

**CONRAIL®**



**Pittsburgh Division**

**Hi - Rail Inspection Trip**

**Tuesday, November 21, 1995**

**To Conemaugh or not to Conemaugh, That is The Question**

**Mon Line , CP Perry to CP Isle**

**Island Industrial Trk, CP Isle to CP Penn**

**Conemaugh Line, CP Penn to CP Conpit**

**Pittsburgh Line, CP Conpit to CP Wing**

**Port Perry Br., CP Wing to CP Perry**

**Mon Line, CP Perry to Cp Esplen**

**Notes: 1. Colors in maintenance bars indicate work proposed for 1996.**

**Green- Ties   Red - Surface   Purple - Rail   Blue - Ballast Cleaning**

**2. Customer Data is for full year 1994 and thru October 1995**







GRINDING			94	
SURFACING				92
TIES		72		92
UNDERCUTTING				
RAIL	32-88			40F78
BAL CLEAN				89
TONNAGE(MGT)	3.9	9.4		5.5
T T SPEED	10		20	

002

GRINDING			94	
SURFACING				93
TIES		77		92
UNDERCUTTING				
RAIL				40F78
BAL CLEAN	81			89
TONNAGE(MGT)			15.1	
T T SPEED			20	

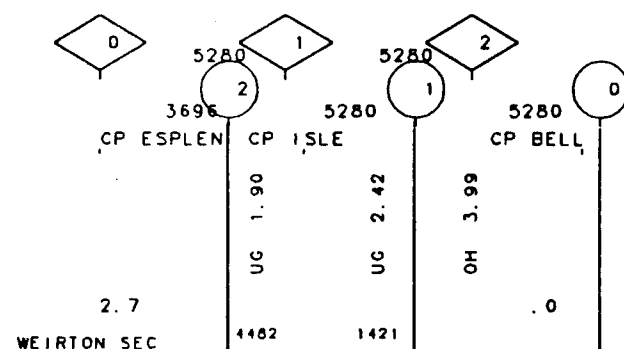
001

FIBER OPTICS

VALUATION  
TOWN

BRIDGE V7201

FACILITY



MON LNSLAND CONN

OHIO RIVER

MCCLURE ST

MCKEE ROCK

FT. WAYNE LIN

002  
001

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE



142

PA

.00

-MP

MP 1.40

REV. 01/01/95

40-2224 ISLAND SEC.

GRINDING	
SURFACING	89
TIES	87
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	2.0
T T SPEED	20

002

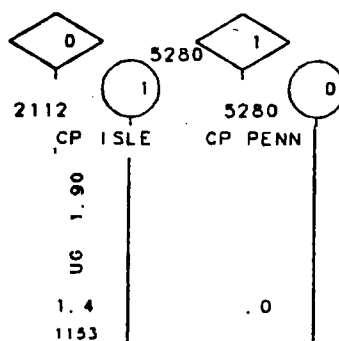
GRINDING	
SURFACING	89
TIES	87
UNDERCUTTING	
RAIL	///
BAL CLEAN	
TONNAGE(MGT)	2.0
T T SPEED	20

001

FIBER OPTICS

VALUATION  
TOWNV7335/V7201  
ISLAND AVENUE

FACILITY



## Island Avenue Trail-Van

1994 21303 / 20306 / \$22565569  
 1995 18691 / 17843 / \$20093700

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE

10° 0'  
9° 36'1-  
13

1.15 .04 .06

MON LINE

CSX RR

FT. WAYNE LIN

002  
001

GRINDING		94		0.04	0.02		
SURFACING		83				94	
TIES							90
UNDERCUTTING		87					90
RAIL		40-78				40-77	
BAL CLEAN		94		89			89
TONNAGE (MGT)		17.5					23.9
T Y SPEED		50/40/40		50/40/40			20/20/20

[illegible]

	681	709	886	55/55/50	812	✓01			140/40/40
GRINDING SURFACING									
TIES		91				94			90
UNDERCUTTING			88			91			90
RAIL									
BAL CLEAN									
TONNAGE(MGT)			32-78			V31F70			V33F70
T SPEED			88			86			86
		53.9						23.4	87
		50/50/50						50/40/40	

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**Package Products - Preble I.T.**

1994	10 / 0 / \$19463
1995	3 / 0 / \$ 5469

**FIBER OPTICS**

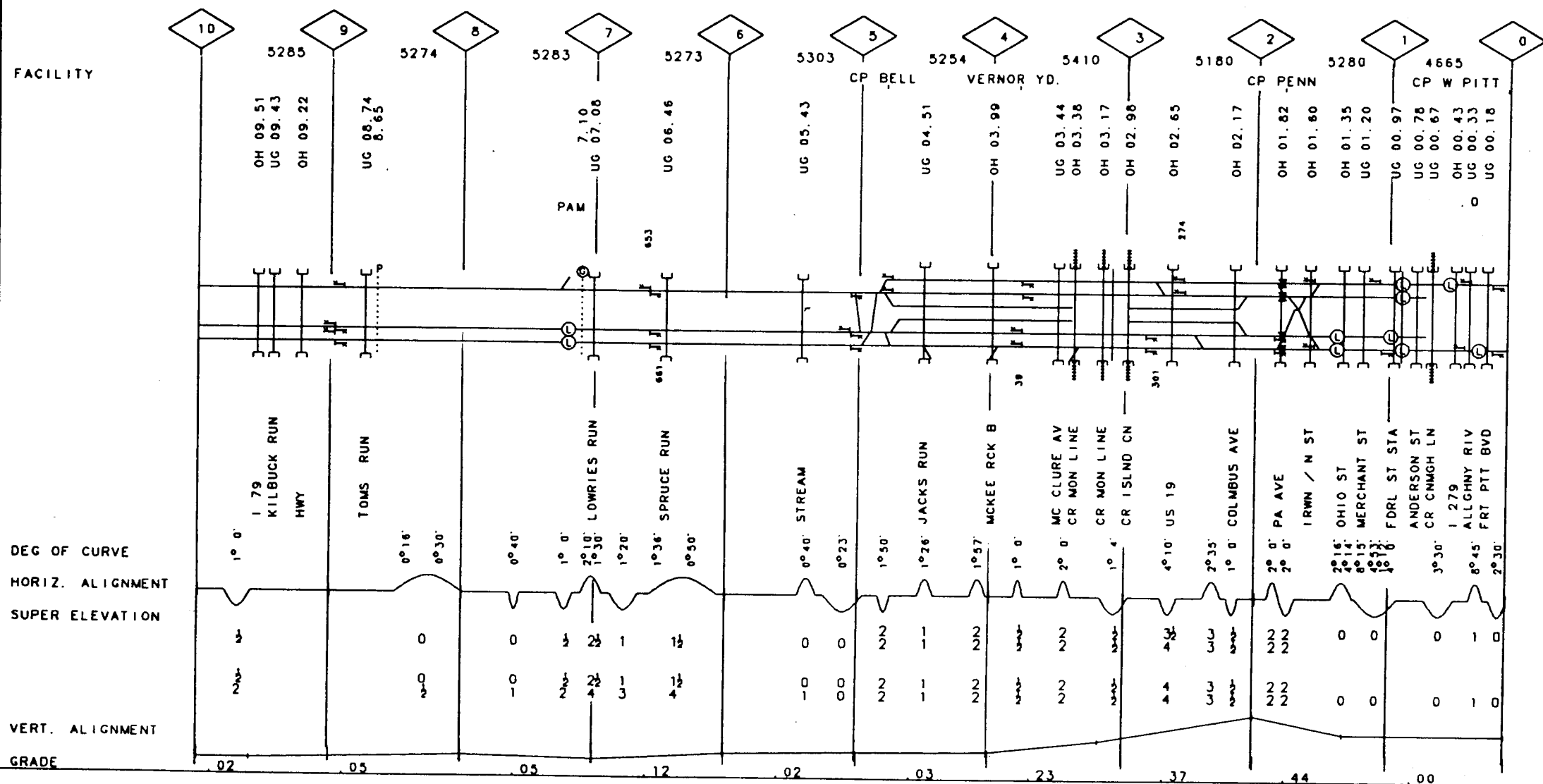
VALUATION  
TOWN

GLENFIELD

EMSWORTH AVALON v7336/v7335  
BELLEVUE

ISLAND AVENUE

PITTSBURGH



002  
003  
003  
002  
002  
001

## CONEMAUGH LINE EVALUATION AND 1996 BARE-ASS DATS PLAN

Block	Mile Posts	Miles	Track	TT Speed & Slow Orders	Requirements & Options	Rail trk-mi	Ties	Xings I-ft	Remarks
Penn - Herr	77.9 - 76.0	1.9	1	40 mph (20 mph Fed St-Penn)	no work required				
		1.9	2	10 mph; was out of service May-Nov because of gage & ties on Clark Candy curve	ties required in 1996 upgrade to 20 mph w/ ties; upgrade to 40/20 mph w/ full T&S job		960		DATS tie job, est 600 ties per mile, heavy on curves last tied 1982
Herr - Sharp	76.0 - 71.0	5	1	40 mph	no work required				
		5	2	25 mph	no work req'd to remain at 25 mph; upgrade to 40 mph w/ full T&S job				
Sharp - MP 53	71.0 - 53.0	18	sgl	40 mph; 10 mph s/o betw MP 58.8 & 58.9 for sink	curves at Acme & W Tarentum will will need safety ties in 1996; entire block will need T&S job by 1997		600	144	average 797 ties/mi, last tied 82 & 83. DATS job input for MP 57-58 to safety tie curves
MP 53 - Beale	53.0 - 51.6	1.4	sgl	40 mph	ties required in 1996		840		DATS tie job, est 600 ties/mi; last tied 1982
Beale - Harris	51.5 - 49.8	1.7	1	25 mph	no work required				last tied 1985
			2	25 mph	no work required				last tied 1985
Harris - Freeport	49.8 - 49.0	0.8	sgl	25 mph	ties required in 1996		300		DATS tie job; ties esp poor at cut & throw
Freeport - Truxall	49.0 - 32.0	17	sgl	25 mph 49.0 - Leech 40 mph Leech - Apollo 25 mph Apollo - 32.0	no work required; consider upgrading MP 49 - Leech and Apollo - MP 32 40 mph (with curve restrictions)				last tied in 1985
Truxall - Tunnelton	32.0 - 19.0	13	sgl	25 mph; 10 mph s/o betw MP 32.2 & 25.2 for ties & gage; 10 mph s/o at MP 21.6 for ties & gage	ties required in 1996; can upgrade to 40 mph (some curve restrictions) w/ full T&S job		7800		counts average 975 ties/mi; DATS plan calls for installing 600 ties/mi; last tied 1979 & 1983

