

CENTRAL REGION

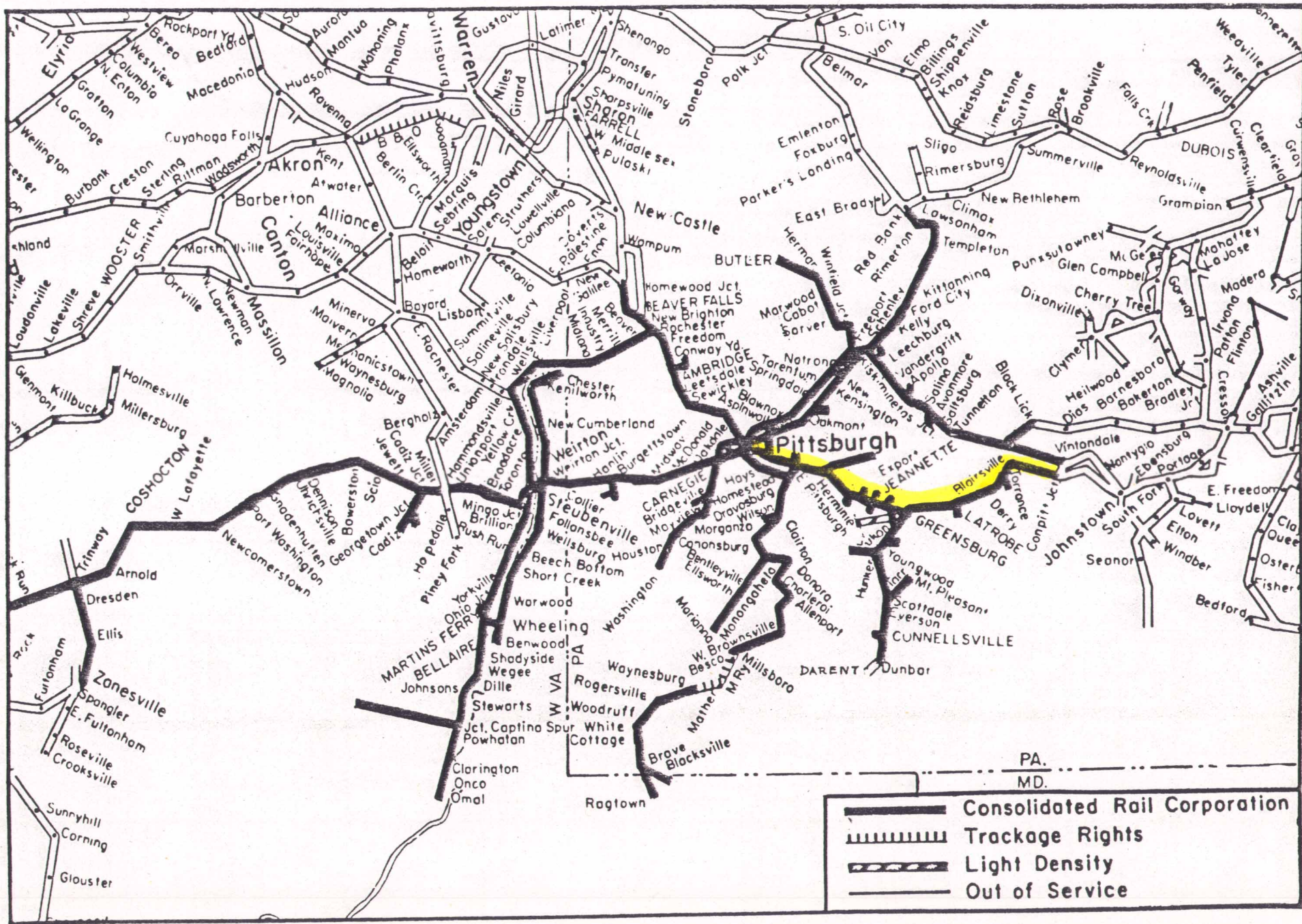
PITTSBURGH , PA.
TO
HARRISBURG, PA.

PITTSBURGH LINE

APRIL 21, 1985



J. J. ALGEO



PITTSBURGH DIVISION
TRANSPORTATION DEPARTMENT

The Pittsburgh Division operates 32 through freight trains per day, of which 67% originate on the Division; 16 local freight trains per day; and 31 yard crews per day. The Division handles 3,951 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 coal and steel industries, and three smaller industrial servicing yards. These yards dispatch 2,825 cars per day.

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

PITTSBURGH DIVISION
1984 MAJOR INDUSTRIAL ACCOUNTS
\$1 MILLION ANNUAL REVENUE

COMPANY	LOCATION	OUT	REVENUE	IN	REVENUE	TOTAL	1984 REVENUE
UNITED STATES STEEL	Bessemer, Clairton, Hays, Homestead, Irvin, McKeesport, Munhall, Neville Island, S. Duquesne, Saxonburg, Vandergrift, PA	25,804	20,962,025	8,025	7,972,578	33,829	28,934,603
WHEELING-PITTSBURGH STEEL	Allenport and Monessen, PA, Beech Bottom, Follansbee, WV, Martins Ferry, Mingo Junction, Steubenville and Yorkville, OH.	16,727	10,874,974	17,871	8,468,430	34,598	19,343,404
LTV STEEL	Aliquippa, Midland, and Pittsburgh, PA	8,243	8,912,056	9,456	7,869,014	17,699	16,781,070
WEIRTON STEEL	Weirton, WV	8,170	11,076,141	3,248	2,015,887	11,418	13,092,028
TRAILVAN TERMINAL	Pittsburgh, PA	4,363	2,203,315	8,342	5,605,824	12,705	7,809,139
UNITED STATES POSTAL SERVICE	Pittsburgh, PA	7,092	3,860,882	7,087	3,923,074	14,179	7,783,956
ARMCO	Butler and Economy, PA	3,376	3,384,277	4,744	4,191,745	8,120	7,576,022
ALLEGHENY LUDLUM	Brackenridge, Leechburg, and West Leechburg, PA	2,170	1,675,752	4,391	2,861,727	6,561	4,537,479
SHENANGO, INC.	Neville Island, PA	5,510	2,805,138	933	841,834	6,443	3,646,972
KOPPERS COMPANY	Follansbee, WV	1,222	2,009,045	690	1,408,853	1,912	3,417,898
BABCOCK & WILCOX	Economy, Koppel and Morado, PA	2,692	1,978,728	2,115	1,038,341	4,807	3,017,069
FISHER BODY DIVISION GENERAL MOTORS CORP.	Irvin, PA	2,116	2,643,018	89	121,932	2,205	2,764,950
TUBE CITY IRON & METAL	Munhall, PA	2,188	1,750,173	680	489,738	2,868	2,239,911
CARDINAL OPERATING	Brilliant, OH			4,797	1,525,250	4,797	1,525,250
NATIONAL STEEL GROUP	Weirton, WV			1,972	1,465,166	1,972	1,465,166
QUAKER STATE OIL	Congo, WV	214	386,005	602	771,744	616	1,157,749
VULCAN MATERIALS	Neville Island, PA	653	518,535	650	527,900	1,303	1,046,435
GENERAL MATERIALS TERMINALS	Baden, PA	554	567,103	6222	452,707	1,216	1,019,810

PITTSBURGH DIVISION
1984 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>1984 REVENUE</u>
FORT PITT CONSOL	Pittsburgh, PA	1,938	881,283	216	110,742	2,154	992,025
UNITED PARCEL	Pittsburgh, PA	608	143,639	1,550	823,211	2,158	966,850
AZCON SCRAP	Sharpsburg, PA	936	610,105	732	351,428	1,668	961,533
TRI-STATE CONSOL	Wexford, PA	2,195	857,336	138	69,546	2,333	926,882
MC GRAW EDISON	Canonsburg, PA	243	798,949	41	118,452	284	917,401
HERCULES	Donora and West Elizabeth, PA	170	267,909	309	643,062	479	910,971
ARCO CHEMICAL	Kobuta, PA	466	600,511	216	267,215	682	867,726
CHARLIE BROTHERS	S. Greensburg, PA			793	688,964	793	688,964
GEORGIA PACIFIC	Hunker and Pittsburgh, PA			621	656,148	621	656,148
WESTINGHOUS ELECTRIC	Derry and E. Pittsburgh, PA	64	449,852	65	187,073	129	636,925
CORNING GLASS	Charleroi, PA			369	632,087	369	632,087
REVERE COPPER & BRASS	Omali, OH	517	624,112			517	624,112
ARCO AUTO CARRIERS	Pitcairn, PA			438	547,490	438	547,490
ARMSTRONG WORLD INDUSTRIES	Beaver Falls, PA	152	128,680	390	415,280	542	543,960
GIANT EAGLE	Superior, PA			538	507,442	538	507,442
CORLISS STEEL	Glanford, PA	405	357,030	235	129,189	640	486,219
STANDARD TERMINALS	Donora, PA			894	475,993	894	475,993
POLYCOM	Donora, PA	175	296,215	166	167,615	341	463,830
MALLET	Carnegie, PA			234	422,934	234	422,934
S. H. BELL	E. Liverpool, OH			391	418,604	391	418,604
INDUSTRIAL CEMENT	Tarentum, PA			384	405,686	384	405,686
ST. JOE CONTAINER	Sharpsburg, PA			401	404,903	401	404,903
NABISCO	Pittsburgh, PA			322	387,775	322	387,775
NEVILLE CHEMICAL	Neville Island, PA	83	140,420	142	238,286	225	378,706
D. J. JOSEPH	Butler, PA	114	198,340	197	170,488	311	368,828
MENASHA	Waltz, PA			352	365,438	352	365,438
WASHINGTON PENN PLASTICS	Arden, PA	62	111,973	125	244,638	187	356,611
PAPERCRAFT	Blawnox, PA	271	248,793	65	106,308	336	355,101
BUNCHER	Leetsdale, PA			474	347,853	474	347,853
SAMUEL KEYWELL	Midland & Pittsburgh, PA			343	345,673	343	345,673
USS CHEMICAL	McKees Rocks, PA	127	286,938	29	58,476	156	345,414

PITTSBURGH DIVISION
1984 MAJOR INDUSTRIAL ACCOUNTS
\$200 THOUSAND TO \$1 MILLION ANNUAL REVENUE - continued

<u>COMPANY</u>	<u>LOCATION</u>	<u>OUT</u>	<u>REVENUE</u>	<u>IN</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>1984 REVENUE</u>
DAILY JUICE	Verona, PA			153	321,650	153	321,650
CONALCO	Omal, OH	169	236,591	35	28,697	204	315,288
VULCAN MOLD	Latrobe, PA	143	204,703	80	103,094	223	307,797
STAUFFER CHEMICAL	Monongahela, PA			152	286,265	152	286,265
WESTVACO	Wellsburg, WV	100	98,123	171	186,900	271	285,023
STEELMET	McKeesport, PA	399	136,714	161	138,849	560	275,563
GREIF BROTHERS	Arden, PA			306	274,000	306	274,000
ELJER PLUMBING	Ford City, PA			250	268,713	250	268,713
BARMET, INC.	Uhrichsville, OH			168	265,332	168	265,332
ASHLAND OIL	Freedom, PA	59	61,392	121	199,565	180	260,957
LATROBE STEEL	Latrobe, PA			185	260,183	185	260,183
WITCO CHEMICALS	Petrolia, PA	233	255,045			233	255,045
ALLIED BLOCK	Monongahela, PA	133	121,659	69	121,402	202	243,061
US GYPSUM	Oakmont, PA	166	161,507	74	80,608	240	242,115
WESCAR	Pittsburgh, PA	540	236,080			540	236,080
LATROBE BREWING	Latrobe, PA			103	232,791	103	232,791
BURRELL CONSTRUCTION	Donora, PA			362	222,453	362	222,453
FOX GROCERY	Monessen, PA			387	222,030	387	222,030

PITTSBURGH DIVISION

MAJOR REVENUE COAL ACCOUNTS

COAL SHIPPER AND MINE	LOCATION	TYPE OF COAL	1984 CARLOADS	TONS	1984* CR REVENUE
1. BETHLEHEM MINES		Metallurgic			
Bethlehem #51	Ellsworth, PA		8,524	801,242	13,169,580
Bethlehem #58	Mariana, PA		10,930	1,027,455	17,389,630
Bethlehem #60	Ellsworth, PA		8,291	779,338	12,925,669
2. CONSOLIDATION COAL		Steam			
Blacksville #1	Blacksville, WV		11,590	1,089,504	7,973,920
Blacksville #2	Wana, WV		26,300	2,472,179	18,094,400
Loveridge #22	Fairview, WV		16,557	1,556,373	10,927,620
Champion	Champion, PA		-	-	-
Georgetown	Georgetown, OH		10,053	945,023	6,464,079
Mathies	Courtney, PA		2,550	239,742	3,014,100
3. NORTH AMERICAN COAL		Steam			
Powhatan #5	Powhatan, OH		-	-	-
Powhatan #6	Powhatan, OH		12,403	1,165,860	7,057,307
4. TUNNELTON MINING CO.		Steam			
Marion Mine	Tunnelton, PA		5,688	534,672	4,664,160
5. Y & O COAL CO.		Steam			
Allison	Hareb Church, OH		-	-	-
Nelms #2	Miller, OH		5,499	516,900	2,727,504
6. NORTH CAMBRIA FUELS		Steam			
Indiana #22	Blairsville, PA		4,789	450,166	4,319,678
7. EASTERN ASSOCIATED COAL		Steam			
Federal #1	Grant Town, OH		4,508	423,758	3,525,256
Federal #2	Miracle Run, WV		20,485	1,925,563	12,188,575
Delmont #10	Hunker, PA		-	-	-
8. CRAVAT COAL CO.		Steam			
Lynn Mine	Onco, OH		5,073	476,880	1,613,214
9. STANDARD OF INDIANA [AMOCO]		Metallurgical			
Emerald Mine	Waynesburg, PA		5,246	493,083	3,672,200
10. SOUTHWEST MATERIALS		Steam			
Bullskin Mine	Connelsville, PA		1,343	126,285	2,021,215
11. BLUE LINE COAL CO.		Steam			
Tappan Mine	Dennison, OH		-	-	-
12. UNITED STATES STEEL CORP.		Steam/ Metallurgical			
Maple Creek	New Eagle, PA		2,830	266,017	3,240,350
13. AVONMORE RAIL LOADING, INC.		Steam			
Avonmore [new July 1984]	Avonmore, PA		1,147	107,840	917,600

1984 - 12 months

PITTSBURGH DIVISION
MAJOR INTERCHANGE POINTS

<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	83,476	84,390	167,866
2. Duffs Junction, PA	P C & Y	Carnegie	11,202	11,894	23,096
3. Thomson, PA	Union	Thomson	18,935	19,292	38,227
4. Etna [Millvale], PA	Chessie [B&O]	Etna	6,638	7,549	14,187
5. Butler, PA	B & L E Railroad	Etna	7,237	6,040	13,277
6. Pittsburgh-30th St., PA	Monongahela-Connecting	Thomson	5,103	7,149	12,252
7. Freeport, PA	Pittsburgh & Shawmut	Kiski	2,006	229	2,235
8. Brilliant [Shannon], OH	N & W	Mingo Junction	3,900	4,302	8,202
9. Clairton, PA	Union	Clairton	19,677	21,225	40,902
10. Wheeling, WV	Chessie [B&O]	Mingo Junction	1,192	1,039	2,231
11. Clairton, PA	N & W	Clairton	225	122	347
12. Morgan Run, OH	N & W	Mingo Junction	618	530	1,148
13. McDonald, PA	Montour	Mingo Junction	0	0	0
14. Uhrichsville, OH	Chessie [B&O]	Mingo Junction	228	258	486

*1984 - 12 months

PITTSBURGH DIVISION

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

EASTBOUND - Scheduled:

LOCALS

WITH-01 Thomson to East Pittsburgh/ [Reports at Thomson]
Trafford & turn
Daily except Sat/Sun

WILA-01 Penn to Derry & return [Reports at Latrobe]
Daily except Sat/Sun

WILA-03 Latrobe to Youngwood/ [Reports at Latrobe]
Scottdale & return
As needed

THRU

PIAL Conway-Allentown
PIEN Conway-Enola
PIML Conway-Metuchen/Linden
PIOI Conway-Oak Island
PIPY Conway-Potomac Yard
PICA Chicago-Camden
TV-2 Chicago-Philadelphia
TV-4M East St. Louis-North Bergen
TV-12M Chicago-Kearny
TV-26 Detroit-Edge Moor
TV-62 Chicago-Kearny
TV-1XXH Chicago-Harrisburg
MAIL 8 Chicago-Kearny
MAIL 10 East St. Louis-Kearny

LOADED GRAIN TRAINS - AV 1/day
LOADED COAL TRAINS - AV 1/day

UBN	Baltimore, MD	UGN	Philadelphia, PA
UBB	Bethlehem, PA	UKF	New Florence, PA
UBC	Baltimore-Canton	UCS	Chase Station, MD
UCP	Cromby	UXG	Philadelphia, PA
UXB	Baltimore, MD	USG	Spring Grove, PA
UET	Port Richmond	UMP	Morgantown, MD

PASSENGER

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

PRESENT DAILY AVERAGE TRAINS - EASTBOUND - 25

2-14-85

WESTBOUND - Scheduled:

ALPI Allentown-Conway
BAPI Potomac Yard-Conway
CAPI Camden-Conway
ENPI Enola-Conway
LMPI Linden-Conway
MOP1 Morrisville-Conway
OIIN Oak Island-Indianapolis
OIP1 Oak Island-Conway

TV-1 Philadelphia-Chicago
TV-3M Kearny-East St. Louis
TV-11 Kearny-Chicago
TV-27 Edge Moor-Conway
TV-61 Portside-Chicago
TV-201 Harrisburg-Chicago
WAAL Altoona-Conway
MAIL 9 Kearny-Chicago
MAIL 11 Kearny-East St. Louis

EMPTY GRAIN HOPPERS - AV 2/day
EMPTY COAL HOPPERS - AV 2/day

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

PRESENT DAILY AVERAGE TRAINS - WESTBOUND -25

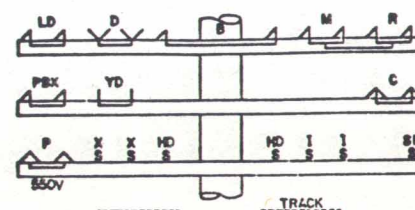
PROGRAM LEGEND
DATE OF WORK PRECEDES CODE (IF KNOWN)

CONDITIONS	CODES
GRINDING (NO. OF PASSES)	
SURFACING	TYPE OF MACHINE USED
	E = Electromatic T = Tamper
	P = Plasser
TIES	YEAR INSTALLED ONLY FOR MAJOR REHABILITATION
	ST = Safety tie installations of less than 400 ties/mile
UNDERCUTTING	TYPE OF MACHINE USED
	PD = Plow (Bulldozer) UK = Undercut (Kershaw)
	PL = Plow (Loram) UP = Undercut (Plasser)
RAIL	TYPE AND CONDITION
	C = Cropped HT = Heat Treated
	F = Fit
	/// = Continuous Welded Rail (Butt welded rails 79 feet or longer where laid in succession)
NOTE:	On rail weights of over 100 lbs., the number 1 is dropped. Example: 140 lbs. would be written 40. The weight will precede the year rail was laid.
BALLAST	TYPE OF MACHINE USED
CLEANING	L = Loram S = Speno
TONNAGE	(MGT) in Million Gross Tons (Prior Year)
TIMETABLE	
SPEED	Passenger/Fast Freight/Freight
UG CABLE	Conrail AT&T N, S, E, W, = Direction
	Footage = Distance From Center Line Of Track
84 PROGRAMMED WORK	SURFACE AFTER RAIL

