CONRAIL

# MAINTENANCE PROGRAM

AND

# TRACK CHART

## PITTSBURGH DIVISION

1991

CONRAIL
SYSTEM DEPARTMENT

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CONRAIL
SYSTEM DEPARTMENT

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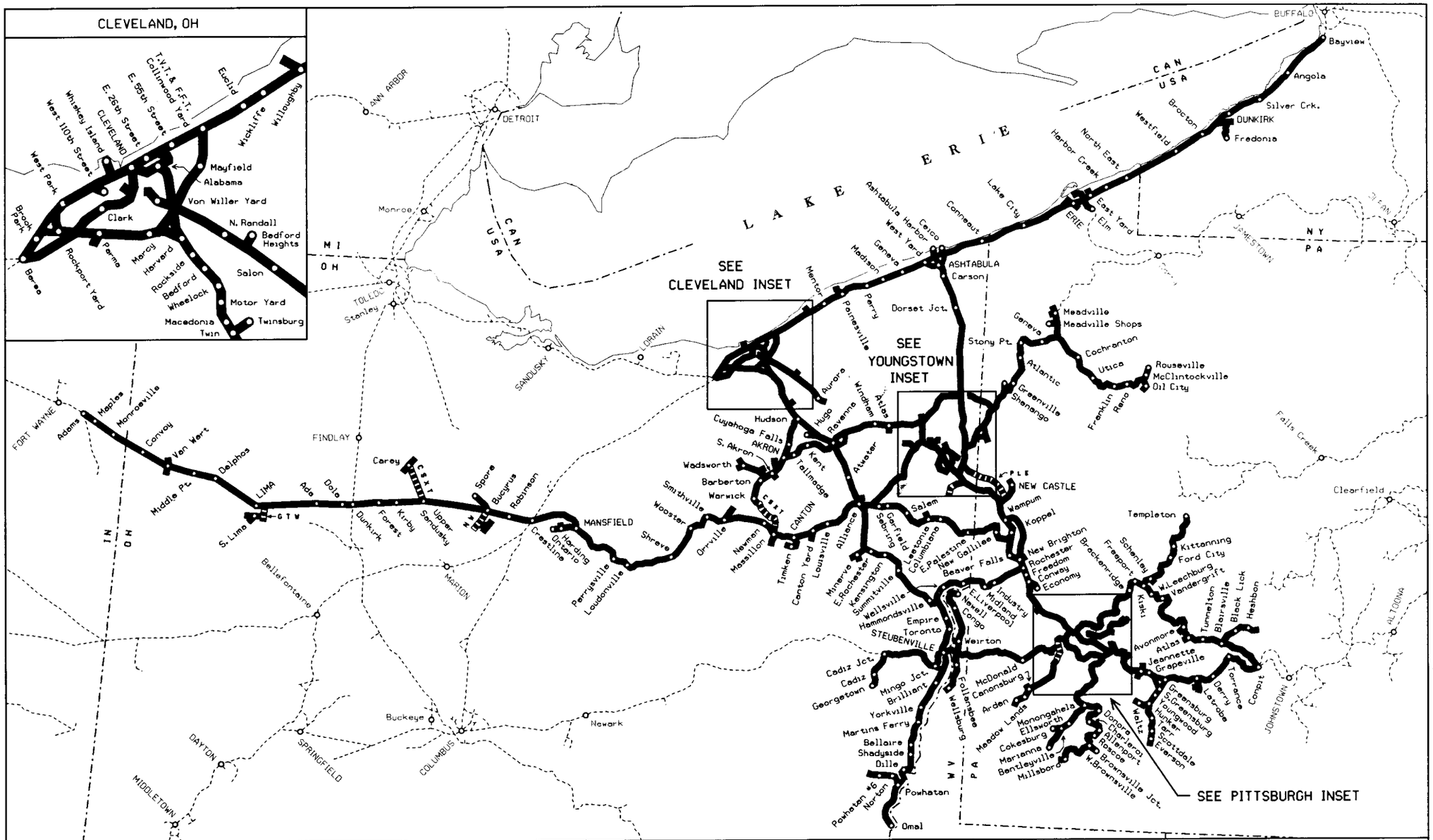
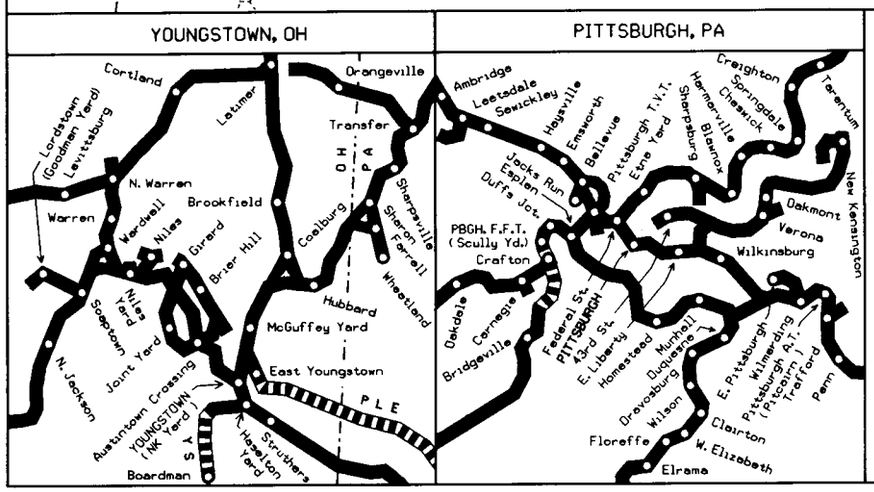



LEGEND

CONRAIL LINES (Within Division)

TRACKAGE RIGHTS (Within Division)

OTHER CONRAIL LINES (Outside Division)

Scale in Miles

0 20 40 60

CONRAIL

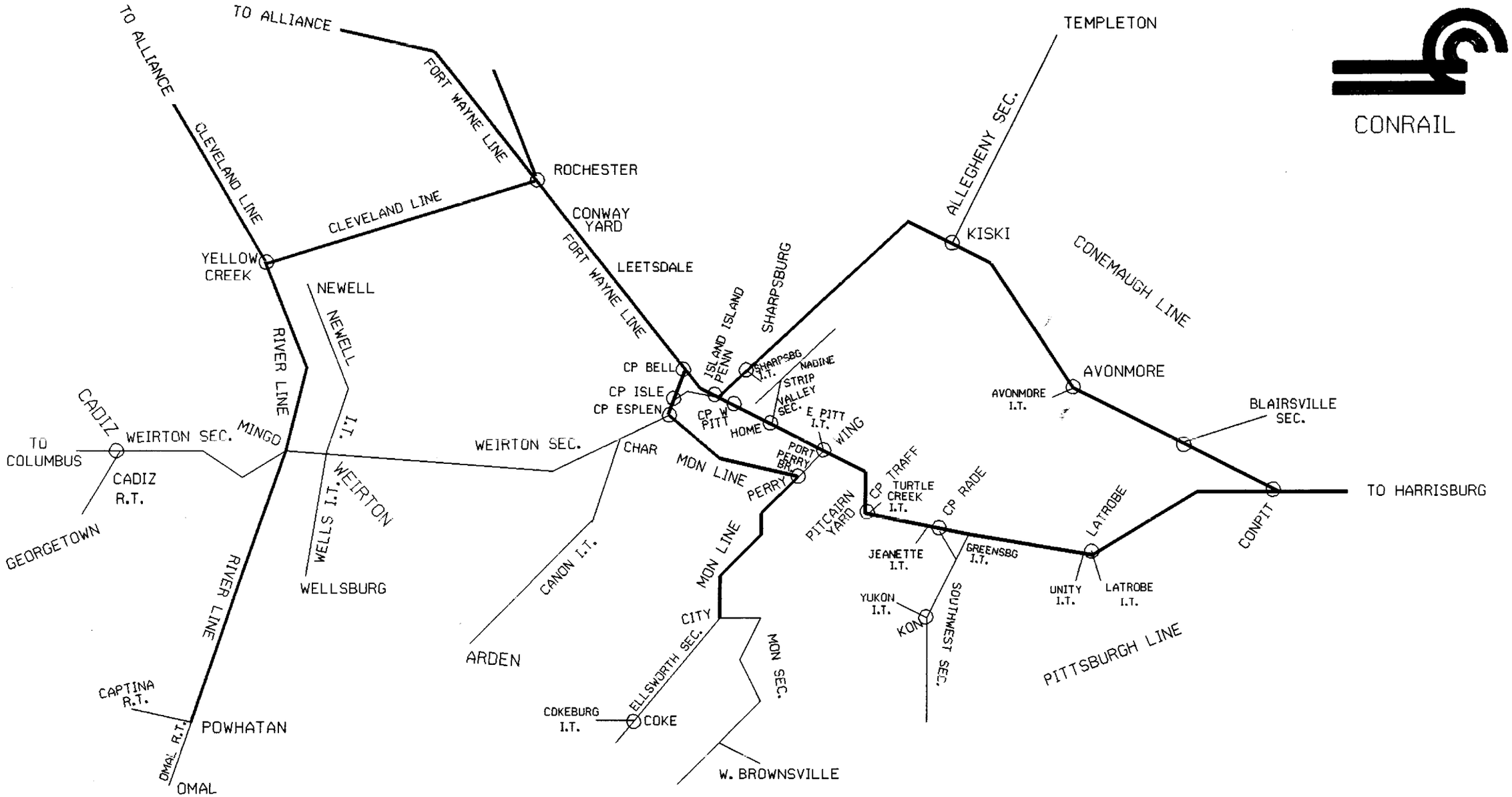
# PITTSBURGH DIVISION

Office of Chief Engineer,
Design & Construction
Consolidated Rail Corp.

January, 1989

Philadelphia, PA

CONRAIL




# TRACK CONNECTIONS

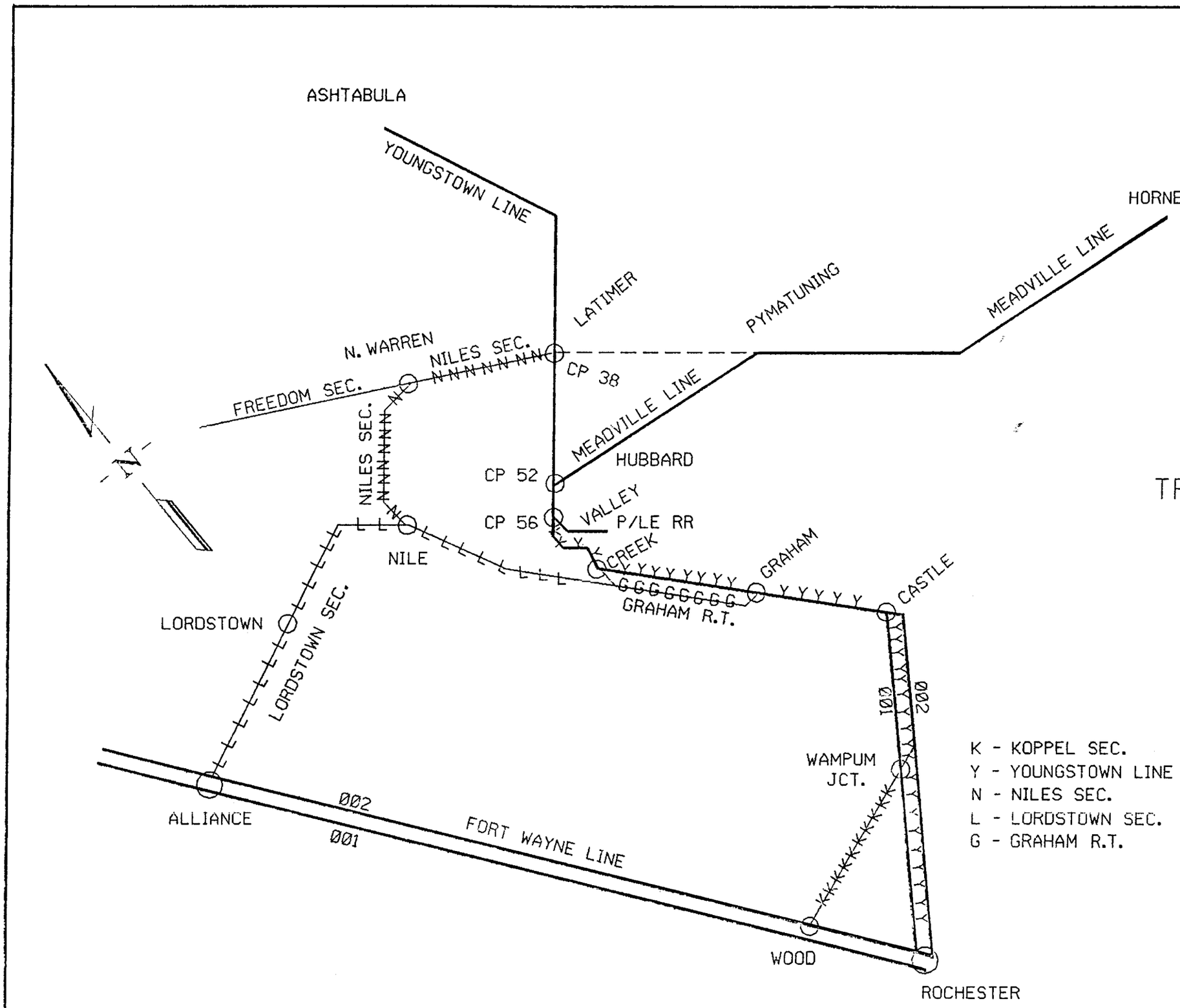
## VICINITY

## PITTSBURGH

DRAWN- H.T. JOSEPH
NO SCALE
REV. 7/90

CONRAIL

# TRACK CONNECTIONS VICINITY YOUNGSTOWN

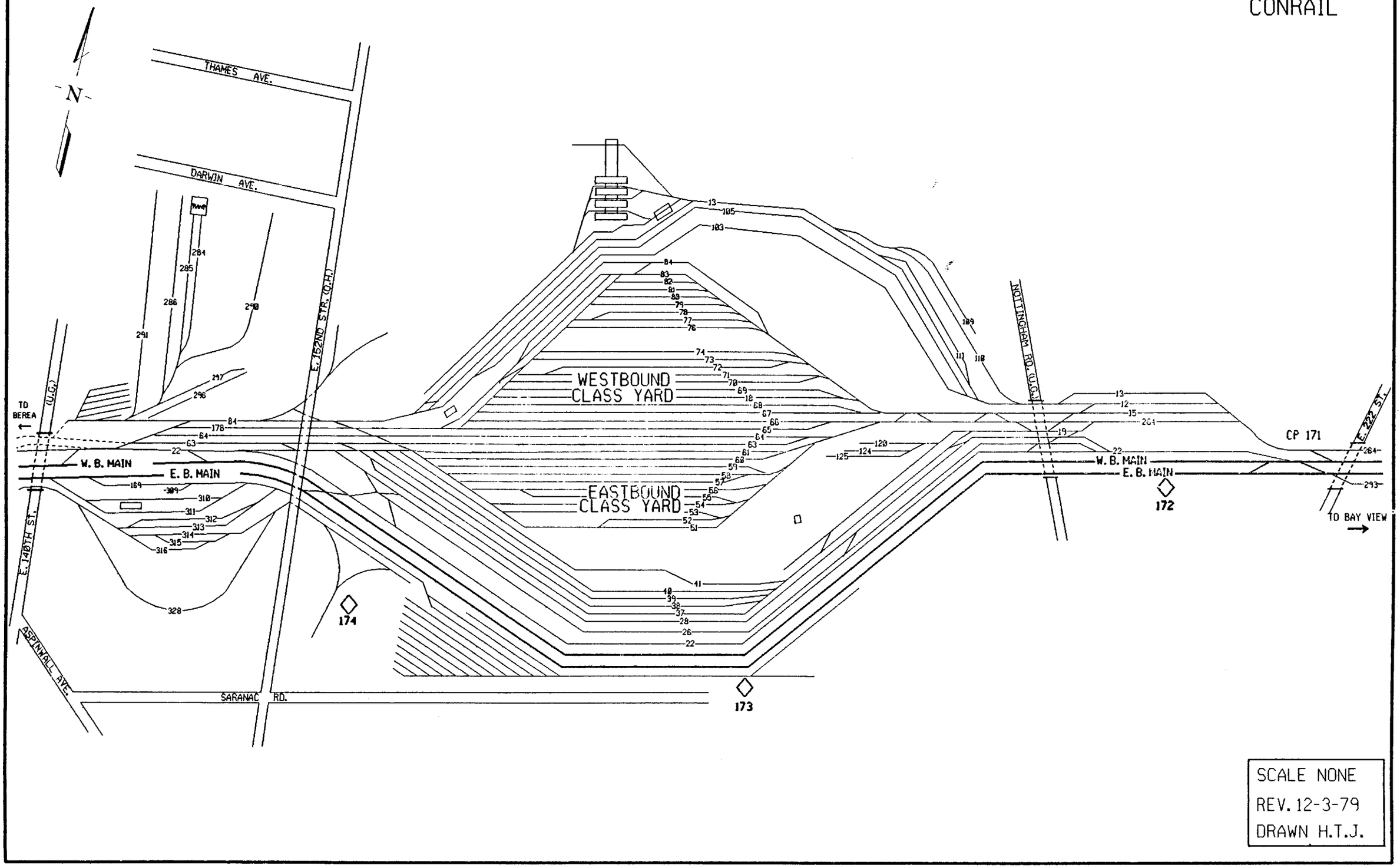



K - KOPPEL SEC.
Y - YOUNGSTOWN LINE
N - NILES SEC.
L - LORDSTOWN SEC.
G - GRAHAM R.T.

DRAWN- H.T. JOSEPH
NO SCALE
REV. 12/90

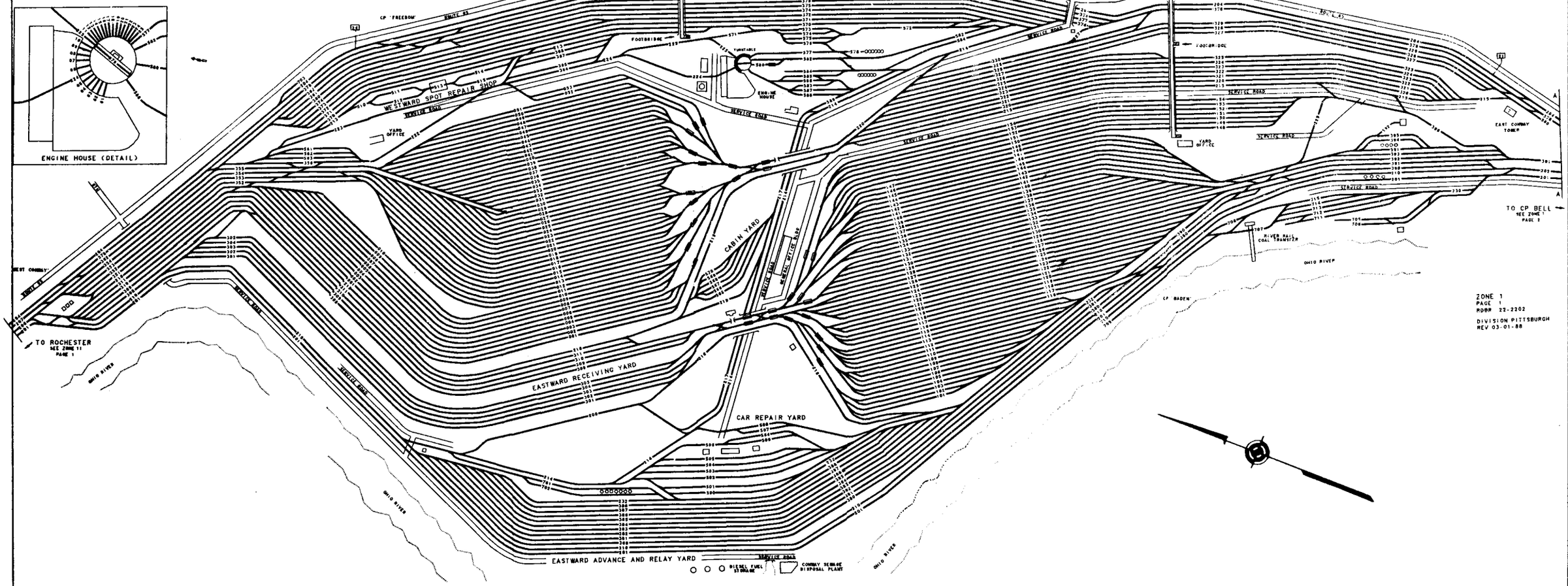
# COLLINWOOD YARD

CONRAIL




SCALE NONE
REV. 12-3-79
DRAWN H.T.J.

CONWAY PA
CONWAY YARD

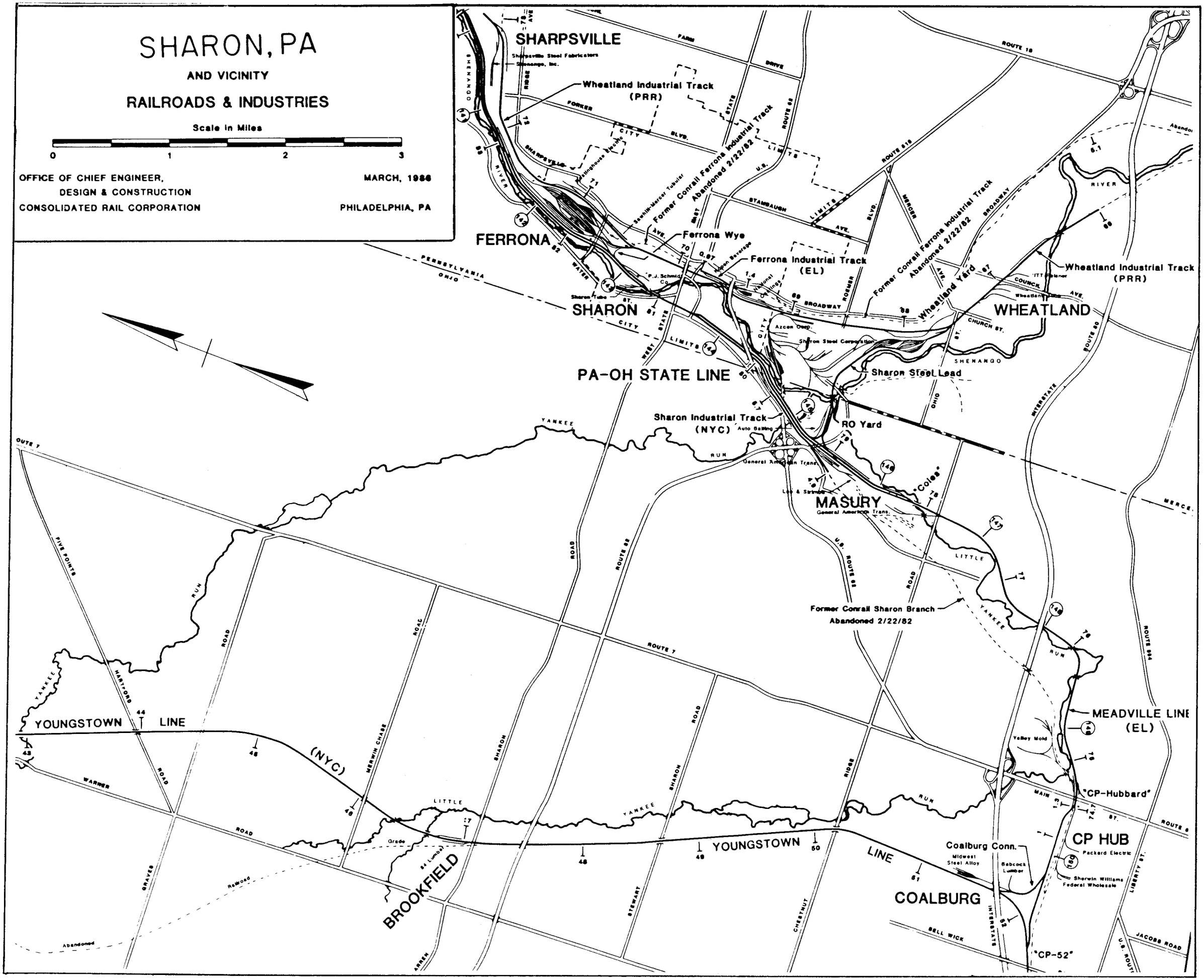



ZONE 1
PAGE 1
RDBR 22-2202
DIVISION PITTSBURGH
REV 03-01-88

CONRAIL

PITTSBURGH DIVISION

# CONWAY YARD


SHARON, PA
AND VICINITY
RAILROADS & INDUSTRIES
Scale in Miles
0
1
2
3
OFFICE OF CHIEF ENGINEER,
DESIGN & CONSTRUCTION
CONSOLIDATED RAIL CORPORATION
MARCH, 1986
PHILADELPHIA, PA
SHARPSVILLE
Wheatland Industrial Track
(PRR)
Former Conrail Ferrona Industrial Track
Abandoned 2/22/82
FERRONA
Ferrona Wye
Ferrona Industrial Track
(EL)
Former Conrail Ferrona Industrial Track
Abandoned 2/22/82
Wheatland Yard
Wheatland Industrial Track
(PRR)
SHARON
WHEATLAND
PA-OH STATE LINE
Sharon Steel Lead
Sharon Industrial Track
(NYC)
RO Yard
MASURY
"Coles"
Former Conrail Sharon Branch
Abandoned 2/22/82
MEADVILLE LINE
(EL)
YOUNGSTOWN LINE
(NYC)
"CP-Hubbard"
CP HUB
Coalburg Conn.
Midwest Steel Alloy
Babcock Lumber
Packard Electric
Sherwin Williams Federal Wholesale
BROOKFIELD
YOUNGSTOWN LINE
COALBURG
"CP-52"

# NEW CASTLE , PA

## AND VICINITY

## RAILROADS & INDUSTRIES

Scale in Miles

0 1 2 3

OFFICE OF CHIEF ENGINEER,
DESIGN & CONSTRUCTION
CONSOLIDATED RAIL CORPORATION

MARCH, 1986

PHILADELPHIA, PA

LEGEND

- CONRAIL LINES
- TRACKAGE RIGHTS
- OUT-OF-SERVICE LINES
- OTHER RAILROADS
- VALUATION SECTION MILEPOST
- OPERATIONS MILEPOST

Former Conrail Nutt Street Industrial Track
Abandoned 8/8/85

Former Conrail Houston Secondary Track
Abandoned 11/16/84

GS Siding

NEW CASTLE

New Castle Industrial Track
(PRR)

PLE Conn.

WALFORD

(PRR)

YOUNGSTOWN

LOW GRADE

Morevia Yard

SECONDARY

SECONDARY

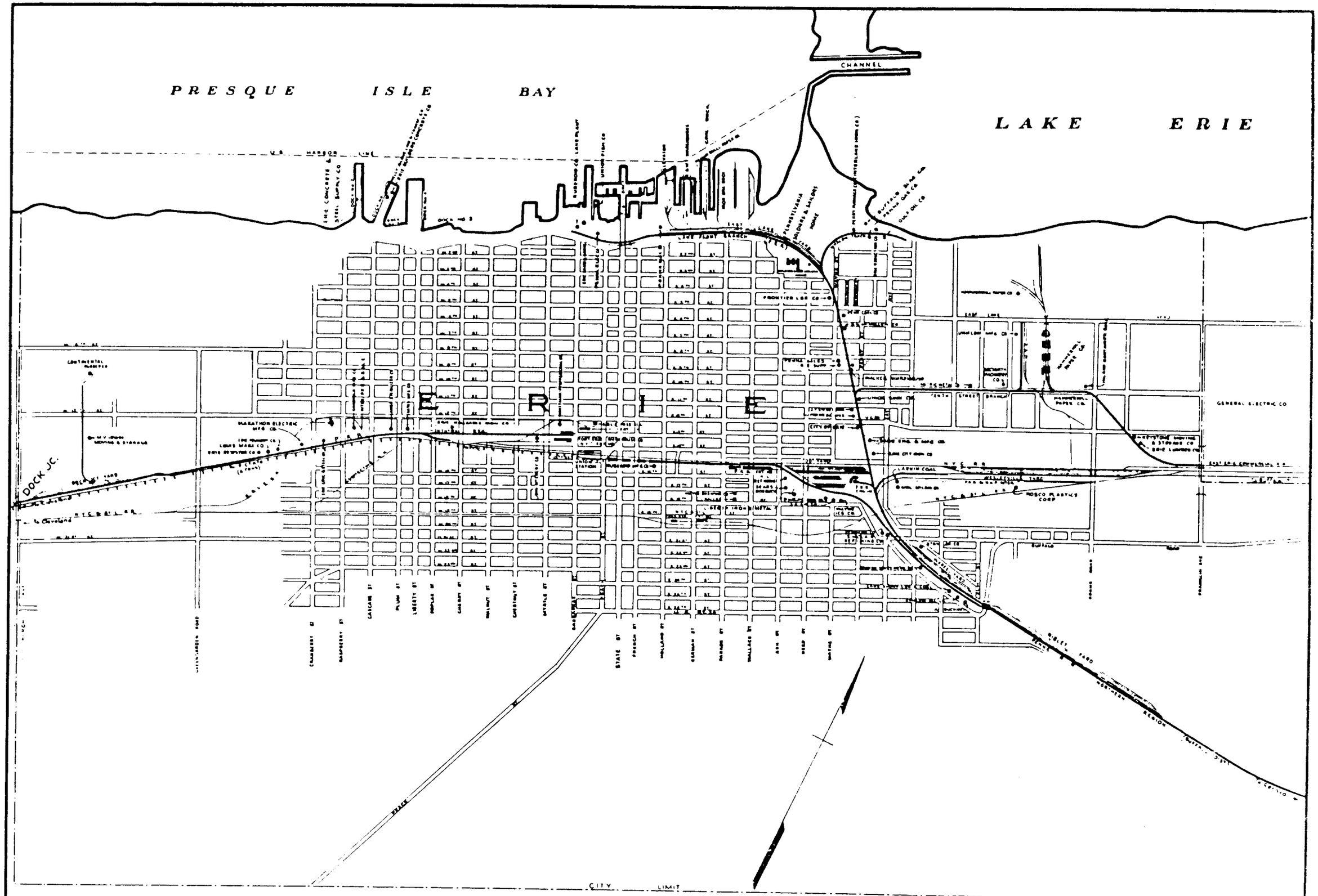
WAMPUM JCT.

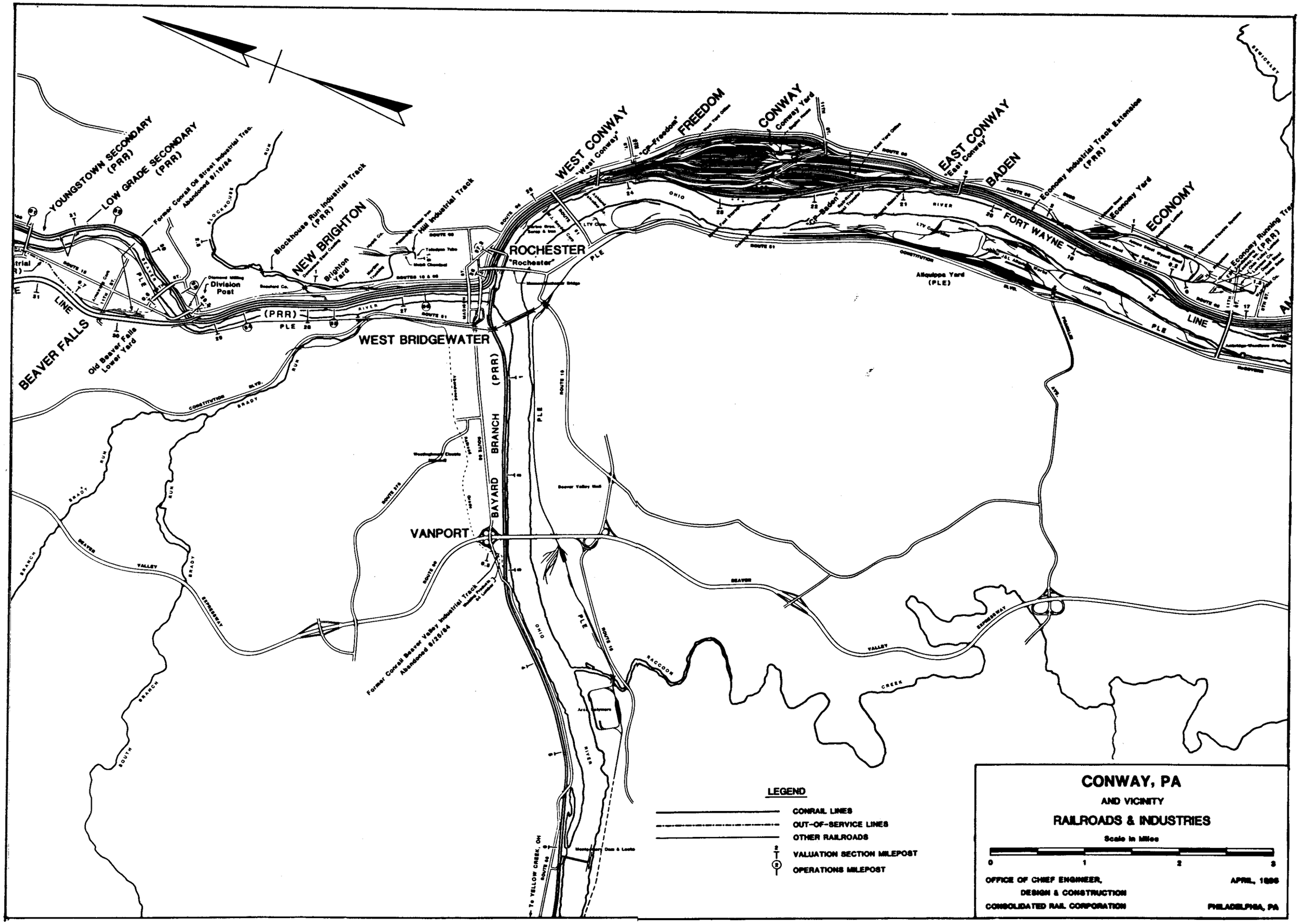
KOPPEL
SEC.
TRACK

TRACK

TRACK

EDINBURG

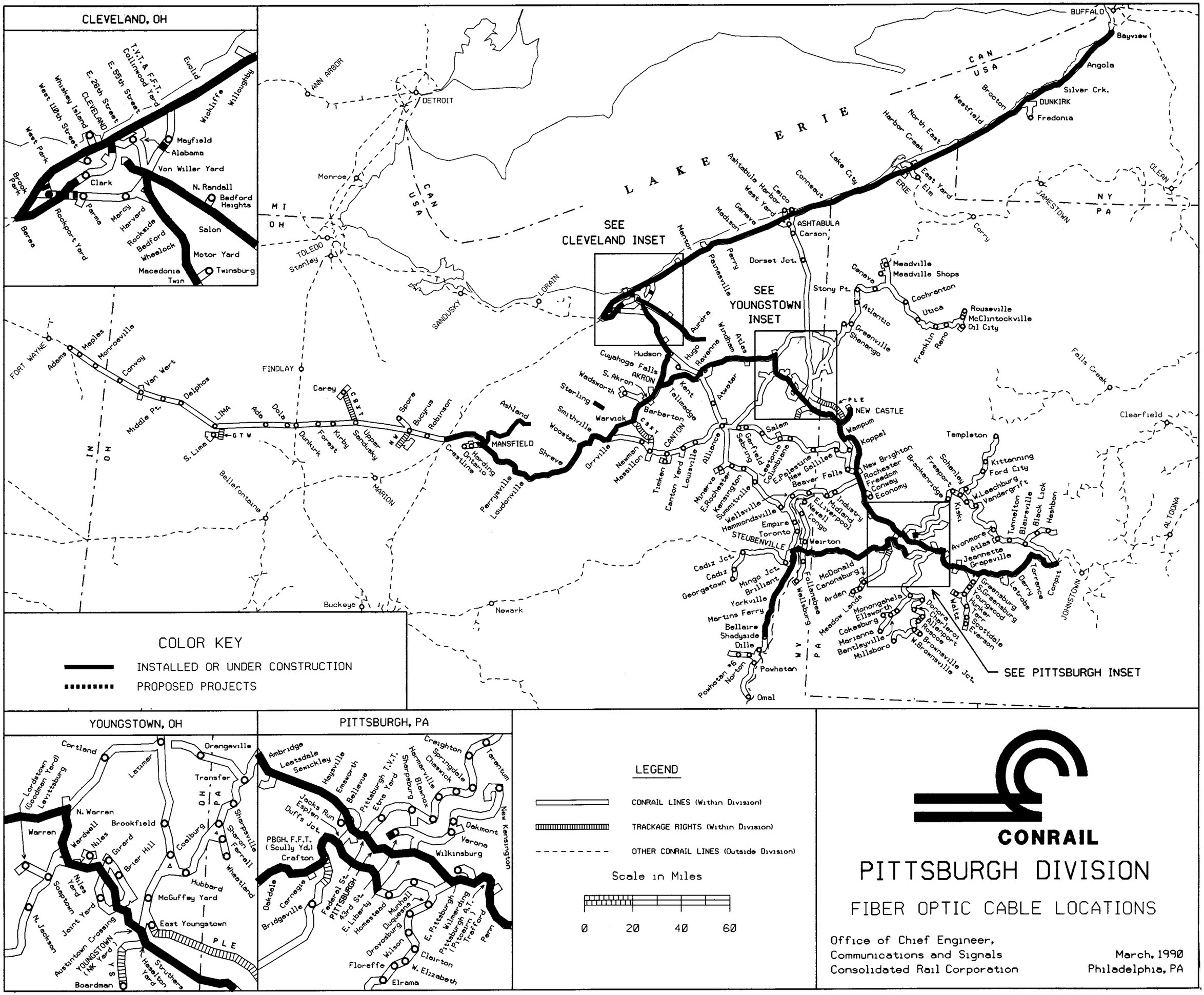

PRESQUE ISLE BAY
LAKE ERIE
CHANNEL
U.S. HARBOR LINE
ERIE
DOCK JC.
CONTINENTAL MANUFACTURING
MARATHON ELECTRIC MFG CO.
GENERAL ELECTRIC CO
ROSCO PLASTICS CORP
STATE
CITY LIMIT
LEGEND
P.R.R. LINES
TRACKAGE RIGHTS
ASSOCIATED LINES
OTHER RAILROADS
INDUSTRIES
VICINITY MAP OF
ERIE, PA.
SHOWING
RAILROADS AND INDUSTRIES
SCALE - FEET
0
1200
2400
3600
OFFICE OF CHIEF ENGINEER P.R.R. - PHILA., PA
REV. JUNE 1986



YOUNGSTOWN SECONDARY (PRR)
LOW GRADE SECONDARY (PRR)
Former Conrail Oil Street Industrial Trac. Abandoned 9/18/84
Blockhouse Run Industrial Track (PRR)
NEW BRIGHTON
Brighton Yard
Hill Industrial Track
Division Post
BEAVER FALLS
Old Beaver Falls Lower Yard
(PRR)
PLE
WEST BRIDGEWATER
ROCHESTER
"Rochester"
WEST CONWAY
"West Conway"
"CP-Freedom"
FREEDOM
CONWAY
Conway Yard
EAST CONWAY
"East Conway"
BADEN
"CP-Baden"
Economy Industrial Track Extension (PRR)
Economy Yard
ECONOMY
Economy Running Tra (PRR)
FORT WAYNE
Aliquippa Yard (PLE)
LINE
BAYARD BRANCH (PRR)
VANPORT
Former Conrail Beaver Valley Industrial Track Abandoned 9/25/84
Beaver Valley Mall
OHIO RIVER
RACCOON CREEK
BEAVER VALLEY EXPRESSWAY
BRADY RUN
SOUTH BRANCH
To YELLOW CREEK, OH
LEGEND
CONRAIL LINES
OUT-OF-SERVICE LINES
OTHER RAILROADS
VALUATION SECTION MILEPOST
OPERATIONS MILEPOST
CONWAY, PA
AND VICINITY
RAILROADS & INDUSTRIES
Scale in Miles
0
1
2
3
OFFICE OF CHIEF ENGINEER,
DESIGN & CONSTRUCTION
CONSOLIDATED RAIL CORPORATION
APRIL, 1986
PHILADELPHIA, PA

COST CENTER LISTING FOR PITTSBURGH DIVISION

| Line Name | Mile Post From | Mile Post To | Track | Cost Center | Line Code |
|---|---|---|---|---|---|
| Conemaugh Line | 48.10 | 48.30 | 007 | 11701 | 22-2211 |
| Cadiz Running Track | 4.30 | 6.40 | 007 | 11620 | 22-2238 |
| Cadiz Running Trk. | 6.40 | 10.30 | 007 | 11620 | 22-2239 |
| Cadiz Running Trk. | 10.30 | 11.40 | 007 | 11621 | 22-2239 |
| Economy Sec. Ext. | .00 | .26 | 007 | 10410 | 22-2200 |
| Monongahela Sec. | 56.00 | 58.00 | 007 | 11312 | 22-2220 |
| Powhatan Ind. Track | 32.30 | 32.70 | 007 | 11607 | 22-2231 |
| Redstone Ind. Track | 52.17 | 52.45 | 007 | 11311 | 22-2258 |
| Weirton Sec. | 2.90 | 6.20 | 001 | 11901 | 22-2221 |
| Weirton Sec. | 2.90 | 6.20 | 002 | 11901 | 22-2221 |


CLEVELAND, OH
T.V.T. & F.F.T.
Collinwood Yard
E. 55th Street
E. 26th Street
CLEVELAND
Whiskey Island
West 110th Street
West Park
Brook Park
Berea
Rockport Yard
Clark
Parma
Marcy
Harvard
Rockside
Bedford
Wheelock
Macedonia
Twin
Twinsburg
Motor Yard
Salon
N. Randall
Bedford Heights
Von Willer Yard
Mayfield
Alabama
Euclid
Wickliffe
Willoughby
ANN ARBOR
DETROIT
Monroe
MI
OH
CAN
USA
TOLEDO
Stanley
SANDUSKY
LORAIN
SEE CLEVELAND INSET
LAKE ERIE
Ashtabula Harbor
Ceico
West Yard
Conneaut
Lake City
Harbor Creek
North East
Westfield
Braxton
BUFFALO
Bayview
Angola
Silver Crk.
DUNKIRK
Fredonia
ERIE
East Yard
Elm
JAMESTOWN
NY
PA
OLEAN
Corry
ASHTABULA
Carson
Dorset Jct.
Mentor
Madison
Geneva
Painesville
Perry
Aurora
SEE YOUNGSTOWN INSET
Meadville
Meadville Shops
Cochranton
Utica
Rouseville
McClintockville
Oil City
Franklin
Reno
Stony Pt.
Atlantic
Greenville
Shenango
Falls Creek
Clearfield
Templeton
Kittanning
Ford City
W.Leechburg
Vandergrift
Tunnelton
Blairsville
Black Lick
Heshbon
ALTOONA
Avonmore
Atlas
Jeannette
Grapeville
Derry
Latrobe
Torrance
Conpit
JOHNSTOWN
Greensburg
S.Greensburg
Youngwood
Hunker
Scottdale
Everson
Waltz
Donora
Charleroi
Allenport
Roscoe
Brownsville
W.Brownsville
Brownsville Jct.
SEE PITTSBURGH INSET
McDonald
Canonsburg
Arden
Meadow Lands
Monongahela
Ellsworth
Cokesburg
Marianne
Bentleyville
Millsboro
Wellsburg
Follansbee
WV
PA
Cadiz Jct.
Cadiz
Georgetown
Mingo Jct.
Brilliant
Yorkville
Martins Ferry
Bellaire
Shadyside
Dille
Powhatan #6
Norton
Powhatan
Omal
Weirton
STEUBENVILLE
Empire
Toronto
Wellsville
Hammondsville
Summitville
Kensington
Minerva
E.Rochester
Timken
Canton Yard
Louisville
Alliance
Newman
Massillon
CANTON
Orrville
Smithville
Wooster
Shreve
Ashland
MANSFIELD
Perrysville
Loudonville
Crestline
Harding
Ontario
Spore
Bucyrus
Robinson
Carey
C&XT
NW
Upper Sandusky
Kirby
Forest
Dunkirk
Dola
Ada
LIMA
S. Lima
GTW
IN
OH
FINDLAY
FORT WAYNE
Adams
Maples
Monroeville
Convoy
Van Wert
Delphos
Middle Pt.
Bellefontaine
MARION
Buckeye
Newark
Hudson
Cuyahoga Falls
AKRON
S. Akron
Wadsworth
Sterling
Warwick
Barberton
Tallmadge
Kent
Hugo
Ravenna
Windham
Atlas
Atwater
Garfield
Sebring
Leetonia
Columbiana
E.Palestine
New Galilee
Beaver Falls
Industry
Midland
E.Liverpool
Newell
Congo
Salem
Wampum
Koppel
NEW CASTLE
PLE
New Brighton
Rochester
Freedom
Conway
Economy
Brackenridge
Freeport
Schenley
Kiski
Hostetter
Sagamore
Parker
Templeton
Ridge
Kittanning
Ford City
W.Leechburg
Vandergrift
Tunnelton
Blairsville
Black Lick
Heshbon
Avonmore
Atlas
Jeannette
Grapeville
Derry
Latrobe
Torrance
Conpit
JOHNSTOWN
Greensburg
S.Greensburg
Youngwood
Hunker
Scottdale
Everson
Waltz
Donora
Charleroi
Allenport
Roscoe
Brownsville
W.Brownsville
Brownsville Jct.
SEE PITTSBURGH INSET
McDonald
Canonsburg
Arden
Meadow Lands
Monongahela
Ellsworth
Cokesburg
Marianne
Bentleyville
Millsboro
Wellsburg
Follansbee
WV
PA
Cadiz Jct.
Cadiz
Georgetown
Mingo Jct.
Brilliant
Yorkville
Martins Ferry
Bellaire
Shadyside
Dille
Powhatan #6
Norton
Powhatan
Omal
Weirton
STEUBENVILLE
Empire
Toronto
Wellsville
Hammondsville
Summitville
Kensington
Minerva
E.Rochester
Timken
Canton Yard
Louisville
Alliance
Newman
Massillon
CANTON
Orrville
Smithville
Wooster
Shreve
Ashland
MANSFIELD
Perrysville
Loudonville
Crestline
Harding
Ontario
Spore
Bucyrus
Robinson
Carey
C&XT
NW
Upper Sandusky
Kirby
Forest
Dunkirk
Dola
Ada
LIMA
S. Lima
GTW
IN
OH
FINDLAY
FORT WAYNE
Adams
Maples
Monroeville
Convoy
Van Wert
Delphos
Middle Pt.
Bellefontaine
MARION
Buckeye
Newark
Hudson
Cuyahoga Falls
AKRON
S. Akron
Wadsworth
Sterling
Warwick
Barberton
Tallmadge
Kent
Hugo
Ravenna
Windham
Atlas
Atwater
Garfield
Sebring
Leetonia
Columbiana
E.Palestine
New Galilee
Beaver Falls
Industry
Midland
E.Liverpool
Newell
Congo
Salem
Wampum
Koppel
NEW CASTLE
PLE
New Brighton
Rochester
Freedom
Conway
Economy
Brackenridge
Freeport
Schenley
Kiski
Hostetter
Sagamore
Parker
Templeton
Ridge
Kittanning
Ford City
W.Leechburg
Vandergrift
Tunnelton
Blairsville
Black Lick
Heshbon
ALTOONA
COLOR KEY
INSTALLED OR UNDER CONSTRUCTION
PROPOSED PROJECTS
YOUNGSTOWN, OH
Cortland
Lordstown (Goodmon Yard)
Lewittsburg
Latimer
Orangeville
Transfer
OH
PA
Sharpsville
Sharon
Farrell
Wheatland
N. Warren
Warren
Brookfield
Wardwell
Niles
Girard
Brier Hill
Coalburg
Hubbard
McGuffey Yard
East Youngstown
Niles Yard
Soapstown
Joint Yard
N. Jackson
Austintown Crossing
YOUNGSTOWN (NK Yard)
NKS
Haselton
Struthers Yard
Boardman
PLE
PITTSBURGH, PA
Ambridge
Leetsdale
Sewickley
Haysville
Emsworth
Bellevue
Pittsburgh T.V.T.
Etna Yard
Sharpsburg
Harmarville
Blawnox
Springdale
Chesswick
Creighton
Tarentum
New Kensington
Jacks Run
Esplen
Duffs Jct.
PBGH. F.F.T.
(Scully Yd.)
Crafton
Dakmont
Verona
Wilkinsburg
Oakdale
Carnegie
Bridgeville
Federal St.
PITTSBURGH
43rd St.
E. Liberty
Homestead
Munhall
Duquesne
Dravosburg
Wilson
Floreffe
Elrama
Clairton
W. Elizabeth
E. Pittsburgh
Wilmerding
Pittsburgh A.T.
(Pitcairn)
Trafford
Penn
LEGEND
CONRAIL LINES (Within Division)
TRACKAGE RIGHTS (Within Division)
OTHER CONRAIL LINES (Outside Division)
Scale in Miles
0
20
40
60
CONRAIL
PITTSBURGH DIVISION
FIBER OPTIC CABLE LOCATIONS
Office of Chief Engineer,
Communications and Signals
Consolidated Rail Corporation
March, 1990
Philadelphia, PA

## Telephone Numbers for Fiber Optic Cable Location Services

**The following telephone numbers must be called before performing any work which might endanger fiber optic cables or utilities:**

| State | In State | Out of State | Remarks |
|---|---|---|---|
| Pennsylvania | 800-242-1776 | 412-323-7100 | |
| Ohio | 800-362-2764 | 216-744-5191 | |
| Michigan | 800-482-7171 | 313-647-7344 | |
| Indiana | 800-382-5544 | same | |
| Illinois | 800-892-0123<br>312-744-7000 | 815-740-4500<br>same | Except Chicago<br>In Chicago |
| New Jersey | 800-272-1000 | 201-232-1232 | |
| Massachusetts | 800-322-4844 | 617-229-2770 | |
| New York | 716-893-1133<br>800-962-7962<br>800-245-2828 | same<br>315-437-7333<br>same | Batavia West<br>Batavia East<br>Southwestern |
| Connecticut | 800-922-4455 | 203-281-3702 | |
| Maryland and Wash. D.C. | 301-559-0100 | same | Except Delmarva |
| Delaware and all Delmarva | 800-282-8555 | 800-441-8355 | |
| W. Virginia | 800-245-4848 | 412-323-7111 | |

**In case of emergency or unplanned work, also call the company involved directly:**

| Company | Number |
|---|---|
| AT&T | 800-252-1133 |
| RCI (RochesterTel) | 800-624-8926 |
| US Sprint | 800-521-0579 |
| WTG (Williams Telcomm Group) | 800-248-0133 |
| MCI | 800-624-9675 |
| Litel | 800-686-5308 |
| C & P Telephone (Maryland) | 800-257-7777 |
| Corning Glass (NY) | Use State number |
| EDS (MI) | Use State number |
| Keithly Instruments (OH) | Use State number |
| Lincoln National Corp (IN) | Use State number |
| Magnavox (IN) | Use State number |
| Metropolitan Fiber Sys (PA) | Use State number |
| Mutual Signal (MI) | Use State number |
| Nationwide Insurance Co. (OH) | Use State number |
| New England Digital Dist (MA) | Use State number |
| Suburban Cablevision (NJ) | Use State number |
| Univ. Hosp. of Cleveland (OH) | Use State number |
| Univ. of Toledo (OH) | Use State number |
| United Telephone of Indiana | Use State number |
| Western Union (NJ) | Use State number |
| Up-John Company (MI) | Use State number |

**All Companies have been instructed to call back for positive confirmation. If no answer, they are to call division C&S Trouble Desk.**

12/15/90

| RD | LINE CODE | FROM MILEPOST | TO MILEPOST | STATE | COMPANY | REGISTER NUMBER | COMPANY PHONE-NB | IN STATE PHONE-NB | OUT STATE PHONE-NB |
|---|---|---|---|---|---|---|---|---|---|
| 40 | 2202 | 0.00 | 0.14 | NJ | MFS | 298573 | 800-242-1776 | 800-242-1776 | 412-323-7100 |
| 40 | 2202 | 0.00 | 29.30 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2202 | 290.20 | 353.20 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2202 | 351.43 | 353.20 | NJ | MFS | 298573 | 800-242-1776 | 800-242-1776 | 412-323-7100 |
| 40 | 2206 | 8.00 | 35.10 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2206 | 35.10 | 42.00 | WV | ATT | 267666 | 800-252-1133 | 800-245-4848 | 412-323-7111 |
| 40 | 2206 | 42.00 | 42.11 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2220 | 2.40 | 13.00 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2221 | 2.40 | 8.00 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2229 | 0.60 | 2.00 | PA | WTG | 272257 | 800-248-0133 | 800-242-1776 | 412-323-7100 |
| 40 | 2231 | 16.34 | 47.10 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2233 | 93.80 | 97.20 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2402 | 123.80 | 136.00 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2402 | 123.80 | 188.70 | OH | USS | 270407 | 800-521-0579 | 800-362-2764 | 216-744-5191 |
| 40 | 2402 | 174.70 | 175.20 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2412 | 96.40 | 102.00 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2421 | 0.00 | 27.20 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2421 | 12.00 | 27.20 | OH | USS | 270407 | 800-521-0579 | 800-362-2764 | 216-744-5191 |
| 40 | 2421 | 35.00 | 37.20 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2421 | 35.00 | 37.20 | OH | USS | 270407 | 800-521-0579 | 800-362-2764 | 216-744-5191 |
| 40 | 2423 | 0.00 | 11.70 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2423 | 58.40 | 66.20 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2423 | 66.20 | 81.30 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2424 | 11.70 | 17.30 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 2433 | 81.30 | 93.80 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 2434 | 46.60 | 51.00 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 3500 | 8.20 | 68.40 | NY | ATT | 267666 | 800-252-1133 | 716-893-1133 | 716-893-1133 |
| 40 | 3500 | 8.20 | 68.40 | NY | USS | 270407 | 800-521-0579 | 716-893-1133 | 716-893-1133 |
| 40 | 3500 | 21.20 | 68.40 | NY | RCI | 272257 | 800-624-8926 | 716-893-1133 | 716-893-1133 |
| 40 | 3500 | 68.40 | 112.40 | PA | RCI | 272257 | 800-624-8926 | 800-242-1776 | 412-323-7100 |
| 40 | 3500 | 68.40 | 112.40 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 3500 | 68.40 | 112.40 | PA | USS | 270407 | 800-521-0579 | 800-242-1776 | 412-323-7100 |
| 40 | 3500 | 112.40 | 182.20 | OH | USS | 270407 | 800-521-0579 | 800-362-2764 | 216-744-5191 |
| 40 | 3500 | 112.40 | 182.20 | OH | RCI | 272257 | 800-624-8926 | 800-362-2764 | 216-744-5191 |

| RD | LINE CODE | FROM MILEPOST | TO MILEPOST | STATE | COMPANY | REGISTER NUMBER | COMPANY PHONE-NB | IN STATE PHONE-NB | OUT STATE PHONE-NB |
|---|---|---|---|---|---|---|---|---|---|
| 40 | 3500 | 112.40 | 182.20 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 3500 | 182.20 | 194.30 | OH | WTG | 272257 | 800-248-0133 | 800-362-2764 | 216-744-5191 |
| 40 | 3500 | 185.09 | 190.00 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 3512 | 102.00 | 116.80 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 3531 | 4.38 | 4.75 | OH | UHC | 296675 | 800-362-2764 | 800-362-2764 | 216-744-5191 |
| 40 | 3531 | 16.70 | 17.90 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 3532 | 13.00 | 22.30 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |
| 40 | 3534 | 9.20 | 9.90 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744 5191 |
| 40 | 3534 | 9.20 | 9.90 | OH | WTG | 272257 | 800-248-0133 | 800-362-2764 | 216-744-5191 |
| 40 | 3534 | 9.20 | 9.90 | OH | RCI | 272257 | 800-624-8926 | 800-362-2764 | 216-744-5191 |
| 40 | 3534 | 9.20 | 9.90 | OH | USS | 270407 | 800-521-0579 | 800-362-2764 | 216-744-5191 |
| 40 | 6501 | 160.60 | 188.40 | PA | ATT | 267666 | 800-252-1133 | 800-242-1776 | 412-323-7100 |
| 40 | 6502 | 2.70 | 5.30 | | ATT | 267666 | 800-252-1133 | 800-362-1764 | 216-744-5191 |
| 40 | 6502 | 2.70 | 27.50 | | WTG | 272257 | 800-248-0133 | 800-362-1764 | 216-744-5191 |
| 40 | 6502 | 14.39 | 15.13 | NJ | KI | 300502 | 800-362-2764 | 800-362-1764 | 216-744-5191 |
| 40 | 6601 | 188.40 | 201.40 | OH | ATT | 267666 | 800-252-1133 | 800-362-2764 | 216-744-5191 |

## CONRAIL ENGINEERING

## 1991 MAINTENANCE OF WAY FIELD TESTS

## PITTSBURGH DIVISION

T1 - Arbed Rail - Rodange Arbed Fully Heat Treated Rail is manufactured in France. Test is to monitor for rail wear and defects. Installed Leetonia, OH, Ft. Wayne Line, LC 30-2402, Track No. 2, MP 65.5 to 68.8, various curves, installed November, 1987.

T2 - Elastic Rail Spike Test - Elastic Rail Spike manufactured by Elastic Spike Corporation of America in Stewartstown, PA. Started November 3, 1988 on Track #2, in the vicinity of Dunkirk, NY, between MP 41.0 and MP 41.4 on the Chicago Line, LC 3500, on a 1°-30' curve with 4" elevation.

# LIMITING CLEARANCE SUMMARY
## PITTSBURGH DIVISION



| LINE CODE | LINE NAME | MILE POST LIMITS | STRUCTURE | | LOCATION/ DESCRIPTION | TRACK |
|---|---|---|---|---|---|---|
| 3500 | CHICAGO LINE | 8.2-194.3 | OH | 70.02 | BURT1ROAD | 001 |
| 3500 | CHICAGO LINE | 8.2-194.3 | SB | 175.90 | SIGNAL BRIDGE(KNEE BRACE) | 002 |
| 3500 | CHICAGO LINE | 8.2-194.3 | SB | 175.90 | SIGNAL BRIDGE(KNEE BRACE) | 045 |
| 2412 | CLEVELAND LINE | 67.0-102.0 | OH | 86.42 | LAKEWOOD DRIVE | 001 |
| 2412 | CLEVELAND LINE | 67.0-102.0 | OH | 86.42 | LAKEWOOD DRIVE | 002 |
| 3512 | CLEVELAND LINE | 102.0-123.3 | OH | 115.48 | WARNER ROAD | 001 |
| 2211 | CONEMAUGH LINE | 0.0- 77.9 | OH | 76.86 | FORT WAYNE LINE | 001 |
| 2211 | CONEMAUGH LINE | 0.0- 77.9 | OH | 76.86 | FORT WAYNE LINE | 002 |
| 2211 | CONEMAUGH LINE | 0.0- 77.9 | OH | 1.60 | NORTH STE(FT.WAYNE BDG NO.) | 001 |
| 2211 | CONEMAUGH LINE | 0.0- 77.9 | OH | 1.60 | NORTH STE(FT.WAYNE BDG NO.) | 002 |
| 2202 | FT WAYNE LINE | 0.0- 34.0 | OH | 1.33 | RIDGE AVENUE | 002 |
| 2202 | FT WAYNE LINE | 0.0- 34.0 | OH | 1.60 | IRWIN/NORTH STS | 001 |
| 2202 | FT WAYNE LINE | 0.0- 34.0 | OH | 1.60 | IRWIN/NORTH STS | 003 |
| 2202 | FT WAYNE LINE | 0.0- 34.0 | OH | 1.60 | IRWIN/NORTH STS | 004 |
| 2402 | FT WAYNE LINE | 34.0-200.6 | OH | 50.10 | WEST STREET | 001 |
| 2402 | FT WAYNE LINE | 34.0-200.6 | OH | 50.10 | WEST STREET | 002 |
| 2402 | FT WAYNE LINE | 34.0-200.6 | TT | 151.48 | MUDDY FORK | 001 |
| 2402 | FT WAYNE LINE | 34.0-200.6 | TT | 164.61 | BLACK FORK | 001 |
| 3102 | FT WAYNE LINE | 200.6-314.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 6502 | MEADVILLE LINE | 136.3-149.5 | TT | 81.04 | SHENANGO RIVER | 007 |
| 2223 | MON LINE | 0.0- 2.7 | SB | 0.90 | | 002 |
| 2220 | MON LINE | 2.4- 36.0 | OH | 2.22 | DUQUESNE INCLINE | 001 |
| 3531 | SHORT LINE | 0.0- 17.9 | OH | 11.87 | SCHAAF ROAD | 001 |
| 3531 | SHORT LINE | 0.0- 17.9 | OH | 11.87 | SCHAAF ROAD | 002 |
| 2440 | YOUNGSTOWN LINE | 0.0- 56.3 | | | ALL STRS EXCEED CRIT.HT. | |
| 2440 | YOUNGSTOWN LINE | 56.3- 81.3 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2433 | YOUNGSTOWN LINE | 81.3- 93.8 | TT | 38.27 | CREEK | 001 |
| 2233 | YOUNGSTOWN LINE | 93.8- 97.2 | | | ALL STRS EXCEED CRIT.HT. | ALL |
| 2421 | AKRON SEC | 0.0- 27.2 | OH | 12.86 | PARK STREET | 002 |
| 2421 | AKRON SEC | 0.0- 27.2 | OH | 12.94 | MARKET STREET | 001 |
| 2421 | AKRON SEC | 0.0- 27.2 | OH | 12.94 | MARKET STREET | 002 |
| 2421 | AKRON SEC | 27.2- 37.2 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2291 | ALLEGHENY SEC | 28.7- 53.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2286 | AVONMORE I.T. | 0.0- 1.9 | | | NO OH STRUCTURES | 007 |
| 2251 | AXLE WORKS I.T. | 0.0- 0.6 | | | NO OH STRUCTURES | 007 |
| 2230 | BAYARD BRANCH | 0.0- 26.6 | TT | 14.21 | BEAVER RIVER | 001 |
| 2230 | BAYARD BRANCH | 0.0- 26.6 | TT | 14.21 | BEAVER RIVER | 002 |
| 2230 | BAYARD BRANCH | 0.0- 26.6 | OH | 15.49 | ELIZABETH AVENUE | 001 |
| 2445 | BENTON I.T. | 22.9- 24.7 | TT | 24.18 | | 007 |
| 2240 | BLAIRSVILLE SEC | 0.0- 5.7 | OH | 4.48 | NO.OF BLAIRSVILLE | 007 |
| 2137 | BLAIRSVILLE SEC | 5.7- 17.5 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2137 | BLOCK HOUSE RUN I.T. | 0.0- 2.3 | | | NO OH STRUCTURES | 007 |
| 2247 | BURGETTS I.T. | 0.0- 2.3 | | | NO OH STRUCTURES | 007 |
| 2238 | CADIZ R.T. | 0.0- 12.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2244 | CANON I.T. | 0.0- 2.5 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2244 | CANON I.T. | 2.5- 20.5 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2434 | CASTLE I.T. | 46.6- 51.3 | OH | 47.34 | CSX | 007 |
| 22DD | ECONOMY SEC EXT | 0.5- 3.0 | | | NO OH STRUCTURES | 007 |
| 2254 | ELLSWORTH SEC | 0.0- 11.9 | OH | 0.83 | | 007 |

P I T T S B U R G H
DIVISION

| LINE CODE | LINE NAME | MILE POST LIMITS | STRUCTURE | | LOCATION/ DESCRIPTION | TRACK |
|---|---|---|---|---|---|---|
| 3515 | ERIE YARD I.T. | 0.0- 2.9 | OH | 2.13 | | NS |
| 2206 | FERN I.T. | 46.0- 52.0 | T | 49.90 | GOULD TUNNEL | 007 |
| 3534 | FLATS I.T. | 9.2- 12.9 | SB | 12.68 | SIGNAL BRIDGE | 007 |
| 3532 | FLATS I.T. | 12.9- 17.3 | SB | 12.86 | SIGNAL BRIDGE | 007 |
| 6561 | FRANKLIN SEC | 0.0- 23.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 6561 | FRANKLIN I.T. | 23.0- 33.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 6501 | FREEDOM SEC | 164.9-192.6 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2216 | GREENSBURG I.T. | 0.0- 2.5 | | | NO OH STRUCTURES | 007 |
| 2465 | HARBOR CONN.TRACK | 0.0- 1.4 | | | ALL STRS EXCEED CRIT.HT. | ALL |
| 3541 | HARVARD CONNECTION | 0.0- 1.8 | OH | 0.52 | WARNER ROAD | 007 |
| 3541 | HARVARD CONNECTION | 0.0- 1.8 | OH | 0.70 | 93RD STREET | 007 |
| 6555 | HASELTON I.T. | 67.9- 69.1 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2224 | ISLAND SEC | 0.0- 1.4 | | | ALL STRS EXCEED CRIT.HT. | ALL |
| 3531 | KINSMAN CONNECTION | 5.1- 7.4 | | | ALL STRS EXCEED CRIT.HT. | IND |
| 2422 | KOPPEL SEC | 34.8- 41.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2423 | LORDSTOWN SEC | 0.0- 11.8 | TT | 76.31 | MAHONING RIVER | 007 |
| 2425 | LORDSTOWN SEC | 11.8- 38.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2426 | MAHONING SEC | 54.6- 67.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 22JJ | MARGINAL I.T. | 0.0- 1.7 | | | NO OH STRUCTURES | 007 |
| 2424 | NILES SEC | 11.9- 17.3 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 6501 | NILES SEC | 17.3- 30.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2328 | OIL CITY I.T. | 0.0- 2.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2329 | OIL CITY SEC | 129.5-132.3 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 22HH | OIL STREET I.T. | 0.0- 0.6 | | | NO OH STRUCTURES | 007 |
| 2219 | PORT PERRY BRANCH | 0.0- 3.1 | TT | 10.19 | MONON RIVER THRU TRUSS | 007 |
| 2231 | POWHATAN I.T. | 20.0- 23.6 | | | NO OH STRUCTURES | |
| 2231 | POWHATAN SEC | 23.6- 58.7 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2231 | OMAL R.T. | 58.7- 72.7 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 6502 | RANDALL I.T. | 2.2- 27.5 | OH | 3.43 | MAR-PRAHAST | 007 |
| 2231 | RIVER SEC | 0.0- 17.3 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2231 | RIVER I.T. | 17.3- 20.0 | | | NO OH STRUCTURES | |
| 2443 | SHARON BRANCH | 0.0- 5.7 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2218 | SOUTHWEST SEC | 0.0- 2.5 | OH | 1.71 | SR 136 | 007 |
| 2217 | SOUTHWEST SEC | 2.5- 23.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2288 | SUPERIOR I.T. | 0.0- 0.8 | | | NO OH STRUCTURES | 007 |
| 2427 | TUSCARAWAS SEC | 0.0- 2.9 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2226 | VALLEY SEC | 0.4- 1.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2228 | VALLEY SEC | 2.0- 2.7 | | | NO OH STRUCTURES | 007 |
| 2229 | VALLEY SEC | 2.7- 13.4 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2221 | WEIRTON SEC | 2.4- 8.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2206 | WEIRTON SEC | 8.0- 46.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2206 | WEIRTON SEC | 52.0-109.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 8106 | WEIRTON SEC | 109.0-157.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2434 | WHEATLAND I.T. | 66.0- 90.5 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2415 | Y&R CONN | 84.7- 85.8 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2232 | YELLOW CREEK R.T. | 0.0- 1.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2267 | YUKON I.T. | 0.0- 3.0 | | | ALL STRS EXCEED CRIT.HT. | 007 |

# C R I T I C A L  C L E A R A N C E  S U M M A R Y
## P I T T S B U R G H
## DIVISION

TRACK IS NOT TO BE RAISED UNDER THE FOLLOWING STRUCTURES WITHOUT FIRST NOTIFYING THE CLEARANCE DEPARTMENT IN PHILADELPHIA ON SMART 333 5391.

| LINE CODE | LINE NAME | MILE POST LIMITS | BETWEEN | STRUCTURE | | LOCATION/ DESCRIPTION | TRACK |
|---|---|---|---|---|---|---|---|
| 3500 | CHICAGO LINE | 8.2-194.3 | BAY VIEW-BEREA | OH | 15.96 | HIGH ST | 001 |
| 3500 | | | | OH | 15.96 | HIGH ST | 002 |
| 3500 | | | | TT | 28.31 | CATARAGUSCK CREEK | 002 |
| 3500 | | | | OH | 70.02 | BURT1ROAD | 001 |
| 3500 | | | | OH | 70.02 | BURT1ROAD | 002 |
| 3500 | | | | OH | 174.11 | 152ND STREET | 001 |
| 3500 | | | | OH | 174.11 | 152ND STREET | 002 |
| 3500 | | | | OH | 174.11 | 152ND STREET | 045 |
| 3500 | | | | OH | 175.02 | SHORT LINE | 001 |
| 3500 | | | | OH | 175.02 | SHORT LINE | 045 |
| 3500 | | | | XARM | 175.77 | TELEPOLE XARM COMPOSITE | 045 |
| 3500 | | | | SB | 175.90 | SIGNAL BRIDGE | 001 |
| 3500 | | | | SB | 175.90 | SIGNAL BRIDGE(KNEE BRACE) | 002 |
| 3500 | | | | SB | 175.90 | SIGNAL BRIDGE(KNEE BRACE) | 045 |
| 3500 | | | | SB | 177.88 | SIGNAL BRIDGE | 001 |
| 3500 | | | | SB | 177.88 | SIGNAL BRIDGE | 002 |
| 3500 | | | | SB | 177.88 | SIGNAL BRIDGE | 045 |
| 3500 | | | | TT | 182.30 | CUYAHOGA RIVER(BRACE) | 001 |
| 3500 | | | | TT | 182.30 | CUYAHOGA RIVER(BRACE) | 002 |
| 3500 | | | | OH | 187.43 | 140TH STREET | 001 |
| 3500 | | | | OH | 187.43 | 140TH STREET | WPS |
| 3500 | | | | OH | 188.53 | W.150TH ST | 001 |
| 3500 | | | | OH | 188.53 | W.150TH ST | 002 |
| 3500 | | | | OH | 188.53 | W.150TH ST | WPS |
| 2412 | CLEVELAND LINE | 67.0-102.0 | ALLIANCE-TWIN | OH | 86.42 | LAKEWOOD DRIVE | 001 |
| 2412 | | | | OH | 86.42 | LAKEWOOD DRIVE | 002 |
| 2412 | | | | OH | 88.51 | FREEDOM SEC | 001 |
| 2412 | | | | OH | 88.51 | FREEDOM SEC | 002 |
| 2412 | | | | OH | 88.58 | PIPPEN LAKE ROAD | 001 |
| 2412 | | | | OH | 88.58 | PIPPEN LAKE ROAD | 002 |
| 2412 | | | | OH | 90.35 | BOTTLES ROAD | 001 |
| 2412 | | | | OH | 90.35 | BOTTLES ROAD | 002 |
| 3512 | CLEVELAND LINE | 102.0-123.3 | TWIN-DRAWBRIDGE | OH | 115.30 | EAST 93RD STREET | 001 |
| 3512 | | | | OH | 115.48 | WARNER ROAD | 001 |
| 3512 | | | | OH | 115.48 | WARNER ROAD | 002 |
| 2211 | CONEMAUGH LINE | 0.0- 77.9 | CONPITT-PENN | XARM | 69.60 | TELEPOLE XARMS | 001 |
| 2211 | | | | OH | 70.25 | BRILLIANT BRANCH | 002 |
| 2211 | | | | OH | 74.13 | CSXT JUMPOVER | 001 |
| 2211 | | | | OH | 75.46 | 30TH ST | 001 |
| 2211 | | | | OH | 75.46 | 30TH ST | 002 |
| 2211 | | | | OH | 75.46 | 30TH ST | 102 |
| 2211 | | | | OH | 76.86 | FORT WAYNE LINE | 001 |
| 2211 | | | | OH | 76.86 | FORT WAYNE LINE | 002 |
| 2211 | | | | OH | 1.33 | RIDGE AVE(FT.WAYNE BDG NO.) | 001 |
| 2211 | | | | OH | 1.33 | RIDGE AVE(FT.WAYNE BDG NO.) | 002 |
| 2211 | | | | OH | 1.35 | OHIO ST (FT.WAYNE BDG NO.) | 001 |
| 2211 | | | | OH | 1.35 | OHIO ST (FT.WAYNE BDG NO.) | 002 |

P I T T S B U R G H
DIVISION

TRACK IS NOT TO BE RAISED UNDER THE FOLLOWING STRUCTURES WITHOUT FIRST NOTIFYING THE CLEARANCE DEPARTMENT IN PHILADELPHIA ON SMART 333 5391.

| LINE CODE | LINE NAME | MILE POST LIMITS | BETWEEN | STRUCTURE | | LOCATION/ DESCRIPTION | TRACK |
|---|---|---|---|---|---|---|---|
| 2211 | CONEMAUGH LINE | 0.0- 77.9 | CONPITT-PENN | OH | 1.60 | NORTH STE(FT.WAYNE BDG NO.) | 001 |
| 2211 | | | | OH | 1.60 | NORTH STE(FT.WAYNE BDG NO.) | 002 |
| 6501 | MEADVILLE LINE | 56.3-136.3 | CM-PYMATUNING | | | ALL STRS EXCEED CRIT.HT. | ALL |
| 6502 | MEADVILLE LINE | 136.3-149.5 | PYMATUNING-HUBBARD | TT | 81.04 | SHENANGO RIVER | 007 |
| 2223 | MON LINE | 0.0- 2.7 | ESPLEN-BELL | SB | 0.90 | | 002 |
| 2220 | MON LINE | 2.4- 36.0 | ESPLEN-CITY | OH | 1.51 | | 007 |
| 2220 | | | | SB | 3.01 | NBD HOME SIG @ BECKS RUN | 001 |
| 2220 | | | | SB | 3.01 | NBD HOME SIG @ BECKS RUN | 002 |
| 2220 | | | | OH | 2.22 | DUQUESNE INCLINE | 001 |
| 2220 | | | | OH | 0.87 | 12TH STREET | 001 |
| 2220 | | | | OH | 0.87 | 12TH STREET | 002 |
| 2220 | | | | OH | 0.14 | LIBERTY BRIDGE | 002 |
| 2220 | | | | FB | 0.56 | FOOTBRIDGE | 001 |
| 2220 | | | | FB | 0.56 | FOOTBRIDGE | 002 |
| 2220 | | | | FB | 0.70 | FOOTBRIDGE | 001 |
| 2220 | | | | FB | 0.70 | FOOTBRIDGE | 002 |
| 2220 | | | | OH | 5.09 | CSXT | 002 |
| 2220 | | | | FB | 5.61 | MESTA MACHINE CO. | 002 |
| 2220 | | | | OH | 6.91 | UNION RR | 001 |
| 2220 | | | | FB | 7.21 | | 001 |
| 2220 | | | | SB | 9.40 | | 002 |
| 2220 | | | | OH | 17.77 | PRIVATE ROAD | 001 |
| 2220 | | | | OH | 17.77 | PRIVATE ROAD | 002 |
| 2220 | | | | PIPE | 17.97 | PIPE | 001 |
| 2220 | | | | PIPE | 17.97 | PIPE | 002 |
| 2220 | | | | OH | 18.37 | NS RY | 001 |
| 2220 | | | | OH | 18.37 | NS RY | 002 |
| 2220 | | | | OH | 18.97 | MAPLE AVENUE | 001 |
| 2220 | | | | WIRE | 23.77 | OH WIRE XING | 001 |
| 2220 | | | | WIRE | 23.77 | OH WIRE XING | 002 |
| 2202 | PITTSBURGH LINE | 290.2-353.2 | CONPITT-PITTSBURGH | SB | 290.80 | CONPITT | 001 |
| 2202 | | | | SB | 290.80 | CONPITT | 002 |
| 2202 | | | | SB | 292.80 | LOCKPORT | 001 |
| 2202 | | | | SB | 292.80 | LOCKPORT | 002 |
| 2202 | | | | OH | 305.57 | MILLWOOD | 001 |
| 2202 | | | | OH | 305.57 | MILLWOOD | 002 |
| 2202 | | | | SB | 307.70 | DERRY | 001 |
| 2202 | | | | SB | 307.70 | DERRY | 002 |
| 2202 | | | | OH | 317.00 | CARNEY ROAD | 001 |
| 2202 | | | | OH | 317.00 | CARNEY ROAD | 002 |
| 2202 | | | | OH | 318.56 | PUBLIC ROAD | 001 |
| 2202 | | | | OH | 321.89 | MAPLE AVENUE | 001 |
| 2202 | | | | OH | 326.29 | 2ND STREET | 001 |
| 2202 | | | | OH | 326.29 | 2ND STREET | 002 |
| 2202 | | | | OH | 326.56 | 7TH ST | 001 |
| 2202 | | | | OH | 326.56 | 7TH ST | 002 |
| 2202 | | | | OH | 330.69 | BRIDGE ST | 001 |

P I T T S B U R G H
DIVISION

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| LINE CODE | LINE NAME | MILE POST LIMITS | BETWEEN | STRUCTURE | | LOCATION/ DESCRIPTION | TRACK |
|---|---|---|---|---|---|---|---|
| 2202 | PITTSBURGH LINE | 290.2-353.2 | CONPITT-PITTSBURGH | OH | 330.69 | BRIDGE ST | 002 |
| 2202 | | | | OH | 338.88 | SPRING HILL ROAD | 001 |
| 2202 | | | | OH | 338.88 | SPRING HILL ROAD | 002 |
| 2202 | | | | OH | 338.88 | SPRING HILL ROAD | LDR |
| 2202 | | | | FB | 342.73 | | 002 |
| 2202 | | | | OH | 344.12 | BRADDOCK AVE | 001 |
| 2202 | | | | OH | 344.12 | BRADDOCK AVE | 002 |
| 2202 | | | | OH | 344.91 | WASHINGTON STREET | 001 |
| 2202 | | | | OH | 344.91 | WASHINGTON STREET | 002 |
| 2202 | | | | OH | 348.70 | PENNSYLVANIA AVENUE | 001 |
| 2202 | | | | OH | 348.92 | SO.HIGHLAND AVE | 001 |
| 2202 | | | | OH | 349.40 | SO.NEGLEY AVE | 001 |
| 2202 | | | | STA | 352.80 | PITTSBURGH STATION | 001 |
| 2202 | | | | STA | 352.80 | PITTSBURGH STATION | 002 |
| 2202 | | | | STA | 352.80 | PITTSBURGH STATION | SDG |
| 3531 | SHORT LINE | 0.0- 17.9 | QUAKER-SHORT | OH | 4.16 | CORNELL ROAD | 007 |
| 3531 | | | | OH | 4.78 | FAIRHILL ROAD | 007 |
| 3531 | | | | OH | 7.83 | MORGAN RUN | 007 |
| 3531 | | | | OH | 9.54 | EAST 71ST STREET | 007 |
| 3531 | | | | OH | 11.87 | SCHAAF ROAD | 001 |
| 3531 | | | | OH | 11.87 | SCHAAF ROAD | 002 |
| 2440 | YOUNGSTOWN LINE | 0.0- 56.3 | ASHTABULA-CP 56 | | | ALL STRS EXCEED CRIT.HT. | |
| 2440 | YOUNGSTOWN LINE | 56.3- 81.3 | CP 56-WAMP | | | ALL STRS EXCEED CRIT.HT. | 007 |
| 2433 | YOUNGSTOWN LINE | 81.3- 93.8 | WAMP -NEW BRIGHTON | TT | 38.27 | CREEK | 001 |
| 2233 | YOUNGSTOWN LINE | 93.8- 97.2 | NEW BRIGHTON-ROCHESTER | | | ALL STRS EXCEED CRIT.HT. | ALL |

# PROGRAM LEGEND

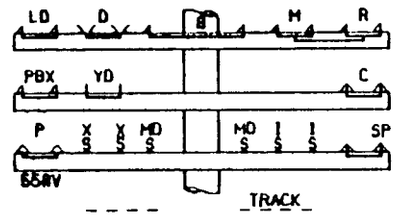
## DATE OF WORK PRECEDES CODE (IF KNOWN)

| CONDITIONS | CODES |
|---|---|
| GRINDING | (NO. OF PASSES) |
| SURFACING | TYPE OF MACHINE USED<br>E = ELECTROMATIC  T = TAMPER<br>P = PLASSER  C = PLASSER- CONT. ACTION TAMPER (CAT) |
| TIES | YEAR INSTALLED ONLY FOR MAJOR REHABILITATION<br>ST = SAFETY TIE INSTALLATIONS OF LESS THAN 400 TIES/MILE |
| UNDERCUTTING | TYPE OF MACHINE USED<br>PD = PLOW (BULLDOZER)  UK = UNDERCUT (KERSHAW)<br>PL = PLOW (LORAM)  UP = UNDERCUT (PLASSER) |
| RAIL | TYPE AND CONDITION<br>C = CROPPED  HT = HEAT TREATED<br>F = FIT  M = MEDIUM MANGANESE<br>/// = 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 CLEANING | TYPE OF MACHINE USED<br>L = LORAM  S = SPENO |
| TONNAGE | (MGT) in MILLION GROSS TONS (Prior Year) |
| TIMETABLE SPEED | (25) = LOCAL ORDINANCE<br>PASSENGER/FAST FREIGHT/FREIGHT |
| UG CABLE | FIBER OPTICS |
| PROGRAMMED WORK | SURFACE AFTER RAIL |

## CHART LEGEND

- CRITICAL CLEARENCE STRUCTURE (SEE SUMMARU SHEETS) — C
- M/W TEST LOCATION — T1
- TUNNEL
- BRIDGE (OH & UG)
- LONG BRIDGE
- RR XING
- PUB RD XING (GRADE)
- PUB RD XING (GRADE) (W/FLSH) — T1
- PUB RD XING (GRADE) (W/FLSH & GATES) — G1
- PRIVATE RD XING
- AUTOMATIC SIGNAL
- CURVE LUBRICATOR — L
- DRAGGING EQUIP DET
- HOT BOX DET (PT. DIR. TRAFFIC)
- HOT BOX & DRAG EQUIP (WITHIN 250')
- TIMETABLE M.P. — 1
- VALUATION M.P. — 1
- ENDANGERED PLANT SPECIES

## POLE LINE DIAGRAM

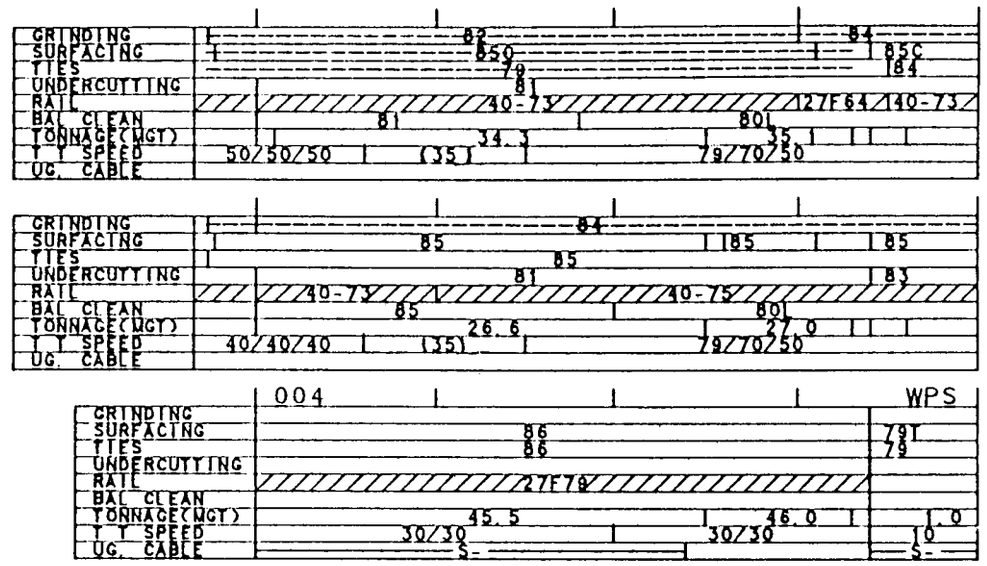


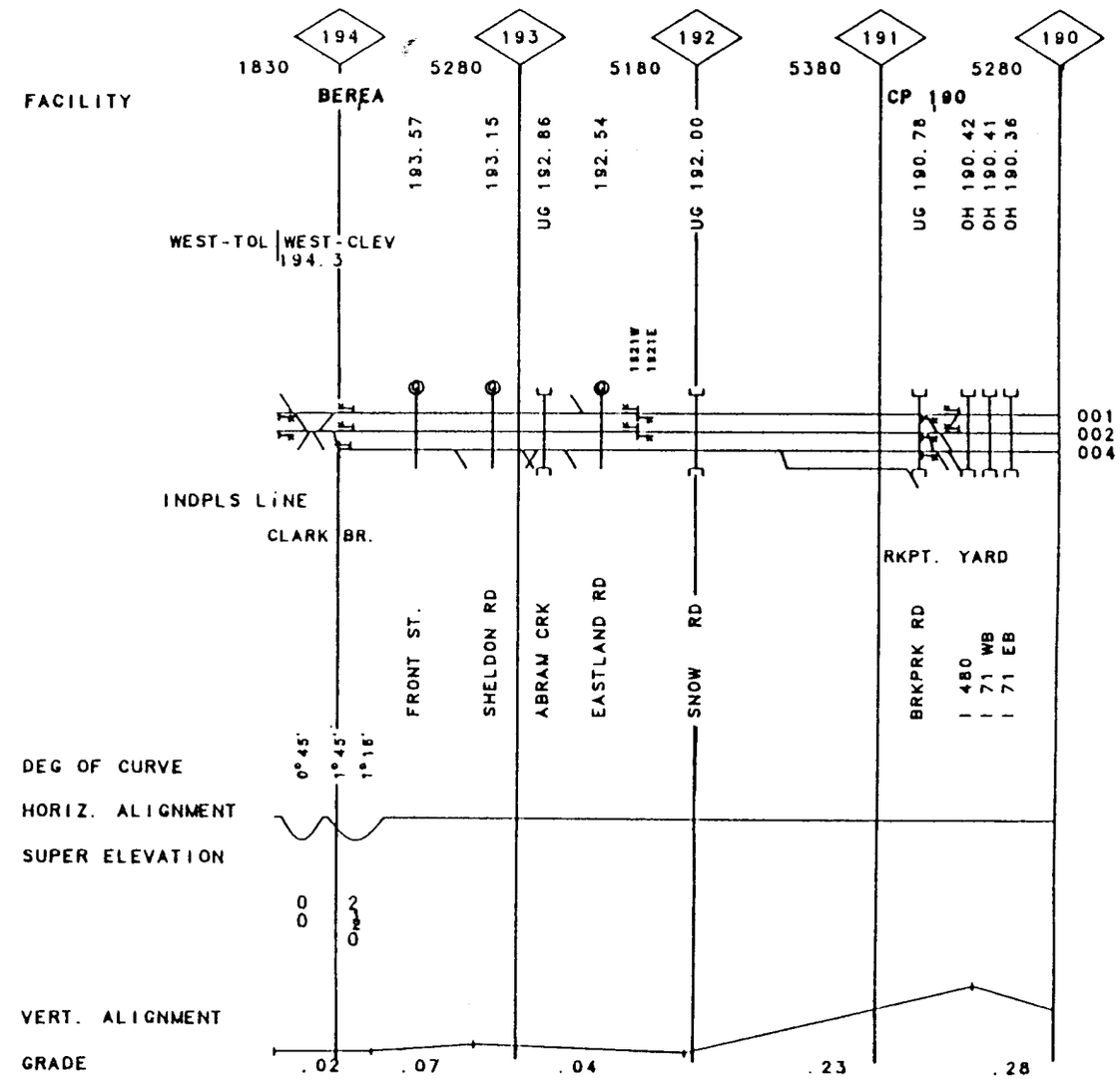

- ⁄ = NO. 9 COPPER WIRE
- \ = NO. 8 COPPER WIRE
- ⁄\ = NO. 8 WEATHER PROOF COPPERWELD
- | = NO. 8 IRON
- ^ = NO. 6 WEATHER PROOF COPPER
- s = NO. 10 WEATHER PROOF COPPERWELD