## CONEMAUGH LINE EVALUATION AND 1996 BARE-ASS DATS PLAN

Block	Mile Posts	Miles	Track	TT Speed & Slow Orders	Requirements & Options	Rail trk-mi	Ties	Xings l-ft	Remarks
Tunnelton - Blair	19.0 - 13.0	6	sgl	25 mph	no work required in 1996; will need T&S in 1997, upgrade to 40 mph				counts average 760 ties/mi; last tied 1979
Blair - Toms	13.0 - 8.9	4.1	1	25 mph; 10 mph s/o betw MP 10.8 & 11.4 for ties & gage	gage in several curves, ties required MP 8.9 - 11.4 in 1996; can upgrade entire block to 35 mph w/ T&S job		1560		DATS plan to tie CP Toms to MP 11.4, est 600 ties/mi; last tied 1984
		4.1	2	25 mph; 10 mph s/o betw MP 10.8 & 11.4 for ties & gage	ties required in Alum curve in 1996; can then upgrade block to 35 mph		400		DATS ties included in track 1 job; last tied 1986
Toms - Conpit	8.9 - 0	8.9	sgl	25 mph	gage in some curves; ties required in 1996; can upgrade to 35 mph w/ T&S job; one curve req patch rail	0.3	3560		DATS fit patch MP3.5 - 3.8, rail on hand, need Pandrols; DATS tie job, est 400 ties/mi, mostly on curves, tangents OK; last tied 1986
<b>Bare-ass Minimum Program for 1996:</b>						<b>0.3</b>	<b>16020</b>	<b>144</b>	
<b>Other Work</b>	Surfacing			none, basic tamping instead					
	Turnouts & components			none					
	Ballast cleaning & grinding			none					
	Signal			1) Leased circuit installation at 7 CPs that had been controlled via pole line wire (Herr, Harmar, Acme, Kiski, Apollo, Salts & Blair); work in progress, completion 12/31/95, cost \$35k					
				2) Flasher & gate relocation at 13 crossings that had a track removed; est 195 mandays; nothing planned.					
				3) As-in-service-plans need to be updated following track rationalization; est 325 mandays; nothing planned.					
	B&B			none					

# **CONEMAUGH LINE 1996 AND 1997 DATS REHAB PLAN**

Block	Mile Posts	Miles	Track	TT Speed & Slow Orders	Requirements & Options	Rail	Ties	Surf p-mi	Xings l-ft	Remarks
Penn - Herr	77.9 - 76.0	1.9	1	40 mph (20 mph Fed St-Penn)	no work required					
		1.9	2	10 mph; was out of service May-Nov because of gage & ties on Clark Candy curve	ties required in 1996 upgrade to 20 mph w/ ties; upgrade to 40/20 mph w/ full T&S job		960	2.1		est 600 ties/mi; last tied 1982
Herr - Sharp	76.0 - 71.0	5	1	40 mph	no work required					
		5	2	25 mph	no work req'd to remain at 25 mph; upgrade to 40 mph w/ full T&S job		3000	10.5	160	est 600 ties/mi includes Etna Int
Sharp - Tarentum	71.0 - 53.0	18	sgl	40 mph; 10 mph s/o betw MP 58.8 & 58.9 for sink	curves at Acme & W Tarentum will will need safety ties in 1996; entire block will need T&S job by 1997		14362	19.8	352	average 797 ties/mi *no ballast needed, use r/w
MP 53 - Beale	53.0 - 51.6	1.4	sgl	40 mph	ties required 1996 last tied 1982		1120	1.6*	24	est 800 ties/mi *no ballast needed, use r/w
Beale - Harris	51.5 - 49.8	1.7	1	25 mph	no work required					last tied 1985
			2	25 mph	no work required					last tied 1985
Harris - Freeport	49.8 - 49.0	0.8	sgl	25 mph	ties required 1996 last tied 1985		640	1*		est 800 ties/mi; *no ballast needed, use r/w
Freeport - Truxall	49.0 - 32.0	17	sgl	25 mph 49.0 - Leech 40 mph Leech - Apollo 25 mph Apollo - 32.0	no work required; consider upgrading MP 49 - Leech and Apollo- MP 32 to 40 mph (with curve restrictions)					
Truxall - Saltzurg	32.0 - 24.0	8	sgl	25 mph; 10 mph s/o betw 32.2 & 25.2 for ties & gage; 10 mph s/o at MP 21.6 for ties & gage	ties required in 1996; can upgrade to 40 mph (some curve restrictions) w/ full T&S job		7977	8.8*	16	avg 1000 ties/mi last tied 79 & 83 *no ballast needed, use r/w
<b>Subtotal Penn - Saltzburg:</b>							<b>28049</b>	<b>43.8</b>	<b>552</b>	



## CONEMAUGH LINE 1996 AND 1997 DATS REHAB PLAN

Block	Mile Posts	Miles	Track	TT Speed & Slow Orders	Requirements & Options	Rail	Ties	Surf p-mi	Xings l-ft	Remarks
Saltzburg - Blair	24.0 - 13.0	11	sgl	25 mph	ties required MP 24 - 19 in 1996, balance in 1997; upgrade to 40 mph w/ T&S job		9500	12.1*	56	average 863 ties/mi, last tied 1979 *no ballast needed, use r/w
Blair - Toms	13.0 - 8.9	4.1	1	25 mph; 10 mph s/o betw MP 10.8 & 11.4 for ties & gage	ties required betw MP 8.9 & 11.4 in 1996; upgrade to 35 mph w/ T&S job. can work MP 11.4 - 13.0 in 1997.		3400	4.6	16	est 800 ties/mi; last tied 84
		4.1	2	25 mph; 10 mph s/o betw MP 10.8 & 11.2 for ties & gage because of ties & gage	ties required on Alum curve in 1996; if curve 10.8 - 11.4 is T&S, can upgrade entire block to 35 mph		400	0.7		last tied 1986
Toms - Conpit	8.9 - 0	8.9	sgl	25 mph	ties required in 1996; can upgrade to 35 mph with T&S job one curve requires patch rail in 1996	0.3	4500	9.8	24	patch fit MP 3.5 - 3.8 rail on hand, need Pandrols est 500 ties/mi, last tied 86
					<b>Subtotal Saltzburg - Conpit:</b>	<b>0.3</b>	<b>17800</b>	<b>27.2</b>	<b>96</b>	
					<b>Two Year Totals Penn - Conpit:</b>	<b>0.3</b>	<b>45849</b>	<b>71</b>	<b>648</b>	
<b>Other Work</b>	Turnouts & components			none						
	Grinding			<i>est. 90 pass miles</i>						
	Ballast cleaning			est 50 miles, mostly where roadway ballast is used						
	Surfacing note			* after surfacing miles indicates that no additional ballast will be required- there is sufficient ballast to recover from the adjacent retired roadbed.						
	Signal			1) Leased circuit installation at 7 CPs that had been controlled via pole line wire (Herr, Harmar, Acme, Kiski, Apollo, Salts & Blair); work in progress, completion 12/31/95, cost \$35k already authorized. 2) Flasher & gate relocation at 13 crossings that had a track removed; est 195 mandays; nothing planned. 3) As-in-service-plans need to be updated following track rationalization; est 325 mandays; nothing planned. 4) Pole line condition poor; carries cab and highway xing circuits; estimate to bury cable between CP Herr and Conpit is \$2 mil.						
	B&B			B&B has identified 5 structures that will require work within the next 3 years, total cost \$140k (UG47.83, C42.34, UG34.74, UG0.10 and W0.10)						

[illegible][illegible]

	90		85		82		80%	
GRINDING								
SURFACING		90		85		82		94
TIES		90		85		82		82
UNDERCUTTING						82		82
RAIL								
BAL CLEAN	89	40-78		55-68		86		40-84
TONNAGE (MGY)			14.1			13.7		13.7
T SPEED	20			40				40

GRINDING									
SURFACING									
TIES				73E	72			78T	77
UNDERCUTTING									72
RAIL									
BAL CLEAN				86				✓31F77	86
TONNAGE (MGT)									
T T SPEED					0				0

**FIBER OPTICS**

VALUATION  
TOWN

FEDERAL STREET

MILLVALE V7028

ASPINWALL

### Tippins Machinery - Etna

1994 1 / 4 / \$17160

1995 0 / 0 / \$0

**Miller Spring Mfg. - Etna**

1994 0 / 2 / \$2352

1995	0 / 0 / \$0
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**Bennett Supply - Sharpsburg**

1994 13 / 0 / \$20030

1995 11 / 0 / \$17533

## Azcon - Sharpsburg

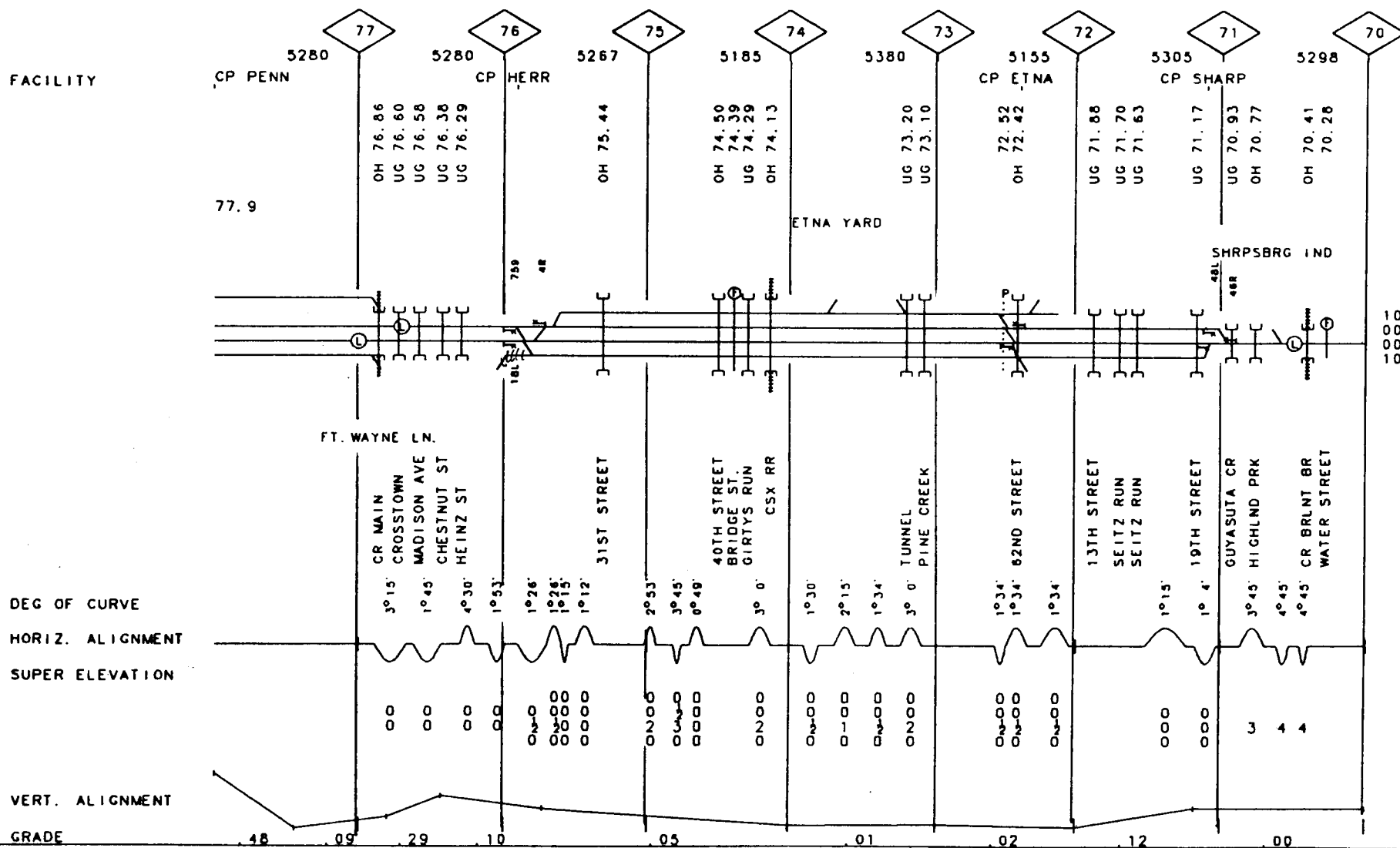
1994 660 / 0 / \$407131

1995	303 / 617 / \$603514
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**St. Joe Paper Co. - Sharpsburg**

1994	367 / 0 / \$378465
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1995	531 / 1 / \$492785
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	787	586	901	978	1191	951	1108	1197	932	669
GRINDING										
SURFACING	83	82			82	82				83
TIES										
UNDERCUTTING										
RAIL	40-12 40-11 40-10 40-11									
BAL. CLEAN										
TONNAGE (MGT)					13.7	8.9				
1 T SPEED					40					

