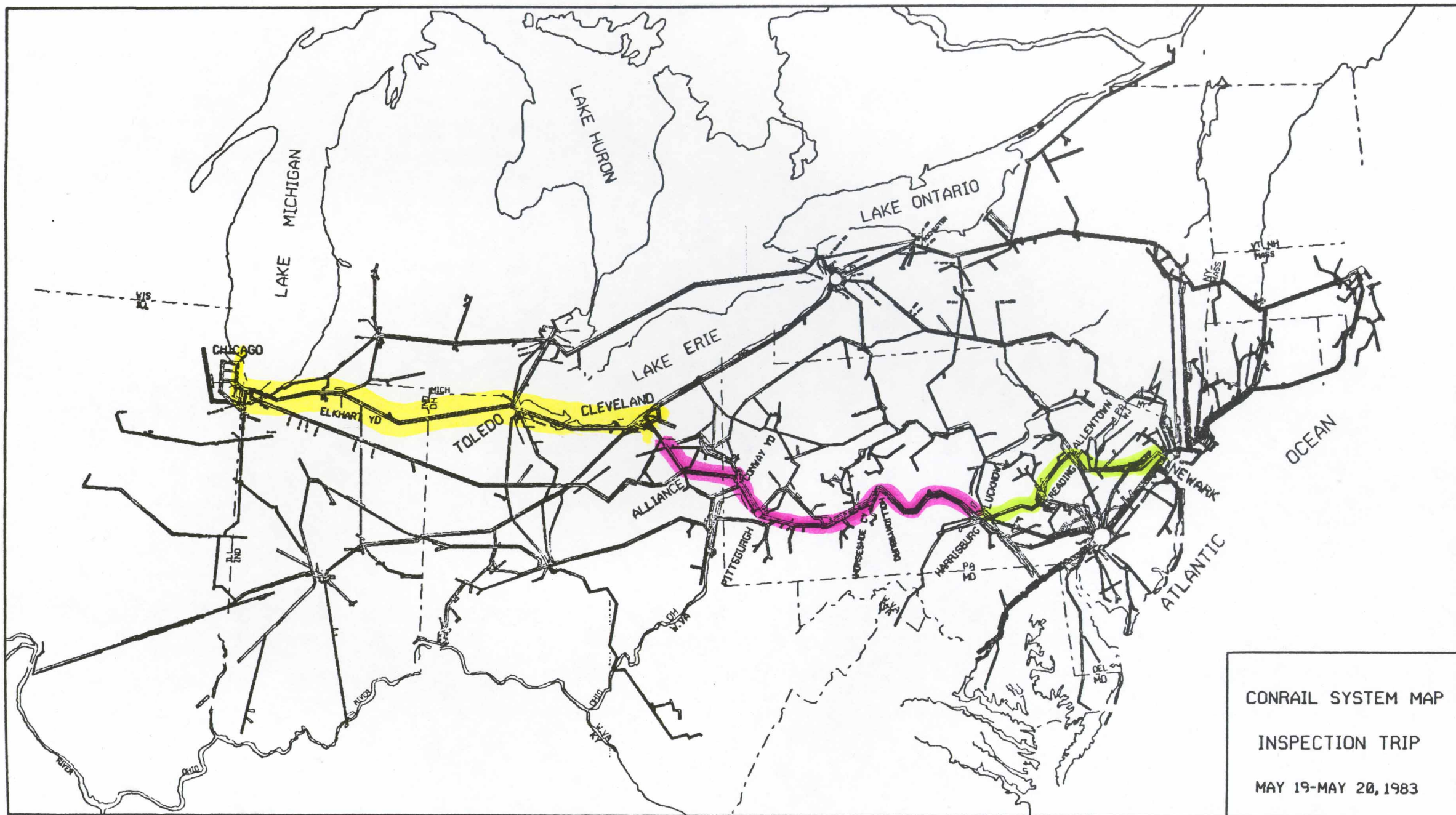




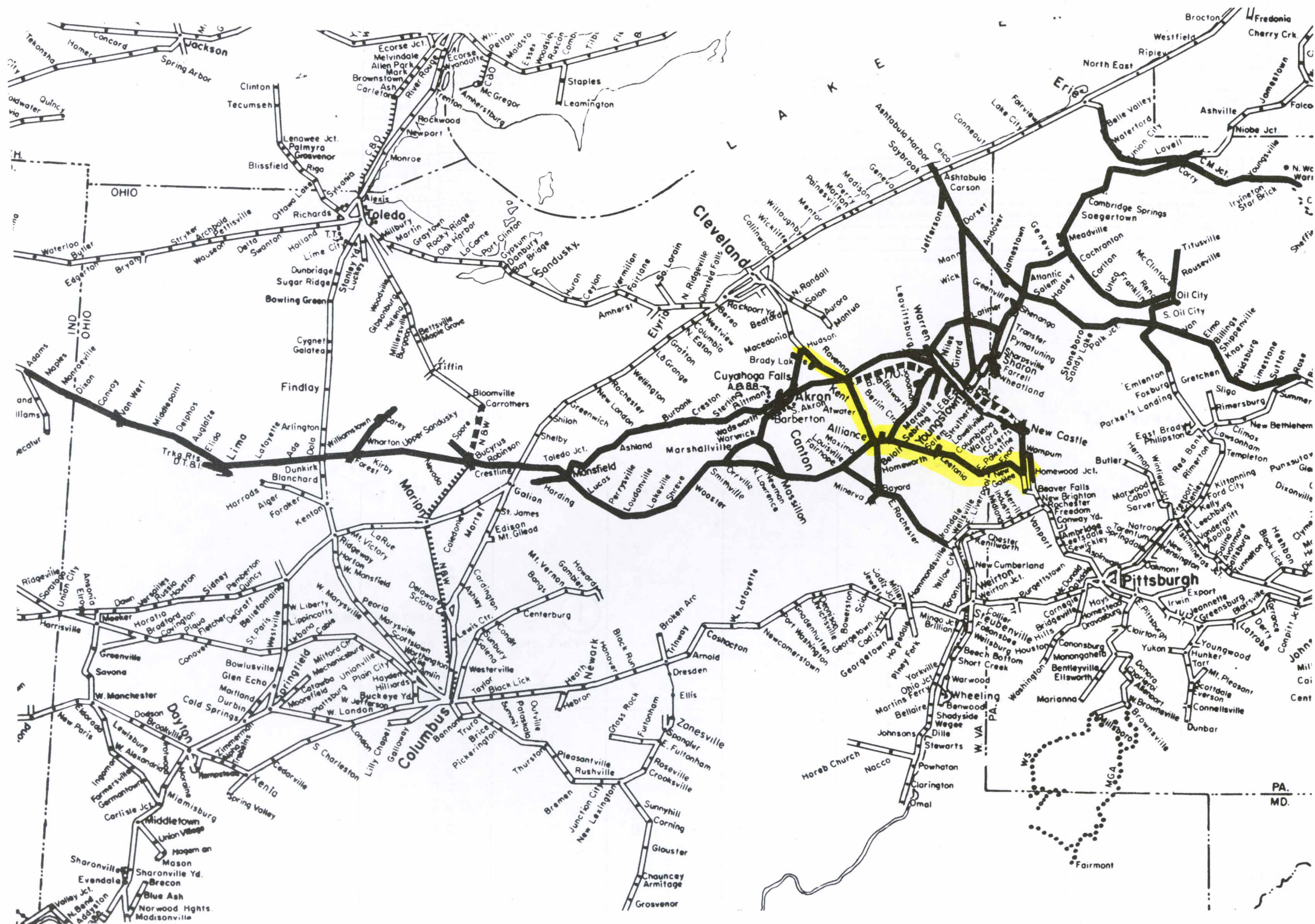
INSPECTION TRIP

**Chicago, IL. to Newark, N.J.
MAY 19 and MAY 20, 1983**

Central Region



YOUNGSTOWN DIVISION



MAP YOUNGSTOWN DIVISION CENTRAL REGION

TRANSPORTATION DATA

MAIN LINE - ALLIANCE TO CLEVELAND

SEGMENT: MP 100 to MP 90

SUPERVISOR: MP 98 to MP 90

W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-5/6

BRANCHES:

NOTES:

MP 96.9 Hudson Interlocking - Continuous Operation
MP 98.0 Division Post (Western Region)

CUSTOMER

1. Terex Incorporated
(Heavy Equipment)

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>REV</u>	<u>AV REV</u> <u>CAR</u>
0	59	59	70,210	1190
* 0	8	8	10,740	1343

TRANSPORTATION DATA

MAIN LINE - ALLIANCE TO CLEVELAND

SEGMENT: MP 90 to MP 80

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

CUSTOMER

1. Honker Company
(Gravel)
2. Akron Water Works
(Treatment Plant)
3. Ravenna Castings
(Coke)
4. Ohio Edison
(Electric)
5. Wickes Lumber Company
(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>
	1150	0	1150	310,500	270
*	1950	0	1950	557,407	286
	16	0	16	19,760	1235
*	39	0	39	31,730	1070
	12	0	12	7,200	600
*	2	0	2	1,099	550
	0	0	0	-	-
*	0	0	0	-	-
	18	0	18	16,200	900
*	0	0	0	-	-

LOCALS SERVING THIS SEGMENT:

WYAL-5/6

BRANCHES:

MP 89.1 Hugo Industrial Track

NOTES:

MP 85.7 Rave Interlocking, Open as Needed
MP 1.2 Y&R Connection

MP 80.00 -MP 90.00 OH

REV. 01/83

25-2412 M.L.(ALLI. / CLEVE.)

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1148.50
VERT. ALIGNMENT
MIN ELEV 1054.79
GRADE

ROOT STOWN

RAVENNA

V7436/V7435

GRINDING	81	82
SURFACING	81	82
TIES	76	77
UNDERCUTTING		
RAIL	40-75	32F82
BAL CLEAN	82	82
TONNAGE(MGT)	15.4	15.3
T T SPEED	40/40	

GRINDING	81	81
SURFACING	82	81
TIES	77	76
UNDERCUTTING	62J	77
RAIL	32-79	40-75
BAL CLEAN	82	82
TONNAGE(MGT)	10.0	9.7
T T SPEED	40	

GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	30
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	10

001

002

NCS

001
002
NCS

TRANSPORTATION DATA

MAIN LINE - ALLIANCE TO CLEVELAND

SEGMENT: MP 80 to MP 70

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-5/6

BRANCHES:

NOTES:

CUSTOMER

1. Quaker State Oil Company
(Bulk Storage)

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>REV</u>
	0	24	24	25,584	1066
*	0	85	85	93,017	1094

TRANSPORTATION DATA

MAIN LINE - ALLIANCE TO CLEVELAND

SEGMENT: MP 70 to MP 67

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-5/6

BRANCHES:

NOTES:

CUSTOMER

1. D-Con Company
(Chemicals)
2. Crane Company
Alliance Warehouse Division
(Plumbing Fixtures)
3. Clem Properties
(Building Products)

CUSTOMER DATA - 1981/1982 *

	CARS IN	CARS OUT	TOTAL CARS	CONRAIL REVENUE	AV REV CAR
	66	2	68	88,110	1296
*	53	26	79	83,535	1057
	0	128	128	138,894	1085
*	0	138	138	150,165	1088

See Bill Clem Properties, M.L., Pittsburgh-Chicago
for both plants.)

25-2412 M.L.(ALLI. / CLEVE.) REV. 01/83 MP 67.00 -MP 70.00 OH

GRINDING			80(2)	
SURFACING			80E	
TIES			77	
UNDERCUTTING				
RAIL			32-79	001
BAL CLEAN	75M	78L	81	
TONNAGE(MGT)			15.4	
T T SPEED	20/20		40/40	

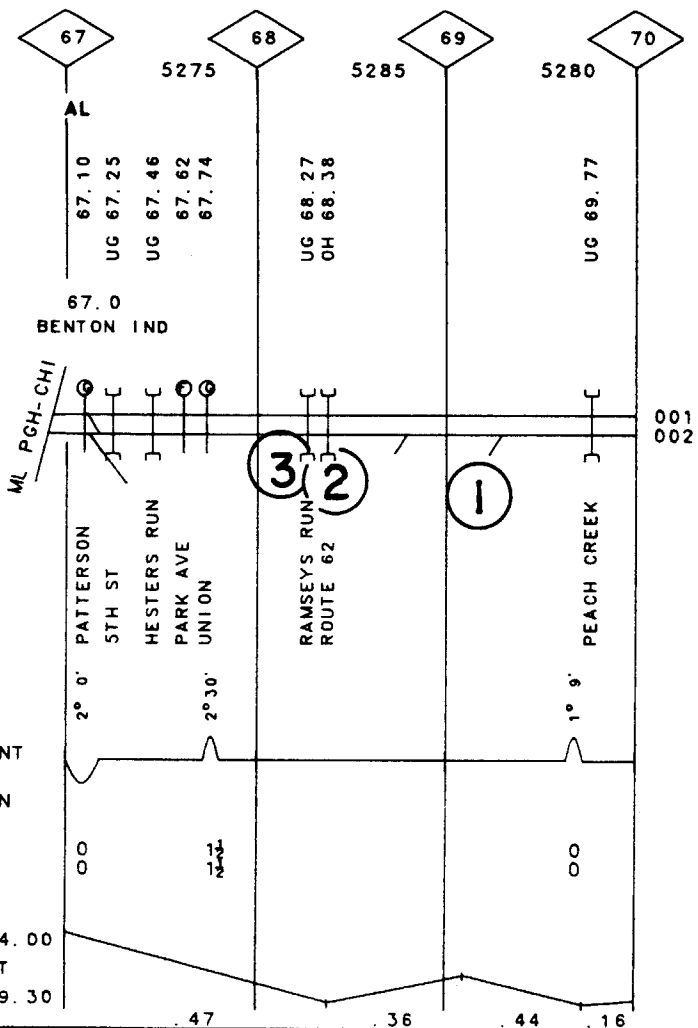
GRINDING			82	
SURFACING			80E	82
TIES		77		76
UNDERCUTTING				
RAIL			32-79	002
BAL CLEAN			82	
TONNAGE(MGT)			9.9	
T T SPEED			40	

VALUATION
TOWN

ALLIANCE

V7438

FACILITY



DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1084.00
VERT. ALIGNMENT
MIN ELEV 1049.30
GRADE

GRINDING	76(1)		76(2)		82		82		78(1)		82		82	
SURFACING	78		82		82		80E		80		82		82	
TIES	80UP													
UNDERCUTTING	40-69													
RAIL	81		81		78L		40-76		82					
BAL CLEAN	39.7						29.3							
TONNAGE(MGT)	70/60/50				70/50/50				60/60/50		160/50			
T T SPEED														

GRINDING	68(2)		82		82		79(2)		77E	
SURFACING	82		82		81		77		77E	
TIES	80		78		82		79		81	
UNDERCUTTING	40-74		40-64		40-74		40-77			
RAIL	82		80L		82					
BAL CLEAN	28.9				22.6					
TONNAGE(MGT)	70/60/50				79/60/50		60/60/50		160/50	
T T SPEED										

001

002

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

NAS

VALUATION
TOWN

ALLIANCE

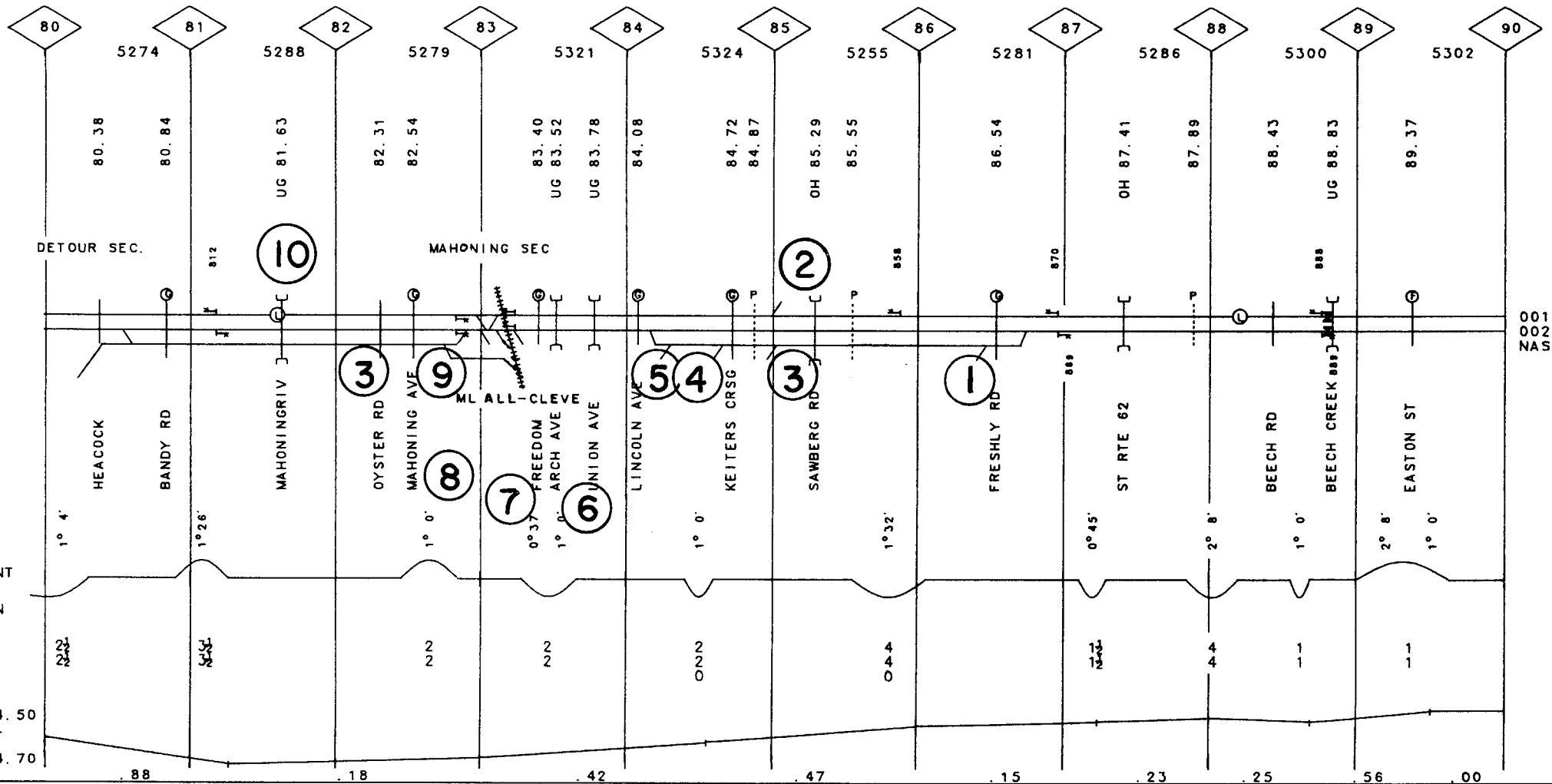
V7342

MAXIMO

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1184.50
VERT. ALIGNMENT
MIN ELEV 1064.70
GRADE



001
002
NAS

TRANSPORTATION DATAMAIN LINE - PITTSBURGH TO CHICAGOSEGMENT: MP 80 to MP 90SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OHYARDS:

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)NOTES:Alliance Interlocking - Continuous Operation
Main Line Alliance to Cleveland connects at MP 83.2CUSTOMER 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. 48 Insulations Corp. (Insulation)	27	24	51	47,328	928
*	4	68	72	52,763	733
2. Clem Lumber & Dist. (Lumber)	10	0	10	5,760	576
*	7	0	7	4,657	665
3. Kulka Steel & Equipment (Scrap Iron)	2	331	333	215,451	647
*	0	90	90	65,523	728
4. Bill Clem Properties (Conwed) (Building Products)	26	0	26	22,828	878
*	23	0	23	23,388	1017
5. Raber Feed (Feed)	0	0	0	-	-
*	0	0	0	-	-
6. Universal Co-Op, Inc. (Agricultural Products)	12	0	12	10,244	854
*	6	0	6	5,980	997
7. Transue Williams Co. (Forgings)	1	0	1	1,791	1791
*	0	0	0	-	-
8. Babcock & Wilcox Co. (Tubular Products)	7	950	957	1,170,411	1223
*	51	305	356	469,522	1319
9. Weld-Loc Systems (Plastics)	19	0	19	32,414	1076
*	12	0	12	22,483	1874
10. W. R. Grace Co. (Chemicals)	59	0	59	59,885	1015
*	20	2	52	56,425	1085