CHART LEGEND

M/W TEST LOCATION	----	[T1]
TUNNEL	----	[T]
BRIDGE (OH & UG)	----	[B]
LONG BRIDGE	----	[L]
RR XING	----	[X]
PUB RD XING (GRADE)	----	[P]
PUB RD XING (GRADE)	----	[P]
(W/FLSH)	----	[W]
PUB RD XING (GRADE)	----	[P]
(W/FLSH & GATES)	----	[W]
PRIVATE RD XING	----	[P]
AUTOMATIC SIGNAL	----	[A]
CURVE LUBRICATOR	----	[C]
DRAWING EQUIP DET	----	[D]
HOT BOX DET	----	[H]
(PT. DIR. TRAFFIC)	----	[P]
HOT BOX & DRAG EQUIP	----	[H]
(WITHIN 250')	----	[W]
TIMETABLE M.P.	----	[T]
VALUATION M.P.	----	[V]
ENDANGERED PLANT	----	[E]
SPECIES	----	[S]

POLE LINE DIAGRAM



- 1 - NO. 9 COPPER WIRE
- 2 - NO. 8 COPPER WIRE
- 3 - NO. 8 WEATHER PROOF COPPERWELD
- 4 - NO. 8 IRON
- 5 - NO. 6 WEATHER PROOF COPPER
- 6 - NO. 10 WEATHER PROOF COPPERWELD

KEY TO PIN SYMBOLS

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

KEY TO LINE CIRCUITS

GRINDING	WPS	0041
SURFACING	79T	80E
TIES	79	79
UNDERCUTTING		27F79
RAIL		61S
BAL CLEAN		28.8
TONNAGE (MGT)	30	30
TY SPEED		
UG CABLE		

004

GRINDING		82
SURFACING	81	81
TIES		79
UNDERCUTTING		81
RAIL	40-75	40-73
BAL CLEAN	80L	81
TONNAGE (MGT)	20.8	
TY SPEED	50/50/40	70/60/50
UG CABLE	35/35/35	170/60/50

002

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

001

WORK PROGRAM

COMPLETED 1984
PROGRAMMED 1985
COMPLETED 1985

V2040/V2060

VALUATION
TOWN

BEREA

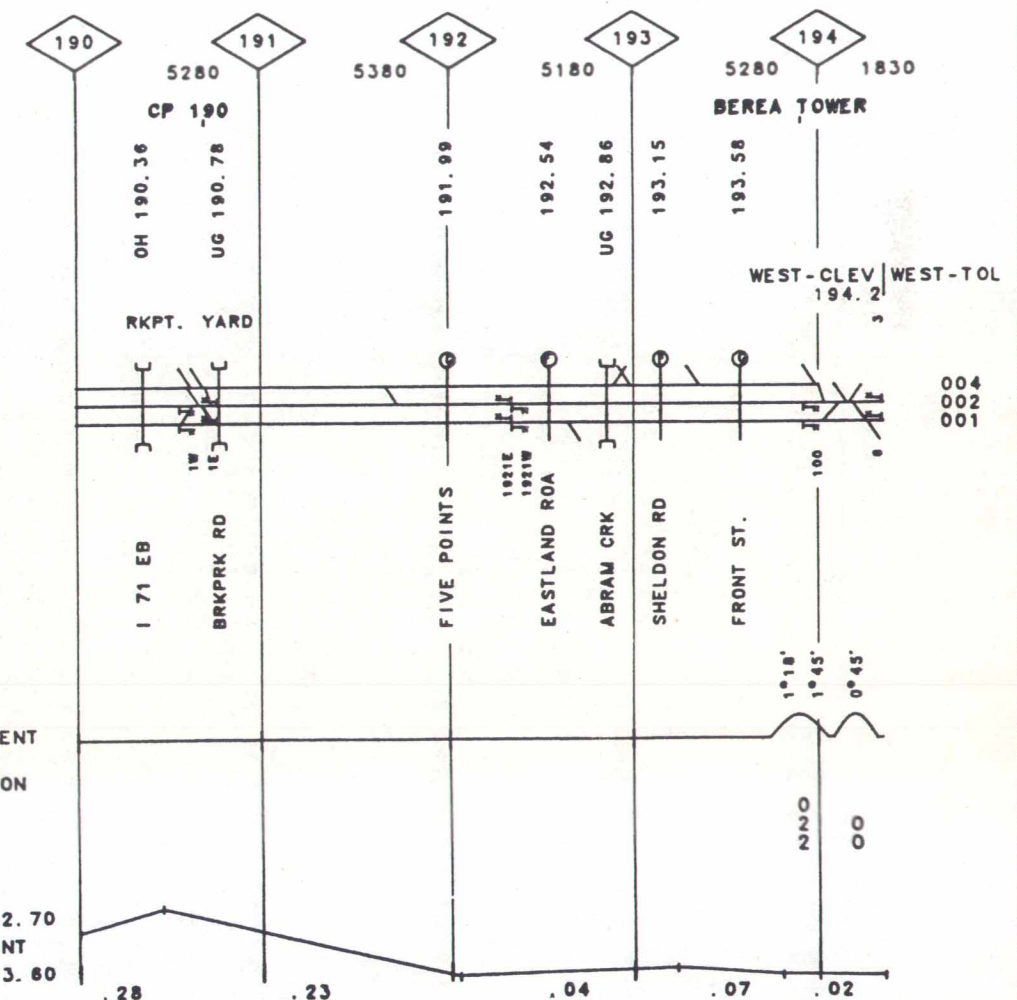
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 232.70
VERT. ALIGNMENT
MIN ELEV 213.60
GRADE



004
002
001

GRINDING	82	82	82	83
SURFACING	82	77	78	83
TIES				
UNDERCUTTING			32-80	
RAIL			78	
BAL CLEAN			21.3	
TONNAGE (MGY)	40/30/100/30/30		40/30/30	15/15/15
T T SPEED			5-10	
UG. CABLE				

001

GRINDING	82	81	83
SURFACING	82	77	83
TIES			
UNDERCUTTING			30-20
RAIL			44
BAL CLEAN			21.3
TONNAGE (MGY)	40/30/100/30/30	40/30/30	15/15/15
T T SPEED			
UG. CABLE			

002

VALUATION
TOWN

V7022

PITTSBURGH

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

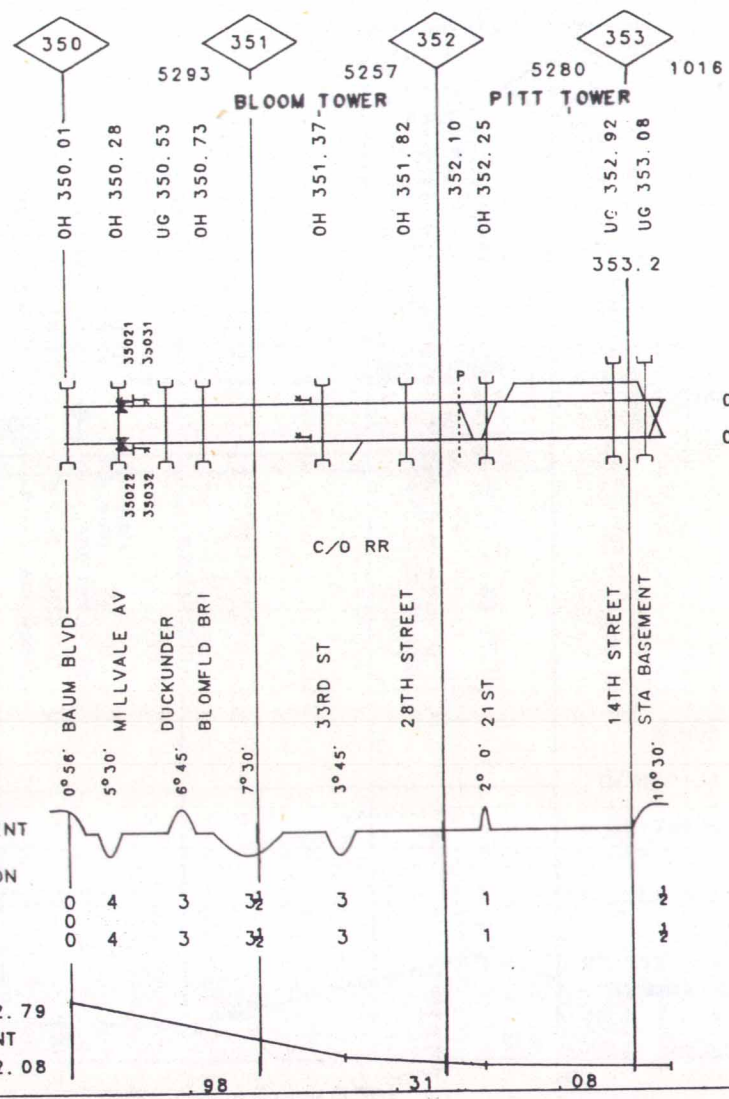
SUPER ELEVATION

MAX ELEV 842.79

VERT. ALIGNMENT

MIN ELEV 752.08

GRADE



TRANSPORTATION DATA

PITTSBURGH DIVISION - PITTSBURGH LINE

CUSTOMER

CUSTOMER DATA - 1983-1984*

<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>
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SEGMENT: MP 353.0 - MP 350.0

SUPERVISOR: E. D. Wyatt
Trainmaster
Island Avenue
Pittsburgh, Pa.

YARDS: None
T&E Forces: 33

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WITH-01

BRANCHES: None

NOTES:

MP 353.1 - CONRAIL STATION
MP 352.3 - CP EAST PITT [Remote-Train Dispatcher-Pittsburgh]
MP 352.5 - CP PITT Interlocking [Remote-Train Dispatcher-Pittsburgh]
MP 353.3 - CP WEST PITT [Remote-Train Dispatcher-Pittsburgh]
MP 351.6 - CP BLOOM [Remote-Train Dispatcher-Pittsburgh]

TRANSPORTATION DATA

PITTSBURGH DIVISION - PITTSBURGH LINE

SEGMENT: MP 350.0 - MP 340.0

SUPERVISOR: MP 340 to MP 343
G. L. Taynor, TM
Latrobe, PA
MP 343 to MP 350
E. D. Wyatt
Trainmaster
Island Avenue
Pittsburgh, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WITH-01

BRANCHES: [A] MP 339.7 - Jct. Port Perry
Branch
[MP 0.0 - MP 2.9]
[B] MP 348.0 - Jct. Valley
Secondary Track
[MP 0.0 - MP 13.4]

CUSTOMER

- [1] Papercraft
[Wrapping Paper]
- [2] National Biscuit Co.
[Flour, Sugar]
- [3] General Electric
[Appliances]
- [4] East Liberty Team Track
- [5] Western Electric
[Telephone Equipment]
- [6] Rockwell Corporation
[Meters]
- [7] Polytex, Inc.
[Plastic Pellets]
- [8] Houston Star Co.
[Appliances]
- [9] Wimco Metal Company
[Scrap]
- [10] Union Switch & Signal
Div. American Standard
[Rwy. Switch & Signal Eq.]
- [11] Vesuvius Crucible
[Clay-Mfg. Products]
- [12] Kopp Glass Company
[Sand]
- [13] Babcock Lumber Company
[Building Materials]
- [14] E. H. Griffith, Inc.
[Fertilizer, Sand]
- [15] Koppers Company, Inc.
[Construction Equipment]

CUSTOMER DATA - 1983-1984*

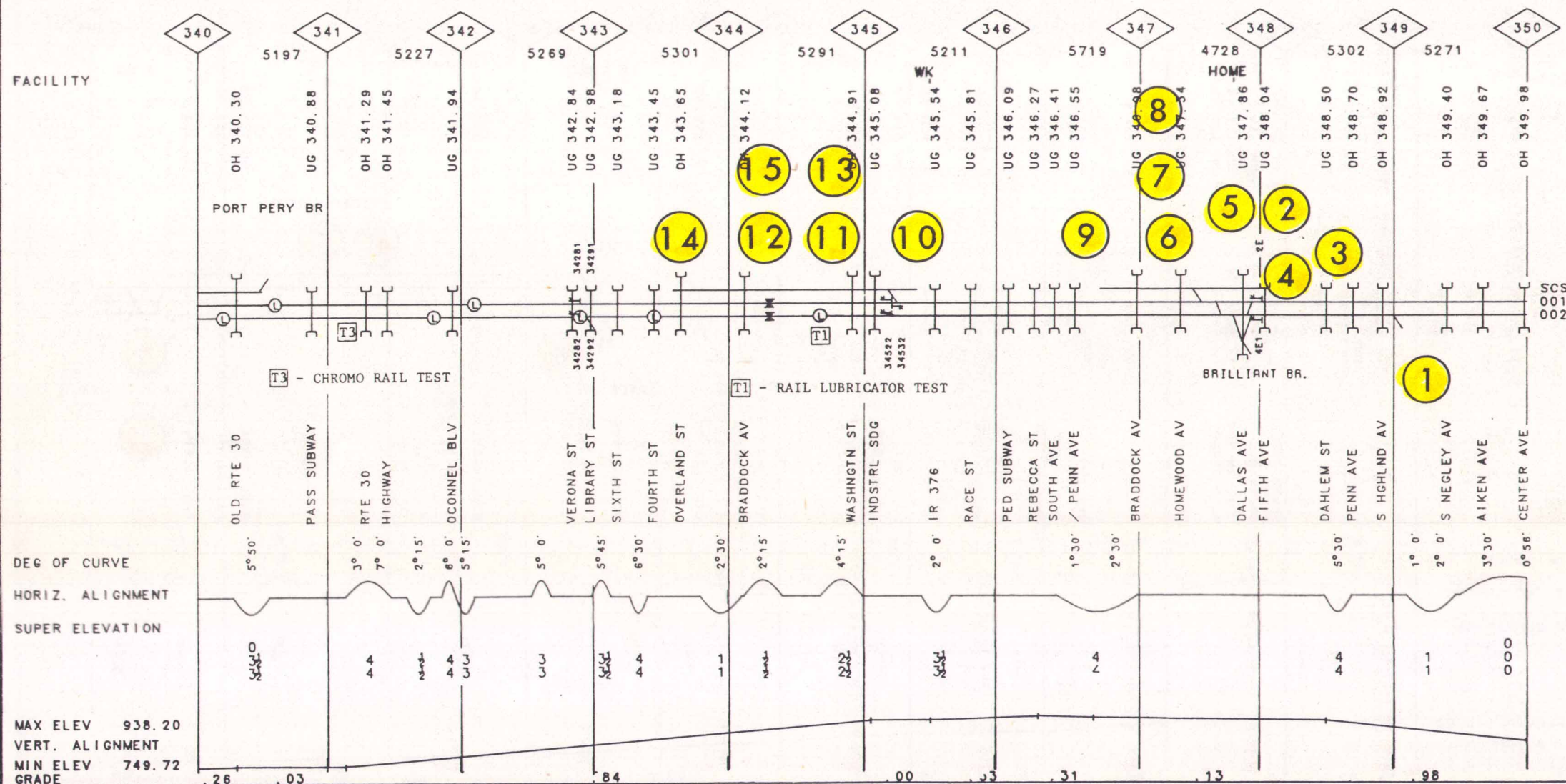
CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
10	0	10	12,683	1,268
* 0	0	0	0	0
336	3	339	390,577	1,152
* 276	11	287	331,275	1,154
7	1	9	4,577	572
* 1	0	1	511	511
0	0	0	0	0
* 0	0	0	0	0
0	0	0	0	0
* 8	0	8	4,063	508
20	0	20	43,269	2,163
* 2	0	2	3,685	1,843
0	0	0	0	0
* 2	0	2	1,007	504
2	27	29	33,478	1,154
* 0	0	0	0	0
0	3	3	1,874	625
* 0	0	0	0	0
14	0	14	16,433	1,174
* 0	0	0	0	0
1	0	1	1,017	1,017
* 3	0	3	3,184	1,061
3	0	3	3,279	1,093
* 0	0	0	0	0
13	0	13	15,294	1,176
* 10	0	10	12,068	1,207
0	0	0	0	0
* 0	0	0	0	0

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

GRINDING	83										84									
SURFACING	82										82									
YES	82										77									
UNDERCUTTING																				
RAIL	32-78				40-69				40-74				32-80							
BAL CLEAN	76L				76L				76BH				76L							
TONNAGE(MGT)									21.3				76L							
TY SPEED	35/35/35										60/45/45									
UG CABLE											50/30/30									
											40/30/30									

002

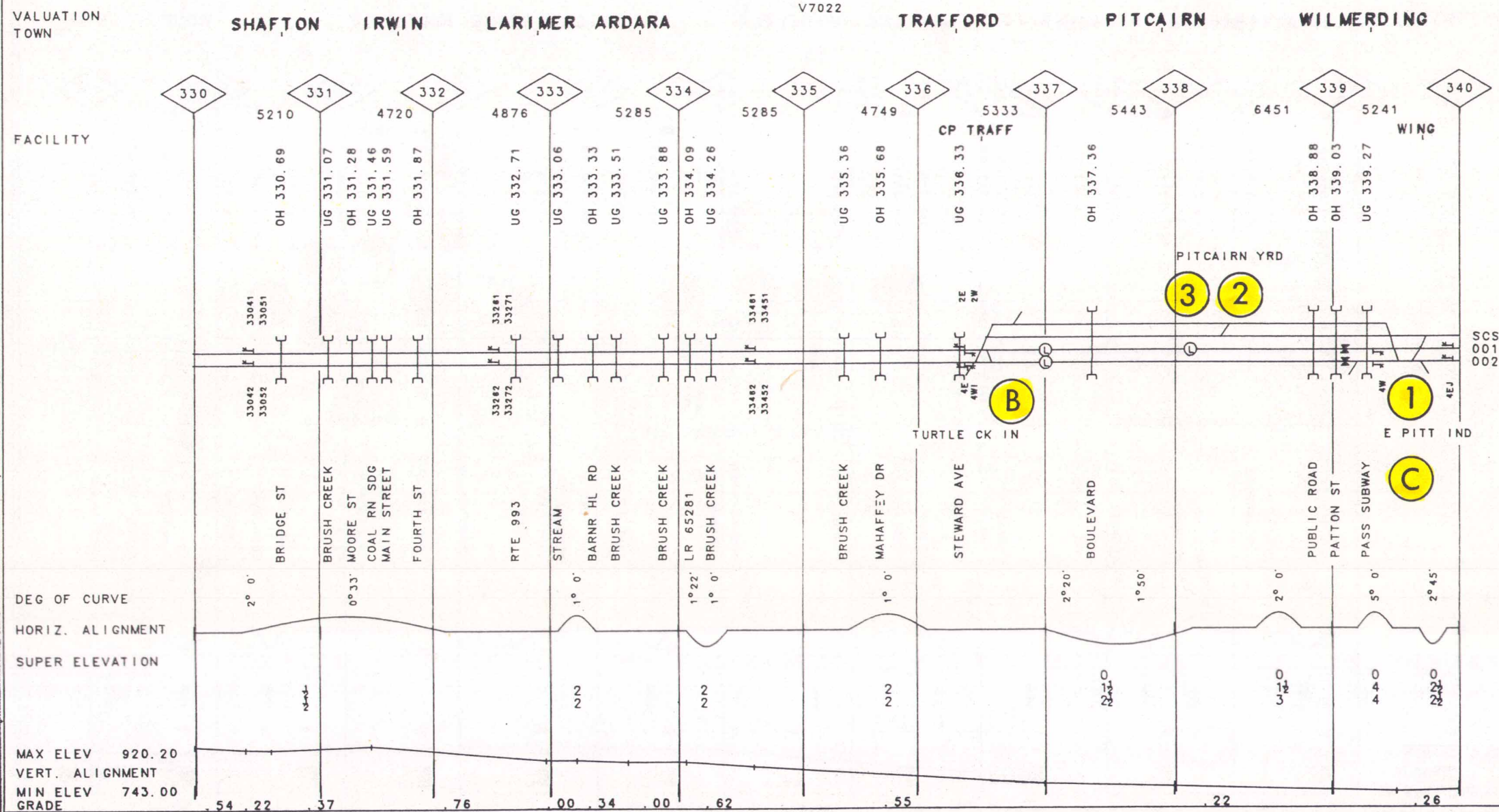
ROUP



22-2202 PITTSBURGH LINE

GRINDING										
SURFACING	82									
TIES	/8									
UNDERCUTTING	40-69									
RAIL	32-78									
BAL CLEAN	81									
TONNAGE (MGY)	21.3									
T Y SPEED	45/45/45									
UG. CABLE	S-13									