007

City of Pittsburgh Water - Aspinwall

1994 22/4/\$36124

1995 54/0/\$42273

General Commodities - Blawnox

1994 228/10/\$223950

1995 78/0/\$64410

Springdale Specialty Plastics - Springdale

1994 17/0/\$46156

1995 2/0/\$4371

FIBER OPTICS

VALUATION  
TOWN

BLAWNOX

GLENOVER

V7028

HARMARVILLE

CHESWICK

SPRINGDALE

FACILITY

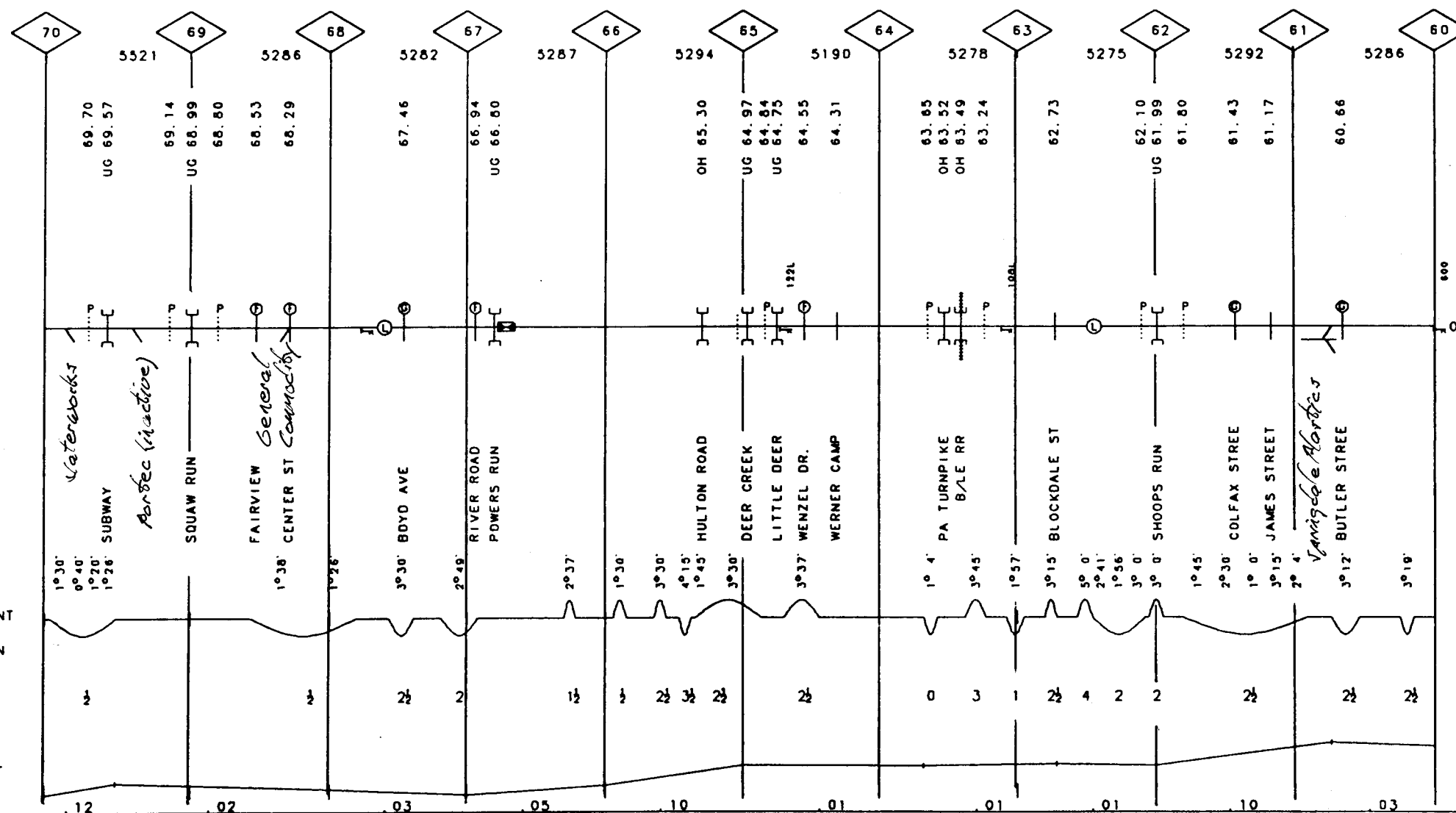
DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE



007

GRINDING	816	588	1232	007	GRINDING	523	571	555	007	GRINDING	002
SURFACING					SURFACING					SURFACING	
TIES	83	83			TIES					TIES	85
UNDERCUTTING					UNDERCUTTING					UNDERCUTTING	85
RAIL	40-77	40-77			RAIL	40-77	40-77			RAIL	40-77
BAL CLEAN	89	89			BAL CLEAN	89	89			BAL CLEAN	89
TONNAGE (MGT)	13.3	13.3			TONNAGE (MGT)	13.3	13.3			TONNAGE (MGT)	13.3
T SPEED	40	40	135	40	T SPEED	40	40	13.2		T SPEED	40

Pittsburgh Penn Oil - Creighton  
1994 55/0/\$116844  
1995 42/0/\$81781

Wulfrath Refractories - Tarentum  
1994 0/20/\$21594  
1995 0/22/\$19753

Penn Plastics - Creighton  
1994 22/3/\$5407  
1995 1/1/\$4400

P. J. Greco Sons - W. Tarentum  
1994 309/109/\$193772  
1995 361/145/\$246595

Thompson Scrap - Natrona  
1994 0/8/\$8319  
1995 0/11/\$11793

Allegheny Ludlum Steel - Brackenridge  
1994 3528/800/\$3889708  
1995 3201/683/\$3217537