TRANSPORTATION DATAMAIN LINE - PITTSBURGH TO CHICAGOSEGMENT: MP 70 to MP 80SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OHYARDS:YARD JOBS:LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:NOTES:CUSTOMER

CUSTOMER DATA - 1981/1982*

		CARS IN	CARS OUT	TOTAL CARS	CONRAIL REVENUE	AV REV CAR
1.	A. S. Salem Division American Standard Corp. (Plumbing)	0	72	72	44,928	624
*		0	74	74	46,421	627
2.	Electric Furnace Co. (Furnace Mfg.)	0	0	0	-	-
*		0	0	0	-	-
3.	Pittsburgh Foundry (Foundry)	0	0	0	-	-
*		0	0	0	-	-
4.	Nease Chemical Co. (Chemicals)	0	0	0	-	-
*		0	0	0	-	-
5.	Salona Supply Co. (Building Products)	0	0	0	-	-
*		2	0	2	1,742	871
6.	Holiday Designs Co. (Christmas Decorations)	5	0	5	3,413	683
*		3	0	3	2,402	801
7.	Royal China Co. (Clay)	152	4	156	161,304	1034
*		96	2	98	113,618	1159
8.	Gem Refractories (Brick)	2	0	2	825	413
*		0	0	0	-	-

GRINDING	76(1)	82	82	81	76(1)	82
SURFACING		82	78	81		82
TIES						
UNDERCUTTING		82			80UP	
RAIL		40-72			40-69	
BAL CLEAN		80L		81		
TONNAGE(MGT)			39.7			
T T SPEED	60/60/50	45/45/45	70/60/50		70/60/50	

GRINDING	82	75(1)	82	75(1)	79(1)	82
SURFACING	82		81			82
TIES		78				80
UNDERCUTTING	80UP					
RAIL		40-70			40-74	
BAL CLEAN			82	80L		82
TONNAGE(MGT)			28.9			
T T SPEED	60/60/50	45/45/45	70/60/50		70/60/50	

VALUATION
TOWN

V7342

GARFIELD

BELoit

SEBRING

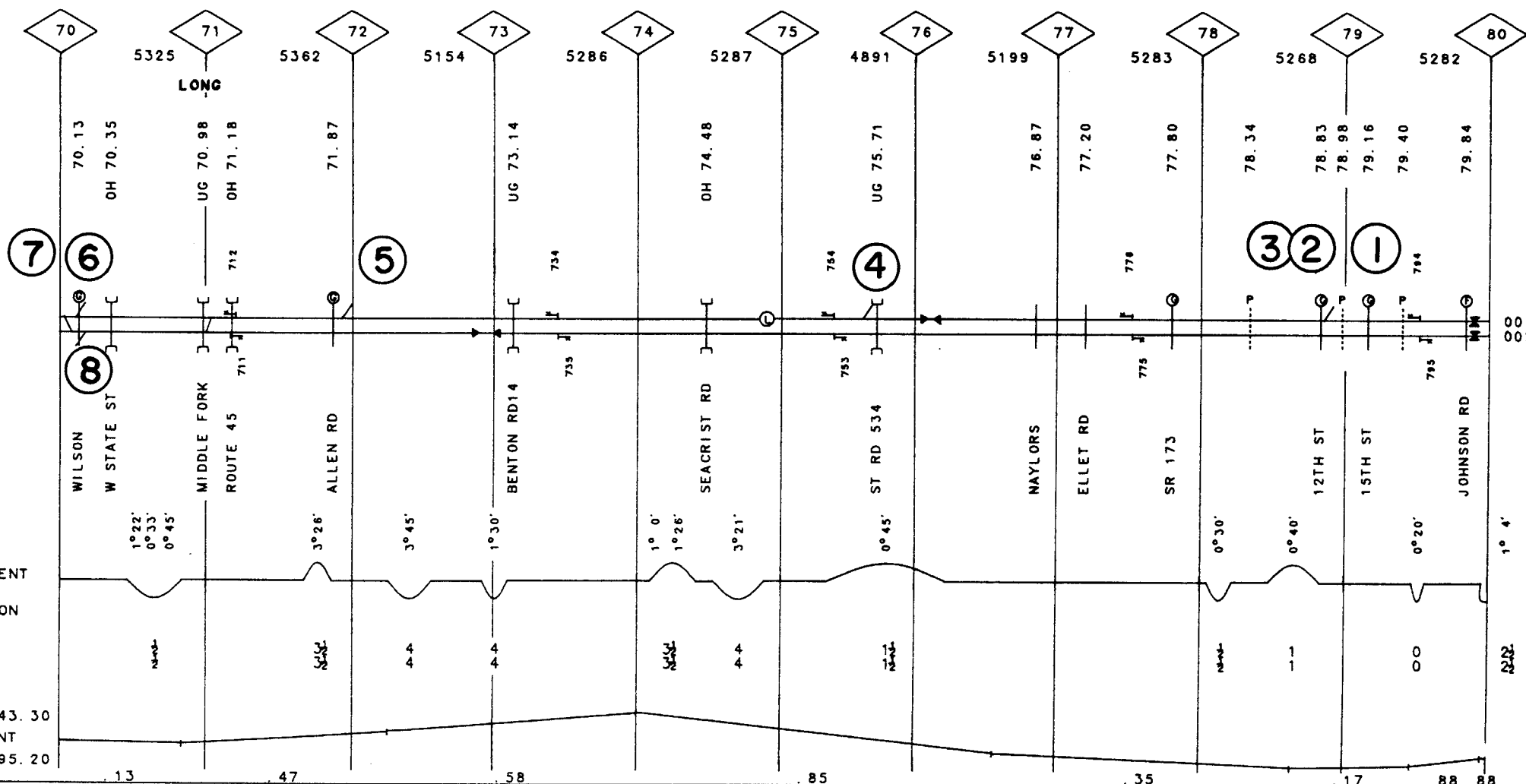
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1243.30
VERT. ALIGNMENT
MIN ELEV 1095.20
GRADE



GRINDING	62	78(+)	80(2)	80(2)	82	76(+)
SURFACING	82	77	81	81	81	82
TIES						
UNDERCUTTING	40-77	32-79	80L	81	80L	40-72
RAIL	80L	81	80L	81	80L	81
BAL CLEAN						
TONNAGE(MGT)	70/50/50	50/50/50	39.6	45/45/45	50/50/50	60/60/50
T T SPEED						

GRINDING	78(+)	68(2)	81	81	82	82
SURFACING	80	80UP	81	81	78	80UP
TIES						
UNDERCUTTING	40-76	40-66	40-67	40-70		
RAIL	80L	75M	80L			
BAL CLEAN						
TONNAGE(MGT)	70/50/50	50/50/50	28.9	45/45/45	50/50/50	60/60/50
T T SPEED						

001

002

VALUATION
TOWN

COLUMBIANA

LEETONIA

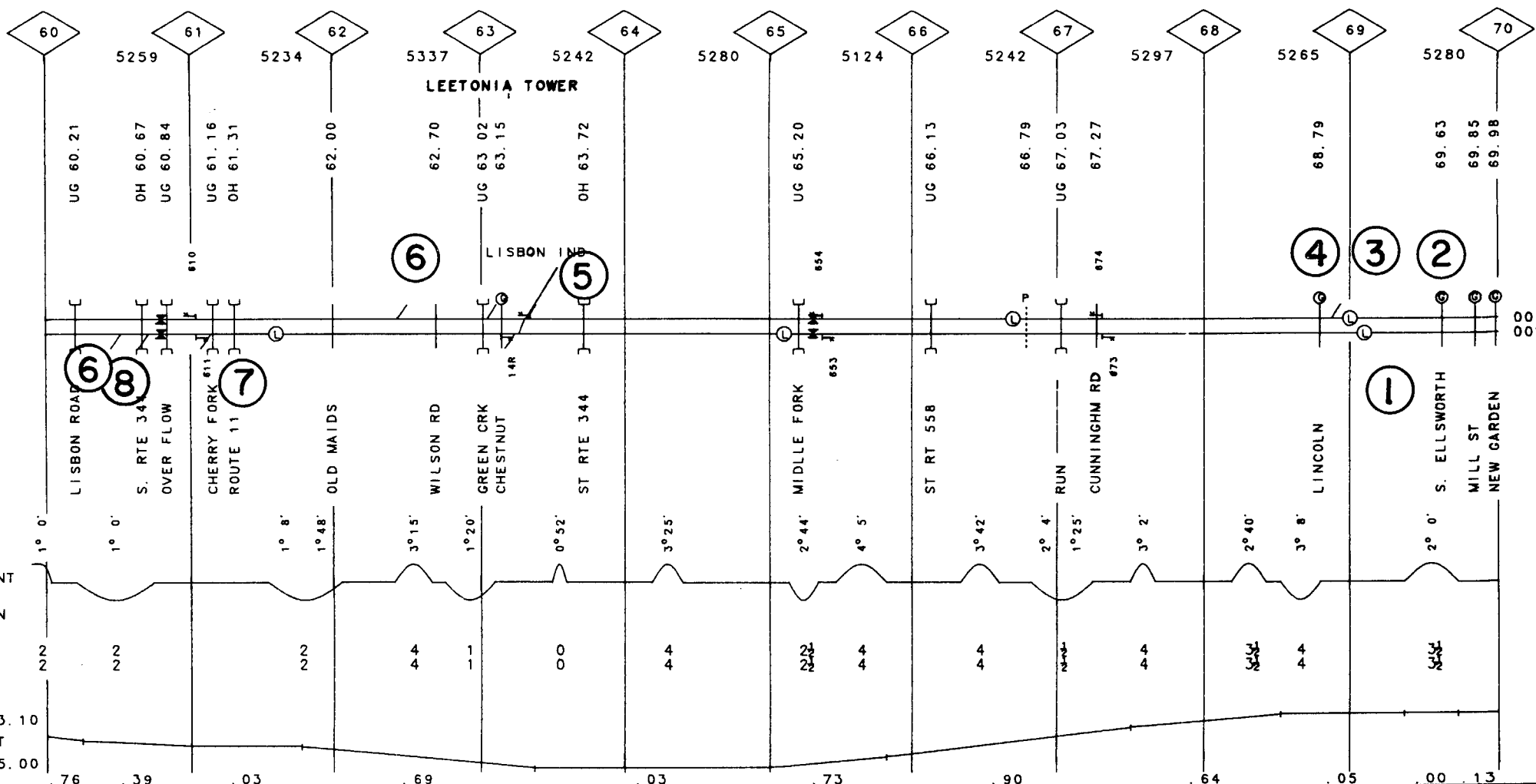
V7342

SALEM

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1163.10
VERT. ALIGNMENT
MIN ELEV 1015.00
GRADE



001
002

TRANSPORTATION DATACUSTOMER DATA - 1981/1982*MAIN LINE - PITTSBURGH TO CHICAGOCUSTOMER

<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>

SEGMENT: 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 required

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:

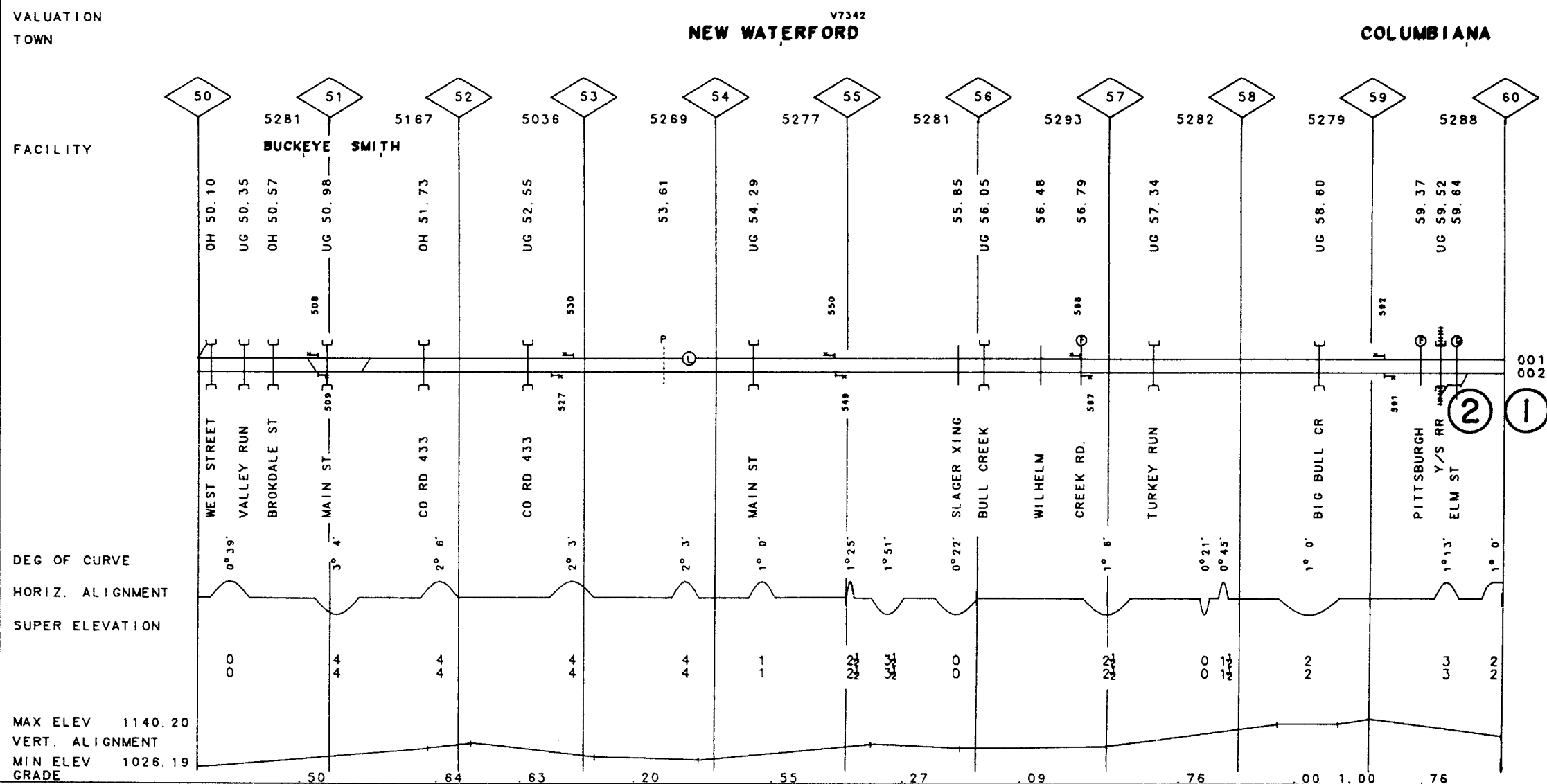
WYAL-3/4

BRANCHES:

NOTES:

MP 59.8 Y&S Railroad Interchange

GRINDING				
SURFACING	82	81	82	82
TIES	77			
UNDERCUTTING	82			
RAIL	40-77	80L	32N81	76L 80L 40-77
BAL CLEAN				
TONNAGE(MGT)	82	76L	39.4	80L
T T SPEED	40/40/40	50/50/50	60/60/50	70/60/50 70/50/50
GRINDING				
SURFACING	79(1)			
TIES	81			
UNDERCUTTING	78			
RAIL	32-78	40-74	32-78	80UP 40-76
BAL CLEAN	82	82		
TONNAGE(MGT)	28.8			
T T SPEED	40/40/40	50/50/50	60/60/50	70/60/50 70/50/50

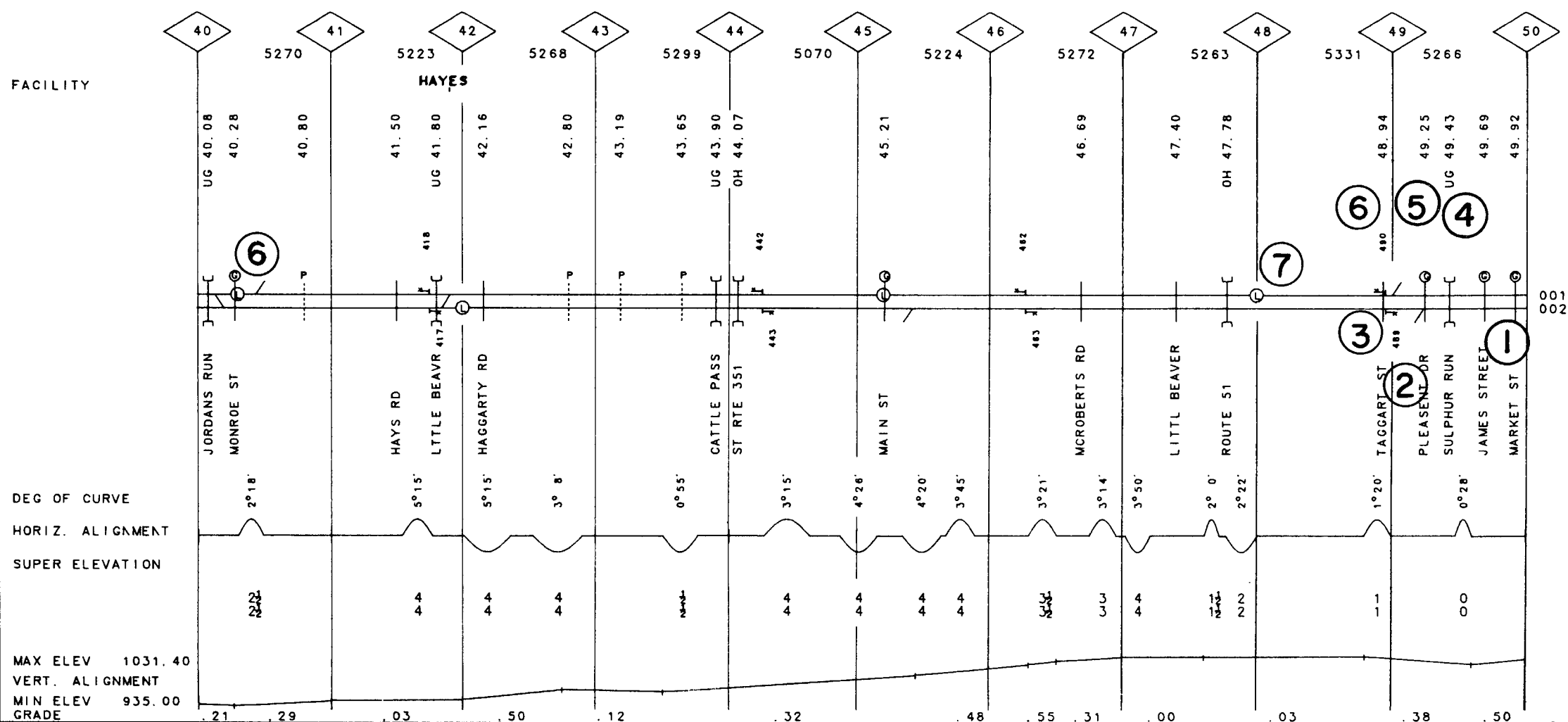


[illegible]VALUATION
TOWN

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

1. Youngstown Chemical Co.
(Chemicals)
2. Pittsburgh Refractories
(Brick)
3. Blasco Iron & Steel
(Scrap)
4. Stroecker, Inc.
(Machinery)
5. Kenmar Manufacturing Co.
(Furniture)
6. Electric Refractories
(Refractories)
7. East Palestine Lumber
(Lumber)

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>
	5	0	5	5,745	1149
*	2	0	2	2,225	1112
	5	0	5	3,160	632
*	0	0	0	-	-
	0	0	0	-	-
*	0	0	0	-	-
	2	0	2	17,125	8563
*	0	0	0	-	-
	0	0	0	-	-
*	0	0	0	-	-
	9	0	9	7,740	860
*	4	0	4	4,293	1073
	0	0	0	-	-
*	0	0	0	-	-