GRINDING										
SURFACING	82									
TIES	77									
UNDERCUTTING	40-67									
RAIL	32-78									
BAL CLEAN	81									
TONNAGE (MGY)	21.3									
T Y SPEED	45/45/45									
UG. CABLE	S-13									



TRANSPORTATION DATA

PITTSBURGH DIVISION - PITTSBURGH LINE

CUSTOMER

CUSTOMER DATA - 1983-1984*

SEGMENT: MP 340.0 - MP 330.0

SUPERVISOR: G. L. Taynor
Trainmaster
Latrobe, PA

[1] WABCO Div. American Standard
[Scrap, Air Brake Equip.]
[2] M & G Convoy
[Automobiles]
[3] Arco Auto Carrier, Inc.
[Automobiles]

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
0	0	0	0	0
0	0	0	0	0
4	0	4	4,737	1,159
0	0	0	0	0
488	0	488	617,784	1,266
445	0	445	556,607	1,251

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WITH-01

BRANCHES: [A] MP 336.5-Jct. Turtle Creek
Industrial
[MP 0.0 - MP 0.9]
[B] MP 339.6-Jct. East Pittsburgh
Branch
[MP 0.0 - MP 1.9]

[A] Westinghouse
[Transformers]
Weyerhaeuser
[Lumber]
[B] Westinghouse Electric
[Transformers & Parts]

1	105	105	137,114	1,293
0	16	16	18,707	1,169
90	0	90	96,984	1,077
53	0	53	58,831	1,110
9	36	45	283,464	6,299
14	56	70	431,302	6,161

NOTES:

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

¶ MP .9 - MP 13.5 sold to Turtle Creek Industrial Railroad 6/08/84

TRANSPORTATION DATA

PITTSBURGH DIVISION - PITTSBURGH LINE

SEGMENT: MP 330.0 - MP 320.0

SUPERVISOR: G. L. Taynor
Trainmaster
Latrobe, PA

YARDS: None

YARD JOBS: None

CUSTOMER

- [1] Hockensmith Corp.
[Ingot Molds]
- [2] Lee-Thompson-Fawcett
[Canned Goods]
- [3] Freight Station Team Track
- [4] Westmoreland Glass Company
[Sand]
- [5] Daniels & Miller, Inc.
[Scrap]
- [6] 84 Lumber
[Lumber]

CUSTOMER DATA - 1983-1984*

CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
7	33	40	45,570	1,139
* 1	28	29	39,039	1,346
1	0	1	2,127	2,127
* 0	0	0	0	0
0	0	0	0	0
3	0	3	4,268	1,423
* 0	0	0	0	0
3	24	27	32,984	1,222
* 0	15	15	21,338	1,423
1	0	1	1,483	1,483
* 0	0	0	0	0

LOCALS SERVING THIS SEGMENT:

WILA-03

<u>BRANCHES:</u> [A] MP 321.1 - Jct. Greensburg Industrial Track [MP 0.0 - MP 2.5]	[B] Charley Brothers [Wholesale Groceries] Georgia Pacific	* 1,443 892 232	9 0 0	1,452 892 232	1,136,350 780,773 265,053	782 875 1,142
[B] MP 325.0 - Jct. Southwest Secondary [MP 0.0 - MP 31.7]	[C] Jeannette Glass Warehouse [Building owned by Caplan Scrap]	* 237 0 0	0 0 0	237 0 0	275,944 0 0	1,164 0 0
[C] MP 326.6 - Jct. Jeannette Branch [MP 0.0 - MP 1.2]	Jeannette Sheet Glass [Glass Products] Keystone Team Track	* 497 487 0 0	0 0 0 0	497 487 0 0	676,049 632,386 0 0	1,366 1,312 0 0
	General Tire & Rubber Co. [Rubber Products]	* 36 36	0 0	36 36	68,189 74,237	1,894 2,062

NOTES: MP 325.0 - CP RADE Interlocking
[Remote-Train Dispatcher-Pittsburgh]

GRINDING	
SURFACING	80E
TIES	78
UNDERCUTTING	76
RAIL	55-50//31F80// 40-49
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	30
UG, CABLE	

GRINDING	83	82	83	83	83
SURFACING	81	83	83	82	83
TIES	76	76	76	76	76
UNDERCUTTING	32-78	32-80	32-80	32-80	32-80
RAIL	76L	76L	76L	76L	76L
BAL CLEAN					
TONNAGE(MGT)		21.3	21.3	21.3	21.3
T T SPEED		70/60/50	70/60/50	70/60/50	70/60/50
UG, CABLE					

GRINDING	83	83	83	83	83
SURFACING	82	80	83	81	83
TIES	80	80	80	80	80
UNDERCUTTING	40-75	40-75	40-75	40-75	40-75
RAIL	81	81	81	81	81
BAL CLEAN					
TONNAGE(MGT)		21.3	21.3	21.3	21.3
T T SPEED		70/60/50	70/60/50	70/60/50	70/60/50
UG, CABLE					

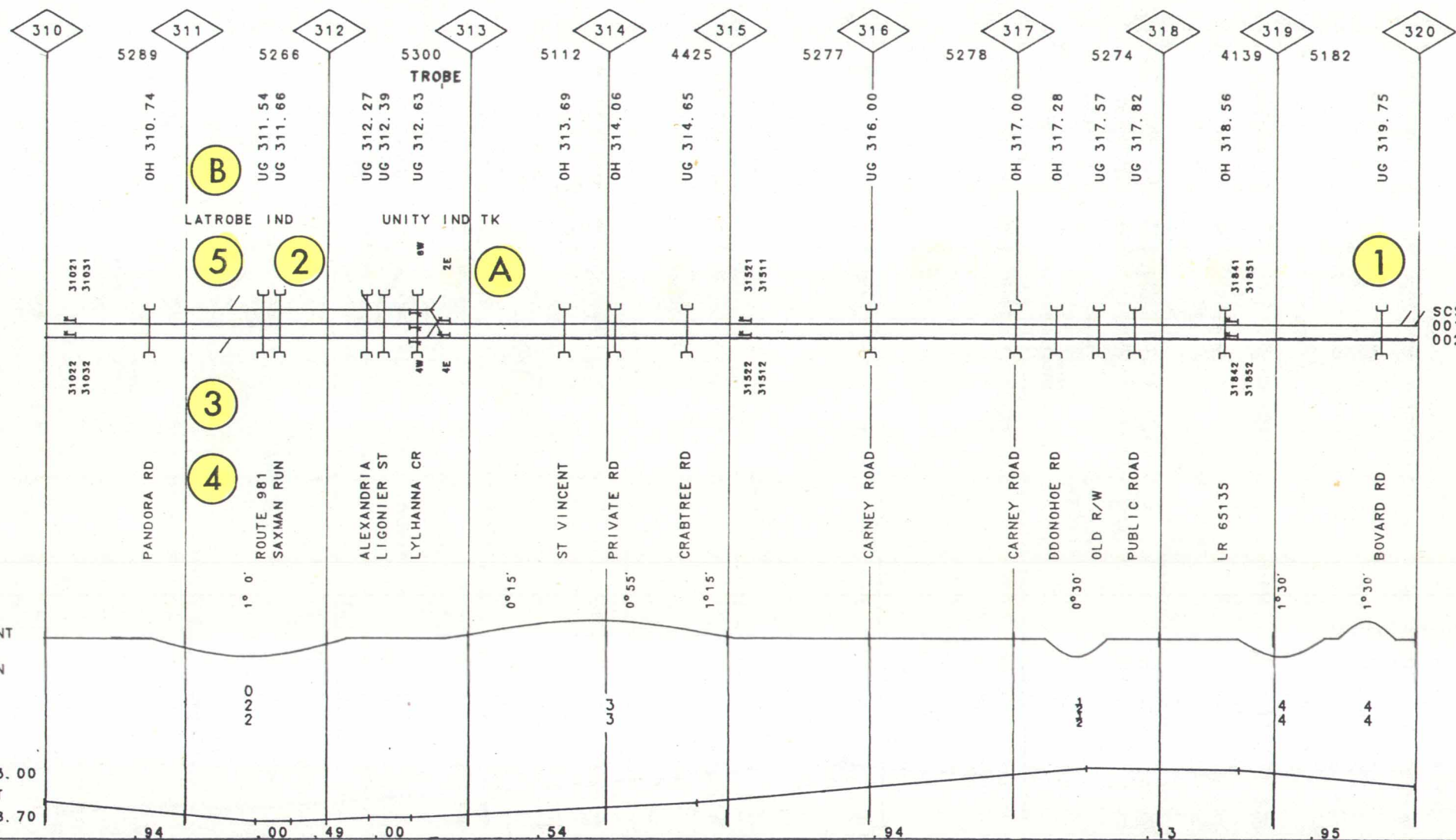
VALUATION
TOWN

LATROBE

BEATTY^{V7022}

DONOHOE

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 1213.00
VERT. ALIGNMENT
MIN ELEV 1008.70
GRADESCS
001
002

TRANSPORTATION DATA

PITTSBURGH DIVISION - PITTSBURGH LINE

CUSTOMER

CUSTOMER DATA - 1983-1984*

SEGMENT: MP 320.0 - MP 310.0

SUPERVISOR: G. L. Taynor
Trainmaster
Latrobe, PA

YARDS: None
OTE Forces: 0
T&E Forces: 6

YARD JOBS: None

- [1] Greensburg Beverage & Sears Roebuck & Co.
- [2] Warehouse Team Track
[Used by Latrobe Brewing Co. & Toyad Corp.]
- [3] Penn Container Corp.
[Plywood, Paperboard Boxes]
- [4] Teledyne Corporation
Vasco Division
[Steel]
- [5] Lattanzio Scrap
[Scrap]

CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
0	75	75	28,113	375
* 58	0	58	62,235	1,073
0	0	0	0	0
* 109	-	109	250,848	2,301
12	0	12	9,438	787
* 13	0	13	12,152	935
0	0	0	0	0
* 0	0	0	0	0
0	0	0	0	0
* 0	0	0	0	0

LOCALS SERVING THIS SEGMENT:

WILA-01

BRANCHES: [A] MP 312.7 - Jct. Unity Industrial Track [MP 0.0 - MP 0.9] [A] Standard Steel Company [Springs]
[B] MP 312.2 - Jct. Latrobe Industrial Track [MP 0.0 - MP 0.3] [B] Latrobe Steel Company [Alloy Steel]
Vulcan, Inc.
[Ingot Molds]

170	30	200	204,788	1,024
* 174	17	191	215,501	1,128
156	0	156	200,308	1,284
* 187	10	203	280,103	1,380
71	132	203	247,145	1,217
* 85	145	230	313,612	1,364

NOTES: MP 312.7 - CP TROBE Interlocking
[Remote-Train Dispatcher-Pittsburgh]

TRANSPORTATION DATAPITTSBURGH DIVISION - PITTSBURGH LINESEGMENT: MP 310.0 - MP 300.0SUPERVISOR: G. L. Taynor
Trainmaster
Latrobe, PAYARDS: NoneYARD JOBS: NoneCUSTOMER

- [1] Coal Loaders, Inc.
[Coal]
- [2] Government Ore
[Ore]
- [3] Westinghouse Corp.
[Ceramics Div.-Clay]
- [4] Warner Corporation
[Company ballast only]
- [5] Torrance Team Track
[Out of service]

CUSTOMER DATA - 1983-1984*

CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
0	75	75	28,113	375
* 0	0	0	0	0
0	0	0	0	0
* 0	0	0	0	0
59	0	59	73,750	1,250
* 26	0	26	32,040	1,232
	120*			
* 0	0	0	0	0

*Warner Corporation - 1983 8,400 tons
1984 0

LOCALS SERVING THIS SEGMENT:

WILA- 01

BRANCHES: None

NOTES: MP 300.5 - CP PACK Interlocking
[Remote-Train Dispatcher-Pittsburgh]

GRINDING																	83																
SURFACING																	83																
TIES																	83																
UNDERCUTTING																																	
RAIL	40-75																	32-78															
BAL CLEAN																	81	76L															
TONNAGE(MGT)																	21.3																
T T SPEED	50/50/50			70/60/50				70/60/50						70/60/50			60/60/50	70/60/50															
UG. CABLE																																	

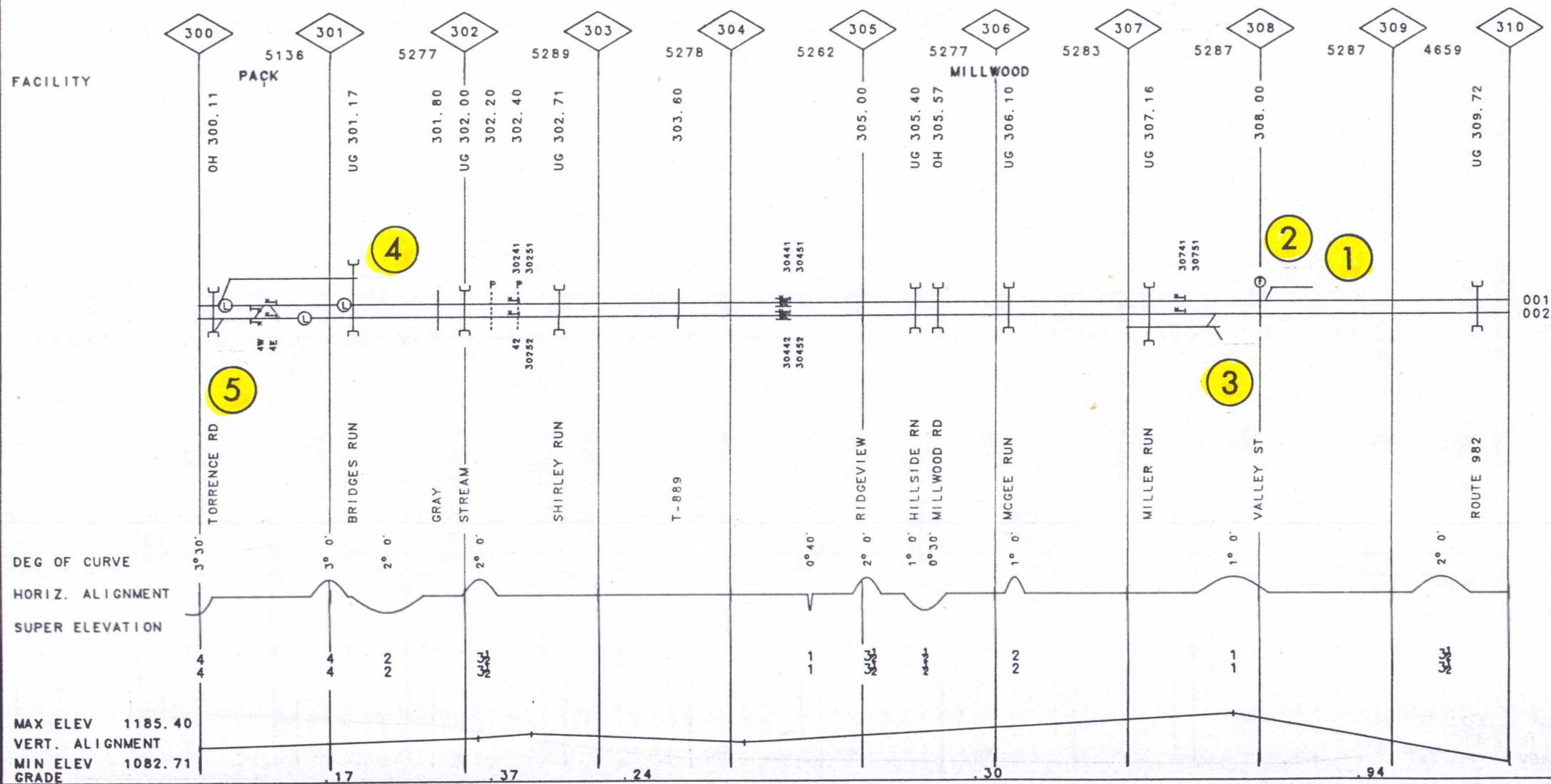
GRINDING																	83																
SURFACING																	82																
TIES																	80																
UNDERCUTTING																																	
RAIL	40-75																	40-75															
BAL CLEAN																	81	31F70															
TONNAGE(MGT)																	21.3																
T T SPEED	50/50/50			70/60/50				70/60/50						70/60/50			60/60/50	70/60/50															
UG. CABLE																																	

VALUATION
TOWN

HILLSIDE RIDGEVIEW V7022

DERRY

BRADENVILLE



GRINDING	83								001
SURFACING	83								
TIES	76								
UNDERCUTTING	40-76								
RAIL	40-76								
BAL. CLEAN	76								
TONNAGE (MGT)	21.3								
T T SPEED	70/60/50	60/60/50	50/50/50	60/60/50	45/45/45	70/60/50	45/45/45	50/50/50	
UG. CABLE									

