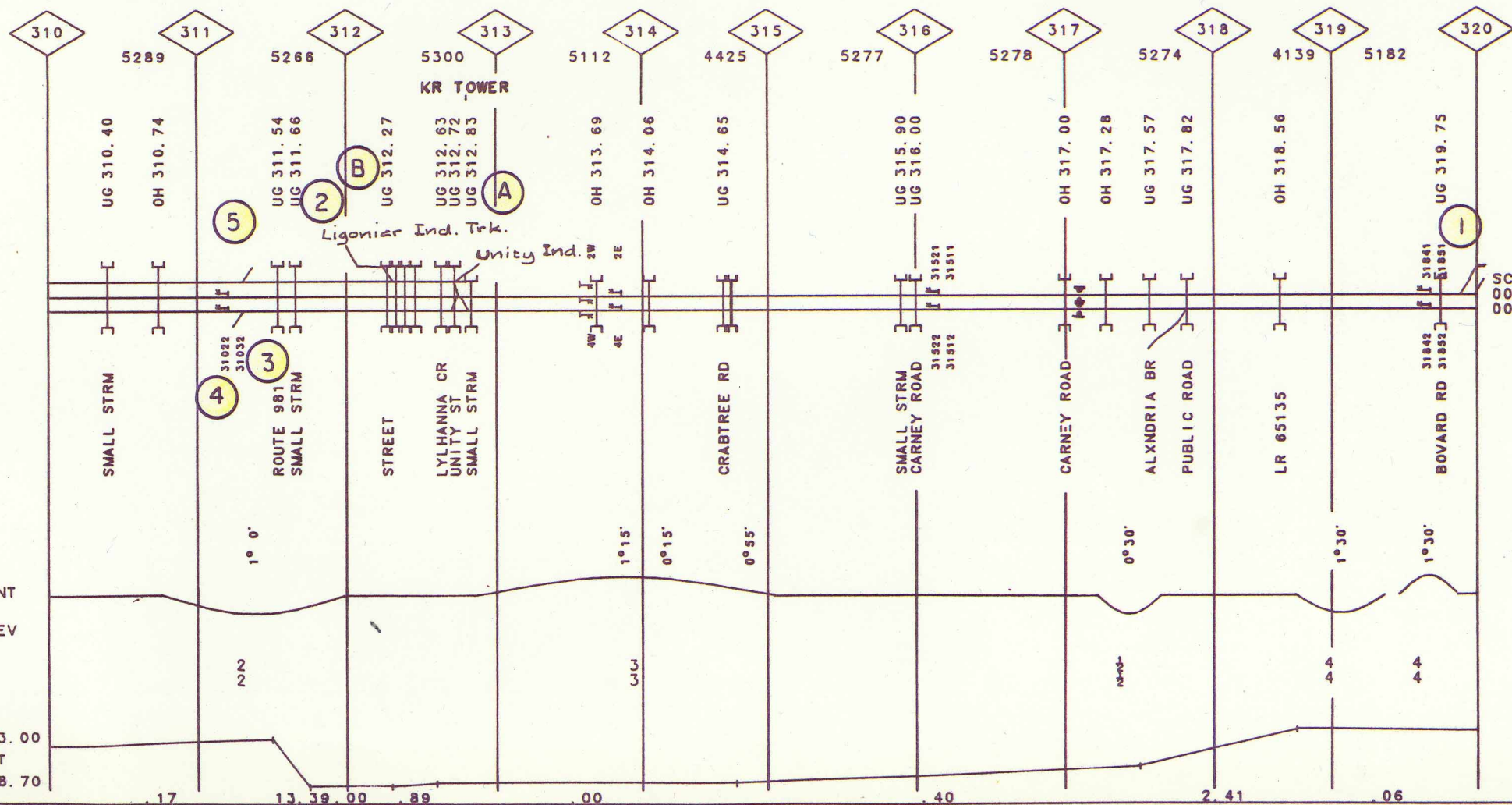
LATROBE

BEATTY

V7022

DONOHUE

FACILITY



DEC OF CURVE
HORIZ. ALIGNMENT
SUPER ELEV

MAX ELEV 1213.00
VERT. ALIGNMENT
MIN ELEV 1008.70
GRADE

LATROBE

TRANSPORTATION

Track Capacity [Unity Yard] 120 cars

Engines 1

Locals: WILA-1/2 0900 5 days/wk
WILA-3/4 As needed

STATION DEPARTMENT

Field Terminal Supv. 1-0-0

Clerks 2-1-0

3-1-0

TOTAL: 4

M. W. & S.

Supervisor 1-0-0

Assistant Supervisor 1-0-0

Foreman Patrol 1-0-0

Foremen 4-0-0

Welders 2-0-0

Machine Operators Class I 2-0-0

Trackmen 12-0-0

Truck Drivers 1-0-0

Welder Helpers 2-0-0

MO Lubricator 1-0-0

27-0-0

TOTAL: 27

C. & S. DEPARTMENT

Inspector 1-0-0

Signalman 1-0-0

Maintainers 2-0-0

Assistant Inspector 1-0-0

Electronic Technician 1-0-0

Maintainer Test 1-0-0

7-0-0

TOTAL: 7

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>1 9 8 1</u> <u>CARS OUT</u>	<u>-</u> <u>TOTAL CARS</u>	<u>1 9 8 2</u> <u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - PITTSBURGH TO CONPIT JUNCTION</u>		[1] Greensburg Beverage & Sears Roebuck & Co.	81 * 66	0 -	81 66	\$80,919 73,385	\$999 1,112
<u>SEGMENT:</u>	MP 320.0 to MP 310.0	[Appliances - on same switch]					
<u>SUPERVISOR:</u>	L. W. Braden Trainmaster Latrobe, PA	[2] Warehouse Team Track	181	24	206	385,220	1,820
		[Used by Latrobe Brewing Co. & Toyad Corp.]	* 161	-	161	351,790	2,185
		[3] Penn Container Corp.	4	0	4	4,028	1,007
		[Plywood, Paperboard Boxes]*	2	0	2	2,581	1,291
<u>YARDS:</u>	None OTE Forces: 0 T&E Forces: 11	[4] Teledyne Corporation	2	0	2	960	1,920
		Vasco Division	* 1	0	1	898	898
		[Steel]					
<u>YARD JOBS:</u>	None	[5] Lattanzio Scrap				----	----
		[Scrap]	*				

LOCALS SERVING THIS SEGMENT:

WILA-1/2

<u>BRANCHES:</u>	[A] Jct. Unity Industrial Track MP 312.7 [MP 0.0 - MP 0.9]	[A] Standard Steel Company	336	65	401	369,722	922
		[Springs]	* 212	41	253	260,539	1,030
	[B] Jct. Latrobe Industrial Track MP 312.2 [MP 0.0 - MP 0.3]	[B] Latrobe Steel Company	212	1	213	156,768	736
		[Alloy Steel]	* 57	3	60	59,237	987
		Vulcan, Inc.	551	360	911	897,335	985
		[Ingot Molds]	* 107	135	242	264,946	1,095

NOTES: MP 312.7 - CP TROBE Interlocking [Remote-
Train Dispatcher-Pittsburgh]
West End Controlled Siding

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>1 9 8 1</u> <u>CARS OUT</u>	<u>-</u> <u>TOTAL CARS</u>	<u>1 9 8 2</u> <u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - PITTSBURGH TO CONPIT JUNCTION</u>							
<u>SEGMENT:</u>	MP 310.0 to MP 300.0	[1] Coal Loaders, Inc.	-	192	192	\$155,904	\$87
<u>SUPERVISOR:</u>	L. W. Braden Trainmaster Latrobe, PA	[2] Government Ore	-	-	-	-	-
		[3] Westinghouse Corporation	81	0	0	88,695	1,095
		[Ceramics Div.-Clay] *	52	0	52	55,346	1,064
<u>YARDS:</u>	None	[4] Warner Corporation*		2,327			
		[Company ballast only]		[162,890 tons]			
<u>YARD JOBS:</u>	None	[5] Torrance Team Track					
		[Out of service]					
		*Warner Corporation - 1982		1,645			
				[115,121 tons]			
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WILA-1/2						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 300.5 - CP PACK Interlocking [Remote-Train Dispatcher-Pittsburgh] East End Controlled Siding						

GRINDING	79(1)					
SURFACING	81					
TIES	75					
UNDERCUTTING	76					
RAIL	40-76					
BAL CLEAN	76L					
TONNAGE(MGT)	29.8					
T T SPEED	70/60/50	60/60/50	50/50/50	60/60/50	45/45/45	70/60/50

001

GRINDING	79(1)					
SURFACING	81					
TIES	81					
UNDERCUTTING	40-75					
RAIL	40-76					
BAL CLEAN	20.6					
TONNAGE(MGT)	70/60/50					
T T SPEED	70/60/50	60/60/50	50/50/50	60/60/50	45/45/45	70/60/50

002

VALUATION
TOWN

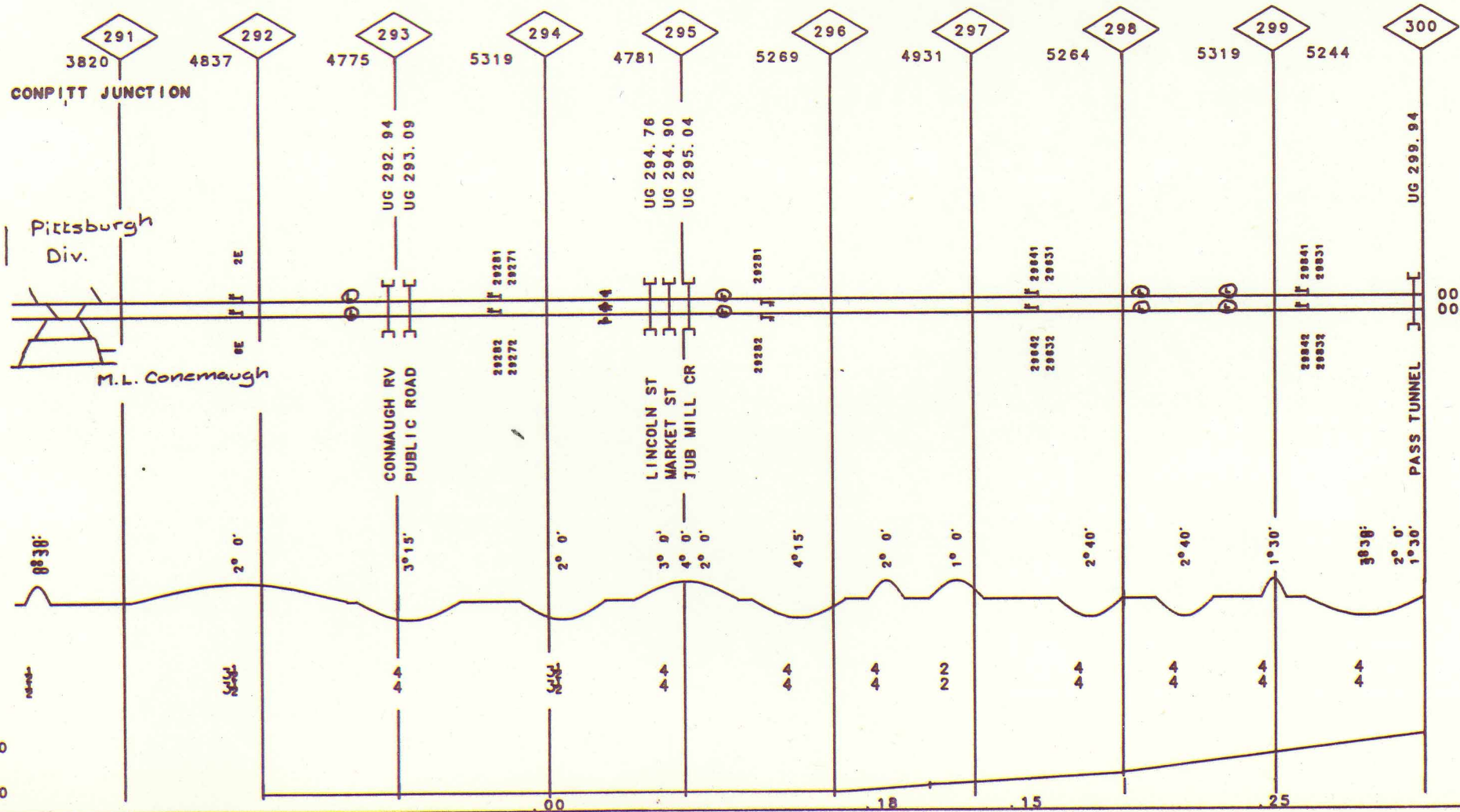
LOCKPORT

V7022

TORRANCE

FACILITY

All.A
Div.



BOLIVAR

M. W. & S.

Foreman	1-0-0
Trackmen	<u>4-0-0</u>
	5-0-0

TOTAL: 5

C. & S. DEPARTMENT

Maintainer	1-0-0
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TOTAL: 1

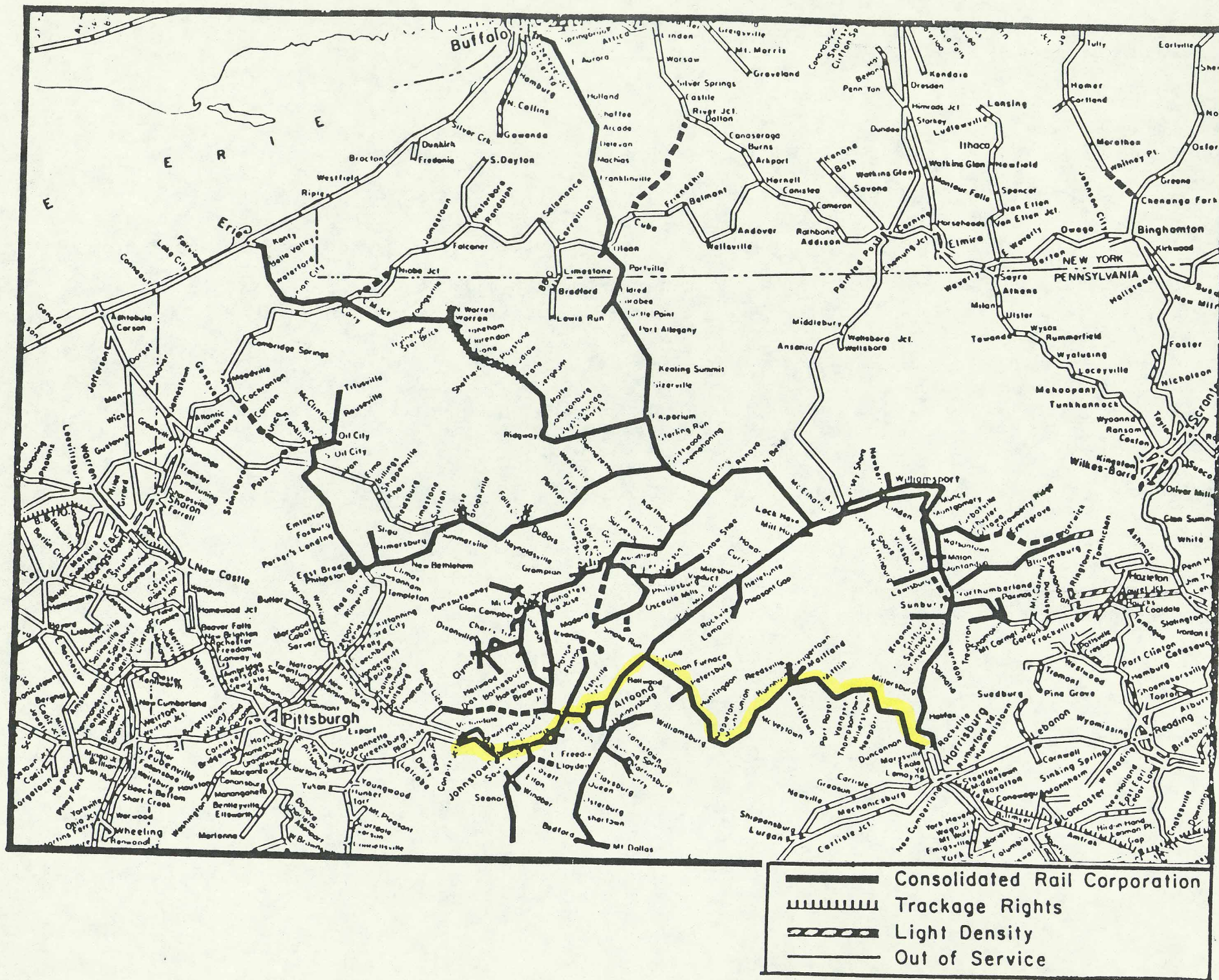
TOTAL: 6

MP 294.5 - Track Gang Building
M.W. & S.

MP 290.5 - Compressor Building
C.&S. Department

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - PITTSBURGH TO CONPIT JUNCTION</u>							
<u>SEGMENT:</u>	MP .300.0 to MP 290.0						
<u>SUPERVISOR:</u>	L. W. Braden Trainmaster Latrobe, PA						
<u>YARDS:</u>	None						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	None .						
<u>BRANCHES:</u>							
<u>NOTES:</u>							
	MP 290.7 - CP CONPIT Interlocking [Remote-Train Dispatcher-Pittsburgh]						
	MP 290.6 - JCT. CONEMAUGH MAIN LINE						

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MAP ALLEGHENY DIVISION CENTRAL REGION

ALLEGHENY DIVISION

The Allegheny Division, headquartered in Altoona, Pa., serves a 32 county area in western Pennsylvania and southwestern New York State. The division extends east to west from "Banks," 9 miles west of Harrisburg, to "Conpit," 63 miles east of Pittsburgh and north to south from "Gravity," 8 miles south of Buffalo, to Roaring Spring, 50 miles north of the Maryland State Line.

The division consists of 1,360 route miles. Core Routes on the division are the Harrisburg-Pittsburgh and Rockville-Buffalo Main Lines and the West Branch Valley from Keating to Clearfield. Traffic density on these Core Routes is 91, 24 and 20 million gross tons per year, respectively.

In 1982 the Allegheny Division produced revenues of \$240 million.

The 1982 operating expenses for the Allegheny Division were \$82 million.