FIBER OPTICS

VALUATION  
TOWN

CREIGHTON

WEST TARENTUM

BRACKENRIDGE

NATRONA

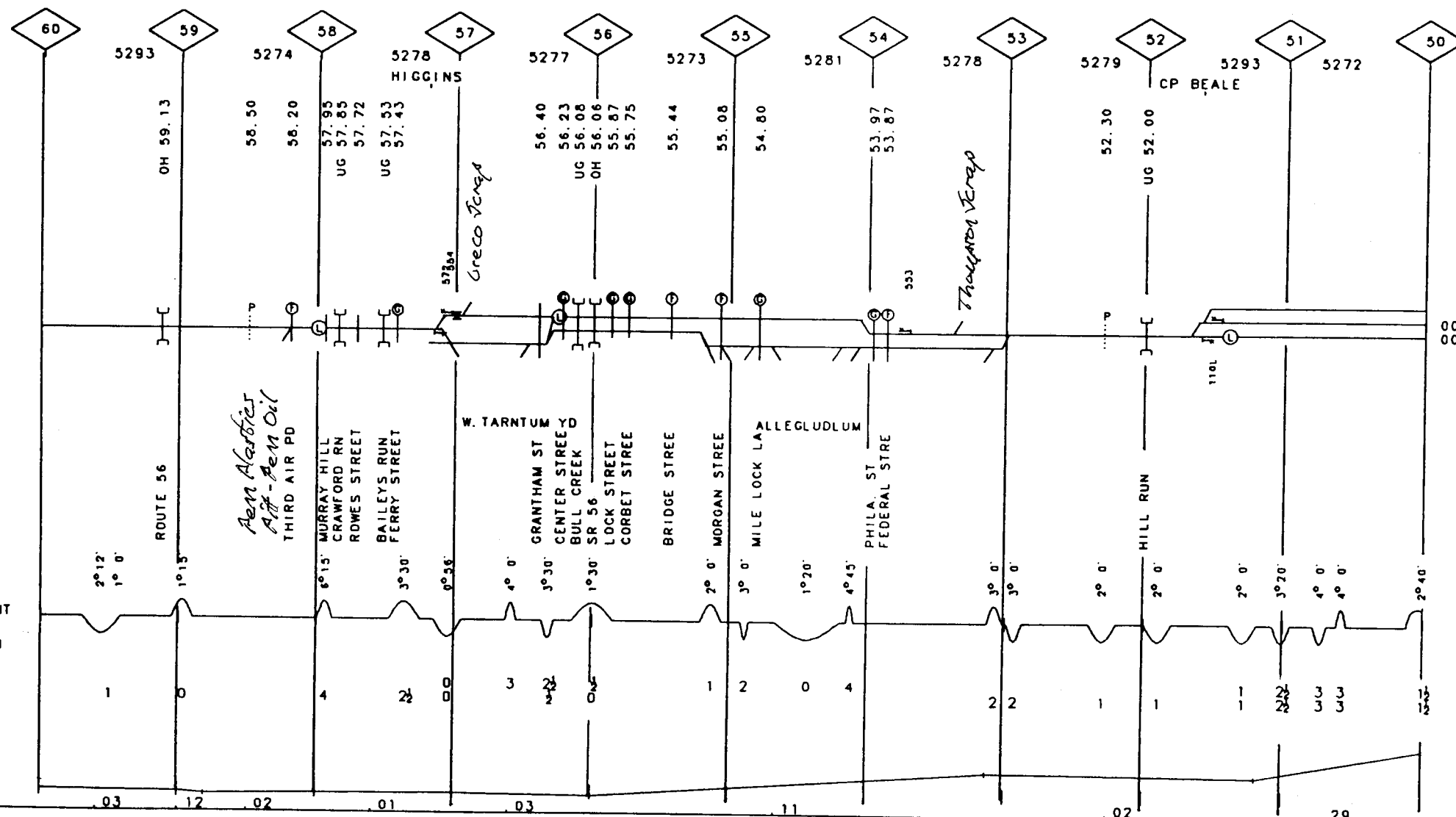
KARNS

FACILITY

DEG OF CURVE  
HORIZ. ALIGNMENT  
SUPER ELEVATION

VERT. ALIGNMENT

GRADE





007

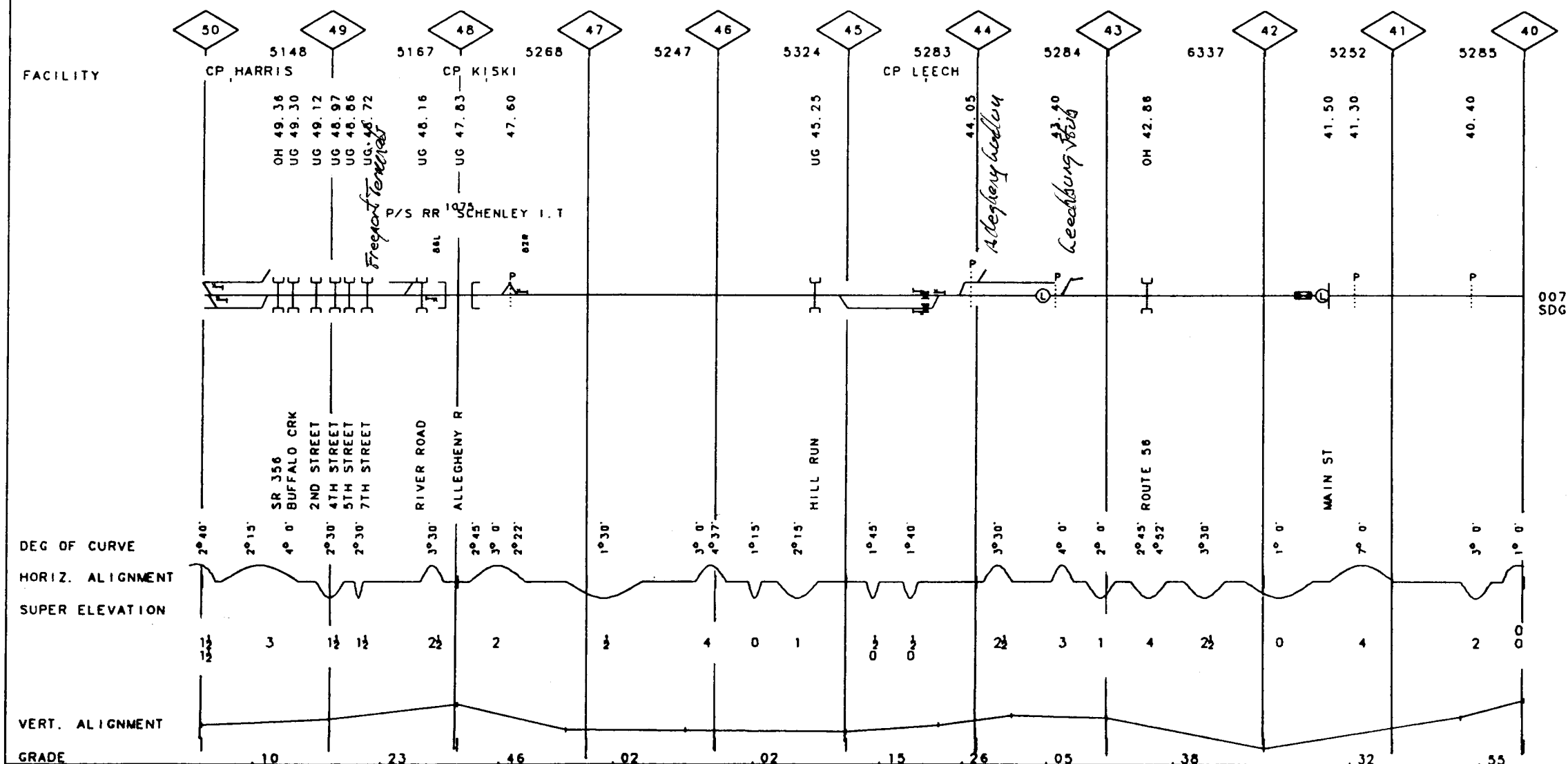
SDG

**Allegheny Ludlum Steel - W. Leechburg**  
1994 99 / 343 / \$258532  
1995 29 / 320 / \$118547

**FIBER OPTICS**

VALUATION TOWN v7028 | v7029 FREEPORT

LEECHBURG                      HYDE PARK



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007

**Metal Services (McLaughlin RR)**

Vandergrift

1994 31/ 0 / \$58845

1994	31/ 0 / \$58848
1995	30/ 0 / \$63653

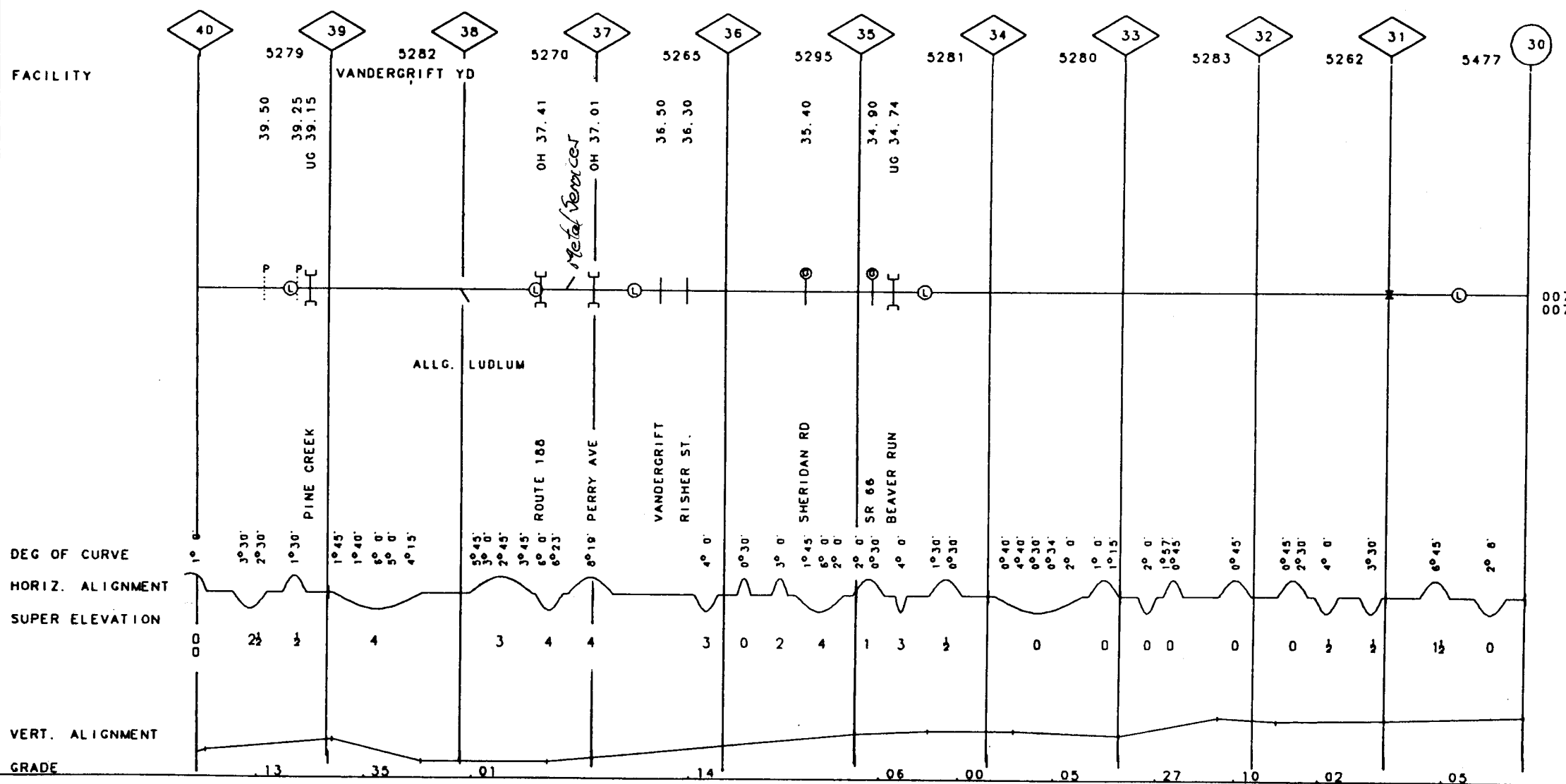
**FIBER OPTICS**

VALUATION  
TOWN

VANDERGRIFFT

WEST<sup>v7029</sup> APOLLO

TRUXALL



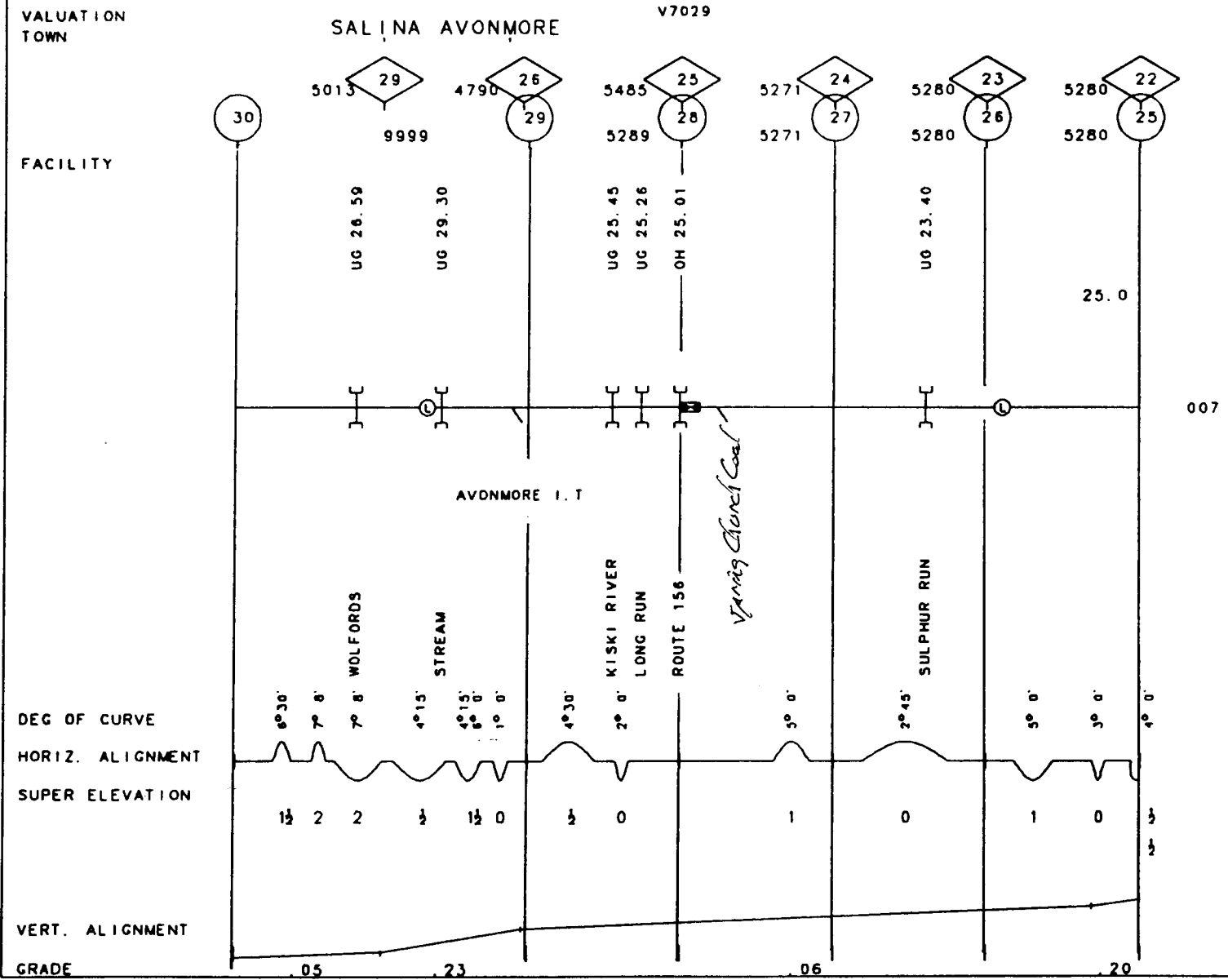


		1101	1043	827	1002
GRINDING	86			94	
SURFACING	81			83	
TIES				83	
UNDERCUTTING					
RAIL	40-77	40-76	32-87	32-79	
BAL CLEAN			69		
TONNAGE (MGT)	13.2		13.3		
TY SPEED	15	10	25		

007

National Roll (Avonmore I.T.)	Canterbury Coal Sales - Avonmore
1994 3/0/\$4503	1994 0/8567/\$6776789
1995 19/0/\$26472	1995 0/8484/\$5214152

FIBER OPTICS



97 PA

MP 25.00 -MP 30.00

REV. 01/01/95

40-2211 CONEMAUGH LINE

	804	687	867	1028	1078
GRINDING			94		
SURFACING	83			82	
TIES	83			79	
UNDERCUTTING					
RAIL	32-80				
BAL. CLEAN			89		
TONNAGE (MGT)			13.3		
T SPEED			25		