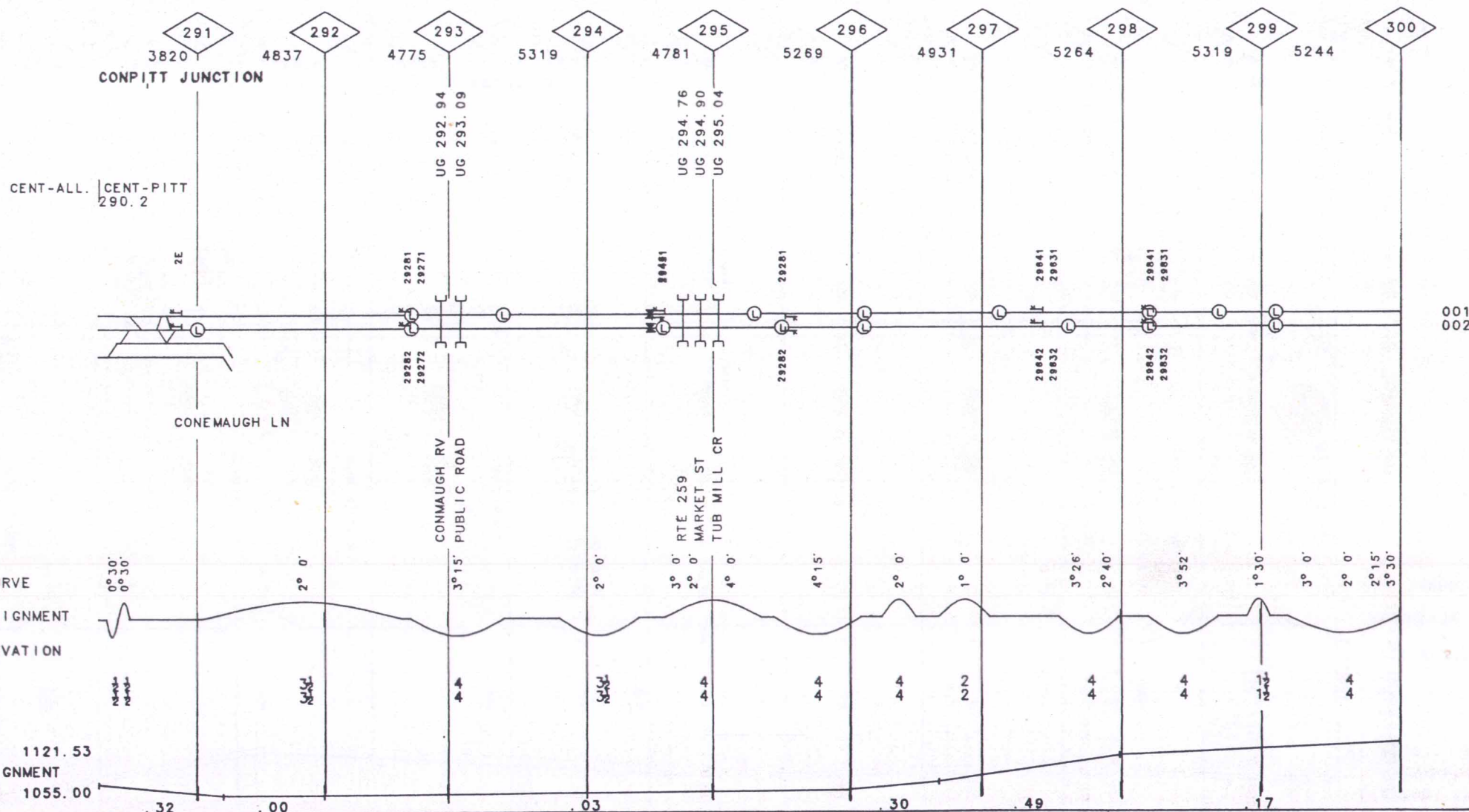
GRINDING	82								002
SURFACING	82								
TIES	81								
UNDERCUTTING	40-75								
RAIL	40-75								
BAL. CLEAN									
TONNAGE (MGT)	21.3								
T T SPEED	70/60/50	60/60/50	50/50/50	60/60/50	45/45/45	70/60/50	45/45/45	50/50/50	
UG. CABLE									

VALUATION
TOWN

LOCKPORT BOLIYAR V7022

TORRANCE

FACILITY



TRANSPORTATION DATA

PITTSBURGH DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 300.0 - MP 290.20

SUPERVISOR: G. L. Taynor
Trainmaster
Latrobe, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

None

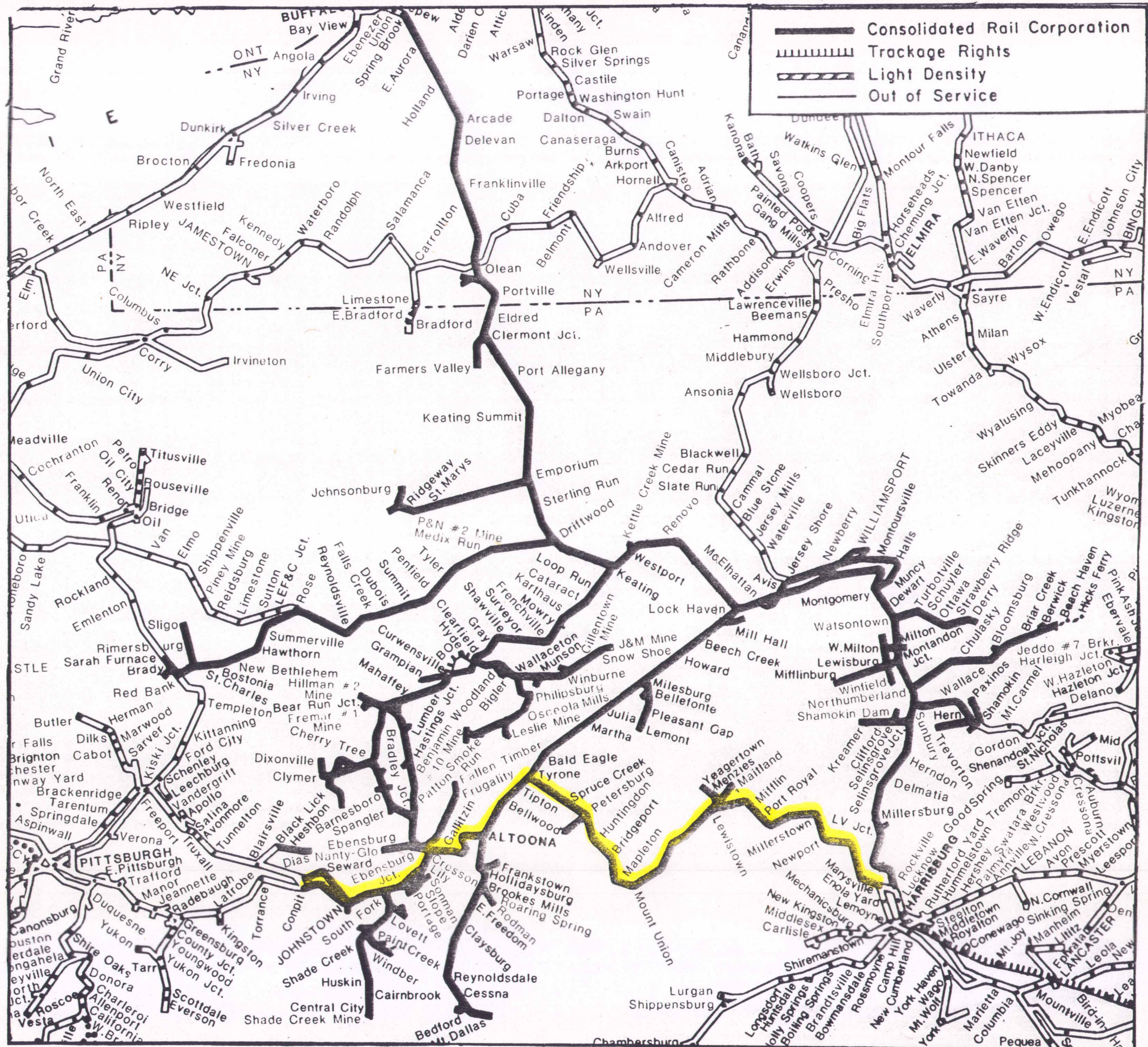
BRANCHES: None

NOTES: MP 290.7 - CP CONPIT Interlocking
[Remote-Train Dispatcher-Pittsburgh]
MP 290.6 - JCT. CONEMAUGH LINE

CUSTOMER DATA - 1983-1984*

<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>
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* 12 months - 1984



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," nine miles west of Harrisburg, to "Conpit," 63 miles east of Pittsburgh and north to south from "Gravity," eight miles south of Buffalo, to Roaring Spring, 50 miles north of the Maryland State Line.

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

ALLEGHENY DIVISION

MAJOR COAL ACCOUNTS IN REVENUE ORDER

COAL SHIPPER AND MINE	LOCATION	TYPE OF COAL	1984 CARLOADS	TONS	1984 CR REVENUE
1. PENNA POWER & LIGHT Greenwich Oneida Chers Pride #2 Rushton	Kinport, PA Dias, PA McGees, PA Osceola Mills, PA	Steam	20,244 11,858 8,834 6,366	1,902,936 1,114,652 830,396 598,404	6,653,246 13,391,583 7,367,556 5,296,197
2. BETHLEHEM MINES Cambria Slope #33 Beth #78	Ebensburg, PA (C&I) Windber, PA	Metallurgical	24,959 1,319	2,346,146 123,986	26,401,243 1,595,530
3. BENJAMIN COAL CO. Benjamin #3 & #6 Benjamin #9 Benjamin #10	Westover, PA Falls Creek, PA Banion, PA	Steam	14,543 843 393	1,367,042 79,242 36,942	14,615,715 1,030,146 434,265
4. COONEY BROS. COAL Sonman Slope	Portage, PA	Metallurgical Steam	10,001	940,094	11,964,786
5. BRADFORD COAL Bradford Ref.	Bigler, PA	Mechanical Steam	9,344	878,336	11,571,244
6. POWER COAL INC. Leslie	Osceola Mills, PA	Steam	9,419	885,386	11,529,625
7. C&K COAL CO. Fox & Shannon	Rimersburg, PA	Steam	9,261	870,534	9,359,165
8. CAMBRIA COAL Fallen Timber	Fallen Timber, PA	Steam	5,495	516,530	6,910,283
9. THOMAS COAL SALES Greenwood Siding	Bells Landing, PA	Steam	6,189	581,766	6,615,885
10. P.B.S. COAL Shade Creek	Central City, PA	Metallurgical Steam	5,685	534,390	6,144,576
11. P&N COAL Hillman P&N #2	Hillman, PA Medix Run, PA	Steam	4,904 817	460,976 76,798	5,242,376 885,614
12. E. P. BENDER COAL Kirk #2	Hastings, PA	Steam	4,827	453,738	6,063,430
13. RIVER HILL COAL Belford #3	Karthaus, PA	Steam	6,421	603,574	4,668,046
14. HEPBURNIA COAL Belfast #2	Grampian, PA	Steam	4,018	377,692	4,275,289

ALLEGHENY DIVISION

MAJOR COAL ACCOUNTS IN REVENUE ORDER

	<u>COAL SHIPPER AND MINE</u>	<u>LOCATION</u>	<u>TYPE OF COAL</u>	<u>1984 CARLOADS</u>	<u>TONS</u>	<u>1984 CR REVENUE</u>
15.	AVERY COAL Van	Wallacetown, PA	Steam	4,135	388,690	3,977,453
16.	BARNES & TUCKER CO. Lancashire #20 Lancashire #24	Carrolltown, PA Stiles, PA (C&I)	Metallurgical	1,660 3,055	156,040 287,170	1,736,859 1,510,762
17.	K&J COAL Dawn #1 & #2	Westover, PA	Metallurgical Steam	3,652	343,288	3,126,112
18.	LADY JANE COLLIERIES Stott #1	Penfield, PA	Steam	4,098	385,212	3,018,362
19.	TERRY COAL SALES Bostonia	New Bethlehem, PA	Steam	2,779	261,226	2,888,183
20.	STOTT COAL CO. Belfast #14	Philipsburg, PA	Steam	1,639	154,066	2,271,243
21.	MEARS COAL Mears	Dixonville, PA	Steam	1,577	148,238	2,053,303

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

ALLEGHENY DIVISION

MAJOR INDUSTRIAL ACCOUNTS LISTED IN REVENUE ORDER

<u>COMPANY</u>	<u>LOCATION</u>	<u>IN</u>	<u>REVENUE</u>	<u>OUT</u>	<u>REVENUE</u>	<u>TOTAL</u>	<u>1984 REVENUE</u>
PA. POWER AND LIGHT	Strawberry Ridge, PA	44,434	28,520,074	-	-	44,434	28,520,074
BETHLEHEM STEEL CORP.	Johnstown & Williamsport, PA	4,844	5,104,839	5,041	4,793,077	9,885	9,897,916
HAMMERMILL PAPER	Lock Haven and Port Allegany, PA	4,898	5,741,901	1,755	1,540,149	6,653	7,282,050
PA. POWER AND LIGHT	Shamokin Dam, PA	5,456	4,044,473	-	-	5,456	4,044,473
PA. GLASS SAND CORP.	Mapleton, PA	-	-	3,005	2,933,877	3,005	2,933,877
QUAKER STATE OIL REFINERY	Farmers Valley, PA	472	883,011	449	913,799	921	1,796,810
ALCAN CABLE	Williamsport, PA	890	1,414,642	-	-	890	1,414,642
STANDARD STEEL	Burnham, PA	136	172,160	585	1,140,458	721	1,312,618
AIRCO CARBON	St. Marys, PA	632	1,207,235	11	33,315	643	1,240,550
K&L FEEDS, INC.	Selinsgrove, PA	731	1,014,628	-	-	731	1,014,628
JERSEY SHORE STEEL	Avis, PA	698	897,164	15	19,815	713	916,979
PPG INDUSTRIES	Tipton, PA	18	18,384	459	823,144	477	841,528
WESTVACO	Tyrone & Williamsport, PA	515	604,709	113	154,684	628	759,393
AGWAY	Winfield, PA	407	623,751	-	-	407	623,751
WEIS MARKETS	Milton and Sunbury, PA	715	614,485	-	-	715	614,485
APPLETON PAPERS	Roaring Spring, PA	334	523,680	37	36,953	371	560,633
STONE CONTAINER	Williamsport, PA	576	503,375	-	-	576	503,375

ALLEGHENY DIVISION
MAJOR INTERCHANGE POINTS
VOLUME 1984

	<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	28,263	29,094	57,357
2.	Brookville, PA	Pittsburgh & Shawmut	Reynoldsville	13,924	14,904	28,828
3.	Johnstown, PA	Conemaugh & Blacklick	Altoona	7,591	8,196	15,787
4.	Summerville, PA	Lake Erie, Franklin & Clarion	Reynoldsville	2,784	2,261	5,045
5.	Falls Creek, PA	Falls Creek	Reynoldsville	844	842	1,686
6.	Roaring Spring, PA	Everett	Altoona	424	434	858
7.	Falls Creek, PA	Chessie [B&O]	Reynoldsville	848	663	1,511
8.	Clearfield, PA	Chessie [B&O]	Clearfield	446	453	899
9.	Arcade, NY	Arcade & Attica	Olean	275	199	475
10.	Johnstown, PA	Chessie [B&O]	Altoona	314	214	528
11.	Northumberland, PA (8-84)	North Shore	Northumberland	461	438	899
12.	Tyrone, PA (8-84)	Nittany and Bald Eagle	Altoona	171	162	333
13.	Montandon, PA (2-84)	West Shore	Northumberland	82	75	157

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 7,000 through and local cars per day.

The Allegheny Division has three principal yards, namely, Altoona, Clearfield and Newberry, and seven smaller industrial servicing yards. The principal yards serve the heart of the bituminous coal fields of central Pennsylvania. These yards dispatch 1,400 cars per day.

There are eight Trainmaster territories on the Division.

ALLEGHENY DIVISION

LOCAL AND THRU FREIGHT TRAINS OPERATING OVER THE MAIN LINE

EASTBOUND - SCHEDULED:

LOCALS

WAAL-38 Conpit to Altoona & return (Reports at Altoona)
Daily except Sat/Sun
WAAL-46 Altoona to Tyrone & return (Reports at Altoona)
Mon/Wed/Fri

THRU

TV-2 Chicago-Morrisville
TV-4M E. St. Louis-Kearny
TV-12M Chicago-Kearny
TV-26 Detroit-Edge Moor
TV-56 Chicago-Kearny
TV-62 Chicago-Portside
TV-100 Chicago-Kearny
PIBE Conway-Bethlehem
PICA Conway-Camden
PIEN Conway-Enola
PIML Conway-Metuchen-Linden
PIMO Conway-Morrisville
PIOI Conway-Oak Island
PIPY Conway-Potomac Yard
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-New York

WESTBOUND - SCHEDULED:

WALE-10 Lewistown to Huntingdon
(Reports at Lewistown)
Daily except Sun.

TV-1 Morrisville-Chicago
TV-3M Kearny-E. St. Louis
TV-11 Kearny-Chicago
TV-27 Edge Moor-Conway
TV-61 Portside-Chicago
TV-201 Kearny-Chicago
ALPI Allentown-Conway
BAPI Baltimore-Conway
CAPI Camden-Conway
ENPI Enola-Conway
LMPI Linden-Metuchen-Conway
MOPI Morrisville-Conway
OIIN Oak Island-Indianapolis
OIPI Oak Island-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 New York-Pittsburgh

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

CUSTOMER DATA - 1983-1984*

<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>
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SEGMENT: MP 290.0 to MP 290.2

SUPERVISOR: D. F. Hysong
Trainmaster
Conemaugh, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WACO-04

BRANCHES: None

NOTES: MP 290.2 - DIVISION POST
MP 290.6 - CONPIT Interlocking
(Remote-Train Dispatcher-Pittsburgh)

GRINDING	---
SURFACING	---
TIES	---
UNDERCUTTING	---
RAIL	///
BAL. CLEAN	---
TONNAGE (MGT)	---
T T SPEED	---
UG. CABLE	---

001

GRINDING	---
SURFACING	---
TIES	---
UNDERCUTTING	---
RAIL	---
BAL. CLEAN	---
TONNAGE (MGT)	---
T T SPEED	---
UG. CABLE	---

002

GRINDING	---
SURFACING	---
TIES	---
UNDERCUTTING	---
RAIL	///
BAL. CLEAN	---
TONNAGE (MGT)	---
T T SPEED	---
UG. CABLE	---

003

VALUATION
TOWN

V7022

FACILITY

290

1056

CENT-ALL. A | CENT-PITT
290.2

001

002

003

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1072.27
 VERT. ALIGNMENT
 MIN ELEV 1070.00
 GRADE

22

VALUATION
TOWN

SQ

17022
SEWARD

NEW FLORENCE

FACILITY

 DEG OF CURVE
 HORIZ. ALIGNMENT
 SUPER ELEVATION

 MAX ELEV 1140.69
 VERT. ALIGNMENT
 MIN ELEV 1072.27
 GRADE

GRINDING	
SURFACING	83
TIES	83
UNDERCUTTING	
RAIL	40-61
BAL. CLEAN	35.3
TONNAGE (MGT)	
T T SPEED	70/50/50
UG. CABLE	

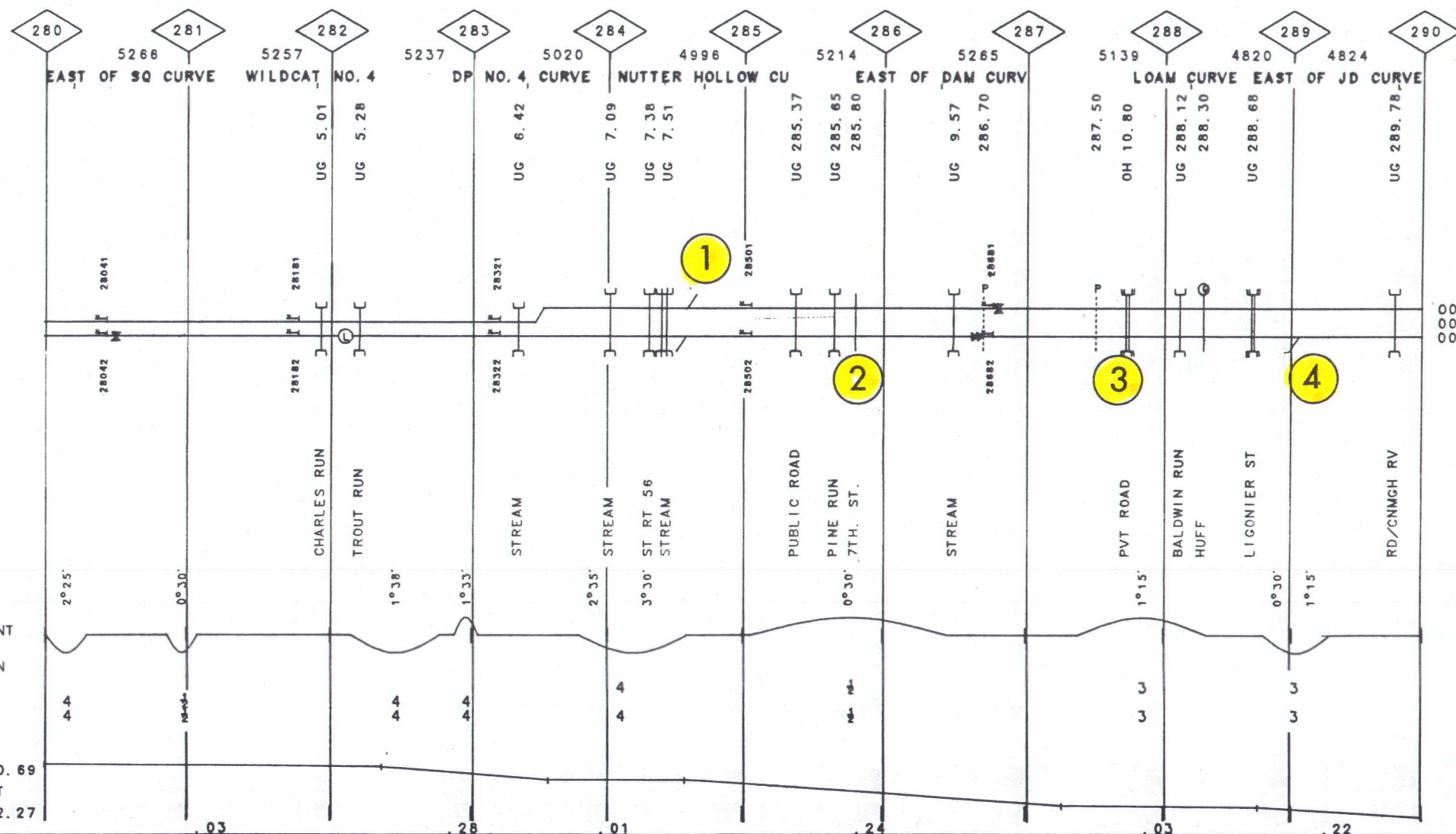
GRINDING	
SURFACING	83
TIES	83
UNDERCUTTING	
RAIL	40-72
BAL. CLEAN	
TONNAGE (MGT)	
T T SPEED	70/50/50
UG. CABLE	