ALLEGHENY DIVISION

MAJOR COAL ACCOUNTS IN REVENUE ORDER

<u>COAL SHIPPER AND MINE</u>	<u>LOCATION</u>	<u>TYPE OF COAL</u>	<u>1982 CARLOADS</u>	<u>TONS</u>	<u>CR REVENUE</u>
1. PENNA. POWER & LIGHT [Captive]		Steam			
Greenwich	Kinport, PA		20,385	2,038,500	18,346,500
Oneida	Dias, PA		11,479	1,147,900	10,331,100
Chers Pride #2	McGees, PA		7,132	713,250	6,419,250
Rushton	Osceola Mills, PA		6,652	665,200	5,986,800
2. BENJAMIN COAL CO.		Steam			
Benjamin #3 & #6	Westover, PA		19,056	1,905,600	17,150,400
Benjamin #7	Grampian, PA		151	12,850	147,775
Benjamin #9	Falls Creek, PA		1,675	142,400	1,637,600
Benjamin #10	Banion, PA		460	39,100	449,650
3. BETHLEHEM MINES		Metallurgical			
Cambria Slope #33	Ebensburg, PA		19,210	1,728,900	16,425,000
Beth #78	Windber, PA		3,305	281,000	1,405,000
4. BARNES & TUCKER CO.		Metallurgical			
Lancashire #20	Carrolltown, PA		2,589	233,000	2,796,000
Lancashire #24	Stiles, PA		7,005	630,500	5,674,500
5. C&K COAL CO		Steam			
Fox	Rimersburg, PA		5,642	479,600	5,515,400
Shannon	Sligo, PA		4,372	371,600	4,273,400
6. COONEY BROS. COAL		Metallurgical			
Sonman Slope	Portage, PA	Steam	8,314	831,400	8,729,700
7. CAMBRIA COAL		Steam			
Fallen Timber	Fallen Timber, PA		8,872	798,450	8,383,700
8. POWER COAL INC.		Steam			
Leslie	Osceola Mills, PA		5,801	580,150	6,961,800

ALLEGHENY DIVISION

continued

MAJOR COAL ACCOUNTS IN REVENUE ORDER

<u>COAL SHIPPER AND MINE</u>	<u>LOCATION</u>	<u>TYPE OF COAL</u>	<u>1982 CARLOADS</u>	<u>TONS</u>	<u>CR REVENUE</u>
9. AVERY COAL Van Kettle Creek	Wallaceton, PA Cooks Run, PA	Steam	3,391 3,044	288,250 258,800	3,026,600 2,717,400
10. STOTT COAL Belfast #14	Philipsburg, PA	Steam	5,827	524,450	6,293,400
11. BRADFORD COAL Bradford Ref.	Bigler, PA	Metallurgical Steam	5,884	500,100	6,001,200
12. E. P. BENDER COAL Kirk #2	Hastings, PA	Steam	5,160	490,250	5,760,400
13. RIVER HILL COAL Belford #3	Karthaus, PA	Steam	4,764	476,450	4,288,050
14. THOMAS COAL SALES Greenwood Siding	Bells Landing, PA	Steam	4,800	431,950	5,183,400
15. P & N COAL CO. Hillman P & N #2	Hillman, PA Medix Run, PA	Steam	3,804 752	361,600 63,900	3,796,800 702,900
16. HEPBURNIA COAL Belfast #2	Grampian, PA	Steam	5,139	385,450	4,625,400
17. LADY JANE COLLIERIES Stott #1	Penfield, PA	Steam	3,360	315,800	2,842,200
18. INLAND STEEL Lancashire #25	Bakerton, PA	Metallurgical	2,330	233,000	2,446,500

ACTIVE MINES

<u>MINE NAME</u>	<u>LOCATION</u>	<u>OPERATOR</u>	<u>MINE NAME</u>	<u>LOCATION</u>	<u>OPERATOR</u>
1. Glen Burn Colliery	Shamokin, PA	Glen Burn Colliery	35. Benjamin #9	Falls Creek, PA	Benjamin Coal
2. Weigh Scale Tipple	Shamokin, PA	Split Vein Coal	36. Knisley	Reynoldsville, PA	Knisley Coal
3. Shamokin Filler	Shamokin, PA	Shamokin Filler	37. Sugar Hill	Reynoldsville, PA	Sugar Hill Limestone
4. Carbon Run	Shamokin, PA	Rosini Coal	38. Bostonia	New Bethlehem, PA	Terry Coal
5. Bar-Mac Ramp	Paxinos, PA	A. L. Watson	39. Fox	Rimersburg, PA	C&K Coal
6. Trevorton Breaker	Trevorton, PA	Reading Anthracite	40. Shannon	Sligo, PA	C&K Coal Sales
7. Anthracite Bag	Sunbury, PA	Anthracite Ind.	41. Greenwood Sdg.	Bells Landing, PA	Thomas Coal Sales
8. Keystone Bag	Muncy, PA	Keystone Filler & Mfg.	42. Hillman #2	Hillman, PA	P&N Coal
9. Fisher	Williamsport, PA	Fisher Mining	43. Chers Pride #2	McGees, PA	Arcadia Coal
10. Kettle Creek	Cooks Run, PA	Avery Coal	44. Fremar	McGees, PA	Johnstown Coal & Coke
11. Belford #3	Karthaus, PA	River Hill Coal	45. Benjamin #3	LaJose, PA	Benjamin Coal
12. Mt. Carmel #2	Mowry, PA	Moshannon Falls Mining	46. Benjamin #6	Westover, PA	Benjamin Coal
13. Aurora #5	Frenchville, PA	Bradford Coal	47. Dawn #1	Westover, PA	K&J Coal
14. Surveyor	Surveyor, PA	Lingle-Shawville Coal	48. Dawn #2	Westover, PA	K&J Coal
15. Hyland	Clearfield, PA	S.R.P. Coal	49. Kirk #2	Hastings, PA	E. P. Bender Coal
16. J&M	Snow Shoe, PA	J&M Coal	50. Fallen Timber	Fallen Timer, PA	Cambria Coal
17. Gillintown	Gillintown, PA	Carlin Coal	51. Lancashire #20	Carrolltown, PA	Barnes & Tucker
18. Brown #5	Windburne, PA	E. M. Brown Coal	52. Lancashire #25	Bakerton, PA	Inland Steel
19. Belfast #14	Philipsburg, PA	Stott Coal	53. Greenwich #1 & #2	Kinport, PA	Greenwich Collieries
20. Charles #1	Munson, PA	Hawley Fuels Coal	54. Clymer #2	Clymer, PA	Mears Enterprises
21. Cunard	Morrisdale, PA	Jill Mining	55. Mears	Dixonville, PA	Mears Coal
22. Van	Wallaceton, PA	Avery Coal	56. Oneida	Dias, PA	Oneida Mining
23. Rushton	Osceola Mills, PA	Rushton Mining	57. Basalt #1	E. Altoona, PA	Basalt Trap Rock
24. Leslie	Osceola Mills, PA	Power Inc.	58. Sonman Slope	Portage, PA	Cooney Bros. Coal
25. Amesville	Houtzdale, PA	Flango Bros. Coal	59. Beth #78	Windber, PA	Bethlehem Mines
26. Benjamin #10	Smoke Run, PA	Benjamin Coal	60. Huskin Run	Miller Run, PA	Elton Coal
27. Leland #10	Beccaria, PA	Cammos Coal	61. Laurel	Cairnbrook, PA	National Steel
28. Bradford Ref.	Bigler, PA	Bradford Coal	62. Reitz #4	Central City, PA	Reitz Coal
29. Waroquier	Clearfield, PA	Waroquier Coal	63. Shade Creek	Central City, PA	P.B.S. Coal
30. Benjamin #7	Grampian, PA	Benjamin Coal			
31. Belfast #2	Grampian, PA	Hepburnia Coal			
32. P&N #2	Medix Run, PA	P&N Coal			
33. Stott #1	Pentfield, PA	Lady Jane Collieries			
34. Bark Camp	Pentfield, PA	Glen Irvin Corp.			

ALLEGHENY DIVISION
MAJOR INTERCHANGE POINTS
ANNUAL VOLUME 1/82 THRU 12/82

<u>INTERCHANGE LOCATION</u>	<u>RAILROAD</u>	<u>YARD</u>	<u>DELIVERED</u>	<u>RECEIVED</u>	<u>TOTAL</u>
1. Ebensburg, PA	Cambria & Indiana	Altoona	26,538	26,880	53,418
2. Brookville, PA	Pittsburgh & Shawmut	Reynoldsville	9,526	13,055	22,581
3. Johnstown, PA	Conemaugh & Blacklick	Altoona	6,342	9,665	16,007
4. Clearfield, PA	Chessie [B&O]	Clearfield	7,017	7,154	14,171
5. Summerville, PA	Lake Erie, Franklin & Clairion	Reynoldsville	6,778	6,072	12,850
6. Falls Creek, PA	Falls Creek	Reynoldsville	1,606	1,654	3,260
7. Falls Creek, PA	Chessie [B&O]	Reynoldsville	385	503	888
8. Arcade, NY	Arcade & Attica	Olean	277	258	535
9. Johnstown, PA	Chessie [B&O]	Altoona	152	213	365
10. Mt. Dallas, PA	Everett Railroad	Altoona (CLOSED)	134	126	260
11. Roaring Spring, PA	Allegheny Southern Railway	Altoona	109	112	221
12. Bellefonte, PA	Bellefonte Central	Williamsport	73	78	151
13. Johnstown, PA	Johnstown & Stoney Creek	Altoona	47	51	98
14. Johnsonburg, PA	Chessie [B&O]	Ridgway (CLOSED)	43	24	67

ALLEGHENY DIVISION
MAJOR INDUSTRIAL ACCOUNTS LISTED IN REVENUE ORDER
1982 ANNUAL REVENUE

<u>COMPANY</u>	<u>LOCATION</u>	<u>OUT</u>	<u>REVENUE</u>	<u>IN</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>REVENUE</u>
Bethlehem Steel Corp.	Johnstown, PA	6,558	5,904,536	2,243	2,364,147	8,801	8,268,683
Hammermill Paper	Lock Haven, Clearfield and Port Allegany, PA	2,789	2,408,744	4,533	4,685,680	7,322	7,094,424
Pa. Glass Sand Corp.	Mapleton, PA	3,413	4,366,043	0	----	3,413	4,366,043
Quaker State Oil Refinery	Farmers Valley, PA	365	729,696	405	721,500	770	1,451,196
Westvaco	Tyrone, PA	194	251,507	850	1,060,359	1,044	1,311,866
Standard Steel	Burnham, PA	817	1,144,615	180	194,805	997	1,339,420
Weis Markets	Milton and Sunbury, PA	75	81,637	1,459	1,134,264	1,534	1,215,907
ACF Industries	Milton, PA	1,320	840,207	157	176,163	1,477	1,016,370
Airco Carbon Co.	St. Marys, PA	65	201,950	410	627,203	475	829,153
PPG Industries	Tipton, PA	325	595,029	9	14,295	334	609,324
Milton Manufacturing	Milton, PA	190	253,107	163	191,320	353	444,427
Sperry New Holland	Lewistown, PA	289	381,703	0	----	289	381,703
Wise Foods	Berwick, PA	0	----	229	324,618	229	324,618
Great A&P Tea Co.	Altoona, PA	47	34,541	214	199,767	261	234,308
Harbison/Walker Refractories	Clearfield and Mt. Union, PA	69	81,838	67	121,784	136	203,622

ALLEGHENY DIVISION
LOCAL AND THRU FREIGHT TRAINS OPERATING OVER THE MAIN LINE

EASTBOUND - Scheduled:

LOCALS

WACO-2/1 Conpit to Altoona & return [Reports at Conemaugh]
 Daily except Sat/Sun
 WAAL-46/47 Altoona to Tyrone & return [Reports at Altoona]
 Mon/Wed/Fri
 WALE-13/14 Lewistown to Duncannon & return
 As needed [Reports at Lewistown]

THRU

TV-2 Chicago-Philadelphia
 TV-4 E. St. Louis-Kearny
 TV-12M Chicago-Kearny
 TV-22 Chicago-Baltimore
 TV-26 Detroit-Edge Moor
 TV-100 Conway-Harrisburg
 PIAB Conway-Abrams
 PIAL Conway-Bethlehem
 PIEN Conway-Enola
 PIML Conway-Morrisville
 PIOI Conway-Oak Island
 PIPY Conway-Potomac Yard
 PXCA Chicago-Camden
 WICE-2 Conway-Altoona
 WAAL-2 Altoona-Enola

Mail 8 Chicago-Kearny
 Mail 10 E. St. Louis-Kearny

LOADED COAL TRAINS - Av. 2/day
 LOADED GRAIN TRAINS - Av. 2/day

PASSENGER

No. 40 Chicago-New York
 No. 46 Pittsburgh-Philadelphia

WESTBOUND - Scheduled:

WAMU-9/10 Mt. Union to Petersburg and return
 Daily except Sat/Sun [Reports at Mt. Union]

TV-1 Philadelphia-Chicago
 TV-3M Kearny-E. St. Louis
 TV-11 Kearny-Chicago
 TV-27 Edge Moor-Conway
 TV-61 Portside-Chicago
 TV-201 Harrisburg-Toledo
 BAPI Baltimore-Conway
 CAPI Camden-Conway
 ENPI Enola-Conway
 ENTO Enola-Toledo
 OIIN Oak Island-Indianapolis
 OITO Oak Island-Toledo
 PGPI Phila-Greenwich-Conway
 WAAL-1 Altoona-Conway

Mail 9 Kearny-Chicago
 Mail 11 Kearny-E. St. Louis

EMPTY COAL TRAINS - Av. 2/day
 EMPTY GRAIN TRAINS - Av. 2/day

No. 41 New York-Chicago
 No. 47 Philadelphia-Pittsburgh

ALLEGHENY DIVISION
TRANSPORTATION DEPARTMENT

The Allegheny Division operates 50 through freight trains per day (25% originating on the Division), 25 local freight trains per week day, and 10 yard crews per day. The Division handles 6,700 through and local cars per day.

The Allegheny Division has three principal yards, namely, Altoona, Clearfield, and Newberry, and six smaller industrial servicing yards. The principal yards serve the heart of the bituminous coal fields of central Pennsylvania. These yards dispatch 1,250 cars per day.

There are eight Trainmaster territories on the Division

The Allegheny Division Transportation Budget for 1983 is \$43 million.

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GRINDING	81	81	81	81	81	81	81	81	81
SURFACING	81	81	81	81	81	81	81	81	81
TIES	79	79	79	79	79	79	79	79	79
UNDERCUTTING	40-61	40-61	40-61	40-61	40-61	40-61	40-61	40-61	40-61
RAIL	52C67	40-76	52C62	52C62	52C62	52C62	52C62	52C62	52C62
BAL CLEAN	708	805	708	805	708	805	708	805	708
TONNAGE (MGT)	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8	28.8
T T SPEED	50/50/50	50/50/50	50/50/50	50/50/50	50/50/50	50/50/50	50/50/50	50/50/50	50/50/50
T SLOW ORDER									

001

GRINDING	81	81	81
SURFACING	81	81	81
TIES	78	78	78
UNDERCUTTING	40-61	40-61	40-61
RAIL	52C67	40-76	52C62
BAL CLEAN	698	805	708
TONNAGE (MGT)	23.3	23.3	23.3
T T SPEED	70/60/50	70/60/50	70/60/50

001

GRINDING	79(1)	81	81	81	81	81	81	81	81
SURFACING	79	81	81	81	81	81	81	81	81
TIES	77	77	77	77	77	77	77	77	77
UNDERCUTTING	40-77	40-77	40-77	40-77	40-77	40-77	40-77	40-77	40-77
RAIL	52C67	40-76	52C62	52C62	52C62	52C62	52C62	52C62	52C62
BAL CLEAN	688	805	708	805	708	805	708	805	708
TONNAGE (MGT)	19.8	19.8	19.8	19.8	19.8	19.8	19.8	19.8	19.8
T T SPEED	70/60/50	70/60/50	70/60/50	70/60/50	70/60/50	70/60/50	70/60/50	70/60/50	70/60/50

002

VALUATION
TOWN

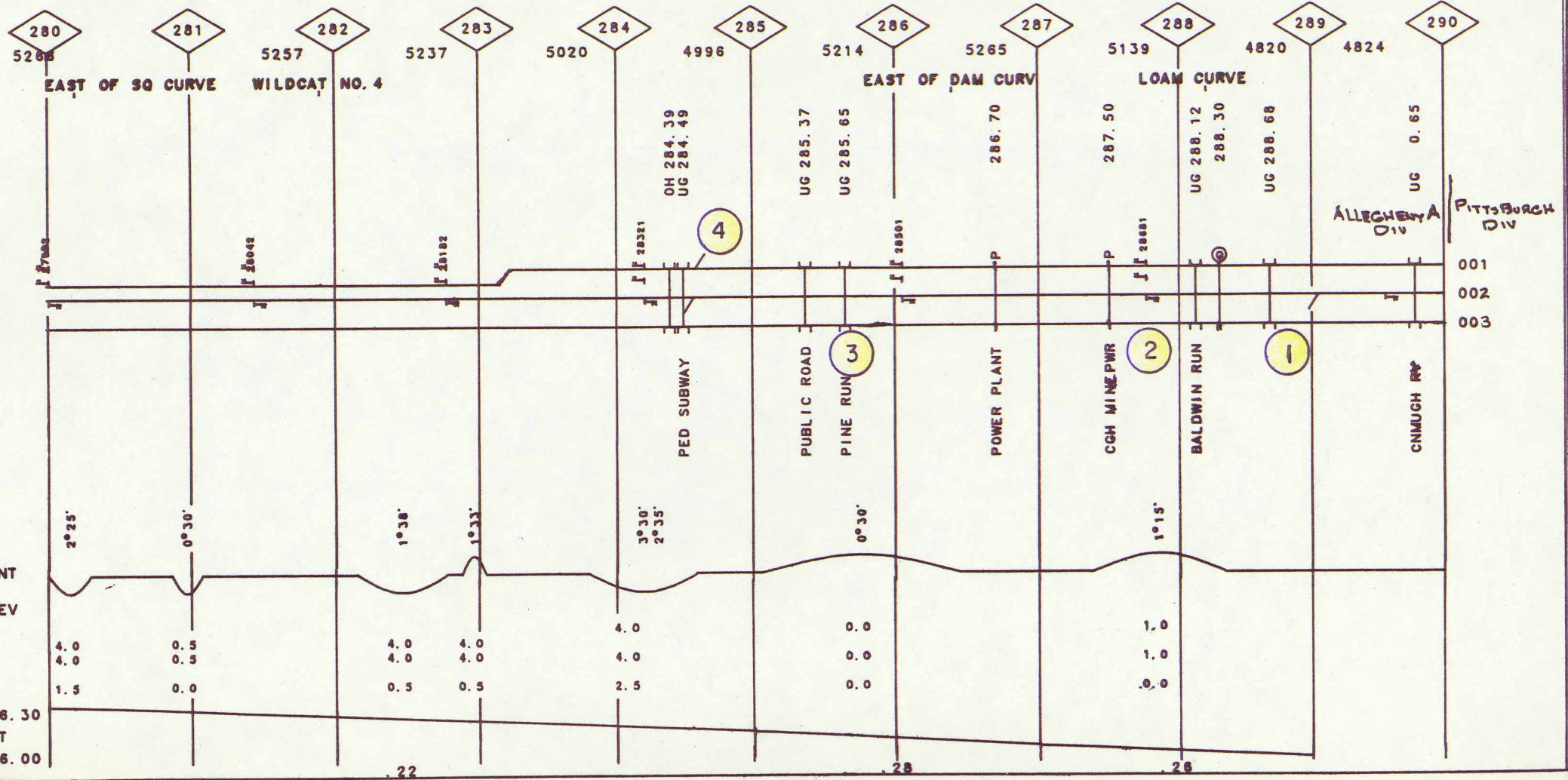
SQ

SEWARD

V7022

NEW FLORENCE

FACILITY



001

002

003

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 290.2 to MP 280.0	[1] New Florence Lumber [Lumber]				----	
<u>SUPERVISOR:</u>	D. F. Hysong Trainmaster Conemaugh, PA	[2] Penelec [Conemaugh]	0	1	1	\$967	\$967
		[3] Penelec [Seward]				----	
		[4] Research Cottrell [Machinery]	+ 1	0	1	1,037	1,037
<u>YARDS:</u>	None		3	1	4	3,402	850
			+10	0	10	10,562	1,050
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WACO-3/4						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 290.2 - DIVISION POST MP 290.6 - CONPIT Interlocking [Remote-Train Dispatcher-Pittsburgh]						

