



**NORFOLK
SOUTHERN**

Pittsburgh Division

2004

**THIS BOOK IS INTENDED FOR
GENERAL REFERENCE ONLY**

This book is prepared and published by the office of Engineering Design and Construction-Atlanta and is based on information contained in two data sources: (1) the Engineering D&C data file and (2) the corporate track database (CTRK).

ENGINEERING D&C DATABASE:

Engineering D&C 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 D&C office as follows:

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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:

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E. P. Hatten, Mgr. Prog. & Sched.
MEMO: EPHATTEN PH. (404) 529-1456
E-MAIL: Paul.Hatten@nscorp.com

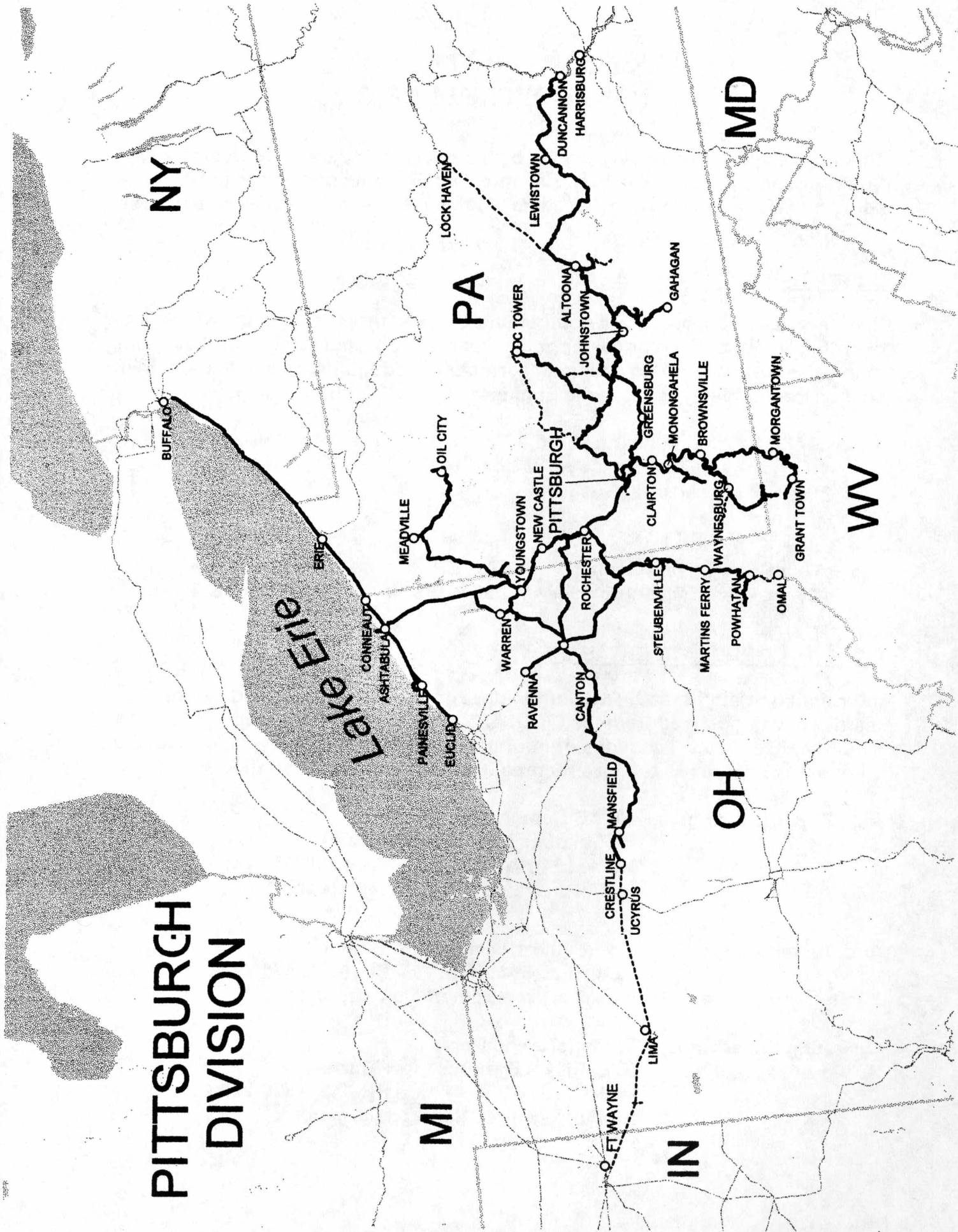
**Curves, Elevations
And Curve Speeds:**

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J. C. Bamert, Design & Ind. Engr.
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PITTSBURGH DIVISION



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** DEARBORN DIVISION LINE MAINTAINED BY PITTSBURGH DIVISION FORCES

PITTSBURGH DIVISION

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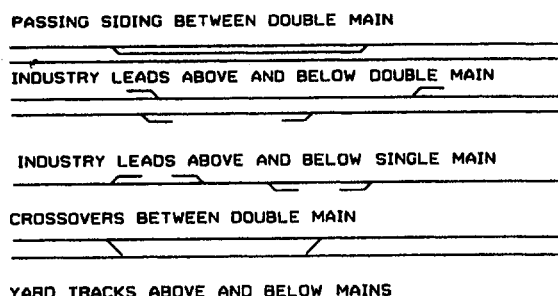
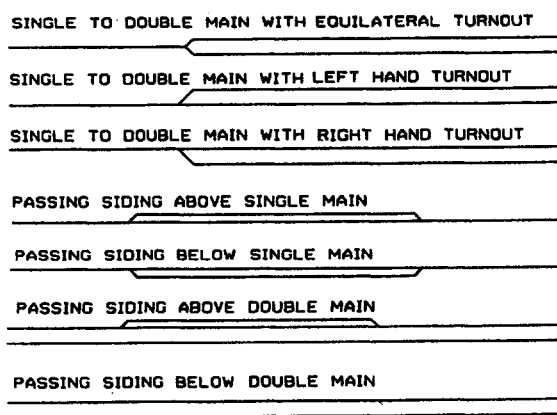
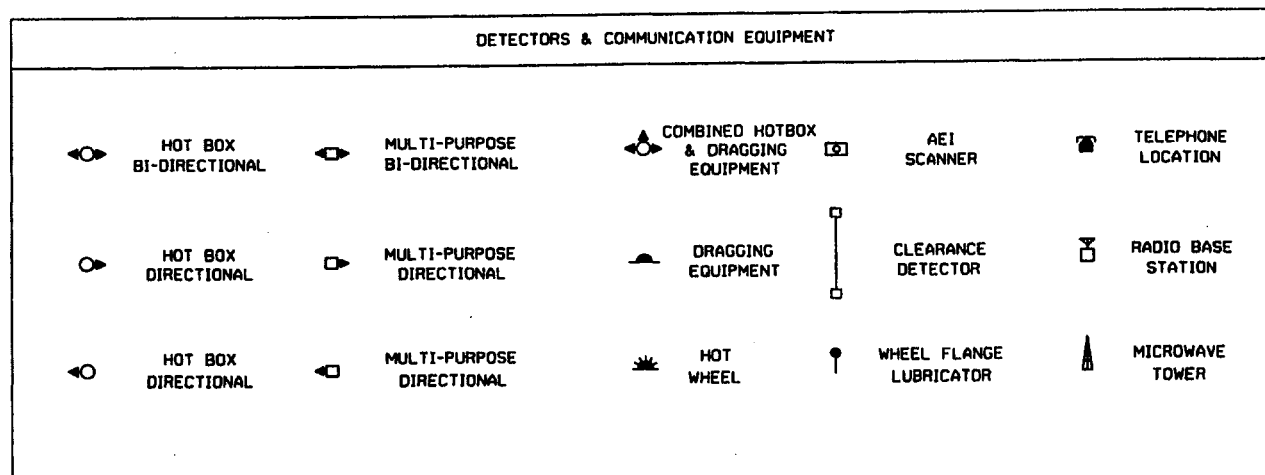
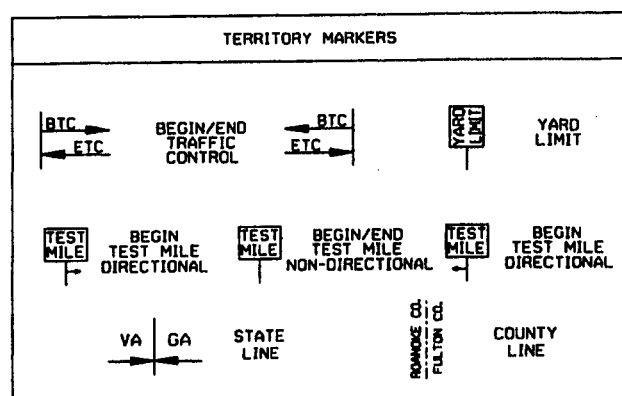
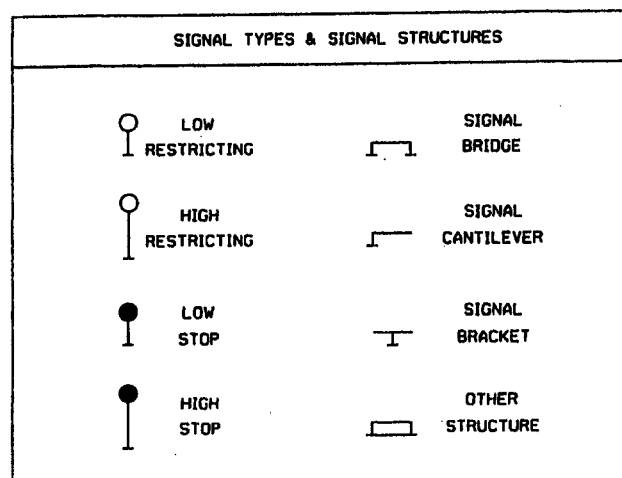
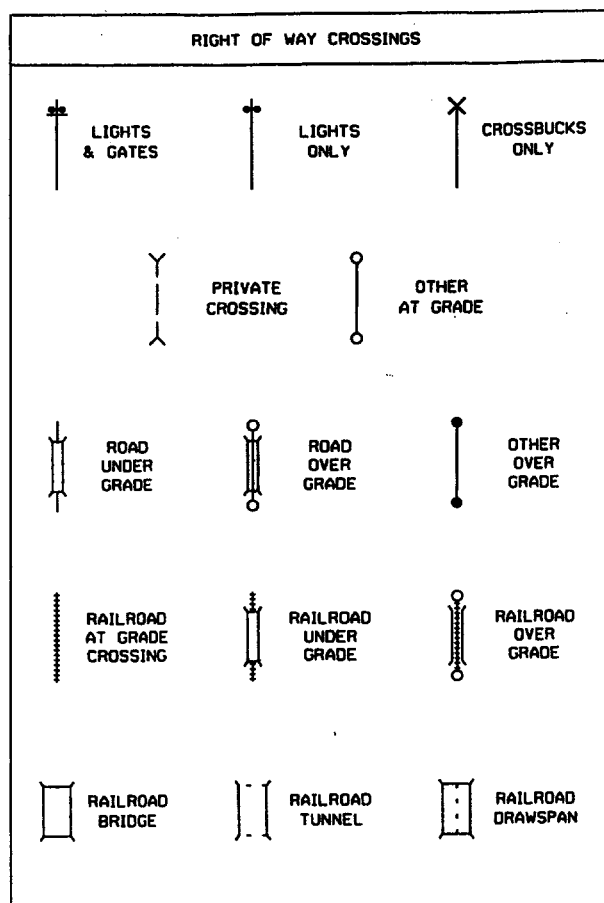
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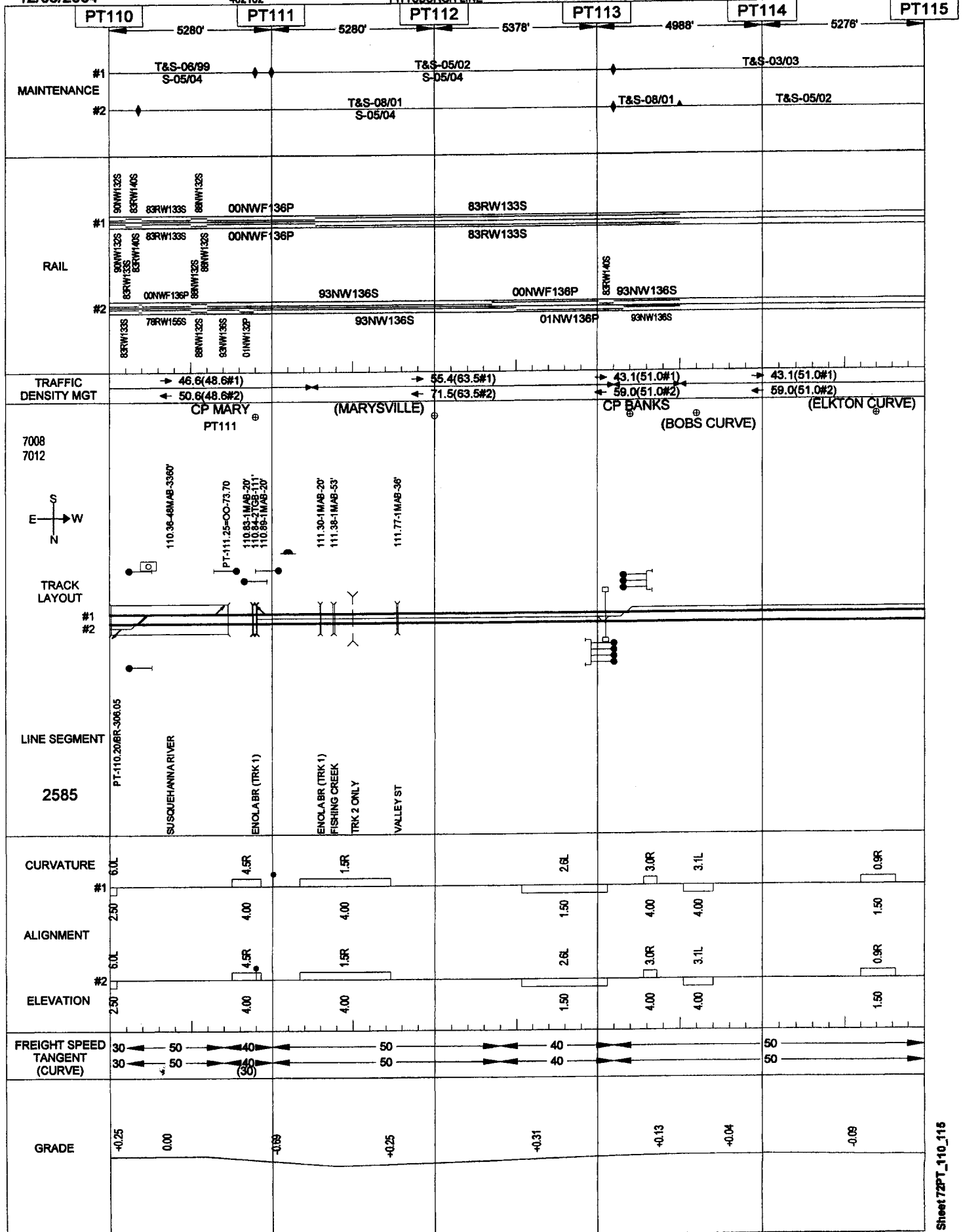
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PITTSBURGH LINE

HARRIS-CP CANNON

HARRISBURG



12/03/2004

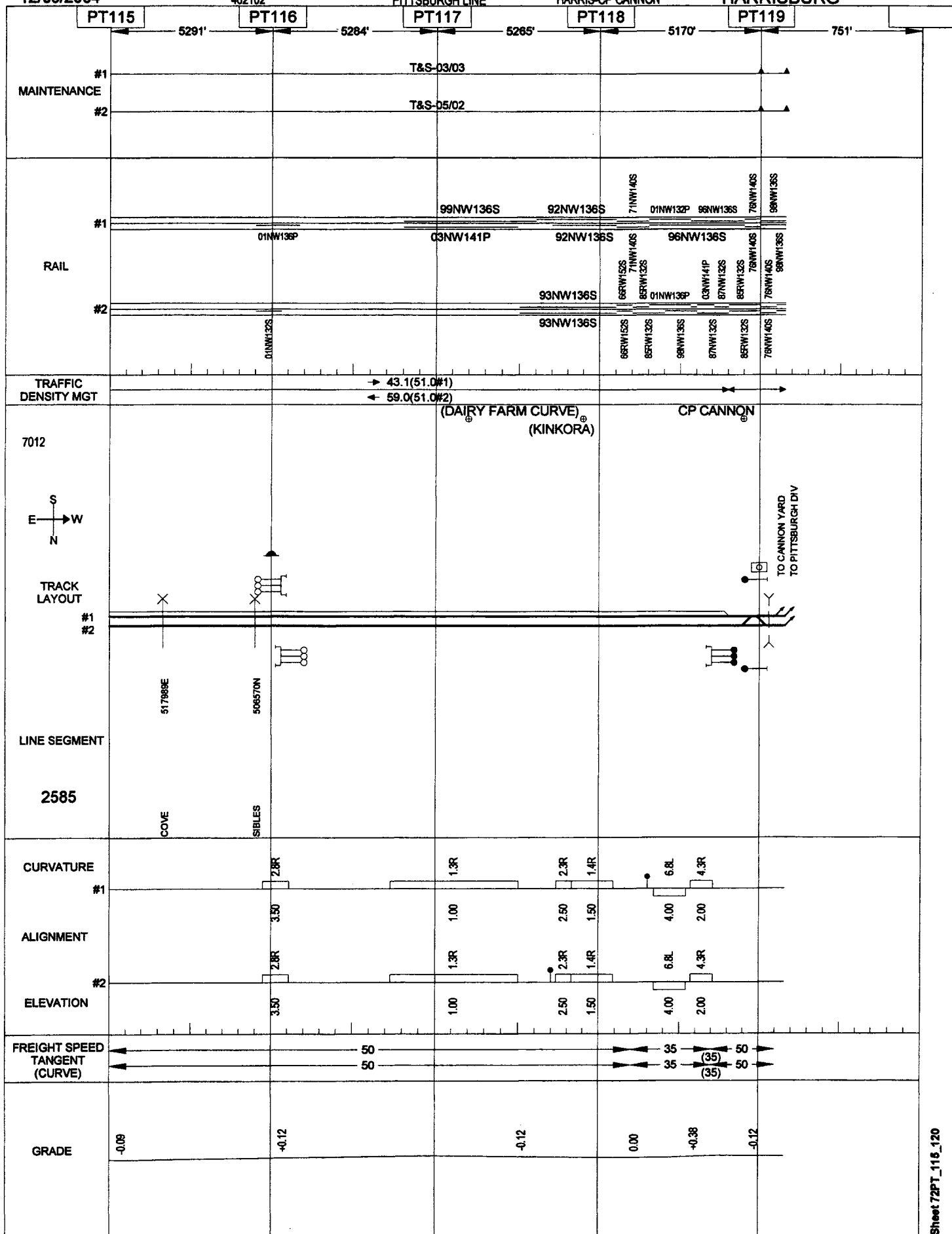
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PITTSBURGH LINE

HARRIS-CP CANNON

HARRISBURG



11/23/2004

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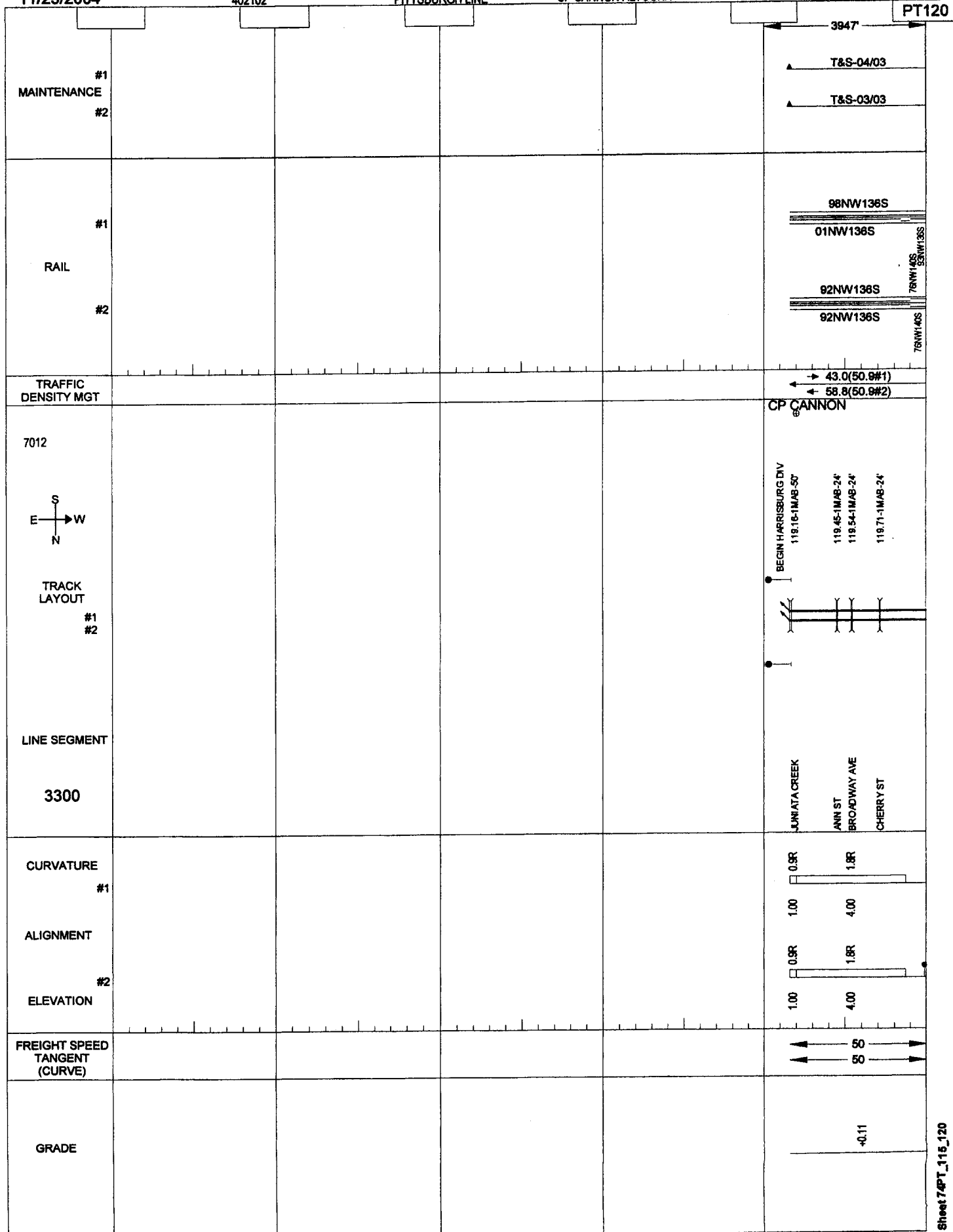
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PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH

PT120



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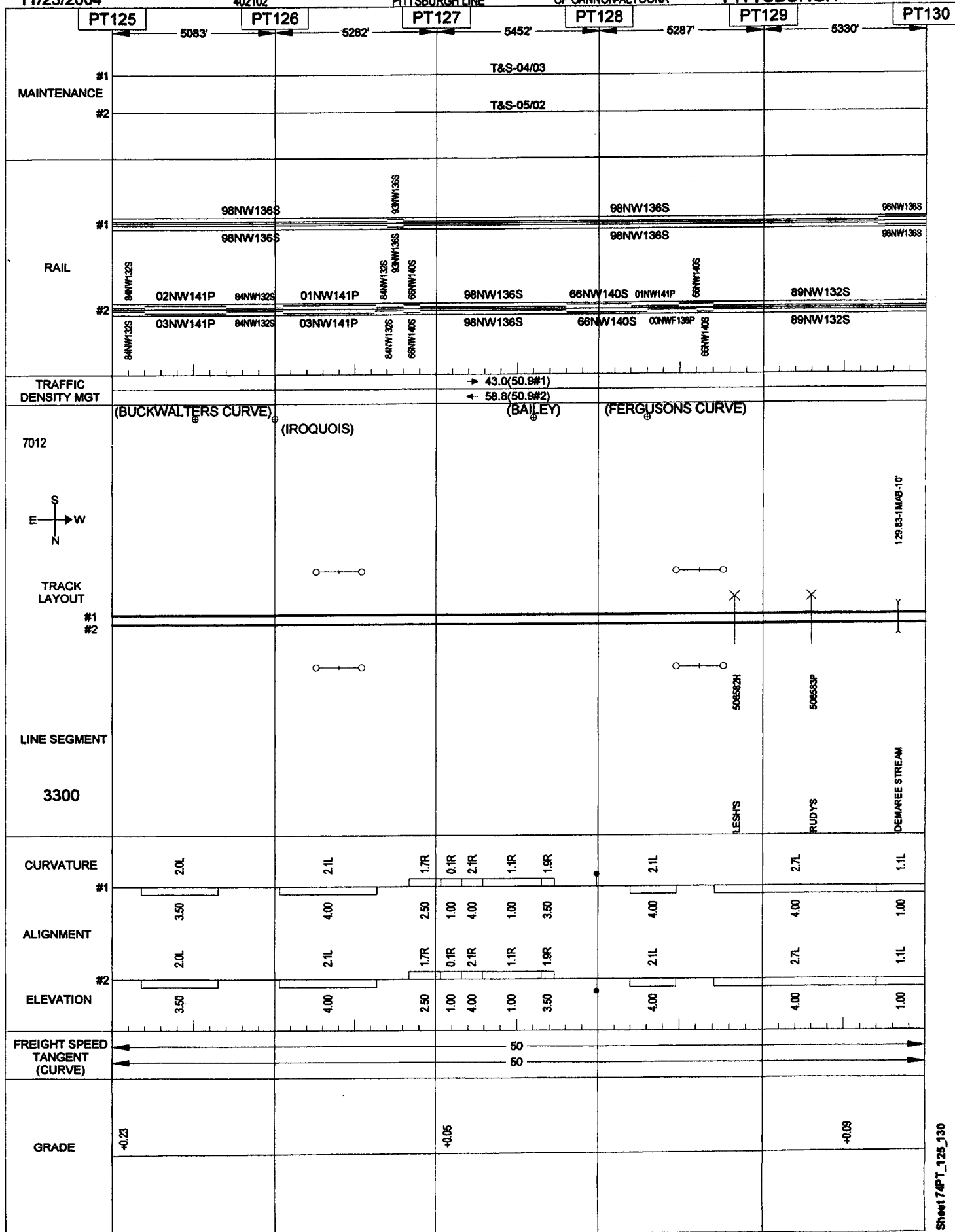
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PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



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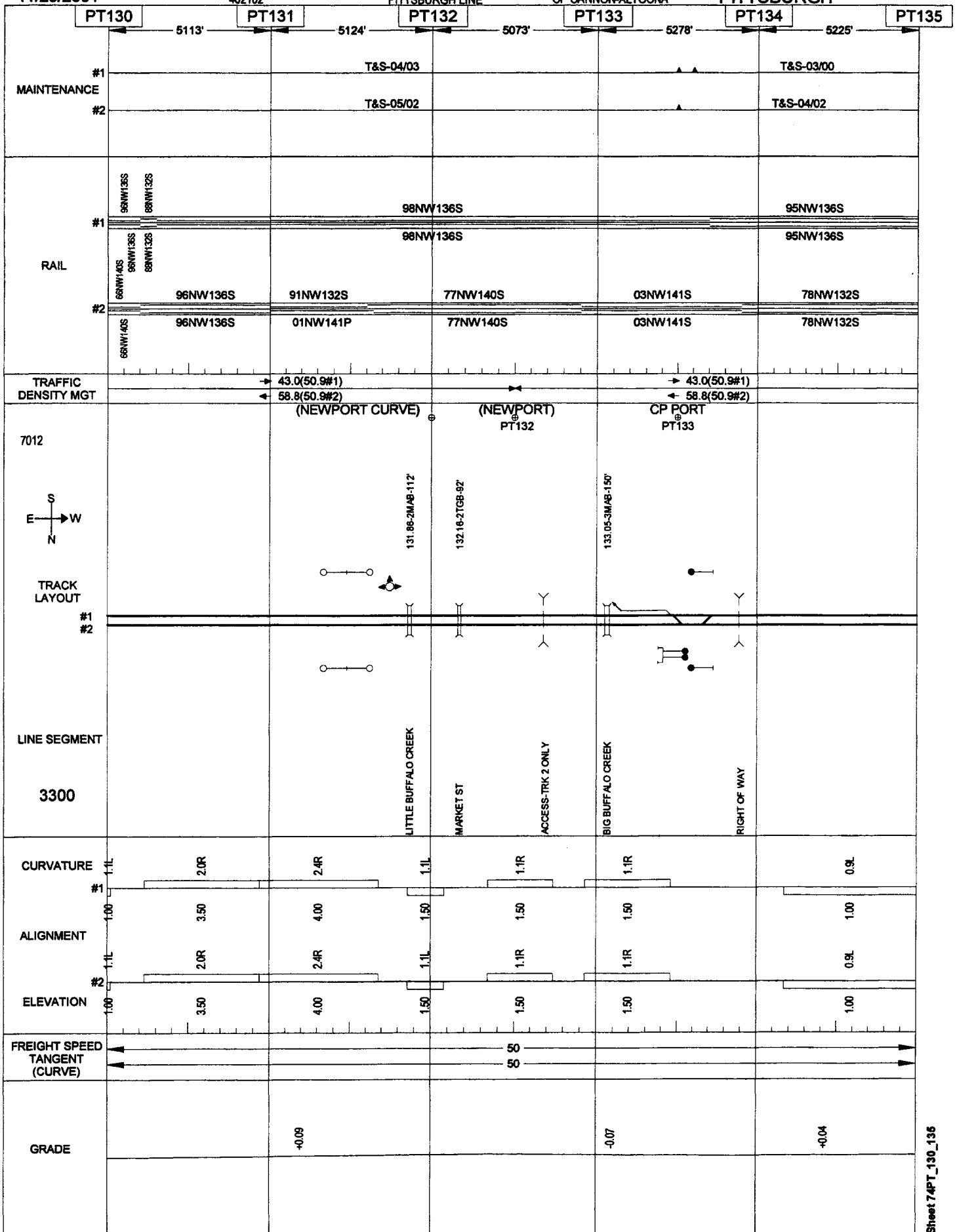
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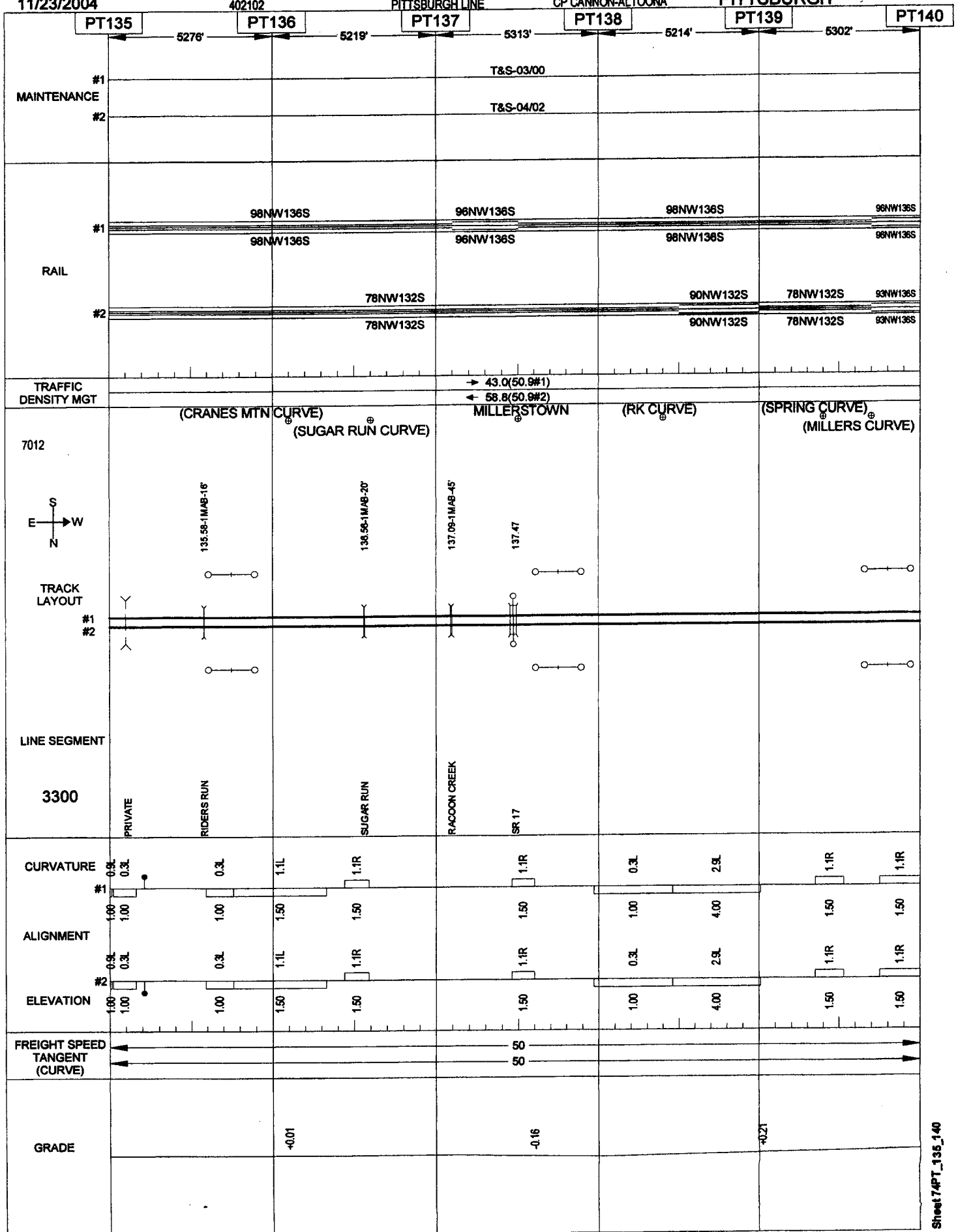
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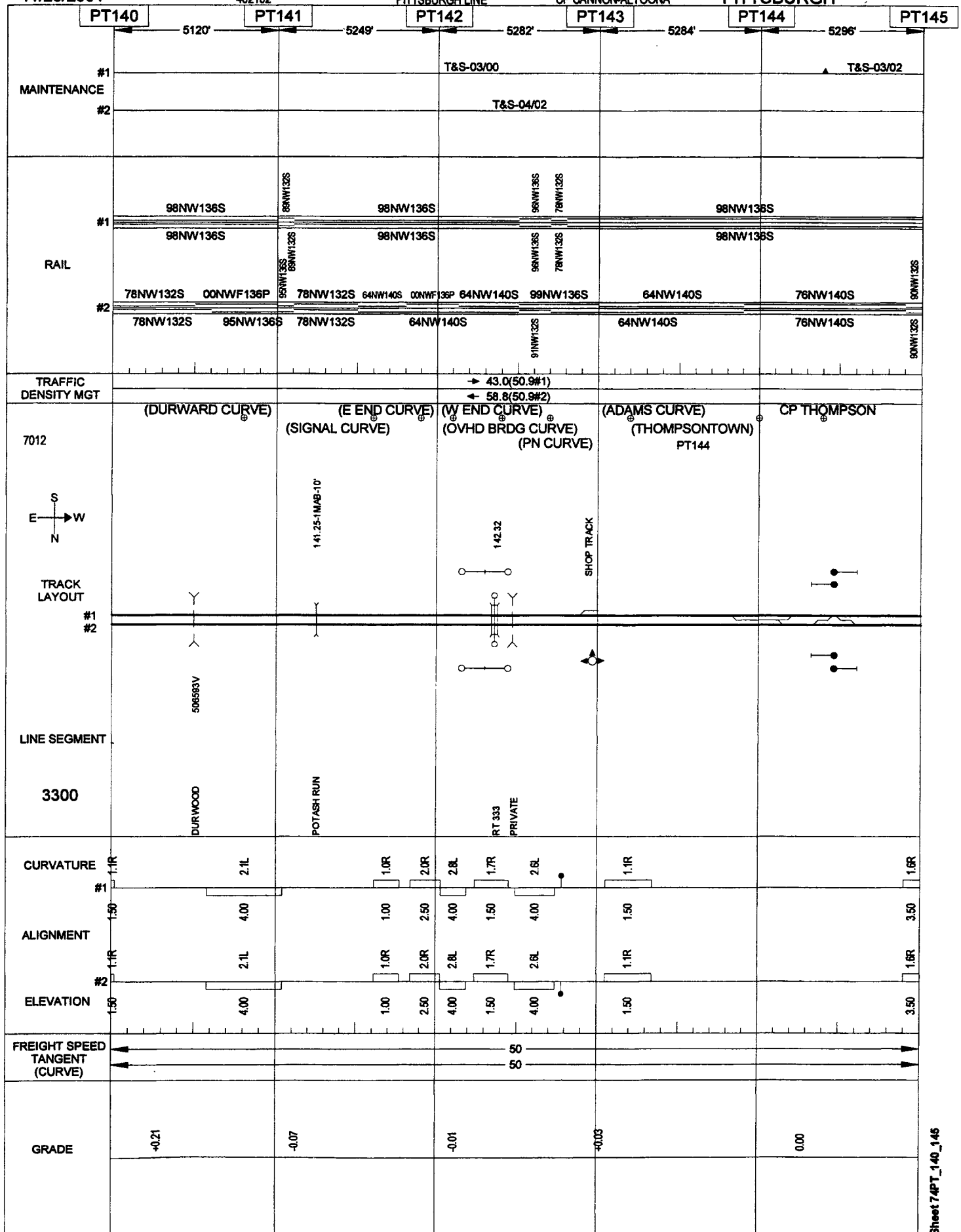
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PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



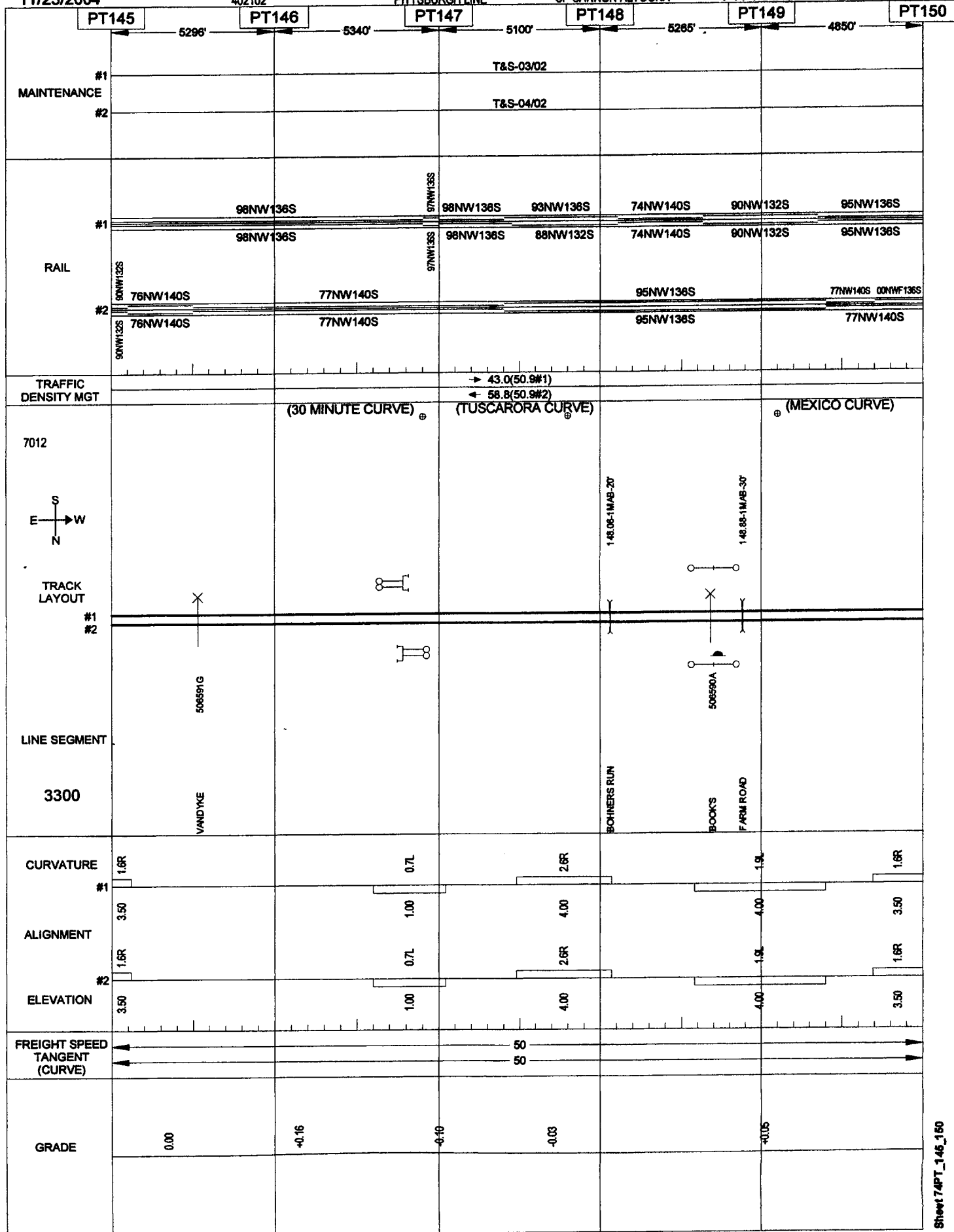
11/23/2004

009

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



		PT150	PT151	PT152	PT153	PT154	PT155
		5167'	5270'	5331'	5210'	5280'	
MAINTENANCE	#1	T&S-03/02					
	#2	T&S-04/02			T&S-06/99 S-06/03		
RAIL	#1	95NW136S		77NW140S			
	#1	95NW136S		68NW140S 02NW141P 96NW136S 68NW140S 03NW141P			
	#2	00NW136S 77NW140S	76NW140S	02NW141P 74NW140S 03NW141P 74NW140S 96NW136S 76NW140S 02NW141P 76NW140S 96NW136S 76NW140S 02NW141P 76NW140S 96NW136S			
	#2	77NW140S 03NW141P	76NW140S	74NW140S 76NW140S 96NW136P 02NW141P 76NW140S 96NW136S			
TRAFFIC DENSITY MGT		→ 43.0(50.9#1) ← 58.8(50.9#2)					
7012		PORT ROYAL (CASNERS CURVE) (STONE HOUSE CURVE)					
		CP MIFFLIN (V. MIFFLIN) (BRICK YARD)					
TRACK LAYOUT	#1	150 84-3MAB-180' 151.03 SHOP & M/W 153.58 153.66-1CSB-20'					
	#2	506580K MIFFLIN LEAD					
LINE SEGMENT		TUSCARORA CREEK MARKET ST CASNERS WILSON ST DITCH					
3300							
CURVATURE	#1	1.6R	2.4R		2.0L	3.3R	3.3R
ALIGNMENT	#1	3.50	4.00		3.00	4.00	4.00
ELEVATION	#1	1.6R	2.4R		2.0L	3.3R	3.3R
ELEVATION	#2	3.50	4.00		3.00	4.00	4.00
FREIGHT SPEED TANGENT (CURVE)		50		40		45	
GRADE		-0.19	-0.14	0.00	-0.19	-0.07	-0.02

11/23/2004

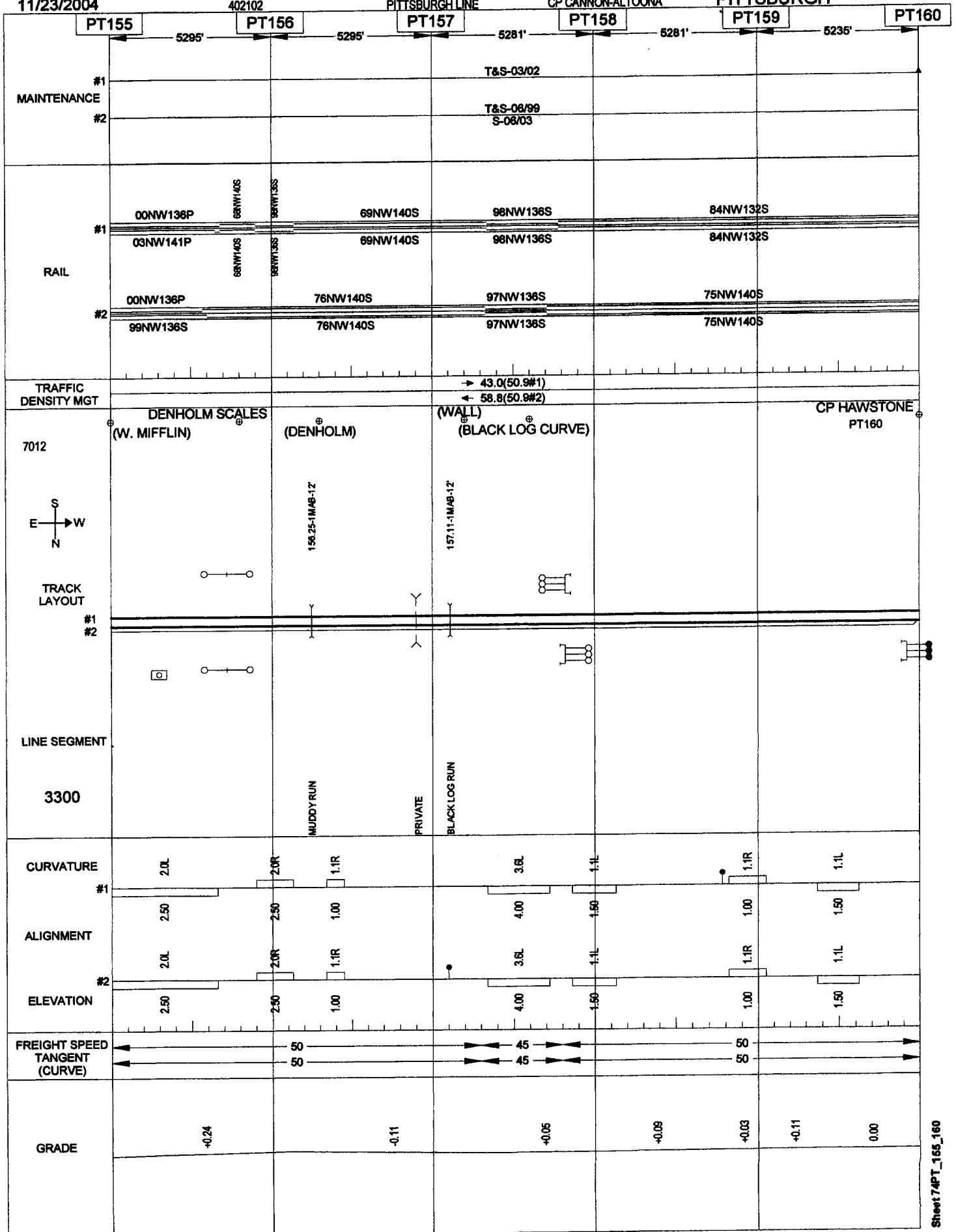
402102

011

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



		PT160	PT161	PT162	PT163	PT164	PT165
		5314'	5371'	4986'	5214'	5291'	
MAINTENANCE	#1	T&S-06/99 S-06/03			T&S-06/99 S-08/03		
	#2			T&S-06/99 S-06/03		T&S-06/99 S-08/03	
RAIL	#1	84NW132S 96NW136S	75NW140S	96NW136S	75NW140S 93NW136S 75NW140S 96NW136S	75NW140S 00NW136P	75NW140S 03NW141P 75NW140S 01NW136P
	#1	75NW140S	96NW136S	96NW136S	93NW136S 75NW140S 96NW136S	75NW140S 99NW136S	75NW140S 97NW136S 75NW140S 97NW136S
	#2	77NW140S	77NW140S	00NW136P	77NW140S 95NW136S	95NW136S	95NW136S 97NW136S 97NW136S 97NW136S
	#2	77NW140S	77NW140S	00NW136P	77NW140S 95NW136S	95NW136S	95NW136S 97NW136S 97NW136S 97NW136S
TRAFFIC DENSITY MGT				→ 43.0(50.9#1) ← 58.8(50.9#2)			
7012		CP HAWSTONE PT160	(HAWSTONE)	(SHAWNEE CURVE)	(BIXLERS CURVE)	(PETERS CURVE)	
TRACK LAYOUT	#1						
	#2						
LINE SEGMENT		3300					
CURVATURE	#1	0.7L	0.8L	1.1R	2.1L	2.8R	3.1L
ALIGNMENT	#1	1.00	1.00	1.50	4.00	4.00	4.00
ELEVATION	#2	0.7L	0.8L	1.1R	2.1L	2.8R	3.1L
FREIGHT SPEED TANGENT (CURVE)		1.00	1.00	1.50	4.00	4.00	4.00
GRADE		0.00	-0.09	-0.09	-0.07	-0.03	-0.06

013

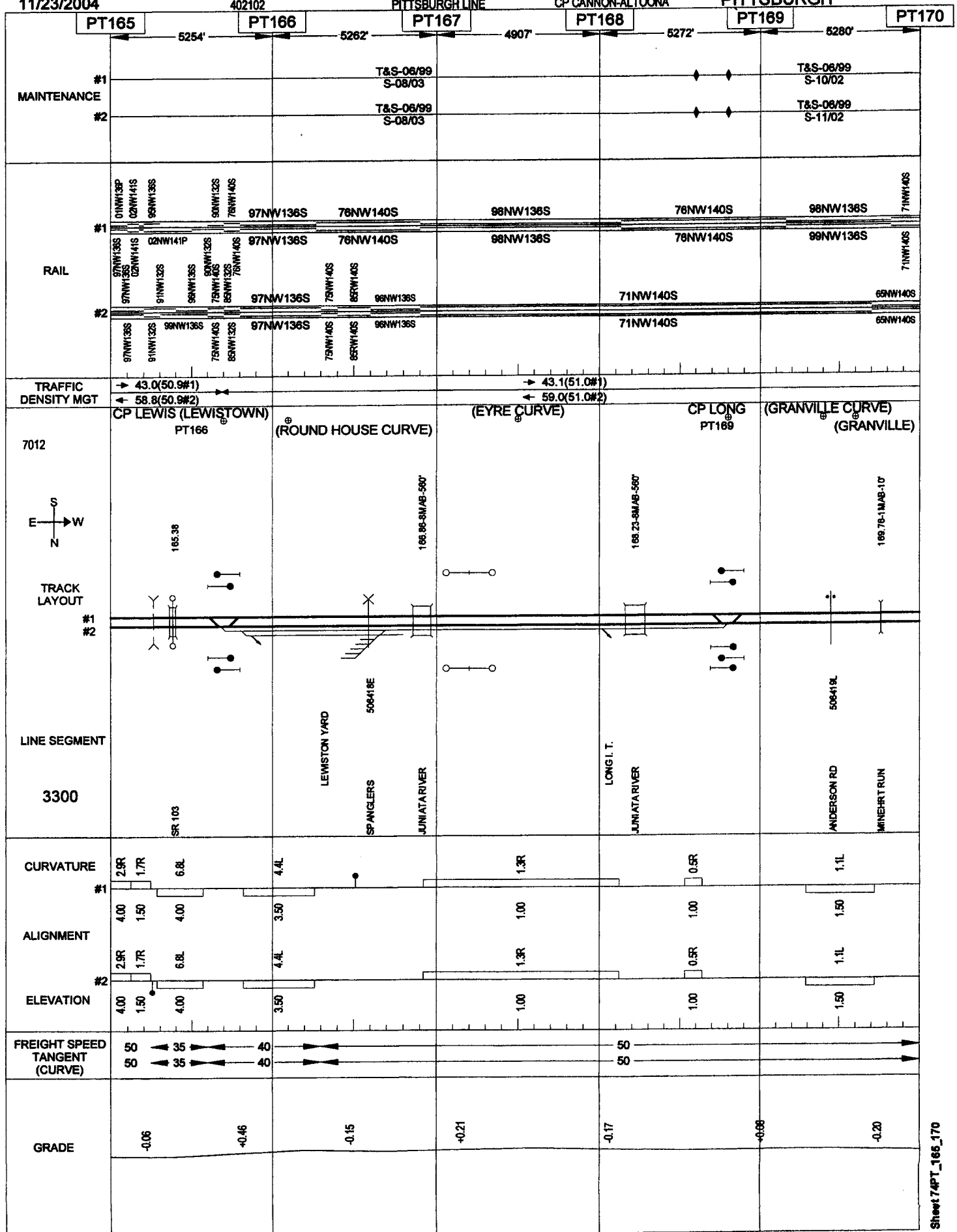
11/23/2004

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



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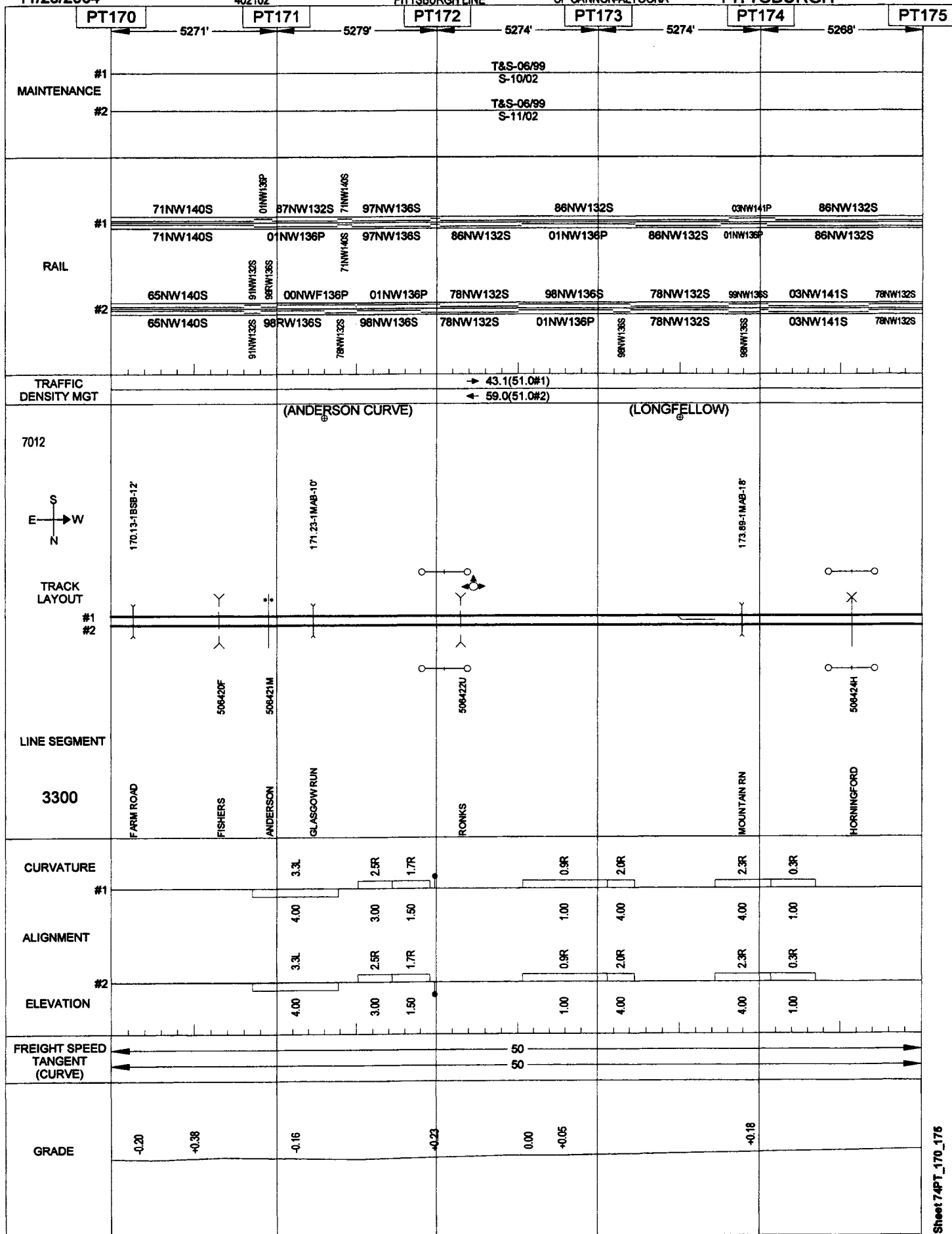
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PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