GRINDING	
SURFACING	83
TIES	83
UNDERCUTTING	
RAIL	52C62
BAL. CLEAN	82
TONNAGE (MGT)	70B
T T SPEED	35.3
UG. CABLE	70/60/50

001

001

002

001
001
002

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 280.0 to MP 290.0

SUPERVISOR: D. F. Hysong
Trainmaster
Conemaugh, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WACO-04

BRANCHES: None

NOTES: None

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
7	0	7	\$ 7,602	\$1,086
*			---	
366	0	366	169,248	462
* 75	0	75	28,113	375

TRANSPORTATION DATAALLEGHENY DIVISION - PITTSBURGH LINECUSTOMERSEGMENT: MP 270.0 to MP 280.0SUPERVISOR: D. F. Hysong
Trainmaster
Conemaugh, PA(1) Bethlehem Steel Corp.
(Bars, Ferro Manganese,
New RR Cars)
(2) Davis Brake Beam
(RR Brake Beams & Parts)YARDS: CONEMAUGH YARD
Trainmaster - 1
OTE Forces - 6
T&E Forces - 9YARD JOBS:

None

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
3728	1371	5099	\$5,492,027	\$1,077
*4597	4978	9575	9,539,190	996
0	11	11	11,114	1,010
* 0	19	19	12,259	645

LOCALS SERVING THIS SEGMENT:WACO-04
WACO-07
WACO-09BRANCHES: (A) Jct. Johnstown Branch
MP 273.6
(MP 0.0 - MP 1.6)(A) U. S. Steel Corp.
(Castings, Grinding
Balls & Machinery)

* 7	1	8	28,446	3,556

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

GRINDING	001
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	
UG. CABLE	

GRINDING	001
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	
UG. CABLE	

GRINDING	001
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	
UG. CABLE	

GRINDING	001
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	
UG. CABLE	

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

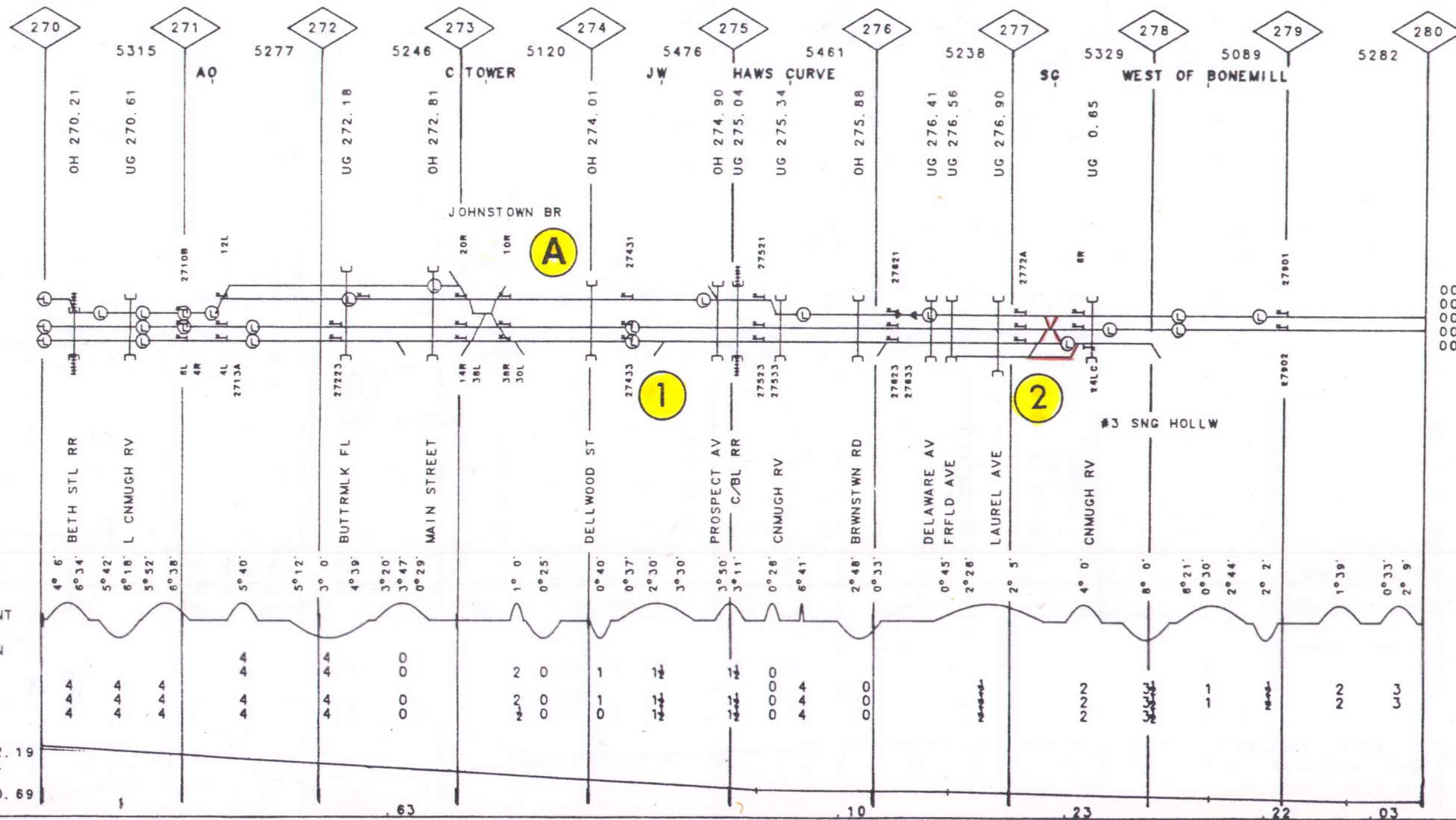
GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	
UG. CABLE	

VALUATION
TOWN

CONEMAUGH

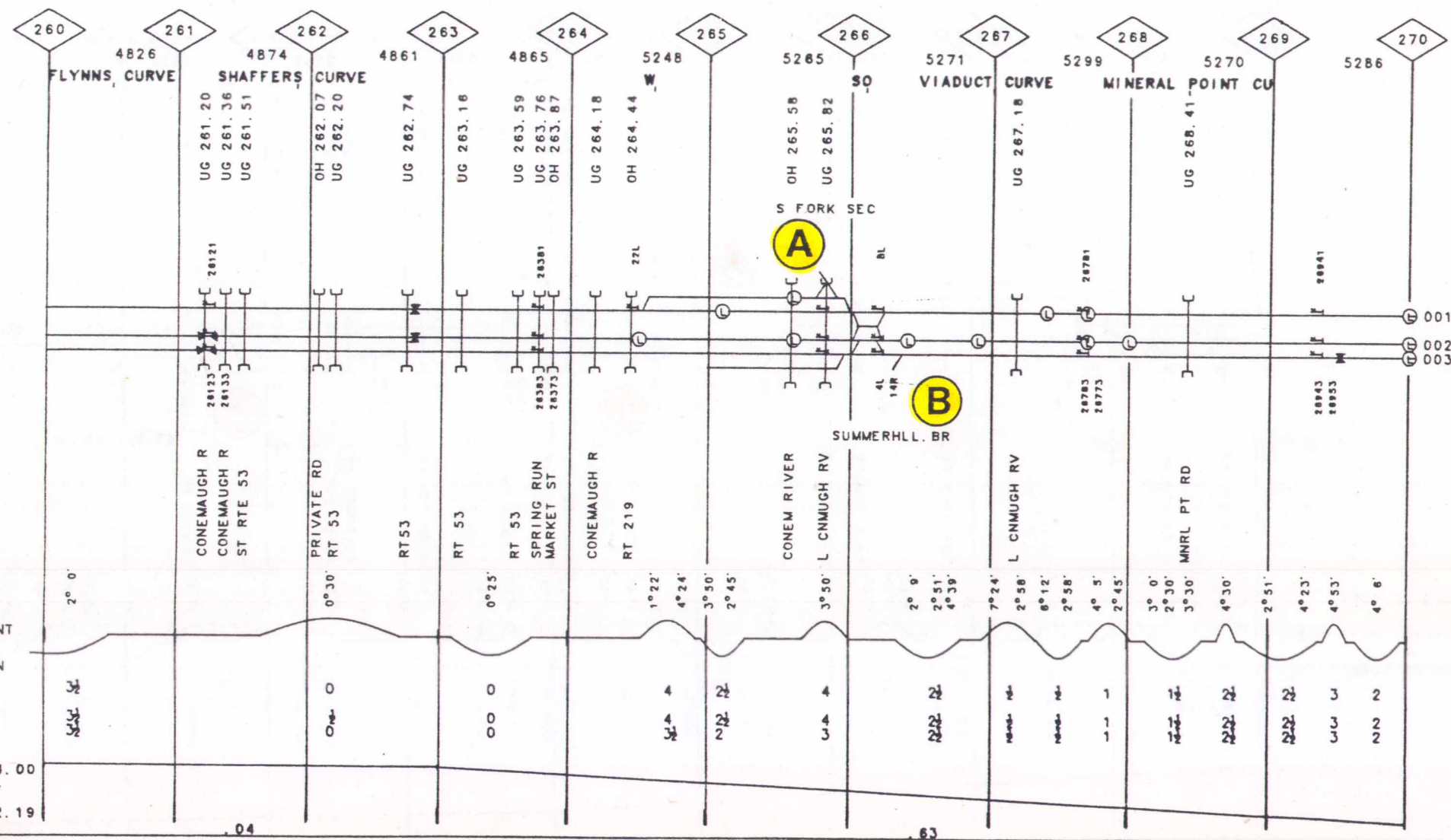
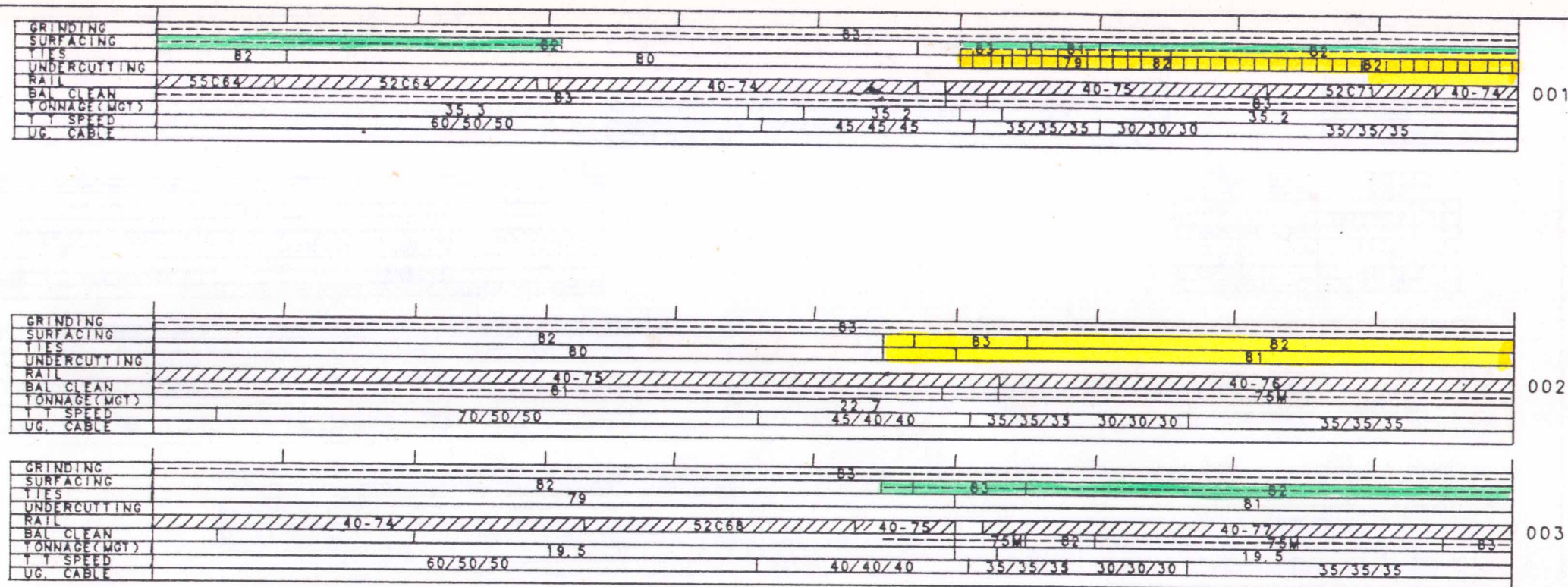
V7022
JOHNSTOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATIONMAX ELEV 1352.19
VERT. ALIGNMENT
MIN ELEV 1140.69
GRADE000
001
001
002
003

FACILITY

MAX ELEV 1584.00
VERT. ALIGNMENT
MIN ELEV 1352.19
GRADE



TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 260.0 to MP 270.0

SUPERVISOR: D. F. Hysong
Trainmaster
Conemaugh, PA

YARDS: SOUTH FORK YARD
OTE Forces - 3
T&E Forces - 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WACO-04

BRANCHES: (A) Jct. South Fork Secondary
MP 266.1 (MP 0.0 - MP 18.7)
(B) Jct. Summerhill Branch
MP 265.9 (MP 0.0 - MP 1.6)

(B) Bethlehem #38 Mine
(Coal) (Closed 6-1-80)

NOTES: MP 266.1 - SO Block & Interlocking Station

CUSTOMER DATA - 1983-1984*

<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>
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TRANSPORTATION DATAALLEGHENY DIVISION - PITTSBURGH LINECUSTOMERCUSTOMER DATA - 1983-1984*SEGMENT: MP 250.0 to MP 260.0SUPERVISOR: D. F. Hysong
Trainmaster
Conemaugh, PA(1) Team Track
Sedlock
(Newspaper)
(2) Stagers Wrecking Co.
(Scrap Iron & Scrap)

<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>
20	0	20	\$ 31,210	\$1,560
* 21	0	21	33,935	1,616
4	0	4	3,016	754

YARDS: CRESSON YARD
Road Foreman - 1
OTE Forces - 3
T&E Forces - 0YARD JOBS:

None

LOCALS SERVING THIS SEGMENT:WAAL-38
WACO-04
WACO-07
WACO-09

<u>BRANCHES:</u> (A) Jct. Irvona Branch MP 250.4 (MP 0.0 - MP 22.5)	(A) Cambria Coal (Coal)	0	5248	5248	6,478,696	1,235
(B) Jct. Cresson Secondary Track MP 250.5 (MP 0.0 - MP 49.0)	(B) Frank Calandra (Scrap Iron & Steel)	* 0	5495	5495	6,910,283	1,258
(C) Jct. Bens Creek Branch MP 256.7/MP 258.9 (MP 0.0 - MP 2.5)		47	123	170	152,906	899
(D) Jct. Sonman Branch (MP 0.0 - MP 0.8)	(D) Cooney Bros. Coal (Coal)	* 24	75	99	101,853	1,029
		0	8263	8263	9,022,277	1,092
		* 0	10001	10001	11,964,786	1,196

NOTES: MP 250.5 - Cresson Secondary connects to
Black Lick Secondary, Susquehanna
Secondary and C.T. & D.
MP 250.5 - MO Block & Interlocking Station
Black Lick Secondary (Ebensburg) Interchange with C&IRR

GRINDING	82	83	81	82
SURFACING				
TIES				
UNDERCUTTING	40-72	40-72	55-70	40-72
RAIL	32H804			31C70
BAL CLEAN				
TONNAGE(MGT)	37.2	30/30/30	30/30/30	45/45/45
T T SPEED	35/35/35			
UG. CABLE				

001

15

GRINDING	83	83	82
SURFACING			
TIES			
UNDERCUTTING	40-73		
RAIL			
BAL CLEAN			
TONNAGE(MGT)	24.8		
T T SPEED	60/45/45		
UG. CABLE			

002

GRINDING	82	83	82	81	83	82
SURFACING						
TIES						
UNDERCUTTING	40-71	40-71	40-71	55-52	40-73	
RAIL	32H804					
BAL CLEAN						
TONNAGE(MGT)	22.7	30/30/30	30/30/30	35/35/35		
T T SPEED	35/35/35					
UG. CABLE						

