

®

**NORFOLK
SOUTHERN**

Pittsburgh Division

2001

PITTSBURGH DIVISION

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2001 CHANGES

A NUMBER OF CHANGES HAVE TAKEN PLACE WHICH WILL AFFECT THE LOOK AND PRESENTATION OF THIS BOOK.

(1) THE FIRST PHASE OF A NEW GIS (*GEOGRAPHICAL INFORMATION SYSTEM*) BASED PLATFORM FOR CREATING THE TRACK CHART DIAGRAMS IS NOW IN PLACE. IT WILL LOOK VERY SIMILAR TO THE PREVIOUS SYSTEM BUT WILL ALLOW US TO INCORPORATE NEW FEATURES AND FLEXIBILITY IN FUTURE VERSIONS.

(2) PREVIOUS TRACK CHARTS HAVE BEEN CREATED FROM DATA FILES MAINTAINED BY ENGINEERING SYSTEMS. BEGINNING WITH THE 2001 BOOKS ONLY THE TRACK LAYOUT SECTION (CENTER PORTION OF PAGE) WILL BE GENERATED FROM ENGINEERING SYSTEMS FILES. MOST OF THE REMAINING PORTION OF THE DIAGRAM WILL BE CREATED FROM INFORMATION IN THE NEW CORPORATE DATABASE (CTRK). THIS IS SIGNICANT FOR THE FOLLOWING REASONS:

- QUESTIONS, UPDATE AND CORRECTION INFORMATION RELATED TO CTRK INFORMATION SHOULD NOT BE SENT TO ENGINEERING SYSTEMS. PLEASE REFER TO THE OPPOSITE PAGE FOR CONTACT SOURCES FOR THESE ITEMS.
- TIMETABLE OPERATING SPEEDS WILL CONTINUE TO BE DISPLAYED AS BEFORE. HOWEVER, SPEED RESTRICTIONS (OTHER THAN CURVE) WHICH COVER A RANGE WILL BE DISPLAYED AS THE OPERATING SPEED. ALSO, SPEEDS WILL NOW BE DISPLAYED FOR BOTH MAINS IN DOUBLE TRACK TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)
- CURVE SPEEDS WILL NOW BE DISPLAYED FOR EACH INDIVIDUAL CURVE (RATHER THAN FOR A RANGE) AND WILL DISPLAY FOR BOTH TRACKS IN DOUBLE MAIN TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)

NOTE: CURVES ON SECOND MAIN TRACK WILL CONTINUE TO BE A COPY OF THE FIRST MAIN. THE ABILITY TO DISPLAY SECOND MAIN CURVES WILL BE INCORPORATED AS SOON AS POSSIBLE.

THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY

THIS BOOK IS PREPARED AND PUBLISHED BY THE OFFICE OF ENGINEERING SYSTEMS-ATLANTA AND IS BASED ON INFORMATION CONTAINED IN TWO DISTINCT DATABASE SOURCE FILES, (1) THE ENGINEERING SYSTEMS DATA FILE AND (2) THE CORPORATE TRACK DATABASE FILE (CTRK).

ENGINEERING SYSTEMS DATABASE:

ENGINEERING SYSTEMS MAINTAINS A DEPARTMENTAL DATABASE, WHICH IS USED TO GENERATE THE TRACK LAYOUT SECTION OR CENTER PORTION OF THE TRACK CHART DIAGRAM. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS SECTION SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE AS FOLLOWS.

**MAIL: ENGINEERING SYSTEMS
 99 SPRING ST. SW BOX # 139
 ATLANTA, GA 30303**

FAX: (404) 529-1311

MEMO: JCELLIOT PH. 529-1315

CTRK-NS CORPORATE DATABASE:

INFORMATION RELATED TO RAIL, T&S, SURFACING, CURVES, ELEVATION, SPEEDS AND SPEED RESTRICTIONS IS OBTAINED FROM THE CTRK DATABASE. VARIOUS DEPARTMENTS OWN AND MAINTAIN THESE FILES. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THESE RECORDS SHOULD BE DIRECTED AS FOLLOWS:

**RAIL, T&S, SURFACING: MW&S DEPT.
 E.P.HATTEN, ASST. MGR. PROG & SCHD.
 MEMO: EPHATTEN PH. 529-1456**

**CURVES, ELEVATIONS MW&S DEPT
AND CURVE SPEEDS: A.I.PATEL, SYSTEM TRACK ANALYST
 MEMO: AIPATEL PH. 527-2513**

**OPERATING SPEEDS AND TRANSPORTATION DEPT.
SPEED RESTRICTIONS: K.L.RICKS, SYSTEM MGR TRANS.
 MEMO: KLRICKS PH. 529-2298**

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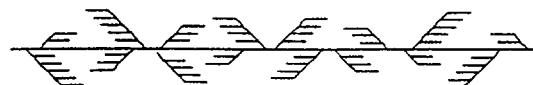
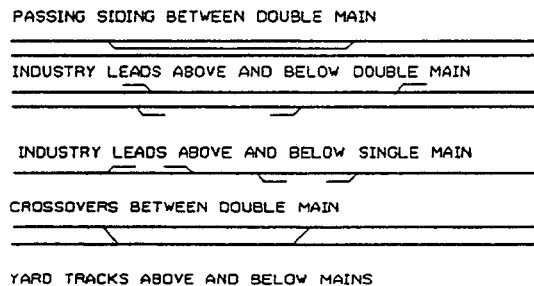
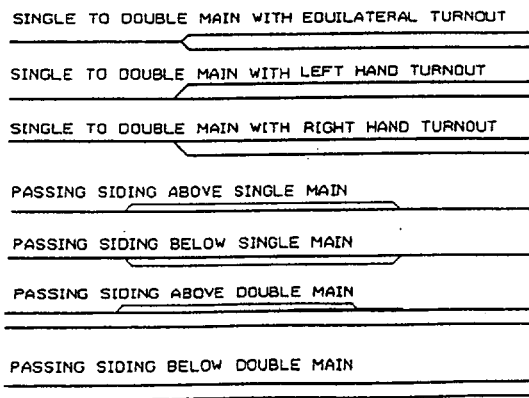
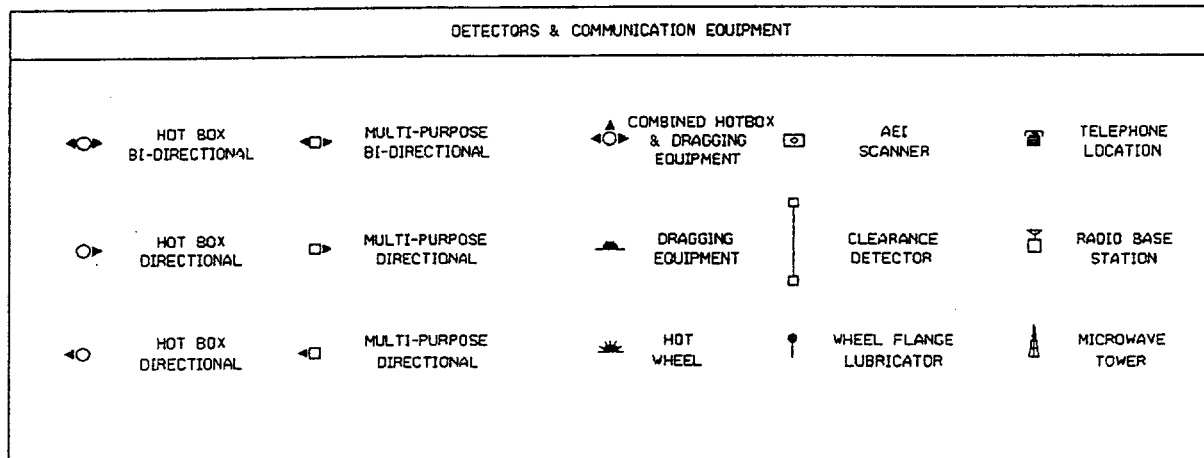
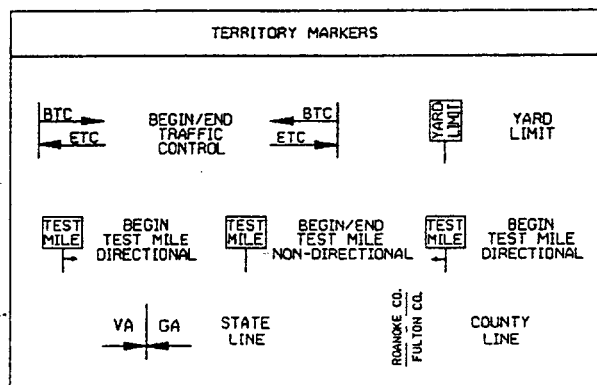
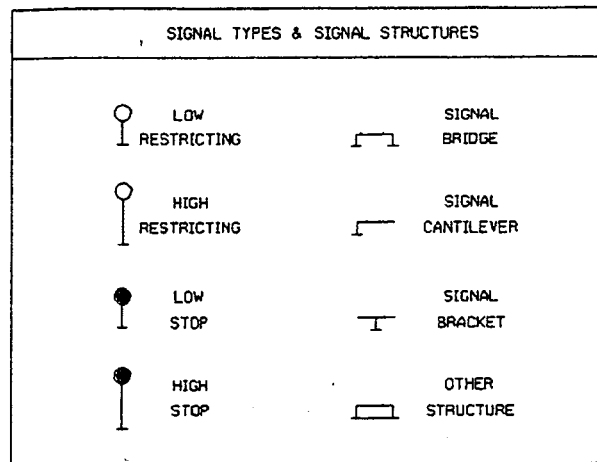
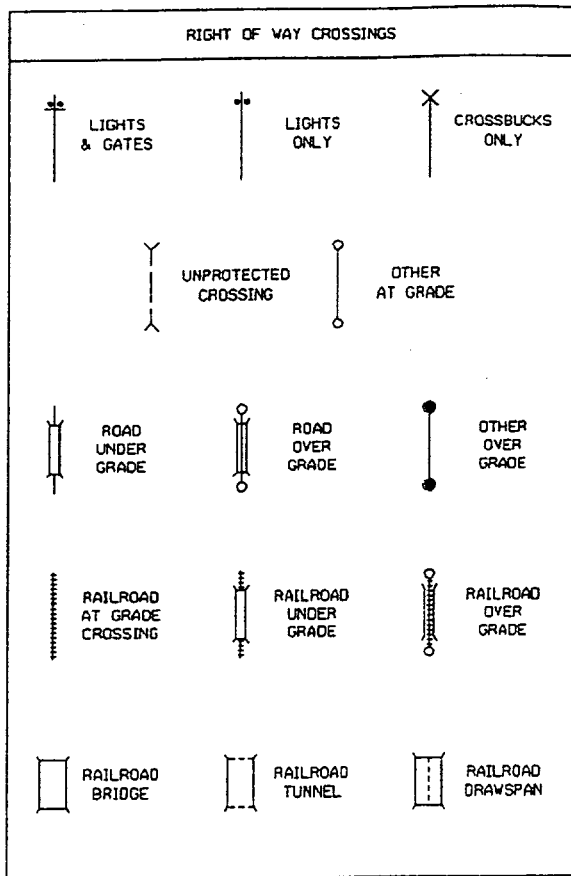
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CP RIVER-CP BRANCH	YP-000.00 - 001.00	YELLOW CREEK R.T.	254

TRACK CHART SYMBOL LEGEND

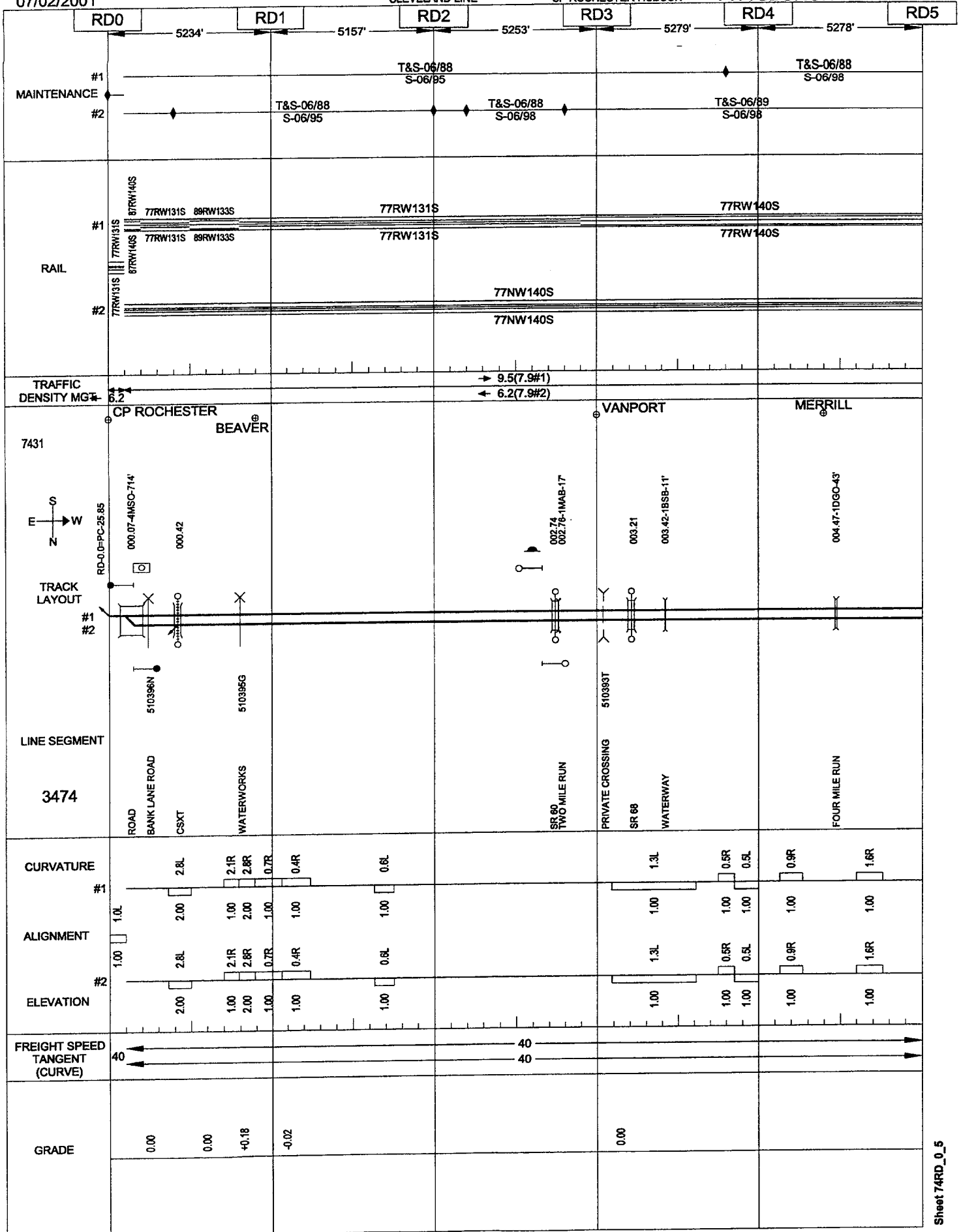


07/02/2001

CLEVELAND LINE

CP ROCHESTER-HUDSON

PITTSBURGH

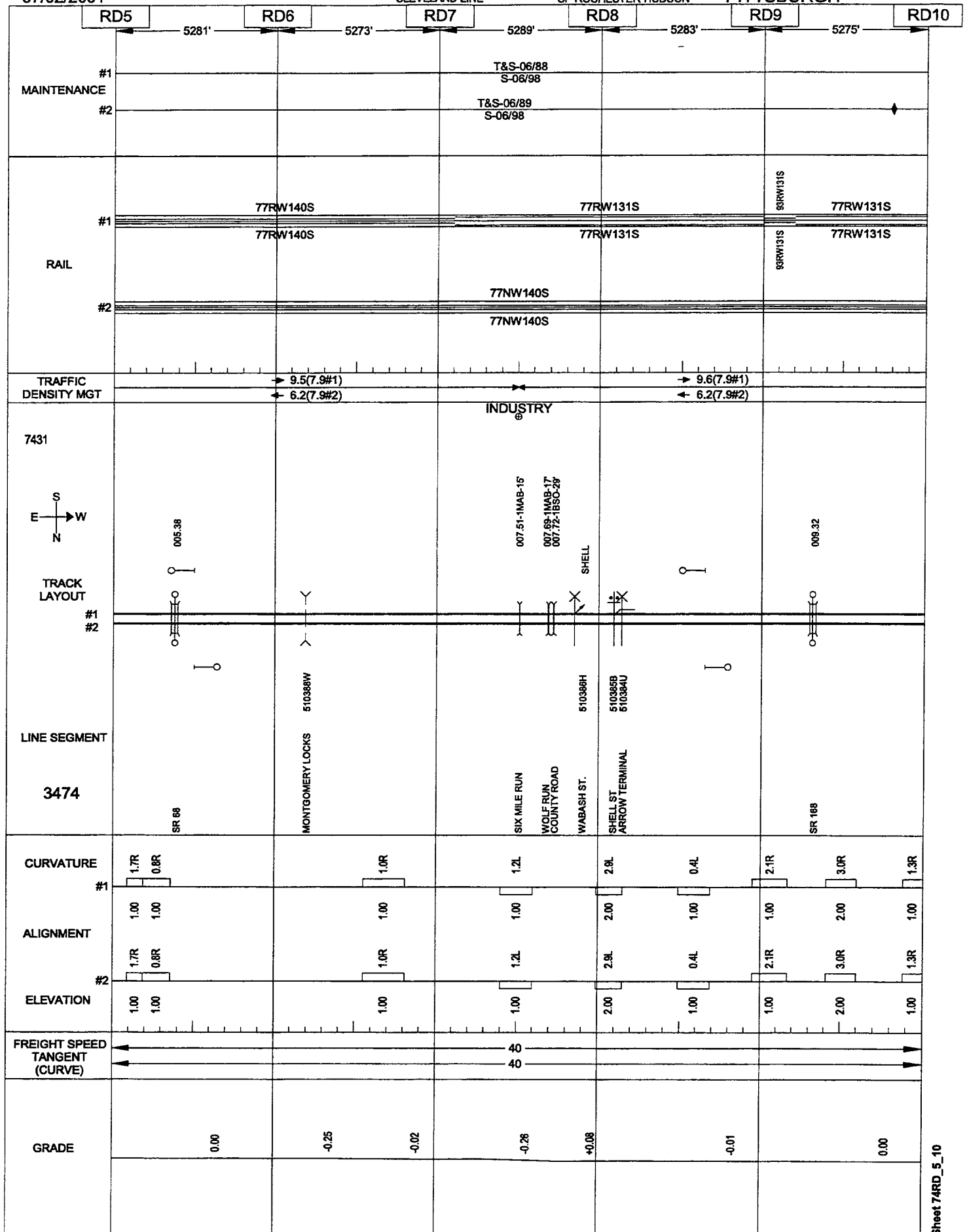


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CP ROCHESTER-HUDSON

PITTSBURGH

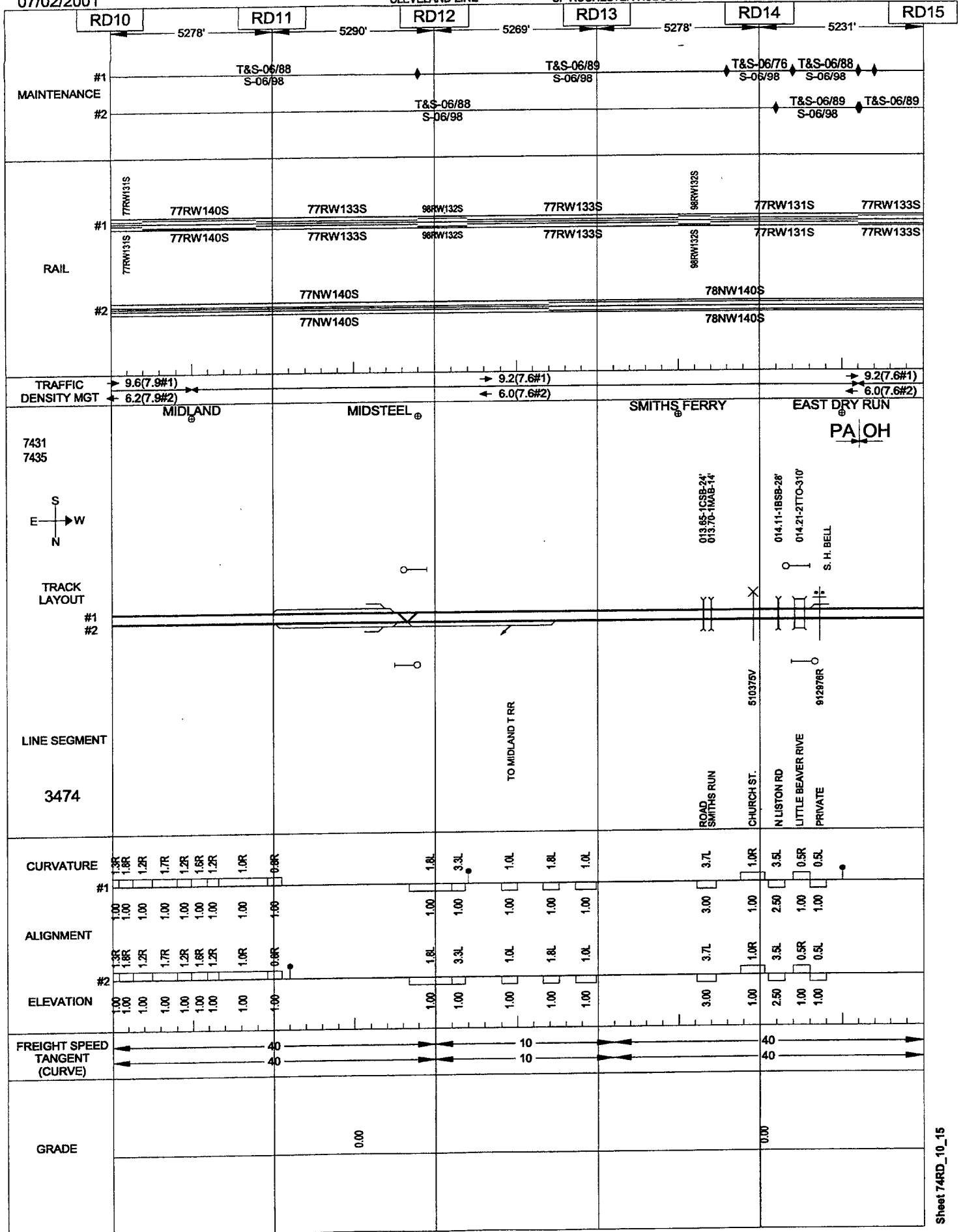


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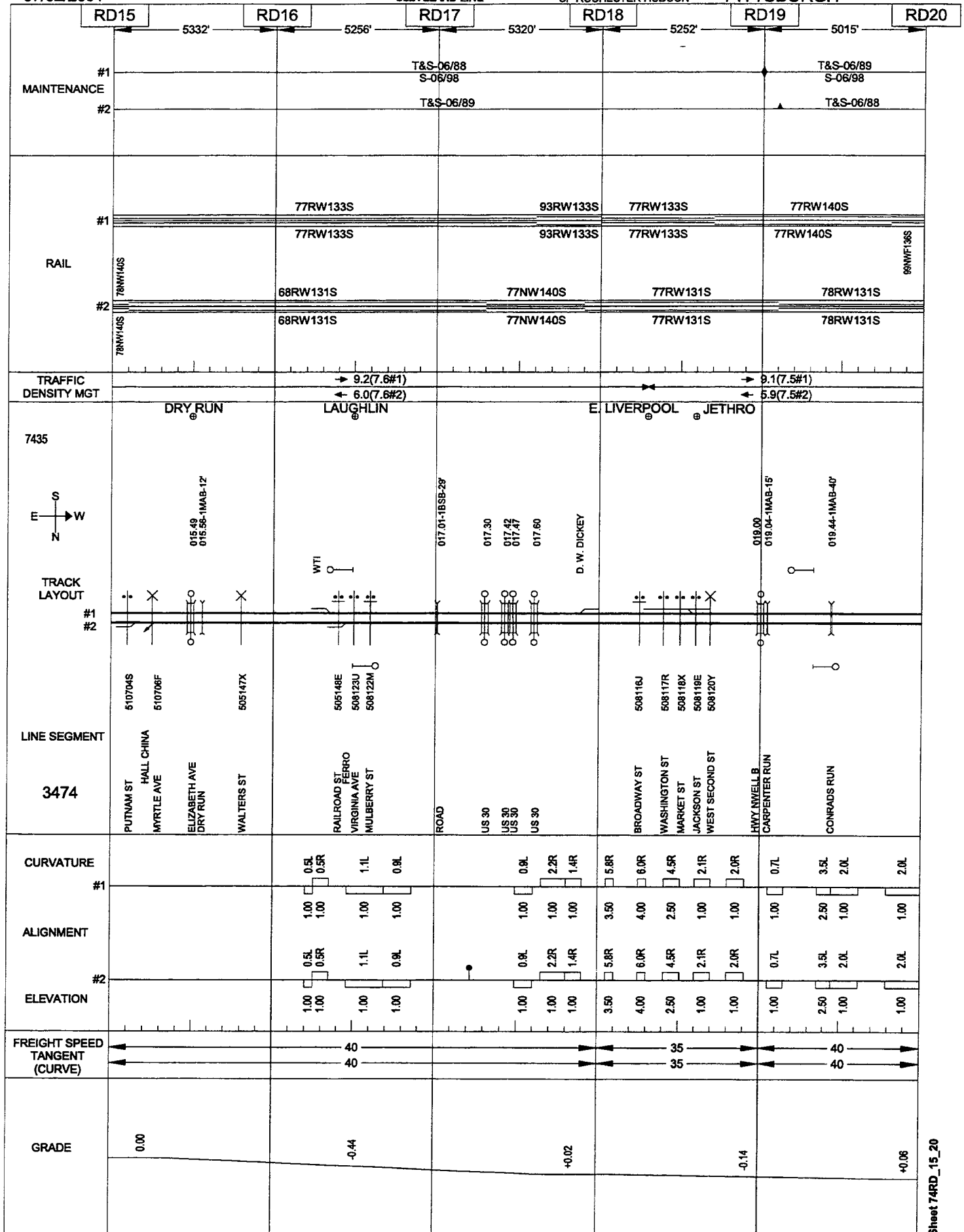


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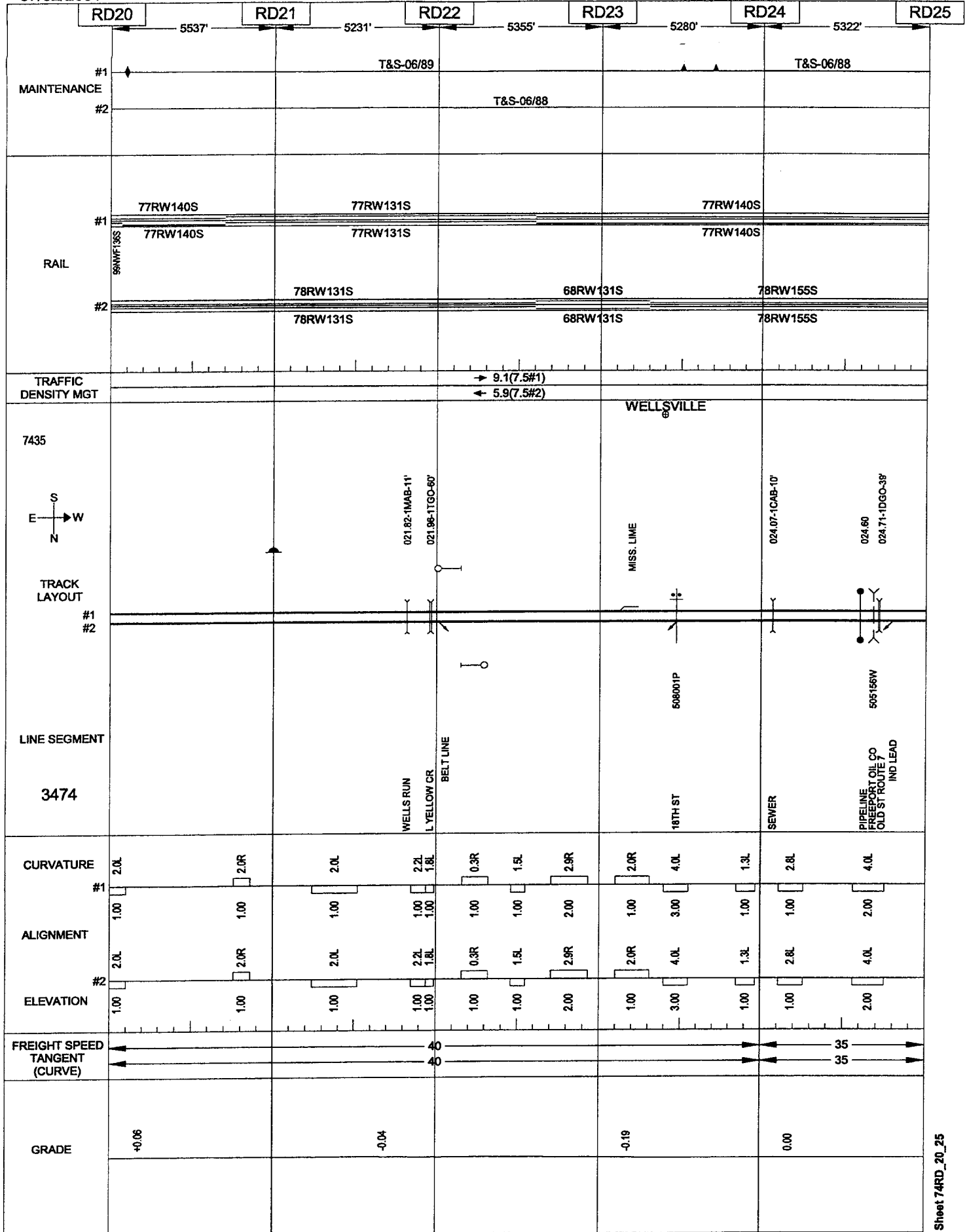
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CLEVELAND LINE

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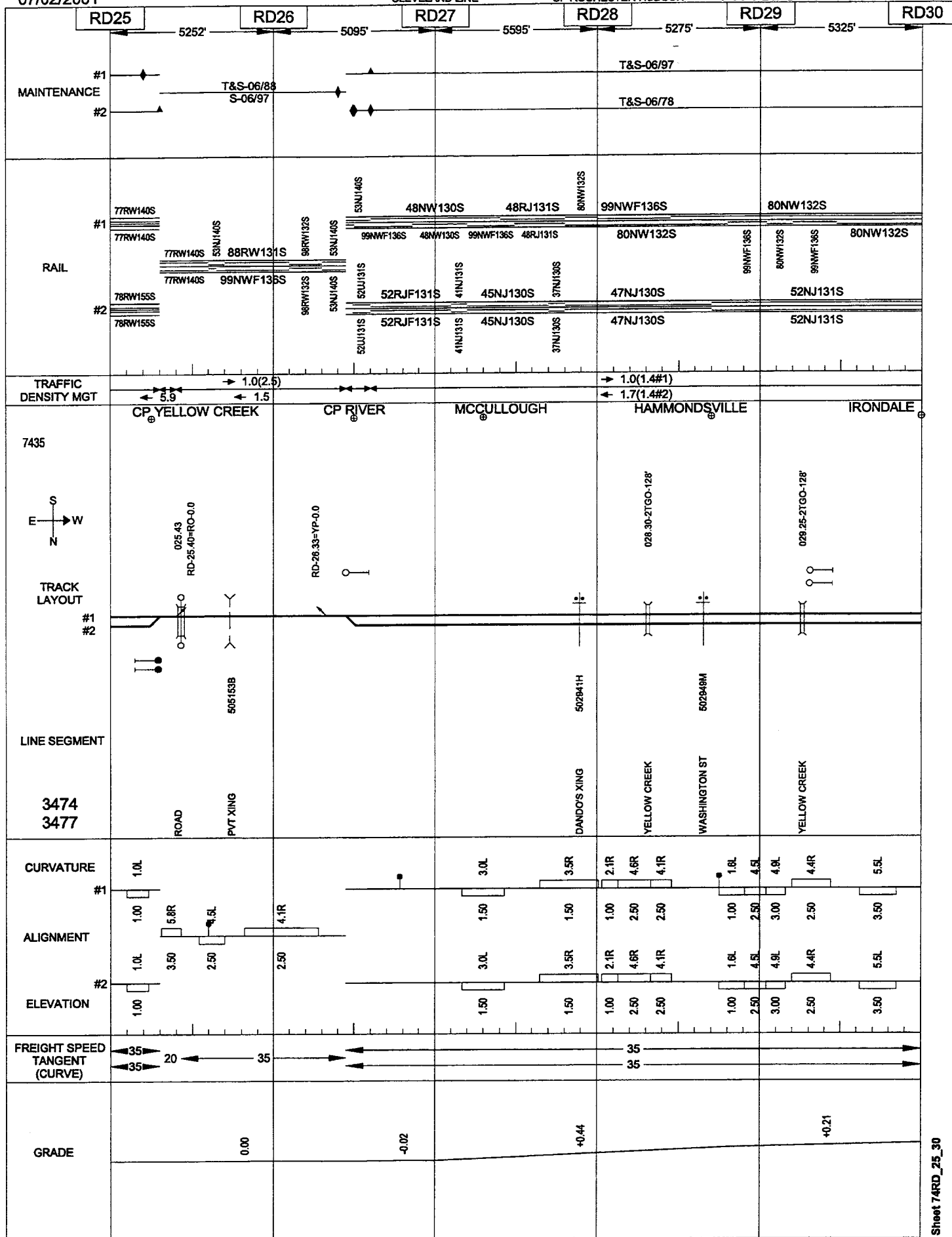


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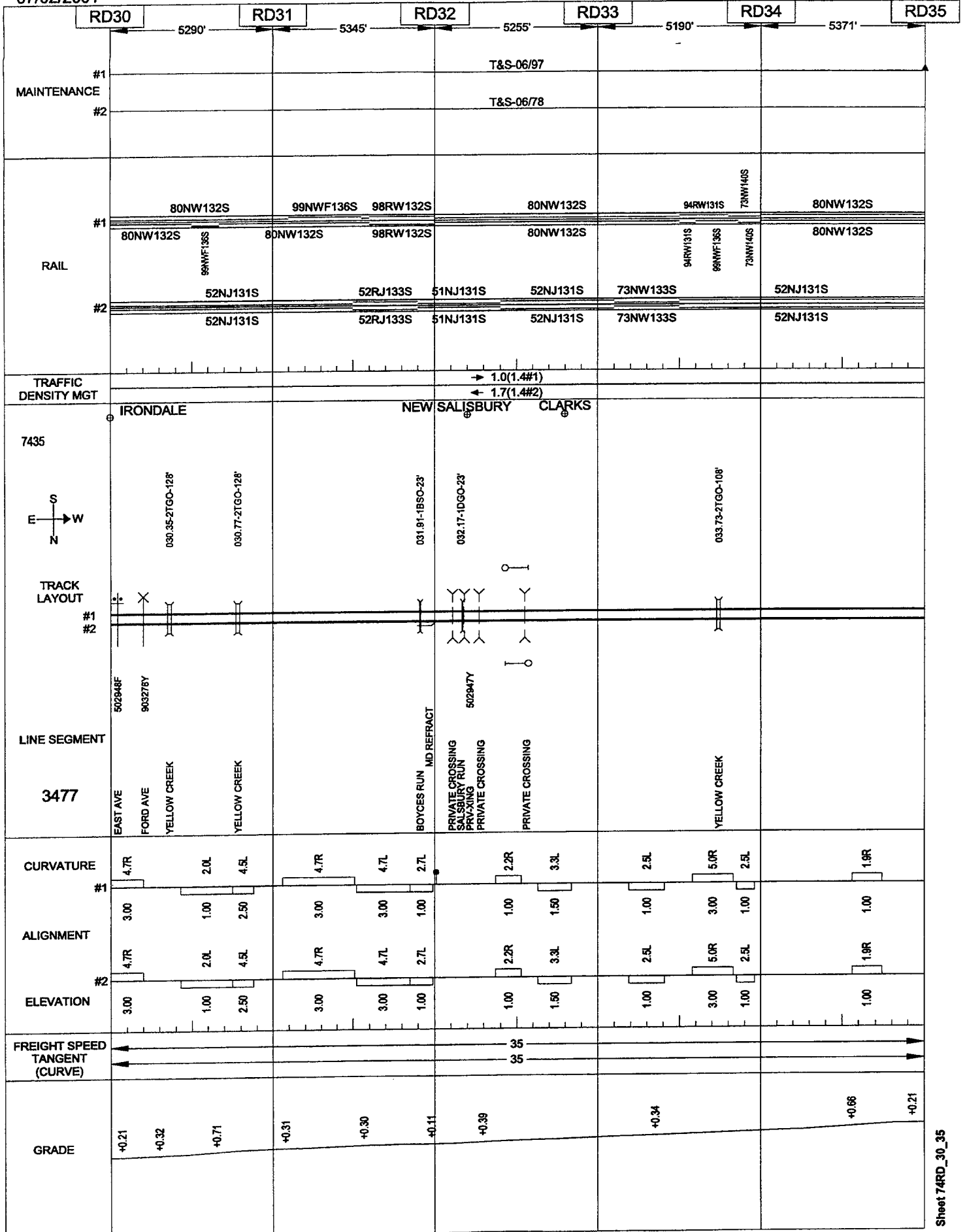


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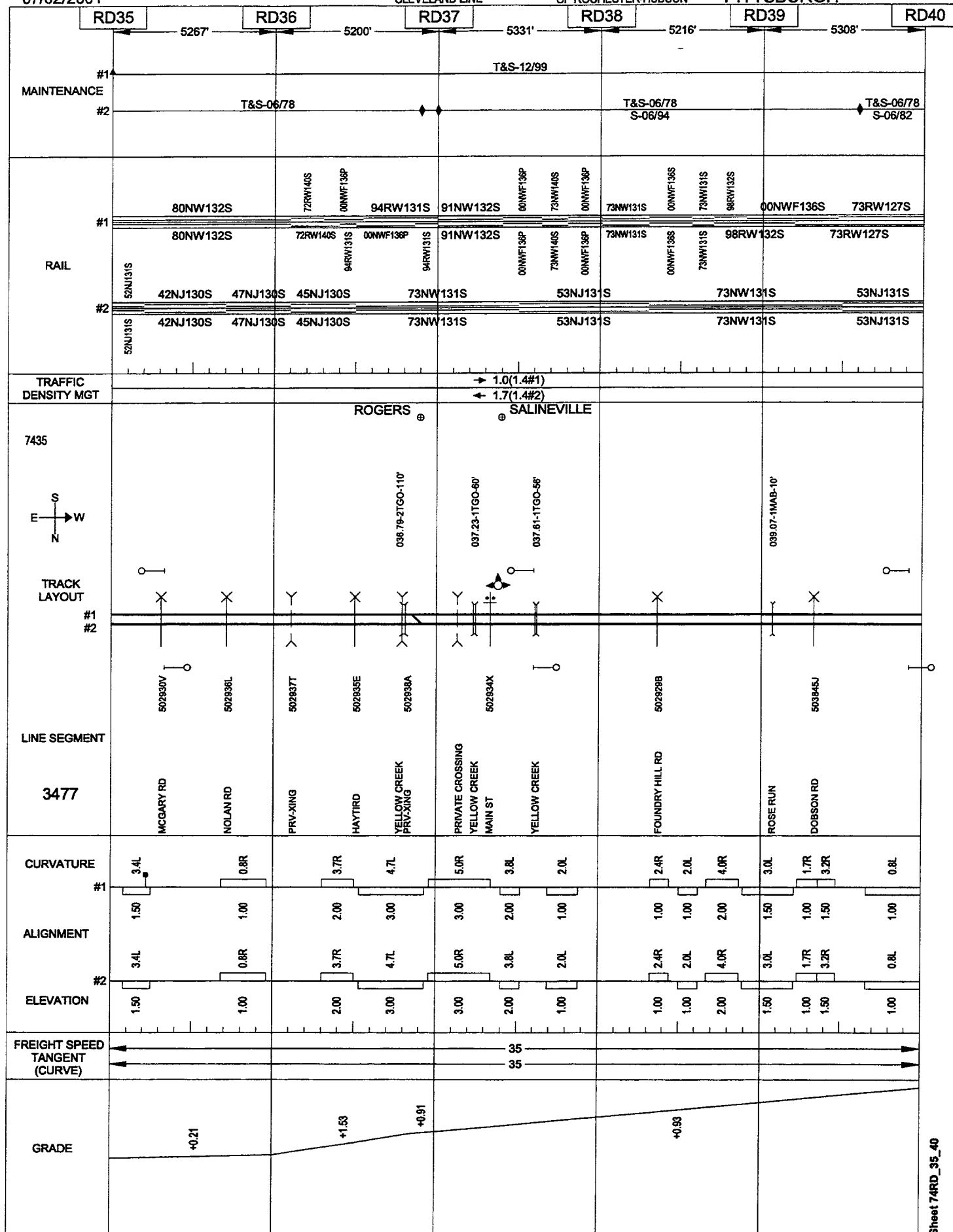


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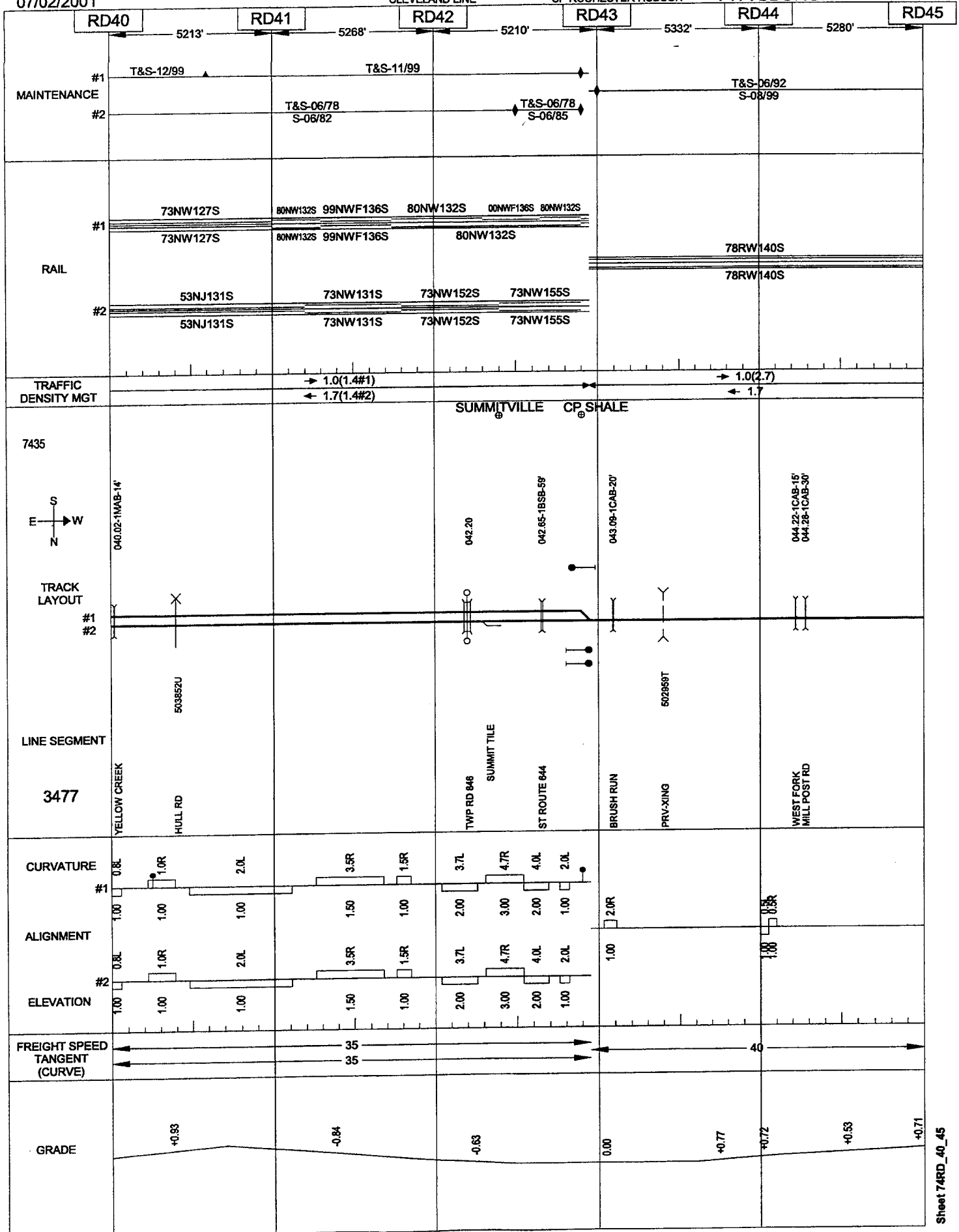


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PITTSBURGH



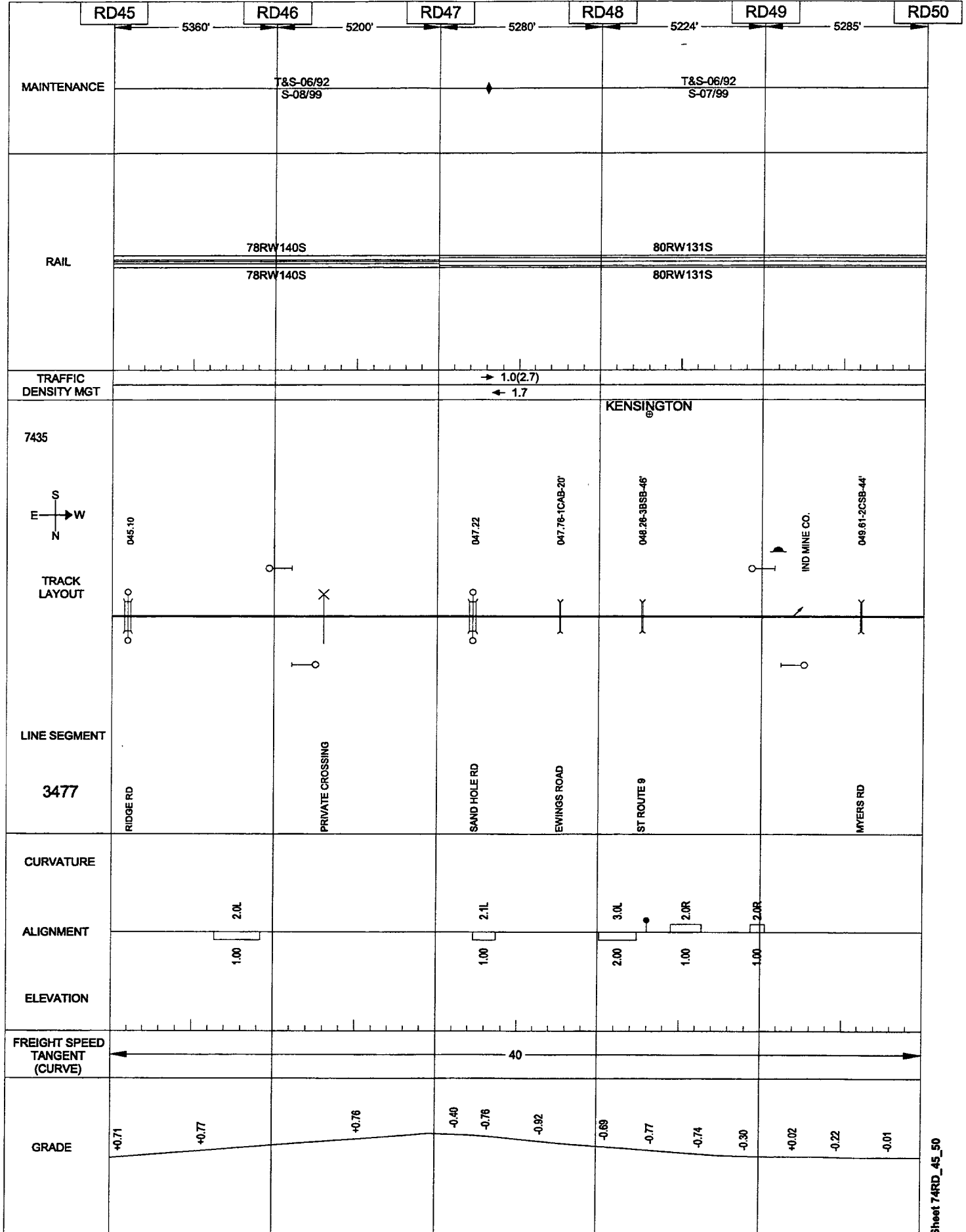
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010

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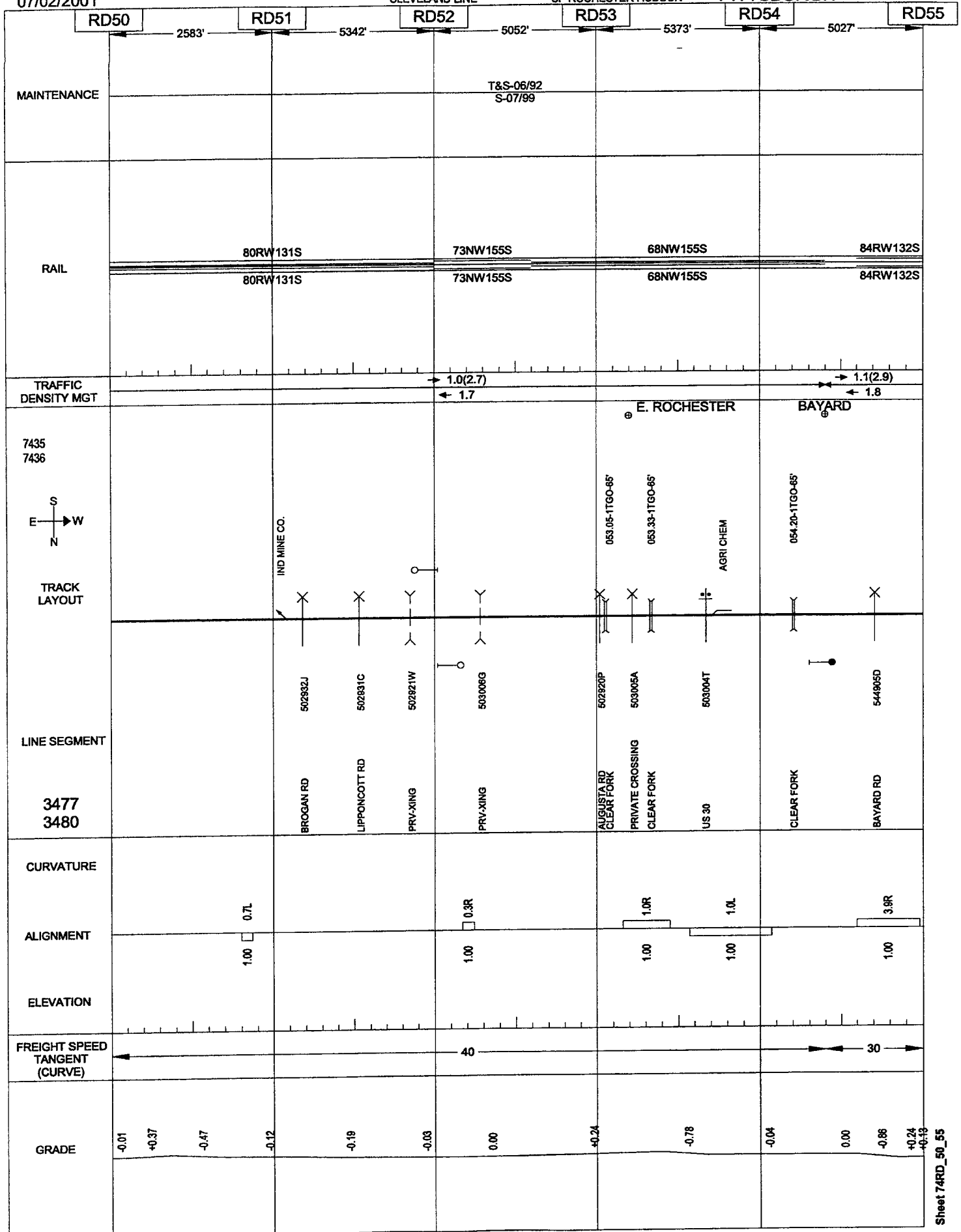


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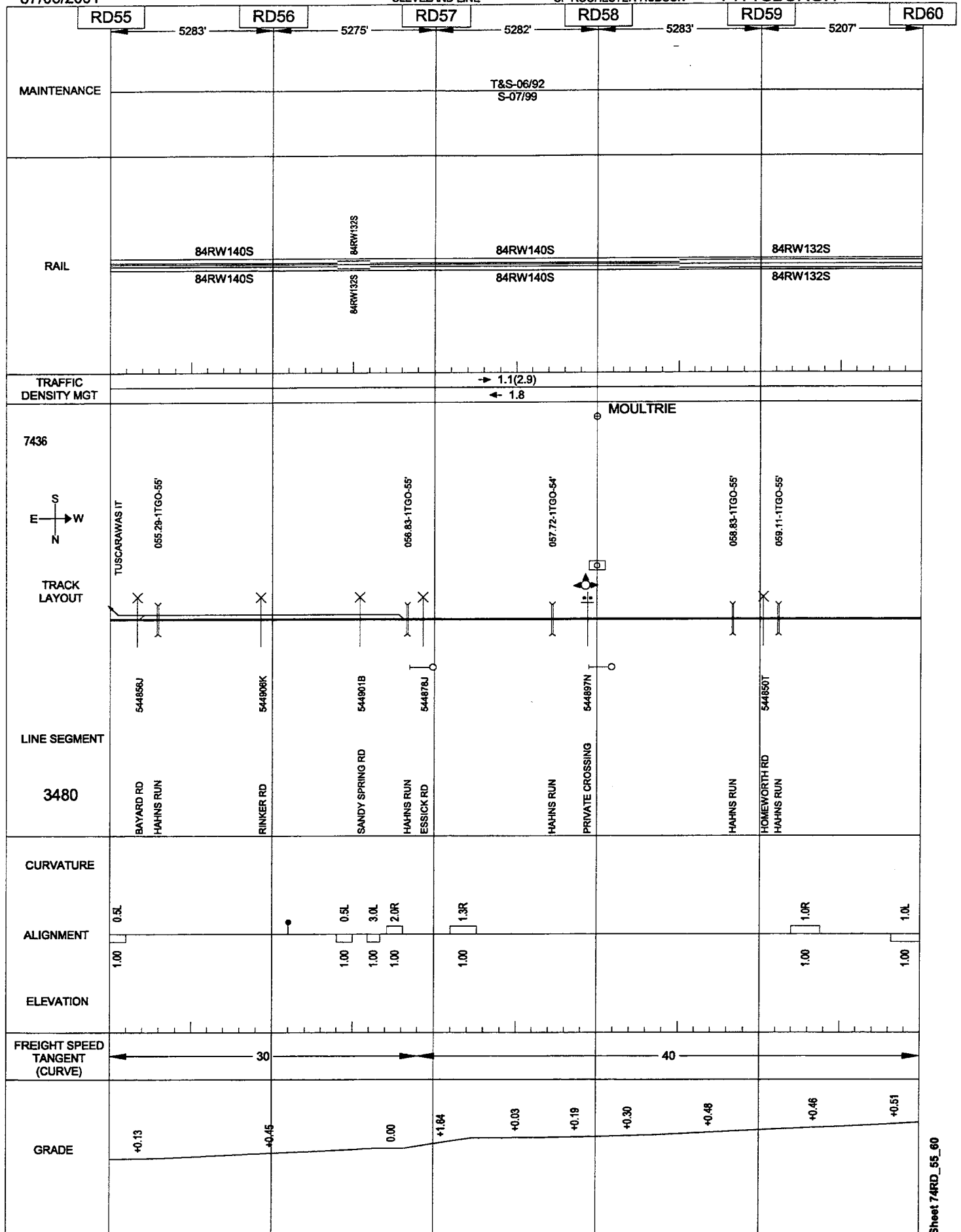


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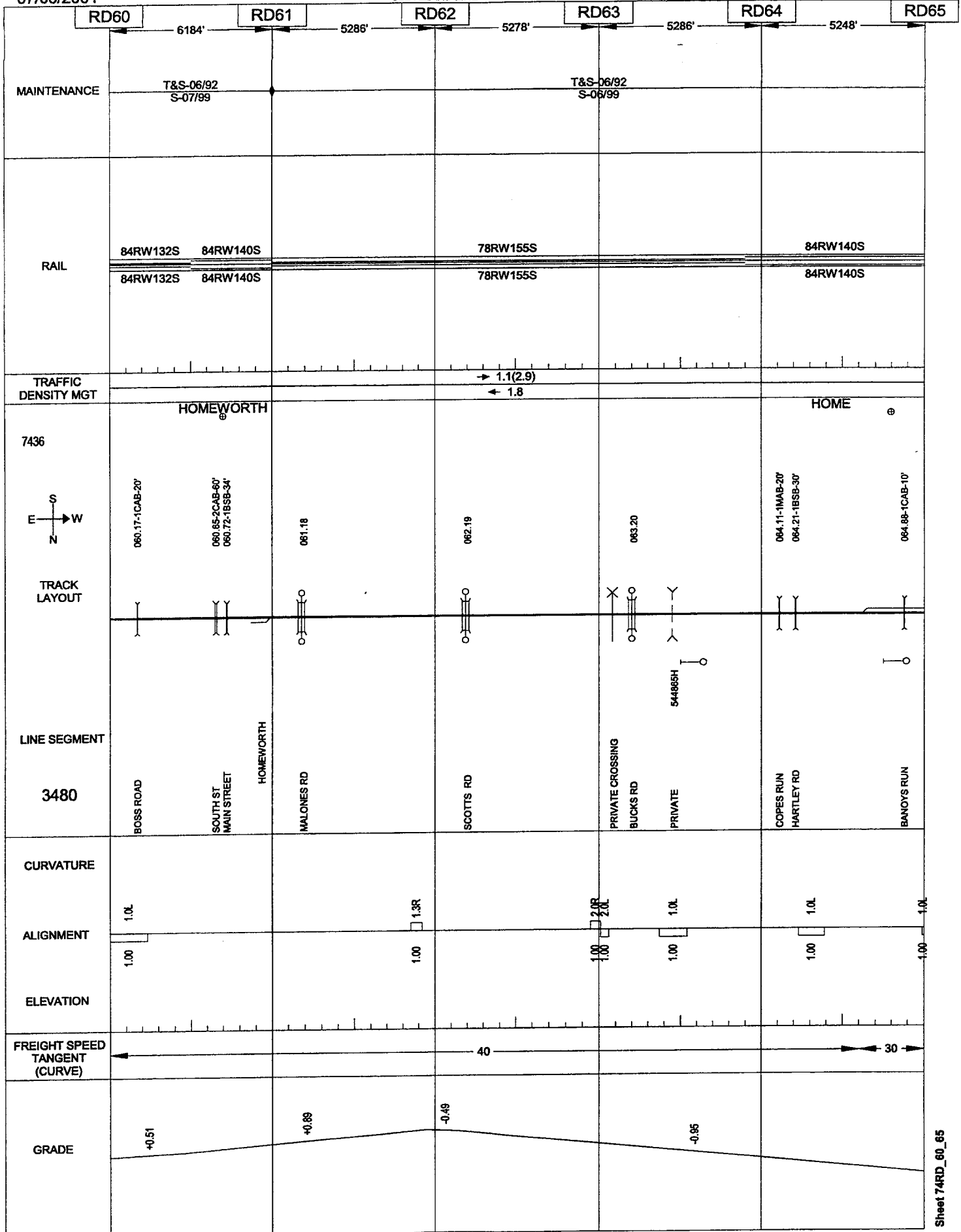


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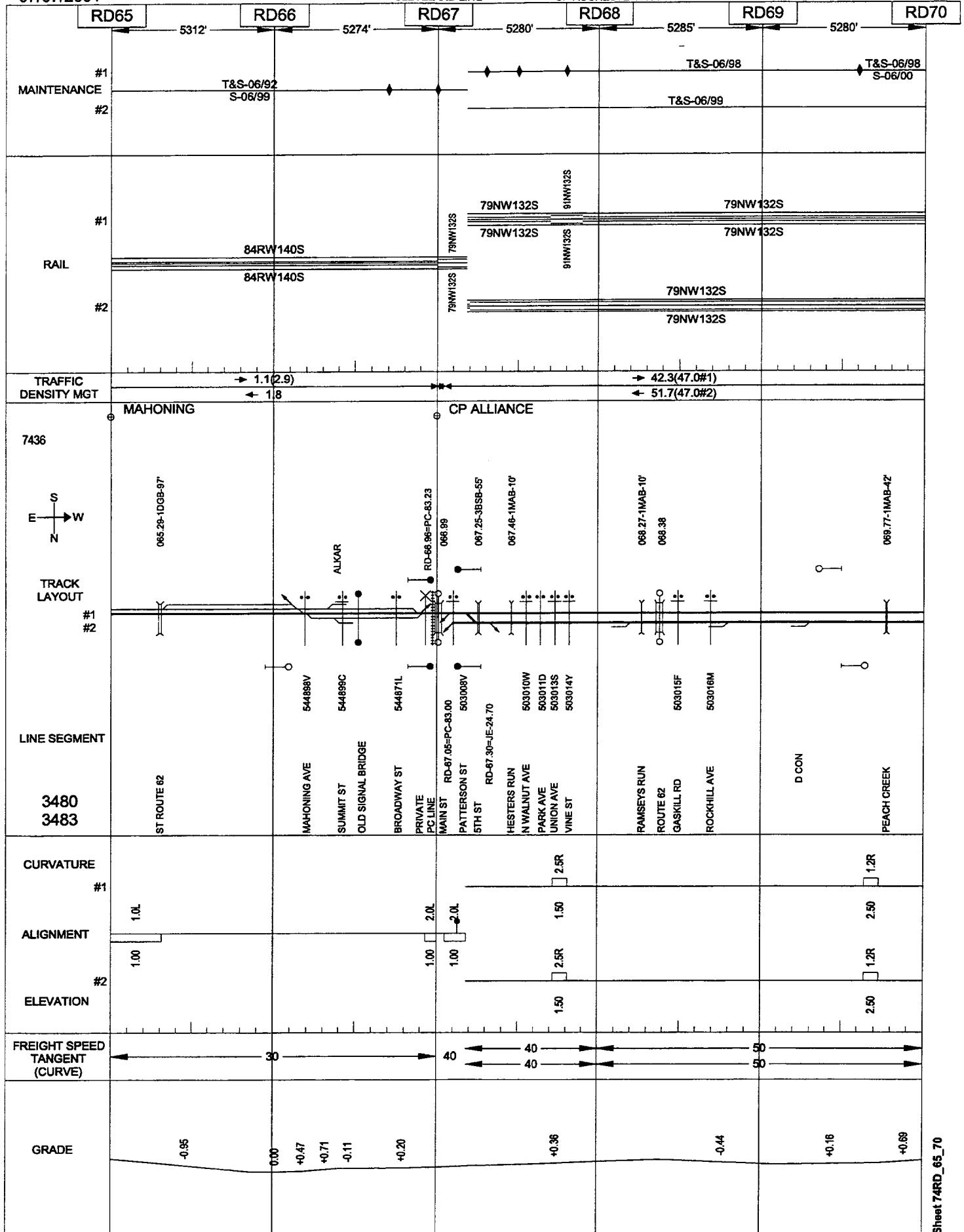


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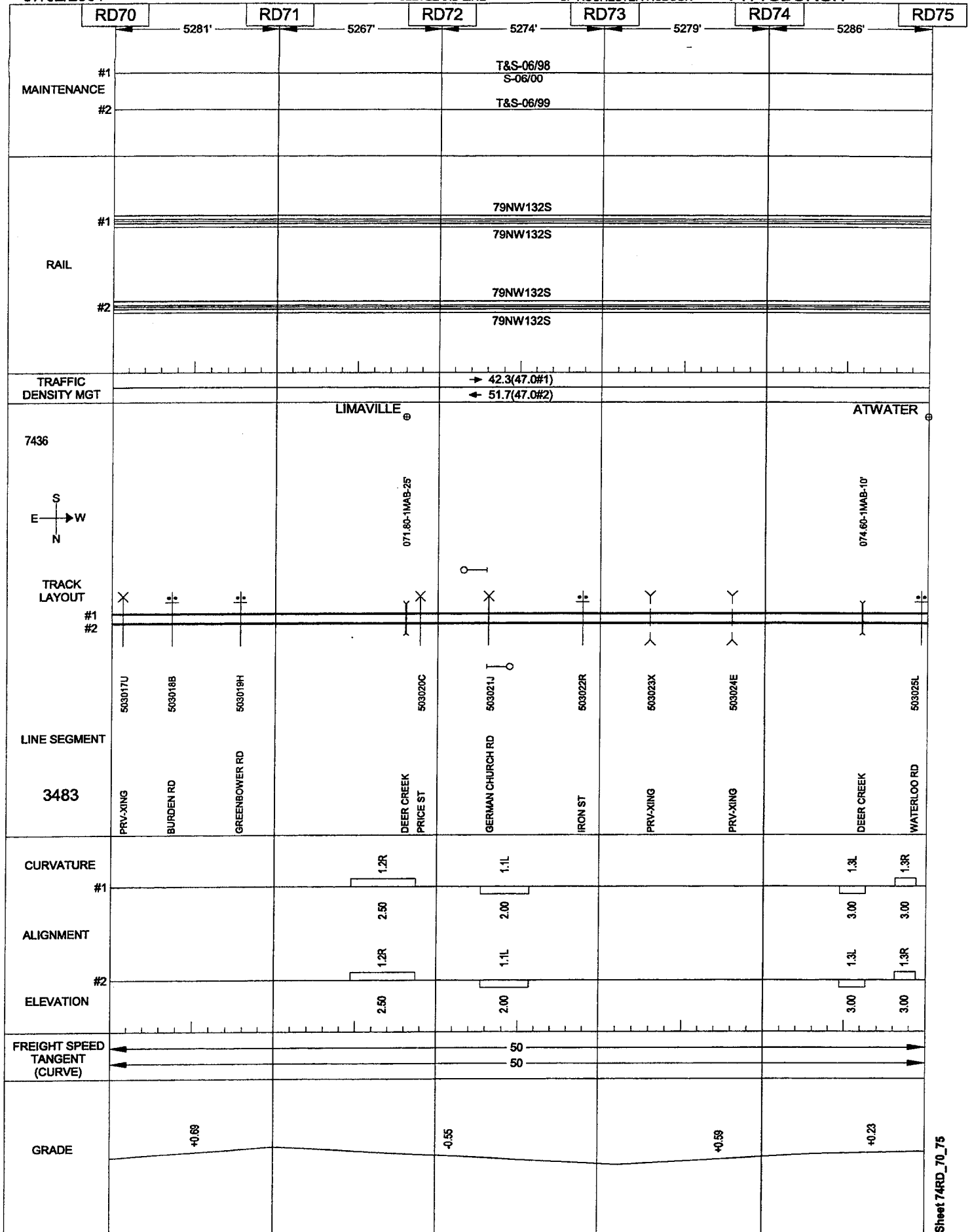


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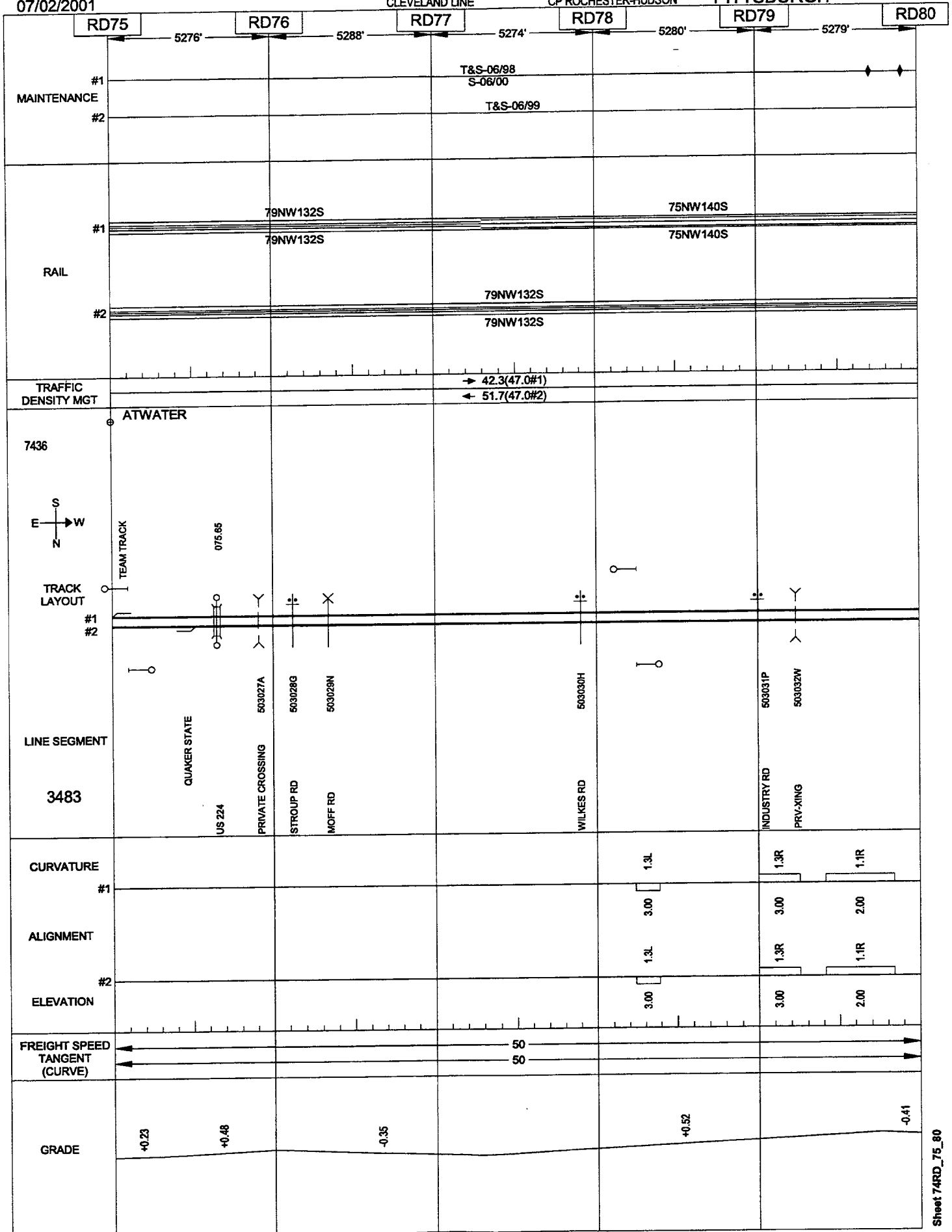
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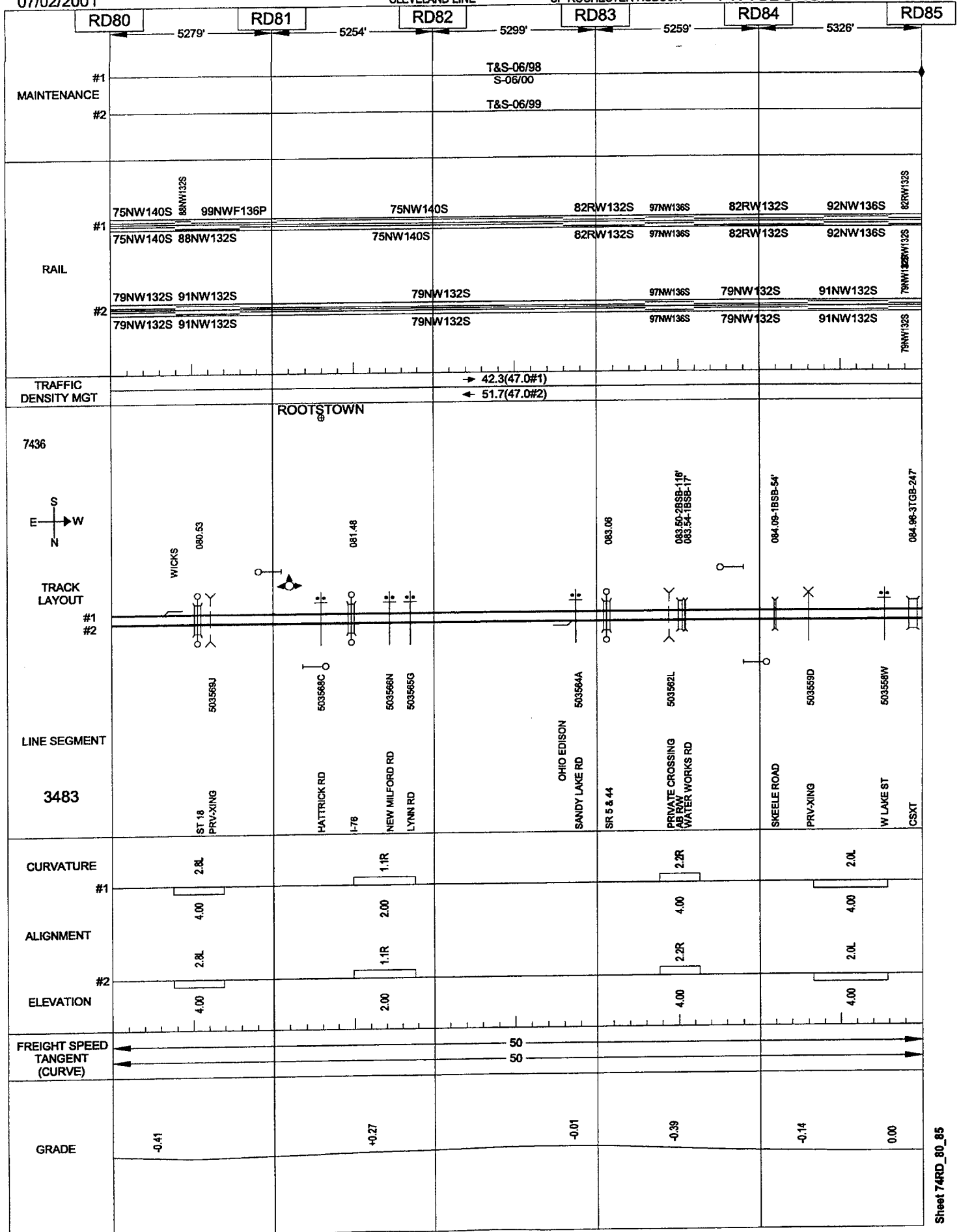
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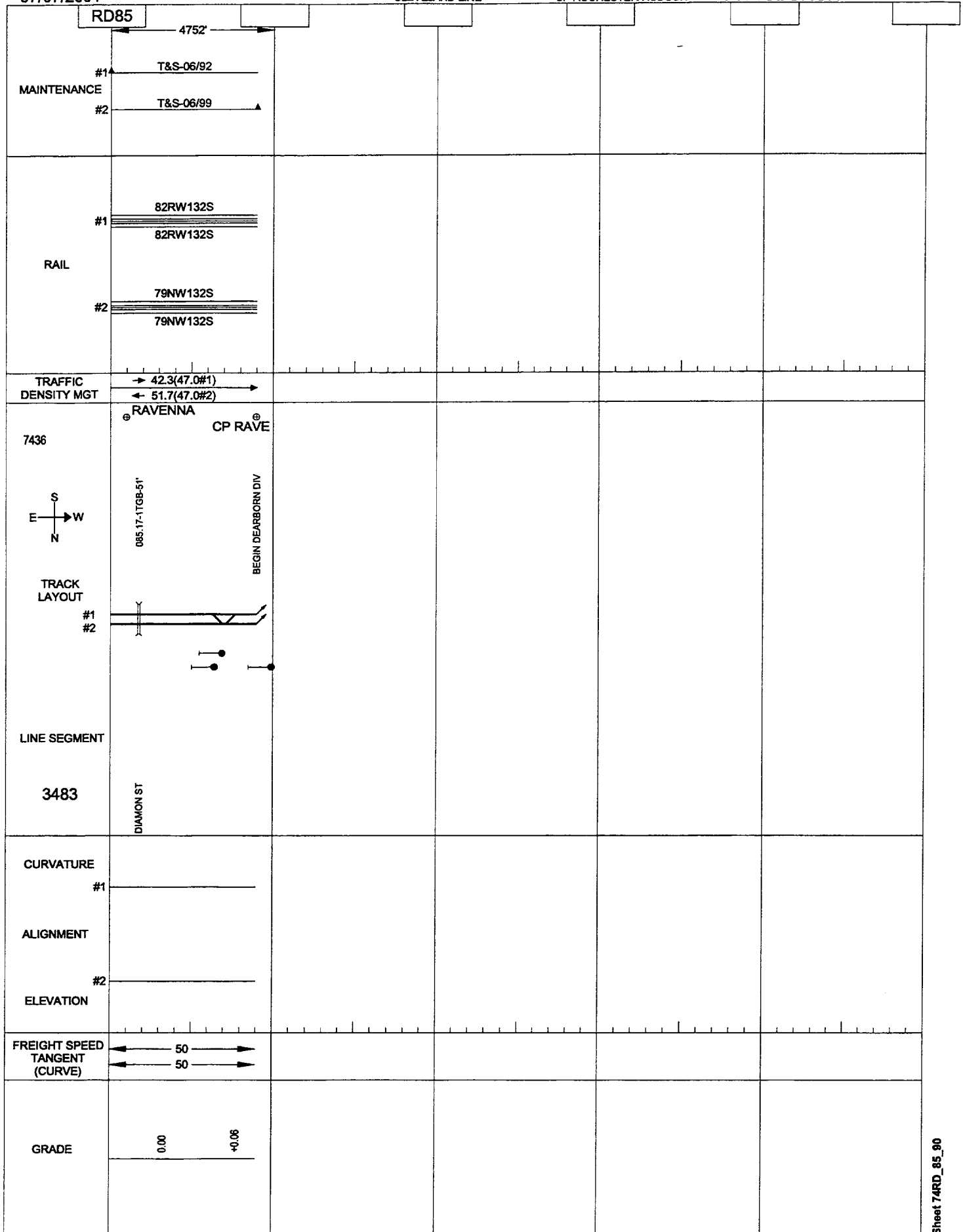


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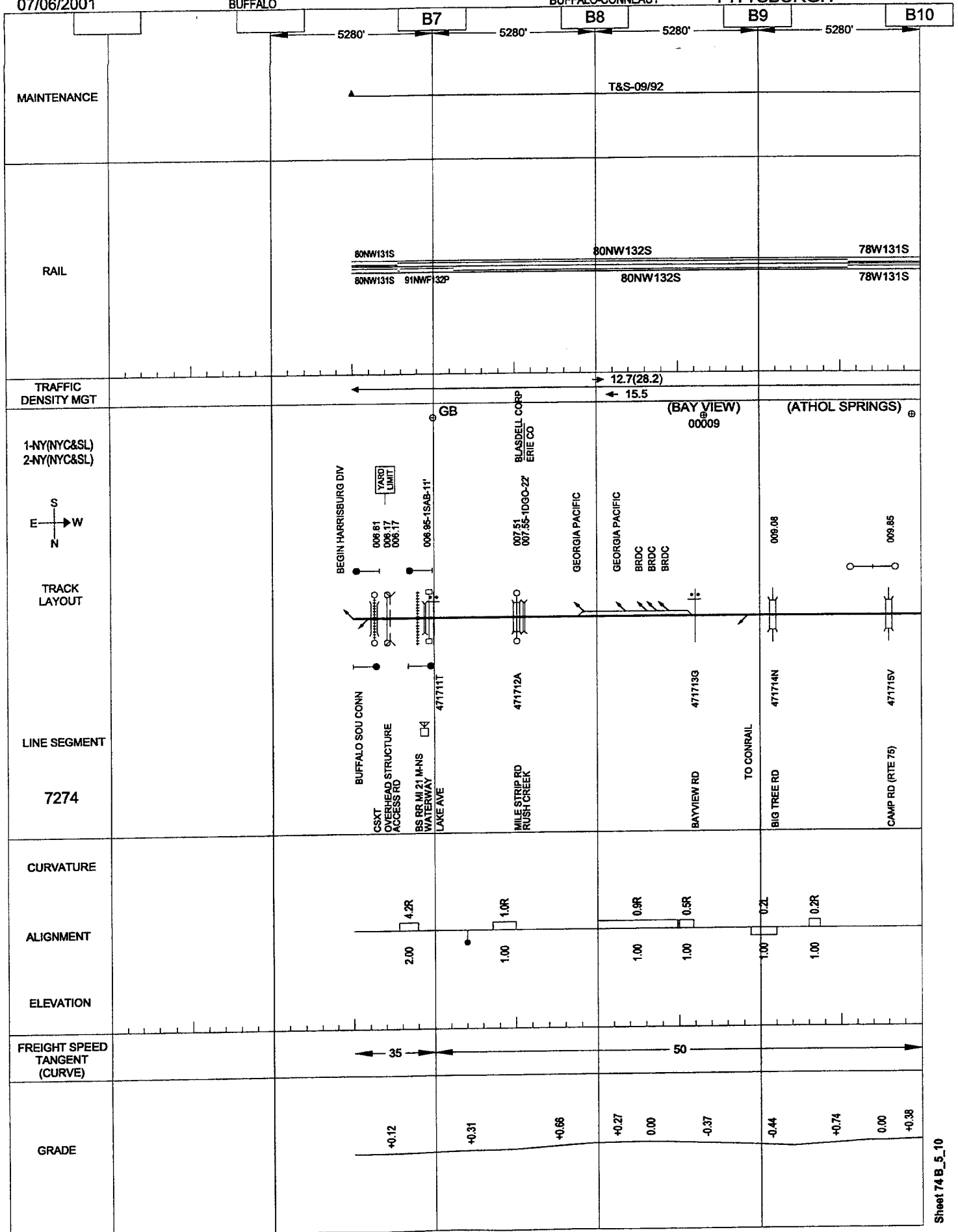


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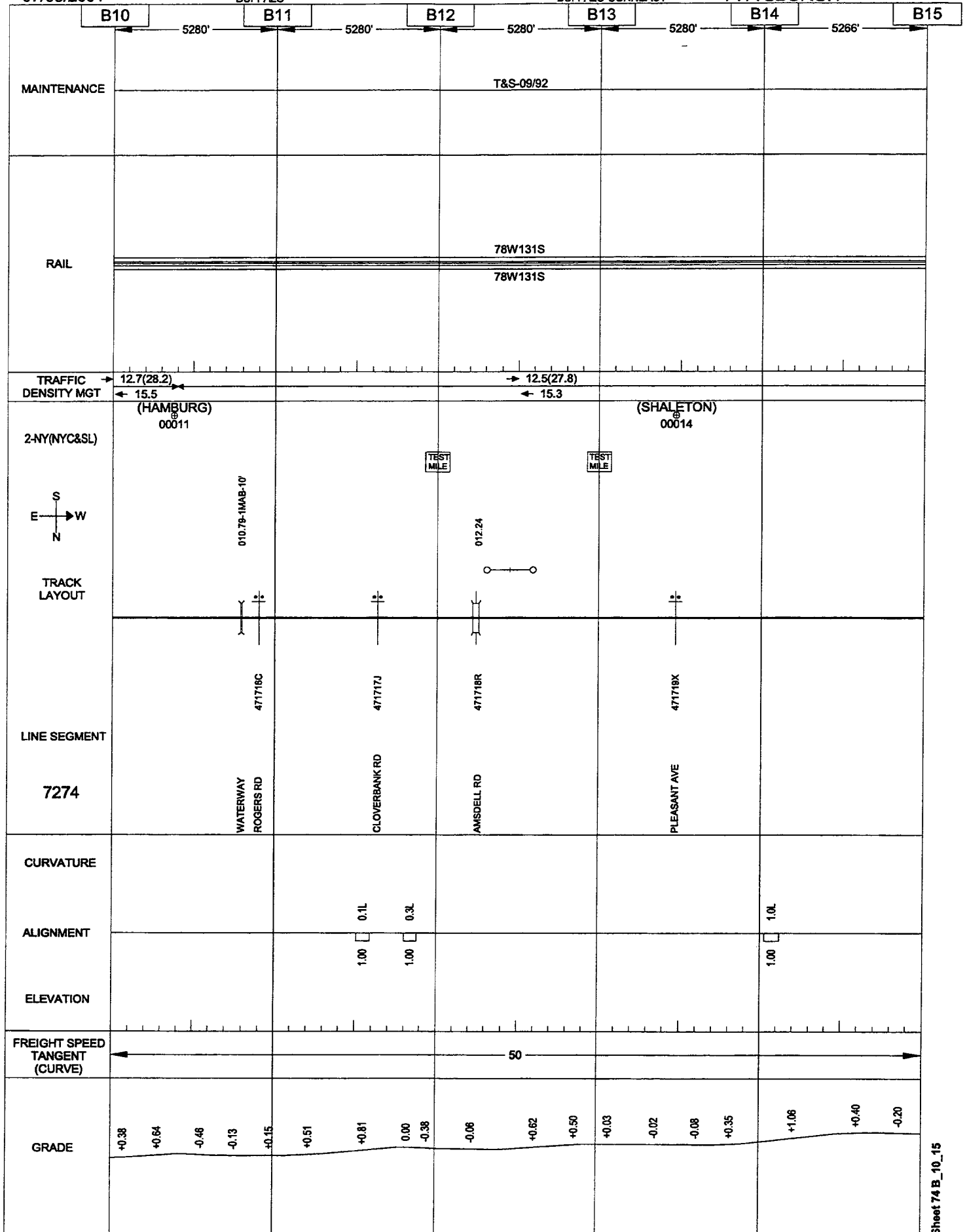


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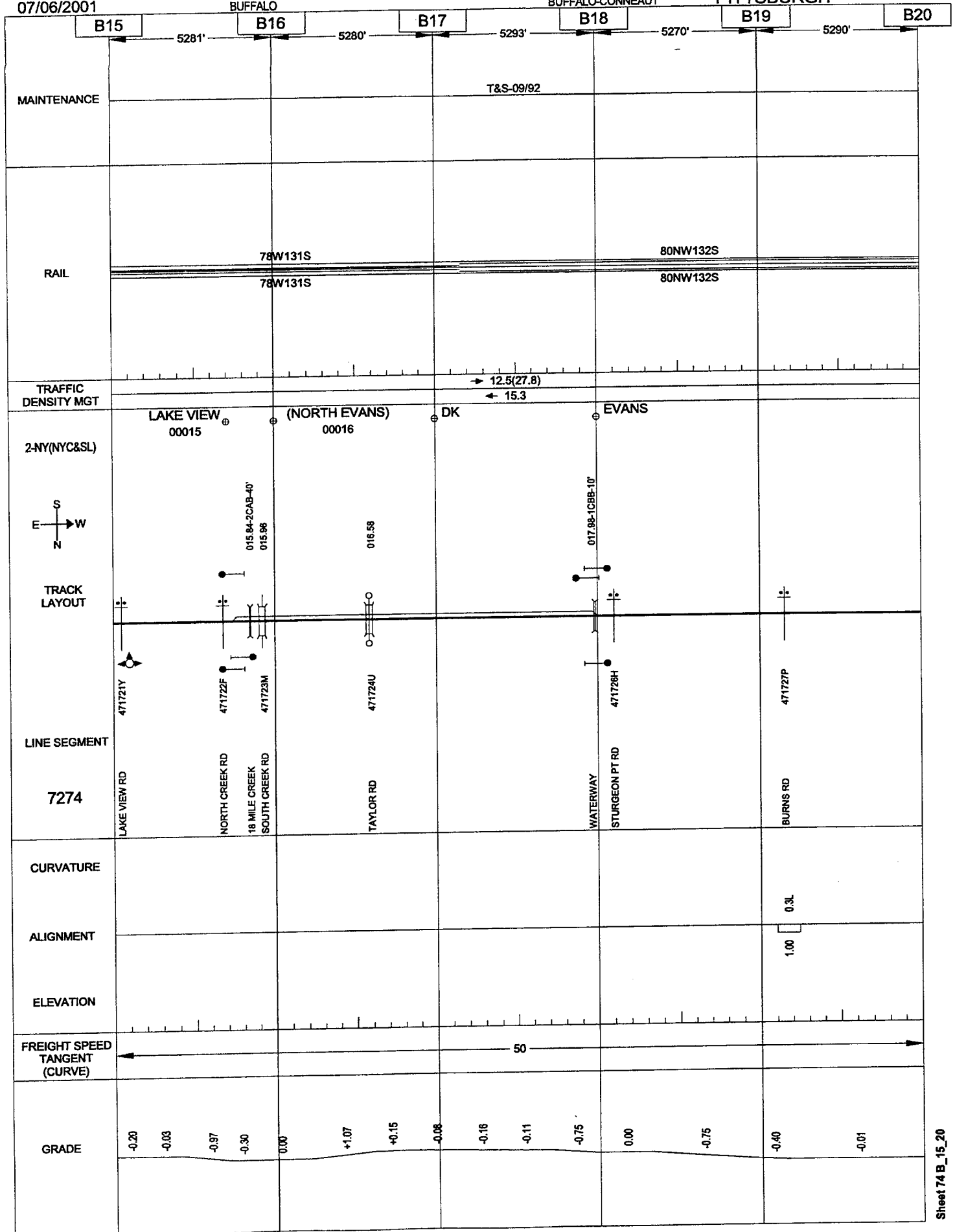


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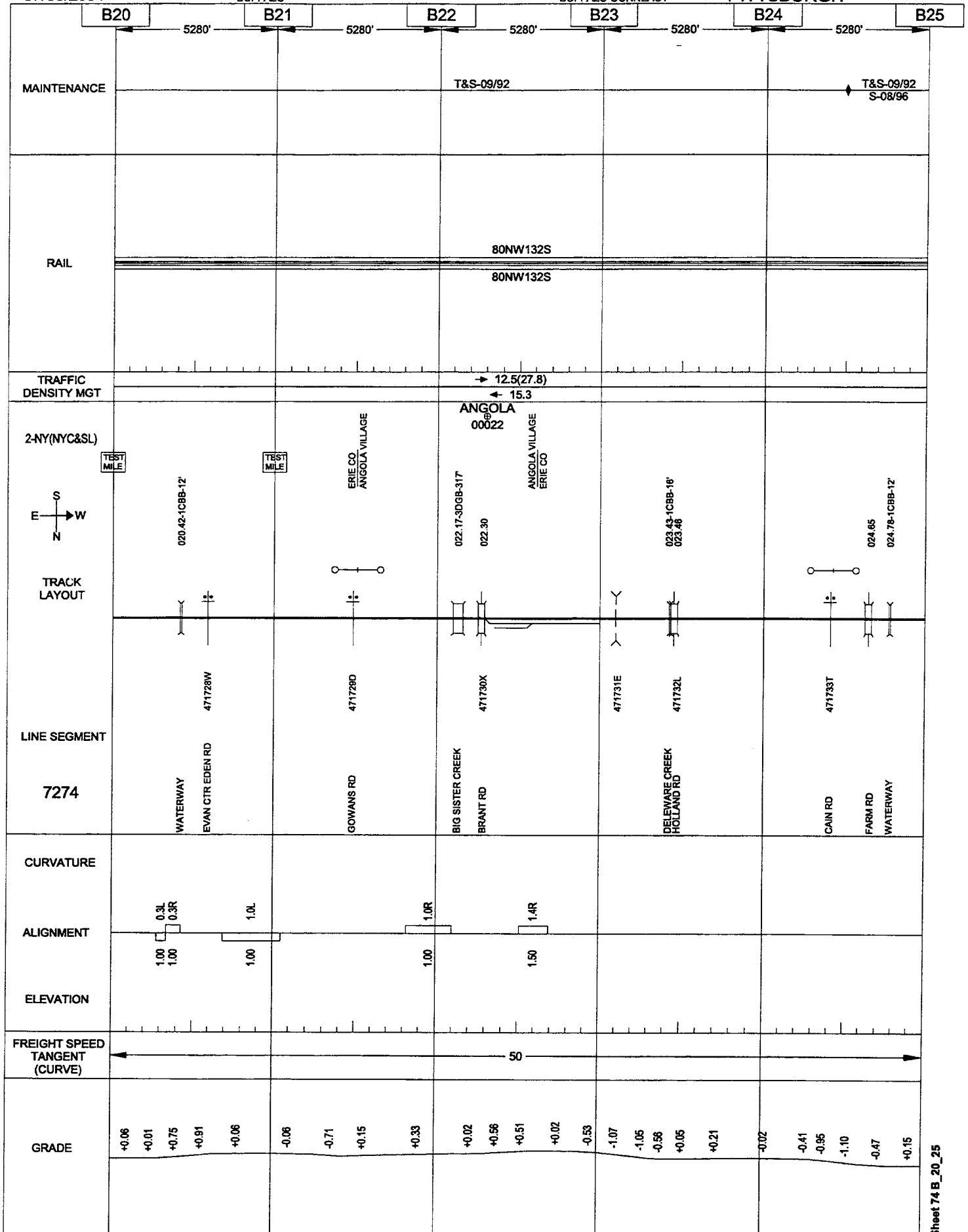


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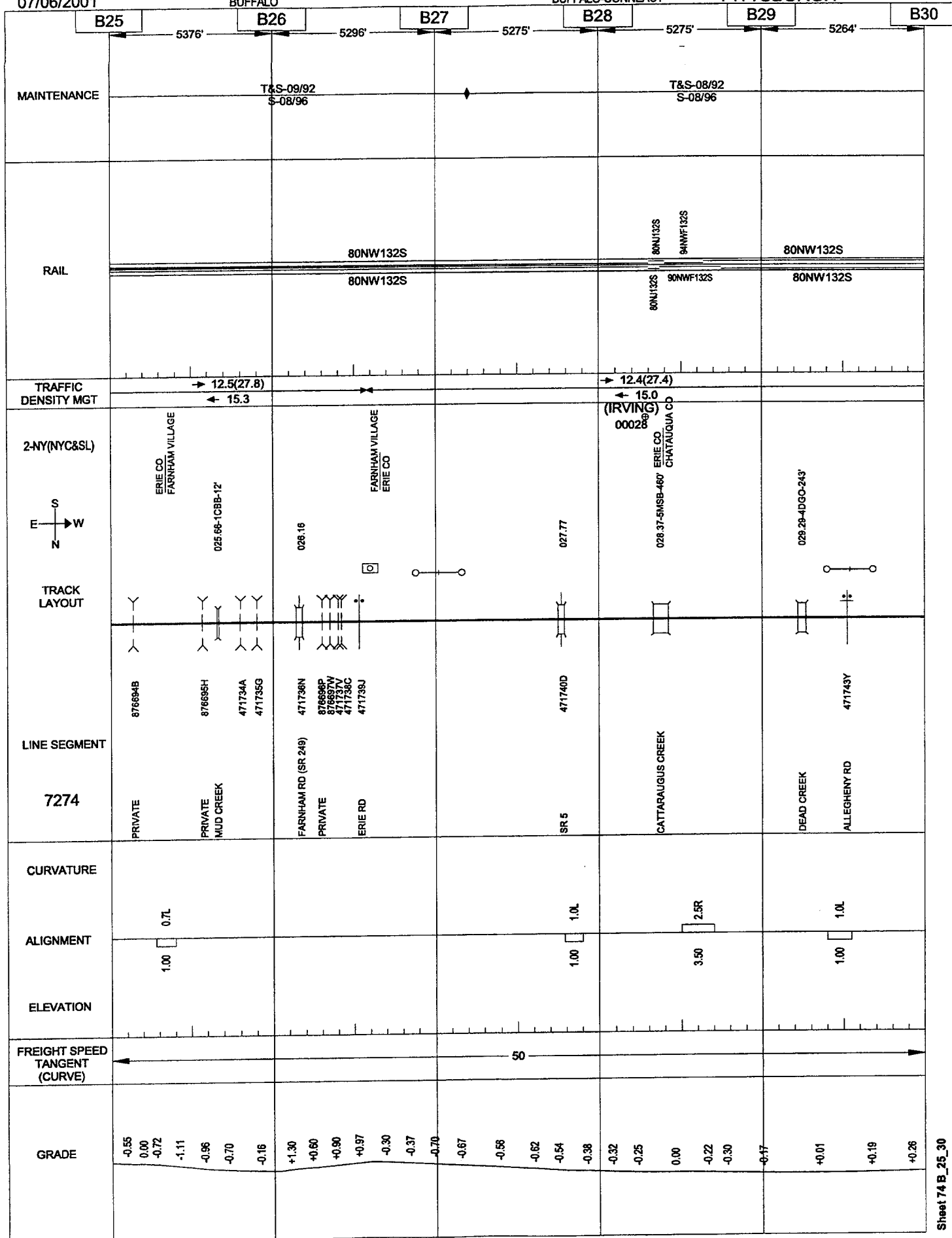


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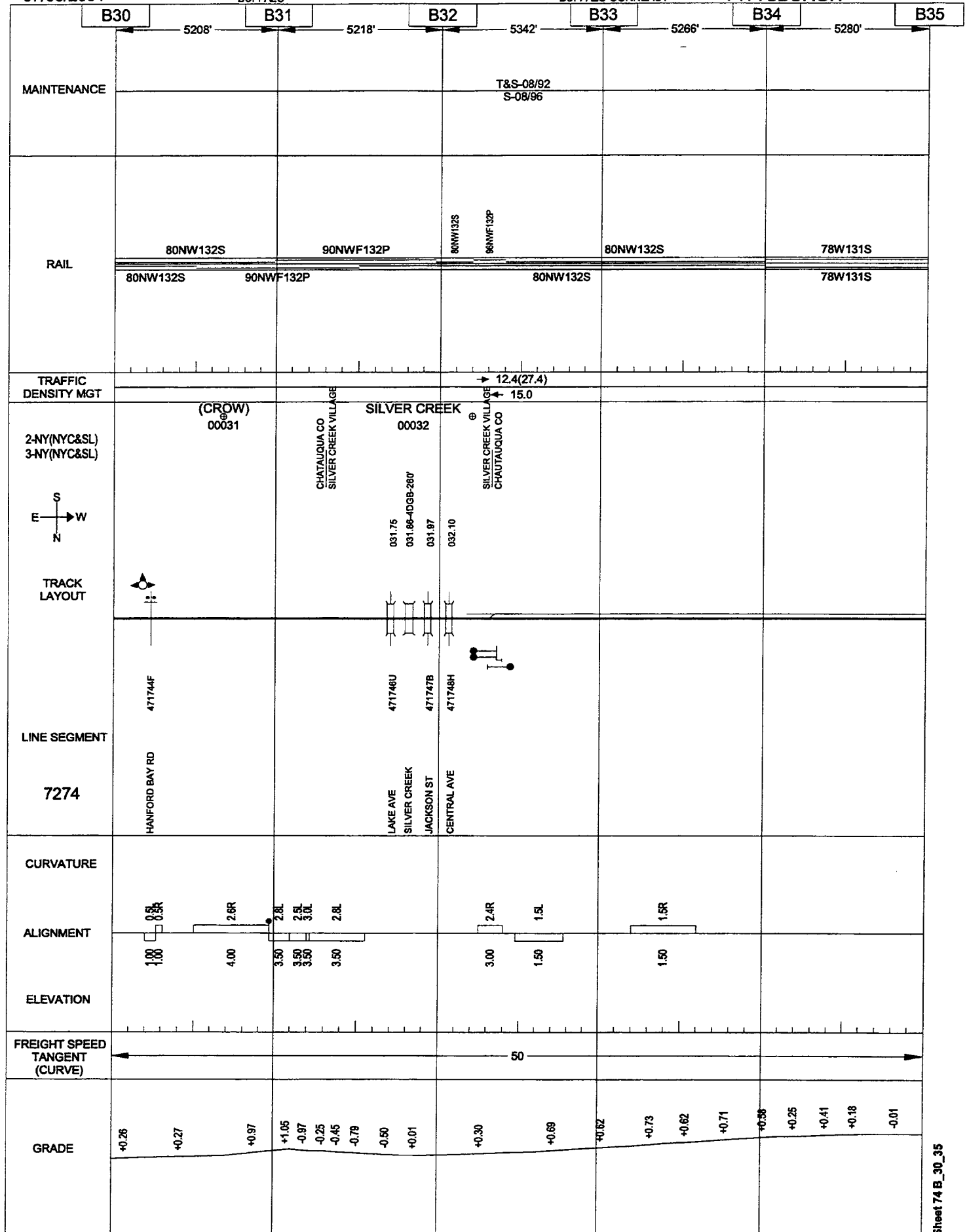


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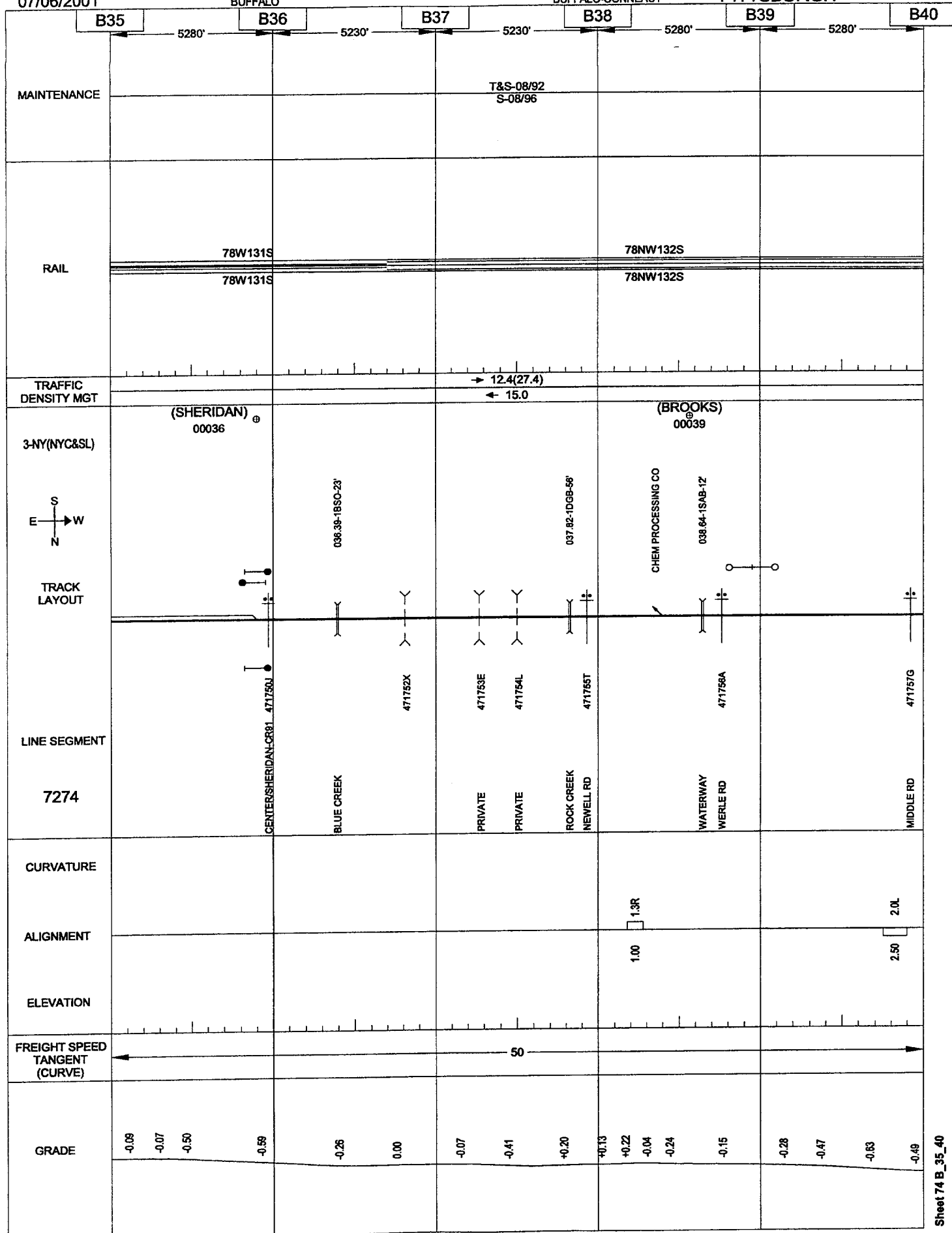


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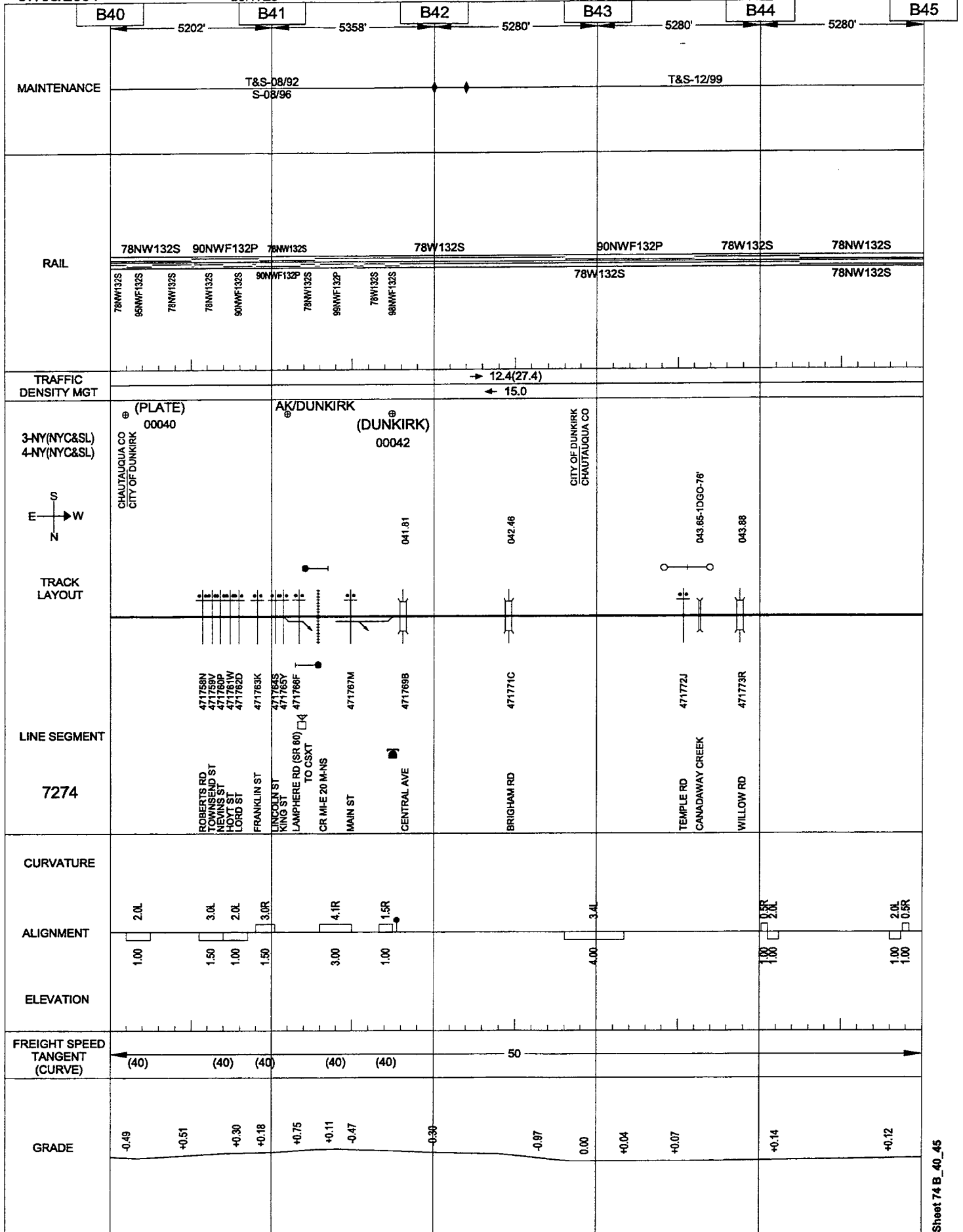


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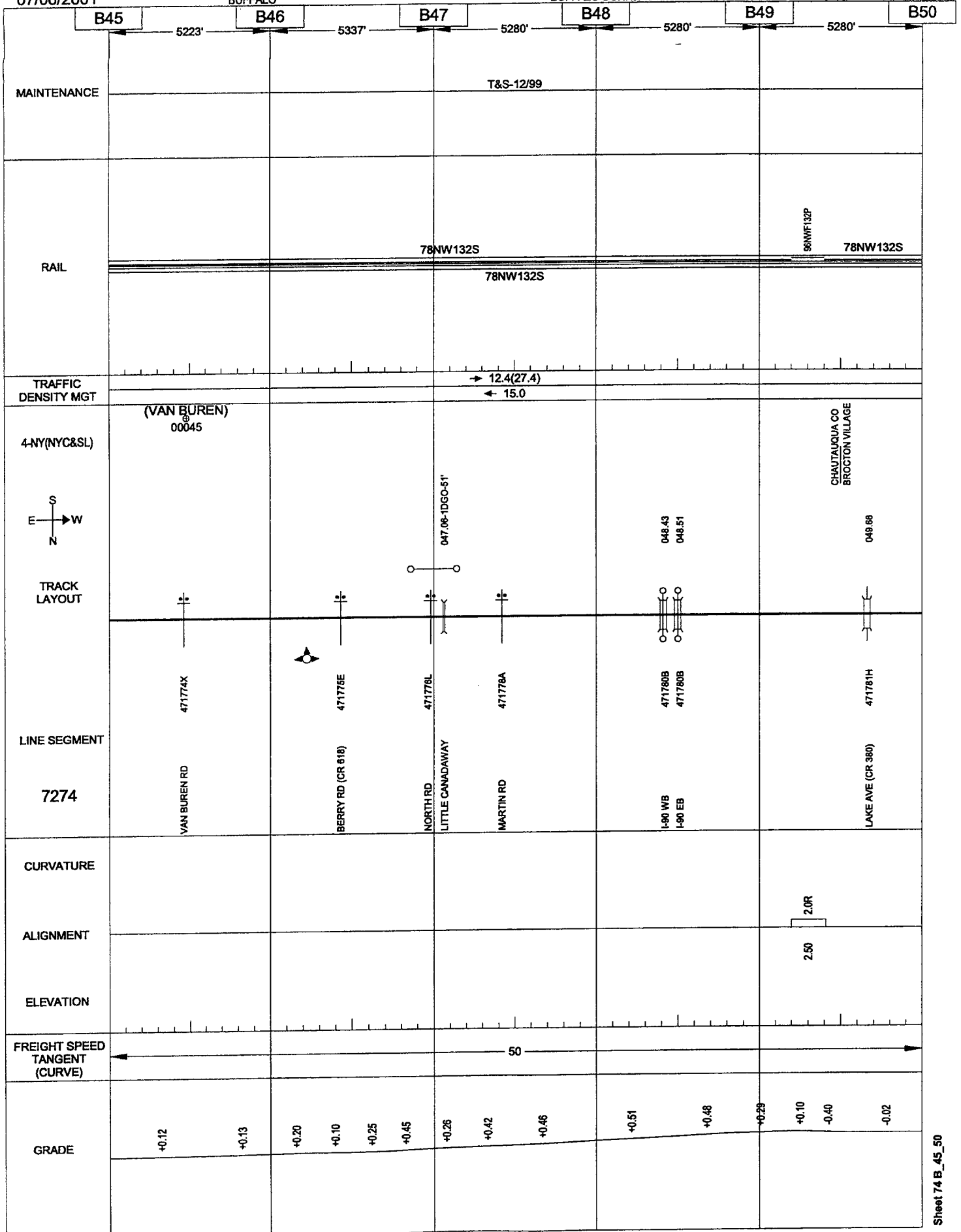


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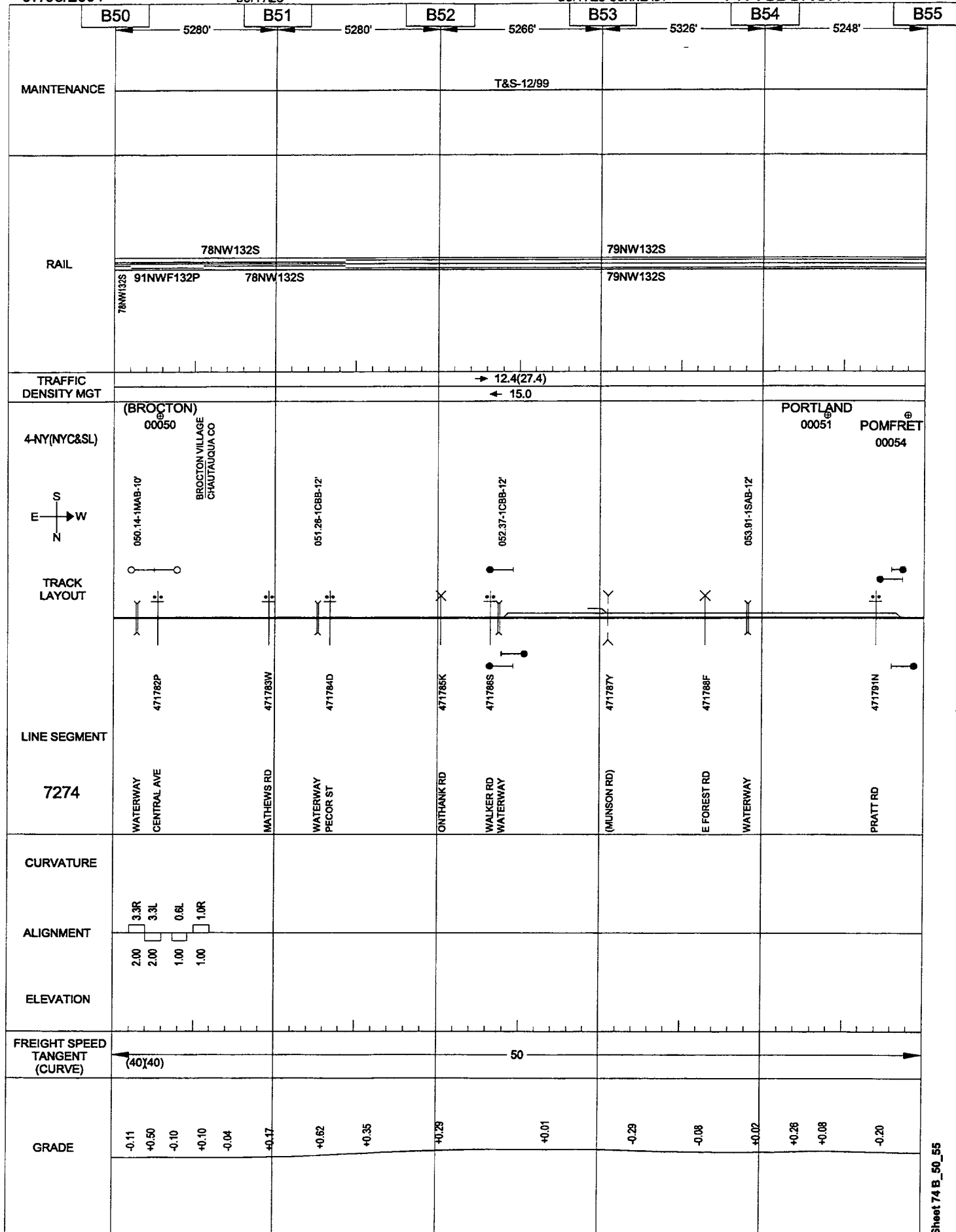


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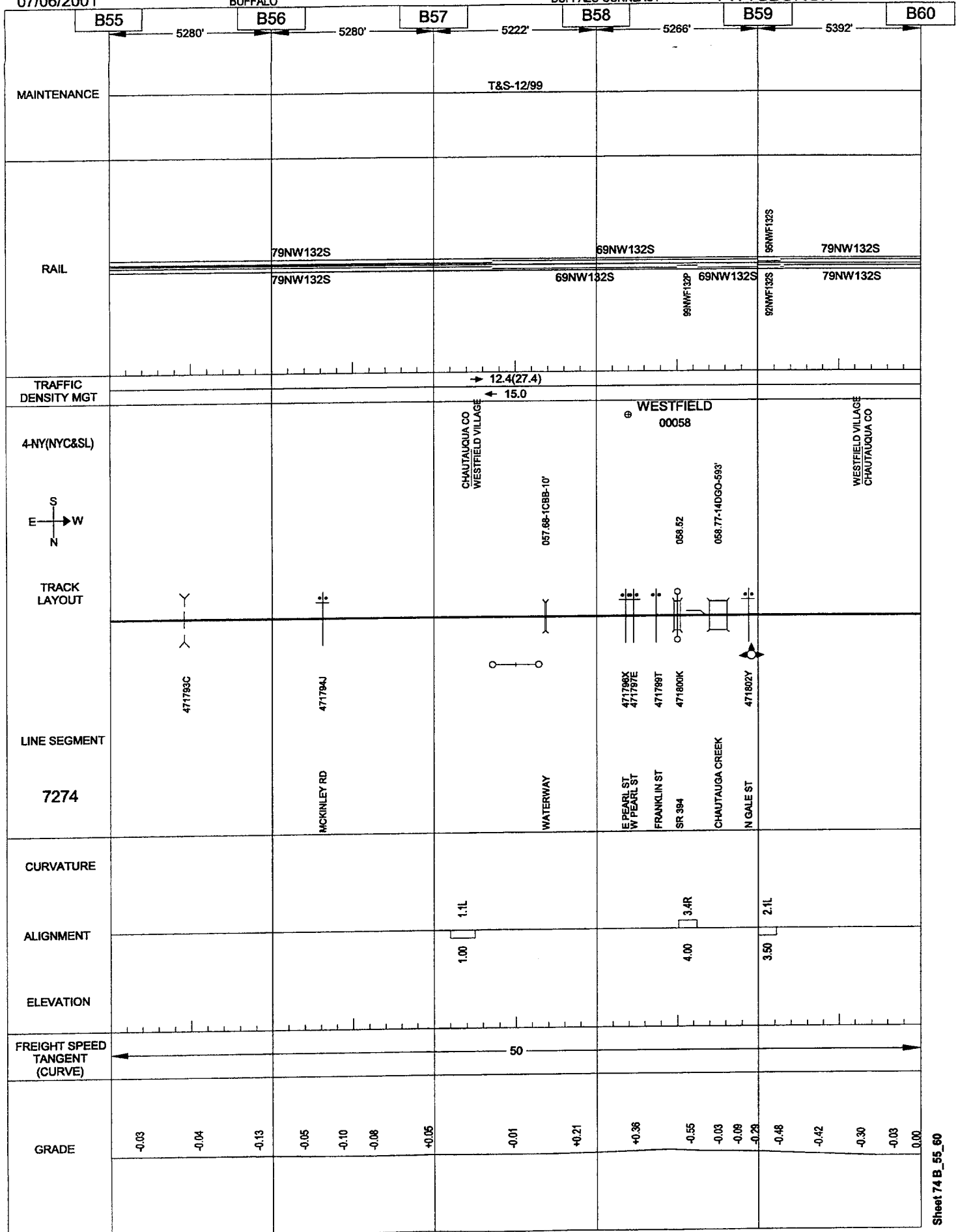


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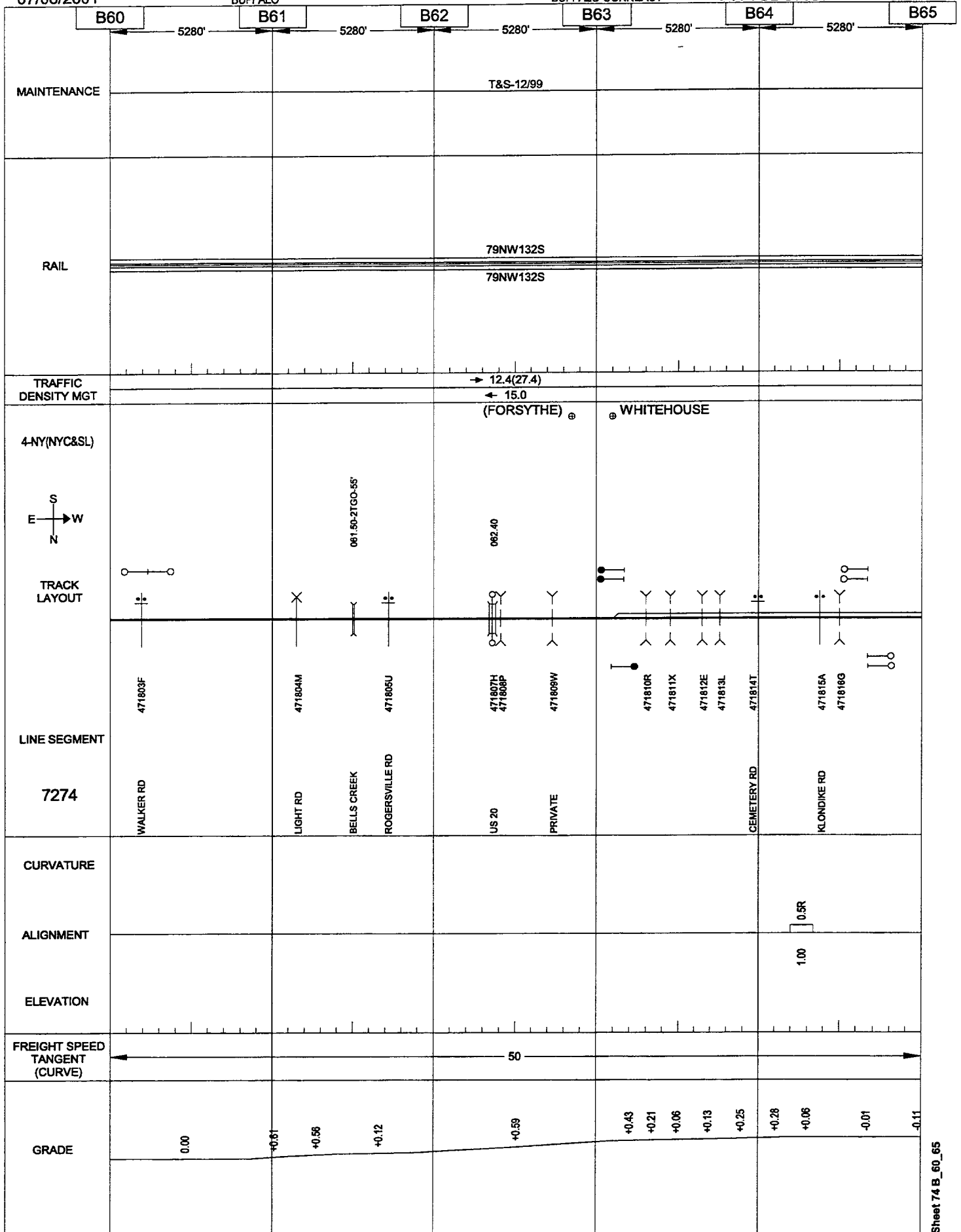


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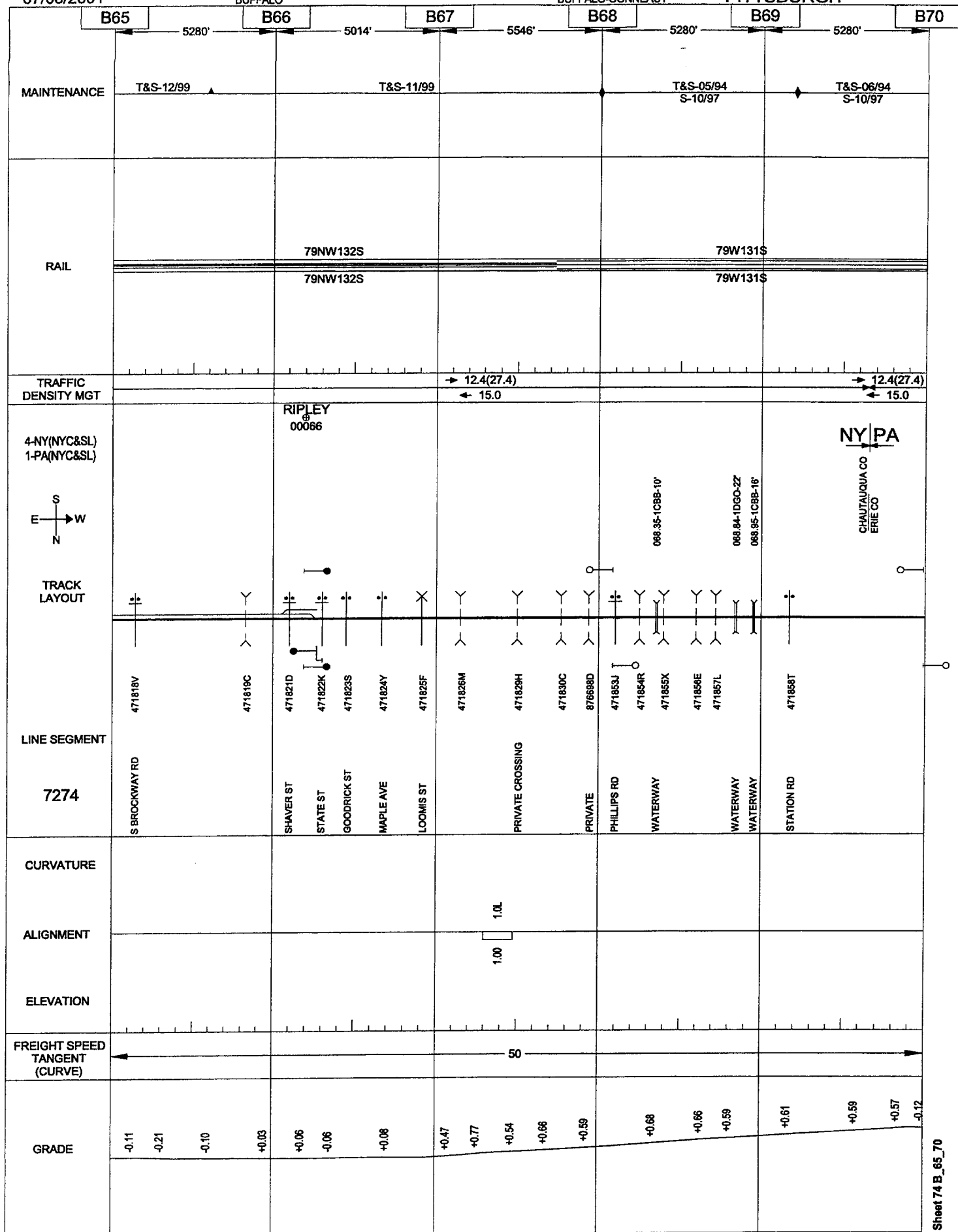


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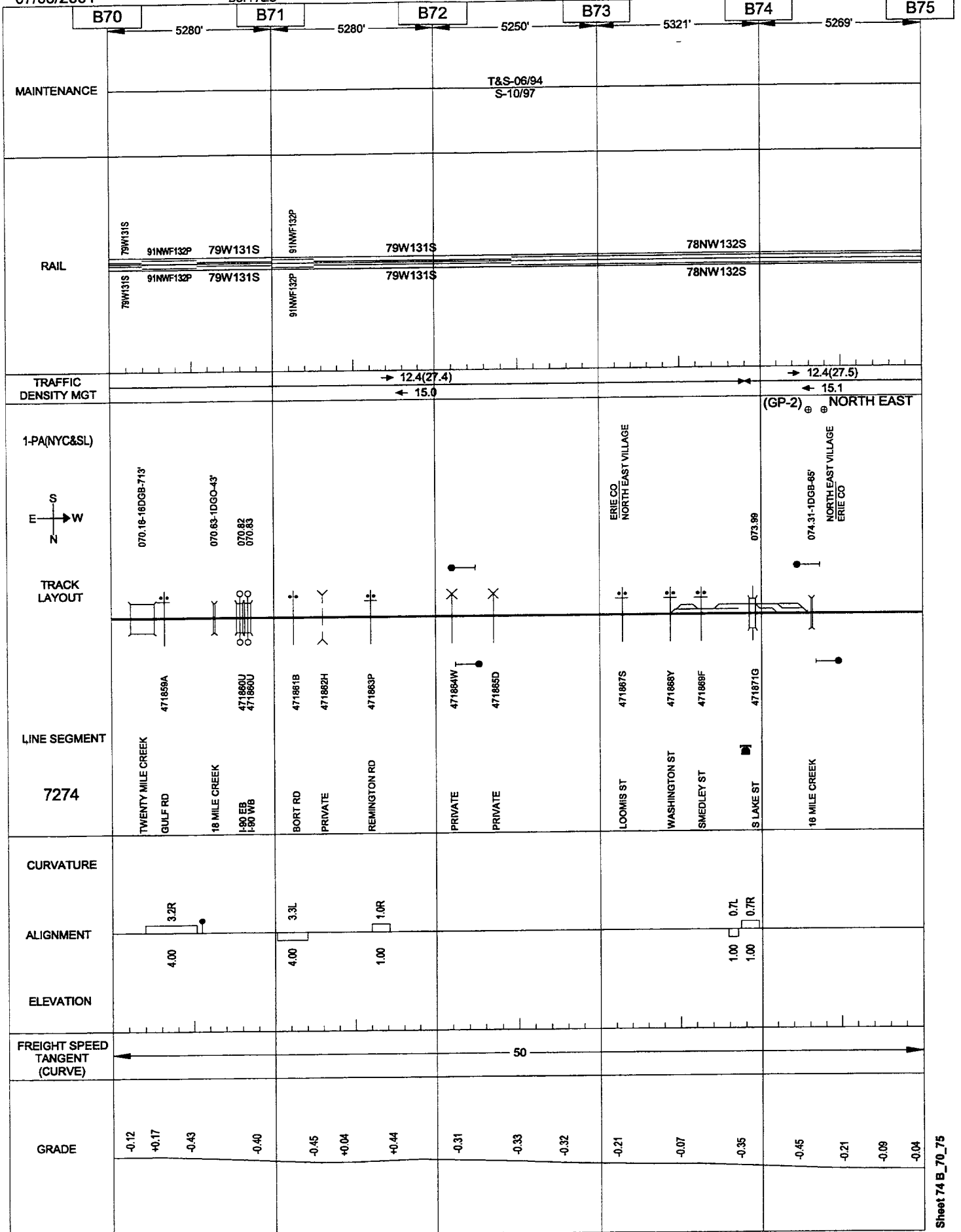


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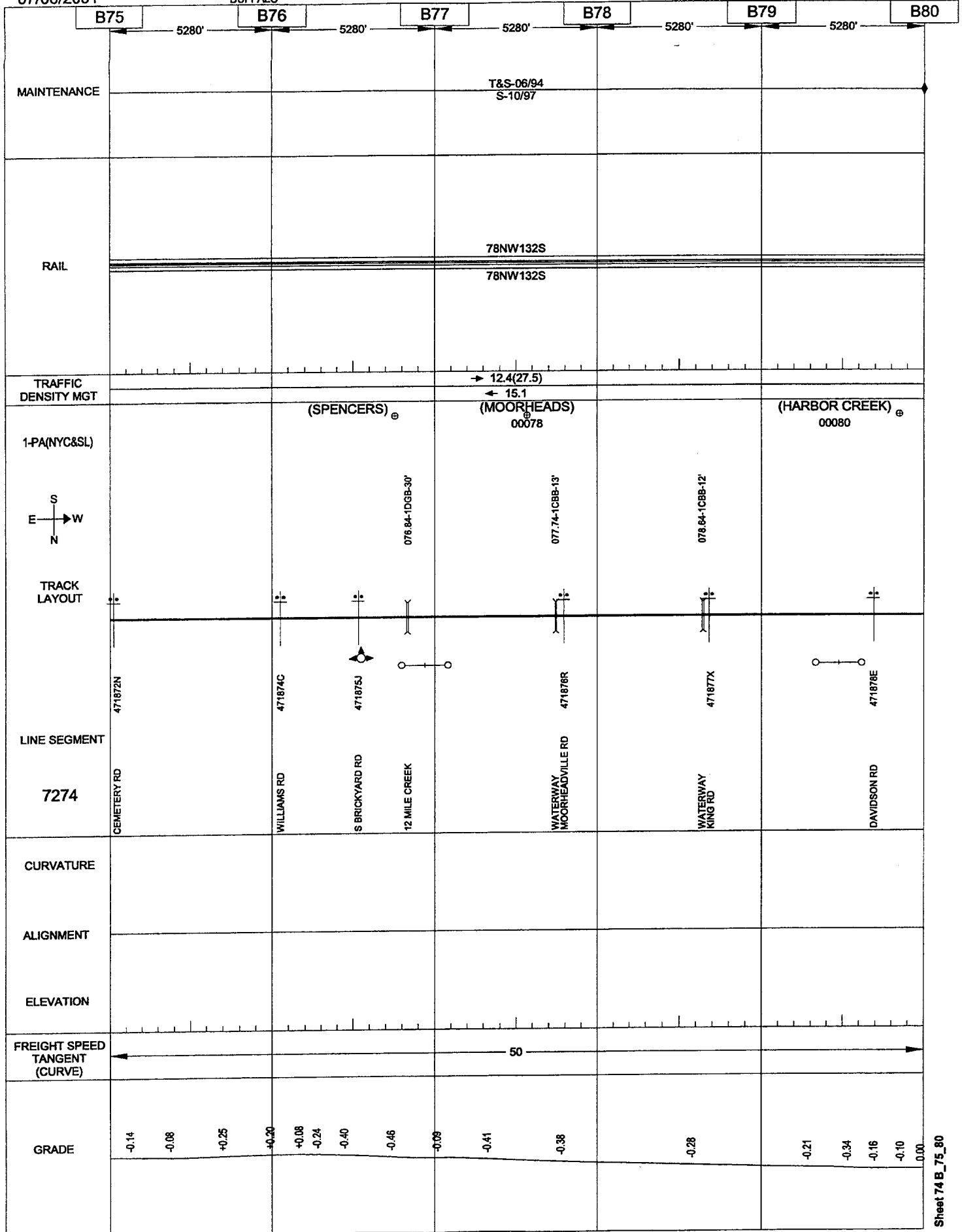


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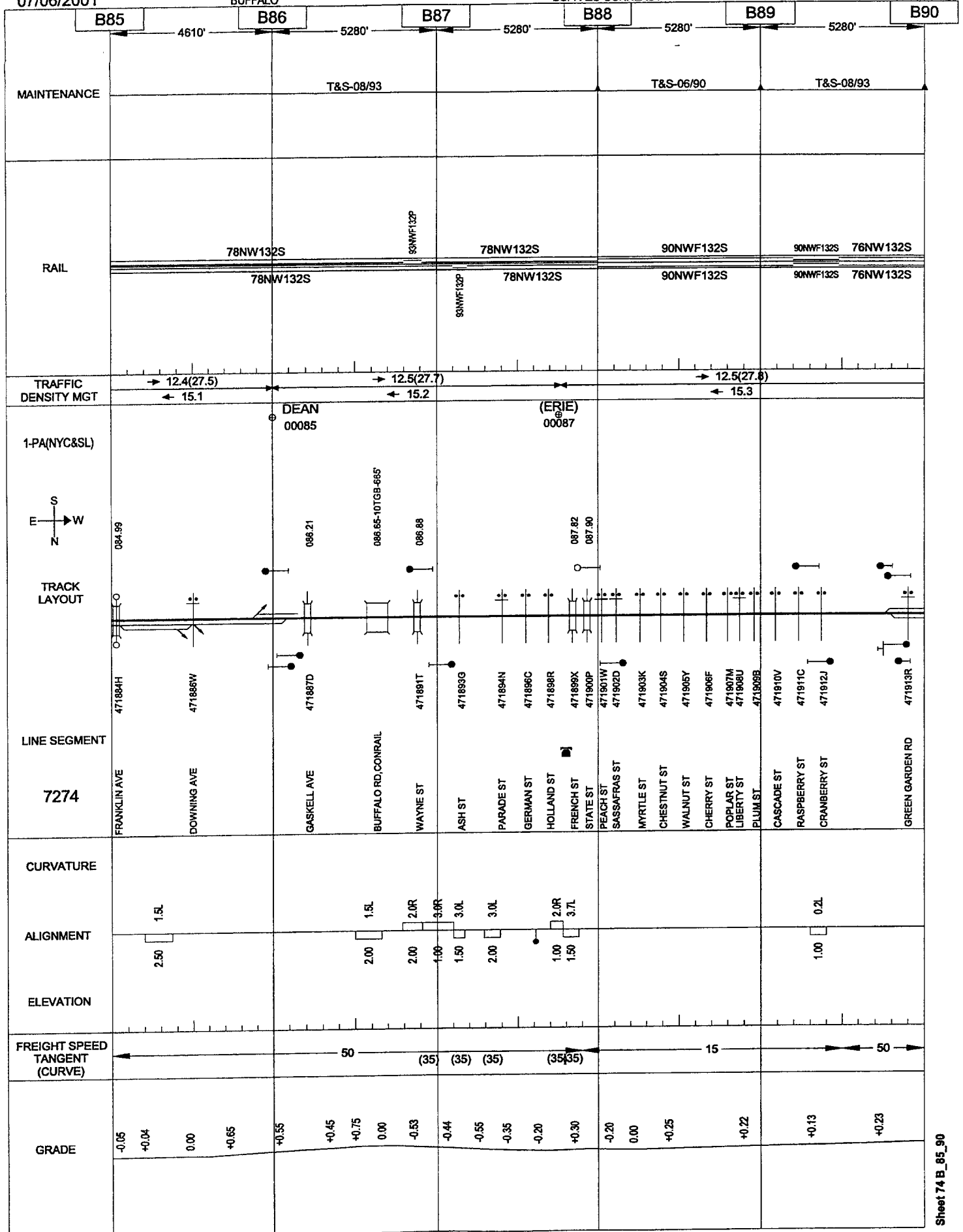
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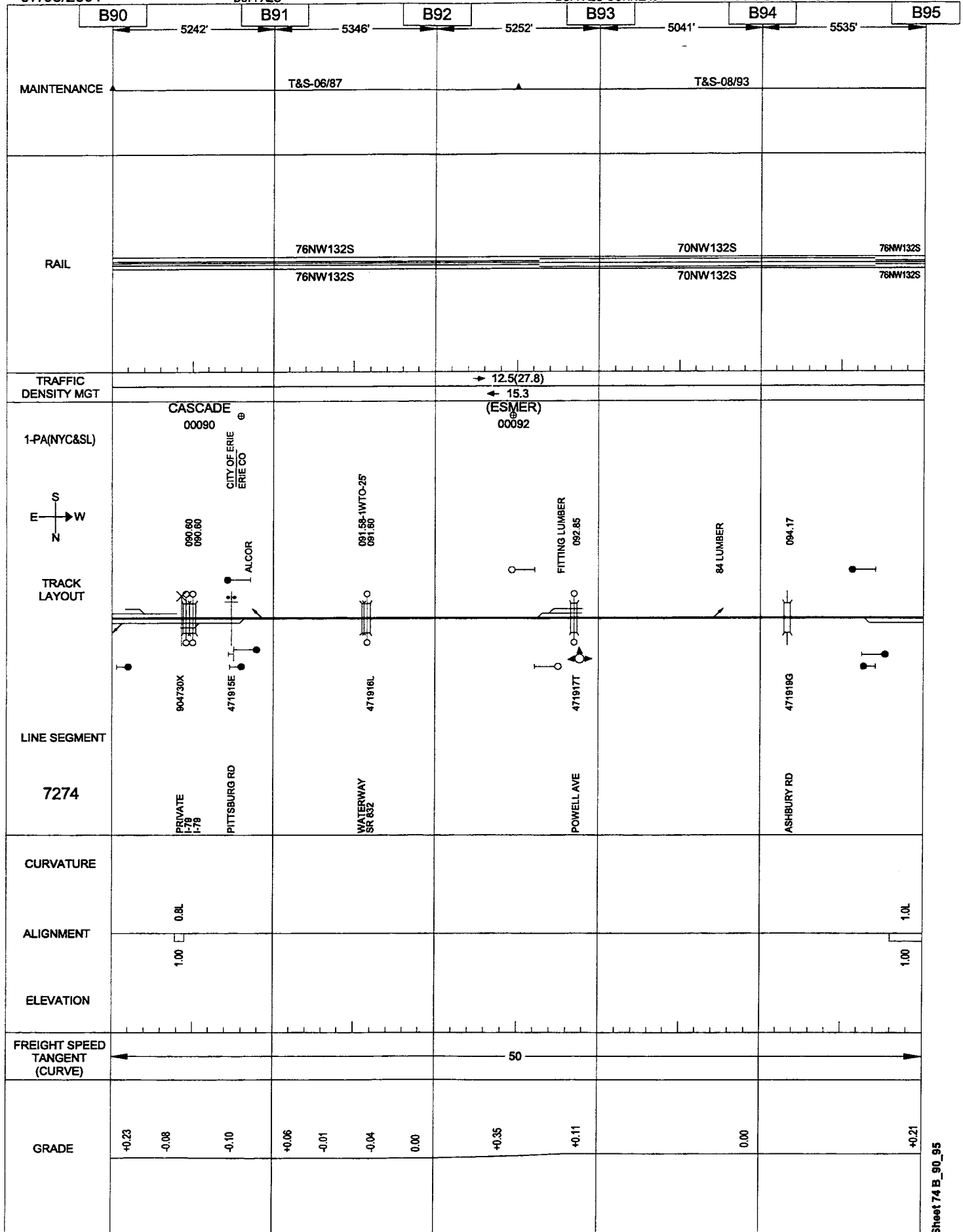


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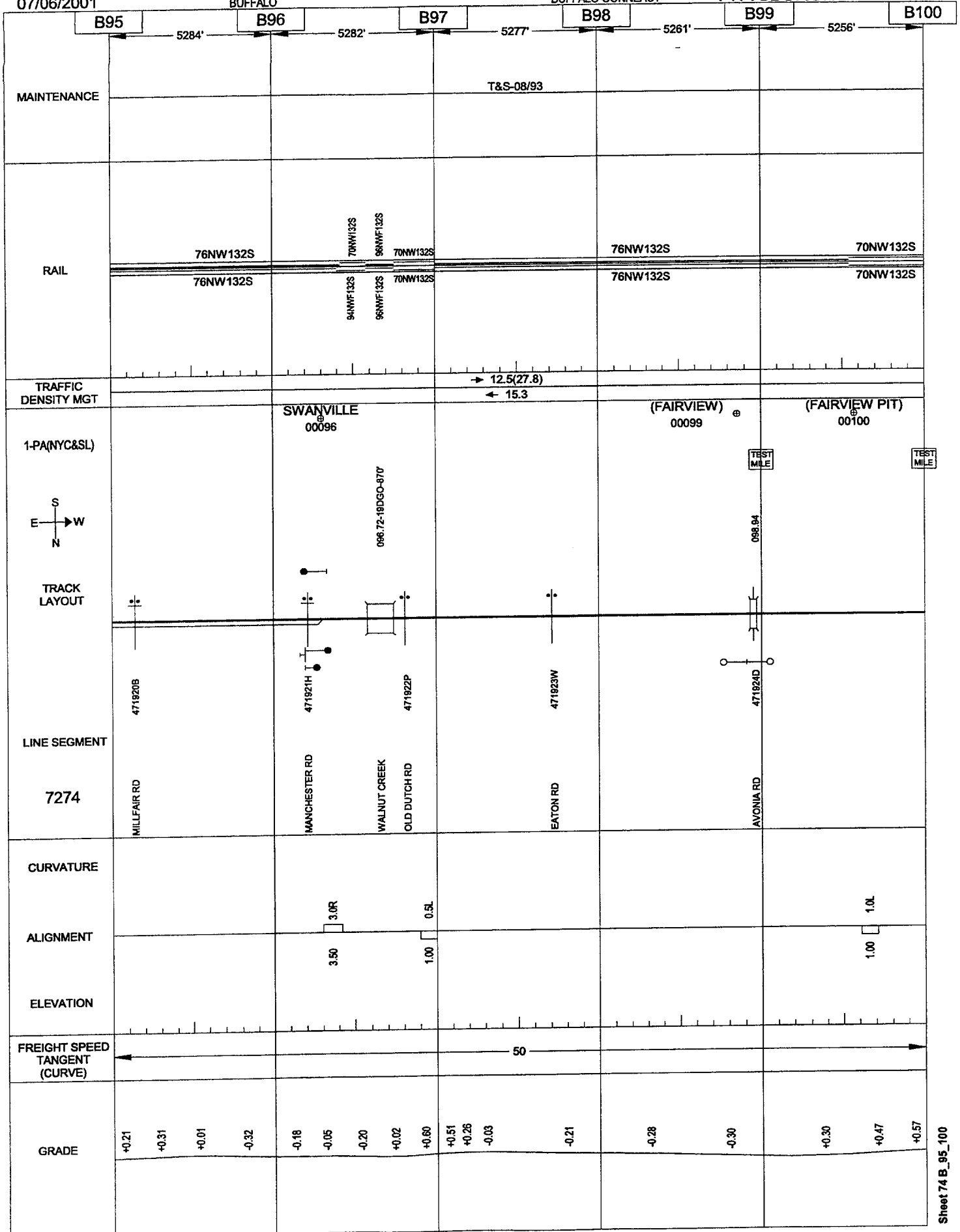


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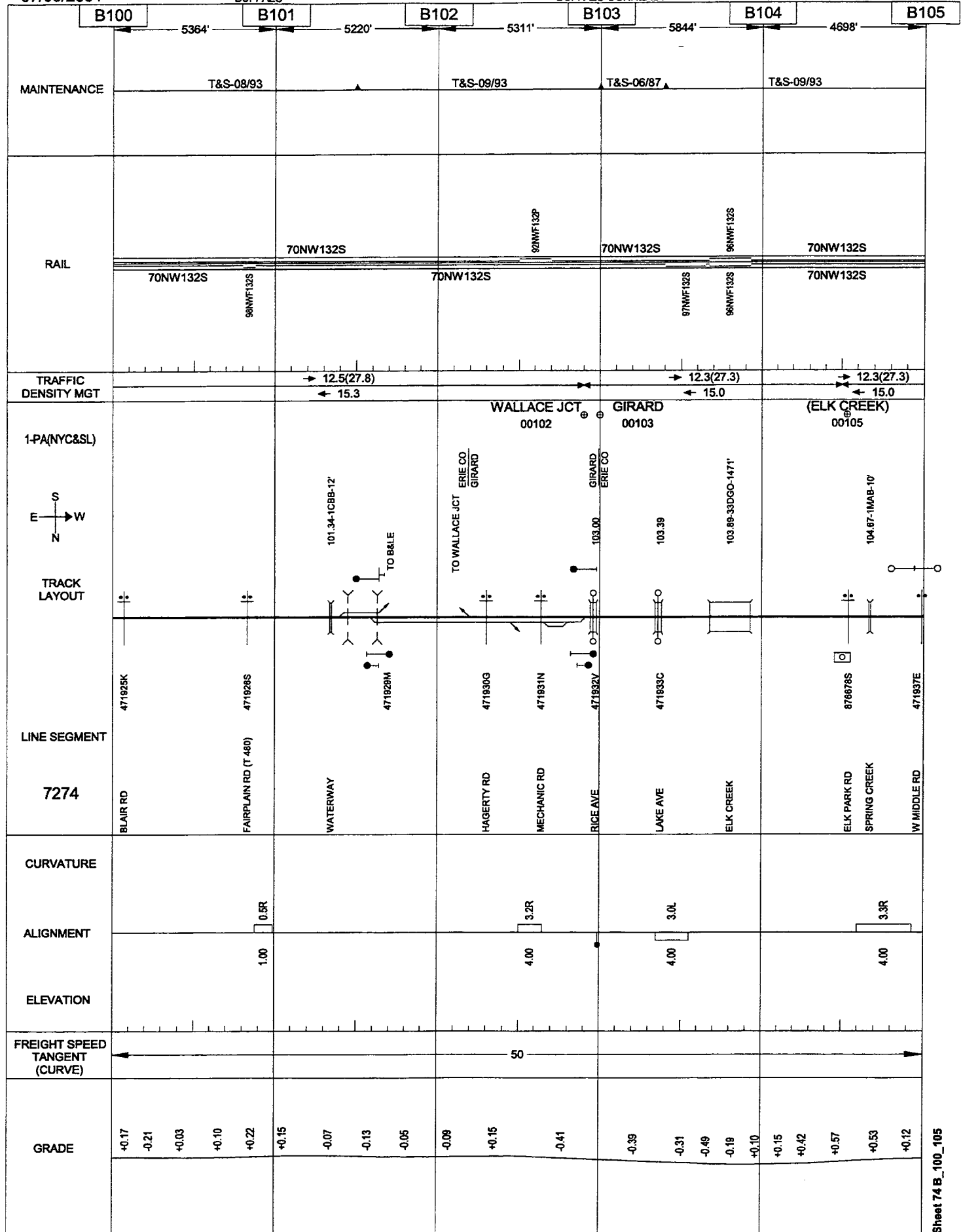