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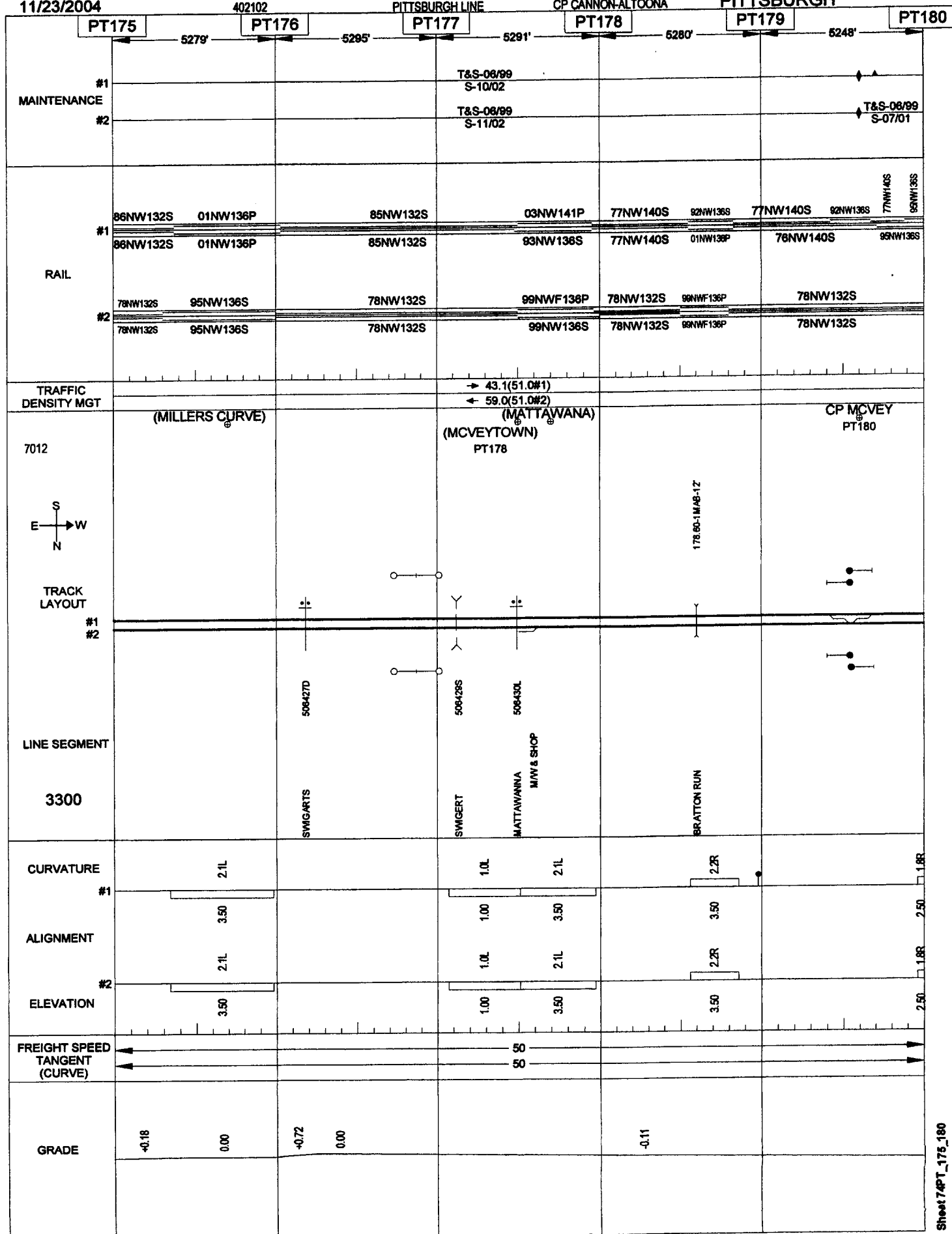
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PITTSBURGH LINE

CP CANNON-ALTOONA

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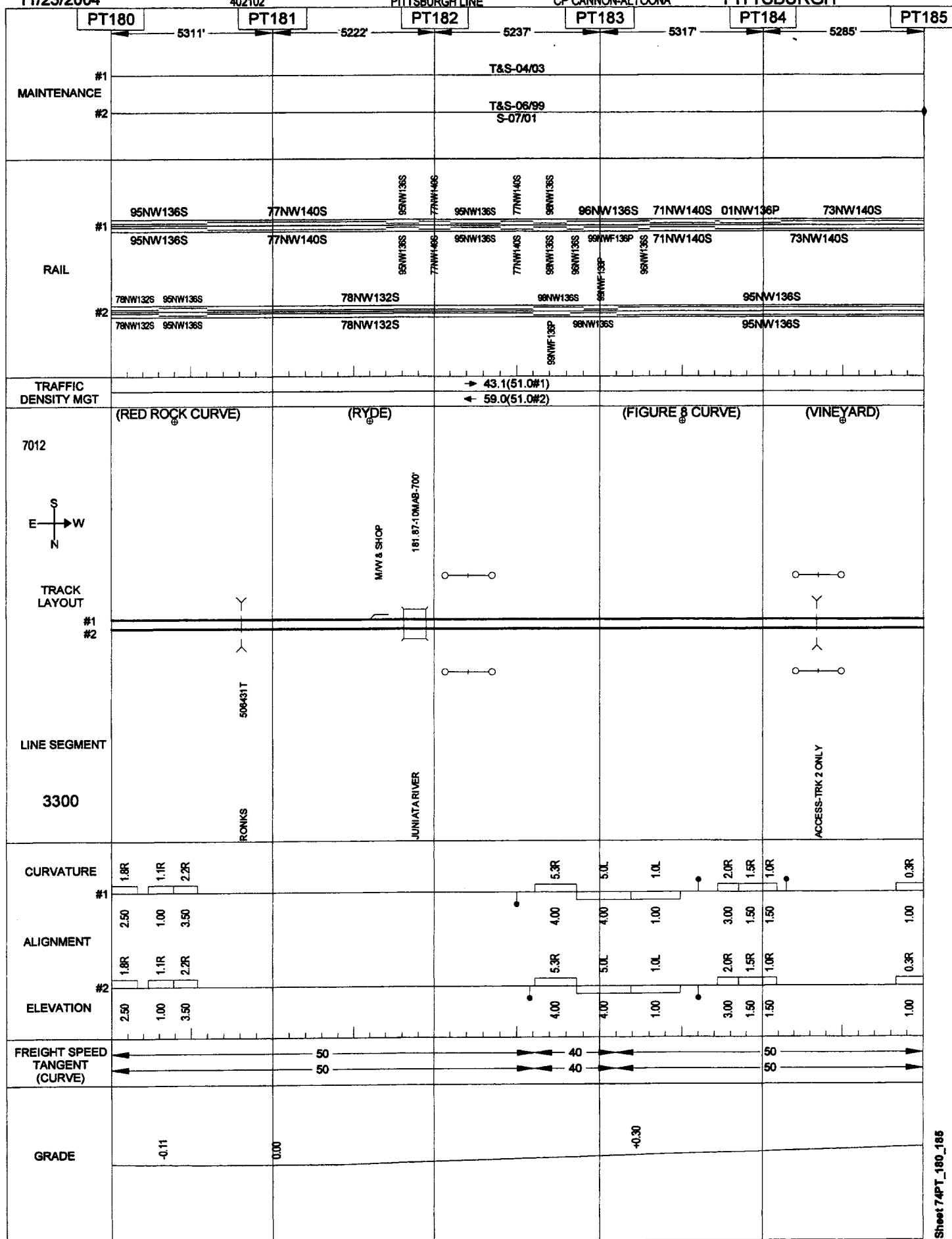
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CP CANNON-ALTOONA

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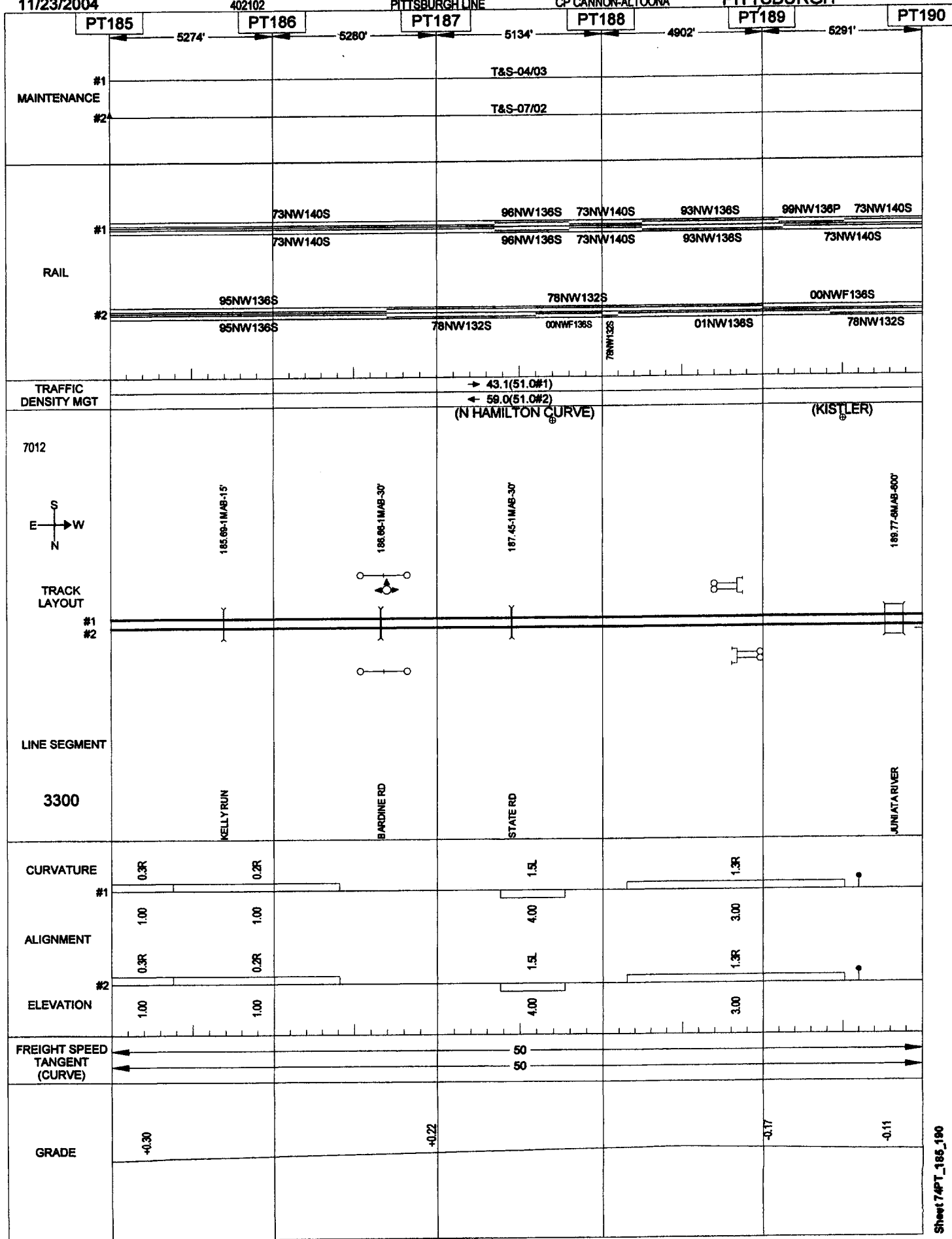
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PITTSBURGH LINE

CP CANNON-ALTOONA

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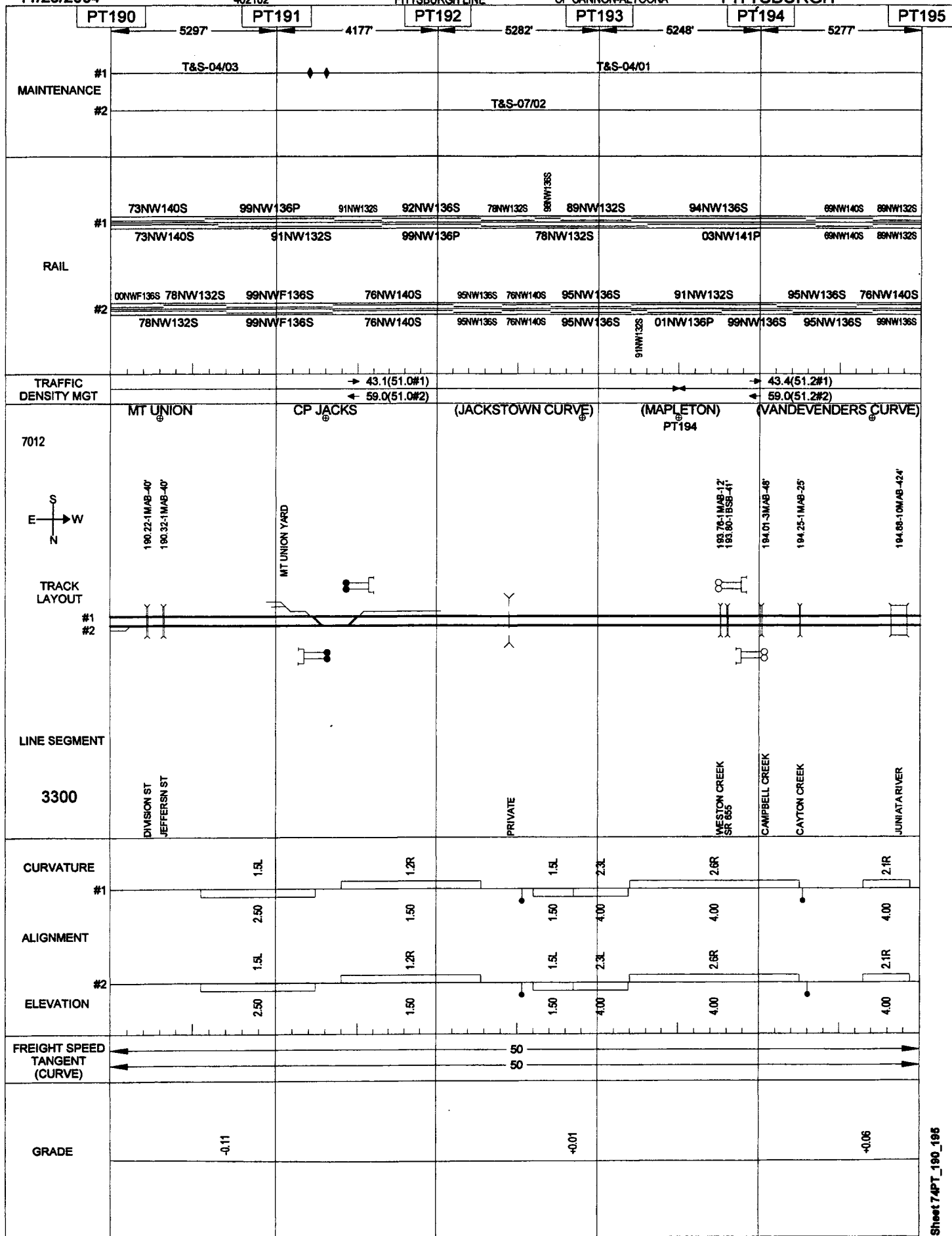
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CP CANNON-ALTOONA

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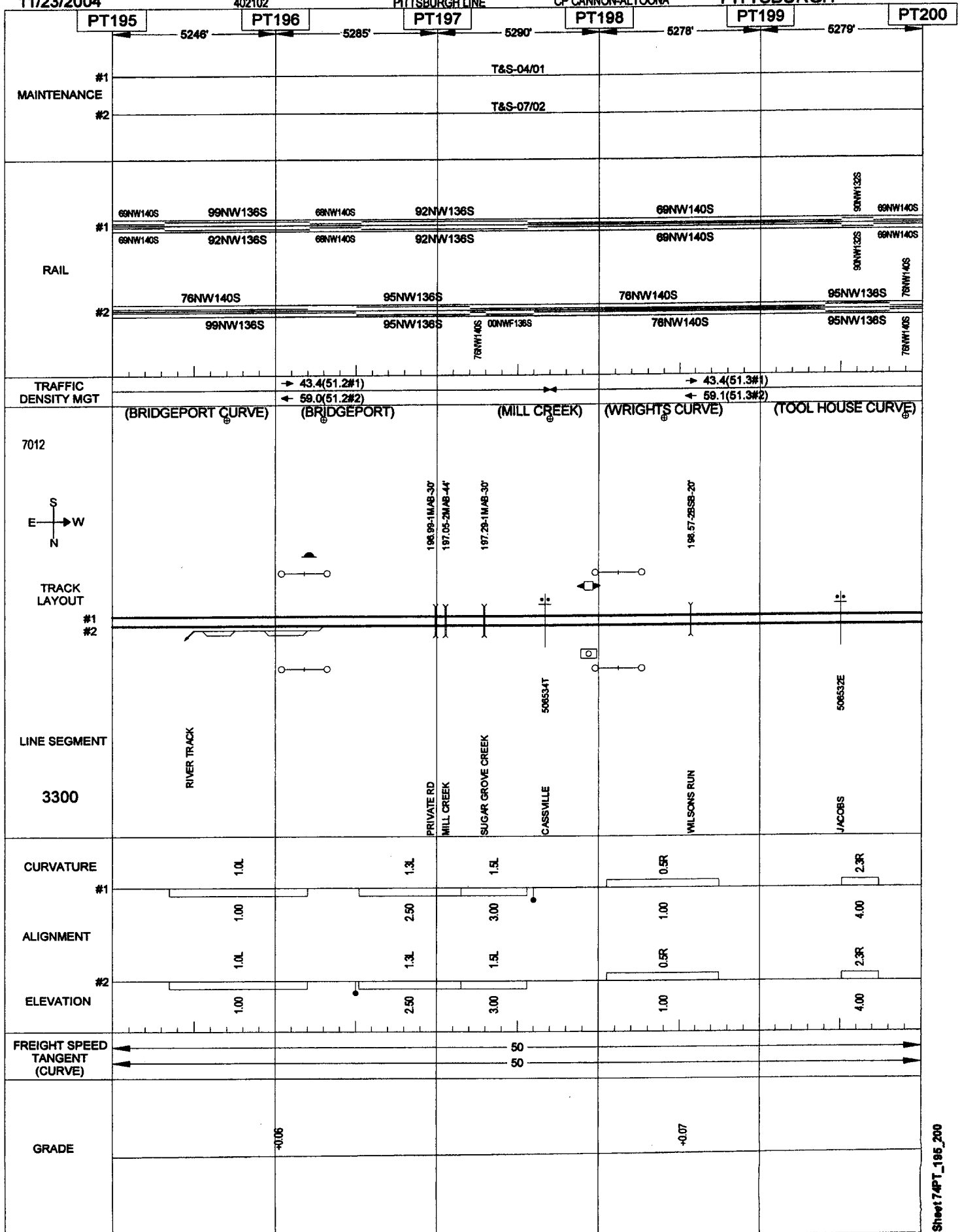
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PITTSBURGH LINE

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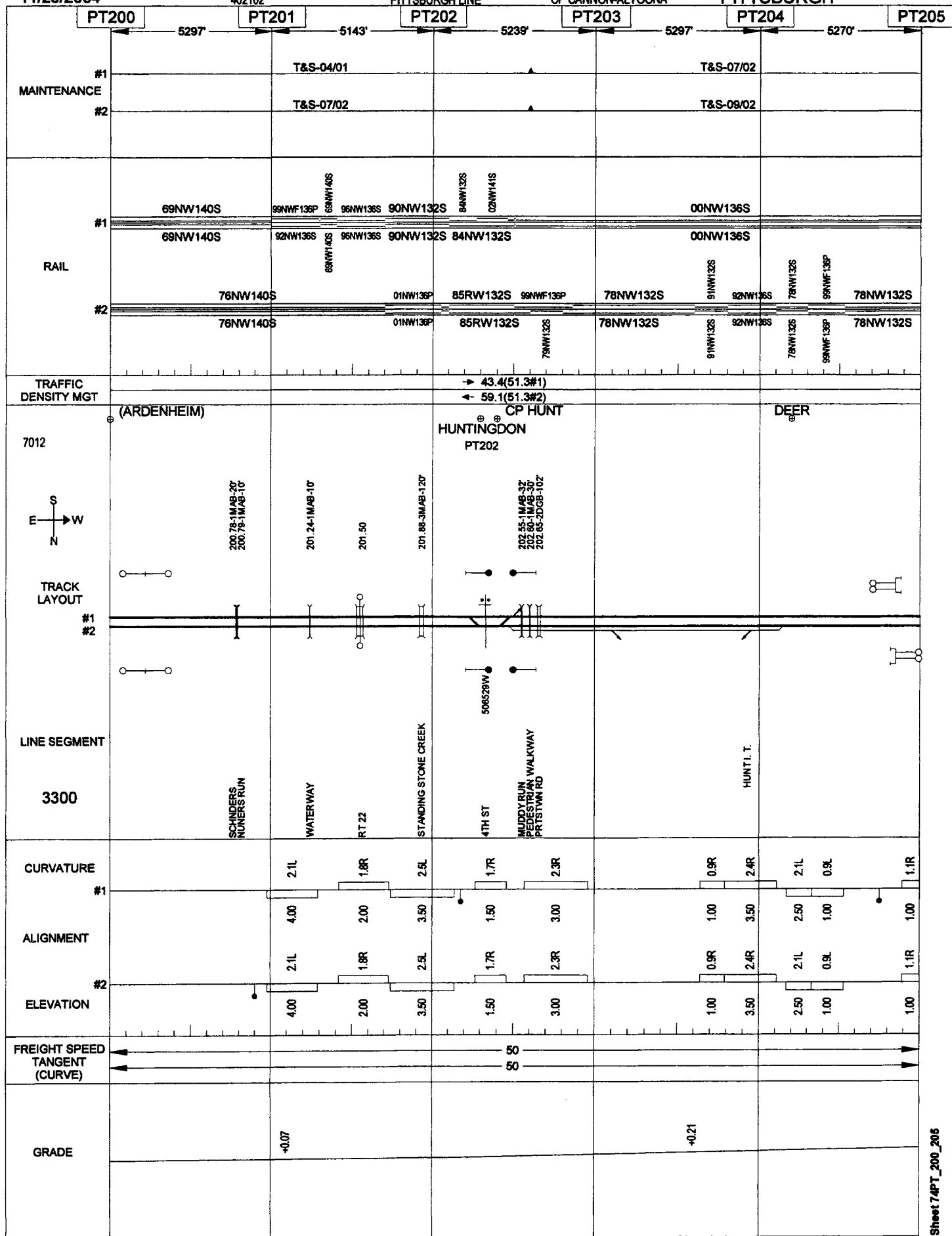
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402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



Sheet 74PT_205_210

11/23/2004

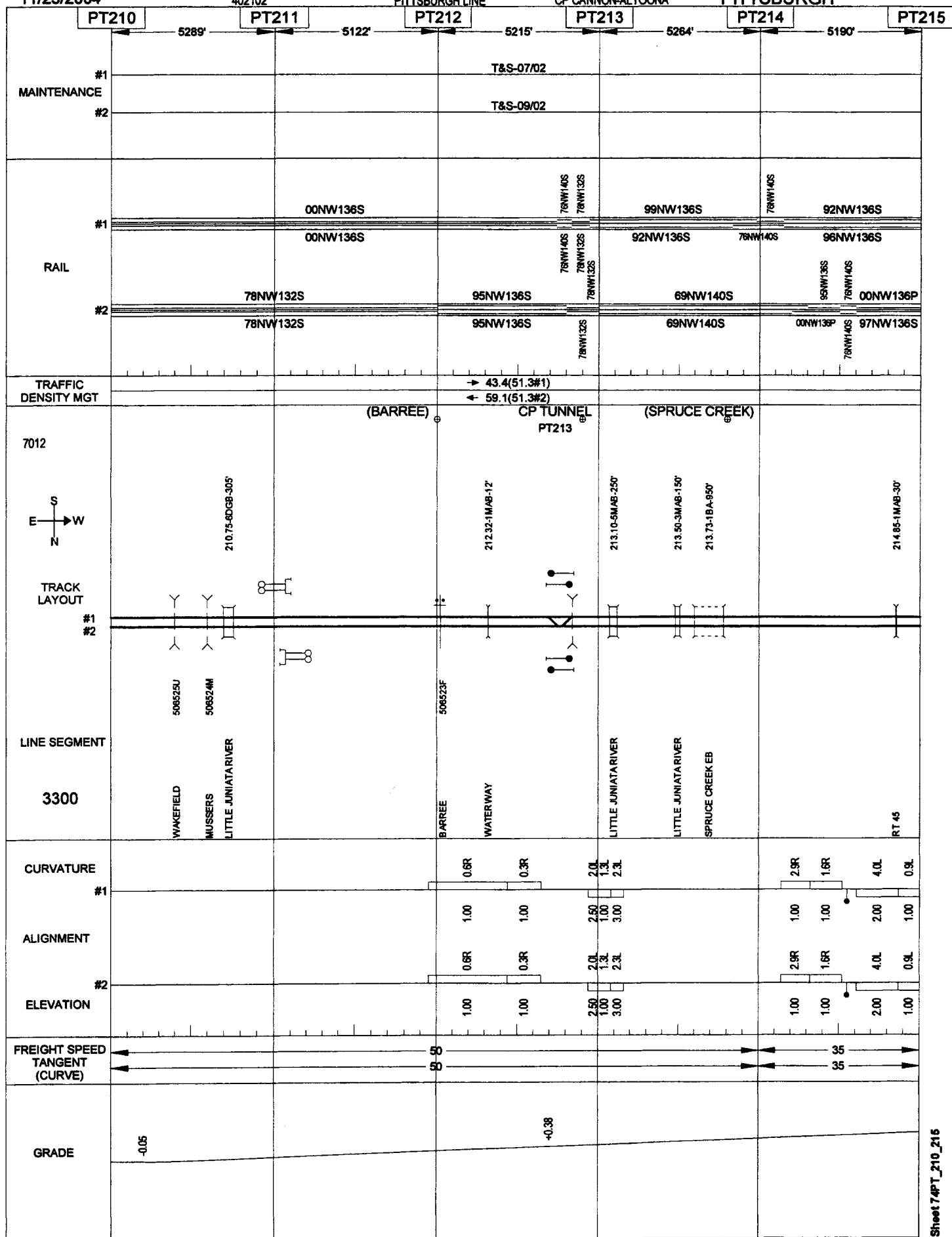
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CP CANNON-ALTOONA

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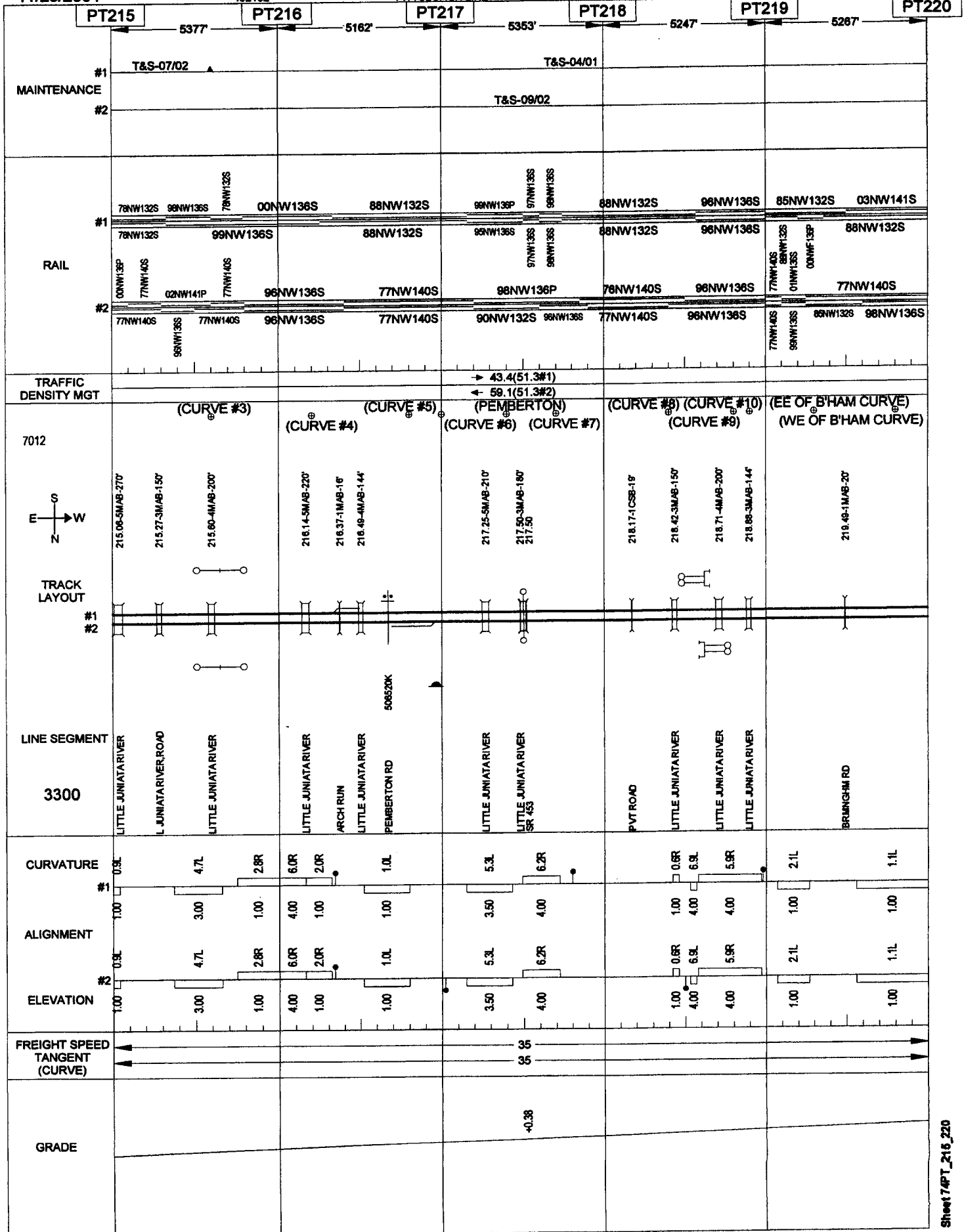
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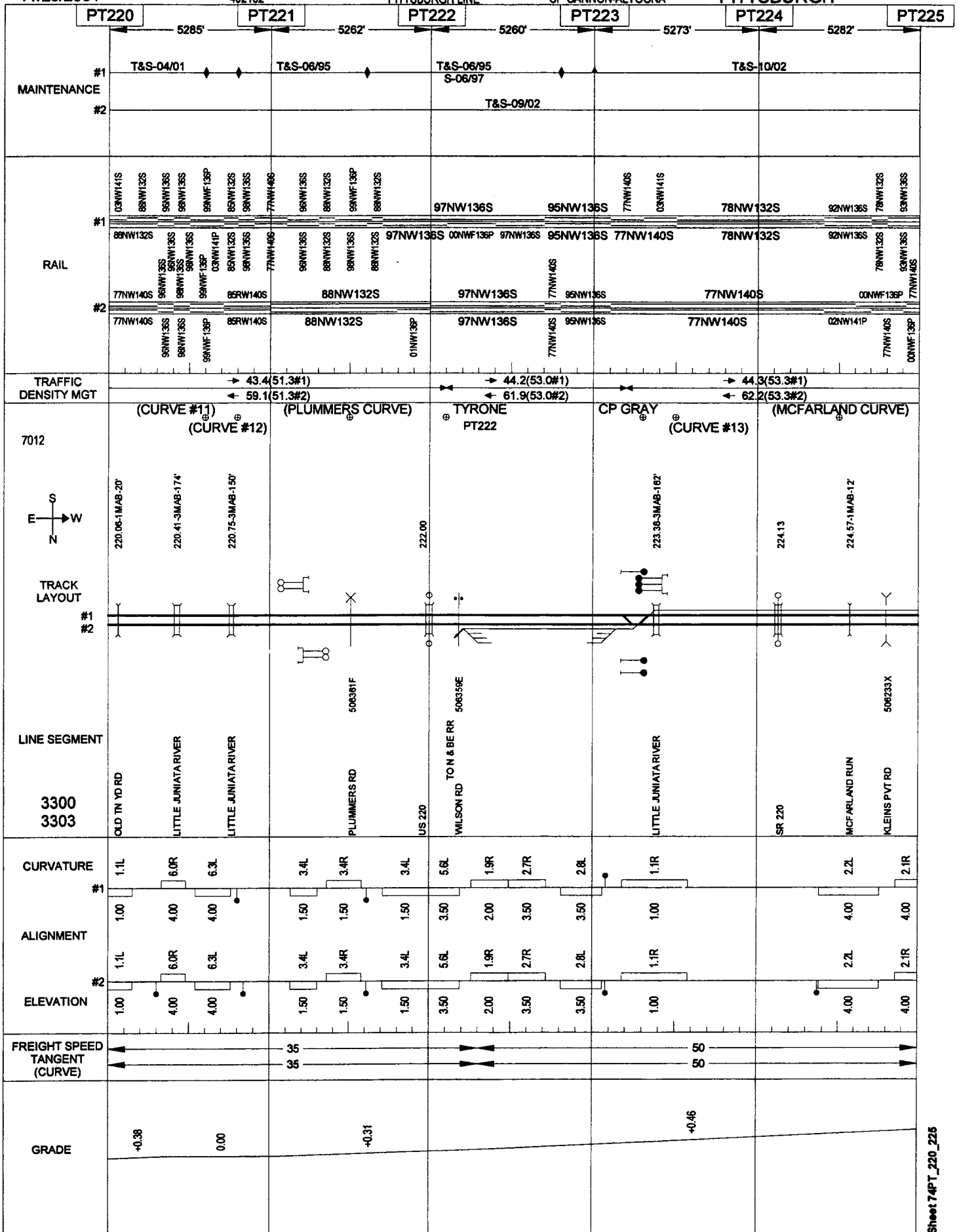
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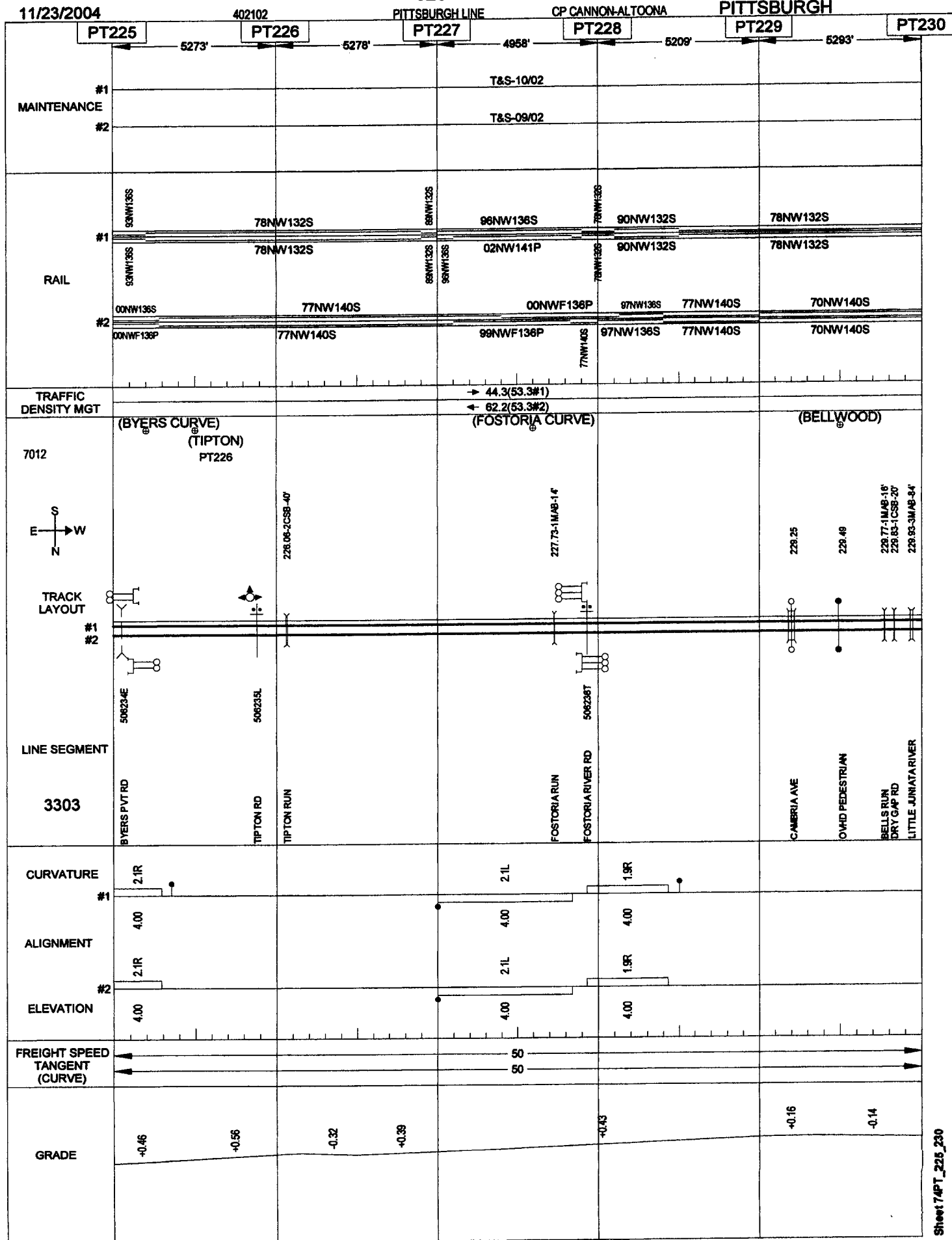
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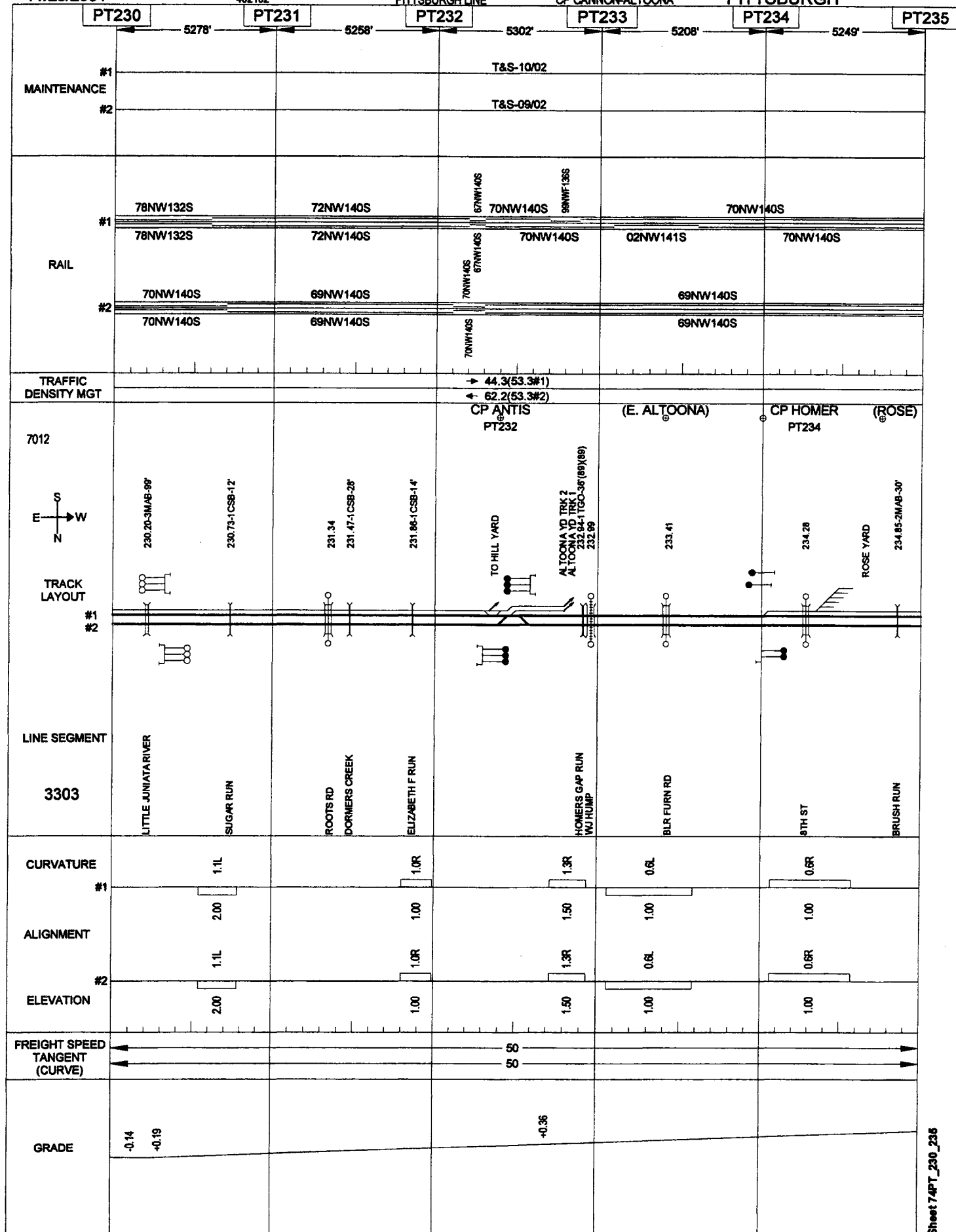
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CP CANNON-ALTOONA

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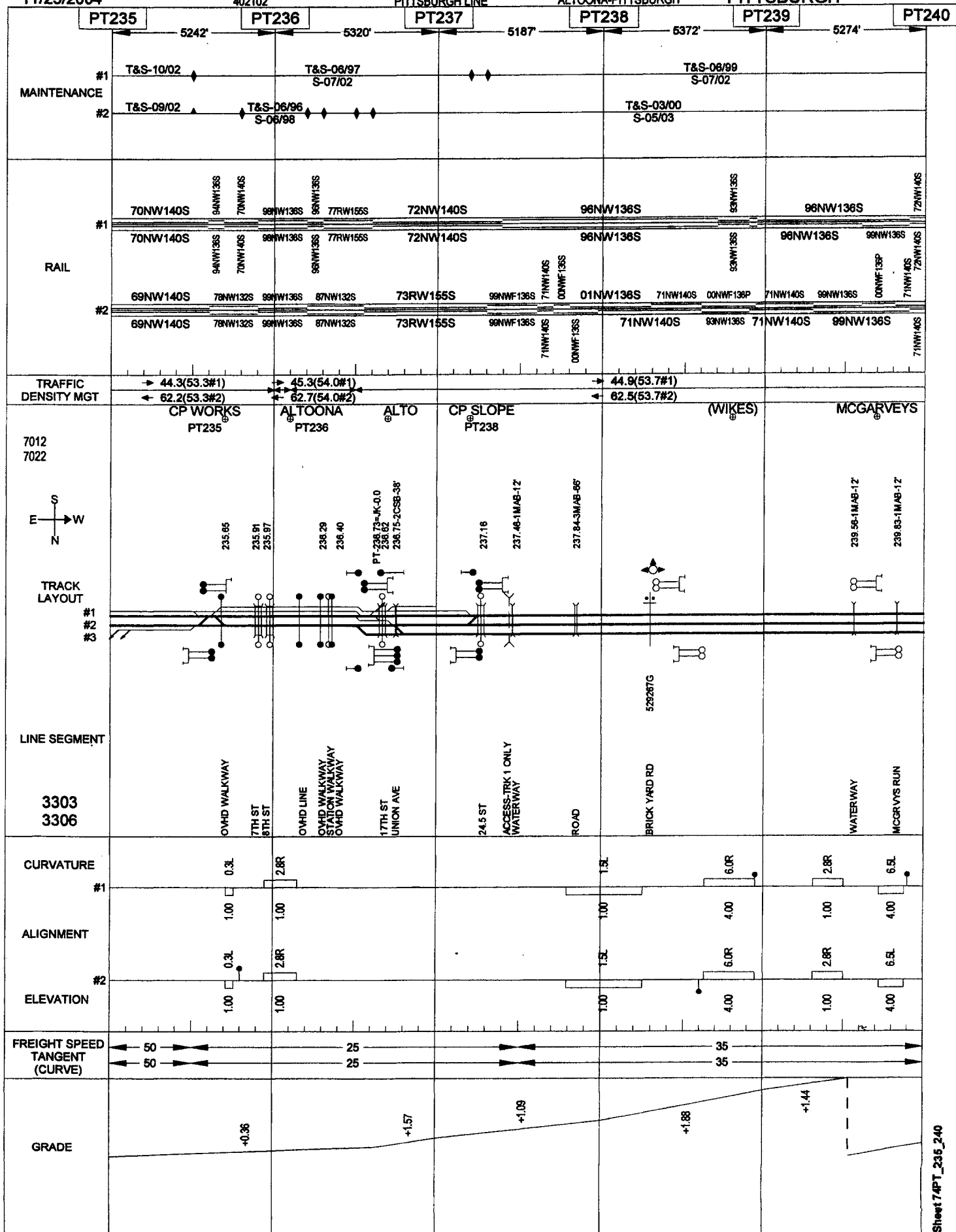
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027

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ALTOONA-PITTSBURGH

PITTSBURGH



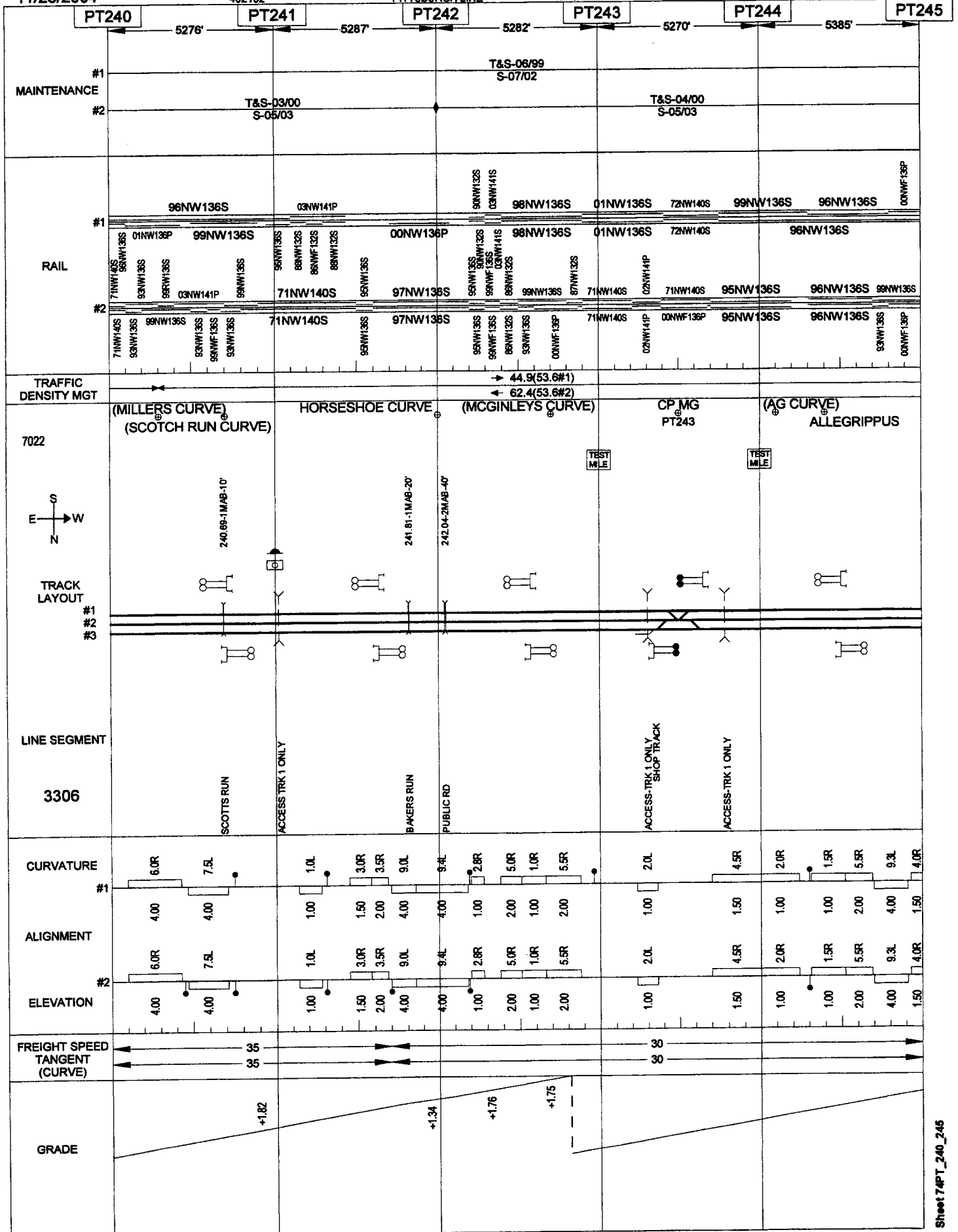
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028

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



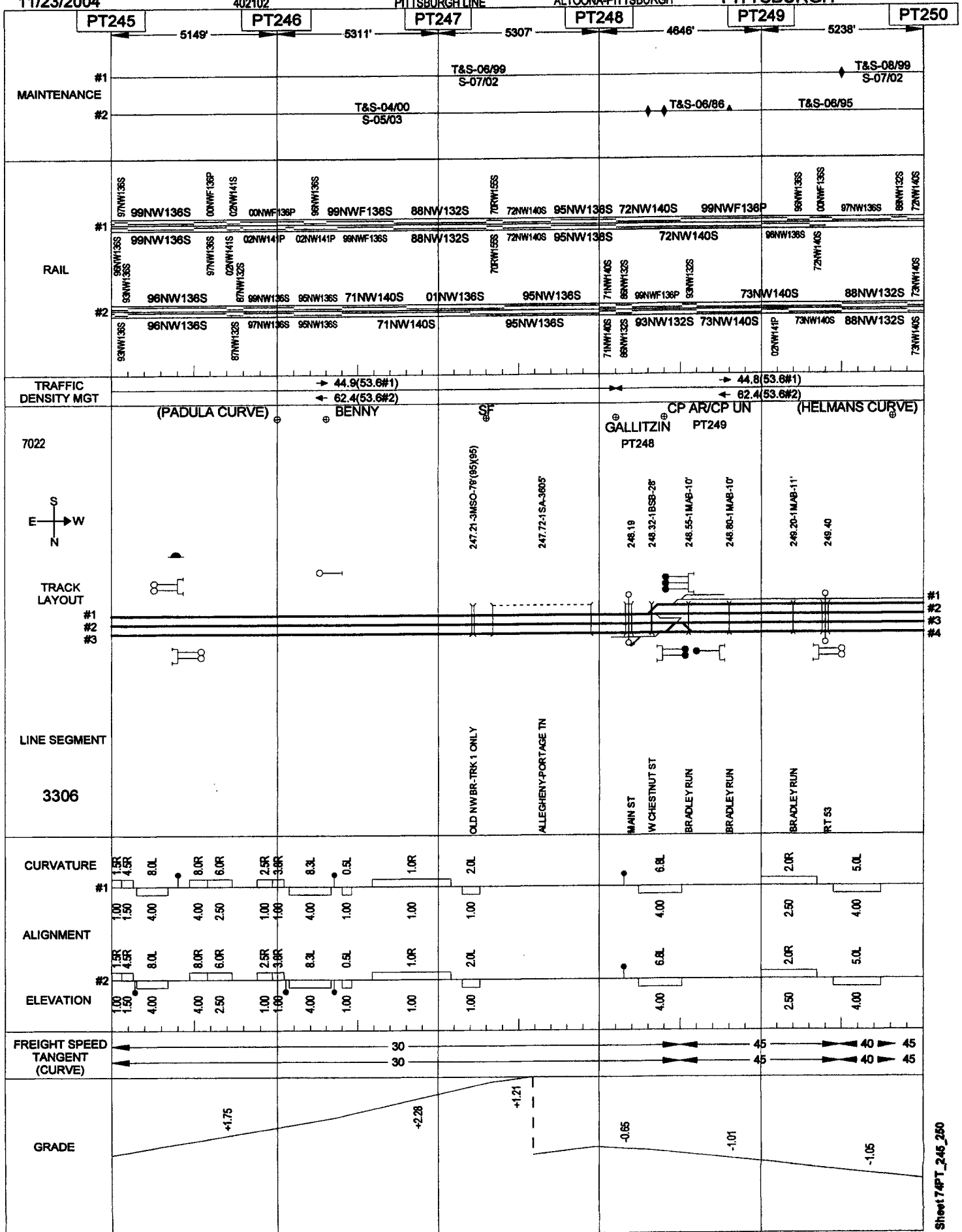
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029