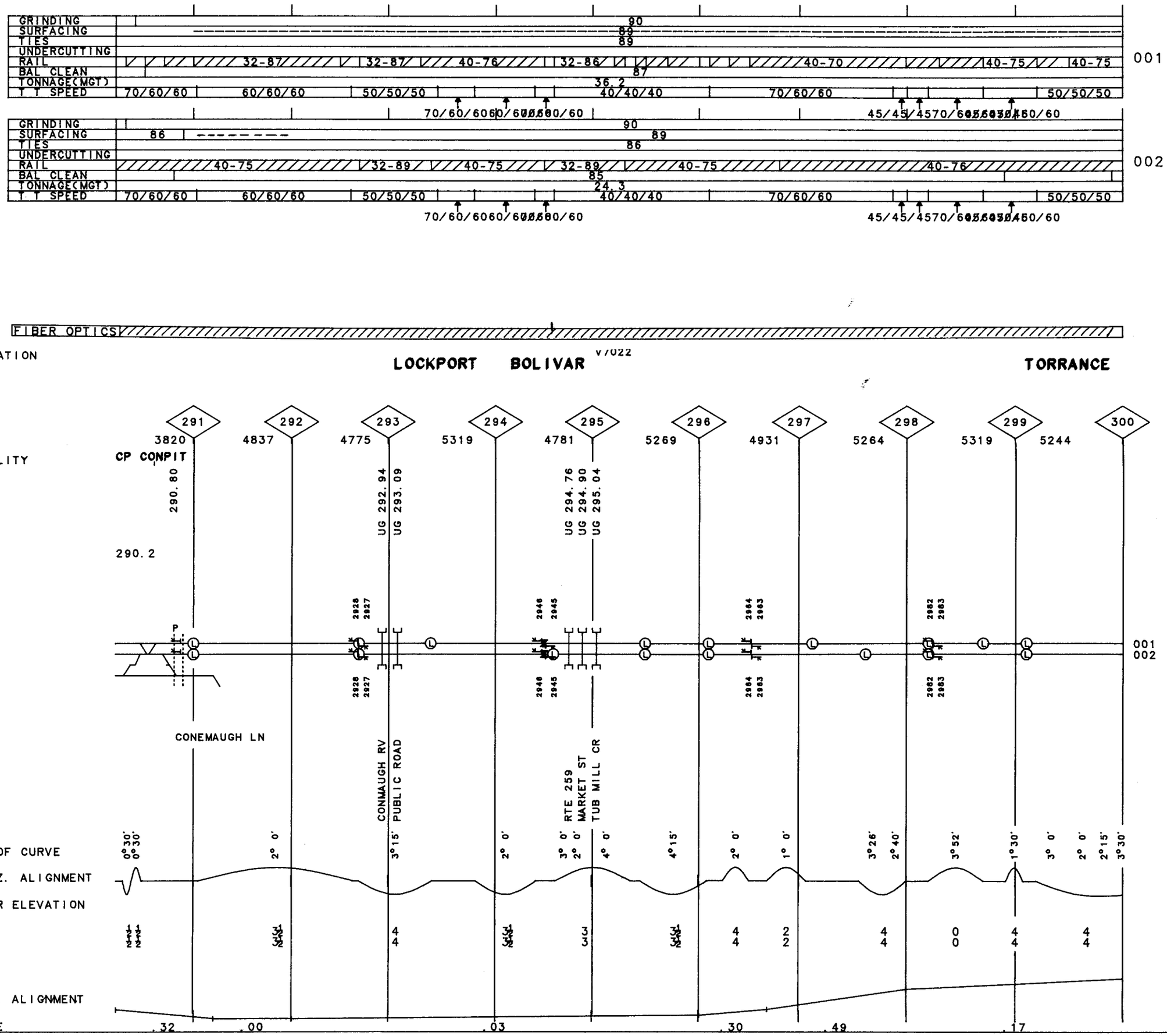
## KEY TO PIN SYMBOLS

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

## KEY TO LINE CIRCUITS





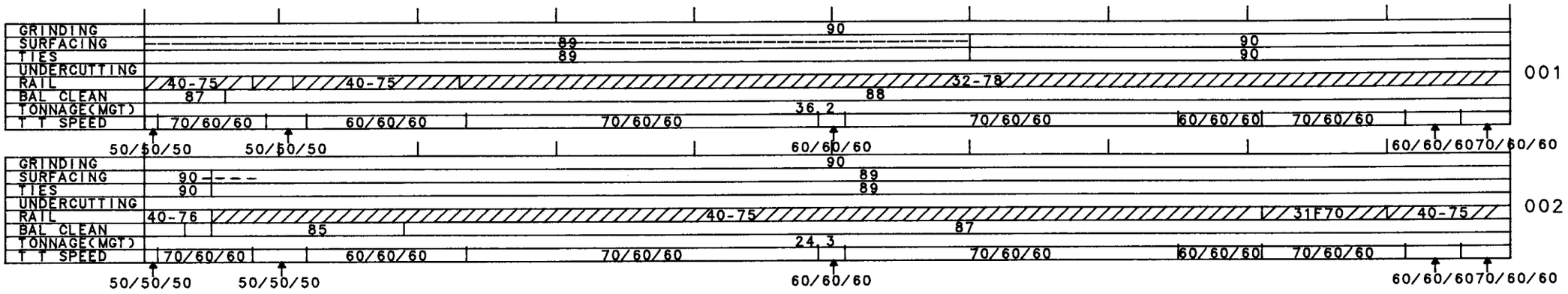

1

REV. 01/01/91 MP 290.20-MP 300.00 PA

40-2202 PITTSBURGH LINE

2

REV. 01/01/91 MP 300.00-MP 310.00 PA



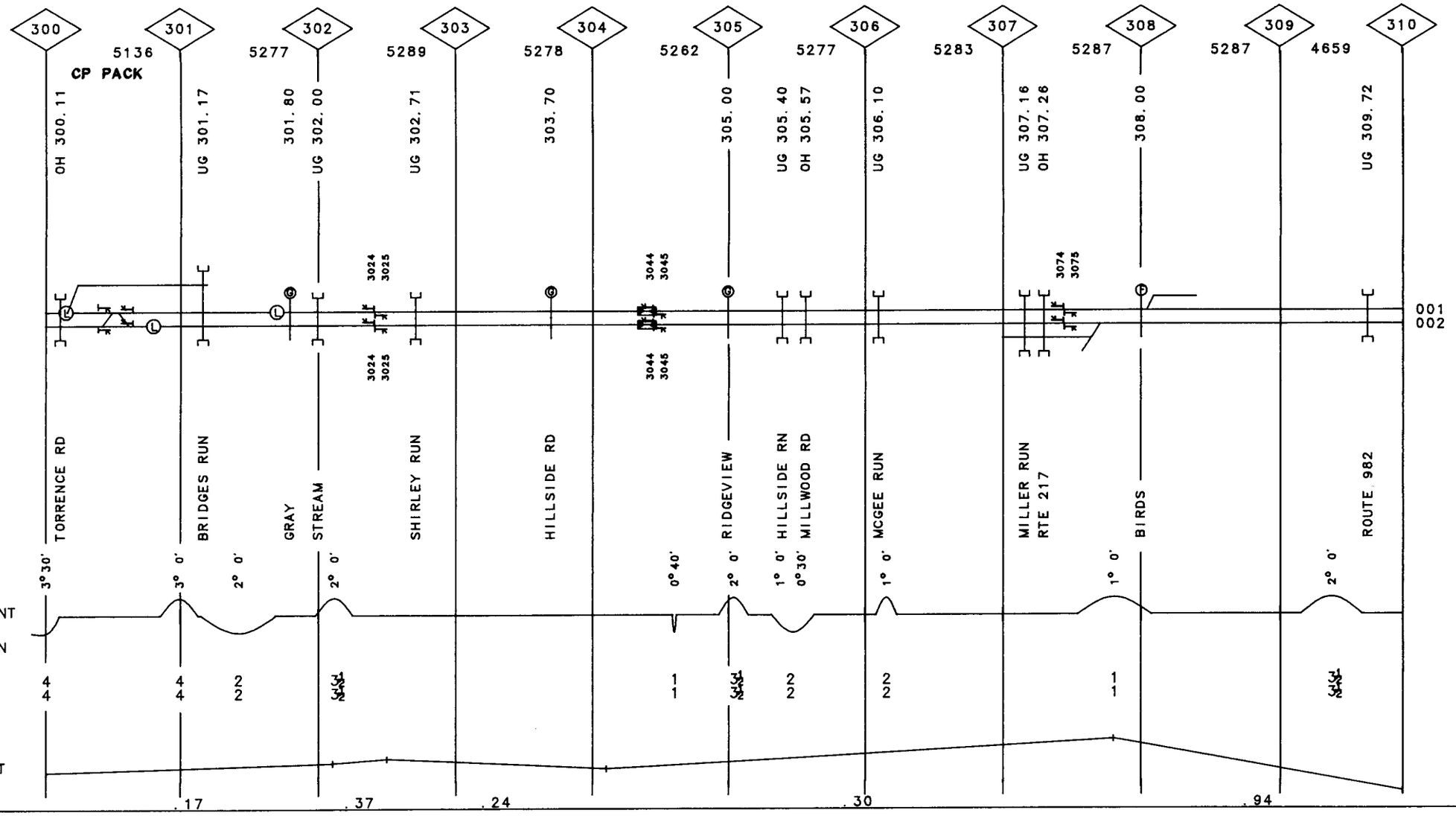

FIBER OPTICS

VALUATION TOWN

V7022

HILLSIDE | RIDGEVIEW | MILLWOOD | DERRY | BRADENVILLE

FACILITY




40-2202 PITTSBURGH LINE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | | | 90 | | | | |
| SURFACING | | 90 | | | | 87 | |
| TIES | | 90 | | | | 87 | |
| UNDERCUTTING | | | | | | | |
| RAIL | 32-78 | | | 32-80 | | | 001 |
| BAL CLEAN | 88 | | 87 | | 88 | | |
| TONNAGE(MGT) | | | 36.2 | | | | |
| T T SPEED | | | 70/60/60 | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | | | 90 | | | | |
| SURFACING | | 89 | | | | 88 | |
| TIES | 89 | | 85 | | | 88 | |
| UNDERCUTTING | | | | | | | |
| RAIL | 40-75 | | | 32-78 | | 40F83 | 002 |
| BAL CLEAN | 87 | | | | 88 | | |
| TONNAGE(MGT) | | | 24.3 | | | | |
| T T SPEED | | | 70/60/60 | | | | |

FIBER OPTICS

VALUATION
TOWN

LATROBE | BEATTY | DONOHOE

V7022

FACILITY

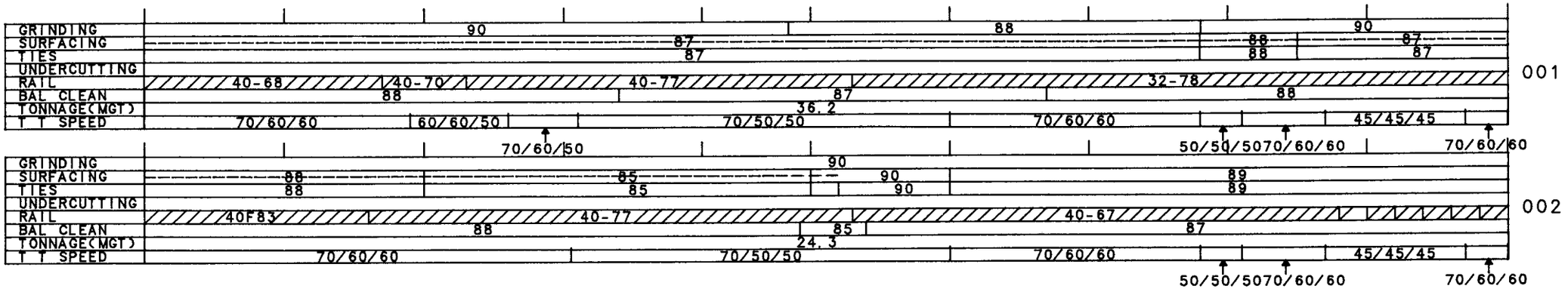
| 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5289 | 5266 | 5300 | 5112 | 4425 | 5277 | 5278 | 5274 | 4139 | 5182 |
| | | | CP TROBE | | | | | | | |
| | OH 310.74 | UG 311.54<br>UG 311.66 | UG 312.27<br>UG 312.39<br>UG 312.46<br>UG 312.63<br>UG 312.72 | OH 313.69 | OH 314.06 | UG 314.65 | UG 315.90<br>UG 316.00 | OH 317.00 | OH 317.28 | UG 317.57<br>UG 317.82 | OH 318.56 | UG 319.75 |
| | LATROBE IND | | UNITY IND TK | | | | | | | | | |
| 3102<br>3103 | | | | | | 3152<br>3151 | | | | 3184<br>3185 | | |

001
002

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PANDORA RD | | ROUTE 981<br>SAXMAN RUN | ALEXANDRIA<br>LIGONIER ST<br>JEFFERSON<br>LYLHANNA CR<br>UNITY ST | ST VINCENT | PRIVATE RD | CRABTREE RD | CRABTRE CRK<br>CARNEY ROAD | CARNEY ROAD | DDONOHOE RD | OLD R/W | PUBLIC ROAD | LR 65135 | BOVARD RD |
| DEG OF CURVE | | 1° 0' | | 0°15' | 0°55' | 1°15' | | | 0°30' | | | 1°30' | 1°30' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | |
| SUPER ELEVATION | | 2<br>2 | | | 3<br>3 | | | | | | | 4<br>4 | 4<br>4 |
| VERT. ALIGNMENT | | | | | | | | | | | | | |
| GRADE | .94 | .00 | .49 | .00 | .54 | | .94 | | | .13 | | .95 | |

REV. 01/01/91 MP 310.00-MP 320.00 PA

40-2202 PITTSBURGH LINE




FIBER OPTICS

VALUATION
TOWN

GREENSBURG RADEBAUGH JEANNETTE PENN MANOR

FACILITY

320 321 322 323 324 325 326 327 328 329 330

5297 5279 5294 5235 4111 5305 5286 5292 5262 5305

CP RADE

UG 320.75 UG 321.36 UG 321.53 UG 321.64 OH 321.89 OH 321.94 OH 322.00 UG 322.13 UG 323.02 UG 323.86 UG 325.96 UG 326.04 OH 326.29 UG 326.39 OH 326.56 UG 326.84 OH 327.44 UG 328.13 328.45 UG 329.15 UG 329.45 UG 329.48

GRNSBRG IND SOUTHWST IT JEANETTE IND

32181 32171 32182 32172 3284 3285 3284 3285

001
002

PUBLIC ROAD AB R/W JACKS RUN ARCH AVE MAPLE AVE MAIN STREET PENNA AVE COLLEGE AVE ZELLERS RD LR 65109 RD BROWN AVE BRUSH CREEK SECOND ST FOURTH ST SEVENTH ST 13TH STREET PUBLIC ROAD BRUSH CREEK WEGLEYS BRUSH CREEK RT 992/993 BRUSH CREEK

DEG OF CURVE 0°22' 0°10' 0°30' 2° 0' 0°30' 0°15' 2° 5' 1° 8' 1° 0' 3° 0' 4° 5' 4° 7' 4°15'

HORIZ. ALIGNMENT

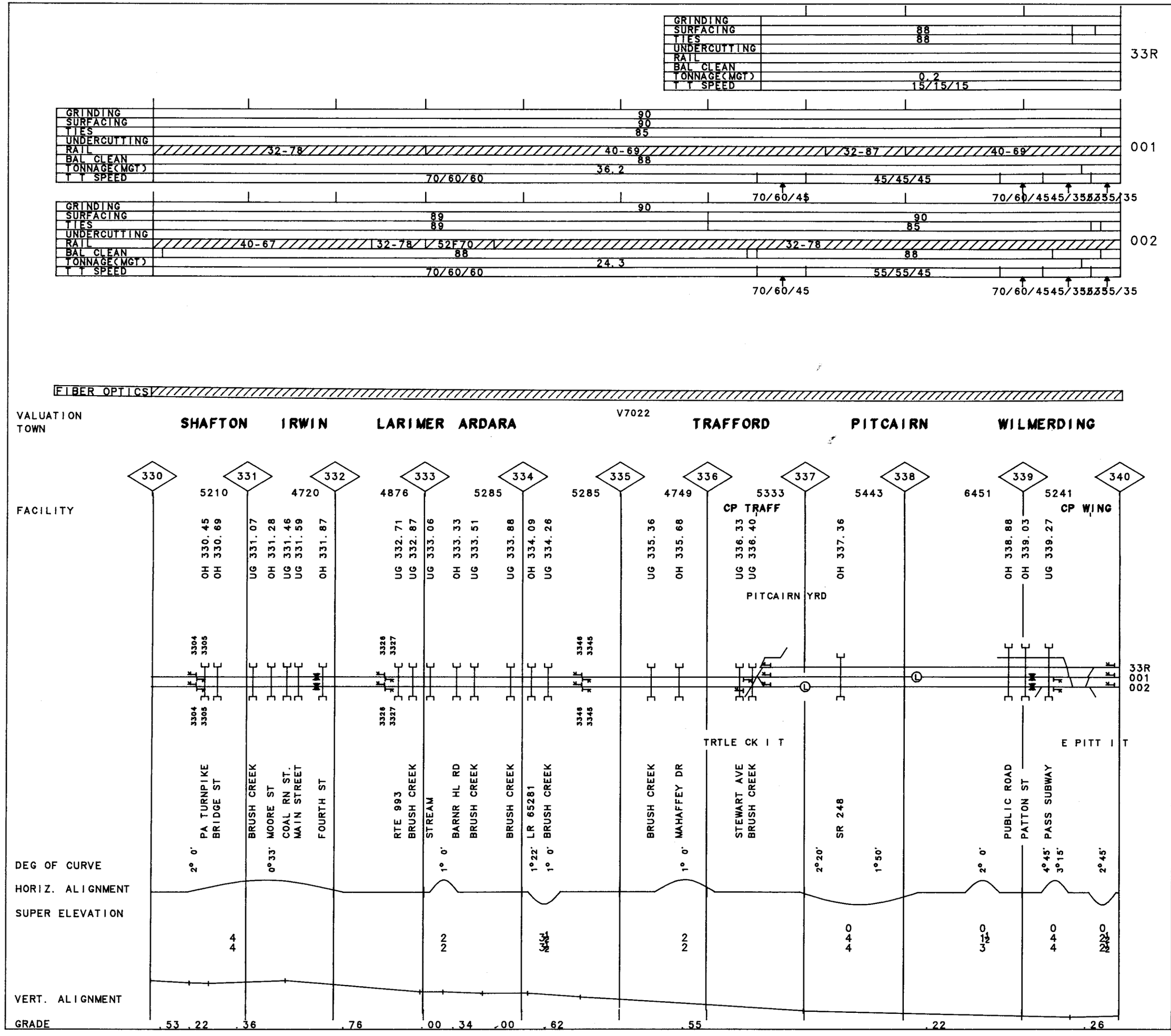
SUPER ELEVATION

0 0 3/4 1/2 0 0 4 4 2 2 2 2 4 4 4 4 4 4 4 4

VERT. ALIGNMENT

GRADE .95 .97 .87 .00 .52 .99 1.48 .53

40-2202 PITTSBURGH LINE




5

MP 330.00-MP 340.00 PA

REV. 01/01/91

40-2202 PITTSBURGH LINE

6

REV. 01/01/91 MP 340.00-MP 350.00 PA

40-2202 PITTSBURGH LINE

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.2 |
| T T SPEED | 15/15/15 |

33R

| | |
|---|---|
| GRINDING | 90 \| 90 |
| SURFACING | 90 |
| TIES | 86 \| 85 \| 87 \| 87 |
| UNDERCUTTING | |
| RAIL | 40-69 \| 32-82 \| 32-80 |
| BAL CLEAN | 88 \| 88 \| 86 |
| TONNAGE(MGT) | 30.8 |
| T T SPEED | 35/35/35 \| 60/35/35 \| 50/30/30 \| 40/30/30 |

001

35/30/30

| | |
|---|---|
| GRINDING | 90 |
| SURFACING | 90 \| 88 |
| TIES | 86 \| 88 |
| UNDERCUTTING | |
| RAIL | 32-78 \| 40-69 \| 40-74 \| 40-74 \| 32-80 |
| BAL CLEAN | 88 \| 85 \| 88 \| 88 |
| TONNAGE(MGT) | 23.9 |
| T T SPEED | 35/35/35 \| 60/35/35 \| 50/30/30 \| 40/30/30 |

002

FIBER OPTICS

VALUATION TOWN: EAST PITTSBURGH | BESSEMER | SWISSVALE V7022 | WILKINSBURG | HOMEWOOD | EAST LIBERTY

FACILITY

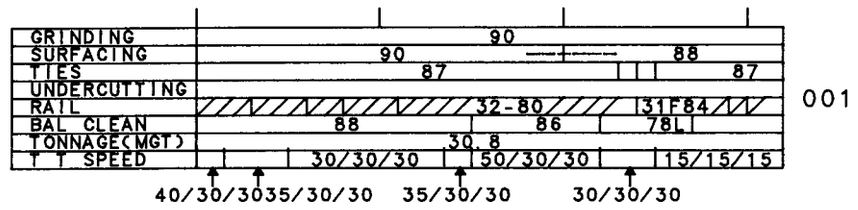
| 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5197 | 5227 | 5269 | 5301 | 5291 | 5211 | 5719 | 4728 | 5302 | 5271 |
| OH 340.30 | UG 340.87 | UG 341.94 | UG 342.84 | OH 343.65 | OH 344.12 | OH 344.91 | UG 345.08 | UG 345.54 | UG 345.81 | UG 346.09 |
| | OH 341.25 | | UG 342.98 | | | | | UG 346.27 | UG 346.41 | UG 346.55 |
| | OH 341.29 | | UG 343.18 | | | | | UG 346.98 | UG 347.34 | UG 347.86 |
| | OH 341.38 | | UG 343.45 | | | | | | | UG 348.04 |
| | OH 341.45 | | | | | | | | | UG 348.50 |
| | OH 341.54 | | | | | | | | | OH 348.70 |
| | | | | | | | | | | OH 348.92 |
| | | | | | | | | | | OH 349.40 |
| | | | | | | | | | | OH 349.67 |
| | | | | | | | | | | OH 349.98 |

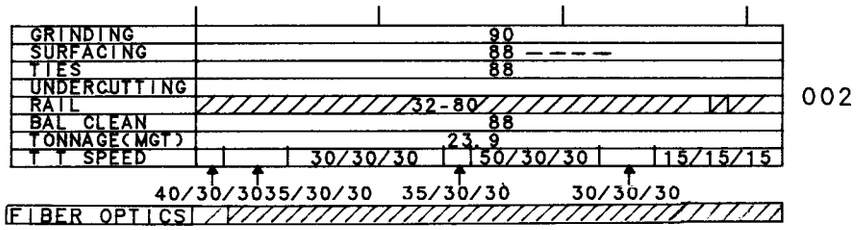
CP HOME

PT PERRY BR

VALLEY J.T.

| | | | | | | | | | |

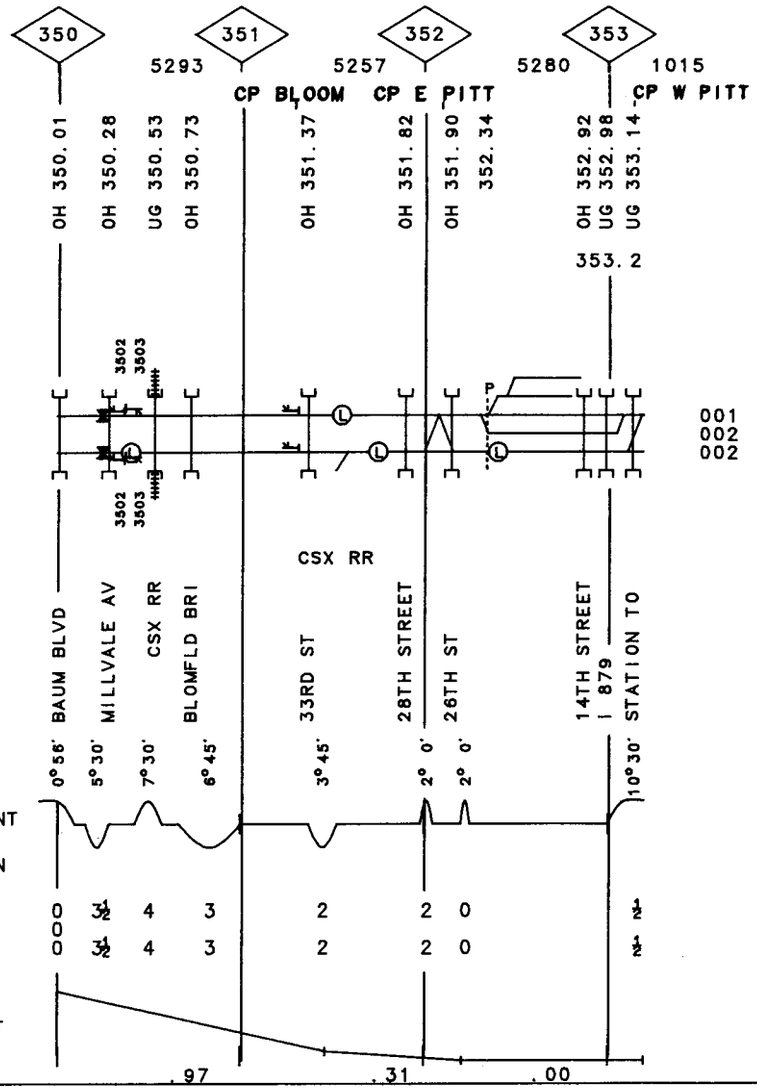



VALUATION V7022

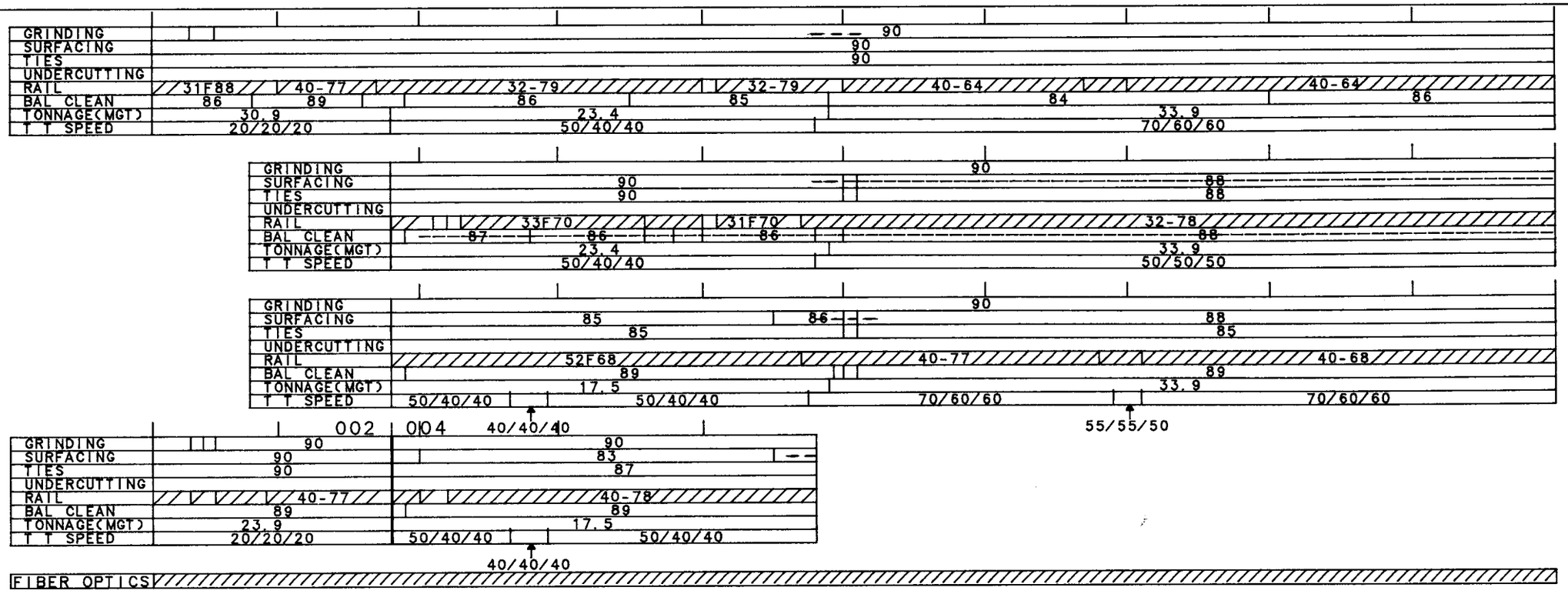
TOWN **PITTSBURGH**

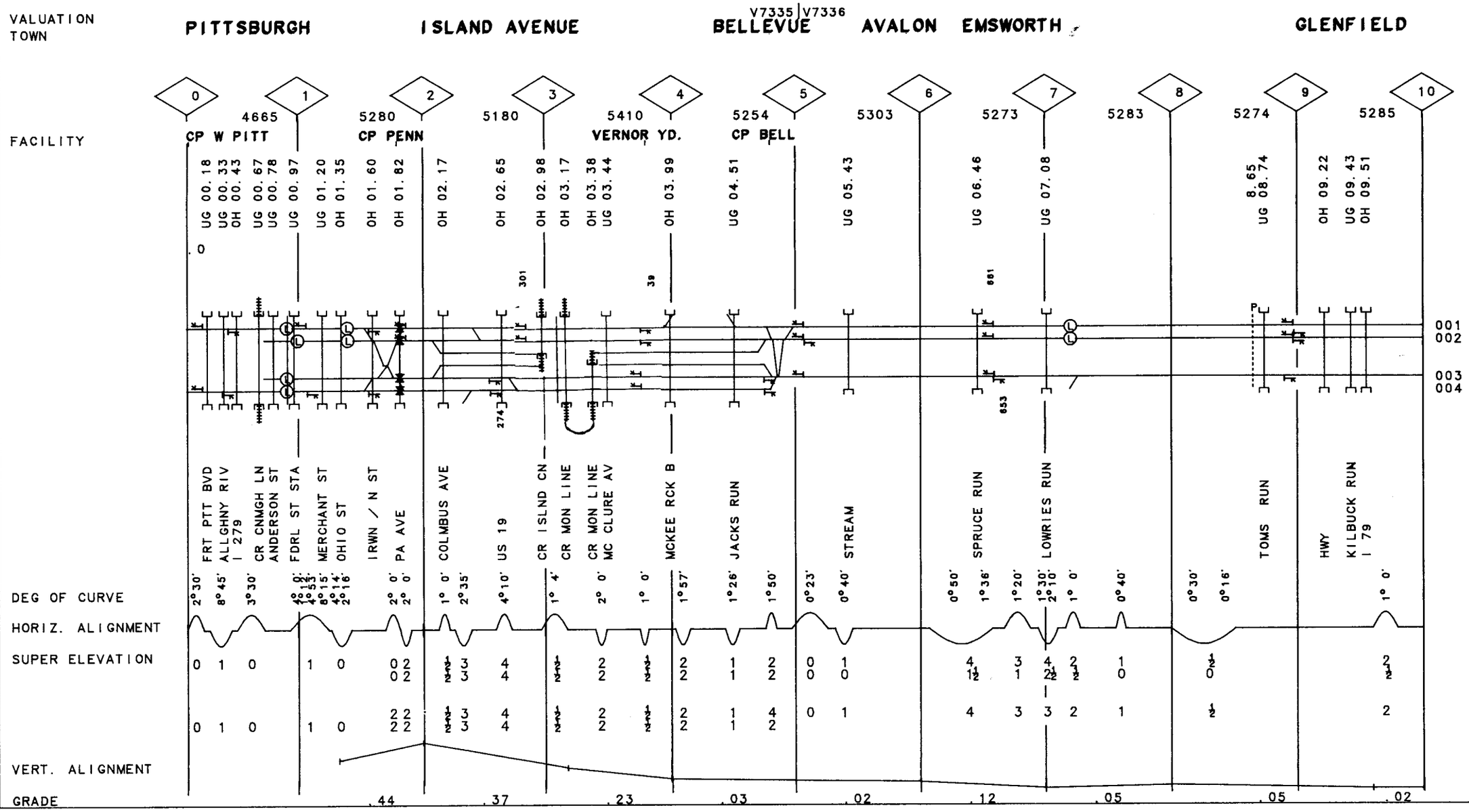
FACILITY



8

40-2202 FORT WAYNE LINE MP .00 -MP 10.00 PA REV. 01/01/91



| | | |

10

MP 20.00 -MP 30.00 PA

REV. 01/01/91

40-2202 FORT WAYNE LINE

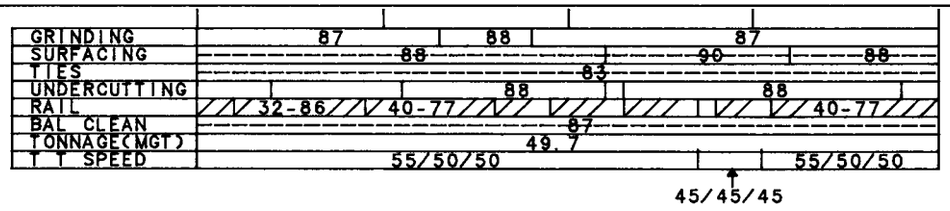
| | 001 | 101 | 003 | 004 |
|---|---|---|---|---|
| GRINDING | 90 87 | | | |
| SURFACING | 90 88 | | | |
| TIES | 90 90 | | | |
| UNDERCUTTING | | | | |
| RAIL | 40-65 40-84 40-77 40-77 40-77 | 31F79 | 31F78 | 40-76 32-84 40-77 40-68 |
| BAL CLEAN | 89 83 83 89 85 | 85 | 85 | 83 85 66BH 81 |
| TONNAGE(MGT) | 26.0 52.0 53.5 49.7 | 3.0 | 3.0 | 24.8 49.7 43.3 37.4 |
| T T SPEED | 60/60/60 60/50/50 55/50/50 30/30/30 55/50/50 | 15 | 15 | 60/60/60 60/50/50 55/50/50 30/30/30 55/50/50 |
| | 70/60/60 50/50/50 40/40/40 45/45/45 55/50/50 | | | 70/60/60 50/50/50 40/40/40 45/45/45 55/50/50 |

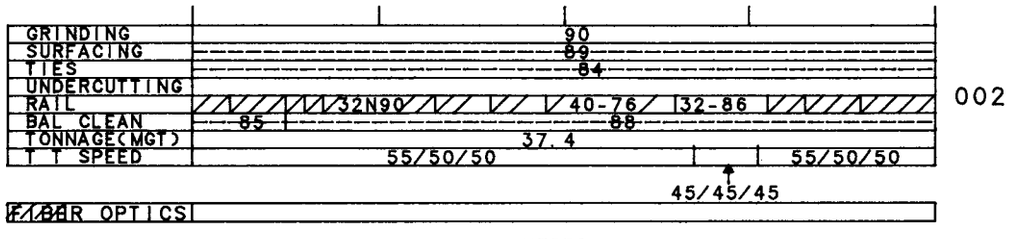
| | 102 |
|---|---|
| GRINDING | 90 |
| SURFACING | 87 |
| TIES | 87 77 |
| UNDERCUTTING | |
| RAIL | 31F78 |
| BAL CLEAN | 85 |
| TONNAGE(MGT) | 3.0 |
| T T SPEED | 15 |

FIBER OPTICS

VALUATION TOWN: V7336 | V7337 **CONWAY** | V7338 **NEW BRIGHTON**

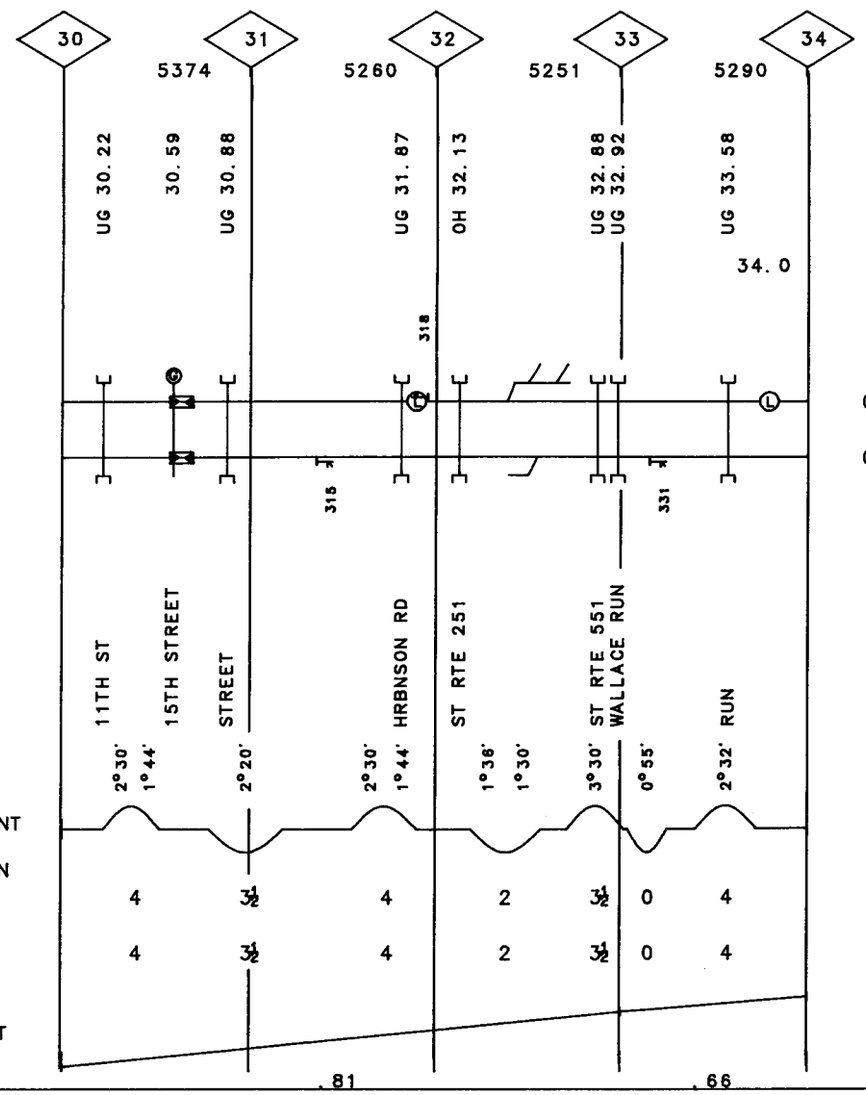
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | 5272 EAST CONWAY | 5323 CP BADEN | 5284 CONWAY YARD | 5130 CP FREEDOM | 5339 CP W CONWAY | | 5330 ROCHESTER | 5356 | 5271 | 5288 | 5224 |
| | OH 20.42 UG 20.55 UG 20.73 | OH 21.95 | UG 22.64 | UG 23.89 | UG 24.60 OH 24.79 | UG 25.11 | OH 25.65 OH 25.82 OH 26.12 OH 26.25 | UG 26.60 | UG 26.96 | UG 27.34 | UG 27.78 UG 27.93 | UG 28.31 | UG 28.59 UG 28.72 | UG 28.99 | UG 29.25 |
| | | | | | | | BAYARD BR | | | | | | | 1221 | |
| | | | 223 | | | | | | | | 281 | | | | 286 297 |
| | ECONOMY IND | | | | | | | | BLK HOUSE RN | | | | | | MARGINAL IND |
| | YARD ENTRCE ALL FRS RUN TEVBAUGHS R | YD ENTRANCE | CROWS RUN | 8TH ST | LACOCK RUN SR 51 | LACOCK RUN | NEW YORK AV SR 18 SR 51 MADISON ST | MCKNLY RUN | WHSTLRS RUN | SHARON ROAD | ROAD 19TH ST | FALLSTON ST | 11TH STREET SUBWAY | PASS SUBWAY | BEAVER RVR |
| DEG OF CURVE | 1°18' 0°36' 0°24' 0°22' 0°56' | 0°45' | 1°10' 0°45' 1° 4' 1°30' | 1°30' 2° 0' 0°30' 1°24' 1° 0' 0°30' | 1°15' | 2° 5' 1°53' 1° 0' | 3° 0' 2° 3' 4°16' 6° 8' 1° 0' 3° 0' | 0°30' | 1° 4' | 1°30' | 0°48' | 1°30' | 2°26' | 0°45' | 3°30' | 0°22' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 3 1 1 3 0 0 1 | ½ | 1½ 2½ | 2½ 3 0 0 3 | 1 2 0 0 1 2 | ½ | 0 | 1 | 2 | ½ | 2 | 4 | ½ | 3½ | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | |
| GRADE | .05 | .02 | .09 | .07 | .20 | .03 | .07 | .11 | .24 | .08 | .40 | .48 | | | |




VALUATION TOWN **BEAVER FALLS** V7338 **MORADO**

FACILITY

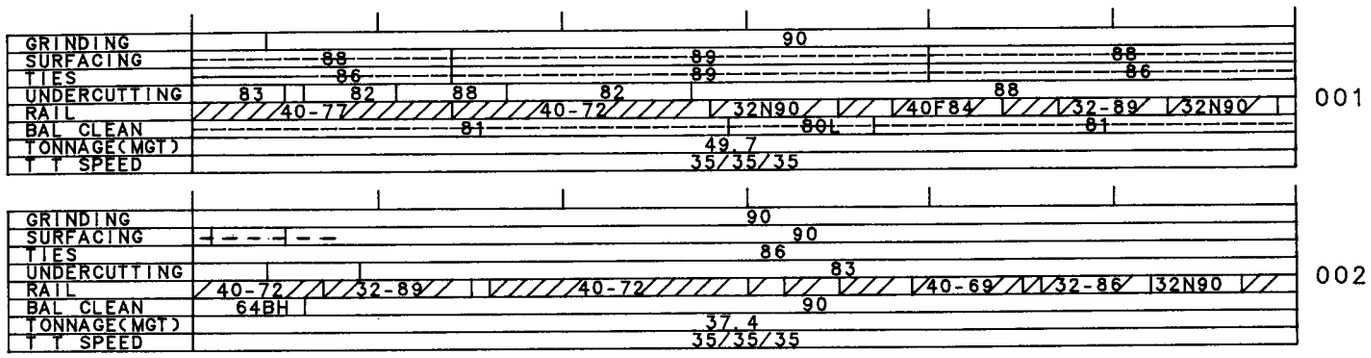



REV. 01/01/91 MP 30.00 -MP 34.00 PA

40-2202 FORT WAYNE LINE

REV. 01/01/91 MP 34.00 -MP 40.00 PA

40-2402 FORT WAYNE LINE




VALUATION TOWN

HOMEWOOD JCT. HIGHLAND V7338 WALNUT

FACILITY

34 35 36 37 38 39 40

5327 5245 5274 5219 5286 5220

CP WOOD

UG 34.84
OH 34.88
UG 35.03
35.36
36.43
UG 37.12
OH 37.50
38.39
UG 38.99
39.79

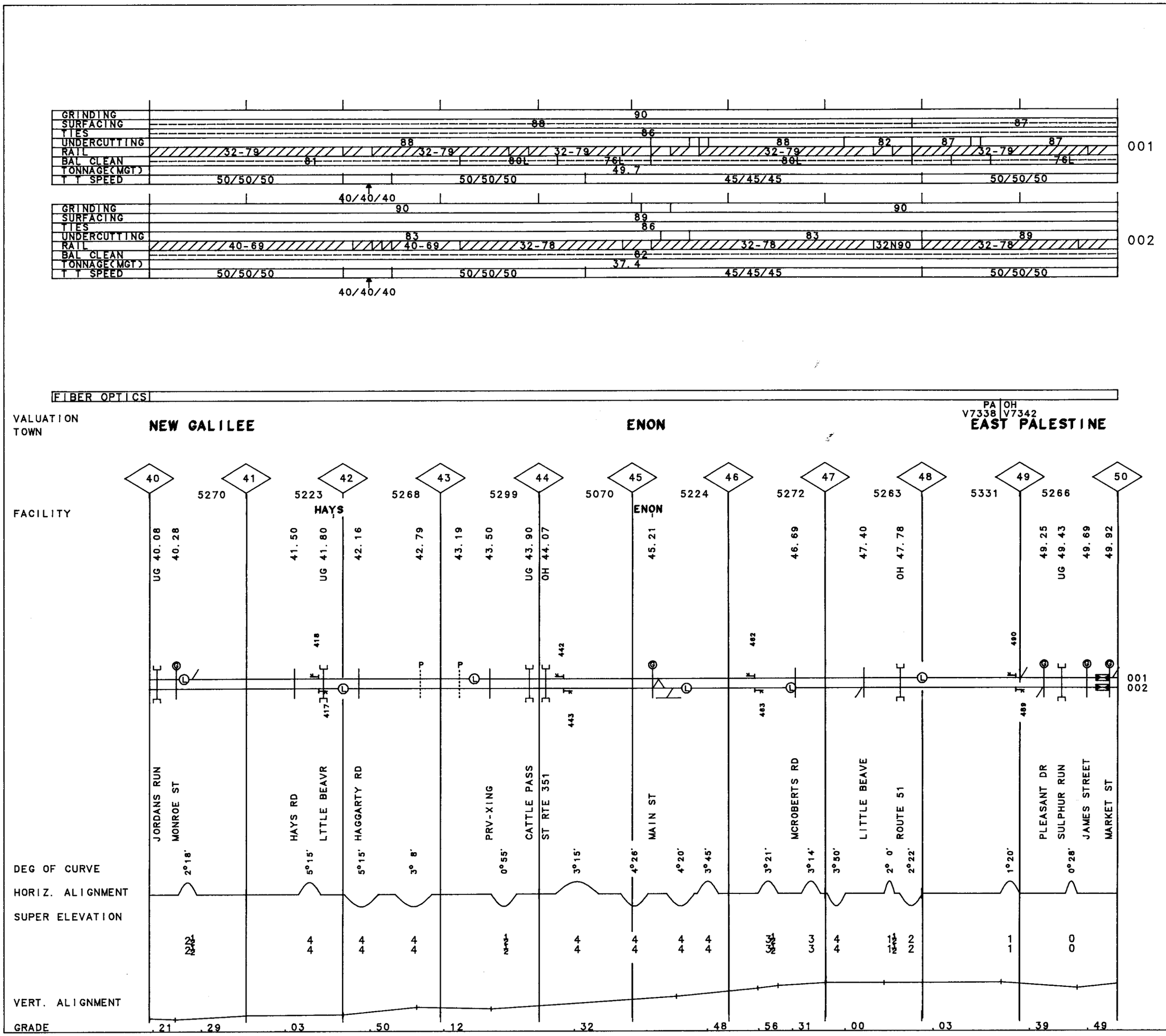
34.0

KOPPEL SEC.

CLARKS RUN
BVR NW CSTL
CLARKS RUN
SCHOOL HOUSE
HIGHLAND
PRIVATE RD
SHENANGO RD
WALNUT ST
PUBLIC RD
CENTENIAL AV

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE

.60 .88 .95 .51 .91 .75 .31 .85 .21




13

PA/ OH 48.80 50.00

MP 40.00 48.80 -MP

REV. 01/01/91

FORT WAYNE LINE
FORT WAYNE LINE

40-2402

REV. 01/01/91 MP 50.00 -MP 60.00 OH

40-2402 FORT WAYNE LINE

| | | |

MP 60.00 -MP 70.00 OH

REV. 01/01/91

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | 90 | | | | | | | |
| SURFACING | | 88 | | | 88 | | | | 90 | |
| TIES | | | | 86 | | | | | | |
| UNDERCUTTING | 88 | | 88 | | | | 88 | | | 001 |
| RAIL | 40-77 | | | 32-79 | | | 40-72 | 32N90 | 40-72 | |
| BAL CLEAN | | 83 | | 86 | 83 | | | 86 | | |
| TONNAGE(MGT) | | | | | 49.7 | | | | | |
| T T SPEED | 70/50/50 | | 50/50/50 | | 45/45/45 | | 50/50/50 | | 60/60/60 | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | 90 | | | | | | | |
| SURFACING | | | | 89 | | | | | | |
| TIES | | | | 86 | | | | | | |
| UNDERCUTTING | | | | 89 | | | | | | |
| RAIL | 40-76 | 33F83 | | | 40-67 | 40-67 | 40-67 | | 40-70 | 002 |
| BAL CLEAN | 83 | 75M | 80L | | | 83 | | | | |
| TONNAGE(MGT) | | | | | 37.4 | | | | | |
| T T SPEED | 70/50/50 | | 50/50/50 | | 45/45/45 | | 50/50/50 | | 60/60/60 | |

T1 - ARBED RAIL TEST

FIBER OPTICS

V7342

VALUATION TOWN: COLUMBIANA | LEETONIA | SALEM

FACILITY

| 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5259 | 5234 | 5337 | 5242 | 5280 | 5124 | 5242 | 5297 | 5265 | 5280 |
| | | | LEETONIA | | | | | | | |
| UG 60.21 | OH 60.67 | 62.00 | 62.70 | 63.62 | UG 65.20 | UG 66.13 | 66.90 | 67.27 | 68.78 | 69.62 |
| UG 60.25 | 60.75 | | 62.89 | 63.72 | | | UG 67.03 | | | 69.85 |
| | UG 60.84 | | UG 63.02 | OH 63.72 | | | | | | 69.97 |
| | UG 61.16 | | 63.12 | | | | | | | |
| | OH 61.31 | | 63.22 | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 610 | | 632 | | 654 | | 674 | | | 001 |
| | 611 | | 631 | | 653 | | T1 673 | | | 002 |
| LISBON ROAD | MILL CREEK | S. RTE 344 QUIGLEYS OVER FLOW | CHERRY FORK ROUTE 11 | BEESON MILL | WILSON OR MI | GREEN CRK CHESTNUT ST WALNUT ST | WASHINGTON S ST RTE 344 | MIDLLE FORK | OLD RT 558 | RUN CUNNINGHAM R | LISBON RD. | S. ELLSWORTH MILL ST NEW GARDEN R |

DEG OF CURVE: 1° 0' | 1° 0' | 1° 8' | 1°48' | 3°15' | 1°20' | 0°52' | 3°25' | 2°44' | 4° 5' | 3°42' | 2° 4' | 1°25' | 3° 2' | 2°40' | 3° 8' | 2° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 2 2 | 2 2 | 2 2 | 4 4 | 1 1 | 0 0 | 4 4 | 2 2 | 4 4 | 4 4 | 2 2 | 4 4 | 4 4 | 2 2 | 4 4

VERT. ALIGNMENT

GRADE: .76 | .39 | .03 | .69 | .03 | .73 | .90 | .64 | .05 | .00 | .13

40-2402 FORT WAYNE LINE

16

REV. 01/01/91 MP 70.00 -MP 80.00 OH

40-2402 FORT WAYNE LINE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | 90 | | | | | | |
| SURFACING | | | | 90 | | | | | | |
| TIES | | | | 86 | | | | | | |
| UNDERCUTTING | 88 | | 82 | | 82 | | | 80UP | | 001 |
| RAIL | 40-72 | | 40-72 | | | | 40-69 | | | |
| BAL CLEAN | 86 | | 90 | | | | 90 | | | |
| TONNAGE(MGT) | | | | 49.7 | | | | | | |
| T T SPEED | 60/60/60 | 45/45/45 | 70/60/60 | 50/50/50 | 70/60/50 | | 70/60/60 | | | |
| GRINDING | 88 | | | 90 | | | | | | |
| SURFACING | 89 | | 90 | | | | 89 | | | |
| TIES | 86 | | | 87 | | | | | | |
| UNDERCUTTING | 89 | | | | 87 | | | | | 002 |
| RAIL | 40-70 | | 40-70 | | 40-70 | | 40-74 | | | |
| BAL CLEAN | 83 | | 86 | | 82 | | 84 | | | |
| TONNAGE(MGT) | | | | 37.4 | | | | | | |
| T T SPEED | 60/60/60 | 45/45/45 | 70/60/60 | 50/50/50 | 70/60/50 | | 70/60/60 | | | |

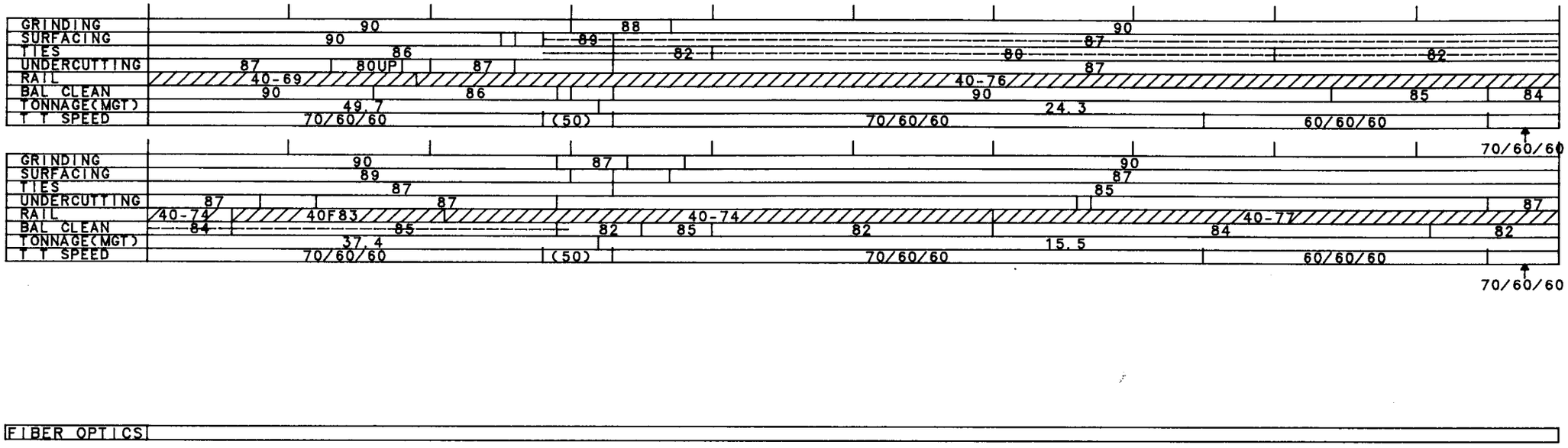
FIBER OPTICS

VALUATION
TOWN

V7342 GARFIELD BELOIT SEBRING

| | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | 70.13<br>70.25<br>OH 70.35 | 5325<br>UG 70.98 | 5362<br>SALEM<br>OH 71.18 | 71.87 | 5154<br>UG 73.14 | 5286<br>OH 74.48 | 5287<br>UG 75.71 | 4891<br>76.86 | 5199<br>77.20 | 5283<br>77.83 | 78.34 | 5268<br>78.82 | 79.16 | 5282<br>79.84 |
| | 712<br>711 | | | 734<br>735 | | 754<br>753 | | 776<br>775 | | | | | | |
| | WILSON<br>PERSHING<br>W STATE ST | MIDDLE FORK<br>ROUTE 45 | ALLEN RD | BENTON RD14 | SEACRIST RD | ST RD 534 | SMITH-GOSHEN | ELLET RD | MAIN ST | 12TH ST | | 15TH ST | JOHNSON RD | |
| DEG OF CURVE | 1°22'<br>0°33'<br>0°45' | | 3°26' | 3°45' | 1°30' | 1°26'<br>1° 0' | 3°21' | 0°45' | | 0°30' | 0°40' | | 0°20' | 1° 4' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | |
| SUPER ELEVATION | N<br>N | | S<br>N | 4<br>4 | 4<br>4 | S<br>N | 4<br>4 | N<br>N | | N<br>N | 1<br>1 | | 0<br>0 | 2<br>2 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | |
| GRADE | .13 | .47 | | .58 | | .85 | | .35 | | .17 | | .88 | .88 | |

001
002




VALUATION
TOWN

V7342

**ALLIANCE**

**MAXIMO**

FACILITY

CP ALLIANCE

| 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
|---|---|---|---|---|---|---|---|---|---|---|
| 5274 | 5288 | 5279 | 5321 | 5324 | 5255 | 5281 | 5286 | 5300 | 5302 | |
| 80.38 | 80.84 | UG 81.63<br>UG 81.72 | 82.20 | 82.54 | OH 83.23<br>83.39<br>UG 83.52<br>83.63<br>UG 83.78 | 84.08 | 84.71 | OH 85.29<br>85.55 | 86.54 | OH 87.41 | 87.89 | 88.25<br>88.43 | UG 88.83<br>88.95 | 89.37 |

001
002

LORDSTOWN SE

HEACOCK | BANDY RD | MAHONINGRIV<br>PLUM RUN | OYSTER RD | MAHONING AVE | MAIN ST<br>CLEVELAND<br>FREEDOM<br>ARCH AVENUE<br>MECHANIC AVE<br>UNION AVE | LINCOLN AVE | KEITERS CRSG | SAWBURG RD | FRESHLY RD | ST RTE 62 | BEECH RD | BEECH CREEK | EASTON ST

CLVELAND LN

DEG OF CURVE: 1° 4' | 1°26' | 1° 0' | 1° 0' | 0°37' 1° 0' | 1° 0' | 1°32' | 0°45' | 2° 8' | 1° 0' | 2° 8' 1° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE: .88 | .18 | .42 | .47 | .15 | .23 | .25 | .57 | .00

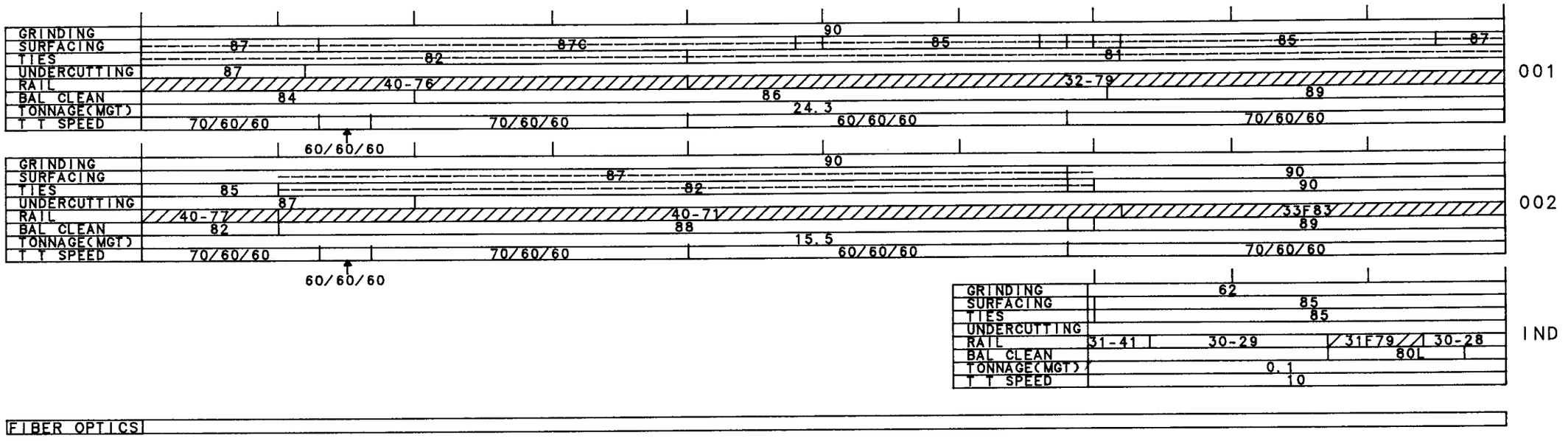
MP 80.00 -MP 90.00 OH

REV. 01/01/91

40-2402 FORT WAYNE LINE

REV. 01/01/91 MP 90.00 -MP 100.00 OH

40-2402 FORT WAYNE LINE




VALUATION
TOWN

V7342
LOUISVILLE
FAIRHOPE
CANTON

FACILITY

90 5311 91 5274 92 5354 93 5233 94 5262 95 5320 96 5244 97 5353 98 5288 99 5280 100

CP FAIRHOPE

90.44 90.83 91.28 92.11 92.25 92.94 UG 93.13 93.36 94.05 94.76 UG 95.10 95.19 95.51 UG 95.80 96.56 97.13 UG 97.86 UG 98.49 OH 98.78 99.20 UG 99.50 UG 99.81

911E 911W 912E 912W 941E 941W 942E 942W 991E 991W

001
002
IND

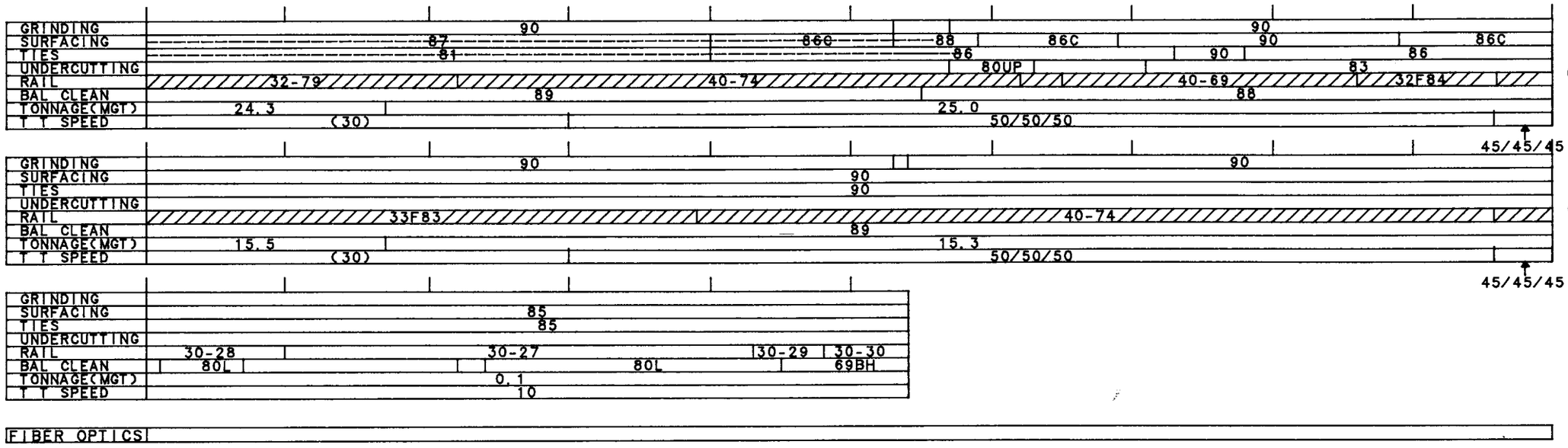
PARKS RD
PARIS AVE
MAPLE GROVE
ESHELMAN RD
NIMASHLN CK
MEESE RD
NICKEL PLATE
CHAPPEL ST
NIMASHN CRK
MAIN ST
J/L STEEL
KLEIN CREEK
BECK RD
BROADWAY
NIMISHILLEN
CANTON YRD.
OVERFLOW
TRUMP RD
NIMSHILN CK
OVERFLOW

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE

0°52' 2° 1' 0°30' 1°27' 1° 0' 2° 3' 2° 9' 1° 0' 1°10' 1° 5'

1 2 2 4 4 4 4 1 1 2 2 2 2

.00 1.07 .41 .32 .09 .28




VALUATION TOWN

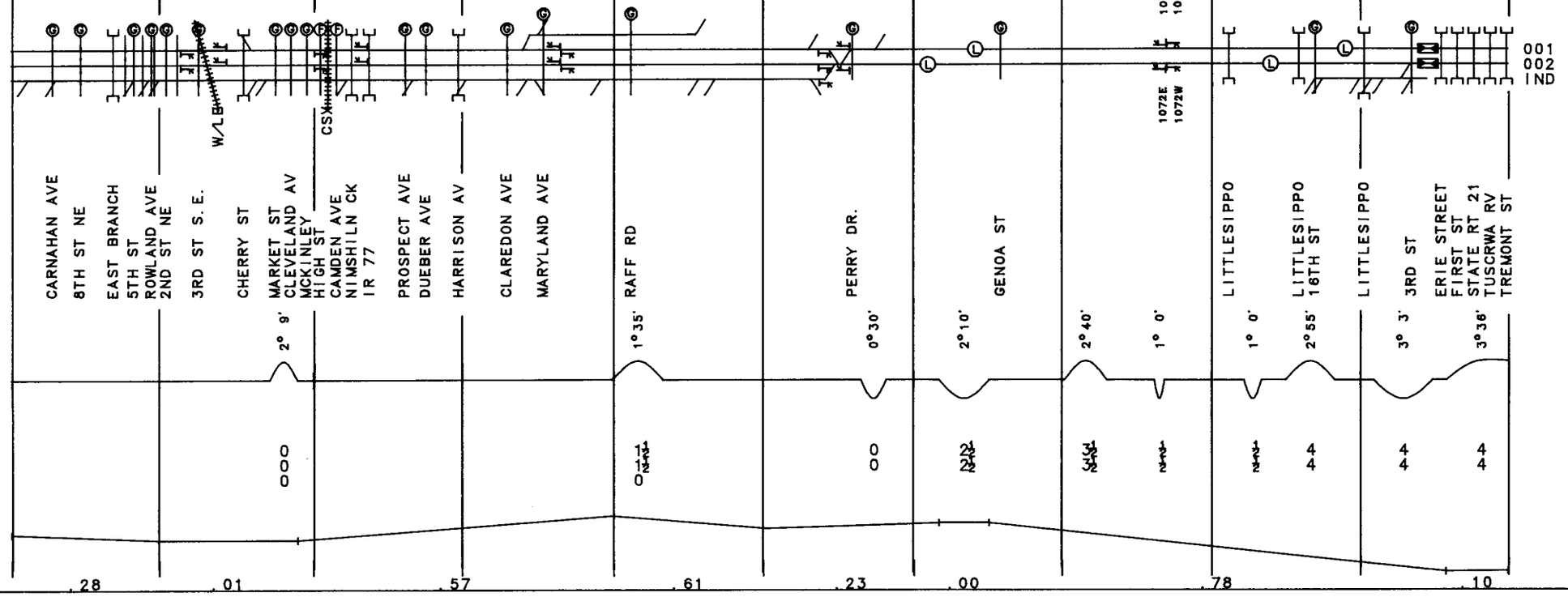
**CANTON** **MASSILLON**

FACILITY

100 101 102 103 104 105 106 107 108 109 110

5236 WANDLE 5410 MCKINLEY 5234 5306 5280 CP REED 5297 5291 5292 5287 5209

100.28 100.47 UG 100.69 100.83 100.95 101.05 101.26 OH 101.55 101.76 101.86 101.96 102.05 102.16 UG 102.26 OH 102.38 102.62 102.76 UG 102.98 103.30 103.54 104.12 105.60 106.59 UG 108.12 UG 108.59 108.70 UG 109.03 109.35 UG 109.60 UG 109.64 UG 109.80 UG 109.84 OH 109.99




DEG OF CURVE 2° 9' 1° 35' 0° 30' 2° 10' 2° 40' 1° 0' 1° 0' 2° 55' 3° 3' 3° 36'

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .28 .01 .57 .61 .23 .00 .78 .10

40-2402 FORT WAYNE LINE

REV. 01/01/91 MP 110.00-MP 120.00 OH

40-2402 FORT WAYNE LINE

| | | |

| | | |

22

REV. 01/01/91 MP 130.00-MP 140.00 OH

40-2402 FORT WAYNE LINE

| | 001 | 002 | IND |
|---|---|---|---|
| GRINDING | 90 / 88 / 88 | 90 / 88 / 88 | 75(3) / 79(1) |
| SURFACING | 90 / 87C / 90 / 87C / 87 / 89 | 90 / 87C / 85C | 80E |
| TIES | 90 | 90 / 84 / 85 | 78 |
| UNDERCUTTING | 80UP / 79UP / 83 | 80UP | 80UP |
| RAIL | 32-78 / 32F84 / 32-87 / 31F78 / 31F78 / 52-67 / 32-78 / 40-74 | 32-78 / 32H82 / 32-78 | 40-68 / 32-78 |
| BAL CLEAN | 88 / 87 / 89 | 84 / 86 / 84 / 88 | 73BH |
| TONNAGE(MGT) | 25.0 | 15.3 | 0.1 |
| T T SPEED | 35/35/35 / 70/60/60 | 35/35/35 / 70/60/60 | 30 |

FIBER OPTICS

VALUATION
TOWN

V7342
**WOOSTER**

| | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5123 | 5287 | 5198 | 5436 | 5118 | 5407 | 4766 | 5735 | 5214 | 5234 |
| | | OH 130.73 | UG 131.80 | 133.02 | UG 133.33 | UG 134.07<br>UG 134.10 | OH 134.67 | 135.15<br>135.24<br>UG 135.35 | UG 135.58<br>UG 135.69<br>UG 135.77 | UG 135.98 | 136.48<br>136.60<br>UG 136.71<br>UG 136.87 | UG 137.06 | | UG 138.88 | |
| | | | 1320<br>1331 | | | | 1348<br>1345 | | | | | | CP BIG RUN | | |
| | | COUNTY RT23 | CRYSTALRUN | GEYERS CHAPE | TAGGERTSRUN | ROUTE 3-83<br>APPLE CREEK | PALMER ST | LIBERTY AVE<br>SOUTH ST<br>HENRY ST | BEAVER ST<br>MADISON ST<br>US RT 30 | ROAD | PRARIE RD<br>OVERFLOW<br>OVERFLOW | OVERFLOW | | KILLBUCKCRK | |
| DEG OF CURVE | 4°20' | 4° 2' | 5° 0' | 4°15' | 3°49' | 3°15' | 2°46' | 3°20' | 3° 5' | 3°10' | 1°40' | 1°30' | 0°35'<br>0°35' | 1°36' | 1° 0' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 2<br>2 | 2<br>2 | 3<br>3 | 2<br>2 | 2<br>2 | 1<br>1 | 1<br>1 | 1<br>1 | 0<br>0 | 1<br>1 | 0<br>0 | 0<br>0 | 1<br>1 | 4<br>4 | 2<br>2 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | |
| GRADE | | .69 | | 2.58 | .63 | .65 | | .54 | .51 | | | .00 | .04 | .08 | .01 |

001
002
IND

MP 140.00-MP 150.00 OH

REV. 01/01/91

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 88 | | 90 | | 88 | 88 | 90 | | | |
| SURFACING | 89 | | 90 | | 89 | | | | | |
| TIES | 85 | | 90 | | 85 | | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 40-74 | | | | | | | | | 001 |
| BAL CLEAN | 89 | | 90 | | | | | | | |
| TONNAGE(MGT) | 25.0 | | | | | | | | | |
| T T SPEED | 70/60/60 | | 50/50/50 | | 70/60/60 | | | | | |
| GRINDING | 88 | | 90 | | 88 | 88 | 90 | | | |
| SURFACING | 85C | | | | 85C | | | | | |
| TIES | 85 | | | | 85 | | | | | |
| UNDERCUTTING | | | | | 80UP | | | | | |
| RAIL | 32-78 | 155-68 | 40-77 | 40-74 | 32-78 | | | | | 002 |
| BAL CLEAN | 88 | | 84 | | 87 | | | | | |
| TONNAGE(MGT) | 15.3 | | | | | | | | | |
| T T SPEED | 70/60/60 | | 50/50/50 | | 70/60/60 | | | | | |

FIBER OPTICS

VALUATION TOWN: MILLBROOK | V7342 SHREVE | BIG PRAIRIE

FACILITY

| 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5405 | 5352 | 5232 | 5216 | 5353 | 5278 | 5301 | 4392 | 6187 | 5277 |
| 140.10 UG 140.20 | 141.65 | UG 141.99 UG 142.25 | 142.94 | 143.30 | 144.32 144.43 144.53 144.62 | 146.26 | 147.18 UG 147.38 147.50 | 148.16 | 148.57 | UG 149.08 |
| 1402 1403 | | | 1428 1429 | | | 1458 1459 | | 1486 1485 | | |
| MESSNER RD MILL RACE | WILLOW RD | MILBRK CRK OVERFLOW | FORCE RD | CEMETERY | WOOD ST. ROBINSON MARKET ST MAIN ST. | BROWNS | BROWNS RUN | SCRUBYS RT 226 | LAKE INLET | |

001
002

DEG OF CURVE: 0°33' | 0°30' | 2° 2' | 1° 0' | 1°40' | 2° 1' | 2°26' | 1°59' | 1° 0' | 1° 0' | 1°40' | 1°16' | 4°30'

HORIZ. ALIGNMENT: N-N-N | N-N-N | 2 2 | 1½ N-N-N | 3 3 | 2 2 | 2 2 | 2 2 | 4 4

SUPER ELEVATION

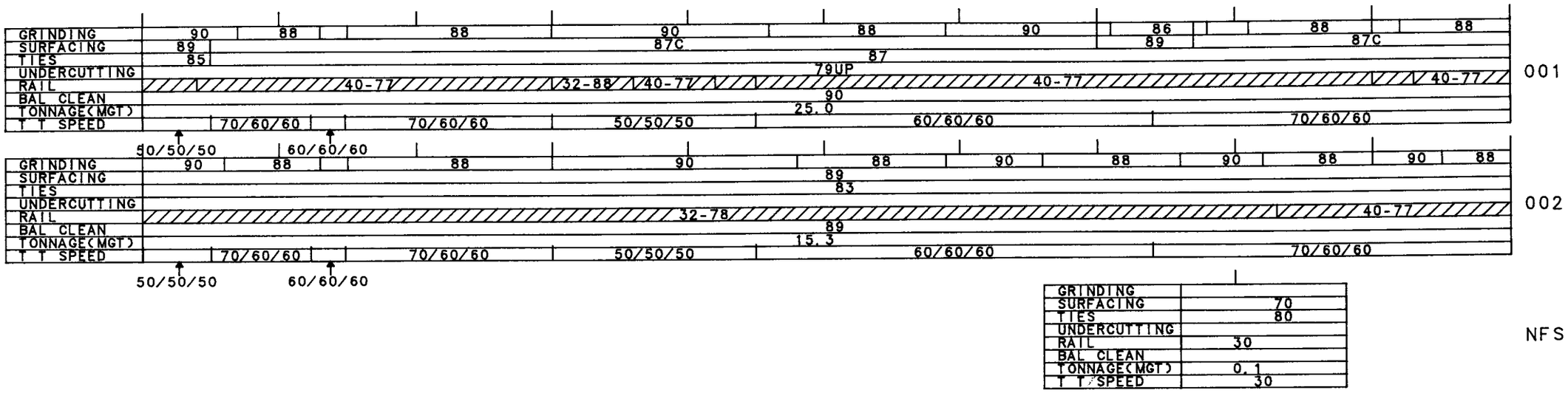
VERT. ALIGNMENT

GRADE: .01 | .10 | .55 | .14 | .35 | .05

40-2402 FORT WAYNE LINE

REV. 01/01/91 MP 150.00-MP 160.00 OH

40-2402 FORT WAYNE LINE




VALUATION TOWN: LAKEVILLE — V7342 — LOUDONVILLE

FACILITY

| 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5300 | 5317 | 5281 | 5286 | 5304 | 5254 | 5348 | 5293 | 5310 | 5303 |
| | UG 150.55<br>UG 150.65<br>UG 150.71 | | | | | OH 156.13<br>OH 156.31<br>OH 156.37 | UG 157.14<br>UG 157.30 | | | |
| | 150.96 | UG 151.48 | UG 151.98 | UG 153.18 | UG 153.58 | UG 153.87<br>153.95<br>154.06<br>UG 154.17 | 155.20 | 156.64 | 158.10 | 159.42<br>159.60<br>159.98 |

CP MOHICAN — FORK

GULLS RD
LAKE OUTLET
CRAZY RUN
ST RT 179
MUDDY FORK
OVERFLOW
RUN
PLUM RUN
PLUM RUN
TR 365
PLUM RUN
TR. 5
JEFFERSON
ST RTE 3
WOOD ST
MARKET ST
SPRING ST
MILL RACE
BLACK FORK

DEG OF CURVE: 4°30' 2° 4' 2°10' 2° 5' 2°36' 2°40' 1° 6' 2°15' 1°40' 1°30'

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE: .05 .12 .34 .12 .30 .24 .01

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 90 | 88 | 90 | 88 | 88 | 90 | 90 | 88 | 90 | | |
| SURFACING | 87C | | | | | | | | | 88 | |
| TIES | 87 | | | | | | | | | 88 | |
| UNDERCUTTING | 79UP | | | | 81 | | | | 81 | | |
| RAIL | 40-77 | | | | 32-78 | | | | | 32-78 | 001 |
| BAL CLEAN | 90 | | | | 90 | | | | | 86 | |
| TONNAGE(MGT) | 25.0 | | | | | | | | | | |
| T T SPEED | 70/60/60 | 60/60/60 | | 45/45/45 | 60/60/60 | | 50/50/50 | | 60/60/60 | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 90 | 88 | 90 | 88 | 88 | 88 | 88 | 90 | 88 | 90 | |
| SURFACING | 89 | | | | | | | | 87 | | |
| TIES | 83 | | | | | | | | 87 | | |
| UNDERCUTTING | 80UP | | | 84 | | | 84 | | | | |
| RAIL | 40-77 | | | | | | | | 32-78 | | 002 |
| BAL CLEAN | 90 | 89 | | | | 90 | | | | 87 | |
| TONNAGE(MGT) | 15.3 | | | | | | | | | | |
| T T SPEED | 70/60/60 | 60/60/60 | | 45/45/45 | 60/60/60 | | 50/50/50 | | 60/60/60 | | |

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

NCS

30/30/30

FIBER OPTICS

VALUATION TOWN

PERRYSVILLE GUTHRIE V7342 MELCO LUCAS

FACILITY

160 UG 160.29

161 5264 160.90 OH 161.27 UG 161.47 OH 161.57

162 5360 161.93 UG 162.30 162.50

163 5297 162.82

164 5290 MELCO 163.82 164.06

165 5304 UG 164.61 165.01 UG 165.05

166 5302 UG 165.44 UG 165.78 OH 166.10

167 5267 166.85

168 5257 UG 167.45 UG 167.77 167.94

169 5295 168.26 UG 168.36 168.47 168.69

170 5293 CP LUCAS 169.50

1620 1619 1644 1645 1670 1671

001
002
NCS

BLACK FORK
BRIDGE ST
STATE RT 95
OVERFLOW
STATE RT 39
BLACK FORK
TWP RD 1037
CO RD 1075
BLACK FORK
BLACK FORK
APPLGTE RD
ROCKY FORK
STATE RT603
ROCKY FORK
RUMMELS CRK
LUCAS PRVLLE
UNION ST
FOX CREEK
HANLEY BRETZ
MANSFLD LUCA

DEG OF CURVE: 0°55' 1° 5' 1° 5' 1°56' 1° 5' 2°40' 3°20' 2° 5' 2° 5' 1°55' 2°15' 2°15' 1°34' 1° 0' 1°30' 1°57'

HORIZ. ALIGNMENT

SUPER ELEVATION: 2 2 1 4 4 4 4 4 4 2 2 2 2 2 2 2 2 0

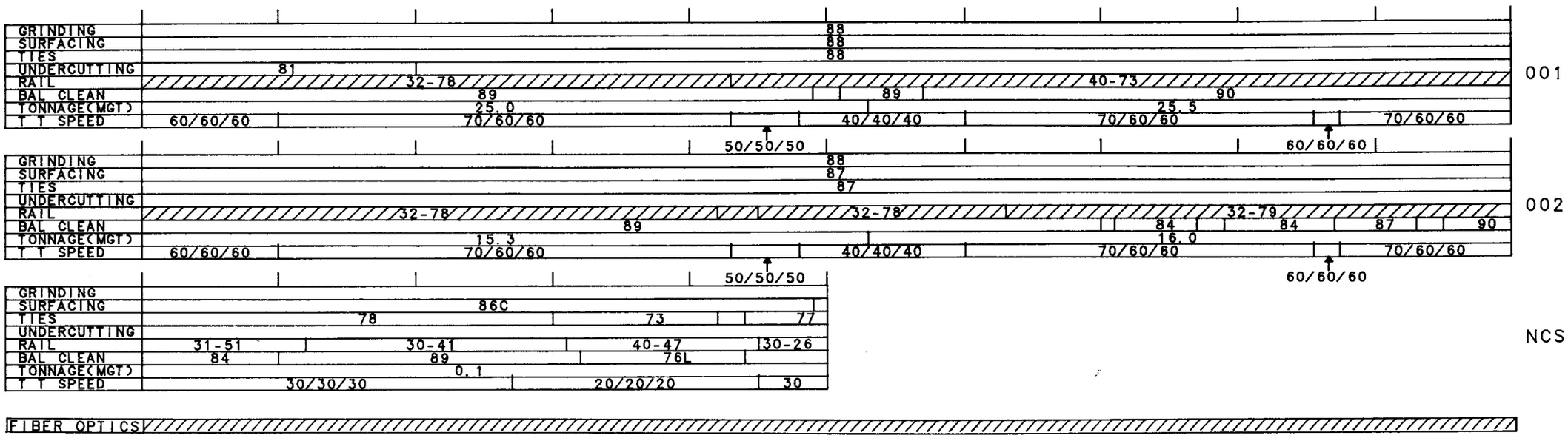
VERT. ALIGNMENT

GRADE: .01 .65 .09 .10 .22 .00 .25 .51 .59 .30

40-2402 FORT WAYNE LINE

REV. 01/01/91 MP 170.00-MP 180.00 OH

40-2402 FORT WAYNE LINE




VALUATION
TOWN

V7342
**MANSFIELD**

FACILITY

170 171 172 173 174 175 176 177 178 179 180

5277 5281 5279 CP ROSS 5281 LYNCH 5312 CP MANS 5374 CP W. MANS 5268 5287 5293 5197

OH 170.56
UG 171.37 171.50
OH 171.87 171.97
UG 172.57
173.15
UG 173.65
UG 174.49 174.64 174.84 175.05
UG 175.32 175.42 175.57
OH 175.86 175.98
176.64
UG 177.10 177.22
UG 177.65 OH 177.81 UG 177.89
UG 179.04
UG 179.36 179.50
UG 179.66

HARDING IND.