+ 1982

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 280.0 to MP 270.0	[1] Davis Brake Beam	0	65	65	\$53,628	\$825
		[RR Brake Beams & Parts]+	0	18	18	16,067	893
<u>SUPERVISOR:</u>	D. F. Hysong	[2] Bethlehem Steel Corp.	6,810	6,604	13,414	13,148,912	980
	Trainmaster	[Bars, Ferro Manganese,					
	Conemaugh, PA	New RR Cars]	+2,243	6,558	8,801	8,268,683	939
<u>YARDS:</u>	CONEMAUGH YARD						
	NON-AGREEMENT:	1 Trainmaster					
	OTE Forces:	6 Block Oprs.					
	T&E Forces:	4 Local Frt.					
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
WACO-3/4							
<u>BRANCHES:</u>	[A] Jct. Johnstown Branch	[A] U. S. Steel Corp.	197	43	240	367,982	1,533
	MP 273.6 [MP 0.0 - MP 1.6]	[Castings, Grinding Balls & Machinery]	29	11	40	64,354	1,609

NOTES:

- MP 273.6 - Johnstown Branch connects to J & SC/Chessie Interchanges
- MP 273.2 - Interchange C&BL RR
- MP 273.2 - C Block & Interlocking Station
- MP 277.4 - SG Block & Interlocking Station

+ 1982

CONEMAUGH

Transportation

Trainmaster	1-0-0
	<u>1-0-0</u>

Total: 1

C. I. & R.

Foreman	1-0-0
Repairmen	<u>2-0-0</u>
	3-0-0

Total: 3

M. W. & S.

M.W.	20-0-0
C&S	<u>5-0-0</u>
	25-0-0

Total: 25

LOCALS:

WACO-3/4 6:45 A.M. Daily Except
Sat/Sun[Conpit-Altoona-
South Fork branches-
Cresson Branches]

	<u>Tracks</u>	<u>Capacity</u>
Pitt	2	200
Old Yard	7	200
Woodvale	5	270
Cambria	leased to CB&L	
New Yard	9	585

Engines: 1 road engine

MORRELLVILLE YARD

Tracks: 6
Capacity: 320 cars

Served with Cgh. local, 4
tracks leaded to CB&L

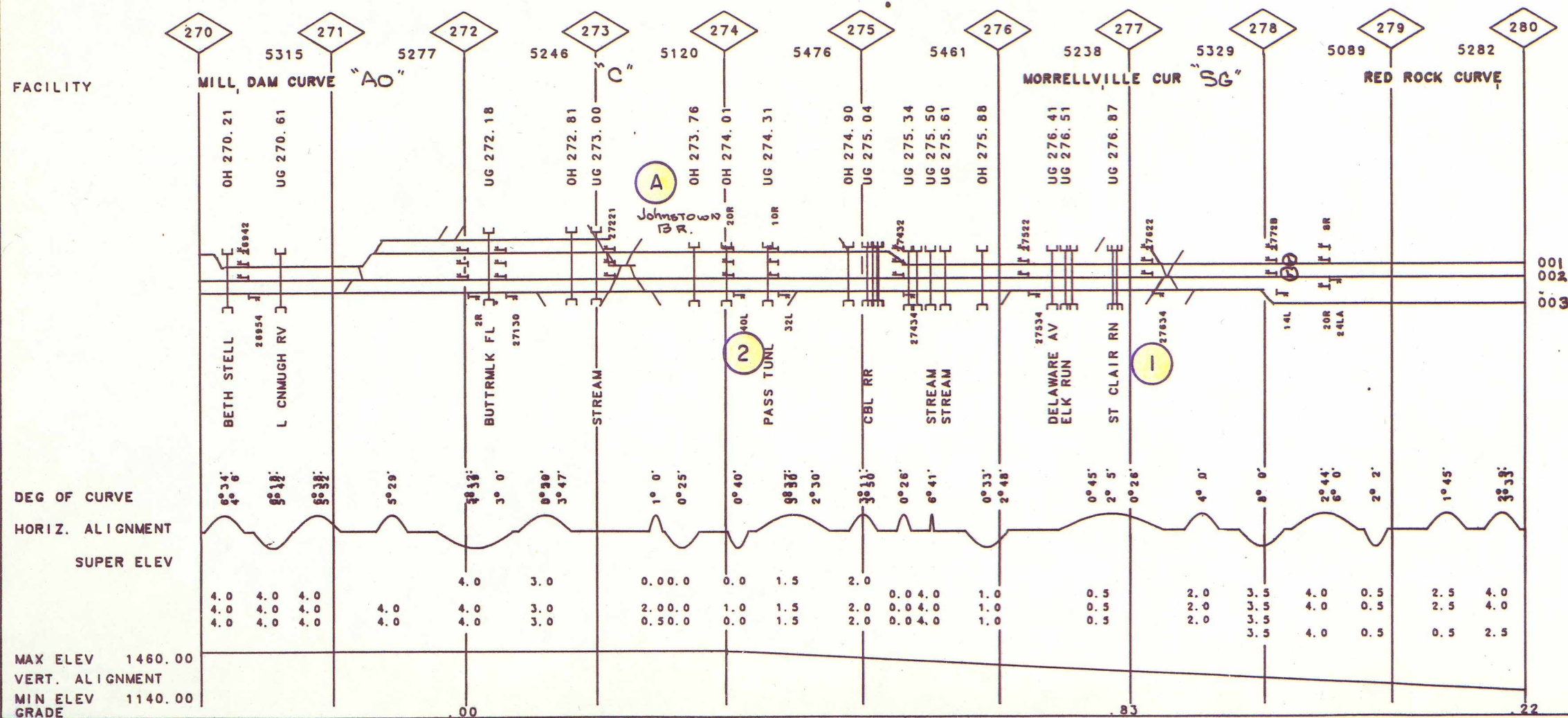
MP 270.00-MP 280.00 PA

GRINDING		81		79(1)	81
SURFACING					
TIES			81	81	
UNDERCUTTING					
RATL	40-72	40-75	52-58C	40-73	
BAL CLEAN		75M		70B	
TONNAGE(MGT)	28.8	28.7		24.9	15.3
T T SPEED	35/35/35	40/40/40	50/45/45	35/35/35	

						0011	
81		81		80E		77	
52F72		52-70		40-72			
80S		81		81			
43.5				41.6			
40/40/40				45/45/45		35/35/35	

001						00
			61			
79E					81	
72					78	
32-79 52-51C 40-75 40-61						
69B	70B	69B	70B	69B	70B	69B
0.3				23.3		
35/35/35				35/35/35		55/50/50

V7022
JOHNSTOWN



GRINDING	81	81	79
SURFACING	80	81	79
TIES			
UNDERCUTTING			
RAIL	55C64	52C64	40-74
BAL CLEAN	81	81	40-75
TONNAGE (MGT)	40.9		42.0
T T SPEED	45/45/45		30/30/30

001

GRINDING	81	81	81	79(1)
SURFACING	80	81	81	79(1)
TIES				
UNDERCUTTING				
RAIL	40-75	40-75	40-76	40-76
BAL CLEAN	81	81	75M	75M
TONNAGE (MGT)	21.4		18.7	
T T SPEED	70/60/50	45/45/45	35/35/35	30/30/30

002

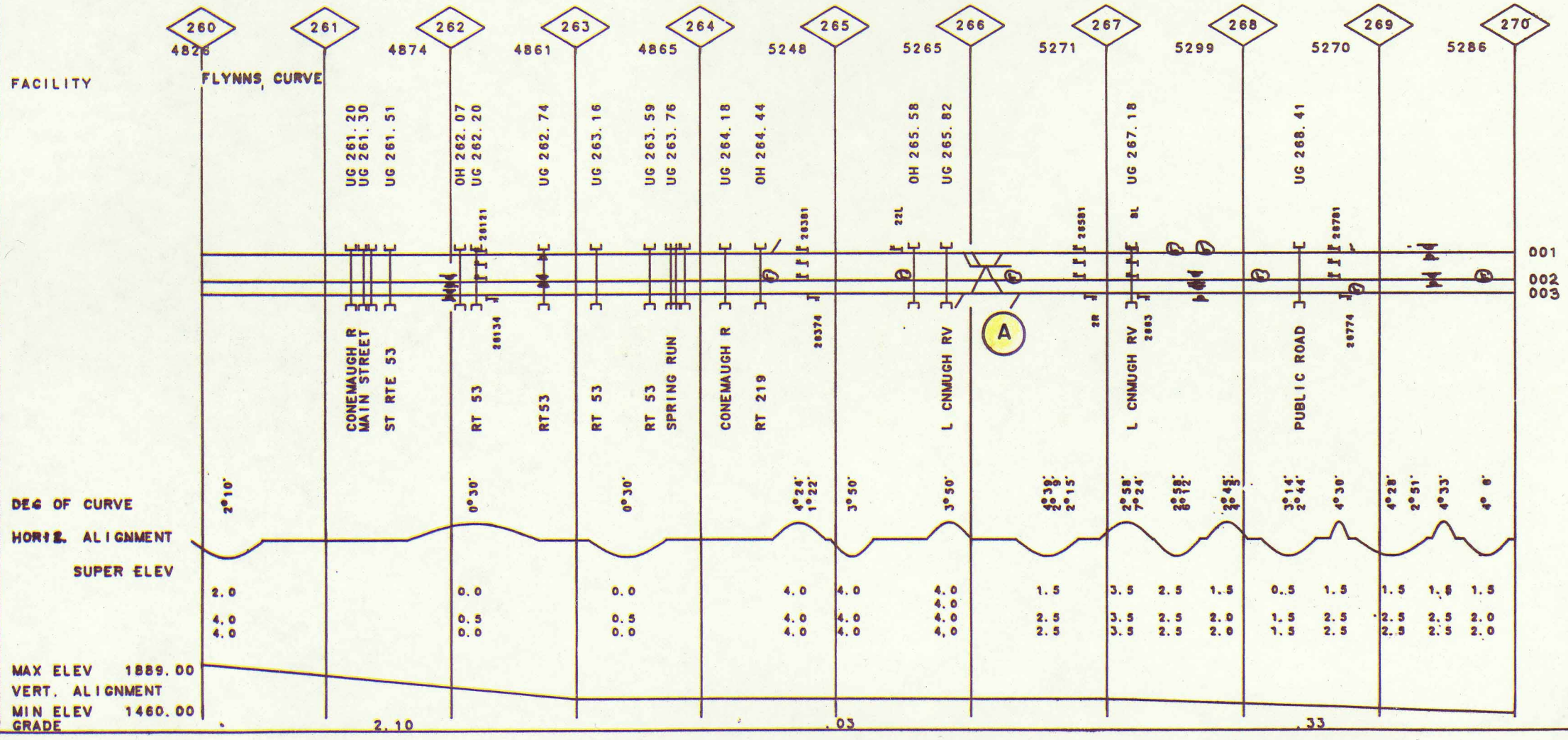
GRINDING	81	81	81	79(1)
SURFACING	79	81	81	79(1)
TIES				
UNDERCUTTING				
RAIL	40-74	52C68	40-75	40-77
BAL CLEAN	68B		75M	75M
TONNAGE (MGT)	28.0		28.8	
T T SPEED	60/60/50	45/45/45	35/35/35	30/30/30

003

VALUATION
TOWN

EHRENFELD

V7022



SOUTH FORK YARD

Tracks: 7
Capacity: 210

Serviced from Conemaugh 5 days/week

M. W. & S.

B & B	4-0-0
C & S	<u>5-0-0</u>
	9-0-0

Total: 9

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 270.0 to MP 260.0						
<u>SUPERVISOR:</u>	D. F. Hysong Trainmaster Conemaugh, PA						
<u>YARDS:</u>	SOUTH FORK YARD OTE Forces: 3 Block Operators T&E Forces: 0						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
WACO-3/4							
<u>BRANCHES:</u>	[A] Jct. Summerhill Branch MP 265.9 [MP 0.0 - MP 1.6]	[A] Bethlehem #38 Mine [Coal] [Closed 6-1-80]	-----				
<u>NOTES:</u>	MP 226.1 - South Fork Secondary [MP 0.0 - MP 18.7] connects to Central Secondary MP 266.1 - SO Block & Interlocking Station						

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>1981</u> - <u>1982</u> <u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 260.0 to MP 250.0	[1] Stagers Wrecking Co.	5	0	5	\$ 3,251	\$650
		[Scrap Iron & Scrap]	+ 2	0	2	1,426	713
<u>SUPERVISOR:</u>	D. F. Hysong	[2] Team Track					
	Trainmaster	Sedlock	15	0	15	20,746	1,383
	Conemaugh, PA	[Newspaper]	+ 8	0	8	12,161	1,520

YARDS: CRESSON YARD
 NON-AGREEMENT: 1 Road Foreman
 OTE Forces: 3 Block Operators
 T&E Forces: 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WAAL-37/38
 WACO-3/4

<u>BRANCHES:</u> [A] Jct. Bens Creek Branch							
MP 258.9 [MP 0.0 - MP 2.5]							
[B] Jct. Sonman Branch	[B] Cooney Bros. Coal	4	8,392	8,396	8,192,153	976	
MP 258.9 [MP 0.0 - MP 0.8]	[Coal]	+ 4	8,659	8,663	9,531,729	1,100	
[C] Jct. Cresson Secondary Track	[C] Frank Calandra	29	187	216	181,065	838	
MP 250.5 [MP 0.0 - MP 57.4]	[Scrap Iron & Steel]	+47	87	134	139,877	1,044	
	Matt Calandra	6	2	8	5,599	700	
	[Scrap Iron & Steel]				----		

NOTES: MP 250.5 - Cresson Secondary connects to Black
 Lick Secondary, Susquehanna Secondary
 and Irvona Branch

MP 258.9 - Bens Creek Branch connects to Sonman Branch

MP 250.5 - MO Block & Interlocking Station

Black Lick Secondary [Ebensburg] Interchange with C & I RR

+ 1982

CRESSONTransportation

Road Foreman 1-0-0

M. W. & S.

M.W. 30-0-0
C&S 5-0-0
B&B 6-0-0
41-0-0

Total: 41

Locomotive

General Foreman 1-0-0
Electricians 1-0-0
Machinist 1-1-1
3-2-2

Total: 7

Road Engines: 6
[Used in coal gathering]

Road Engines: 14
[Assigned Helper Service]

CRESSON YARD

Tracks: 19
Capacity: 775

Served from Conemaugh & Altoona
5 days/week

Yardmaster at Altoona Supervises
Branch 3 Locals per day which
handle 500 cars

IRVONA BRANCH

Served by local from Altoona 2 trains
per week

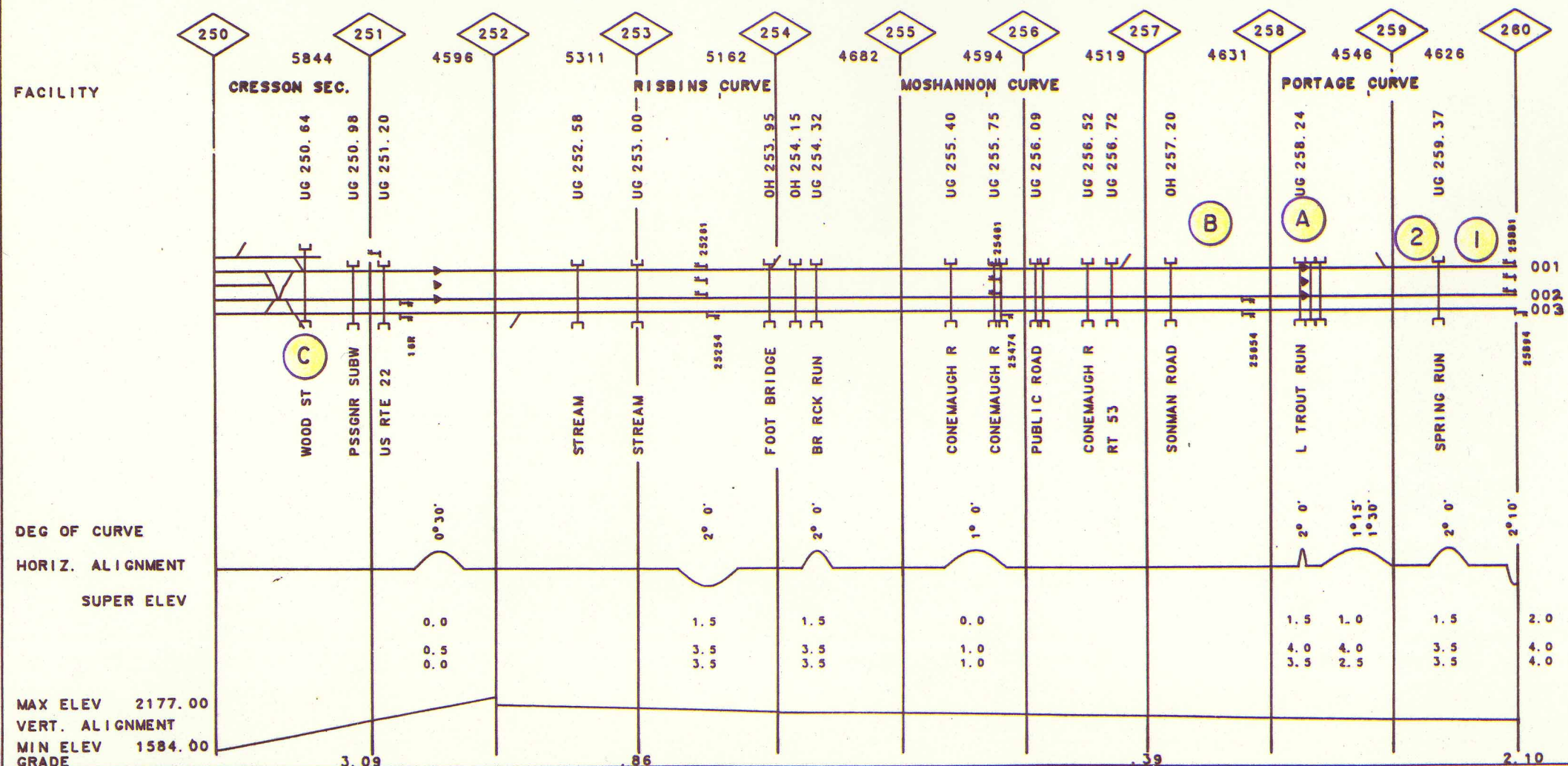
CRESSON SECONDARY

Served by local [3 Altoona and
2 Cherry Tree)

21-2102 M. L. (HBC. PGH.)