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



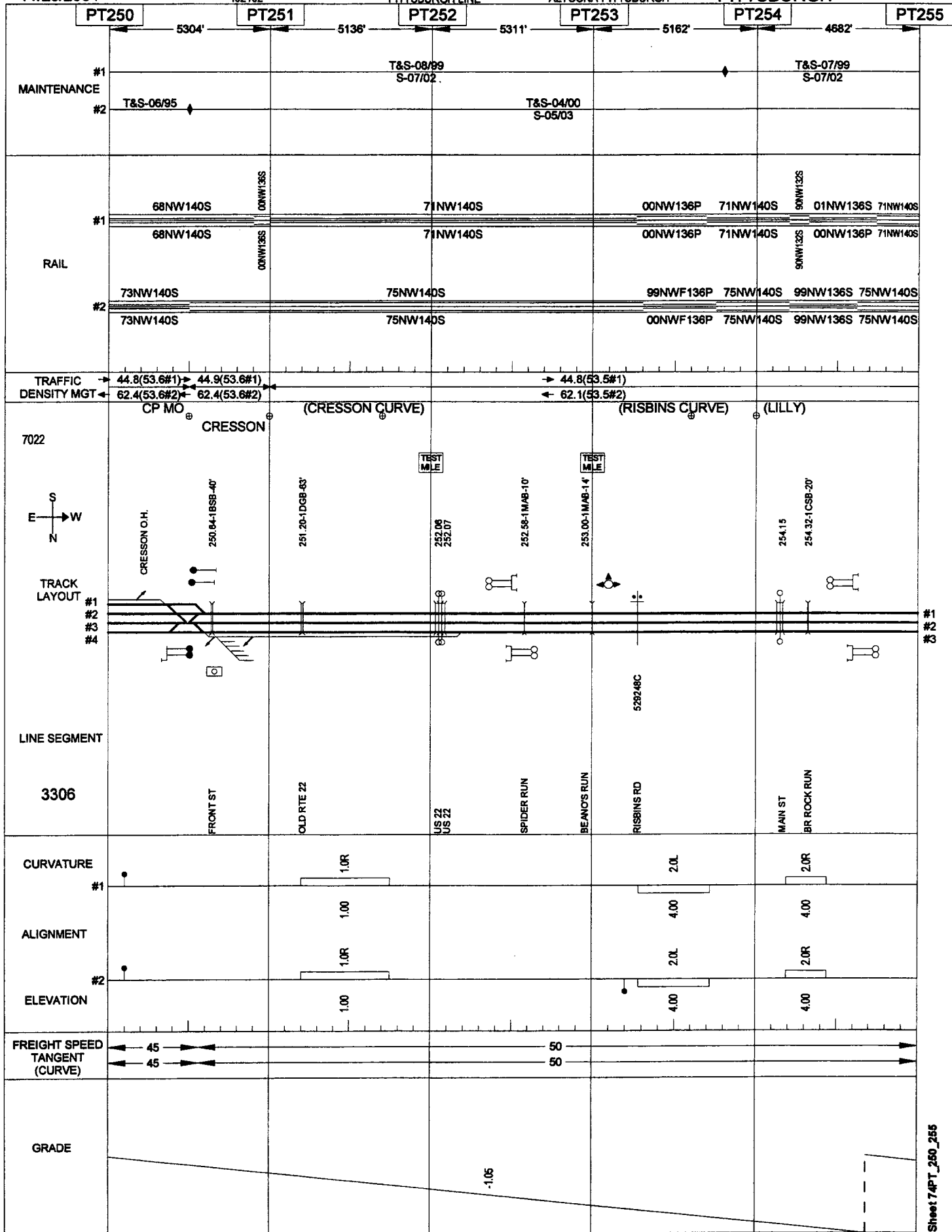
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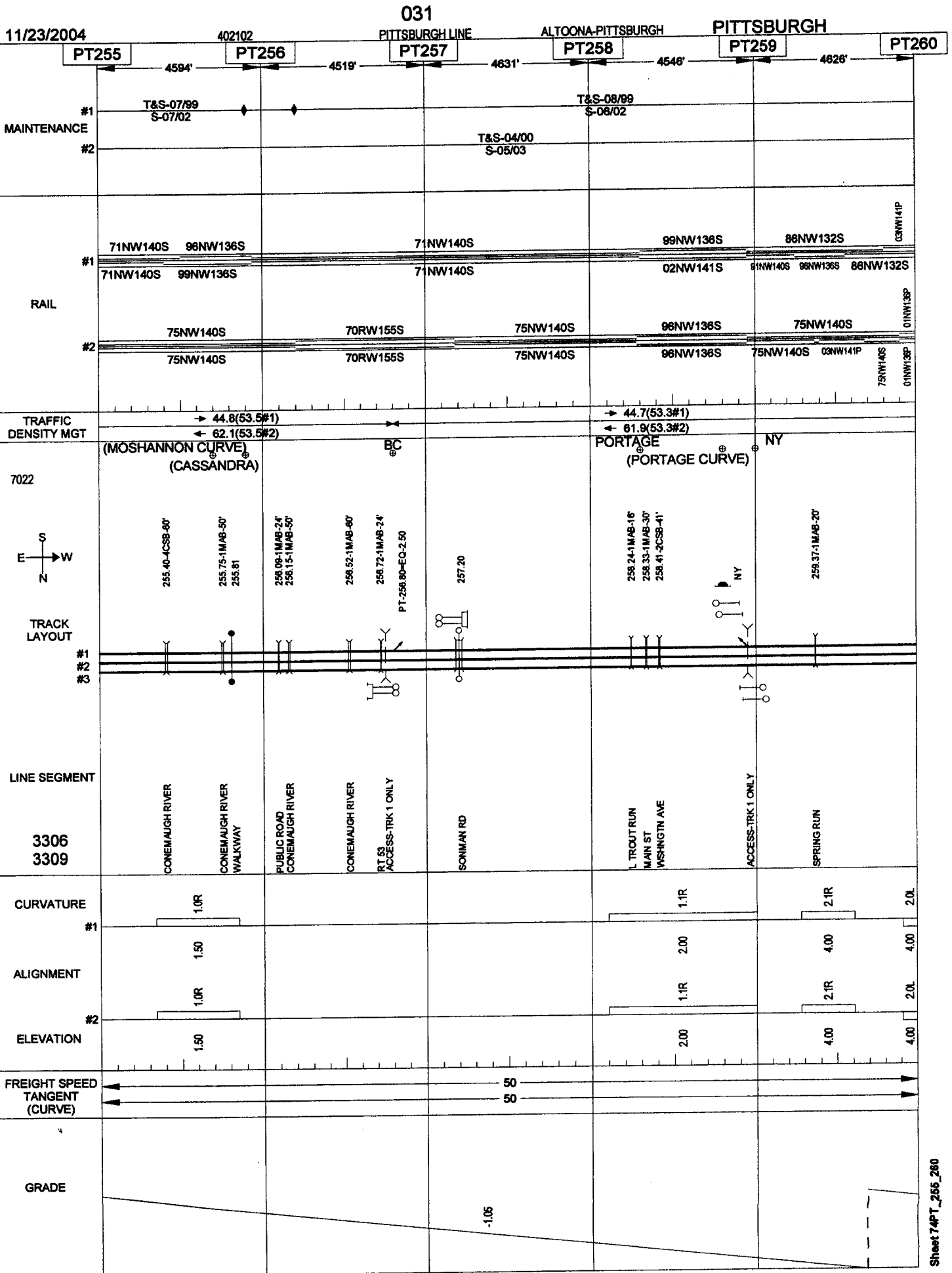
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

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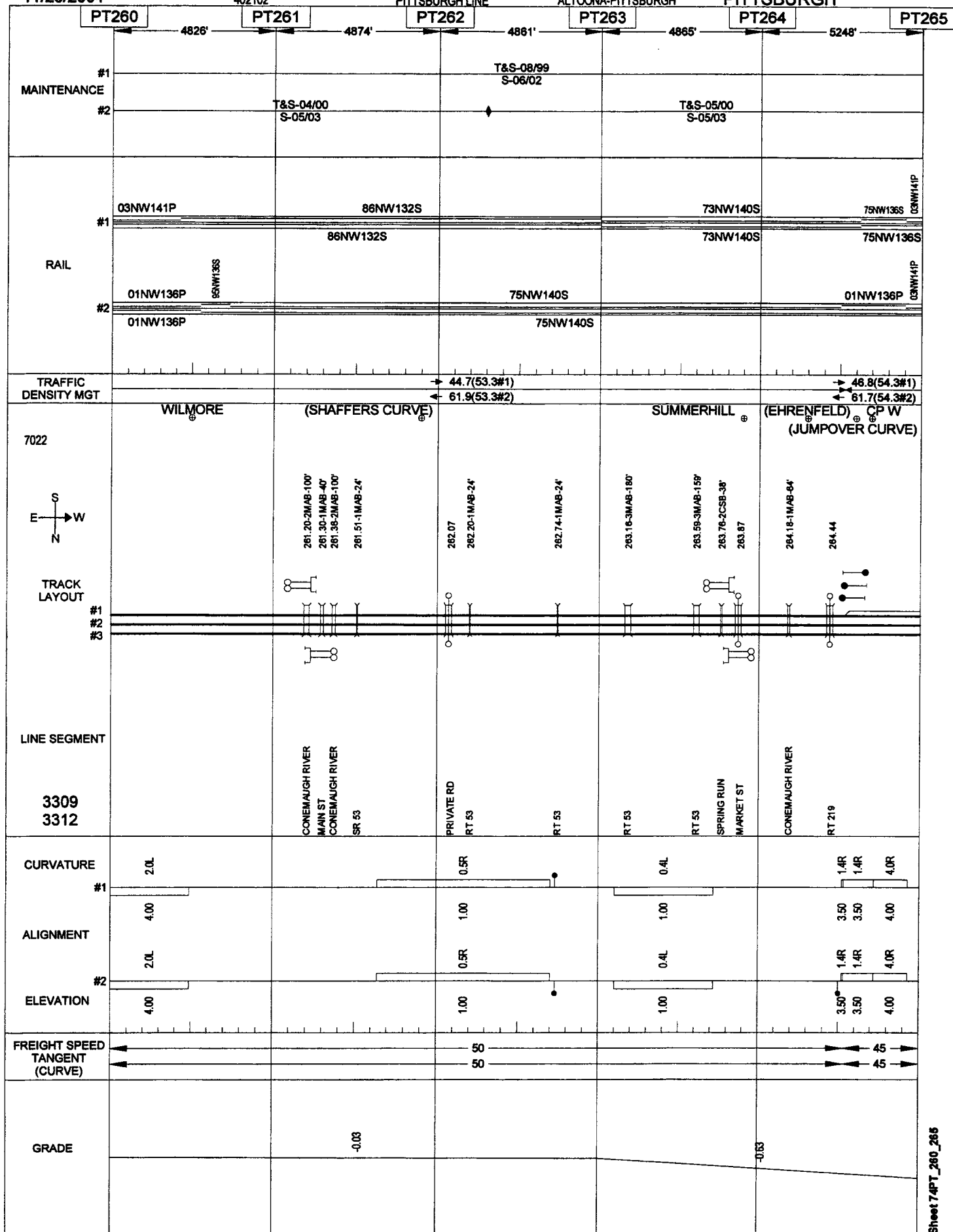
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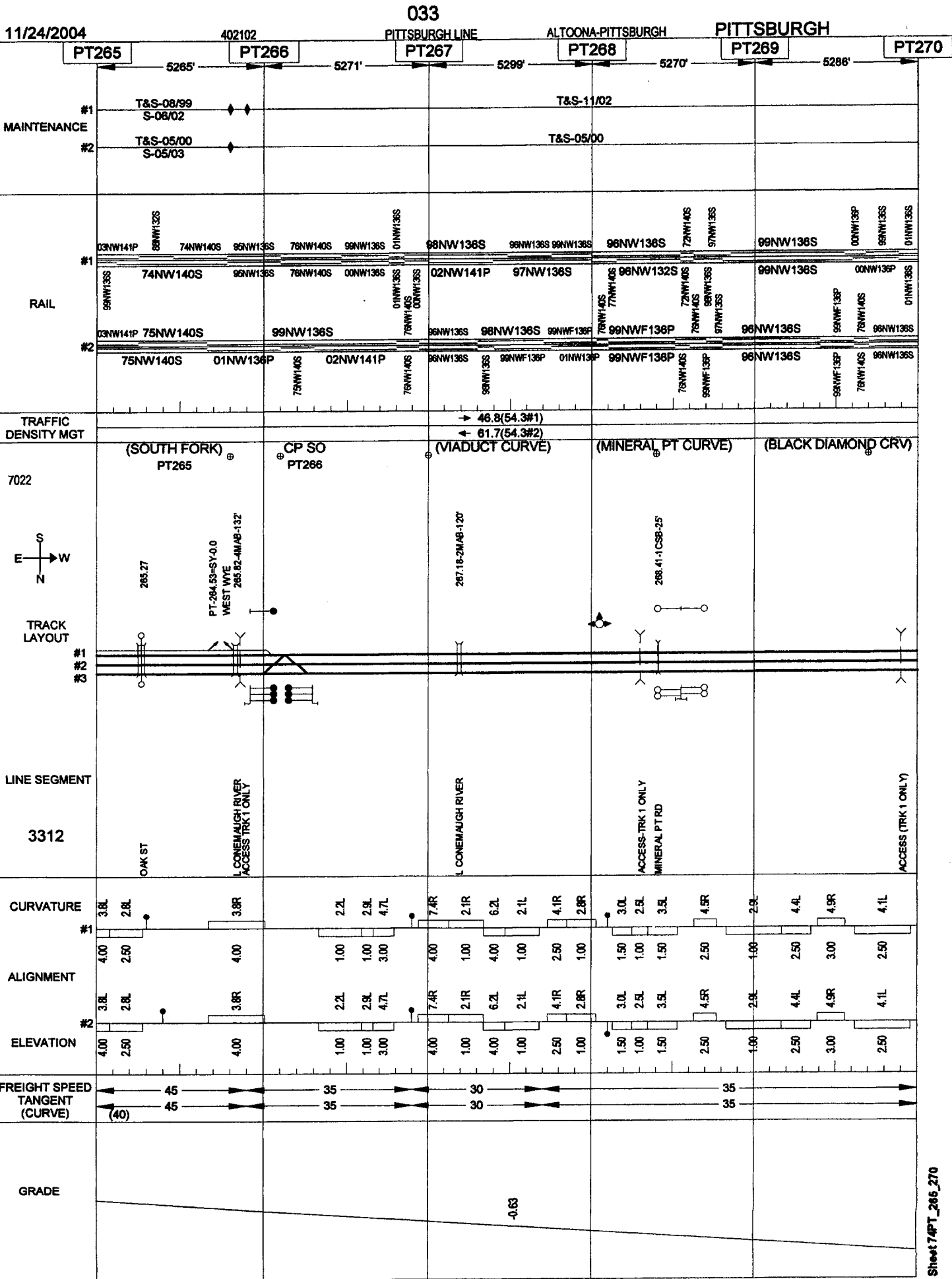
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PITTSBURGH LINE

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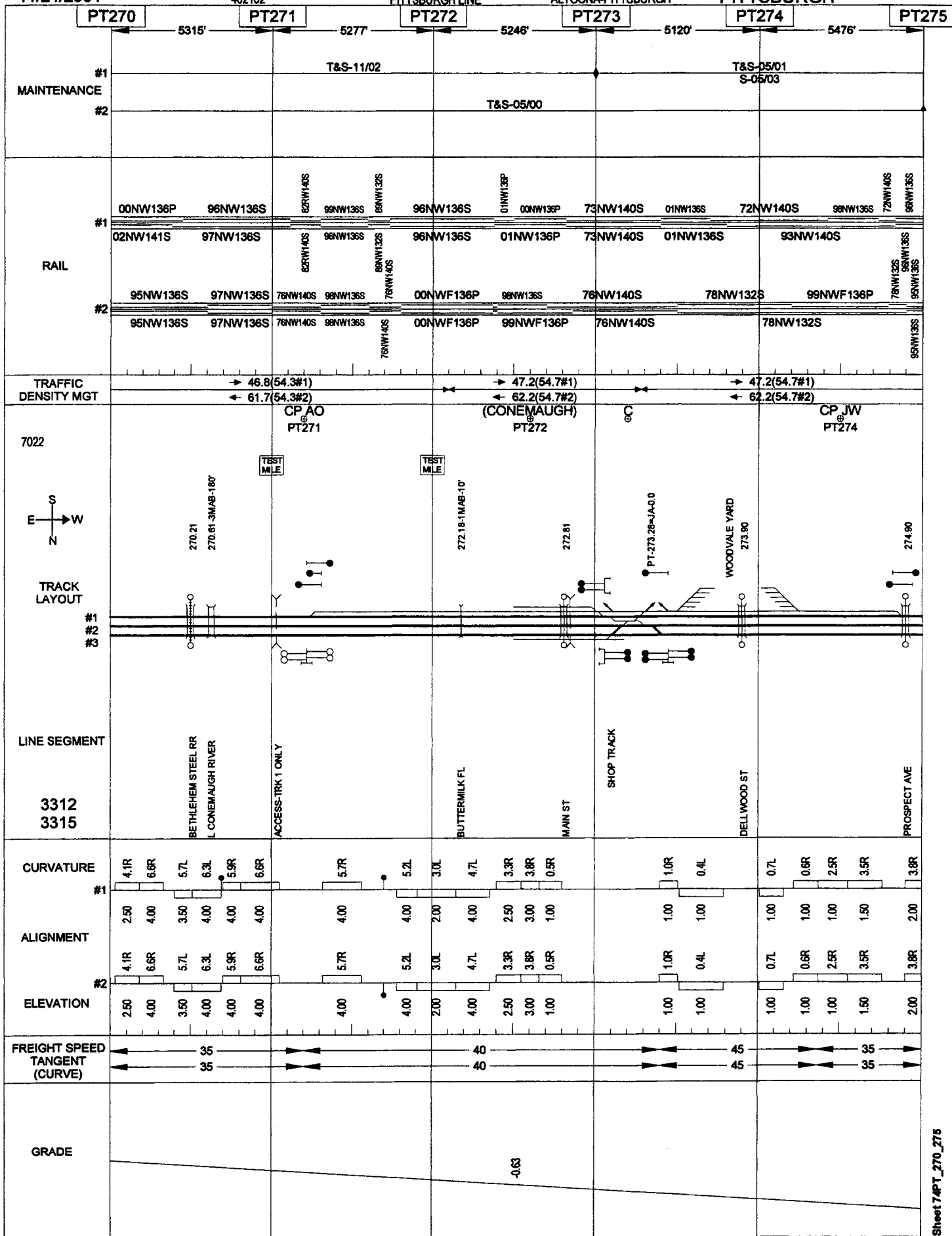
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

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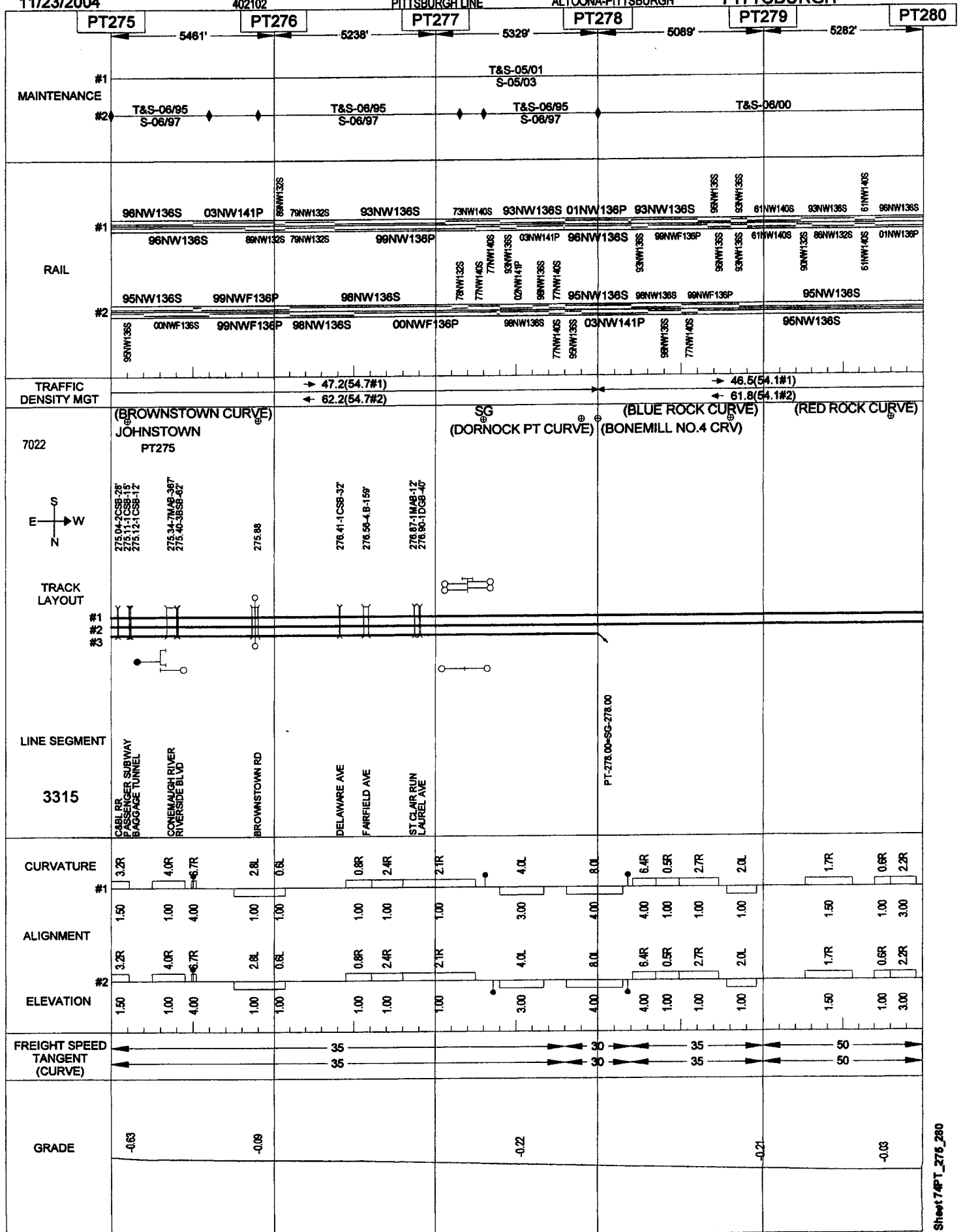
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

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11/23/2004

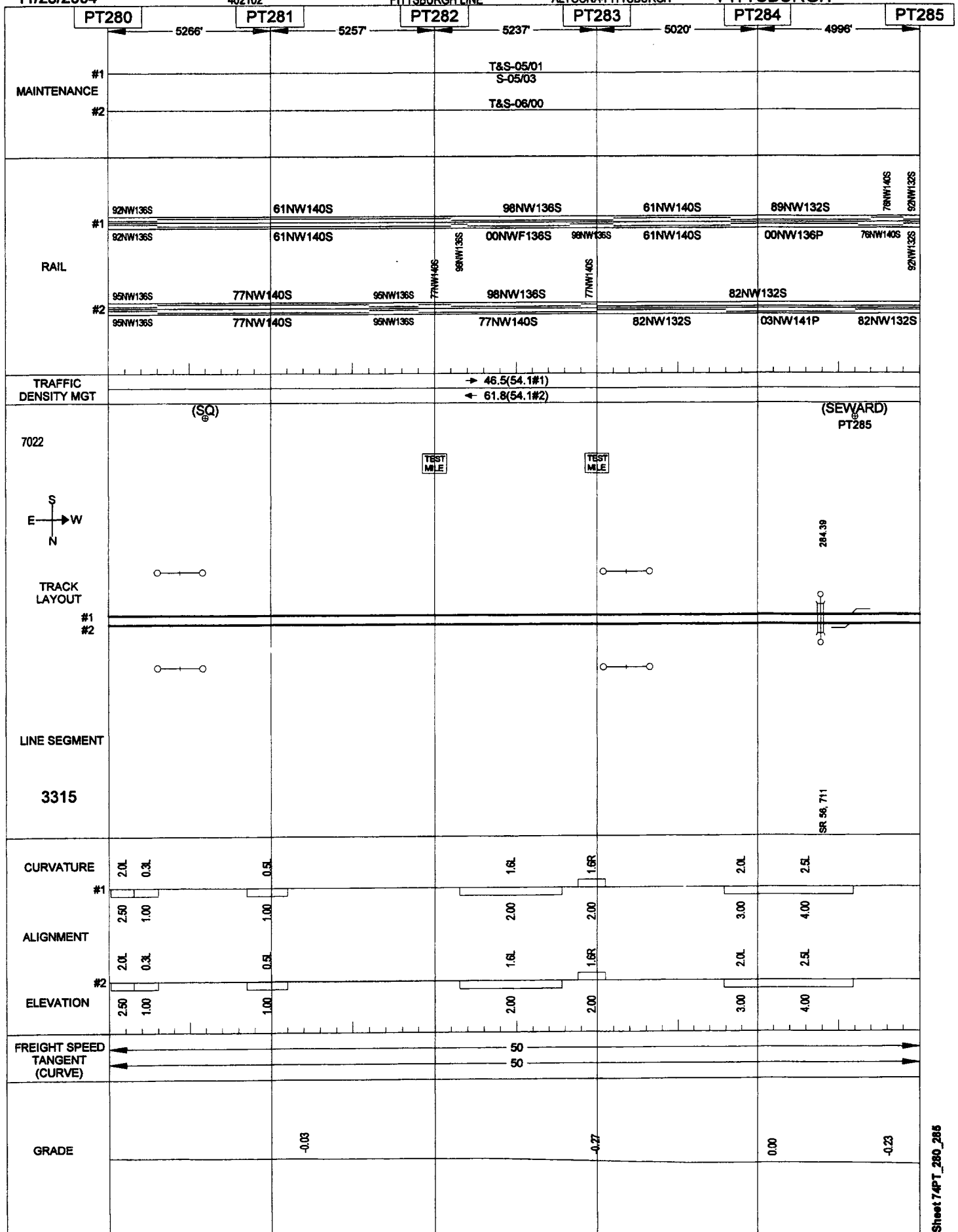
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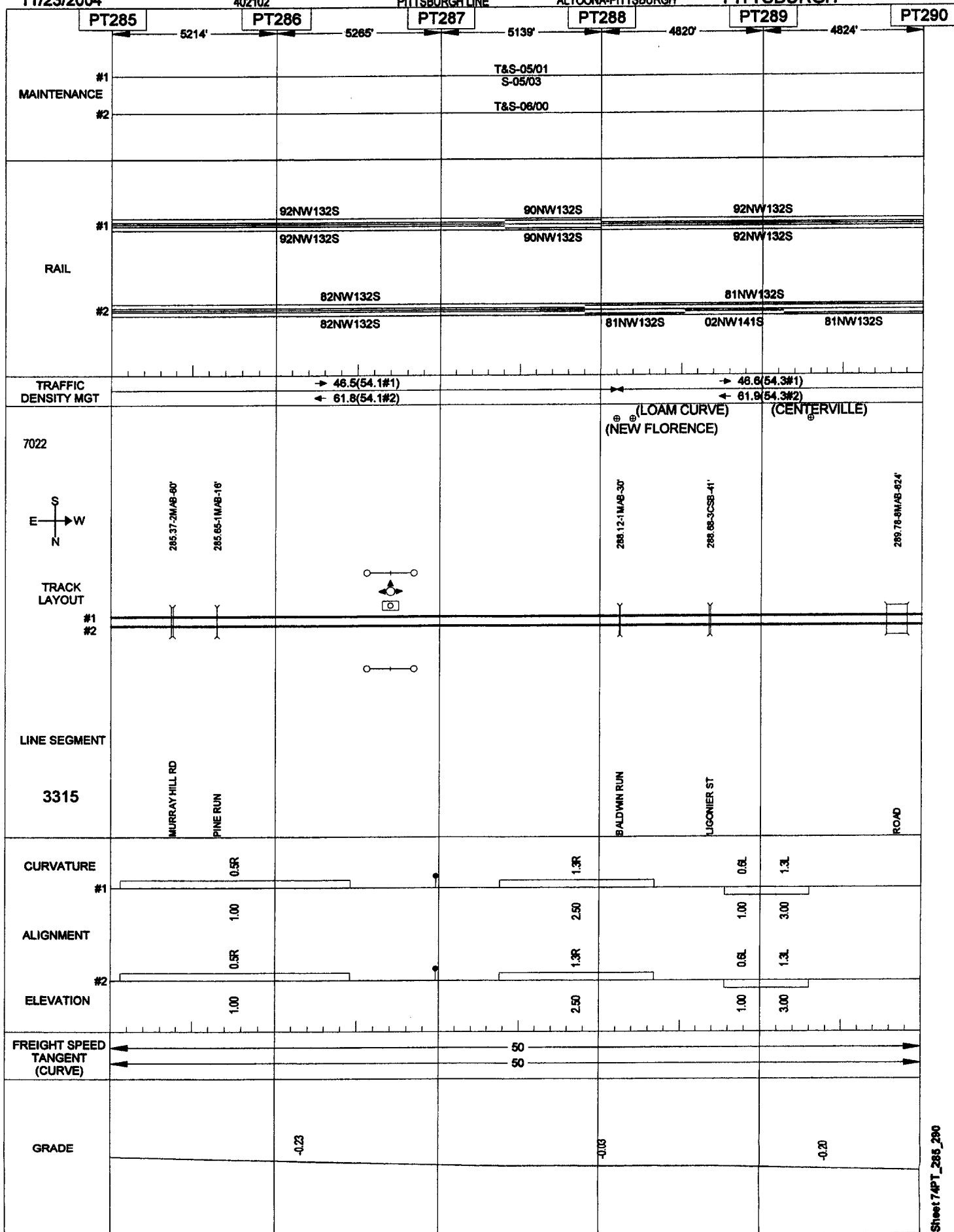
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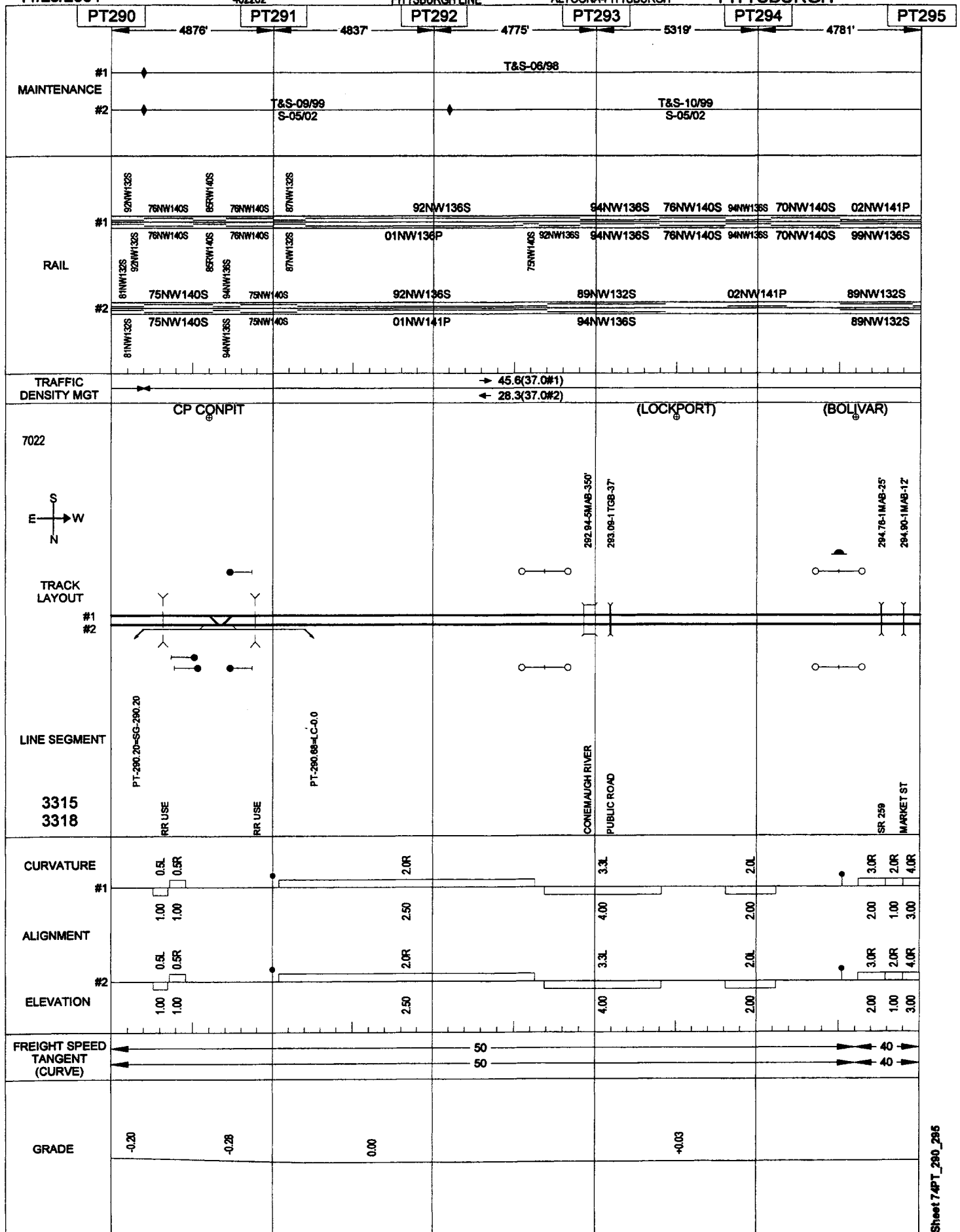
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

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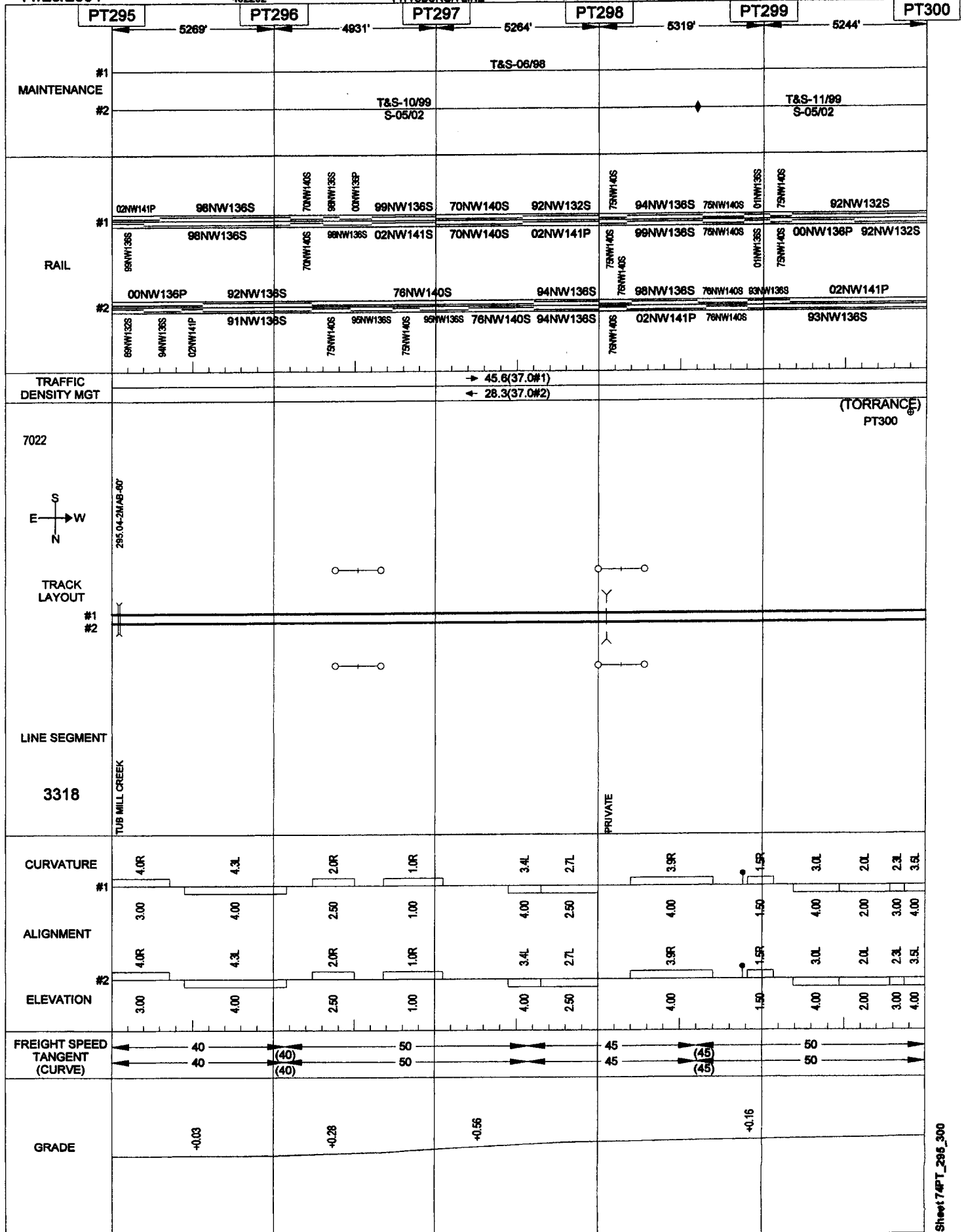
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



040

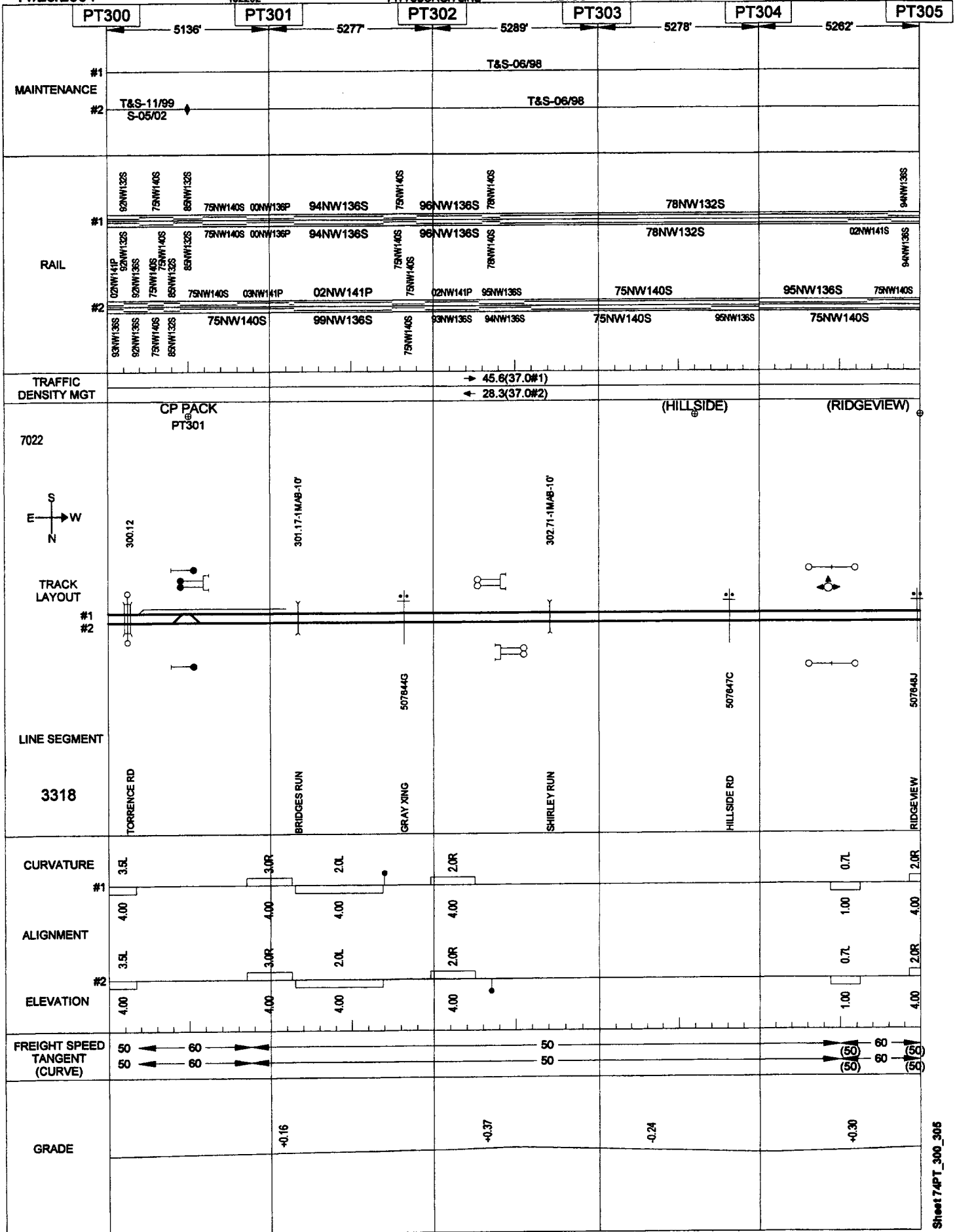
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



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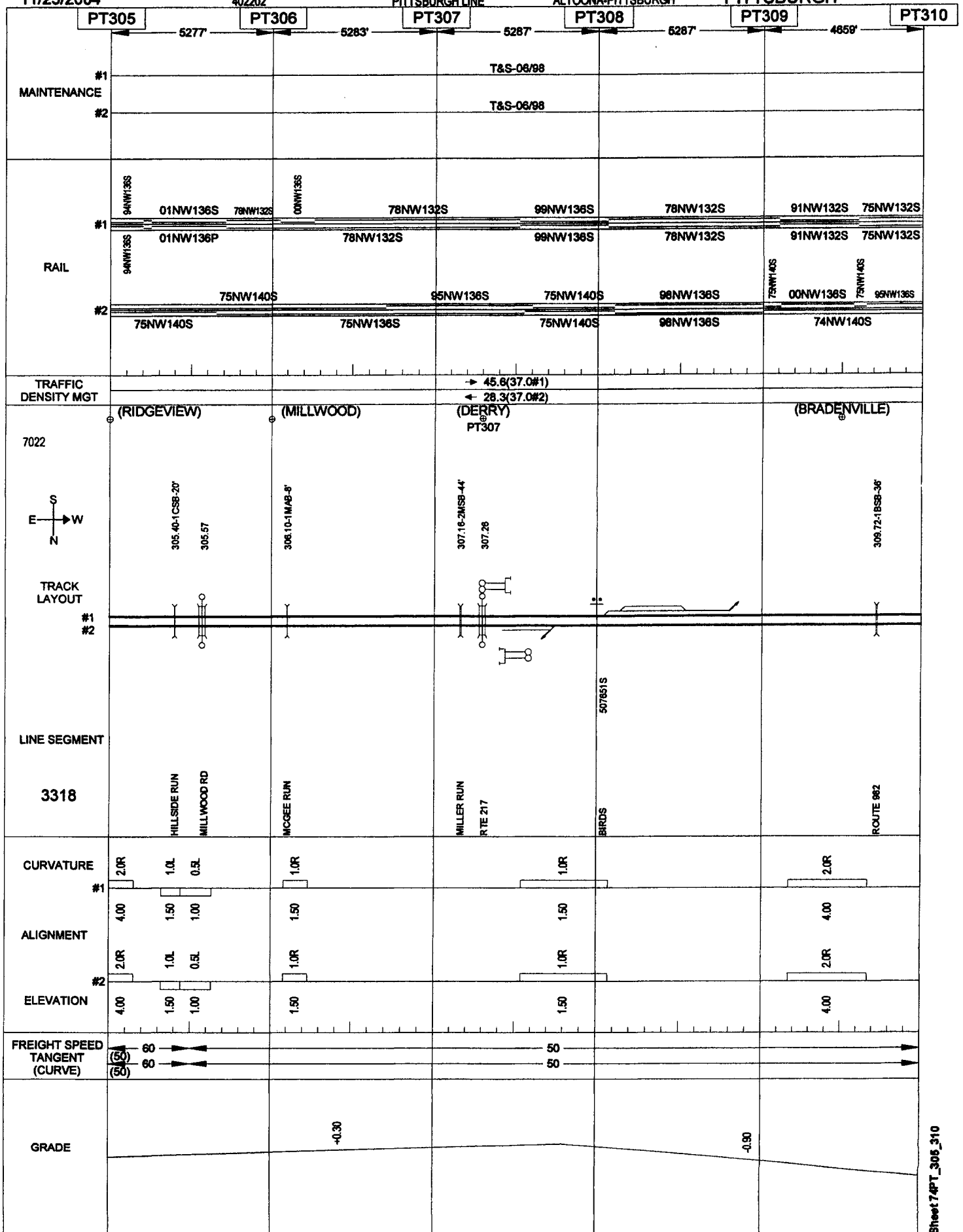
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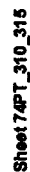
PITTSBURGH



PITTSBURGH

ALTOONA-PITTSBURGH

PITTSBURGH



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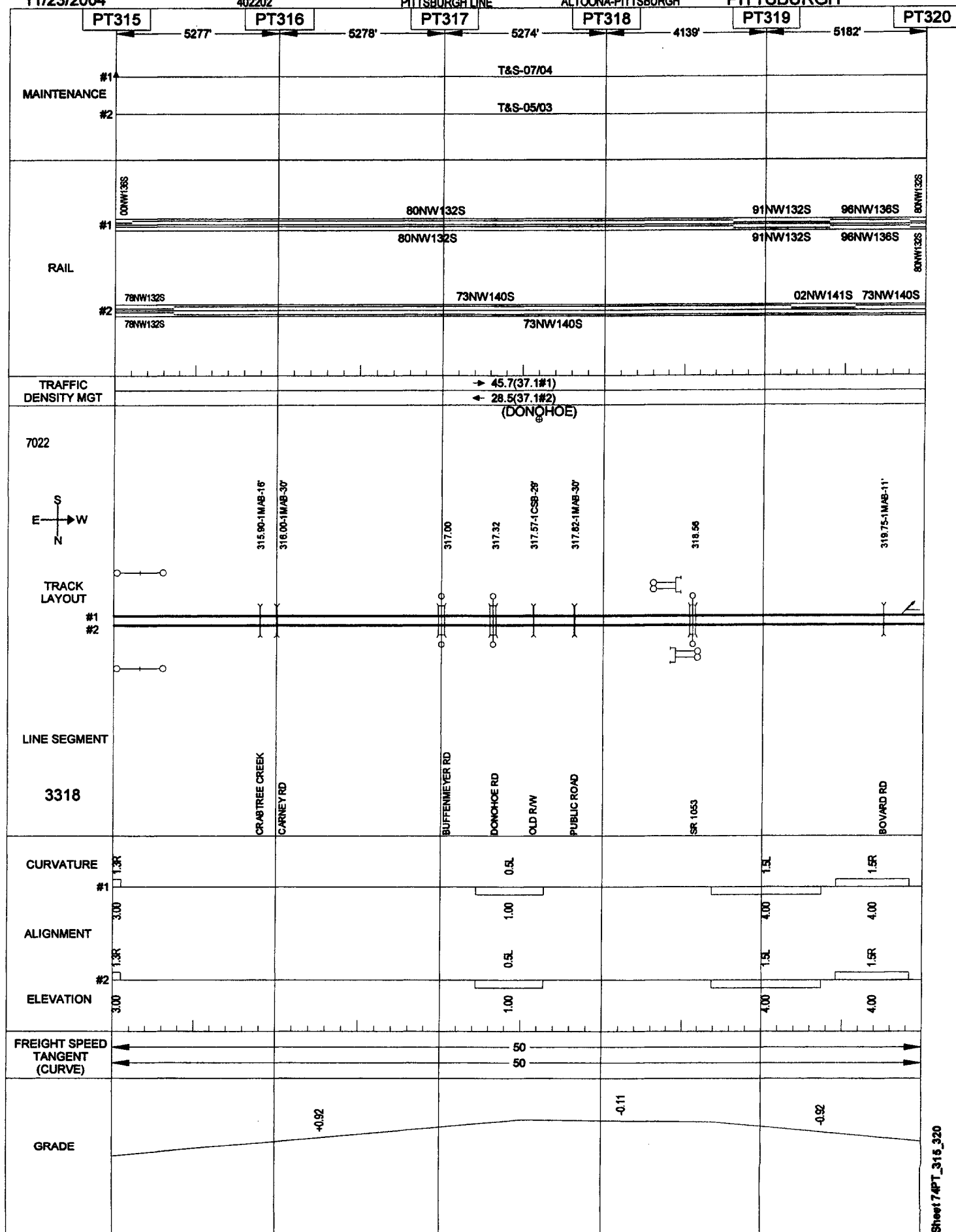
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

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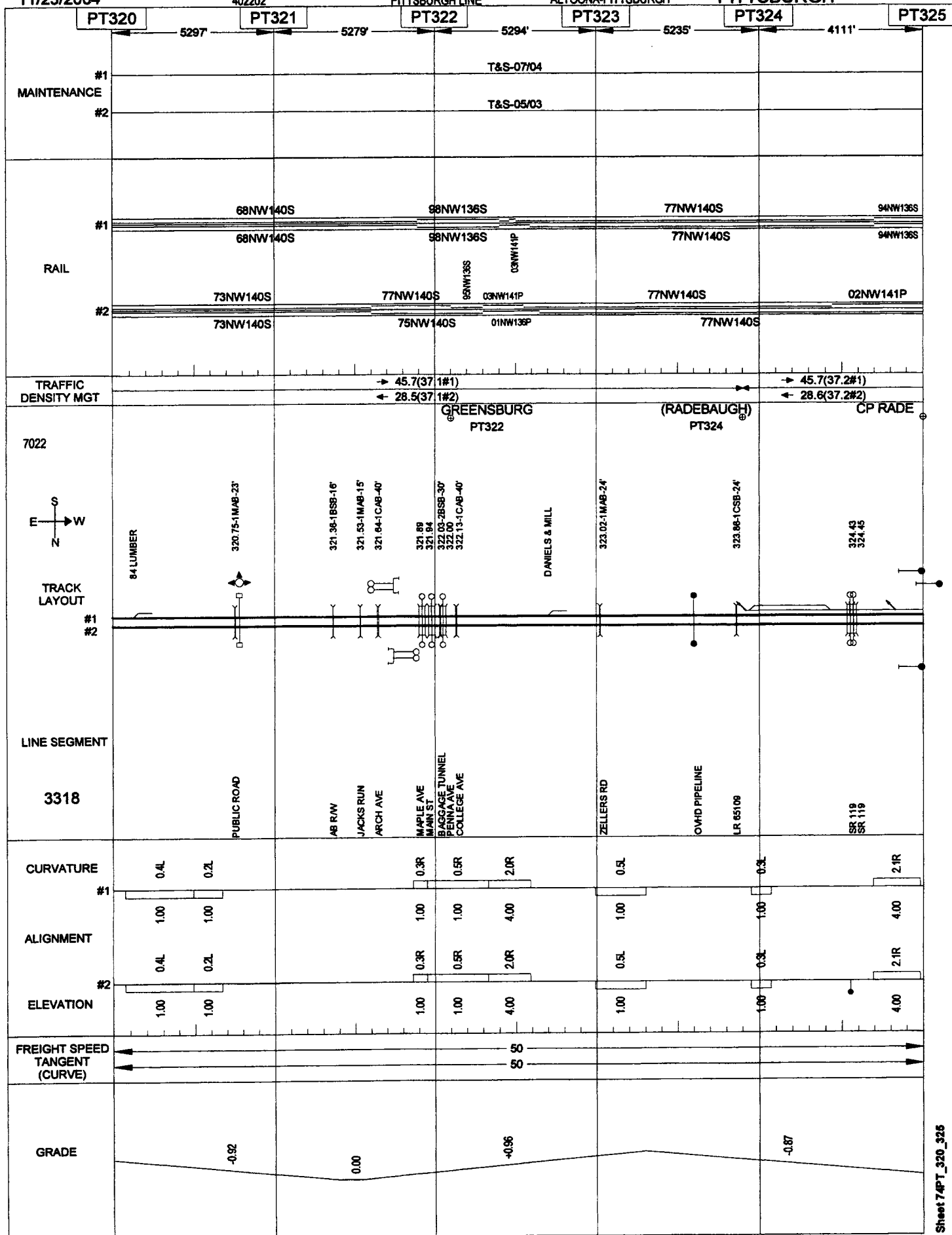
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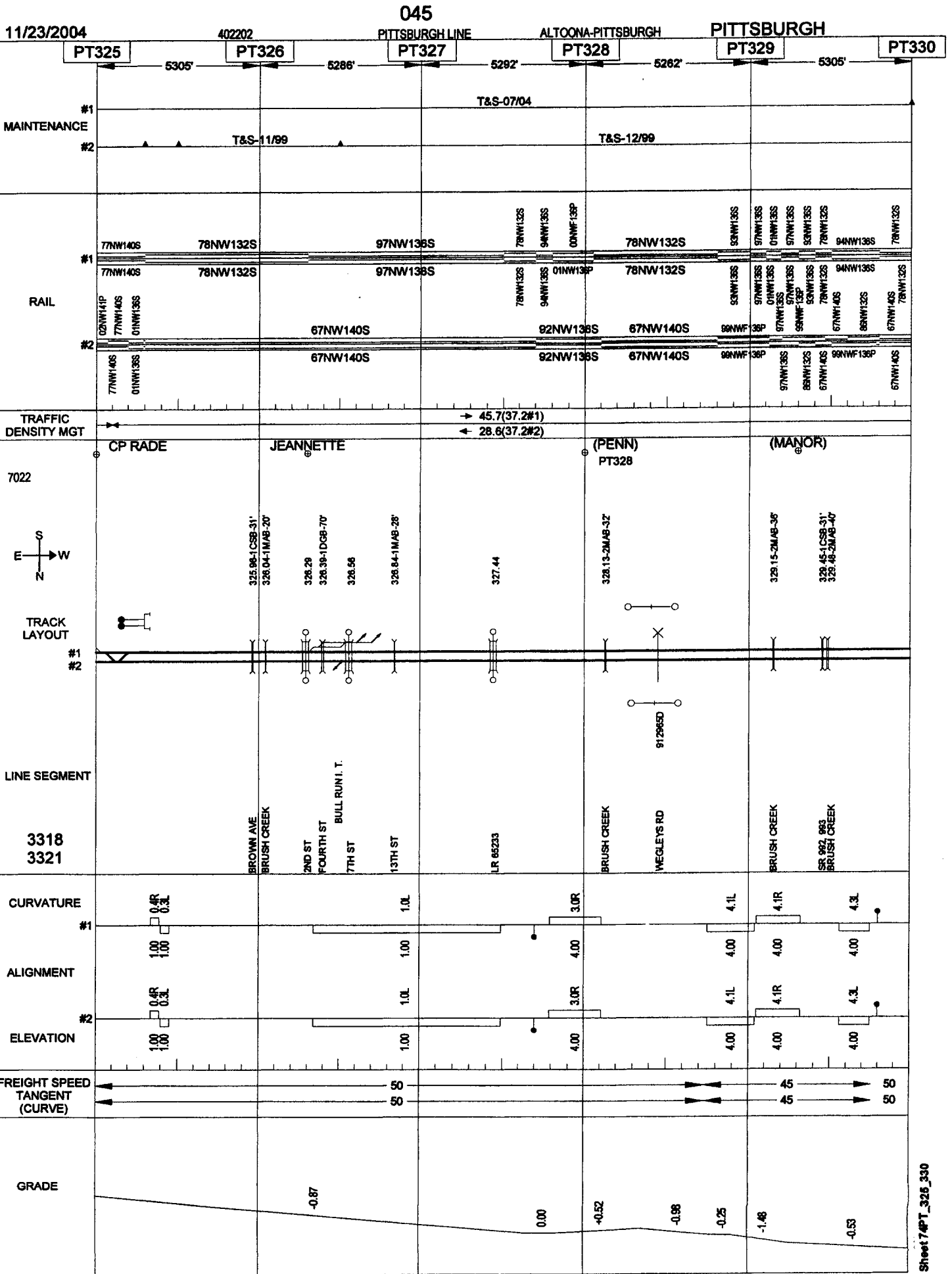
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH





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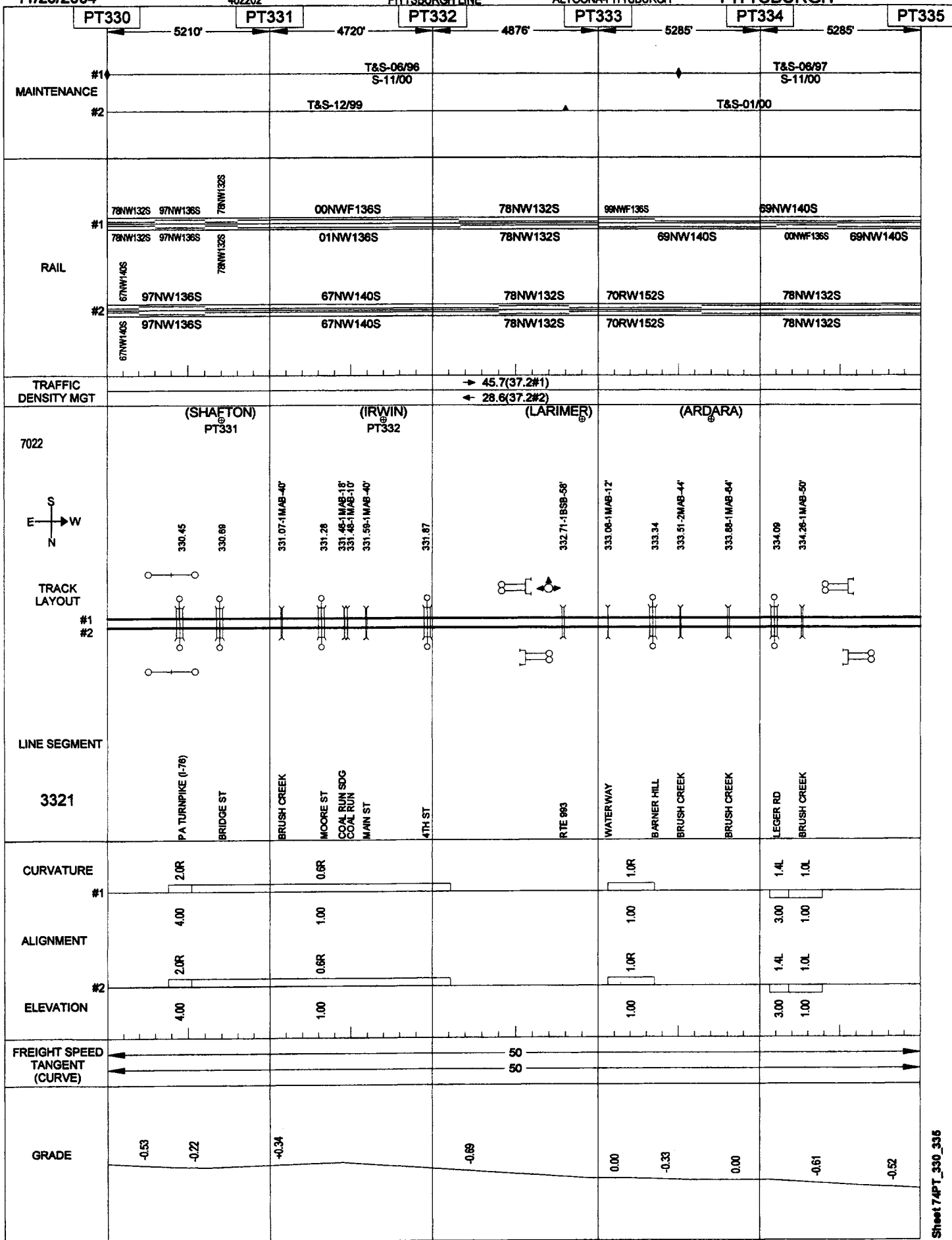
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046

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



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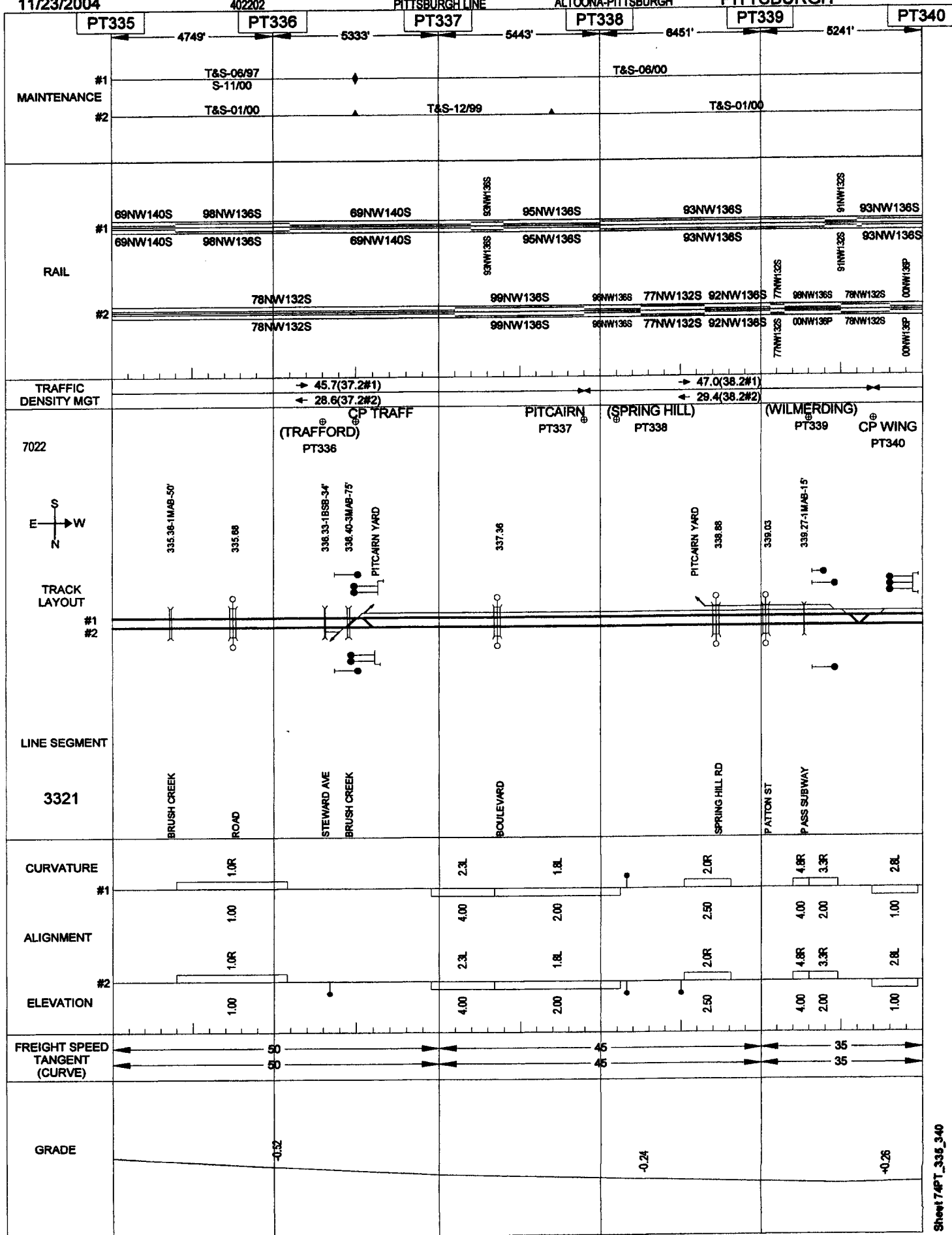
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047

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



PITTSBURGH

Sheet 74PT_340_345

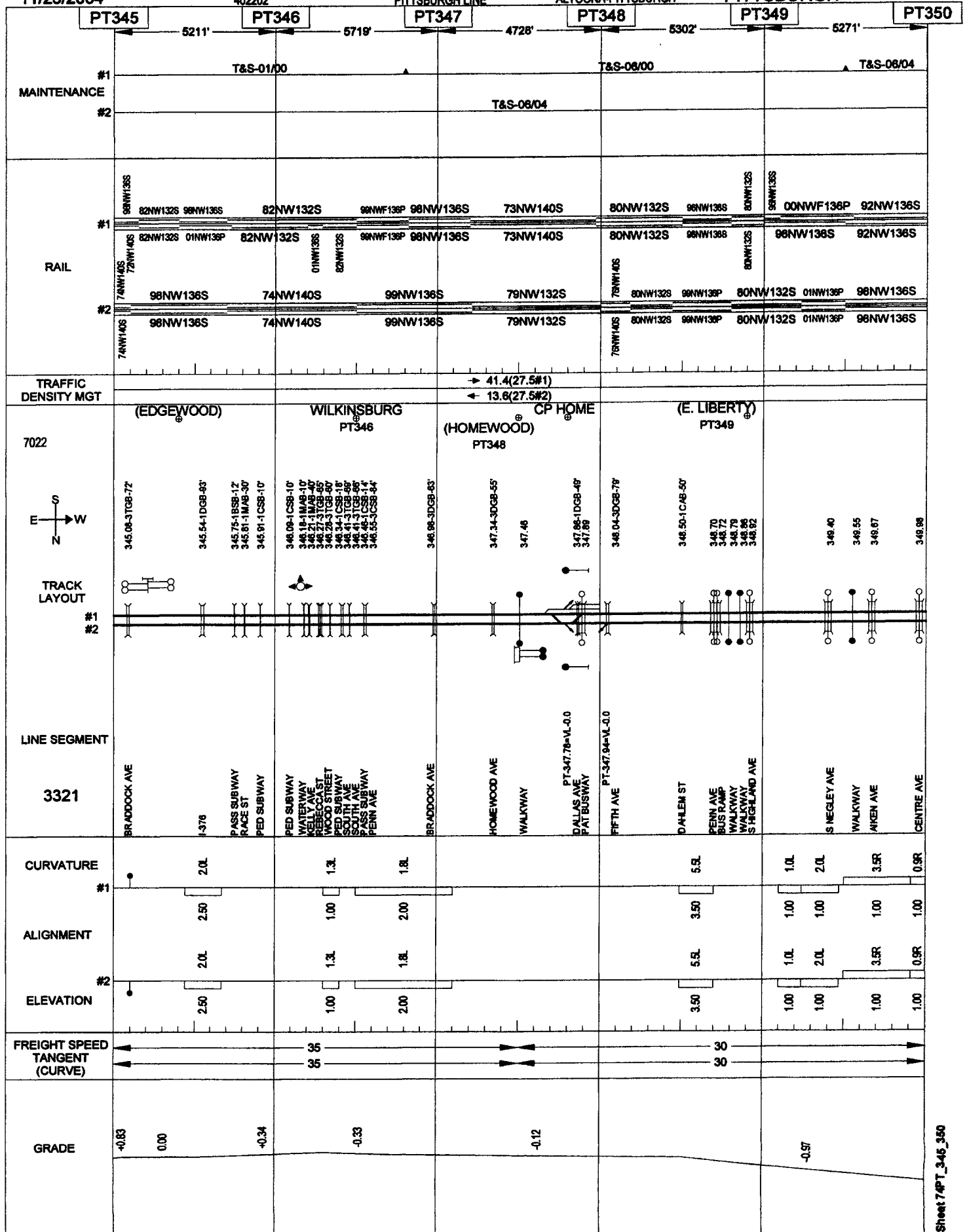
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



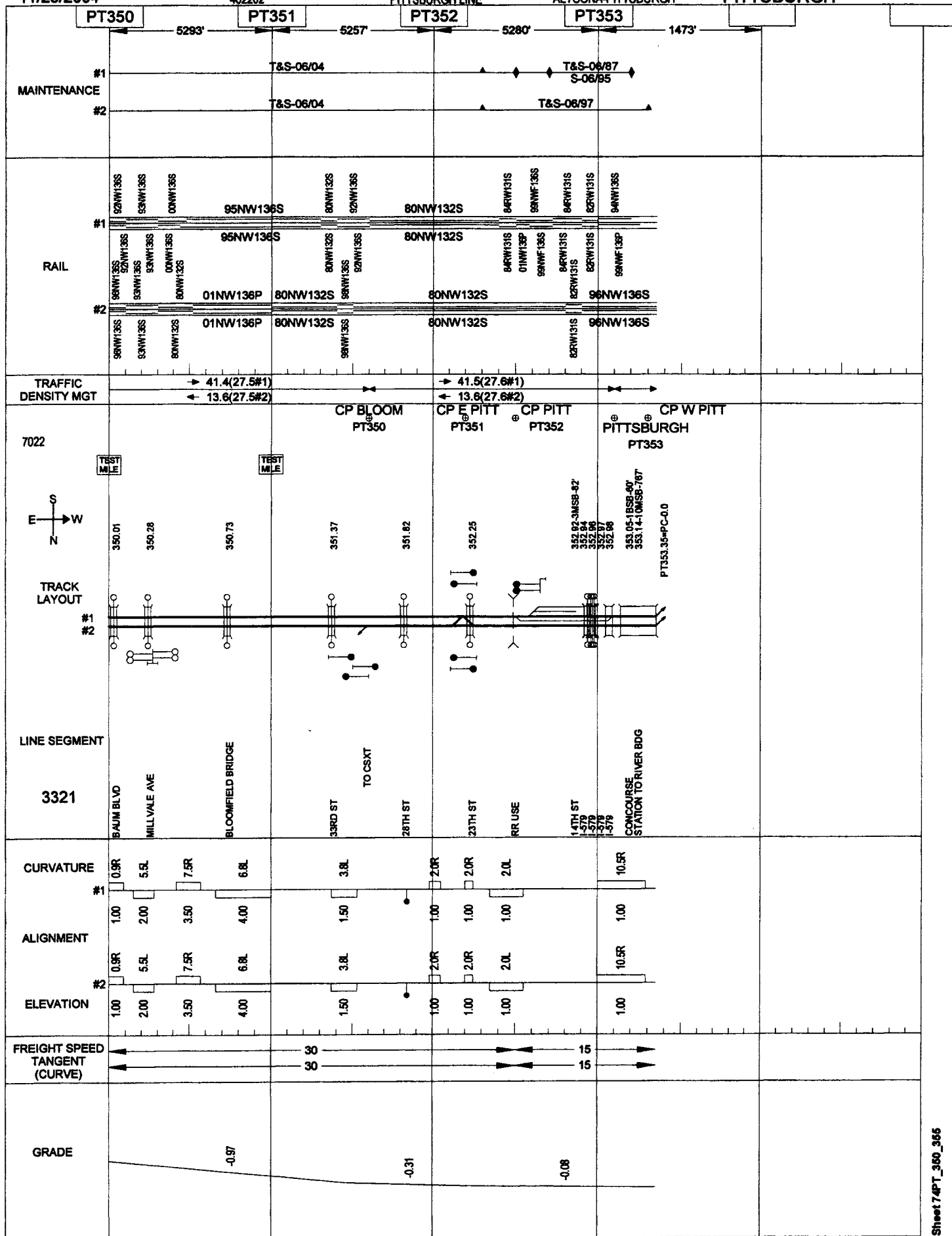
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050

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



11/23/2004

402111

051

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH

SG278

SG279

SG280

7245'

5230'

T&S-06/81
S-05/02

94NW136S

94NW136S

→ 0.7(1.1)
← 0.4

TRAFFIC
DENSITY MGT

7024



TRACK
LAYOUT

SG-278.00=PT-278.00

277.57-8008-582



PRIVATE
CONEMAUGH RIVER
PRIVATE

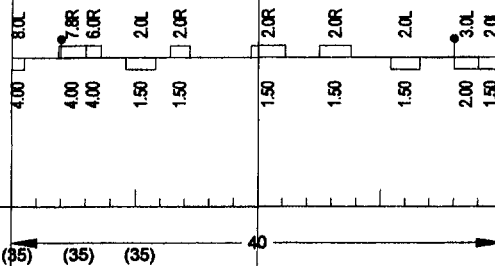
LINE SEGMENT

3603

CURVATURE

ALIGNMENT

ELEVATION



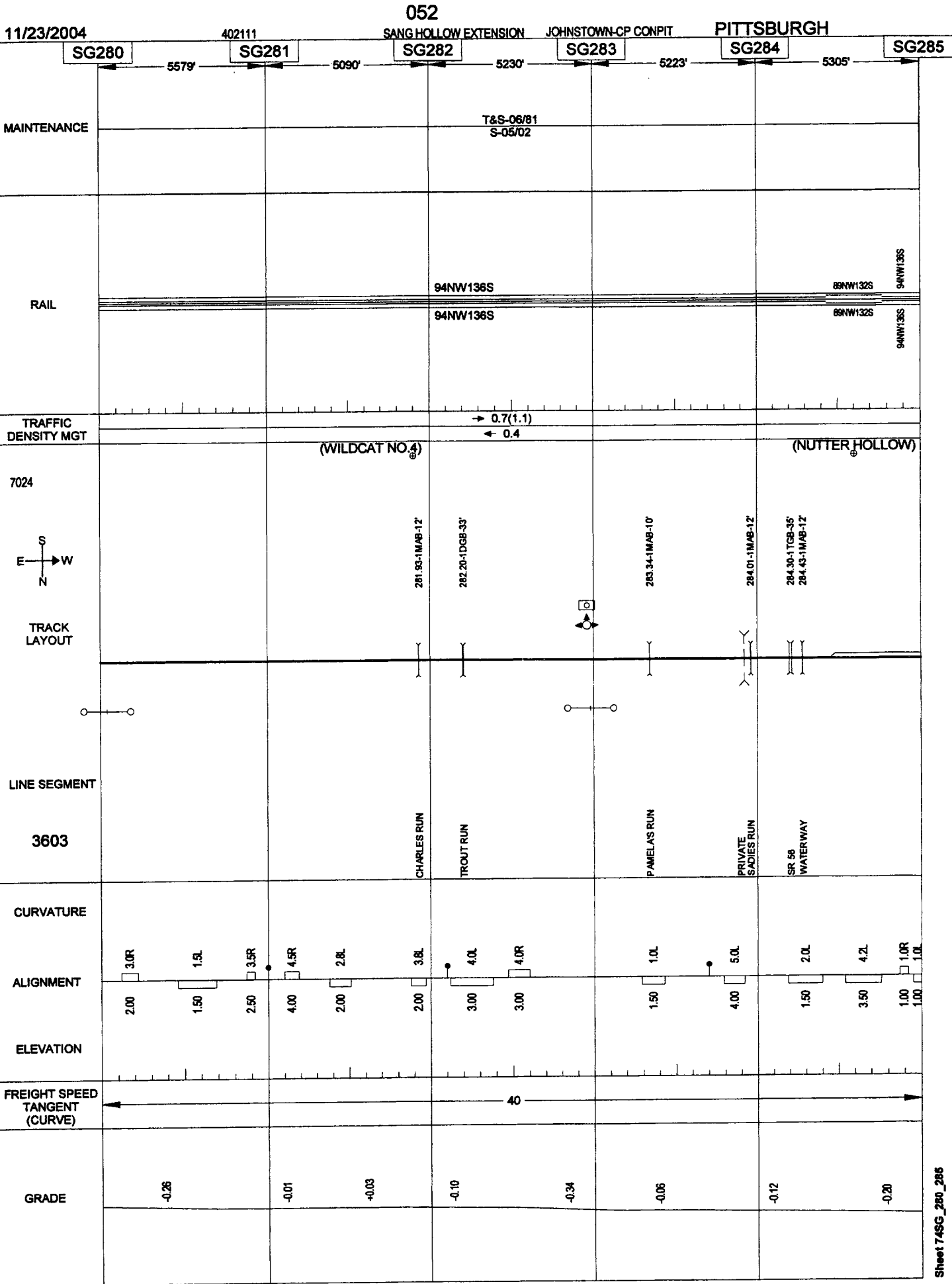
FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.23

-0.20

-0.26



11/23/2004

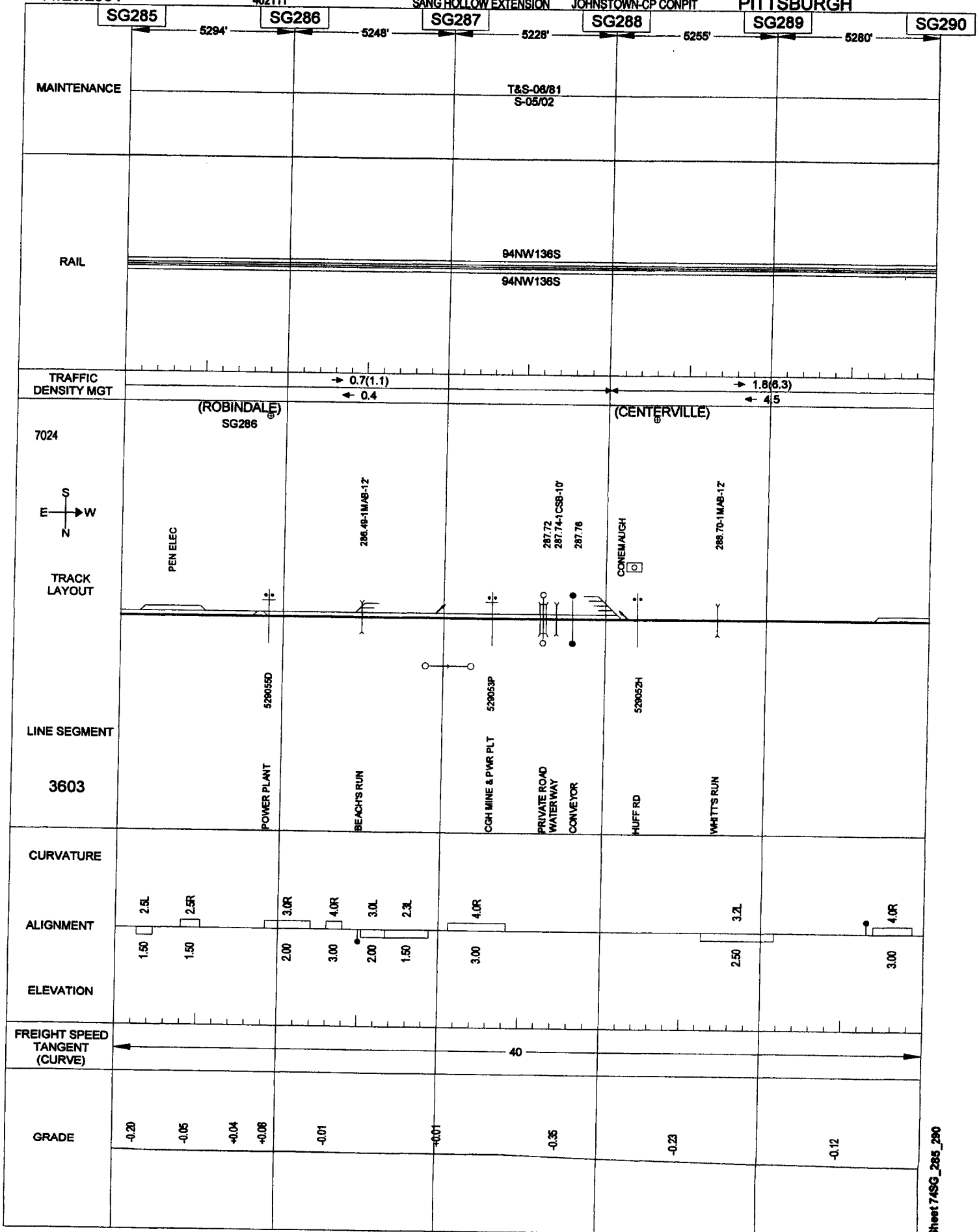
053

402111

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH



054

11/23/2004

402111

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH

<p>MAINTENANCE</p>	<p>SG290</p> <p>716'</p>
<p>RAIL</p>	<p>94NW136S</p> <p>94NW136S</p>
<p>TRAFFIC DENSITY MGT</p>	<p>4.5</p>
<p>7024</p> <p>S E—W N</p> <p>TRACK LAYOUT</p> <p>LINE SEGMENT</p> <p>3603</p>	<p>CP CONPIT</p> <p>SG-290.20=PT-290.20</p> <p>TO CONEM/UGH LINE</p>
<p>CURVATURE</p>	
<p>ALIGNMENT</p>	
<p>ELEVATION</p>	
<p>FREIGHT SPEED TANGENT (CURVE)</p>	<p>40</p>
<p>GRADE</p>	<p>-0.12</p>

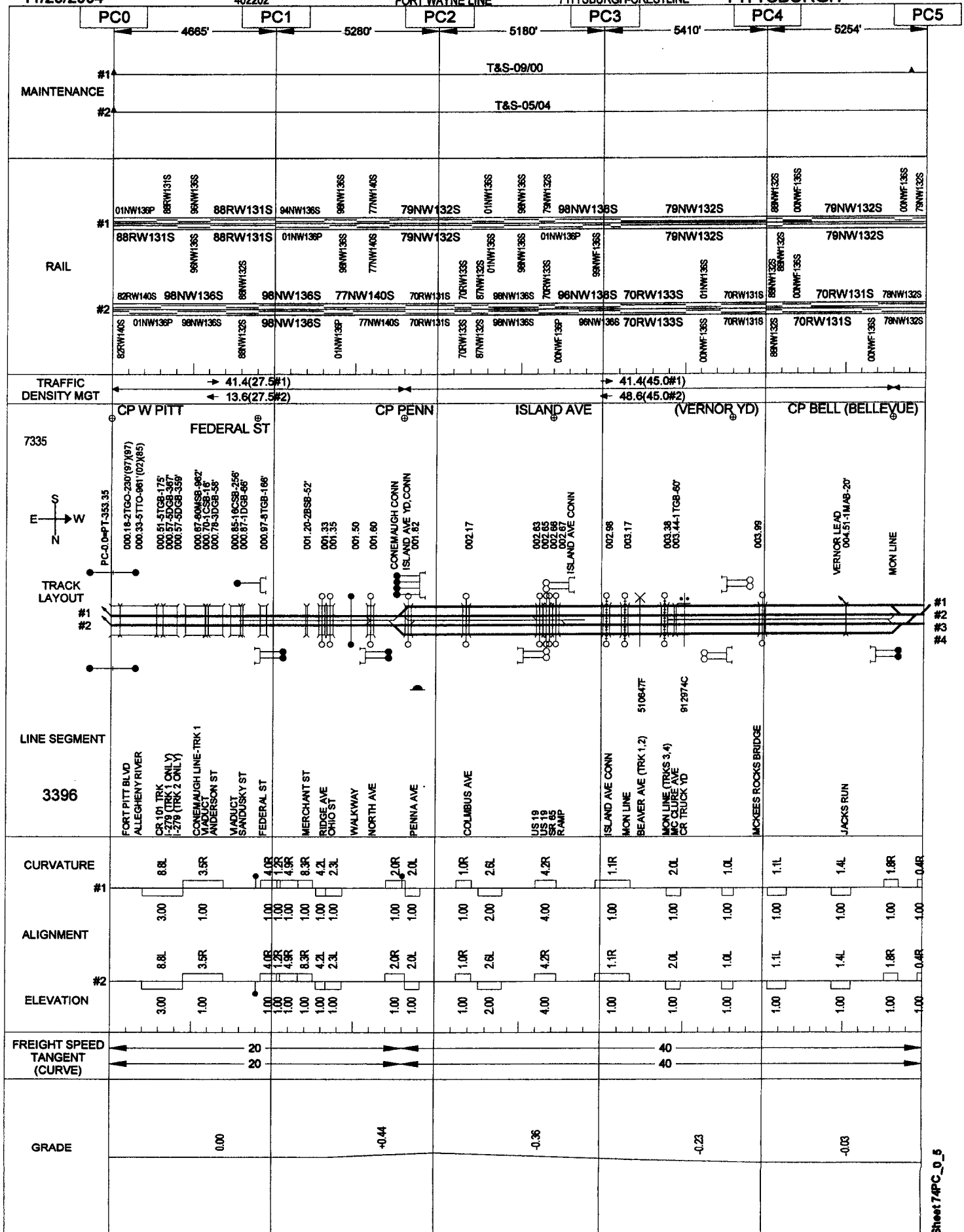
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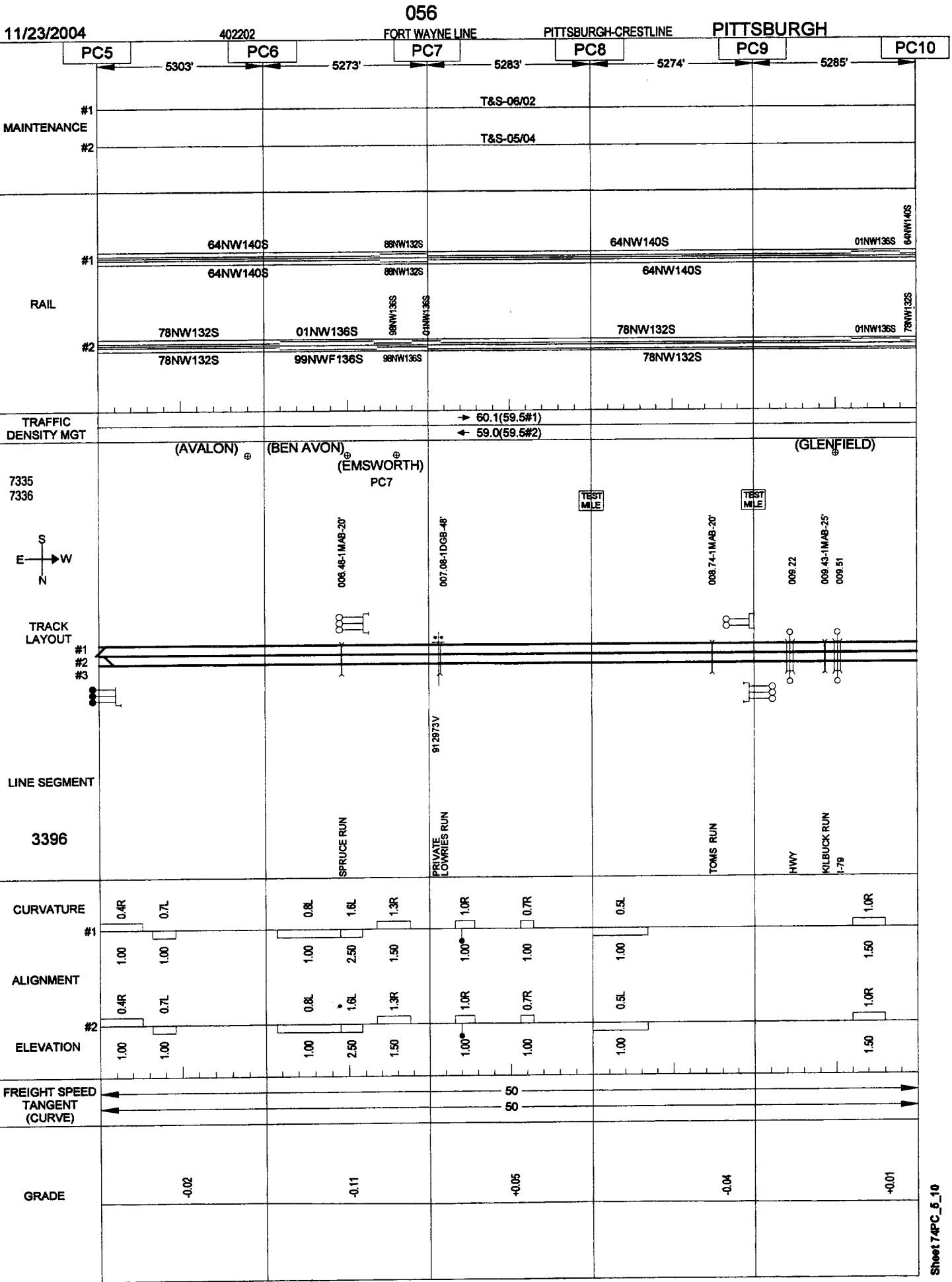
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH





11/23/2004

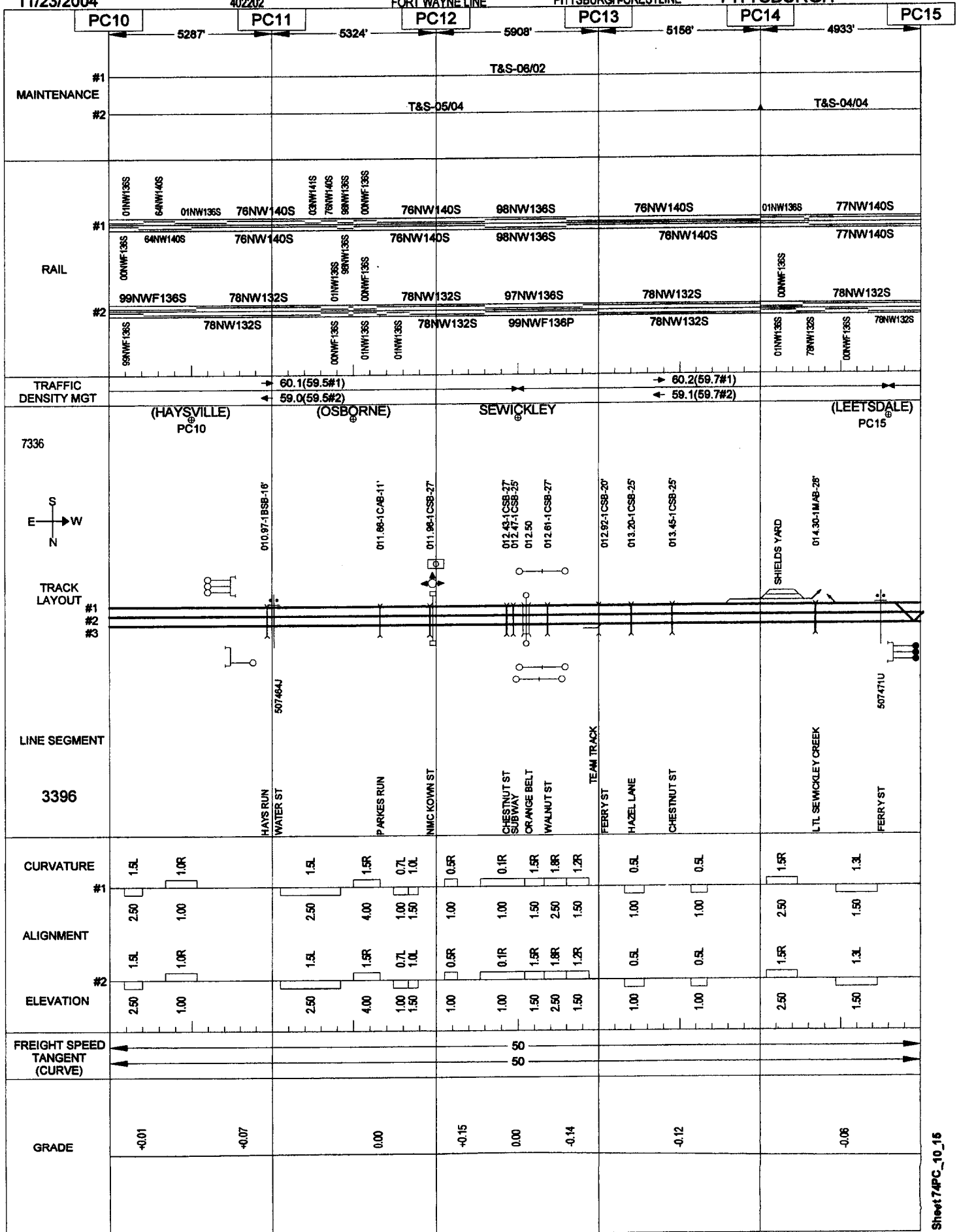
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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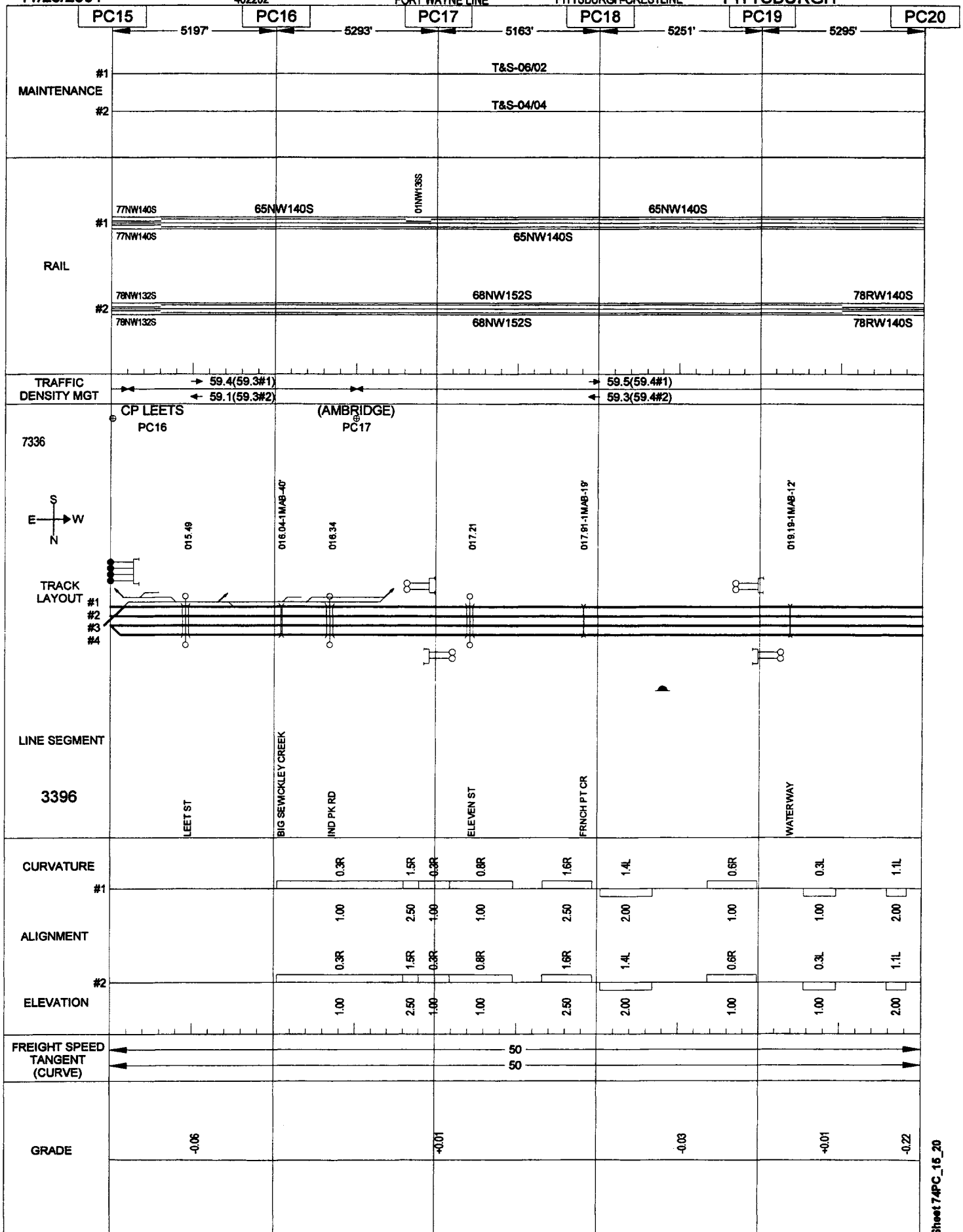
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



11/23/2004

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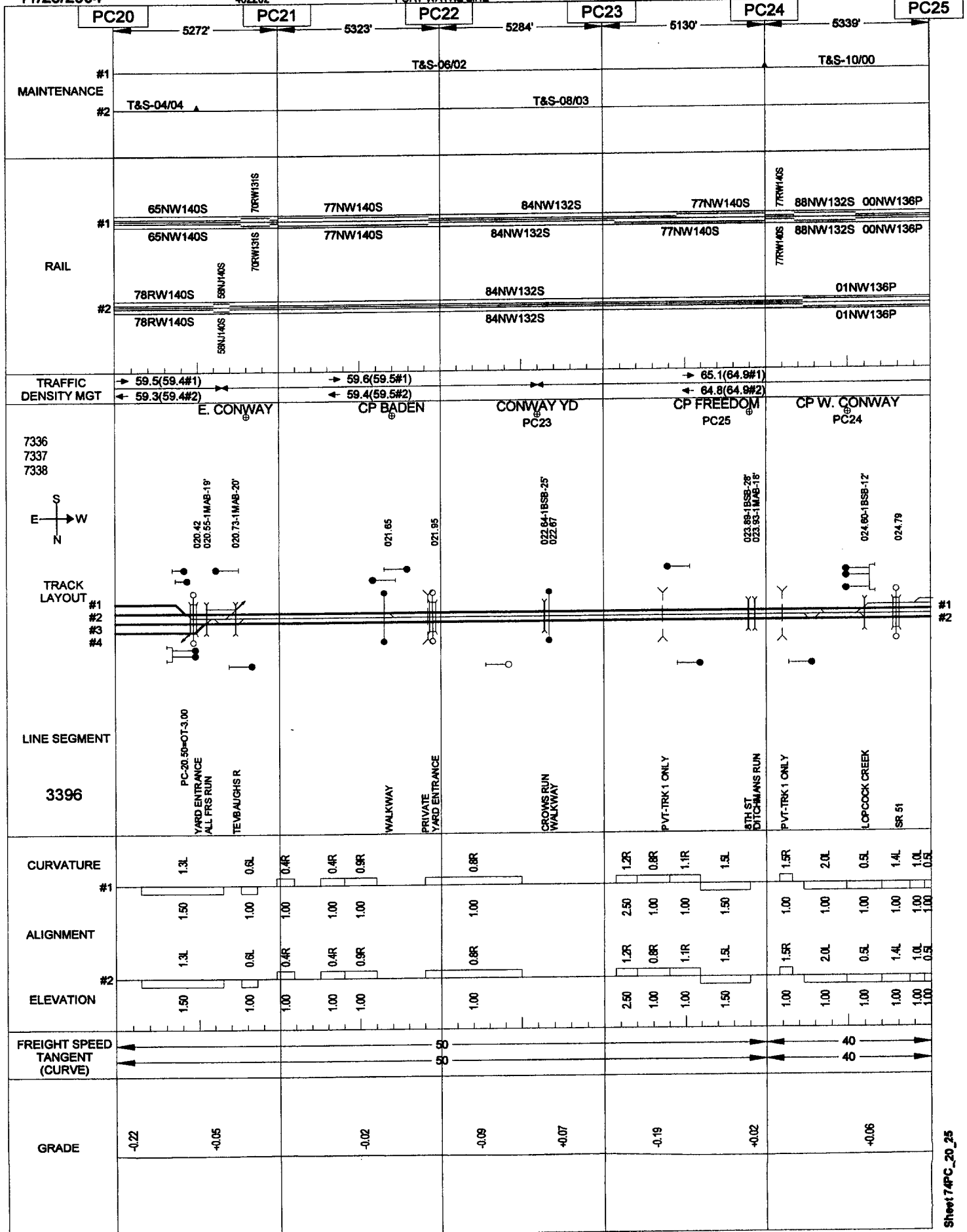
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH

PC25



11/23/2004

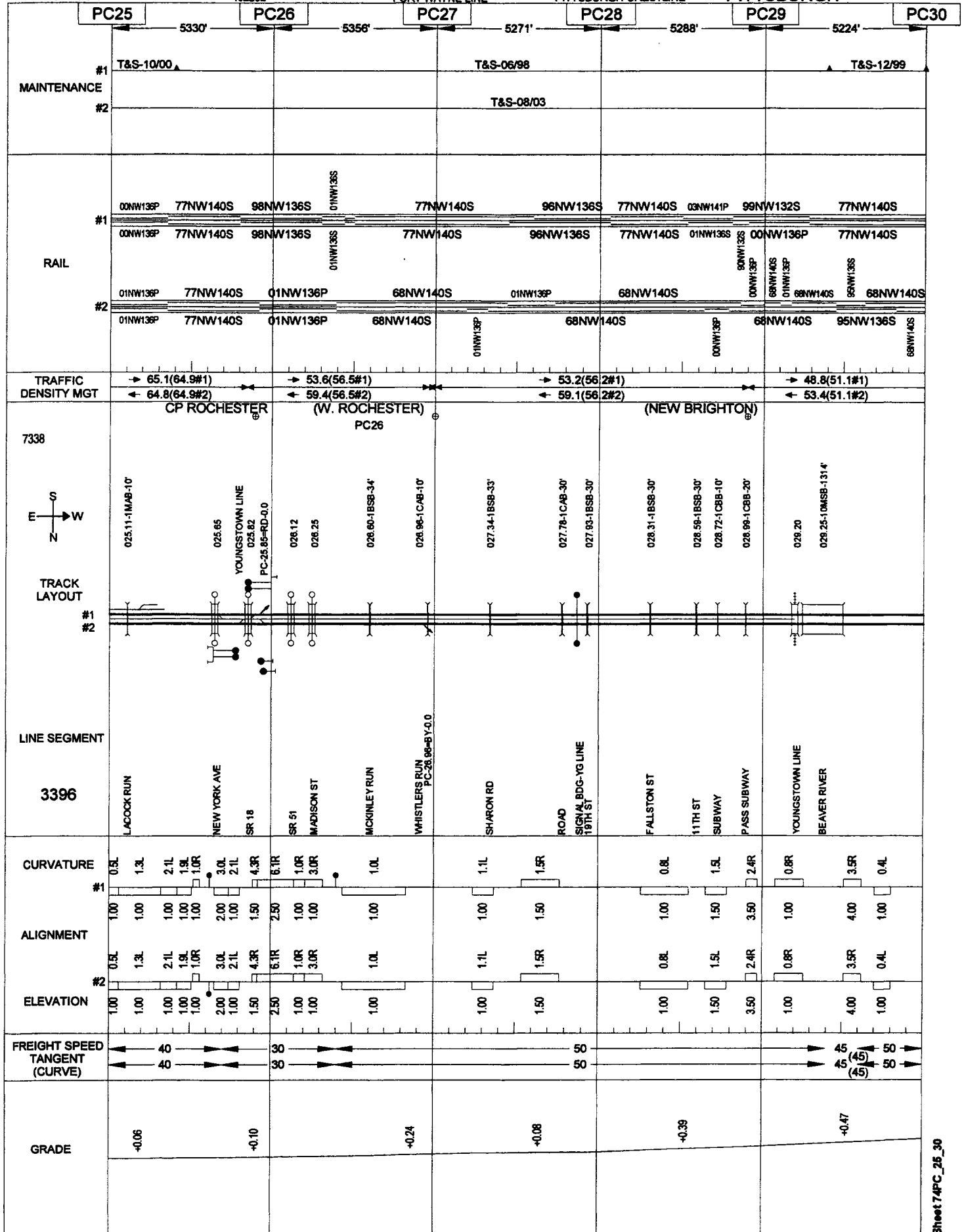
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402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



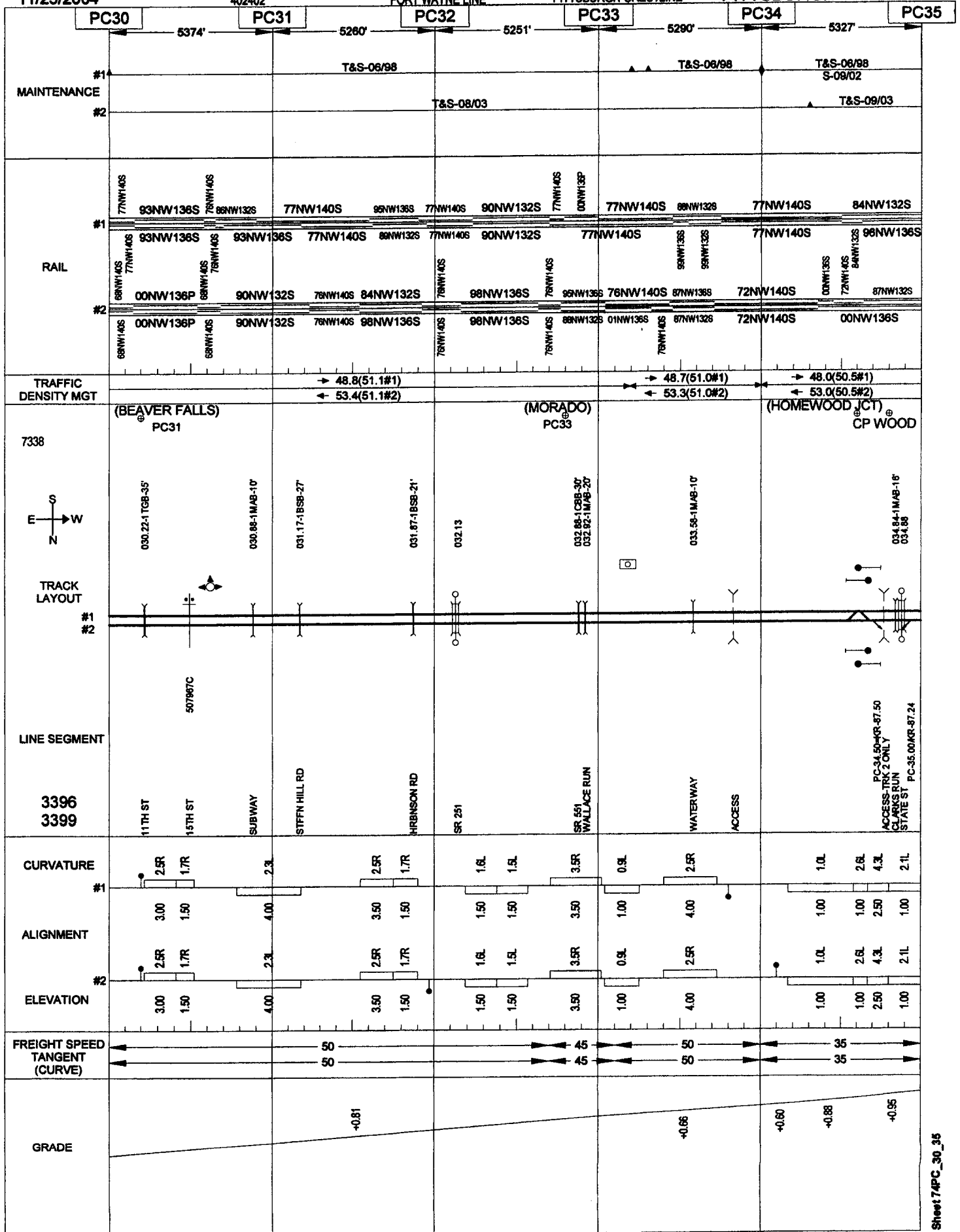
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