1728 1727
1784 1783

001
002
NCS

RUMMEL RD
BENTLEYSCRK
IR 71 SITES RD
ROCKYFORKCR
OAK ST. YARD
ILLINOIS AVE
HUFFMANRUN
PARK AVENUE 4TH ST 5TH ST
ASHLAND RWY.
ORANGE ST
SURREY RD TRUBYS RUN
MAIN ST
ASHLAND
LONGVIEW AVE STATE RT 30
EMP DET STL
ROCKYFORKCR EMP. DET. STL
ROCKYFORKCR BOWMAN ST ROCKYFORKCR
ROCKYFORKCR
ROCKYFORKCR LEPPO RD ROCKYFORKCR

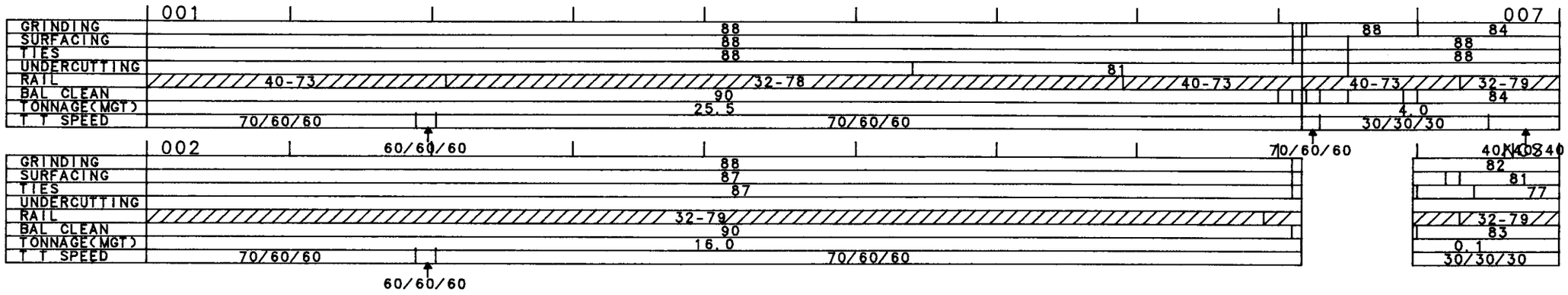
DEG OF CURVE: 2° 0' | 0°30' 0°30' | 1°10' 1° 0' 1°30' | 0°30' | 0°30' | 1°10' | 1° 0' | 1°53' | 1° 0' | 0°34' | 0°56'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 1/2 2 | 0 0 | 1 1/2 0 | 0 0 | 1 | 2 2 | 2 2 | 4 4 | 2 2 | 1/2 2 | 2 2

VERT. ALIGNMENT

GRADE: .30 | .13 | .66 | .04 | .17 | .04 | .40




FIBER OPTICS

V7342

VALUATION
TOWN

**CRESTLINE**

FACILITY

180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190

5410 | 5301 | 5327 | 4912 | 5710 | 5295 | 5308 | 5302 | 5254 | 5304

**TOLEDO JUNCTION** — **CP HORN** — **CP E. CREST**

180.58 OH
180.68
181.94
182.15 UG
182.69
183.85
184.09 UG
184.22
185.01
185.10
185.26 UG
186.37 UG
186.49
187.59 OH
187.80 UG
188.03 UG
188.12
188.22
188.35 UG
188.44
189.00 UG
189.09

1810 1809 — 1838 1837

SPRINGMILL R
STATE RTE39
SCHNEOERSRD
ROCK RD
BRANDS RUN
SHELBY RD
BEAM RD
KELLERS RUN
WALKERS RUN
HORNING RD
LINCOLN HWY
STATE CREEK
COUNTY LINE
STATE CREEK
BUCYRUS ST
STATE CREEK
WASHINGTON S
INDIANAPOLIS
WHETSTNE CR
WILEY ST

001
002

DEG OF CURVE — 1° 0' | 1°35' | 2° 5' | 2°45' | 3°25' | 2°25' | 2° 4'

HORIZ. ALIGNMENT

SUPER ELEVATION — 2 2 | 4 4 | 4 4 | ½ | 1 | 0 0 | 0 0

VERT. ALIGNMENT

GRADE — .40 | .07 | .23 | .31 | .11 | .49 | .24

40-2402 FORT WAYNE LINE

REV. 01/01/91 MP 190.00-MP 200.00 OH

40-2402 FORT WAYNE LINE

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 84 | | | | 84 | | | | | | 007 |
| SURFACING | | | | | 88 | | | | | | |
| TIES | | | | | 88 | | | | | | |
| UNDERCUTTING | | | | | | | | | | | |
| RAIL | 32-79 | | | 40-73 | | | | 32-78 | | | |
| BAL CLEAN | 89 | | | | 84 | | | | | | |
| TONNAGE(MGT) | | | | | 4.0 | | | | | | |
| T T SPEED | 40/40/40 | | | | 70/60/60 | | | | 70/50/50 | | |

| | NCIS | | |
|---|---|---|---|
| GRINDING | 82 | | |
| SURFACING | 81 | 85 | |
| TIES | 77 | | |
| UNDERCUTTING | | | |
| RAIL | 32-79 | | |
| BAL CLEAN | 83 | | |
| TONNAGE(MGT) | 0.1 | | |
| T T SPEED | 30/30/30 | | |

| | NCS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 79(1) | | | | | | | | NCS |
| SURFACING | 78E | | | | | | | | |
| TIES | 77 | | | | | | | | |
| UNDERCUTTING | | | | | | | | | |
| RAIL | 40F78 | | | | | | | | |
| BAL CLEAN | 82 | | | | | | | | |
| TONNAGE(MGT) | 0.1 | | | | | | | | |
| T T SPEED | 15 | | | | | | | | |

FIBER OPTICS

VALUATION TOWN: V7342 V7344 CRESTLINE — N. ROBINSON — BUCYRUS

| 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 7378 | 5280 | 5192 | 5288 | 5284 | 5289 | 5092 | 5470 | 5275 | 5254 |
| | CP WEST YARD | | | | | | | | CP EAST, COLSAN | |

FACILITY

UG 190.54 — 191.02 — 191.79 — 192.60 — 193.86 — 194.62 194.71 — 195.49 — 195.86 — 196.25 — 197.05 — UG 197.43 — 197.67 197.78 — 198.20 — 198.75

ALLEN CREEK — SR 598 — CRESTLINE RD — BIDDLE RD — BECK RD — MAIN ST WESTERN AVE. — OLENTANGY RD — LOWER LEESVI — WGNER DITCH — ALBRIGHT

007 NCS

DEG OF CURVE: 2° 0' — 2° 6' — 0°34'

HORIZ. ALIGNMENT

SUPER ELEVATION: 1 1 / 0 0

VERT. ALIGNMENT

GRADE: .24 — .17 — .38

| | |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 88 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | 84 |
| TONNAGE(MGT) | 4.0 |
| T T SPEED | |

007

70/50/50

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

NCS

| |
|---|
| FIBER OPTICS |

VALUATION V7344

TOWN

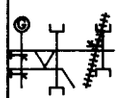
200

3065

FACILITY CP COLSAN

200.08 UG 200.28 UG 200.54

200.6



007
NCS

NS

WHETSTONE ST

1° 5' HIGHLND AVE

E MNSFLD ST

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

0 2½

VERT. ALIGNMENT

GRADE 2.98

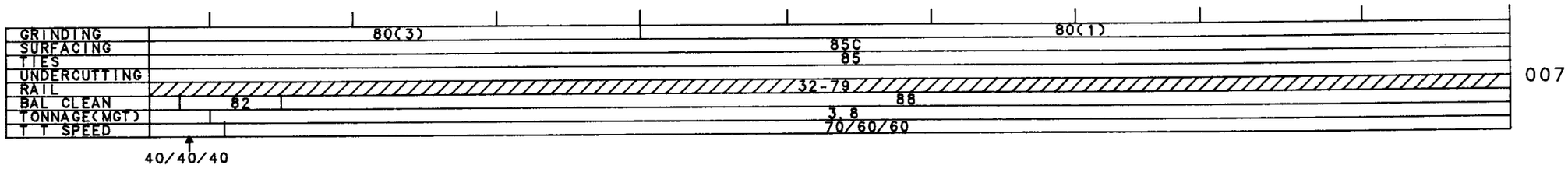
REV. 01/01/91 MP 200.00-MP 200.60 OH

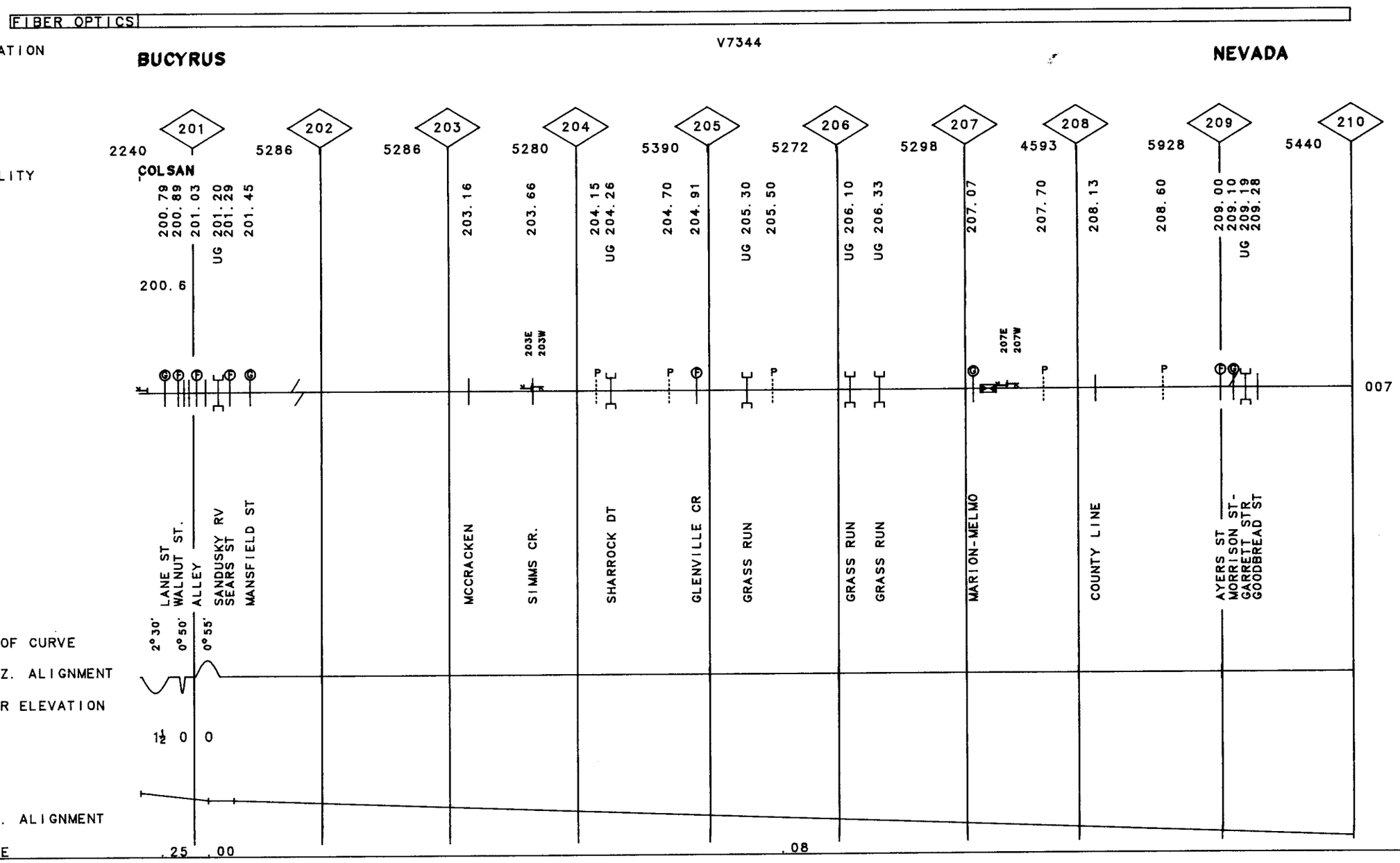
40-2402 FORT WAYNE LINE

30

REV. 01/01/91 MP 200.60-MP 210.00 OH

40-3102 FORT WAYNE LINE



| | | |

REV. 01/01/91 MP 220.00-MP 230.00 OH

40-3102 FORT WAYNE LINE

| | |
|---|---|
| GRINDING | 64 \| 80(1) \| 59 |
| SURFACING | 85C \| 83 \| 84 |
| TIES | 85 \| 78 \| 80 |
| UNDERCUTTING | |
| RAIL | 33-49 \| 33-49 \| 33-58 \| 33-58 \| 33-58 |
| BAL CLEAN | 88 |
| TONNAGE(MGT) | 3.8 \| 3.3 |
| T.T SPEED | 70/60/60 |

007

FIBER OPTICS

VALUATION
TOWN

KIRBY V7344

FACILITY

220 5281 221 5281 222 5283 223 5280 224 5279 225 5282 226 5284 227 5275 228 5279 229 5296 230 FOREST

220.20 UG 220.33 | 220.73 | 220.99 UG 221.13 | 221.39 | 222.05 UG 222.08 222.25 | 222.50 | 223.24 | 223.60 | 223.90 | 224.30 224.42 | 225.80 | 226.84 | 227.20 | 227.50 | 227.80 227.94 | 228.38 | 228.85 228.97 | 229.12 229.24 229.34 | 229.75

L TYMOCHT C | WILL CR | MIGRET CR TYMOCHTEE R | OAK RUN GAMBER CR. | KRAUS CR. | MAIN ST.-SR ALLEY STR. | LILES CR. | HELLER CR | ANGLING RD | COUNTY LINE | LOUISA ST MARY ST. | GORMLY ST. DAVIS ST MARTIN ST SR | CAMPBELL ST.

223E 223W | 227E 227W

007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .10 .23 .30

MP 230.00-MP 240.00 OH

REV. 01/01/91

| | |
|---|---|
| GRINDING | 59 / 80(1) |
| SURFACING | 84 / 84 / 86C |
| TIES | 80 / 86 |
| UNDERCUTTING | |
| RAIL | 33-49 / 33-53 / 32-80 |
| BAL CLEAN | 88 / 86 |
| TONNAGE(MGT) | 3.3 |
| T T SPEED | 70/60/60 |

007

FIBER OPTICS

VALUATION
TOWN

V7344

DUNKIRK

DOLA

FACILITY

| | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5275 | | 5273 | 5278 | 5289 | 5269 | 5278 | 5271 | 5278 | 5280 | 5278 |
| | 230.57 | 231.09<br>231.19<br>UG 231.28 | 231.70 | UG 232.60 | 234.11 | 234.59 | 235.10 | UG 235.60 | 236.04<br>236.14<br>236.29<br>236.59 | 237.61 | UG 238.56<br>238.66<br>238.77 | UG 239.64 |
| | BERLIN CR | PATTERSON ST<br>BLNDCHARD R | JONES ROAD | | GROAT CR. | WILKES RD | COUNTY ROAD | N. WALNUT ST<br>US #68<br>CHERRY ST<br>COUNTY LINE | KIRK<br>TOLEDO BR. | HOPPS RD. | HYDRAULIC D<br>WAYNE ST.<br>MAIN ST. | WILLIKE DIT |
| | | 231E 231W | | | | 234E 234W | | | | | 238E 238W | |

007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .30 .19 .09

40-3102 FORT WAYNE LINE

VERT. ALIGNMENT
GRADE
.09
.14

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

FACILITY

| | | | |
|---|---|---|---|
| MCKINSTRY D | UG 240.15 | | 240 |
| CROZIER CR. | 240.55 | 5280 | |
| W F ROBY DT | UG 240.66 | | 241 |
| REES/STLL D | UG 241.17 | | |
| TRAVERSE PIK | 241.67 | 5277 | |
| | 241.89 | | 242 |
| HOG CREEK | UG 242.28 | | |
| PETERSON CR. | 242.61 | 5278 | |
| 242E 242W | | | 243 |
| SCOTT CROSSI | 243.63 | 5273 | |
| | | | 244 |
| VAN ATTA RD | 244.65 | 5265 | |
| 244E 244W | | | |
| GRASS CREEK | UG 244.88 | | 245 |
| JOHNSON ST | 245.58 | 5394 | |
| MAIN ST. | 245.67 | | 246 |
| KLINGLER ROA | 246.65 | 5281 | 247 |
| ST. PAUL ROA | 247.67 | 5276 | |
| | 248.10 | | 248 |
| 248E 248W | | | |
| COUNTY LINE | 248.65 | 5377 | |
| MUD RUN | UG 248.86 | | 249 |
| BENTLEY ROAD | 249.55 | 5303 | |
| LITTLE HG C | UG 249.69 | | 250 |

007

VALUATION TOWN

FIBER OPTICS

V7344 ADA

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

80(1)
70/60/60
3.3
86
32 80
86
86C
86
80(2)

007

MP 250.00-MP 260.00 OH

REV. 01/01/91

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 64 | 80(1) | 80(2) | | | 80(1) | | | | |
| SURFACING | | | | | 86C | | | | | |
| TIES | | | 86 | | | | | 86 | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | | | | | 32-80 | | | | | 007 |
| BAL CLEAN | | | 86 | | | | | | 86 | |
| TONNAGE(MGT) | | | | | 3.3 | | | | | |
| T T SPEED | | | | | 70/60/60 | | | | | (35) |

FIBER OPTICS

V7344

VALUATION TOWN: **LAFAYETTE** **PROCTOR**

FACILITY

| 250 | 5289 251 | 5286 252 | 5297 253 | 5304 254 | 5371 255 | 5202 256 | 5298 257 | 5293 258 | 5336 259 | 5373 260 |
|---|---|---|---|---|---|---|---|---|---|---|
| 250.13 | 250.77 | 251.39 | 252.25 | 252.77 | 253.67 | 254.17 | 254.66 | 255.63 | 256.93 | 257.56 | 257.92 | UG 258.18 | 258.42 | OH 258.94 | 259.68 | UG 259.88 |
| 250.40 | 250.90 | 251.66 | 252.34 | UG 252.77 | | | | | | | | | | | GTW | |
| | | | 252,43 | | | | | | | | | | | | | |

252E 252W — 255E 255W

PEVEE ROAD | LAFAYETTE RO / SHRIDER ROAD | VINT RD | PHILLIPS RD | S.HIGH ST / CHURCH ST / WASHINGTON S | RTTLSNAKE C | FISHER ROAD | MCCLURE CROS | COOL ROAD | THAYER ROAD | FETTER RD | METZGER ROAD | LOST CREEK | ROUSH CROSSI | US 25-75 | OTTAWA RIVR

DEG OF CURVE: 0° 49' (METZGER ROAD)

HORIZ. ALIGNMENT

SUPER ELEVATION: 1½

VERT. ALIGNMENT

GRADE: .06 | .35 | .31

40-3102 FORT WAYNE LINE

36

MP 260.00-MP 270.00 OH

REV. 01/01/91

40-3102 FORT WAYNE LINE

| | |
|---|---|
| GRINDING | |
| SURFACING | 73E |
| TIES | 73 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

004

| | |
|---|---|
| GRINDING | 80(1) 80(2) 80(1) 80(2) |
| SURFACING | 86C |
| TIES | 86 86 |
| UNDERCUTTING | |
| RAIL | 40F80 32-80 |
| BAL CLEAN | 86 83 82 83 86 |
| TONNAGE(MGT) | 3.3 |
| T T SPEED | (35) 70/60/60 |

007

| | |
|---|---|
| GRINDING | 64 |
| SURFACING | 79E |
| TIES | 79 |
| UNDERCUTTING | |
| RAIL | 31-42 |
| BAL CLEAN | 83 |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 30 |

SDG

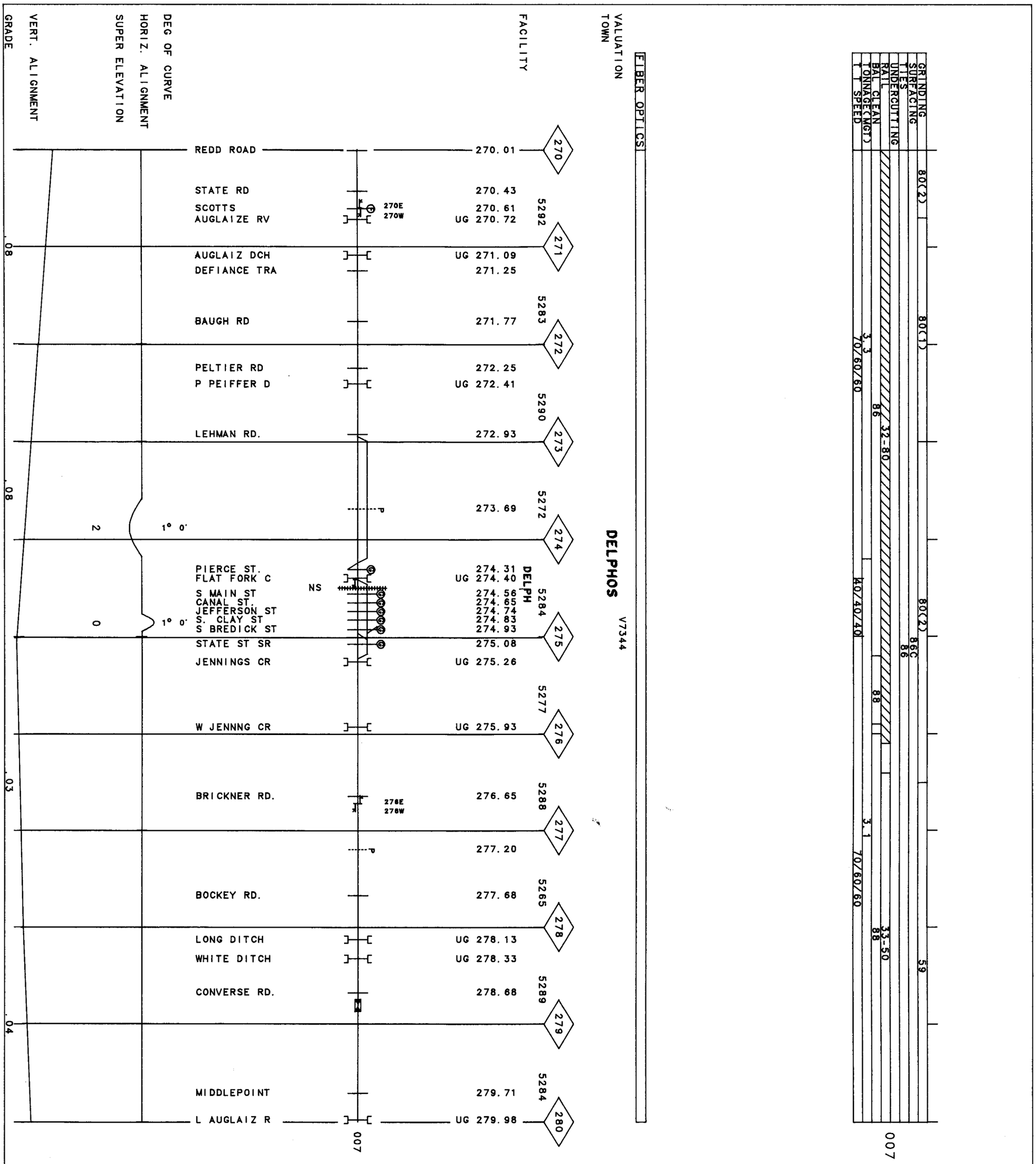
FIBER OPTICS

V7344

VALUATION TOWN: LIMA | EAST DUGRUN | ELIDA | AUGLAIZE

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 |
| | 5185 | | 5276 | 5296 | 5288 | 5393 | 5280 | 5286 | 5285 | 5282 | 5281 |
| FACILITY | LIMA | | COLE | | DUGRUN | | | | | | |
| | 260.12 | 261.12 | 261.58 | 262.61 | 263.51 | 264.07 | 265.25 | 265.80 | 266.41 | 266.67 | 267.13 | 267.40 | 267.65 | 267.90 | 268.10 | 268.83 | 269.20 |
| | 260.21 | | 261.68 | 262.99 | | 264.19 | | | | | 267.25 | | 267.77 | | | | |
| | UG 260.38 | | OH 261.81 | UG 262.22 | UG 262.61 | | 264.63 | | | | | UG | | UG | | | |
| | 260.47 | | | | | | | | | | | | | | | | |
| | 260.56 | | | | | | | | | | | | | | | | |
| | 260.66 | | | | | | | | | | | | | | | | |
| | 260.76 | | | | | | | | | | | | | | | | |
| | 260.92 | | | | | | | | | | | | | | | | |
| | | | | LIMA YARD | | | | | | | | | | | | | |
| | | | | | | 264E 264W | | | | | 267E 267W | | | | | | |
| | N. PINE ST. JACKSON ST CSX-NS. | N. BAXTER ST | US 30S CENTER ST. COLE ST | DUG RUN | DUG RUN | EASTOWN RD D J CABLE D | EAST ROAD | BATY ROAD | GREENLAWN AV | PIQUAD ROAD | OTTAWA RIVR WAPAK ROAD | KEMP ROAD HONEY RUN | GRUBB RD. |
| | UNION STRET MAIN ST N ELIZABETH N. WEST ST. N MCDONEL ST | | | CABLE ROAD | HARTZLER ROA | | | | | | | | |
| | N. METCALF S | | | | | | | | | | | | |
| DEG OF CURVE | 1°45' | 1° 0' | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 0 0 | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | |
| GRADE | .31 | | | | .31 | | | | .02 | | .08 | | |

004
007
SDG


FACILITY
VALUATION
TOWN
FIBER OPTICS
DELPHOS V7344
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
REDD ROAD 270.01
STATE RD 270.43
SCOTTS 270.61
AUGLAIZE RV UG 270.72
AUGLAIZ DCH UG 271.09
DEFIANCE TRA 271.25
BAUGH RD 271.77
PELTIER RD 272.25
P PEIFFER D UG 272.41
LEHMAN RD. 272.93
273.69
PIERCE ST. 274.31
FLAT FORK C UG 274.40
S MAIN ST 274.56
CANAL ST. 274.65
JEFFERSON ST 274.74
S. CLAY ST 274.83
S BREDICK ST 274.93
STATE ST SR 275.08
JENNINGS CR UG 275.26
W JENNNG CR UG 275.93
BRICKNER RD. 276.65
277.20
BOCKEY RD. 277.68
LONG DITCH UG 278.13
WHITE DITCH UG 278.33
CONVERSE RD. 278.68
MIDDLEPOINT 279.71
L AUGLAIZ R UG 279.98
270E
270W
276E
276W
NS
DELPH
5292
5283
5290
5272
5284
5277
5288
5265
5289
5284
270
271
272
273
274
275
276
277
278
279
280
1° 0'
2
0
.08
.08
.03
.04
007
GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
TT SPEED
80(2)
80(1)
32-80
86
3.3
70/60/60
40/40/40
80(2)
86C
86
88
3.1
70/60/60
33-50
88
59
007

38

REV. 01/01/91 MP 280.00-MP 290.00 OH

40-3102 FORT WAYNE LINE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 59 | | | | | | 80(3) | | | |
| SURFACING | | | | 86C | | | | | | |
| TIES | | | | 86 | | | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 33-50 | | 31-42 | | 33-56 | 40-78 | | | 33-56 | |
| BAL CLEAN | | 88 | | | | 80L | | 88 | | |
| TONNAGE(MGT) | | | | 3.1 | | | | | | |
| T T SPEED | | 70/60/60 | | | | 55/55/55 | | 70/60/60 | | |

40/40/40

007

FIBER OPTICS

V7344

VALUATION TOWN: MIDDLEPOINT — VAN WERT

| | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5281 | 5281 | 5285 | 5282 | 5281 | 5297 | 5286 | 5342 ESTRY | 5241 | 5284 |
| | 280.07 280.20 280.31 | 280.78 | 281.80 | 282.32 UG 282.62 | 283.34 | 283.85 UG 284.20 | 284.62 | 285.21 UG 285.83 | 286.74 286.85 286.96 287.11 287.24 287.37 287.49 287.61 287.74 | 288.07 | 288.37 | 289.06 UG 289.23 | 289.59 OH 289.96 |
| | 280E 280W | | | | 284E 284W | | | | | | | | |
| | MAIN ST ADAMS ST MASON ST | DOG CREEK RD | RINGWALD RD. | CHENOWITH RD DOG CREEK | GAMBLE RD. | HOAGLIN CENT L CRATES DT GILLAND RD | SPICE RUN | MENDON RD. | WAYNE ST VINE ST CHESTNUT ST. N. TYLER ST CHERRY ST MARKET ST. WASHNGTN ST. TOWN CREEK WALL ST/VAN WERT I.T | BURT ST. | FISHER AVE | JOHN BROWN R MADDOX CREEK | US 224 |
| DEG OF CURVE | | | | | | | | 1° 3' | 2°35' 2° 0' | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | 1 | 1½ | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | |
| GRADE | | .04 | | | .02 | | | .07 | | | .04 | | |

007

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 80(2) | | | 64 | | | | 59 | | |
| SURFACING | | | | | | 86C | | | | |
| TIES | | | | | | 86 | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 33-56 | | | 33-57 | | | | 33-48 | | |
| BAL CLEAN | | | | | | 88 | | | | |
| TONNAGE(MGT) | | | | | | 3.1 | | | | |
| T T SPEED | | | | | | 70/60/60 | | | | |

007

FIBER OPTICS

VALUATION TOWN: RICHEY — CONVOY V7344

FACILITY

| 290 | 5289 291 | 5287 292 | 5287 293 | 5284 294 | 5287 295 | 5288 296 | 5286 297 | 5280 298 | 5292 299 | 5288 300 |
|---|---|---|---|---|---|---|---|---|---|---|
| 290.18 | 290.53 | 291.10 | 291.26 | 292.12 | 292.38 | 293.03 | 293.59 | 294.44 | 294.71 | 294.86 |
| 295.40 | 295.82 | 296.38 | 296.94 | 297.12 | 297.22 | 297.60 | 297.98 | 298.12 | 298.88 | 299.45 |
| 290E 290W | UG 290.5 | UG 291.1 | 291.2 | UG 292.1 | 292.3 | 293.0 | 293.5 | UG 294.4 | 294E 294W | 294.8 |
| LIBERTY UNIO | HOUGH DITCH | HOAGLIN CRK | RICHEY RD | MONKEY RUN | MACE CROSSNG | W. RIDGE RD. | BERGNER RD | NORTH CREEK | MAIN ST.-SR | TULLY ST. |
| PAYNE CR | SHANER CR | LARE CR | MENTZER ROAD | BLUE CREEK | UG 297.2 | | SPNSLLRS CR | MENTZER CURC | 298E 298W | CLEM CROSS. |
| SCHOOLHOUSE | | | | | | | | | | |

007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .04 .02

40

FORT WAYNE LINE
40-3102 FORT WAYNE LINE

REV. 01/01/91 MP 300.00-MP 300.40 300.40 OH/ IN 310.00

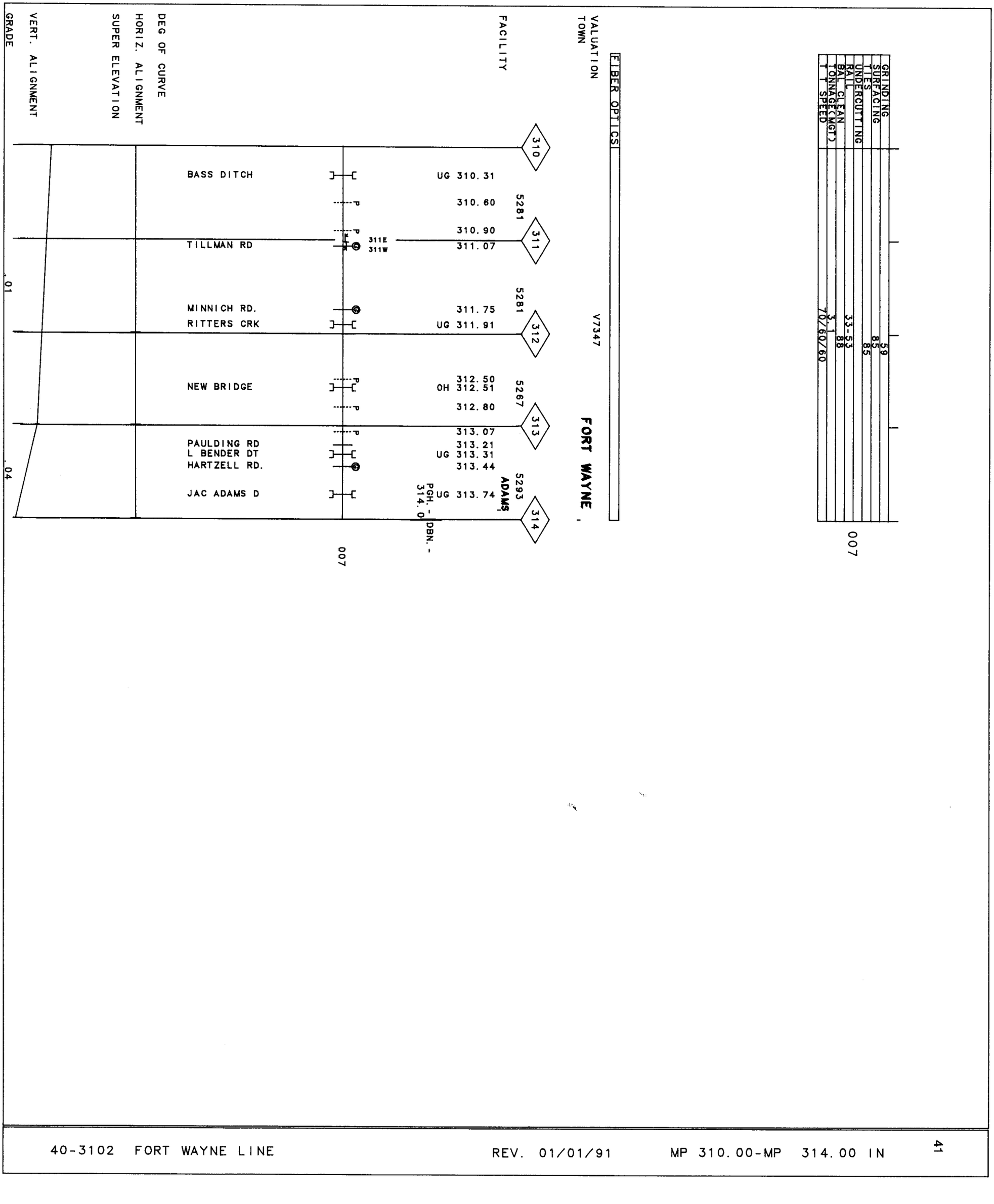
| | |
|---|---|
| GRINDING | 59 |
| SURFACING | 86C 85 |
| TIES | 86 85 |
| UNDERCUTTING | |
| RAIL | 33-47 33-53 33-53 |
| BAL CLEAN | 88 |
| TONNAGE(MGT) | 3.1 |
| T T SPEED | 70/60/60 |

007

FIBER OPTICS

VALUATION TOWN: DIXON (OH V7344 | IN V7347) — MONROEVILLE — MAPLES

| | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5282 | 5281 | 5289 | 5285 | 5294 | 5289 | 5297 | 5274 | 5292 | 5281 |
| | 300.28 | 301.50 | 301.80 | UG 302.25 | 302.59 | UG 302.70 | UG 303.80 | 303.96 | 304.05 | 304.32 | UG 305.59 | 306.50 | 306.83 | 307.13 | 307.71 | 308.30 | 308.81 | 308.92 | UG 308.92 | 309.37 | 309.71 | 309.94 |
| | STATE LINE R | MORGAN RD | FLT RCK CRK | LORTIE RD. STEIRHEIM D | SHAFFER DIT | OHIO ST. MAIN ST. SR | WASHINGTON S | WORMCSTLE C | SNYDER RD. | HOFFMAN RD | GROTIAN RD | WILSON RD | FACKLER RD | GARADOT RD FLT RCK CRK | HOUK RD. | WASHINGTON S | FRANKE RD. |
| | | | | | 304E 304W | | | | | | | | 308E 308W | | | | |
| | | | | | | | | | | | | | | | | | 007 |
| DEG OF CURVE | | | | | | | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | | |
| GRADE | .02 | | | .01 | | | | | .10 | | | | .13 | | | .01 | |


GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
59
85
85
33-53
88
3.1
70/60/60
007
ELBER OPTICS
V7347
FORT WAYNE
VALUATION
TOWN
FACILITY
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
310
311
312
313
314
5281
5281
5267
5293
ADAMS
BASS DITCH
UG 310.31
310.60
310.90
TILLMAN RD
311E
311W
311.07
MINNICH RD.
311.75
RITTERS CRK
UG 311.91
NEW BRIDGE
312.50
OH 312.51
312.80
313.07
PAULDING RD
313.21
L BENDER DT
UG 313.31
HARTZELL RD.
313.44
JAC ADAMS D
UG 313.74
PGH. - 314.0
DBN. -
.01
.04
007

40-2211 CONEMAUGH LINE REV. 01/01/91 MP .00 -MP 5.00 PA

| | | |
|---|---|---|
| GRINDING | 88 | |
| SURFACING | 89 | |
| TIES | 86 | |
| UNDERCUTTING | | |
| RAIL | 40F82 | 007 |
| BAL CLEAN | 89 | |
| TONNAGE(MGT) | 14.0 | |
| T T SPEED | 35 / 20 / 35 | |
| FIBER OPTICS | | |

VALUATION
TOWN — V7029 LOCKPORT — BOLIVAR

FACILITY — CP CONPIT

8651 — 8651 — 5480 — 5480 — 5280 — 5280 — 5280 — 5087

UG -1.40 1.74 — UG 2.85 — UG 0.10 — UG 1.08

0 — 5.0

PGH. LINE — 007

CONEMAUGH LOCKPORT RD — RT 259 CONEMAUGH — ROARING RUN

DEG OF CURVE — 3° 45' — 2° 0' — 6° 0' — 4° 0' — 4° 0' — 10° 30' — 4° 0' — 2° 3' — 5° 46' — 4° 0' — 3° 0' — 2° 41'

HORIZ. ALIGNMENT

SUPER ELEVATION — 2 — 4 — 2 — 2 — 1½ — 2 — 3½ — 1

VERT. ALIGNMENT

GRADE — .00 — .10 — .20 — .24 — .15 — .00

| | |
|---|---|
| GRINDING | 85 |
| SURFACING | 84 |
| TIES | 84 |
| UNDERCUTTING | |
| RAIL | 40-77 |
| BAL CLEAN | 89 |
| TONNAGE(MGT) | 16.3 |
| T T SPEED | 40 |

001

| | | | | |
|---|---|---|---|---|
| | | 007 | 002 | |
| GRINDING | 88 | | | |
| SURFACING | 89 | | 89 | |
| TIES | 86 | | 86 | |
| UNDERCUTTING | | | | |
| RAIL | 40F82 | 32-89 | 40F82 | 40-77 |
| BAL CLEAN | 89 | | | 85 |
| TONNAGE(MGT) | 14.0 | | | 14.0 |
| T T SPEED | 35 | | | 40 |
| | | 40 | | |
| FIBER OPTICS | | | | |

002

VALUATION
TOWN

V7029

BENNETT

FACILITY

2 5 — 5.0

5379 3 6 5379

5248 4 7 5248

5299 5 8 5299

5257 6 9 5257 — CP TOMS — UG 5.58

4554 7 10 4554 — 9.10

001
002

DEG OF CURVE: 2°41' | 2° 7' | 2°30' | 3°30' | 5° 0' | 3° 0' | 2° 0' | 4° 0' | 5°30' | 2°30' | 3° 0' | 2° 0' | 4° 0' | 0°48' | 1°45' | 0°33' | 1°30' | 2° 0'

HORIZ. ALIGNMENT — TOMS RUN

SUPER ELEVATION: 1 | 1/2 | 1 | 1 1/2 | 3 | 3 1/2 | 1 | 1 1/2 | 2 | 0 | 0 | 1 | 1

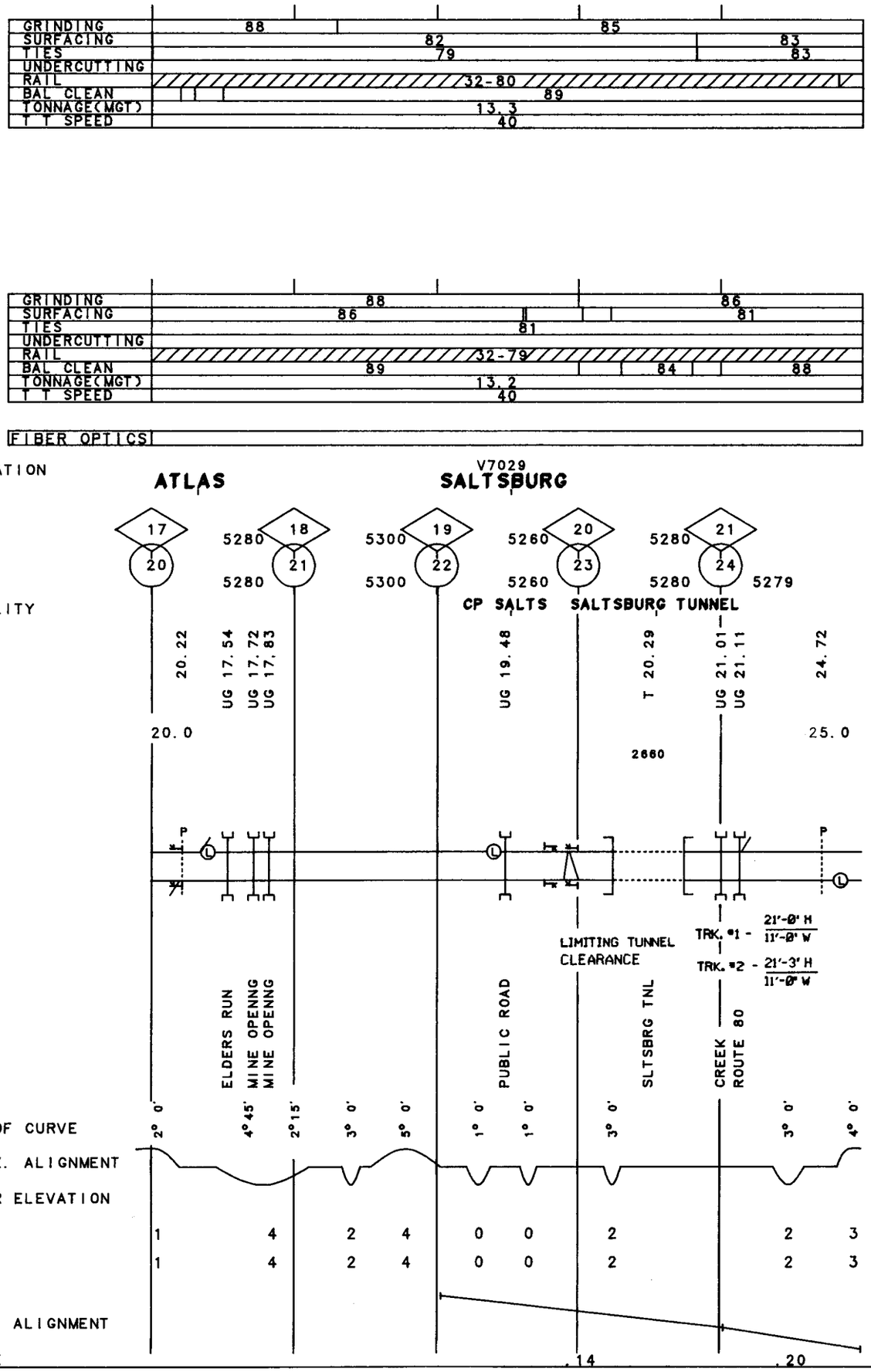
VERT. ALIGNMENT

GRADE: .26 | .20 | .13 | .23 | .00 | .48

REV. 01/01/91 MP 10.00 -MP 20.00 PA

40-2211 CONEMAUGH LINE

| | | |




45

MP 20.00 -MP 25.00 PA

REV. 01/01/91

40-2211 CONEMAUGH LINE

40-2211 CONEMAUGH LINE MP 25.00 -MP 30.00 PA REV. 01/01/91

| | 001 | MS | 002 |
|---|---|---|---|
| GRINDING | 85 \| 80(1) \| 79(1) \| 85 | | 86 |
| SURFACING | 83 | | 81 \| 82 \| 80E \| 81 \| 81 |
| TIES | 83 | | 81 \| 77 |
| UNDERCUTTING | | | |
| RAIL | 32-79 \| 32-87 \| 40-76 \| 40-76 | | 32-79 \| 40-77 |
| BAL CLEAN | 89 | | 88 \| 89 |
| TONNAGE(MGT) | 13.3 | 0.1 | 13.2 |
| T T SPEED | 40 \| 30 | | 40 \| 30 |

FIBER OPTICS

VALUATION TOWN — V7029 — AVONMORE SALINA

FACILITY

| | | |

| | | |

48

REV. 01/01/91 MP 40.00 -MP 50.00 PA

40-2211 CONEMAUGH LINE

| | 001 | 007 | 002 |
|---|---|---|---|
| GRINDING | 85 | 86 | 86 |
| SURFACING | 82 | 89 | 89 |
| TIES | 80 | 85 | 85 |
| UNDERCUTTING | | | |
| RAIL | 27F72 | 32-78 / 32-88 / 32-78 / 32-78 | 40-73 / 40-77 / 40-77 |
| BAL CLEAN | 89 | 89 | 83 |
| TONNAGE(MGT) | 13.3 | 13.2 | 13.2 |
| T T SPEED | 40 | 40 / 30 / 40 | 40 |

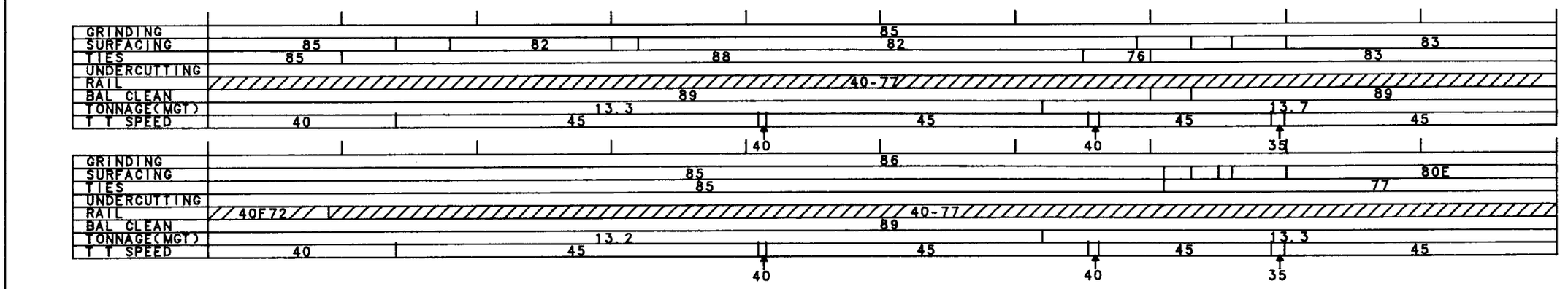
FIBER OPTICS

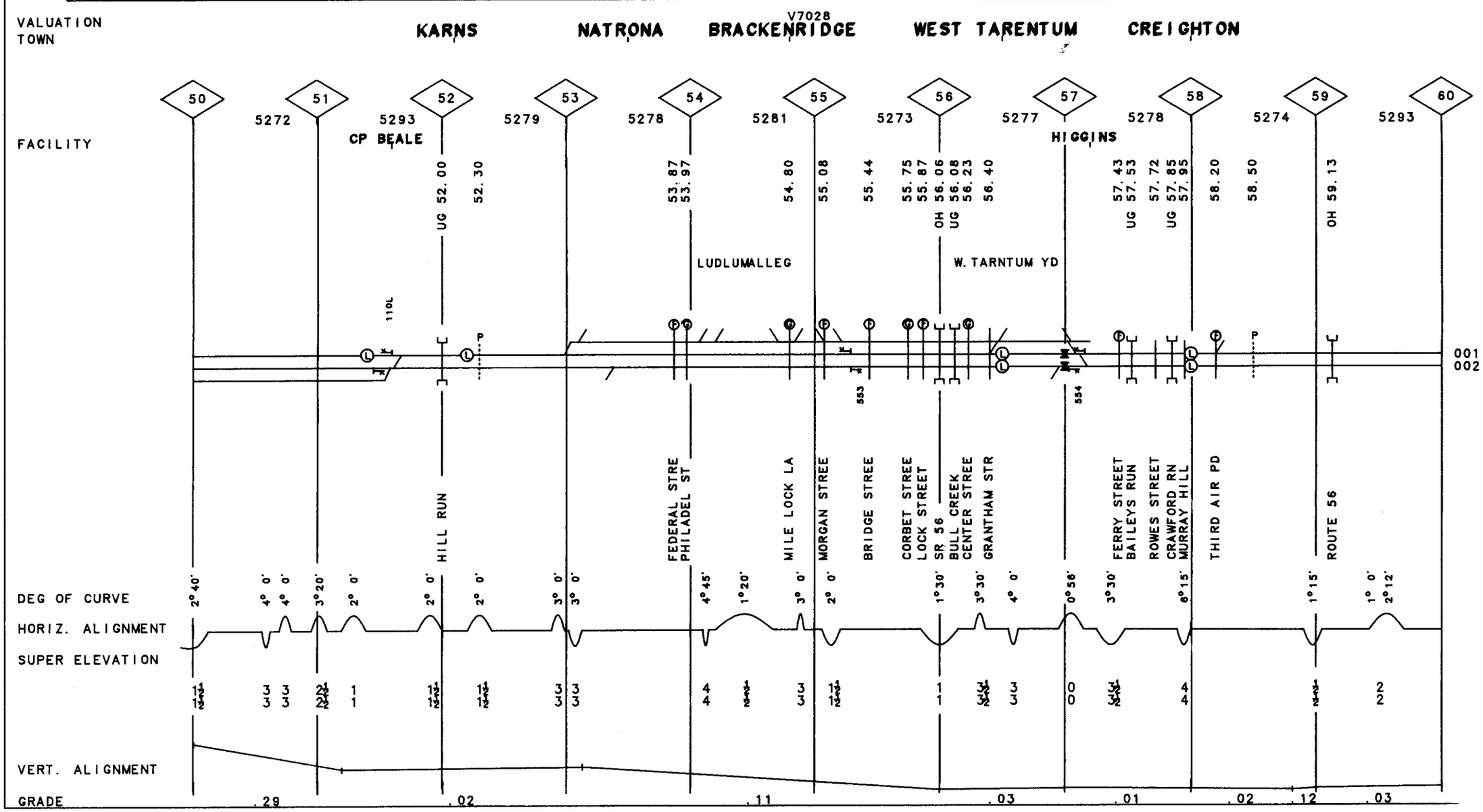
V7029 | V7028

VALUATION TOWN: HYDE PARK | LEECHBURG | FREEPORT

| | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5285 | 5252 | 6337 | 5284 | 5283 | 5324 | 5247 | 5268 | 5167 | 5148 |
| | | | | | CP LEECH | | | | CP KISKI | | CP HARRIS |
| | 40.40 | 41.30 / 41.50 | | OH 42.86 | 43.40 | 44.05 | UG 45.25 | | 47.60 / UG 47.83 / UG 48.16 | UG 48.72 / UG 48.86 / UG 48.97 / UG 49.12 | UG 49.30 / OH 49.38 |
| | | | | | | | | | 1075 | | |
| | | | | | | | | | ALLEGHENY SC P/S RR | | |
| | | MAIN ST | ROUTE 56 | | | | HILL RUN | | ALLEGHENY R / RIVER ROAD | 7TH STREET / 5TH STREET / 4TH STREET / 2ND STREET / BUFFALO CRK / SR 356 | |
| DEG OF CURVE | 1° 0' / 3° 0' | 7° 0' | 1° 0' | 3°30' / 4°52' / 2°45' | 2° 0' / 4° 0' | 3°30' | 1°40' / 1°45' | 2°15' / 1°15' | 4°37' / 3° 0' / 1°30' | 2°22' / 3° 0' / 2°45' / 3°30' / 2°30' / 2°30' / 4° 0' / 2°15' | 2°40' |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | 0 0 / 2 | 3 | 0 | 2½ / 4 | 1 / 3 | 2½ | 1 1 | 0 0 | 4 4 | 2 2 / 2½ 2½ | 1½ 1½ / 3 3 / 1½ |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | .55 | .32 | .38 | .05 | .26 | .15 | .02 | .02 | .46 | .23 | .10 |

001
002
007




40-2211 CONEMAUGH LINE

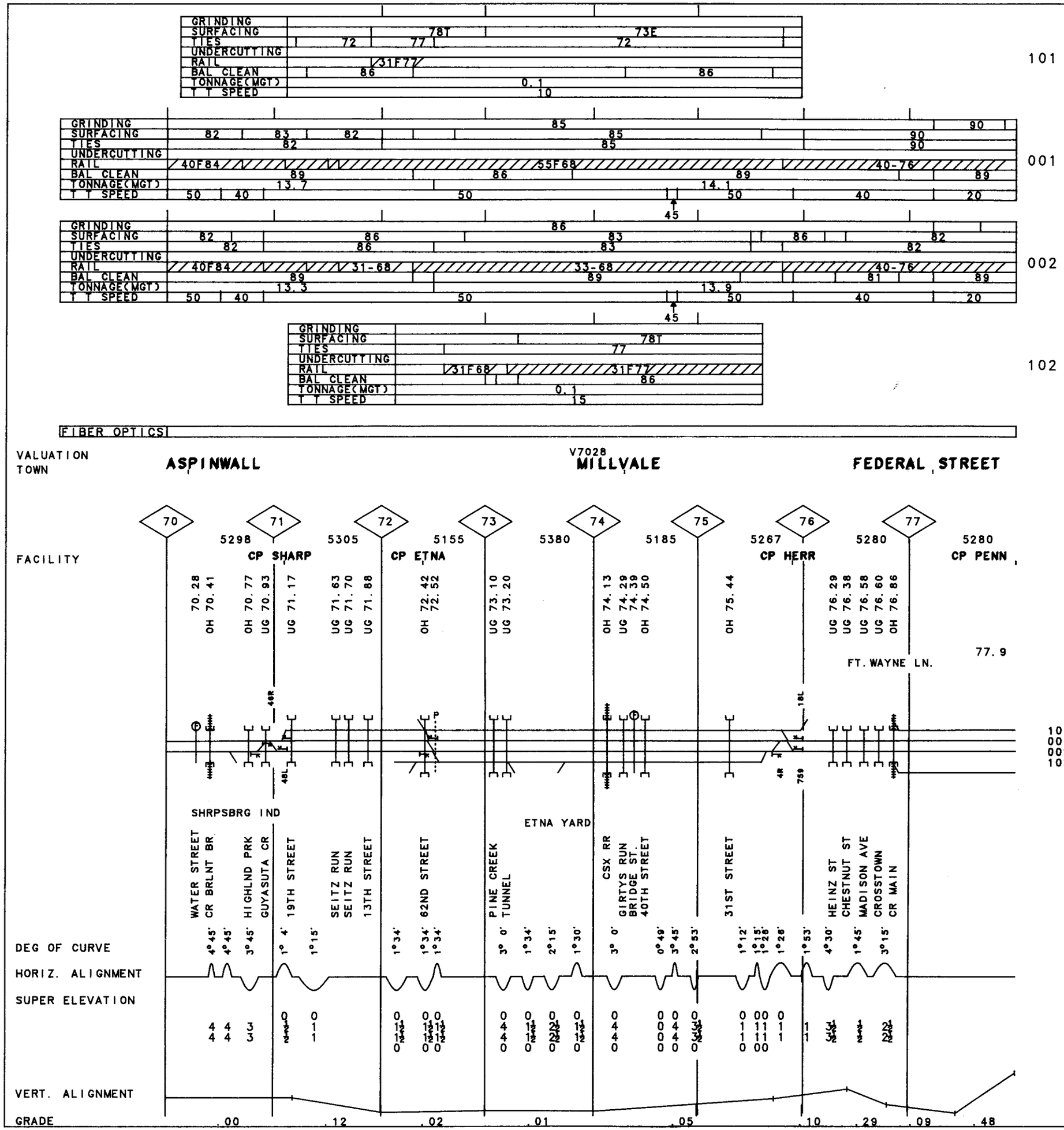
50

MP 60.00 - MP 70.00 PA

REV. 01/01/91

40-2211 CONEMAUGH LINE

| | | |




51

MP 70.00 -MP 77.90 PA

REV. 01/01/91

40-2211 CONEMAUGH LINE

52

REV. 01/01/91

MP 102.30 - MP 105.40
105.40 PA
110.00

| | |
|---|---|
| GRINDING | 71(1) 74(1) 75(1) 84 84 |
| SURFACING | 86C 87 |
| TIES | 82 68 87 |
| UNDERCUTTING | |
| RAIL | 15-50 12-40 32-67 32-66 32-66 31F65 |
| BAL CLEAN | 65S 70S 87 |
| TONNAGE(MGT) | 1.1 4.9 |
| T T SPEED | 10 30 40 |

007

FIBER OPTICS

V8385

VALUATION
TOWN **MEADVILLE**

| | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
|---|---|---|---|---|---|---|---|---|
| | 3694 | 5298 | 5278 | 5273 | 5279 | 5287 | 5318 | 5289 |
| FACILITY | MEAD | CAR SHOPS | CP BK | | | | | |
| | 102.60 UG 102.75 102.97 103.15 OH 103.43 | UG 104.35 | UG 104.75 UG 104.90 | 105.20 UG 105.61 | UG 105.99 106.30 | 107.02 OH 107.19 OH 107.34 | OH 108.42 | UG 109.74 |

102.3

FRANKLIN SEC

519-1 519-2 521-1 521-2

007

CAR SHOPS

MEAD AVE
MILL RUN
MERCER AVE
WATER ST.
RT 322
STREAM
FRENCH CRK
FRENCH CRK
FRENCH CRK
STREAM
MERCER PIKE
KEBORTS
IR 79 SB
HWY BR 772H
SR 19
CONN LK OL

DEG OF CURVE: 1° 0' | 1°36' 0°30' | 3°12' 1°28' 4° 4' 3° 6' | 3° 5' | 2° 2'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 | 1½ | 2 | 1

VERT. ALIGNMENT

GRADE: .09 .25 .05 .00 .38 .18 .65 .93 .74 .16 .40 1.04 .26

40-6501 MEAD I.T. MEADVILLE LINE

| | | | |
|---|---|---|---|
| GRINDING | 84 | | 75(1) |
| SURFACING | 87 | | |
| TIES | 87 | | |
| UNDERCUTTING | | | |
| RAIL | 31F65 | 32-66 | 32-66 / 32-68 |
| BAL CLEAN | 87 | | |
| TONNAGE(MGT) | 4.9 | | 4.5 |
| T T SPEED | 40 | | |

007

| | |
|---|---|
| GRINDING | |
| SURFACING | 87 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 30 - |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

NCS

FIBER OPTICS

VALUATION TOWN: GENEVA — V8385 — STONEY POINT

| | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5291 | 5307 | 5280 | 5282 | 5284 | 5283 | 5301 | 5288 | 5384 | 5282 |
| | | | | | | CP E. STONEY PT. | | CP STONEY POINT | | | |
| | 110.05 | UG 110.50 | 110.75 | 111.94 | UG 112.71 | 112.80 | 112.89 | UG 112.98 | 113.30 | UG 114.10 | 114.20 | 114.40 | 115.01 | 115.67 | 116.26 | 117.43 | 117.95 | 118.09 | 119.16 |
| | | 523-1 | | | 524-1 | | | | | 526-1 | | | | | PPG LEAD | | | | 531-1 | 531-2 | |
| | MAIN ST. | STREAM | | BROOKS/SR285 | STREAM TOWN LINE RO ADSITS CATTLE PASS | | | | | STREAM | MARK HAUS | MELLONS | STONY POINT | | LAKE ROAD | MINT ROAD | | | HANNA | | |
| DEG OF CURVE | | | | | 2°20' | | | | | | | | 1°30' | | | | | | | 3° 1' | 4° 0' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | | | | | 1½ | | | | | | | | 0½ | | | | | | | 2 | 3 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | | | | | | |
| GRADE | | | | .78 | | | | | | | | | | | | .61 | | | | .54 | |

007
NCS

53

MP 110.00-MP 120.00 PA

REV. 01/01/91

40-6501 MEADVILLE LINE

40-6501 MEADVILLE LINE

REV. 01/01/91 MP 120.00-MP 130.00 PA

| | | | | | | |
|---|---|---|---|---|---|---|
| GRINDING | 84 | 84 | 75(1) | 74(1) | 84 | |
| SURFACING | 87 | | | | | |
| TIES | 87 | | | | | |
| UNDERCUTTING | | | | | | 007 |
| RAIL | 32-66 | 32-66 | 32-67 | 32-68 | 32-66 | |
| BAL CLEAN | 87 | | | | | |
| TONNAGE(MGT) | 4.5 | | | | | |
| T T SPEED | 40 | | 30 | | 40 | |

FIBER OPTICS

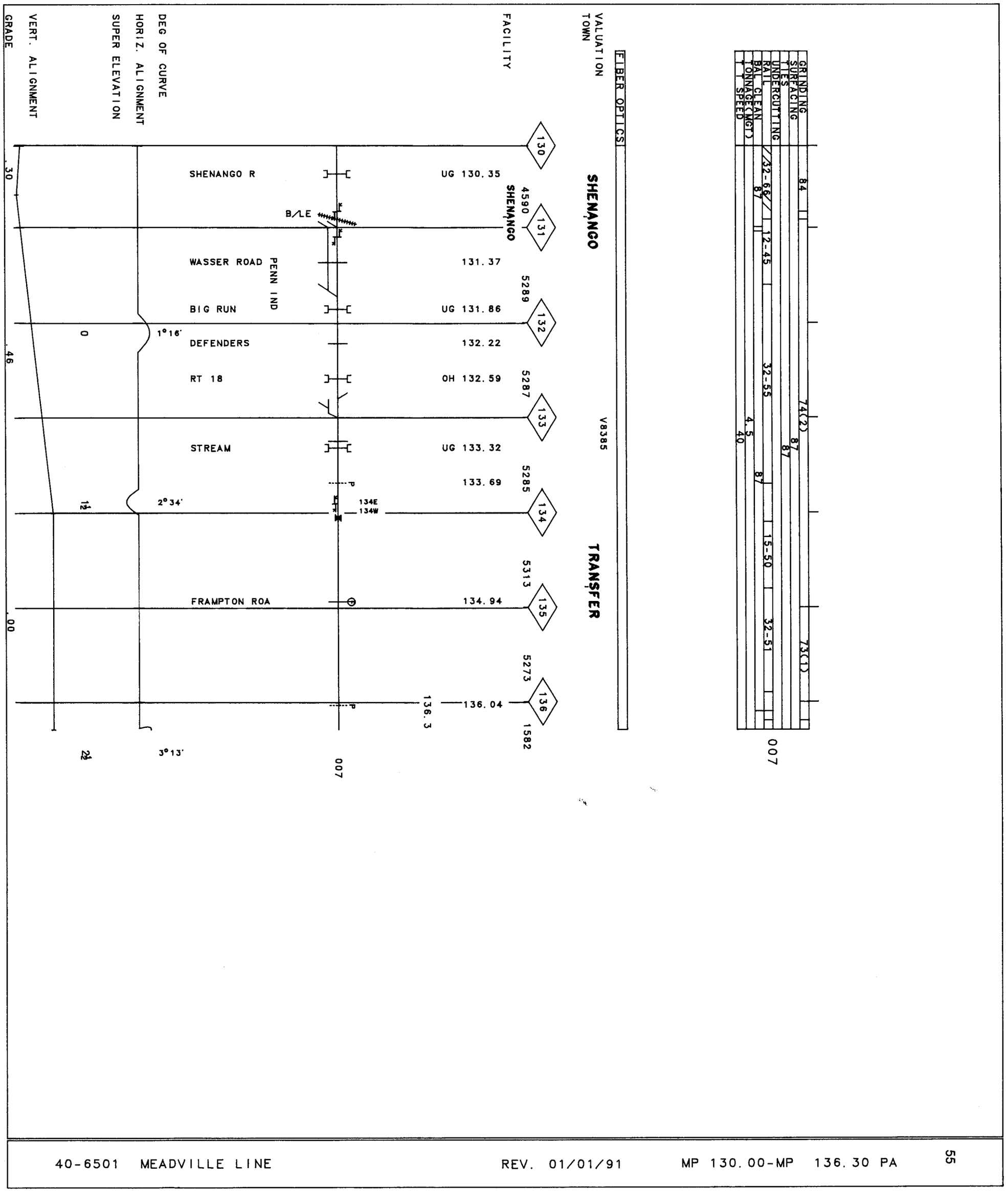
V8385

VALUATION TOWN: ATLANTIC | KENNARD | AMASA | WEST AMASA | GREENVILLE

| | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5285 | 5357 | 5149 | 5351 | 5283 | 5450 | 5124 CP WEST AMASA | 5275 | 5347 | 5985 |
| | 120.05 | 120.83 | UG 121.11 | 121.53 | 122.22 | 122.69 | 123.39 | UG 123.52 123.63 | 124.79 | 125.35 | UG 125.79 125.89 OH 125.98 | 127.09 | UG 128.46 | 128.66 128.76 128.85 | UG 129.05 | |
| | | | | 533-2 533-1 | | | | | | | | | 128-2 | | | |
| | BELL | MAIN STREET | STREAM | BENNETT ROAD | COUNTY LINE | DEADMAN RD | STREAM MAIN STREET | | RUBY ROAD | | LSHEN CK OSGOOD ROAD BL/E RR | WILLIAMSONS | COLMBIA AVE | MAIN/SR 358 LOW STREET CLINTON STRE | MERCER ST | |
| DEG OF CURVE | 4° 0' | | | | | 1° 0' | 3° 3' | | | | 1°10' | 1°40' 3°35' 4° 8' | 5° 0' 3°32' 3°54' 3°37' | 5°36' | 3° 0' | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 3 3/4 | | | | | 0 | 2 | | | | 0 | 2 1/2 3 1/2 | 2 1 | 2 | 1/2 | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | |
| GRADE | | | | | | | | | | | | | | | | |

007
007

.54 .30


GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
SPEED
84
74(2)
87
87
32-66
87
12-45
32-55
87
15-50
4.5
40
32-51
73(1)
007
FIBER OPTICS
VALUATION
TOWN
SHENANGO
V8385
TRANSFER
FACILITY
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
130
SHENANGO R
UG 130.35
4590
131
SHENANGO
B/LE
WASSER ROAD
PENN IND
131.37
5289
BIG RUN
UG 131.86
132
1°16'
DEFENDERS
132.22
RT 18
OH 132.59
5287
133
STREAM
UG 133.32
133.69
5285
134
134E
134W
2°34'
5313
FRAMPTON ROA
134.94
135
5273
136
136.04
136.3
1582
3°13'
007
007
.30
.46
.00
0
1½
2½

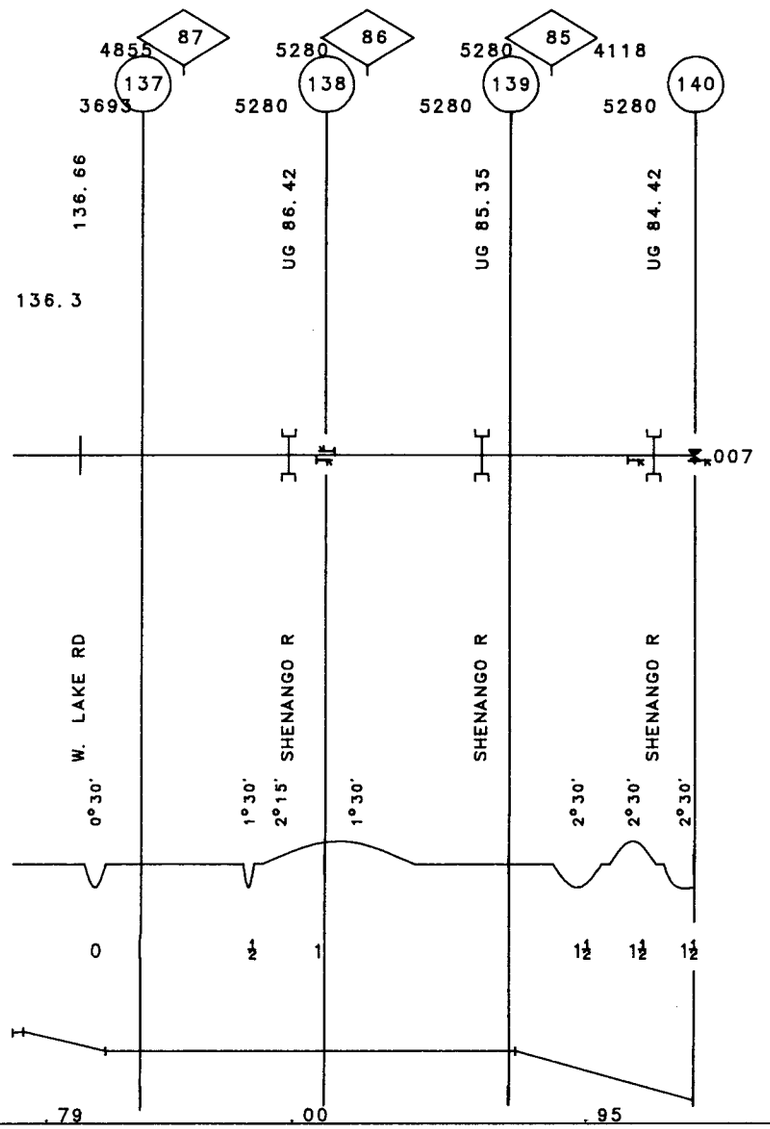
| | | | |
|---|---|---|---|
| GRINDING | 74(1) | 76(1) | |
| SURFACING | 88 | | |
| TIES | 88 | | |
| UNDERCUTTING | | | |
| RAIL | 32F62 | | 007 |
| BAL CLEAN | 88 | | |
| TONNAGE(MGT) | 4.2 | | |
| T T SPEED | 40 | | |

| |
|---|
| FIBER OPTICS |

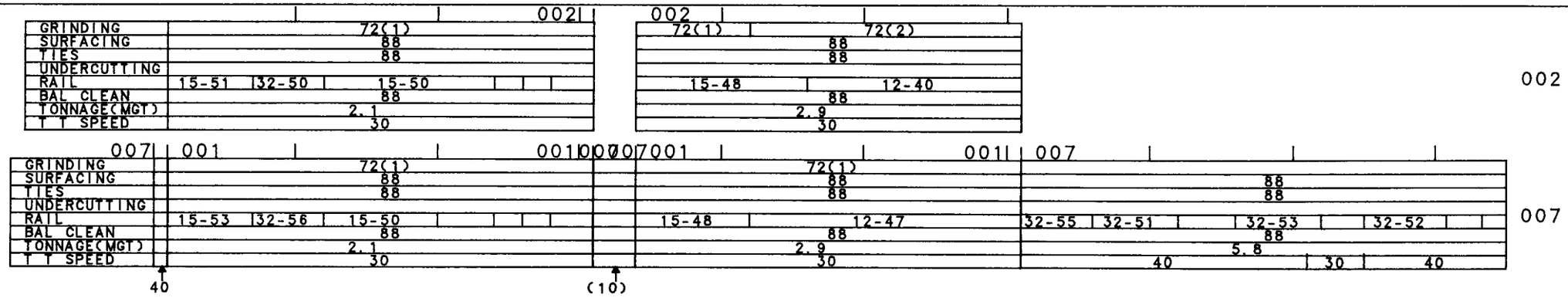
VALUATION
TOWN

V8378

FACILITY




40-6502 MEADVILLE LINE




FIBER OPTICS

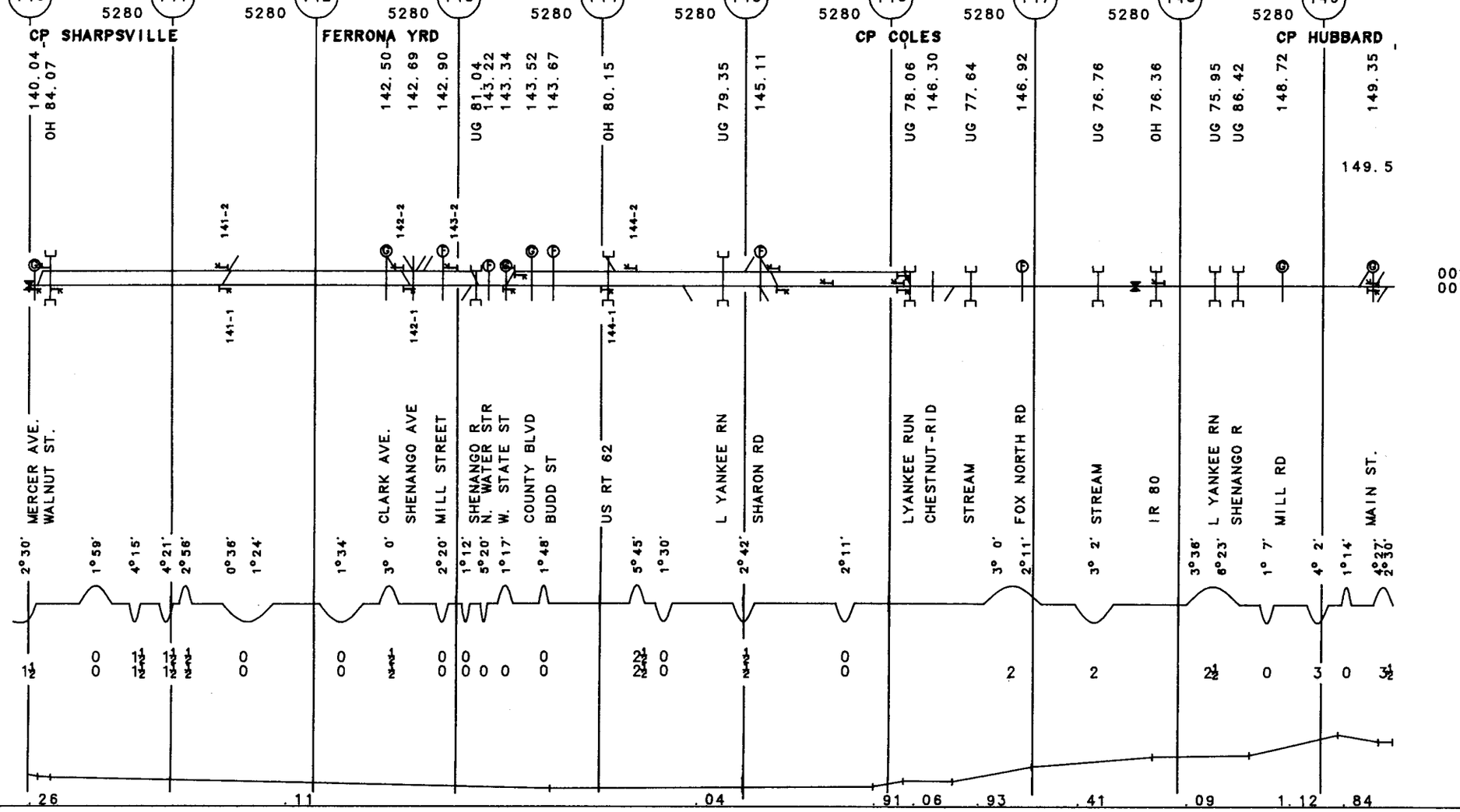
PA | OH
V8378 | V8381

VALUATION TOWN

SHARPSVILLE FERRONA SHARON HUBBARD

FACILITY

CP SHARPSVILLE — FERRONA YRD — CP COLES — CP HUBBARD




57

MP 149.50 - MP 144.30 OH/ PA
MP 144.30 - MP 140.00

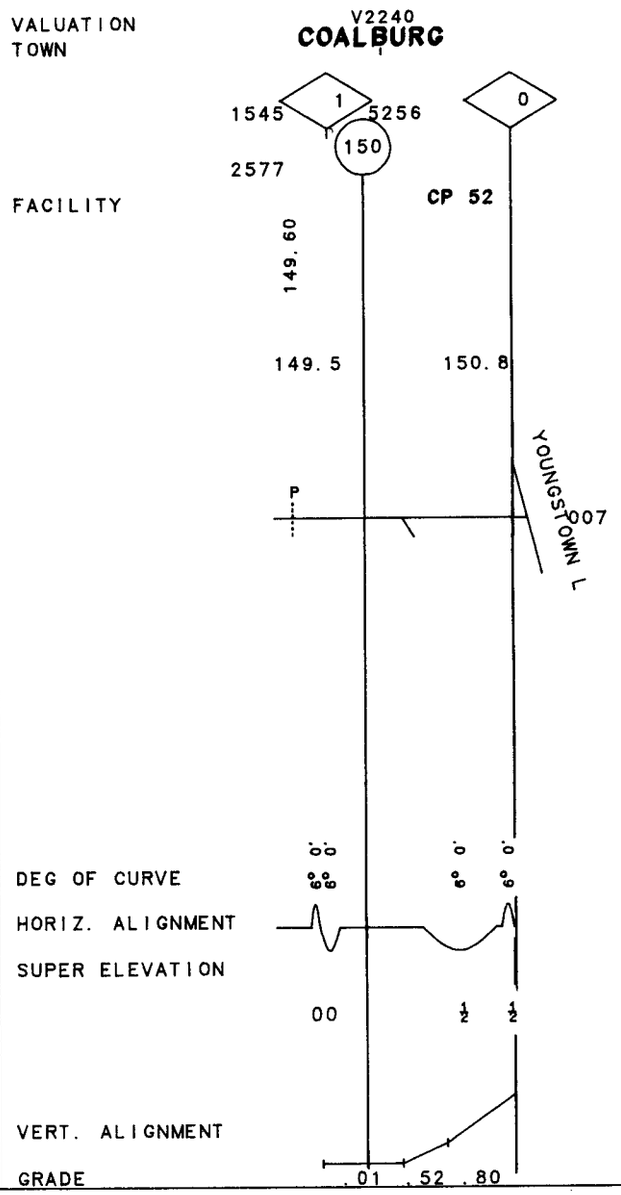
REV. 01/01/91

40-6502 MEADVILLE LINE
MEADVILLE LINE

| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | | 88 | |
| TIES | | 88 | |
| UNDERCUTTING | | | |
| RAIL | | | 00-23 |
| BAL CLEAN | | 88 | |
| TONNAGE(MGT) | | 5.8 | |
| T T SPEED | 15 | | 20 |

007

FIBER OPTICS



| | |
|---|---|
| GRINDING | 87 |
| SURFACING | 89 |
| TIES | 89 |
| UNDERCUTTING | |
| RAIL | 36-61 |
| BAL CLEAN | 89 |
| TONNAGE(MGT) | 34.6 |
| T T SPEED | 79/70/50 |

002

| | |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 88 |
| UNDERCUTTING | |
| RAIL | 40-76 |
| BAL CLEAN | |
| TONNAGE(MGT) | 34.6 |
| T T SPEED | 79/70/50 |

001

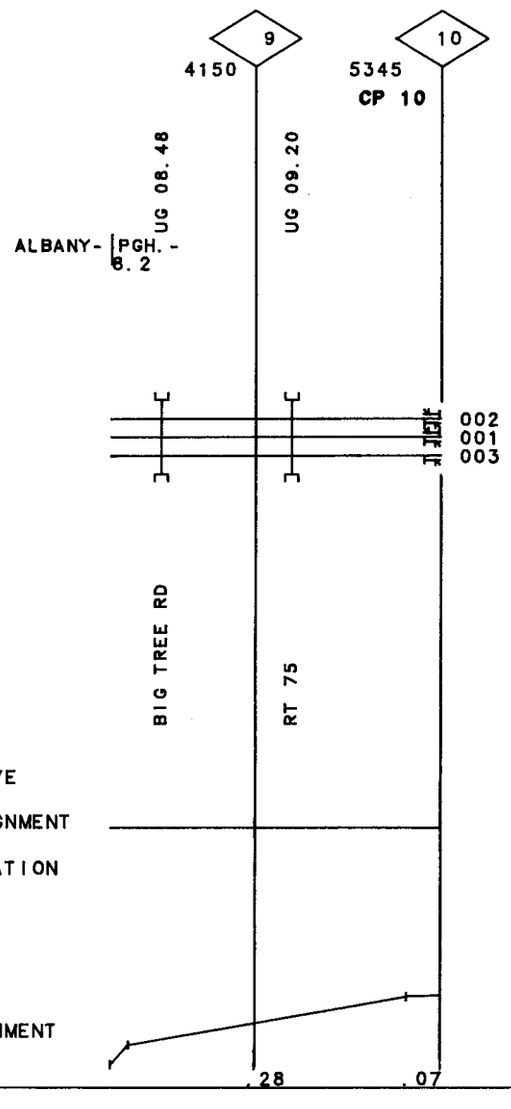
| | |
|---|---|
| GRINDING | 84 |
| SURFACING | 89 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 27F77 |
| BAL CLEAN | |
| TONNAGE(MGT) | 12.2 |
| T T SPEED | 50/50/40 |

003

| | |
|---|---|
| FIBER OPTICS | |

VALUATION
TOWN BAYVIEW V2010

FACILITY




REV. 01/01/91 MP 8.20 -MP 10.00 NY

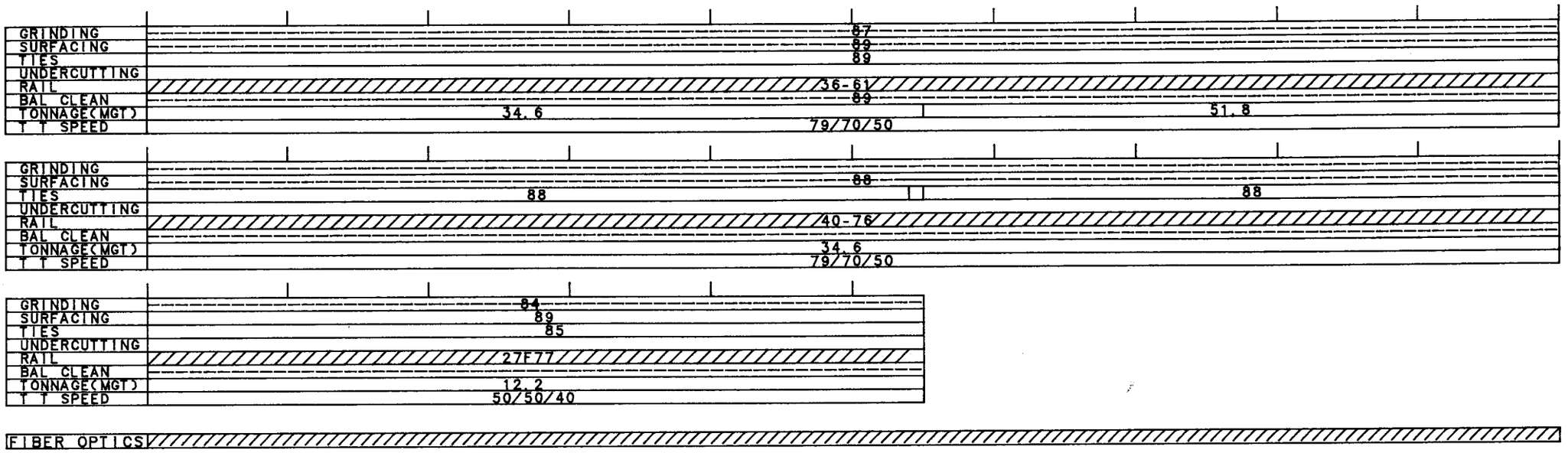
40-3500 CHICAGO LINE

60

40-3500 CHICAGO LINE

MP 10.00 -MP 20.00 NY

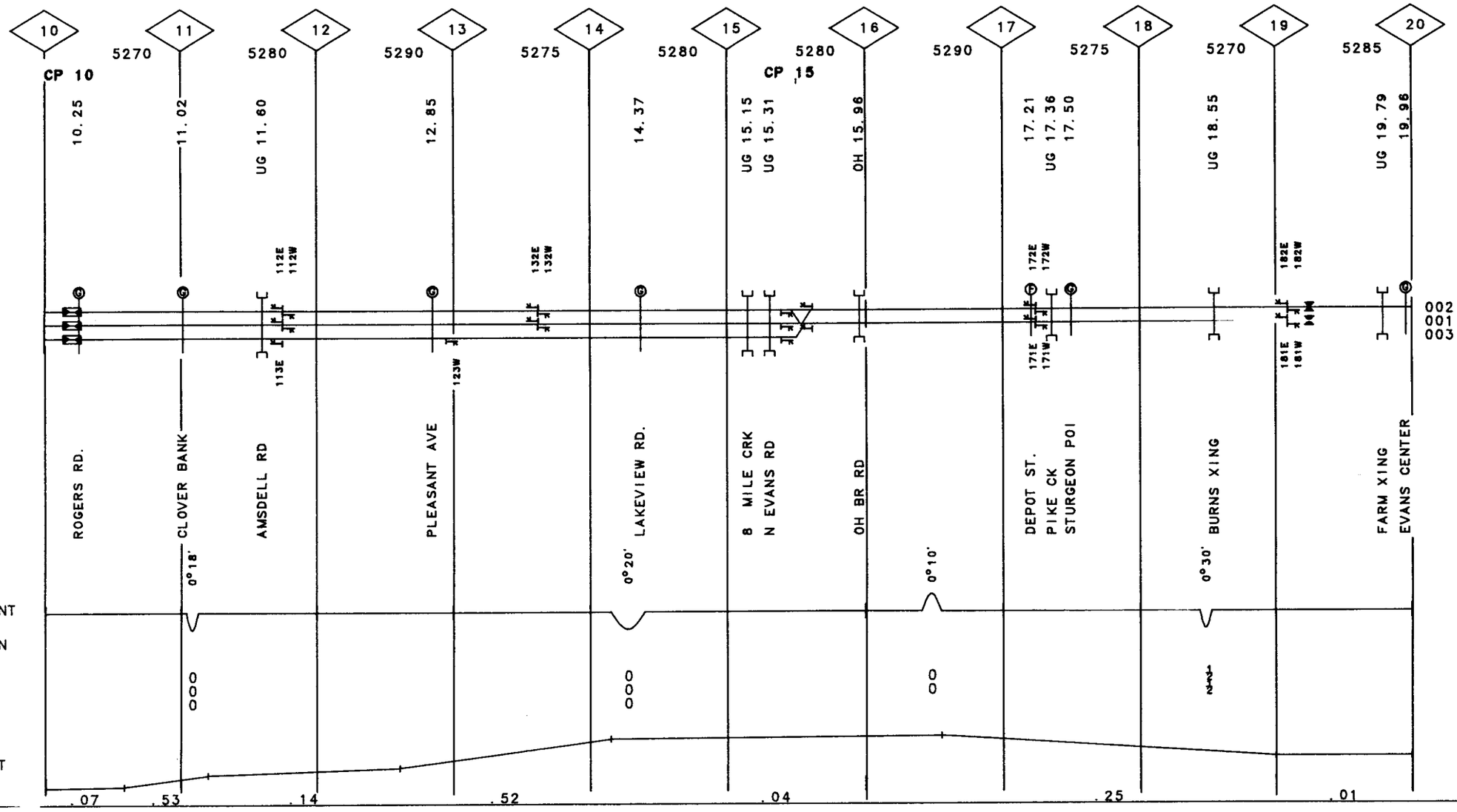
REV. 01/01/91




VALUATION
TOWN

V2010
**NORTH EVANS**

FACILITY



| | | |
|---|---|---|
| GRINDING | 87 | 88 |
| SURFACING | 89 | |
| TIES | 89 | |
| UNDERCUTTING | | |
| RAIL | 36-61 / 36-64 | 32-87 |
| BAL CLEAN | 89 | |
| TONNAGE(MGT) | 51.8 | |
| T T SPEED | 79/70/50 | 75/70/50 |