[illegible]

PORTAGE



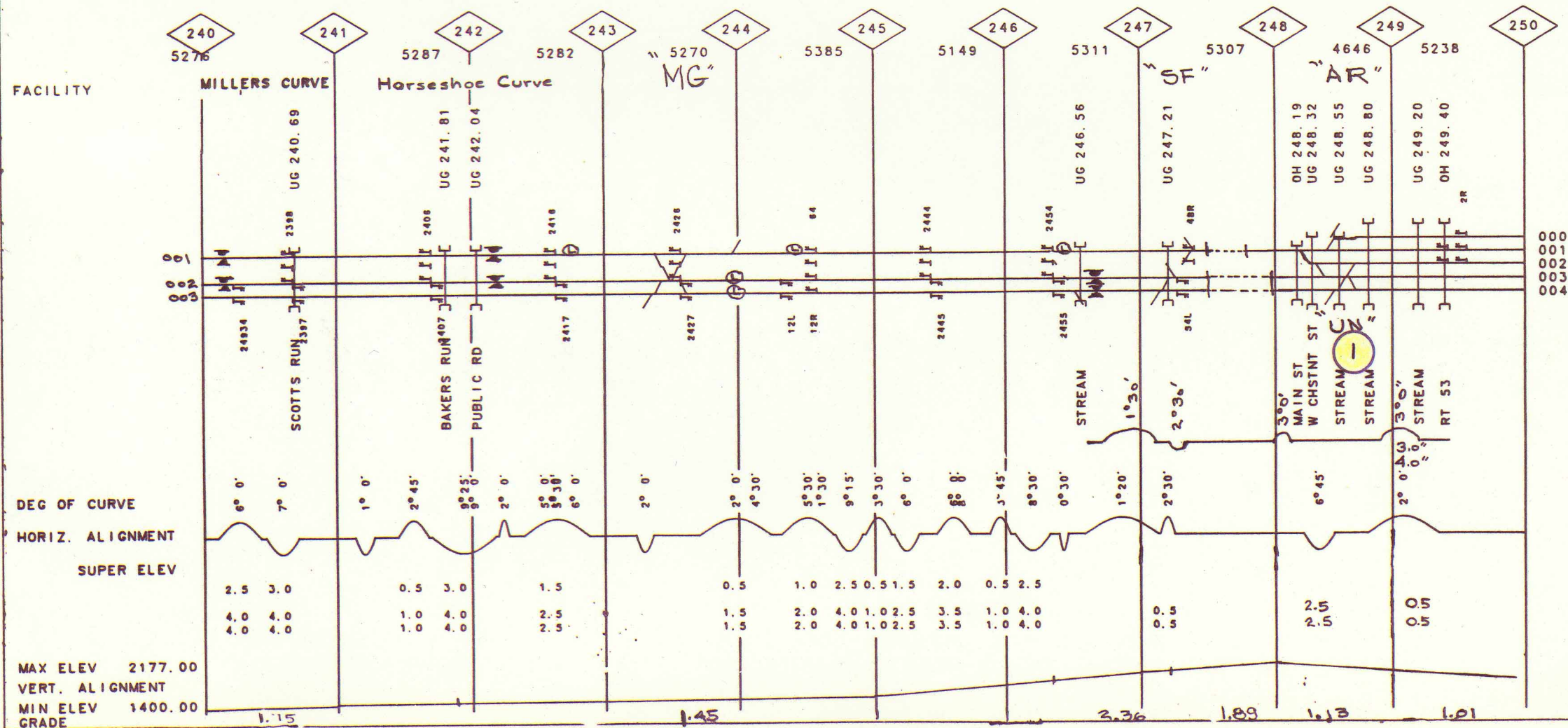
GRINDING		81
SURFACING	81	81
TIES		77
UNDERCUTTING		
RAIL		40-73
BAL. CLEAN		768
TONNAGE (MGT)		12.7
T T SPEED		60/45/45

[illegible]

GRINDING				81					003				81
SURFACING					80E								81
TIES						80							
UNDERCUTTING													
RAIL					40-71								40-73
BAL CLEAN			80S			75S		80S			79L		81
TONNAGE (MGT)				30.0						28.3			29.8
T T SPEED		35/35/35						30/30/30					35/35/35

V7022

GALLITZIN



<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 250.0 to MP 240.0	[1] Seven D Wholesale [Lumber]	138	0	138	\$138,512	\$1,004
<u>SUPERVISOR:</u>	D. F. Hysong Trainmaster Conemaugh, PA		+ 88	0	88	112,238	1,275
<u>YARDS:</u>	None OTE Forces: 3 Block Operators T&E Forces: 0						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WACO-3/4						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 247.2 - New Portage Branch abandoned 9-8-81 MP 243.5 - MG Block & Interlocking Station MP 248.5 - AR Block & Interlocking Station						
			+ 1982				

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	1981 - 1982 <u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV</u> <u>REV</u> <u>CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 240.0 to MP 230.0	[1] Blair Clay	0	2	2	\$ 1,590	\$ 795
		[Brick]	+ 0	15	15	14,370	958
<u>SUPERVISOR:</u>	T. T. Gajkowski	[2] Ableson Scrap	0	24	24	20,830	868
	Trainmaster	[Scrap Iron & Steel]	+ 9	7	16	19,525	1,220
	Altoona, PA	[3] Altoona Pipe & Steel	63	11	74	32,381	437
		[Steel Fab/Rwy Car Repr]	+122	89	211	86,407	409
<u>YARDS:</u>	ALTOONA YARD	[4] A & P	437	97	534	465,919	873
	NON-AGREEMENT:	[Grocery Warehouse]	+214	47	261	234,308	898
		(Closed 9-25-82)					
	1 Trainmaster	[5] Nelson Produce	2	0	2	2,207	1,103
	3 Road Foremen	[Produce]	+ 3	0	3	3,353	1,118
OTE Forces:	18 [5 Yardmasters]	[6] Lithcote	698	768	1,466	585,934	400
	[10 Crew Disp.]	[Rwy Car Repair]	+106	275	381	160,085	420
	[3 Block Oprs.]	[7] Ward Warehouse	92	17	109	118,725	1,089
T&E Forces:	180 Thru Frt. - 81	[Warehousing]	+109	39	148	157,642	1,065
	Local Frt. - 18	[8] C. L. Feathers	201	0	201	400,027	1,990
	Yard Frt. - 31	[Rock Salt]	+136	0	136	224,295	1,649
	Extra - 50						
<u>YARD JOBS:</u>	YAAL-10 YAAL-21						
	YAAL-11 YAAL-22						

LOCALS SERVING THIS SEGMENT:

WAAL-46/47 WAAL-37/38

BRANCHES: [A] Jct. Holiday Branch
MP 236.7 [MP 33.3 - MP 39.8]

NOTES: MP 236.7 - Holiday Branch connects to Hollidaysburg Yard
MP 236.7 - ALTO Block & Interlocking Station
MP 232.4 - ANTIS [Remote - Alto]

+ 1982

ALTOONATransportation

Trainmaster	1-0-0
Road Foreman	1-1-1
Yardmasters	2-2-1
Crew Dispatchers	4-3-3
	<u>8-6-5</u>

Total: 19

C. I. & R.

General Foreman	1-0-0
Foremen	3-1-1
Car Inspectors	3-2-2
Repairmen	<u>9-0-0</u>

Total: 22

Station

Field Term. Supv.	1-0-0
Traveling Rep.	2-0-0
Supv. Yd. Procedures	1-0-0
Clerks	7-5-4
Janitor	1-0-0
Messenger	<u>1-0-0</u>
	<u>13-5-4</u>

Total: 22

Locomotive

Foreman	1-0-0
Electrician	0-1-0
Machinists	1-0-2
Labor	<u>0-0-1</u>

Total: 6

LOCALS

WAAL-46/47 6:15 A.M. Daily except Sun.
[M/W/F Tyrone
T/T/S Roaring Spring]

WAAL-37/38 6:00 A.M. Daily except Sun.
[Cresson, Susquehanna &
Black Lick Secondarys and
Irvona Branch]

YARD CREWS 2-2-0

YAAL-10	7:00 A.M. daily	Ex. Fri/Sat
YAAL-11	7:59 A.M. daily	Ex. Sat/Sun
YAAL-21	2:30 P.M. daily	Ex. Sat/Sun
YAAL-22	3:00 P.M. daily	Ex. Mon/Tue

ROSE SHOP

Status: I
Capacity: 80
Daily Average: 30
Total Force: 9 [C.R.]

	Tracks	Capacity	Stored Locomotives	Cars
398 Complex	14	380		56
Brush Yard	9	480	291	547
Scale Receiving Yard	16	800		434
Antis Yard	8	250		189
Coal Yard	6	145		373
Hill Tracks				1433
Scale Class Yard	18	1500		170
Pit Tracks	7	200		89
Tyrone Yard				425 [JTTX]
Bald Eagle Valley				651 [Hoppers]
[Sidings & Secondarys]				1653
Hollidaysburg				
WH Yard	9	230		
BY Yard	20	900		
Farm Yard	9	500		
Rose	15	950		

HOLLIDAYSBURG

CAR SHOP

	<u>Tracks</u>	<u>Capacity</u>
Hollidaysburg	31	2000
Westbound Receiving	10	500
Advance Yard	6	200
Eastbound Class	9	240
Eastbound Receiving	10	270
Holly	4	110

GRINDING	81	81	81	81	81	81	81	81	81
SURFACING	80E	81	81	81	81	81	81	81	81
TIES	78								
UNDERCUTTING									
RAIL	32-T8	40-70	40-70	40-70	40-70	40-70	40-70	40-70	40-70
BAL CLEAN	61	69B	76S	81	74M			49.1	81
TONNAGE (MGT)	16.4		42.1						
T T SPEED		60/50/50		15/15/15	25/25/25			30/30/30	

001

GRINDING	81	79(2)	81	80E	81	81	81	81	81
SURFACING	80E	81	80E	81	81	81	81	81	81
TIES	78								
UNDERCUTTING									
RAIL	32-78	40-72	40-68	55F73	40-72	40-72	40-72	40-72	40-72
BAL CLEAN	60S	76S	81	68B				17.0	81
TONNAGE (MGT)	41.8	26.1							
T T SPEED	70/50/50	60/50/50	30/21	30/25/25				35/35/35	

002

GRINDING	77	
SURFACING	80E	
TIES	77	
UNDERCUTTING		
RAIL	40-49	40-69
BAL CLEAN	77S	
TONNAGE (MGT)	35.7	
T T SPEED	70/45/45	

GRINDING	81	81	81	81	81	81	81	81	81
SURFACING	80E	81	81	81	81	81	81	81	81
TIES	78								
UNDERCUTTING									
RAIL	32-78	40-72	40-72	40-72	40-72	40-72	40-72	40-72	40-72
BAL CLEAN	76S	75S	80S						
TONNAGE (MGT)	26.1	30.0							
T T SPEED	30/25/25	35/35/35							

003

GRINDING	79(1)	
SURFACING	80E	
TIES	77	
UNDERCUTTING		
RAIL	40-77	
BAL CLEAN	77S	
TONNAGE (MGT)	0.0	
T T SPEED	50/45/45	

AIT

VALUATION
TOWN

EAST ALTOONA

ALTOONA

V7012/V7022

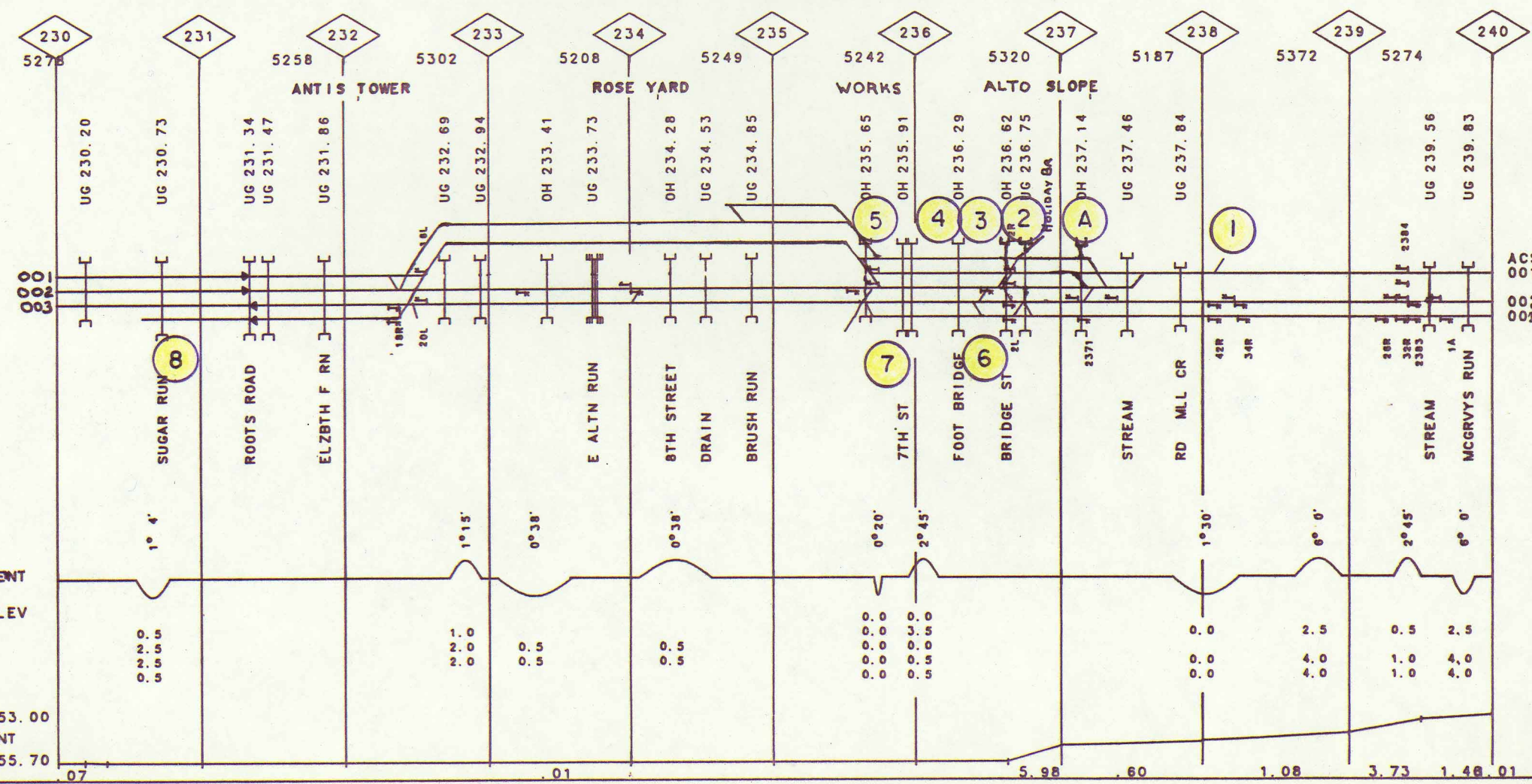
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEV

MAX ELEV 1453.00
VERT. ALIGNMENT
MIN ELEV 1055.70
GRADE



ACS
001
002
003

GRINDING	81	79(2)	81	81
SURFACING			80E	
TIES			78	
UNDERCUTTING				
RAIL	40-76	40-64	52F64	32-T8
BAL CLEAN	76S	80S	81	81
TONNAGE(MGT)	27.3	27.3	16.4	
T T SPEED	35/35/35		50/50/50	

GRINDING	81	81	81	81
SURFACING			80E	
TIES			78	
UNDERCUTTING				
RAIL	55C65	40-77	32-78	
BAL CLEAN	80S	81	80S	
TONNAGE(MGT)	33.0	33.0	41.8	
T T SPEED	35/35/35	55/50/50	60/60/50	70/50/50

GRINDING	81	81	81	81
SURFACING			80E	
TIES			77	
UNDERCUTTING				
RAIL	40-77	40-70		
BAL CLEAN	69B	30.9	77S	
TONNAGE(MGT)	31.0	30.9	35.7	
T T SPEED	35/35/35	55/50/50	60/60/50	70/45/45