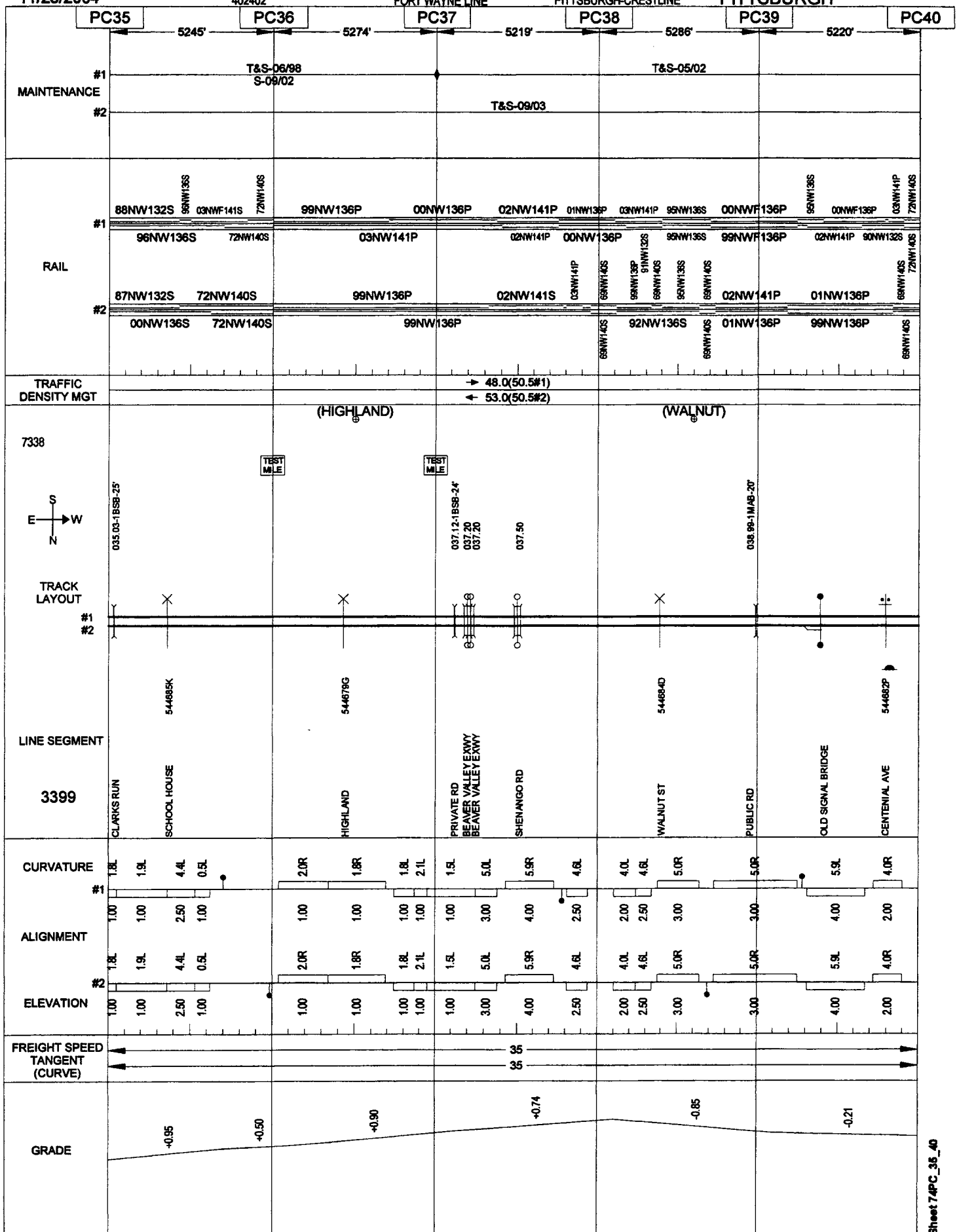
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



11/23/2004

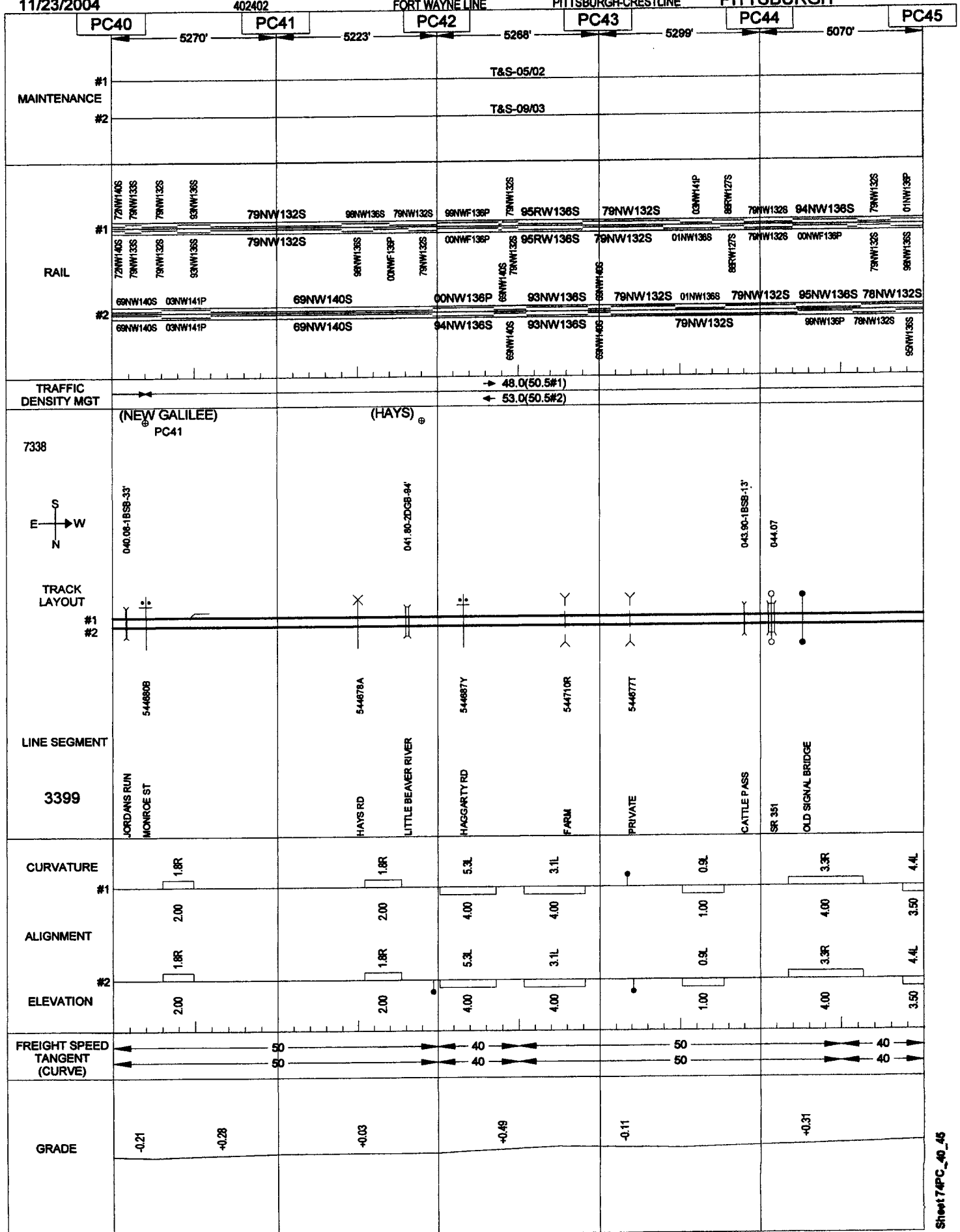
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063

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



11/23/2004

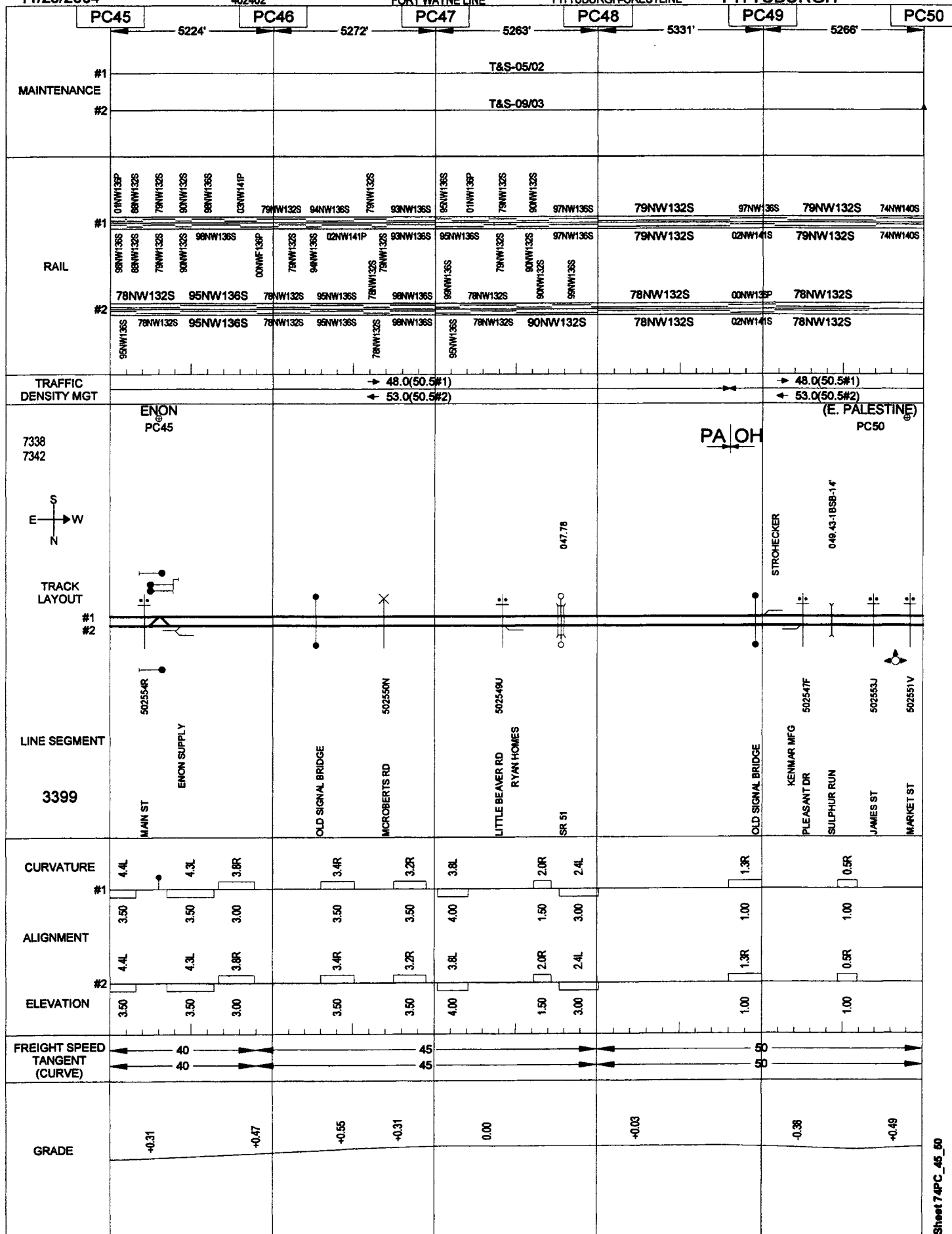
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402402

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



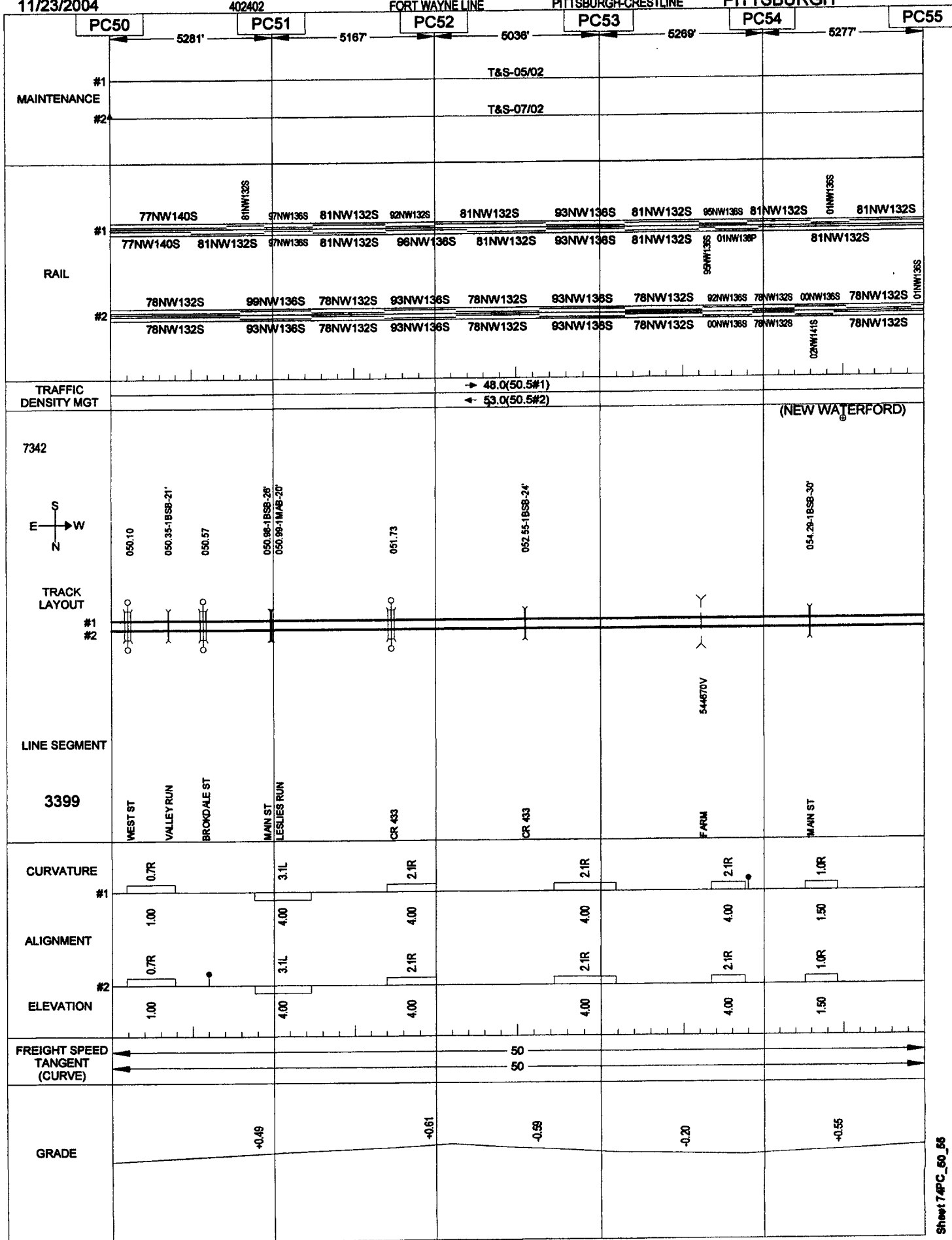
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



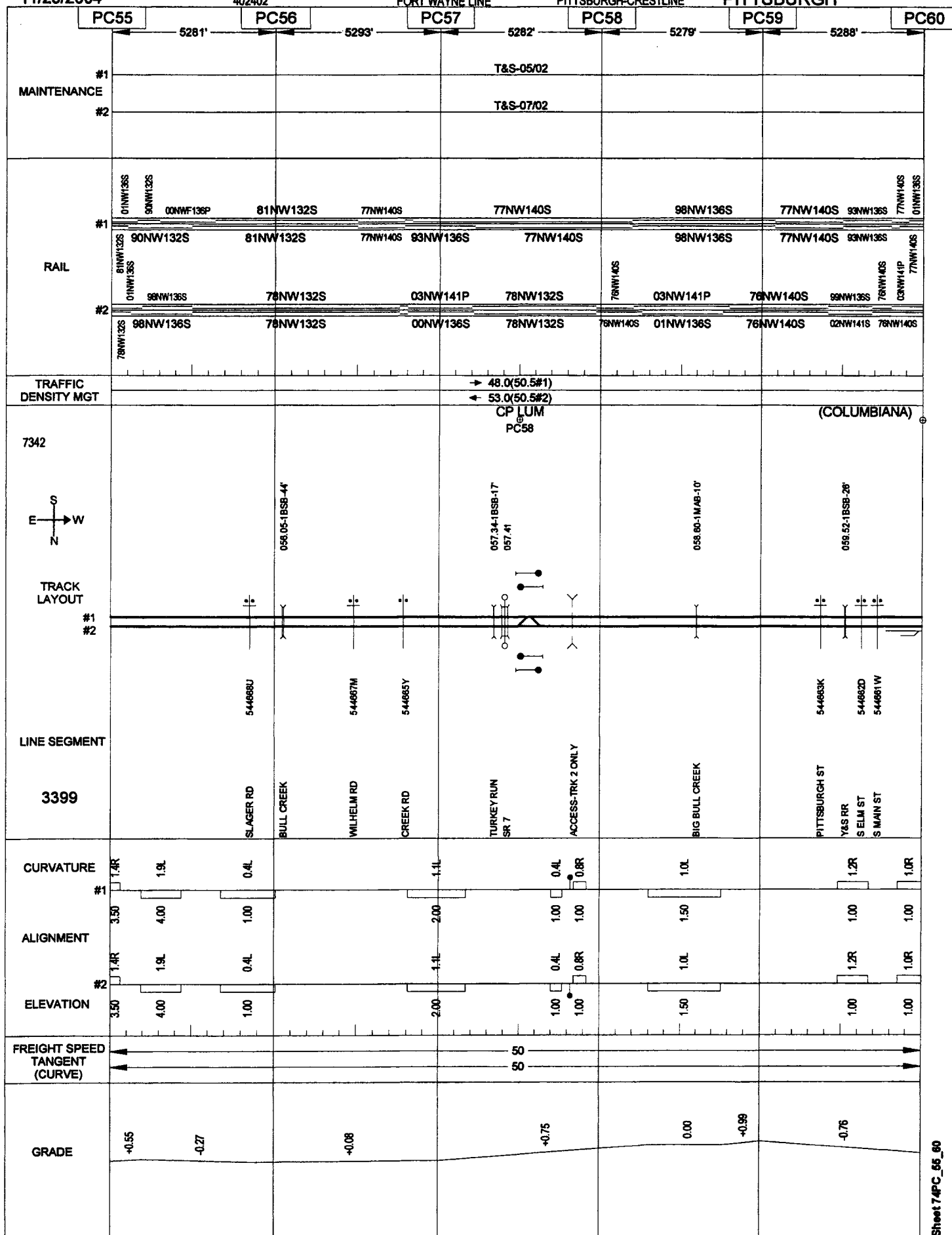
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



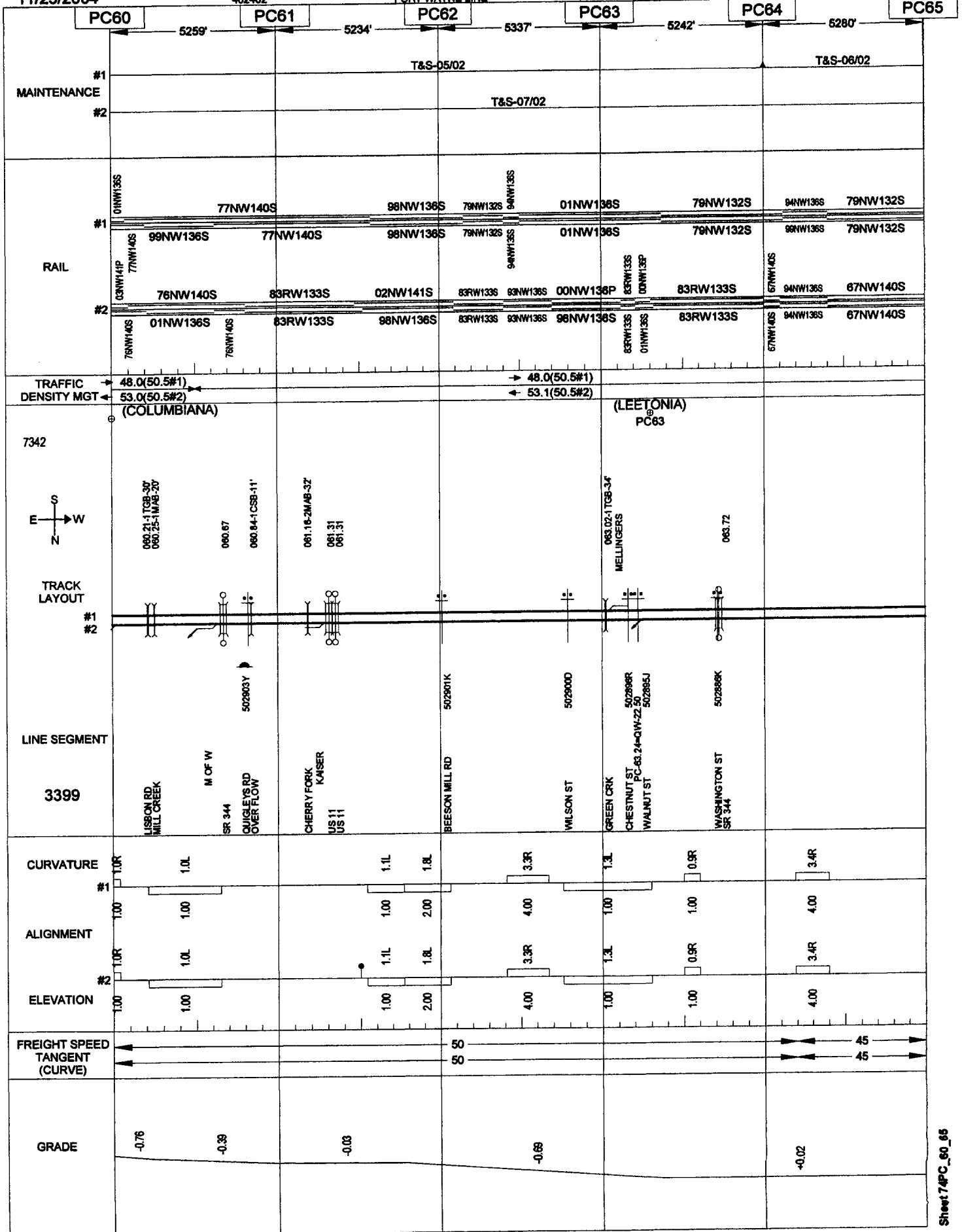
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067

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



PITTSBURGH



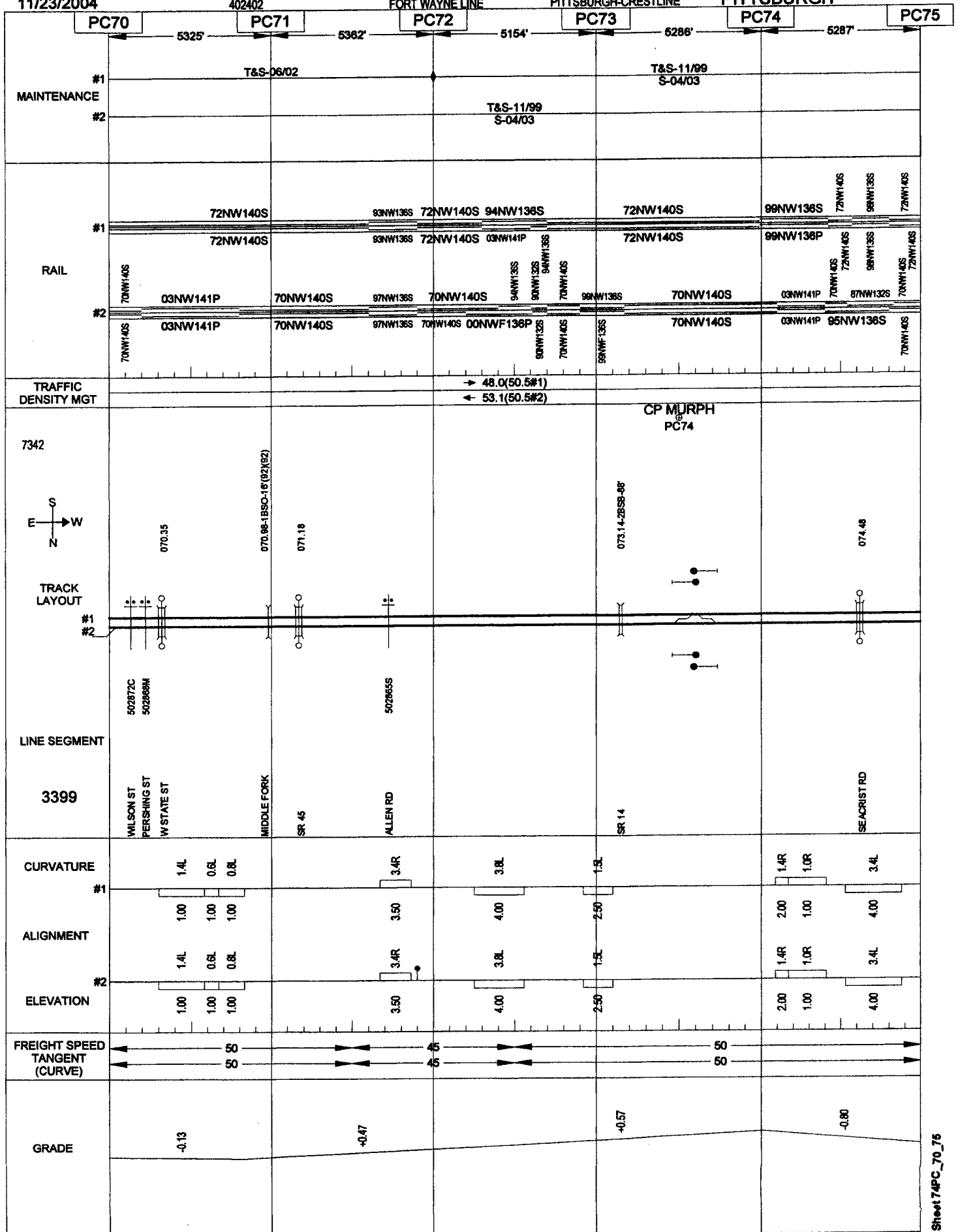
11/23/2004

069

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



11/23/2004

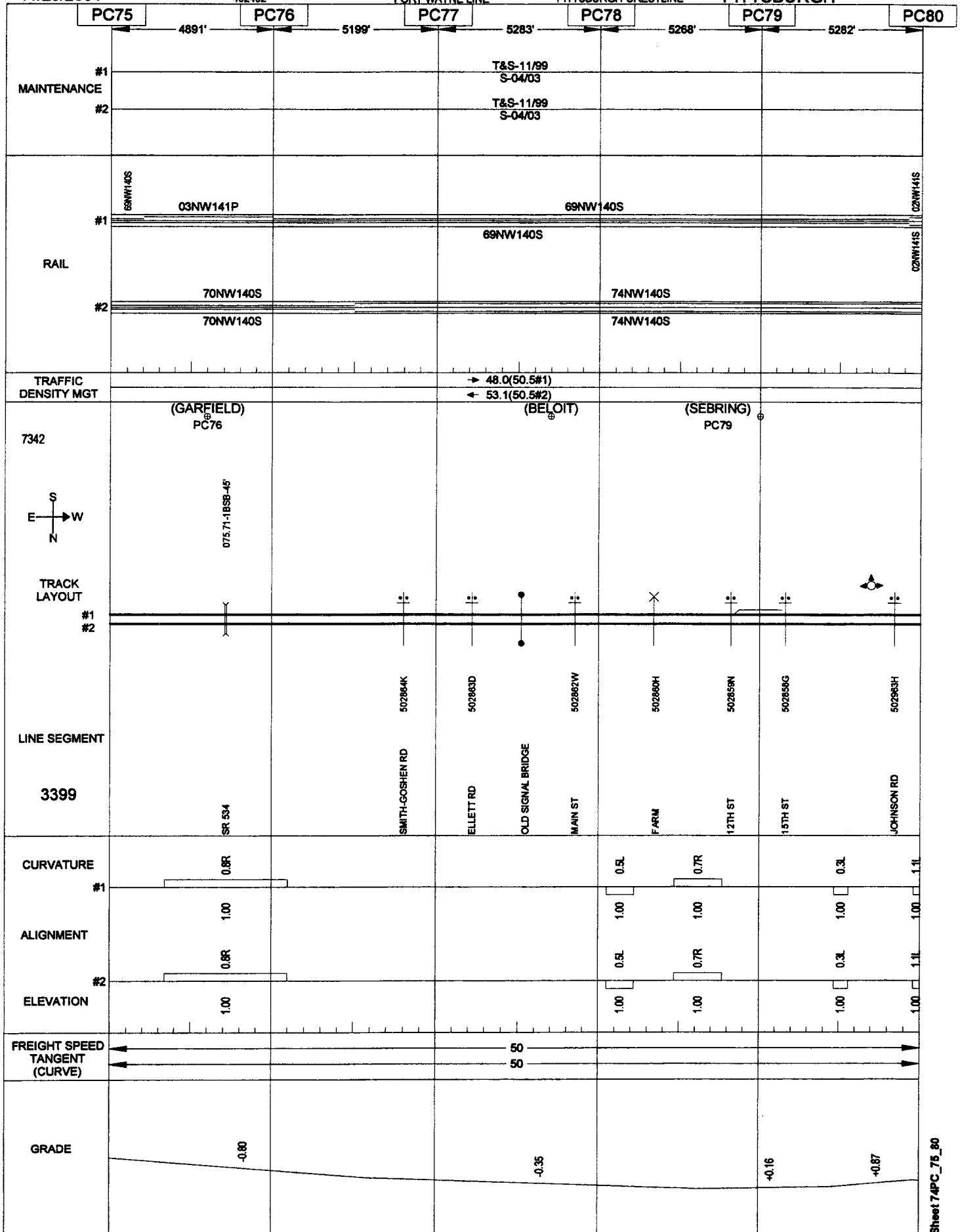
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



071

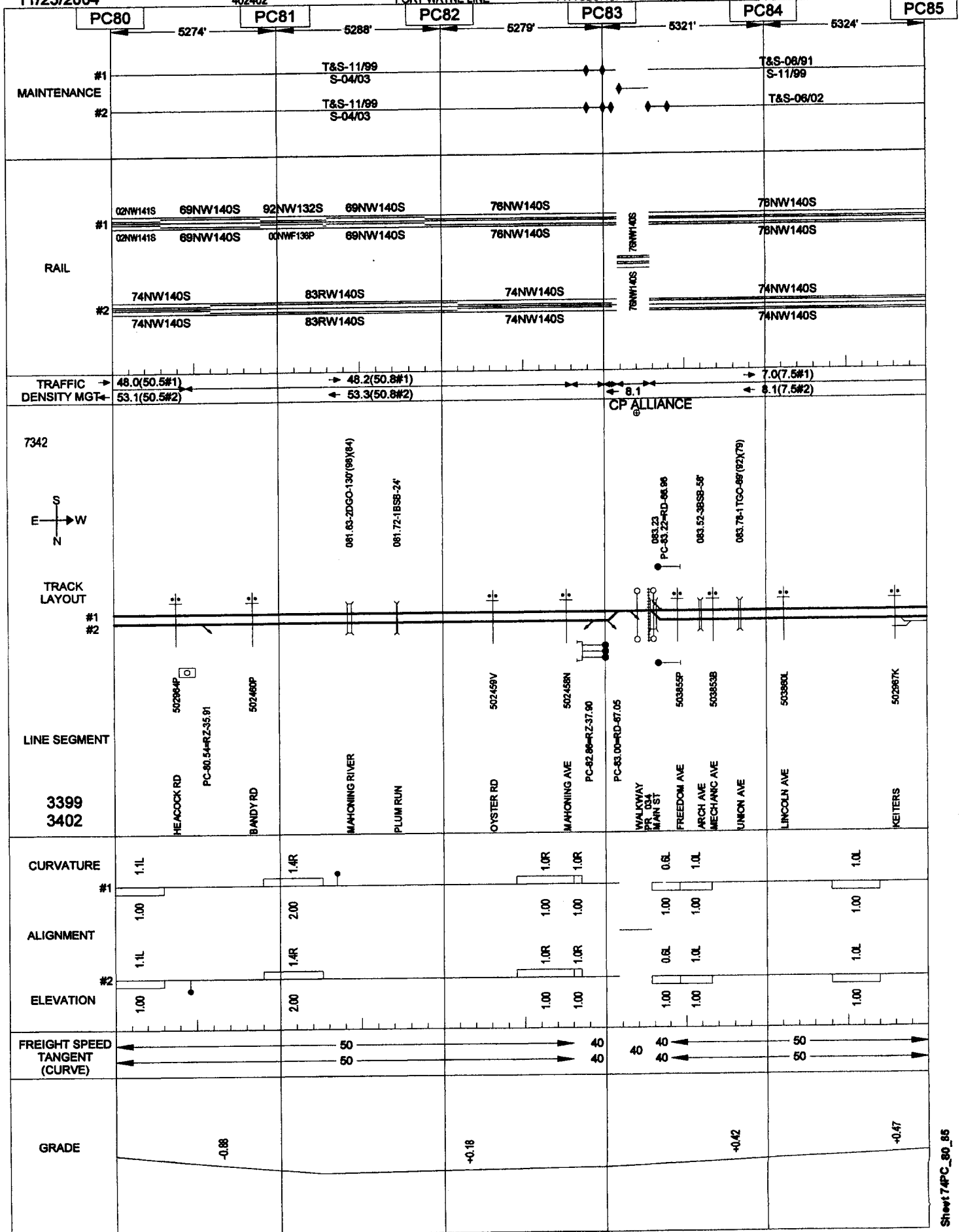
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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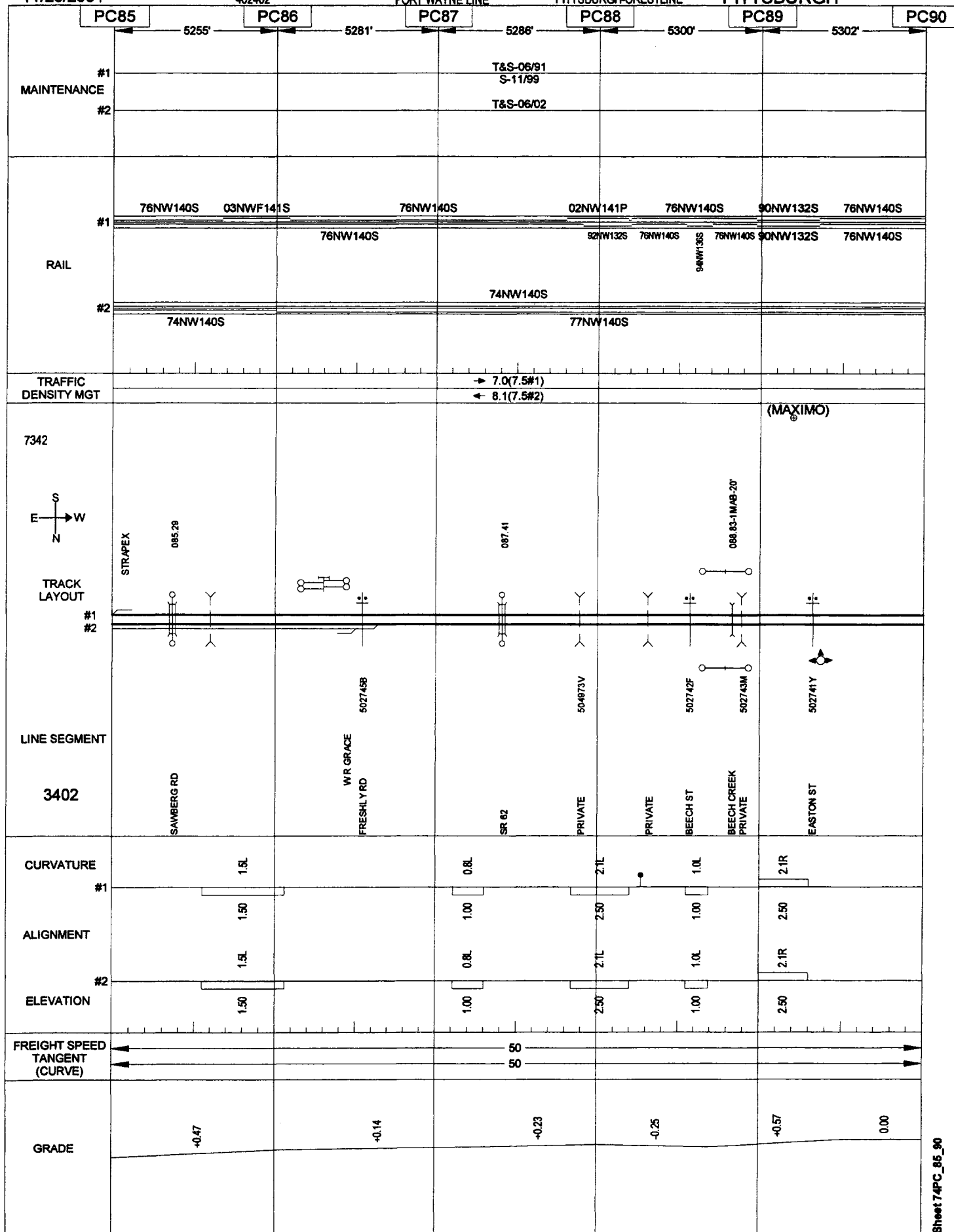
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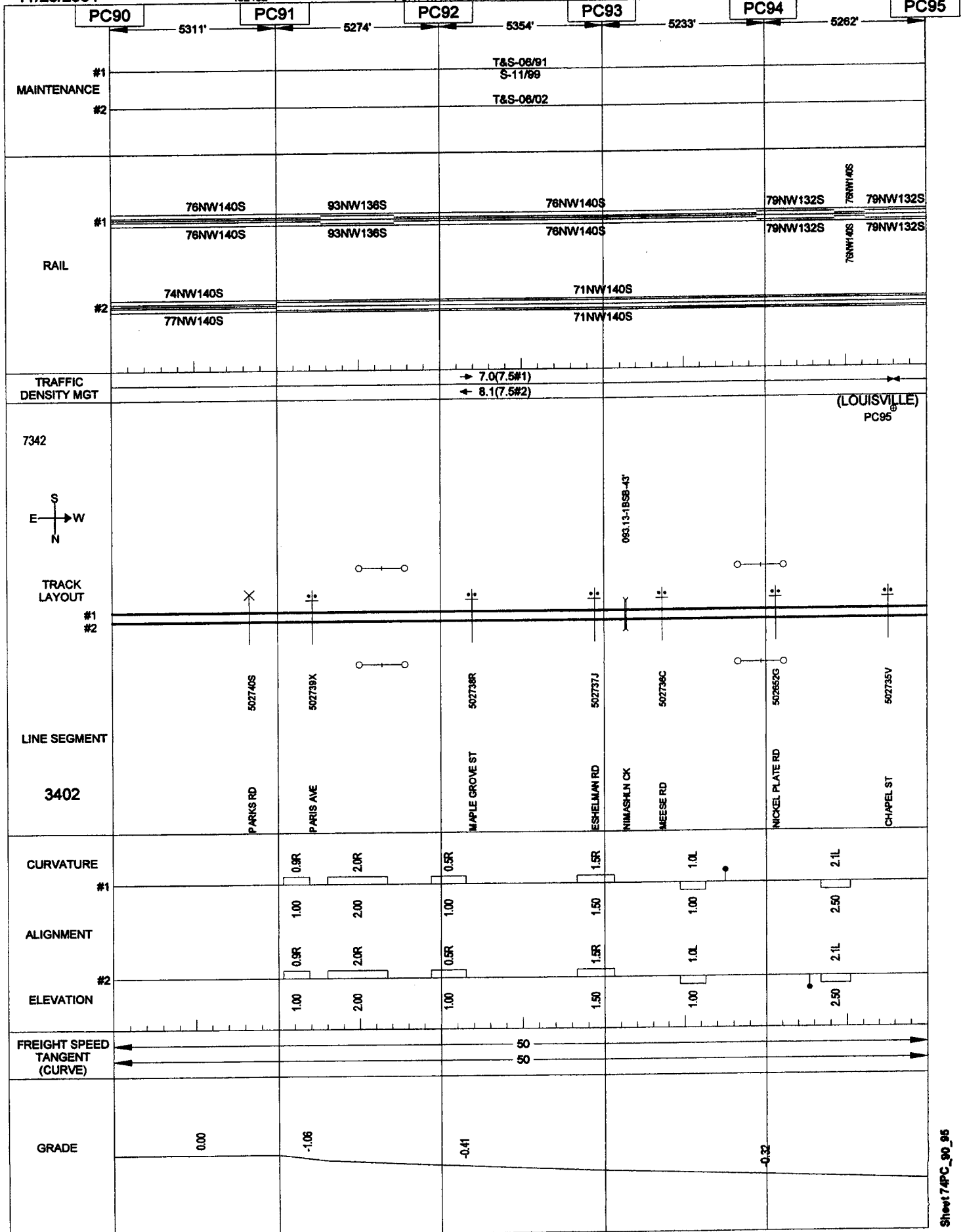
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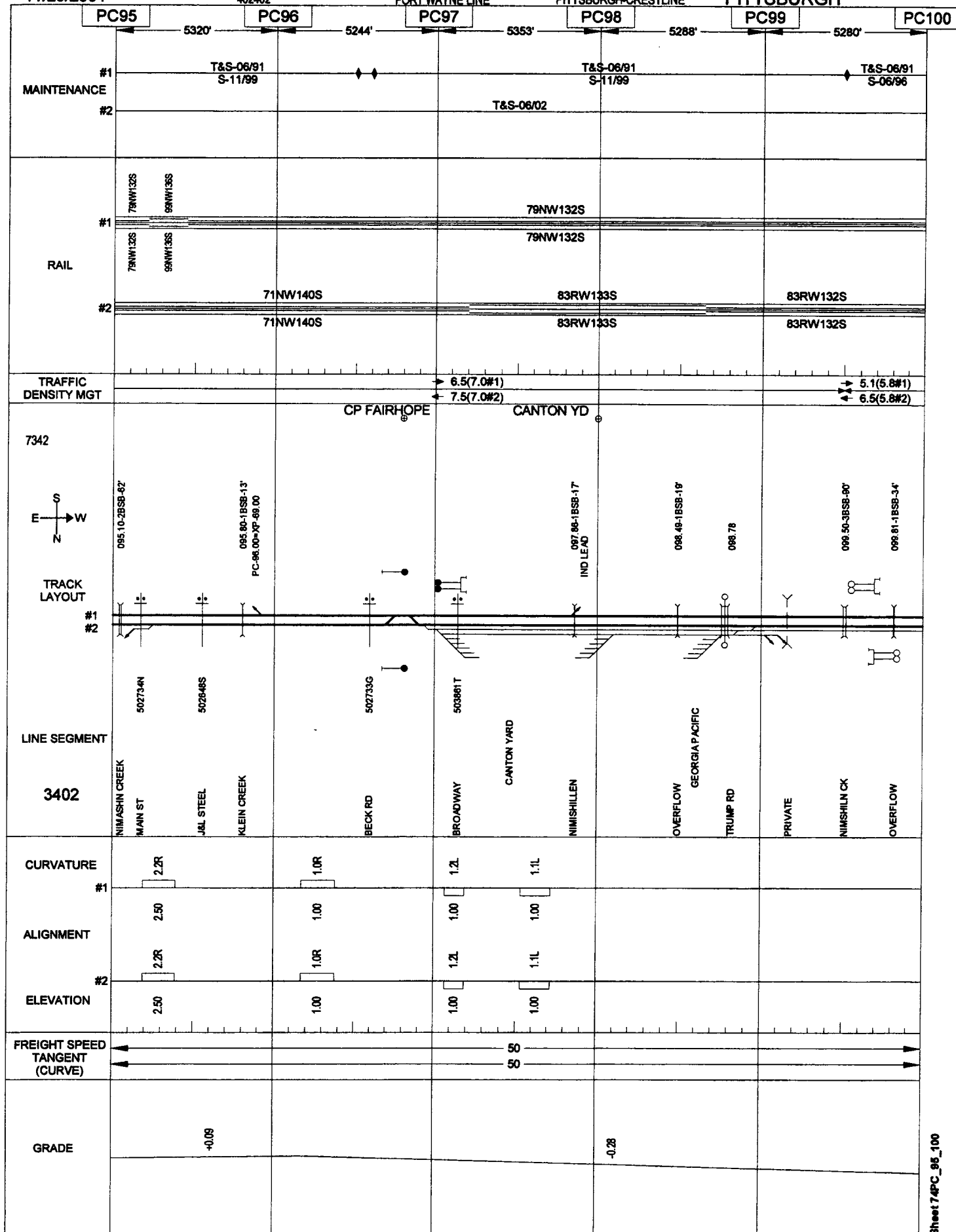
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



PC105

— 528 —

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S-06/96

74NW140S

74NW140S

← 6.5(5.8#2)