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO CHICAGO

SEGMENT: MP 34 to MP 40

SUPERVISOR: W. J. McMahon
Trainmaster
Alliance, OH

YARDS:

YARD JOBS:

LOCALS SERVING THIS SEGMENT:

WYAL-3/4

BRANCHES:

Koppel Secondary

NOTES:

Wood Tower - Continuous Operation

CUSTOMER

1. Pittsburgh Refractories
(Brick)

KOPPEL SECONDARY

1. Caplan Scrap Metal Co.
(Scrap Iron and Steel)

2. Penna Pkg. & Processing
(Chemicals)

3. Babcock & Wilcox
(Steel)

CUSTOMER DATA - 1981/1982 *

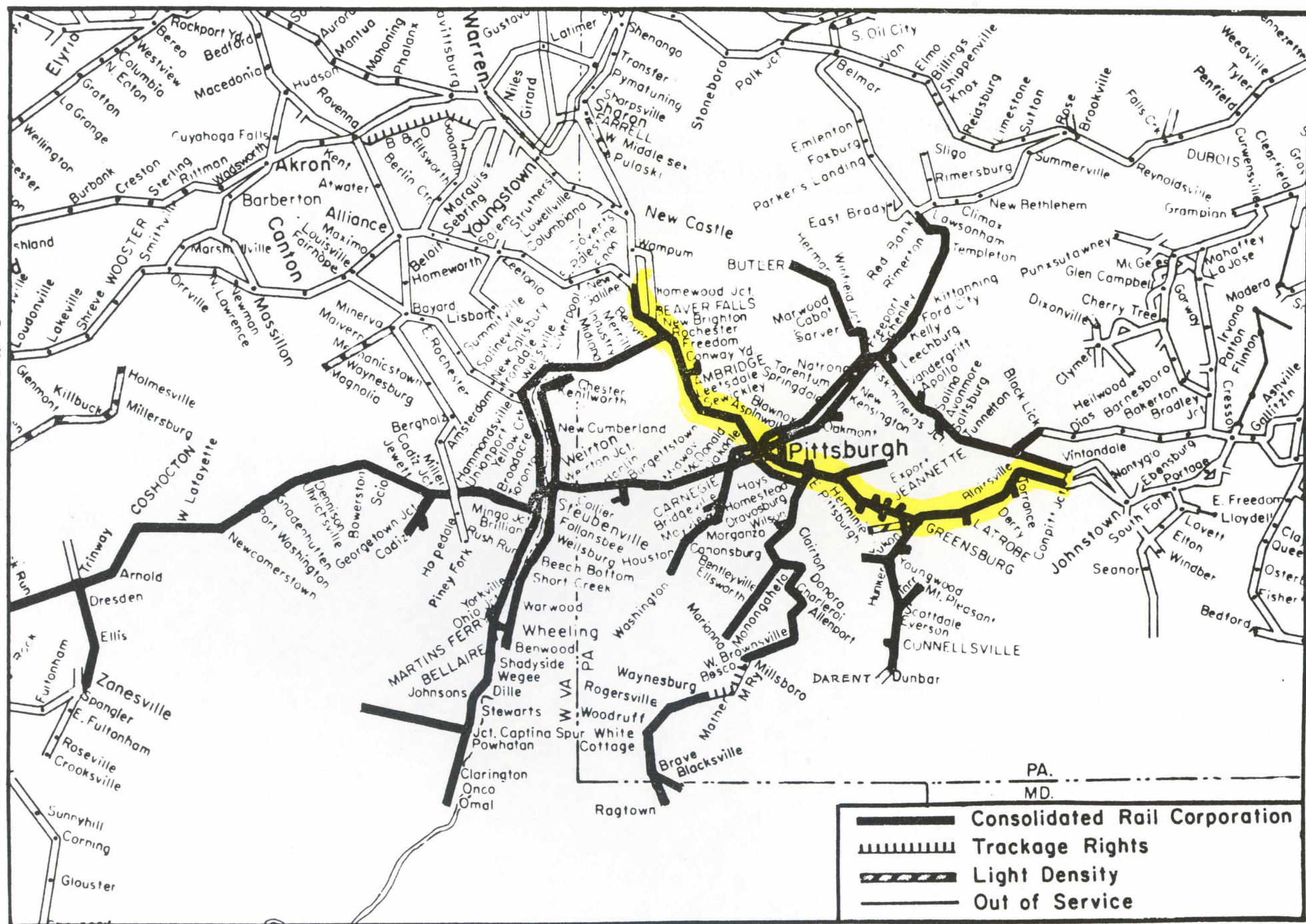
	<u>CARS</u> <u>IN</u>	<u>CARS</u> <u>OUT</u>	<u>TOTAL</u> <u>CARS</u>	<u>CONRAIL</u> <u>REVENUE</u>	<u>AV REV</u> <u>CAR</u>
	23	0	23	15,943	693
*	0	0	0	-	-

	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.

002

PITTSBURGH DIVISION



GRINDING	82	78(1)	82
SURFACING		81	
TIES		77	
UNDERCUTTING			
RAIL	40-77		
BAL CLEAN		82	
TONNAGE(MGT)		41.9	
T T SPEED	55/50/50		45/45/45

001

GRINDING	81	80(2)	82	80(1)
SURFACING			82	
TIES	78		75	
UNDERCUTTING				
RAIL	40-68		40-76	
BAL CLEAN			81	
TONNAGE(MGT)			35.3	
T T SPEED	55/50/50			45/45/45

002

VALUATION
TOWN

BEAVER FALLS

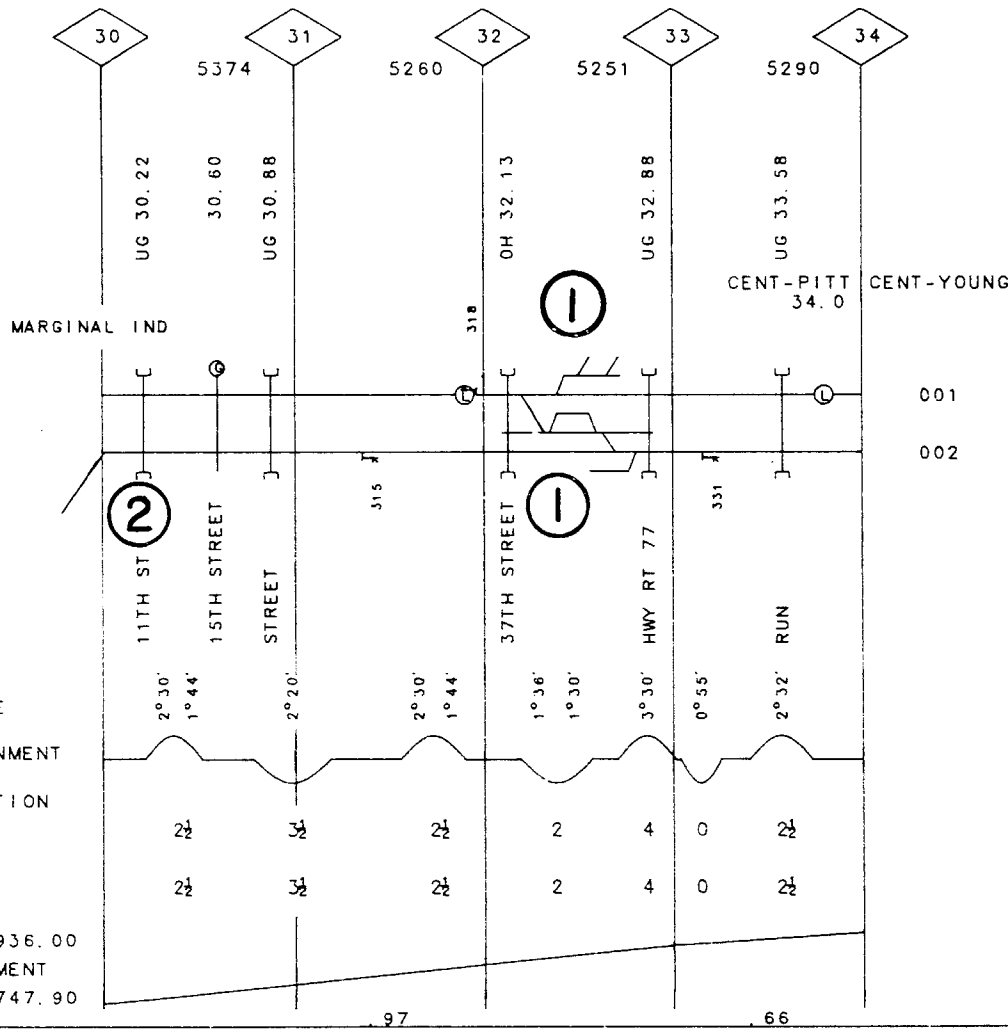
V7338

MORADO

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 936.00
VERT. ALIGNMENT
MIN ELEV 747.90
GRADE



001

002

REV. 01/83 MP 30.00 -MP 34.00 PA

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

TRANSPORTATION DATA

MAIN LINE - PITTSBURGH TO WOOD

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>
--------------------------	---------------------------	-----------------------------	-------------------------	-----------------------------

SEGMENT: MP 34.0 - MP 30.0

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

[1] Babcock & Wilcox Company
[East Works and Main Plant]
[Tubular Products]

[2] Armstrong World Industries
[Formerly Armstrong Cork]
[Ceiling Tile]

*	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

YARDS: None

YARD JOBS: None

* 1982

LOCALS SERVING THIS SEGMENT:

YICW-23/24

BRANCHES: None

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

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:

[A] MP 27.0 Jct. Block House Run	[A] Rochester Box					
Industrial Track	[Lumber]	*	-	-	-	-
[MP 0.0 - MP 2.3]	Hydril		1,347	1,311	2,658	2,748,372
[B] MP 25.9 Jct. Low Grade Branch	[Pipe]	*	666	995	1,661	2,313,773
Youngstown Division	PBI Industries		128	-	128	111,232
[C] MP 25.9 Jct. Bayard Branch	[Structural Steel]	*	37	20	57	47,196
[MP 0.0 - MP 69.9]	Mobil Chemical		66	2	68	40,528
[D] MP 20.3 Jct. Economy Branch	[Chemicals]	*	37	0	37	75,554
[MP 0.0 - MP 3.0]	General Alloy		6	0	6	6,156
	[Castings]	*	3	0	3	4,650
	Martino Bros. Trucking		344	0	344	360,002
	(Trucking)	*	477	0	477	273,321
	(D) Armco Steel Corporation		4,459	6,424	10,883	8,554,038
	[Pipe]	*	1,786	2,954	4,740	4,768,440
	Babcock & Wilcox Company		2,017	2,393	4,410	3,073,770
	[Tubular Products]	*	880	1,206	2,086	1,645,854
	Ambridge Lumber		2	0	2	1,948
	[Lumber]	*	1	0	1	774
MP 24.5 WEST CONWAY TOWER	Wyckoff Steel Company, Div. Ampco		0	20	20	12,380
[Continuous operation]	[Steel Products]	*	0	2	1,327	1,327
MP 23.9 CP FREEDOM	H. H. Robertson Co.		8	97	105	61,425
MP 21.7 CP BADEN	[Building Products, Steel Flooring]	*	6	22	28	19,096
MP 20.8 EAST CONWAY TOWER	Larstone Co.		15	11	26	20,748
[Continuous operation]	[Paper Boxes]	*	0	0	0	-
	Levinson Steel Co.		463	25	488	469,944
	(Steel Warehouse)	*	370	10	380	390,640

CUSTOMER DATA - 1981/1982*

<u>CARS</u>	<u>CARS</u>	<u>TOTAL</u>	<u>CR</u>	<u>AV REV</u>
<u>IN</u>	<u>OUT</u>	<u>CARS</u>	<u>REV</u>	<u>CAR</u>

[1] Marino Brothers		10	203	213	148,461	697
[Scrap Iron]	*	5	97	102	73,338	719
[2] Beaver Sand & Cement Co.		-	-	-	-	-
[Formerly Dravo Corp.]	*	-	-	-	-	-
[Sand and Gravel]						
[3] W. T. Snyder Company		61	1	62	43,214	697
[Scrap Iron]	*	36	2	38	27,018	711
[4] Valvoline Division, Ashland Oil Co.		108	211	319	412,467	1,293
[Lubricating Oil]	*	125	108	233	314,317	1,349
[5] River/Rail Terminal [closed 1979]						
[6] General Materials		591	0	591	346,917	587
[River/Rail Terminal]	*	358	0	358	329,360	920
[Pipe]						

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.

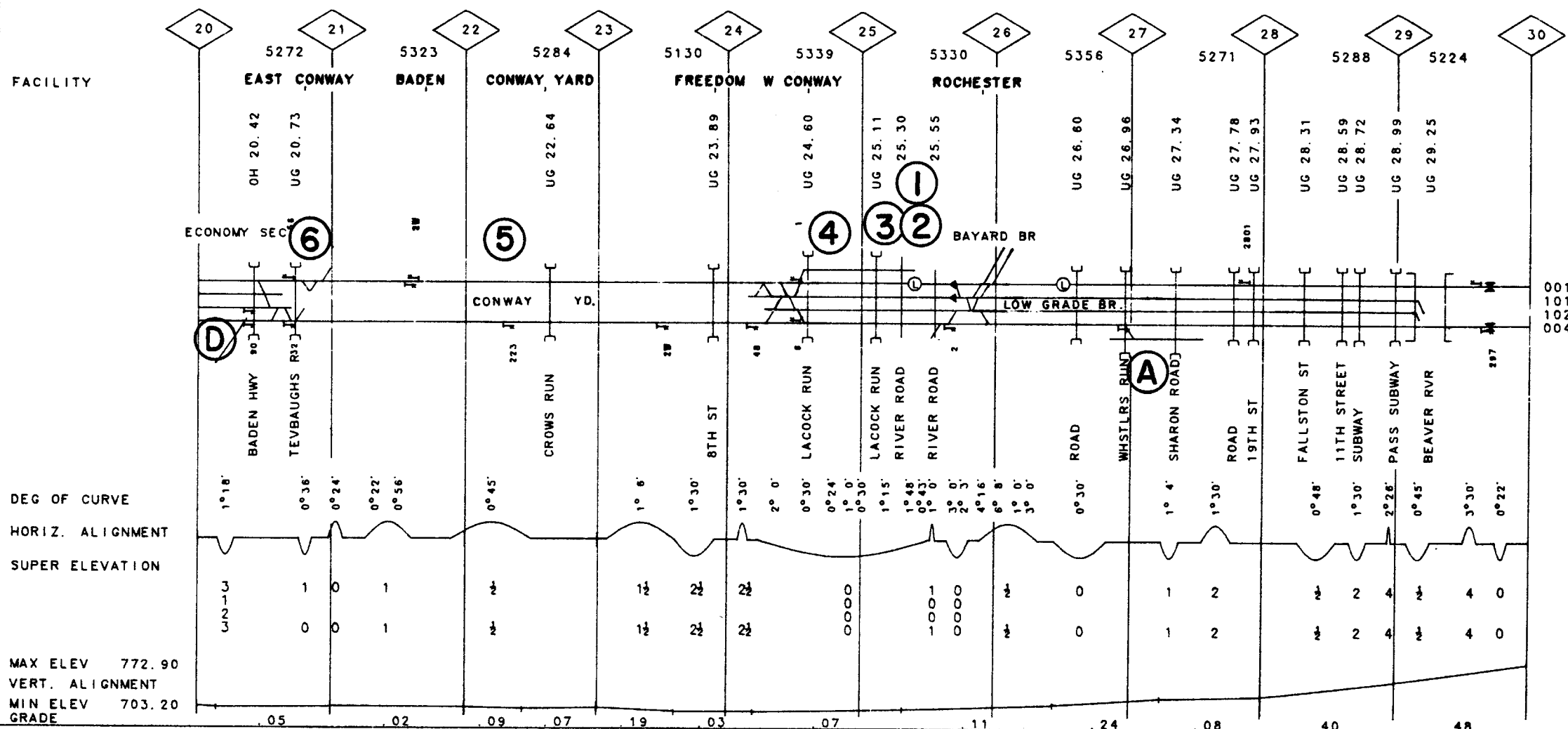
The Terminal Superintendent at Conway is responsible for the operation of both the yard and the Pittsburgh-Chicago Main Line from "Bell" to "Wood" and the Bayard Branch from Rochester to Yellow Creek. Conway crews serve industries in Leetsdale, Economy, Ambridge, Midland, Koppel, Morado, and New Brighton,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

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

[illegible]

v7337 | v7338

NEW BRIGHTON



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*

<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>
1,068	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

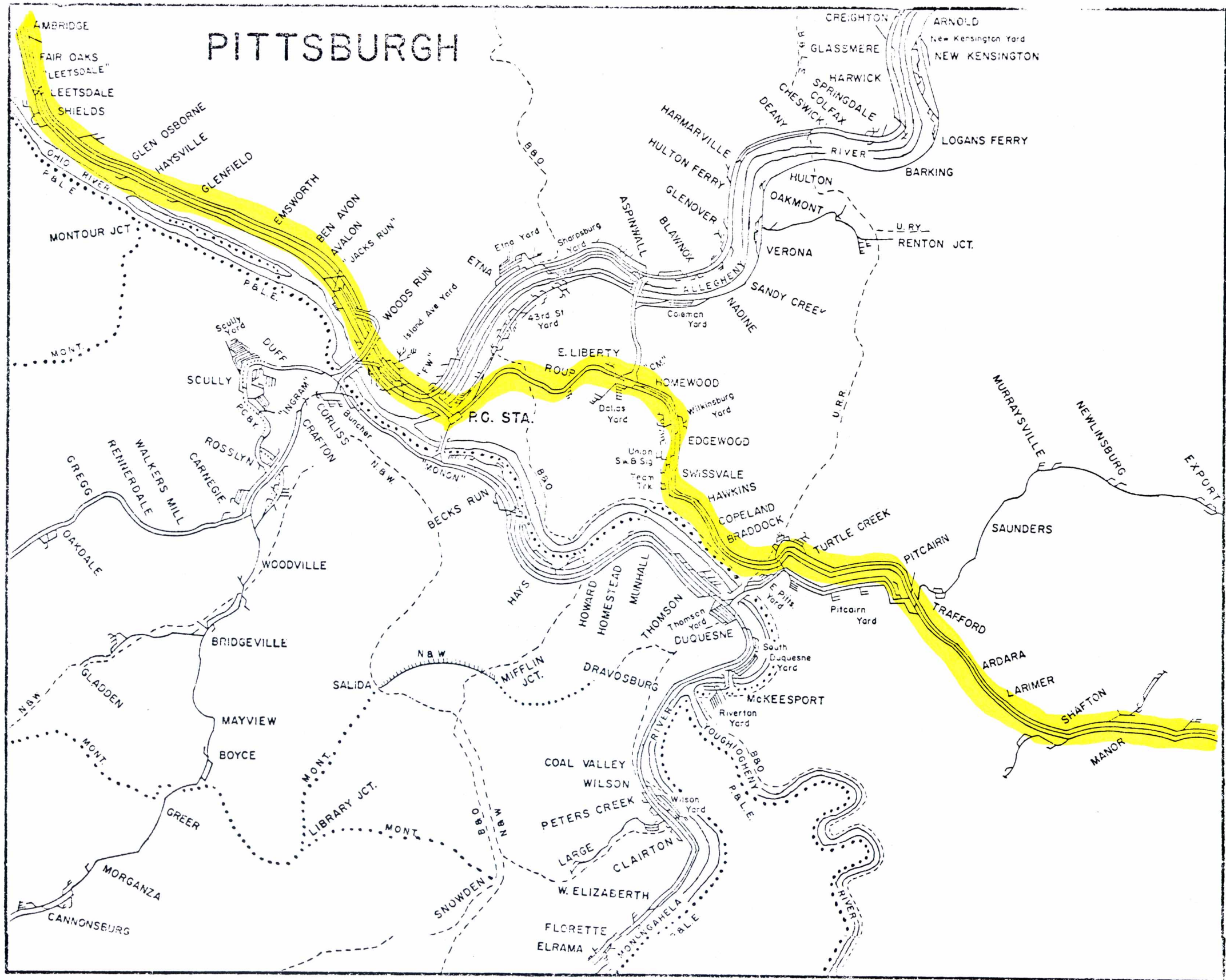
BRANCHES: None

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]



