

JAN. 1, 1987



PITTSBURGH DIVISION -- TRACK CHART

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MAINT. PROGRAMS	
T - TIES ONLY	
B - BALLAST ONLY	
A - TIES & BALLAST	
• F - FABRIC	

BALLAST	SYMBOLS		RAIL
CINDERS-----			85 LB. AND UNDER
SAND-----			90 LB
CHATS-----			100 LB.
GRAVEL-----			110 LB.
CR. ROCK-----			112, 115 LB.
CR. SLAG-----			130, 131, 132 LB.
OTHER AS MARKED----			OTHER AS MARKED
ALIGNMENT CURVES DEGREES-MINUTES-DIRECTION----- 3-45 R.		CONTINUOUS WELDED RAIL-----CWR	
ALIGNMENT CURVES SUPERELEVATION-INCHES----- 2 1/2		30 SPEED RESTRICTION-MPH	
		ORD SPEED RESTRICTION-REASON	

PRIVATE ROAD CROSSING-----	
PUBLIC ROAD CROSSING-GRADE-----	
PUBLIC ROAD CROSSING-OVERGRADE-----	
PUBLIC ROAD CROSSING-UNDERGRADE-----	
FLASHING LIGHT SIGNAL-GRADE CROSSING-----	
WIGNAG SIGNAL-GRADE CROSSING-----	
CROSSING BELL-GRADE CROSSING-----	
CROSSING GATES-GRADE CROSSING-----	
FLASHING LIGHT GATES-GRADE CROSSING-----	

POLE WIRE LINE-----	
TELEPHONE-----	
SIGNAL-INTERMEDIATE-----	
SIGNAL-STOP-----	
TRAFFIC CONTROL-BEGIN-----	
TRAFFIC CONTROL-END-----	
HOT BOX DETECTOR-----	
RULING GRADE-----	
LUBRICATOR-----	
RADIO BASE STATION-----	

R. R. CROSSING-GRADE	
R. R. CROSSING-UNDERGRADE	
R. R. CROSSING-OVERGRADE	

INTERLOCKING	
A	AUTOMATIC INTERLOCKING
C	CONTROLLED INTERLOCKING

NOTE: BRIDGES OR PIPES SPANNING LESS THAN 10 FT. NOT SHOWN

SCALE: 1" = 4000' HOR.
1" = 200' VERT.

INFORMATION CONCERNING CHANGES, CORRECTIONS OR
ADDITIONS TO THE TRACK CHARTS SHOULD BE FORWARDED
TO THE OFFICE OF:
ASSISTANT VICE-PRESIDENT ENGINEERING AND PLANNING
8 N. JEFFERSON STREET
ROANOKE, VIRGINIA 24042-0052
PHONE 981-5351

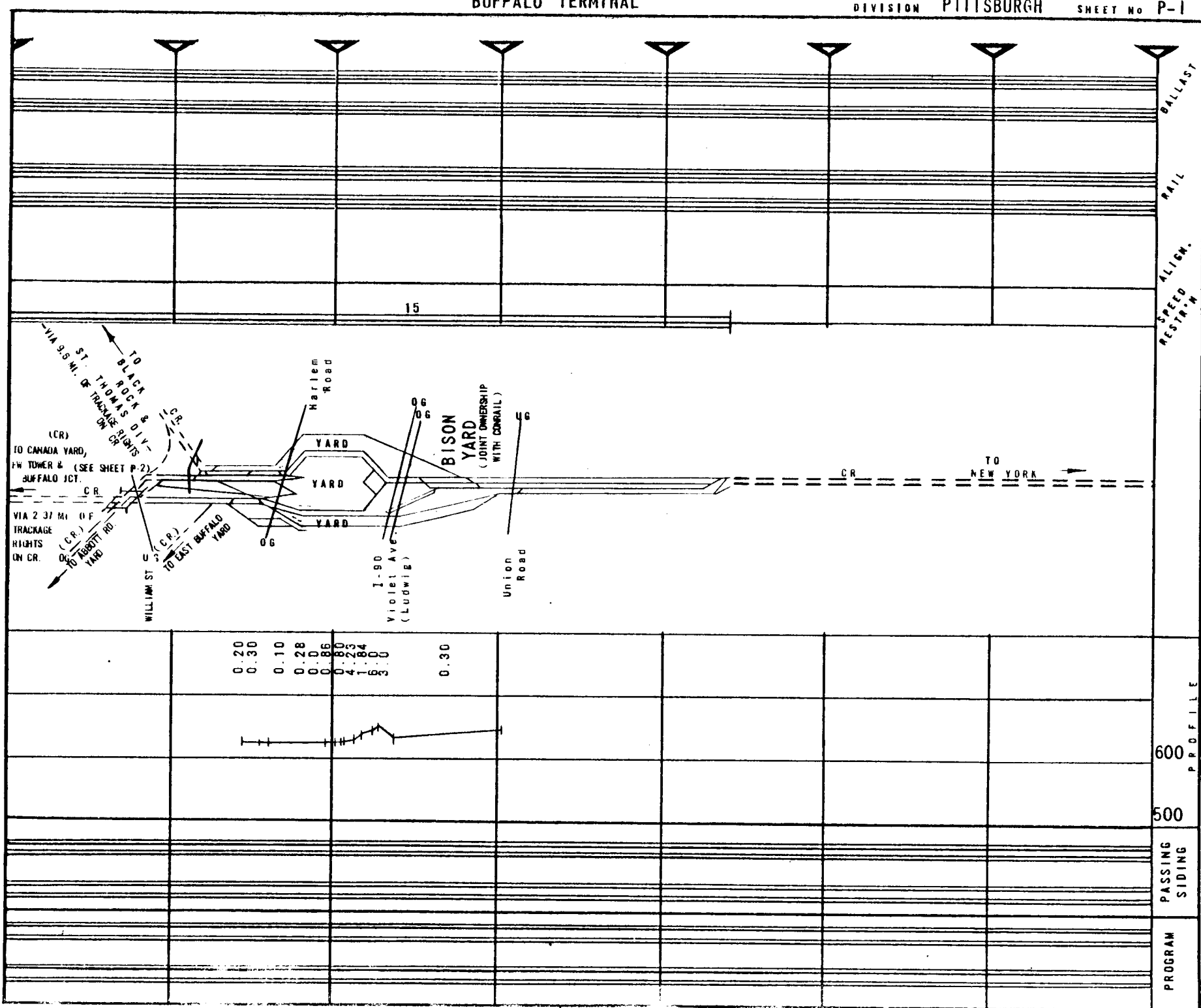
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DESCRIPTION
DISTRICT
SHEET NO.

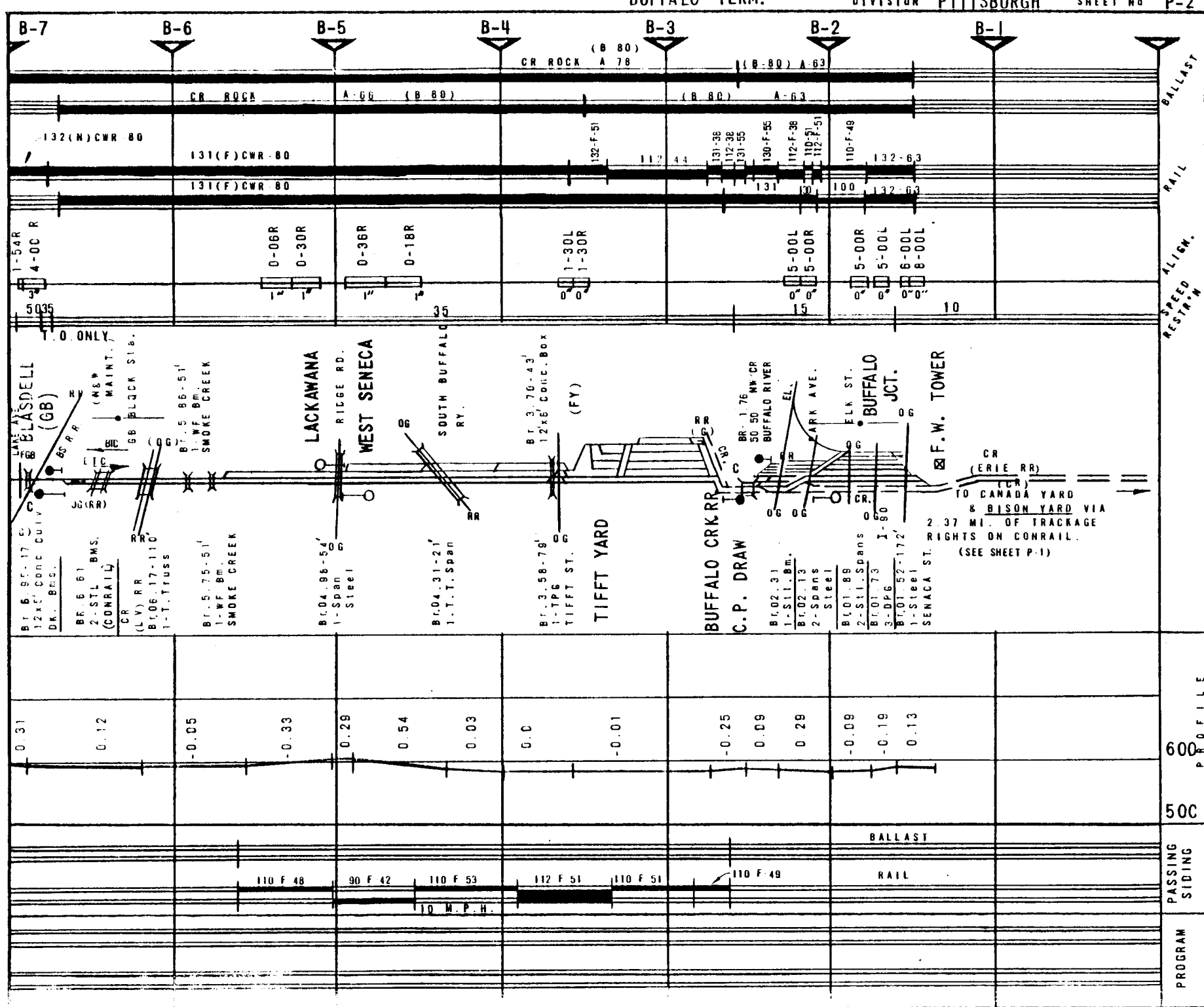
PITTSBURGH DIVISION

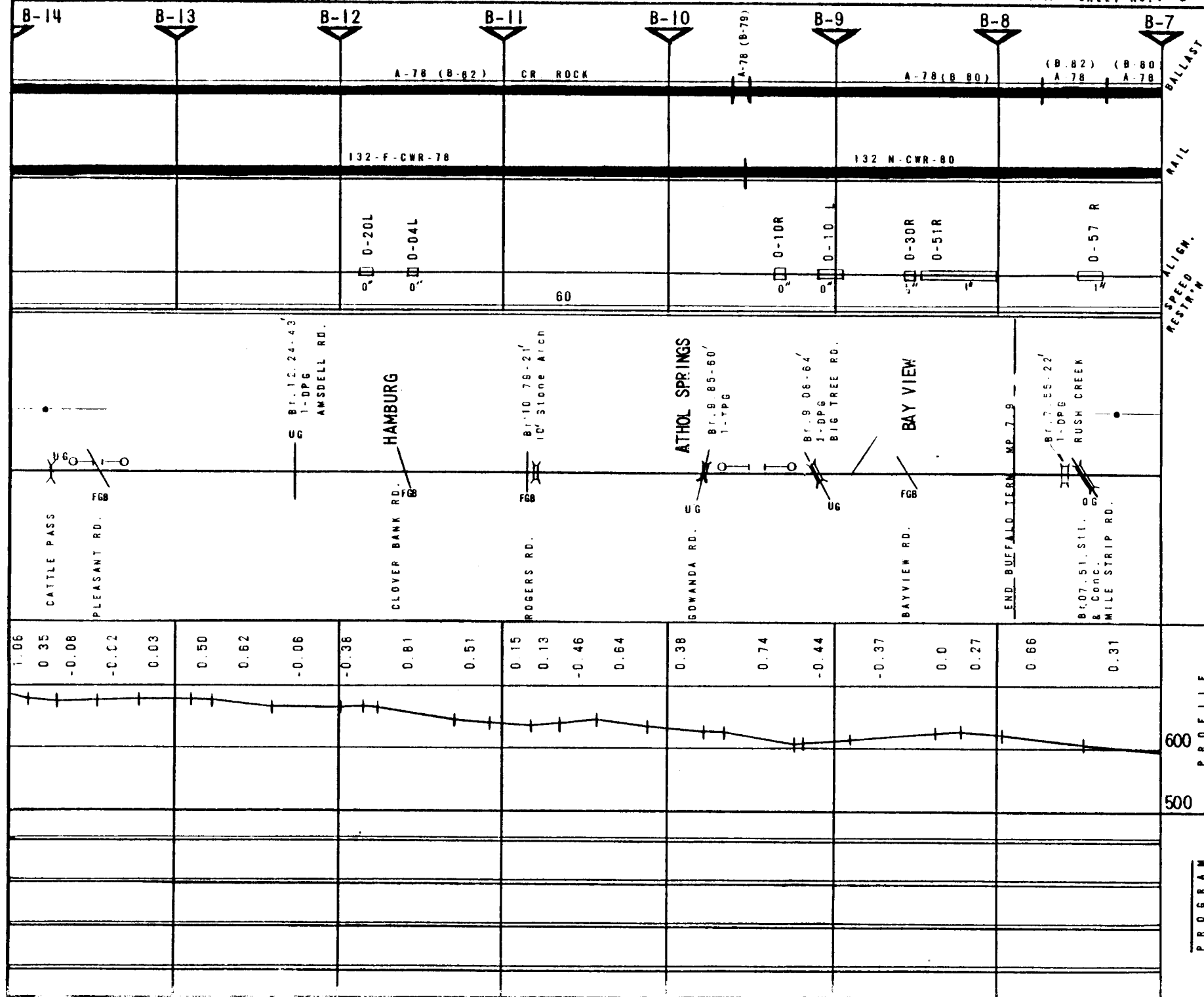
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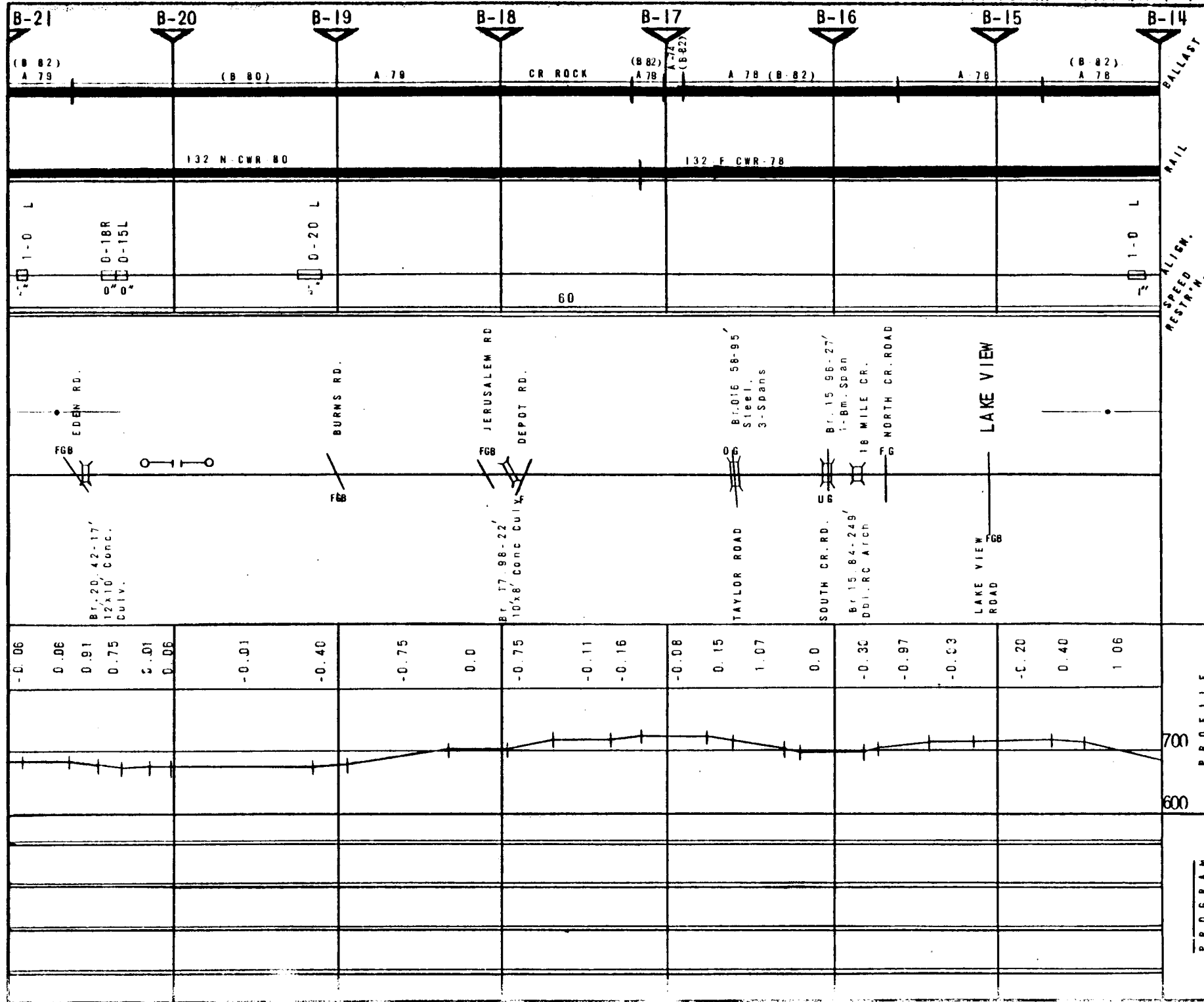
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BRUNING 44-131 28828

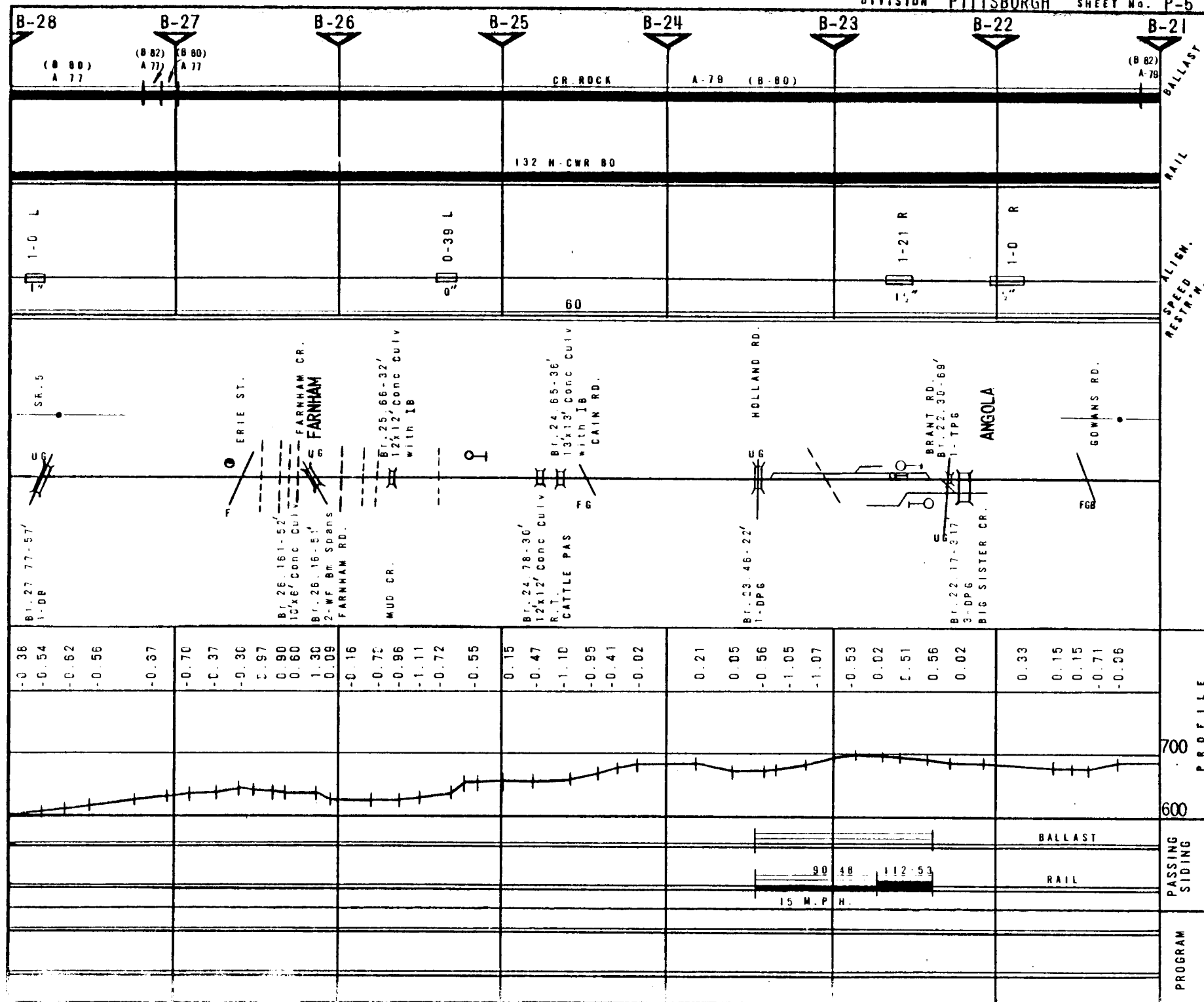


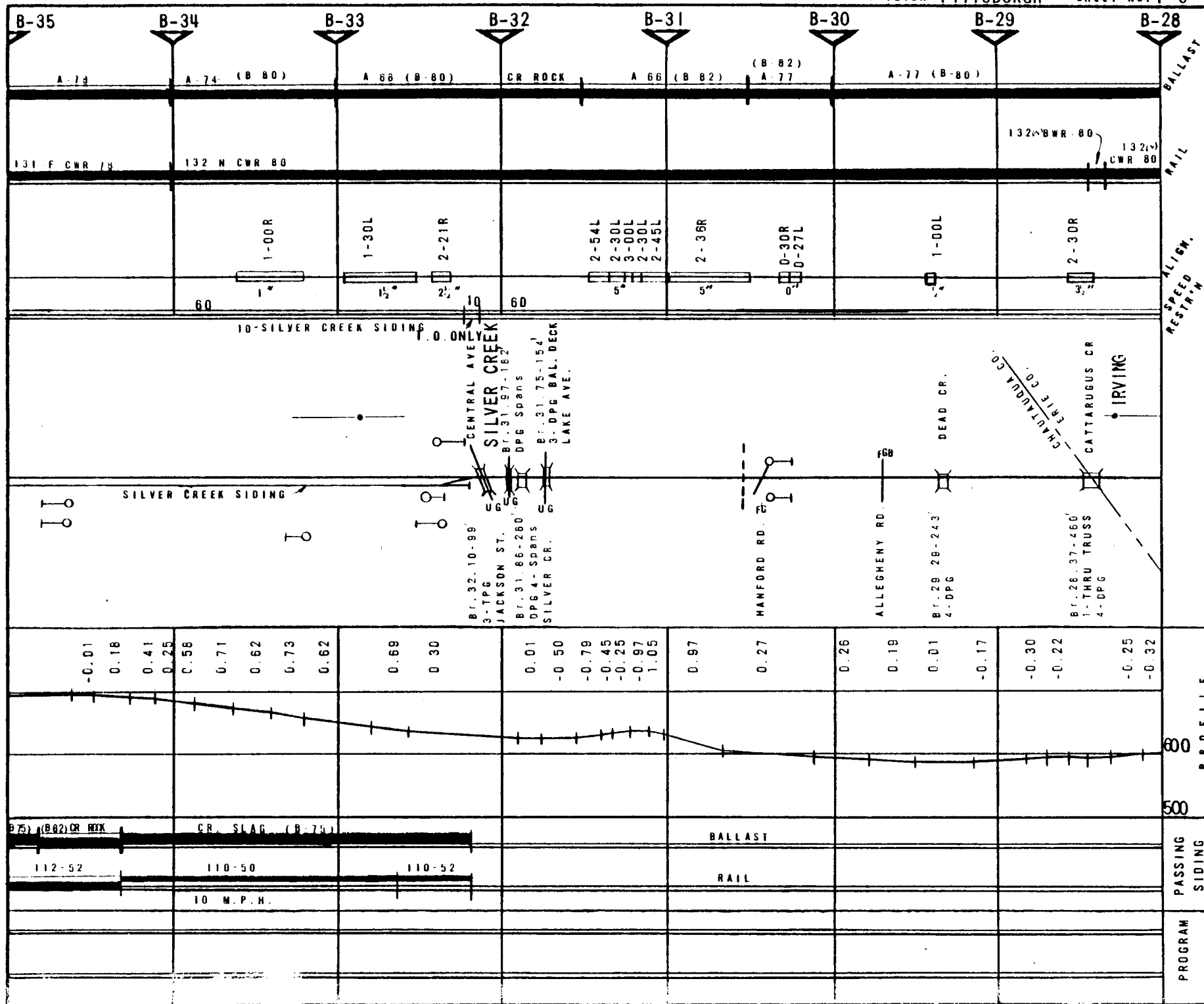






BALLAST
RAIL
ALIGN.
SPEED
REST-R.N.





BALLAST

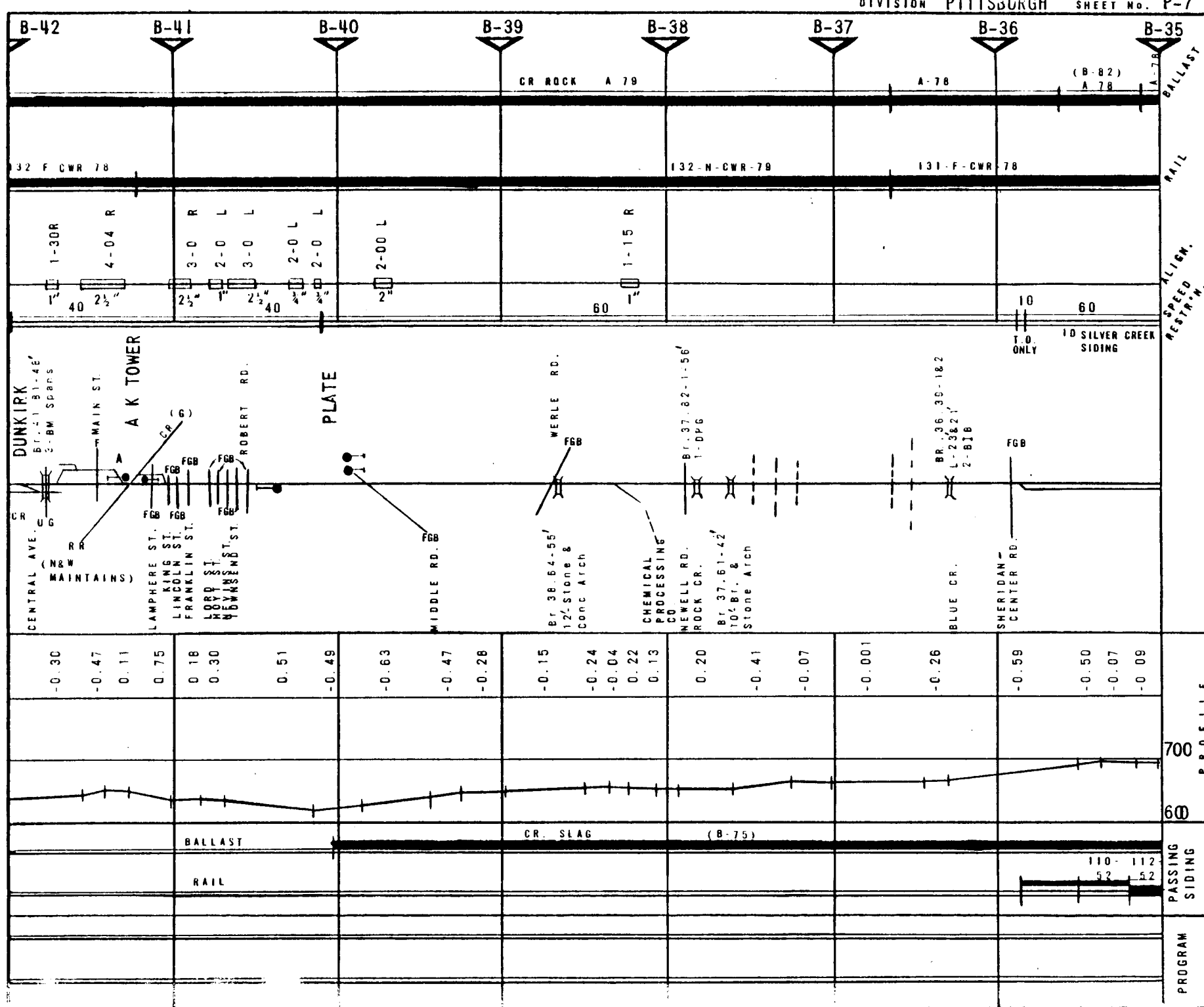
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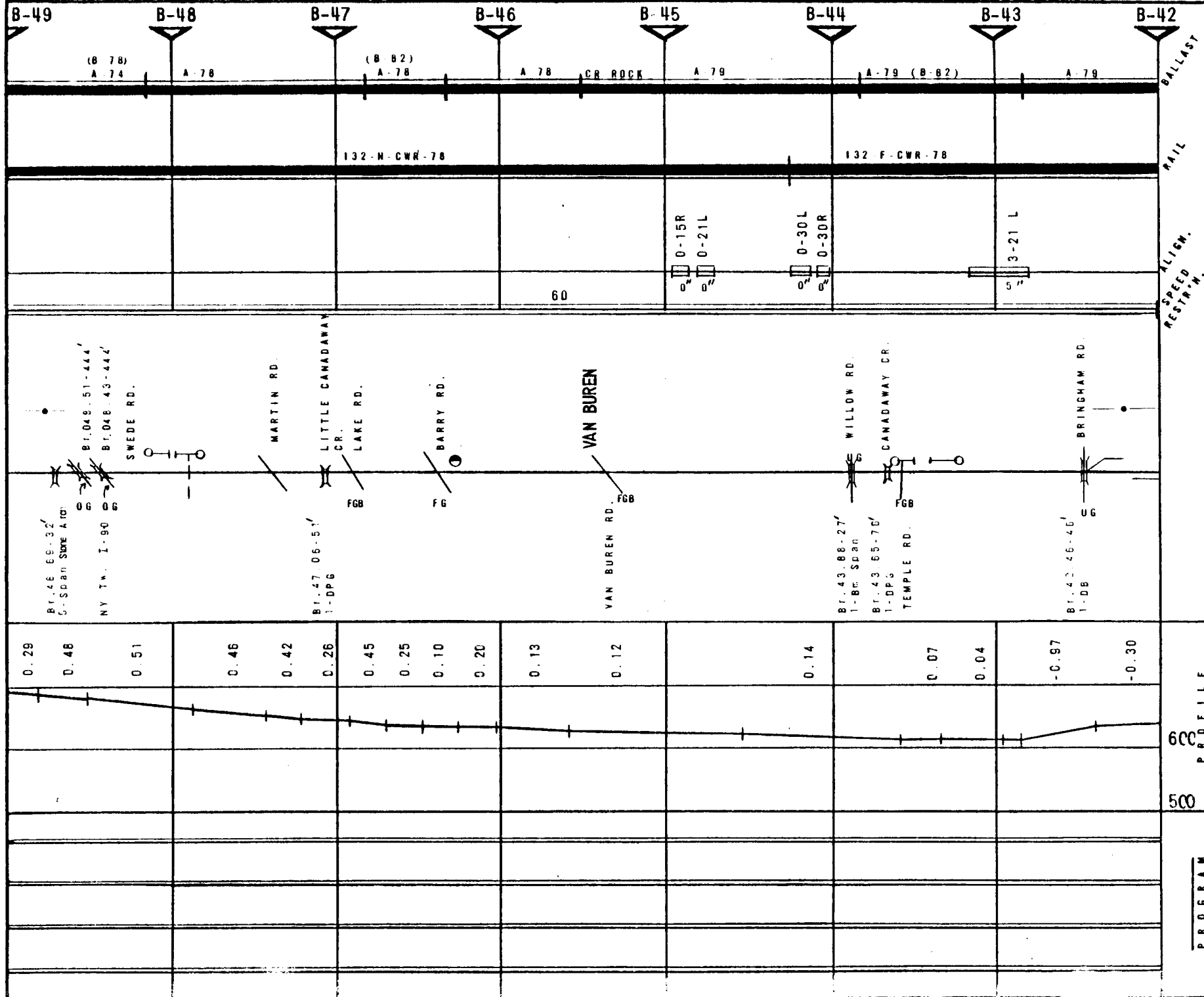
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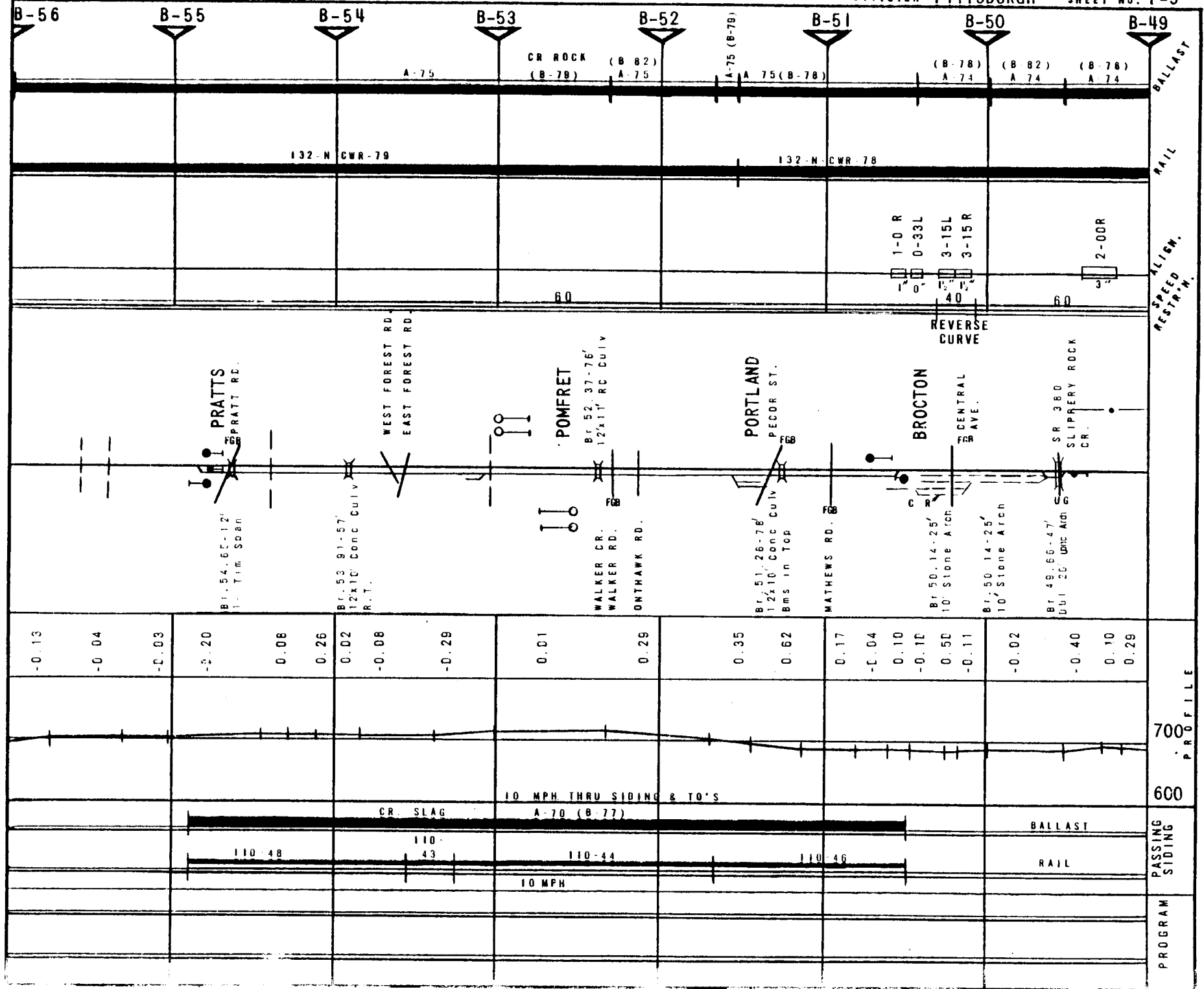
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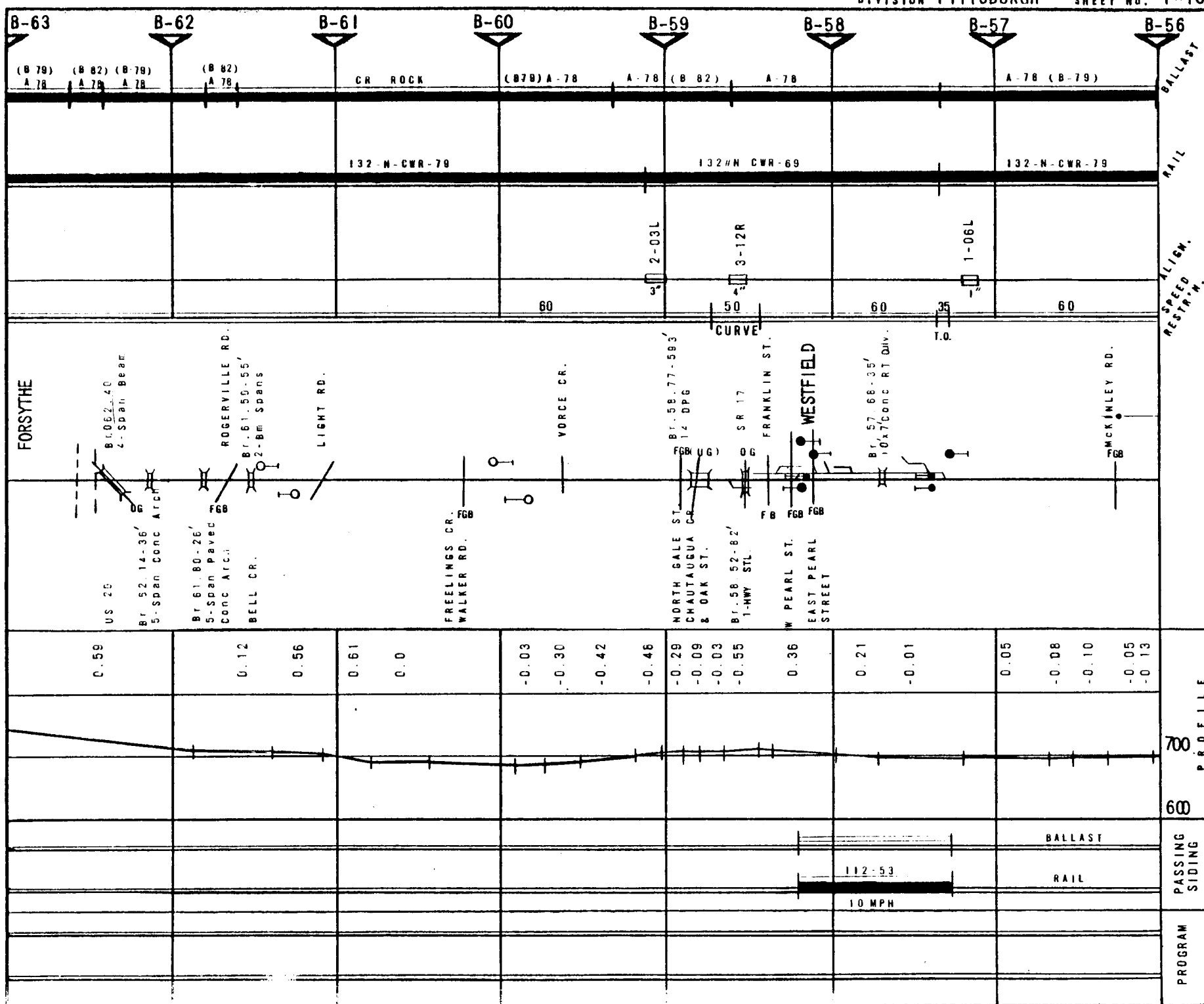
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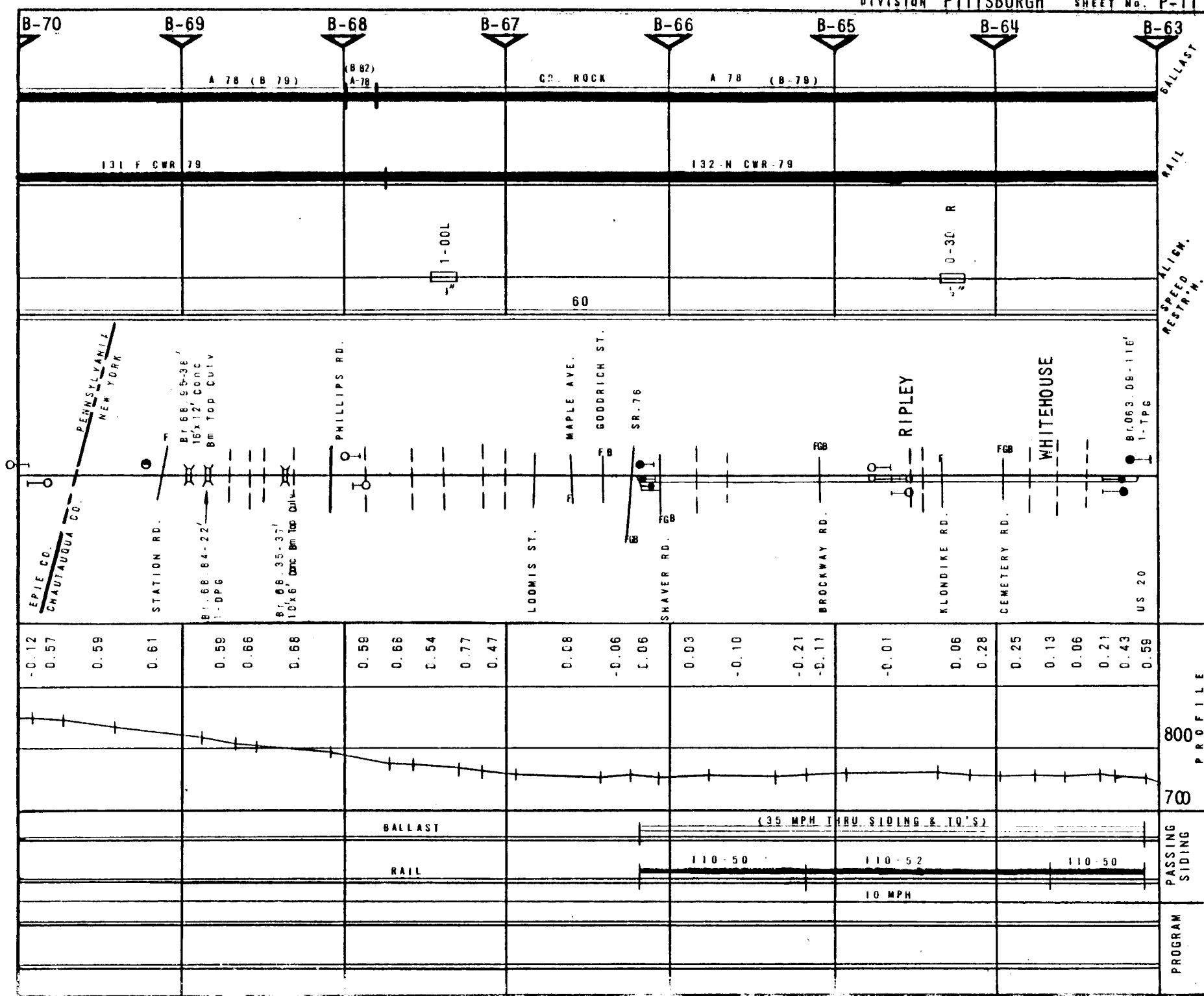
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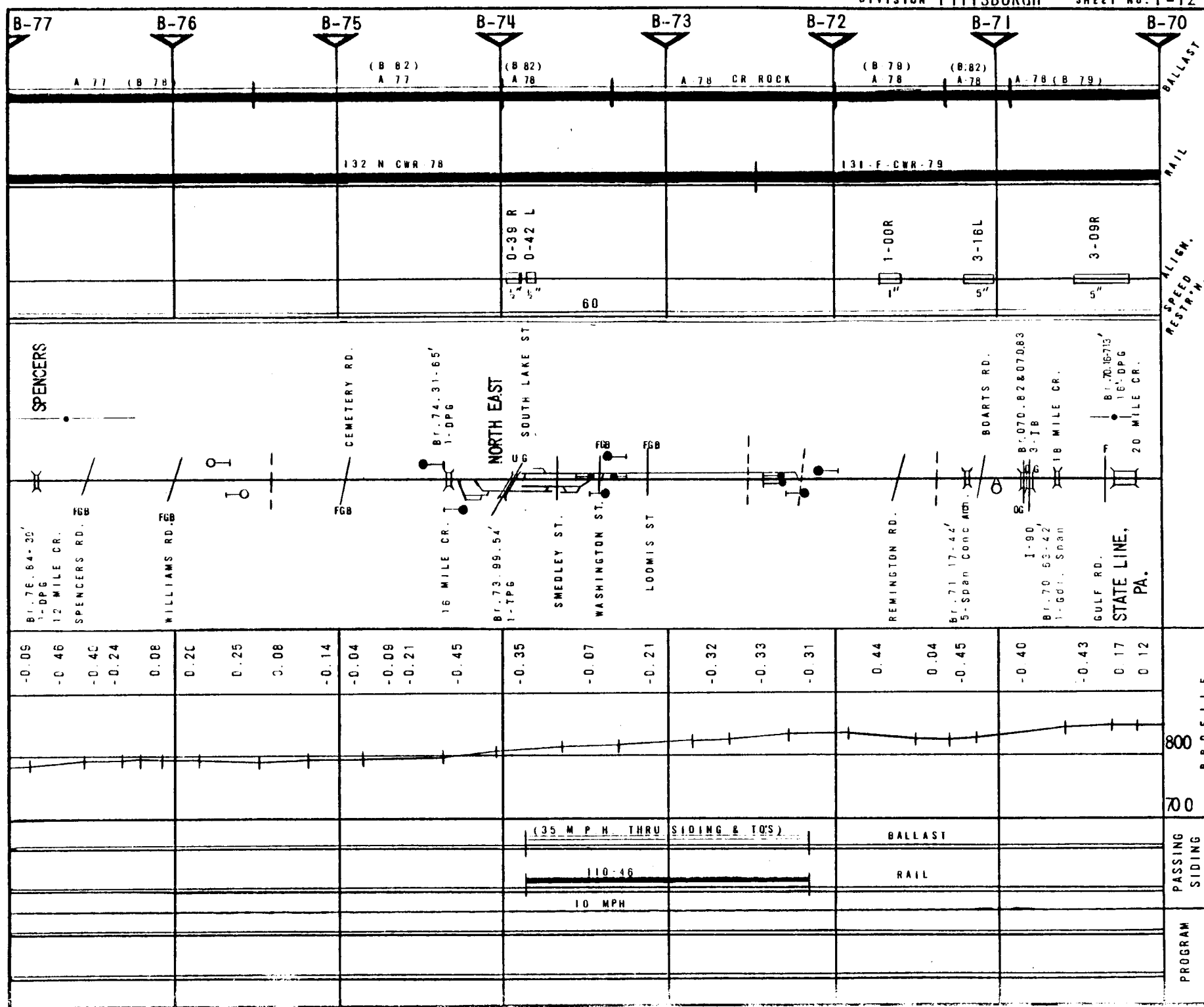


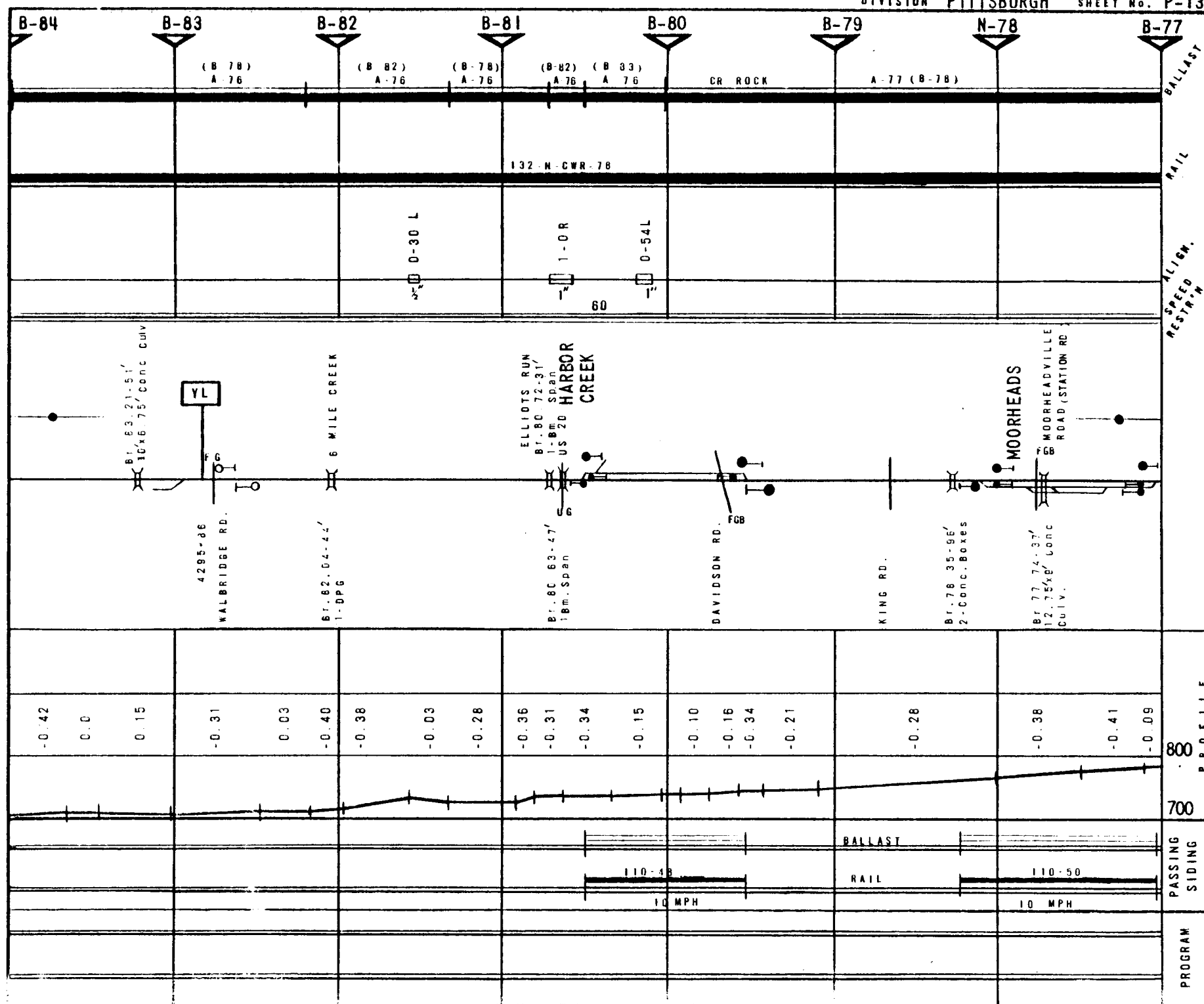




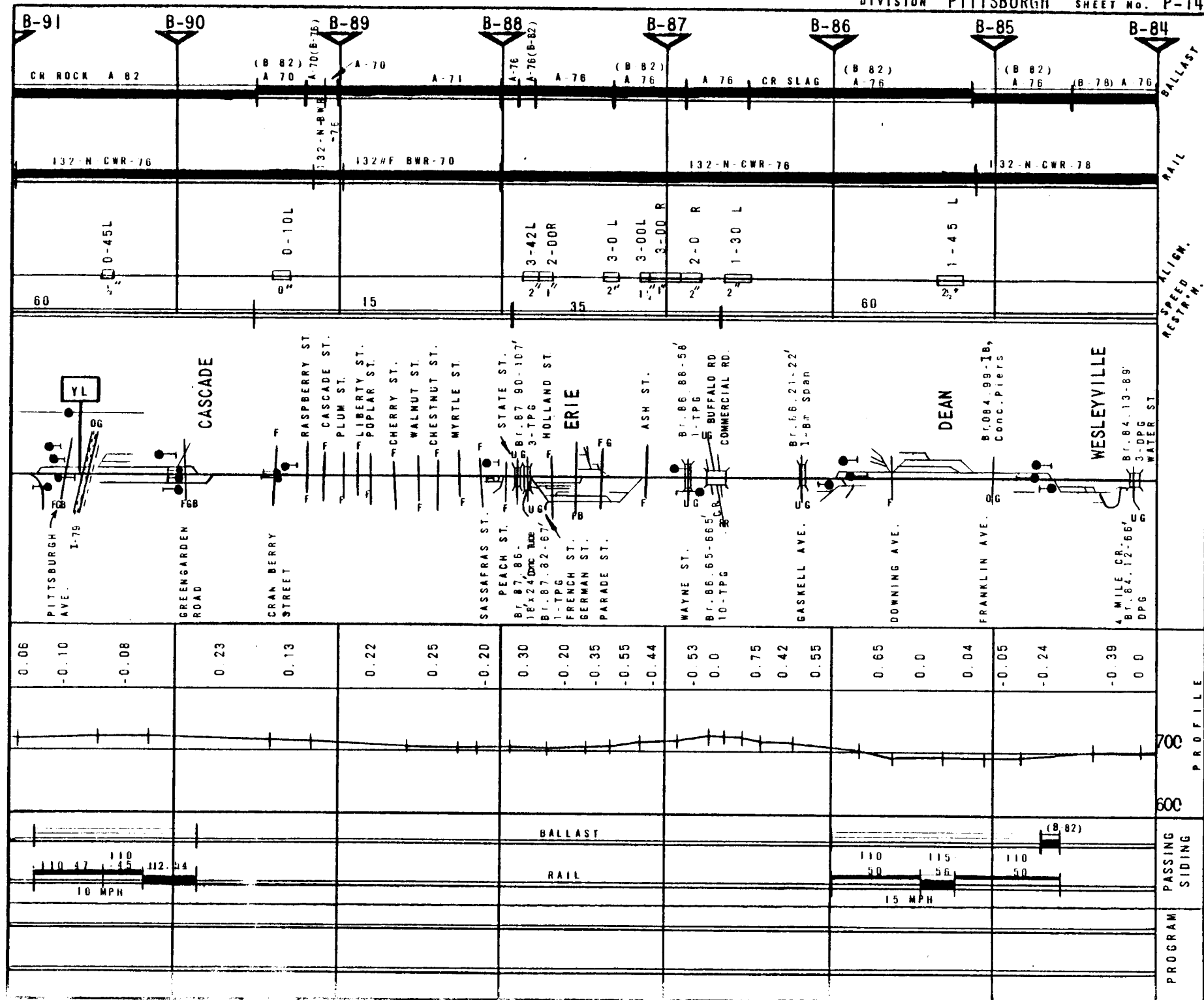


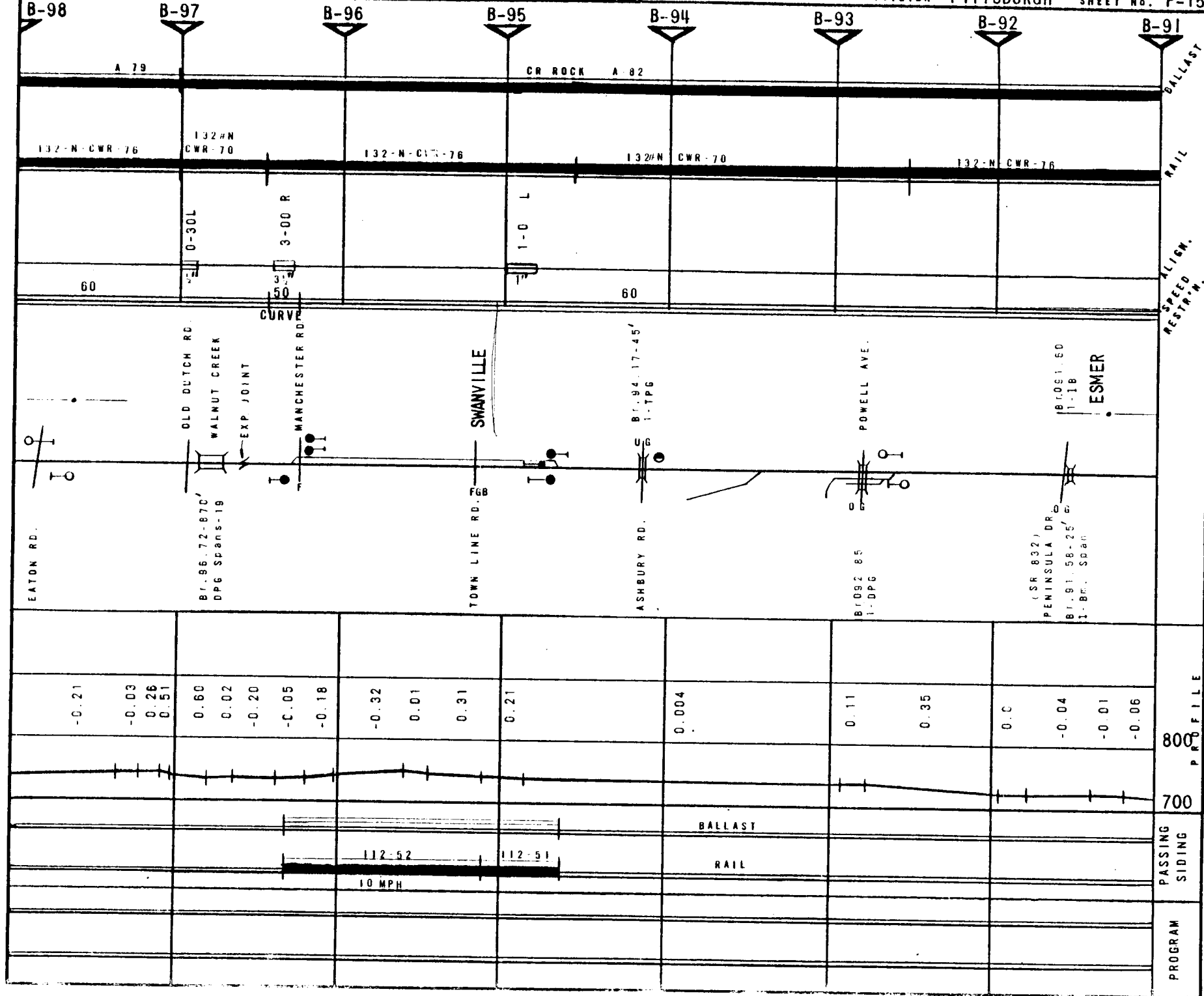


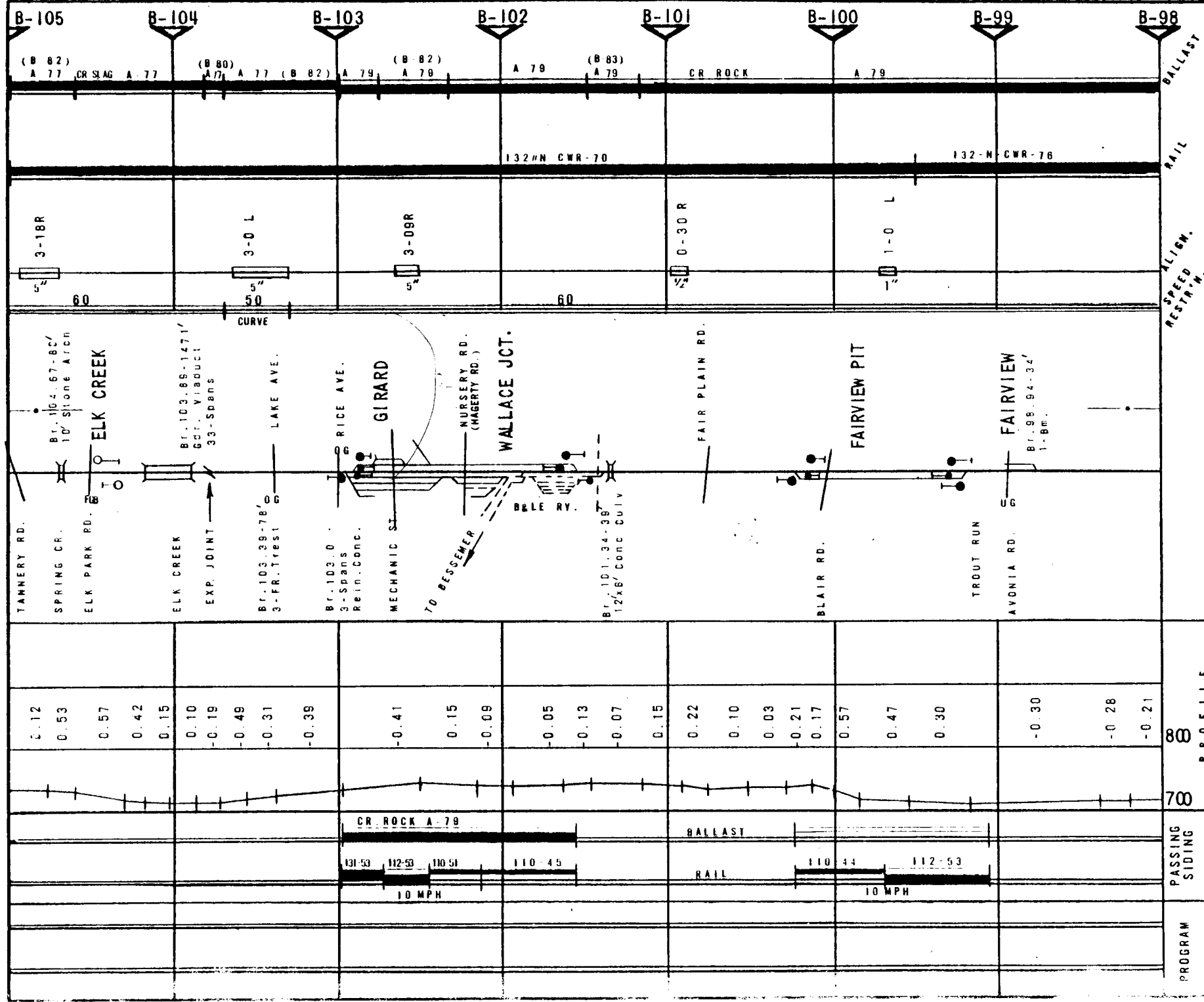


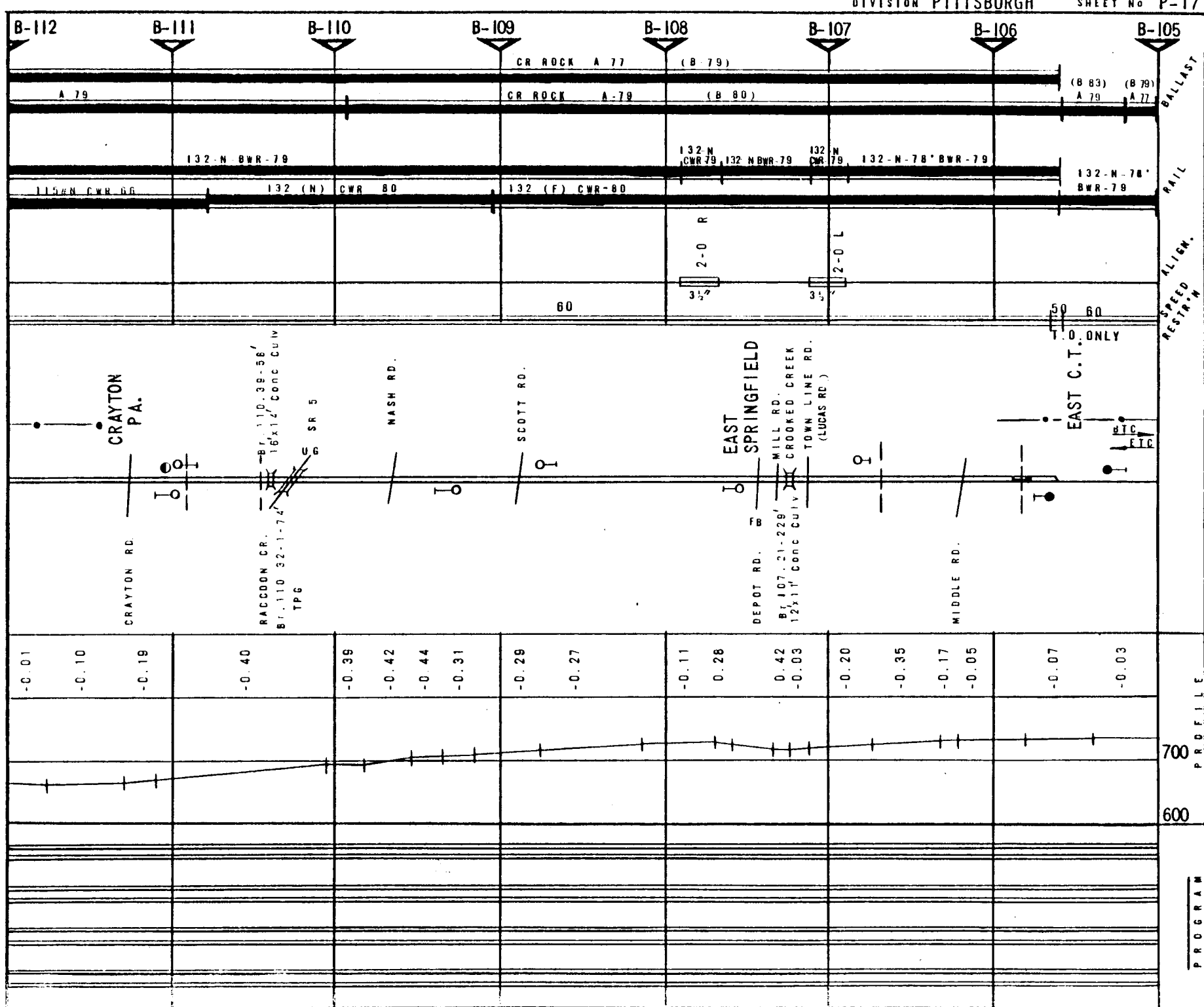


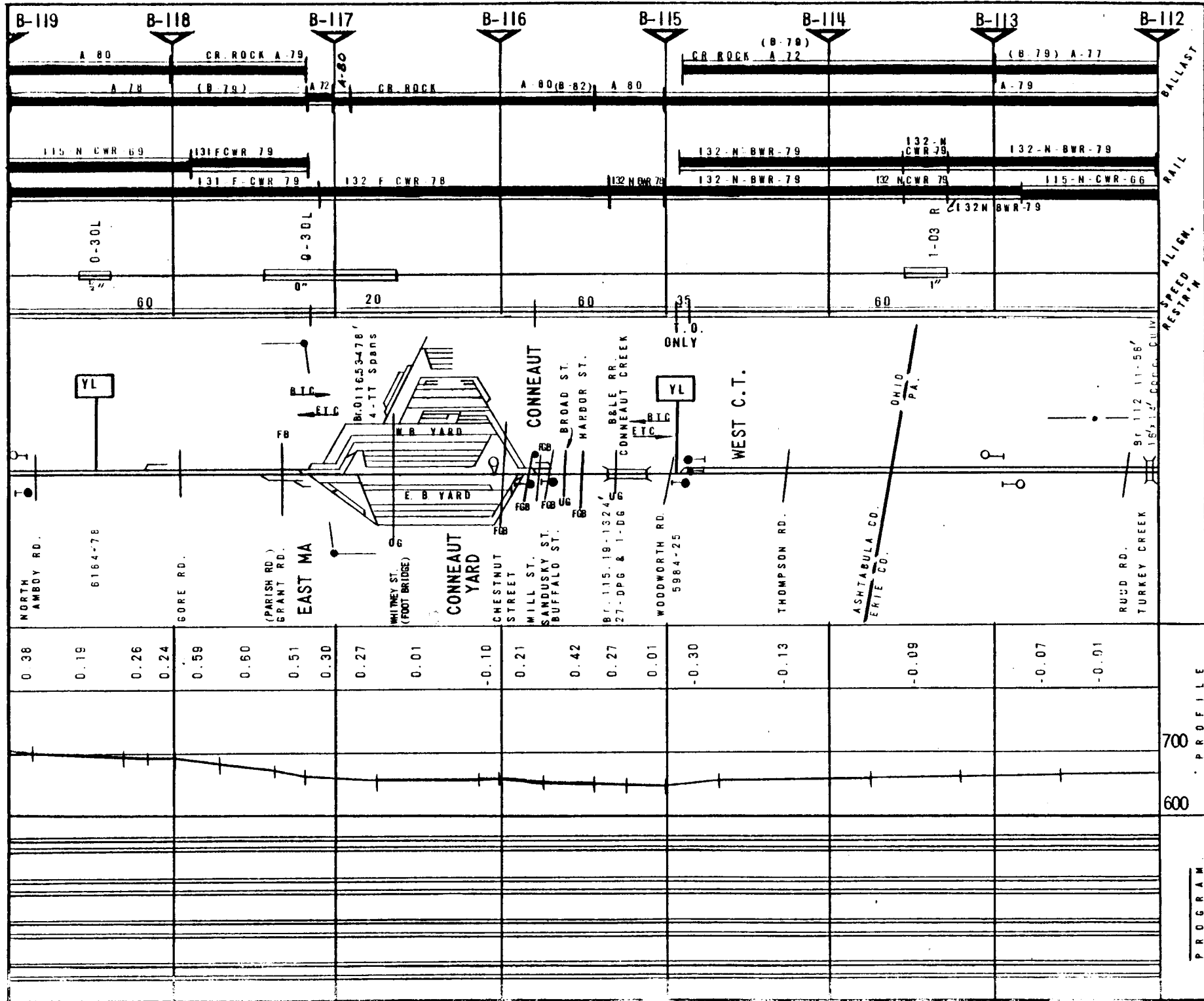
ALIGN.
SPEED
RESTN-H.