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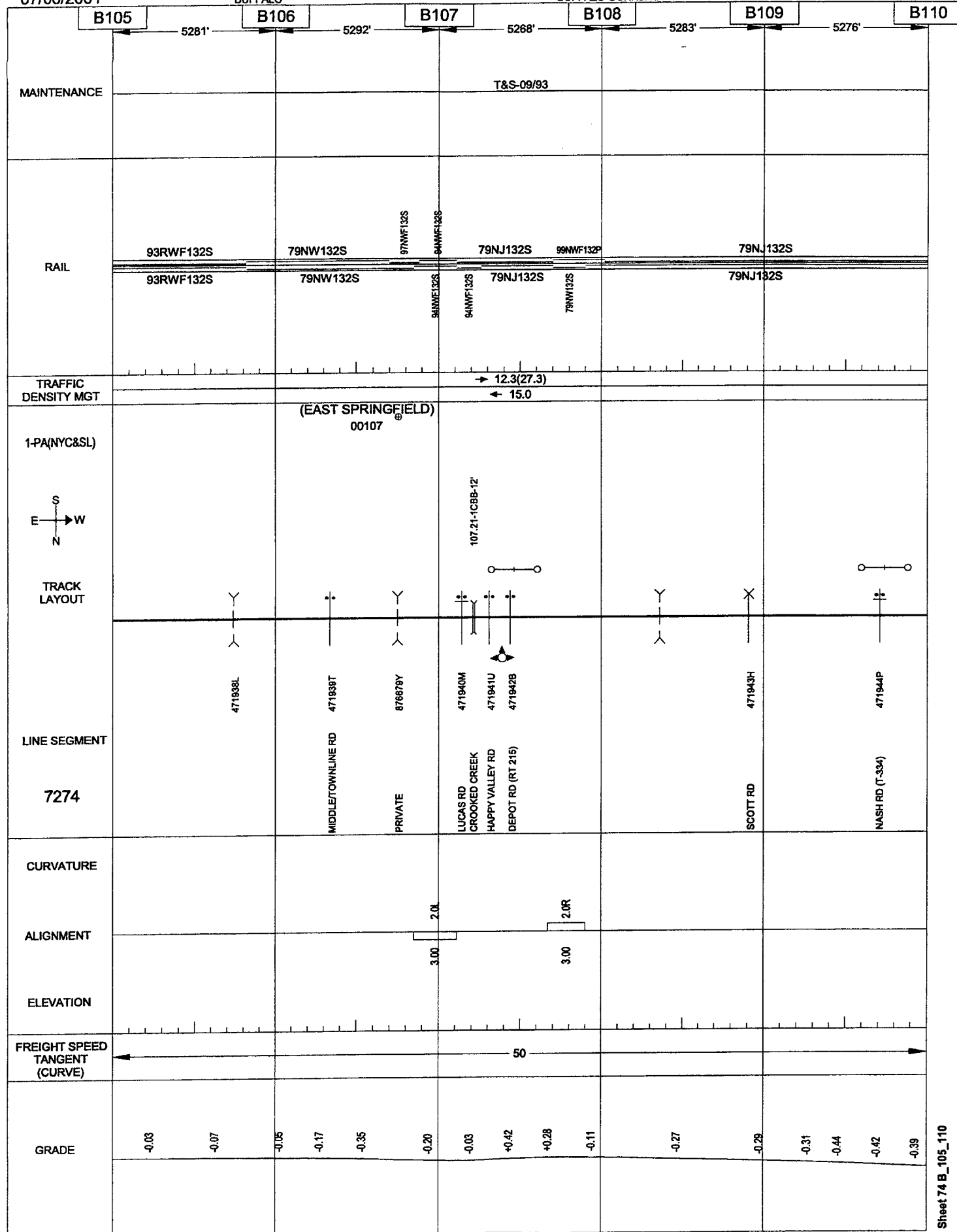


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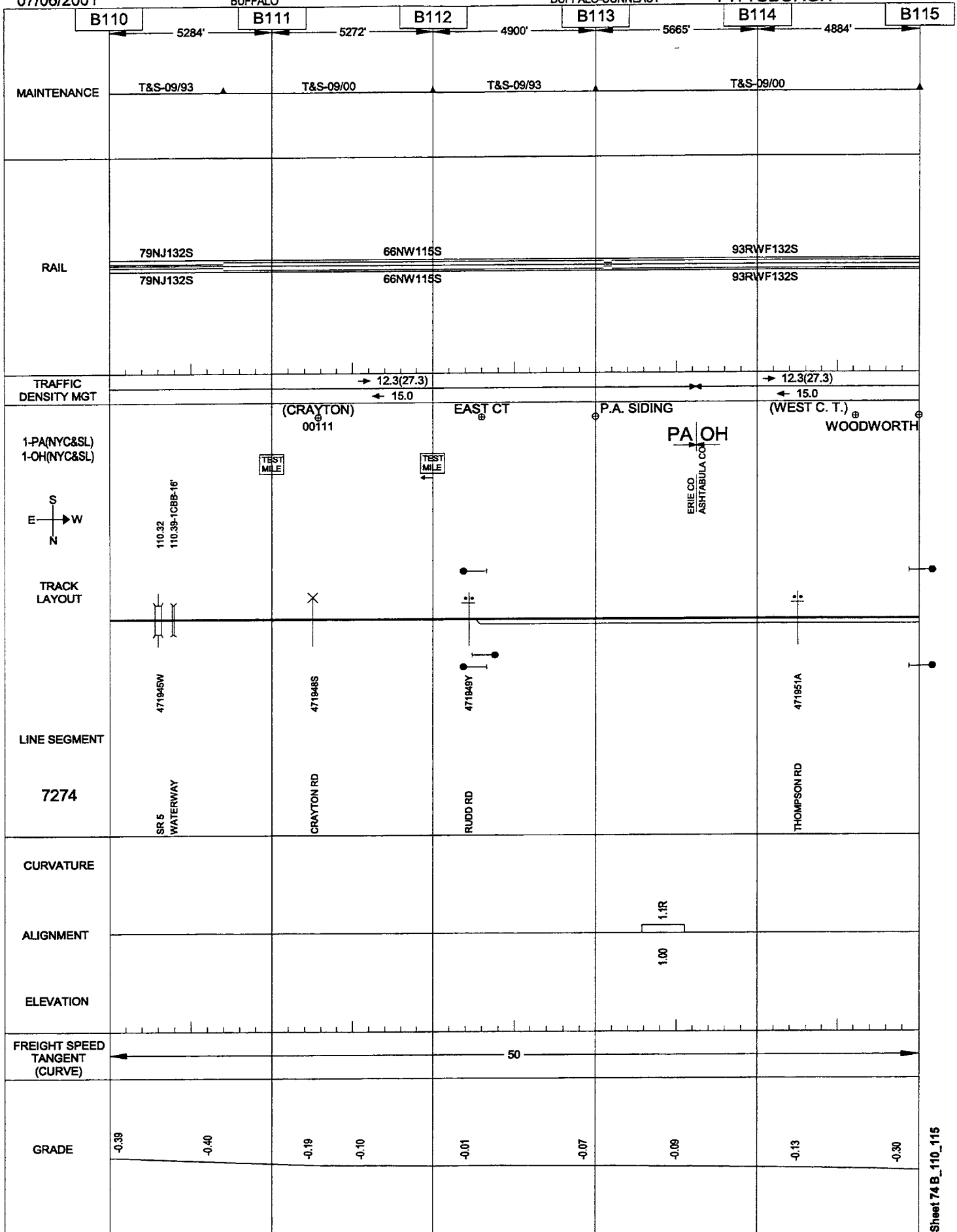


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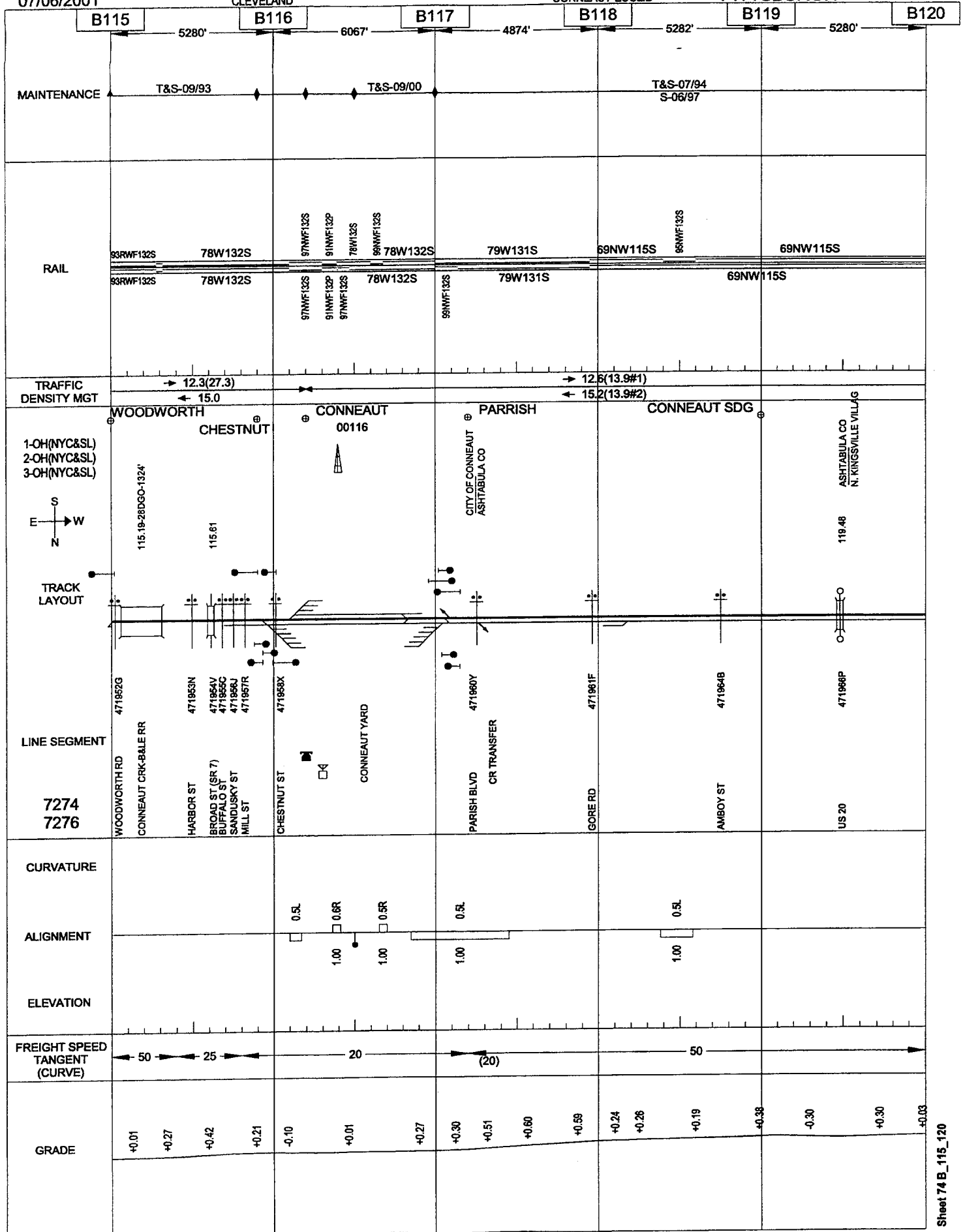


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CLEVELAND

CONNEAUT-EUCLID

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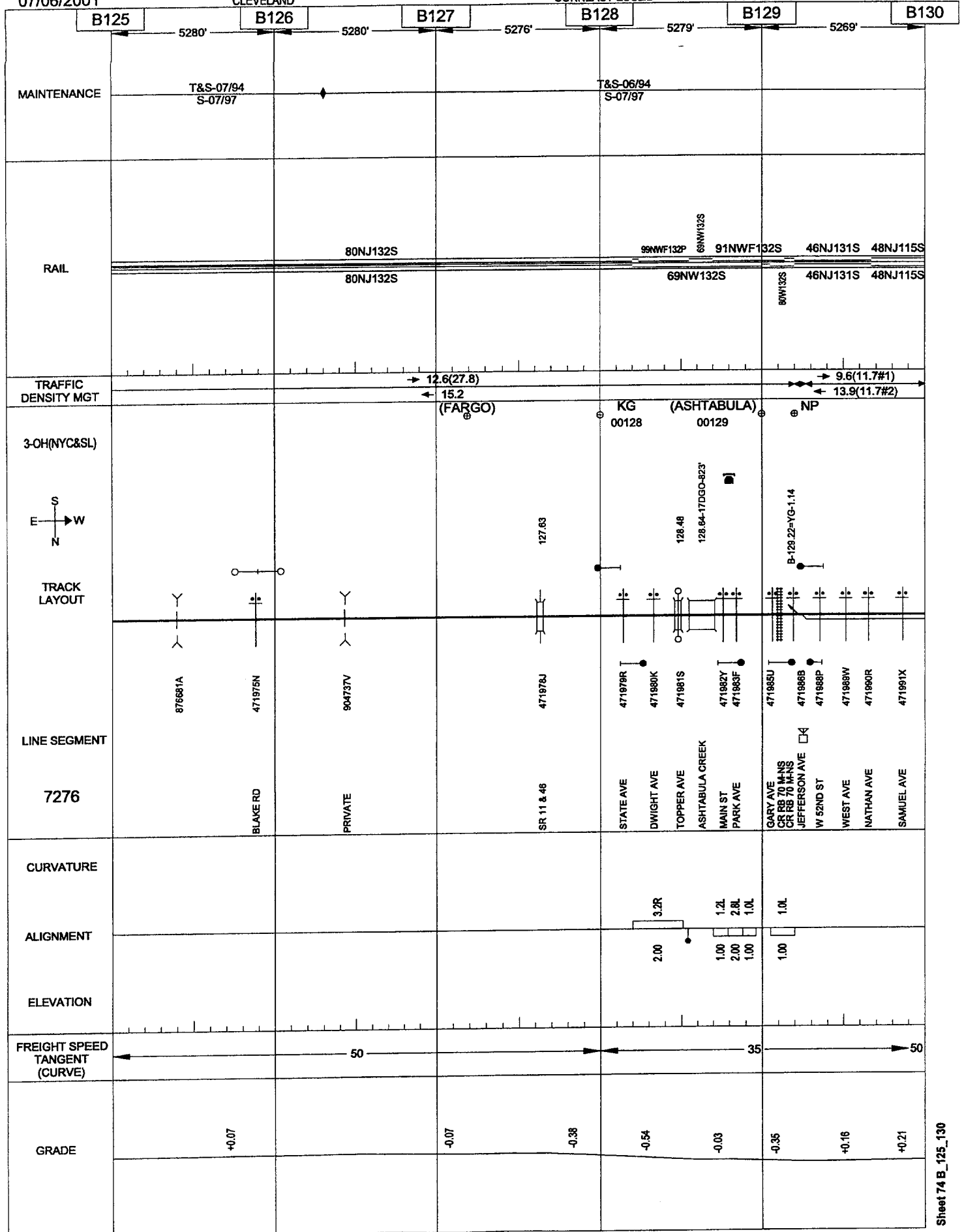
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CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

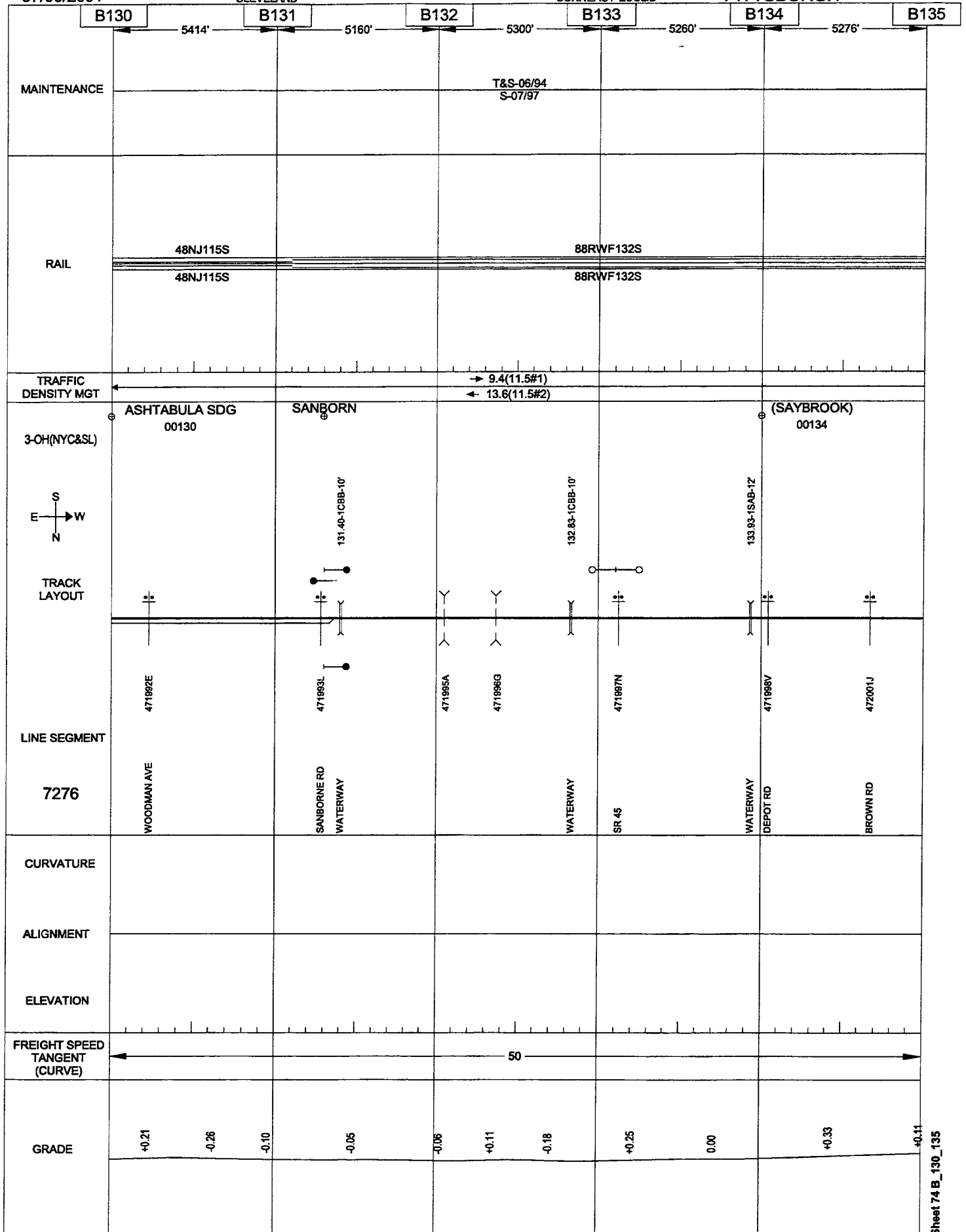


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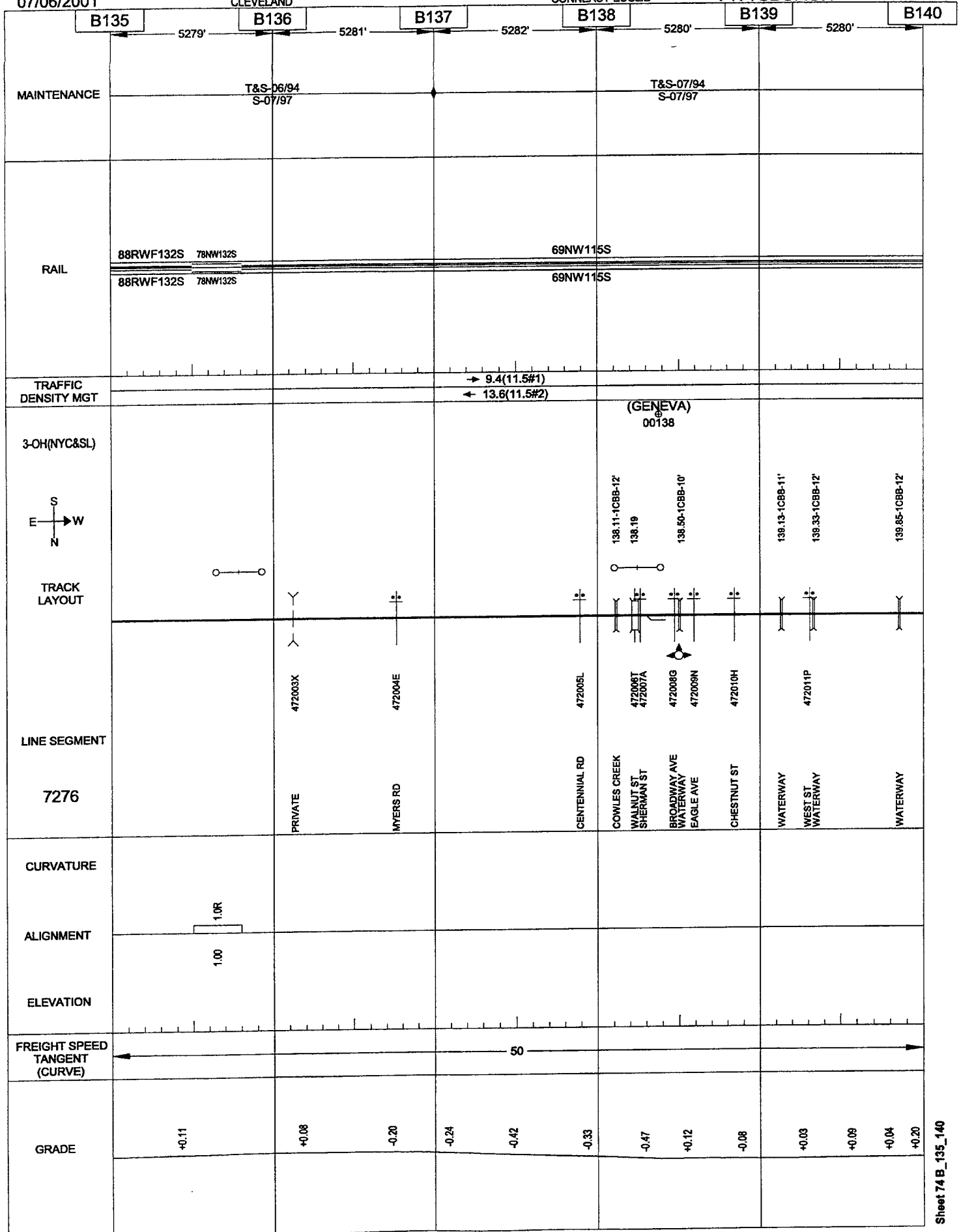


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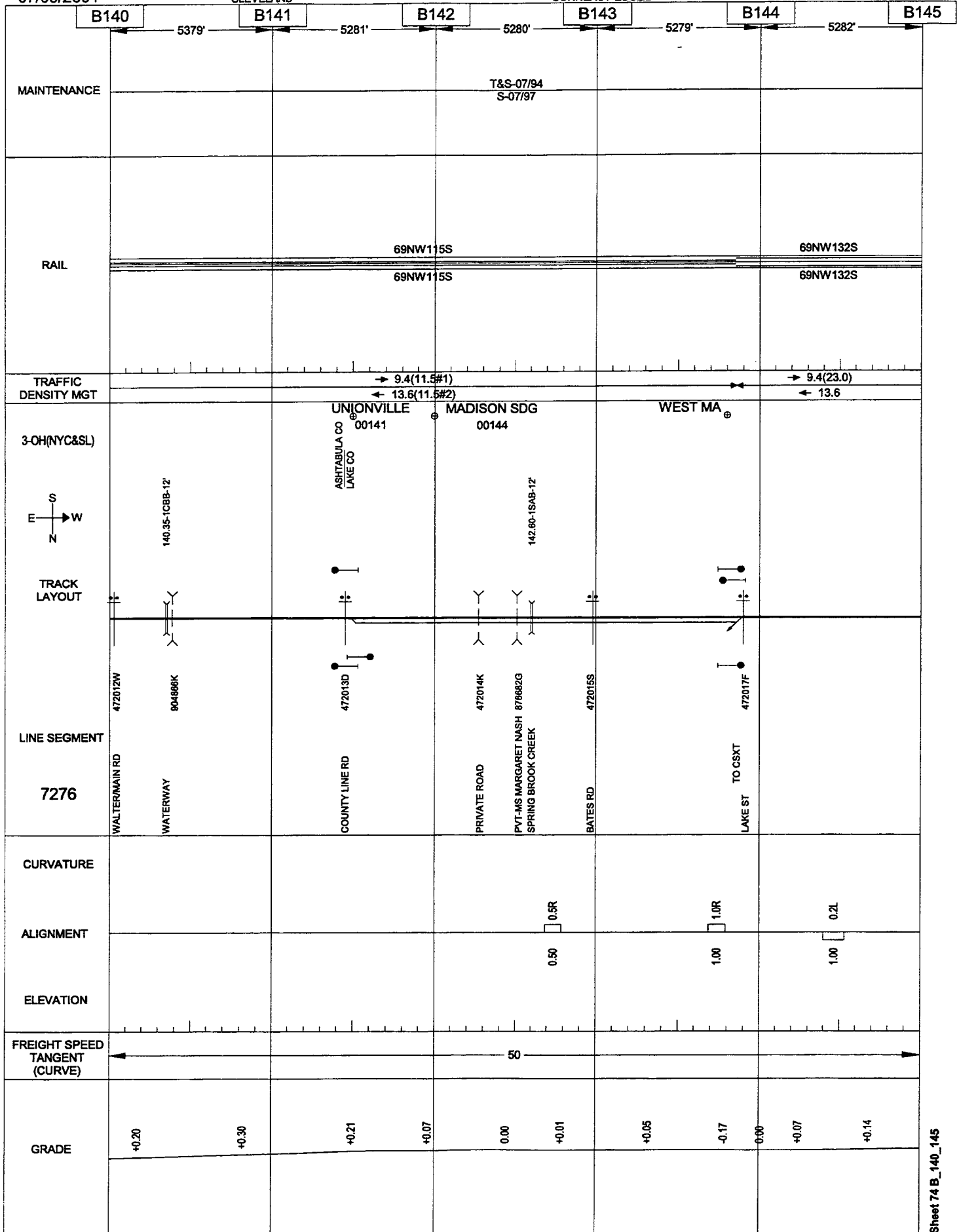


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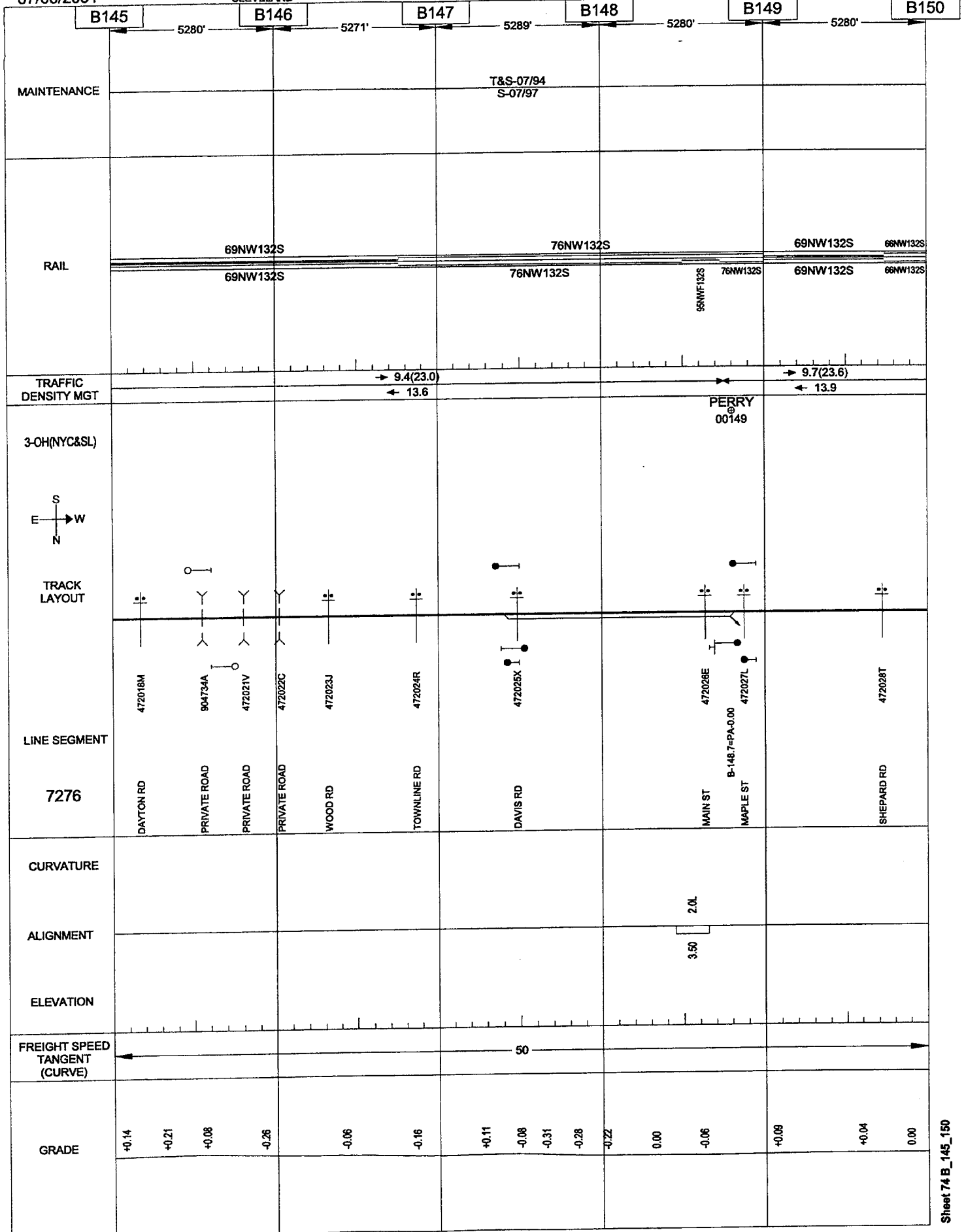


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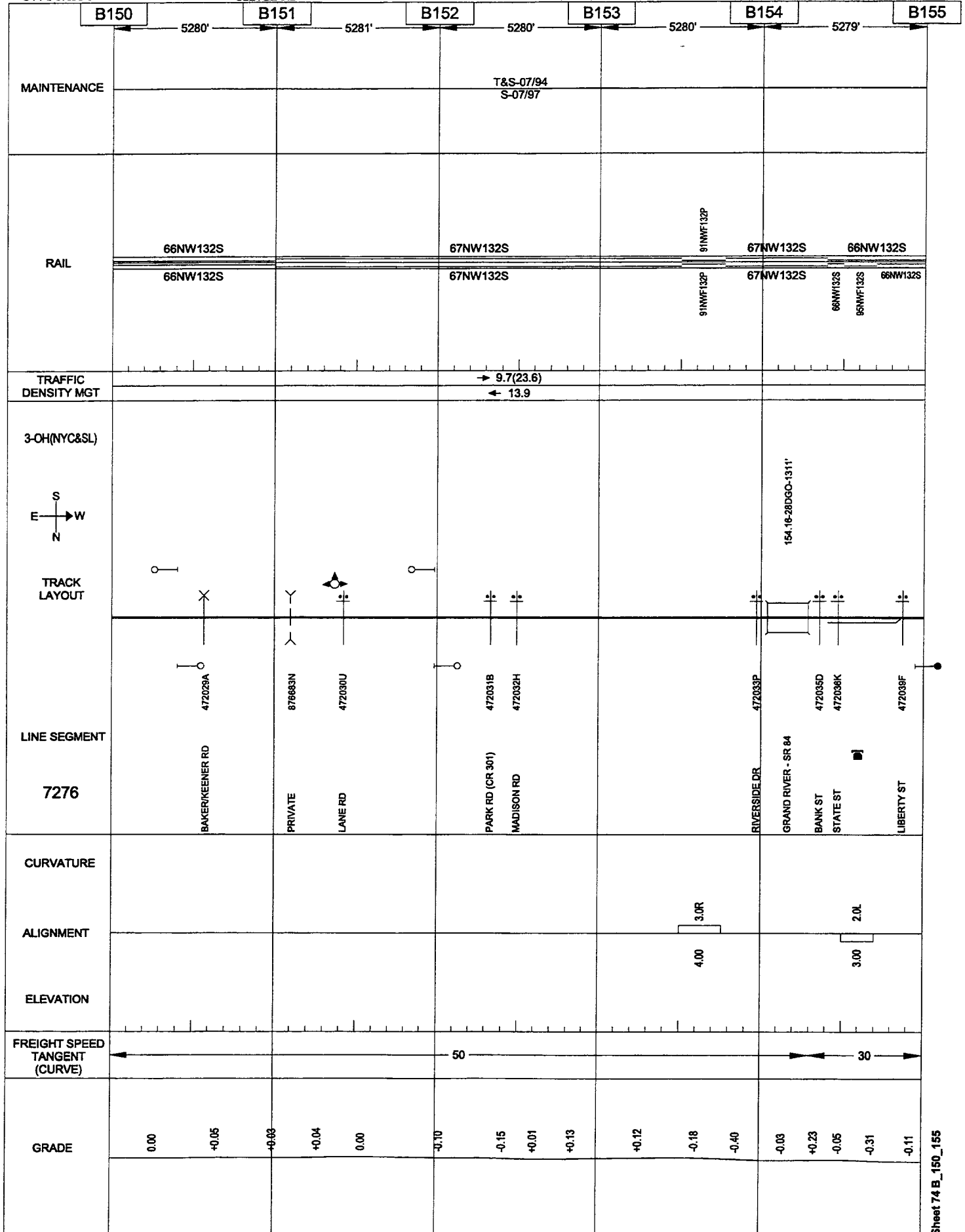


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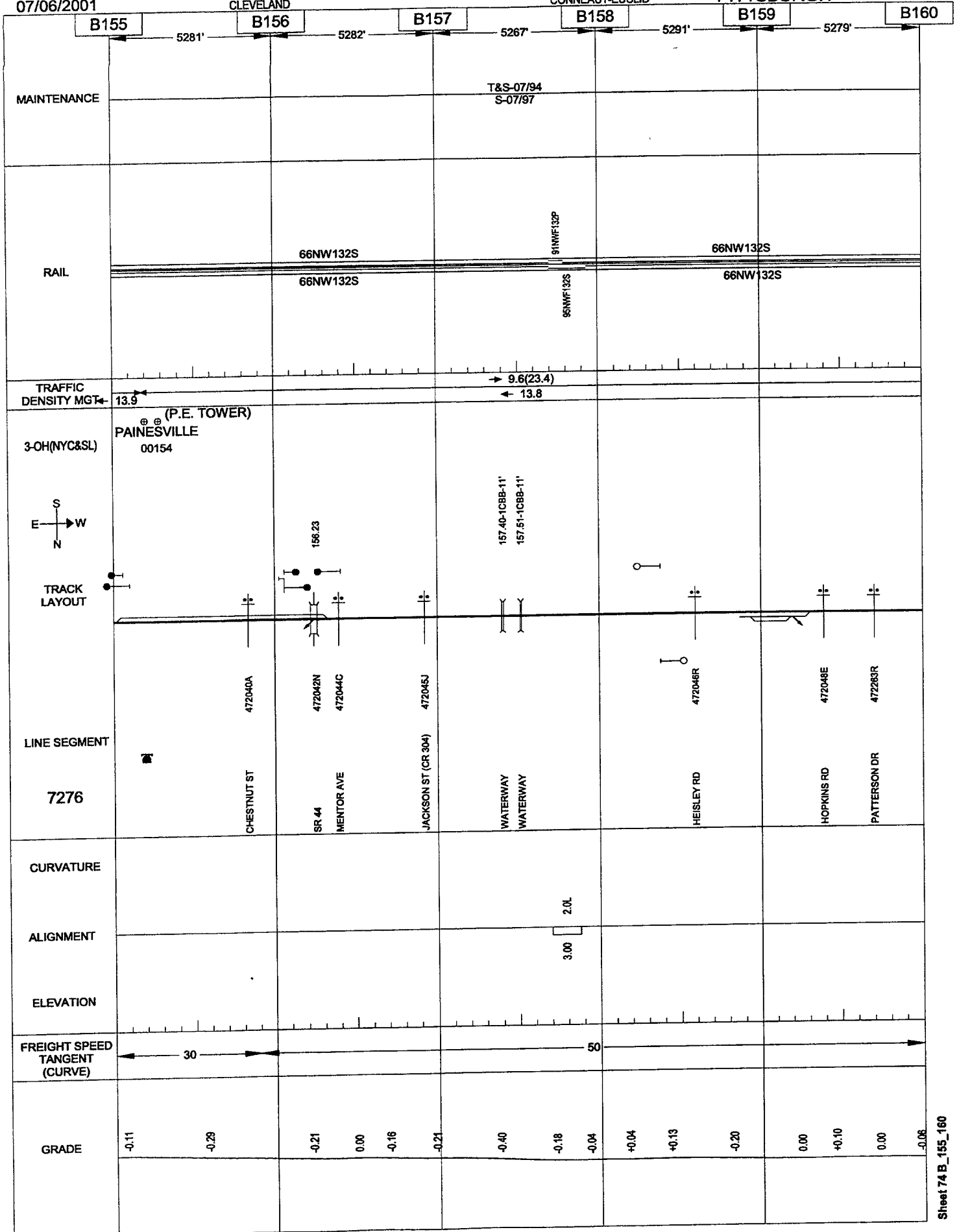


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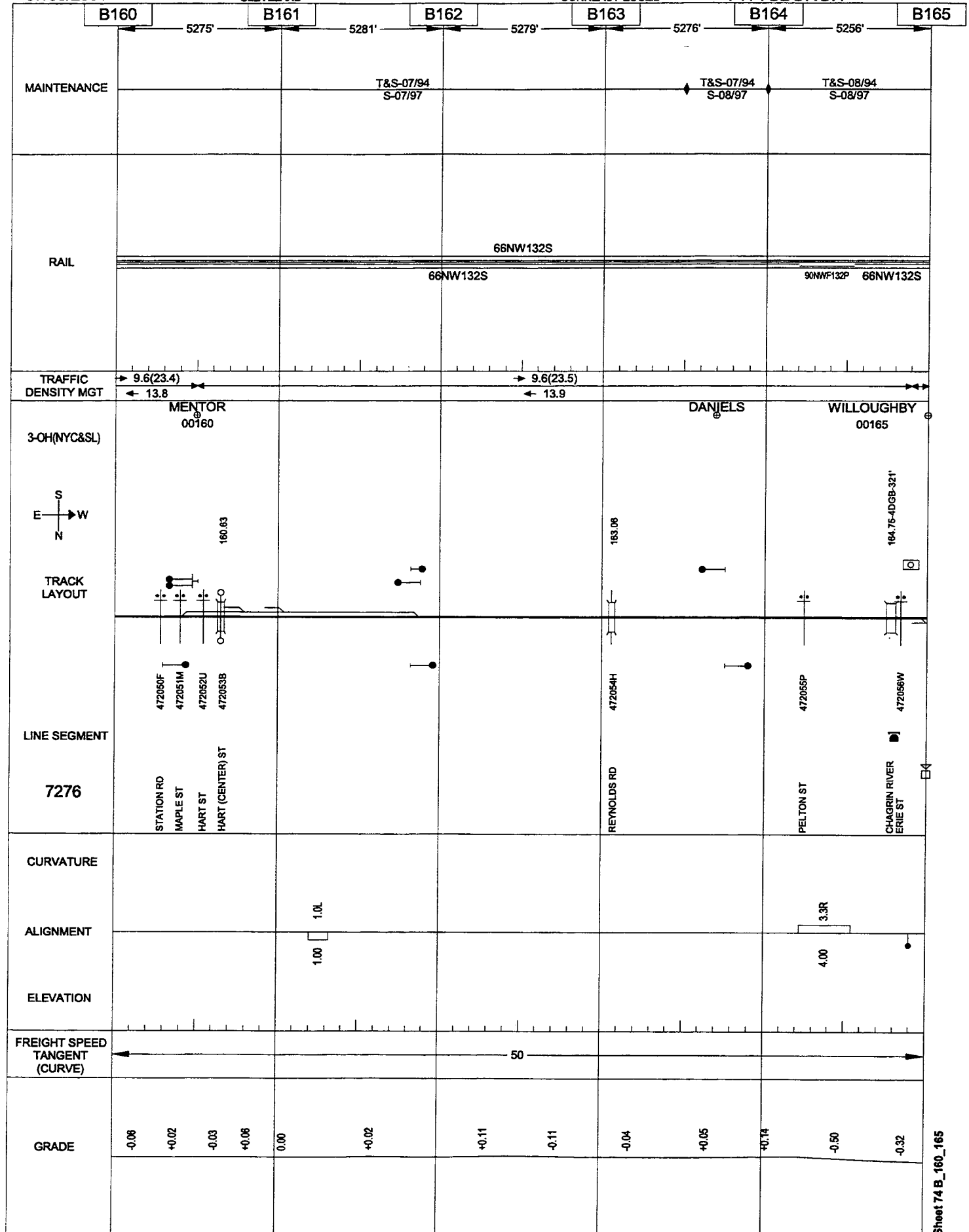


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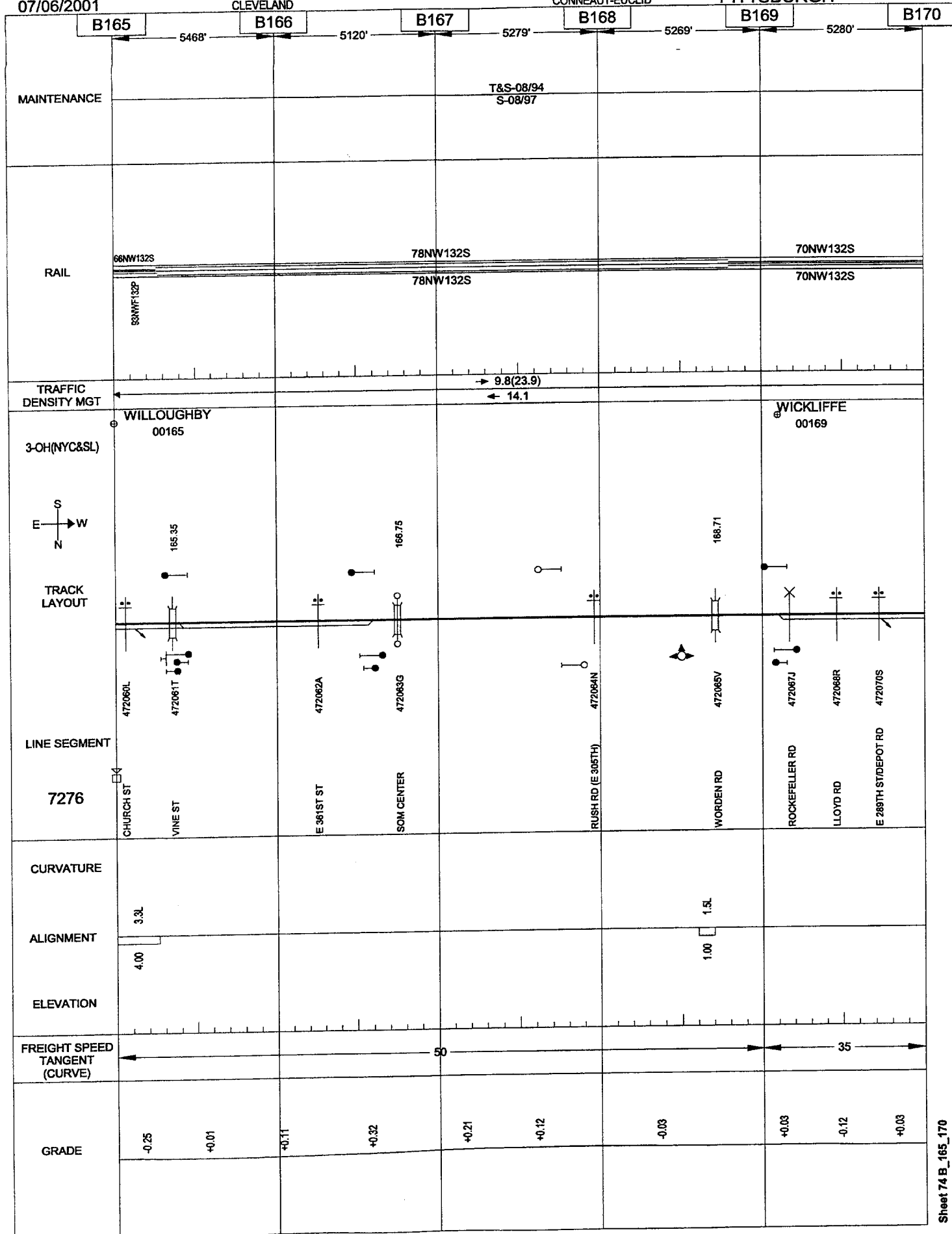


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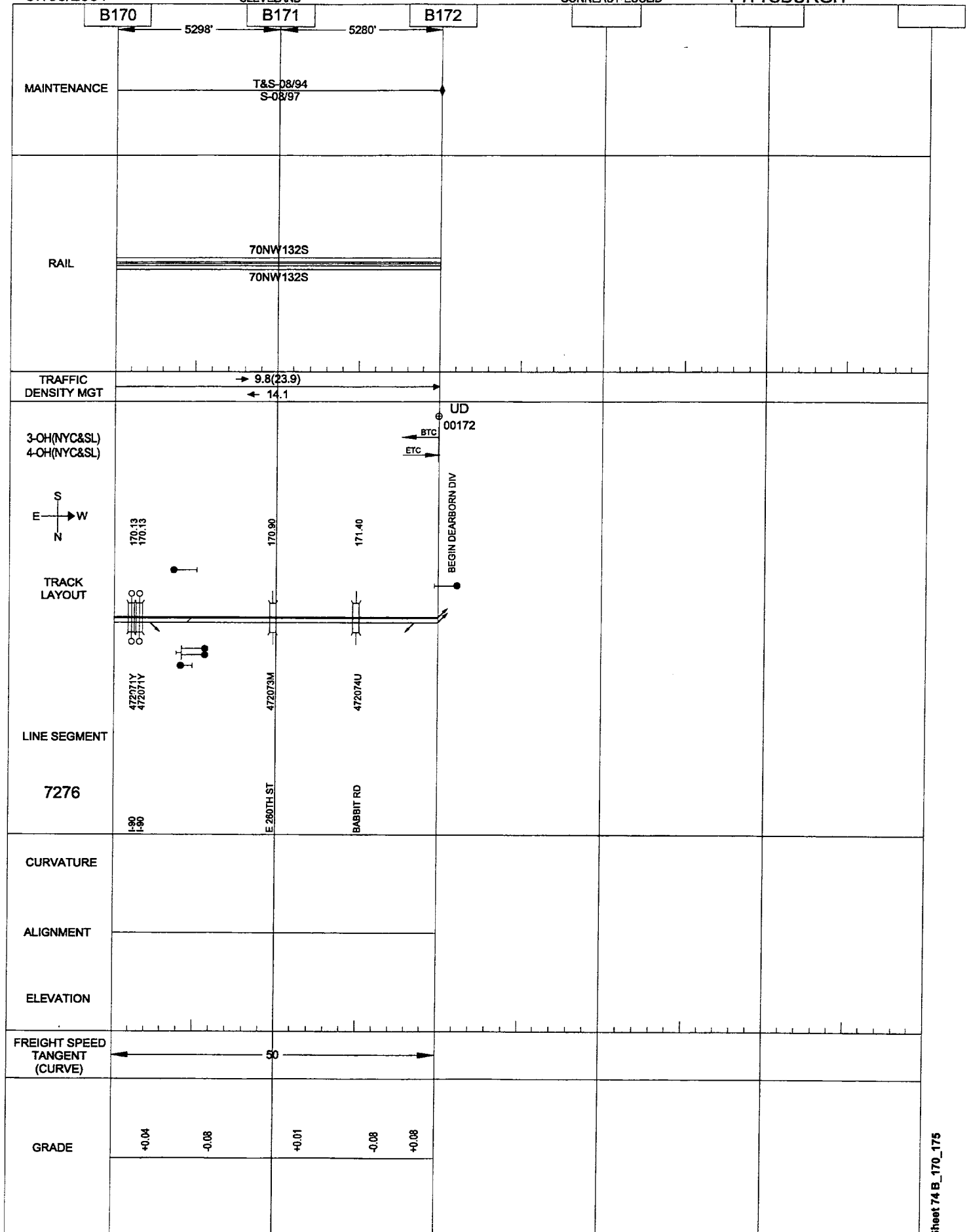


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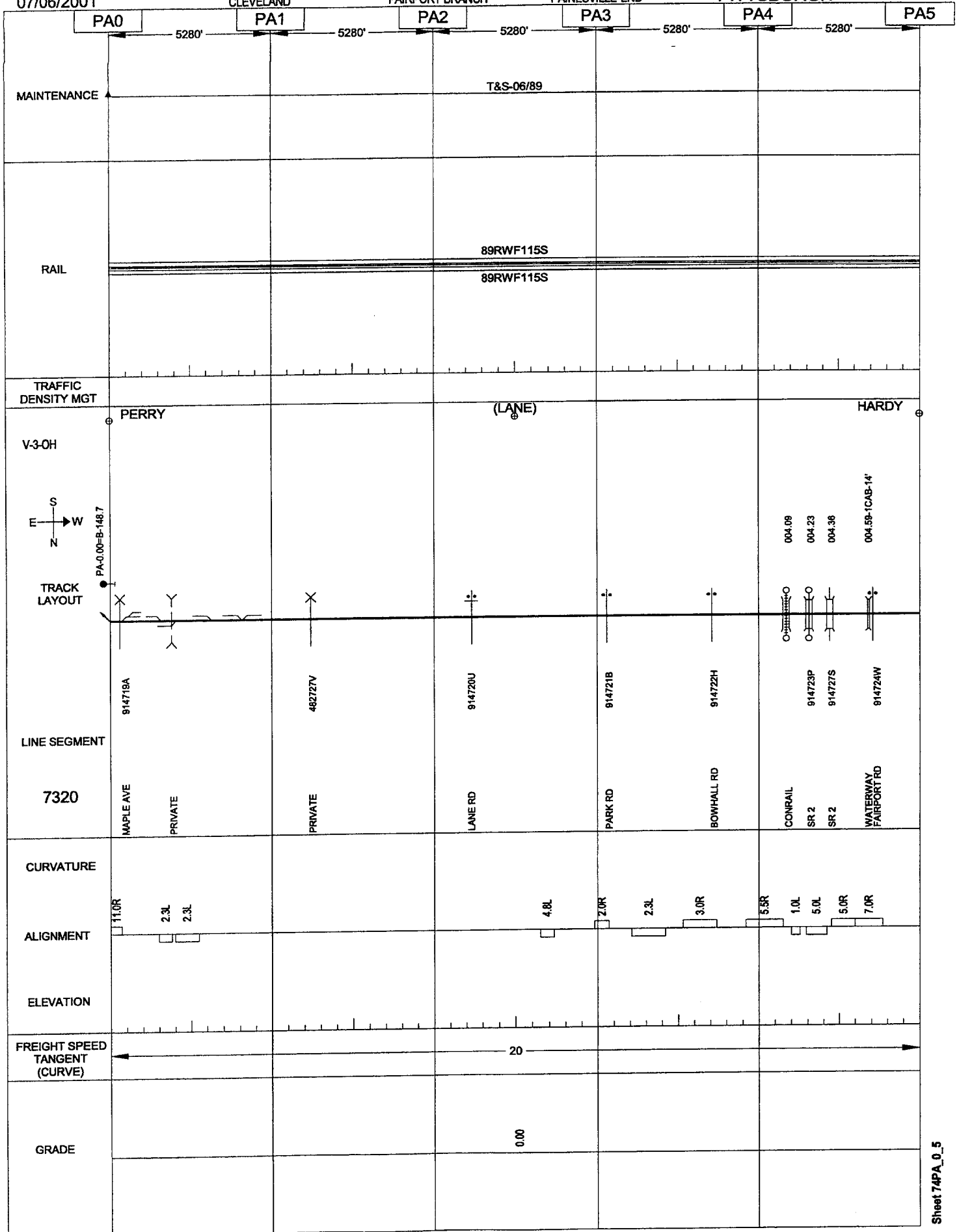
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CLEVELAND

FAIRPORT BRANCH

PAINESVILLE-END

PITTSBURGH



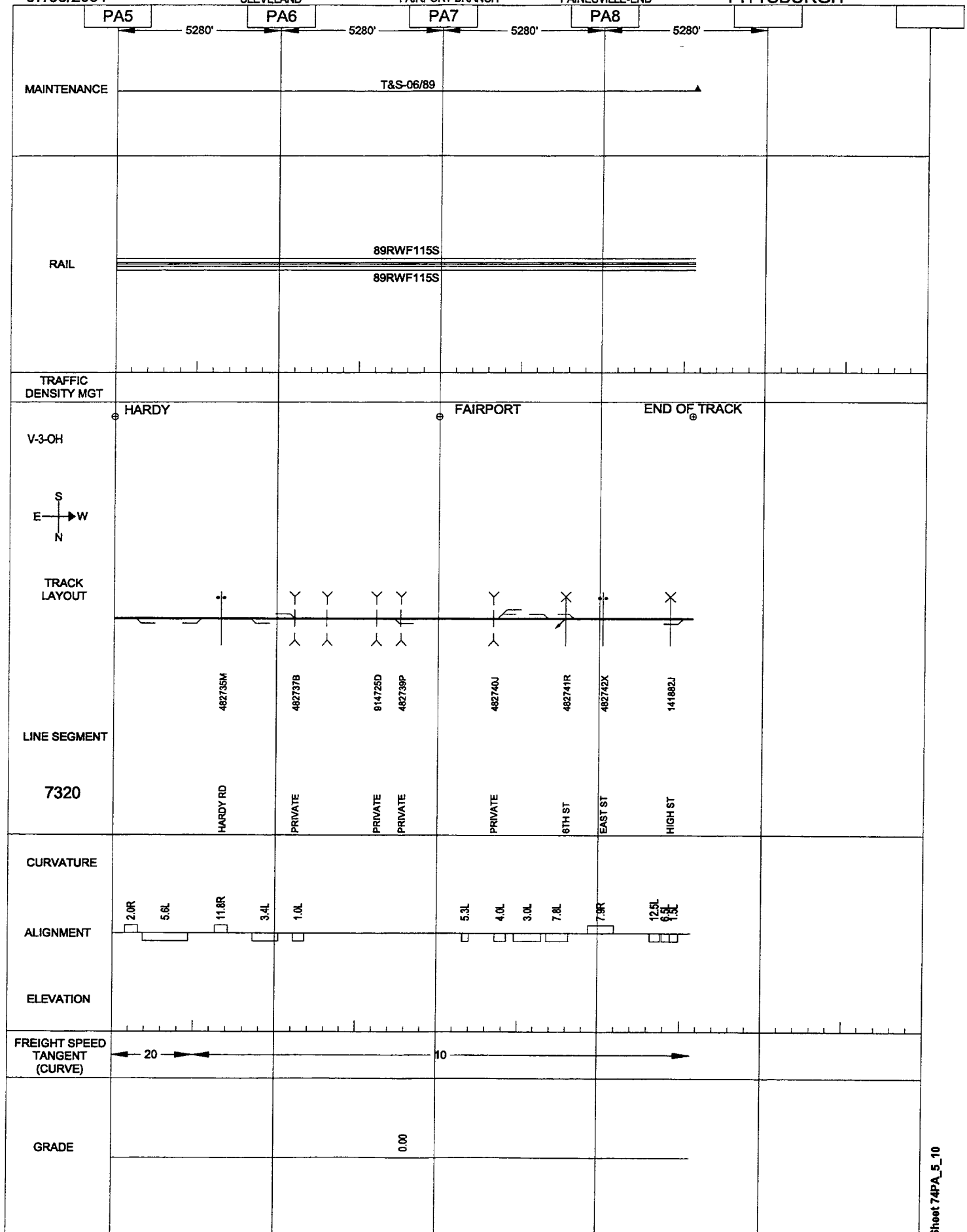
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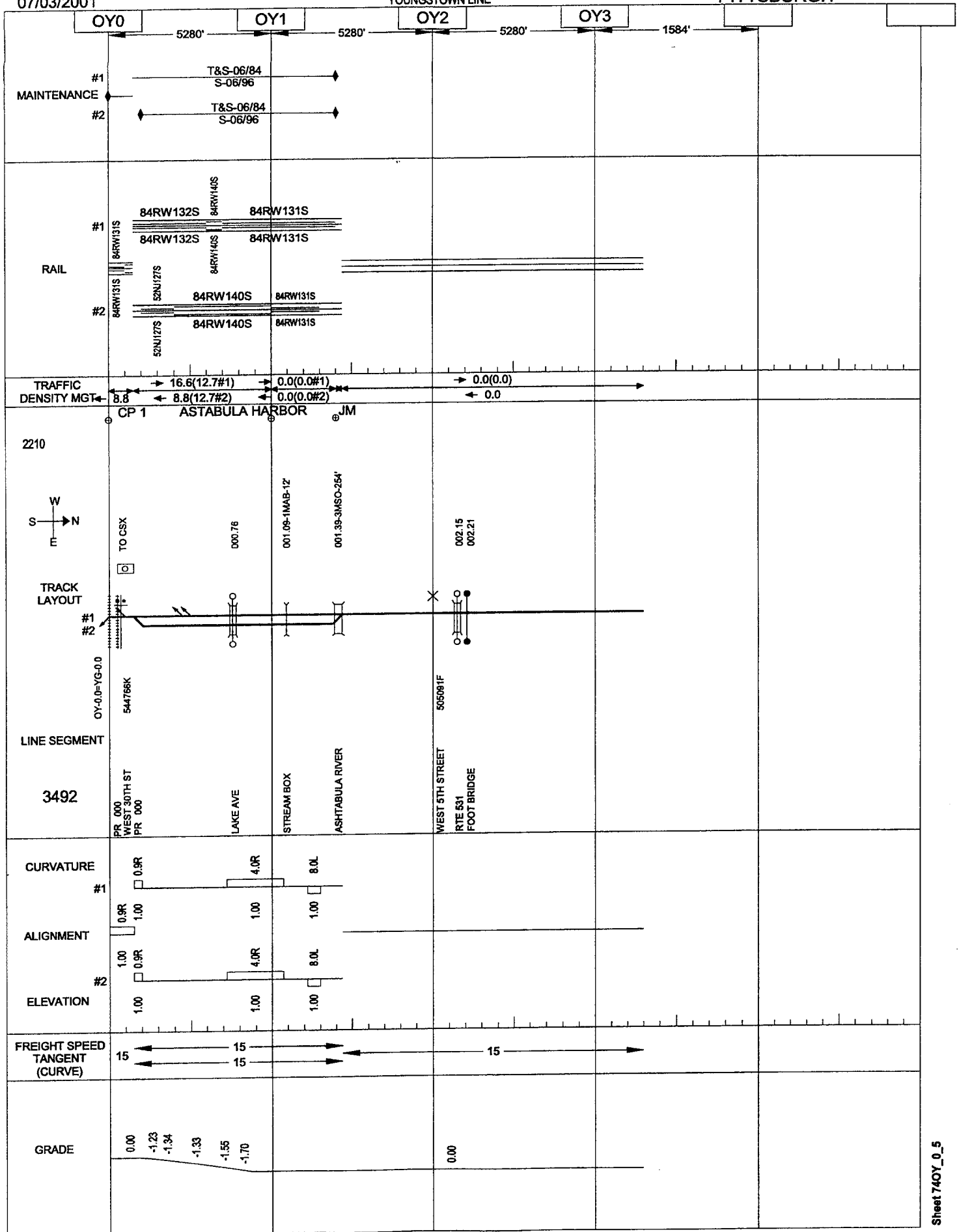
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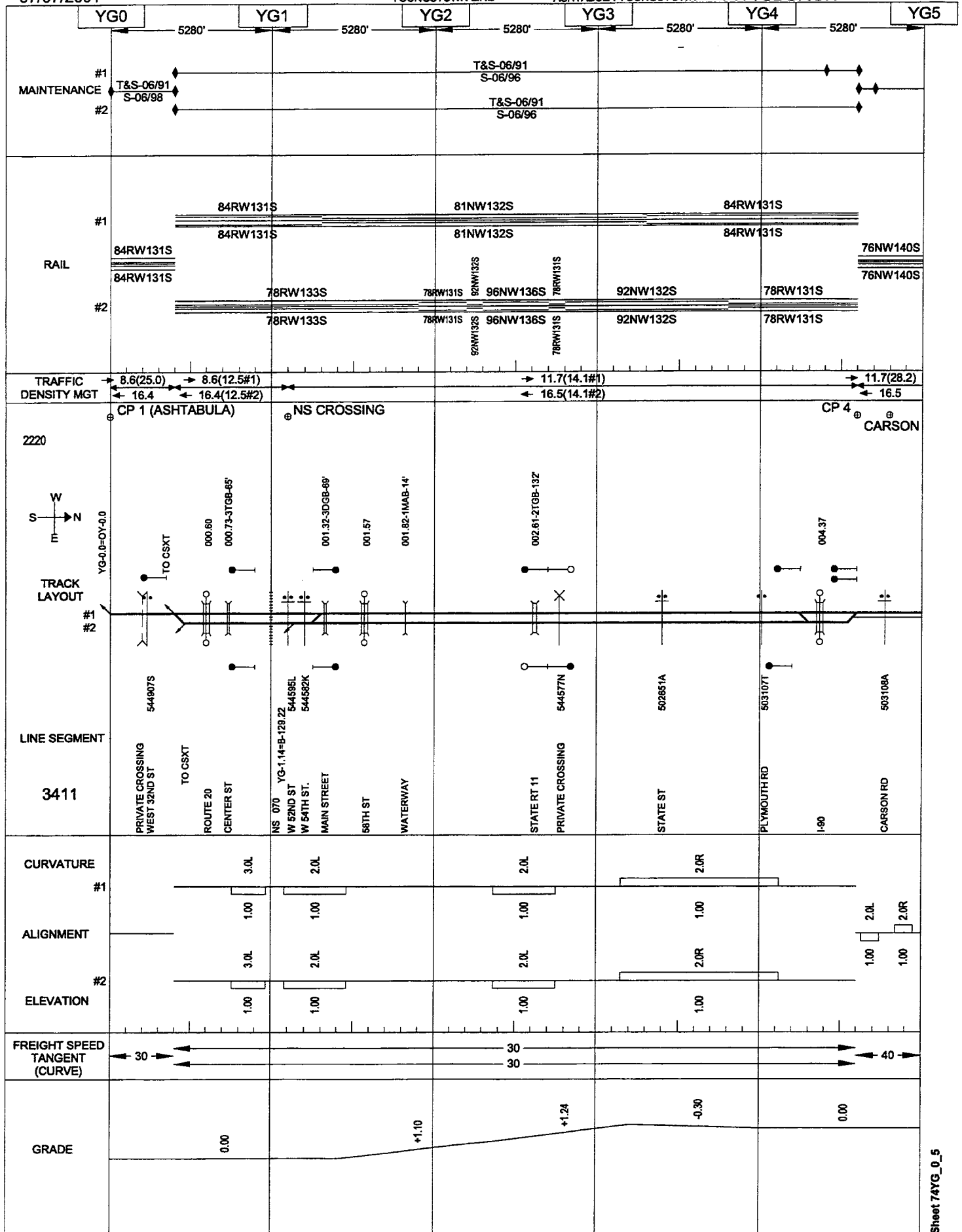


07/07/2001

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



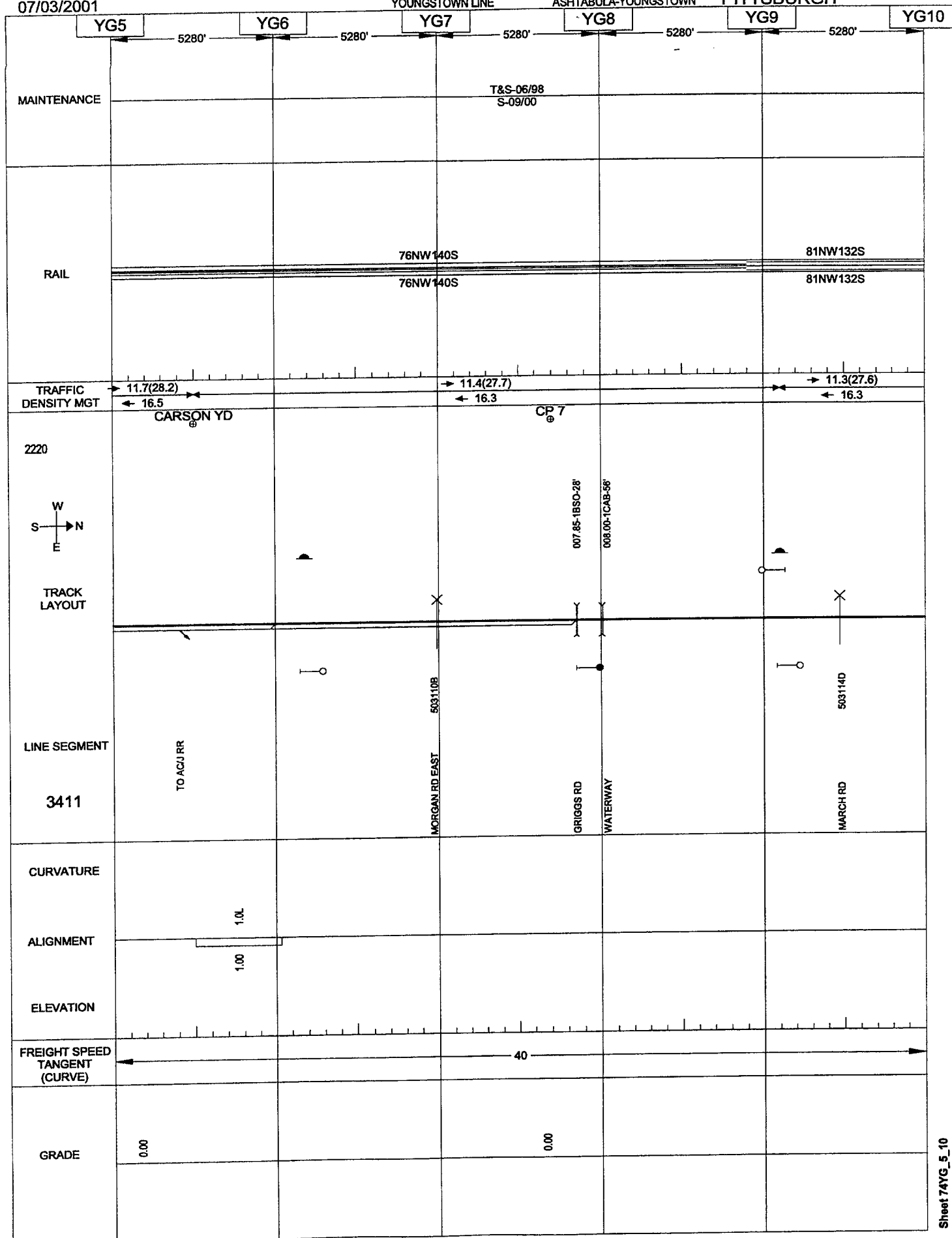
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057

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

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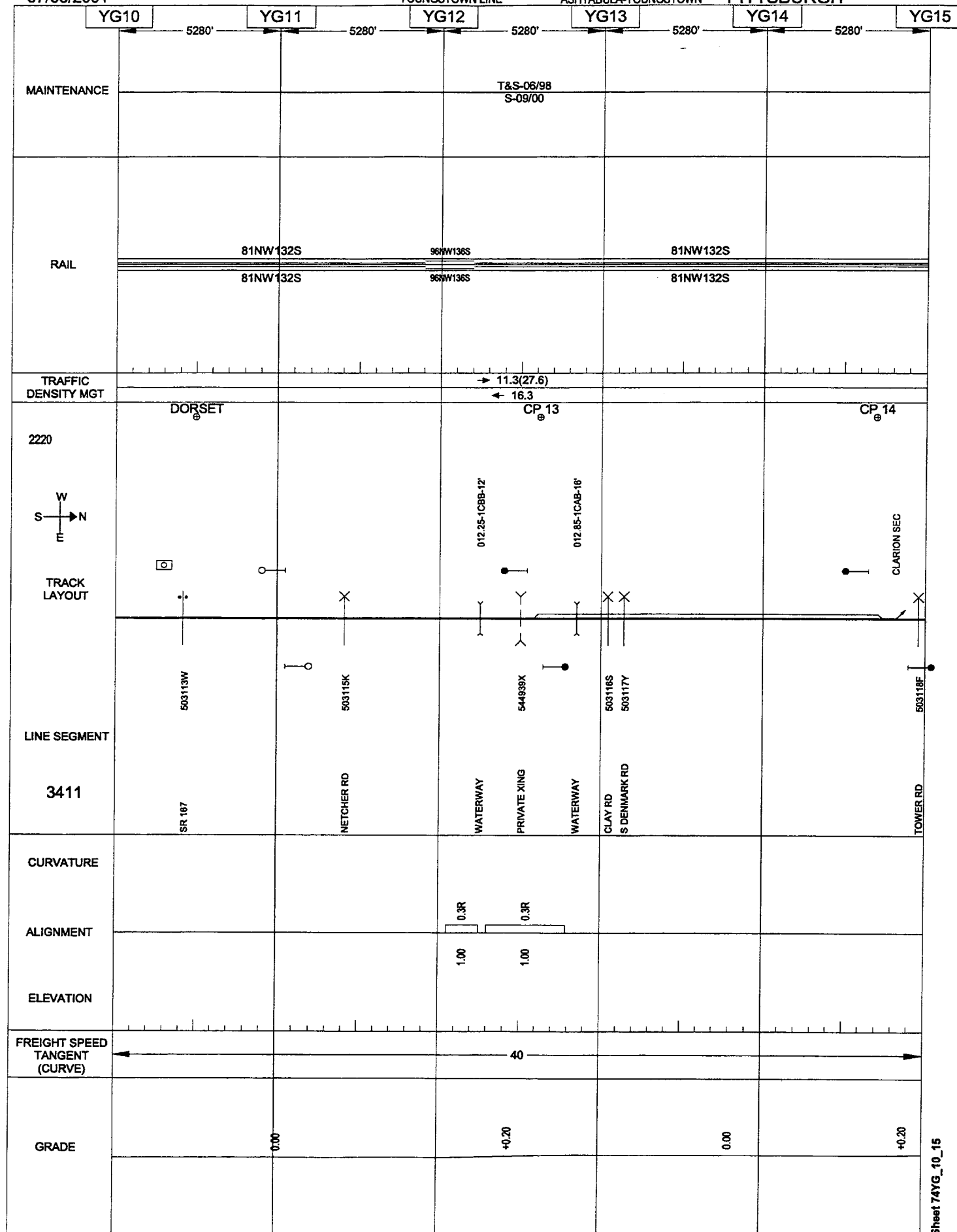


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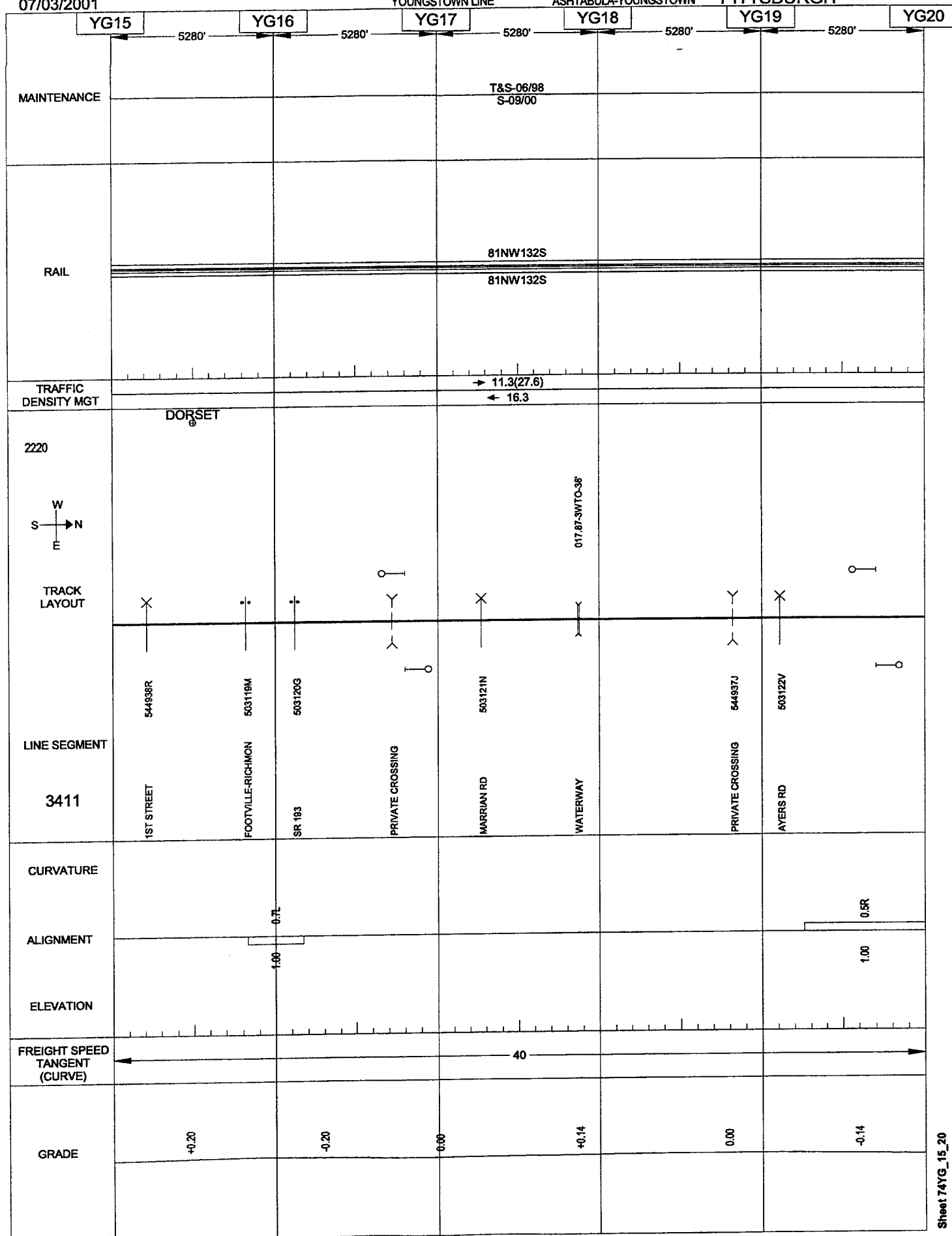
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ASHTABULA-YOUNGSTOWN

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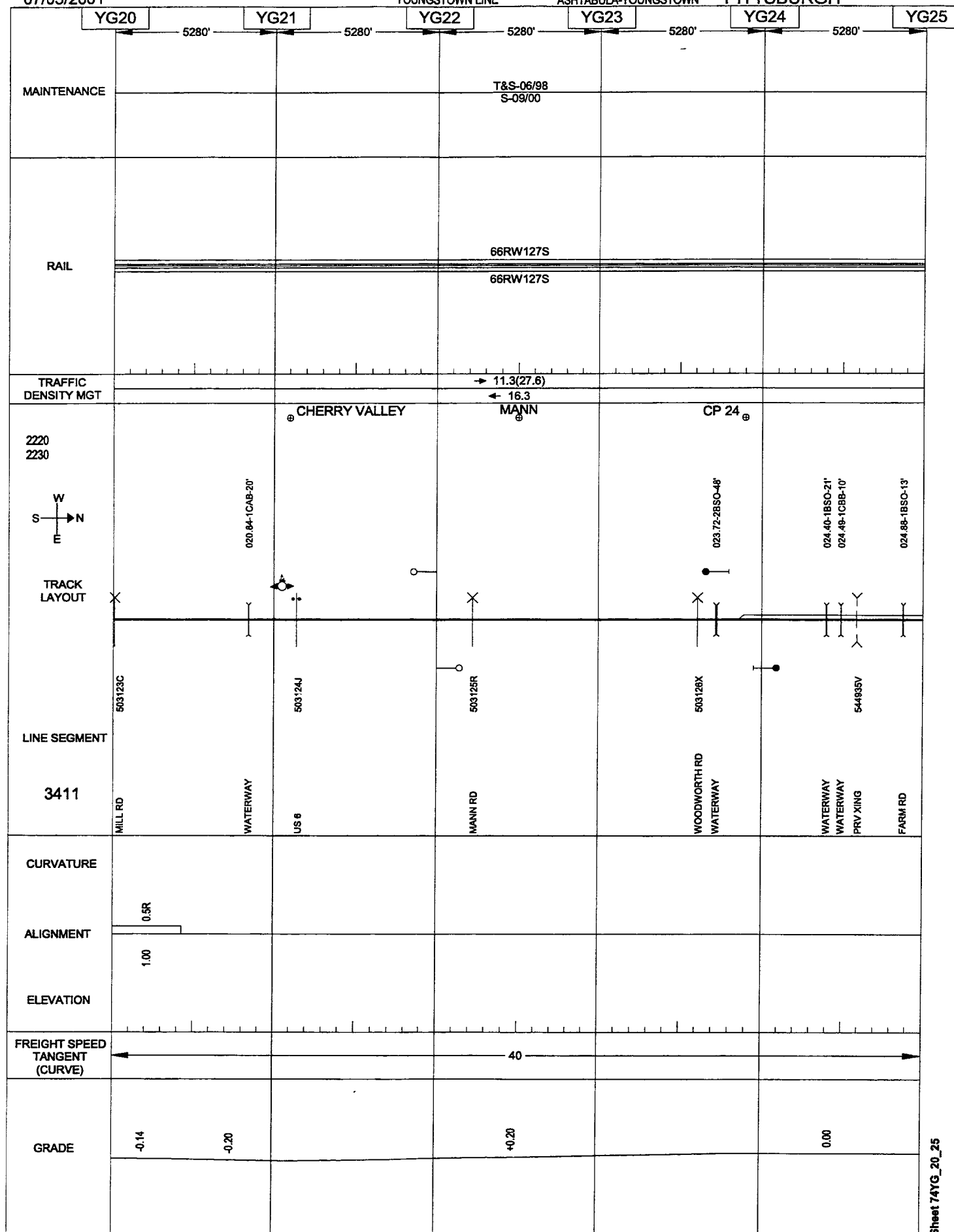
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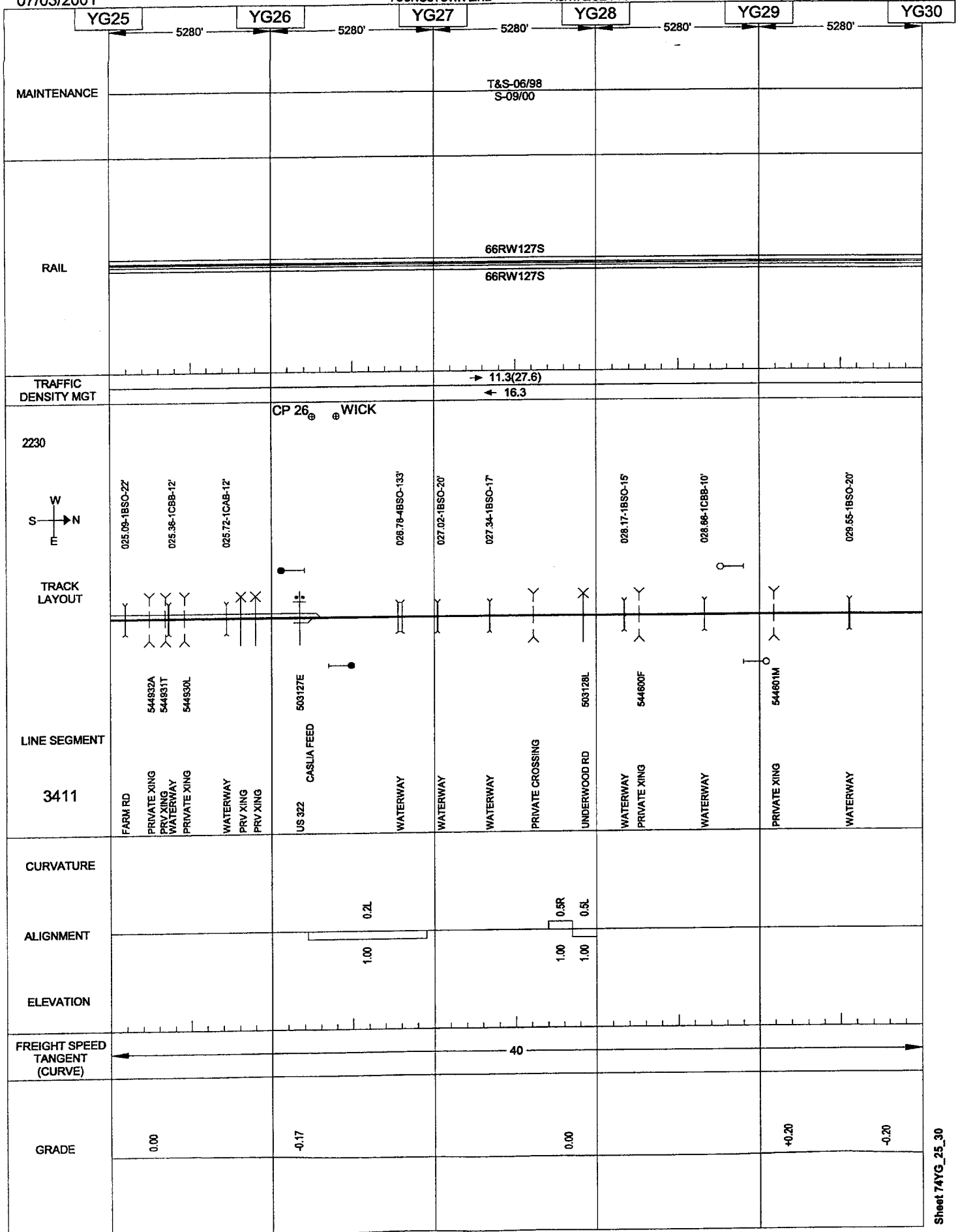
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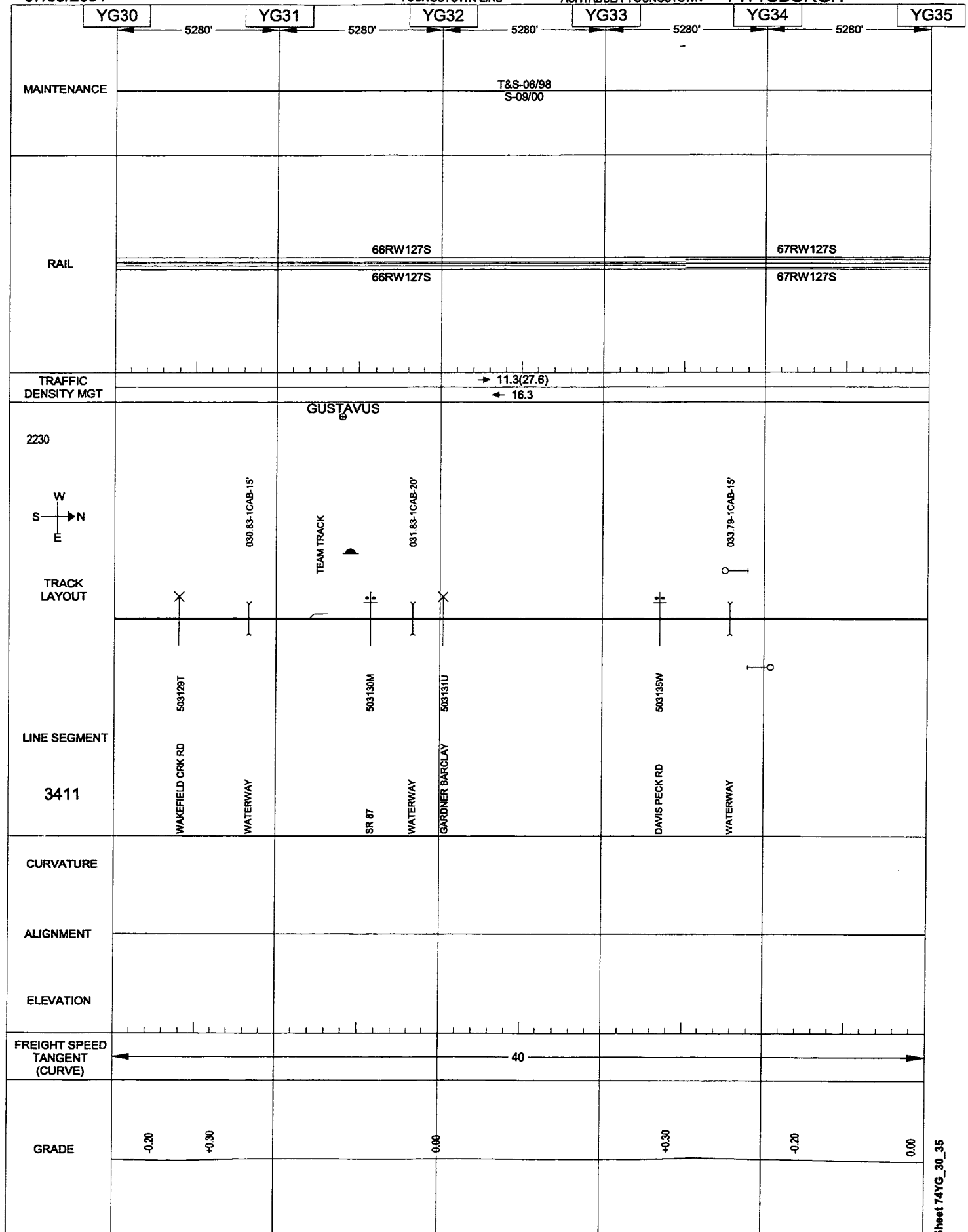


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ASHTABULA-YOUNGSTOWN

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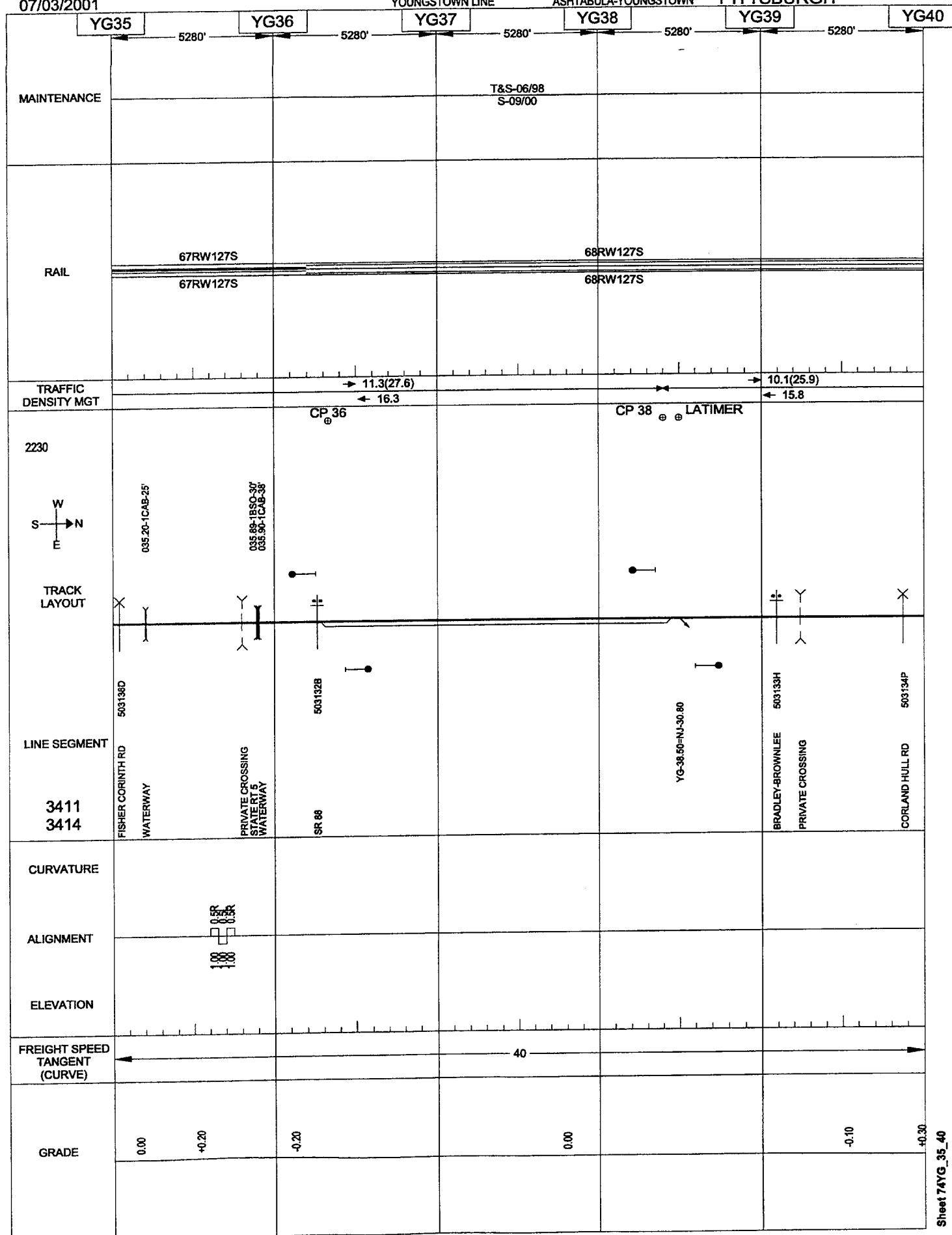


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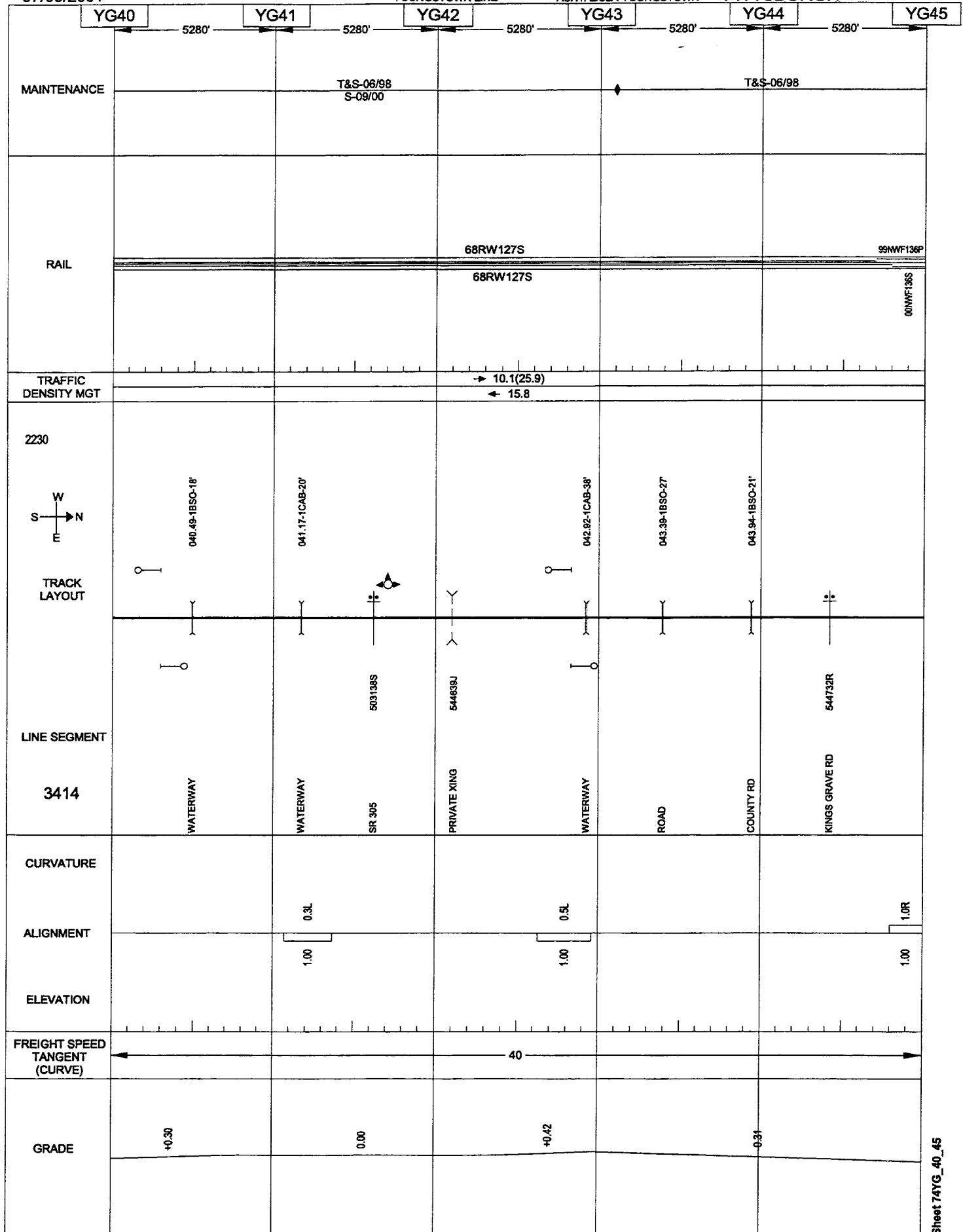


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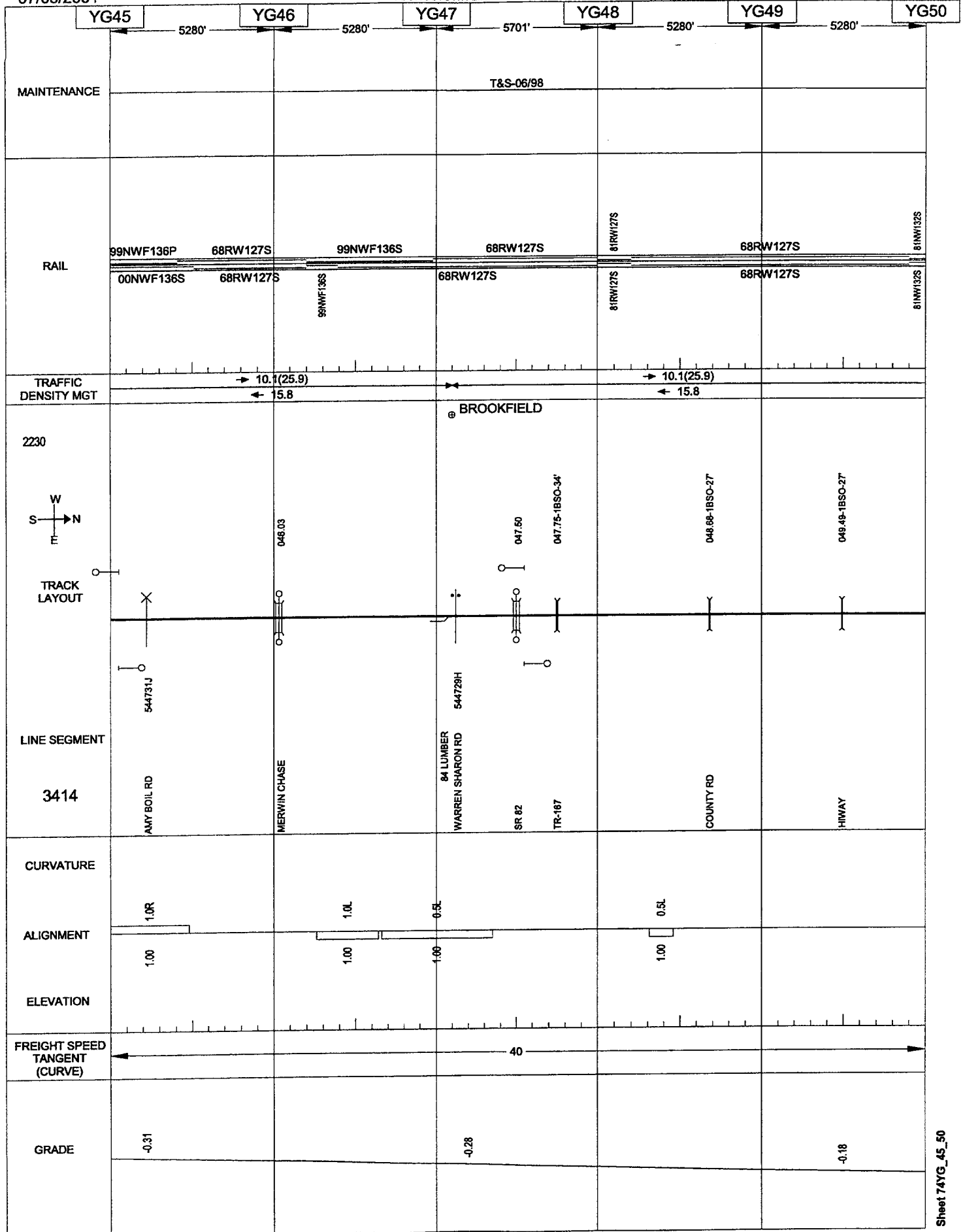


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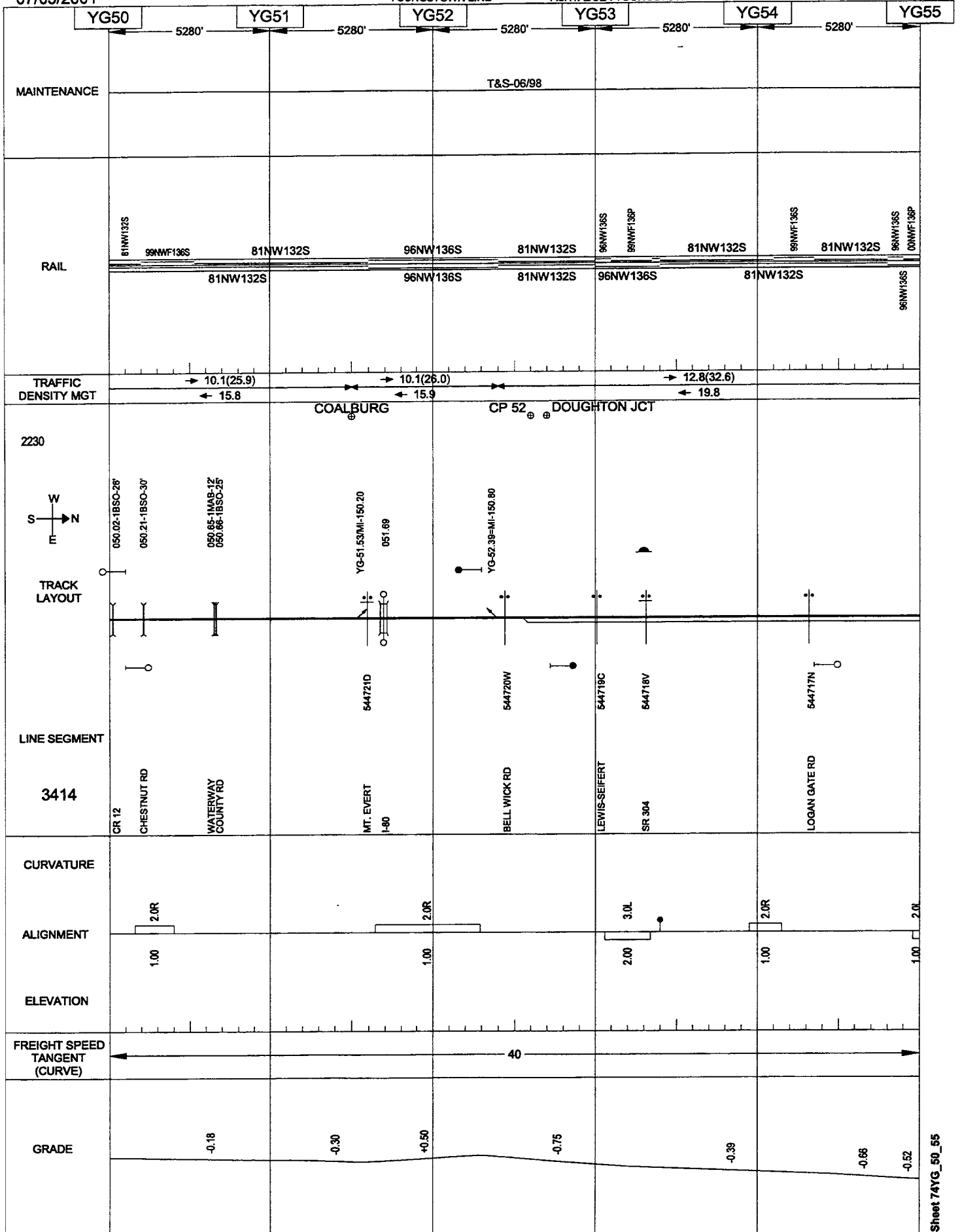


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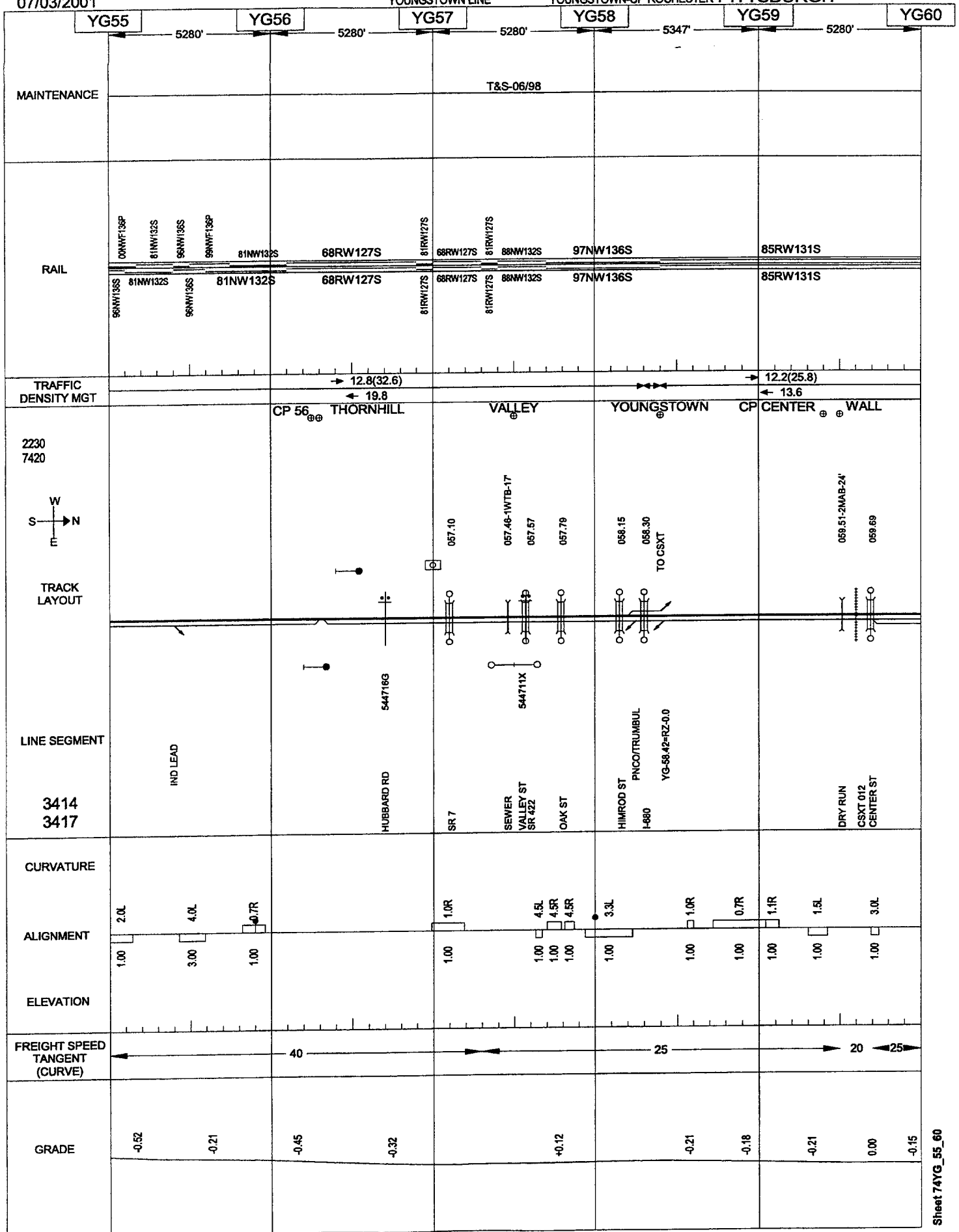
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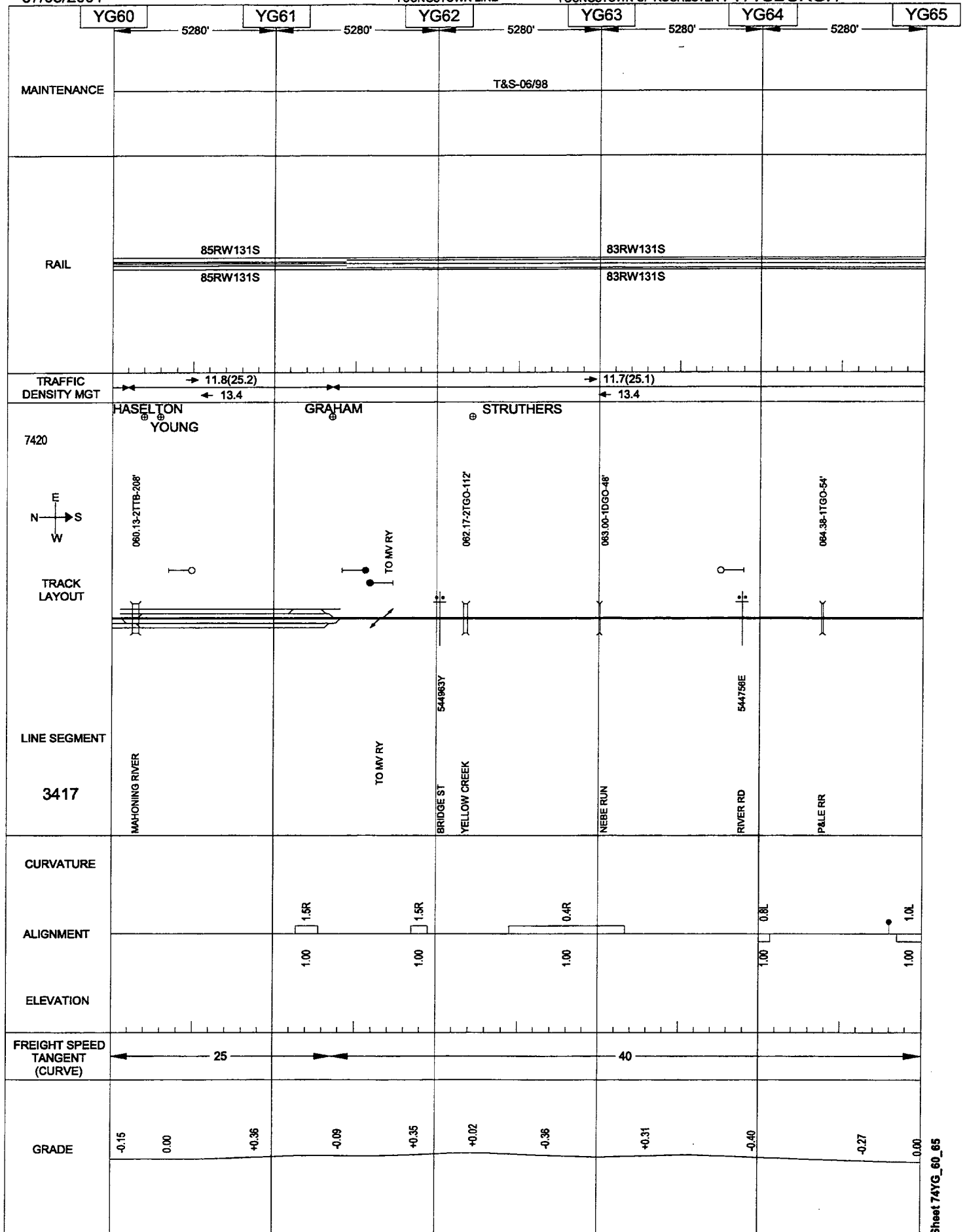
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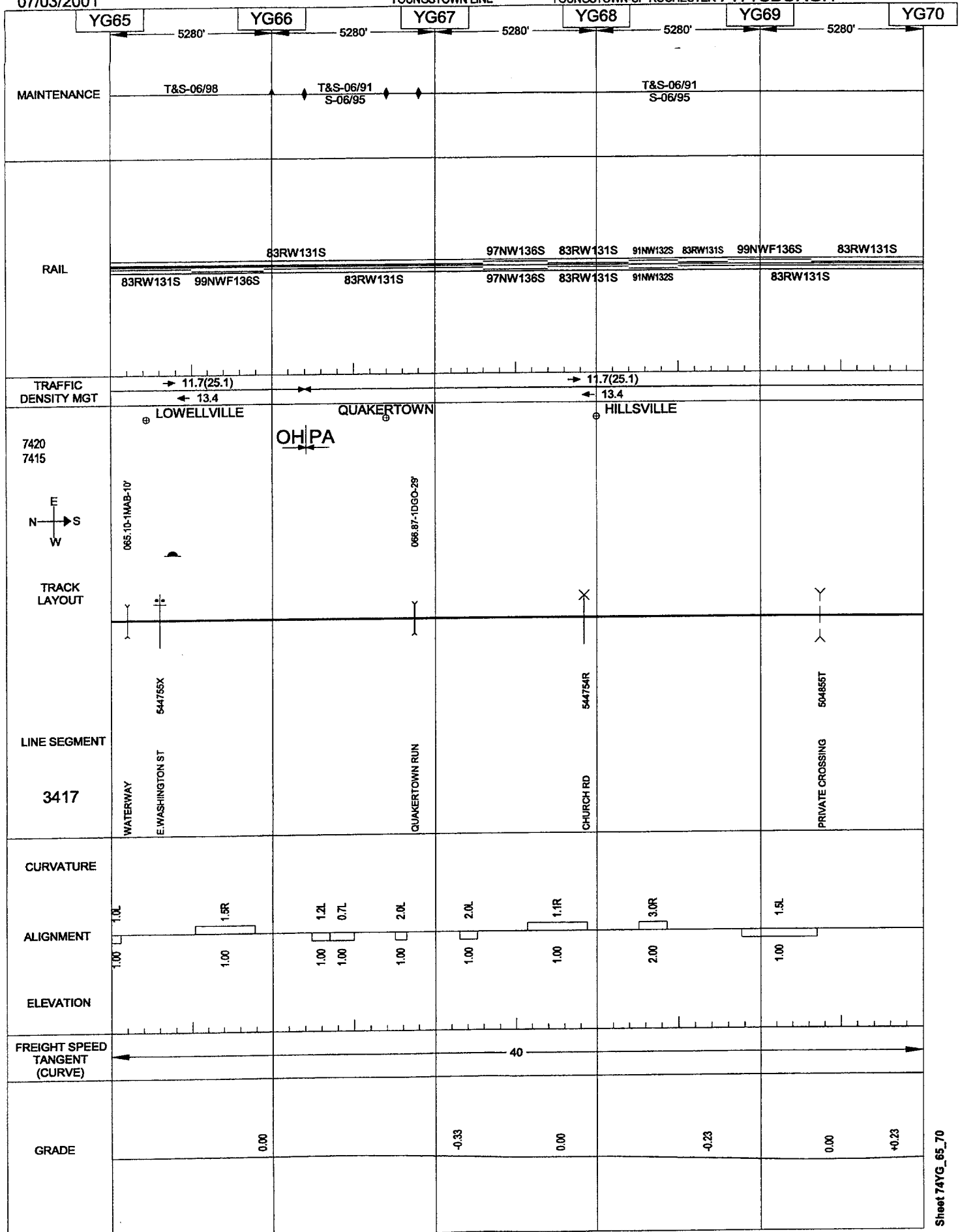
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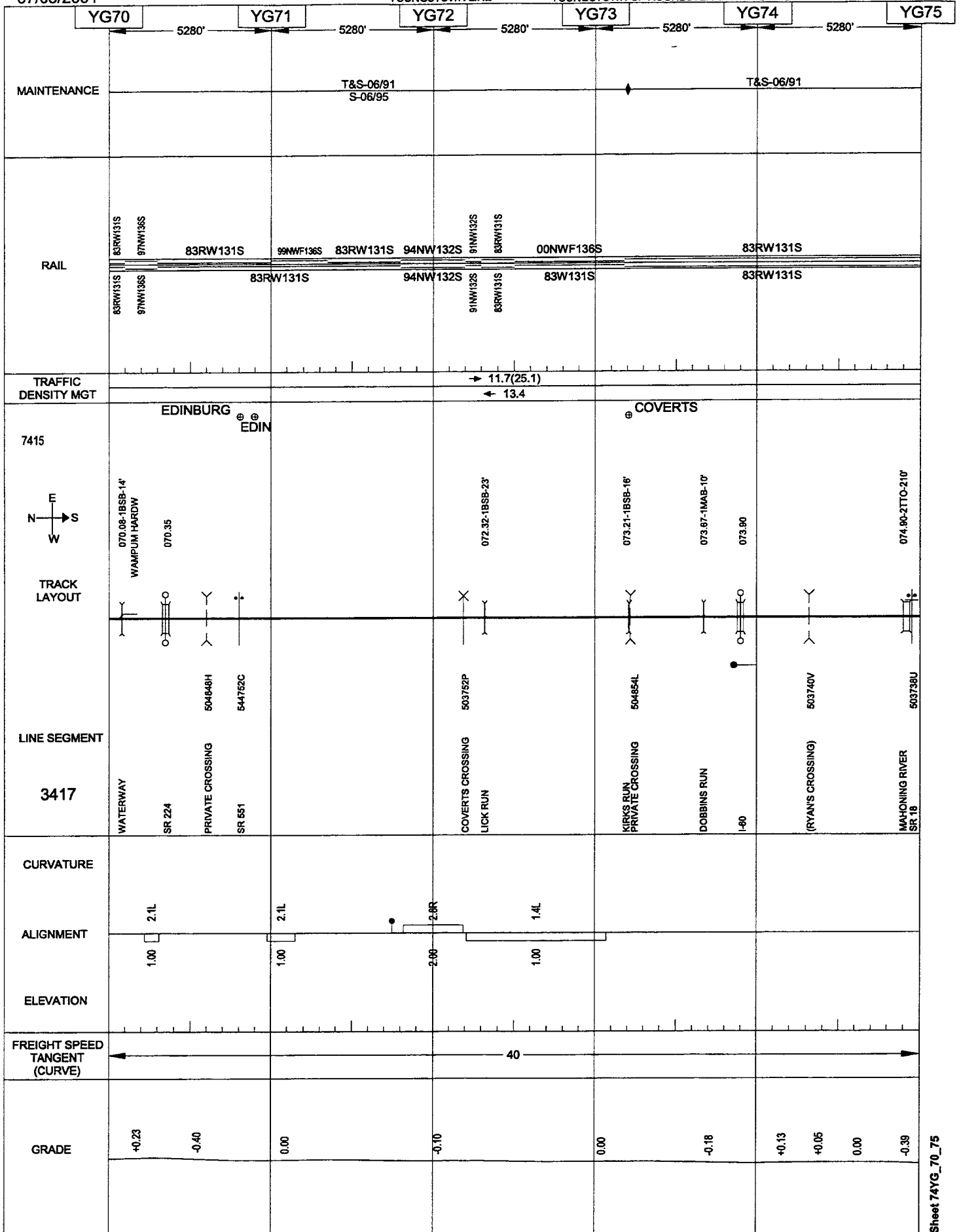


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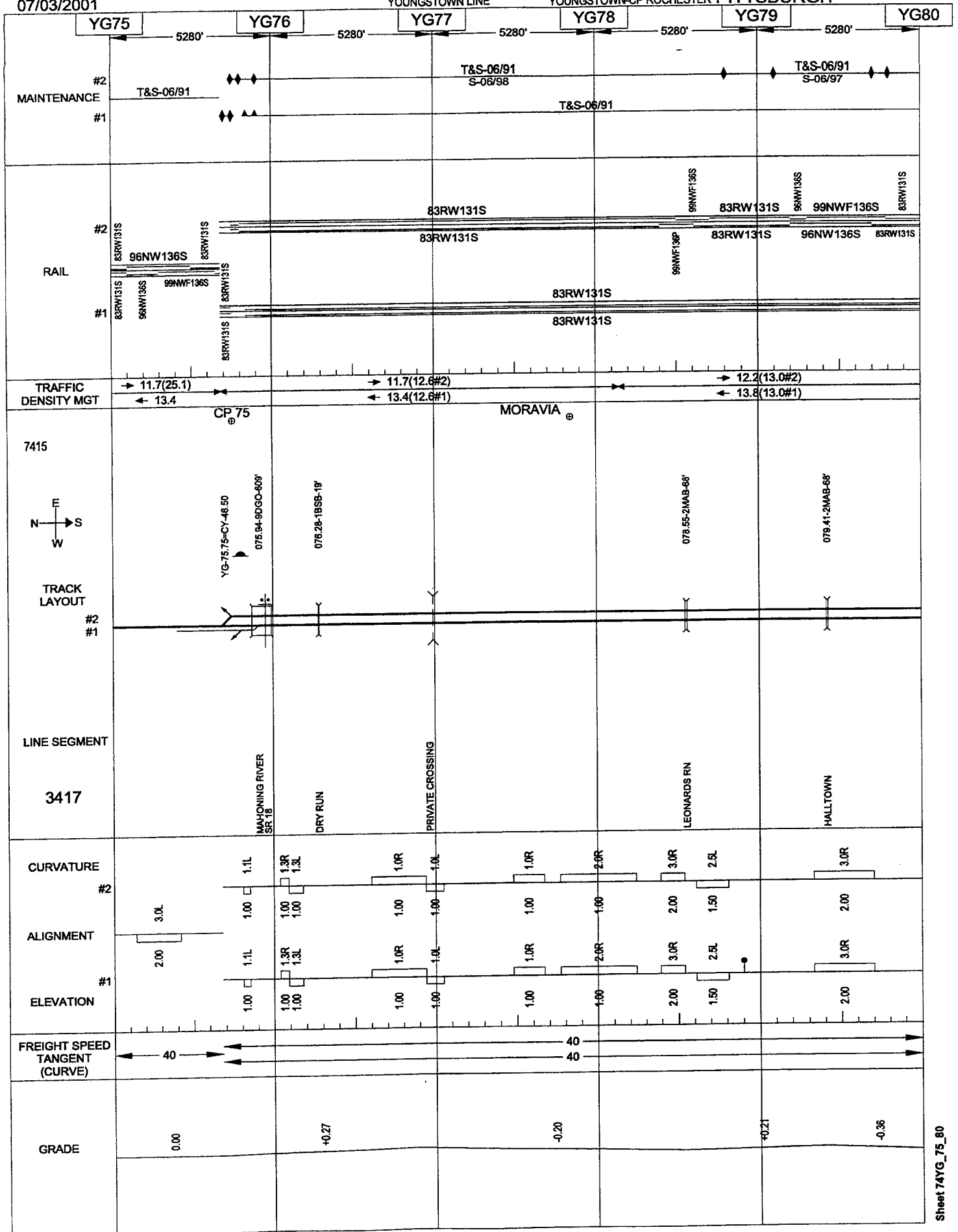
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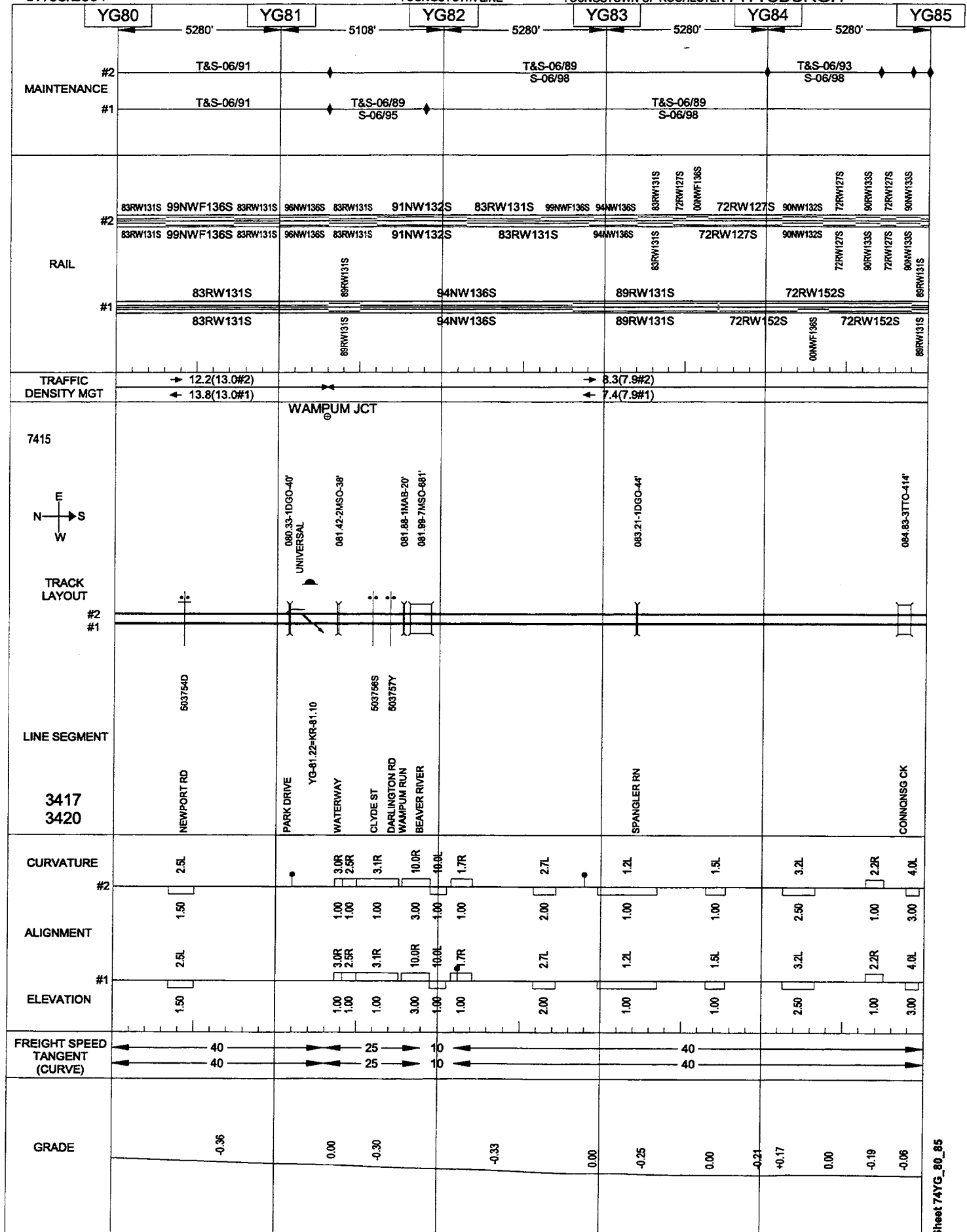
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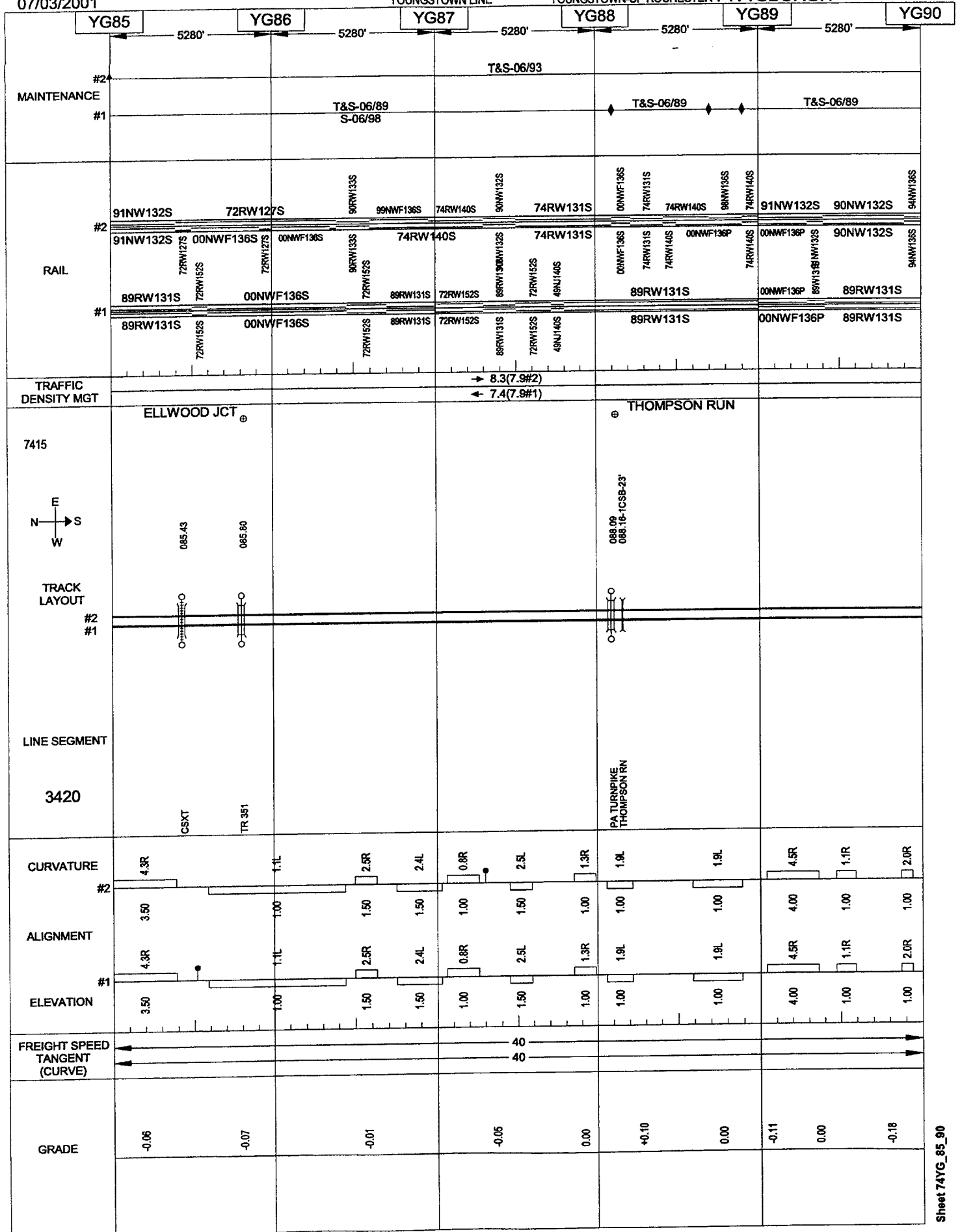
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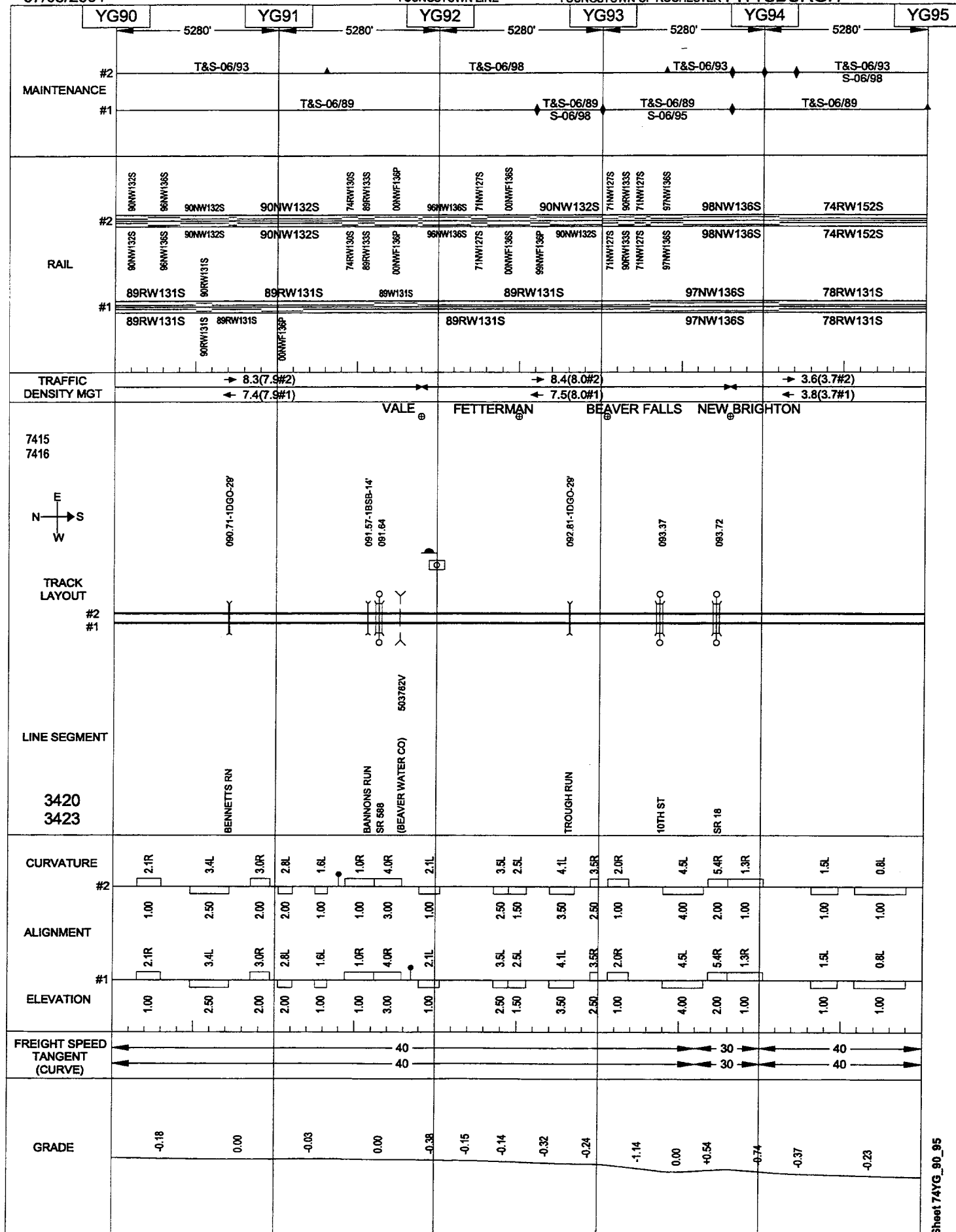
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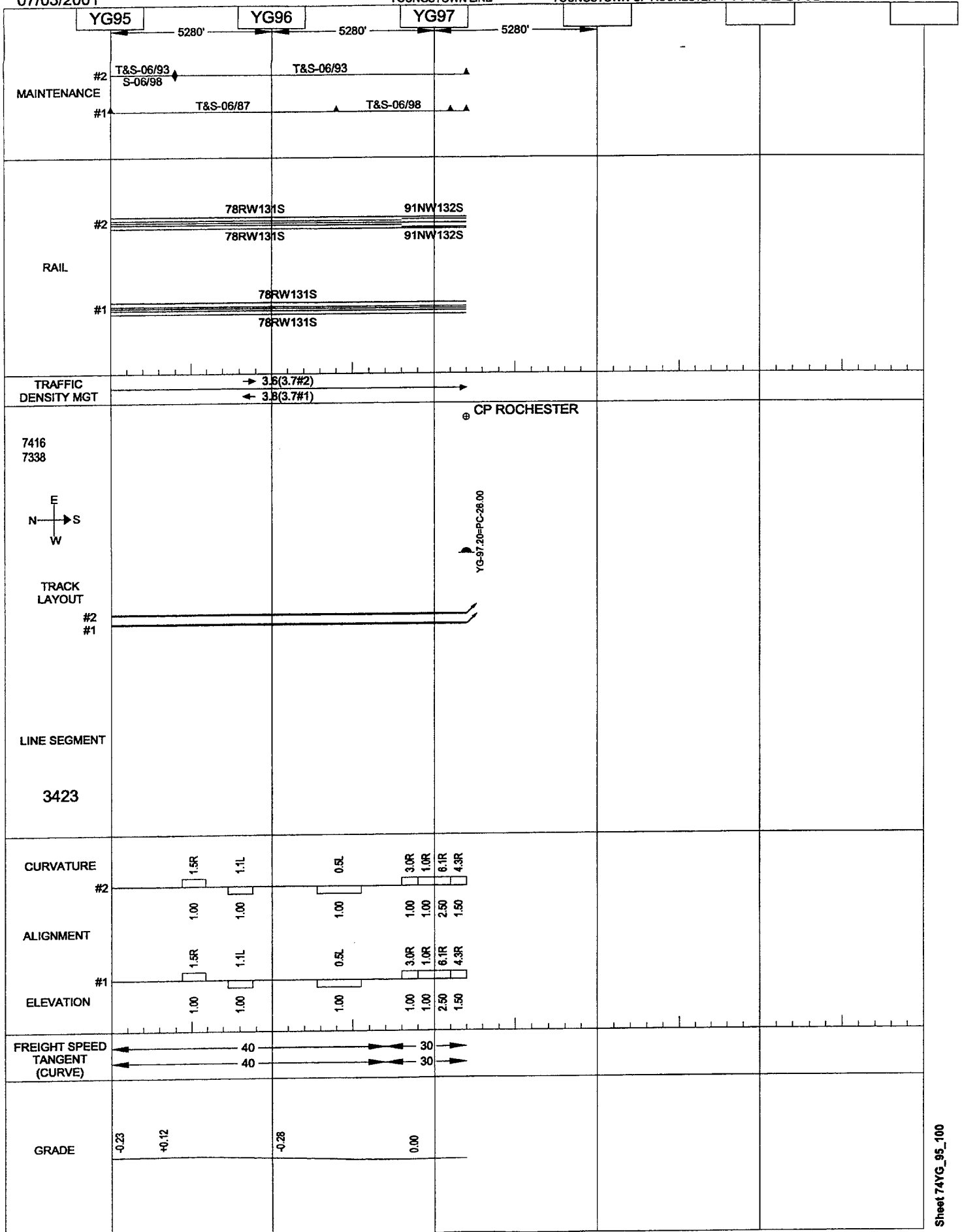
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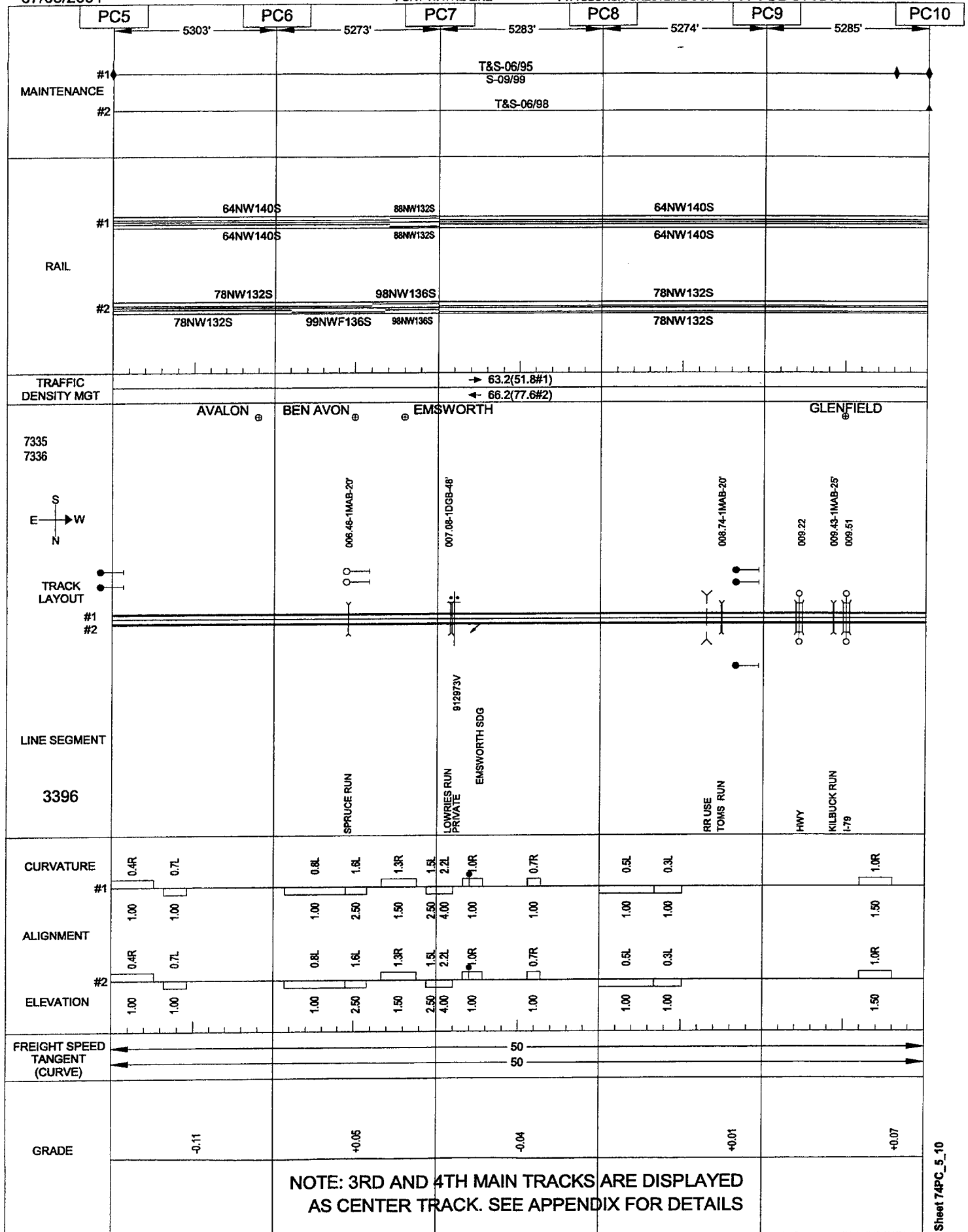
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07/03/2001

FORT WAYNE LINE

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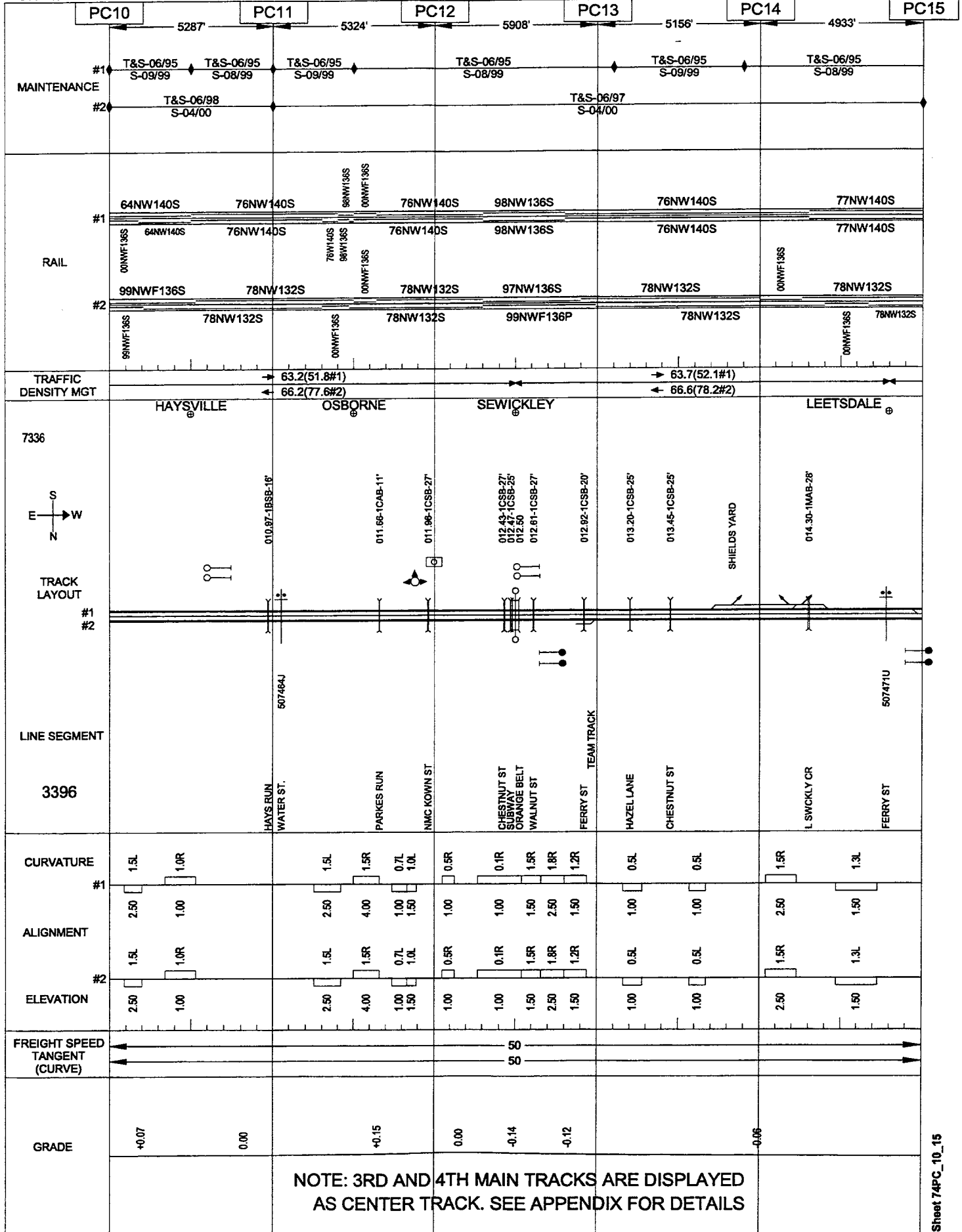


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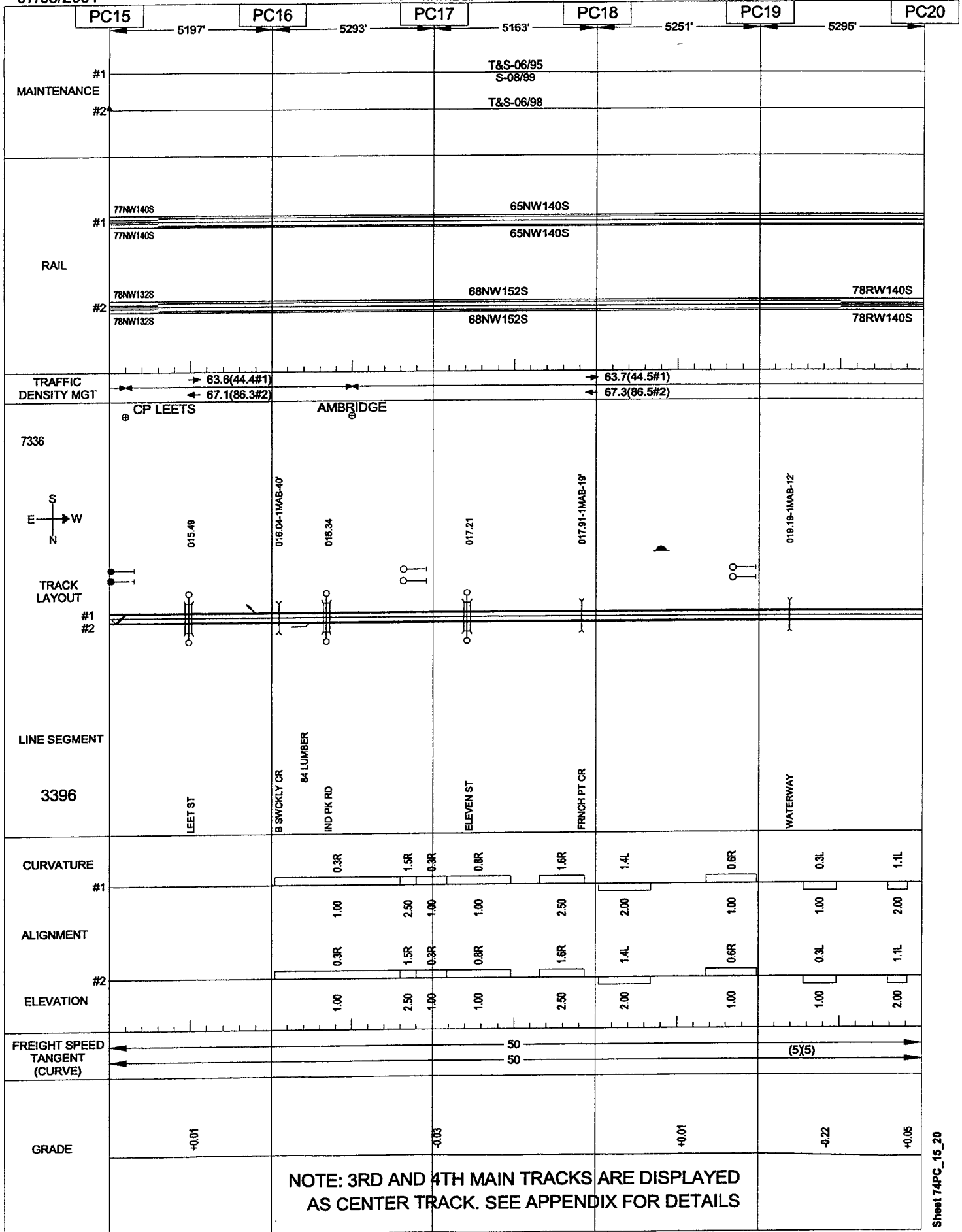


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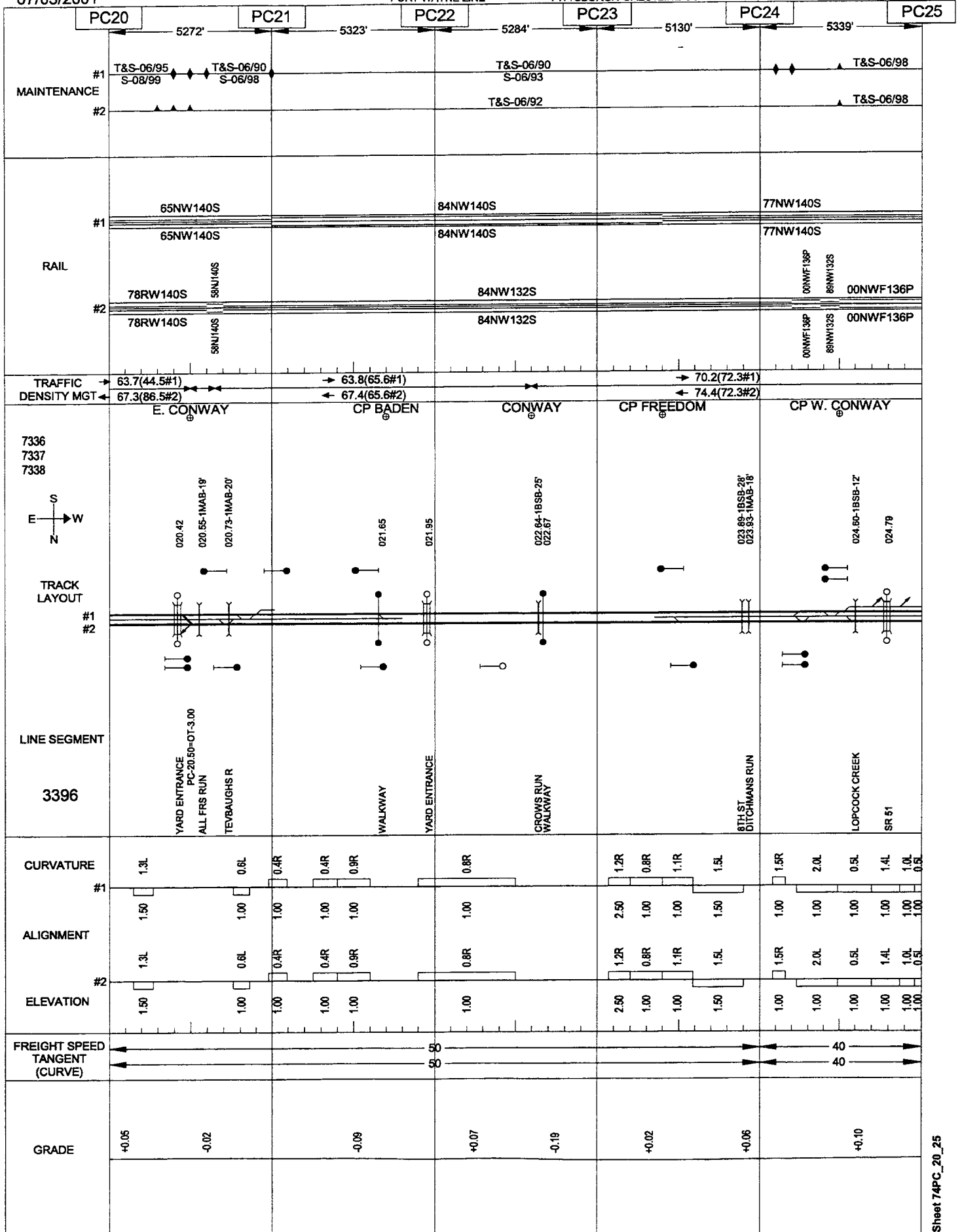