(MCKINLEY)
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3402

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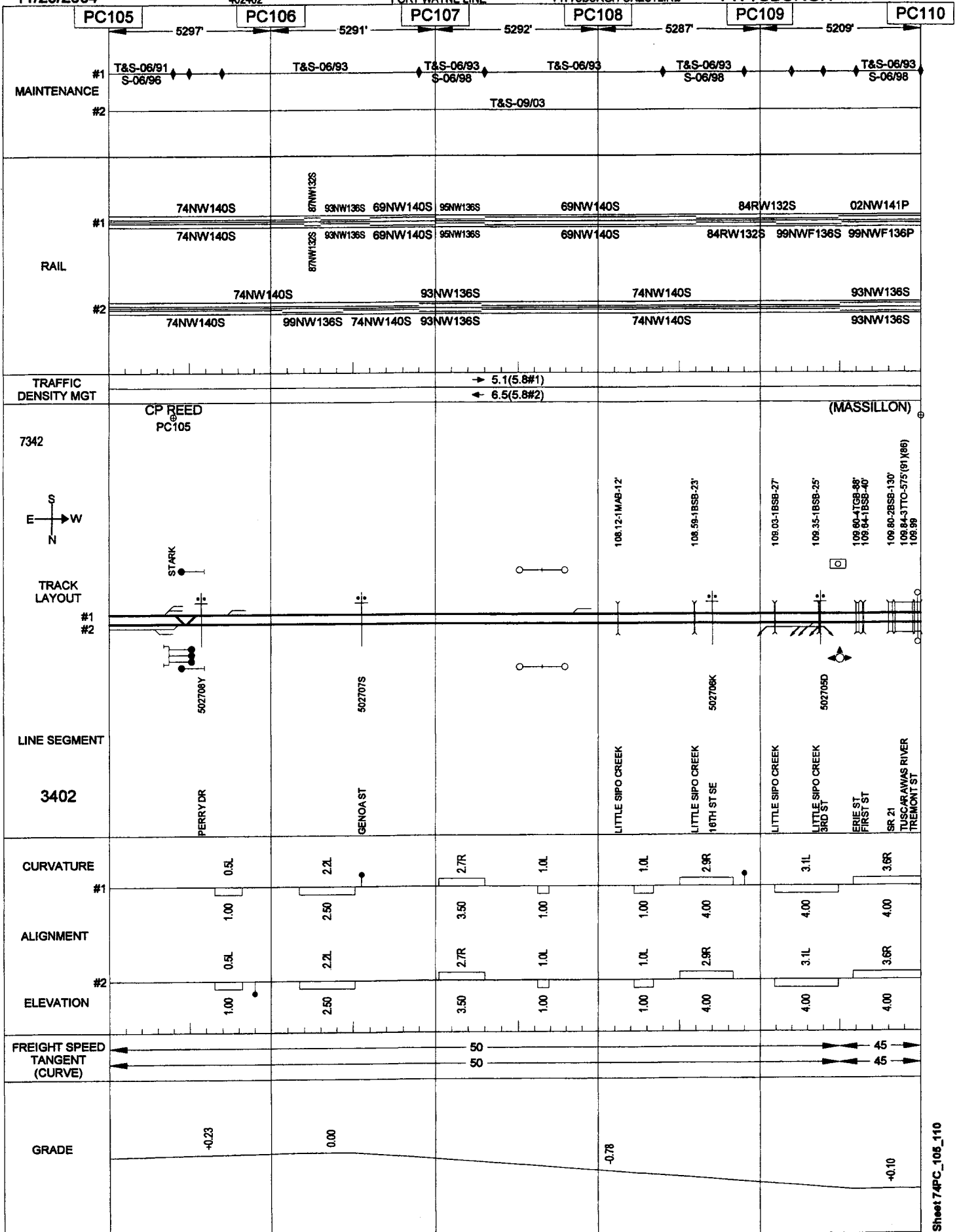
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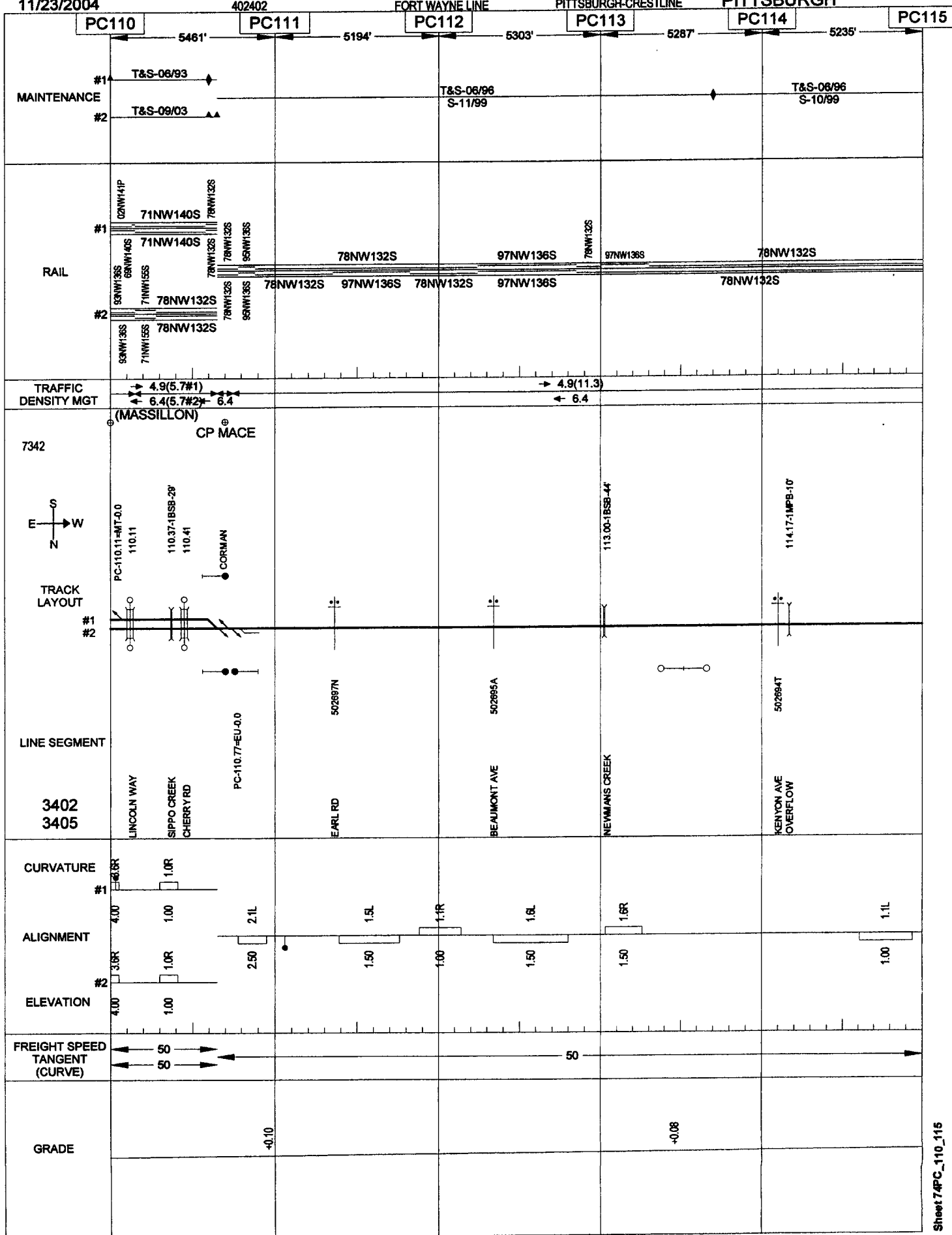
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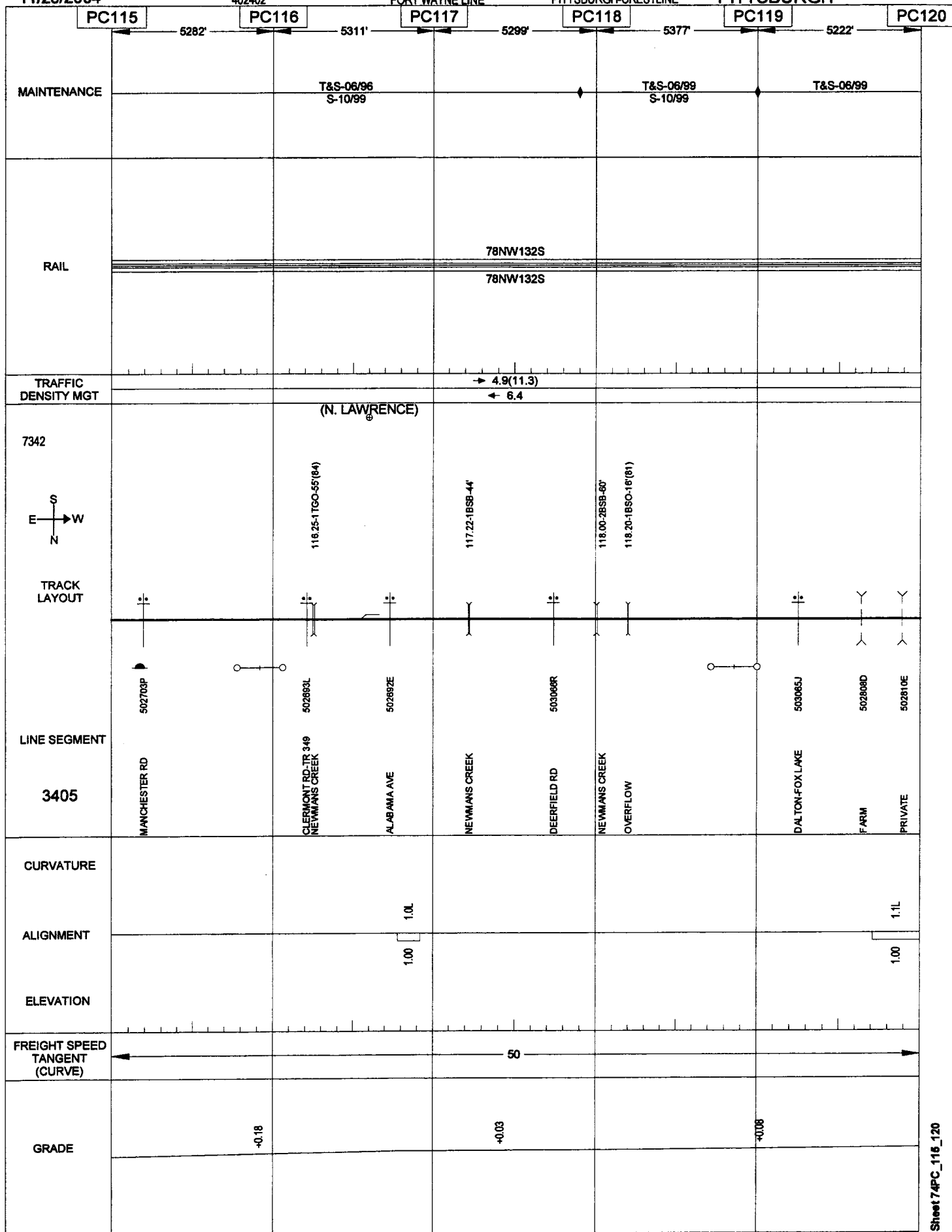
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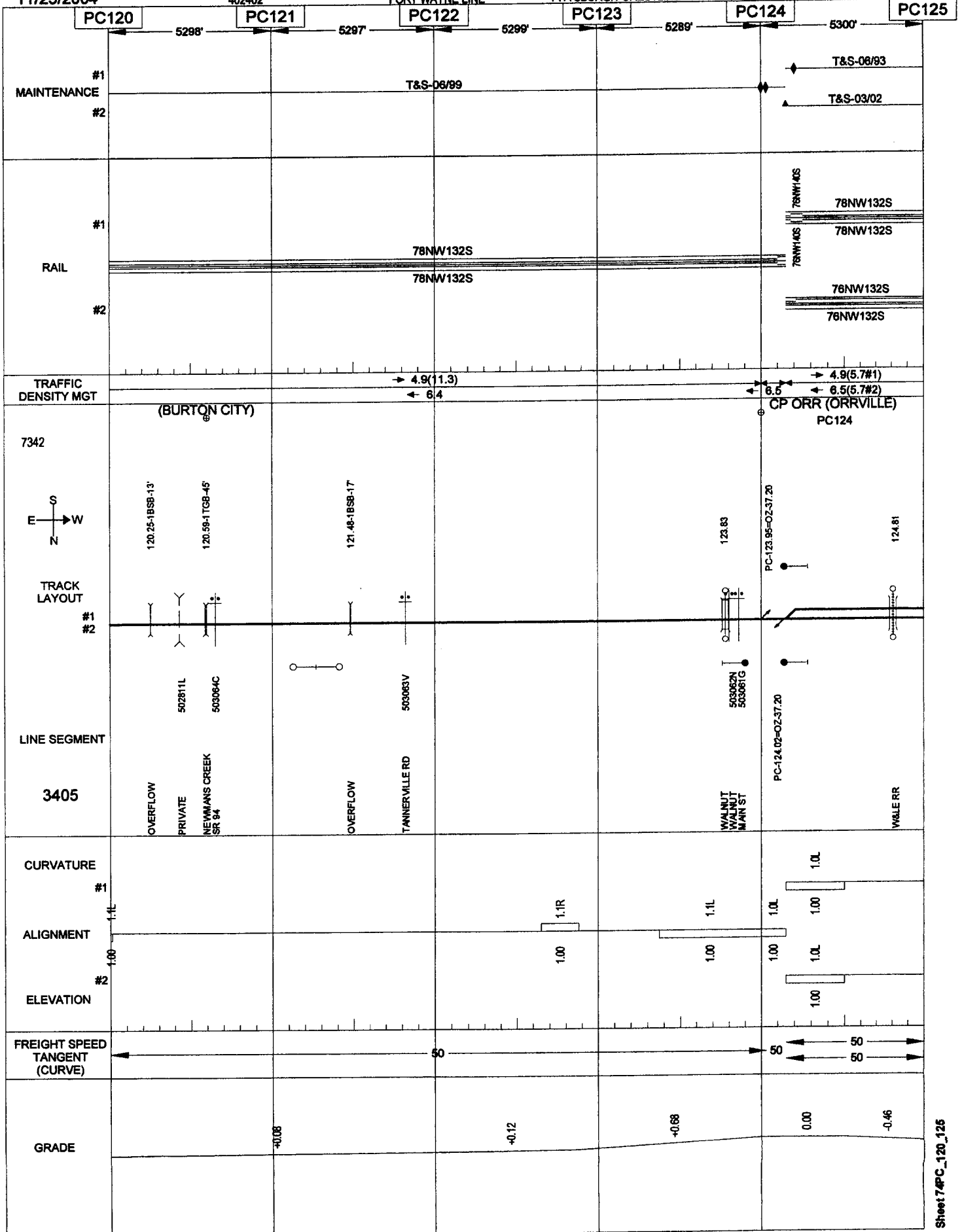
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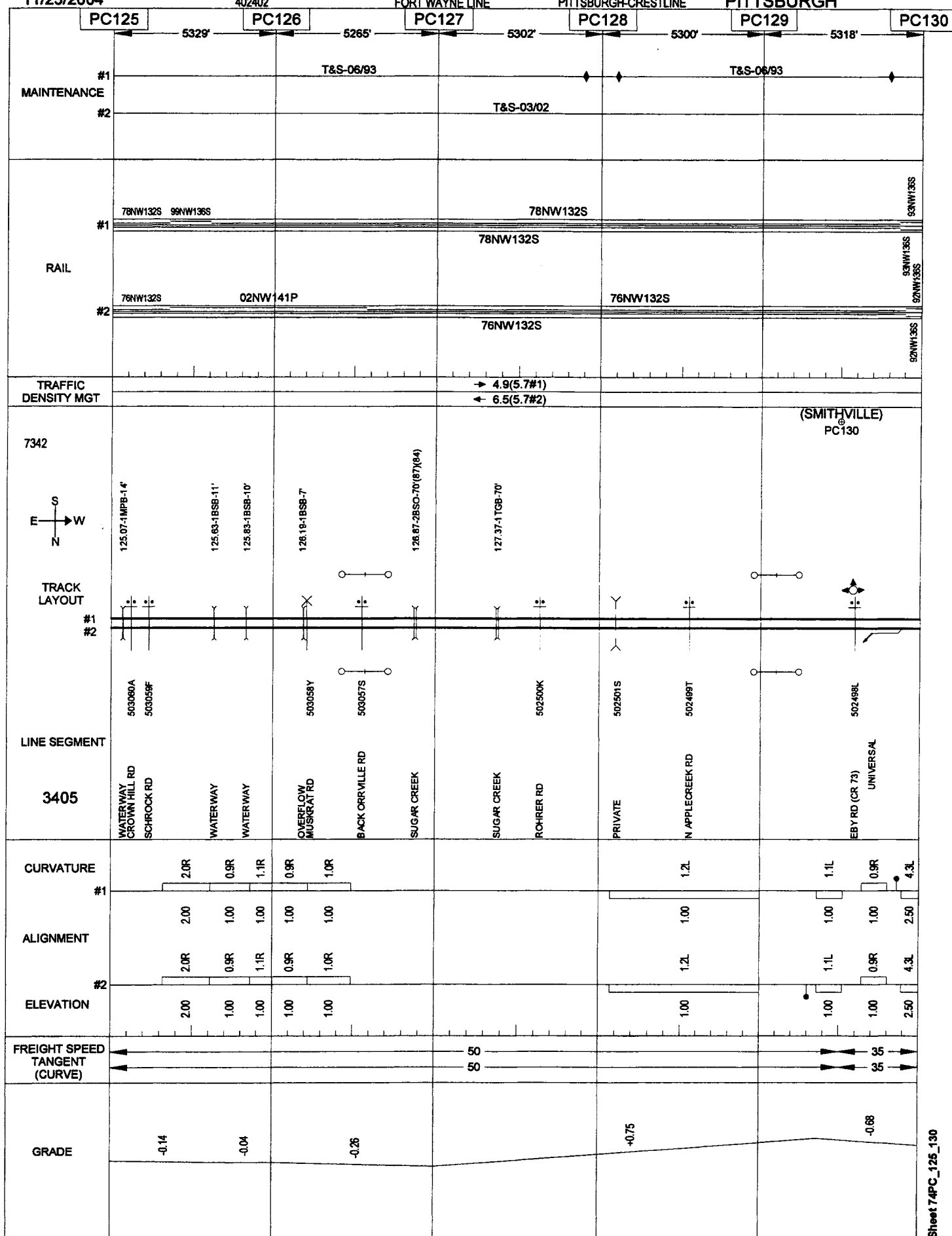
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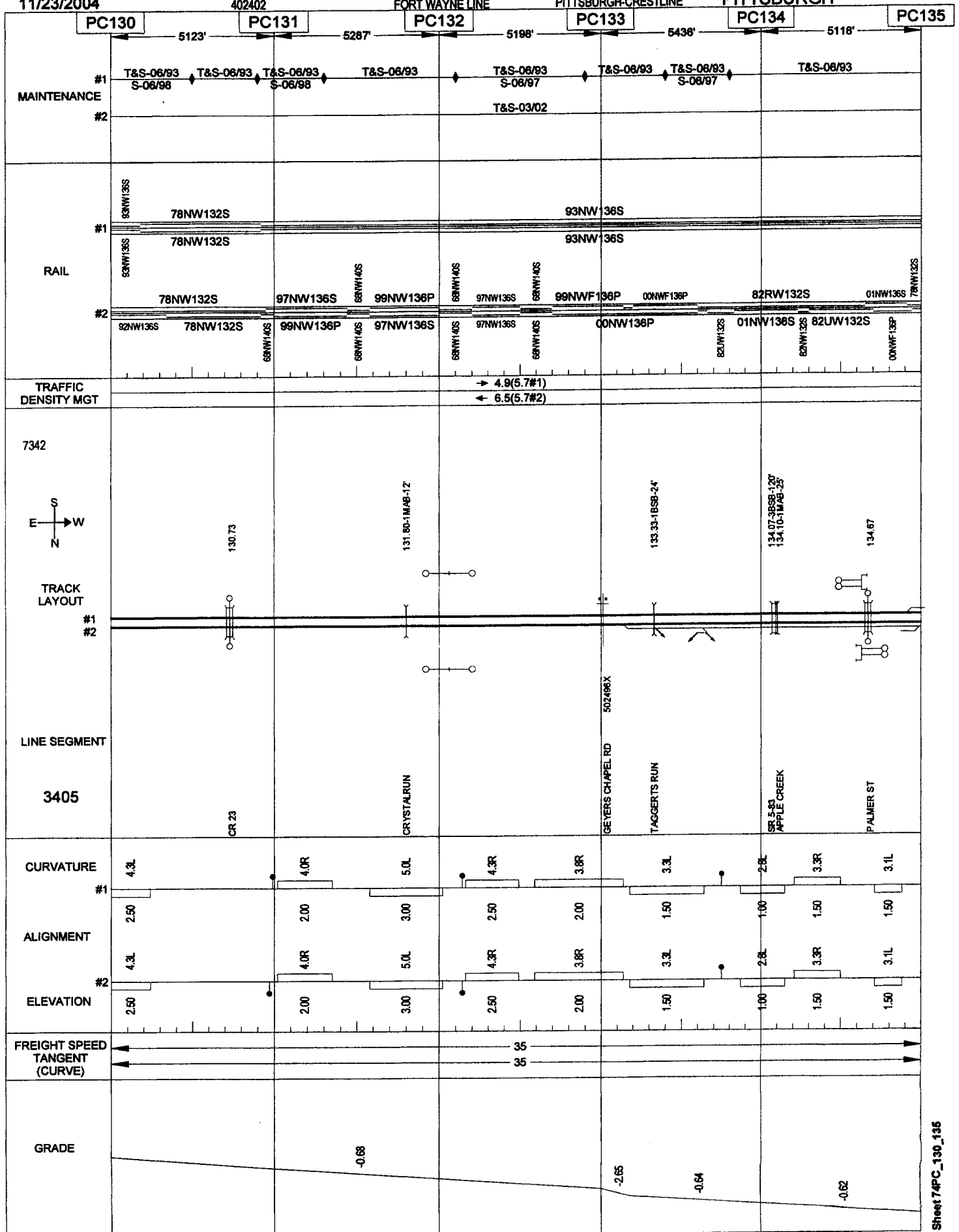
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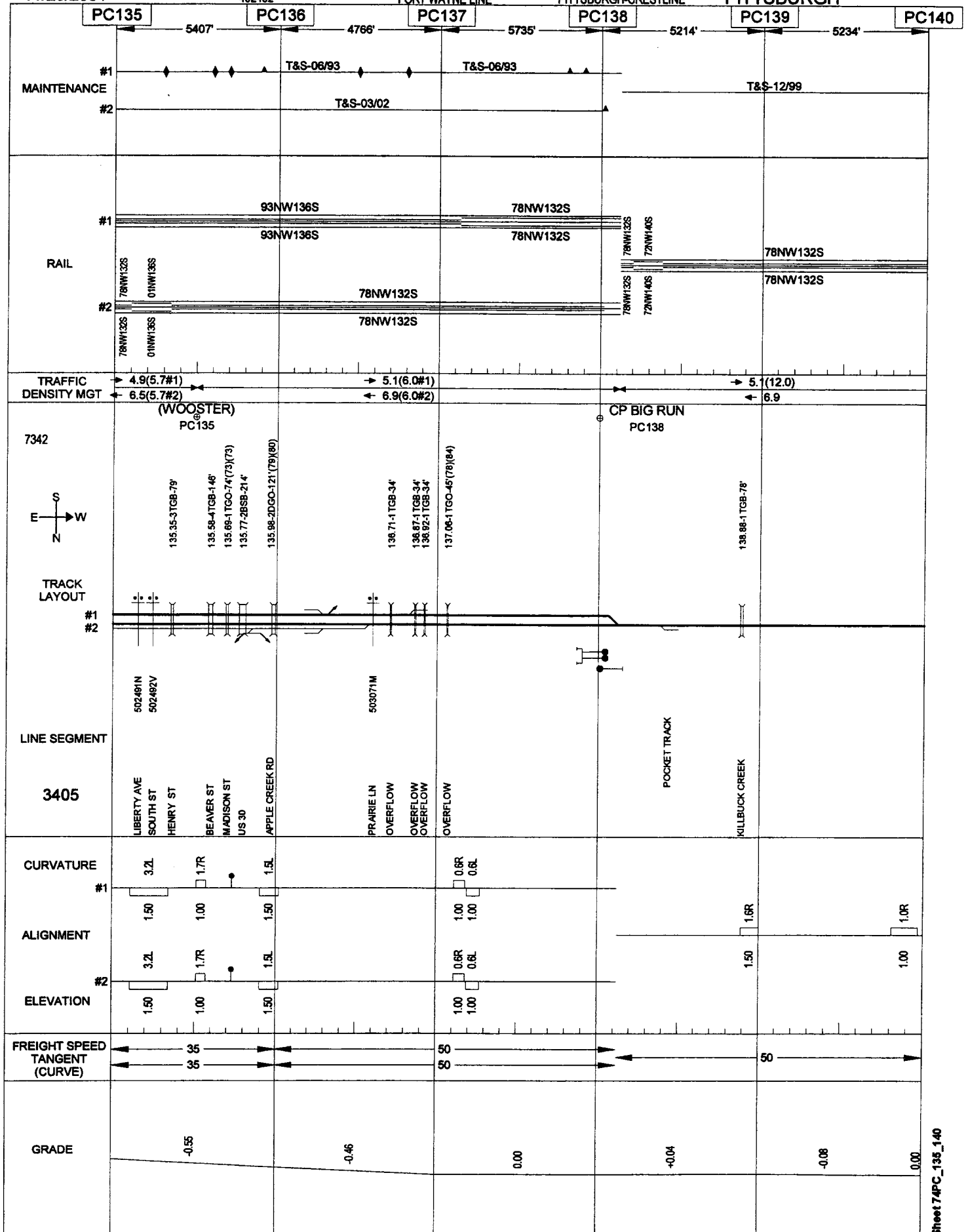
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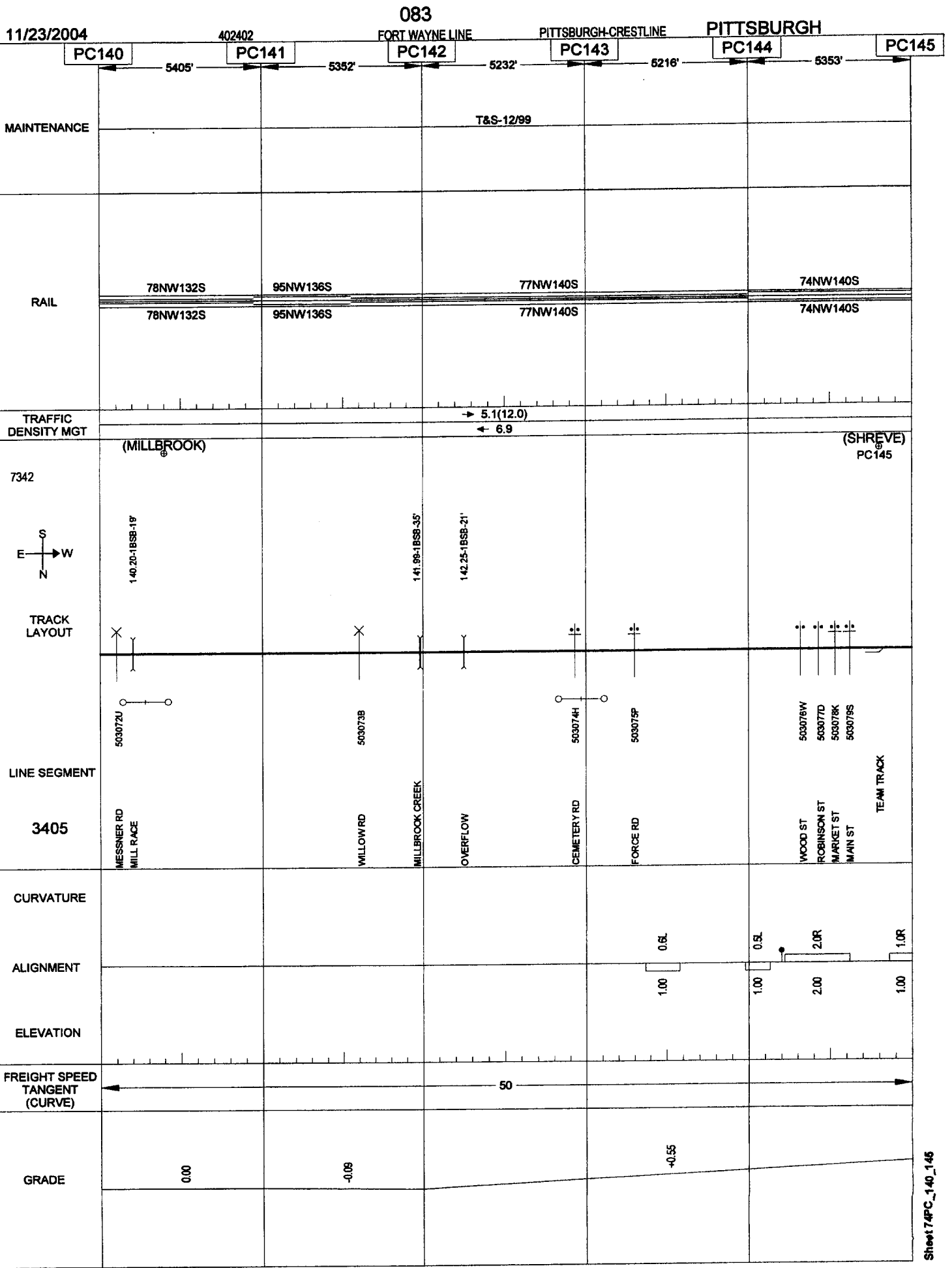
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PITTSBURGH-CRESTLINE

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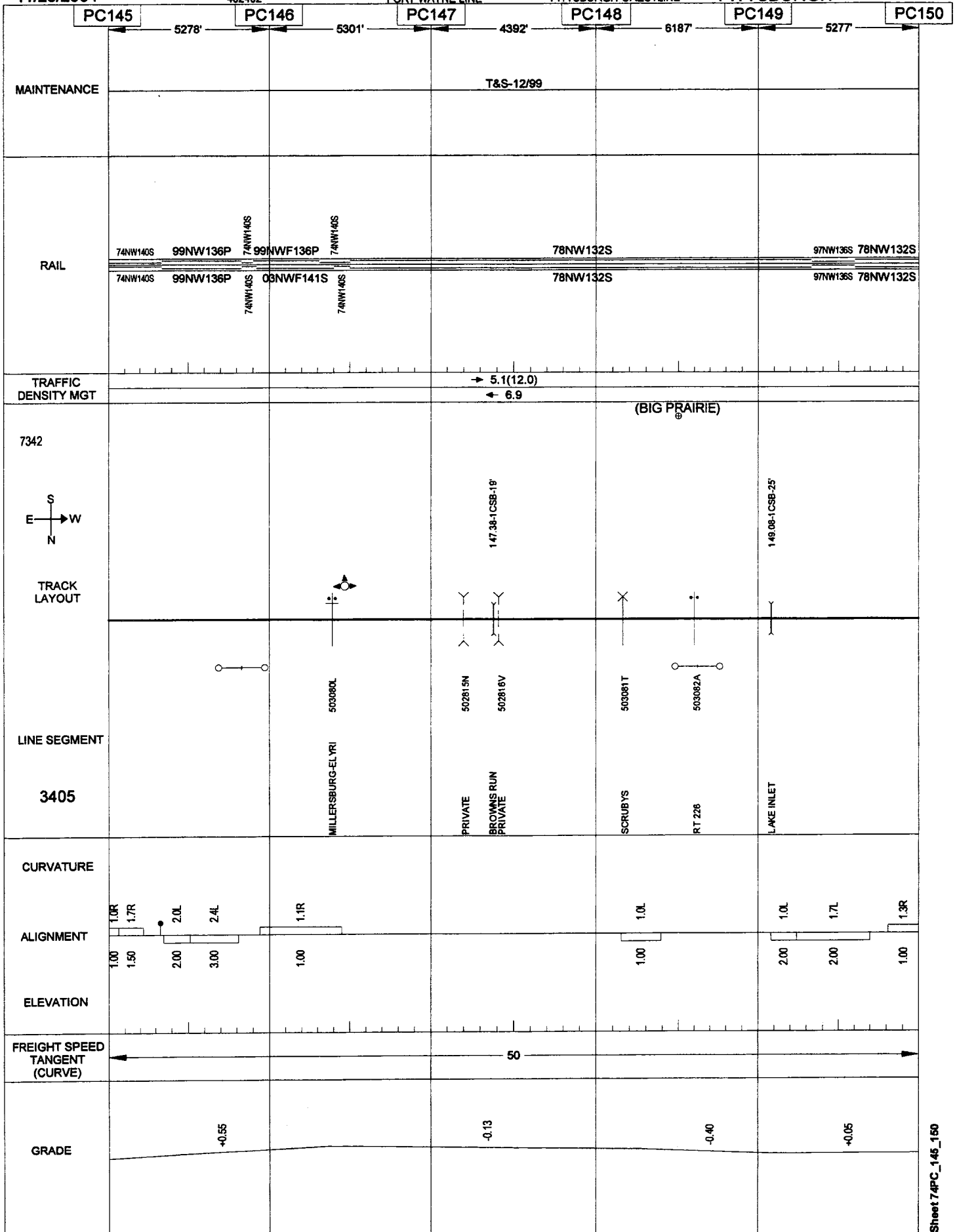
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PITTSBURGH-CRESTLINE

PITTSBURGH



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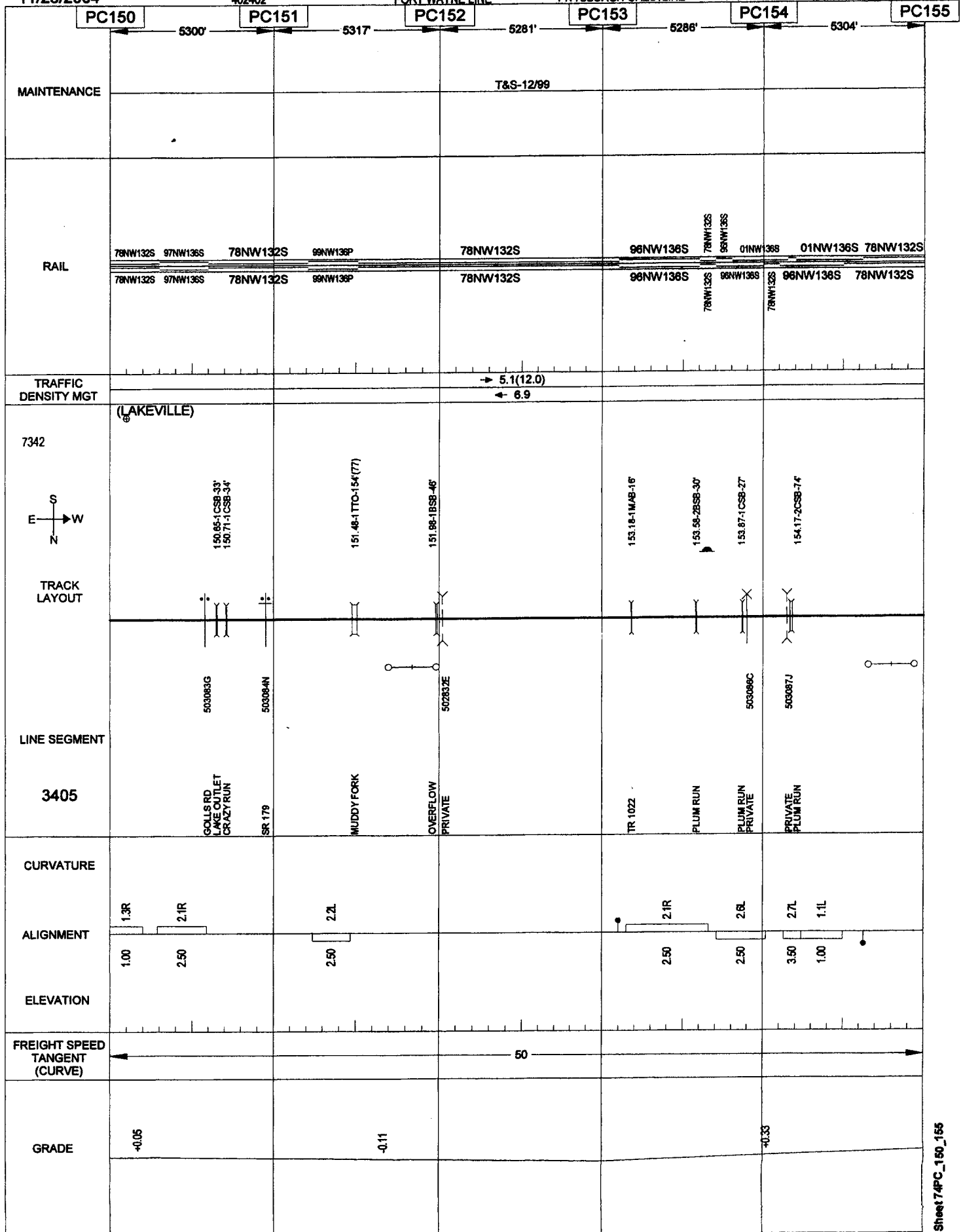
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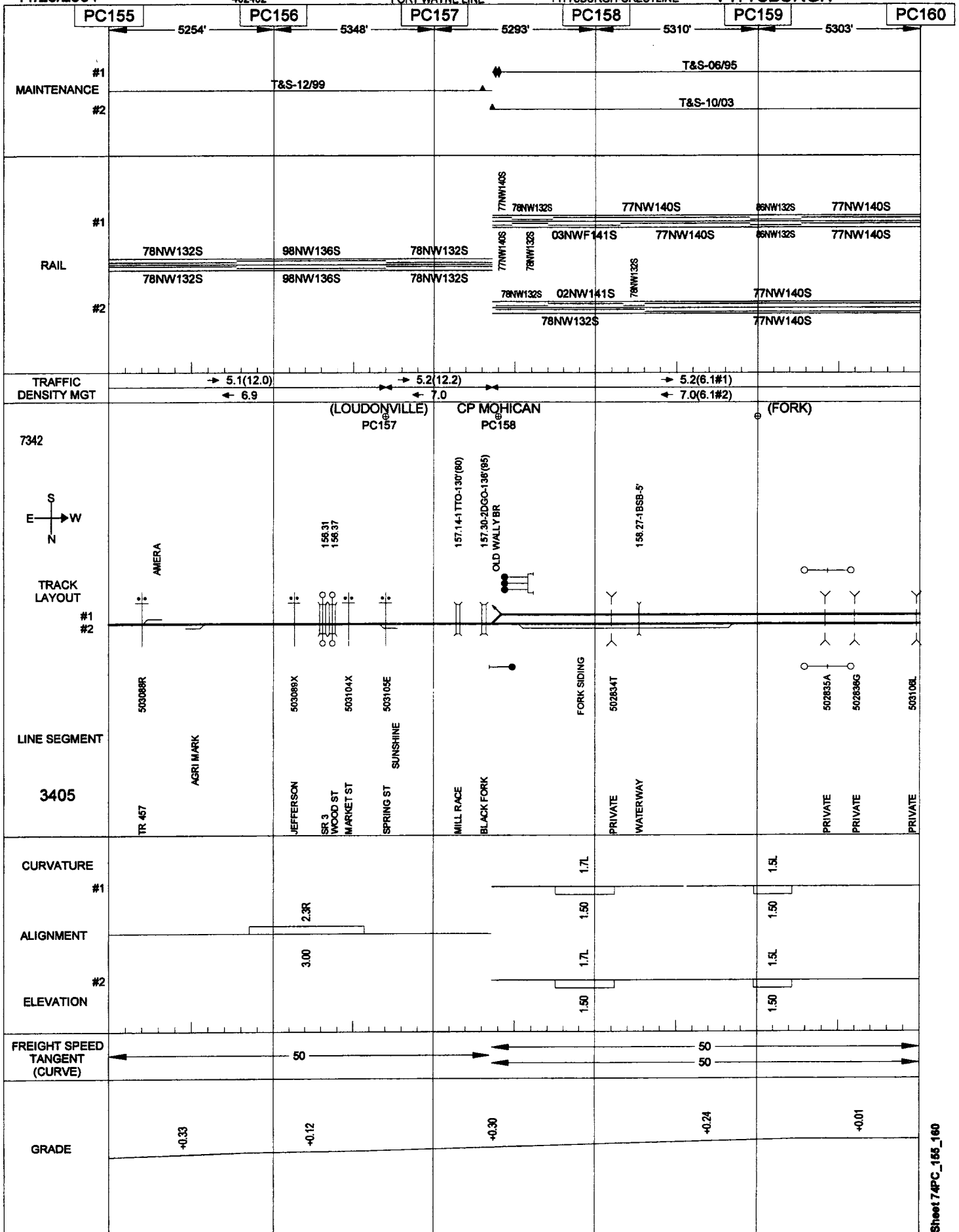
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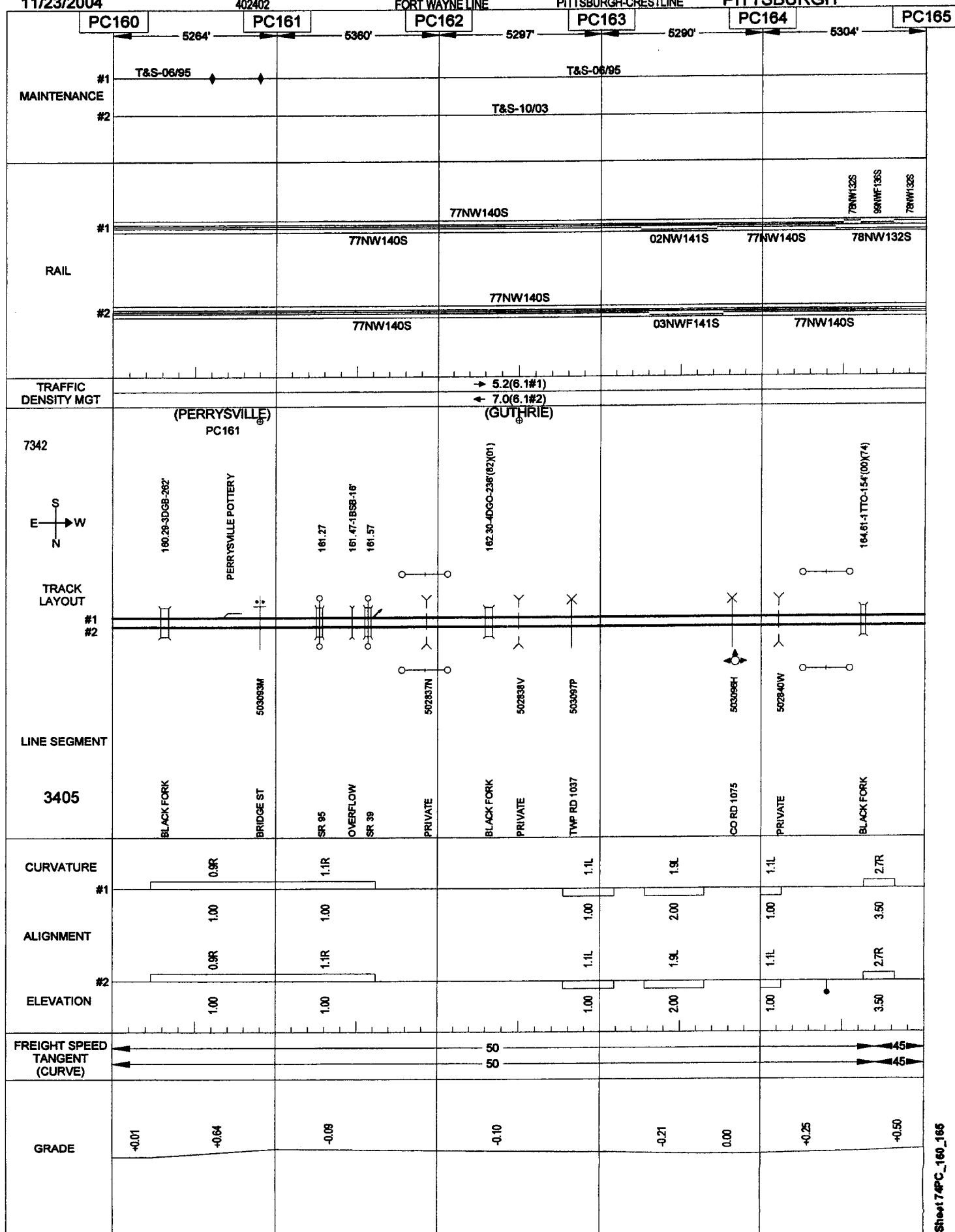
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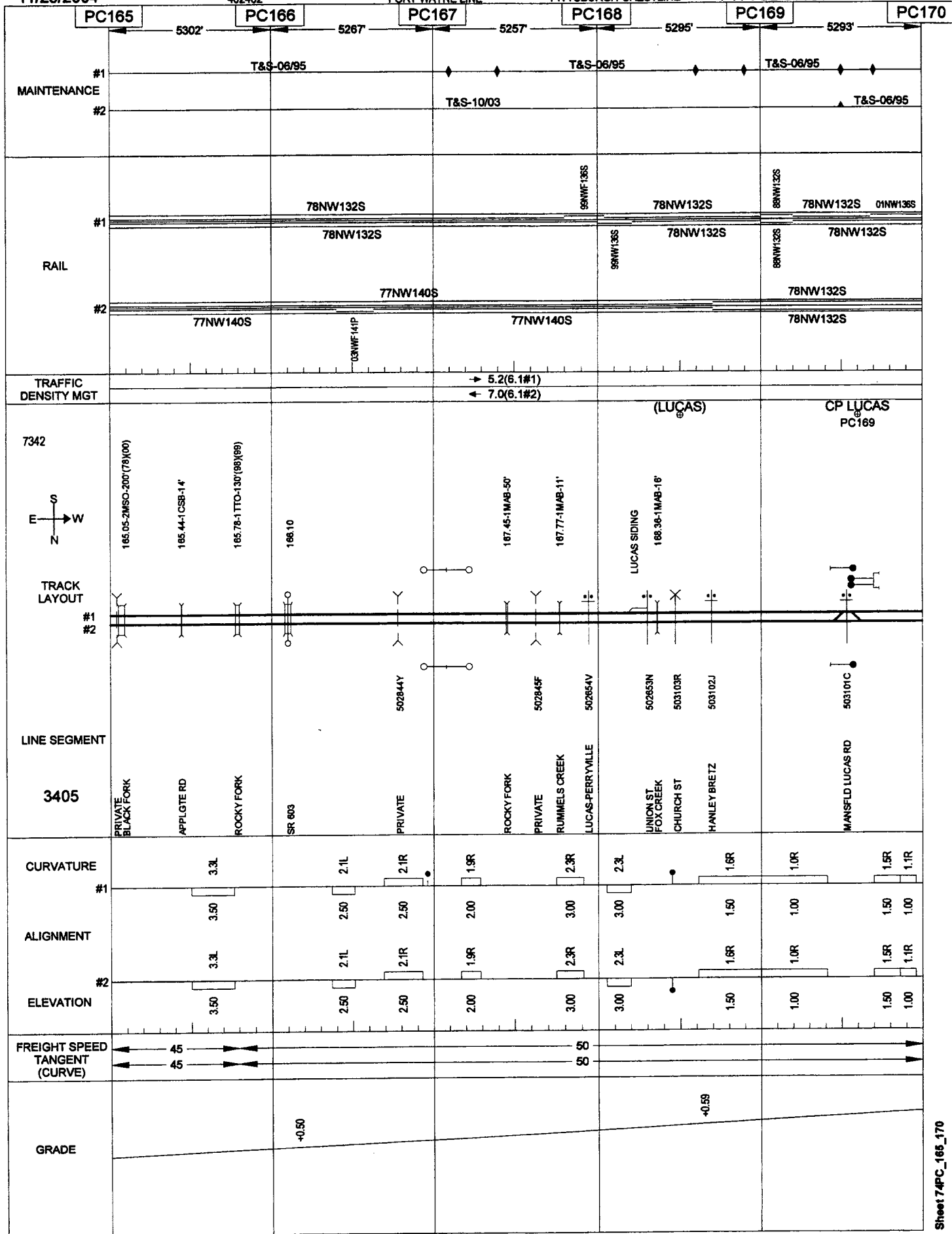
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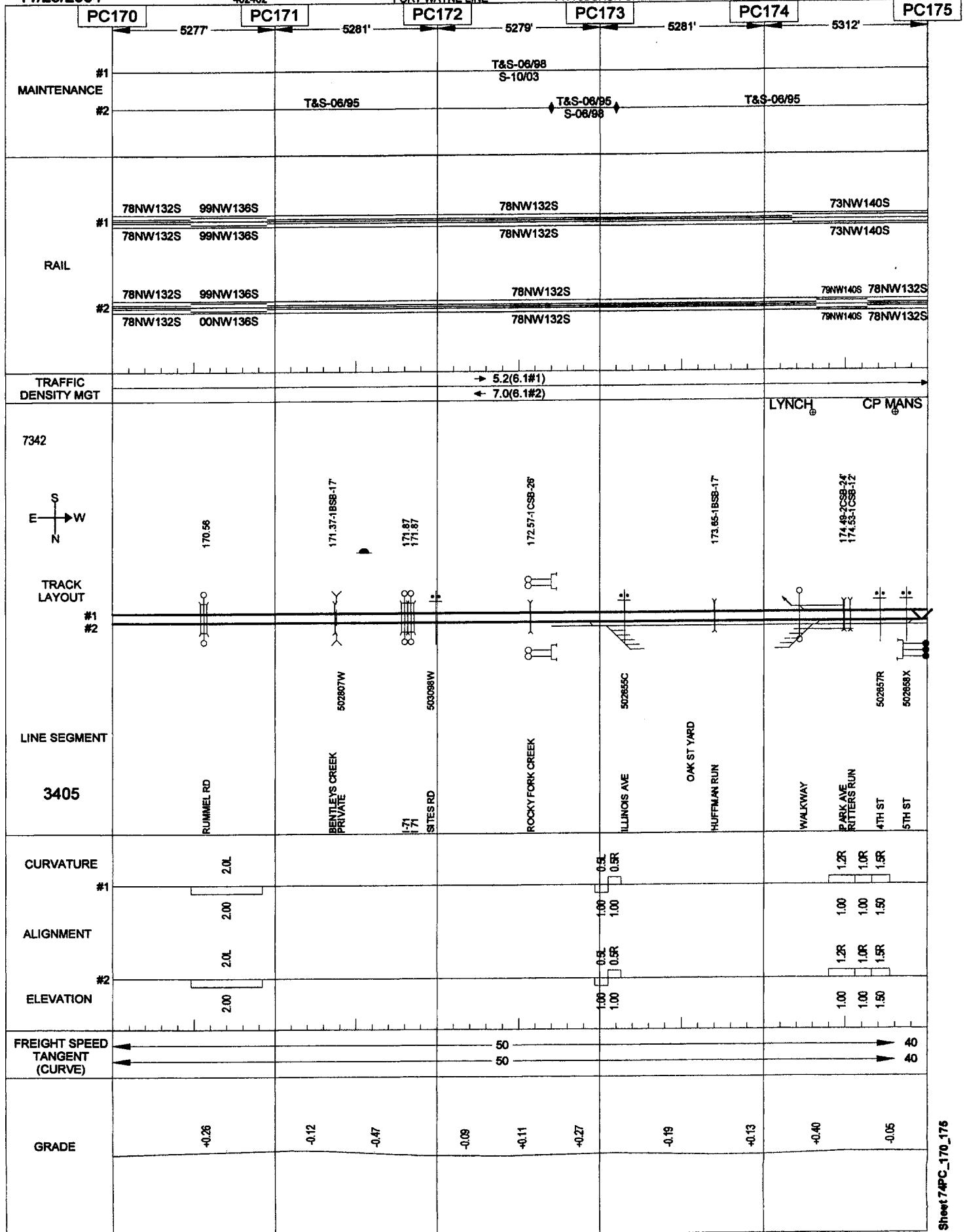
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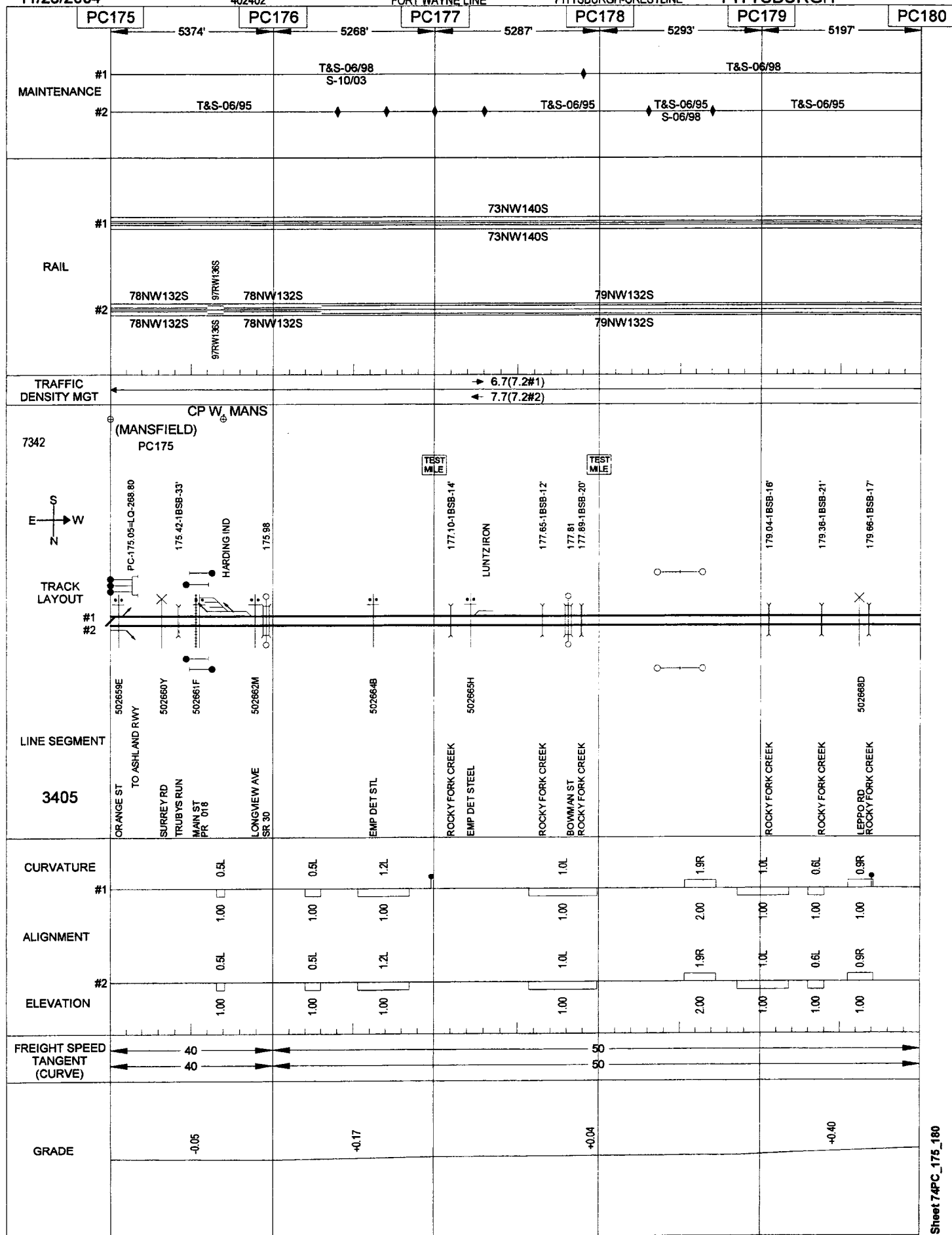
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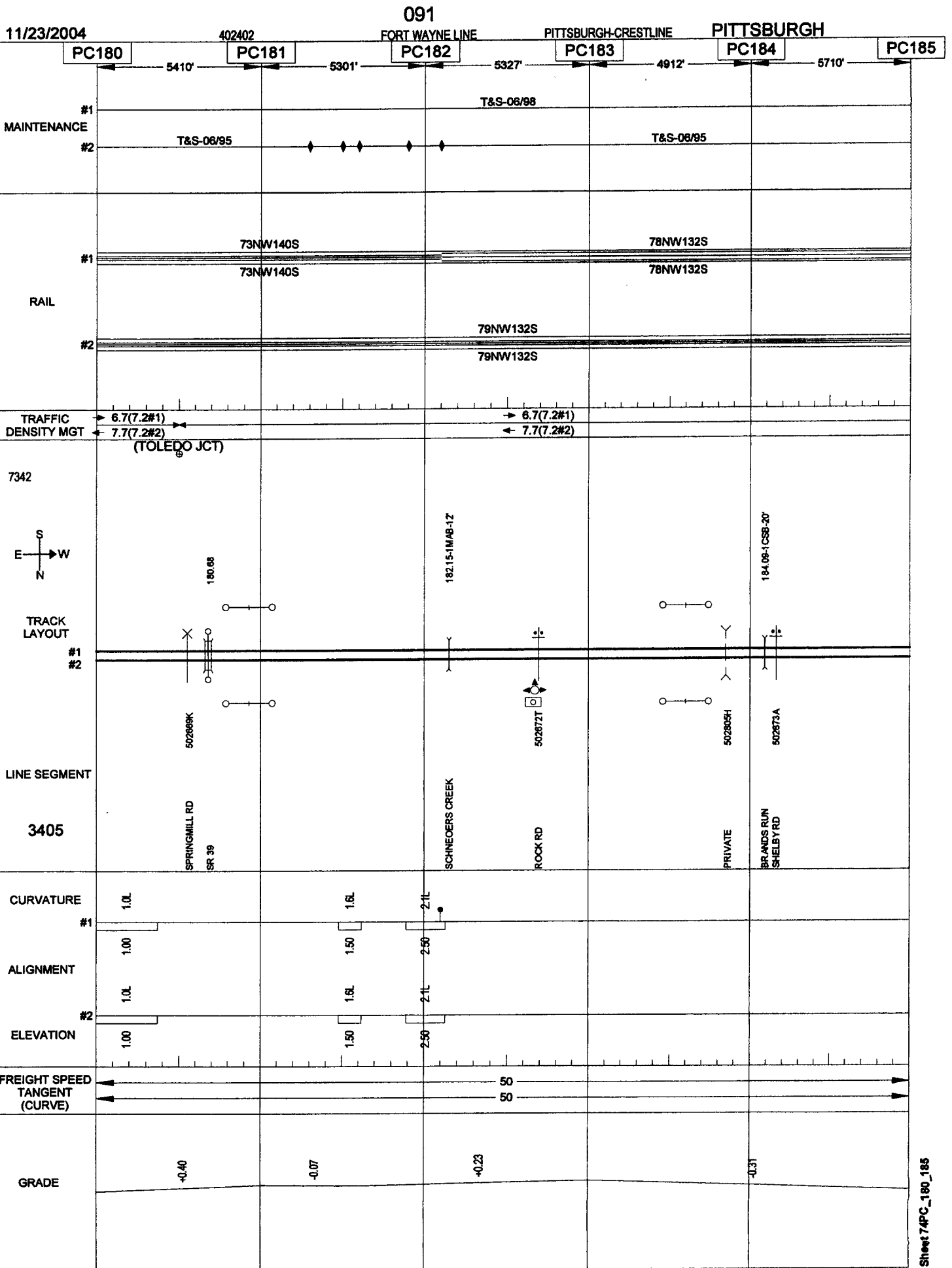
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PITTSBURGH



PITTSBURGH





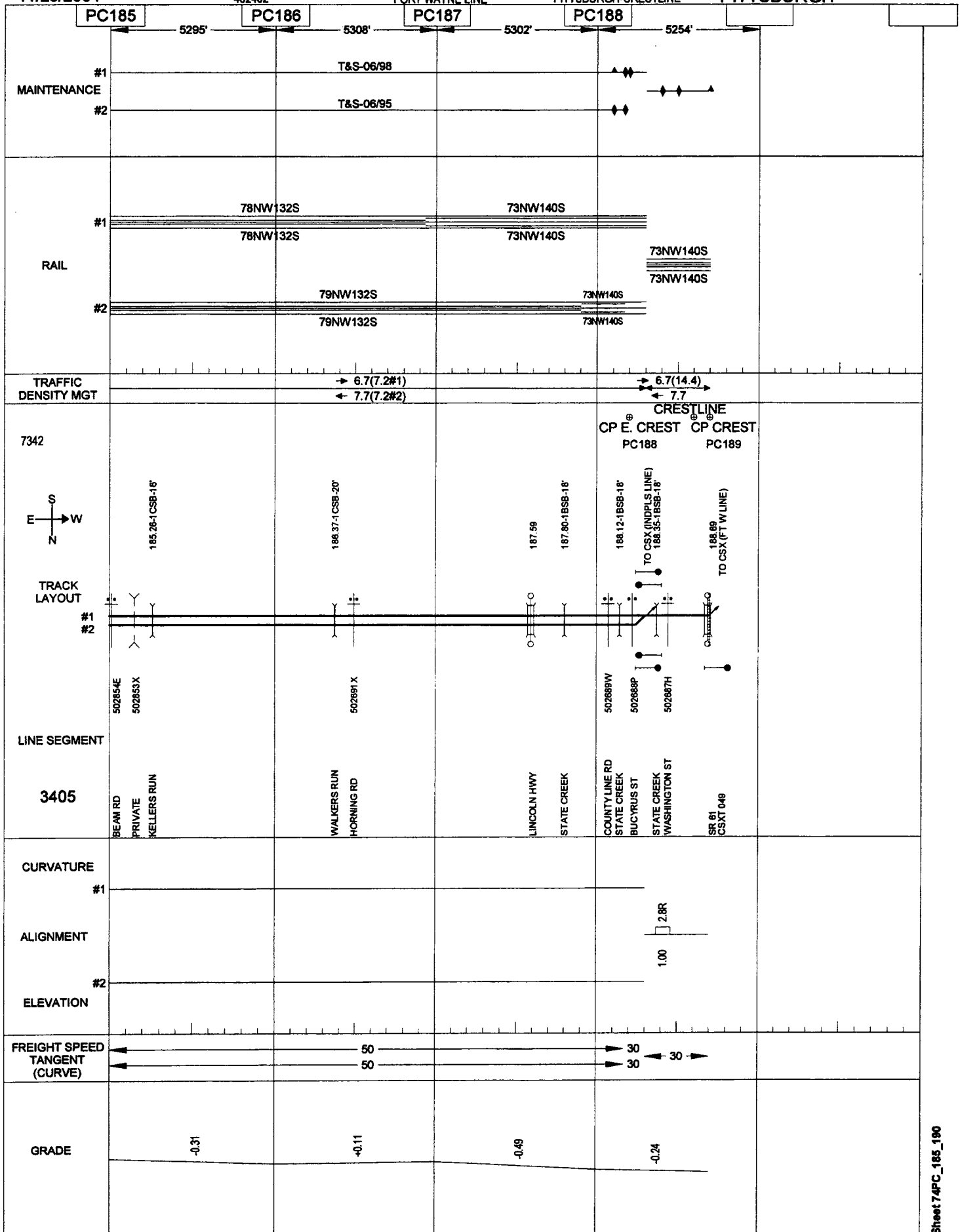
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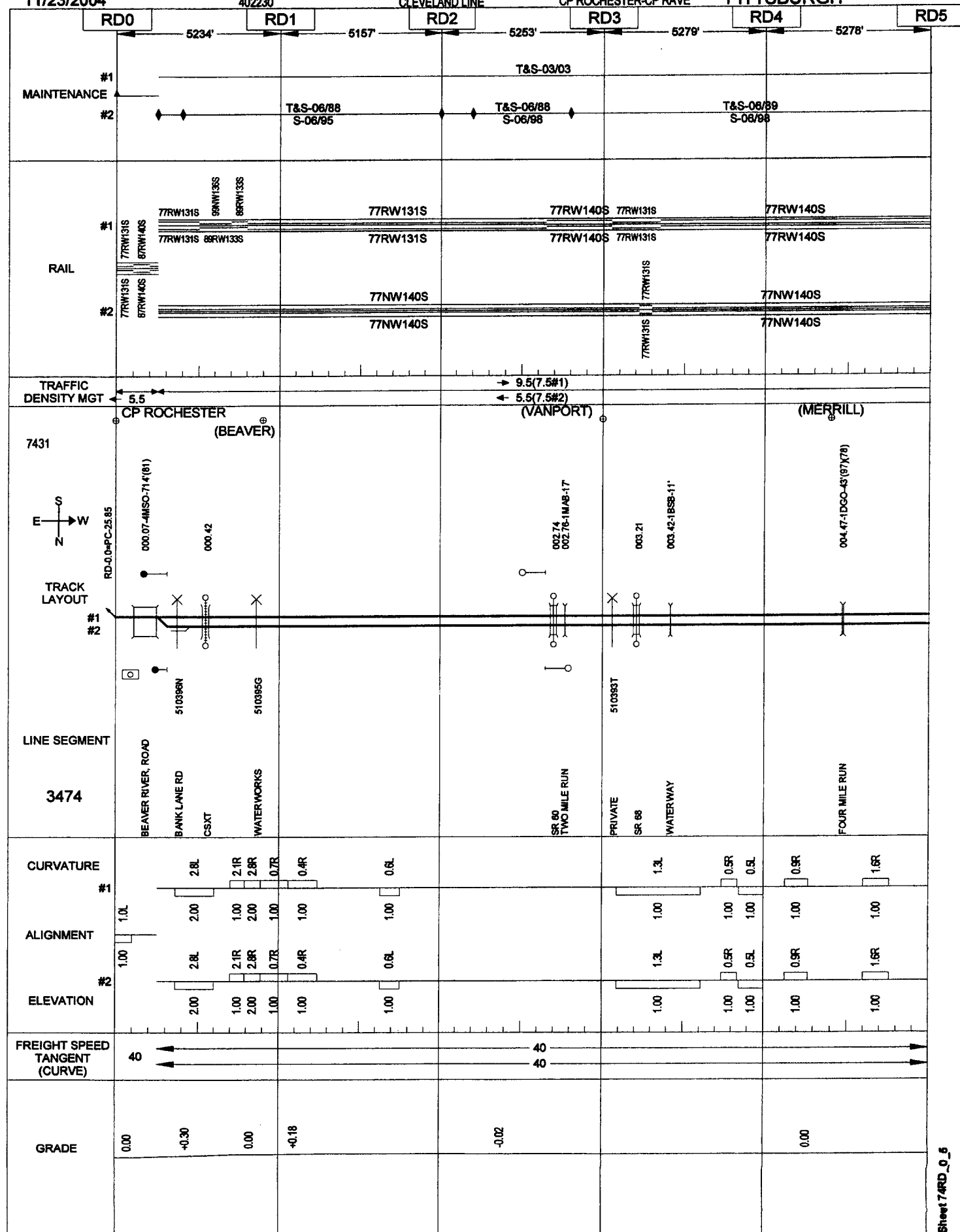
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PITTSBURGH-CRESTLINE