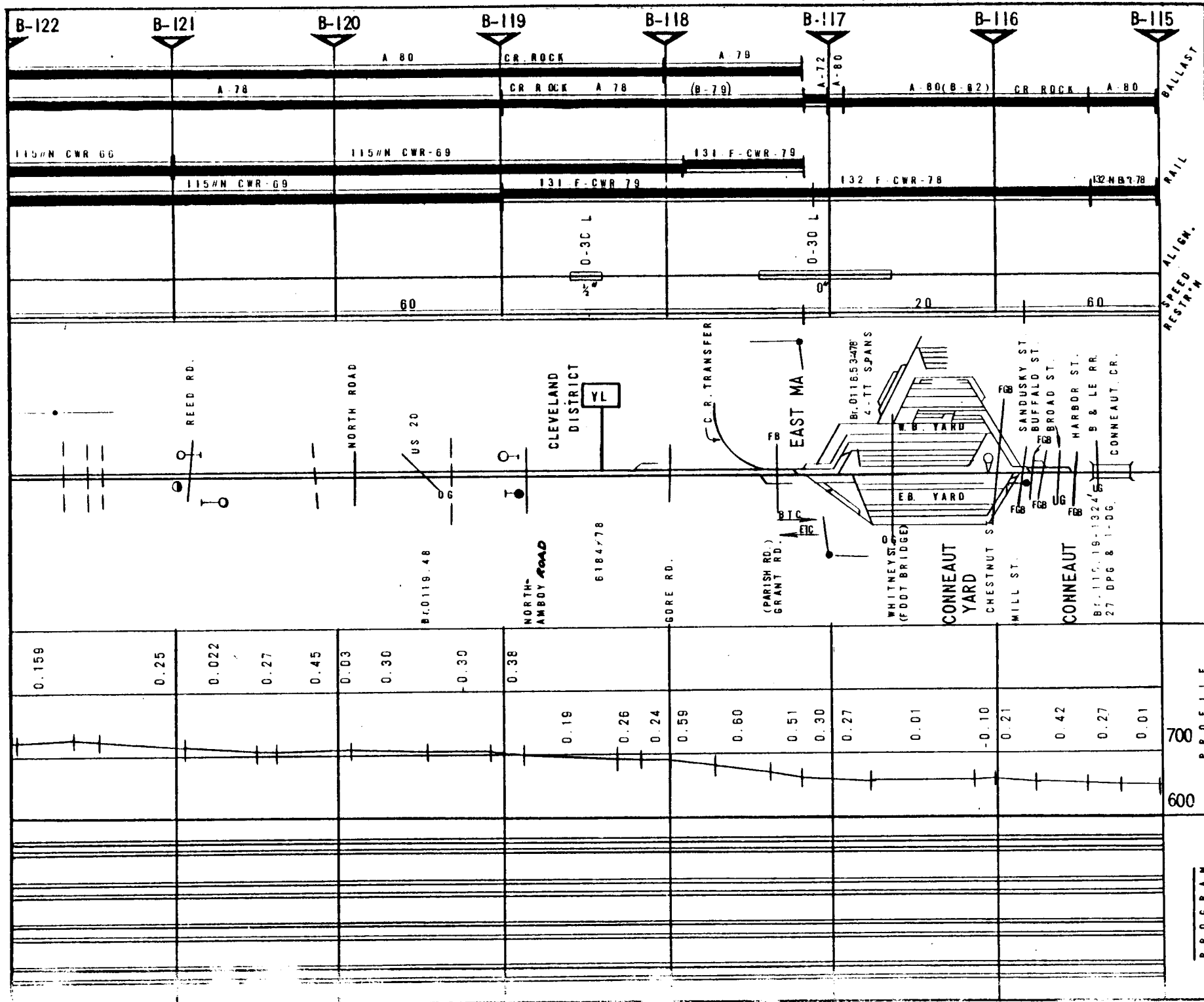


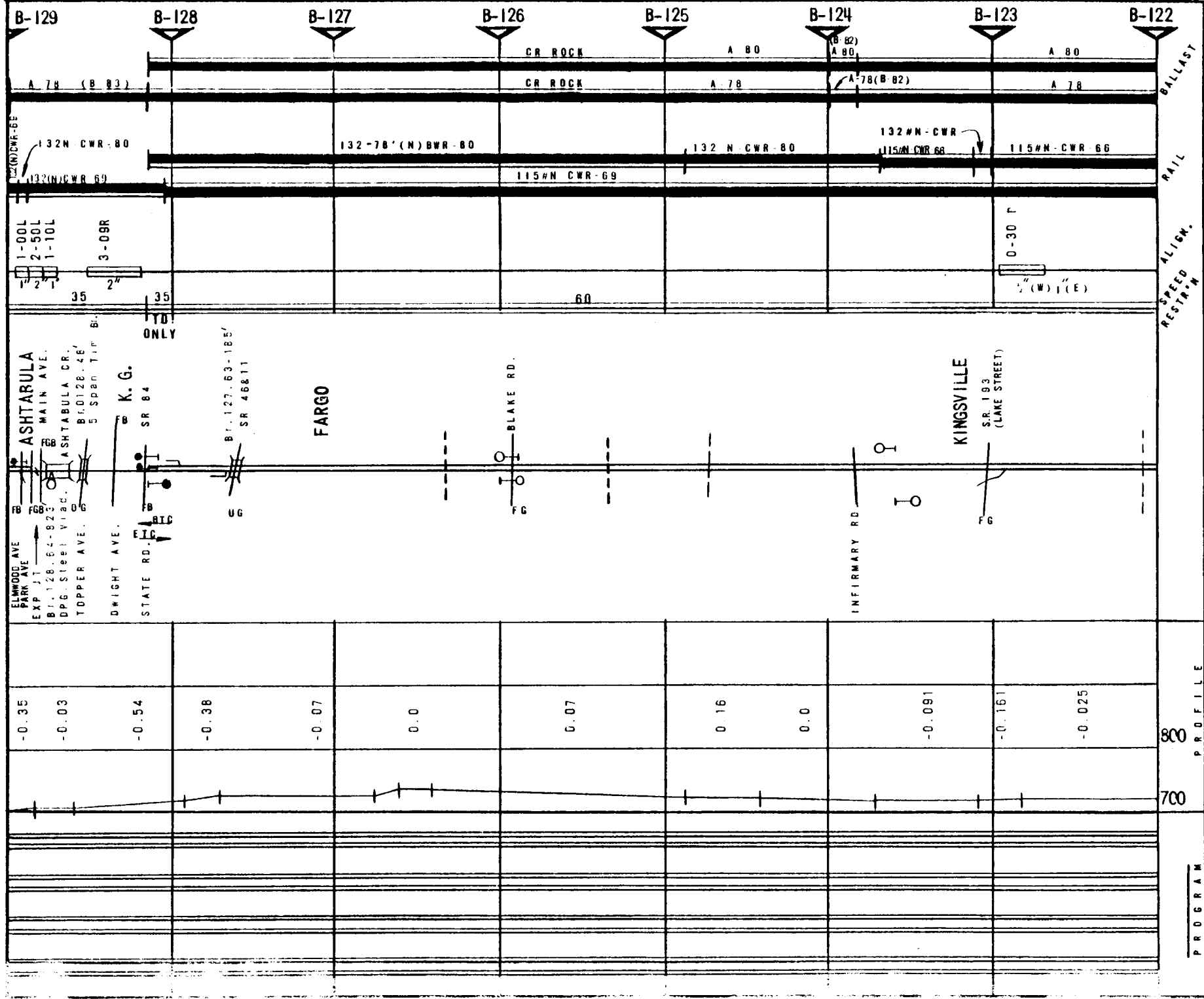


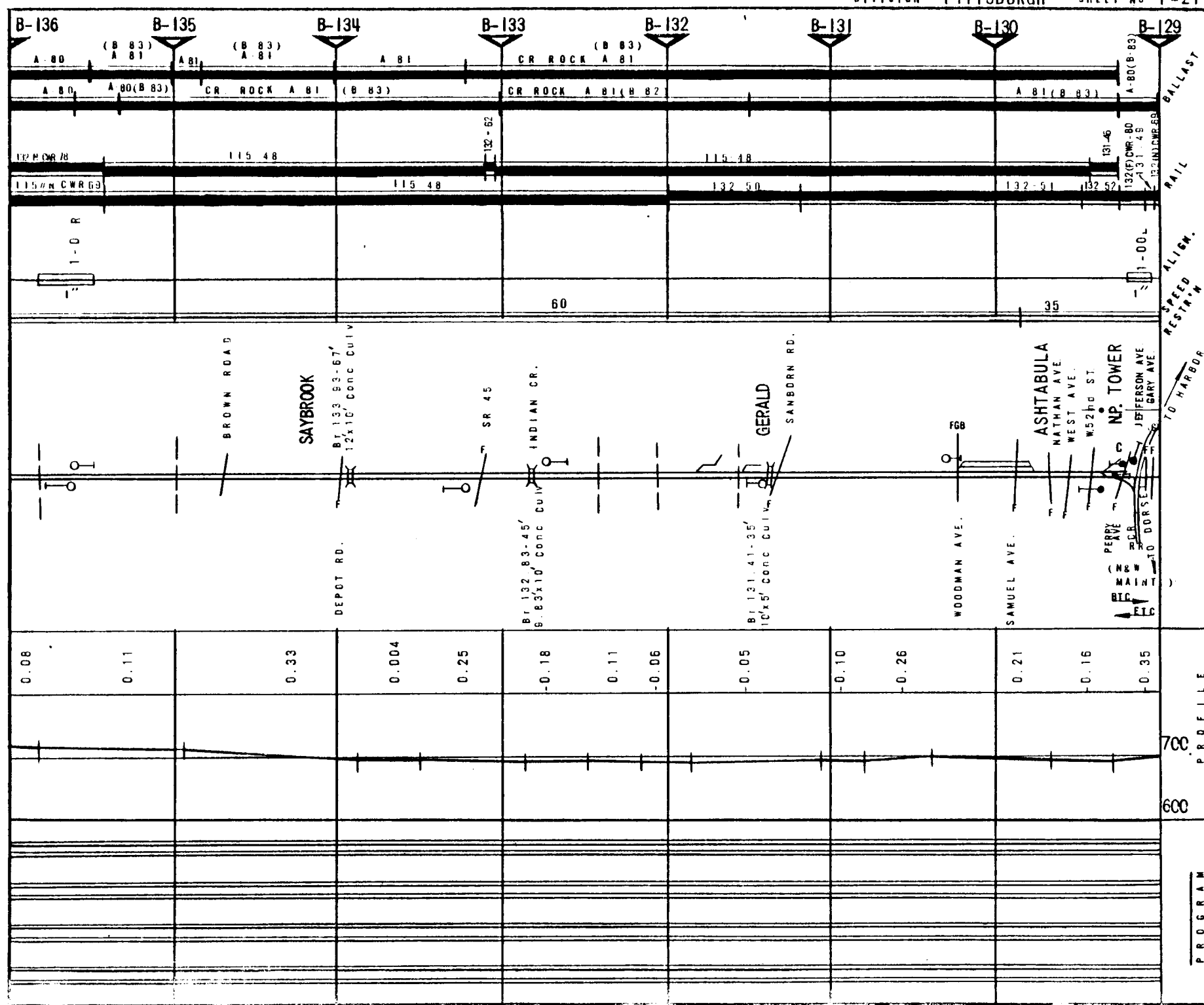


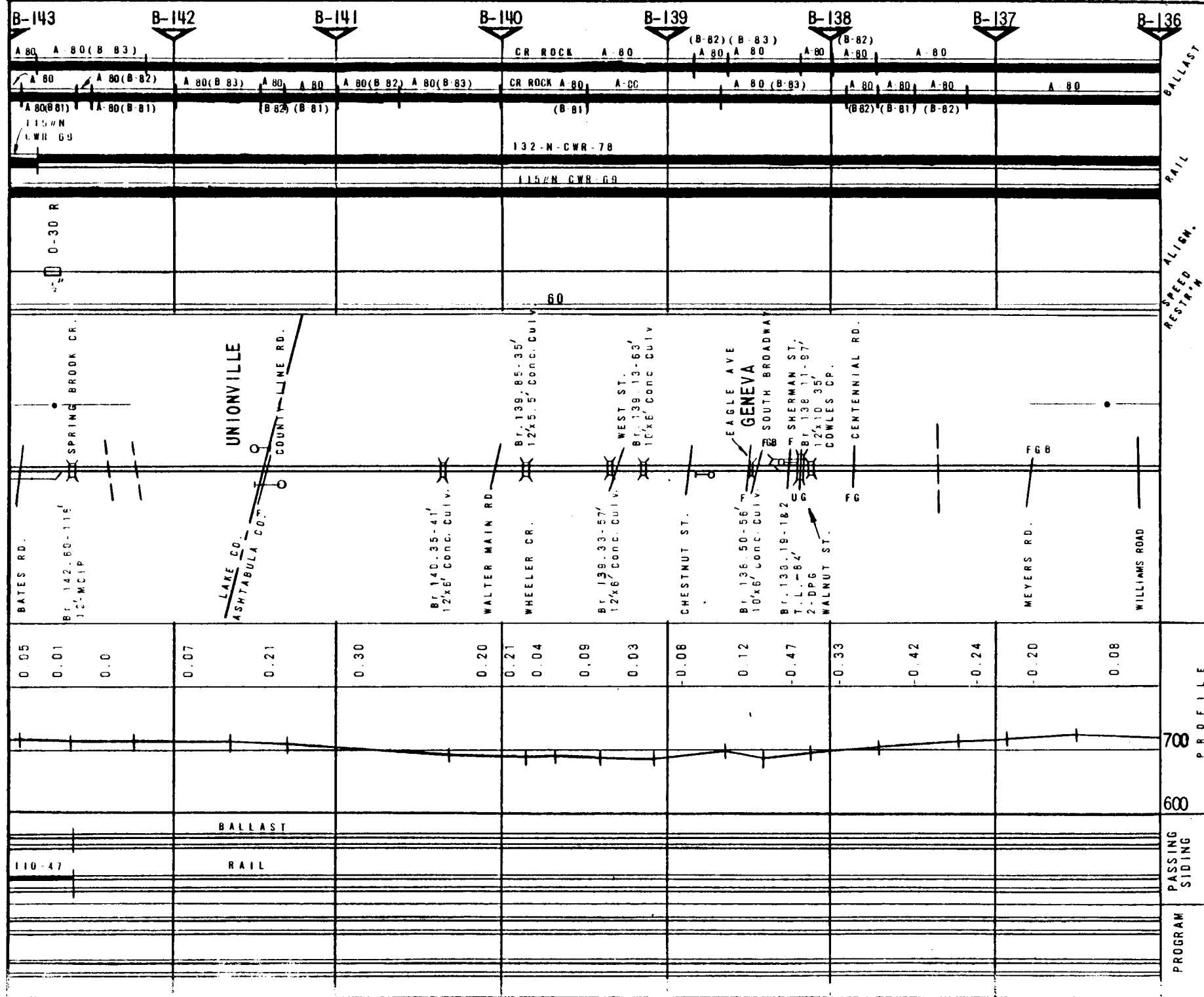


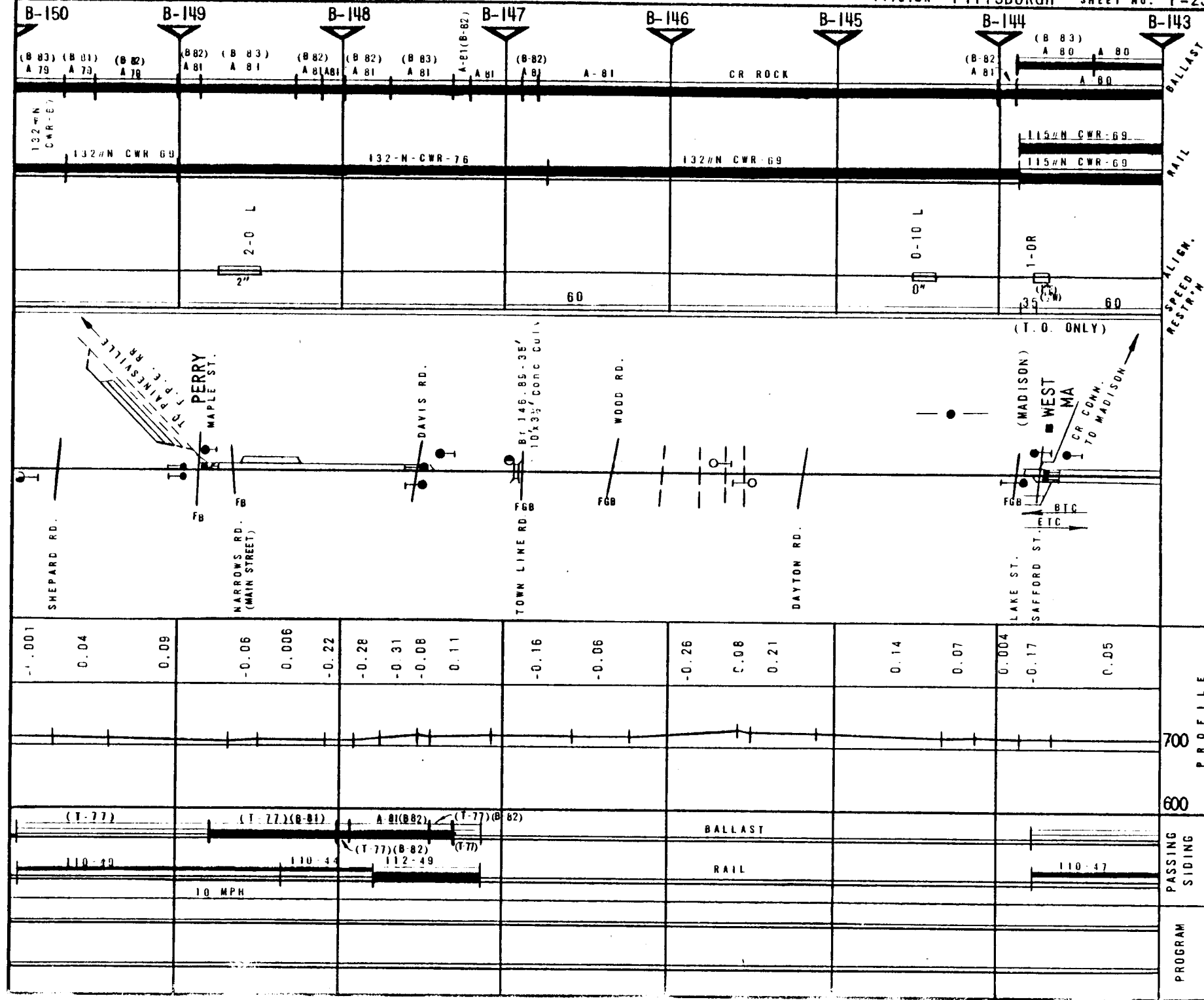


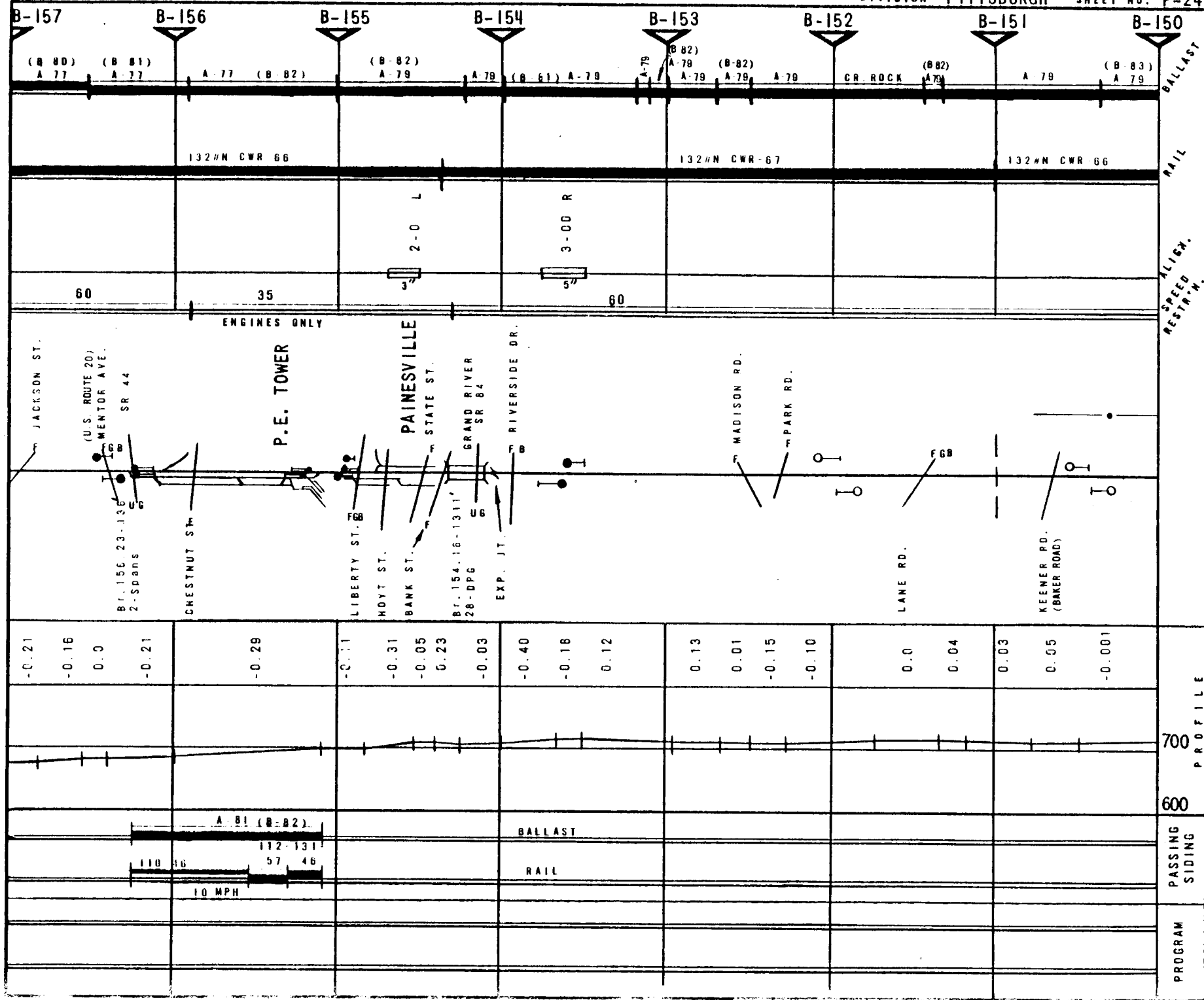


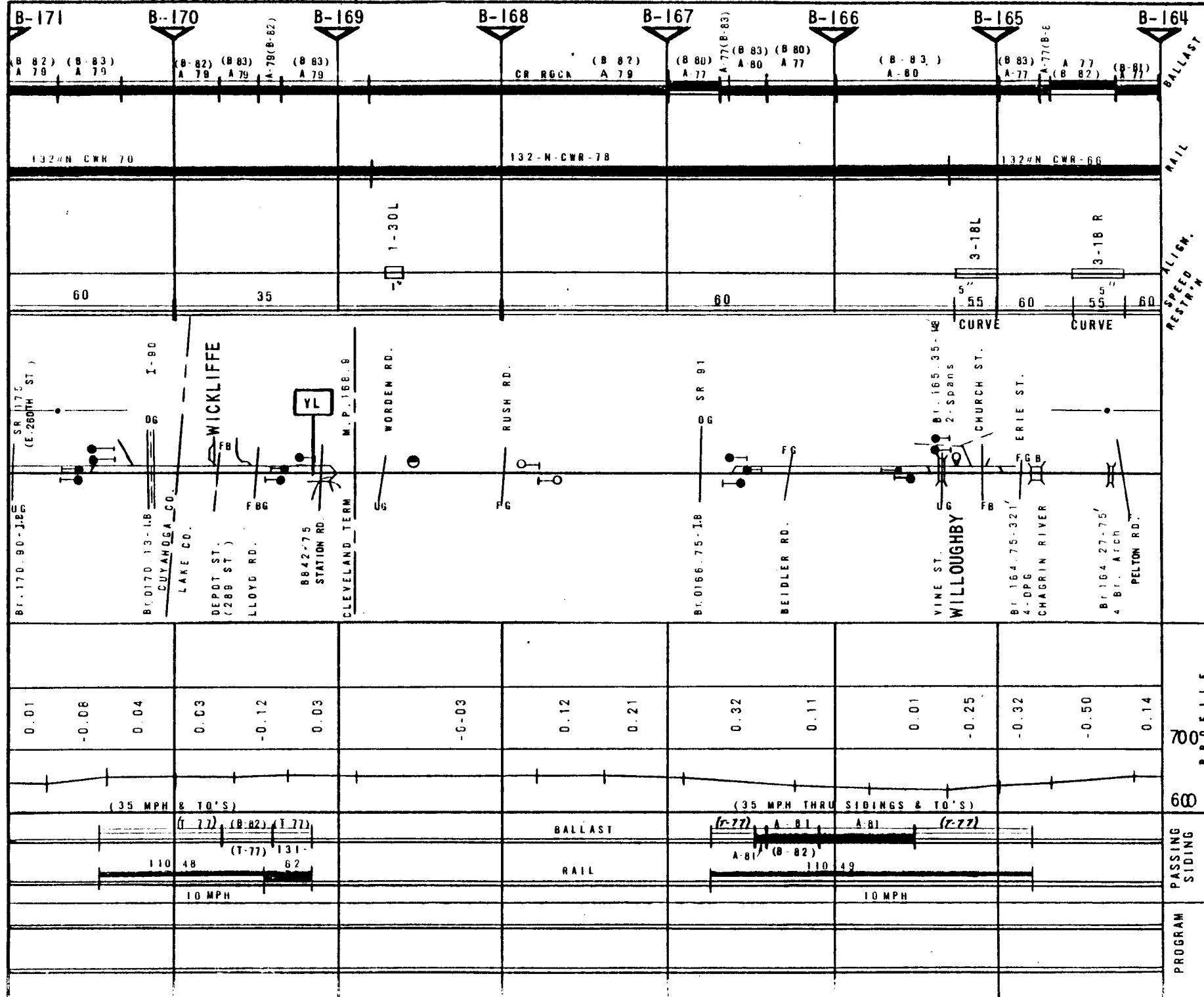


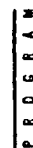


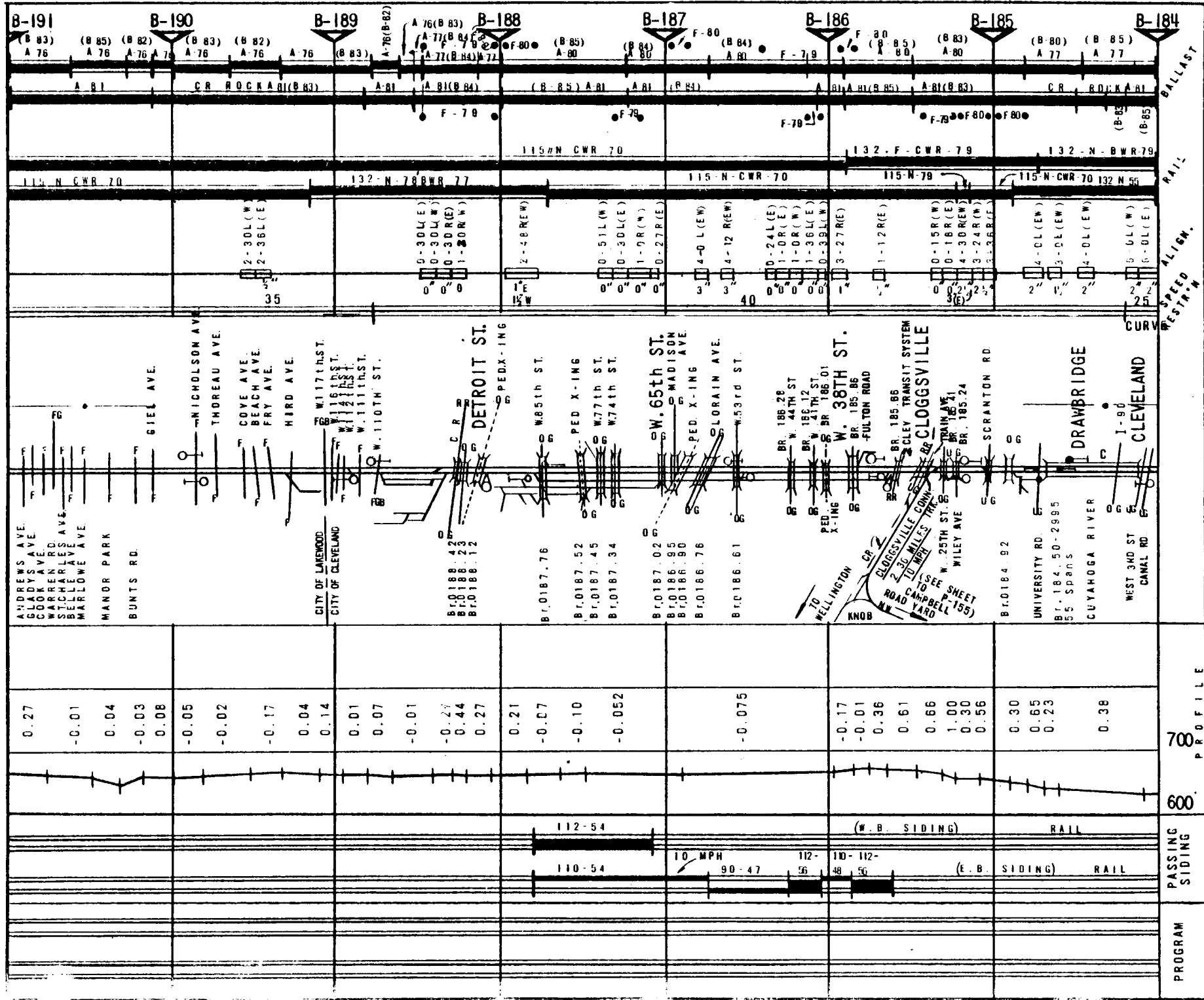


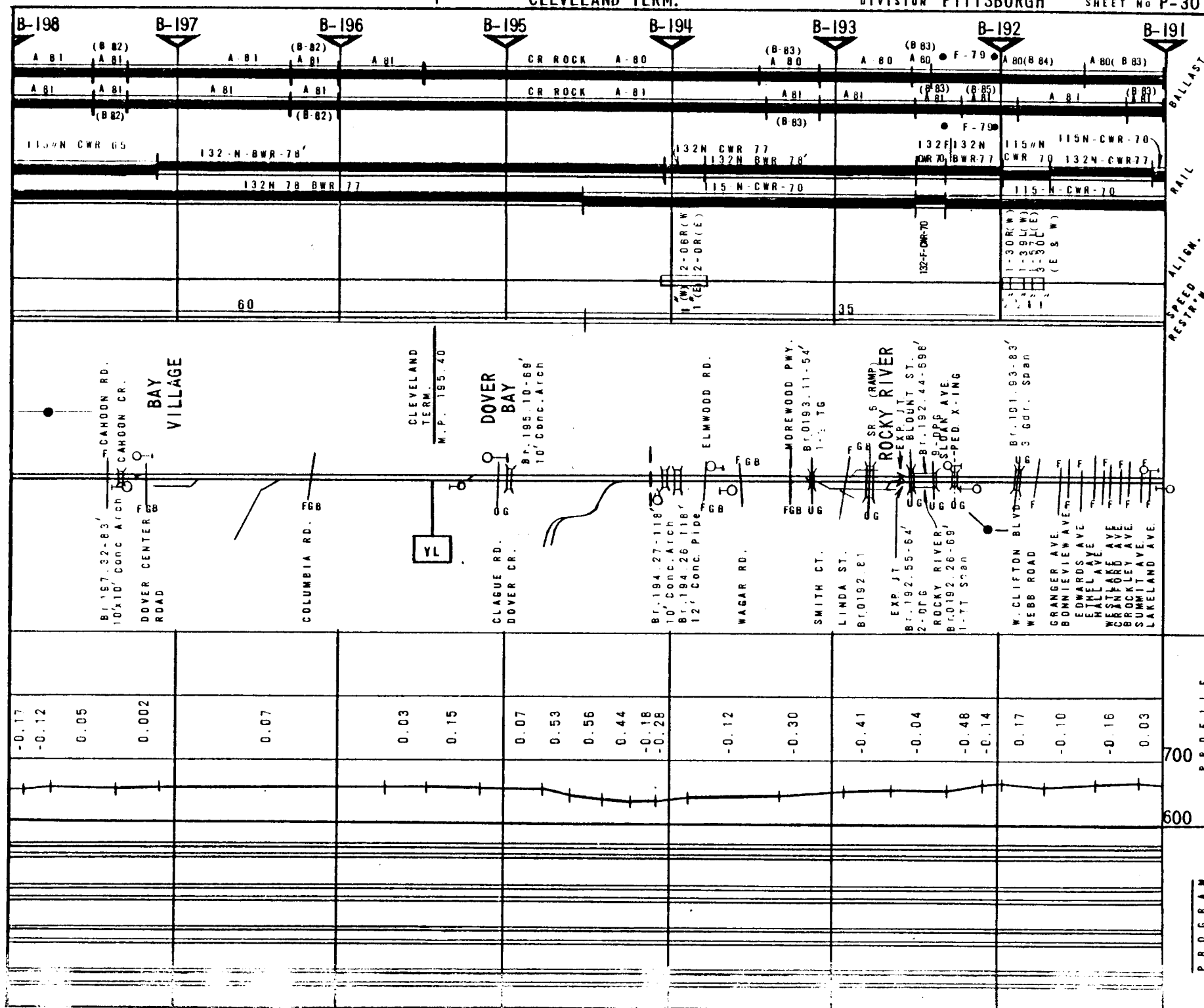


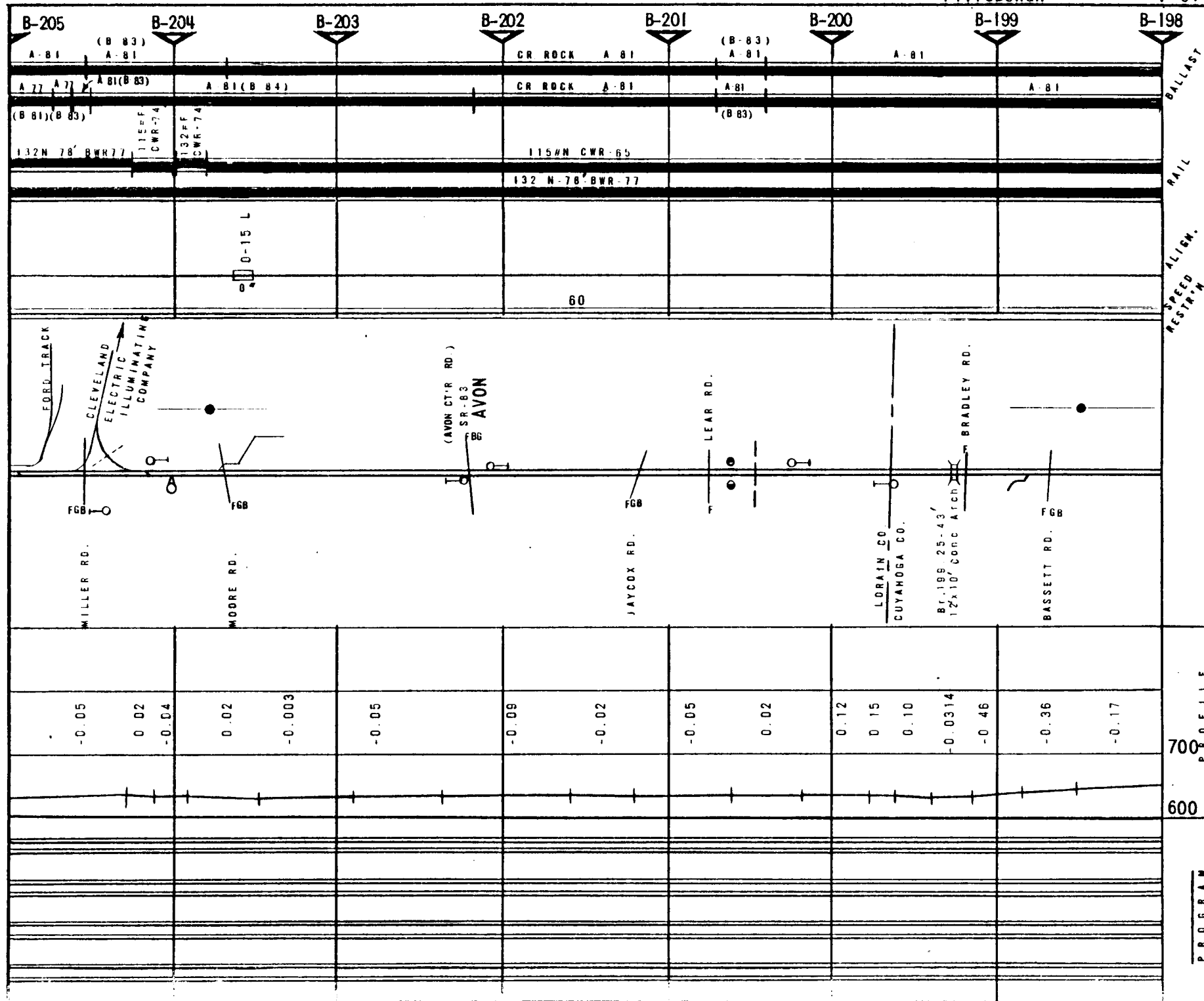


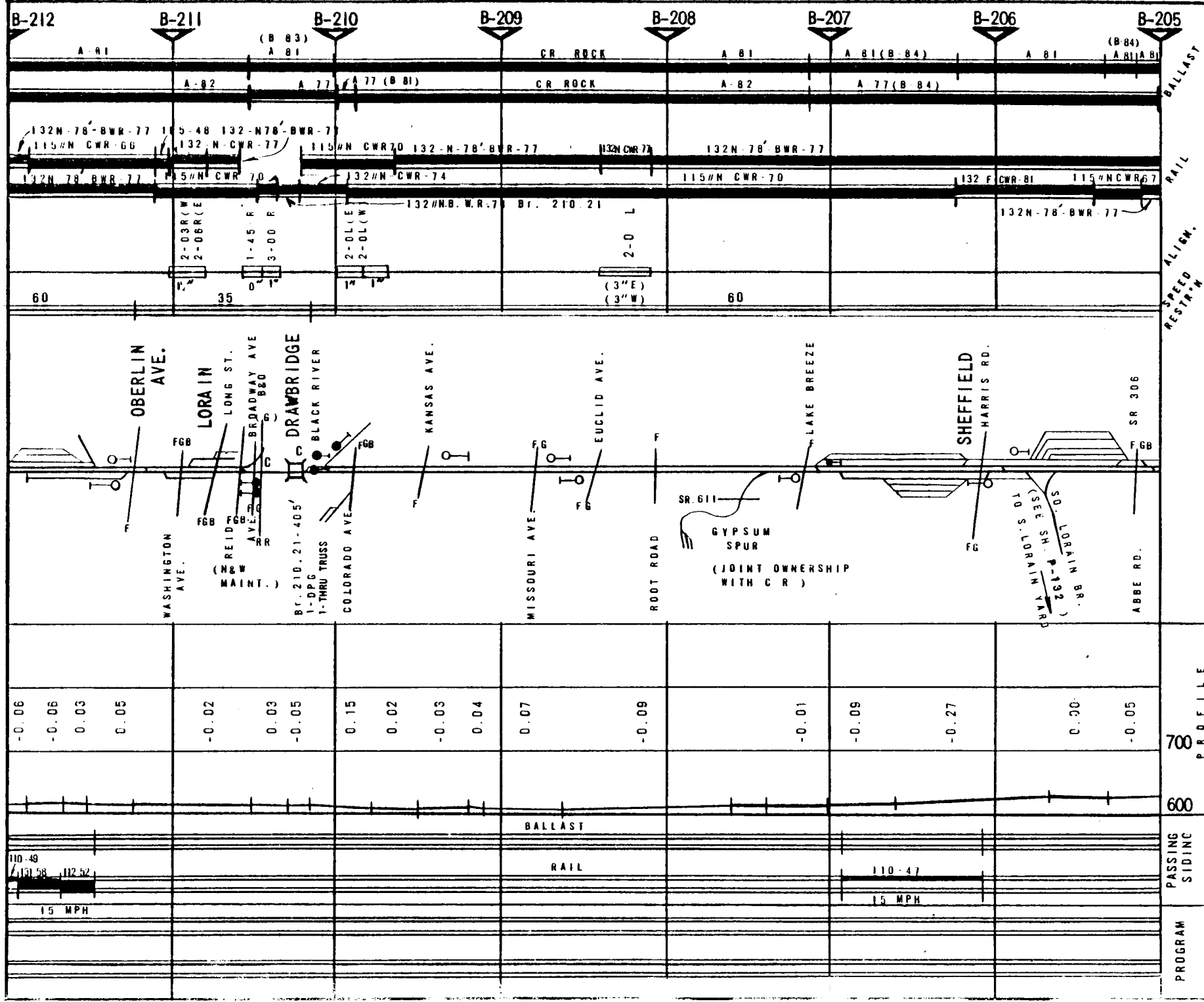






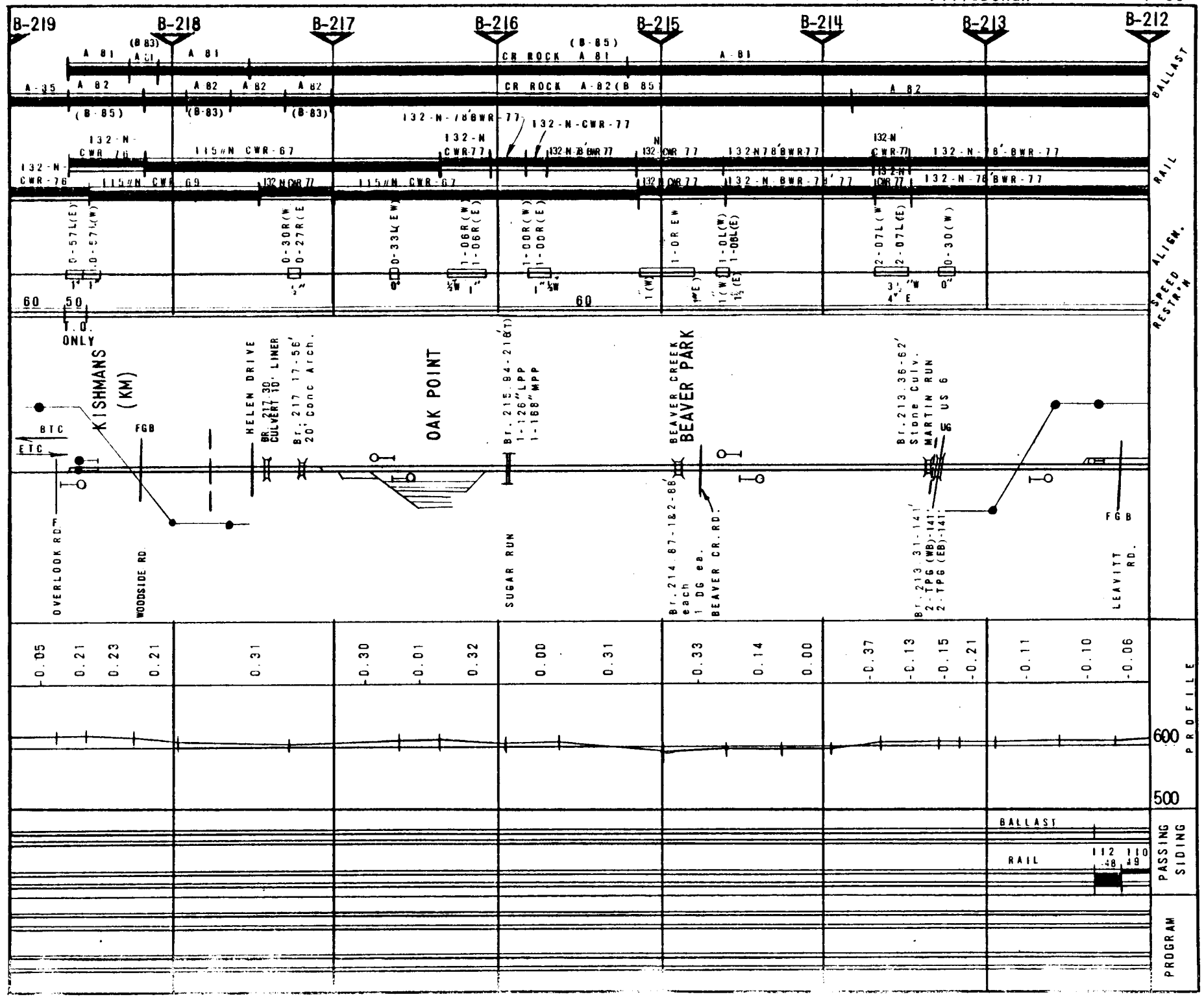


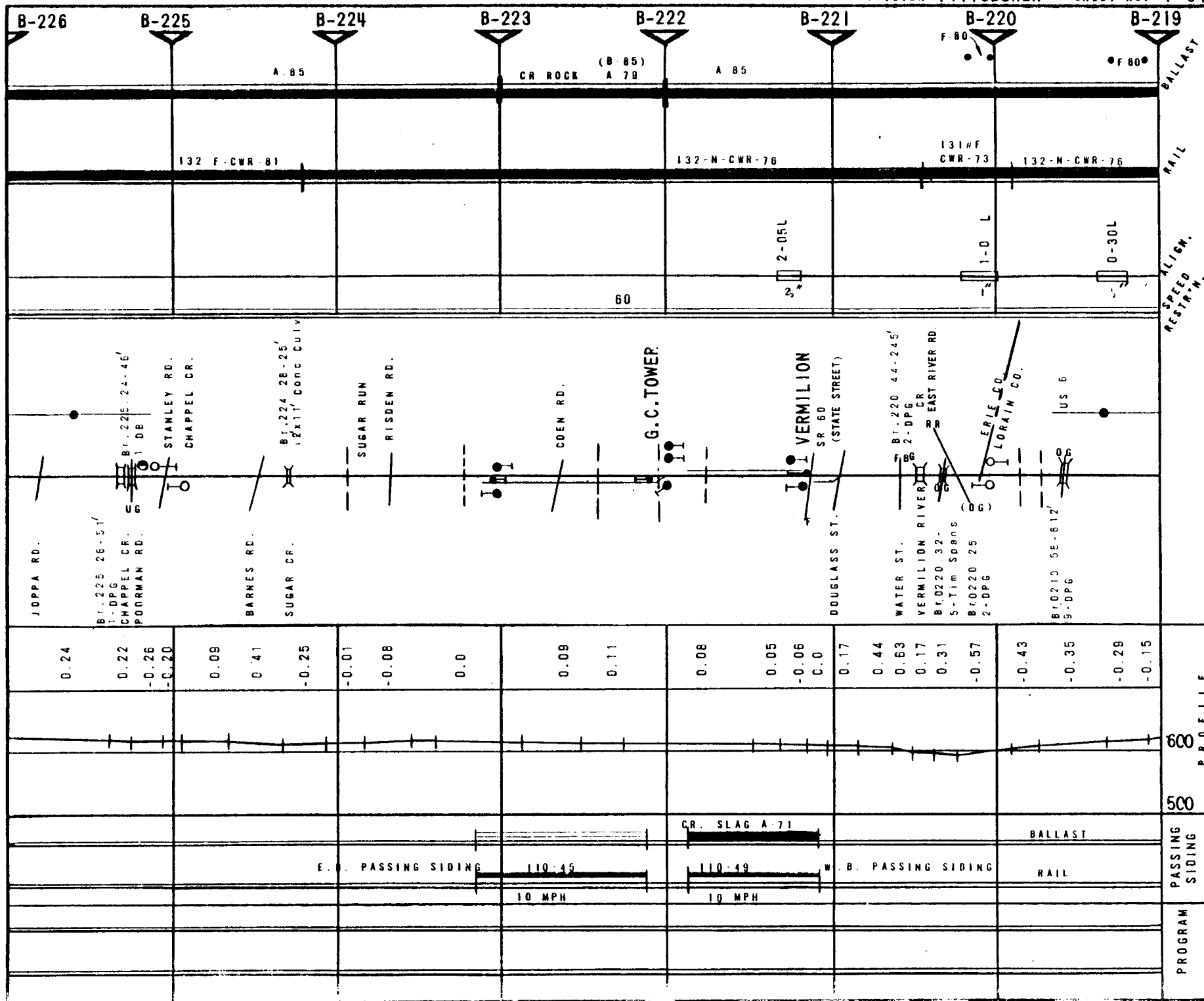


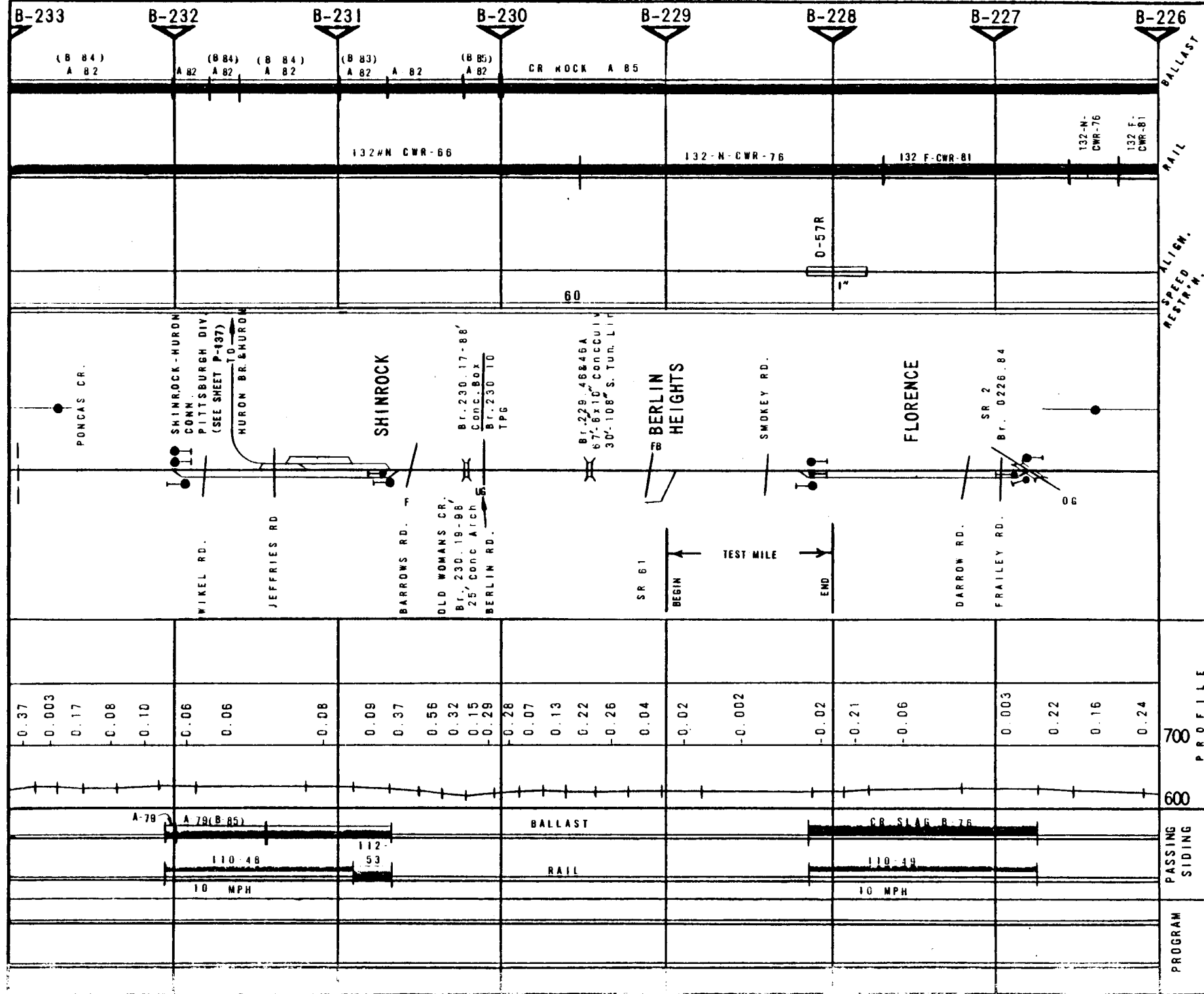


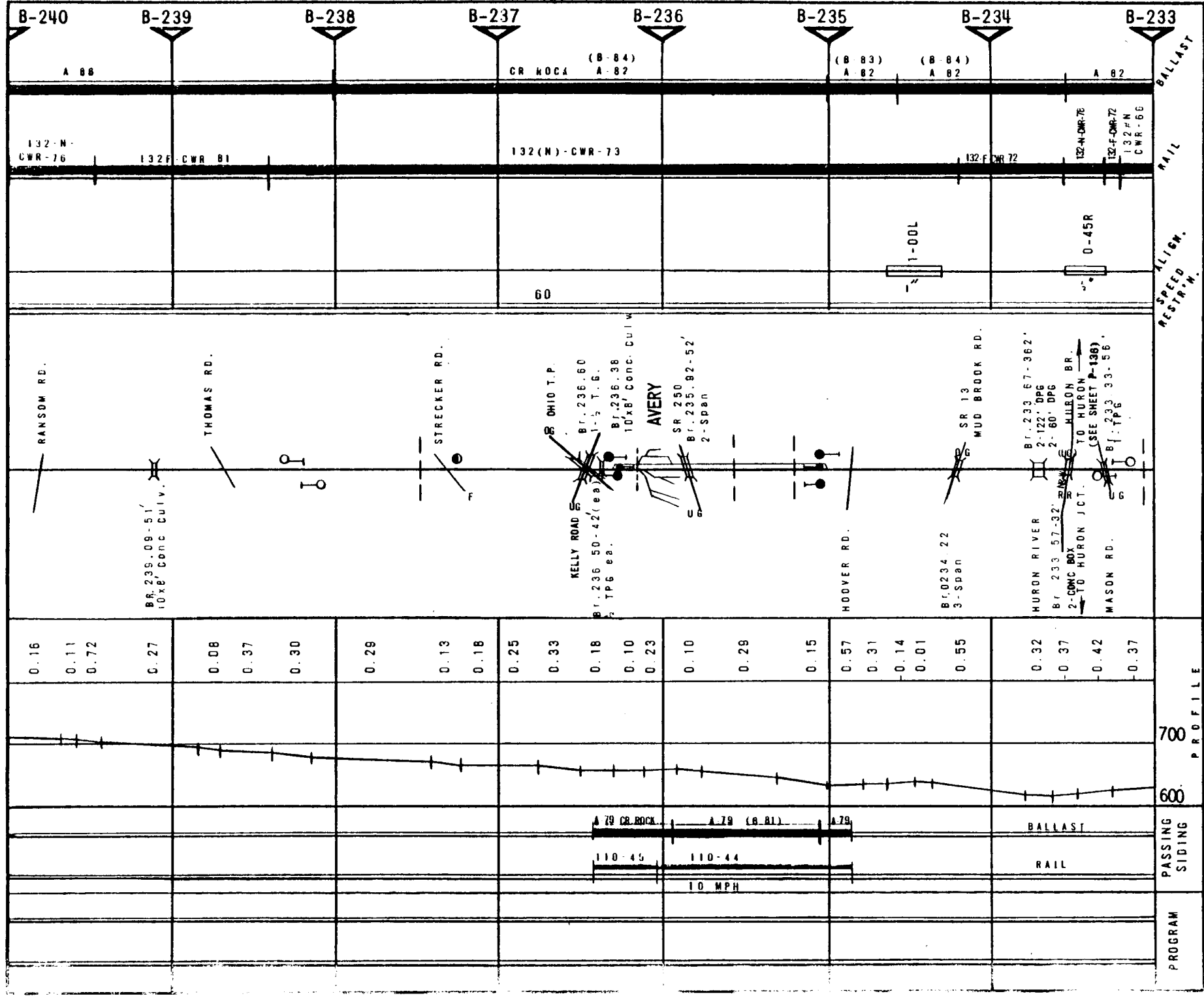
700
600
PASSING
SIDING
PROGRAM

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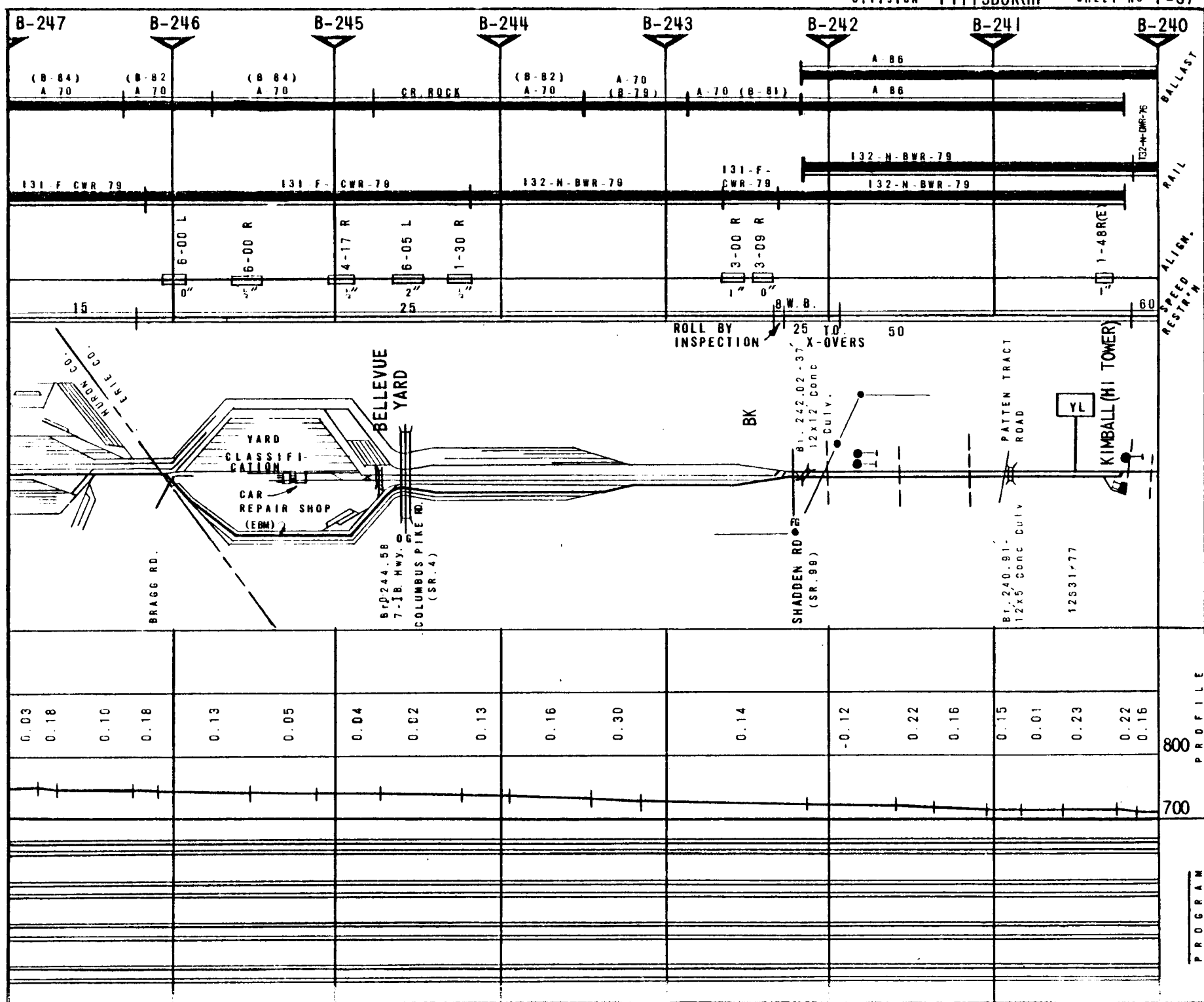


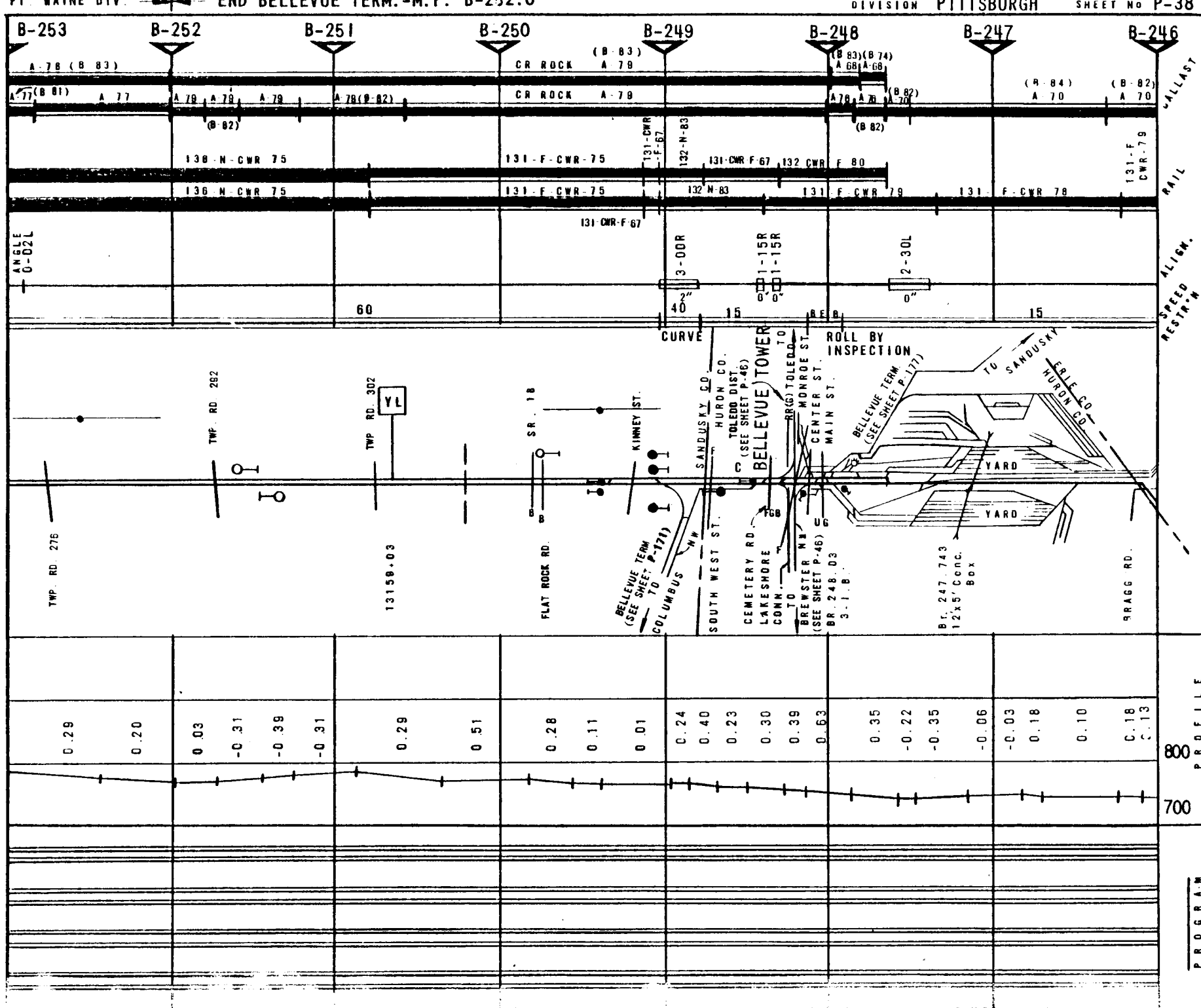


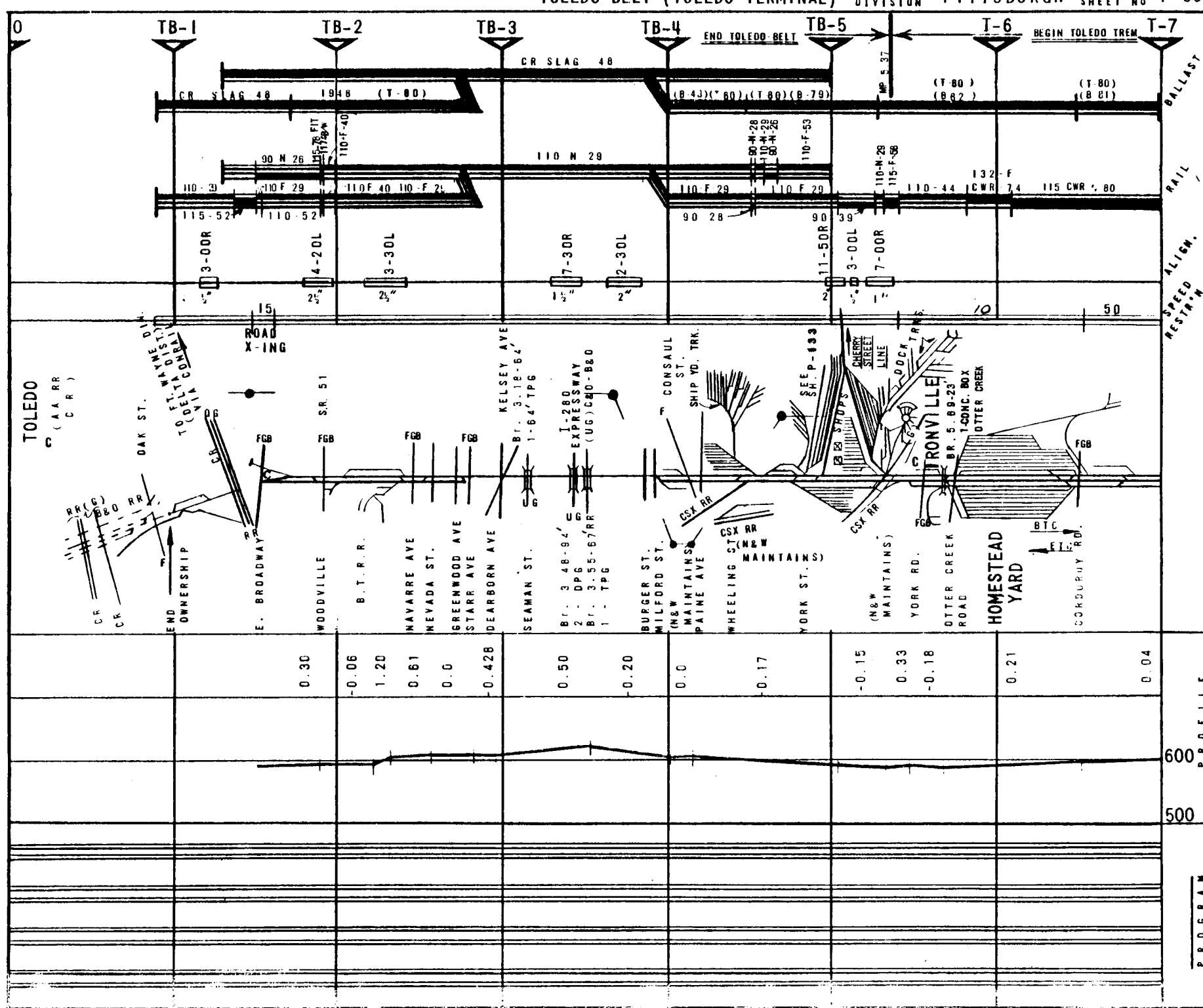


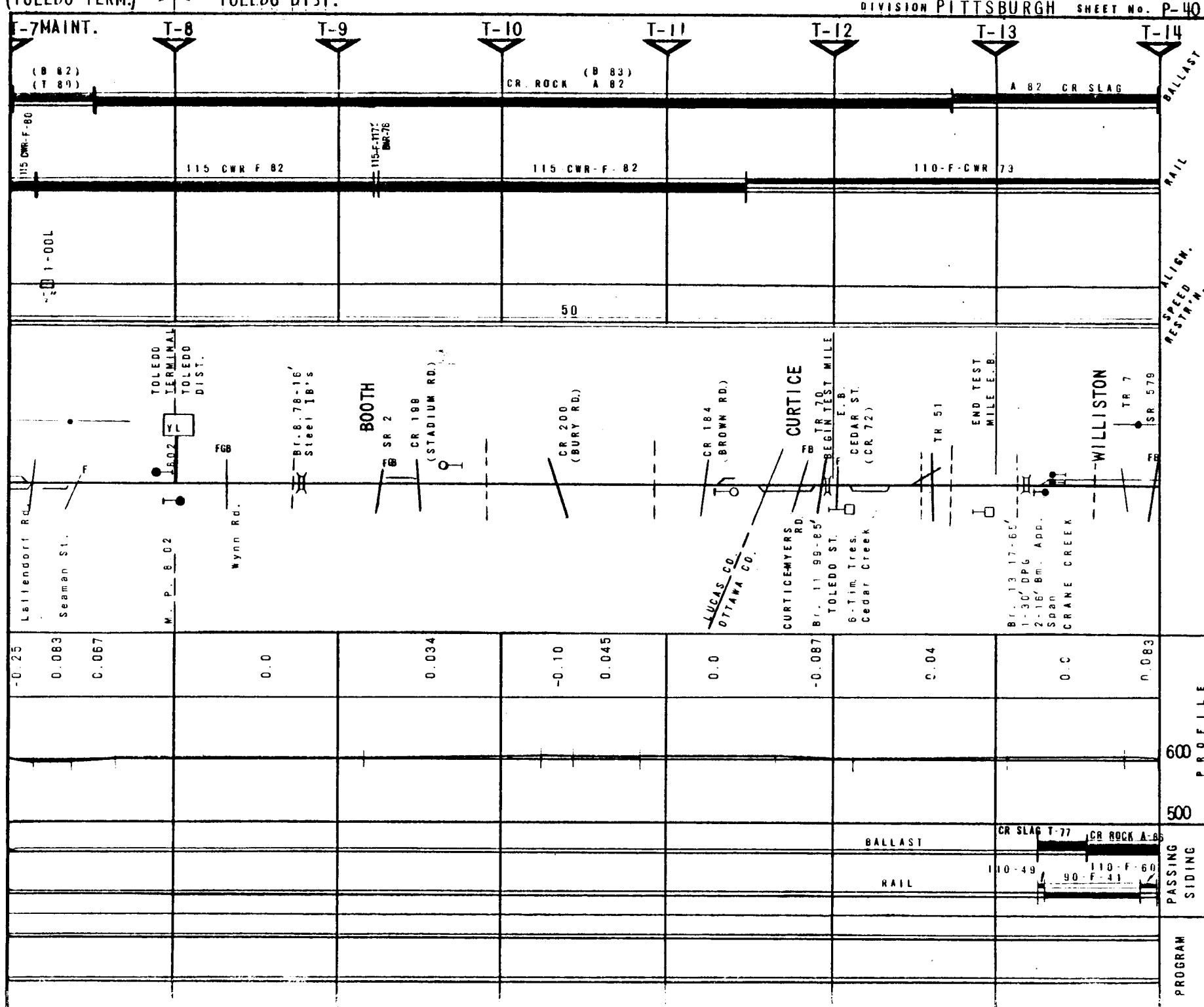


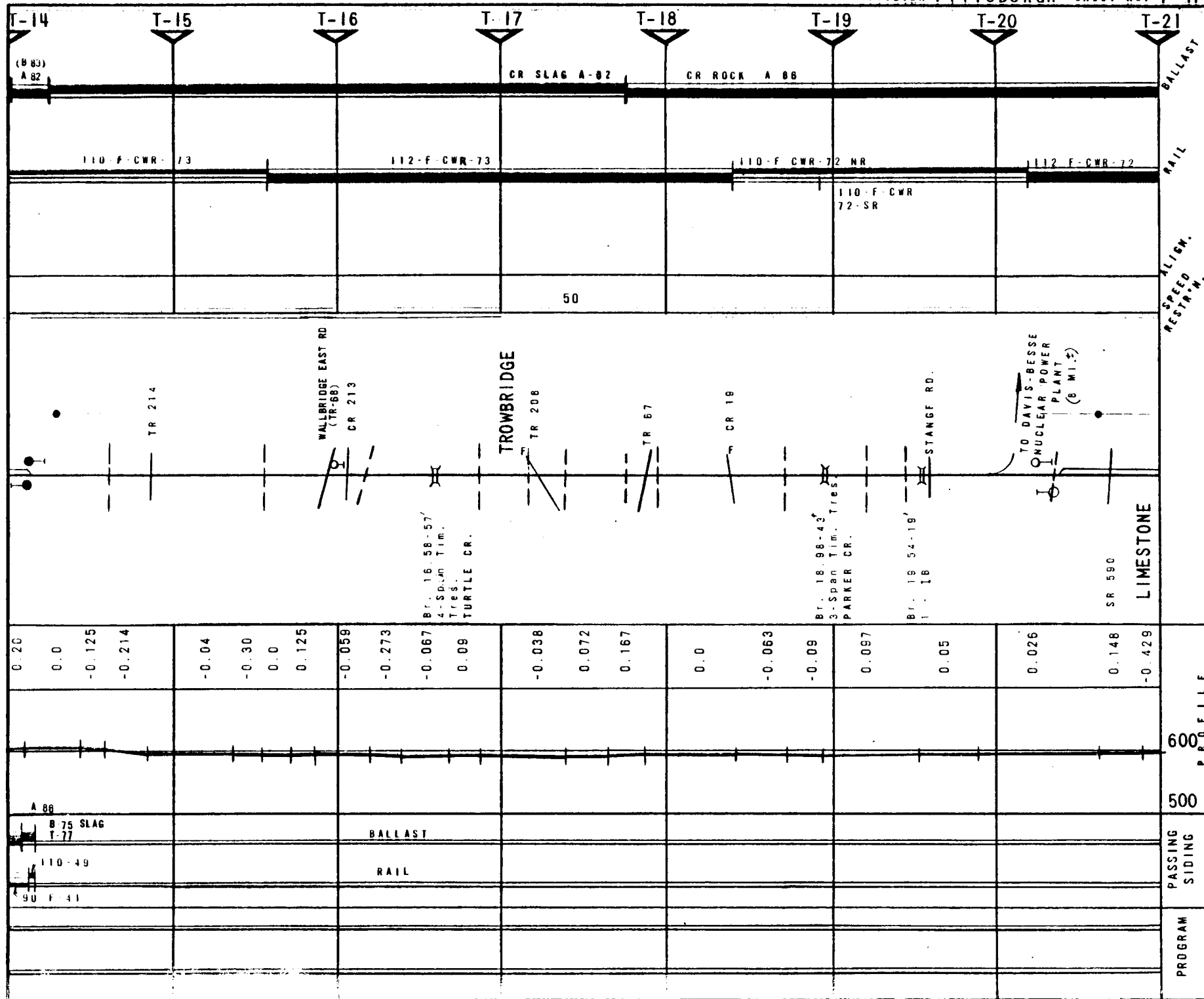
PROFILE
700
600
PASSING
SIDING
PROGRAM

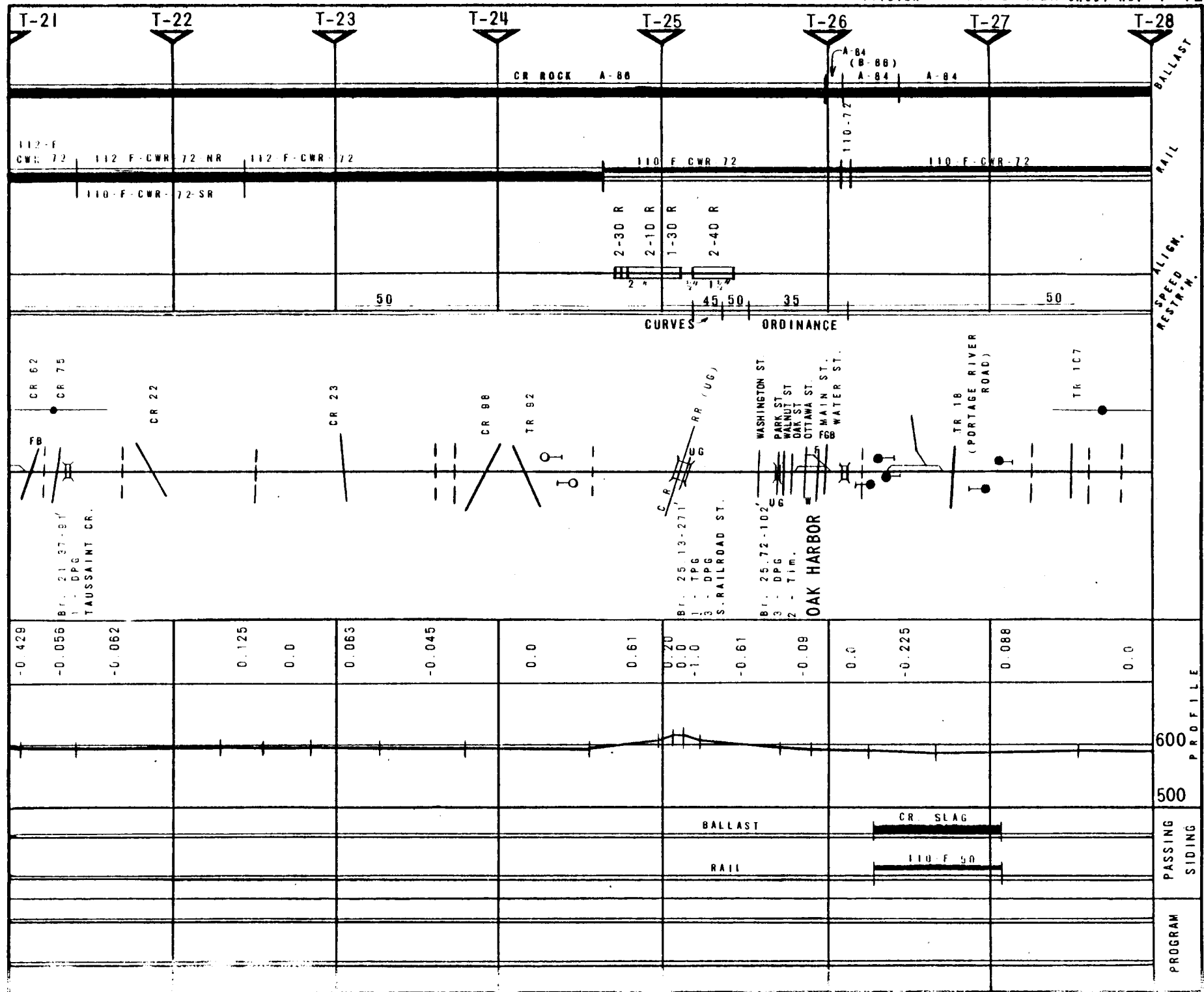


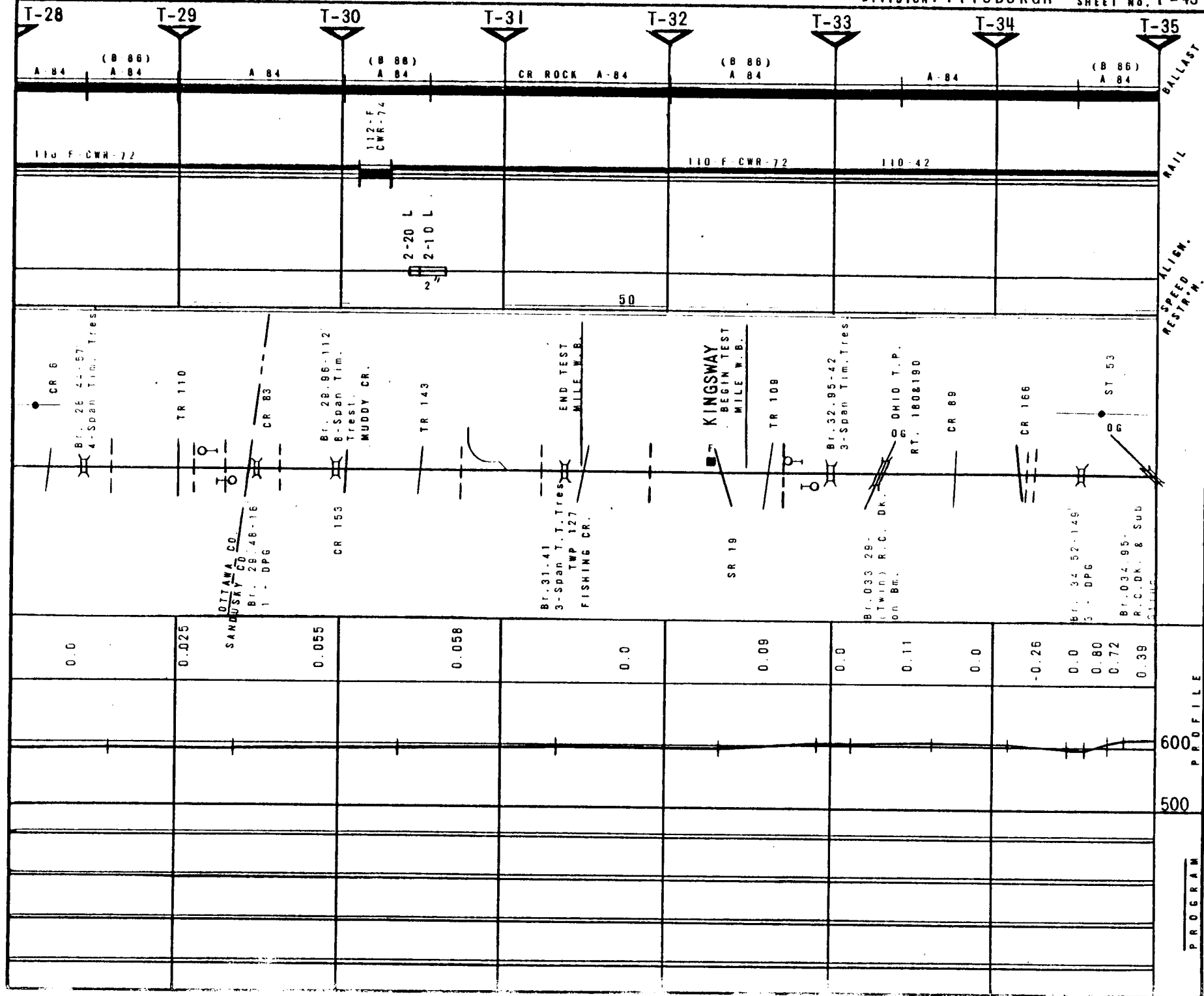


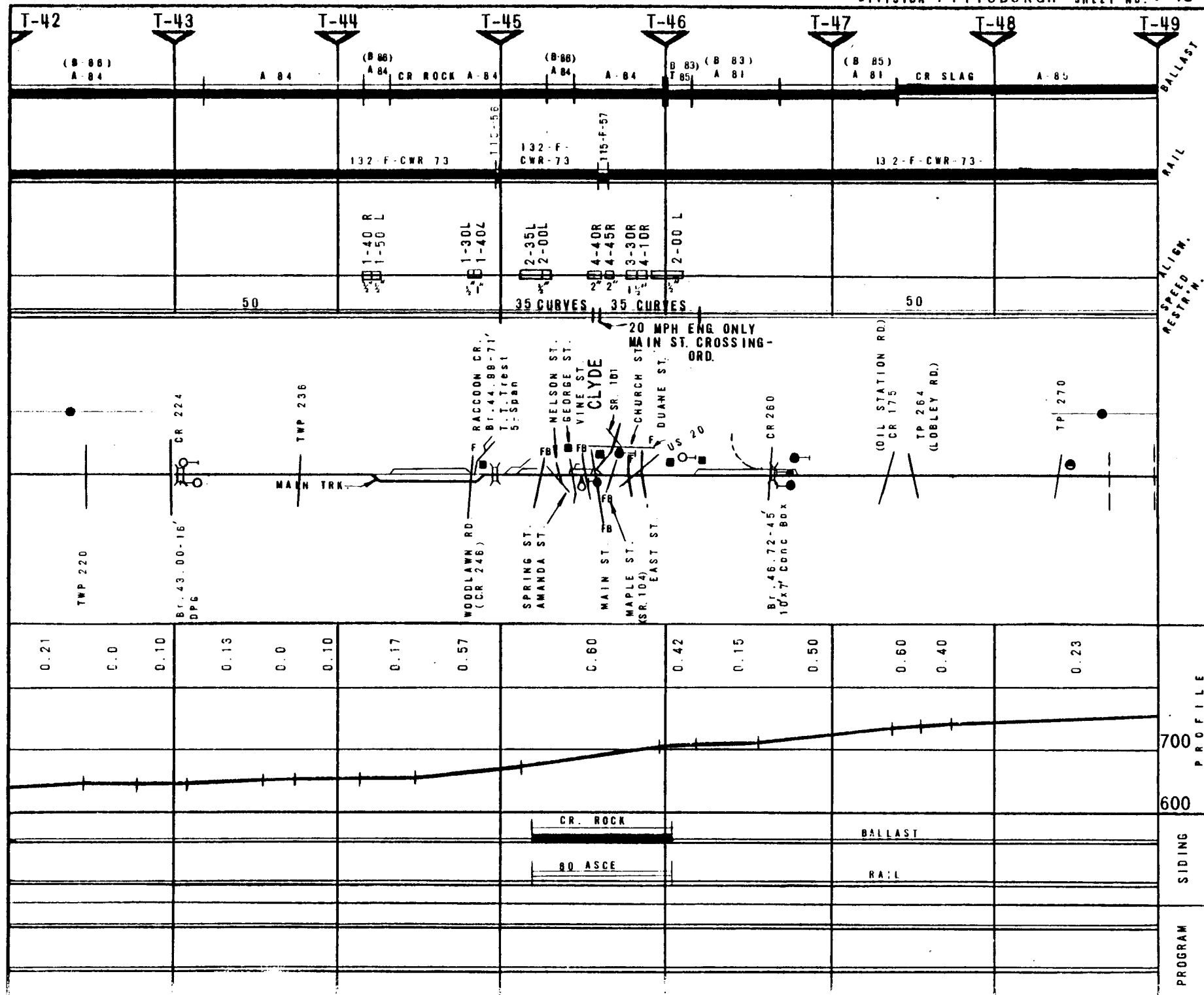


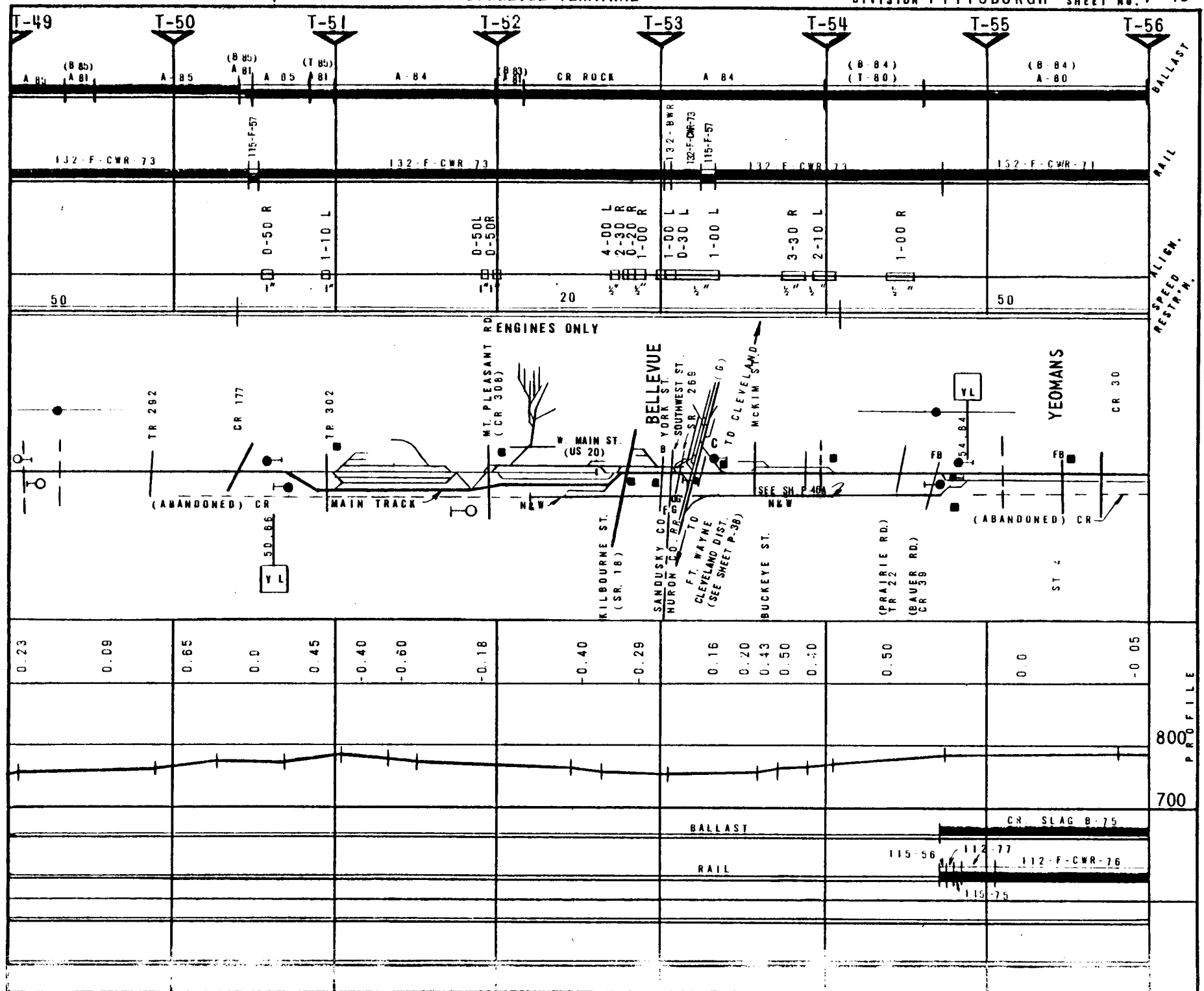




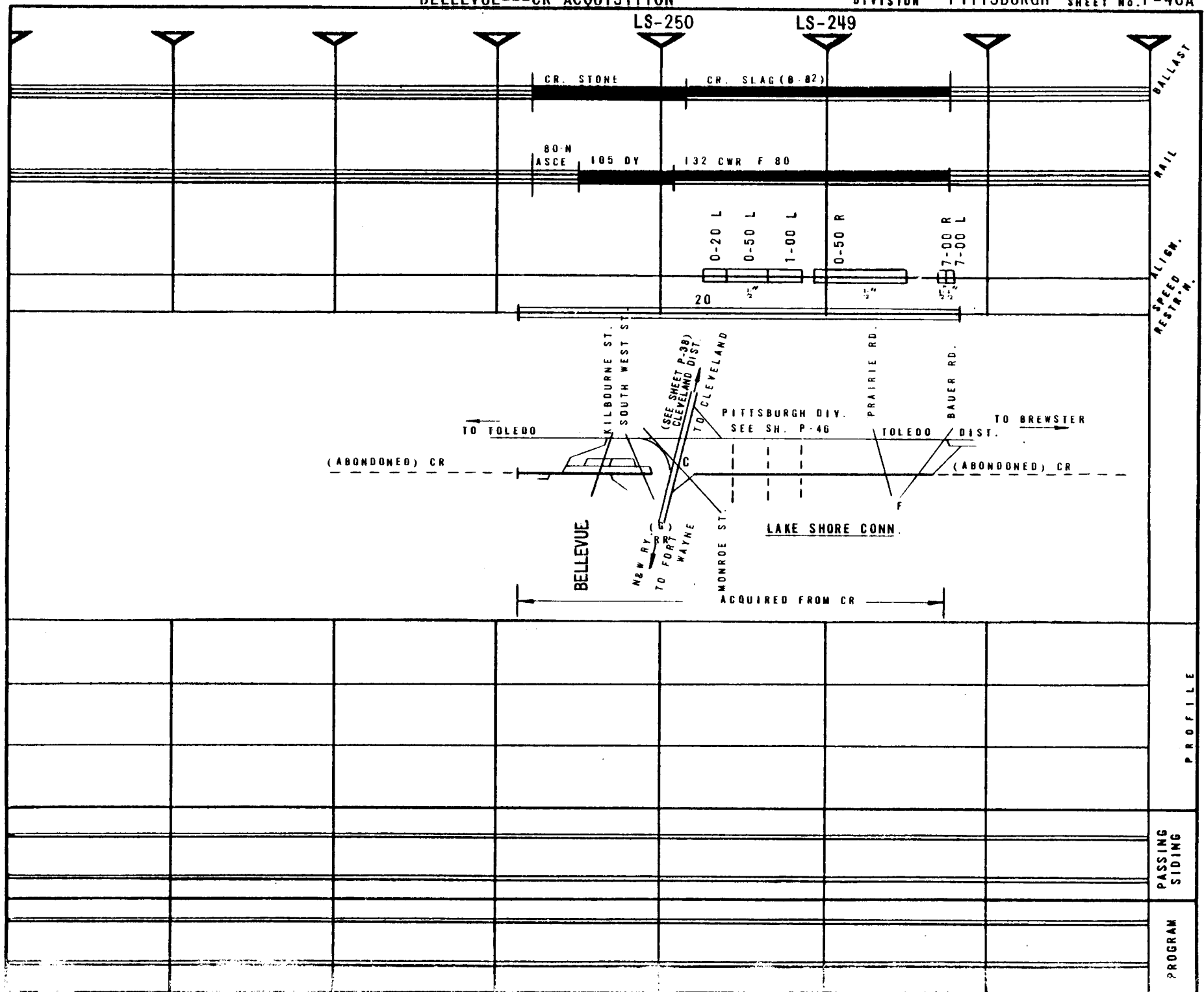




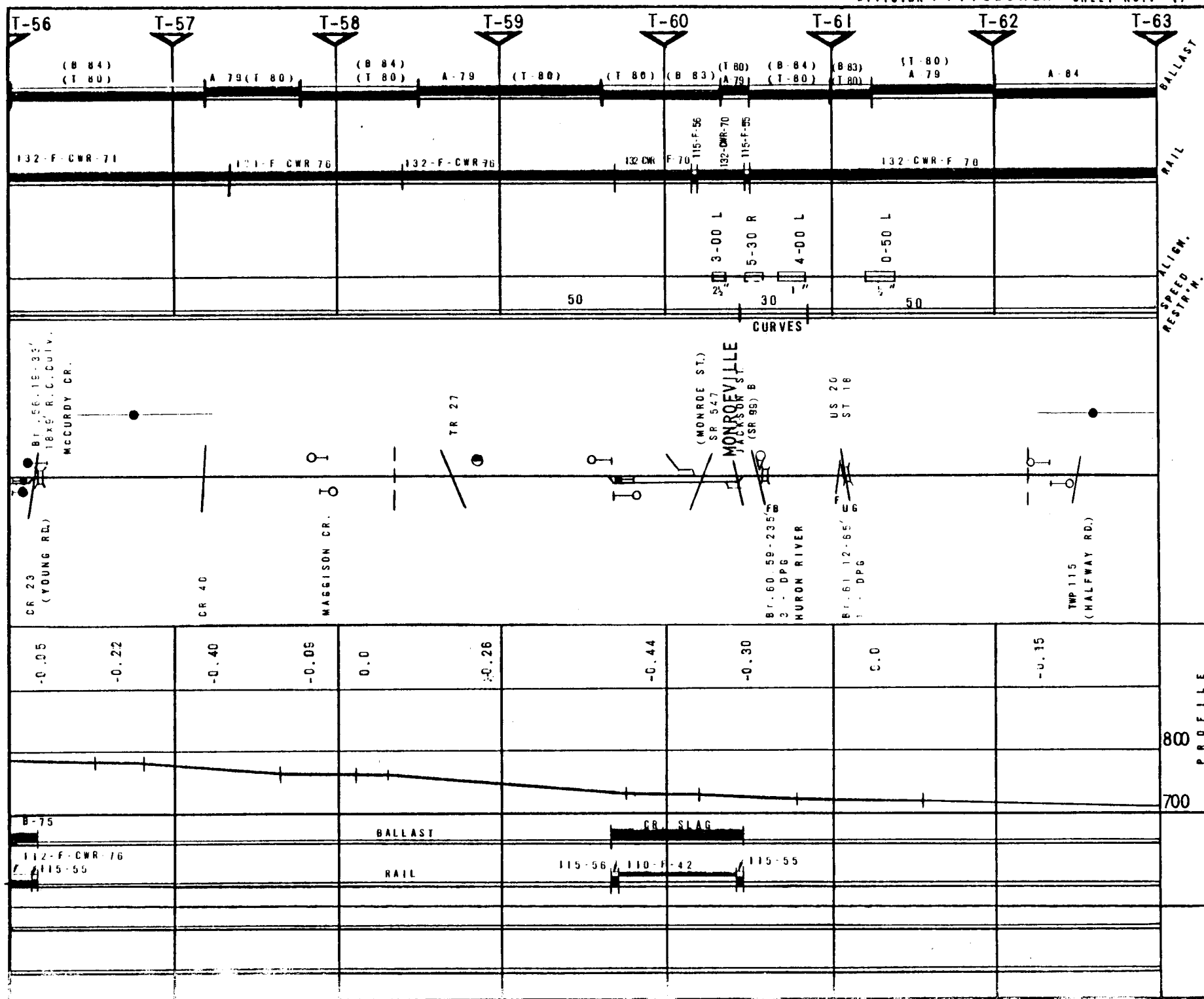


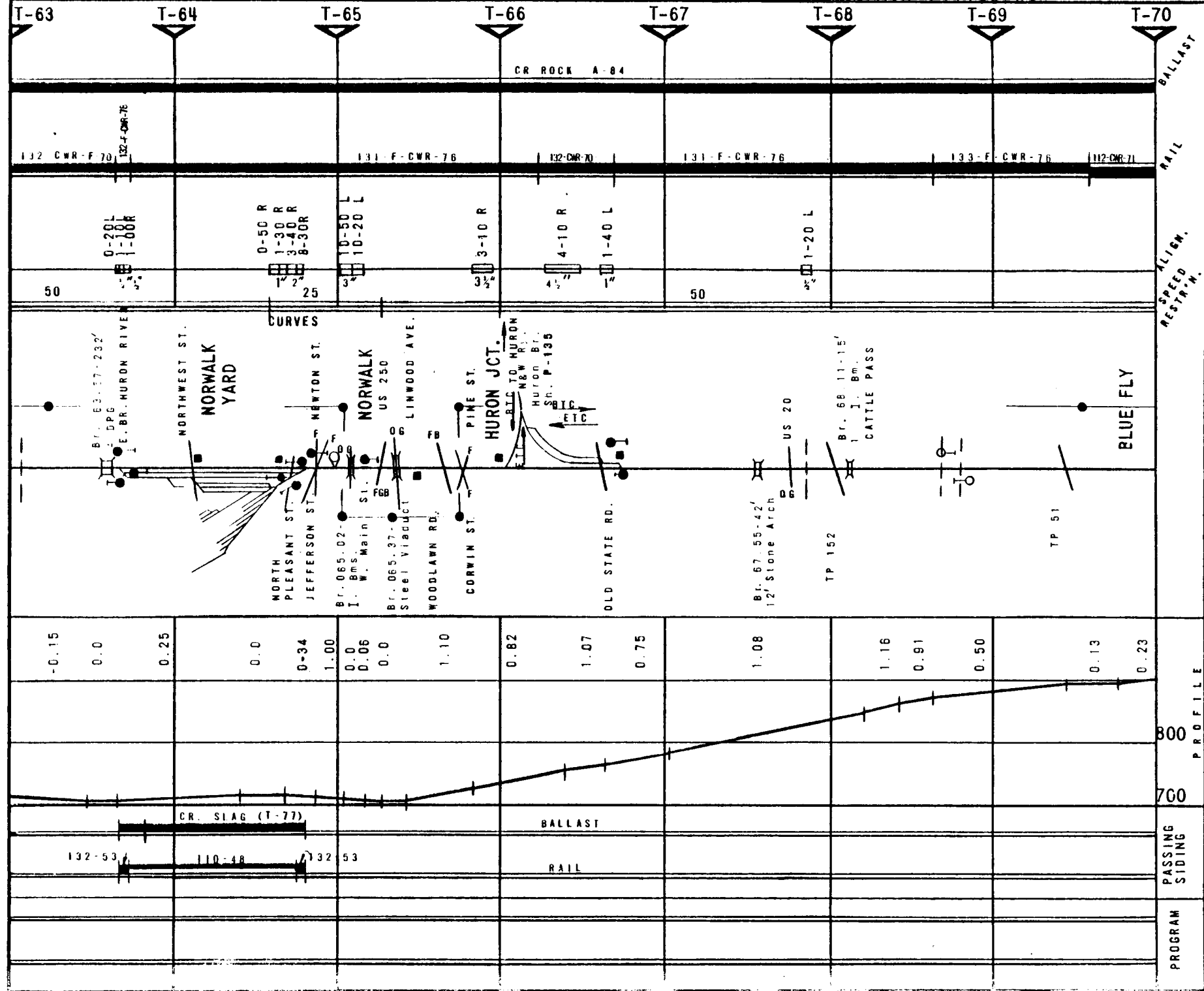


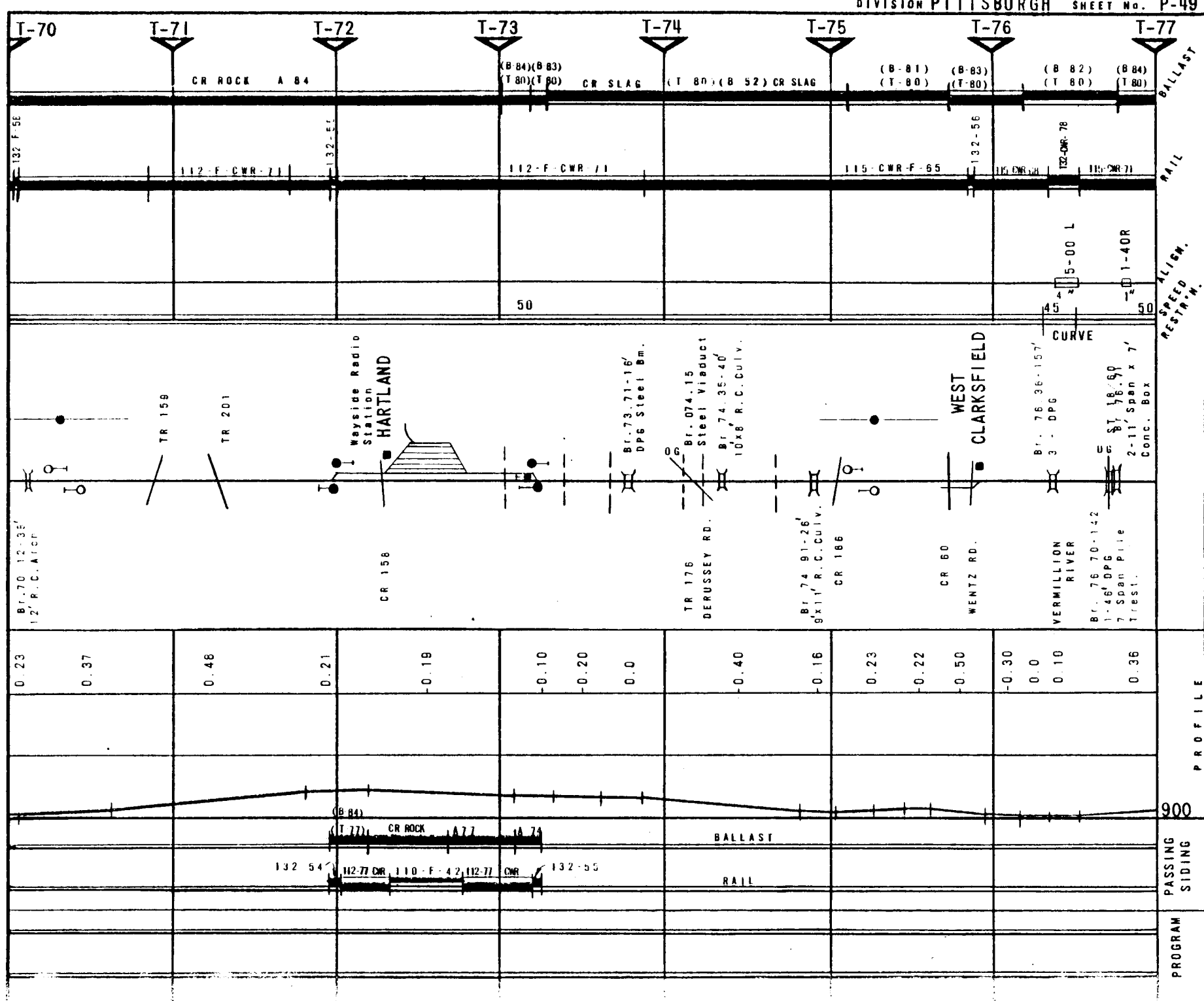
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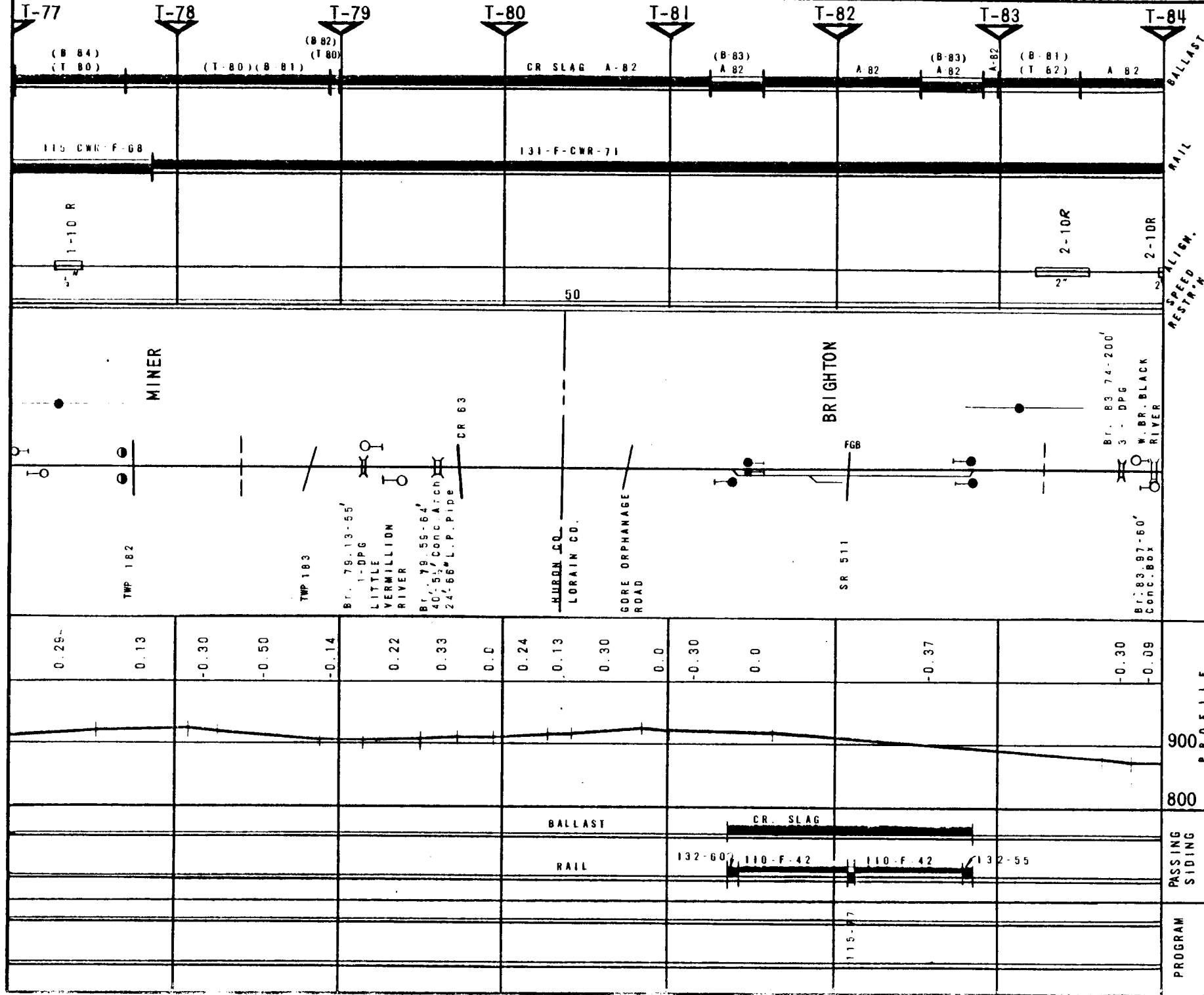