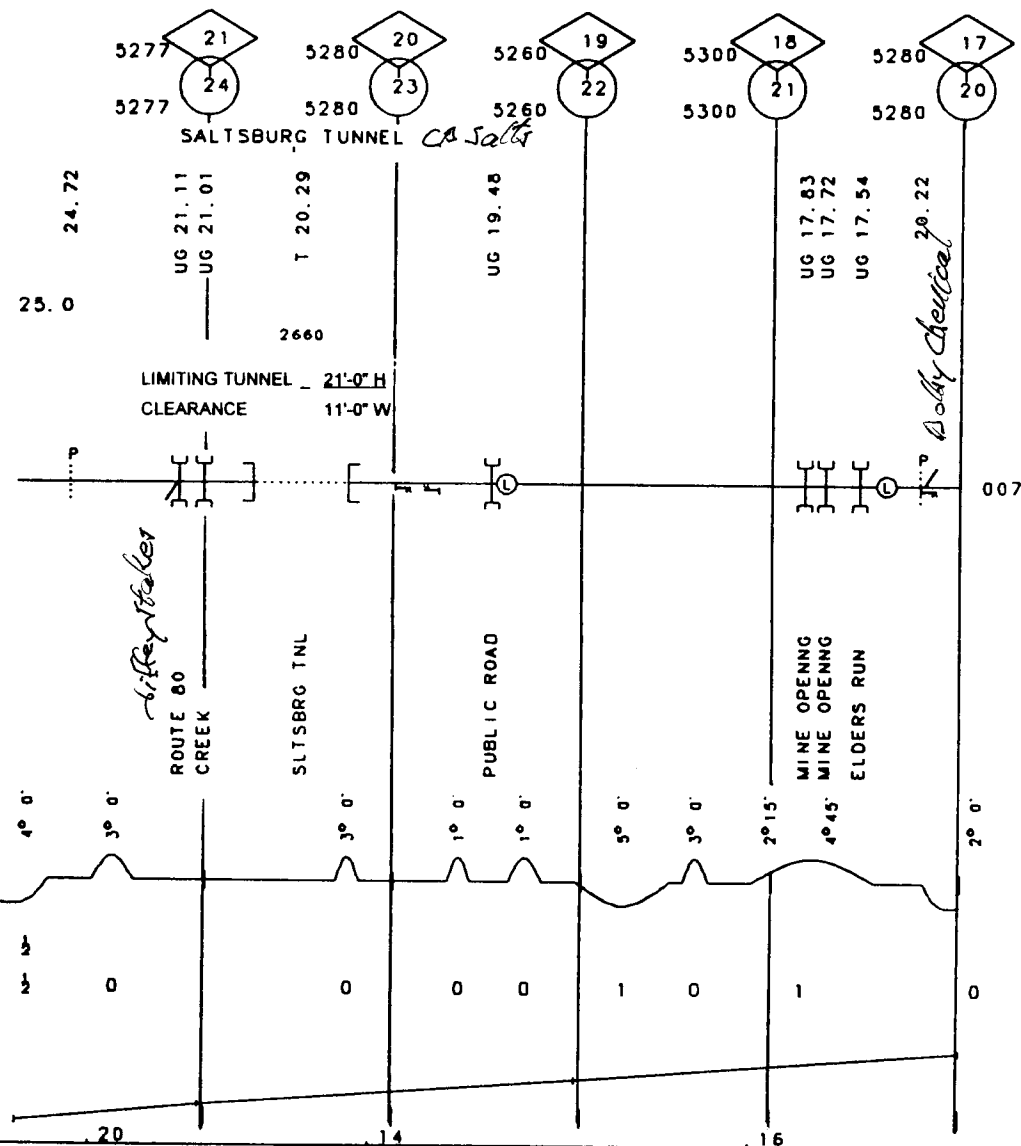
007

FIBER OPTICS

VALUATION  
TOWNV7029  
SALTSBURG

ATLAS

FACILITY



007



002

99  
PA

001

**Kovalchick Scrap - Blairsville**  
1994 7 / 0 / \$11410  
1995 22 / 0 / \$29006

BLAIRSVILLE

V7029

TUNNELTON



REV. 01/01/95

40-2211 CONEMAUGH LINE

GRINDING	94	0021	007		
SURFACING	89			94	
TIES	86			89	
UNDERCUTTING				86	
RAIL	40-77	40F82	52-89	40F82	
BAL CLEAN	85			89	
TONNAGE(MGT)	14.0			14.0	
T T SPEED	25			25	

007

GRINDING	94
SURFACING	84
TIES	84
UNDERCUTTING	
RAIL	40-77
BAL CLEAN	89
TONNAGE(MGT)	16.3
T T SPEED	25

001

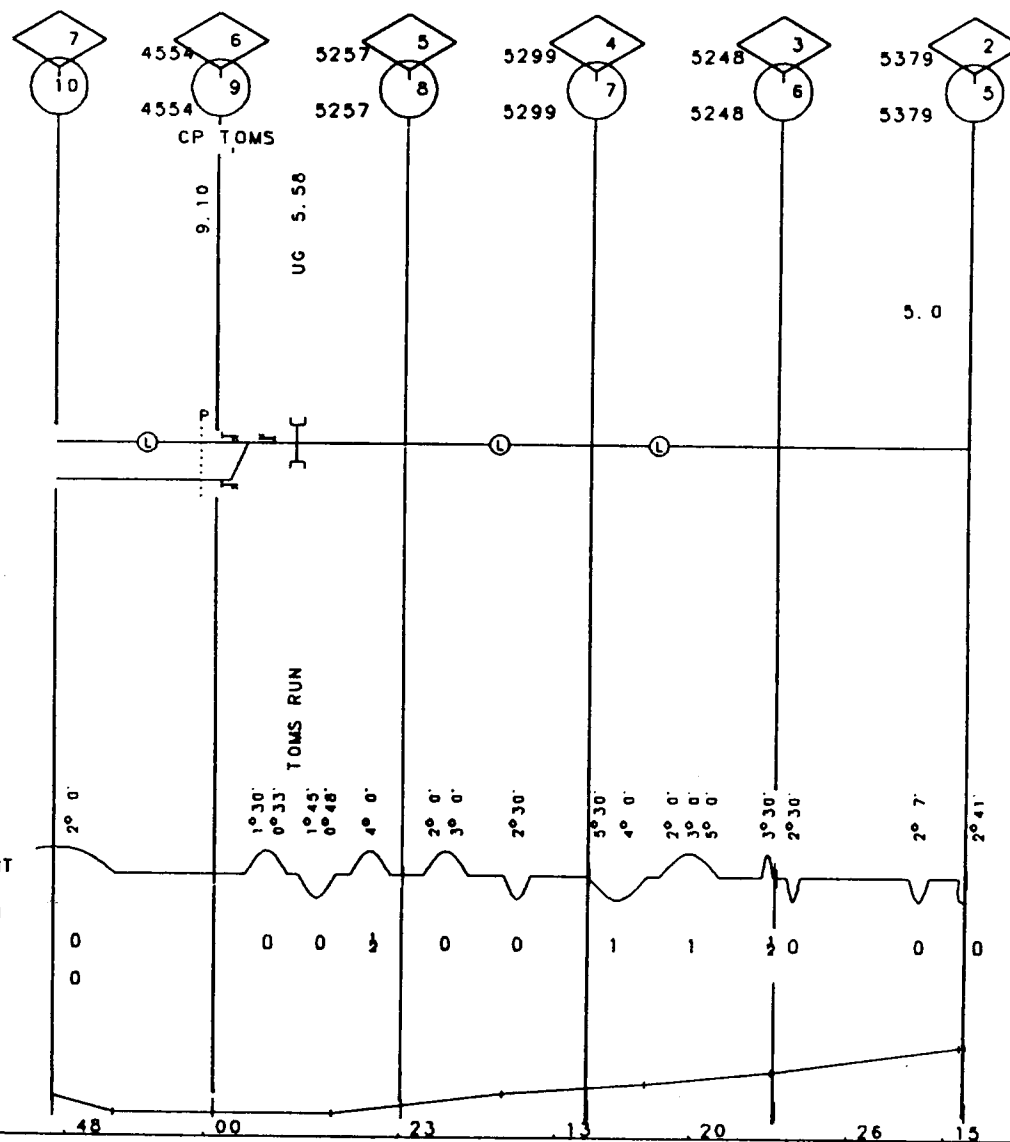
FIBER OPTICS

VALUATION  
TOWN

BENNETT

V7029

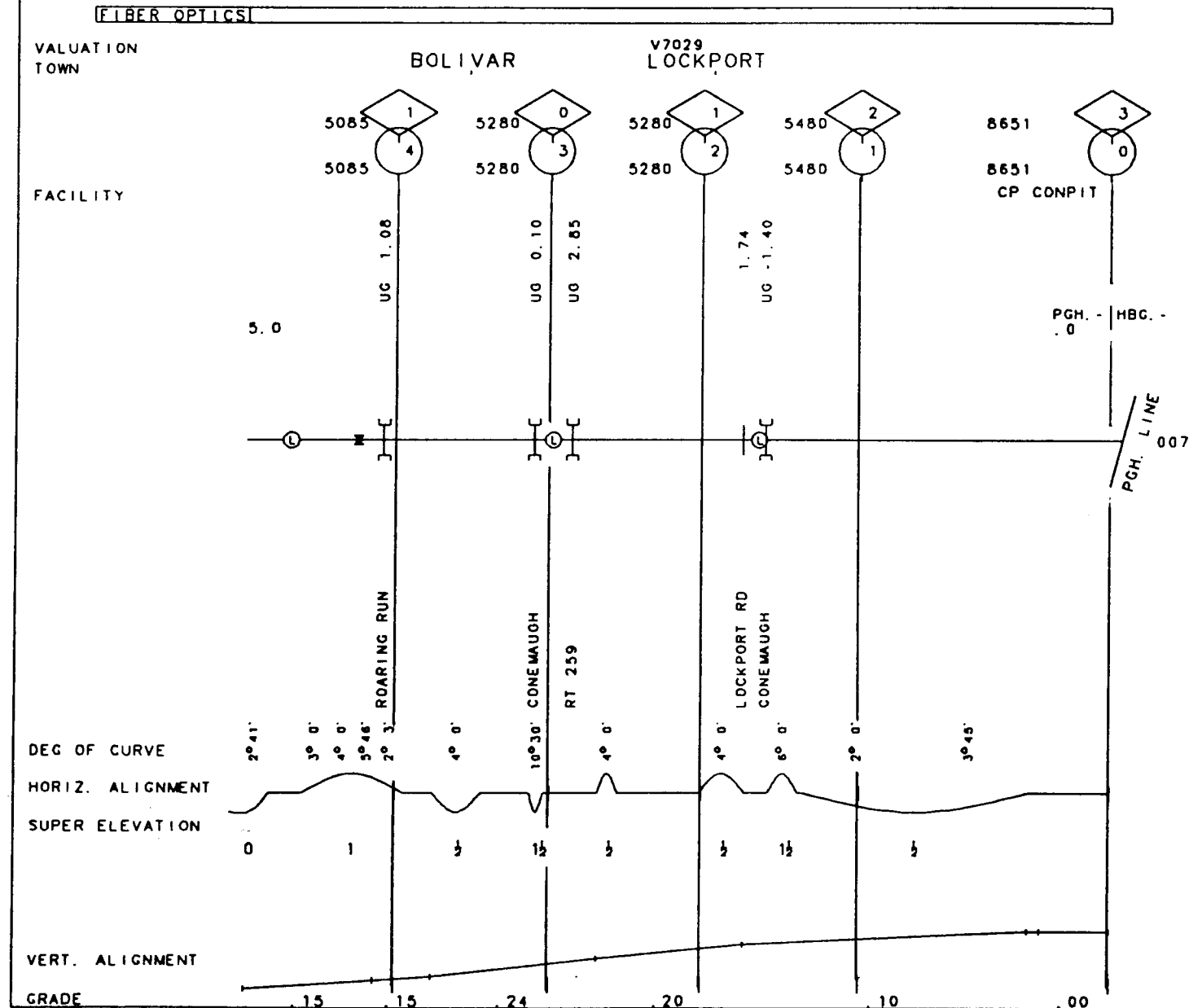
FACILITY



007  
001

GRINDING	94		94		94
SURFACING			89		
TIES			86		
UNDERCUTTING			40F82		
RAIL			89		
BAL CLEAN			14.0		
TONNAGE (MGT)					
T T SPEED	25	20		25	