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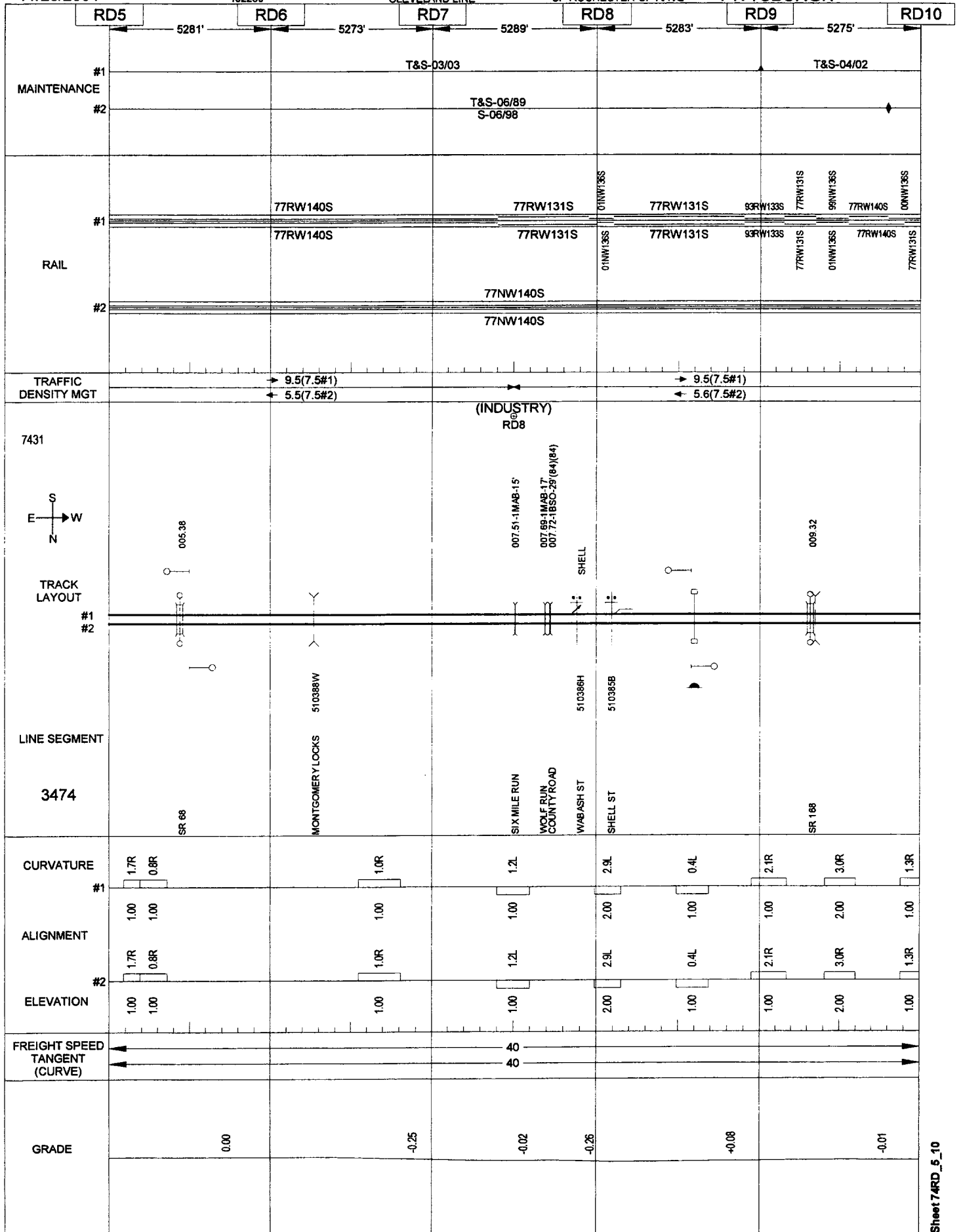
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402230

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



RD15



PITTSBURGH

Sheet 74RD_15_20

RD25



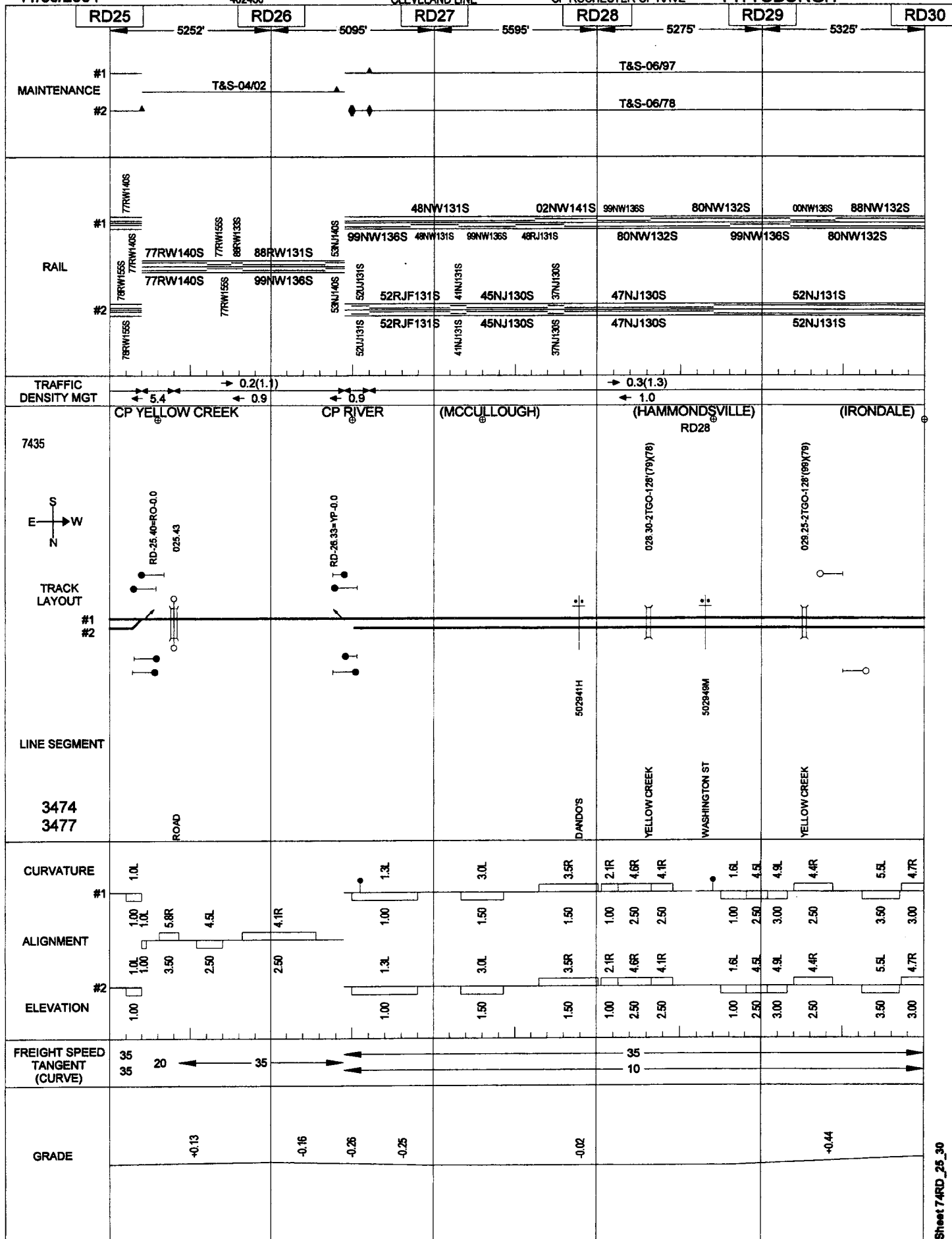
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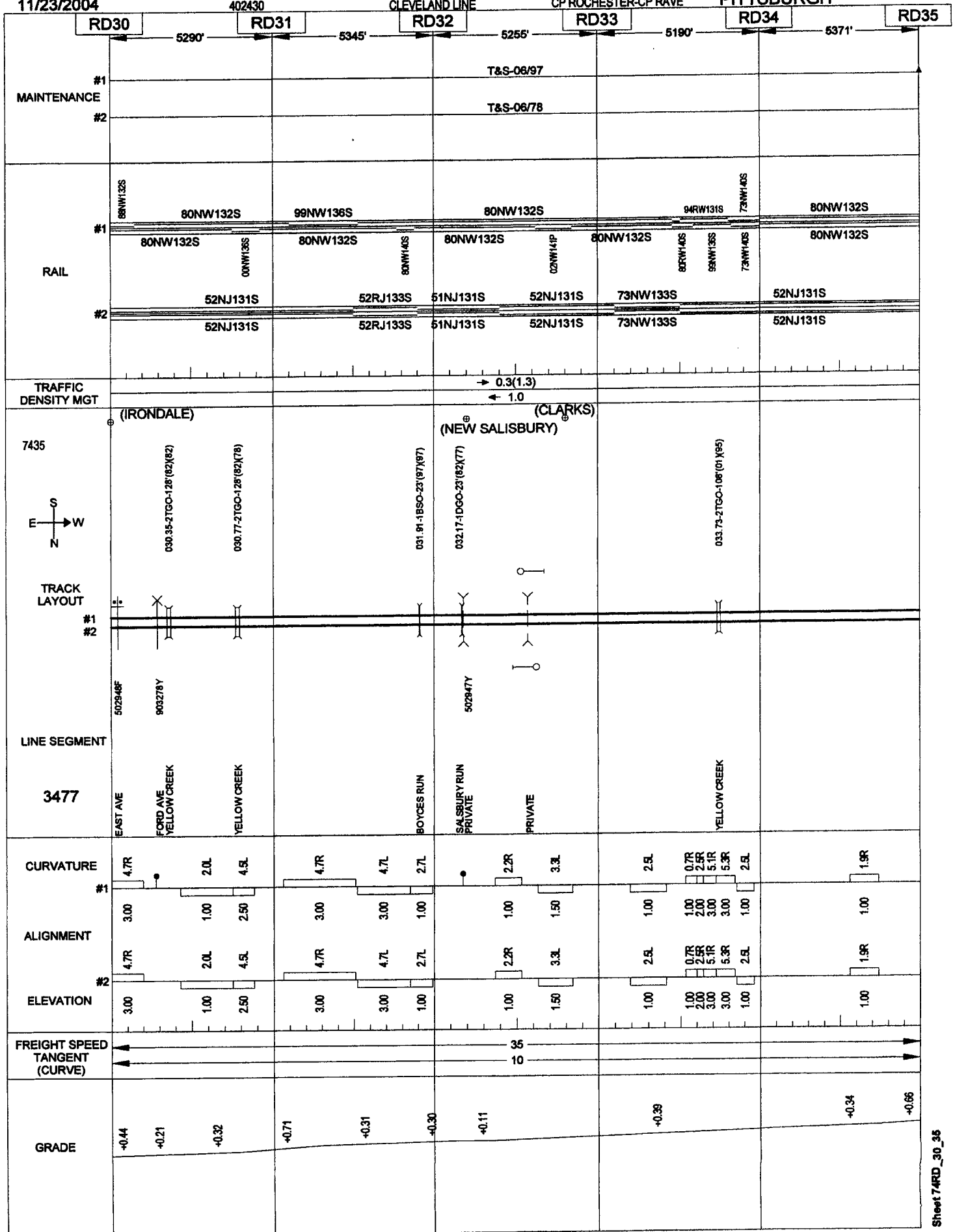
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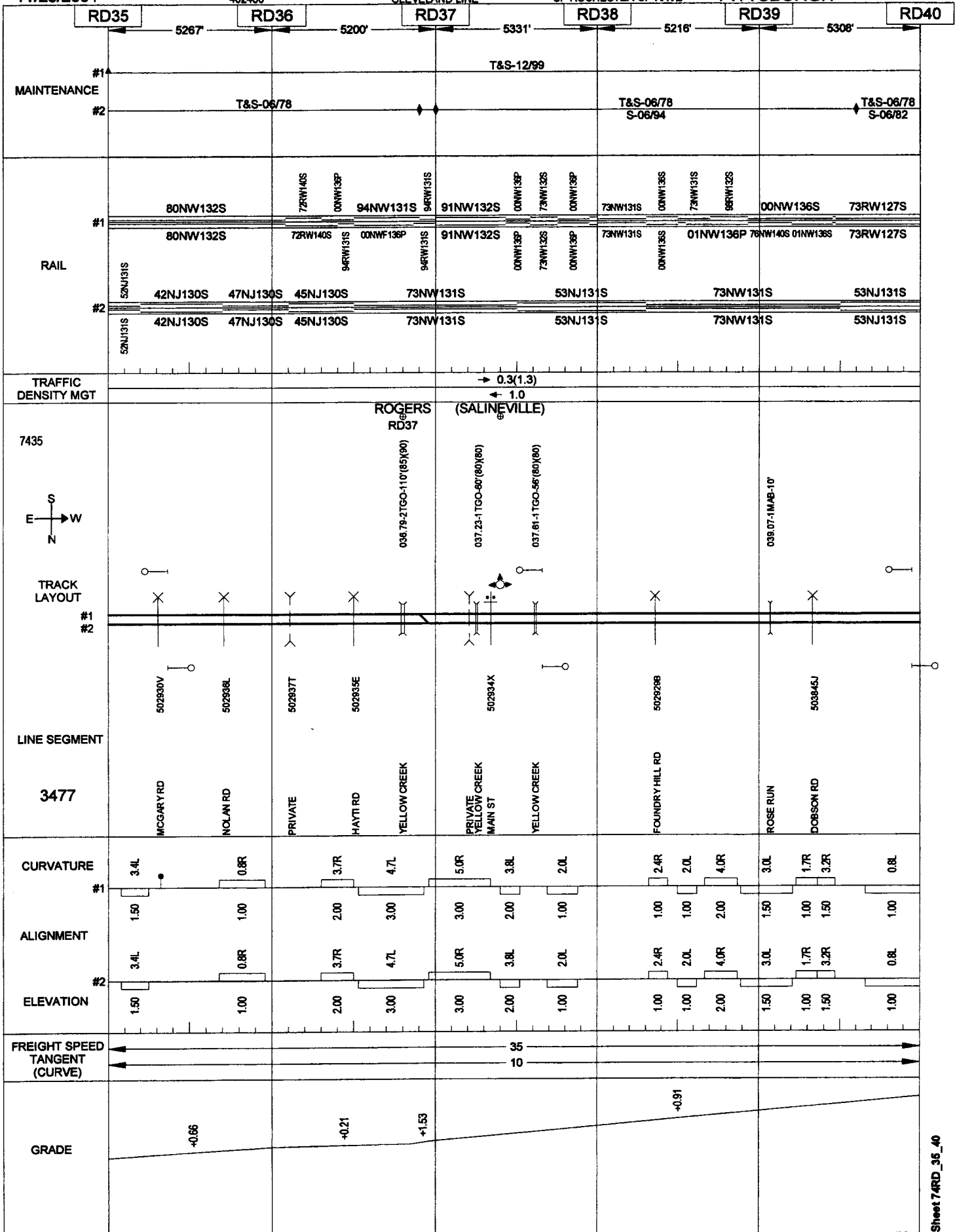
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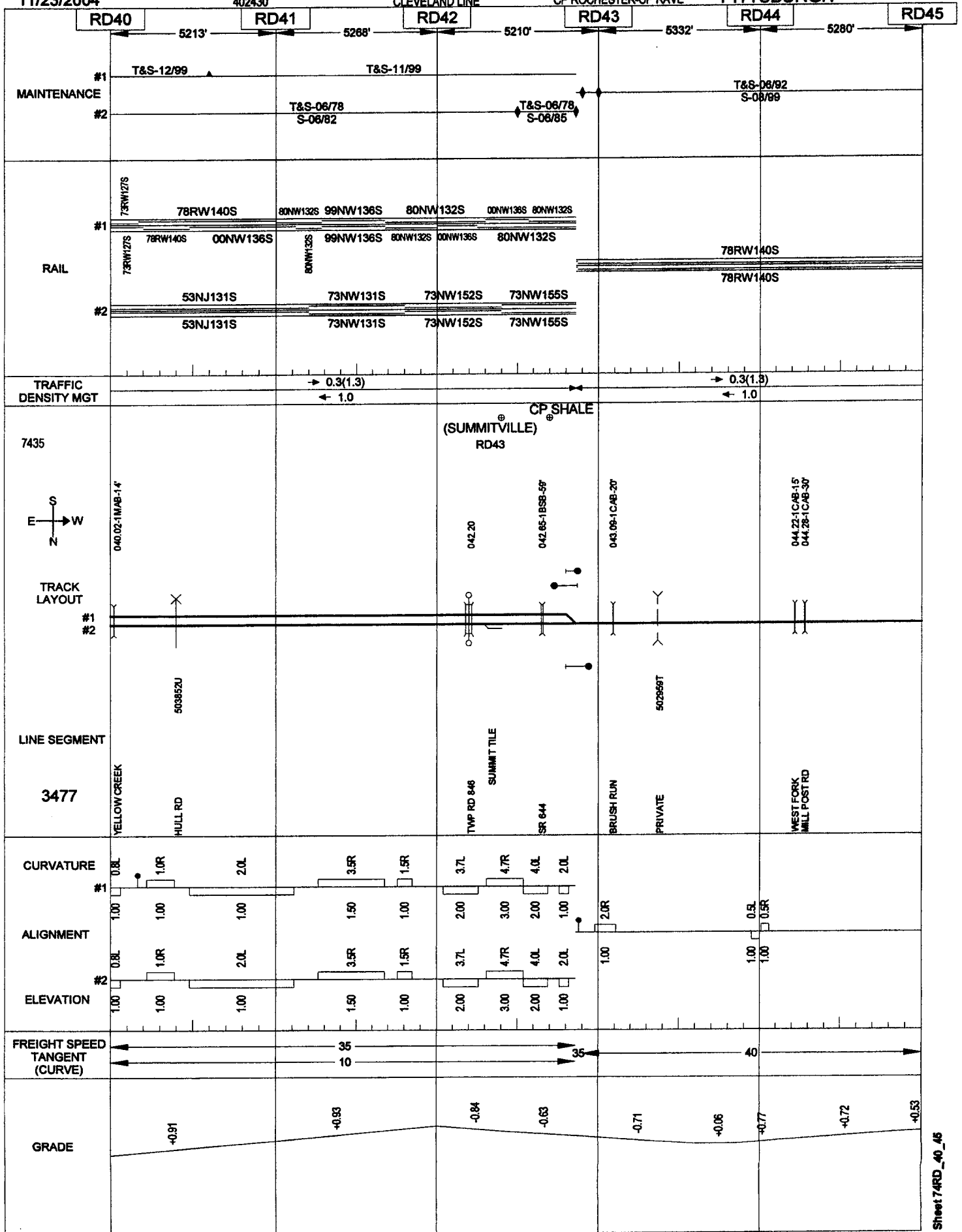
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

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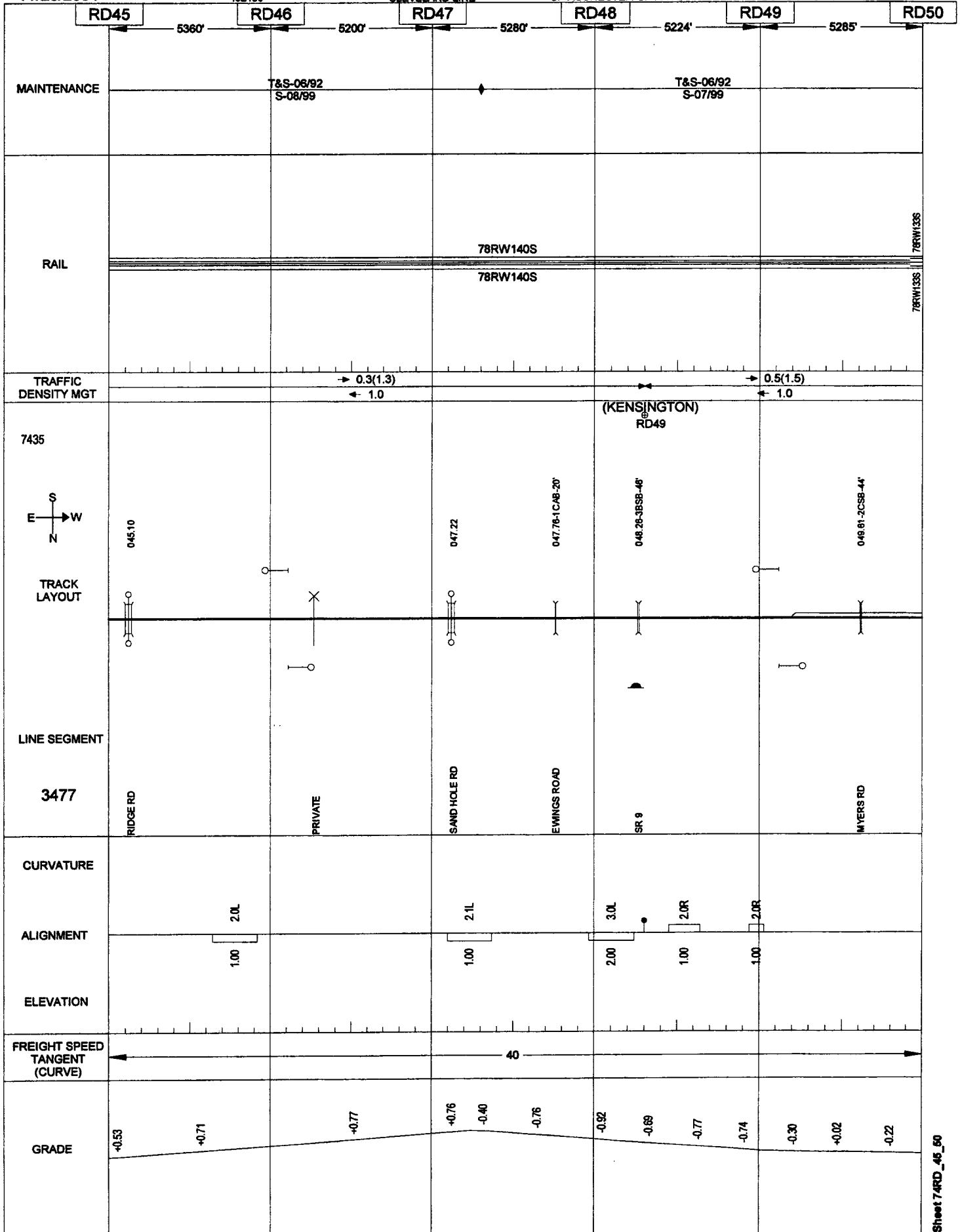
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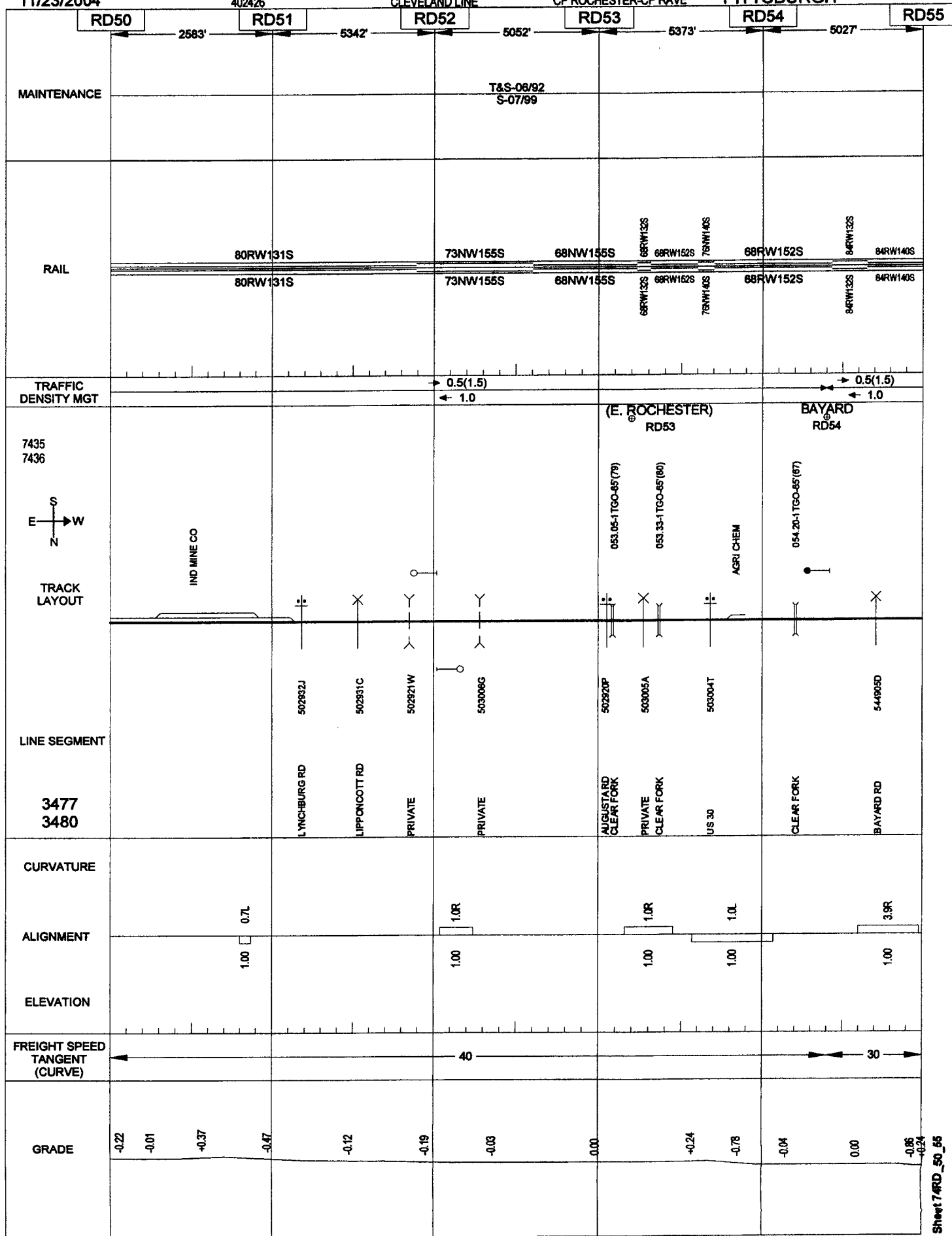
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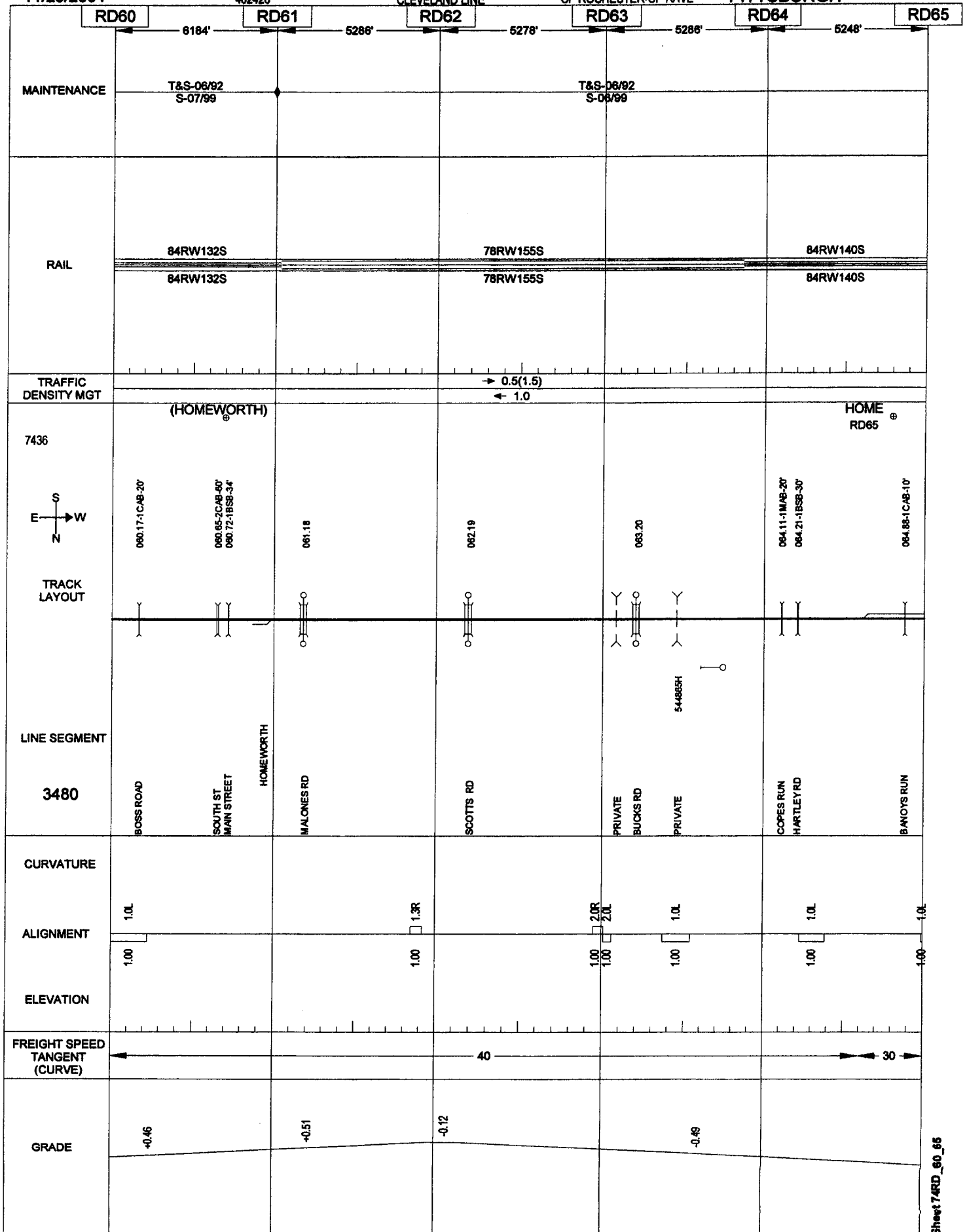
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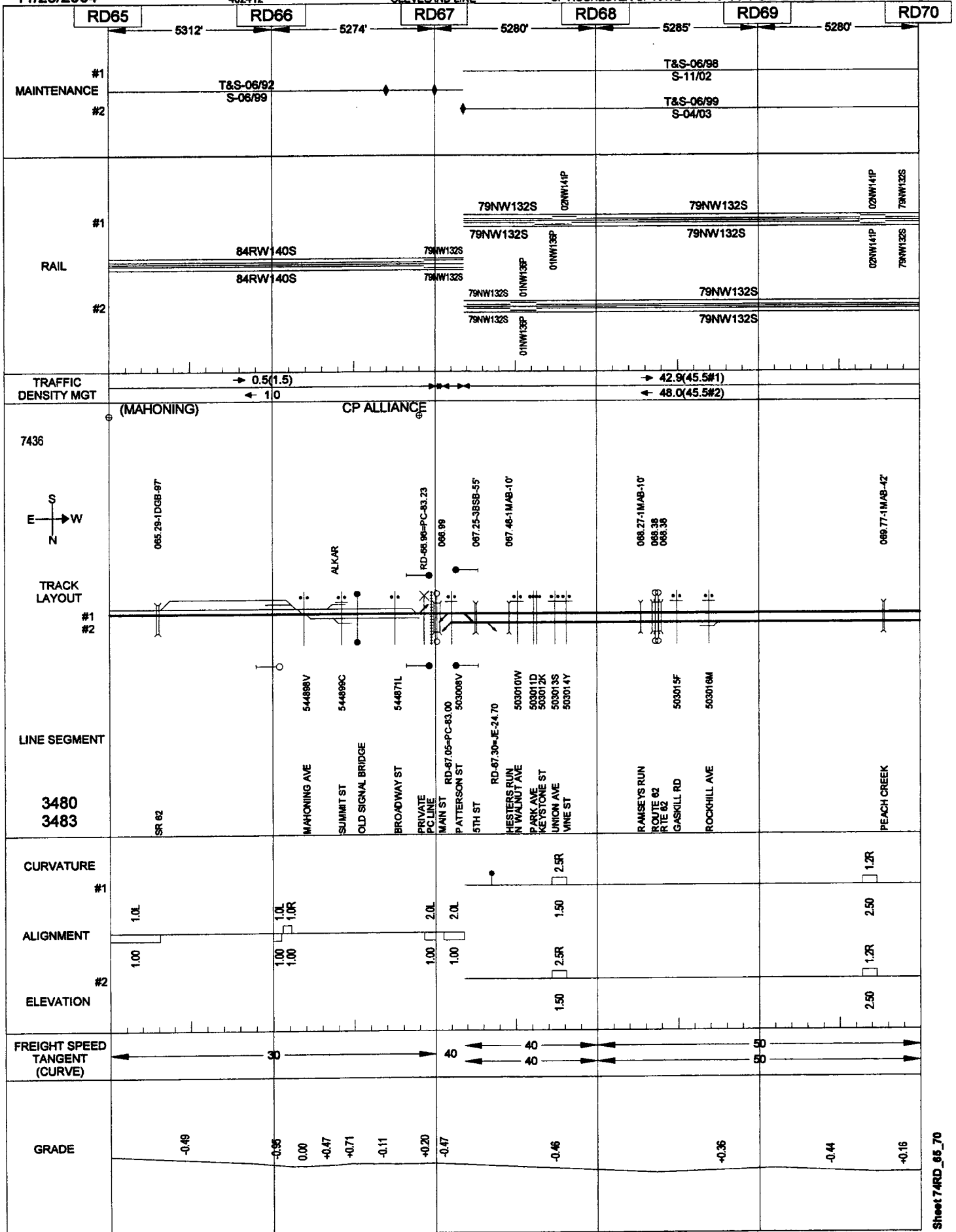
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



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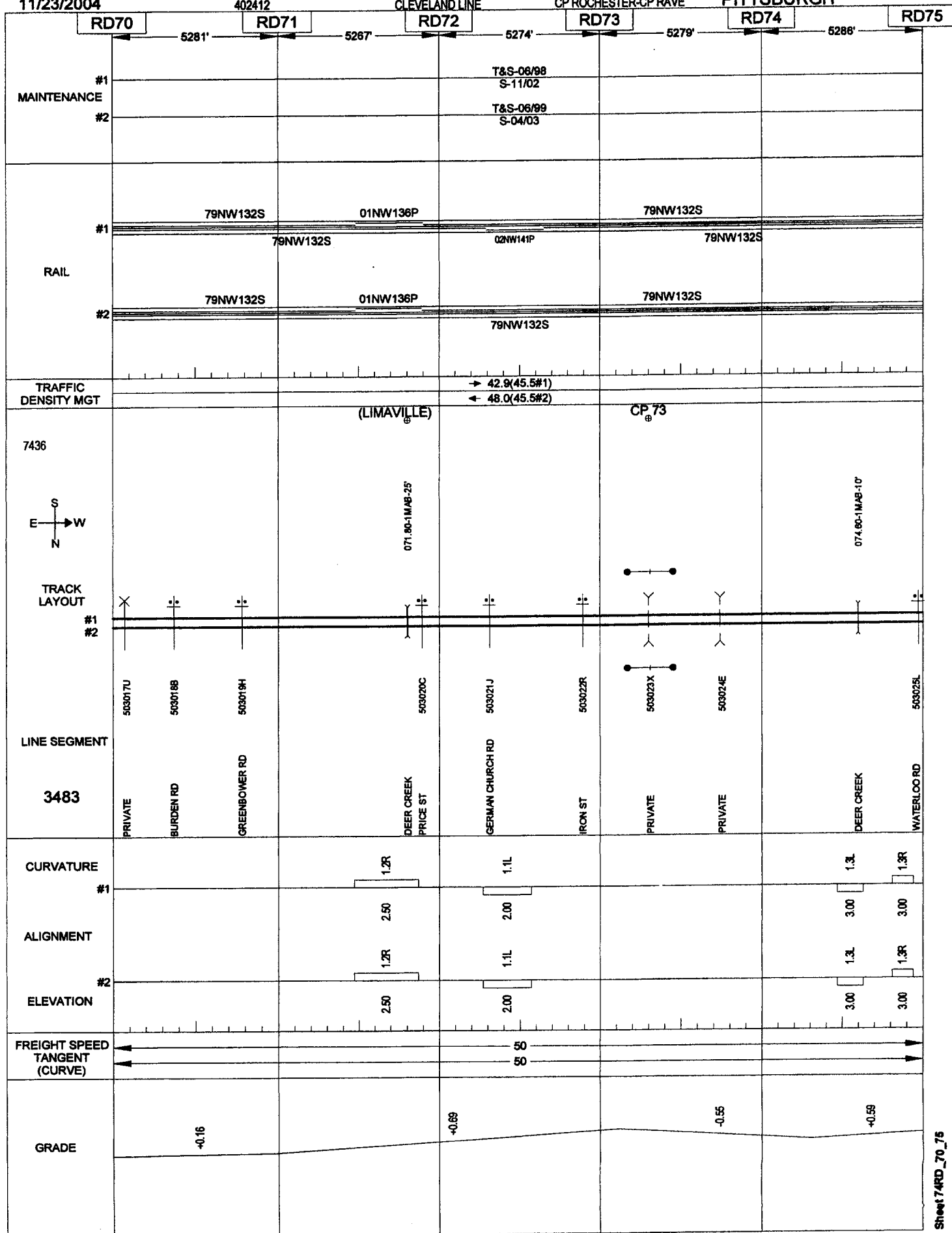
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



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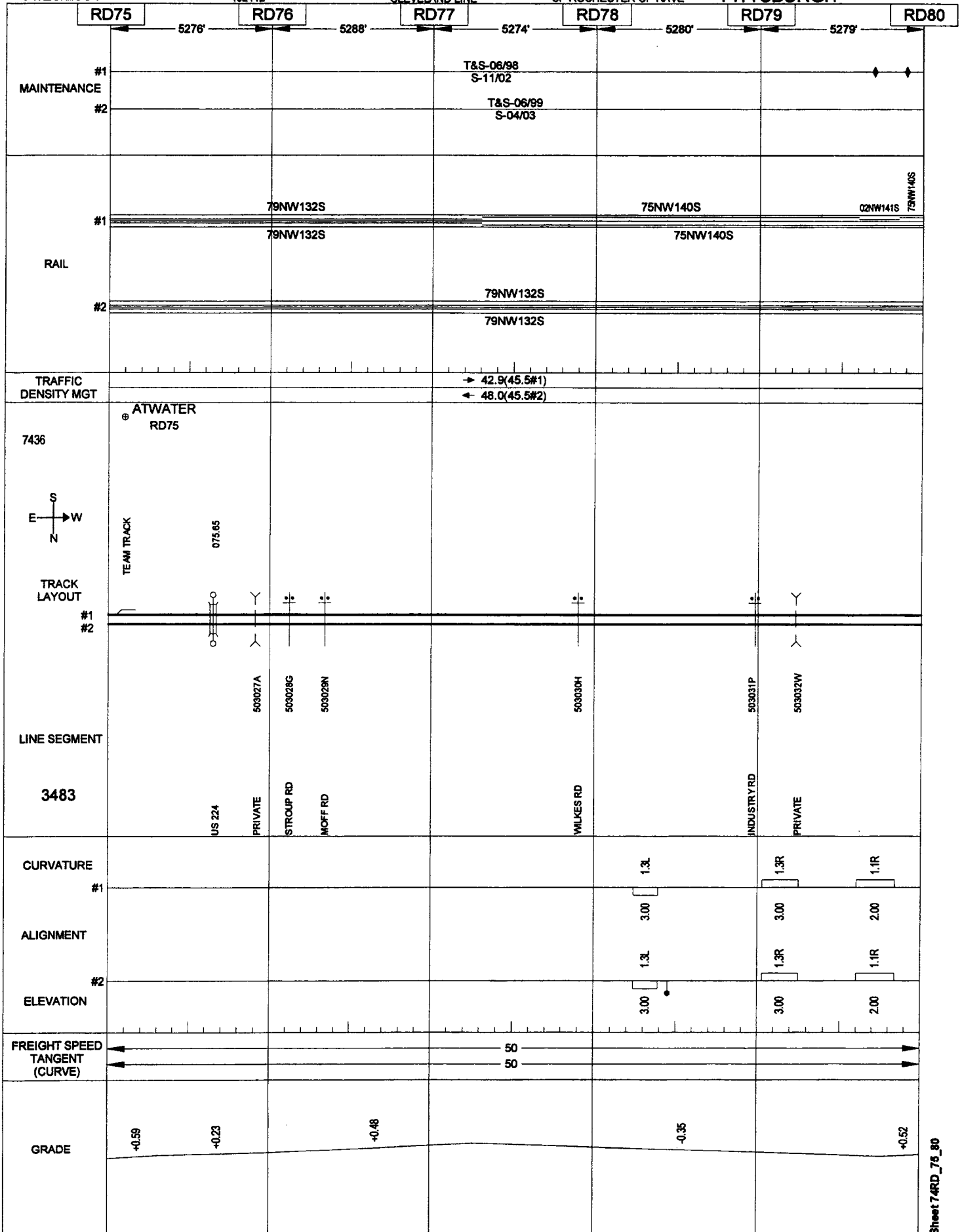
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



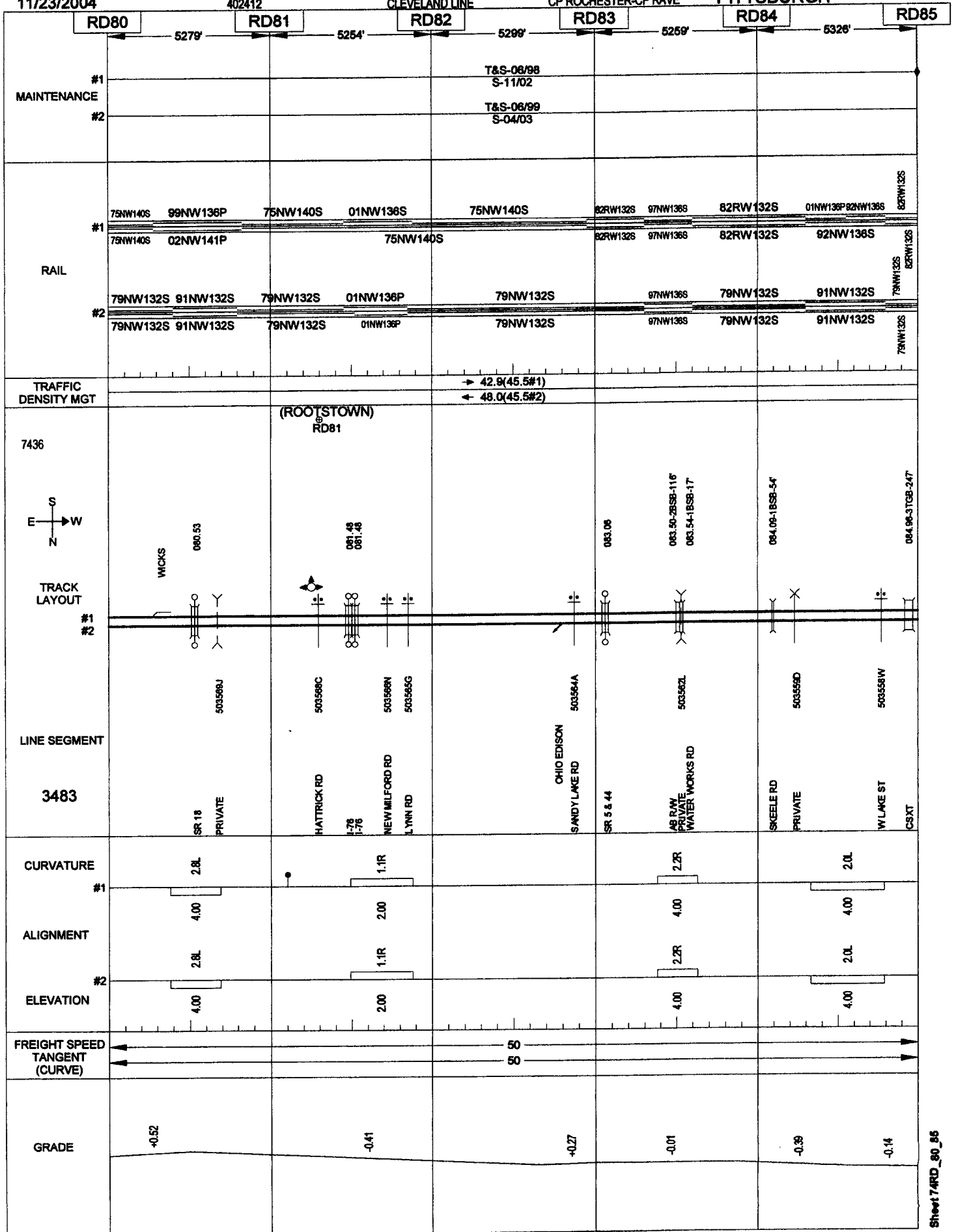
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CP ROCHESTER-CP RAVE

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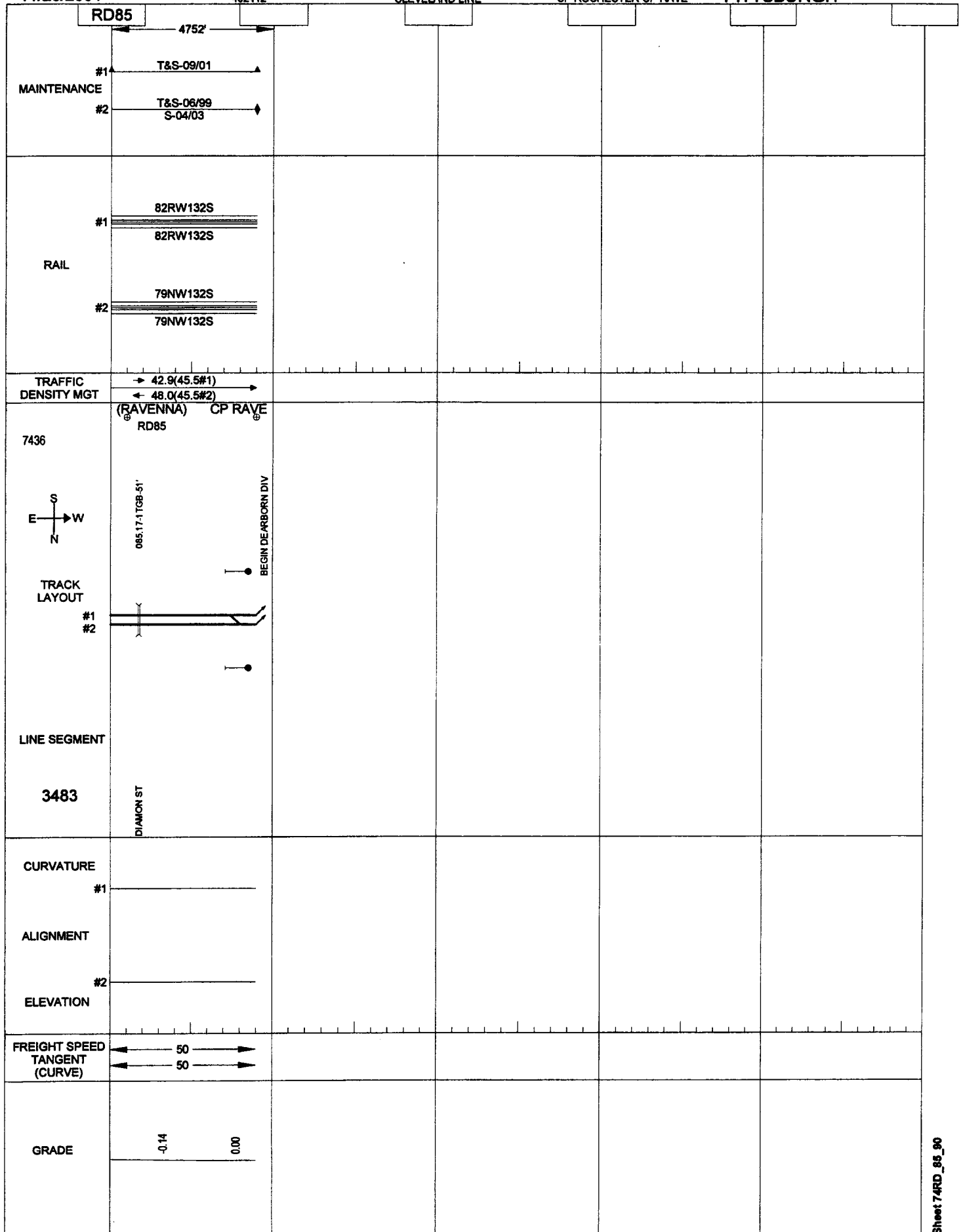
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110

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



RD90

GRADE

RD90

528

(BRADY LAKE)

089.88-2DGO-170'(02X81)

CUYAHOGA RIVER

1

50

12

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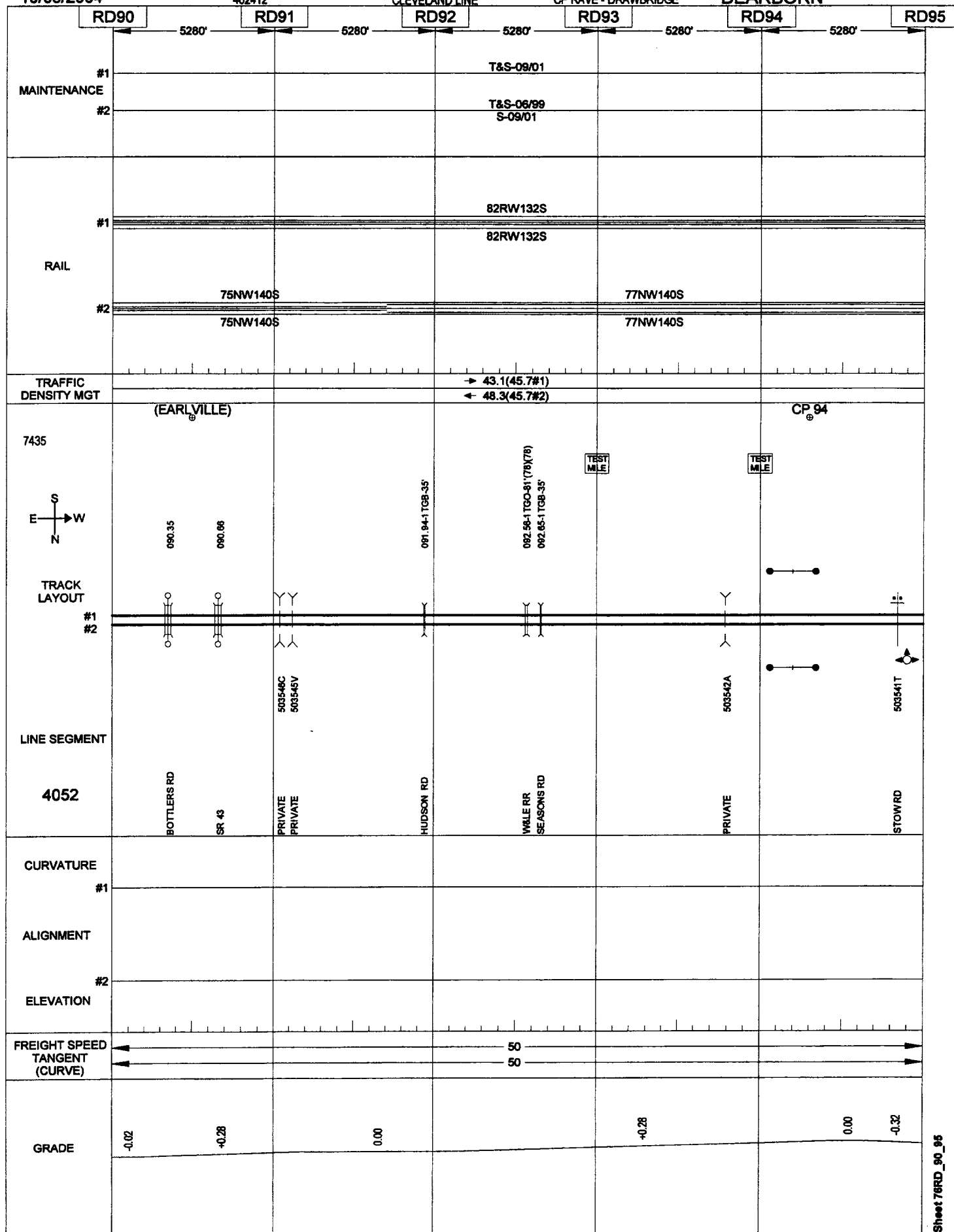
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