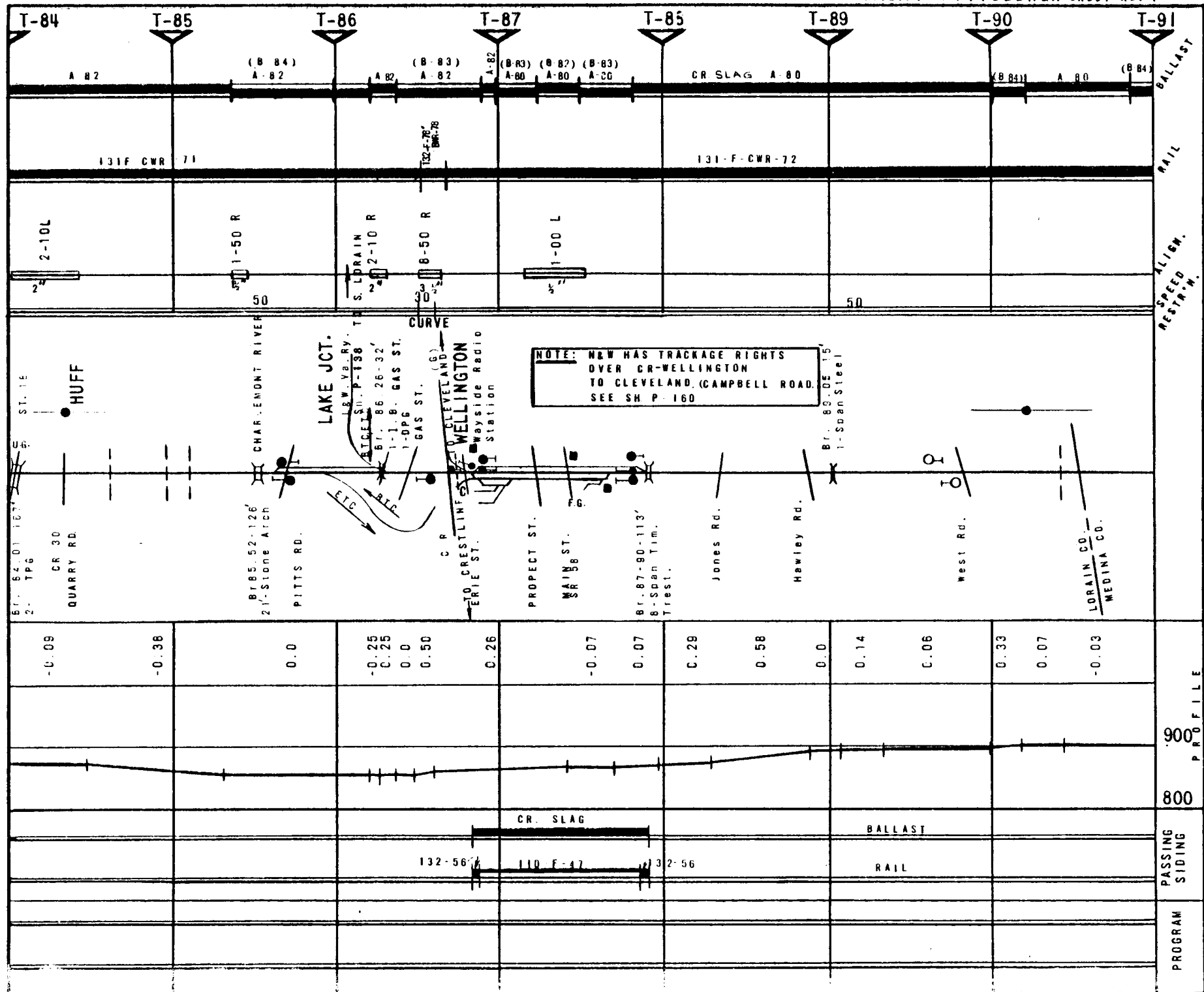
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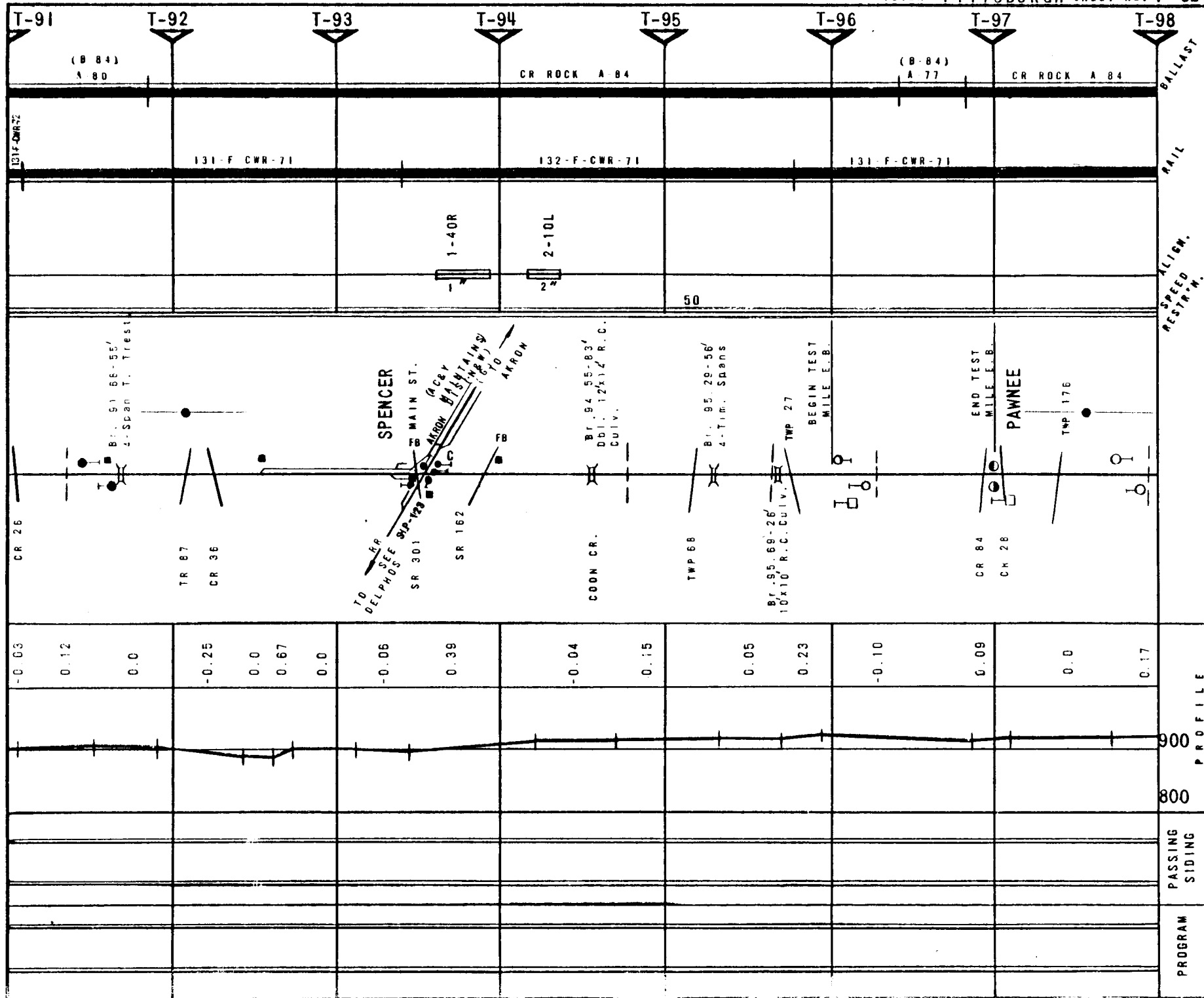


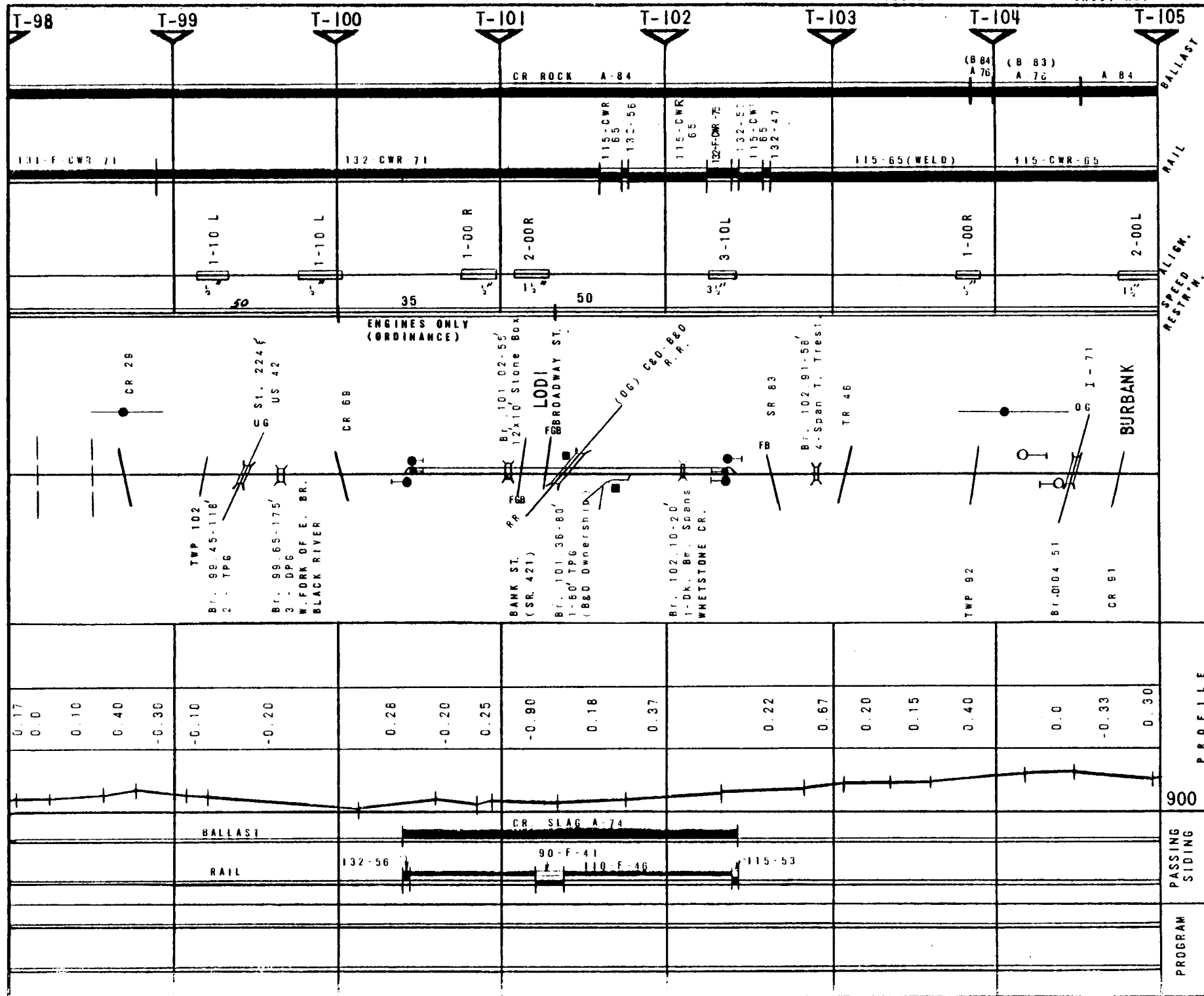


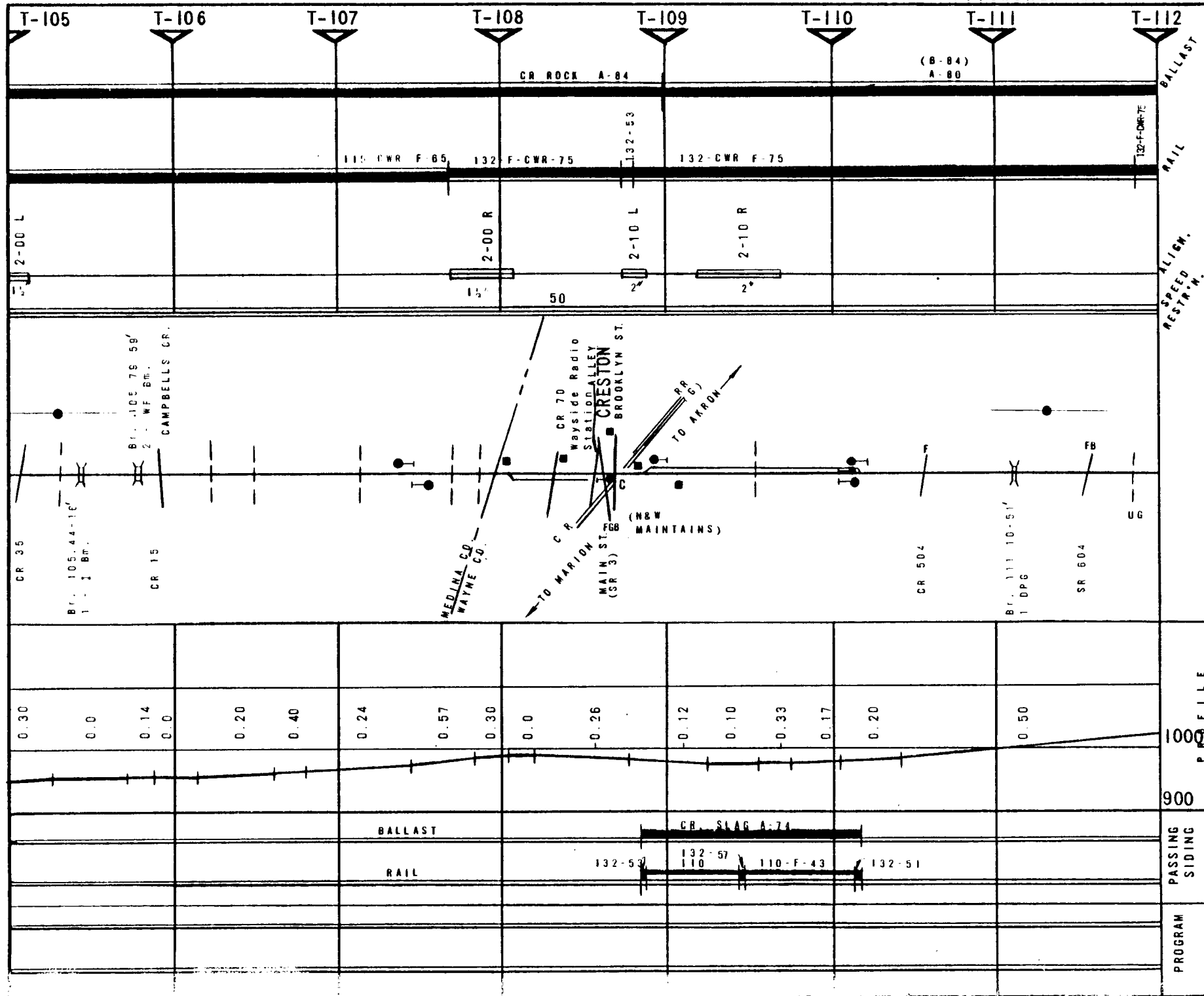


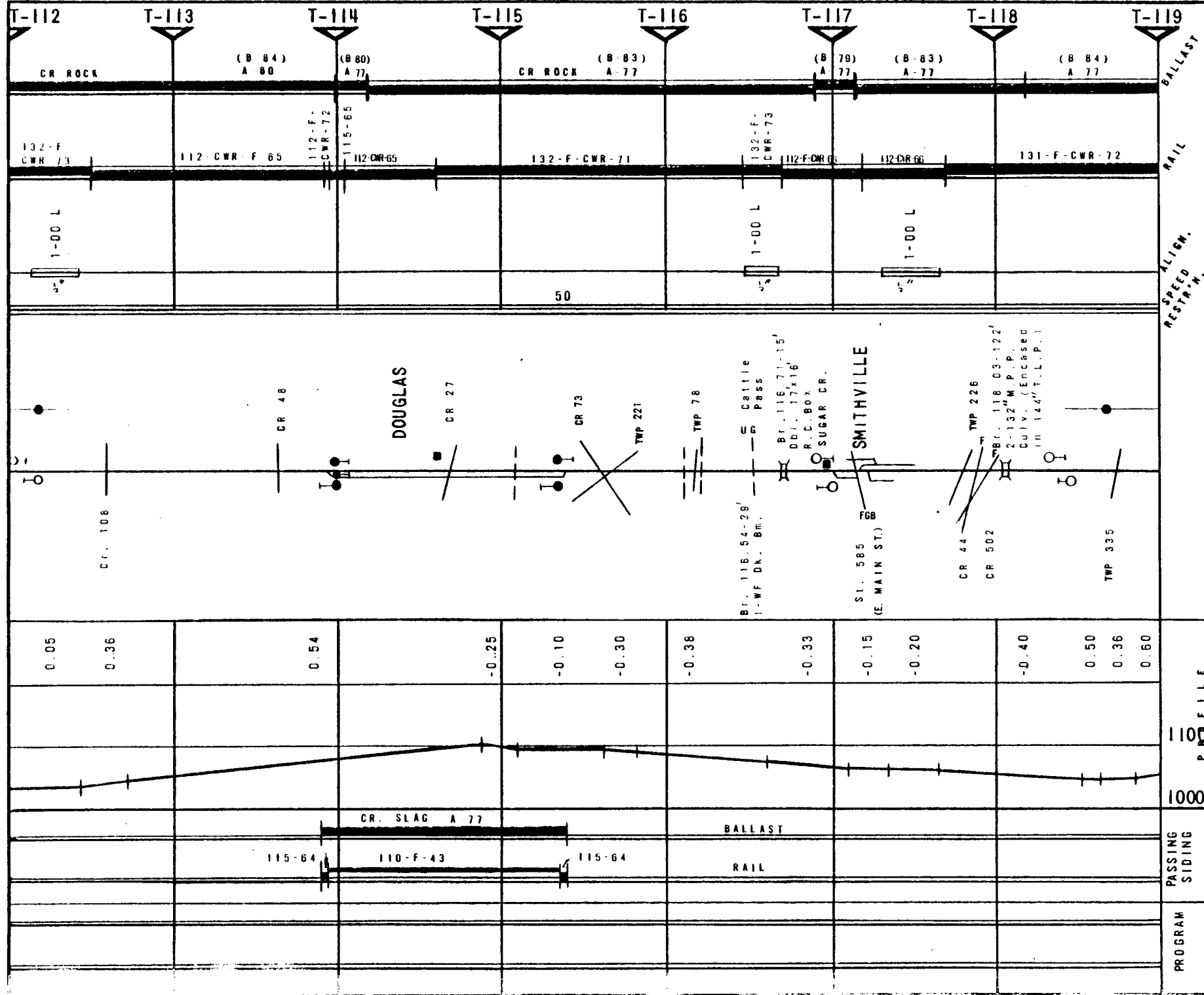












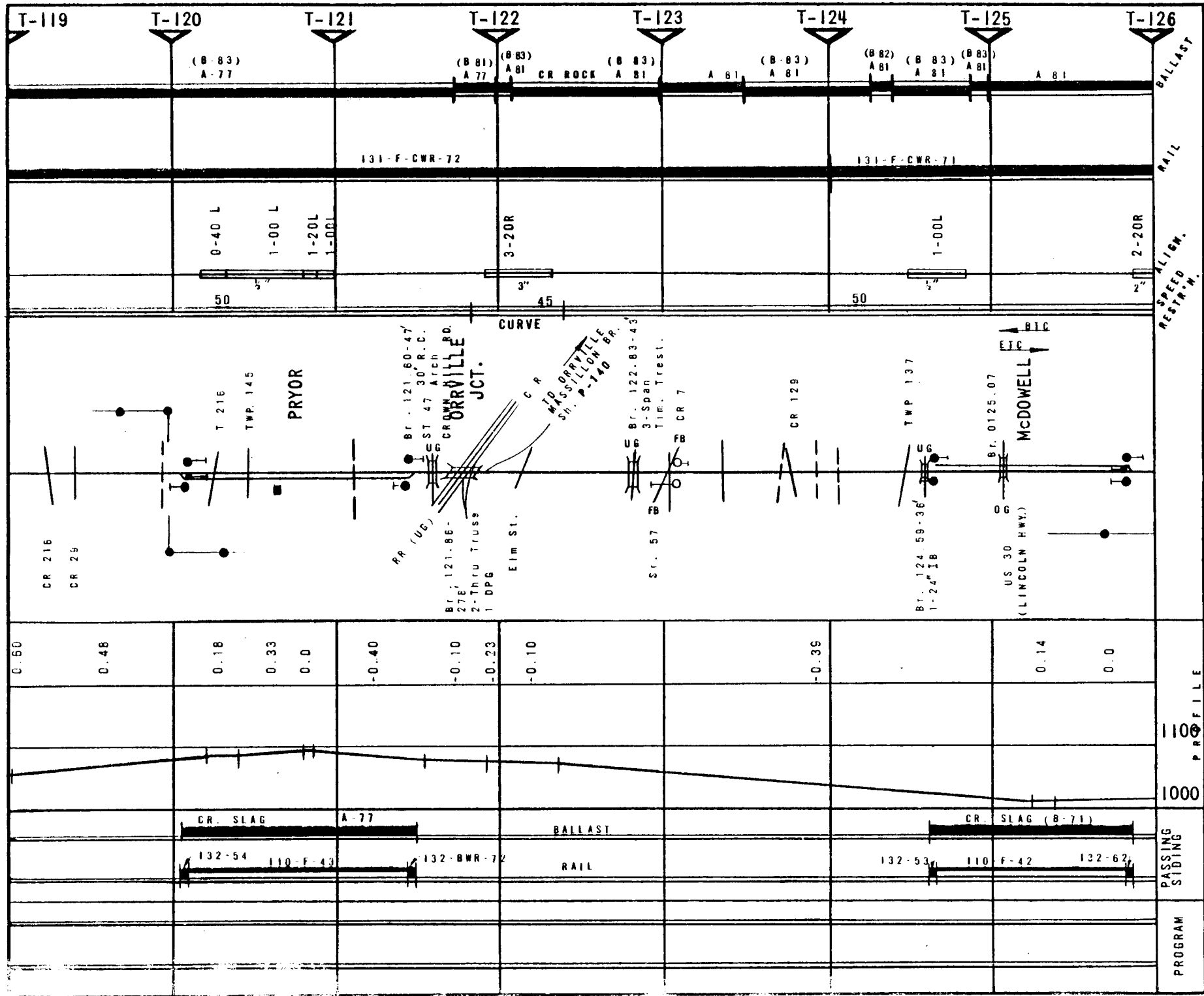
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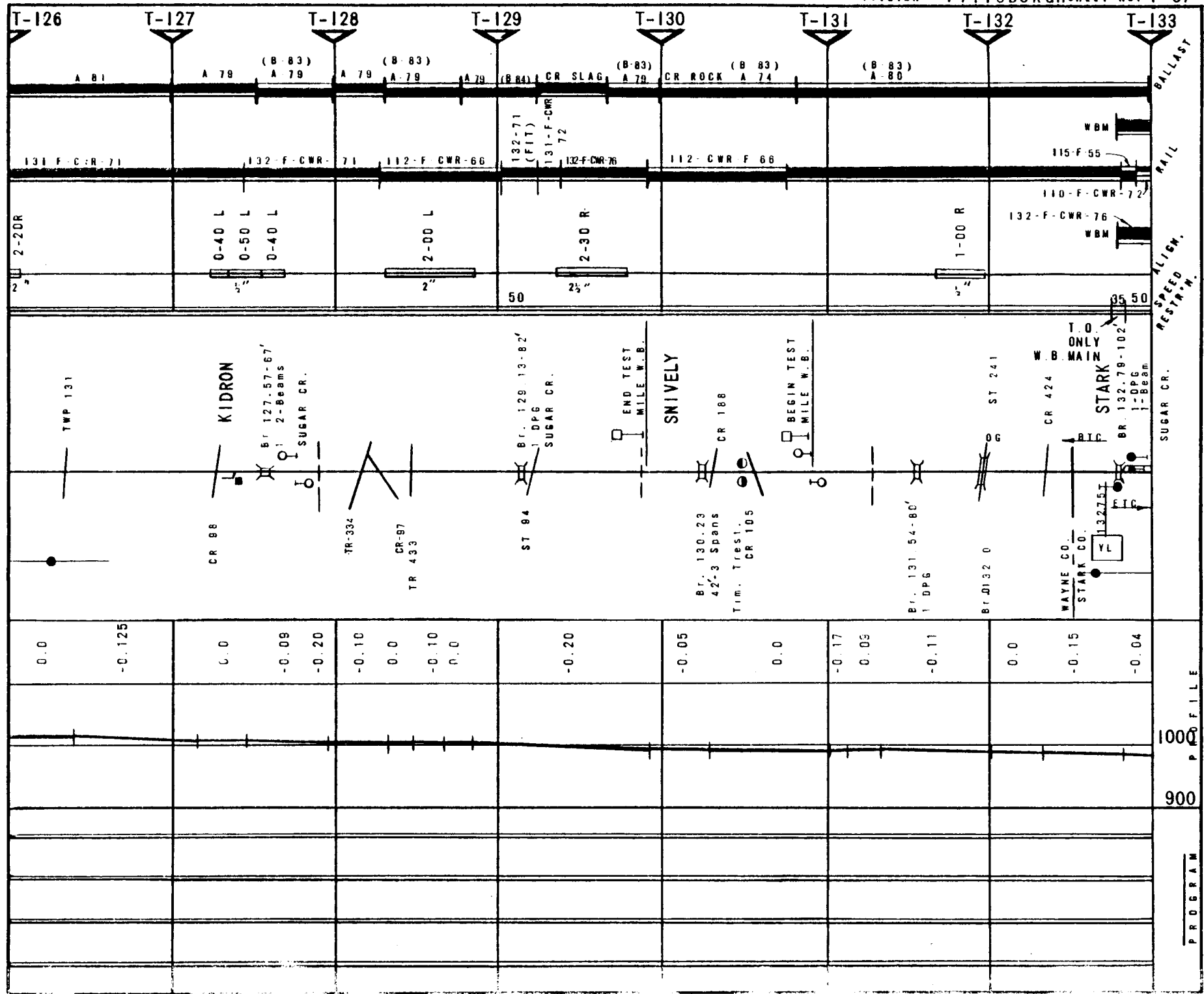
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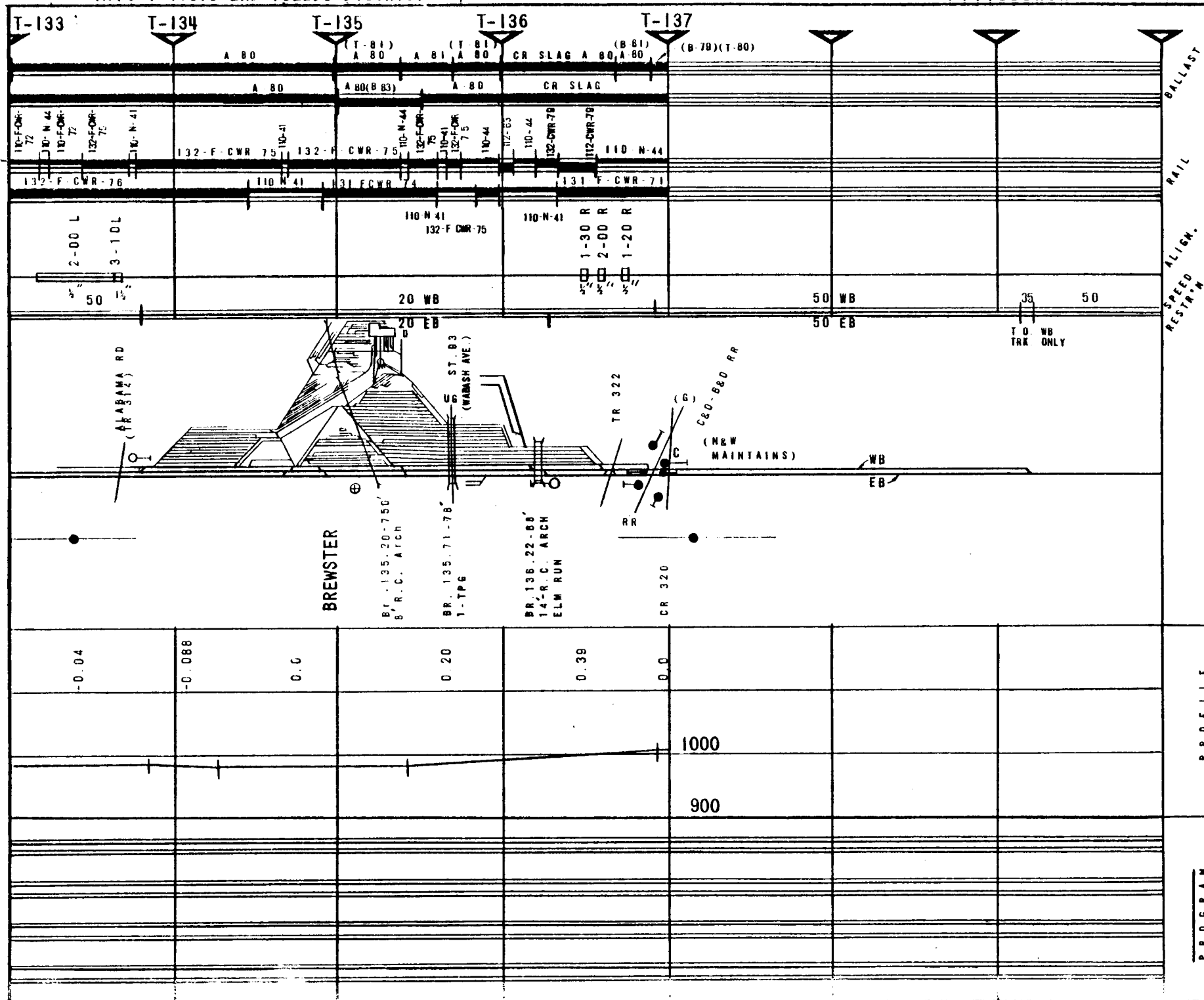
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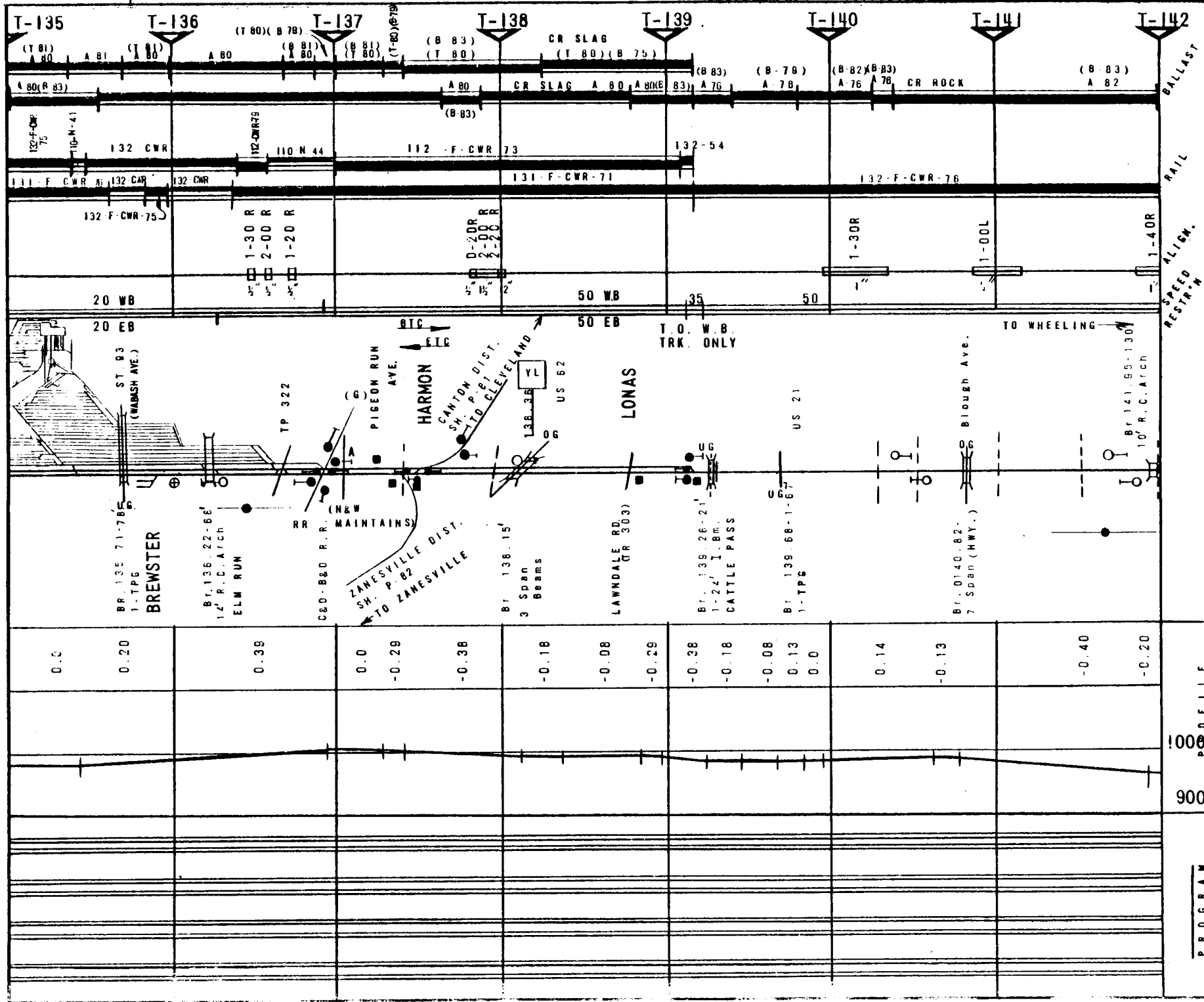
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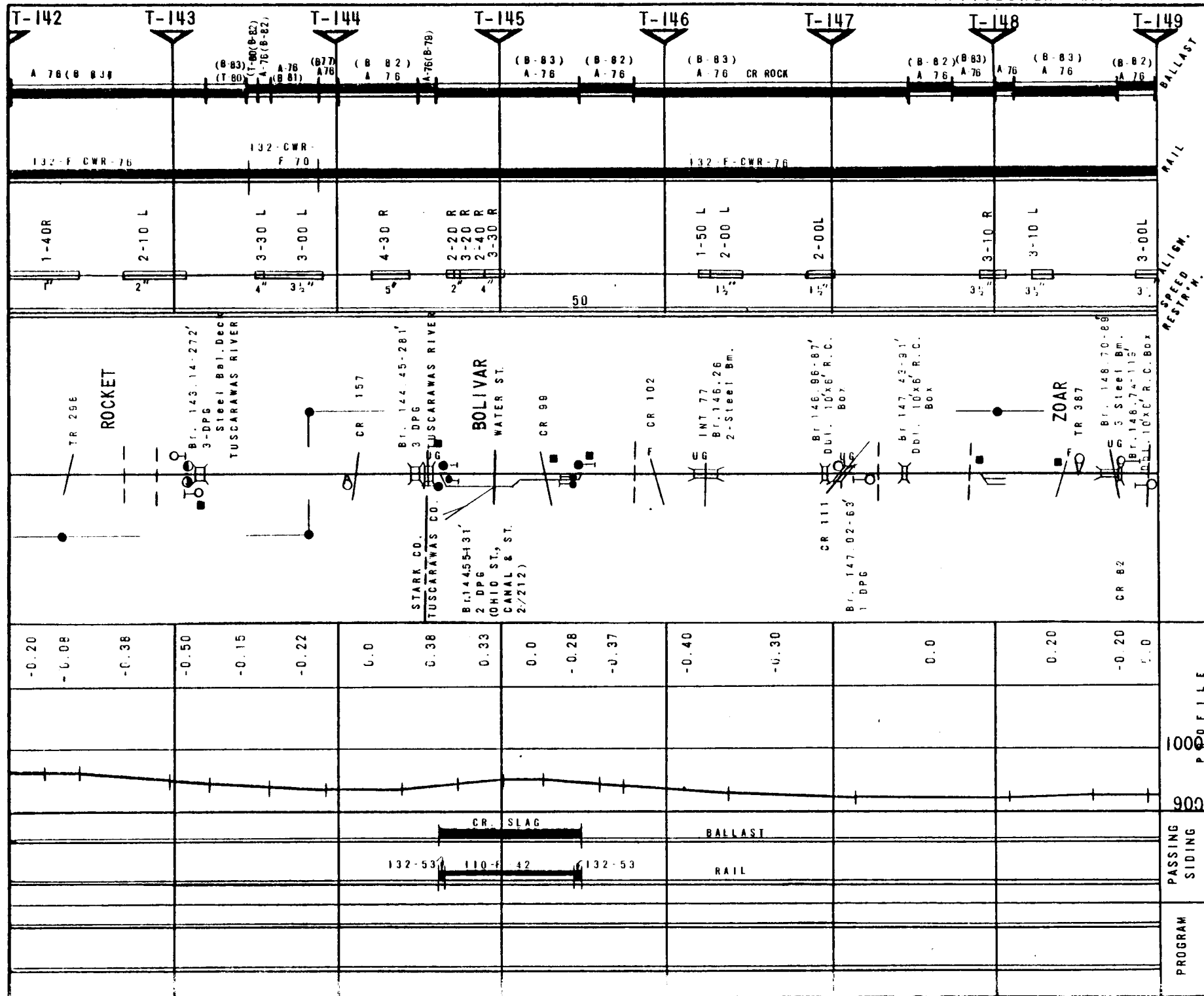


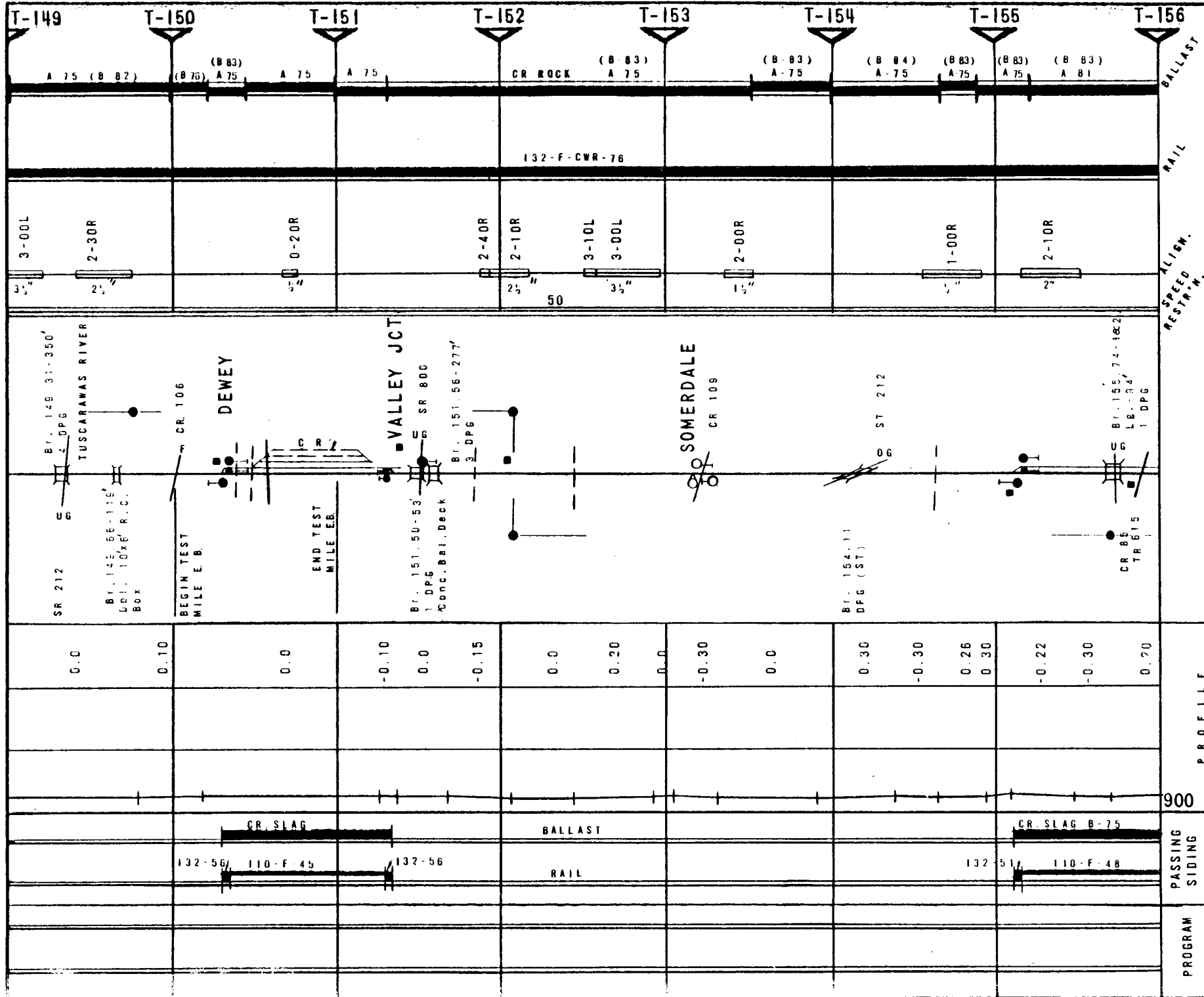


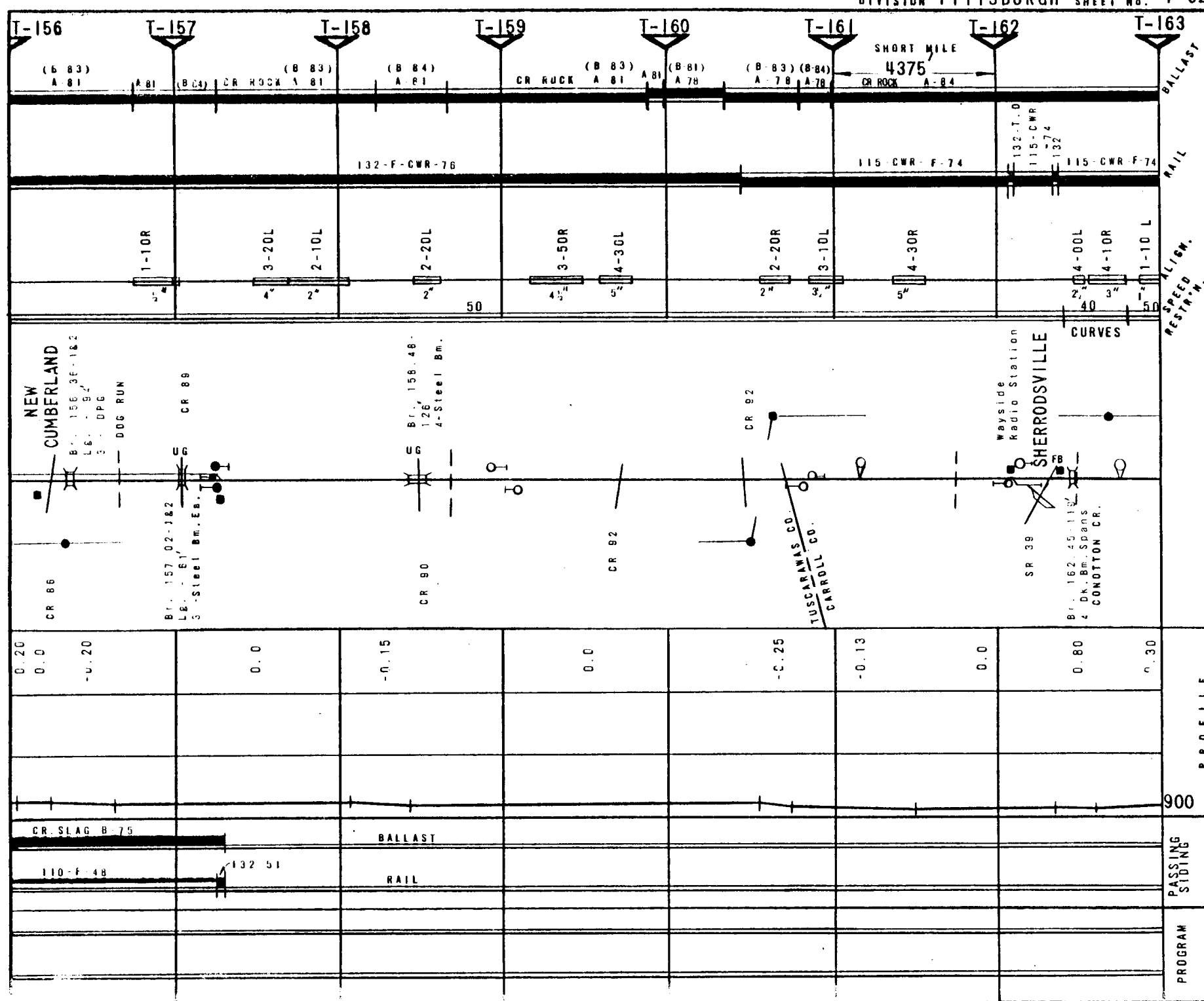


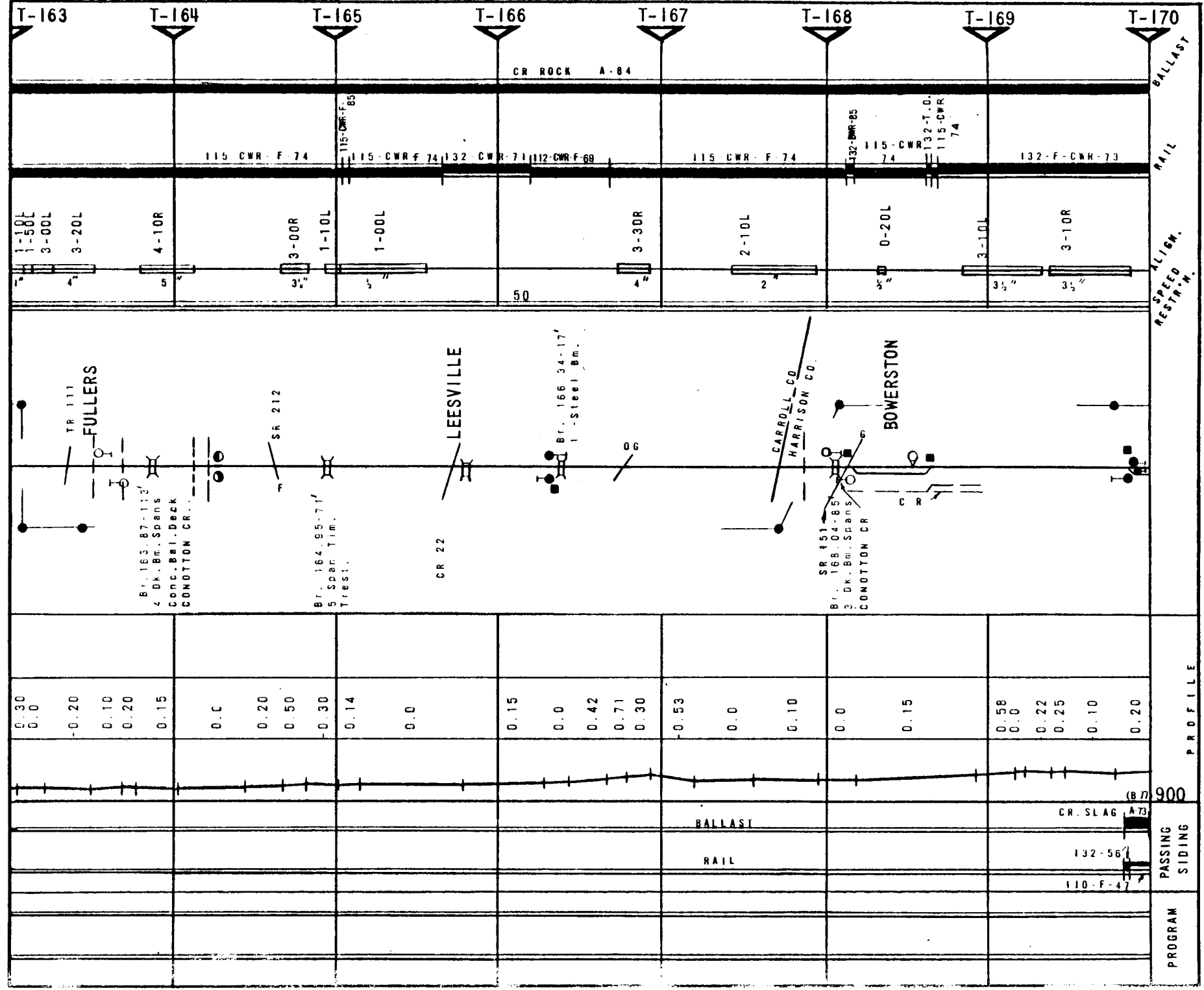


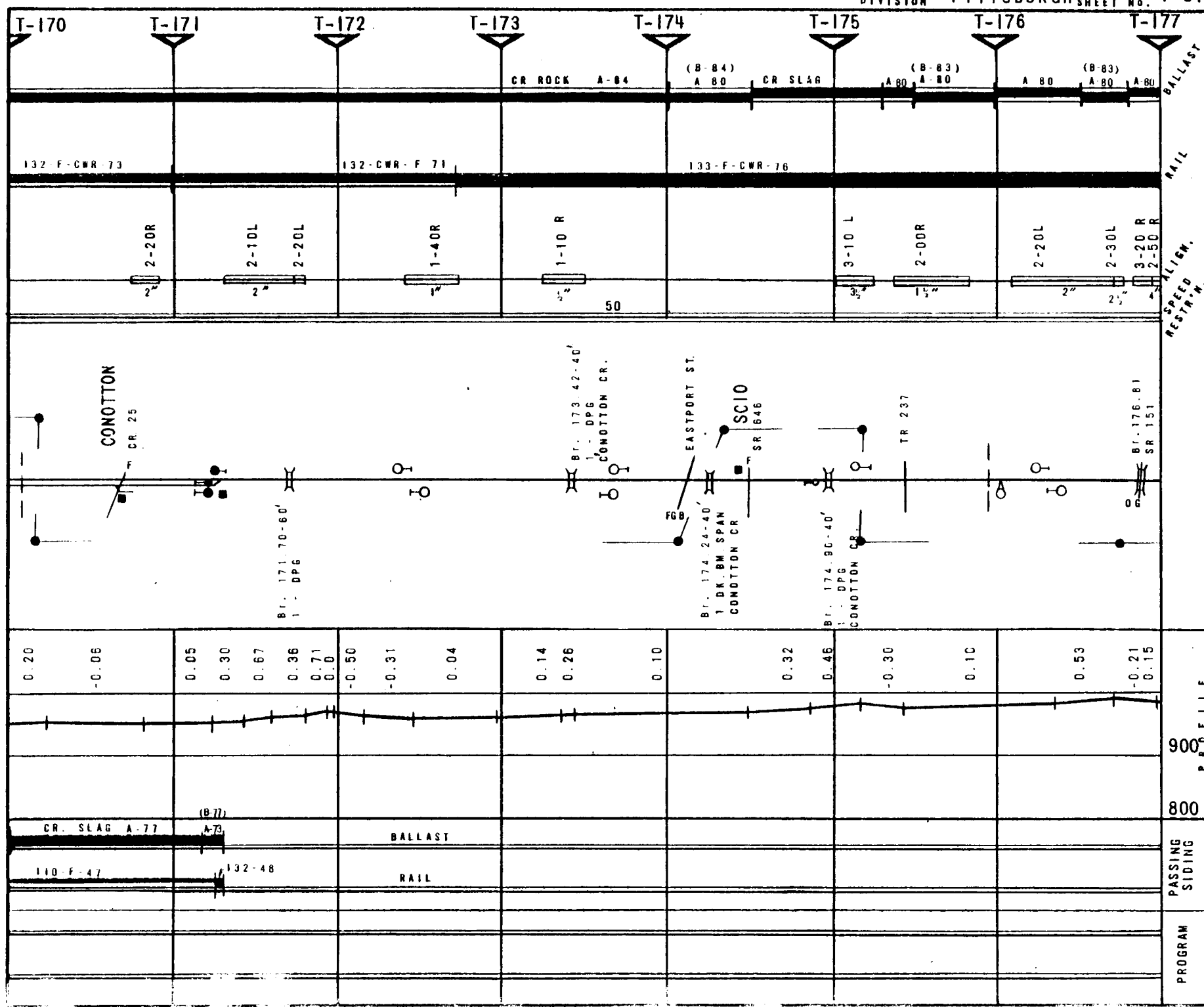
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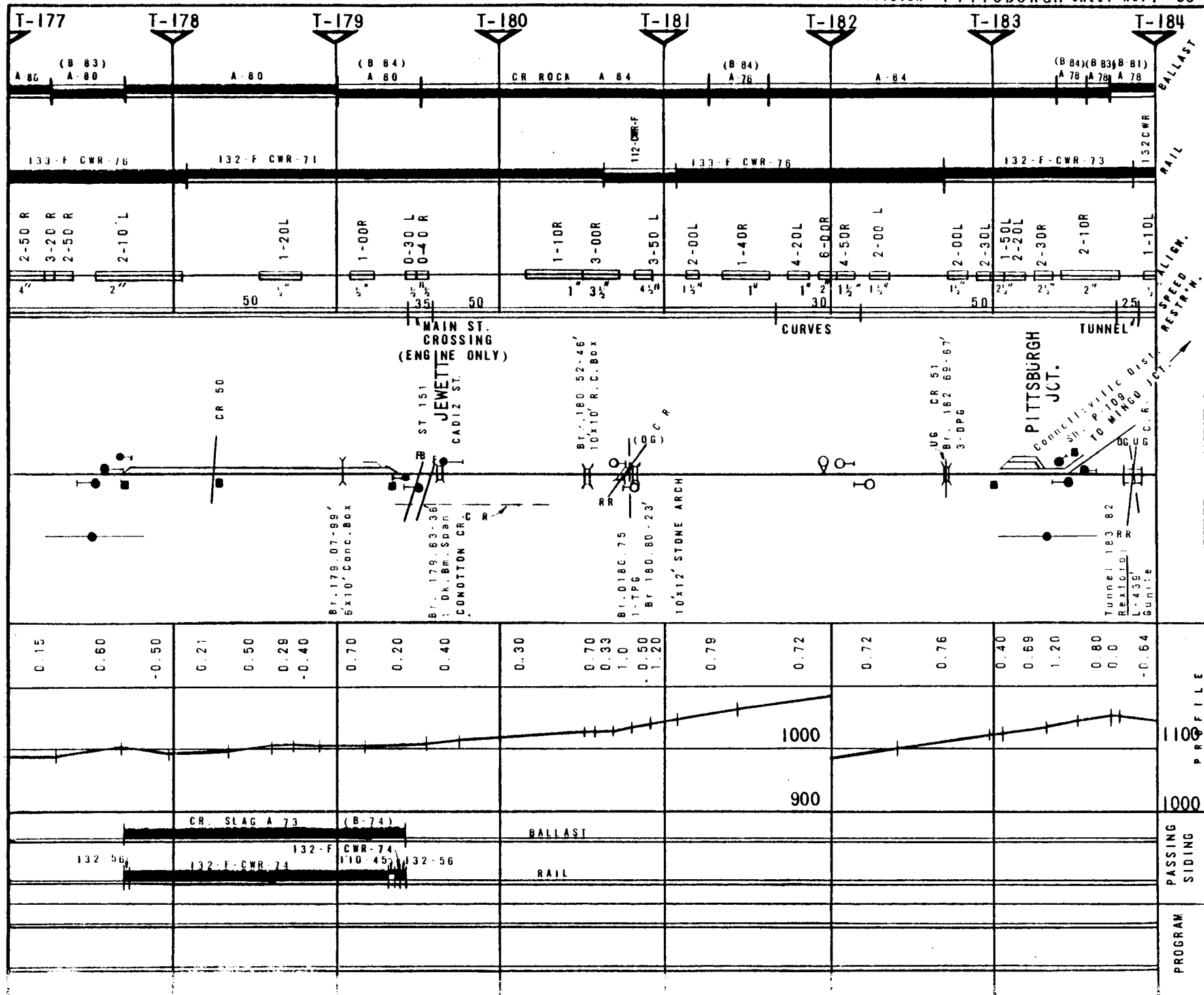