007







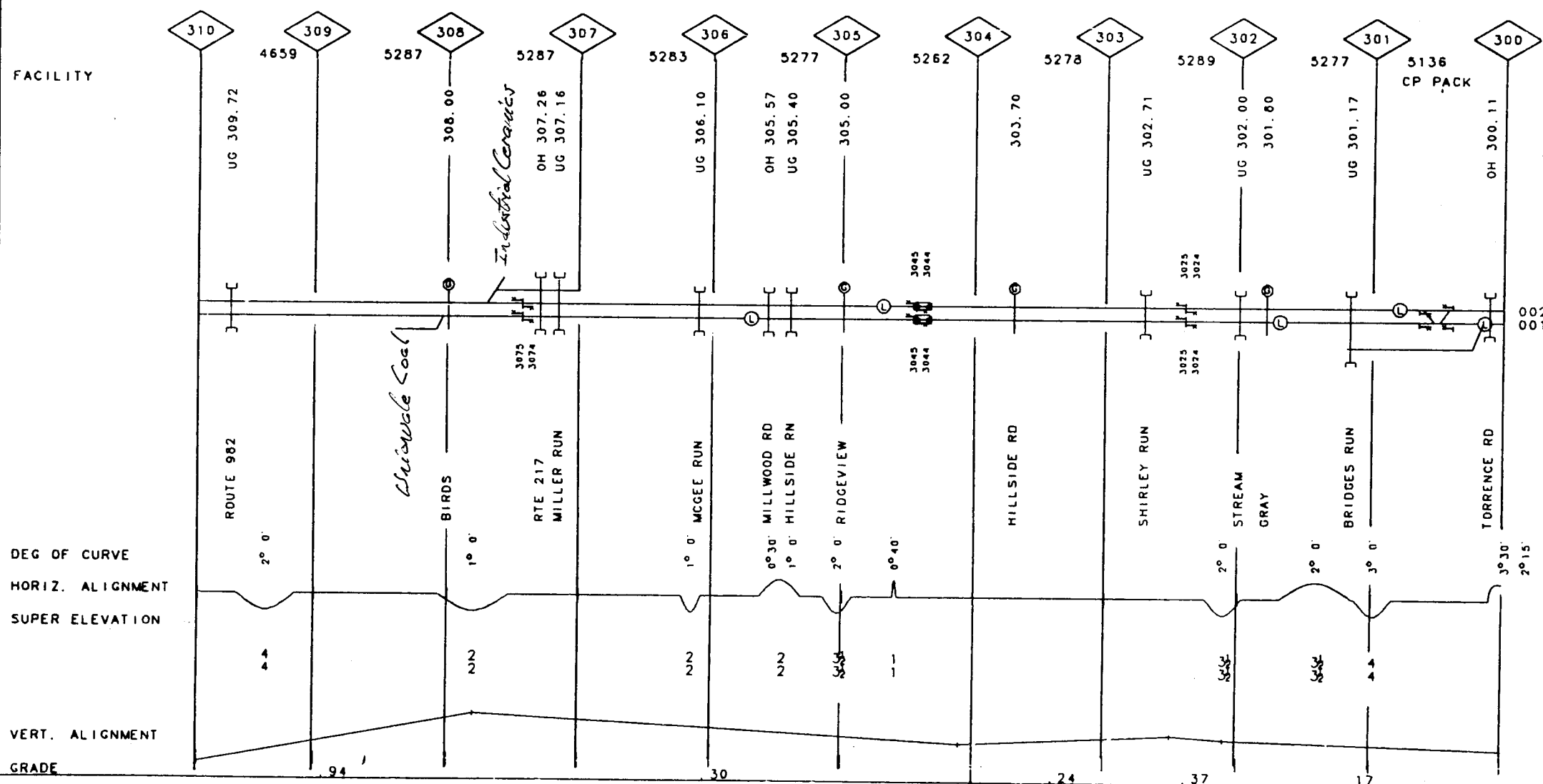
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**Millwood, PA - Clearance Project - Undercut**  
**Millwood Rd. O.H. Br.**  
 MP 305.57 Status: Work completed 10/94.  
 Clearance: Trk No. 1 - 21'-6"  
 Trk No. 2 - 21'-9"

## ATION

DERRY

HILLSIDE



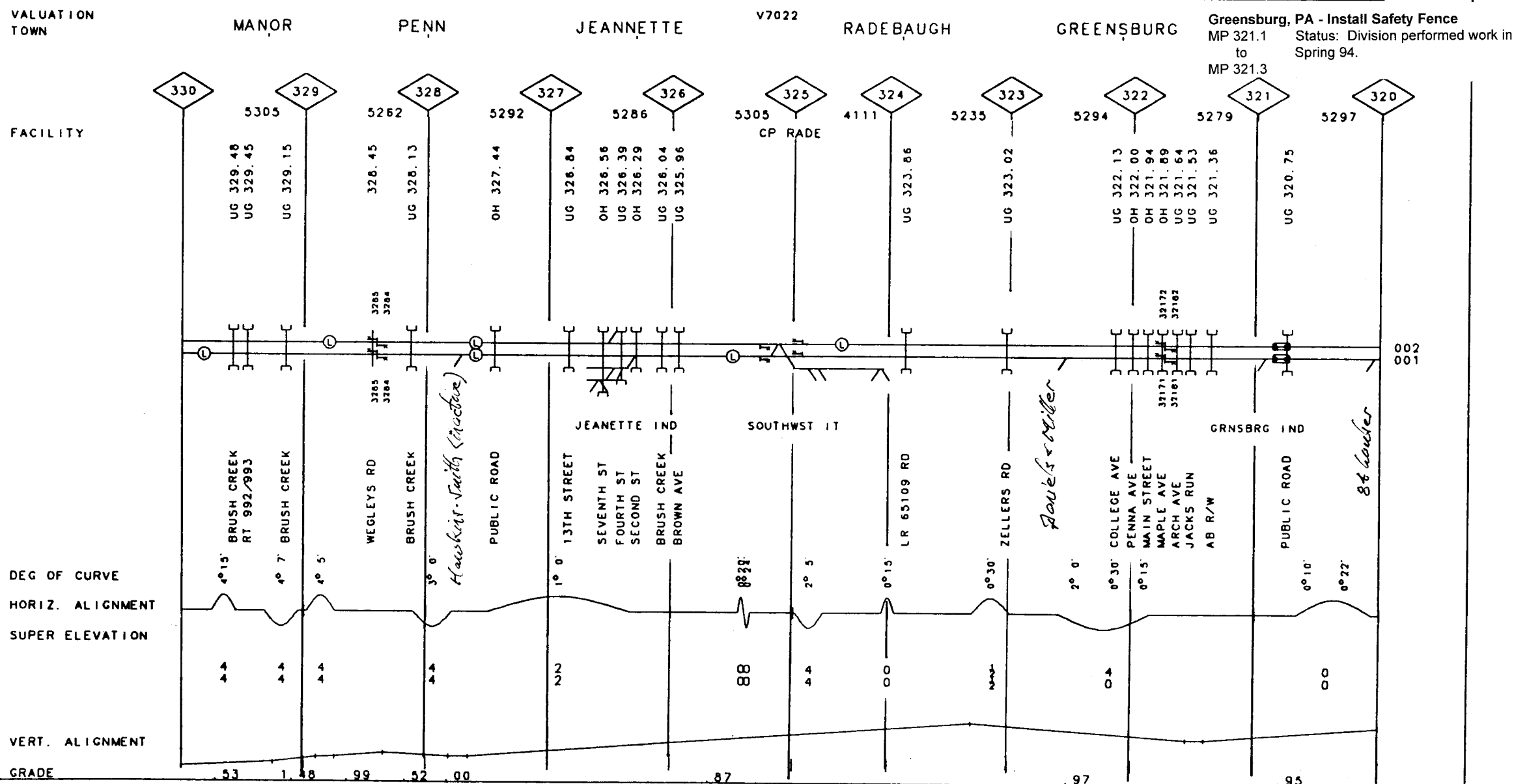


**Greensburg, PA - Clearance Project -  
Undercut Maple Avenue O.H. Bridge**  
MP 321.89    Status: Undercutting performed  
12/93  
Clearance: Trk No. 1 - 21'-0"  
Trk No. 2 - 21'-0"

	002	001
GRINDING		
SURFACING	89	94
TIES	89	91
UNDERCUTTING	90	92
RAIL	92	91
BAL CLEAN	88	88
TONNAGE(MGT)	40-67	40-77
T Y SPEED	45/45/45	24.5
	70/60/60	70/50/50
	70/60/60	70/60/60
GRINDING		
SURFACING	94	94
TIES	94	91
UNDERCUTTING	94	94
RAIL	94	94
BAL CLEAN	36-93	32-78
TONNAGE(MGT)	88	87
T Y SPEED	45/45/45	36.2
	70/60/60	70/50/50
	70/60/60	70/60/60

<b>Elliot - Jeannette</b>	<b>Southwest PA. Railroad - Radebaugh</b>	<b>Daniels &amp; Miller - Greensburg</b>	<b>Eighty-Four Lumber - Greensburg</b>
1994 0 / 1 / \$10990	1994 466 / 6 / \$564764	1994 5 / 5 / \$10413	1994 10 / 0 / \$11532
1995 0 / 0 / \$0	1995 473 / 35 / \$607568	1995 0 / 1 / \$1360	1995 1 / 0 / \$1009

FIBER OPTICS



**Spring Hill, PA - Clearance Project -  
Undercut Spring Hill Road O.H. Bridge**  
MP 338.88      Status: Undercutting performed  
11/93 & 12/93  
Existing Clearance: Trk No. 1  
Trk No. 2  
33 Runner

[illegible]

**Turtle Creek RR - Trafford**  
1994 150 / 16 / \$178524  
1995 136 / 2 / \$171006

**Kingston Lumber - Trafford**  
1994 28 / 0 / \$34354  
1995 21 / 2 / \$27924

**Shafton, PA - Reconstruction of Bridge St. by Township.**  
MP 330.69 Contractor: Dick Corp  
Status: Project bid June, 1995  
PC Meeting 7/20/95. Work to be completed early 1996.  
Design Clearance: 21'-8"