REV. 01/83 MP .00 -MP 10.00 PA

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

GRINDING	79(1) 82	80(1)	79(2) 82	79(1)
SURFACING	80 82	75	81	77
TIES	80			
UNDERCUTTING				
RAIL	40-77	32-79	40-64	8276L
BAL CLEAN	75L	78L	76L	69BH
TONNAGE(MGT)	37.2	20.4	20.7	21.0
T T SPEED	20/20/20	50/40/40		70/60/50

001

GRINDING			82	82
SURFACING		77	82	78
TIES				
UNDERCUTTING				
RAIL	33F70	31F70	32-78	
BAL CLEAN	81	78L	76BH	76
TONNAGE(MGT)	20.4	20.7		21.0
T T SPEED		50/40/40		50/50/50

002

GRINDING		81	82	82
SURFACING		81	82	80E
TIES		78		77
UNDERCUTTING				
RAIL	52F68		40-77	
BAL CLEAN			67BH	
TONNAGE(MGT)	17.6	17.8		18.0
T T SPEED	50/40/40	50/40/40		70/60/50

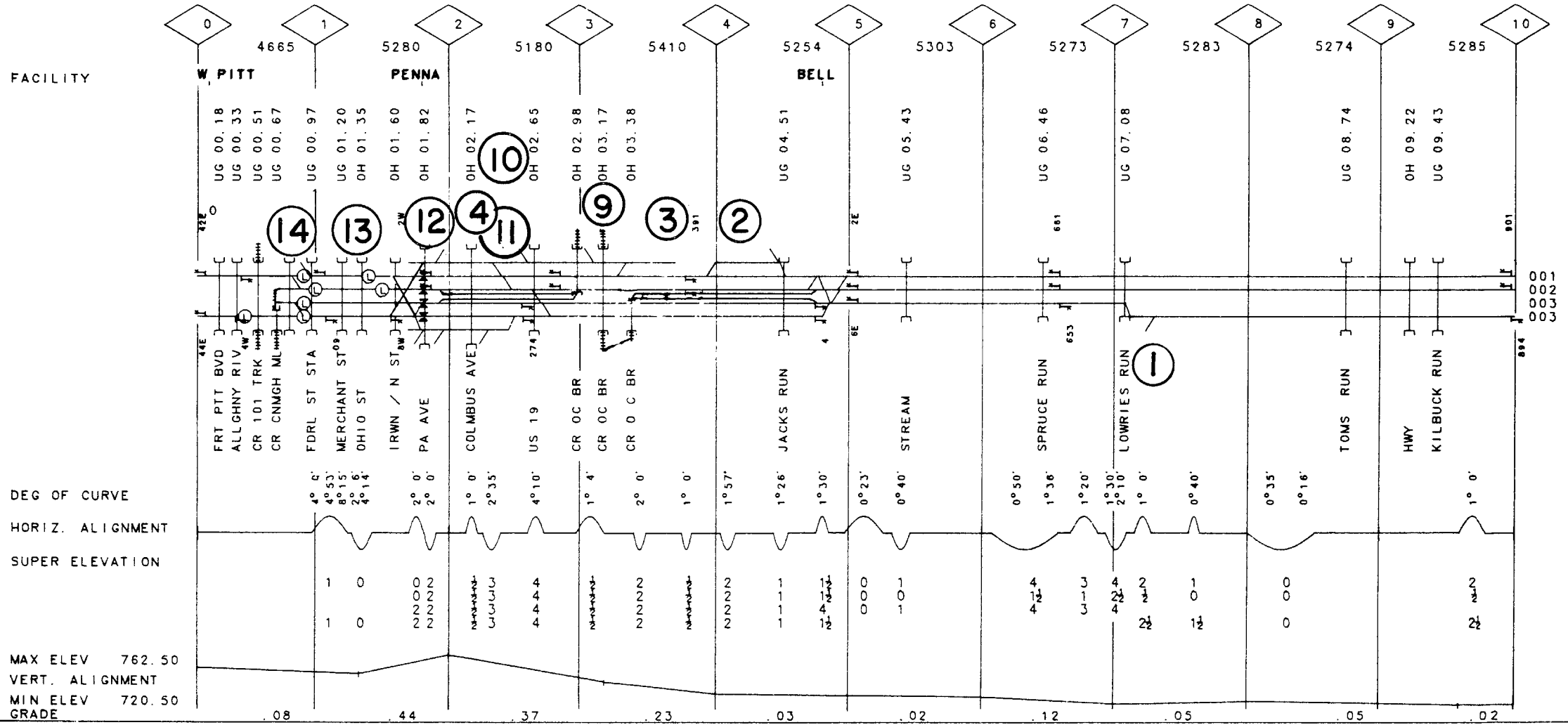
003

002	002	004
GRINDING	77(1)	82
SURFACING	82	81
TIES	80	77
UNDERCUTTING		
RAIL	40-77	40-78
BAL CLEAN	75L	76L
TONNAGE(MGT)	31.2	17.6
T T SPEED	20/20/20	50/40/40

003
81
79
40-68
76L
68BH
18.0
75/60/50

003

VALUATION V7022 TOWN PITTSBURGH ISLAND AVENUE BELLEVUE AVALON EMSWORTH GLENFIELD



001
002
003
003

GRINDING	82			
SURFACING	82	78T	7882	
TIES		77		
UNDERCUTTING				
RAIL	32-80			
BAL CLEAN		78L		
TONNAGE(MGT)	26.2		19.2	
T T SPEED	40/30/30		15/15/15	

001

GRINDING	81			
SURFACING	82			
TIES		77		
UNDERCUTTING				
RAIL	32-80			
BAL CLEAN		78L	74S	
TONNAGE(MGT)	14.7		19.2	
T T SPEED	40/30/30		15/15/15	

002

GRINDING				
SURFACING				
TIES				
UNDERCUTTING				
RAIL				
BAL CLEAN				
TONNAGE(MGT)		17.0		
T T SPEED		15		

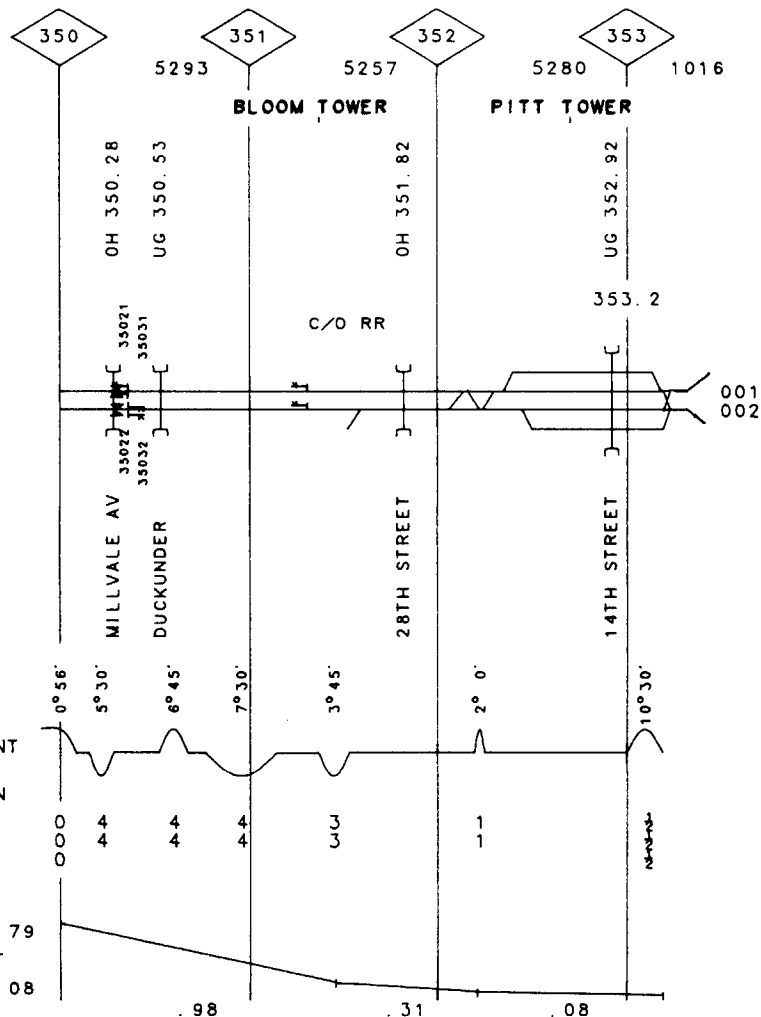
003

VALUATION
TOWN

V7022

PITTSBURGH

FACILITY



1 9 8 1 - 1 9 8 2

CARS
IN

CARS
OUT

TOTAL
CARS

CR
REV

AV REV
CAR

TRANSPORTATION DATA

CUSTOMER

MAIN LINE - PITTSBURGH TO CONPIT JUNCTION

SEGMENT: MP 353.3 to MP 350.0

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

YARDS:

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WITH-1/2

BRANCHES: None

NOTES: MP 353.0 - CONRAIL Station
MP 352.7 - PITT Block & Interlocking Station

MAIN LINE - PITTSBURGH TO CONPIT JUNCTION

CARS
IN

$$1981 - 1982$$

CARS
OUT

TOTAL
CARSCR
REV

AV REV
CAR

SEGMENT: MP 350.0 to MP 340.0

[1] Papercraft 88

SUPERVISOR: MP 340 to 343- L. W. Braden
Trainmaster
Latrobe, PA

[2] National Biscuit Company 546

Trainmaster [Flour, Sugar] *

Latrobe, PA [3] General Electric 2

MP 343 to 353- E. D. Wyatt

[Appliances] * 0
[4] East Liberty Team Track

Trainmaster

Island Avenue

Pittsburgh, PA.

YARD JOBS:

WITH-1/2

[5] Western Electric 0

[Telephone Equipment] *

[6] Rockwell Corporation

[Meters]

[7] Polytex, Inc.