002

| | | |
|---|---|---|
| GRINDING | 87 | 88 |
| SURFACING | 88 | |
| TIES | 88 | |
| UNDERCUTTING | | |
| RAIL | 40-76 / 31-70 | 32-87 |
| BAL CLEAN | 89 | |
| TONNAGE(MGT) | 34.6 | |
| T T SPEED | 79/70/50 | 75/70/50 |

001

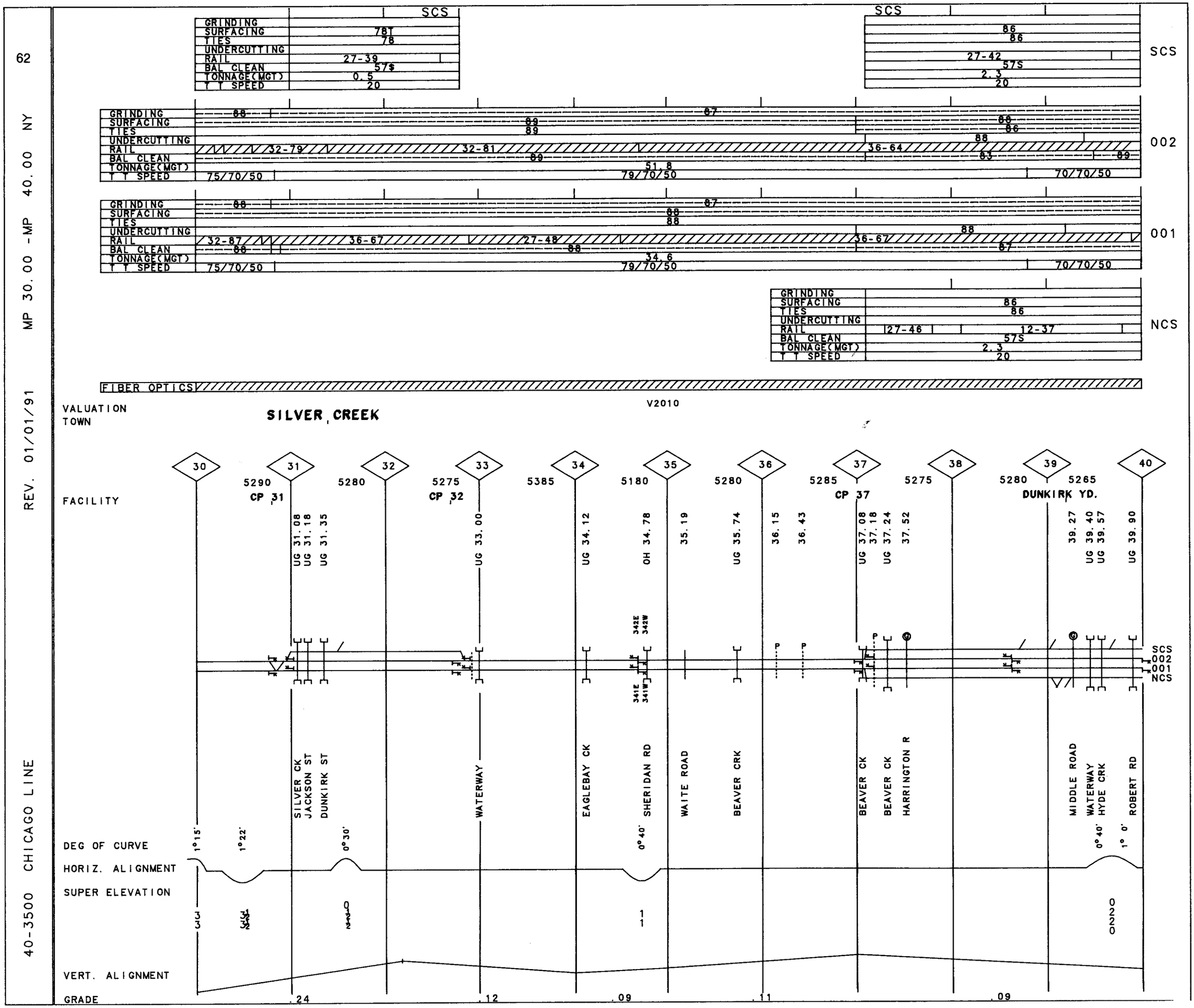
FIBER OPTICS

VALUATION TOWN — ANGOLA — V2010 — IRVING

| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5280 | 5285 | 5280 | 5280 | 5270 | 5280 | 5285 | 5275 | 5285 | 5270 |
| | | UG 20.88 / UG 20.94 | 21.29 | CP 23 / UG 22.80 / 23.01 | 23.96 | UG 24.40 | UG 25.41 / UG 25.55 | UG 27.07 | UG 27.66 | UG 28.30 / UG 28.60 / 28.83 | 29.53 |
| | | 212E 212W / 211E 211W | | | | 242E 242W / 241E 241W | | 272W / 271W | | 282E 282W / 281E 281W | |
| | | EVANS CT RD / BG SISTR CK | MAIN ST. | HOLLAND RD | CAIN RD. | MUDDY CRK | OLD ROAD COMERCIALST | ST RT#5 | OLD RT#5 | CATARAGUSCK / DEAD CK / ALLEGHENY RD | HANFORD RD. |
| DEG OF CURVE | | 0°30' | | 0°30' | | 0°15' | | | 0°30' | | 1°15' |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | 00 | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | .01 | .31 | | | .30 | | | | .04 | .24 | |

002
001

40-3500 CHICAGO LINE



62
MP 30.00 -MP 40.00 NY
REV. 01/01/91
40-3500 CHICAGO LINE
SCS
GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
78T
78
27-39
57$
0.5
20
86
86
27-42
57S
2.3
20
002
88
87
89
89
88
86
88
32-79
32-81
36-64
89
83
89
51.8
75/70/50
79/70/50
70/70/50
001
88
87
88
88
88
32-87
36-67
27-48
36-67
88
88
87
34.6
75/70/50
79/70/50
70/70/50
NCS
27-46
12-37
57S
2.3
20
FIBER OPTICS
V2010
VALUATION
TOWN
SILVER CREEK
FACILITY
30
31
32
33
34
35
36
37
38
39
40
5290
5280
5275
5385
5180
5280
5285
5275
5280
5265
CP 31
CP 32
CP 37
DUNKIRK YD.
UG 31.08
UG 31.18
UG 31.35
UG 33.00
UG 34.12
OH 34.78
35.19
UG 35.74
36.15
36.43
UG 37.08
37.18
UG 37.24
37.52
39.27
UG 39.40
UG 39.57
UG 39.90
342E
342W
341E
341W
SCS
002
001
NCS
SILVER CK
JACKSON ST
DUNKIRK ST
WATERWAY
EAGLEBAY CK
SHERIDAN RD
WAITE ROAD
BEAVER CRK
BEAVER CK
BEAVER CK
HARRINGTON R
MIDDLE ROAD
WATERWAY
HYDE CRK
ROBERT RD
DEG OF CURVE
1°15'
1°22'
0°30'
0°40'
0°40'
1° 0'
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
.24
.12
.09
.11
.09

MP 40.00 -MP 50.00 NY

REV. 01/01/91

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | | | | | | | | | | | | | | | | | | | | | SCS |
| SURFACING | | | | | | | | | | | | | | | | | | | | | | | | |
| TIES | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDERCUTTING | | | | | | | | | | | | | | | | | | | | | | | | |
| RAIL | | | | | | | | | | | | | | | | | | | | | | | | |
| BAL CLEAN | | | | | | | | | | | | | | | | | | | | | | | | |
| TONNAGE(MGT) | | | | | | | | | | | | | | | | | | | | | | | | |
| T T SPEED | | | | | | | | | | | | | | | | | | | | | | | | |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | |
| GRINDING | | 87 | | 88 | | | | | | | | | | | | | | 87 | | | | | | |
| SURFACING | | | | | | | | | | | | | | | | | | 88 | | | | | | |
| TIES | | | | | | | | | | | | | | | | | | 88 | | | | | | |
| UNDERCUTTING | | | | | | | | | | | | | | | | | | | | | | | | |
| RAIL | | 40-75 | | | | | | 40-75 | | | | | | | | | | 32-81 | | | | | 40-75 | 002 |
| BAL CLEAN | | | | | | | | | | | | | | | | | | 83 | | | | | | |
| TONNAGE(MGT) | | | | | | | | | | | | | | | | | | 51.8 | | | | | | |
| T T SPEED | | 79/70/50 | | | | 75/70/50 | | | | 79/70/50 | | | | | | | | | | 75/70/50 | | | | |
| GRINDING | | | | | | | | | | | | | | | | | | 87 | | | | | | |
| SURFACING | | 88 | | | | | | | | | | | | | | | | | 89 | | | | | |
| TIES | | 88 | | | | | | | | | | | | | | | | 83 | | | | | 86 | |
| UNDERCUTTING | | | | | | | | | | | | | | | | | | | | | | | | |
| RAIL | | 36-67 | | 32-86 | | | | | | 36-67 | | | | | | | | | | 40-72 | | | | 001 |
| BAL CLEAN | | 87 | | | | | | | | | | | | | | | | 80L | | | | | 85 | |
| TONNAGE(MGT) | | | | | | | | | | | | | | | | | | 34.6 | | | | | | |
| T T SPEED | | 79/70/50 | | | | 75/70/50 | | | | 79/70/50 | | | | | | | | | | 75/70/50 | | | | |
| GRINDING | | | | | | | | | | | | | | | | | | | | | | | | |
| SURFACING | | | | 86 | | | | | | | | | | | | | | | | | | | | |
| TIES | | | | 86 | | | | | | | | | | | | | | | | | | | | |
| UNDERCUTTING | | | | | | | | | | | | | | | | | | | | | | | | |
| RAIL | | 27-41 | | | | 15-23 | | | | | | | | | | | | | | | | | | 039 |
| BAL CLEAN | | 57S | | | | | | | | | | | | | | | | | | | | | | |
| TONNAGE(MGT) | | | | 2.3 | | | | | | | | | | | | | | | | | | | | |
| T T SPEED | | | | 20 | | | | | | | | | | | | | | | | | | | | |
| FIBER OPTICS | | | | | | | | | | | | | | | | | | | | | | | | |

VALUATION TOWN

**DUNKIRK**

T2 - ELASTIC RAIL SPIKE TEST

V2010

**BROCTON**

| | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5295 | | 5274 | 5290 | 5365 | 5190 | 5290 | 5270 | 5285 | 5275 | 5275 |
| FACILITY | CP 39 | | | CP 42 | | | | CP 47 | | | CP 49 |
| | UG 40.30 | UG 40.46 | UG 40.62 | UG 40.79 | UG 41.21 | 42.55 | UG 42.71 | UG 42.93 | 44.53 | 45.50 | UG 46.01 | UG 46.11 | 46.50 | 46.98 | OH 47.50 | UG 48.91 | UG 49.11 | 49.31 | 49.99 |
| | | | | | | 442E 442W | | | | | | | | | | 482E 482W | | | |
| | | | T2 | | | 441E 441W | | | | | | | | | | 481E 481W | | | SCS 002 001 039 |
| | MAIN ST. | PARK AVE | CENTRAL AVE | SWAN ST | BIRGHAM RD | TEMPLE RD | CANADAWAYCK | WILLOW RD | VAN BUREN RD | BERRY RD. | NORTH RD. | LTL CNDWYK | MARTIN LOWEL | NY THRUWAY | | STATE RT380 | WATERWAY | CENTRAL AVE. | MATHEWS RD. |
| DEG OF CURVE | 0°23' | 0°30' | | | 1°30' | | | | | | | | | | 0°40' | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 0 | | | 4 | | | | | | | | | | 1 | | | | |
| | 0 | 0 | | | 4 | | | | | | | | | | 1 | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | | | | |
| GRADE | | | | .09 | | .16 | | .01 | | .17 | | | | .37 | | | .16 | | |

40-3500 CHICAGO LINE

64

MP 50.00 -MP 60.00 NY

REV. 01/01/91

40-3500 CHICAGO LINE

| | |
|---|---|
| GRINDING | |
| SURFACING | 86 |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | 27-38 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

SCS

| | | |
|---|---|---|
| GRINDING | 87 | |
| SURFACING | 89 | |
| TIES | 89 | |
| UNDERCUTTING | 87 | 81 |
| RAIL | 40-75 / 32-81 | 36-68 / 36-65 / 40-68 / 32-81 |
| BAL CLEAN | 89 | |
| TONNAGE(MGT) | 51.8 | |
| T T SPEED | 75/70/50 | |

002

| | | | |
|---|---|---|---|
| GRINDING | 87 | | |
| SURFACING | 89 | | |
| TIES | 86 | 87 | |
| UNDERCUTTING | | | |
| RAIL | 40-72 | 40-75 | 40-76 |
| BAL CLEAN | 85 | 89 | 83 |
| TONNAGE(MGT) | 34.6 | | |
| T T SPEED | 75/70/50 | | |

001

FIBER OPTICS

VALUATION
TOWN

V2010

WESTFIELD

| | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5275 | 5290 | 5275 | 4785 | 5775 | 5285 | 5280 | 5280 | 5280 | 5275 |
| FACILITY | | | | | | | CP 56 | | CP 58 | | |
| | UG 50.23<br>50.40 | 51.05 | 51.32<br>UG 51.41 | 52.06 | 52.66<br>52.82<br>UG 52.94 | 53.36 | UG 53.69<br>53.79 | UG 54.10<br>54.20<br>54.32 | 55.36 | OH 57.54 | UG 57.85<br>57.94 | 59.21 |
| | | | | 512E 512W | | | | 532E 532W | | | | |
| | | | | 511E 511W | | | | 531E 531W | | | | |
| | CORELL CRK<br>PECOR ST. | ONTHANK RD. | WALKER RD.<br>WALKER CRK | | EAST FOREST<br>WATERWAY | WATERWAY<br>PRATT ROAD | WATERWAY | MCKINLEY RD. | S.R. 394 | CHAUTRGA CK<br>NO. GALE ST. | | WALKER ROAD |
| DEG OF CURVE | | | | | | | | | 0°20' | 0°20' | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | 0 0 0 | 0 0 0 | | |
| VERT. ALIGNMENT | | | | | | | | | | | | |
| GRADE | | .16 | .02 | | .18 | .07 | .04 | .01 | .09 | .09 | | .24 |

SCS
002
001

| | 002 | 001 |
|---|---|---|
| GRINDING | 87 / 87 | 87 |
| SURFACING | 89 / 90 | 89 |
| TIES | 89 / 90 | 87 |
| UNDERCUTTING | 82 / 84 / 87 | 84 / 84 |
| RAIL | 40-74 / 36-62 | 40-76 |
| BAL CLEAN | 89 / 83 | 83 / 82 / 76L |
| TONNAGE(MGT) | 51.8 | 34.6 |
| T T SPEED | 75/70/50 / 79/70/50 / 70/70/50 / 79/70/50 | 75/70/50 / 79/70/50 / 70/70/50 / 79/70/50 |

FIBER OPTICS

PA V2010 | NY V2020

VALUATION TOWN: RIPLEY

| | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5285 | 5285 | 5265 | 5290 CP 63 | 5270 | 5290 CP 66 | 5280 | 5285 | 5275 | 5280 |
| | 60.19 | 60.53 UG | 60.73 | 61.45 OH | 61.54 | 61.90 | 62.35 | 62.50 | 62.70 | 62.90 | 63.01 |
| | 63.41 | 63.52 | 63.65 | 64.13 | 64.85 | 65.10 | 65.30 UG | 65.40 | 65.50 | 65.60 | 65.90 |
| | 66.07 | 66.47 | 66.56 | 66.96 | 67.10 | 67.23 | 67.40 | 67.59 UG | 67.74 | 67.95 | 68.16 |
| | 68.39 | 69.01 | 69.66 OH | 69.77 UG | | | | | | | |
| | LIGHT ROAD | BELLS CREEK | ROGERVILLE R | US RT 20 | CEMETARY RD. | KLONDIKE RD. | SO. BROCKWAY | SHAVER RD. | SO. STATE ST<br>WATERWAY<br>GOODRICH ST.<br>MAPLE ST. | LOOMIS ST. | PHILLIPS RD. |
| | FARM XING | STATION RD | PURDUE RD | 20 MILE CRK | IR 90 DUAL<br>WATERWAY | | | | | | |
| DEG OF CURVE | | | | | 0°20' | | | | 1° 0' | | 0°30' |
| HORIZ. ALIGNMENT | | | | | 0<br>0 | | | | 2<br>2 | | |
| SUPER ELEVATION | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | .24 | .31 | .27 | .05 | .02 | .30 | .30 | .28 | | | |

002
001

65

MP 60.00 -MP 68.40 NY/ PA

MP 68.40 -MP 70.00

REV. 01/01/91

CHICAGO LINE

40-3500 CHICAGO LINE

66

MP 70.00 MP 80.00 PA

REV. 01/01/91

40-3500 CHICAGO LINE

| | SCS |
|---|---|
| GRINDING | |
| SURFACING | 86 |
| TIES | 86 |
| UNDERCUTTING | |
| RAIL | 27-46 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

| | 002 |
|---|---|
| GRINDING | 87 |
| SURFACING | 90 — 87C |
| TIES | 90 — 84 |
| UNDERCUTTING | 87 — 87 — 82 |
| RAIL | 36-66 |
| BAL CLEAN | 83 — 88 — 80L |
| TONNAGE(MGT) | 51.8 |
| T T SPEED | 79/70/50 |

| | 001 |
|---|---|
| GRIND,NG | 87 |
| SURFACING | 89 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 40-76 — 36-66 |
| BAL CLEAN | 76L — 89 — 83 |
| TONNAGE(MGT) | 34.6 |
| T T SPEED | 79/70/50 |

| | NCS |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | 55 |
| UNDERCUTTING | |
| RAIL | 27-49 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

FIBER OPTICS

V2020

VALUATION TOWN — **NORTHEAST** — **HARBOR CREEK**

FACILITY

| | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5285 | 5285 | 5275 | 5285 | 5275 | 5280 | 5285 | 5265 | 5285 | 5275 | 5285 |
| | | | | CP 73 | | | | | | CP 79 | |
| | OH 70.02 | 71.01 | UG 72.03 | UG 72.87 | UG 73.24 | 73.91 | 74.92 | UG 75.43 | UG 75.75 | UG 76.65 | 77.56 |
| | 70.21 | 71.25 | 72.28 | | | | | | | 76.80 | |
| | 70.61 | | 72.38 | | | | | | | | |
| | | | 72.55 | | | | | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 702W 702E | | | | 752E 752W | | 782E 782W | | | |
| | | 701W 701E | | | | 751E 751W | | 781E 781W | | | |
| | BURT RD | REMINGTON RD | LOOMIS RD | WATERWAY WASHINGTON S SMEDLEY ST | LAKE ST | 16 MILE CRK | CEMETERY RD | JOHNSON RD | BRICKYARD RD MELLONS CRK | 12 MLE CRK MOORHEADS RD | RYAN-KING R |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

SCS

GRINDING
SURFACING 86
TIES 86
UNDERCUTTING
RAIL 27-53
BAL CLEAN
TONNAGE(MGT) 1.0
T T SPEED 20

002

GRINDING 87
SURFACING 87C 90
TIES 84
UNDERCUTTING 82 82
RAIL 36-62 36-62
BAL CLEAN 80L 88
TONNAGE(MGT) 51.8
T T SPEED 79/70/50 60/60/50 79/70/50

001

GRINDING 87
SURFACING 89 90 87C 84 82
TIES 87
UNDERCUTTING 84 84
RAIL 36-66 27F65 36-64 36-64
BAL CLEAN 83 81 81 80L
TONNAGE(MGT) 34.6
T T SPEED 79/70/50 60/60/50 79/70/50

416-
548-

FIBER OPTICS

4653

VALUATION
TOWN

V2020

WESLEYVILLE

ERIE

FACILITY

| 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5275 | 5280 | 5290 | 5280 | 5280 | 5280 | 5075 | 5490 | 5285 | 5275 |
| | | | | | | CP 85 | | | | CP 89 |
| IG 80.43 | UG 80.94 | 81.67 | UG 83.03 | OH 84.01 | 84.50 | OH 85.48 | UG 86.00 | UG 86.26 | UG 86.48 | UG 86.68 |
| UG 86.84 | UG 86.98 | UG 87.52 | UG 87.73 | 87.94 | UG 88.08 | UG 88.33 | 88.76 | OH 89.00 | OH 89.11 | 89.62 |

814E 811E 811W

834W 831E 831W

871E 871W

WATERWAY
6 MLE CREEK
WALBRIDGE RD
WATER ST
FRANKLIN AV
DOWNING RD
EAST AVE
ASH STREET
PARADE ST
DIVISION ST
FRENCH ST
PEACH ST
SASAFRAS ST
CHERRY ST
LIBERTY ST
CASCADE ST
RASPBERRY ST
B/LE RR
GREEN GARDEN
I-79
I-79
PITTSBURG AV

SCS
002
001

DEG OF CURVE — 0°30' 0°30' 0°10' 1° 0' 0°20'

HORIZ. ALIGNMENT

SUPER ELEVATION — 0 0 0 1 1 0

VERT. ALIGNMENT

GRADE .04 .26 .00 .20 .22 .05 .01 .18 .16 .13

40-3500 CHICAGO LINE

REV. 01/01/91 MP 90.00 -MP 100.00 PA

40-3500 CHICAGO LINE

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | 87 | | | | | | 002 |
| SURFACING | | | | 90 | | | | | | |
| TIES | | | | 90 | | | | | | |
| UNDERCUTTING | | | 81 | | | | | | | |
| RAIL | | | | 36-62 | | | | | | |
| BAL CLEAN | | 89 | | | 76L | | 84 | | 87 | |
| TONNAGE(MGT) | | | | 51.8 | | | | | | |
| T T SPEED | | | | 79/70/50 | | | | | | |
| GRINDING | | | | 87 | | | | | | 001 |
| SURFACING | | | 88 | | | | | | 88 | |
| TIES | | | 83 | | | | | | 85 | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | | | | 36-62 | | | | | | |
| BAL CLEAN | | 90 | | | | | | | 90 | |
| TONNAGE(MGT) | | | | 34.6 | | | | | | |
| T T SPEED | | | | 79/70/50 | | | | | | |

FIBER OPTICS

V2020

VALUATION

TOWN

FAIRVIEW

FACILITY

| 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5280 | 5270 | 5350 | 5215 | 5270 | 5285 | 5280 | 5270 | 5280 | 5295 |
| | | | | | | | | CP 97 | | |
| OH 90.49 | OH 91.74 | | UG 93.00 | 94.03 | 95.07 | UG 95.44 95.65 | 96.56 | UG 97.10 | UG 97.82 | 98.85 | 99.68 |

922E 922W 921E 921W 942E 942W 941E 941W

002
001

PENINSULA | POWELL AVE | CHAPPEL RD | MILFORD RD | MANCHESTR RD | WALNUT CR DUTCH RD | ETON RD | WATERWAY | SR 98 | FAIRPLAN RD

DEG OF CURVE: 0°20' | 0°20' | 0°20' | 0°32'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0

VERT. ALIGNMENT

GRADE: .13 | .23 | .27 | .13 | .19

| | | |
|---|---|---|
| GRINDING | 87 | |
| SURFACING | 90 | 88 |
| TIES | 90 | 88 |
| UNDERCUTTING | | |
| RAIL | 36-62 / 32-79 / 32N90 / 32N90 / 36-68 / 32-86 / 40-70 | 002 |
| BAL CLEAN | 86 / 89 / 86 / 82 / 89 / 82 | |
| TONNAGE(MGT) | 51.8 | |
| T T SPEED | 79/70/50 | |

| | | |
|---|---|---|
| GRINDING | 87 | |
| SURFACING | 88 | |
| TIES | 85 | |
| UNDERCUTTING | 82 / 82 / 82 / 82 | |
| RAIL | 36-62 / 40-71 / 27-52 / 36-58 / 36-60 | 001 |
| BAL CLEAN | 90 | |
| TONNAGE(MGT) | 34.6 | |
| T T SPEED | 79/70/50 | |

FIBER OPTICS

VALUATION
TOWN — LAKE CITY — V2020

| | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5275 | 5285 | 5275 | 5290 | 5275 | 5285 | 5280 | 5275 | 5285 5270 | |
| | | 101.21 | 102.32 | 102.62 | UG 103.16 | UG 103.38 | OH 104.01 OH 104.04 | 105.16 | 105.88 | UG 106.57 | 106.79 | 108.69 | 109.10 | UG 109.44 109.53 | |
| | | 1002E 1002W | | | 1032E 1032W | | | 1052E 1052W | | | 1072E 1072W | | | 1092E 1092W | 002 |
| | | 1001E 1001W | | | 1031E 1031W | | | 1051E 1051W | | | 1071E 1071W | | | 1091E 1091W | 001 |
| | | NURSERY | LAKE ST | MAPLE AVE | ELK CREEK | N RIVER RD | ST RT 5 | SCHLHSE XING | CROOKED CK | LAKE-STATION | CENTER RD | MALLORY RD | RACCOON CR RACOON ROAD | |
| DEG OF CURVE | | | | 1°30' | 0°50' | 0°32' | 0°26' | 1°0' | 0°20' | 0°22' | 0°48' | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | |
| SUPER ELEVATION | | | | 4 4 | | | 2 2 | | 0 0 | | 1 1 | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | |
| GRADE | .20 | .03 | | .17 | | .16 | .26 | .21 | .11 | .02 | .12 | | | | |

40-3500 CHICAGO LINE

REV. 01/01/91 MP 100.00-MP 110.00 PA

70

MP 110.00-MP 112.40 PA/ OH
MP 112.40-MP 120.00 OH/ PA

REV. 01/01/91

CHICAGO LINE
CHICAGO LINE

40-3500

SCS

| | |
|---|---|
| GRINDING | |
| SURFACING | 80E |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | 27-53 |
| BAL CLEAN | 57$ |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

002

| | | | | | | |
|---|---|---|---|---|---|---|
| GRINDING | 87 | | | | | |
| SURFACING | 88 | 90 | 89 | | | |
| TIES | 88 | | 89 | | | |
| UNDERCUTTING | | 86 | | | 86 | |
| RAIL | 40-70 | | | | 40-70 | 40-69 |
| BAL CLEAN | 82 | 89 | 89 | | | |
| TONNAGE(MGT) | 51.8 | | | | | |
| T T SPEED | 79/70/50 | 79/65/50 | 79/70/50 | 60/60/50 | 79/70/50 | |

001

| | | | | | | |
|---|---|---|---|---|---|---|
| GRINDING | 87 | | | | | |
| SURFACING | 88 | 90 | 88 | | | |
| TIES | 85 | | | | | |
| UNDERCUTTING | 82 | | | | 82 | |
| RAIL | 36-60 | 36-60 | | | 36-60 | |
| BAL CLEAN | 90 | 88 | | | 87 | |
| TONNAGE(MGT) | 34.6 | | | | | |
| T T SPEED | 79/70/50 | 79/65/50 | 79/70/50 | 60/60/50 | 79/70/50 | |

NCS

| | |
|---|---|
| GRINDING | |
| SURFACING | 78T |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | 27-37 / 27-39 |
| BAL CLEAN | 54$ |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

FIBER OPTICS

OH | PA
V2020 | V2030

VALUATION
TOWN

**CONNEAUT**

| | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5290 | 5290 | 5260 | 5290 | 5280 | 5280 | 5280 | 5270 | 5280 | 5280 |
| | | | | CP 113 | | | | CP 117 | | | |
| | 110.28 | 110.60 | 110.92 | UG 113.64 | UG 113.85 | UG 114.29 | 114.50 | 114.70 | 115.37 | 116.10 | 117.25 | 117.66 | 118.77 | 119.20 |

NS CONN.

1112E 1112W
1111E 1111W
1192E 1192W
1191E 1191W

SCS
002
001
NCS

LYNCH RD | RUDD RD | WOODWRTH RD | PLE RR | BROAD ST | MILL ST | CHESTNUT ST | WHITNEY RD | PARRISH RD | SALISBURY RD | GORE RD | POORE RD

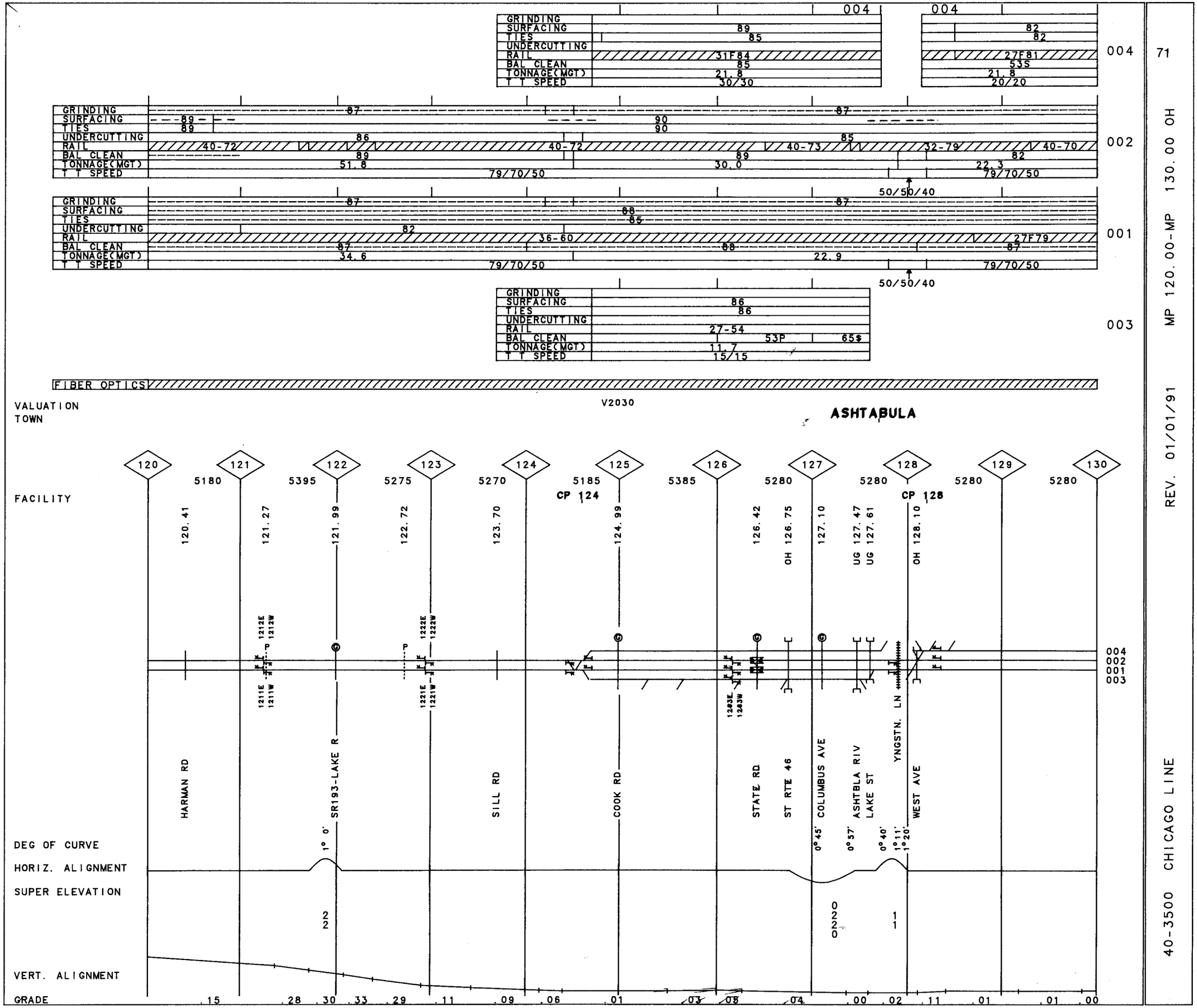
DEG OF CURVE: 0°29' | 0°31' | 0°30' | 1° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 2 2

VERT. ALIGNMENT

GRADE: .01 | .14 | .15 | .18 | .14 | .14 | .19 | .25 | .08 | .03 | .06 | .15


004
GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
89
85
31F84
85
21.8
30/30
82
82
27F81
53S
21.8
20/20
004
002
87
89
90
86
85
40-72
40-73
32-79
40-70
89
82
51.8
30.0
22.3
79/70/50
50/50/40
001
88
82
36-60
27F79
87
34.6
22.9
003
86
27-54
53P
65$
11.7
15/15
FIBER OPTICS
VALUATION
TOWN
V2030
ASHTABULA
FACILITY
120
121
122
123
124
125
126
127
128
129
130
5180
5395
5275
5270
5185
5385
5280
5280
5280
5280
CP 124
CP 128
120.41
121.27
121.99
122.72
123.70
124.99
126.42
126.75
127.10
127.47
127.61
128.10
OH 126.7
UG 127.4
UG 127.6
OH 128.1
1212E
1212W
1211E
1211W
1222E
1222W
1221E
1221W
1243E
1243W
HARMAN RD
SR193-LAKE R
SILL RD
COOK RD
STATE RD
ST RTE 46
COLUMBUS AVE
ASHTBLA RIV
LAKE ST
YNGSTN. LN
WEST AVE
1° 0'
0°45'
0°57'
0°40'
1°11'
1°20'
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
.15
.28
.30
.33
.29
.11
.09
.06
.01
.03
.08
.04
.00
.02
.11
.01
.01
.00
004
002
001
003
71
MP 120.00-MP 130.00 OH
REV. 01/01/91
40-3500 CHICAGO LINE

72

MP 130.00-MP 140.00 OH

REV. 01/01/91

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

004

20/20

| | |
|---|---|
| GRINDING | 87 / 87 |
| SURFACING | 90 / 89 |
| TIES | 90 / 84 |
| UNDERCUTTING | 85 / 81 |
| RAIL | 40-70 / 32-86 / 36-60 |
| BAL CLEAN | 85 / 88 / 89 / 87 / 80L |
| TONNAGE(MGT) | 40.0 |
| T T SPEED | 79/70/50 |

002

| | |
|---|---|
| GRINDING | 87 |
| SURFACING | 88 / 89 / 88 |
| TIES | 85 |
| UNDERCUTTING | 82 / 82 |
| RAIL | 27F79 / 27-59 / 36-62 / 32-86 / 36-62 |
| BAL CLEAN | 88 / 87 |
| TONNAGE(MGT) | 27.0 |
| T T SPEED | 79/70/50 |

001

| | |
|---|---|
| GRINDING | |
| SURFACING | 77E |
| TIES | 72 |
| UNDERCUTTING | |
| RAIL | 27-27M |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

NCS

FIBER OPTICS

VALUATION
TOWN

V2030

**GENEVA**

| | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5280 | | 5270 | 5290 | 5280 | 5280 | 5275 | 5285 | 5280 | 5280 | 5275 |
| FACILITY | CP 130 | | | | | CP 134 | | | CP 137 | | |
| | 130.39 | 130.60 | 131.61 | UG 132.13 | UG 132.53 | 132.62 | 133.34 | 135.14 | 135.85 | 136.36 | UG 136.75 | 136.96 | 137.15 | UG 138.14 | UG 138.59 | 138.85 |
| | 1301W | 1301E | | | 1321E | 1321W | 1322E | 1322W | | | | | 1361E | 1361W | 1362E | 1362W | | | | | 1391E | 1391W | 1392E | 1392W |
| | GERALD RD | NORTH BEND R | CENTER US#45 | INDIAN CK | DEPOT RD | NEW LONDON R | NINEVAH RD | MYERS RD | AUSTIN RD | COWLES CK | BROADWAY ST | EAGLE ST | US RT 20 | WHEELER CK | WALTER MAIN |
| | | | | | | | | | | | 0°13' | | | | |
| DEG OF CURVE | | | | | | | | | | | | | | | |
| HORIZ ALIGNMENT | | | | | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | | | | | | | |
| VERT ALIGNMENT | | | | | | | | | | | | | | | |
| GRADE | .00 | .01 | .08 | .01 | .14 | .01 | .09 | .06 | .12 | .17 | .08 | .20 | .30 | | |

004
002
001
NCS

40-3500 CHICAGO LINE

| | |
|---|---|
| GRINDING | |
| SURFACING | 82 |
| TIES | 82 |
| UNDERCUTTING | |
| RAIL | 27-46R |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

SCS

| | | | |
|---|---|---|---|
| GRINDING | 87 | 88 | |
| SURFACING | 89 | 90 | |
| TIES | 84 | 87 | |
| UNDERCUTTING | 81 | 84 | |
| RAIL | 36-60 | 40-73 | |
| BAL CLEAN | 80S | | 75M |
| TONNAGE(MGT) | 40.0 | | |
| T T SPEED | 79/70/50 | 70/70/50 | 79/70/50 |

002

| | | | | | | |
|---|---|---|---|---|---|---|
| GRINDING | 87 | 88 | | | | |
| SURFACING | 88 | 90 | | | | |
| TIES | 85 | 87 | | | | 84 |
| UNDERCUTTING | 82 | 85 | | | | |
| RAIL | 36-62 | 40-75 | | | | |
| BAL CLEAN | 87 | 80S | 84 | 80S | 82 | 89 | 89 |
| TONNAGE(MGT) | 27.0 | | | | | | |
| T T SPEED | 79/70/50 | 70/70/50 | 79/70/50 | | | | |

001

FIBER OPTICS

VALUATION
TOWN

V2030

MADISON

PERRY

| | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5280 | 5285 | 5290 | 5270 | 5280 | 5280 | 5275 | 5275 | 5285 | 5285 |
| FACILITY | | CP 141 | | | | | CP 145 | | | CP 148 | |
| | 140.17 | UG 141.37 | 141.68 | 142.60 | UG 142.78 | 143.93 | 144.27 | 144.50 | 144.70 | 145.10 | 145.50 | 146.10 | 147.41 | 147.59 | 148.80 | 149.63 |
| | | | | NS RR | | | | | | | | | | | | |
| | | | | | | 1432E 1432W | | | | | | | | | | |
| | | | | | | 1431E 1431W | | | | | | | 1471E 1471W | | | |
| | COUNTY LINE | ARCOLA CK | BATES RD | LAKE ST.-528 | ARCOLA CK | DAYTON RD | | WOOD RD | TOWN LINE RD | DAVIS RD | | | MAIN ST | MAPLE ST | | LANE RD |
| DEG OF CURVE | 0°24' | | | 0°30' | | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 0 0 | | | | | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | |
| GRADE | .30 | .16 .02 | .10 | .11 | .09 | .01 | .16 | .05 | .20 | .10 | .02 | .16 | .06 | .03 | .01 | .15 |

SCS
002
001

40-3500 CHICAGO LINE

MP 140.00-MP 150.00 OH

REV. 01/01/91

73

SCS

| | |
|---|---|
| GRINDING | |
| SURFACING | 87C 87C |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 27-44 27-44 |
| BAL CLEAN | 57$ 54$ |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

002

| | |
|---|---|
| GRINDING | 88 83 |
| SURFACING | 90 89 89 |
| TIES | 87 84 |
| UNDERCUTTING | 81 82 86 86 |
| RAIL | 40-73 32-79 32-79 40-72 |
| BAL CLEAN | 78S 89 82 78S 89 |
| TONNAGE(MGT) | 40.0 |
| T T SPEED | 79/70/50 |

001

| | |
|---|---|
| GRINDING | 88 83 |
| SURFACING | 90 85C 86C |
| TIES | 84 |
| UNDERCUTTING | 85 85 |
| RAIL | 40-75 32-79 32N90 32-79 36-64 |
| BAL CLEAN | 89 84 89 86 89 |
| TONNAGE(MGT) | 27.0 |
| T T SPEED | 79/70/50 |

NCS

| | |
|---|---|
| GRINDING | |
| SURFACING | 86 86 |
| TIES | 86 |
| UNDERCUTTING | |
| RAIL | 27-27 27F81 27-26 27 R |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 20 |

FIBER OPTICS

V2030

VALUATION TOWN

PAINESVILLE

MENTOR

FACILITY

150 151 152 153 154 155 156 157 158 159 160

5280 5270 5280 5280 5260 5260 5310 5280 5300 5290

CP 150 CP 152 CP 154 CP 155

150.56 151.18 UG 151.61 UG 152.28 UG 152.40 152.56 153.04 UG 153.39 UG 153.89 154.68 OH 155.33 157.32 158.22 OH 159.44

1501E 1501W 1502E 1502W 1521W 1522W 1581E 1581W 1582E 1582W 1591E 1591W 1592E 1592W

SCS 002 001 NCS

PARK RD. BOWHALL RD. NS RR US RT 20 GRAND RV FOBES ST ELM ST STATE ST RICHMOND ST PAINESVL YD. NEWELL ST STATE RT 44 HEISLEY RD HOPKINS RD STE RTE 615

DEG OF CURVE 0°30' 1°10' 1°30'

HORIZ. ALIGNMENT

SUPER ELEVATION 2 2 2 0 4 4

VERT. ALIGNMENT

GRADE .13 .30 .28 .11 .18 .01 .04 .01 .05 .00 .05 .05 .05

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 83 | | 87 | | | | 83 | | | | 002 |
| SURFACING | | | | | 89 | | | | | | |
| TIES | | | | | 84 | | | | | | |
| UNDERCUTTING | | 86 | | | | | | | | | |
| RAIL | 40-69 | | 36-68 | | 32-86 | | | 36-62 | | | |
| BAL CLEAN | | 89 | | | | 89 | | 89 | | 88 | |
| TONNAGE(MGT) | | 40.0 | | | | 42.8 | | | | | |
| T T SPEED | | | | | 79/70/50 | | | | | | |
| GRINDING | 83 | | 87 | | | | 83 | | | | 001 |
| SURFACING | 86G | | | | 89 | | | | | | |
| TIES | 84 | | | | 83 | | | | | | |
| UNDERCUTTING | | | | | | | | | | | |
| RAIL | 36-64 | | 36-63 | 36-62 | | | 36-63 | | | | |
| BAL CLEAN | 89 | 86 | | | 89 | | | | 89 | | |
| TONNAGE(MGT) | | 27.0 | | | | 30.0 | | | | | |
| T T SPEED | | | | | 79/70/50 | | | | | | |
| GRINDING | | | | | | | | | | | NCS |
| SURFACING | | | | | 86 | | | | | | |
| TIES | | | | | 86 | | | | | | |
| UNDERCUTTING | | | | | | | | | | | |
| RAIL | | | | | 27-52 | | | | | | |
| BAL CLEAN | | | | | 66$ | | | | | | |
| TONNAGE(MGT) | | | | | 1.0 | | | | | | |
| T T SPEED | | | | | 20 | | | | | | |
| FIBER OPTICS | | | | | | | | | | | |

VALUATION
TOWN

V2030

WILLOUGHBY

WICKLIFFE

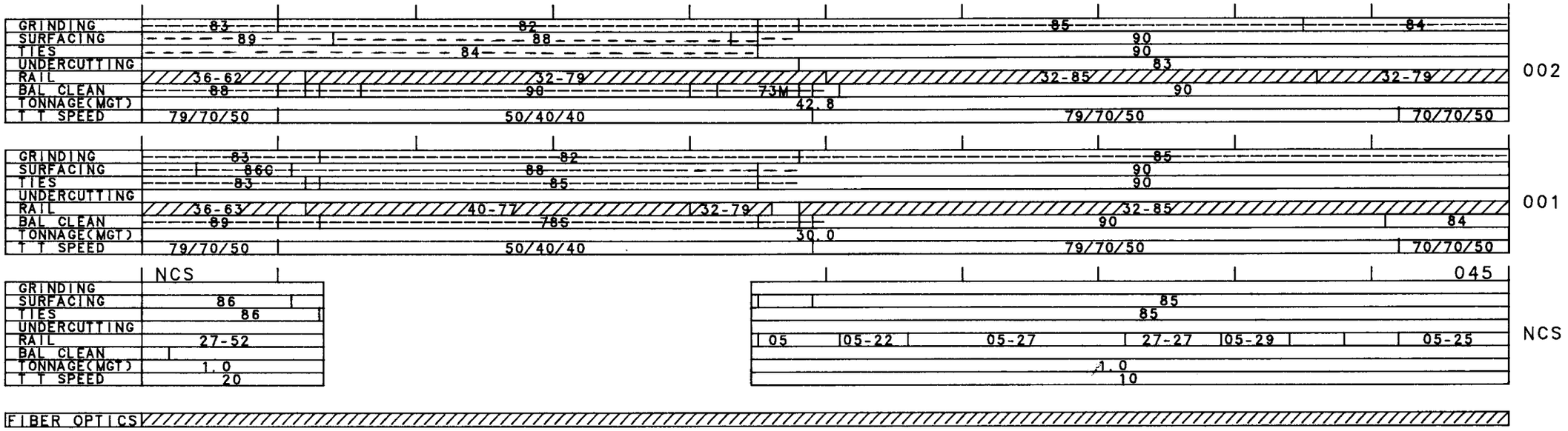
| | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5290 | 5270 CP 162 | 5275 | 5285 | 5280 | 5280 | 5270 CP 167 | 5290 | 5280 | 5290 |
| | | | UG 161.91 | 163.23 | UG 163.58 163.67 | UG 164.22 | 165.01 | OH 165.56 | 166.78 | UG 167.53 | 168.27 | OH 168.97 | UG 169.61 |
| | | | | | | 1642E 1642W | | | | | | | |
| | | RTE 306 | | PELTON RD | CHAGRIN RV ERIE ST | VINE ST | BEIDLER RD-E | HWY I 91 | E. 305TH ST | WARDEN ROAD | LLOYD RD | HWY I 90 | E 260 ST |
| | | | | | | | C. E. I. | | | | | | |
| | | | | | | | | | | | | | 002 001 NCS |
| DEG OF CURVE | | | | 1° 0' | 1°23' | | | | | | | | |
| HORIZ. ALIGNMENT | | | | ON2 | ON1 | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | |
| GRADE | | .05 | .10 | .08 .12 | .26 | .32 | .02 | .07 | .18 | .30 | .23 | .06 | .02 | .02 | .10 | .02 | .11 |

40-3500 CHICAGO LINE

MP 170.00-MP 180.00 OH

REV. 01/01/91

40-3500 CHICAGO LINE



| | |
|---|---|
| GRINDING | |
| SURFACING | 80E / 89 |
| TIES | 79 / 89 |
| UNDERCUTTING | |
| RAIL | 27F78 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 10 |

WPS

| | |
|---|---|
| GRINDING | 84 / 87 / 84 |
| SURFACING | 90 / 90 |
| TIES | 90 / 85 / 90 |
| UNDERCUTTING | 83 |
| RAIL | 32-79 / 32-78 / 32-88 / 32-78 / 40-75 |
| BAL CLEAN | 90 / 78S / 90 |
| TONNAGE(MGT) | 42.8 / 70.0 |
| T T SPEED | 70/70/50 / 50/50/40 / 79/70/50 / 50/40/30 |

002

| | |
|---|---|
| GRINDING | 85 / 87 / 84 |
| SURFACING | 90 |
| TIES | 90 |
| UNDERCUTTING | |
| RAIL | 32-85 / 40-73 |
| BAL CLEAN | 84 / 82 / 90 / 82 / 82 |
| TONNAGE(MGT) | 30.0 / 54.2 |
| T T SPEED | 70/70/50 / 50/50/40 / 79/70/50 / 50/40/30 |

001

| | |
|---|---|
| GRINDING | |
| SURFACING | 85 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 00-12 / 27-27 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 10 |

045

FIBER OPTICS

VALUATION TOWN

CLEVELAND

V2040

WEST PARK

| | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 |
| FACILITY | E. 38TH ST. | CP 181 | DRAW BRIDGE | | | | | | LORAIN STREET | | WISE |
| | UG 180.20 | OH 181.32 | OH 181.68<br>OH 181.75 | OH 182.00 | UG 182.30 | UG 182.81 | UG 183.24<br>UG 183.40 | UG 183.64 | UG 184.03 | UG 184.44 | UG 184.66<br>UG 184.84<br>UG 185.01<br>UG 185.09 |
| | | | | CLEVE LN RIVERBED | | | | | | | |
| | 1802E<br>1802W | | | | | | | | | | |
| | | | | WHISKEY ISLE | | | | | | | |
| | I 71 | E 9TH ST | MAIN AVE<br>W 3RD ST | W 9TH ST | CUYAHOGA RV | CR ORE DOCK | DRY DOCK RD<br>LK. SHR. BVD | FOOT SUBWAY | FOOT SUBWAY | LAKE AVE | W 95TH ST<br>WEST BLVD<br>NS RR<br>DETROIT AVE |
| DEG OF CURVE | 0°45' | 0°15' | 0°30' | | 1° 3' | 0°12' | 1° 8' | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | 1½<br>1½<br>0 | 0<br>0<br>0 | 0<br>0<br>0 | | 2½<br>2½ | 0<br>0 | 2½<br>2½ | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | .32 | .41 .31 | .30 | | .10 | .54 | .91 .79 | | | .77 | |

| | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 |
| FACILITY | | | | | | | | | | | |
| | UG 190.98 | OH 191.32 | OH 191.68<br>OH 191.75 | OH 192.00 | UG 192.30 | UG 192.81 | UG 193.24<br>UG 193.40 | UG 193.64 | UG 194.03 | UG 194.44 | UG 194.66<br>UG 194.84<br>UG 195.01<br>UG 195.09 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| DEG OF CURVE | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | | | | | | | | | | | |

| | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 |
| FACILITY | | | | | | | | | | | |
| | UG 195.57 | UG 195.84 | OH 196.58 | OH 196.83 | OH 197.05 | OH 197.43 | UG 197.88 | OH 198.53 | OH 199.22 | UG 199.54 | UG 199.98 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| DEG OF CURVE | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | | | | | | | | | | | |

WPS
002
001
045

REV. 01/01/91

MP 180.00-MP 190.00 OH

77

40-3500 CHICAGO LINE

MP 190.00-MP 194.30 OH

REV. 01/01/91

40-3500 CHICAGO LINE

| | WPS | 004 | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | 89 | 89 | 86 | |
| TIES | 89 | 86 | | |
| UNDERCUTTING | | | | |
| RAIL | | 27F79 | | |
| BAL CLEAN | | 90 | | |
| TONNAGE(MGT) | 1.0 | 23.6 | | |
| T T SPEED | 10 | 30/30 | | |

004

| | | | | |
|---|---|---|---|---|
| GRINDING | 84 | | | |
| SURFACING | 90 | | | |
| TIES | 90 | | | |
| UNDERCUTTING | 83 | 81 | | |
| RAIL | 40-75 | | 40-73 | |
| BAL CLEAN | 90 | 90 | 85 | |
| TONNAGE(MGT) | 70.0 | 46.4 | | |
| T T SPEED | 50/40/30 | 79/70/50 | (35) | 40/40/40 |

002

50/40/40

| | | | | |
|---|---|---|---|---|
| GRINDING | 84 | 82 | | |
| SURFACING | 90 | | | |
| TIES | 90 | 87 | | |
| UNDERCUTTING | 81 | | | |
| RAIL | 40-73 | 27F64 | 40-73 | |
| BAL CLEAN | 80L | 90 | 87 | |
| TONNAGE(MGT) | 54.2 | | | |
| T T SPEED | 50/40/30 | 79/70/50 | (35) | 50/40/40 |

001

FIBER OPTICS

VALUATION V2040 | V2060

TOWN **BEREA**

| | 190 | 191 | 192 | 193 | 194 | |
|---|---|---|---|---|---|---|
| | | 5280 | 5380 | 5180 | 5280 | 1830 |
| FACILITY | | CP 190 | CP BELT | | BEREA | |
| | OH 190.36<br>OH 190.41<br>OH 190.42 | UG 190.78 | UG 191.90 | 192.54 | UG 192.86 | 193.15 | 193.57 |
| | RKPT. YARD | | | | | | PGH. - 194.3 \| DBN. - |
| | I 71 EB<br>I 71 WB<br>I 480 | BRKPRK RD | SNOW RD | EASTLAND RD | ABRAM CRK | SHELDON RD | FRONT ST. |
| | | | | 1921E<br>1921W | | | |
| DEG OF CURVE | | | | | | | 1° 18' 1° 45' 0° 45' |
| HORIZ. ALIGNMENT | | | | | | | |
| SUPER ELEVATION | | | | | | | |
| VERT. ALIGNMENT | | | | | | | |
| GRADE | .29 | .23 | .04 | .07 | .02 | | |

004
002
001

| | | |

80

REV. 01/01/91

MP 10.00 -MP 14.60

14.60 PA/ OH 20.00

CLEVELAND LINE

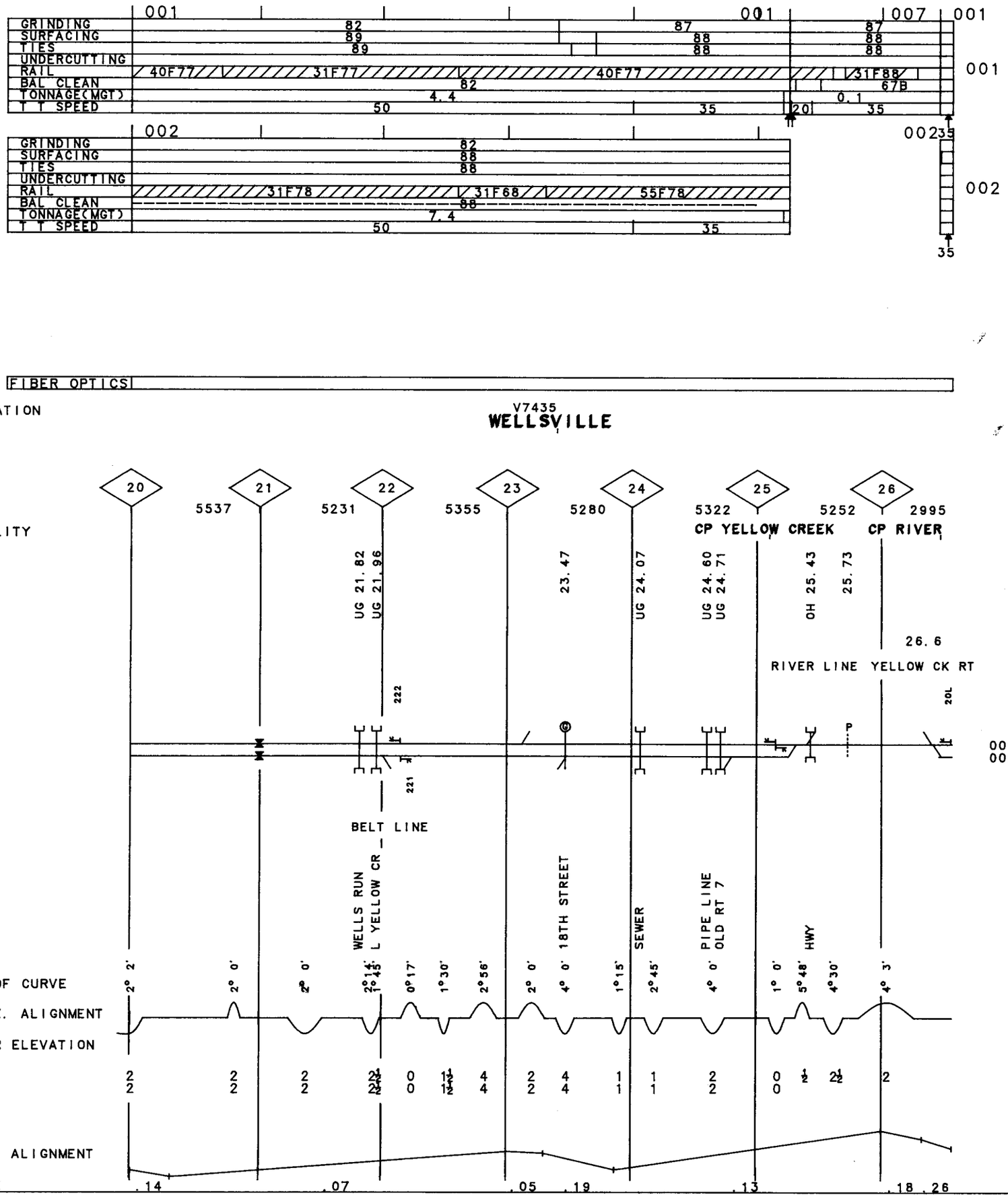
40-2230 CLEVELAND LINE

SS

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

001

| | | |




81

MP 20.00 -MP 26.60 OH

REV. 01/01/91

40-2230 CLEVELAND LINE

40-2430 CLEVELAND LINE REV. 01/01/91 MP 26.60 -MP 30.00 OH

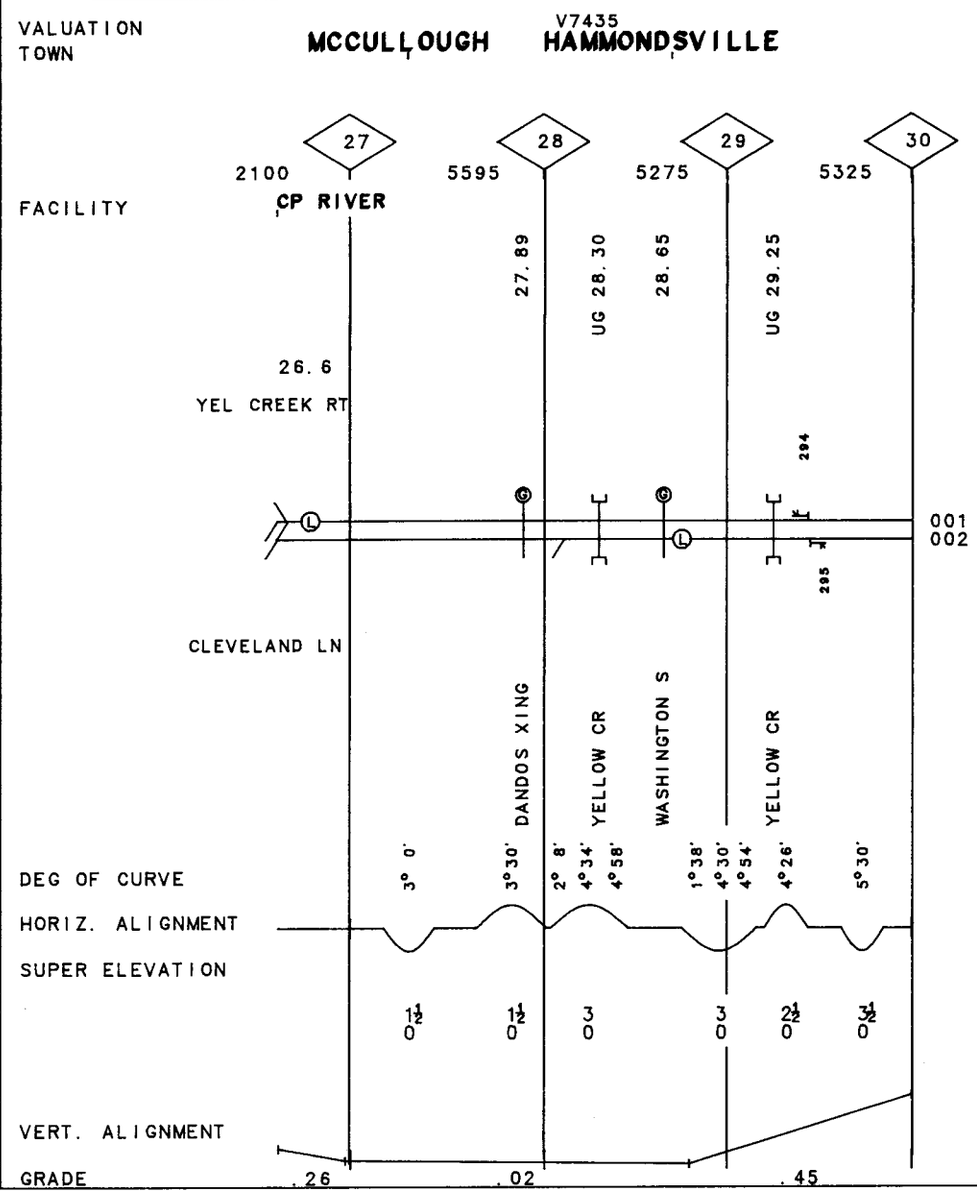
| | | | | |
|---|---|---|---|---|
| GRINDING | 90 | | | |
| SURFACING | 88 | | | |
| TIES | 88 | | | |
| UNDERCUTTING | 80UP | | | |
| RAIL | 30-48 | | 32-80 | |
| BAL CLEAN | 88 | | | |
| TONNAGE(MGT) | 5.2 | | 7.0 | |
| T T SPEED | 35 | | | |

001

| | | | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | 78E | | | |
| TIES | 78 | | | |
| UNDERCUTTING | | | | |
| RAIL | 31 | 30-45 | 30-47 | 31-52 |
| BAL CLEAN | 81 | | | |
| TONNAGE(MGT) | 1.8 | | | |
| T T SPEED | 10 | | | |

002

| | |
|---|---|
| FIBER OPTICS | |



| | | |
|---|---|---|
| GRINDING | 90 | |
| SURFACING | 88 | |
| TIES | 88 | |
| UNDERCUTTING | 80UP | |
| RAIL | 32-80 / 40-73 / 32-80 / 40F72 / 40-73 / 31-73 / 27F73 | 001 |
| BAL CLEAN | 88 | |
| TONNAGE(MGT) | 7.0 / 5.2 | |
| T T SPEED | 35 | |

| | | |
|---|---|---|
| GRINDING | 81 / 90 | |
| SURFACING | 78E / 82 | |
| TIES | 78 | |
| UNDERCUTTING | | |
| RAIL | 31-52 / 31-51 / 31-52 / 31-52 / 30-42 / 31-73 / 31-53 | 002 |
| BAL CLEAN | 81 / 82 | |
| TONNAGE(MGT) | 1.8 | |
| T T SPEED | 10 / 35 | |

FIBER OPTICS

V7435

VALUATION TOWN: IRONDALE | NEW SALISBURY | SALINEVILLE

| | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5290 | 5345 | 5255 | 5190 | 5371 | 5267 | 5200 ROGERS | 5331 | 5216 | 5308 |
| | 30.04 / 30.20 / UG 30.35 | UG 30.77 | UG 31.91 | UG 32.17 / 32.27 / 32.55 | UG 33.73 | 35.31 / 35.71 | 36.11 | 36.50 / UG 36.79 | 37.13 / UG 37.23 / 37.33 / UG 37.61 | 38.36 | UG 39.07 / 39.33 |
| | 326 | | | 325 | | 354 / 353 | | 376 / 377 | | | 400 / 399 |
| DEG OF CURVE | 4°44' | 2° 2' / 4°30' | 4°41' / 4°42' | 2°40' | 2°10' / 3°16' | 2°30' | 5° 0' / 2°30' | 1°54' | 3°21' | 0°46' / 3°40' | 4°40' / 5° 0' | 3°50' / 2° 0' | 2°28' / 2° 0' / 4° 0' | 3° 0' / 1°42' / 3°10' | 0°47' |
| HORIZ. ALIGNMENT | EAST AVE ROAD | YELLOW CR | YELLOW CR | BOYCES RUN | SALSBURYRUN | YELLOW CR | MCGARY | NOLAN | HAYTI | YELLOW CR | YELLOW CR MAIN ST | YELLOW CR | FOUNDRY HILL | ROSE RUN | DOBSON |
| SUPER ELEVATION | 2½ / 0 | 2½ / 0 | 2½ / 0 | 2½ / 0 | ½ / 1½ | 1 / 0 | 3 / 1 / 0 | ½ | 1½ / 0 | 0 | 2 / 0 | 2½ / 0 | 3 / 3 | 2 / 2 | N-S-1 | 1 / 1 | N-S-1½ | 2 / 2 | N-S-1½ | 1½ / 1½ | N-S-1½ | 0 / 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | |
| GRADE | .21 | .33 | .71 | .31 | .30 | .11 | .39 | .34 | .66 | .22 | .92 | | | | |

001
002

REV. 01/01/91 MP 30.00 -MP 40.00 OH

40-2430 CLEVELAND LINE

84

MP 40.00 -MP 50.00 OH

REV. 01/01/91

40-2430 CLEVELAND LINE

| | 001 | 002 | 007 |
|---|---|---|---|
| GRINDING | 90 | 90 / 87 | 87 / 90 |
| SURFACING | 88 | 82 | 88 |
| TIES | 88 | 78 | 85 |
| UNDERCUTTING | 80UP | | |
| RAIL | 27-73 / 32-80 | 31-53 / 31-73 / 52-73 / 55-73 | 40F78 / 31F80 |
| BAL CLEAN | 88 | 82 | 88 |
| TONNAGE(MGT) | 5.2 | 1.8 | 7.0 |
| T T SPEED | 35 / 40 | 35 / 40 | 40 |

001

007

FIBER OPTICS

V7435

VALUATION TOWN

SUMMITVILLE

KENSINGTON

FACILITY

| | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5213 | 5268 | 5210 | 5332 | 5280 | 5360 | 5200 | 5280 | 5224 | 5285 | |
| | | | CP SHALE | | | | | | | | |
| | UG 40.02 | 40.40 | OH 42.20 | UG 42.65 | UG 43.09 | 43.40 | UG 44.22 / UG 44.28 | OH 45.10 | 46.30 | OH 47.22 | UG 47.76 | UG 48.26 | 49.61 | UG 49.61 |
| | | | | | | | 482 / 481 | | | | | | 482 / 491 | |

001
007

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0°47' | 1° 0' | 2° 0' | 3°30' | 1°32' | 3°41' | 4°44' | 4° 0' | 2° 0' | 2° 0' | 8°38' | 2° 0' | 2° 4' | 3° 0' | 2° 0' | 2° 0' |
| DEG OF CURVE | | | | | | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 0 | | 1 1/2 | 0 | 2 | 2 1/2 | 2 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 1 |
| | 0 | 0 | | 1 1/2 | 0 | 2 | 2 1/2 | 2 | 1 | | | | | | | |
| | YELLOW CR | HULL RD | | | | TWSP RD 846 | | ST RTE 644 | | BRUSH RUN | WEST FORK MILL POSTRD | RIDGE ROAD | SAND HOLERD | EWINGS ROAD | ST RTE 9 | MYERS RD |

VERT. ALIGNMENT

GRADE .92 .94 .85 .64 .71 .06 .77 .72 .53 .70 .79 .77 .77 .93 .70 .78 .76 .31 .02 .24

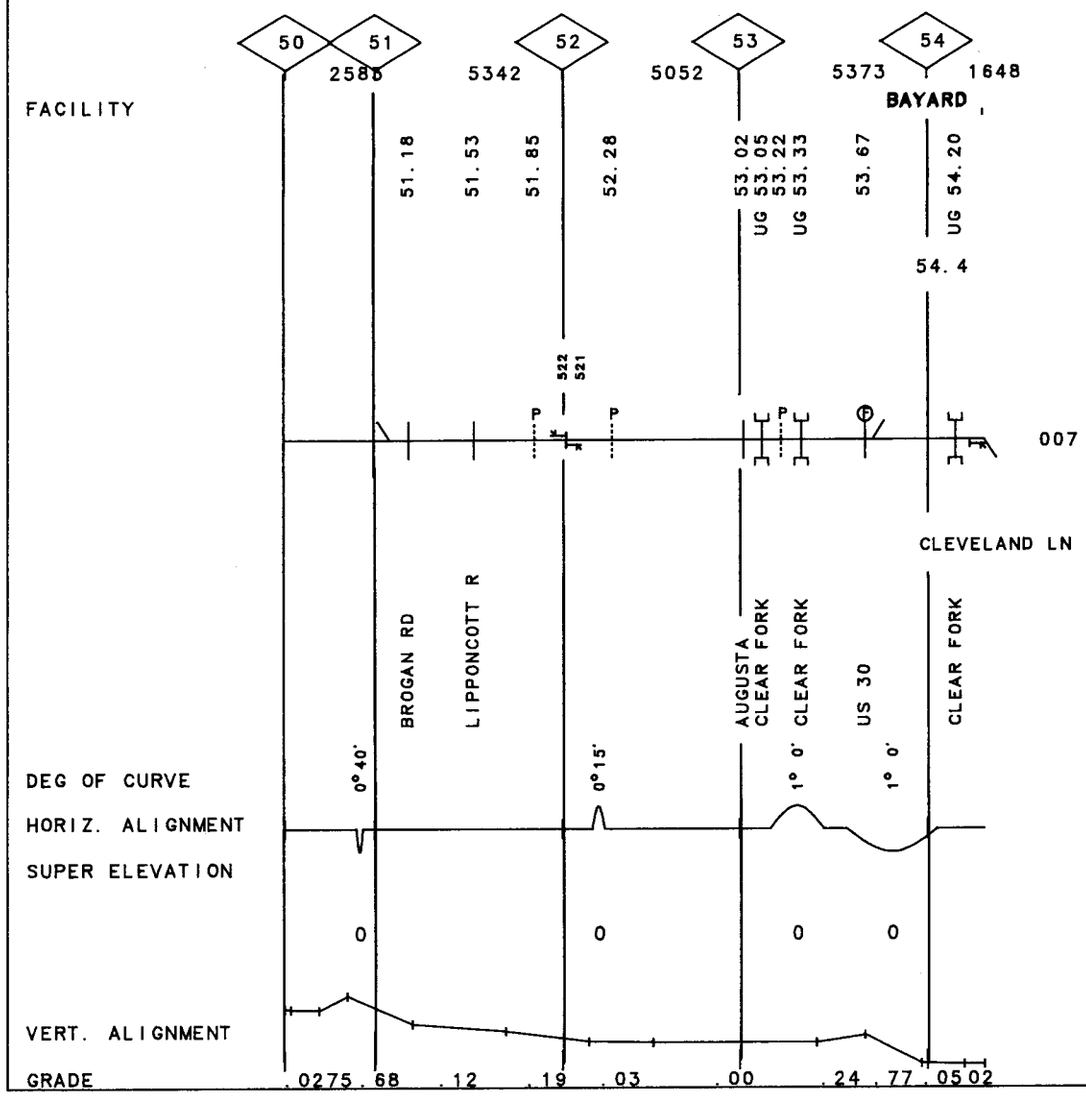
| | |
|---|---|
| GRINDING | 90 |
| SURFACING | 88 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 31F80 / 55-73 / 55-68 |
| BAL CLEAN | 88 |
| TONNAGE(MGT) | 7.0 |
| T T SPEED | 40 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION
TOWN

V7435
**E. ROCHESTER**



REV. 01/01/91 MP 54.40 -MP 60.00 OH

40-2426 CLEVELAND LINE

| | | | | | |
|---|---|---|---|---|---|
| GRINDING | | 90 | | | |
| SURFACING | 84 | | 87 | | |
| TIES | | 84 | | | |
| UNDERCUTTING | | | | | |
| RAIL | 40F84 | | 40F84 | | 32F84 |
| BAL CLEAN | | 88 | | | |
| TONNAGE(MGT) | | 7.3 | | | |
| T T SPEED | 30 | | 40 | | |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V???? | V7436

TOWN **MOULTRIE**

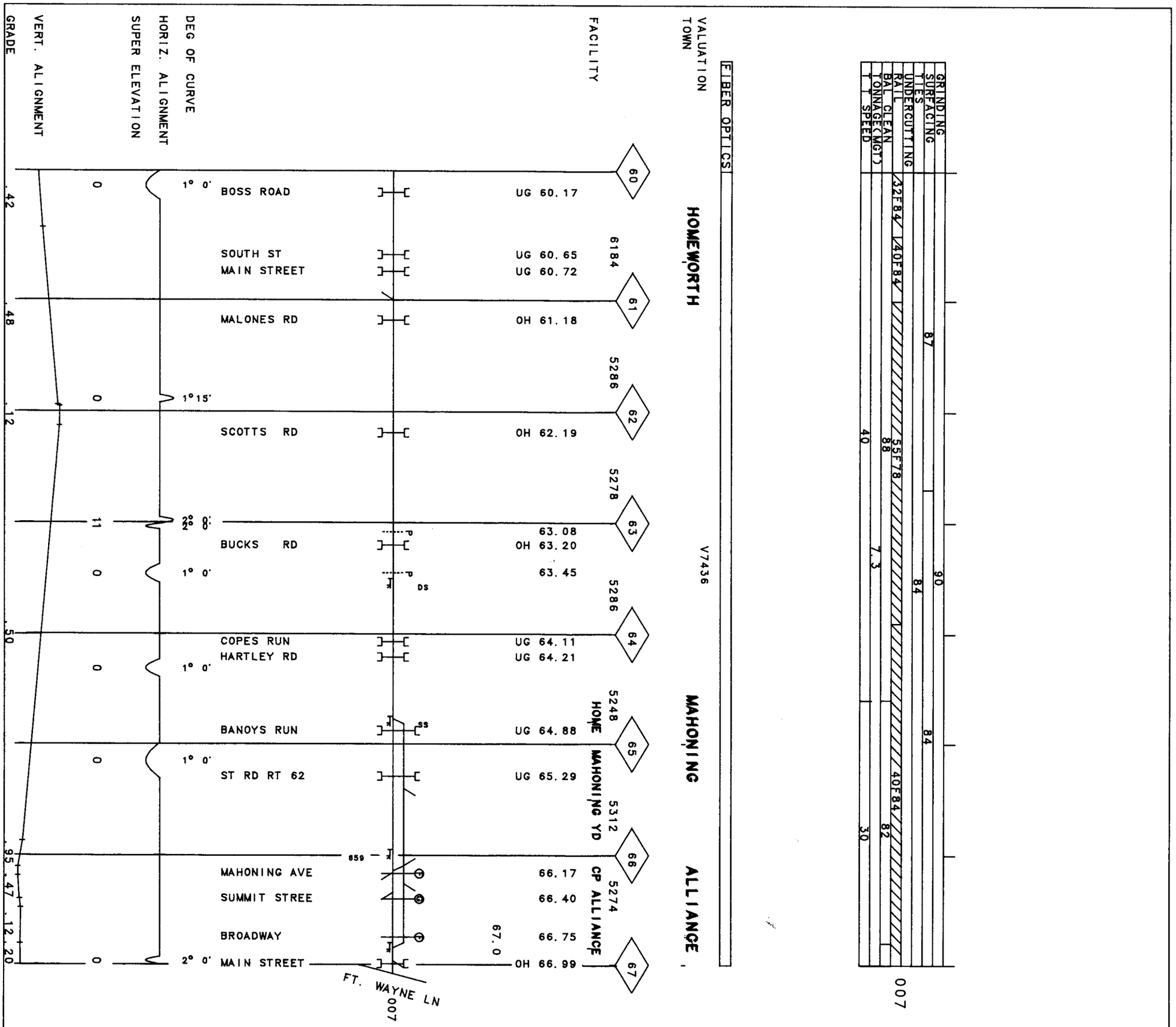
| | 55 | 56 | 57 | 58 | 59 | 60 |
|---|---|---|---|---|---|---|
| | 3379 | 5283 | 5275 | 5282 | 5283 | 5207 |
| FACILITY | BAYARD | | | | | |
| | 54.71 | 55.93 | 56.54 | 57.72 | 58.83 | |
| | 55.17 | | 56.83 | | | |
| | UG 55.29 | | UG 56.93 | UG 57.94 | UG 59.11 | |

TUSCARAWS IT

556 SS DS 007

CLEVELAND LN

| | BAYARD RD | BAYARD RD HAHNS RUN | RINKER RD | SANDY SPRING | HAHNS RUN ESSICK | HAHNS RUN | SR 172 | HAHNS RUN | HAHNS RUN |
|---|---|---|---|---|---|---|---|---|---|
| DEG OF CURVE | 3°56' | 0°30' | | 0°30' 3° 0' | 2° 0' | 1°15' | | | 1° 0' 1° 0' |
| HORIZ. ALIGNMENT | | | | | | | | | |
| SUPER ELEVATION | 1 | 0 | | 0 | ½ 0 | 0 | | | 0 |
| VERT. ALIGNMENT | | | | | | | | | |
| GRADE | .00 | .24 | .14 | .45 | .00 | .15 | .03 | .20 .31 | .50 .42 |

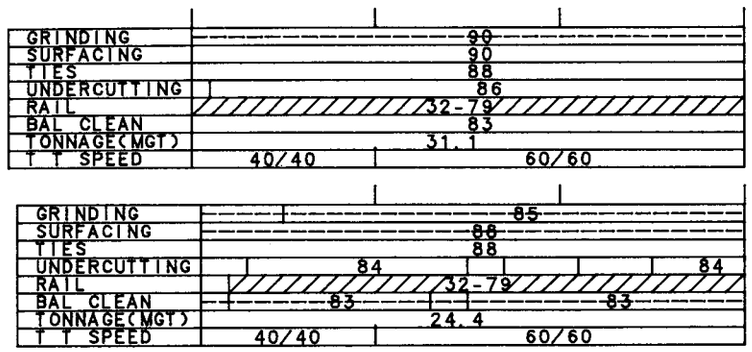

GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T SPEED
87
32F84
40F84
55F78
88
40
90
84
84
40F84
82
30
7.3
007
VALUATION
TOWN
FACILITY
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
FIBER OPTICS
HOMEWORTH
MAHONING
ALLIANCE
V7436
60
BOSS ROAD
UG 60.17
6184
SOUTH ST
UG 60.65
MAIN STREET
UG 60.72
61
MALONES RD
OH 61.18
5286
62
SCOTTS RD
OH 62.19
5278
63
63.08
BUCKS RD
OH 63.20
63.45
DS
5286
64
COPES RUN
UG 64.11
HARTLEY RD
UG 64.21
5248
HOME
65
BANOYS RUN
UG 64.88
ST RD RT 62
UG 65.29
MAHONING YD
5312
66
859
MAHONING AVE
66.17
SUMMIT STREE
66.40
CP ALLIANCE
5274
BROADWAY
66.75
67.0
67
MAIN STREET
OH 66.99
FT. WAYNE LN
007
1° 0'
1°15'
2° 0'
0
11
.42
.48
.12
.50
.95
.47
.12.20

88

MP 67.00 -MP 70.00 OH

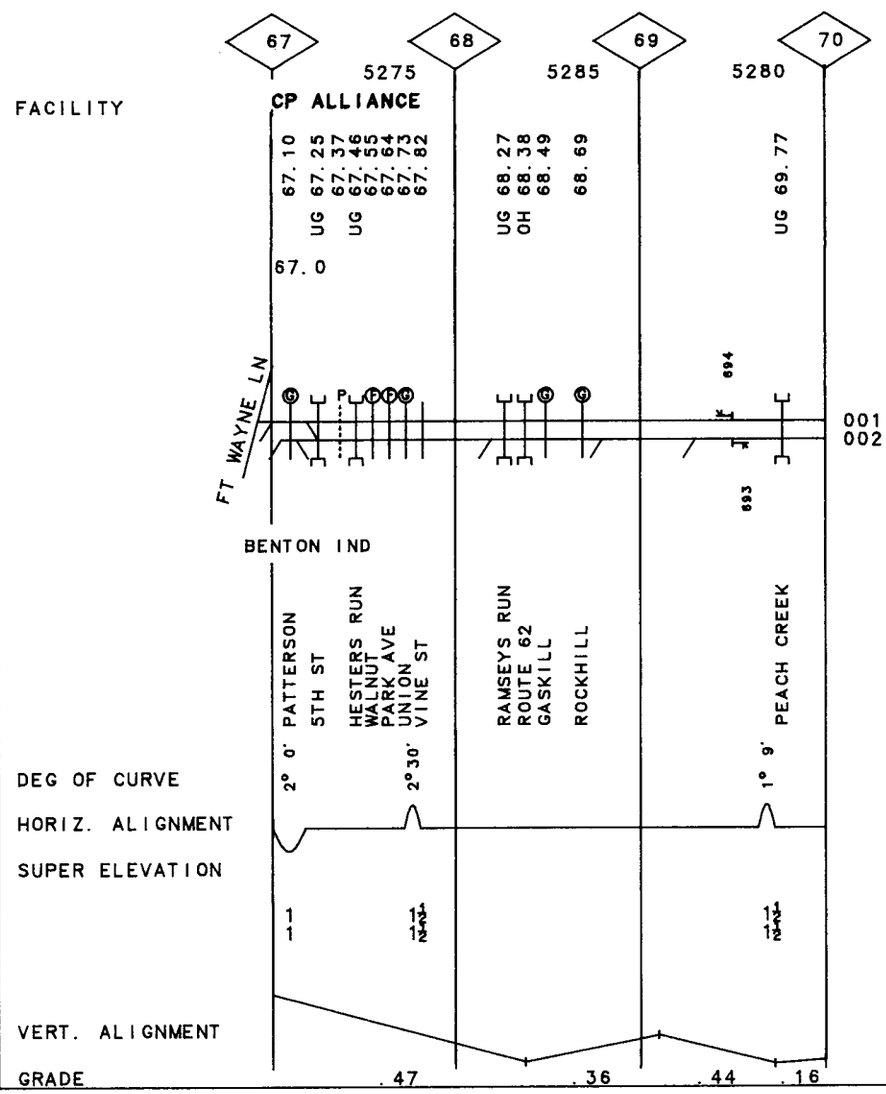
REV. 01/01/91

40-2412 CLEVELAND LINE




V7436

VALUATION
TOWN **ALLIANCE**



MP 70.00 -MP 80.00 OH

REV. 01/01/91

| | | |

90

REV. 01/01/91 MP 80.00 -MP 90.00 OH

40-2412 CLEVELAND LINE

| | 001 | 002 | NCS |
|---|---|---|---|
| GRINDING | 87 / 90 | 81 / 90 | |
| SURFACING | 90 / 89 | 88 / 89 | |
| TIES | 88 / 84 / 83 | 88 / 85 | |
| UNDERCUTTING | 85 / 85 / 85 / 85 / 85 / 86 | 85 / 85 / 85 / 86 / 86 / 86 / 86 | |
| RAIL | 40-75 / 32F82 | 32-79 / 40-75 | |
| BAL CLEAN | 83 / 84 / 84 / 85 | 84 / 85 | |
| TONNAGE(MGT) | 31.1 | 24.4 | |
| T T SPEED | 60/60 | 60/60 | |
| GRINDING | | | |
| SURFACING | | | |
| TIES | | | |
| UNDERCUTTING | | | |
| RAIL | 30 | | |
| BAL CLEAN | | | |
| TONNAGE(MGT) | 1.9 | | |
| T T SPEED | 15 | | |
| FIBER OPTICS | | | |

V7436 | V7435

VALUATION TOWN

ROOTSTOWN

RAVENNA

FACILITY

| 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
|---|---|---|---|---|---|---|---|---|---|---|
| 5279 | | 5254 | 5299 | 5259 | 5326 | 5280 | 5280 | 5280 | 5280 | 5279 |
| | | | | | | RAVE | | | BRADY LAKE | |
| OH 80.53 | 81.29 | OH 81.48 | 81.72 / 81.85 | 82.87 | OH 83.06 | UG 83.50 / UG 83.54 | UG 84.09 / 84.18 | 84.77 | UG 84.96 | UG 85.17 |
| | | | | | | UG 86.09 | OH 86.42 / OH 86.55 | UG 87.52 | OH 88.51 / OH 88.58 | OH 89.06 / OH 89.46 / UG 89.88 |
| | | | | | | | | | | 90.0 |
| | | | | | | | | | HUGO IND. | |
| 810 | 811 | | | 840 | 839 | | | 876 | 877 | 887 |
| 2°46' ST RTE 18 | HATTRICK RD / IR 76 / 1° 8' NEW MILFORD LYNN RD | | SANDYLAKE RD / SR 5 / 44 | 2° 9' AB R/W WATR WKS RD / SKEELE ROAD / 2° 0' | LAKE ST / CSX RR / DIAMON ST | SMALL RUN / LAKEWOOD RD KNT RTE 5 | CUTLER ROAD | CR FRDM SEC PPN LKE RD | FREEDOM SEC. / LK RCKWL RD | FMR HUGO S / CUYAHOGA RV / 0° 45' |
| DEG OF CURVE | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | |
| SUPER ELEVATION | 4 / 4 | | | 4 / 4 | | | | | | |
| VERT. ALIGNMENT | | | | | | | | | | |
| GRADE | .52 | .41 | .27 | .01 | .39 | .15 | .00 | .07 | .28 | .03 |

| | SCS |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.9 |
| T T SPEED | 15 |

| | 001 | | |
|---|---|---|---|
| GRINDING | 90 | 87 | 90 |
| SURFACING | 89 | | 90 |
| TIES | 83 | | 88 |
| UNDERCUTTING | 86 | | |
| RAIL | 32F82 | | 31F82 |
| BAL CLEAN | 85 | 81 | 90 |
| TONNAGE(MGT) | 31.1 | | 31.4 |
| T T SPEED | 60/60 | | 50 |

| | 002 | | | |
|---|---|---|---|---|
| GRINDING | 90 | 86 | 87 | |
| SURFACING | 89 | 90 | 88 | |
| TIES | 85 | | 83 | |
| UNDERCUTTING | 86 86 | | | |
| RAIL | 40-75 | 40-77 | 40-77 | |
| BAL CLEAN | 85 | | 84 | 87 |
| TONNAGE(MGT) | 24.4 | | 24.5 | |
| T T SPEED | 60/60 | | 50 | |

| | ECS |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 88 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.3 |
| T T SPEED | 10 |