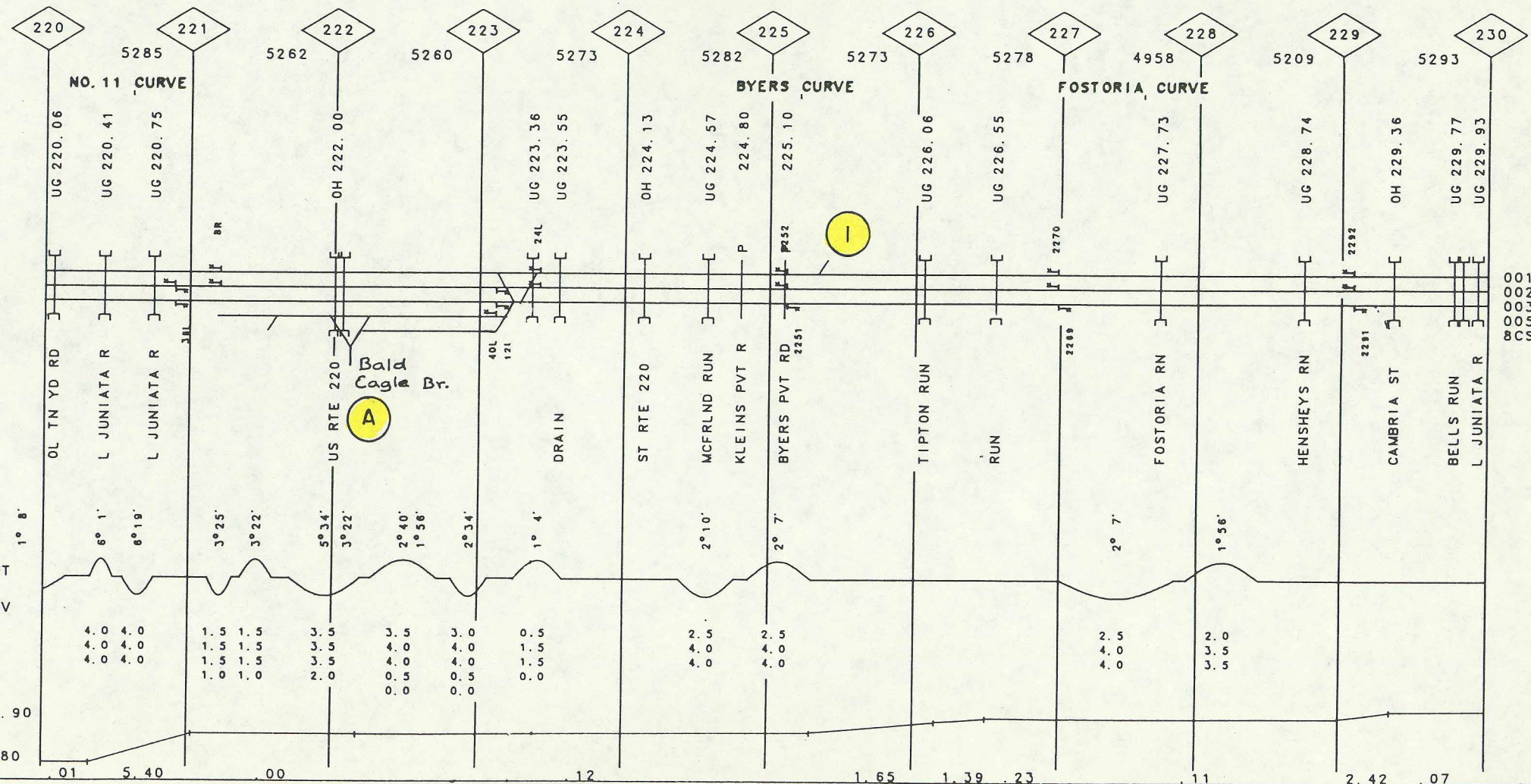
GRINDING	75E	79E
SURFACING	68	79
TIES		
UNDERCUTTING		
RAIL	30-42C	
BAL CLEAN		
TONNAGE(MGT)		0.3
T T SPEED	30/30/30	

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEV

MAX ELEV 1061.90
VERT. ALIGNMENT
MIN ELEV 689.80
GRADE



TYRONE YARD

Tracks: 4
Capacity: 120

Service from Altoona 3 days per week

M. W. & S.

C. & S. 1-0-0
 1-0-0

Total: 1

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982</u> <u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 230.0 to MP 220.0	[1] PPG Industries	3	352	355	\$585,658	\$1,649
<u>SUPERVISOR:</u>	T. T. Gajkowski Trainmaster Altoona, PA	[Auto Glass]	+ 9	325	334	609,324	1,824
<u>YARDS:</u>	TYRONE YARD OTE Forces: 1 Block Operator T&E Forces: 0						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WAAL-46/47						
	Through freight pickup [PPG cars]						
<u>BRANCHES:</u>	[A] Jct. Bald Eagle Branch	[A] Team Track	87	7	94	164,851	1,753
	MP 222.3 [MP 0.0 - MP 54.2]		+ 87	8	95	150,779	1,587
		Westvaco	867	257	1,124	1,156,651	1,029
		[Paper]	+ 850	194	1,044	1,311,866	1,256
		General Veneer	0	37	37	19,827	536
		[Wood Products]	+ 0	90	90	56,948	633

NOTES:

MP 222.3 - Bald Eagle Branch connects to
Rockville-Buffalo Main Line at Lock Haven
[Bald Eagle Branch to be abandoned from
MP 3.0 - MP 27.5]

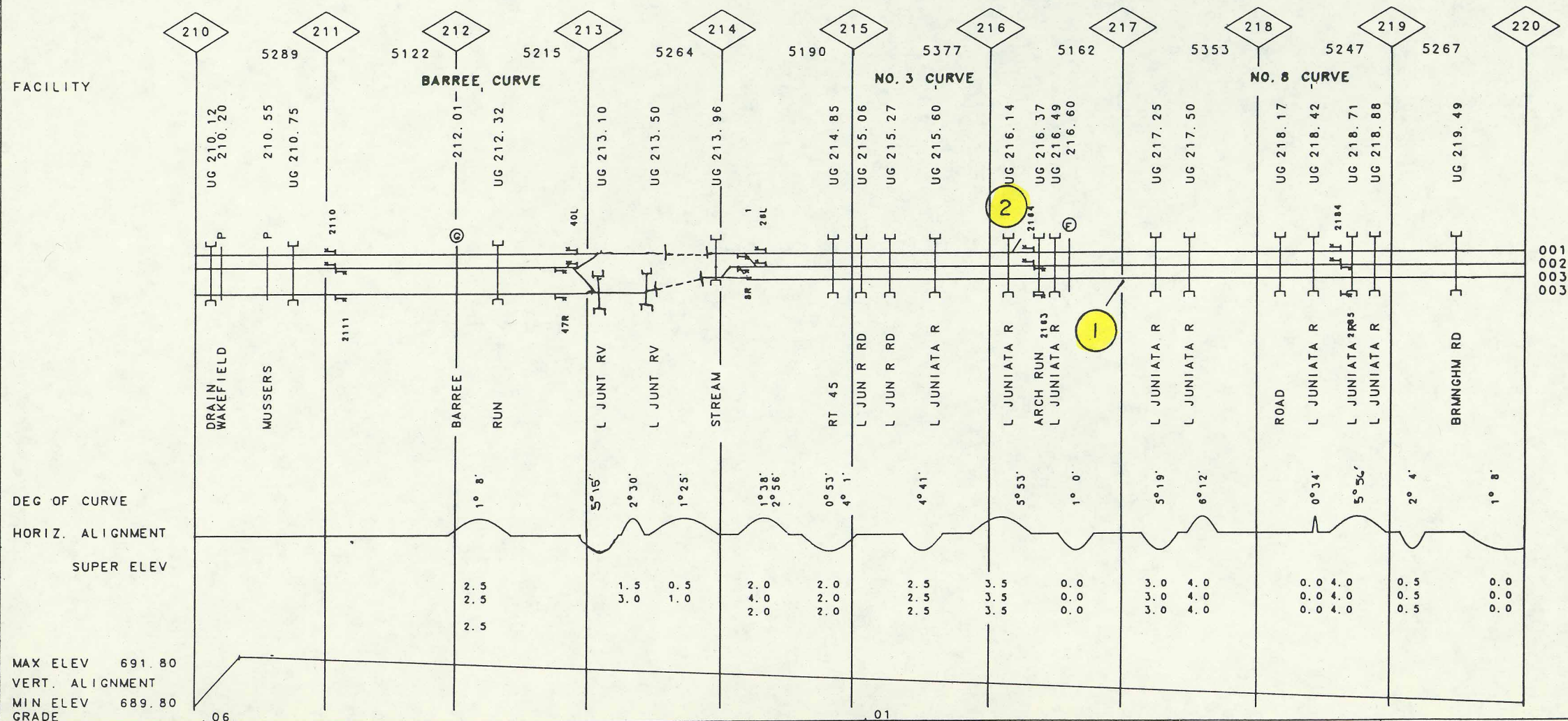
MP 223.3 - GRAY Block & Interlocking Station

+ 1982

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 220.0 to MP 210.0	[1] Warner Company [Stone & Ballast]	0	16	16	\$7,532	\$471
<u>SUPERVISOR:</u>	J. S. Wagoner Trainmaster Lewistown, PA	[2] Team Track				----	----
<u>YARDS:</u>	None OTE Forces: 0 T&E Forces: 0						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	None						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 214.2 - SPRUCE Block & Interlocking Station [closed 7/27/82] MP 212.9 - TUNNEL [Remote - Spruce]						

001002003003

UNION FURNACE



GRINDING	81	81	79	81	81	81	81	81	81
SURFACING	81	81	79	81	81	81	81	81	81
TIES									
UNDERCUTTING	40-69	55-53	40-67	40-67	40-67	40-67	40-67	40-67	40-67
RAIL	69B	68B	69B	69B	69B	69B	69B	69B	69B
BAL CLEAN	46.6	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
TONNAGE(MGT)	70/60/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50
T T SPEED									

GRINDING	81	81	81	81	81	81	81	81	81
SURFACING	81	81	81	81	81	81	81	81	81
TIES									
UNDERCUTTING	40-76	32-78	52-65C	32-78	32-78	32-78	32-78	32-78	32-78
RAIL	76S	76S	76S	76S	76S	76S	76S	76S	76S
BAL CLEAN	19.3	16.6	16.6	16.6	16.6	16.6	16.6	16.6	16.6
TONNAGE(MGT)	70/60/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50
T T SPEED									

GRINDING	81	81	81	81	81	81	81	81	81
SURFACING	81	81	81	81	81	81	81	81	81
TIES									
UNDERCUTTING	40-52	55-52	40-50	40-50	40-50	40-50	40-50	40-50	40-50
RAIL	67B	67B	67B	67B	67B	67B	67B	67B	67B
BAL CLEAN	26.3	27.5	27.5	27.5	27.5	27.5	27.5	27.5	27.5
TONNAGE(MGT)	70/60/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50	55/50/50
T T SPEED									

VALUATION
TOWN

HUNT

V7012

PETERSBURG

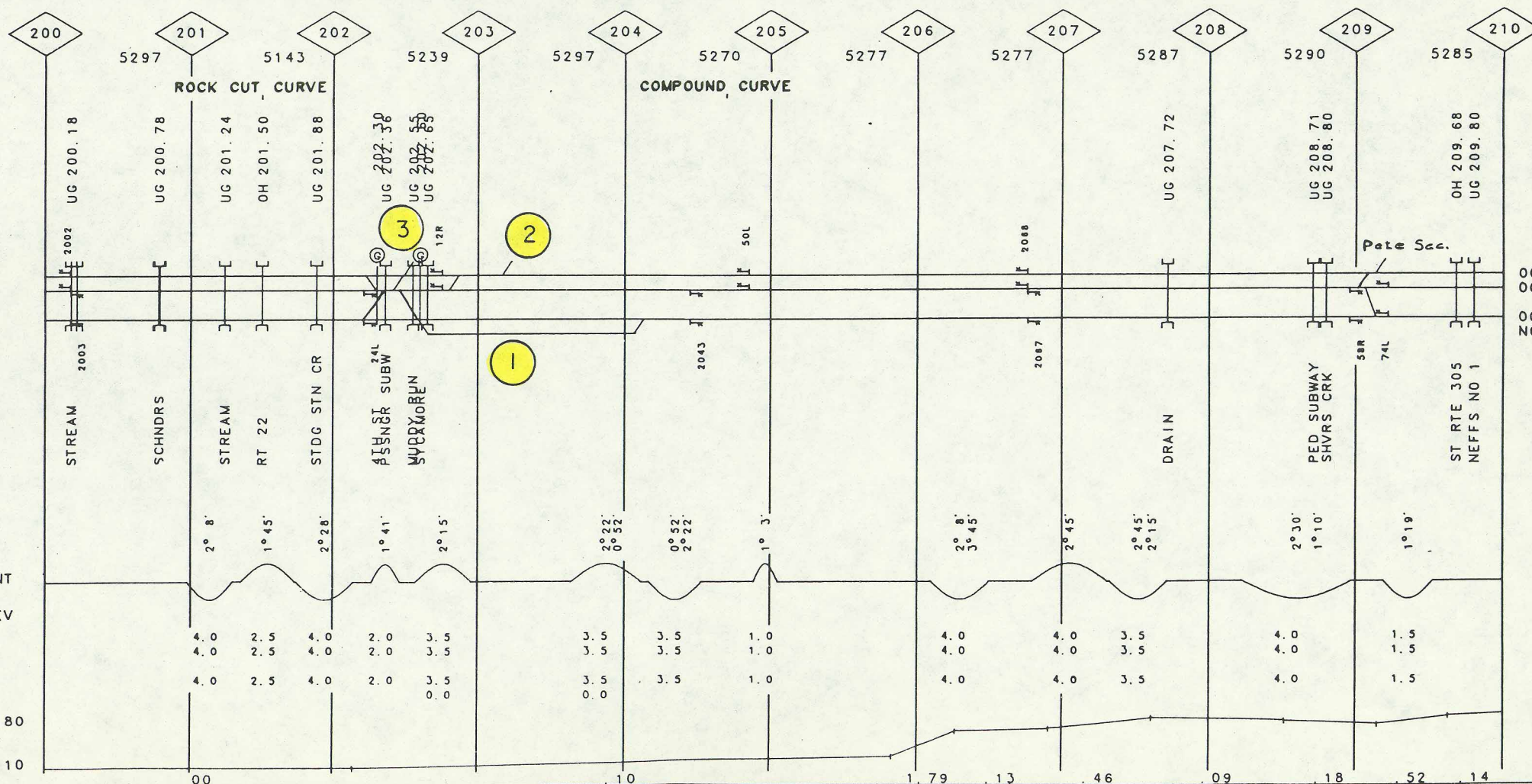
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEV

MAX ELEV 691.80
VERT. ALIGNMENT
MIN ELEV 603.10
GRADE



HUNTINGDON YARD

Tracks: 4
Capacity: 120

Served from Mt. Union as needed

M. W. & S.

M. W. Forces	18-0-0
C. & S. Forces	<u>6-0-0</u>
	24-0-0

Total: 24

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 210.0 to MP 200.0	[1] Owens Corning Fiberglas	0	27	27	\$34,929	\$1,294
		[Fiberglas Tanks/Mats]	+ 0	26	26	30,355	1,167
<u>SUPERVISOR:</u>	J. S. Wagoner	[2] Laney's Feed	10	0	10	7,690	769
	Trainmaster	[Feed & Grain]	+ 8	0	8	7,792	974
	Lewistown, PA	[3] Huntingdon Indus. Park					
		Reeves Parvin	126	0	126	118,844	943
<u>YARDS:</u>	HUNTINGDON YARD	[Grocery Warehouse]	+144	0	144	124,193	862
	OTE Forces: 3 Block Operators						
	T&E Forces: 0						
<u>YARD JOBS:</u>	None						

LOCALS SERVING THIS SEGMENT:

WAMU-9/10

<u>BRANCHES:</u>	[A] Jct. Pete Secondary Track	[A] Landfill Acres, Inc.	60	47	147	35,440	241
	MP 209.1 [MP 0.0 - MP 6.0]	[Landfill Amtrak]	OUT	OF BUSINESS			

NOTES: Pete Secondary to be abandoned - MP 0.1 to MP 6.0

MP 209.1 - PETE Interlocking - [Remote - Hunt]
MP 202.4 - HUNT Block & Interlocking Station

+ 1982

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981</u> - <u>1982</u> <u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 200.0 to MP 190.0	[1] Penn Glass Sand	5	2,938	2,943	\$3,382,751	\$1,149
		[Sand & Gravel]	+ 0	3,413	3,413	4,366,043	1,279
<u>SUPERVISOR:</u>	J. S. Wagoner	[2] Harbison Walker Refractories	10	17	27	31,105	1,152
	Trainmaster	[Brick]	+21	2	23	33,059	1,437
	Lewistown, PA	[3] North American Refractories	0	11	11	19,205	1,746
		[Brick]	+ 0	0	0	-----	
<u>YARDS:</u>	MT. UNION YARD						
	OTE Forces: 3 [Block Operators]						
	T&E Forces: Local Freight - 3						
<u>YARD JOBS:</u>	None						

LOCALS SERVING THIS SEGMENT:

WAMU-9/10

BRANCHES: None

NOTES: MP 196.3 - Shop Track [Mill Creek]
MP 191.3 - JACKS Block & Interlocking Station

MT. UNION

Transportation:

Tracks: 7
Capacity: 130

LOCALS:

WAMU-9/10 7:01 A.M. daily except Sat/Sun
[Petersburg to Mifflin]