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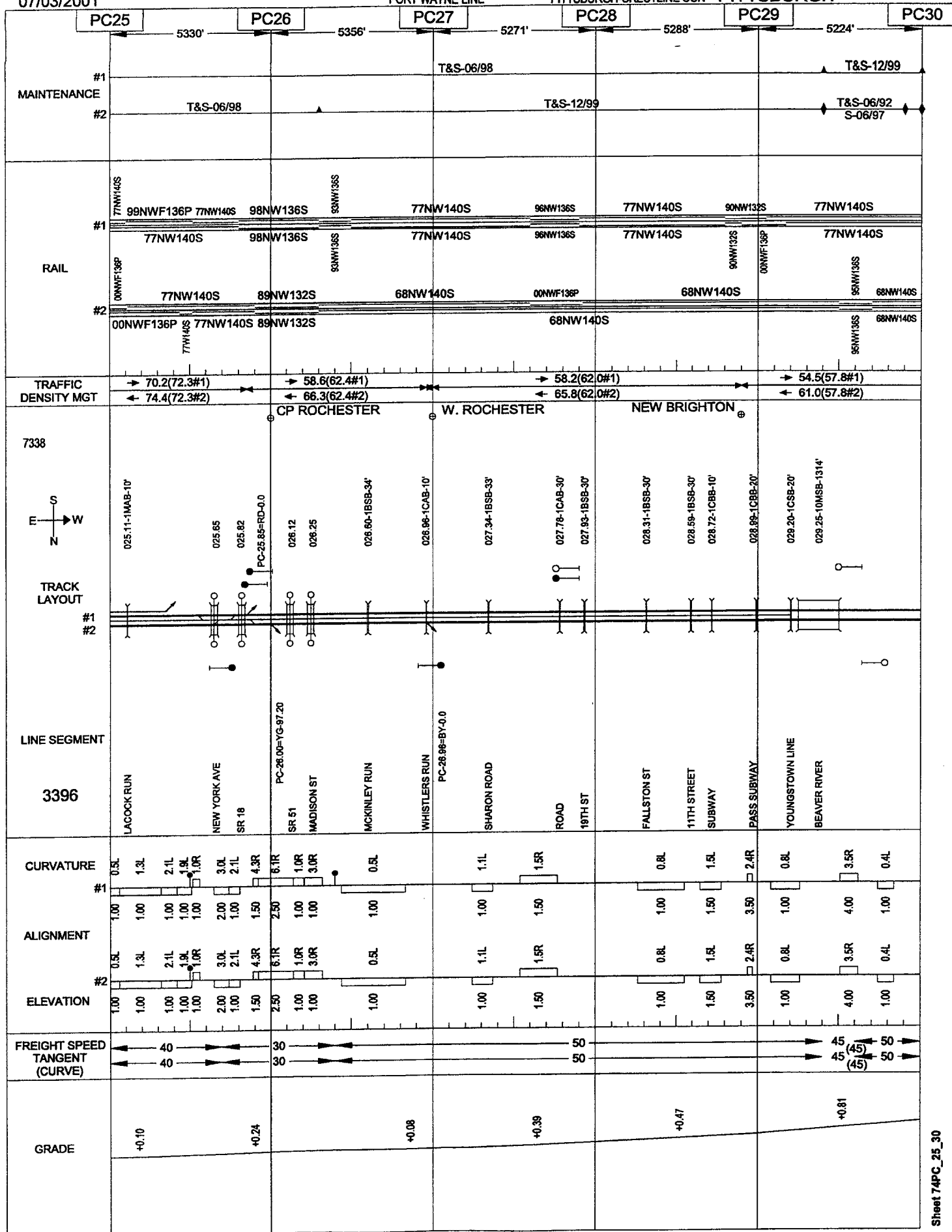
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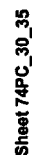


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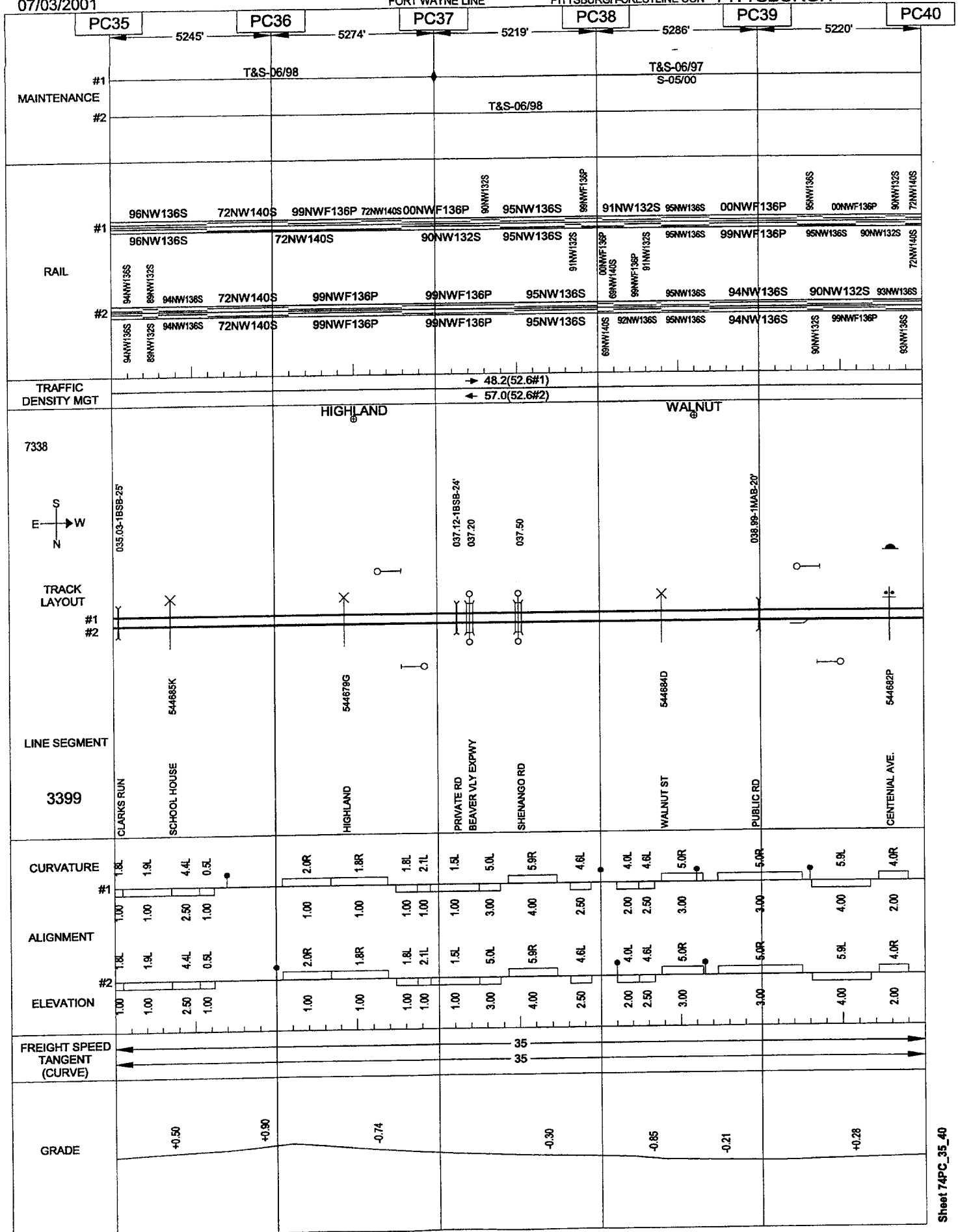




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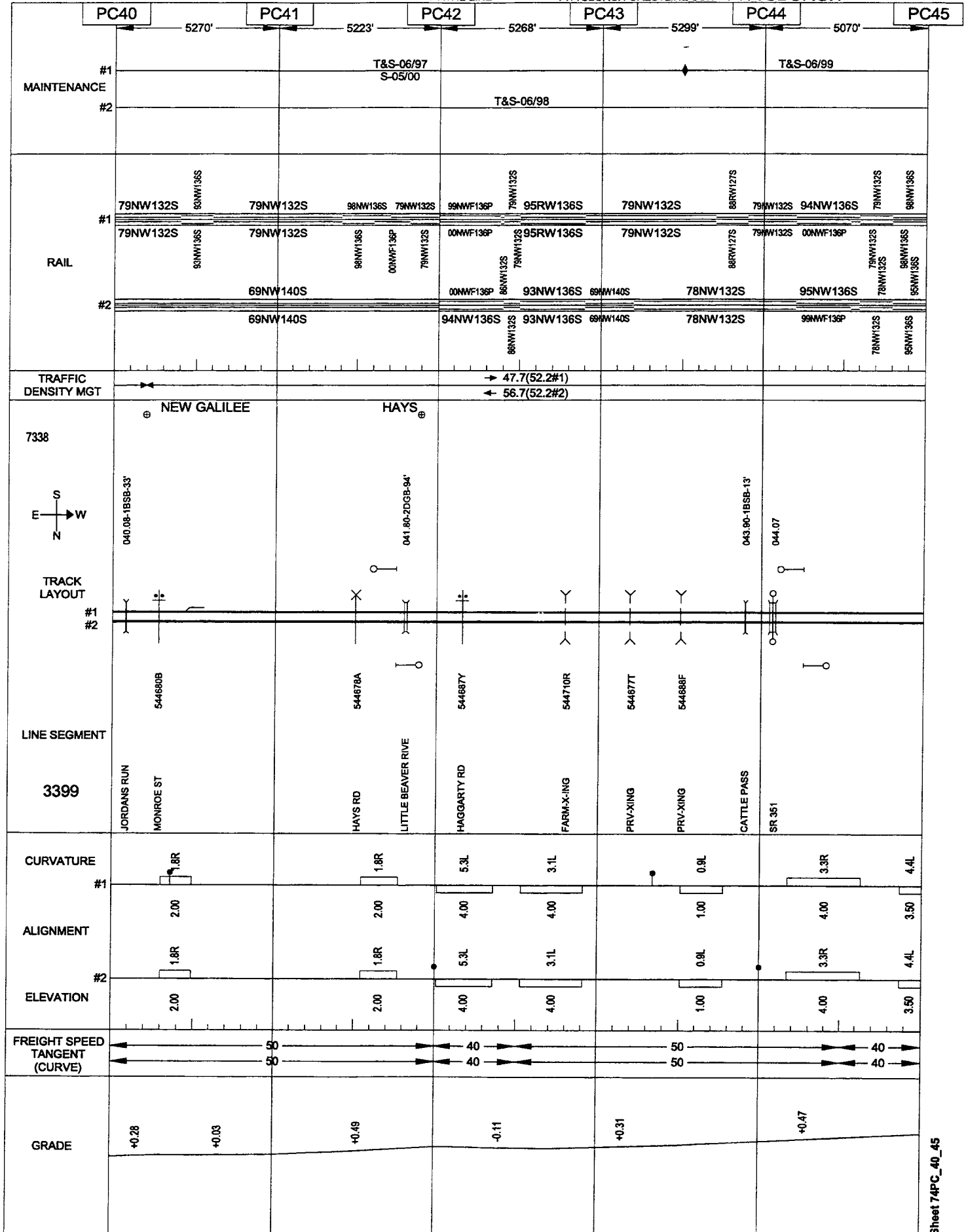


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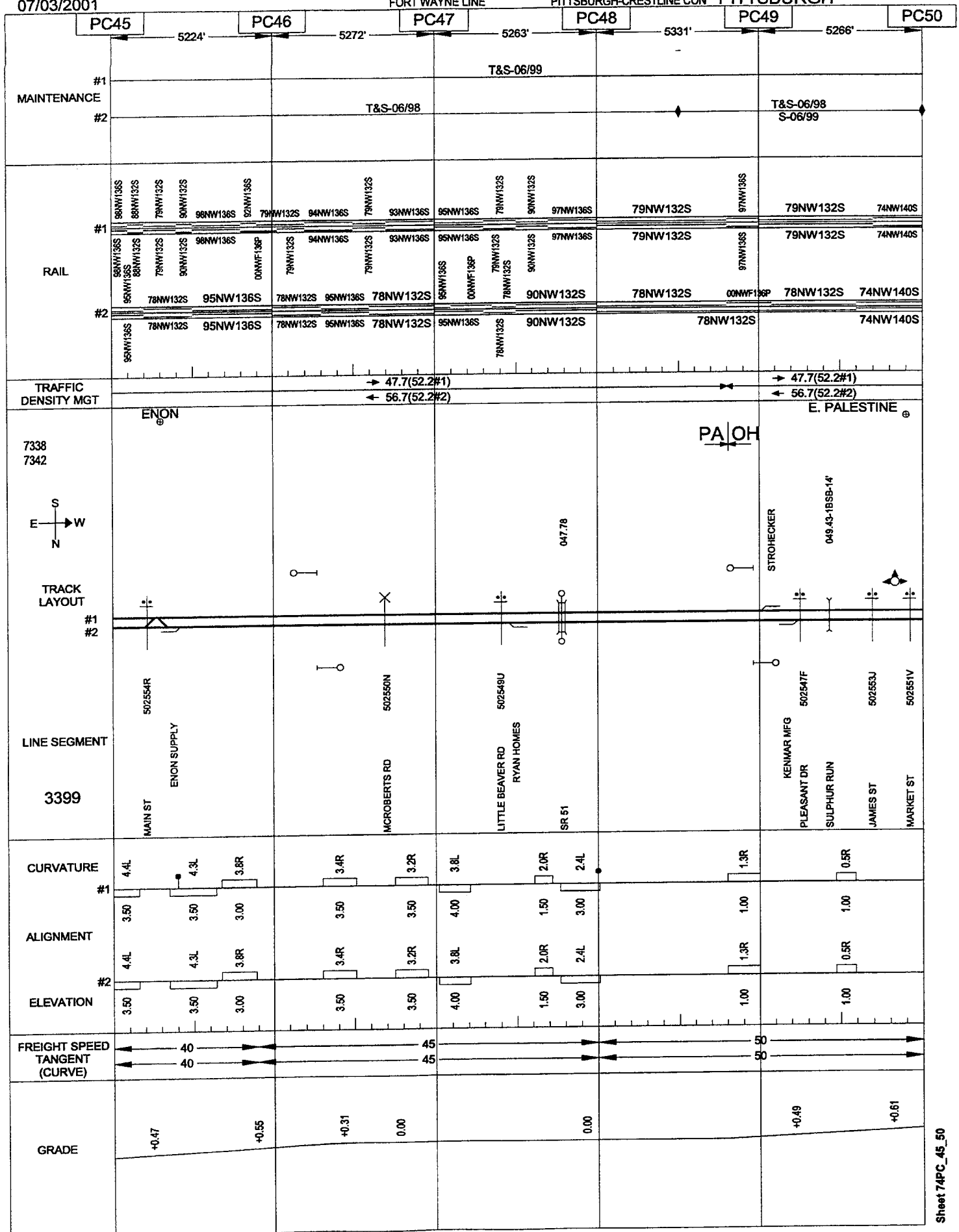


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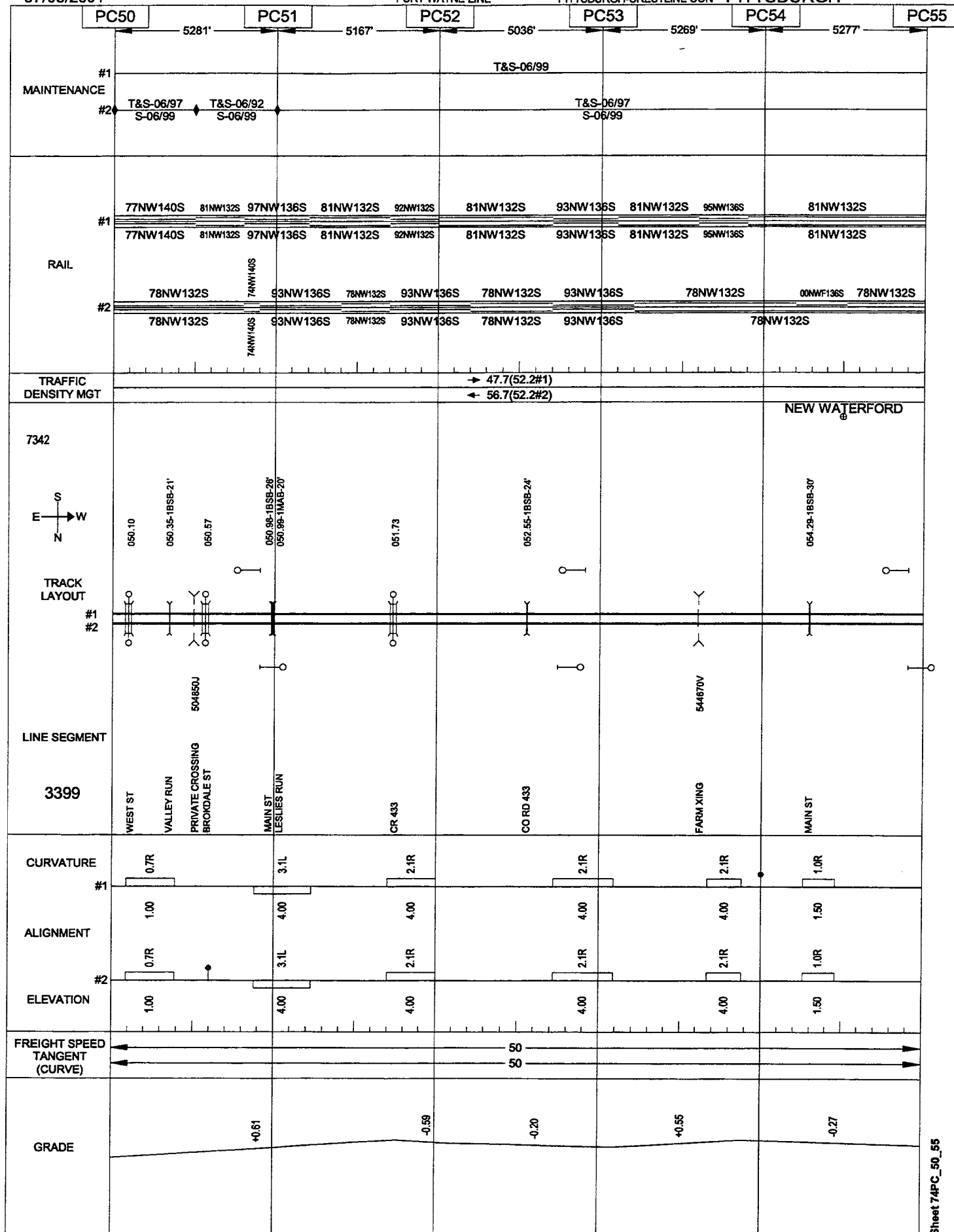
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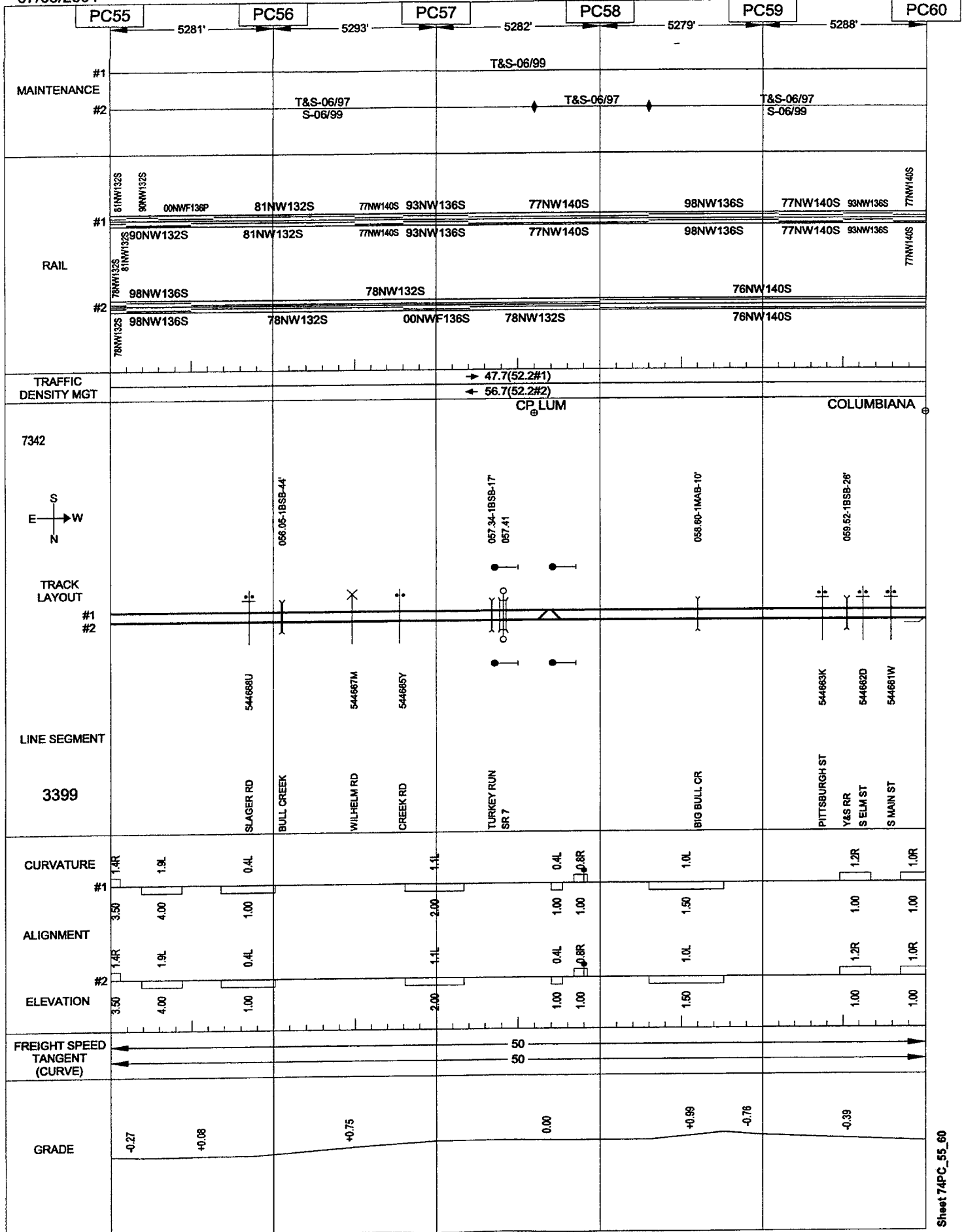
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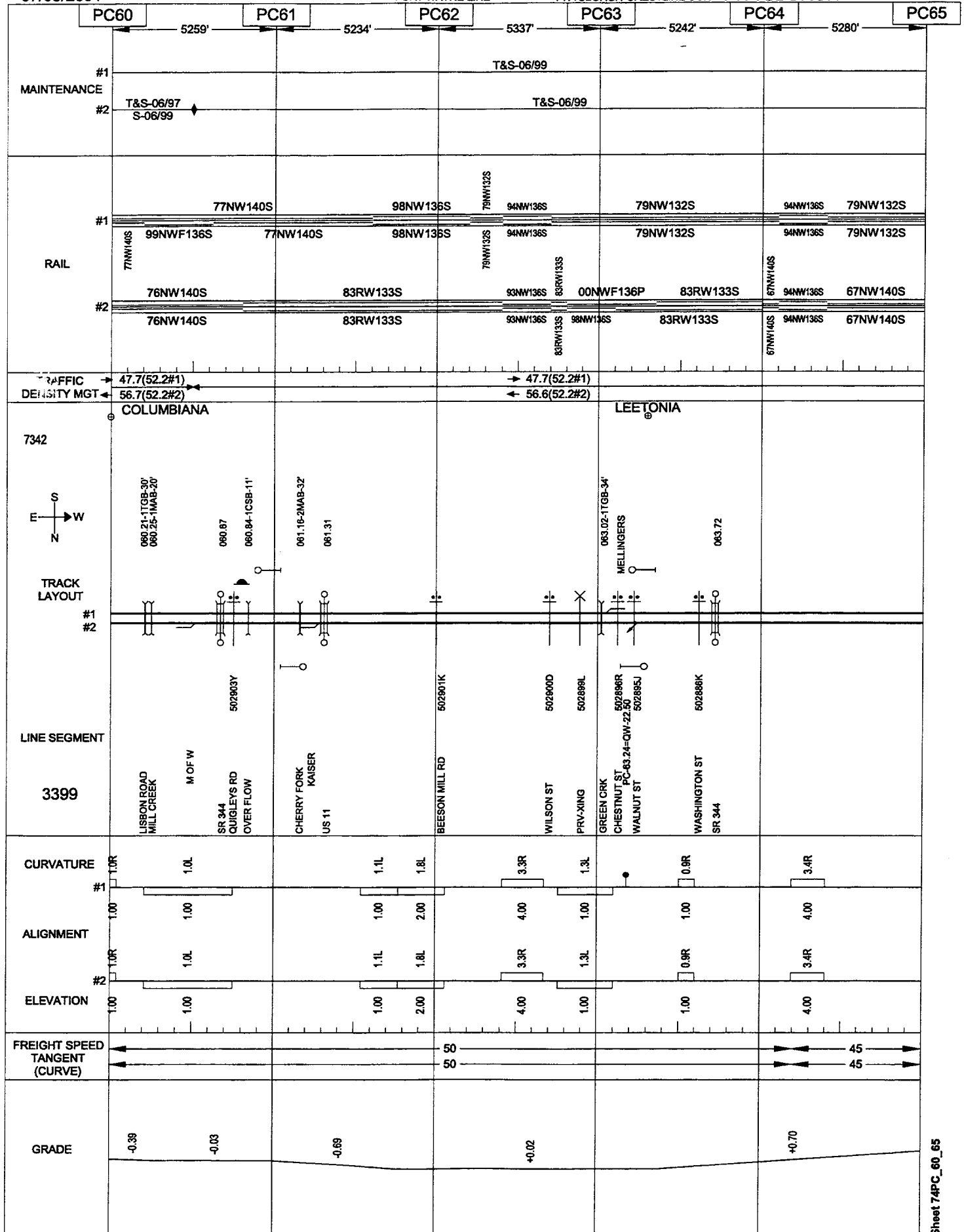


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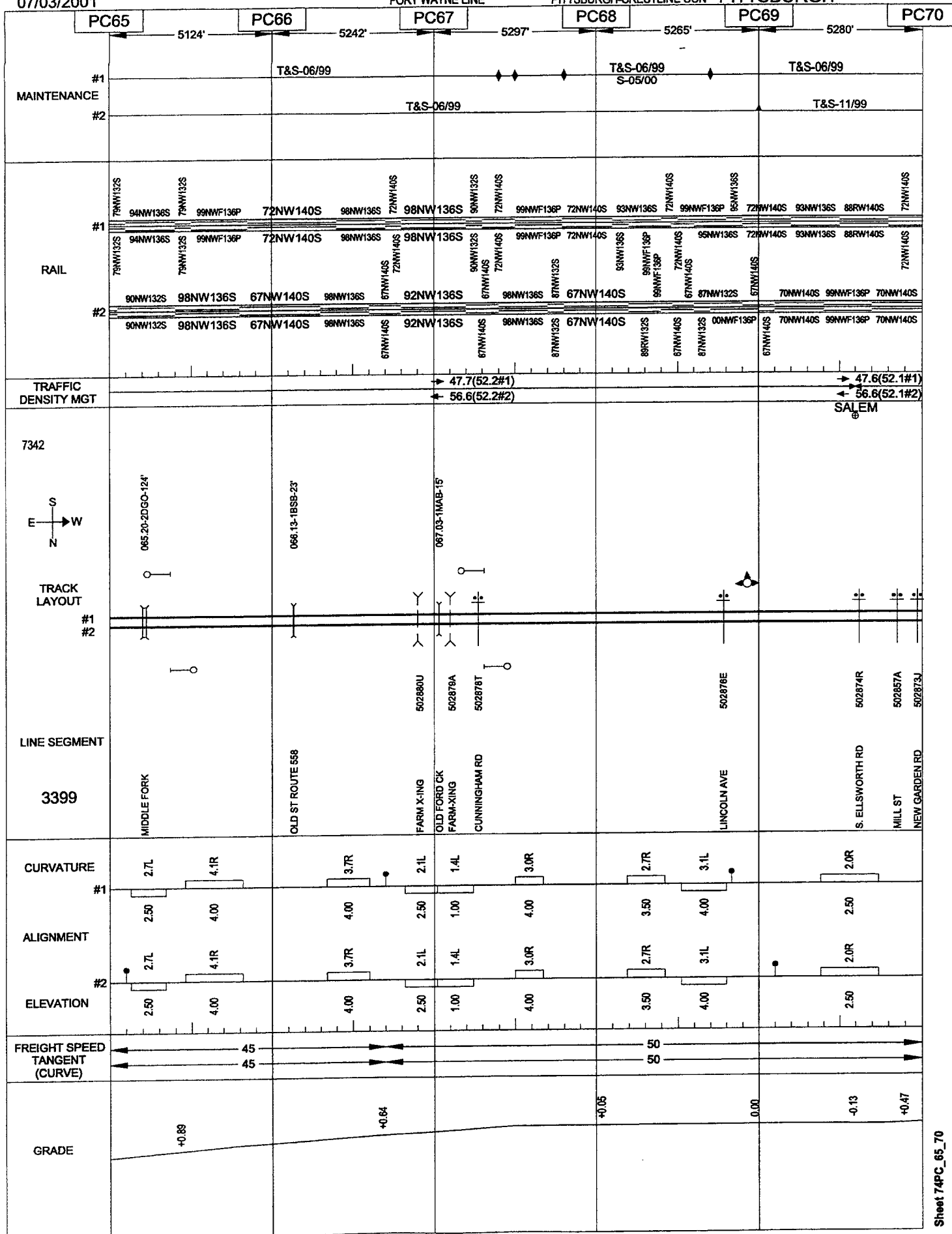
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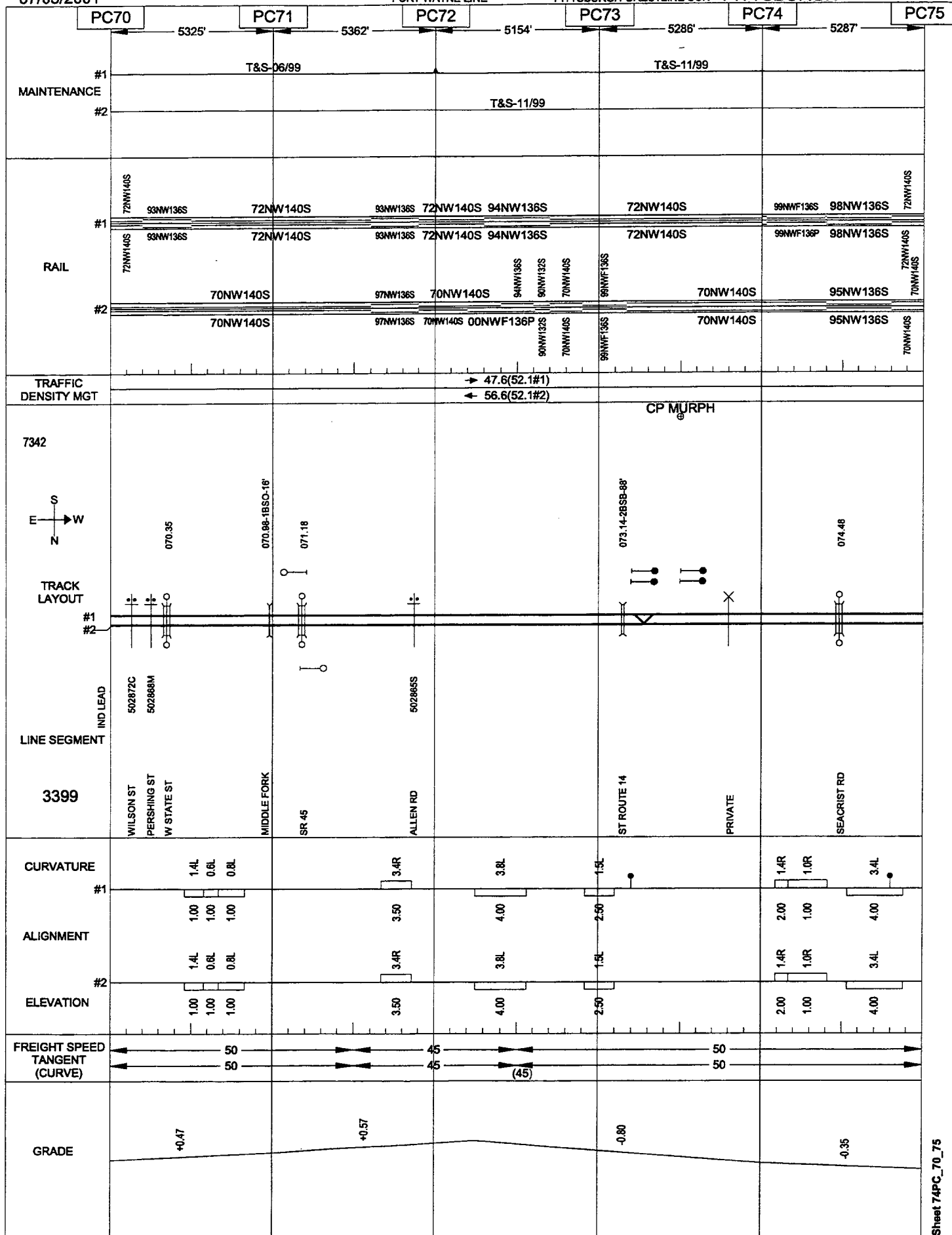
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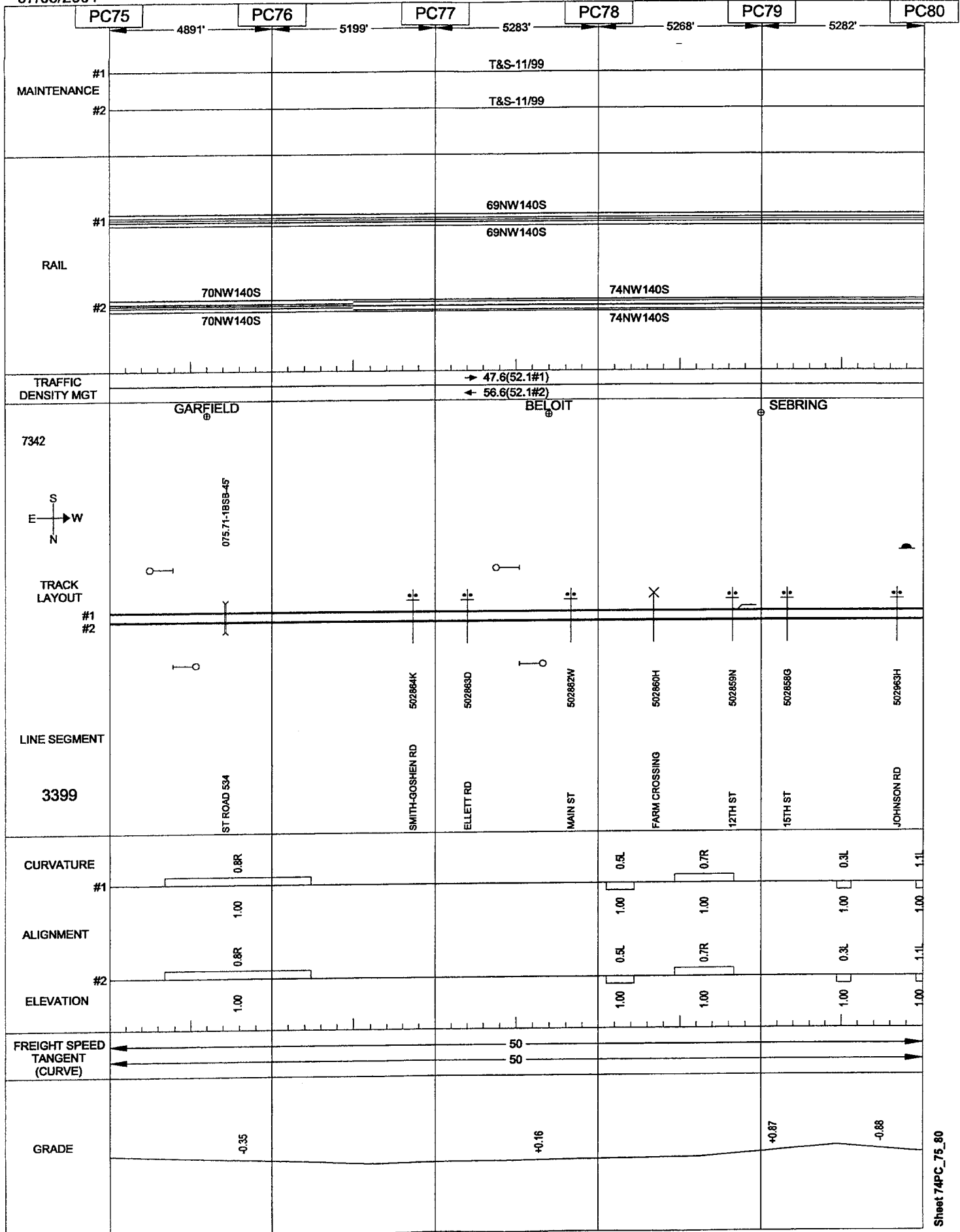


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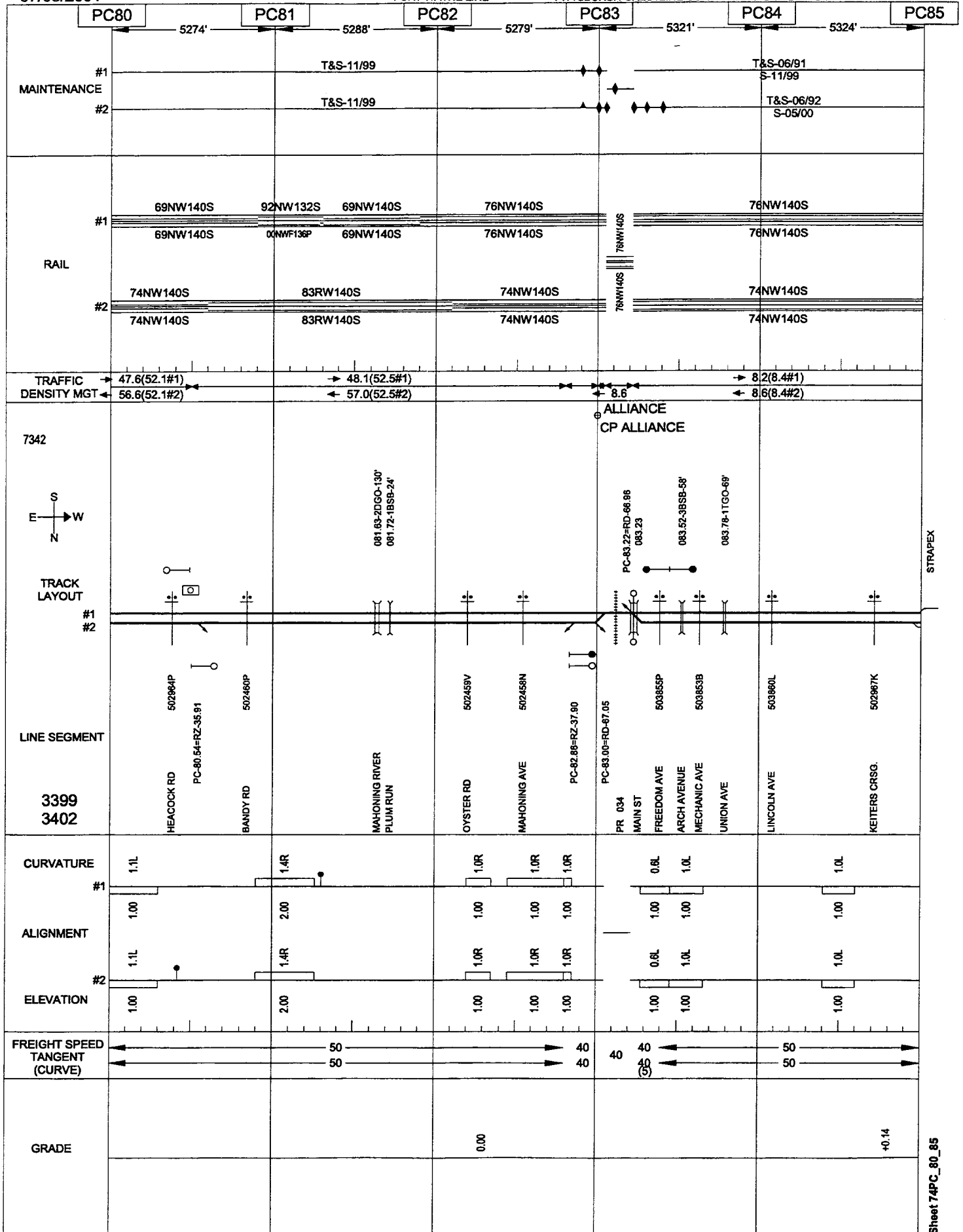


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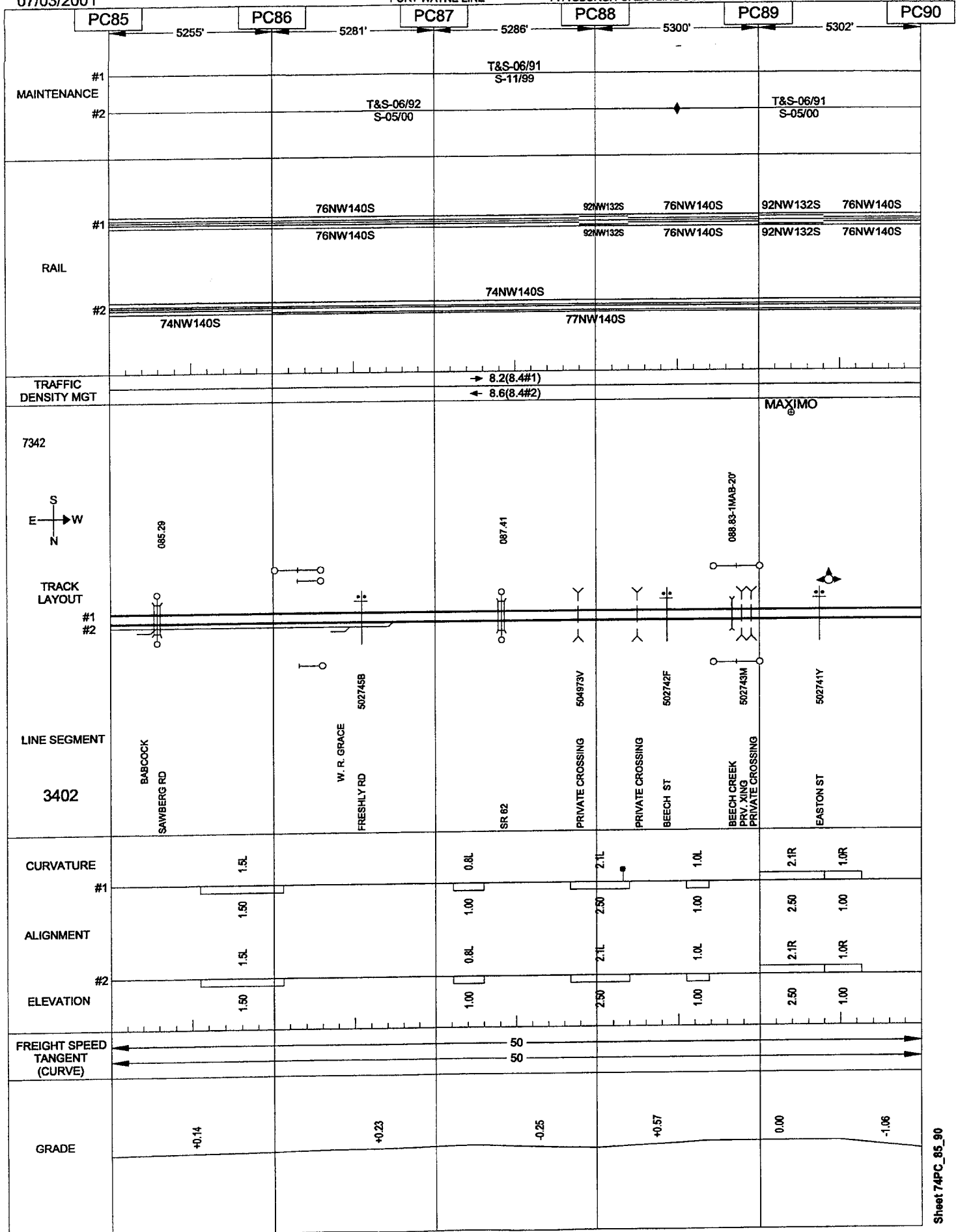
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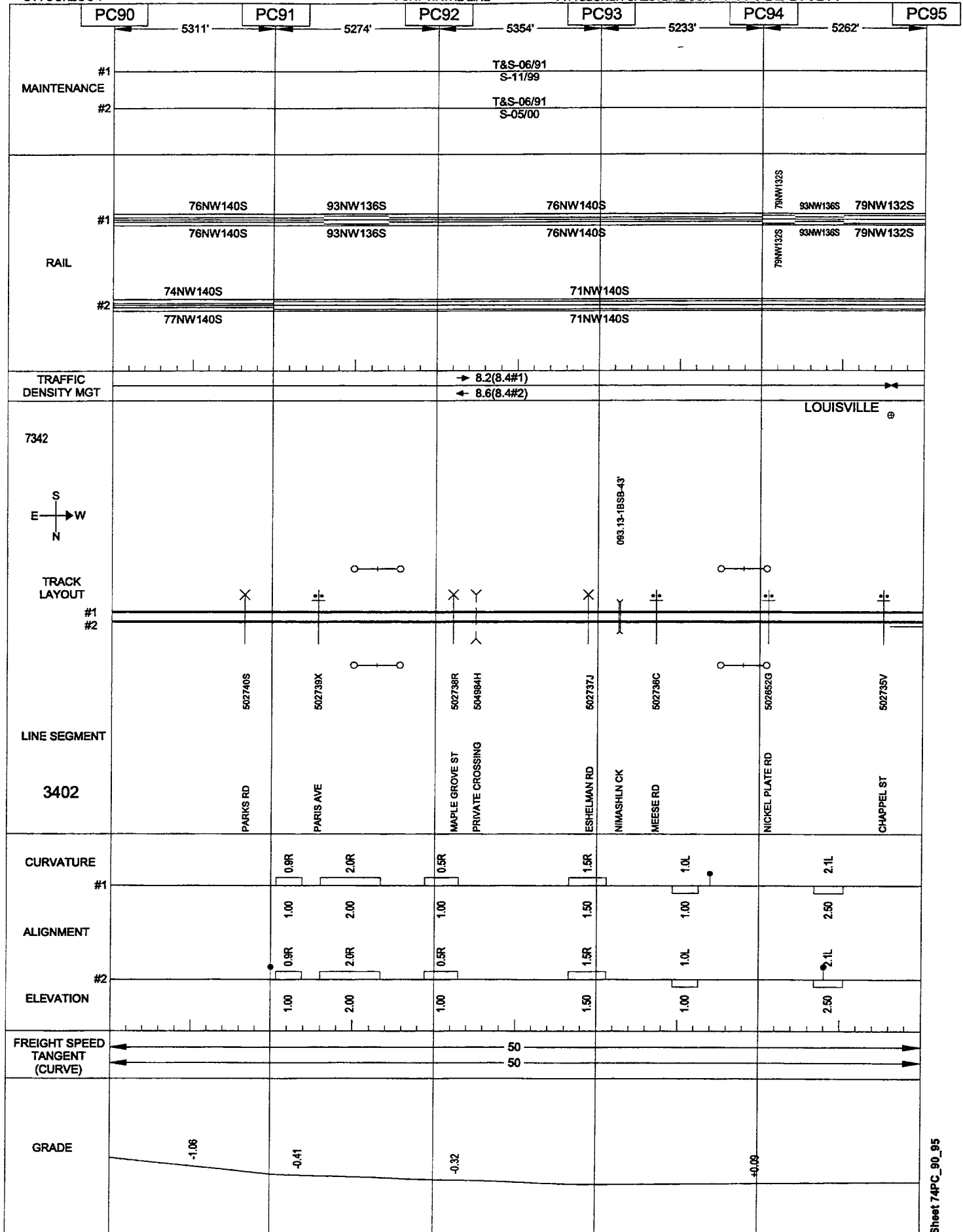


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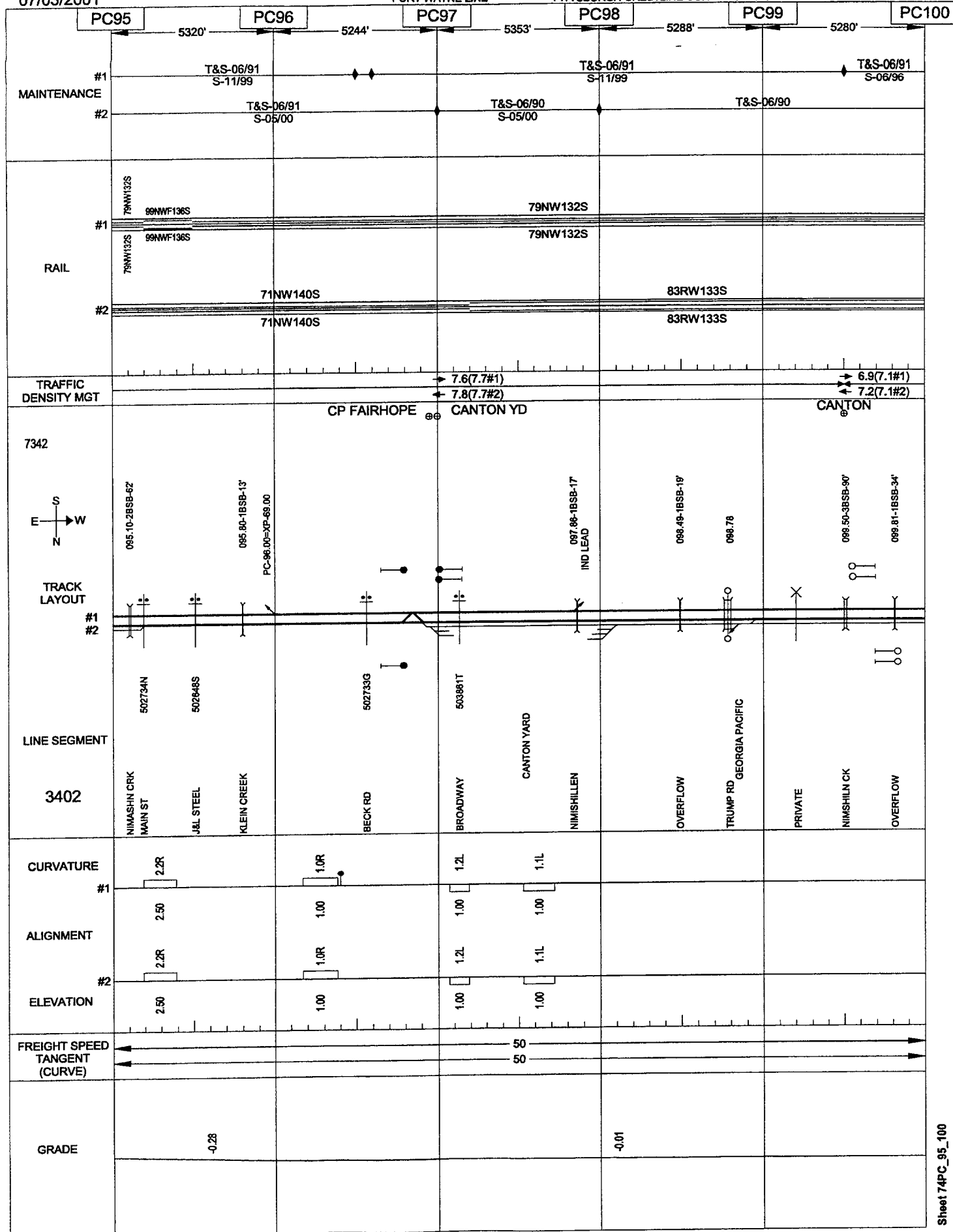
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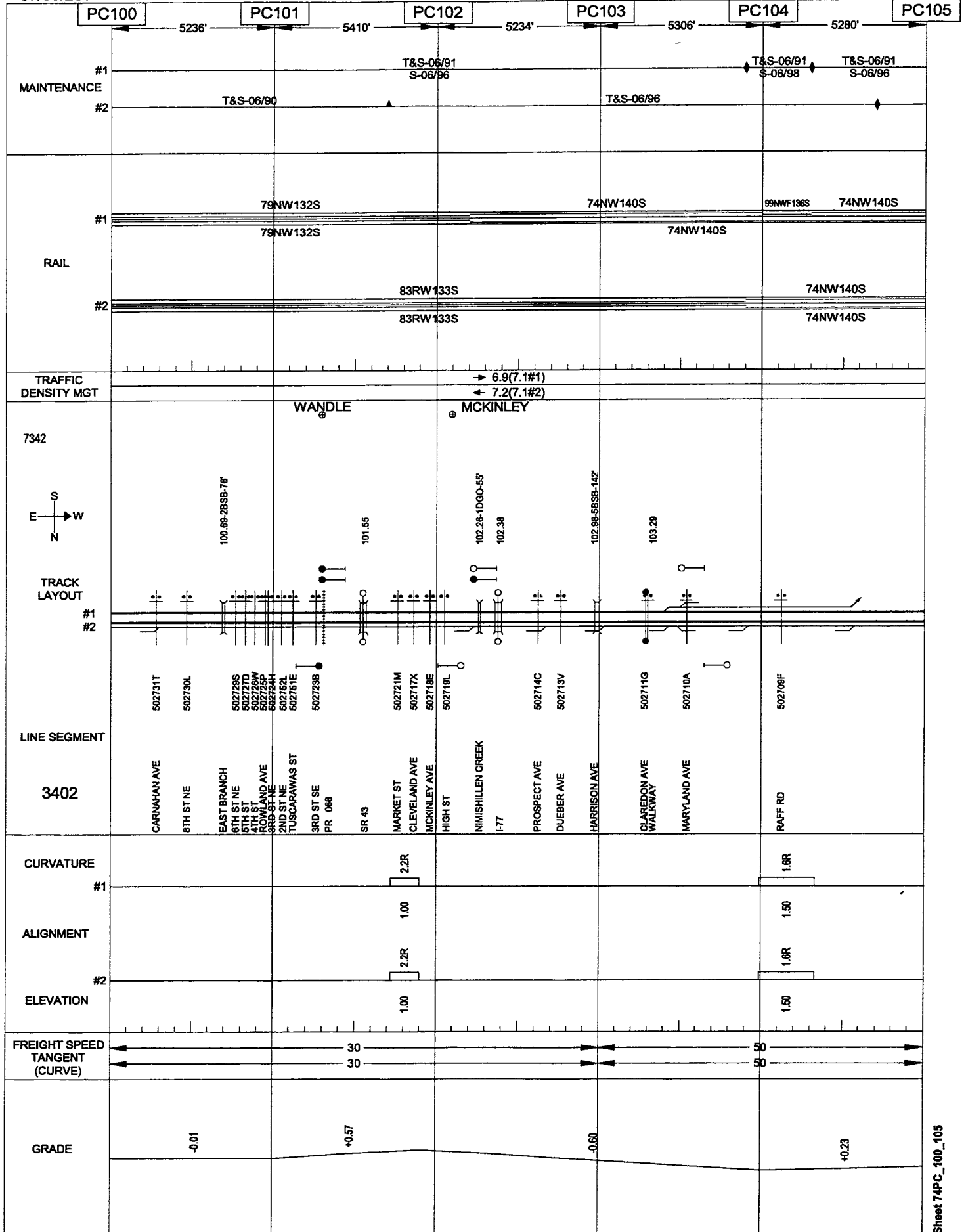


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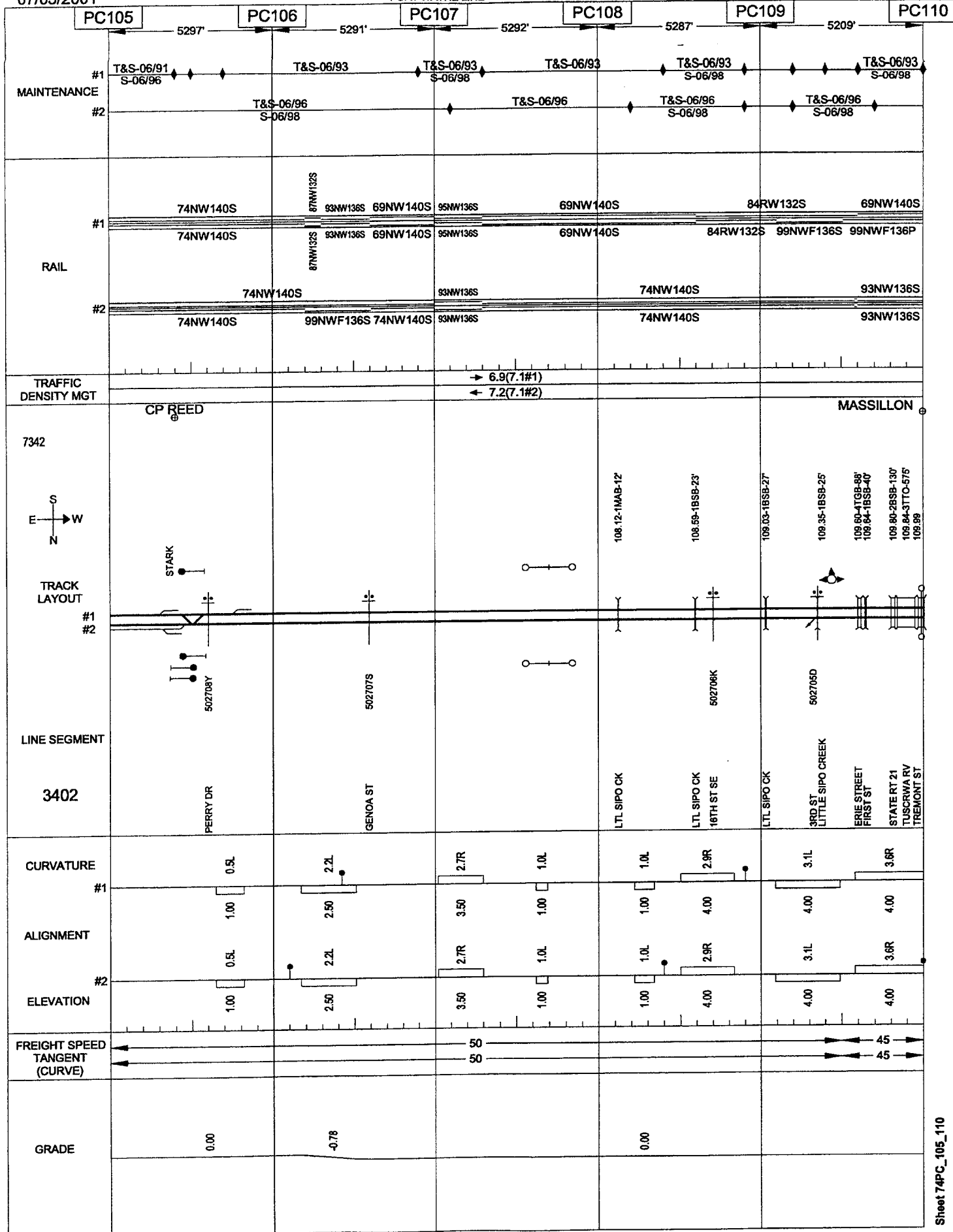
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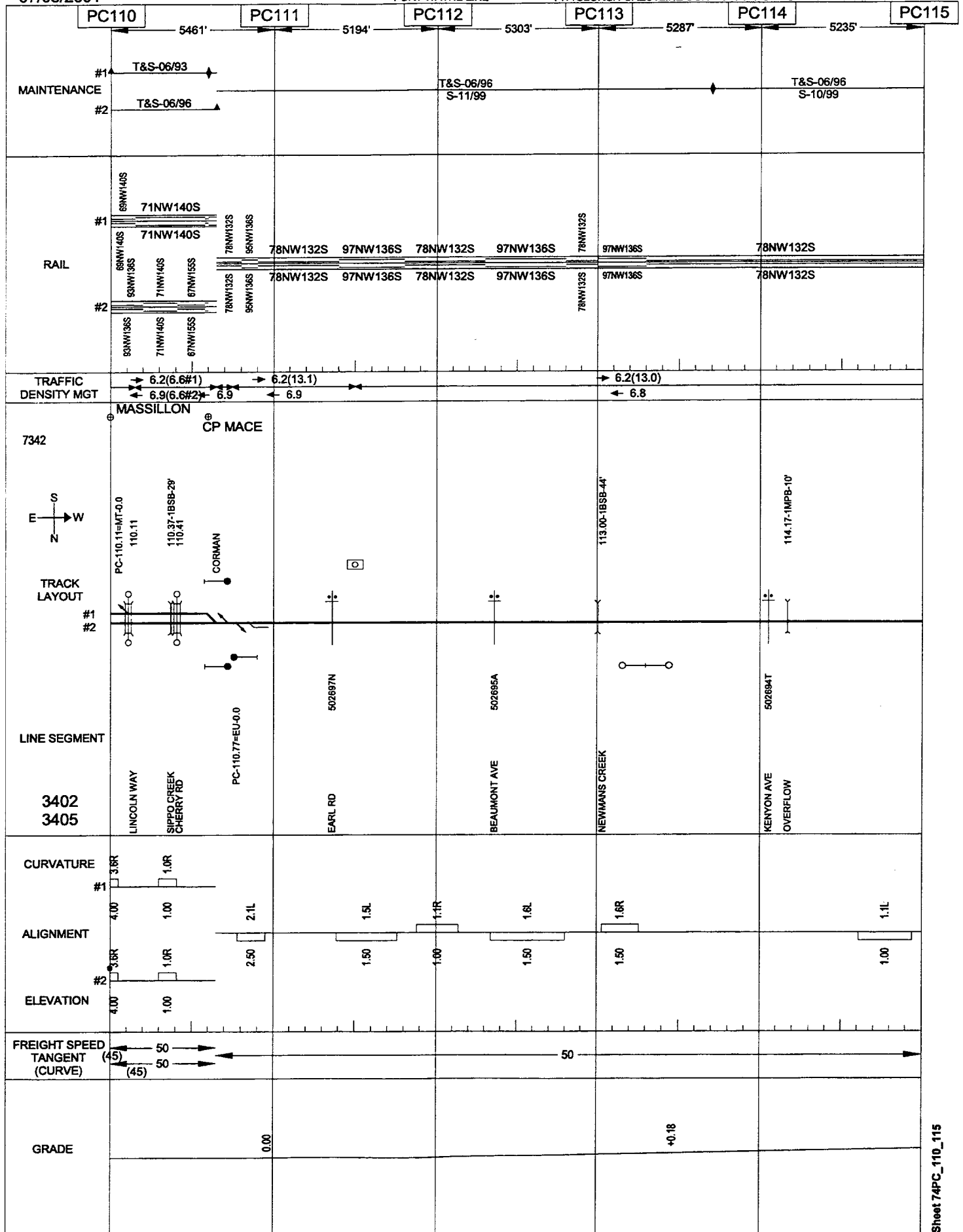
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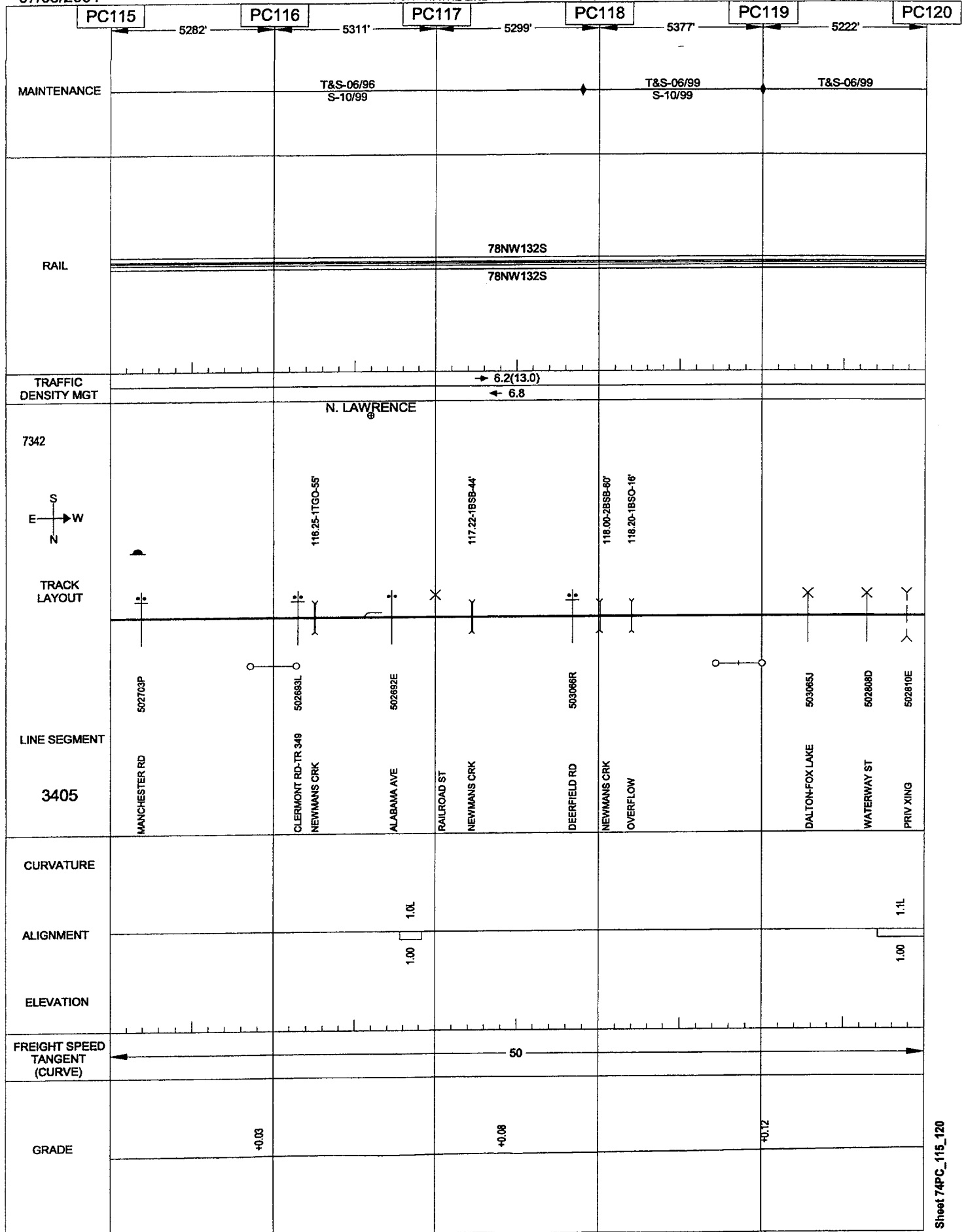


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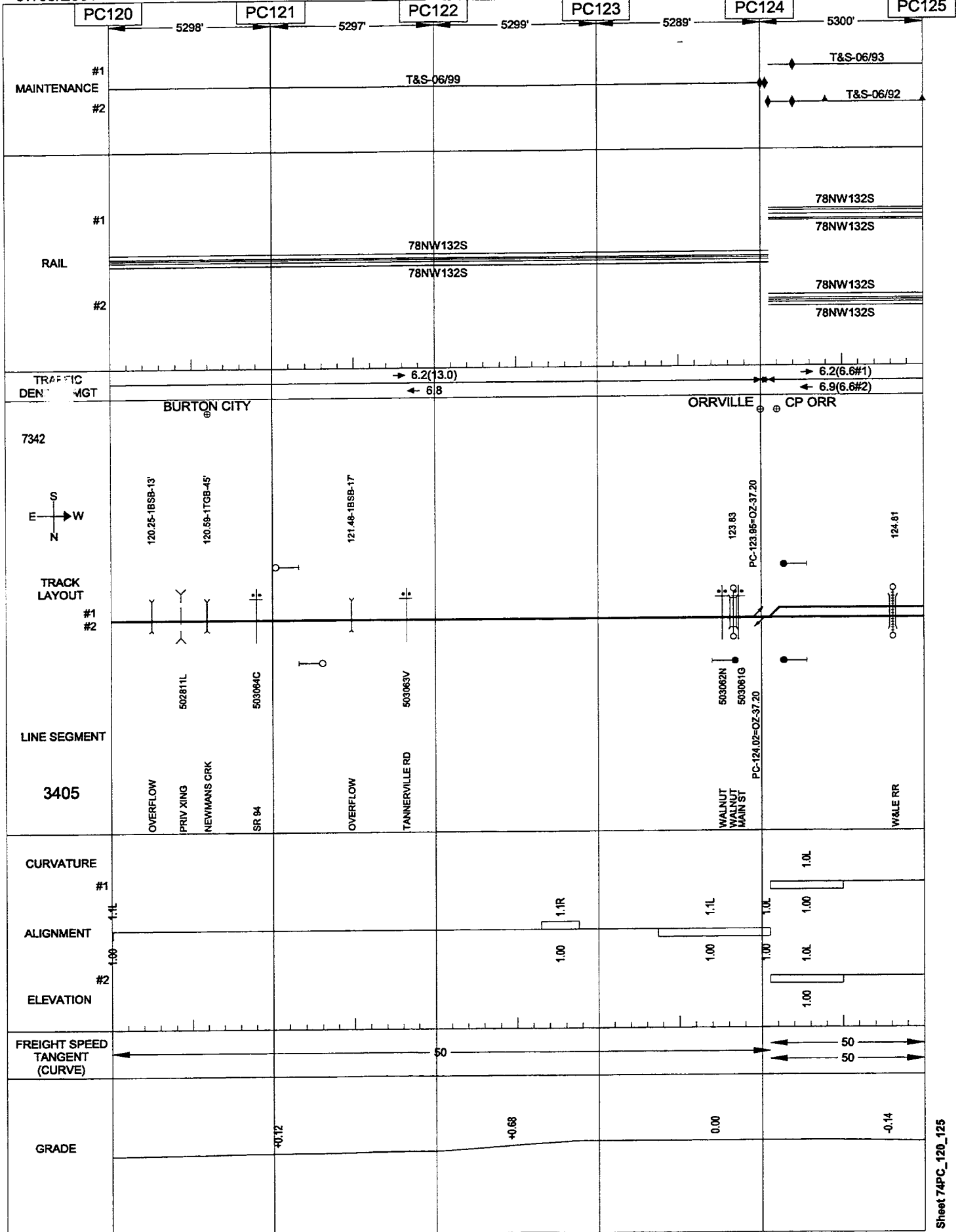
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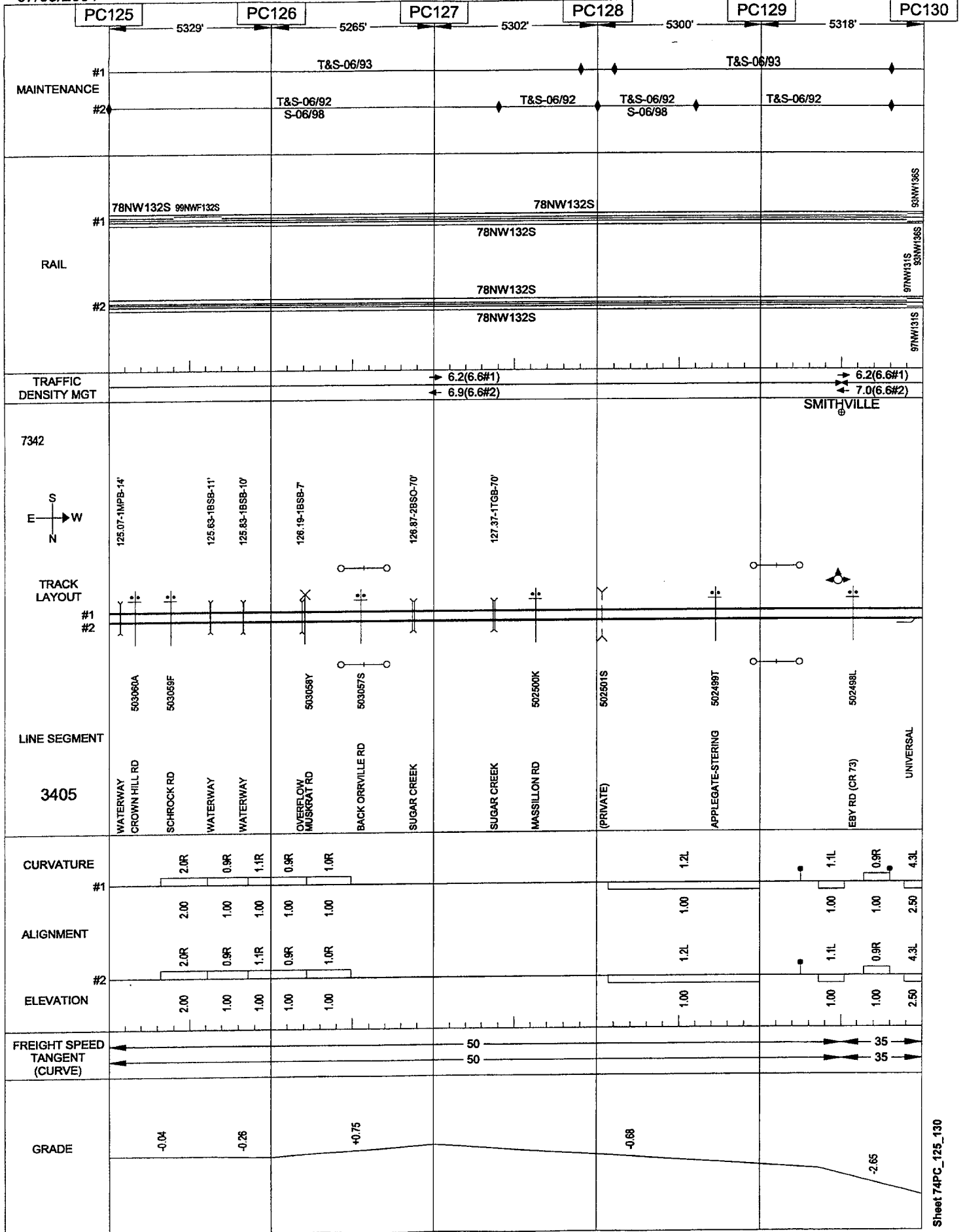
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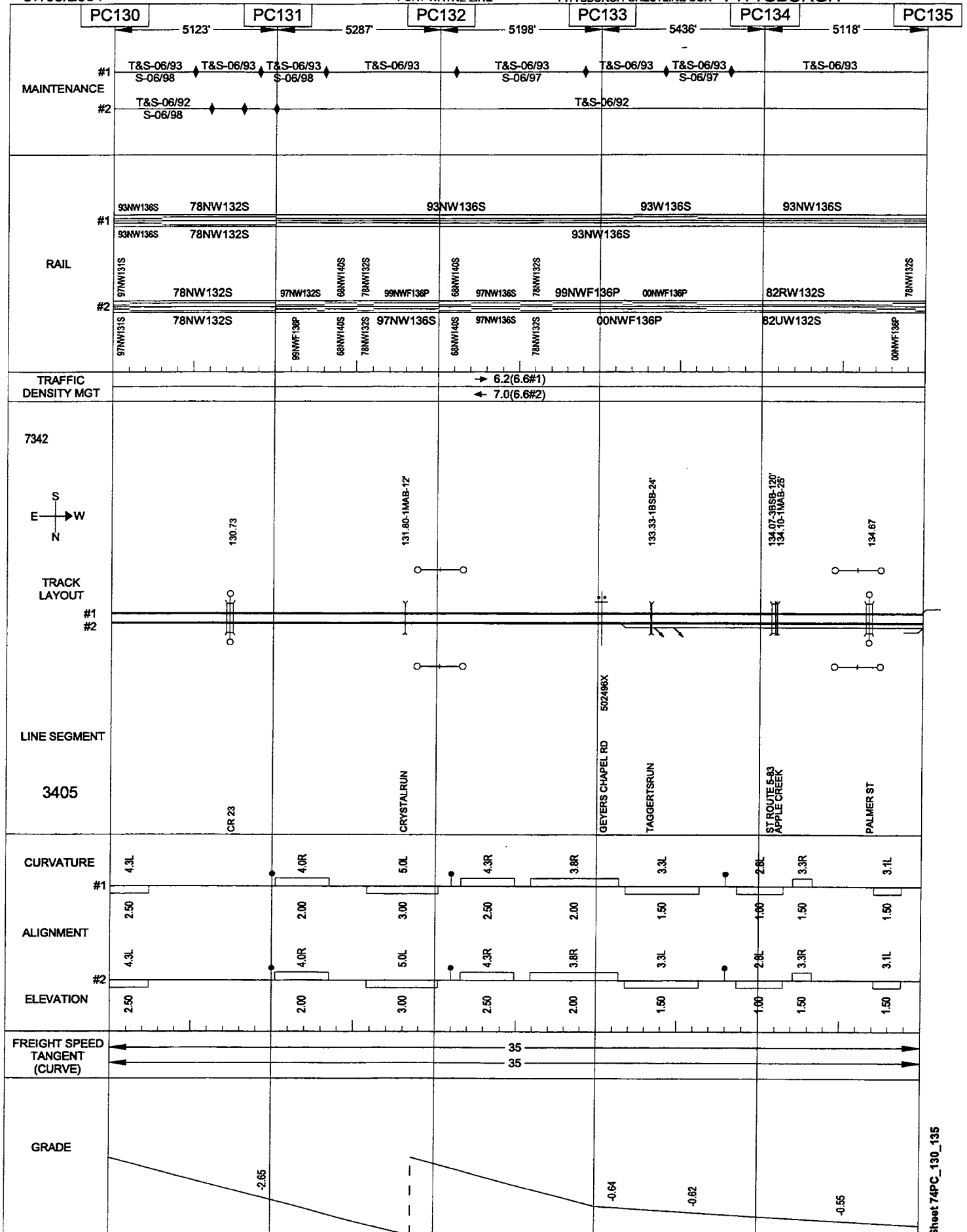


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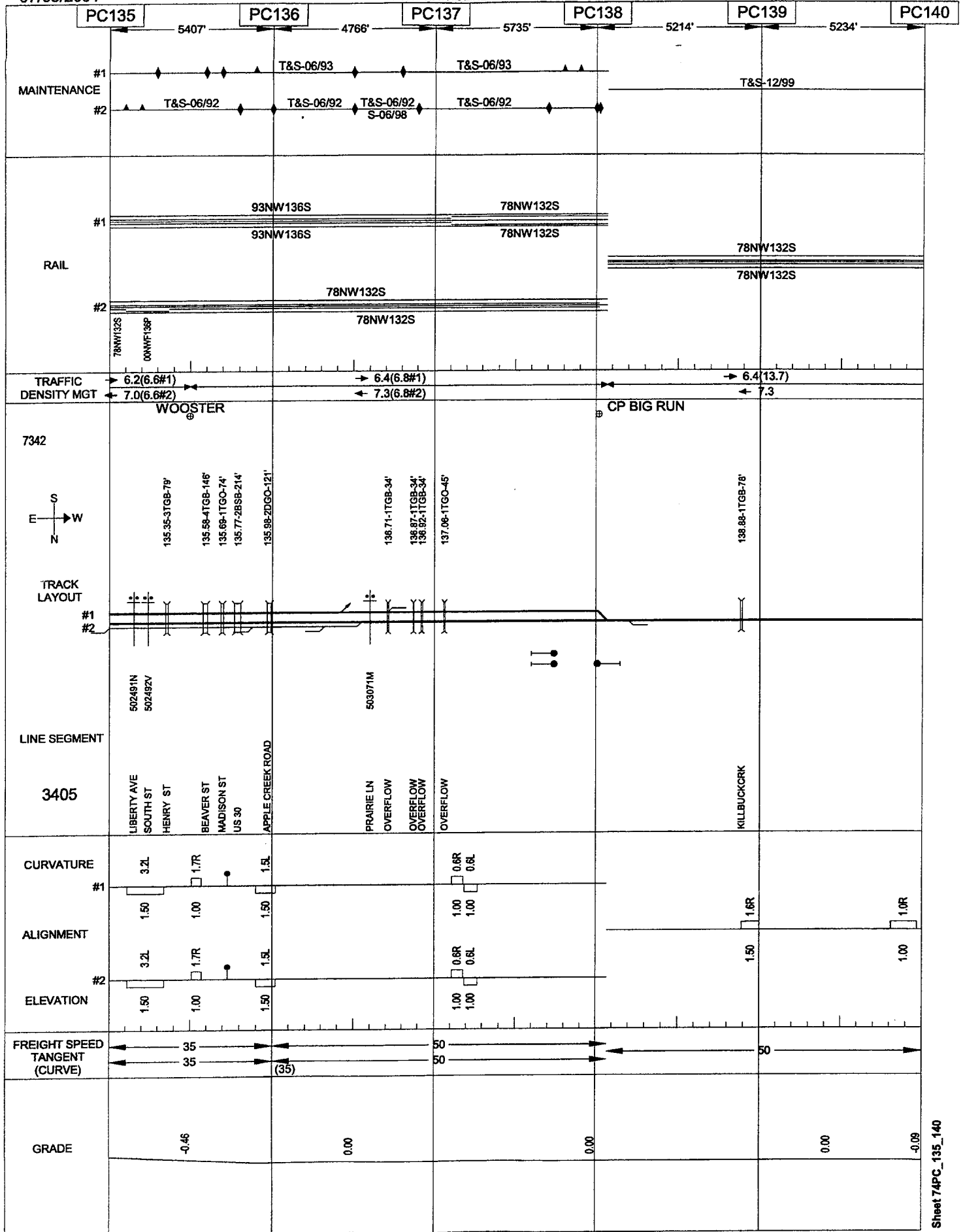


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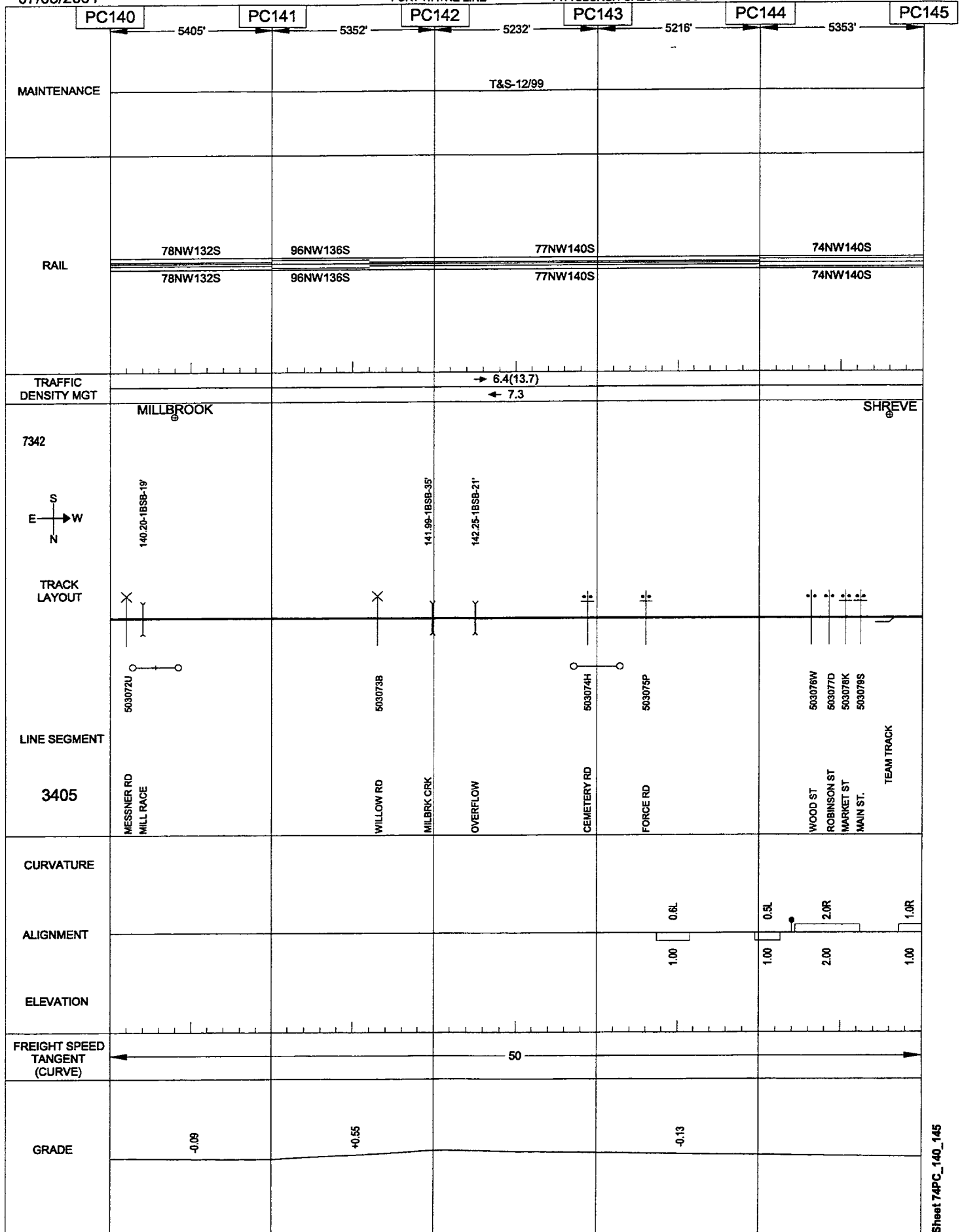


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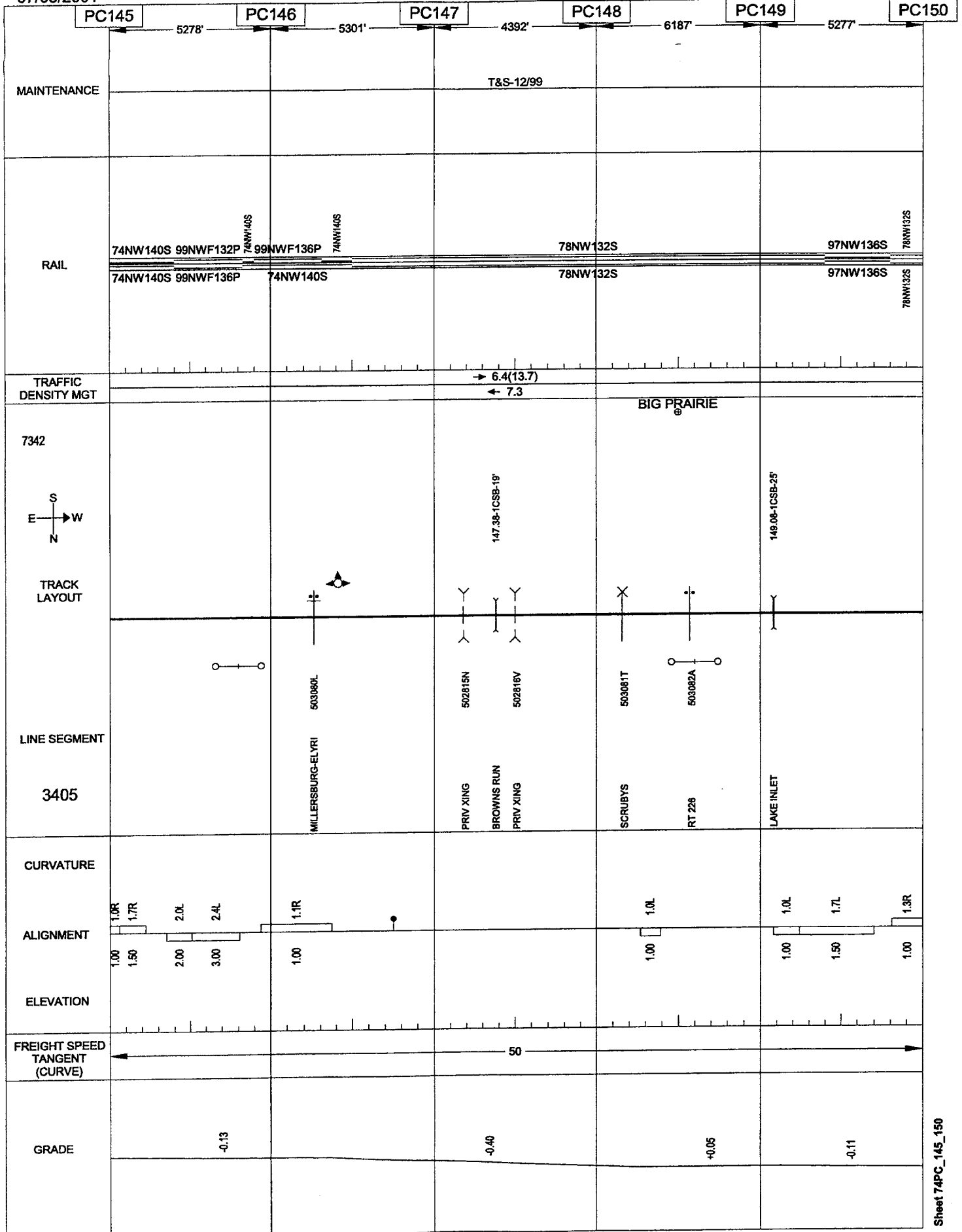


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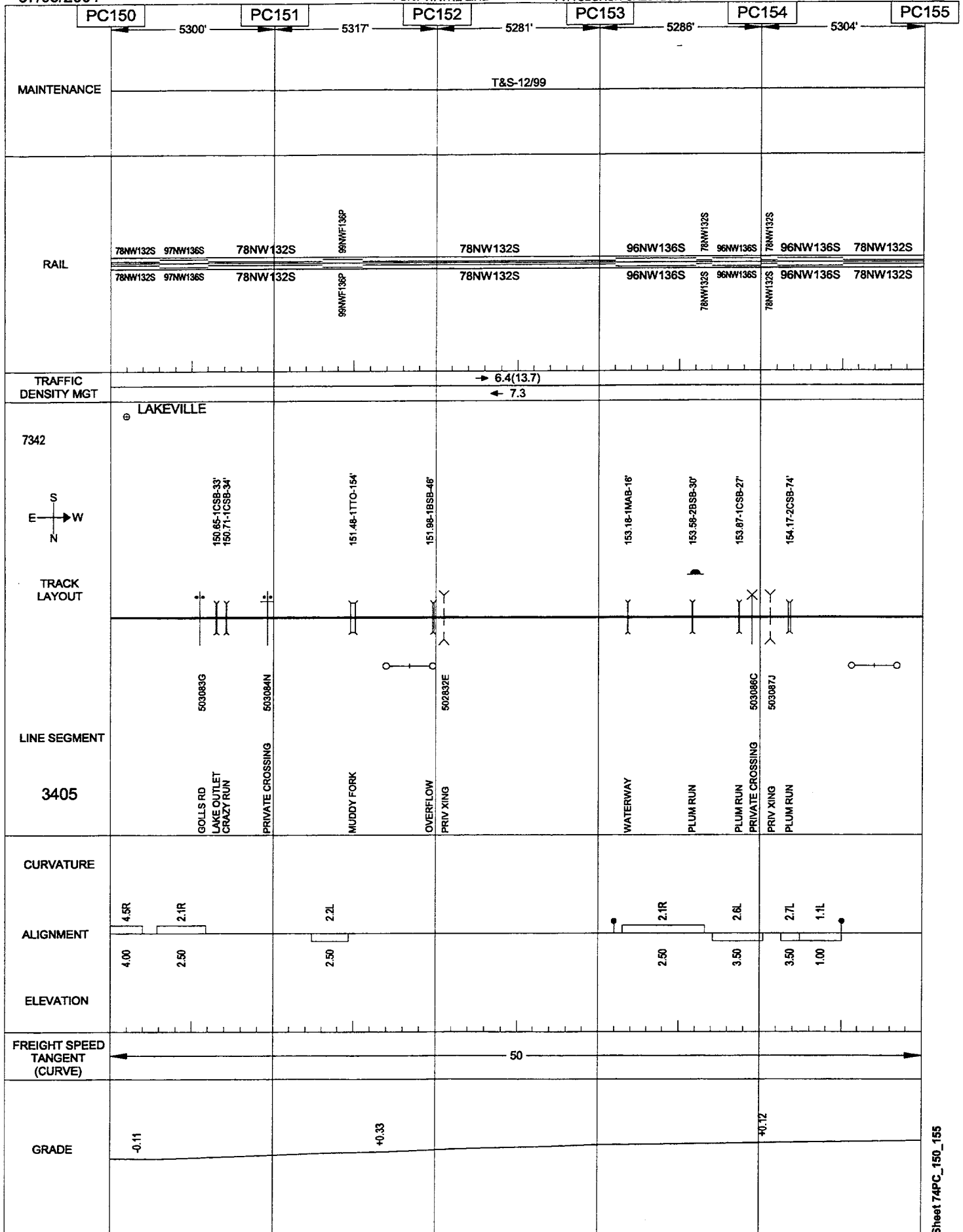
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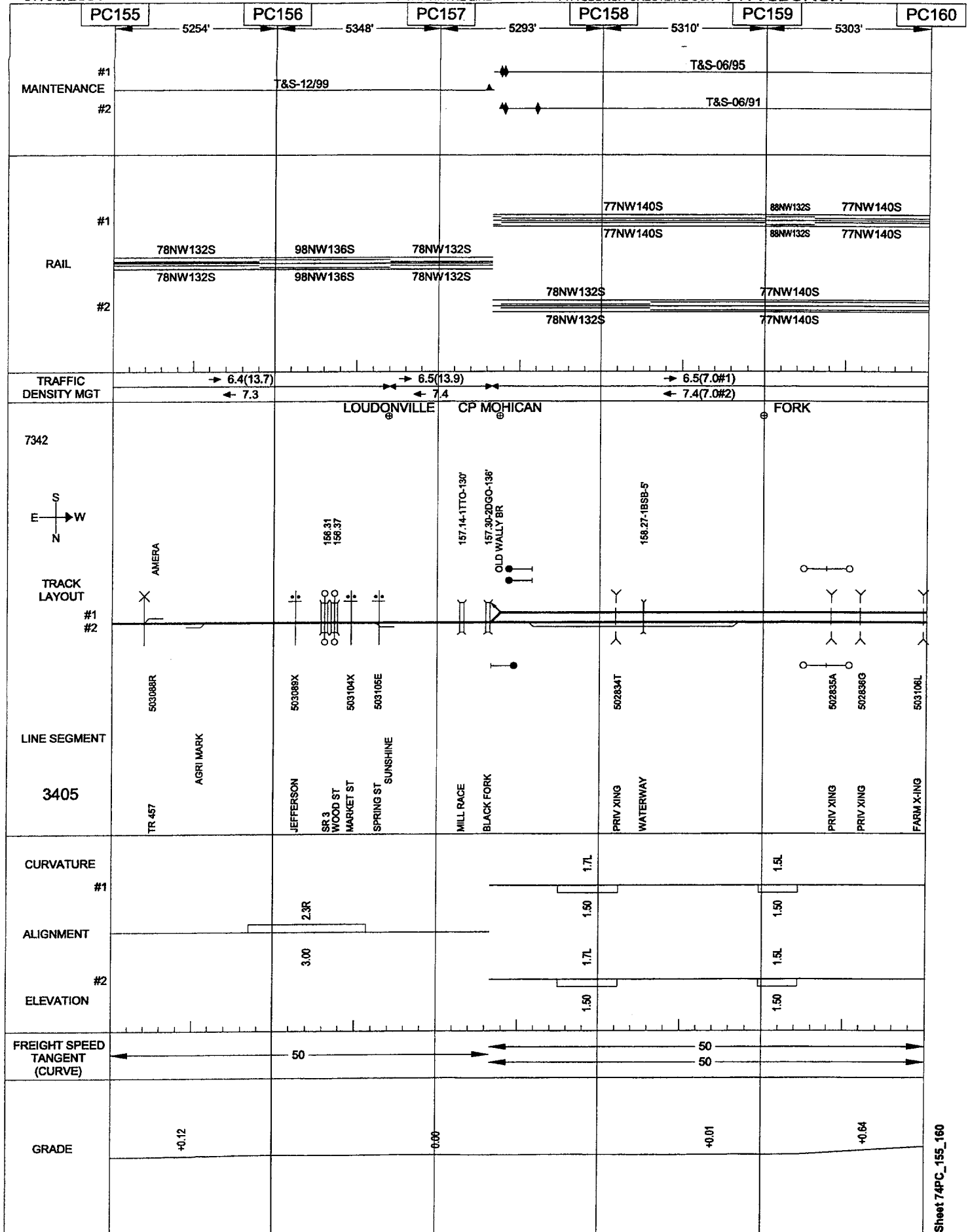
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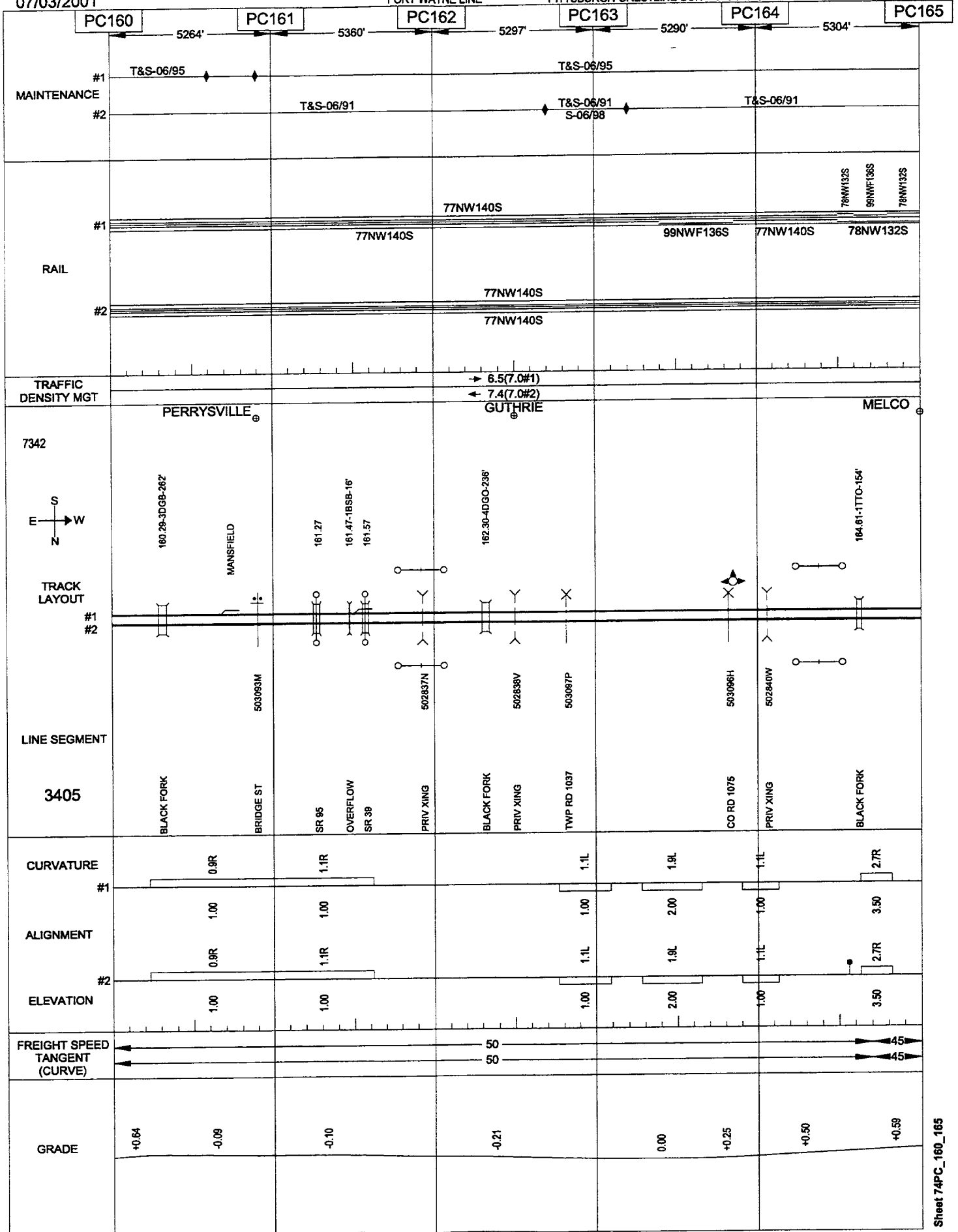


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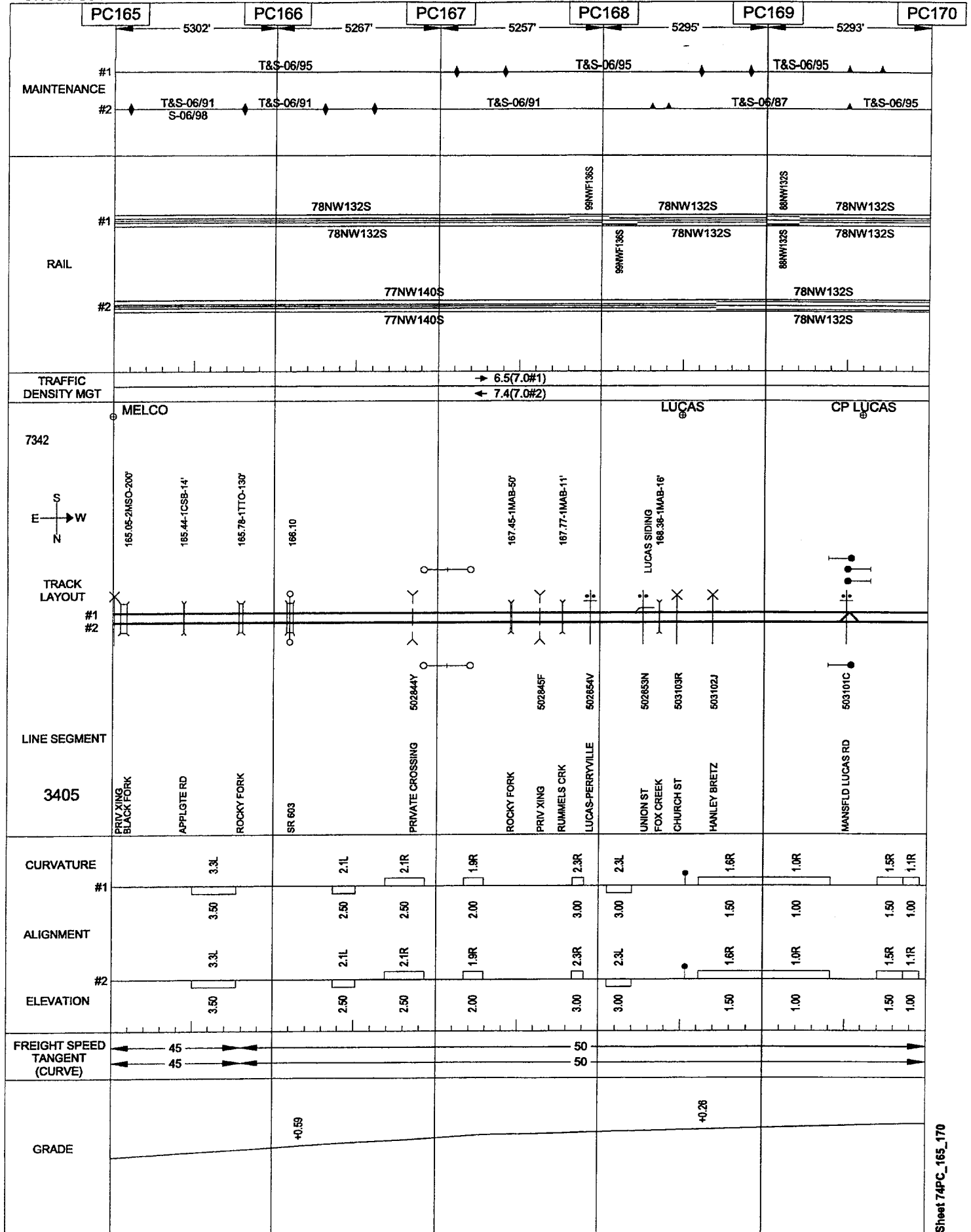


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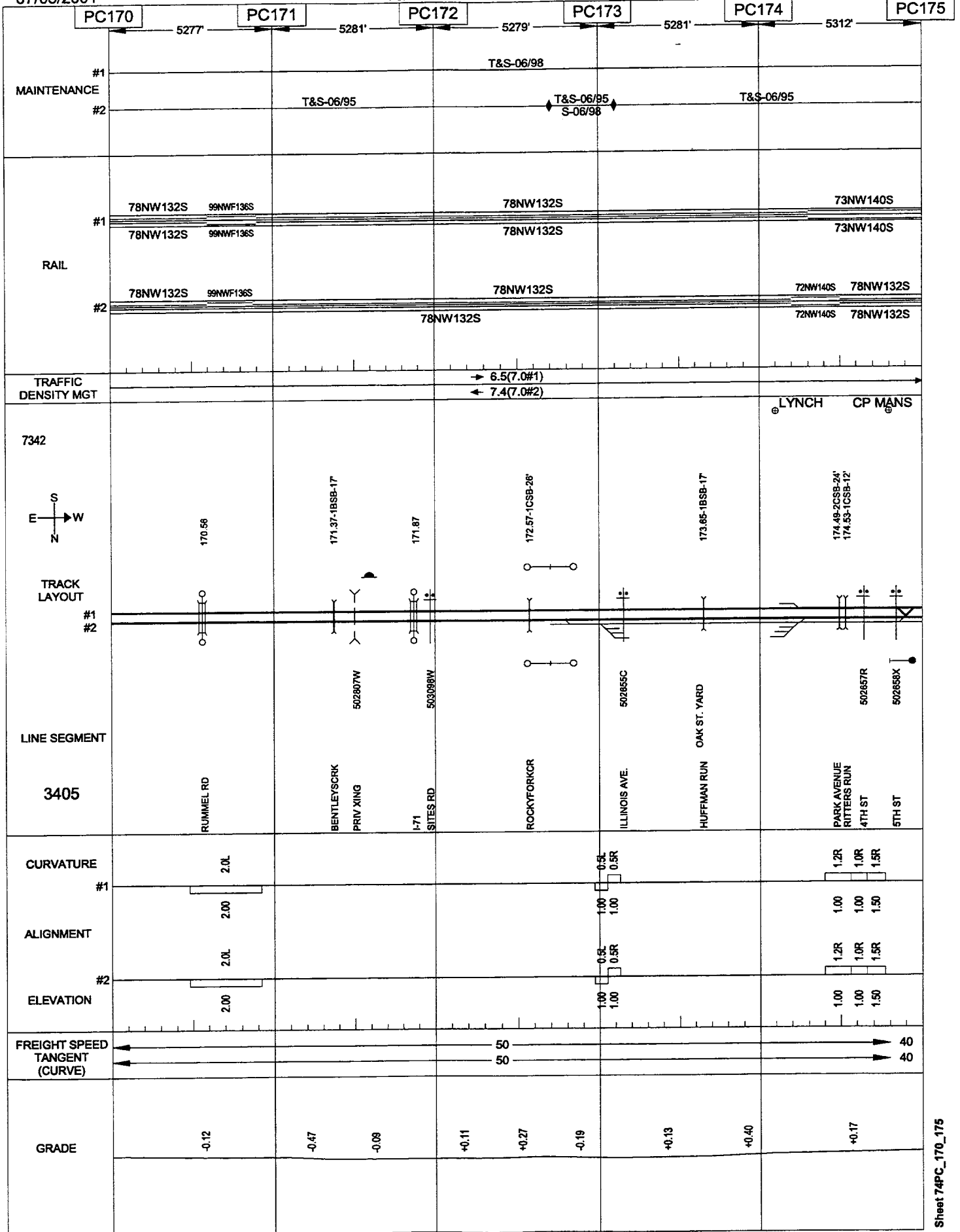


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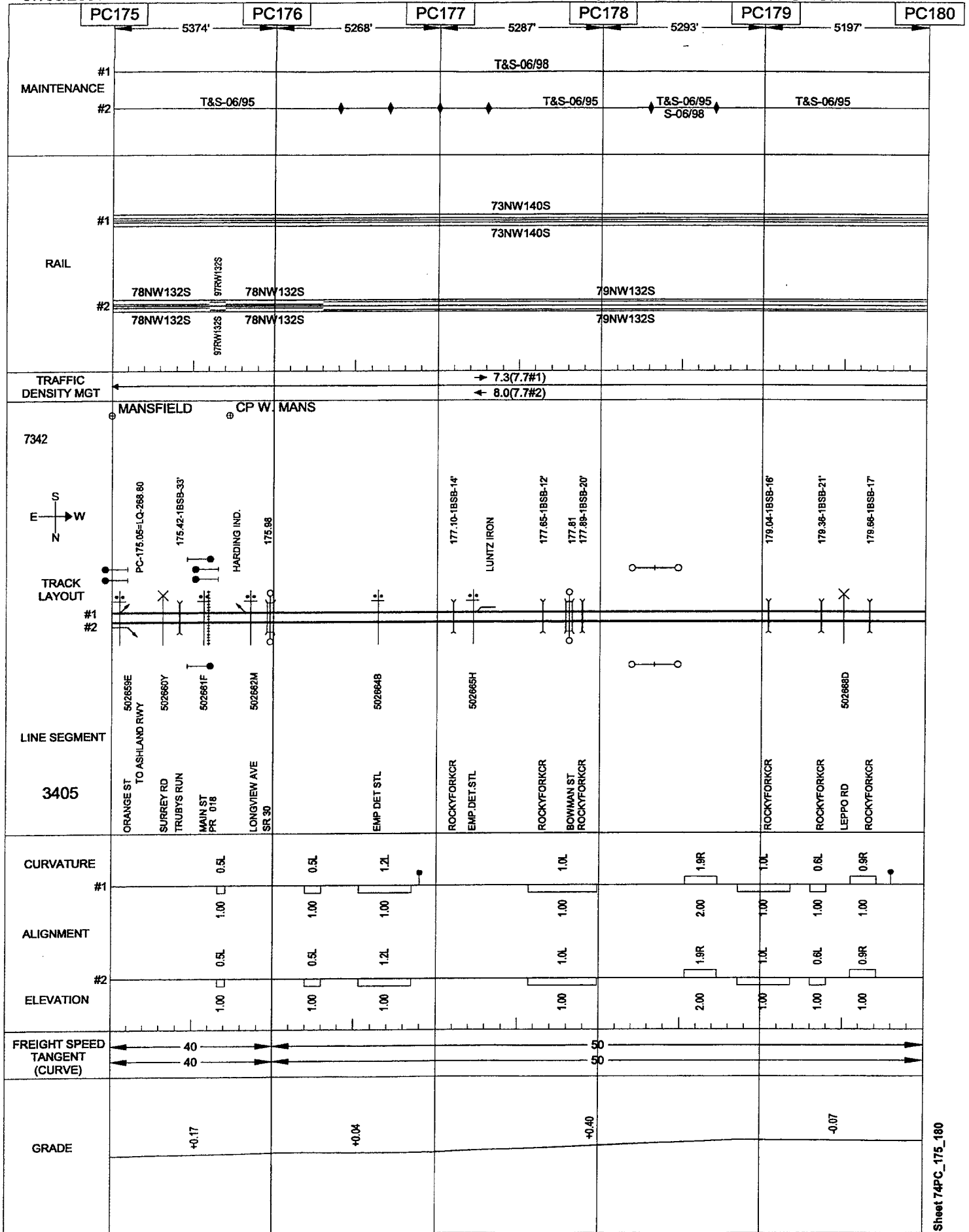
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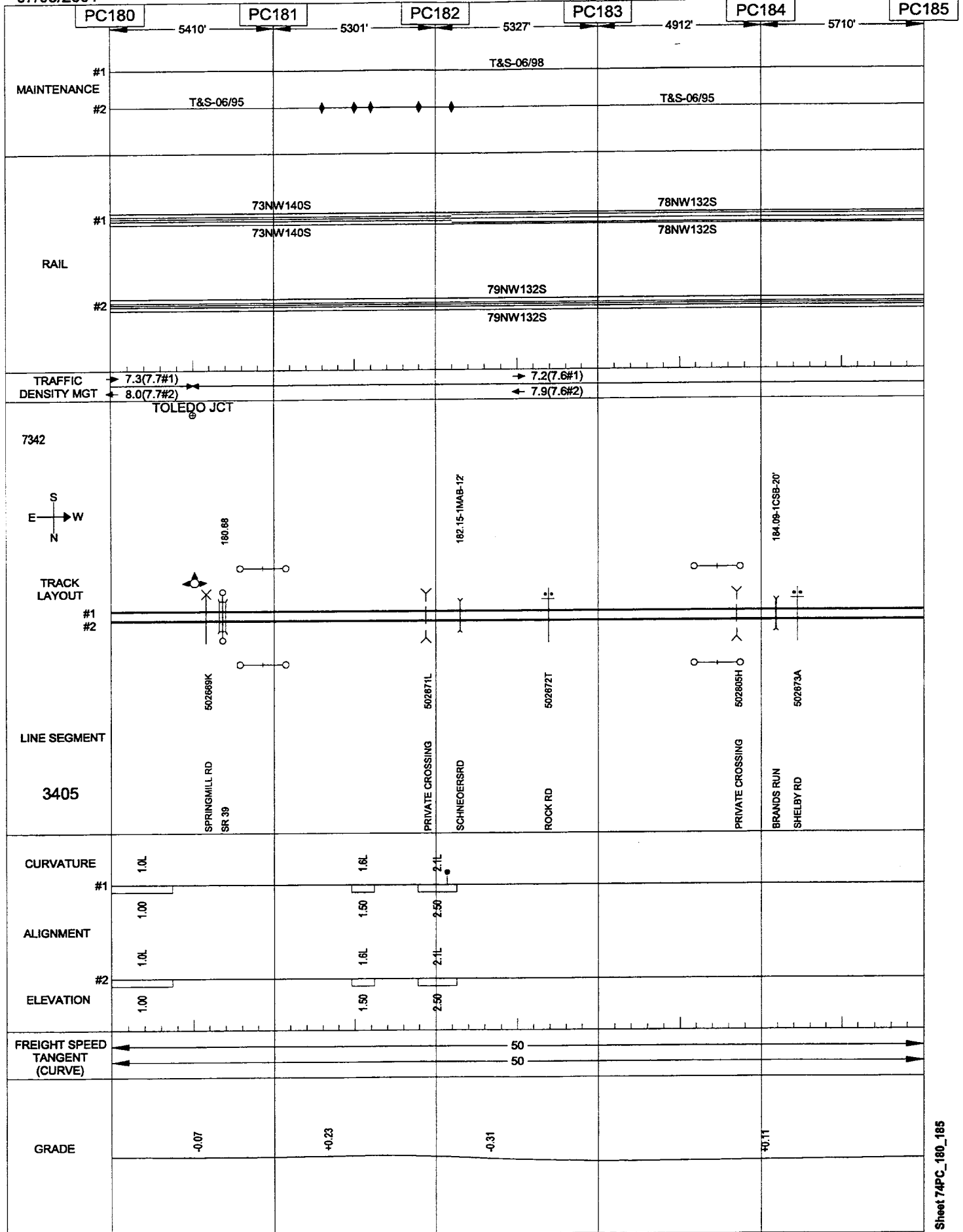


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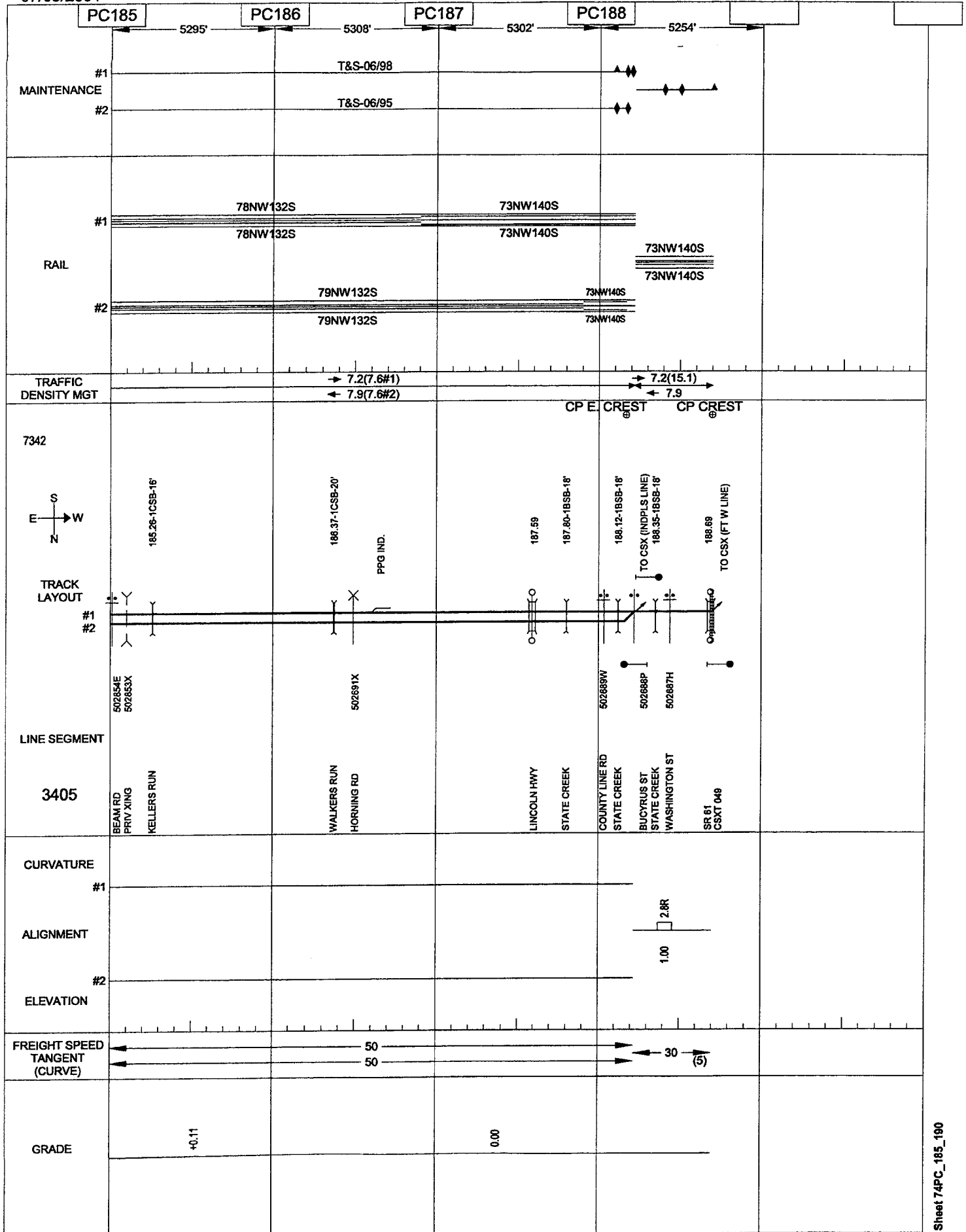


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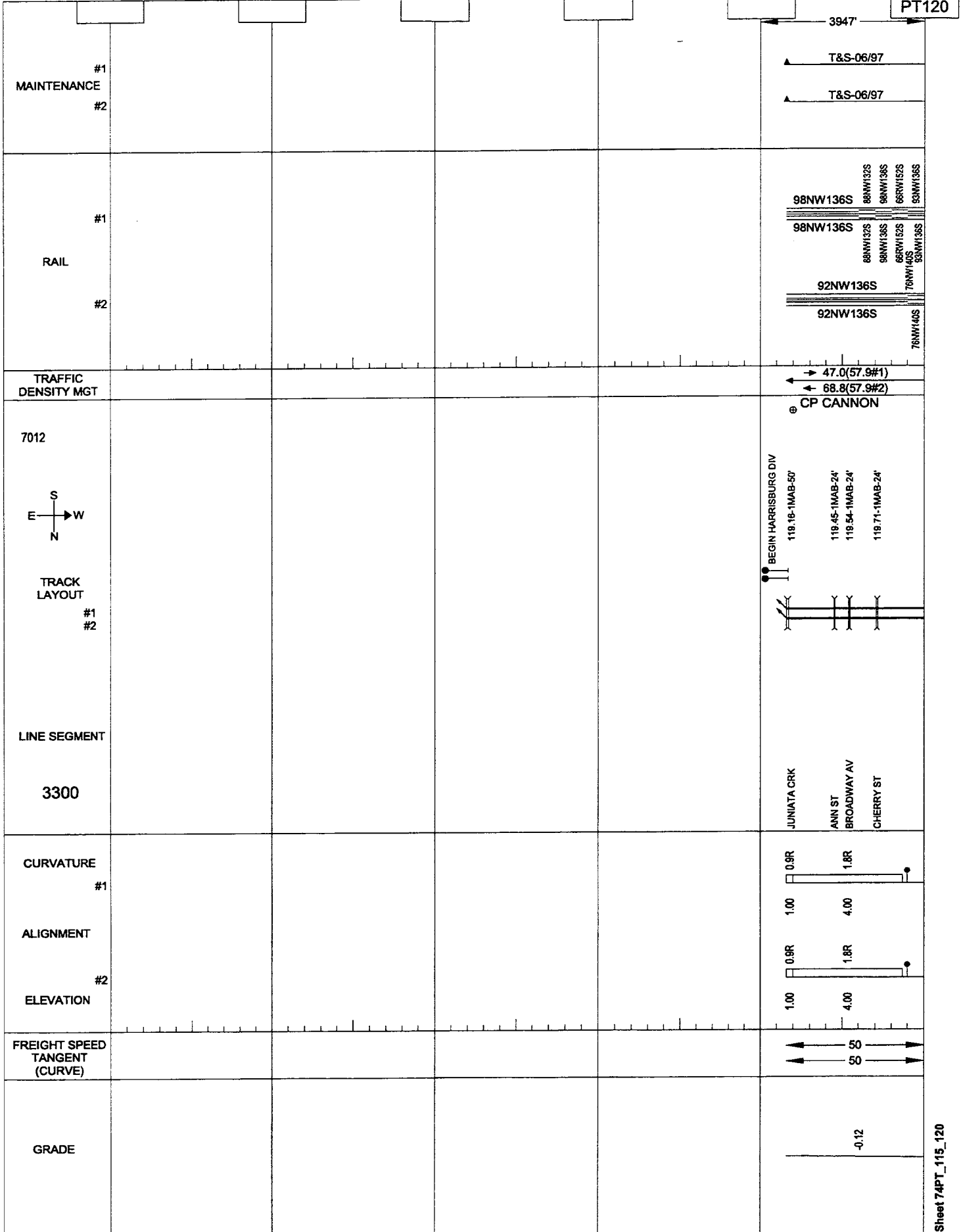
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CP TOMS-ALTONNA

PITTSBURGH

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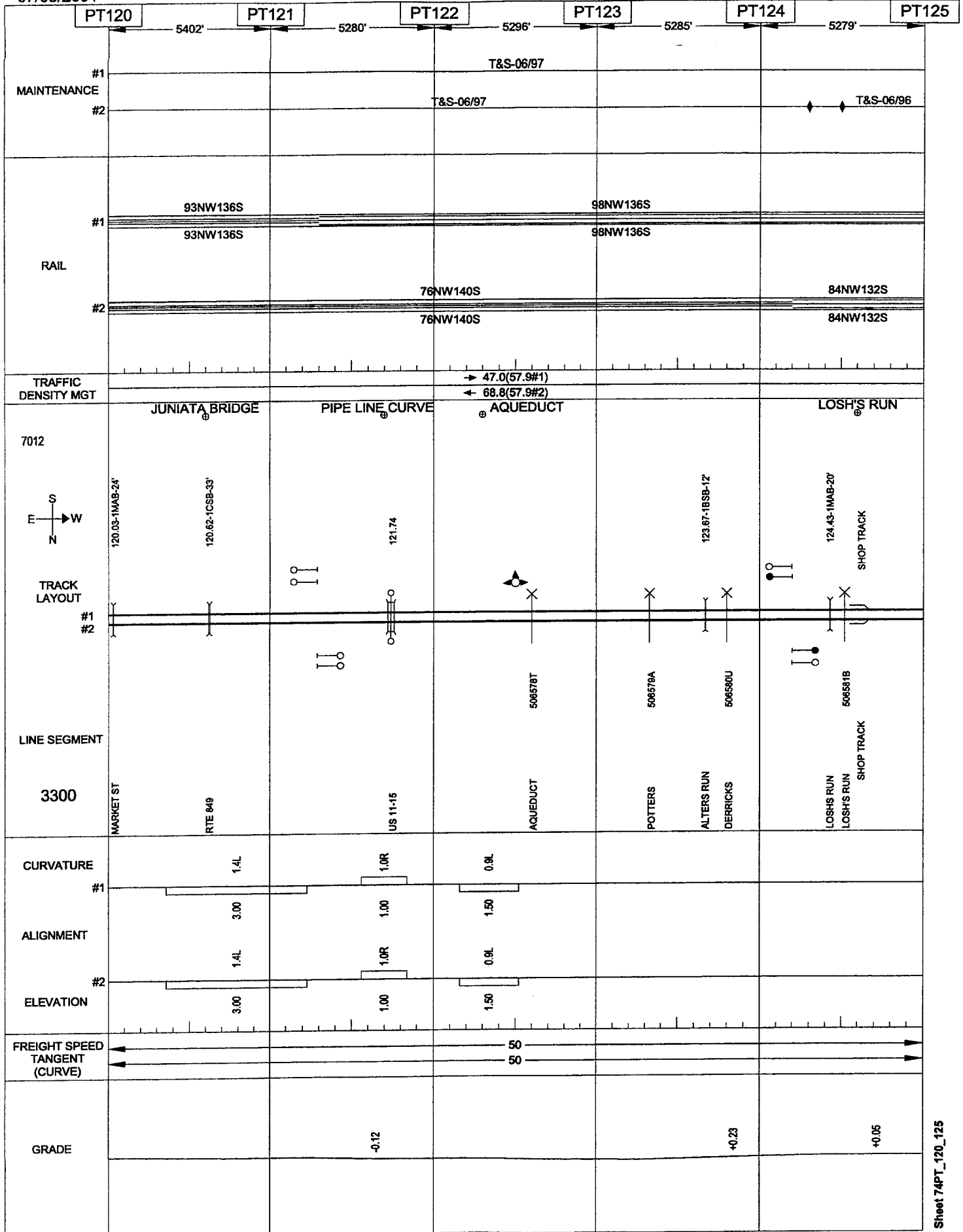


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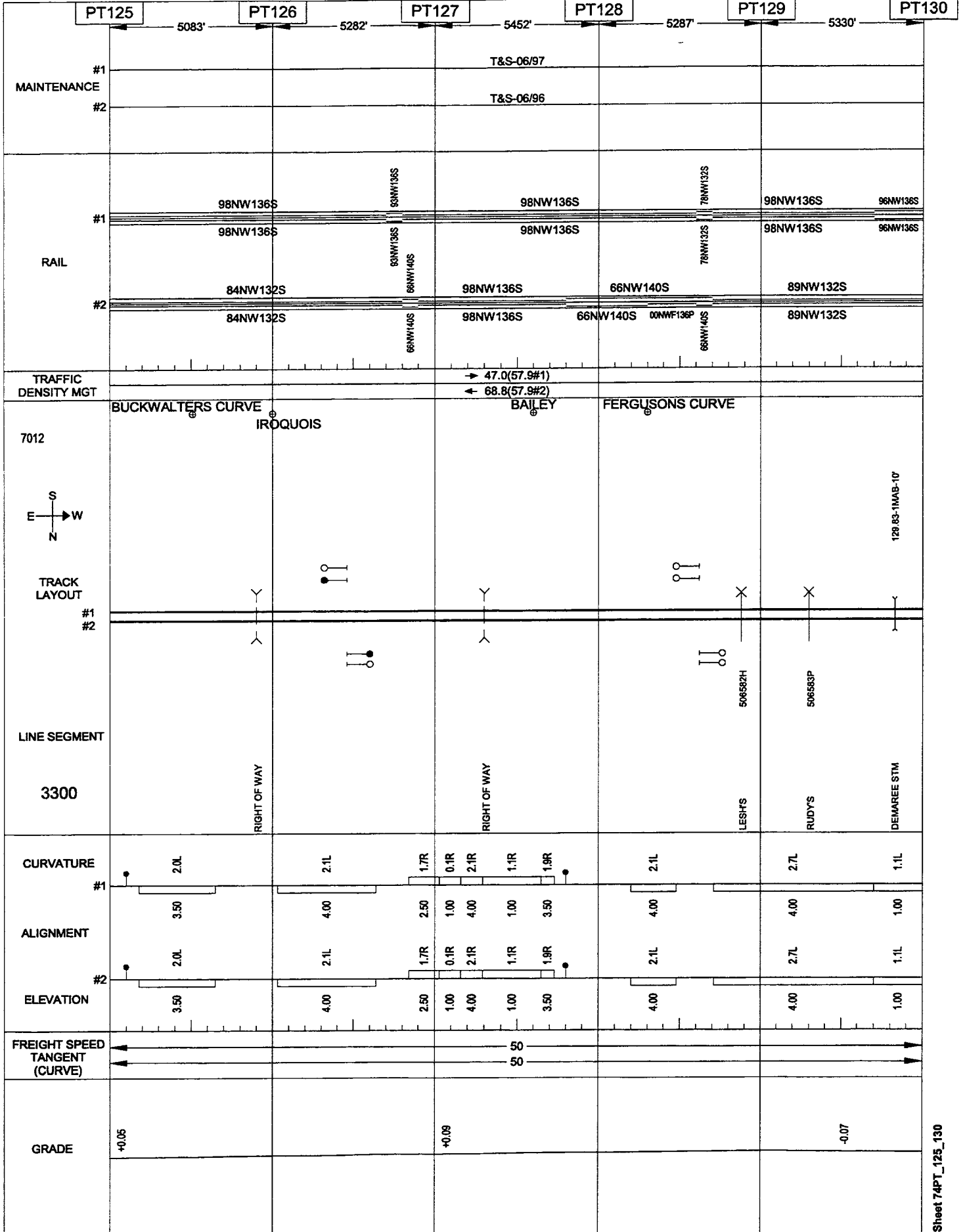


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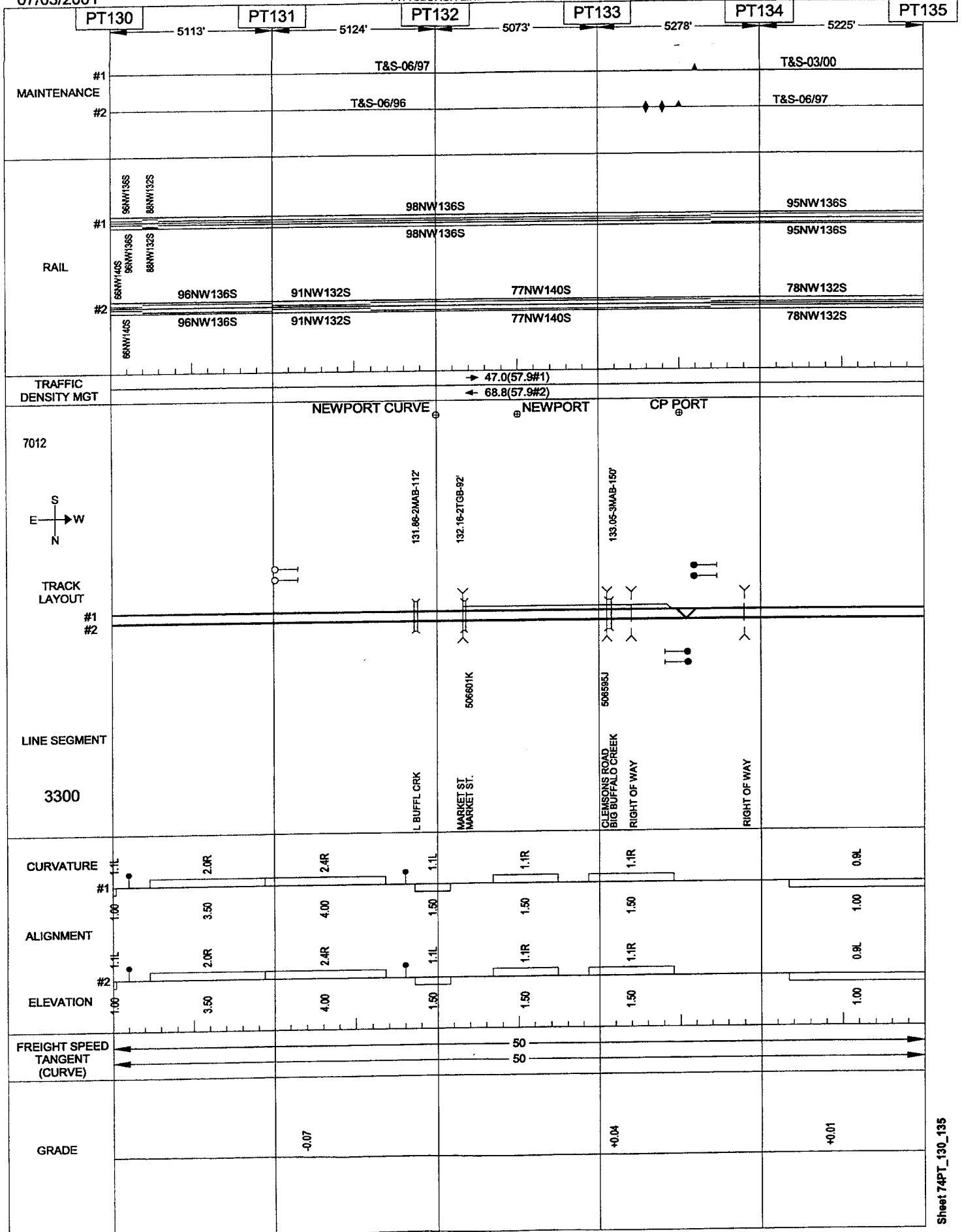


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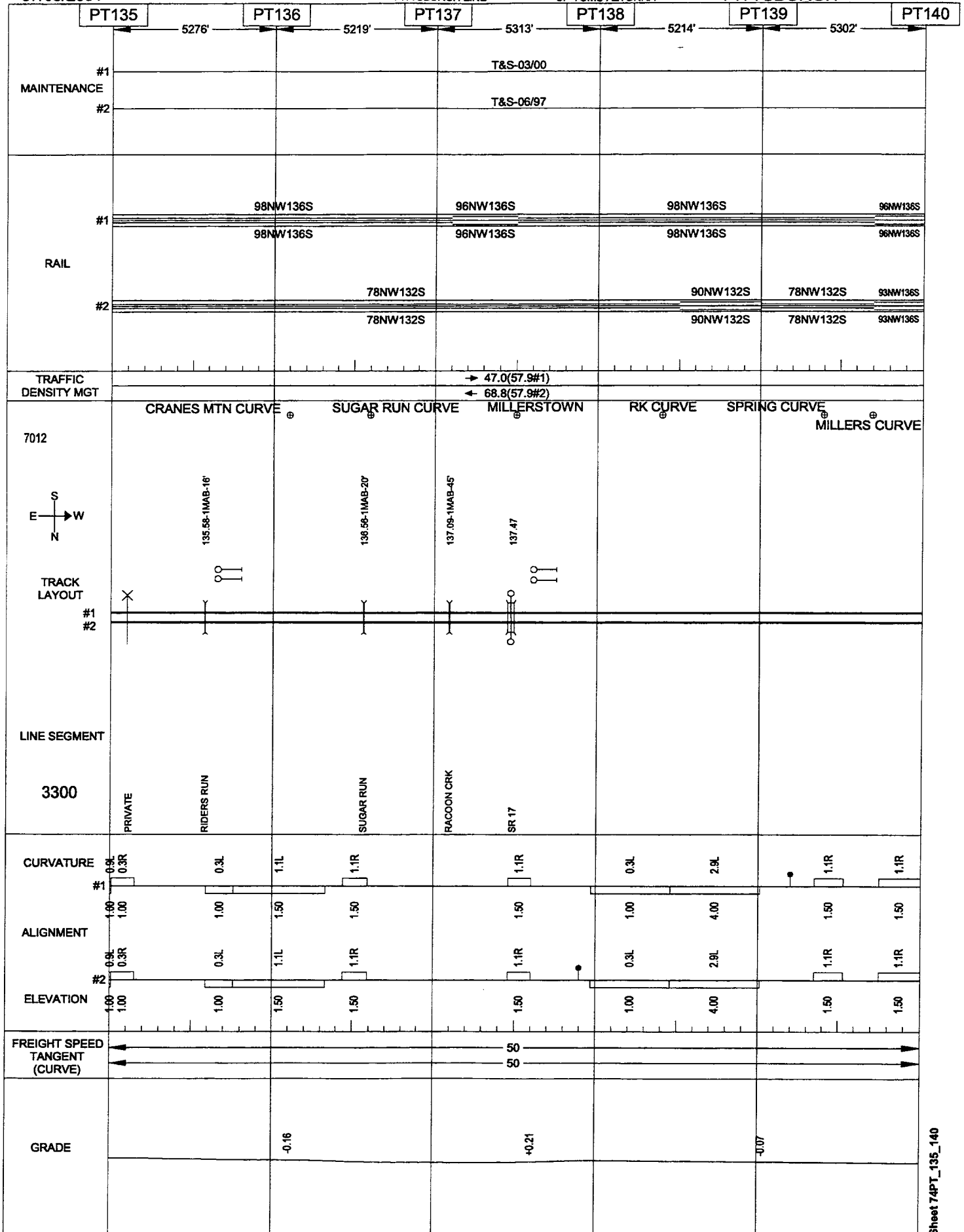


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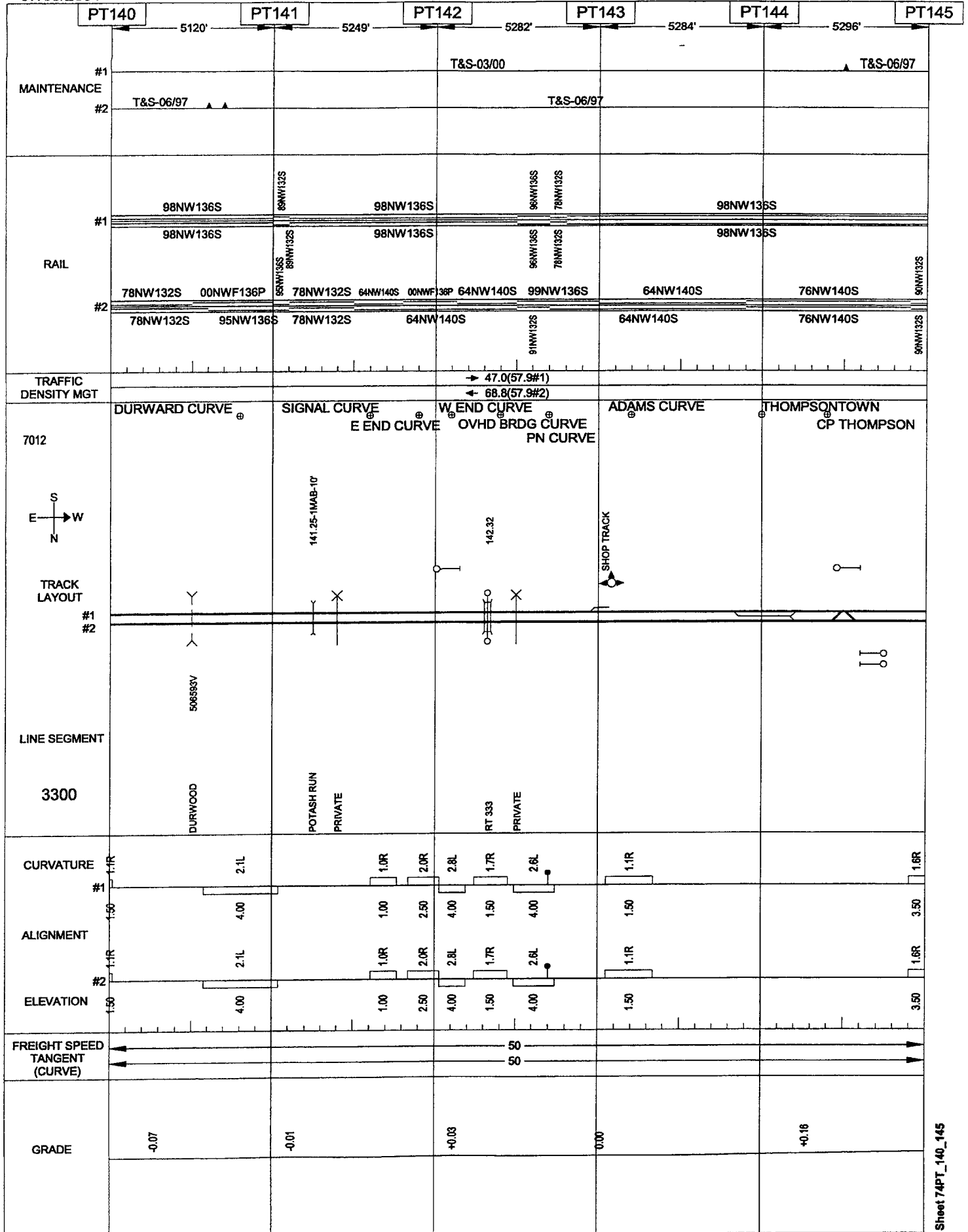


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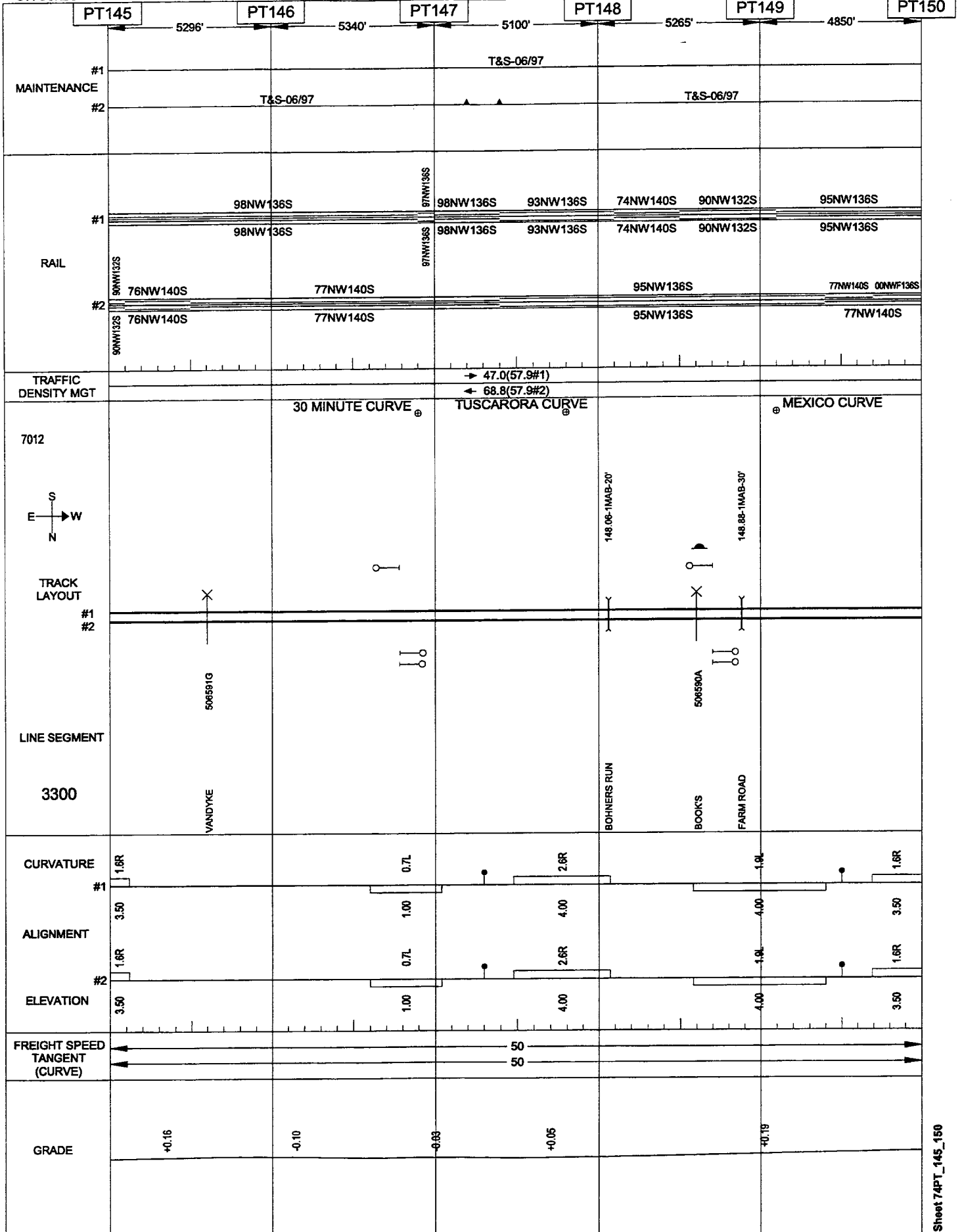


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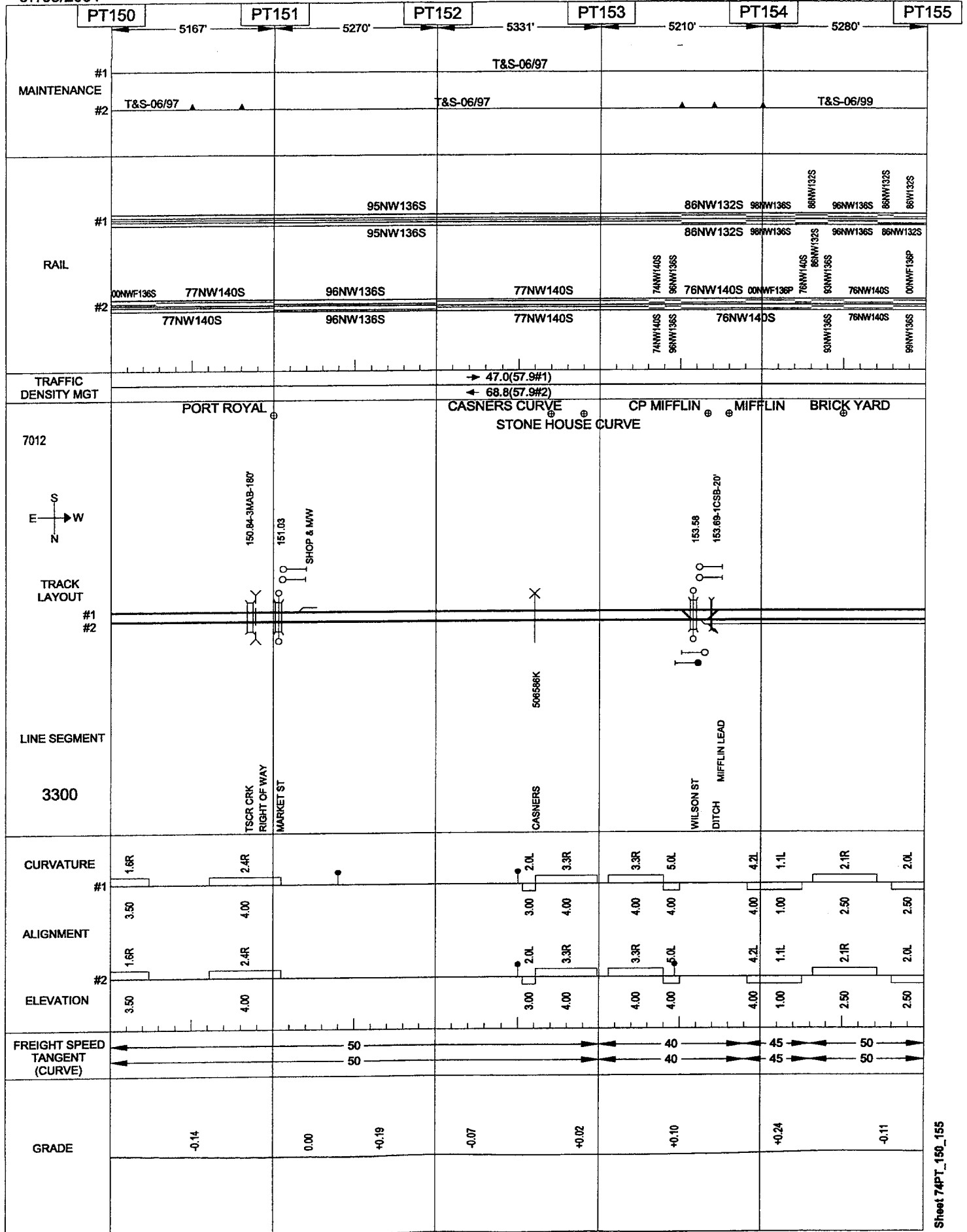