FIBER OPTICS

V7435

VALUATION TOWN: EARLVILLE | HUDSON | HIGHLAND SPRINGS

| FACILITY | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5281 | 6053 HUDSON | 5280 | 5230 |
| | OH 90.35 | OH 90.66 | 91.02 91.12 | UG 91.94 | UG 92.56 | UG 92.65 | 93.75 | 94.76 | UG 96.64 | UG 96.88 | UG 98.06 | UG 98.60 | UG 99.18 | 99.70 |

90.0

AKRON SEC

SCS
001
002
ECS

BOTTLRS RD | STATE RD 43 | HUDSON RD | W/LE RR SEASONS RD | STOW RD | MAIN STREET ST RD 303 | BROWN ST | BRNDYWNE CR | OHIO TURNPK | HINESILL

DEG OF CURVE: 0° 45' | 0° 45' | 0° 22' | 0° 33' | 2° 0' | 1° 0'

HORIZ. ALIGNMENT

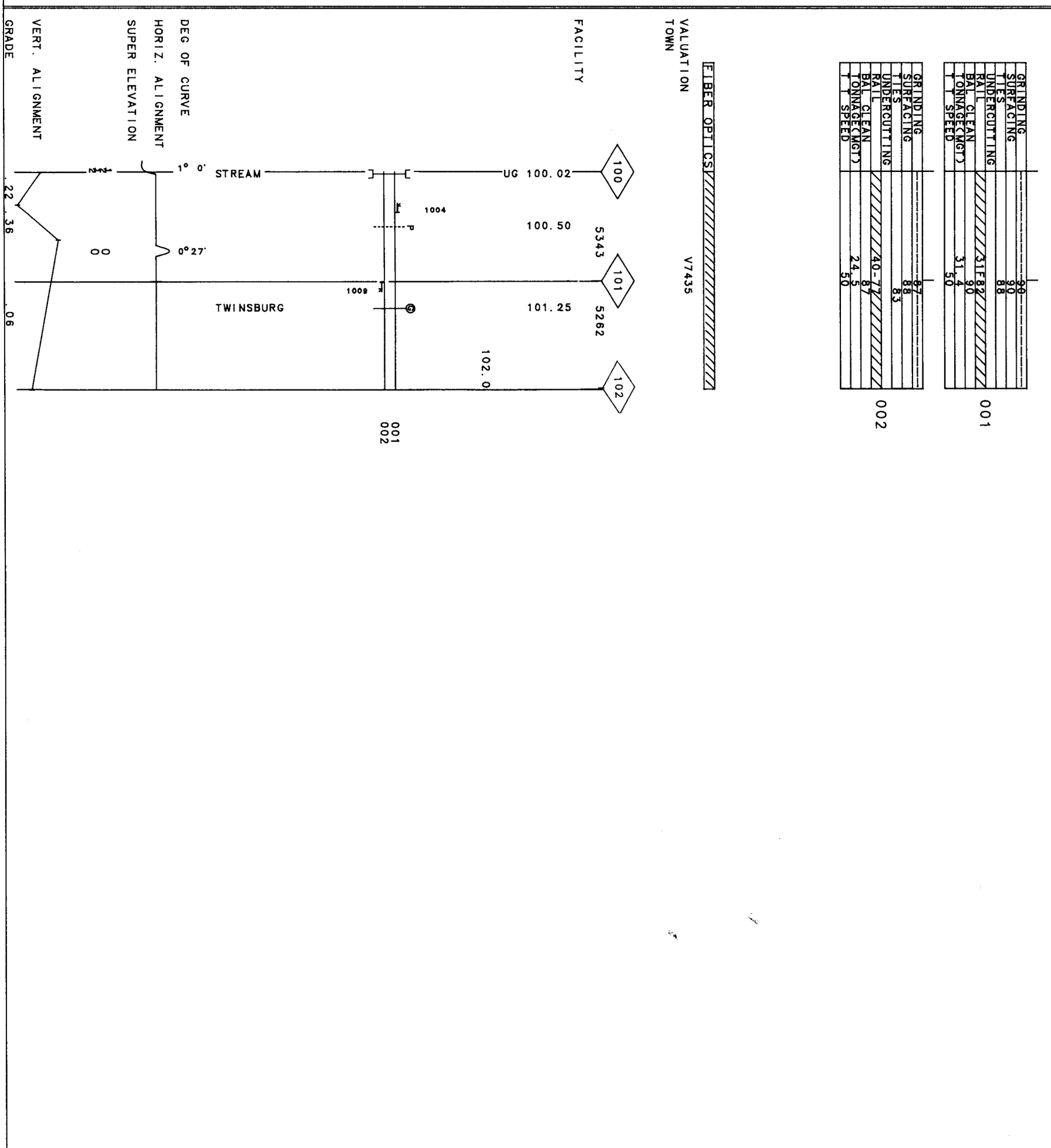
SUPER ELEVATION: 0 | 0 0 0 | 0 0 0 | 2 2 0

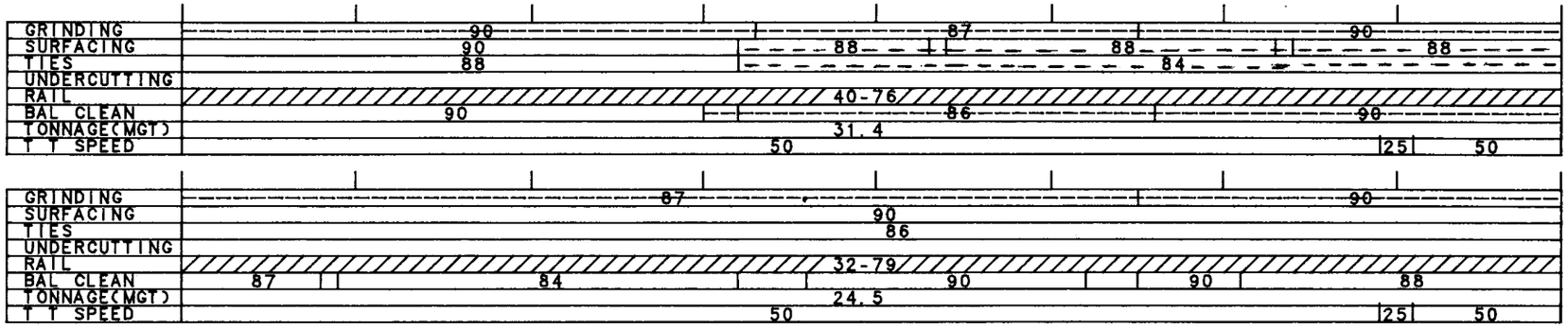
VERT. ALIGNMENT

GRADE: .03 | .28 | .00 | .28 | .00 | .36 | .29 | .76 | .26 | .22

40-2412 CLEVELAND LINE

40-2412 CLEVELAND LINE REV. 01/01/91 MP 100.00-MP 102.00 OH






FIBER OPTICS

VALUATION TOWN — V7435 — MACEDONIA — BEDFORD

FACILITY

102 | 103 5278 TWIN | 104 5311 | 105 5237 MOTOR | 106 5252 WHEELOCK | 107 5373 WALTON | 108 5197 | 109 5283 | 4935 | 110

102.73 | 103.80 UG 103.93 UG | 105.46 OH 105.48 UG | 107.02 UG | 107.89 OH | 108.76 OH | 109.02 UG 109.17 UG | 109.38 UG 109.55 UG | 109.88

102.0

MOTOR YARD

1030 1050 1051

001
002

CHRYSLER LD | E. HIGHLAND | INDIAN RUN | 1° 6' ST RTE 82 | I 271 LEDGE RD | 0°55' | ALEXANDERRD | NRTHFILD RD | EGBERT RD | TINKERS CR | METROPARKRD | BEDFDGLENRD | 1° 8' POWERS ST | W. GRACE | 0°40' | 0°28'

DEG OF CURVE

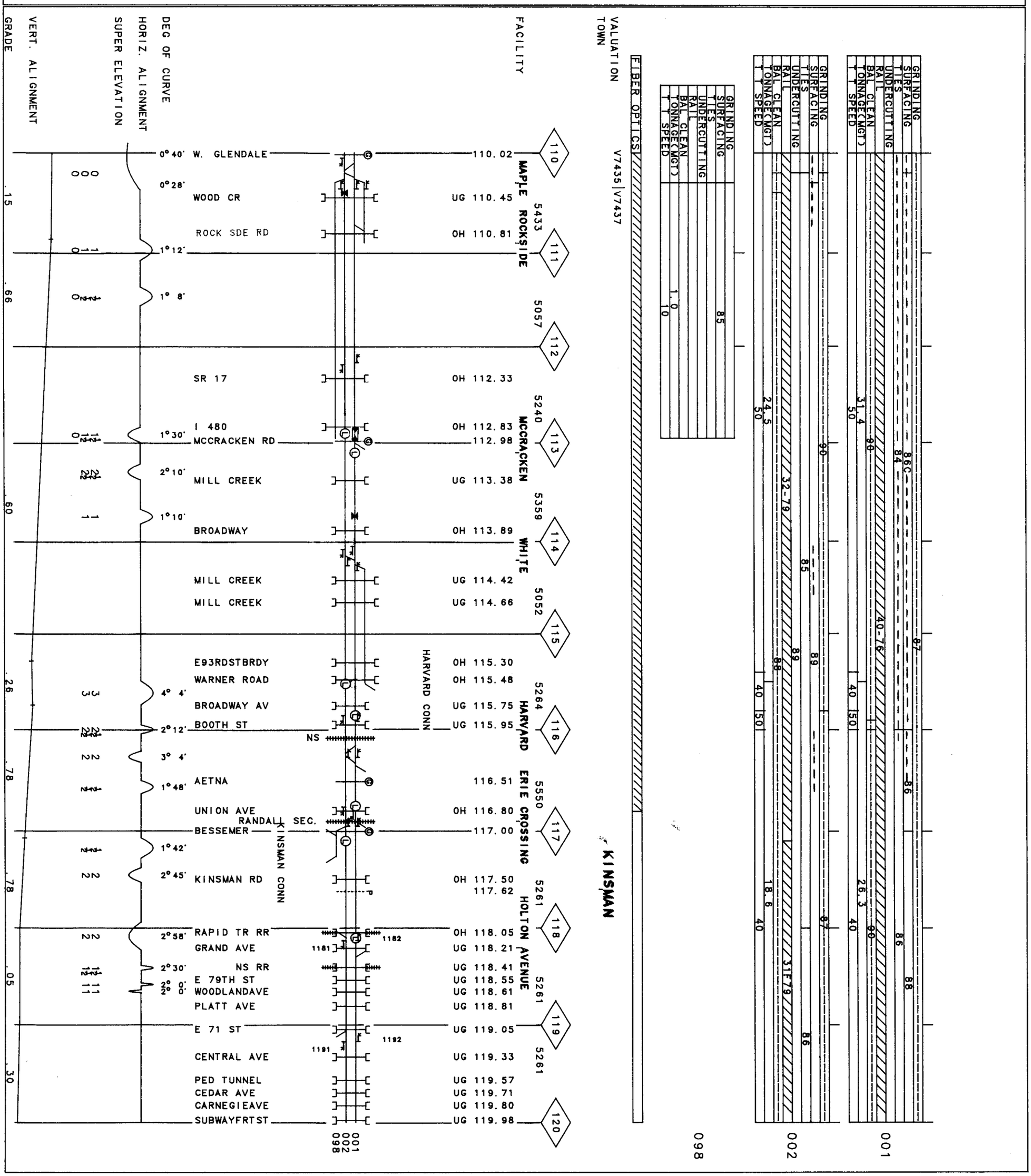
HORIZ. ALIGNMENT

SUPER ELEVATION

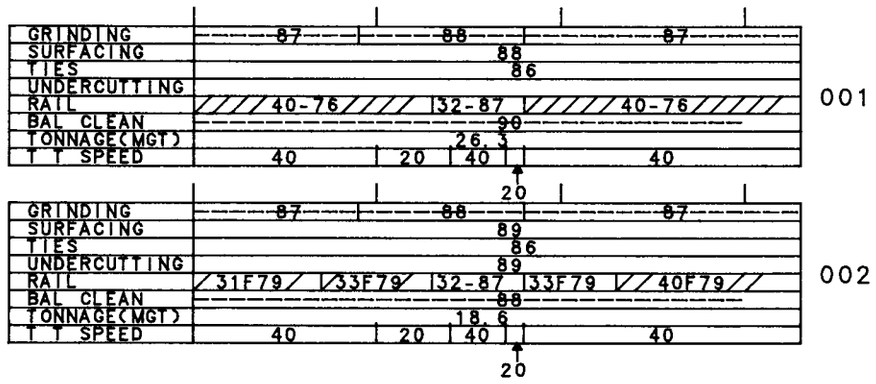
VERT. ALIGNMENT

GRADE .99 .35 .55 .00.15

40-3512 CLEVELAND LINE

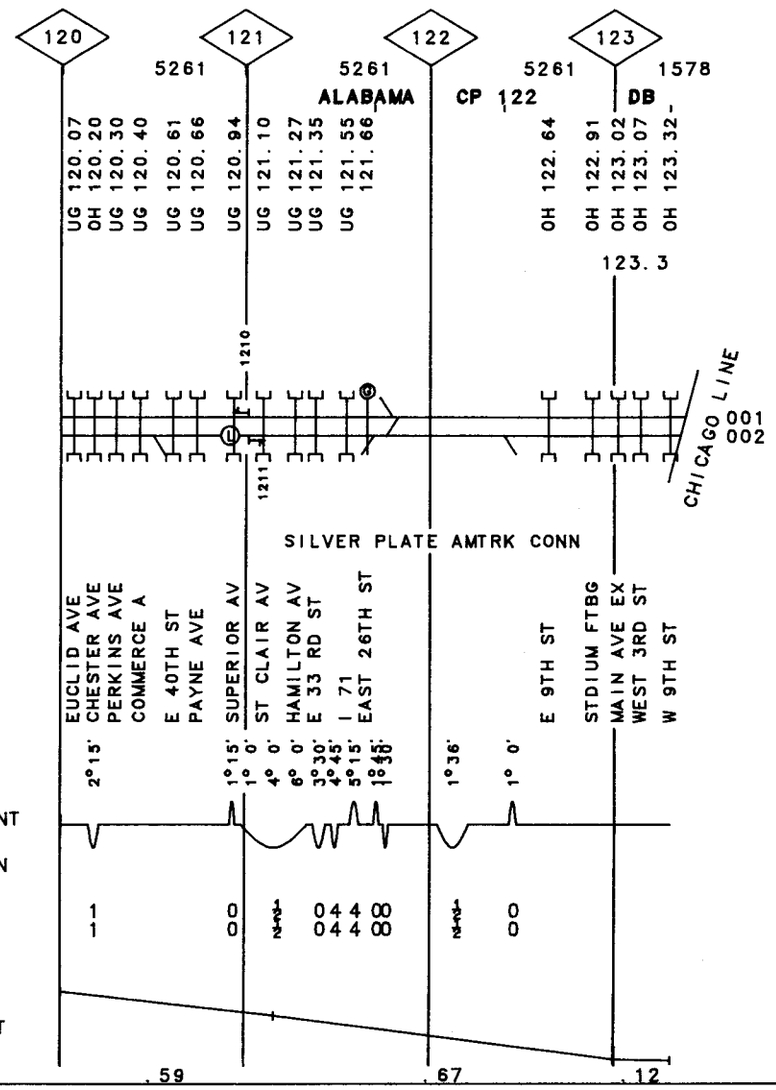

GRADE
VERT. ALIGNMENT
SUPER ELEVATION
HORIZ. ALIGNMENT
DEG OF CURVE
FACILITY
VALUATION
TOWN
FIBER OPTICS
V7435|V7437
GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
0°40' W. GLENDALE 110.02
0°28' WOOD CR UG 110.45
ROCK SDE RD OH 110.81
1°12'
1° 8'
SR 17 OH 112.33
I 480 OH 112.83
1°30' MCCRACKEN RD 112.98
2°10' MILL CREEK UG 113.38
1°10' BROADWAY OH 113.89
MILL CREEK UG 114.42
MILL CREEK UG 114.66
E93RDSTBRDY OH 115.30
WARNER ROAD OH 115.48
4° 4' BROADWAY AV UG 115.75
2°12' BOOTH ST UG 115.95
NS
3° 4'
1°48' AETNA 116.51
UNION AVE OH 116.80
RANDALL SEC.
BESSEMER 117.00
1°42'
2°45' KINSMAN RD OH 117.50
117.62
2°58' RAPID TR RR OH 118.05
GRAND AVE UG 118.21
2°30' NS RR UG 118.41
2° 0' E 79TH ST UG 118.55
2° 0' WOODLANDAVE UG 118.61
PLATT AVE UG 118.81
E 71 ST UG 119.05
CENTRAL AVE UG 119.33
PED TUNNEL UG 119.57
CEDAR AVE UG 119.71
CARNEGIEAVE UG 119.80
SUBWAYFRTST UG 119.98
MAPLE ROCKSIDE
MCCRACKEN
WHITE
HARVARD CONN
HARVARD
ERIE CROSSING
KINSMAN CONN
HOLTON AVENUE
KINSMAN
5433
5057
5240
5359
5052
5264
5550
5261
5261
5261
110
111
112
113
114
115
116
117
118
119
120
098
002
001
.15
.66
.60
.26
.78
.78
.05
.30

REV. 01/01/91 MP 120.00-MP 123.30 OH




VALUATION V7437
TOWN

FACILITY




40-3512 CLEVELAND LINE

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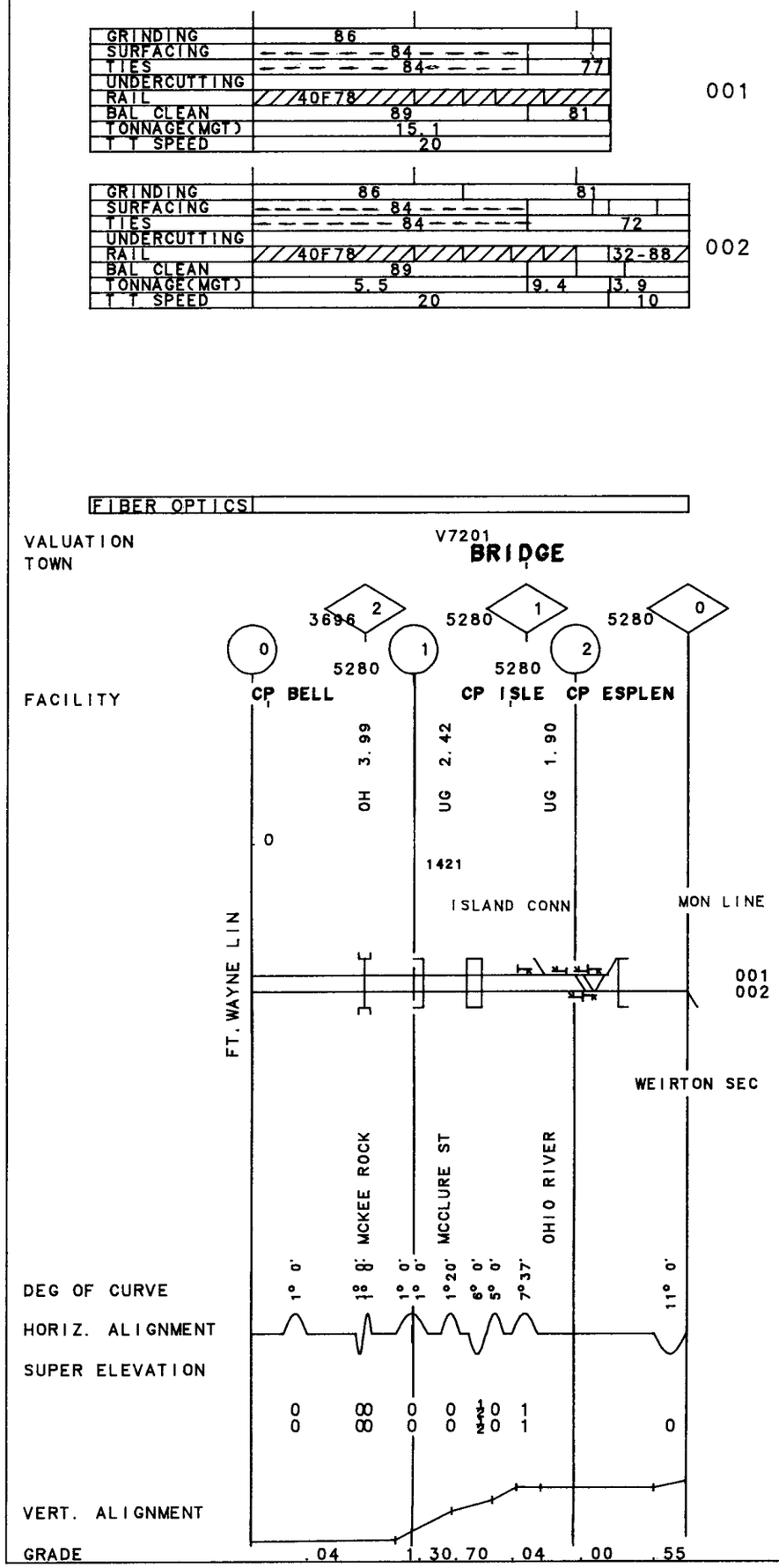





PA

MP 2.70 -MP .00

REV. 01/01/91

40-2223 MON LINE

REV. 01/01/91 MP 2.40 -MP 10.00 PA

40-2220 MON LINE

| | 007 | 001 |
|---|---|---|
| GRINDING | 89 89 | 89 |
| SURFACING | 90 | 90 |
| TIES | 85 | 85 |
| UNDERCUTTING | | |
| RAIL | 52F67 31F85 30F78 | 31F78 |
| BAL CLEAN | 90 | 88 |
| TONNAGE(MGT) | 20.0 5.8 14.2 | 14.2 |
| T T SPEED | 10 25 40 | 40 |

001

| | |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 88 |
| UNDERCUTTING | |
| RAIL | 52F88 |
| BAL CLEAN | 90 |
| TONNAGE(MGT) | 5.8 |
| T T SPEED | 40 |

002

FIBER OPTICS

VALUATION TOWN — V7030 SOUTH PITTSBURGH

FACILITY — CP ESPLEN — CP BECK

2.4

WEIRTON SEC

CORLISS ST / AB PNHDL ML / N/S RR / STEUBEN ST / MAIN ST / INCLINE RR / PRKWY WEST / INCLINE RR / PATWAY / ARLGTON AV / LIBERTY BR / MT WSHTN BD / 12TH STREET / 18TH STREET / 21ST STREET / 22ND STREET / 24TH STREET / 26TH STREET / 27TH STREET / 30TH STREET / SUBWAY / SUBWAY / HWY / VDCT / MCRR

001
002

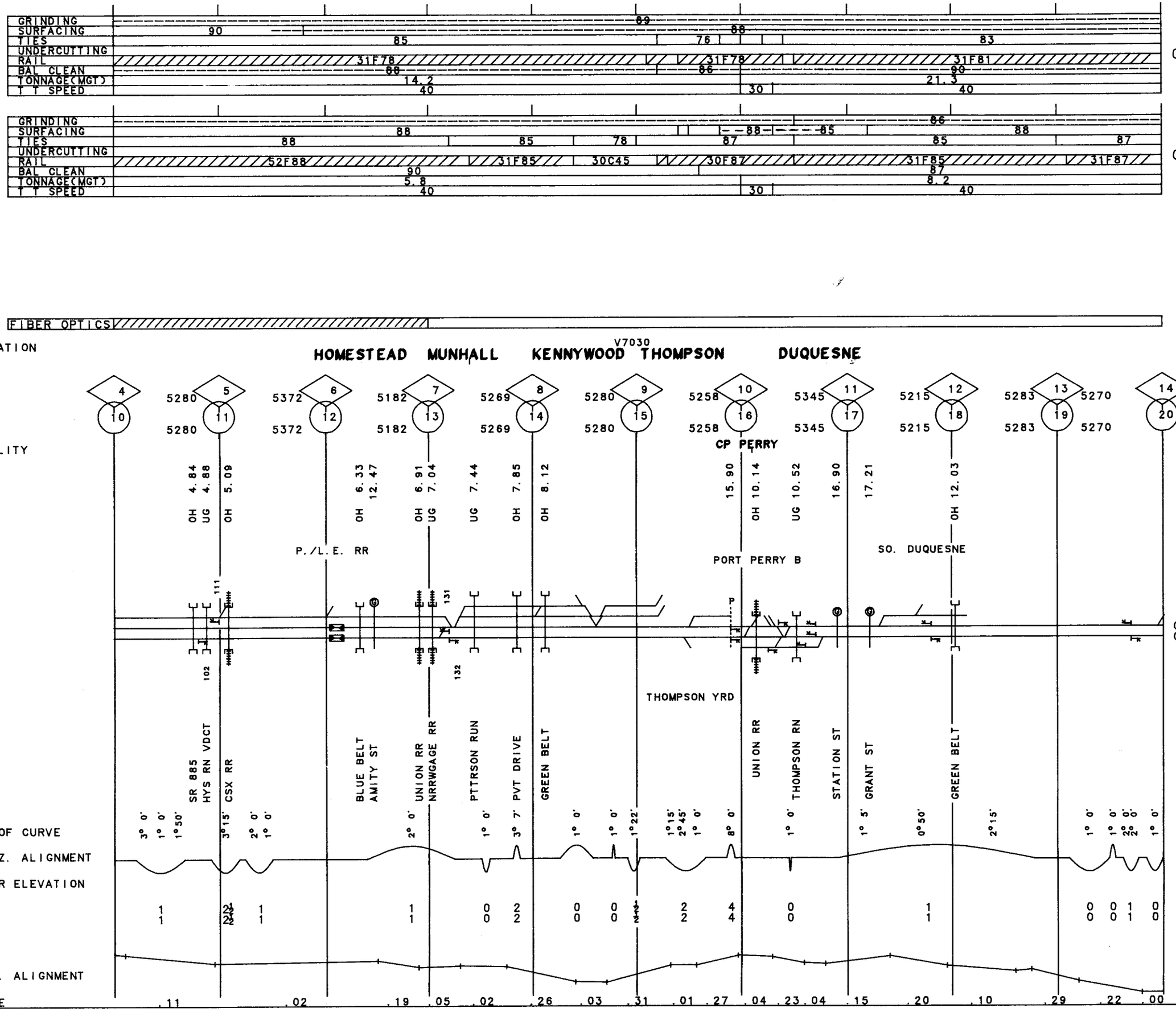
DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .01 .05 .55 .27 .13




99

REV. 01/01/91 MP 10.00 -MP 20.00 PA

40-2220 MON LINE

100

MP 20.00 -MP 30.00 PA

REV. 01/01/91

| | | |
|---|---|---|
| GRINDING | 89 | |
| SURFACING | 88 | |
| TIES | 83 / 86 | 86 |
| UNDERCUTTING | | |
| RAIL | 31F87 / 31F87 | 31F81 |
| BAL CLEAN | 90 | |
| TONNAGE(MGT) | 21.3 | 19.1 |
| T T SPEED | 40 | |

001

| | | |
|---|---|---|
| GRINDING | 86 | |
| SURFACING | 88 | |
| TIES | 87 / 85 | 87 |
| UNDERCUTTING | | |
| RAIL | 31F87 / 31F85 | 31F87 |
| BAL CLEAN | 87 | 90 |
| TONNAGE(MGT) | 8.2 | 7.5 |
| T T SPEED | 40 | |

002

| | |
|---|---|
| GRINDING | 86 |
| SURFACING | 88 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 31F85 |
| BAL CLEAN | 90 |
| TONNAGE(MGT) | 7.5 |
| T T SPEED | 40 |

002

FIBER OPTICS

VALUATION TOWN

DRAVOSBURG | PETERS CREEK | V7030 CLAIRTON | WEST ELIZABETH | ELRAMA | SHIRE OAKS

FACILITY

| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 20.06 | 20.59 OH 14.70 / 14.98 UG 15.18 UG 15.38 | | 16.70 OH | 17.48 OH 17.77 OH 18.11 UG 18.37 OH | 24.84 | | 20.70 OH 26.95 27.10 | 27.71 27.90 22.11 UG 28.45 | 22.81 OH 28.96 | |
| 5281 | 5281 | 5275 | 5686 | 4879 | 5338 | 5083 | 5364 | 5255 | 5280 | 5252 |

UNION RR | PETERS CREEK | SHIRE OAKS Y

001
001
002
002

| | | |

| | 001 | RUN |
|---|---|---|
| GRINDING | 89 | 84 |
| SURFACING | 88 | 57 |
| TIES | 86 | |
| UNDERCUTTING | | 00-28 |
| RAIL | 31F81 / 32-87 | |
| BAL CLEAN | 90 | 0.1 |
| TONNAGE(MGT) | 19.1 | |
| T T SPEED | 40 / 30 | 15 |

RUN

| | 002 | | | 007 |
|---|---|---|---|---|
| GRINDING | 86 | 86 | | 89 |
| SURFACING | 88 | | | 90 |
| TIES | 85 | 87 / 85 | 87 | 86 |
| UNDERCUTTING | | | | |
| RAIL | 31F85 | 31F87 | | 52F82 |
| BAL CLEAN | 90 | | | 90 |
| TONNAGE(MGT) | 7.5 | | | 19.6 |
| T T SPEED | 40 | 30 | | 30 |

002

| | |
|---|---|
| GRINDING | 86 |
| SURFACING | 88 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 31F85 |
| BAL CLEAN | 90 |
| TONNAGE(MGT) | 7.5 |
| T T SPEED | 40 |

002

FIBER OPTICS

VALUATION TOWN

COAL BLUFF COURTNEY V7030 MONONGAHELA

FACILITY

CP OAK

CP CITY

ELSWORTH I.T

COURTNEY RD
MINGO CREEK
HOWARD ST.
HOPPER
DRY RUN
10TH ST
8TH ST.
6TH ST.
5TH ST
4TH ST.
HWY
PIGEON RN
FACTORY ST
SARAH ST
BLK DMND RN
TAYLOR RUN
DNRA SN RR
SCOTT ST

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE

RUN 002

002

101

MP 30.00 -MP 40.00 PA

REV. 01/01/91

40-2220 MON LINE

102

REV. 01/01/91 MP 40.00 -MP 50.00 PA

40-2220 MON LINE

| | |
|---|---|
| GRINDING | 89 |
| SURFACING | 90 |
| TIES | 86 |
| UNDERCUTTING | |
| RAIL | 52F82 / 55F82 |
| BAL CLEAN | 90 |
| TONNAGE(MGT) | 19.6 / 17.8 |
| T T SPEED | 30 |

007

FIBER OPTICS

V7030

VALUATION TOWN: DONORA | WEST COLUMBIA | WEST MONESSEN | CHARLEROI | BELLE VERNON | ALLENPORT

FACILITY: 34 (40) | 35 (41) | 36 (42) STAN | 37 (43) | 38 (44) | 39 (45) | 40 (46) | 41 (47) | 42 (48) | 43 (49) DALE | 44 (50)

5280 5250 5256 5299 5284 5316 5253 5280 5253 5310

OH 34.04 | 40.31 | 40.50 | 41.00 | OH 35.49 | OH 38.48 | 44.71 | 45.13 | 45.35 | 45.64 | 45.80 | UG 40.06 | OH 40.87 | 47.04 | 47.82 | 48.02 | 48.90 | 49.35 | 49.68 | 49.92

007

HWY | EIGHTH ST | 6TH STREET | FIRST ST | SR 837 | LR 247 | 7TH ST | 10TH ST | 8TH ST | 5TH ST | 2ND ST | MAPLE CRK | N/S RR | STATE ST | DEWEY ST | BLYTHE | VESTA ST | FERRY ST | WHEELING-PGH

DEG OF CURVE: 1°15' | 2° 0' | 3° 0' | 1° 0' | 3° 0' | 5° 8' | 1° 0' | 3°44' | 0°30' | 1°10' | 0°40' | 2°20' | 4° 0' | 1°45' | 3° 0' | 4° 0' | 4° 0' | 1° 0' | 4° 0' | 2° 0' | 2°30' | 2° 0' | 1° 4' | 2° 0' | 1° 0' | 1° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 ½ 0 ½ 1 0 0 1 0 ½ 1 1 0 1 0 ½ 0 0 0

VERT. ALIGNMENT

GRADE: .00 .26 .54 .00 .38 .00 .34 .24 .00 .00 .14 .22 .00 .21 .00 .31 .28 .17 .00 .12 .41

| | |
|---|---|
| GRINDING | |
| SURFACING | 82 |
| TIES | 82 |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 \| 10 |

RUN

| | |
|---|---|
| GRINDING | 89 |
| SURFACING | 90 \| 86 |
| TIES | 86 |
| UNDERCUTTING | |
| RAIL | 55F82 |
| BAL CLEAN | 90 \| 88 |
| TONNAGE(MGT) | 17.8 |
| T T SPEED | 30 \| 10 |

007

FIBER OPTICS

VALUATION TOWN

STOCKDALE ROSCOE | V7030 COAL CENTER CALIFORNIA | WEST BROWNSVILLE

FACILITY

| 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 |
|---|---|---|---|---|---|---|---|---|
| 50 | 5289 51 | 5282 52 | 5275 53 | 5278 54 | 5334 55 | 5329 56 | 5243 57 | 5198 58 1056 |
| 50.28 | 50.80 50.90 | 51.45 51.58 51.75 | 52.10 52.21 52.32 | UG 46.90 | 54.20 54.30 54.40 UG 48.50 | 54.68 UG 48.77 | 55.00 | 55.35 55.47 55.69 |
| | | | | COAL | | CAL | | CP W. BROWN |

58.2 P/LE RR

MON RR

RUN 007

| | | | |

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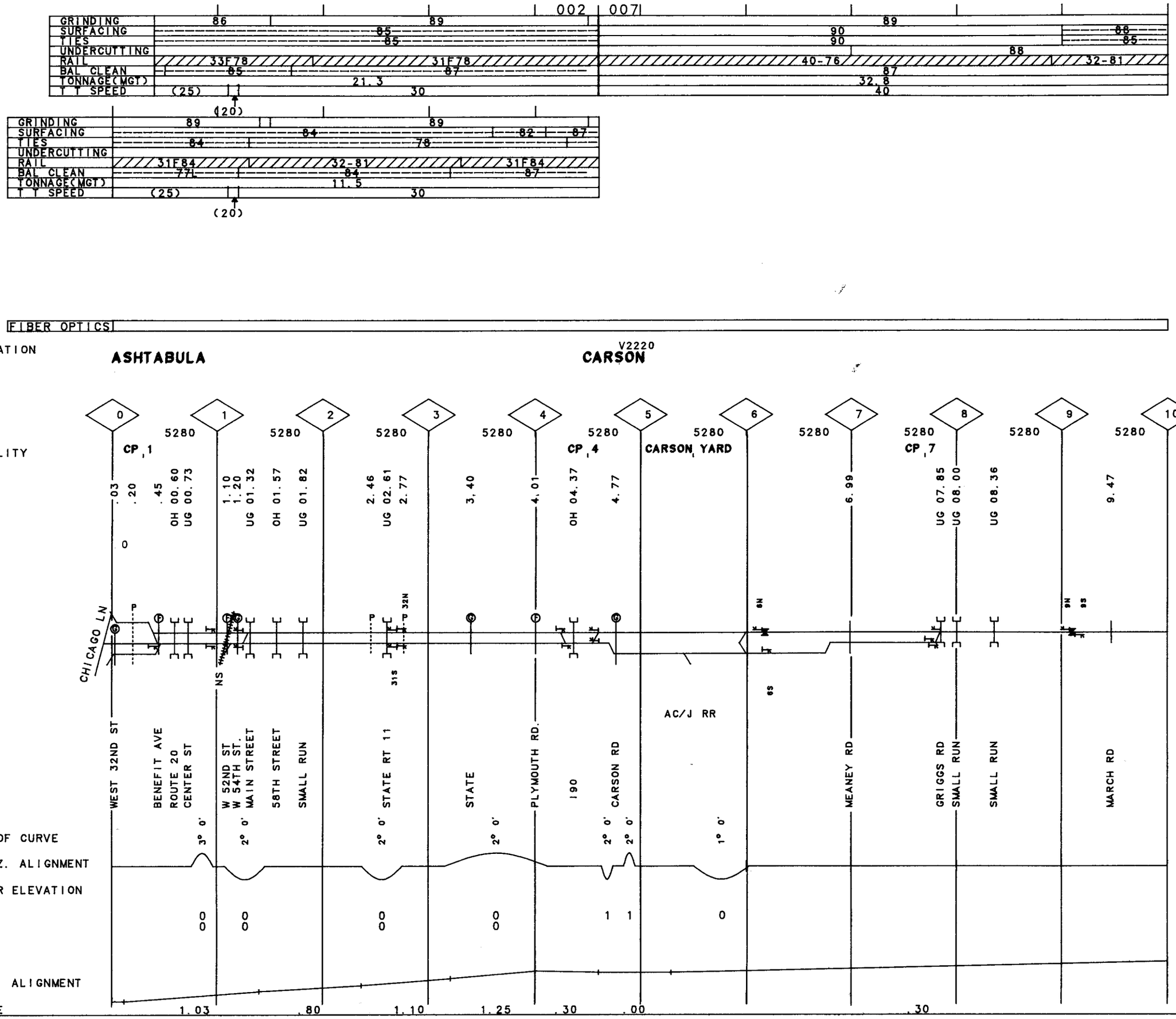



MP .00 -MP 10.00 OH

REV. 01/01/91

40-2440 YOUNGSTOWN LINE

106

MP 10.00 -MP 20.00 OH

REV. 01/01/91

40-2440 YOUNGSTOWN LINE

| | |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 82 |
| UNDERCUTTING | |
| RAIL | 27-41 |
| BAL CLEAN | 83 |
| TONNAGE(MGT) | 2.1 |
| T T SPEED | 30 |

ECS

| | | |

| | |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 84 |
| UNDERCUTTING | |
| RAIL | 27-42 \| 27-58 |
| BAL CLEAN | 83 |
| TONNAGE(MGT) | 2.1 |
| T T SPEED | 30 |

ECS 107

| | | | | |
|---|---|---|---|---|
| GRINDING | 89 | | | |
| SURFACING | 90 | | | |
| TIES | 90 | | | |
| UNDERCUTTING | 88 | 86 | | |
| RAIL | 27F66 | | | |
| BAL CLEAN | 85 | 84 | 83 | 87 |
| TONNAGE(MGT) | 32.8 | | | |
| T T SPEED | 40 | | | |

007

FIBER OPTICS

VALUATION
TOWN

V2220 | V2230
MANN

WICK

FACILITY

20 21 22 23 24 25 26 27 28 29 30

5280 5280 5280 5280 5280 5280 5280 5280 5280 5280

CP 24 CP 26

20.01 | UG 20.84 21.14 | UG 21.54 22.22 | UG 22.66 | 23.61 23.72 | UG 24.22 24.40 | UG 24.59 24.88 | UG 25.09 25.24 | UG 25.36 25.46 | UG 25.72 25.81 25.90 | 26.17 | UG 26.78 27.02 | UG 27.34 27.61 | 27.92 | UG 28.17 28.26 | UG 28.66 29.09 | UG 29.55

21N 21S 28N 28S

ECS 007

MILLS RD | SMALL RUN | US 6 | SMALL RUN | DODGEVILLE R | SMALL RUN | LINTON SMALL RUN | SMALL RUN | FARM RD | FARM RD | SMALL RUN | SMALL RUN | MEADVILLE RD | STREAM | CATTLE PASS | CATTLE PASS | UNDERWOOD | SMALL RUN | SMALL RUN | SMALL RUN

DEG OF CURVE: 0°30' | 0°10' | 0°30' 0°30'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 | 0 0 | 0 0

VERT. ALIGNMENT

GRADE: .01 .14 .20 .20 .00 .17 .00 .20

REV. 01/01/91 MP 20.00 -MP 30.00 OH

40-2440 YOUNGSTOWN LINE

108

REV. 01/01/91 MP 30.00 -MP 40.00 OH

40-2440 YOUNGSTOWN LINE

| | | |
|---|---|---|
| GRINDING | 89 | 89 |
| SURFACING | 90 | |
| TIES | 90 | |
| UNDERCUTTING | 86 | |
| RAIL | 27F66 | 27F67 / 27F68 |
| BAL CLEAN | 87 | |
| TONNAGE(MGT) | 32.8 | |
| T T SPEED | 40 | |

007

| | | |
|---|---|---|
| GRINDING | | |
| SURFACING | 88 | |
| TIES | 82 | |
| UNDERCUTTING | | |
| RAIL | 27-46 | |
| BAL CLEAN | 84 | |
| TONNAGE(MGT) | 2.1 | |
| T T SPEED | 30 | |

WCS

FIBER OPTICS

VALUATION
TOWN

GUSTAVUS

V2230

LATIMER

FACILITY

30 5280 31 5280 32 5280 33 5280 34 5280 35 5280 36 5280 37 5280 38 5280 39 5280 40 5280

CP 36 CP 38

30.14 UG 30.27 | UG 30.83 | 31.51 | UG 31.83 | 32.02 | UG 33.19 33.35 | UG 33.79 | 35.04 UG 35.20 | 35.80 UG 35.89 UG 35.90 | 36.26 | UG 38.71 | 39.09 39.24 | 39.87

007
WCS

WAKEFIELD CR
SMALL RUN

SMALL RUN

BLOOMFLD KIN

SMALL RUN

GARDNER BARC

STREAM
DAVIS PECK R

SMALL RUN

FISHER CORIN
SMALL RUN

STATE RT 5
SMALL RUN

CHARGRIN FAL

NILES SEC.

SMALL RUN

T 192

CORLAND HULL

33N 33S

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

000

VERT. ALIGNMENT

GRADE .20 .20 .30 .00 .30 .21 .00 .20 .20 .00 .06 .11

MP 40.00 -MP 50.00 OH

REV. 01/01/91

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | 89 | | | | | | |
| SURFACING | | | | 90 | | | | | | |
| TIES | | | | 90 | | | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 27F68 | | | | | | | | 27F68 | 007 |
| BAL CLEAN | | | | 87 | | | | | | |
| TONNAGE(MGT) | | | | 32.8 | | | | | | |
| T T SPEED | | | | 40 | | | | | | |

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V2230

TOWN BROOKFIELD

| | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5701 | 5280 | 5280 |
| | UG 40.49 | UG 41.17 | 41.62 | 42.10 | UG 42.92 | UG 43.39 | UG 43.94 | UG 44.22 | 44.42 | 45.22 | OH 46.03 | 47.12 | OH 47.50 | UG 47.75 | UG 48.68 | UG 49.49 |
| | 40N 40S | | | | 42N 42S | | | | | 45N 45S | | | 47N 47S | | | |
| | SMALL RUN | SMALL RUN | SR 305 | | SMALL RUN | ROAD | COUNTY RD | STREAM | KINGS GRAVE | AMY BOIL RD | COUNTY RD | WARREN ROAD | S R 82 | TR-167 | COUNTY RD | HIWAY |
| DEG OF CURVE | | 0°15' | | | 0°30' | | | | | 1° 0' | | 0°30' | 0°30' | | 0°30' | |
| HORIZ. ALIGNMENT | | | | | | | | | | | 1° 0' | | | | | |
| SUPER ELEVATION | | 0 | | | 0 | | | | | 0 | 0 | 0 | | | 0 | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | |
| GRADE | .11 | .30 | | .00 | | .43 | | | | | | .31 | | | | .28 |

007

40-2440 YOUNGSTOWN LINE

110

REV. 01/01/91 MP 50.00 -MP 58.30 OH

40-2440 YOUNGSTOWN LINE

| | 007 | | | | | PILE |
|---|---|---|---|---|---|---|
| GRINDING | | 89 | | | | 86 |
| SURFACING | 90 | | 89 | | | 82 |
| TIES | 90 | | 84 | | | 76 |
| UNDERCUTTING | | | 85 | | | |
| RAIL | | 32-81 | | | 27F68 | |
| BAL CLEAN | | 87 | | | | 84 |
| TONNAGE(MGT) | | 32.8 | | | | 31.3 |
| T T SPEED | | 40 | | 30 | | 30 |

007

| | NCSI | | | | 0107 |
|---|---|---|---|---|---|
| GRINDING | | 86 | | | 89 |
| SURFACING | | 88 | | | 89 |
| TIES | | 82 | | | 89 |
| UNDERCUTTING | | | | | |
| RAIL | 40F82 | | 27-45 | | 27F78 |
| BAL CLEAN | | 81 | | | 85 |
| TONNAGE(MGT) | | 1.5 | | | 0.1 |
| T T SPEED | | 15 | | 30 | 30 25 |

NCS

FIBER OPTICS

V2230

VALUATION TOWN

**COALBURG DOUGHTON JCT.** — **YOUNGSTOWN**

FACILITY

50 | 5280 | 51 | 5280 | 52 | 5280 | 53 | 5280 | 54 | 5280 | 55 | 5280 | 56 | 5280 | 57 | 5280 | 58 | 1852

CP 52 — CP 56 — VALLEY CREEK

UG 50.02 50N 50S
UG 50.21
UG 50.66
51.59 OH 51.69
52.44
53.01
53.31
54.32 54N
56.70
OH 57.10 57N
UG 57.46 57-23
57.57
OH 57.79
OH 58.15
OH 58.30
58.3

MEADVILLE LN

007 NCS

CR 12 | COUNTY RD | COUNTY RD | MT. EVERT I 80 | BELL WICK RD | LEWIS-SEIFER | SR 304 | LOGAN GATE R | HUBBARD RD | STATE RTE7 | SEWER VALLEY ST | OAK ST | HIMROD ST I.R. 680

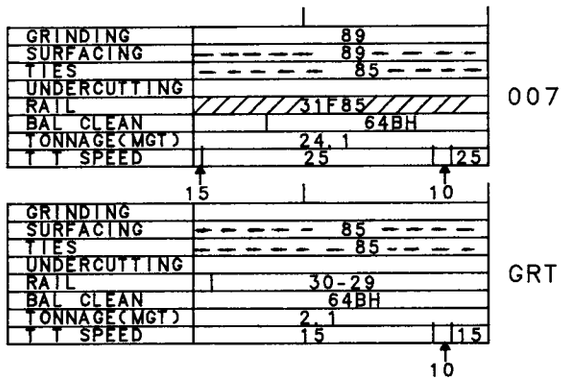
DEG OF CURVE: 2° 0' | 2° 0' | 3° 0' | 2° 0' | 2° 0' | 4° 0' | 0°40' | 1° 0' | 4°30' 4°30' 4°30' | 3°20'

HORIZ. ALIGNMENT

SUPER ELEVATION: 1 | 1 | 2 0 | 1 0 | 1 0 | 3 0 | 0 | 0 | 1½ 1½ 1½ 1½ | 1 0

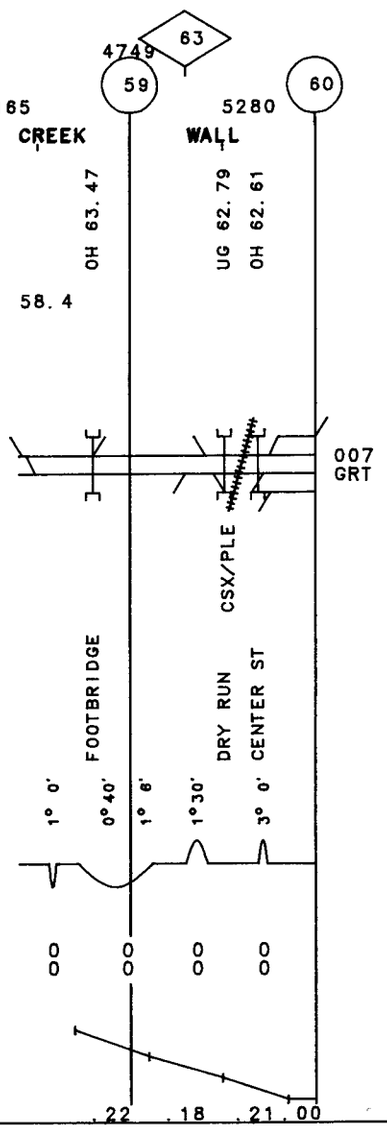
VERT. ALIGNMENT

GRADE: .28 | .18 | .30 | .50 | .75 | .39 | .66 | .52 | .21 | .46 | .32 | .12




FIBER OPTICS

VALUATION TOWN V7420 YOUNGSTOWN




111 OH

MP 60.00 -MP 58.40

REV. 01/01/91

40-2423 YOUNGSTOWN LINE

112

REV. 01/01/91

MP 70.00 -MP 66.20 PA/ OH 66.20 60.00

40-2423 YOUNGSTOWN LINE YOUNGSTOWN LINE

| | |
|---|---|
| GRINDING | 89 |
| SURFACING | 89 |
| TIES | 85 / 89 / 83 |
| UNDERCUTTING | |
| RAIL | 31F85 / 31F83 |
| BAL CLEAN | 64BH / 88 |
| TONNAGE(MGT) | 24.1 / 29.9 |
| T T SPEED | 25 / 40 |

007

| | |
|---|---|
| GRINDING | |
| SURFACING | 85 |
| TIES | 80 |
| UNDERCUTTING | |
| RAIL | 31-45 |
| BAL CLEAN | 64BH |
| TONNAGE(MGT) | 2.1 |
| T T SPEED | 15 |

GRT

FIBER OPTICS

VALUATION TOWN

HASELTON | STRUTHERS | LOWELLVILLE | OH V7420 / PA V7415 QUAKERTOWN | HILLSVILLE

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1584 | 62 | 5492 | 61 | 5121 | 60 | 5280 | 59 | 5333 | 58 | 5280 | 57 | 5174 | 56 | 5280 | 55 | 5280 | 54 | 5280 | 53 | 5280 |
| | 60 | | 61 | | 62 | | 63 | | 64 | | 65 | | 66 | | 67 | | 68 | | 69 | | 70 |
| 5280 | | | 5280 | | 5280 | | 5280 | | 5280 | | 5280 | | 5280 | | 5280 | | 5280 | | 5280 | | |

FACILITY

HAZEL | GRAHAM

UG 62.17 | 62.02 / UG 60.13 | UG 59.30 | 63.89 | UG 57.92 | UG 57.20 / 65.30 | UG 55.43 | 67.92 | 69.37

007 GRT

MAHONING RV | BRIDGE ST / YELLOW CRK | NEBE RUN | BATTINGERS | ABD. RR | SMALL STRM / WASHINGT N S | QUKRTWN RUN | CHURCH RD

DEG OF CURVE: 1°30' | 1°30' | 0°22' | 0°48' | 1° 0' | 1°28' | 1°12' / 0°40' | 2° 0' | 2° 0' | 1° 8' | 3° 0' | 1°30'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 | ½ | 0 | 0 | 0 | ½ | 0 | 1 | 1 | 0 | 2 | ½

VERT. ALIGNMENT

GRADE: .16 .00 | .36 .09 | .35 .03 | .36 .32 | .40 | .28 | .17 | .05 | .34 | .00 | .24 .00

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | | 89 | | | | |
| SURFACING | | | | | 89 | | | | |
| TIES | | | | | 83 | | | | |
| UNDERCUTTING | | | | | | | | | |
| RAIL | | | | | 31F83 | | | | |
| BAL CLEAN | | | | | 85 | | | | |
| TONNAGE(MGT) | | | | | 18.7 | | | | |
| T T SPEED | | | | | 40 | | | | |

002

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

002

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 85 | 89 | | | | | | | |
| | 86C | | | | | | | | |
| | 83 | | | | | | | | |
| | 31F83 | | | | | | | | |
| | 85 | | | | | | | | |
| | 18.7 | | | | | | | | |
| 40 | 25 | | | | | | | | |

002

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 89 | | | | | | | | |
| SURFACING | 89 | | | | | | | | |
| TIES | 83 | | | | | | | | |
| UNDERCUTTING | | | | | | | | | |
| RAIL | 31F83 | | | | | | | | |
| BAL CLEAN | 88 | | | | | | | | |
| TONNAGE(MGT) | 29.9 | | | | | | | | |
| T T SPEED | 40 | | | | | | | | |

007

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 89 | | | | | | | | |
| SURFACING | 89 | | | | | | | | |
| TIES | 83 | | | | | | | | |
| UNDERCUTTING | | | | | | | | | |
| RAIL | 31F83 | | | | | | | | |
| BAL CLEAN | 88 | | | | | | | | |
| TONNAGE(MGT) | 11.2 | | | | | | | | |
| T T SPEED | 40 | | | | | | | | |

001

FIBER OPTICS

V7415

VALUATION TOWN

EDINBURG | COVERTS | MORAVIA

FACILITY

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1637 | 52 | 5280 | 51 | 5280 | 50 | 5280 | 49 | 5280 | 48 | 5280 | 47 | 5227 | 46 | 5492 | 45 | 5280 | 44 | 4857 | 43 | 5280 |
| 70 | | 71 | | 72 | | 73 | | 74 | | 75 | | 76 | | 77 | | 78 | | 79 | | 80 |
| | | EDIN | | | | | | | | | | CASTLE | | | | | | | | |
| UG 52.22 | OH 51.95 | 70.60 | 70.80 | 72.19 | UG 49.98 | UG 49.09 | UG 48.63 | 74.32 | UG 47.40 | 74.95 | UG 46.36 | UG 46.02 | 76.99 | UG 43.75 | | UG 42.89 | | | | |

P/LE RR
CASTLE I.T.

002
002
001

SMALL STRM | PA RTE 224 | SR 551 | COVERTS CROS LICK RUN | KIRKS RUN | DOBBINS RUN | MAHONING RV SR 18 | MAHONING RV | DRY RUN | LEONARDS RN | PUBLIC ROAD

DEG OF CURVE: 2° 4' | 2° 5' | 2° 45' | 1°22' | 3° 0' | 1° 58' | 1°15' 1°15' | 1° 0' | 1° 0' | 1° 0' | 2° 0' | 3° 0' | 2°30' | 3° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 1 | 1 | 2 | ½ | 2 | 1 1 | 00 00 | 0 0 | 0 0 | 0 0 | 1 | 2 2 | 1½ 1½ | 0 2

VERT. ALIGNMENT

GRADE: .00 | .23 | .40 | .00 | .11 | .00 | .19 | .06 | .00 | .40 | .45 | .00 | .27 | .20 | .21

40-2423 YOUNGSTOWN LINE

REV. 01/01/91 MP 81.30 -MP 80.00 PA

40-2423 YOUNGSTOWN LINE

| | |
|---|---|
| GRINDING | 89 |
| SURFACING | 86C |
| TIES | 83 |
| UNDERCUTTING | |
| RAIL | 31F83 |
| BAL CLEAN | 85 |
| TONNAGE(MGT) | 18.7 |
| T T SPEED | 25 |

002

| | |
|---|---|
| GRINDING | 89 |
| SURFACING | 89 |
| TIES | 83 |
| UNDERCUTTING | |
| RAIL | 31F83 |
| BAL CLEAN | 63BH |
| TONNAGE(MGT) | 11.2 |
| T T SPEED | 40 |

001

FIBER OPTICS

VALUATION
TOWN

V7415
**WAMPUM JUNCTION**

FACILITY

1743 42 80

5280 81 1656

WAMP

80.43

UG 41.97

81.3

002
001

KOPPEL SEC.

2°30' NEWPORT RD

PARK DRIVE

DEG OF CURVE

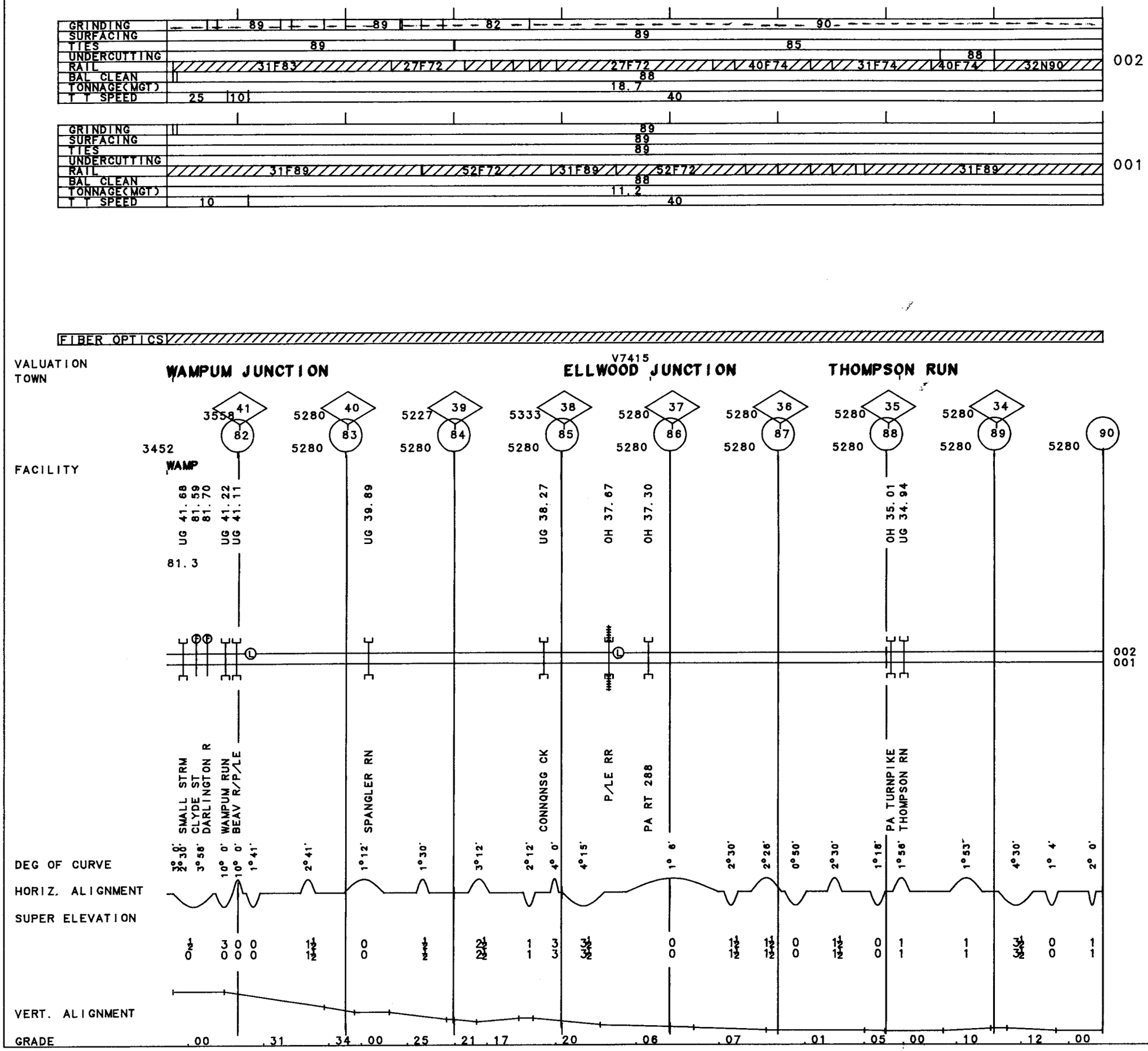
HORIZ. ALIGNMENT

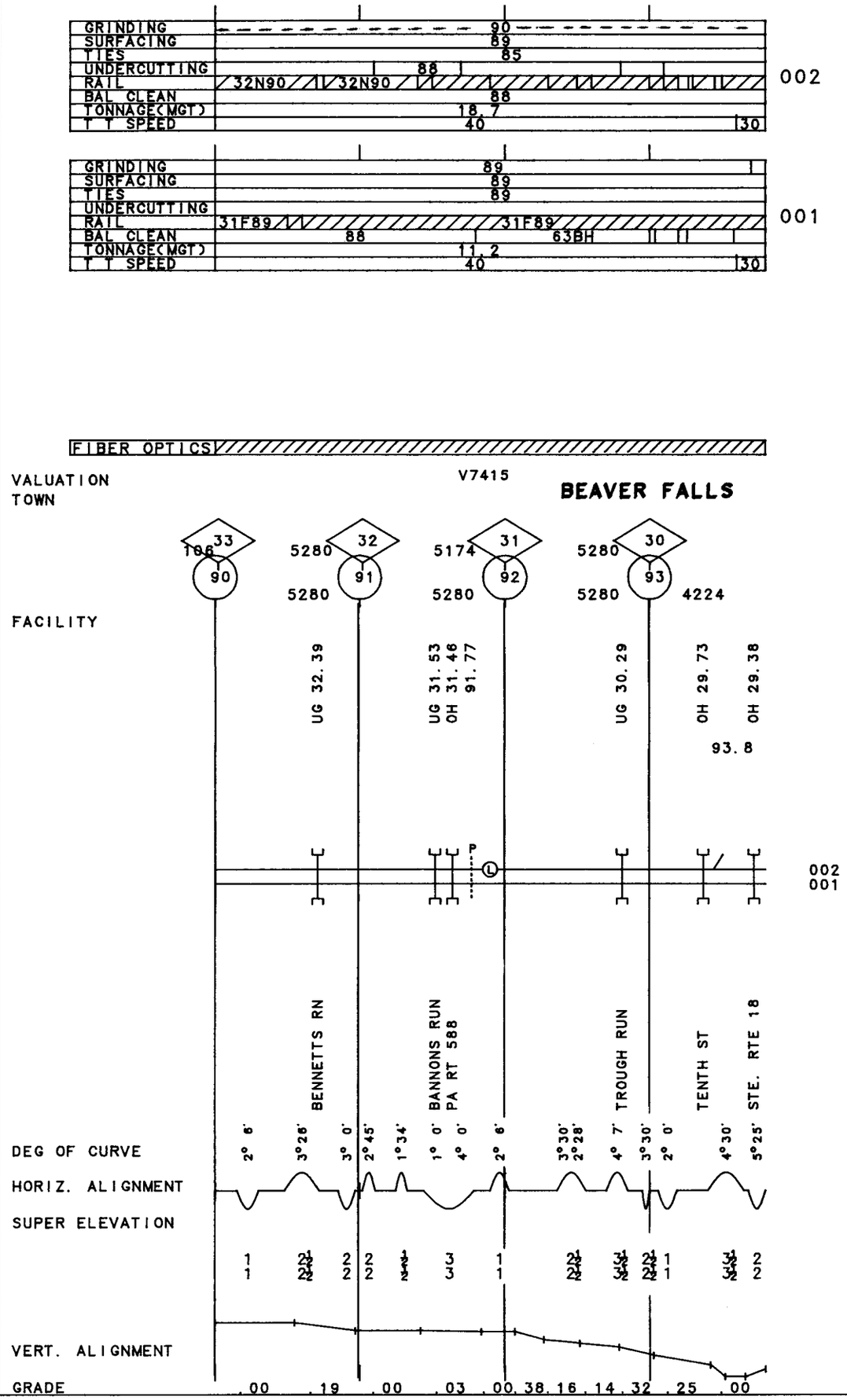
SUPER ELEVATION

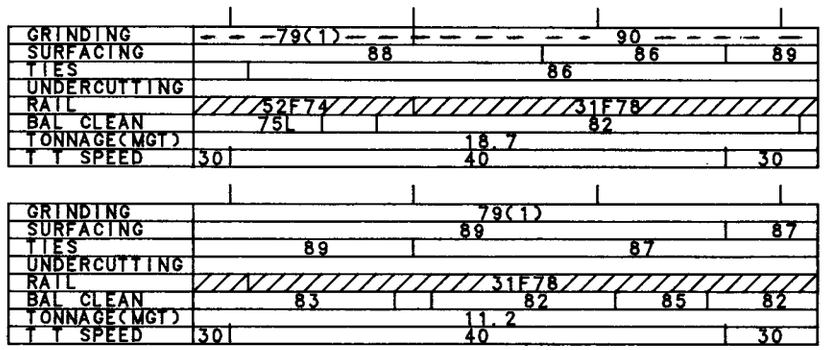
0
1½

VERT. ALIGNMENT

GRADE .21 .36


GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
002
001
FIBER OPTICS
VALUATION
TOWN
WAMPUM JUNCTION
V7415
ELLWOOD JUNCTION
THOMPSON RUN
FACILITY
WAMP
UG 41.68
81.59
81.70
UG 41.22
UG 41.11
UG 39.89
UG 38.27
OH 37.67
OH 37.30
OH 35.01
UG 34.94
SMALL STRM
CLYDE ST
DARLINGTON R
WAMPUM RUN
BEAV R/P/LE
SPANGLER RN
CONNQNSG CK
P/LE RR
PA RT 288
PA TURNPIKE
THOMPSON RN
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE


GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
90
89
85
88
32N90
32N90
88
18.7
40
30
002
GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
89
89
89
31F89
31F89
88
63BH
11.2
40
30
001
FIBER OPTICS
VALUATION
TOWN
V7415
BEAVER FALLS
FACILITY
33
106
90
32
5280
91
5280
31
5174
92
5280
30
5280
93
5280
4224
UG 32.39
UG 31.53
OH 31.46
91.77
UG 30.29
OH 29.73
OH 29.38
93.8
002
001
BENNETTS RN
BANNONS RUN
PA RT 588
TROUGH RUN
TENTH ST
STE. RTE 18
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
.00
.19
.00
.03
.00
.38
.16
.14
.32
.25
.00

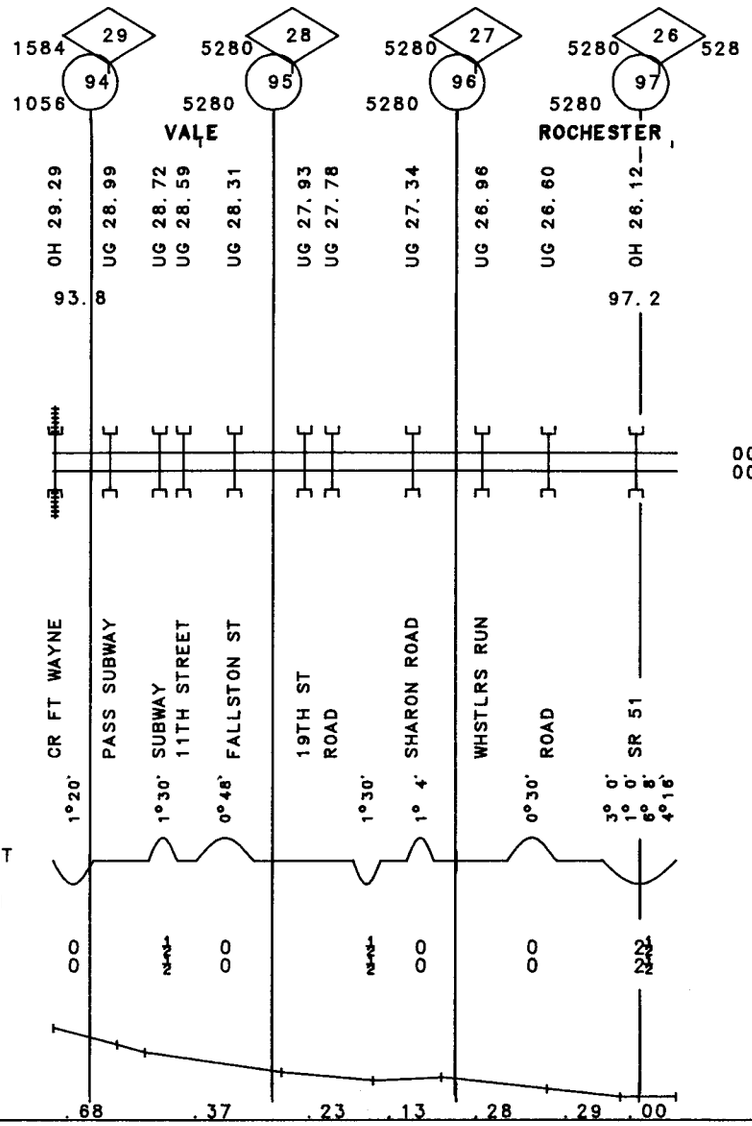



VALUATION TOWN

V7416 | V7338

**NEW BRIGHTON**

FACILITY




DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE

40-2233 YOUNGSTOWN LINE

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| | | |

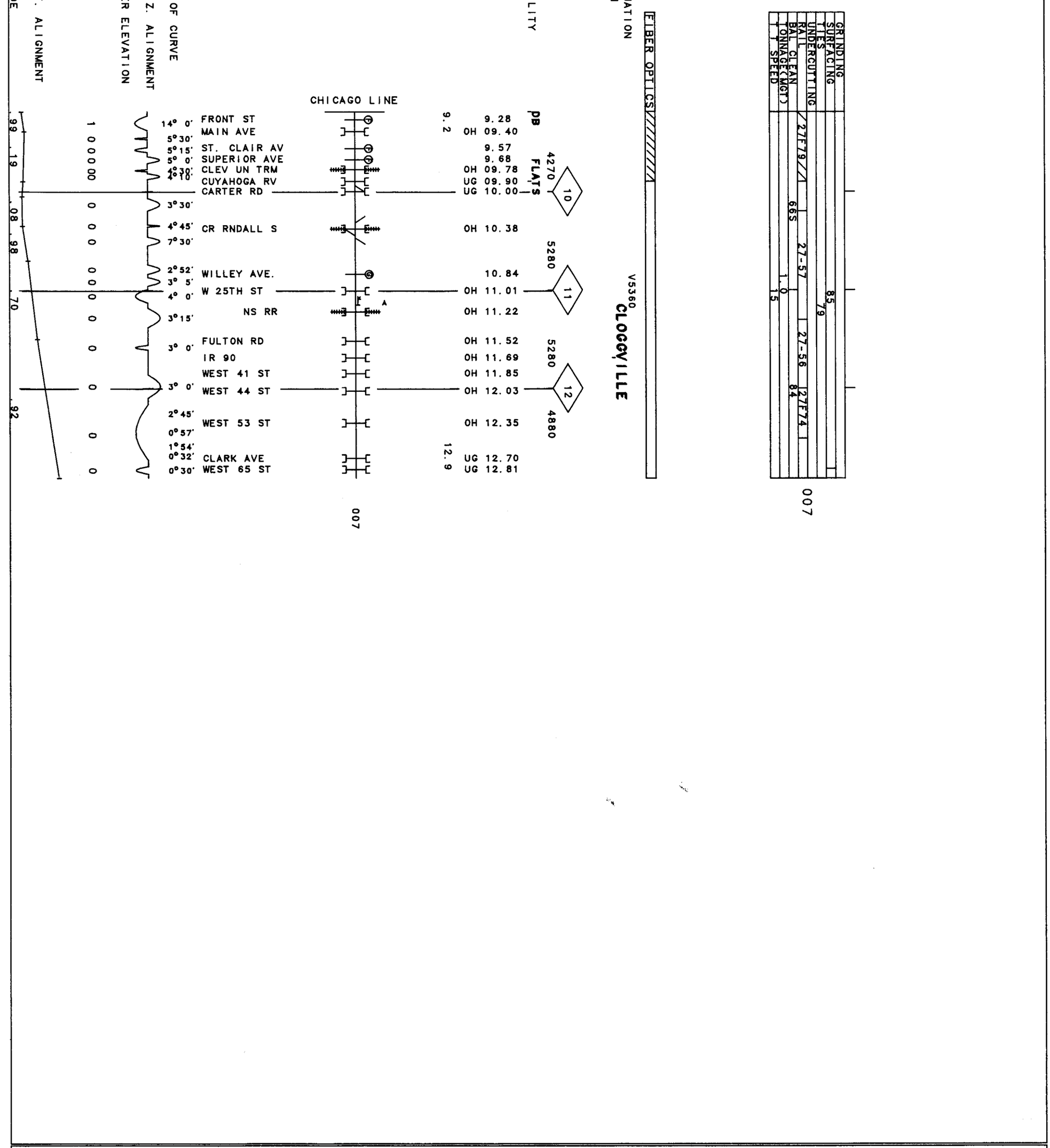
120

REV. 01/01/91

MP 10.00 -MP 17.70 OH
MP 17.70 17.90

SHORT LINE
40-3531 ROCKPORT YARD LD.

| | 007 | | |

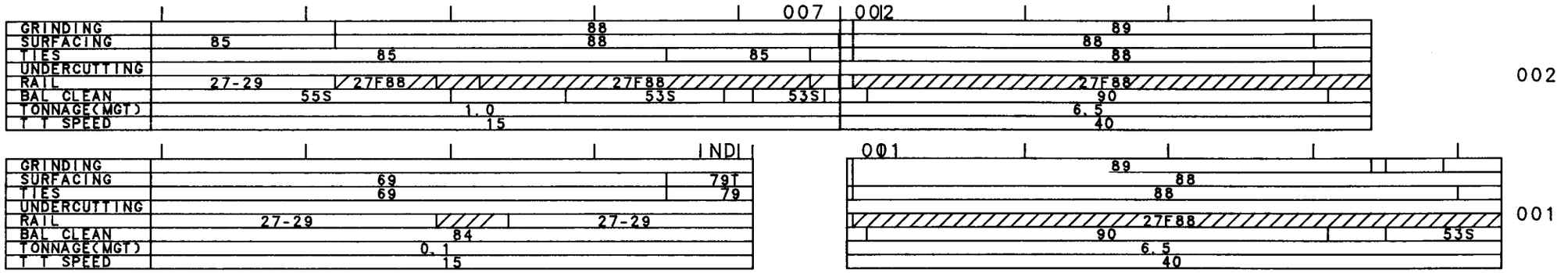

GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T SPEED
85
79
27F79
66S
27-57
1.0
15
27-56
84
27F74
007
FIBER OPTICS
VALUATION
TOWN
V5360
CLOGGVILLE
FACILITY
pb
FLATS
4270
10
5280
11
5280
12
4880
9.2
12.9
CHICAGO LINE
14° 0'
5°30'
5°15'
5° 0'
4°30'
4°10'
3°30'
4°45'
7°30'
2°52'
3° 5'
4° 0'
3°15'
3° 0'
3° 0'
2°45'
0°57'
1°54'
0°32'
0°30'
FRONT ST
MAIN AVE
ST. CLAIR AV
SUPERIOR AVE
CLEV UN TRM
CUYAHOGA RV
CARTER RD
CR RNDALL S
WILLEY AVE.
W 25TH ST
NS RR
FULTON RD
IR 90
WEST 41 ST
WEST 44 ST
WEST 53 ST
CLARK AVE
WEST 65 ST
9.28
OH 09.40
9.57
9.68
OH 09.78
UG 09.90
UG 10.00
OH 10.38
10.84
OH 11.01
OH 11.22
OH 11.52
OH 11.69
OH 11.85
OH 12.03
OH 12.35
UG 12.70
UG 12.81
007
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
1 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
VERT. ALIGNMENT
GRADE
99 .19 .08 .98 .70 .92

122

MP 12.90 -MP 17.70 OH
MP 17.70 22.30

REV. 01/01/91

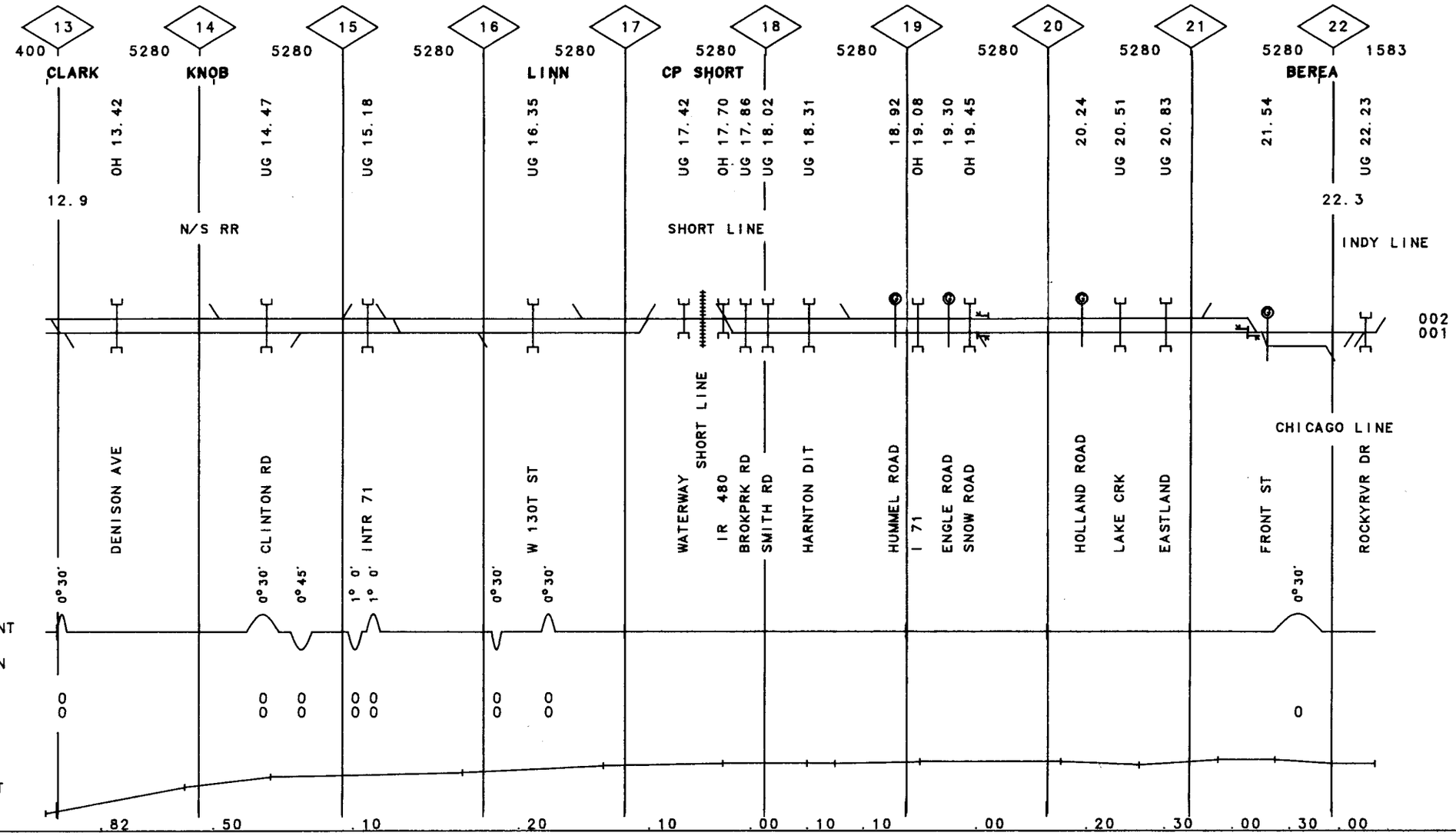
FLATS I.T.
40-3532 SHORT LINE



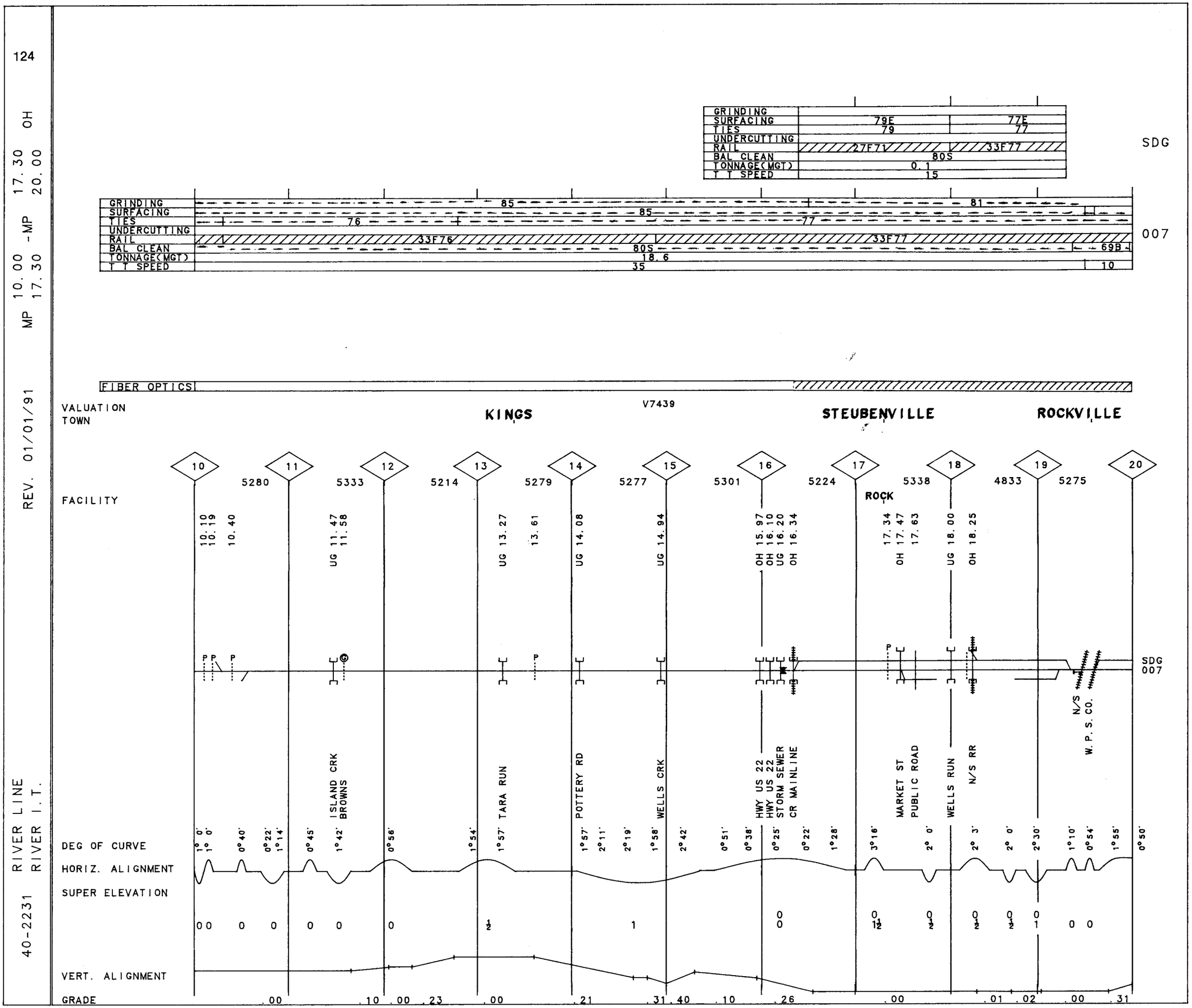

VALUATION
TOWN

V5360 | V5350

**LINNDALE**



| | | |


124
40-2231 RIVER LINE
RIVER I.T.
REV. 01/01/91
MP 10.00 -MP 17.30 OH
17.30 20.00
GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T T SPEED
79E
77E
79
77
27F71
33F77
80S
0.1
15
SDG
007
85
81
76
77
33F76
33F77
80S
69B
18.6
35
10
FIBER OPTICS
VALUATION
TOWN
KINGS
V7439
STEUBENVILLE
ROCKVILLE
FACILITY
10
11
12
13
14
15
16
17
18
19
20
5280
5333
5214
5279
5277
5301
5224
5338
4833
5275
ROCK
10.10
10.19
10.40
UG 11.47
11.58
UG 13.27
13.61
UG 14.08
UG 14.94
OH 15.97
OH 16.10
UG 16.20
OH 16.34
17.34
OH 17.47
17.63
UG 18.00
OH 18.25
ISLAND CRK
BROWNS
TARA RUN
POTTERY RD
WELLS CRK
HWY US 22
HWY US 22
STORM SEWER
CR MAINLINE
MARKET ST
PUBLIC ROAD
WELLS RUN
N/S RR
N/S
W.P.S. CO.
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
.00
.10
.00
.23
.00
.21
.31
.40
.10
.26
.00
.01
.02
.00
.31

| | | |

126

REV. 01/01/91 MP 30.00 -MP 40.00 OH

40-2231 RIVER LINE

| | | |

| | | |

128

REV. 01/01/91

MP 50.00 -MP 58.60 OH
58.60 60.00

40-2231 RIVER LINE
OMAL R.T.

| | | |

| | |
|---|---|
| GRINDING | |
| SURFACING | 84 / 71J / 71J |
| TIES | 84 |
| UNDERCUTTING | |
| RAIL | 00-48 / 30C58 |
| BAL CLEAN | 68P / 68P / 68P / 68P / 68P |
| TONNAGE(MGT) | 0.2 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION TOWN: KREBS RUN FERRO — V7240 CLARINGTON

FACILITY

| 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 4780 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 |
| UG 60.38 | UG 60.62 | UG 62.17 | 62.56 | UG 62.98 | UG 63.62 | 64.02 | UG 64.25 | 64.55 | UG 65.09 | 65.41 |
| 65.67 | UG 66.11 | UG 66.55 | UG 66.71 | 67.17 | UG 68.12 | UG 68.67 | | | | |

007

| | | | |

130

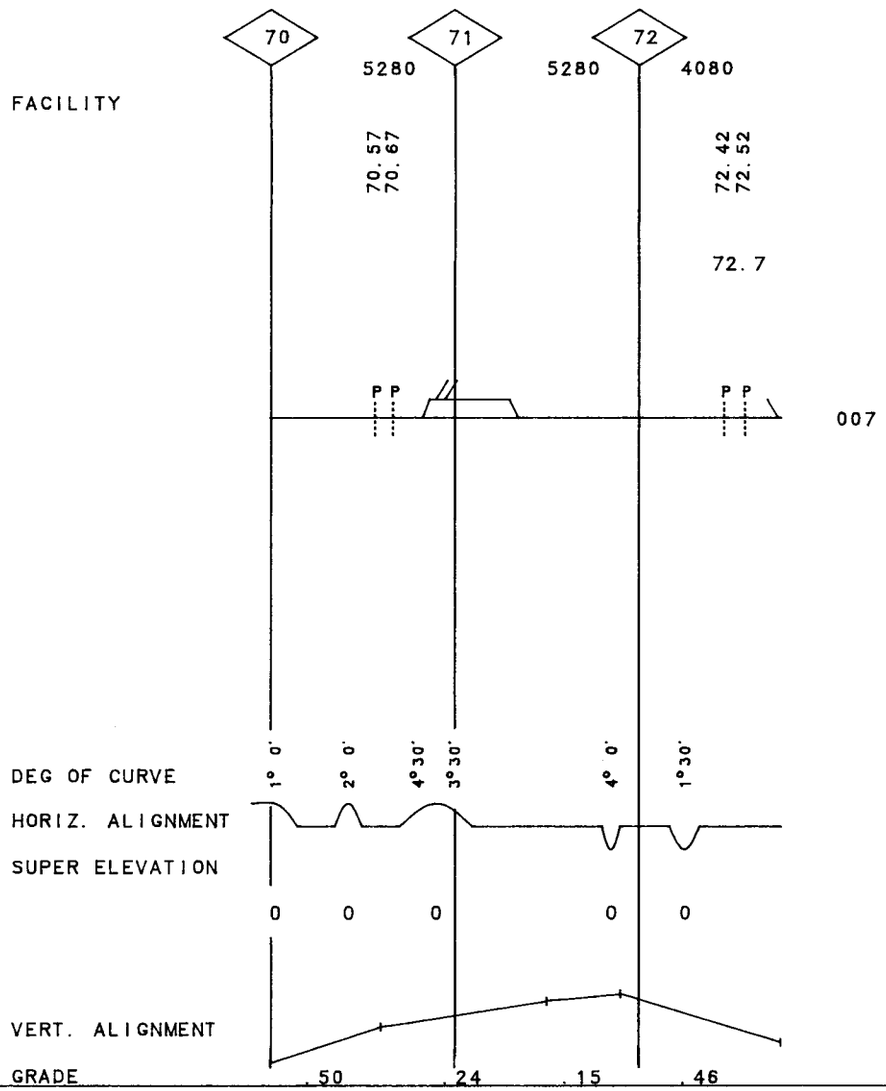
40-2231 OMAL R.T. MP 70.00 -MP 72.70 OH REV. 01/01/91

| | |
|---|---|
| GRINDING | |
| SURFACING | 71J |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30C58 \| 30C59 \| 30F62 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.2 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V7240
TOWN OMAL



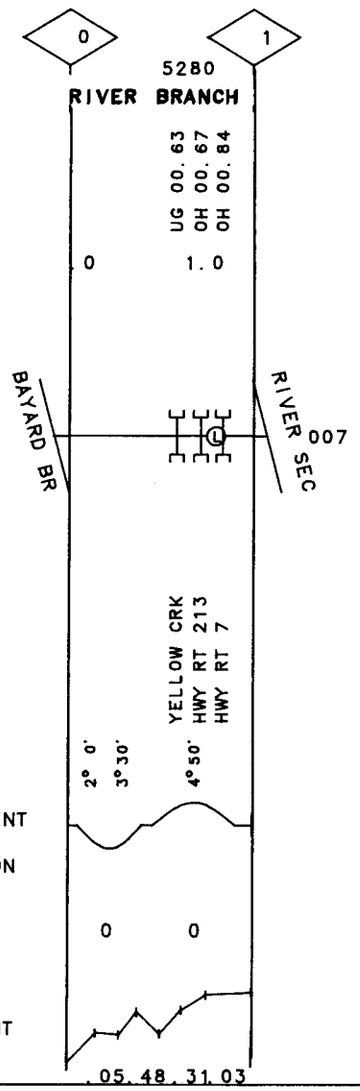
| | |
|---|---|
| GRINDING | 85 |
| SURFACING | 78E |
| TIES | 88 |
| UNDERCUTTING | |
| RAIL | 55F78 |
| BAL CLEAN | 86 |
| TONNAGE(MGT) | 7.0 |
| T T SPEED | 15 |

007

FIBER OPTICS

VALUATION V7439
TOWN

FACILITY




DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

VERT. ALIGNMENT
GRADE

REV. 01/01/91 MP .00 -MP 1.00 OH

40-2232 YELLOW CREEK R.T.