M. W. & S.

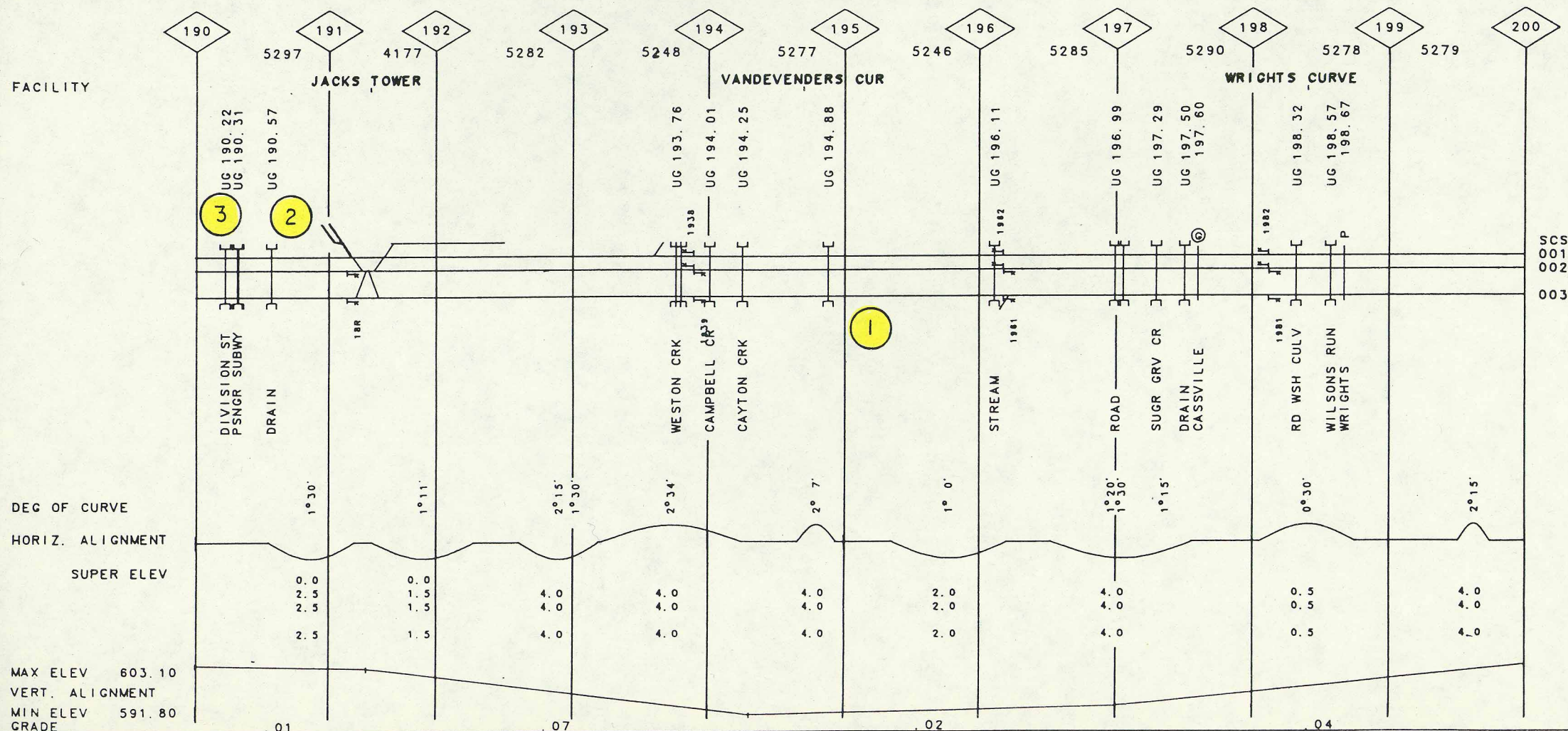
C. & S. 5-0-0

Stations:

Clerk 1-0-0

[illegible]

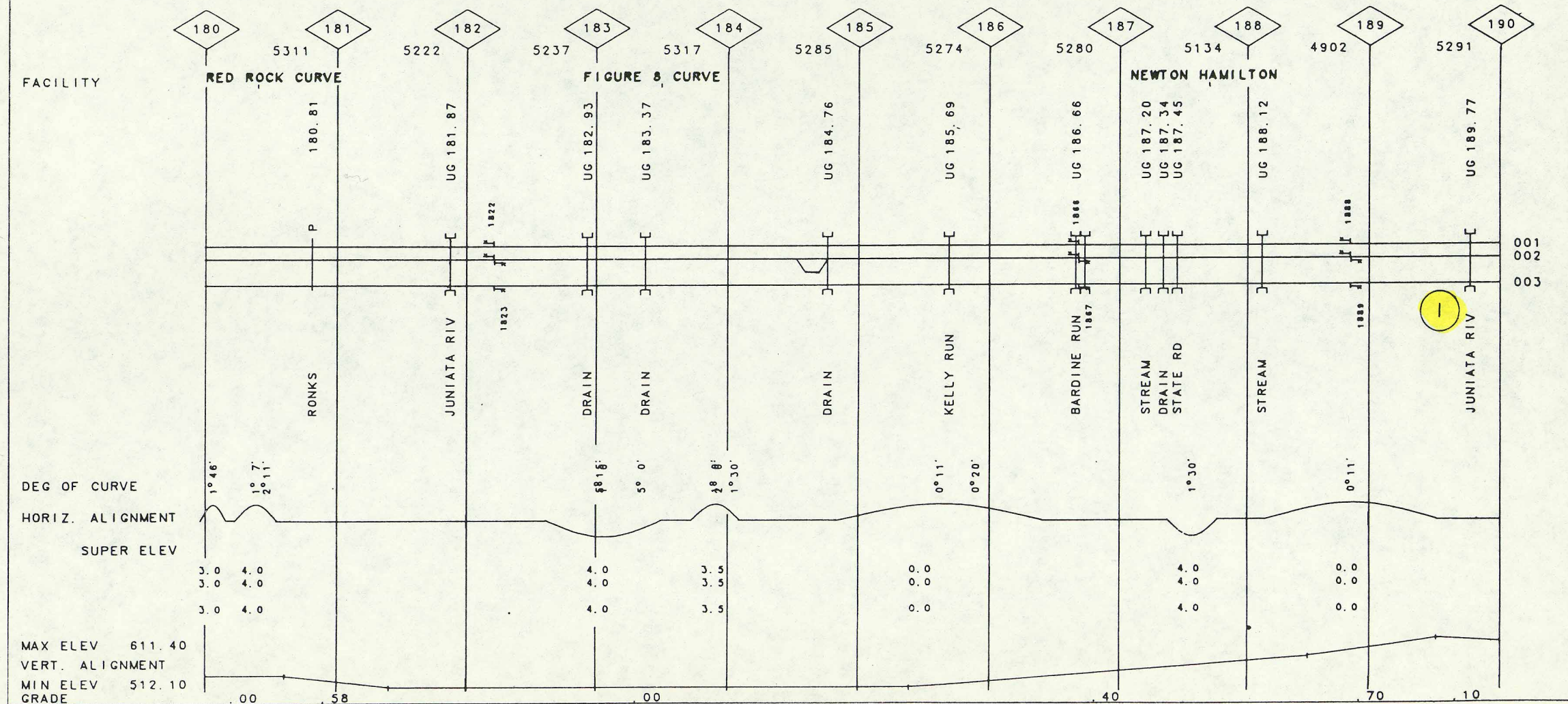
BRIDGEPORT



[illegible]

VALUATION
TOWN

V7012



<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 190.0 to MP 180.0	[1] Bleyer Industries	22	71	93	\$102,491	\$1,102
<u>SUPERVISOR:</u>	J. S. Wagoner Trainmaster Lewistown, PA	[Plastic]	+11	32	43	44,558	1,036
<u>YARDS:</u>	None						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WAMU-9/10						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 184.6 - Shop Track [Vineyard]						

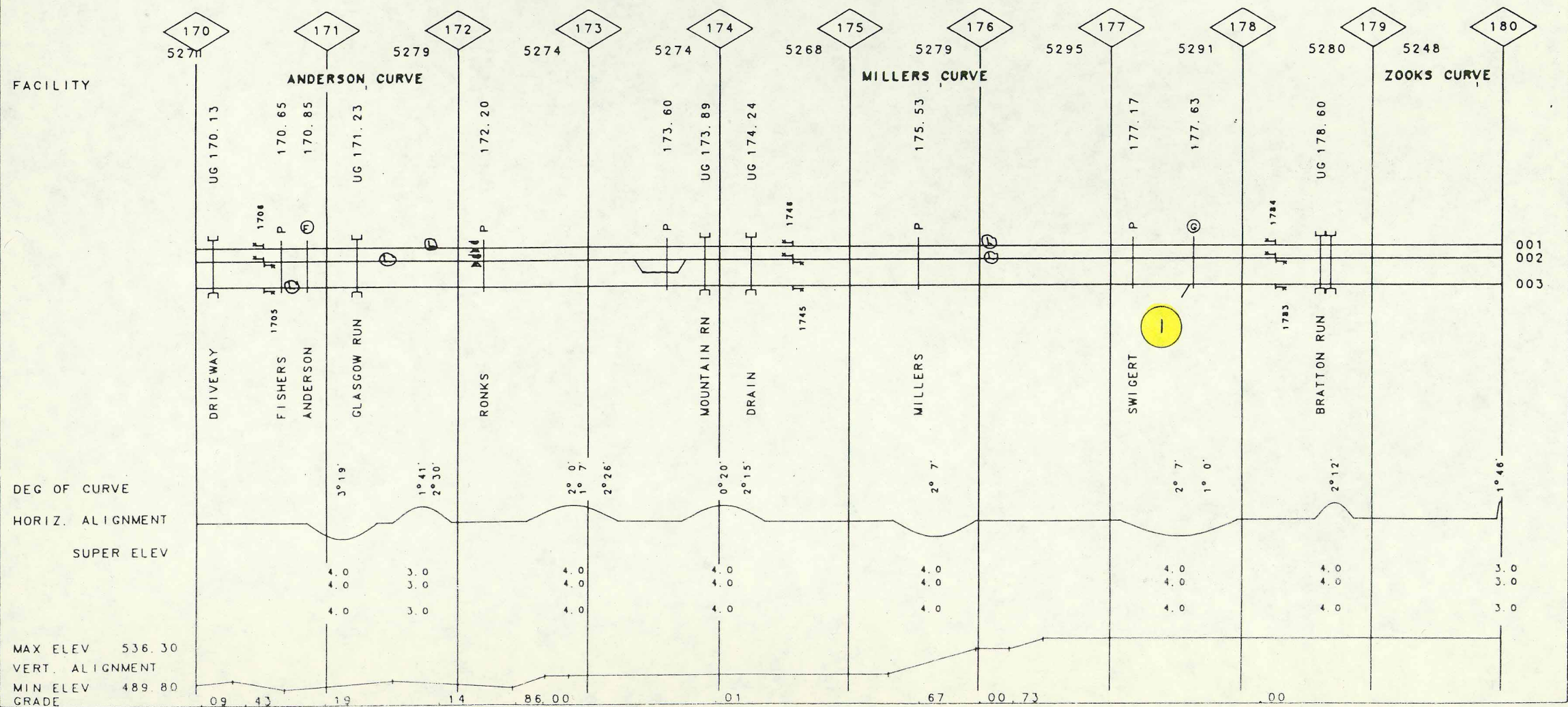
<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 180.0 to MP 170.0	[1] H. O. Andrews [Feed & Grain]	5 +1	0 0	5 1	\$2,912 534	\$582 534
<u>SUPERVISOR:</u>	J. S. Wagoner Trainmaster Lewistown, PA						
<u>YARDS:</u>	None						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WAMU-9/10						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 174.4 - Shop Track [Longfellow]						

MP 170.00-MP 180.00 PA

GRINDING	80F			81	
SURFACING	81			81	
TIES	77			81	
UNDERCUTTING					
RAIL	40-71	805	52F65	765	40-77
BAL CLEAN					
TONNAGE (MGT)	21.3				
T T SPEED	70/60/50	50/50/50	60/60/50	55/50/50	60/60/50

GRINDING		81			81
SURFACING	80E	81			
TIES	80	78			77
UNDERCUTTING					
RAIL	40-65	32-78			
BAL CLEAN				68B	
TONNAGE (MGT)				25.9	
T T SPEED	70/60/50	50/50/50	60/60/50	55/50/50	60/60/50

MCVEYTOWN



GRINDING										
SURFACING	79E 81 79E 80E 81 81									
TIES	75 77									
UNDERCUTTING	40-75 40-71									
RAIL	69 80.5									
BAL. CLEAN	35.1 35.1 21.3									
TONNAGE (MGY)	70/60/50 55/50/50 50/50/50 35/35/35 70/60/50									
T T SPEED										

CCS003

V7012
LEWISTOWN



LEWISTOWN:

Tracks: 21
Capacity: 455
Engines: 2

Transportation:

Trainmaster 1-0-0

C. I. & R.

General Foreman 1-0-0
Foreman 1-0-0
Car Inspectors 1-0-0
Repairmen 2-0-0
5-0-0

Total: 5

M. W. & S.

M. W. Forces 20-0-0
C.&S. Forces 8-0-0
B.&B. Forces 2-0-0
30-0-0

Total: 30

Stations:

Field Term. Supv. 1-0-0
Clerks 2-0-0
3-0-0

Total: 3

LOCALS

WALE-1/2 7:00 A.M. Daily except Sun. [Milroy]
[Usually annulled one day]

WALE-13/14 As needed

Lewistown Shop

Status: II
Capacity: 14
Daily Average: 15
Force: 2

Locomotive

Electrician 1-0-0

CUSTOMER

[1] Mifflin County Indus. Park

Overhead Door	15	0	15	\$15.195	\$1.013
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[Garage Doors]	+ 25	0	25	32,588	1,303
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Trainmaster
Lewistown, PA

C. H. Masland Co.	1	1	2	1,166	583
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[Auto Carpeting]	+ 0	8	8	9,504	1,188
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Imco Container Co.	9	0	9	18,353	2,039
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[Plastic Bottles]	+ 3	0	3	7,667	2,556
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[2] Sperry New Holland	2	570	572	704.484	1.232
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[Farm Machinery]	+ 0	289	289	381,703	1,321
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OTE Forces: 0

Avtex Fibres, Inc.	188	38	226	142,375	630
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T&E Forces:

[Synthetic Fabrics]	+164	28	192	130,393	679
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Fisher Electronics	60	0	60	87,715	1,461
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Local- 4

[5] Juniata Foods, Inc.	3	0	3	3,106	1,035
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Extra- 1

[Frozen Foods]	+ 5	0	5	STOP OFF CARS
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YARD JOBS: None

STOP OFF CARS

 $\frac{1}{5}$

BRANCHES:

WALE-2/1
WALE-13/14
WAMU-9/10

[A] Milroy Industrial Track
[MP 0.0 - MP 4.0]

[A] Standard Steel	1.005	1.260	2.265	2.849	3.44	1.258
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[RR Wheels & Steel Bars]	+180	817	997	1,339,420	1,343
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Jos. Krentzman & Son	13	70	83	37,830	456
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[Scrap Iron & Steel]	+ 0	43	43	28,537	664
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MP 166.0 - Maitland Industrial [MP 0.0 - MP 7.0]
connects to Milroy Industrial.
Maitland to be abandoned.

+ 1982

MP 167.7 - LEWIS Block & Interlocking Station

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>		[1] Team Track	20	32	52	\$39,701	\$763
<u>SEGMENT:</u>	MP 160.0 to MP 150.0		+ 3	65	68	34,048	500
		Juniata Lumber	3	0	3	3,981	1,327
<u>SUPERVISOR:</u>	J. S. Wagoner	[Building Supplies]	+ 7	0	7	8,498	1,214
	Trainmaster						
	Lewistown, PA	[2] Agway, Inc.	11	0	11	10,681	971
		[Feed & Grain]	+ 7	0	7	5,173	739
		[3] Team Track	4	0	4	3,332	833
<u>YARDS:</u>	None					----	
	OTE Forces: 3 Block Operators						
	T&E Forces: 0						
<u>YARD JOBS:</u>	None						

LOCALS SERVING THIS SEGMENT:

WALE-13/14

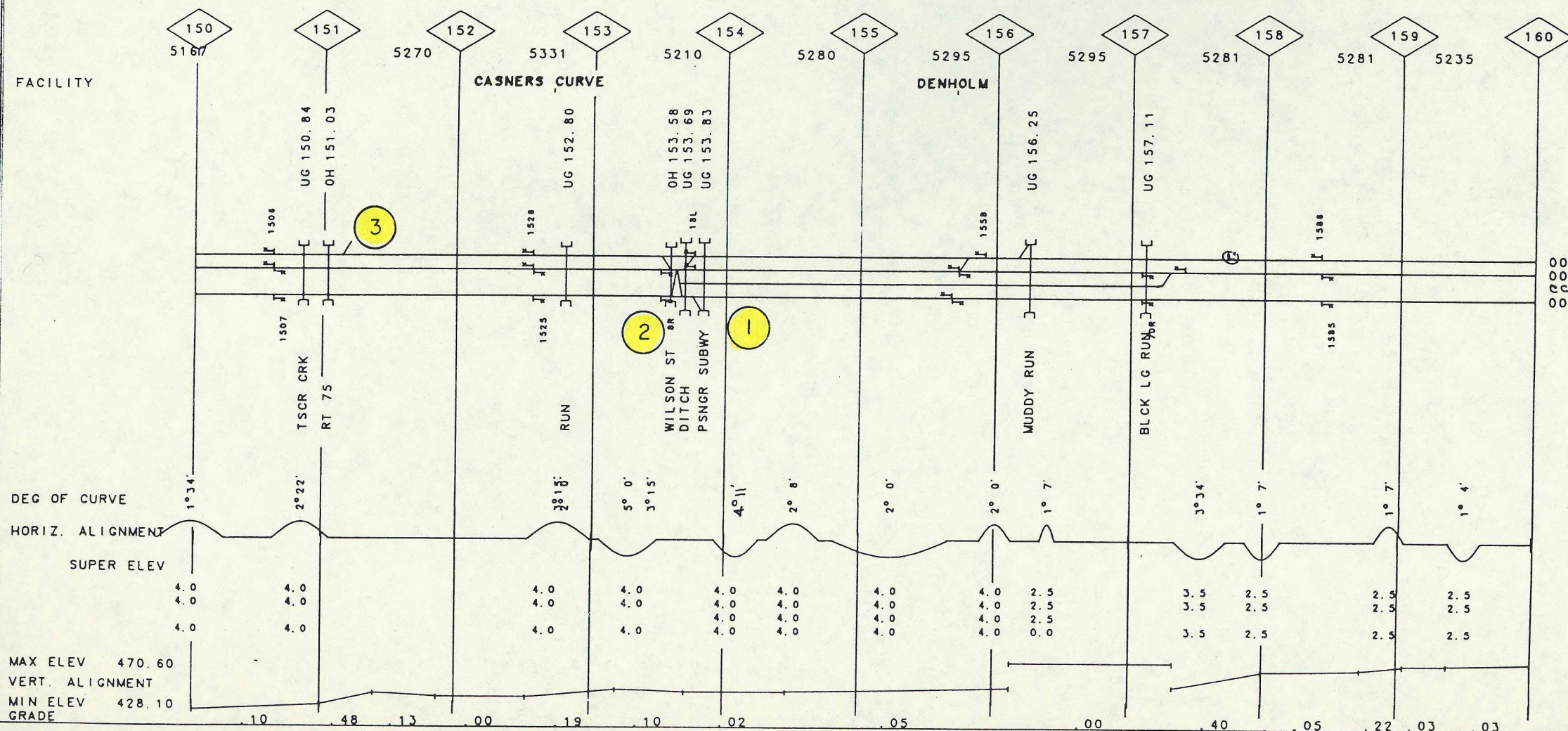
BRANCHES: None

NOTES: MP 155.5 - Denholm Scales Weigh-in-motion [Eastward]
 MP 157.2 - WALL Interlocking [Remote - Mifflin]
 MP 153.7 - MIFFLIN Block & Interlocking Station