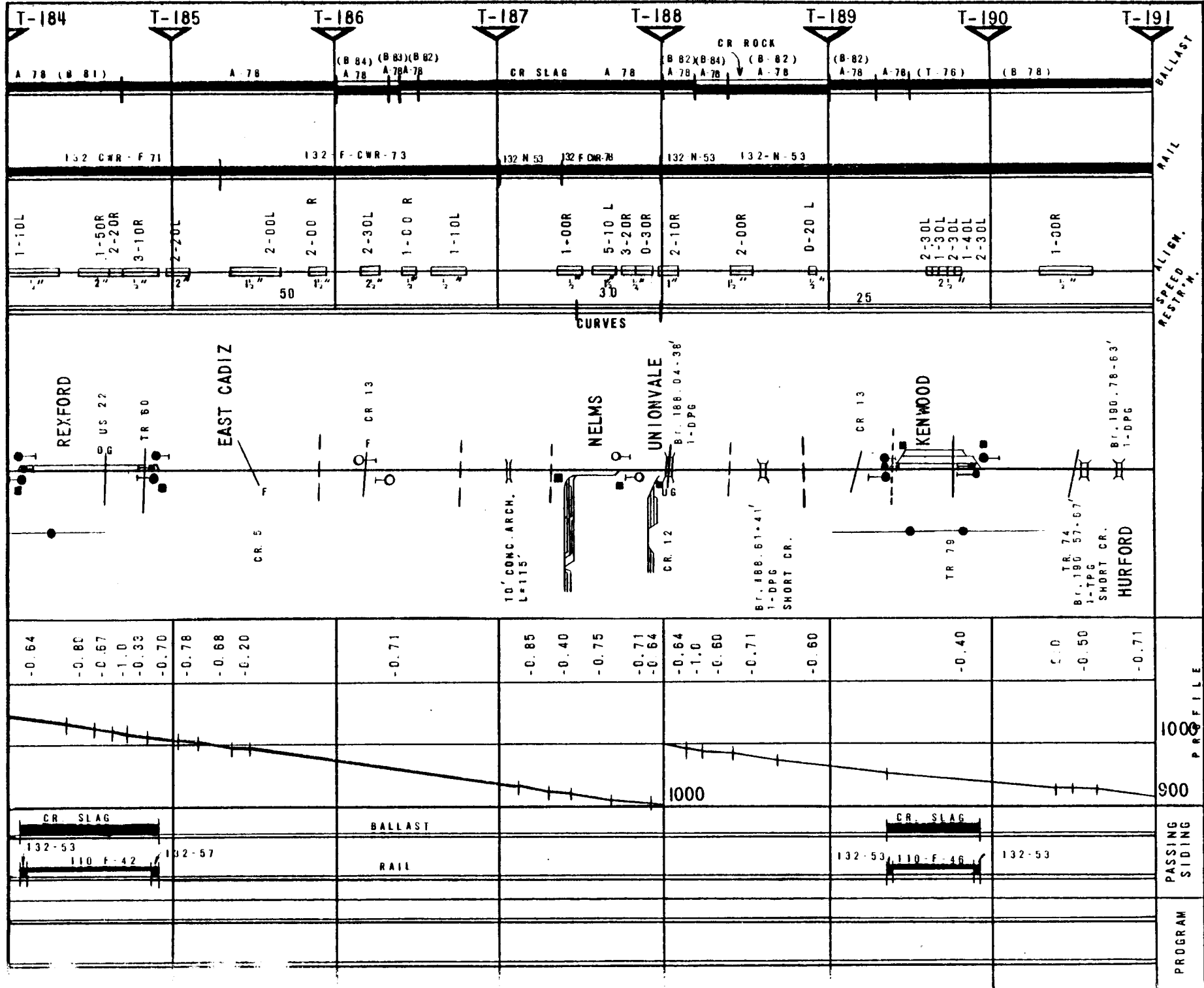


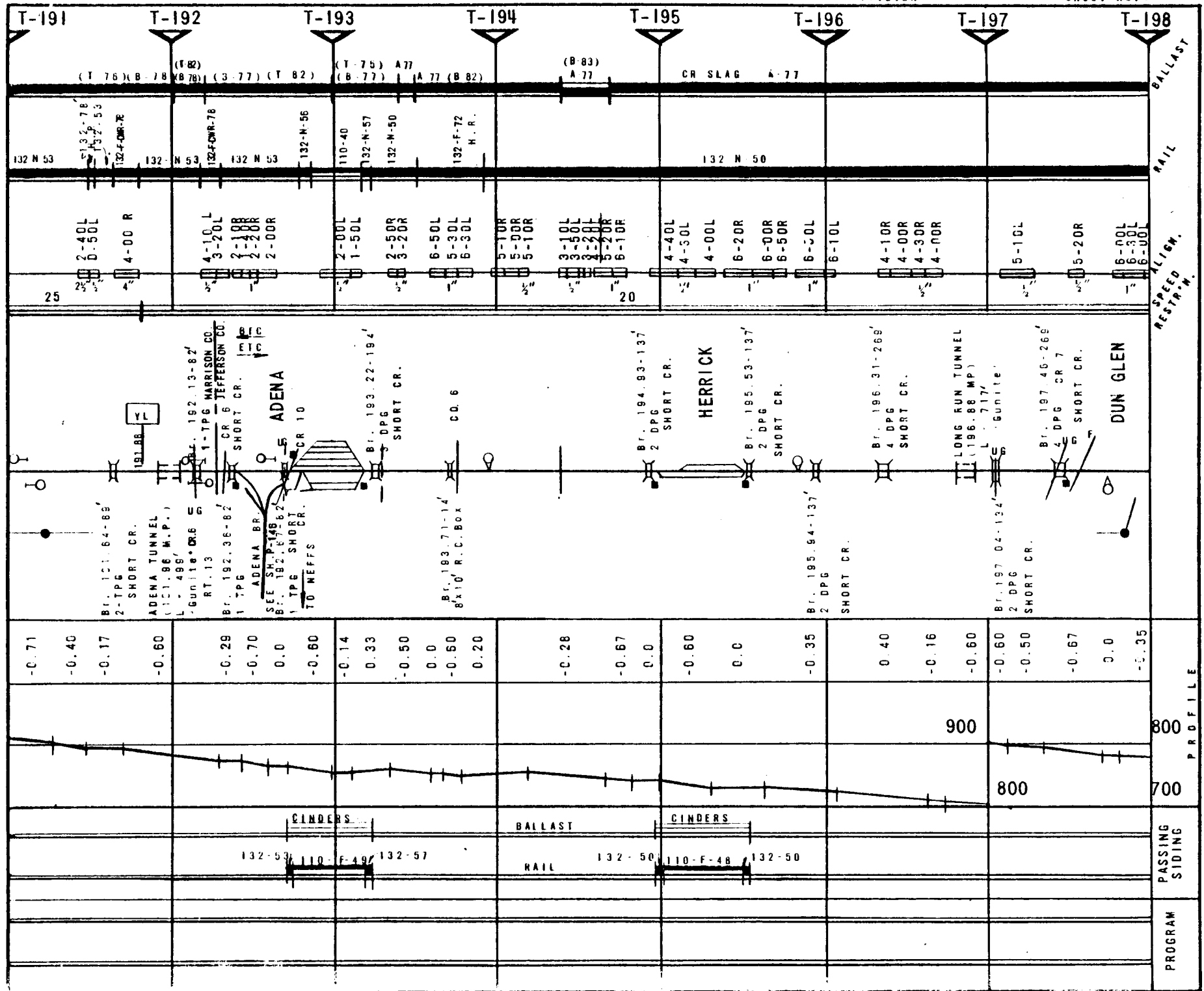


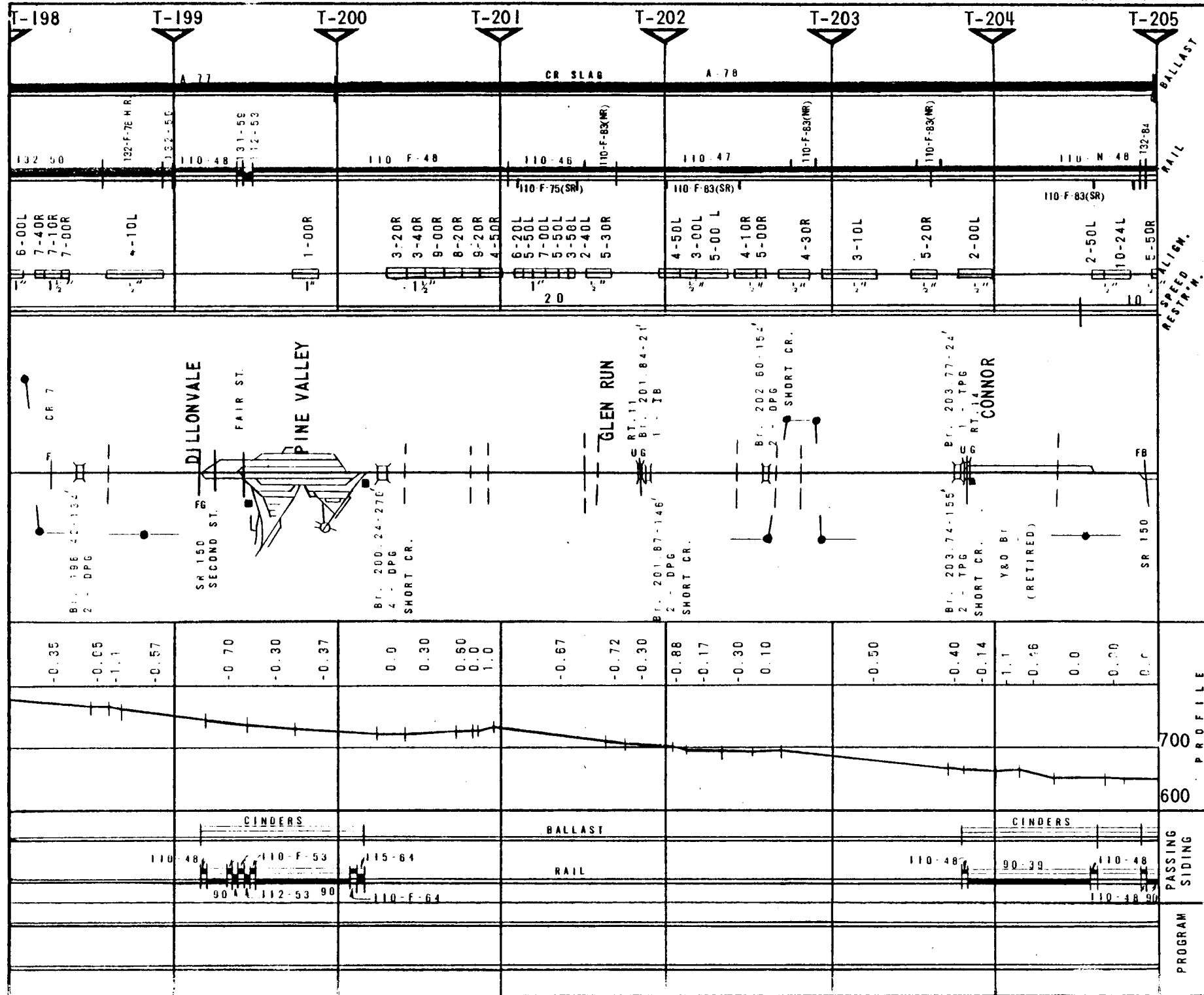


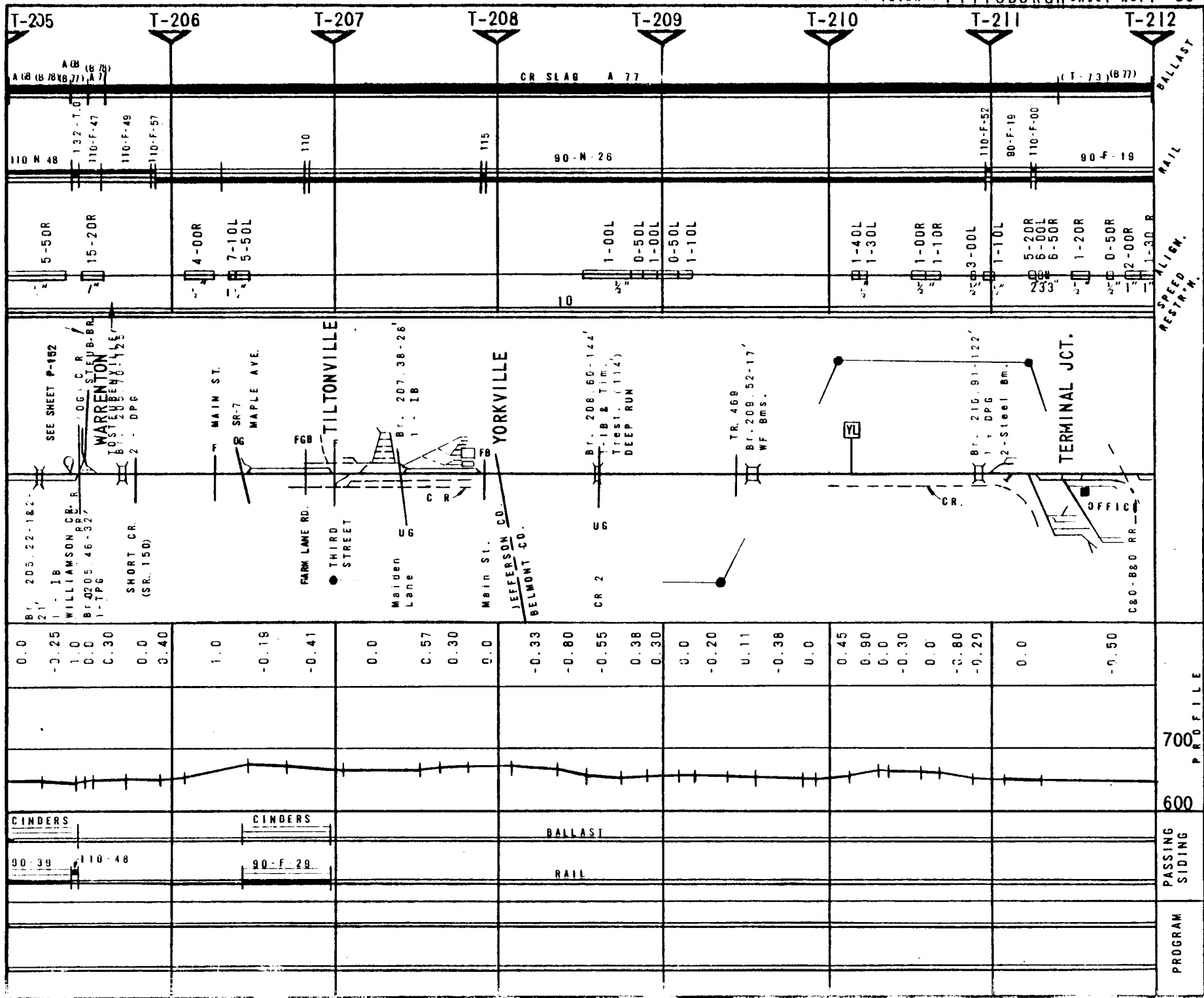


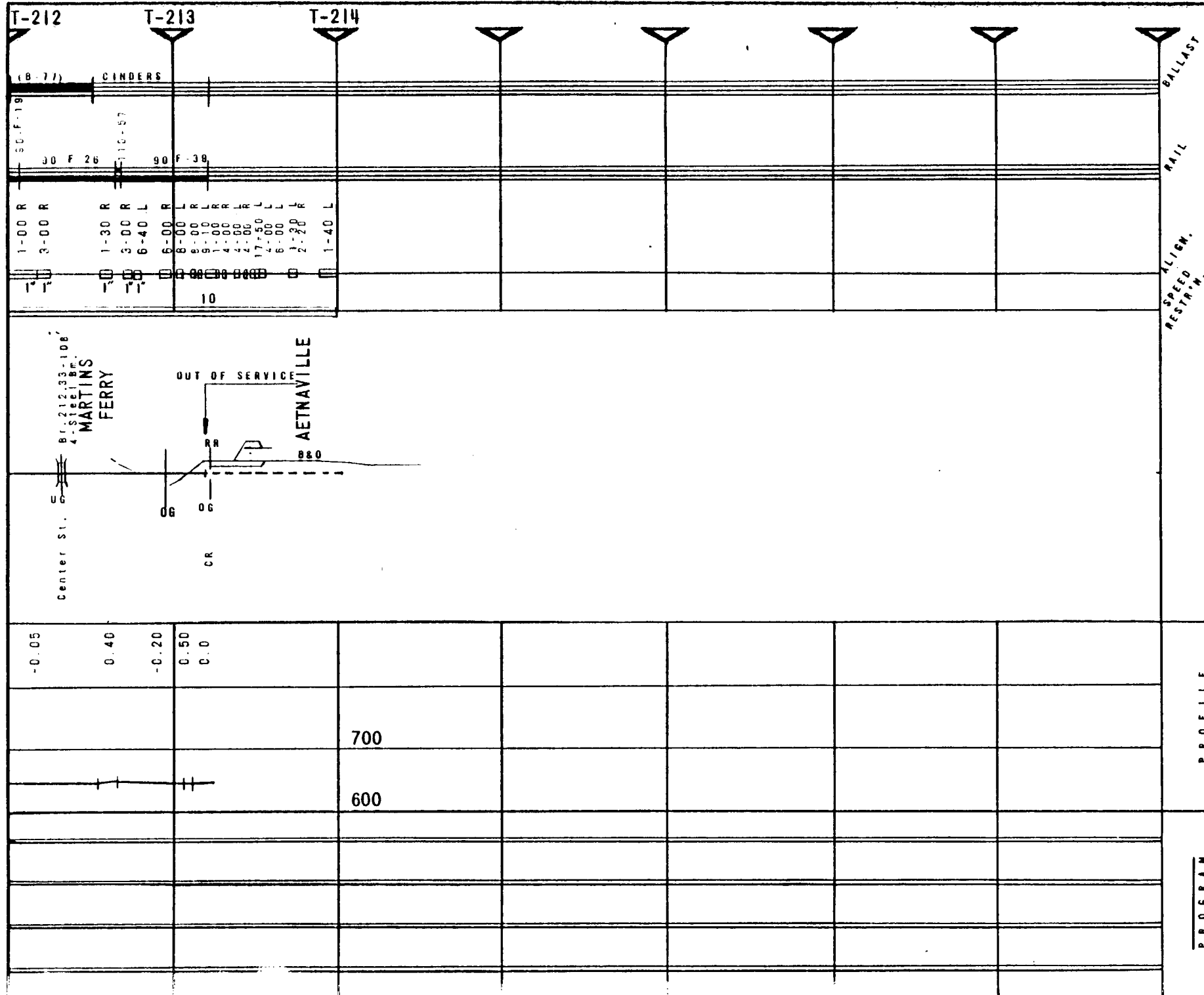


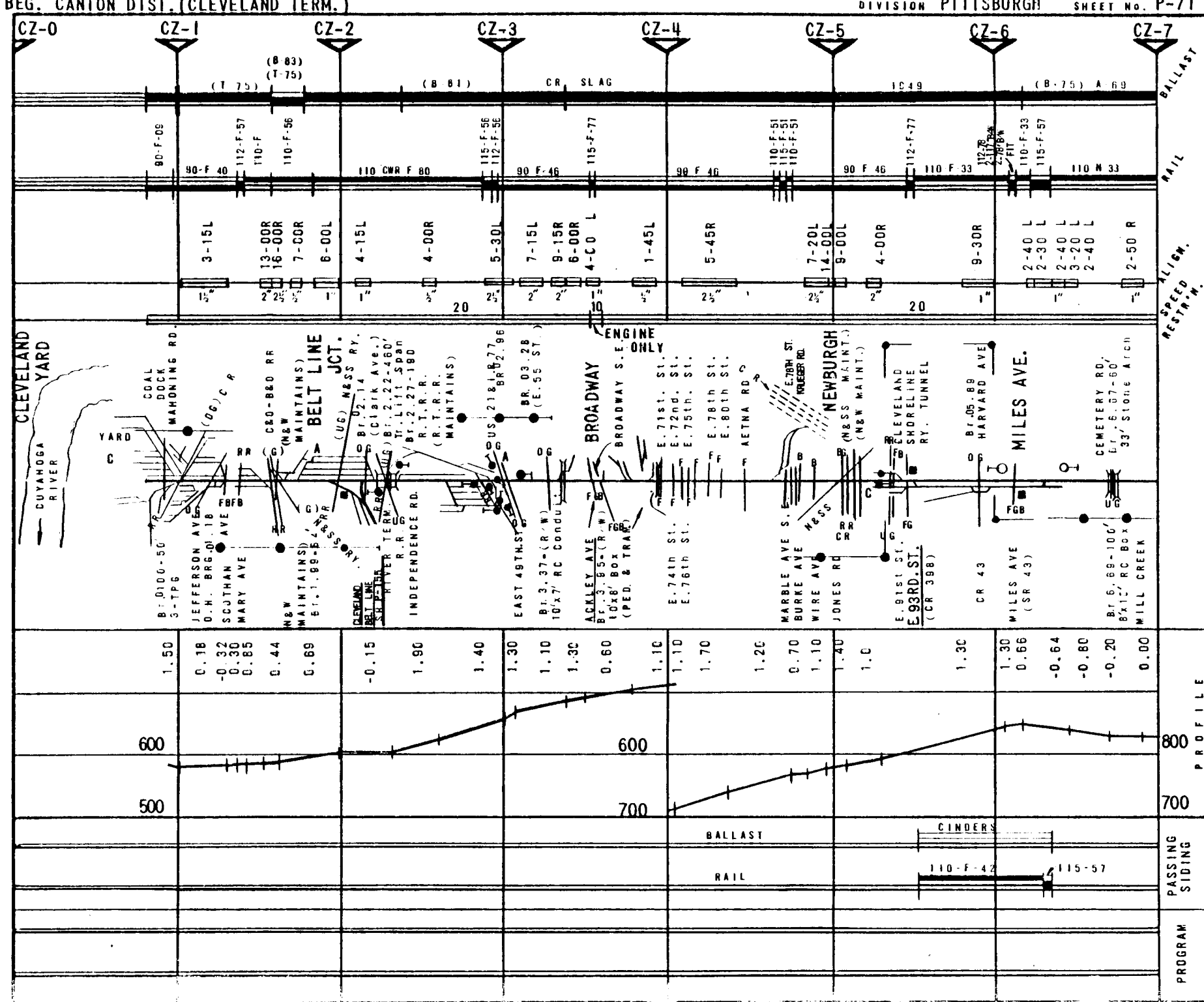


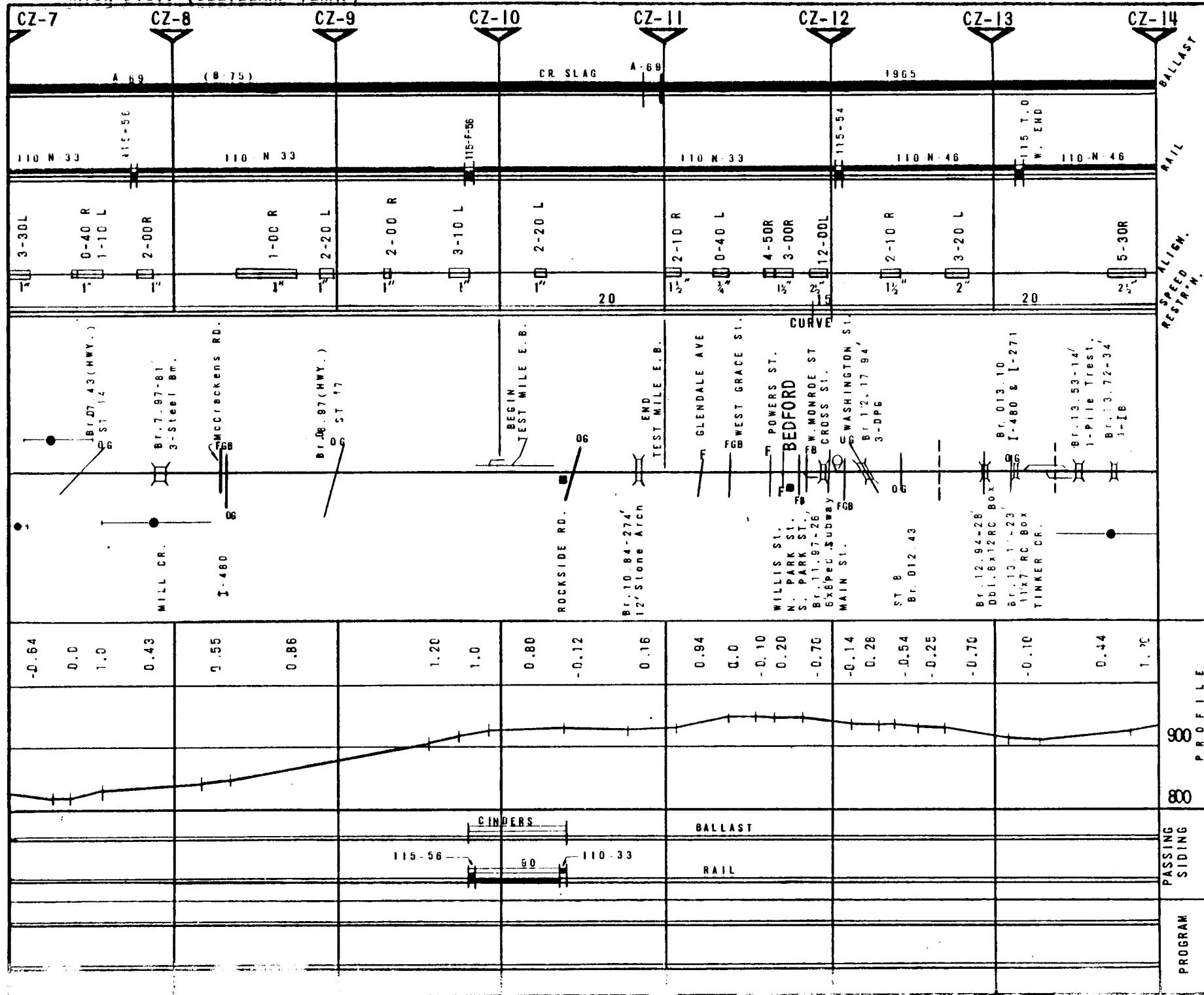




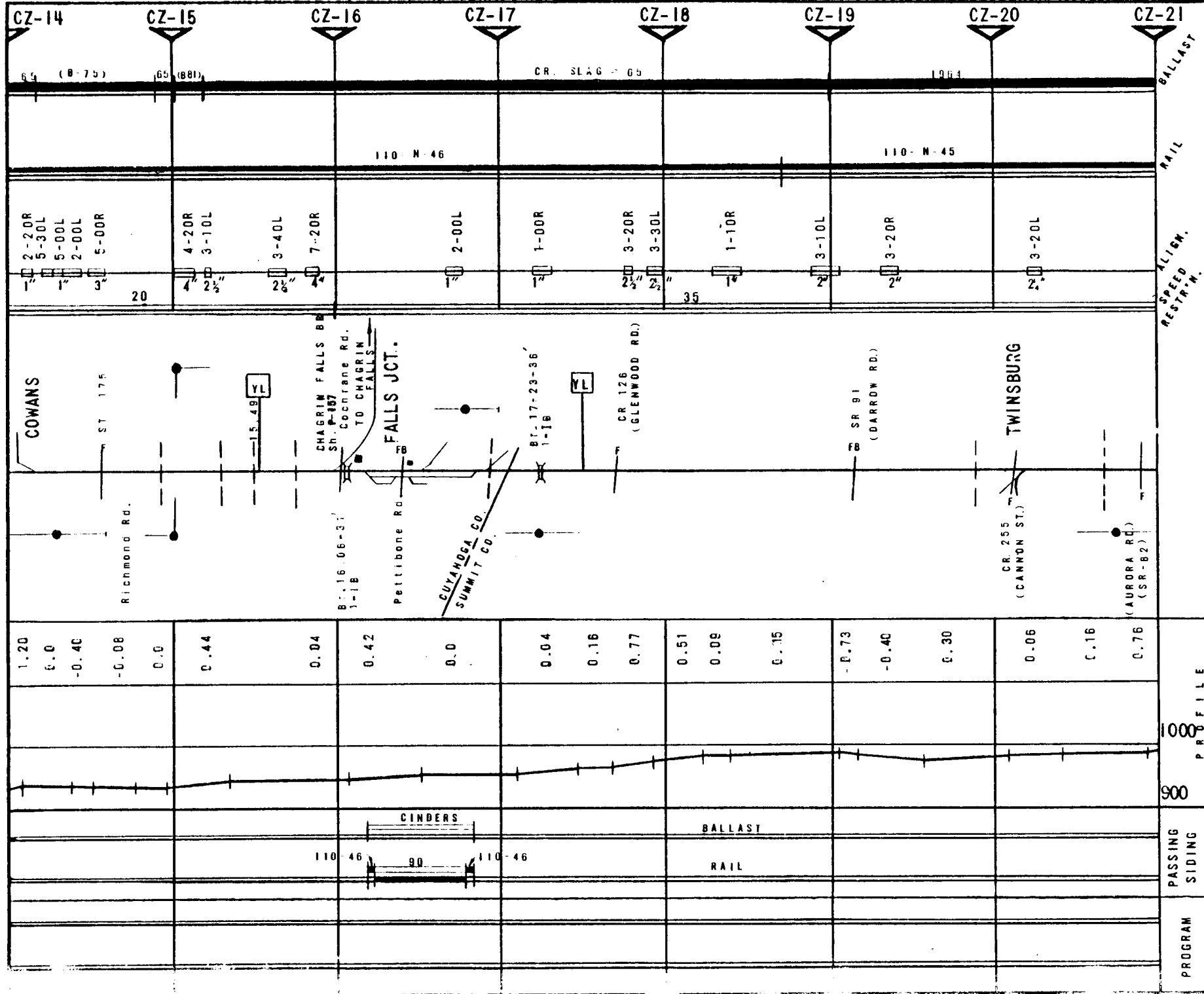


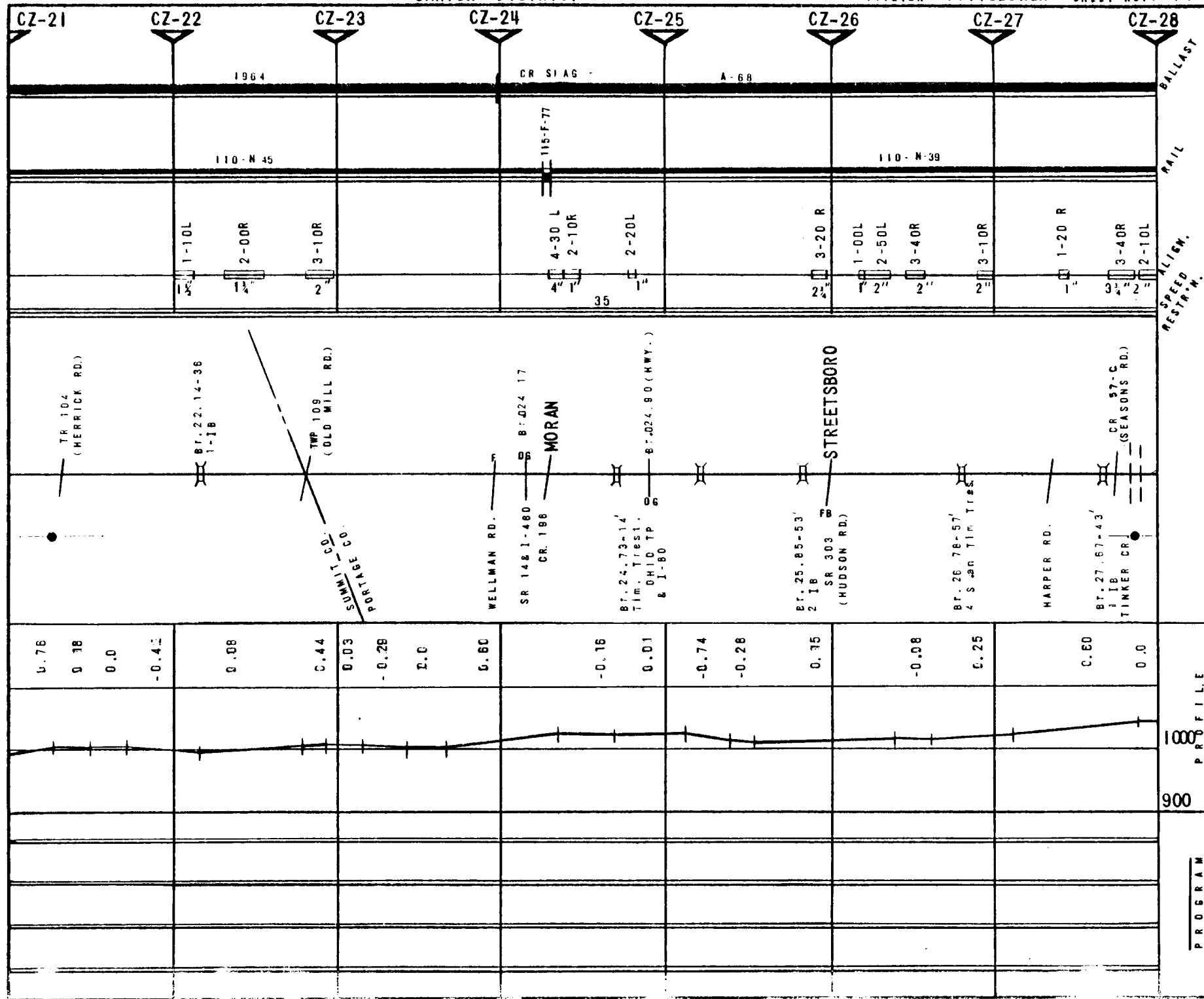


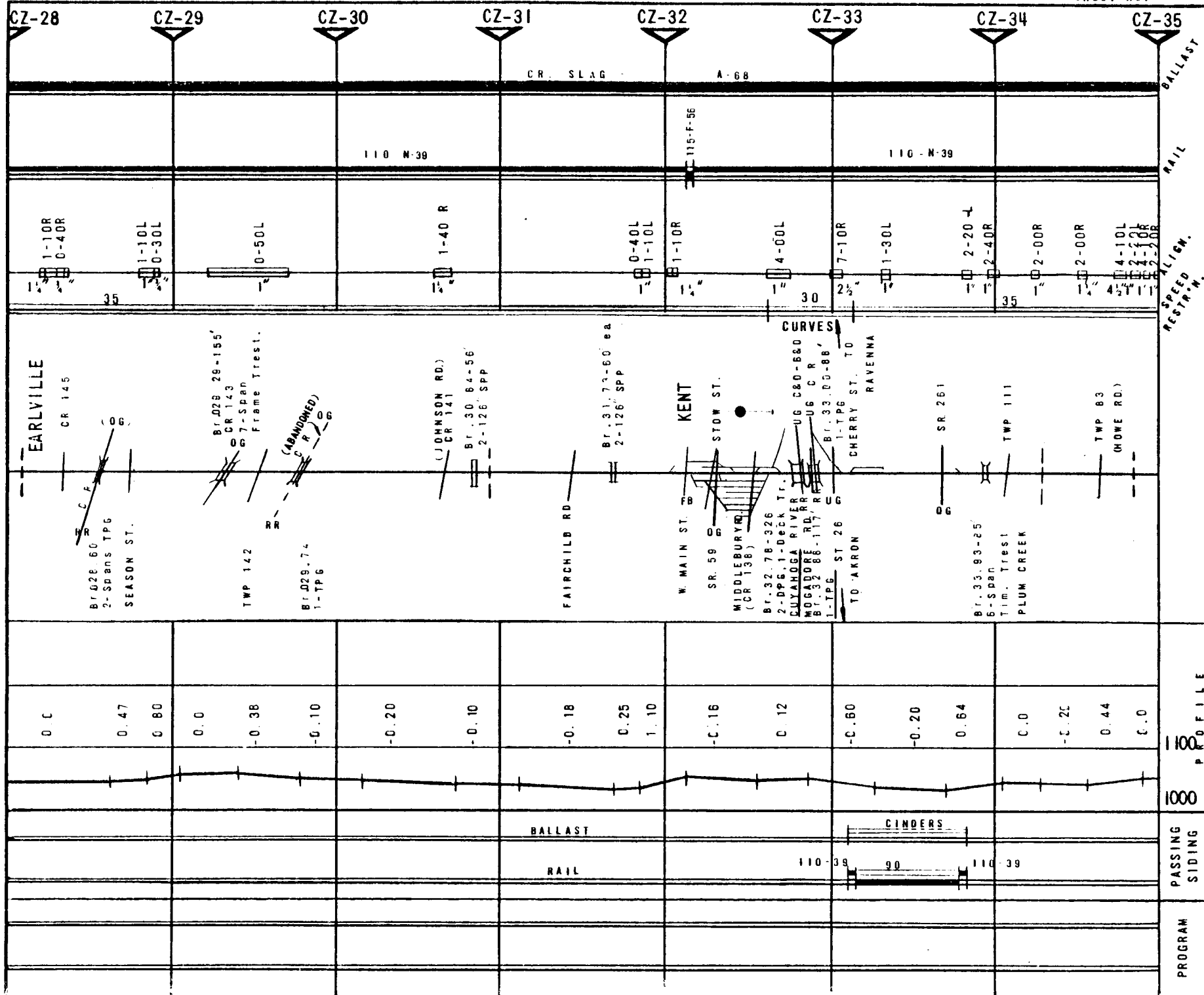


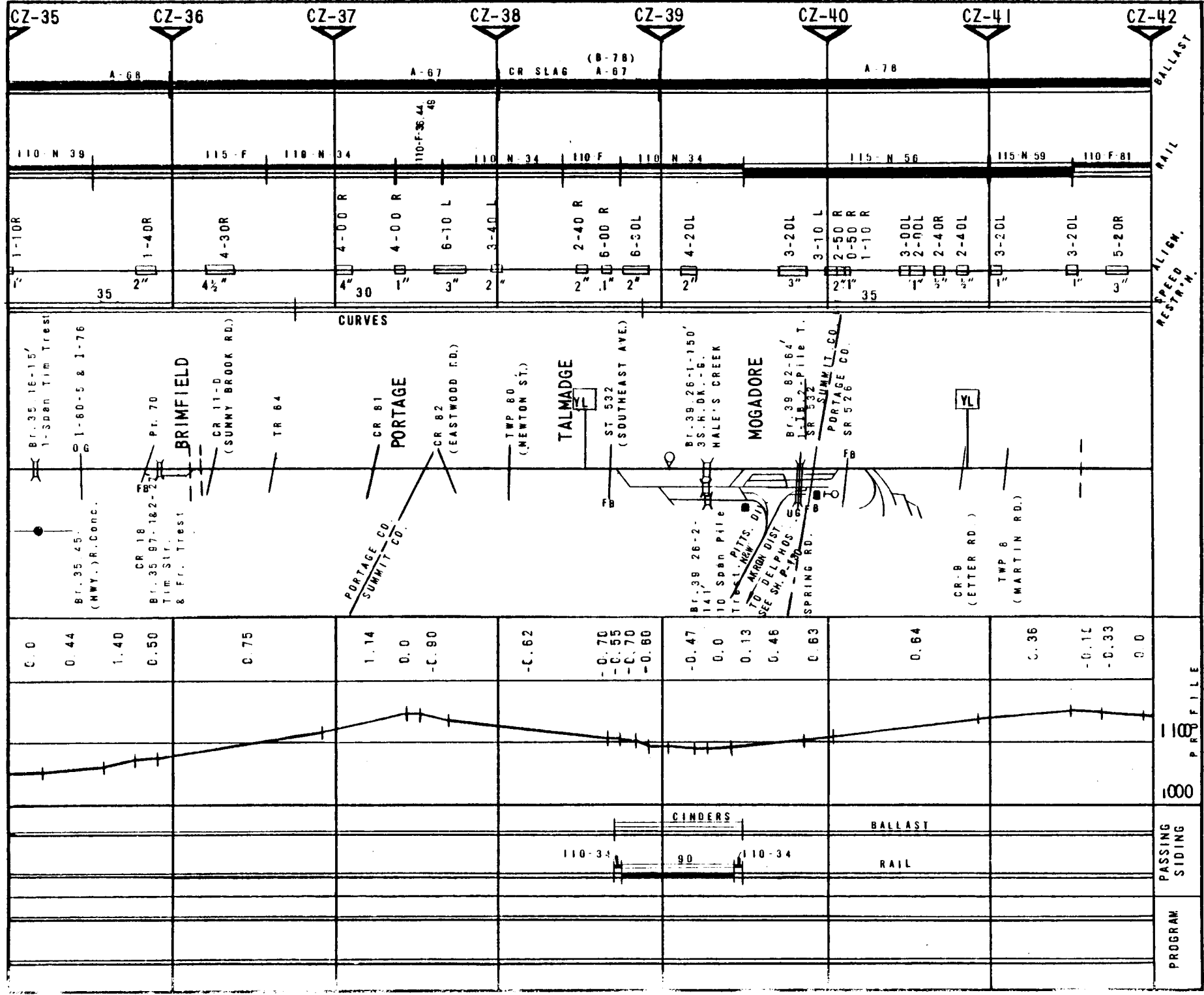


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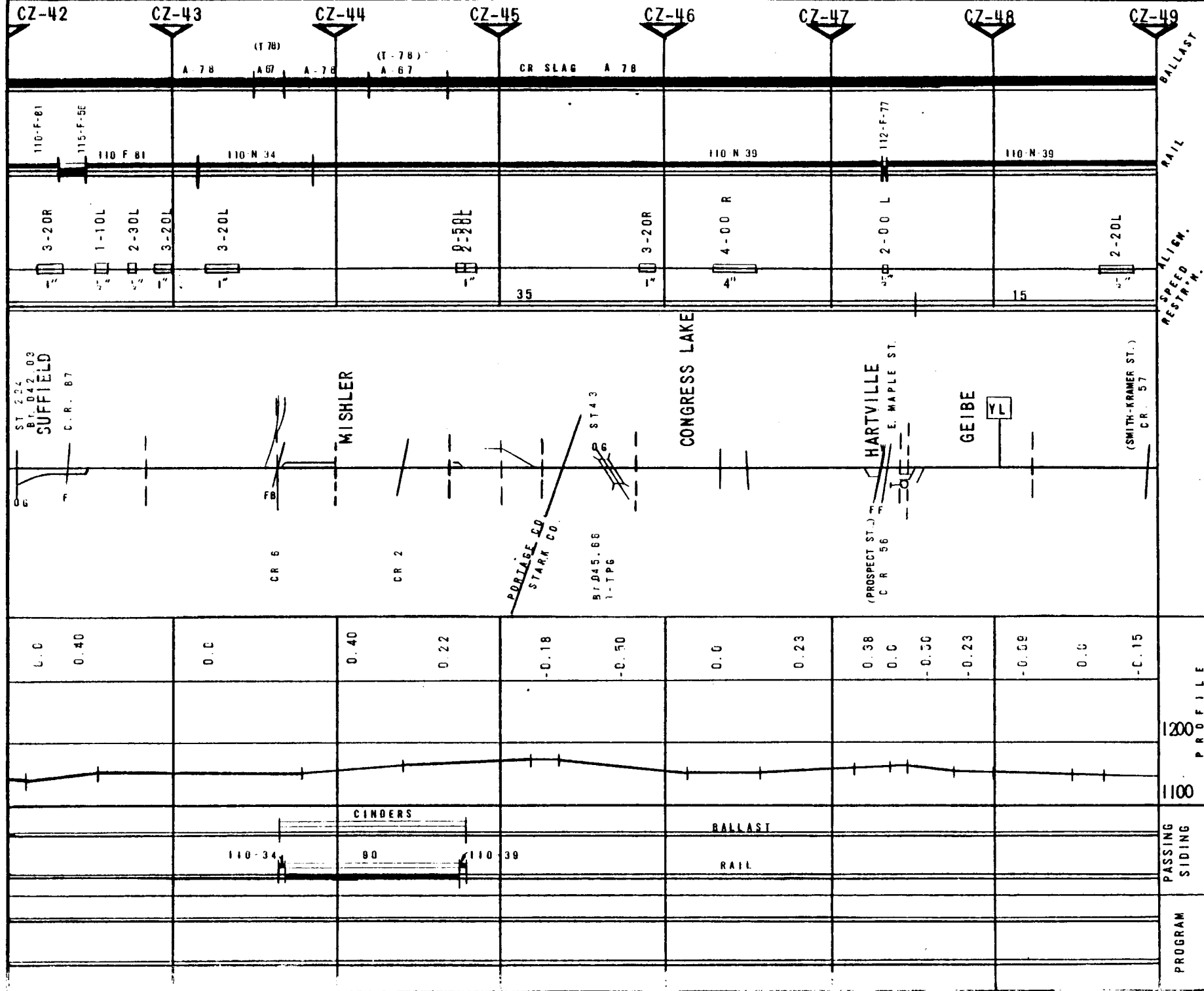