132

REV. 01/01/91 MP .00 -MP 2.50 PA

40-2216 GREENSBURG I.T.

| | | | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | | | | |
| TIES | | | | |
| UNDERCUTTING | | | | |
| RAIL | 00-53 | 00-24 | 00-30 | 25-30 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | 0.1 | | | |
| T T SPEED | 10 | | | |

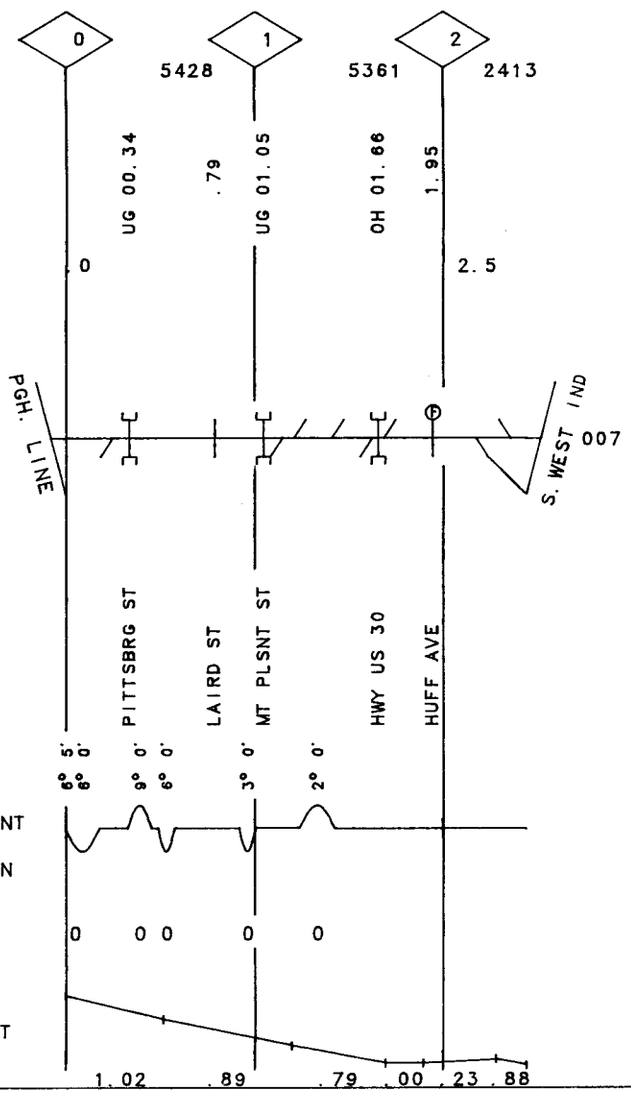
007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION
TOWN

V7026
**SOUTH GREENSBURG**

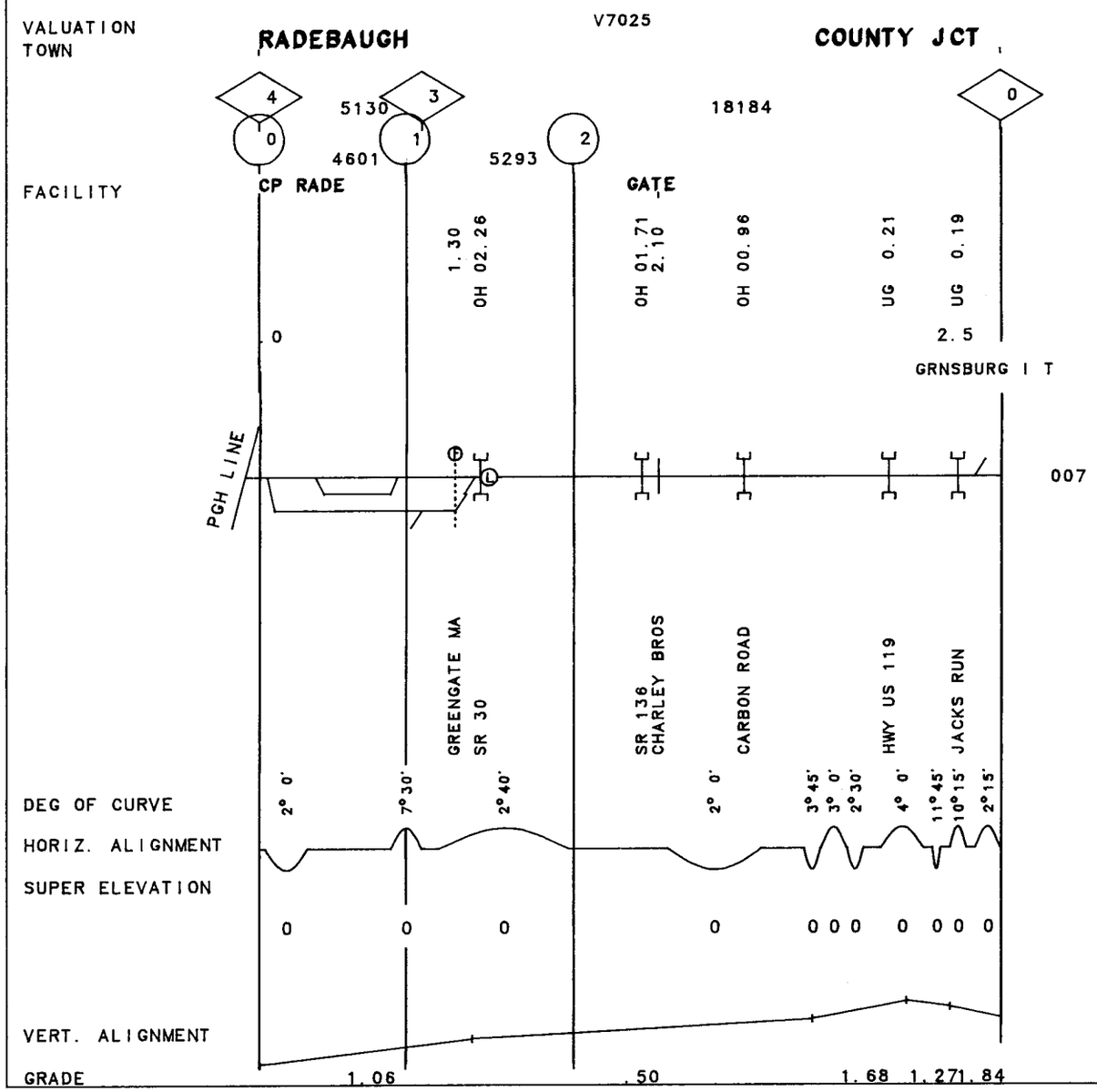
FACILITY



| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | 81 | | |
| TIES | 90 | | |
| UNDERCUTTING | | | |
| RAIL | 30C28 | 30C29 | 30-27 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | 0.8 | | |
| T T SPEED | 10 | | |

007

| |
|---|
| FIBER OPTICS |



134

40-2217 SOUTHWEST I.T. MP 2.50 -MP 10.00 PA REV. 01/01/91

| | |
|---|---|
| GRINDING | |
| SURFACING | 81 / 87 |
| TIES | 90 / 87 |
| UNDERCUTTING | |
| RAIL | 30-31 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.8 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION TOWN — SOUTH GREENSBURG — YOUNGWOOD — V7026 — NEW STANTON

| | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|
| | 2678 | 5280 | 5297 | 5280 | 5262 | 5265 | 5249 | 5311 |
| FACILITY | HAYDEN JUNCTION | | | | | | KON | |
| | 2.53 | 3.40 | 4.16 | 5.30 | 5.90 | 6.35 | 7.28 | 7.58 |
| | UG 02.76 | UG 03.55 | 4.27 | | | | UG 06.92 | UG 07.28 |
| | UG 02.90 | | | | | | | OH 07.88 |
| | 2.5 | | | | | | 8.18 | 8.69 |
| | | | | | | | UG 08.31 | UG 08.82 |
| | GRNSBURG I T | | | | | | | |
| | FAIRVIEW AVE | SHADY LANE | BUNCHER RD | DEPOT ST. | HILLIS ST. | FOXTOWN | STREAM | SWCKLY CRK |
| | SLATE CRK | SLATE CRK | AVENUE A | | | | | HEPLER MILL |
| | SLATE CRK | | | | | | | HWY US 119 |
| | | | | | | | | WILSONS RUN |
| | | | | | | | | HUNKER |
| | | | | | | | | NELSON RUN |
| | | | | | | | | YUKON IND. |
| DEG OF CURVE | 2° 0' | 2° 0' | 3° 0' | 4° 0' | 1° 0' | 4° 0' | 6° 0' | 6° 0' |
| | | | | | | | 6° 0' | 6° 0' |
| | | | | | | | | 6° 0' |
| | | | | | | | | 1° 7' |
| | | | | | | | | 6° 0' |
| | | | | | | | | 6° 0' |
| | | | | | | | | 6° 0' |
| | | | | | | | | 4° 0' |
| | | | | | | | | 5°52' |
| | | | | | | | | 4°10' |
| | | | | | | | | 1°18' |
| | | | | | | | | 2°30' |
| | | | | | | | | 6° 0' |
| HORIZ. ALIGNMENT | | | | | | | | |
| SUPER ELEVATION | 0 | 0 | 0 | 0 | 0 | 0 0 0 0 | 0 | 0 0 0 |
| | | | | | | | | 0 0 0 |
| VERT. ALIGNMENT | | | | | | | | |
| GRADE | .78 | .00 .47 | .20 | .14 | .18 | .00 | .25 .41 | .00 1.03 |

007

| | |
|---|---|
| GRINDING | |
| SURFACING | 87 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 30C28 \| 30C27 \| 30C26 \| 30C29 \| 30C30 \| 30C27 \| 30-24 \| 00C31 \| 30C24 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.8 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION
TOWN

V7026

RUFFSDALE TARR ALVERTON SCOTTDALE

FACILITY

10 | 11 5275 | 12 5272 | 13 5265 | 14 5292 | 15 5274 | 16 5289 | 17 5280 SCOTTDALE | 18 5268 | 19 5609 | 20 4979

11.10 | UG 11.46 | 12.01 | 12.40 | 12.80 | 13.68 | 14.15 | 14.35 | 14.90 | 15.09 | UG 15.45 | 15.68 | 15.81 | UG 16.16 | 16.60 | 16.85 | 17.25 | UG 17.45 17.54 | 17.85 | 18.30 | 18.45 | 19.69

007

CSX

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

6° 0' | 6° 0' | 3°49' 4°30' | 6° 0' | 2°15' | 6° 0' SILLS RD | 6° 0' PFOUTS RUN | 6° 0' | 6° 0' | 3°27' SR 31 | 3° 0' SR 31 | 6° 0' | 6° 0' | 6°30' | 6° 0' | 3° 0' T-740 | 6° 0' | 6° 0' SR 981 | 6° 0' T-740 | 3°30' | 2°45' | 5°30' | 1°20' STAUFFER RN | LR64224 STAUFFER RN | STAUFFER RN | CHESTNUT ST | 3° 0' MT PLEASANT | PITTSBURGH S | TOMBSTONE ST JACOBS CRK | 4° 0' JONES ST | 4° 0' VALLEY ROAD | 3° 0' | 4° 0' | 4° 0' | 2° 0' PENNSVILLE R | 5°28' | 6° 0'

0 0 0 0 0 | 0 0 0 0 | 0 0 0 | 0 0 0 0 | 0 0 | 0 | 0 0 0 0 | 0 0 | 0 | 0 | 0 0 0 | 0 0

VERT. ALIGNMENT
GRADE

1.03 | 1.06 | .00 | 1.31 | 1.06 | .57 | .30 | .37 | 1.03 | .77

40-2217 SOUTHWEST I.T.

REV. 01/01/91 MP 10.00 -MP 20.00 PA

REV. 01/01/91 MP 20.00 - MP 23.80 PA

40-2217 SOUTHWEST I.T.

| | | | | | |
|---|---|---|---|---|---|
| GRINDING | | | | | |
| SURFACING | 87 | | | | |
| TIES | 87 | | | | |
| UNDERCUTTING | | | | | |
| RAIL | 30-27 | 30C28 | 30-27 | 00C32 | 30C27 |
| BAL CLEAN | | | | | |
| TONNAGE(MGT) | 0.8 | | | | |
| T T SPEED | 10 | | | | |

007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN — V7026 MOYER

FACILITY

20 — 20.30

21 — 5425 — 20.90 P — 21.20 P

22 — 5191 MOYER — 22.05

23 — 5205 — 4264 BULLSKIN

UG 22.62
UG 22.79
UG 22.90
UG 23.02
UG 23.14

23.8

007

T-735 — LR26182 — COAL BROOK — MOUNTS CRK — MOUNTS CRK — MOUNTS CRK

DEG OF CURVE: 6° 0' | 6° 0' | 6° 0' | 6° 0' | 6° 0' | 7° 0' | 2°30' | 6° 0' | 3° 0' | 5° 0' | 7° 0' | 7° 0' | 6° 0' | 6° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0

VERT. ALIGNMENT

GRADE: .77 | .00 | .00 | .98 | .29

| | |
|---|---|
| GRINDING | 90 / 84 |
| SURFACING | 89 / 78E |
| TIES | 78 / 76 / 75 |
| UNDERCUTTING | |
| RAIL | 40-74 / 31F83 |
| BAL CLEAN | 90 |
| TONNAGE(MGT) | 14.5 |
| T T SPEED | 20 |

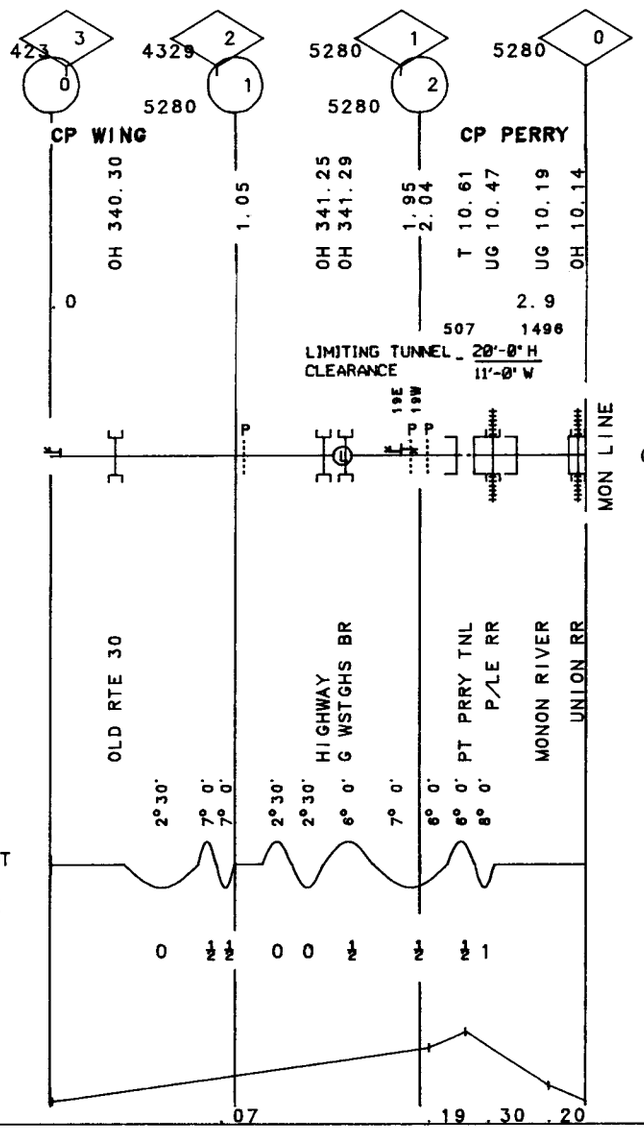
007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN

V7025 | V7030
EAST PITTSBURGH | THOMSON

FACILITY




137

PA

MP 2.90 -MP .00

REV. 01/01/91

40-2219 PORT PERRY BR.

REV. 01/01/91 MP .00 -MP .80 PA

40-22BB SUPERIOR I.T.

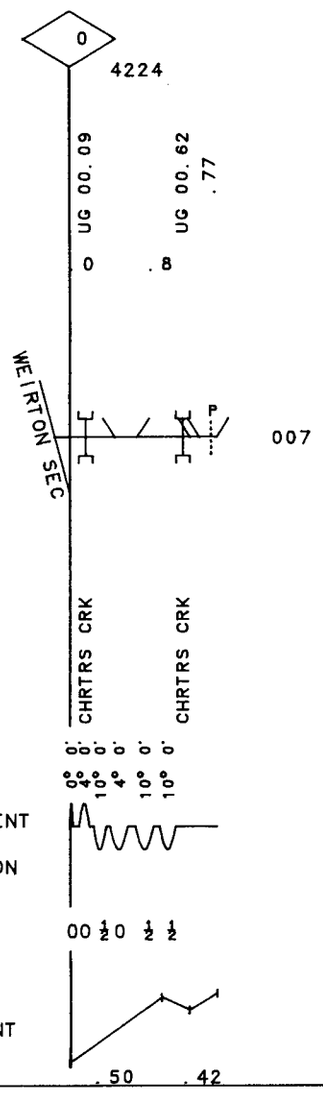
| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 00-20 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7094
TOWN CARNEGIE

FACILITY



| | | | | |
|---|---|---|---|---|
| GRINDING | | 67 | 68 | |
| SURFACING | | 87 | | |
| TIES | | 87 | | |
| UNDERCUTTING | | | | |
| RAIL | 31F67 | 52F67 | 31F68 | 55F68 | 52F68 | 007 |
| BAL CLEAN | | 89 | | |
| TONNAGE(MGT) | 3.3 | | | |
| T T SPEED | | 25 | | |

FIBER OPTICS

VALUATION TOWN: PITTSBURGH (V7201 | V7202) — SCULLY — ROSSLYN (V7094)

| | 3421 | 5363 | 4962 | 5160 | 6073 | 5280 |
|---|---|---|---|---|---|---|
| | 2 / 3 | 3 / 4 | 4 / 5 | 5 / 6 | 6 / 7 | 7 / 8 |
| FACILITY | CP ESPLEN | DUFF | | CHAR | | |
| | OH 01.55 | UG 01.92 | UG 02.33 | 3.71 UG 03.79 | UG 04.21 | UG 05.01 | OH 05.19 6.29 | UG 06.27 | UG 07.27 | OH 07.76 |
| | 2.4 | | | | | | | | | 8.0 |

CANON I.T.

MON LINE — 007

PC/Y RR

| | RADCLIFF ST | STAFFORD RD | STREAM | OLD WINDGAP WINDGAP AVE | CHRTRS CRK | DAVIS RUN | RT 60 THORNBERG RD | LEWIS RUN | STREAM | I-279 |
|---|---|---|---|---|---|---|---|---|---|---|
| DEG OF CURVE | 10° 0' / 5° 0' | 8° 0' | 3° 0' | 2°30' | 4°30' | 9°22' | 4°10' / 3° 6' / 0°57' | 5°32' / 6° 0' | 2° 0' / 6° 0' / 5° 0' | 6° 0' | 4°50' / 2° 0' | 8°20' / 8° 0' | 3°20' | 2°20' / 3°40' / 4° 0' / 2°30' | 5°20' | 2°20' | 2°20' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 1½ | 1 | 2 | 0 | 0 | ½ | 3 | 0 | 1½ | 0 | 1½ / 1 | 1½ | 1 | 0 | 2½ | ½ | 1 | 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | | |
| GRADE | .24 | .58 | 1.71 | .93 | .24 | .32 | .50 | .01 | .18 | .22 | .65 | | | | | | |

REV. 01/01/91 MP 8.00 -MP 10.00 PA

40-2206 WEIRTON SEC.

| | |
|---|---|
| GRINDING | 83 |
| SURFACING | 87 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 40-70 |
| BAL CLEAN | 89 |
| TONNAGE(MGT) | 1.8 |
| T T SPEED | 25 |

007

FIBER OPTICS

VALUATION V7094 | V7087

TOWN CAMP HILL

FACILITY

8 9 10

5280 5280

CARNEGIE

UG 08.38
8.47

8.92

UG 09.43
OH 09.55
UG 09.60

OH 09.83
9.92

8.0

007

CAMPBELL RN
CHARTIERS ST

CUBBAGE ST

ROBINSON RN
SR 179
ROBINSON RN

LR 02246
S.EWING ROAD

DEG OF CURVE 5°16' 6° 0' 4° 0' 3° 0' 5°12' 3°14' 3°50' 4°30'

HORIZ. ALIGNMENT

SUPER ELEVATION

0 1½ ½ 0 1

VERT. ALIGNMENT

GRADE -.61 .56 .30

| | |
|---|---|
| GRINDING | 83 |
| SURFACING | 87 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 40-70 |
| BAL CLEAN | 89 |
| TONNAGE(MGT) | 1.8 |
| T T SPEED | 25 |

007

| | |
|---|---|
| GRINDING | 78(1) |
| SURFACING | 76E |
| TIES | 79ST 68 |
| UNDERCUTTING | |
| RAIL | 40-53 |
| BAL CLEAN | 79L |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

SDG

FIBER OPTICS

VALUATION TOWN: FORT PITT | RENNERDALE | GREGG | OAKDALE | NOBLESTOWN | LAUREL HILL | PRIMROSE

V7087

| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 |
| FACILITY | UG 10.33 | WALKER 11.11 UG 11.24 | UG 11.98 UG 12.17 | OH 12.67 UG 12.71 | 13.47 UG 13.59 | UG 14.11 | 14.90 | UG 15.47 UG 15.66 UG 15.73 15.90 | 16.75 | 17.55 | HILL 18.40 | OH 19.20 | 19.82 UG 19.94 |
| | | | | | | | | | | | | | 007 SDG |
| | ROBINSON RN | WALKER MILL ROBINSON RN | ROBINSON RN ROBINSON RN | OAKDALE RD ROBINSON RN | GREGG STA.RO ROBINSON RN | ROBINSON RN | UNION AVE | ROBINSON RN STREAM ROBINSON RN | STATION ST. | MAIN ST | S. MAIN ST. | MONTOUR RR | PRIMROSE RD. ROBINSON RN |
| DEG OF CURVE | 3°50' 4°30' 6°30' | 3°58' 4°18' | 6°49' 1° 0' | 2° 8' 4° 0' | 5°40' 3°34' | 6°18' 6° 0' | 2° 6' 5°23' | 4° 0' 2°15' | 2° 7' | 2° 2' 2°48' | 1° 0' | 1°38' 1° 0' | 2°45' | 3° 3' 2°54' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | |
| SUPER ELEVATION | ½ 1½ | ½ ½ | 1½ 0 | 1 ½ | 1½ 1½ | 0 1 | ½ 0 | 0 | 0 | 0 | 0 | 0 0 0 | 0 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | |
| GRADE | .30 | .82 | .58 | .03 | .85 | .44 | .86 | .01 .36 | .05 | .99 | .11 | .17 | .52 | |

REV. 01/01/91 MP 20.00 -MP 30.00 PA

40-2206 WEIRTON SEC.

| | | |

REV. 01/01/91 MP 30.00 -MP 35.10 PA/ WV 35.10 40.00

| | | |

144

REV. 01/01/91

MP 42.00 -MP 46.00 WV/ OH

40.00 42.00 46.00 50.00

| | | |

| | | |

146

REV. 01/01/91 MP 60.00 -MP 70.00 OH

| | |
|---|---|
| GRINDING | 83 |
| SURFACING | 79E |
| TIES | 79 |
| UNDERCUTTING | |
| RAIL | 40-71 |
| BAL CLEAN | 65B |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

SDG

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 78(1) | 68 | | | | 83 | | | |
| SURFACING | 80E | | | | | 79E | 80E | | |
| TIES | 76 | | | | | 79 | 77E | | |
| UNDERCUTTING | | | | | | | | | |
| RAIL | 40-77 | 52-67 | | | | 40-71 | 40-67 | 40-53 | |
| BAL CLEAN | 79L | | | | | | 77E | | |
| TONNAGE(MGT) | 1.0 | | | | | 0.1 | | | |
| T T SPEED | 25 | | | | | | | | |

007

FIBER OPTICS

VALUATION TOWN

V7130

UNION PORT | CARMEN | HOPEDALE | CADIZ JUNCTION | JEWETT

| | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5280 | 5280 | 5290 | 5270 | 5280 | 5280 | 5336 CADIZ | 5209 | 5242 | 5268 |
| | OH 60.23 | UG 60.86 | UG 62.05 | OH 62.56 | UG 64.06 | UG 64.72 | 66.08 | OH 67.08 | UG 68.41 | UG 68.82 | 69.98 |
| | UG 60.42 | | 61.50 | UG 62.68 | 64.29 | 65.36 | | 66.68 | | UG 68.84 | |
| | UG 60.60 | | UG 61.61 | 62.79 | UG 64.38 | | | | | | |
| | | | | UG 63.06 | | | | | | | |

Y/O COAL

CADIZ R.T.

SDG 007

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1° 0' COUNTY ROAD | 1° 4' | 2° 4' MAIN ST CROSS CRK | 3° 8' | 3°15' PINEY FORK CROSS CRK CARMENS XING | | 2° 8' | 1°59' MILLERS STA 2°53' CROSS CRK | 2° 3' | 2° 8' | 0°56' |
| DEG OF CURVE | CROSS CRK | | CROSS CRK | CROSS CRK | CROSS CRK | CROSS CRK | CROSS CRK | | CROSS CRK | | LIGGETTS |
| HORIZ. ALIGNMENT | CROSS CRK | | | | | | | | | | |
| SUPER ELEVATION | CROSS CRK | | | | | | | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2° 0' | 2° 5' TR-175 | 2° 5' | 2°42' | 3° 8' | 3° 4' MILLERS XIIN | 1°30' COUNTY RD | | 2°20' | 2°27' CANNAN RUN | 1°52' ST RTE 151 N/S RR |
| DEG OF CURVE | LIGGETTS | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | | | | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | .75 | .00 | .77 | .03 | .32 | .75 | .69 | | .48 | .65 | |

| | |
|---|---|
| 1° 4' | CADIZ ST |

40-2206 WEIRTON SEC.

MP 70.00 -MP 80.00 OH

REV. 01/01/91

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | 83 | | | | | | |
| SURFACING | | 80E | | 79E | | 80E | | | | |
| TIES | 78 | | 79 | | 76 | | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 40-53 | 40-70 | | | 40-77 | | | | | 007 |
| BAL CLEAN | 68B | 78L | | | 79L | | 68B | | | |
| TONNAGE(MGT) | | | | 0.1 | | | | | | |
| T T SPEED | | | | 25 | | | | | | |

FIBER OPTICS

VALUATION TOWN: **CUSTER** | V7130 **SCIO** | **CONOTTON**

| | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5246 | 5261 | 5258 | 5283 | 5345 | 5249 | 5373 | 5240 | 5302 | 5297 |
| | 70.10 | 71.38 | UG 71.85 | UG 72.35<br>OH 72.70<br>UG 72.72 | 73.66 | 74.19 | UG 74.57 | 75.10 | 75.45 | UG 77.85 | UG 78.75<br>78.94 | 79.43 |
| | CENTER ST | CUSTER RD. | CONOTTEN CR | CONOTTEN CR<br>SR 151<br>CONOTTEN CR | HANOVER RD | CONOTTEN CR | MAIN ST | EASTPORT ST | CONOTTEN CR | MILLERS RUN<br>CONNOTTON RD | | |
| DEG OF CURVE | 1° 4' | 0°56' | 2° 0' | 3° 8' | 2° 9' | 2° 0' | 2° 8' | | 1°30' | 2° 0' | 2° 8' | 3° 0' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | |
| GRADE | .65 | .17 | | .15 | | .12 | | .07 | | .02 | | .13 |

007

40-2206 WEIRTON SEC.

148

REV. 01/01/91 MP 80.00 -MP 90.00 OH

40-2206 WEIRTON SEC.

| | |
|---|---|
| GRINDING | 83 |
| SURFACING | 80E / 79E |
| TIES | 76 / 73 / 77 / 78 |
| UNDERCUTTING | |
| RAIL | 40-77 / 55-67 / 32-79 |
| BAL CLEAN | 67B / 66B / 66B |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 |

007

FIBER OPTICS

VALUATION TOWN: BOWERSTON — FISHER V7130 — PHILA. ROAD

| | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5283 | 5277 | 5256 | 5289 | 5273 | 5290 | 5141 | 5402 | 5315 | 5281 |
| | | UG 81.38<br>OH 81.52 | 82.03 | 82.76 | OH 83.17 | UG 83.88 | UG 86.25 | UG 86.60 | 86.88 | UG 87.07 | 88.35 |
| | | CONOTTON CK<br>ST RT212 | | WYANTS RD | COUNTY 44 | ST RT151 | L STLWTR CR | ST RTE 250 | L STLWTR CR | HAMILTON RD | |
| DEG OF CURVE | 3° 0' | 3° 0' | 1°40' | 1° 0'<br>2° 0' | 2° 0' | 2° 0' | 1° 0'<br>1°42' | 1° 8' | 2° 8' | 2° 8' | 2° 2' | 1°59' | 2° 0' | 1° 0' | 3°11' | 2° 0' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | |
| GRADE | .13 | .30 | | .76 | .63 | | .72 | | .64 | .00 | .50 | .52 | .09 | .03 | | |

007

MP 90.00 -MP 100.00 OH

REV. 01/01/91

| | |
|---|---|
| GRINDING | 83 |
| SURFACING | 79E / 77E / 80E |
| TIES | 78 / 76 / 77 / 78 |
| UNDERCUTTING | |
| RAIL | 32-79 / 40-77 / 40-62 / 40-63 |
| BAL CLEAN | 67B / 64B / 63 / 66 / 63 / 65 |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 |

007

FIBER OPTICS

VALUATION TOWN: DENNISON | UHRICHSVILLE | V7130 | GNADENHUTTEN

| | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5265 | 5276 UHRICH | 5295 | 5278 | 5252 | 5281 | 5310 | 5275 | 5274 | 5284 |
| | 90.01 UG 90.10 | 90.68 | 90.86 UG 90.95 | 91.10 | 91.22 | 91.40 UG | 91.77 | 92.02 OH 92.15 | 92.28 | 92.63 | 93.87 UG 94.05 |
| | 94.71 | 95.01 | 95.53 UG | 96.32 UG | 96.52 | 96.90 OH | 97.21 UG | 97.48 | 97.95 | 98.65 | 98.93 |
| | 99.18 | 99.94 | | | | | | | | | |

JEWETT ST / L STLWTR CR — THIRD ST / L STLWTR CR / THIRD ST. — DAWSON ST / MAIN ST. — B STLWTR CR — WATER ST. — CSX — WARDELL ST. / TRENTON AVE — PRIVATE RD — PATTERSON — WOLFS — TINKER RUN — MILL CREEK / STOCKER XING — ST RTE 36 — TUSCARAWS R — CR 39 — BELDEN BRICK

007

DEG OF CURVE: 2° 0' | 2° 0' | 2°10' | 2°58' | 2°53' | 0°30' | 0°30' | 2°10'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0

VERT. ALIGNMENT

GRADE: .03 | .04 | .31 | .02 | .56 | .42 | .04 | .24 | .14 | .05

40-2206 WEIRTON SEC.

150

MP 100.00-MP 109.00 OH

REV. 01/01/91

40-2206 WEIRTON SEC.

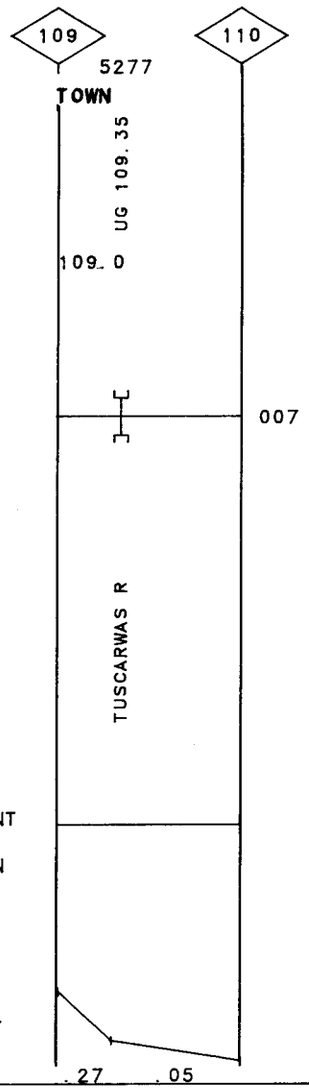
| | | |

| | |
|---|---|
| GRINDING | |
| SURFACING | 79T |
| TIES | 76 |
| UNDERCUTTING | |
| RAIL | 33-52 |
| BAL CLEAN | 76L |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 |

007

FIBER OPTICS

VALUATION TOWN V7130 N. COMERSTOWN




151

MP 109.00-MP 110.00 OH

REV. 01/01/91

40-8106 WEIRTON SEC.

152

REV. 01/01/91 MP 110.00-MP 120.00 OH

40-8106 WEIRTON SEC.

| | | |

153

MP 120.00-MP 130.00 OH

REV. 01/01/91

| | | |

154

REV. 01/01/91 MP 130.00-MP 140.00 OH

40-8106 WEIRTON SEC.

| | | |

| | |
|---|---|
| GRINDING | 83 |
| SURFACING | 79I |
| TIES | 77 |
| UNDERCUTTING | |
| RAIL | 32-79 |
| BAL CLEAN | 76L |
| TONNAGE(MGT) | 0.7 / 1.5 |
| T T SPEED | 40 |

007

| | | |
|---|---|---|
| GRINDING | | |
| SURFACING | 76J | 76J |
| TIES | 76 | 76 |
| UNDERCUTTING | | |
| RAIL | 33-53 | 33-53 |
| BAL CLEAN | 76L | 76L |
| TONNAGE(MGT) | 0.1 | 0.1 |
| T T SPEED | 10 | 10 |

SDG

FIBER OPTICS

VALUATION TOWN

**FRAZEYSBURG** | **BLACK RUN** V7130 | **HANOVER**

| | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5278 | 5279 | 5304 | 5267 | 5232 | 5123 | 5480 | 5275 | 5278 | 5278 |
| | 140.18 | UG 140.84 | 141.90 | 142.54 | UG 144.05 | 145.00 | OH 146.05 | UG 146.84 | 147.54 | 148.41 | 148.90 |
| | 140.37 | | 142.01 | UG 142.74 | | UG 145.20 | UG 146.31 | UG 147.10 | OH 147.94 | | UG 149.01 |
| | | | 142.15 | UG 143.20 | | | UG 146.49 | | | | OH 149.52 |
| | OLD DRESDEN | WAKTOMIKA C | STATE ST. BASIN ST. CLAY ST | WAKTOMIKA C | BLACK RUN | SR 586 BLACK RUN | ST RTE 16 | CATTLE PASS FIELD DRAIN / PRIVATE RD / OLD SR 16 | CR-273 ROMIN | PRIVATE RD | FLAT RUN / TWP RD 232 |
| DEG OF CURVE | | | | | | | | 1° 0' / 1° 8' | | 2°53' / 3° 0' | 2°12' / 1°30' / 2°50' / 1° 0' |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | | | | | | | | 0 / 0 | | 2 / 2 | 1 |
| VERT. ALIGNMENT | | | | | | | | | | | |
| GRADE | .02 | .43 | .26 | .04 | | .40 | | | | .02 | .45 |

007
SDG

40-8106 WEIRTON SEC.

156

REV. 01/01/91 MP 150.00-MP 157.80 OH

40-8106 WEIRTON SEC.

| | |
|---|---|
| GRINDING | 83 / 80(1) |
| SURFACING | 79T |
| TIES | |
| UNDERCUTTING | |
| RAIL | 32-79 |
| BAL CLEAN | 76L |
| TONNAGE(MGT) | 1.5 |
| T T SPEED | 40 / 25 / 15 |

007

FIBER OPTICS

VALUATION TOWN — MARNE — V7130 — NEWARK

FACILITY

150 5300 151 5268 152 5279 153 5273 154 5288 155 5278 156 5293 157 4179

LICK

OH 150.06 | UG 150.27 | UG 150.37 | 151.40 | 152.14 | 152.87 | UG 153.12 | OH 153.22 | OH 153.67 | UG 154.37 | UG 154.76 | 154.91 | 155.27 | 156.04 | 156.56 | 156.90 | OH 157.16 | 157.32 | UG 157.53

PGH. - 157.8 | INPLS. -

007

CNTY RD 210 (2°50') | CTY RD 16 (1°38') | ROCK FRK CR (3° 0' / 1° 0') | HUGHES RD (0°30') | MONTGOMERY R | MNTGMRYS RN / MILLR RNCH | MNTGMRY LNE | PRIVATE RD (0°20') | WEGOO RUN / SWANS RD | DAYTON RD. | OBANNAN AVE | OAKWOOD AVE. (0°45' / 0°45') | CEDAR ST. (2° 0' / 4° 0' / 3° 0') | RT 16 BYPAS | MORRIS ST. (3°40' / 3°12') | LICKING RIV (3° 6' / 1°30') | CSX

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

2 2 | 0 | 0 | 0 0 | ½ | ½ 0 0

VERT. ALIGNMENT

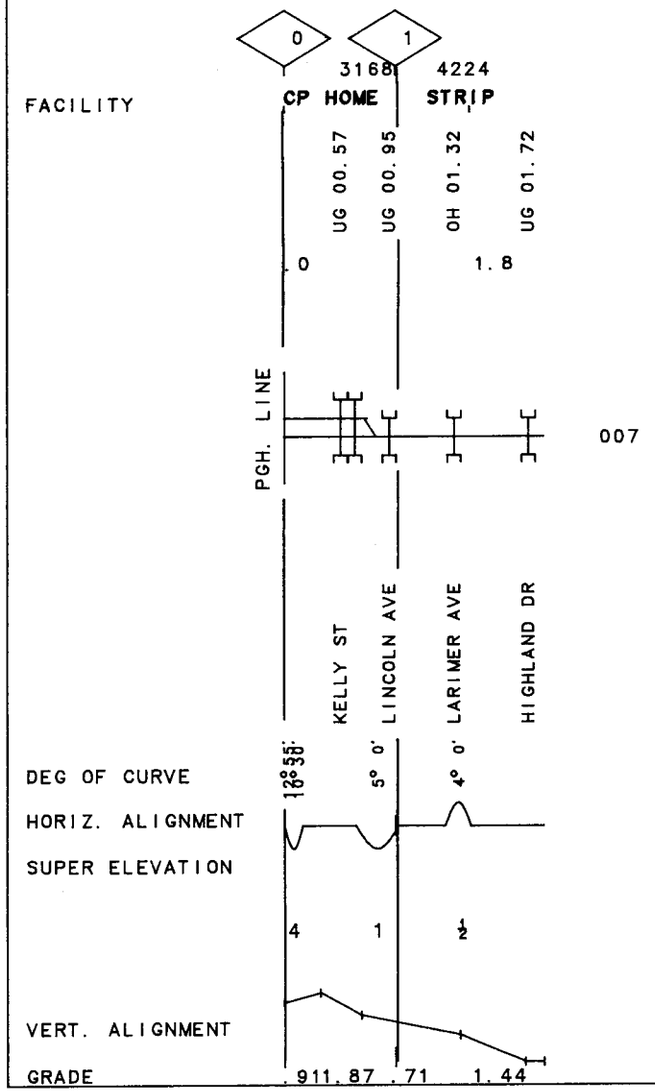
GRADE .45 | .20 | .03 | .36 | .20 | .34 | .47 | .12 | .02 | .60 | .00

| | |
|---|---|
| GRINDING | |
| SURFACING | 83 |
| TIES | 83 |
| UNDERCUTTING | |
| RAIL | 31F83 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 |

007

| |
|---|
| FIBER OPTICS |

VALUATION TOWN V7025 HOMEWOOD



158

REV. 01/01/91 MP 1.80 -MP 2.70 PA

40-2228 VALLEY I.T.

| | |
|---|---|
| GRINDING | |
| SURFACING | 83 |
| TIES | 83 |
| UNDERCUTTING | |
| RAIL | /31F83//1 30-34 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN

V7028
COLEMAN

0
5280
1
3168
2
1056

FACILITY

UG 00.02

2.45
2.60

1.8
2.7

COLEMAN SEC

P P

007

DUQUESNE WY
11TH STREET

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

1° 0'
2° 0'
2°30'

0 0 0

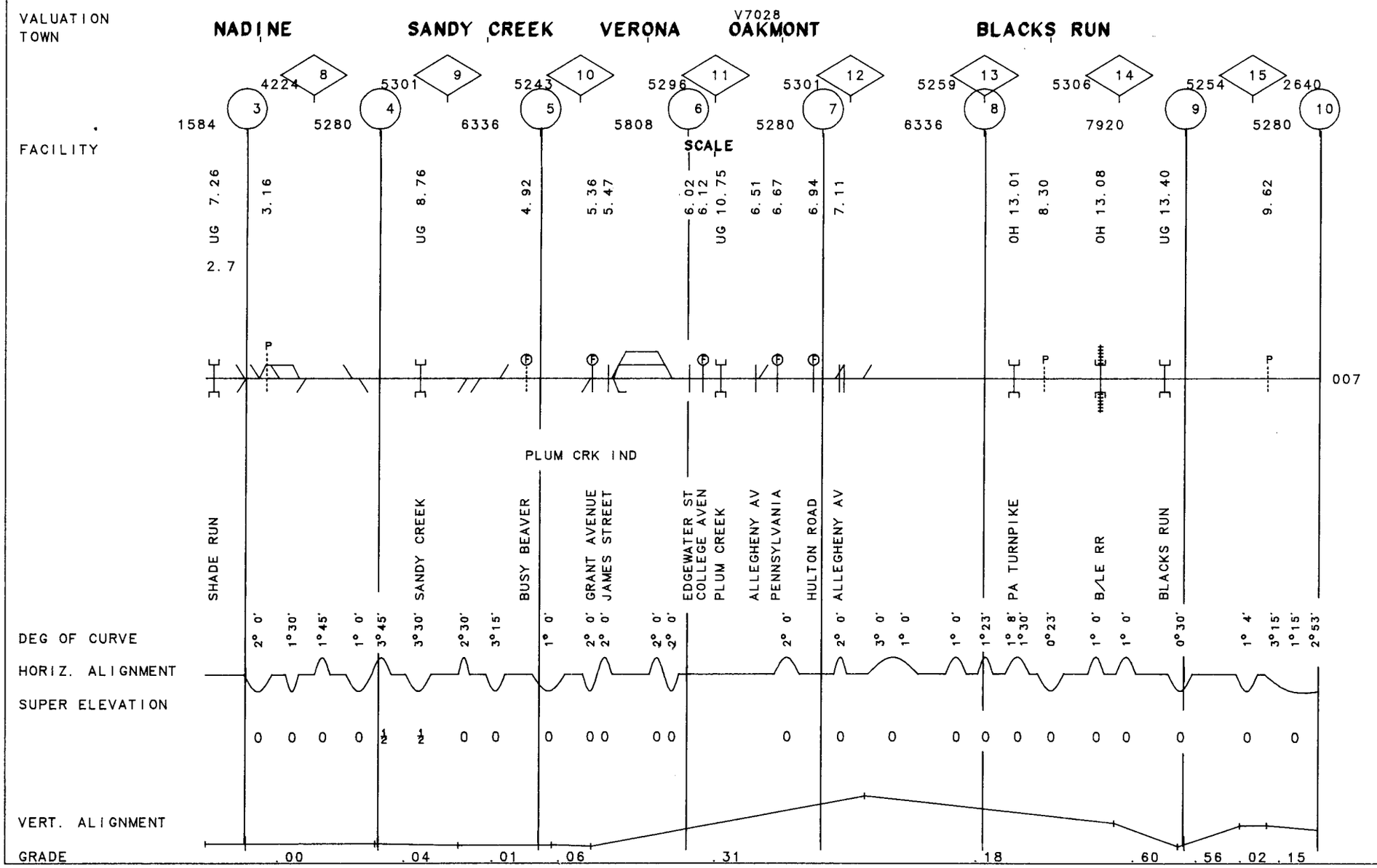
VERT. ALIGNMENT
GRADE

.32 1.52 .06 .17

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | | | | | | | |
| SURFACING | 83 | | | | | | |
| TIES | 83 | | | | | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 30C26 | 30-30 | 30-26 | 30-25 | 30-29 | 30-30 | |
| BAL CLEAN | | | | | | | |
| TONNAGE(MGT) | 0.1 | | | | | | |
| T T SPEED | 25 | | | | | | |

007

FIBER OPTICS




159

REV. 01/01/91 MP 2.70 -MP 10.00 PA

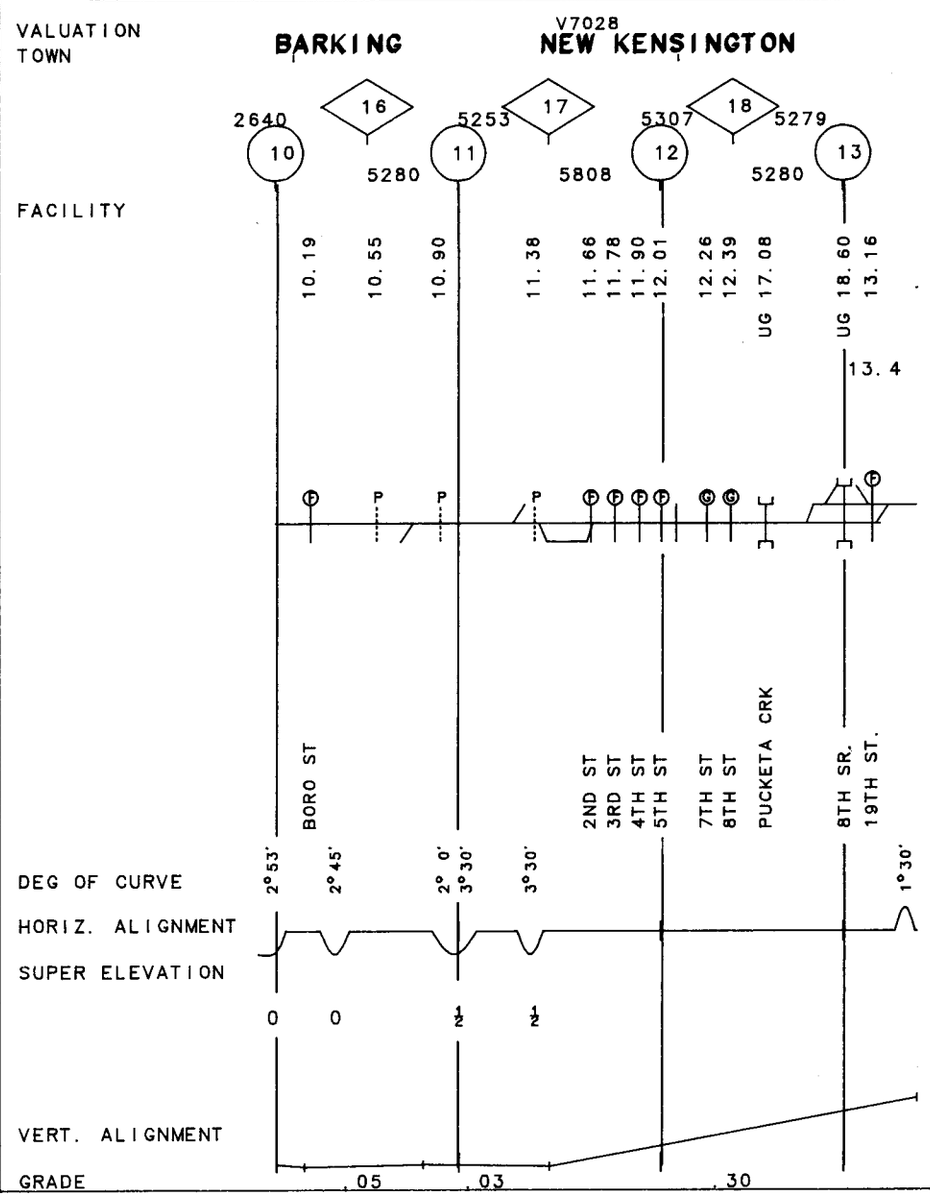
40-2229 VALLEY I.T.

40-2229 VALLEY I.T. REV. 01/01/91 MP 10.00 -MP 13.40 PA

| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | 83 | | |
| TIES | 83 | | |
| UNDERCUTTING | | | |
| RAIL | 30C30 | 30-27 | 30C28 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | 0.1 | | |
| T T SPEED | 25 | | |

007

| | |
|---|---|
| FIBER OPTICS | |

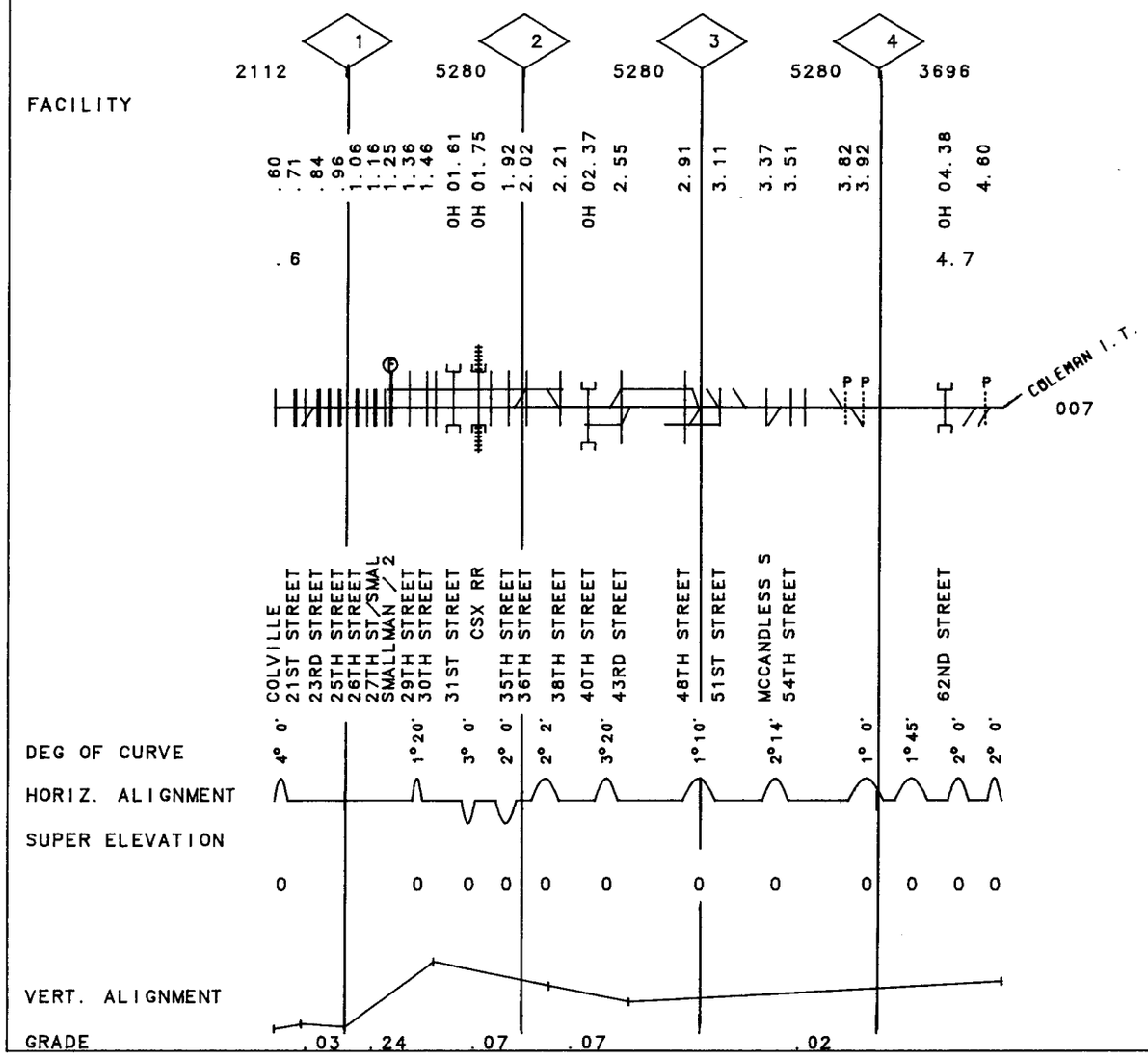


| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-40 \| 30-43 \| 30-28 \| 30C44 \| 30C52 |
| BAL CLEAN | |
| TONNAGE(MGT) | |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

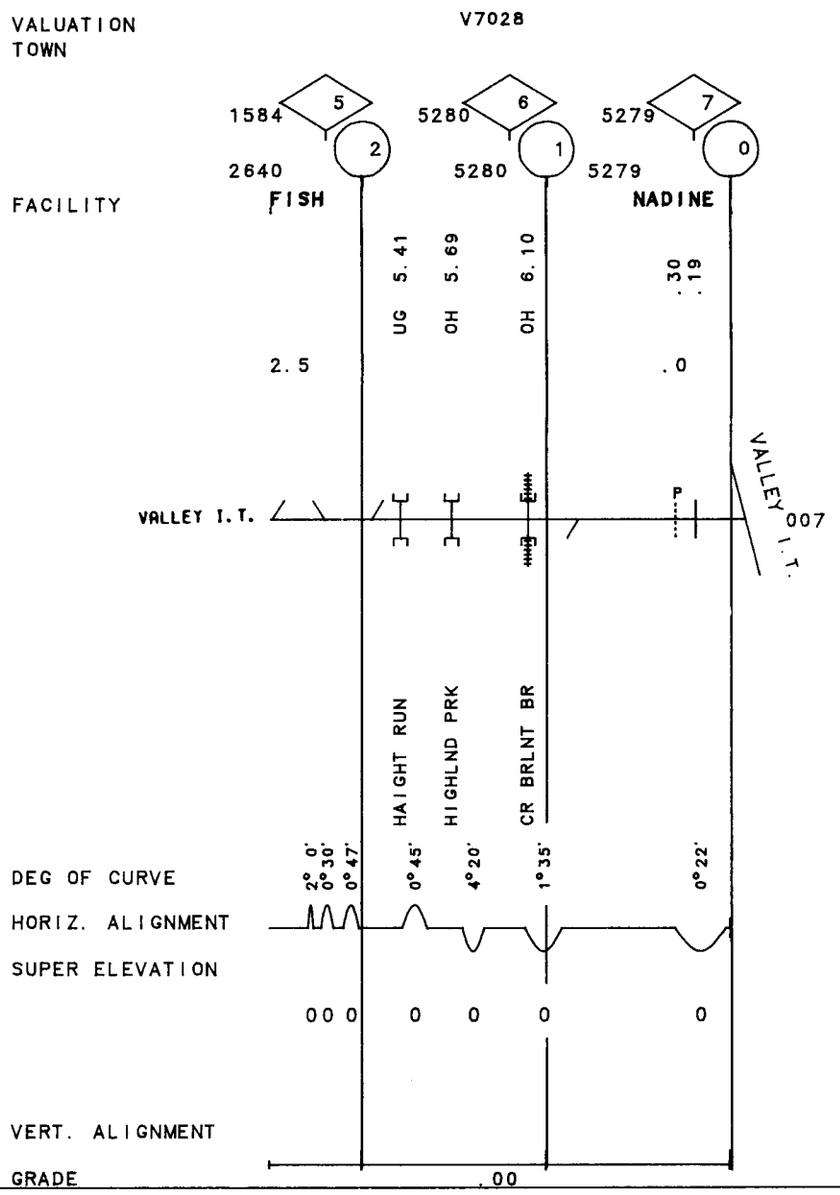
VALUATION
TOWN **PITTSBURGH** V7028



| | | | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | | | 60PB | |
| TIES | | | 60PB | |
| UNDERCUTTING | | | | |
| RAIL | 00-17 | 31C52 | 30-31 | 30C26 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | 0.1 | | | |
| T T SPEED | 10 | | | |

007

FIBER OPTICS



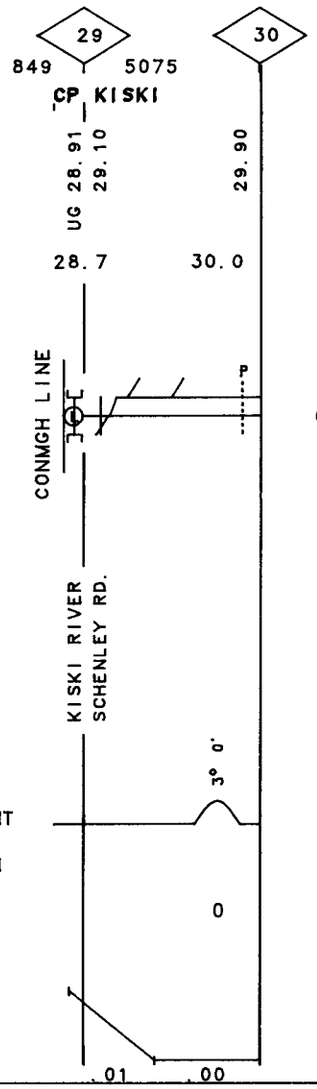
| | |
|---|---|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 30C40 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION V7035
TOWN SCHENLEY

FACILITY



REV. 01/01/91 MP .00 -MP 10.00 WV

| | | |

REV. 01/01/91 MP 10.00 -MP 19.20 WV

| | | |

166

REV. 01/01/91 MP .00 -MP 8.20 WV

40-2235 WELLS I.T.

| | | |

| | | |

168

REV. 01/01/91 MP 10.00 -MP 17.90 OH

40-2237 CAPTINA R.T.

| | | |

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

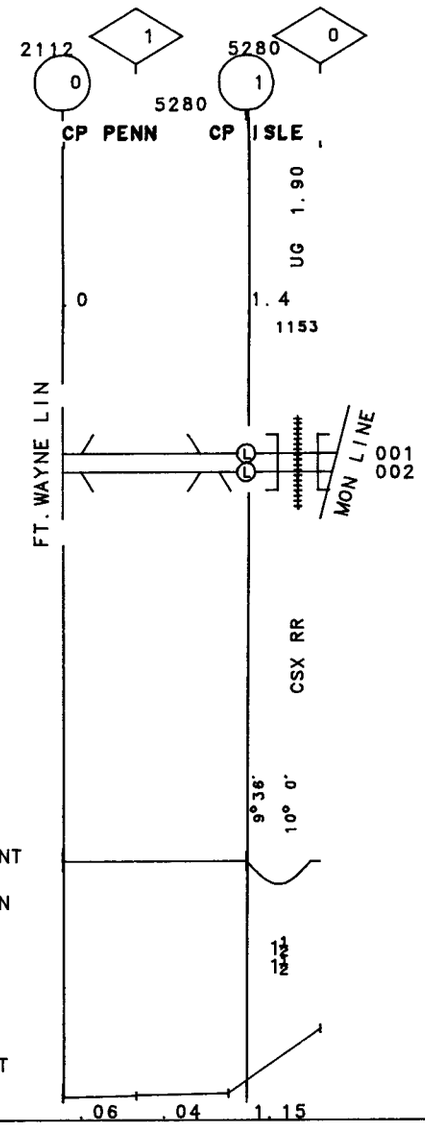
001

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

002

| |
|---|
| FIBER OPTICS |

VALUATION V7201 V7335
TOWN ISLAND AVENUE




169 PA

MP 1.40 -MP .00

REV. 01/01/91

40-2224 ISLAND SEC.

170

40-2238 CADIZ R.T. MP .00 -MP 6.50 OH REV. 01/01/91

| | | |

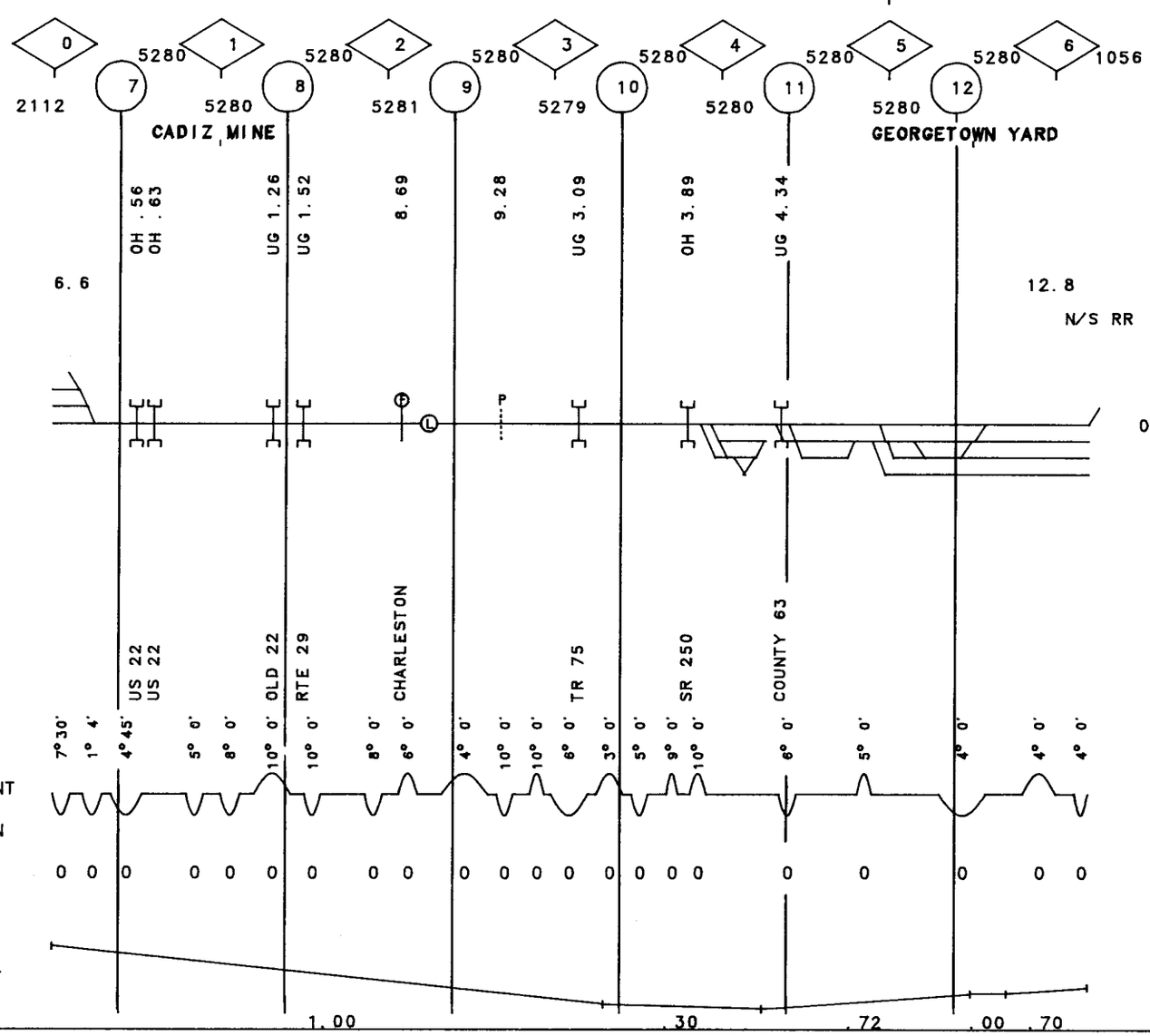
| | |
|---|---|
| GRINDING | |
| SURFACING | 84 |
| TIES | 84 |
| UNDERCUTTING | |
| RAIL | 31-40 \| 31-50 \| 30-50 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.7 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION V7132

TOWN HANNA




FACILITY

REV. 01/01/91 MP 6.60 -MP 12.80 OH

40-2239 CADIZ R.T.

REV. 01/01/91 MP .00 -MP 5.70 PA

40-2240 BLAIRSVILLE I.T.

| | | | | | | |
|---|---|---|---|---|---|---|
| GRINDING | | | | | | |
| SURFACING | 80E | 87 | | | | |
| TIES | | 80 | | | | |
| UNDERCUTTING | | | | | | |
| RAIL | 00-38 | 00-26 | 40F63 | 00-27 | 30-33 | 31-52 |
| BAL CLEAN | | | | | | |
| TONNAGE(MGT) | 2.8 | 1.7 | | | | |
| T T SPEED | 15 \| 10 | 15 | | | | |

007

FIBER OPTICS

V7029

VALUATION TOWN: BLAIRSVILLE | BLACK LICK

FACILITY: CP ALUM | ZD

2 0 | 5280 3 1 5280 | 5280 4 2 5280 | 5280 5 3 5280 | 5280 6 4 5280 | 5280 7 5 5280 3696

UG 2.76 .90 1.10 | OH 3.77 1.90 | OH 4.48 2.80 | 3.25 | 3.50 | 5.10

0 5.7

CONNGH LINE

CR CNMGH ML MARKET STREE | MAPLE AVENUE | ROUTE 22 | T.R. 455 | LR32016 | OLD ROUTE 22

007

DEG OF CURVE: 6° 7' | 2°30' | 6° 0' | 5° 0' | 3° 0' | 7° 0' | 4° 0' | 0° 0' | 9° 0' | 8° 0' | 1°30'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 | 0 0 | 0 0 0 | 0 | 0 0 | 0

VERT. ALIGNMENT

GRADE: 1.61 00 | 1.61 | 1.61 | 1.69 | 1.36 1.68 00 | 1.00 .00

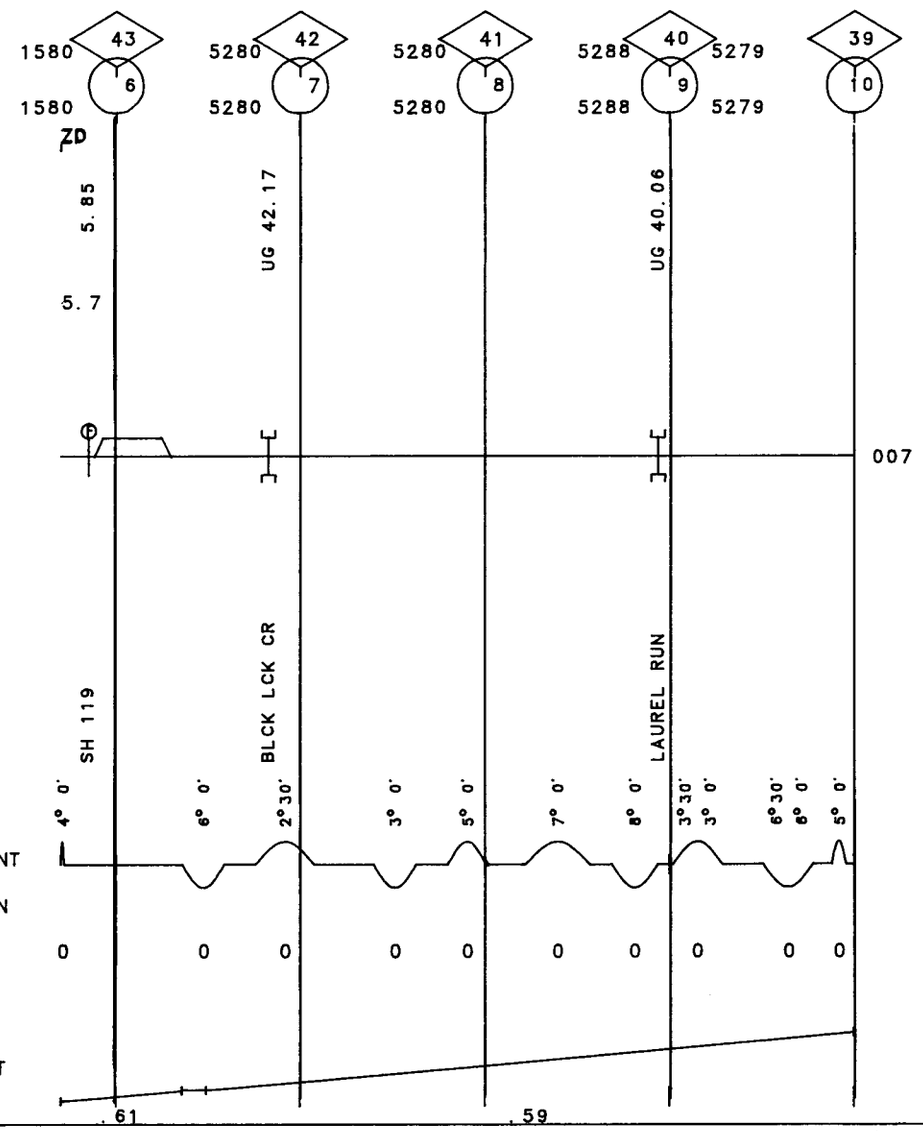
| | | | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | 86 | | | |
| TIES | 82 | | | |
| UNDERCUTTING | | | | |
| RAIL | 00C36 | 30C29 | 00C29 | 00C43 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | 1.5 | | | |
| T T SPEED | 10 | | | |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION
TOWN

JOSEPHINE V7019




173

PA

MP 10.00 -MP 5.70

REV. 01/01/91

20-2237 BLAIRSVILLE I.T.

174

PA

MP 17.50 - MP 10.00

REV. 01/01/91

20-2237 BLAIRSVILLE SEC.

| | |
|---|---|
| GRINDING | |
| SURFACING | 86 / 82 |
| TIES | 82 |
| UNDERCUTTING | |
| RAIL | 00C25 / 00C36 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.5 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION
TOWN

V7019

HESHBON CLAGHORN DIAS

FACILITY

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | 10 | 5285 | 38 | 11 | 5285 | 5280 | 37 | 12 | 5280 | 5278 | 36 | 13 | 5278 | 5287 | 35 | 14 | 5287 | 4987 | 34 | 15 | 4987 | 5587 | 33 | 16 | 5587 | 5264 | 32 | 17 | 5264 | 2640 |

UG 36.70
12.40

UG 34.58

OH 32.87

UG 32.52

17.5

007

AULDS RUN
SH 259

BRUSH CREEK

ST RT 56

DIAS RUN

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6° 0' | 9° 0' | 2° 0' | 6° 0' | 7° 0' | 8° 0' | 5° 0' | 5°30' | 4° 0' | 5° 0' | 5° 0' | 5°30' | 3° 0' | 3° 0' | 1° 0' | 4° 0' | 8° 0' | 3° 0' | 4° 0' | 3° 0' | 3° 0' | 5° 0' | 6° 0' | 6° 0' | 4° 0' | 5° 0' |
| 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | | | | | | | | | | | | | |

VERT. ALIGNMENT

GRADE

28

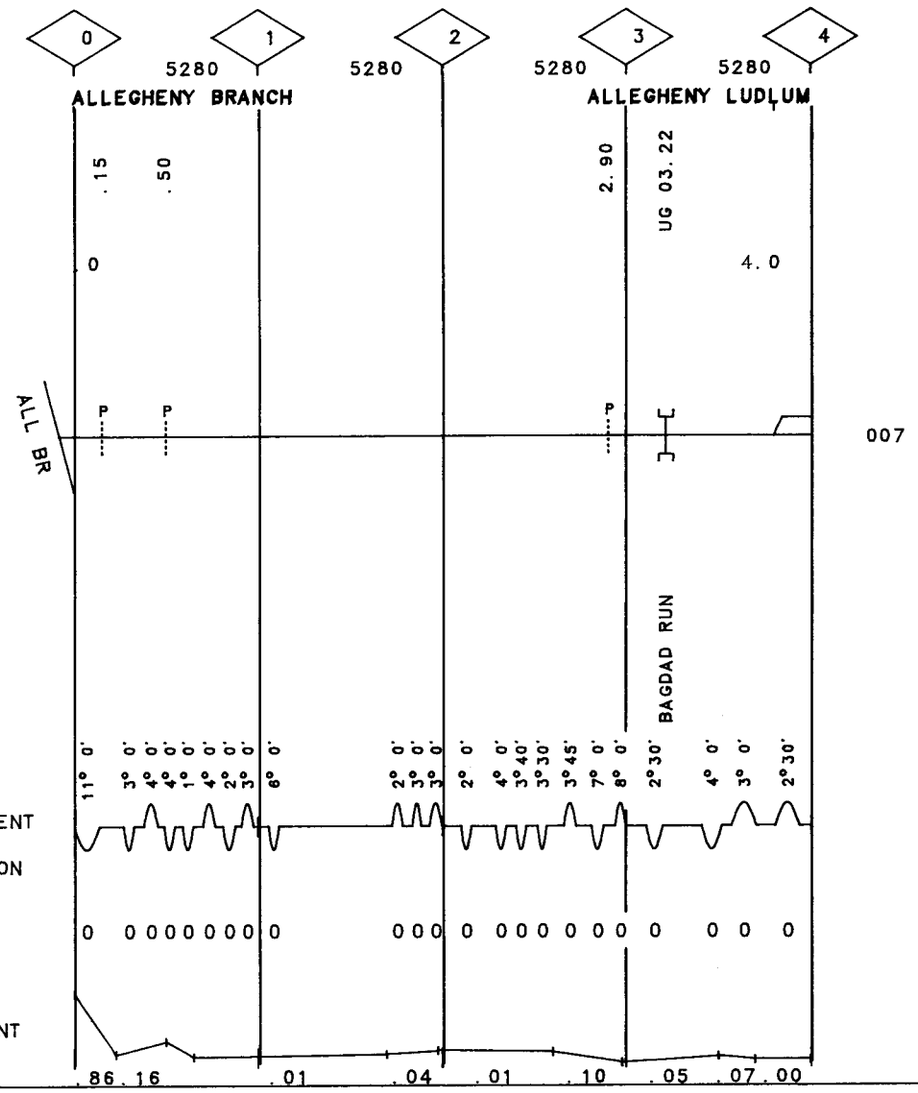
| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | | | |
| TIES | | | |
| UNDERCUTTING | | | |
| RAIL | 00-28 | 00-31 | 30-43 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | | 0.1 | |
| T T SPEED | | 10 | |

007

| | |
|---|---|
| FIBER OPTICS | |

V7029

VALUATION TOWN **SCHENLEY**



176

40-2285 UNITY I.T. REV. 01/01/91 MP .00 -MP .90 PA

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-55 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7025
TOWN LATROBE

0
4752
FACILITY TROBE

0 .9

PGH LINE

007

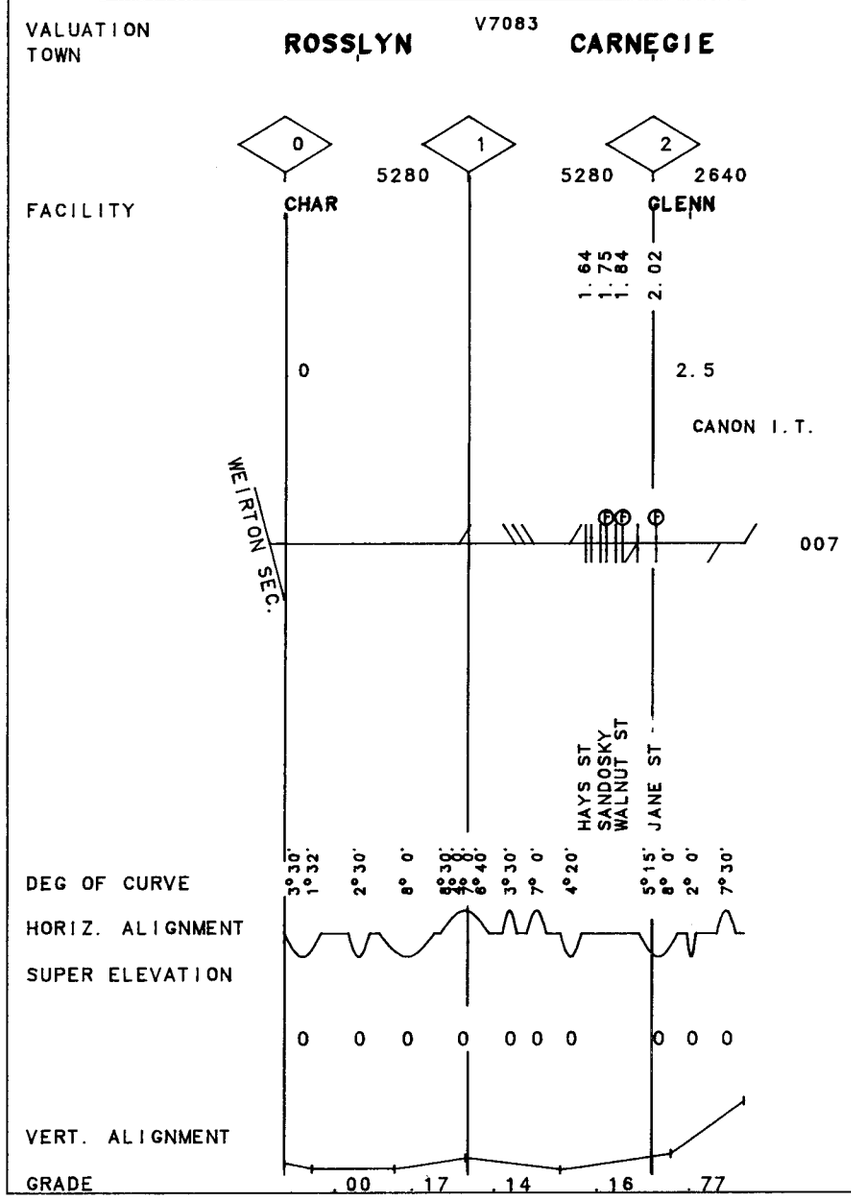
DEG OF CURVE 8° 0'
HORIZ. ALIGNMENT
SUPER ELEVATION

0

VERT. ALIGNMENT
GRADE .48 .89 .21

| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | PC/Y | | |
| TIES | | | |
| UNDERCUTTING | MAIT. | | 007 |
| RAIL | | | |
| BAL CLEAN | | | |
| TONNAGE(MGT) | 0.1 | | |
| T T SPEED | 15 | | |

| | |
|---|---|
| FIBER OPTICS | |




177

MP .00 -MP 2.50 PA

REV. 01/01/91

40-22KK CANON I.T.

REV. 01/01/91 MP 2.00 -MP 3.00 PA

40-2226 BRILLIANT I.T.

| | |
|---|---|
| GRINDING | |
| SURFACING | 75E |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-43 |
| BAL CLEAN | 83 |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 \| 10 |

002

| | |
|---|---|
| GRINDING | |
| SURFACING | 74E |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-30 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 \| 10 |

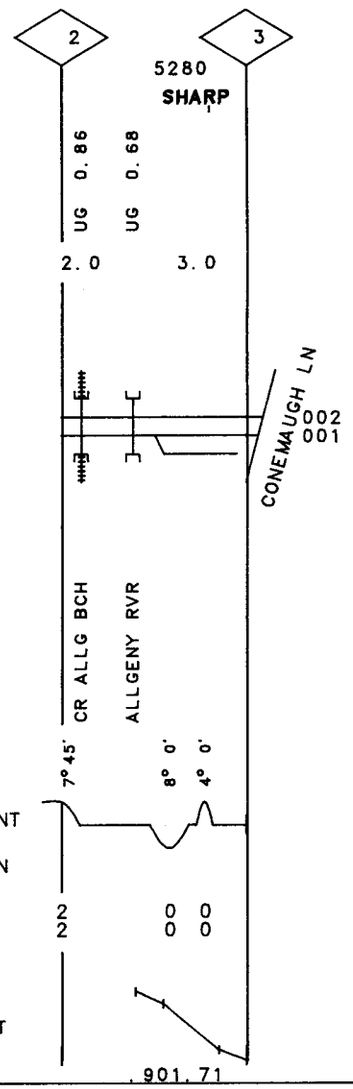
001

| |
|---|
| FIBER OPTICS |

VALUATION V7025 | V7028

TOWN ASPINWALL

FACILITY



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

WS

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | | | | | | | | | |
| SURFACING | | | 79E | | | | | | | | | 79E |
| TIES | | 79 | | | | | 78 | | | | | |
| UNDERCUTTING | | | | | | | | | | | | |
| RAIL | 30-46 | 00-24 | 00-26 | 30-25 | 00-27 | ///31F79/// | 30-29 | 30-38 | 30-27 | 30-28 | 30-29 | 30-34 |
| BAL CLEAN | | | | | | | | | | | | |
| TONNAGE(MGT) | | | | | | 0.1 | | | | | | |
| T T SPEED | | | | | | 10 | | | | | | |

007

| |
|---|
| FIBER OPTICS |

VALUATION TOWN: CARNEGIE V7084|V7082 — KIRWIN — MAYVIEW — BOYCE — HILLS

FACILITY

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2524 | 5285 | 5220 | 5303 | 5246 | 5273 | 5279 | 5324 | 4851 | 5714 |
| | GLENN | | | | | | | | MONTOUR R. R. | |
| | OH 01.00 | UG 01.60<br>1.74<br>OH 01.88 | 2.55<br>UG 02.72 | 3.22<br>UG 03.54<br>3.75<br>UG 03.93 | UG 04.33<br>4.54<br>UG 04.67<br>UG 04.94 | 5.90 | 6.50 | 7.07<br>UG 07.24<br>7.50 | 8.31<br>UG 08.55<br>UG 08.80<br>UG 09.06<br>9.15 | OH 9.60<br>T 09.68<br>UG 09.84 |

.5
CANON I.T.