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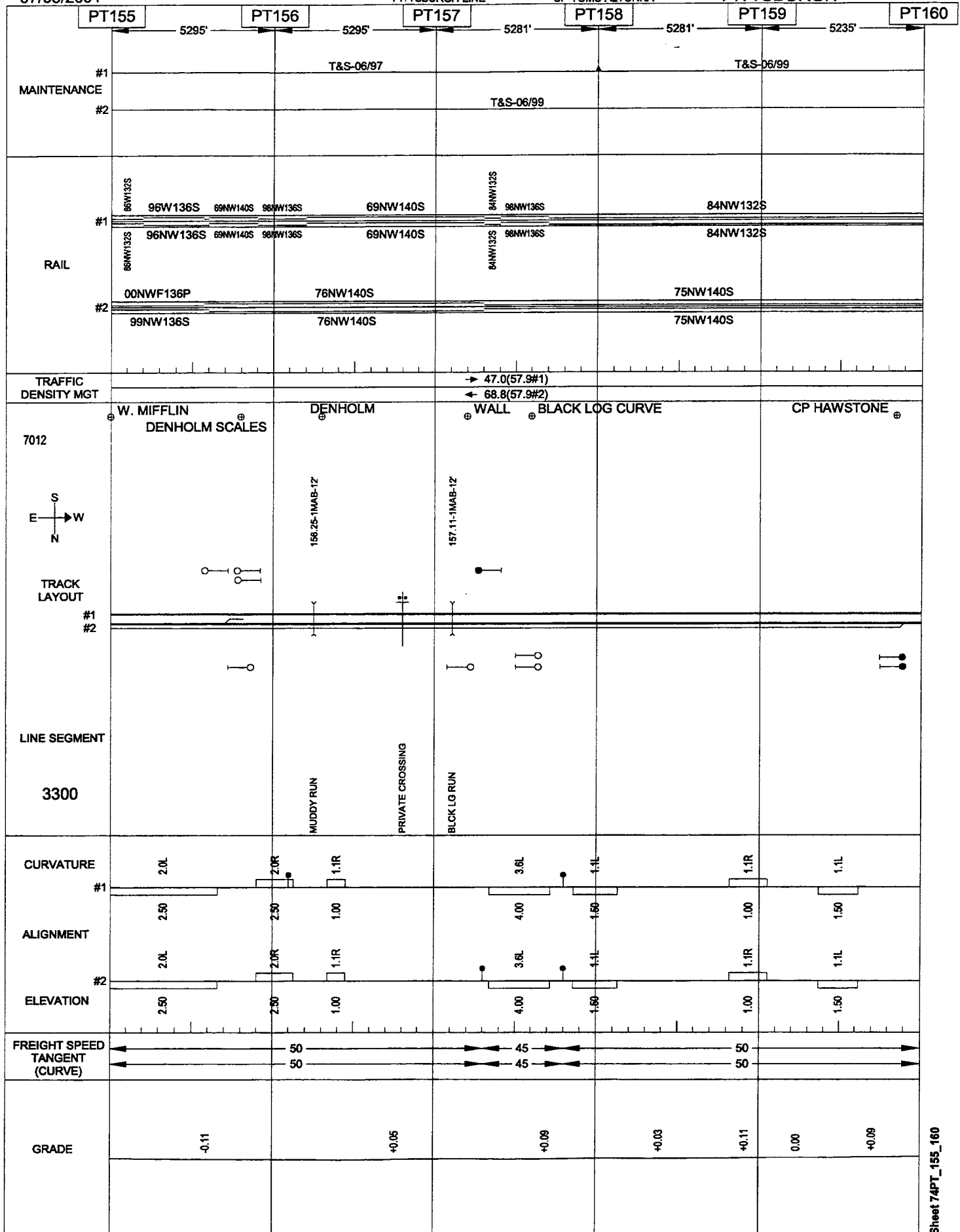


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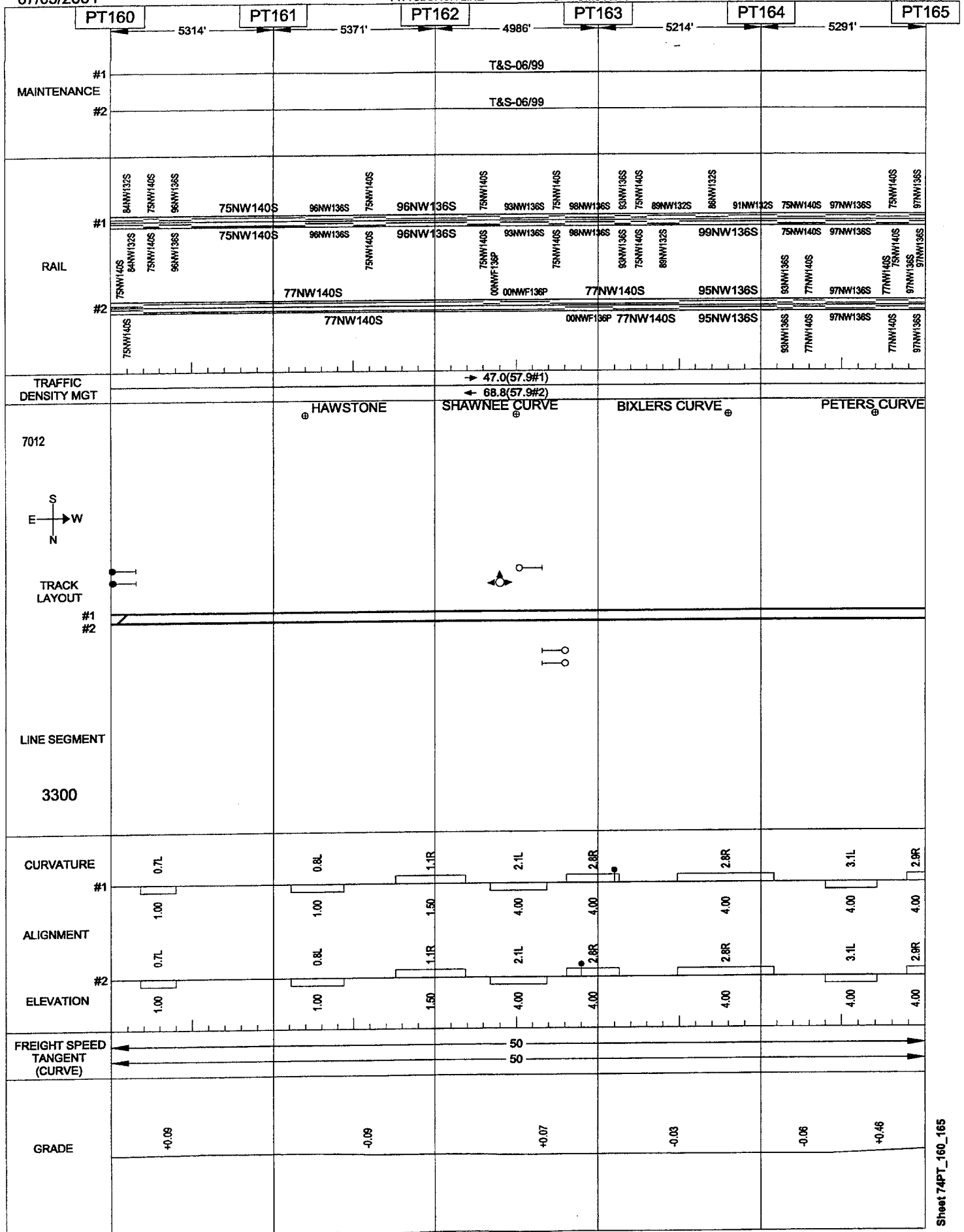


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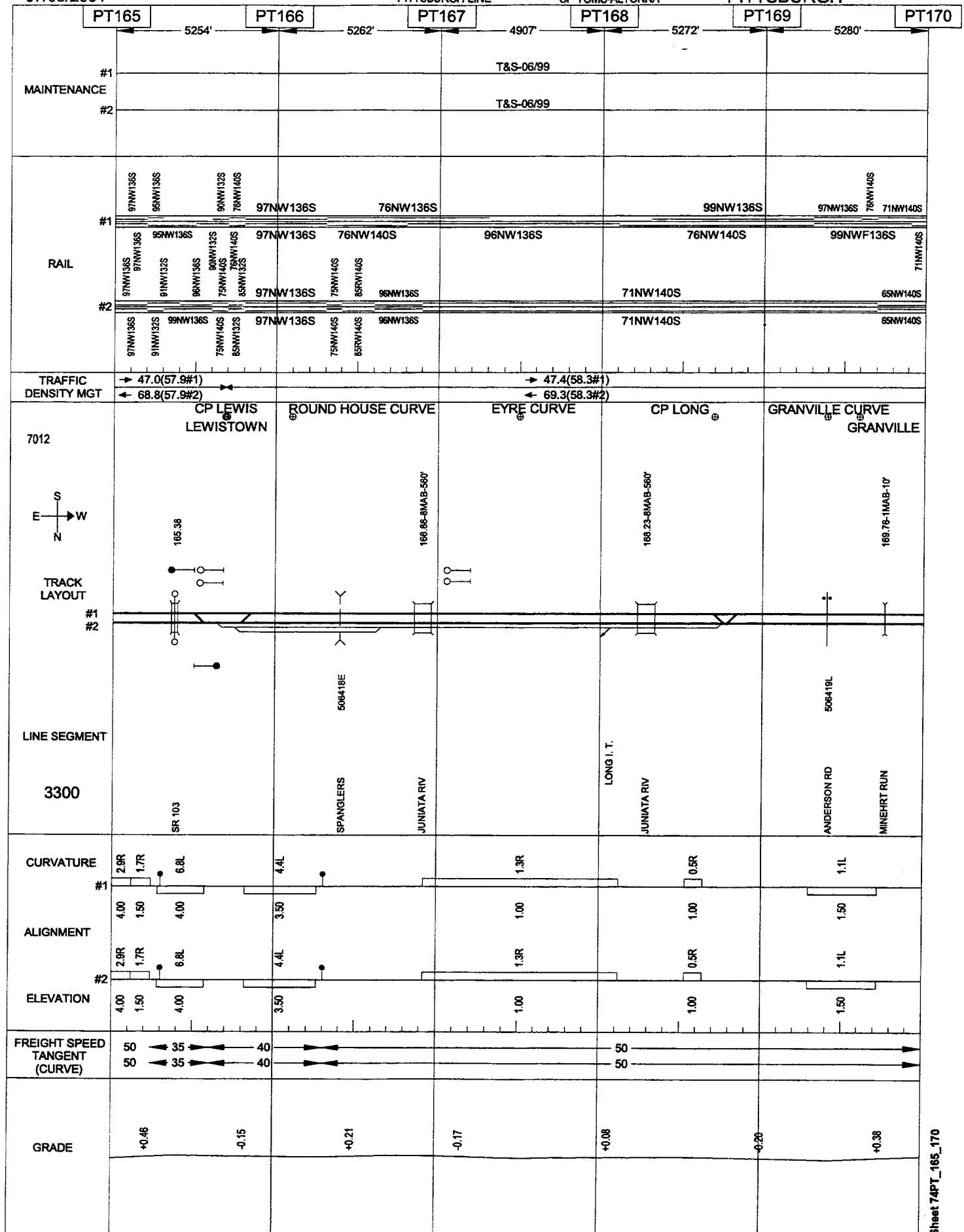


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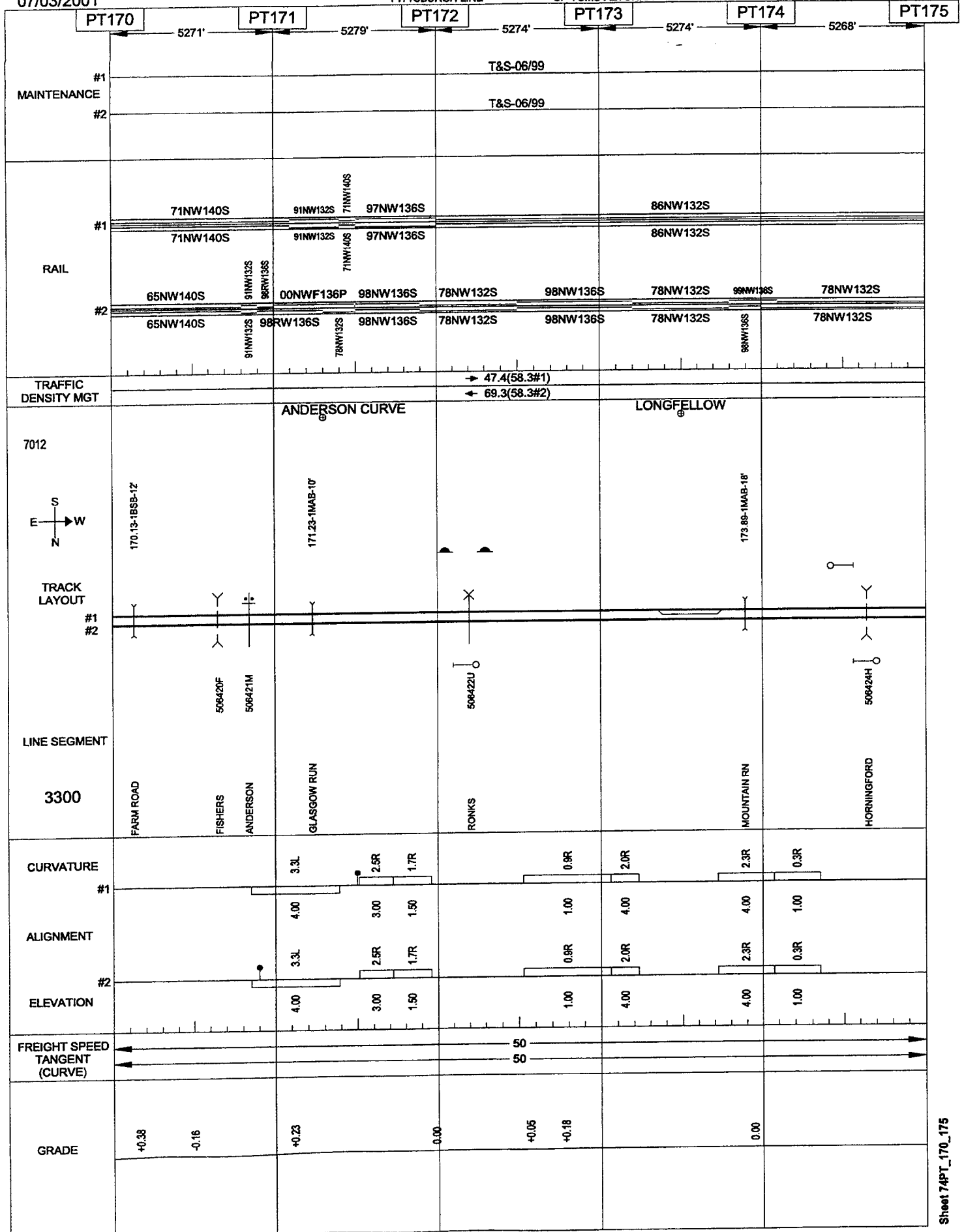
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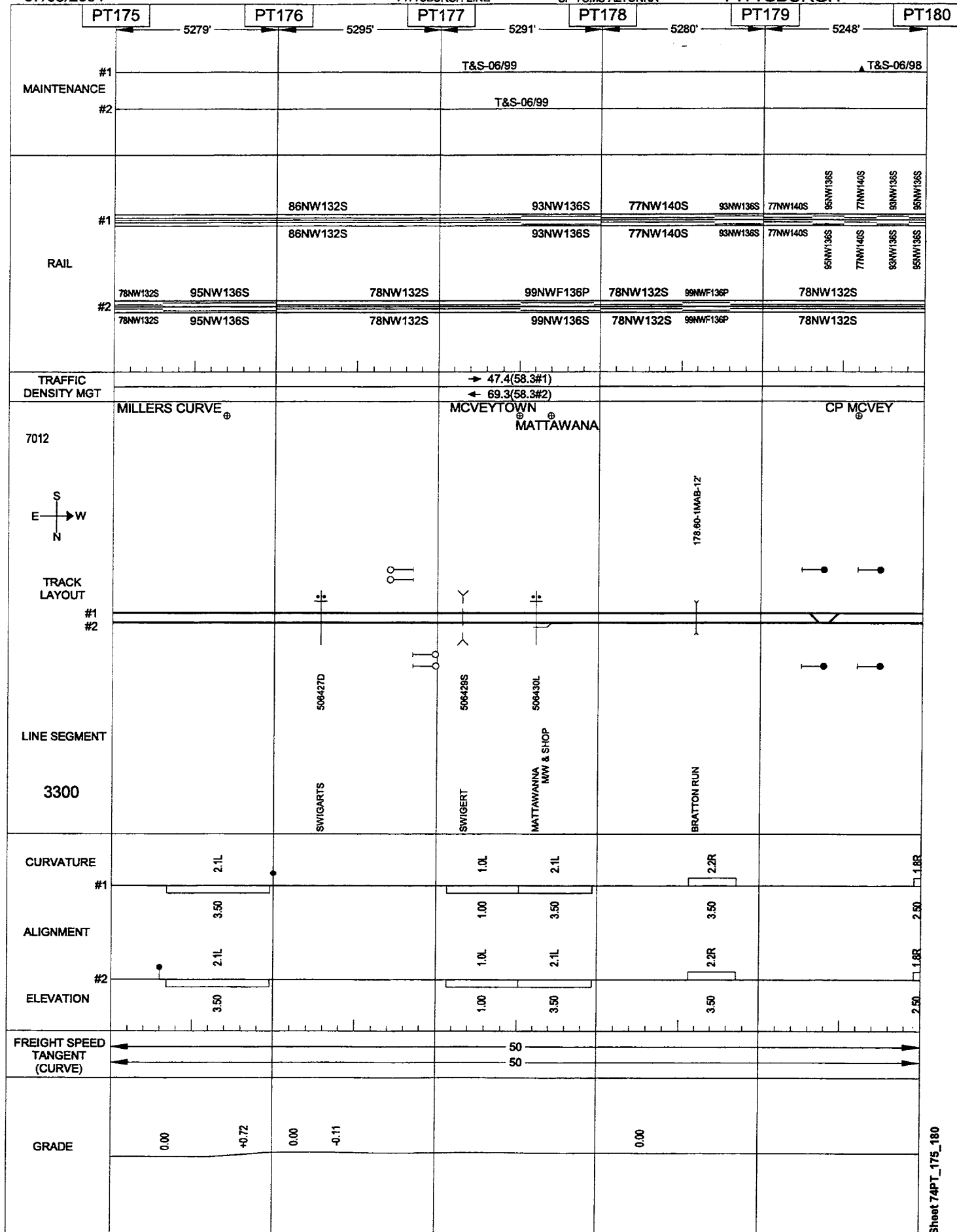


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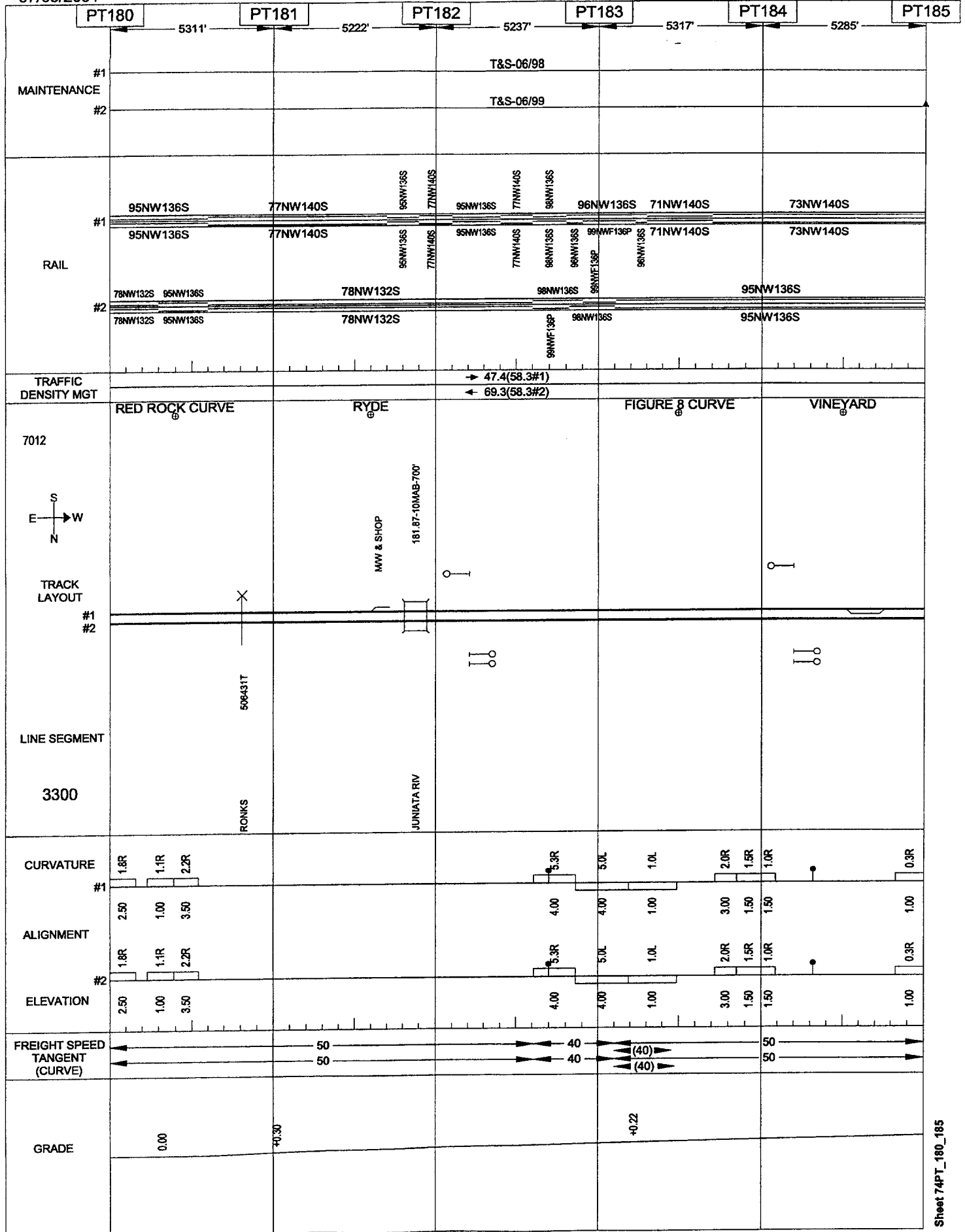


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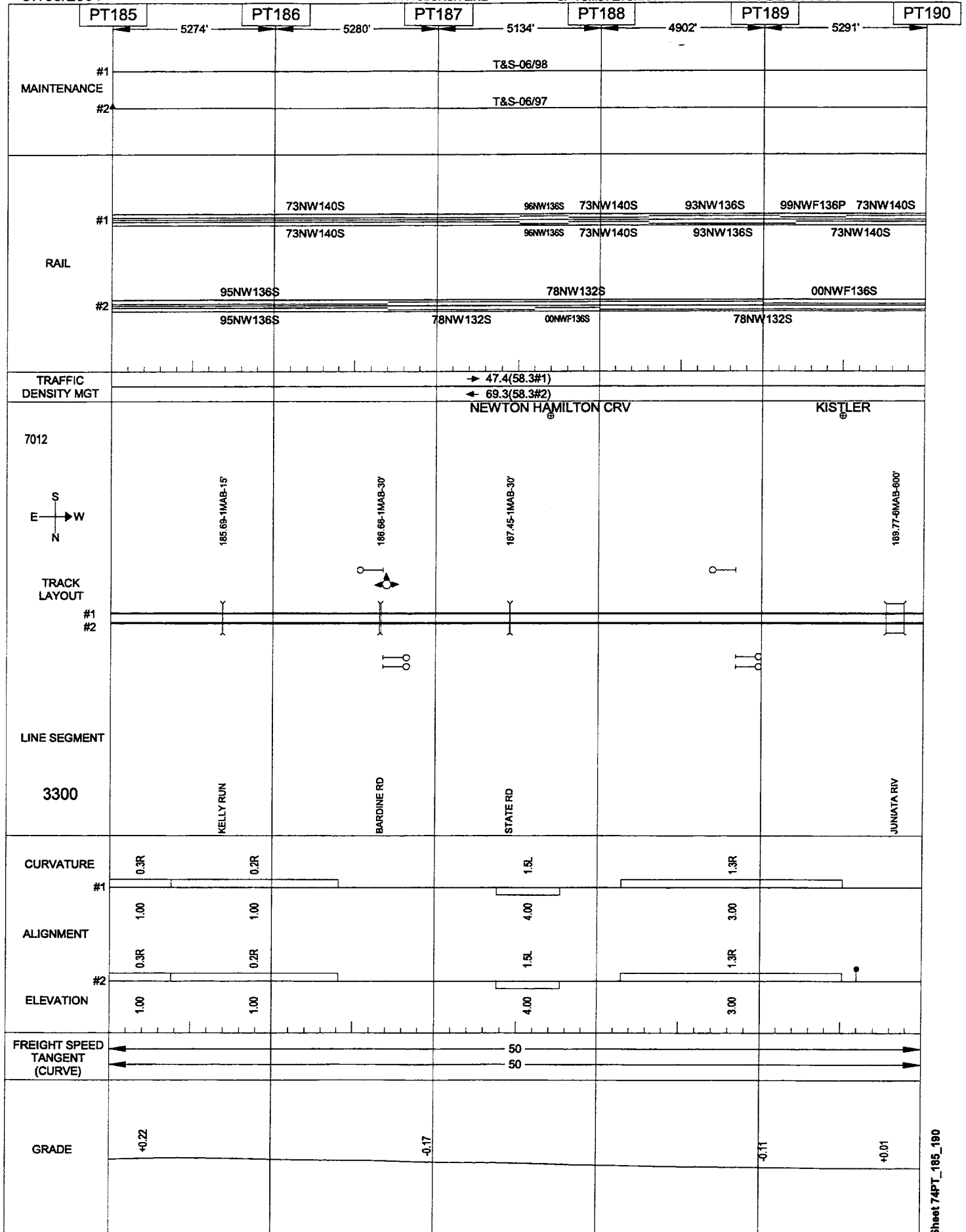


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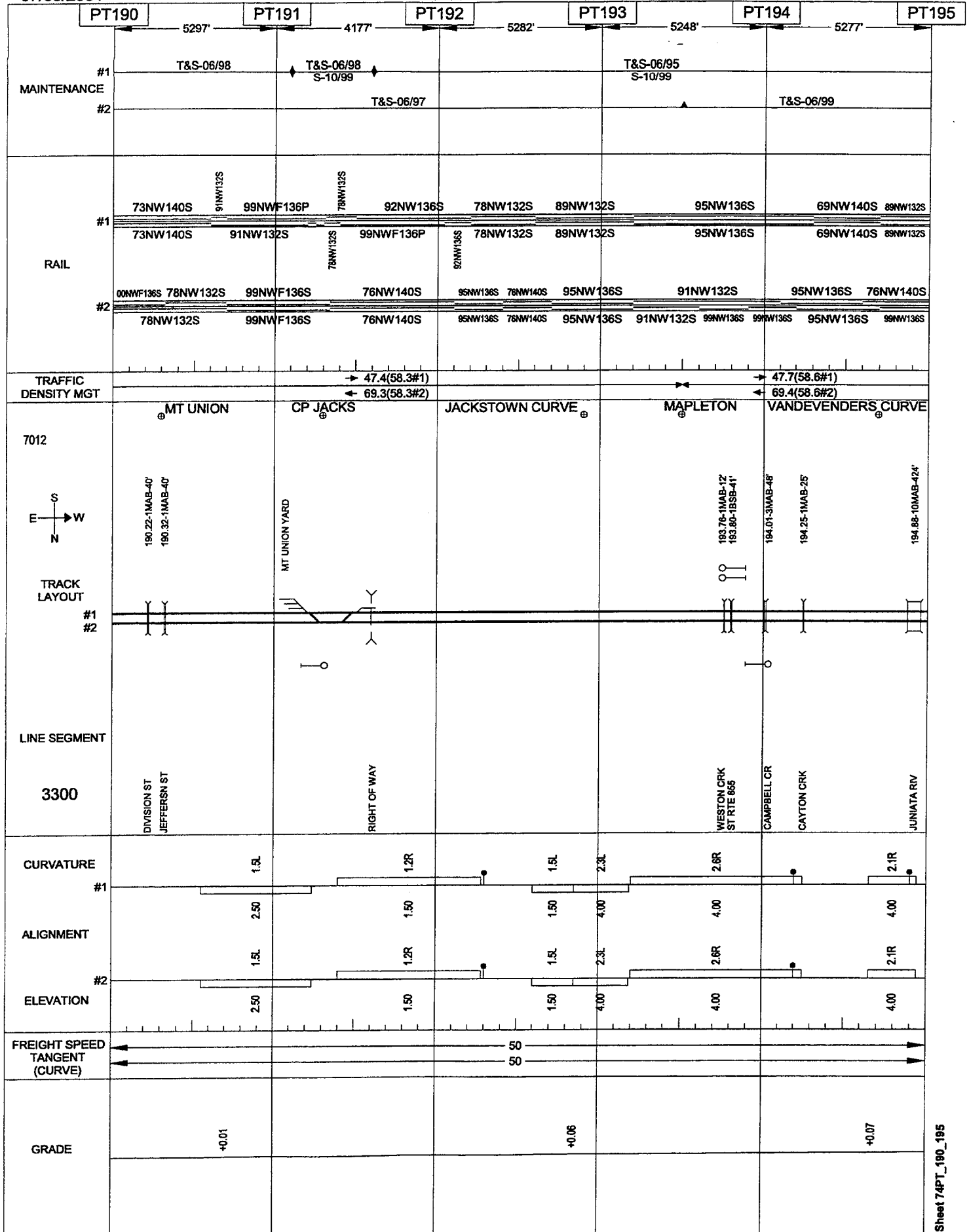


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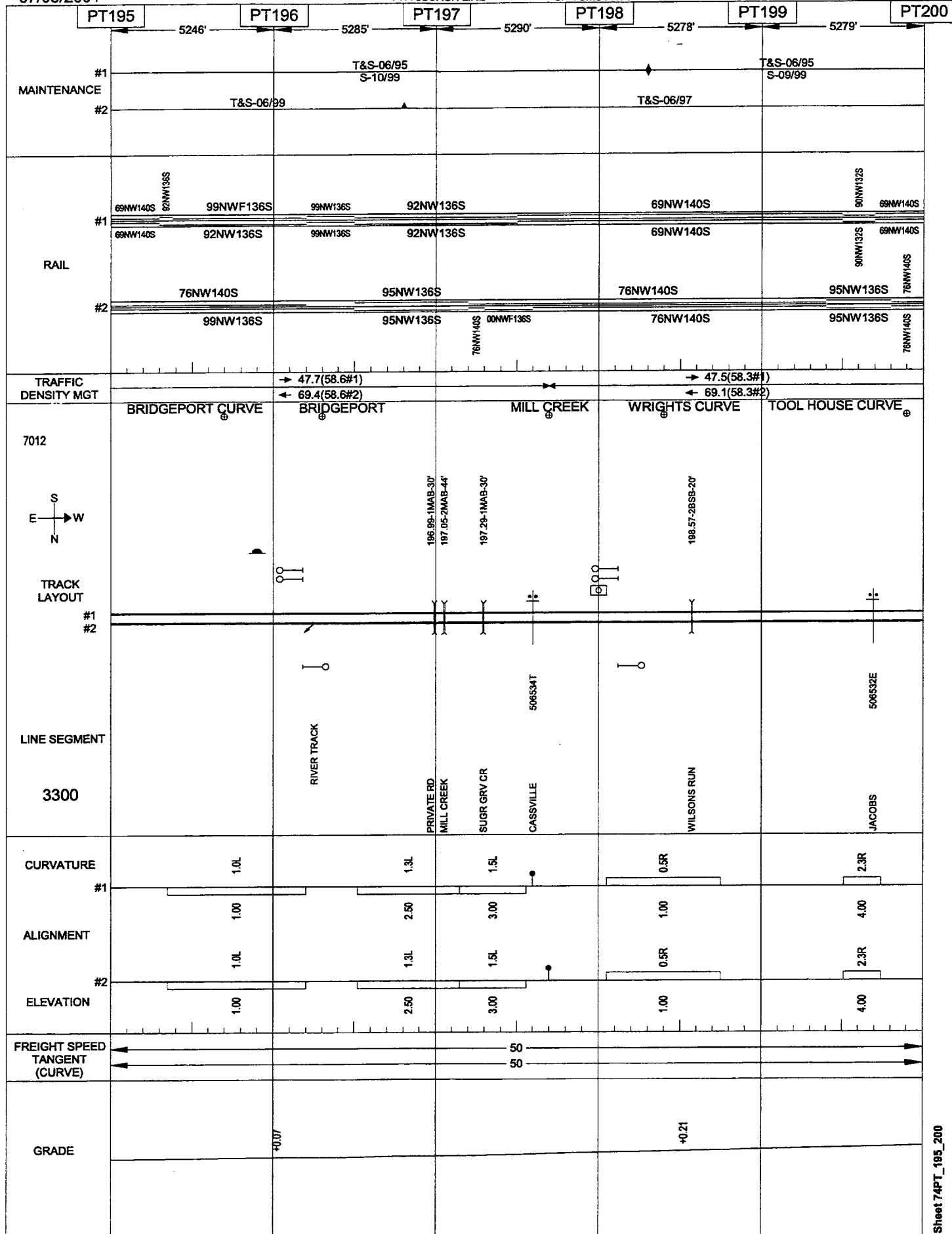
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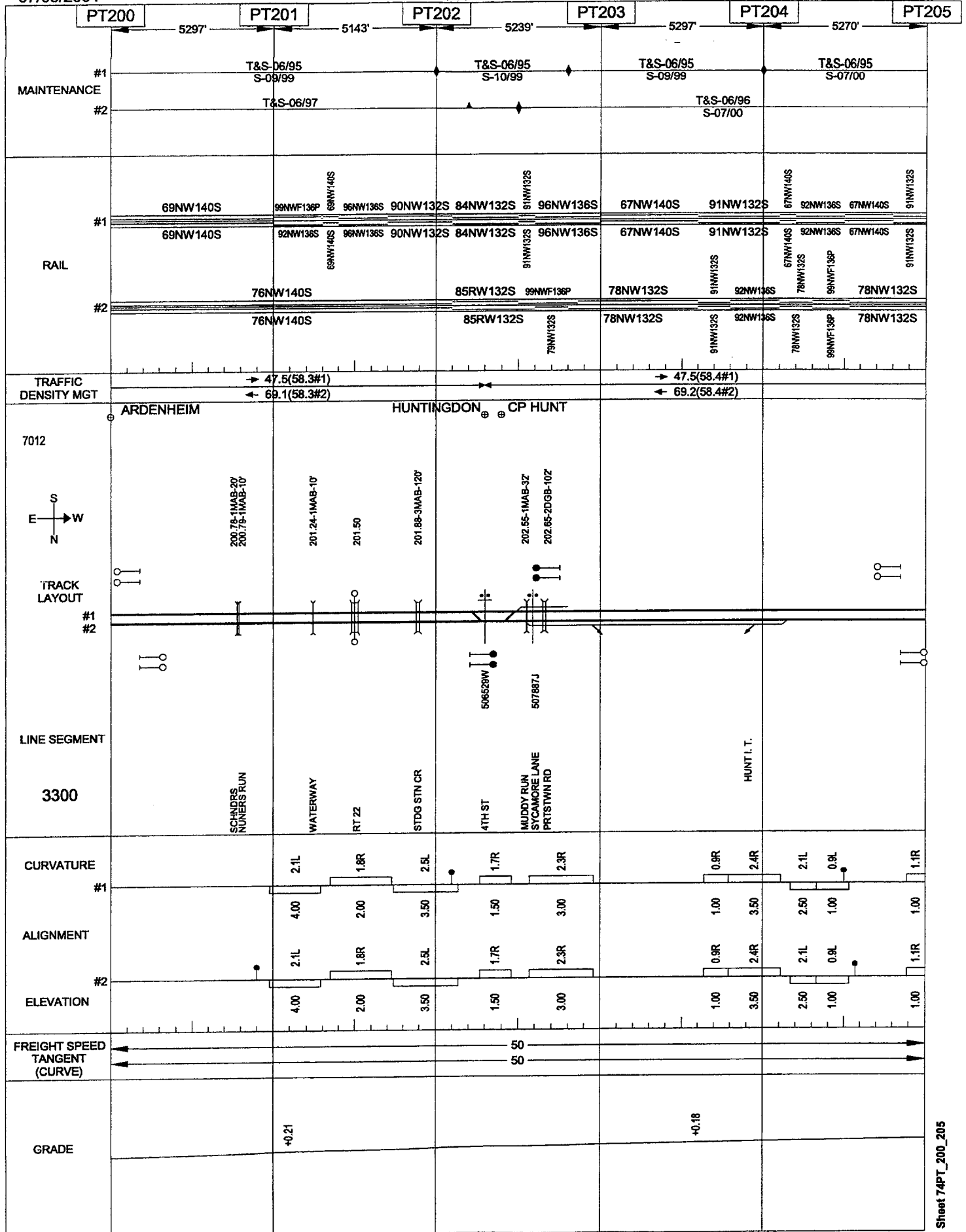


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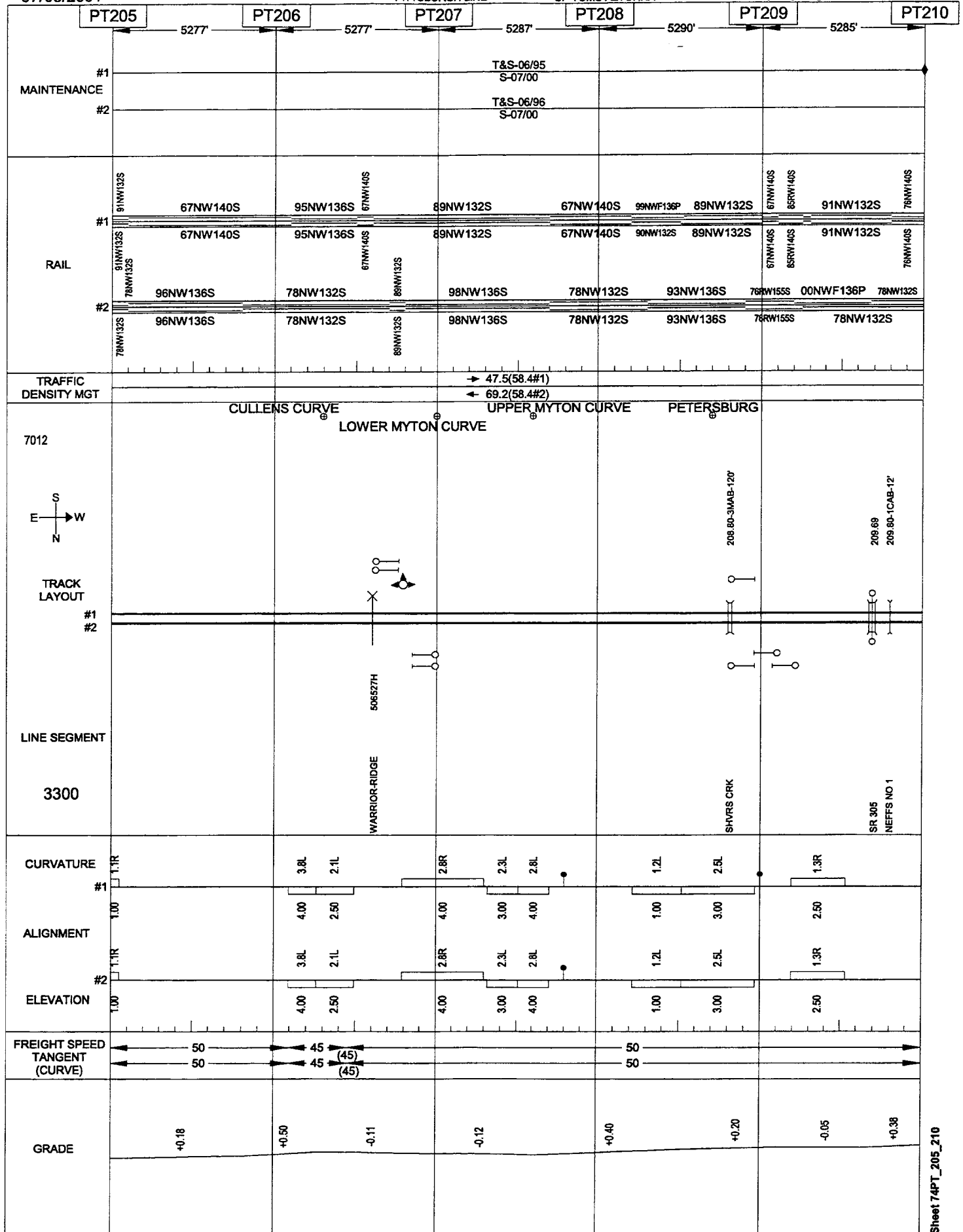


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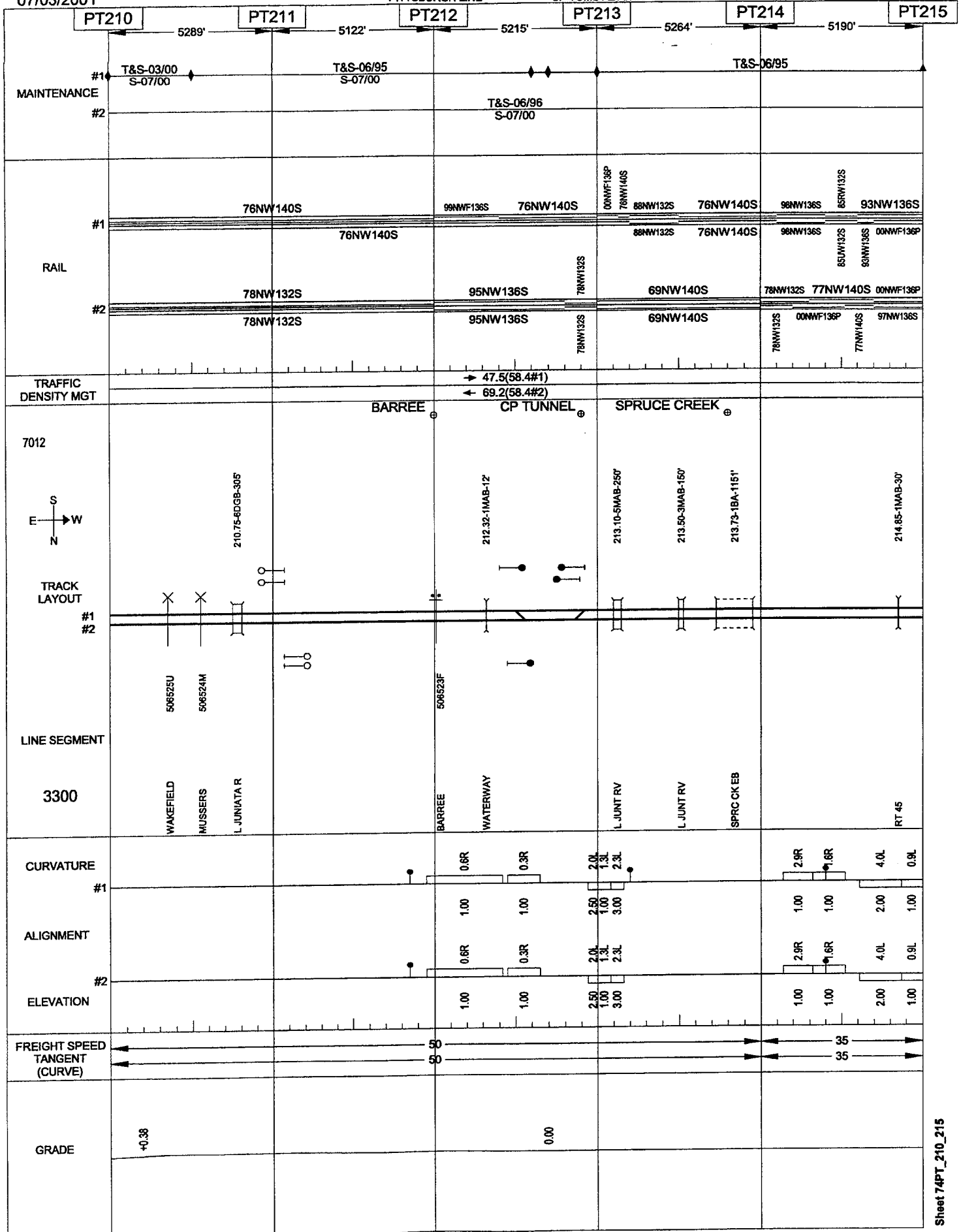


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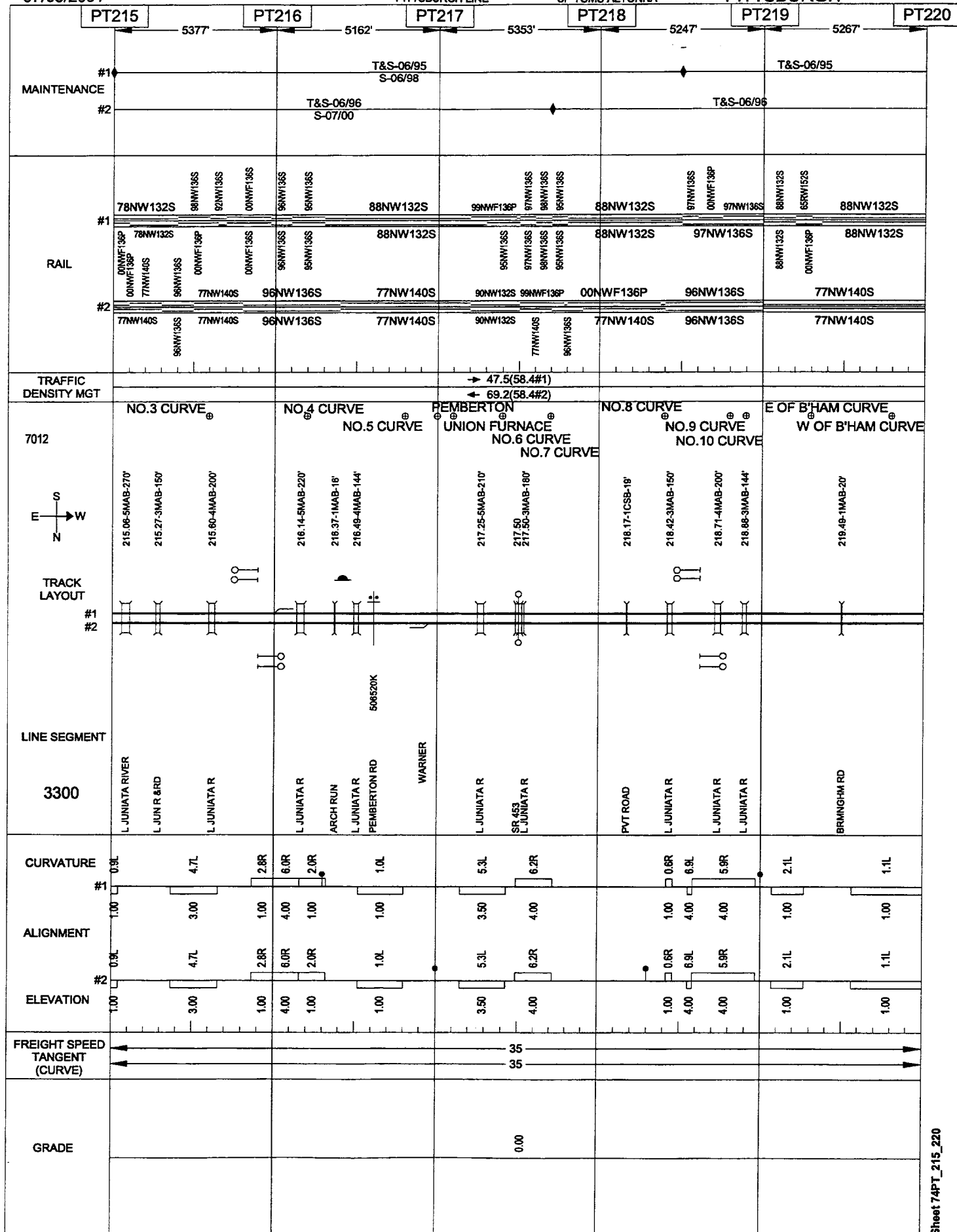


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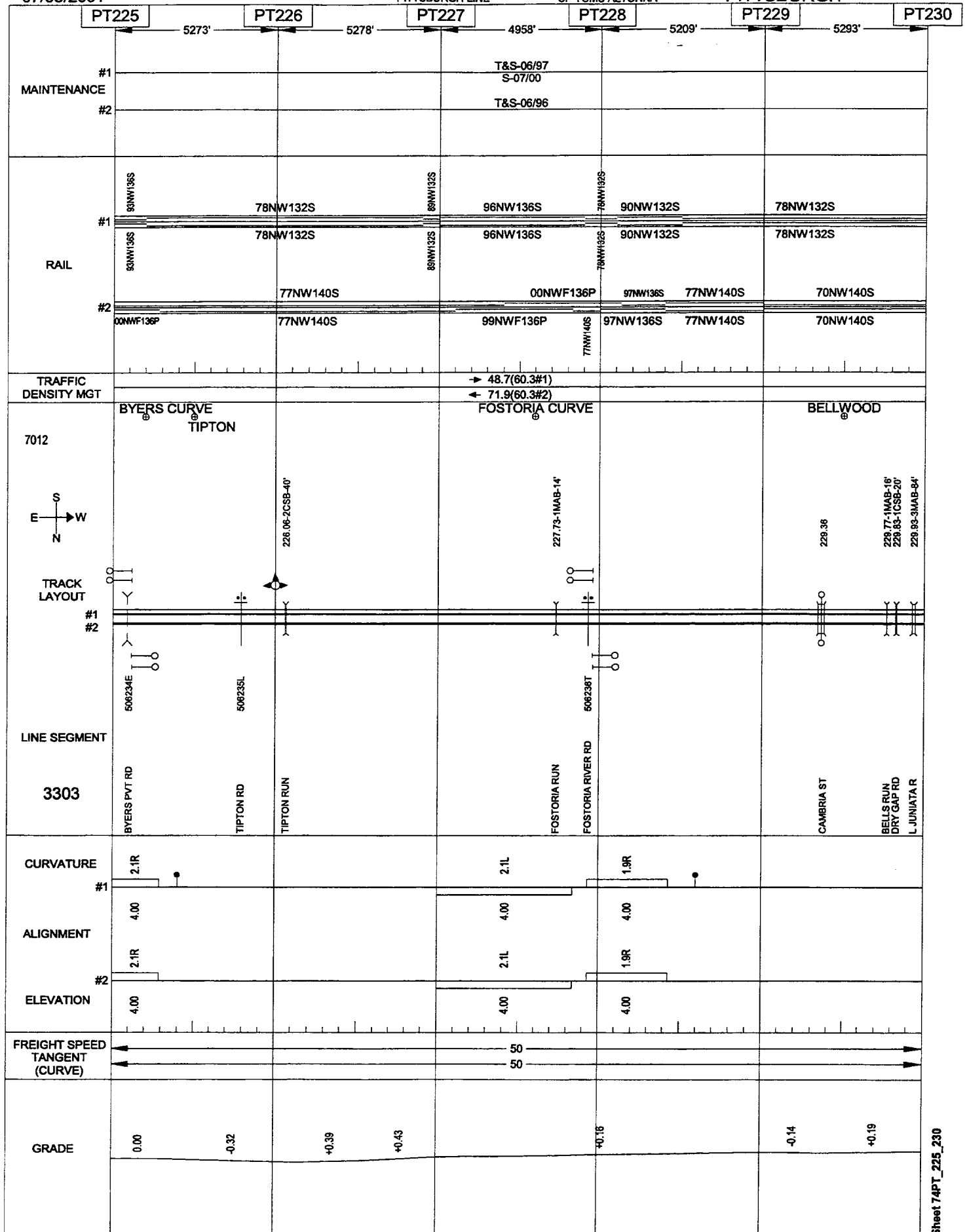


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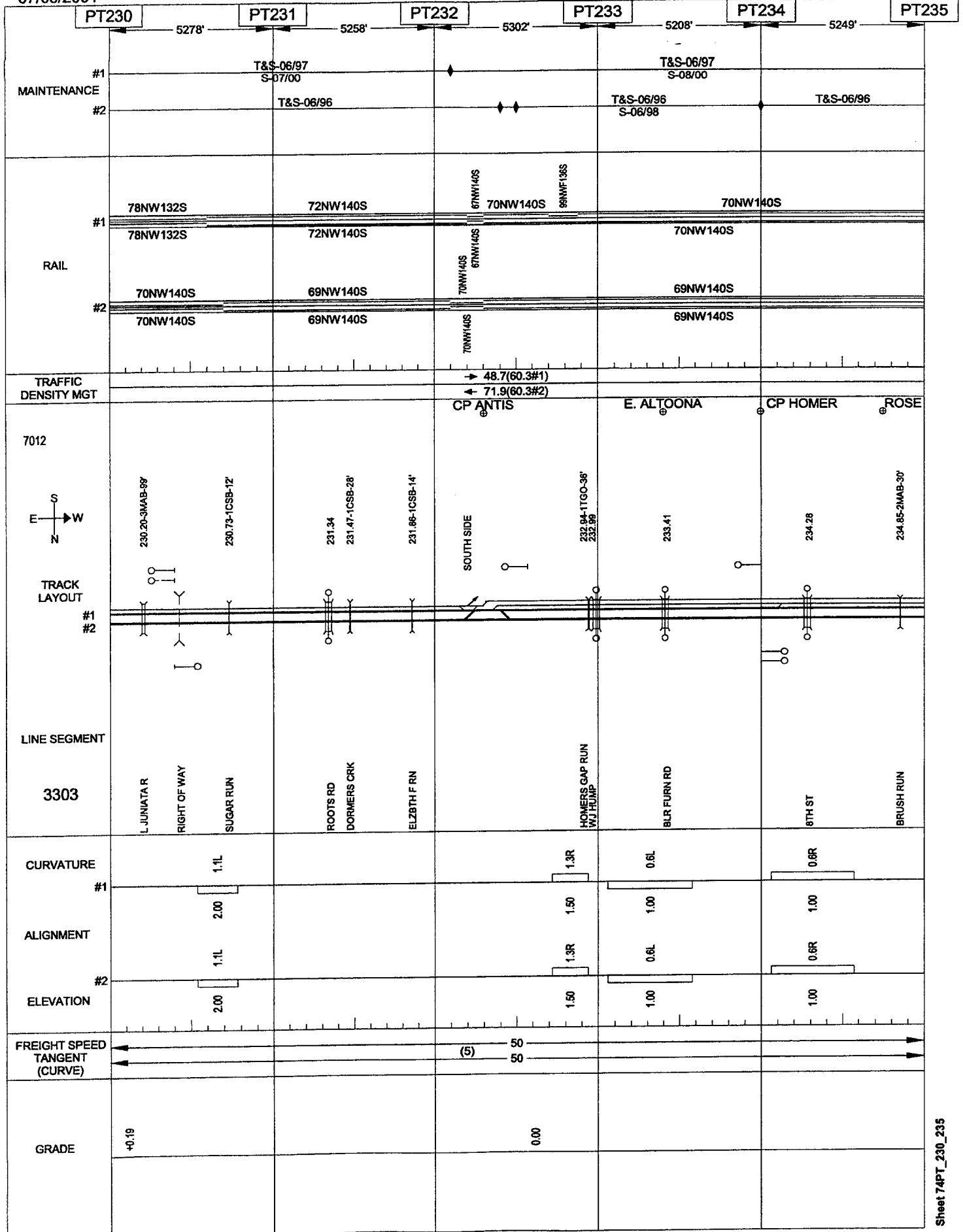


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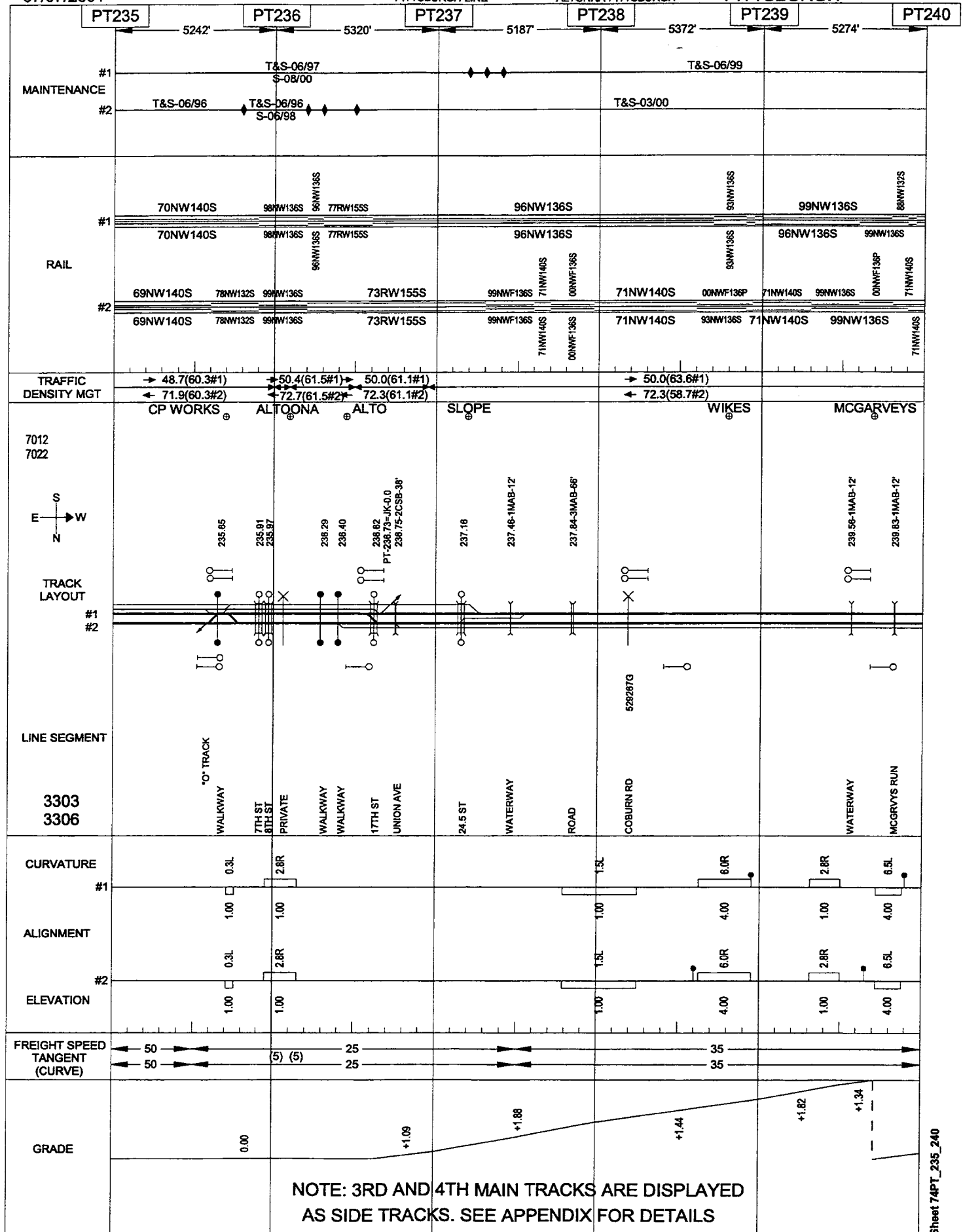


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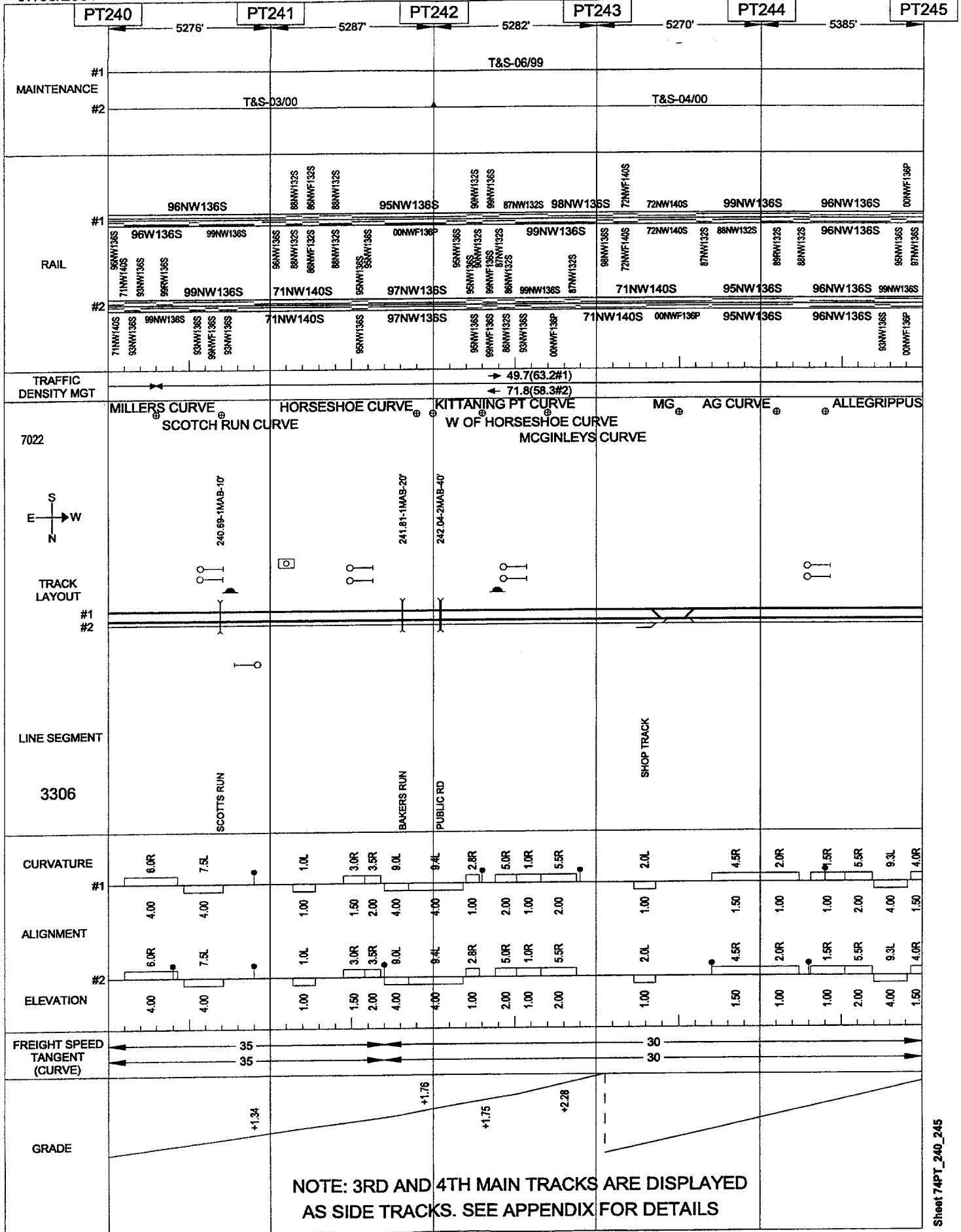


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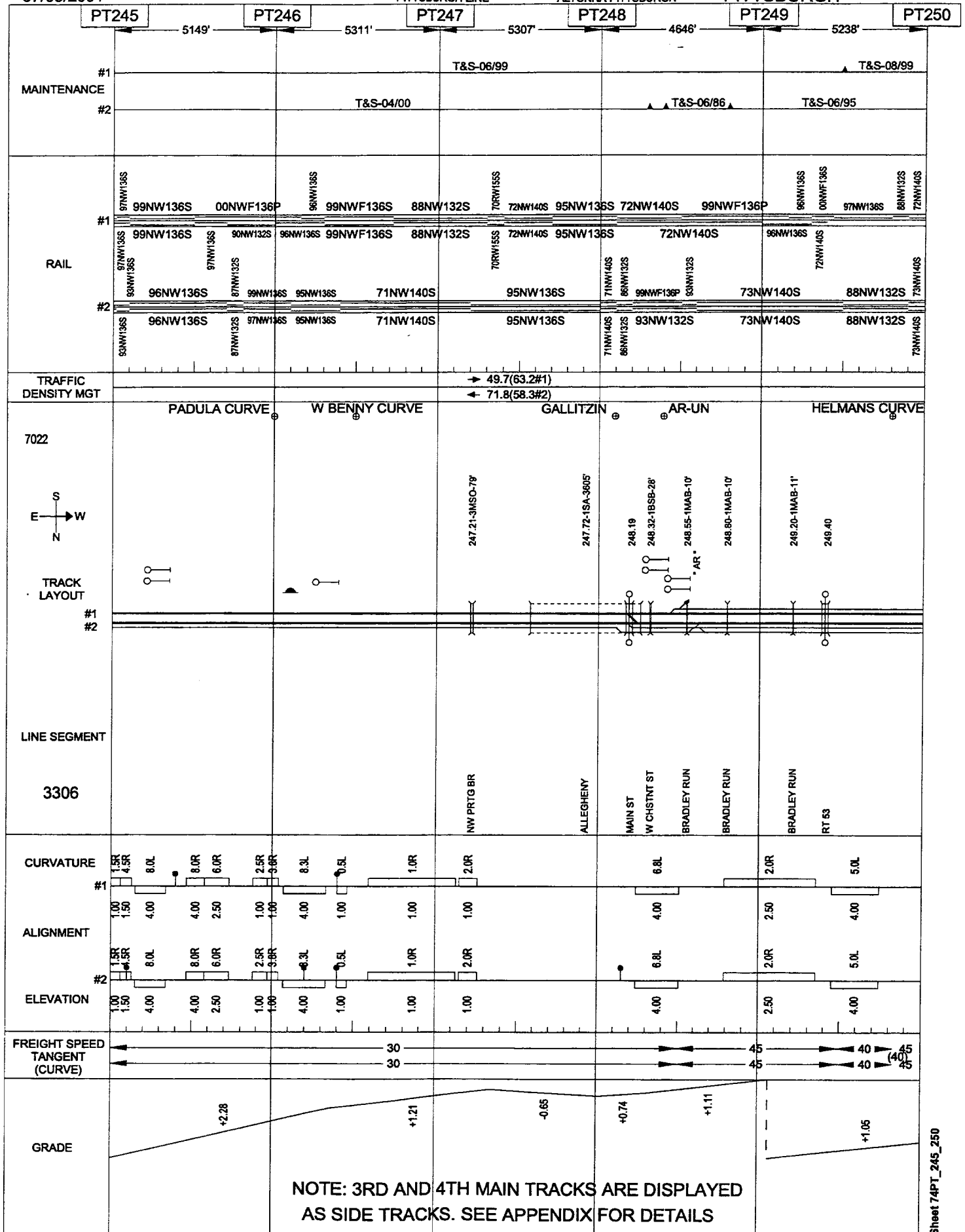


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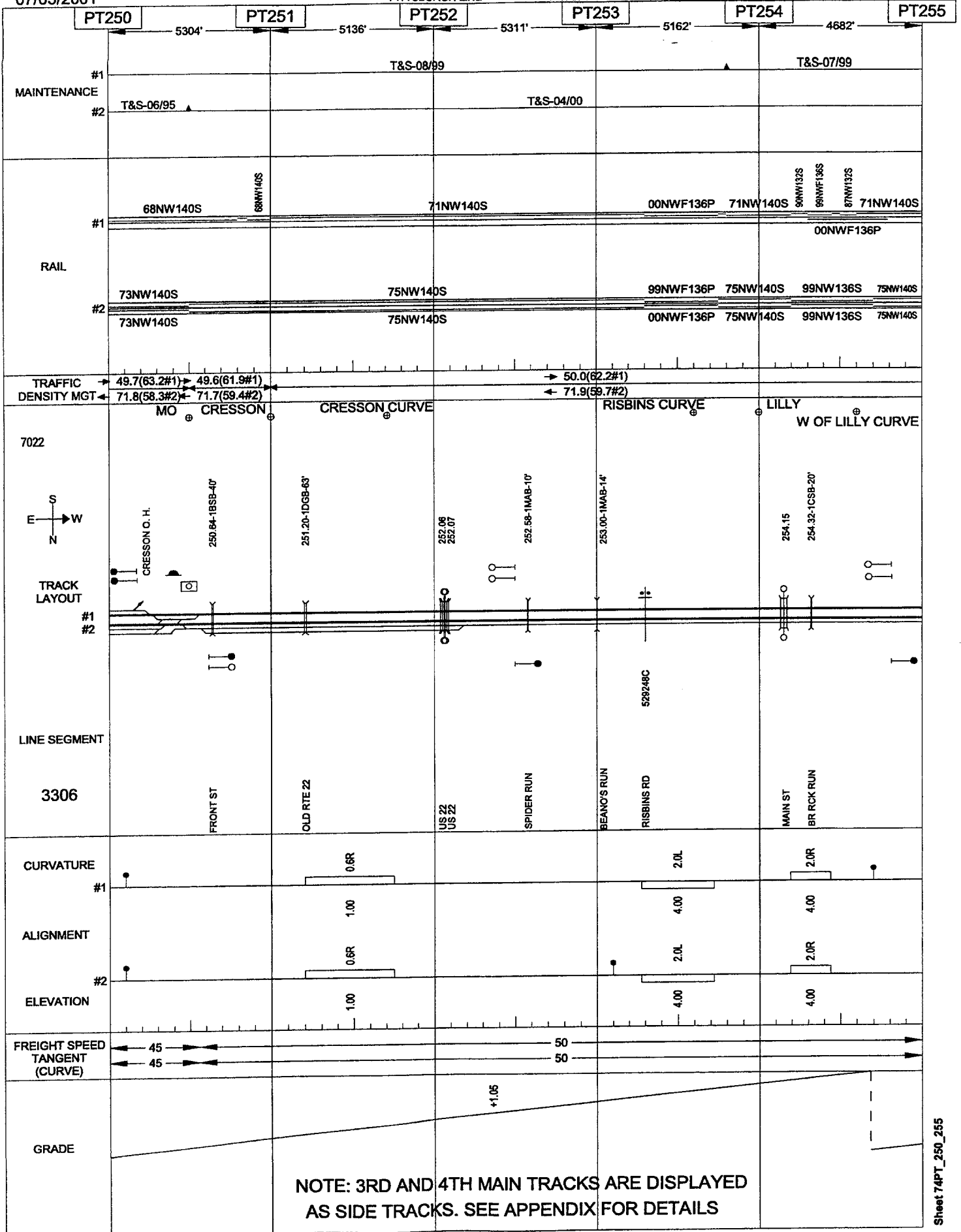


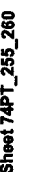
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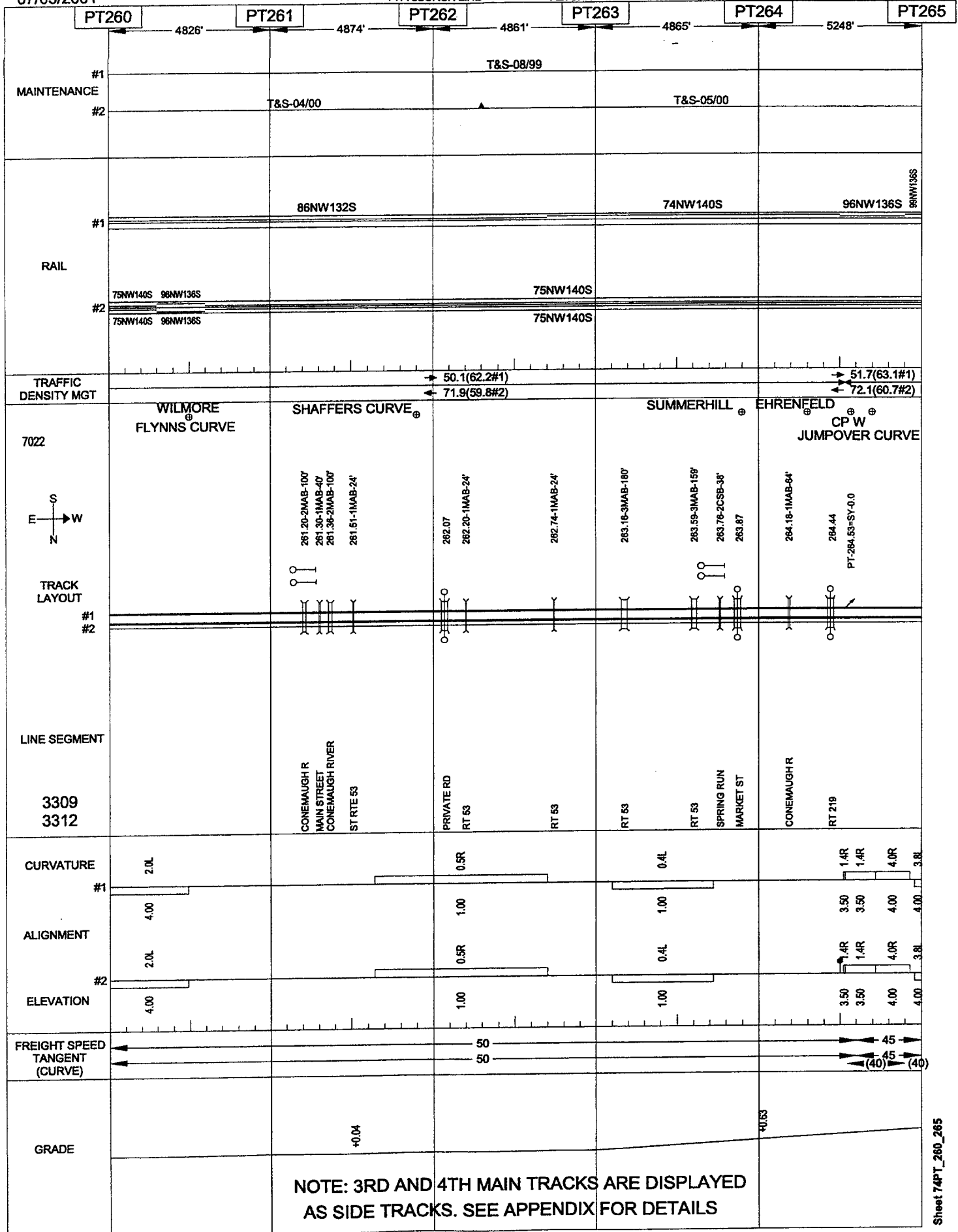


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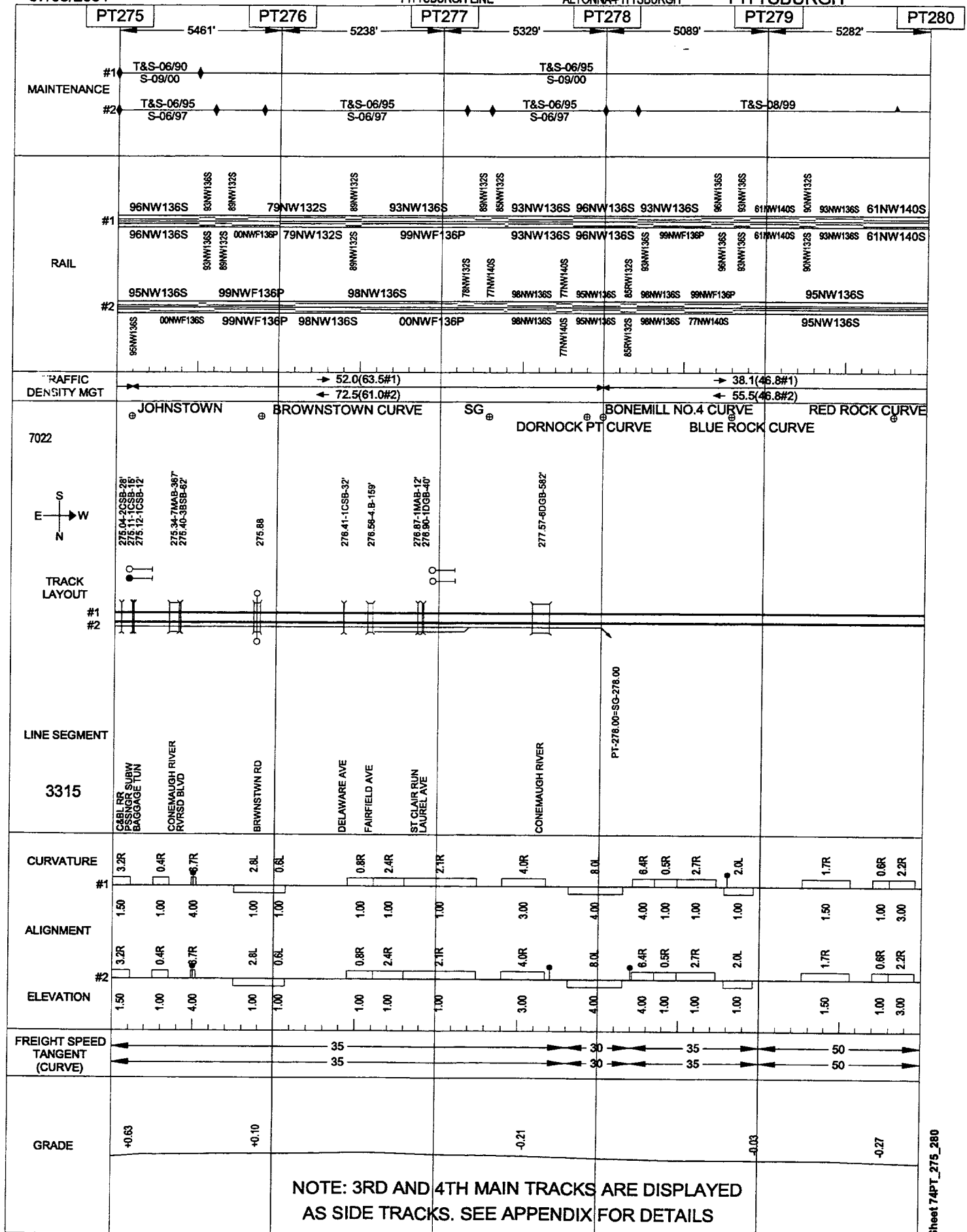
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ALTONNA-PITTSBURGH

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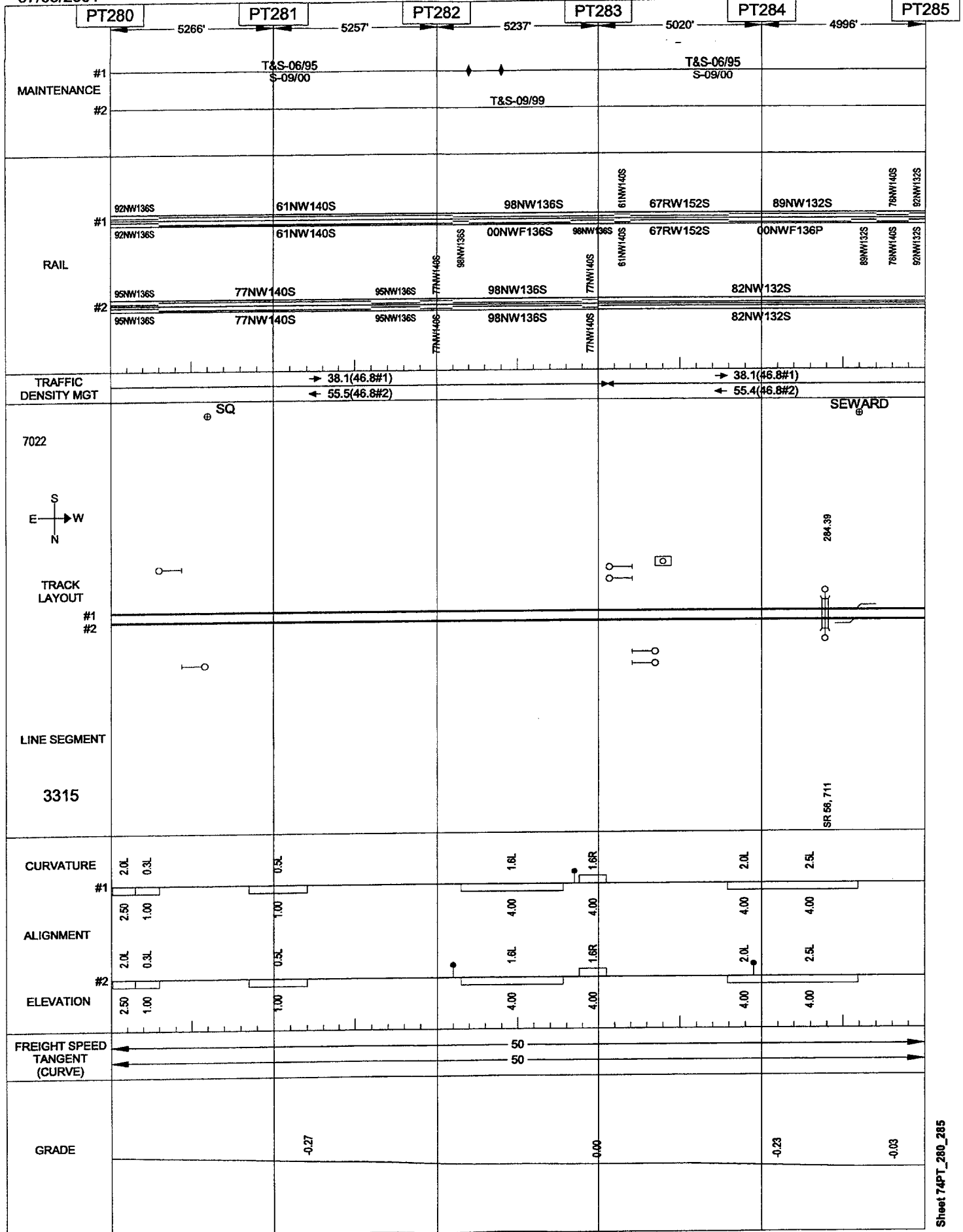


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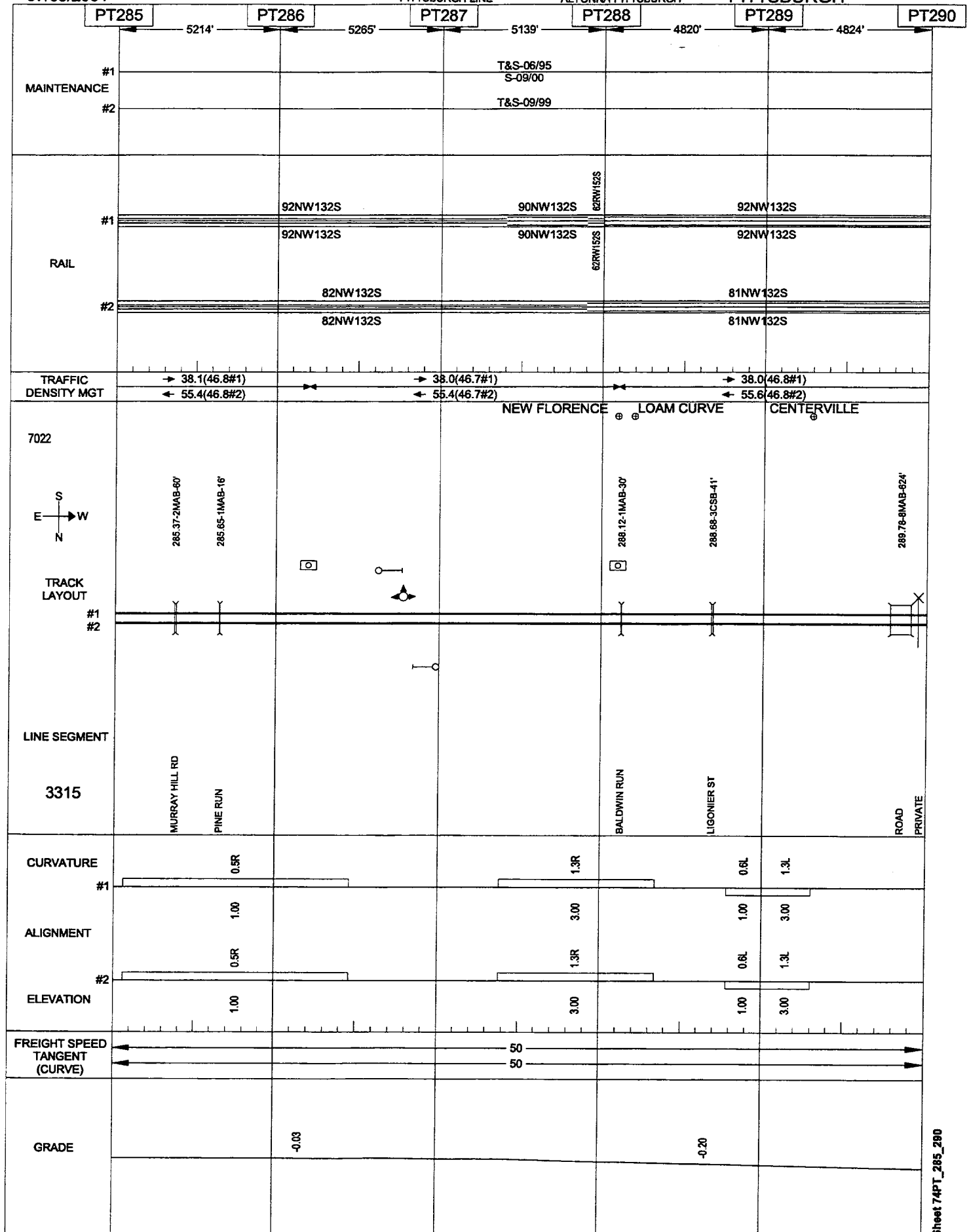


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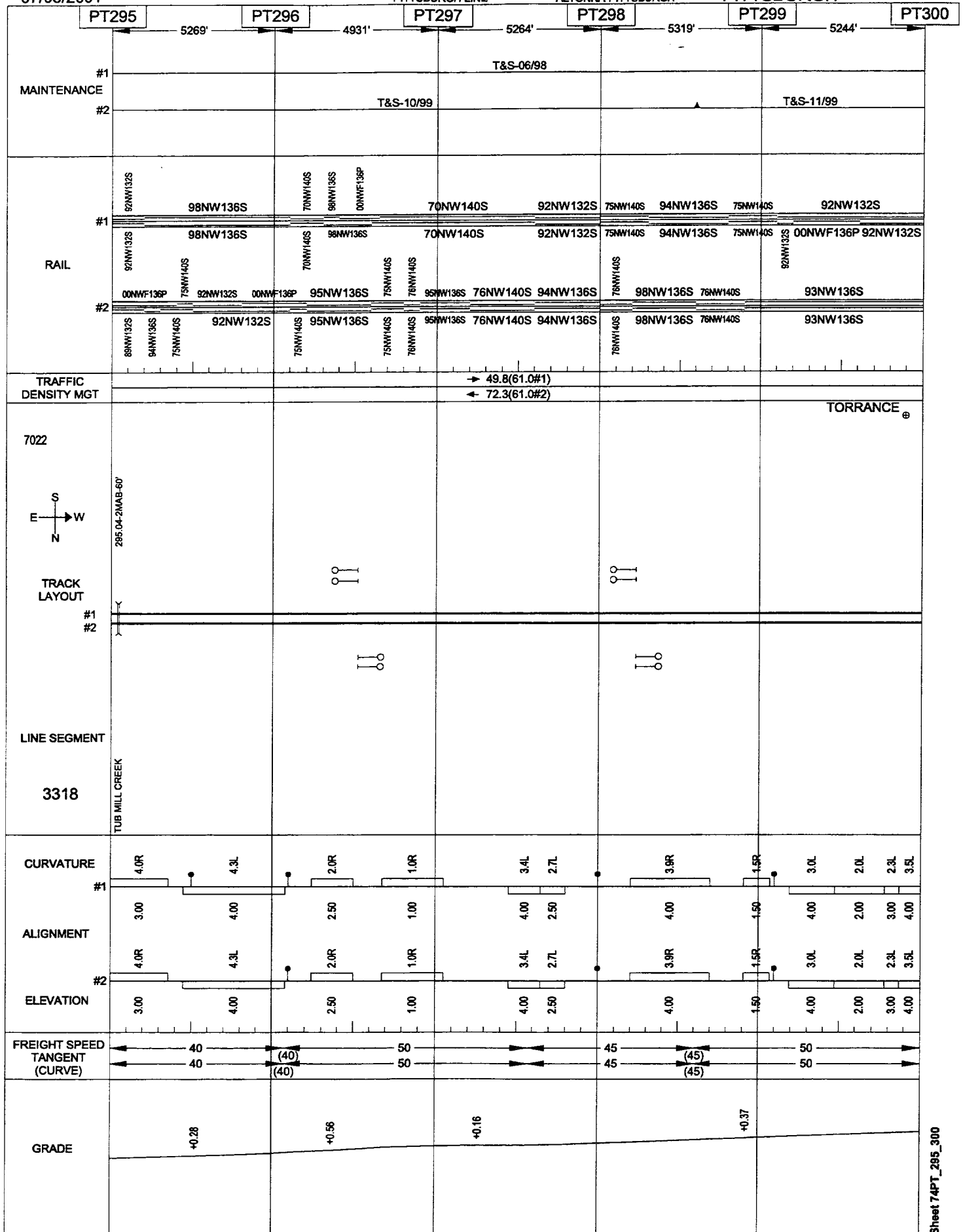
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ALTONNA-PITTSBURGH

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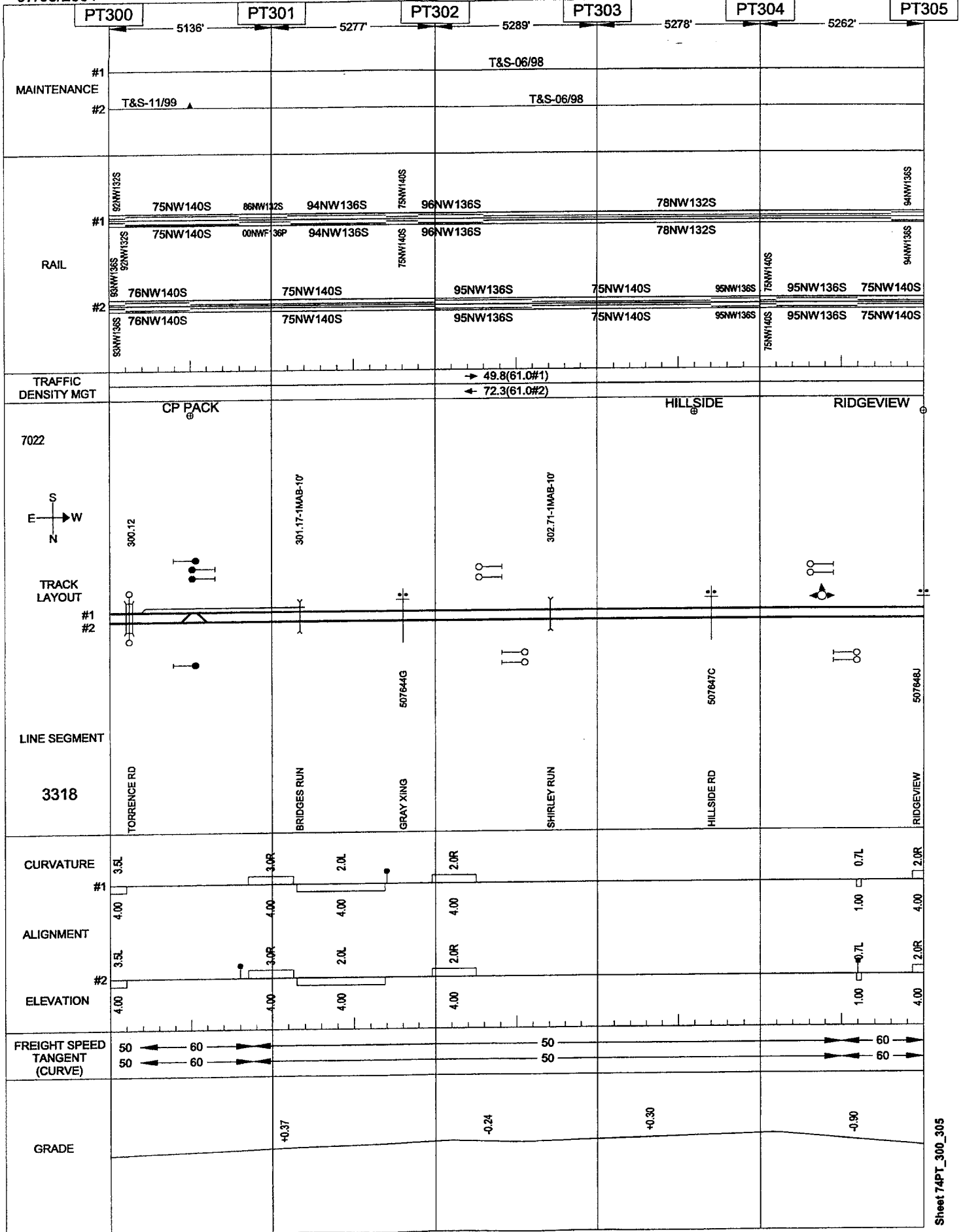
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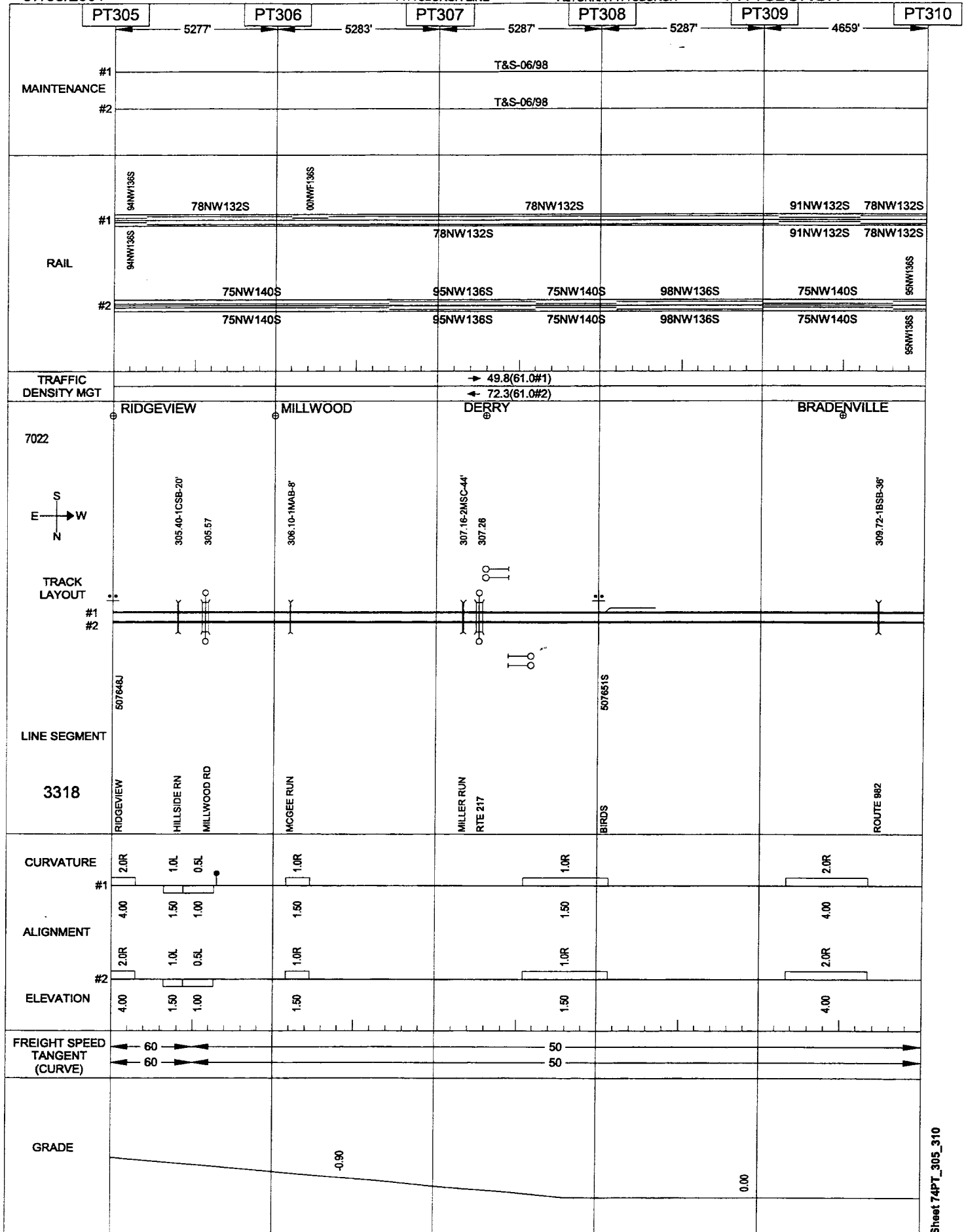


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ALTONNA-PITTSBURGH

PITTSBURGH

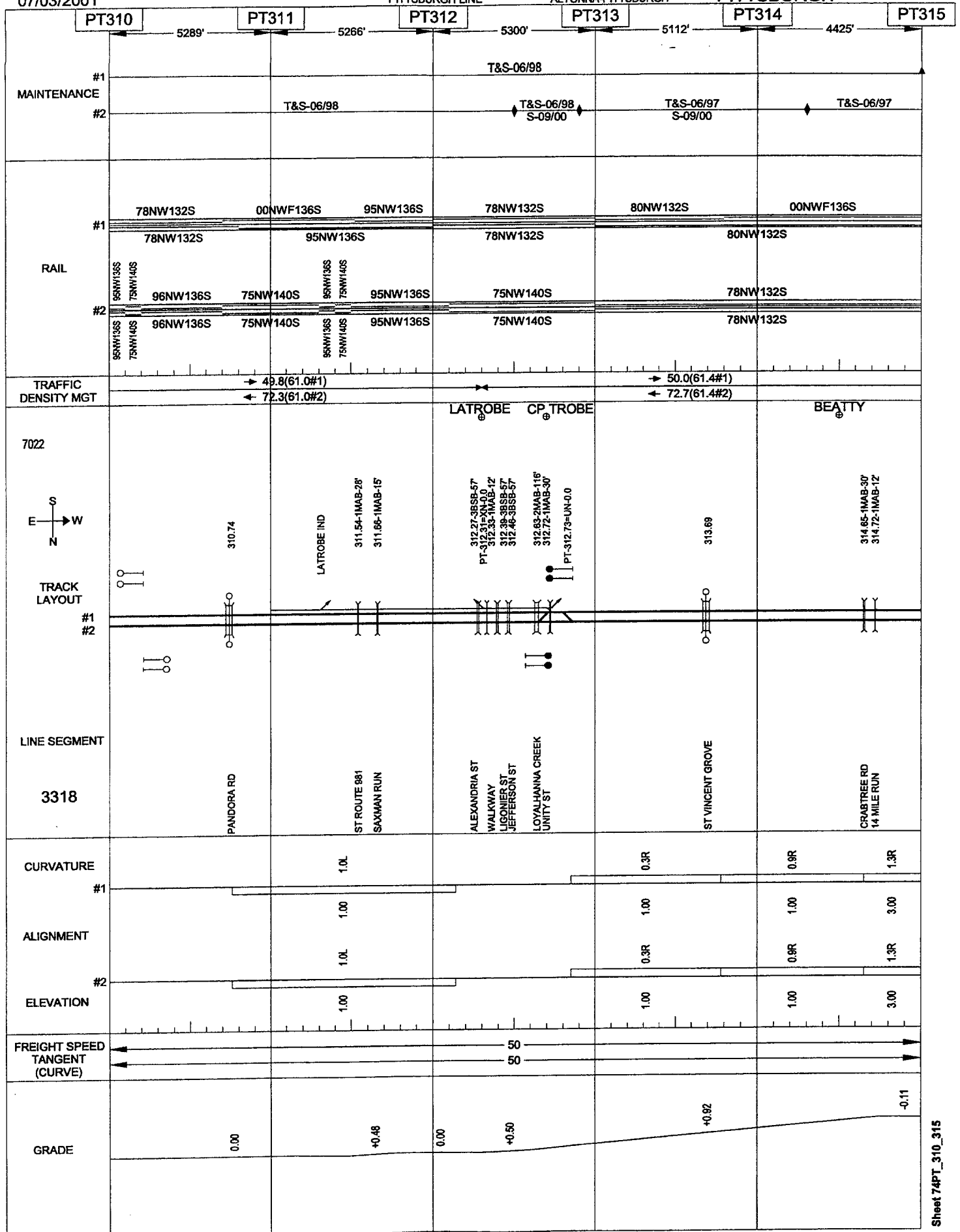


07/03/2001

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

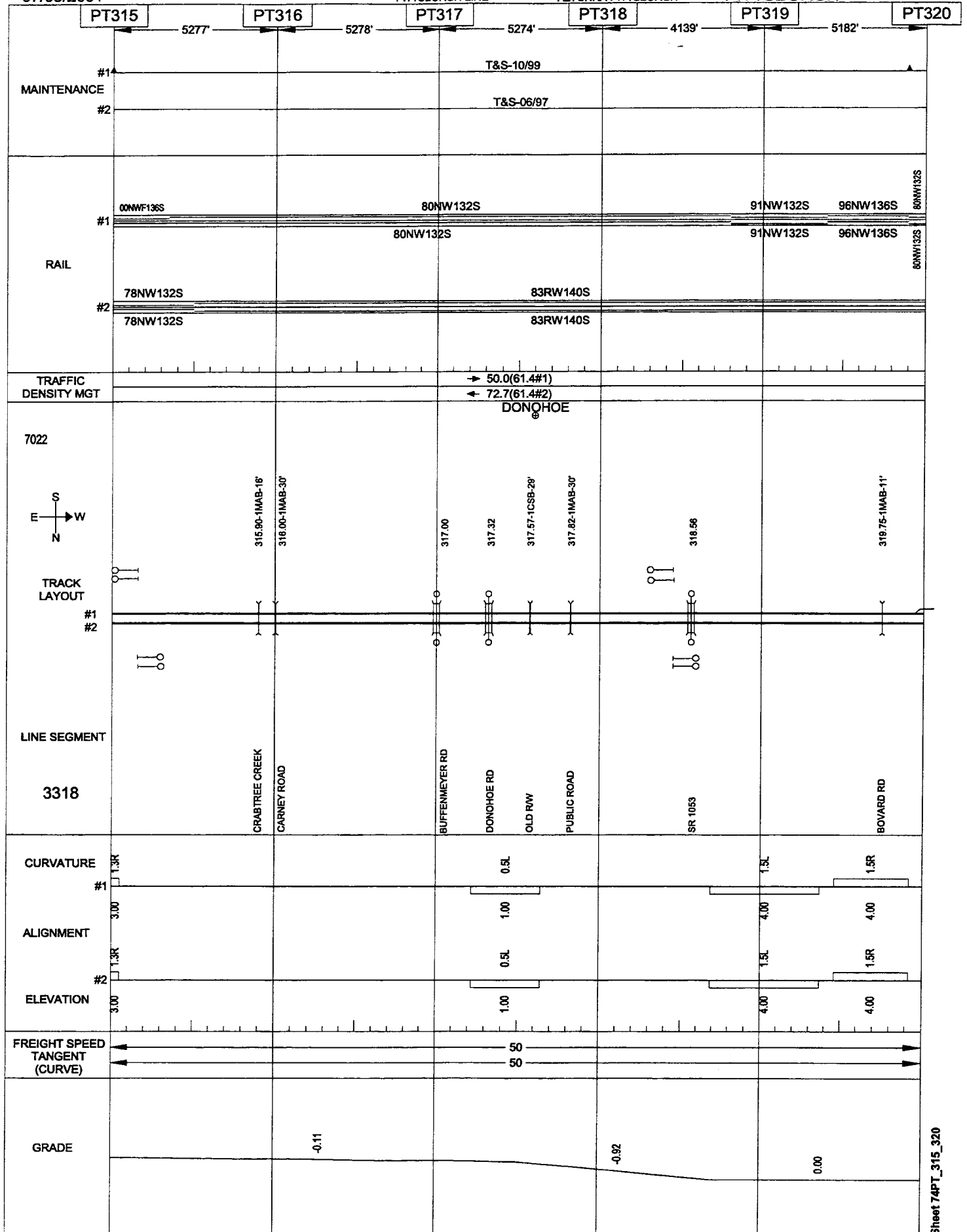


07/03/2001

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

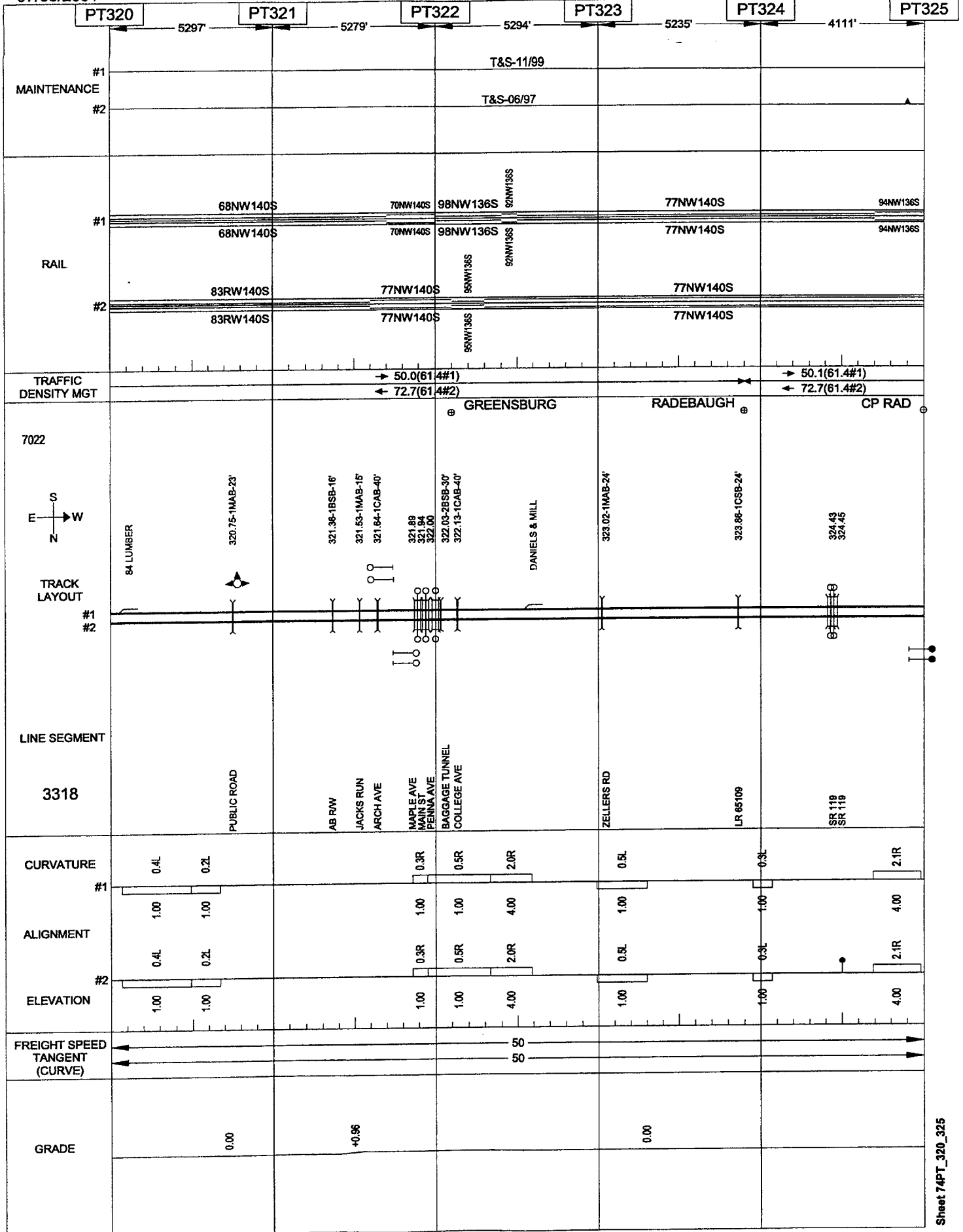


07/03/2001

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ALTONNA-PITTSBURGH

PITTSBURGH

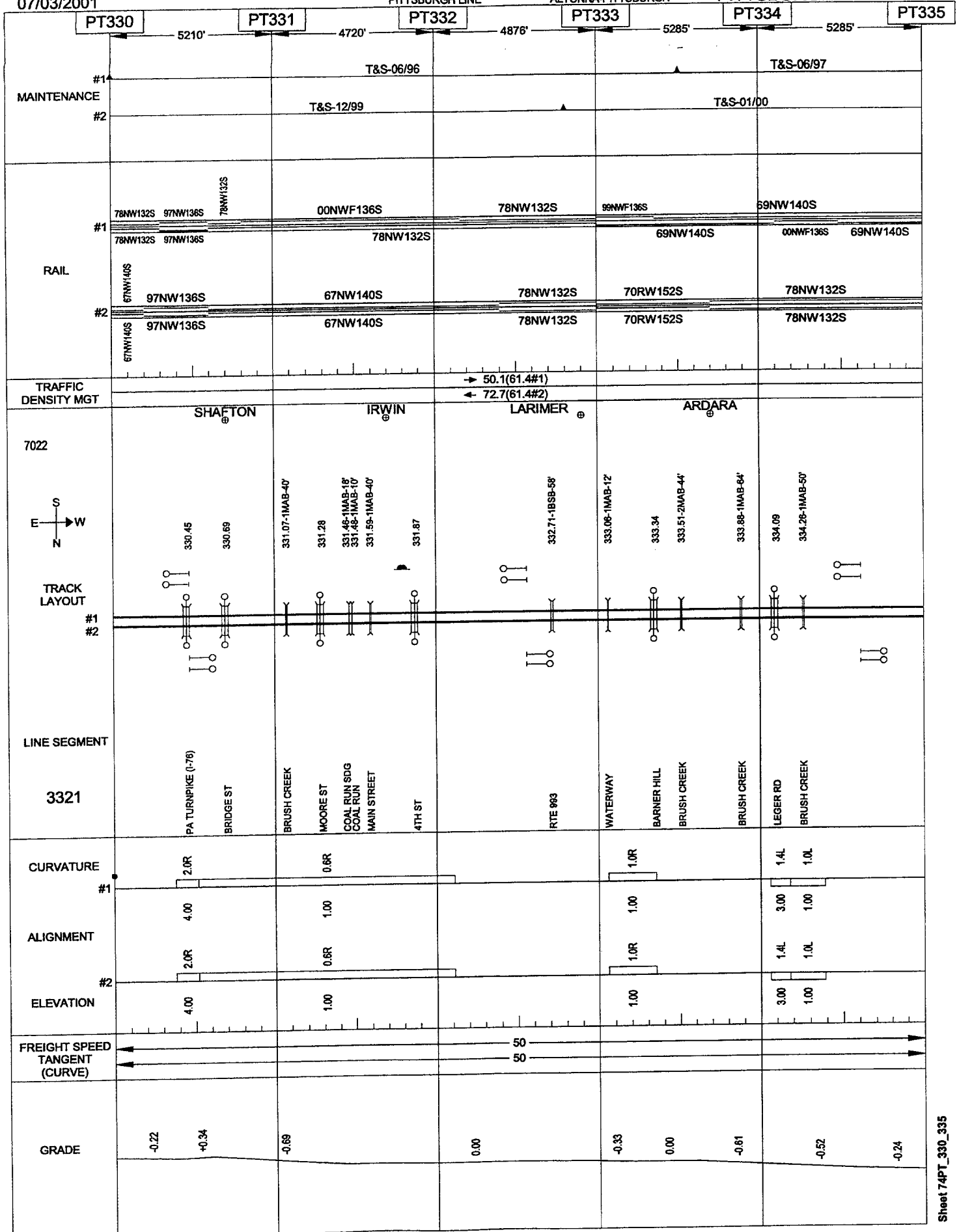


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PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

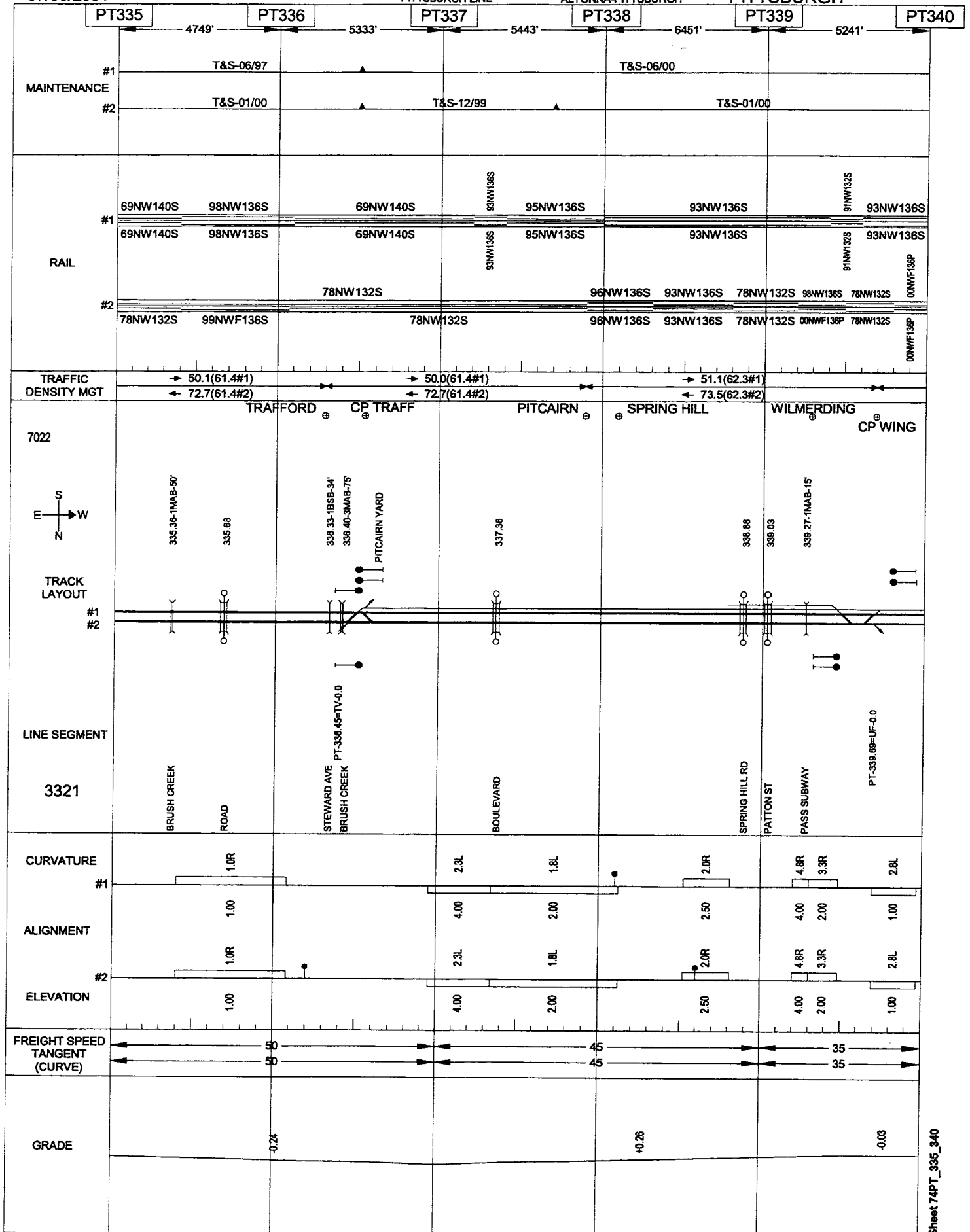


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PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

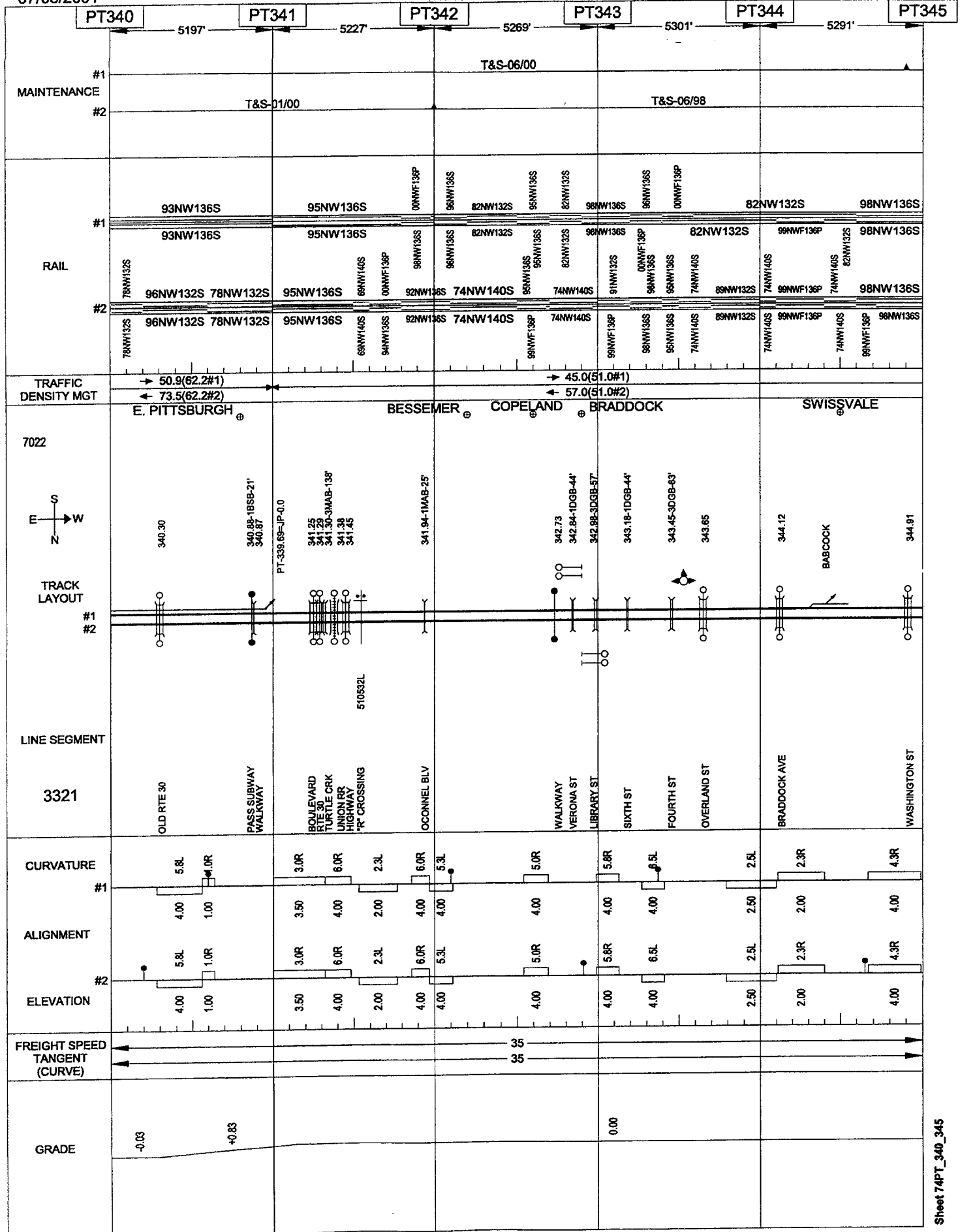


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ALTONNA-PITTSBURGH

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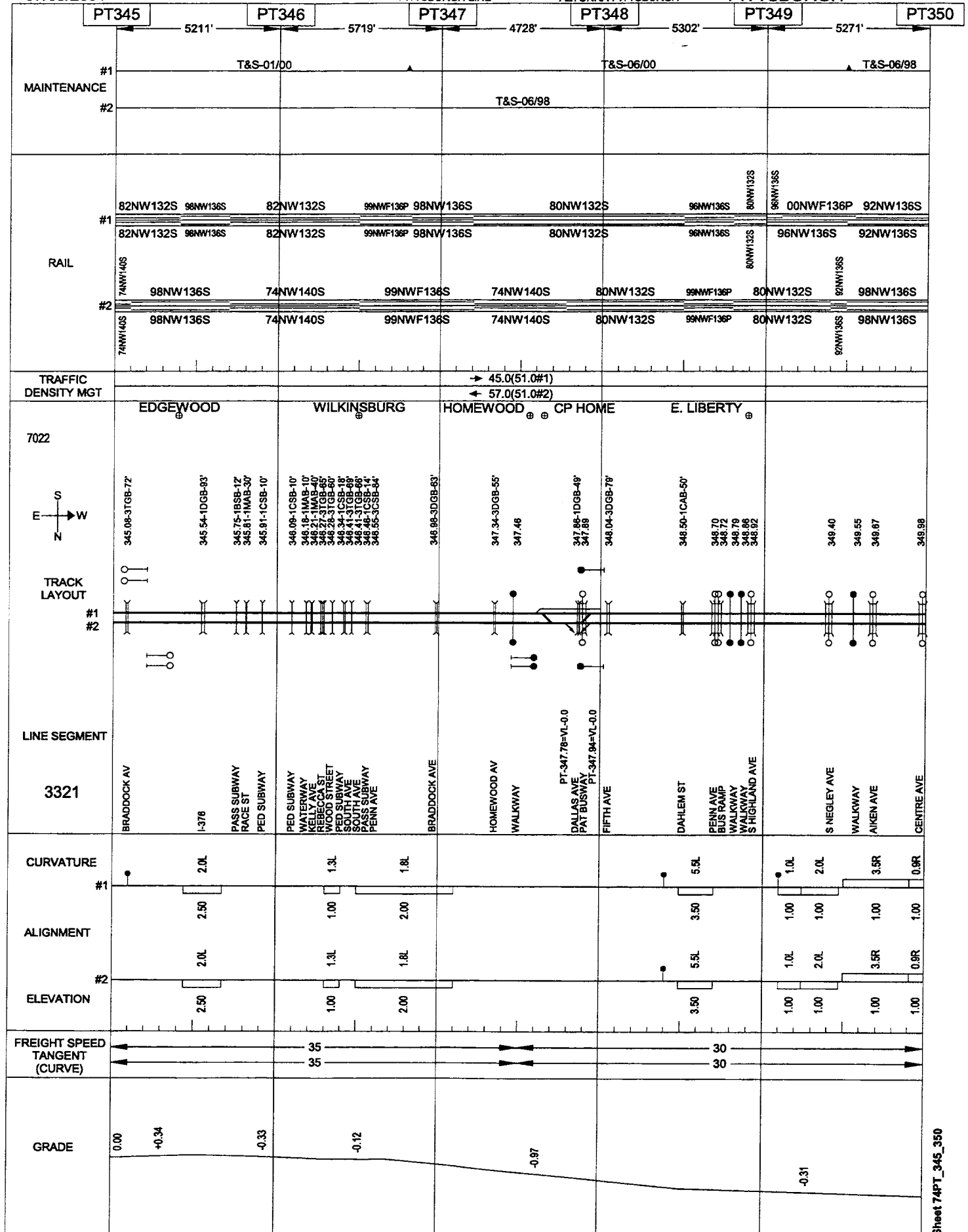


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PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH



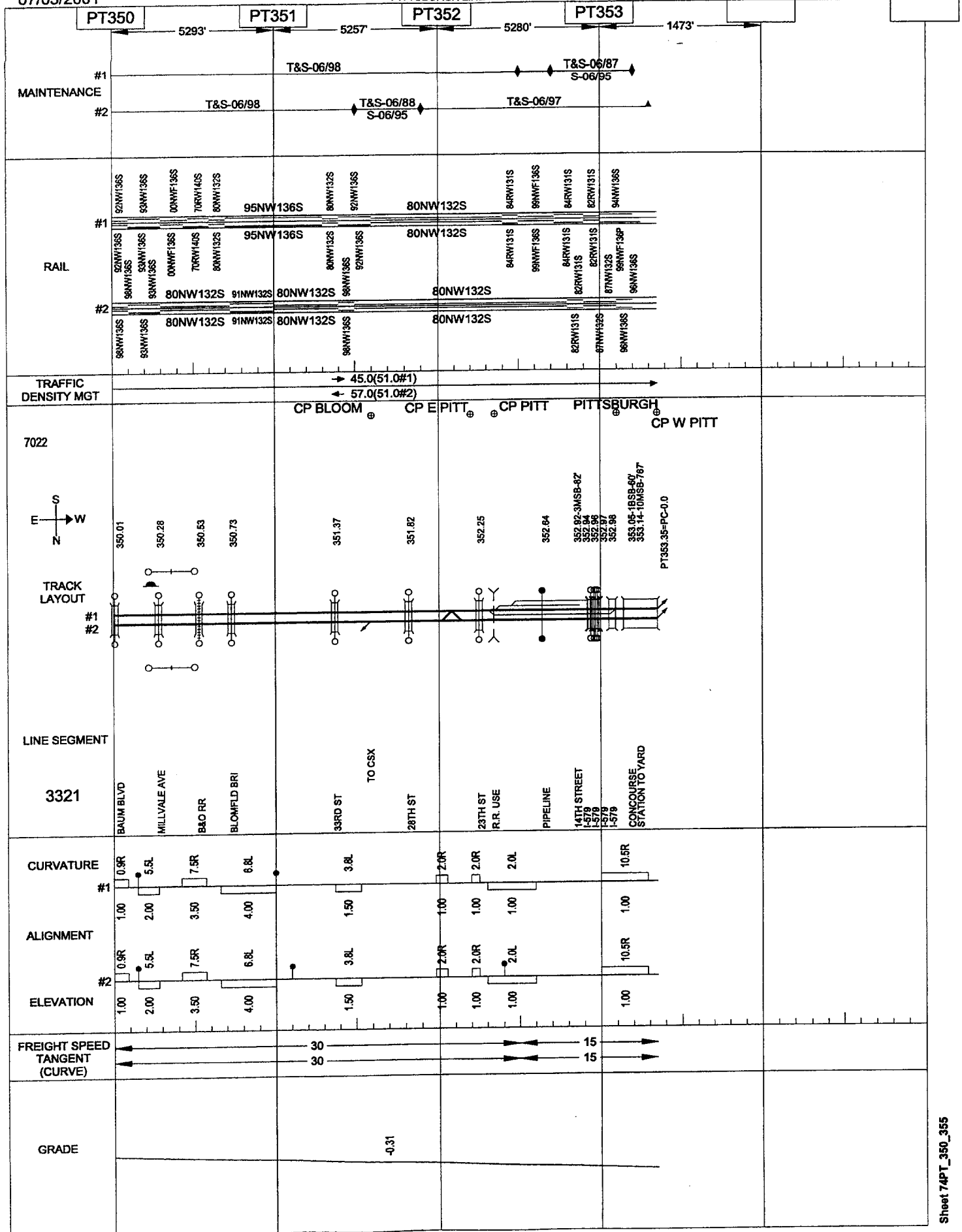
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161

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

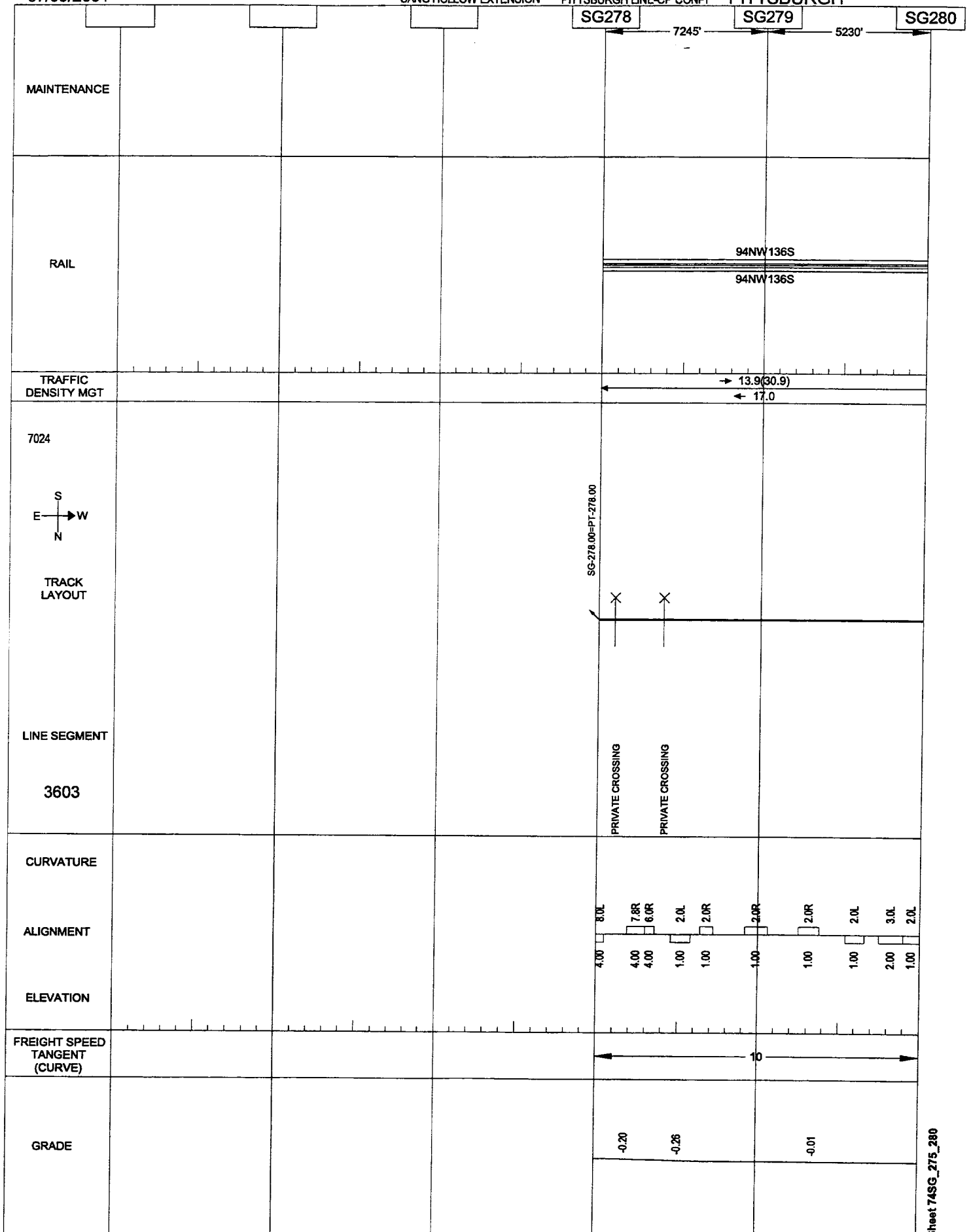


07/09/2001

SANG HOLLOW EXTENSION

PITTSBURGH LINE-CP CONPI

PITTSBURGH

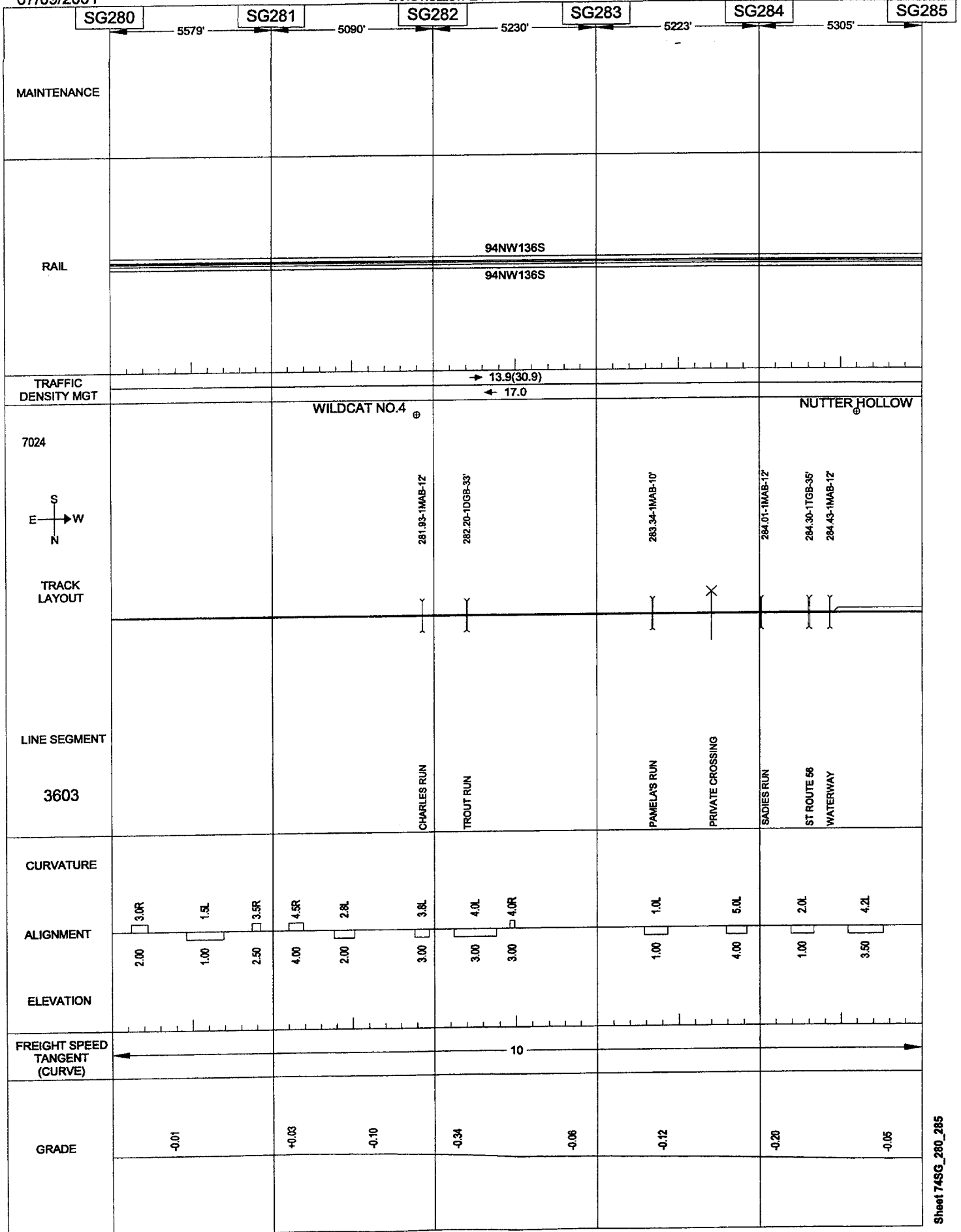


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SANG HOLLOW EXTENSION

PITTSBURGH LINE-CP CONPI

PITTSBURGH

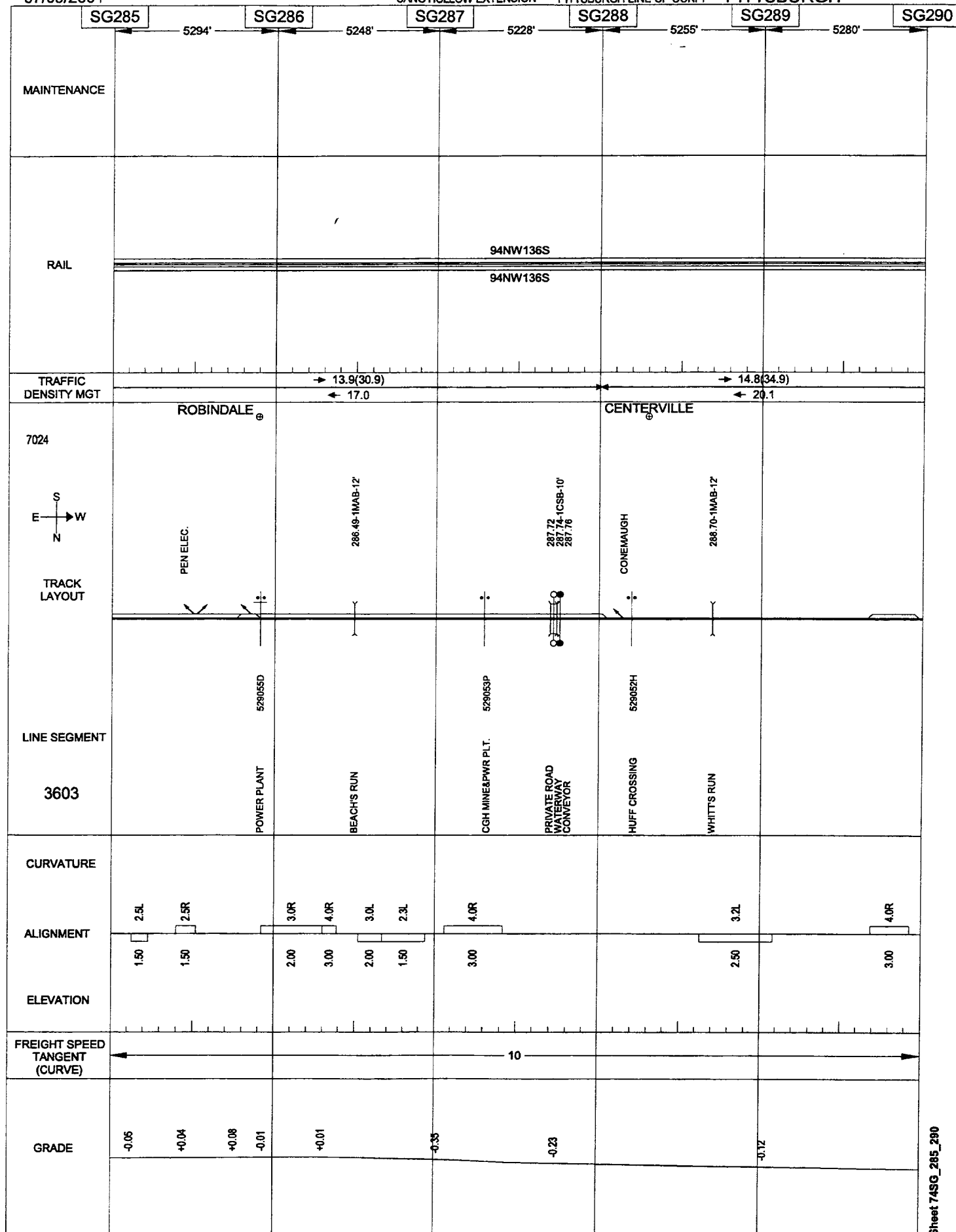


07/09/2001

SANG HOLLOW EXTENSION

PITTSBURGH LINE-CP CONPI

PITTSBURGH



07/09/2001

SANG HOLLOW EXTENSION

PITTSBURGH LINE-CP CONPI

PITTSBURGH

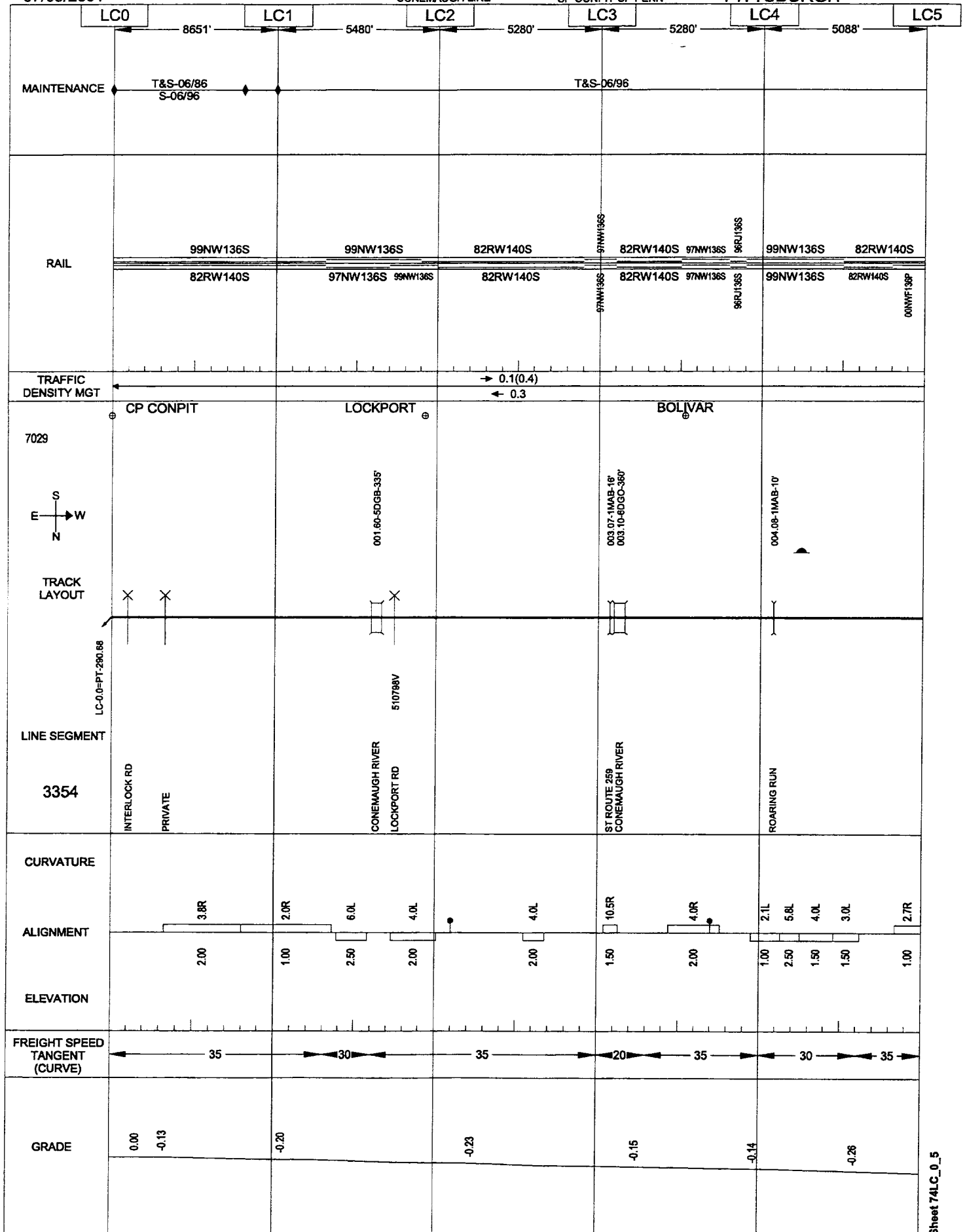
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MAINTENANCE							
RAIL							
TRAFFIC DENSITY MGT	20.1						
7024	CP CONPIT						
	SG-290.20=PT-290.20						
TRACK LAYOUT							
LINE SEGMENT							
3603							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	-0.12						

07/03/2001

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

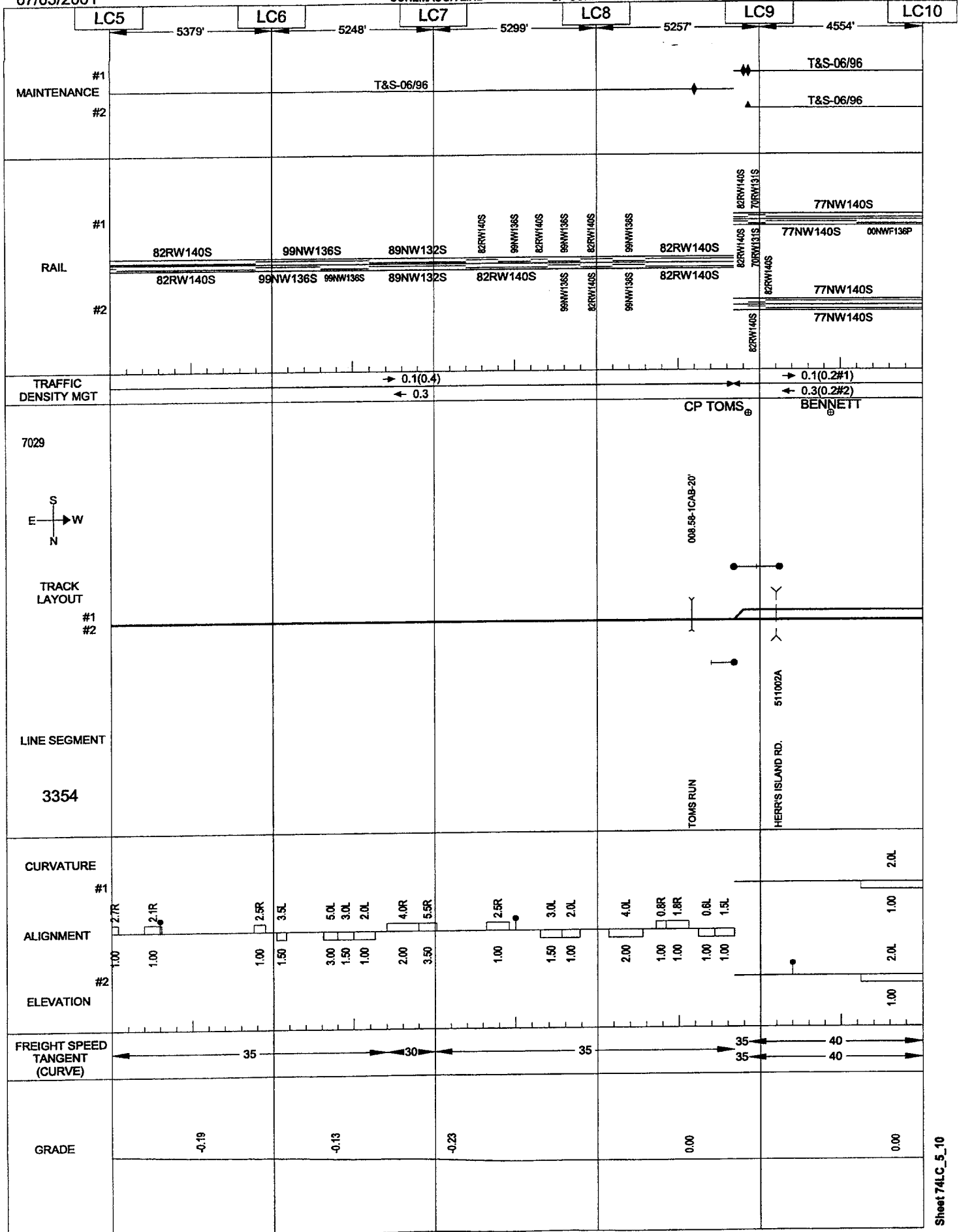


07/03/2001

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

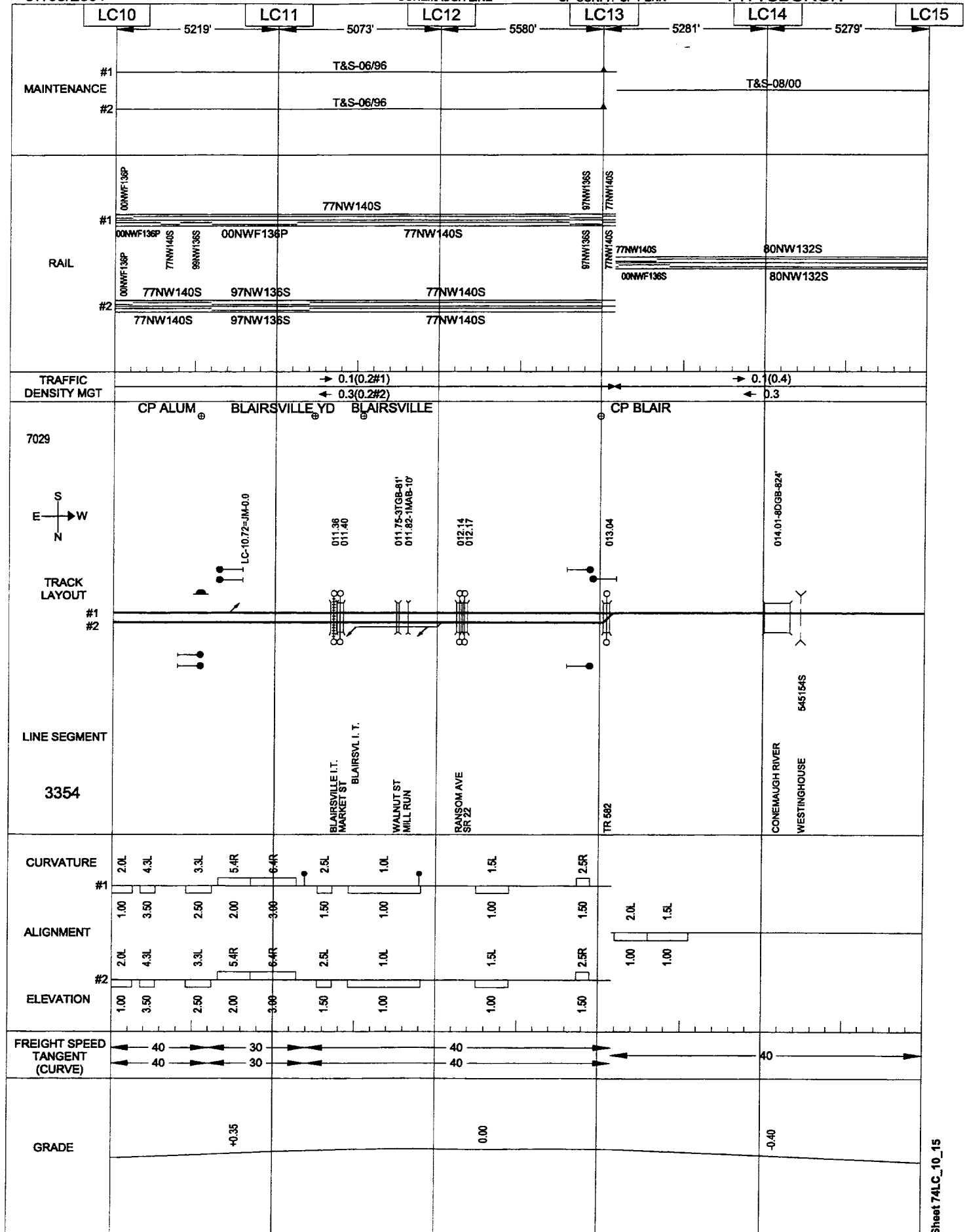


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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