003

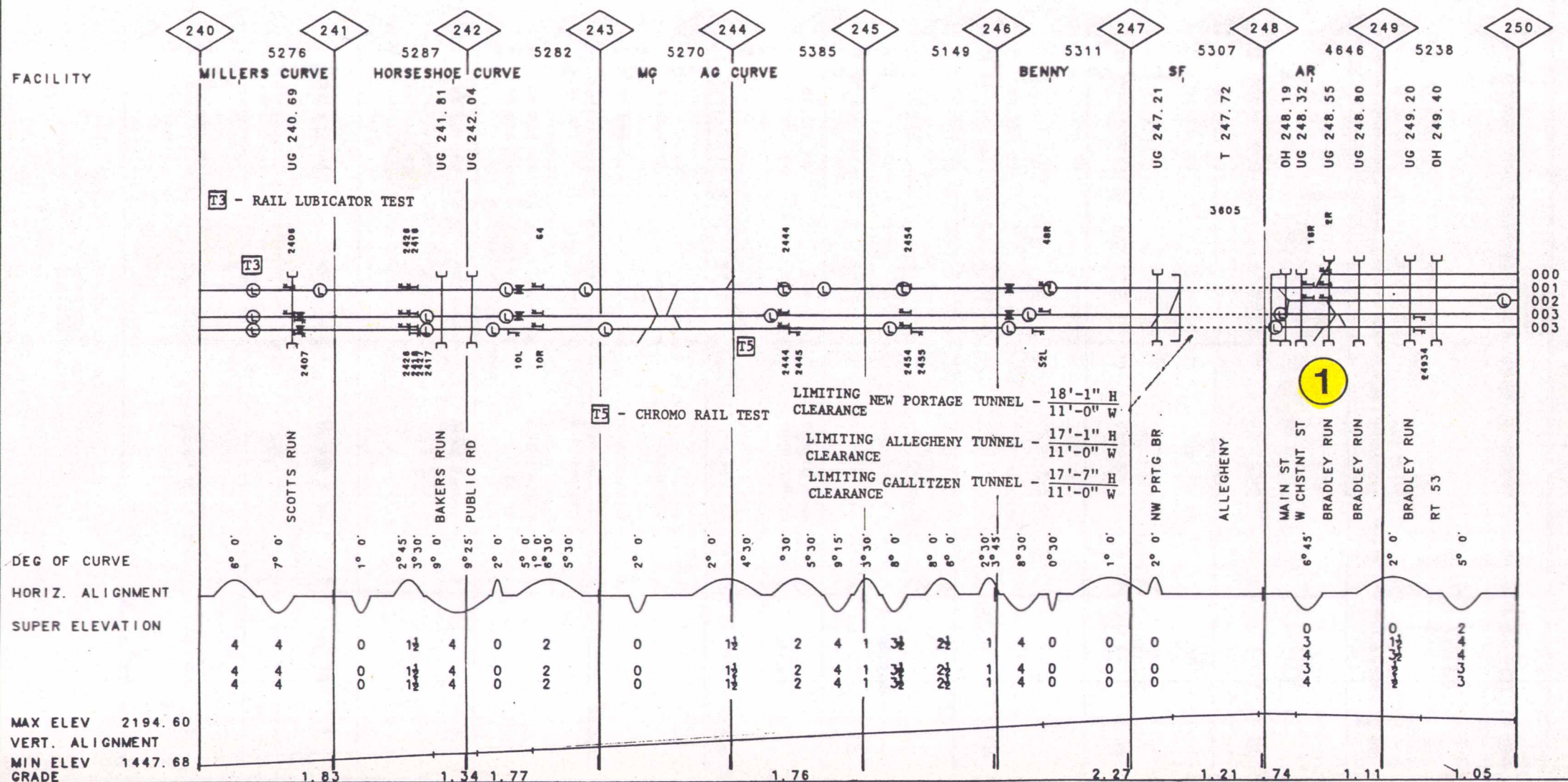
GRINDING	83	83	83	80	83	82
SURFACING						
TIES						
UNDERCUTTING	40-71	40-71	40-71	55-52	40-73	
RAIL						
BAL CLEAN						
TONNAGE(MGT)	20.2	30/30/30	35/35/35			
T T SPEED	35/35/35					
UG. CABLE						

003

VALUATION
TOWN

V7022

CALLITZIN



GRINDING	83	83	82	82
SURFACING	77	77	77	77
TIES	40-68	40-71	40-71	40-71
UNDERCUTTING	40-68	40-71	40-71	40-71
RAIL	40-68	40-71	40-71	40-71
BAL CLEAN	40-68	40-71	40-71	40-71
TONNAGE(MGT)	36.0	35.4	35.3	35.3
T T SPEED	40/40	60/50/50	60/50/50	60/50/50
UG CABLE	N-6	S-10	S-10	S-10

GRINDING	83
SURFACING	77
TIES	40-73
UNDERCUTTING	40-73
RAIL	40-73
BAL CLEAN	40-73
TONNAGE(MGT)	19.8
T T SPEED	35/35
UG CABLE	60/50/50

GRINDING	82	83	82	82
SURFACING	83	83	80	82
TIES	83	83	80	82
UNDERCUTTING	40-75	40-75	40-75	40-75
RAIL	40-75	40-75	40-75	40-75
BAL CLEAN	40-75	40-75	40-75	40-75
TONNAGE(MGT)	22.7	60/50/50	60/50/50	60/50/50
T T SPEED	35/35	70/50/50	60/50/50	70/50/50
UG CABLE	70/50/50	60/50/50	70/50/50	60/50/50

GRINDING	83	83	82	82
SURFACING	83	83	79	79
TIES	40-73	40-73	40-74	40-74
UNDERCUTTING	40-73	40-73	40-74	40-74
RAIL	40-73	40-73	40-74	40-74
BAL CLEAN	40-73	40-73	40-74	40-74
TONNAGE(MGT)	19.8	60/50/50	19.5	19.5
T T SPEED	35/35	60/50/50	35/35	35/35
UG CABLE	60/50/50	60/50/50	60/50/50	60/50/50

VALUATION
TOWN

CRESSON

LILLY

V7022
CASSANDRA

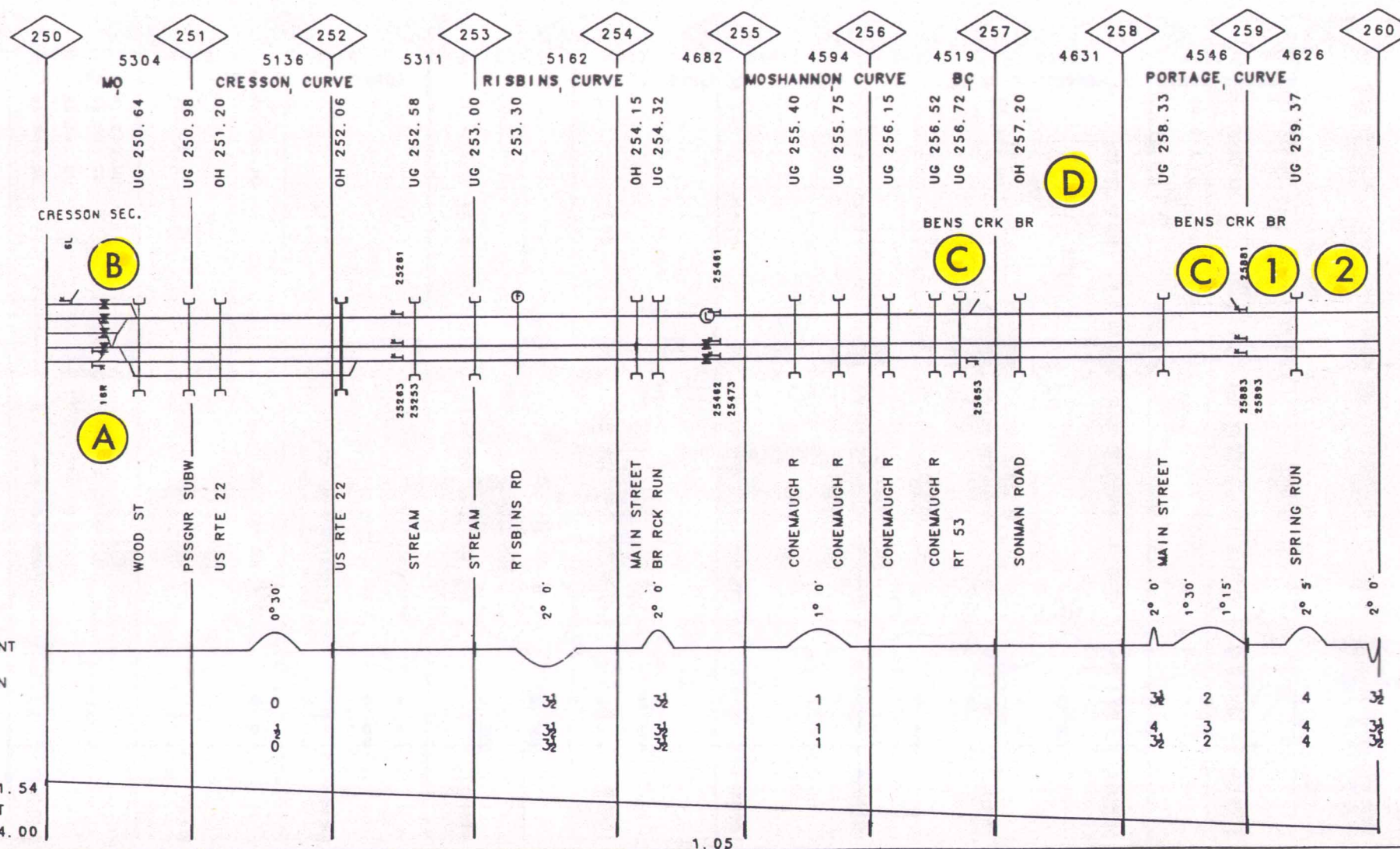
PORTAGE

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 2091.54
VERT. ALIGNMENT
MIN ELEV 1584.00
GRADE000
001
002
003
003

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 240.0 to MP 250.0 (1) Seven D. Wholesale
(Lumber)

SUPERVISOR: D. F. Hysong
Trainmaster
Conemaugh, PA

YARDS: None
OTE Forces - 3
T&E Forces - 0

YARD JOBS: None

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
82	0	82	\$106,024	\$1,292
* 55	0	55	67,144	1,220

LOCALS SERVING THIS SEGMENT:

WACO-04
WACO-07
WACO-09

BRANCHES: None

NOTES: MP 247.2 - New Portage Branch abandoned 9-8-81
MP 243.5 - MG Block & Interlocking Station
MP 248.5 - AR Block & Interlocking Station

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

SEGMENT: MP 230.0 to MP 240.0

SUPERVISOR: T. T. Gajkowski
Trainmaster
Altoona, PA

YARDS: ALTOONA YARD
Trainmaster - 1
Road Foreman - 3
OTE Forces - 5
T&E Forces - 225

YARD JOBS: YAAL-10
YAAL-11
YAAL-21
YAAL-22
YAAL-20

LOCALS SERVING THIS SEGMENT:

WAAL-46

CUSTOMER

- (1) C. L. Feathers
(Rock Salt)
- (2) Ward Warehouse
(Warehousing)
- (3) Lithcote
(Rwy. Car Repairs)
- (4) Nelson's Produce
(Produce)
- (5) Blair Freightways
(Flexi-flo)
- (6) Ward Warehouse
(Pulpwood)
- (7) Altoona Pipe and Steel
(Rwy. Car Repairs)
- (8) Ableson Scrap
(Scrap Iron & Steel)
- (9) Blair Clay
(Fire brick)

SEE SHEET NO. 2

BRANCHES: (A) Jct. Holiday Branch
MP 236.7
(MP 33.3 - MP 39.8)

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
86	0	86	\$ 77,300	\$ 899
*222	0	222	211,585	953
201	36	237	305,083	1,287
*384	32	416	621,057	1,492
393	387	780	318,423	408
*318	538	856	369,388	431
5	0	5	6,530	1,306
* 2	0	2	3,712	1,856
0	17	17	10,558	621
* 0	41	41	25,832	630
COMBINED WITH (2) ABOVE				
13	16	29	11,544	398
* 18	16	34	17,663	519
COMBINED WITH ALTOONA PIPE AND STEEL				
0	7	7	10,988	1,570
* 0	5	5	11,621	2,324

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

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

SEGMENT: MP 230.0 to MP 240.0

CUSTOMER

CUSTOMER DATA - 1983-1984*

	CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
(1) Altoona Supply (Auto Parts)	4 *	0 0	4 4	\$ 1,690 1,764	\$ 422 441
(2) Boyer Candy (Cooking Oil)	4 *	0 0	4 5	4,566 6,652	1,141 1,330
(3) Altoona Pipe Fabco (Steel products)	ALTOONA PIPE AND STEEL				
(4) Buchanan Lumber (Lumber)	5 *	0 0	5 6	4,551 8,005	910 1,334
(5) Butterick (Paper Products)	133 *	0 0	133 40	138,864 37,623	1,044 940
(6) Economy Wholesale (Groceries)	11 *	0 0	11 1	8,339 1,840	758 1,840
(7) Sky Brothers (Freezer Storage)	COMBINED SKY BROS. BELOW				
(8) Fry Metals (Metal)	3 *	0 0	3 13	6,472 33,775	2,157 2,598
(9) CR Stores (Company Material)	282 *	9 11	291 437	301,060 176,760	1,034 404
(10) Mid-State Chemicals (Chemicals)	14 *	0 0	14 18	19,378 24,694	1,384 1,371
(11) Raibles (General Merchandise)	146 *	0 0	146 29	178,571 28,411	1,223 980
(12) Sky Brothers (Grocery Warehouse)	88 *	0 0	88 56	100,457 70,314	1,141 1,255
(13) Veeder Root (Metal Products)	10 *	0 0	10 12	19,125 26,016	1,912 2,168
(14) McKesson Chemical (Chemicals)	9 *	0 0	9 9	6,849 6,615	761 735
(15) Good Distributors (Warehouse)	2 *	0	2	1,138 ----	569

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		I	0101
GRINDING		83	
SURFACING	82		83
TIES		78	
UNDERCUTTING RAIL		32-78	
BAL CLEAN	63		83
TONNAGE(MGT)	36.6		24.4
T Y SPEED		50/50/50	
VIG CABLE			

	002							001
GRINDING		83				83		81
SURFACING		82	83			83		83
TIES		78				82		83
UNDERCUTTING								
RAIL	32-78	40-72			40-70			55FT
BAL CLEAN		805			83		765	81
TONNAGE(MGT)	19.8	24.4			38.6			25.2
T T SPEED	70/50/50	60/45/45			60/50/50			125/25/25
UG CABLE								

	0103		002													
GRINDING		83								83						
SURFACING	82					83			83			83				82
TIES		77					82			83						78
UNDERCUTTING																
RAIL	40-49	40-69				40-69					55F73					40-71
BAL CLEAN		77S								83			81			83
TONNAGE(MGT)	22.7	15.1				19.8					25.2		24.8			22.7
TY SPEED		70/45/45				60/50/50										
UG CABLE											30/25/25					35/35/35

GRINDING	79(1)	
SURFACING	80E	
TIES	77	
UNDERCUTTING		
RAIL	40-77	
BAL CLEAN	77S	
TONNAGE(MGT)		
T T SPEED	30	
UG CABLE		

										003									
83										83									
83										83									
78										80									
32-78										40-71									
76.5										83									
15.5										20.2									
30/25/25										35/35/35									

V7012¹ V7022

EAST ALTOONA

ALTOONA

VALUATION
TOWN

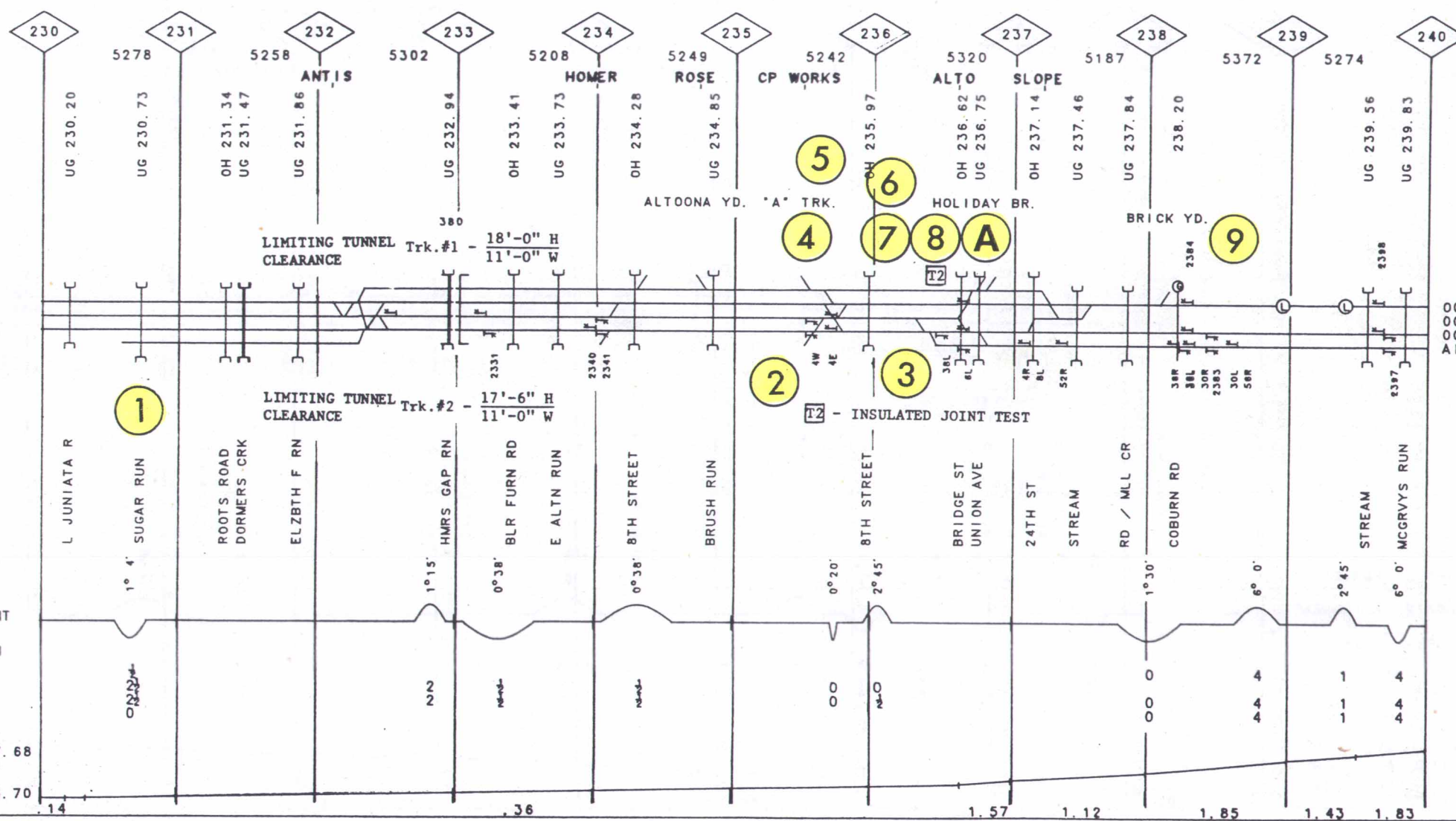
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1447.68
VERT. ALIGNMENT
MIN ELEV 1055.70
GRADE



GRINDING	82				83				82			
SURFACING	82				83				82			
TIES					78							
UNDERCUTTING												
RAIL	40-76				40-64				52F64			
RAIL CLEAN	76S				80S				85			
TONNAGE(MGT)	36.5				24.3				36.6			
T T SPEED	35/35/35				24.4				50/50/50			
UG. CABLE												

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

GRINDING	82				83			
SURFACING	81				82			
TIES	81				82			
UNDERCUTTING	77				77			
RAIL	40-77				40-70			
BAL. CLEAN	22.7				22.7			
TONNAGE (MGT)	35/35/35				70/50/50			
T. SPEED	60/60/50				70/45/45			
UG. CABLE								