502
LIMITING TUNNEL CLEARANCE 19'-5" H / 11'-0" W

WS
007

| | | | | | | | | | | | |

180

REV. 01/01/91 MP 10.00 -MP 20.00 PA

40-2244 CANON I.T.

| | |
|---|---|
| GRINDING | |
| SURFACING | 79E |
| TIES | 78 / 82 |
| UNDERCUTTING | |
| RAIL | 30-39 \| 30-27 \| 00-28 \| 00-26 \| 00-25 \| 00-27 \| 00-25 \| 30-29 \| 00-24 \| 00-26 \| 00-27 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN: VAN EMMEN | MORGANZA (V7082 \| V7084) | CANONSBURG | HOUSTON | MEADOW LANDS | ARDEN

| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | | 5269 | 5239 | 5292 | 5227 | 5289 | 5288 | 5280 | 5256 | 5305 | 4872 |
| | 10.10 | | OH 11.47 | | 13.44 | 14.10 | 15.25 | 15.85 | 16.19 | 17.29 | 18.01 | 18.40 | 18.76 | 19.75 |
| | 10.40 | | UG 11.78 | | 13.55 | 14.21 | 15.41 | 16.00 | 16.35 | | 18.17 | | 18.90 | 19.89 |
| | | | OH 12.25 | | | 14.30 | | | 16.49 | | | | | |
| | | | OH 12.29 | | | 14.44 | | | | | | | | |
| | | | UG 12.50 | | | 14.56 | | | | | | | | |
| | | | 12.65 | | | 14.69 | | | | | | | | |
| | | | | 13.10 | | 14.86 | | | | | | | | |
| | | | | | | 15.25 | | | | | | | | |
| | | | | | | 15.41 | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | |

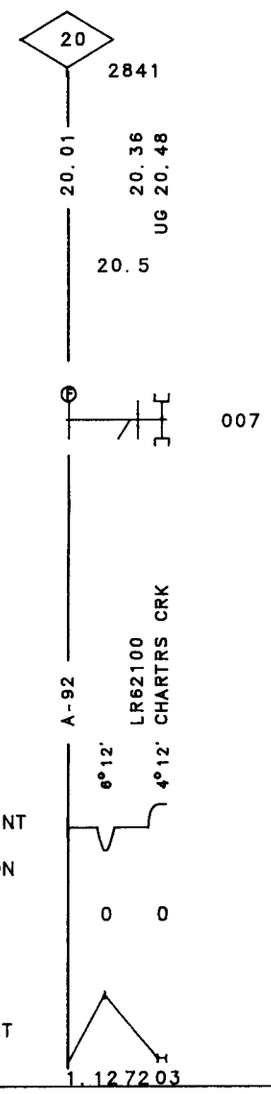
| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | 82 |
| UNDERCUTTING | |
| RAIL | 00-27 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

| FIBER OPTICS |
|---|

VALUATION V7084
TOWN

FACILITY




DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE

REV. 01/01/91 MP 20.00 -MP 20.50 PA

40-2244 CANON I.T.

182

40-2251 AXLE WORKS I.T. MP .00 -MP .60 PA REV. 01/01/91

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7030
TOWN HAYS

0
3168

FACILITY BECK

UG 4.53
UG 4.92
0 .6

MONONGAHELA BR

007

UNION RR

P/LE RR
STREETS RUN

DEG OF CURVE 9°30' 12° 0' 10° 0' 12° 0' 1°50'
HORIZ. ALIGNMENT
SUPER ELEVATION

0 ½ ½ ½ 0

VERT. ALIGNMENT
GRADE 1.29

REV. 01/01/91 MP .00 -MP 10.00 PA

| | | |

184

REV. 01/01/91 MP 10.00 -MP 19.40 PA

40-2254 ELLSWORTH I.T.

| | |
|---|---|
| GRINDING | 82 |
| SURFACING | 82 |
| TIES | 88 / 79 |
| UNDERCUTTING | |
| RAIL | 36F82 |
| BAL CLEAN | 88 |
| TONNAGE(MGT) | 4.7 / 1.9 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION TOWN: ELLSWORTH | COKEBURG | SCENERY HILL V7030 | GREENLEE | MARIANNA

FACILITY

| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|---|---|---|---|---|---|---|---|---|---|
| | 5280 | 5190 | 5282 | 5283 | 5283 | 5284 | 5290 | 5286 | 5285 2050 |
| | | COKE | | | | | | | MARY |
| 10.01 | 10.60 UG 40.62 | UG 40.87 | UG 41.11 | UG 41.38 | UG 41.89 | UG 42.63 | UG 43.44 | OH 44.24 | UG 44.86 | 15.40 | 15.70 | 16.20 | 16.90 | UG 47.20 | UG 47.85 | UG 48.97 19.40 |

19.4

007

COKEBURG I T

| | | | | | | |

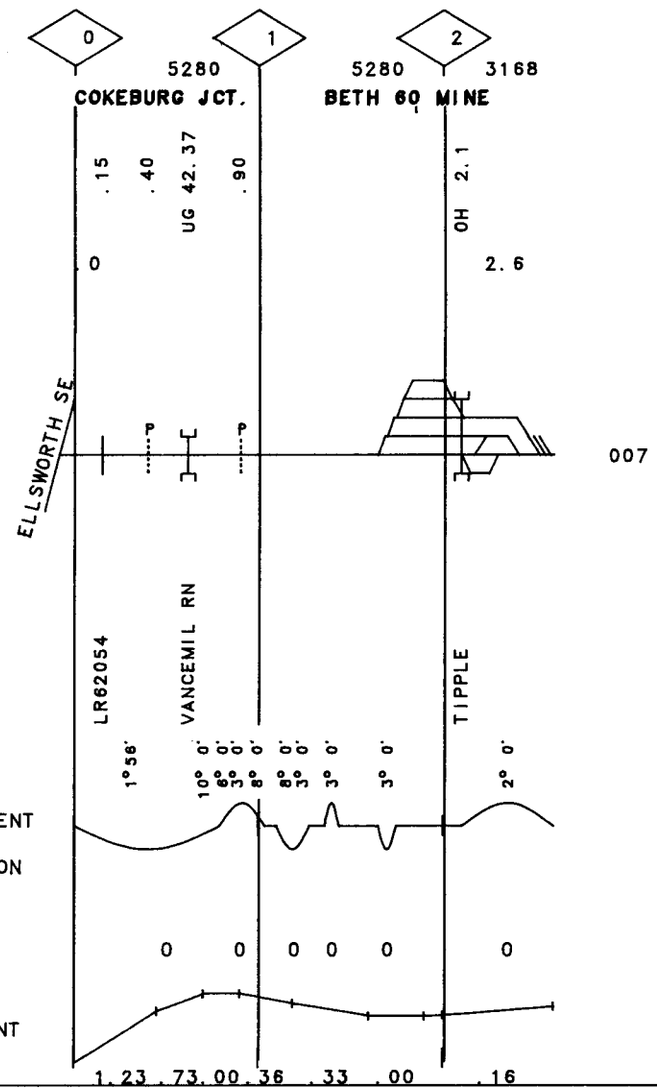
MP .00 -MP 2.60 PA

REV. 01/01/91

40-2255 COKEBURG I.T.

| | | | |
|---|---|---|---|
| GRINDING | | 82 | |
| SURFACING | | 82 | |
| TIES | 82 | | |
| UNDERCUTTING | | | |
| RAIL | ////////40F82//////// | | 007 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | | 2.8 | |
| T T SPEED | | 10 | |
| FIBER OPTICS | | | |

VALUATION TOWN V7030 **COKEBURG**



186

REV. 01/01/91 MP 52.10 -MP 52.60 PA

40-2258 REDSTONE SEC.

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30C52 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V7030
TOWN **WEST BROWNSVILLE**

FACILITY

UG 52.17

52.5 52.6

007

P/LE

MONONGAHELA

DEG OF CURVE 0° 0' 0° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION

0 0

VERT. ALIGNMENT

GRADE .27 .00

| | | |
|---|---|---|
| GRINDING | | |
| SURFACING | | |
| TIES | 88 | 90 |
| UNDERCUTTING | | |
| RAIL | 00-26 | 00-28 |
| BAL CLEAN | | |
| TONNAGE(MGT) | 0.1 | |
| T T SPEED | 15 | |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN — HUNKER — V7026 — WALTZ

FACILITY

0 — 5280 — 1 — 5280 — 2 — 5280 — 3

UG 00.26 — UG 01.96 — UG 02.63 — 2.90

0 — 3.0

SOUTHWEST IN

007

RT 119 — SWCKLY CRK — BARREN RUN — WALTZ

DEG OF CURVE: 2°45' 4° 0' 4° 0' 5°30' 4° 0' 5° 0' 4° 0' 5° 0' 5° 0' 2°30' 5° 0' 5° 0' 4° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 0 0 0 0 0 0 0 0 0

VERT. ALIGNMENT

GRADE: .08 .31 .10

187

MP .00 -MP 3.00 PA

REV. 01/01/91

40-2267 YUKON I.T.

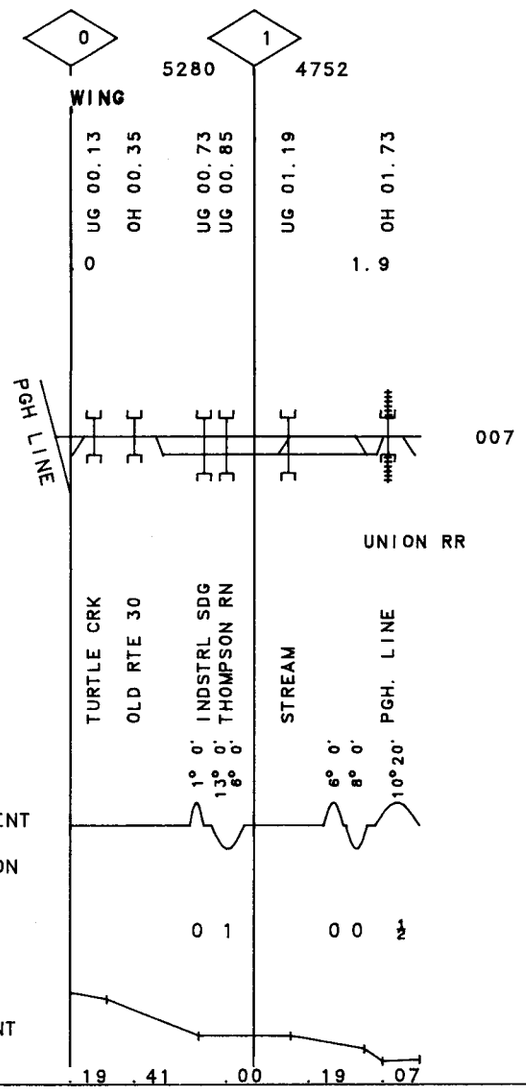
40-2276 EAST PITTSBURGH I.T. MP .00 -MP 1.90 PA REV. 01/01/91

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-37 \| 00-28 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN V7025 EAST PITTSBURGH

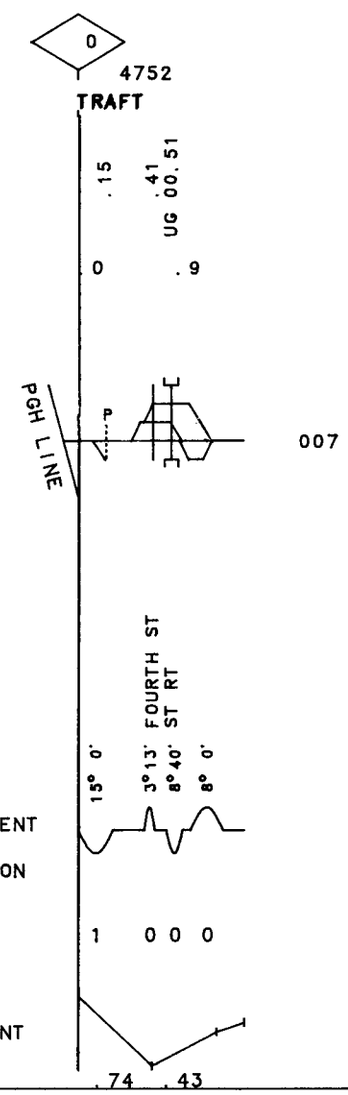


| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 30-29 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7025
TOWN TRAFFORD




FACILITY
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE .74 .43

40-2277 TURTLE CREEK I.T.

REV. 01/01/91 MP .00 -MP .90 PA

189

190

REV. 01/01/91 MP .00 -MP .20 PA

40-2282 JEANNETTE I.T.

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

007

FIBER OPTICS

VALUATION V7025
TOWN JEANNETTE

0

1056
FACILITY JEANNETTE GLASS

.17

.2.0

PGH. LINE

007

14° 0' 9TH STREET

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

1

VERT. ALIGNMENT

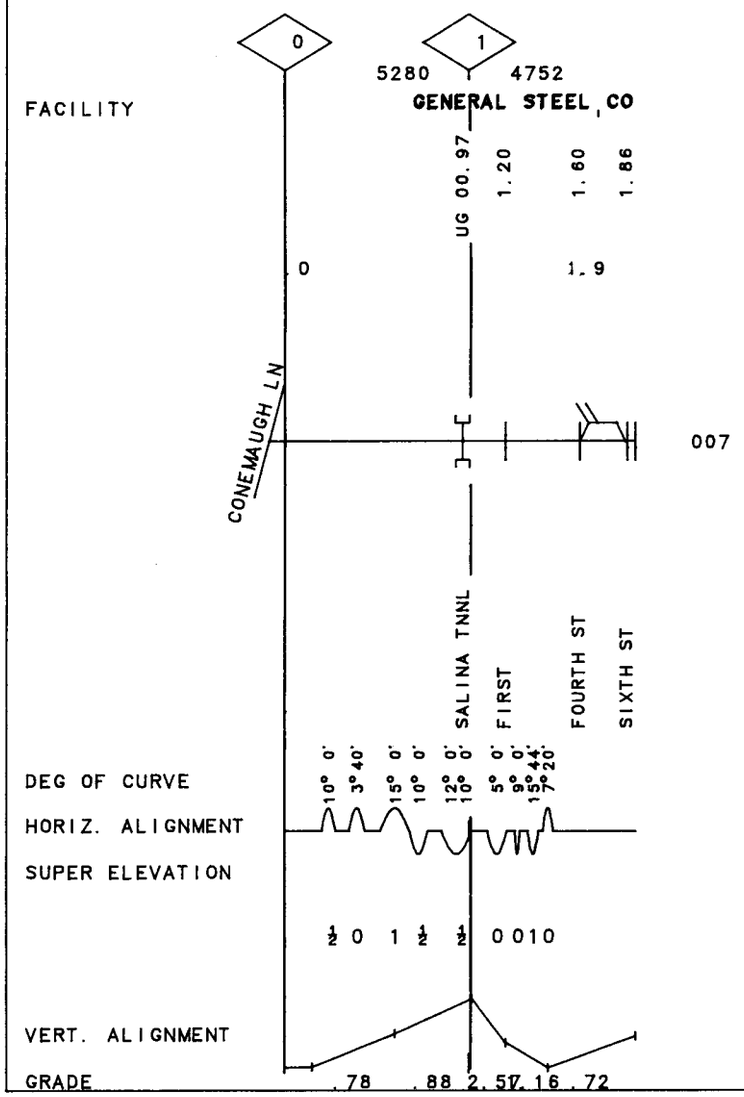
GRADE 2.15

| | |
|---|---|
| GRINDING | |
| SURFACING | 69P |
| TIES | 69 |
| UNDERCUTTING | |
| RAIL | 31-43 \| 00-13 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7029
TOWN




191

MP .00 -MP 1.90 PA

REV. 01/01/91

40-2286 AVONMORE I.T.

192

REV. 01/01/91 MP .00 -MP .30 PA

40-2296 PLUM CREEK I.T.

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

007

| |
|---|
| FIBER OPTICS |

VALUATION V7430
TOWN VERONA

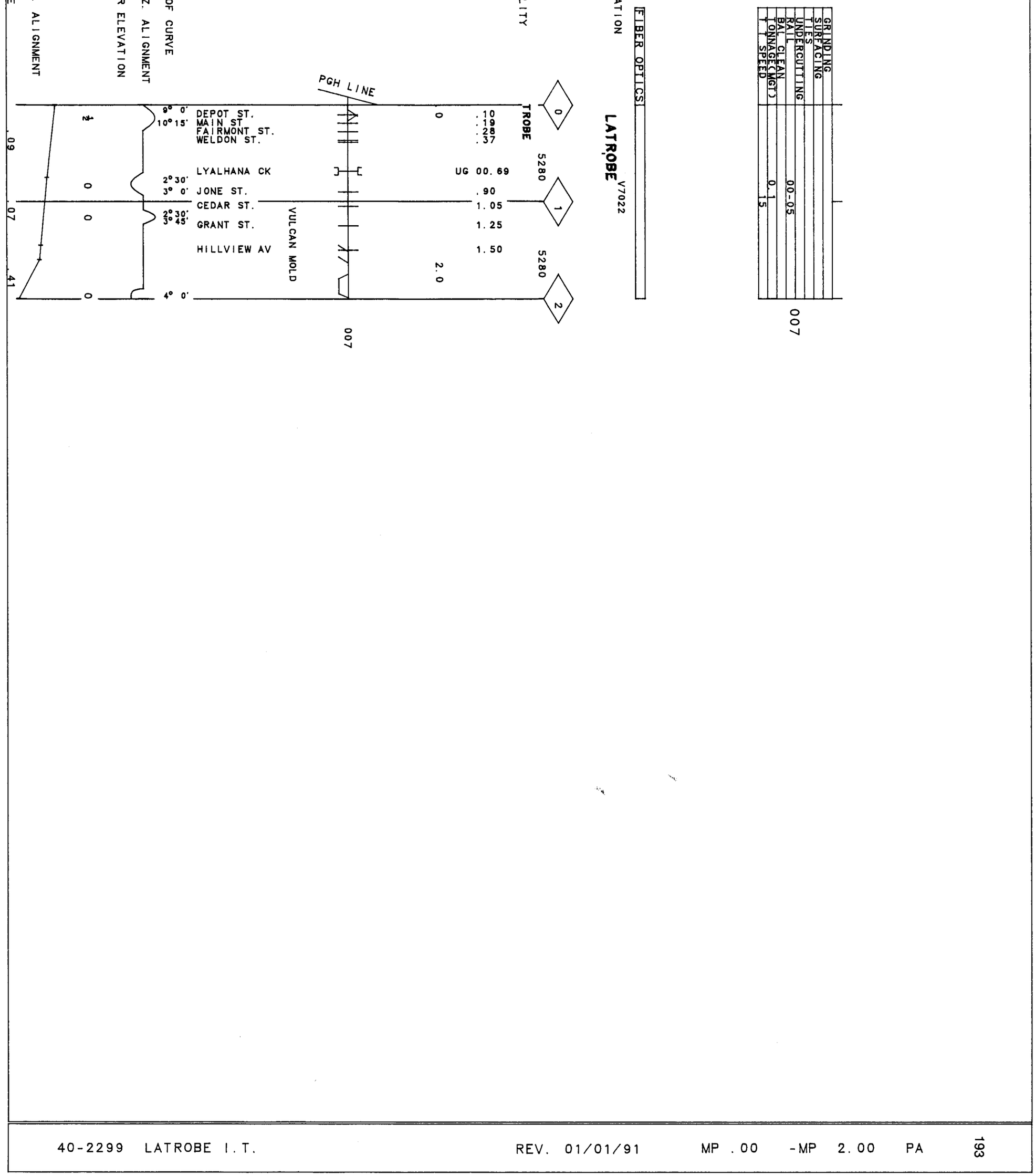
FACILITY

0
1584
OH 00.25
.30
ALL. BR.
007
5° 0' A RIVR BLVD
6° 0'

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

0

VERT. ALIGNMENT
GRADE .0026


GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T SPEED
00-05
0.1
15
007
FIBER OPTICS
VALUATION
TOWN
LATROBE
V7022
FACILITY
TROBE
PGH LINE
0
5280
1
5280
2
DEPOT ST.
MAIN ST
FAIRMONT ST.
WELDON ST.
LYALHANA CK
JONE ST.
CEDAR ST.
GRANT ST.
HILLVIEW AV
VULCAN MOLD
0
.10
.19
.28
.37
UG 00.69
.90
1.05
1.25
1.50
2.0
007
DEG OF CURVE
9° 0'
10° 15'
2° 30'
3° 0'
2° 30'
3° 45'
4° 0'
HORIZ. ALIGNMENT
SUPER ELEVATION
1
0
0
0
VERT. ALIGNMENT
GRADE
.09
.07
.41

40-22DD ECONOMY IND TRK EXT

REV. 01/01/91 MP 1.00 -MP 3.00 PA

| | | |
|---|---|---|
| GRINDING | | |
| SURFACING | | 68P |
| TIES | | 68 |
| UNDERCUTTING | | |
| RAIL | 00-30 | 31-68 |
| BAL CLEAN | | |
| TONNAGE(MGT) | 0.1 | |
| T T SPEED | 15 | |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V7336

TOWN **BADEN**

FACILITY

1 — 1.05 — 1.0 — ELEVENTH ST

2 — 5280 — UG 01.64 — UG 01.82 — RUN / ROAD — OHIO RV BVD

3 — 5280 — E. CONWAY — 3.0 — FT WAYNE LN — 007

DEG OF CURVE: 6° 0' | 0°30' | 0°30' | 0°44'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 | 0 0 0

VERT. ALIGNMENT

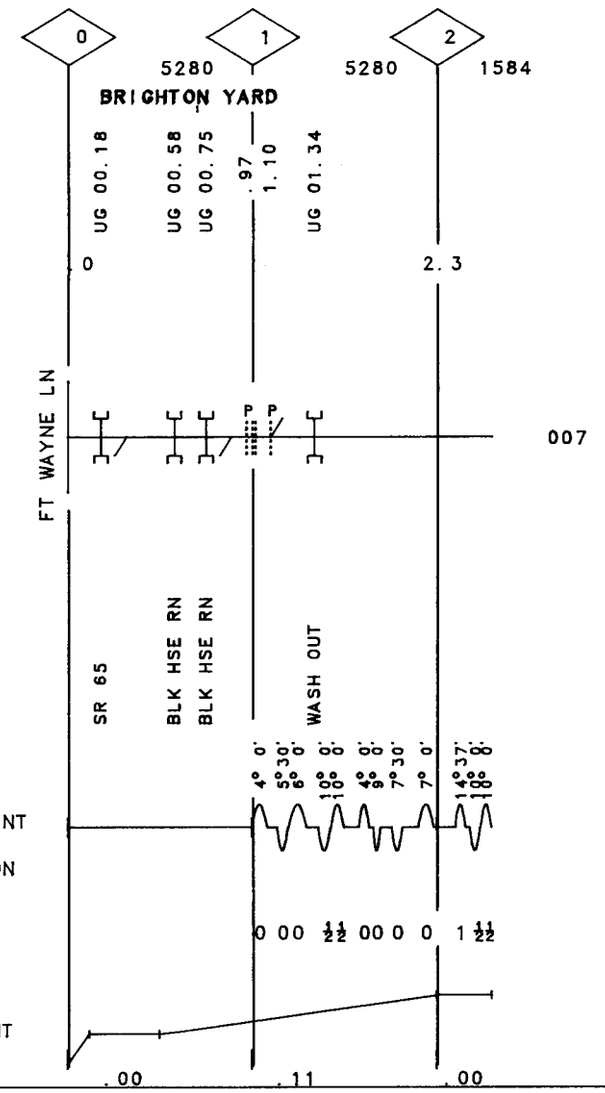
GRADE: .00 | 1.05

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN **ROCHESTER** V7336




195

MP .00 -MP 2.30 PA

REV. 01/01/91

40-22FF BLOCK HOUSE RUN I.T.

196

REV. 01/01/91 MP .00 -MP 1.30 PA

40-2288 INDIAN RUN I.T.

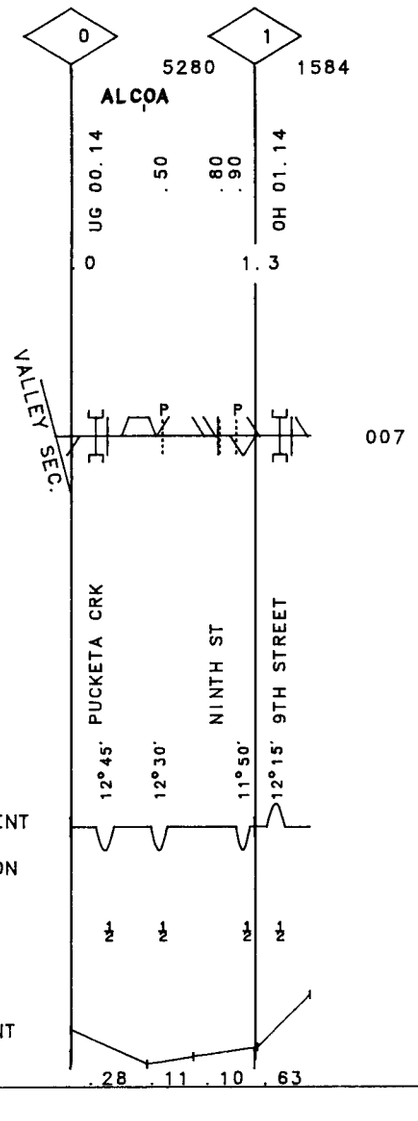
| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 00-10 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

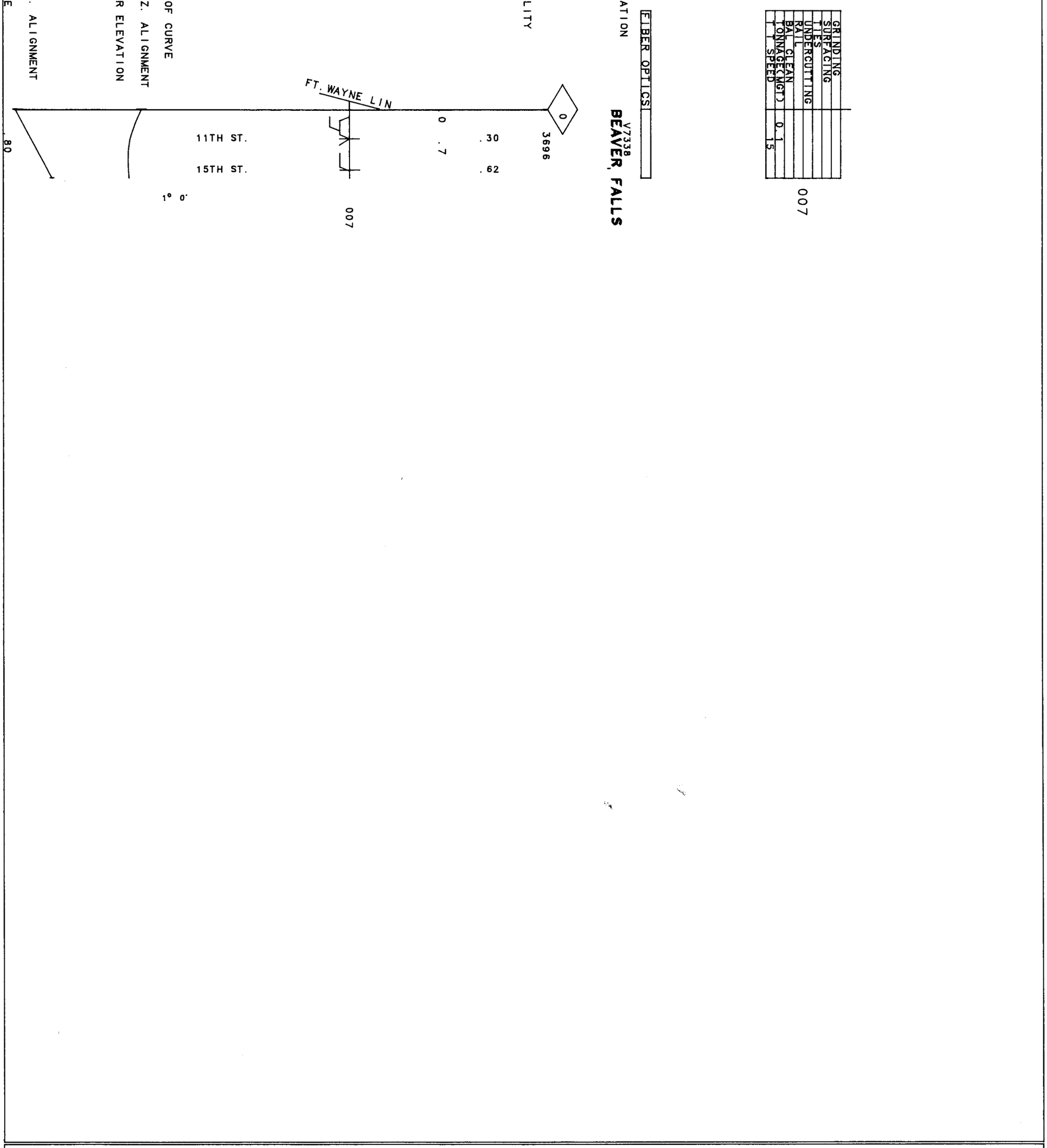
007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN

V7028
NEW KENSINGTON




GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT) 0.1
T SPEED 15
007
FIBER OPTICS
VALUATION V7338
TOWN BEAVER FALLS
FACILITY
FT. WAYNE LIN
0
3696
11TH ST.
.30
0 .7
15TH ST.
.62
1° 0'
007
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
.80

198

40-2327 TITUS I.T. REV. 01/01/91 MP 133.80-MP 137.50 PA

| | | E-S | E-S |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | | 65J | 65J |
| TIES | | | |
| UNDERCUTTING | | | |
| RAIL | | | |
| BAL CLEAN | | | |
| TONNAGE(MGT) | | 0.1 | 0.1 |
| T T SPEED | | 10 | 10 |

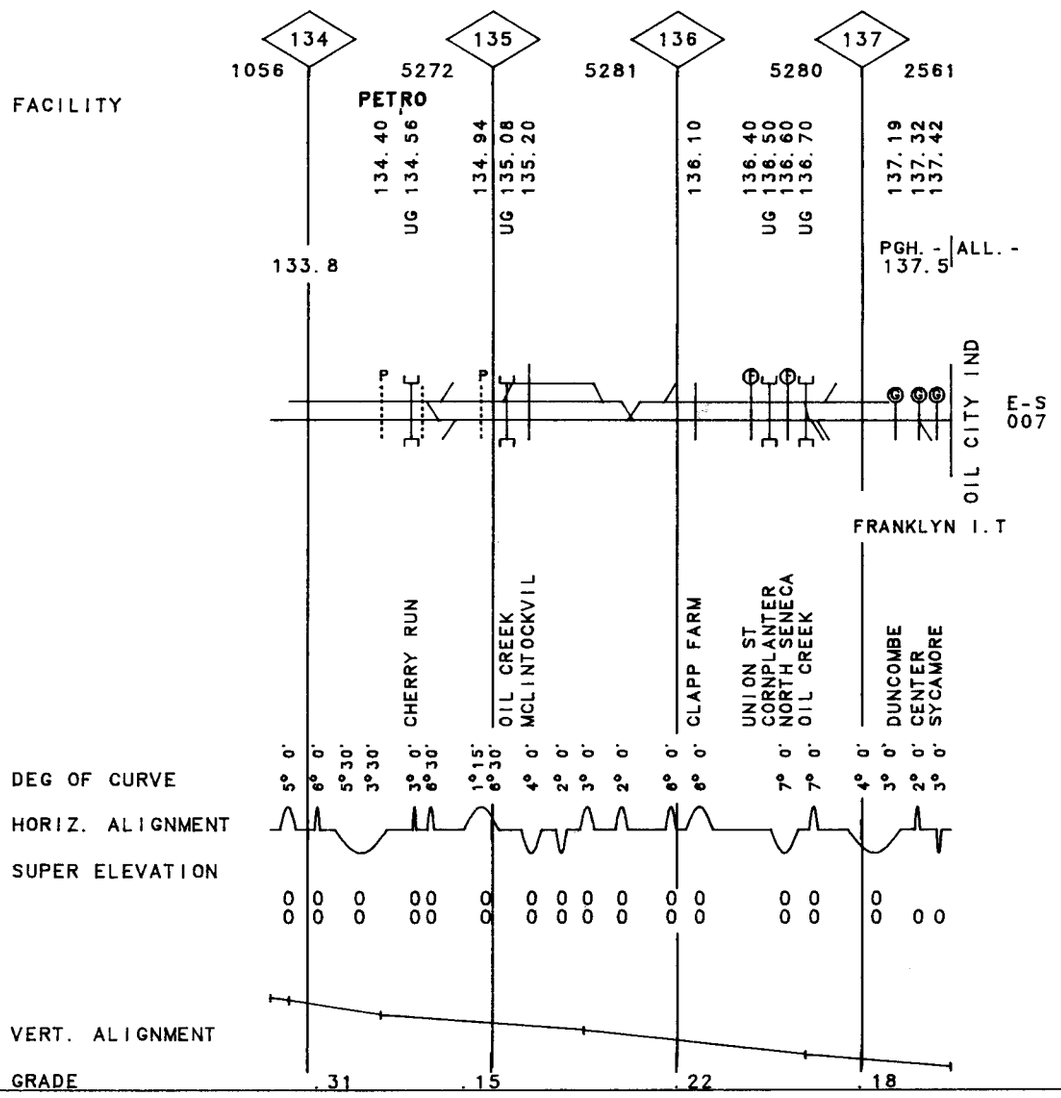
E-S

| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | | 87 | |
| TIES | | 87 | |
| UNDERCUTTING | | | |
| RAIL | 30F25 | 31F64 | 30F89 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | | 0.1 | |
| T T SPEED | 10 | 15 | |

007

| FIBER OPTICS | |
|---|---|

VALUATION TOWN — ROUSEVILLE — V7206 — OIL CITY



| | |
|---|---|
| GRINDING | |
| SURFACING | 64E \| 37H |
| TIES | 37 |
| UNDERCUTTING | |
| RAIL | 30C30 \| 31C47 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

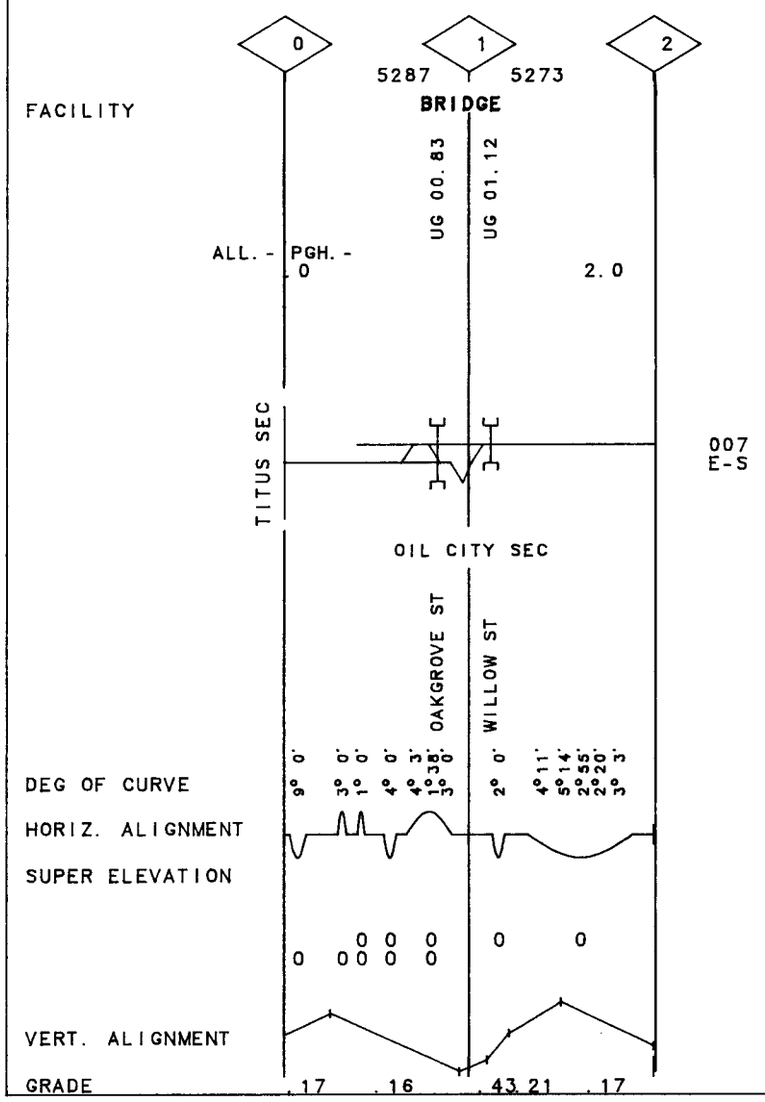
| | |
|---|---|
| GRINDING | |
| SURFACING | 67J |
| TIES | 64 |
| UNDERCUTTING | |
| RAIL | 31C64 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

E-S

| |
|---|
| FIBER OPTICS |

VALUATION TOWN

OIL CITY V7207




199

MP .00 -MP 2.00 PA

REV. 01/01/91

40-2328 OIL CITY I.T.

200

MP 129.50-MP 132.30 PA

REV. 01/01/91

40-2329 OIL CITY SEC.

| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | | 63M | |
| TIES | | 55 | |
| UNDERCUTTING | | | |
| RAIL | 00F21 | | 30C47 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | | 0.1 | |
| T T SPEED | | 10 | |

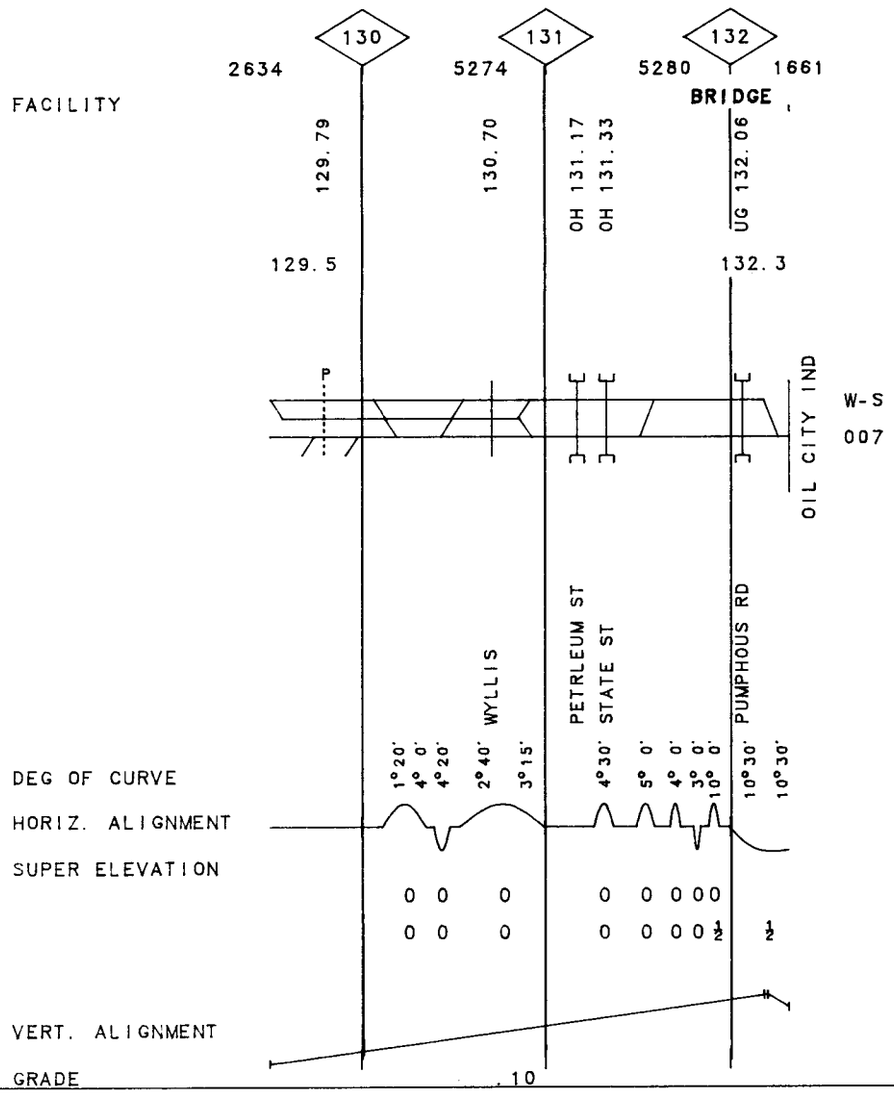
W-S

| | | | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | | 82 | | |
| TIES | | 82 | | |
| UNDERCUTTING | | | | |
| RAIL | 30C48 | 30C47 | 30F28 | 30C48 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | | 0.1 | | |
| T T SPEED | | 15 | | |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN **OIL CITY** V7035



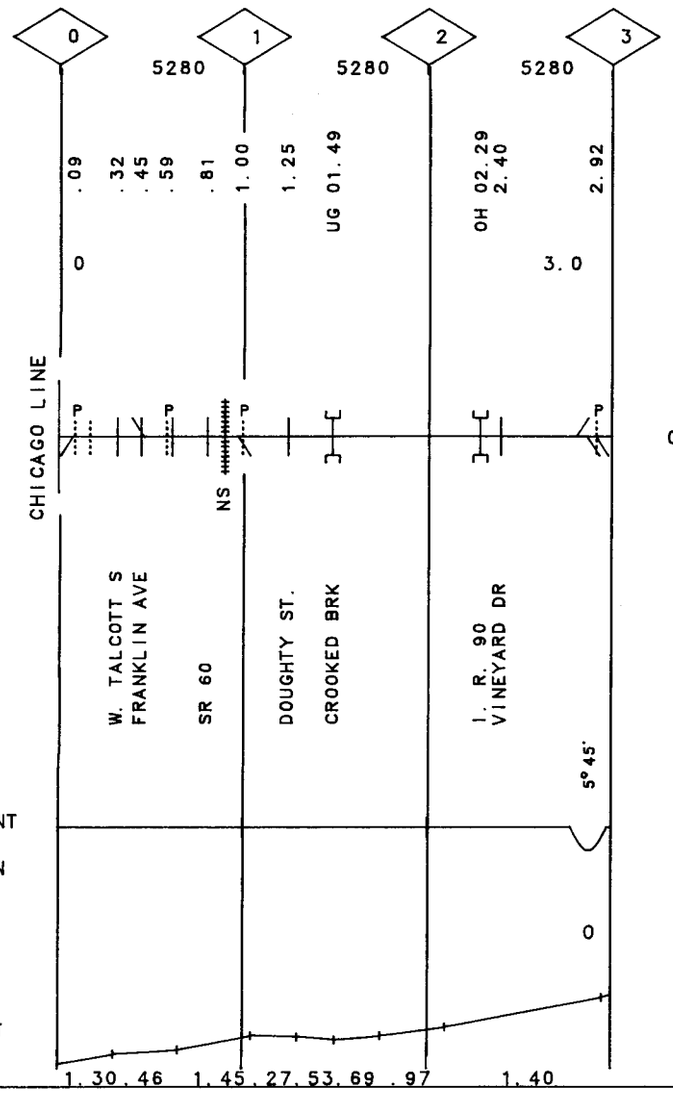
| | |
|---|---|
| GRINDING | |
| SURFACING | 86 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 00F17 \| 05F28 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T.T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN **DUNKIRK** V2190 **FREDONIA**

FACILITY




007

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE

201

REV. 01/01/91 MP .00 -MP 3.00 NY

40-2340 FREDONIA I.T.

202

REV. 01/01/91 MP 35.00 -MP 37.20 OH

40-2421 ORRVILLE I.T.

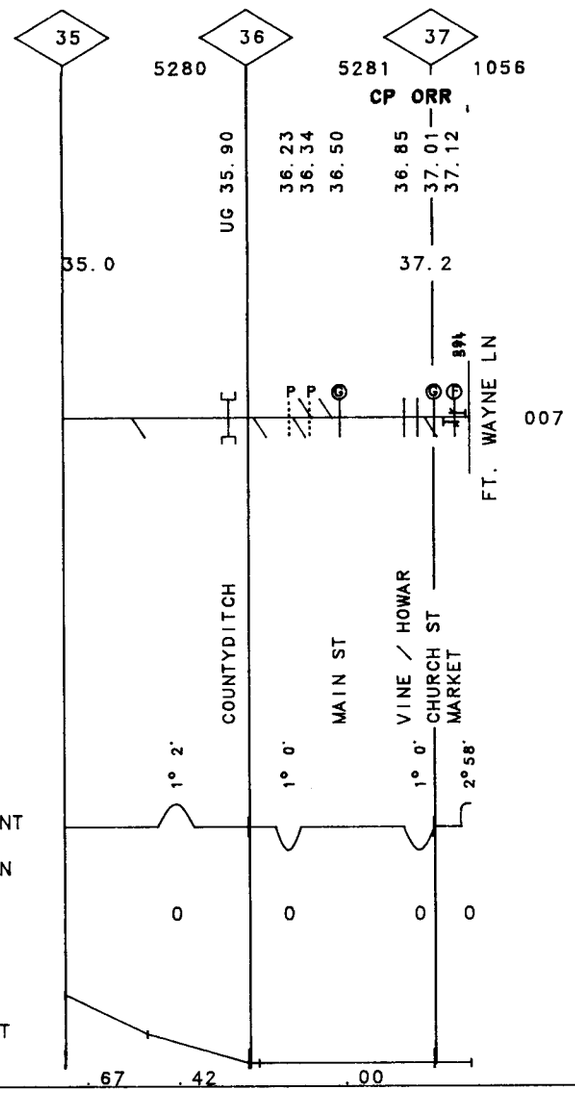
| | |
|---|---|
| GRINDING | |
| SURFACING | 78E |
| TIES | 78 |
| UNDERCUTTING | |
| RAIL | 30-67 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 40 / 15 |

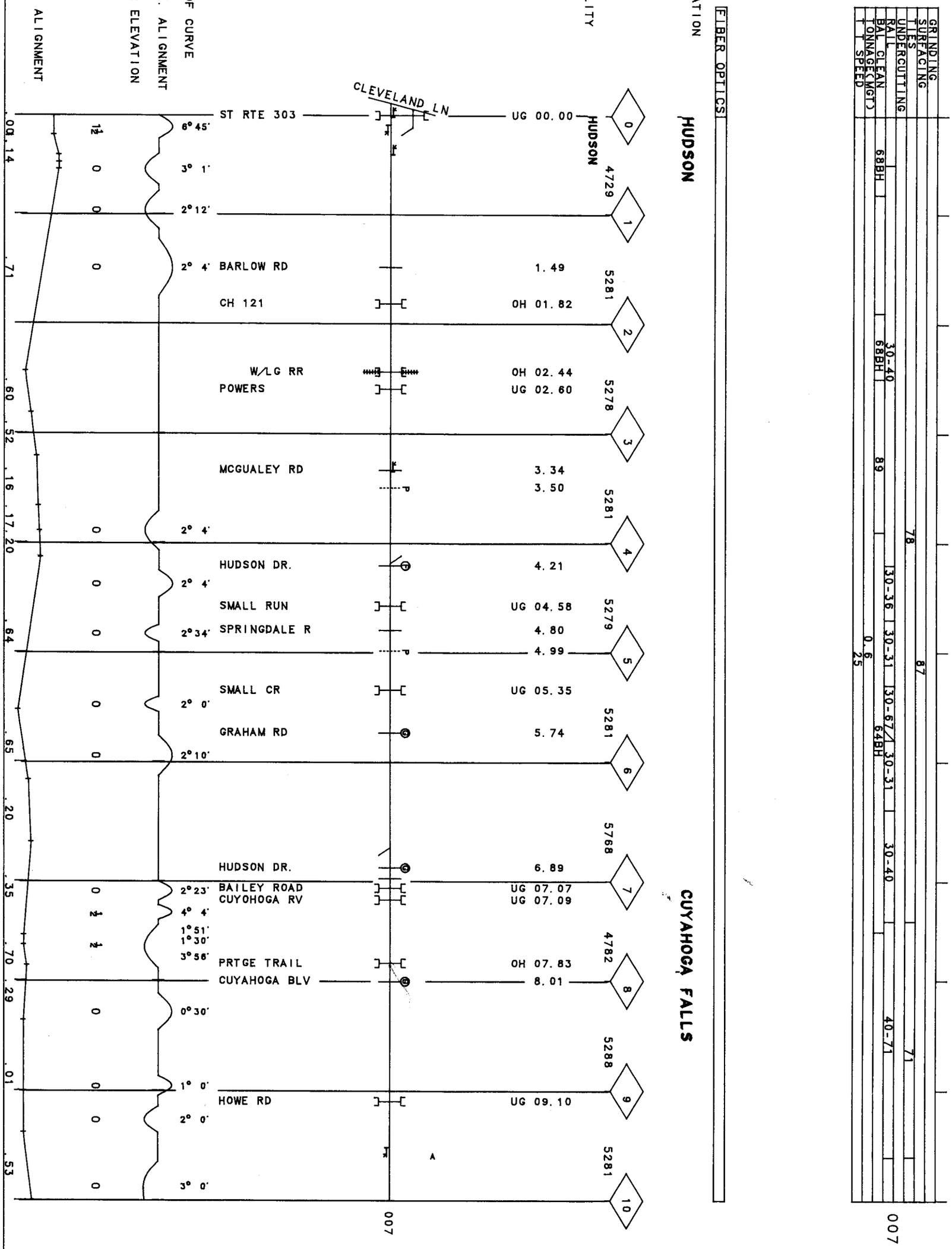
007

FIBER OPTICS

VALUATION
TOWN

V7307
ORRVILLE




GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T SPEED
68BH
30-40
68BH
89
78
30-36
30-31
30-67/64BH
30-31
30-40
40-71
71
87
0.6
2.5
007
FIBER OPTICS
/ALUATION
TOWN
HUDSON
CUYAHOGA FALLS
FACILITY
HUDSON
CLEVELAND LN
ST RTE 303
UG 00.00
BARLOW RD
1.49
CH 121
OH 01.82
W/LG RR
OH 02.44
POWERS
UG 02.60
MCGUALEY RD
3.34
3.50
HUDSON DR.
4.21
SMALL RUN
UG 04.58
SPRINGDALE R
4.80
4.99
SMALL CR
UG 05.35
GRAHAM RD
5.74
HUDSON DR.
6.89
BAILEY ROAD
UG 07.07
CUYOHOGA RV
UG 07.09
PRTGE TRAIL
OH 07.83
CUYAHOGA BLV
8.01
HOWE RD
UG 09.10
4729
5281
5278
5281
5279
5281
5768
4782
5288
5281
007
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
6°45'
3° 1'
2°12'
2° 4'
2° 4'
2° 4'
2°34'
2° 0'
2°10'
2°23'
4° 4'
1°51'
1°30'
3°56'
0°30'
1° 0'
2° 0'
3° 0'
.00
.14
.71
.60
.52
.16
.17
.20
.64
.65
.20
.35
.70
.29
.01
.53

204

REV. 01/01/91 MP 10.00 - MP 18.50 OH

40-2421 AKRON SEC.

| | |
|---|---|
| GRINDING | |
| SURFACING | 79E |
| TIES | 79E |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

103

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | 84 | | | | | | |
| SURFACING | 86 | | | | | | |
| TIES | 76 | | | | | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 32-78 | | | | | | |
| BAL CLEAN | 89 | | | | | | |
| TONNAGE(MGT) | 24.4 | | | | | | |
| T T SPEED | 35 | 15 | 40 | | | | |

001

| | 007 | 002 | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | | | | | | | |
| SURFACING | 87 | 86 | | | | | |
| TIES | 78 | 86 | | | | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 30-29 \| 30-47 | 31-67 | 31-53 | 33-47 | 31-46 | 40-53 | |
| BAL CLEAN | 64BH \| 80L | 89 | | | | | |
| TONNAGE(MGT) | 0.6 | 24.4 | | | | | |
| T T SPEED | 25 | 35 | 15 | 40 | | | |

002

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V7304

TOWN AKRON BRIDGE SIXTEEN LAMBERT

FACILITY

10 | 11 5281 | 12 5282 ARLINGTON | 13 5283 | 14 5327 | 15 5230 SOUTH STREET | 16 5282 | 17 5277 | 18 5278 2640 JCT

OH 10.36 | 10.90 | UG 11.52 UG 11.63 UG 11.72 | UG 12.00 | OH 12.39 | OH 12.75 OH 12.86 | OH 13.11 | OH 13.41 | OH 13.65 | OH 14.32 14.46 OH 14.58 14.67 | OH 15.03 OH 15.10 | UG 16.11 | OH 16.42 | OH 17.48 | OH 17.82 | OH 18.05 | UG 18.34 18.43

18.5

S. AKRON YD

103
001
002

CSXXRRR

HOMES AVE | EVAN AVE | ESTWOD BLD CSX RR ALINGTON ST | FORGE ST | AKRON EXPWY | PERKINS ST PARK ST | MILL ST | CENTER ST | EXCHANGE ST | THORTON ST VORIS SR 18 SOUTH ST | MILLER AVE S HIGH ST | OHIO CANAL | SR 93 | IR 80 5 | 27 TH ST | SR 224 | MUD RUN WATERLOO ROA

AKRON SEC.

DEG OF CURVE: 3° 0' | 2°30' | 2° 0' | 2° 0' 1°16' | 3° 0' | 2° 0' | 3° 0' | 3°56' | 3°52' 5° 8' 3°52' 4°40' | 3° 0' | 6° 0' | 1° 0' | 2° 0' | 2° 8' | 1°30' | 2°16' | 2° 5' | 1° 4' | 2° 3'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 0 0 0 2 2 2 1 0 0 0 0 1 1 0 1 1 1 0 1

VERT. ALIGNMENT

GRADE: .72 | .68 | .00 | .54 | .45 | .65 | .73 | .09 | .56 | .00

| | | |

206

REV. 01/01/91 MP 25.50 -MP 27.40 OH

40-2444 HUGO I.T.

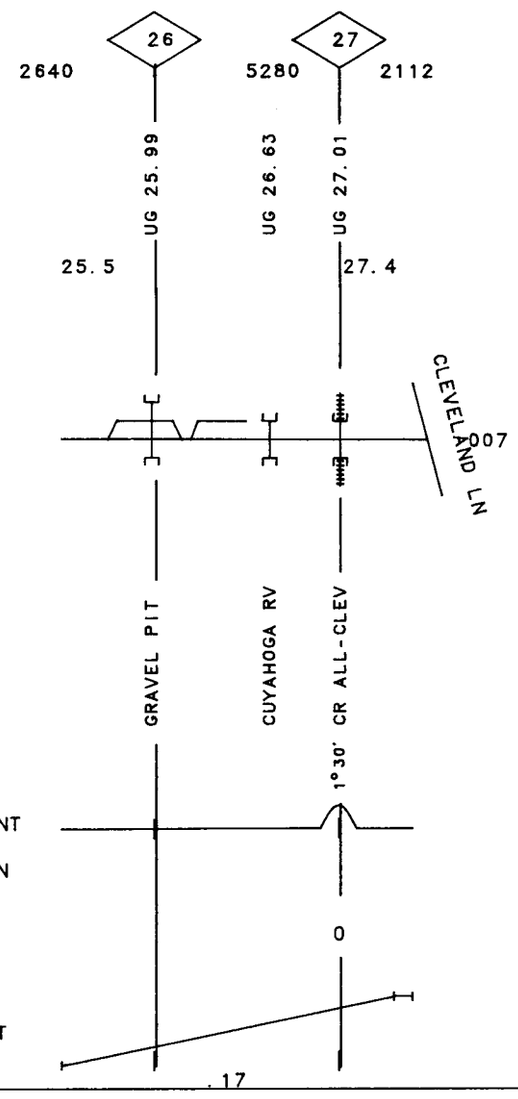
| | |
|---|---|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 05-25 / 27-63 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN — HUGO — V2301 — BRADY

FACILITY




DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE

| | |
|---|---|
| GRINDING | |
| SURFACING | 88 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 31-29 \| 30-41 \| // \| 30-41 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0 1 |
| T T SPEED | 30 \| 10 |

007

FIBER OPTICS

VALUATION
TOWN — WAMPUM JCT. — V7416 — KOPPEL

41 | 6125 40 | 5280 39 | 5280 38 | 5280 37 | 5175 36 | 5415 35 1295

4752 82 | 5280 83 | 5280 84 | 5280 85 | 5280 86 | 5280 87

FACILITY — CEMENT — KOPP — CP WOOD

UG 40.92 | 81.45 | 81.62 | UG 40.53 | UG 40.30 | 82.47 | UG 38.13 | UG 37.83 | UG 37.24 | 85.19 | 85.28 | UG 36.84 | 85.70 | 85.99 | UG 35.90 | 86.80 | 86.90 | UG 35.16 | 87.36 | UG 34.83

81.1 — 87.5

YOUNGSTWN LN — FT. WAYNE LN — 007

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG OF CURVE | 4° 0' | 2° 0' | 3°40' | 2°40' | 6°28' | 4°46' | 2°48' | 1°16' | 3° 0' | 1° 0' | 6° 0' | 1° 0' | 2°10' | 2° 0' | 2°20' | 5° 0' | 4°20' | 2° 0' | 3°56' | 2°36' | 5°12' | 1°30' | 3° 0' | 1°44' | 3°42' | 5°40' |
| HORIZ. ALIGNMENT | SMALL STREM | CLYDE ST | DARLINGTON | WAMPUM RUN | | WAMPUM ROAD | | | | | | | | | | SMALL STREM | WILSONS RUN | | BAKERS RUN | | | CATTLE PASS | MOUNT ST. | ARTHUR ST | STOCKMAN RN | PA RT 18 | FIRST AVE | CLARKS RUN |
| SUPER ELEVATION | 1 | 0 | 1 | 2½ | 1½ | | ½ | | 2½ | | | 0 | | 0 | | 0 | 2 | 1½ | 0 | 2 | | ½ | | | 0 | | 1 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GRADE | .68 | | .60 | | 1.27 | | .53 | | .33 | | .30 | 45 | | .81 | | .31 | | .56 | | .00 | | .81 | | 1.39 | 62 | | | |

40-2422 KOPPEL SEC.

208

REV. 01/01/91 MP .00 -MP 10.00 OH

40-2423 LORDSTOWN SEC

| | |
|---|---|
| GRINDING | |
| SURFACING | 90 |
| TIES | 86 86 |
| UNDERCUTTING | |
| RAIL | 31-49 31-50 31-56 31-50 31-48 31-44 31-43 |
| BAL CLEAN | 85 83 55BH |
| TONNAGE(MGT) | 2.6 2.6 |
| T T SPEED | 25 15 10 25 40 |

25

007

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

IND

FIBER OPTICS

VALUATION TOWN

V7420

YOUNGSTOWN — GIRARD

| | 518 | 4324 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 4224 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | |
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |

FACILITY: CRAB — AUSTINTOWN — GIRARD

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | OH 63.92 | OH 64.73 | OH 65.10 | 1.90 | OH 66.35 | OH 66.75 | UG 67.52 | OH 67.80 | OH 68.33 | UG 69.42 | UG 69.80 |
| | UG 64.07 | | OH 65.23 | OH 65.87 | | | | OH 67.83 | | | OH 69.85 |
| | 0 | | | | | | | | | | UG 69.95 |
| | | | | | | | | | | | OH 70.25 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | UG 71.15 | OH 73.06 |
| | | |

YNGSTOWN SEC

007 IND

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | RT 7 | CRAB CREEK | MARKET ST | MARSHALL ST<br>MAHNING AVE | WEST AVE.<br>LE / E RR | SR 422<br>AUSTINTOWN I | LE / E RR | BHS CO | DIVISION ST<br>LE / E RR | LE / E RR | LTTLE SQW C |
| DEG OF CURVE | 6°38' | 1°34' 3° 0' | 4°22' | 7° 0' 4° 0' 5° 7' | 1° 0' 4°16' 5° 0' | 8° 0' 2°57' | 3°52' | 0°20' 0°20' 0°30' | 1° 5' 3° 0' 1° 0' | | 2°30' |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | 1½ | 0 0 | ½ | 2 2½ 1 | 0 1 | 0 | ½ | 0 0 0 | 0 0 | | 0 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | CSX RR<br>I-80 | MILL STREET<br>LIBERTY ST | | SQUAW CREEK | | | | NILES HWY | | | |
| DEG OF CURVE | 1°10' | 2°45' | 1° 0' | 0°45' | 1°30' | 2°50' | 3°30' | 3°40' | 4° 0' | 2°24' | |
| HORIZ. ALIGNMENT | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 2 | 0 | 0 | 2 | 2½ | 3 | 3<br>0 | | | |

VERT. ALIGNMENT

GRADE .45 .09 .71 .16 .00 .13 .29 .22 .00 .38 .00 .08 .26 .02 .00

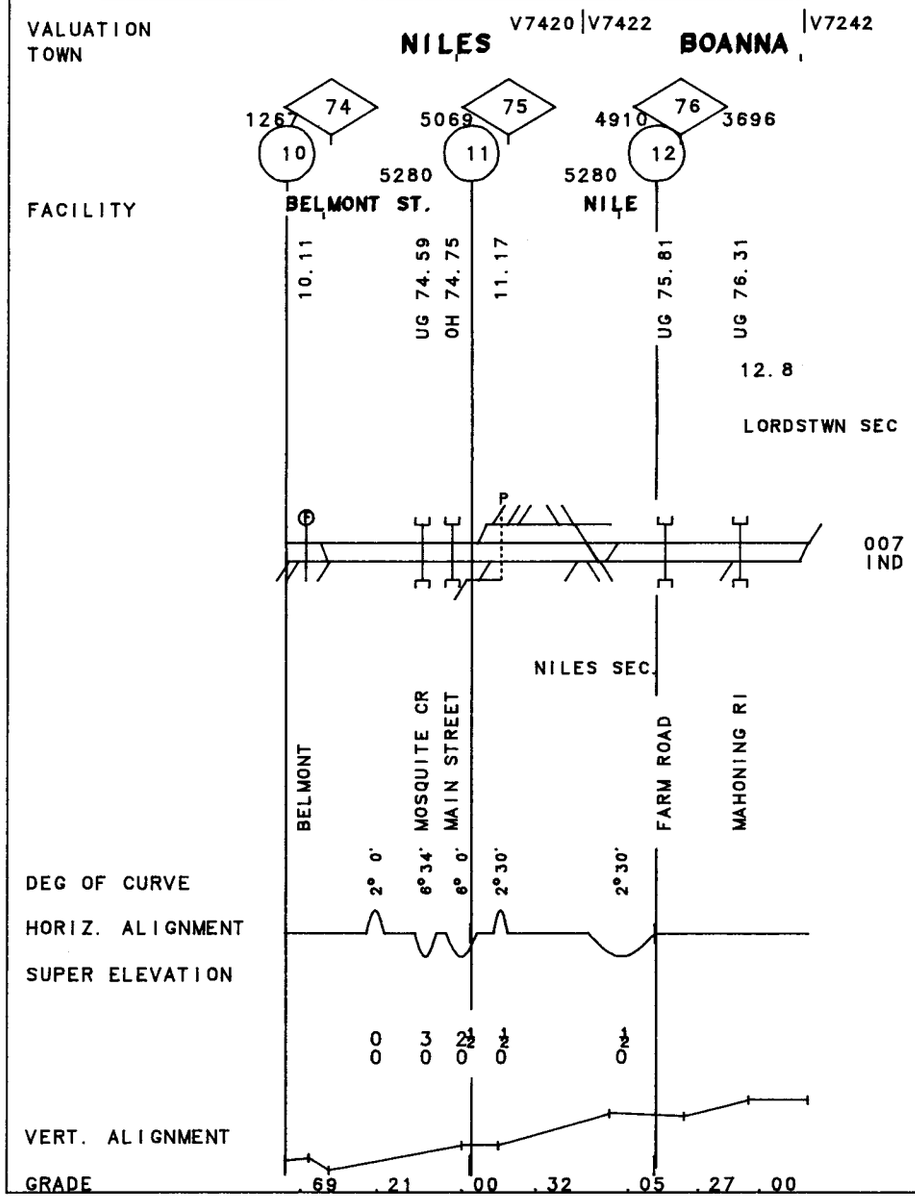
| | |
|---|---|
| GRINDING | |
| SURFACING | 90 |
| TIES | 90 |
| UNDERCUTTING | |
| RAIL | 33-48 \| 30-26 |
| BAL CLEAN | 57BH \| 56BH \| 82 |
| TONNAGE(MGT) | 2.6 |
| T T SPEED | 30 |

007

| | |
|---|---|
| GRINDING | |
| SURFACING | 81 \| 83 |
| TIES | 81 \| 69J |
| UNDERCUTTING | |
| RAIL | 33-48 \| 31-47 |
| BAL CLEAN | 83 |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

IND

| |
|---|
| FIBER OPTICS |




40-2423 LORDSTOWN SEC

210

REV. 01/01/91 MP 12.80 -MP 20.00 OH

40-2425 LORDSTOWN SEC.

| | |
|---|---|
| GRINDING | |
| SURFACING | 90 |
| TIES | 90 |
| UNDERCUTTING | |
| RAIL | 30F68 / 30-44 / 00-55 / 30F68 / 30-68 |
| BAL CLEAN | 82 / 82 |
| TONNAGE(MGT) | 2.6 |
| T T SPEED | 30 |

007

FIBER OPTICS

V7422

VALUATION TOWN: NILES | SOAPTOWN | NORTH JACKSON

FACILITY: BOANNA | SOAP

| | 77 | 78 | 79 | 80 | 81 | 82 | 83 | |
|---|---|---|---|---|---|---|---|---|
| | 2112 | 5227 | 5280 | 5280 | 5280 | 5227 | 5280 | |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | 1056 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 | 5280 |
| | UG 76.89 OH 76.99 | 13.66 | UG 78.34 | UG 78.85 15.26 | UG 79.43 15.80 | 16.07 | OH 81.08 17.17 17.42 | UG 81.80 17.80 18.07 | UG 82.24 | OH 82.67 | 19.42 | UG 83.84 19.88 |

12.8

LORDSTOWN SE

LORDSTOWN RT

007

| | WARREN ROAD CSX RR | SALT SPRINGS | CATTLE PASS | MILL CREEK HIGHLAND AVE | MILL CREEK HALLOCK YOUN | | GLADSTONE RD OHIO TPK SR 45 | CATTLE PASS SILICA | CATTLE PASS | I-80 | MAHONING | ROSEMONT RD SMALLSTREAM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG OF CURVE | 1° 0' | 1° 0' | 0°30' | 2° 0' | | 2° 0' | 1° 0' | 0°30' | | 1° 0' | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | | |
| VERT. ALIGNMENT | | | | | | | | | | | | |
| GRADE | .19 | .59 | .00 | .65 | .60 | .73 | .29 | .61 | .11 | .02 | .80 | .38 |

MP 20.00 - MP 30.00 OH

REV. 01/01/91

GRINDING
SURFACING 90
TIES 90
UNDERCUTTING
RAIL 30-68 | 00-55 | 30-45 | 30-37 | 30F68 | 30-37 | 30F68 | 30-36
BAL CLEAN
TONNAGE(MGT) 2.6
T T SPEED 30

007

FIBER OPTICS

VALUATION
TOWN

V7422

ELLSWORTH

BERLIN CENTER

FACILITY

| | 950 | 5227 | 6336 | 4283 | 5240 | 5314 | 5122 | 5544 | 5121 | 5280 | 5280 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | 5280 | 5280 | 5280 | 5280 | 5808 | 5544 | 5280 | 5280 | 5280 | 5280 | 5280 |
| | | | | | | | | | BERL | | |
| | 20.21 | 20.65 | 21.07 | 85.28 | 21.70 | 22.05 | 22.62 | 86.65 | 23.17 | 23.59 | 23.88 |
| | | | | UG | | | | UG | | | 23.94 |
| | | | | | | | | | | | UG 87.99 |
| | 24.27 | 24.82 | 89.29 | 25.76 | 26.19 | 26.41 | 26.70 | 27.47 | 27.77 | 27.92 | 28.02 |
| | | | UG | | | | | | | | |
| | 28.27 | 92.37 | 28.50 | 93.00 | 29.25 | 93.64 | | | | | |
| | | UG | | UG | | UG | | | | | |

007

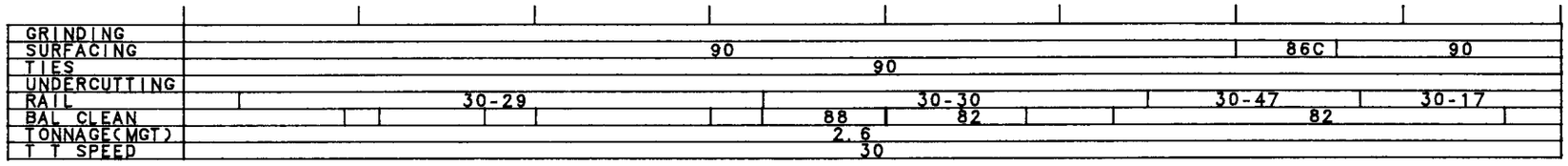
| | BLOTT RD | SMALLSTREAM | SANDY LAKE | PALMYRA RD | CATTLE PASS | DIEHL RD | BAILEY RD | ELLSWORTH | SMALLSTREAM | DUCK CREEK R | SMALLSTREAM | WEAVER RD | SR 224 | BERLIN STATI | SR 534 | LEFFNGWELL R | SMALLSTREAM | MILL CREEK | WESTERN RESE | CATTLE PASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEG OF CURVE | | 1° 0' | | | | 1° 0' | 2°30' | 3°14' | 2°14' | 2° 0' | 3° 4' | | | 1° 0' | 1° 0' | | 2° 0' | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | | | | | | | | |
| SUPER ELEVATION | | 0 | | | | 0 | | ½ | | 0 | ½ | | | 0 | 0 | | 0 | | | |
| VERT. ALIGNMENT | | | | | | | | | | | | | | | | | | | | |
| GRADE | .38 | 56 | .52 | 00.16 | .00 | .45 | .63 | | | | .49 | .00 | .41 | .15 | .25 | | | .00 | .25 | |

40-2425 LORDSTOWN SEC.

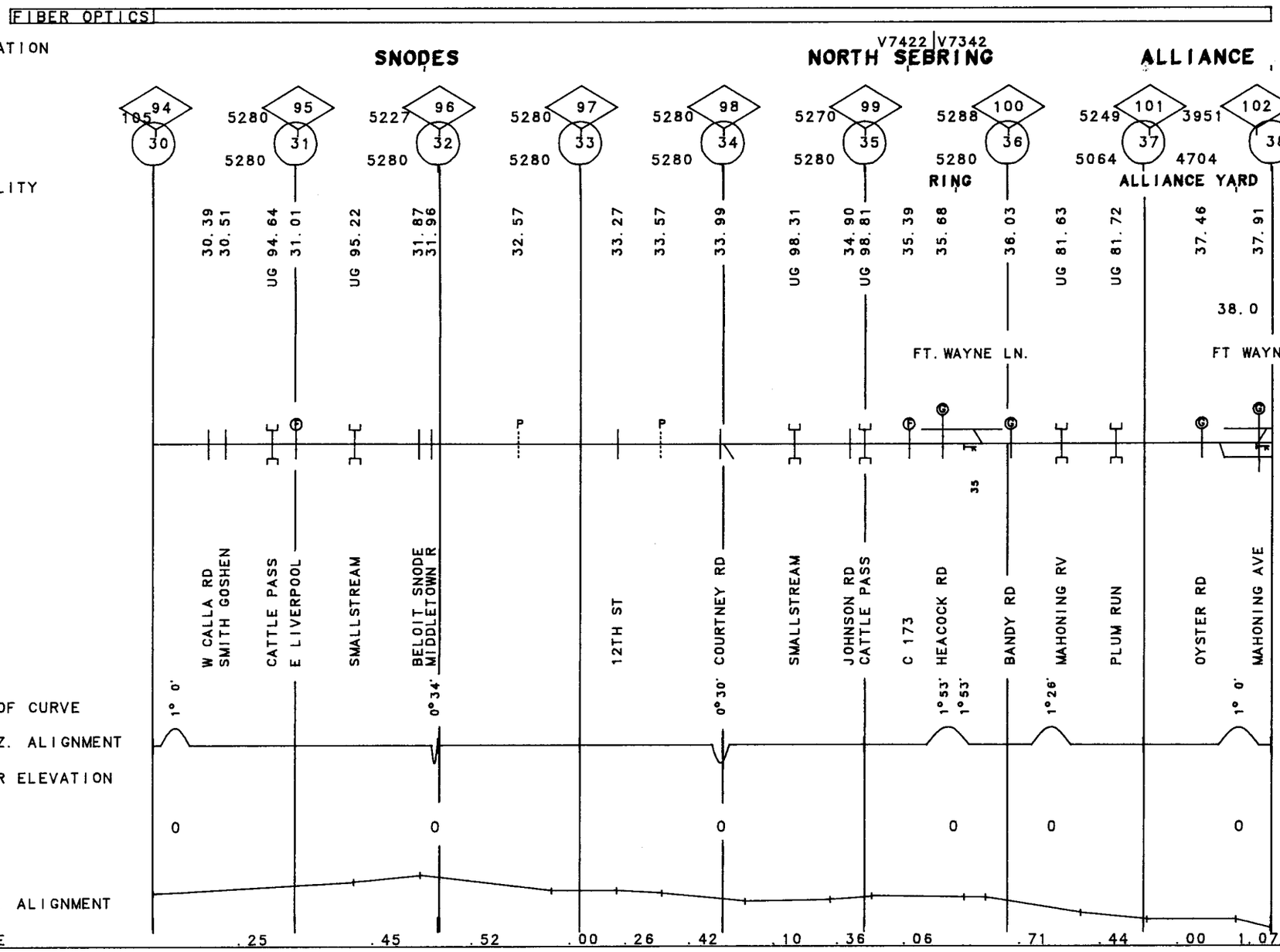
212

REV. 01/01/91 MP 30.00 -MP 38.00 OH

40-2425 LORDSTOWN SEC.




007



| | |
|---|---|
| GRINDING | |
| SURFACING | 66J |
| TIES | 56PB |
| UNDERCUTTING | |
| RAIL | 31-45 \| 30-26 \| 31-45 \| 31-47 \| ////// |
| BAL CLEAN | 56BH |
| TONNAGE(MGT) | |
| T T SPEED | 10 |

WIS

| | |
|---|---|
| GRINDING | |
| SURFACING | 82 \| 79E |
| TIES | 82 \| 78 |
| UNDERCUTTING | |
| RAIL | 31-45 \| 31-44 \| 31-47 \| 31-46 \| 31-43 \| 30-68/ \| 31-46 |
| BAL CLEAN | 83 |
| TONNAGE(MGT) | 0.3 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

V7420

VALUATION TOWN

NILES | WARDWELL | WARREN

2836 | 5244 | 5280 | 5280 | 5280 | 5648

76 | 77 | 78 | 79 | 80 | 81

925 | 4779 | 5280 | 5280 | 5280 | 2744

12 | 13 | 14 | 15 | 16 | 17

FACILITY

DETOUR | BRICK

OH 75.89 | UG 76.27 | 13.87 | UG 78.18 | 14.51 | 15.52 | OH 79.41 | OH 79.45 | 16.00 | OH 79.73 | OH 80.16 | UG 80.33 | 16.59 | 16.70 | 16.85 | 17.11

11.7
VAN WYE

17.3
FREEDOM SEC

LORDSTOWN SE

WIS
007

MCROBRTS RD | STREAM | GSA | 1° 0' STREAM | PINE ST | CSX RR | CR PYMTNG L | YOUNGSTOWN R | US 422 | CSX RR | RED RUN | WOODLAWN RD | ELM ST/SR 5 | ATLANTIC | DANA STREET

DEG OF CURVE: 2° 0' | 2°58' | 2°59' | 2° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 | 0 | 0 | 0 | 0

VERT. ALIGNMENT

GRADE: .21 | .08 | .19 | .44 | .77 | .38 | .38

214

OH

MP 20.00 -MP 17.30

REV. 01/01/91

40-6501 NILES SEC.

| | |
|---|---|
| GRINDING | 84 |
| SURFACING | 82 |
| TIES | 82 |
| UNDERCUTTING | |
| RAIL | 32F73 / 32-68 |
| BAL CLEAN | 75S / 72S |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION V8385

TOWN

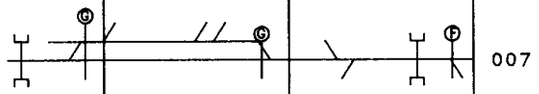
3177 160 5280 159 4857

2754 18 5280 19 5280 20

FACILITY

UG 160.49 17.87 | 18.86 | OH 158.38 19.89

17.3



007

STREAM | LARCHMONT AV | N. RIVER RD. | RT 5 HOAGLND(BZET

DEG OF CURVE 0°58'

HORIZ. ALIGNMENT

SUPER ELEVATION

0

VERT. ALIGNMENT

GRADE .70 .69

| | | |

OH

MP 30.80 -MP 30.00

REV. 01/01/91

| | |
|---|---|
| GRINDING | 84 |
| SURFACING | 79E |
| TIES | 79 |
| UNDERCUTTING | |
| RAIL | 32F68 |
| BAL CLEAN | 67S |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

FIBER OPTICS

VALUATION V8385
TOWN LATIMER

148
528 3696
30

FACILITY CP 38

UG 147.93

30.8

YNGSTOWN LN

007

HUCHINGS RD

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .00

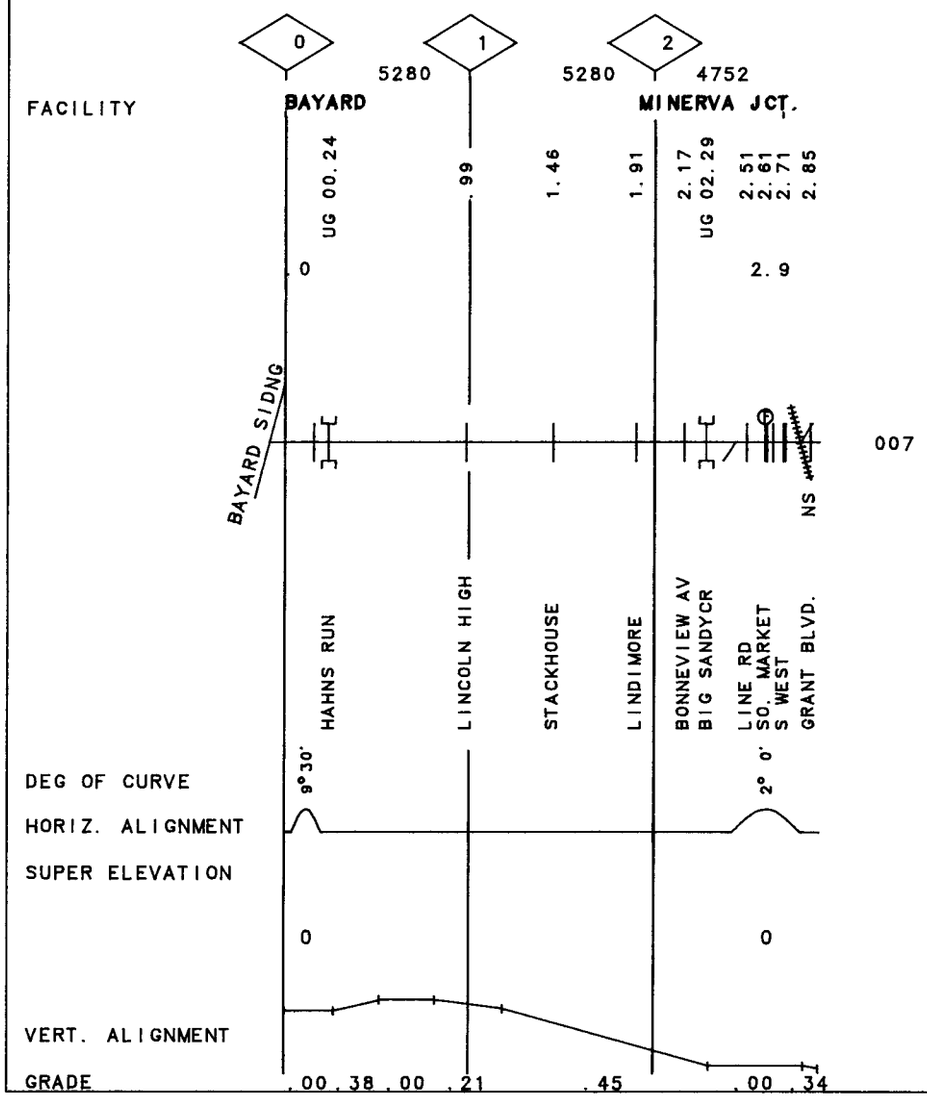
40-6501 NILES SEC.

| | | | | |
|---|---|---|---|---|
| GRINDING | | | | |
| SURFACING | 67PB | | | |
| TIES | 67PB | | | |
| UNDERCUTTING | | | | |
| RAIL | 00-29 | 00-28 | 00-29 | 30-29 |
| BAL CLEAN | | | | |
| TONNAGE(MGT) | 0.2 | | | |
| T T SPEED | 10 | | | |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7441
TOWN **MINERVA**




217

MP .00 -MP 2.90 OH

REV. 01/01/91

40-2427 TUSCARAWAS I.T.

218

REV. 01/01/91 MP .00 -MP 2.00 OH

40-2431 M/C I.T.

| | |
|---|---|
| GRINDING | |
| SURFACING | 81 |
| TIES | 81 |
| UNDERCUTTING | |
| RAIL | 00-42 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

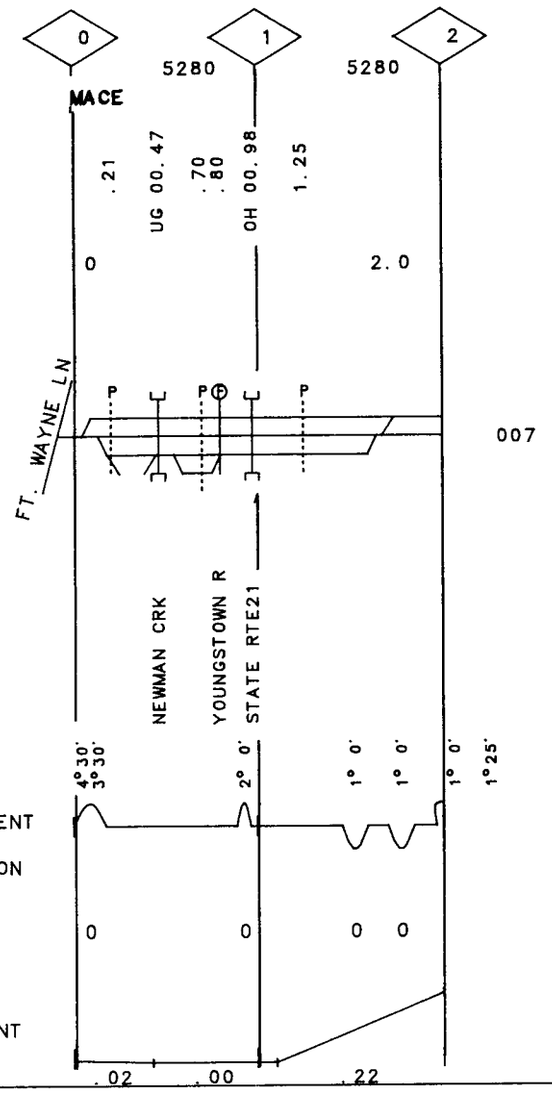
007

FIBER OPTICS

VALUATION
TOWN

V7343
**EAST GRAVEL**

FACILITY



| | |
|---|---|
| GRINDING | |
| SURFACING | 81 / EM71 / 75E |
| TIES | 81 / 59 |
| UNDERCUTTING | |
| RAIL | 30-29 / 30-30 / 30-68 / 30-53 / 31-29 / 30-30 |
| BAL CLEAN | 57BH / 53BH |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| | |
|---|---|
| GRINDING | |
| SURFACING | 80E |
| TIES | 80 |
| UNDERCUTTING | |
| RAIL | 40F73 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

CON

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN

V7417 | V7474
**NEW CASTLE**

FACILITY

47 — 2112 — **CASTLE**
48 — 5280
49 — 5280
50 — 5280
51 — 5280 — 1584

OH 47.34
47.47
OH 47.61
48.35
OH 49.75
OH 50.00
50.14
50.44
50.76

46.6
51.3

YOUNGSTOWN

007
CON

P/LE/CSX RR
E. CHERRY
RTE 422
MAHONING AVE
WSHNGTN ST
US 224
GRANT
MCCLEARY AVE

DEG OF CURVE: 2°36' | 2° 0' | 3°14' | 1°58' | 3°56' | 7°11' | 4° 6' | 4°12' | 2°16'
HORIZ. ALIGNMENT
SUPER ELEVATION: 0 0 0 0 0 0 0 0 0

VERT. ALIGNMENT
GRADE: 46.00 | .08 | .79 | .19 | .38 | .14 | .18 | .11 | .00

REV. 01/01/91 MP 46.60 -MP 51.30 PA

40-2434 CASTLE I.T.