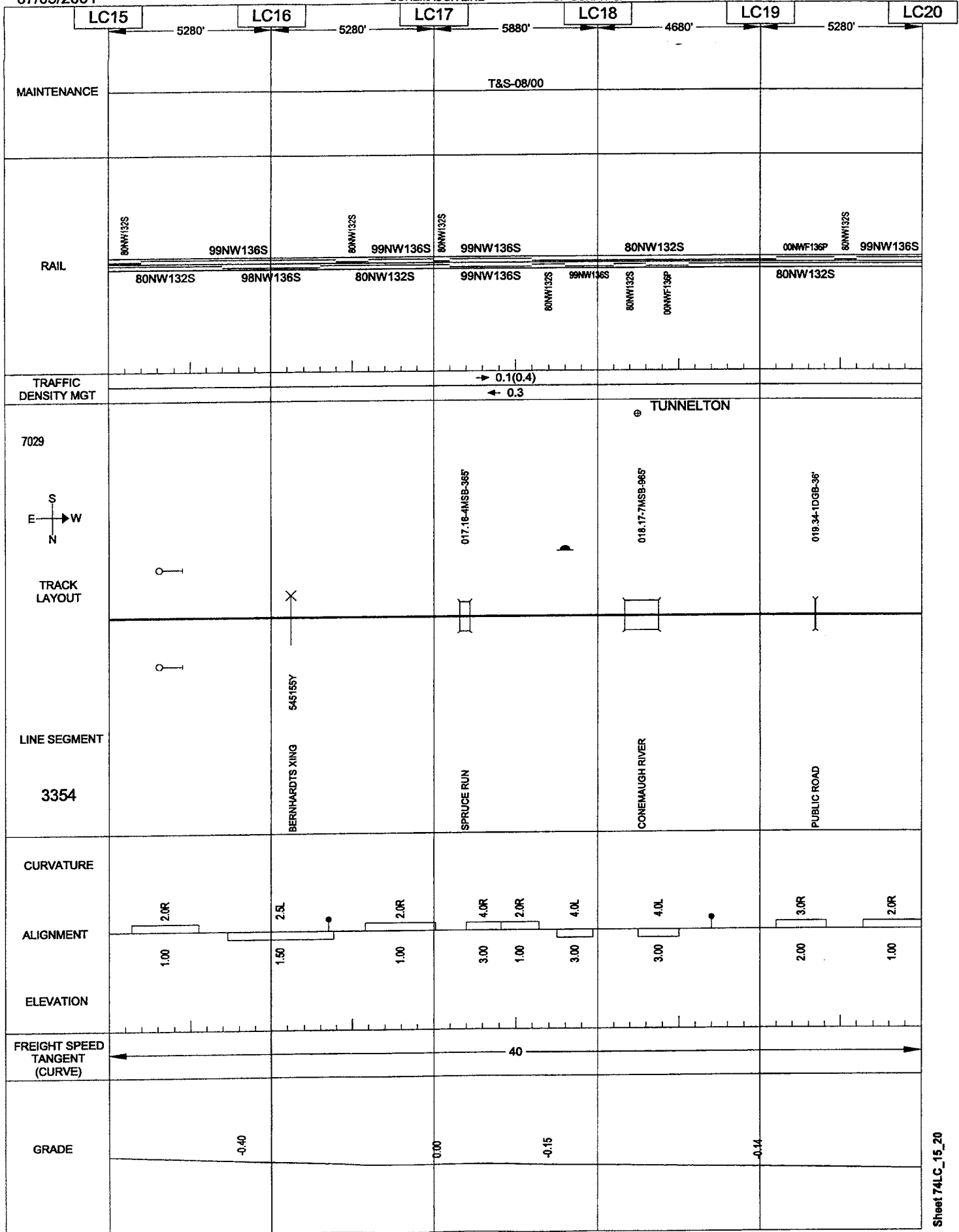


07/03/2001

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

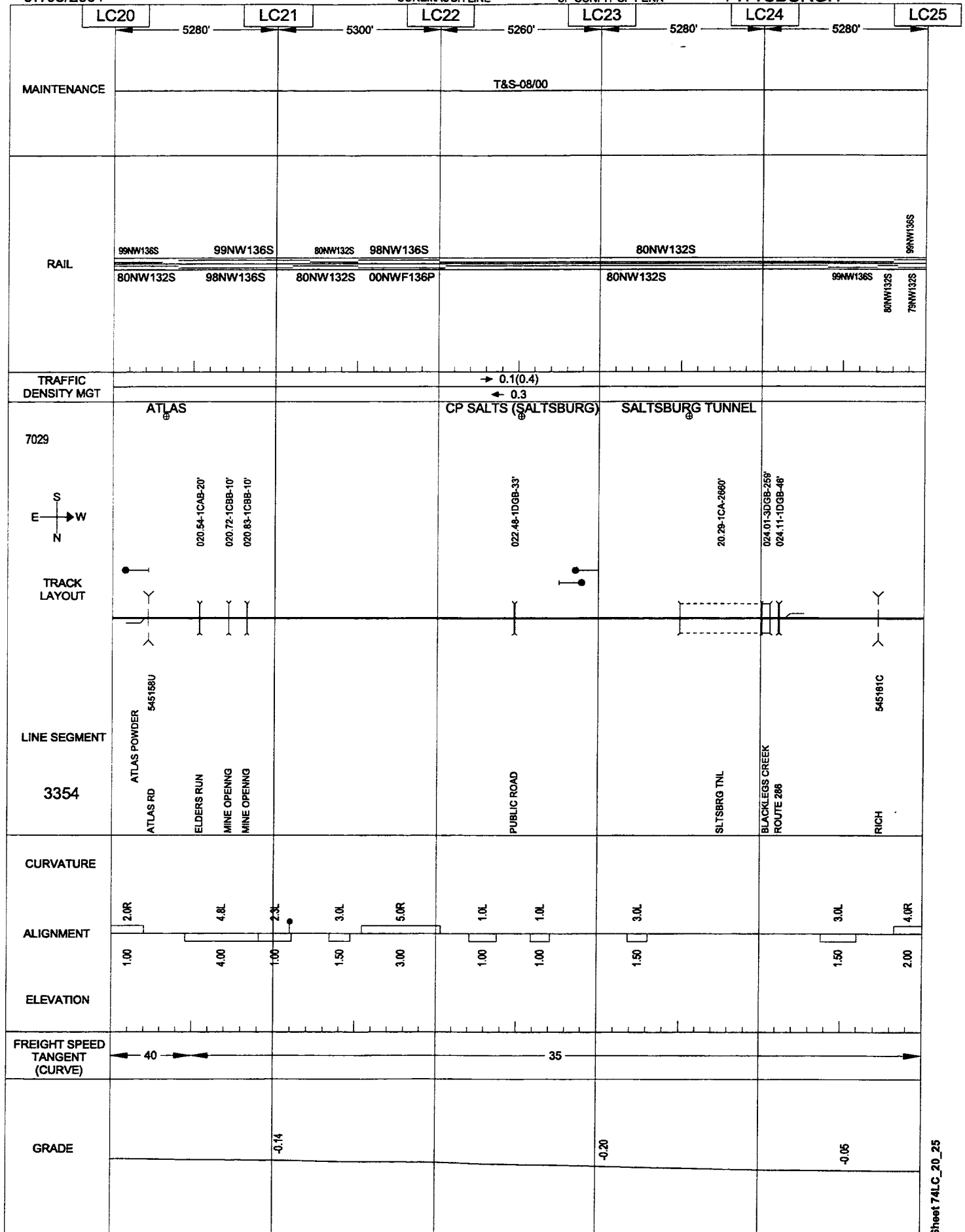


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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

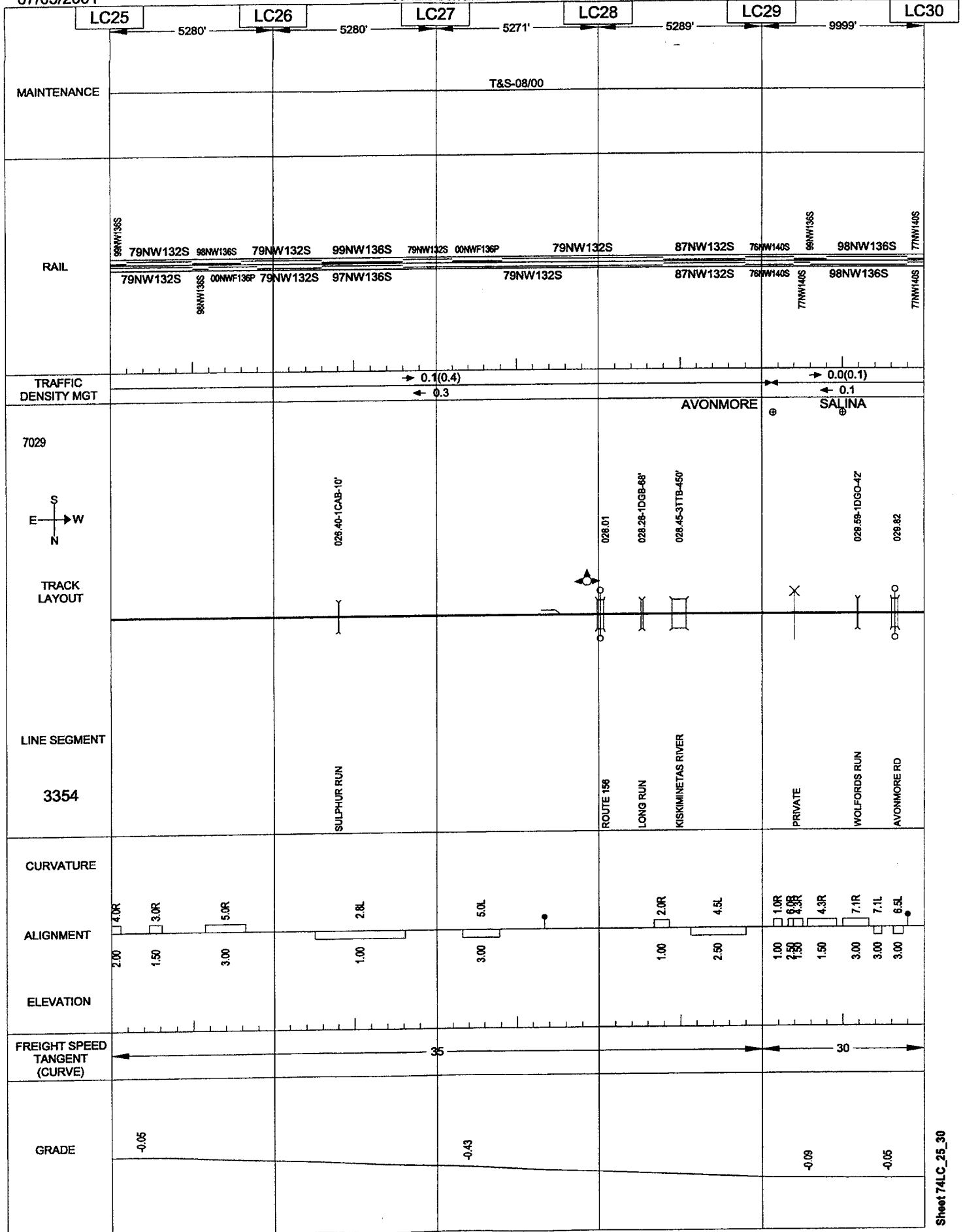


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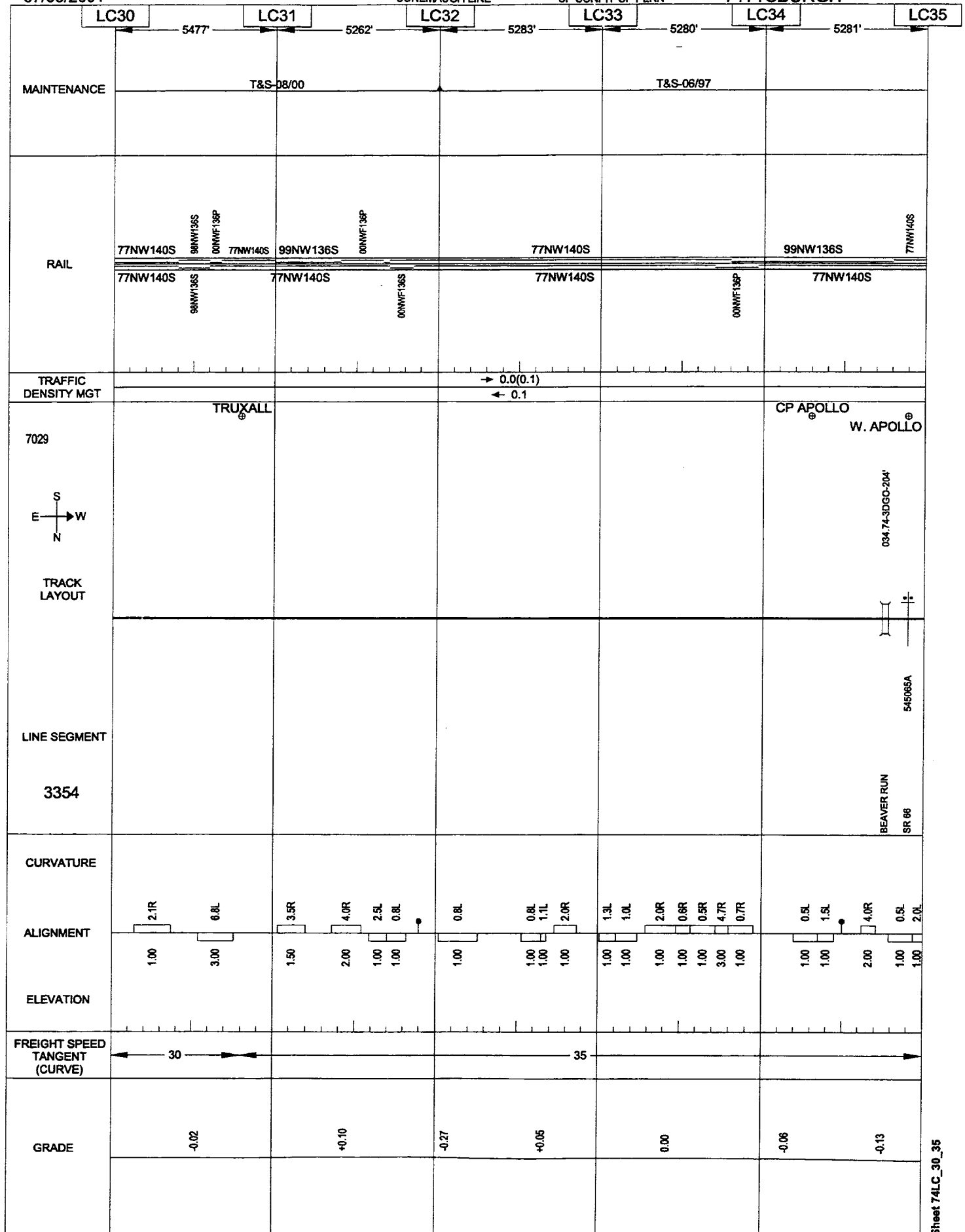


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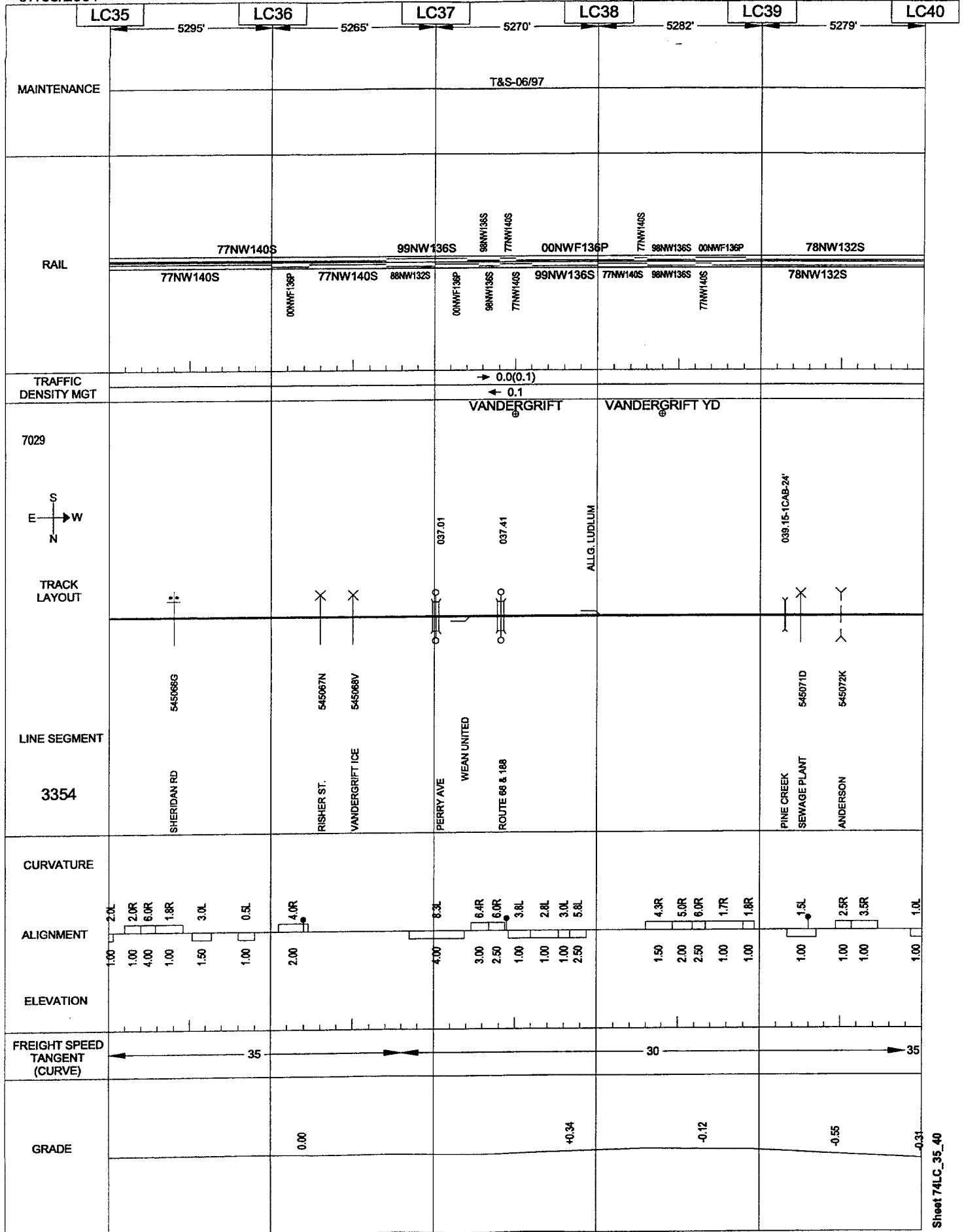


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PITTSBURGH

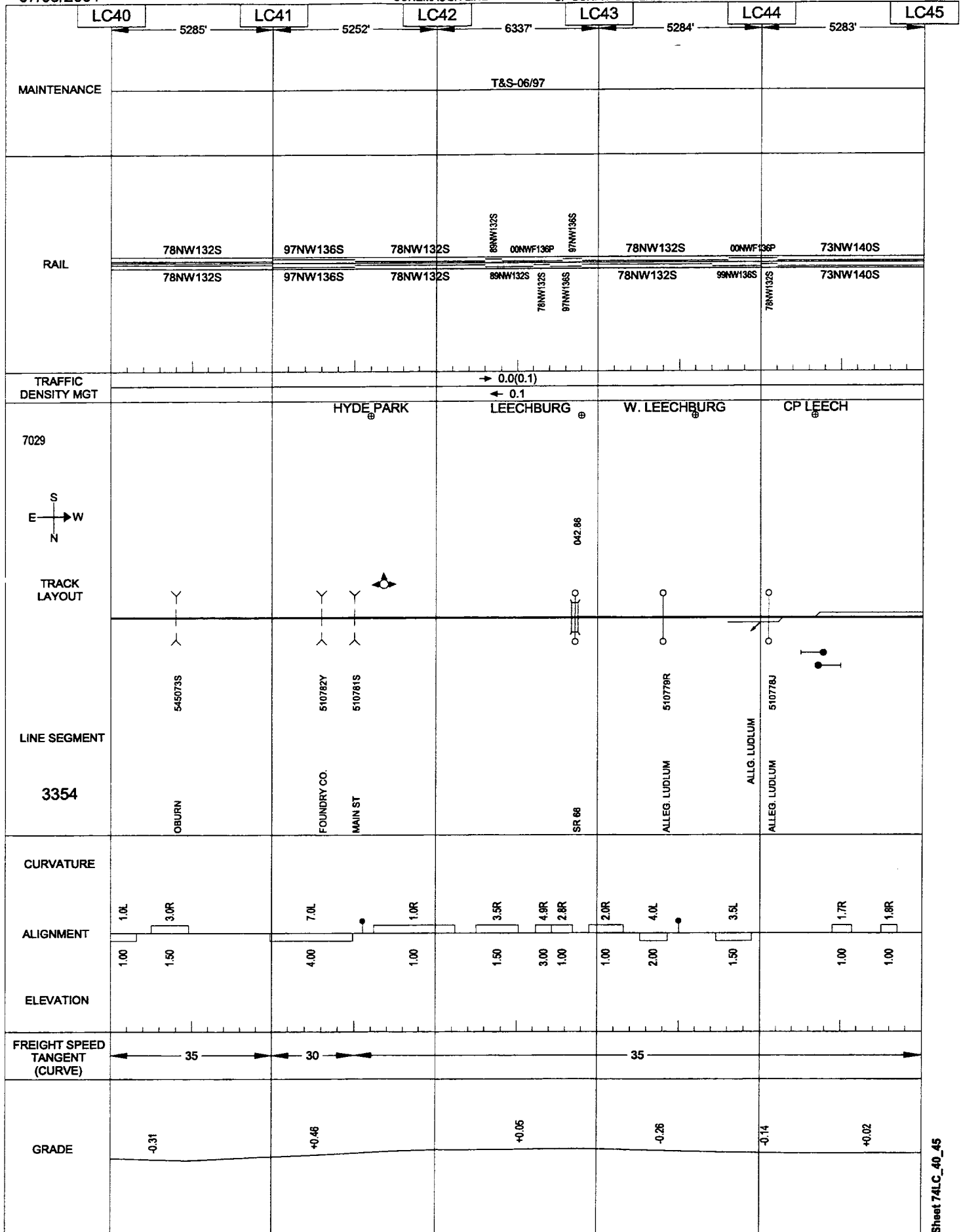


07/03/2001

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

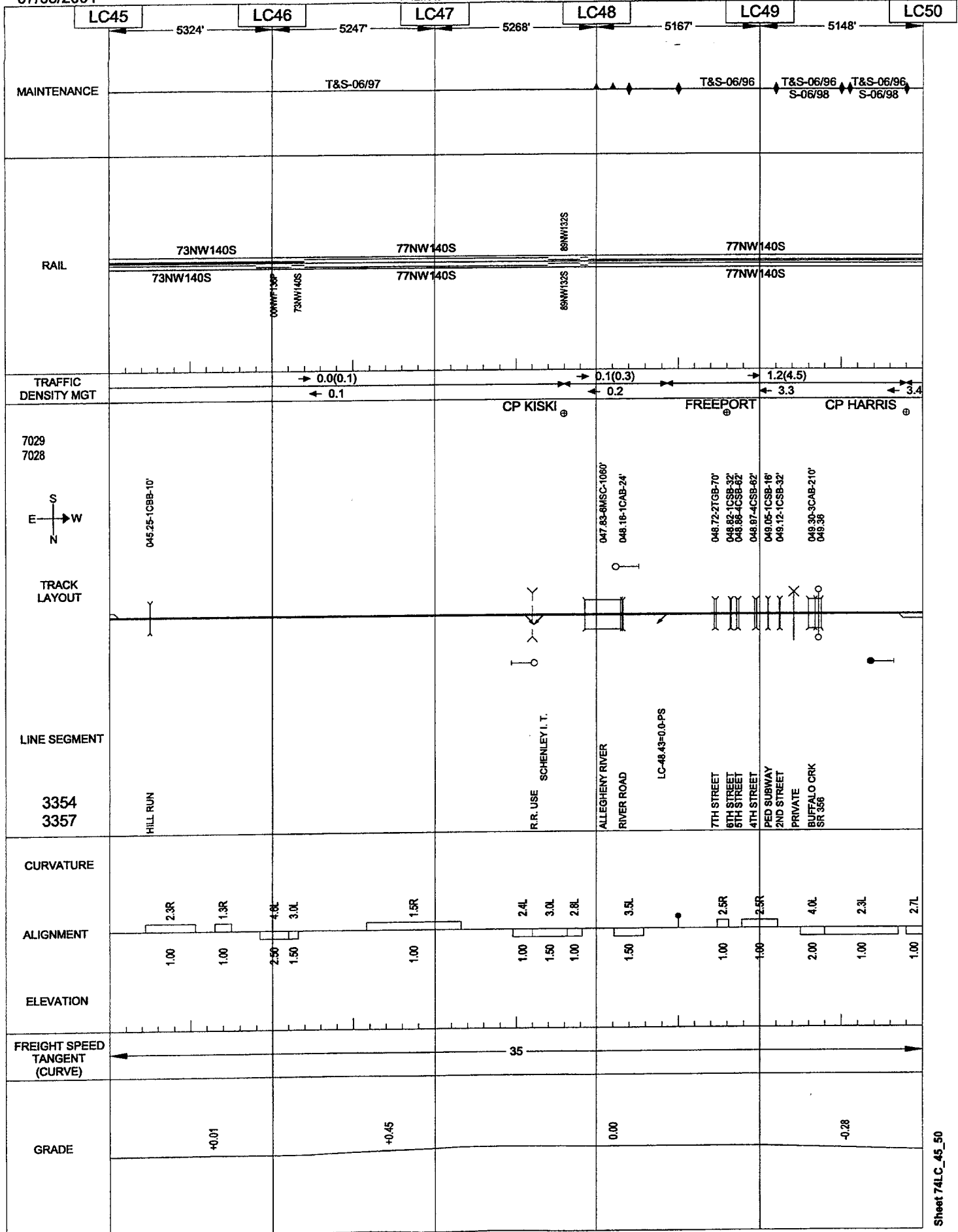


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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

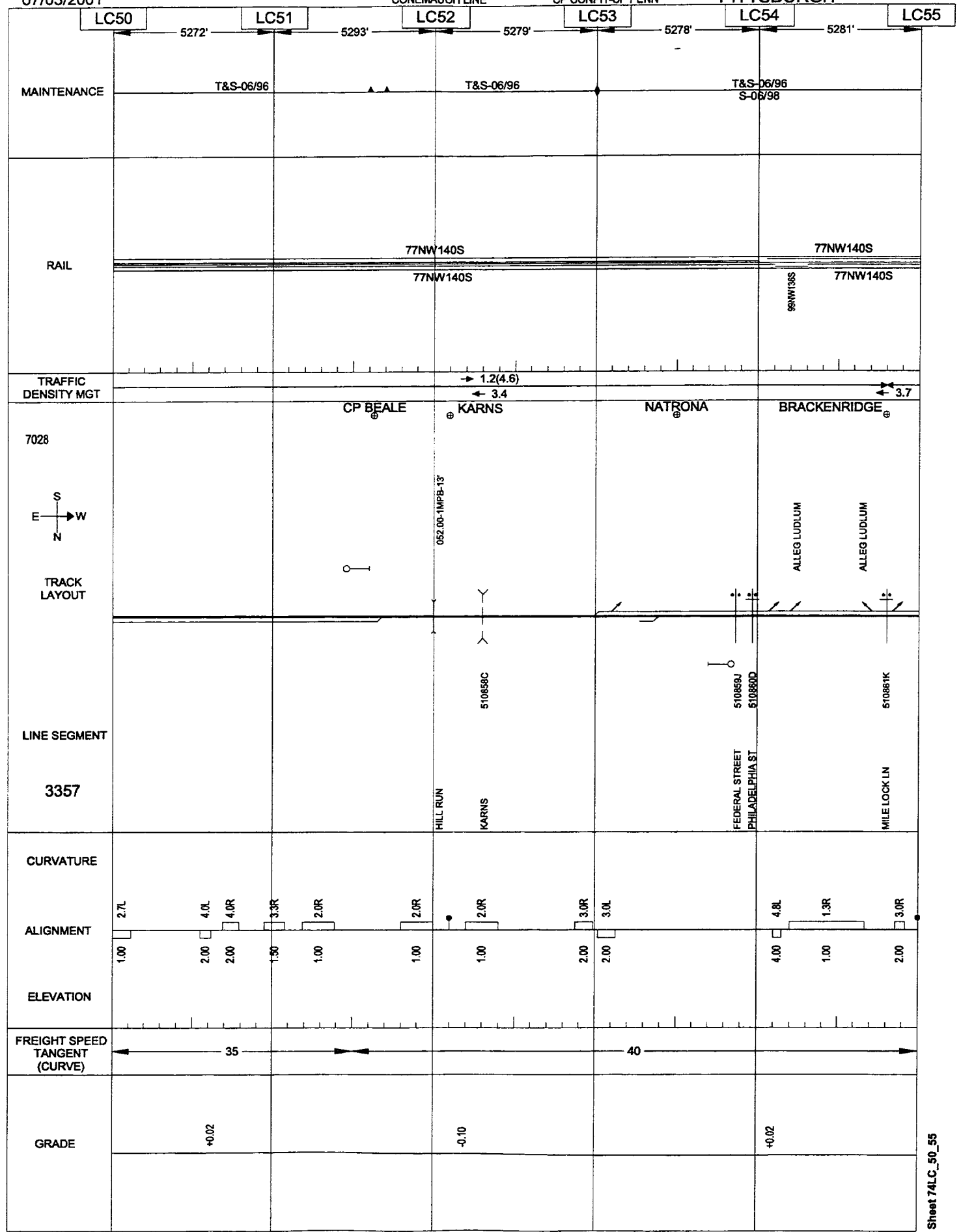


07/03/2001

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



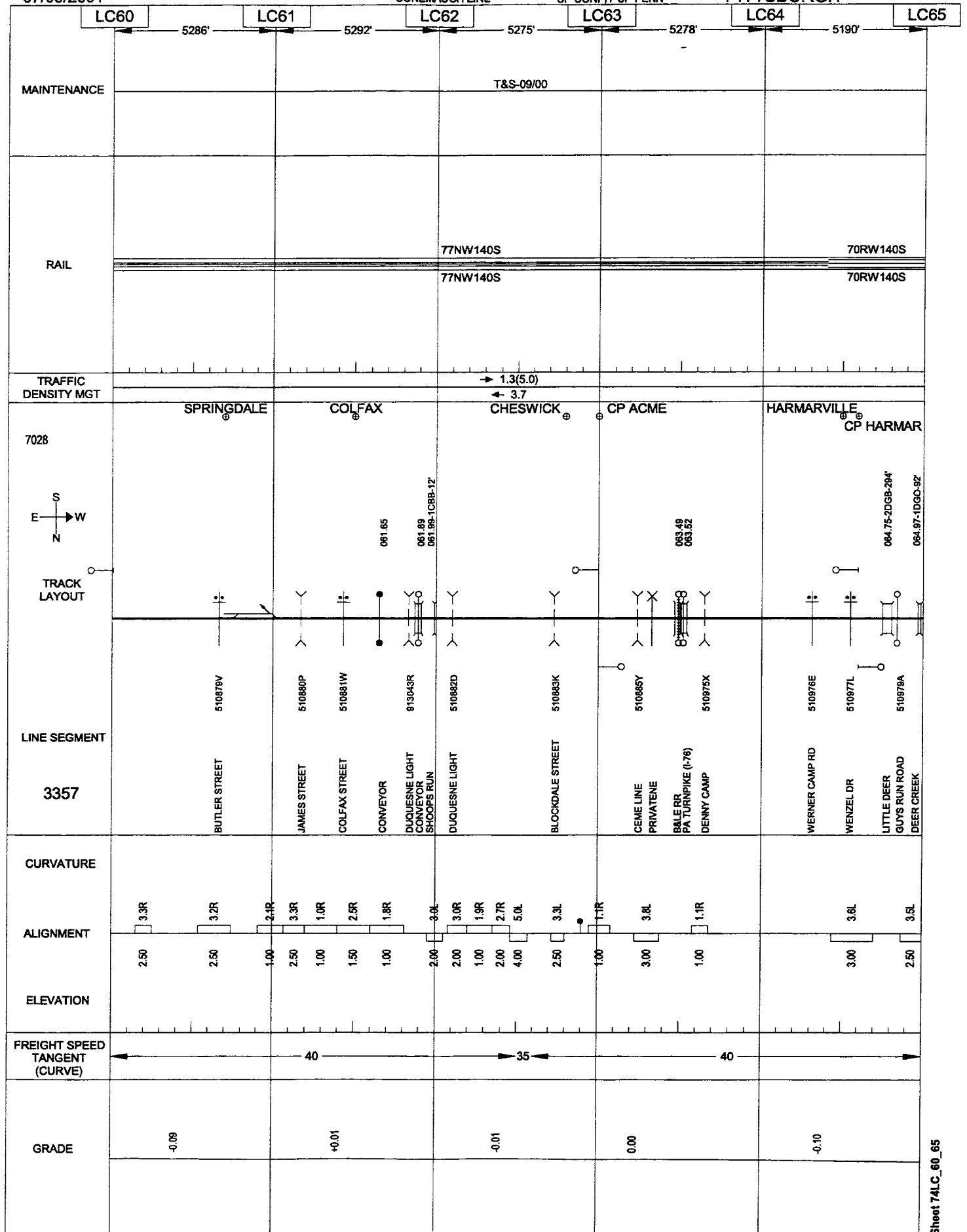
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

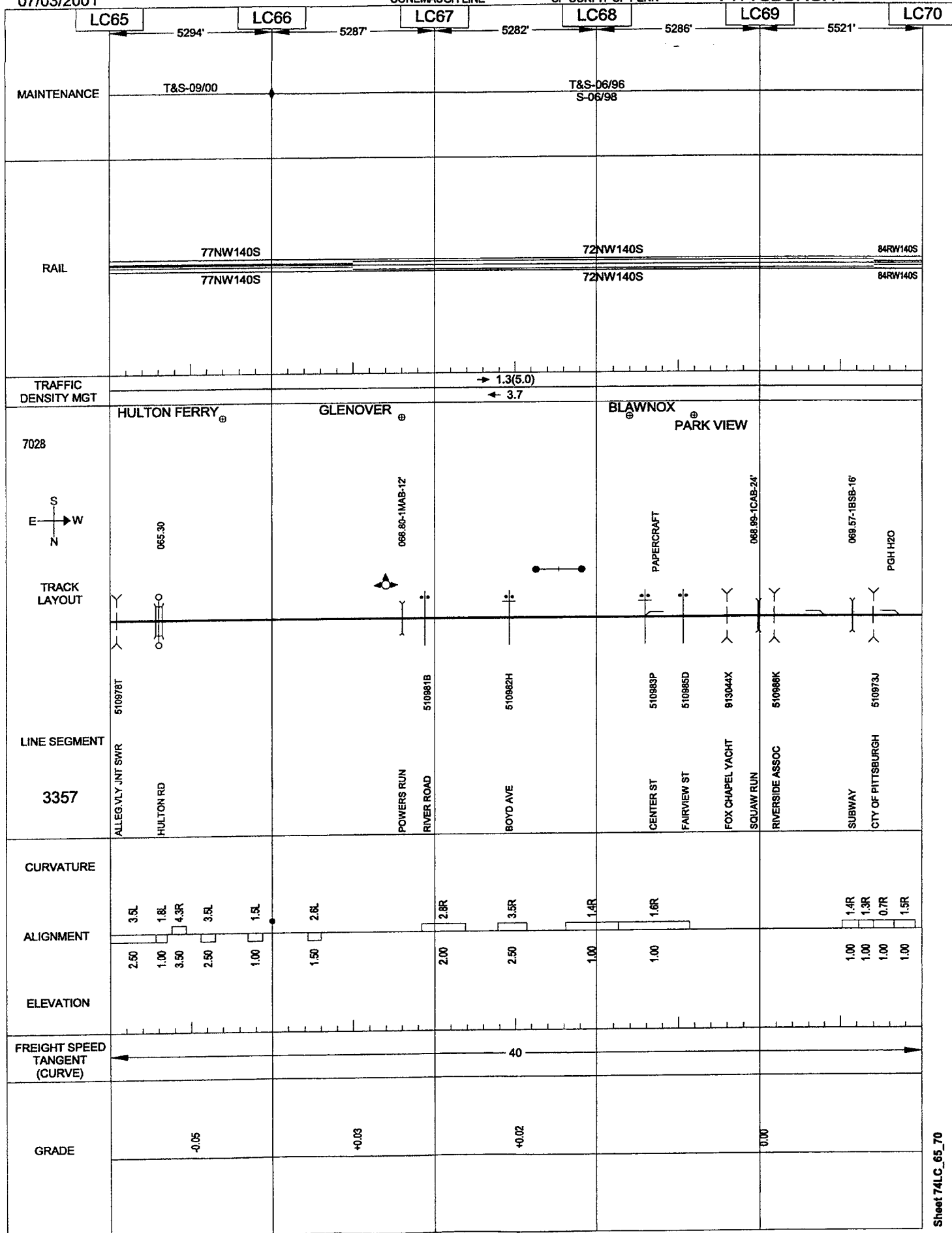


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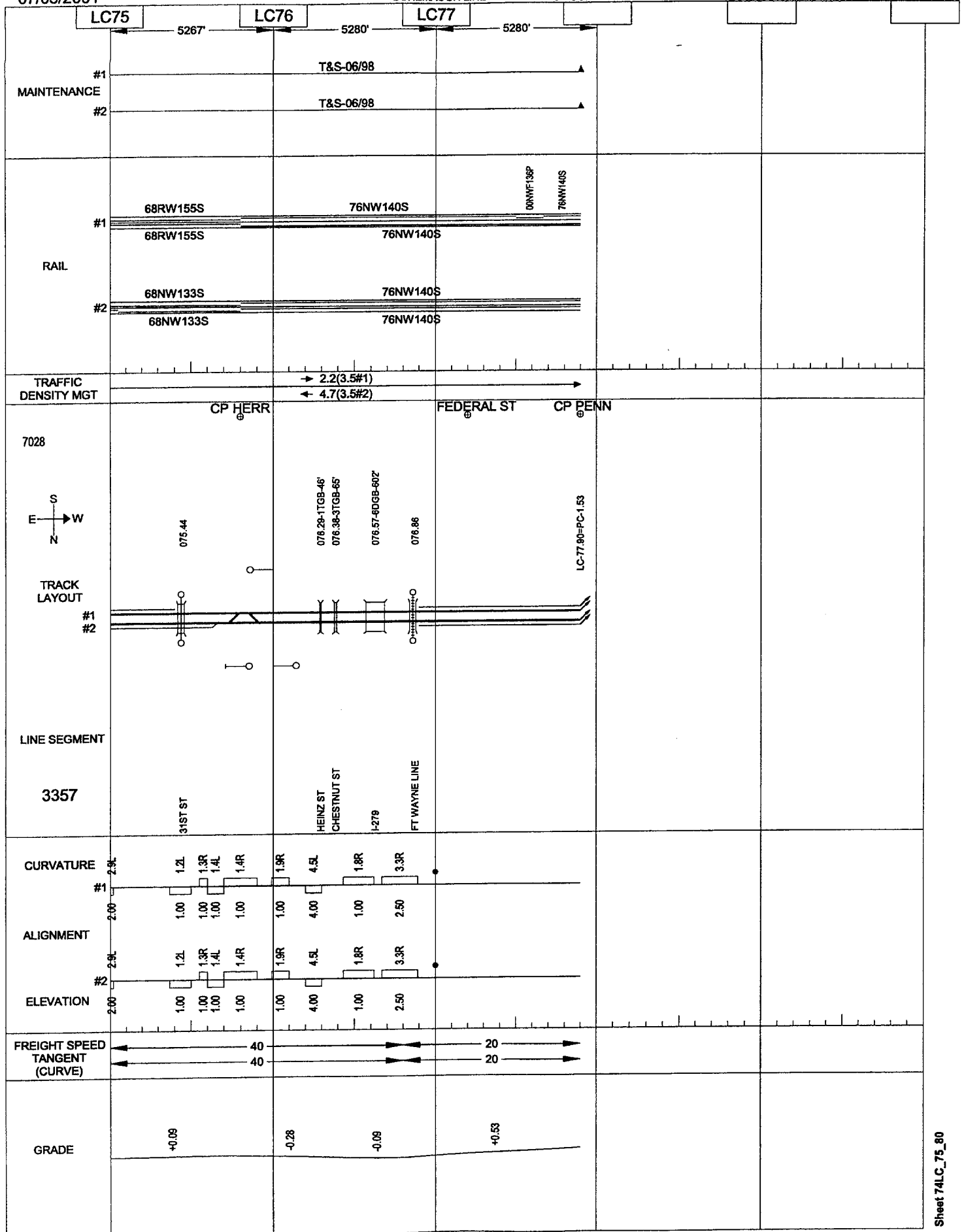
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CONEMAUGH LINE

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PITTSBURGH

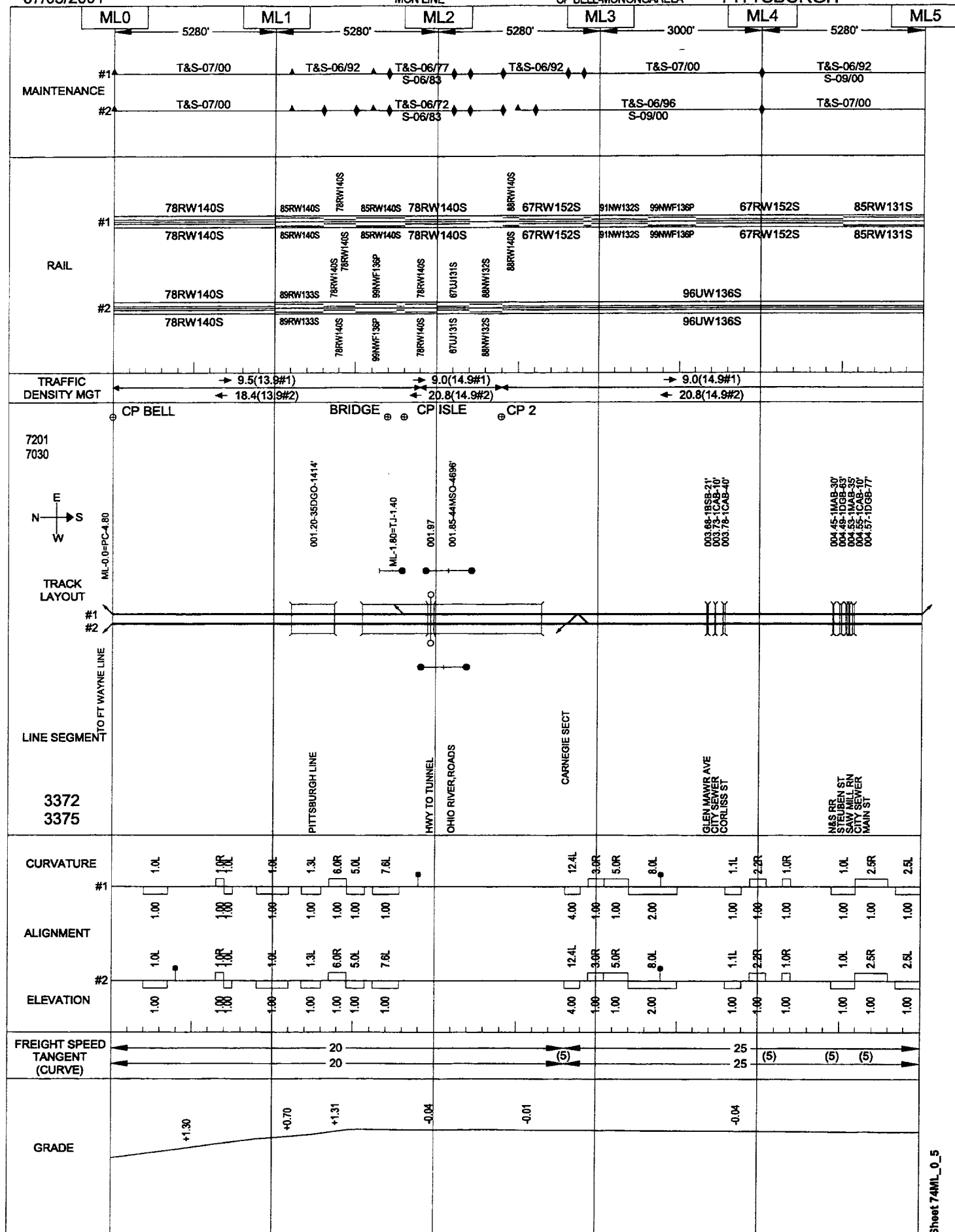


07/03/2001

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

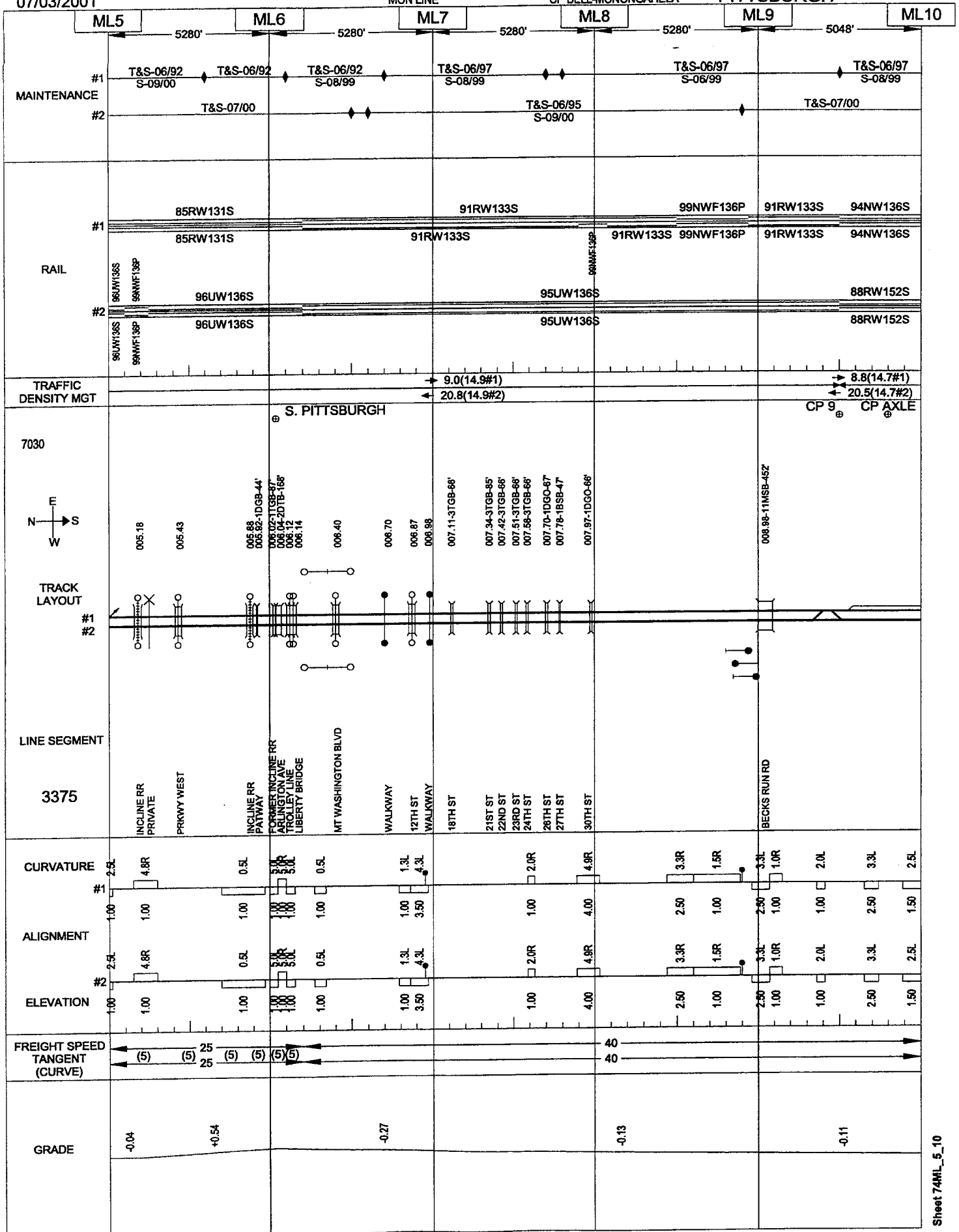


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MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

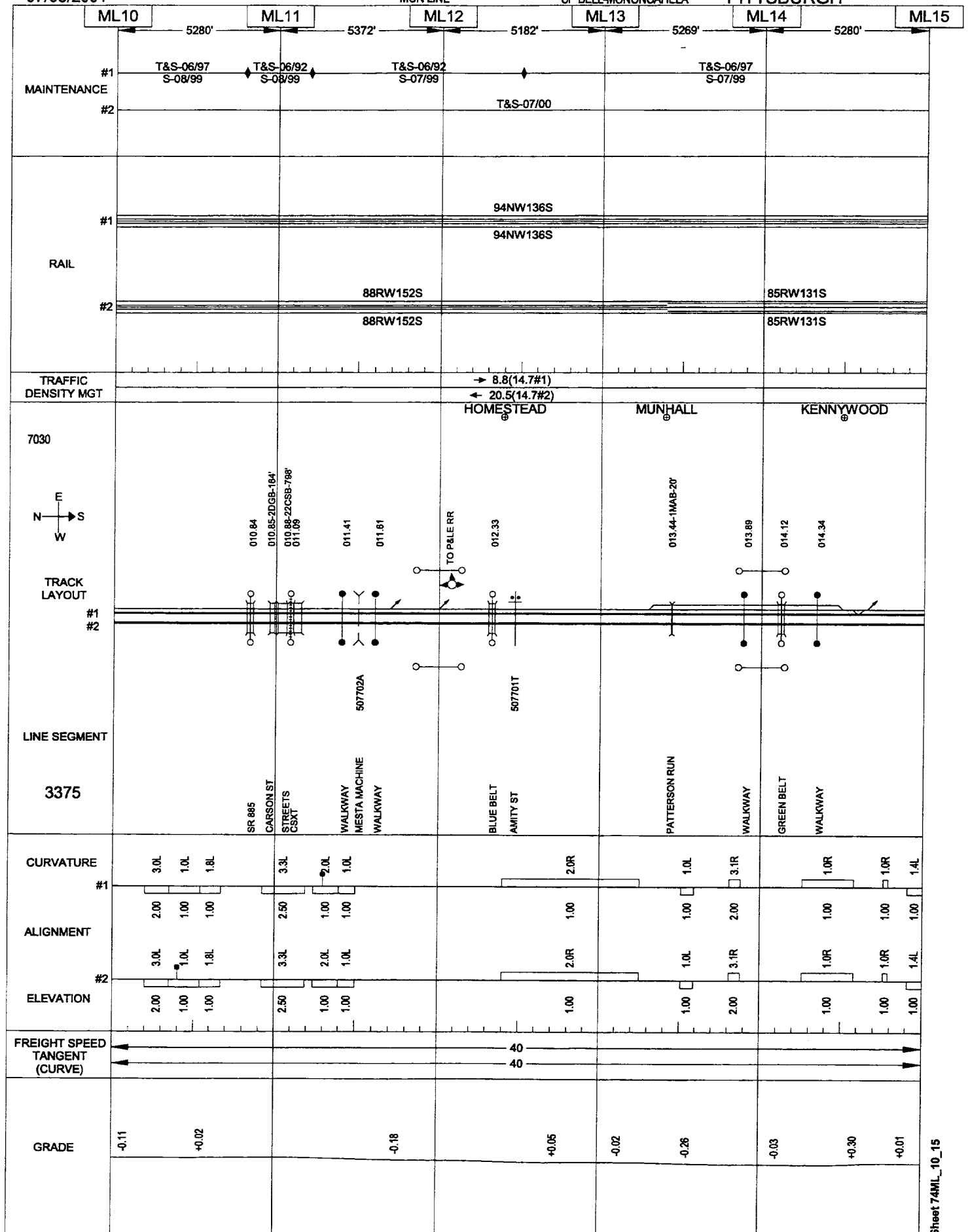


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PITTSBURGH

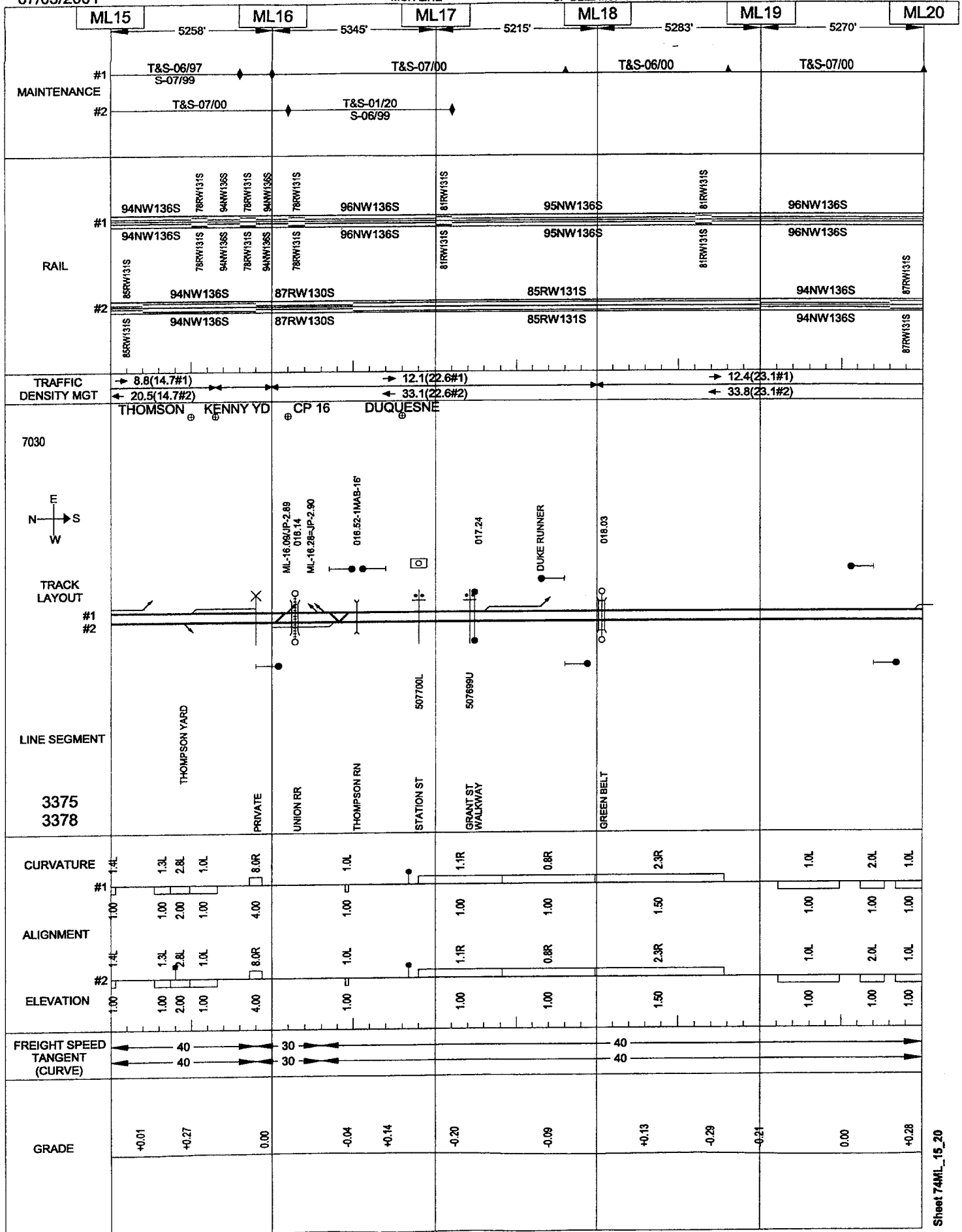


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MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

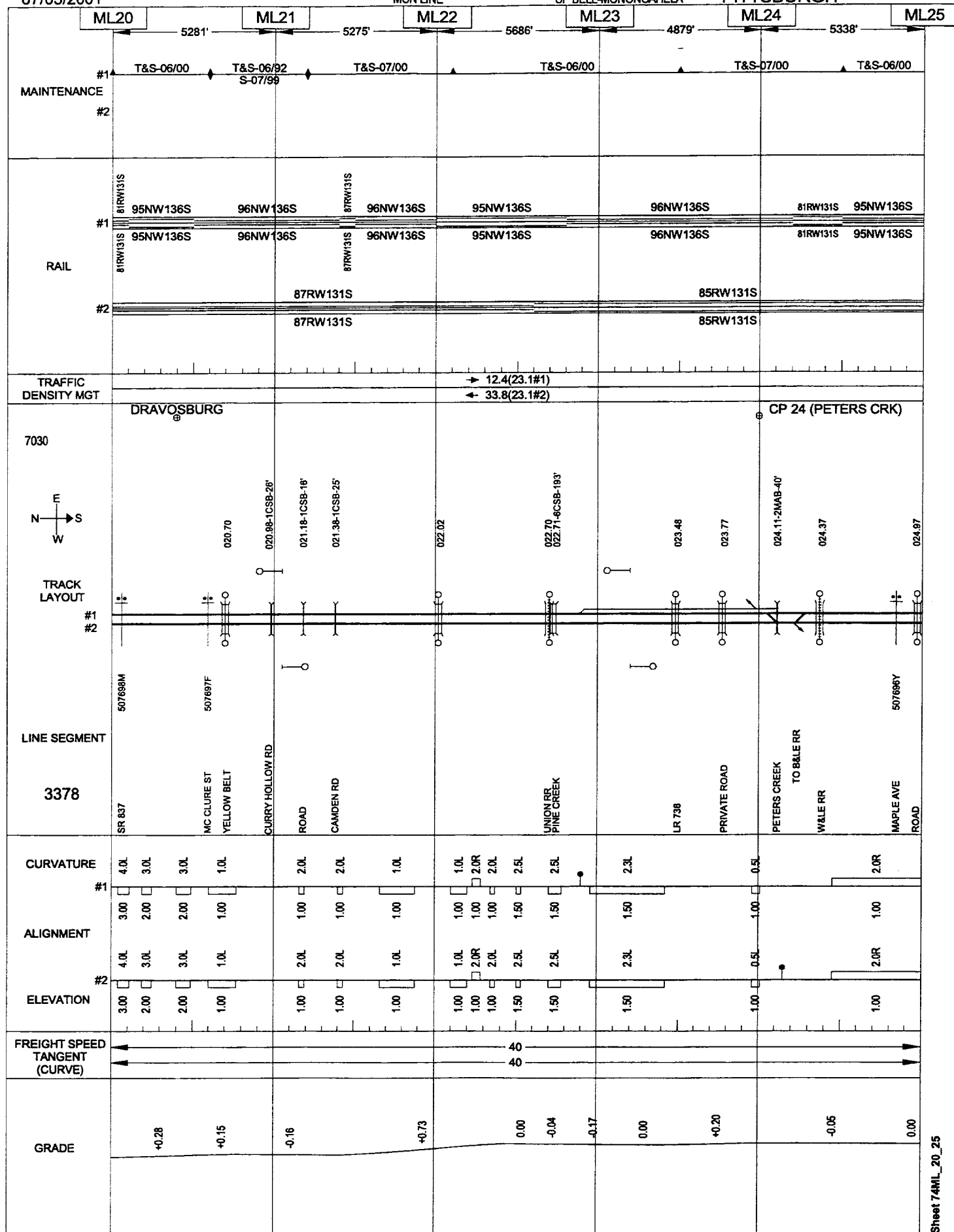


07/03/2001

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

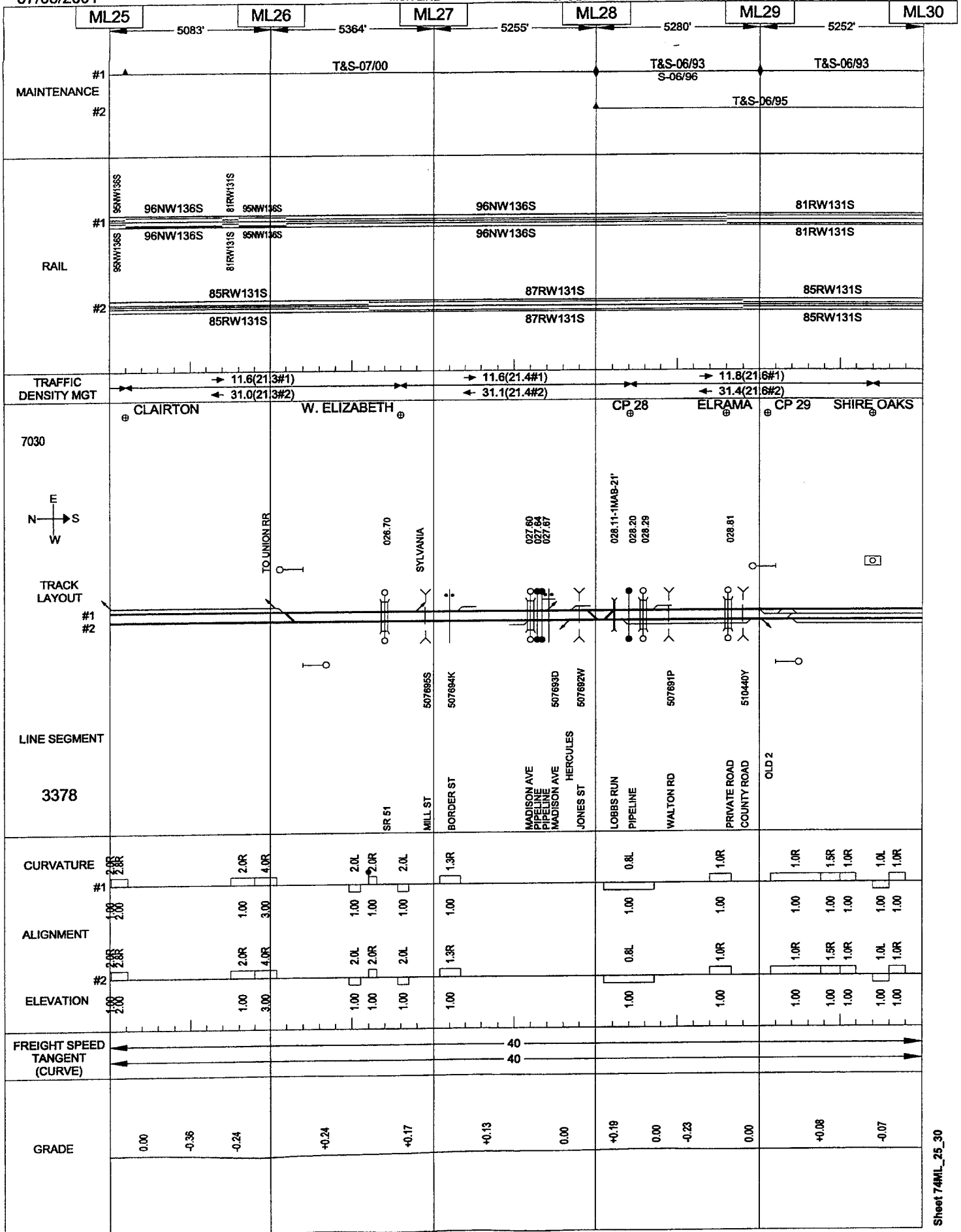


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MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

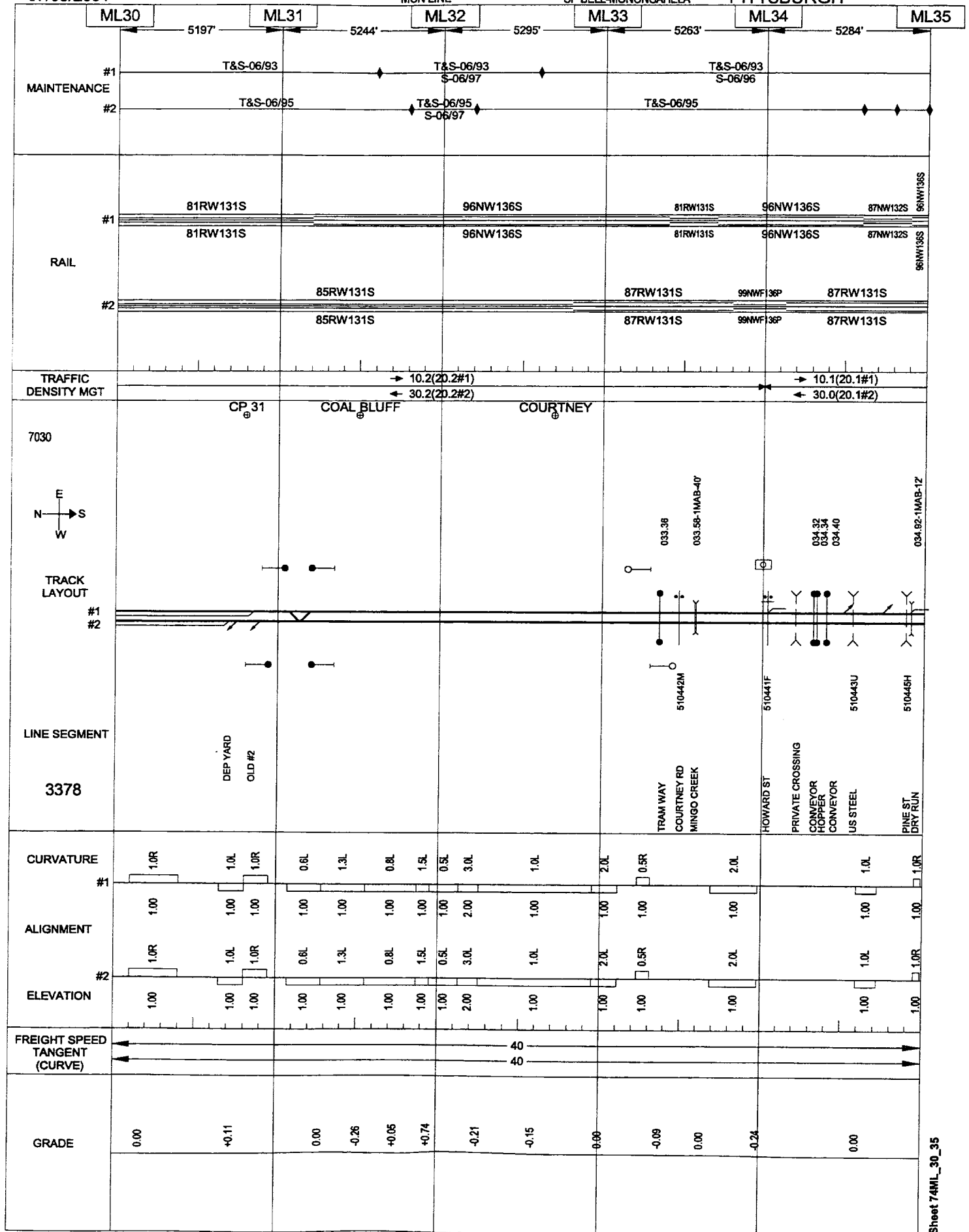


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MON LINE

CP BELL-MONONGAHELA

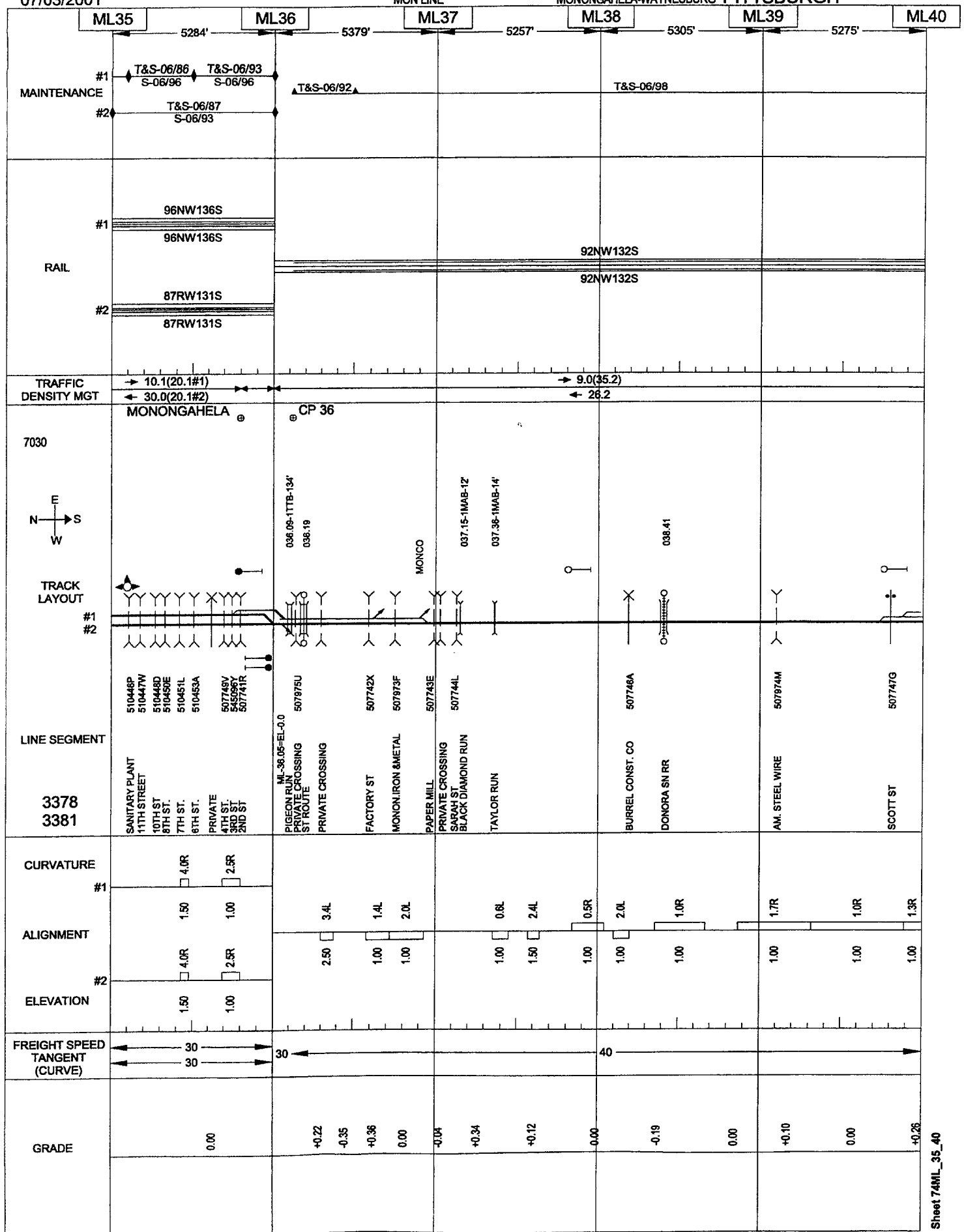
PITTSBURGH



07/03/2001

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

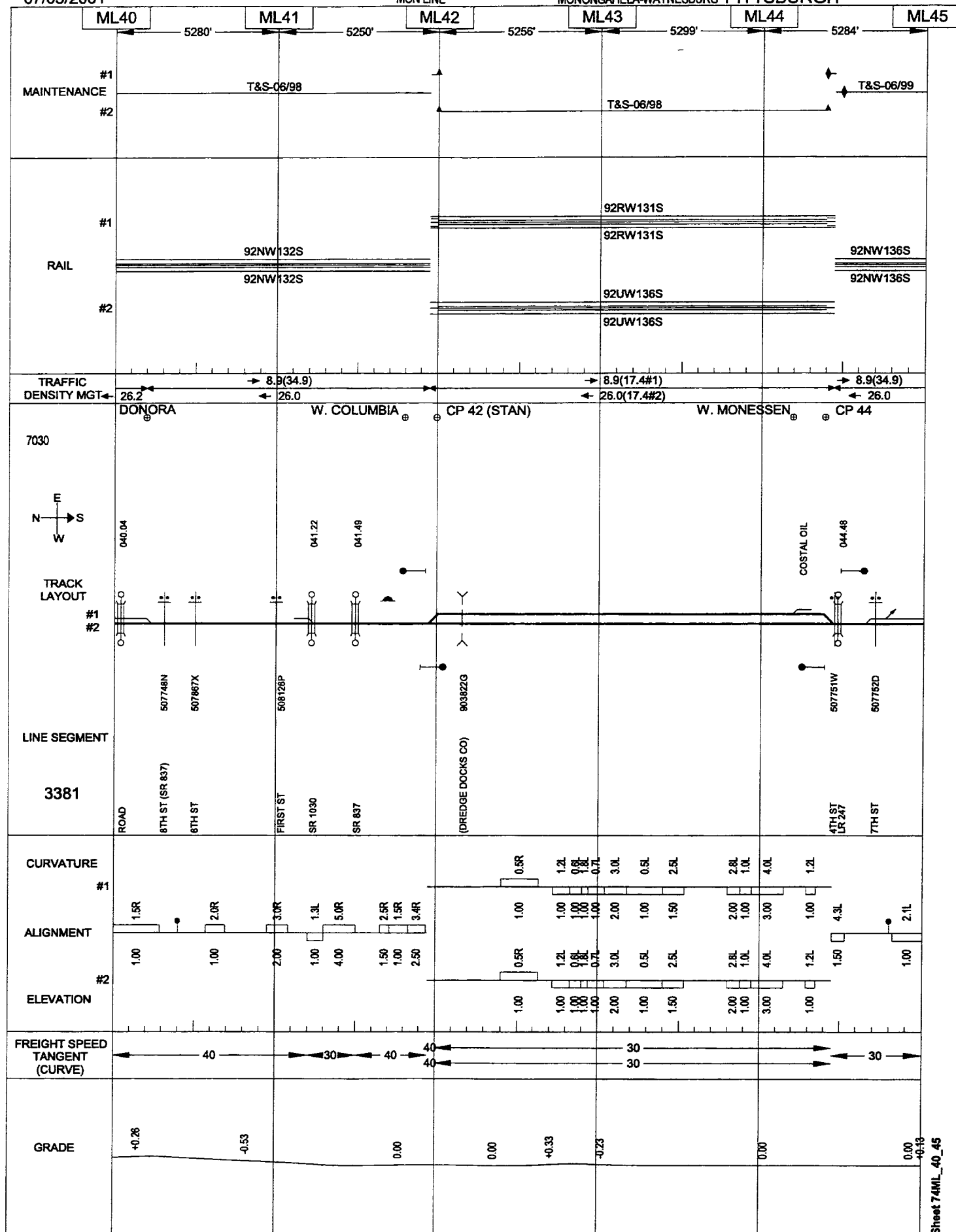


07/03/2001

190

MON LINE

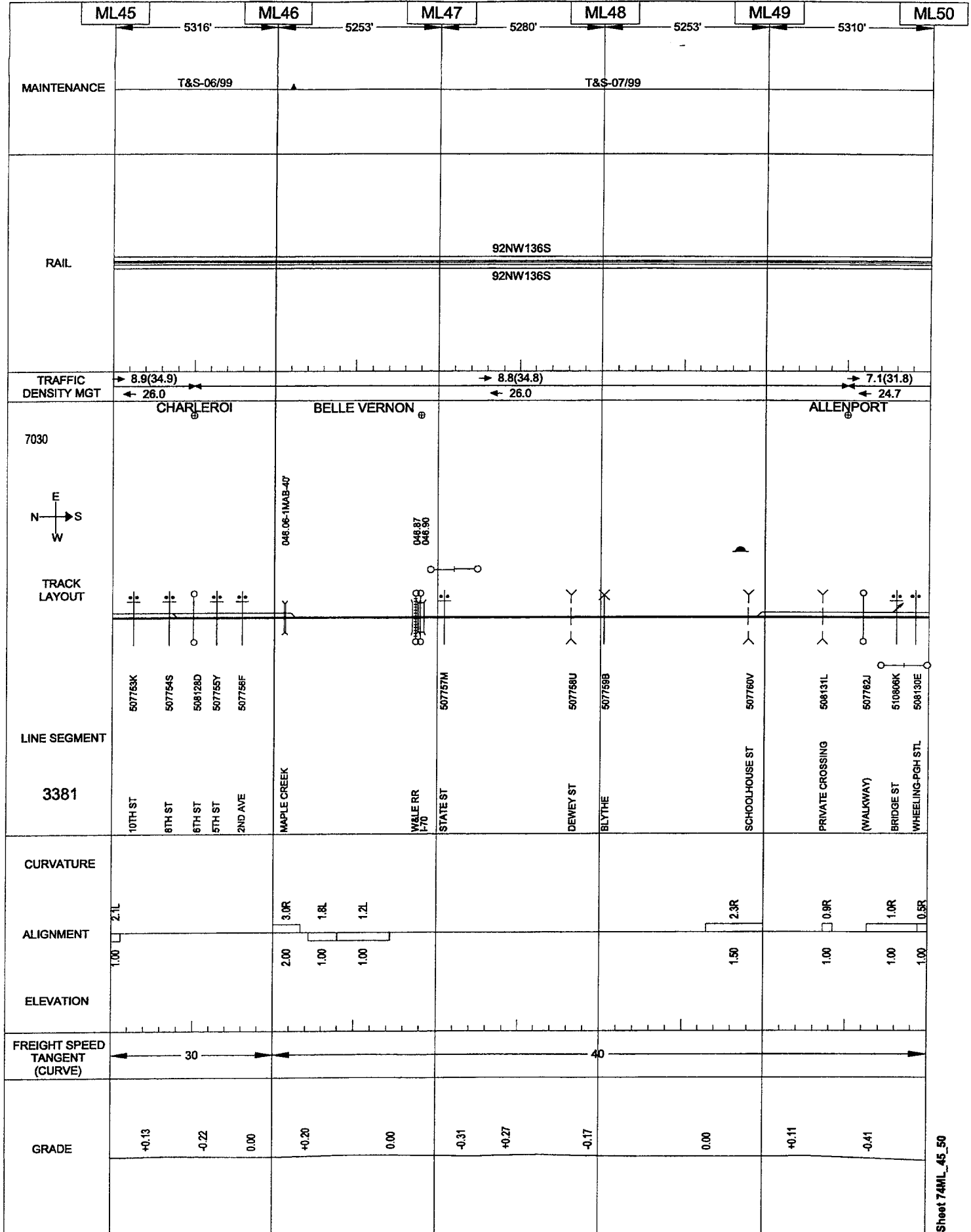
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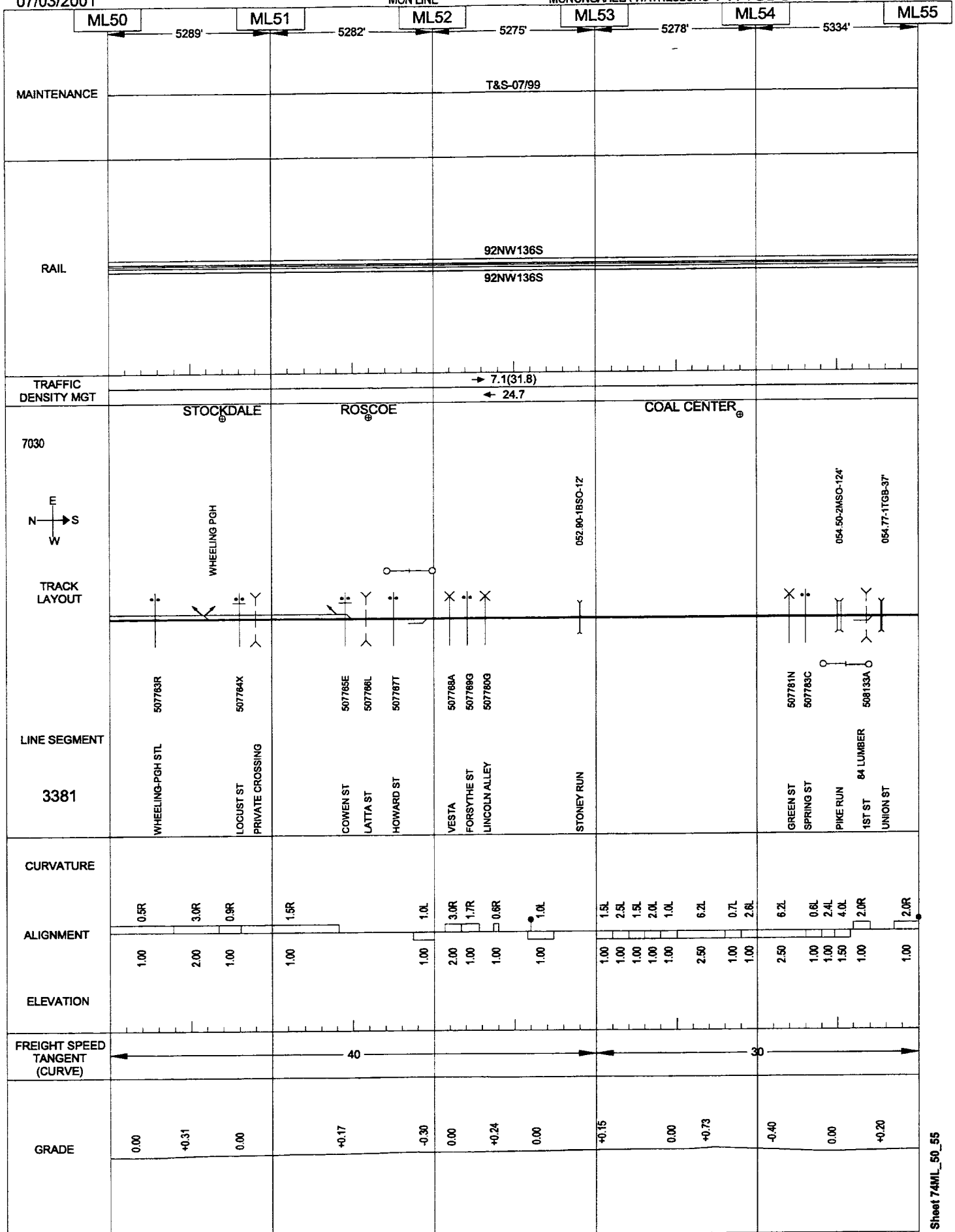
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07/03/2001

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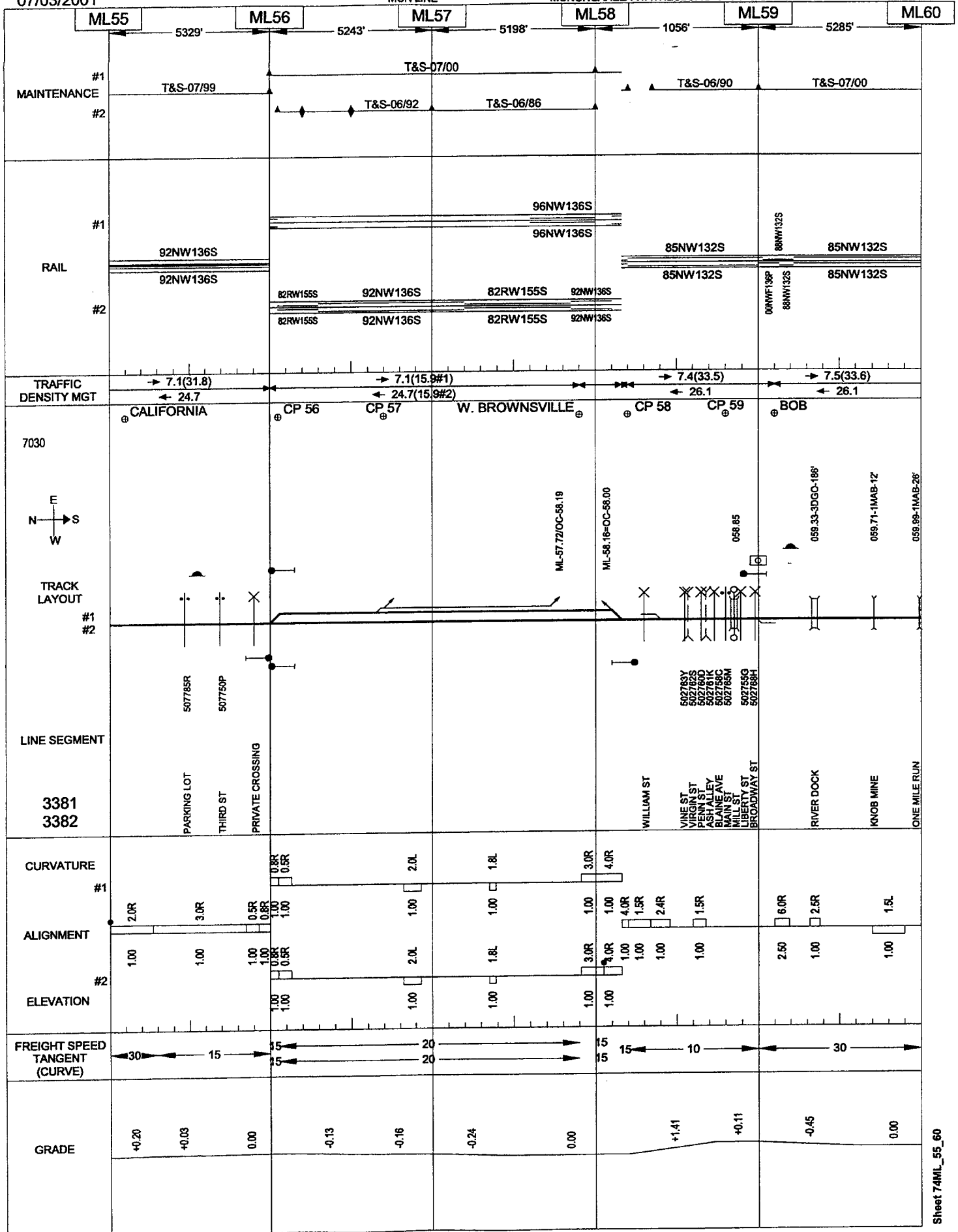
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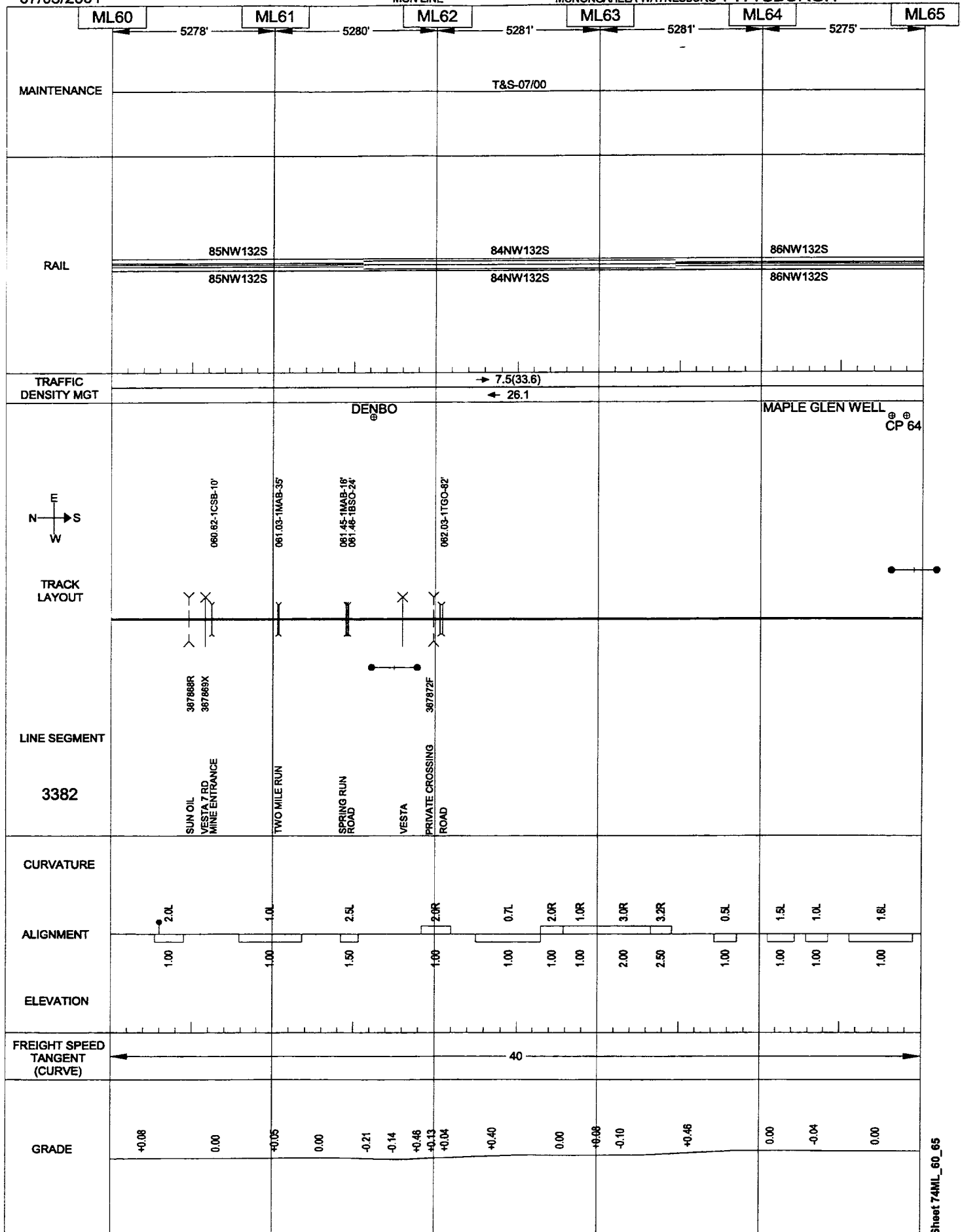
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07/03/2001

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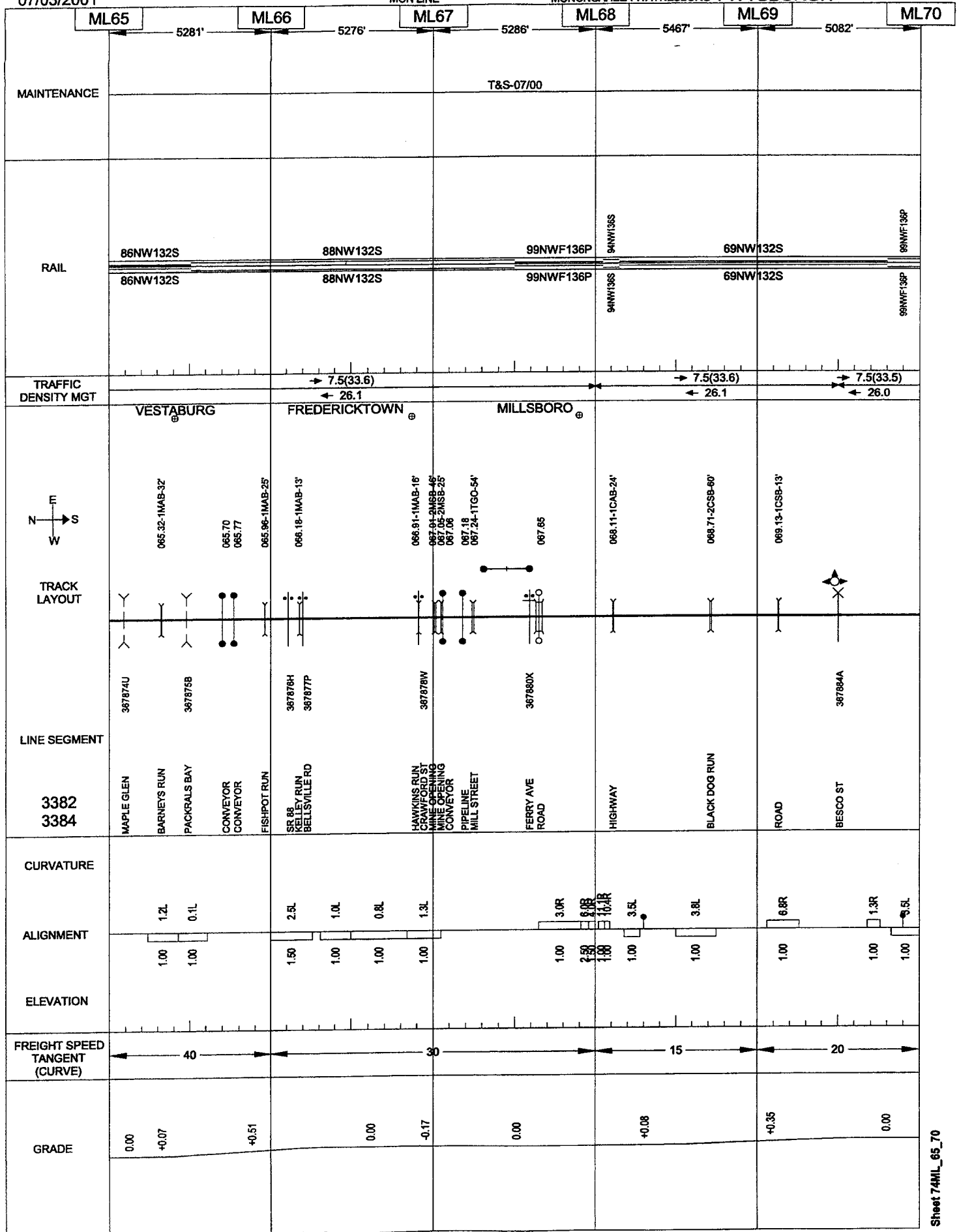
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07/03/2001

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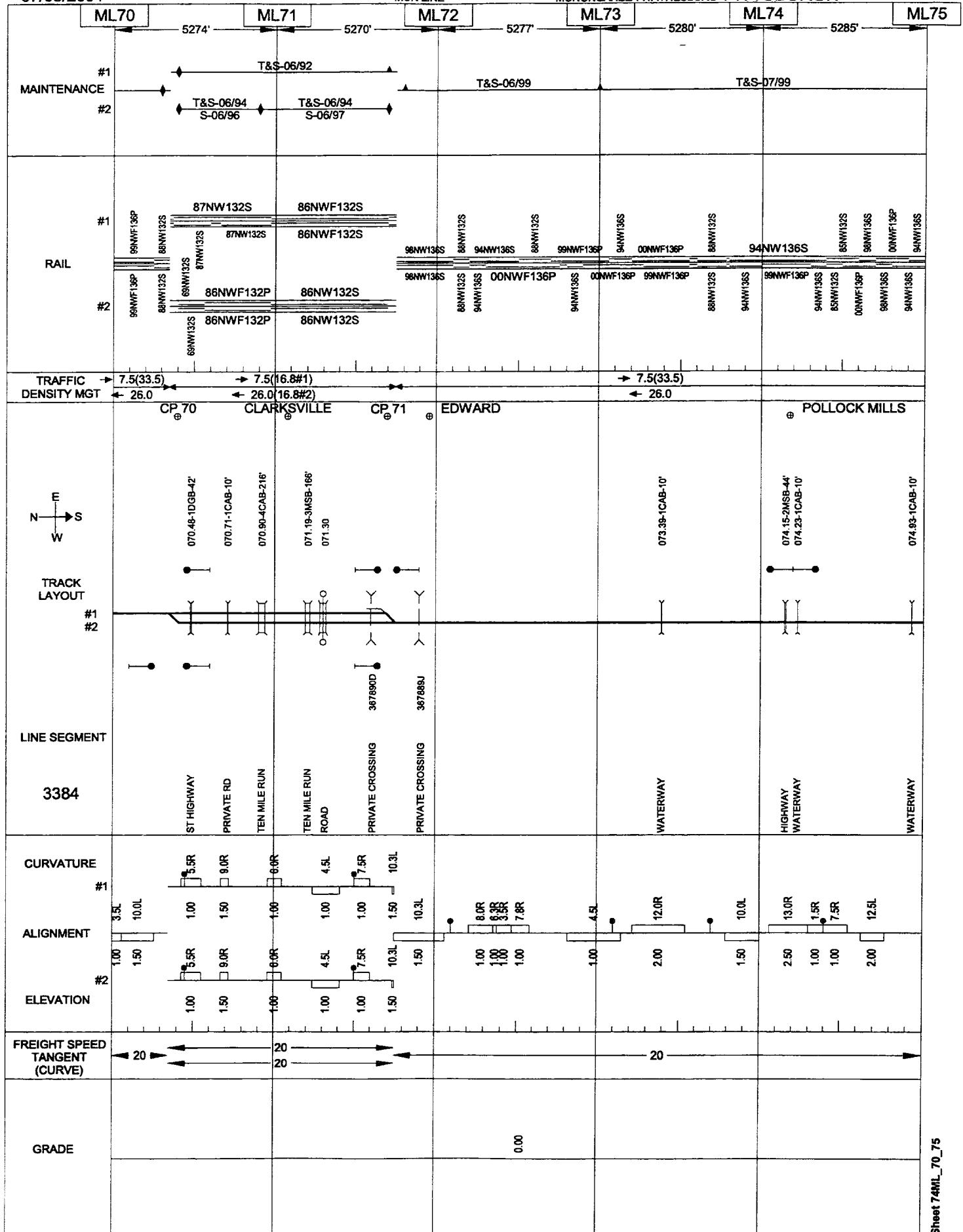
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07/03/2001

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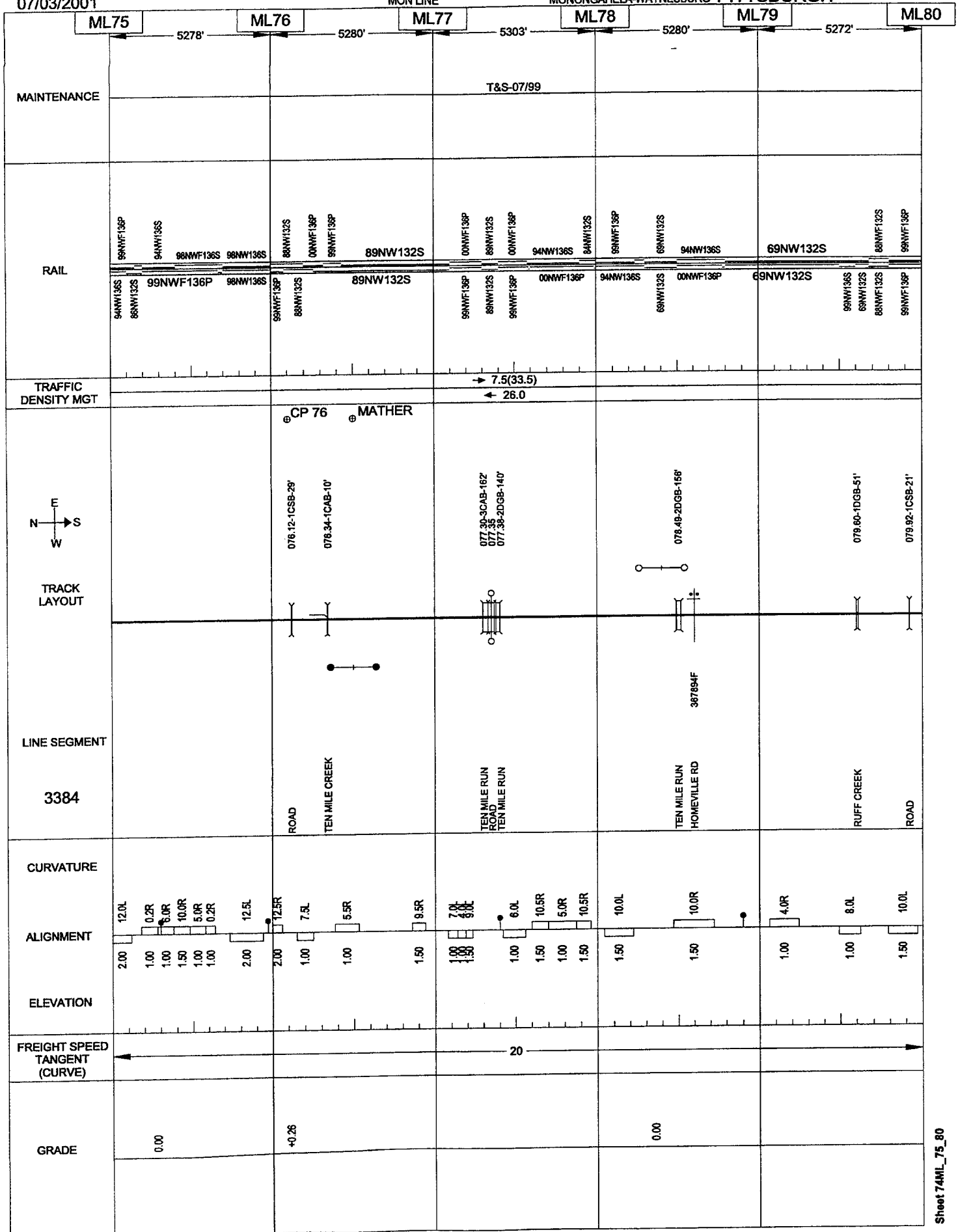
MONONGAHELA-WAYNESBURG PITTSBURGH



07/03/2001

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



07/03/2001

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

	ML85	2647'					
MAINTENANCE	T&S-07/99						
RAIL	99NW136S 87NW115S 99NW136S						
TRAFFIC DENSITY MGT	→ 7.5(33.5) ← 26.0						
TRACK LAYOUT	⊕ CP 85 E N → S W ML-85 80-WY-1.10						
LINE SEGMENT	3384 ML-85 75=0.0-MG						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 25 →						
GRADE	0.00						

07/03/2001

200

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH

WY2

WY3

WY4

WY5

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-08/00

RAIL

88NW132S 96RW131S 67NW115S 94NW132S 00NW138P 67NW115S 96RW131S 67NW115S 94NW132S
 88NW132S 96RW131S 67NW115S 94NW132S 67NW115S 96RW131S 67NW115S 94NW132S

TRAFFIC
DENSITY MGT

2.5(10.9)
8.4

MAN

EYE

E
N → S
W

TRACK
LAYOUT

WY-1, 10-MI-85.80

003.28-4DGO-337'

003.56-5DGO-260'

LINE SEGMENT

3363

387909T
387910M

PVT-GAS COMPANY
PRIVATE CROSSING

LR 30090

PRIVATE CROSSING

TEN MI CRK

HEATH

387912B

387913H

E CLIFF FARM

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.11

-0.16

+0.50

+0.11

+0.77

+0.40

+0.37

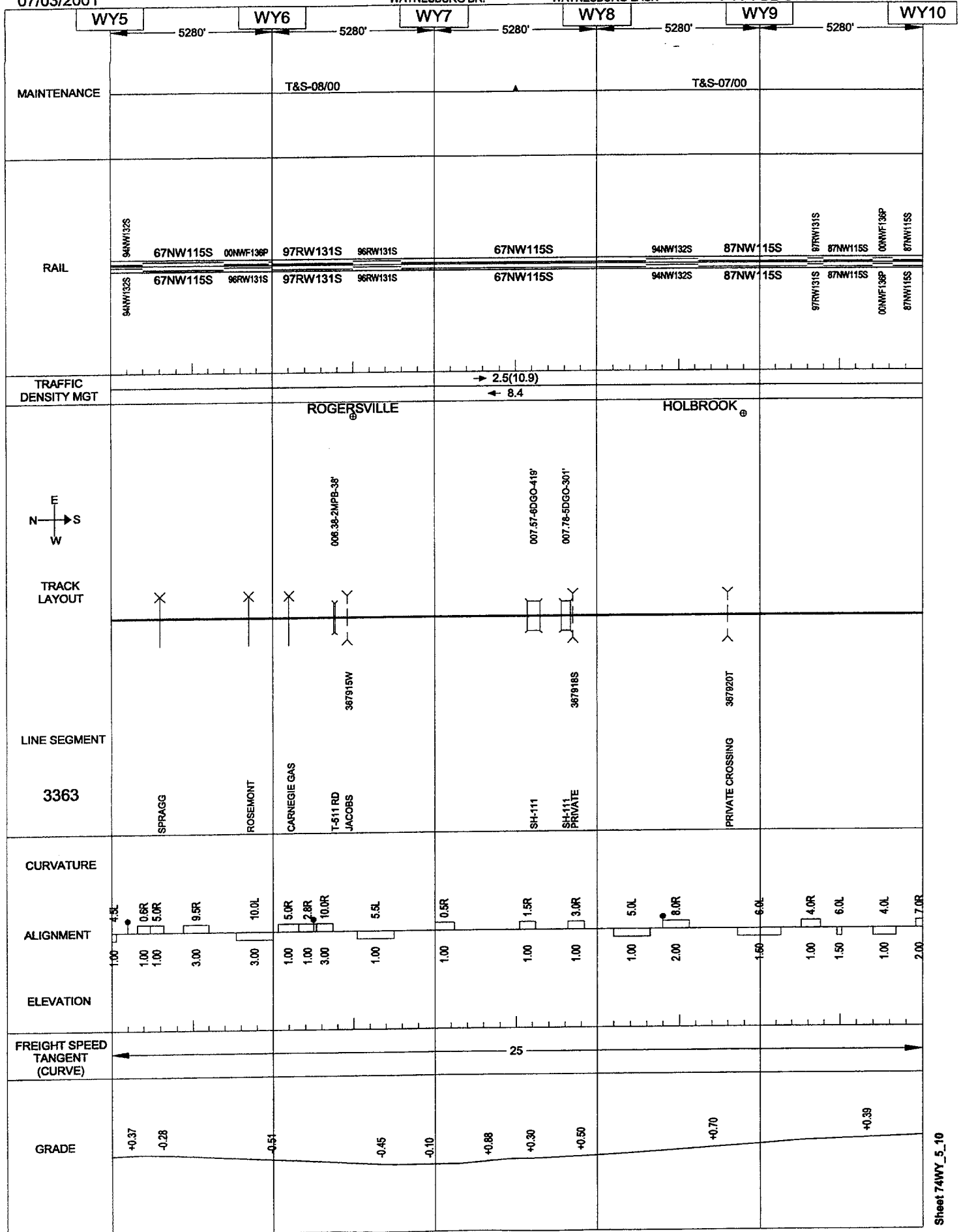
Sheet 74WY_0_5

07/03/2001

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH

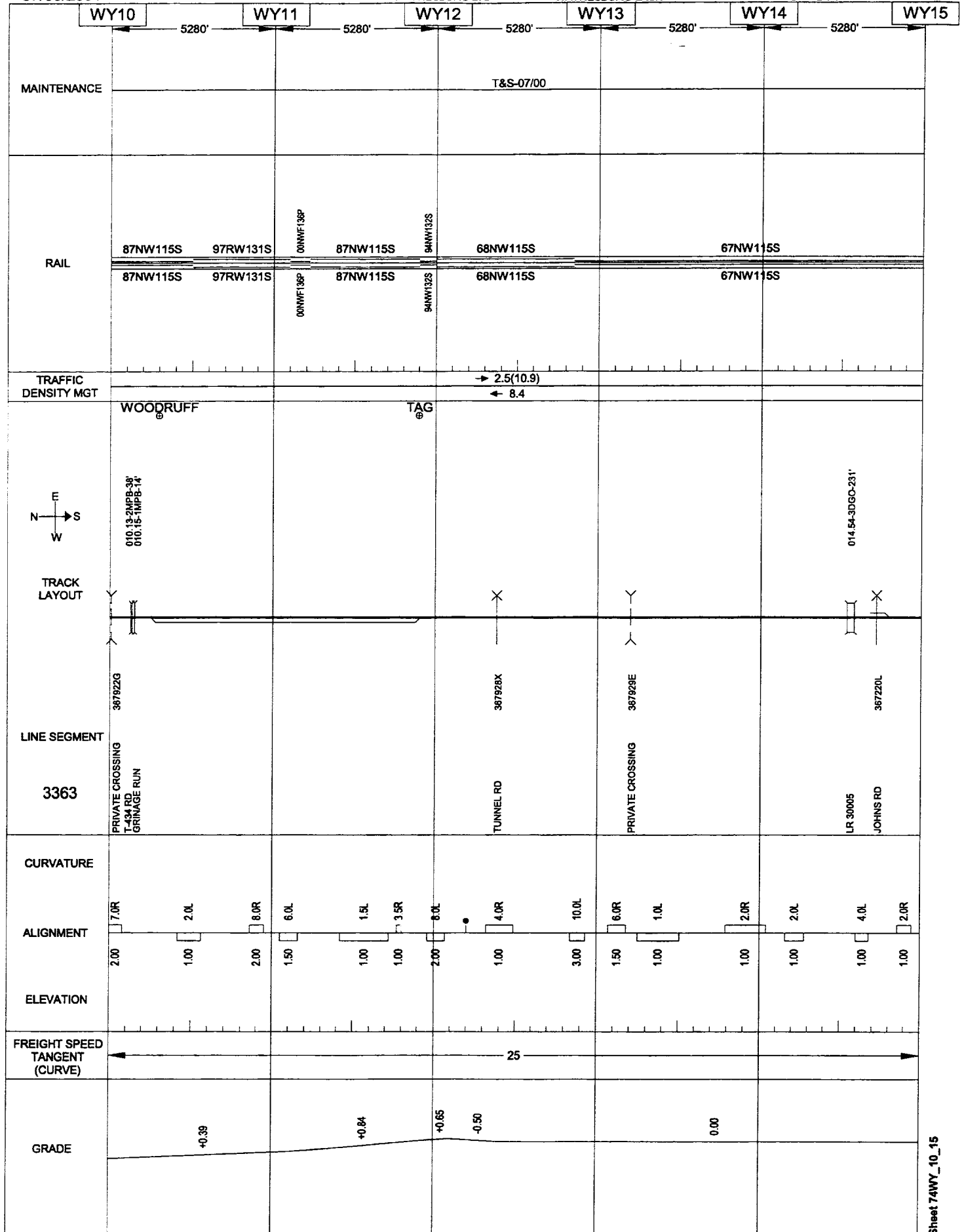


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WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH

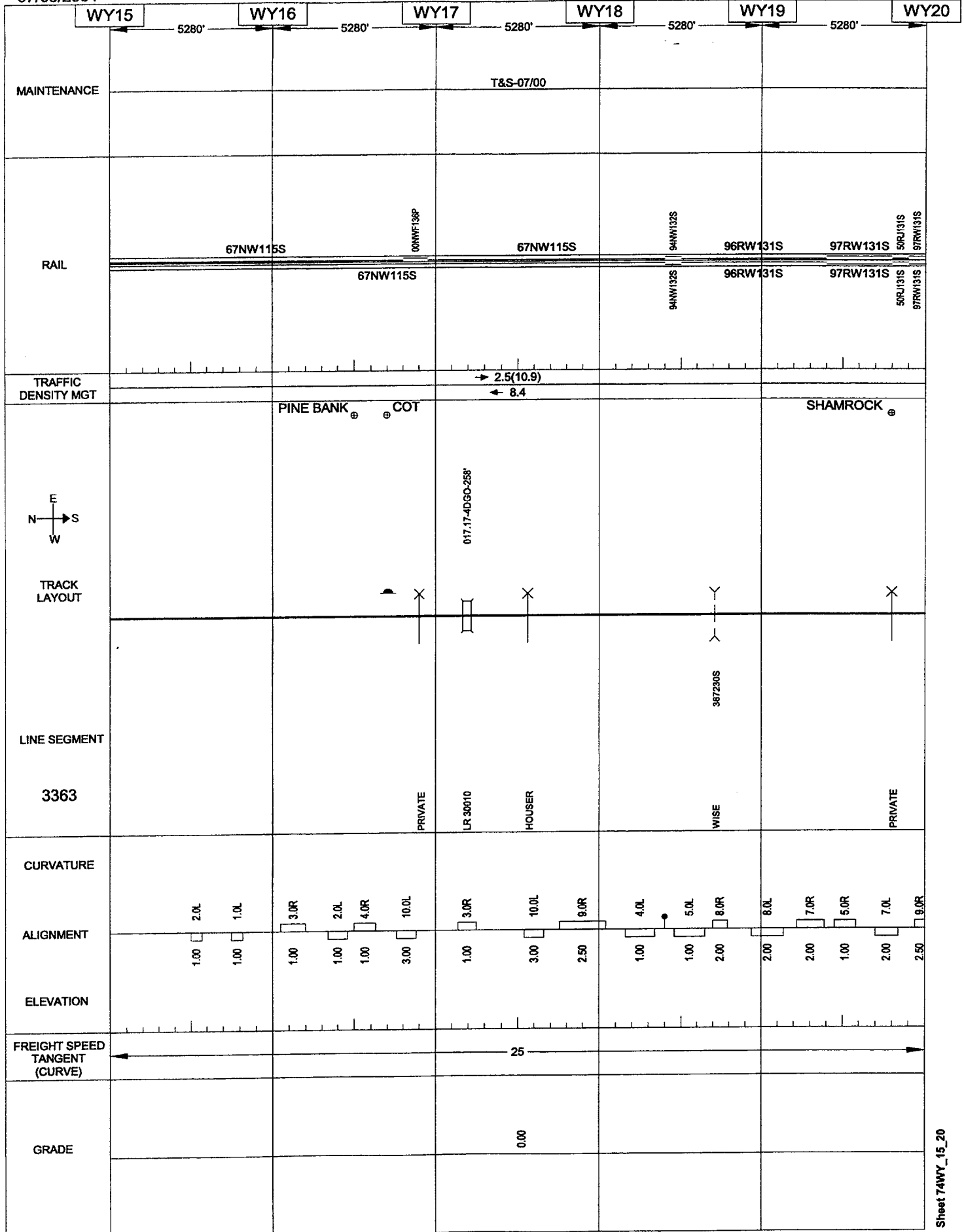


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WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH

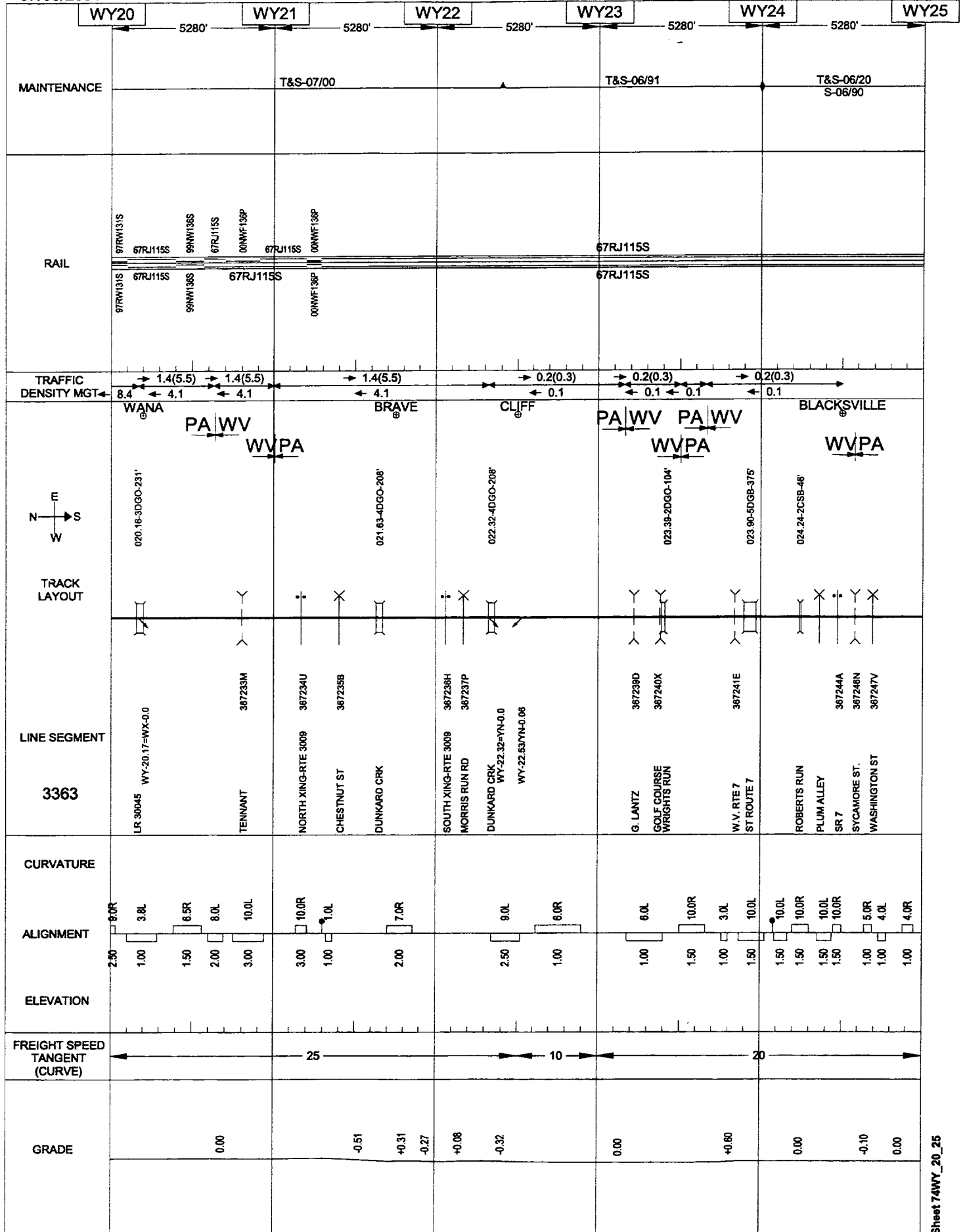


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WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH

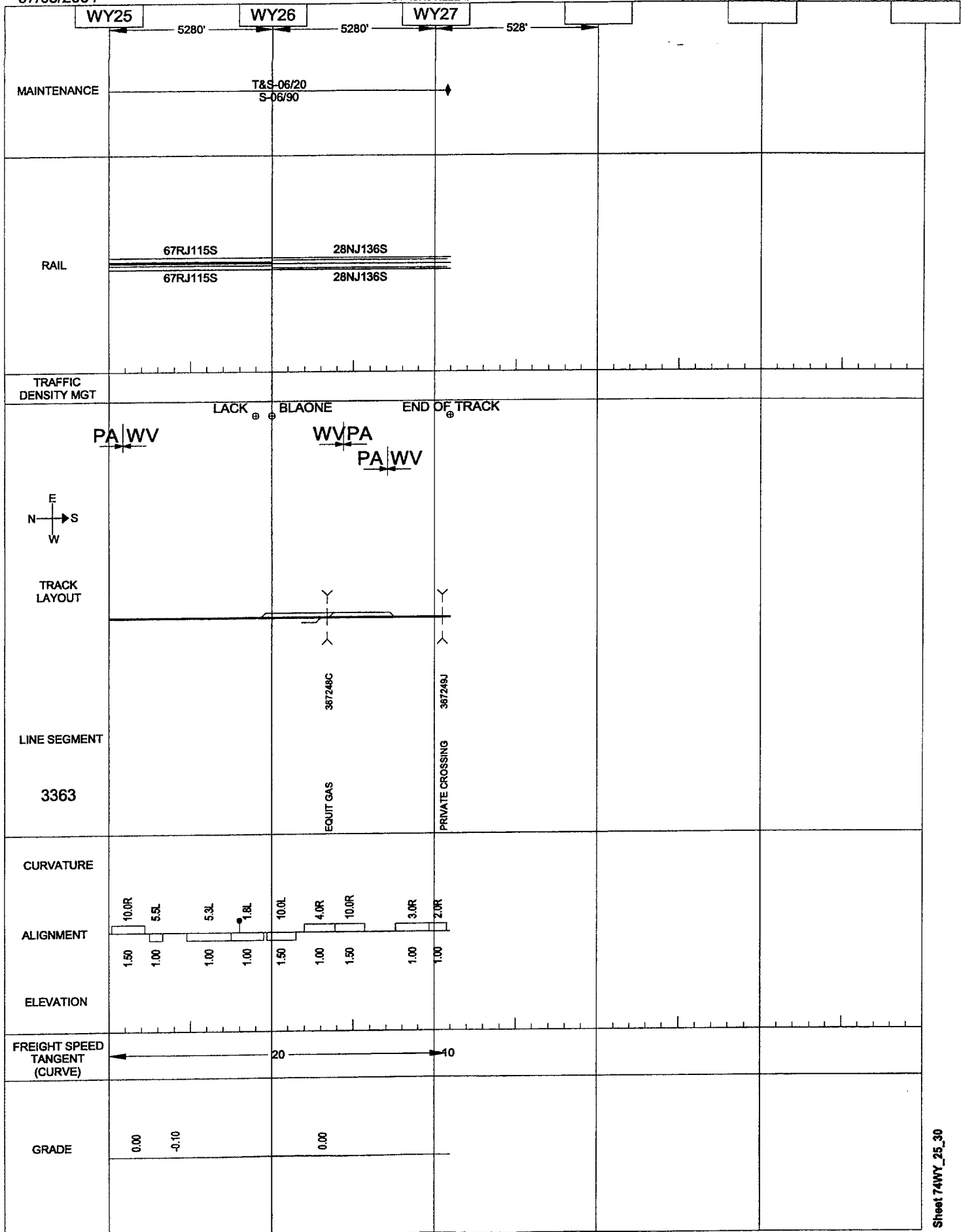


07/03/2001

BLACKSVILLE I.T.

WAYNESBURG-LACK

PITTSBURGH



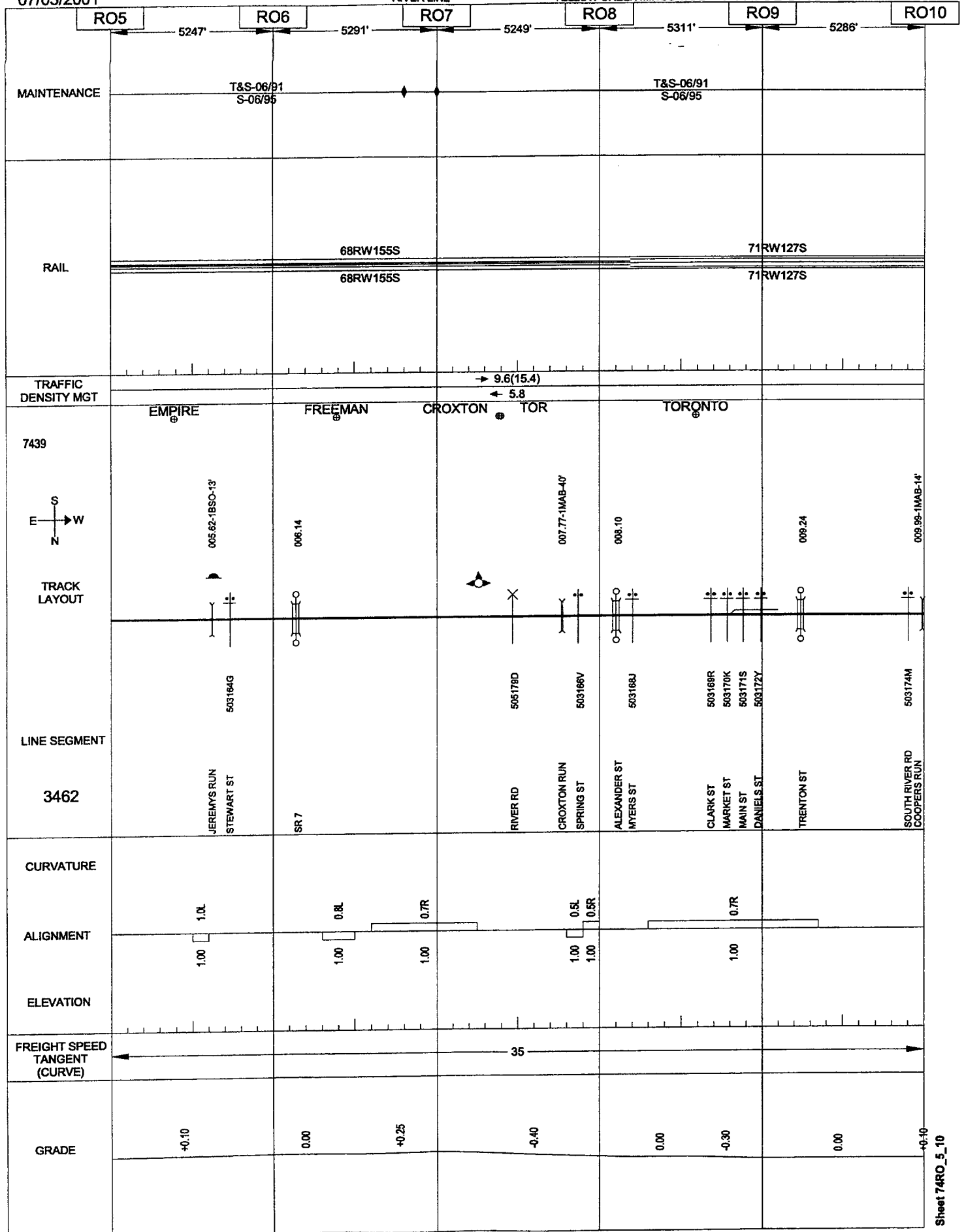
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07/03/2001

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH

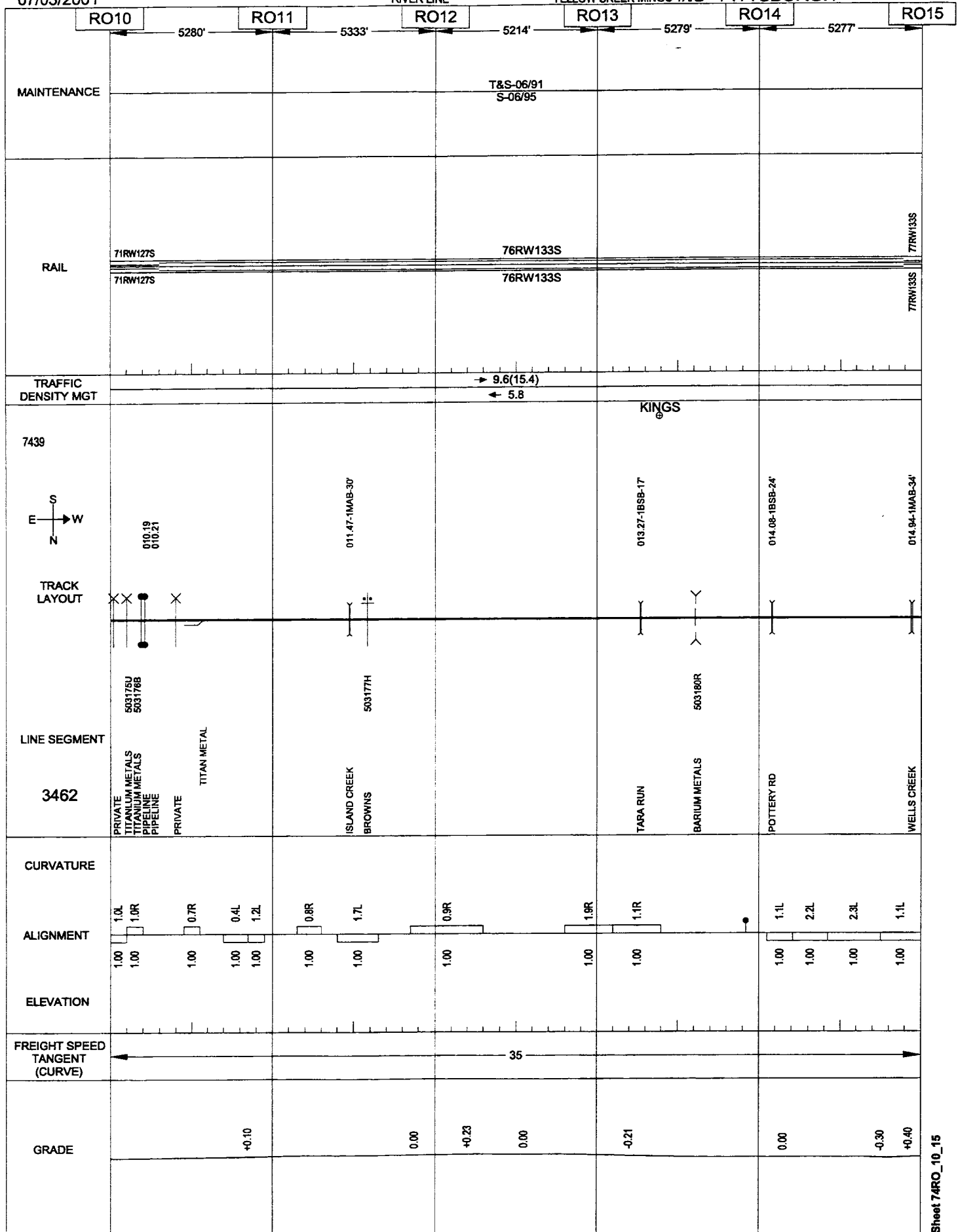


07/03/2001

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH

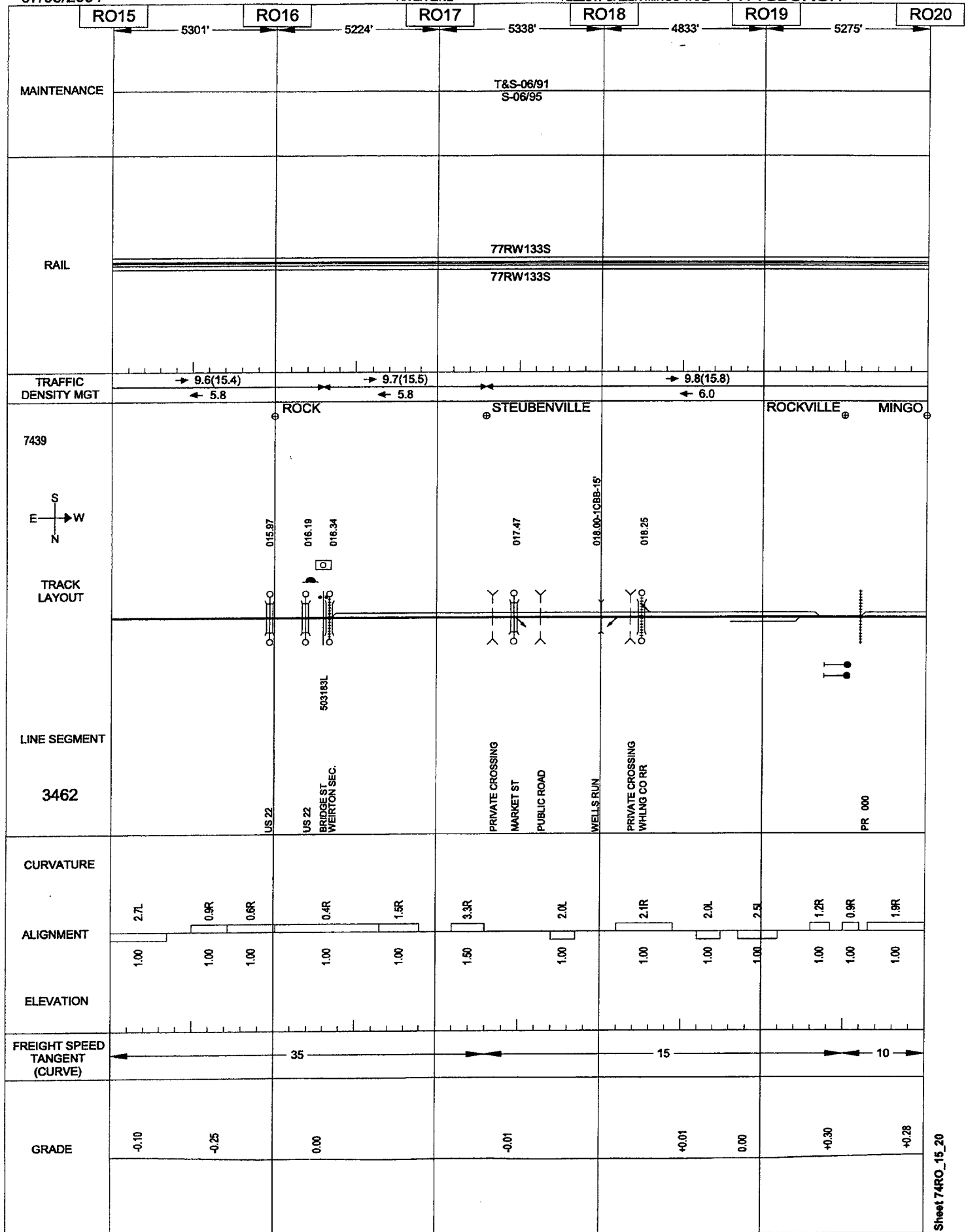


07/03/2001

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH

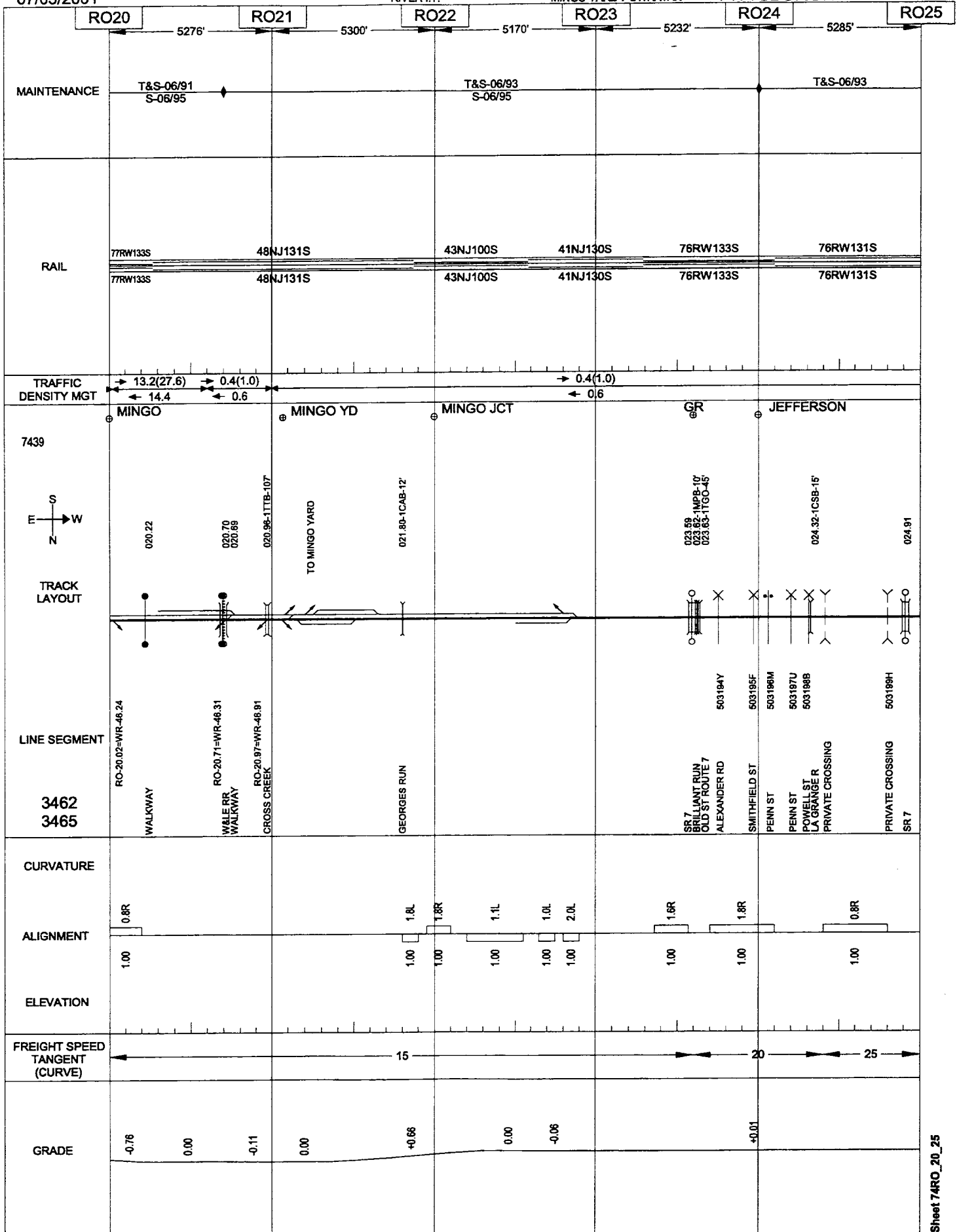


07/03/2001

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH

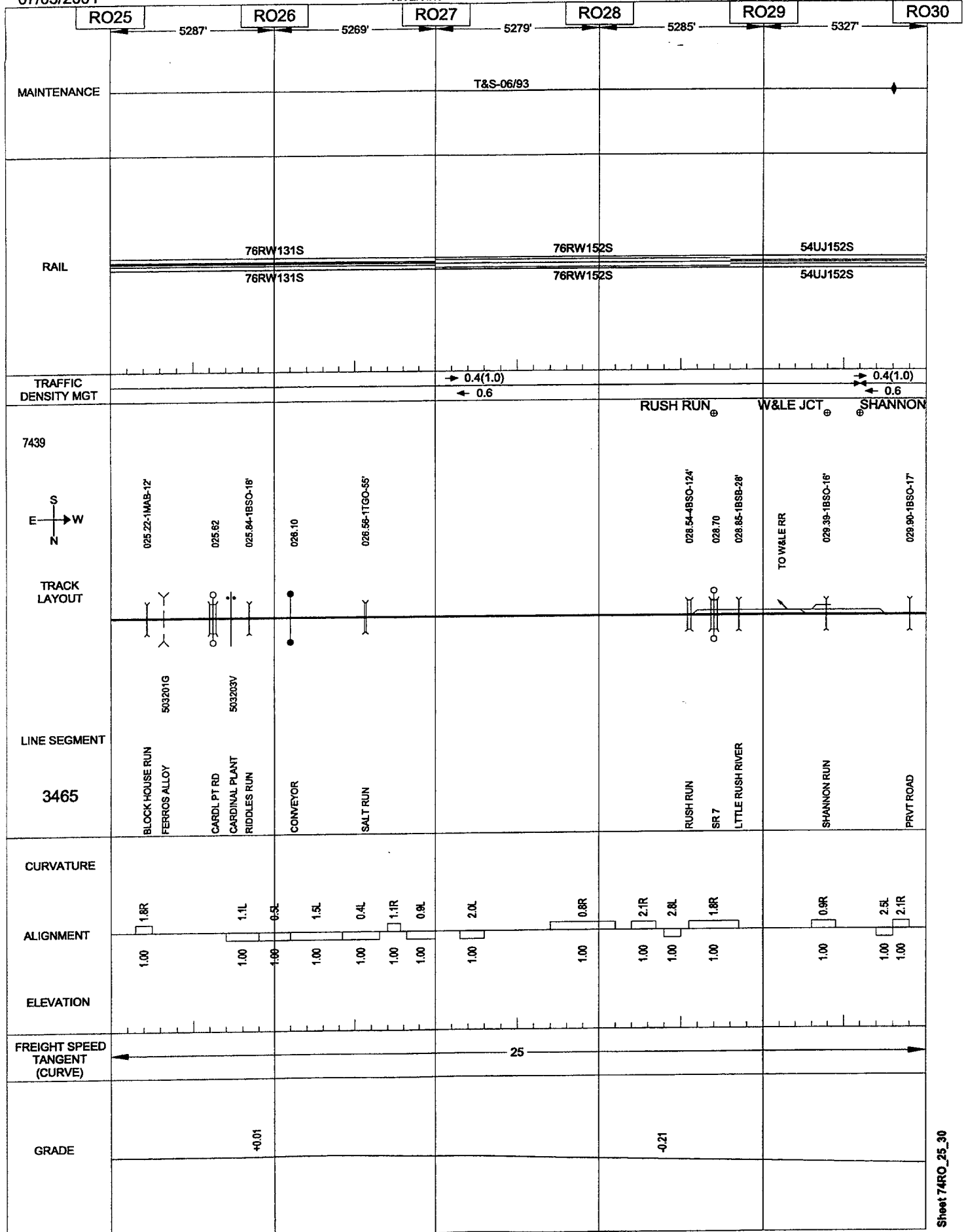


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RIVER I.T.