GRINDING	
SURFACING	79F
TIES	79
UNDERCUTTING	
RAIL	30-42C
BAL CLEAN	
TONNAGE(MGT)	15.1
T Y SPEED	30
UG CABLE	

VALUATION
TOWN

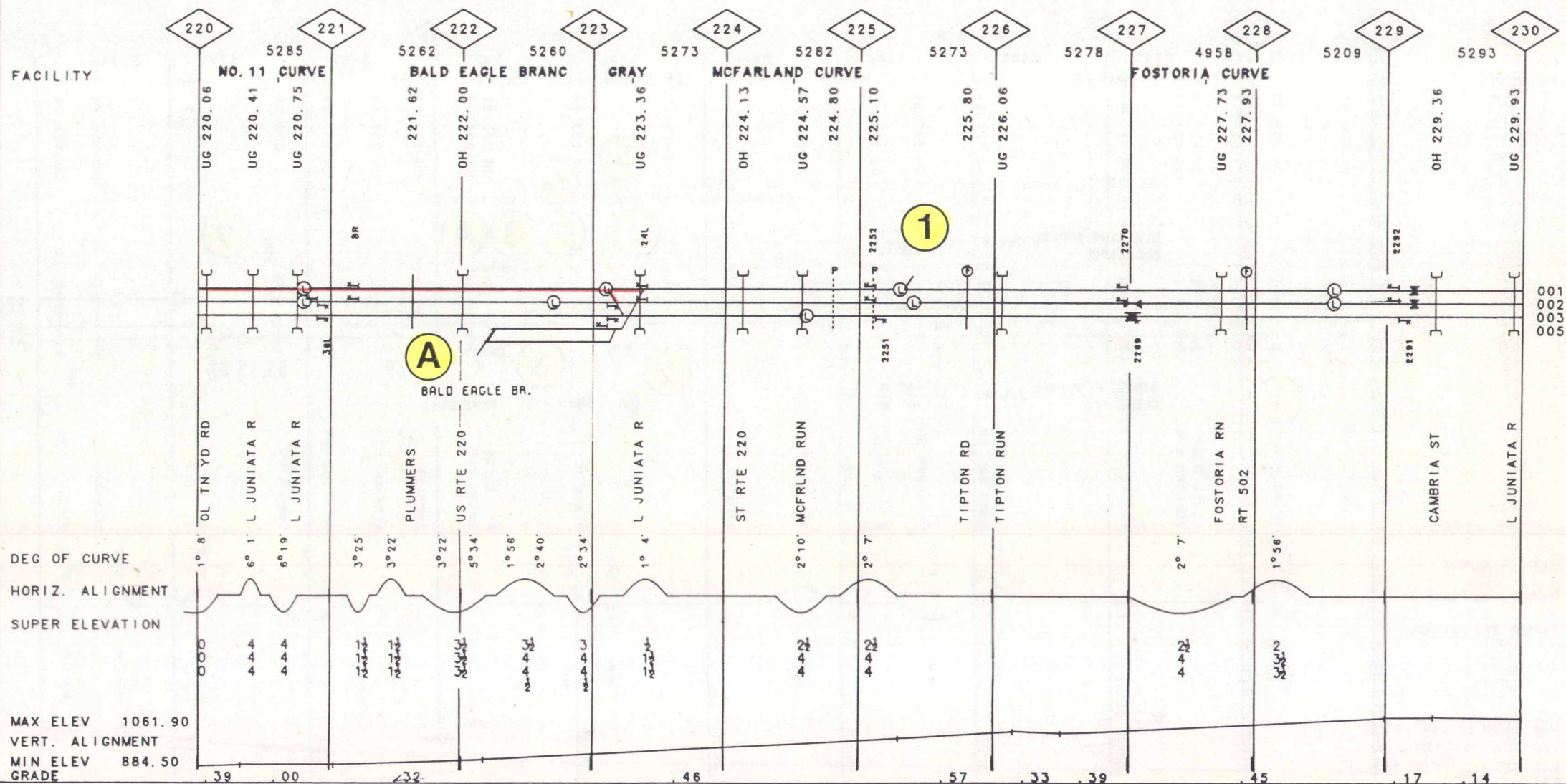
TYRONE

V7012

2
TIPTON

BELLWOOD

FACILITY



21-2102 PITTSBURGH LINE

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 220.0 to MP 230.0

(1) PPG Industries
(Auto Glass)

SUPERVISOR: T. T. Gajkowski
Trainmaster
Altoona, PA

YARDS: TYRONE YARD
OTE Forces - 1
T&E Forces - 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WAAL-46

Through freight pickup (PPG cars)

BRANCHES: (A) Jct. Bald Eagle Branch (A) Team Track
MP 222.3
Interchange
Nittany & Bald Eagle

Westvaco
(Paper)
General Wood & Veneer
(Wood Products)

<u>CUSTOMER DATA - 1983-1984*</u>				
<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	454	459	\$ 764,591	\$1,666
* 18	459	477	841,528	1,764

76	6	82	93,178	1,136
* 87	7	94	117,030	1,245
732	81	813	1,075,903	1,323
* 512	107	619	747,614	1,208
0	50	50	29,023	580
* 0	24	24	15,190	633

NOTES: MP 3.0 to MP 32.0 - BALD EAGLE BRANCH operated by
Nittany Bald Eagle Railroad
owned by SEDA-COG.

MP 223.3 - GRAY Block & Interlocking Station

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 210.0 to MP 220.0 (1) Warner Company
(Stone & Ballast)
SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

YARDS: None
OTE Forces - 3
T&E Forces - 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

None

BRANCHES: None

NOTES: MP 214.2 - SPRUCE Block & Interlocking Station
MP 212.9 - TUNNEL (Remote - Spruce)
MP 216.2 - Shop Track (Union Furnace)

CUSTOMER DATA - 1983-1984*

<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>
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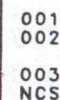
GRINDING SURFACING													
TIES	81	81		83			83		82	78		83	
UNDERCUTTING													
RAIL													
BAL. CLEAN													
TONNAGE (MGT)	62	40-76					32-78		765	52-65CV	32-78		
T T SPEED	70/60/50	55/50/50					19.7				50/50/50	55/50/50	70/60/50
UC. CABLE													

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HUNT I NGDON

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PETERSBURG



TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 200.0 to MP 210.0

(1) Huntingdon Indus. Park

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

Reeves Parvin
(Grocery Warehouse)
(2) Laney's Feed
(Feed & Grain)
(3) Owens Corning Fiberglas
(Fiberglas Tanks/Mats)

YARDS: HUNTINGDON YARD
OTE Forces - 3
T&E Forces - 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES:

MP 209.1 - Pete Secondary
(MP 0.0 - MP 6.0)

NOTES: MP 202.4 - HUNT Block & Interlocking Station

CUSTOMER DATA - 1983-1984*

<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>
143	0	143	\$120,068	\$ 840
* 17	0	17	18,531	1,090
3	0	3	3,327	1,109
* 8	0	8	8,870	1,109
1	4	5	6,633	1,327
* 0	6	6	9,758	1,626

TRANSPORTATION DATAALLEGHENY DIVISION - PITTSBURGH LINESEGMENT: MP 190.0 to MP 200.0SUPERVISOR: R. T. King
Trainmaster
Lewistown, PAYARDS: MT. UNION YARD
OTE Forces - 3
T&E Forces - 0YARD JOBS: NoneCUSTOMER

(1) North American Refractories

(2) Harbison Walker Refractories
(Brick)(3) Penn Glass Sand
(Sand & Gravel)CUSTOMER DATA - 1983-1984*

<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>

11	0	11	\$ 17,256	\$1,568
* 0			----	
* 0	3411	3411	3,630,141	1,064
	3005	3005	2,933,877	976

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: NoneNOTES: MP 196.3 - Shop Track (Mill Creek)
MP 191.3 - JACKS Block & Interlocking Station

[illegible]

MILL CREEK

20

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GRADE

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9

[illegible][illegible]

GRINDING					83					
SURFACING	83					82	81			
TIES	83					80	78			
UNDERCUTTING										
RAIL	32-78				40-62				32-78	
BAL CLEAN										
TONNAGE(MGT)					22.7					
T T SPEED	60/60/50	70/60/50	40/40/40	60/60/50	70/60/50					
UG. CABLE										

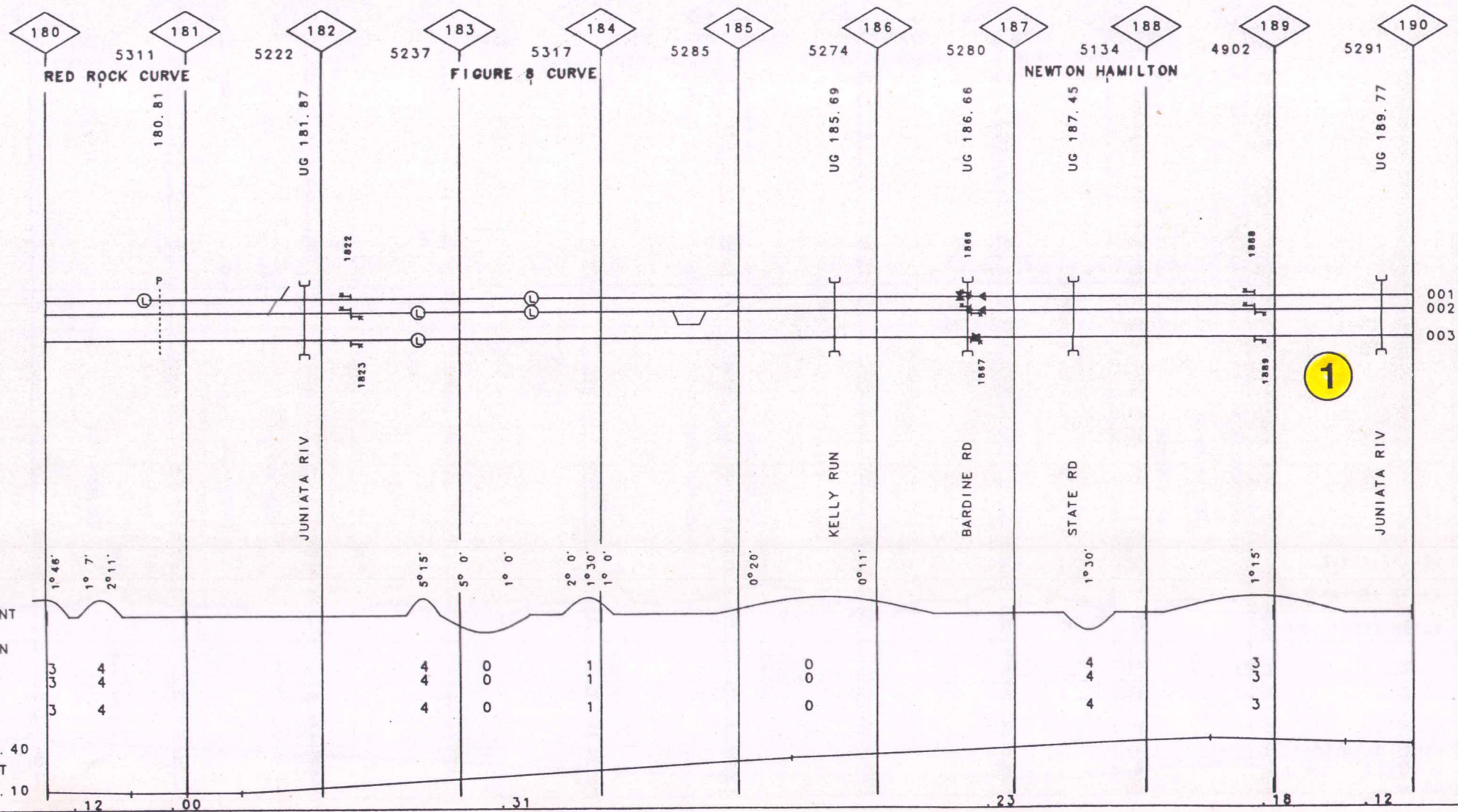
VALUATION
TOWN

RYDE

VINEYARD

V7012

FACILITY



DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 611.40
VERT. ALIGNMENT
MIN ELEV 512.10
GRADE

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 170.0 to MP 180.0

(1) H. O. Andrews
(Feed & Grain)

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: None

NOTES: MP 174.4 - Shop Track (Longfellow)

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
2	0	2	\$2,448	\$1,224
*			----	

TRANSPORTATION DATAALLEGHENY DIVISION - PITTSBURGH LINESEGMENT: MP 180.0 to MP 190.0SUPERVISOR: R. T. King
Trainmaster
Lewistown, PAYARDS: NoneYARD JOBS: NoneLOCALS SERVING THIS SEGMENT:

WALE-10

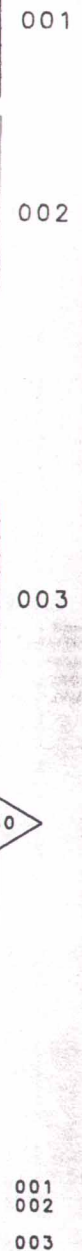
BRANCHES: NoneCUSTOMER(1) Bleyer Industries
(Plastic)CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
17	22	39	\$54,072	\$1,386
* 15	17	32	55,200	1,735

NOTES: MP 184.6 - Shop Track (Vineyard)

GRINDING					83				
SURFACING	80F				83				
TIES	80				83				
UNDERCUTTING									
RAIL	40-65				32-78				
BAL. CLEAN									
TONNAGE(MGT)					22.7				
T T SPEED	70/60/50	50/50/50	60/50	55/55/50	60/60/50				
UG. CABLE									

MCVEYTOWN



[illegible][illegible]

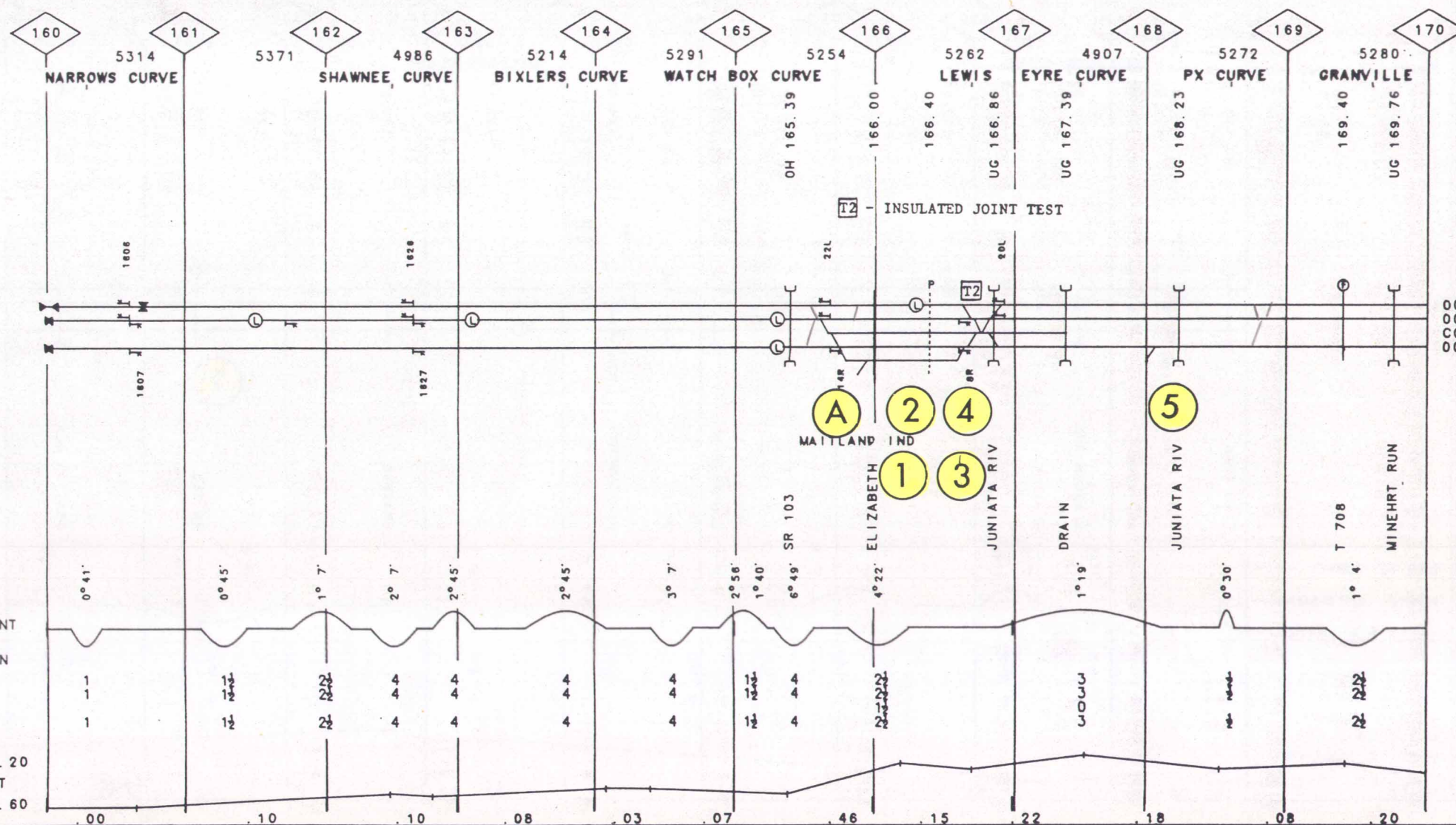
GRINDING			
SURFACING		80E	
TIES		80	
UNDERCUTTING			
RAIL		52-48C	
BAL CLEAN			
TONNAGE (MGT)			
T T SPEED		30	
UG. CABLE			

[illegible]VALUATION
TOWN

HAWST ONE

V7012
LEWISTOWN

FACILITY



DEG OF CURVE
 HORIZ. ALIGNMENT
 SUPER ELEVATION

 MAX ELEV 504.2
 VERT. ALIGNMENT
 MIN ELEV 470.6
 GRADE

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 160.0 to MP 170.0

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

YARDS: LEWISTOWN YARD
Trainmaster - 1
OTE Forces - 0
T&E Forces - 6

YARD JOBS:

None

- (1) Juniata Foods, Inc.
(Frozen Foods)
- (2) Fisher Electronics
(Stereo Speakers)
- (3) Avtex Fibres, Inc.
(Synthetic Fabrics)
- (4) Sperry New Holland
(Farm Machinery)
- (5) Mifflin County Indus. Park
Overhead Door
(Garage Doors)

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
5	0	5	\$ 7,460	\$1,492
* 8	0	8	13,314	1,664
98	0	98	123,779	1,263
* 184	0	184	240,504	1,307
186	36	222	164,754	742
* 184	40	224	183,120	817
0	148	148	190,017	1,284
* 0	59	59	79,949	1,355
39	0	39	50,030	1,283
* 25	0	25	36,599	1,464

LOCALS SERVING THIS SEGMENT:

WALE-02
WALE-10

BRANCHES: (A) Jct. Maitland Industrial
Track MP 166.0
(MP 0.0 - MP 7.0)

- (A) Standard Steel
(RR Wheels & Steel Bars)
- Jos. Krentzman & Son
(Scrap Iron & Steel)
- Union Mill Soil Service
(Fertilizer)
- Suburban Propane
- Kovalchick Salvage

194	469	663	970,191	1,463
* 136	585	721	1,312,618	1,820
0	158	158	120,076	760
* 0	26	26	21,743	836
67	0	67	69,371	1,334
* 74	0	74	97,189	1,313
52	0	52	69,371	1,334
* 41	0	41	65,562	1,599
3	7	10	18,101	1,810
* 4	2	6	10,143	1,690

NOTES: MP 166.0 - Maitland Industrial
connects to Milroy Industrial
(MP 0.0 - MP 7.0)
MP 167.7 - LEWIS Block & Interlocking Station

TRANSPORTATION DATAALLEGHENY DIVISION - PITTSBURGH LINECUSTOMERSEGMENT: MP 150.0 to MP 160.0

(1) Team Track

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA(2) Agway, Inc.
(Feed & Grain)
(3) Team TrackYARDS: None
OTE Forces - 3
T&E Forces - 0YARD JOBS: NoneCUSTOMER DATA - 1983-1984*

<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>

16	0	16	\$ 21,096	\$1,318
* 17	0	17	20,920	1,231
5	80	85	71,782	844
* 7	202	209	178,975	856

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: NoneNOTES: MP 155.5 - Denholm Scales Weigh-in-Motion (Eastward)
MP 157.2 - WALL Interlocking (Remote - Mifflin)
MP 153.7 - MIFFLIN Block & Interlocking Station

	003				003				003			
GRINDING	83				83				83			
SURFACING	81				83				83			
TIES	79				78				83			
UNDERCUTTING												
RAIL	40-77				40-63				40-77			
BAL CLEAN	79L				82							
TONNAGE (MGT)	22.7				15.1				22.7			
T T SPEED	70/60/50	70/60/50	50/50	40/40	45/45/45	65/50/50	70/50/50	70/50/50	70/50/50	70/60/50		
UG. CABLE												