+ 1982


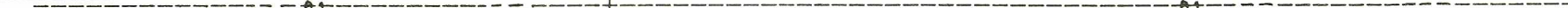




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DENHOLM



GRINDING	81									
SURFACING	80E									
TIES	78				77				78	
UNDERCUTTING										
RAIL	40-76		V		40-77		V		32-79	
BAL CLEAN	79L									
TONNAGE(MGT)	37.9									
T T SPEED	70/60/50	65/60/50	55/60/50		70/60/50		55/50/50		65/60/50	70/60/50

001

GRINDING										
SURFACING										
TIES										
UNDERCUTTING										
RAIL										
BAL CLEAN										
TONNAGE(MGT)	25.6									
T T SPEED	70/60/50	65/60/50	55/60/50	70/60/50	55/50/50	65/60/50	70/60/50	50		

002

GRINDING	81			81		
SURFACING	81					
TIES	77		79			
UNDERCUTTING						
RAIL	32-78		40-64		40-76	
BAL CLEAN	40-77					
TONNAGE(MGT)	69B			79L		
T T SPEED	70/60/50	65/60/50	55/60/50	28.1 70/60/50	55/50/50	65/60/50
						70/60/50

003

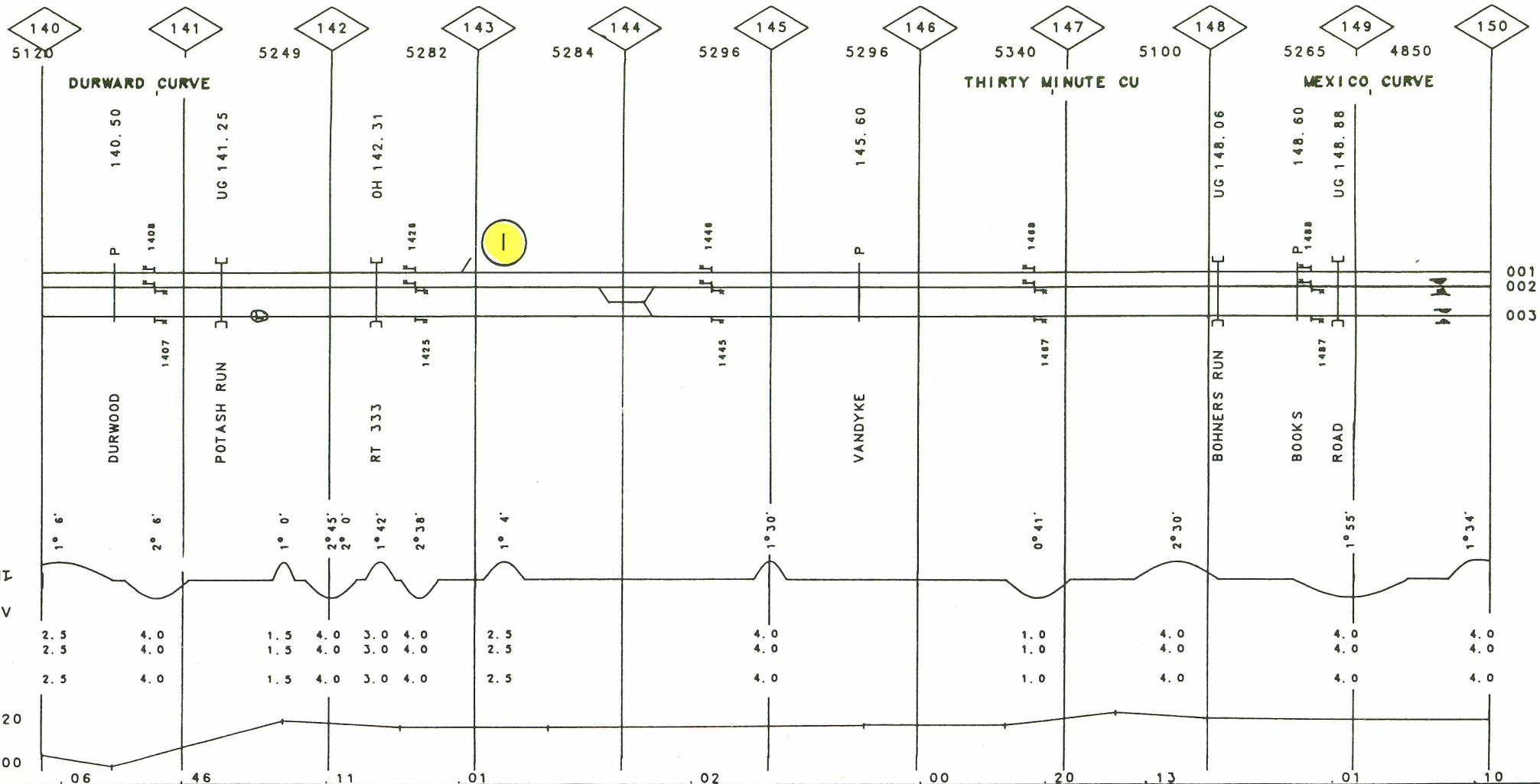
VALUATION
TOWN

THOMPSON TOWN

V7012

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEV
MAX ELEV 433.20
VERT. ALIGNMENT
MIN ELEV 400.00
GRADE

001
002
003

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 150.0 to MP 140.0	[1] Team Track	16	0	16	\$21,844	\$1,365
<u>SUPERVISOR:</u>	J. S. Wagoner	Triangle Pacific	+ 6	0	6	8,171	1,361
	Trainmaster	[Kitchen Cabinets]	67	0	67	87,412	1,304
	Lewistown, PA	Agronomy	+46	0	46	55,251	1,201
		[Fertilizer]	8	0	8	12,154	1,519
			+ 6	0	6	14,279	2,379
<u>YARDS:</u>	None						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WALE-13/14						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 143.8 - Shop Track [Thompsontown]						

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>1981 - 1982</u> <u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 140.0 to MP 130.0	[1] Team Track	1	0	1	\$ 556	\$556
<u>SUPERVISOR:</u>	J. S. Wagoner	[2] H. R. Wentzel Sons.	+ 4	0	4	3,137	784
	Trainmaster	[Feed & Grain]	32	0	32	15,164	473
	Lewistown, PA		+ 6	0	6	5,153	858

YARDS: NEWPORT YARD
 OTE Forces: 3 Block Operators
 T&E Forces: 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-13/14

BRANCHES: None

NOTES: MP 133.5 - PORT Block & Interlocking Station

NEWPORT YARD

Tracks: 2
Capacity: 70

Served from Lewistown as needed.

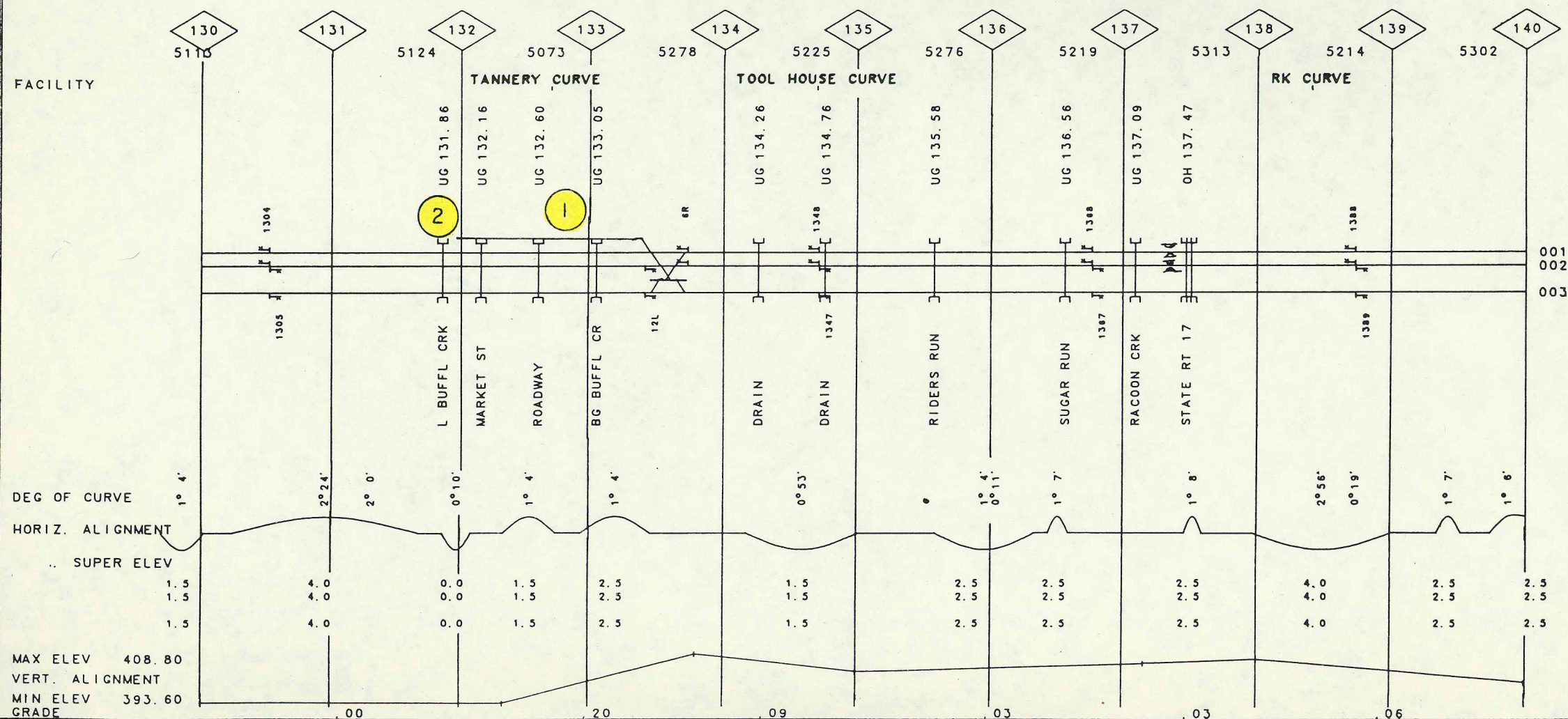
M. W. & S.

M.W. Forces	12-0-0
C&S Forces	1-0-0
	<hr/>
	13-0-0

Total: 13

GRINDING SURFACING TIES					003
UNDERCUTTING RAIL	40-66	40-77	32-78		
BAL CLEAN			69B		
TONNAGE (MGT)	27.9		28.1		
T T SPEED	60/60/50		70/60/50	50/50/50	70/60/50

MILLERSTOWN

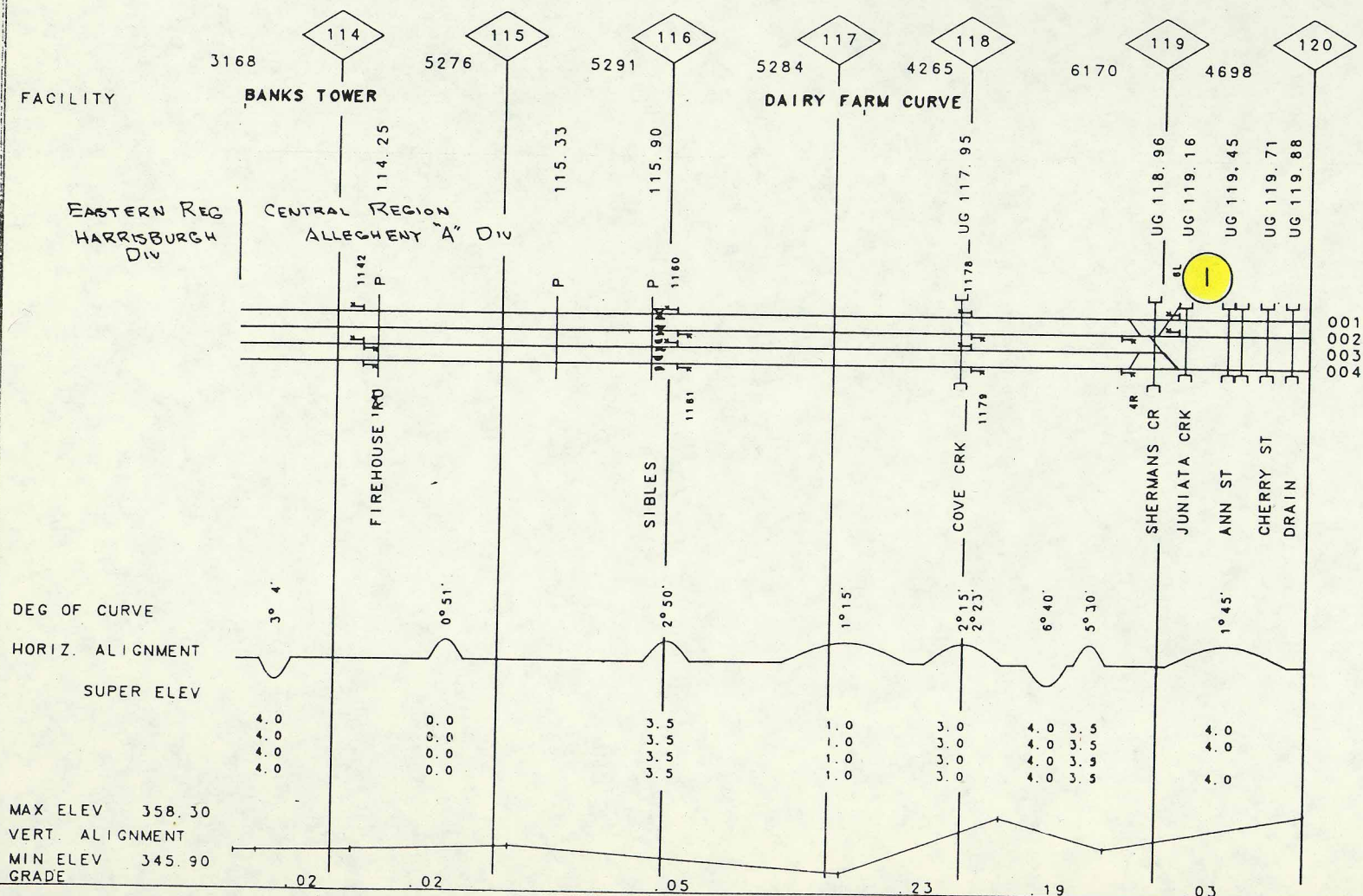


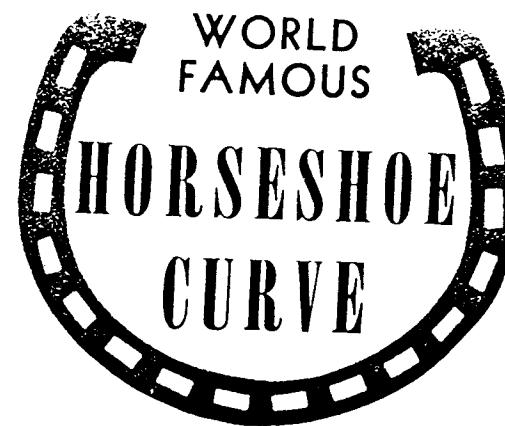
<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>1981 - 1982</u> <u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 130.0 to MP 120.0						
<u>SUPERVISOR:</u>	J. S. Wagoner Trainmaster Lewistown, PA						
<u>YARDS:</u>	None						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WALE-13/14						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 124.5 - Shop Track [Losh's Run] MP 125.3 - Shop Track [Iroquois]						

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>1981 - 1982</u> <u>TOTAL</u> <u>CARS</u>	<u>CR</u> <u>REV</u>	<u>AV REV</u> <u>CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 120.0 to 113.0	[1] Team Track				----	
<u>SUPERVISOR:</u>	J. S. Wagoner Trainmaster Lewistown, PA						
<u>YARDS:</u>	None						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WALE-13/14						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 113.5 - DIVISION POST						