MINGO YARD-POWHATAN

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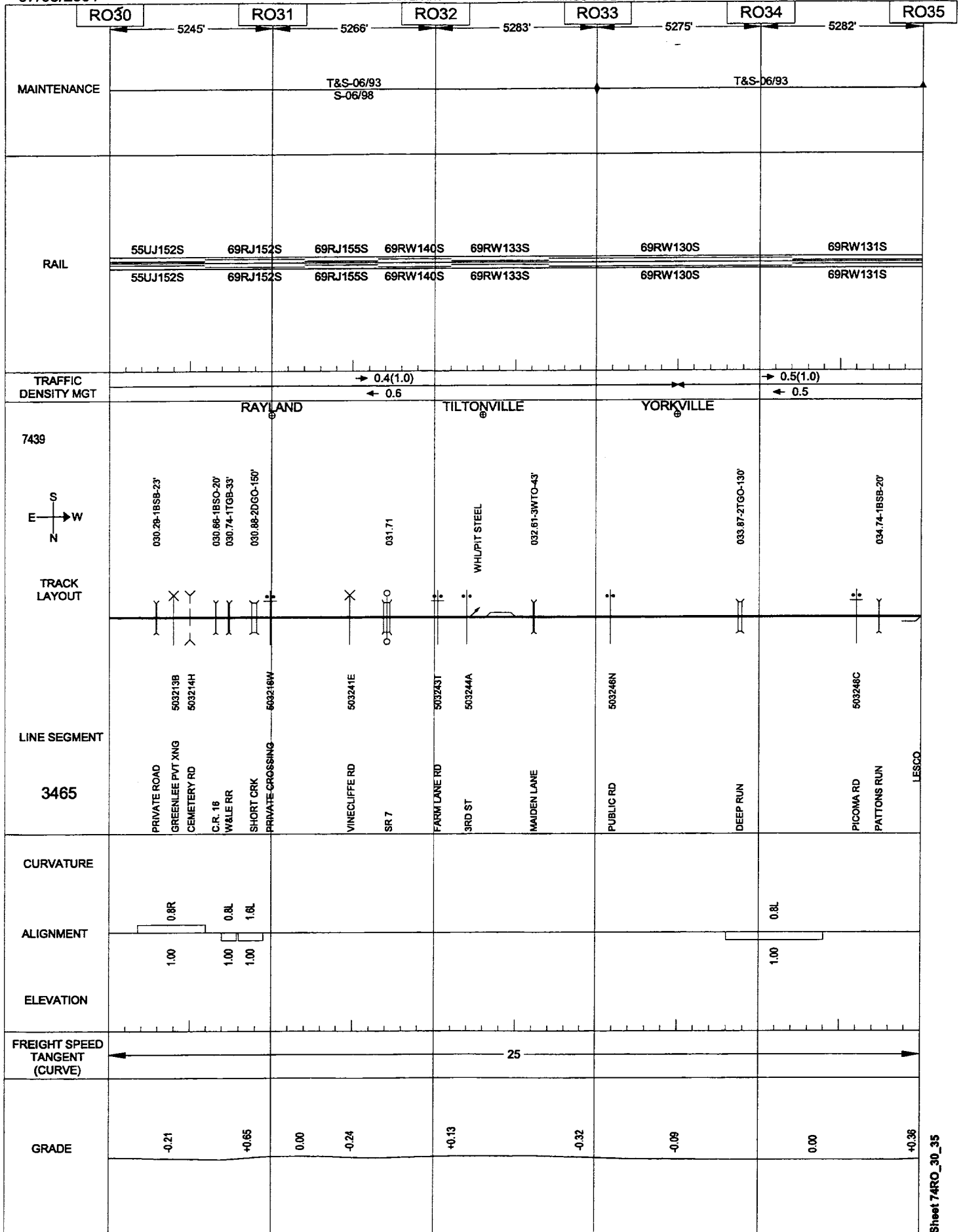


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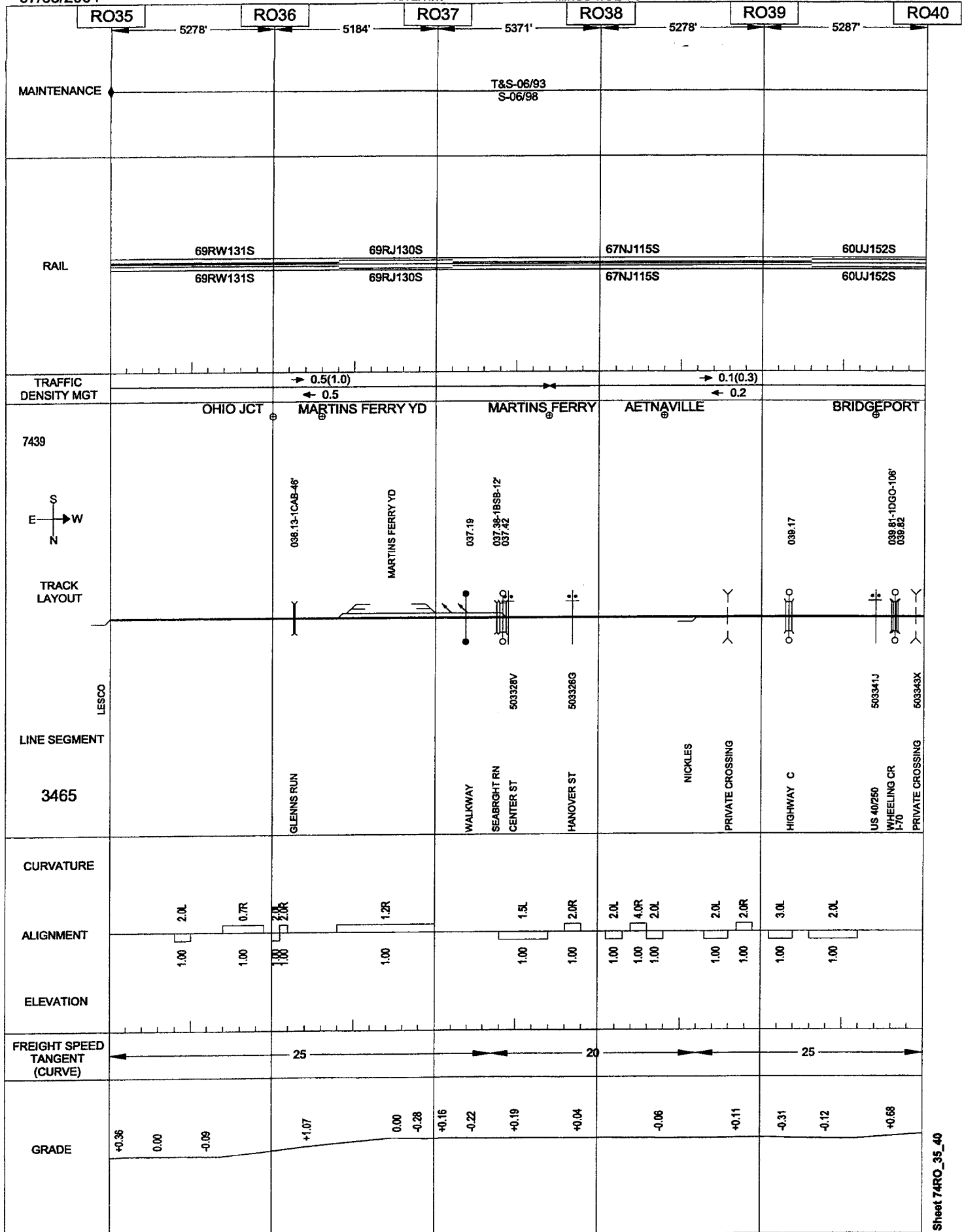


07/03/2001

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH

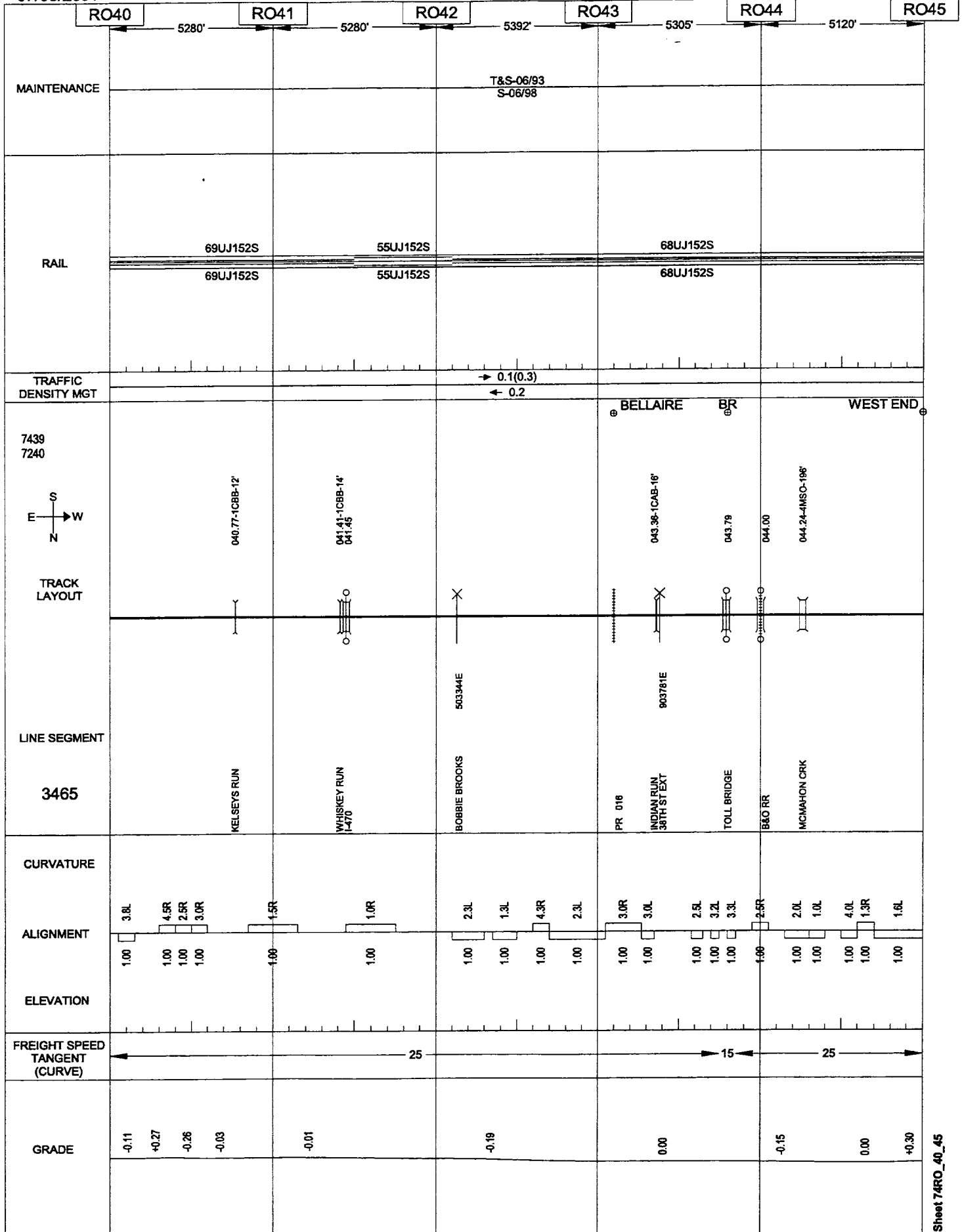


07/03/2001

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH

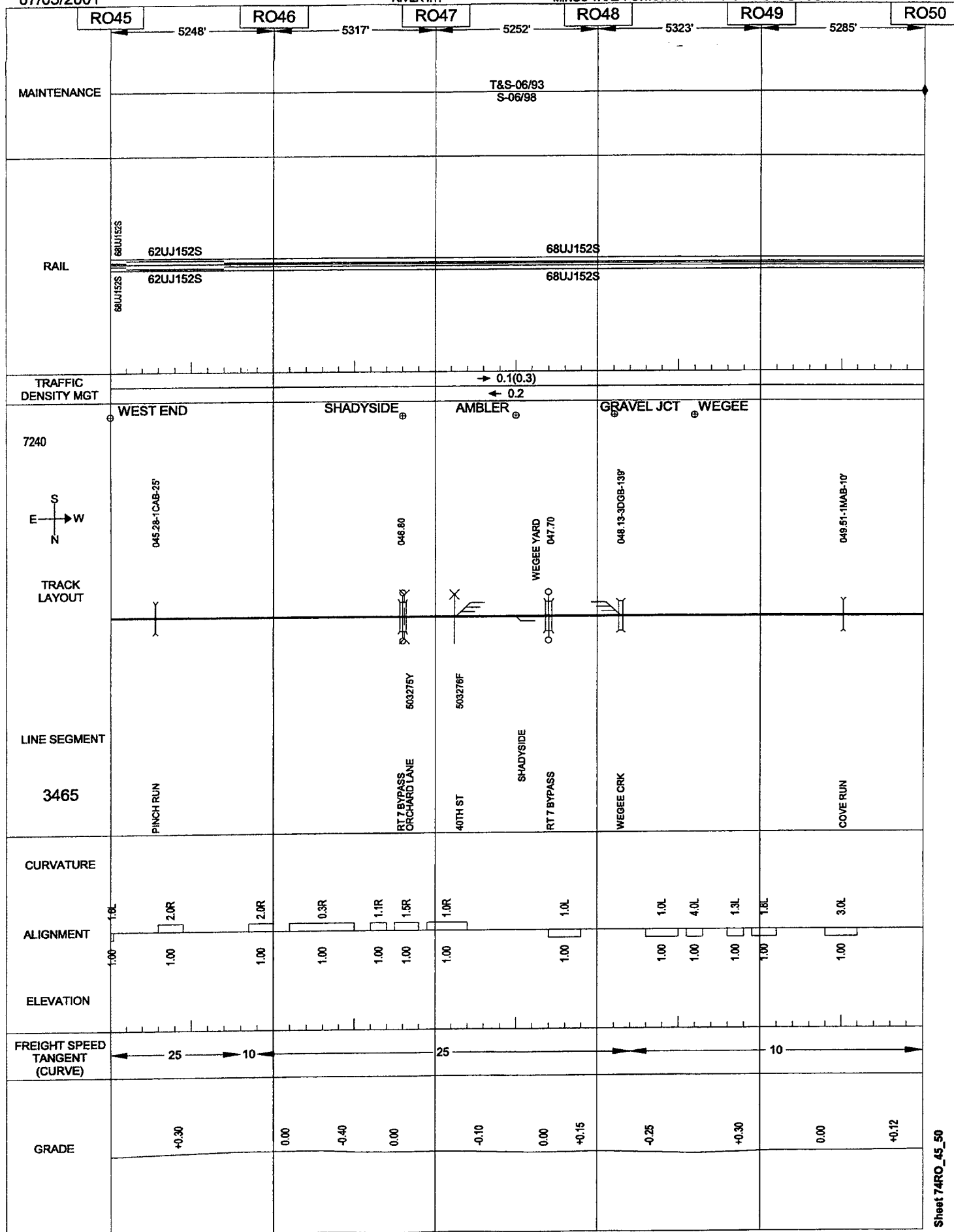


07/03/2001

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH

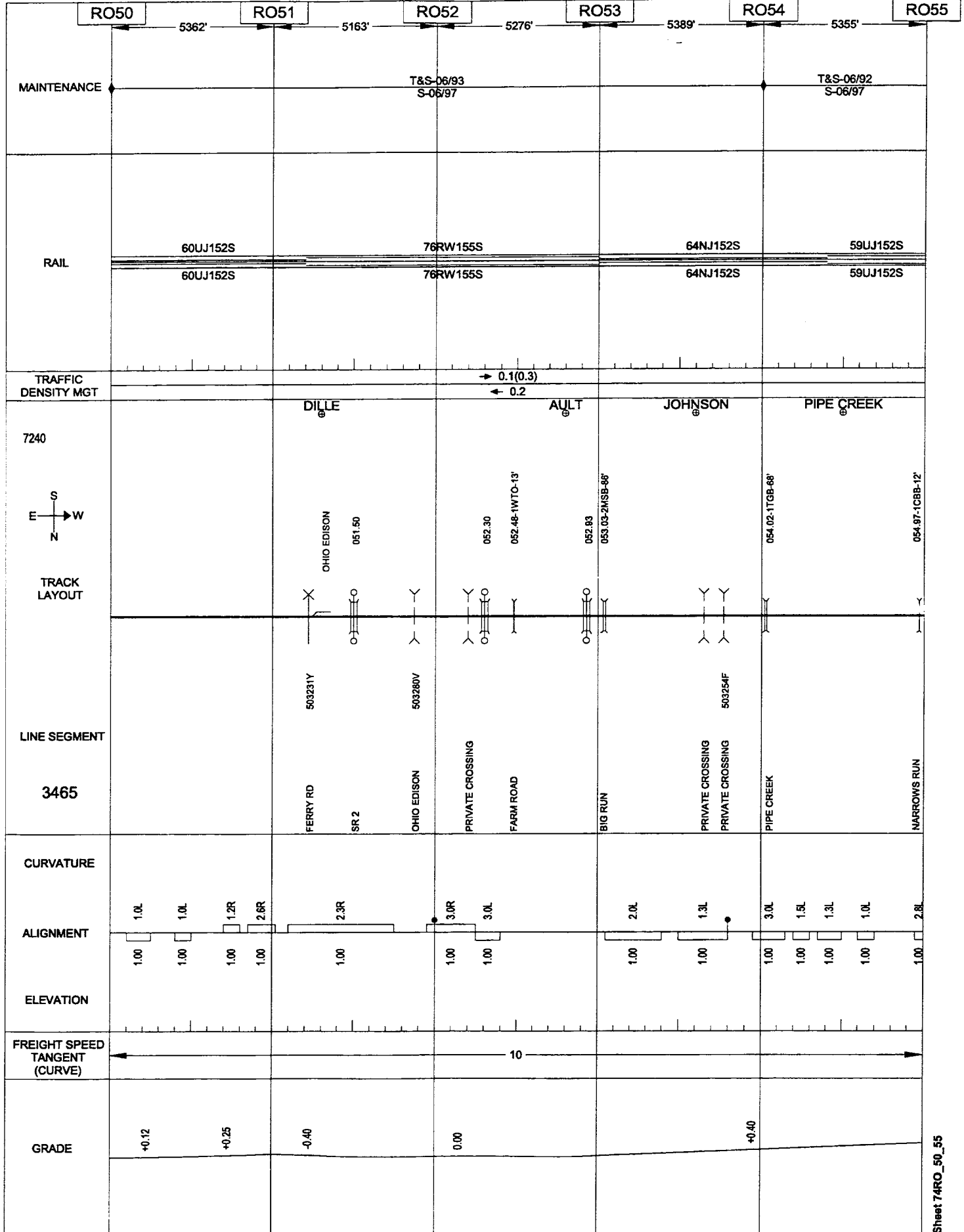


07/03/2001

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH

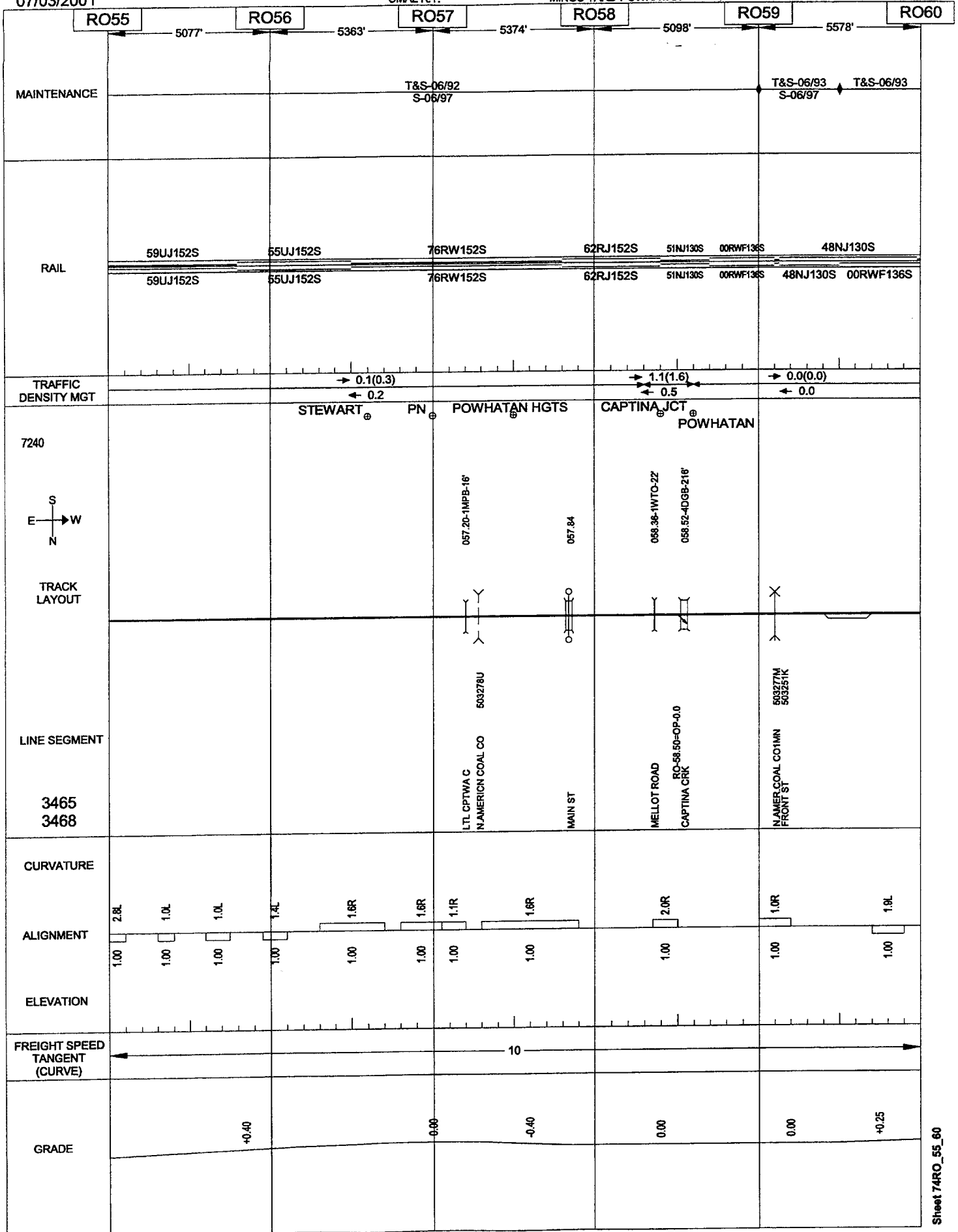


07/03/2001

OMAL R.T.

MINGO YARD-POWHATAN

PITTSBURGH

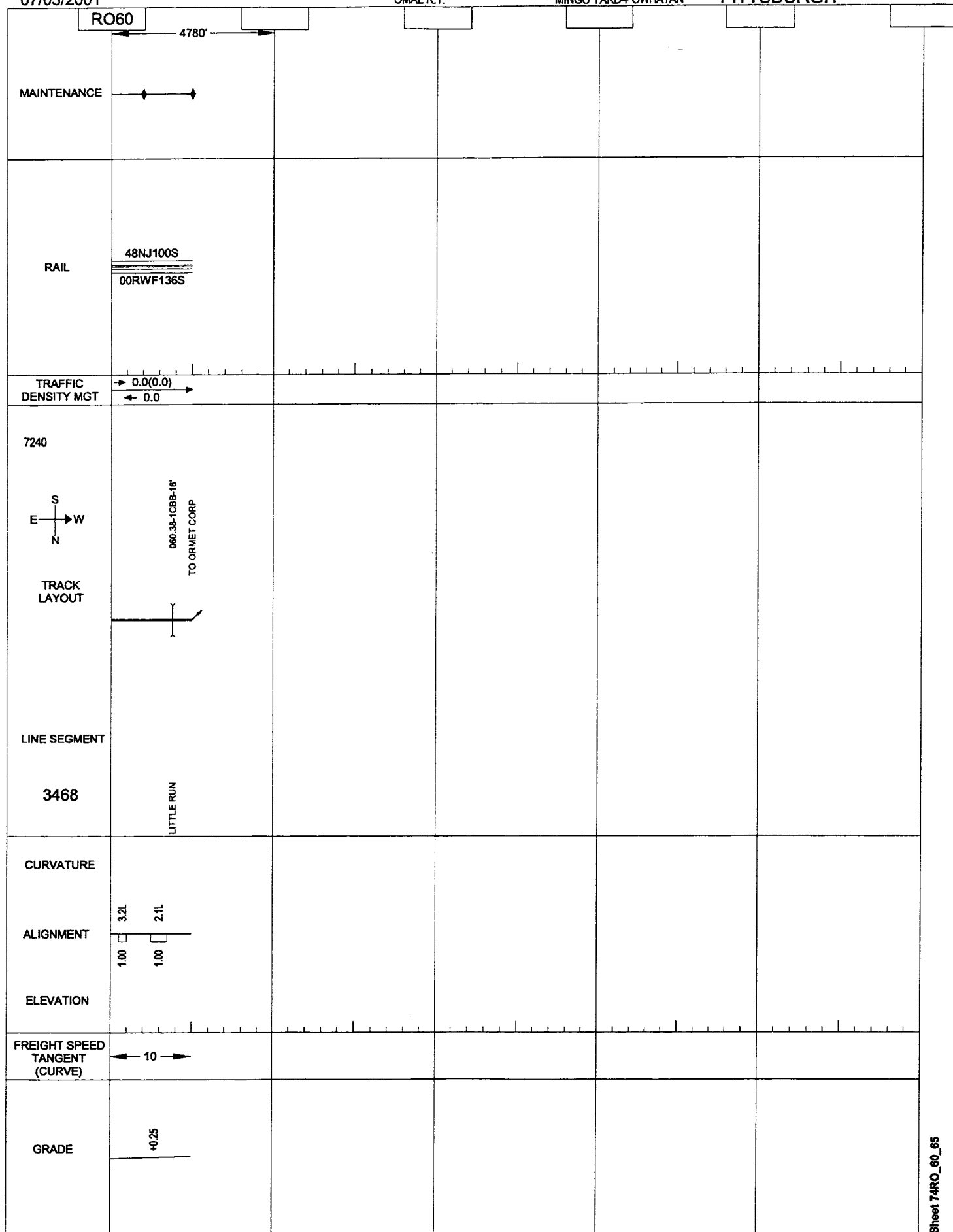


07/03/2001

OMAL R.T.

MINGO YARD-POWHATAN

PITTSBURGH



07/03/2001

MEAD I.T.

MEADVILLE-COALBURG

PITTSBURGH

MI103

MI104

MI105

3694'

5298'

5278'

MAINTENANCE

T&S-06/82
S-06/86

RAIL

50NJ115S 44NJ112S 60NJ132S 56NJ132S 40NJ112S
50NJ115S 44NJ112S 60NJ132S 56NJ132S 40NJ112S

TRAFFIC
DENSITY MGT

→ 1.3(2.7)
← 1.4

8385

MEADVILLE

CAR SHOPS

W
S → N
E

102.75-1850-34'

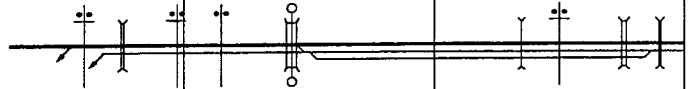
103.43

104.35-1CSB-10'

104.75-7CSB-105'

104.90-2CSB-40'

TRACK
LAYOUT



LINE SEGMENT

3441

MEAD AVE

MILL RUN

MERCER AVE

WATER ST

RT 322

WATERWAY

(REDEV. AUTH)

FRENCH CRK

FRENCH CRK

CURVATURE

ALIGNMENT

ELEVATION

1.0L

1.6L

0.5L

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.25

-0.05

0.00

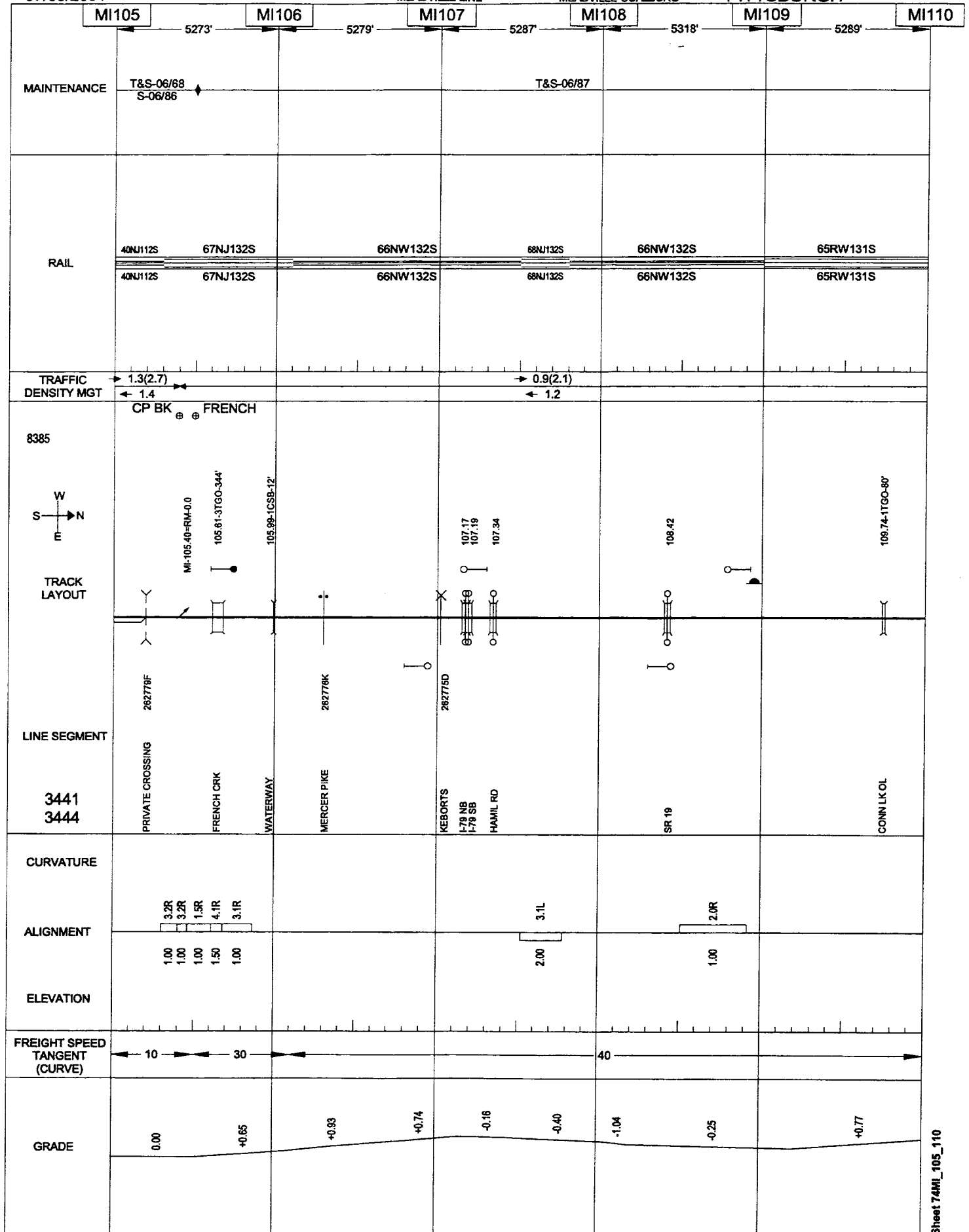
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07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

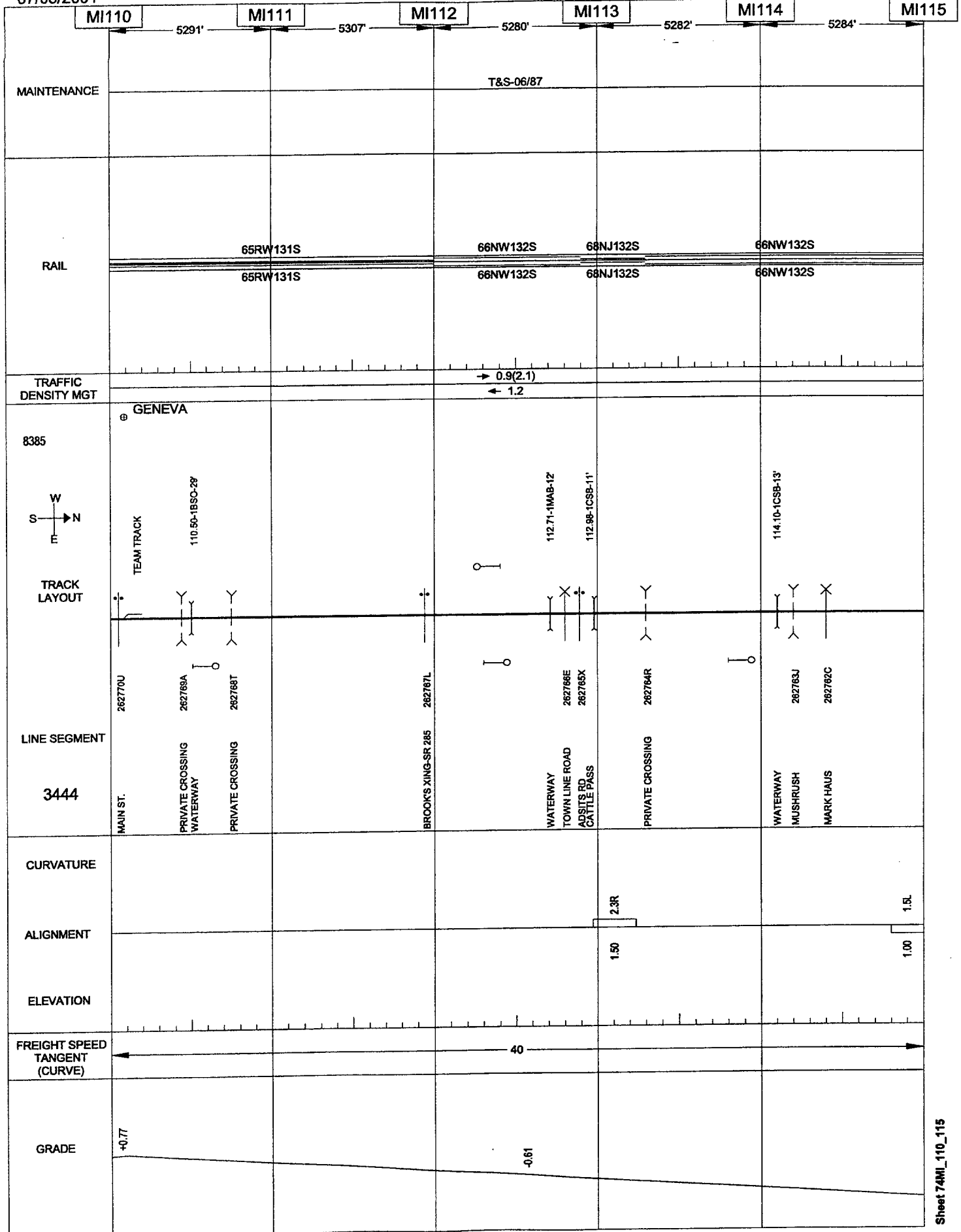


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

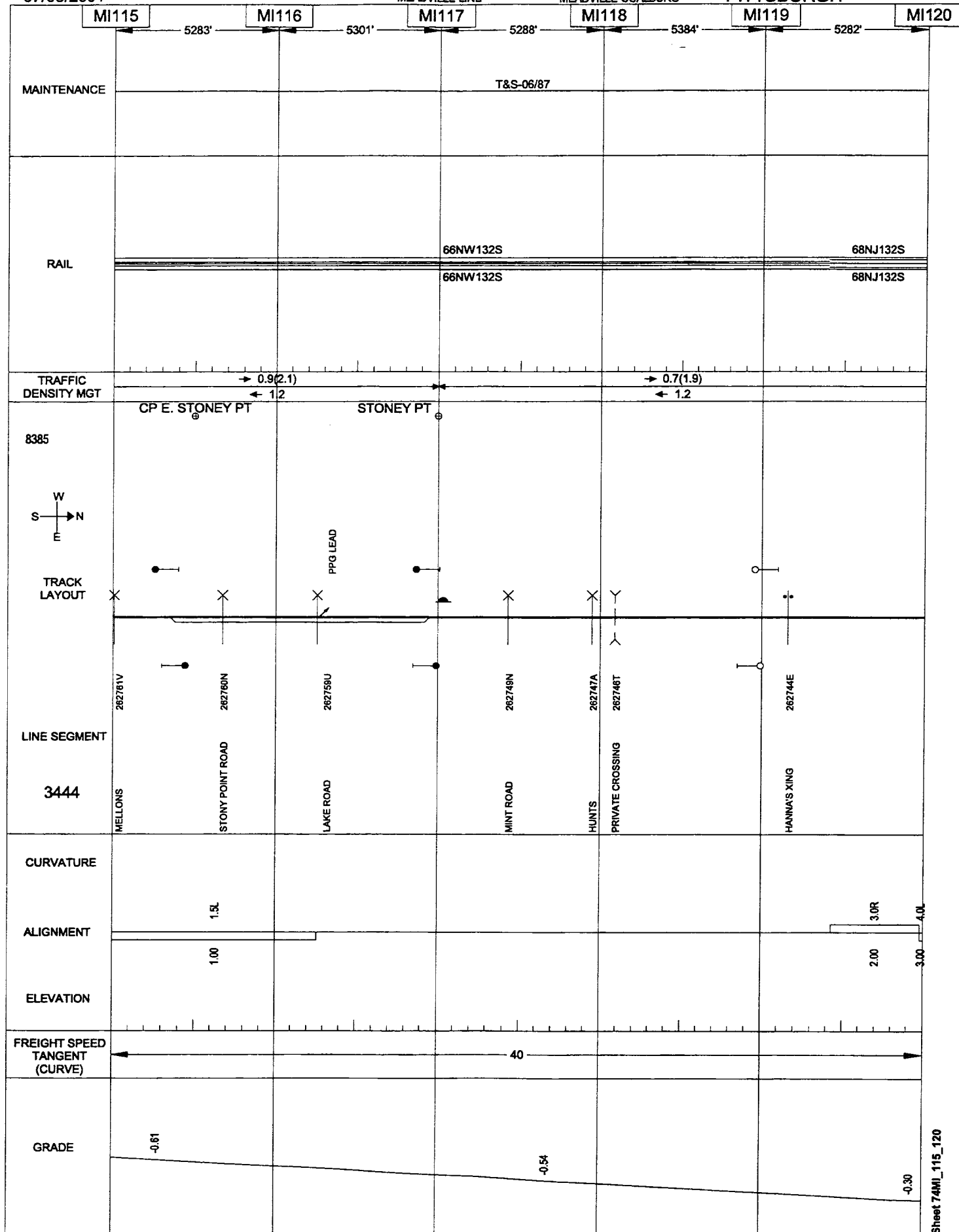


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH



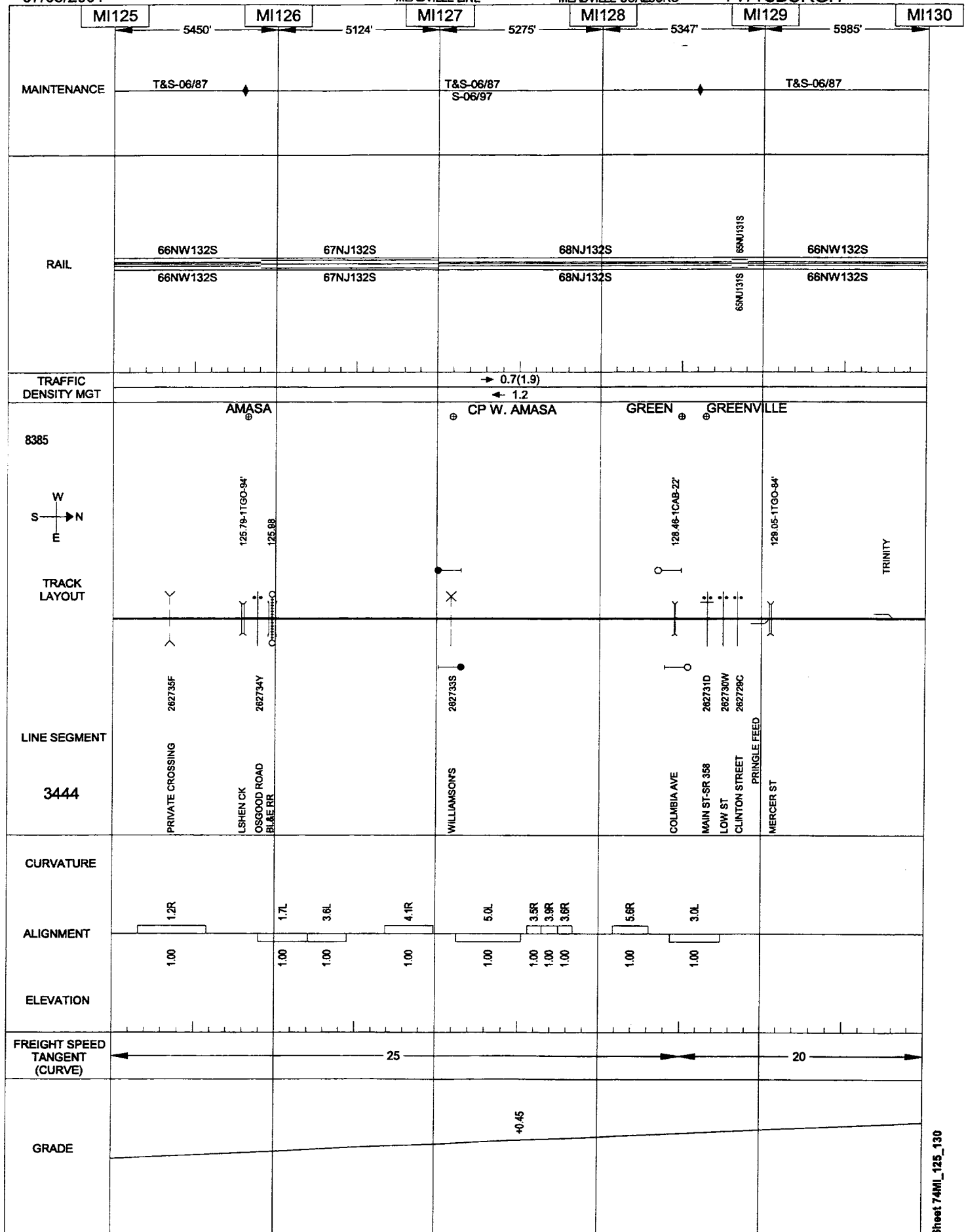
Sheet 74MI 120 125

07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

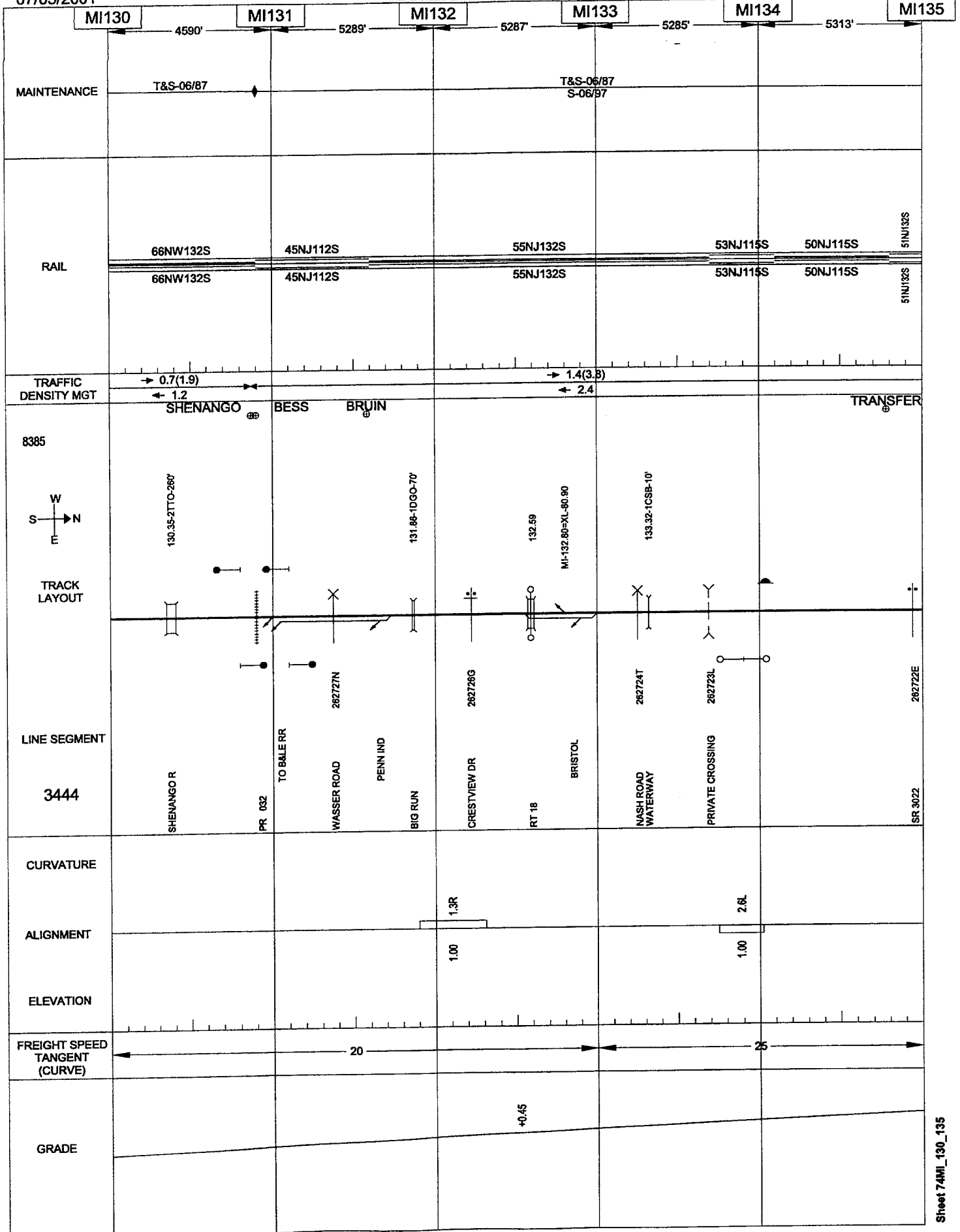


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

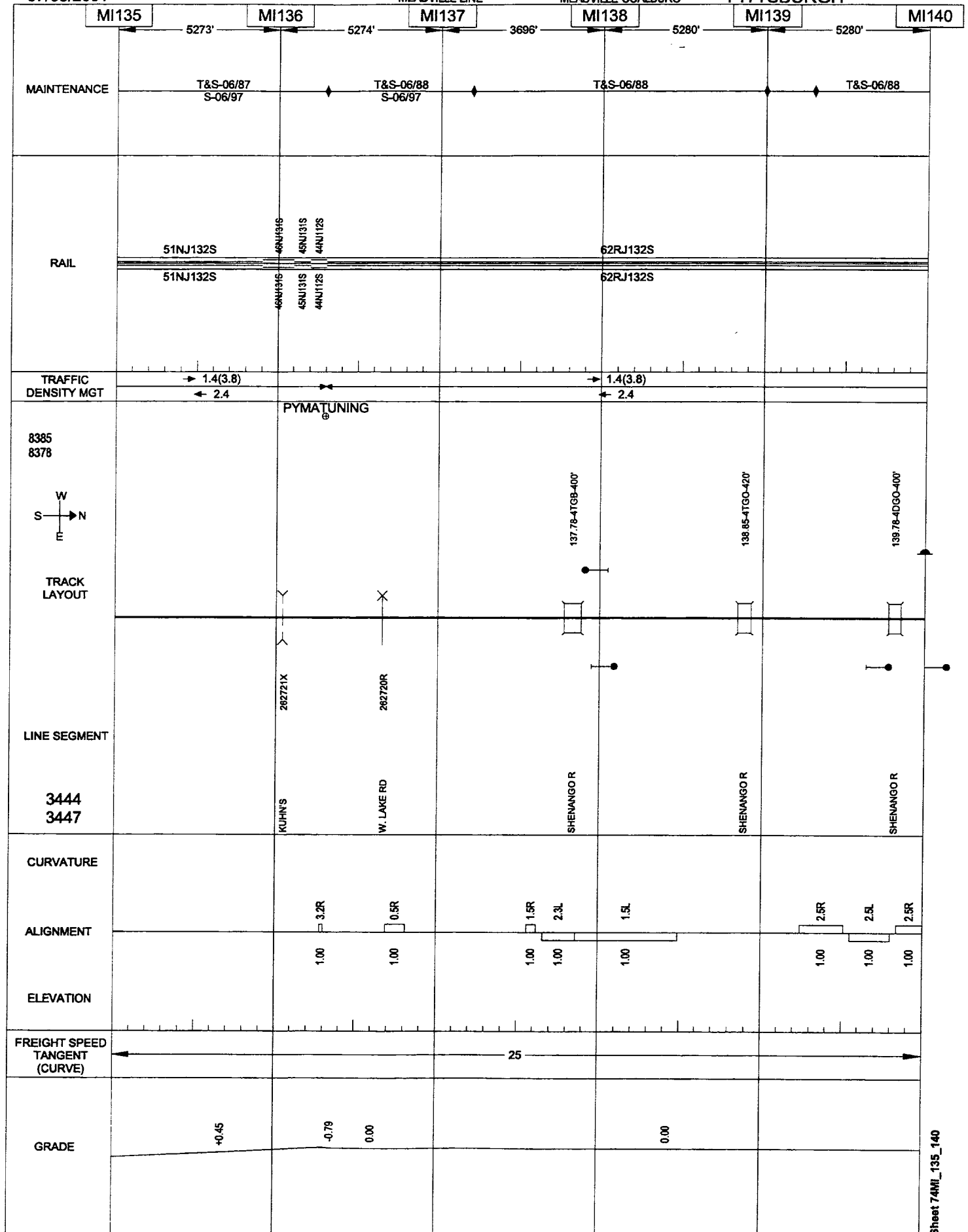


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

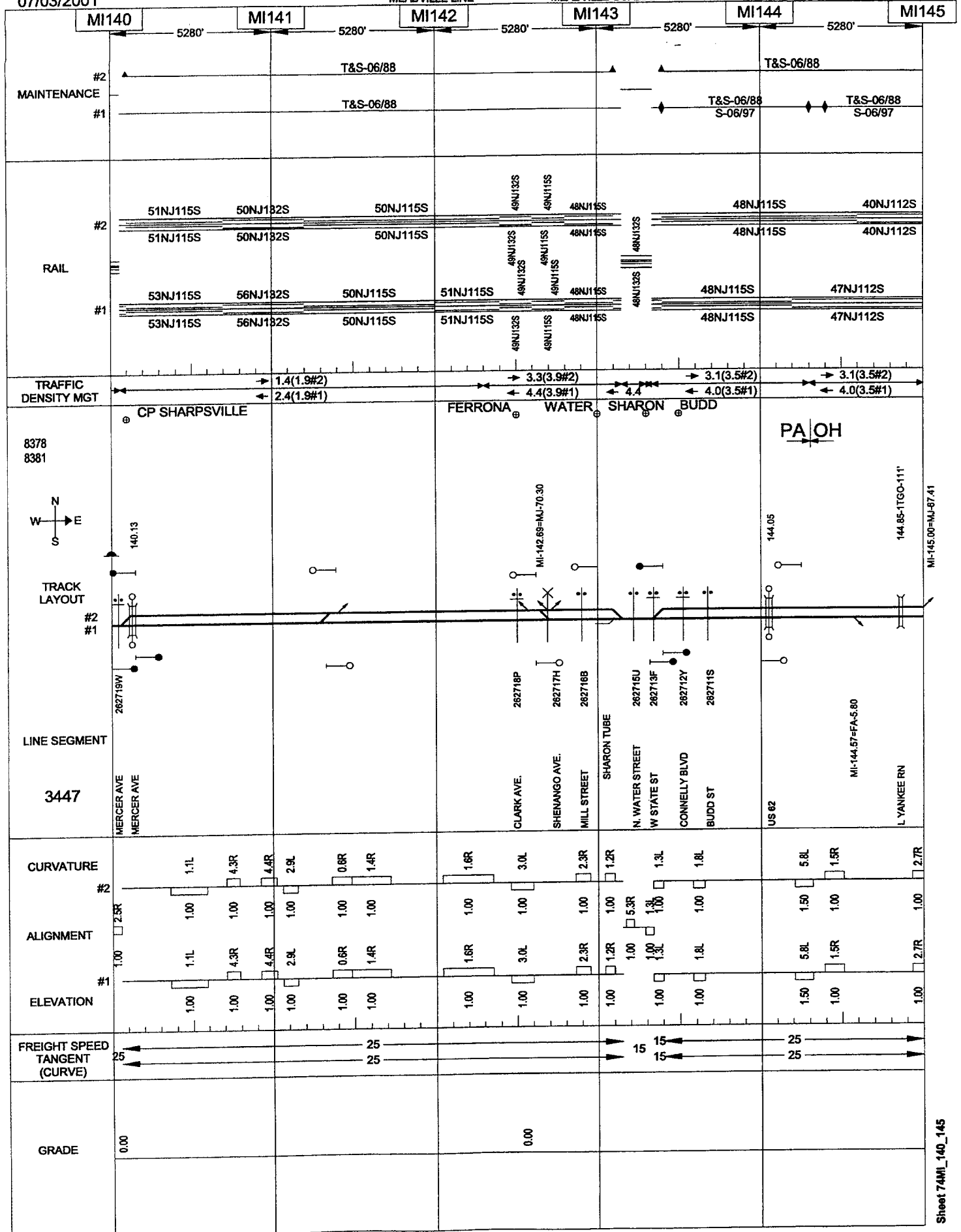


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

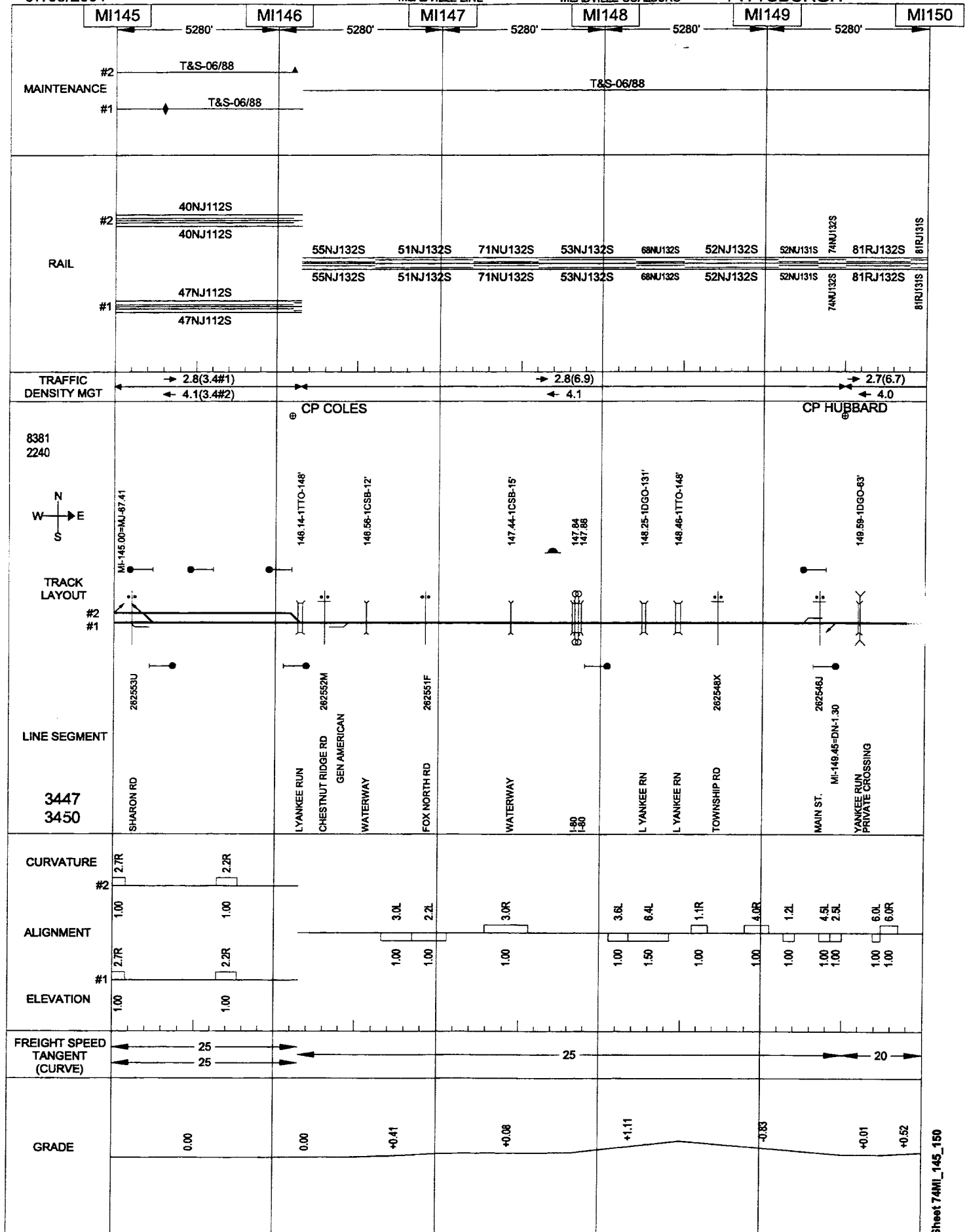


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH

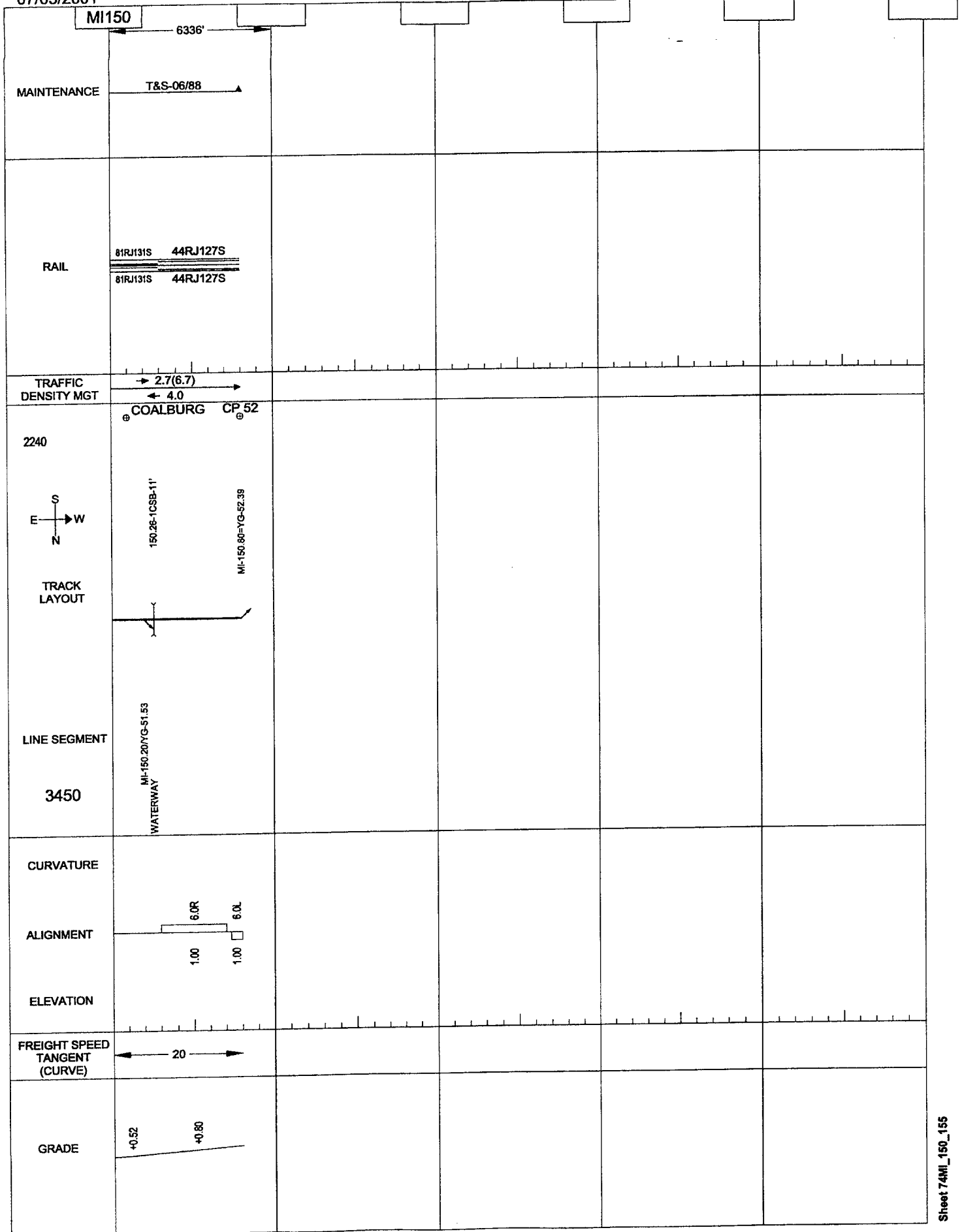


07/03/2001

MEADVILLE LINE

MEADVILLE-COALBURG

PITTSBURGH



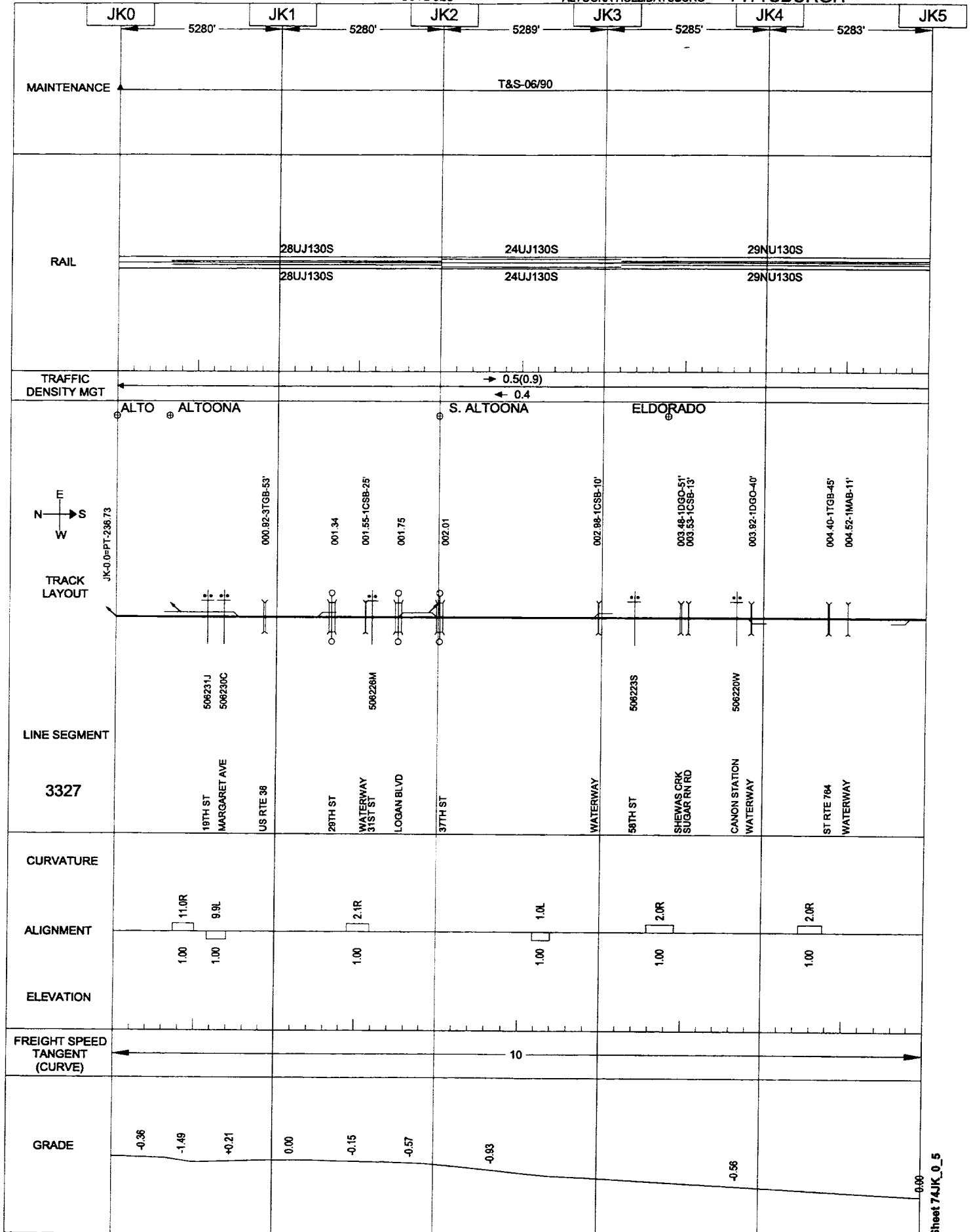
07/03/2001

230

COVE SEC

ALTOONA-HOLLIDAYSBURG

PITTSBURGH

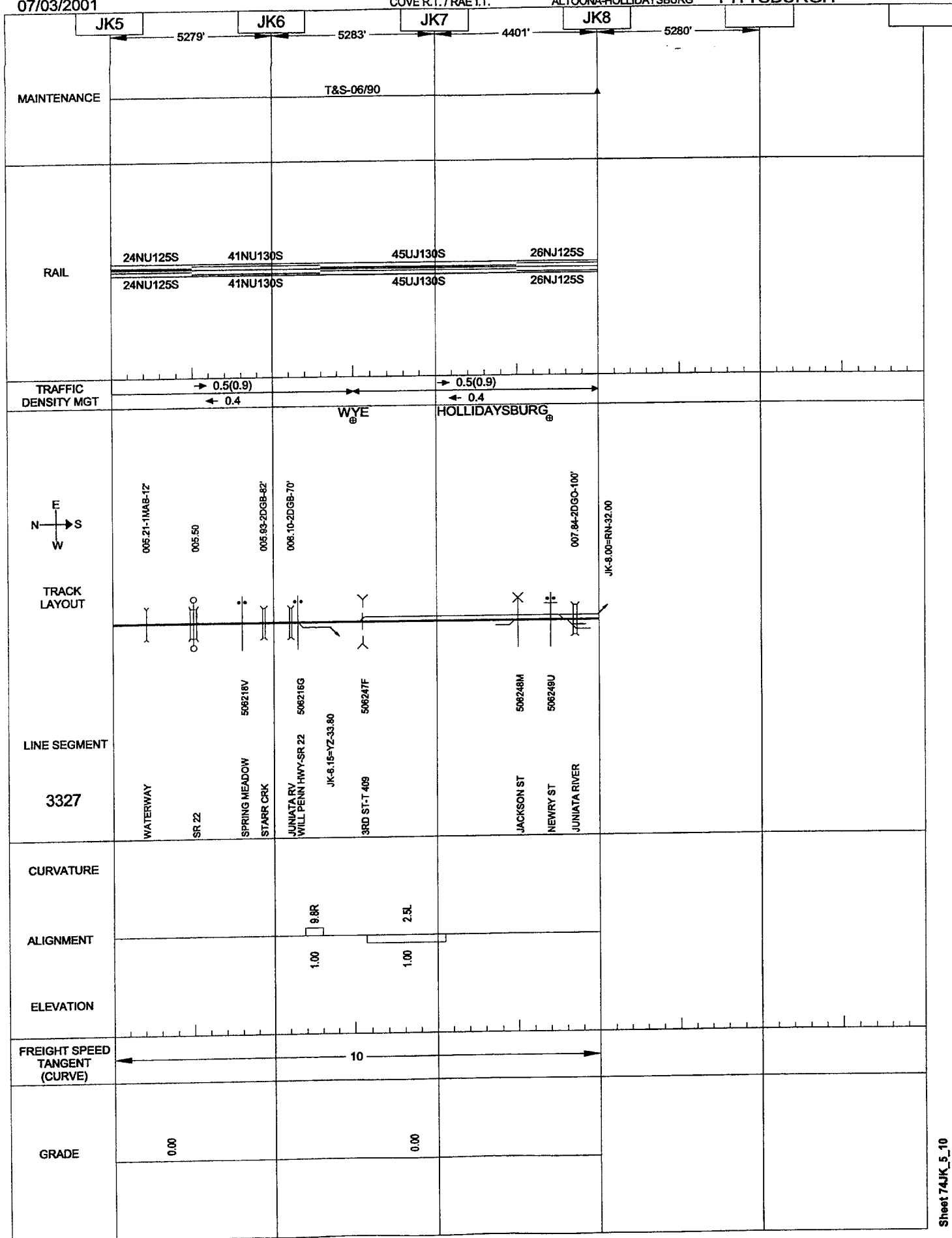


07/03/2001

COVER T. / RAE I.T.

ALTOONA-HOLLIDAYSBURG

PITTSBURGH



07/03/2001

RAE I.T.

HOLLIDAYSBURG YARD

PITTSBURGH

RN28

RN29

RN30

5285'

5251'

MAINTENANCE

T&S-06/46

RAIL

46UJ130S

29NU125S

46UJ130S

29NU125S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.4(0.9)

0.0

0.5

7013

E
N → S
W

TRACK
LAYOUTFRANK[®]FRANKSTOWN
HOLLIDAYSBURG YD

028.77-1CSB-30'

028.27-1DGO-28'

508252C

528830V
508251V

LINE SEGMENT

3324

WHITE

TURKEY RUN

ROARING RUN

LOOP ROAD
CAR SHOP RD

CURVATURE

ALIGNMENT

ELEVATION

2.0L

3.5R

1.00

1.00

1.00

6.0L

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.20

+0.30

+0.10

0.00

+0.25

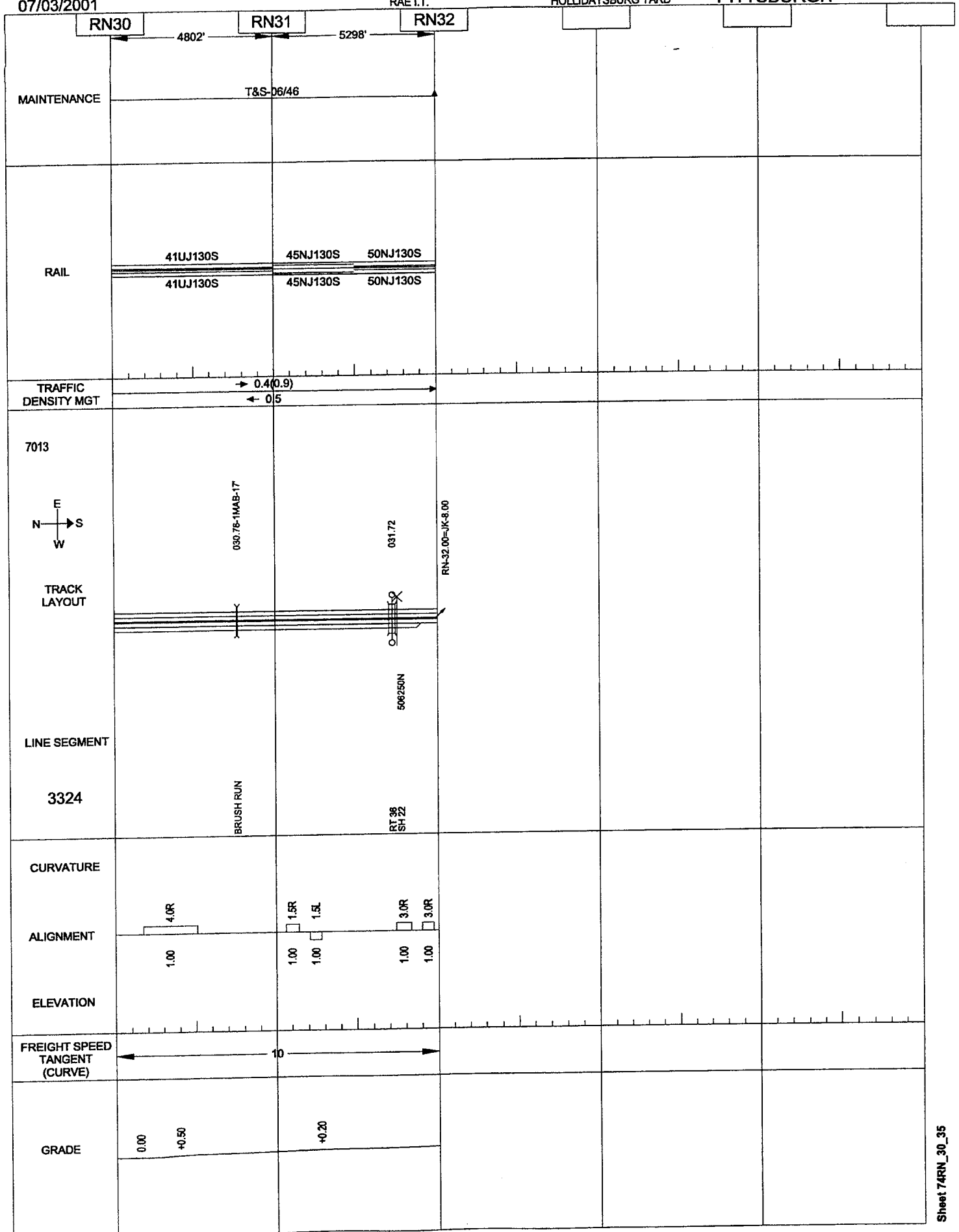
0.00

07/03/2001

RAE I.T.

HOLLIDAYSBURG YARD

PITTSBURGH



07/03/2001

234

SOUTH FORK I.T.

PAINT-WINDBER JUNCTION

PITTSBURGH

QS15

5280'

MAINTENANCE

T&S-06/81
S-06/87

RAIL

22NU110S 28UJ130S
22NU110S 28UJ130STRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

SCALP LEVEL

7024

E
N → S
WTRACK
LAYOUT

QS-14.40=SY-14.40

LINE SEGMENT

3342

CURVATURE

ALIGNMENT

ELEVATION

8.0L 8.0R 12.0L
1.00 1.00 1.00FREIGHT SPEED
TANGENT
(CURVE)

→ 10 →

GRADE

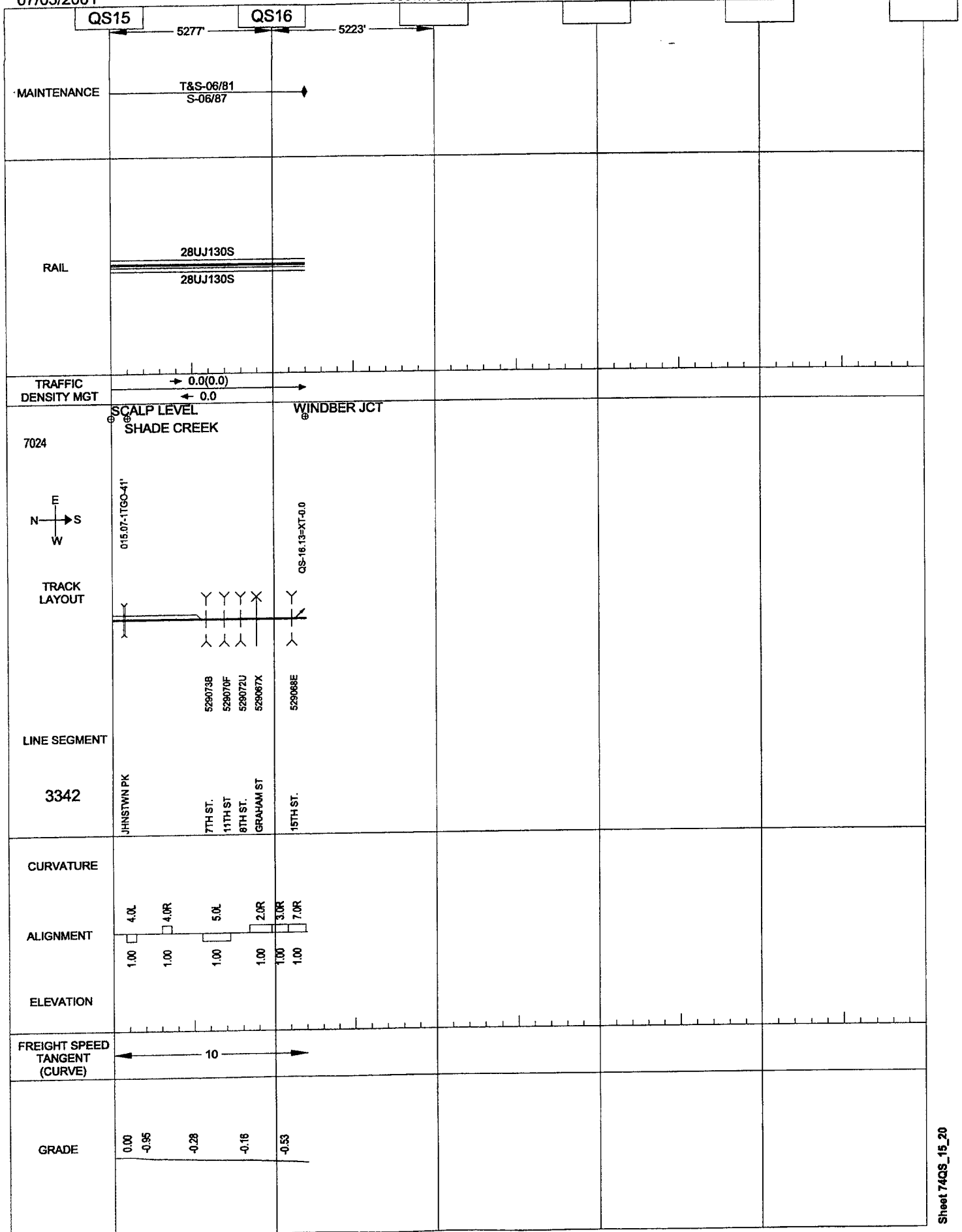
-1.46

07/03/2001

SOUTH FORK I.T.

PAINT-WINDBER JUNCTION

PITTSBURGH

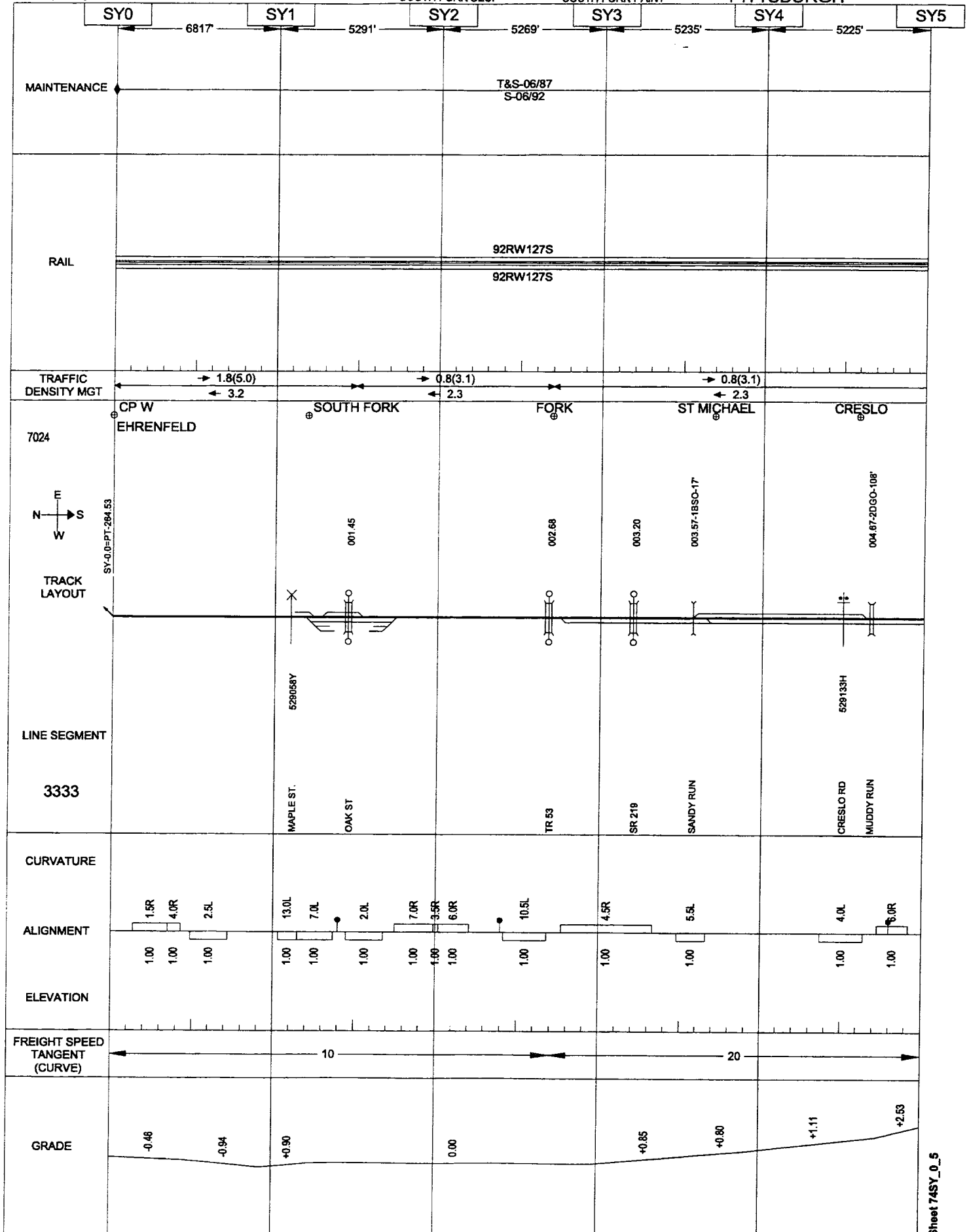


07/03/2001

SOUTH FORK SEC.

SOUTH FORK-PAINT

PITTSBURGH



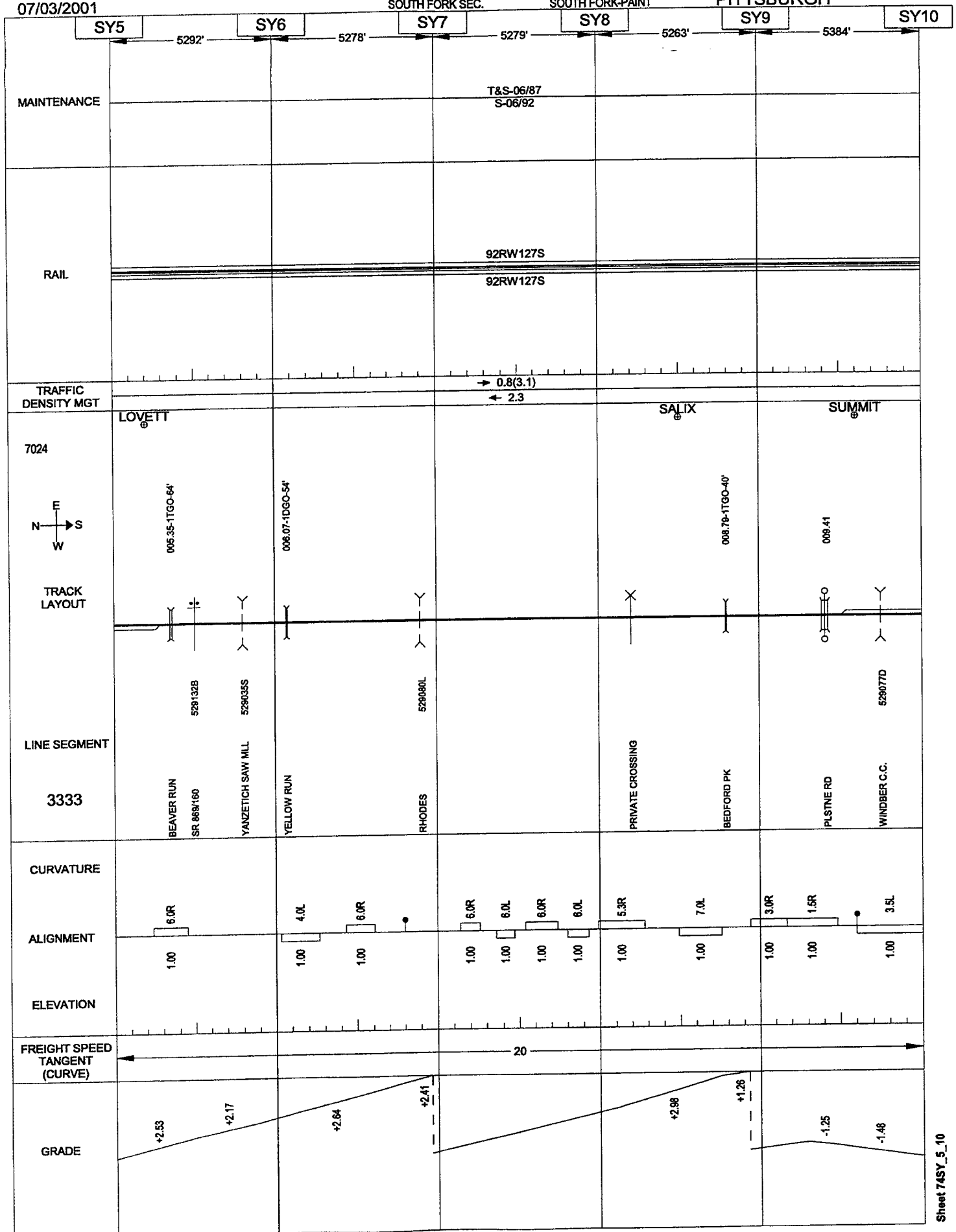
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237

SOUTH FORK SEC.

SOUTH FORK-PAINT

PITTSBURGH

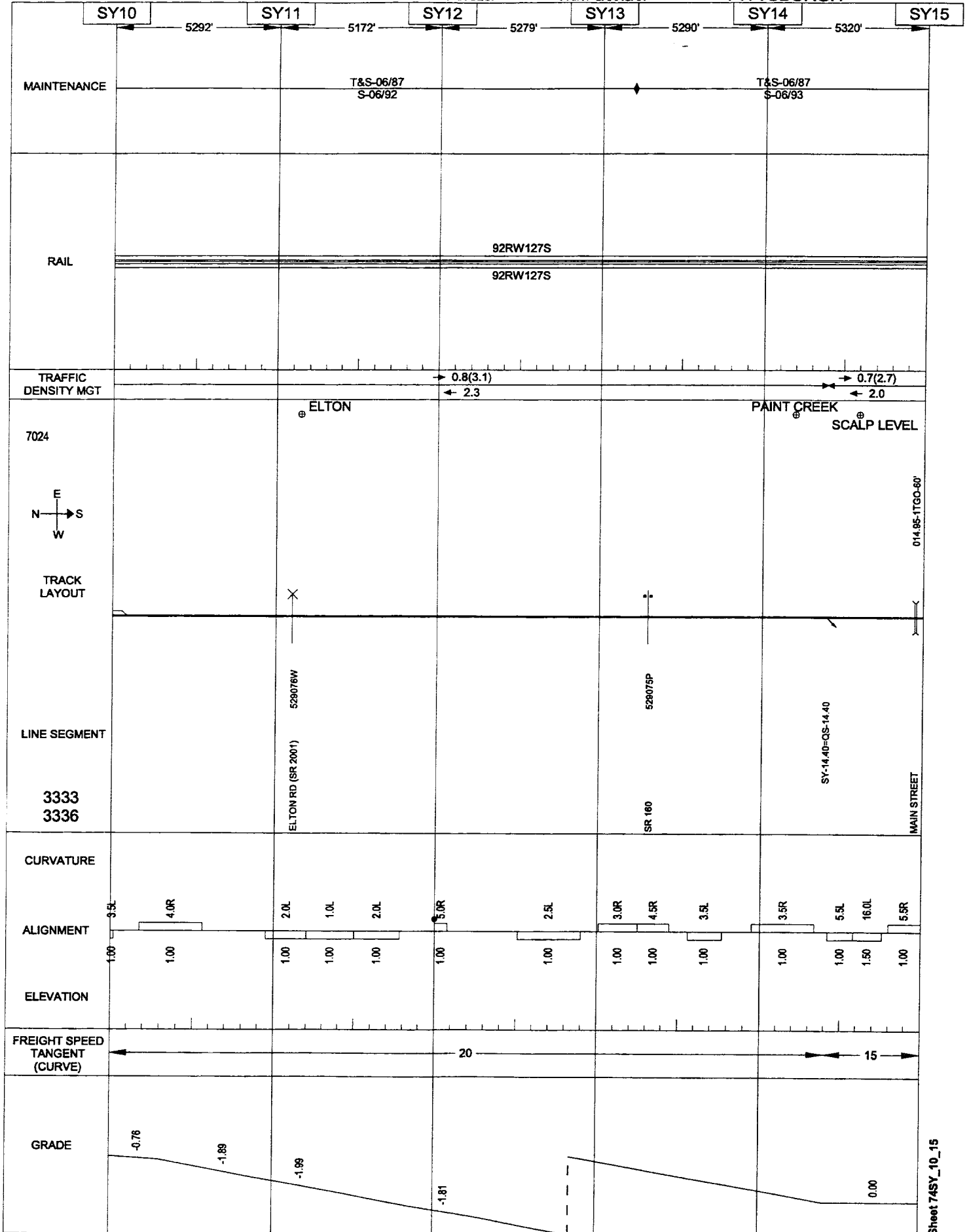


07/03/2001

SOUTH FORK SEC.

PAINT-GAHAGAN

PITTSBURGH

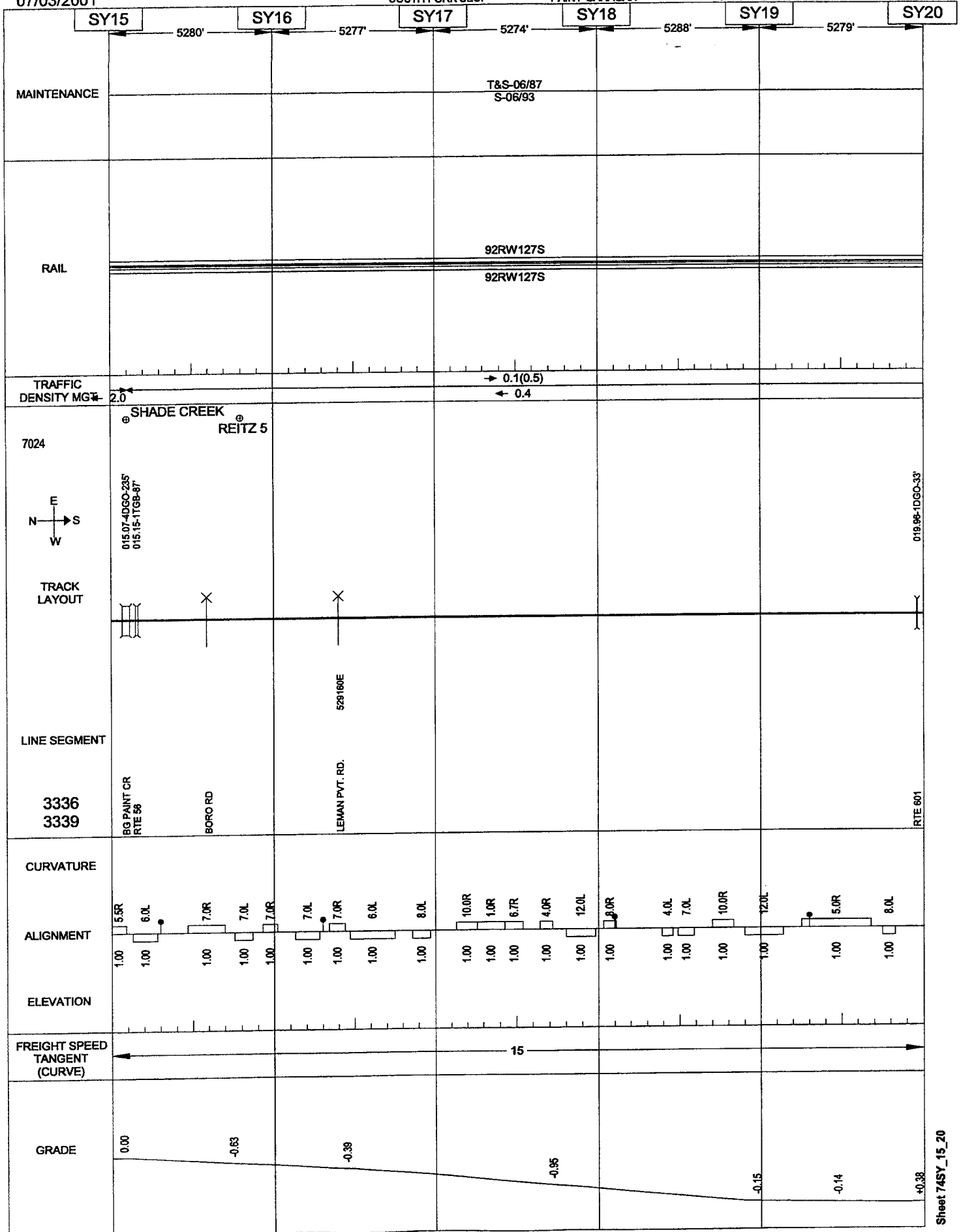


07/03/2001

239
SOUTH FORK SEC.

PAINT-GAHAGAN

PITTSBURGH

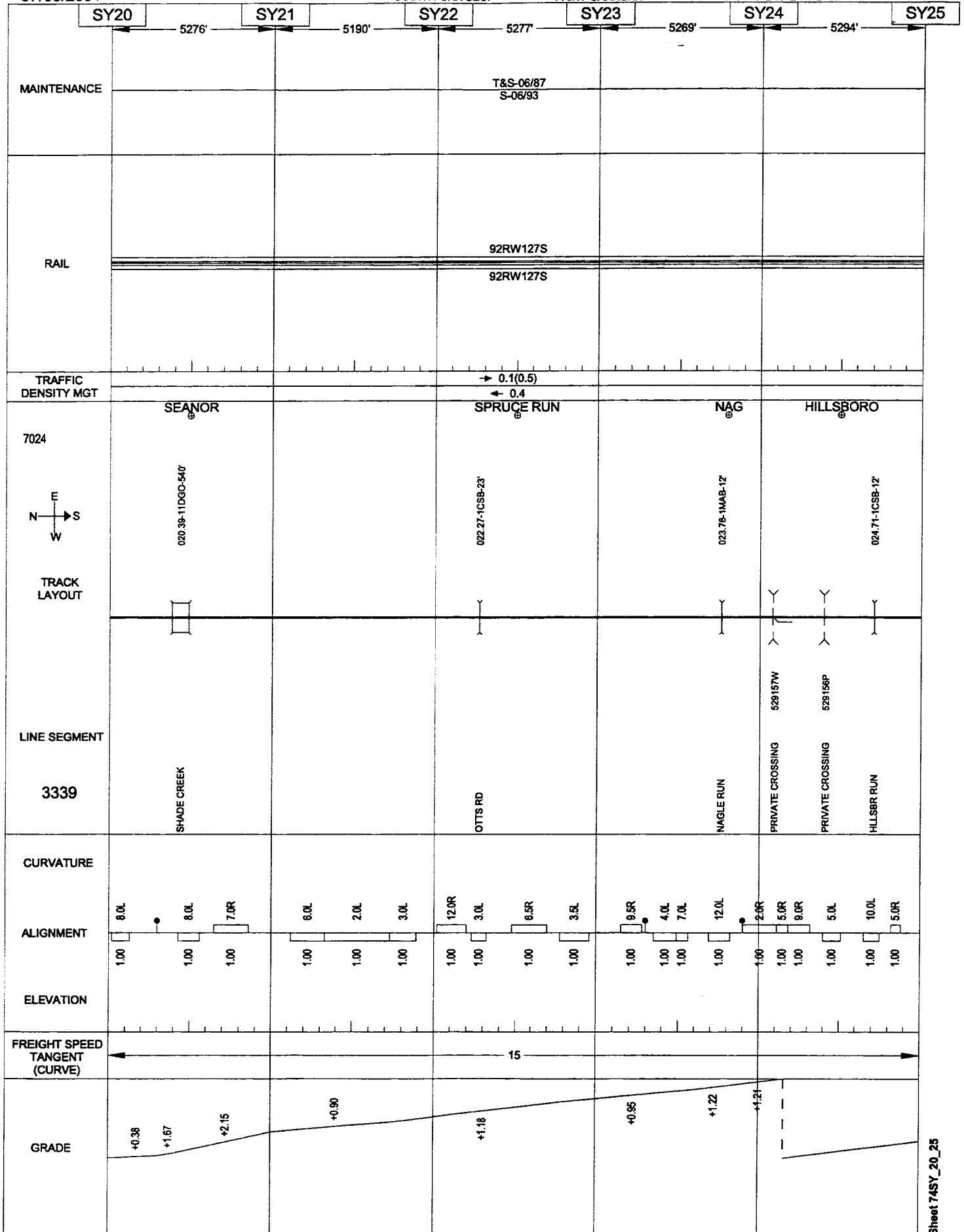


07/03/2001

SOUTH FORK SEC.

PAINT-GAHAGAN

PITTSBURGH



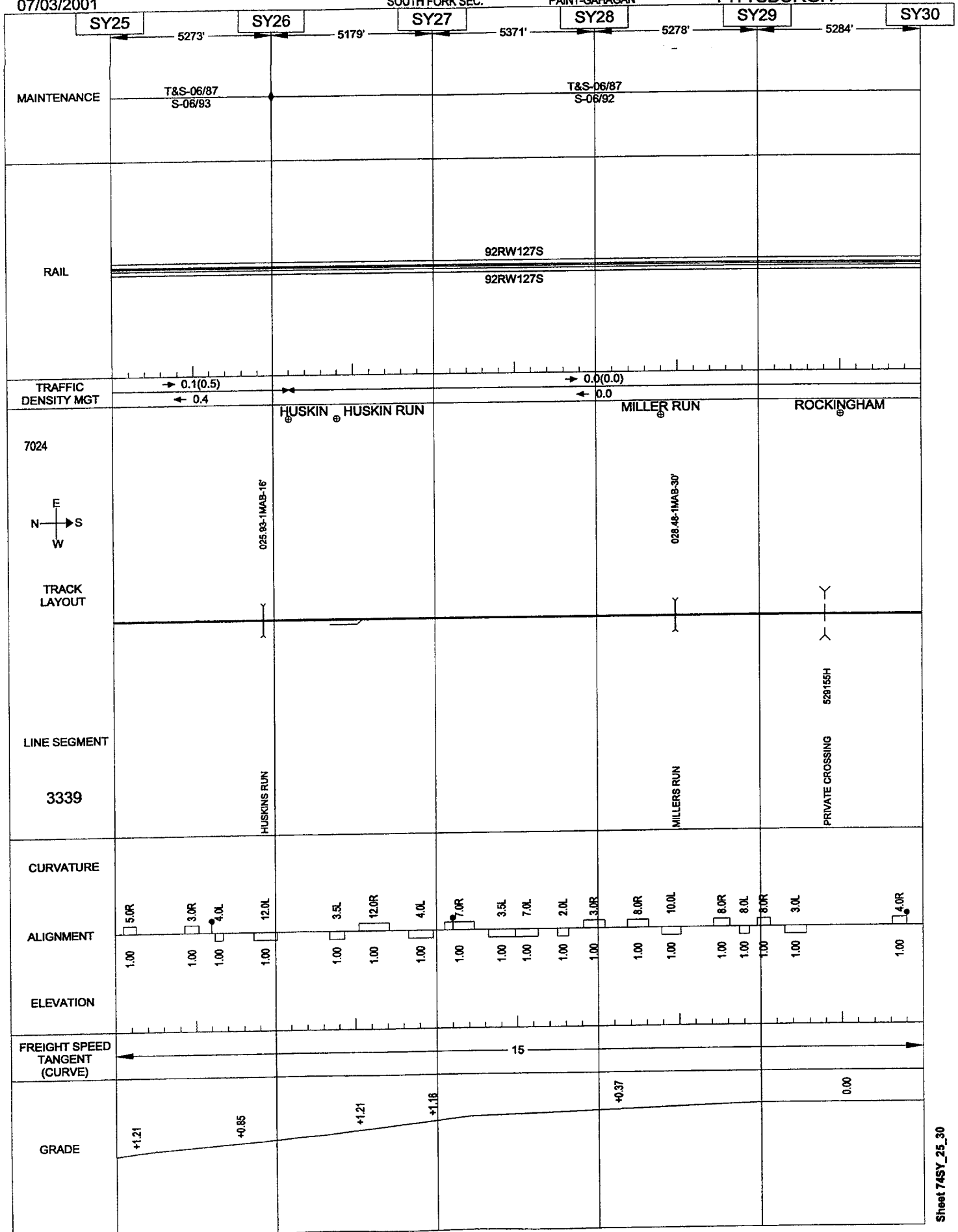
07/03/2001

241

SOUTH FORK SEC.

PAINT-GAHAGAN

PITTSBURGH

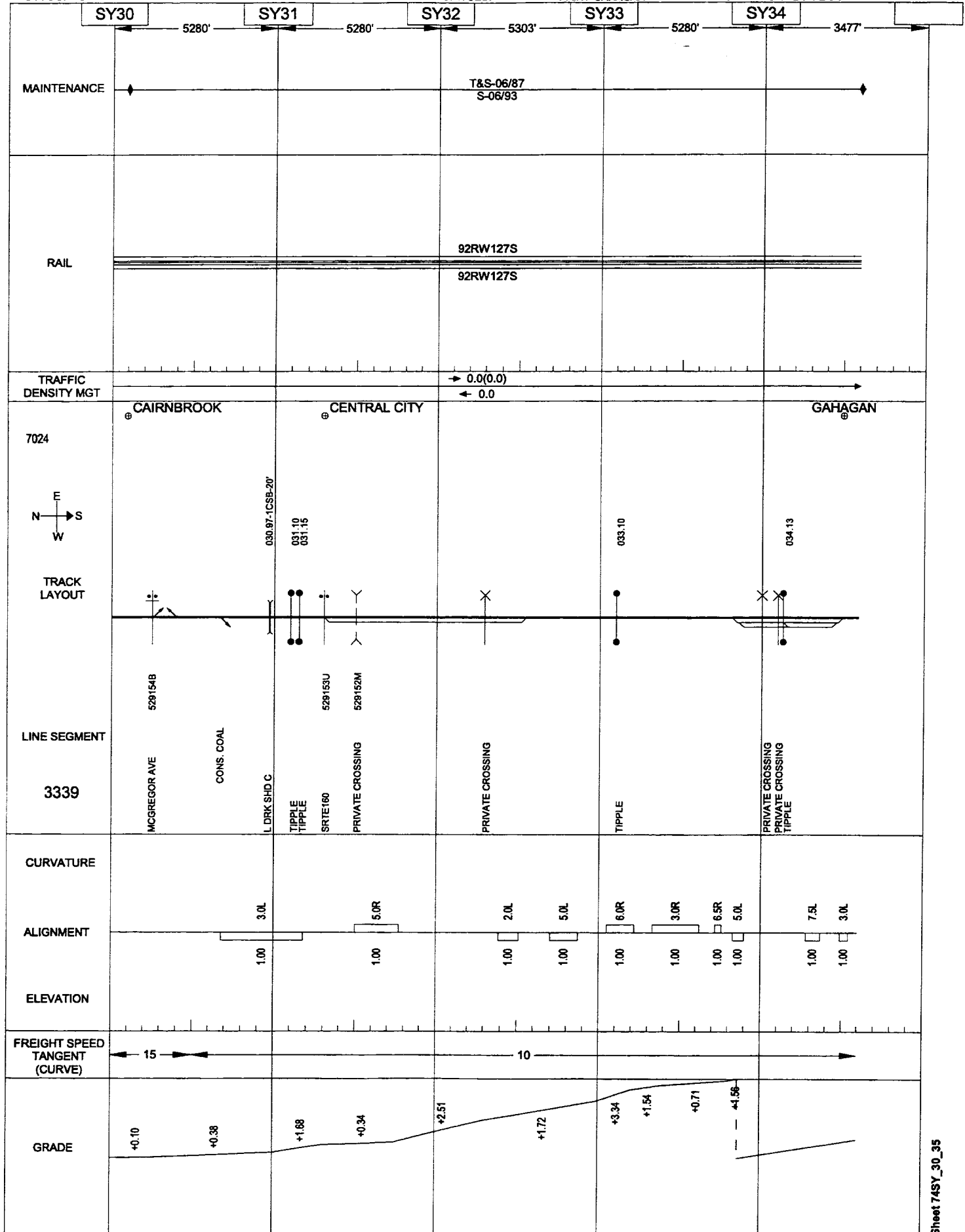


07/03/2001

SOUTH FORK SEC.

PAINT-GAHAGAN

PITTSBURGH

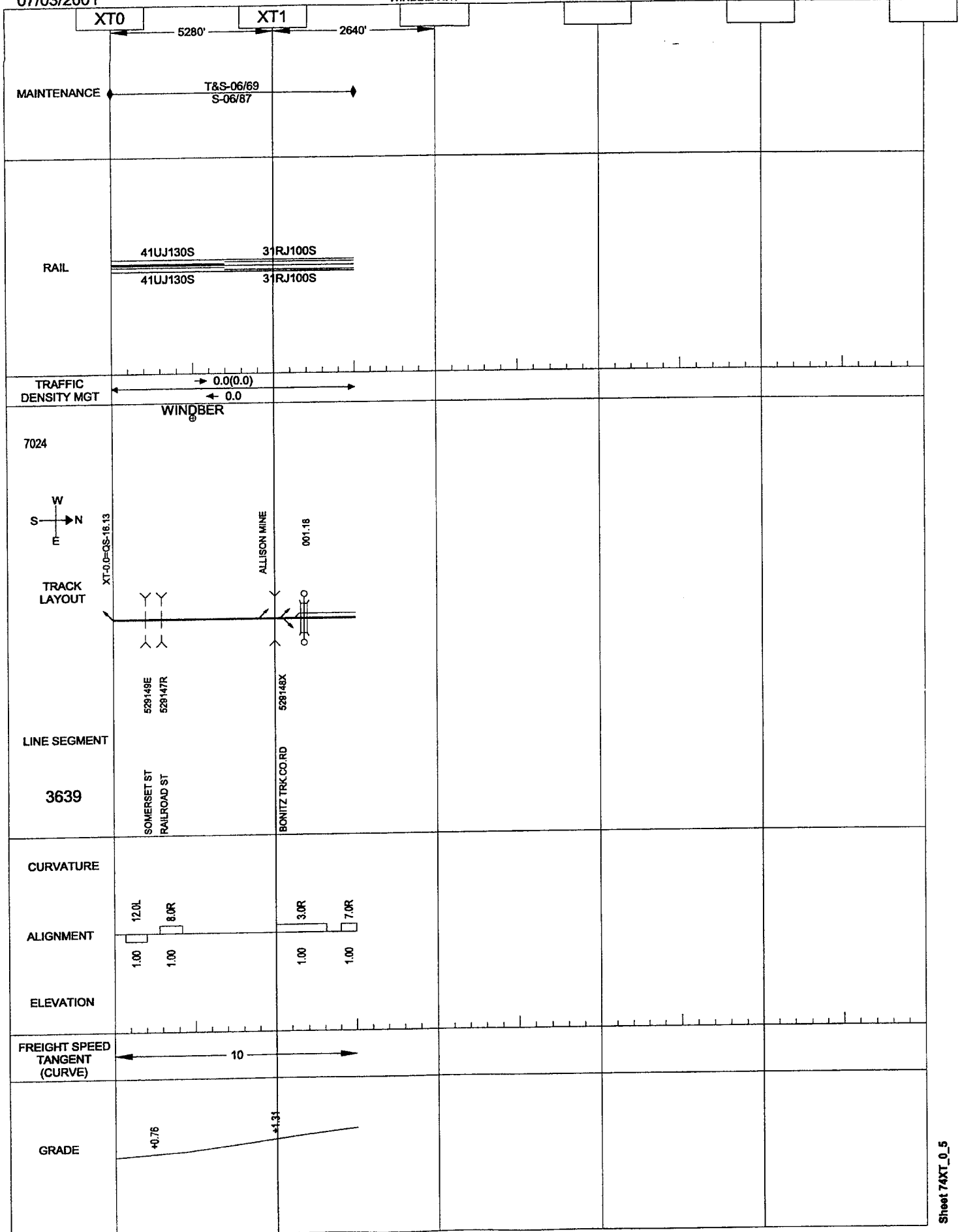


07/03/2001

WINDBER I.T.

SOUTH FORK IT-ALLISON MI

PITTSBURGH

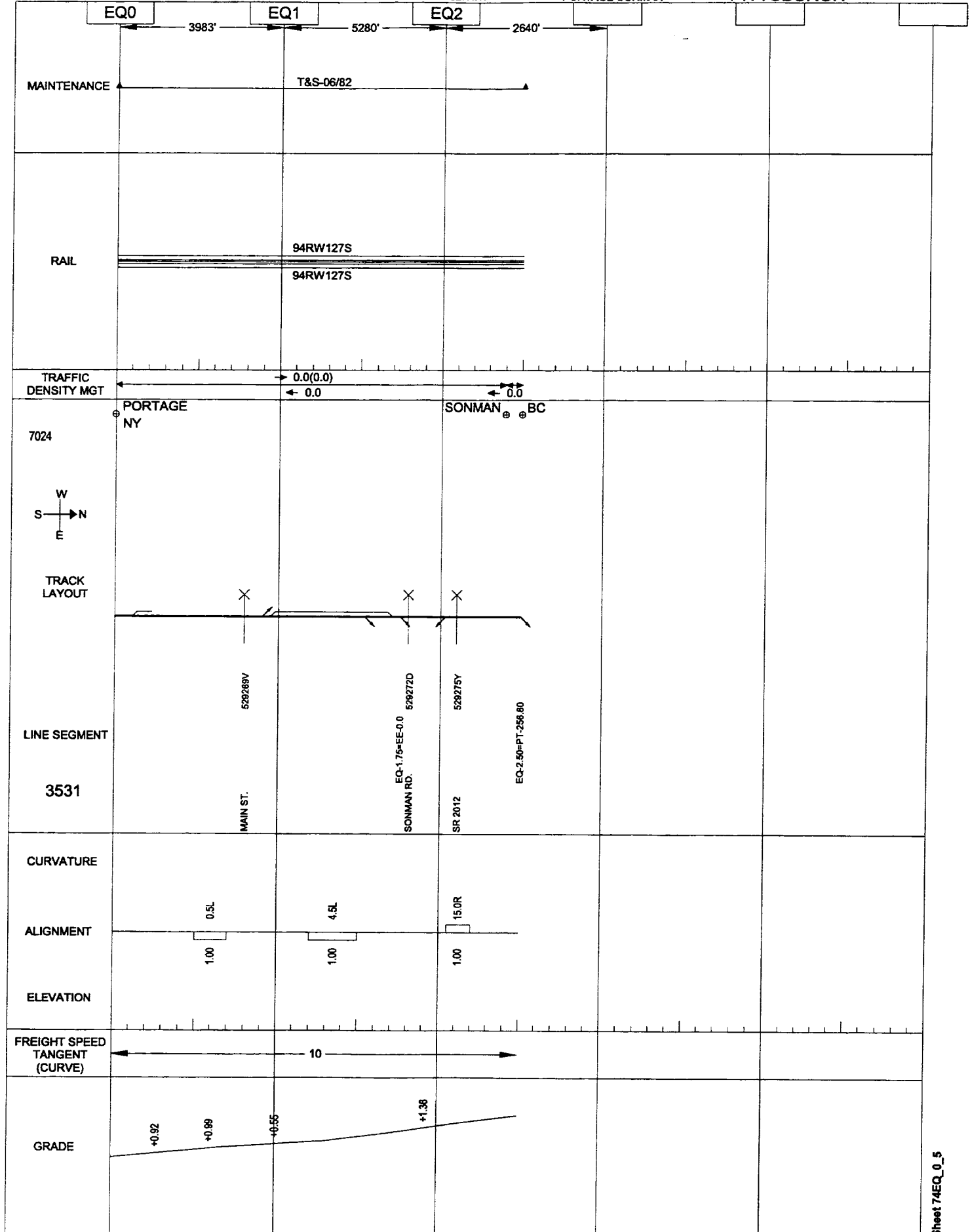


07/03/2001

BENS CREEK I.T.

PORTAGE-SONMAN

PITTSBURGH

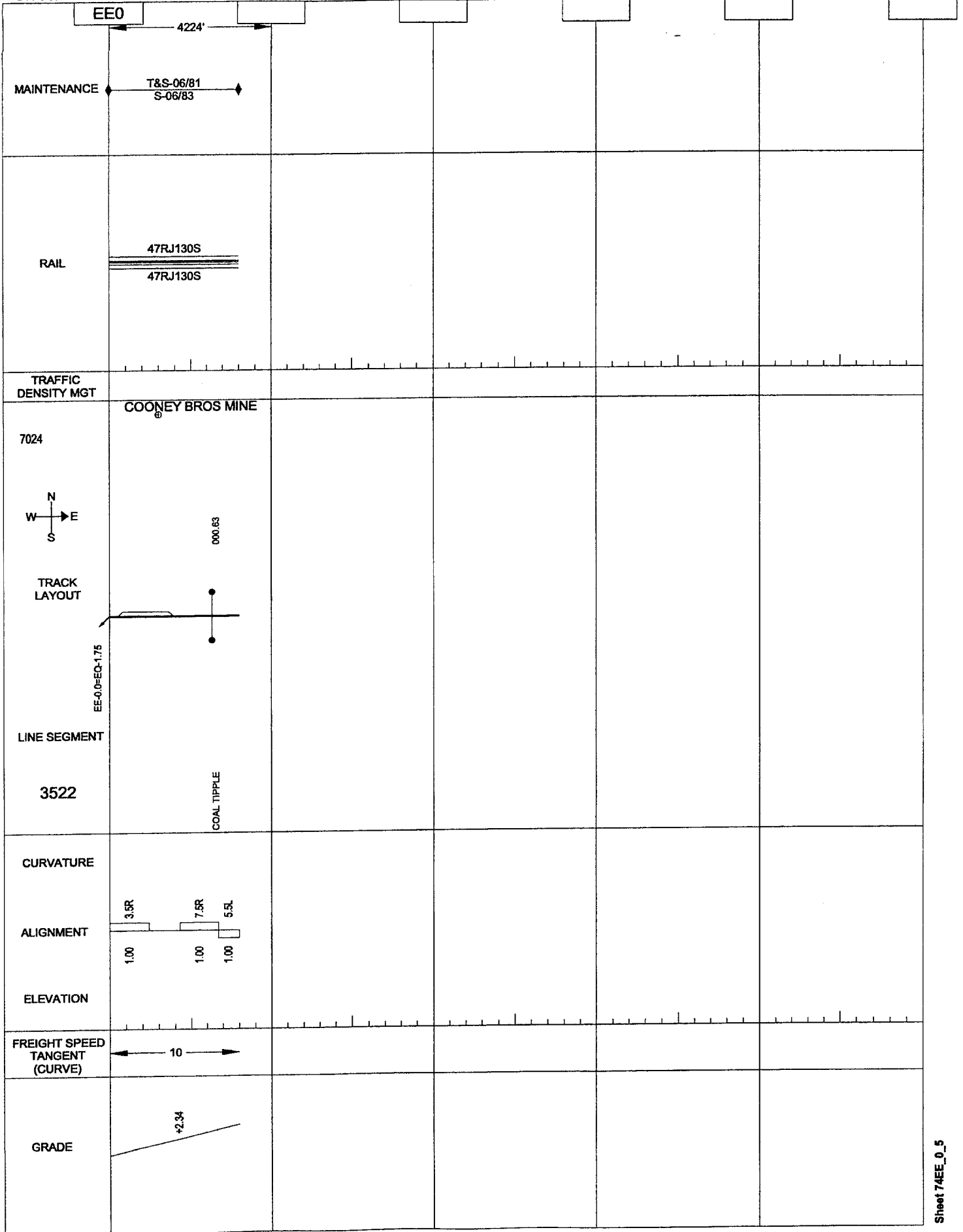


07/03/2001

SONMAN I.T.

BEN CRK BRNCH-MINE

PITTSBURGH

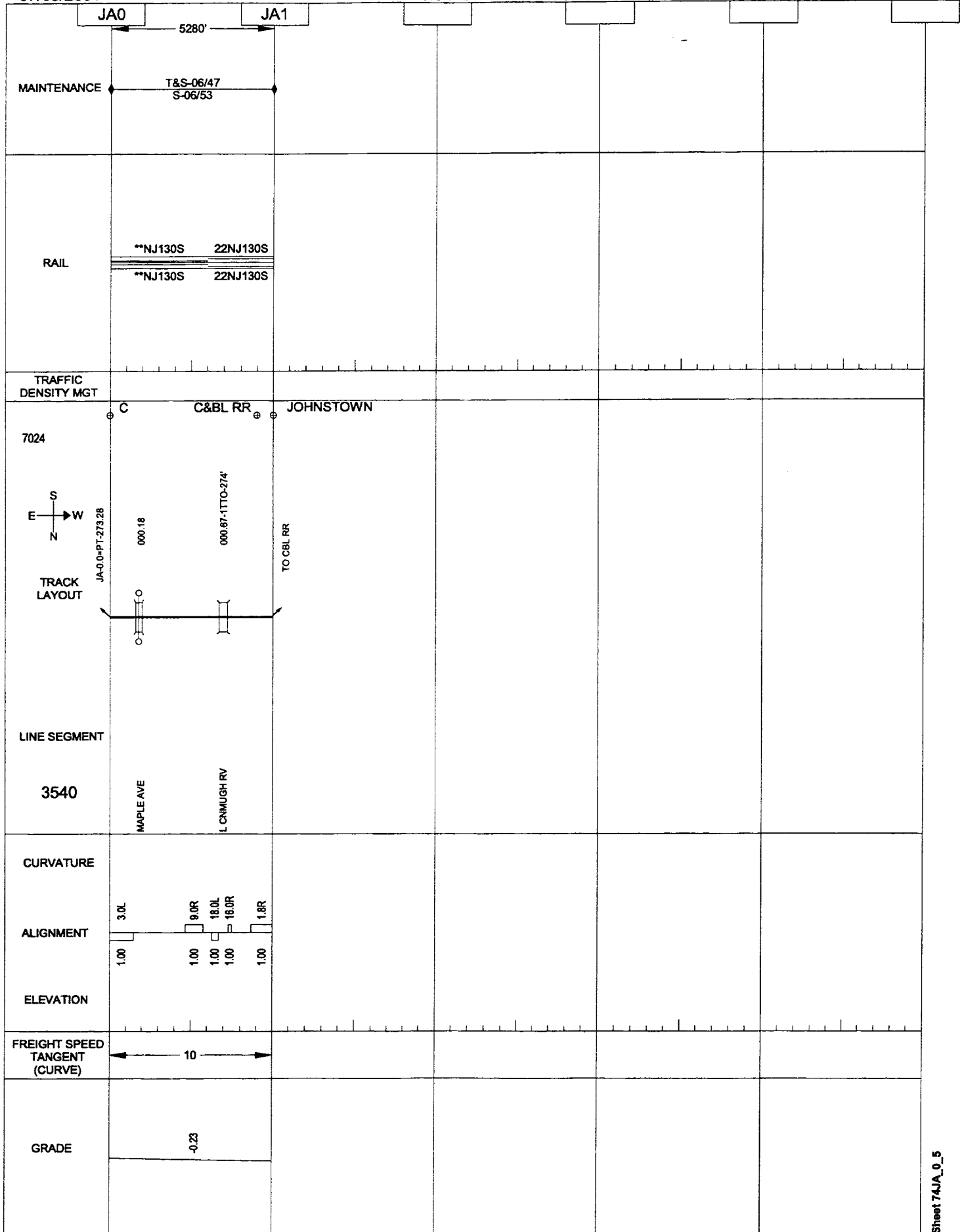


07/03/2001

JOHNSTOWN I.T.

PGH LINE-JOHNSTOWN

PITTSBURGH



07/03/2001

WEIRTON SEC.

WEIRTON JCT-MINGO JCT

PITTSBURGH

WR40

5280'

T&S-06/79

MAINTENANCE

RAIL

50N140S
64UJ140S
64UJ140S
50N140S

TRAFFIC
DENSITY MGT

0.0(0.0)
0.0

7125

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

3387

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.30

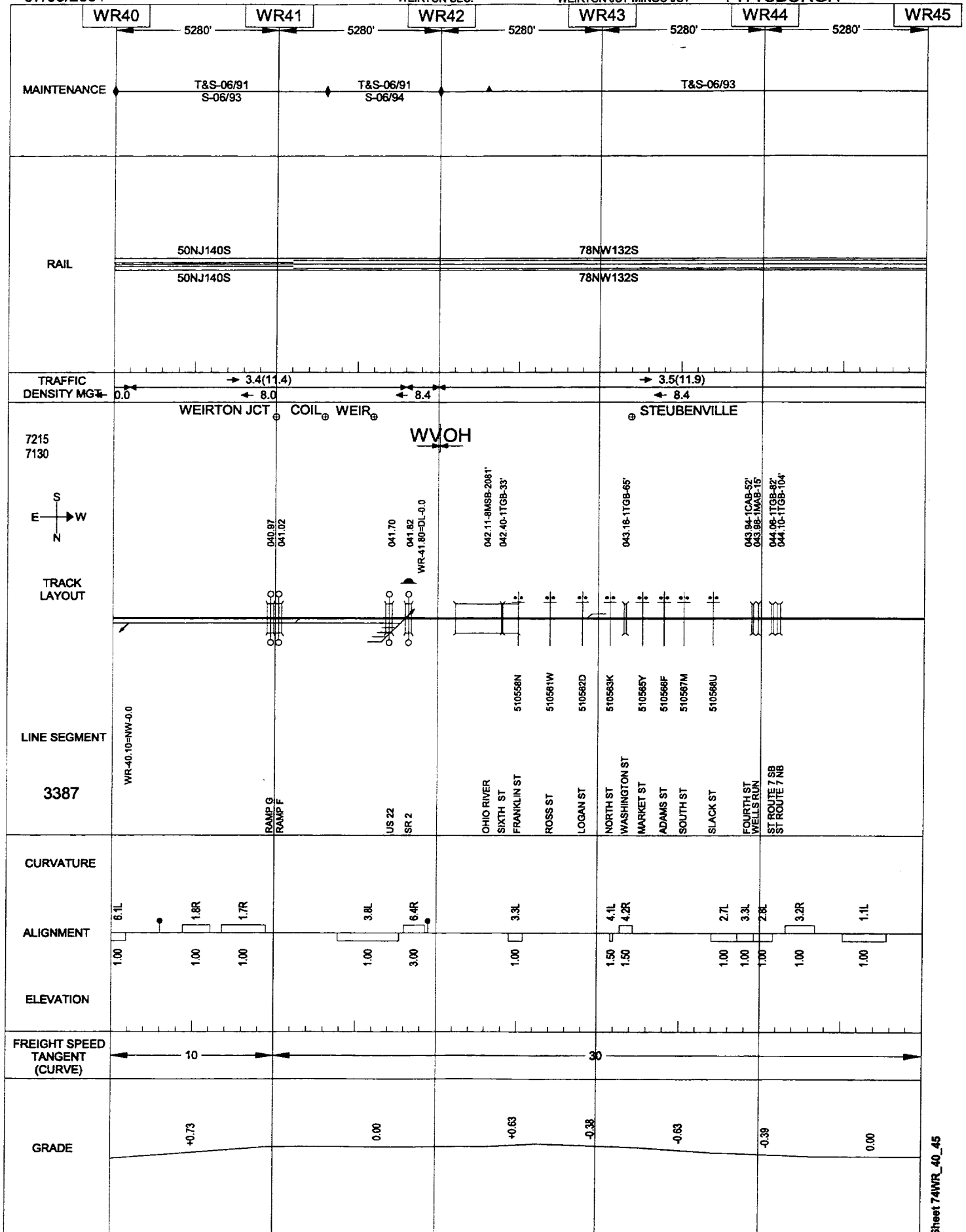
6.1L
1.00

07/03/2001

WEIRTON SEC.

WEIRTON JCT-MINGO JCT

PITTSBURGH

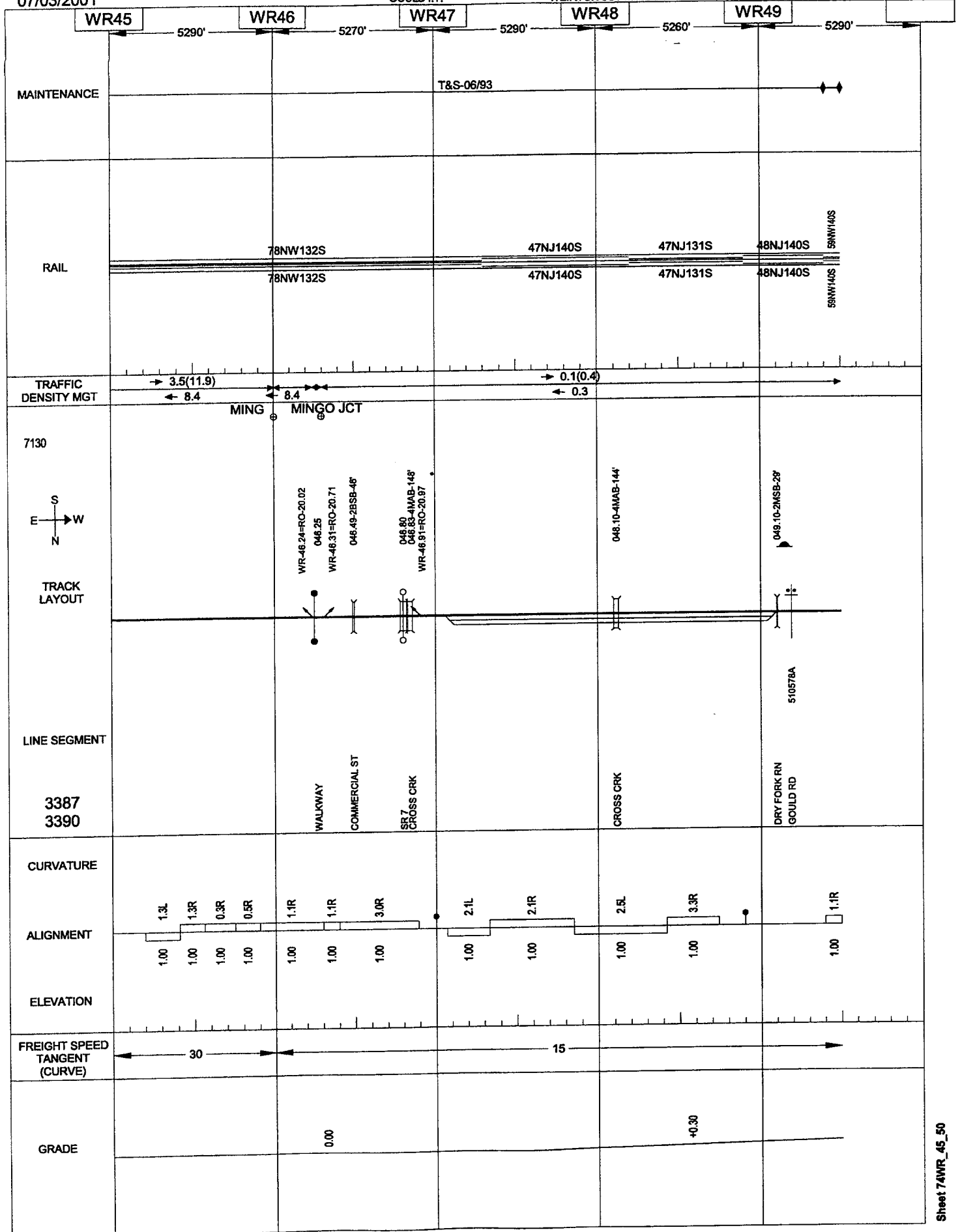


07/03/2001

GOULD I.T.

WEIRTON JCT-MINGO JCT

PITTSBURGH



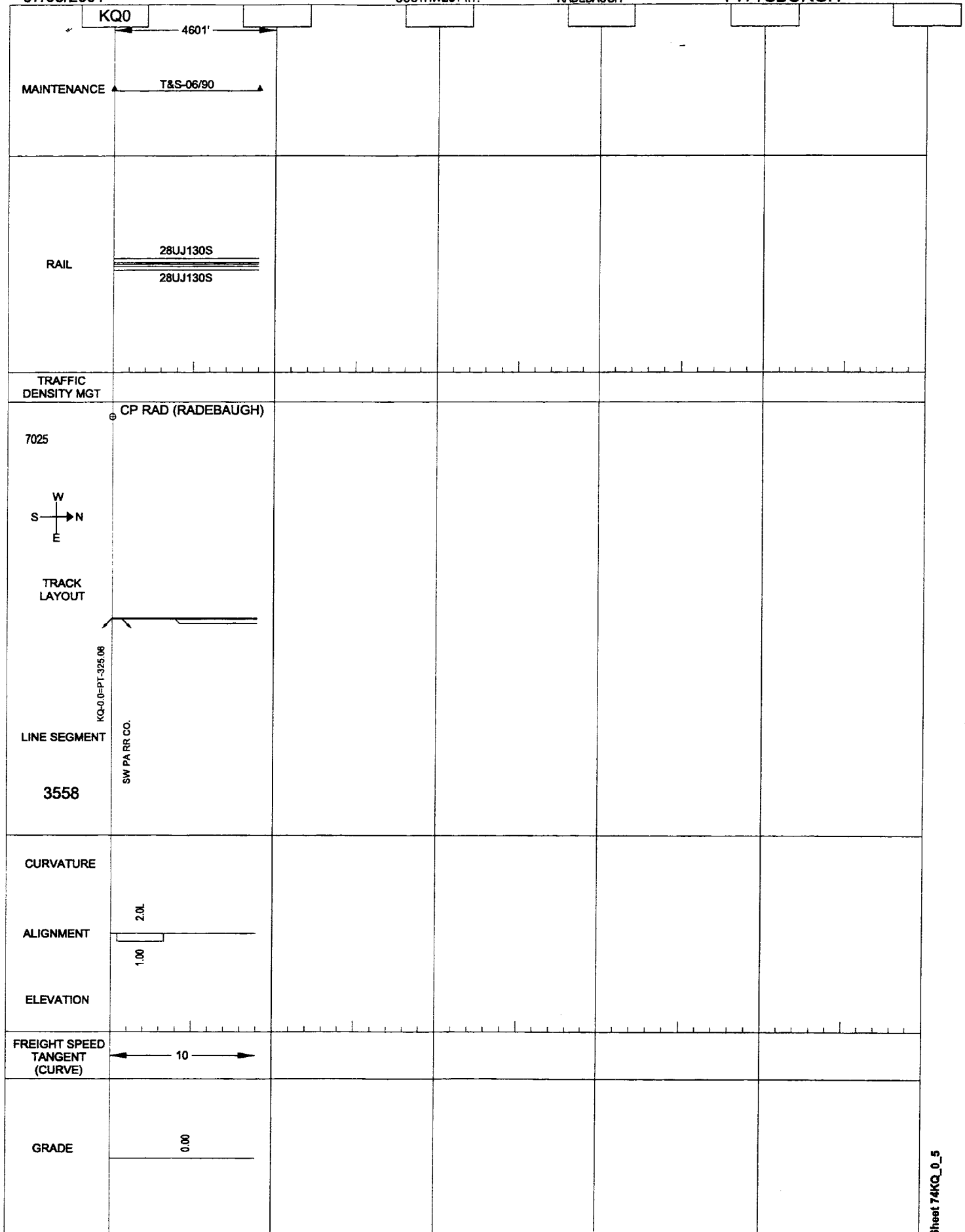
07/03/2001

250

SOUTHWEST I.T.

RADEBAUGH

PITTSBURGH

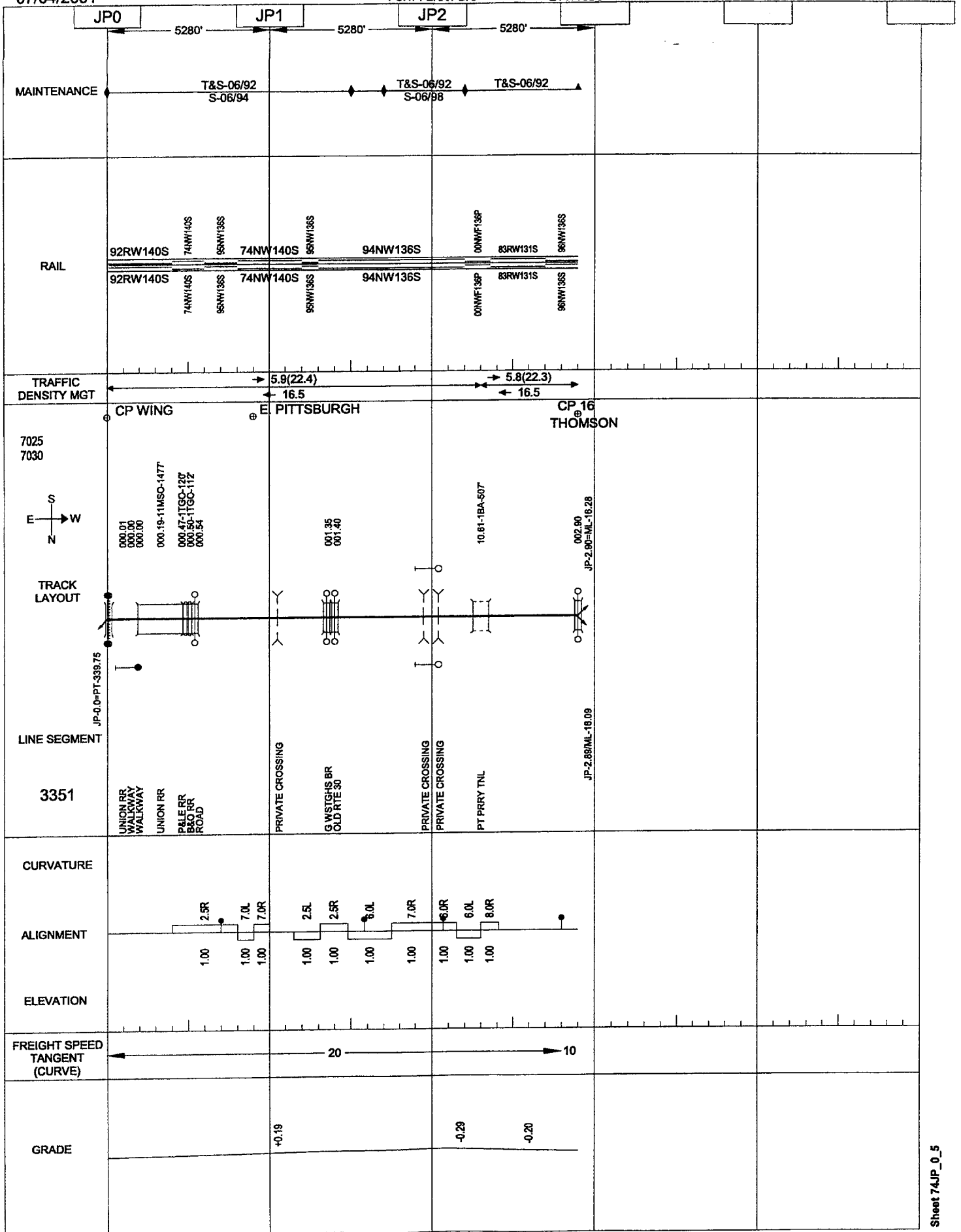


07/04/2001

PORT PERRY BR.

E PITTSBURGH-THOMSON

PITTSBURGH

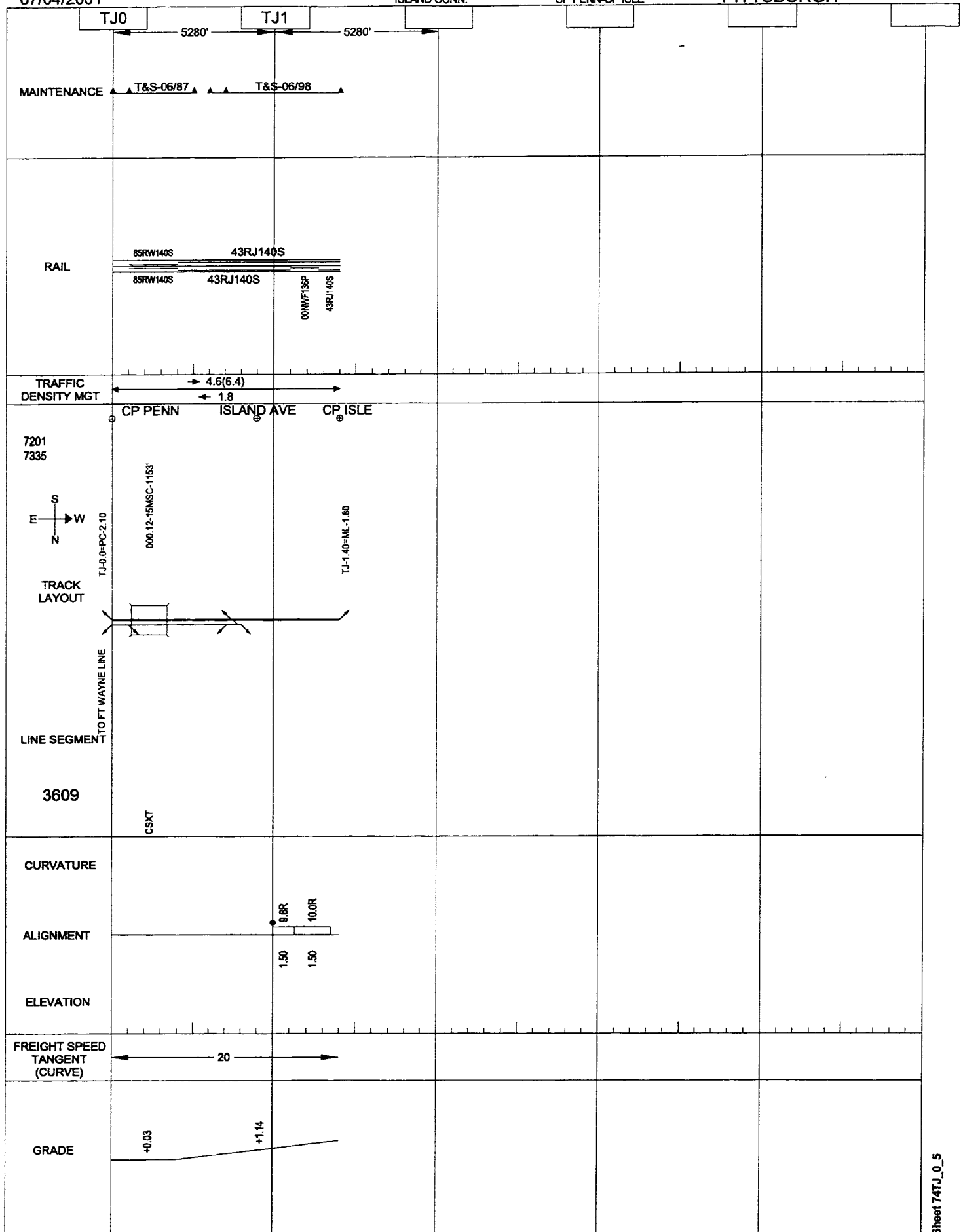


07/04/2001

ISLAND CONN.

CP PENN-CP ISLE

PITTSBURGH

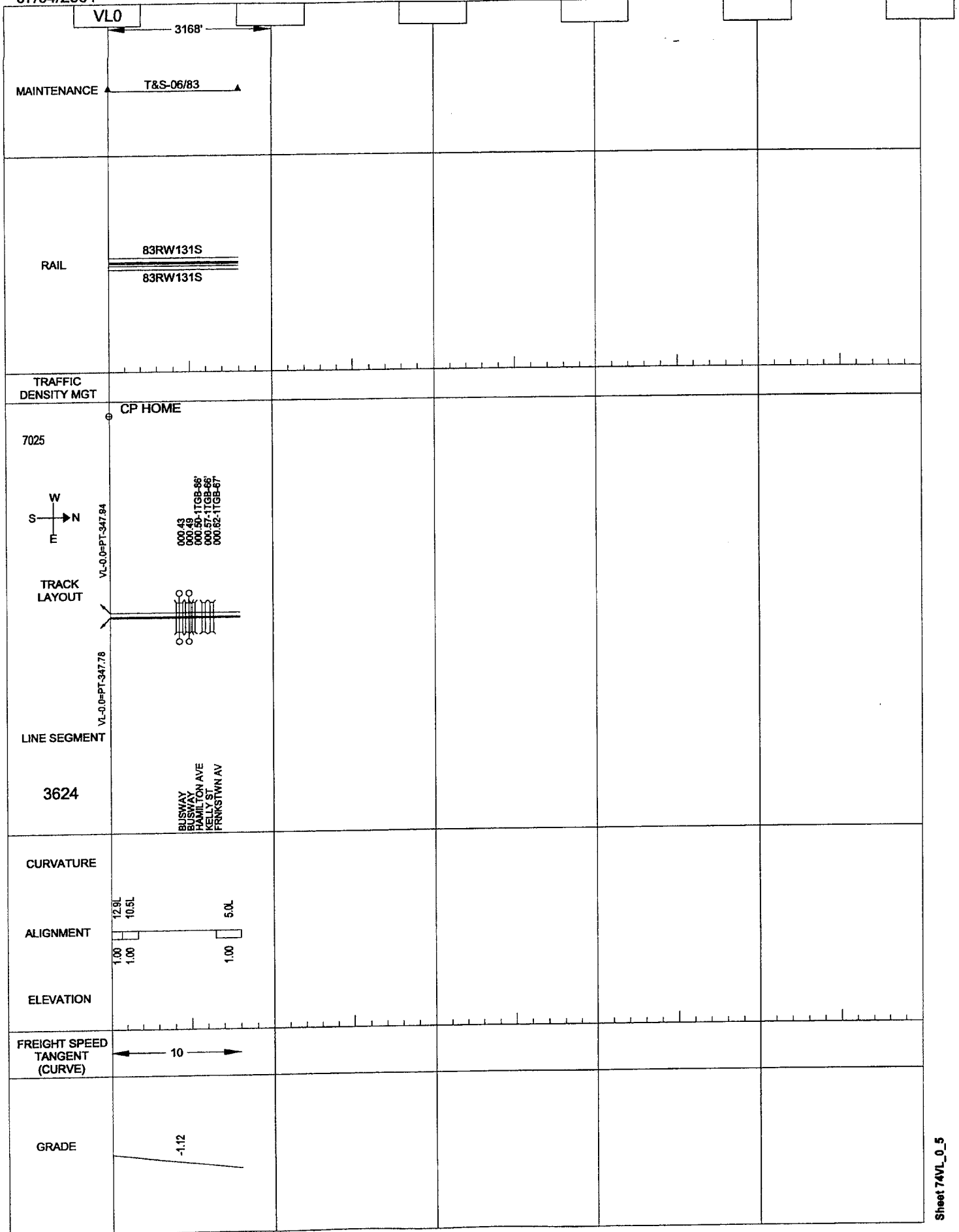


07/04/2001

253
VALLEY I.T.

CP HOME-END

PITTSBURGH

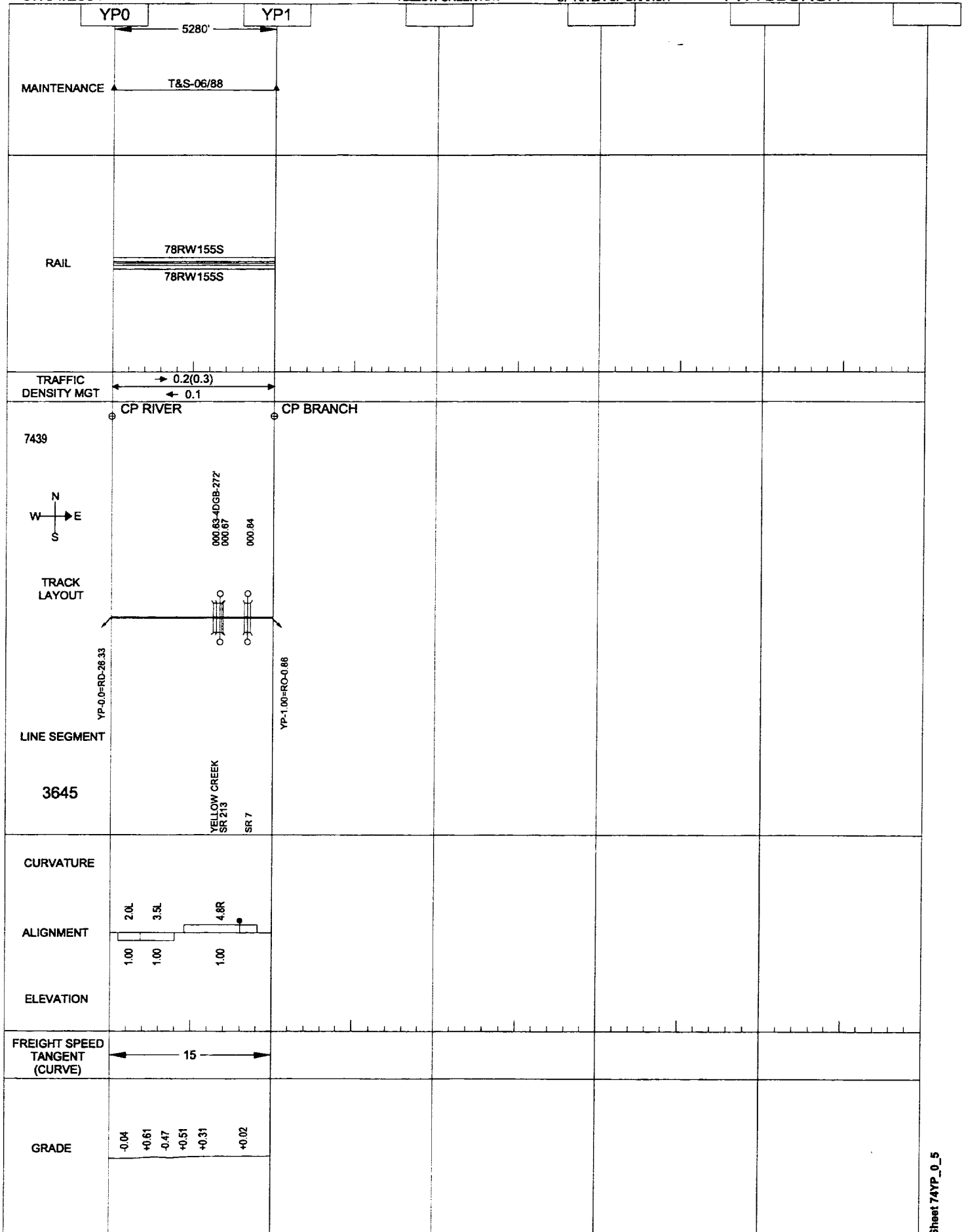


07/04/2001

YELLOW CREEK R.T.