FIBER OPTICS

VALUATION  
TOWN

WILMERDING

PITCAIRN

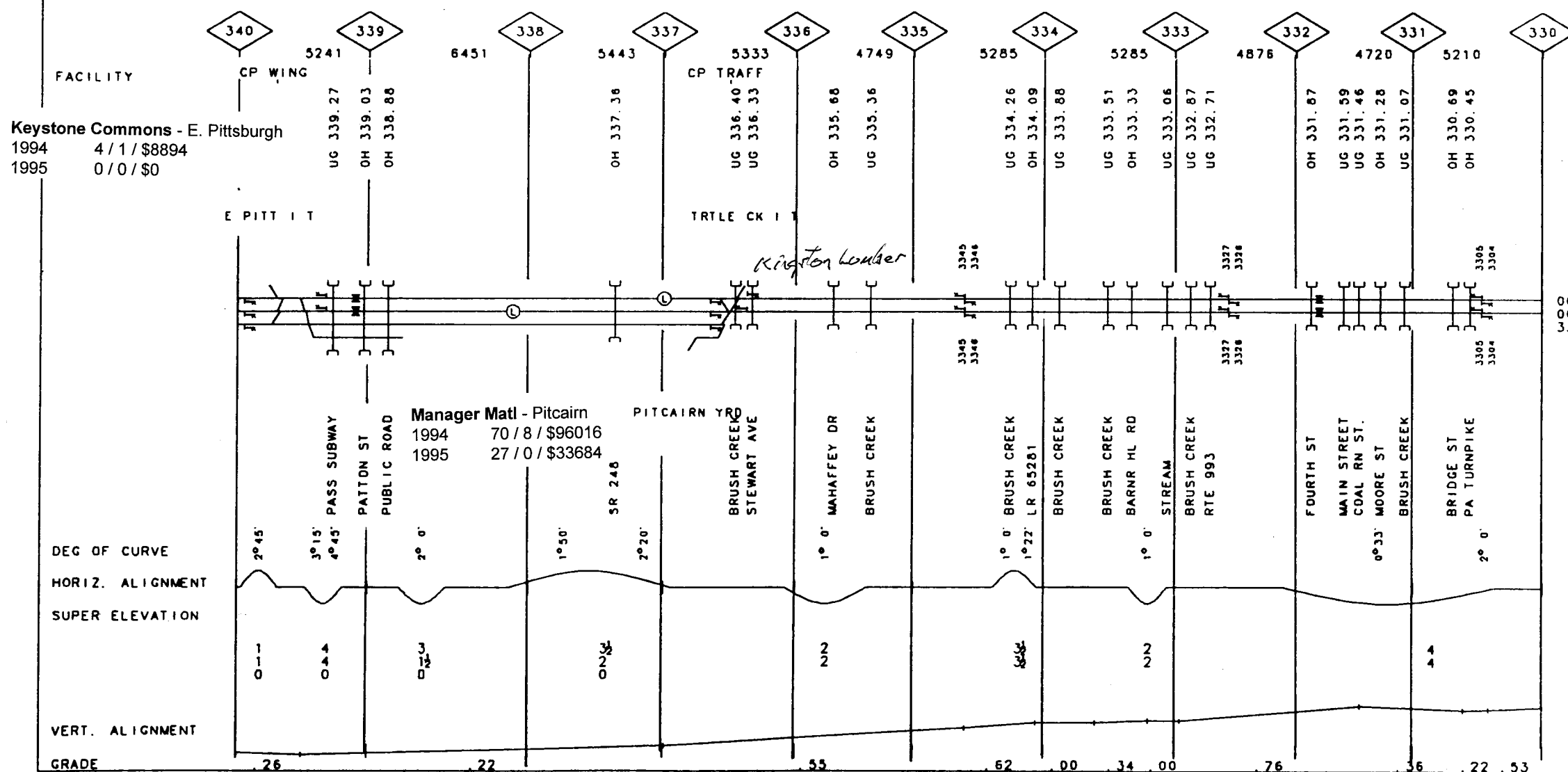
TRAFFORD

V7022

ARDARA LARIMER

IRWIN

SHAFTON



87  
PA

MP 330.00-MP 340.00

REV. 01/01/95

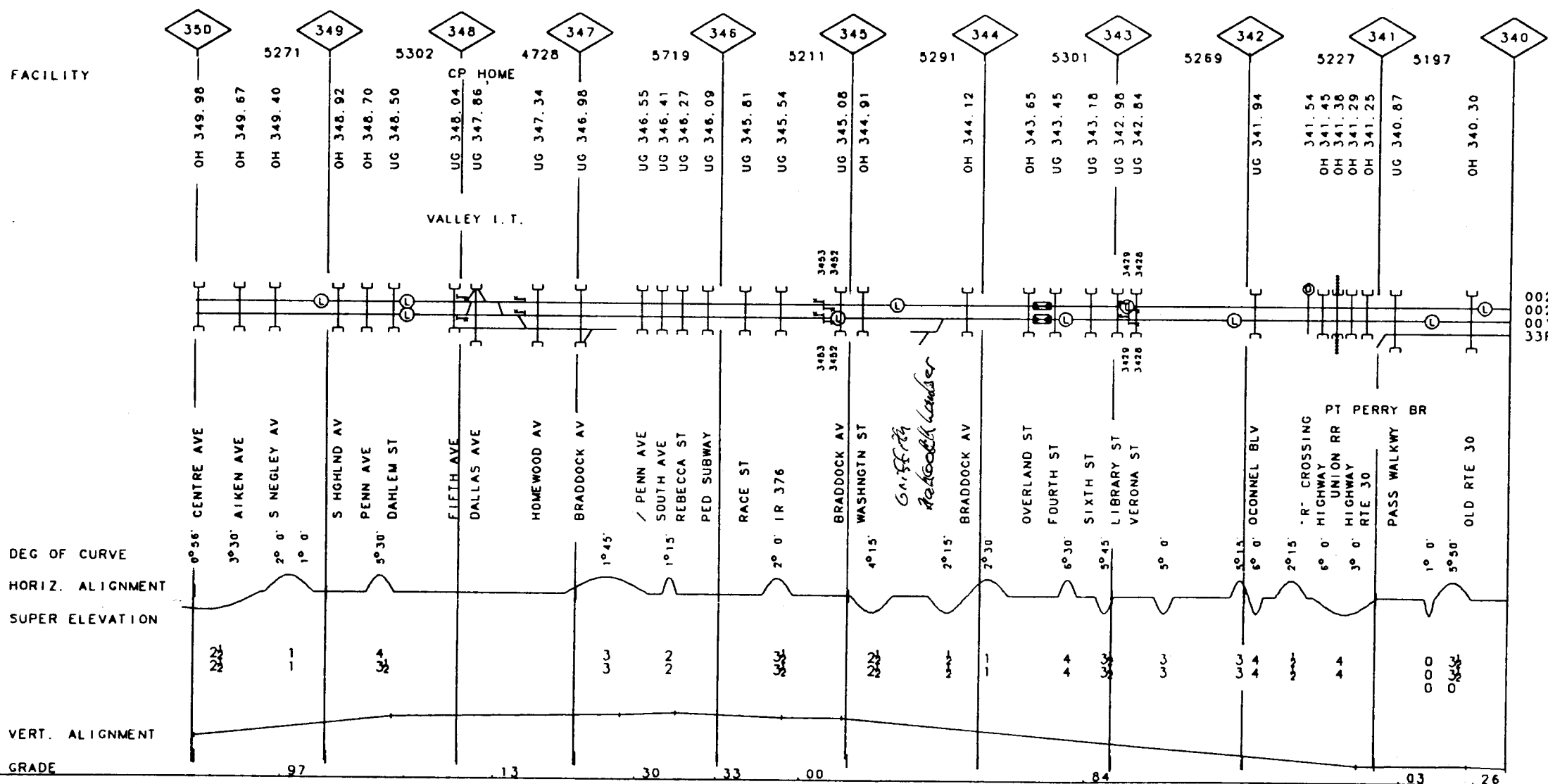
40-2202 PITTSBURGH LINE



GRINDING	
SURFACING	
TIES	
UNDERCUTTING	
RAIL	
BAL CLEAN	
TONNAGE(MGT)	0.2
TY SPEED	15/15/15

**Babcock Lumber - Swissvale**  
 1994 9 / 0 / \$12045  
 1995 1 / 0 / \$1434

BESSEMER EAST PITTSBURGH



[illegible][illegible]