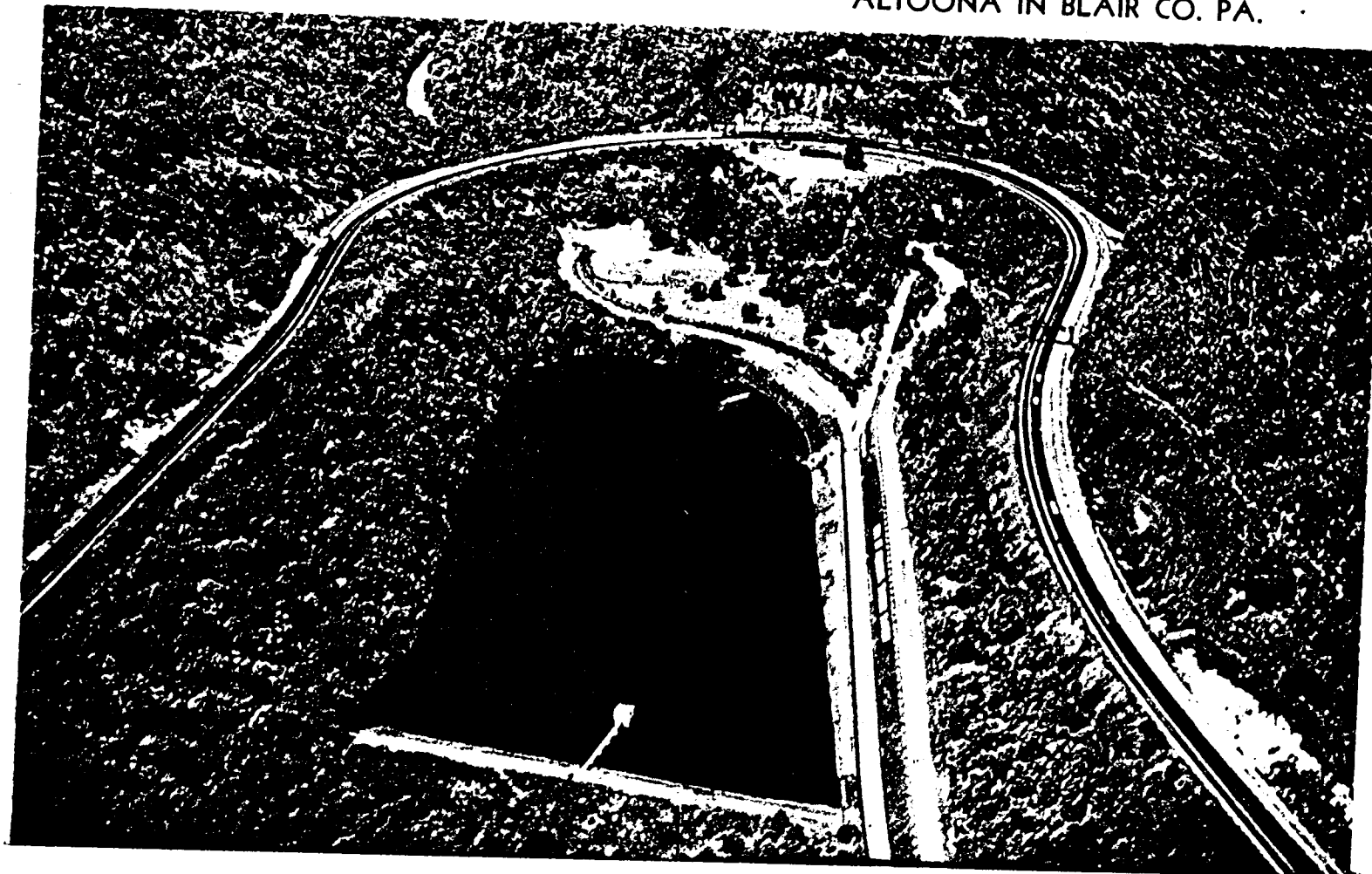
	004									003	
GRINDING					-81-					-81-	
SURFACING											
TIES											
UNDERCUTTING											
RAIL											
BAL CLEAN					40-76			52F 66	52-48	40-76	
TONNAGE(MGT)					-69-			-68-	-69-	-79L	
T T SPEED					50/50/50					27, 9 65/60/50	

DUNCANNON





ALTOONA IN BLAIR CO. PA.



The World Famous Horseshoe Curve

The old ballads tell about Casey Jones who drove his engine to the Promised Land; and brave Kate Shelley who ran through a storm to flag the midnight limited before it ran onto ruined Honey Creek Bridge; and John Henry, the mighty tunnel-digger.

However, their devotion to railroading didn't exceed that of Jim Marks, and someday there may be a ballad about this PRR man who so loved the Horseshoe Curve he requested that his mortal remains be added to its fill.

Jim was a locomotive "doctor" . . . chunky and wide, with arms and hands like the driving rods on the mighty K4 locomotive, and he could fix anything. He worked in several sections of the country, but he never got over his love at first sight of the sweeping grandeur of Horseshoe Curve. His fellow employees don't recall him ever discussing it, but some remember that whenever he visited Altoona he'd go to the Curve to watch the trains go round it.

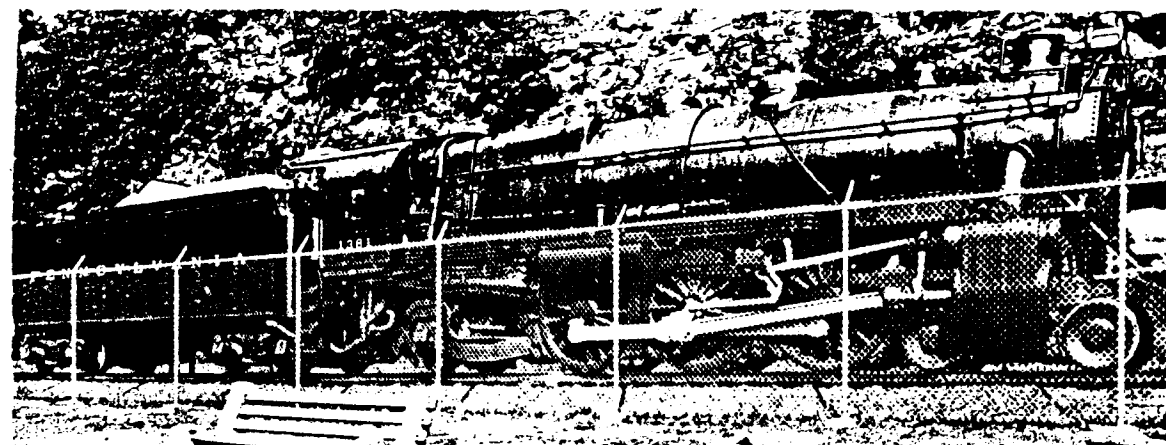
When Jim Marks died, in 1941, his will specified that his body be cremated and the ashes scattered around the Curve. Several PRR officials accompanied his widow in a business car for this sad rite, and his remains became mingled forever with the Pennsylvania Railroad's most famous landmark.

A SIGHT TO BEHOLD

The fascination of Horseshoe Curve for both railroad men and the public is an old story—more than a hundred years old. From the day the Curve was opened to traffic, February 15, 1854, people have been thrilled by the sight of trains circling this great amphitheatre high in the Alleghenies.

A railroad guide book published 1862 told the passengers that here was the "grandest view on the whole route. A vast extent of landscape is spread out before the eye . . . This horseshoe bend is one of the greatest engineering triumphs of the age."

It early became a custom for passengers to crowd to the windows as the trains rounded the Curve. Soon sightseers began getting off the train at Kittanning Point, on the north side of the Horseshoe, for a few hours of train-watching. Others came to the spot from Altoona by an old dirt road, once an Indian trail. In 1925, the PRR built a decorative stone horseshoe, 34 feet long, in the side of the hill leading up from the Altoona municipal reservoir to the tracks. A trip to the Curve became even more popular when the Commonwealth of Pennsylvania hard-surfaced the road in 1932. Eight years later, the Railroad gave the City of Altoona a permit to use part of the land near the Curve for the accommodation of visitors. The Civilian Conservation Corps built a rest house of stone, quarried from the surrounding hills, and this became a refreshment and souvenir shop.



THE K-4 LOCOMOTIVE #1361 is on display at the "Curve" beside the main line of the Penn Central Railroad at an elevation of 1623 feet. It is a permanent monument depicting the harmonious partnership between the community and the railroad. This appropriate memorial salutes the City of Altoona where five generations of skilled workmen built a total of 5,783 steam locomotives for the PRR. Number 1361 rolled up 2,469,000 miles before it was retired. The Horseshoe Curve was designated a National Historic Landmark in 1966.

With the outbreak of World War II, the PRR closed Horseshoe Curve to the public, and, together with the Gallitzin tunnels, put it under 24-hour guard for this spot was vitally important to the defense of our nation.

DESIGNATED FOR DESTRUCTION

Dramatic proof of the wisdom of the security precautions came very soon. On the night of June 13, 1942, a Nazi submarine landed four highly-trained saboteurs at Amagansett, Long Island. Four nights later, four more were landed near Jacksonville, Florida. The eight men, all of whom had lived at some time in the United States, were caught. They had large supplies of explosives, \$170,000 in cash, and plans for two years of sabotage. Marked for immediate demolition were 12 key industrial and transportation installations. One of them was Horseshoe Curve.

After the war, Horseshoe Curve was promptly reopened for sightseers. Since then the number of visitors has increased year by year. The operator of the refreshment-souvenir shop, estimates that last year the Horseshoe Curve had 260,000 visitors. They came from throughout Pennsylvania, all 50 States, 7 provinces of Canada, and 48 other countries of the five continents.

HOW IT ALL BEGAN

Various engineers had been dreaming for two decades on how to conquer the Alleghenies, the biggest obstacle in the Westward March of the Pennsylvania Railroad. The first attempt was the Allegheny Portage Railroad, built by the Commonwealth of Pennsylvania and opened in 1834. This was a series of steep inclines which the cars were hauled up by ropes connected to a stationary hoisting engine.

Nobody was satisfied with this slow and cumbersome method. In 1839, the Commonwealth commissioned Col. Charles L. Schlatter, an engineer, to survey a direct route without inclined planes. He produced three plans—a northern, a southern, and a middle route, but the State took no action on his proposals. However, when

J. Edgar Thomson was appointed chief engineer of the PRR in 1847, a year after the Company was founded, he re-surveyed and improved the middle route, following the valley of the Juniata River.

This provided a good, level route all the way to the foot of the Alleghenies. From here . . . what is now Altoona . . . Mr. Thomson's aides pushed out into the wilderness to find a route across the mountains that would not exceed a grade of 1.8% . . . that is, a rise of 1.8 feet in 100 feet of distance. They crossed some low ridges southwest of Altoona, then came to a lovely valley that ran westward. They followed the ridge that paralleled this valley, and found they could lay rails there with 1.75% grade.

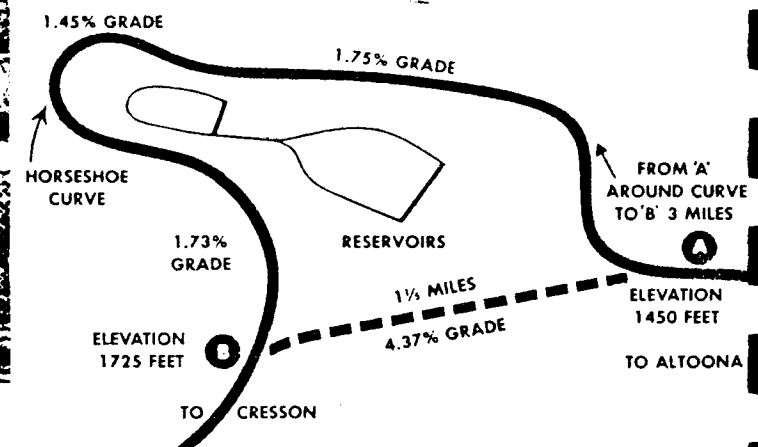
But 5½ miles from Altoona they encountered trouble. The valley ran abruptly into a mountain side and split into two deep ravines.

Slightly to the left, southwest across the valley, they saw another mountain ridge which they later found would carry their rails at a satisfactory 1.73% grade. It ran southward for a short distance and then westward again up the mountain-side to a spot near Gallitzin, where they had determined to tunnel.

But how could they get the tracks to that ridge? To go directly across the valley would have meant building a bridge with a 4.37% grade. That was far too steep for practical rail operations.

Mr. Thomson and his aides then turned back to those twin ravines and devised what might be called a detour. They would route their tracks directly westward to the first ravine . . . Kittanning Run . . . and build a huge fill to take the tracks across it. Then they would slice off the face of the mountain so the tracks would make a big semi-circle, and, moving almost due east now, they would go across the second ravine . . . Burgoon's Run . . . by means of another great fill. That would put them on the ridge they wanted to reach. The big semi-circle became, of course, Horseshoe Curve.

DIAGRAM shows why it wasn't practical to bypass Horseshoe Curve: A bridge (at the dotted line) would have been too steep a grade.



This suggests the answer to a question that has been asked by thousands of passengers on trains, visitors at the Curve, and rail fans. Why didn't the PRR cut directly across the valley and bypass Horseshoe Curve? In establishing the "round-about-way" . . . an additional 1-4/5 miles . . . they "stretched out" a steep grade until it became sufficiently flat for practical operation.

On the grade as it is now, a freight train with the usual 3-unit Diesel haulers and 3-unit pushers used can go up the slope with 5,400 tons . . . or 125 cars, figuring 43 tons as an average for the typical mixed train of loads and empties. If the train had to operate across the valley on a 4.37% grade, the maximum load could be only 43 cars.

THE CURVE OF CURVES

Horseshoe Curve has won and kept the admiration of the entire engineering world for the ingenuity of its conception, for the skillful designing of its details, and for the engineers' courage in undertaking such a huge construction task before the day of the bulldozer and the steamshovel. It was built entirely by men with picks, shovels, horses, and drags.

The Horseshoe Curve has become a scenic wonder and should be on everyone's list of historic and wondrous sites to see in Pennsylvania.

CENTRAL REGION
TRAIN HANDLING METHODS
MOUNTAIN TERRITORY

EAST SLOPE

AR [MP 248] to Altoona [MP 236] - 12 miles

Maximum grade - No. 1 track - 2.36%

No. 2 track - 1.73%

No. 3 track - 1.73%

Maximum curvature - 9°25" [MP 242]

TRACK SPEED

<u>Track Number</u>	<u>Between</u>	<u>MPH</u>	<u>Minimum Running Time</u>
1 - 2 - 3	AR to Bridge 241.6	30	
	Bridge 241.6 to Slope	35	21 minutes

FREIGHT TRAIN SPEED - EASTWARD DESCENDING

100 Ton or less per operative brake

1 - 2 - 3	AR to SF	12	
	SF to MG	20	
	MG to Slope	23	32 minutes

Over 100 Ton per operative brake

1 - 2 - 3	AR to SF	8	
	SF to Slope	15	47 minutes

HORSEPOWER PER TON

Westbound ascending

2.3 HP/T - Drag tonnage

2.9 HP/T - TV and 60 MPH scheduled trains

MAXIMUM PERMISSIBLE TRACTION MOTORS

Eastbound/Westbound

Hauling	- 24
Pushing	- 12
Pushing Mineral	- 24

Dynamic Brake

Front	- 24
Rear	- 24

A. EASTBOUND DESCENDING

1. Balancing grade method of braking used when we have 800 tons per traction motor dynamic brake valve, operative pressure maintaining feature, as described in Item B-1.
2. Trains non-equipped or with an inoperative dynamic brake and/or Pressure Maintaining feature must have retaining valves set in high pressure position on 50% of cars in train starting at front of train and cycle braking. method of braking will be used between AR - UN and Slope.

WEST SLOPE

C [MP 273] to MO [MP 251] - 22 miles

Maximum grade - No. 1 - 2 - 3 track - 1.20%

Maximum curvature - 7°19" [MP 267]

MO [MP 251] to AR [MP 248] - 3 miles

Maximum grade - No. 1 - 2 track - 1.44%

No. 3 - 4 track - 1.00%

Maximum curvature - 5°05" [MP 249.5 - No. 3 and No. 4 tracks]

TRACK SPEED

<u>Track Number</u>	<u>Between</u>	<u>MPH</u>
1 - 2 - 3	C [MP 273.2] to AO [MP 271.2]	40
1 - 2 - 3	AO [MP 271.2] to SO [MP 266.1]	35
1	SO [MP 266.1] to	45/45
2	MO [MP 251.0]	70/50
3		60/50
1	MO [MP 251.0] to	45/45
2	AR [AR 248.0]	60/45
3-4		35/35

HORSEPOWER PER TONEastbound ascending

2.0 HP/T - Drag tonnage

2.9 HP/T - TV and 60 MPH scheduled trains

MAXIMUM PERMISSIBLE TRACTION MOTORSEastbound/Westbound

Hauling - 24
Pushing - 12
Pushing Mineral - 24

Dynamic Brake

Front - 24
Rear - 24

- B. 1. Freight trains with helper on rear are required to utilize dynamic brake on both hauler and rear helper on descending grades east from AR - UN [MP 248] to Altoona [MP 236] 12 miles, and west from AR - UN [MP 248] to C [MP 273.2] 25 miles.

As descent is started, dynamic is used on front to bunch slack and stabilize speed until rear helper nears or starts descent where rear helper then starts in dynamic braking.

As speed on descent necessitates, automatic brake is used with minimum service reduction, and speed of train is then regulated by hauler engineer with manipulation of dynamic brake.

Additional light application of automatic brake may be used to maintain a constant speed, if necessary. Total automatic brake reduction of 8 to 12 lbs. with dynamic brake being used on front and rear will handle most eastbound freight trains.

Radio communication between hauler and helper engineers are required, when possible, to coordinate good train handling.

2. In the absence of or failure of dynamic brake and/or pressure maintaining feature, or insufficient dynamic brake [800 tons per traction motor required], Timetable Special Instructions will govern on East Slope.

[a] Retaining valves must be set in HIGH pressure position on 50% of cars in train beginning at front of train and cycle braking method of train handling will be used.

- C. A speed monitoring safety device is installed on No. 1 track between MP 247 and MP 246, built into the track circuitry in conjunction with Signal System [Cab Signals and Wayside].

Warning HORNS are installed at intervals between MP 247 and Benny Interlocking.

An Esterline Tape Recorder located in AR Tower records the speed of trains over this portion of track.

Detailed instructions are printed in current Timetable, Special Instruction 1156-A10.

- D. Engineer qualifications for handling eastward freight trains of various consists between UN - AR and Altoona are determined by Road Foremen riding and instructing each individual engineer until it is determined that he meets the qualification requirements.

#

HORSESHOE CURVE

ALLEGHENY DIVISION

Length	2,375 feet
Degree of curvature	9° 15'
Central Angle	200°
Elevation	1,594' above Sea Level
Ruling Grade	East Slope - 2.1%
	West Slope - 1.59%
Maximum Curvature	East Slope - 9° 25'
	West Slope - 7° 19'
H.P. Per Ton Ratio	Eastbound - 1.6
	Westbound - 2.3

HELPERS

20 Pool Crews Assigned [Home Terminal Altoona]
16 Units Assigned [6 axle 3600 H.P. SD 40/45]

	<u>EAST</u>	<u>WEST</u>	<u>TOTAL</u>
Trains	22.7	22.5	45.2
Assists	14.0	15.5	26.5
Percent	62%	69 %	66%



BY EMCC DATE 3.17.83
CHKD. BY _____ DATE _____

SUBJECT ANTIS TO BANKS
INSTALL CTC & RETIRE
87.9 MILES OF 3RD MAIN TR.

SHEET NO. 1 OF 1
FILE NO. _____