CP RIVER-CP BRANCH

PITTSBURGH



07/04/2001

255
NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH

NW3

NW4

NW5

5278'

5280'

T&S-06/79
S-06/87

MAINTENANCE

RAIL

24NJ130S
24NJ130S

27NJ130S

27NJ100S

28NJ100S

27NJ130S

27NJ100S

28NJ100S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

KINGS CREEK

E. TORONTO

W
S → N
ETRACK
LAYOUT

004 04-1CAB-40'

004 56-1CAB-10'

LINE SEGMENT

3568

KINGS CREEK

KINGS CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.0R

2.0R

2.0R

1.7R

3.0L

2.0R

2.0L

1.0L

1.00

1.00

1.00

1.00

1.00

1.00

1.00

0.00

-0.61

-0.27

+0.30

0.00

+0.19

-0.17

+0.43

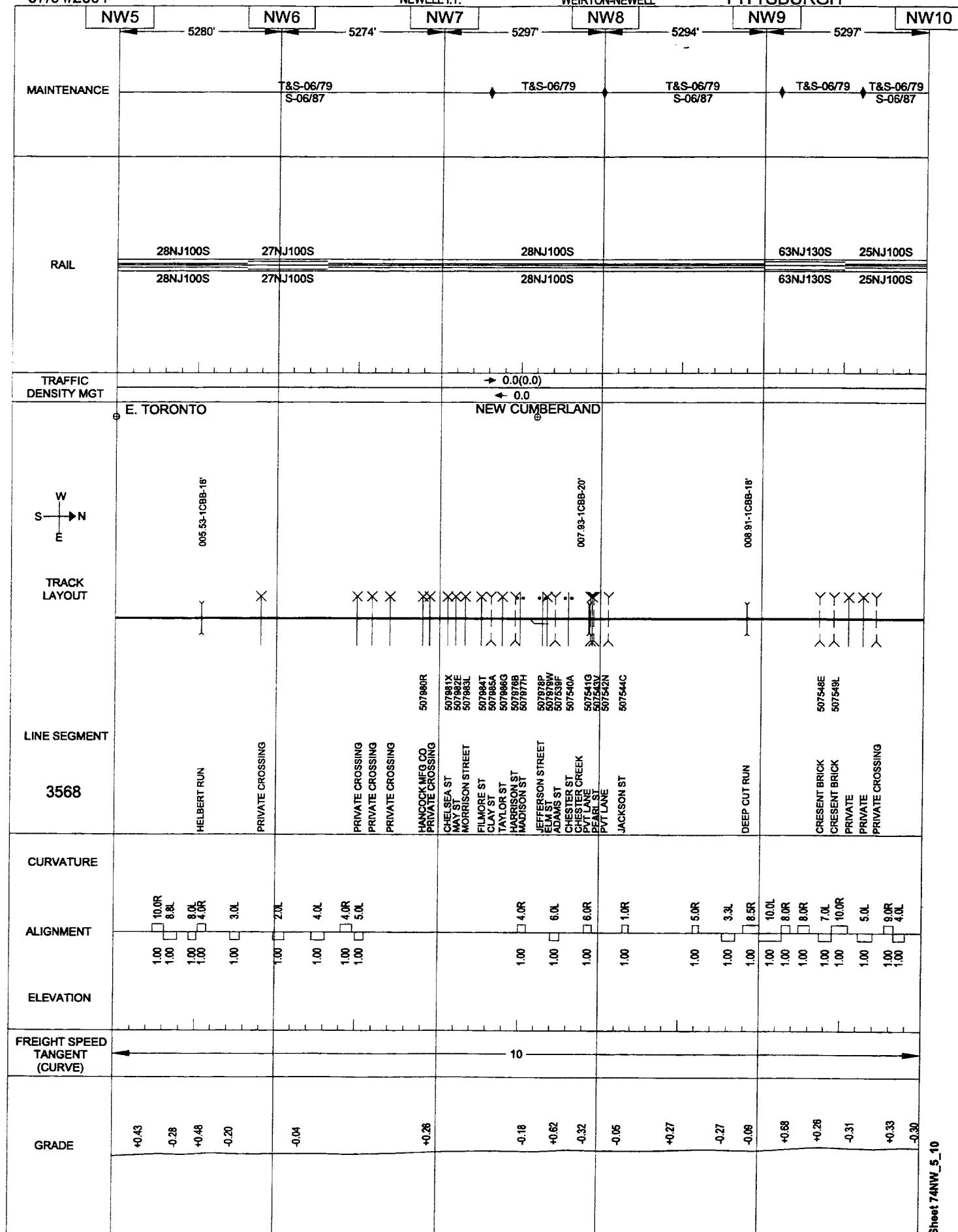
Sheet 74NW_0_5

07/04/2001

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH

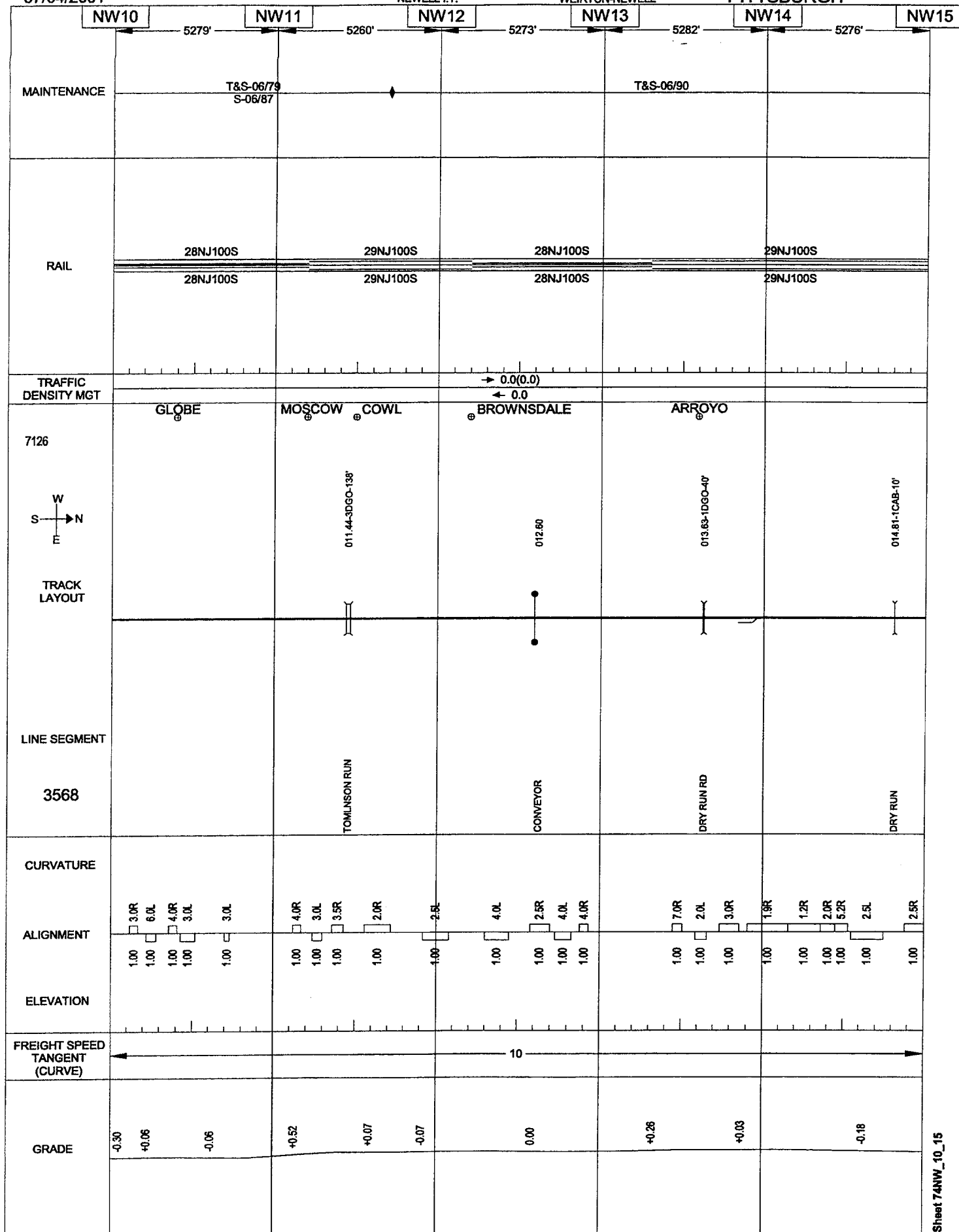


07/04/2001

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH



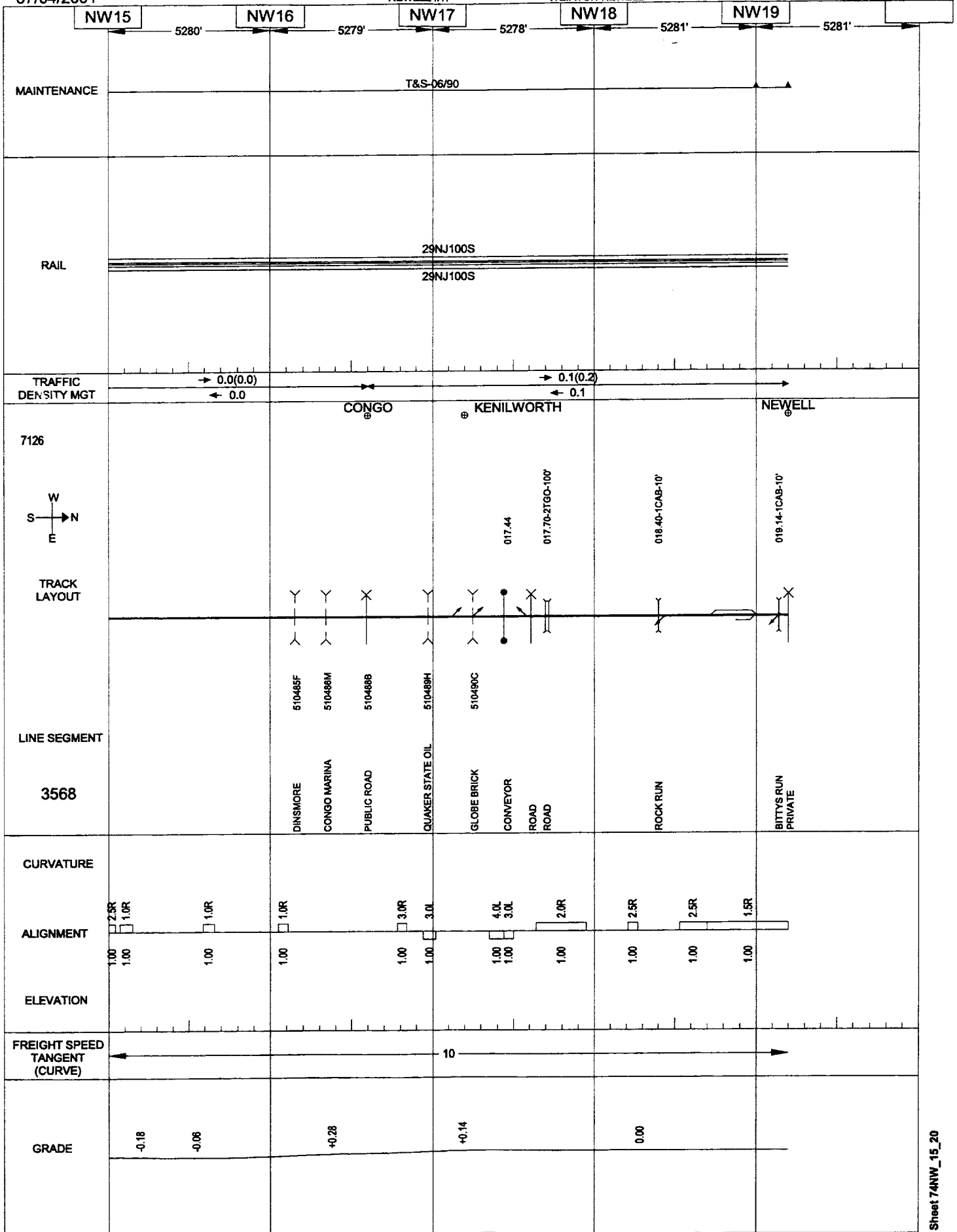
07/04/2001

258

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH

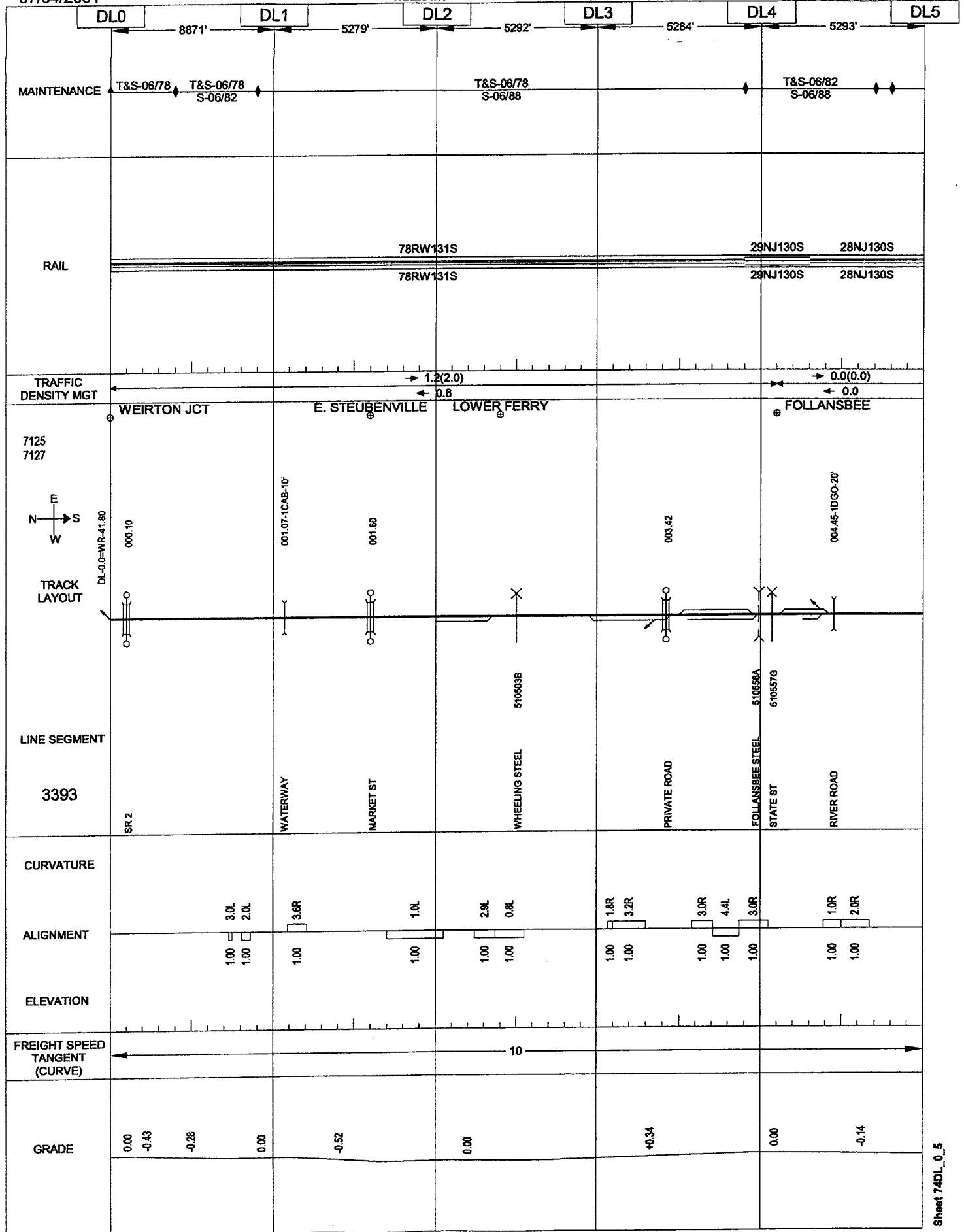


07/04/2001

WELLS I.T.

WEIRTON JCT-WELLSBURG

PITTSBURGH

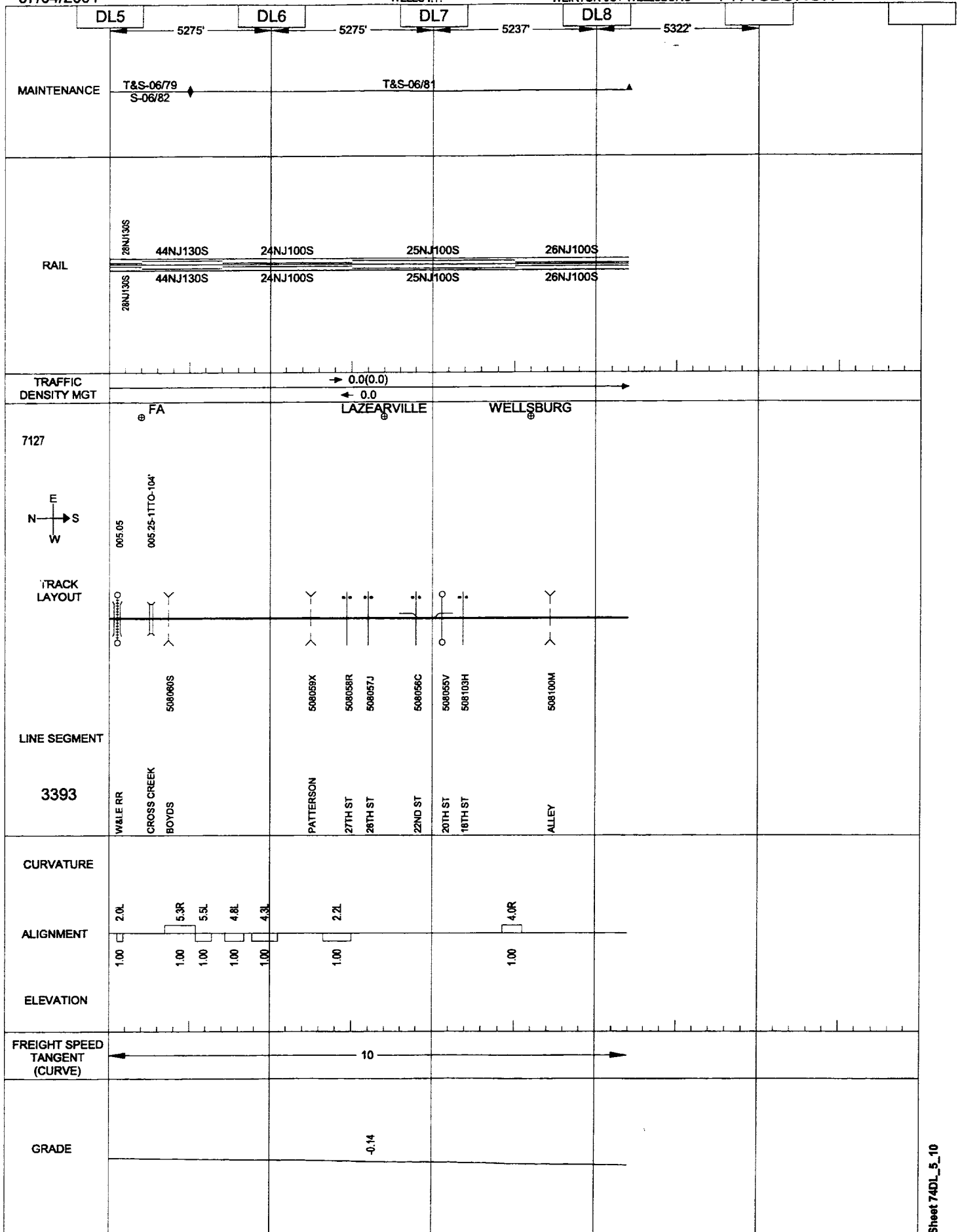


07/04/2001

WELLS I.T.

WEIRTON JCT-WELLSBURG

PITTSBURGH

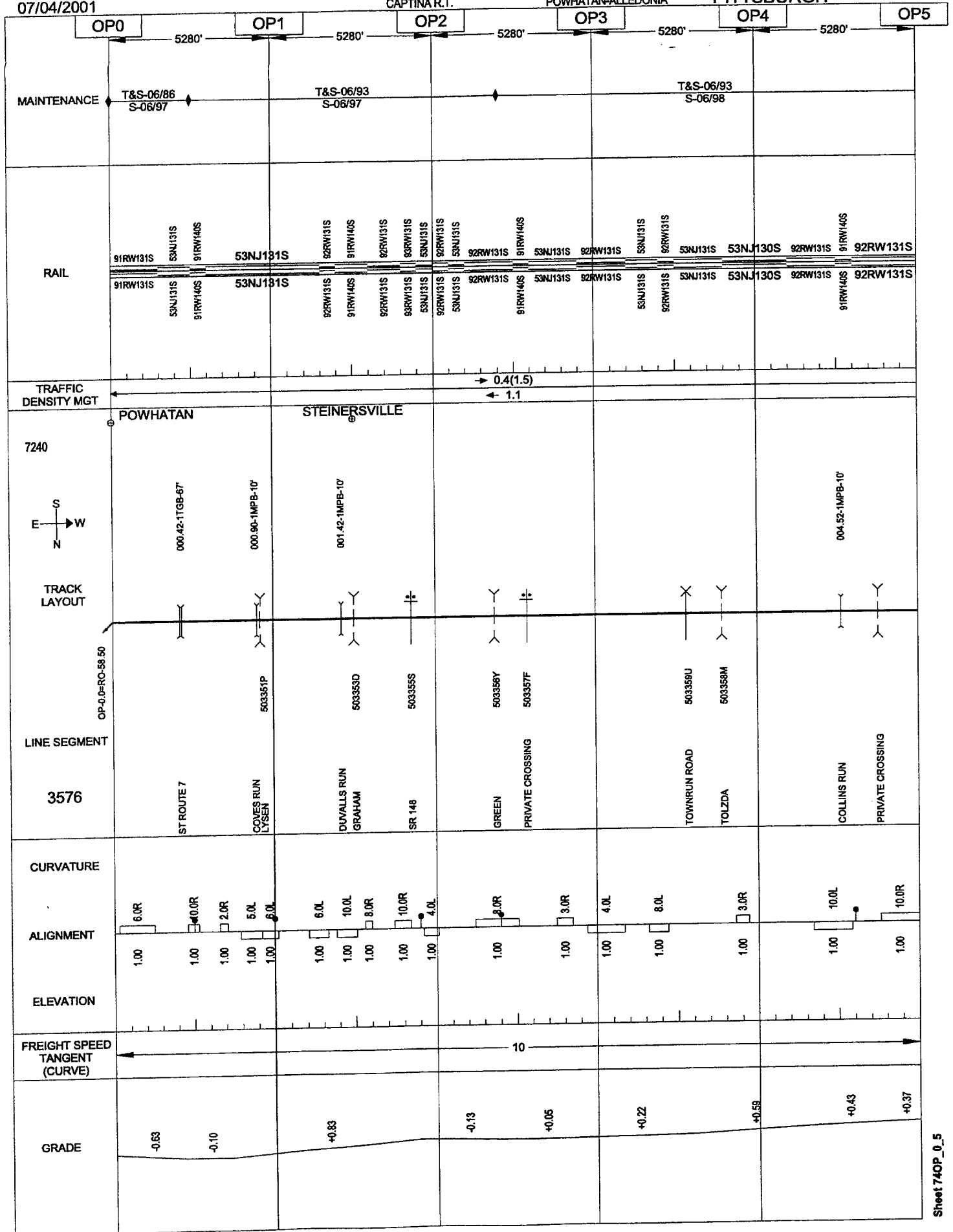


07/04/2001

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH

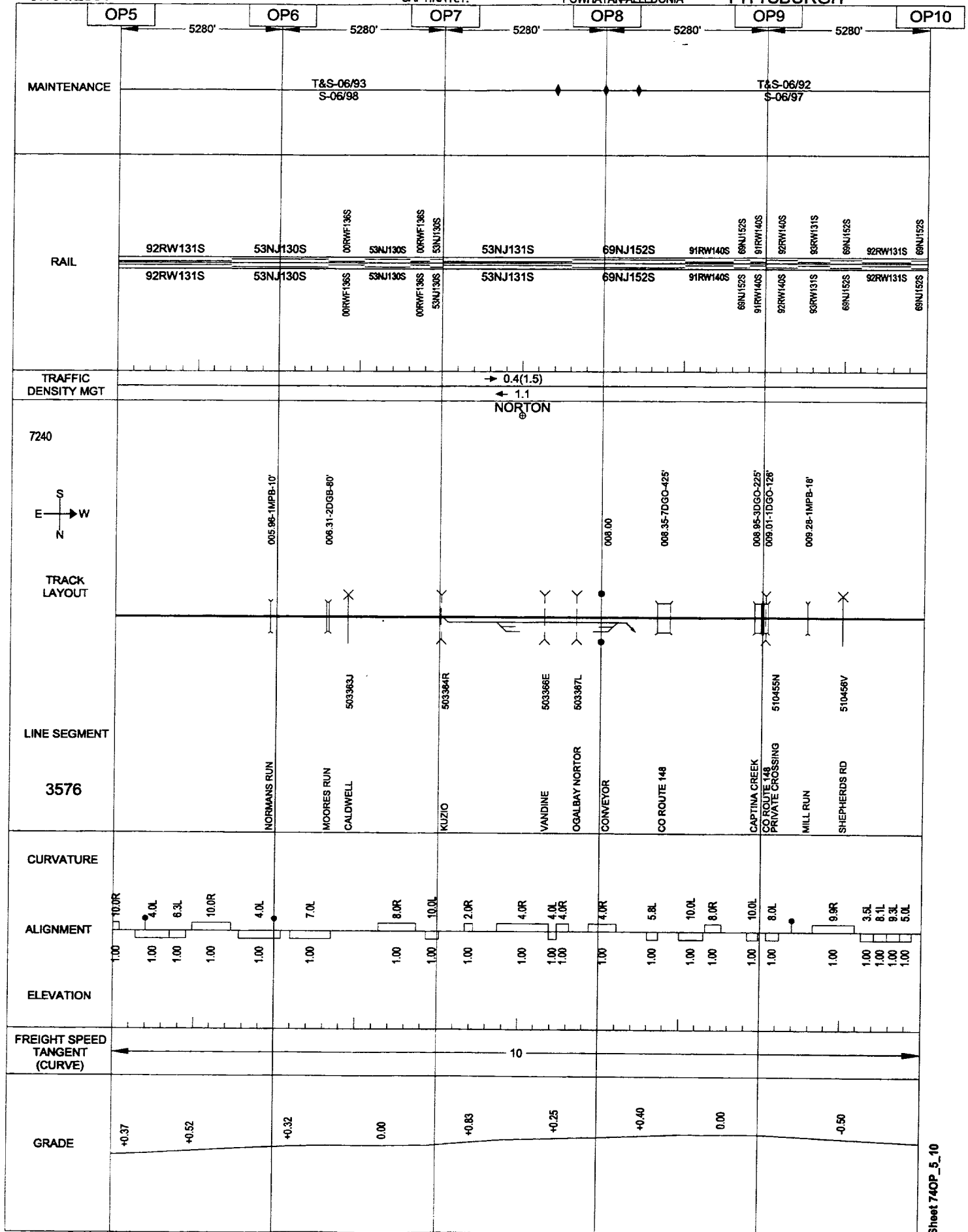


07/04/2001

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH

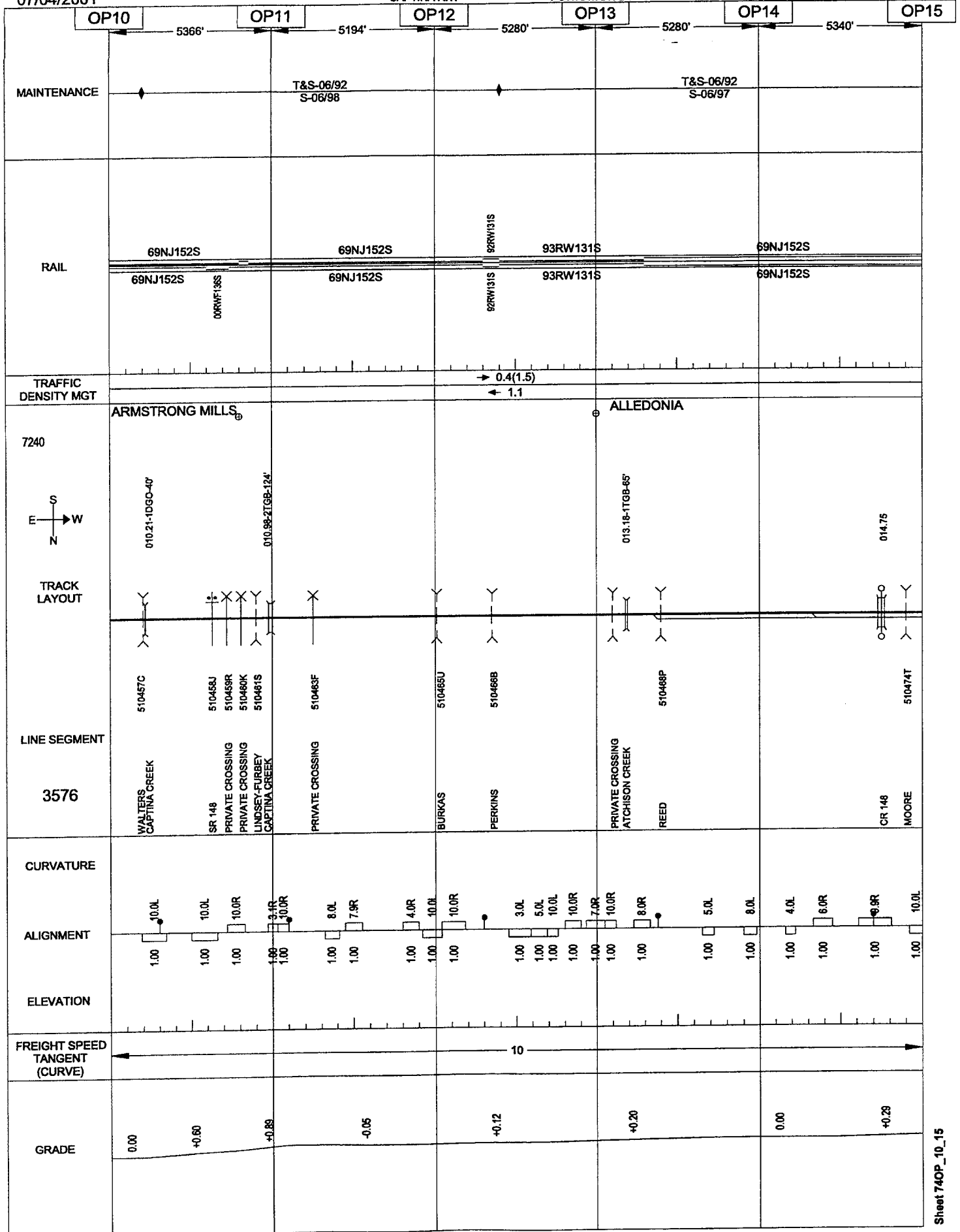


07/04/2001

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH



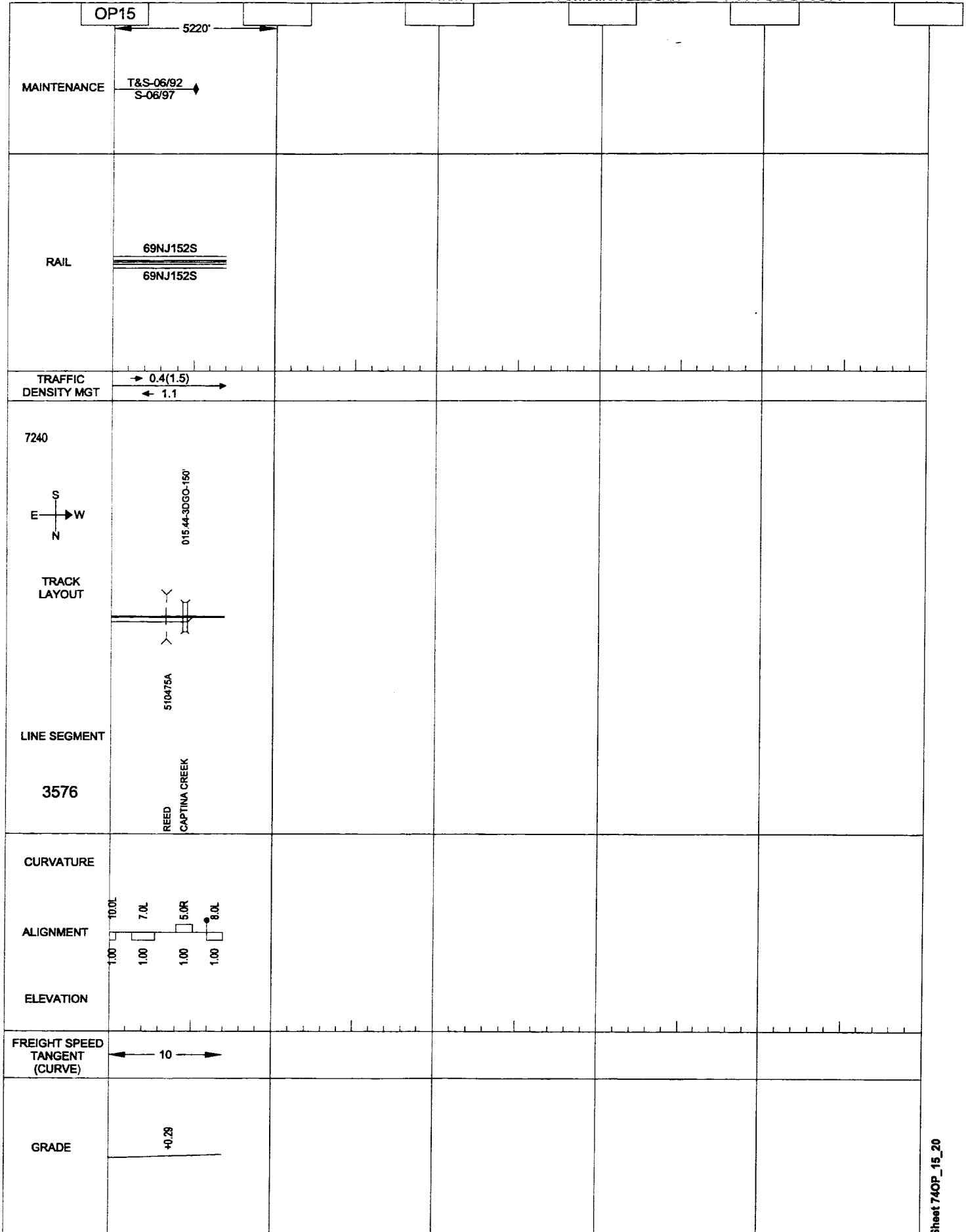
07/04/2001

264

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH

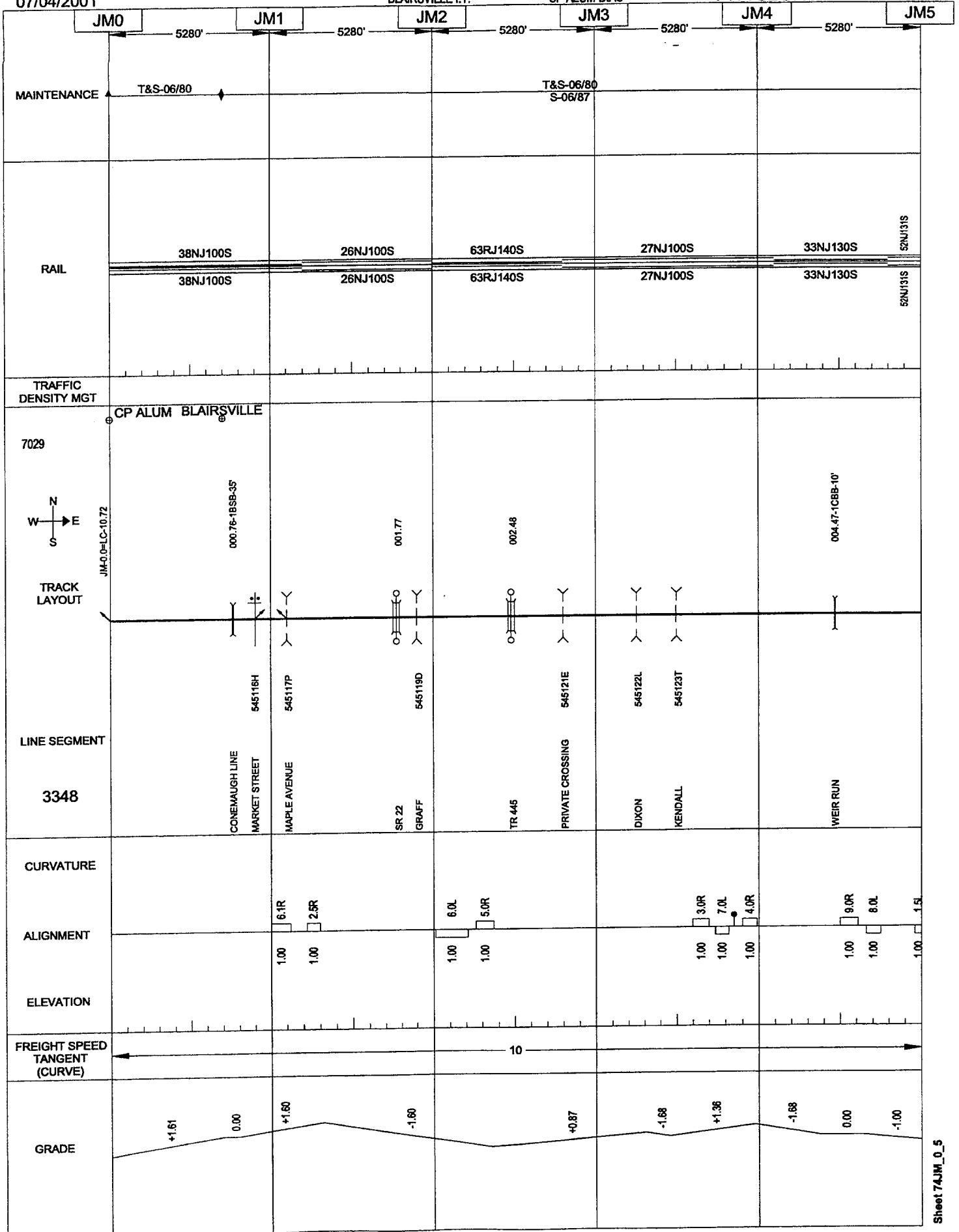


07/04/2001

BLAIRSVILLE I.T.

CP ALUM-DIAS

PITTSBURGH

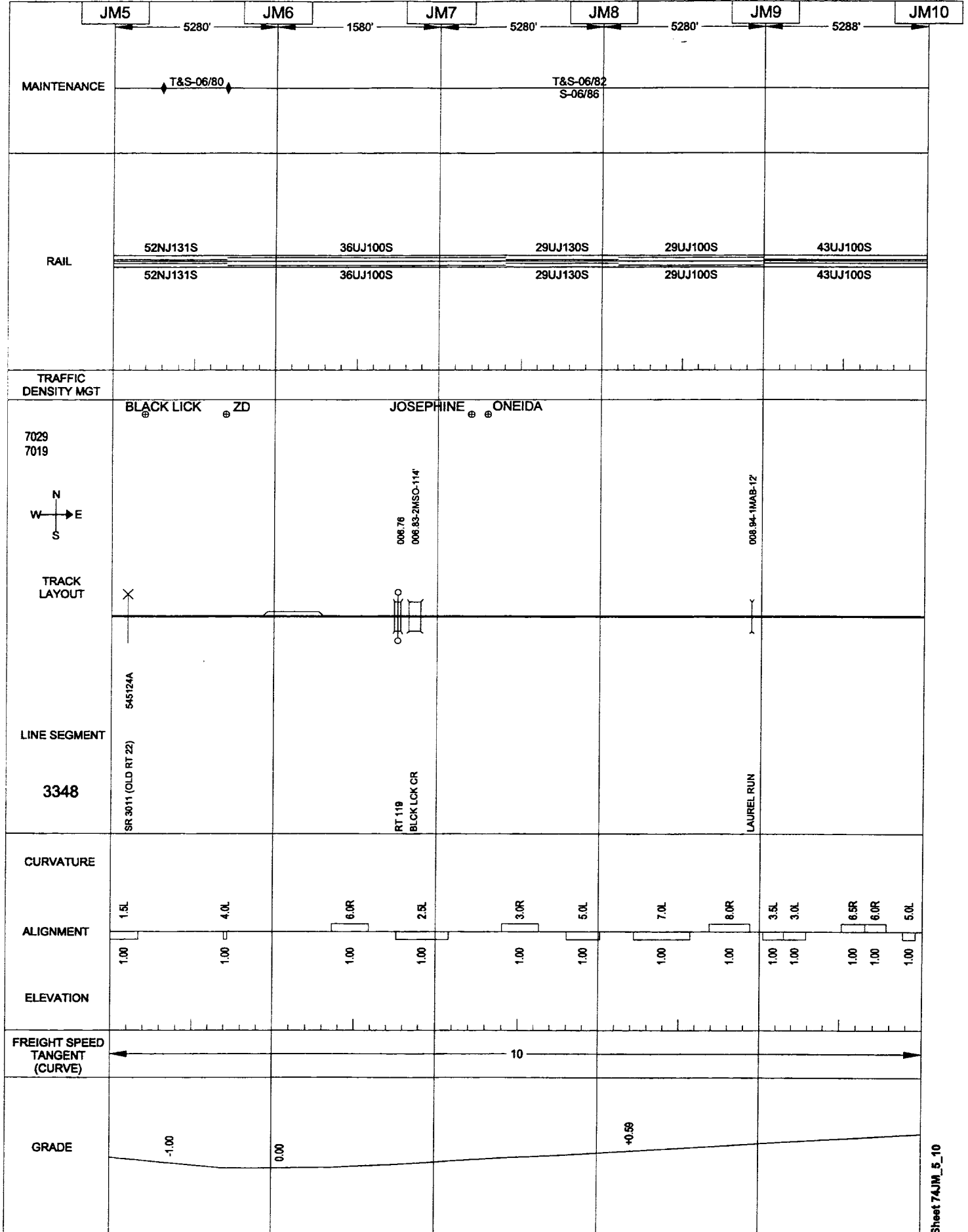


07/04/2001

BLAIRSVILLE SEC.

CP ALUM-DIAS

PITTSBURGH

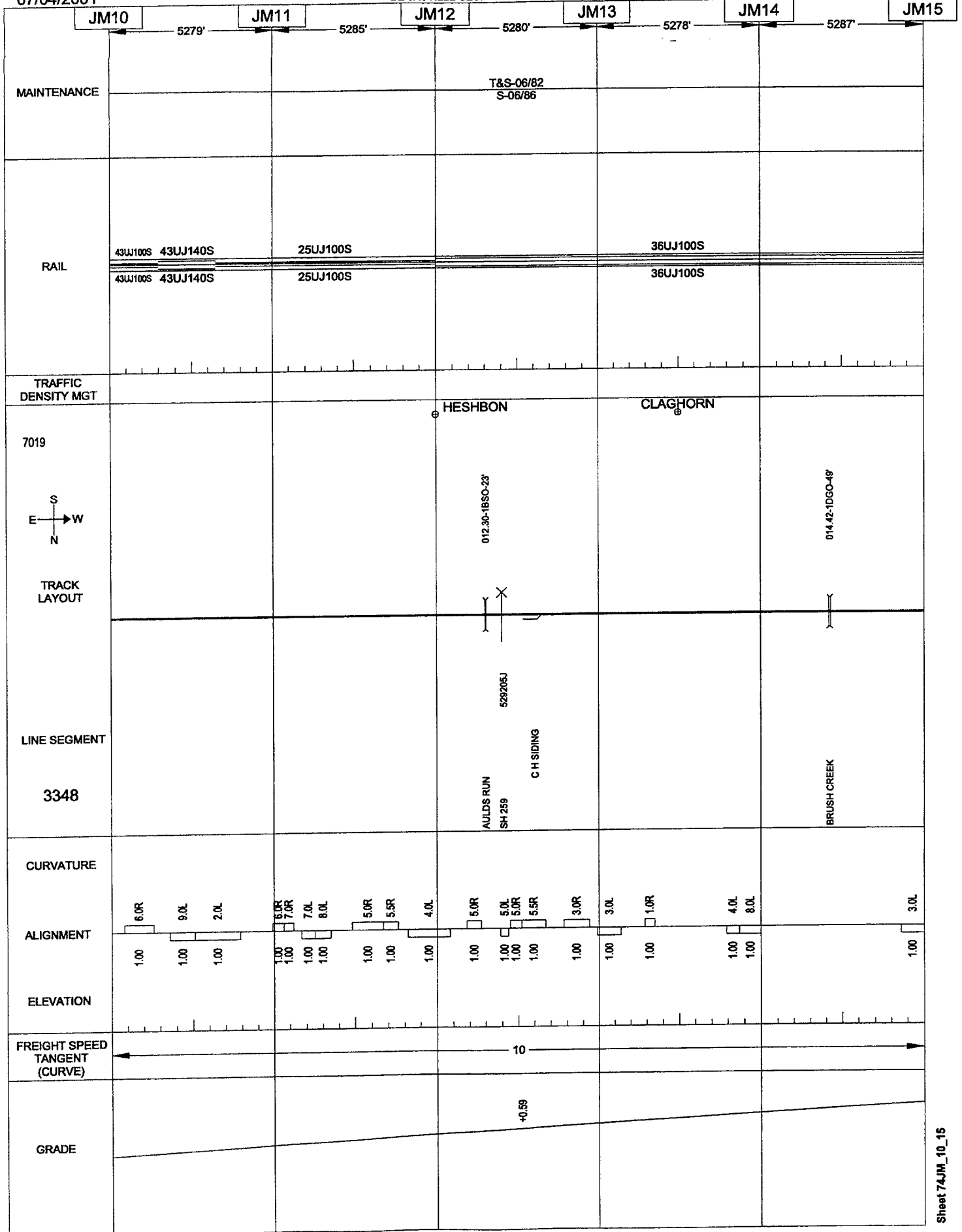


07/04/2001

BLAIRSVILLE SEC.

CP ALUM-DIAS

PITTSBURGH

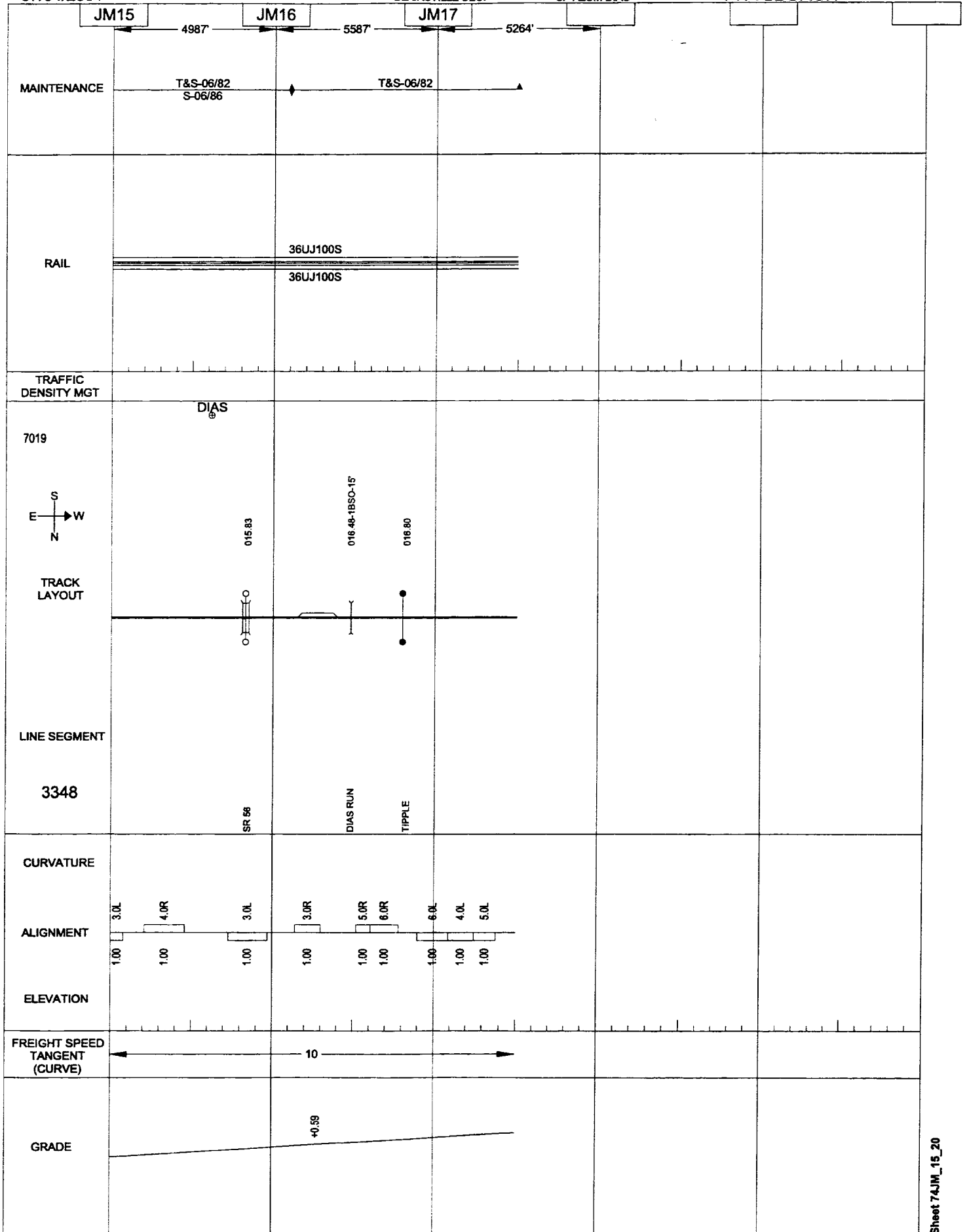


07/04/2001

BLAIRSVILLE SEC.

CP ALUM-DIAS

PITTSBURGH

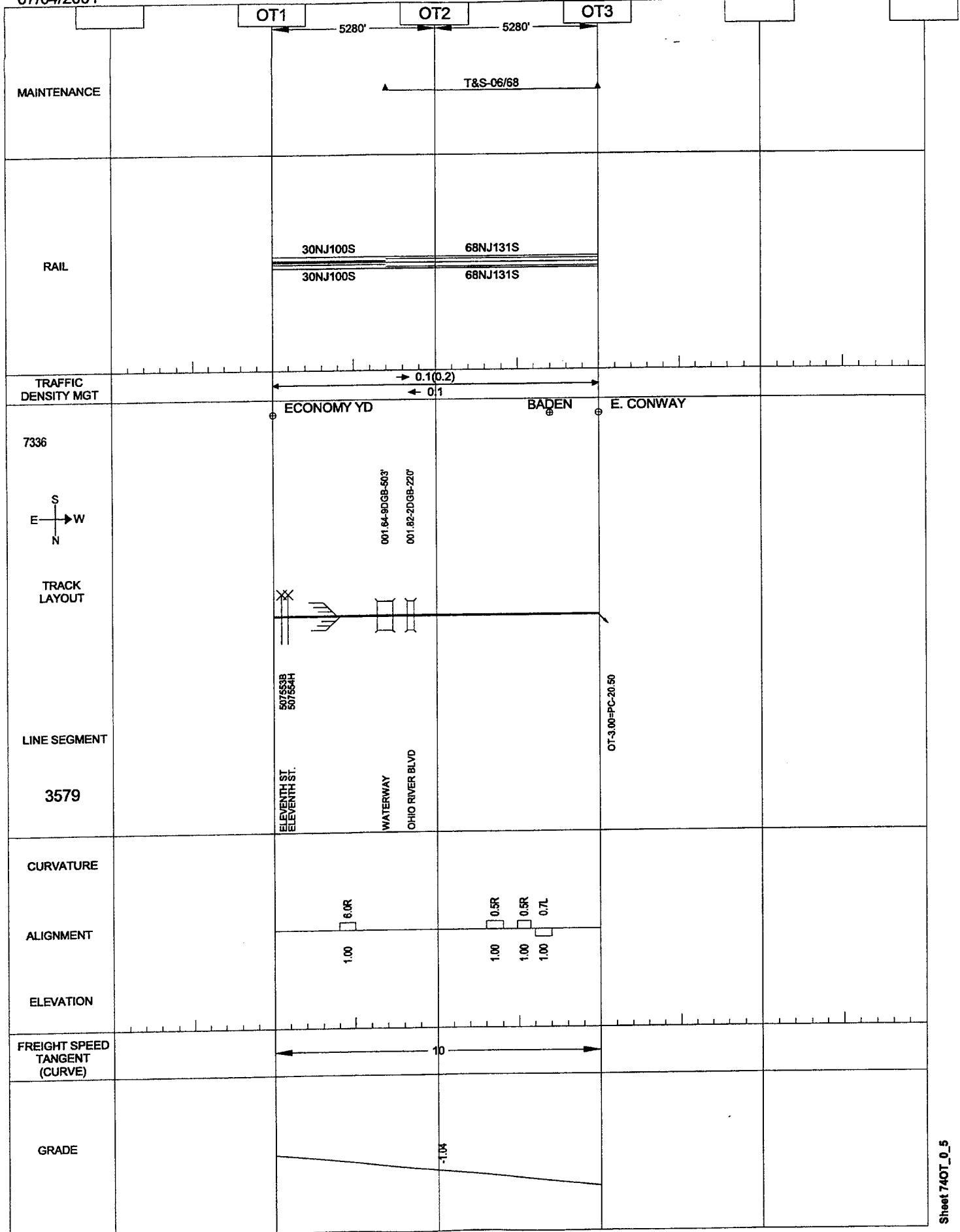


07/04/2001

ECONOMY IND TRK EXT

ECONOMY YARD-BADEN

PITTSBURGH





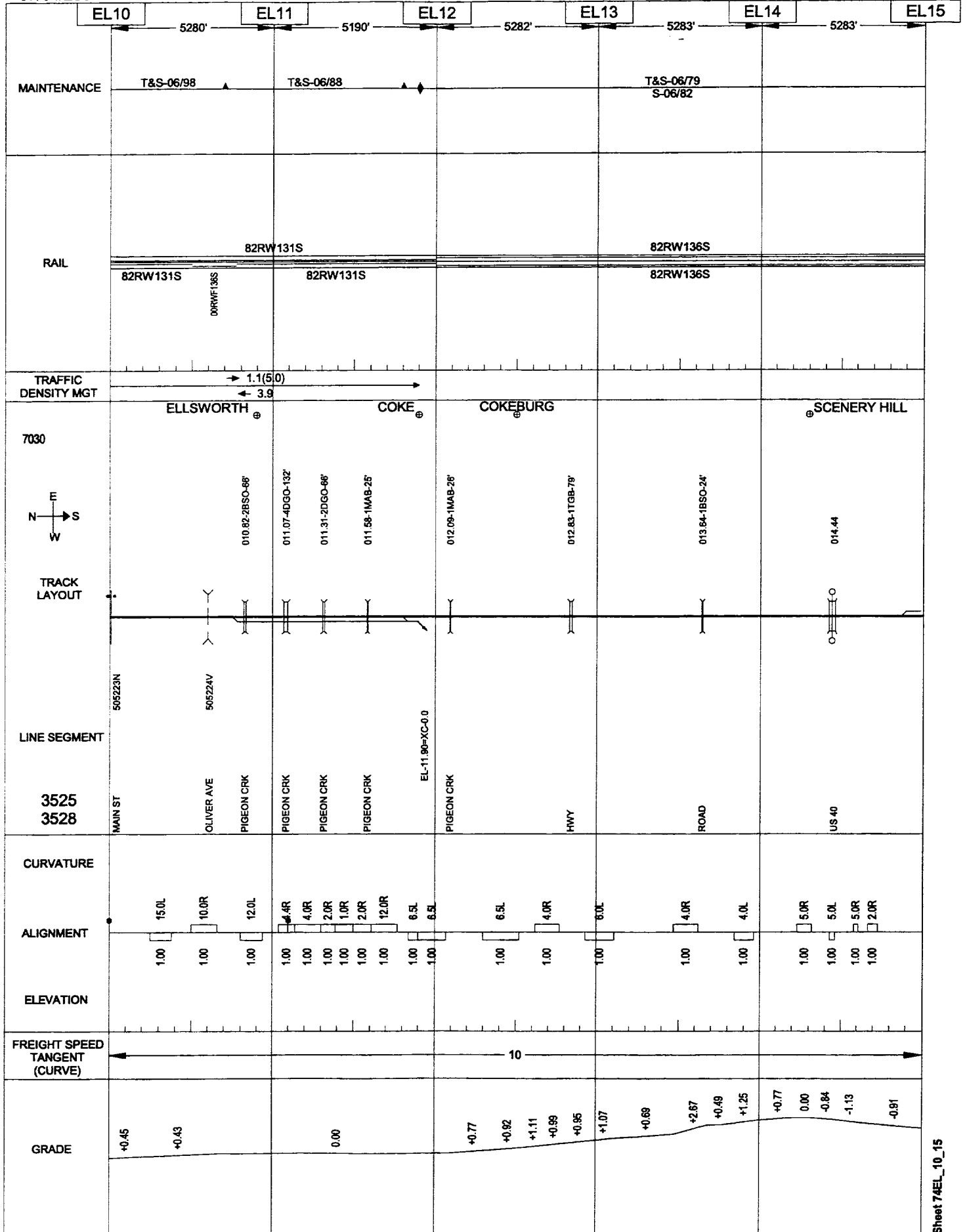
Sheet 74EL_5_10

07/04/2001

ELLSWORTH I.T.

MONONGAHELA-MARIANNA

PITTSBURGH

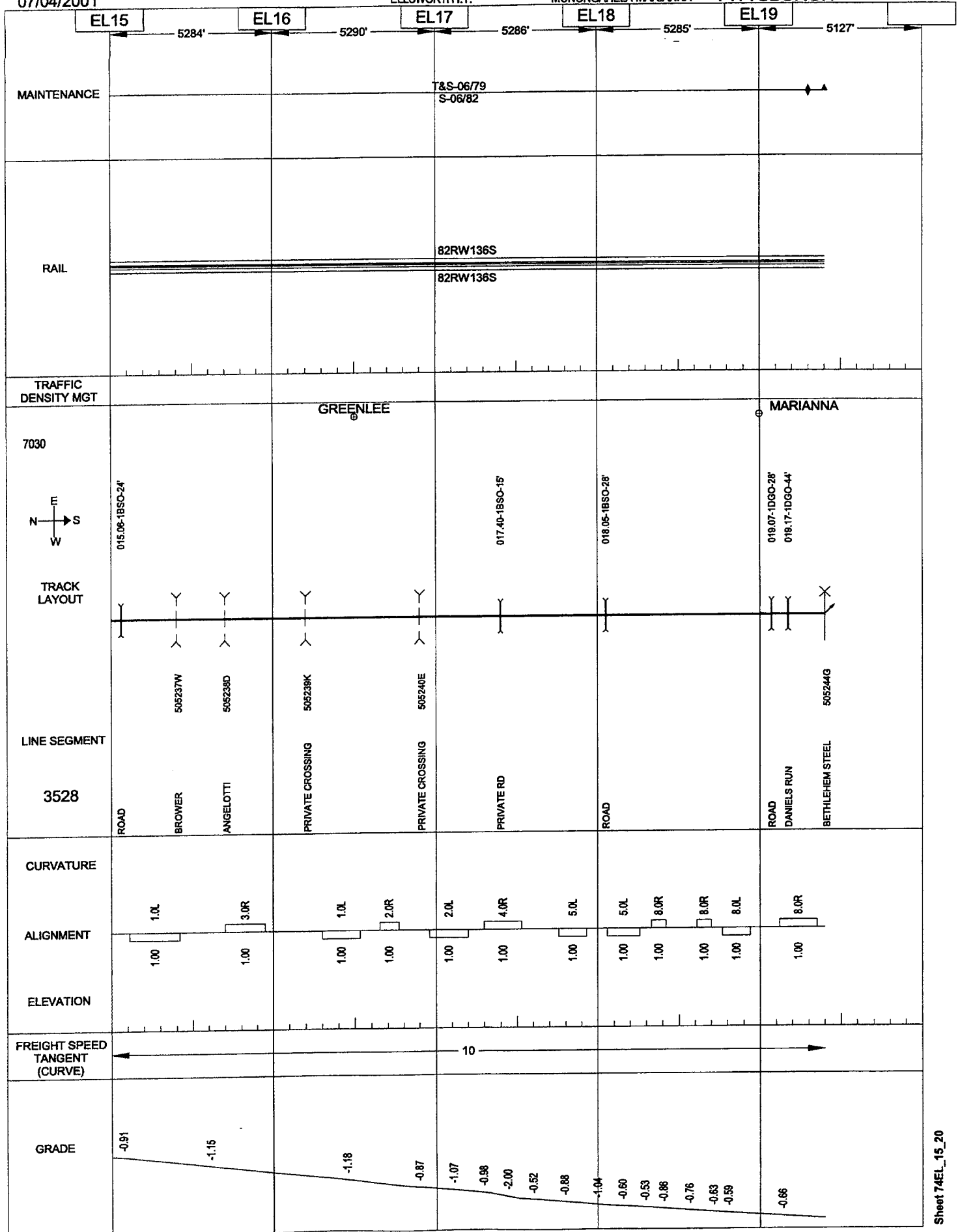


07/04/2001

ELLSWORTH I.T.

MONONGAHELA-MARIANNA

PITTSBURGH

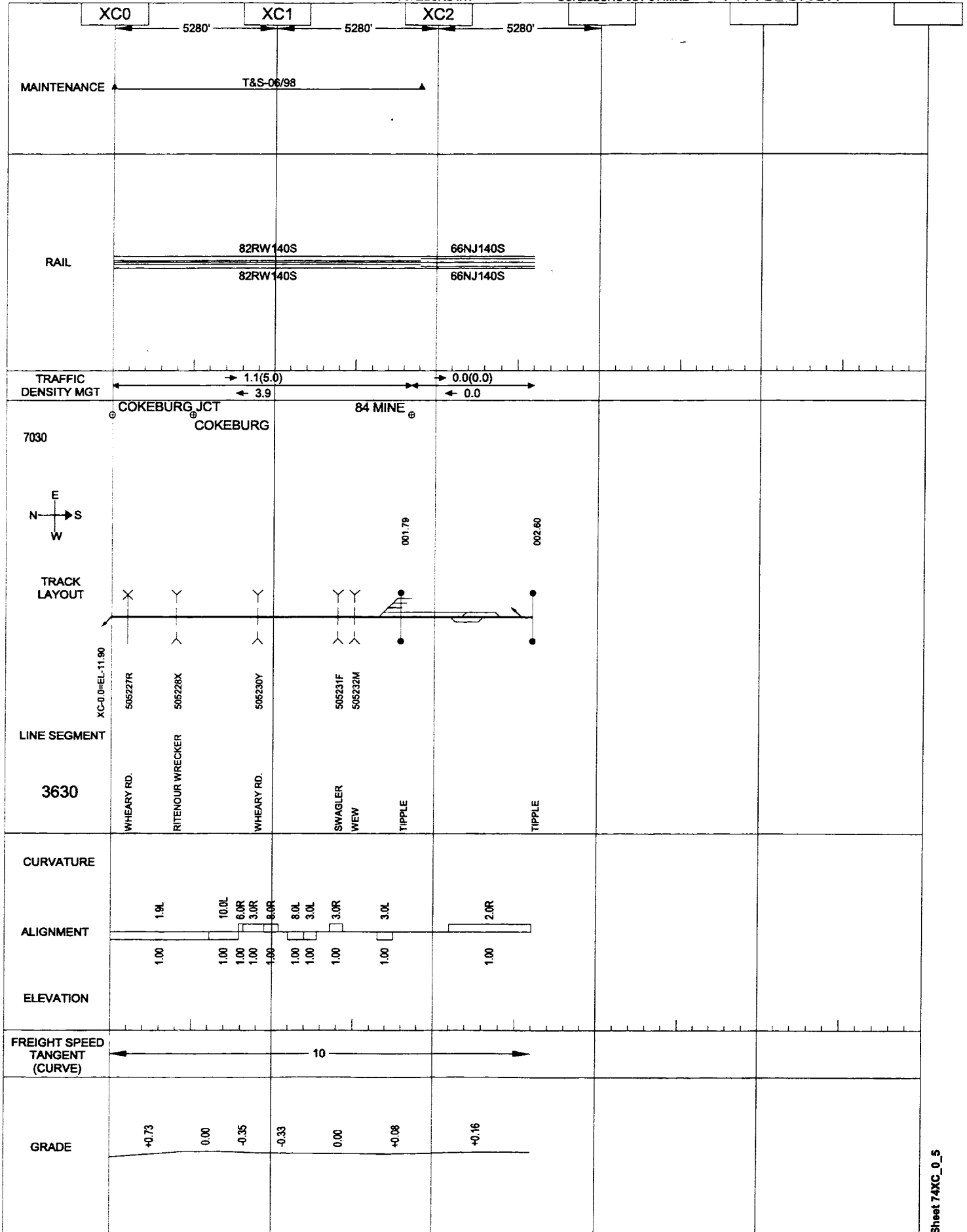


07/04/2001

COKEBURG I.T.

COKEBURG JCT-84 MINE

PITTSBURGH



07/04/2001

O TRACK

MON LINE-LOVERIDGE

PITTSBURGH

OC58

5900'

MAINTENANCE

RAIL

96NW136S

96NW136S

TRAFFIC
DENSITY MGT

1.9(2.7)
0.8

CP 58

W. BROWNSVILLE

CP BROWN

7030

E
N → S
W

TRACK
LAYOUT

OC-58.19/ML-57.72
058.17-6MSC-788'

OC-58.90=LR-0.03

LINE SEGMENT

3570

OC-58.00=ML-58.16

MONONGAHELA RIVER

OC-58.50=LR-0.19

PR 000

CURVATURE

ALIGNMENT

ELEVATION

9.0L
1.00
6.0R
1.00
8.0L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

07/04/2001

276

TURTLE CREEK I.T.

CP TRAFF-END

PITTSBURGH

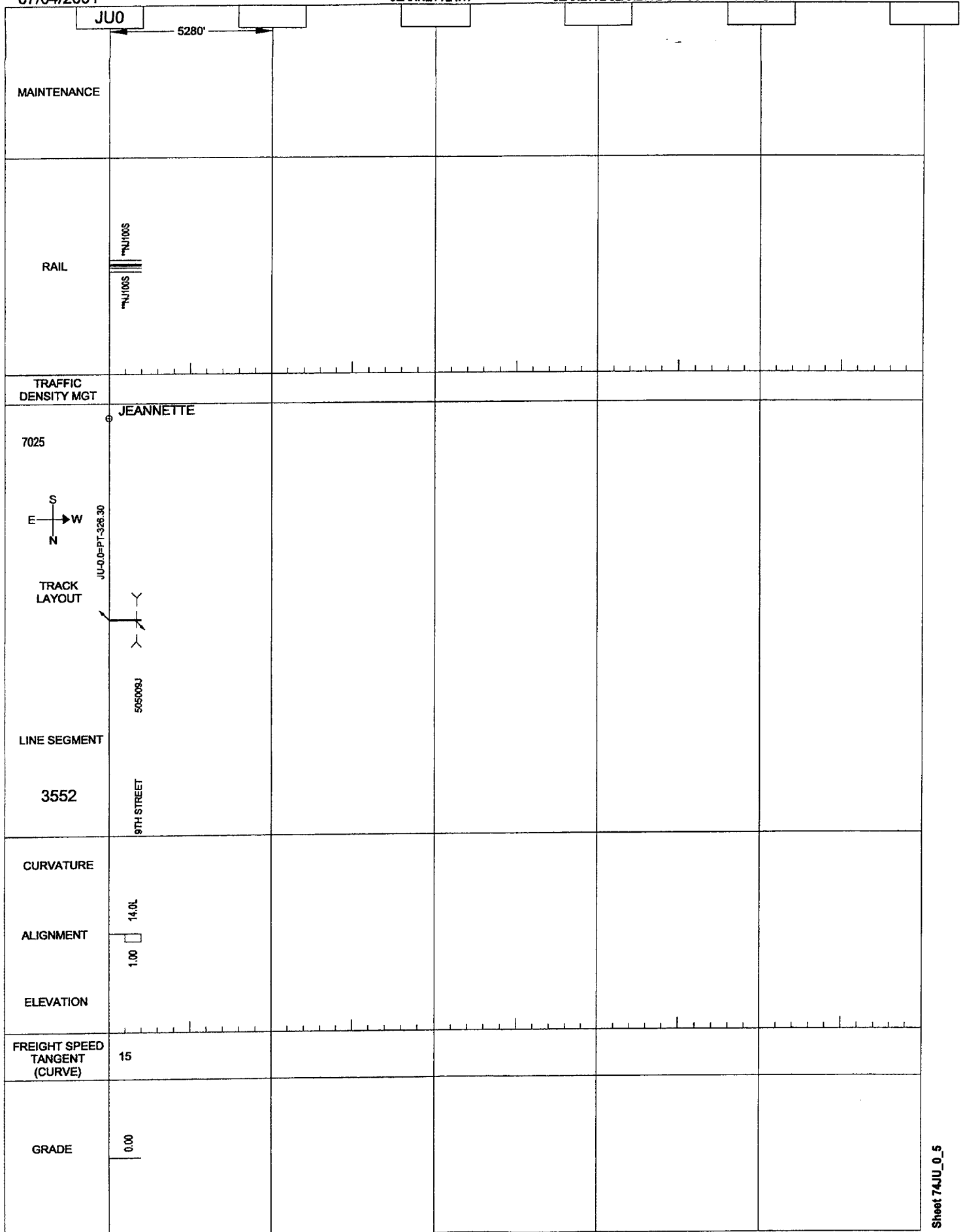
	TV0	5280'					
MAINTENANCE							
RAIL		29NJ130S 29NJ130S					
TRAFFIC DENSITY MGT							
7025	CP TRAFF	TRAFFORD					
TRACK LAYOUT							
LINE SEGMENT	3612 PVT-RD FOURTH ST WESTINGHOUSE ELEC SR 883 504875V 504877J						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	15						
GRADE							

07/04/2001

JEANNETTE I.T.

JEANETTE JEANETTE GLASS

PITTSBURGH

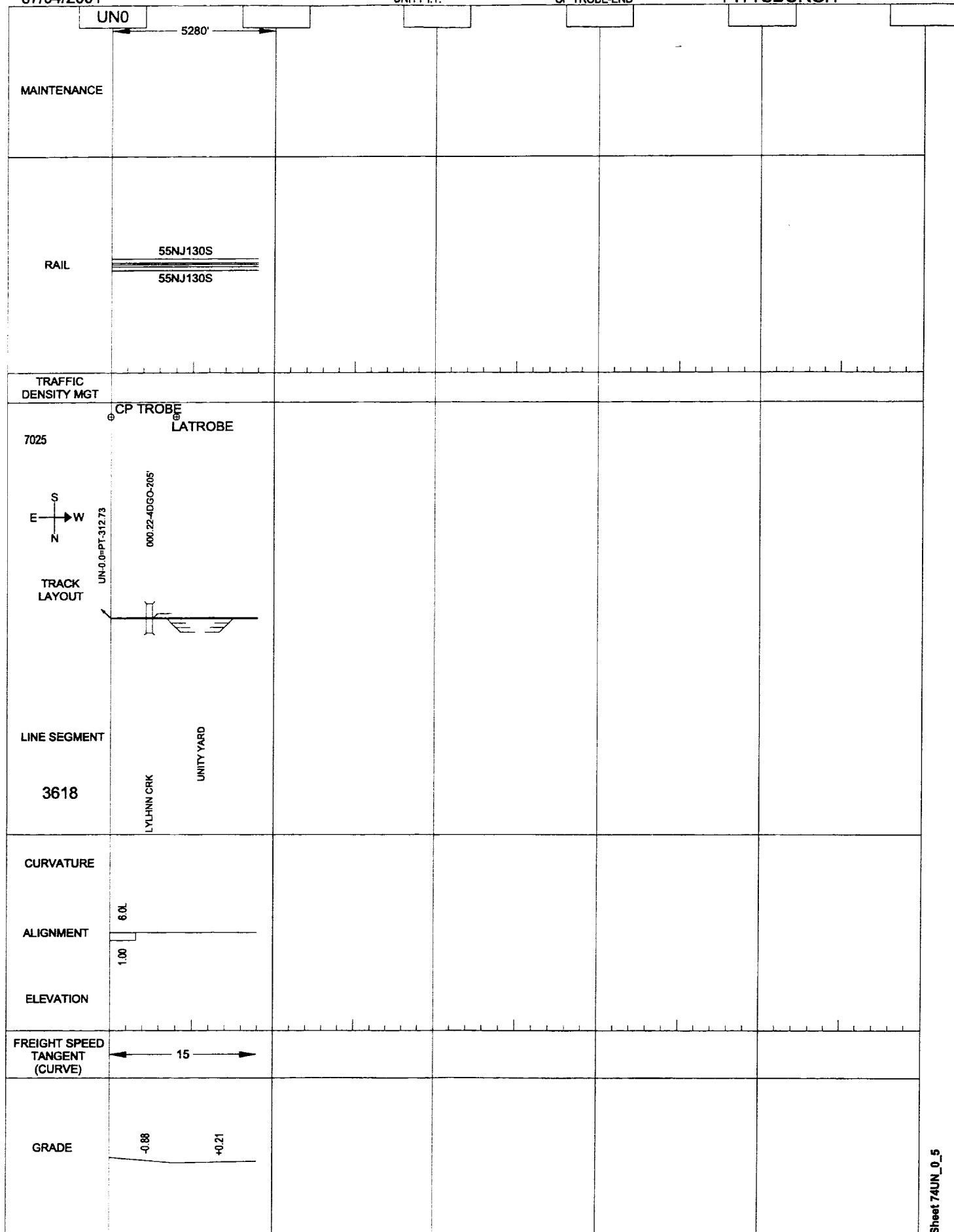


07/04/2001

UNITY I.T.

CP TROBE-END

PITTSBURGH

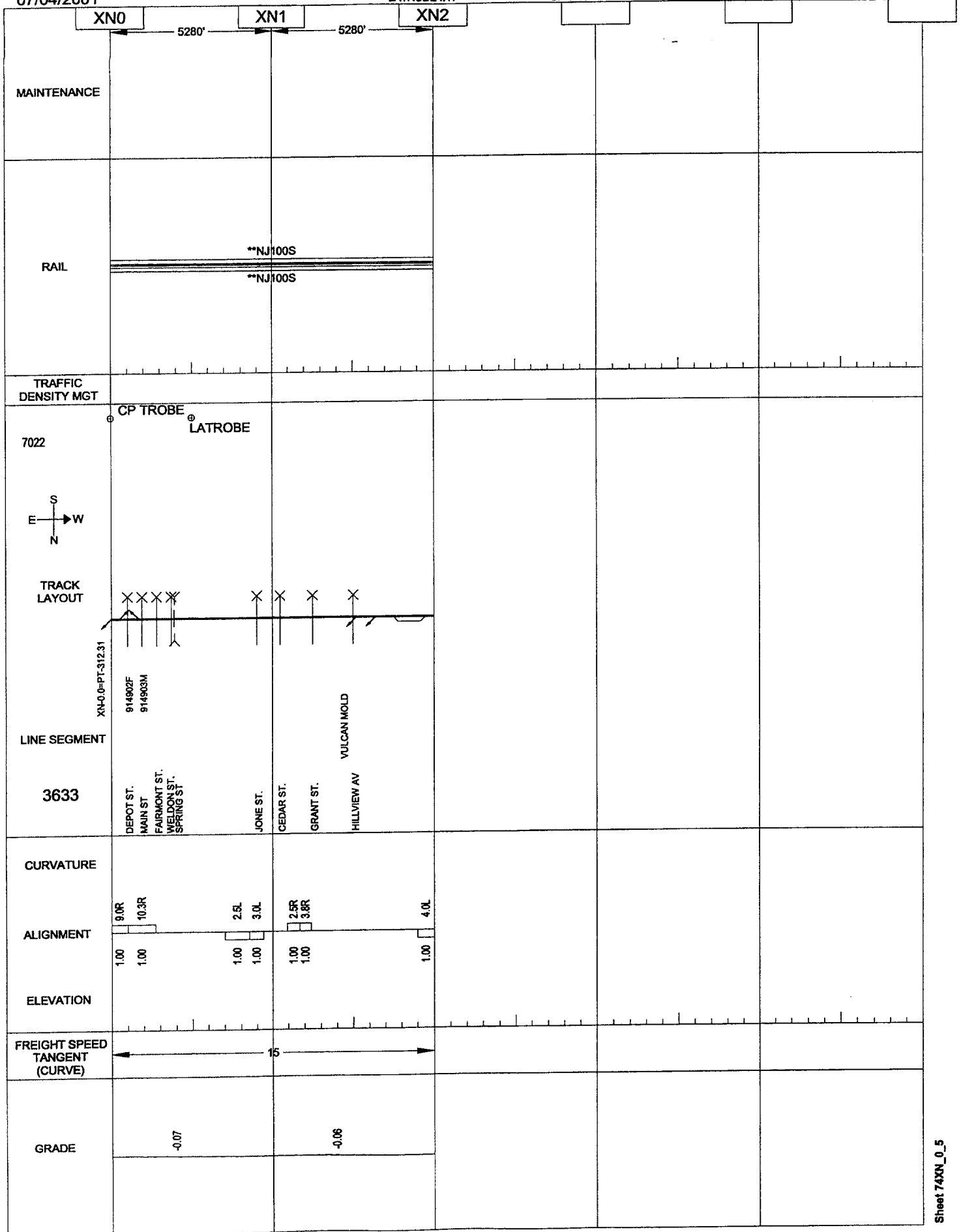


07/04/2001

LATROBE I.T.

CP TROBE-VULCAN MOLD

PITTSBURGH

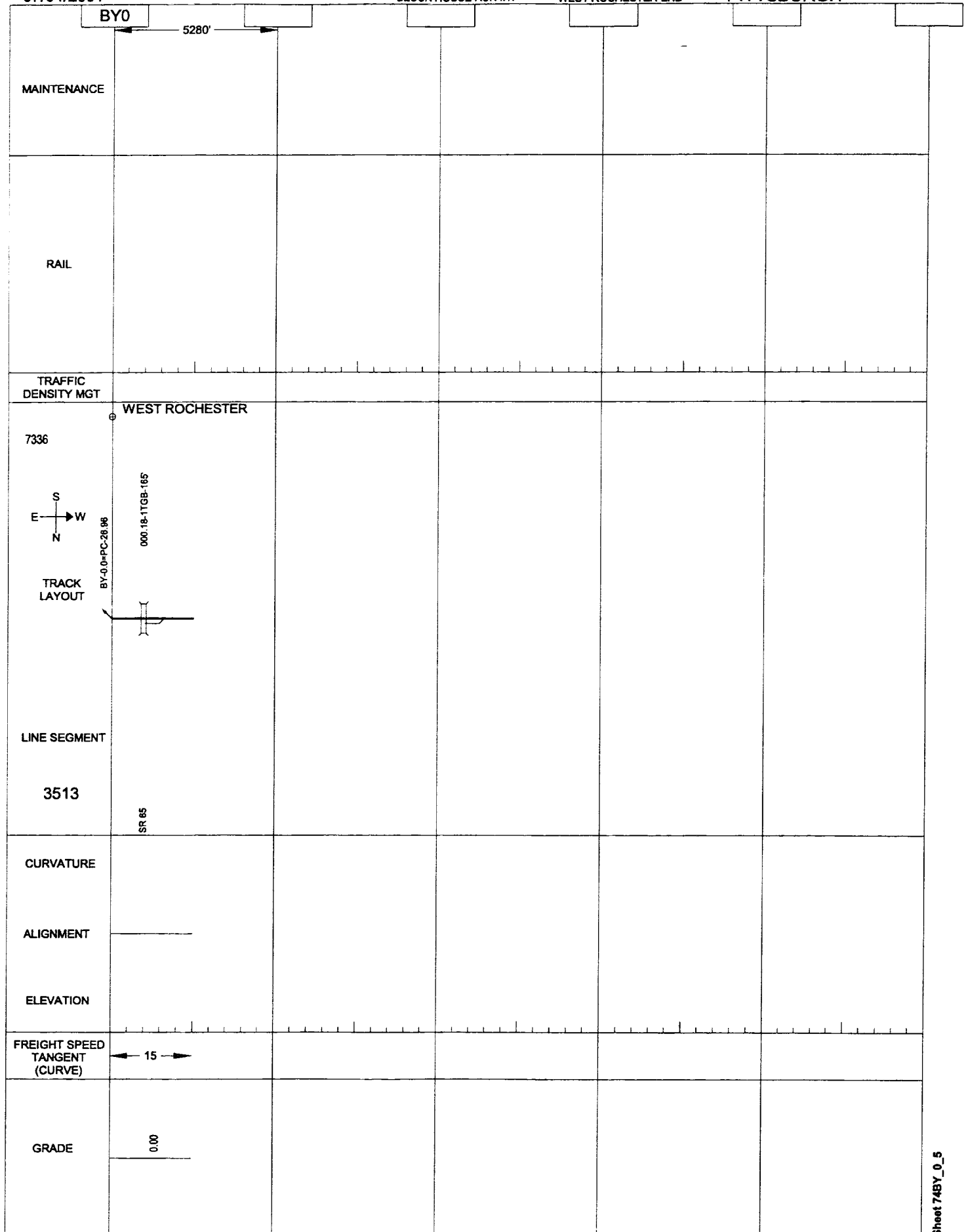


07/04/2001

BLOCK HOUSE RUN I.T.

WEST ROCHESTER-END

PITTSBURGH



07/04/2001

TITUS I.T.

ROUSEVILLE-OIL CITY

PITTSBURGH

T1134

T1135

5280'

5272'

MAINTENANCE

T&S-06/87

RAIL

25RJ130S

64RJ131S

25RJ130S

64RJ131S

TRAFFIC
DENSITY MGT0.0(0.0) 0.2(0.5)
0.0 0.3

ROUSEVILLE

7206

E
N — S
WTRACK
LAYOUT

134 56-1DGO-33'

LINE SEGMENT

3606

528670E

528672T

PENNZOIL #3

CHERRY RUN
PRIVATE CROSSING

PENNZOIL #1

CURVATURE

ALIGNMENT

ELEVATION

1.00	5.0R	1.00	6.0R	1.00	5.5L	1.00	3.5L	1.00	3.0R	1.00	6.5R	1.00	1.3R	1.00	6.5R
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.31

-0.15

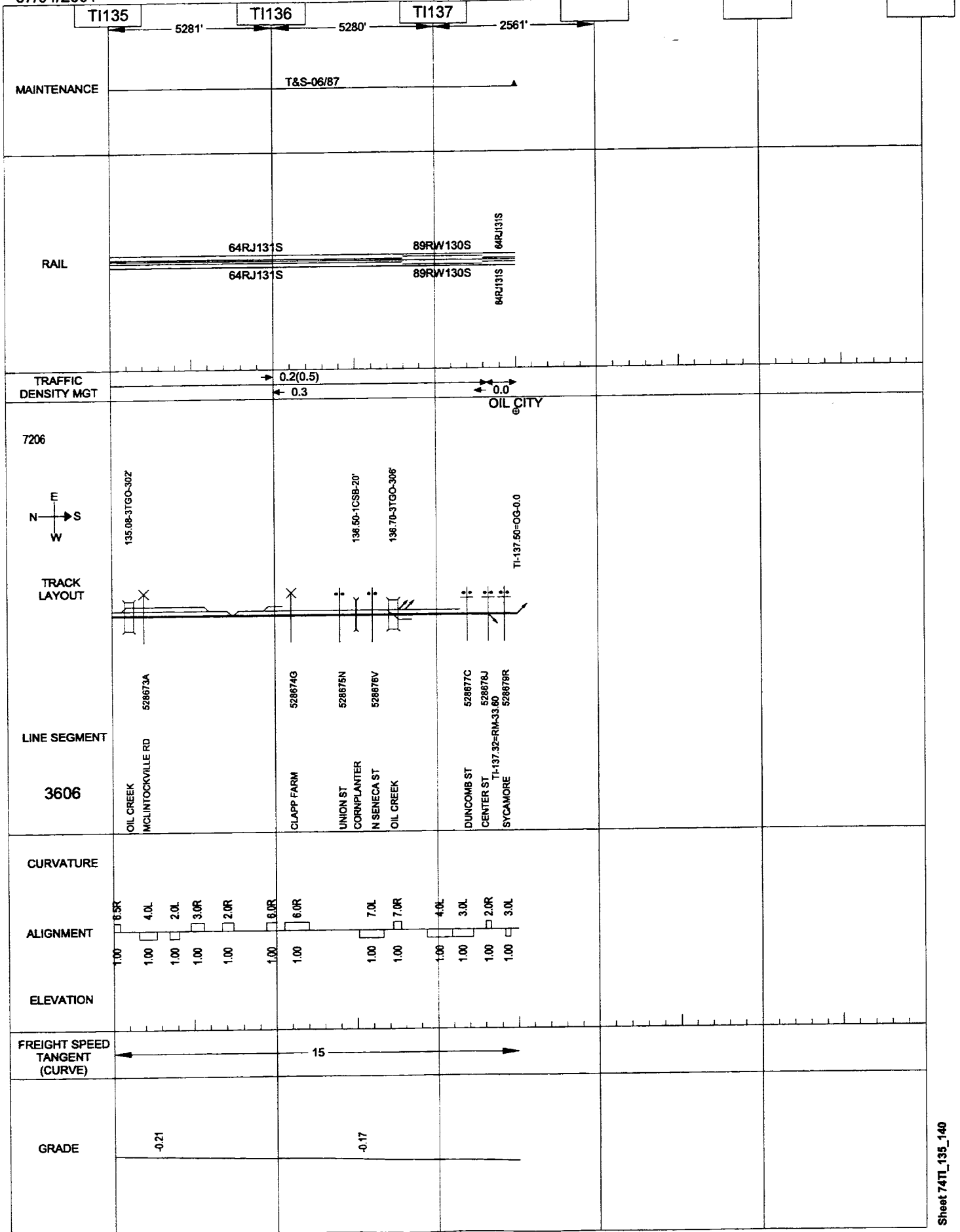
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07/04/2001

TITUS I.T.

ROUSEVILLE-OIL CITY

PITTSBURGH



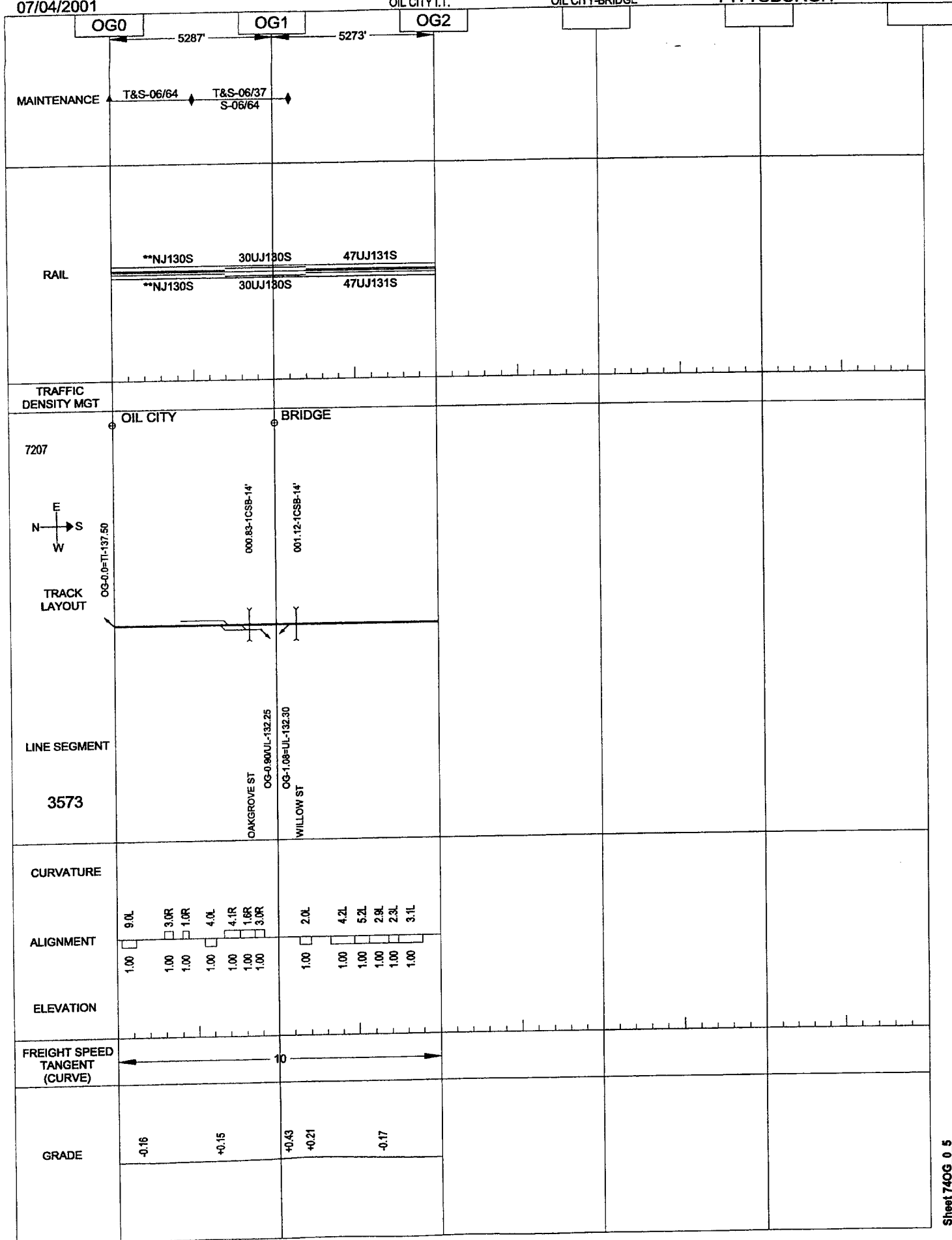
07/04/2001

283

OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH



07/04/2001

284

OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH

UL130

5280'

T&S-06/82

48UJ130S

48UJ130S

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7035



TRACK
LAYOUT

OIL CITY



528636X

CON. CON

LINE SEGMENT

3615

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

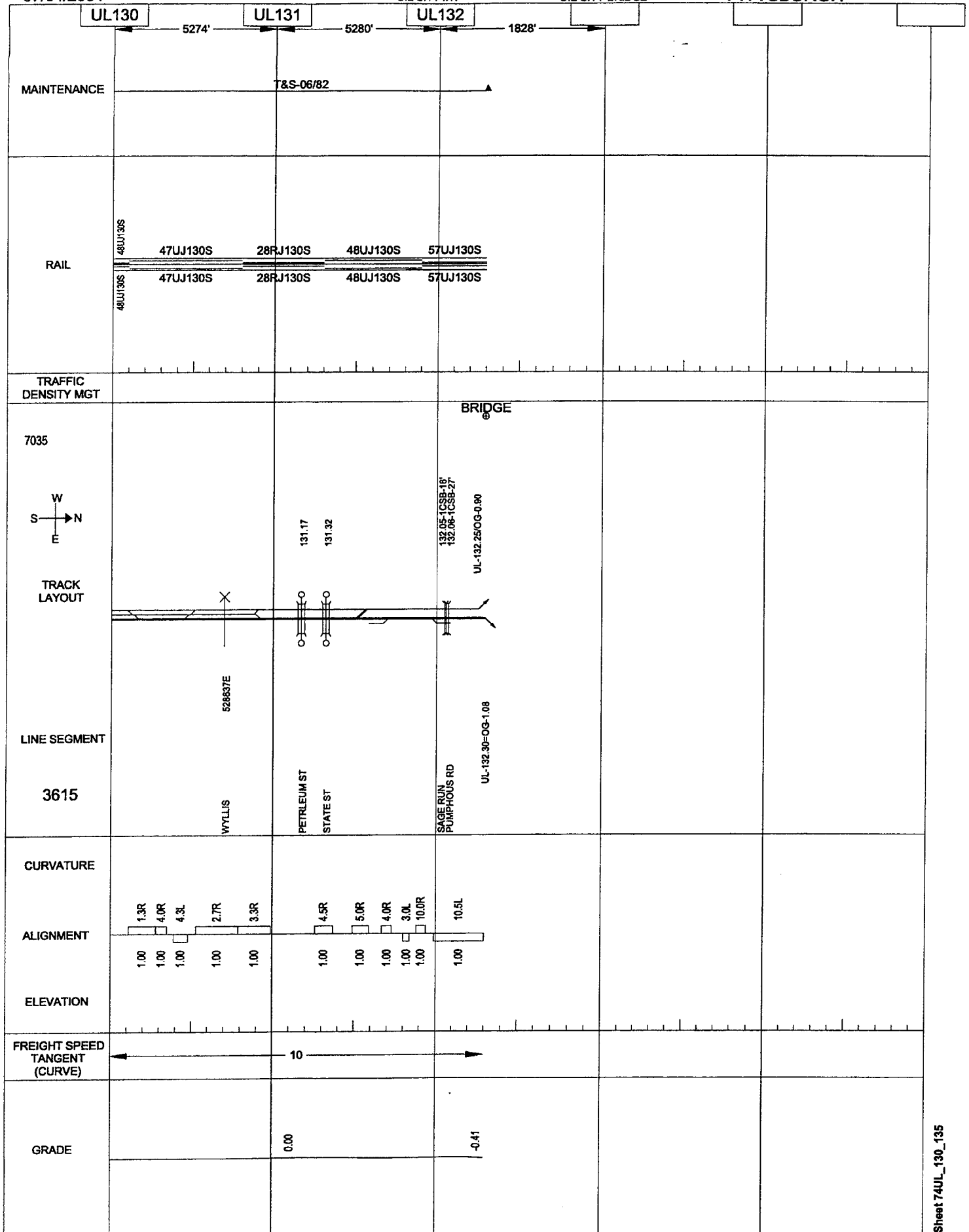
0.00

07/04/2001

OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH



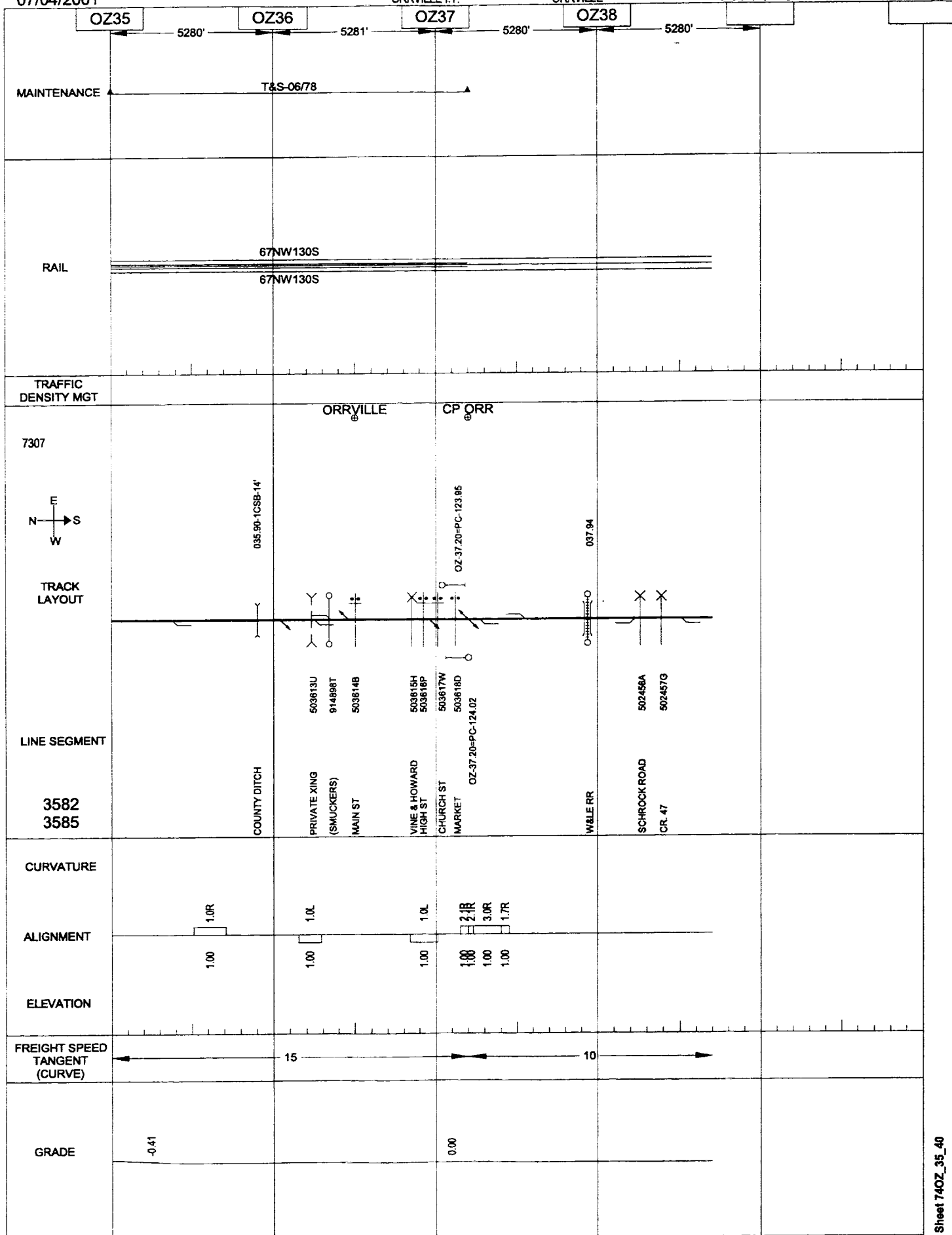
07/04/2001

286

ORRVILLE I.T.

ORRVILLE

PITTSBURGH



07/04/2001

287

KOPPEL SEC.

WAMPUM JCT-CP WOOD

PITTSBURGH

KR82

KR83

KR84

KR85

5280'

4752'

5280'

5280'

MAINTENANCE

T&S-06/81
S-06/88

RAIL

29NJ131S

29NJ131S

41NJ130S

41NJ130S

86RW140S

41NJ130S

86RW140S

41NJ130S

TRAFFIC
DENSITY MGT→ 3.8(10.1)
← 6.3

WAMPUM JCT

CEMENT

KOPP

7416

E
N → S
W

TRACK
LAYOUT

081.33-1DGO-18'

081.72-2MAB-68'

081.95-1TGB-70'

084.12-1MAB-10'

084.42-1MAB-25'

LINE SEGMENT

3561

KR-81.10-YG-81.22

WATERWAY

CLYDE ST

DARLINGTON

WAMPUM RUN

WAMPUM ROAD

502528H

502530C

502532R

(MEDUSA PORT CEM)

WATERWAY

WILSONS RUN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

4.0R

2.0R

3.7L

2.7R

6.9R

4.8L

2.8L

1.3L

3.0R

1.0R

6.0R

1.0L

2.2L

2.0R

2.3L

5.0L

4.3R

2.0L

3.8R

2.8R

+0.67

+0.60

0.00

+1.26

+0.53

0.00

+0.33

-0.30

-0.45

+0.81

+0.30



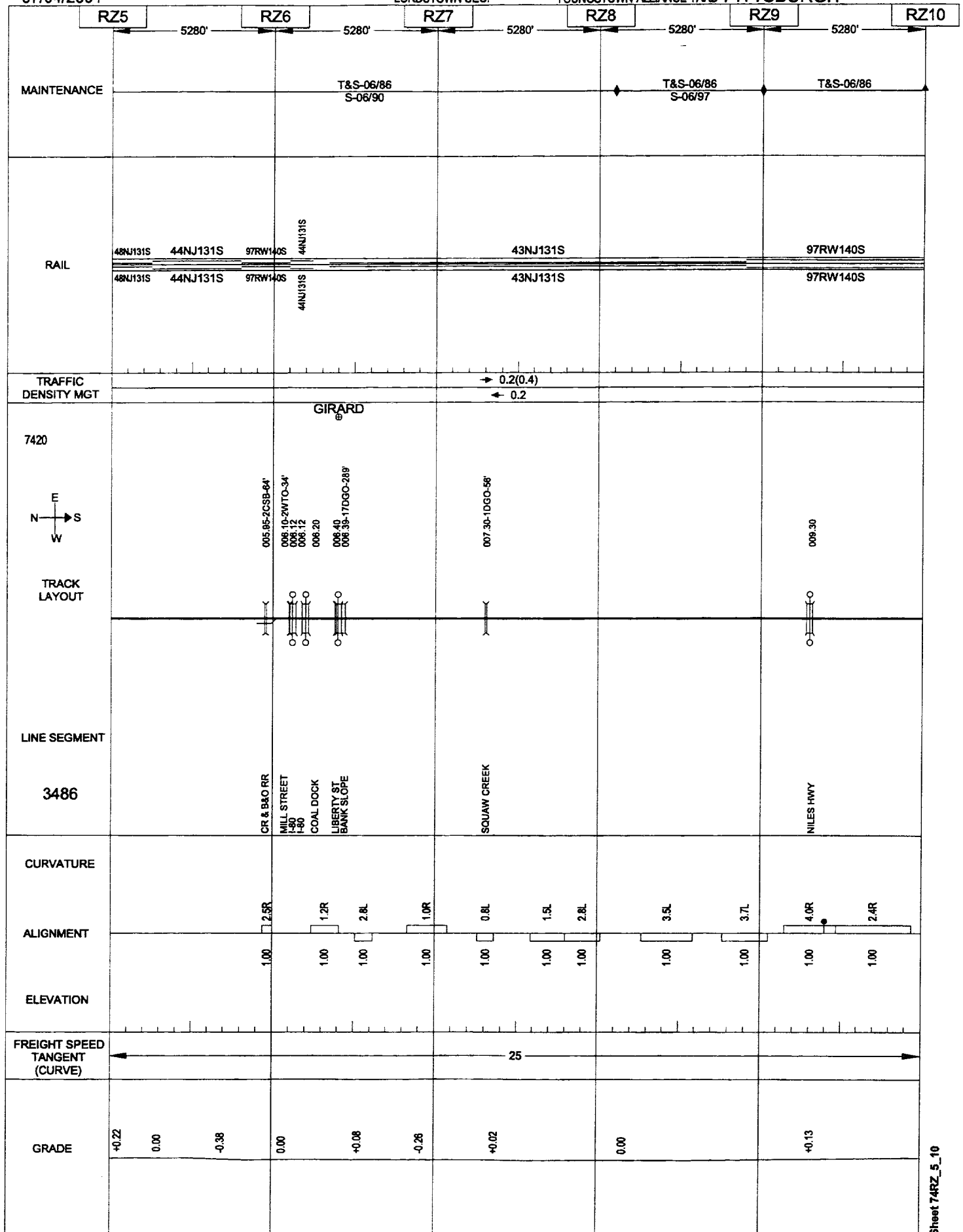


07/04/2001

290

LORDSTOWN SEC.

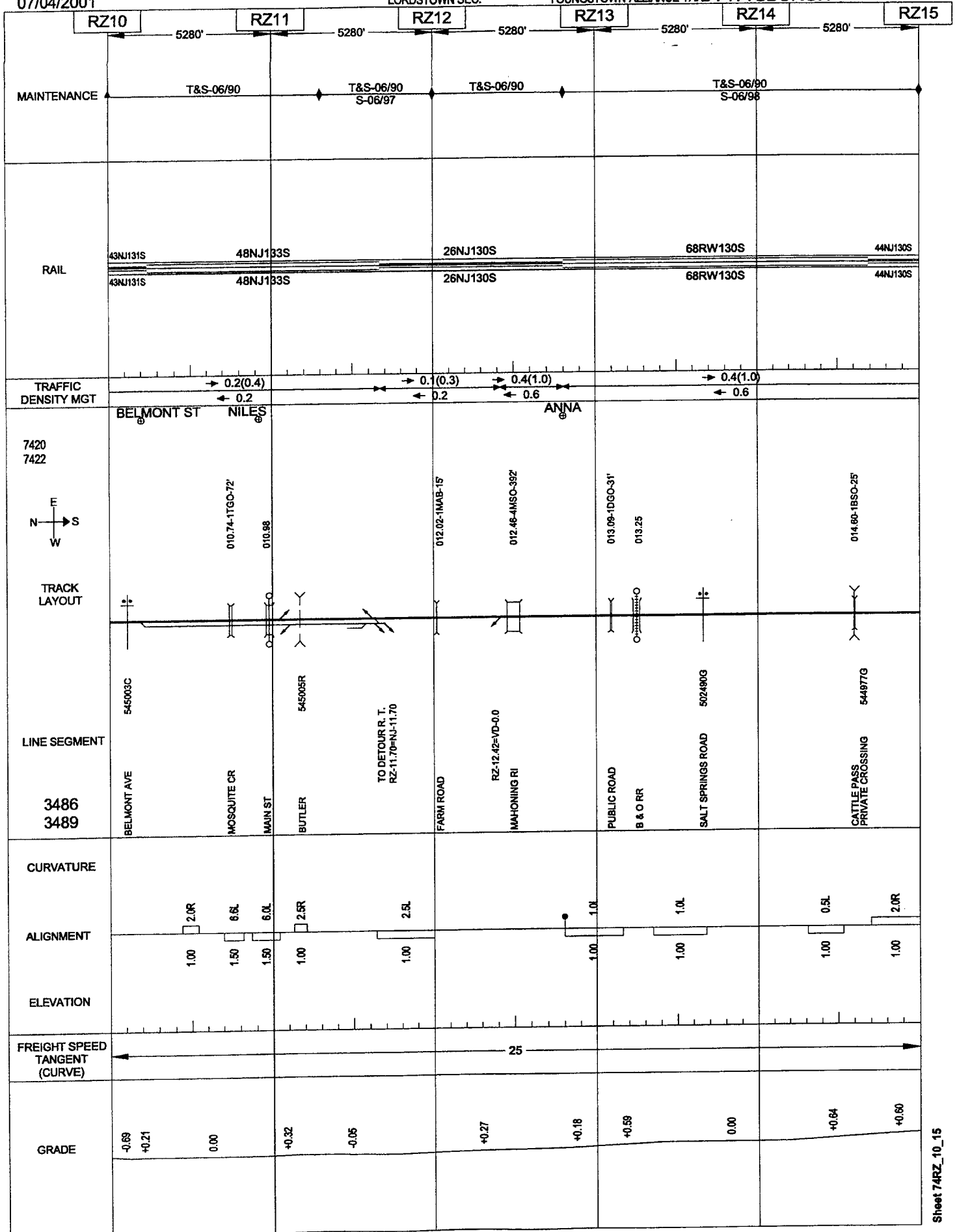
YOUNGSTOWN-ALLIANCE YARD PITTSBURGH



07/04/2001

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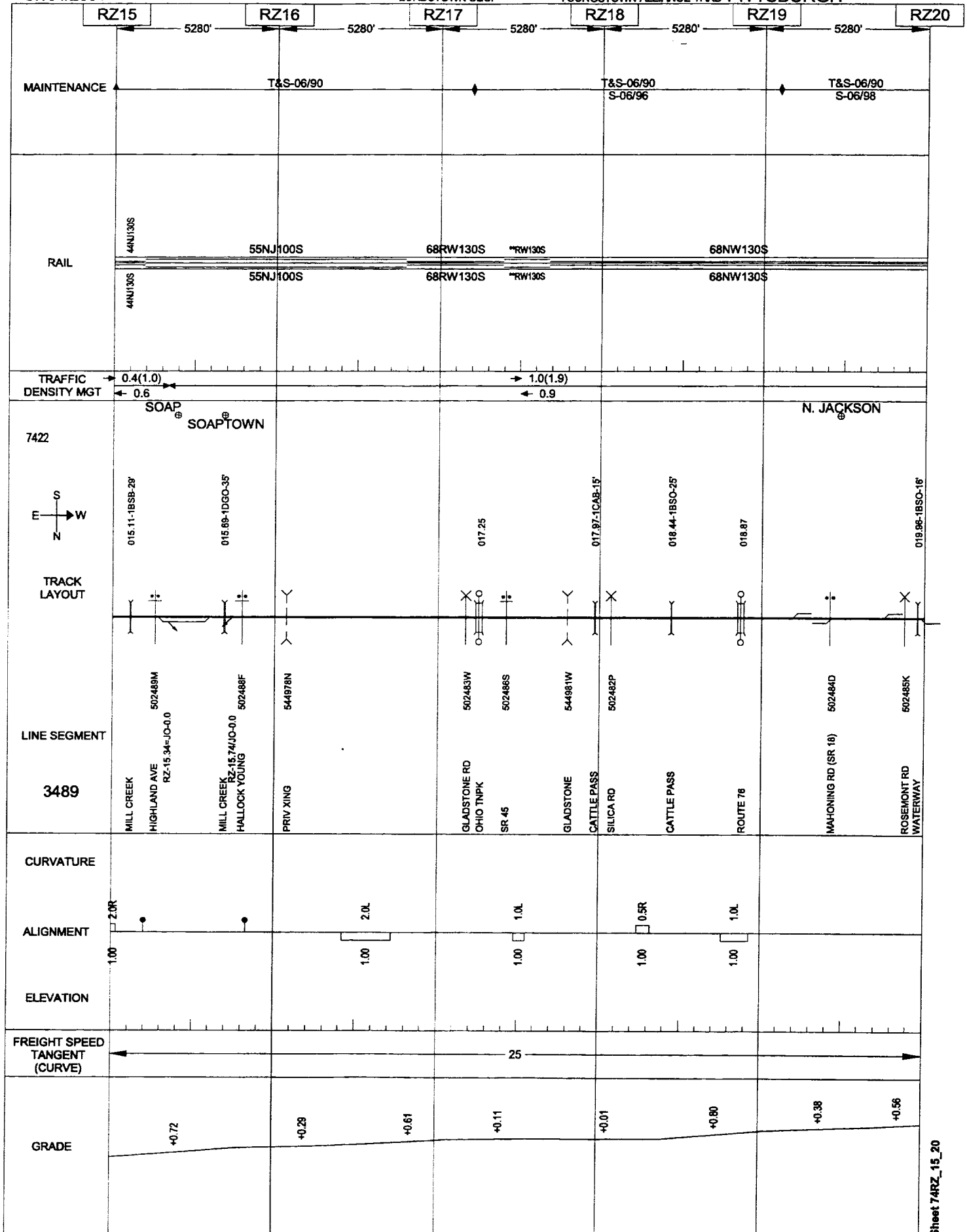
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07/04/2001

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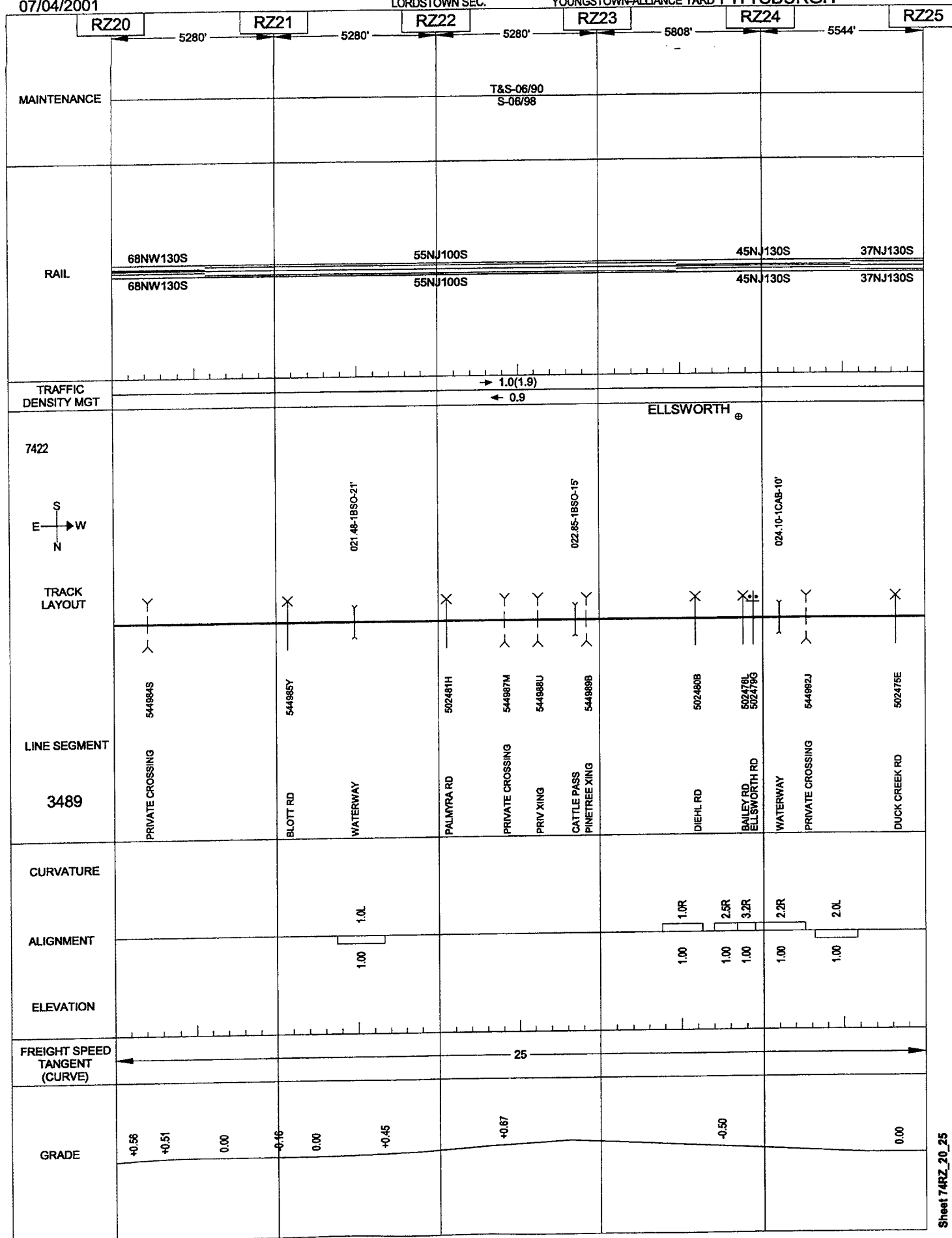
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07/04/2001

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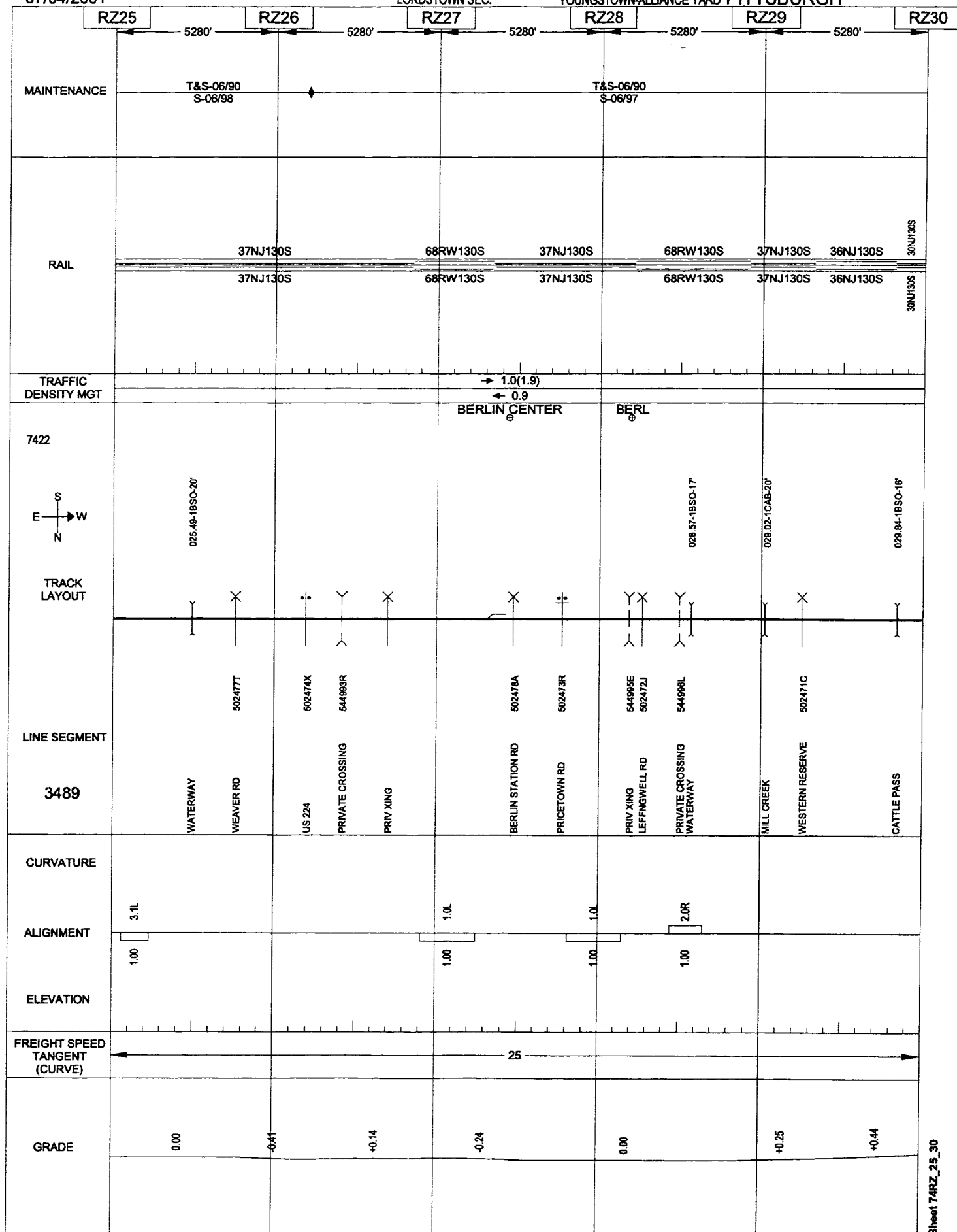
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07/04/2001

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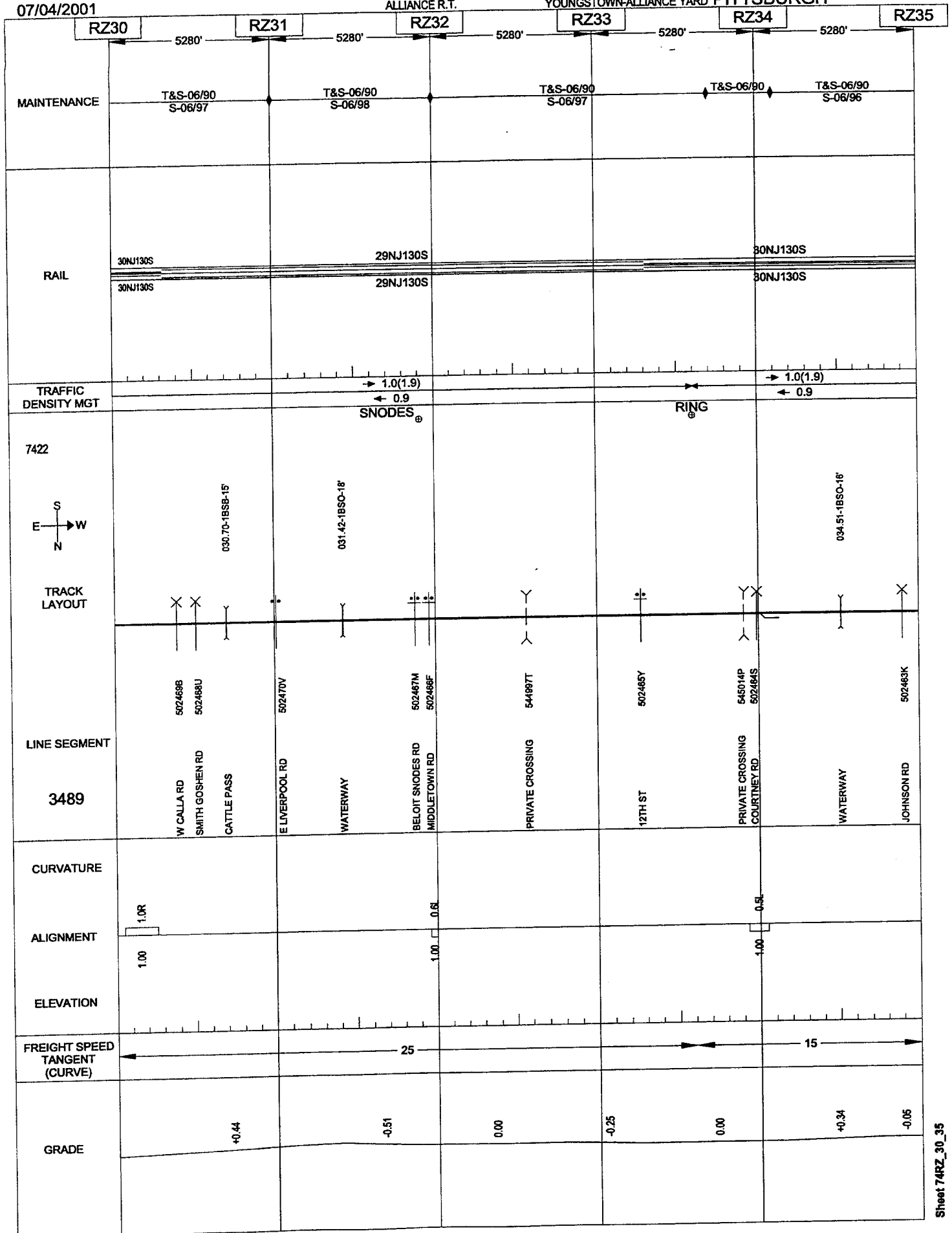
YOUNGSTOWN-ALLIANCE YARD PITTSBURGH



07/04/2001

ALLIANCE R.T.

YOUNGSTOWN-ALLIANCE YARD PITTSBURGH



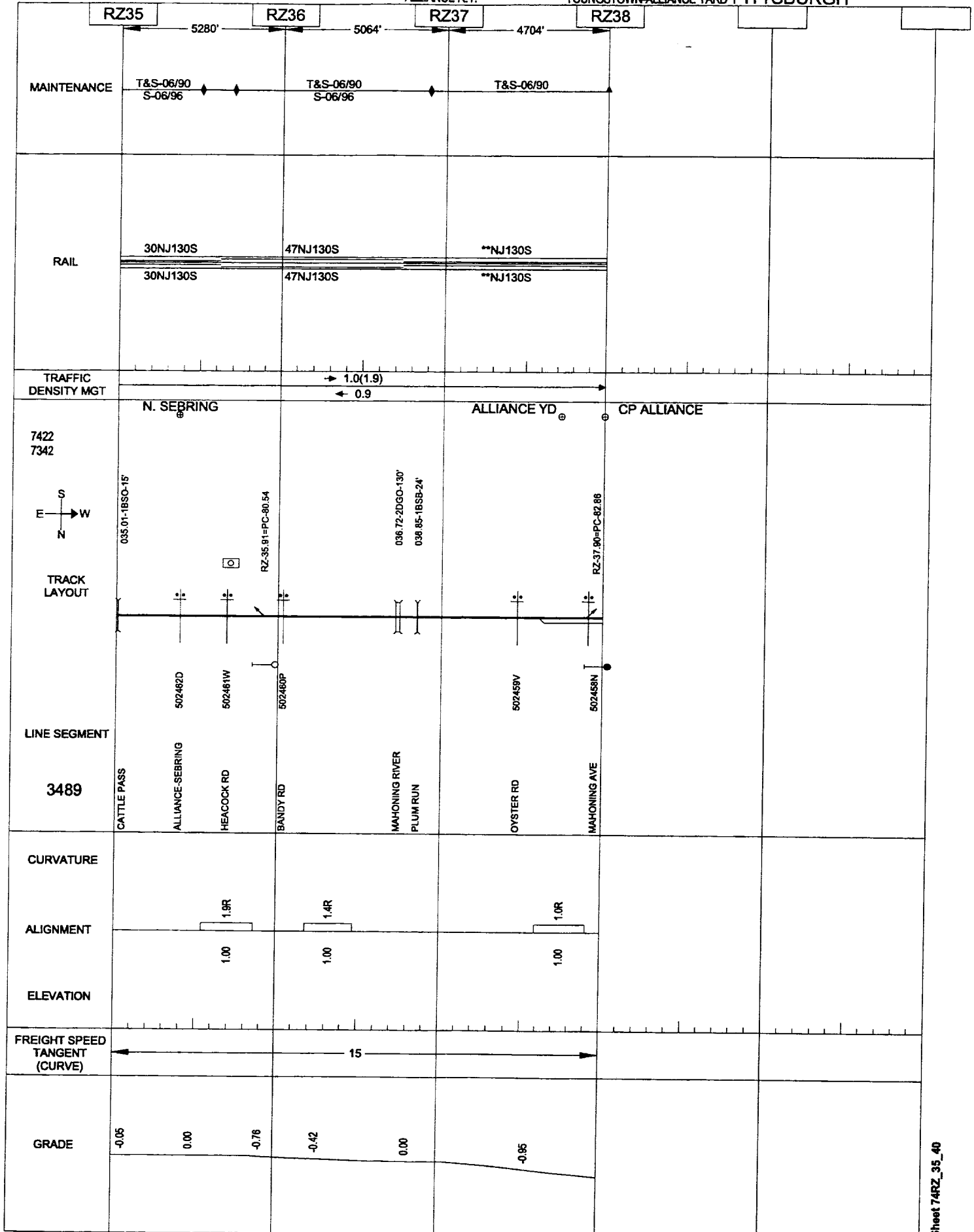
07/04/2001

296

ALLIANCE R.T.

YOUNGSTOWN-ALLIANCE YARD

PITTSBURGH



07/04/2001

297

DETOUR R.T.

PINE-WAR

PITTSBURGH

NJ12

NJ13

NJ14

NJ15

925'

4779'

5280'

5280'

MAINTENANCE

T&S-06/82

T&S-06/82

RAIL

45NJ131S

44NJ131S

47NJ131S

45NJ131S

44NJ131S

47NJ131S

TRAFFIC
DENSITY MGT

→ 0.1(0.2)

← 0.1

→ 0.5(0.9)

← 0.4

DETOUR NILES

WARDWELL

BRICK

7420

W
S → N
E

TRACK
LAYOUT

LINE SEGMENT

3453

TO LORDSTOWN SE
NJ-11,70-RZ-11,70

E PARK AVE 502591T

PARK AVE 012.06

MCROBERTS RD NJ-12.32=VD-0.50 012.33

WATERWAY 012.71-1MAB-15'

W PARK AVE 502550L

W PARK AVE 502553G

WARREN AVE 502554N

GSADLA 502644P

PRIVATE CROSSING 502645"

WATERWAY PIPELINE 014.62-1BSB-7' 014.68

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.0R

1.00

1.0R

1.00

15

-0.08

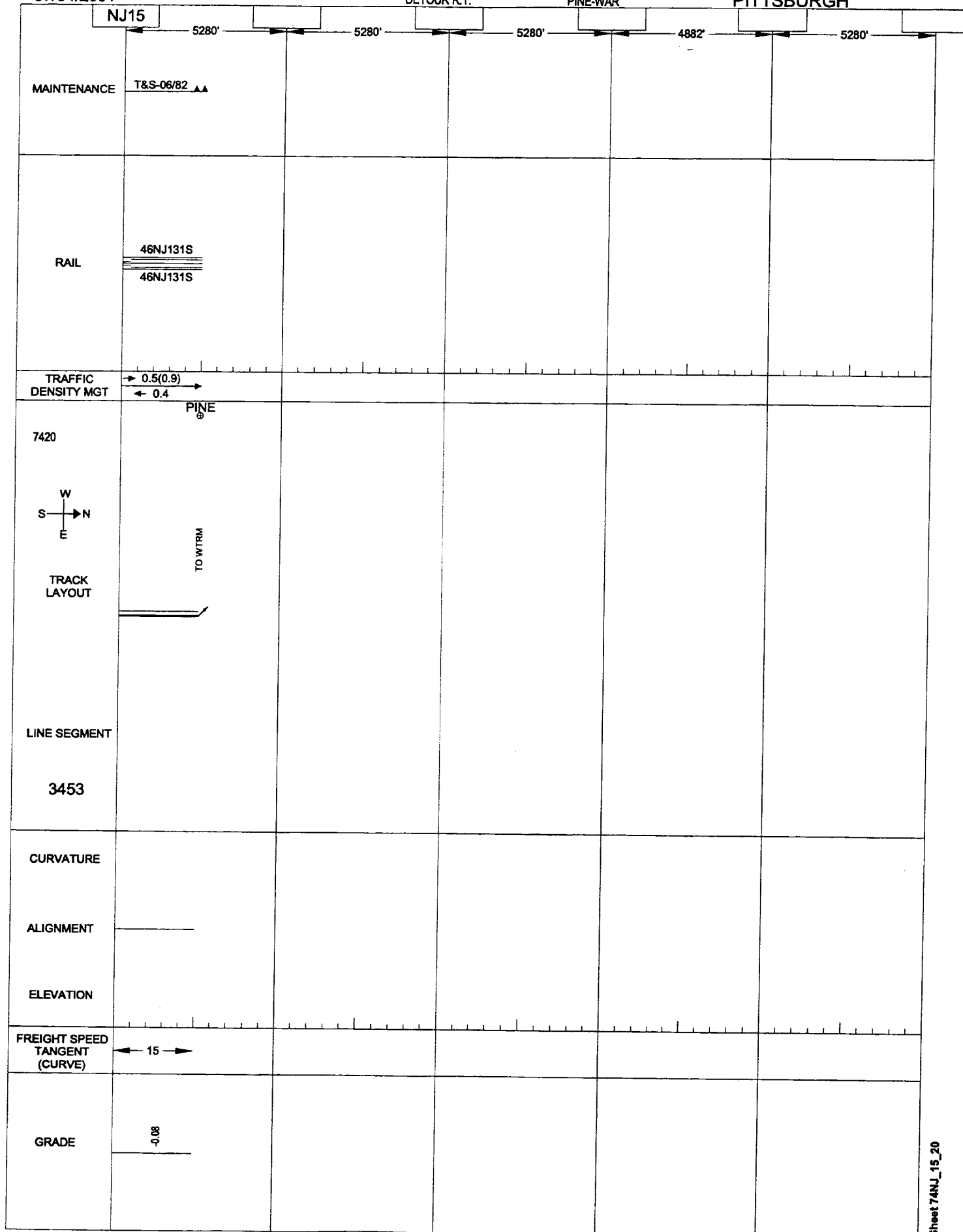
07/04/2001

298

DETOUR R.T.

PINE-WAR

PITTSBURGH

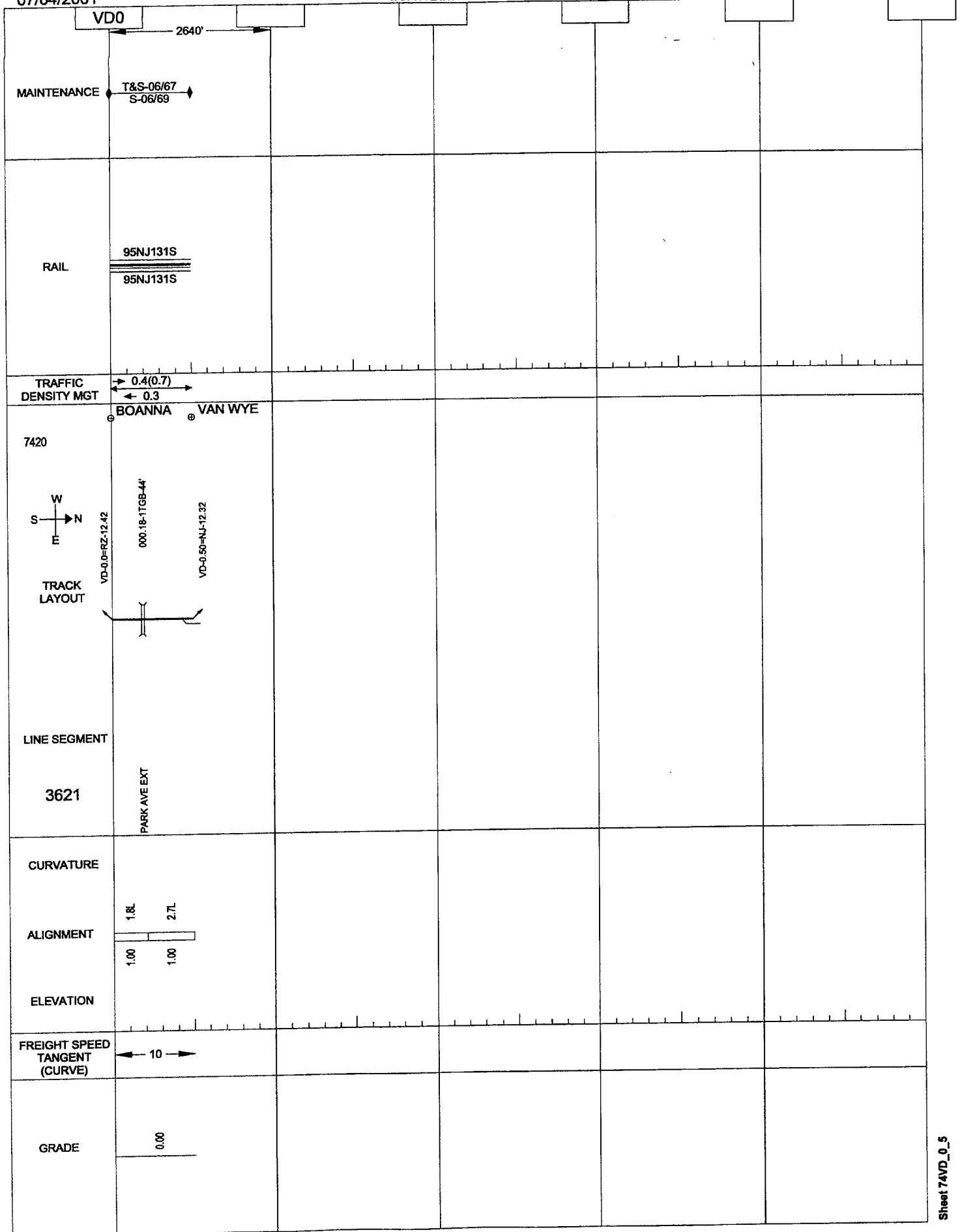


07/04/2001

VAN WYE I.T.

LORDSTOWN SEC-NILES SEC

PITTSBURGH

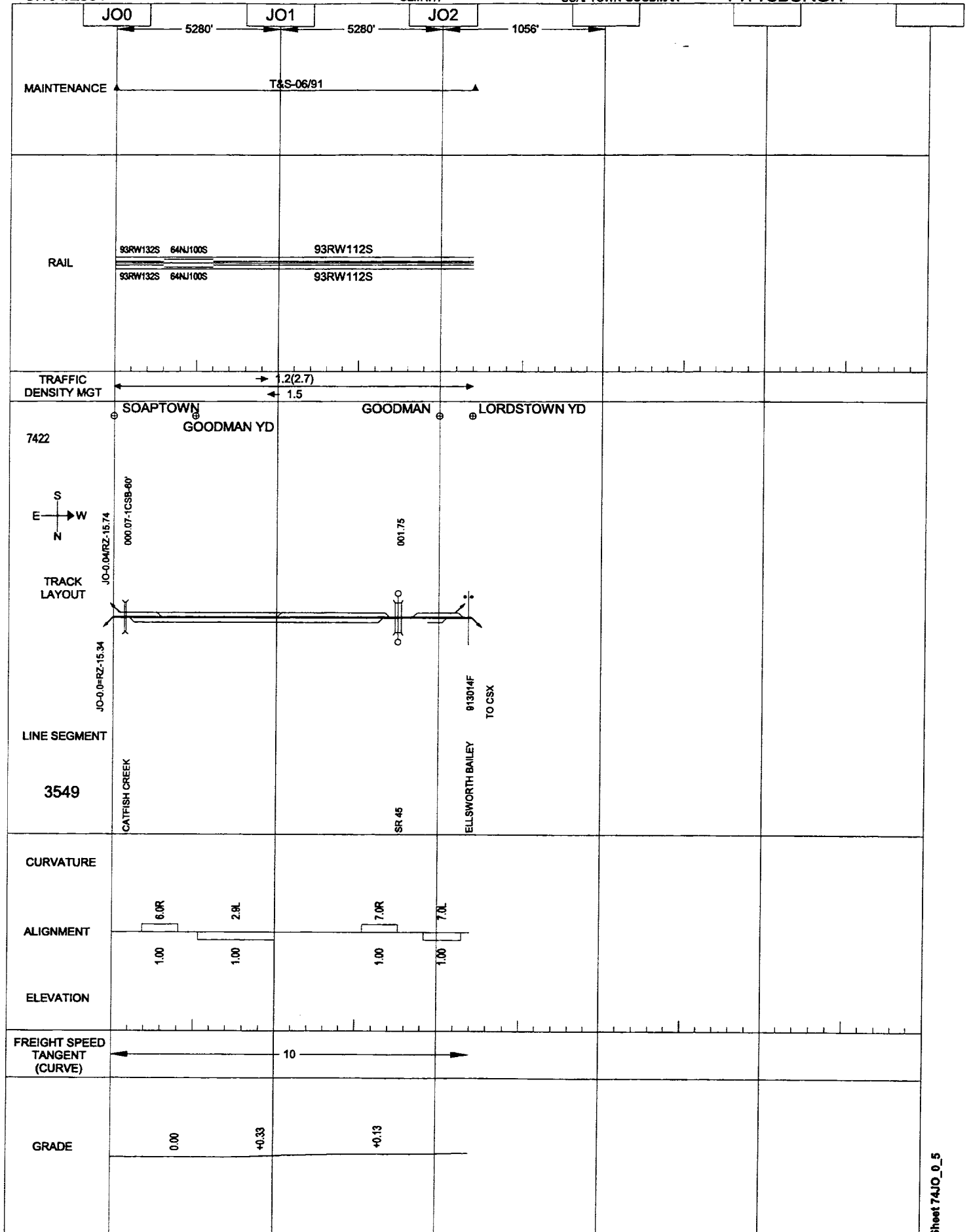


07/04/2001

GEM I.T.