[Plastic Pellets] * 13

[8] Houston Star Company

[Appliances] *

[9] Wimco Metal Company

[Scrap] *

[10] Union Switch & Signal

Div. American Standard * 4

[Rwy. Switch & Signal Equip]

```

[11] Vesuvius Crucible
8

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[Clay-Mfg. Products] *

[12] Kopp Glass Company

[Sand] *

13] Babcock Lumber Company

[Building Materials] *

14]	E. H. Griffith, Inc.	21
-----	----------------------	----

[Fertilizer, Sand]	*	6
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15] Koppers Company, Inc.

[Construction Equipment] * 1

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

* 1982

SCS

001

002VALUATION
TOWN

V7022

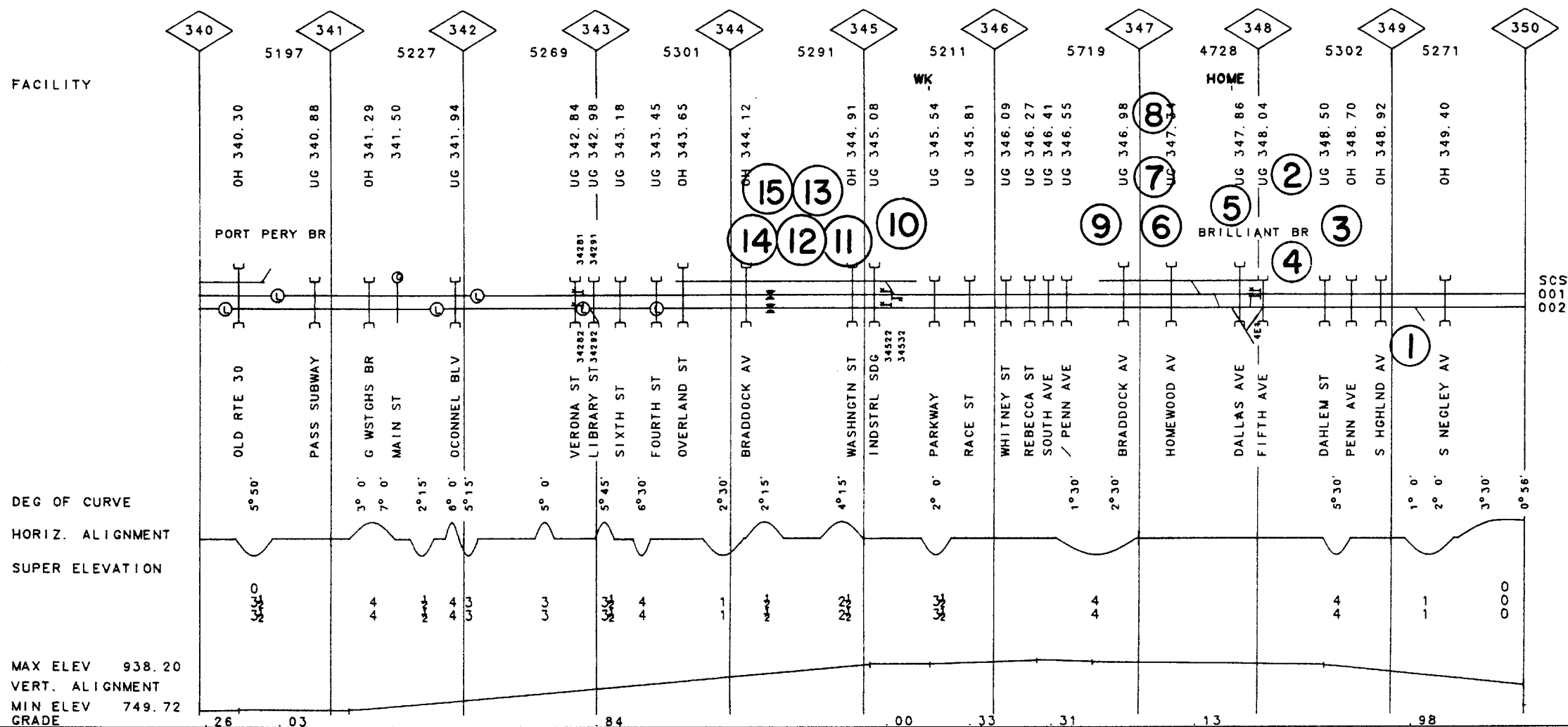
EAST PITTSBURGH BESSEMER

HAWKINS SWISSVALE

WILKINSBURG HOMEWOOD

ROUP

FACILITY



SCS
001
002

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

SCS

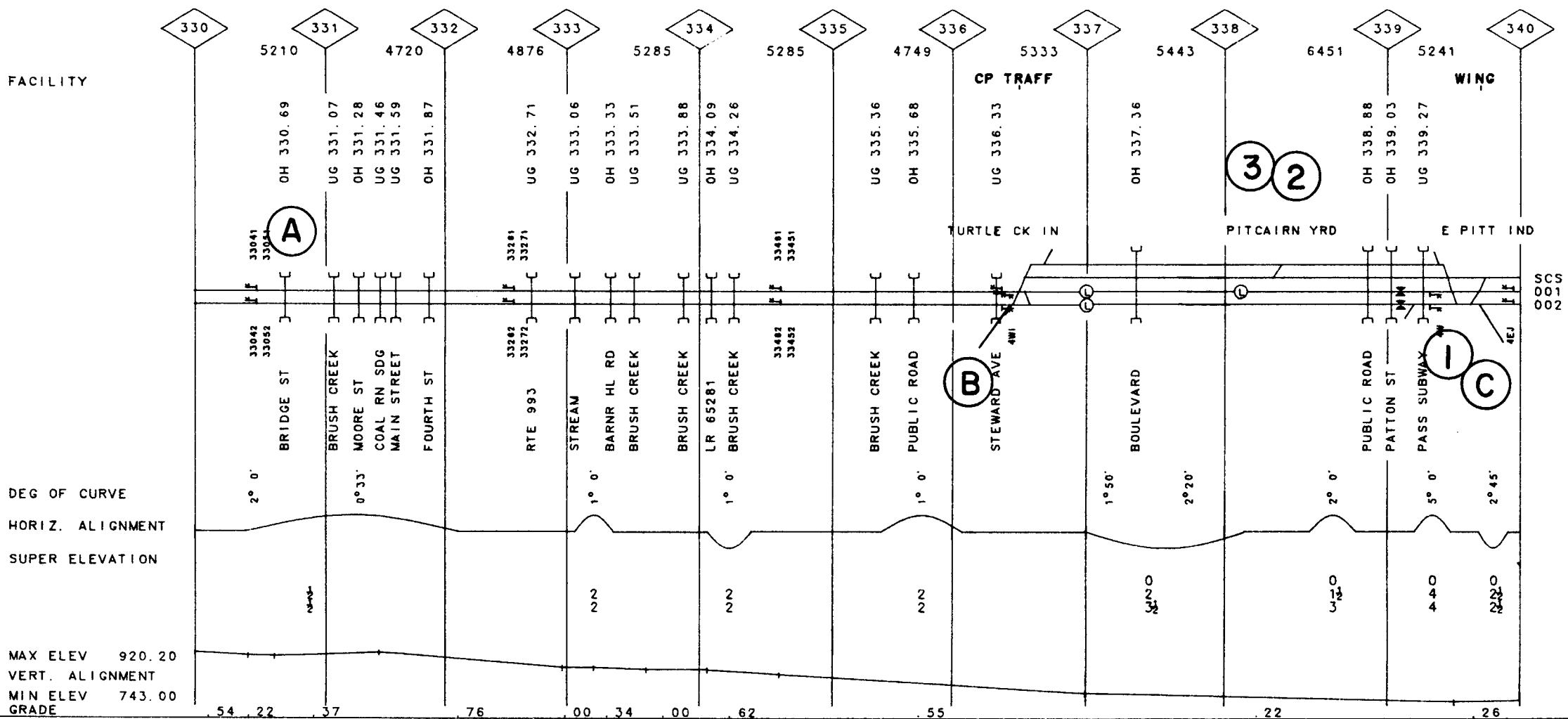
GRINDING	81			79(1)				82		
SURFACING			82		78			78E		82
TIES										
UNDERCUTTING										
RAIL										
BAL CLEAN										
TONNAGE (MGT)										
T T SPEED	45/45/45			23.4	70/60/50			23.5	23.6	

001

GRINDING	68			82		82			79(1)											
SURFACING				82				81		82				82				81		82
TIES						77												7878		
UNDERCUTTING																				
RAIL																				
BAL CLEAN																				
TONNAGE (MGT)																				
T T SPEED	45/45/45																			

002

VALUATION TOWN SHAFTON IRWIN LARIMER ARDARA V7022 TRAFFORD PITCAIRN WILMERDING



SCS
001
002

MAX ELEV 920.20
VERT. ALIGNMENT
MIN ELEV 743.00
GRADE

MP 330.00-MP 340.00 PA REV. 01/83 22-2202 M. L. (HBG. / PGH.)

<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>1 9 8 1</u>	<u>-</u>	<u>1 9 8 2</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>		[1] WABCO Div. American Stand.	8	80		88			\$67,584	\$768
<u>SEGMENT:</u>	MP 340.0 to MP 330.0	[Scrap, Air Brake Equip.]*	32	110		142			115,779	815
<u>SUPERVISOR:</u>	L. W. Braden	[2] M & G Convoy	13	0		13			22,080	920
	Trainmaster	[Automobiles]	* 13	1		14			13,942	996
	Latrobe, PA	[3] Arco Auto Carrier, Inc.	550	0		550			29,100	962
		[Automobiles]	468	0		468			526,374	1,125

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WITH-1/2

<u>BRANCHES:</u> [A] Jct. Youghiogheny Industrial	[B] Westinghouse	4	300	304	337,136	1,109
MP 330.4 [MP 0.0 - MP 2.1]	[Transformers]	* 2	178	180	194,147	1,079
[Abandoned]	Weyerhaeuser	140	0	140	140,820	1,013
* [B] Jct. Turtle Creek Industrial	[Lumber]	* 57	0	57	69,171	1,214
MP 336.5 [MP 0.0 - MP 13.5]	[C] Westinghouse Electric	25	81	106	418,912	3,952
[C] Jct. East Pittsburgh Branch	[Transformers & Parts]	* 29	88	117	635,995	5,436
MP 339.6 [MP 0.0 - MP 1.9]						

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		TOTAL CARS	CR REV	AV REV CAR
				CARS OUT				
MAIN LINE - PITTSBURGH TO CONPIT JUNCTION		[1] Hockensmith Corp.	2	72		74	\$75,682	\$958
		[Ingot Molds] *	16	64		80	89,824	1,123
SEGMENT:	MP 330.0 to MP 320.0	[2] Lee-Thompson-Fawcett	2	0		2	2,967	989
		[Canned Goods] *	3	0		3	5,238	1,746
SUPERVISOR:	L. W. Braden Trainmaster Latrobe, PA	[3] Freight Station Team Track						
		[4] Westmoreland Glass Company	11	0		11	12,232	1,112
		[Sand] *	4	0		4	5,188	1,297
YARDS:	None	[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 Brach	[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
			[Glass Products]	480	0	500	681,431	1,363
			Keystone Team Track					
			General Tire & Rubber Co.	21	6	27	22,734	842
			[Rubber Products]	12	0	12	16,604	1,384
<u>NOTES:</u>		MP 325.0- CP RADE Interlocking [Remote- Train Dispatcher-Pittsburgh] [East End Controlled Siding]						

MP 320.00-MP 330.00 PA

REV. 01/83

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

VALUATION
TOWN

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1164.00
VERT. ALIGNMENT
MIN ELEV 918.74
GRADE

GREENSBURG

RADEBAUGH

V7022

JEANNETTE

MANOR

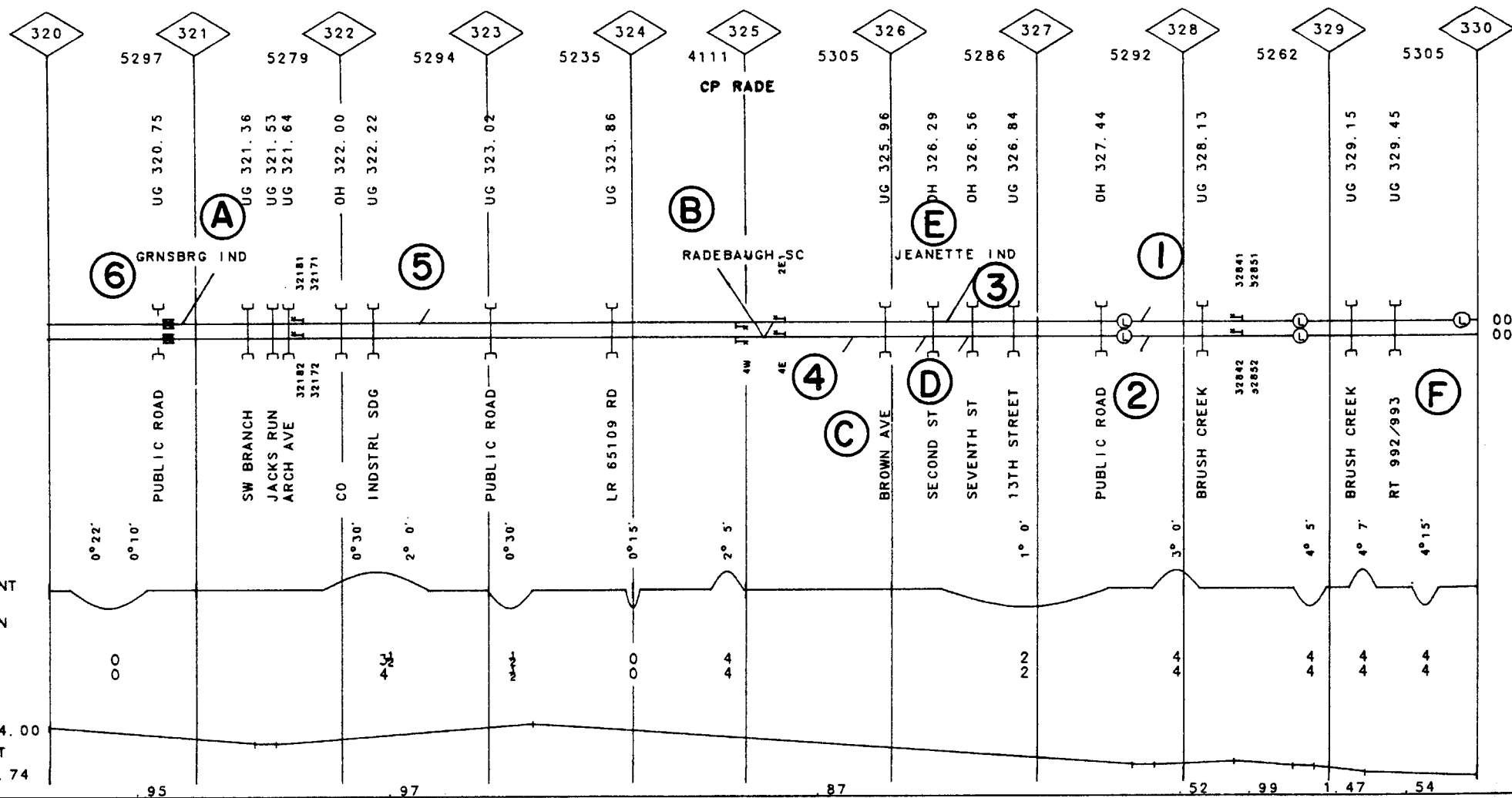
GRINDING	82				81			
SURFACING	77				78			
TIES	77				78			
UNDERCUTTING	40-68				32-78			
RAIL	40-68				32-78			
BAL CLEAN	23.3				23.4			
TONNAGE(MGT)	70/60/50				70/50/50			
T T SPEED	60/60/50				70/60/50			

GRINDING	82				68			
SURFACING	72				82			
TIES	72				82			
UNDERCUTTING	40-61				40-67			
RAIL	40-61				40-67			
BAL CLEAN	15.3				15.2			
TONNAGE(MGT)	70/60/50				70/50/50			
T T SPEED	15.1				70/60/50			

001

002

001
002



SCS

001

002

Y7022

✓ SCS
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002

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

1 9 8 1 - 1 9 8 2

TRANSPORTATION DATA		CUSTOMER	CARS IN	CARS OUT	TOTAL CARS	CR REV	AV REV CAR
MAIN LINE - PITTSBURGH TO CONPIT JUNCTION		[1] Greensburg Beverage & Sears Roebuck & Co. *	81 66	0 -	81 66	\$80,919 73,385	\$999 1,112
SEGMENT: MP 320.0 to MP 310.0		[Appliances - on same switch]					
SUPERVISOR: 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
		[4] Teledyne Corporation	2	0	2	960	1,920
YARDS: None		Vasco Division	* 1	0	1	898	898
		[Steel]					
YARD JOBS: None		[5] Lattanzio Scrap				----	----
		[Scrap]	*				

LOCALS SERVING THIS SEGMENT:

WILA-1/2

BRANCHES:	[A] Jct. Unity Industrial Track	[A] Standard Steel Company	336	65	401	369,722	922
	MP 312.7 [MP 0.0 - MP 0.9]	[Springs]	* 212	41	253	260,539	1,030
	[B] Jct. Latrobe Industrial Track	[B] Latrobe Steel Company	212	1	213	156,768	736
	MP 312.2 [MP 0.0 - MP 0.3]	[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>-</u>	<u>1 9 8 2</u>	<u>CARS OUT</u>	<u>TOTAL CARS</u>	<u>CR REV</u>	<u>AV RE" 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	\$81
		[Coal] *	-				-	-	----	-
<u>SUPERVISOR:</u>	L. W. Braden	[2] Government Ore	-				-	-	----	-
	Trainmaster	[Ore] *	-				-	-	----	-
	Latrobe, PA	[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]			

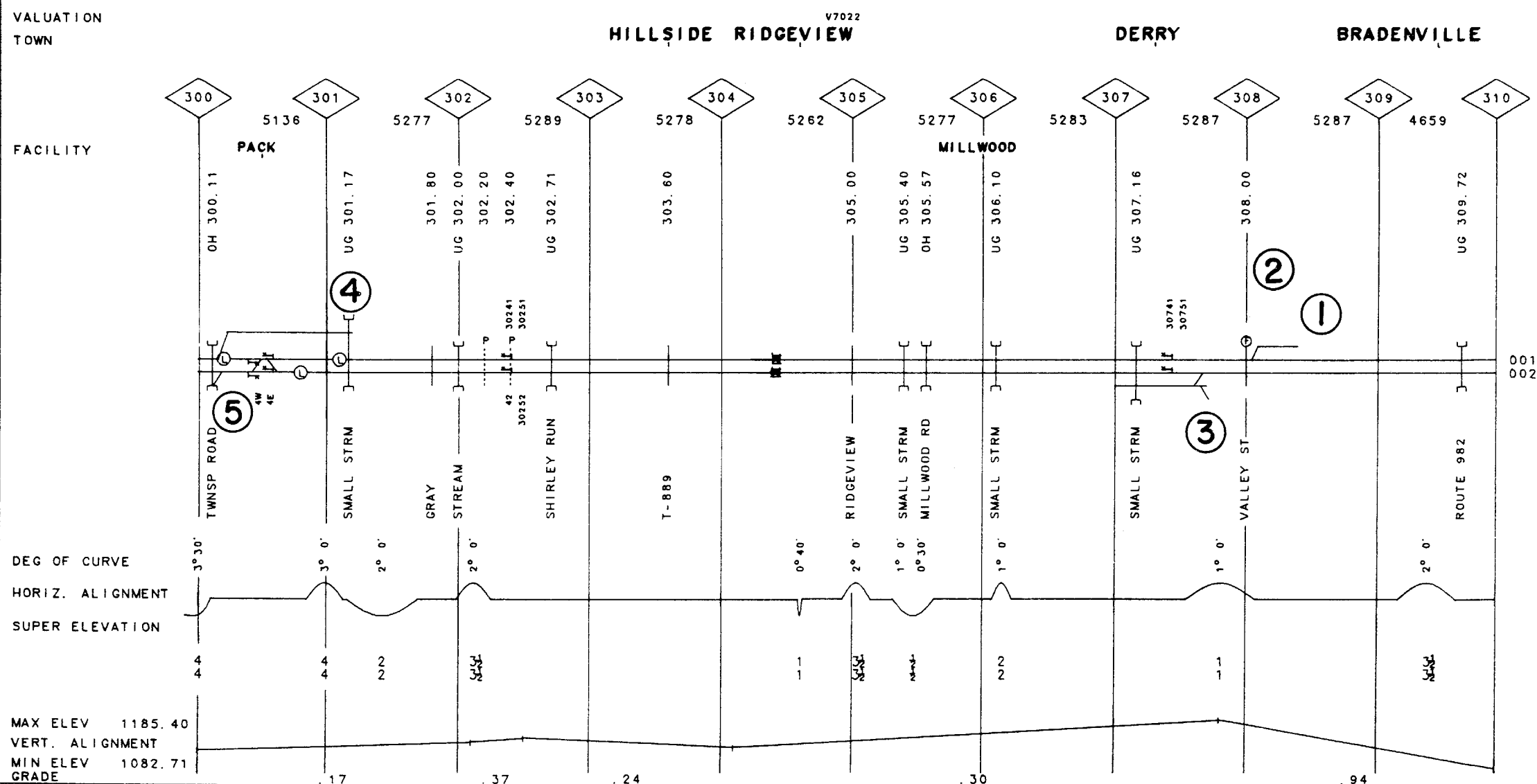
LOCALS SERVING THIS SEGMENT:

WILA-1/2

BRANCHES: None

NOTES: MP 300.5 - CP PACK Interlocking
 [Remote-Train Dispatcher-Pittsburgh]
 East End Controlled Siding

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

[illegible]

GRINDING	79(1)										82									
SURFACING	75										81									
TIES	76										75									
UNDERCUTTING	40-76										40-78									
RAIL	40-75										40-75									
BAL CLEAN	76L										76L									
TONNAGE(MGT)	22.9										22.9									
T T SPEED	70/60/50										45/45/45									
	60/60/50										70/60/50									
	50/50/50										45/45/45									
	60/60/50										50/50/50									

GRINDING	82										82									
SURFACING	81										81									
TIES	81										81									
UNDERCUTTING	40-75										40-76									
RAIL	40-75										40-76									
BAL CLEAN	76L										76L									
TONNAGE(MGT)	18.9										18.9									
T T SPEED	70/60/50										45/45/45									
	60/60/50										70/60/50									
	50/50/50										45/45/45									
	60/60/50										50/50/50									

VALUATION
TOWN

LOCKPORT BOLIVAR

V7022

TORRANCE

FACILITY

CONFITT JUNCTION

CENT-ALL. A | CENT-PITT
290. 2
CONEMAUGH ML

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1121.53

VERT. ALIGNMENT

MIN ELEV 1055.00

GRADE

300.00 PA

MP 290.20-MP

REV. 01/83

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

TRANSPORTATION DATA

CUSTOMER

CARS
IN

CARS
OUT

TOTAL
CARS

CR
REV

AV REV
CAR

MAIN LINE - PITTSBURGH TO CONPIT JUNCTION

SEGMENT: MP 300.0 to MP 290.0

SUPERVISOR: L. W. Braden
Trainmaster
Latrobe, PA

YARDS: None

YARD JOBS: None

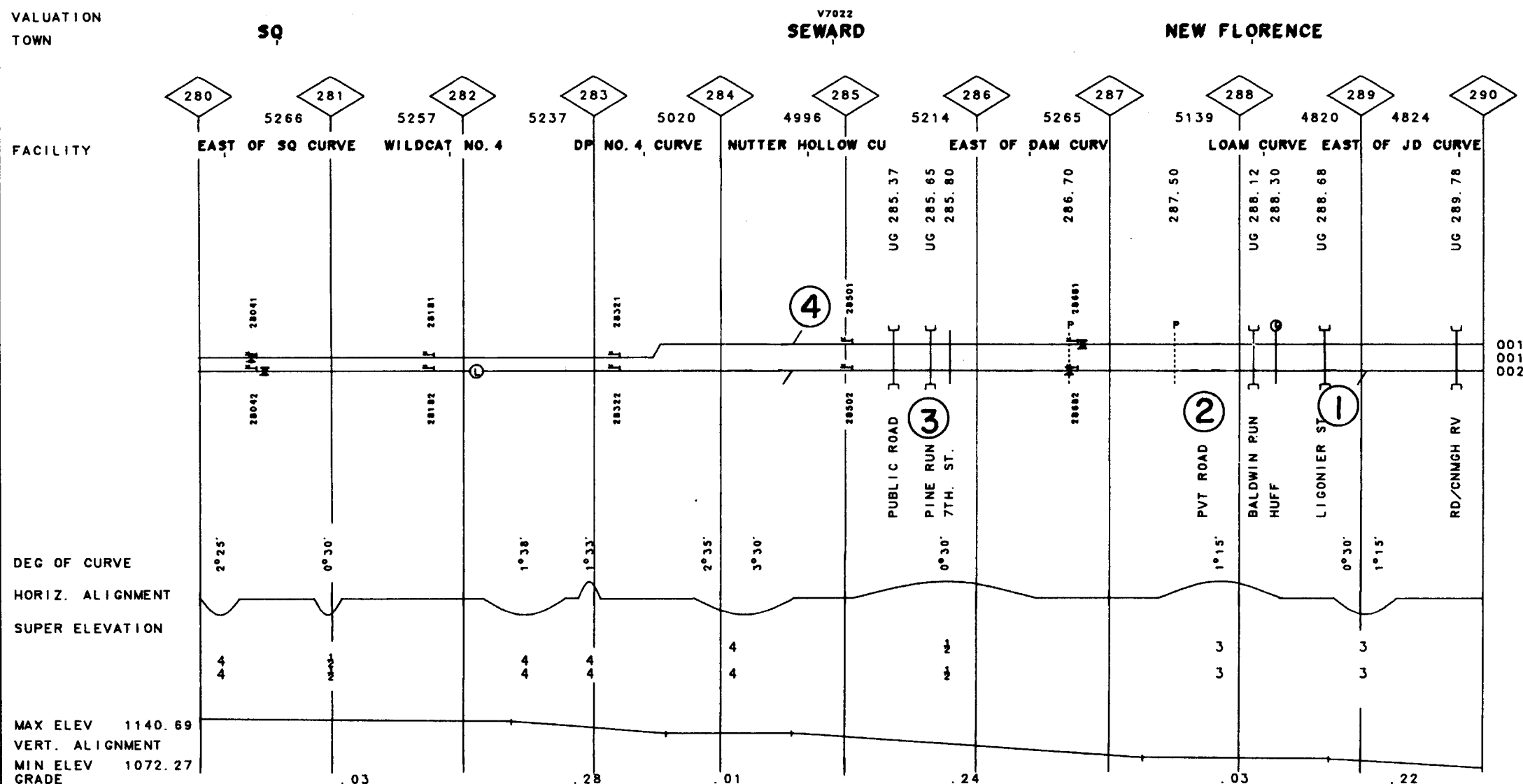
LOCALS SERVING THIS SEGMENT:

None .

BRANCHES:

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

ALLEGHENY DIVISION

[illegible]

<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]	+ 1	0	1	1,037	1,037
<u>YARDS:</u>	None	[4] Research Cottrell [Machinery]	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</u>	<u>-</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 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	29	11	40			64,354		1,609
		Balls & Machinery]								
<u>NOTES:</u>	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

GRINDING	001
SURFACING	
TIES	
UNDERCUTTING	
RAIL	///
BAL CLEAN	
TONNAGE(MGT)	
T T SPEED	

001	81	82	82	52F72	52-70	40-72	81	82	30.9	30.2	70/45/45	35/35/35
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GRINDING	001
SURFACING	82
TIES	82
UNDERCUTTING	
RAIL	/// 40-74 ///
BAL CLEAN	82
TONNAGE(MGT)	30.9
T T SPEED	35/35/35

001	81	81	81	79E	72	78	32-79	52-51C	40-75	40-61	69B	70B	69B	70B	69B	30.2	35/35/35	35/35/35	55/50/50
-----	----	----	----	-----	----	----	-------	--------	-------	-------	-----	-----	-----	-----	-----	------	----------	----------	----------

GRINDING		82	76	79(1)	78E	77E	40-76	32-78	40-77	70B	70B	70B	70B	70B	70B	17.1	17.1	16.7	16.7	16.7	35/35/35	40/40/40	70/45/45	35/35/35	35/35/35	55/50/50
----------	--	----	----	-------	-----	-----	-------	-------	-------	-----	-----	-----	-----	-----	-----	------	------	------	------	------	----------	----------	----------	----------	----------	----------

GRINDING		81	81	79(1)	81	81	40-77	40-75	52-58C	40-73	70B	70B	70B	70B	70B	20.4	20.4	19.9	19.9	19.9	35/35/35	40/40/40	50/45/45	35/35/35	35/35/35	55/50/50
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VALUATION
TOWN

CONEMAUGH

JOHNSTOWN

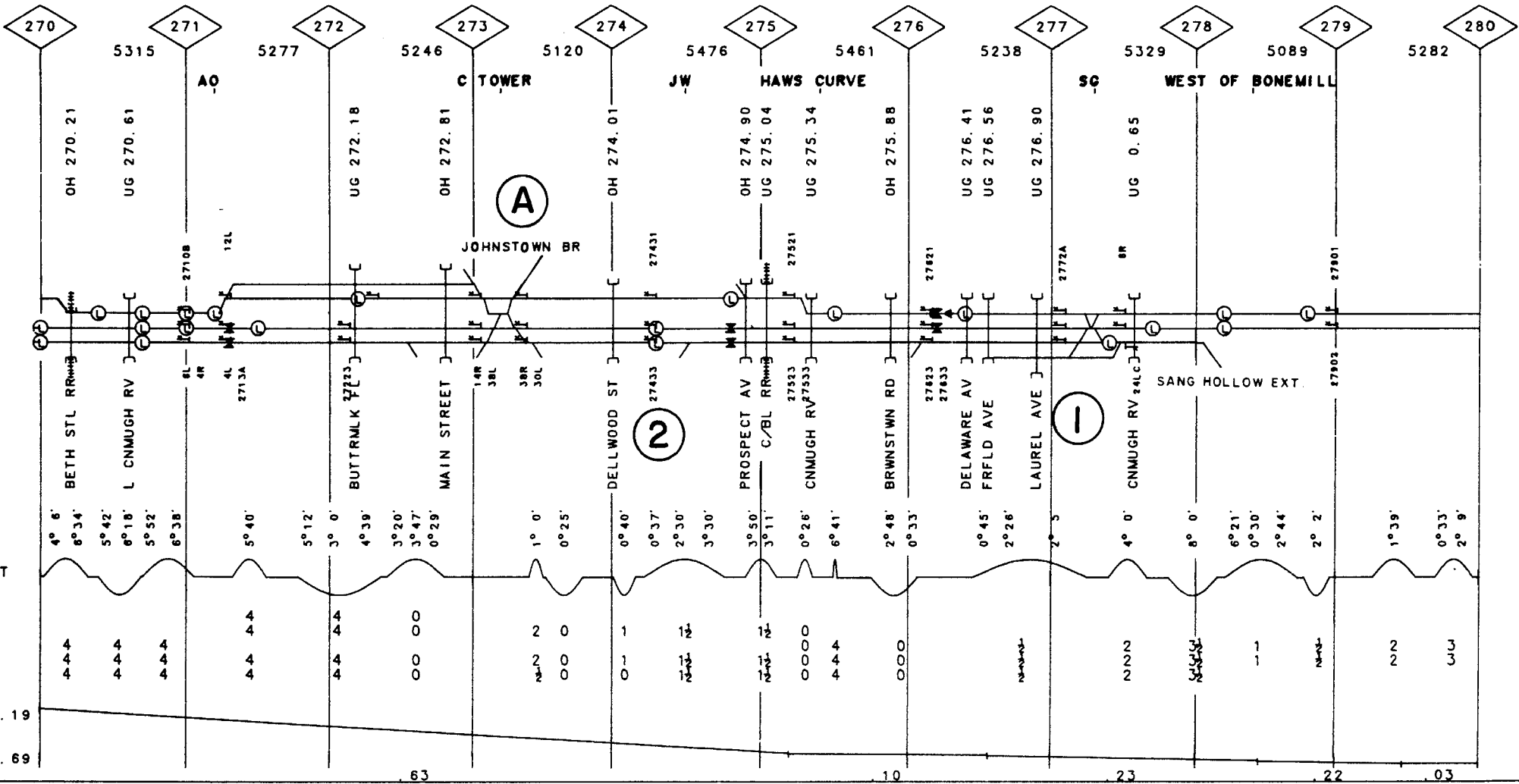
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 1352.19
VERT. ALIGNMENT
MIN ELEV 1140.69
GRADE



000
000
000
000

<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 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>TOTAL</u> <u>CARS</u>	<u>- 1982</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	15	0	15	20,746	1,383
	Trainmaster	Sedlock	+ 8	0	8	12,161	1,520
	Conemaugh, PA	[Newspaper]					

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 + 1982
 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

GRINDING		81		82		81
SURFACING				82		
TIES	77					
UNDERCUTTING				82		
RAIL	40-68			40-71		
BAL CLEAN	82			82		
TONNAGE (MGT)			31.9			31.0
T T SPEED	40/40/40			60/50/50		

001

GRINDING	
SURFACING	82
TIES	77
UNDERCUTTING	
RAIL	40-73
BAL CLEAN	700
TONNAGE (MGT)	
T T SPEED	40/40/40

002

GRINDING	003					002
SURFACING	82			81		
TIES				82		
UNDERCUTTING				80		
RAIL	40-75			55C70		40-75
BAL CLEAN		81			81	
TONNAGE (MGT)			17.4			17.1
T T SPEED	35/35/35	70/50/50		60/50/50	70/50/50	60/50/50

003

GRINDING	004	003				
SURFACING				81		
TIES				82		
UNDERCUTTING			78			79
RAIL	40-73		40-73			40-74
BAL CLEAN		700		600	700	600
TONNAGE (MGT)			20.5			20.2
T T SPEED	35/35/35			60/50/50		

003

VALUATION

TOWN

CRESSON

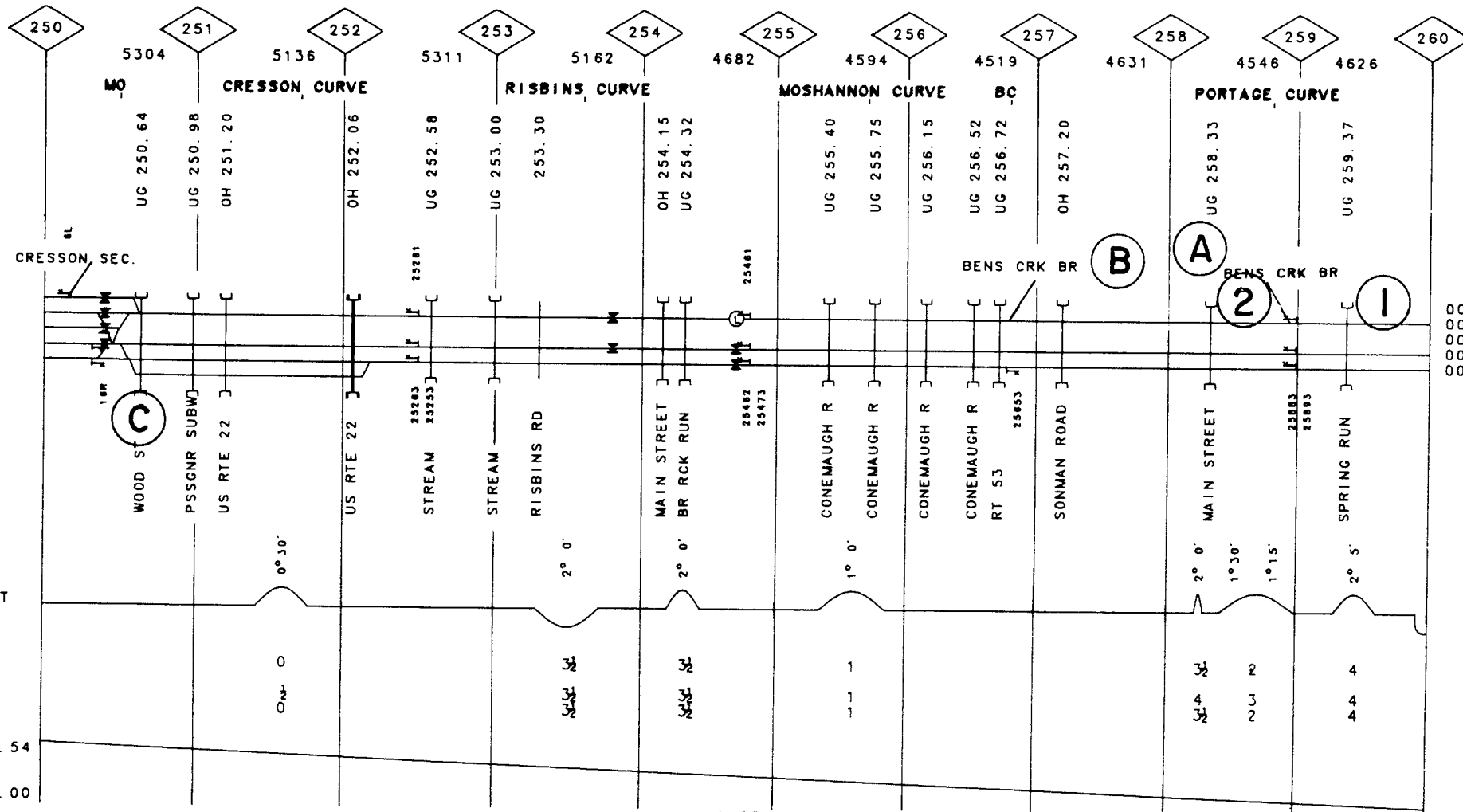
LILLY

V7022

CASSANDRA

PORTAGE

FACILITY

000
001
002
003

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 2091.54

VERT. ALIGNMENT

MIN ELEV 1584.00

GRADE

1.05

GRINDING	82	82	81	82
SURFACING		82		
TIES		81		
UNDERCUTTING	40-72	32H80	40-72	31C70
RAIL				
BAL CLEAN				
TONNAGE(MGT)		34.9		35.0
T T SPEED	35/35/35	30/30/30	30/25/25	45/45/45

001

GRINDING	82
SURFACING	82
TIES	77
UNDERCUTTING	
RAIL	40-73
BAL CLEAN	700
TONNAGE(MGT)	23.3
T T SPEED	60/45/45

002

GRINDING	82	81	82
SURFACING	82		
TIES	78		
UNDERCUTTING	40-71	32H80	40-71
RAIL			
BAL CLEAN			
TONNAGE(MGT)	18.7		18.8
T T SPEED	35/35/35	30/30/30	35/35/35

003

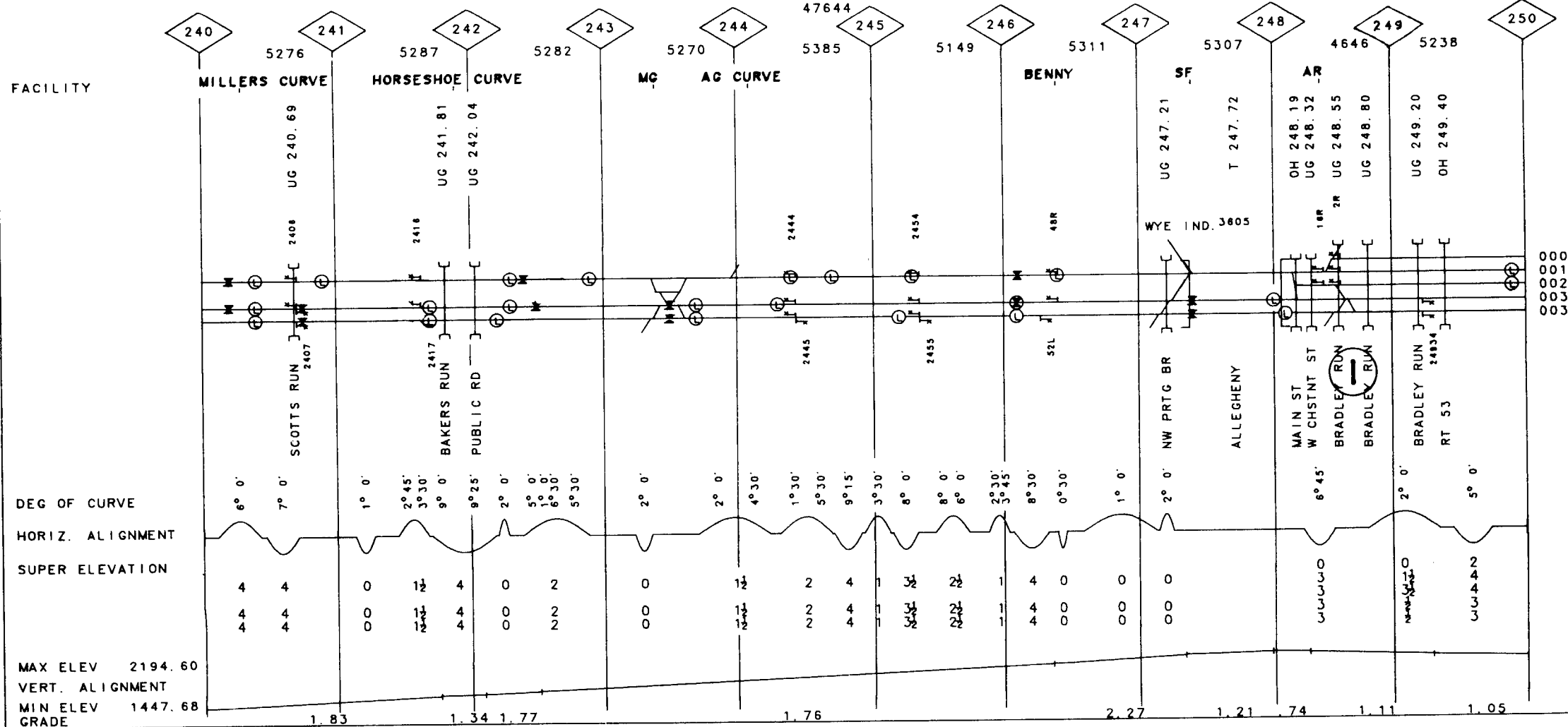
GRINDING	82	81	82
SURFACING	82		
TIES	80		
UNDERCUTTING	40-71	32H80	40-71
RAIL			
BAL CLEAN			
TONNAGE(MGT)	21.3		21.5
T T SPEED	35/35/35	30/30/30	35/35/35

003

VALUATION
TOWN

V7022

CALLITZIN



REV. 01/83 MP 240.00-MP 250.00 PA

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