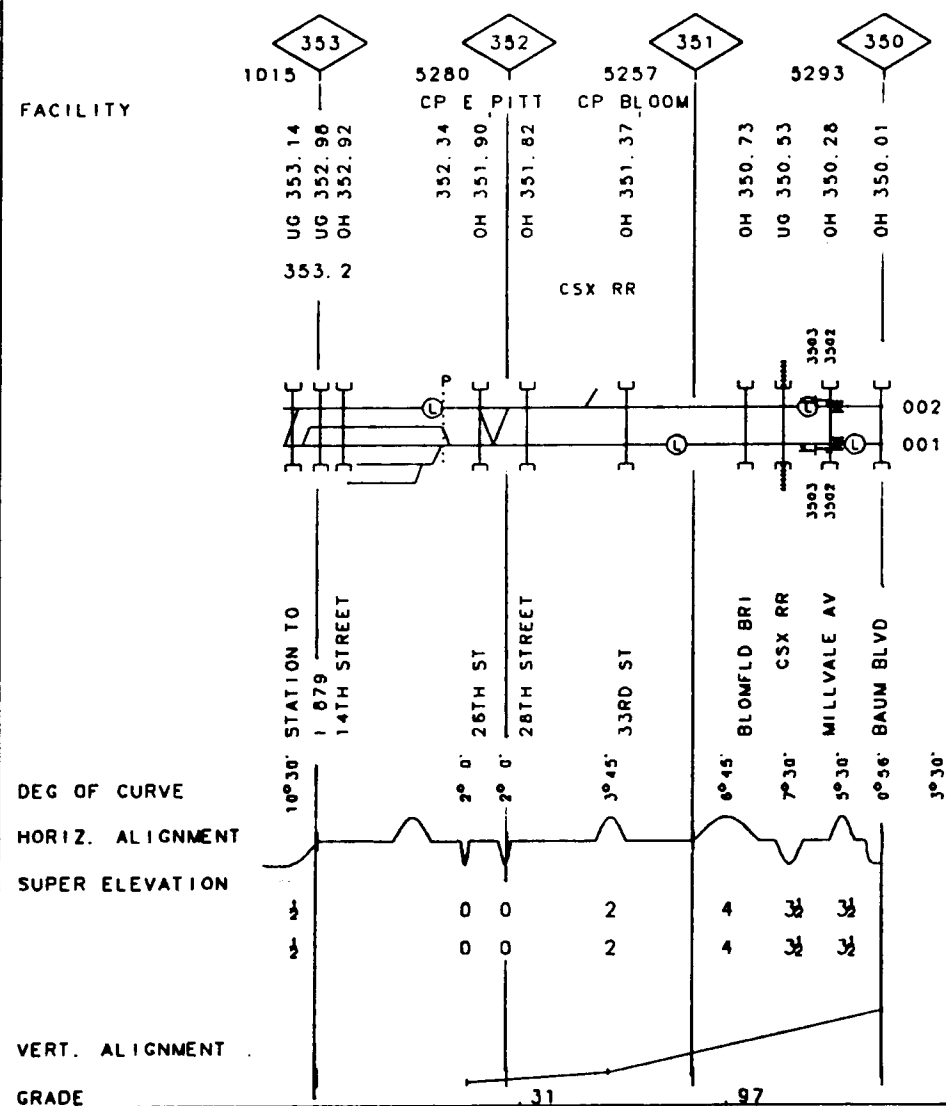
**FIBER OPTICS**

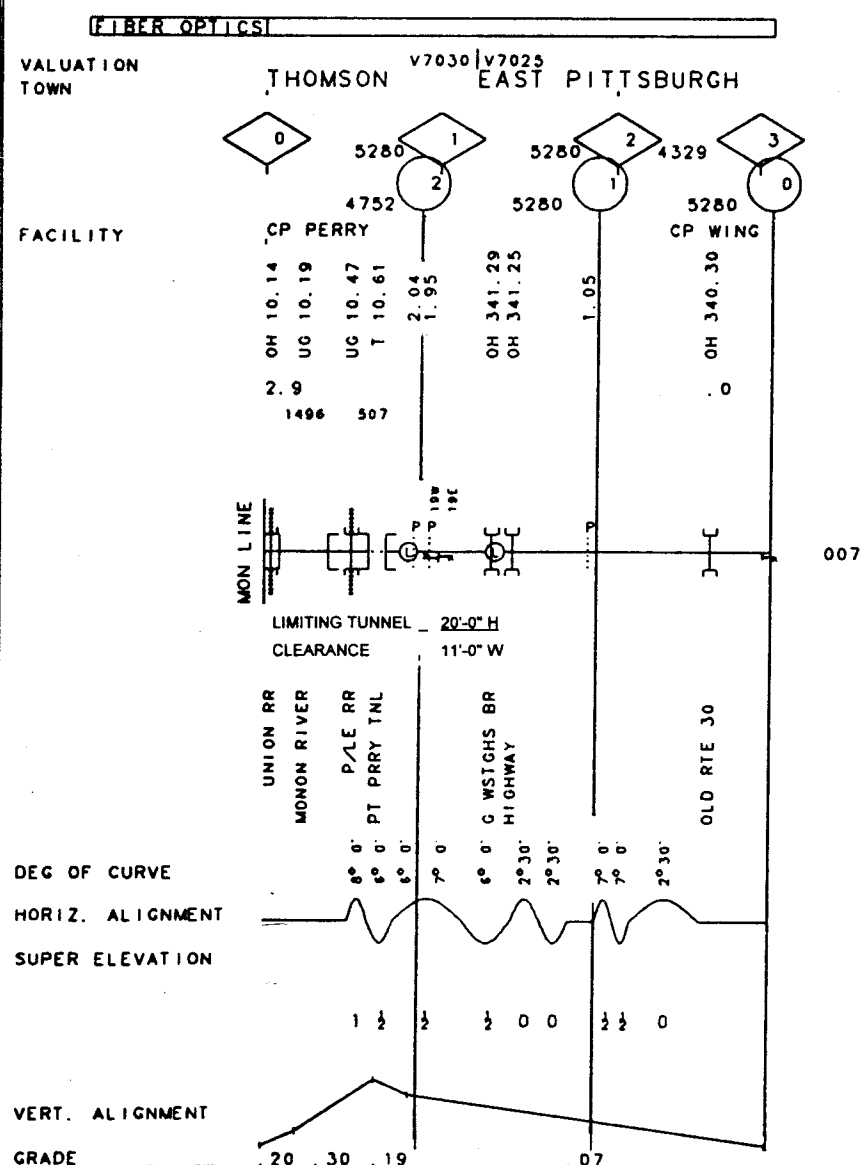
VALUATION  
TOWN

PITTSBURGH

V7022

FACILITY



007

**Port Perry, PA - Install second track between CP Union & CP Wing.**  
Status: Turnout at CP Union installed 09/95. Track work on hold pending funding.

			905		1027		✓63		859		872									
GRINDING																				
SURFACING																				
TIES			87				85			87		78			85				88	
UNDERCUTTING																				
RAIL	V	36N94					31F85			30F87		36N94			31F85				32F88	
BAL CLEAN							94			87		94							90	
TONNAGE(MGT)							8.2													
T T SPEED							40			30								14.2	40	

002

									✓41		✓52		✓70		✓93		✓15		✓76	
GRINDING																				
SURFACING																				
TIES							92													
UNDERCUTTING			83																	
RAIL	V						31F81													
BAL CLEAN																				
TONNAGE(MGT)							21.3													88
T T SPEED							40			30								14.2	40	

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## Duquesne Wharf - Duquesne

Year	0 / 3829 / \$4187871
1994	0 / 3829 / \$4187871

1995 0 / 420 / \$459060

### URR Interchange - Munhall

1994 13252 / 39105 / \$42174924

1994	10202 / 33133 / \$12111021
1995	11721 / 33160 / \$36129205

### CSXT Interchange - Homestead

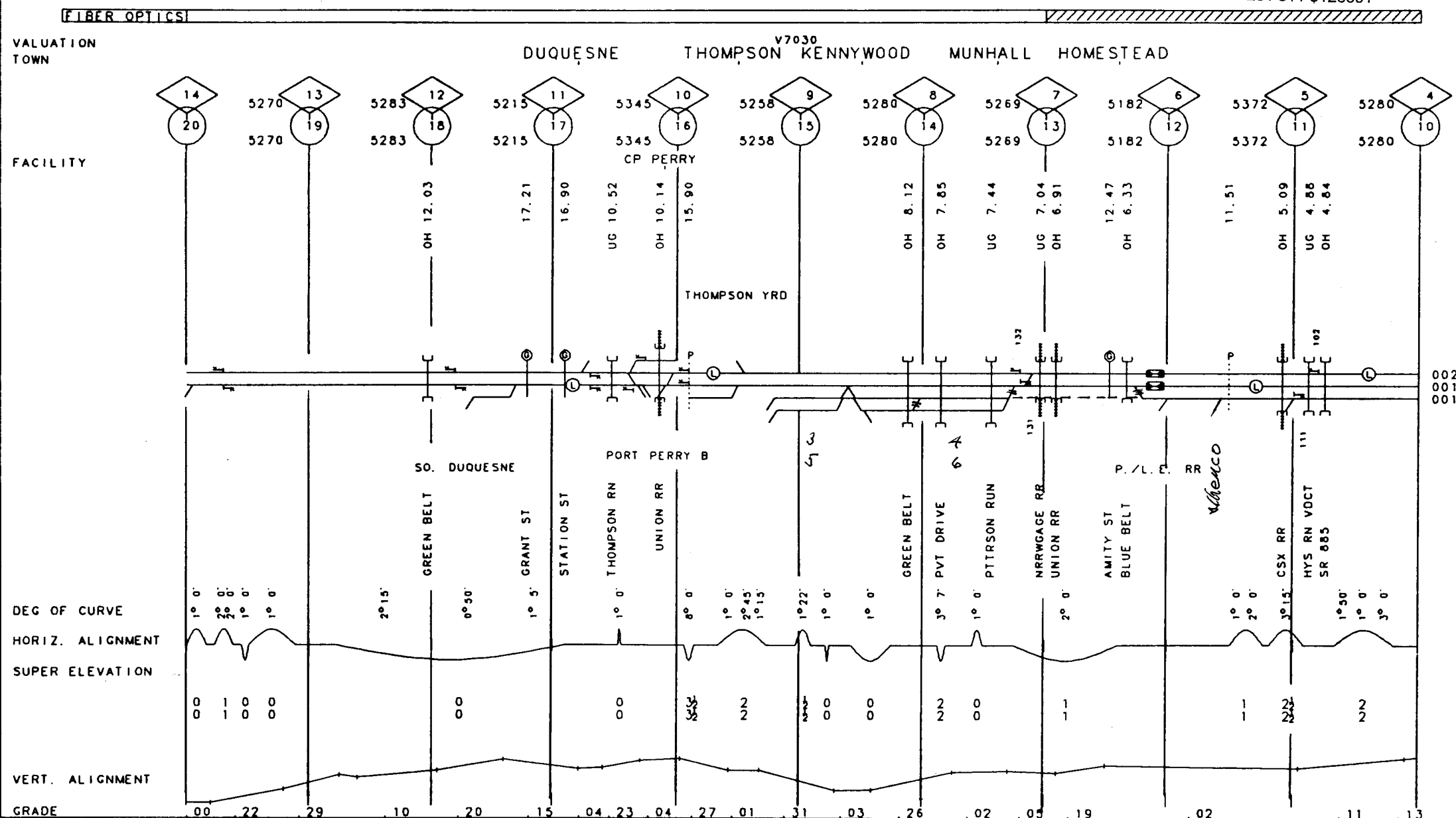
1994	6076 / 614 / \$3831268
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1994	5070 / 514 / \$3331233
1995	5190 / 541 / \$3352635

**Whemco - Homestead**

1994 46 / 67 / \$261460

1994	48 / 67 / \$261460
1995	20 / 51 / \$126891



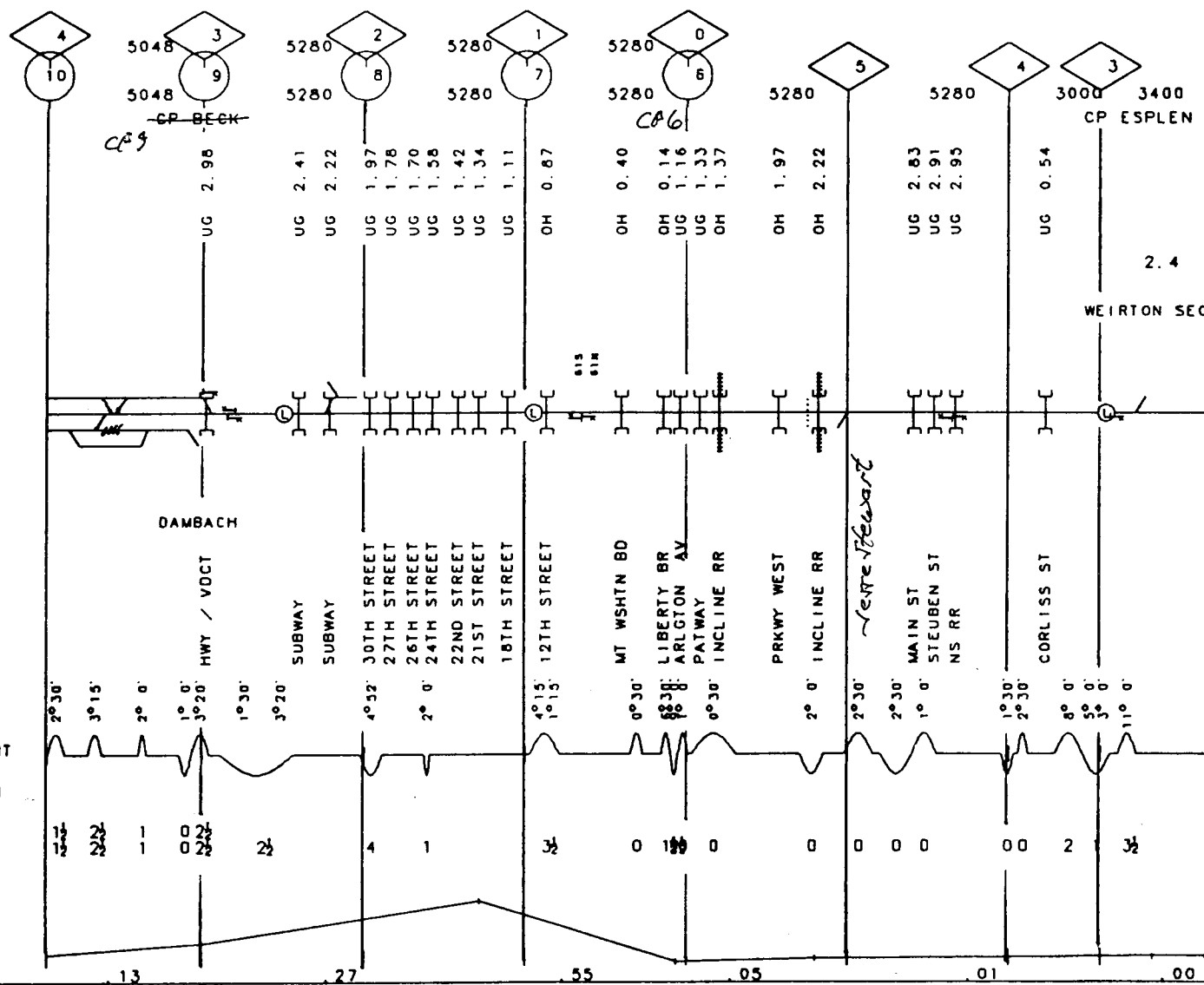


002007

**Jesse Stewart - Pgh. Southside**  
1994 62 / 0 / \$72870  
1995 17 / 0 / \$25594

V7030  
SOUTH PITTSBURGH

GRADE



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007