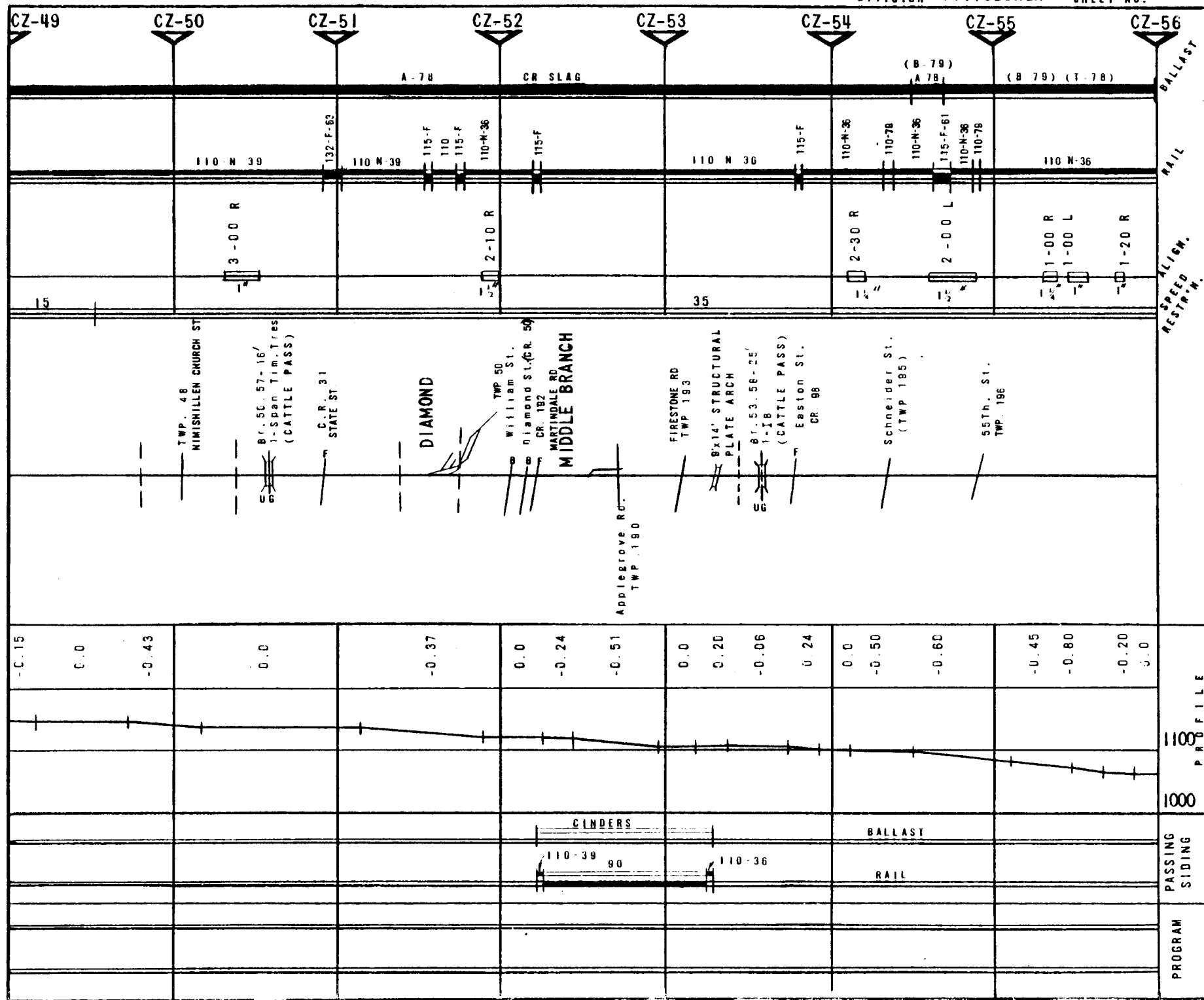


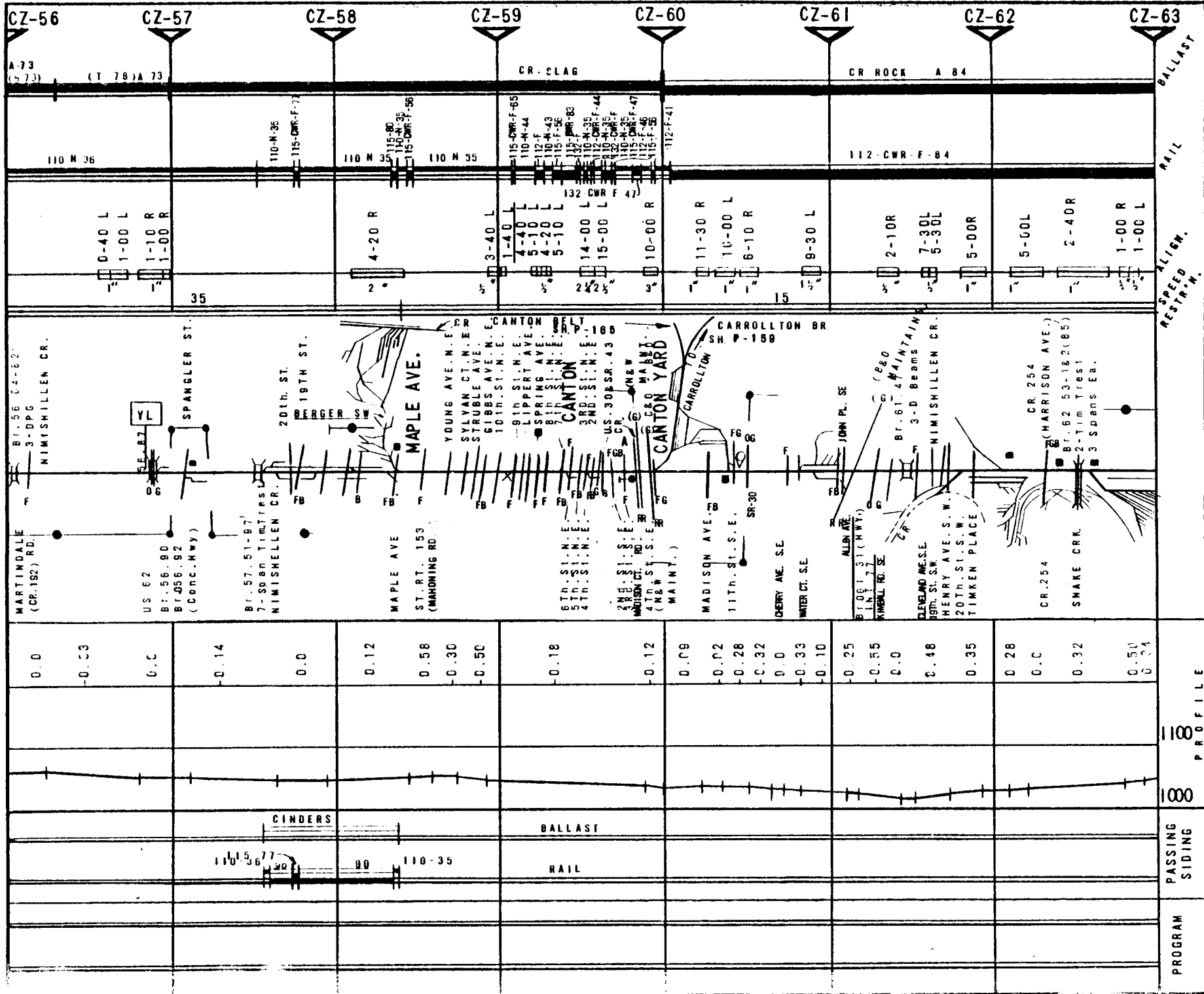


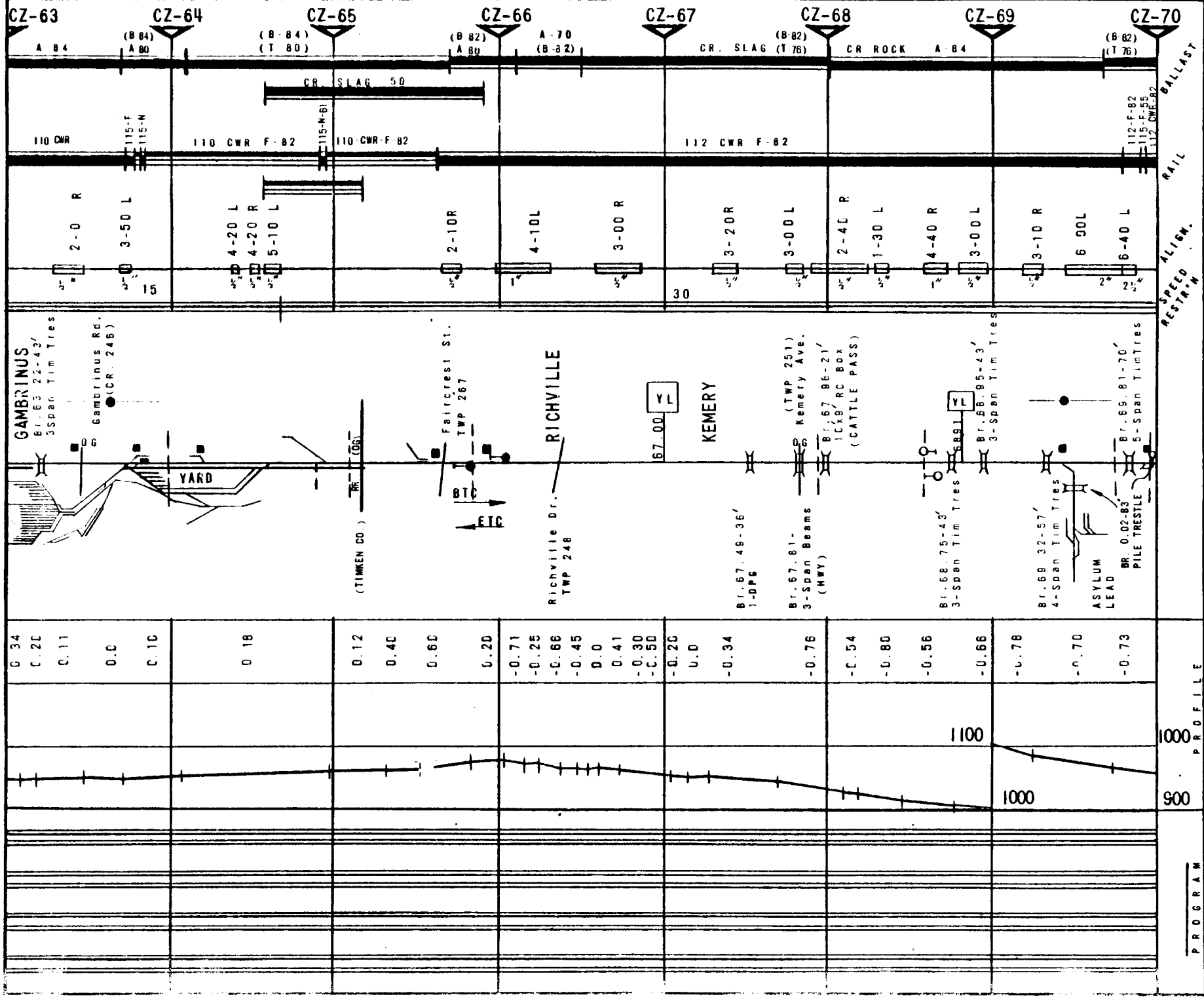
BALLAST
RAIL
ALIGN.
SPEED
RESTRICTION

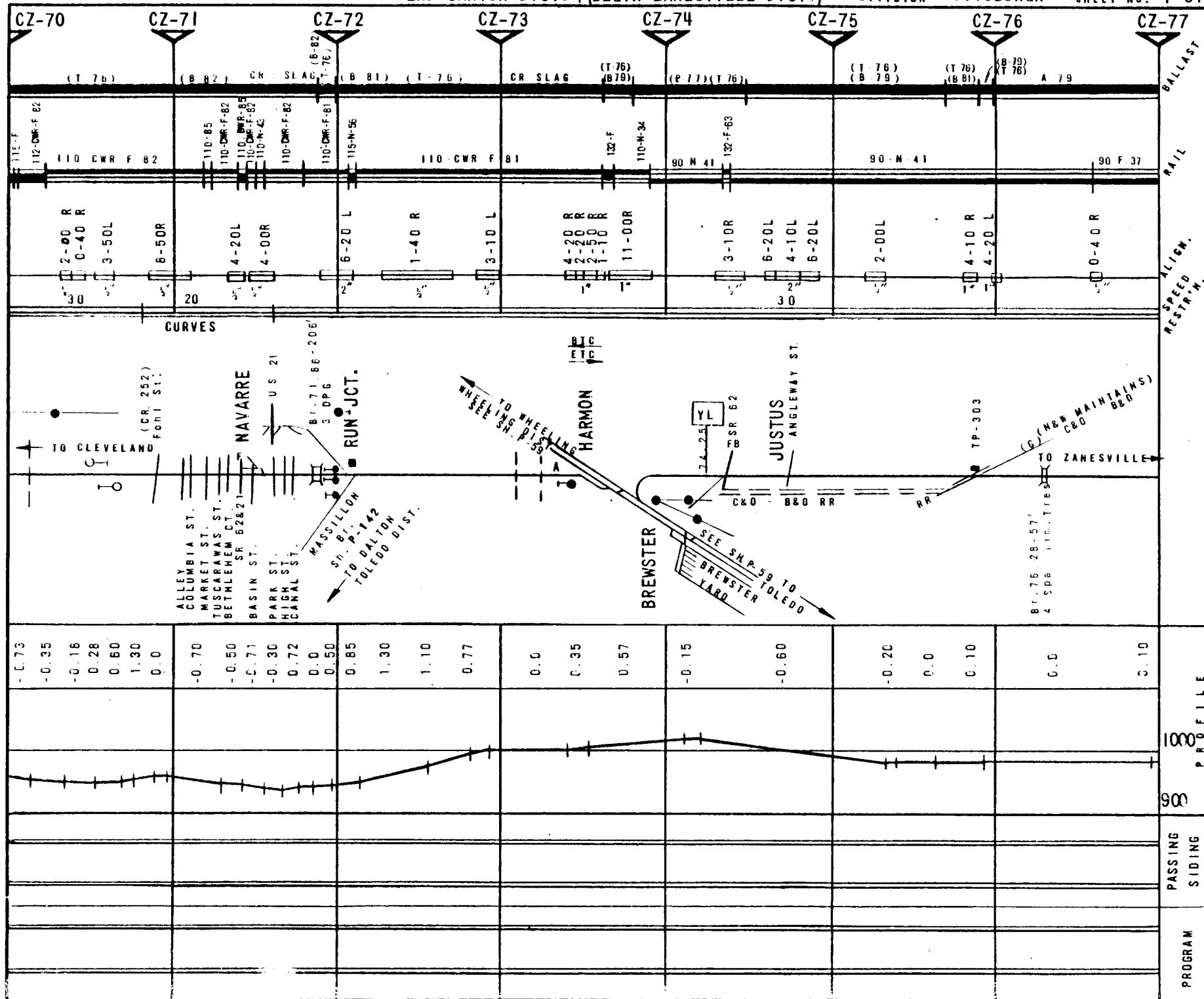
1100
PROFILE

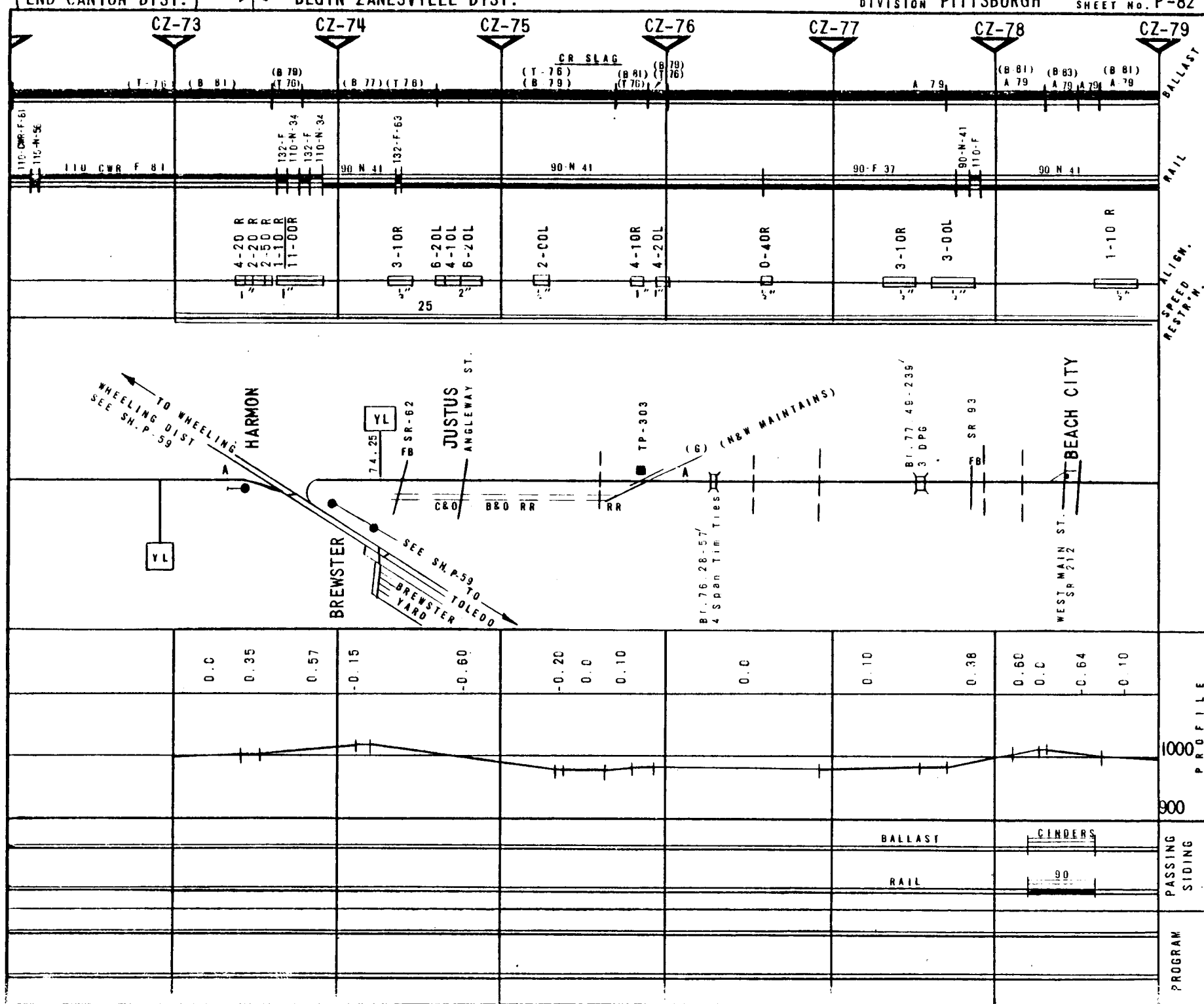


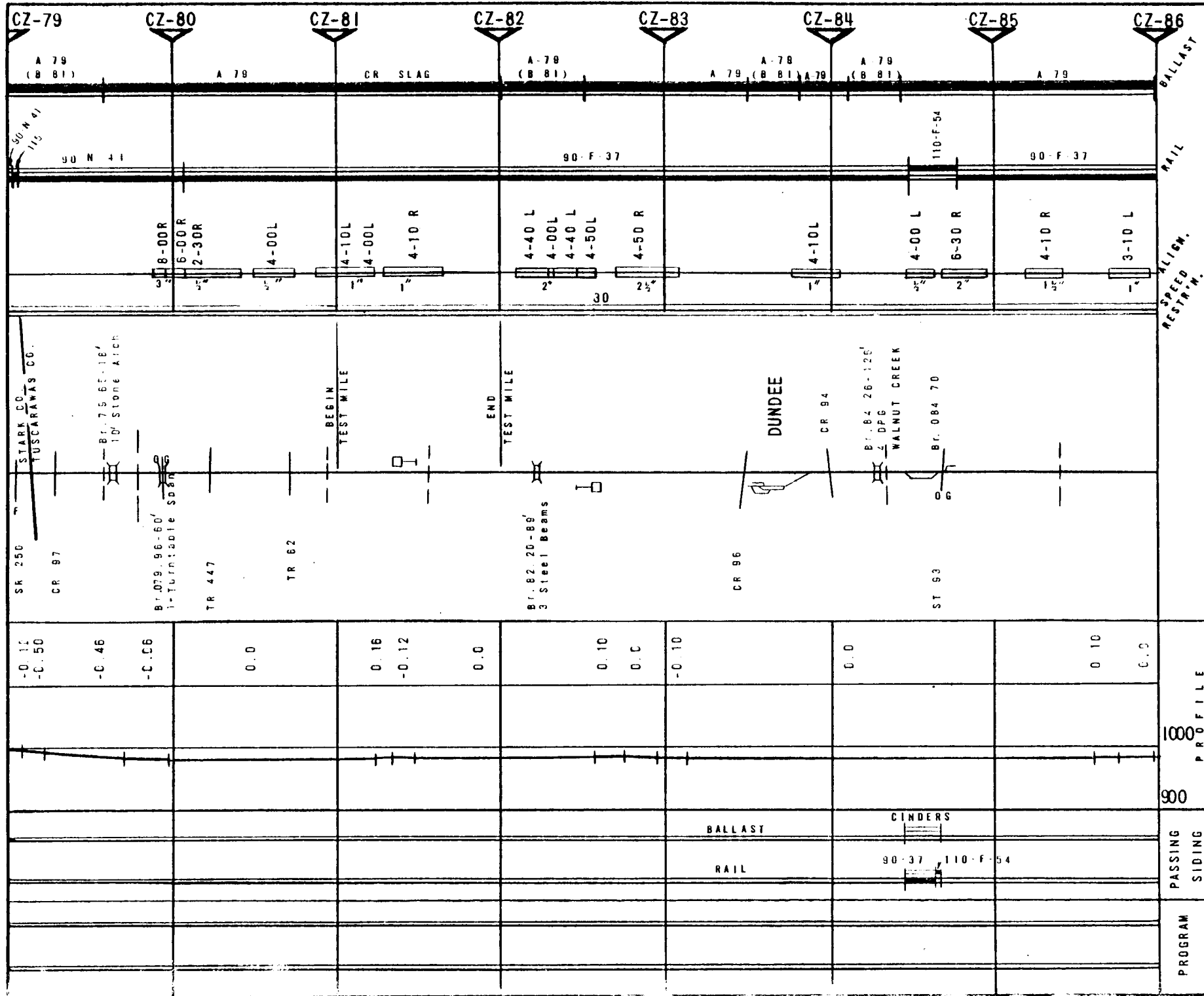


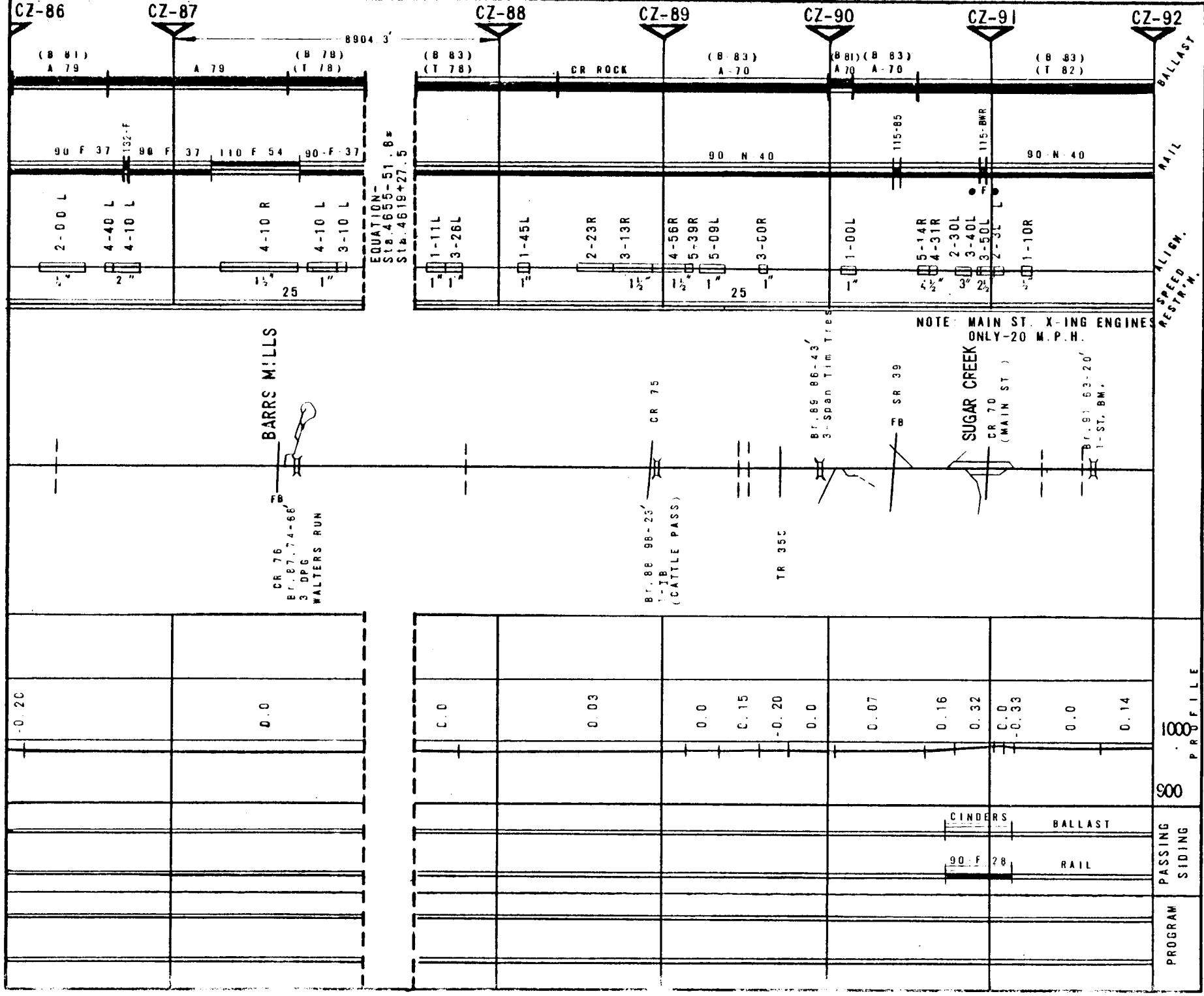


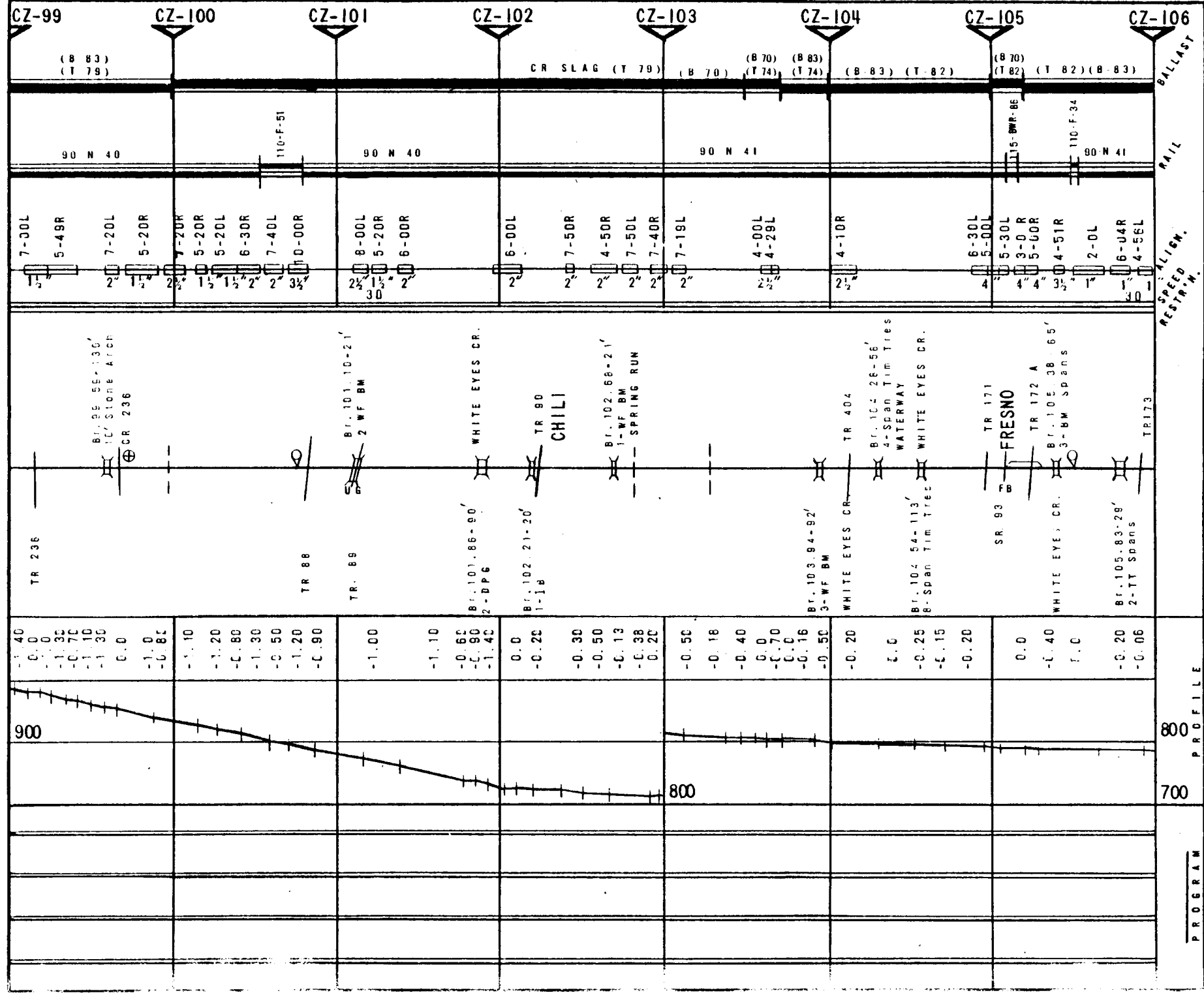


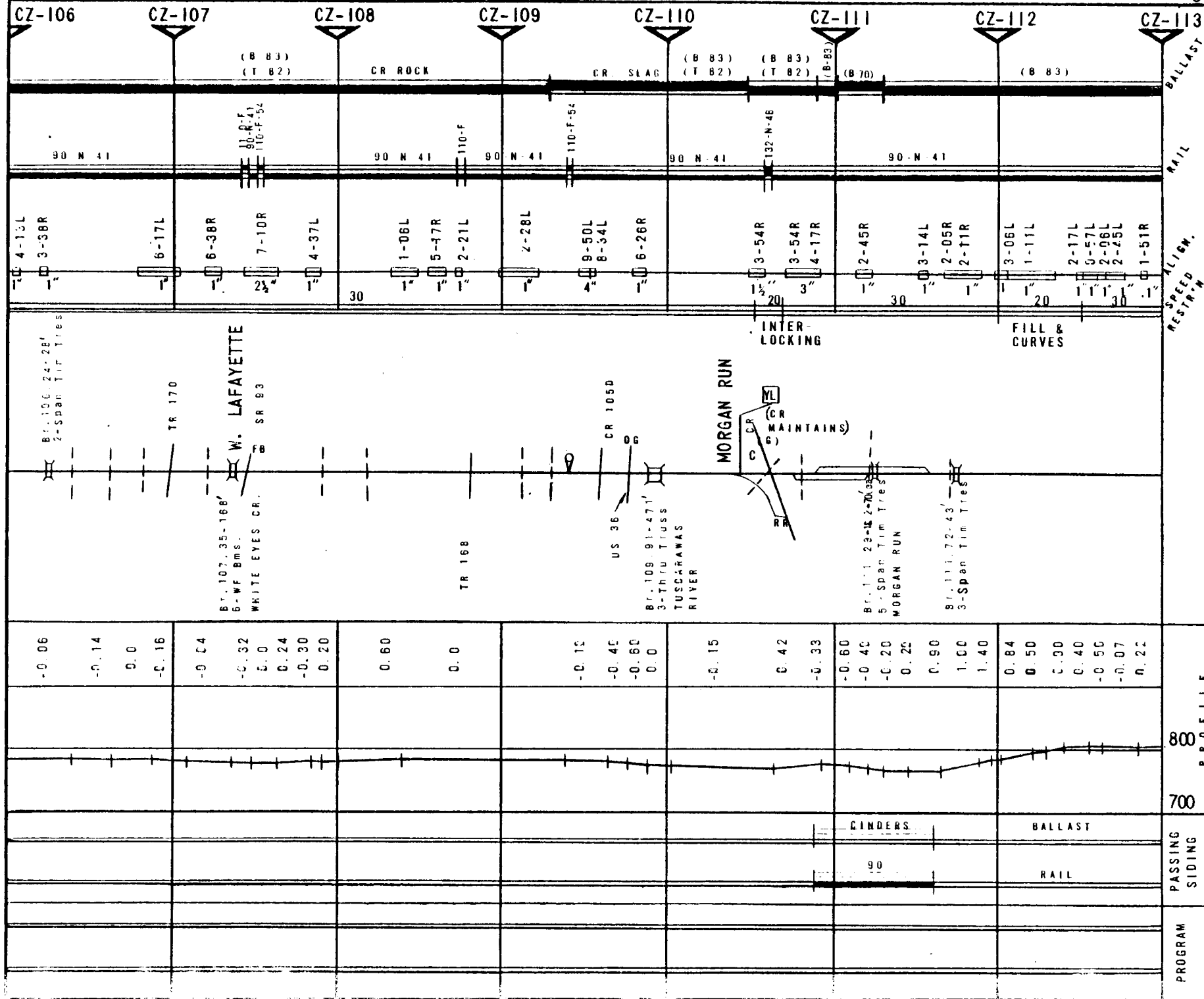


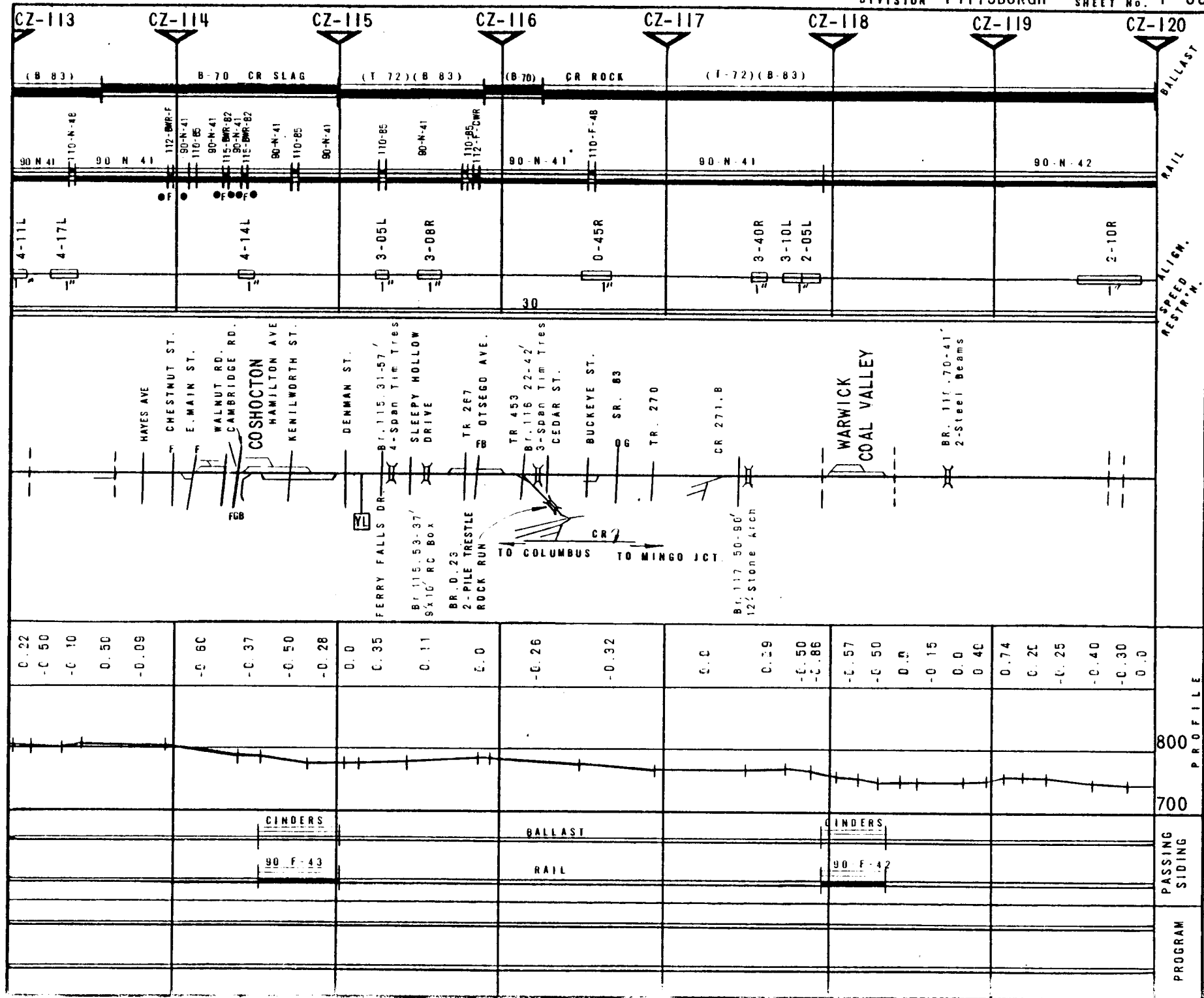


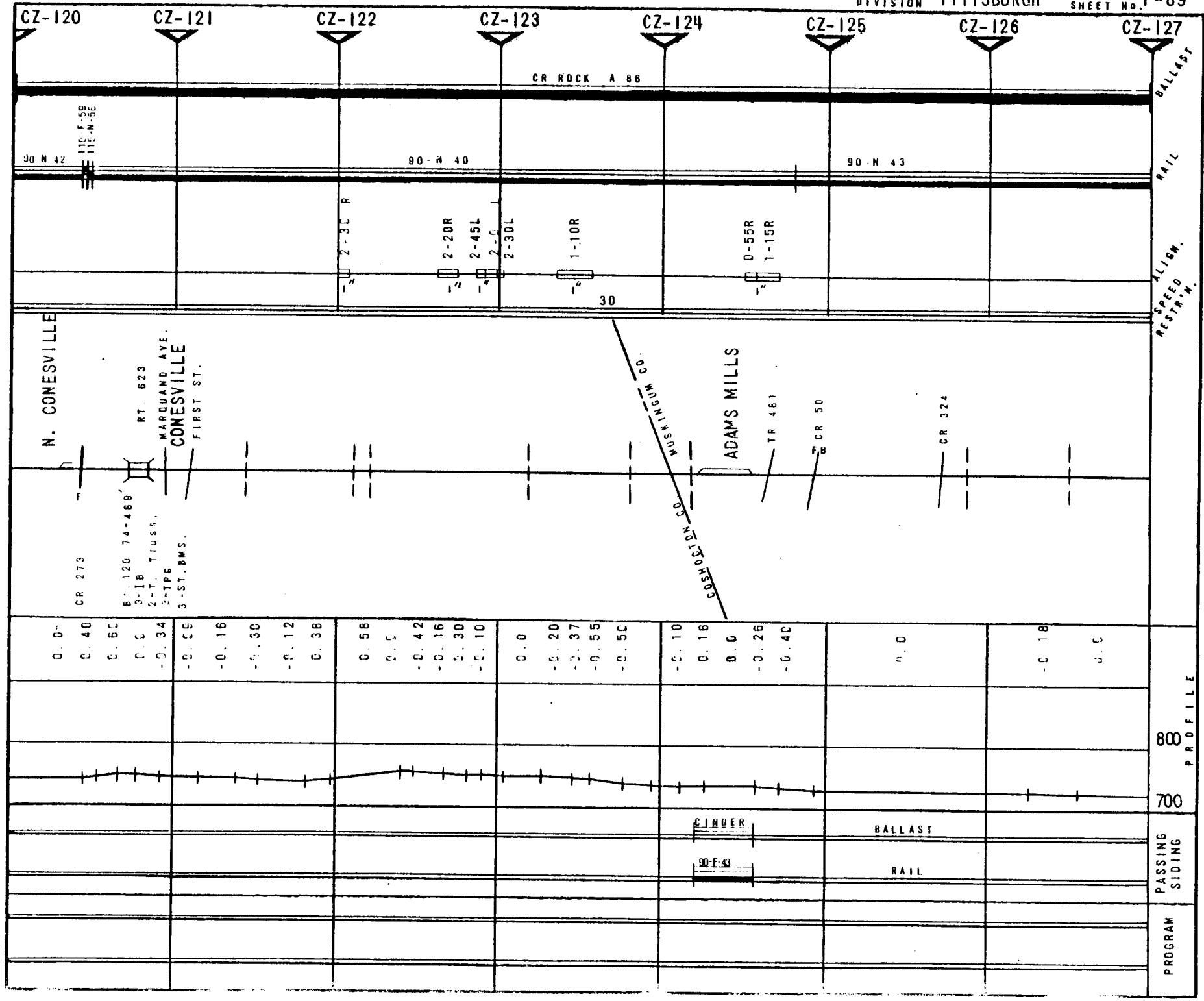


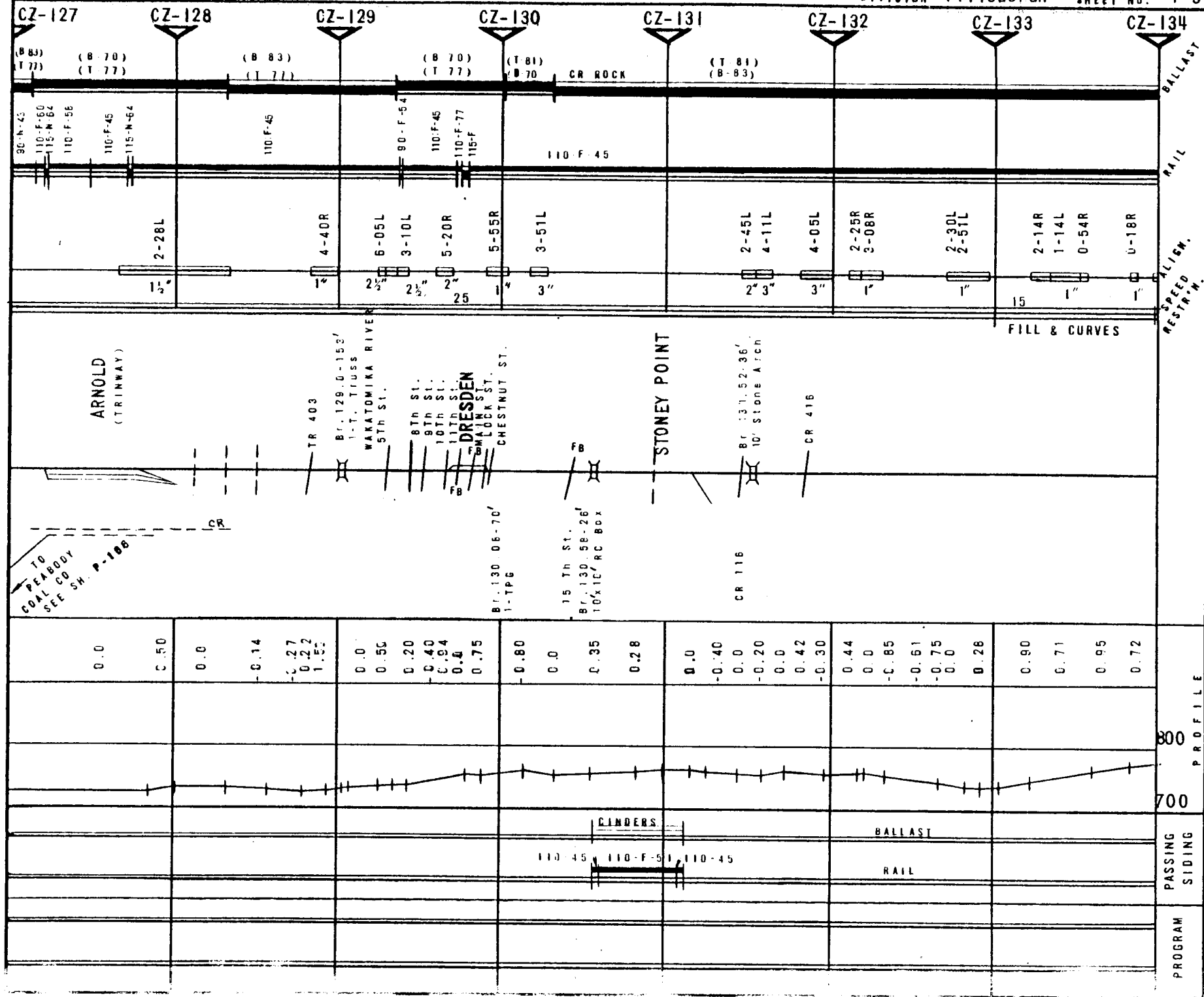


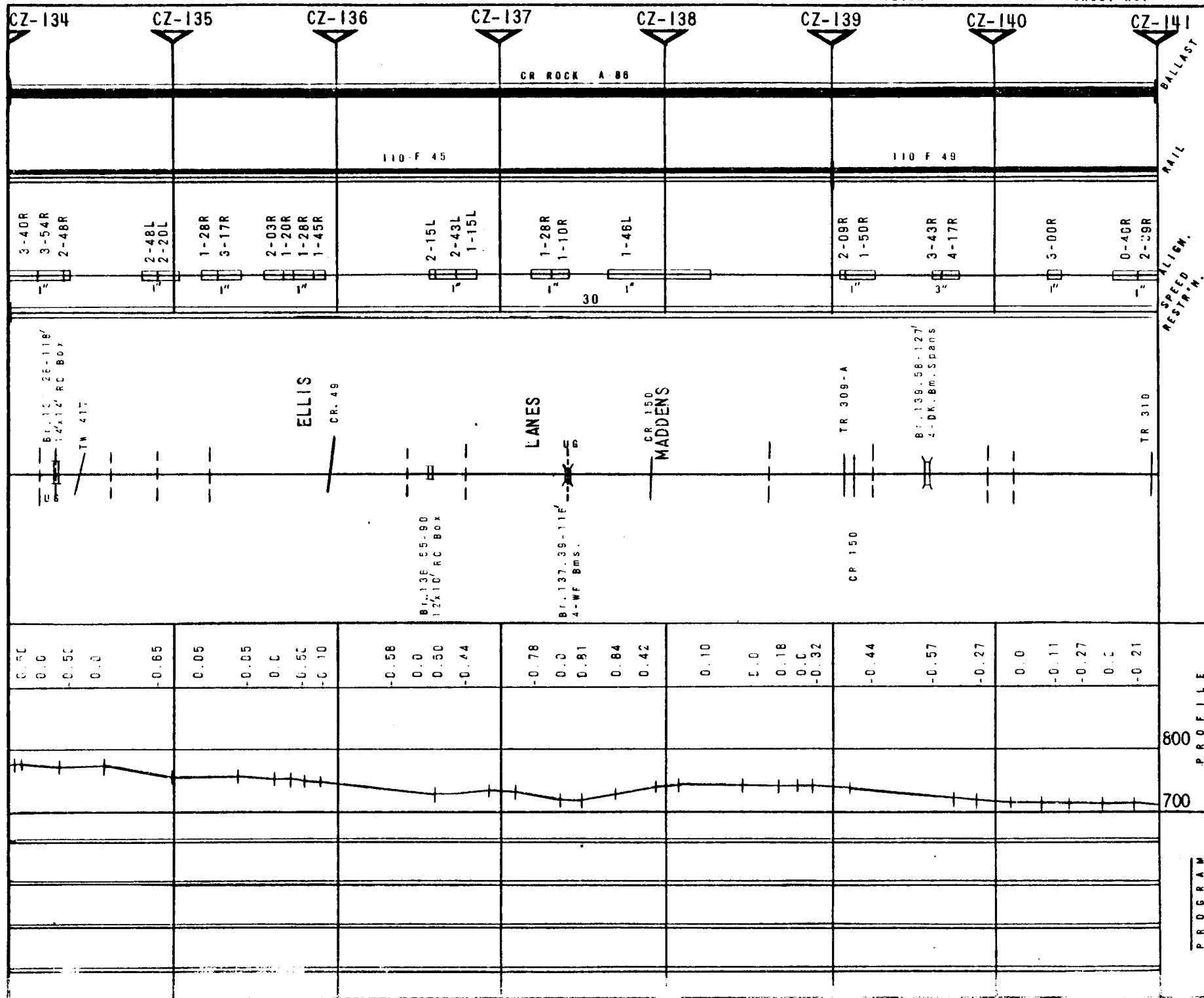


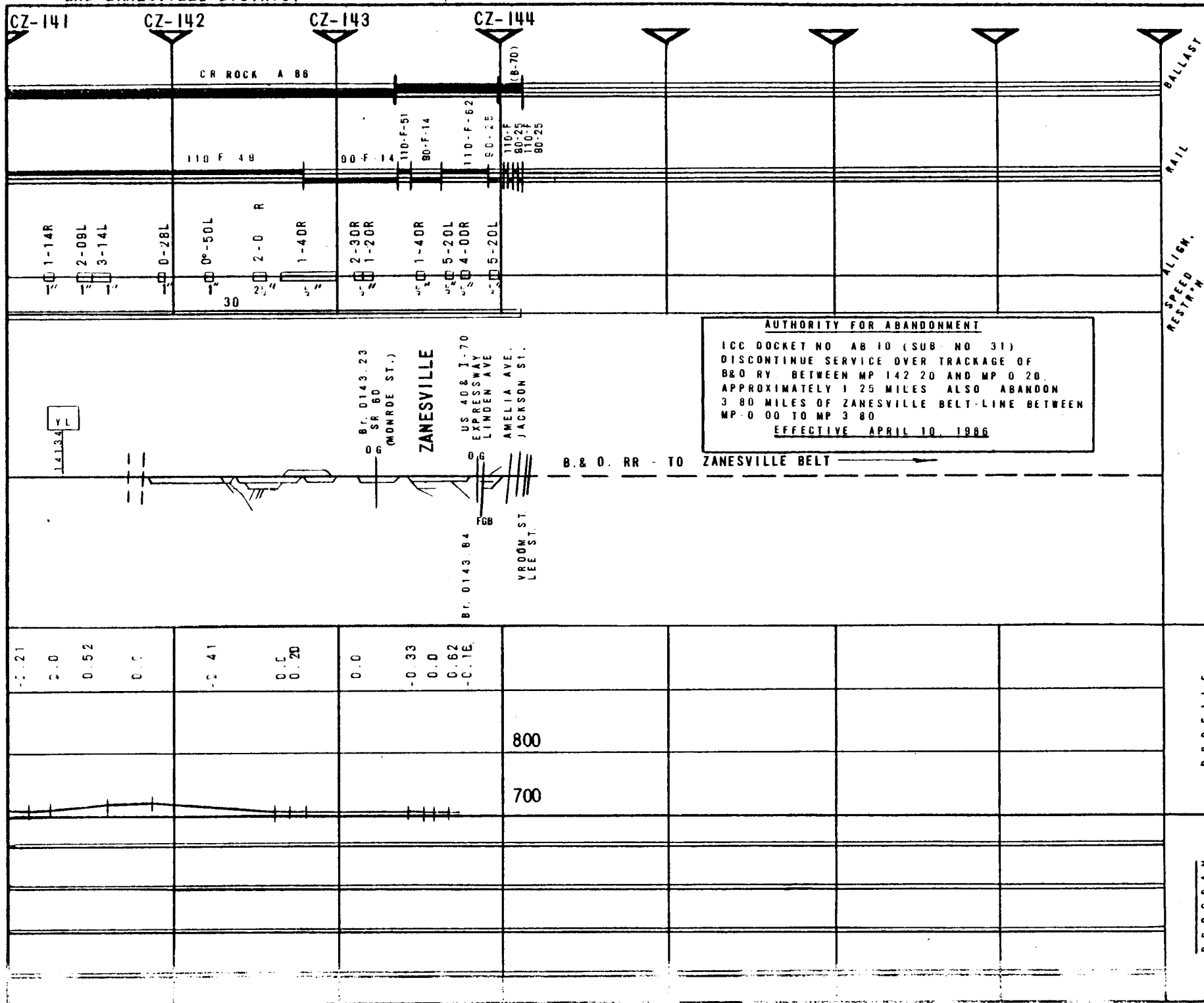


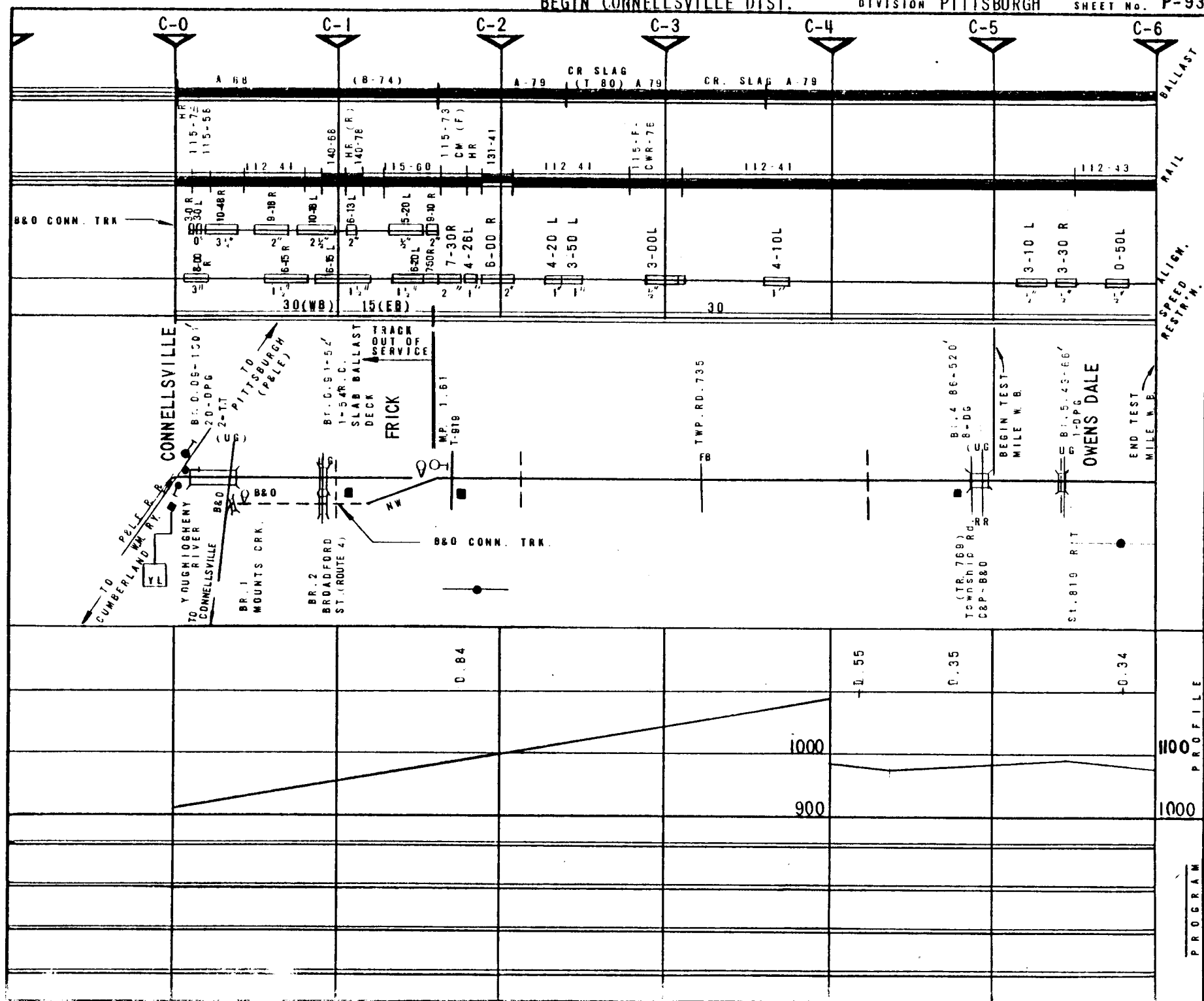


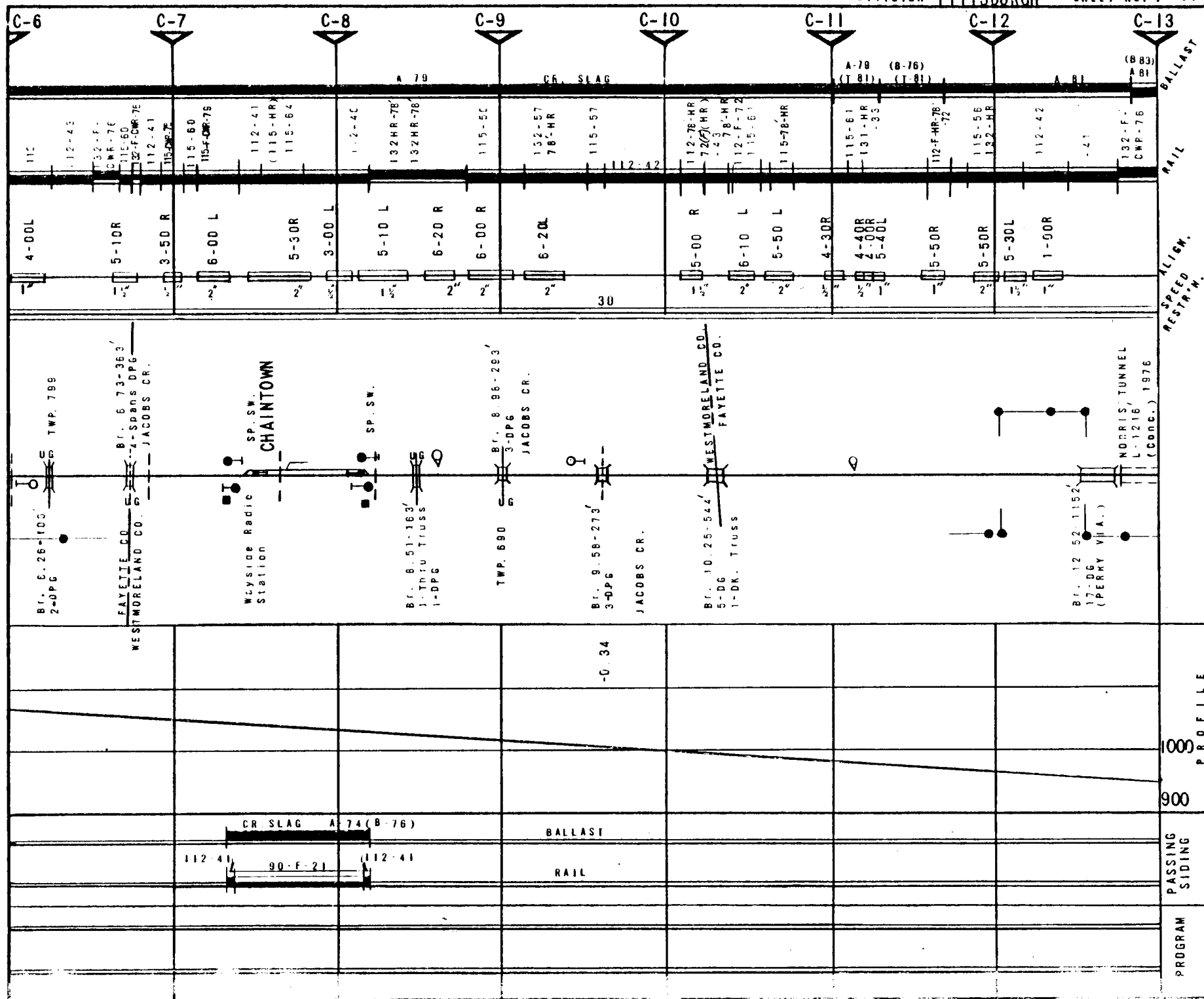


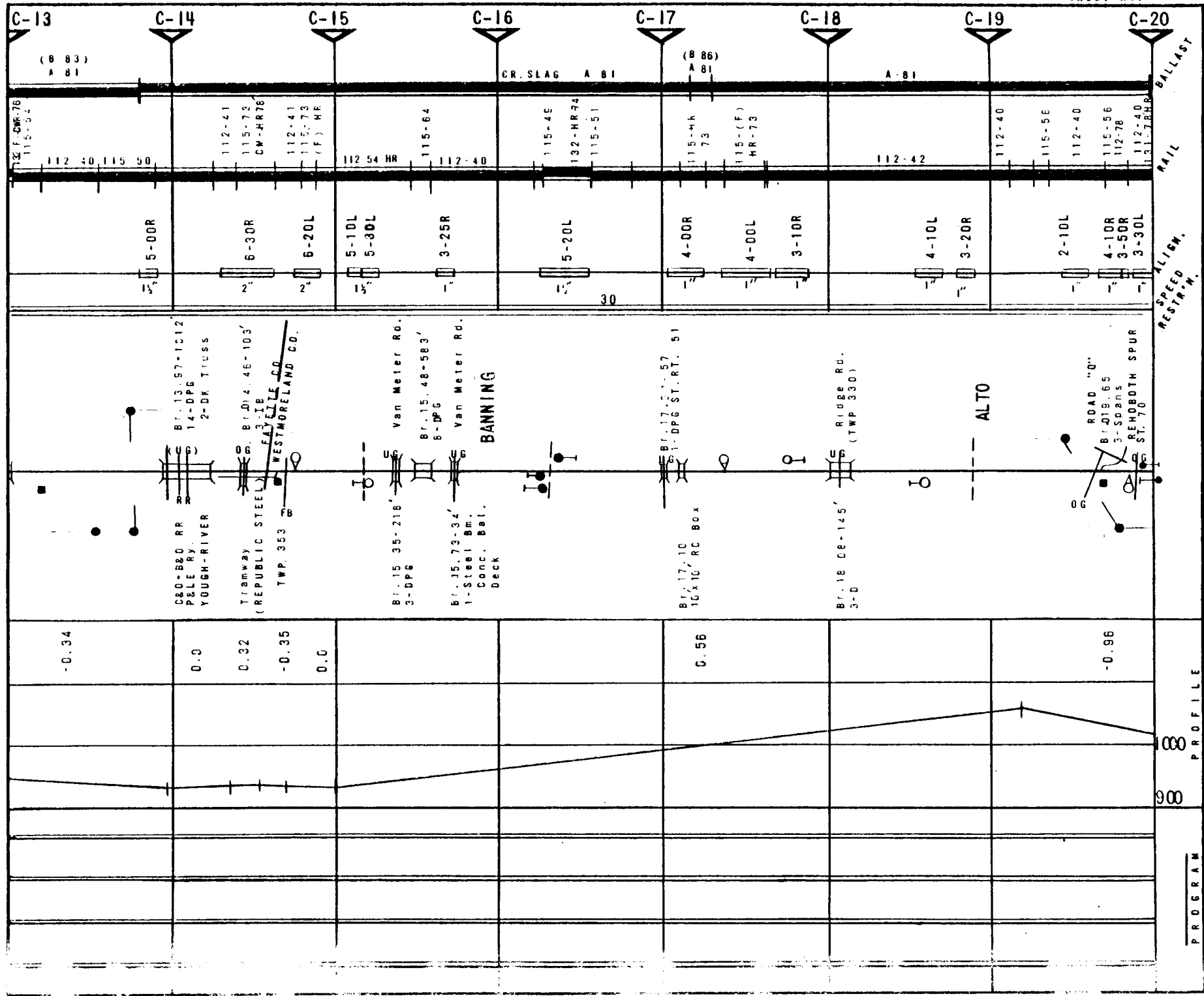


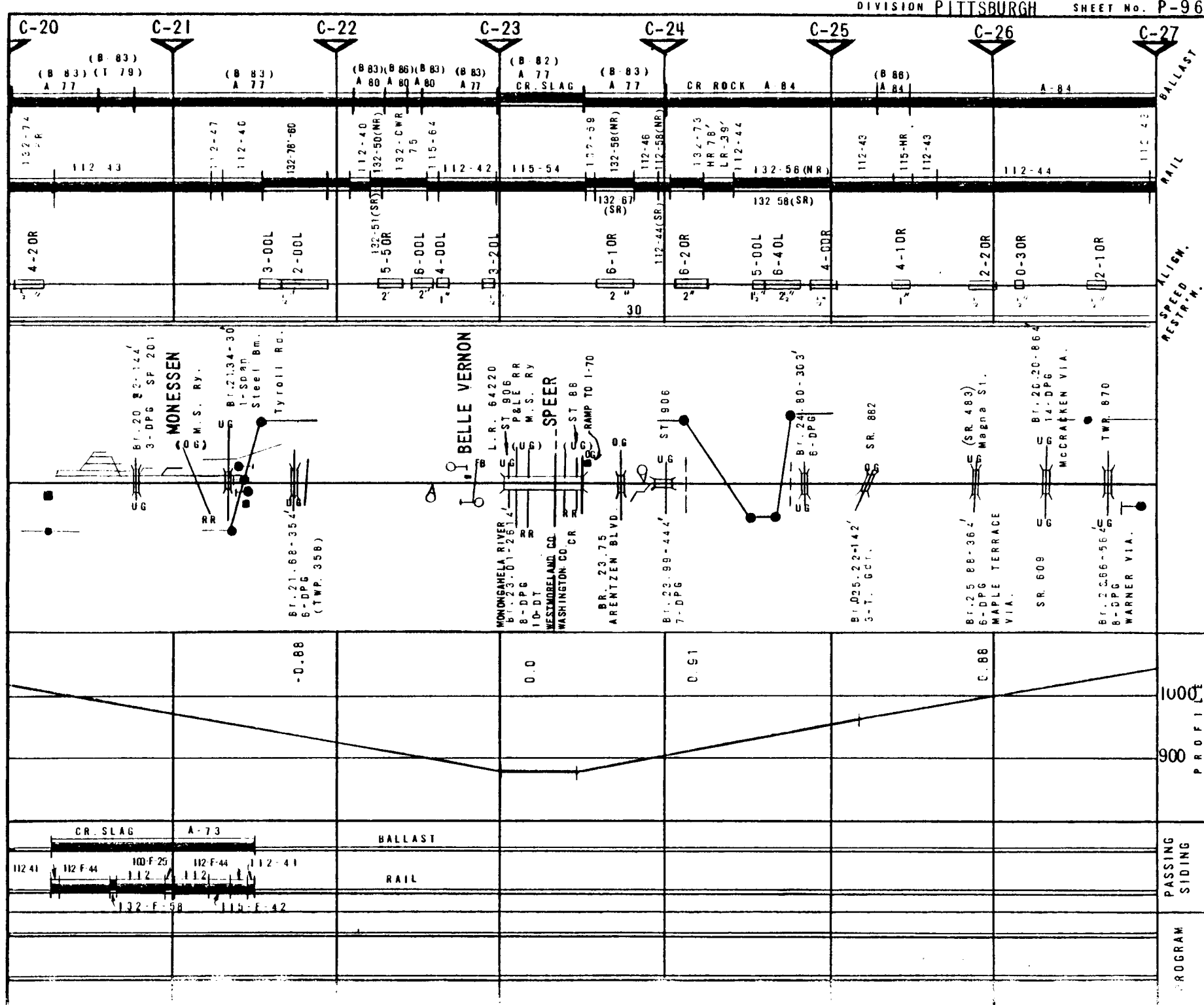


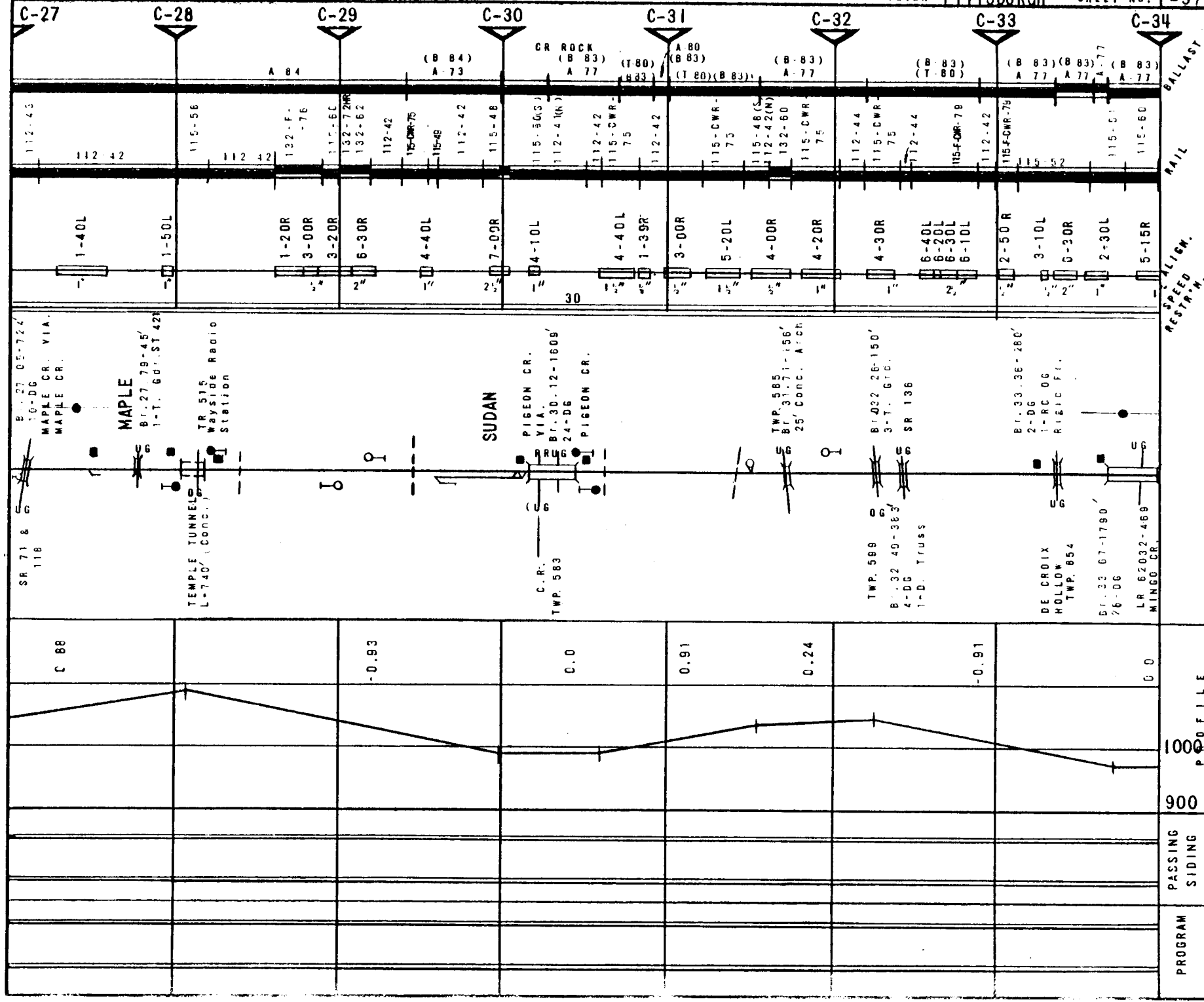


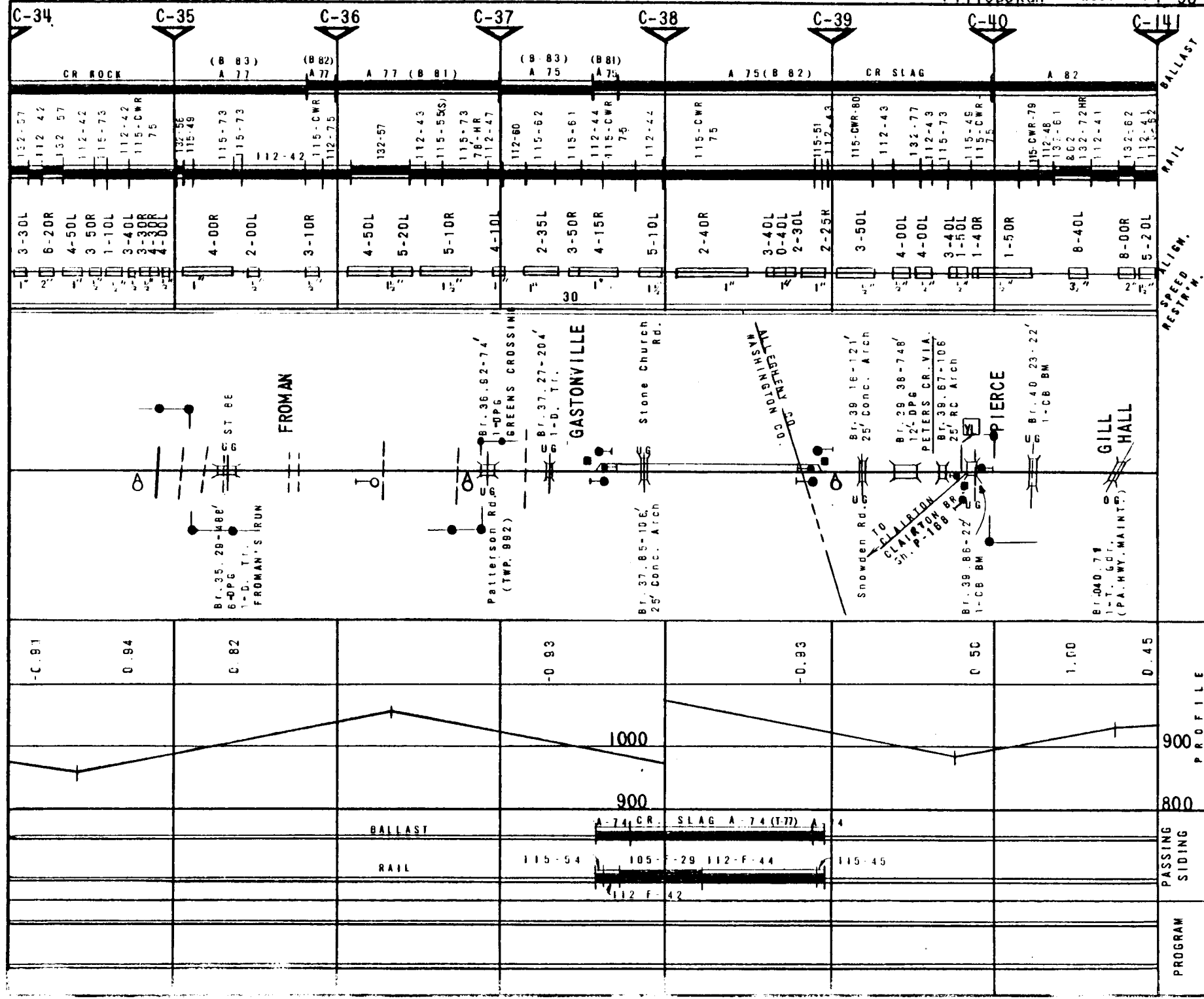


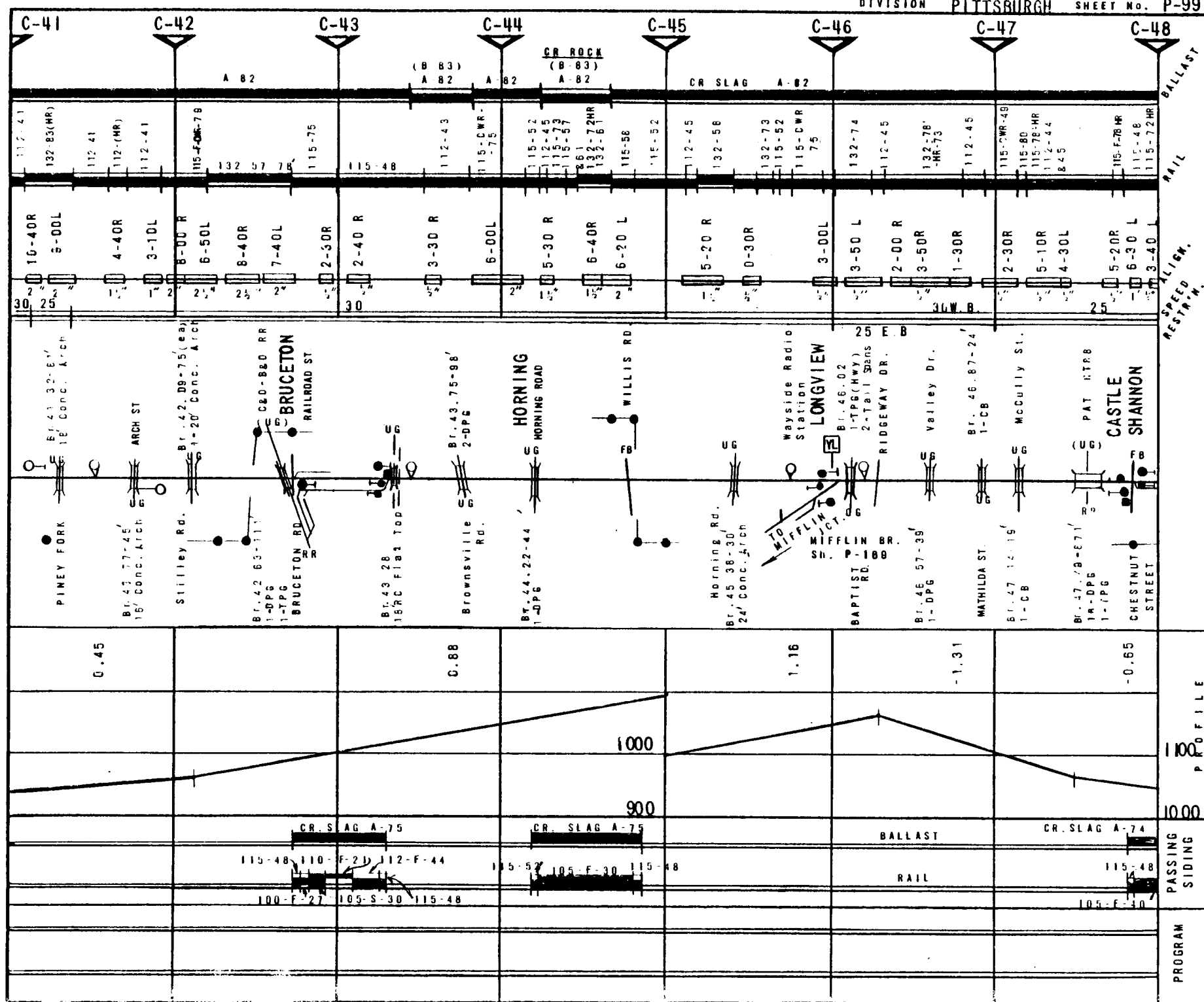






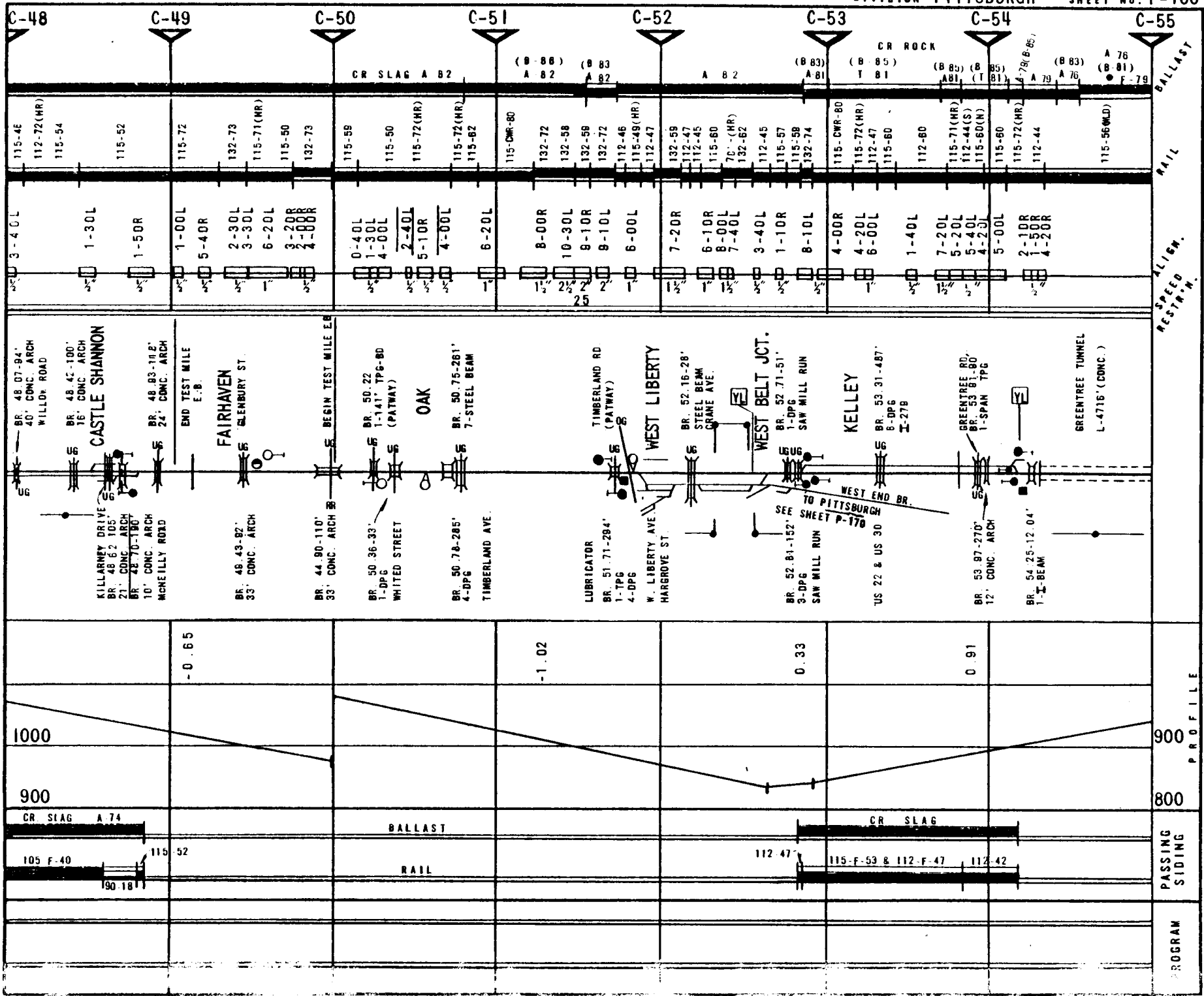


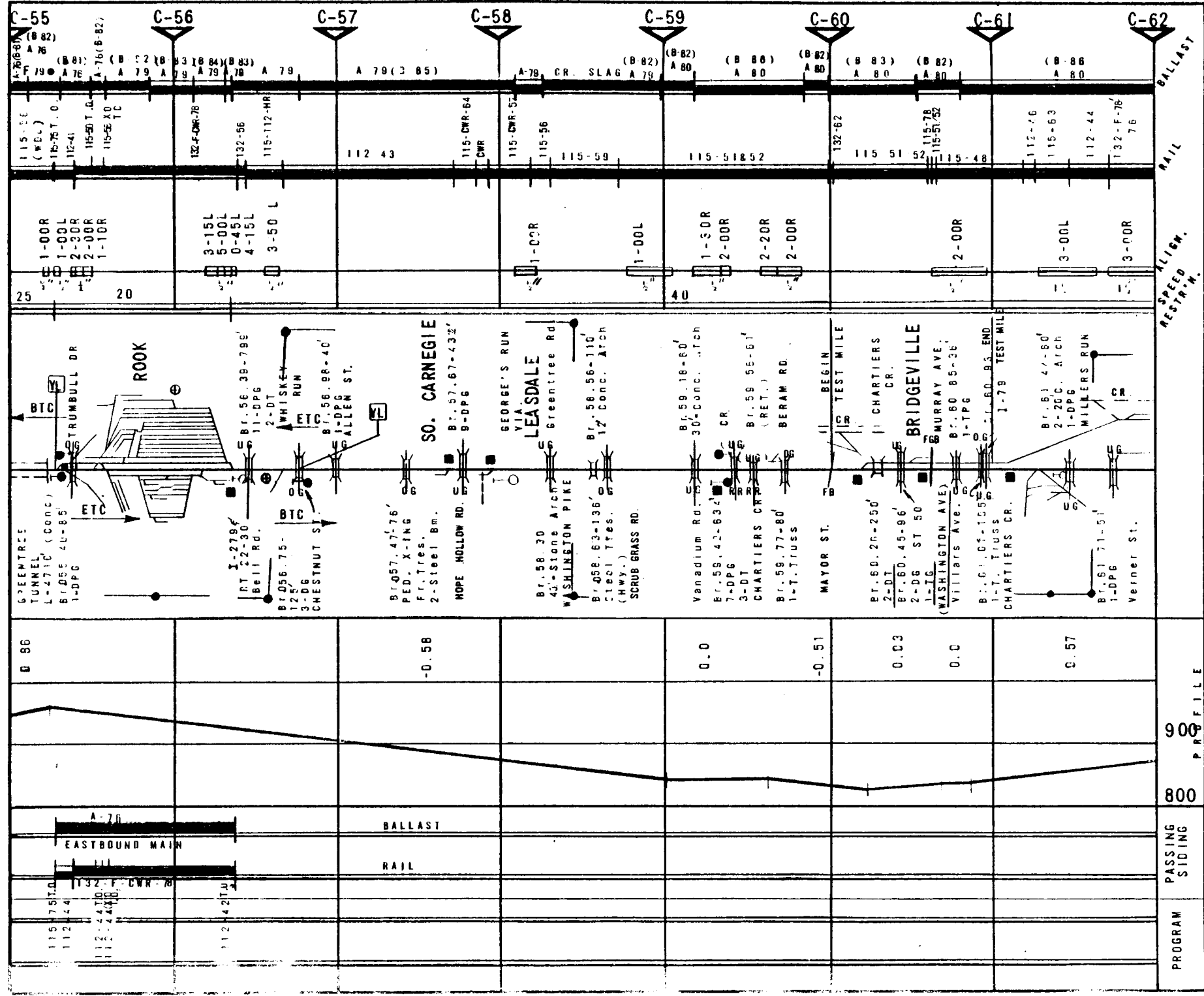


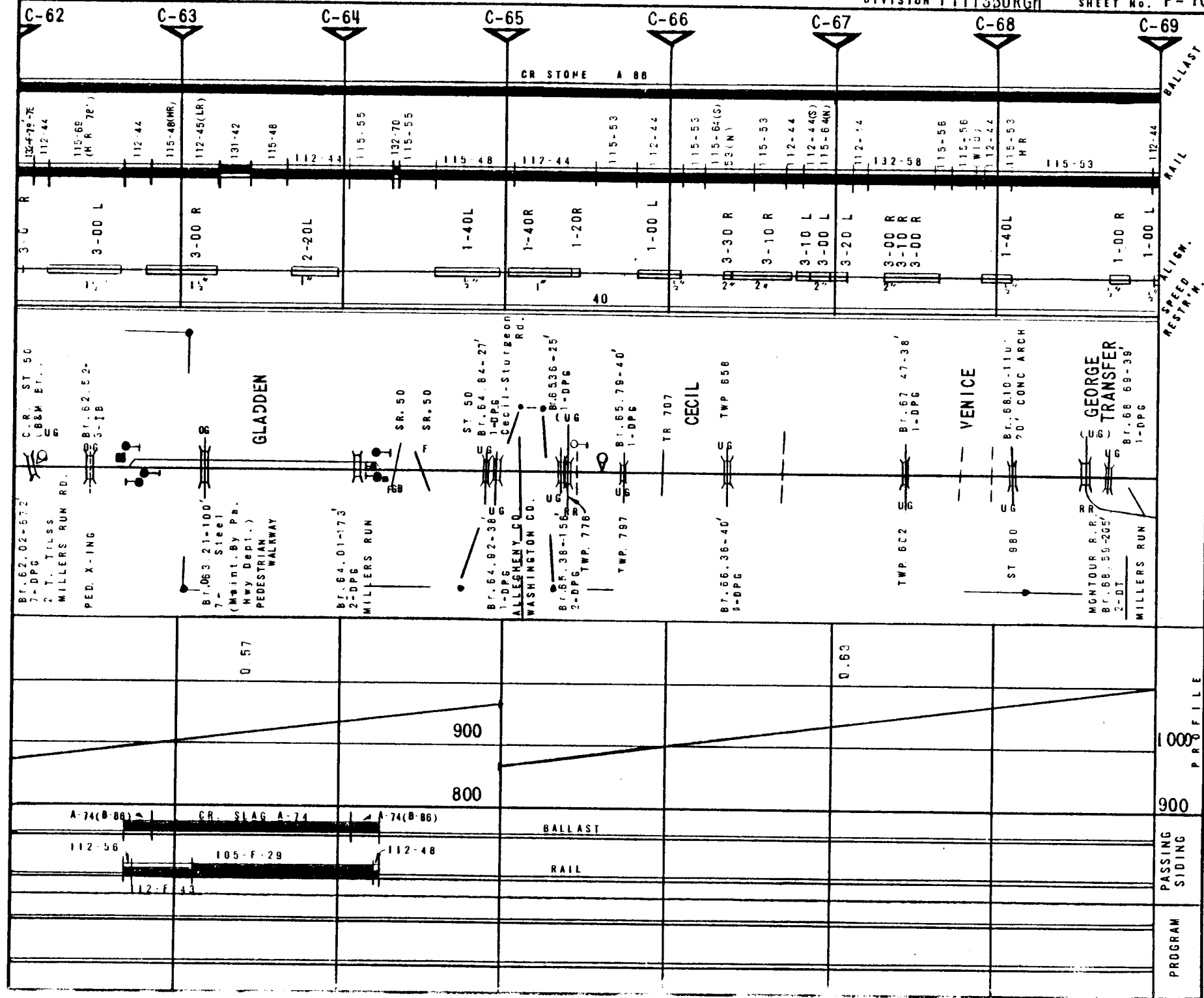


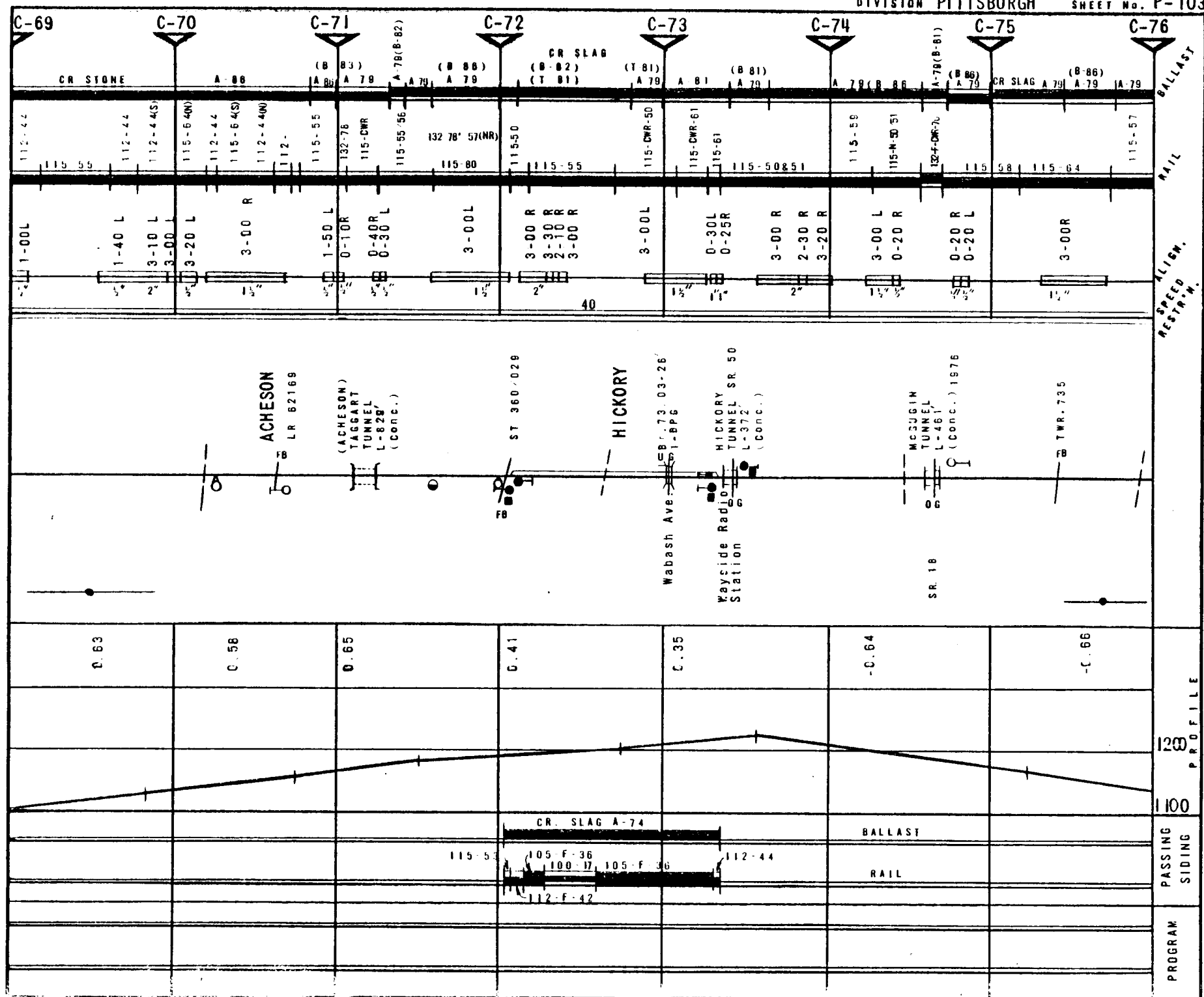
CSCC REORDER A-26830

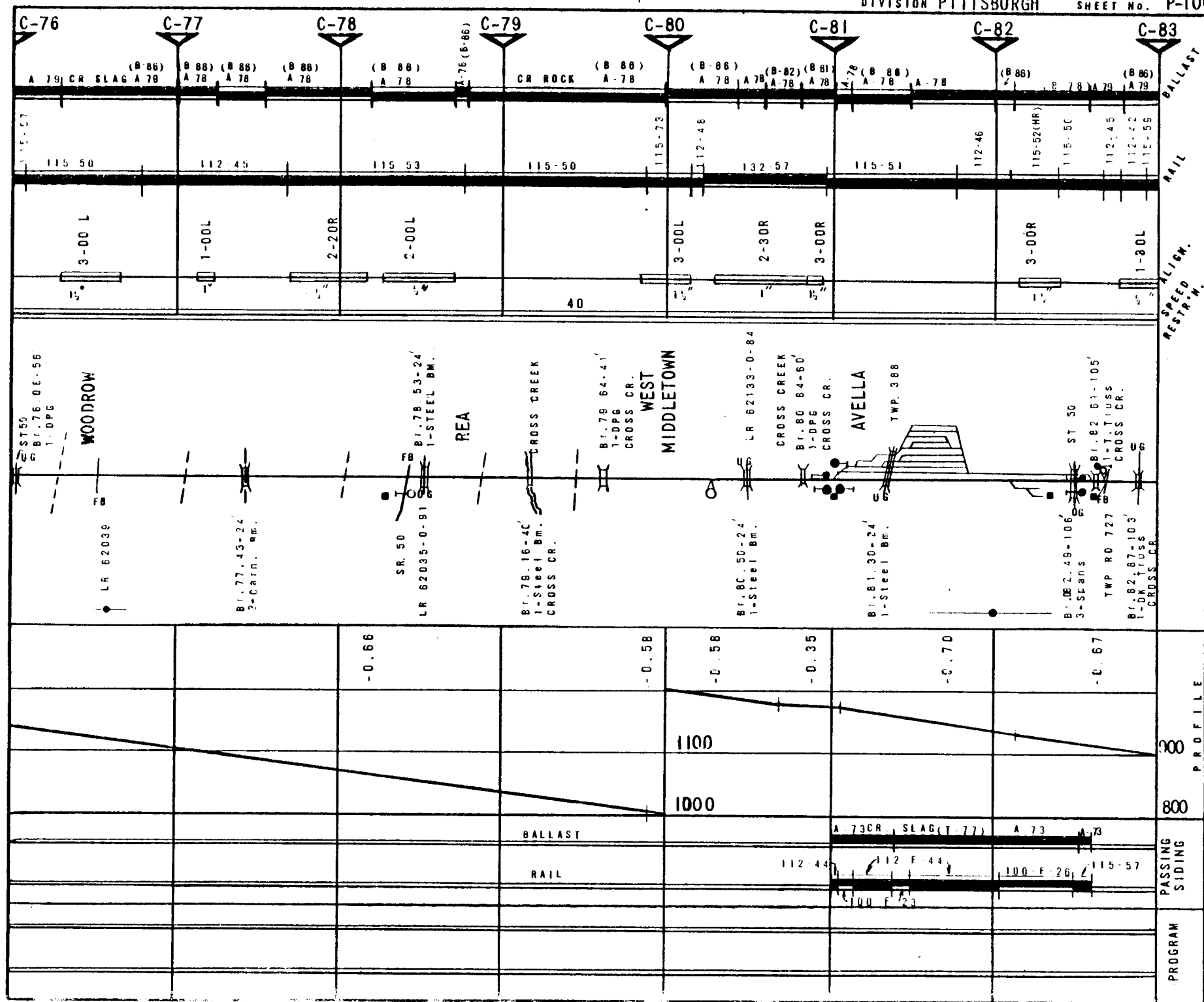
BRUNING 44-131 28828

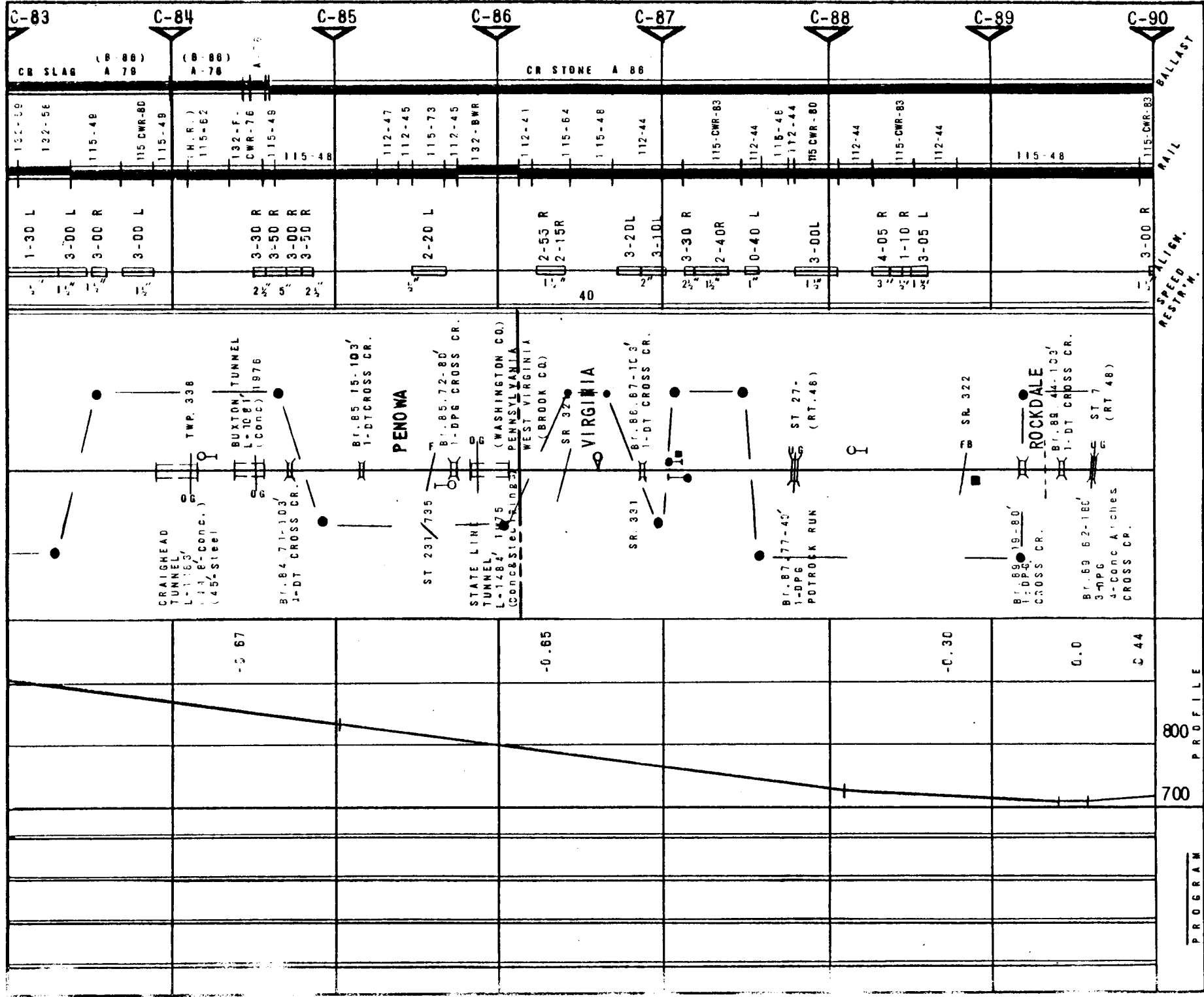


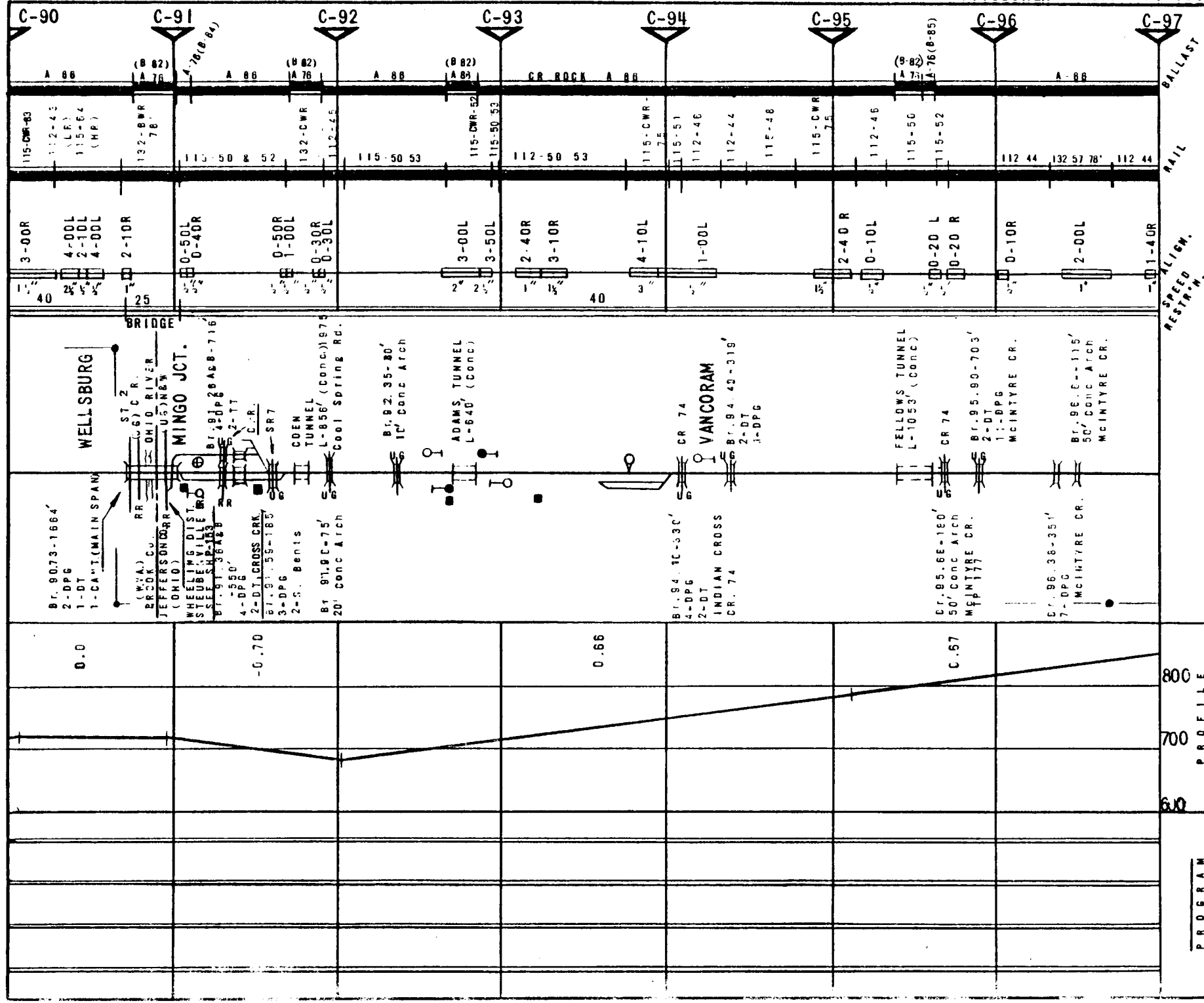


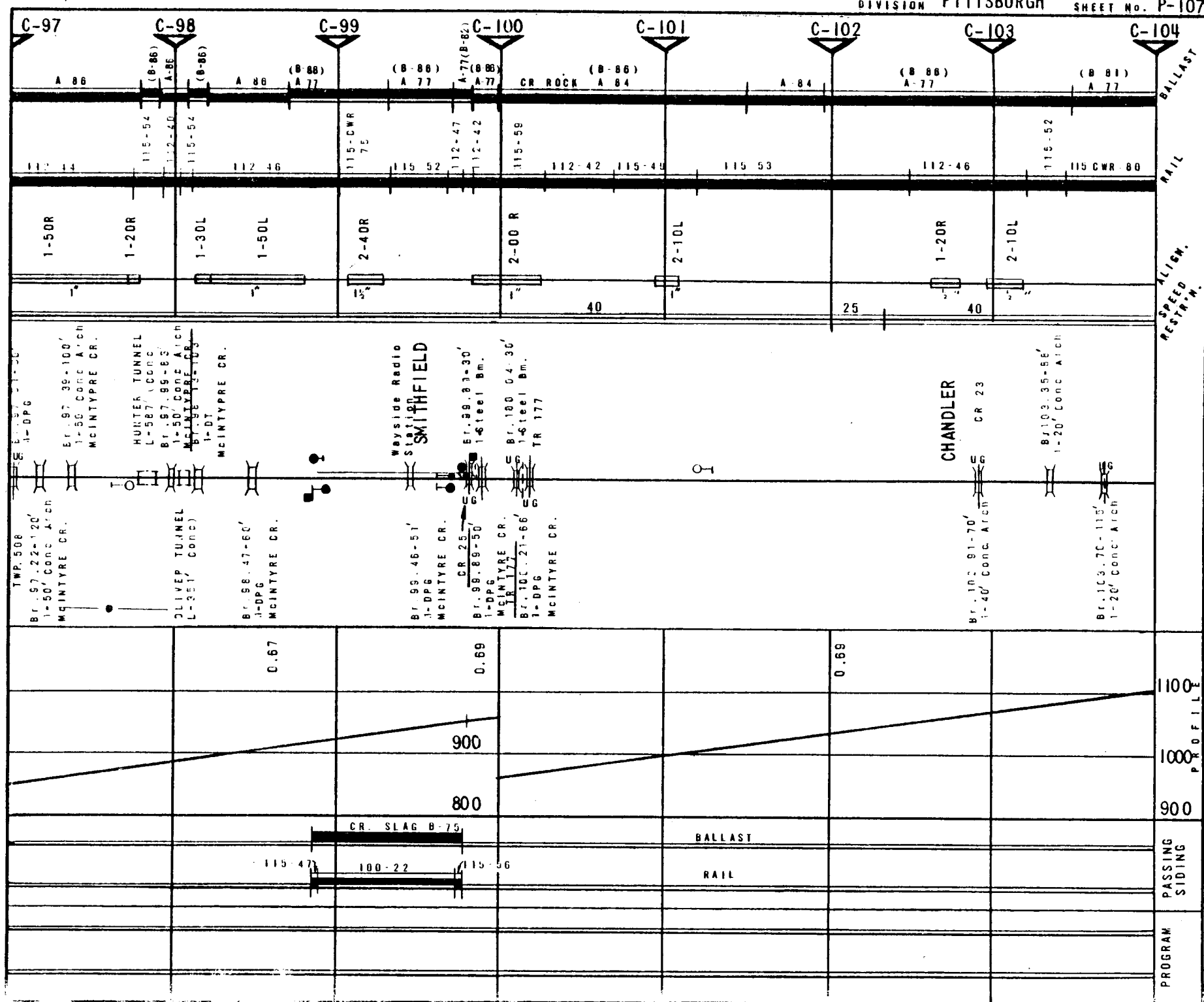


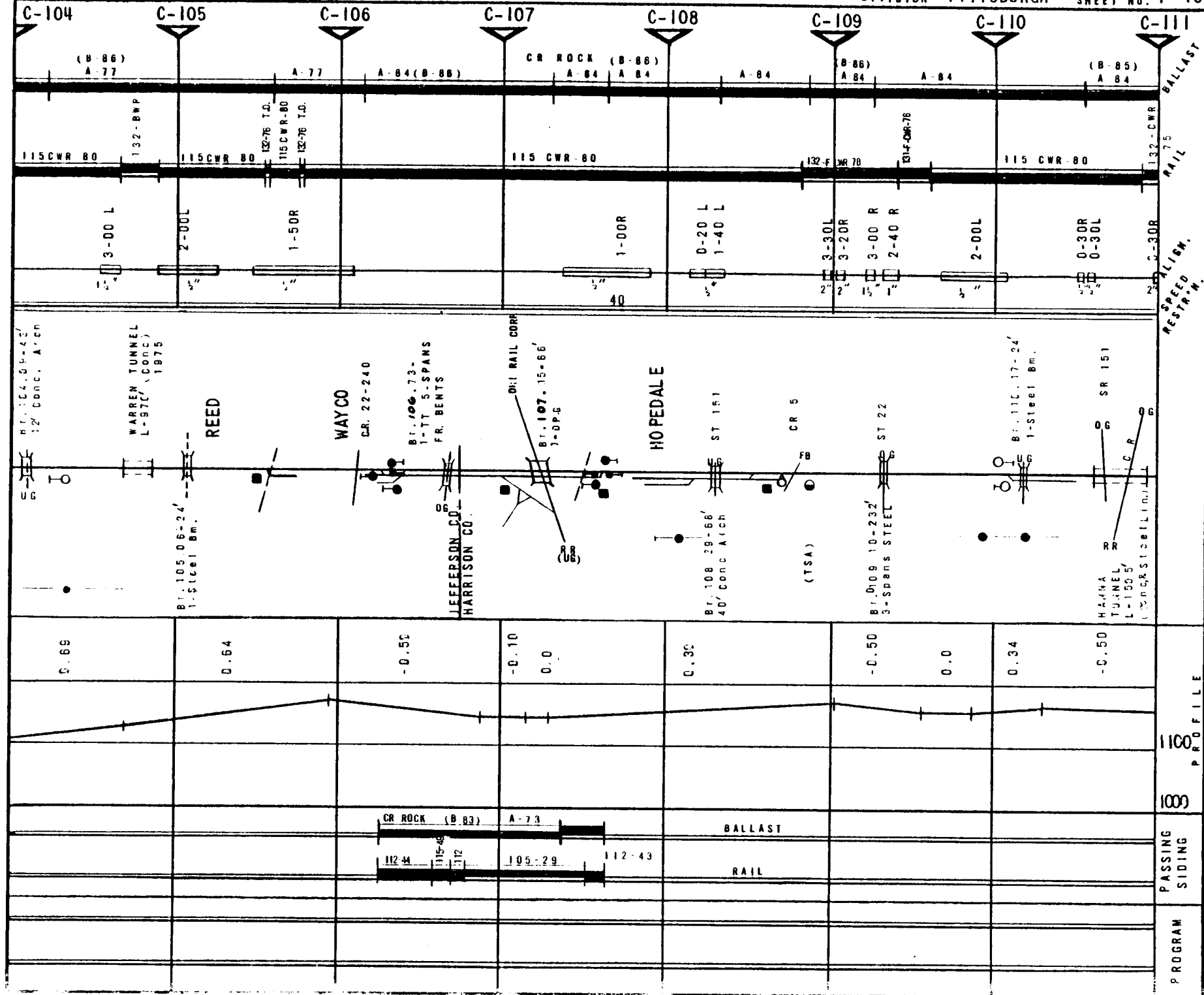




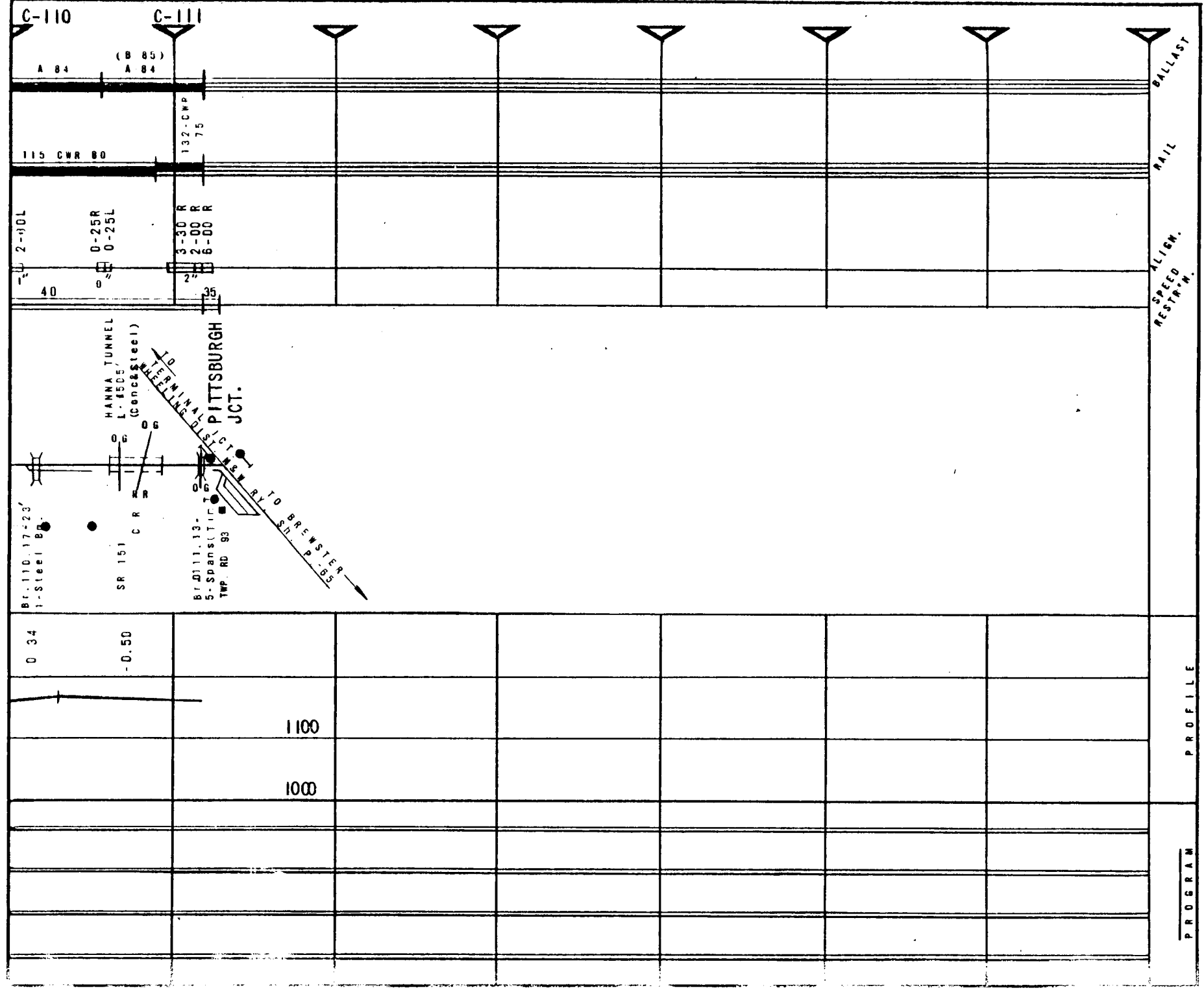




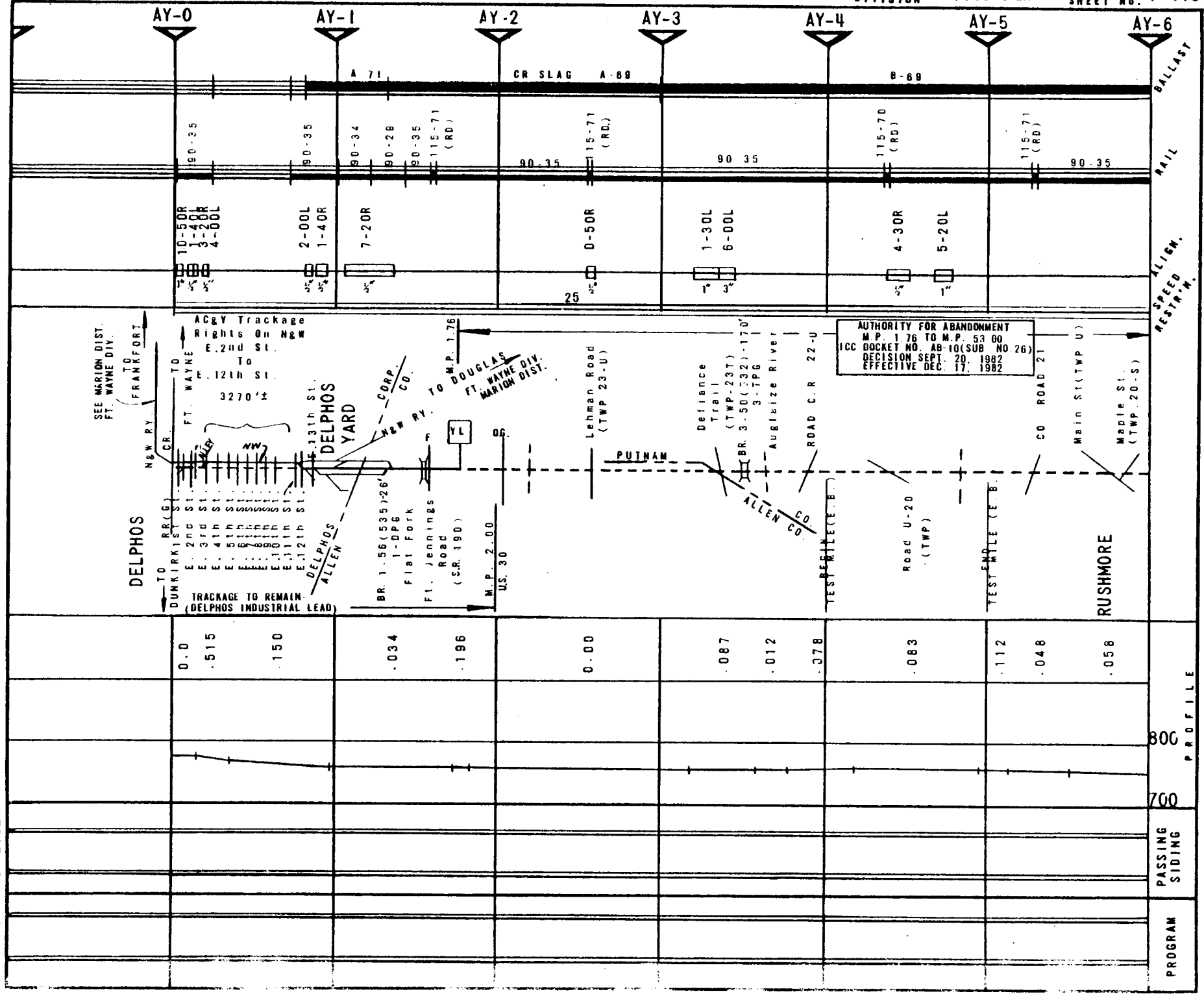




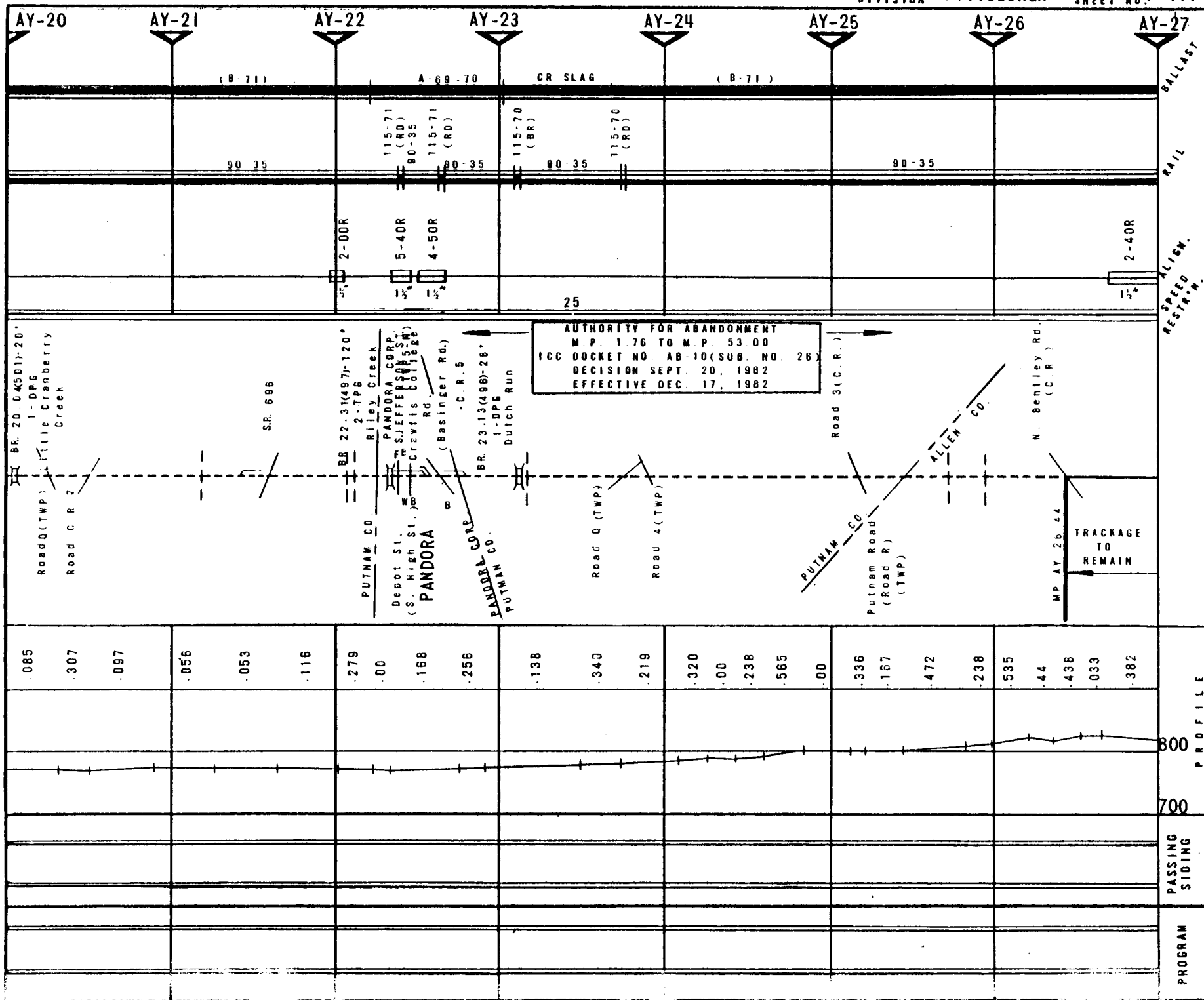
CISCO REORDER A-26830



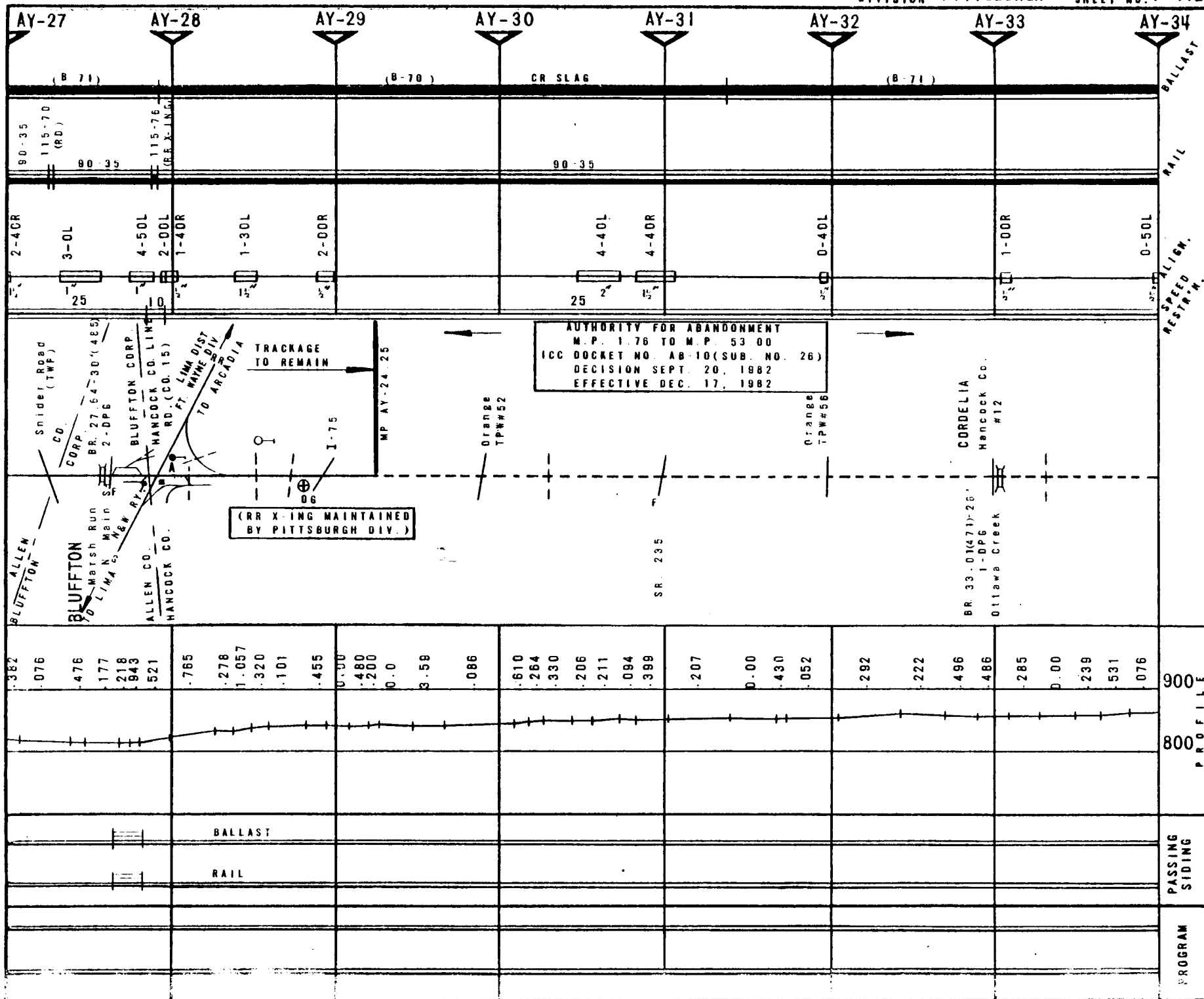
BRUNING 44-131 28828



BRUNING 44-131 28828



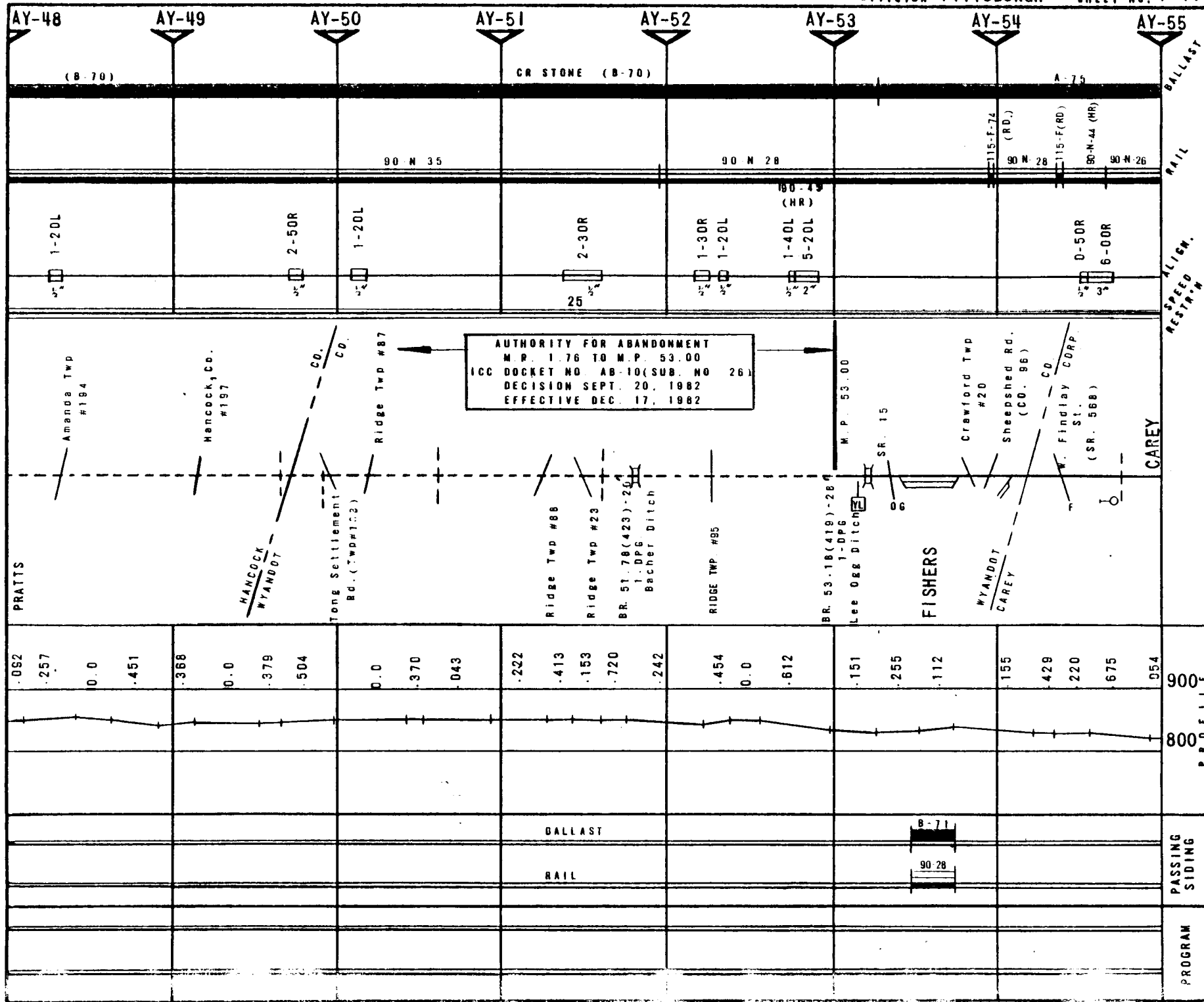
BRUNING 44-131 28828



BRUNING 44-131 28828

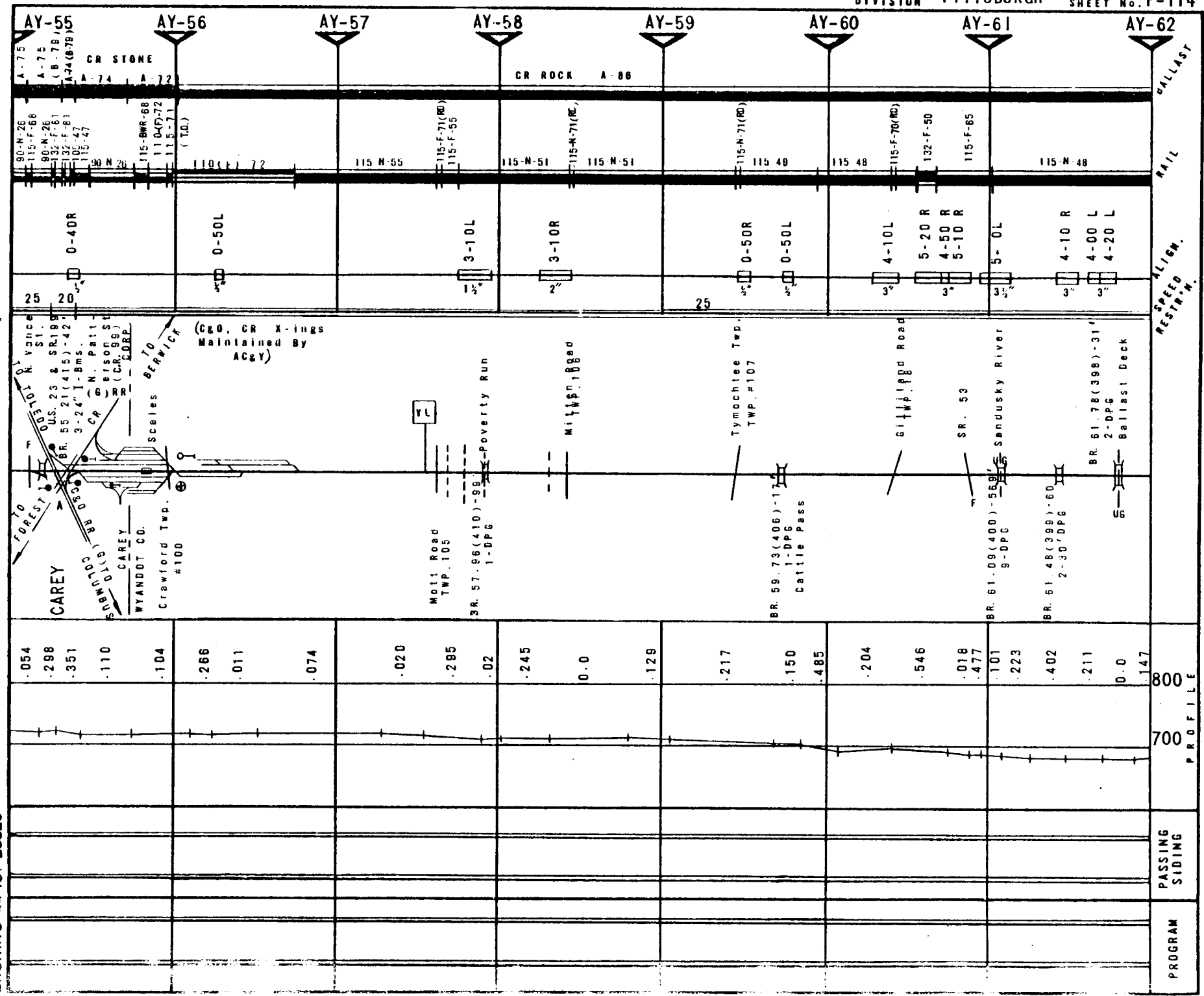
DIVISION PITTSBURGH

SHEET NO. P-113

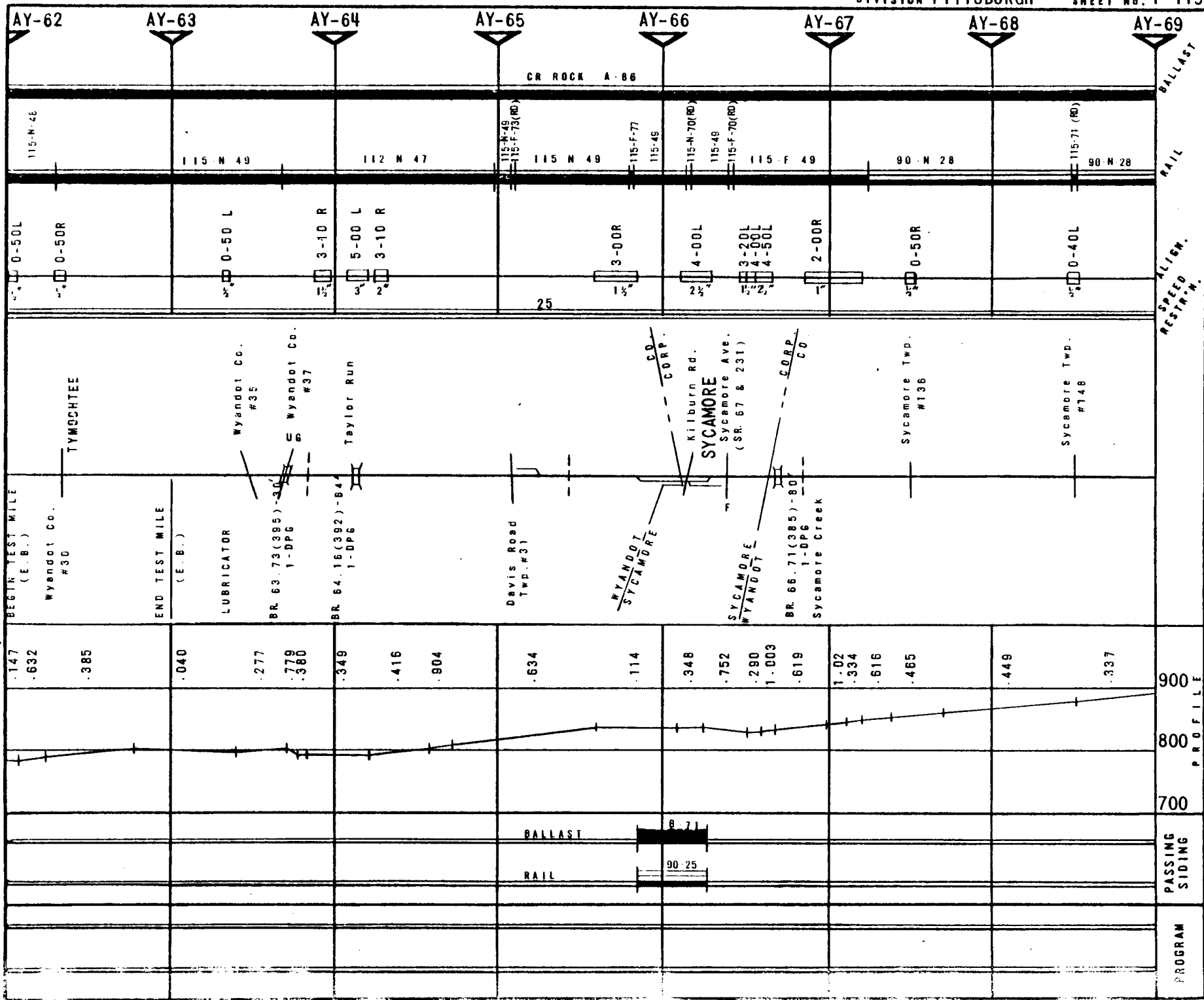


AUTHORITY FOR ABANDONMENT
M.P. 1.76 TO M.P. 53.00
ICC DOCKET NO. AB-10(SUB. NO. 26)
DECISION SEPT. 20, 1982
EFFECTIVE DEC. 17, 1982

BRUNING 44-131 28628

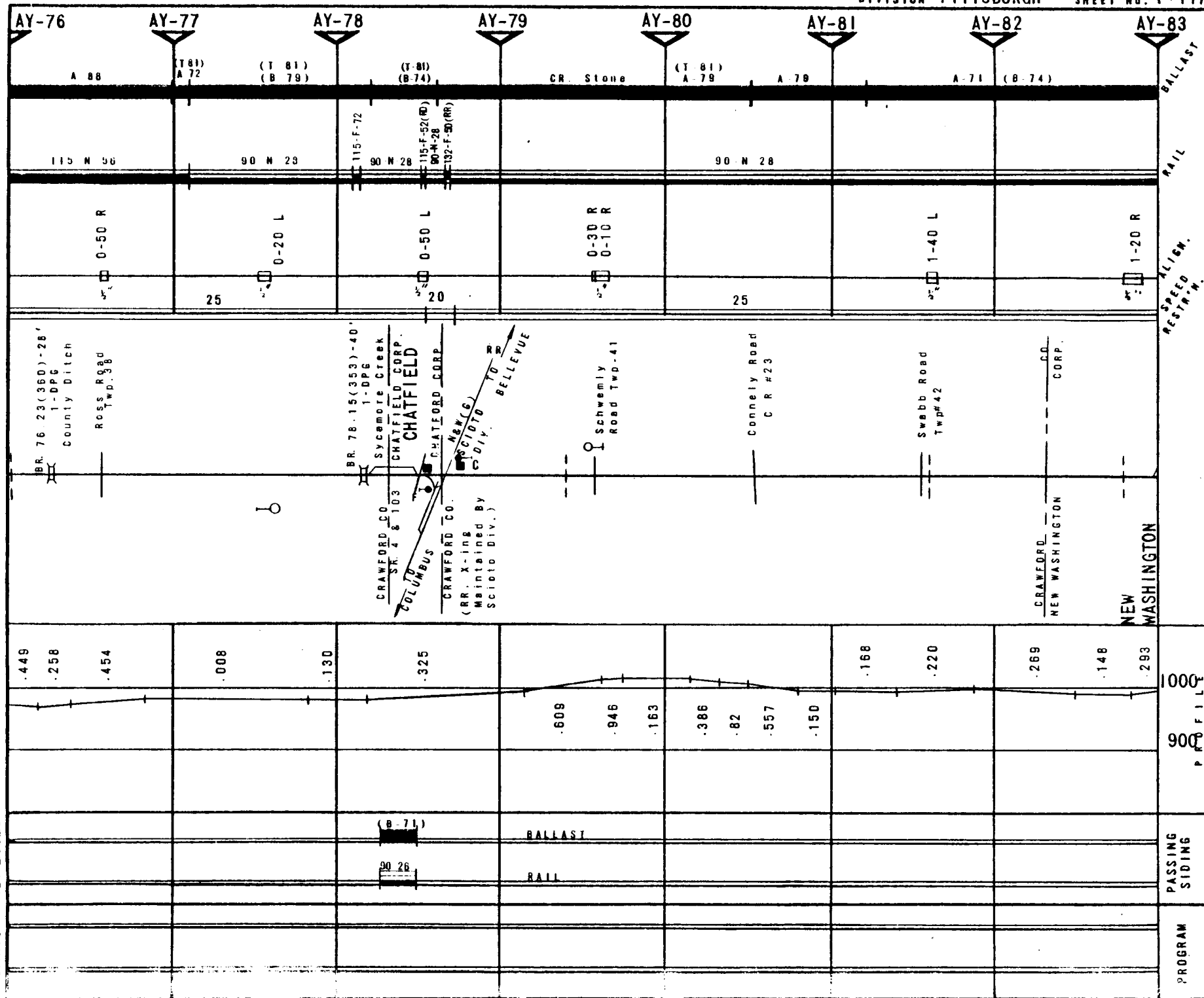


BRUNING 44-131 28828

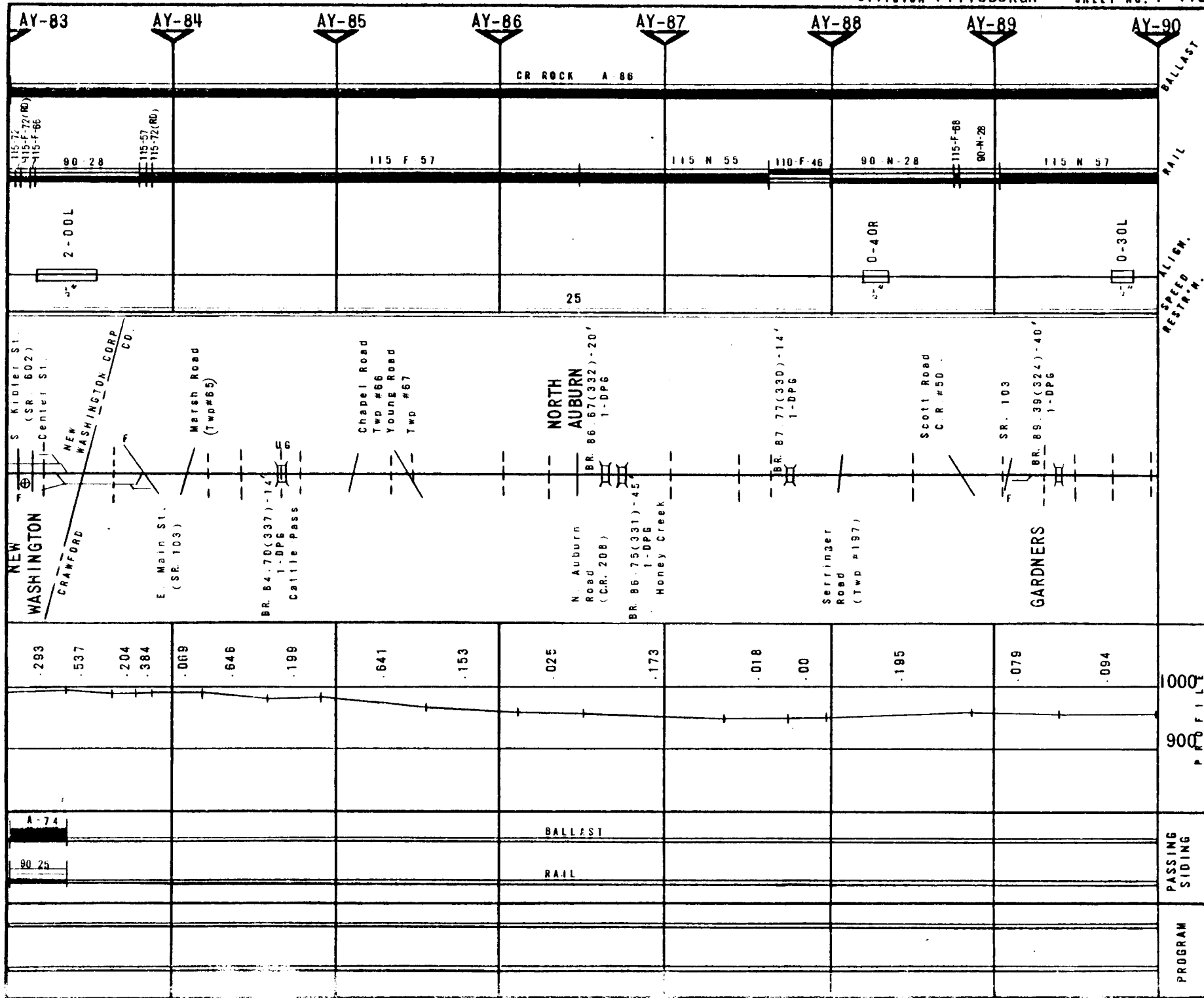


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BRUNING 44-131 28828

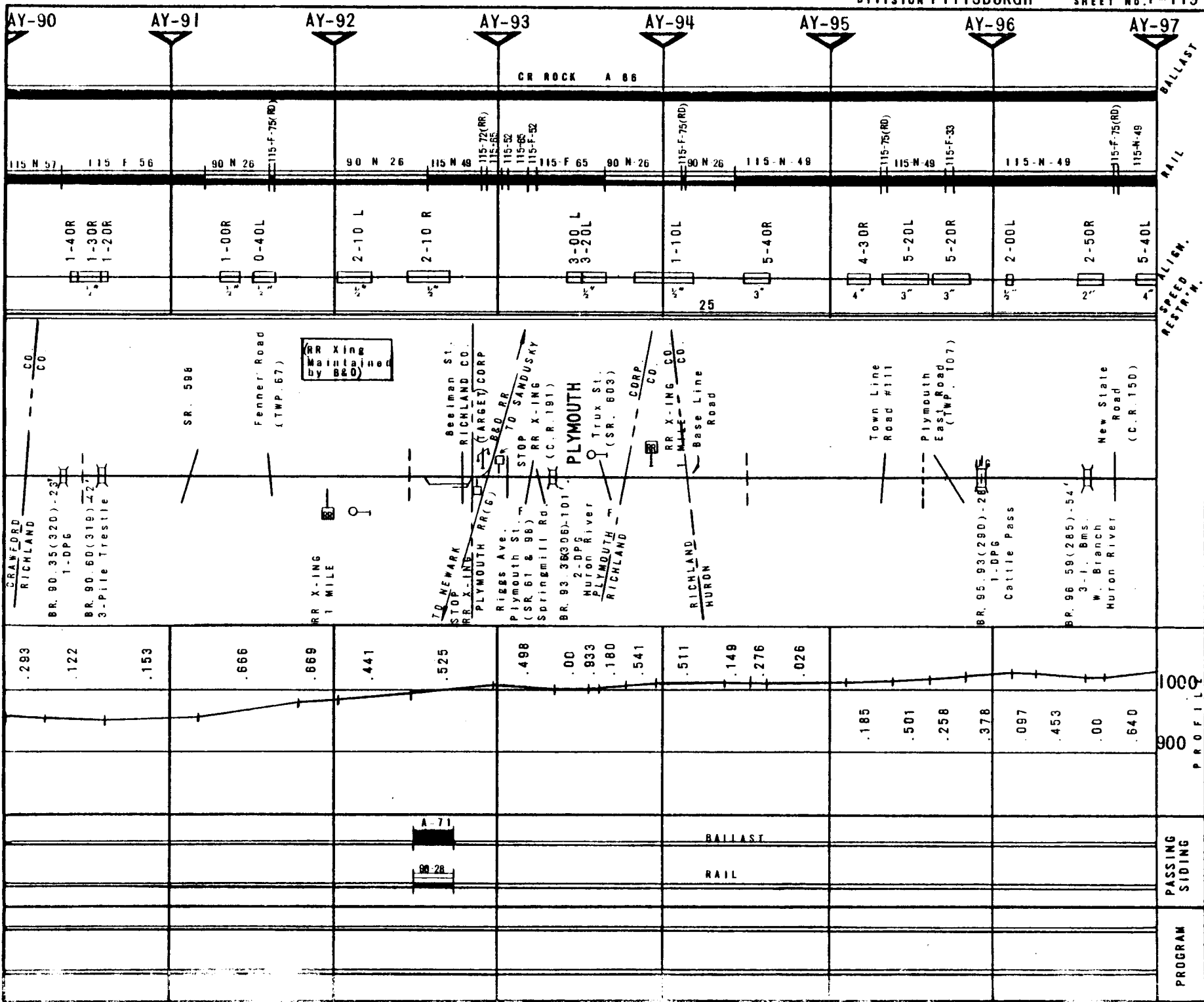


BRUNING 44-131 28828



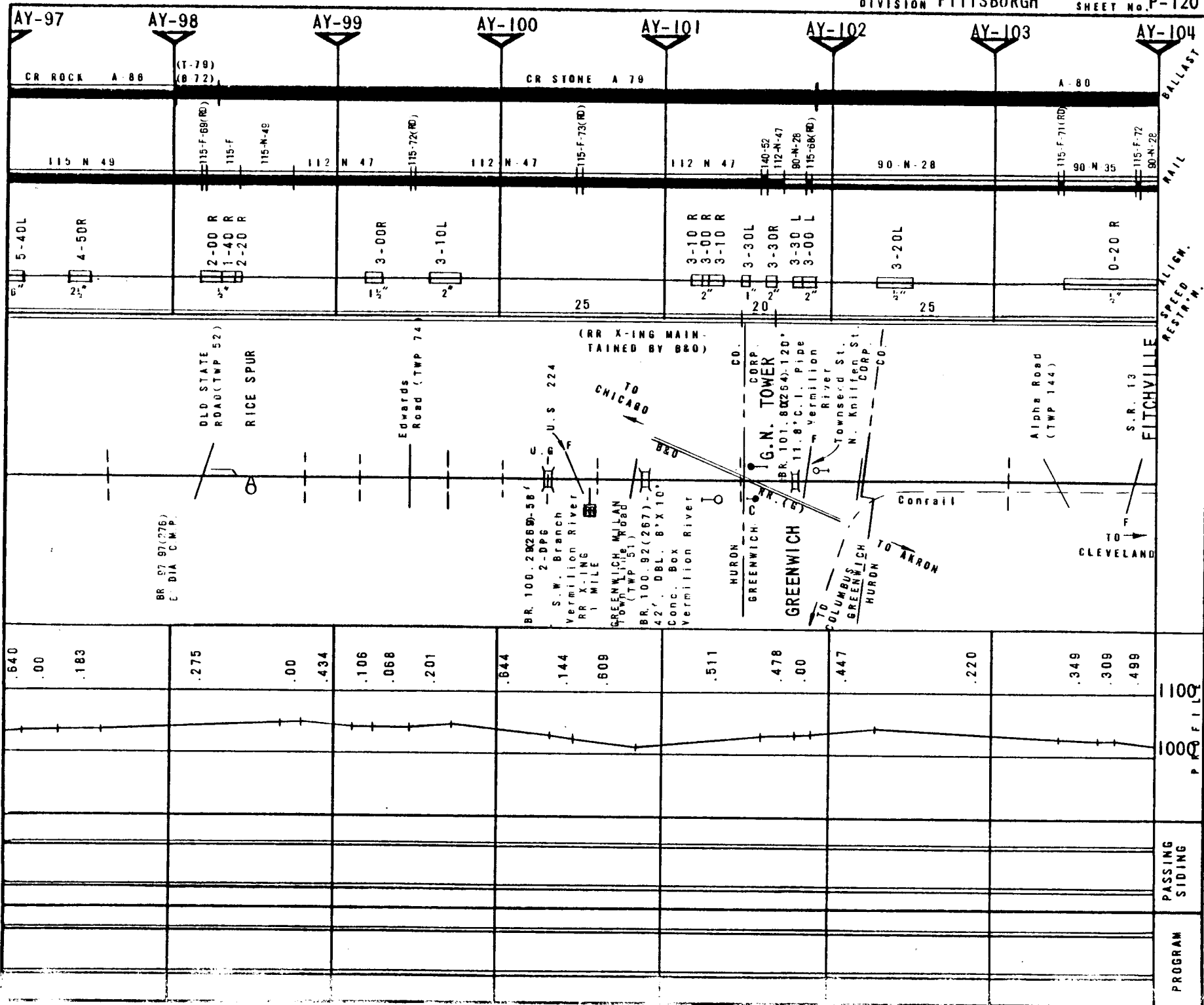
BALLAST
RAIL
ALIGN.
SPEED
RESTRICTION

BRUNING 44-131 28828



CSCC REORDER A-26630

BRUNING 44-131 28828



BRUNING 44-131 28828

[illegible]

ALIGN.
SPEED
RESTRAIN.