Conrail's famous Horseshoe Curve on the busy mainline west of Altoona, in central Pennsylvania's Allegheny Mountains. The train in the foreground and the one on the left are headed toward Pittsburgh. The third train, extending around the curve to the right, is on its way to Philadelphia.

--Conrail Photo

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.

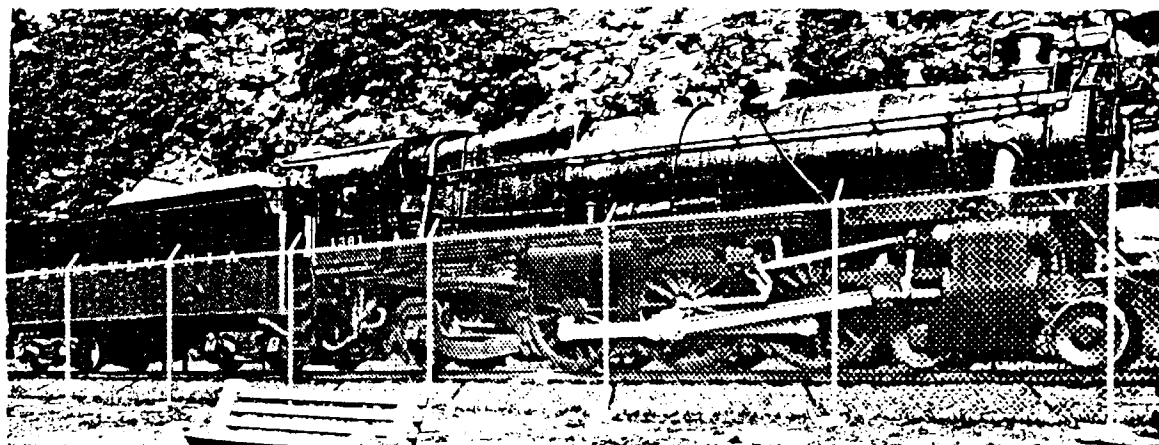
When Jim Marks died, in 1941, his will specified that his body be cremated and the ashes scattered around the Curve. Several PRR officials accompanied his widow in a business car for this sad rite, and his remains became mingled forever with the Pennsylvania Railroad's most famous landmark.

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.

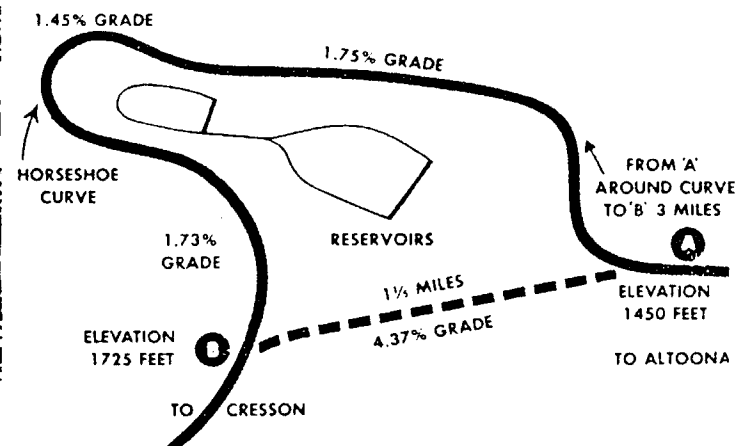
But 5½ miles from Altoona they encountered trouble. The valley ran abruptly into a mountain side and split into two deep ravines.

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 design 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, shovel 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.

<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				

TRANSPORTATION DATA		CUSTOMER	CARS IN	CARS OUT	1981 - 1982 TOTAL CARS	CR REV	AV REV CAR
<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
	1 Trainmaster						
	3 Road Foremen						
	OTE Forces: 18 [5 Yardmasters]	[5] Nelson Produce	2	0	2	2,207	1,103
	[10 Crew Disp.]	[Produce]	+ 3	0	3	3,353	1,118
	[3 Block Oprs.]	[6] Lithcote	698	768	1,466	585,934	400
	T&E Forces: 180 Thru Frt. - 81	[Rwy Car Repair]	+106	275	381	160,085	420
	Local Frt. - 18	[7] Ward Warehouse	92	17	109	118,725	1,089
	Yard Frt. - 31	[Warehousing]	+109	39	148	157,642	1,065
	Extra - 50	[8] C. L. Feathers	201	0	201	400,027	1,990
		[Rock Salt]	+136	0	136	224,295	1,649
<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

MP 230.00-MP 240.00 PA

REV. 01/83

21-2102 M.L.(HBG./PGH.)

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 1447.68
VERT. ALIGNMENT
MIN ELEV 1055.70
GRADE

001		001		001	
GRINDING	82	82	82	82	82
SURFACING	82	82	82	82	82
TIES	78	78	82	81	81
UNDERCUTTING					
RAIL	32-T8	40-72	40-70	55F77	40-72
BAL CLEAN	81	805	765	81	82
TONNAGE(MGT)	34.4	22.9	20.7	23.9	34.9
T T SPEED	50/50/50	60/45/45	60/50/50	25/25/25	35/35/35

002		001		001	
GRINDING	82	82	82	82	81
SURFACING	82	82	82	82	82
TIES	78	78	82	81	81
UNDERCUTTING					
RAIL	32-T8	40-72	40-70	55F77	40-72
BAL CLEAN	81	805	765	81	82
TONNAGE(MGT)	18.4	22.9	20.7	23.9	34.9
T T SPEED	70/50/50	60/45/45	60/50/50	25/25/25	35/35/35

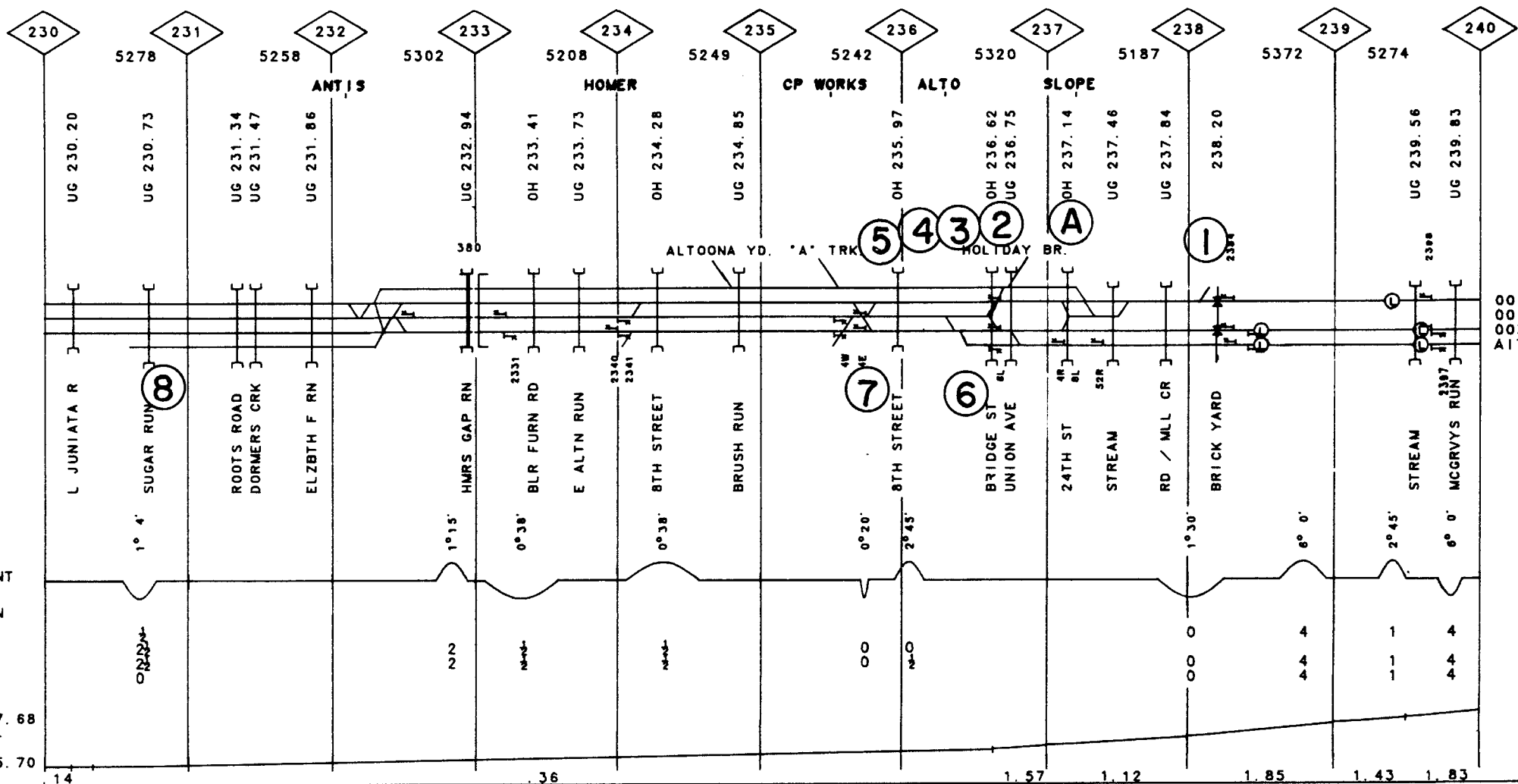
003		002		003	
GRINDING	82	82	82	82	82
SURFACING	82	82	82	82	82
TIES	77	77	82	78	82
UNDERCUTTING					
RAIL	40-49	40-69	40-69	55F77	40-71
BAL CLEAN	775	765	765	81	82
TONNAGE(MGT)	20.7	13.8	14.4	14.2	18.7
T T SPEED	70/45/45	60/50/50	30/25/25	35/35/35	35/35/35

AIT		003		AIT	
GRINDING	79(1)	82	82	82	82
SURFACING	80E	78	78	80	80
TIES	77				
UNDERCUTTING					
RAIL	40-77	32-T8	40-71	805	805
BAL CLEAN	775	765	765	21.3	21.3
TONNAGE(MGT)	13.8	30/25/25	35/35/35		
T T SPEED	30				

V7012/V7022

EAST ALTOONA

ALTOONA



001
001
003
AIT

<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 230.0 to MP 220.0	[1] PPG Industries [Auto Glass]	3 +	352 325	355 334	\$585,658 609,324	\$1,649 1,824
<u>SUPERVISOR:</u>	T. T. Gajkowski Trainmaster Altoona, PA						
<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 MP 222.3 [MP 0.0 - MP 54.2]	[A] Team Track Westvaco [Paper] General Veneer [Wood Products]	87 + 87 867 + 850 0 + 0	7 8 257 194 37 90	94 95 1,124 1,044 37 90	164,851 150,779 1,156,651 1,311,866 19,827 56,948	1,753 1,587 1,029 1,256 536 633
<u>NOTES:</u>	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]						

MP 210.00-MP 220.00 PA

REV. 01/83

21-2102 M.L. (HBG. / PGH.)

GRINDING	82	82	82
SURFACING	79	82	78
TIES			
UNDERCUTTING		40-76	
RAIL		76S	
BAL CLEAN	34.3	45.8	34.3
TONNAGE (MGT)	70/60/50	40/40/40	35/35/35
T T SPEED	70/55/50		

001

GRINDING	82
SURFACING	82
TIES	78
UNDERCUTTING	
RAIL	32-78
BAL CLEAN	76S 74M
TONNAGE (MGT)	18.3
T T SPEED	70/55/50

002

GRINDING	82	82	82
SURFACING	77	78	78
TIES			
UNDERCUTTING	32-78	52F65	52C70
RAIL	74M	74M	74M
BAL CLEAN	74M	81	74M
TONNAGE (MGT)	18.3		
T T SPEED	35/35/35		

002

GRINDING	82	82	81	81
SURFACING	77E	77		
TIES				
UNDERCUTTING	40-69	40-77		
RAIL	81	68B	69B	74M
BAL CLEAN	27.5	20.6		69B
TONNAGE (MGT)	50/50/40	35/35/35		
T T SPEED				

002

GRINDING	82
SURFACING	82
TIES	78
UNDERCUTTING	
RAIL	40-62
BAL CLEAN	81
TONNAGE (MGT)	20.6
T T SPEED	70/60/50

003

VALUATION
TOWN

SPRUCE CREEK

V7012

UNION FURNACE

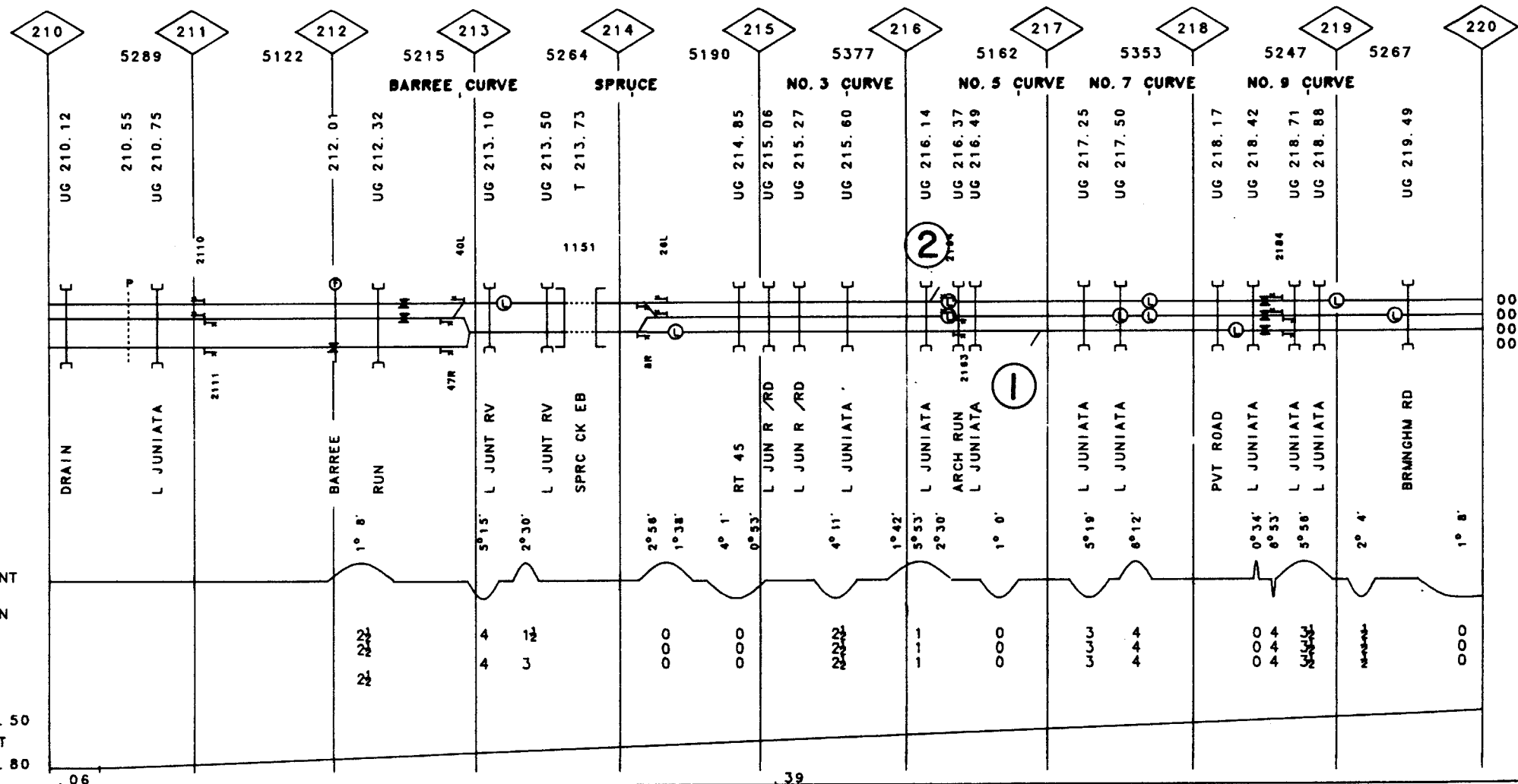
FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 884.50
VERT. ALIGNMENT
MIN ELEV 689.80
GRADE



001
002
003

VALUATION
TOWN

FACILITY

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

MAX ELEV 691.80
VERT. ALIGNMENT
MIN ELEV 613.96
GRADE

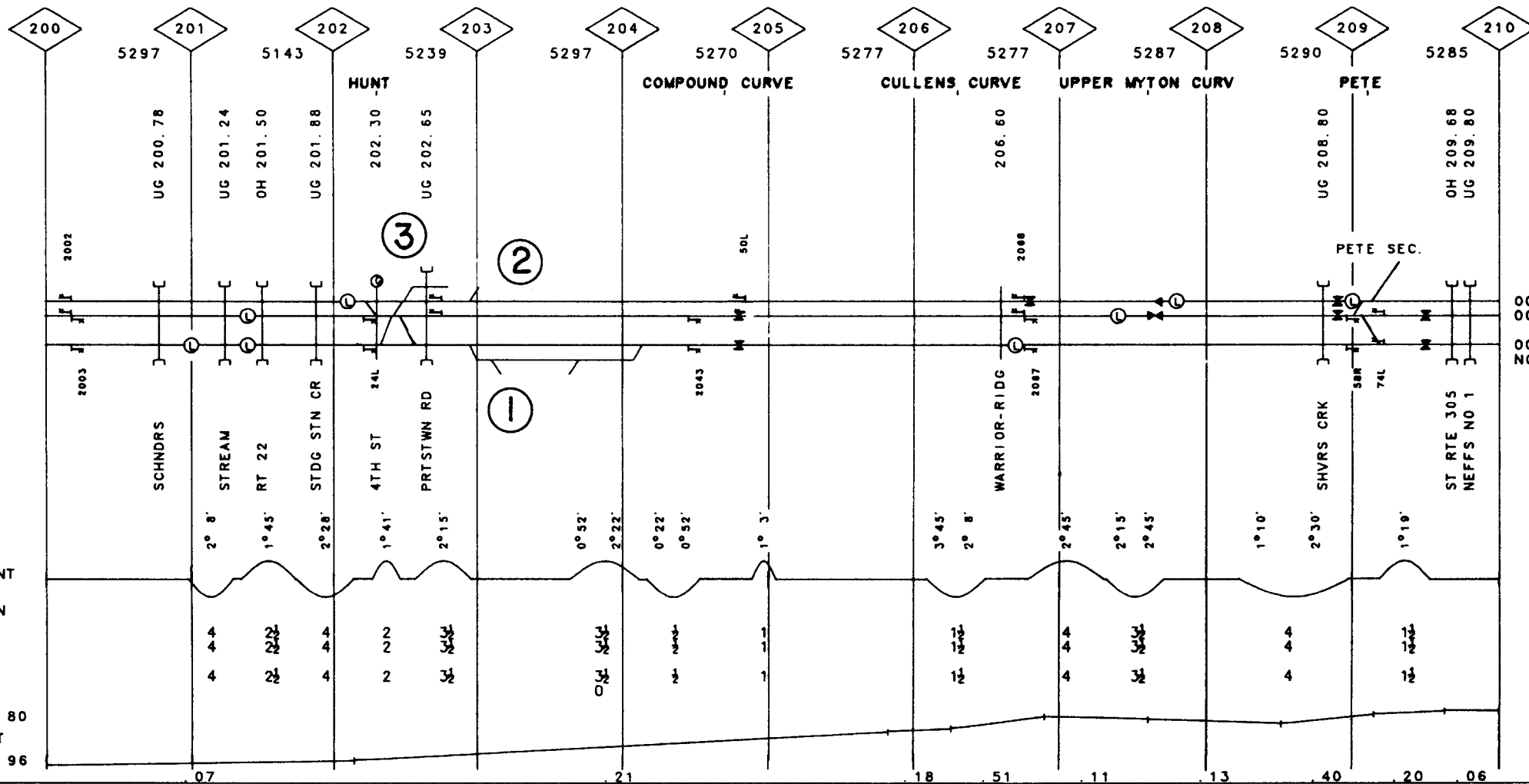
HUNTINGDON

V7012

PETERSBURG

NCS

GRINDING	
SURFACING	66P
TIES	50
UNDERCUTTING	
RAIL	30-50C
BAL CLEAN	
TONNAGE(MGT)	
T.T. SPEED	30



21-2102 M.L. (HBG. / PGH.)

REV. 01/83

MP 200.00-MP 210.00 PA

<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 [Fiberglas Tanks/Mats]	0	27	27	\$34,929	\$1,294
<u>SUPERVISOR:</u>	J. S. Wagoner Trainmaster Lewistown, PA	[2] Laney's Feed [Feed & Grain]	+ 0 10	26 0	26 10	30,355 7,690	1,167 769
		[3] Huntingdon Indus. Park Reeves Parvin [Grocery Warehouse]	+ 8 126 +144	0 0	8 126 144	7,792 118,844 124,193	974 943 862
<u>YARDS:</u>	HUNTINGDON YARD OTE Forces: 3 Block Operators T&E Forces: 0						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
WAMU-9/10							
<u>BRANCHES:</u>	[A] Jct. Pete Secondary Track MP 209.1 [MP 0.0 - MP 6.0]	[A] Landfill Acres, Inc. [Landfill Amtrak]	60 OUT	47 OF	147 BUSINESS	35,440	241
<u>NOTES:</u>	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</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 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	-----	