220

REV. 01/01/91 MP 66.00 -MP 73.00 PA

40-2434 WHEATLAND I.T.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| GRINDING | | | | | | | | |
| SURFACING | | | 84 | | | | | |
| TIES | 75 | | | 84 | | | | |
| UNDERCUTTING | | | | | | | | |
| RAIL | 31-34 | 31-40 | | 30-37 | 31-68 | | | 007 |
| BAL CLEAN | | | | | | | | |
| TONNAGE(MGT) | | | | 0.1 | | | | |
| T T SPEED | | | | 15 | | | | |

FIBER OPTICS

VALUATION TOWN: WHEATLAND | FARRELL | V7474 SHARON | SHARPSVILLE

FACILITY: 66 | 67 (5280, FARRELL YARD) | 68 (5280) | 69 (5280) | 70 (5280) | 71 (5280) | 72 (5280) | 73 (5280)

66.0 — UG 66.31 — 66.97 — 67.12 — 67.27 — 67.41 — 67.51 — UG 68.62 — 68.90 — OH 69.54 — 69.87 — 69.97 — 70.07 — UG 70.47 — 70.76 — 71.22 — UG 71.50 — 71.62 — 72.69 — 73.0

007

SHENANGO RV | COUNCIL | MILL ST | MAIN ST | CHURCH ST | OHIO | SHARON STL | SMALL STRM | STAUNTON AVE | ST RT 62 | CONNELLY BLV | E STATE STRE | SILVER ST | CR FERRONA | CLARK | FALLS FURNAC | RAWLES RUN | STATION ST. | 6TH STREET

DEG OF CURVE: 1°30' | 2° 0' | 1° 0' | 2°54' | 1° 0' | 0°24' | 4° 9' | 1° 9' | 3°20' | 3° 2' | 4°40'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0

VERT. ALIGNMENT

GRADE: .00 | .49 | .00 | .22 | .00 | .22 | .48 | .15 | .09 | .00 | .25 | .35 | .77 | .67 | .80 | 18 | .87 | .69 | .04 | .18

| | |
|---|---|
| GRINDING | |
| SURFACING | 74E |
| TIES | 69 |
| UNDERCUTTING | |
| RAIL | 30-42 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

FIBER OPTICS

VALUATION V7474
TOWN

81
528 3696

FACILITY

UG 81.68

80.9 81.7

MEADVILLE LN

007

2° 0' BIG RUN

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

0

VERT. ALIGNMENT

GRADE .95 .00 .68

222

40-2437 VAN WYE I.T. MP .00 -MP .50 OH REV. 01/01/91

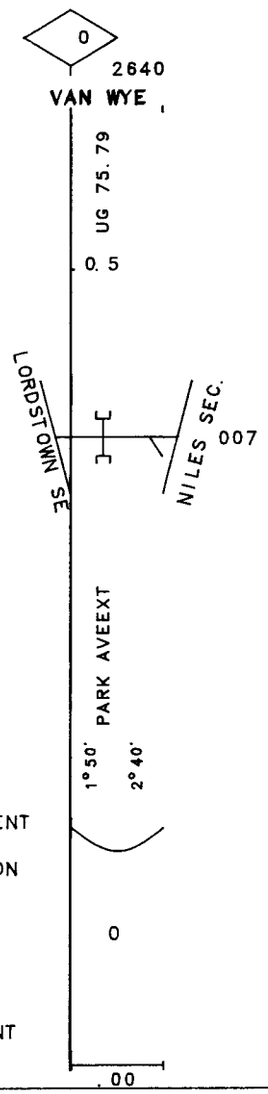
| | |
|---|---|
| GRINDING | |
| SURFACING | 69 |
| TIES | 67 |
| UNDERCUTTING | |
| RAIL | 31-95 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION V7420
TOWN BOANNA

FACILITY




DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

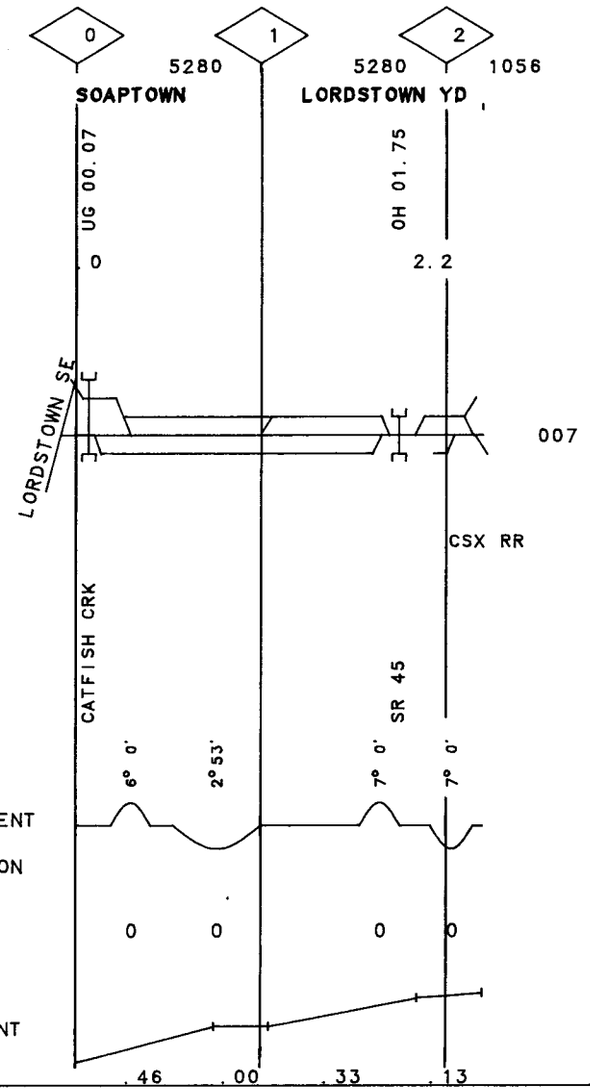
VERT. ALIGNMENT
GRADE

| | |
|---|---|
| GRINDING | |
| SURFACING | 86C |
| TIES | 79 |
| UNDERCUTTING | |
| RAIL | 00-64 |
| BAL CLEAN | 82 |
| TONNAGE(MGT) | 4.9 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN — SOAPTOWN V7422 — GOODMAN




223

MP .00 -MP 2.20 OH

REV. 01/01/91

40-2439 GEM I.T.

224

40-2443 SHARON I.T. MP 5.70 -MP 5.20 OH REV. 01/01/91

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | 00-19 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V2240
TOWN BENTLEY

FACILITY FARREL YARD

UG 05.56 5.29

5.57.2

007

SHENANGO RV SHARON BEDFO

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

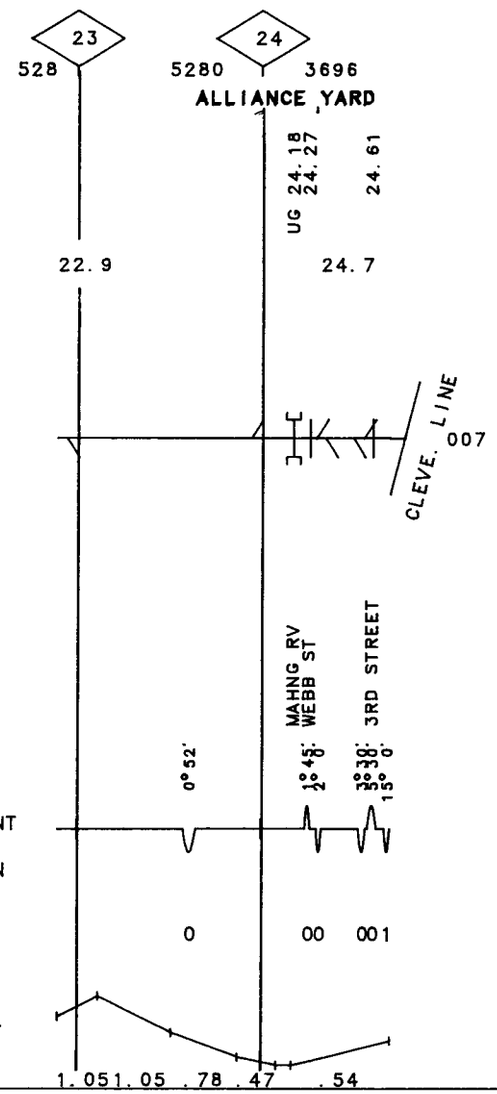
GRADE .85.50

| | | |
|---|---|---|
| GRINDING | | |
| SURFACING | | |
| TIES | | |
| UNDERCUTTING | | |
| RAIL | 05-28 | 05-26 |
| BAL CLEAN | | |
| TONNAGE(MGT) | 0.1 | |
| T T SPEED | 15 | |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V2290
TOWN **ALLIANCE**




225

40-2445 BENTON I.T.

REV. 01/01/91

MP 22.90 -MP 24.70 OH

REV. 01/01/91 MP 41.30 -MP 43.50 OH

40-2446 PINEY FORK I.T.

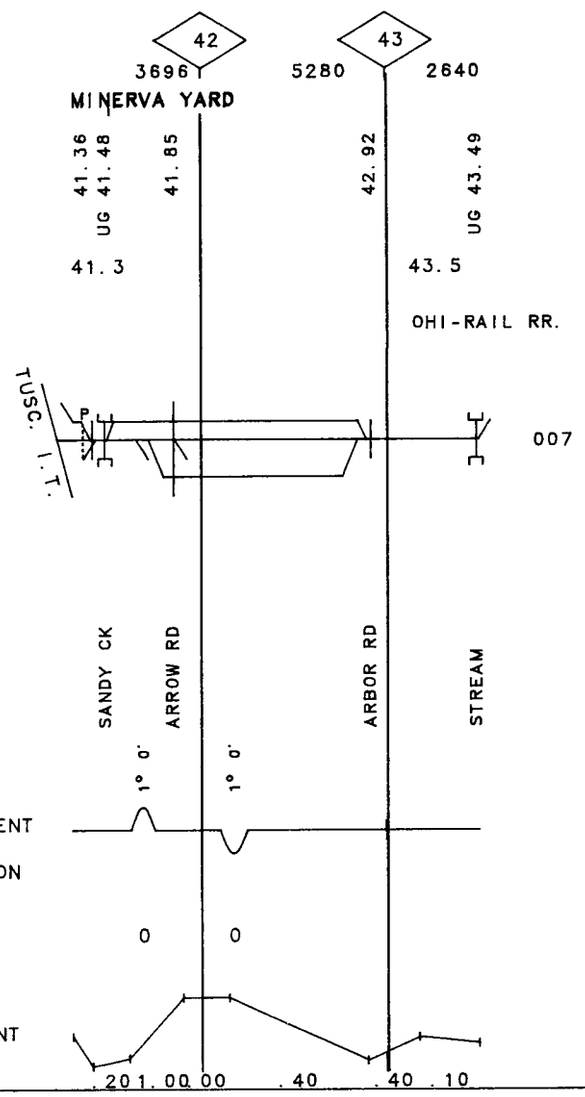
| | | | | | |
|---|---|---|---|---|---|
| GRINDING | | | | | |
| SURFACING | | | | 65J | 55H |
| TIES | | | | 44 | 67J |
| UNDERCUTTING | | | | | |
| RAIL | 27-44 | 05-34 | 05-35 | | |
| BAL CLEAN | | | | | |
| TONNAGE(MGT) | 0.1 | | | | |
| T T SPEED | 10 | | | | |

007

| |
|---|
| FIBER OPTICS |

VALUATION TOWN — V2290 MINERVA

FACILITY — MINERVA YARD



| | |
|---|---|
| GRINDING | |
| SURFACING | 81 |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN — V???? CASTLE

47

2640 — 1584

FACILITY

46.5 47.3

CASTLE IND

YONGSTON SEC

P/LE RR 007

DEG OF CURVE — 7°30' 10° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION

0 ½

VERT. ALIGNMENT

GRADE .00

227

REV. 01/01/91 MP 46.50 -MP 47.30 OH

40-2452 NEW CASTLE CONNECTION

228

REV. 01/01/91 MP .00 -MP 2.50 OH

40-2462 CANFIELD I.T.

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

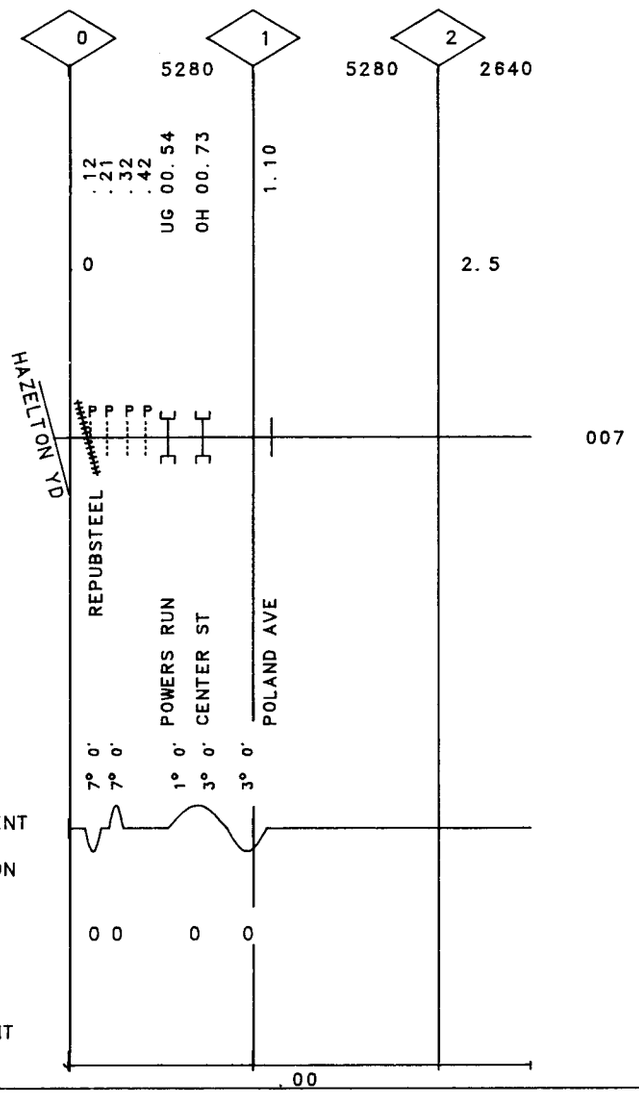
007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V7420

TOWN

FACILITY



| | |
|---|---|
| GRINDING | |
| SURFACING | 84 |
| TIES | 84 |
| UNDERCUTTING | |
| RAIL | /32F84/ /31F84/ |
| BAL CLEAN | 82 |
| TONNAGE(MGT) | 5.8 |
| T T SPEED | 15 |

001

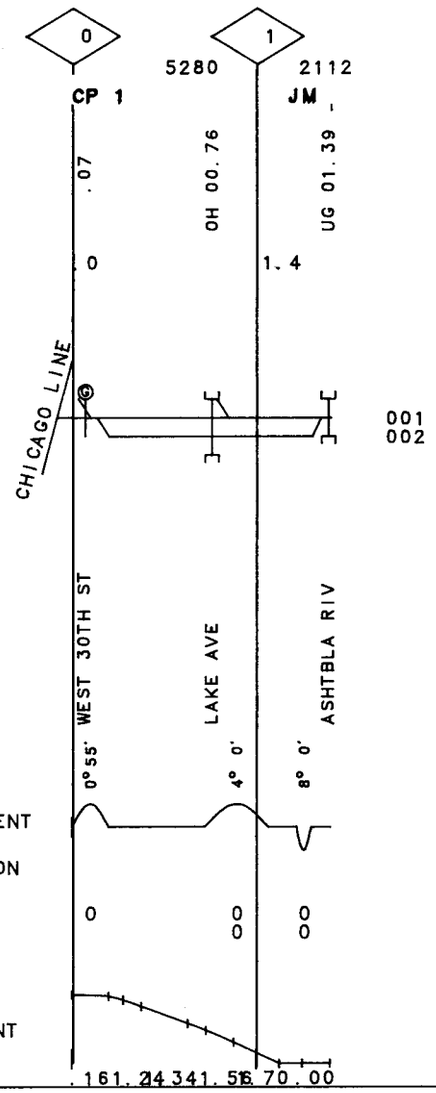
| | |
|---|---|
| GRINDING | |
| SURFACING | 84 |
| TIES | 84 |
| UNDERCUTTING | |
| RAIL | /40F84/ |
| BAL CLEAN | 82 |
| TONNAGE(MGT) | 5.8 |
| T T SPEED | 15 |

002

| |
|---|
| FIBER OPTICS |

VALUATION TOWN — V2210 ASTABULA HARBOR

FACILITY




229

MP .00 -MP 1.40 OH

REV. 01/01/91

40-2465 HARBOR CONNECTING TRACK

230

REV. 01/01/91 MP .00 -MP 2.40 OH

40-3542 C.E.I. LEAD

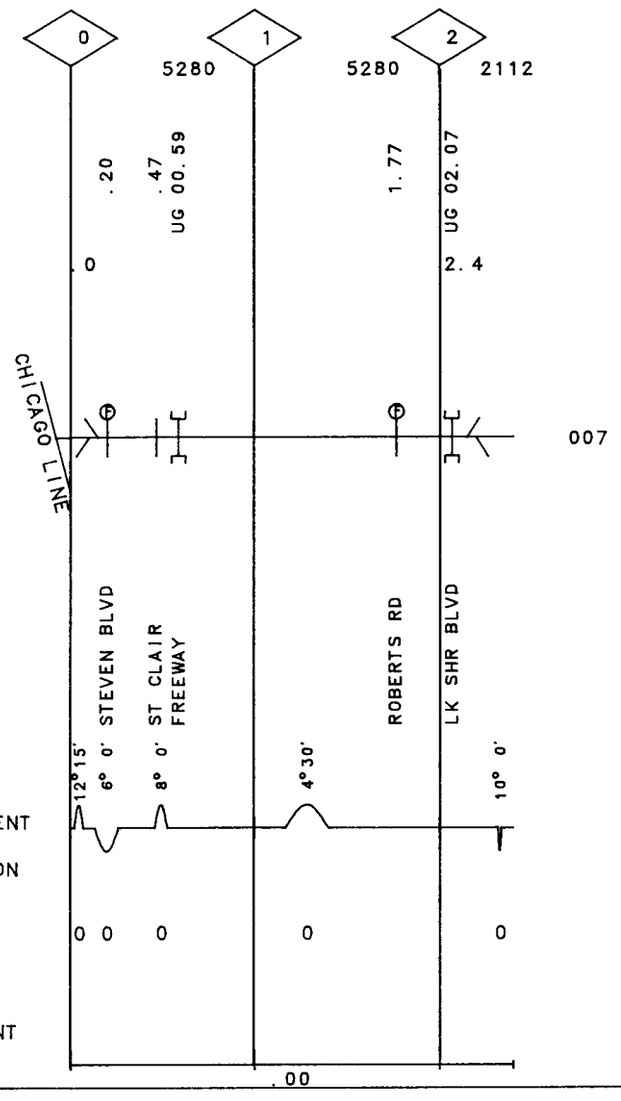
| | |
|---|---|
| GRINDING | 88 |
| SURFACING | 88 |
| TIES | 83 |
| UNDERCUTTING | |
| RAIL | 27F88 |
| BAL CLEAN | |
| TONNAGE(MGT) | 5.7 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN: WILLOUGHBY V2030

FACILITY



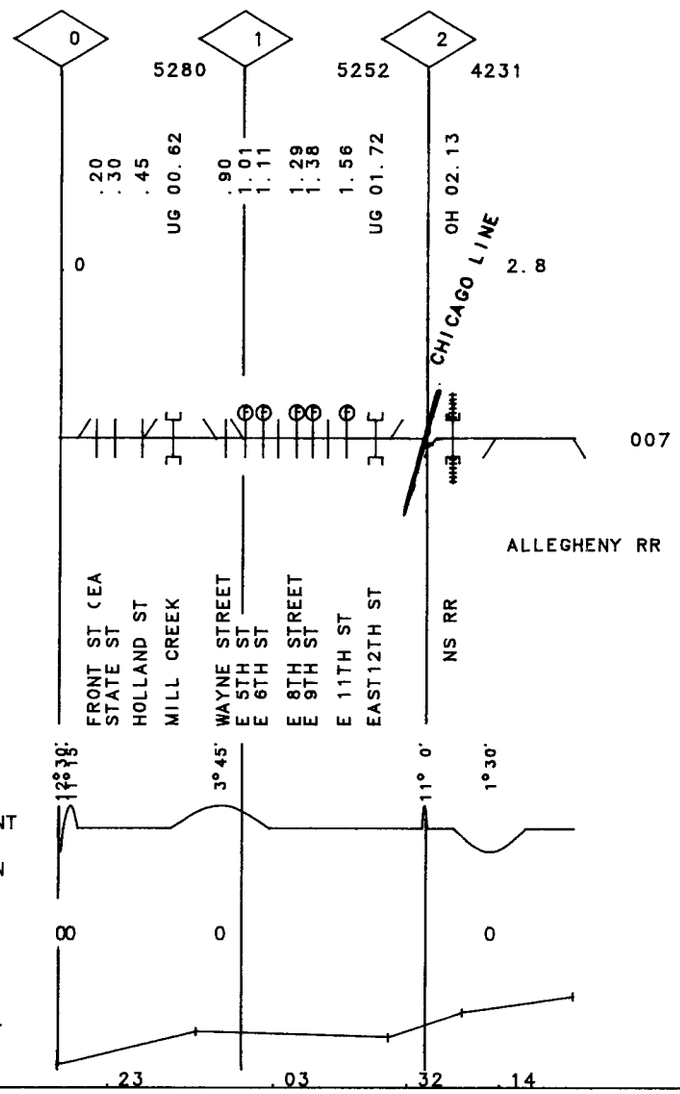
| | 1 007 | 007 |
|---|---|---|
| GRINDING | | |
| SURFACING | 86 | 86 |
| TIES | 86 | 86 |
| UNDERCUTTING | | |
| RAIL | | |
| BAL CLEAN | | |
| TONNAGE(MGT) | 0.8 | 0.8 |
| T T SPEED | 10 | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

VALUATION V7034
TOWN ERIE

FACILITY




231

REV. 01/01/91 MP .00 -MP 2.80 PA

40-3515 ERIE YARD I.T.

232

REV. 01/01/91 MP .00 -MP 2.40 OH

40-3537 CHRYSLER LEAD

| | |
|---|---|
| GRINDING | 88 |
| SURFACING | 88 |
| TIES | 85 |
| UNDERCUTTING | |
| RAIL | 27F88 |
| BAL CLEAN | |
| TONNAGE(MGT) | 1.0 |
| T T SPEED | 10 |

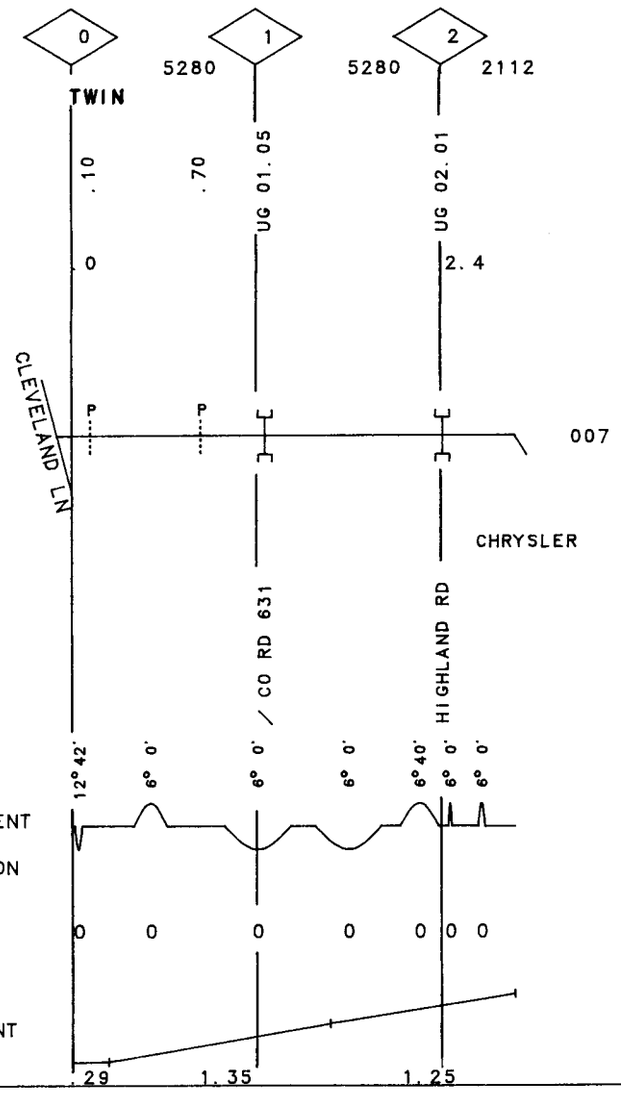
007

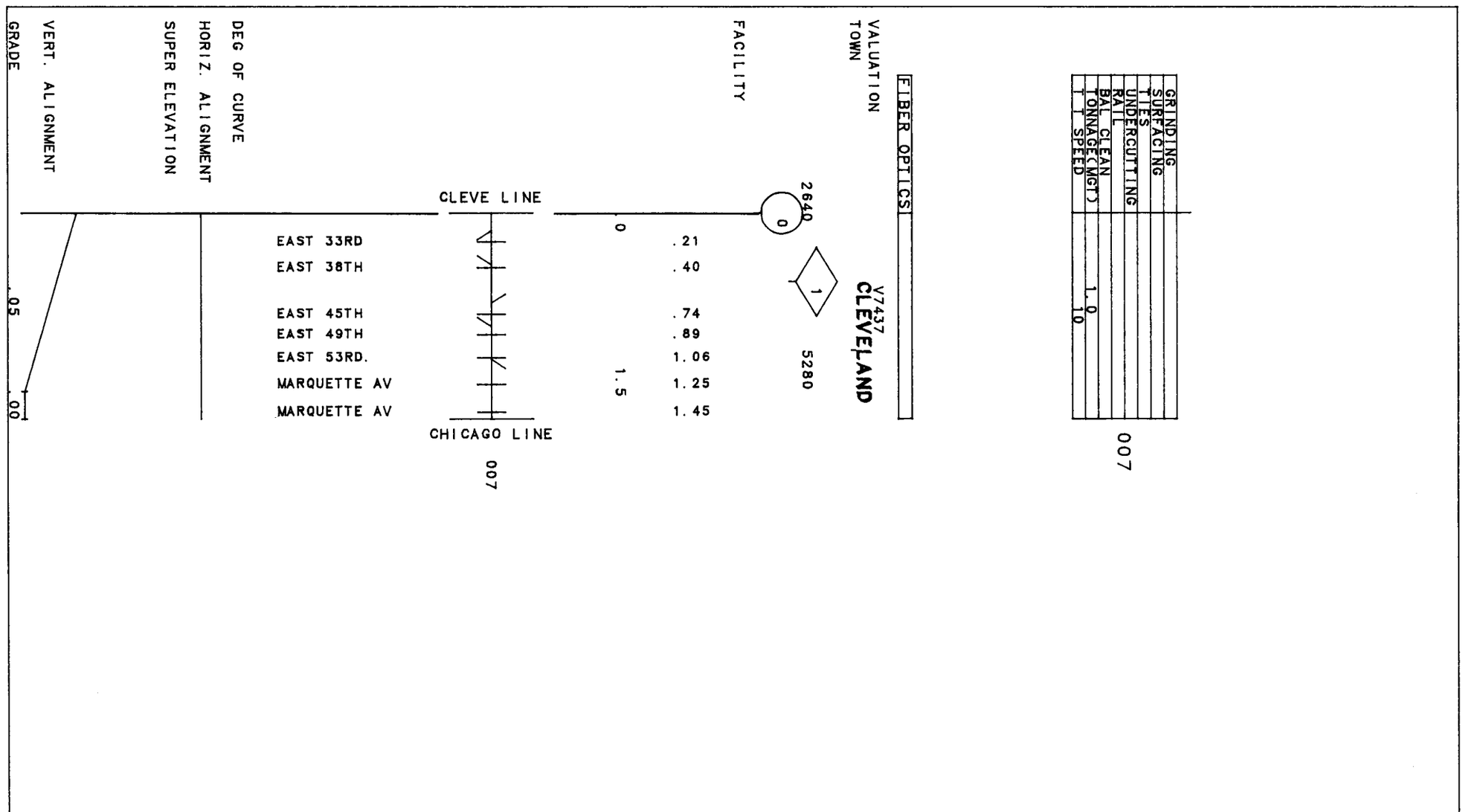
FIBER OPTICS

VALUATION V7435

TOWN **CROWN**

FACILITY




GRINDING
SURFACING
TIES
UNDERCUTTING
RAIL
BAL CLEAN
TONNAGE(MGT)
T SPEED
1.0
10
007
FIBER OPTICS
VALUATION
TOWN
V7437
CLEVELAND
FACILITY
2640
0
1
5280
CLEVE LINE
0
1.5
EAST 33RD .21
EAST 38TH .40
EAST 45TH .74
EAST 49TH .89
EAST 53RD. 1.06
MARQUETTE AV 1.25
MARQUETTE AV 1.45
CHICAGO LINE
007
DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION
VERT. ALIGNMENT
GRADE
.05
.00

234

40-3541 HARVARD CONN. REV. 01/01/91 MP .00 -MP 1.80 OH

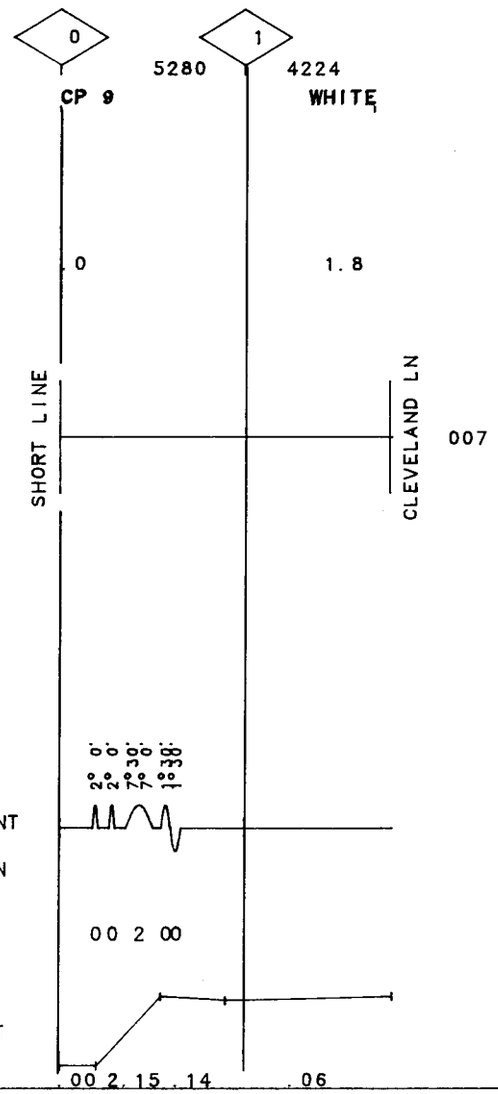
| | |
|---|---|
| GRINDING | 88 |
| SURFACING | 89 |
| TIES | 78 85 |
| UNDERCUTTING | |
| RAIL | 32-87 31F79 |
| BAL CLEAN | 90 |
| TONNAGE(MGT) | 10.0 |
| T T SPEED | 25 |

007

FIBER OPTICS

VALUATION V2050 V7437

TOWN



| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 76(1) | | | | 76(1) | | | | 67(1) | |
| SURFACING | 76E | | | | 76EM | | | | 76E | |
| TIES | 72 | | | | 68 | | | | | |
| UNDERCUTTING | | | | | | | | | | |
| RAIL | 32F73 | | | 15-50 | | 15-49 | | 32-56 | | 007 |
| BAL CLEAN | 75S | | | | | 68S | | | 66S | |
| TONNAGE(MGT) | 0.1 | | | | | | | | | |
| T T SPEED | 20 | 25 | | | | | | | | |

FIBER OPTICS

VALUATION TOWN: NORTH WARREN | LEAVITTSBURG V8385 | BRACEVILLE

| | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 |
|---|---|---|---|---|---|---|---|---|---|---|
| FACILITY | 2125 WAR | 5284 CP N. WARREN | 5325 | 5252 | 5302 SN | 5270 | 5293 | 5287 | 5287 | 5291 |
| | 160.68 | 161.86 | 162.74 | 164.50 | 165.08 | 165.86 | 166.47 | 167.87 | 168.40 | 169.18 |
| | 160.90 UG | 162.19 | 162.98 | 164.60 UG | OH | | 166.78 | 168.10 | 168.50 | 169.72 OH |
| | 161.11 | | 163.10 OH | | | | 167.03 | 167.25 | | |
| | 161.34 | | 163.40 | | | | | 167.47 | | |
| | 161.51 | | | | | | | | | |
| | 161.60 UG | | | | | | | | | |
| | 160.6 | | | | | | | | | |

NILES SEC

CSX

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | PAIGE AVE | N. PARK AVE | VERNON AVE | TODD. AVE | PARKMAN ROAD | DELAWARE | W. MARKET ST S R 5 | M L KING DR | LEAVITT ROAD DUCK CREEK | ST RTE 5 |
| | RED RUN | | MAHONING AVE MAHONING R | | | | | | | |
| DEG OF CURVE | 0°58' | 2° 0' 2° 0' | | | | | 1° 0' | 1°45' | 2° 0' | 2°15' |
| HORIZ. ALIGNMENT | | | | | | | | | | |
| SUPER ELEVATION | 0 | 00 | | | | | 0 | | 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | |
| GRADE | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | DIEHL ROAD | MAHONING R | BENEDICT ROA | BAILY ROAD | BRACEVILLE-R SR#82 | OHIO TPK | RIDGE ROAD | | | |
| DEG OF CURVE | | | | | 1° 0' | | 1° 0' | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | |
| SUPER ELEVATION | 0 | | | | 0 | | 0 | | | |
| VERT. ALIGNMENT | | | | | | | | | | |
| GRADE | | | | | | | | | | |

007

40-6501 FREEDOM SEC

REV. 01/01/91 MP 170.00-MP 180.00 OH

40-6501 FREEDOM SEC

SDG 007

| | | |

| | | |

238

40-6601 FREEDOM SEC. MP 188.40-MP 190.00 OH REV. 01/01/91

| | |
|---|---|
| GRINDING | 75(1) |
| SURFACING | 74 |
| TIES | 71 |
| UNDERCUTTING | |
| RAIL | 32F74 |
| BAL CLEAN | 73S |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 25 |

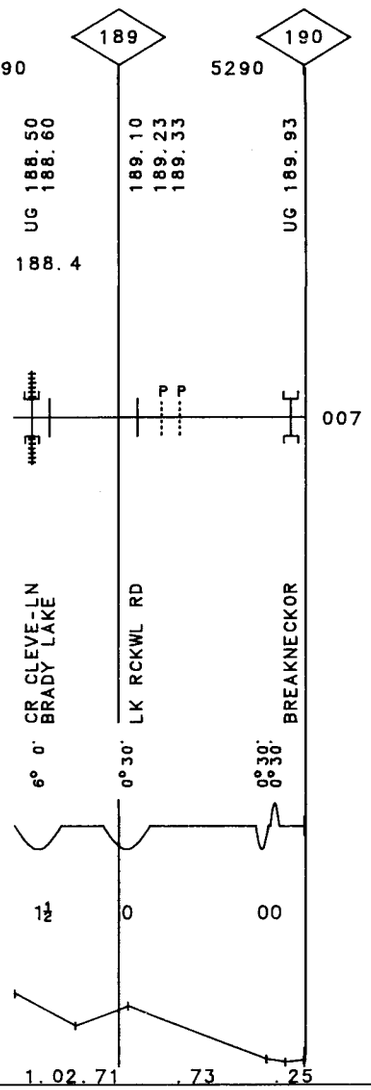
007

FIBER OPTICS

VALUATION V8385

TOWN

FACILITY



| | 007 | SDG |
|---|---|---|
| GRINDING | 74(1) | 74(1) |
| SURFACING | 74 | 74 74 |
| TIES | 71 | 71 |
| UNDERCUTTING | | |
| RAIL | 31F73 | 31F73 |
| BAL CLEAN | 73S | 75S |
| TONNAGE(MGT) | 0.1 | 0.1 |
| T T SPEED | 25 | 10 |

SDG

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRINDING | 67(1) | | | | | | 74(1) | | | | 67(1) | | | |
| SURFACING | 76E | | | | | | 74 | | | | 76E | | | |
| TIES | 76 | | | | | | 71 | | | | 76 | | | |
| UNDERCUTTING | | | | | | | | | | | | | | |
| RAIL | 15-49 | | 15-50 | | 15-49 | | 31F75 | | 31F73 | | 31F75 | | 31-41 | |
| BAL CLEAN | 75S | 73S | | 71S | | | 73S | | | | 71S | | | |
| TONNAGE(MGT) | 0.1 | | | | | | | | | | | | | |
| T T SPEED | 10 | | | | | | | | | | | | | |

007

FIBER OPTICS

VALUATION TOWN: V8385 KENT | V8385 TALLMADGE

FACILITY

| 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5302 | 5260 | 5302 | 5280 | 5285 | 5278 | 5285 | 5302 | 5292 5276 KENT | |
| UG 190.05 | 190.40 | 191.16 | 191.53 | OH 191.72 191.83 | 192.51 OH 192.60 UG 192.69 | 193.81 | UG 195.06 | 196.06 | 196.96 | 197.37 197.49 197.63 | 198.05 UG 198.30 | 199.01 |
| CSX RR | | CRAIN AVE | MAIN ST ST RTE 59 SUMMIT ST. | W&LE RR MAGADORE AVE PLUM CREEK | | MIDDLEBURY R | HIGHWAY | HOWE ROAD | NORTHEAST AV | EAST AVENUE SOUTHEAST AV SOUTH AVENUE | SOUTHWEST AV STREAM | BRITTAIN ROA |
| | 0°15' 1°00' 2°00' 3°00' 5°00' | 2°30' 1° 0' | 3° 0' | 2° 0' | 2° 0' | 2° 0' | 2° 0' | 2° 0' | 3° 0' | 2° 0' | | | 2° 0' |
| DEG OF CURVE | | | | | | | | | | | | | |
| HORIZ. ALIGNMENT | | | | | | | | | | | | | |
| SUPER ELEVATION | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | | |
| GRADE | .44 | .02 | .43 | .38 | .00 | .27 | .71 | .36 | .76 | .44 | .14 | .82 | .00 1.03 |

SDG 007

REV. 01/01/91 MP 190.00-MP 200.00 OH

40-6601 FREEDOM SEC.

240

REV. 01/01/91 MP 200.00-MP 201.40 OH

40-6601 FREEDOM SEC.

| | | |

| | | | |
|---|---|---|---|
| GRINDING | | 66(1) | |
| SURFACING | 65 | 72 | |
| TIES | 65 | 72 | |
| UNDERCUTTING | | | |
| RAIL | 12-45 | 12-47 | |
| BAL CLEAN | | 72S | |
| TONNAGE(MGT) | 0.3 | | |
| T T SPEED | 15 | | |

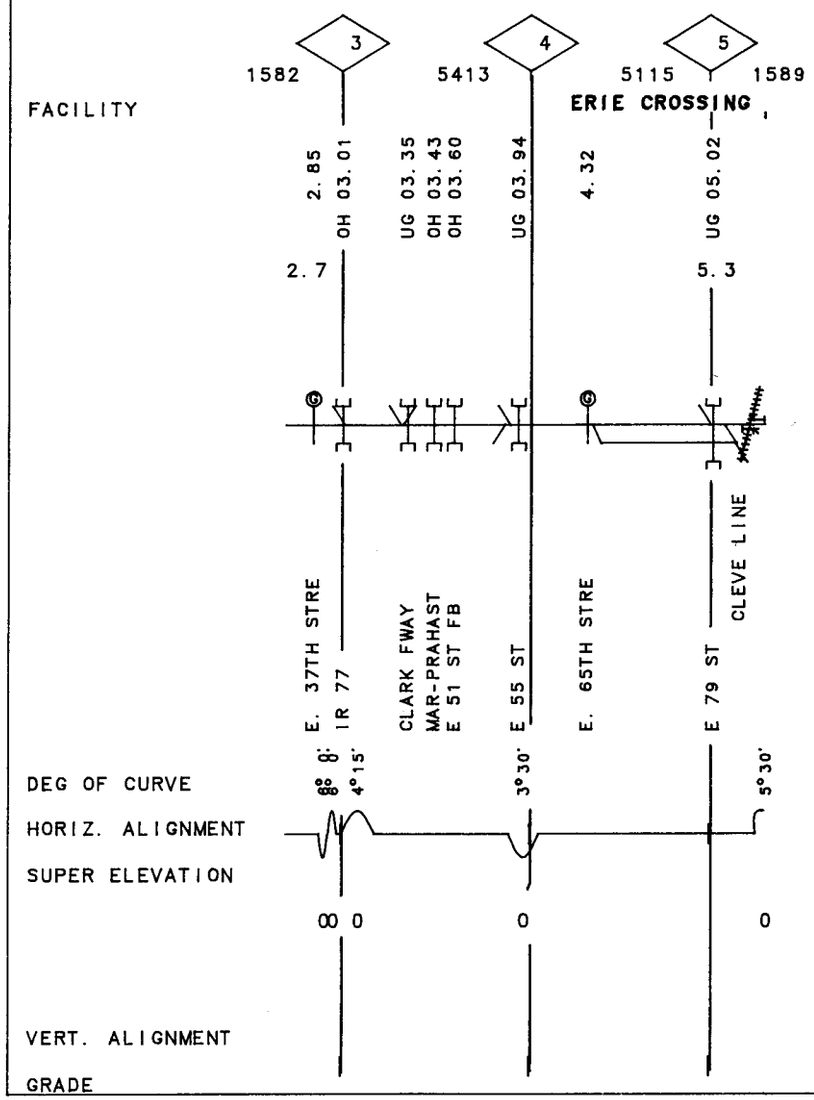
007

FIBER OPTICS

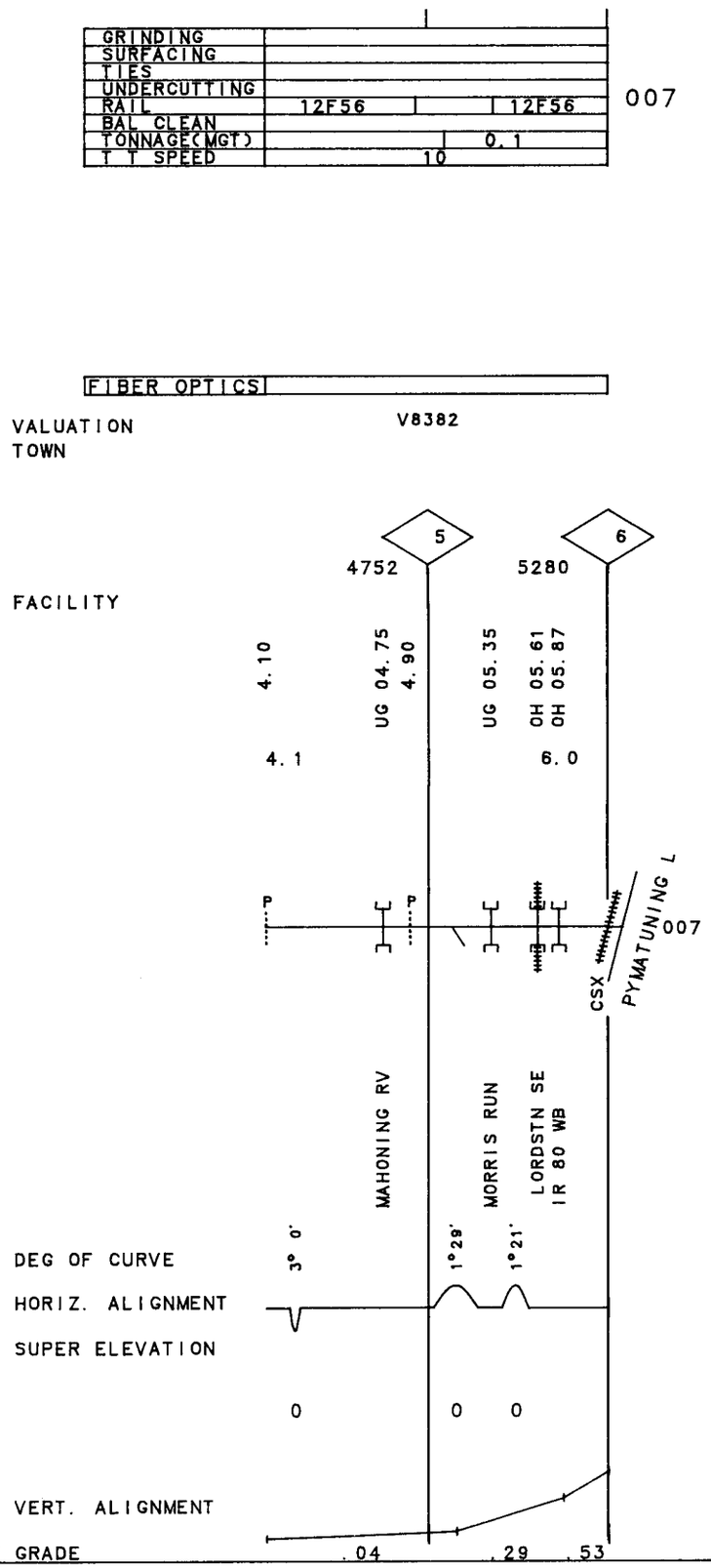
VALUATION V8381

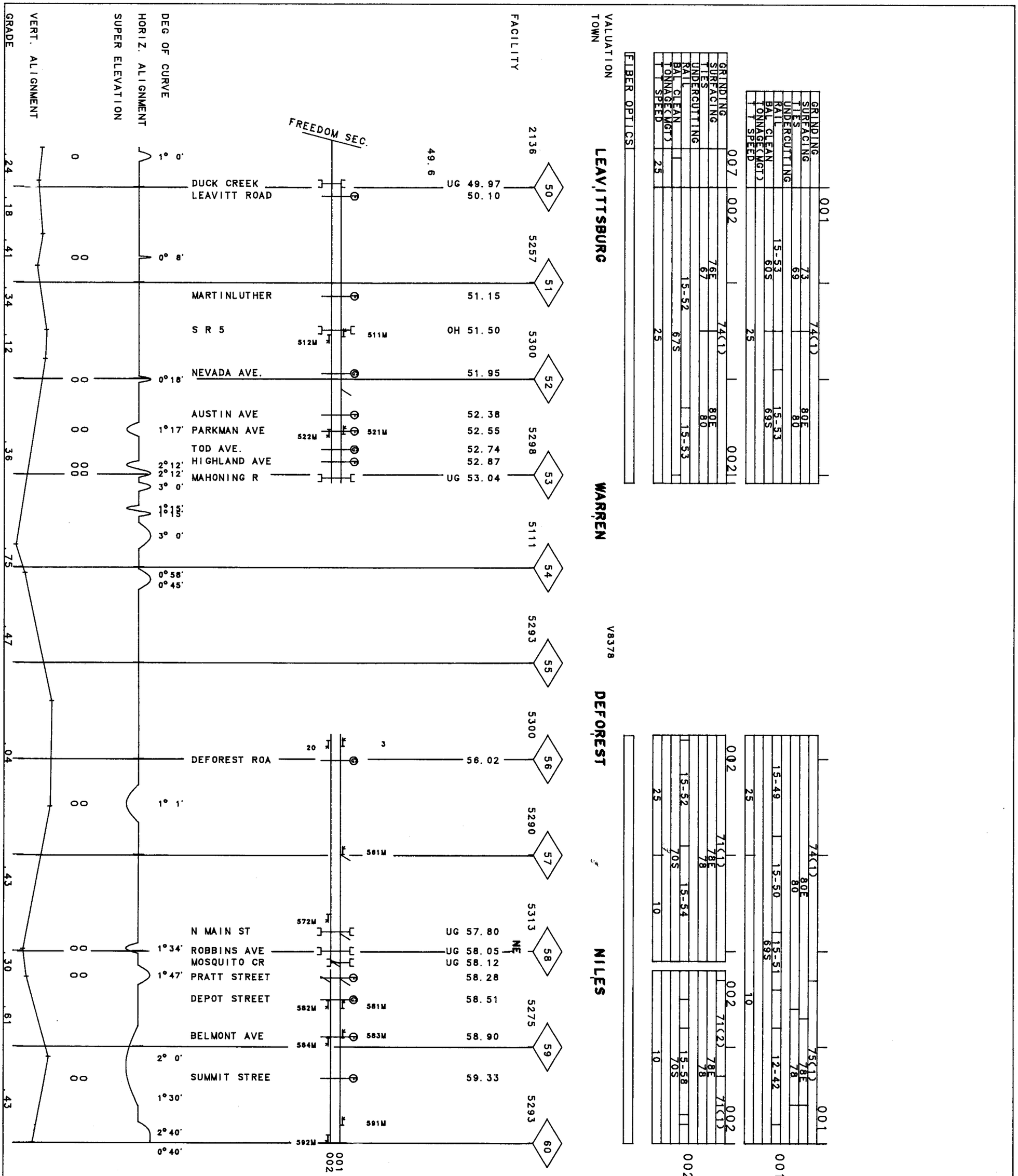
TOWN

FACILITY



40-6557 OHIO WORKS I.T. REV. 01/01/91 MP 4.10 -MP 6.00 OH






40-6502 PYMATUNING I.T. REV. 01/01/91 MP 49.60 -MP 60.00 OH

REV. 01/01/91 MP 60.00 - MP 66.40 OH

40-6502 PYMATUNING I.T.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | | | 75(1) | | | | 001 |
| SURFACING | | | 79E | | | | |
| TIES | | | 79 | | | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 15-50 | | 15-51 | | 32-60 | | |
| BAL CLEAN | 69S | | | | | 72S | |
| TONNAGE(MGT) | | | | | | | |
| T T SPEED | | | 10 | | | | |
| GRINDING | | 71(2) | | | 71(1) | | 002 |
| SURFACING | | 78E | | | 80E | | |
| TIES | | 78 | | | 80 | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 15-50 | | 15-50 | | | 12-45 | |
| BAL CLEAN | | | 70S | | | | |
| TONNAGE(MGT) | | | | | | | |
| T T SPEED | | | 10 | | | | |
| FIBER OPTICS | | | | | | | |

VALUATION V8378 | V8382

TOWN GIRARD | BRIER HILL | YOUNGSTOWN

FACILITY

60 | 61 5291 | 62 5292 CB | 63 5293 VO | 64 5395 | 65 5200 | 66 5312 2092

60.53 | UG 61.51 | OH 62.38 | OH 62.78 | 62.92 | UG 63.25 | UG 64.94 | 65.77 | OH 65.98 | UG 66.24

801M | 811M | 821M | 822M | 831M | 832M | 842M | 851M | 852M | 66.4

001
002

OHIO WORKS

SQUAW CRK | LIBERTY ST | IR 80 EB | FURNACE LANE | L SQUAW CR | OLD DIV ST | WORTHINGTON | SR170 | CTY WATER P

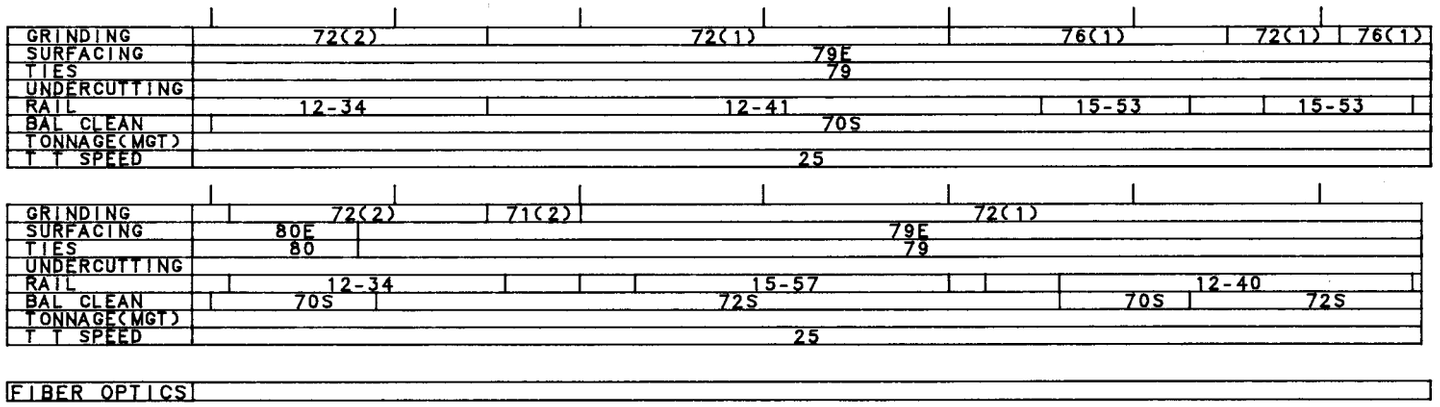
DEG OF CURVE: 2°40' 0°40' 2°12' | 0°28' | 2° 0' | 3° 2' | 1° 5' | 1°21' | 1°12' | 0°45' | 0°37' 0°25' 1°19' 2° 0' | 2°17' 2°36' 2°30'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 0 | 0 0 | 0 0 | 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0

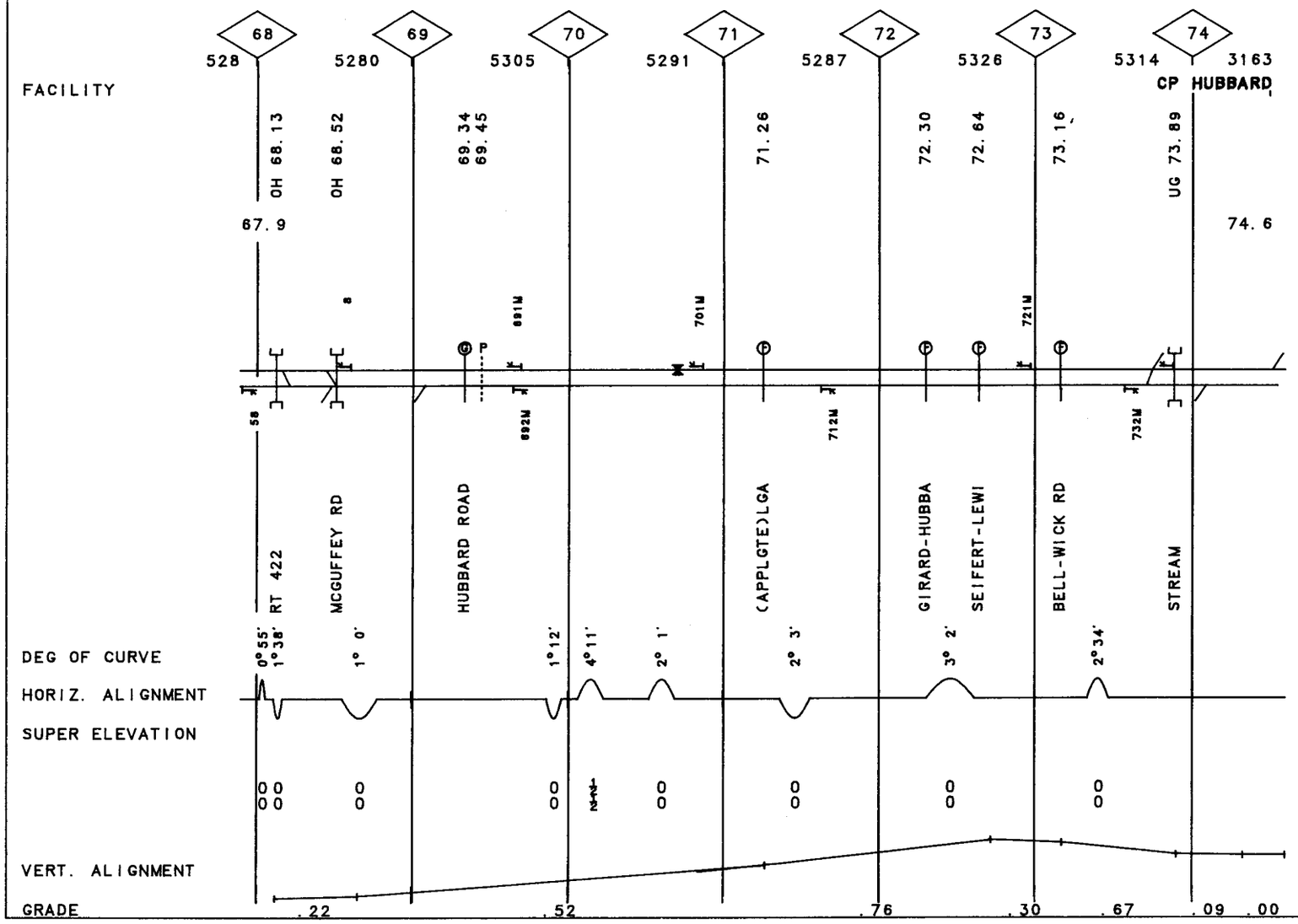
VERT. ALIGNMENT

GRADE: .43 | .11 | .11 | .00




V8381

VALUATION
TOWN **YOUNGSTOWN**




245

MP 67.90 - MP 74.60 OH

REV. 01/01/91

40-6502 PYMATUNING I.T.

246

REV. 01/01/91 MP 458.40-MP 459.50 NY

40-6551 DUNKIRK I.T.

| | |
|---|---|
| GRINDING | |
| SURFACING | |
| TIES | 66 |
| UNDERCUTTING | |
| RAIL | 90-14 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN

V8330
DUNKIRK

459

3168 2640

FACILITY

UG 459.03 UG 459.44

458.4 459.5

NS RR

CHICAGO LINE

007

ROBERTS RD MAIN ST

DEG OF CURVE 1°15' 1°15' 0°50' 12° 0' 5° 0' 6°30' 7°30'

HORIZ. ALIGNMENT

SUPER ELEVATION

0 0 00000

VERT. ALIGNMENT

GRADE .80 .27 .38

| | 001 |
|---|---|
| GRINDING | |
| SURFACING | 72 |
| TIES | 72 |
| UNDERCUTTING | |
| RAIL | 10F45 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

| | 002 |
|---|---|
| GRINDING | |
| SURFACING | 72 |
| TIES | |
| UNDERCUTTING | |
| RAIL | |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

002

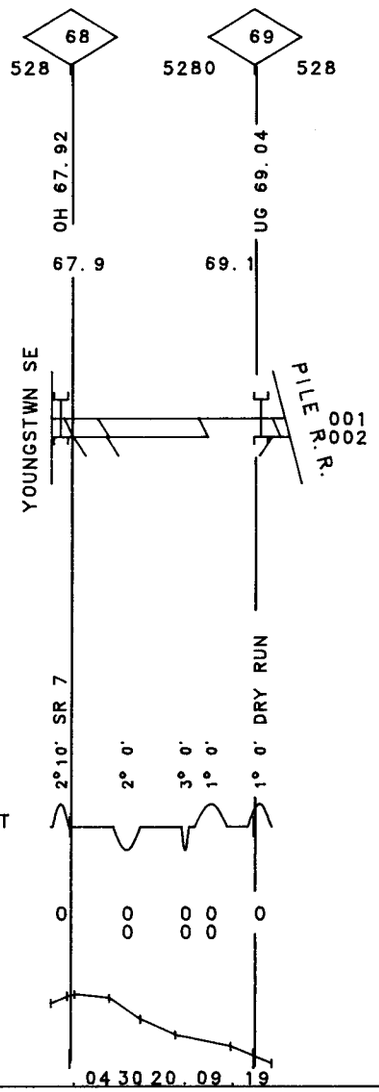
002

15

| FIBER OPTICS | |
|---|---|

VALUATION TOWN V8382 YOUNGSTOWN

FACILITY




DEG OF CURVE 2°10' 2° 0' 3° 0' 1° 0' 1° 0'

HORIZ. ALIGNMENT

SUPER ELEVATION 0 0 0 0 0 0 0

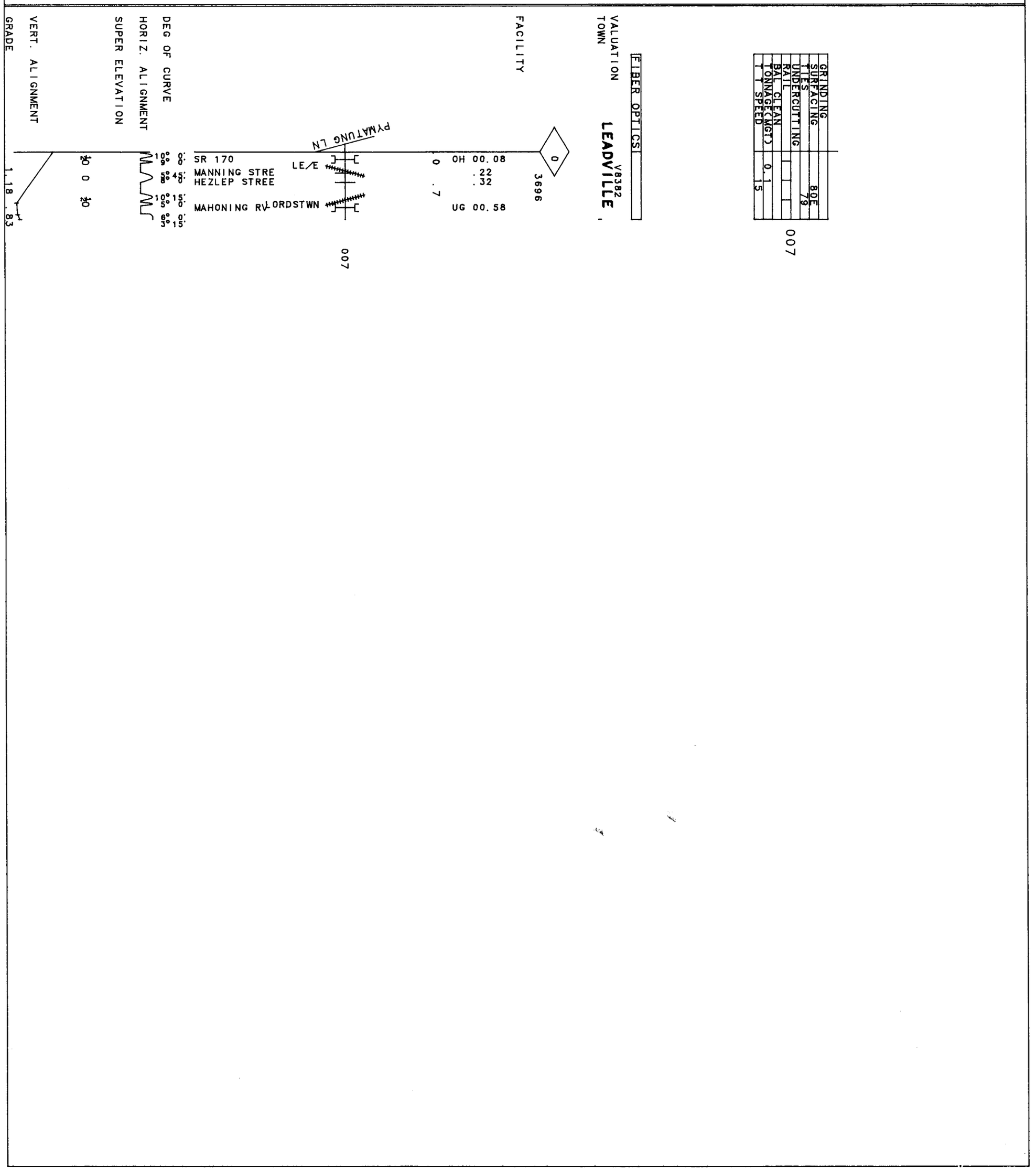
VERT. ALIGNMENT

GRADE .04 30 20 .09 .19

REV. 01/01/91 MP 67.90 -MP 69.10 OH

40-6555 HASELTON

40-6556 AUSTINTOWN I.T. REV. 01/01/91 MP .00 -MP .70 OH



REV. 01/01/91 MP .00 -MP 10.00 PA

| | |
|---|---|
| GRINDING | |
| SURFACING | 90 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 27F89 |
| BAL CLEAN | 87 |
| TONNAGE(MGT) | 1.6 |
| T T SPEED | 25 |

007

FIBER OPTICS

V8378

VALUATION TOWN: BUCHANAN | SHAWS | COCHRANTON

FACILITY

0 BUCK

5280 1 2 3 4 5 6 7 8 9 10

UG 0.25 UG 0.33 .52 UG 00.91 1.39 1.60 2.20 2.46 3.05 3.20 3.40 4.15 4.80 UG 05.67 6.10 6.50 6.65 UG 06.81 UG 07.04 7.20 7.35 UG 07.68 7.80 8.02 8.34 8.60 9.09 9.35 UG 09.99

.0

MEADVLLE LIN

FRENCH CRK
FRENCH CRK
WILSON/CHATE
OVER FLOW S
SHAWS LANDNG
STREAM
STREAM
STREAM
L SUGAR CK
ADAMS ST
STREAM

007

DEG OF CURVE: 3°45' | 2°0' 1°22' | 1°42' 5°35' 3°0' 2°0' 3°0' 3°0' | 3°0' 2°0' 1°0' 4°0' 6°0' | 2°0' | 3°0' | 0°30' | 4°30' 2°0' | 4°30' 8°0' 1°30' 5°0' 6°0' 3°0' | 3°0' | 2°30' 4°0' 6°30' | 6°0'

HORIZ. ALIGNMENT

SUPER ELEVATION: ½ | 0 0 | 0 1 0 0000 0 | 0 0 ½ 1½ | 0 | 0 | 0 ½0 | ½ 2 1 1½ 0 | 0 | ½ 1½ 1½

VERT. ALIGNMENT

GRADE: .06 .09 .26 .28 .04 .09 .65 .45.00 .70 .00.20 .00 .02.00 .12 .07 .00 .09 21.14 .22 .17 .00 .00.07

40-6561 FRANKLIN SEC.

250

REV. 01/01/91 MP 10.00 -MP 20.00 PA

40-6561 FRANKLIN SEC.

| | |
|---|---|
| GRINDING | |
| SURFACING | 89 |
| TIES | 87 |
| UNDERCUTTING | |
| RAIL | 27F89 |
| BAL CLEAN | 87 |
| TONNAGE(MGT) | 1.6 |
| T T SPEED | 25 |

007

FIBER OPTICS

VALUATION
TOWN

V8378

CARLTON

UTICA

FACILITY

10 | 5280 | 11 | 5280 | 12 | 5280 | 13 | 5280 | 14 | 5280 | 15 | 5280 | 16 | 5280 | 17 | 5280 | 18 | 5280 | 19 | 5280 | 20

11.12
UG 11.31
11.70
UG 12.25
UG 13.55
13.70
15.06
15.20
15.94

P C C P P P C C P P

STREAM
LR43074
STREAM
MCCUNE RUN
LR60019

DEG OF CURVE
HORIZ. ALIGNMENT
SUPER ELEVATION

2 2 0 0 0 ½ 0 ½ 0 0 0 0 ½ 0 0 1 1½ 2 1 1 ½ 0 1½ 1½ ½ ½ 1½ 0 0 0 2 0 0 2 1½

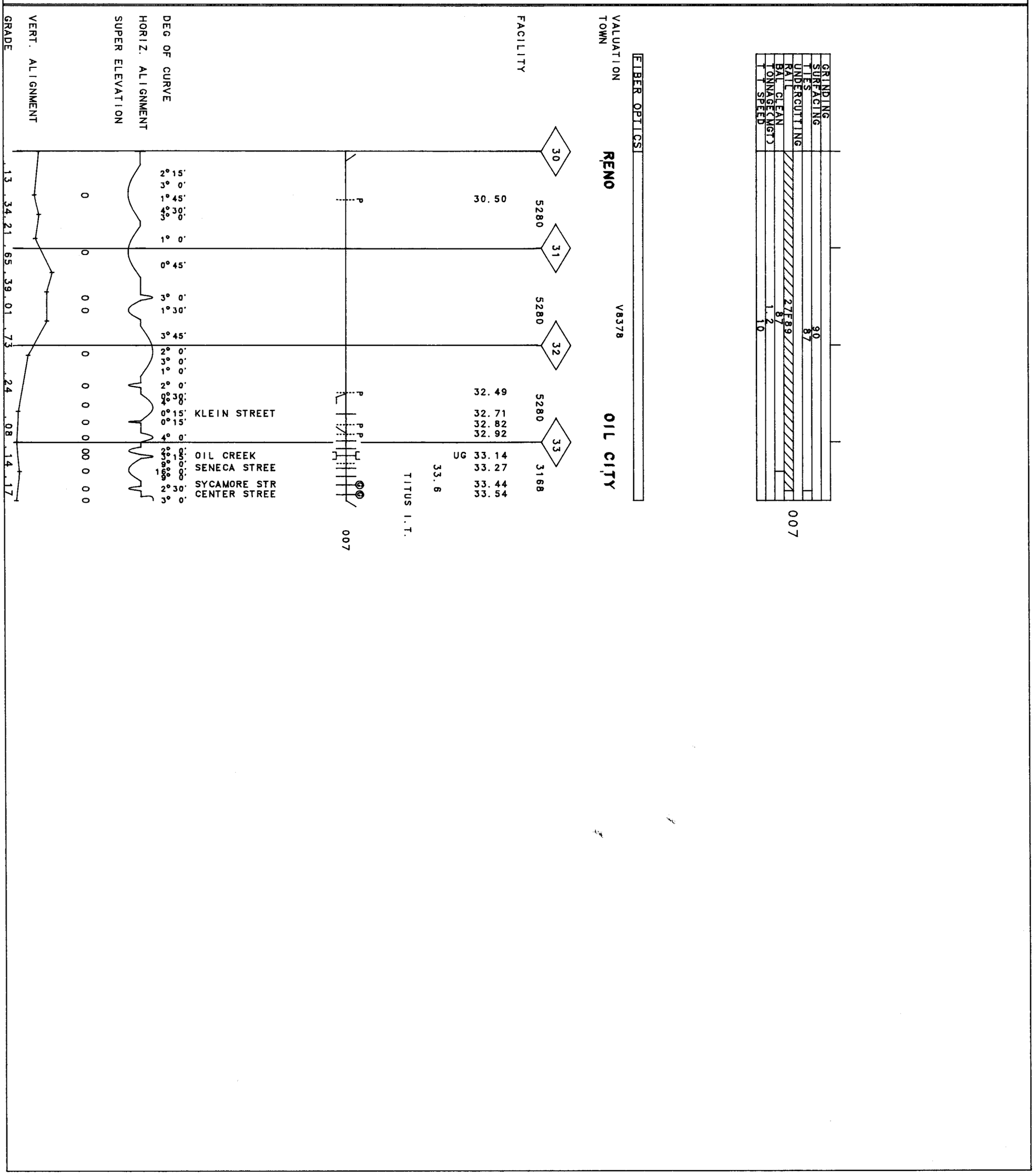
VERT. ALIGNMENT

GRADE .24 .00 .27 .17 .00 .00 .17.00 .12 .13 .26 .19.06 .59 .54 .20 .32 .31 .14 .29 .31 .02 .16 .12 .17 .10 .19 .20 .37 .03 .17

007

| | | |

40-6561 FRANKLIN I.T. REV. 01/01/91 MP 30.00 -MP 33.60 PA



| | |
|---|---|
| GRINDING | 73(1) |
| SURFACING | 70 |
| TIES | 67 |
| UNDERCUTTING | |
| RAIL | 32-67 |
| BAL CLEAN | 67S |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 15 |

SDG

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GRINDING | 73(1) | 68(2) | | 73(1) | | | |
| SURFACING | 85 | | | | 73 | | |
| TIES | 85 | | | | 67 | | |
| UNDERCUTTING | | | | | | | |
| RAIL | 32-49 | 32-56 | 15-73 | | 32-67 | | |
| BAL CLEAN | 73S | | 67S | 73S | | 67S | |
| TONNAGE(MGT) | 0.1 | | | | | | |
| T T SPEED | 15 | | | | | | |

007

| |
|---|
| FIBER OPTICS |

VALUATION
TOWN

V8385

**HARDING**

| | 269 | 270 | 271 | 272 | 273 | 274 | 275 | |
|---|---|---|---|---|---|---|---|---|
| | 1056 | 5306 | 5286 | 5304 | 5276 | 5299 | 5290 | 3168 |
| FACILITY | SOUTH MANS | | | | | | | |
| | UG 268.92<br>269.04<br>269.14 | 269.33 | UG 270.58 | UG 270.77 | 271.40 | OH 271.70<br>271.81 | OH 272.95 | UG 273.88 | UG 274.28 | 274.75 | UG 275.27 | 275.52 |
| | 268.8 | | | | | | | | | | 275.6 | |
| FT WAYNE LIN | | | | | | | | | | | | |
| | CSX | | | | | | | | | | | |
| | TOBY RUN<br>MULBERRY STR<br>MILLER STREE | BOWMAN STREE | CATTLE PASS | ARNOLDS RUN | | US RTE 30N<br>HOME ROAD | SPRNGMIL RD | US RTE 30 | STREAM | | ROADWAY | |
| DEG OF CURVE | 2°52' | 8°38' | 1°45' | 1°30' | 1°30' | 1° 0' | 0°30'<br>0°30' | 1° 0' | 1°30' | 1°30' | 1°30' | 1°30' |
| HORIZ. ALIGNMENT | | | | | | | | | | | | |
| SUPER ELEVATION | 0 | 00 | 0 | 0 | 0 | 00 | 00 | 0 | 0 | 0 | 0 | 0 |
| VERT. ALIGNMENT | | | | | | | | | | | | |
| GRADE | | | 1.06 | | | | .53 | | .13 | .59 | | .00 |

SDG
007

REV. 01/01/91 MP 51.10 - MP 54.30 OH

| | 002 | 002 002 | 002 | |
|---|---|---|---|---|
| GRINDING | 74(1) | 74(1) | 74(1) | |
| SURFACING | 73 | 73 | 73 | |
| TIES | | | | |
| UNDERCUTTING | | | | |
| RAIL | | | | 002 |
| BAL CLEAN | 74S | 74S | 74S | |
| TONNAGE(MGT) | 0.1 | 0.1 | 0.1 | |
| T T SPEED | 15 | 15 | 15 | |

| | 001 | 001 | |
|---|---|---|---|
| GRINDING | 72(1) | 72(1) | |
| SURFACING | 71 | 71 | |
| TIES | 71 | 71 | |
| UNDERCUTTING | | | |
| RAIL | 12-43 | 12-43 | 001 |
| BAL CLEAN | 74S | 74S | |
| TONNAGE(MGT) | 0.1 | 0.1 | |
| T T SPEED | 15 | 15 | |

| FIBER OPTICS | | |
|---|---|---|

VALUATION V8394

TOWN LIMA

FACILITY

52 53 54

4752 5280 5280 1584

UG 51.64
UG 51.75
52.15
52.27
UG 52.38
UG 52.98
UG 53.04
OH 54.24

51.1 54.3

GTW

002
001

CSX

SR 65
REESE AVENUE

MAIN STREET
GREENLAWN AV
METCALF ST

COLETT ST
OTTAWA RVR

ST RTE 117

DEG OF CURVE 1° 2' 1° 1'

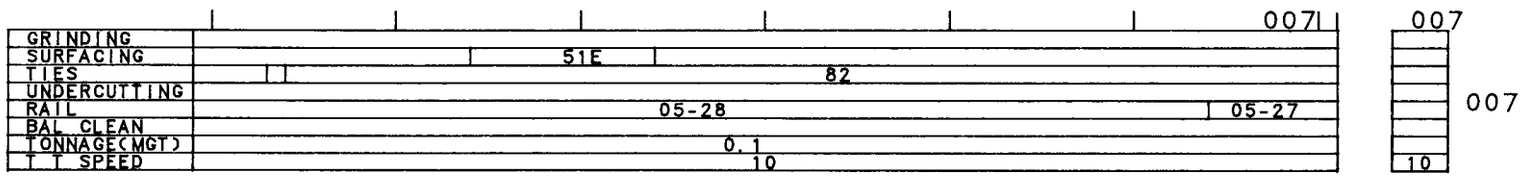
HORIZ. ALIGNMENT

SUPER ELEVATION 0 0 0 0

VERT. ALIGNMENT

GRADE .30 .21 .21 .20 .41 14 .20

40-6604 LIMA I.T.



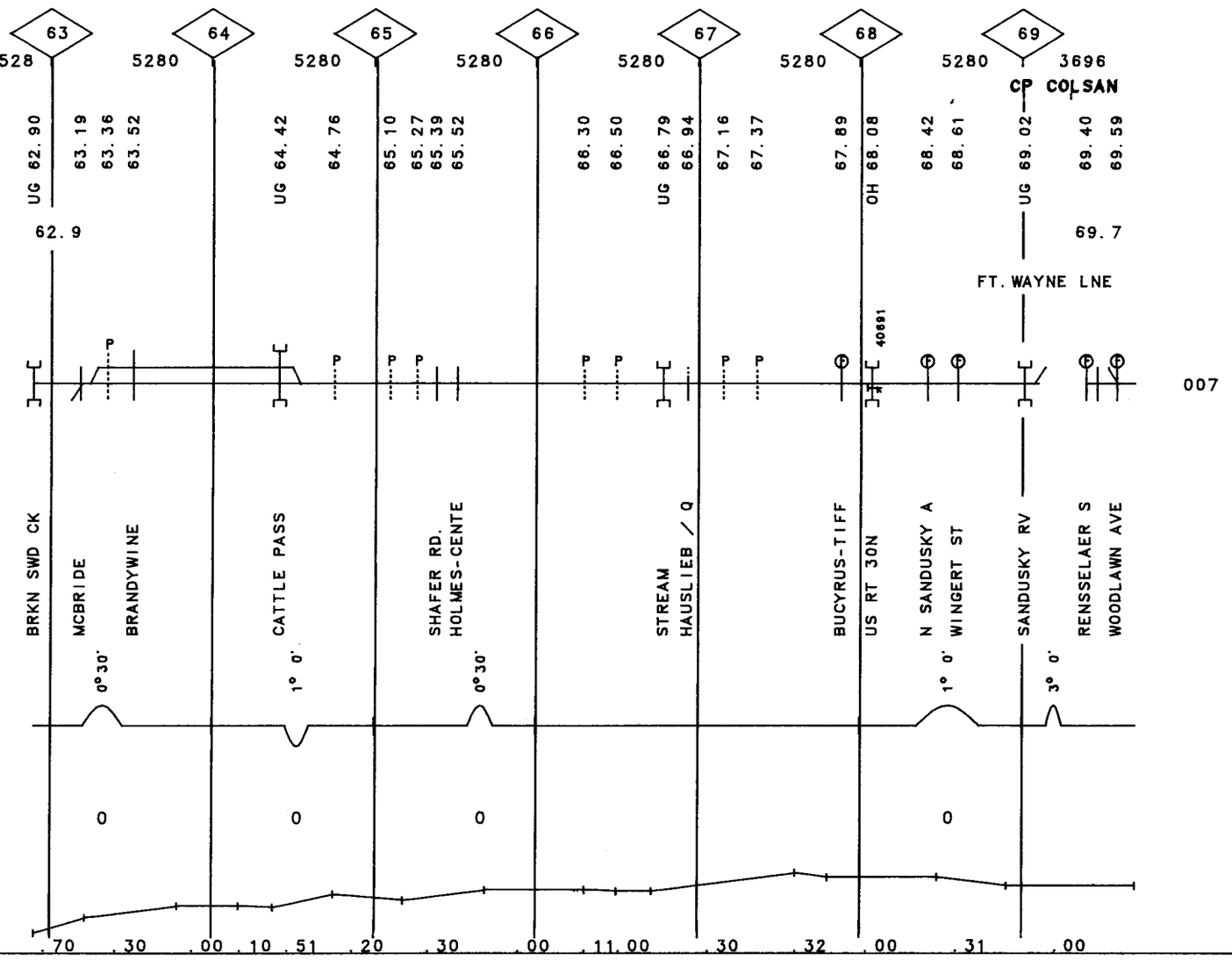

VALUATION
TOWN

SPORE

V3010

BUCYRUS

FACILITY



REV. 01/01/91 MP 133.40-MP 138.90 OH

40-8130 HEBRON I. T.

| | |
|---|---|
| GRINDING | |
| SURFACING | 51M |
| TIES | 82 \| 51 |
| UNDERCUTTING | |
| RAIL | 05-27 \| 05-26 \| 05-29 |
| BAL CLEAN | |
| TONNAGE(MGT) | 0.1 |
| T T SPEED | 10 |

007

| | |
|---|---|
| FIBER OPTICS | |

V3010

VALUATION TOWN: HEATH — HEBRON

| | 134 | 135 | 136 | 137 | 138 | |
|---|---|---|---|---|---|---|
| | 3168 | 5280 | 5280 | 5280 | 5280 | 4752 |
| FACILITY | HEATH IND. PARK | | | HEBRON IND. PARK | | |
| | 133.47 | 133.97 / 134.07 | 134.75 | 134.99 | 136.35 | 136.92 | 137.87 | 138.40 / 138.49 |
| | | UG | | | UG | UG | | |

133.4 — 138.9

WELTON SEC

007

IRVINGWICK R / RAMP CREEK — ROAD — BEAVER CRK — NORTH ST

DEG OF CURVE: 1° 0' — 5° 0' — 4°18' — 4° 0' — 3° 0' — 1° 0' — 8° 9'

HORIZ. ALIGNMENT

SUPER ELEVATION: 0 — 0 — 0 — 0 — 0 — 0 — 0

VERT. ALIGNMENT

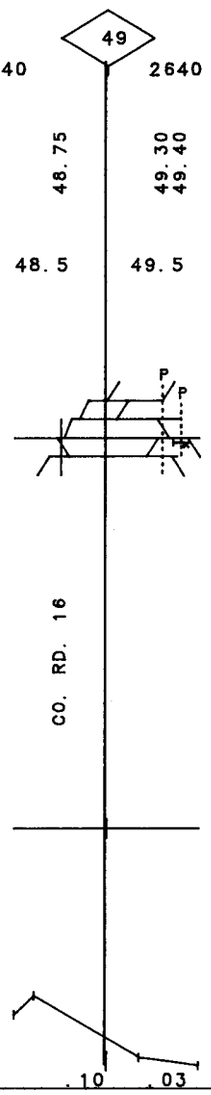
GRADE: .00 .11 .16 .61 .00 .11 .70 .25 .70 .30 .50 .00

| | |
|---|---|
| GRINDING | |
| SURFACING | 54M |
| TIES | 48 |
| UNDERCUTTING | |
| RAIL | 05-48 |
| BAL CLEAN | 54S |
| TONNAGE(MGT) | |
| T T SPEED | 15 |

007

| FIBER OPTICS |
|---|

VALUATION V5420
TOWN CAREY




FACILITY

DEG OF CURVE

HORIZ. ALIGNMENT

SUPER ELEVATION

VERT. ALIGNMENT

GRADE .10 .03

257

MP 48.50 - MP 49.50 OH

REV. 01/01/91

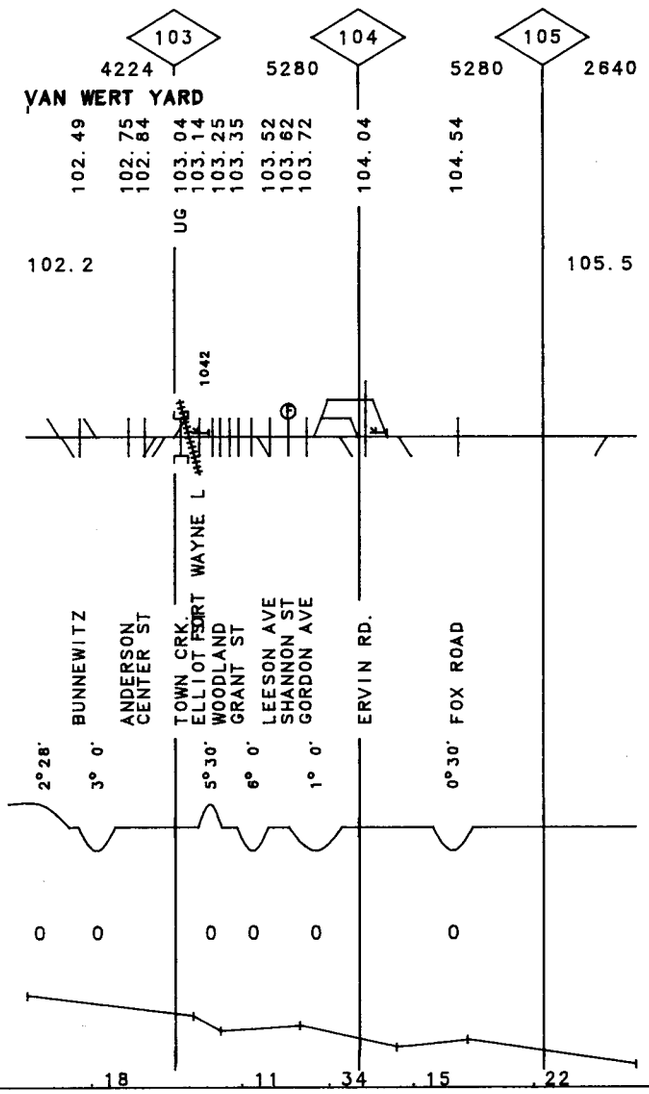
40-8133 CAREY I.T.

REV. 01/01/91 MP 102.20-MP 105.50 OH

40-8248 VAN WERT I.T.

| | | | |
|---|---|---|---|
| GRINDING | | | |
| SURFACING | | | |
| TIES | 53 | 55 | |
| UNDERCUTTING | | | |
| RAIL | 05F53 | 05F55 | 007 |
| BAL CLEAN | | | |
| TONNAGE(MGT) | 0.1 | | |
| T T SPEED | 15 | | |

| | |
|---|---|
| FIBER OPTICS | |

VALUATION TOWN

V5510
ESTRY VAN WERT