SOAP TOWN-GOODMAN

PITTSBURGH



07/04/2001

301
BENTON I.T.

CP ALLIANCE-ALLIANCE YAR

PITTSBURGH

JE23

JE24

5280'

5280'

5280'

MAINTENANCE

RAIL

28NJ105S

26NJ105S

28NJ105S

26NJ105S

TRAFFIC
DENSITY MGT

ALLIANCE YD CP ALLIANCE

2290

S
E → W
N

TRACK
LAYOUT

024.15-1TTO-96'

JE-24.70=RD-67.30

LINE SEGMENT

3543

MAHONING RIVER

3RD STREET

CURVATURE

ALIGNMENT

ELEVATION

1.00 0.9L

1.00 1.8R
1.00 2.0L

1.00 3.5R
1.00 4.5R
1.00 15.0L

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-1.04

-0.78

-0.47

0.00

+0.54

07/04/2001

302

NEW CASTLE CONNECTION

CASTLE-CSX

PITTSBURGH

CY47

2640'

1584'

MAINTENANCE

RAIL

94RW140S

94RW140S

TRAFFIC
DENSITY MGT

CASTLE

W
S → N
E

TRACK
LAYOUT

CASTLE IND

TO CSX

LINE SEGMENT

3516

CY-48.50-YG-75.75

CURVATURE

ALIGNMENT

ELEVATION

7.5R

10.0L

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

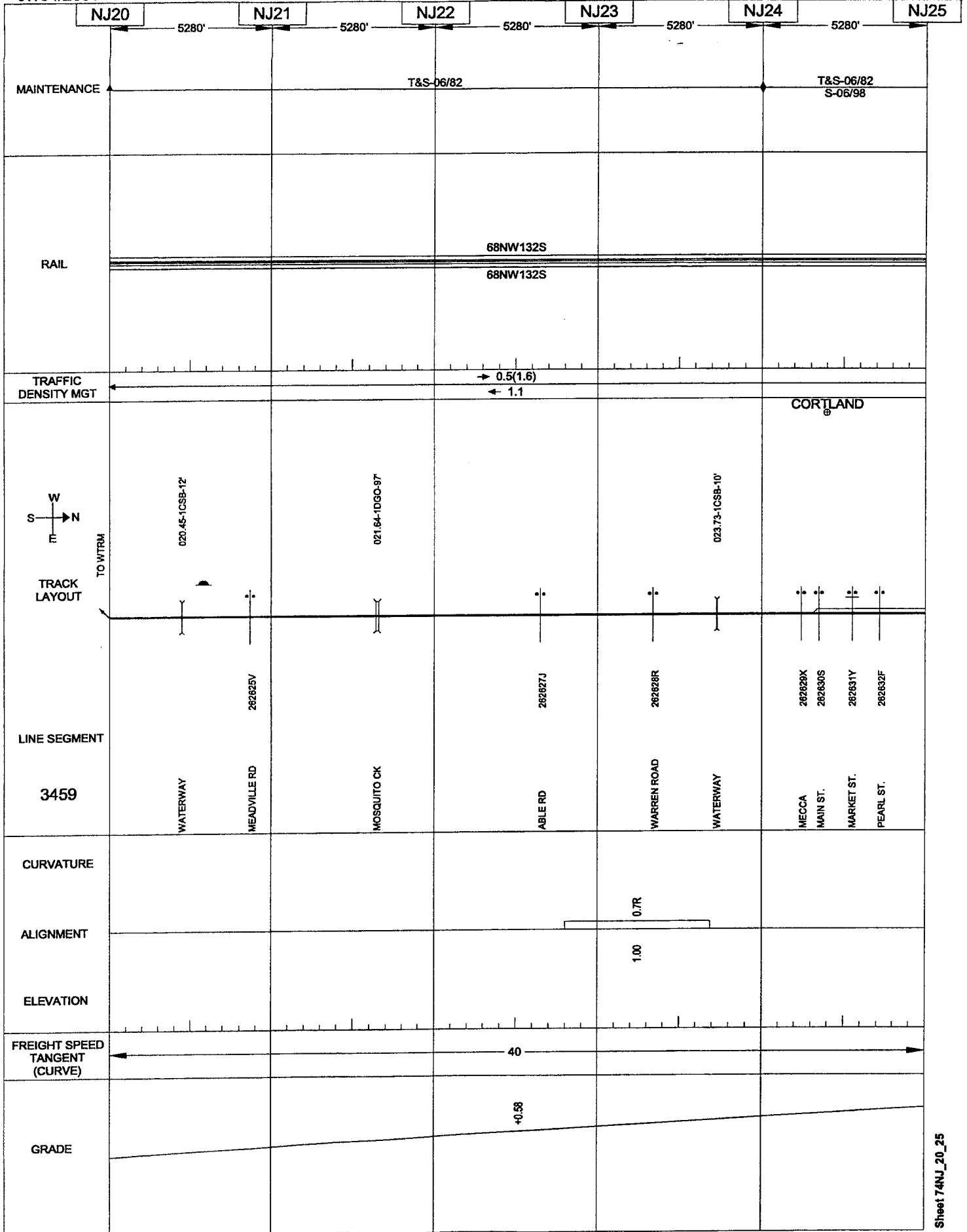
+1.04

07/04/2001

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH

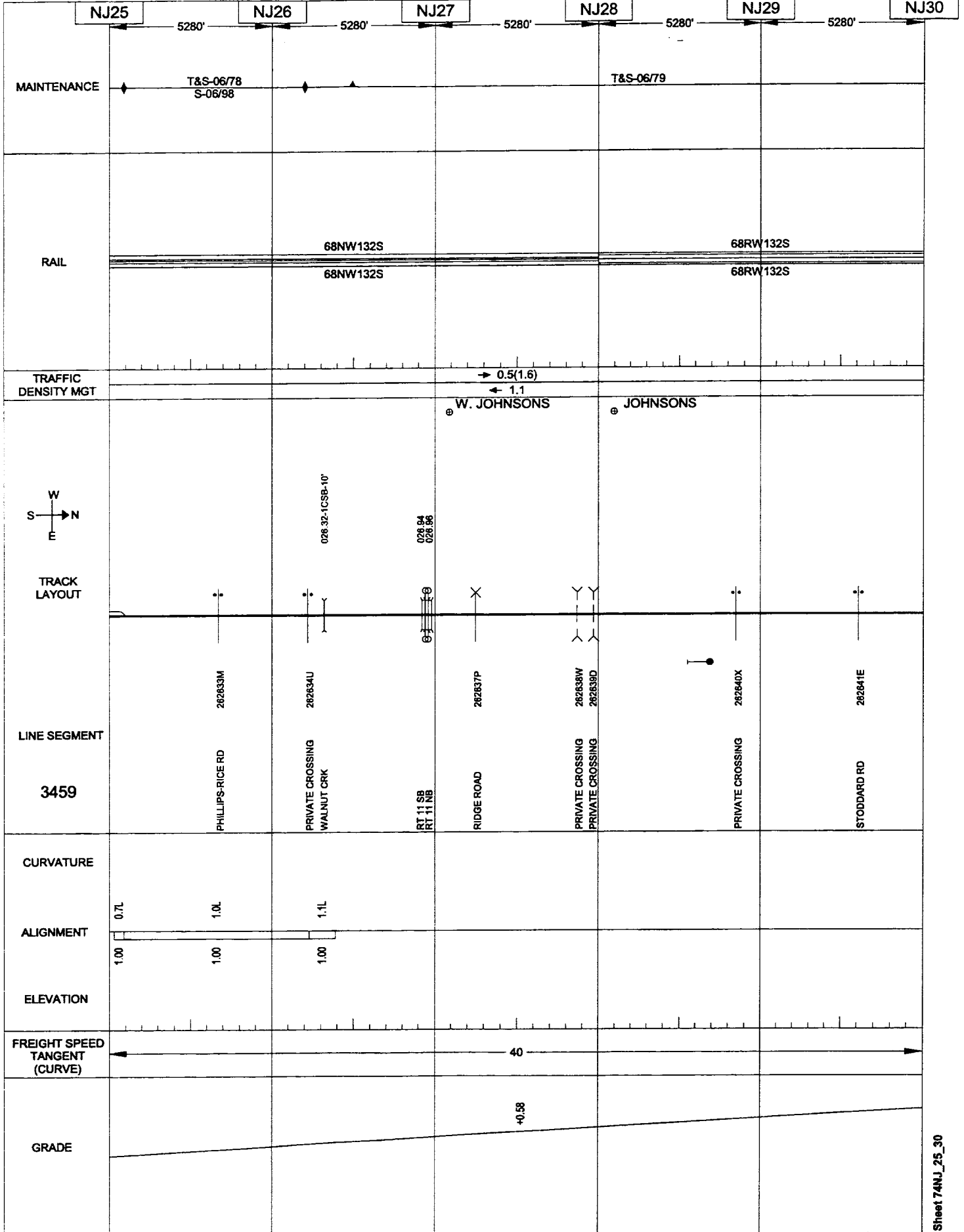


07/04/2001

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH

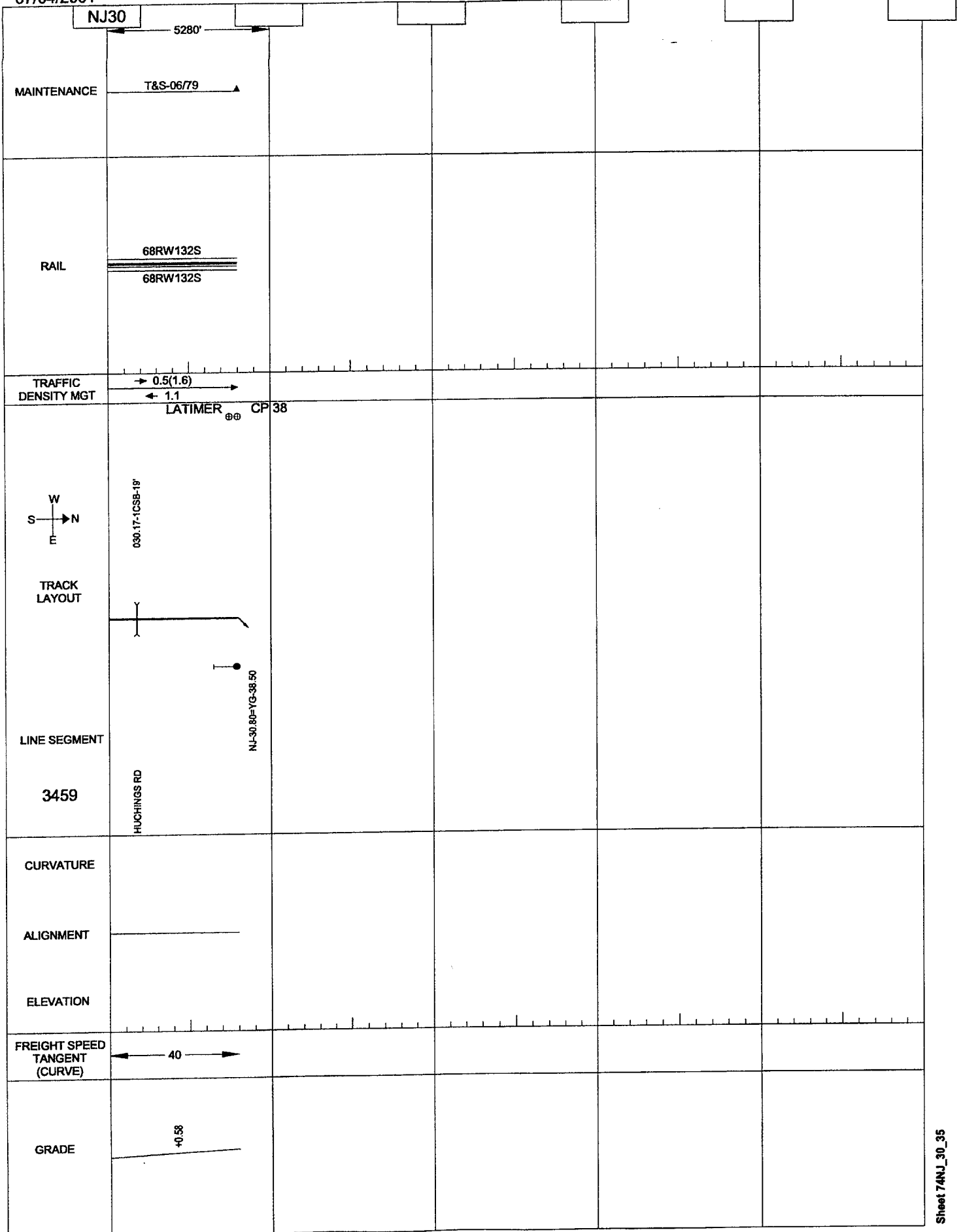


07/04/2001

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



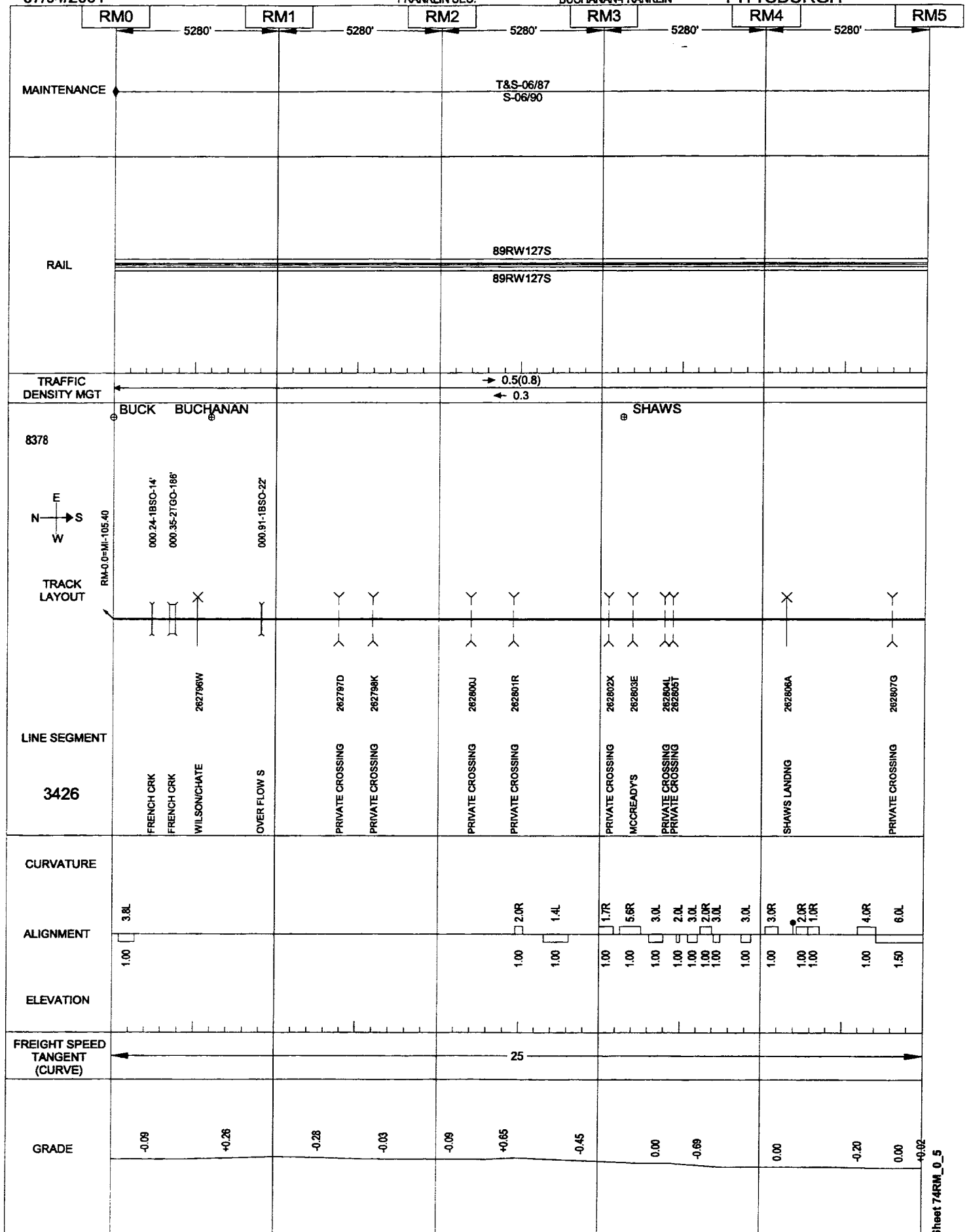
07/04/2001

306

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH

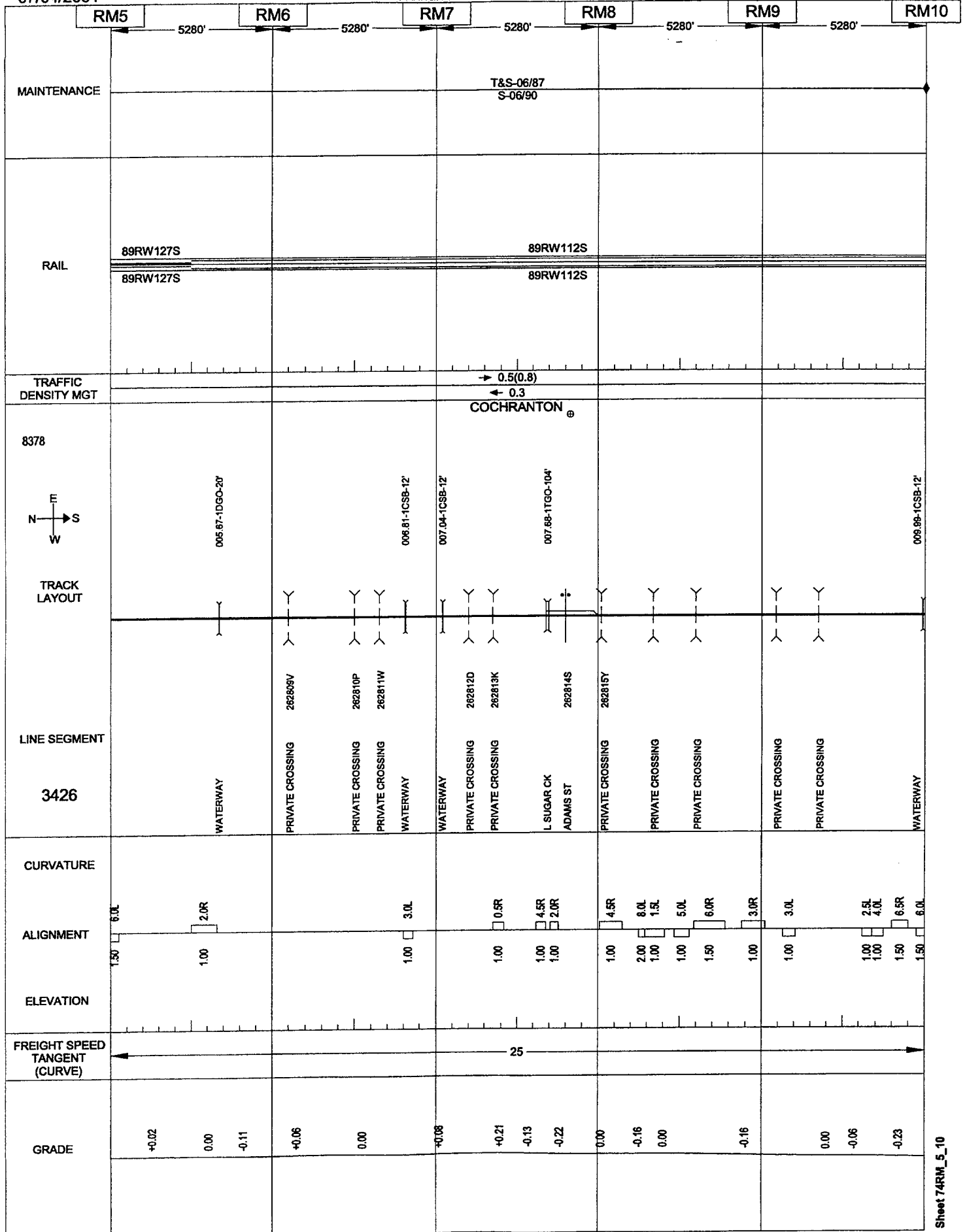


07/04/2001

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH

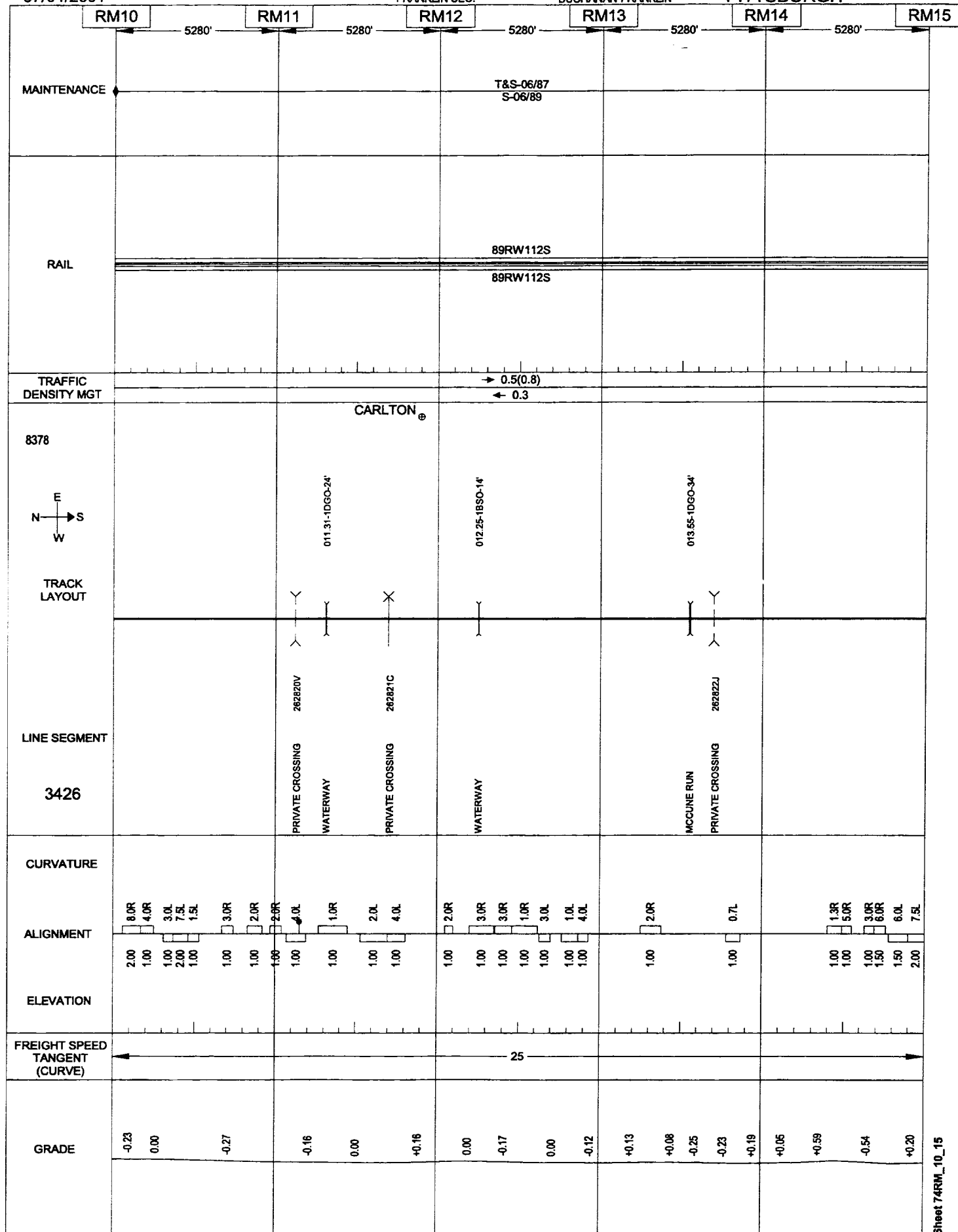


07/04/2001

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



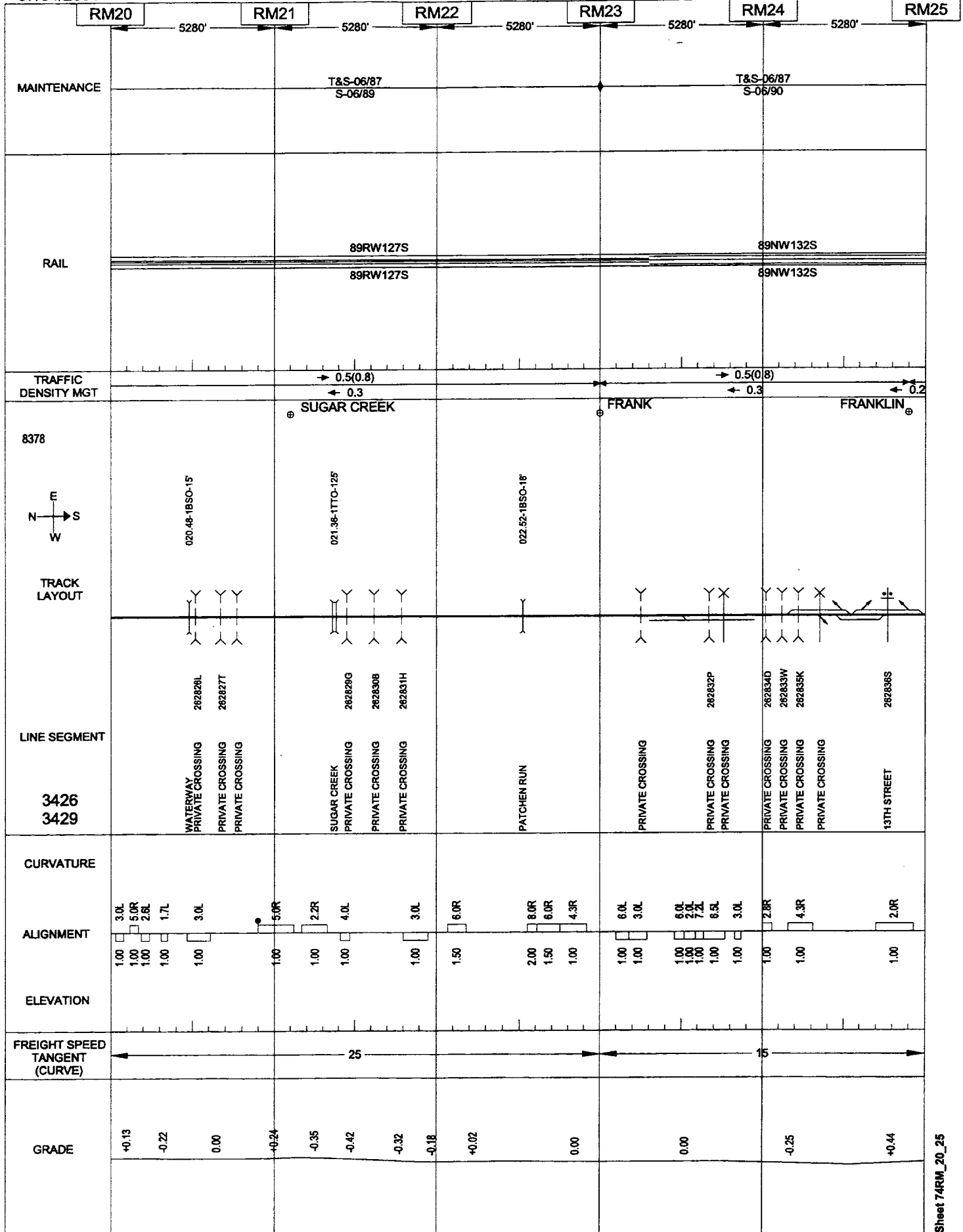
Sheet 74RM_15_20

07/04/2001

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH

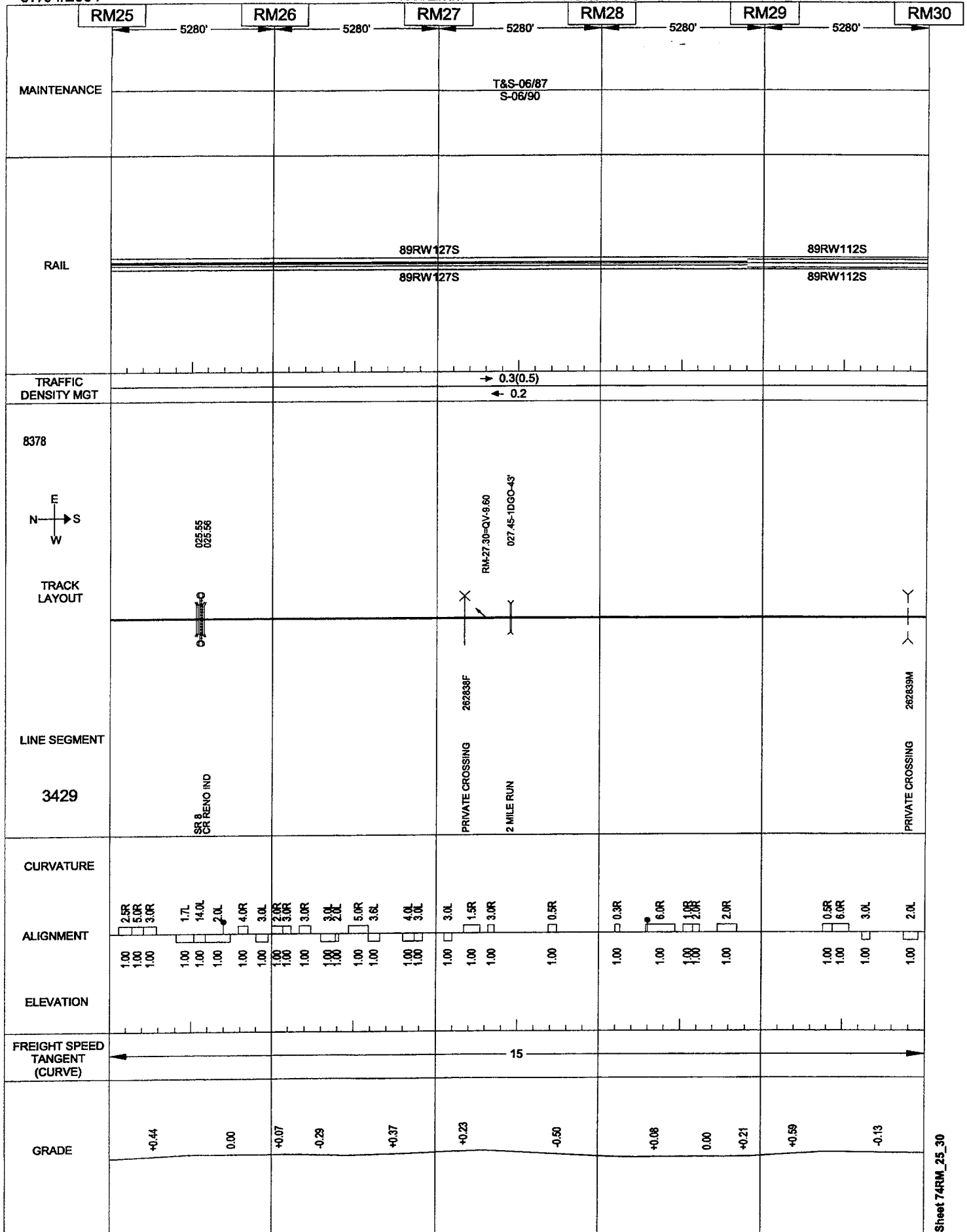


07/04/2001

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH

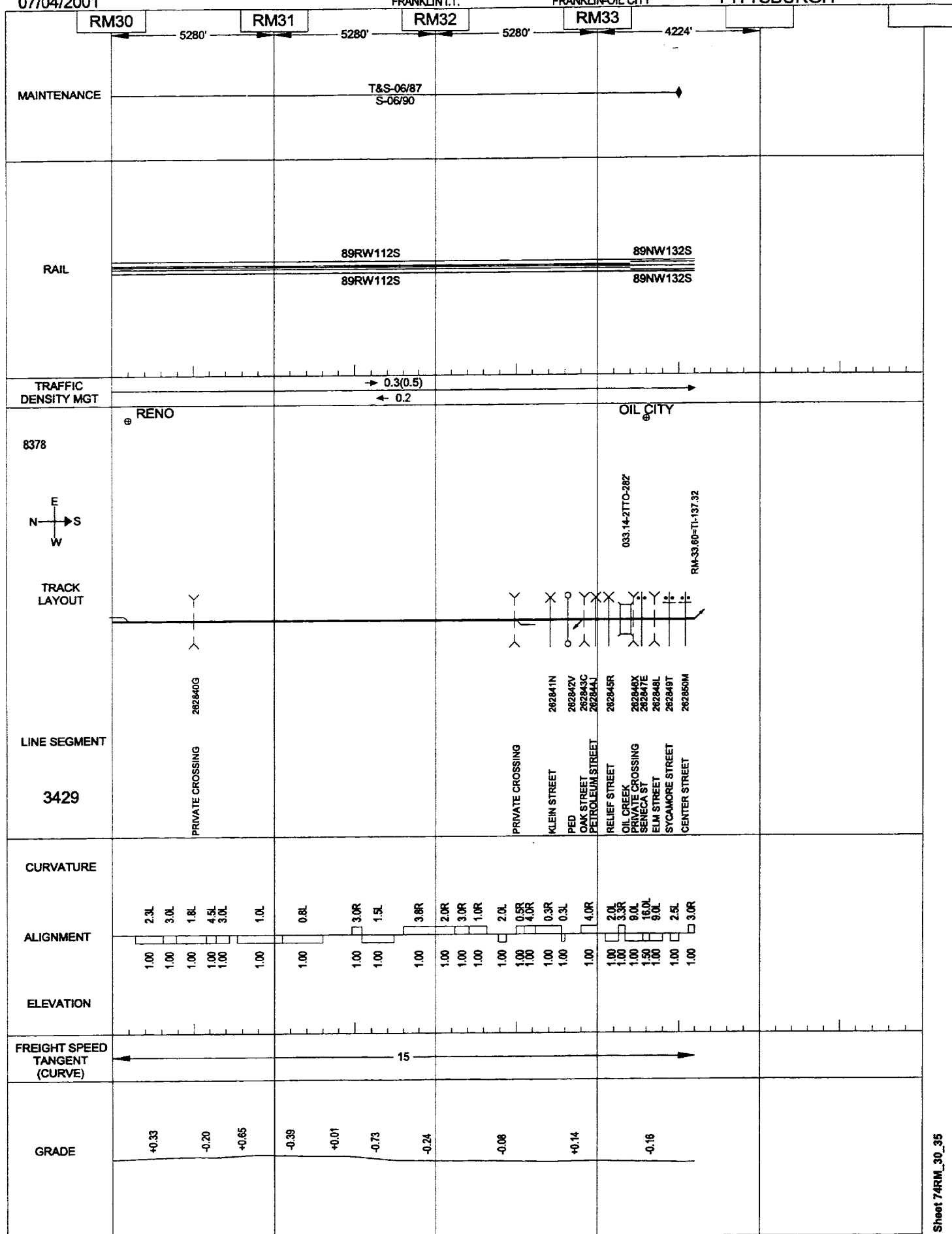


07/04/2001

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



07/04/2001

313
HARDING I.T.

MANS-ONTARIO

PITTSBURGH

LQ269

LQ270

5280'

5306'

MAINTENANCE

T&S-06/85

RAIL

49NJ132S

56NJ132S

49NJ132S

56NJ132S

TRAFFIC
DENSITY MGT

→ 0.7(1.5)

← 0.8

CP MANS

CP S. MANS

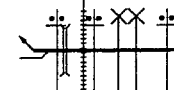
8385



TRACK
LAYOUT

LQ-288.80=PC-175.05

283.92-TGO-62'



264857W

264958D

264980E

264961L

264982T

MAIN STREET
TOBY RUN

CP MARY STREET

MILLER STREET

HIGH STREET

BOWMAN STREET

LINE SEGMENT

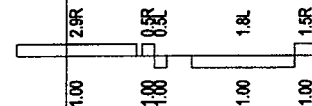
3495

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)



15

GRADE

+1.08

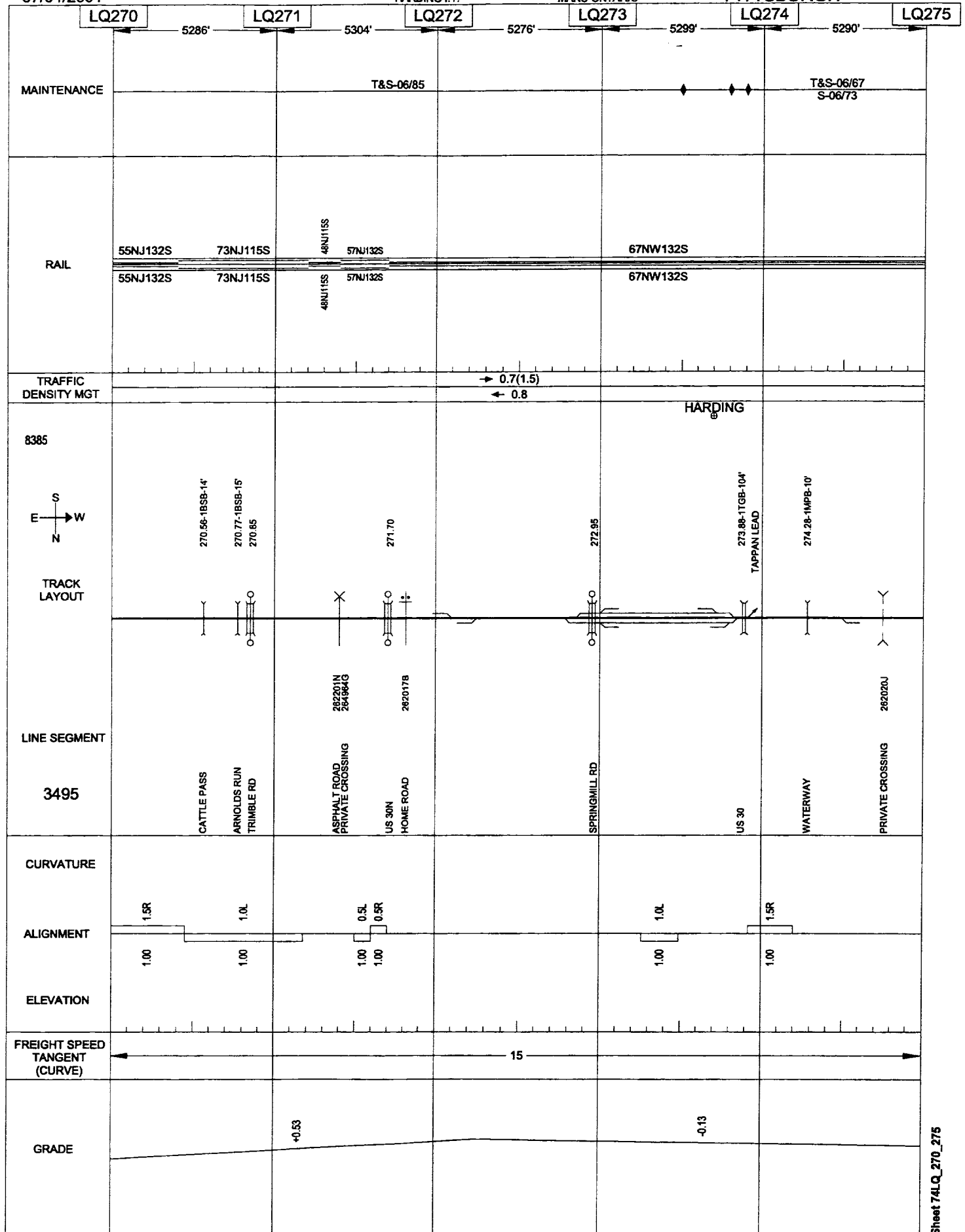
+0.53

07/04/2001

HARDING I.T.

MANS-ONTARIO

PITTSBURGH



07/04/2001

HARDING I.T.

MANS-ONTARIO

PITTSBURGH

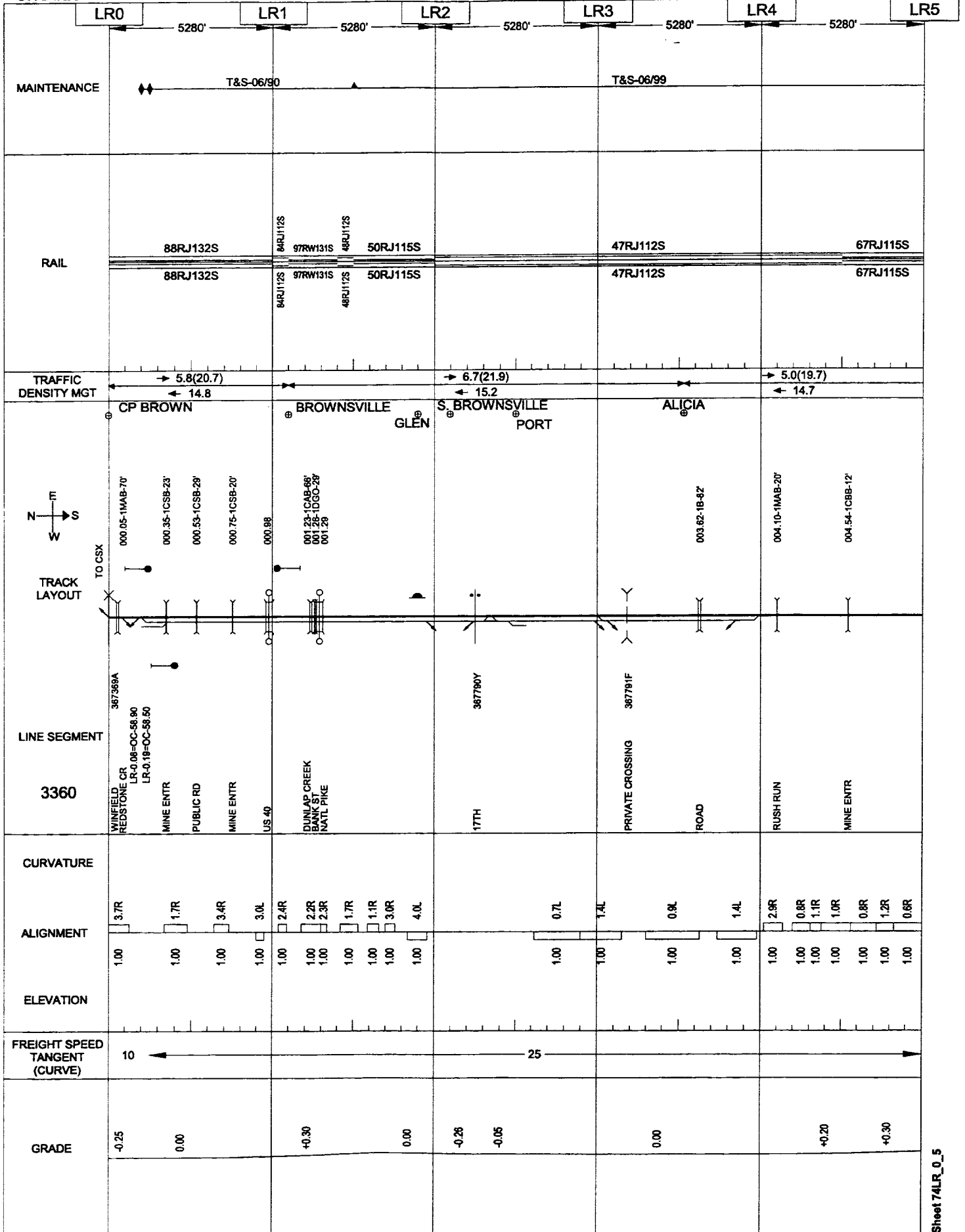
	LQ275	5280'						
MAINTENANCE	→							
RAIL	67NW132S 67NW132S							
TRAFFIC DENSITY MG4	0.8							
8385								
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>								
TRACK LAYOUT								
LINE SEGMENT								
3495								
CURVATURE								
ALIGNMENT	1.00 1.5R							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	15							
GRADE	-0.13							

07/04/2001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



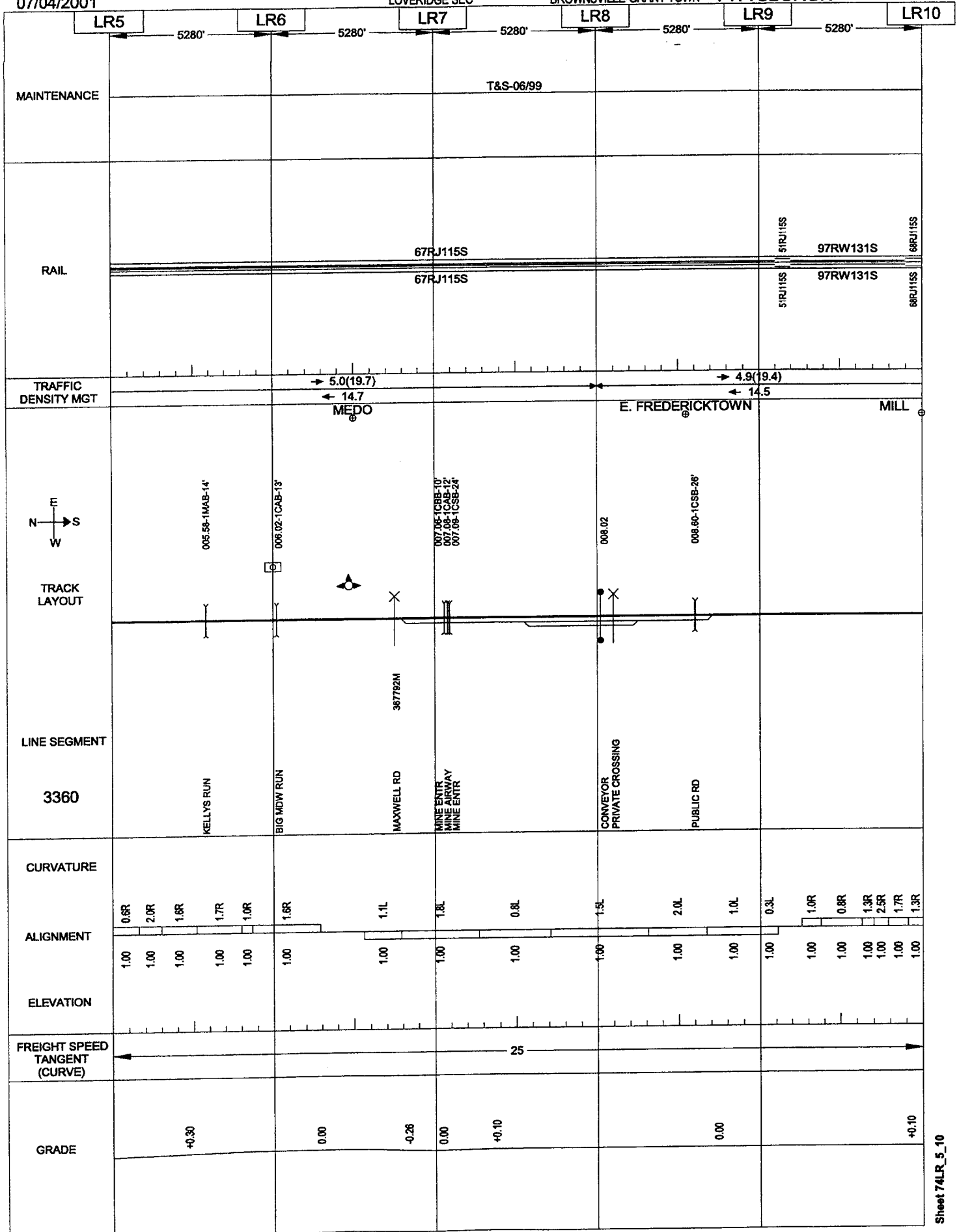
07/04/2001

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LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

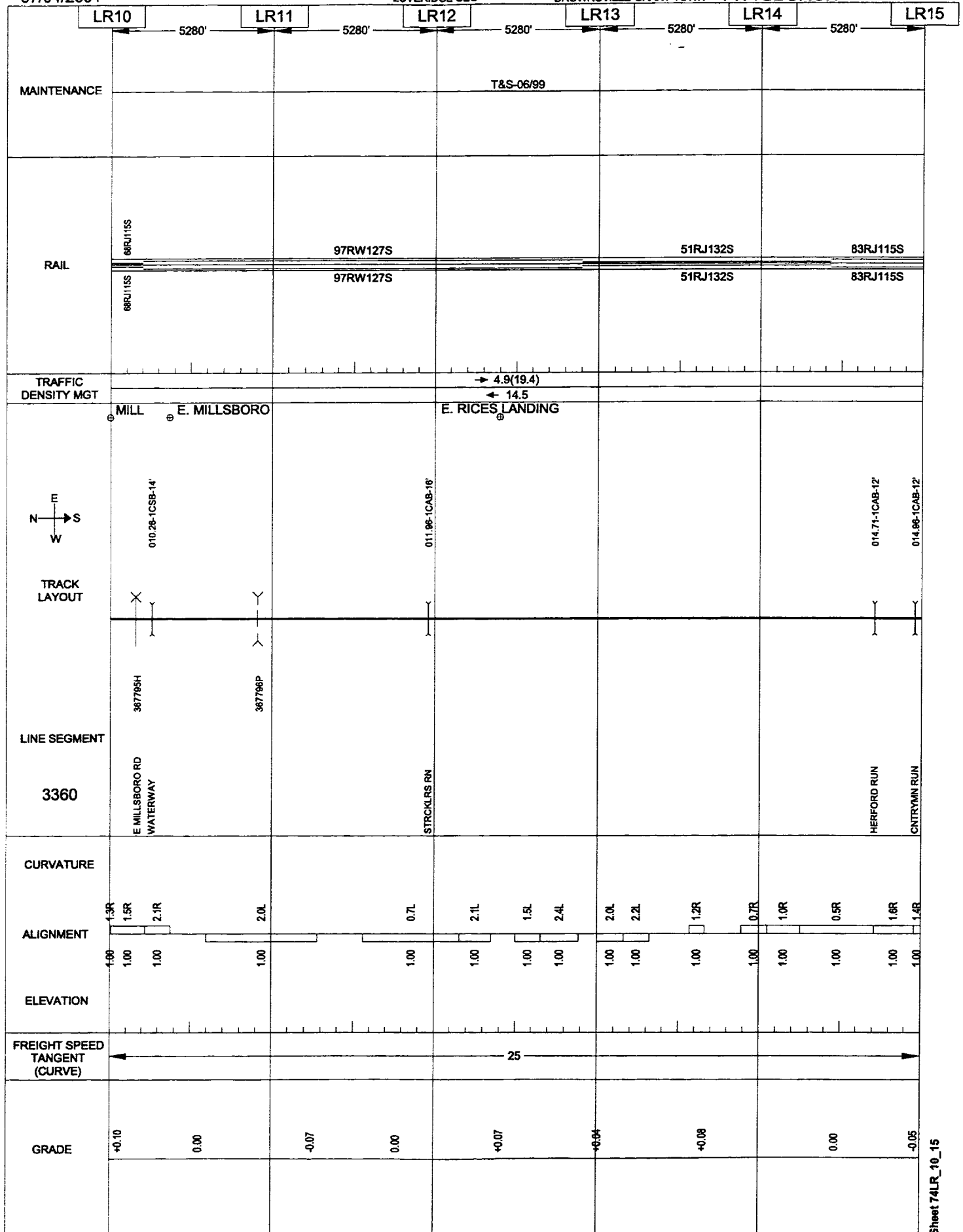


07/04/2001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

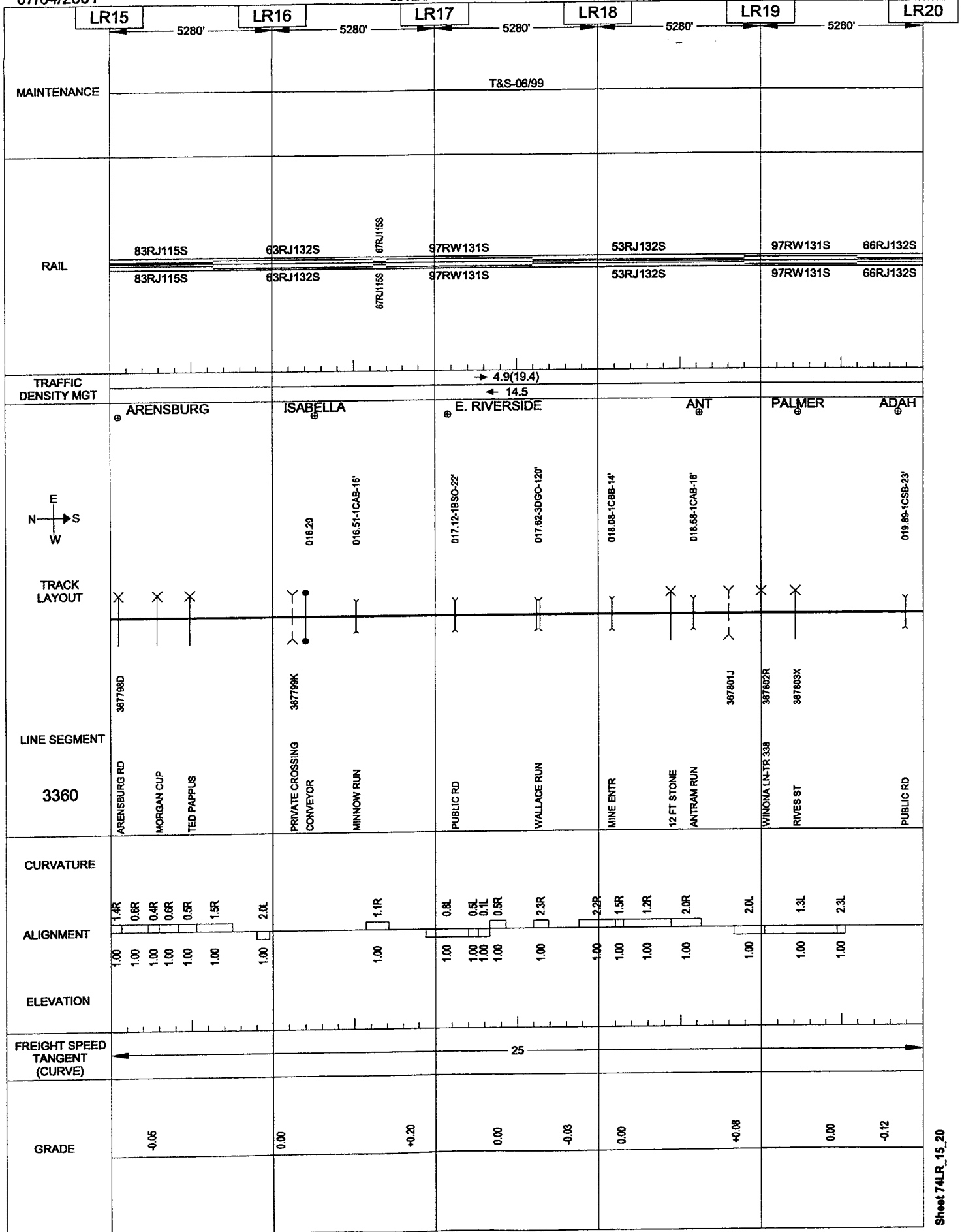


07/04/2001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

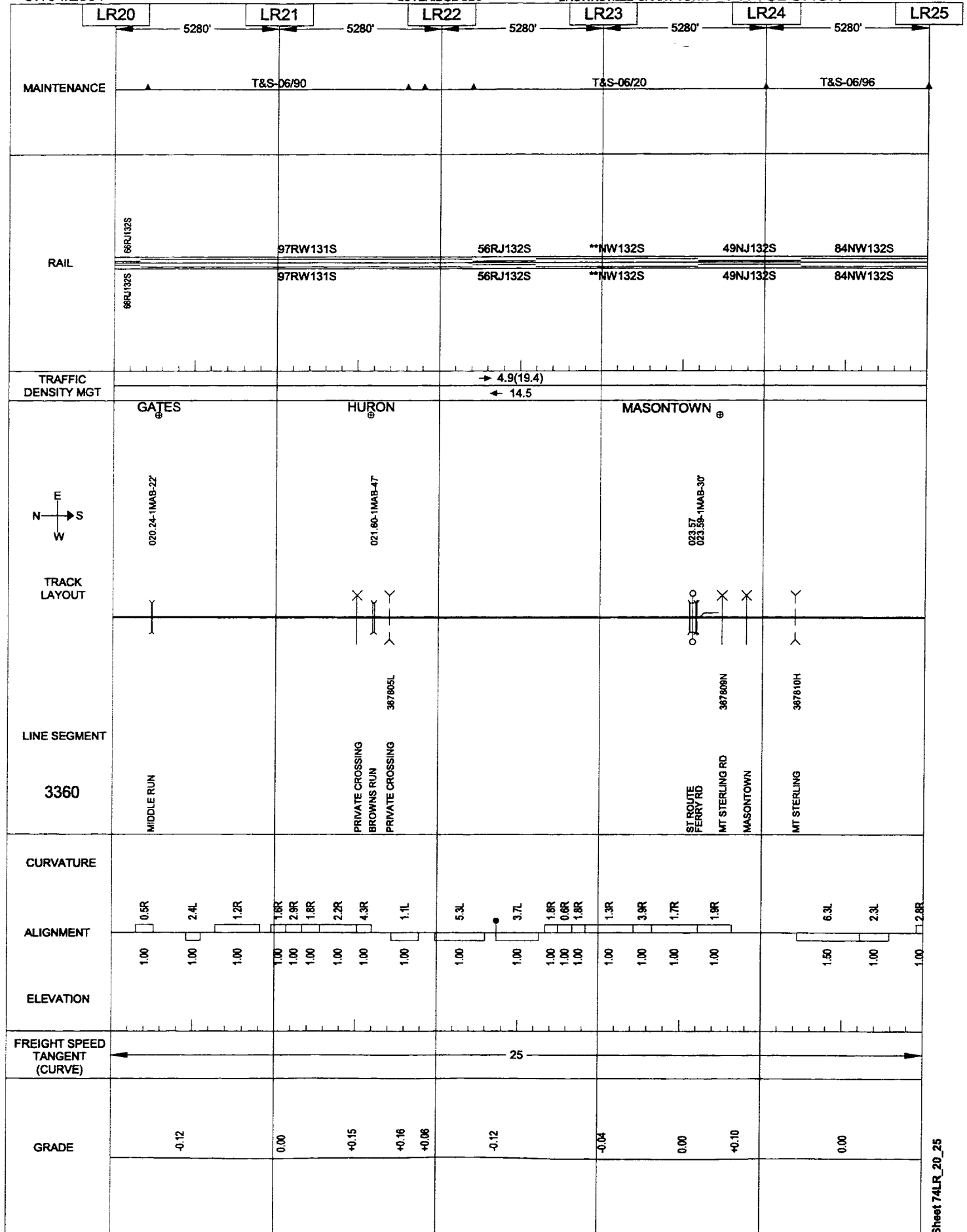


07/04/2001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



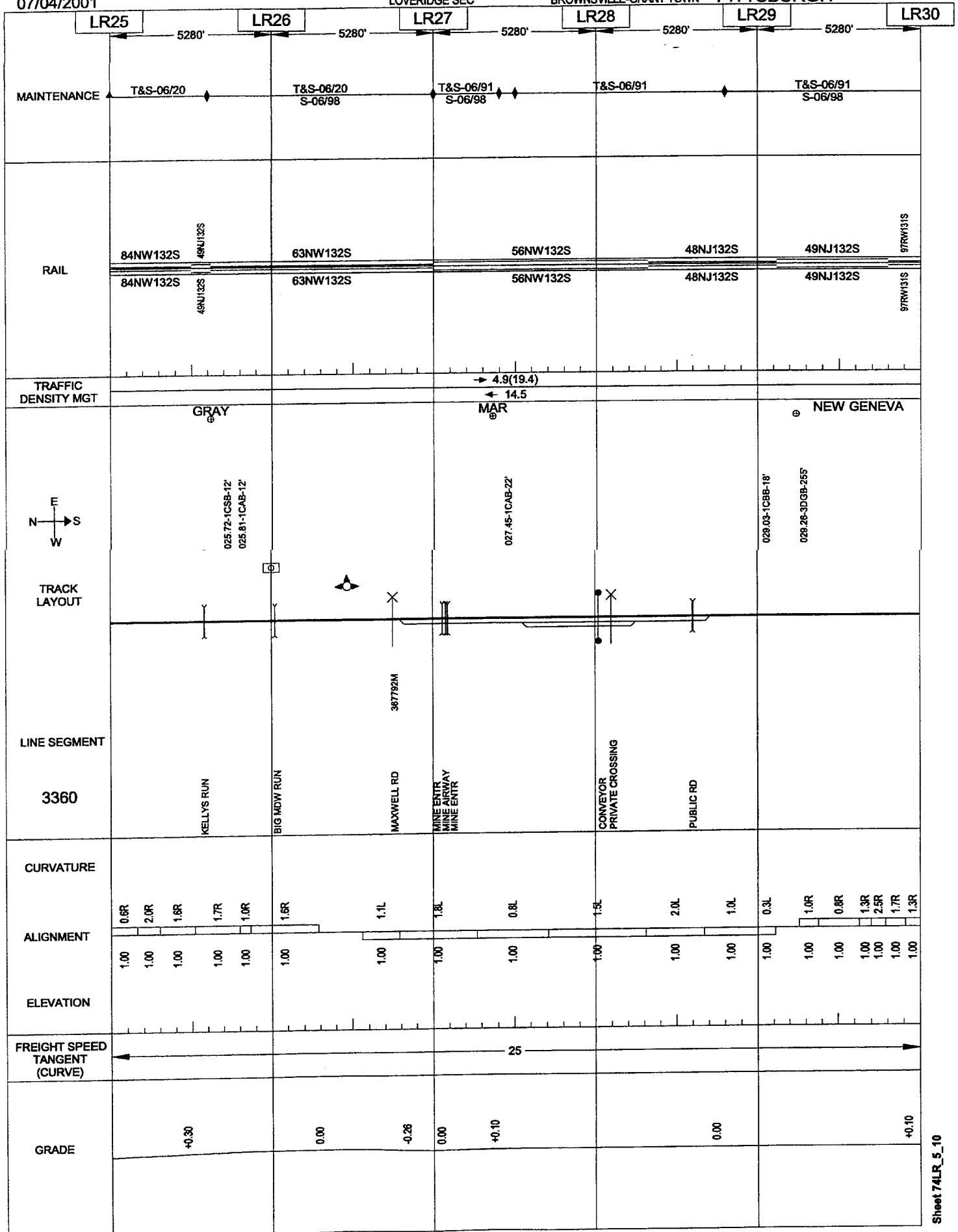
07/04/2001

321

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

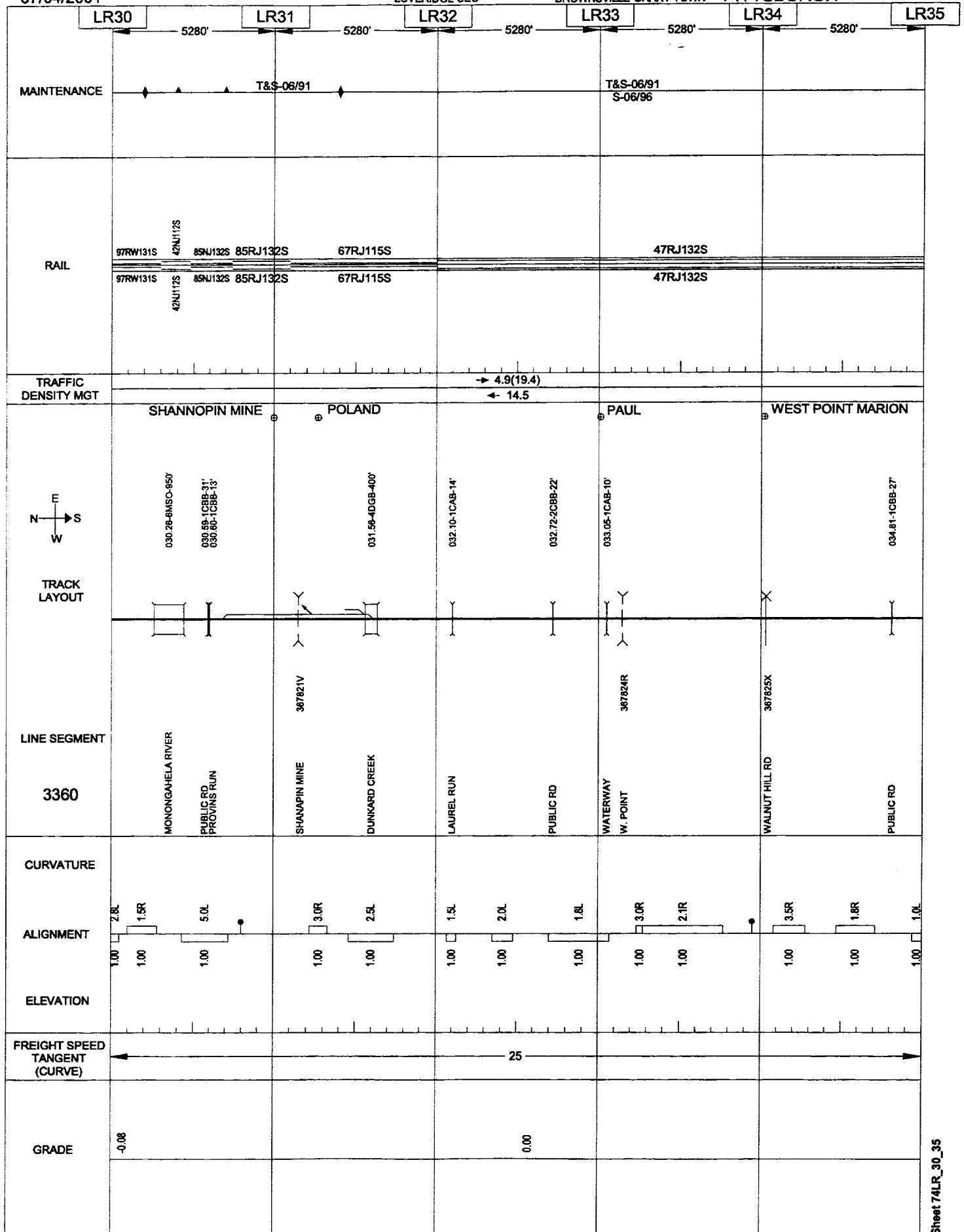


07/04/2001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

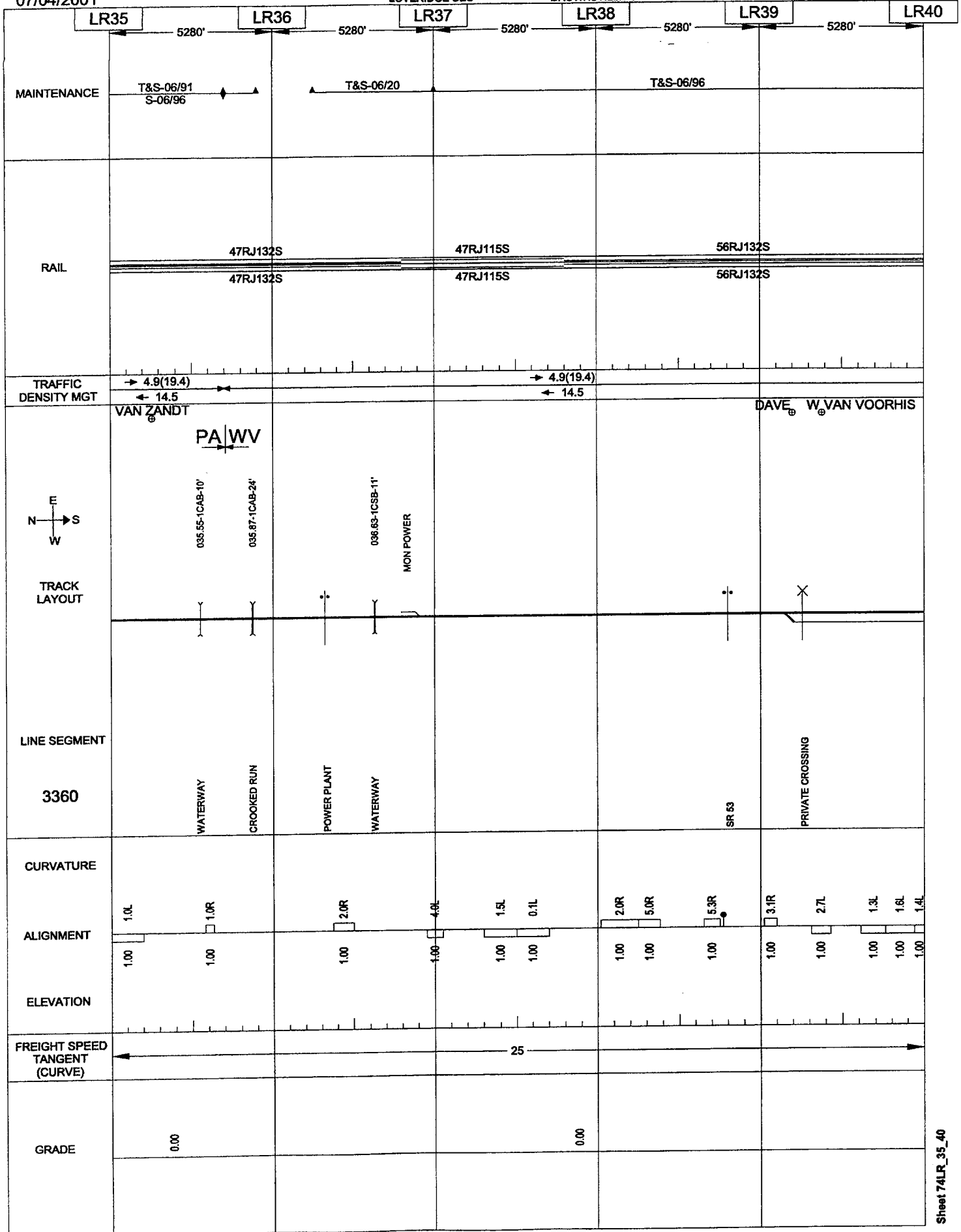


07/04/2001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

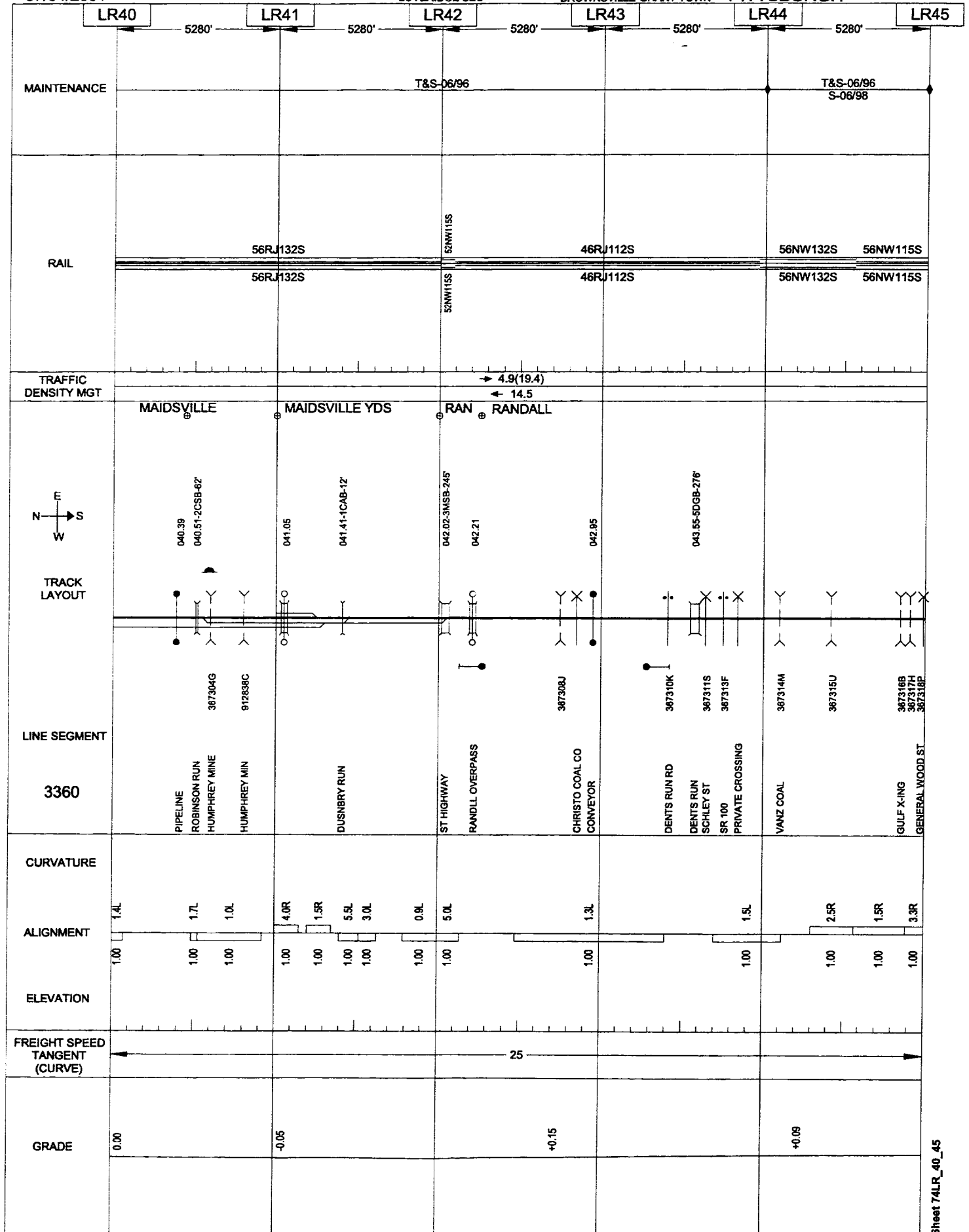


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PITTSBURGH

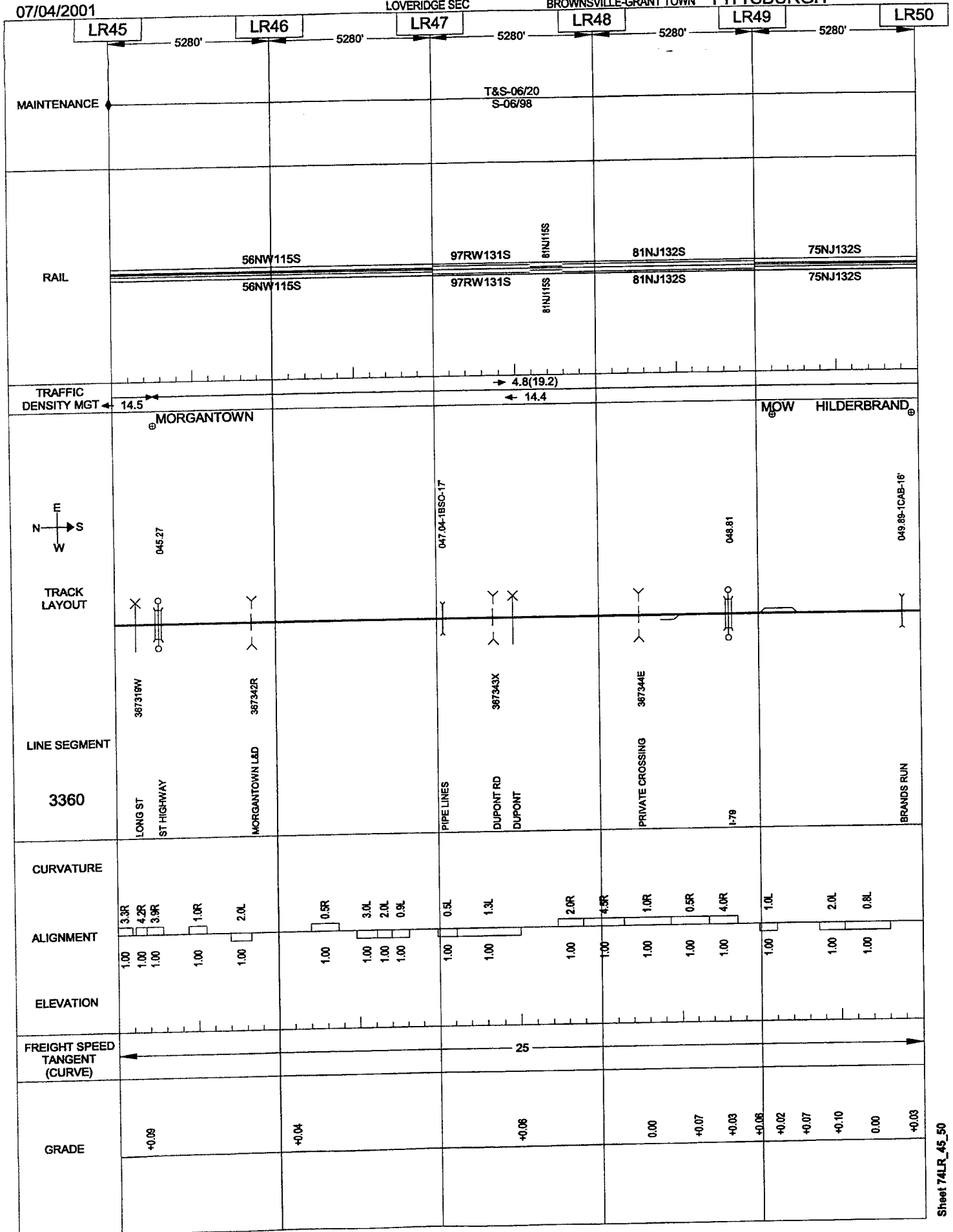


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BROWNSVILLE-GRANT TOWN

PITTSBURGH

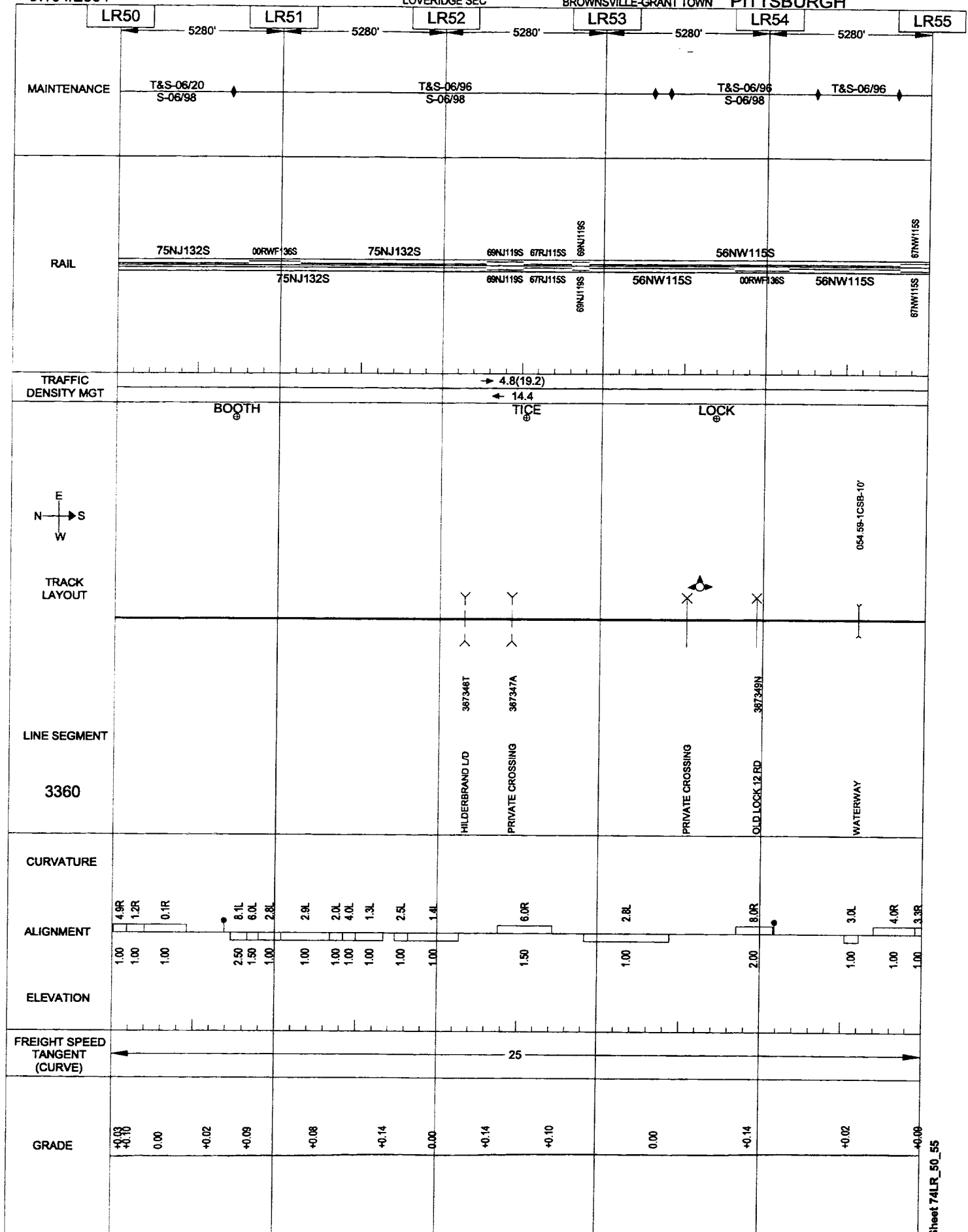


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PITTSBURGH



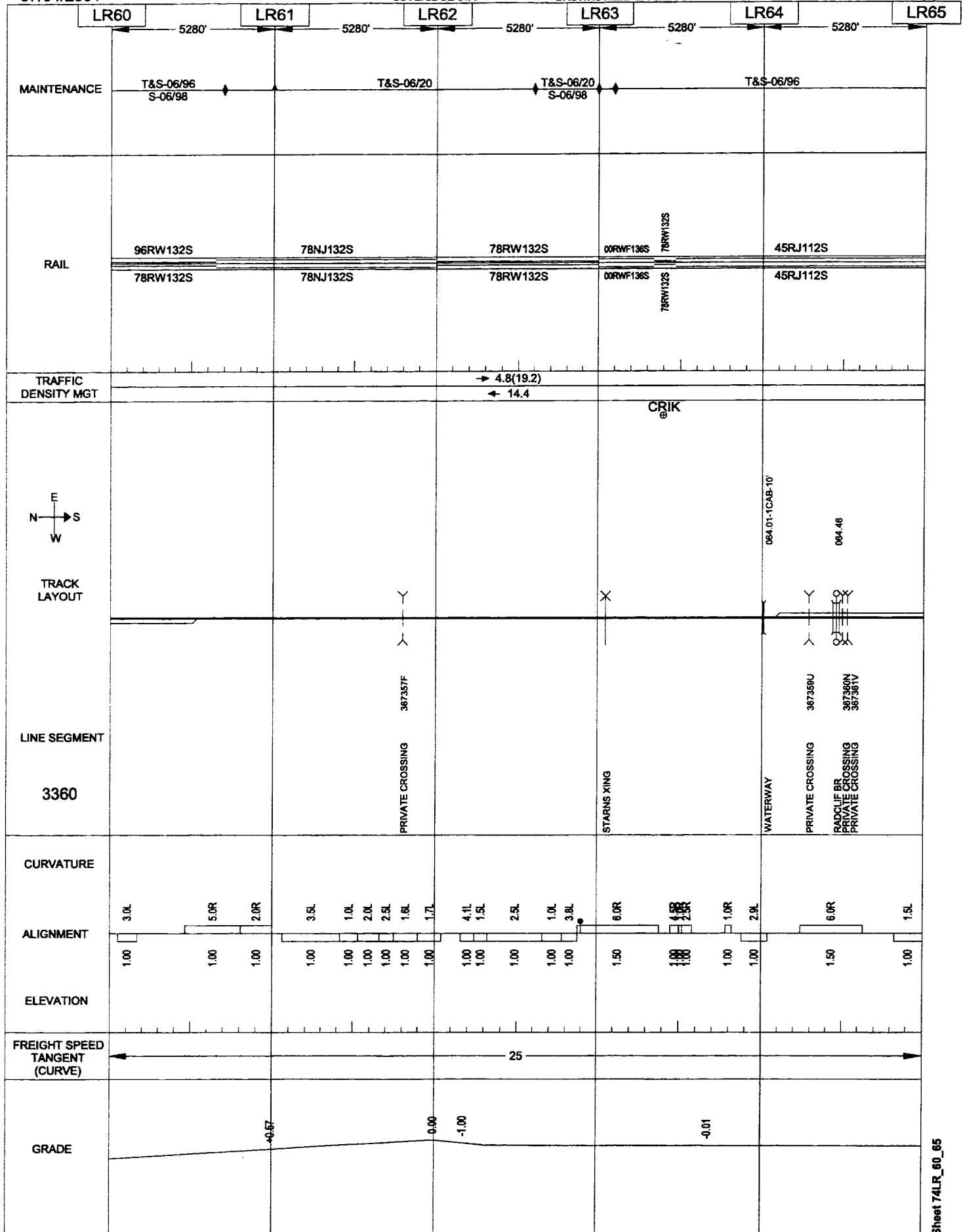
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PITTSBURGH

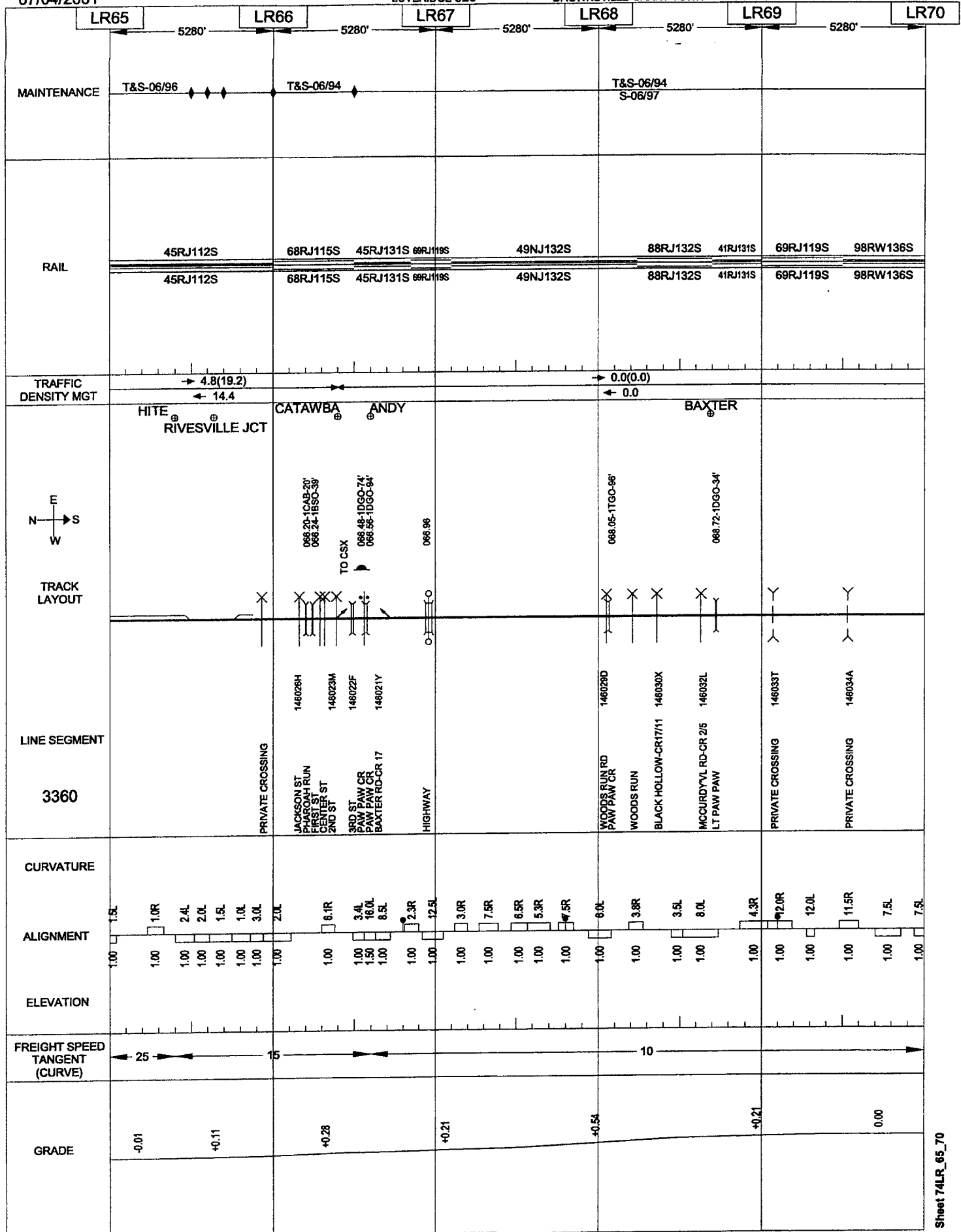


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LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

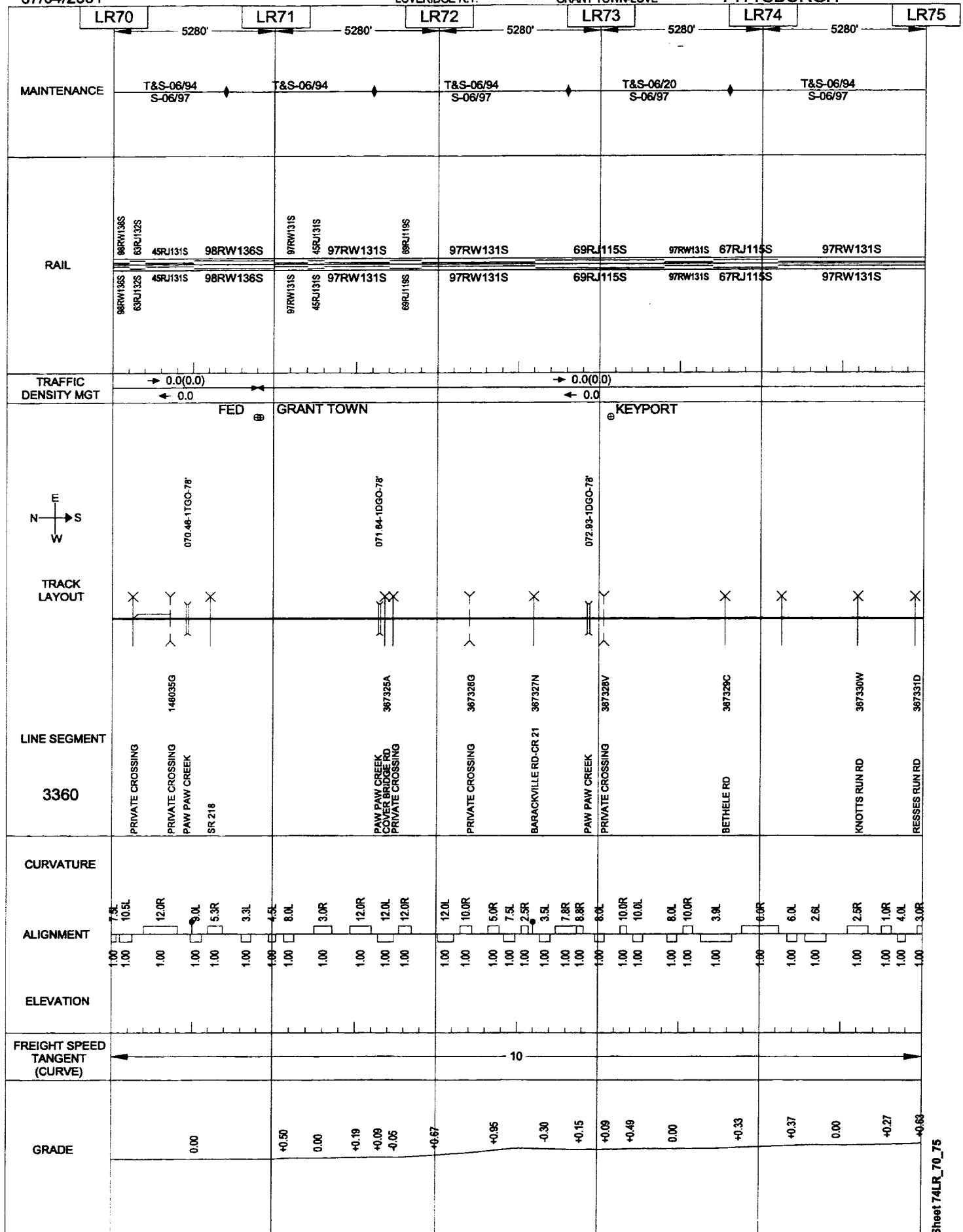


07/04/2001

LOVERIDGE R.T.

GRANT TOWN LOVE

PITTSBURGH

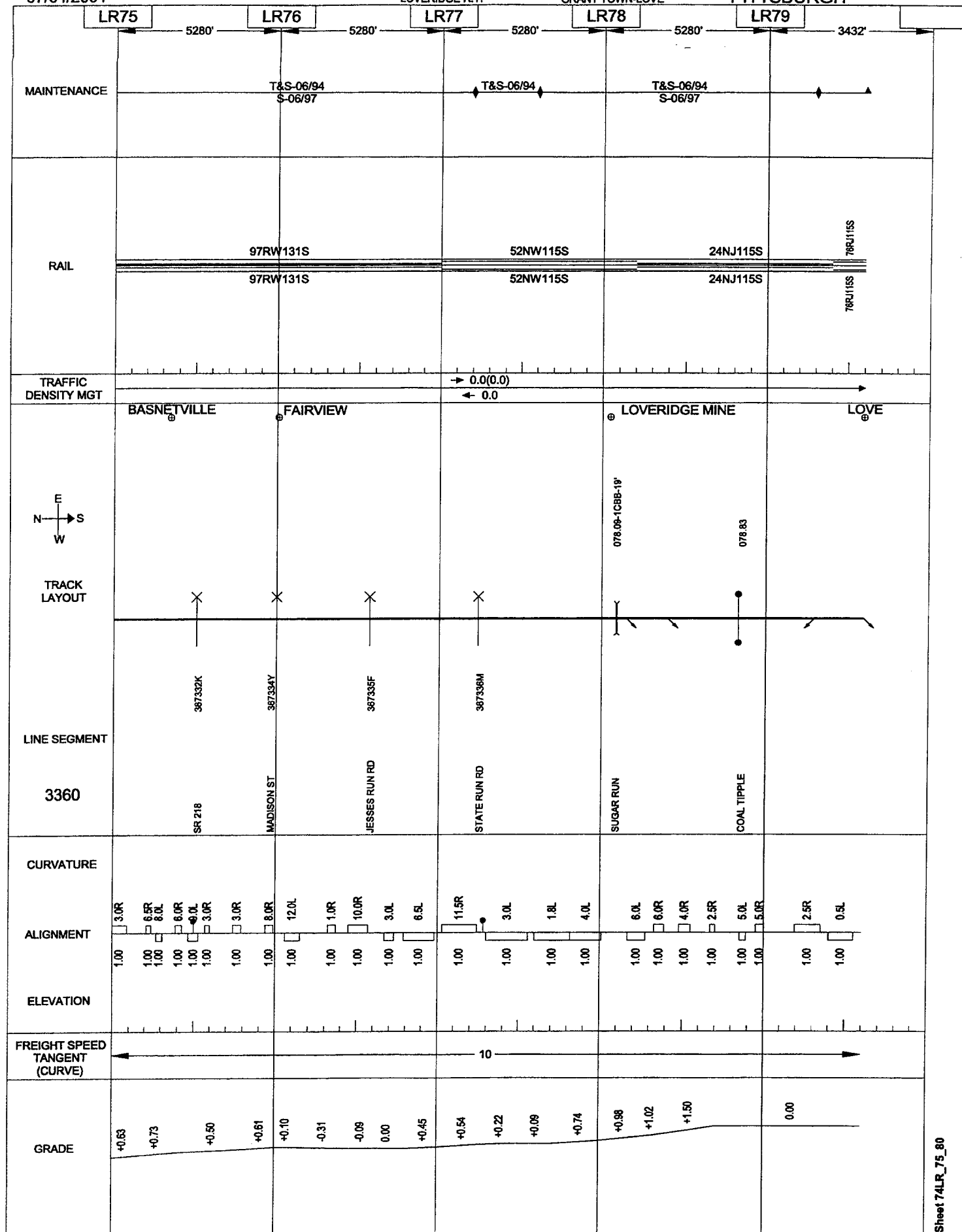


07/04/2001

LOVERIDGE R.T.

GRANT TOWN LOVE

PITTSBURGH



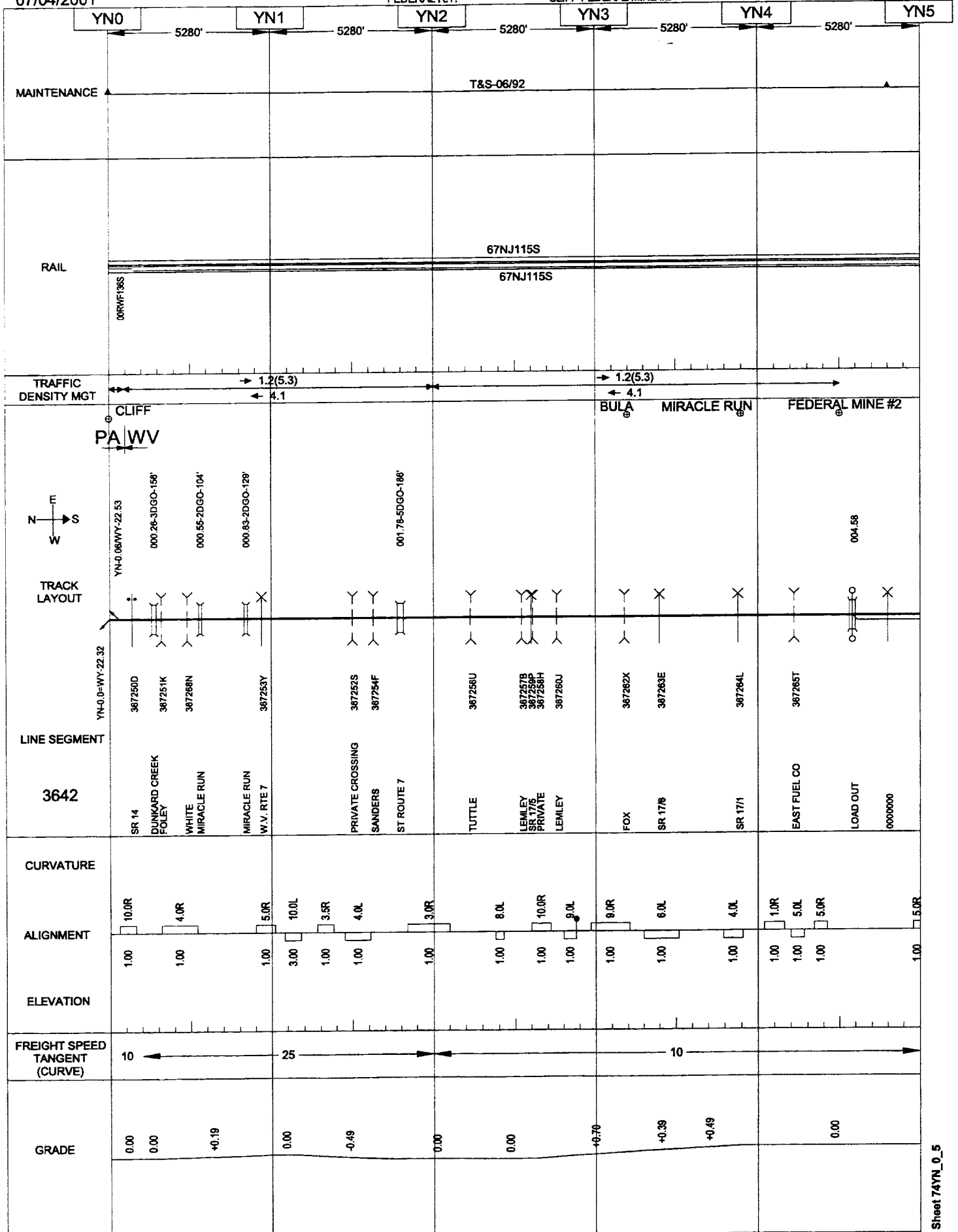
07/04/2001

332

FEDERAL R.T.

CLIFF-FEDERAL MINE #2

PITTSBURGH

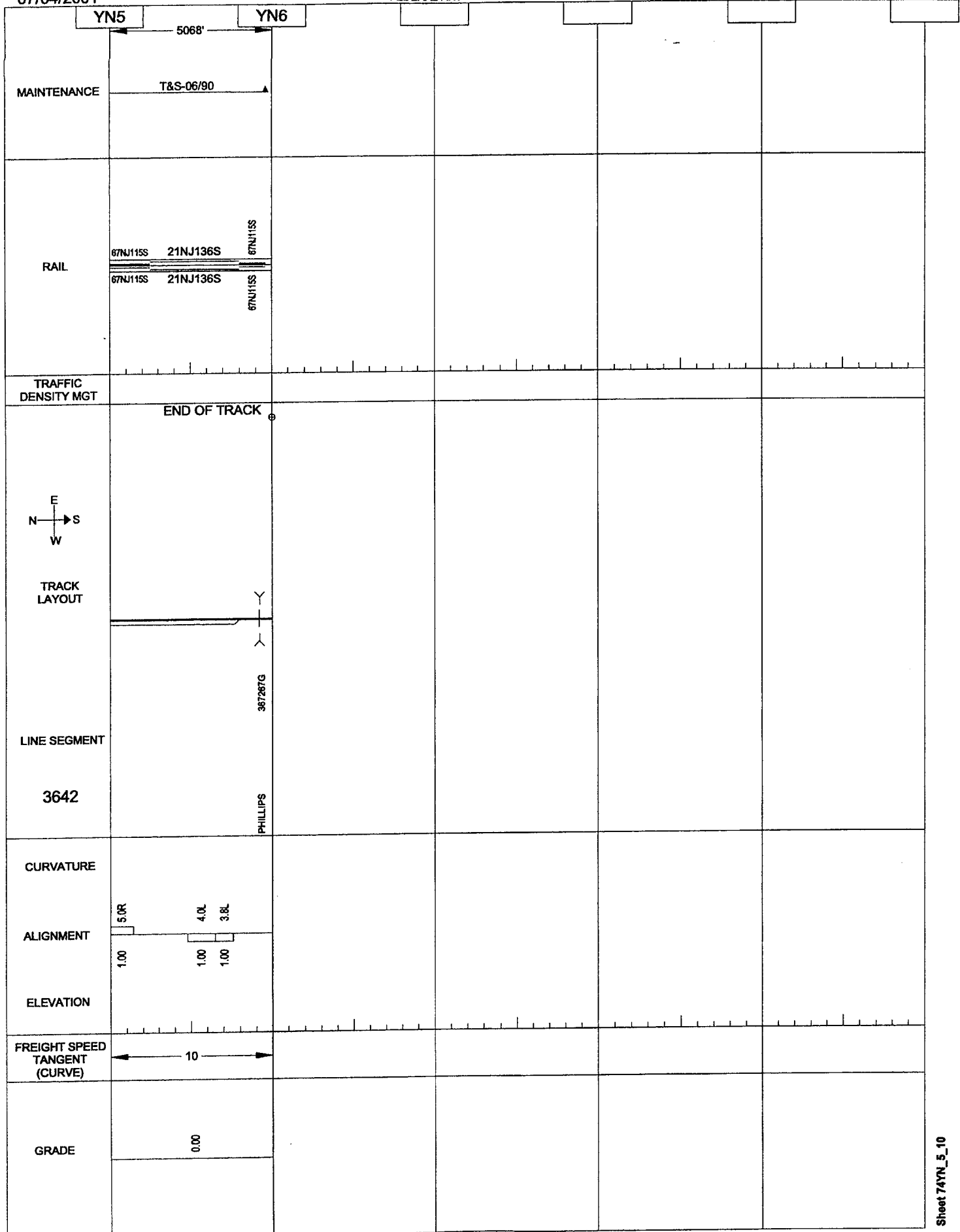


07/04/2001

FEDERAL R.T.

CLIFF-FEDERAL MINE #2

PITTSBURGH

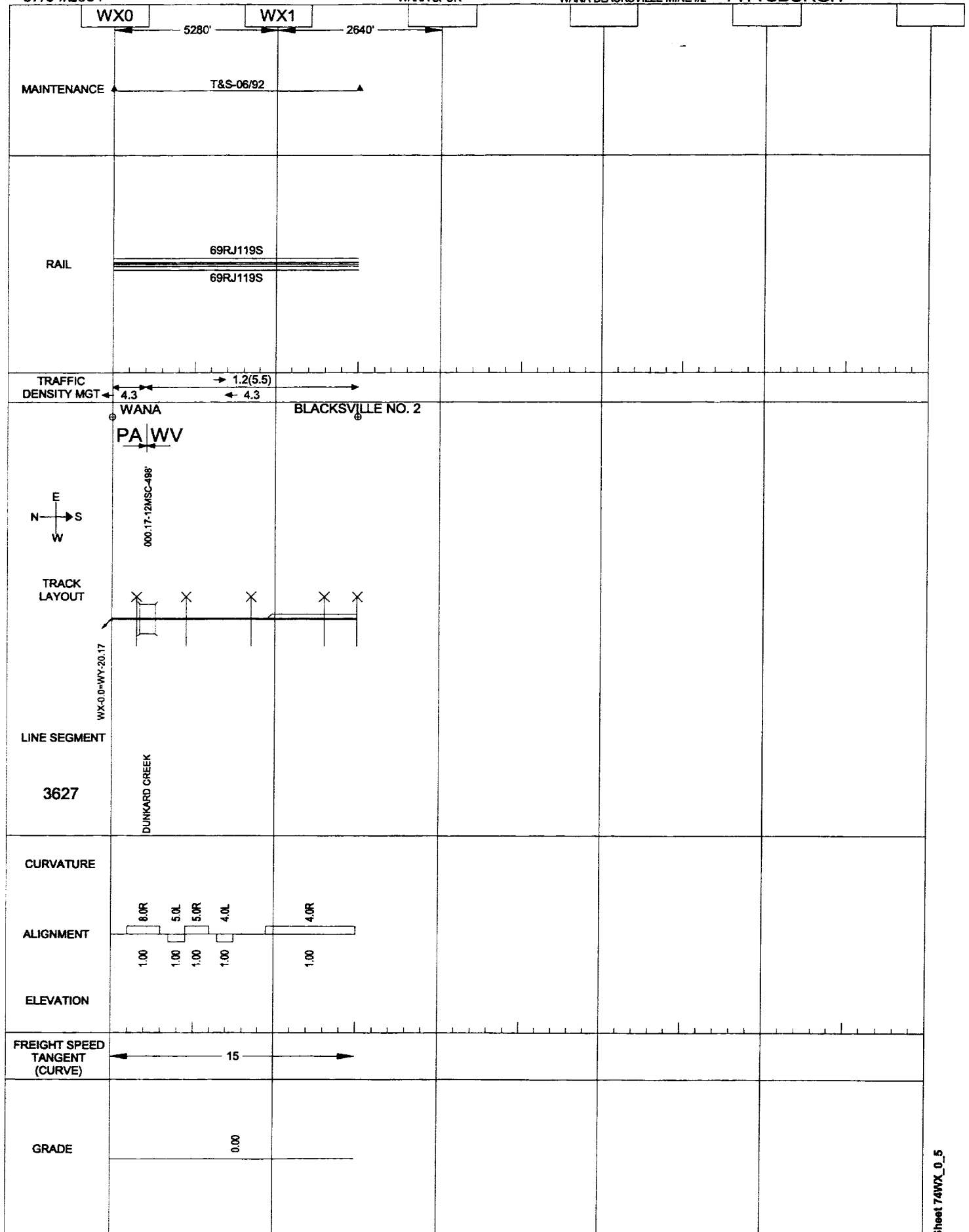


07/04/2001

WANA SPUR

WANA-BLACKSVILLE MINE #2

PITTSBURGH



07/04/2001

335

SHELOCTA R.T.

CREEKSIDE-SHELOCTA

PITTSBURGH

KF27

KF28

KF29

KF30

5280'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT→ 2.9(3.9)
← 1.0

CREEKSIDE

S
E → W
NTRACK
LAYOUT027.08-2BSO-79'
027.18-2CAB-32'

027.37

027.84-1TTO-150'

028.97-1DGO-30'

LINE SEGMENT

3555

SR 110
MCKEES RUN

FRECH ST.

WALNUT ST

CROOKED CREEK

PRIVATE

INDIANA RD

TR 414

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

6.0R
1.003.0L
1.008.0L
1.002.0R
1.001.0L
1.006.5L
1.00

10

-0.27

-0.57

-0.17

0.00

+0.17

+0.32

0.00

-0.34

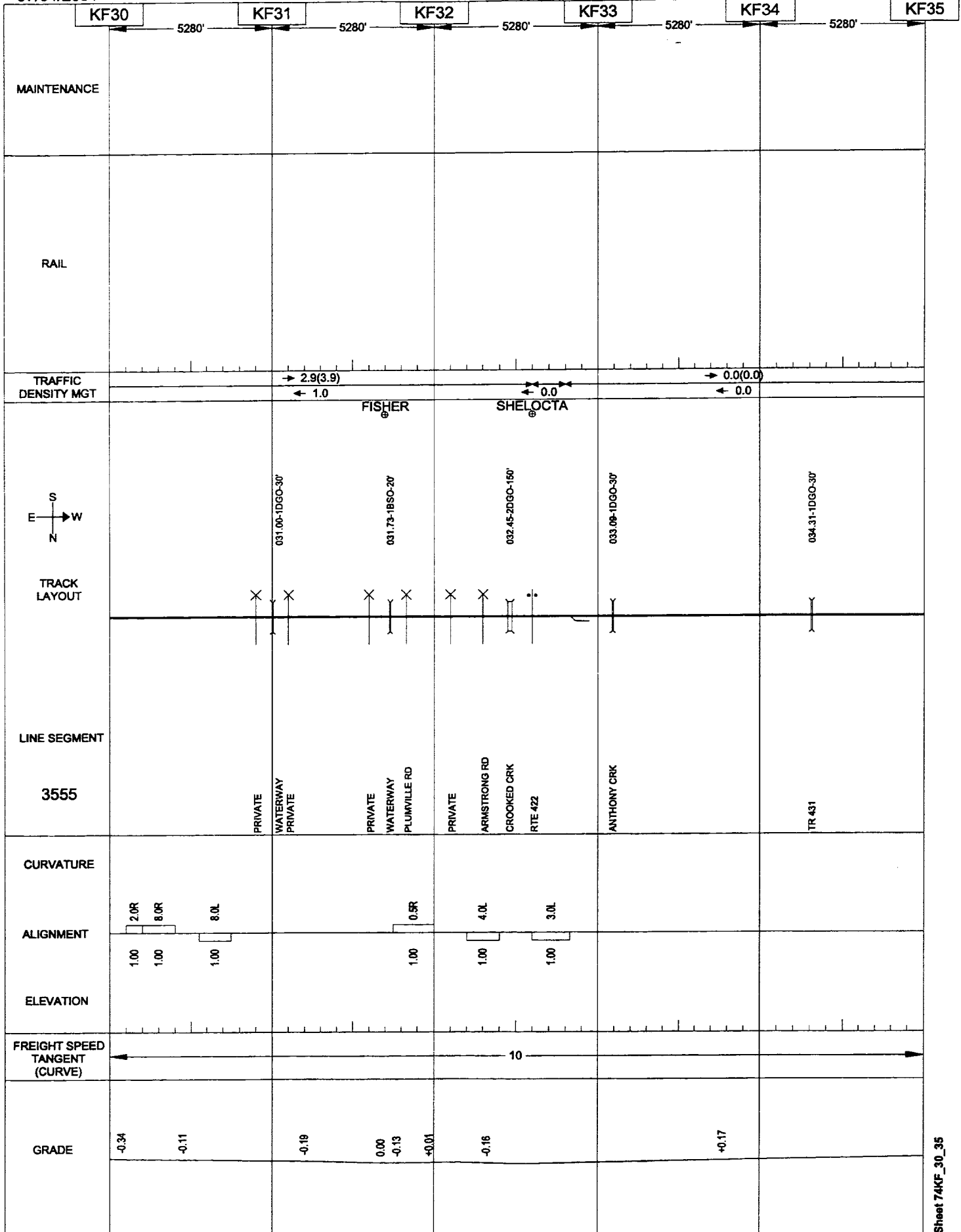
07/04/2001

336

SHELOCTA R.T.

SHELOCTA-CLARKSBURG

PITTSBURGH

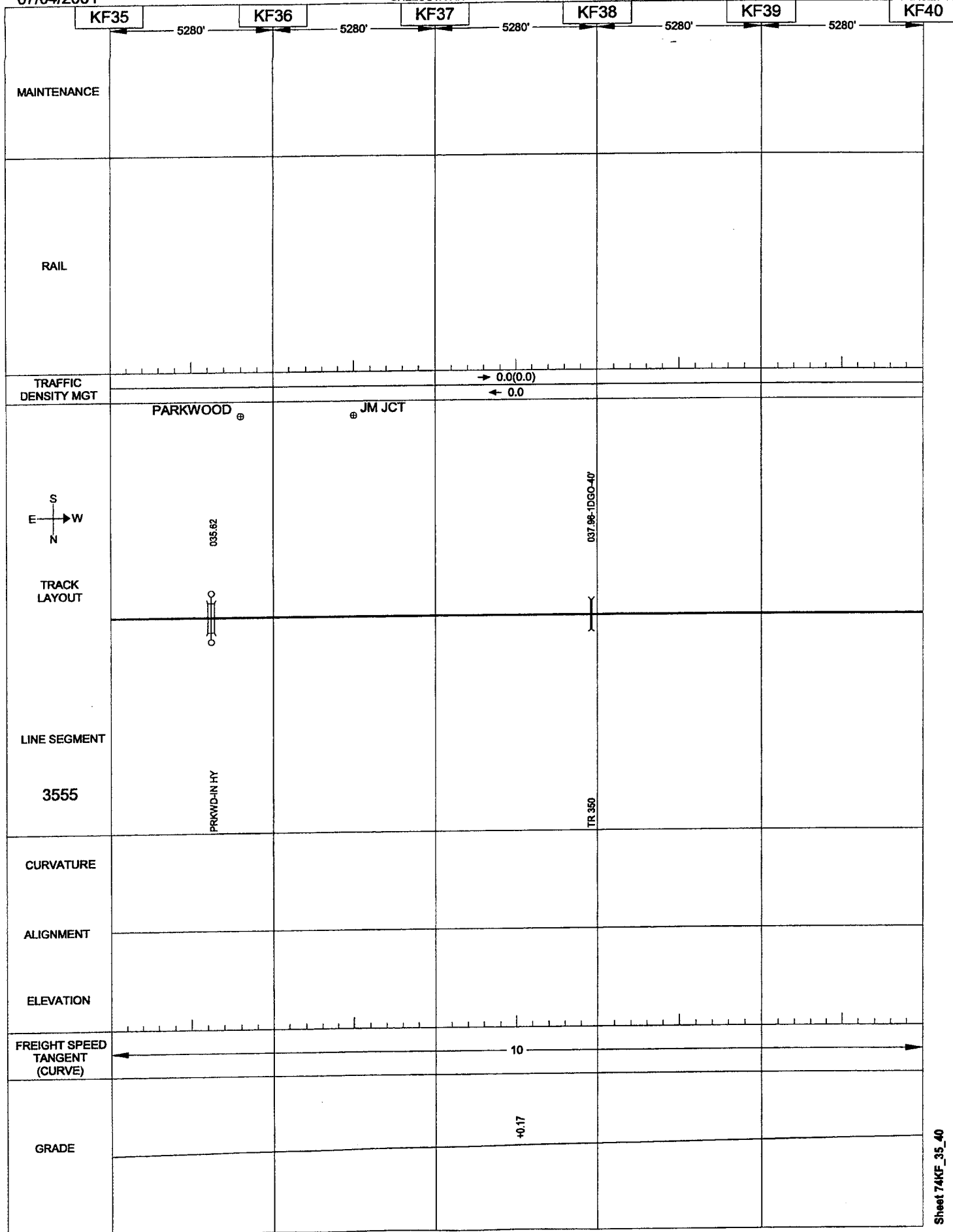


07/04/2001

SHELOCTA R.T.

SHELOCTA-CLARKSBURG

PITTSBURGH



07/04/2001

338

SHELOCTA R.T.

SHELOCTA-CLARKSBURG

PITTSBURGH

KF40

5280'

KF41

5280'

KF42

5280'

KF43

5280'

KF44

423'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

⊕ CLARKSBURG

S
E → W
NTRACK
LAYOUT

042.18-1DGO-40'

LINE SEGMENT

3555

BLK LEGS OK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.17

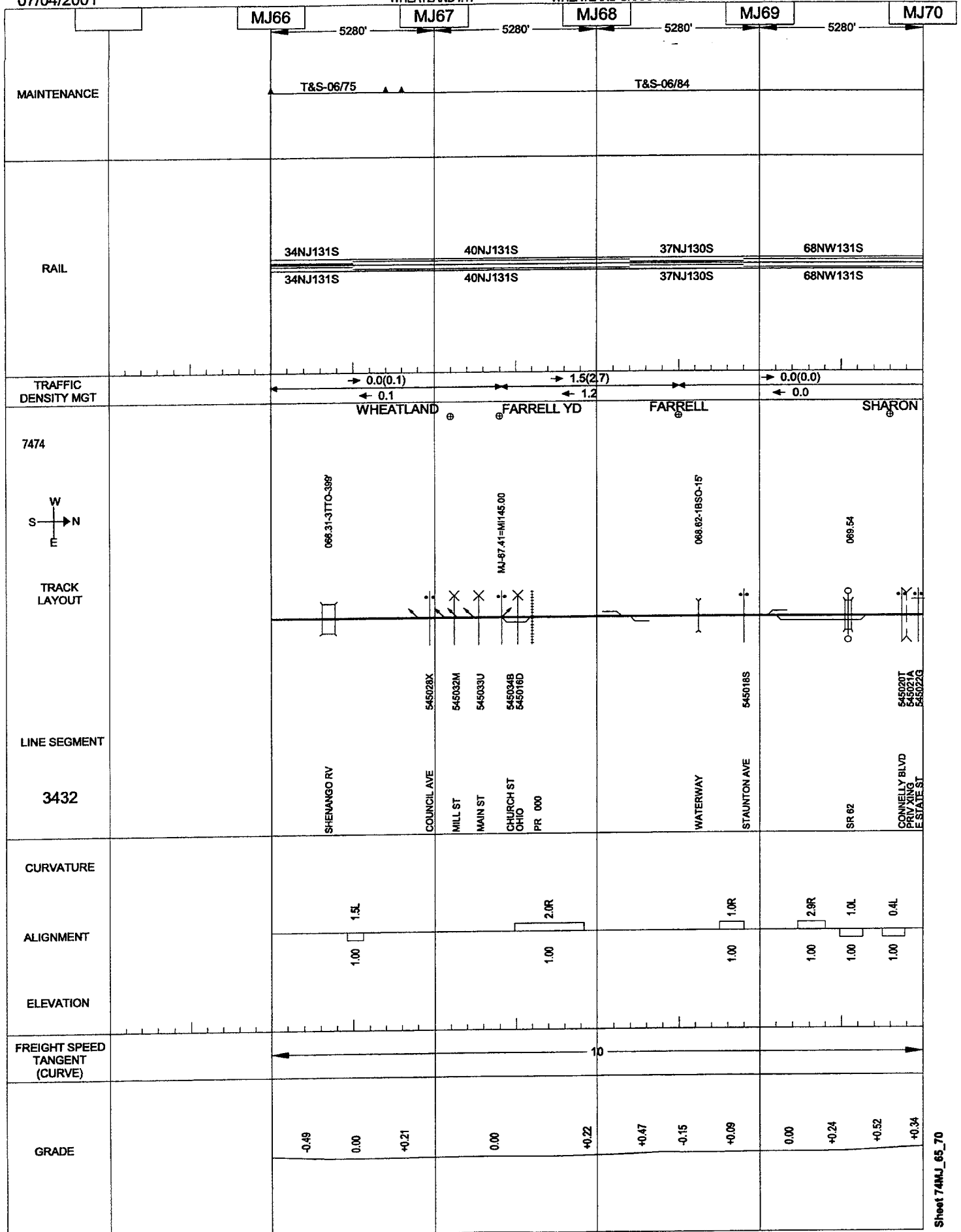
07/04/2001

339

WHEATLAND I.T.

WHEATLAND-SHARPVILLE

PITTSBURGH

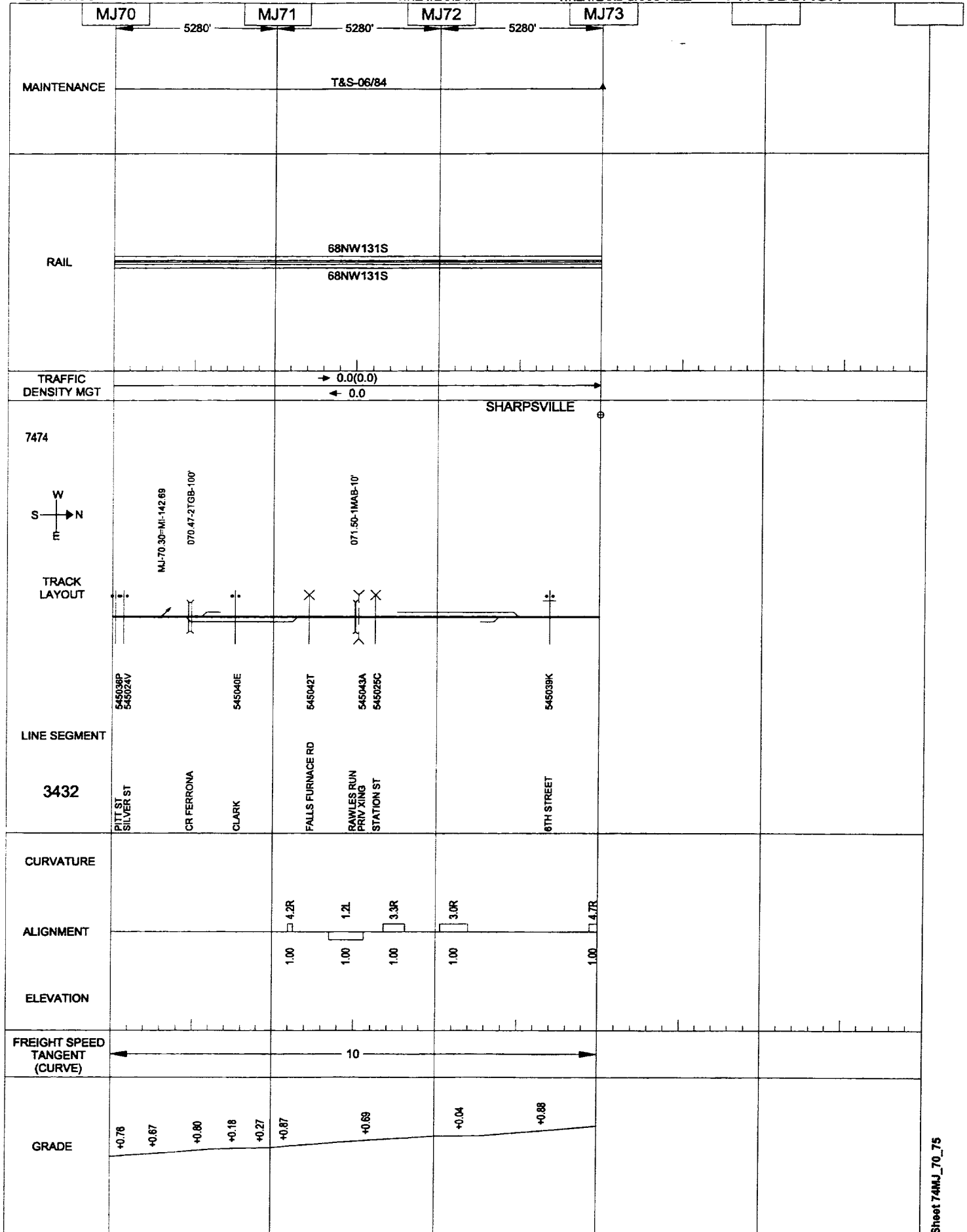


07/04/2001

WHEATLAND I.T.

WHEATLAND-SHARPSVILLE

PITTSBURGH

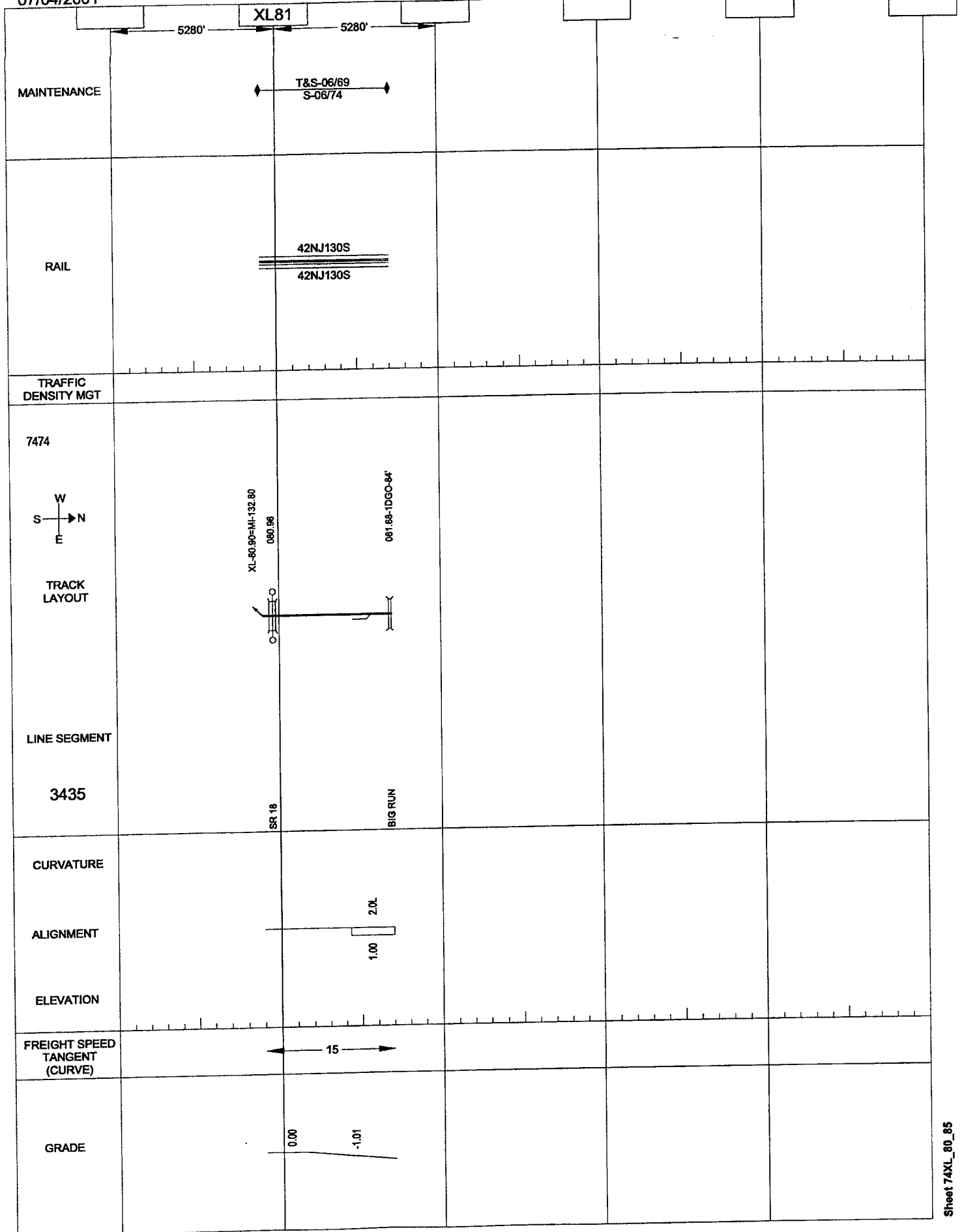


07/04/2001

WHEATLAND I.T.

SHENANGO-JAMESTOWN

PITTSBURGH



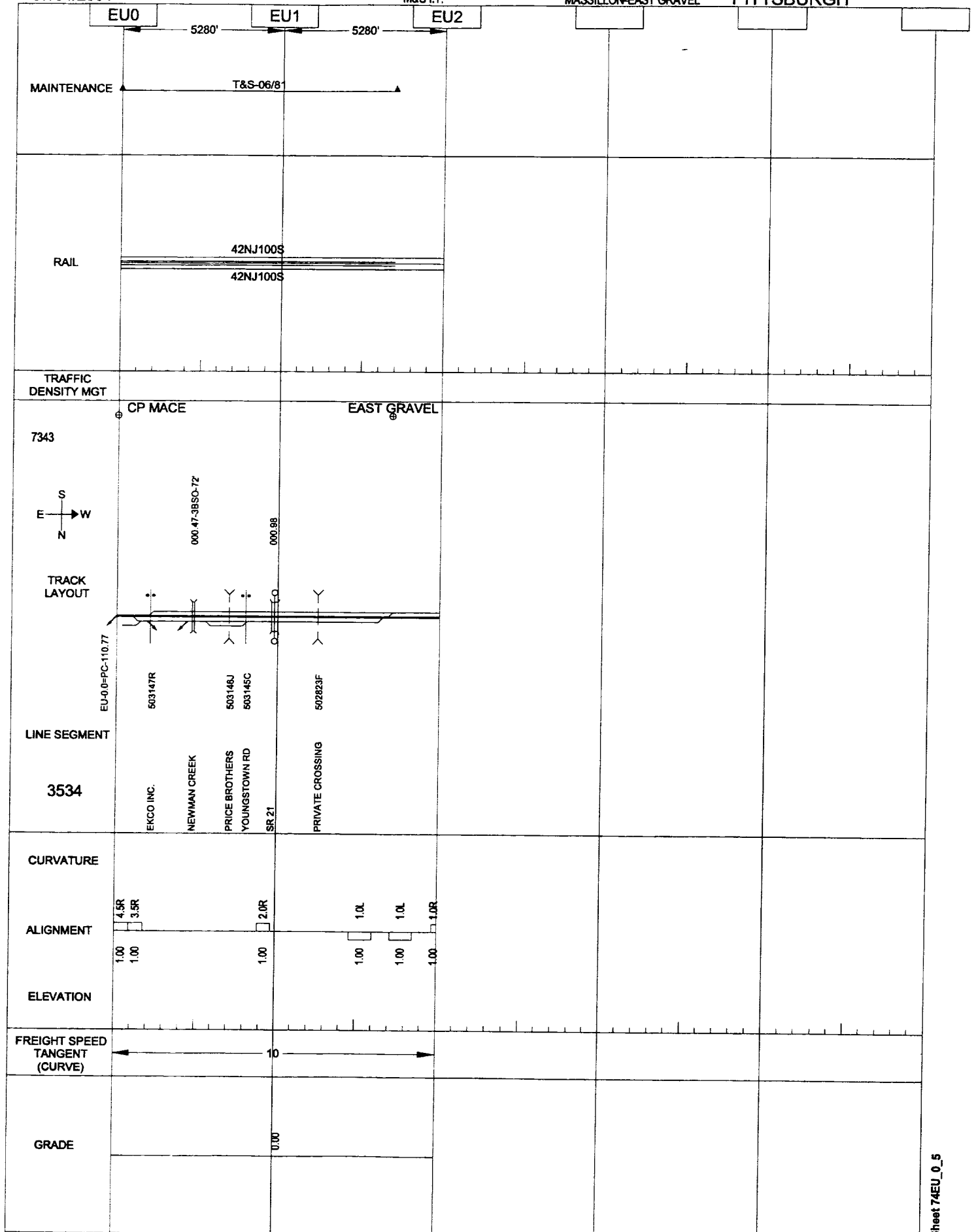
07/04/2001

342

M&C I.T.

MASSILLON-EAST GRAVEL

PITTSBURGH



07/04/2001

343
SHELOCTA R.T.

PITTSBURGH

RA2

RA3

RA4

RA5

5280'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 2.9(3.9)

← 1.0

ROSSITER

JUNEAU

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

3597

CURVATURE

ALIGNMENT

4.7L

6.5L

4.0R

3.0R

3.5L

4.7R

1.00

1.00

1.00

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

+0.35

+0.95

+1.28

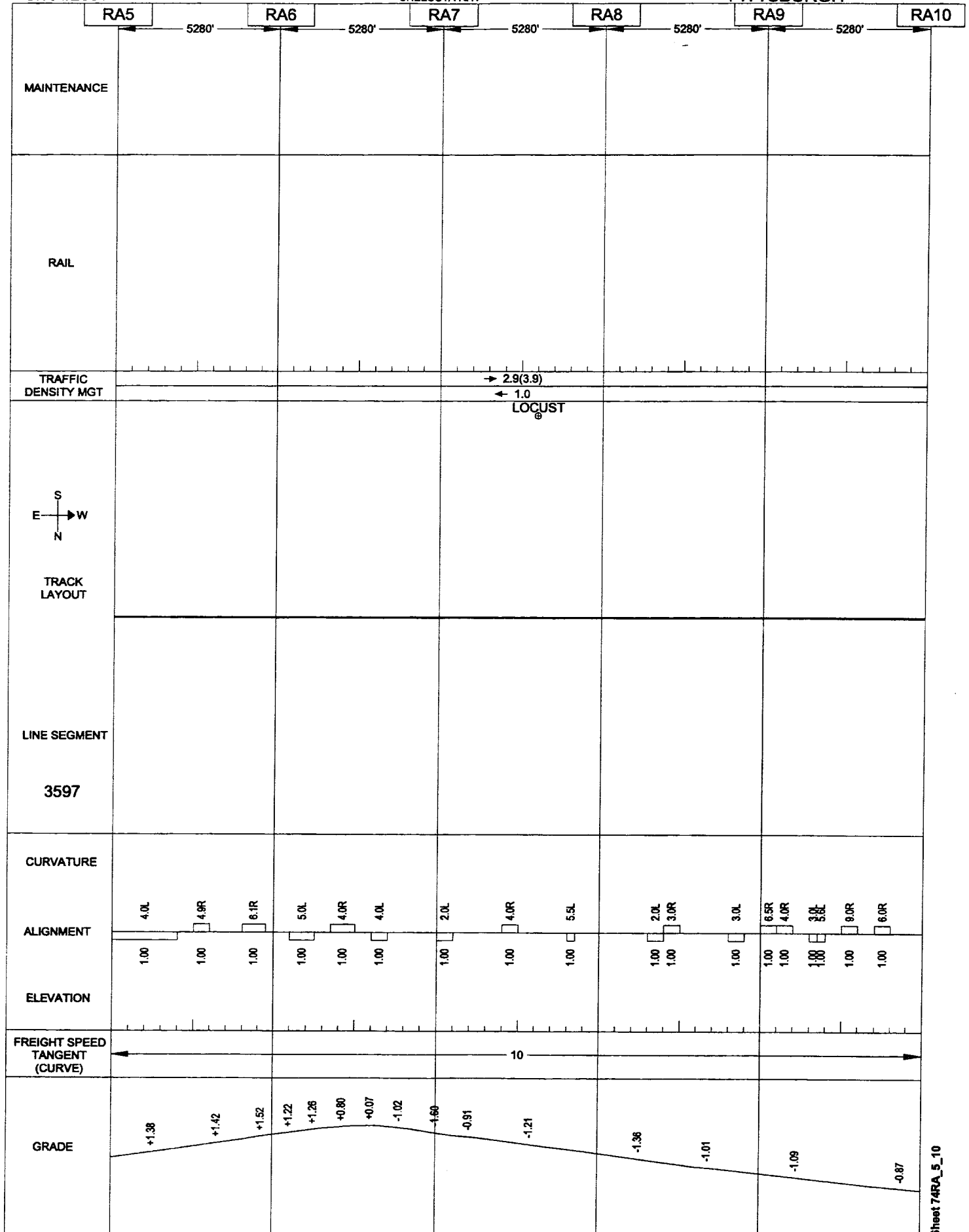
+1.39

07/04/2001

344

SHELOCTA R.T.

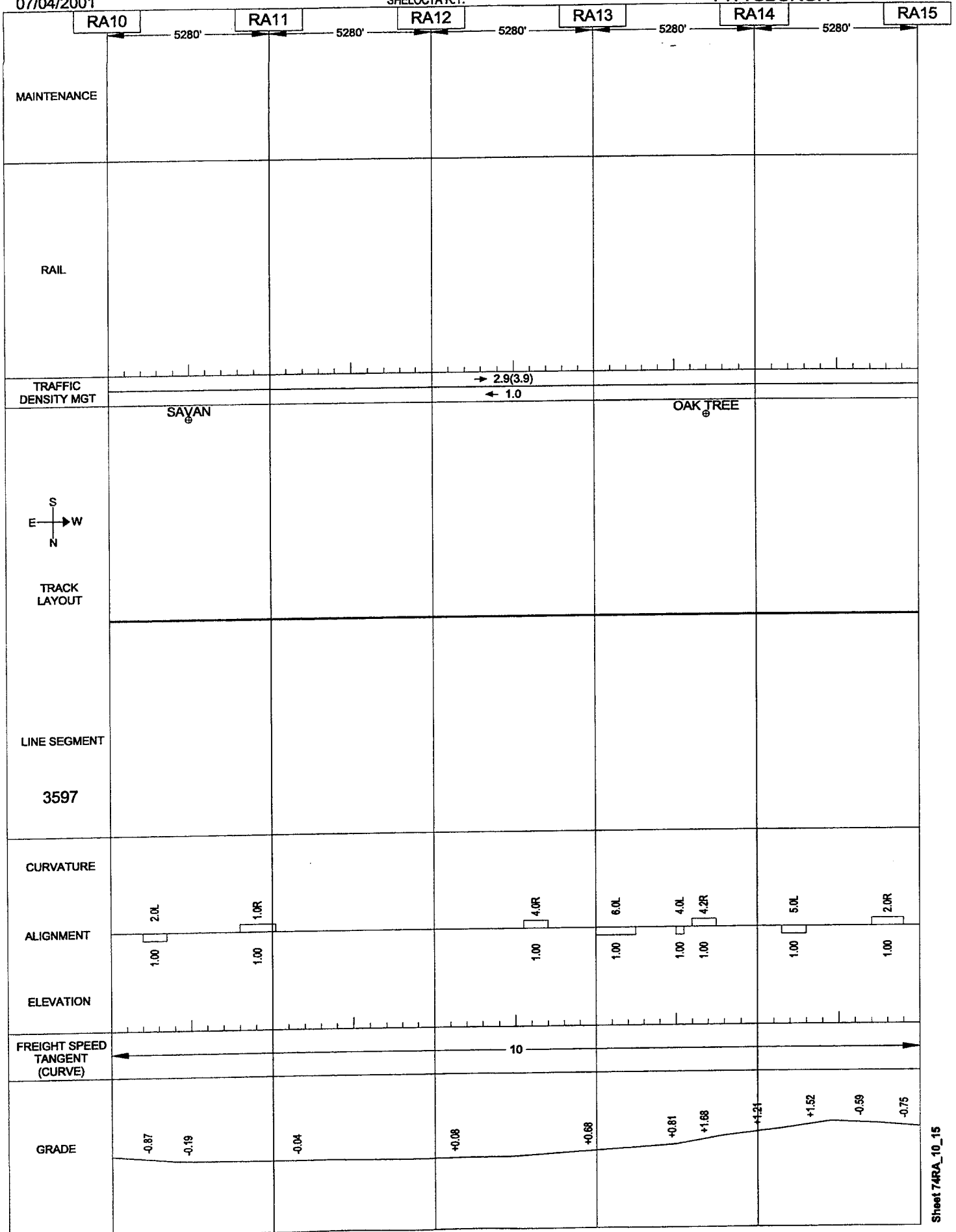
PITTSBURGH



07/04/2001

345
SHELOCTA R.T.

PITTSBURGH

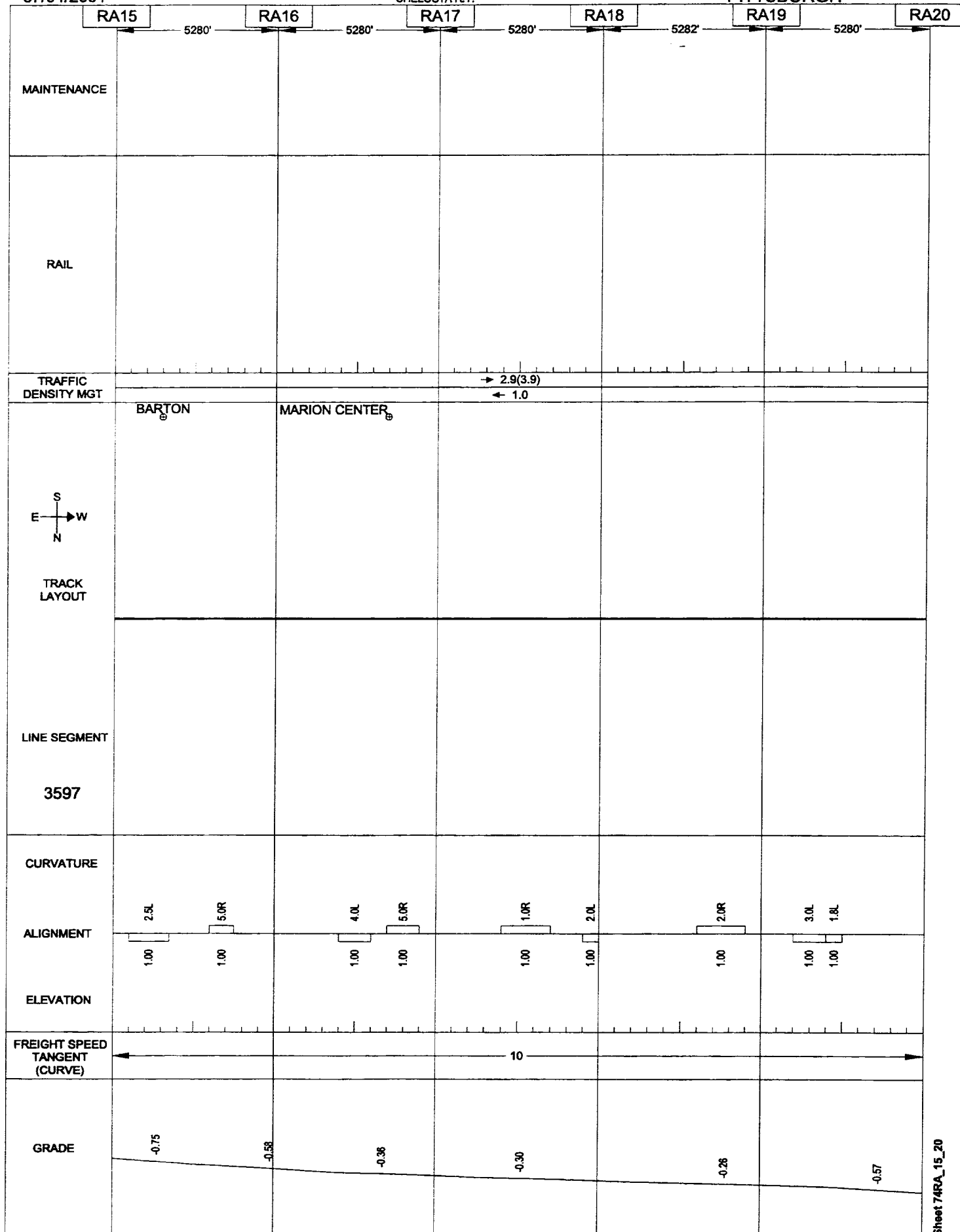


07/04/2001

346

SHELOCTA R.T.

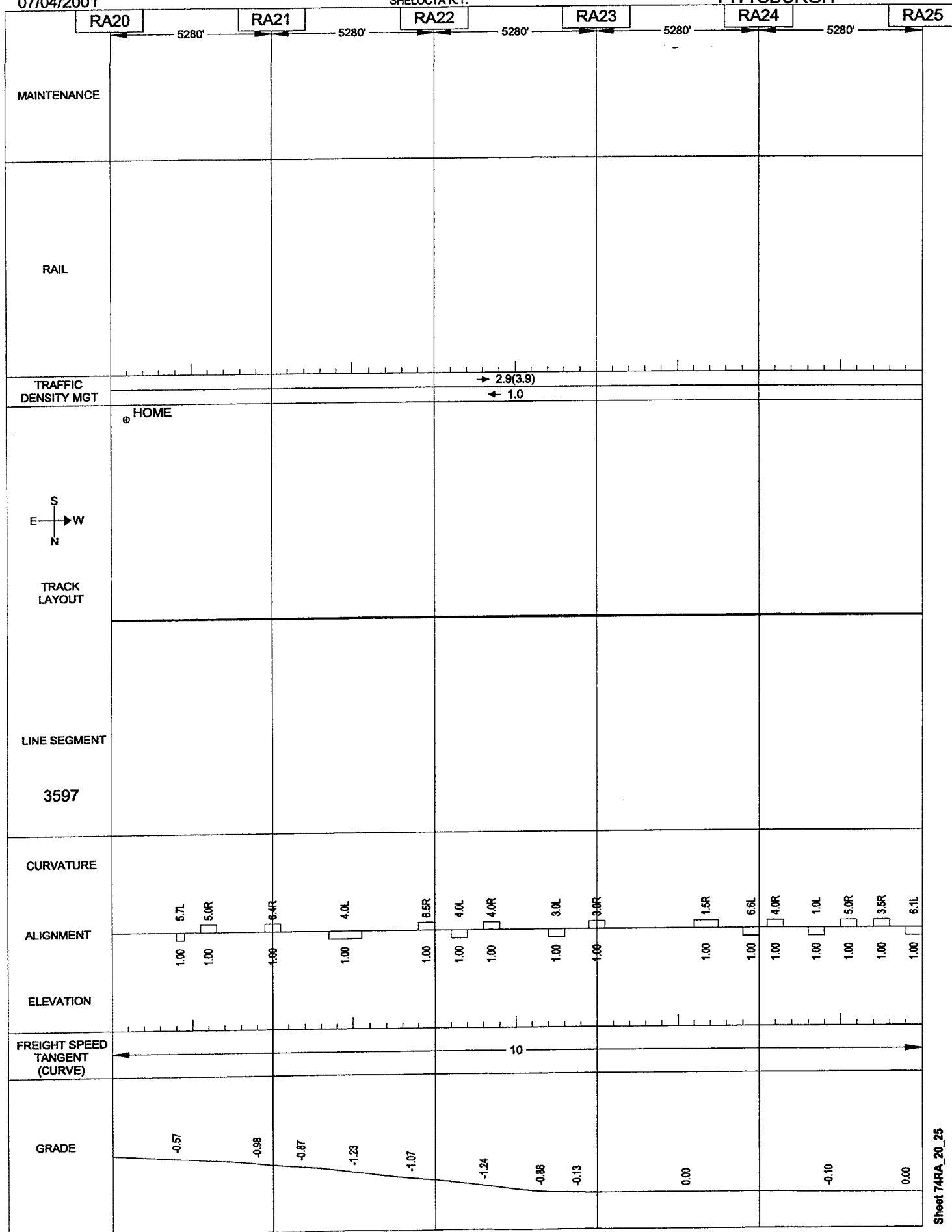
PITTSBURGH



07/04/2001

347
SHELOCTA R.T.

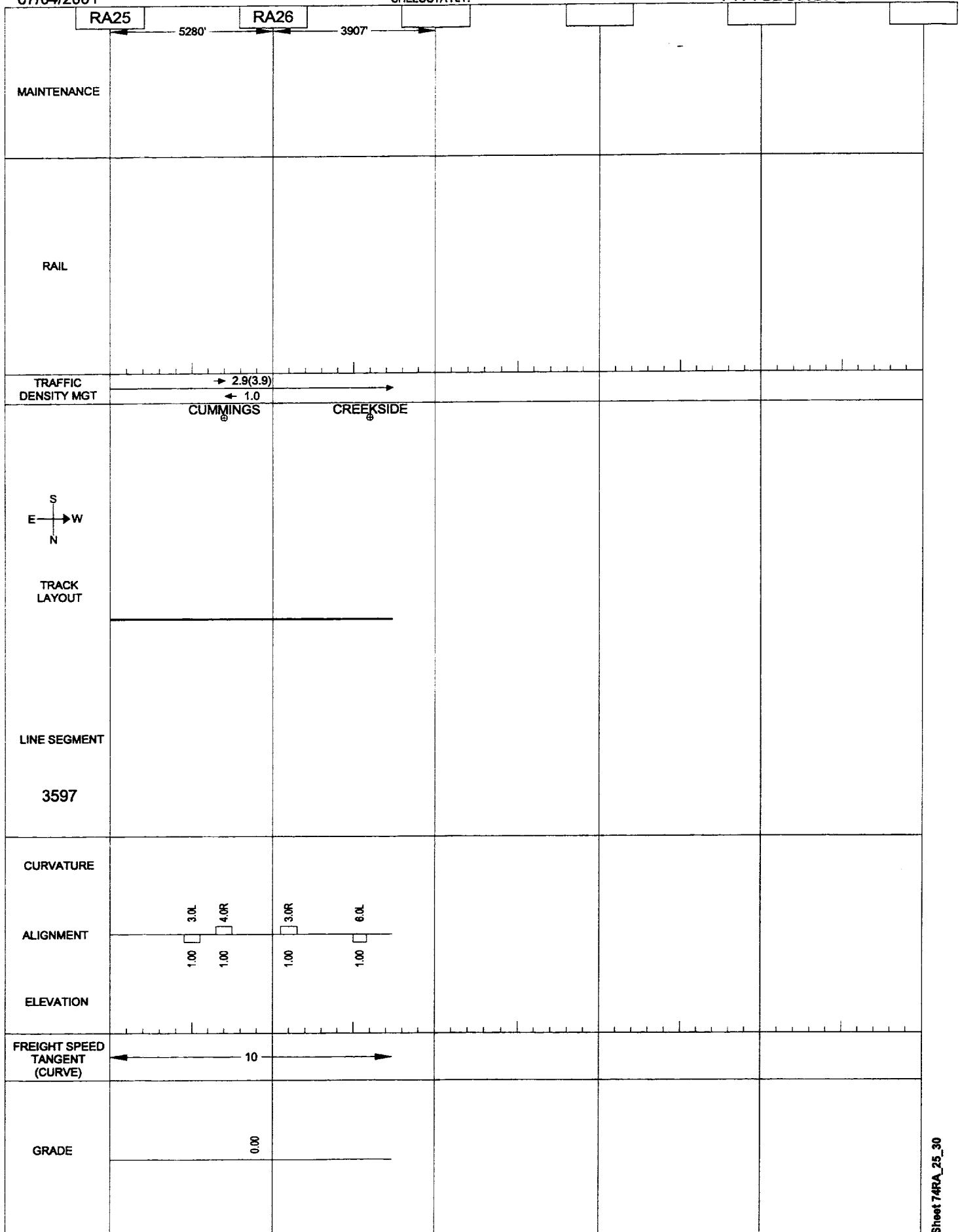
PITTSBURGH



07/04/2001

SHELOCTA R.T.

PITTSBURGH



Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Data shown represents when drawing was prepared.
- 2) Items correspond to:
 District, Branch and Spur when applicable. (Original NS System)
 or
 Old Division name, and From-To station names. (Original NS System)
 or
 RDBR, Line Name, From-To station names. (Original CR System)
 or
 District, Line Name, From-To station names. (Shared Asset)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

Milepost Data Band -

- 1) Current milepost designation with prefix or suffix.
- 2) Actual distance between milepost markers in feet.

Maintenance Section -

T&S date displayed above each main and surfacing data displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing. To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).

Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1. To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths. Note this results in density less than 50,000 tons being rounded to zero. Direction of traffic is shown with arrows. Density by track is also shown with track identification.

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes.
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. The heavy arrows indicate junctions with branch lines and connections with other railroads (see item 8). Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures.

The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available is: Other Road, Crossing Type, Angle and Maintaining Road. Crossing types are:

SM - Solid Manganese
 MI - Manganese Insert
 RB - Rail Bolted
 XO - Double Crossover
 MP - Movable Point

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
 - Industry names associated with various switches and sidings.
 - Equalities which show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point). Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.)

Alignment Section -

- 1) Graphic representation is given for curve direction and length for each main. (Note: Representation is currently provided for track 1 only. In double track sections track 2 is only a copy of track 1 and may not represent actual conditions.)
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication.
- 3) Location of wheel flange lubricators are given along mains.

Freight Speed Section -

Curve and tangent speed limits taken from the timetables. The curve speed limit (shown within parentheses) is shown under the specific curve to which it applies.

Grade Section -

Grade shown is based on ascending milepost direction.

Ruling grades are based upon determination made by Operations Research and are stated in the uphill direction, e.g. "Bluefield to Roanoke", regardless of whether the uphill direction is ascending milepost or descending milepost.

TABLE 1
RAIL LETTER CODES

N	New rail
R	Relay rail
W	Welded rail
J	Jointed rail
F	Field welded rail
P	Premium Rail (head hardened)
S	Standard Rail (non hardened)

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

BS = Beam Span
BA = Brick Arch
CA = Concrete Arch
CB = Concrete Box
CS = Concrete Span
DG = Deck Plate Girder
DT = Deck Truss
MA = Masonry Arch
MS = Mixed Span
SA = Structural Plate Arch
TG = Through Plate Girder
TT = Through Truss
WT = Timber (Wood) Trestle

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

APPENDIX

RAIL AND T&S FOR 3RD AND 4TH MAIN TRACKS

CP PENN-EAST CONWAY	PC 001.80-020.50	A-001
ALTO-SG	PT 236.45-278.00	A-006

A-001

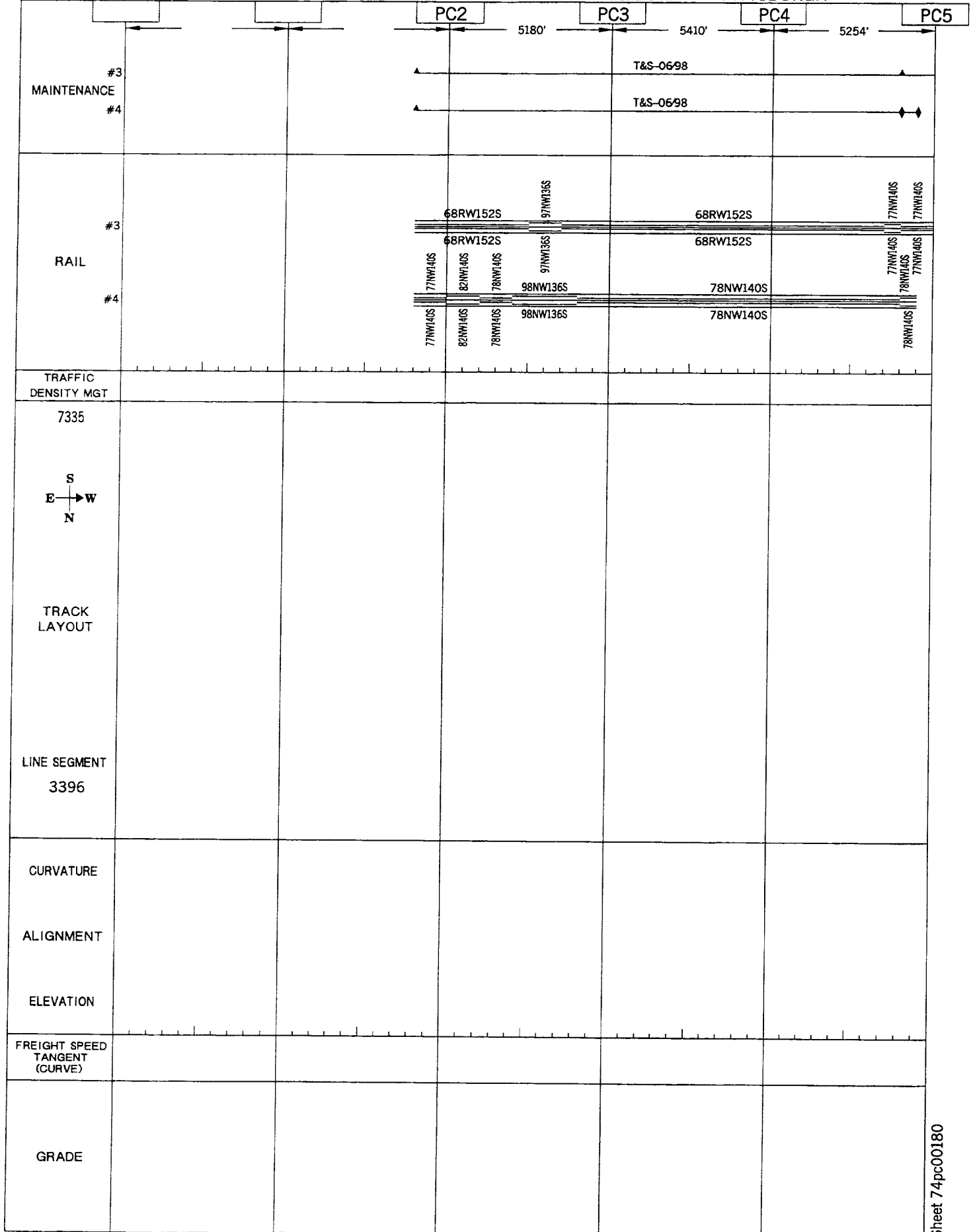
052800

402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE CON

PITTSBURGH



	PC5	PC6	PC7	PC8	PC9	PC10
	5303'	5273'	5283'	5274'	5285'	
MAINTENANCE #3 #4			T&S-06/98			
RAIL #3 #4	77NW140S 77NW140S	98NW136S 98NW136S	96NW136S 96NW136S	68NW140S 68NW140S		
TRAFFIC DENSITY MGT						
7336 S E → W N TRACK LAYOUT						
LINE SEGMENT 3396						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

05/28/00

402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE CON

PITTSBURGH

	PC10	PC11	PC12	PC13	PC14	PC15
	5287'	5324'	5908'	5156'	4933'	
MAINTENANCE	T&S-0698		T&S-0697			
RAIL	68NW140S	76NW140S	99NWF136P	76NW140S	99NWF136S	76NW140S
	68NW140S	76NW140S	00NWF136S	76NW140S	99NWF136S	76NW140S
TRAFFIC DENSITY MGT						
7336						
TRACK LAYOUT						
LINE SEGMENT 3396						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

05/28/00

402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE CON

PITTSBURGH

	PC15	PC16	PC17	PC18	PC19	PC20
	5197'	5293'	5163'	5251'	5295'	
#3				T&S-0698		
MAINTENANCE						
#4	T&S-0692 S-0695	T&S-0692 S-0694	T&S-0692 S-0696	T&S-0692 S-0694	T&S-0692 S-0695	S-0694
#3	76NW140S		76NW140S			
RAIL	76NW140S		76NW140S			
#4	76NW140S		76NW140S			
TRAFFIC DENSITY MGT						
7336						
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>						
TRACK LAYOUT						
LINE SEGMENT 3396						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

05/28/00

402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE CON

PITTSBURGH

PC20					
	5272'				
MAINTENANCE	#3				
	#4				
	T&S-06/92				
	S-06/94				
RAIL	#3	78RW140S			
		78RW140S			
		76NW140S			
	#4	76NW140S			
TRAFFIC DENSITY MGT					
TRACK LAYOUT	S				
	E → W				
LINE SEGMENT 3396					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					

Sheet 74pc02000

05/28/00		402102	PITTSBURGH LINE	ALTONNA-PITTSBURGH	PITTSBURGH	PT239	PT240
			PT237	PT238			
		5320'	5187'	5372'	5274'		
		T&S-0697					
MAINTENANCE	#3						
	#4						
RAIL	#3	78NW132S	78NW132S	97NW136S	99NW136S	71NW140S	86NW132S
	#4	78NW132S	78NW132S	97NW136S	71NW140S	97NW136S	71NW140S
TRAFFIC DENSITY MGT							
7012 7022							
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>							
TRACK LAYOUT							
LINE SEGMENT							
3303 3306							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

05/28/00

402102

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

	PT240	PT241	PT242	PT243	PT244	PT245
	5276'	5287'	5282'	5270'	5385'	
MAINTENANCE	T&S-06/97					
RAIL	98NW136S 93NW136S	98NW136S 93NW136S 96NW136S	99NW136S 93NW136S	71NW140S 98NW136S 88NW132S	99NW136S 95NW136S 91NW132S 93NW136S	
TRAFFIC DENSITY MGT	98NW136S	98NW136S	93NW136S 96NW136S 99NW136S 93NW136S	71NW140S 98NW136S 88NW132S	99NW136S	
7022						
TRACK LAYOUT						
LINE SEGMENT 3306						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						



Sheet 74pt24500

05/28/00

402102

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

	PT250	PT251	PT252	PT253	PT254	PT255
	5304'	5136'	5311'	5162'	4682'	
MAINTENANCE	T&S-0697					
RAIL	73NW140S 75NW140S 73NW140S 75NW140S 73NW140S 75NW140S					
TRAFFIC DENSITY MGT						
7022						
TRACK LAYOUT	S E → W N					
LINE SEGMENT 3306						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

052800		402102		PITTSBURGH LINE		ALTONNA-PITTSBURGH		PITTSBURGH			
PT255		PT256		PT257		PT258		PT259		PT260	
		4594'		4519'		4631'		4546'		4626'	
		T&S-0697				T&S-0695					
MAINTENANCE											
#4											
RAIL											
#3		73NW140S		74NW140S		74NW140S		95NW136S			
#4		73NW140S		74NW140S		74NW140S		95NW136S			
TRAFFIC DENSITY MGT											
7022											
<div>S E → W N</div>											
TRACK LAYOUT											
LINE SEGMENT											
3306											
3309											
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)											
GRADE											

Sheet 74pt25500

052800

402102

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

		PT260	PT261	PT262	PT263	PT264	PT265
		4826'	4874'	4861'	4865'	5248'	
MAINTENANCE	#3	T&S-0695		T&S-0695			
	#4	S-0698					
RAIL	#3	95NW136S	74NW140S	93NW136S	88NW132S	88NW132S	
	#4	95NW136S	74NW140S	93NW136S	88NW132S	88NW132S	
TRAFFIC DENSITY MGT							
7022							
<div><div>S</div><div>E → W</div><div>N</div></div>							
TRACK LAYOUT							
LINE SEGMENT							
3309							
3312							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

Sheet 74pt26000



05/28/00

402102

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

	PT265	PT266	PT267	PT268	PT269	PT270
	5265'	5271'	5299'	5270'	5286'	
MAINTENANCE	T&S-0695		T&S-0697			
RAIL	89NW132S 75NW140S	77NW140S 92NW136S	98NW136S 99NW136P	77NW140S 97NW136S	98NW136S 93NW136S	98NW136S 77NW140S
TRAFFIC DENSITY MGT						
7022						
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>						
TRACK LAYOUT						
LINE SEGMENT 3312						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

052800

402102

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

	PT270	PT271	PT272	PT273	PT274	PT275
	5315'	5277'	5246'	5120'	5476'	
MAINTENANCE	T&S-0697	T&S-0690	T&S-0697	T&S-0697	T&S-0697	T&S-0697
RAIL	88NW132S 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 98NW136S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 73NW140S 99NW136P	88NW132S 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 98NW136S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 73NW140S 99NW136P	88NW132S 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 98NW136S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 73NW140S 99NW136P	88NW132S 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 98NW136S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 73NW140S 99NW136P	88NW132S 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 98NW136S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 73NW140S 99NW136P	88NW132S 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 98NW136S 98NW136S 84RW140S 98NW136S 99NW136P 84RW140S 73NW140S 99NW136P
TRAFFIC DENSITY MGT						
7022						
TRACK LAYOUT						
LINE SEGMENT						
3312						
3315						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

05/28/00

402102

PITTSBURGH LINE

ALTONNA-PITTSBURGH

PITTSBURGH

	PT275	PT276	PT277			
	5461'	5238'	5329'			
MAINTENANCE	T&S-06/97					
RAIL	<div> <div> <div>99NW136P</div> <div>85RW140S</div> <div>73NW140S</div> <div>98NW136S</div> </div> <div> <div>73NW140S</div> <div>98NW136S</div> <div>73NW140S</div> </div> <div> <div>99NW136P</div> <div>85RW140S</div> <div>73NW140S</div> <div>98NW136S</div> </div> </div>					
TRAFFIC DENSITY MGT						
7022						
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>						
TRACK LAYOUT						
LINE SEGMENT 3315						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						