YARDS: MT. UNION YARD
OTE Forces: 3 [Block Operators]
T&E Forces: Local Freight - 3

YARD JOBS: 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

+ 1982

GRINDING	82	81	82	81
SURFACING	81	78	80E	79
TIES				
UNDERCUTTING				
RAIL	32-78	40-69		
BAL CLEAN				
TONNAGE(MGT)		34.2		
T T SPEED	70/60/50	60/60/50	70/60/50	

001

GRINDING	81	82	82	81
SURFACING	78	77		81
TIES				
UNDERCUTTING				
RAIL	40-73	40-76		
BAL CLEAN	68B	82		
TONNAGE(MGT)		18.3		
T T SPEED	70/60/50	60/60/50	70/60/50	

002

GRINDING	81	81	82	82	80
SURFACING	78	79			
TIES					
UNDERCUTTING					
RAIL	32-78	40-65	40-51		
BAL CLEAN	69B	68B	69B	68B	68B
TONNAGE(MGT)			20.6		
T T SPEED	70/60/50	60/60/50	70/60/50		

003

VALUATION
TOWN

MT. UNION

MAPLETON

V7012

BRIDGEPORT

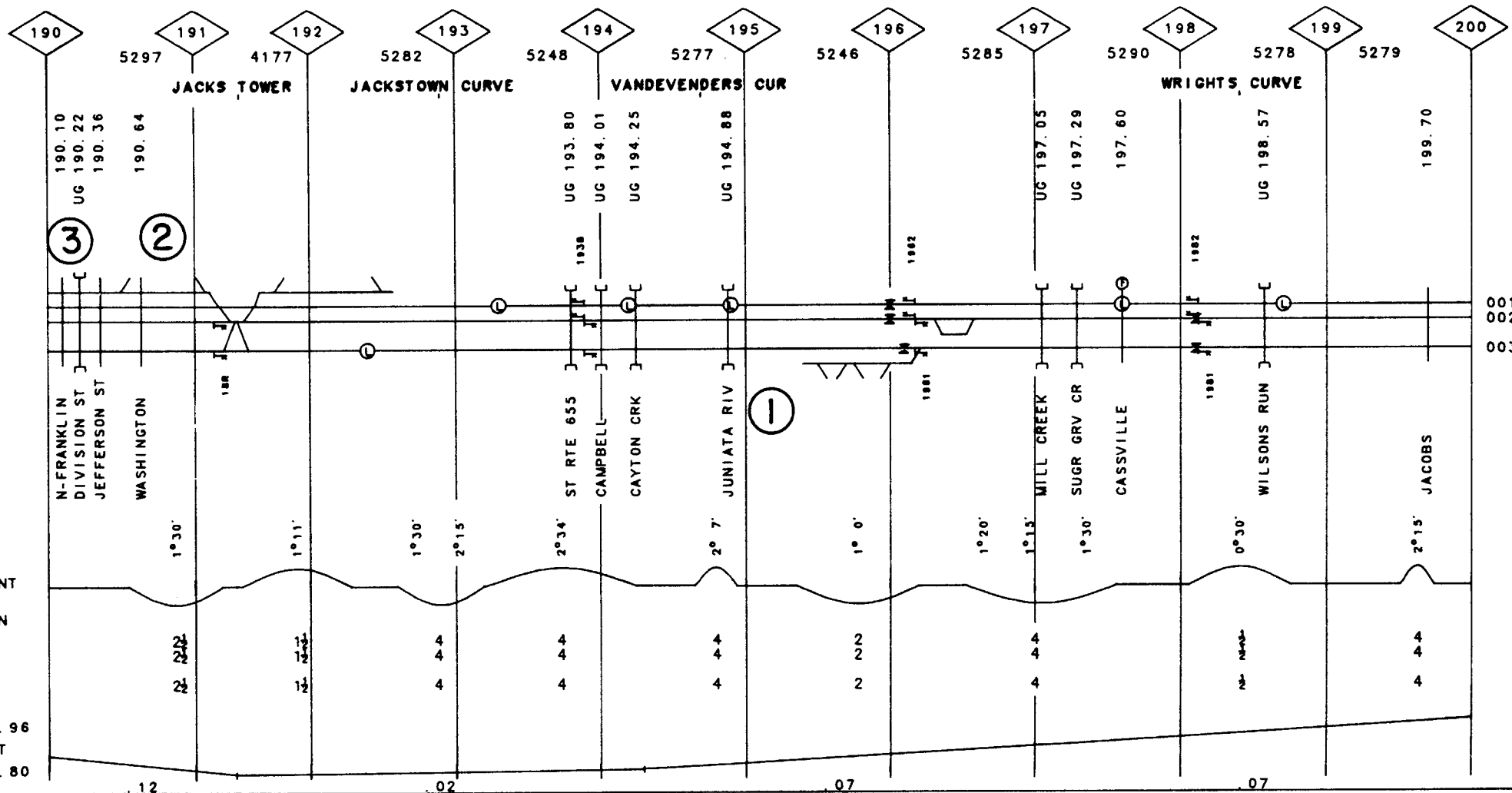
MILL CREEK

FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 613.96
VERT. ALIGNMENT
MIN ELEV 591.80
GRADE001
002
003

GRINDING	81	82
SURFACING	82	81
TIES	82	78
UNDERCUTTING	40-66	32-78
RAIL	76S	76S
BAL CLEAN	82	34.5
TONNAGE (MGT)	60/60/50	70/60/50
T T SPEED	60/60/50	70/60/50

001

GRINDING	81	81	78
SURFACING	81	81	78
TIES	81	81	78
UNDERCUTTING	40-77	40-73	40-73
RAIL	82	76S	76S
BAL CLEAN	82	18.4	76S
TONNAGE (MGT)	60/60/50	70/60/50	70/60/50
T T SPEED	60/60/50	70/60/50	70/60/50

002

GRINDING	81	81	81	78
SURFACING	81	81	81	78
TIES	81	81	81	78
UNDERCUTTING	32-78	40-62	32-78	69B
RAIL	82	80	80	80
BAL CLEAN	82	80	80	80
TONNAGE (MGT)	60/60/50	70/60/50	40/40/40	60/60/50
T T SPEED	60/60/50	70/60/50	40/40/40	60/60/50

003

VALUATION
TOWN

RYDE

VINEYARD

V7012

FACILITY

RED ROCK CURVE

FIGURE 8 CURVE

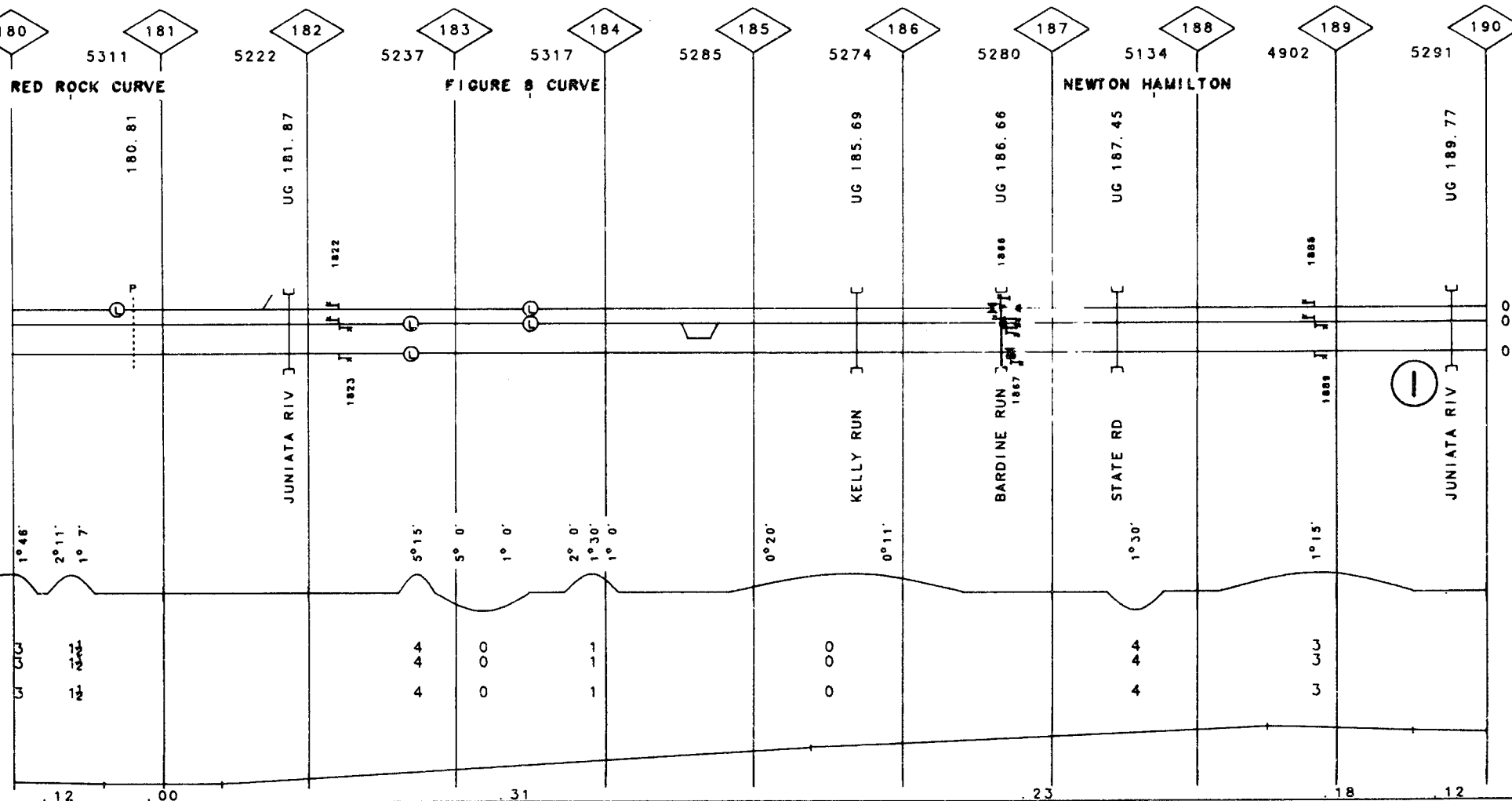
NEWTON HAMILTON

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

MAX ELEV 611.40
VERT. ALIGNMENT
MIN ELEV 512.10
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 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]						

+ 1982

MAIN LINE - CONPIT TO BANKS

MAIN LINE - CONPIT TO BANKS

MAIN LINE - CONPIT TO BANKS

MAIN LINE - CONPIT TO BANKS

MAIN LINE - CONPIT TO BANKS

\$582
534

\$582
534

\$582
534

\$582
534

\$582
534

\$582
534

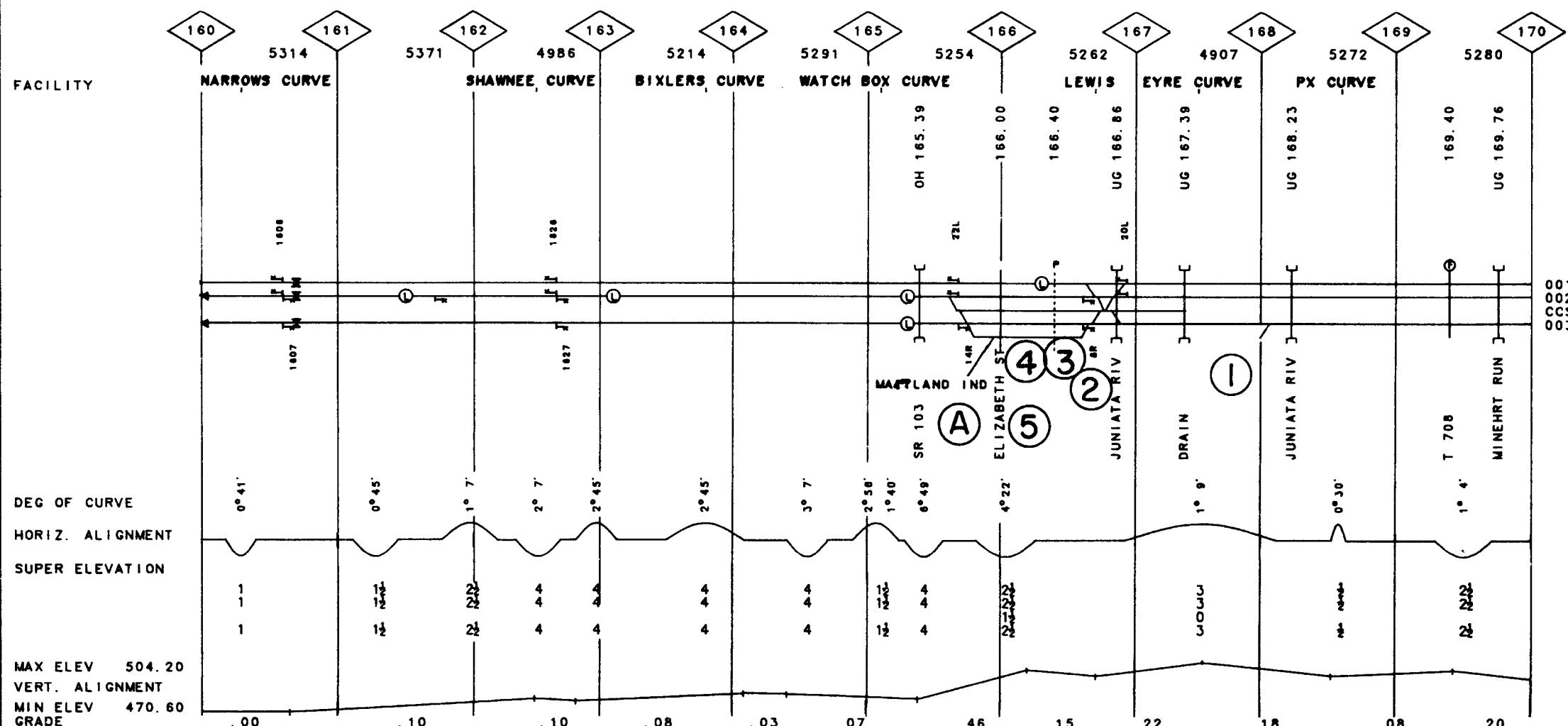
\$582
534

\$582
534

\$582
534

GRINDING										
SURFACING	80E									
TIES	80E									
UNDERCUTTING	80E									
RAIL	40-77 32-78 40-65									
BAL CLEAN	66B									
TONNAGE (MGY)	20.7 69B 62 66B									
T Y SPEED	70/60/50 55/55/55 50/50/50 35/35 70/50/50 70/60/50									

V7012
LEWISTOWN



<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] Mifflin County Indus. Park					
<u>SEGMENT:</u> MP 170.0 to MP 160.0		Overhead Door	15	0	15	\$15,195	\$1,013
<u>SUPERVISOR:</u> J. S. Wagoner		[Garage Doors]	+ 25	0	25	32,588	1,303
Trainmaster		C. H. Masland Co.	1	1	2	1,166	583
Lewistown, PA		[Auto Carpeting]	+ 0	8	8	9,504	1,188
		Imco Container Co.	9	0	9	18,353	2,039
		[Plastic Bottles]	+ 3	0	3	7,667	2,556
<u>YARDS:</u> LEWISTOWN YARD		[2] Sperry New Holland	2	570	572	704,484	1,232
NON-AGREEMENT: 1 Trainmaster		[Farm Machinery]	+ 0	289	289	381,703	1,321
OTE Forces: 0		[3] Avtex Fibres, Inc.	188	38	226	142,375	630
T&E Forces:		[Synthetic Fabrics]	+164	28	192	130,393	679
Local- 4		[4] Fisher Electronics	60	0	60	87,715	1,461
YARD JOBS: None		[Stereo Speakers]	+ 58	0	58	75,591	1,303
Extra- $\frac{1}{5}$		[5] Juniata Foods, Inc.	3	0	3	3,106	1,035
		[Frozen Foods]	+ 5	0	5	STOP OFF CARS	

LOCALS SERVING THIS SEGMENT:

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

BRANCHES:

[A] Milroy Industrial Track	[A] Standard Steel	1,005	1,260	2,265	2,849,344	1,258
[MP 0.0 - MP 4.0]	[RR Wheels & Steel Bars]	+180	817	997	1,339,420	1,343
	Jos. Krentzman & Son	13	70	83	37,830	456
	[Scrap Iron & Steel]	+ 0	43	43	28,537	664

NOTES:

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</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>		[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
<u>SUPERVISOR:</u> J. S. Wagoner		Juniata Lumber	3	0	3	3,981	1,327
Trainmaster		[Building Supplies]	+ 7	0	7	8,498	1,214
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

YARDS: None

OTE Forces: 3 Block Operators

T&E Forces: 0

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-13/14

BRANCHES: None

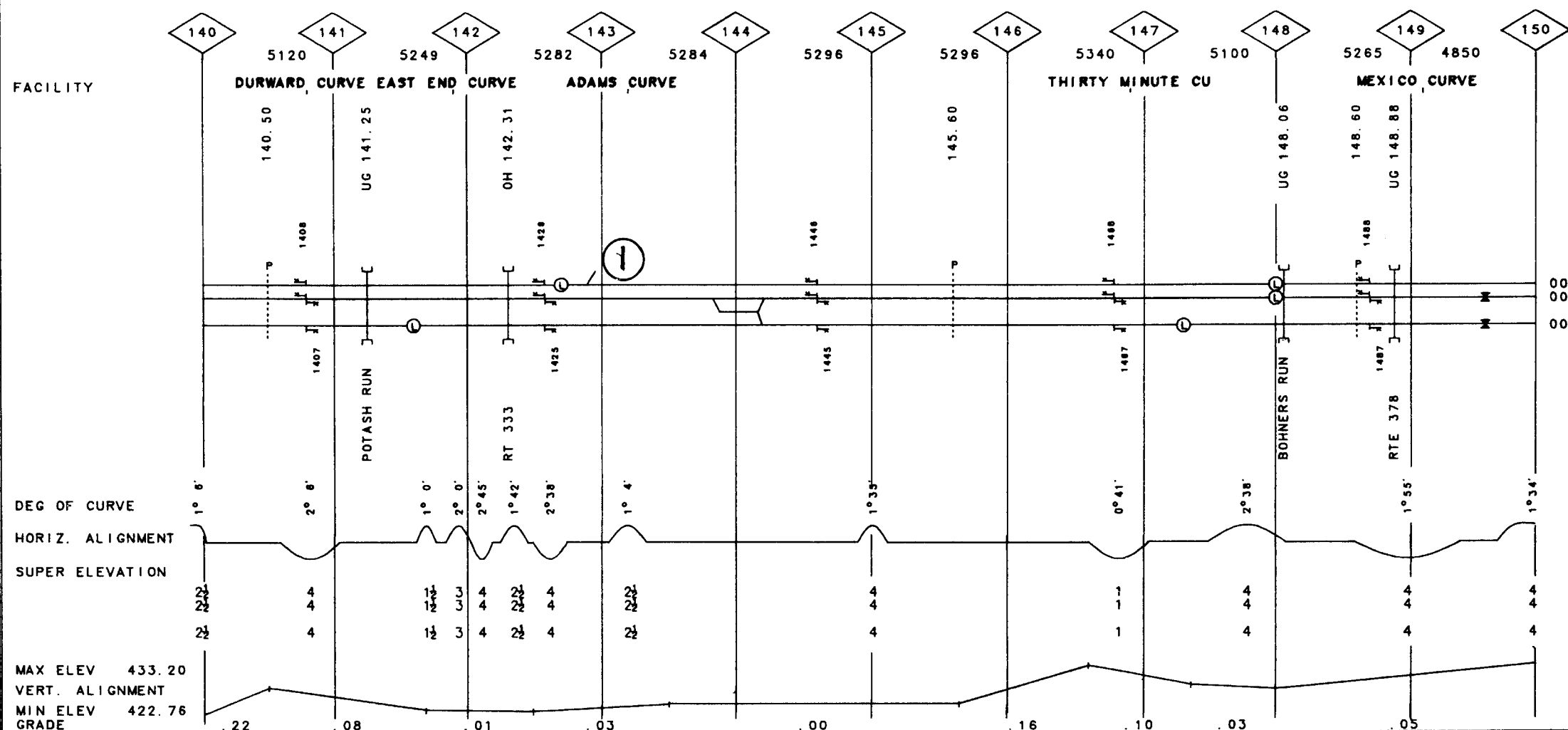
NOTES: MP 155.5 - Denholm Scales Weigh-in-motion [Eastward]

MP 157.2 - WALL Interlocking [Remote - Mifflin]

MP 153.7 - MIFFLIN Block & Interlocking Station + 1982

001002003

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 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]						

+ 1982

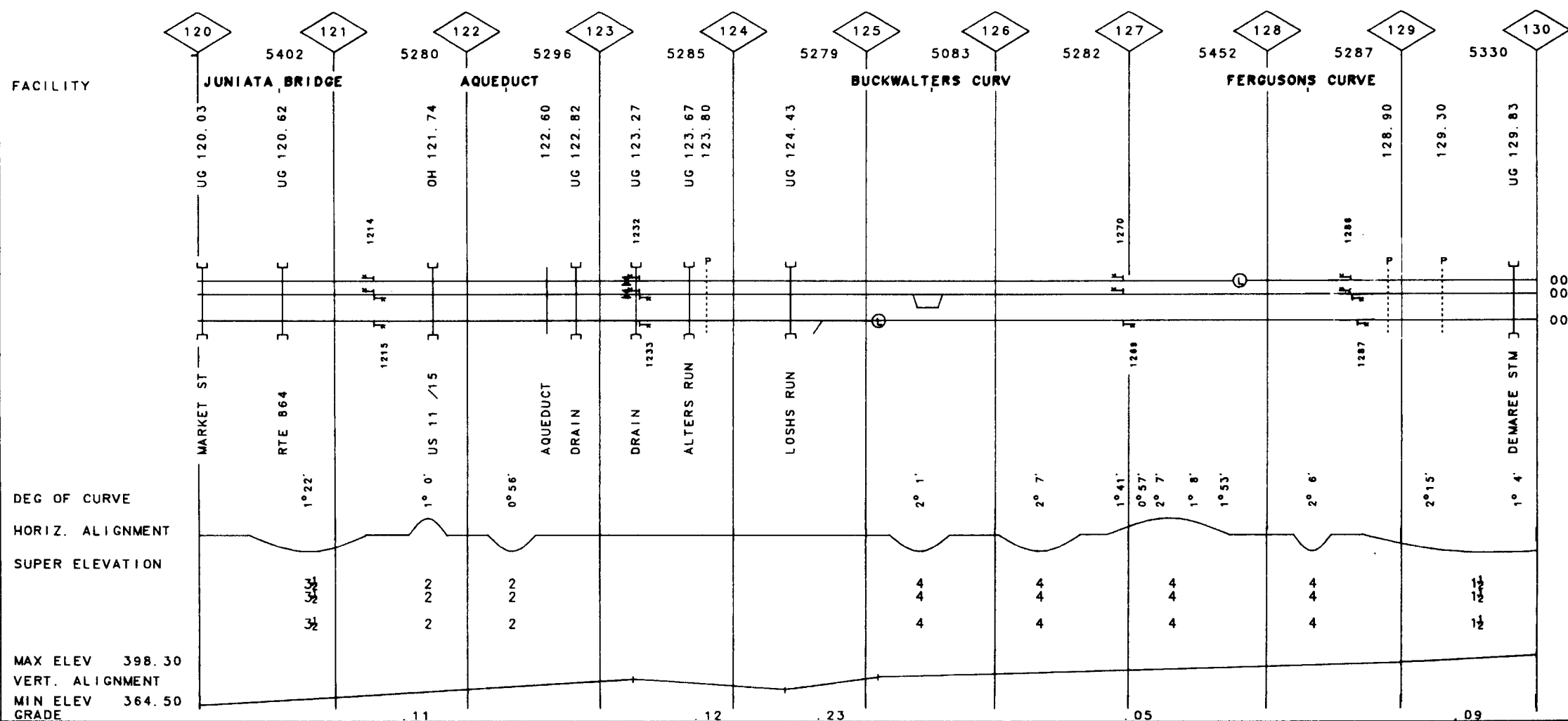
<u>TRANSPORTATION DATA</u>		<u>CUSTOMER</u>	<u>CARS IN</u>	<u>CARS OUT</u>	<u>1981 - 1982 TOTAL CARS</u>	<u>CR REV</u>	<u>AV REV CAR</u>
<u>MAIN LINE - CONPIT TO BANKS</u>							
<u>SEGMENT:</u>	MP 140.0 to MP 130.0	[1] Team Track	1	0	1	\$ 556	\$556
			+ 4	0	4	3,137	784
<u>SUPERVISOR:</u>	J. S. Wagoner	[2] H. R. Wentzel Sons.	32	0	32	15,164	473
	Trainmaster	[Feed & Grain]	+ 6	0	6	5,153	858
	Lewistown, PA						
<u>YARDS:</u>	NEWPORT YARD						
	OTE Forces: 3 Block Operators						
	T&E Forces: 0						
<u>YARD JOBS:</u>	None						
<u>LOCALS SERVING THIS SEGMENT:</u>							
	WALE-13/14						
<u>BRANCHES:</u>	None						
<u>NOTES:</u>	MP 133.5 - PORT Block & Interlocking Station						
				+ 1982			

001

002003

V7012

BAILEY



<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]						

TRANSPORTATION DATA

CUSTOMER

CARS
IN

1981 - 1982
CARS TOTAL CR
OUT CARS REV

AV REV
CAR

MAIN LINE - CONPIT TO BANKS

SEGMENT: MP 120.0 to 113.0

[1] Team Track

SUPERVISOR: J. S. Wagoner
Trainmaster
Lewistown, PA

YARDS: None

YARD JOBS: None

LOCALS SERVING THIS SEGMENT:

WALE-13/14

BRANCHES: None

NOTES: MP 113.5 - DIVISION POST

001002002004

DUNCANNON