DENHOLM



GRINDING	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
SURFACING	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
TIES	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
UNDERCUTTING	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
RAIL	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
BAL CLEAN	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
TONNAGE (MGT)	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
T T SPEED	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
UG CABLE	82										83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

GRINDING											83																							
SURFACING											81																							
TIES	77		I												79																			
UNDERCUTTING																																		
RAIL	32-78				V		40-64				V		40-76				V		40-77				V											
RAIL CLEAN																																		
TONNAGE(MGT)											22.7												79L											
T T SPEED	70/60/50		65/60/50		I		55/55/50		I												70/60/50		I		55/50		I		65/60/50		I		70/60/50	
UG. CABLE																																		

Y7012



TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 140.0 to MP 150.0

(1) Team Track

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

Triangle Pacific
(Kitchen Cabinets)
Agronomy
(Fertilizer)

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: None

NOTES: MP 143.8 - Shop Track (Thompsontown)

CUSTOMER DATA - 1983-1984*

<u>CARS IN</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
1	0	1	\$ 3,088	\$1,544
*			----	
72	0	72	80,968	1,124
* 37	0	37	38,013	1,027
4	0	4	6,198	1,549
*			----	

TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 130.0 to MP 140.0

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

(1) H. R. Wentzel Sons
(Feed & Grain)
(2) Team Track

YARDS: NEWPORT YARD
OTE Forces - 3
T&E Forces - 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: None

NOTES: MP 133.5 - PORT Block & Interlocking Station

CUSTOMER DATA - 1983-1984*

<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>
1	0	1	\$ 2,096	\$2,096
* 2	0	2	3,058	1,529
3	0	3	5,365	1,788
* 9	0	9	8,309	923

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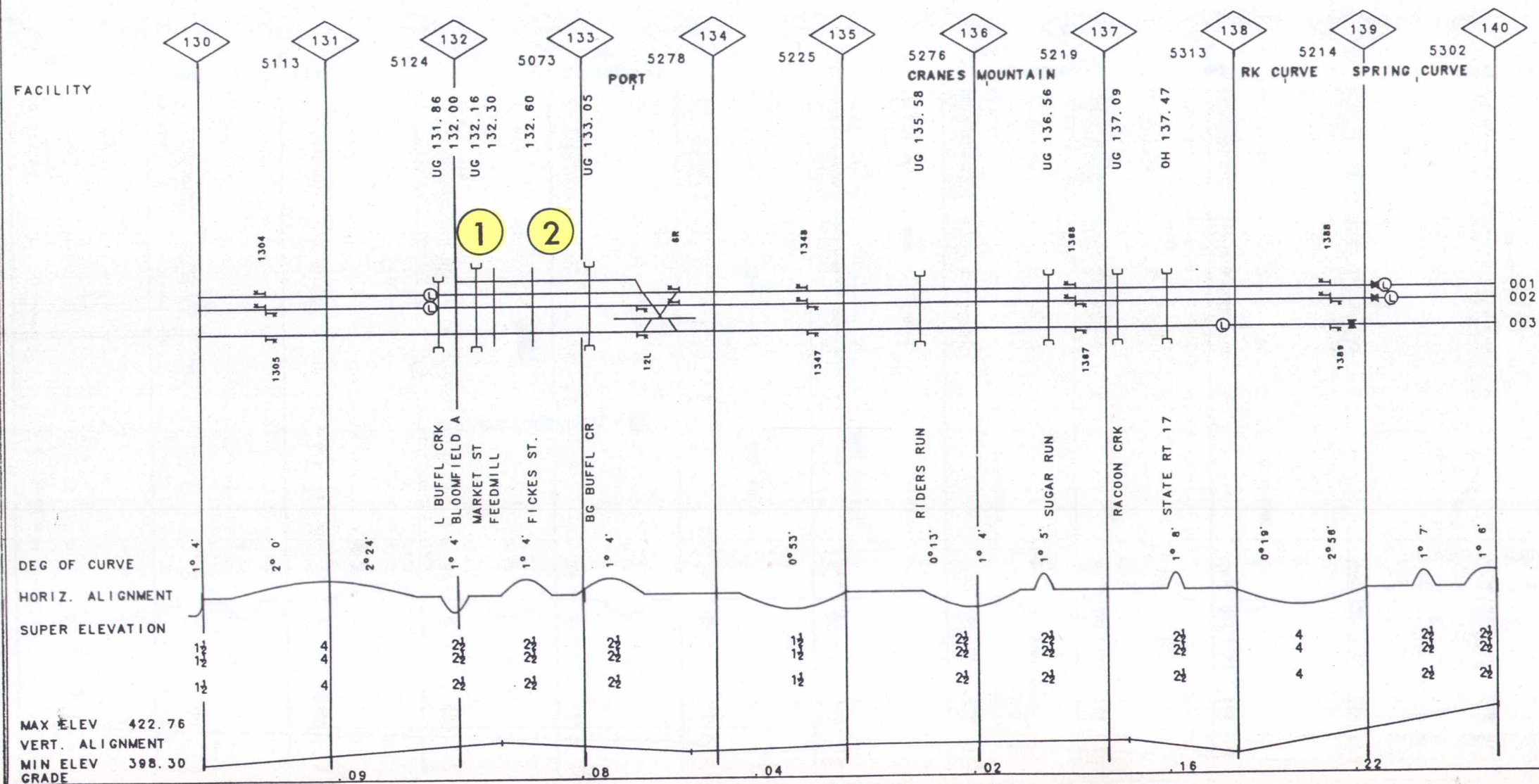
GRINDING	63	63	83	83
SURFACING	63	63	82	82
TIES	81			
UNDERCUTTING				
RAIL	455C701	32-78		
BAL CLEAN	82	791	82	791
TONNAGE(MGT)		19.8		
T T SPEED	60/60/50	70/50/50	70/60/50	150/50 70/60/50
UG CABLE				

[illegible]VALUATION
TOWN

NEWPORT

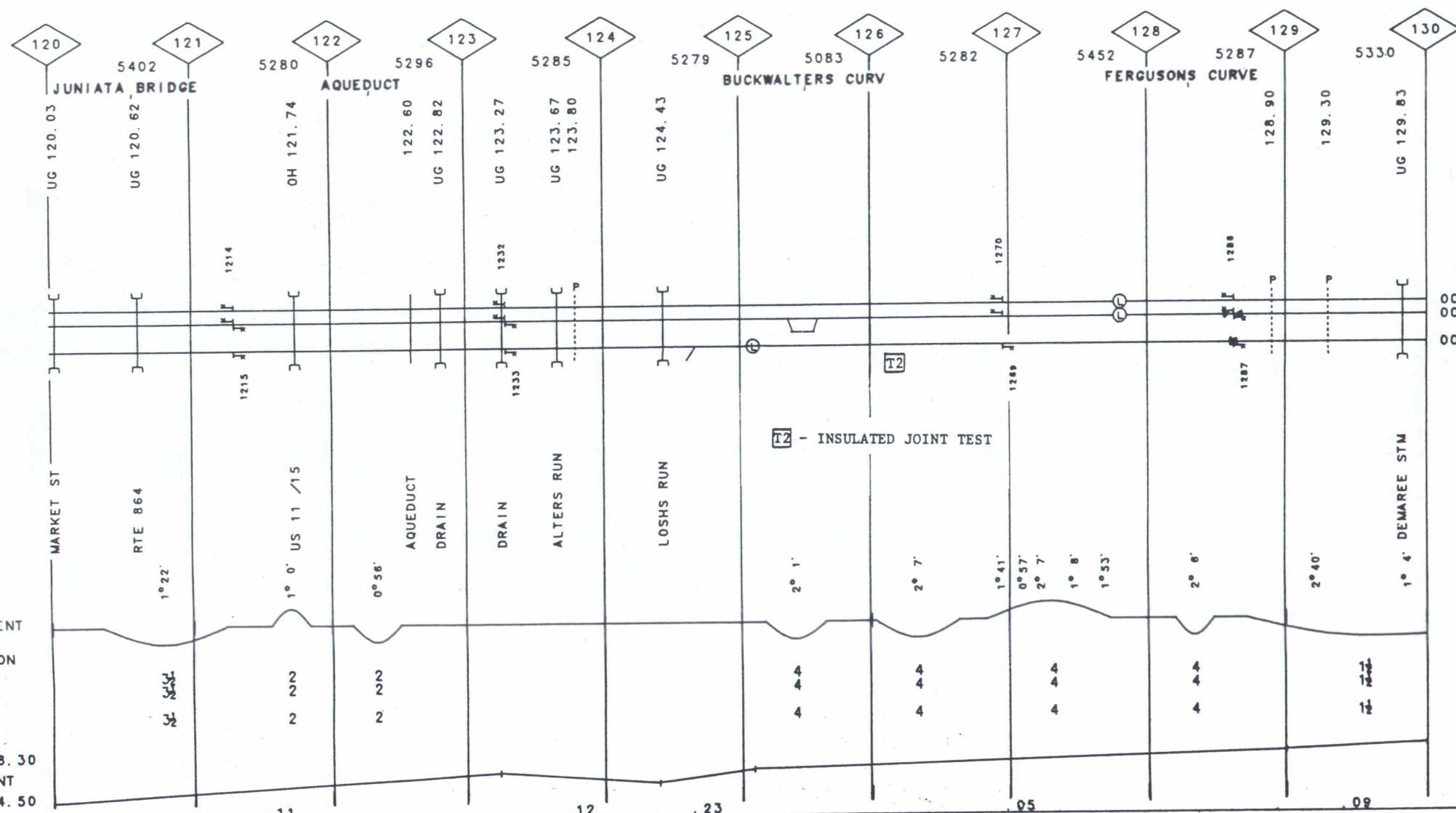
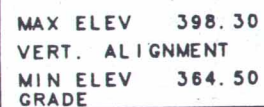
V7012

MILLERSTOWN



[illegible]

BAILEY



TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 120.0 to MP 130.0 None

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: None

NOTES: MP 124.5 - Shop Track (Losh's Run)
MP 125.3 - Shop Track (Iroquois)

CUSTOMER DATA - 1983-1984*

<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>
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TRANSPORTATION DATA

ALLEGHENY DIVISION - PITTSBURGH LINE

CUSTOMER

SEGMENT: MP 113.5 to MP 120.0

(1) Team Track

SUPERVISOR: R. T. King
Trainmaster
Lewistown, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-10

BRANCHES: None

NOTES: MP 113.5 - DIVISION POST

CUSTOMER DATA - 1983-1984*

<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>
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*12 months of 1984

GRINDING	81	83	82	79E
SURFACING	77	80	79	
TIES				
UNDERCUTTING				
RAIL	40-53	52-79		
BAL. CLEAN	24.4	36.7		
TONNAGE(MGT)	50/50/50	35/35	65/50/50	
T T SPEED				
UG. CABLE		50/50/50		

001

GRINDING	83
SURFACING	82
TIES	82
UNDERCUTTING	
RAIL	55-48 52F66
BAL. CLEAN	19.8
TONNAGE(MGT)	65/50/50
T T SPEED	
UG. CABLE	

002

GRINDING	83
SURFACING	82
TIES	79
UNDERCUTTING	
RAIL	40-71
BAL. CLEAN	24.4
TONNAGE(MGT)	50/50/50
T T SPEED	35/35
UG. CABLE	

002

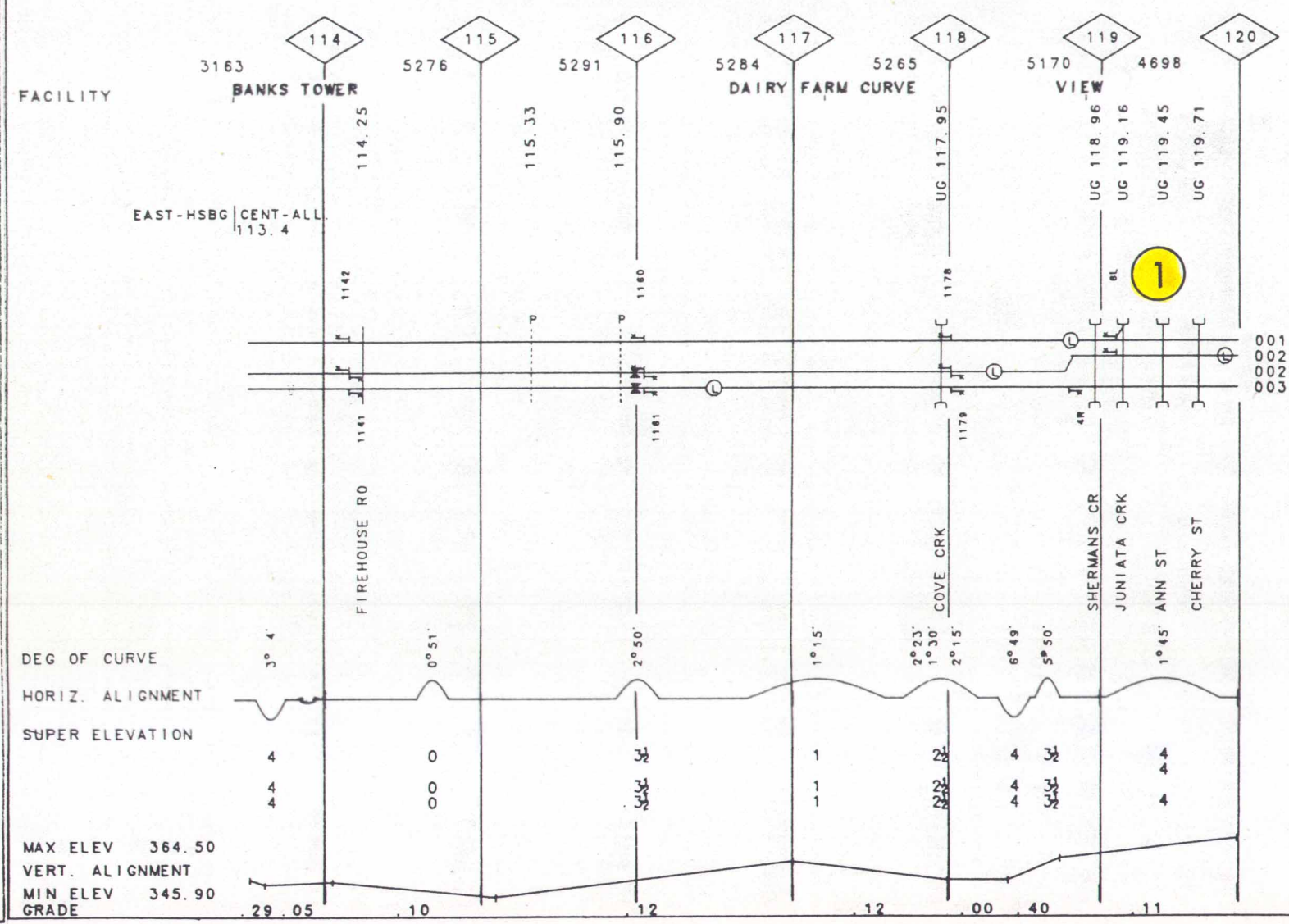
GRINDING	81	83	83	80
SURFACING				
TIES				
UNDERCUTTING				
RAIL	40-76	52F66	52/48	40-76
BAL. CLEAN	15.1	22.7		
TONNAGE(MGT)	50/50/50	35/35	65/50/50	
T T SPEED				
UG. CABLE		50/50/50		

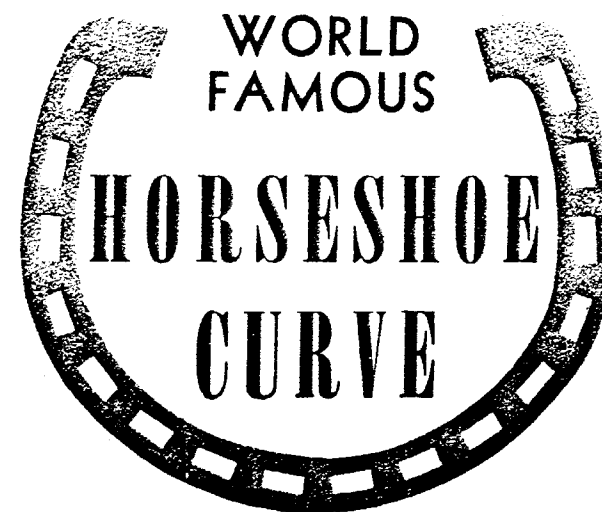
003

VALUATION
TOWN

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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.

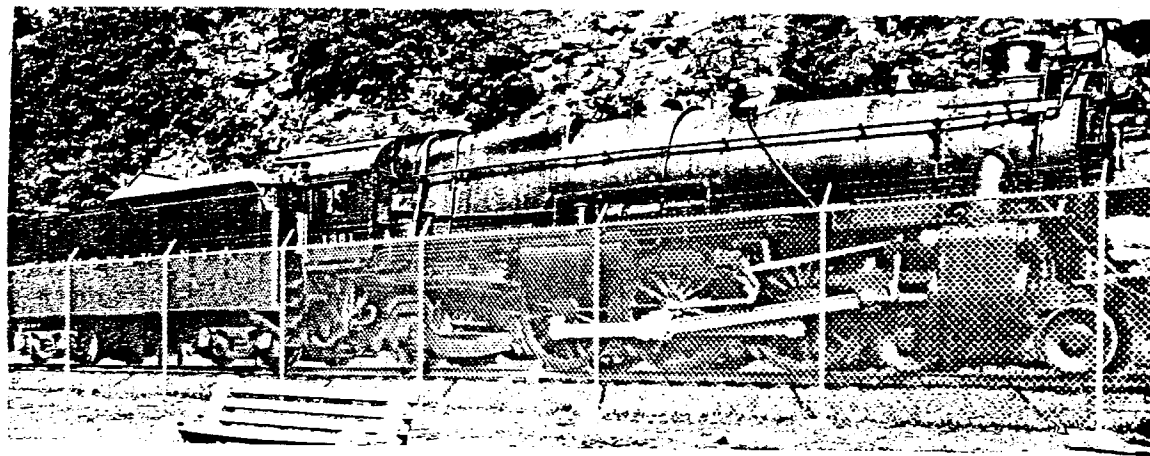
A SIGHT TO BEHOLD

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 6,783 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.

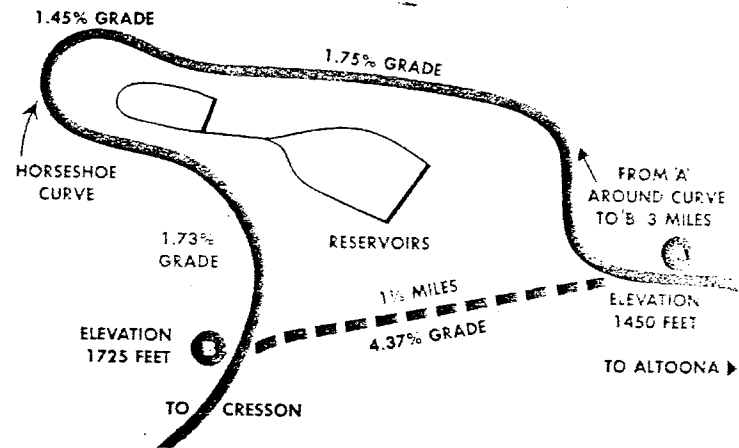
But 5½ miles from Altoona they encountered trouble. The valley ran abruptly into a mountain side and split into two deep ravines.

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 SLOPEC (MP 273) to (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 tracks - 1.44%

No. 3 - 4 tracks - 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 (MP 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.

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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%