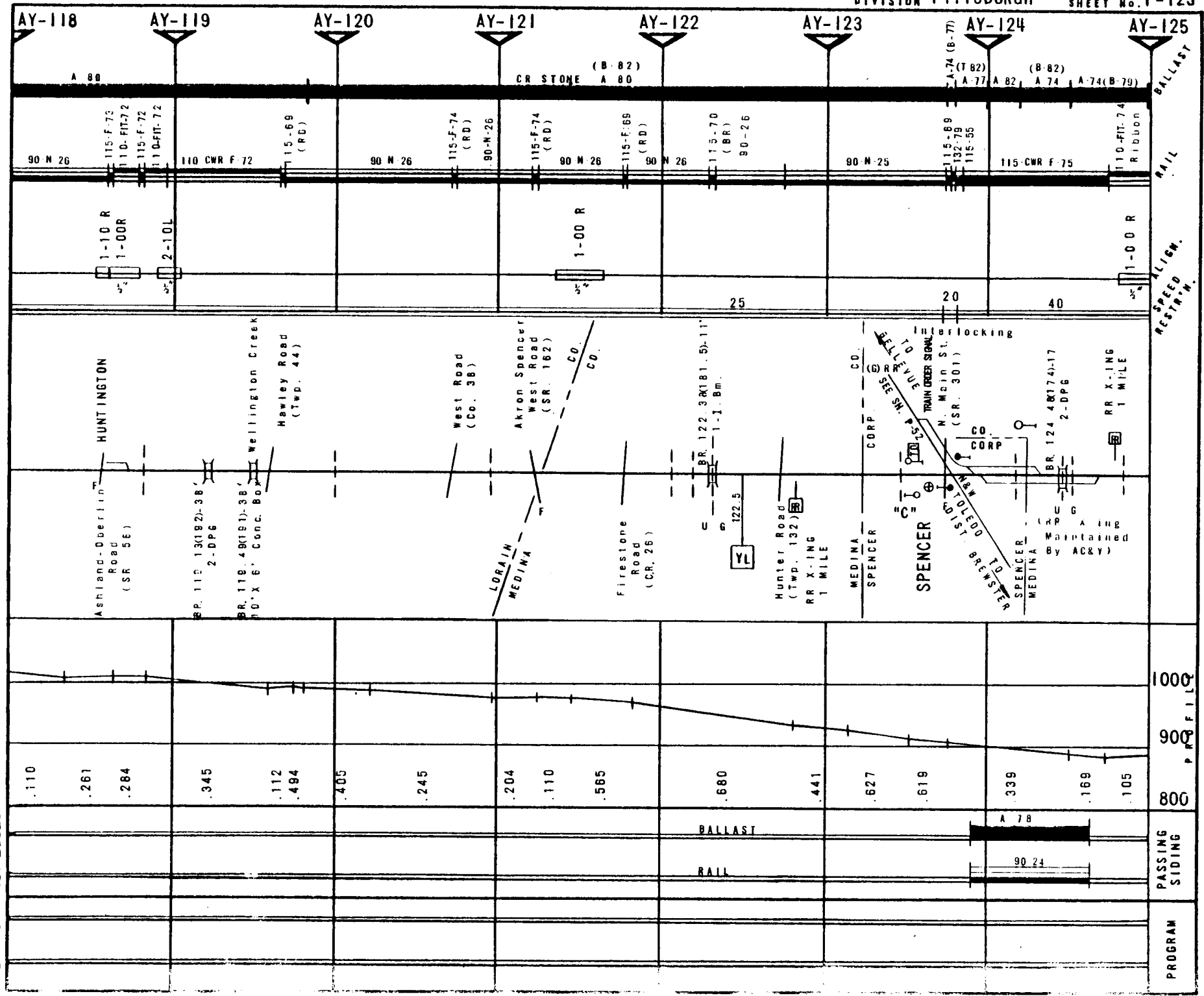
1000
900
PROFIL

**PASSING
SIDING**

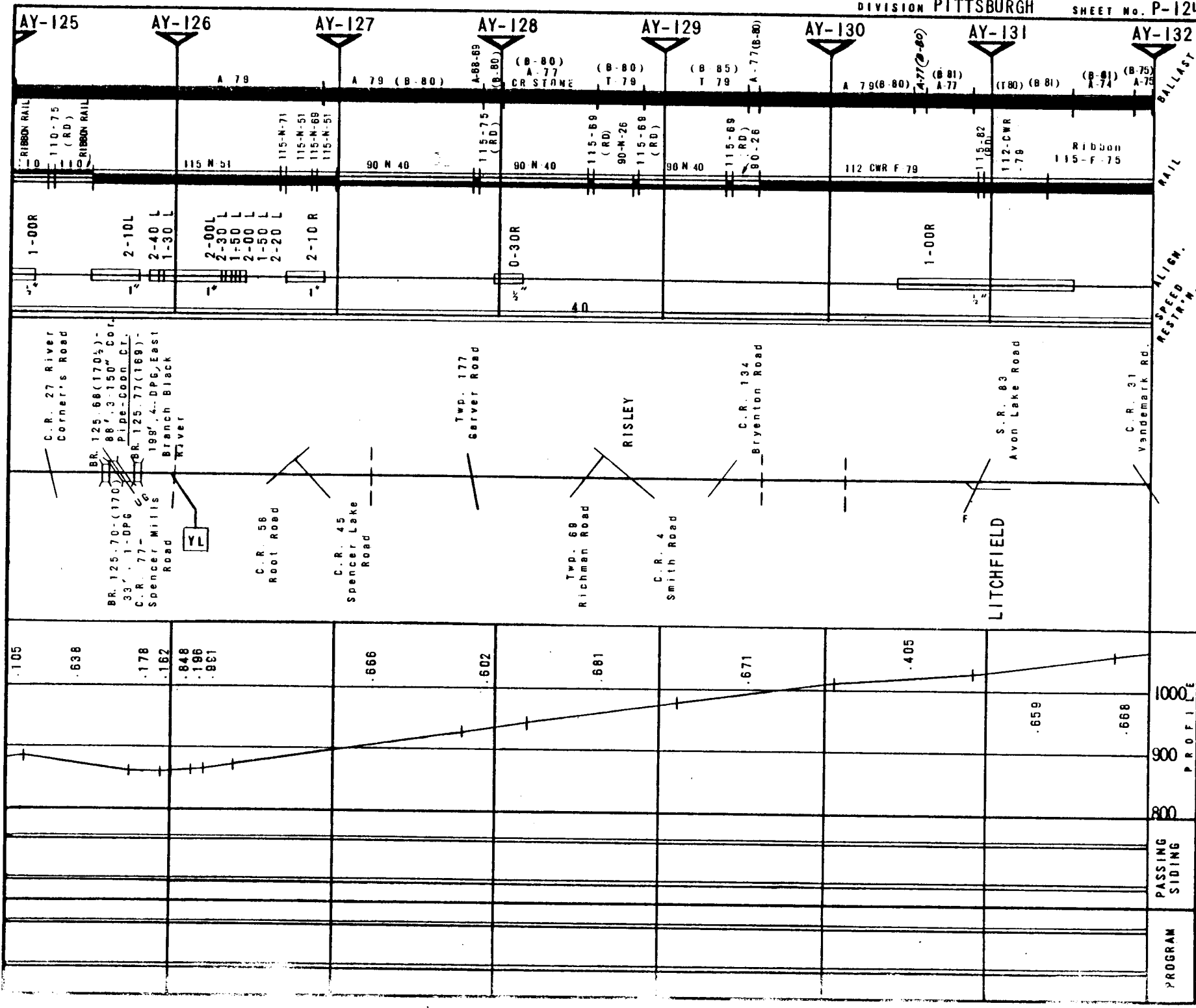
PROGRAM

CSCC REORDER A-26830

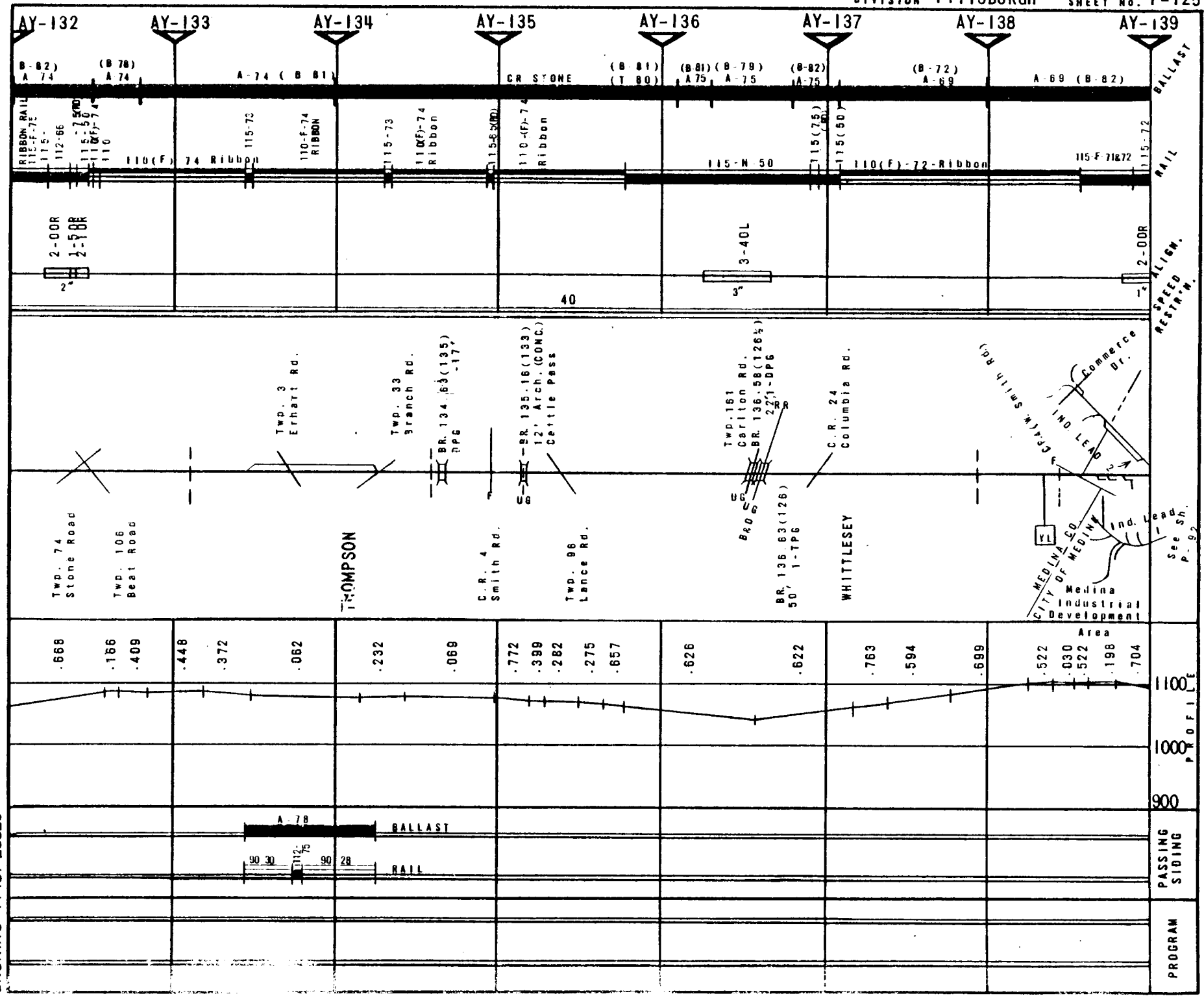
BRUNING 44-131 28828



BRUNING 44-131 28828



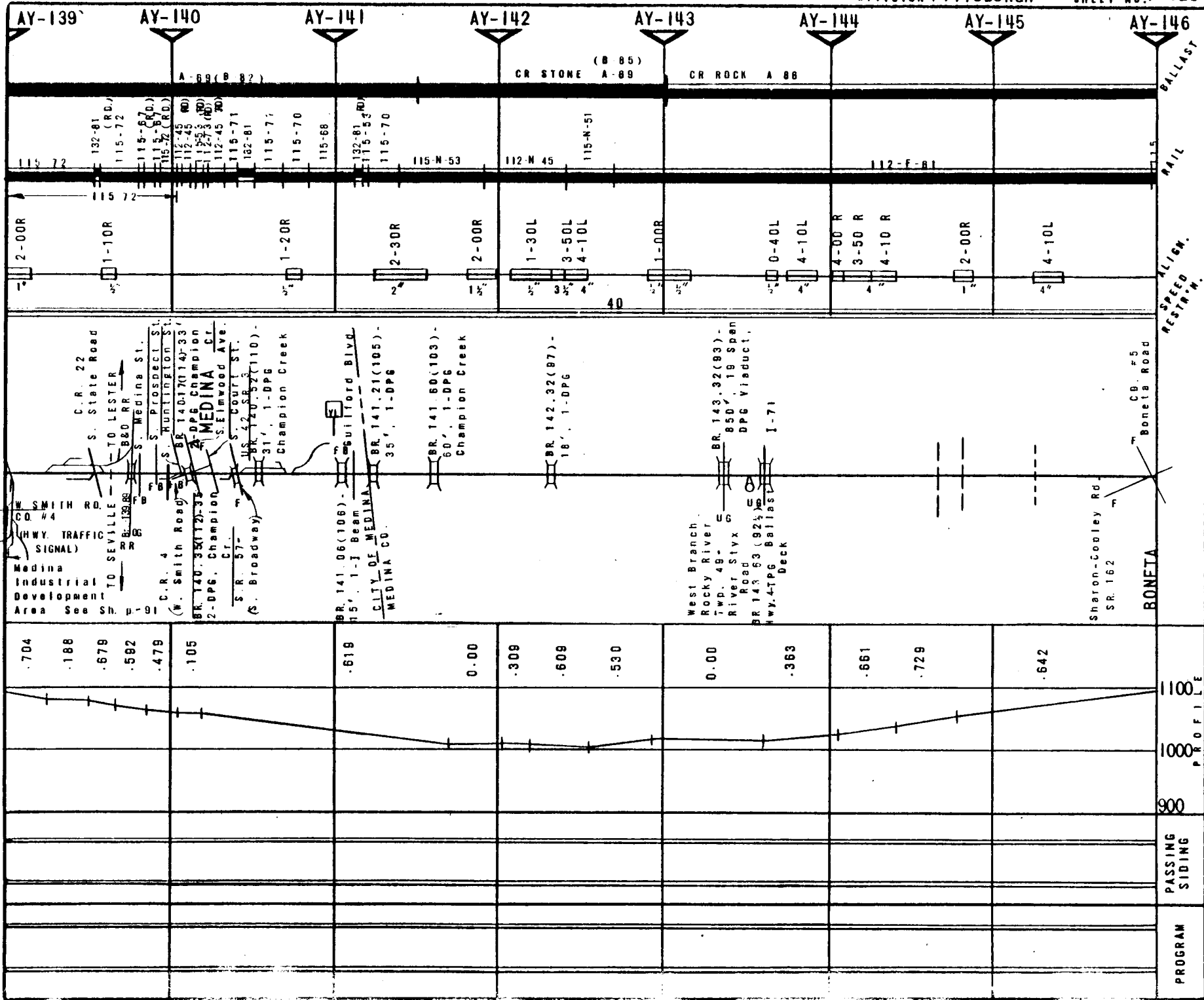
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CISCO REORDER A-36830

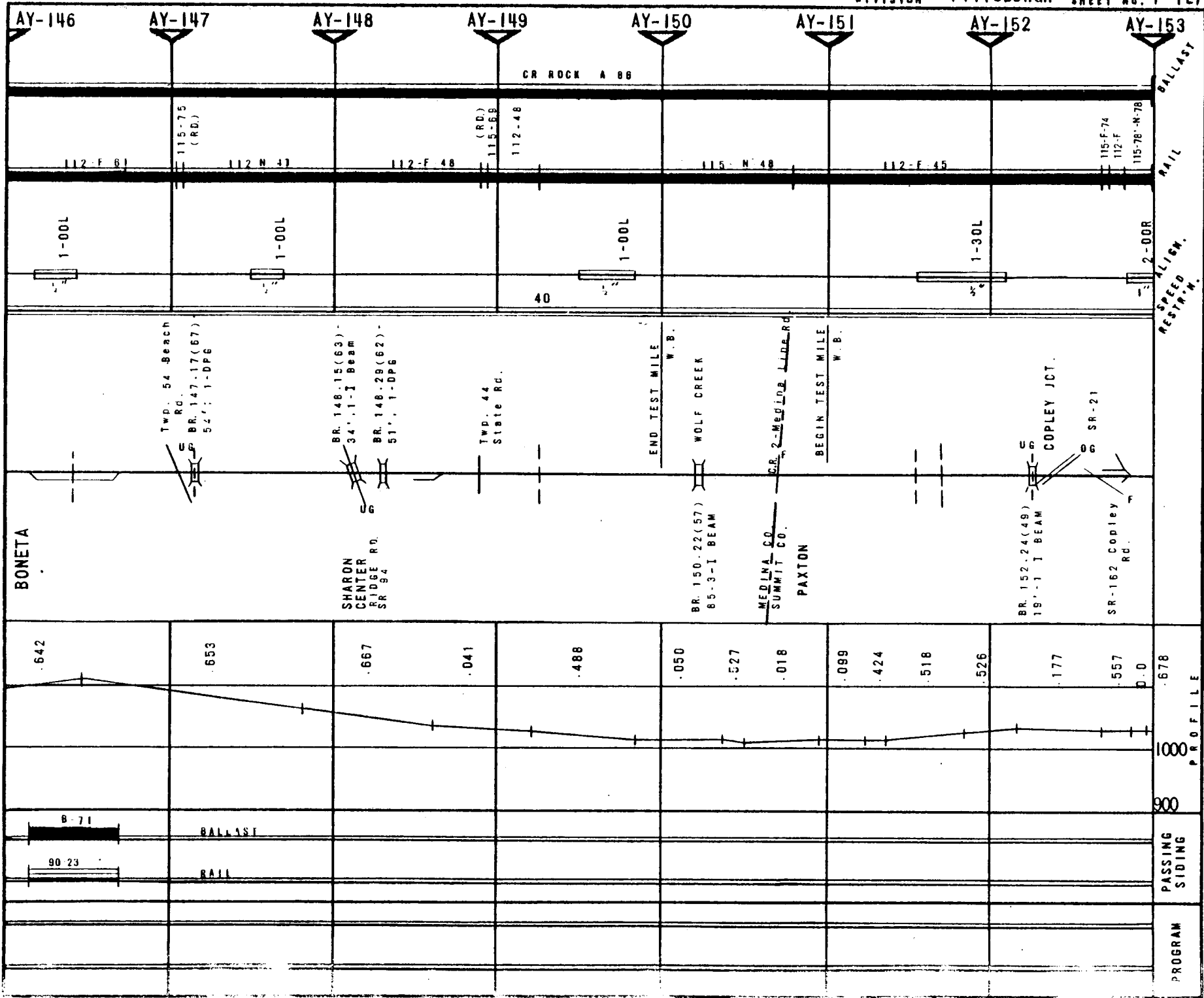
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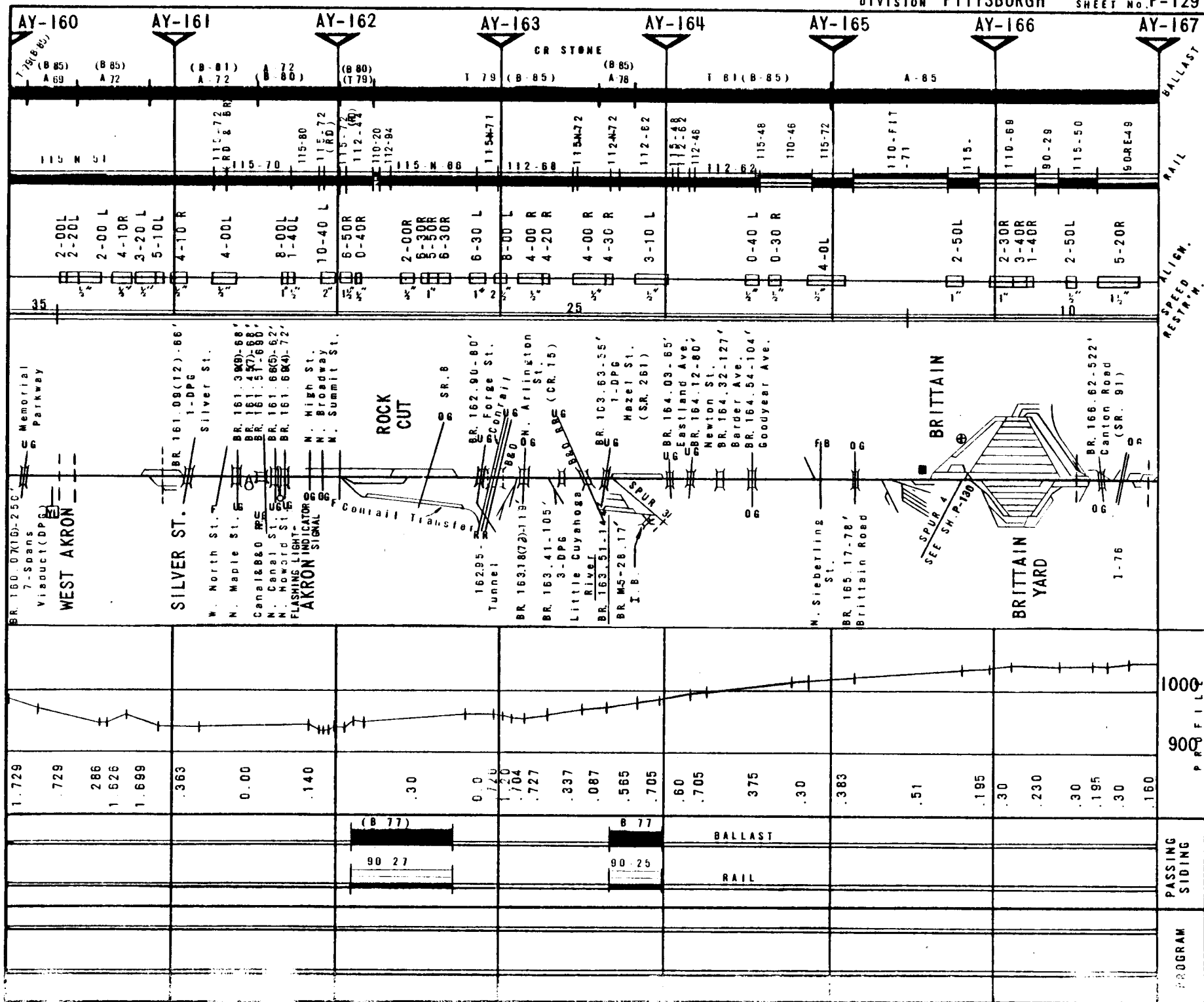


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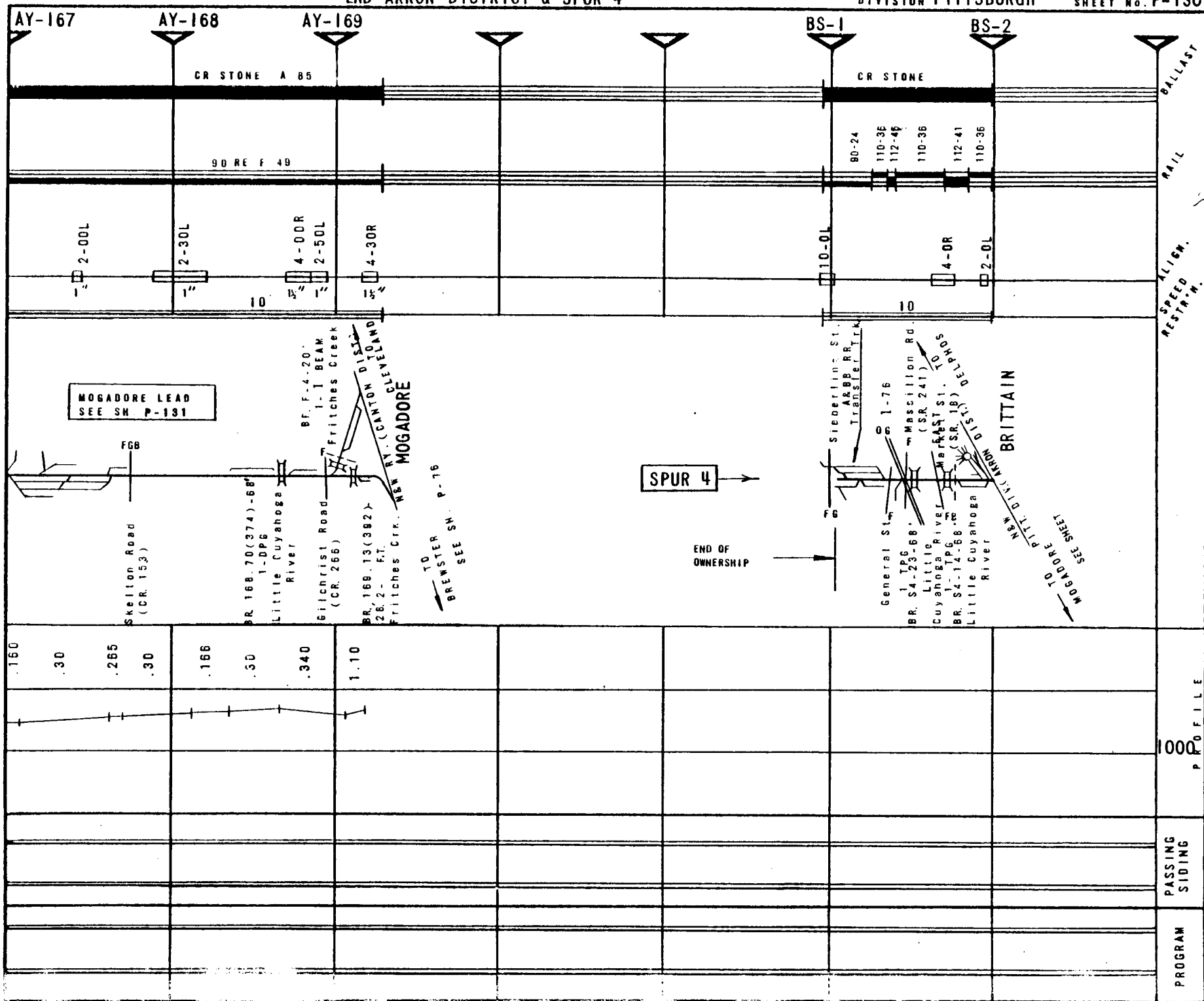
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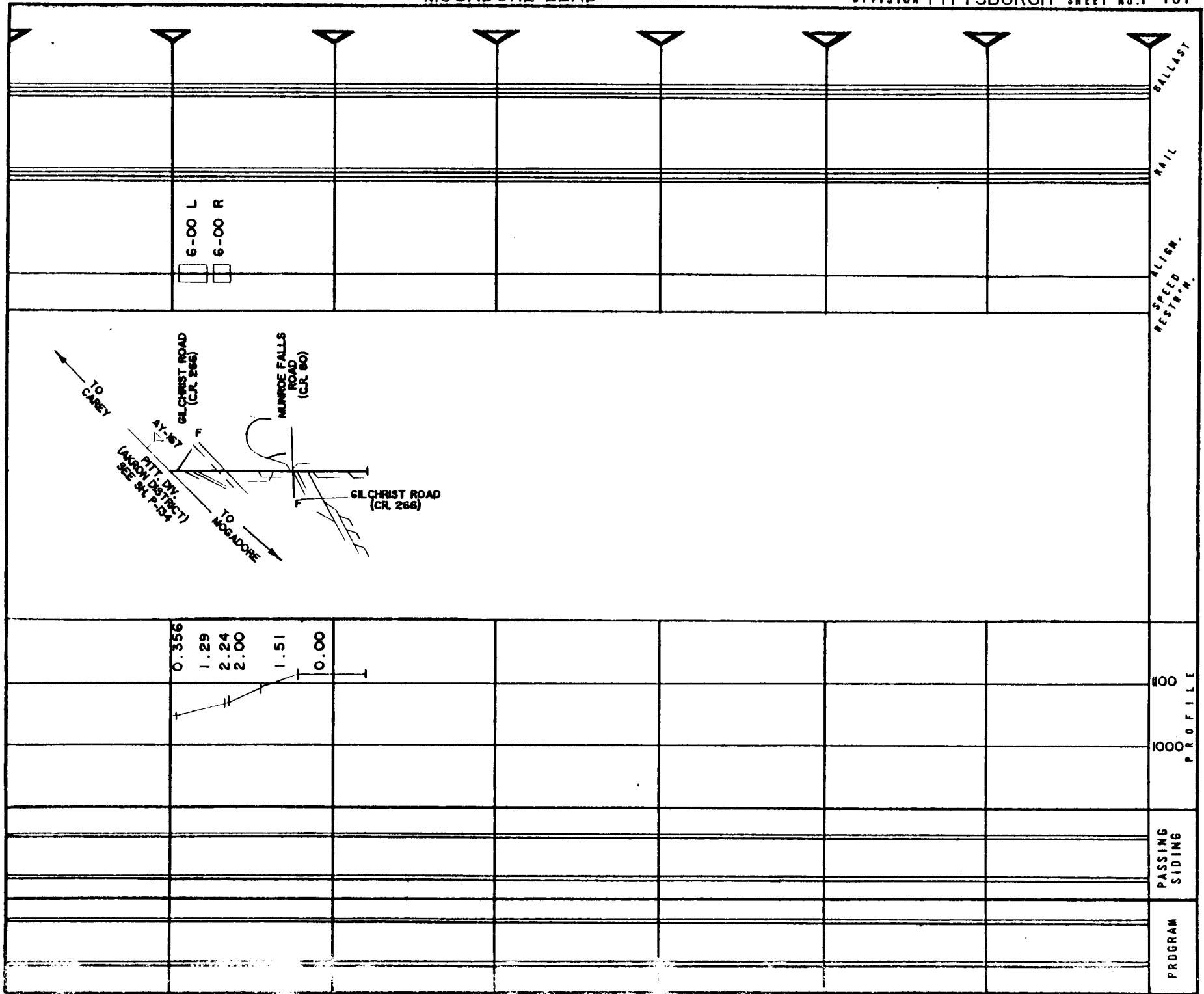


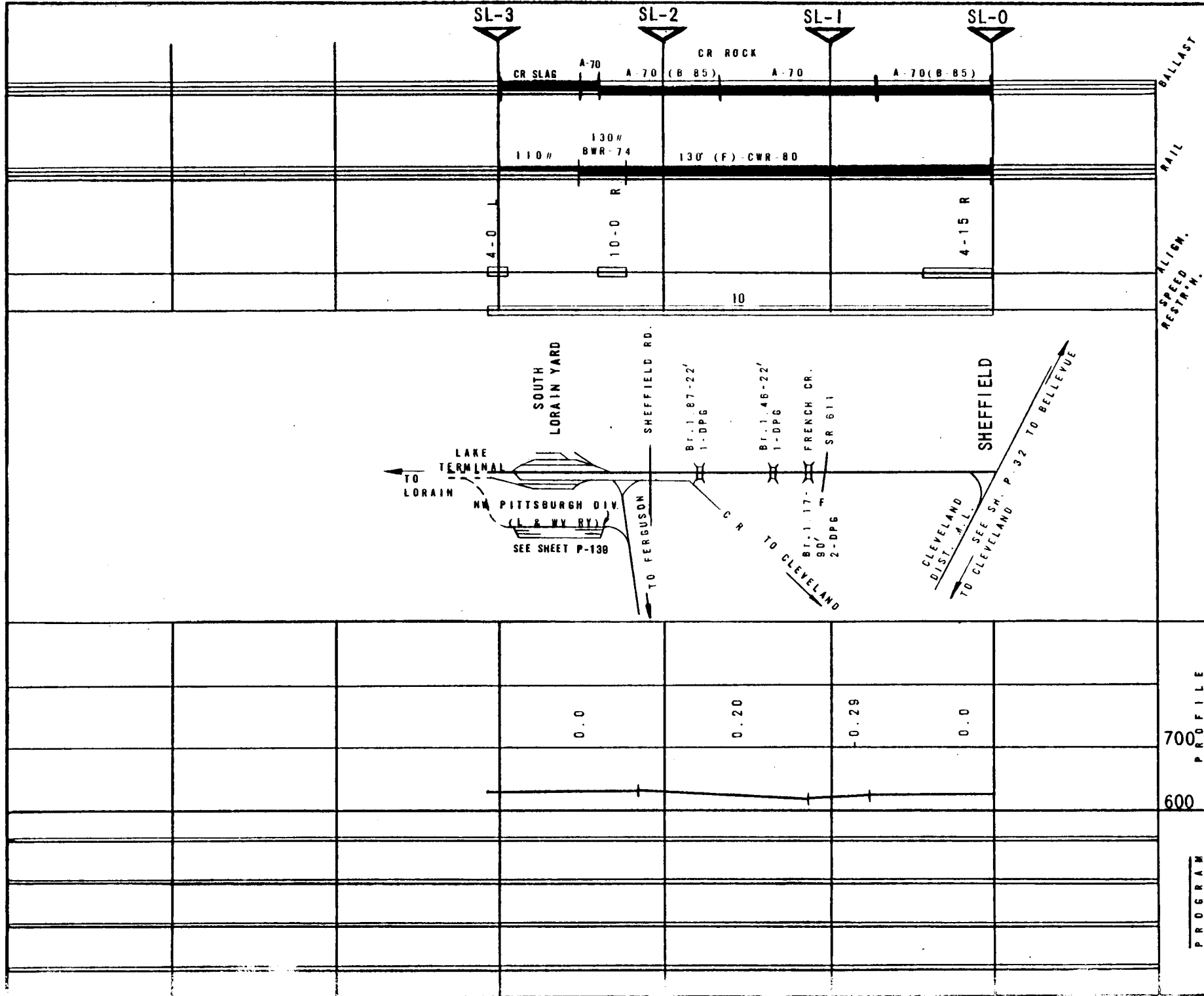
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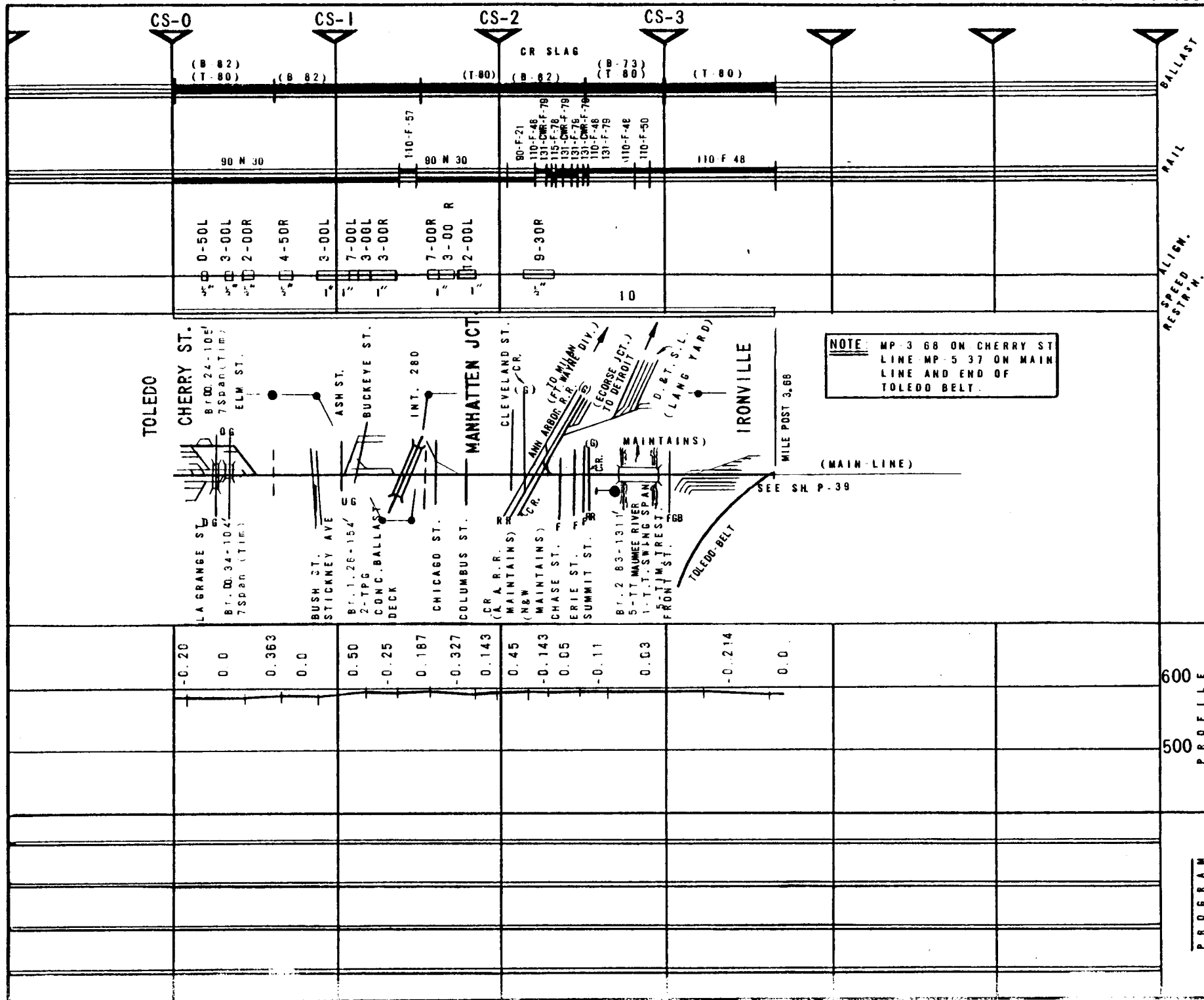


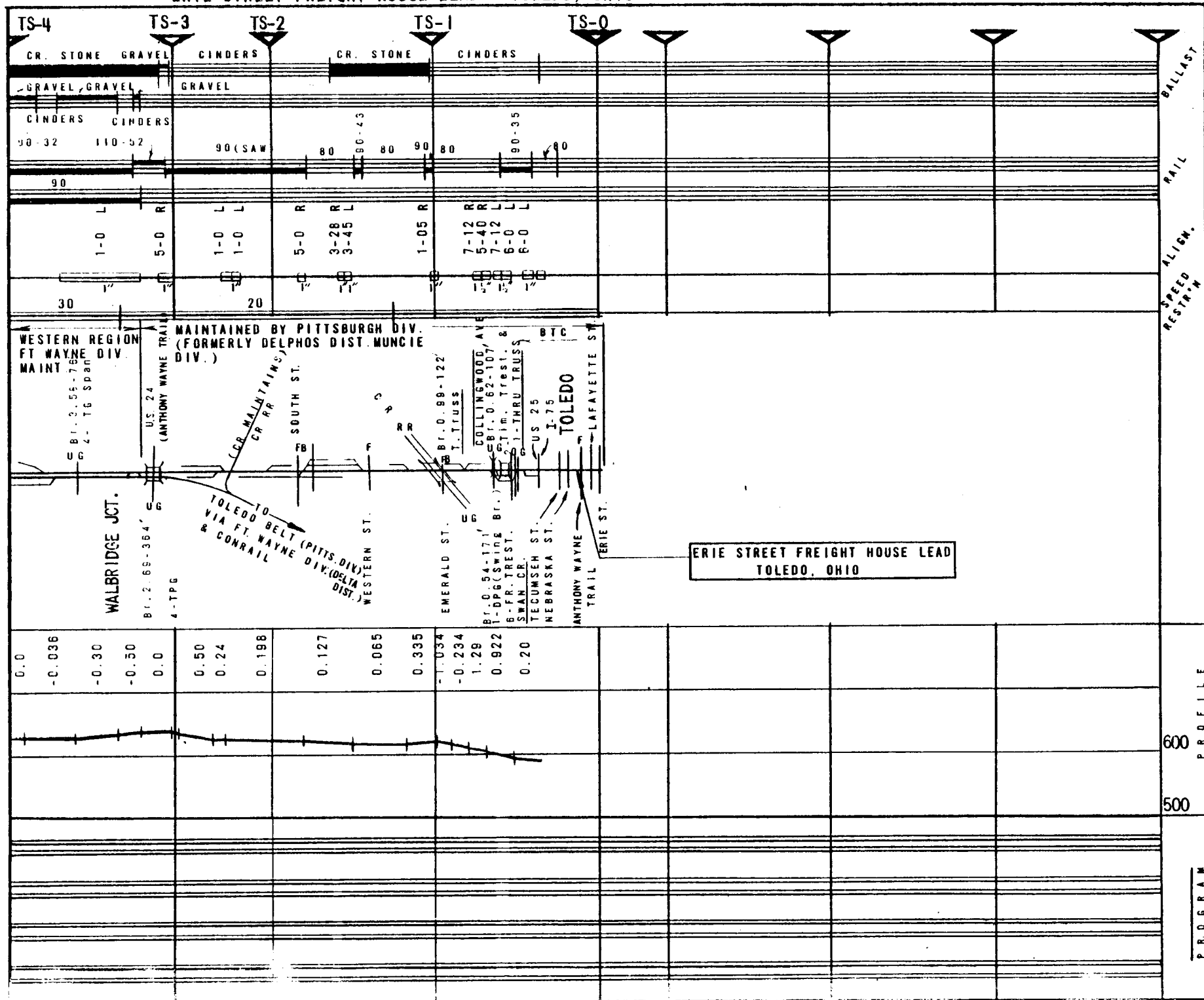
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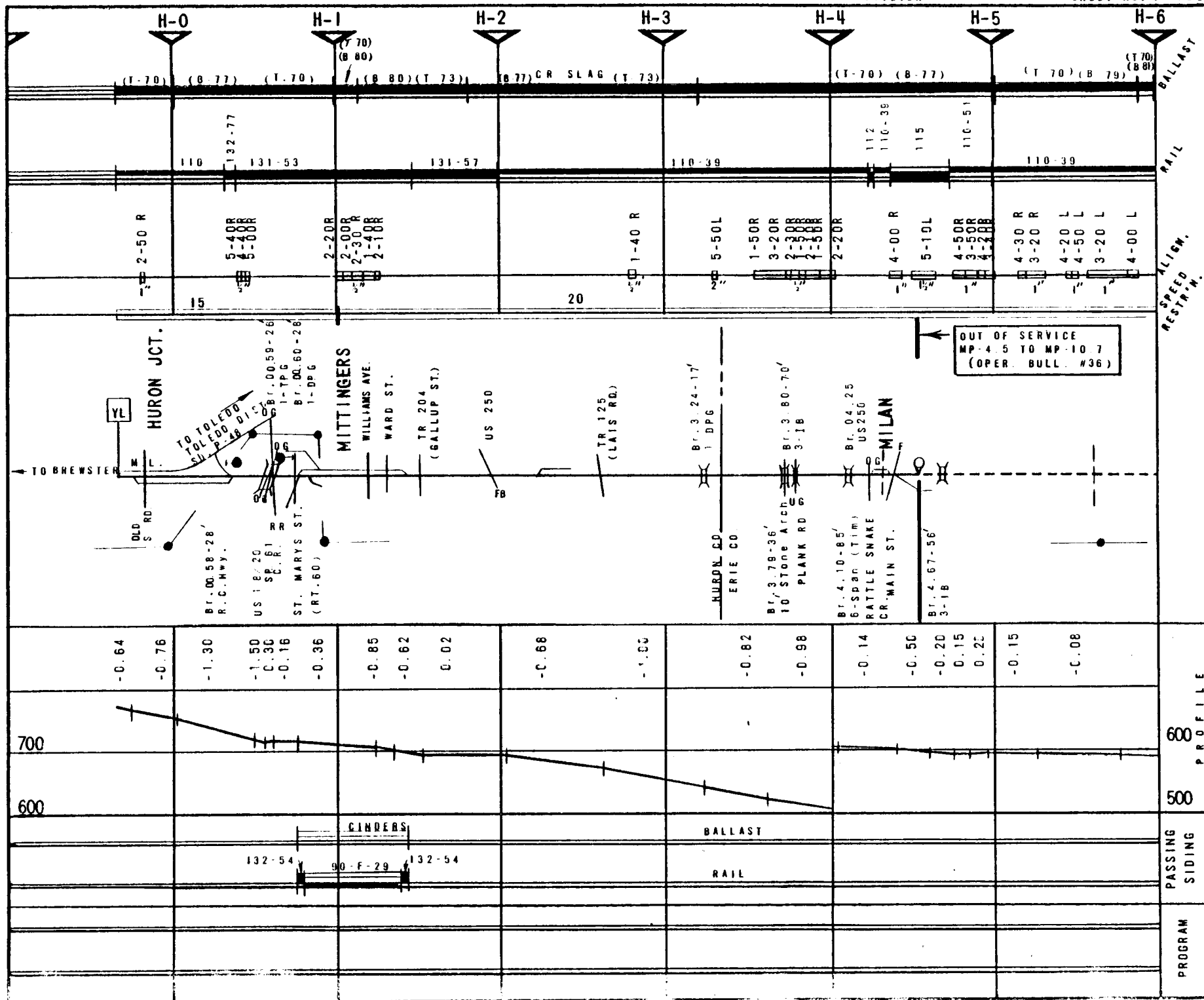


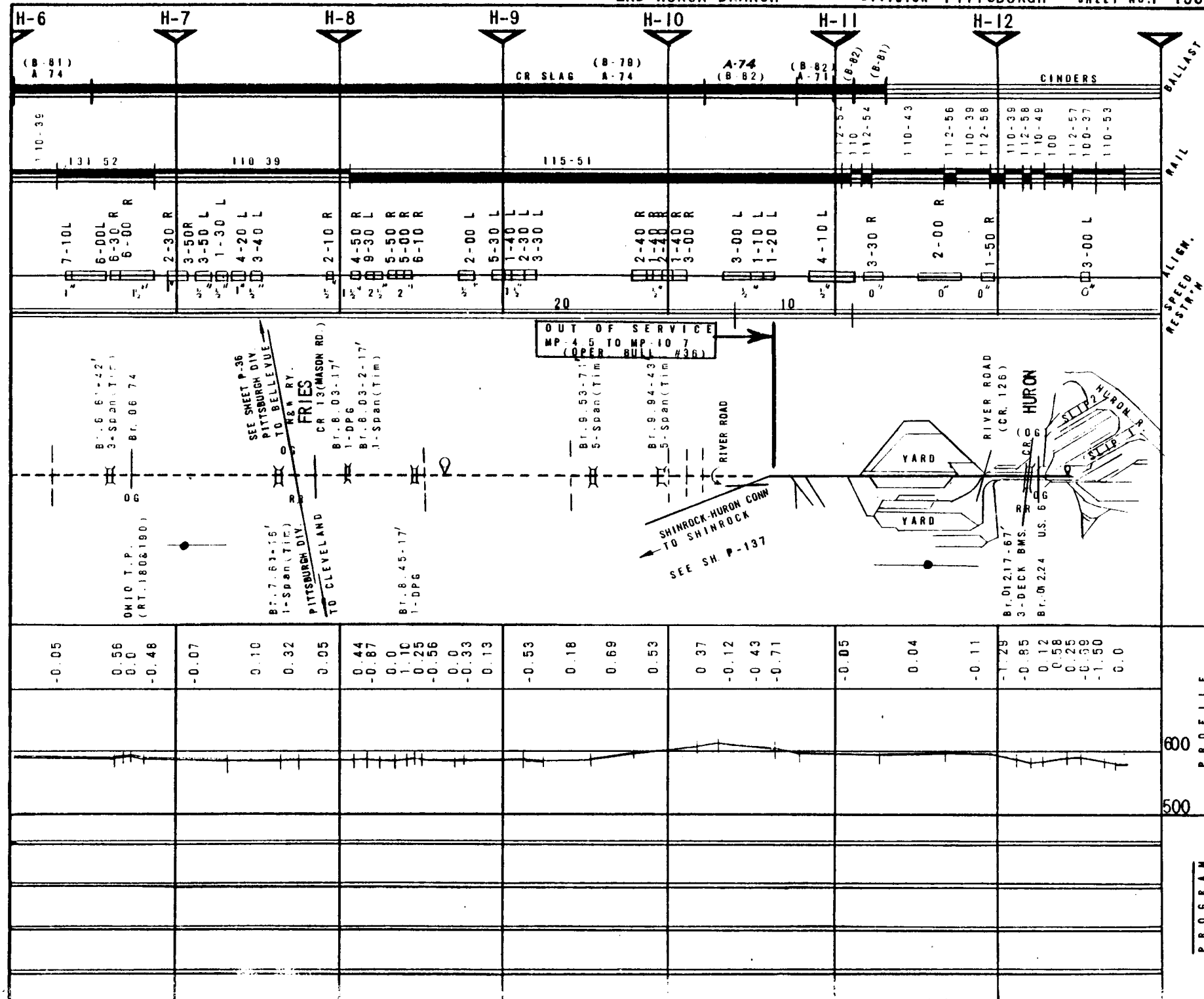




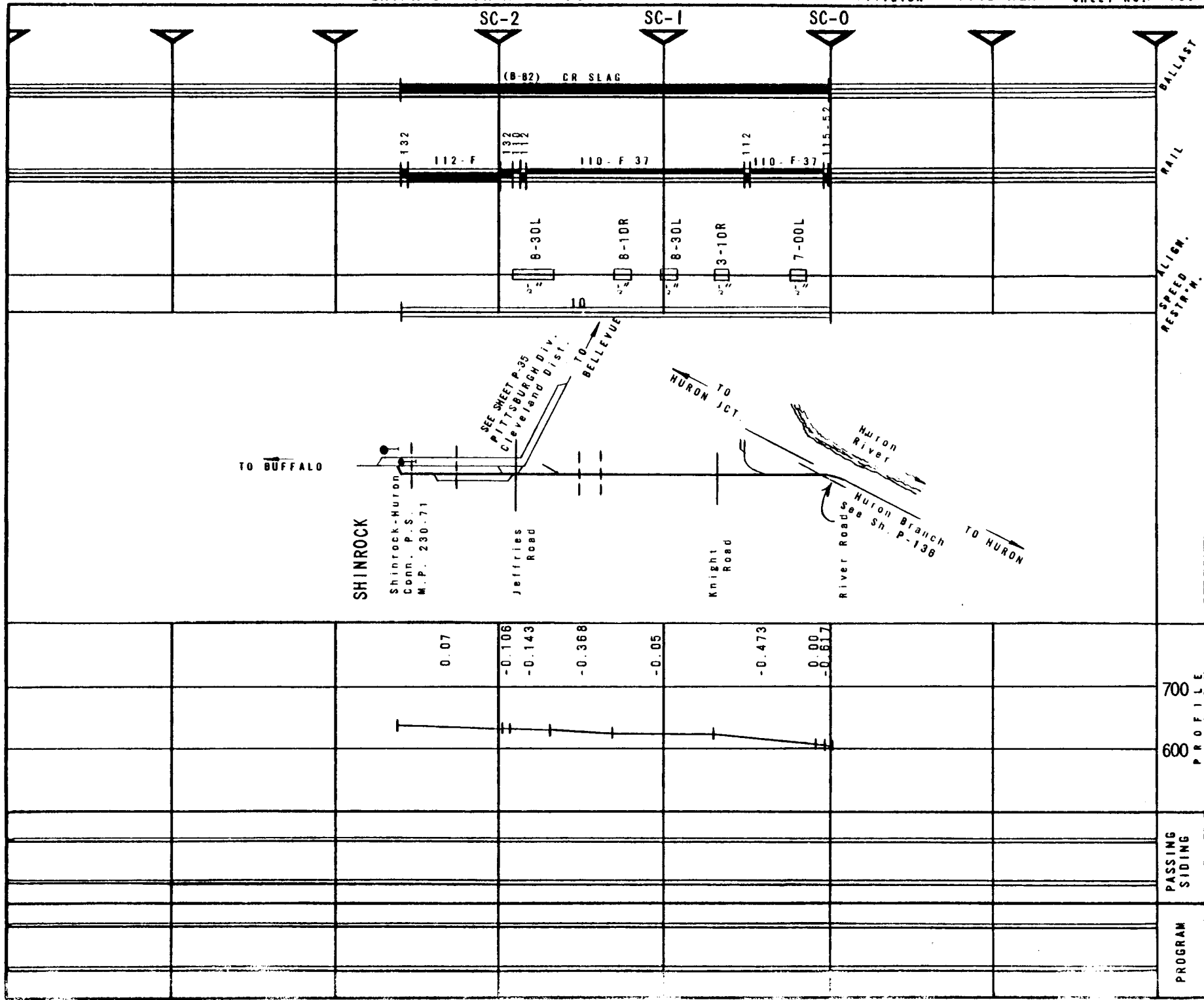


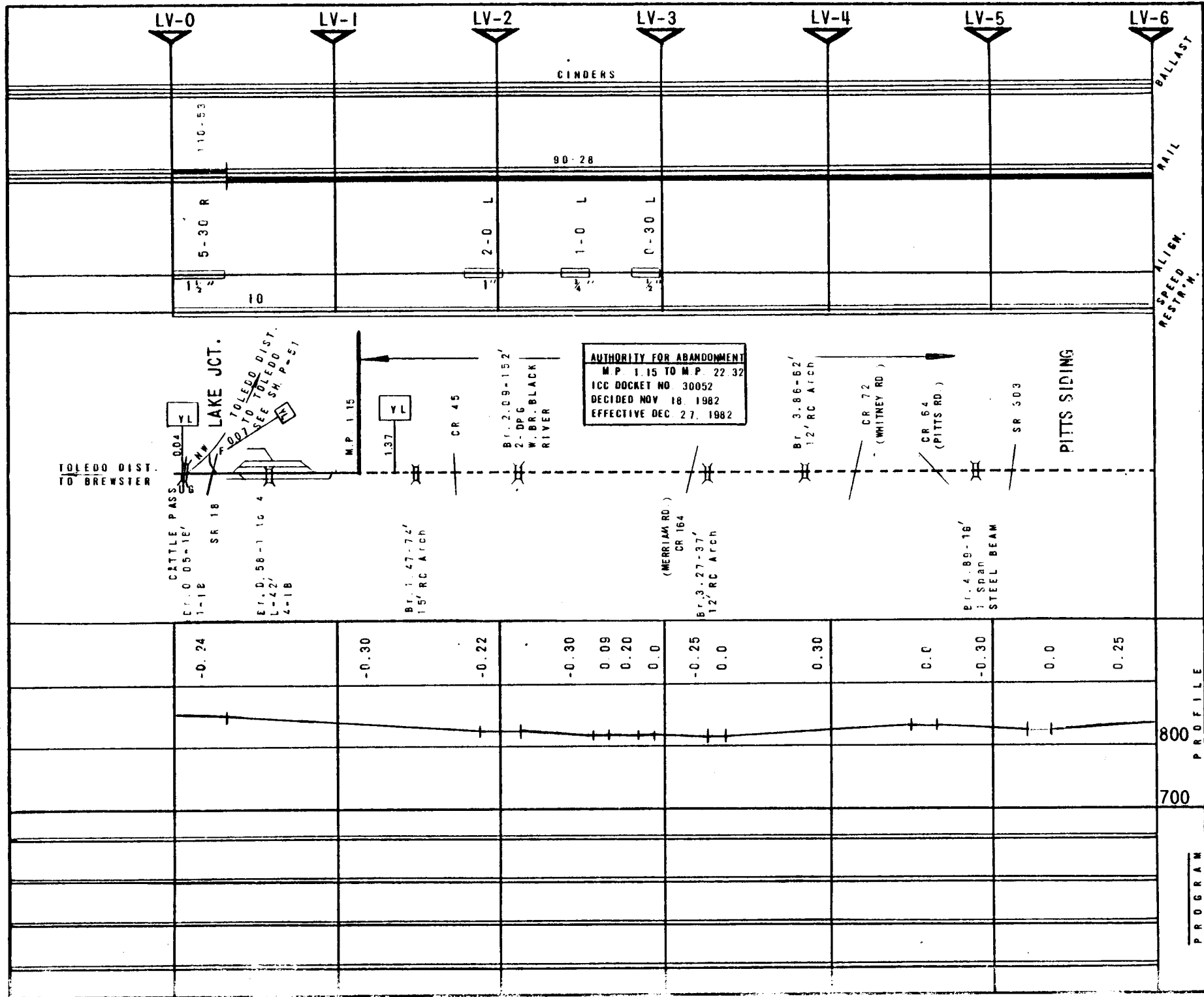


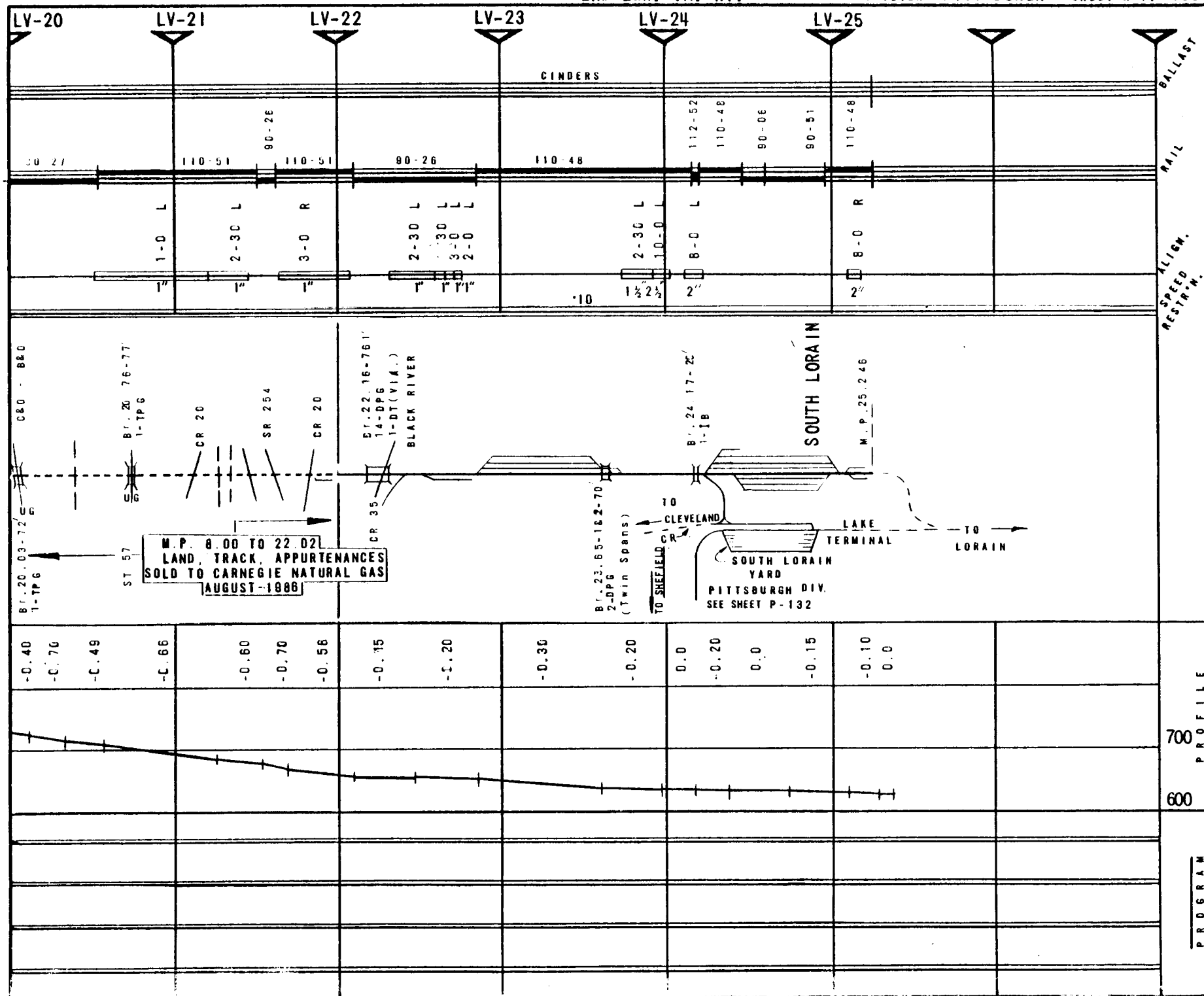


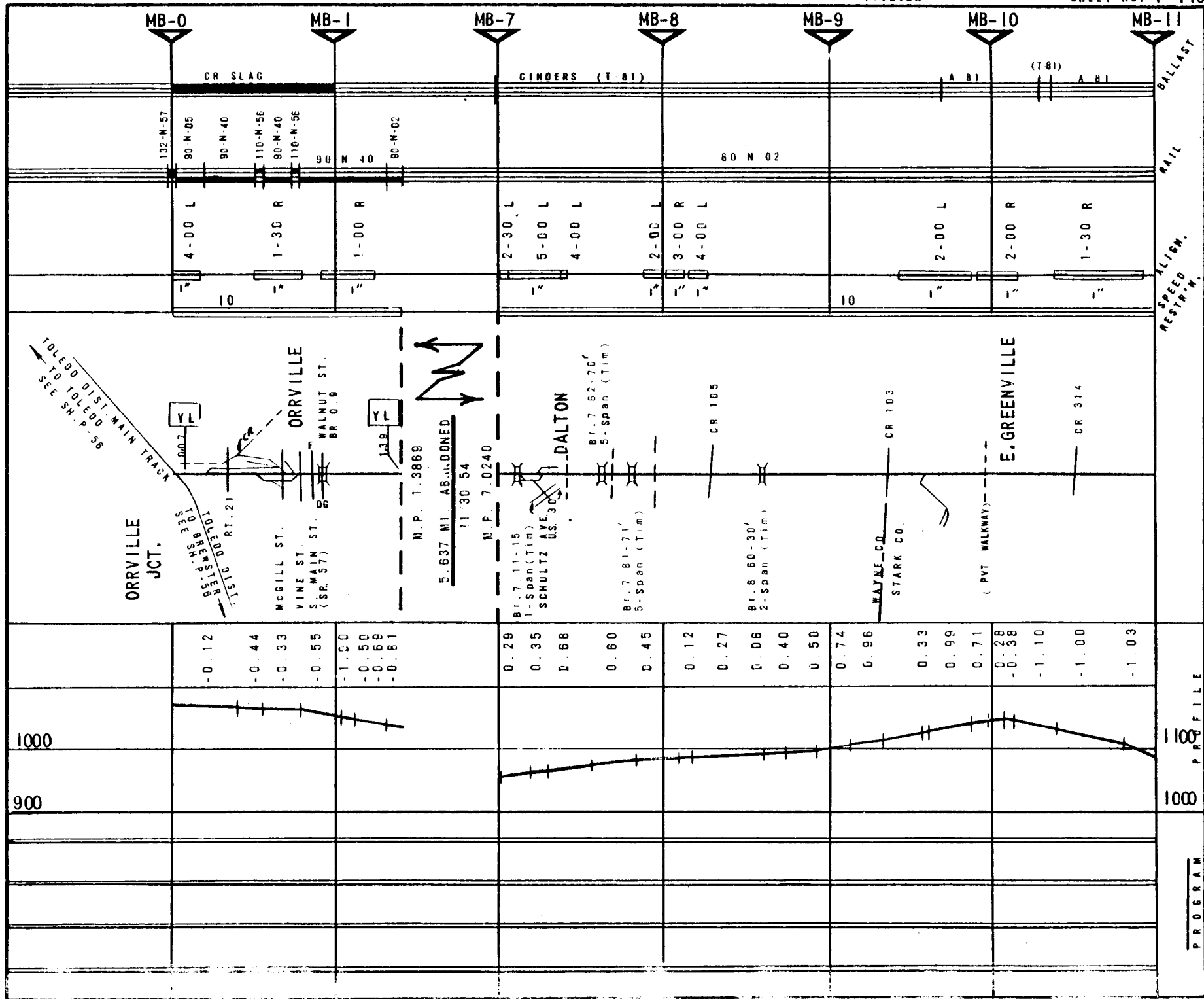


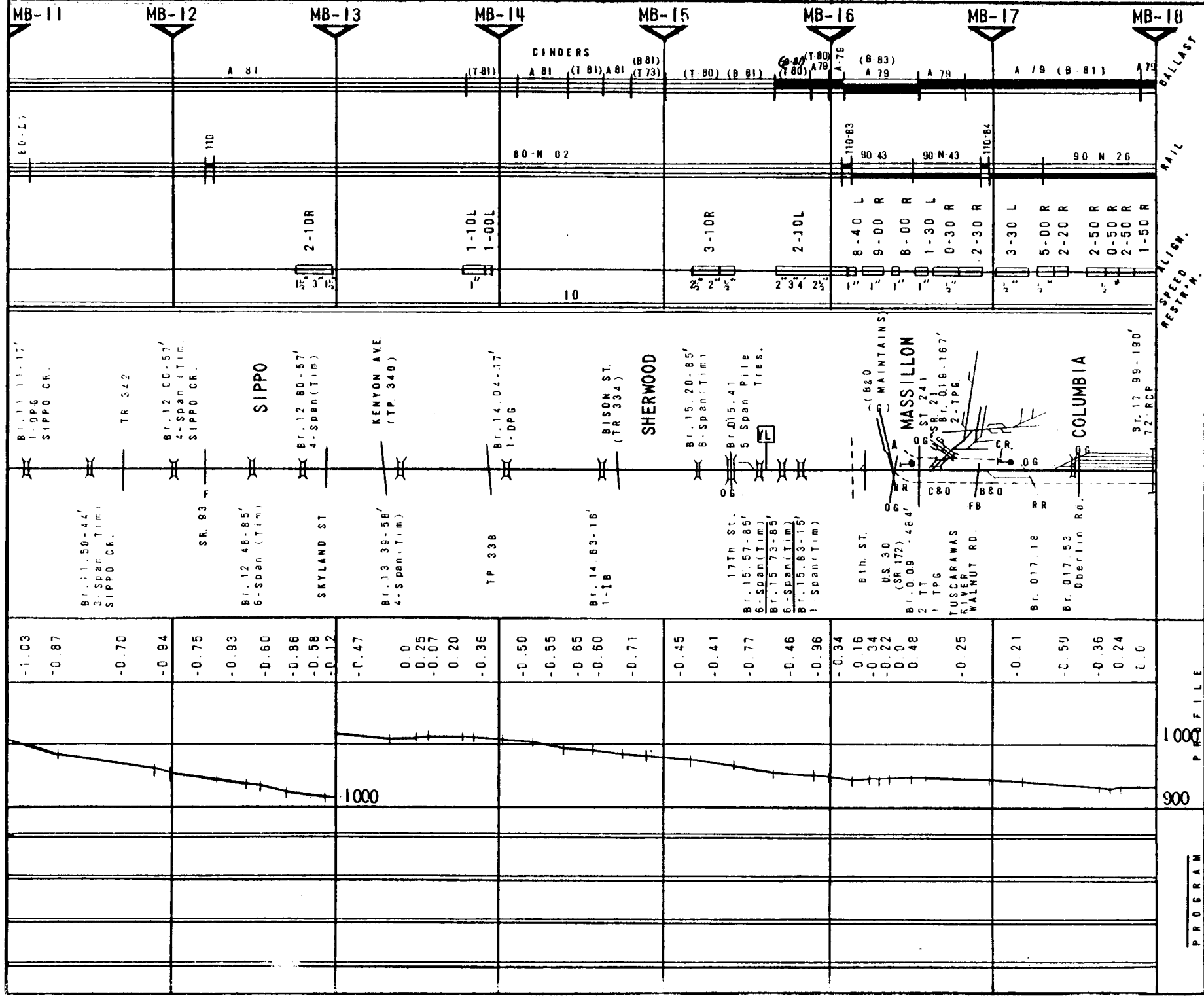
BRUNING 44-131 28828

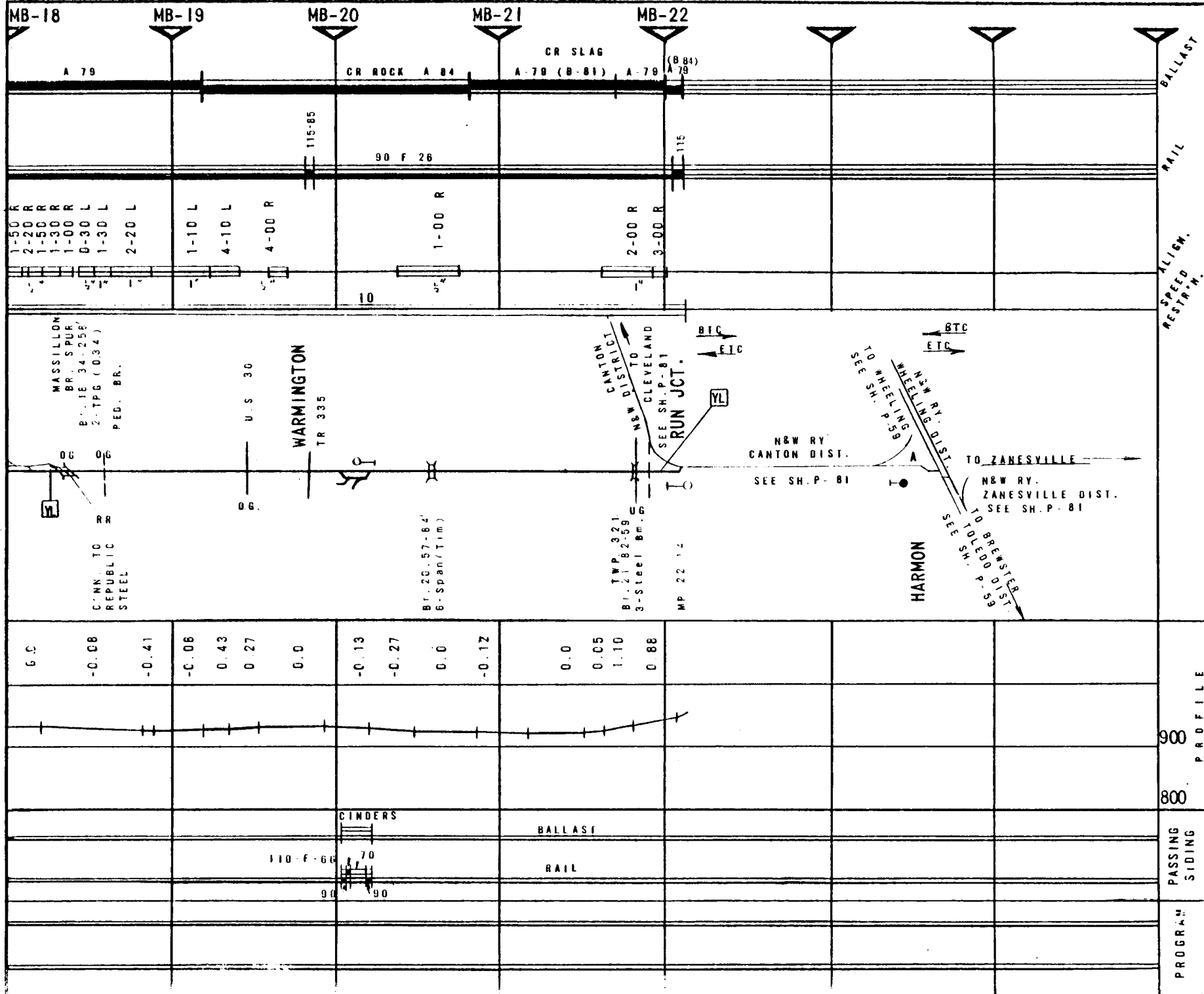


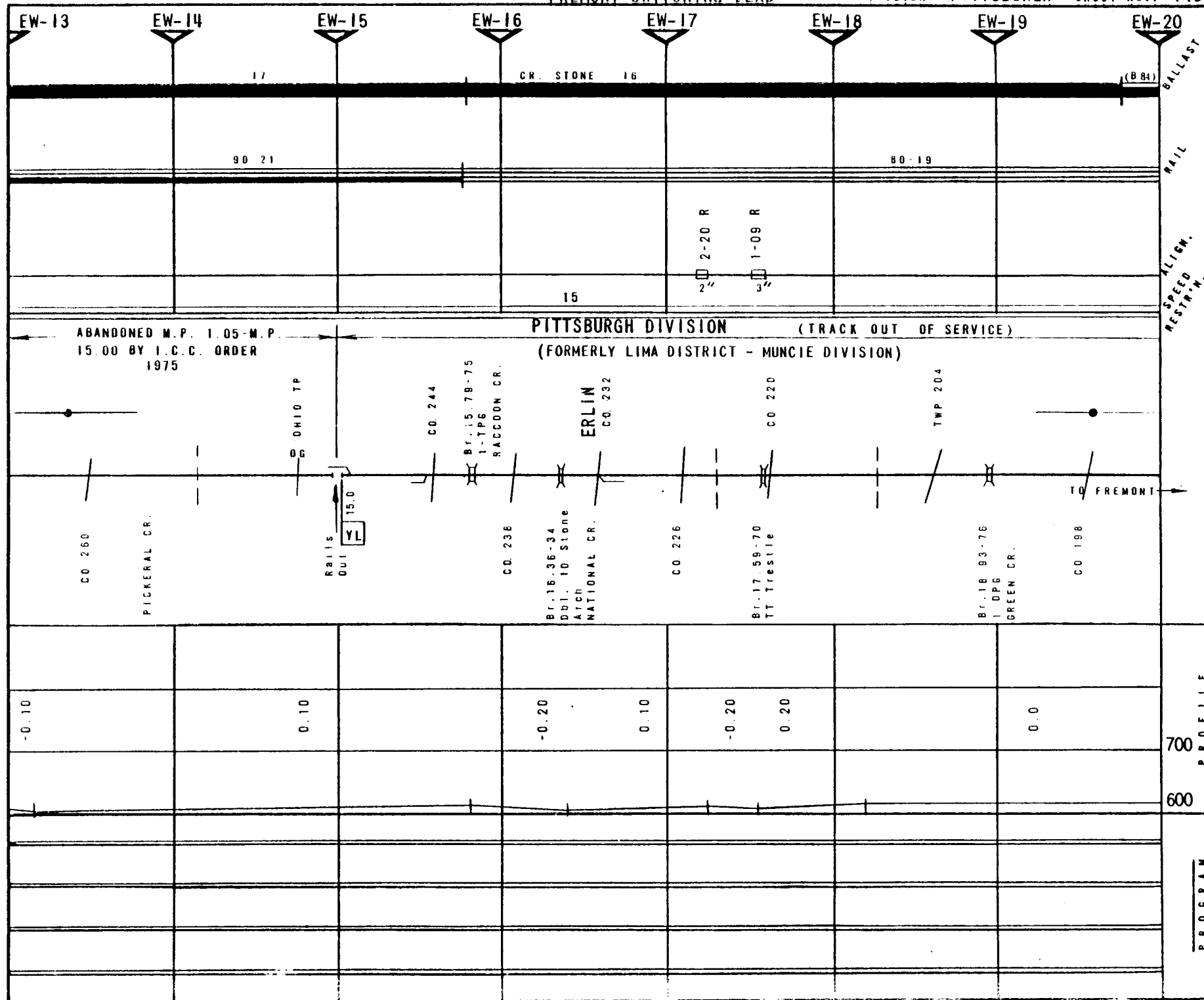


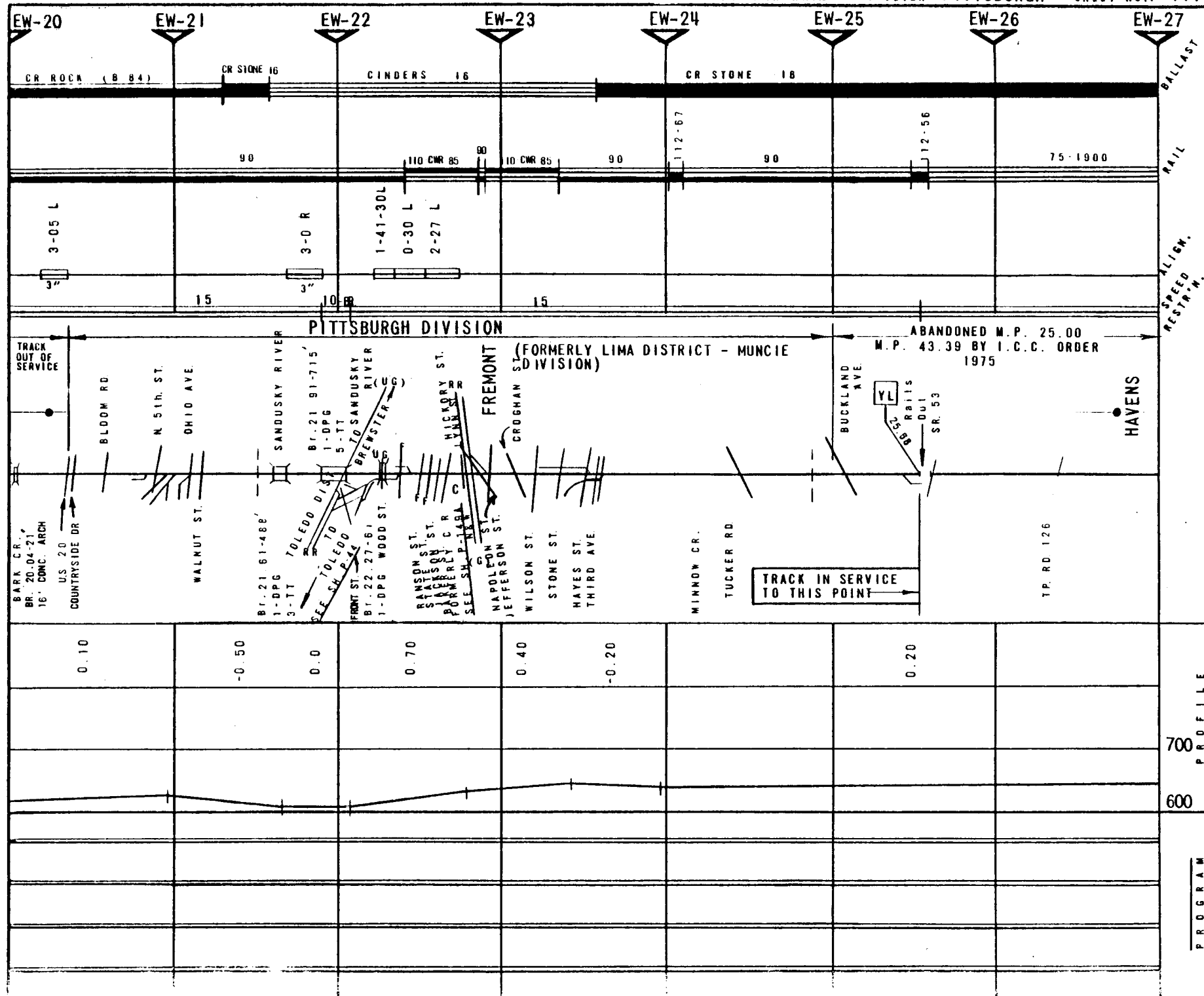




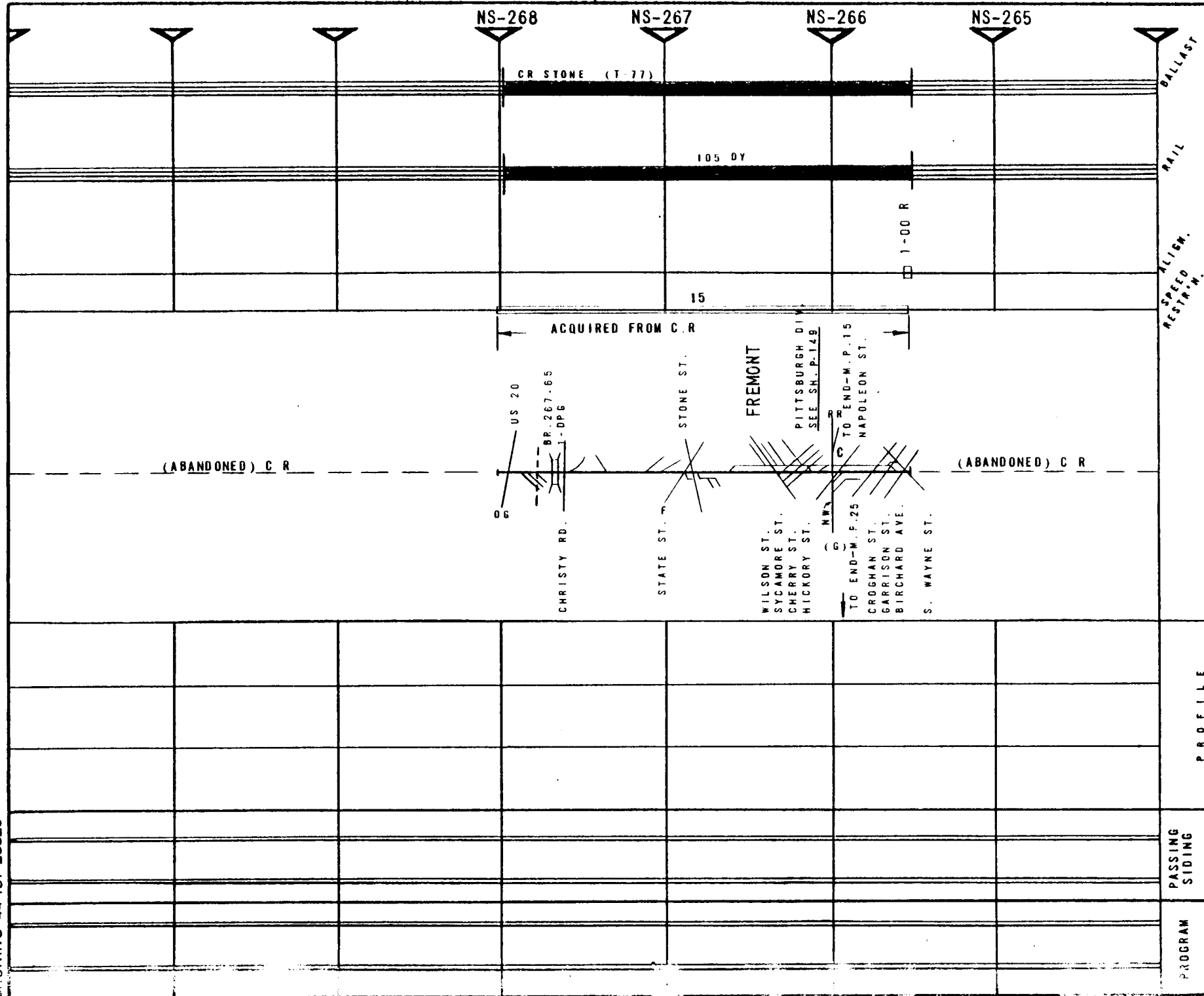


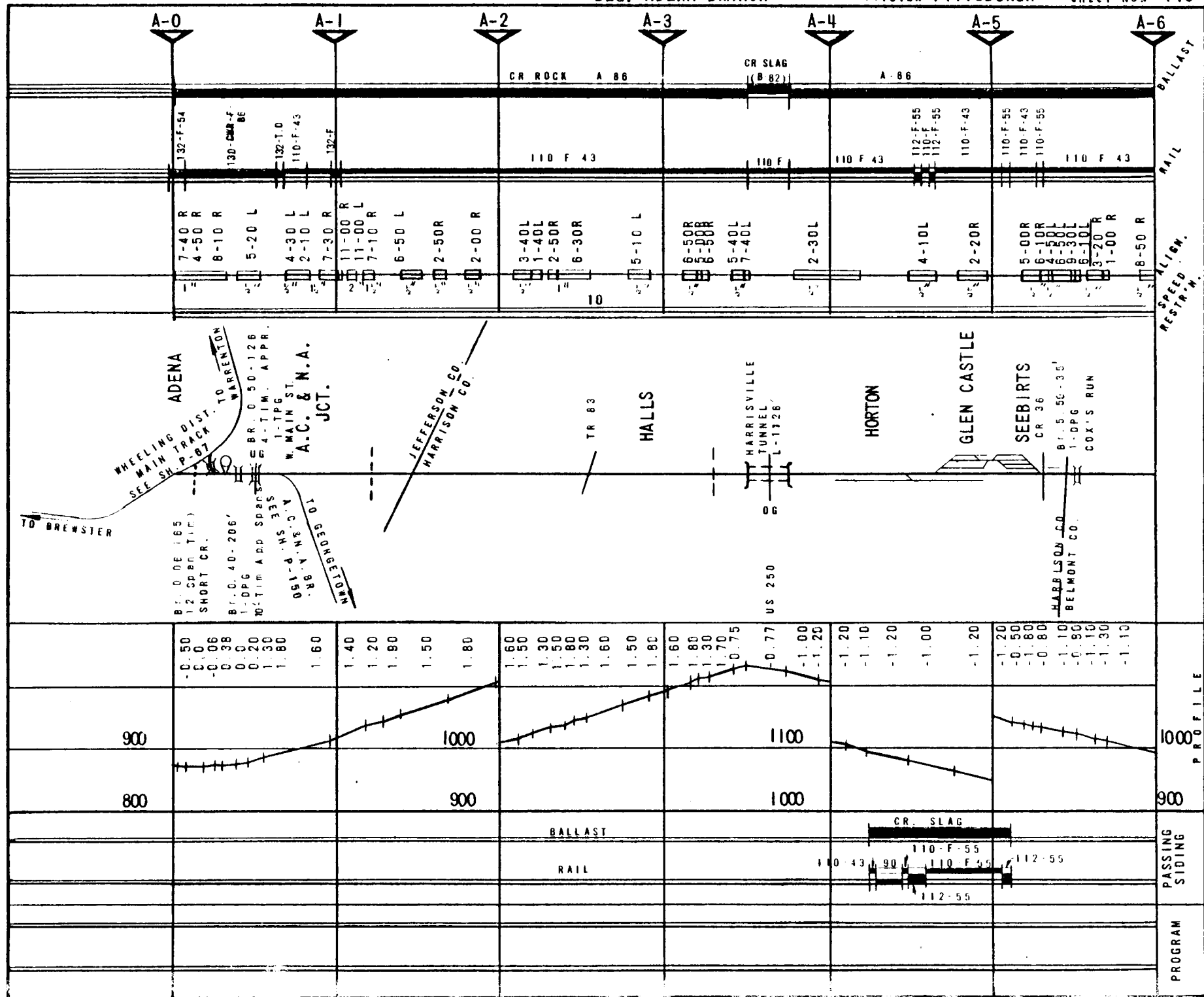


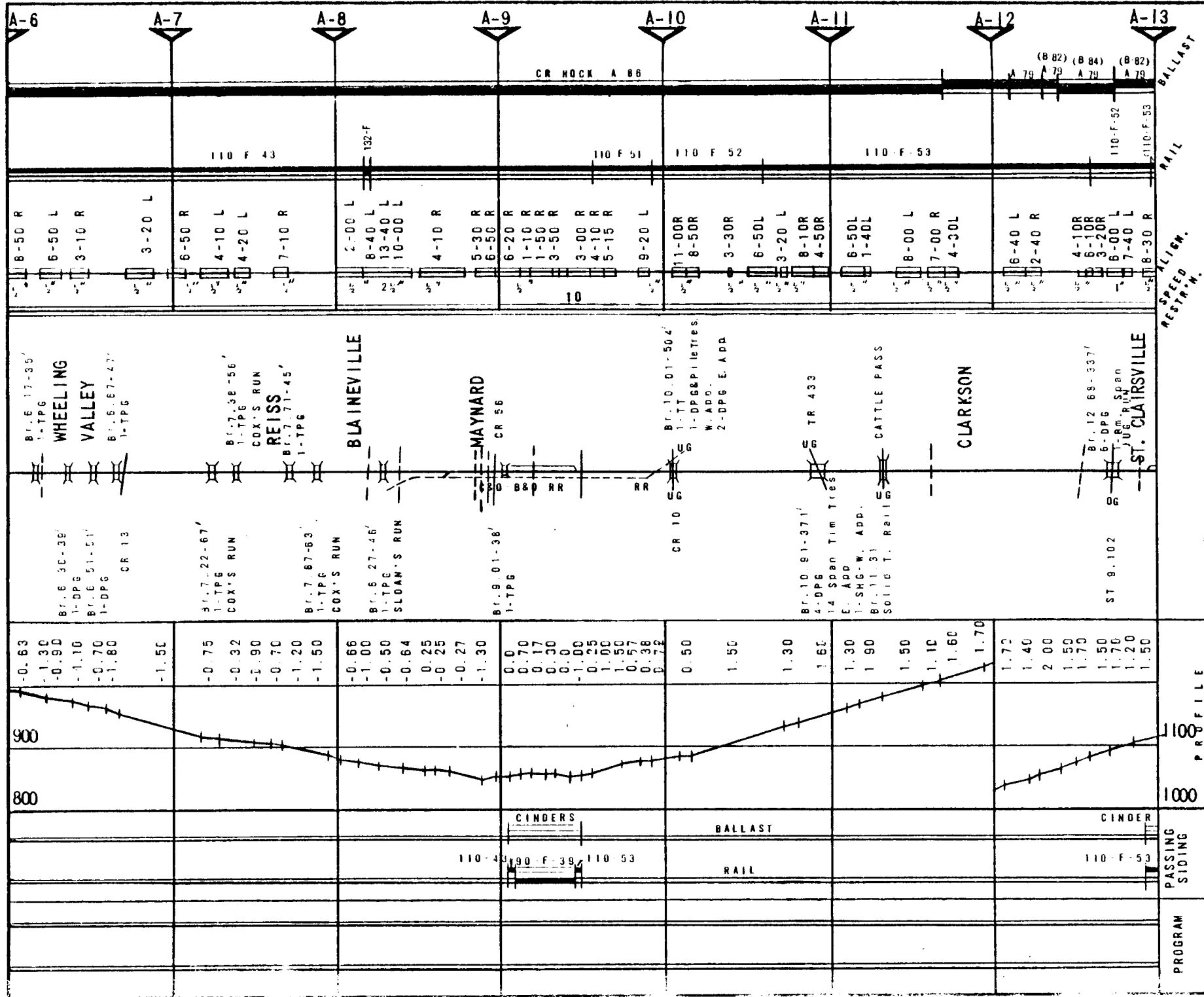


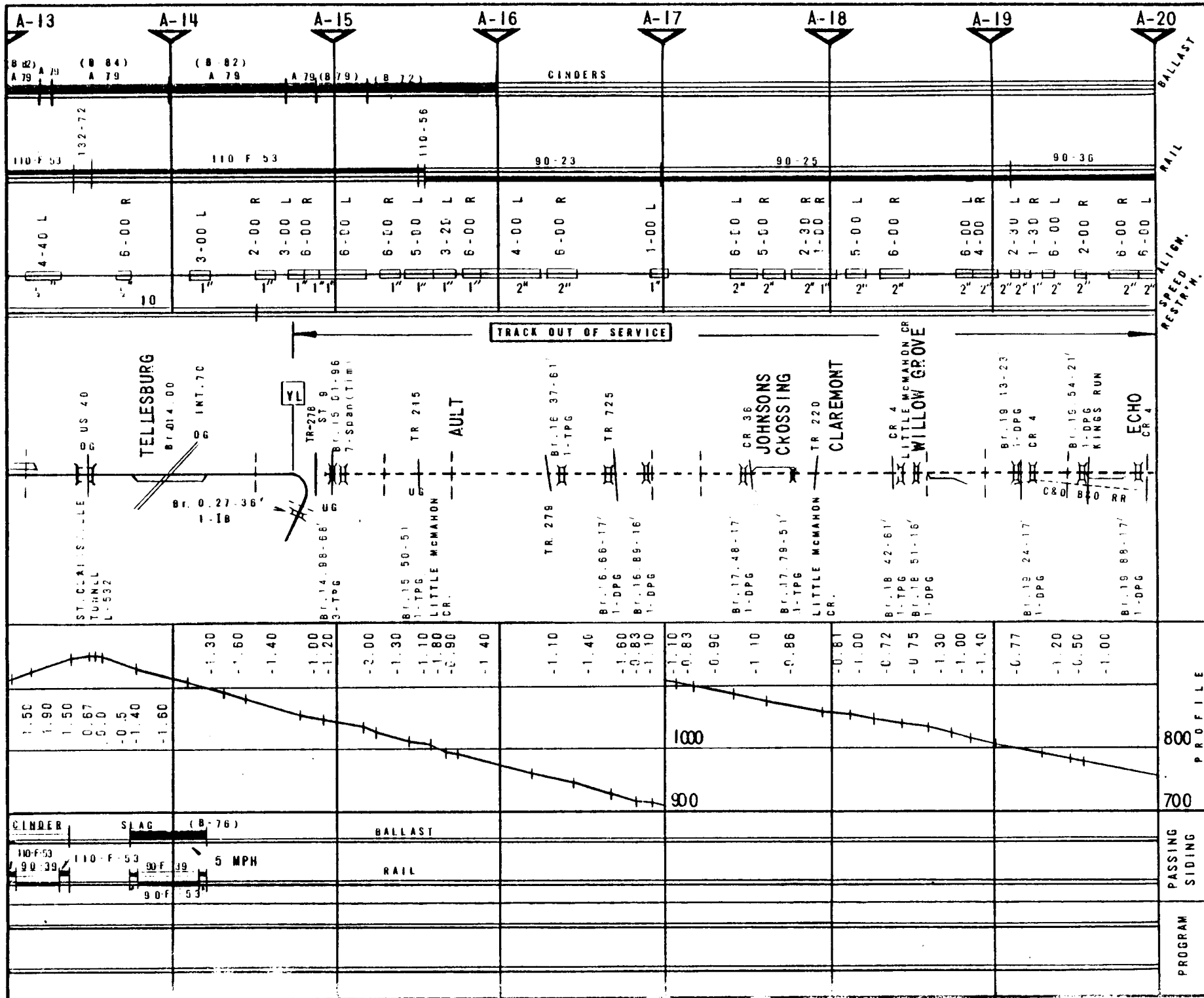


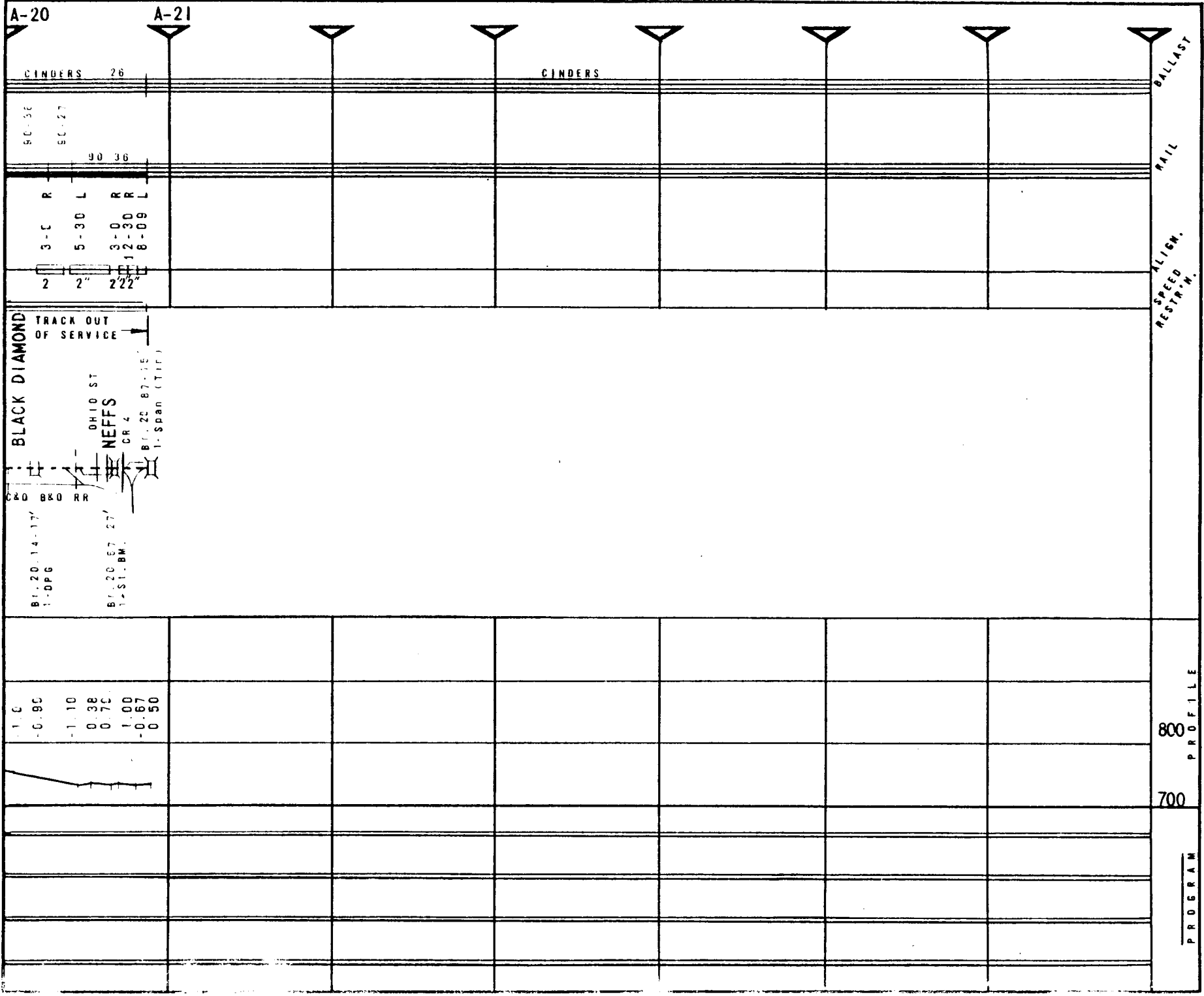
BRUNING 44-131 28828

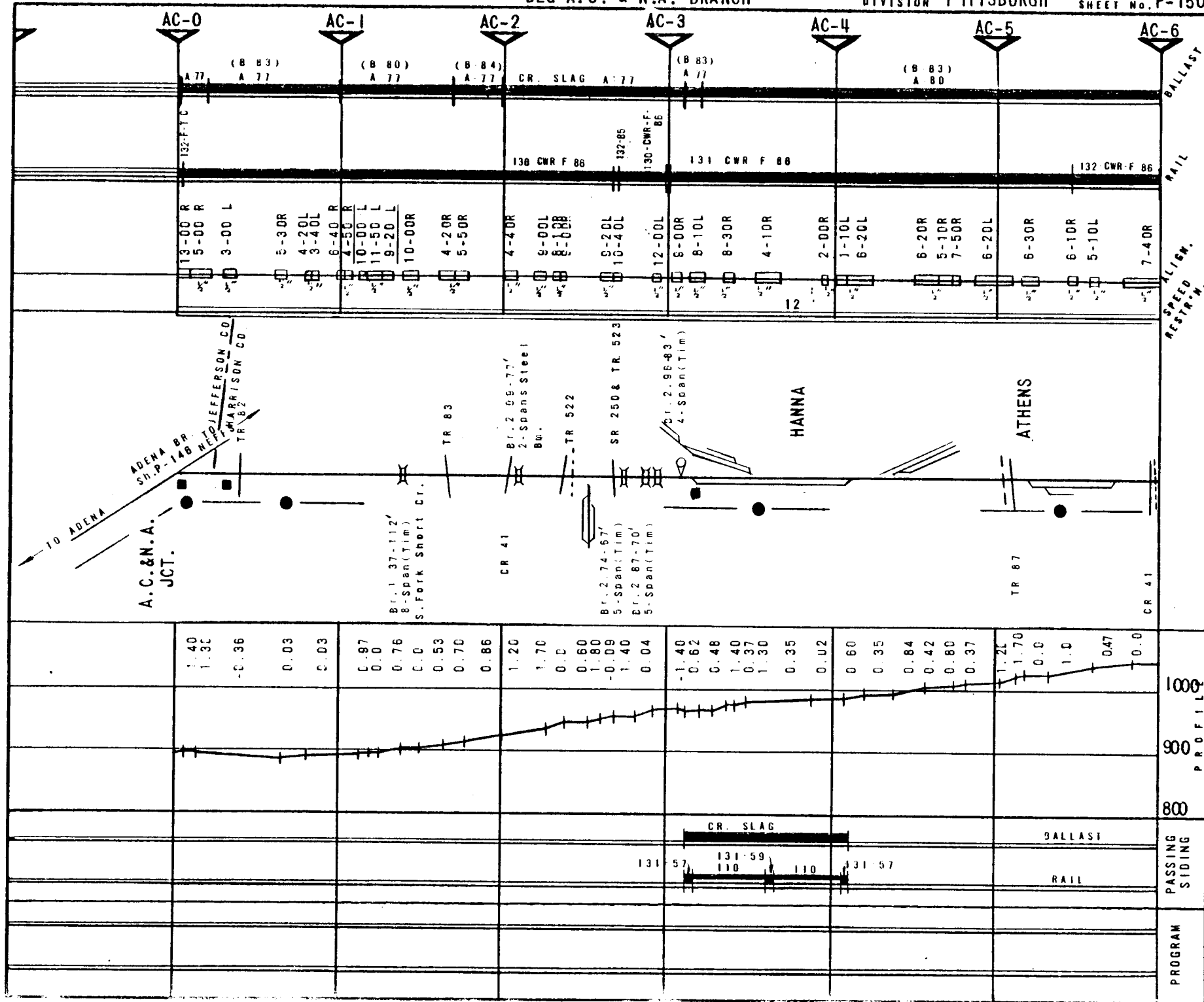


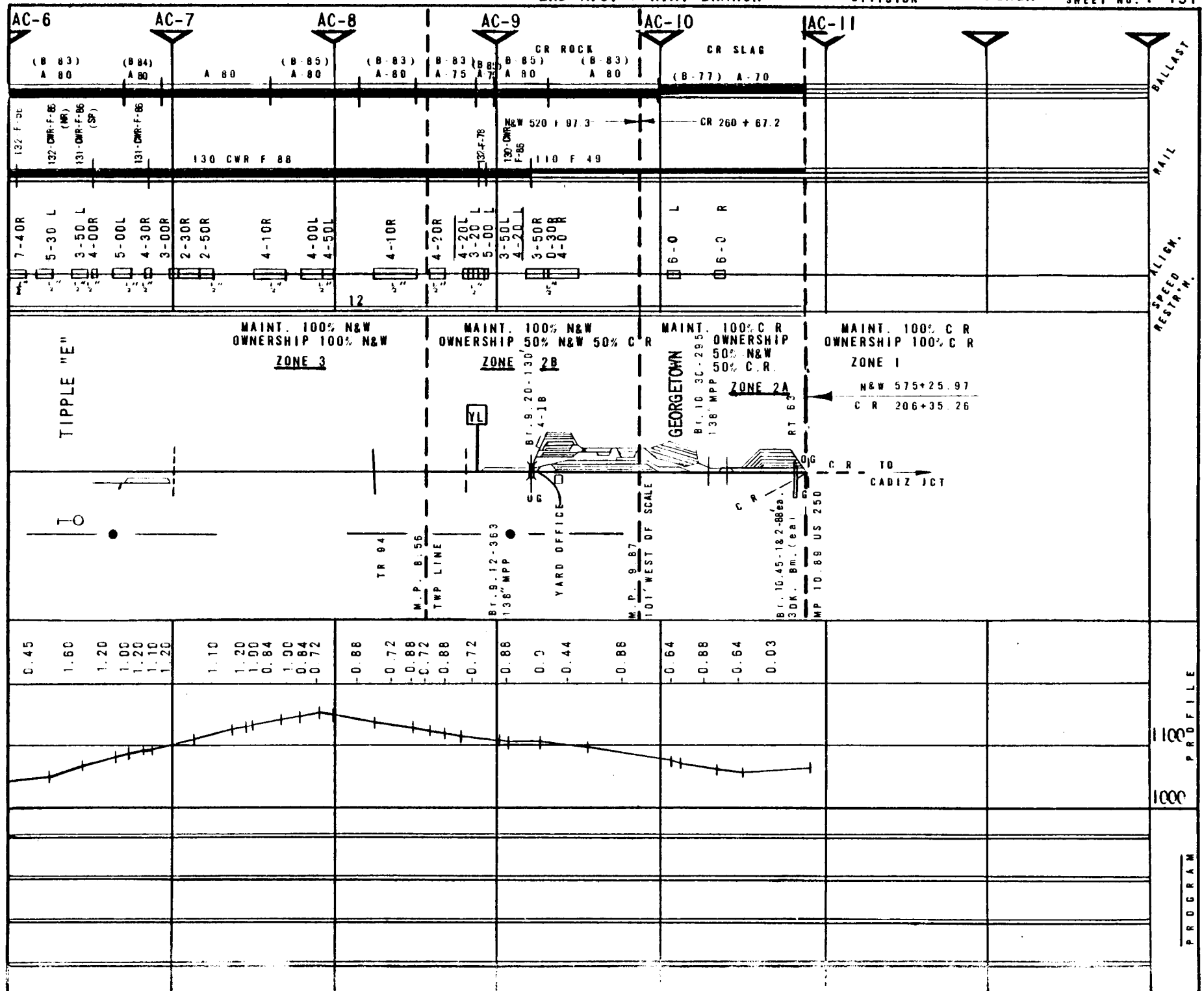


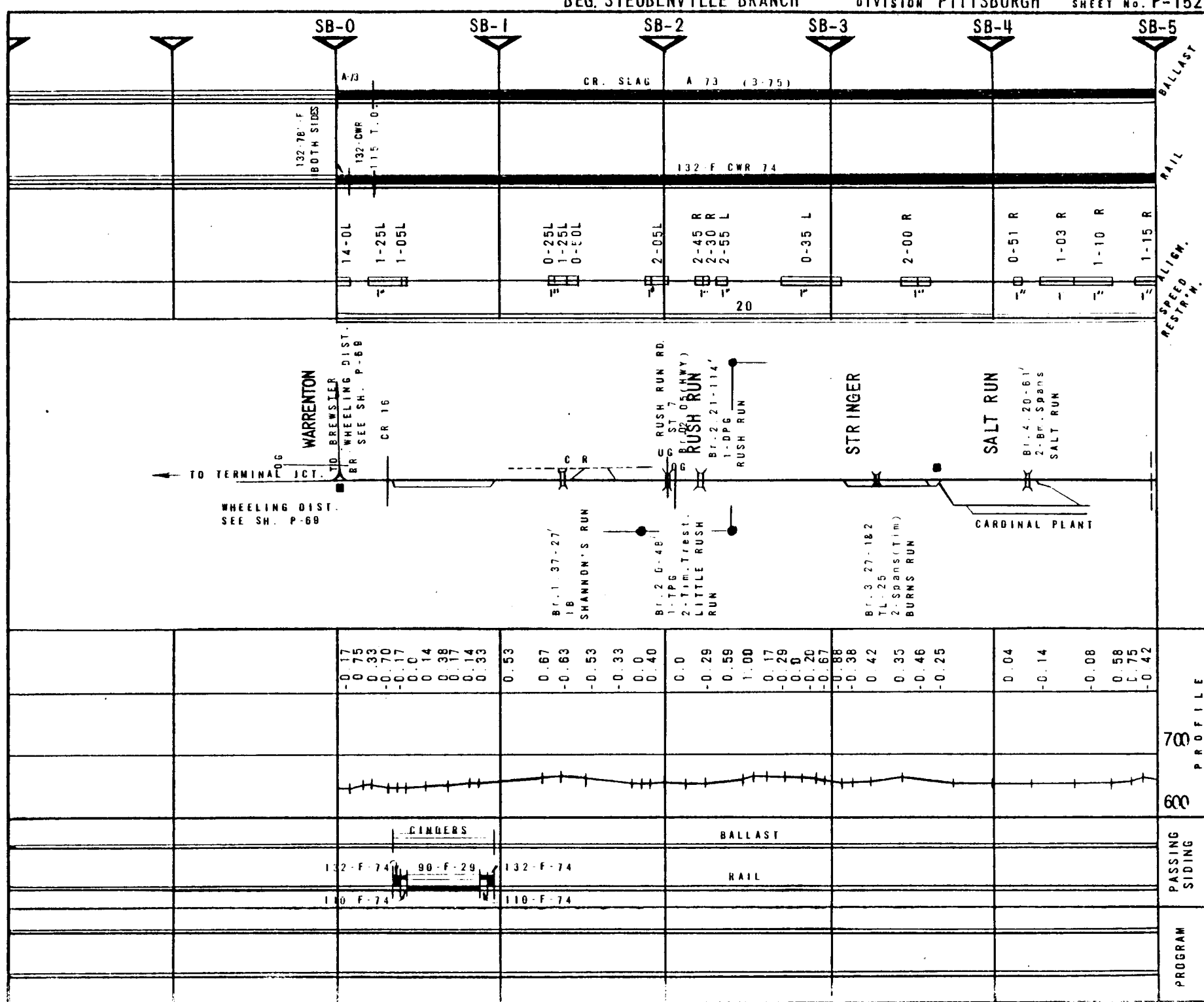


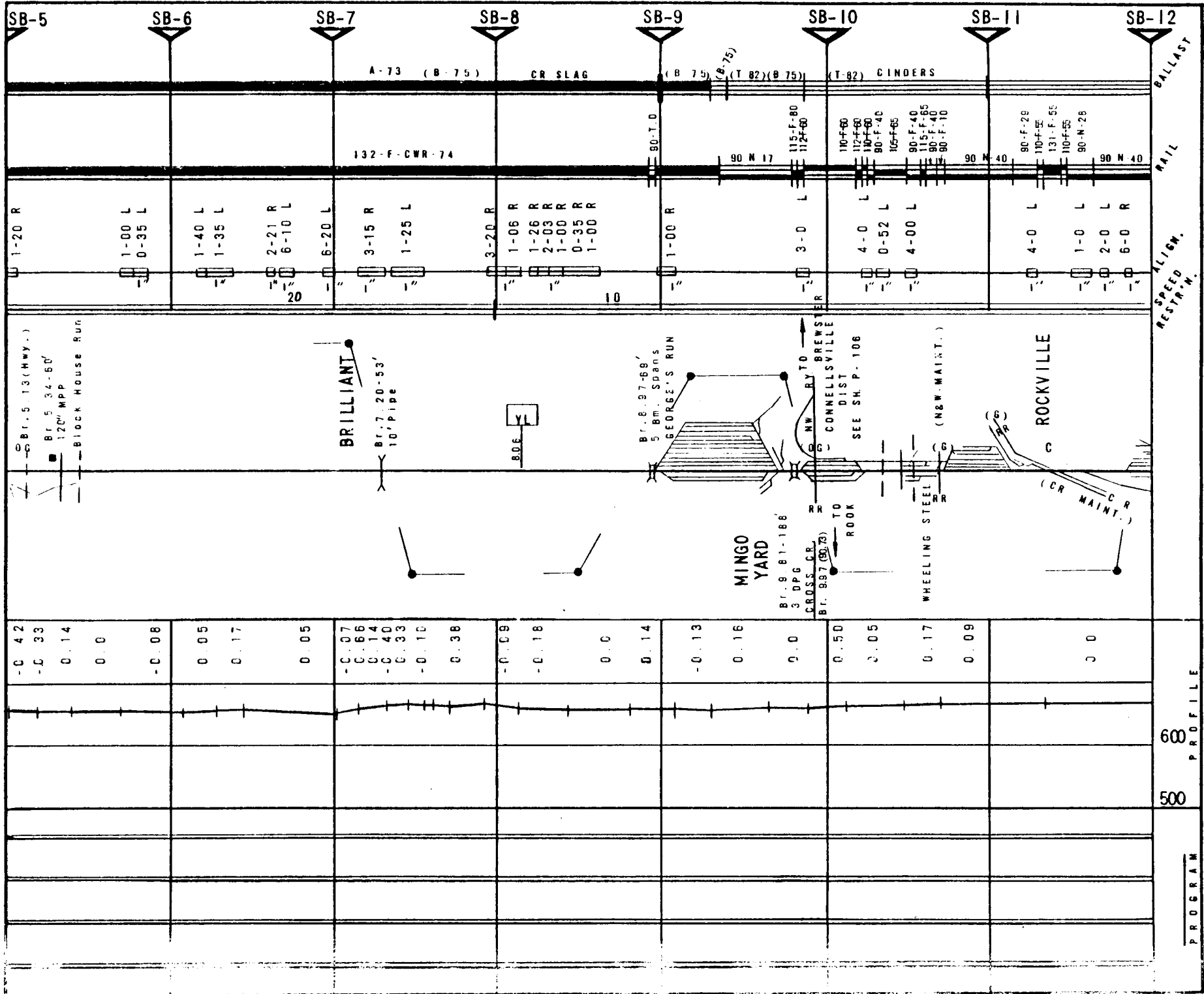


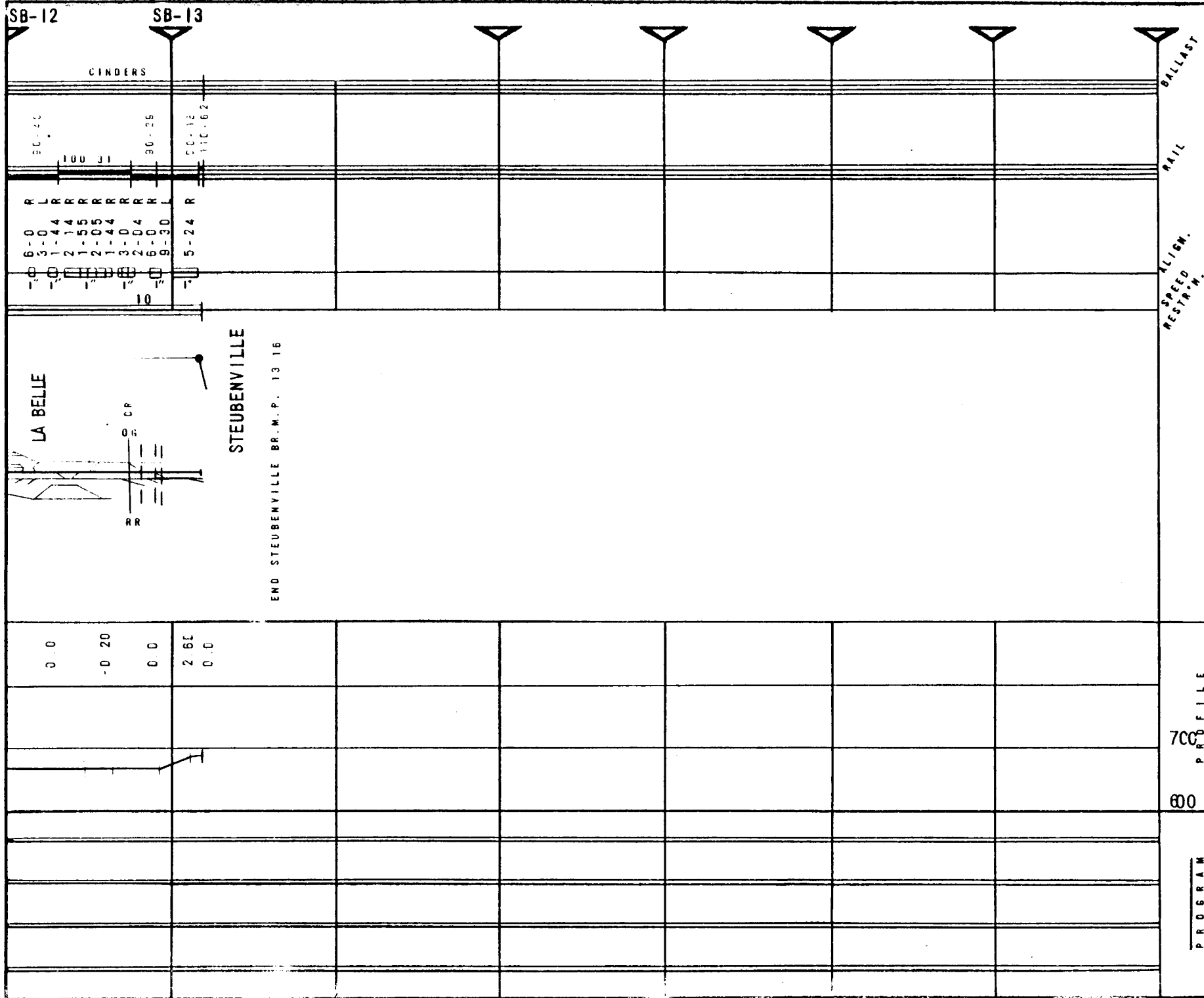


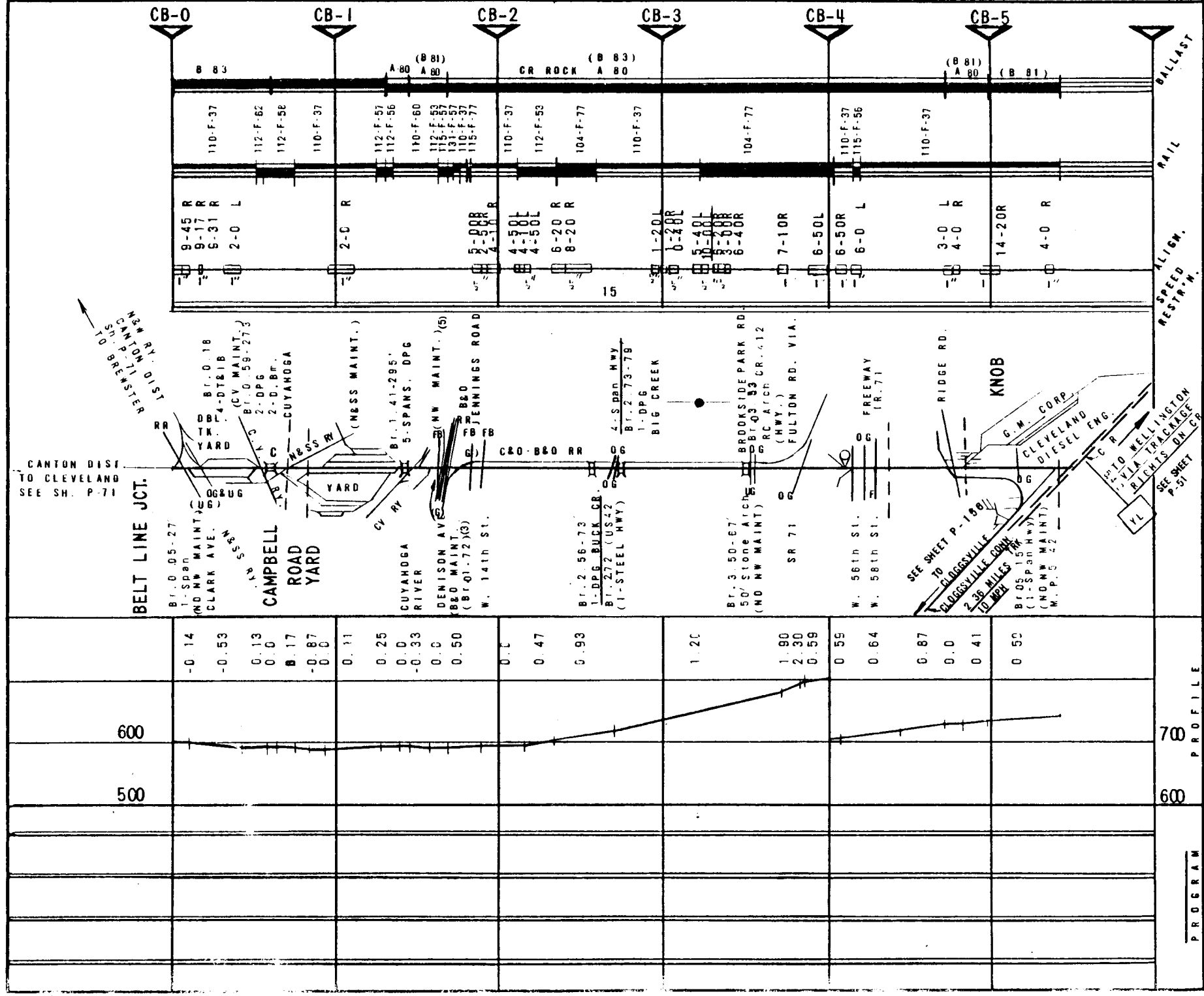










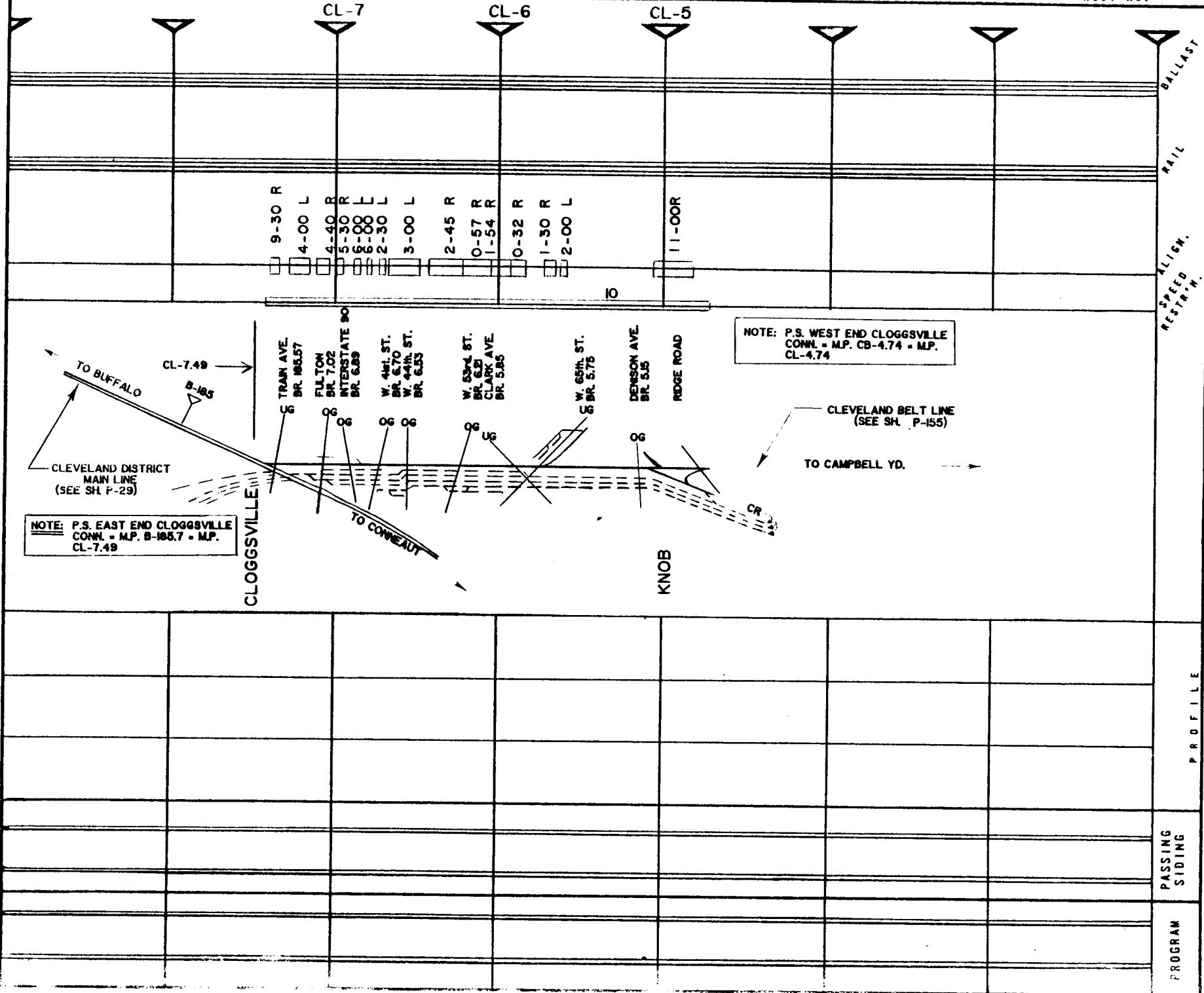


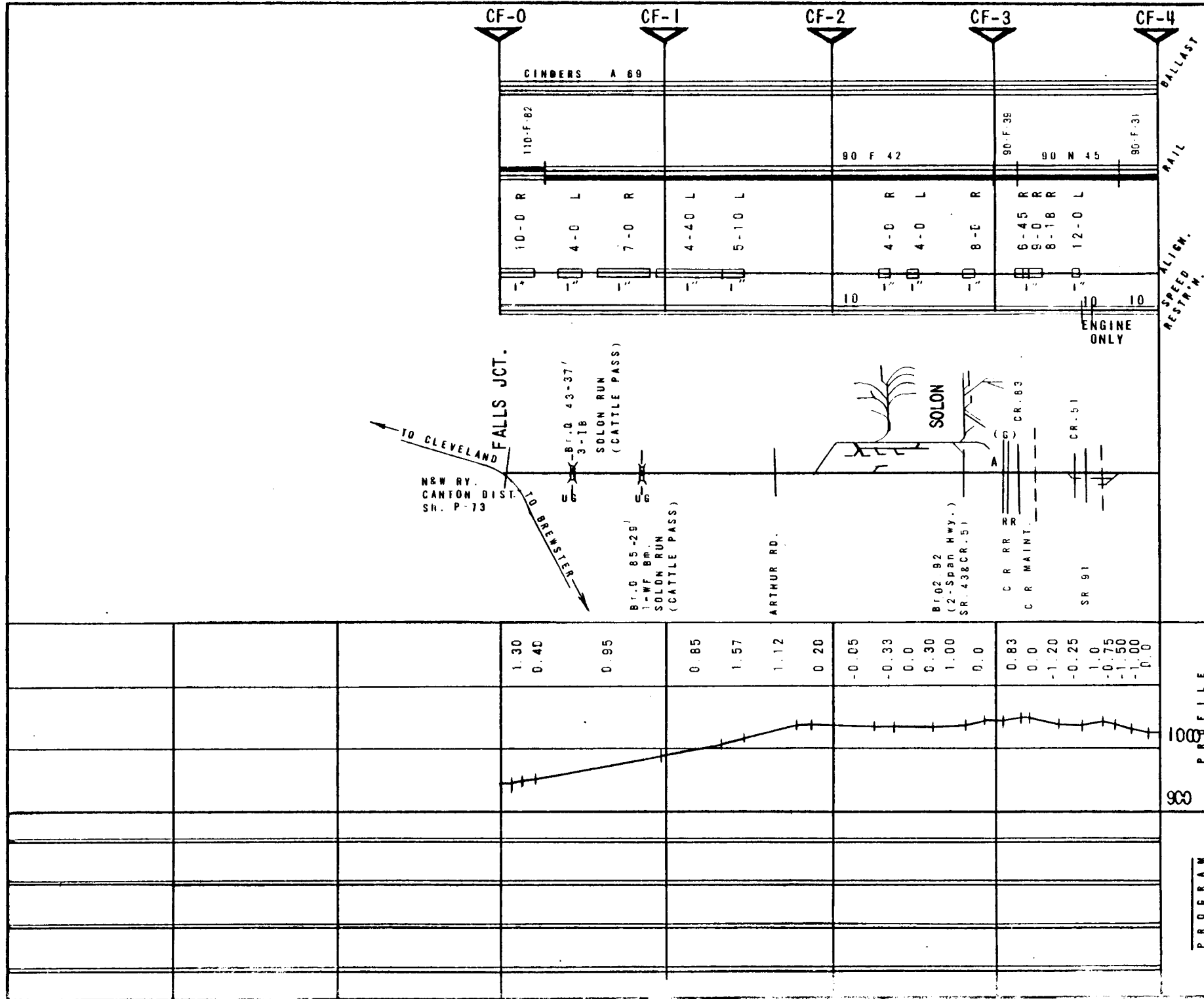
BRUNING 44-131 28828

CLOGGSVILLE CONNECTION

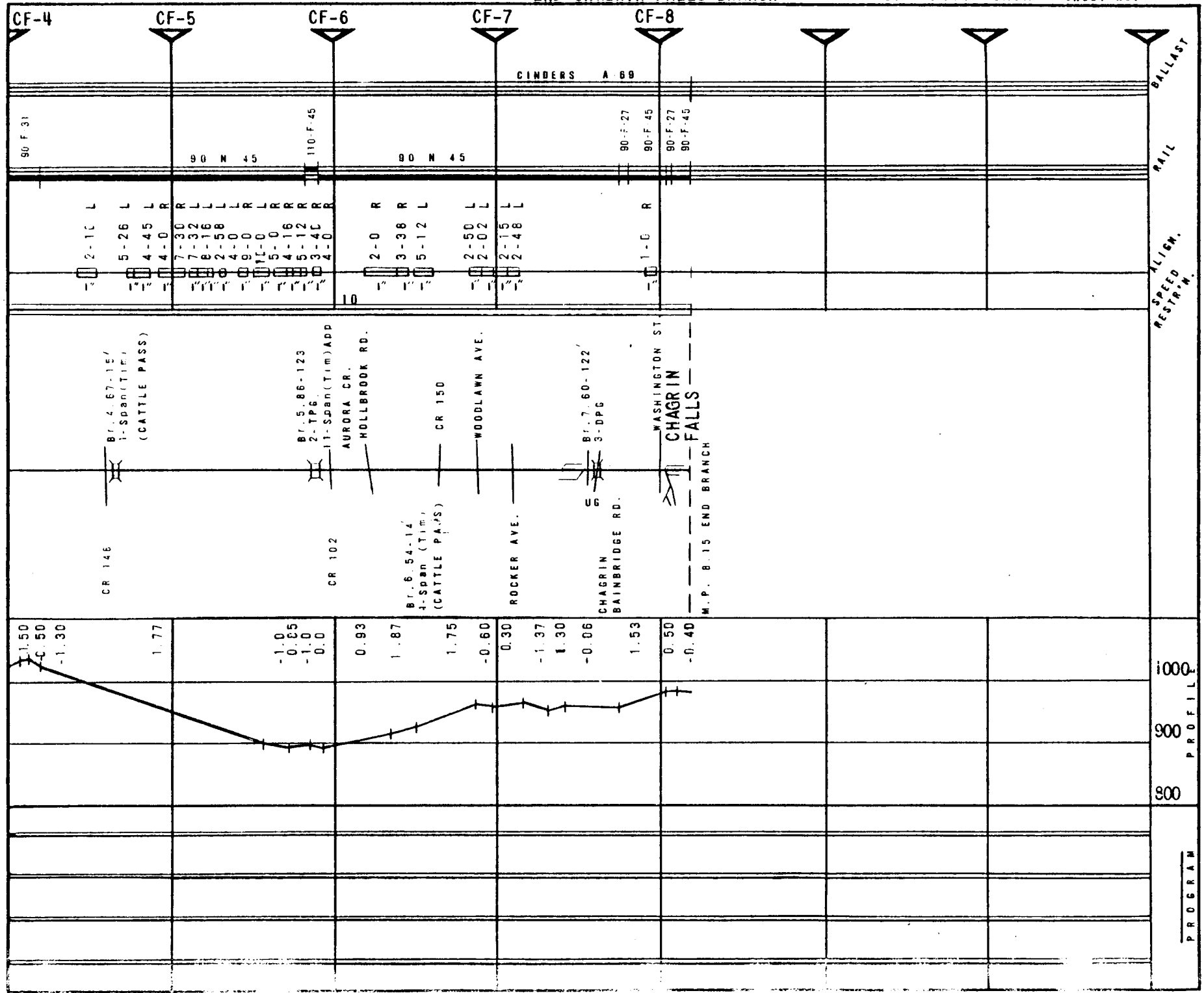
DIVISION PITTSBURGH

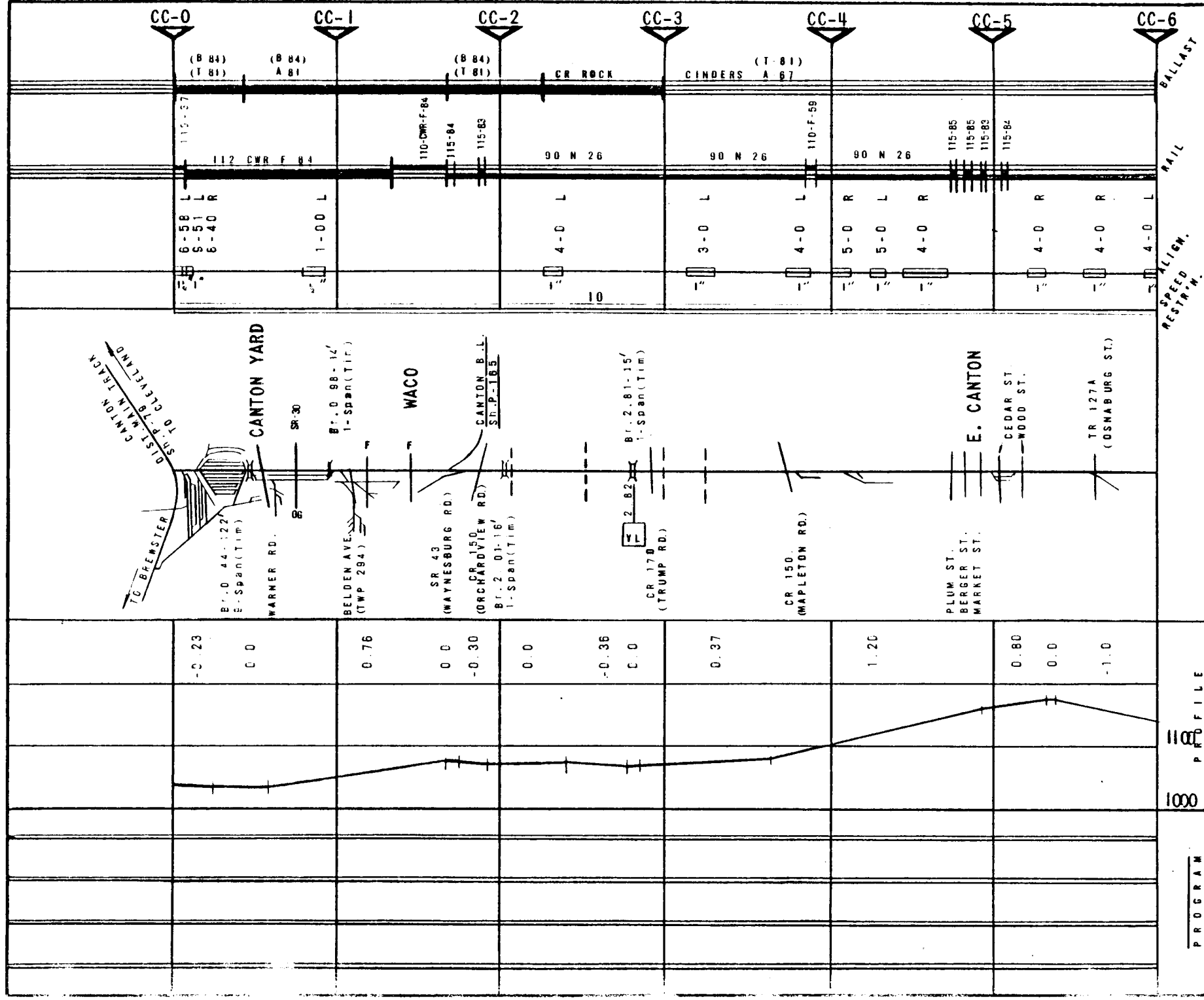
SHEET NO. P-156

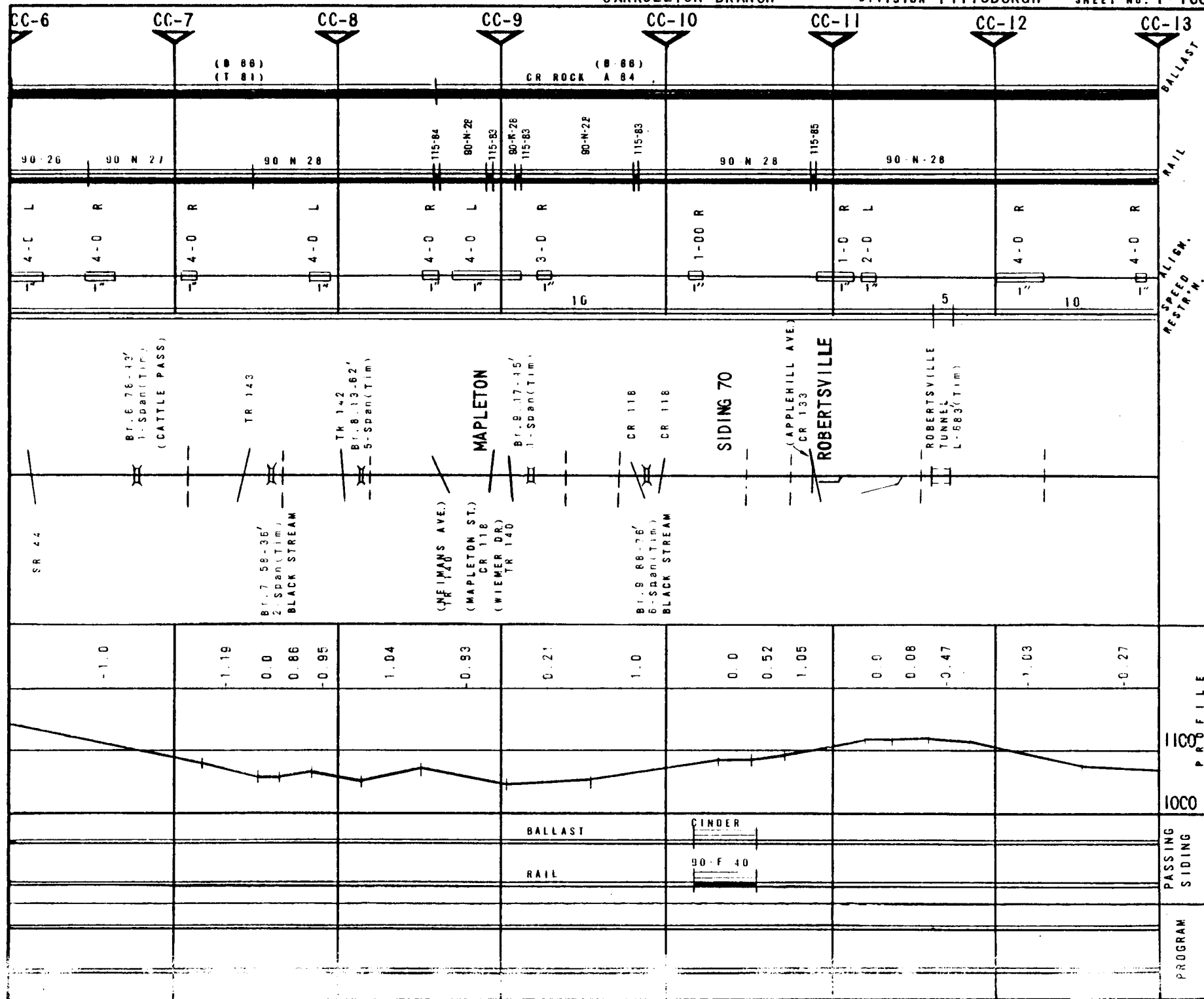


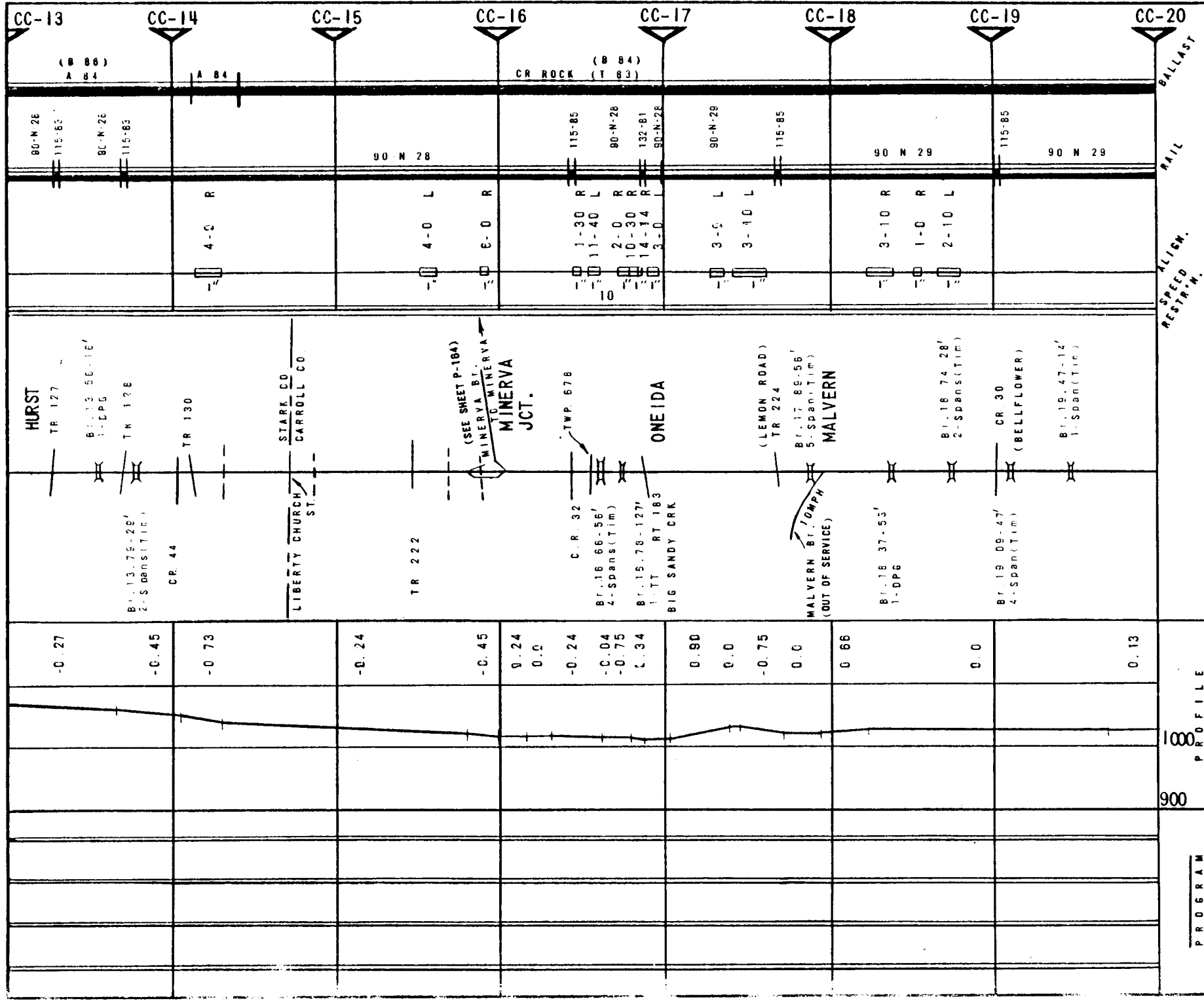


CSCC REORDER A-26830



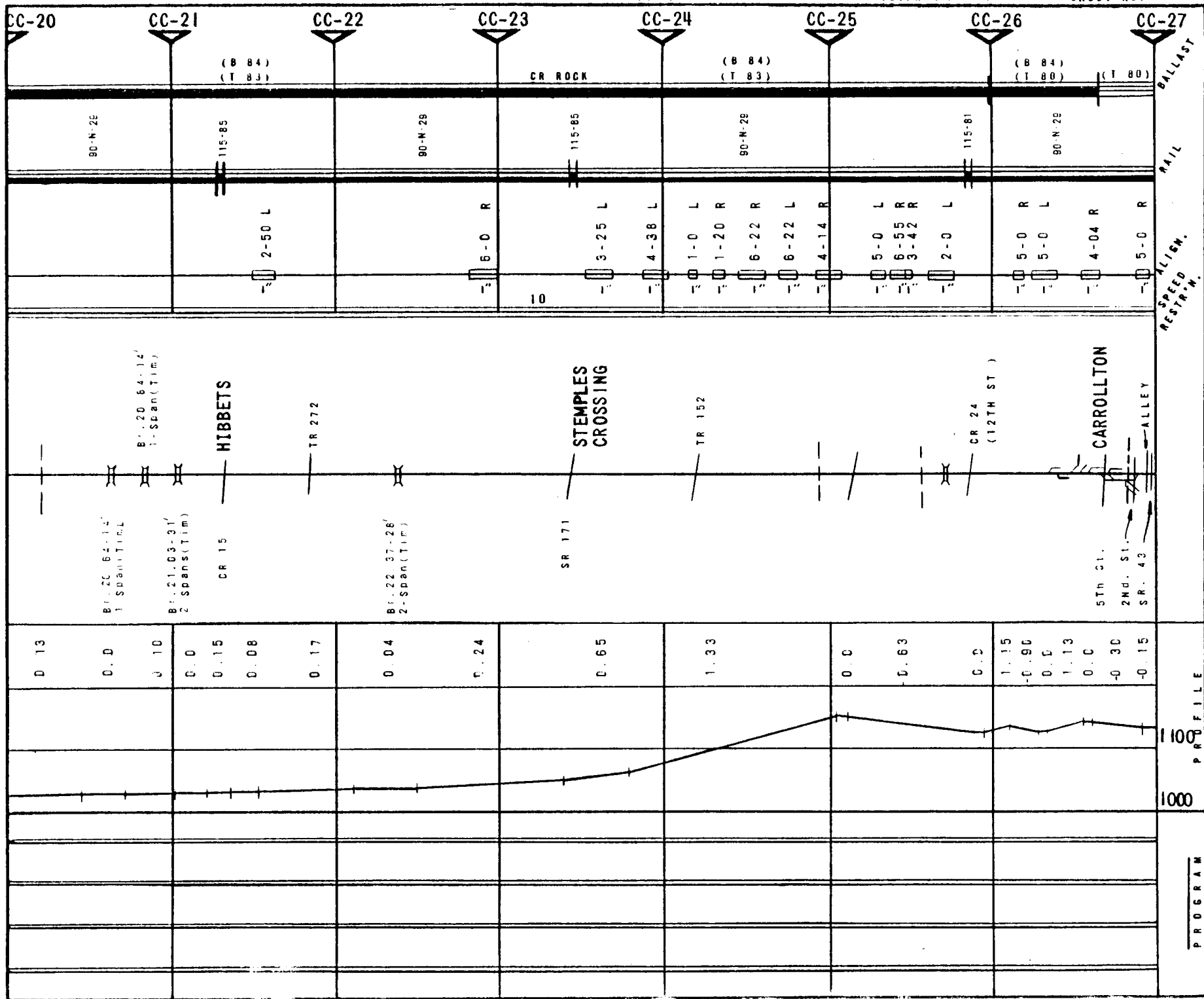


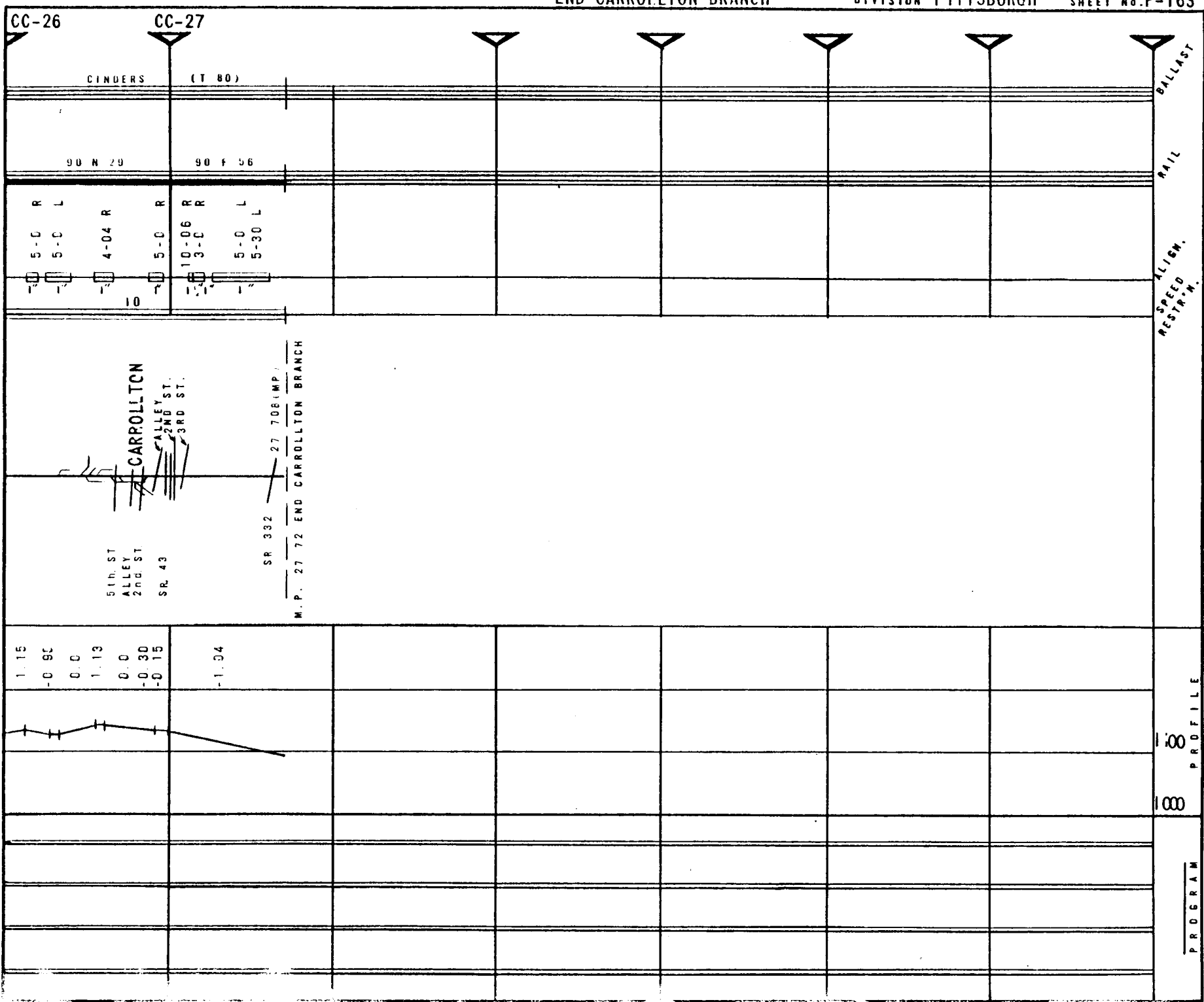


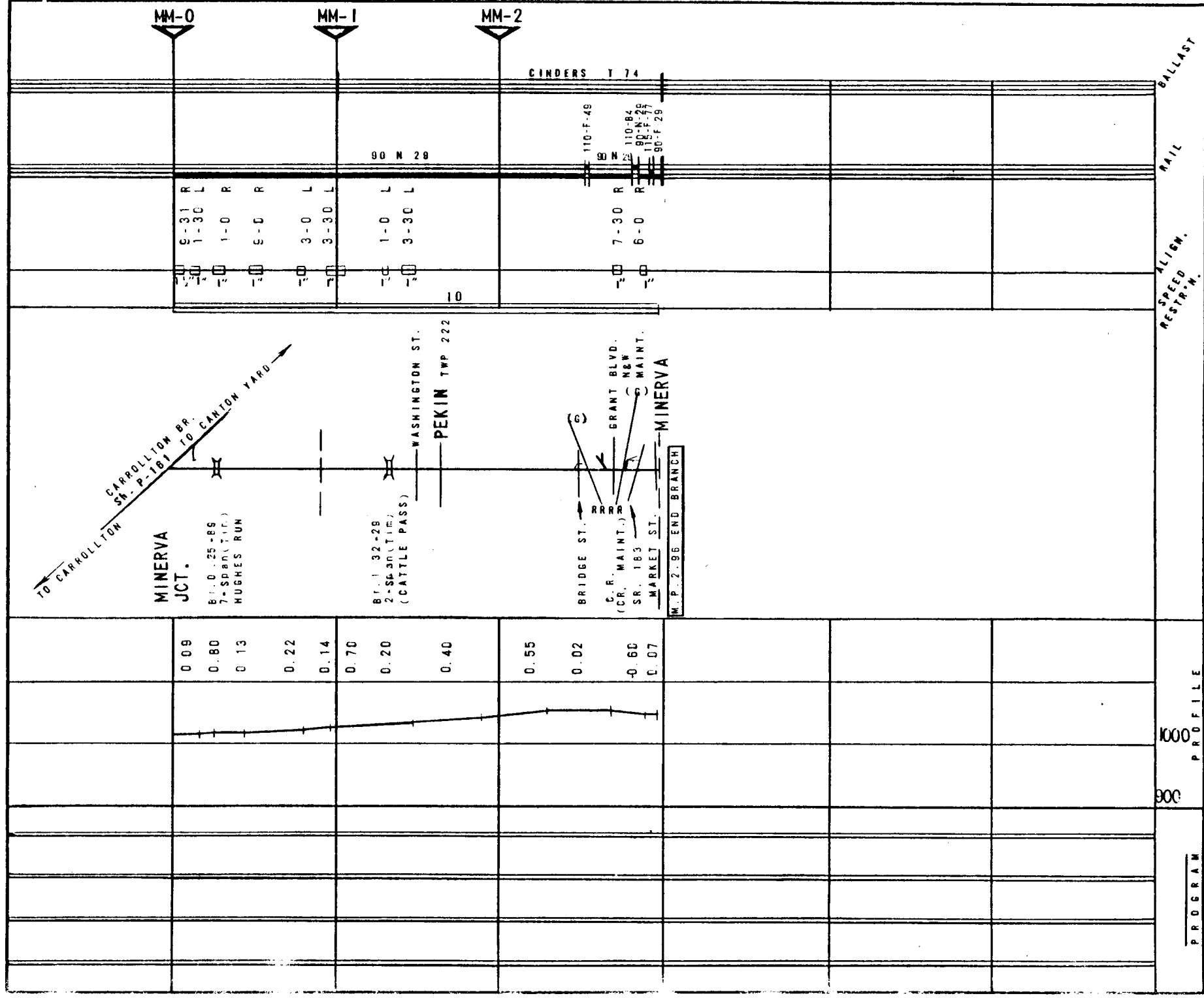


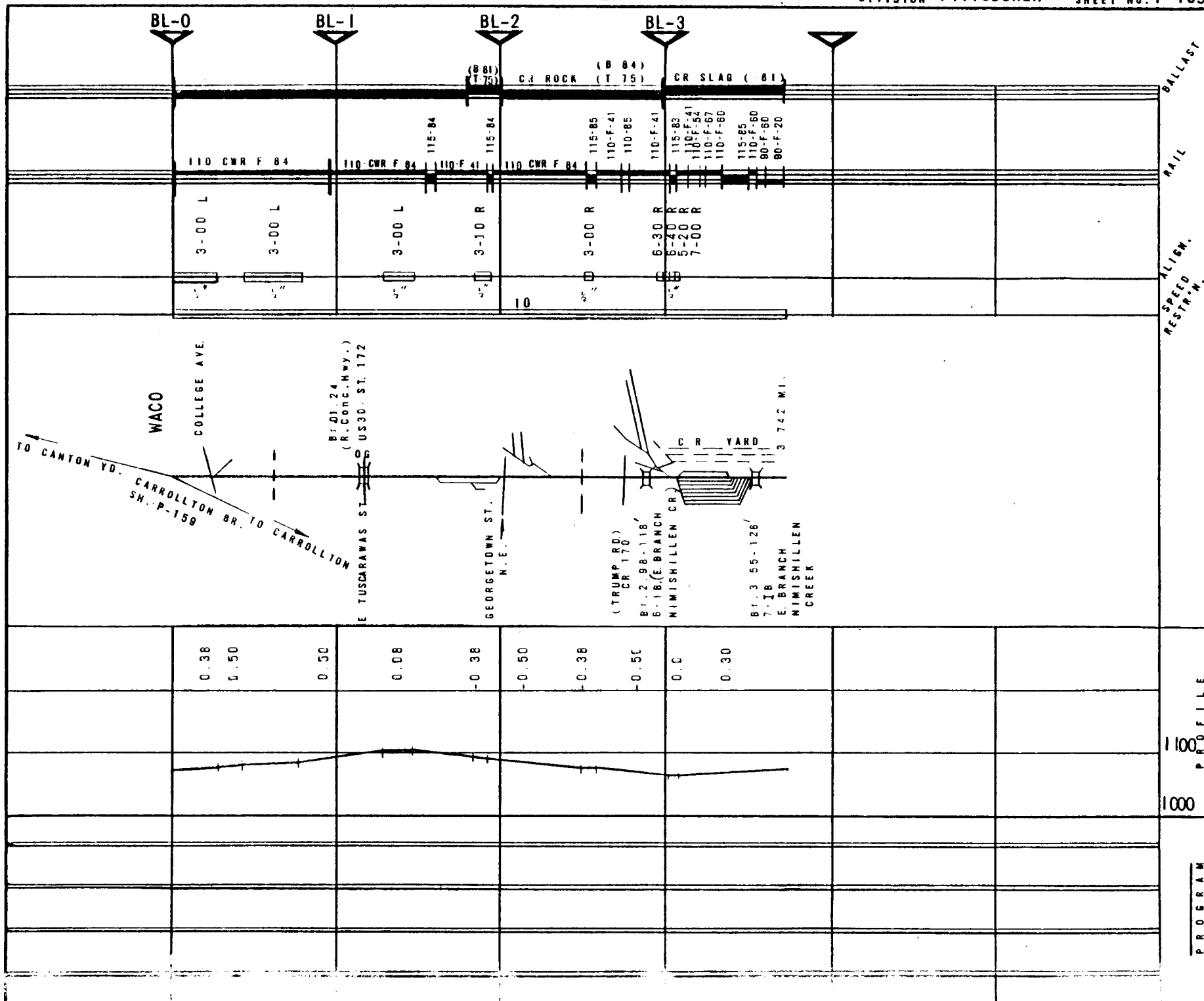
ALIGN.
SPEED
RESTRICTION

RAIL
BALLAST

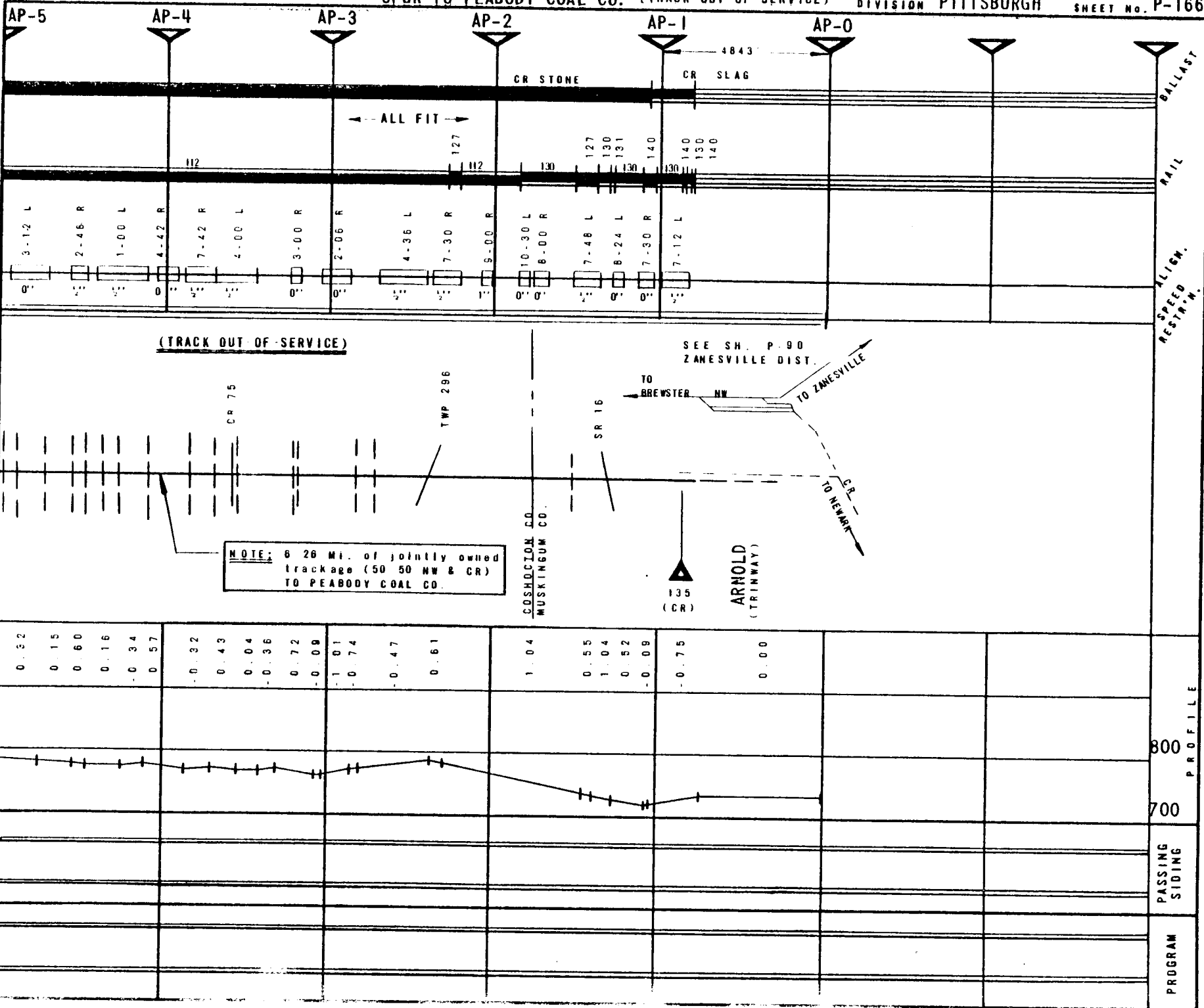








CSCC REORDER A-26930

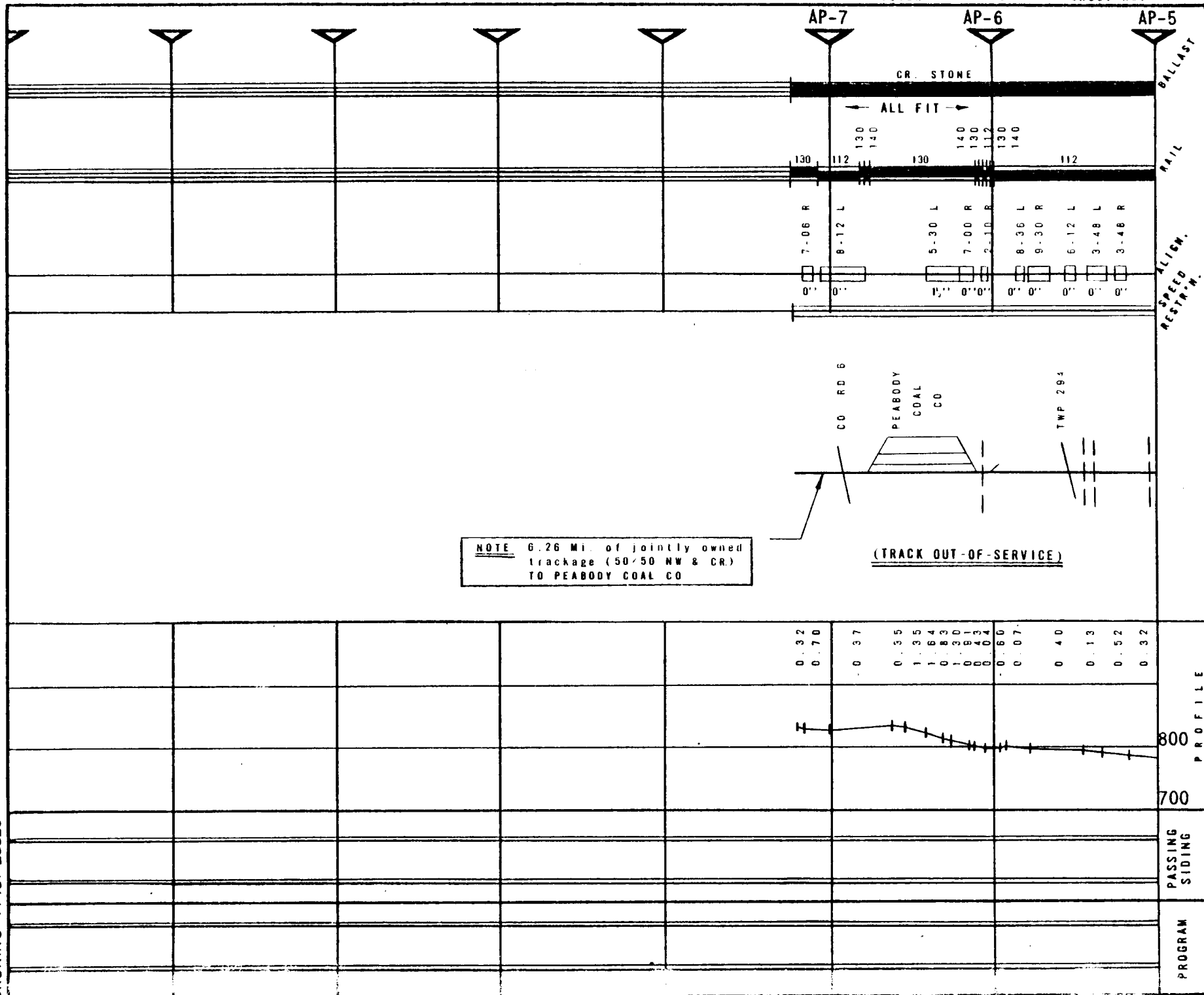


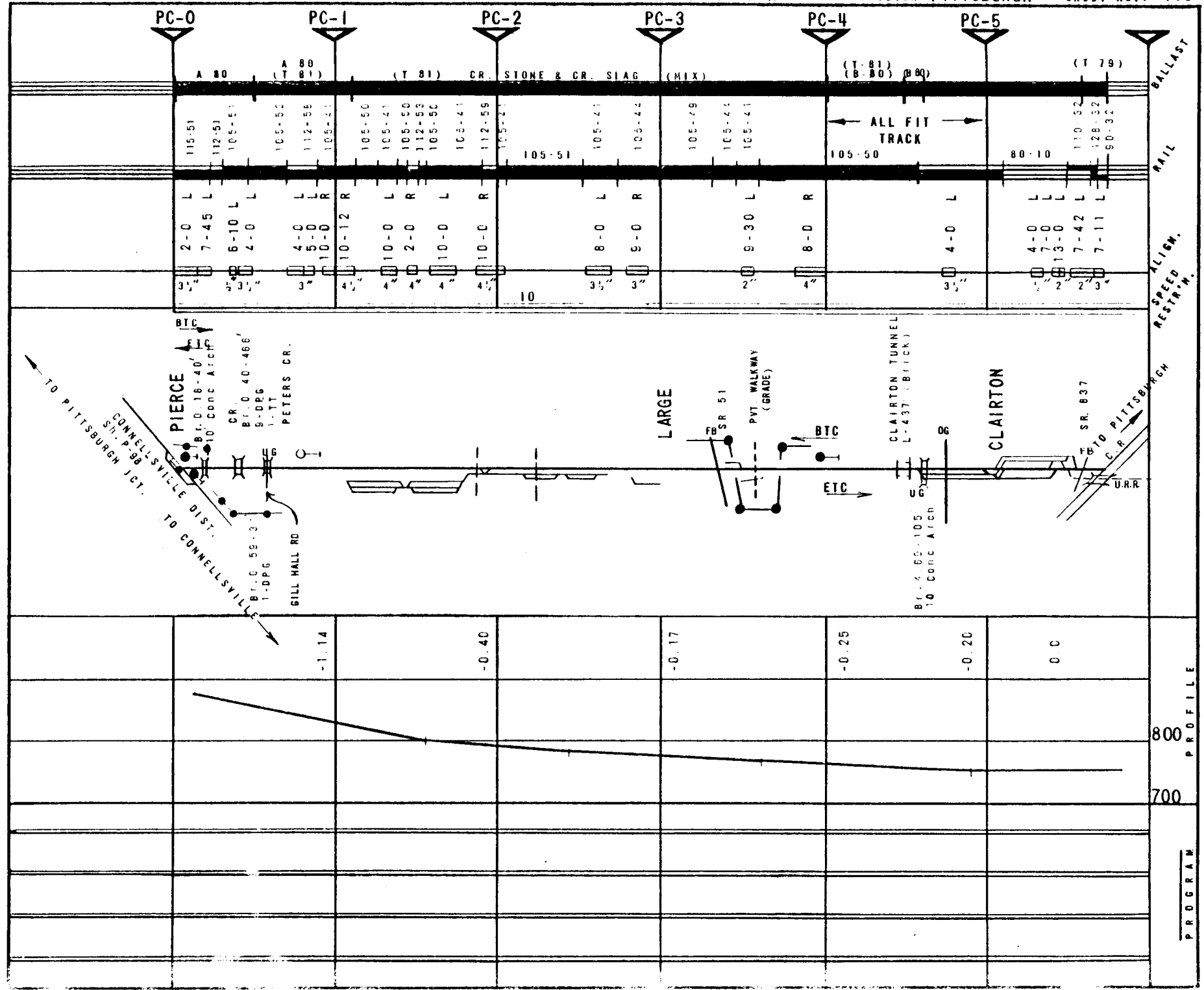
BRUNING 44-131 28828

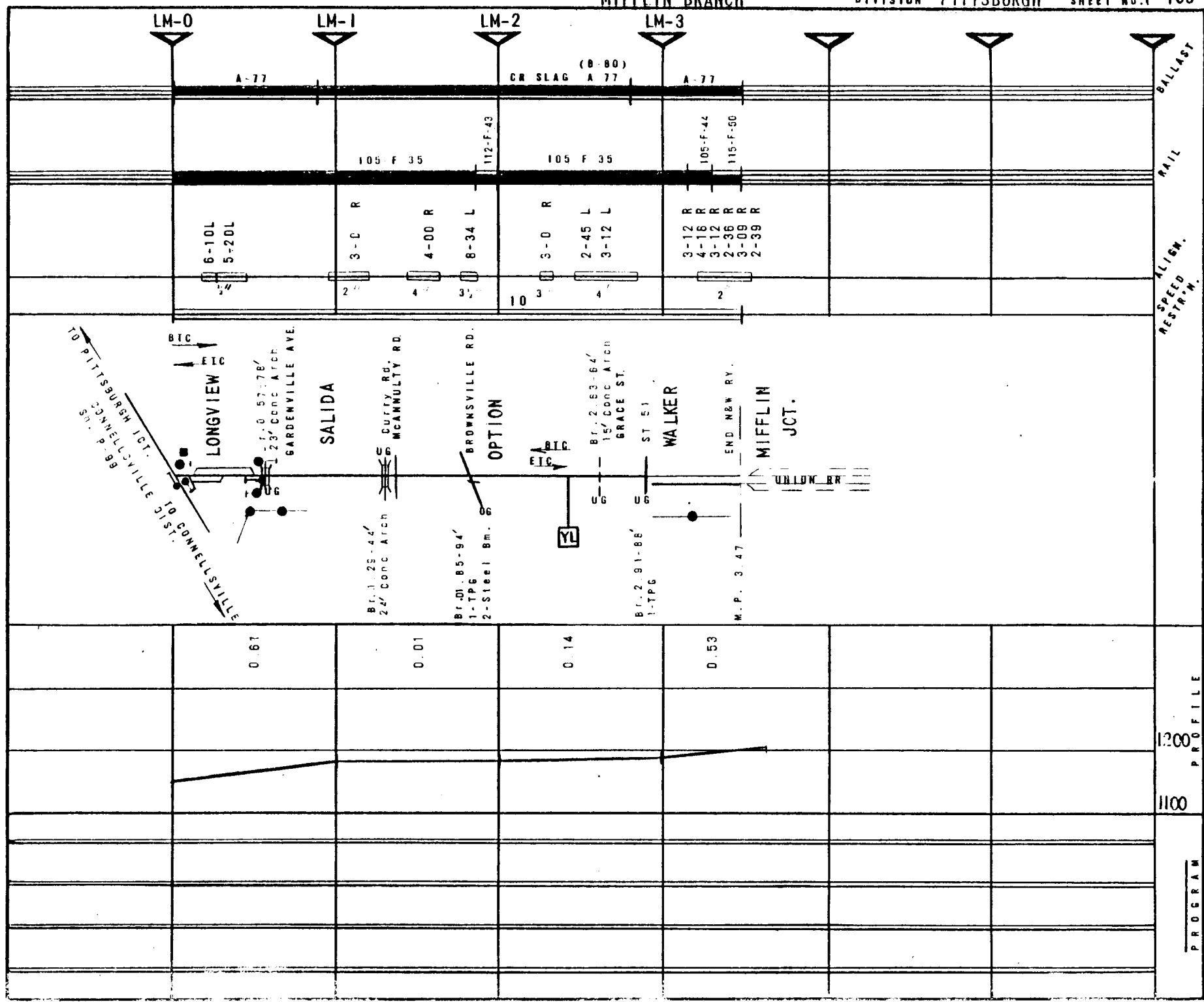
CISCO REORDER A-26830

BRUNING 44-131 28828

CSCC REORDER A-36930







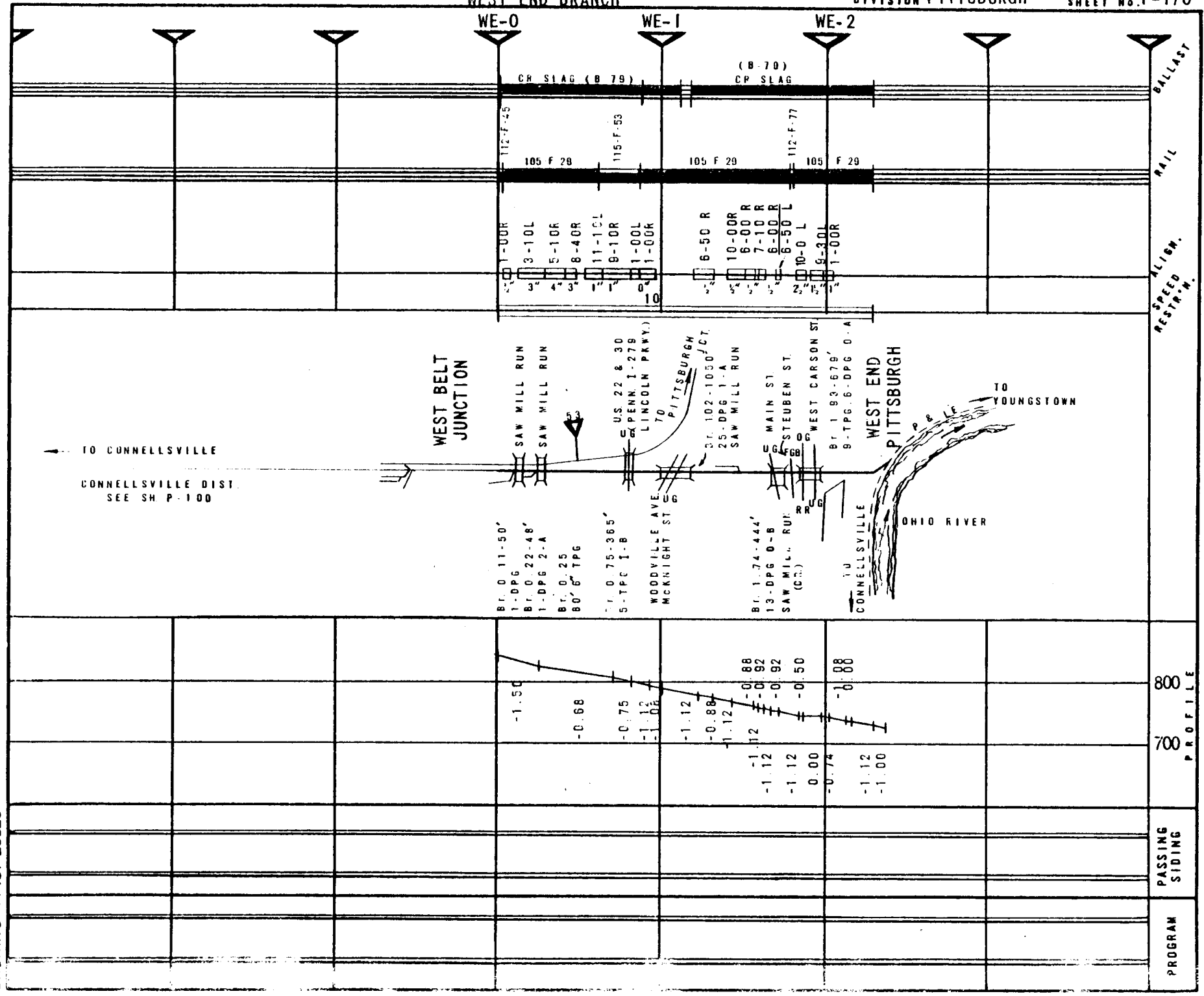
CSCC REORDER A-26830

BRUNING 44-131 28828

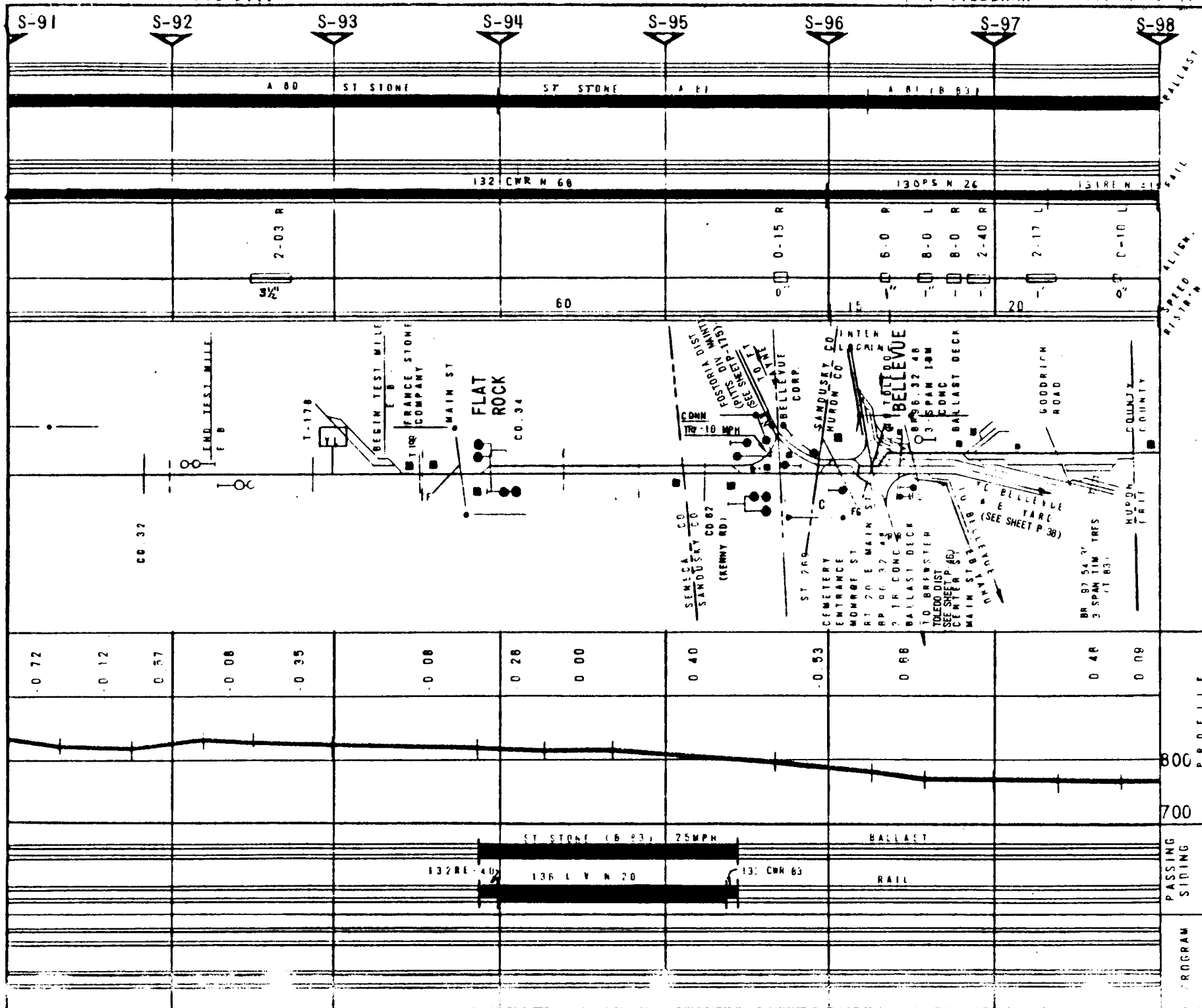
WEST END BRANCH

DIVISION PITTSBURGH

SHEET No. P-170

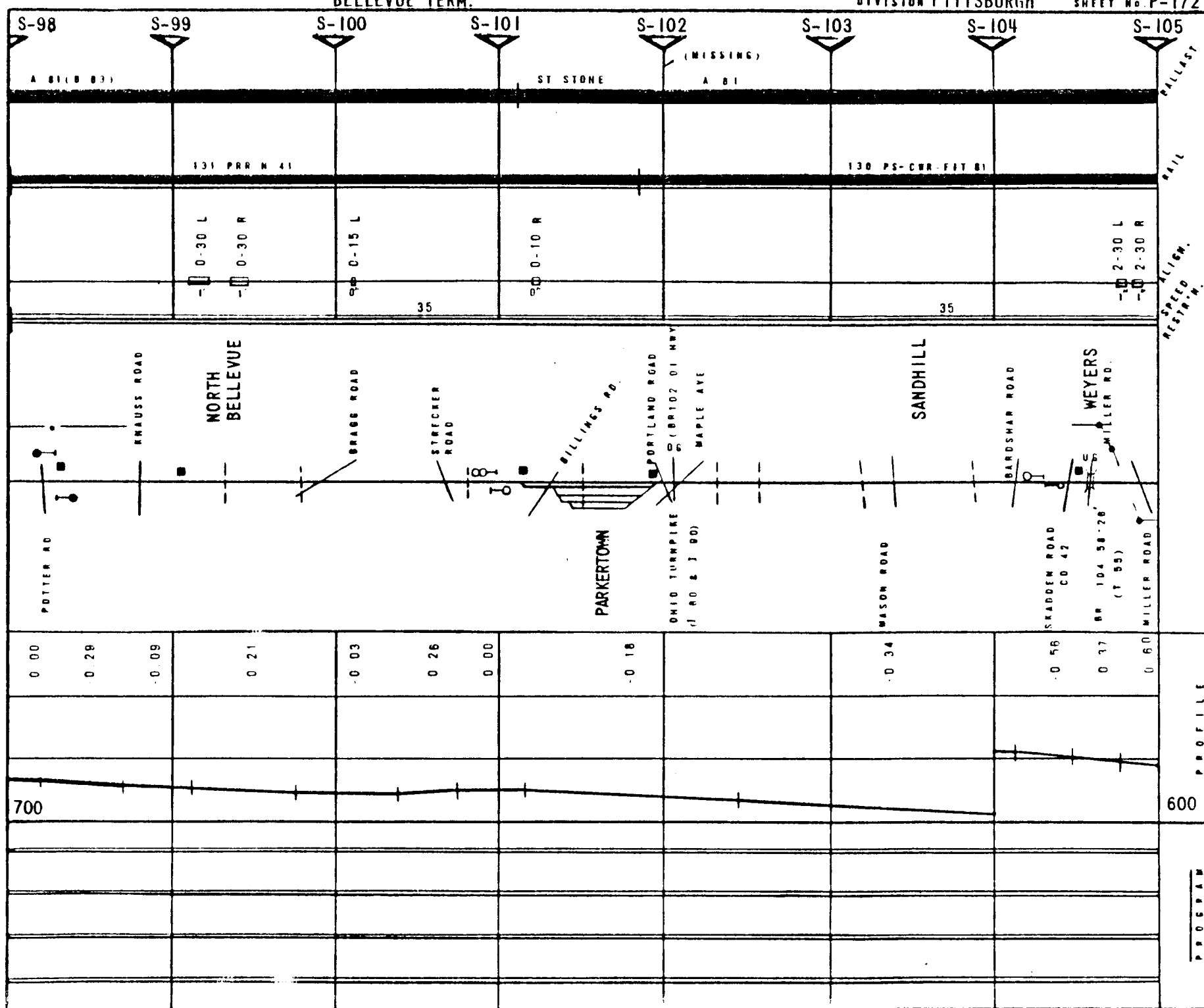


PROGRAM
PASSING
SIDING
700
800
PROFILE



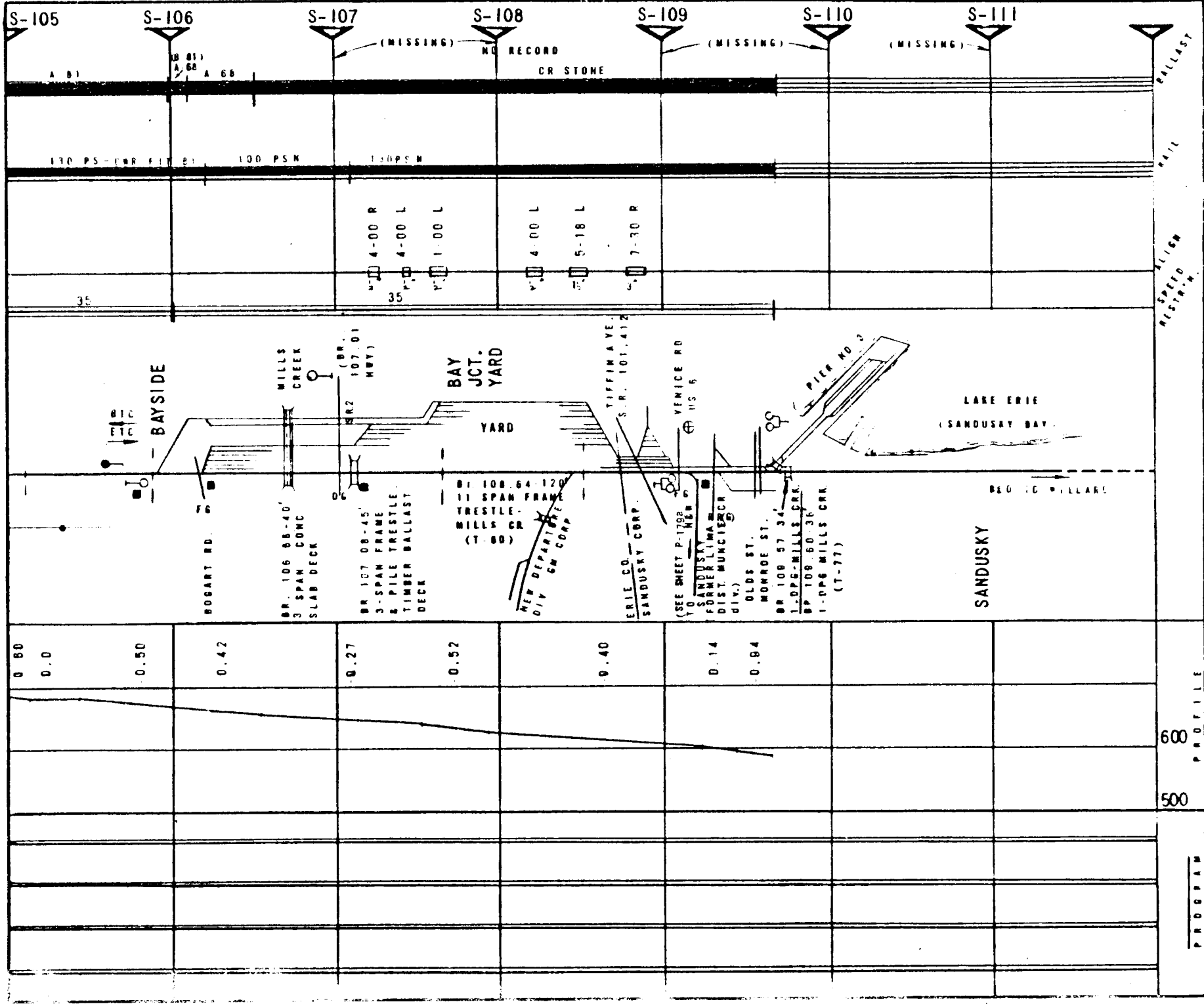
PROFILE
PASSING
SINING
PROGRAM

CSCC REORDER A-26630

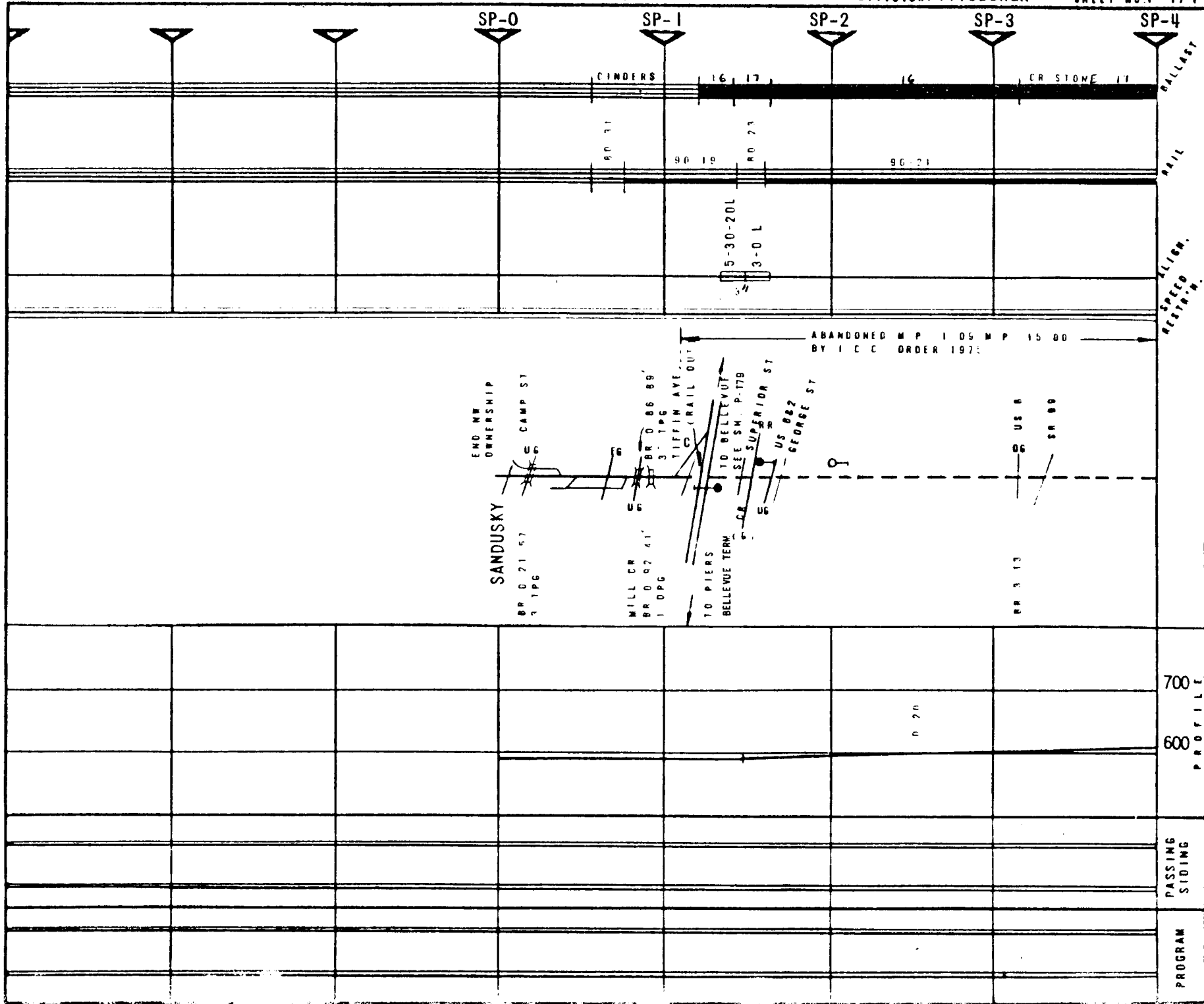


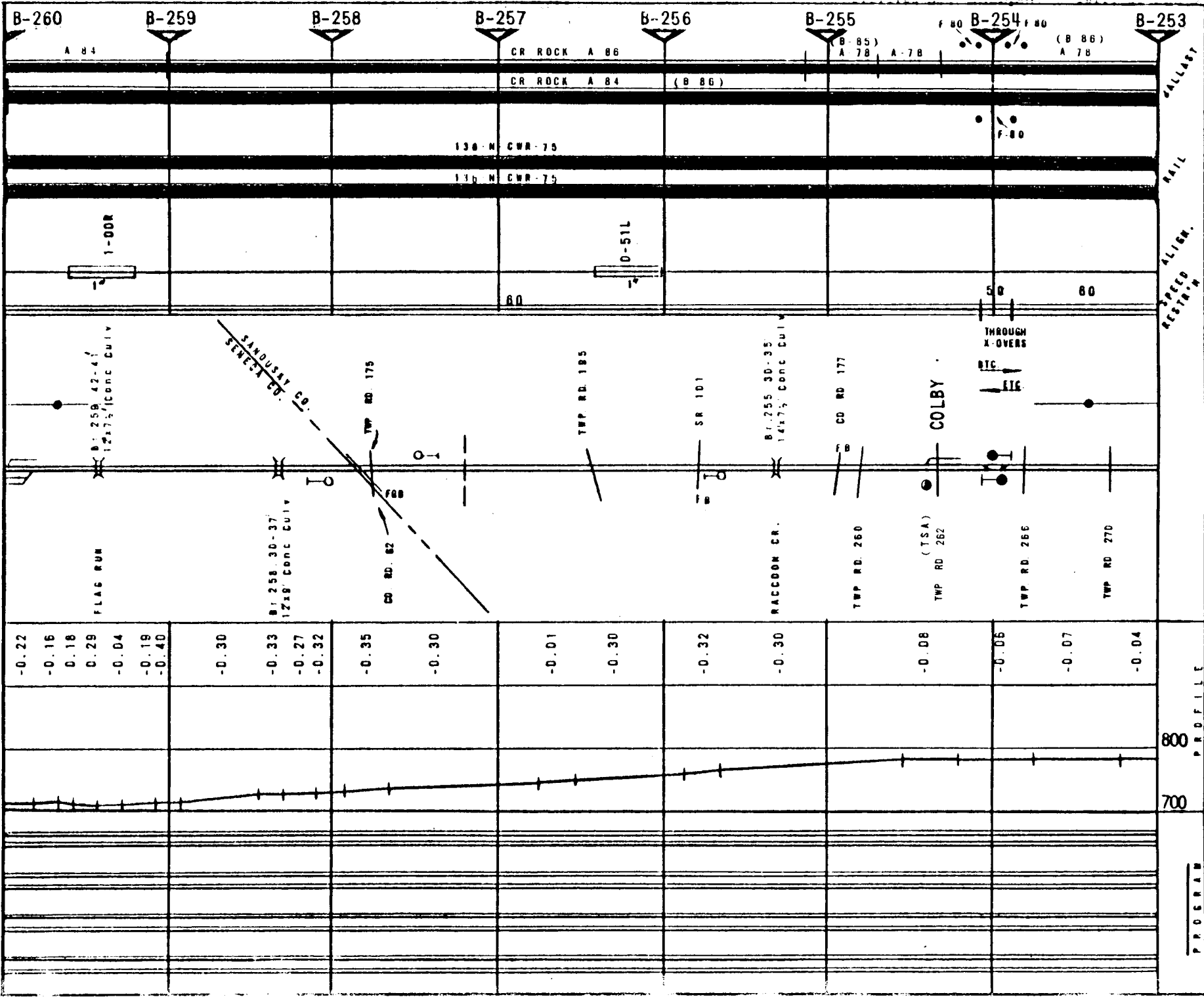
RAIL
ALIGN.
SPEED
RESTRICTION

C&C REORDER A-38820

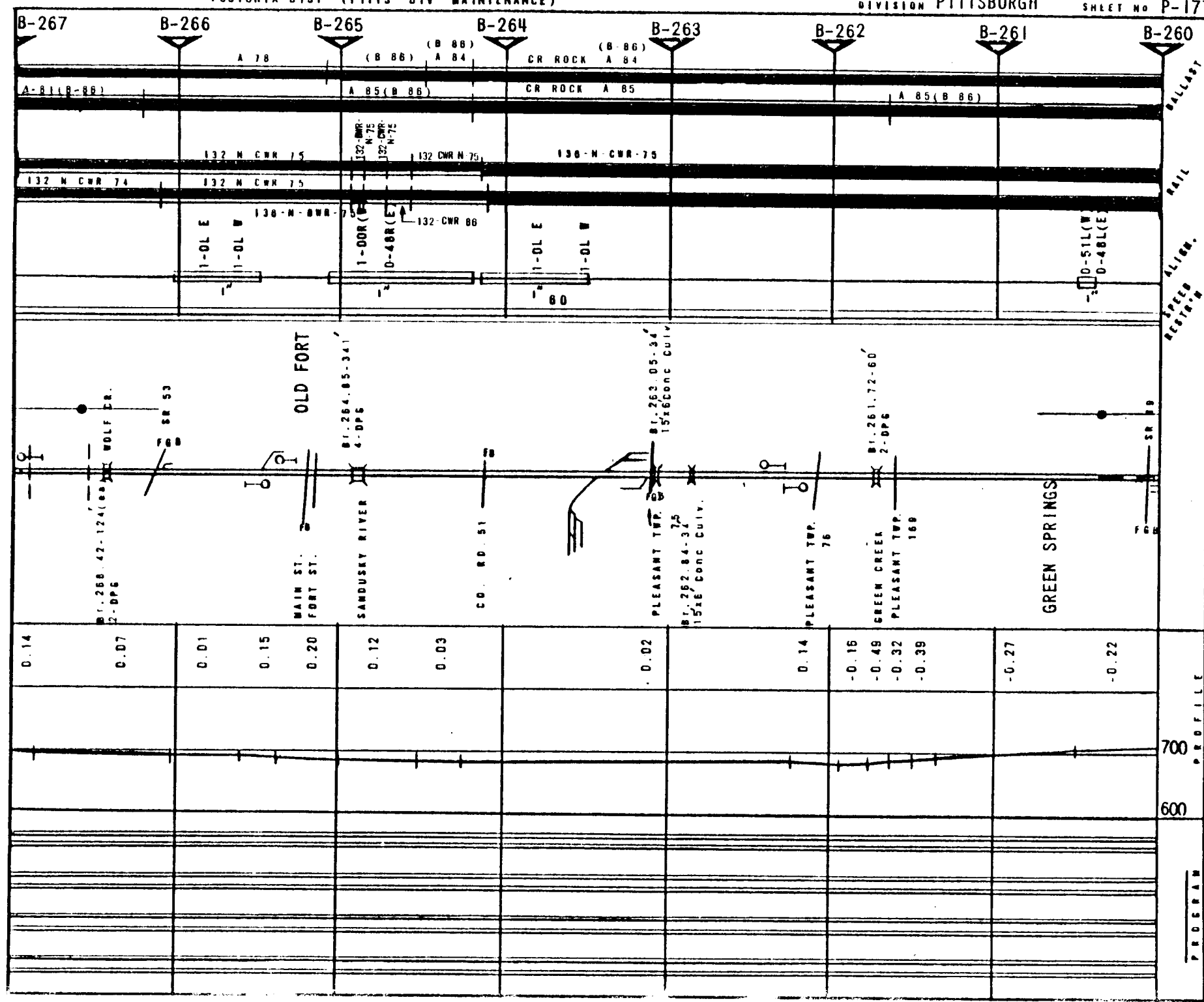


GRUNING 44-131 26828

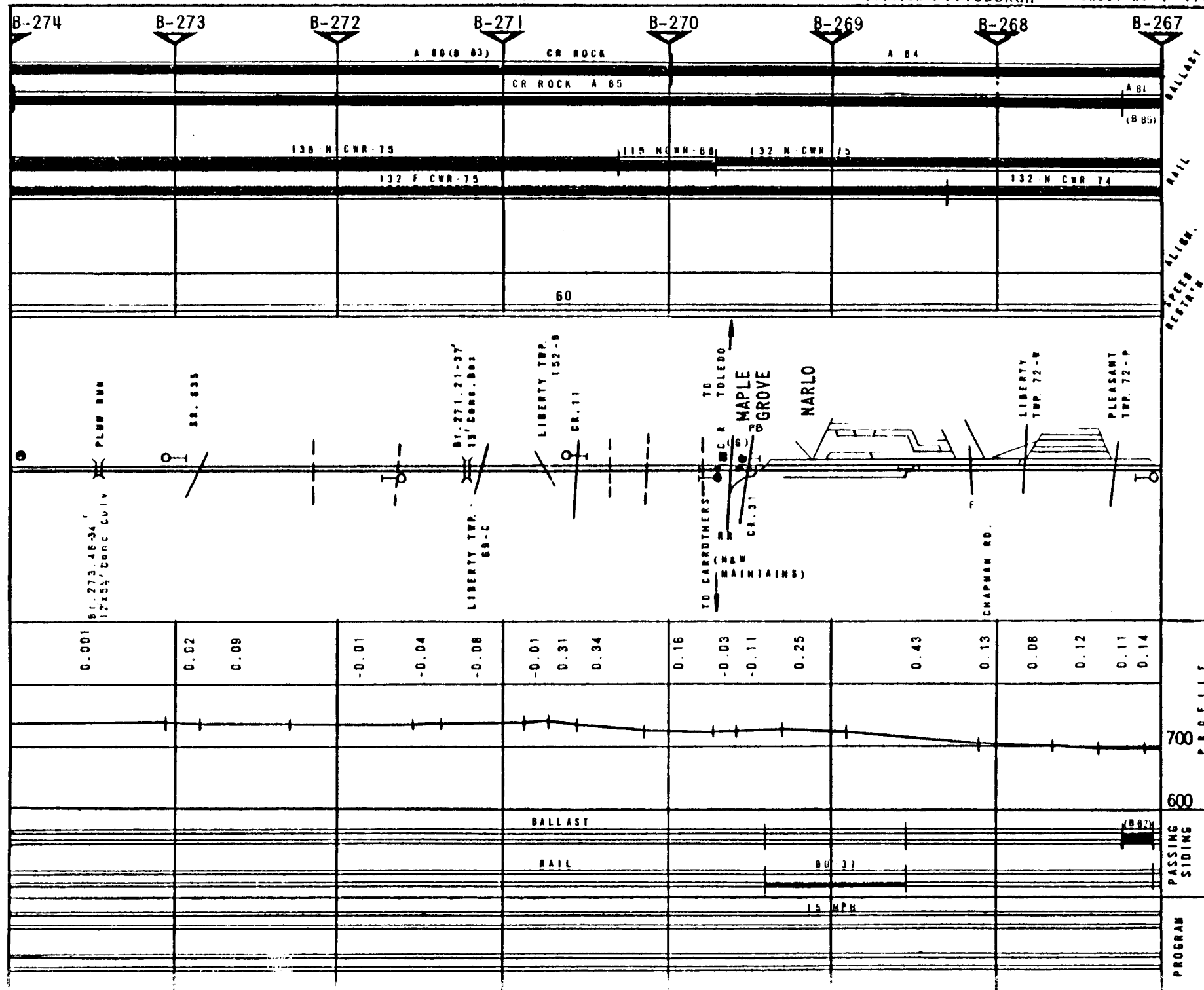


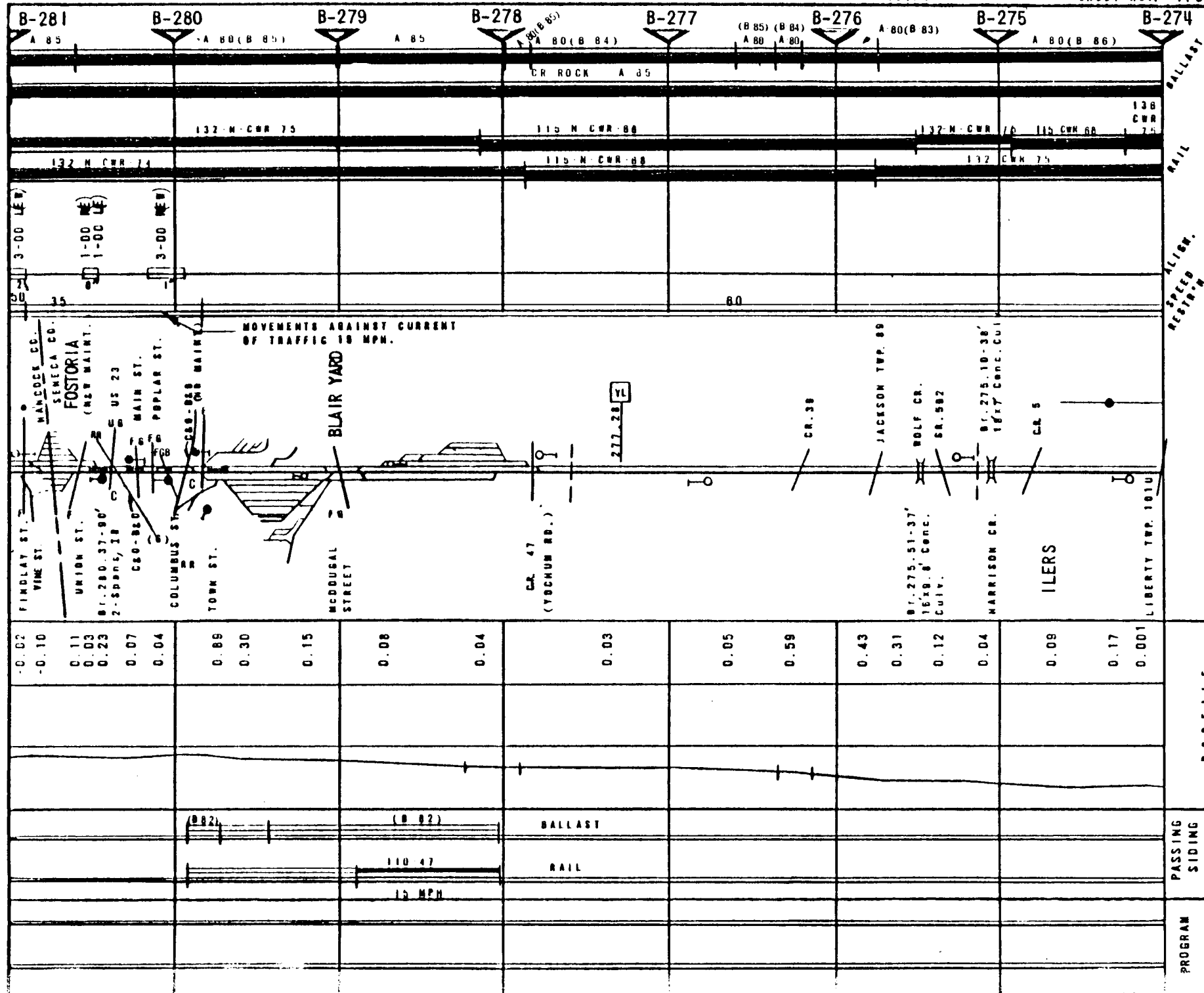


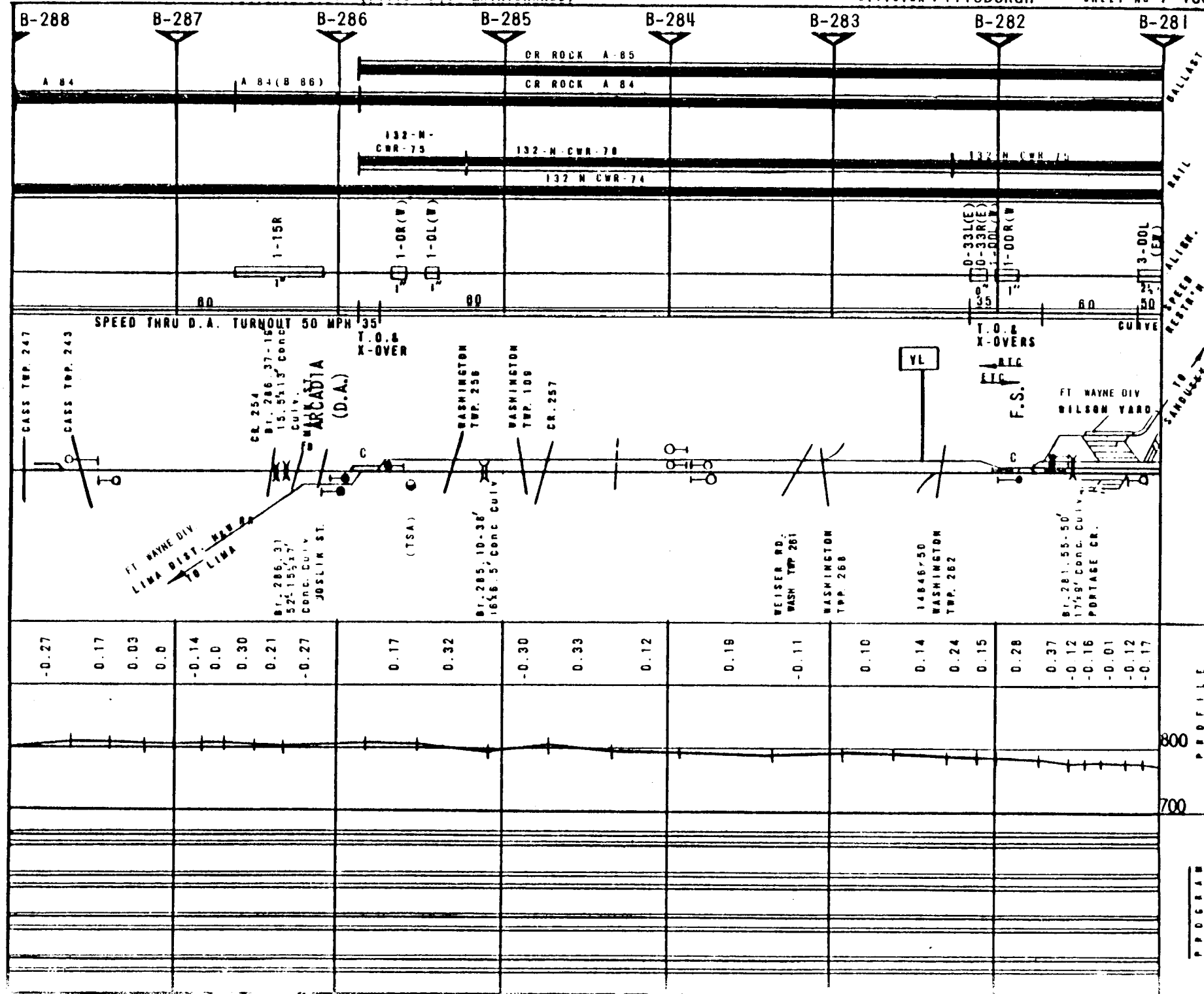
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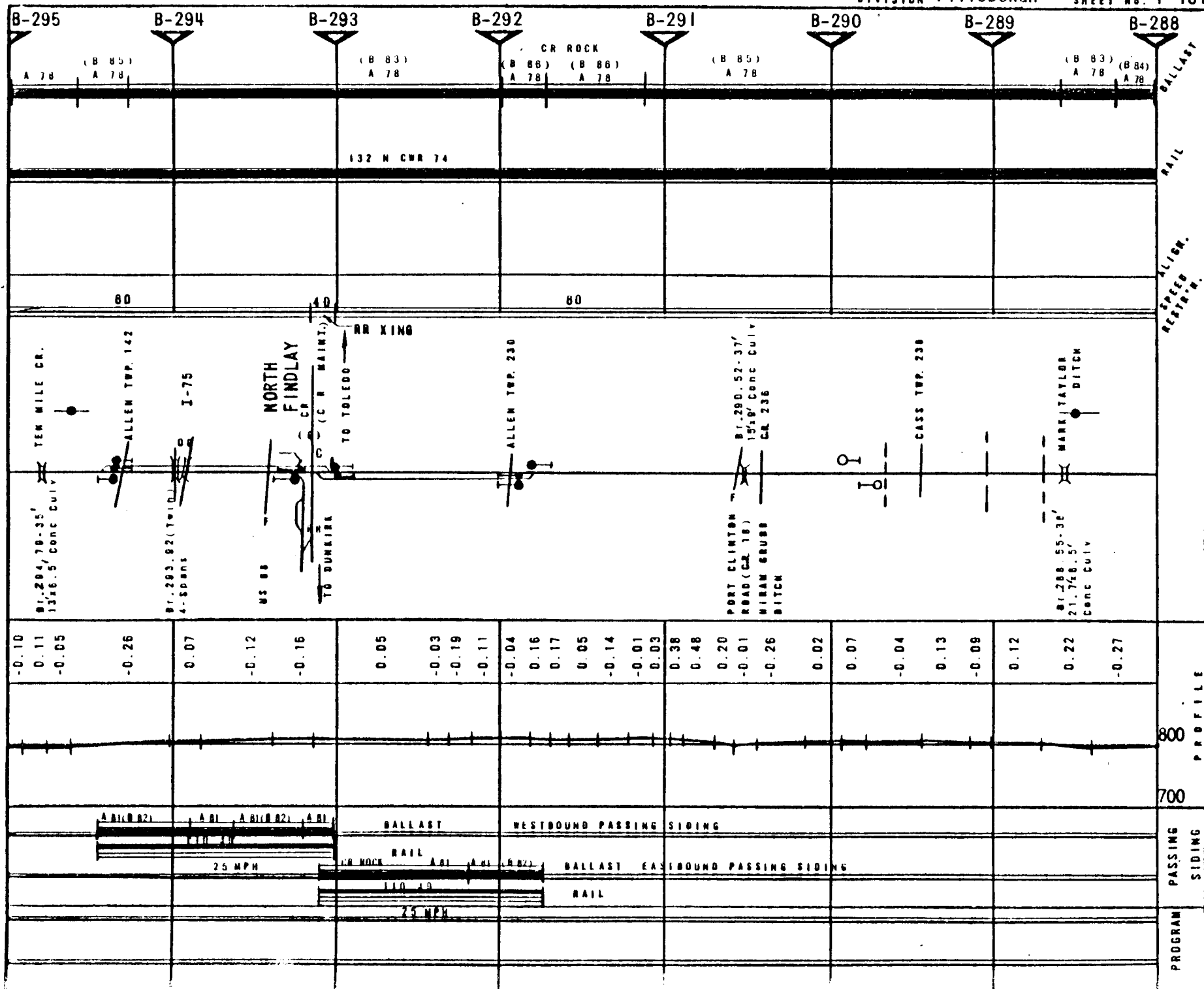


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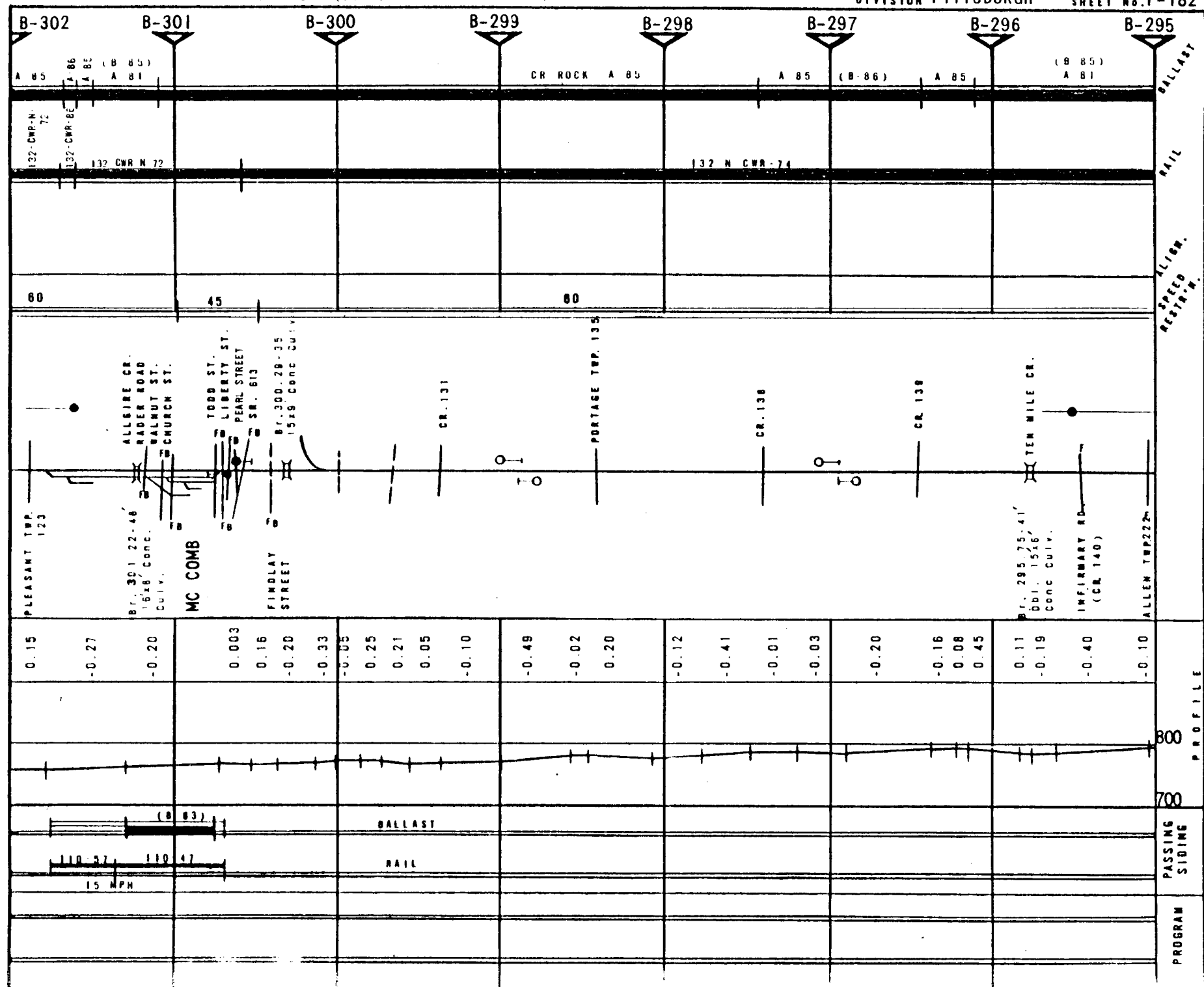


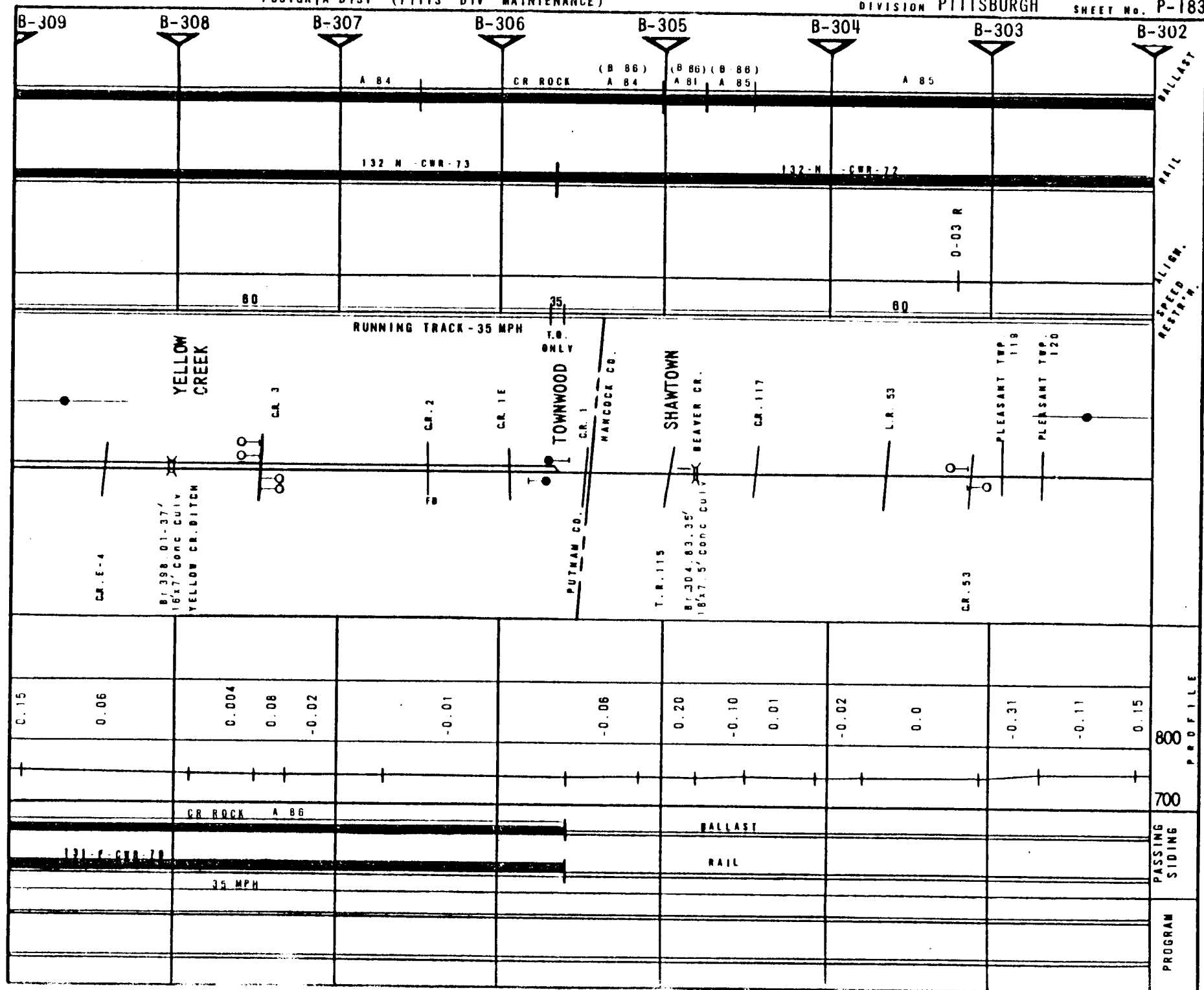
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PROGRAM
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SIDING

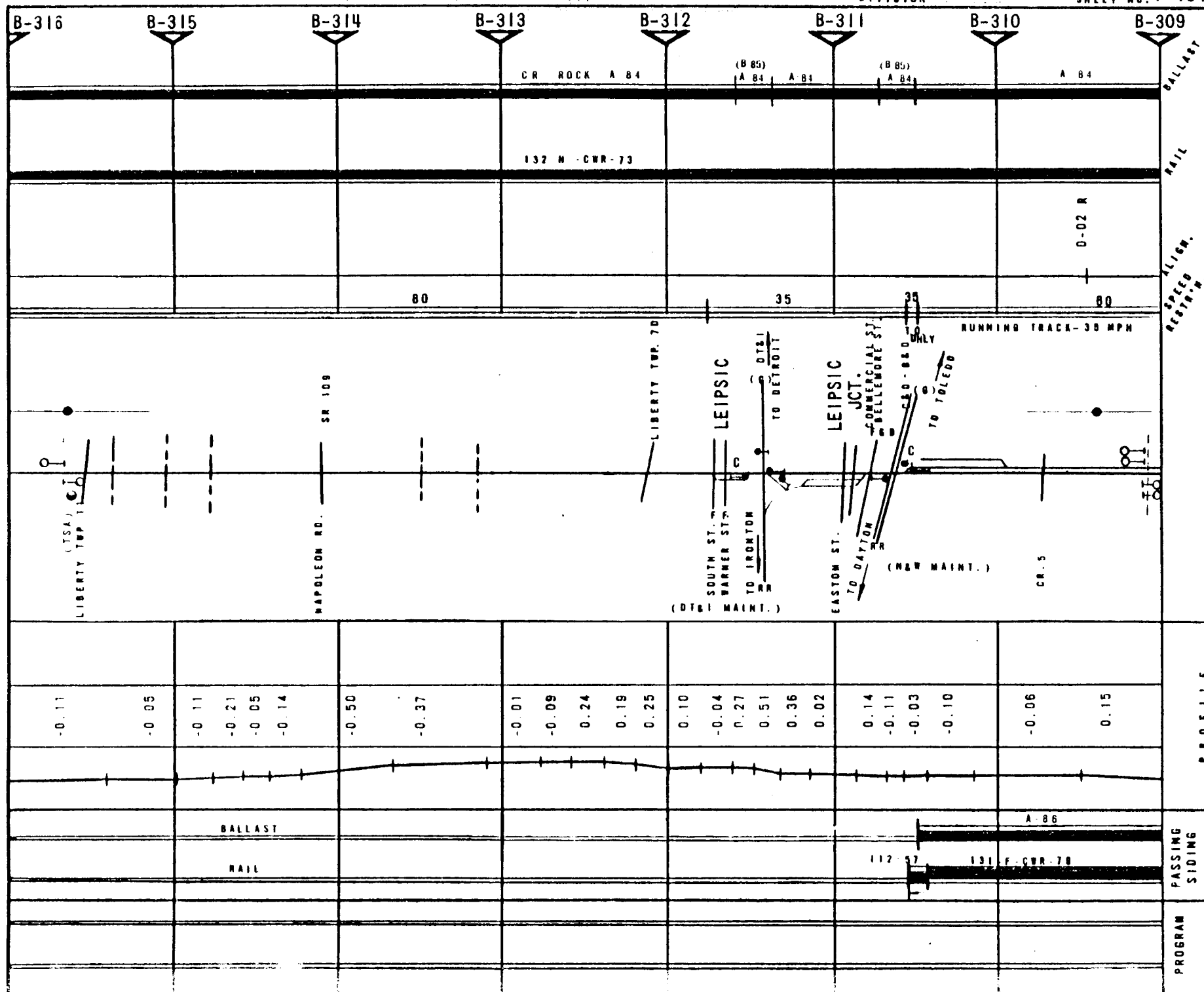
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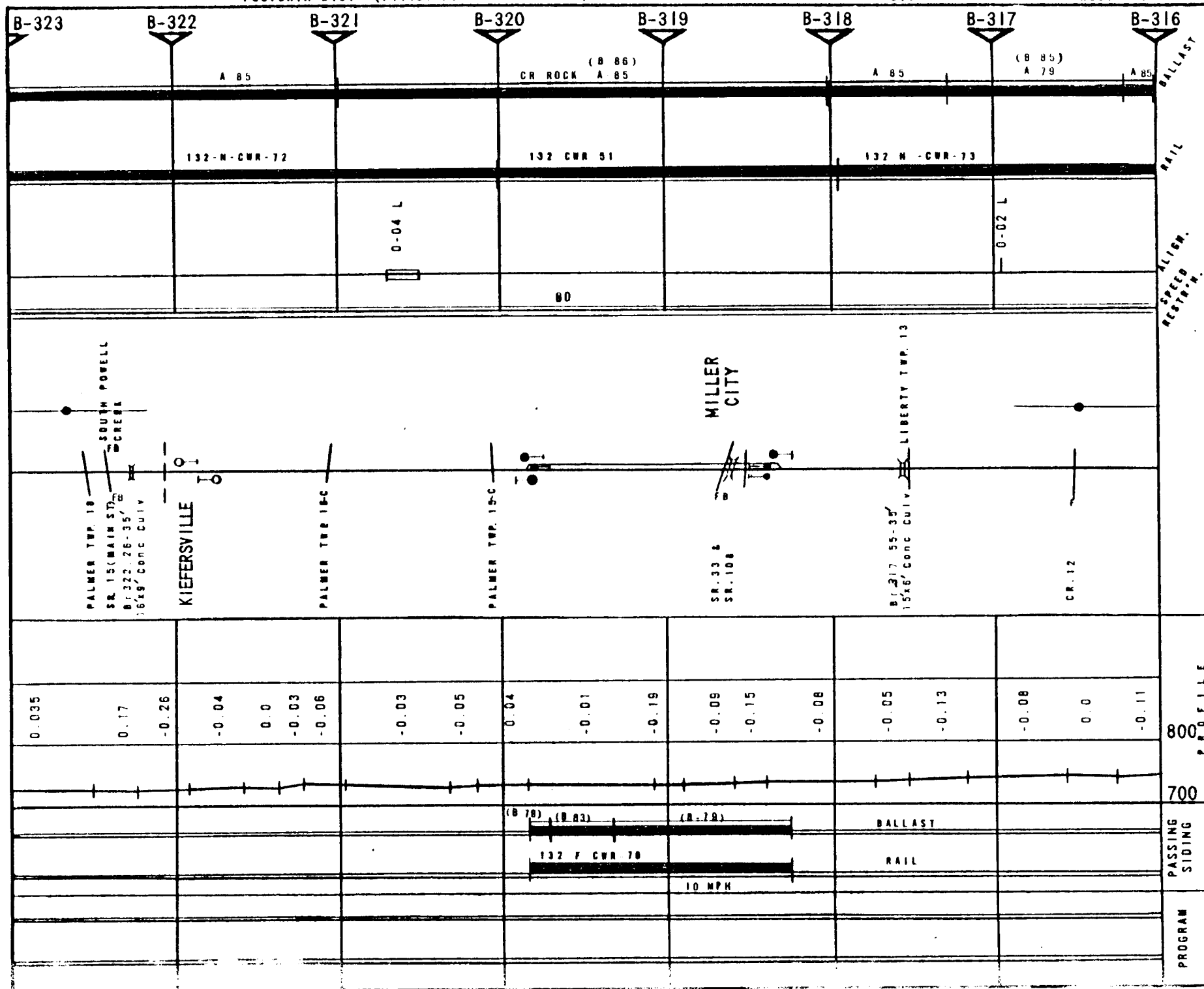
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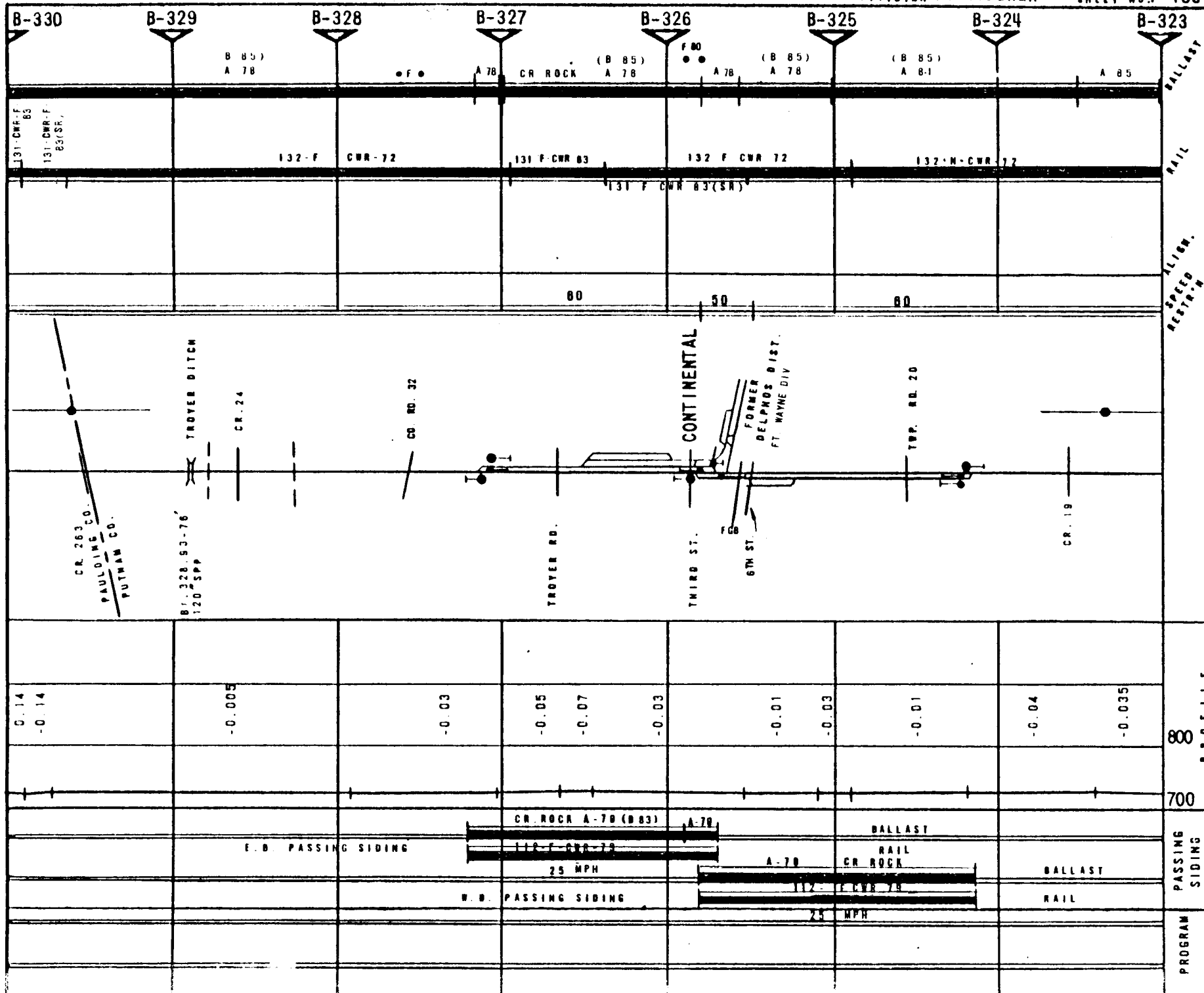
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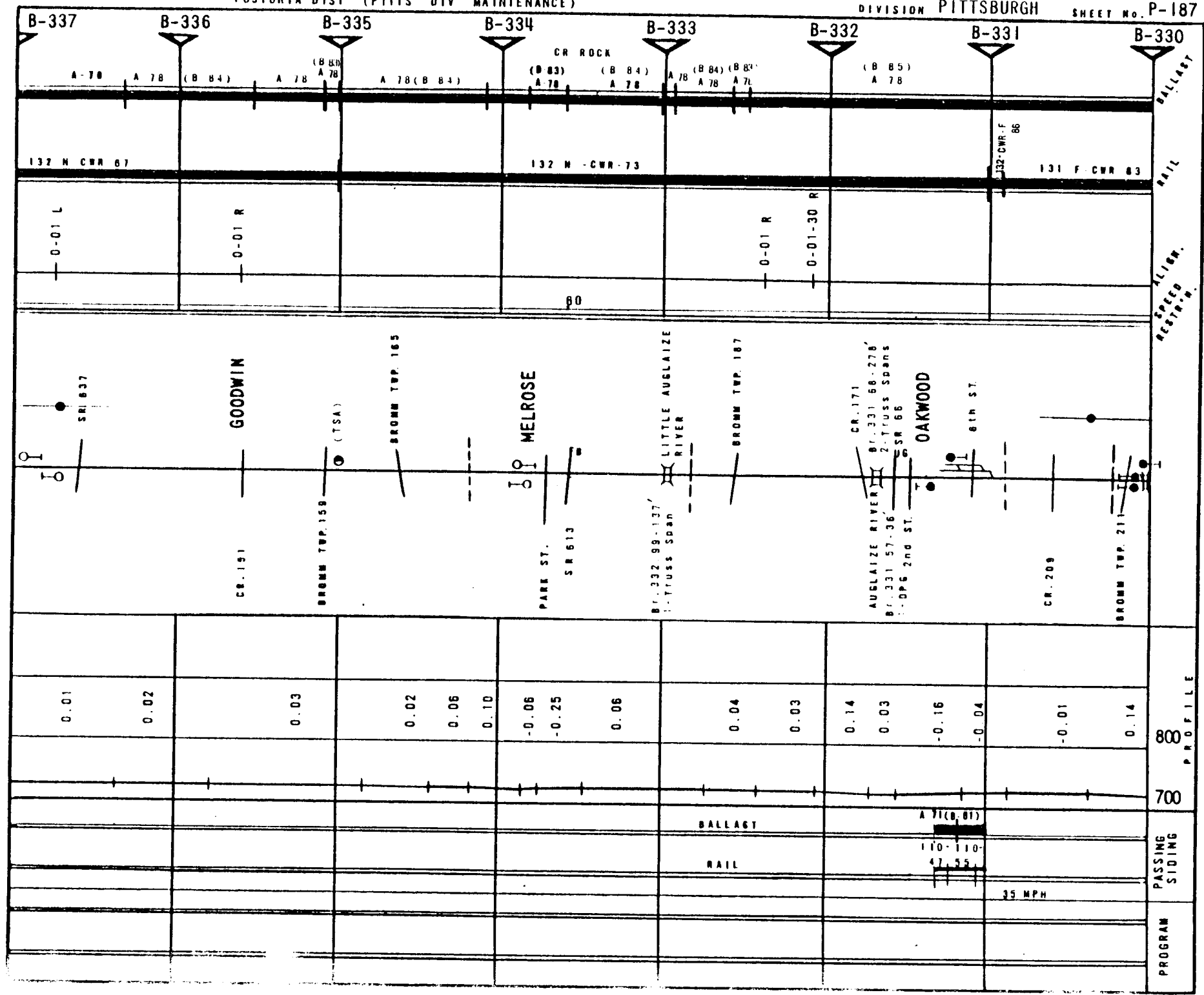
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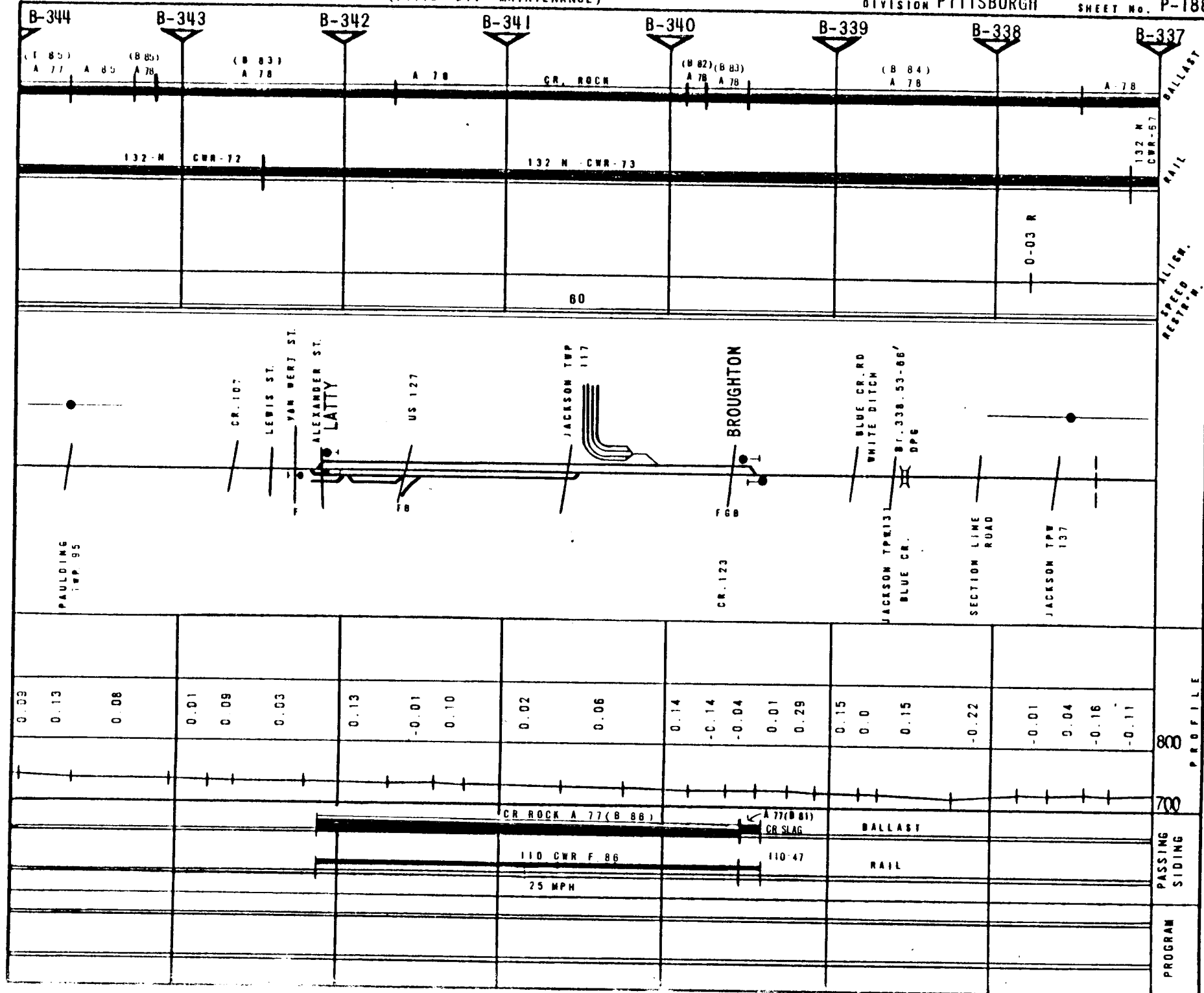
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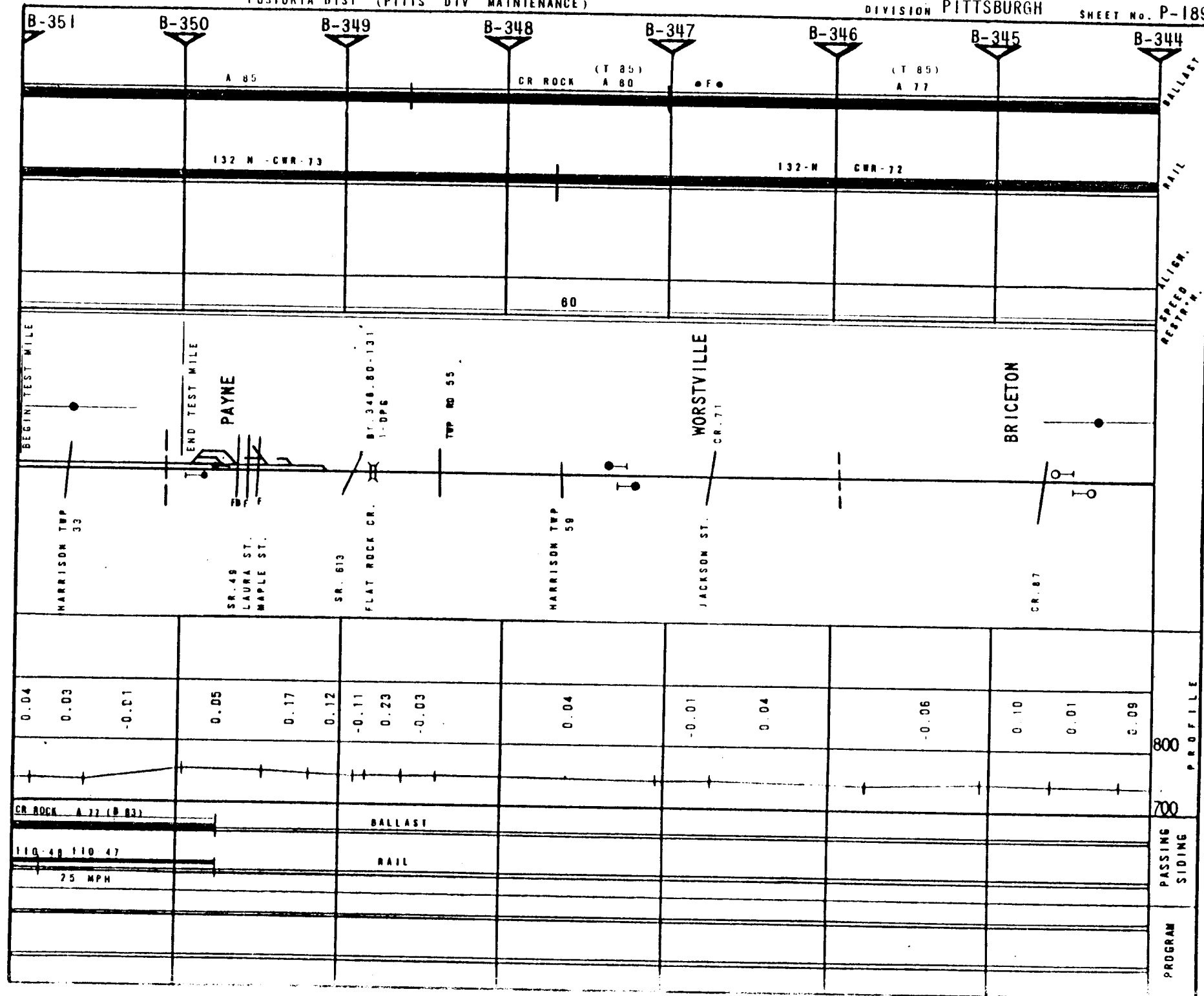
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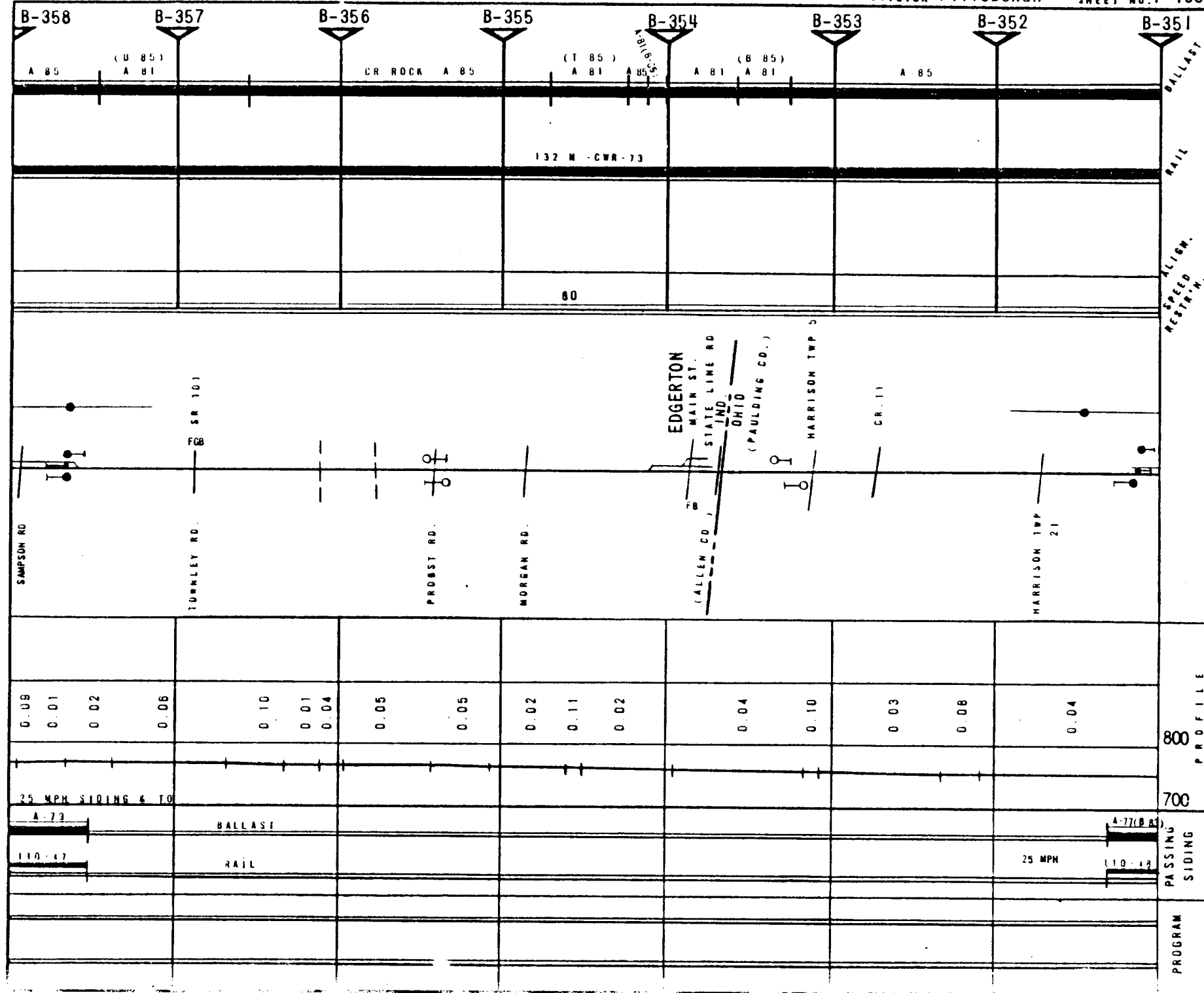
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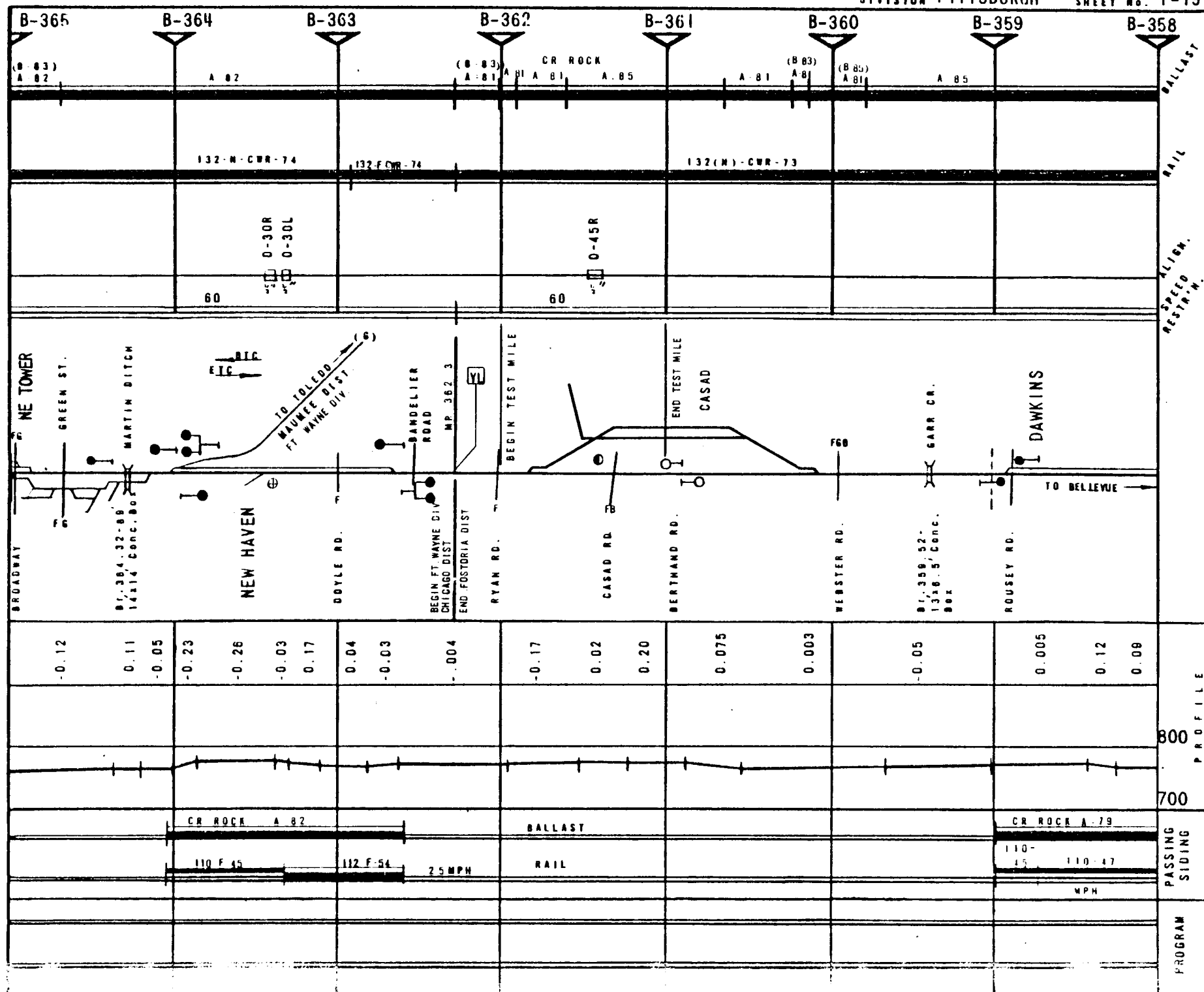
SHEET NO. P-187









ALIGN.
SPEED
RESTRICTION.

PROFILE

PASSING
SIDING

PROGRAM

CSCC
BRUNING 44-131 28628

BRUNING 44-131 28628