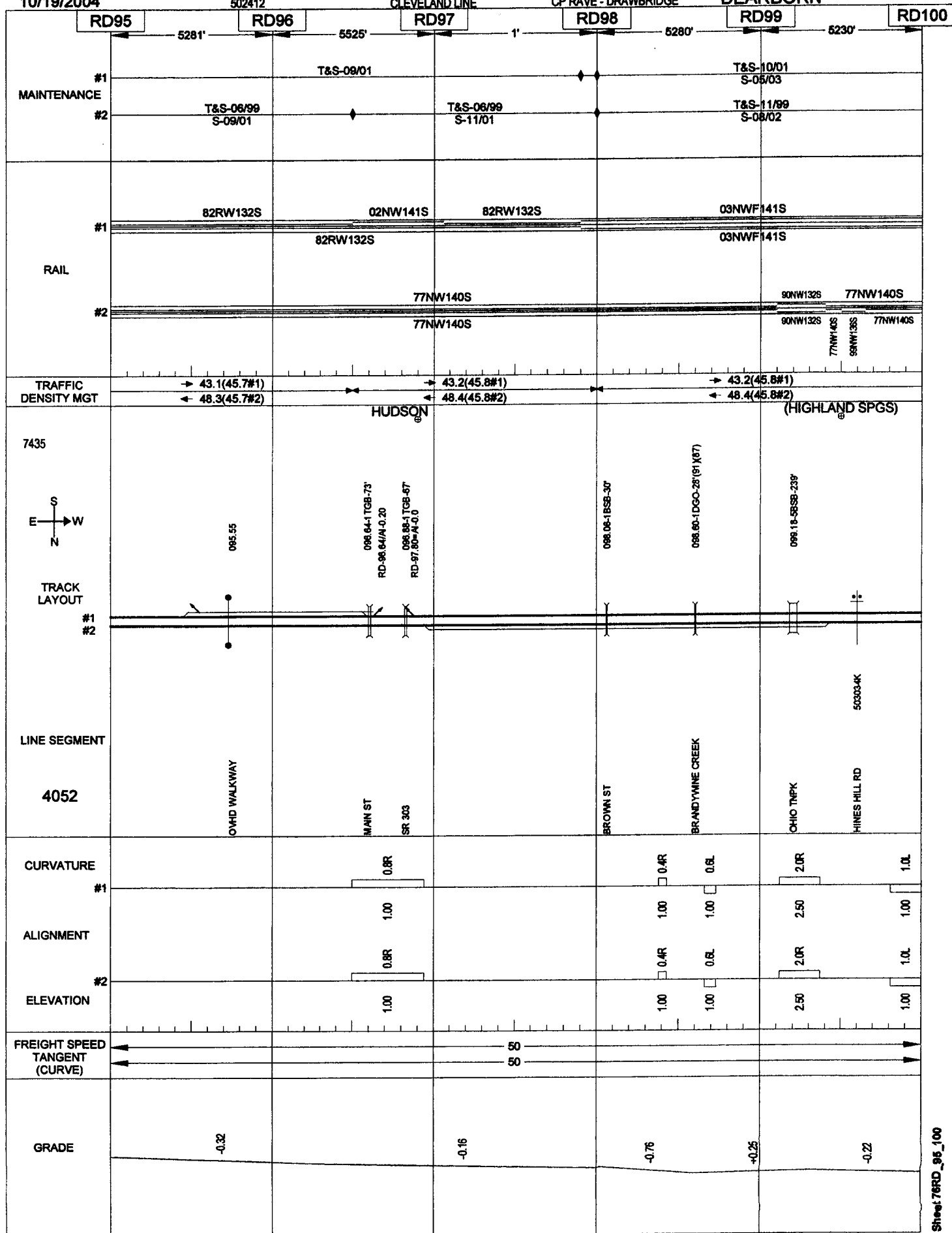
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CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



110.4

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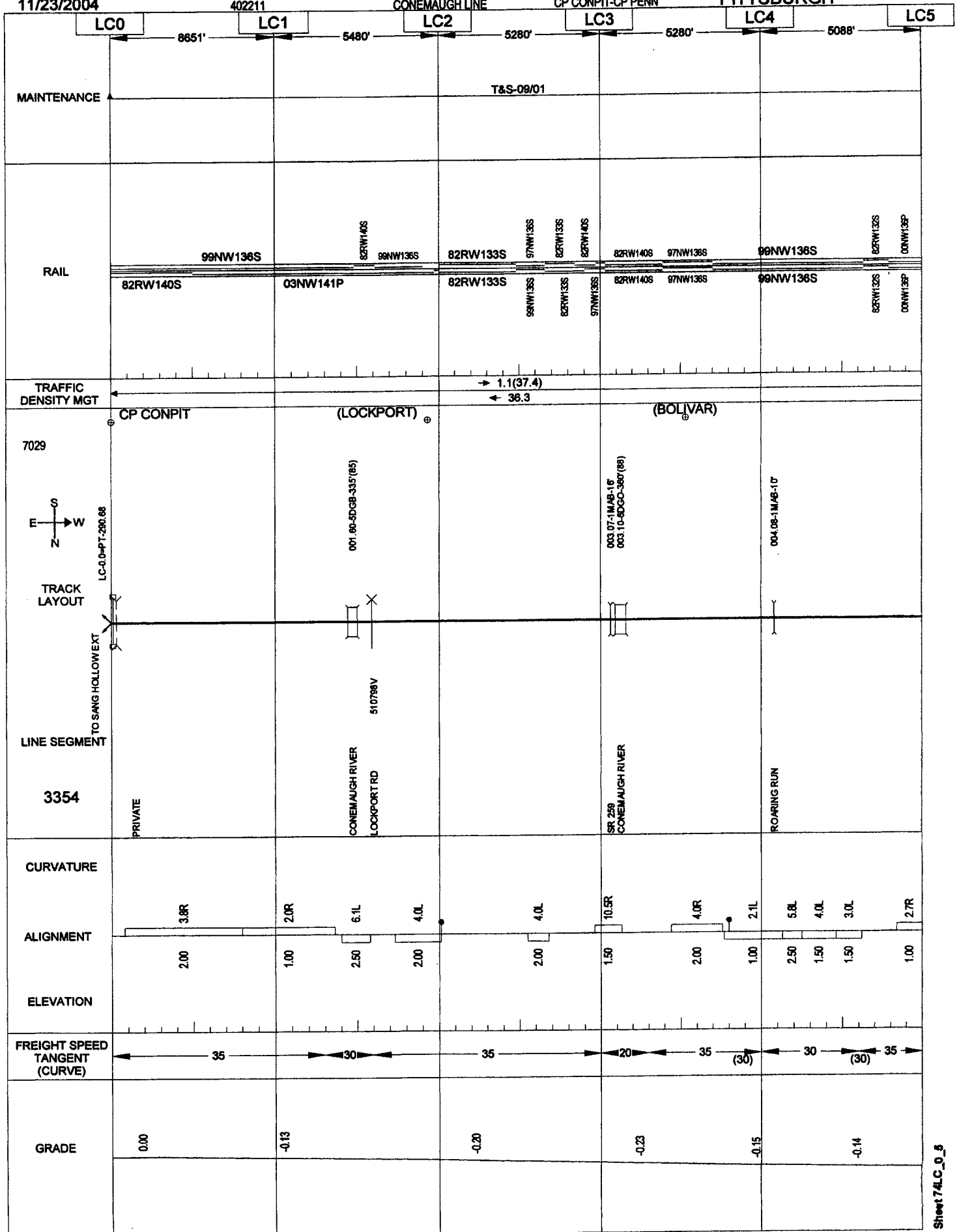
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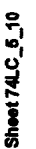
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH





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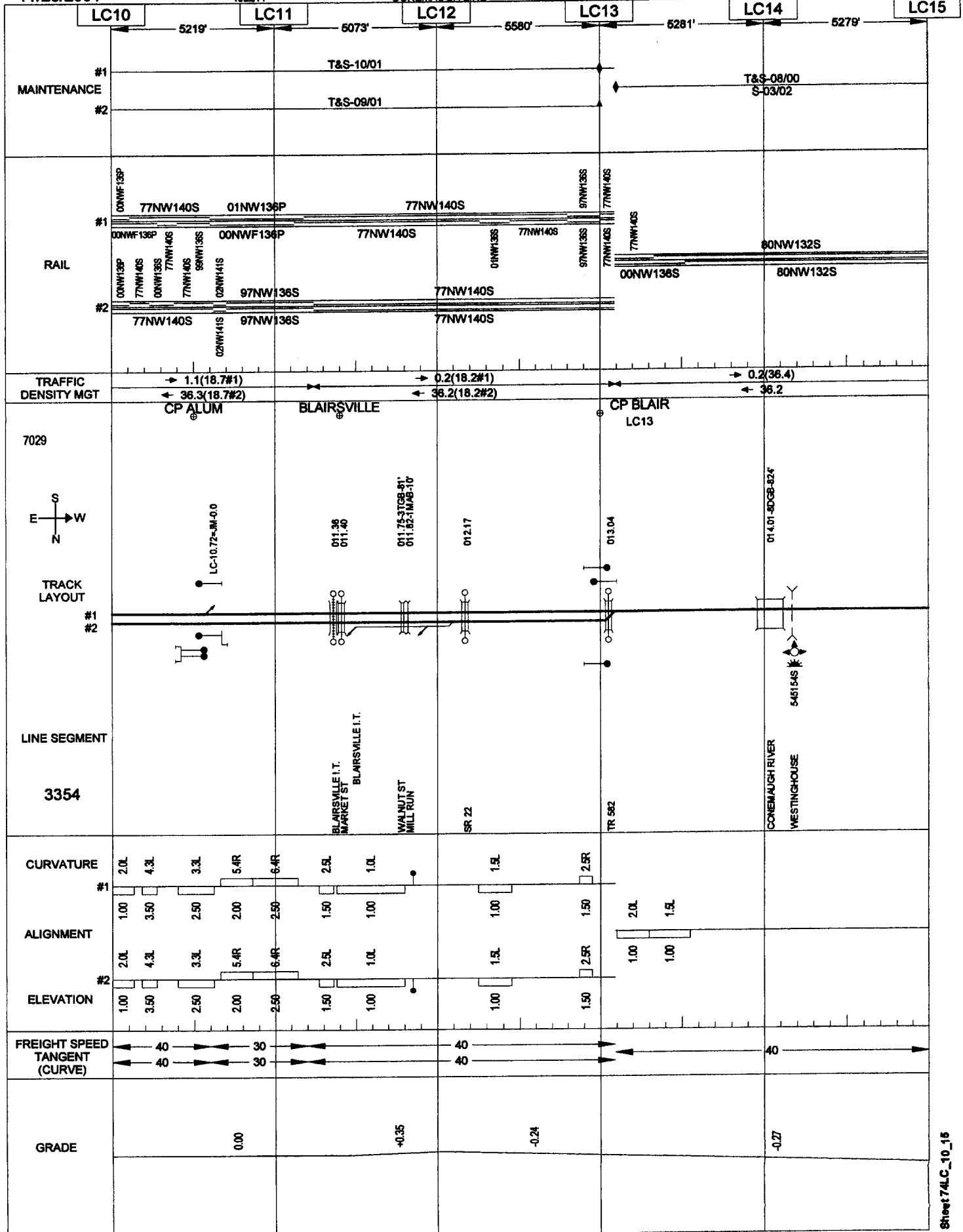
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

LC15



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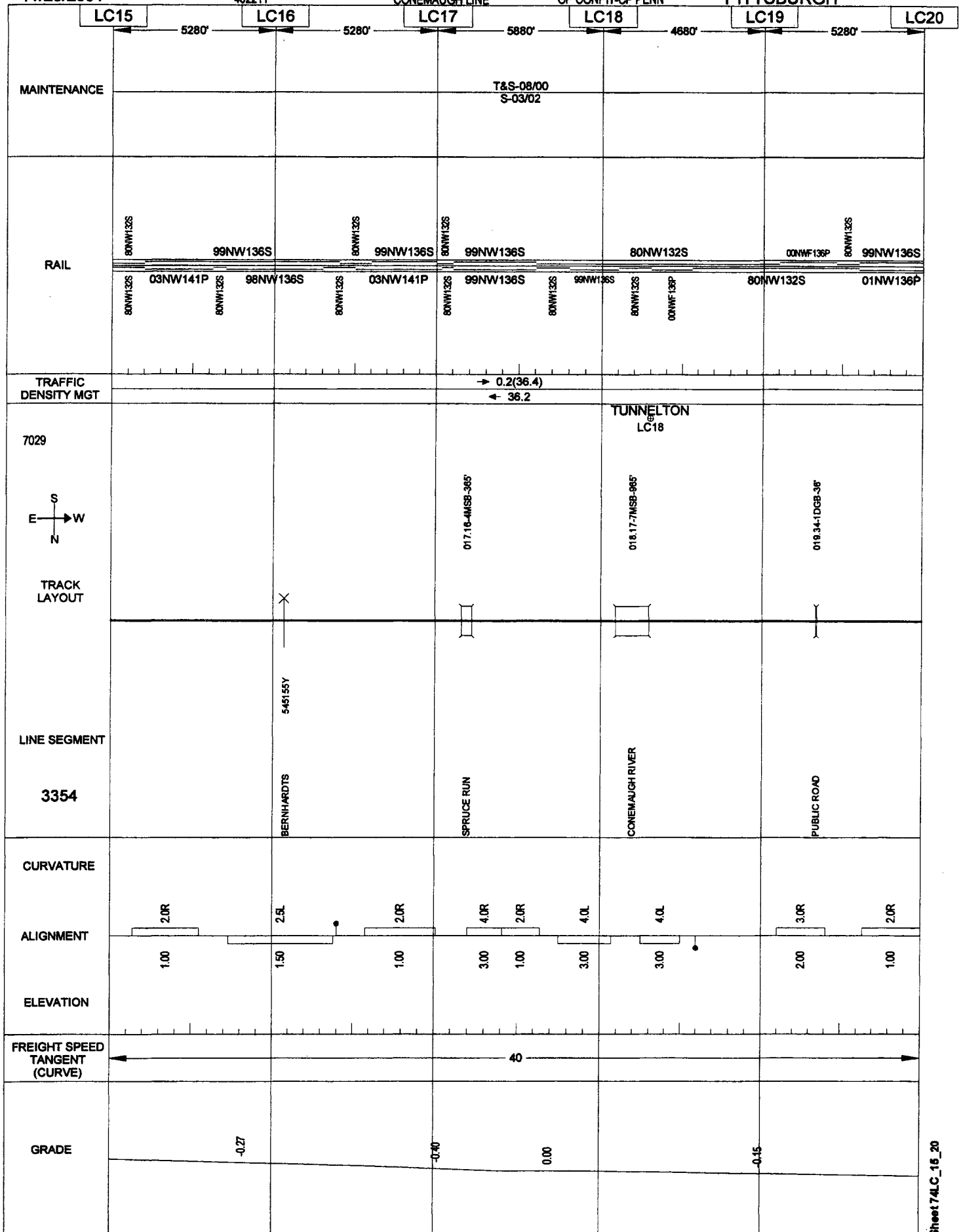
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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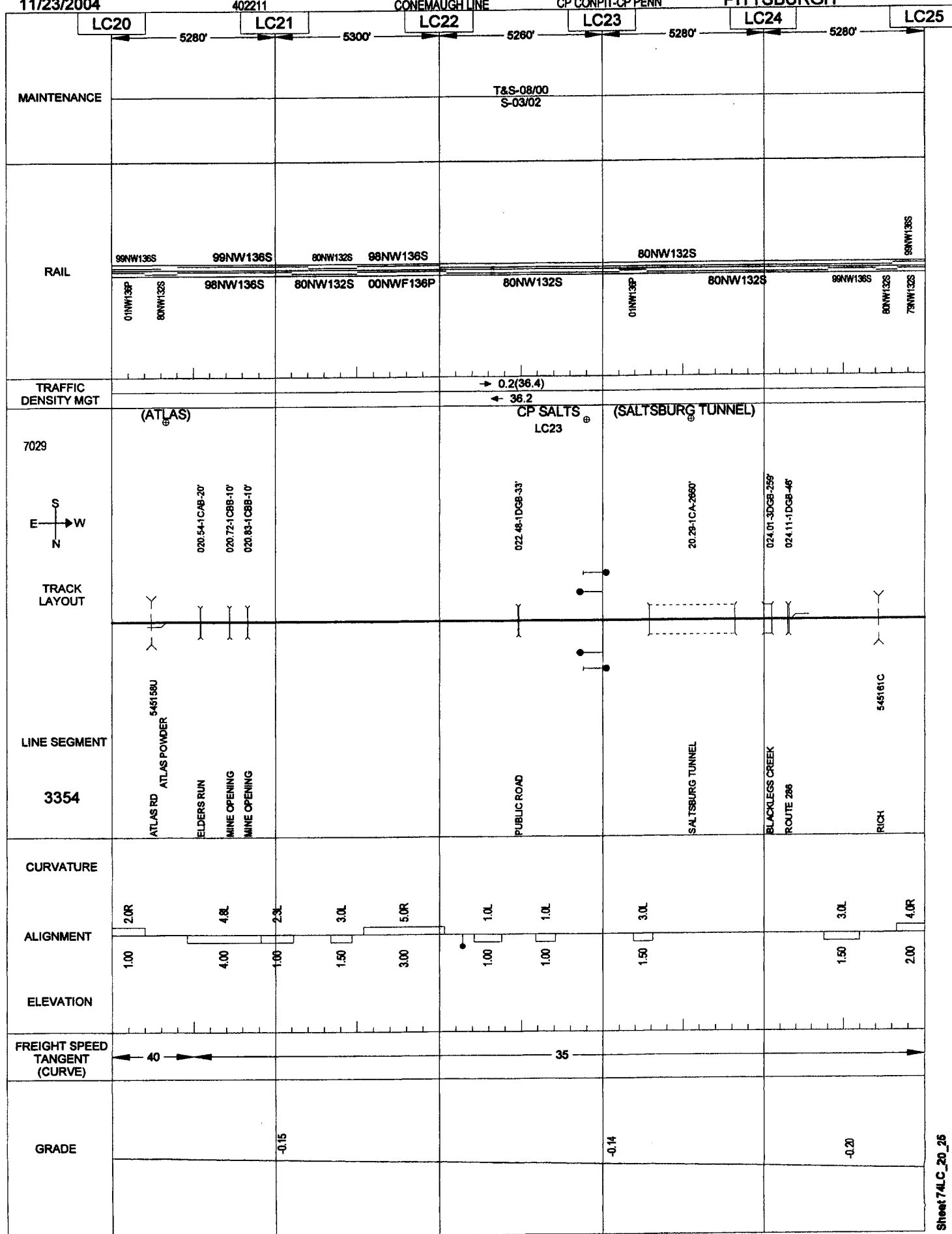
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



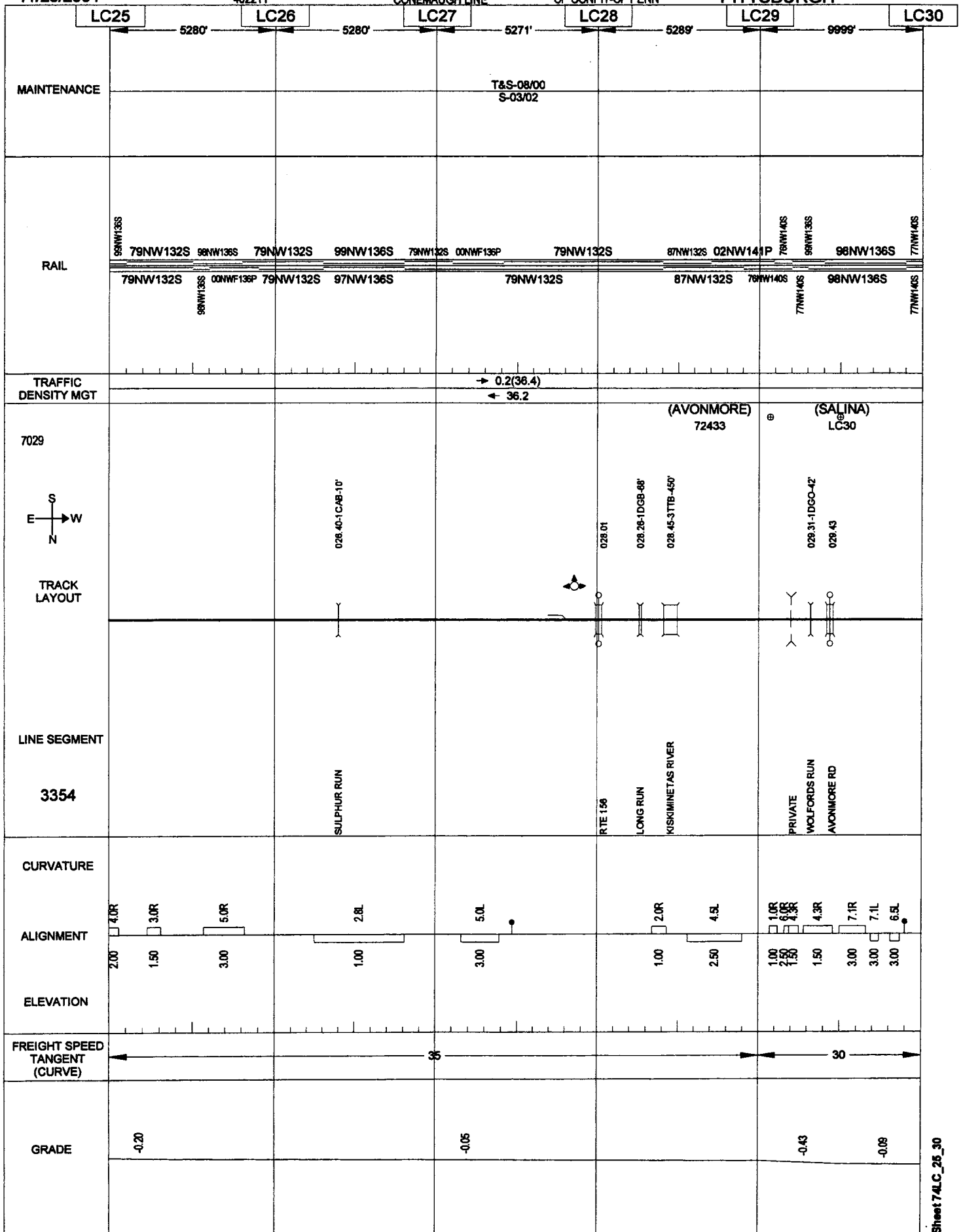
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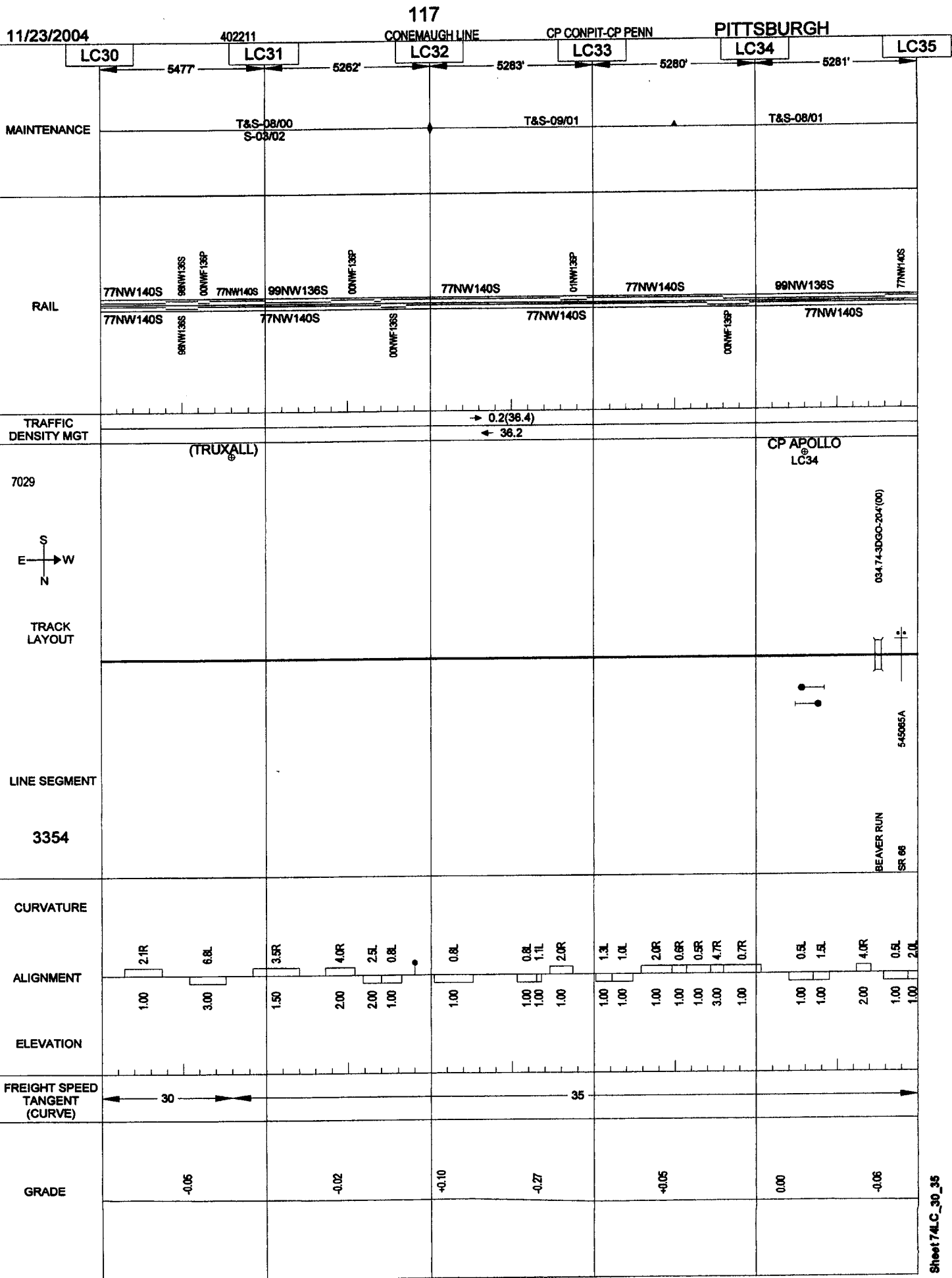
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH





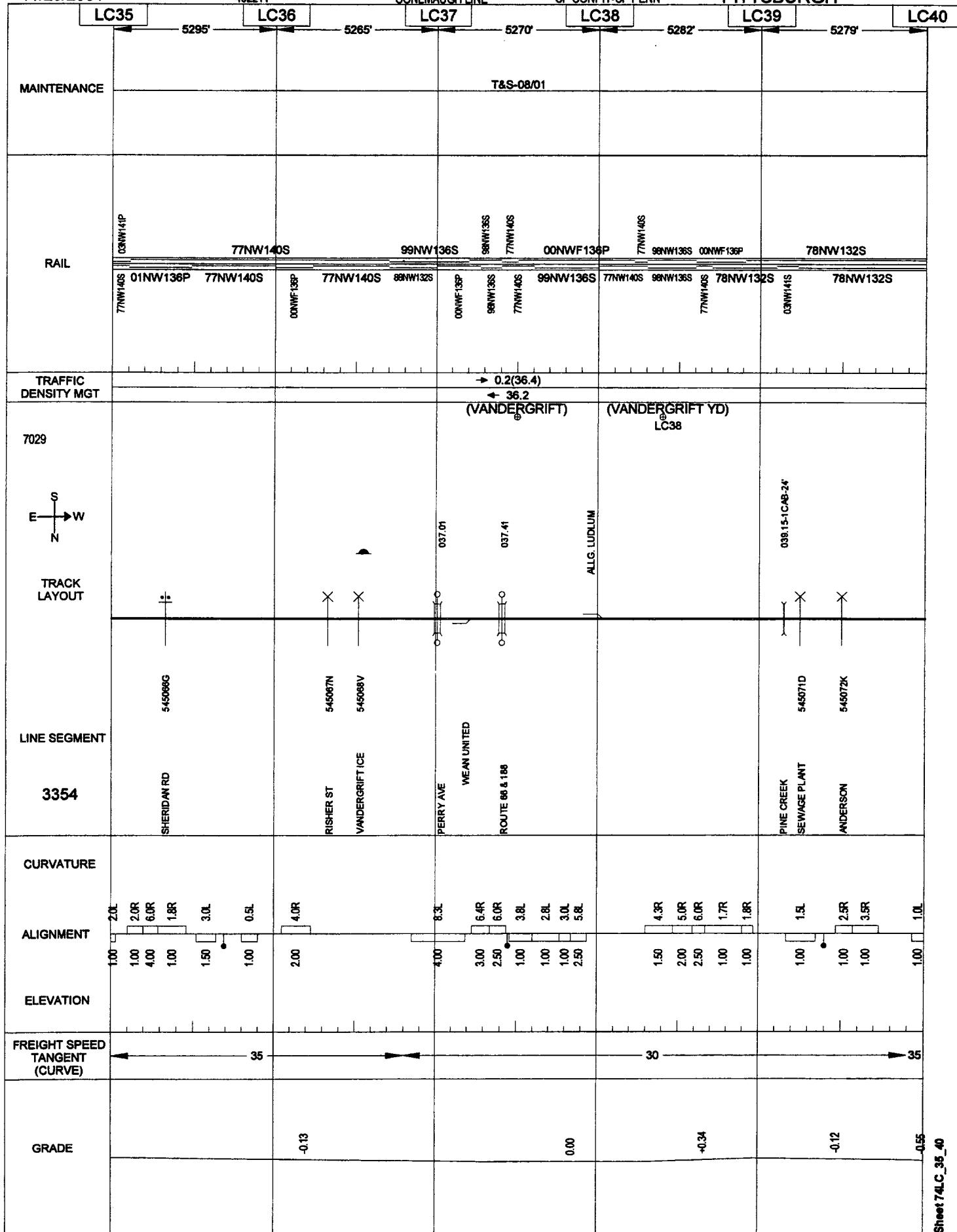
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



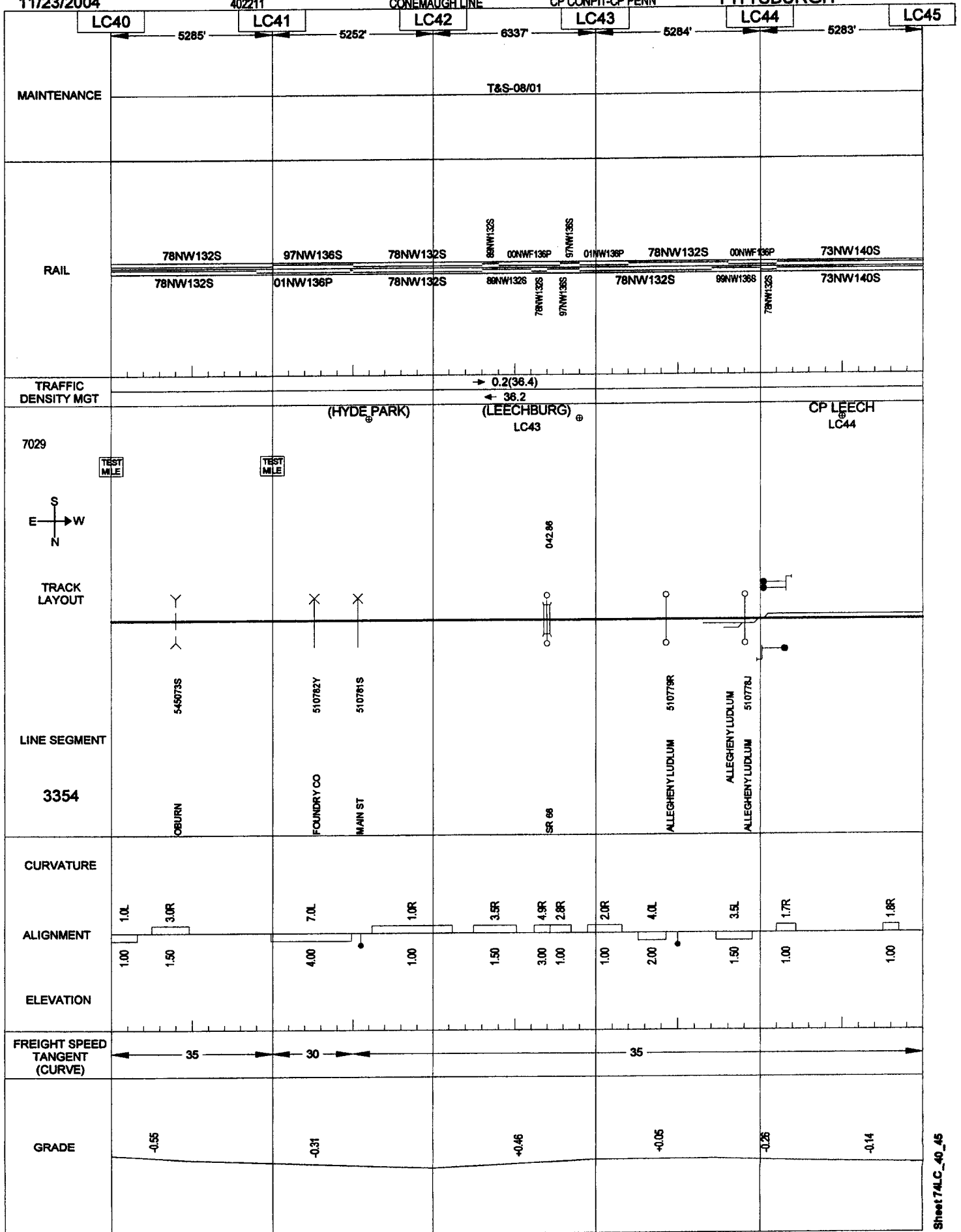
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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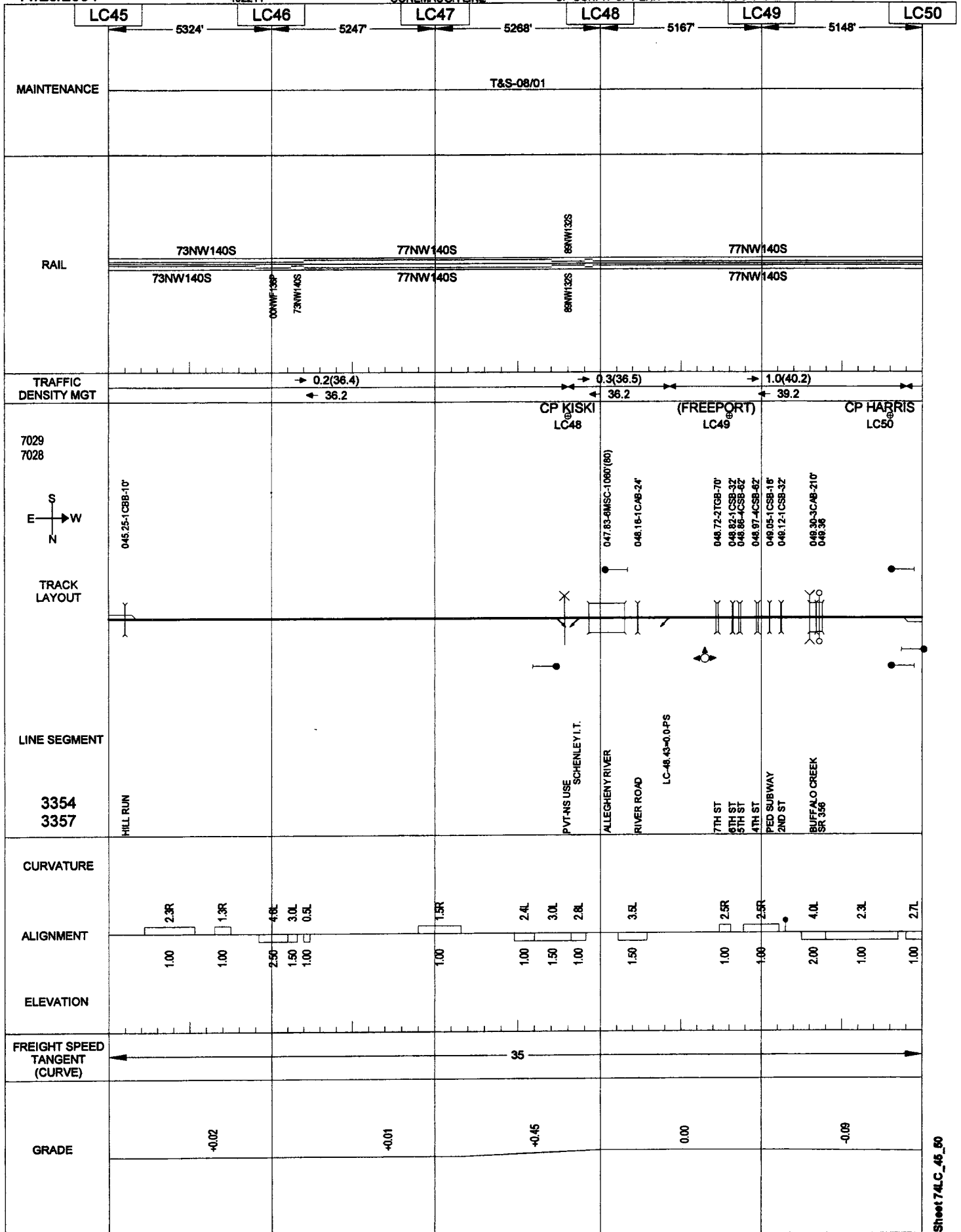
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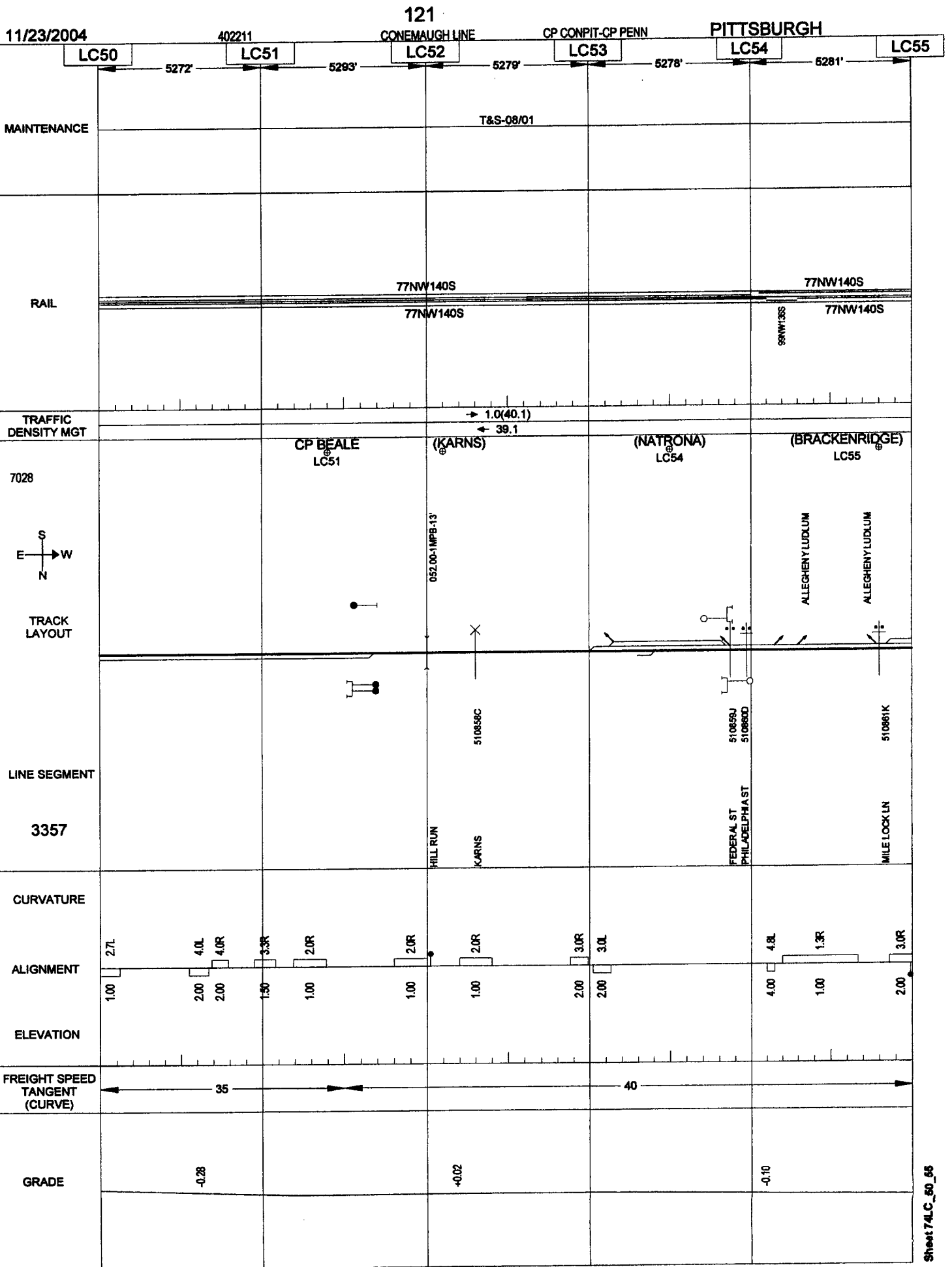
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH





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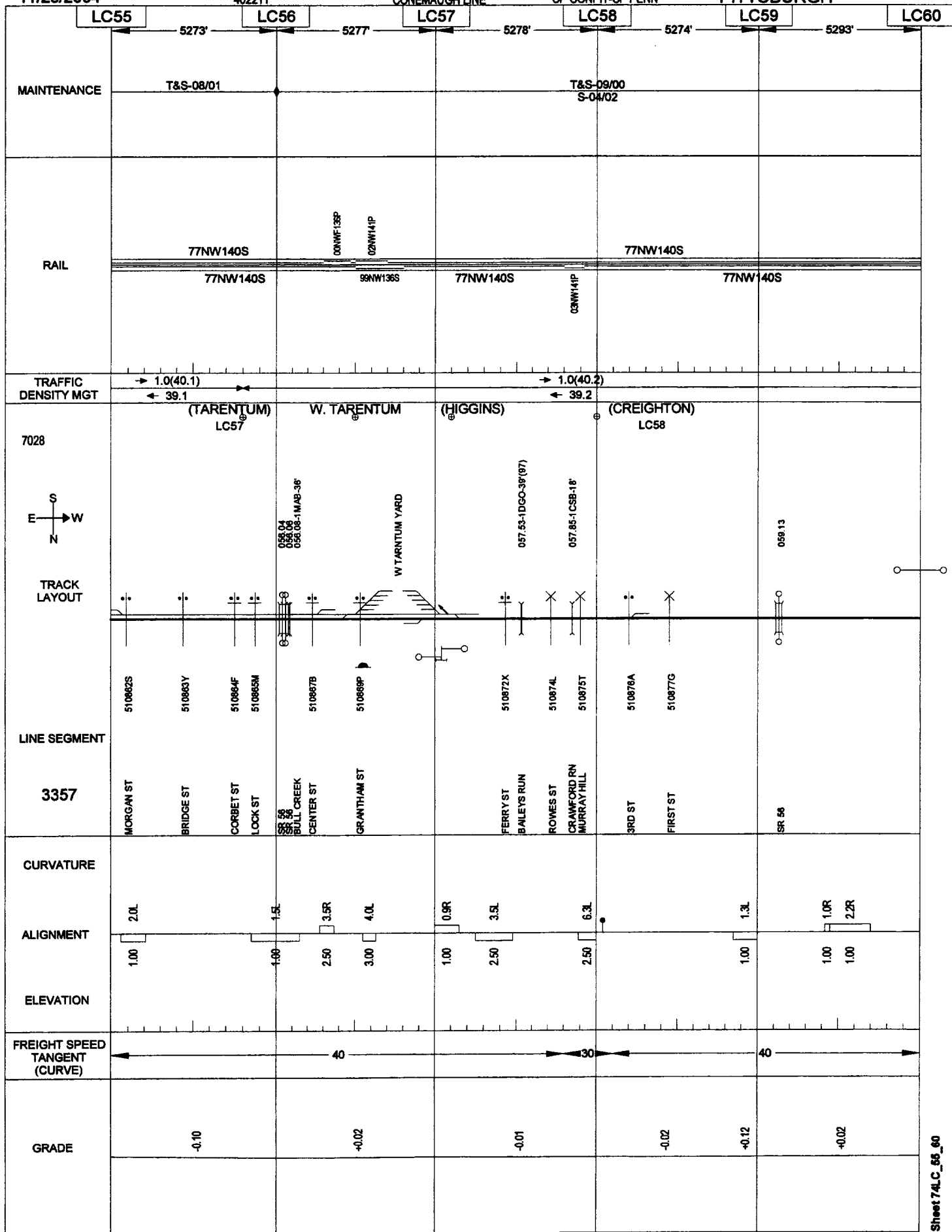
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CP CONPIT-CP PENN

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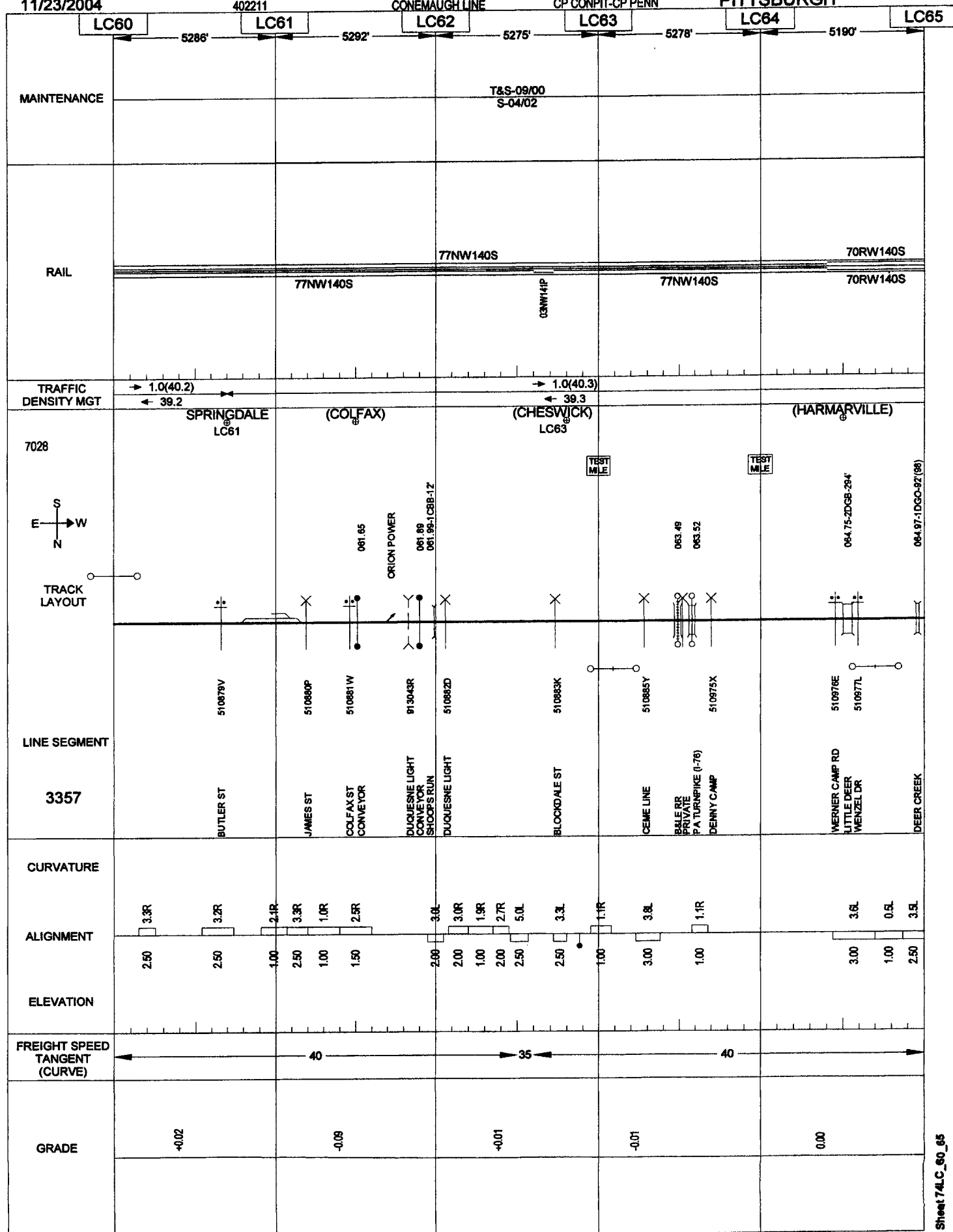
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



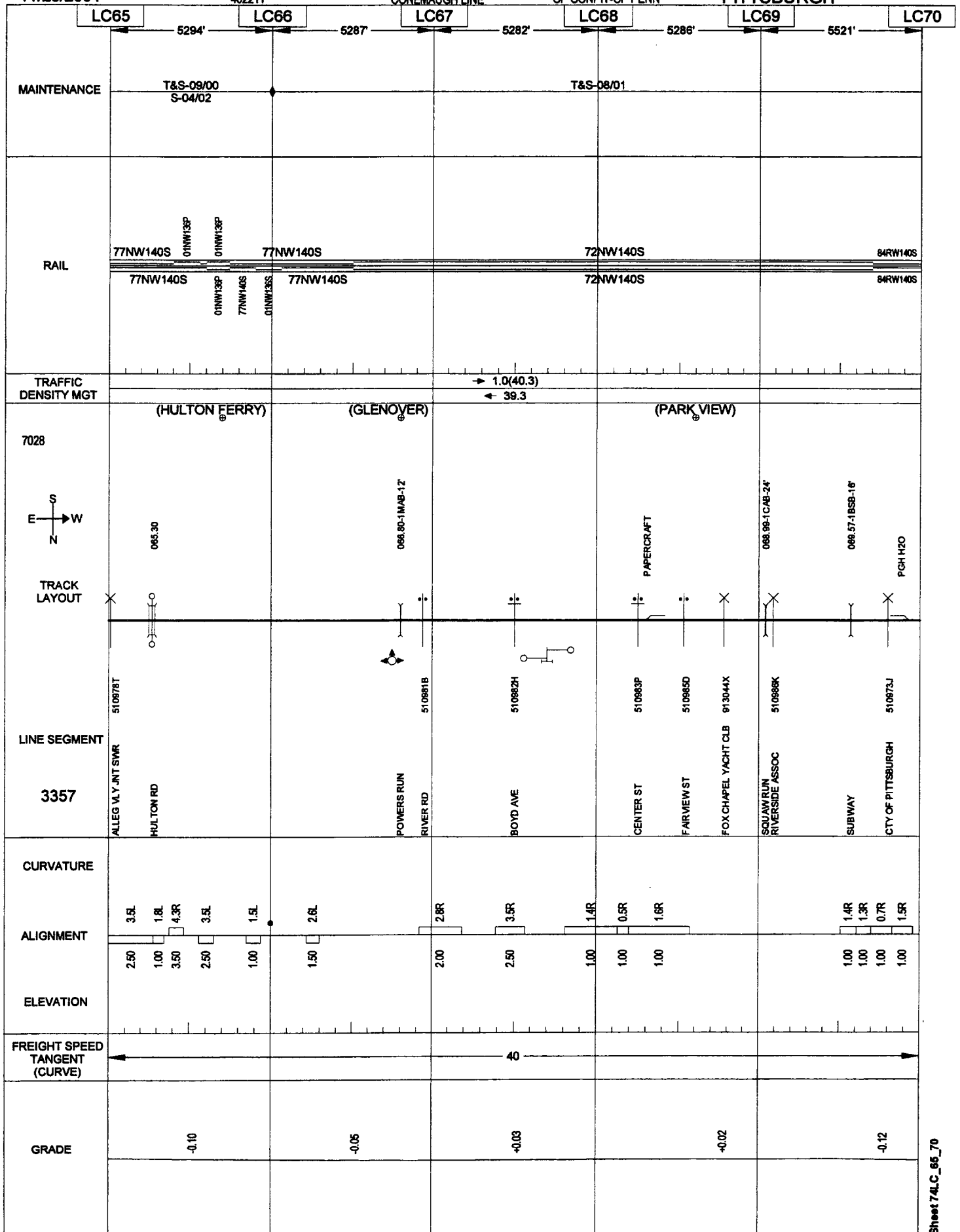
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124

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



LC75

Sheet 74LC_70_75

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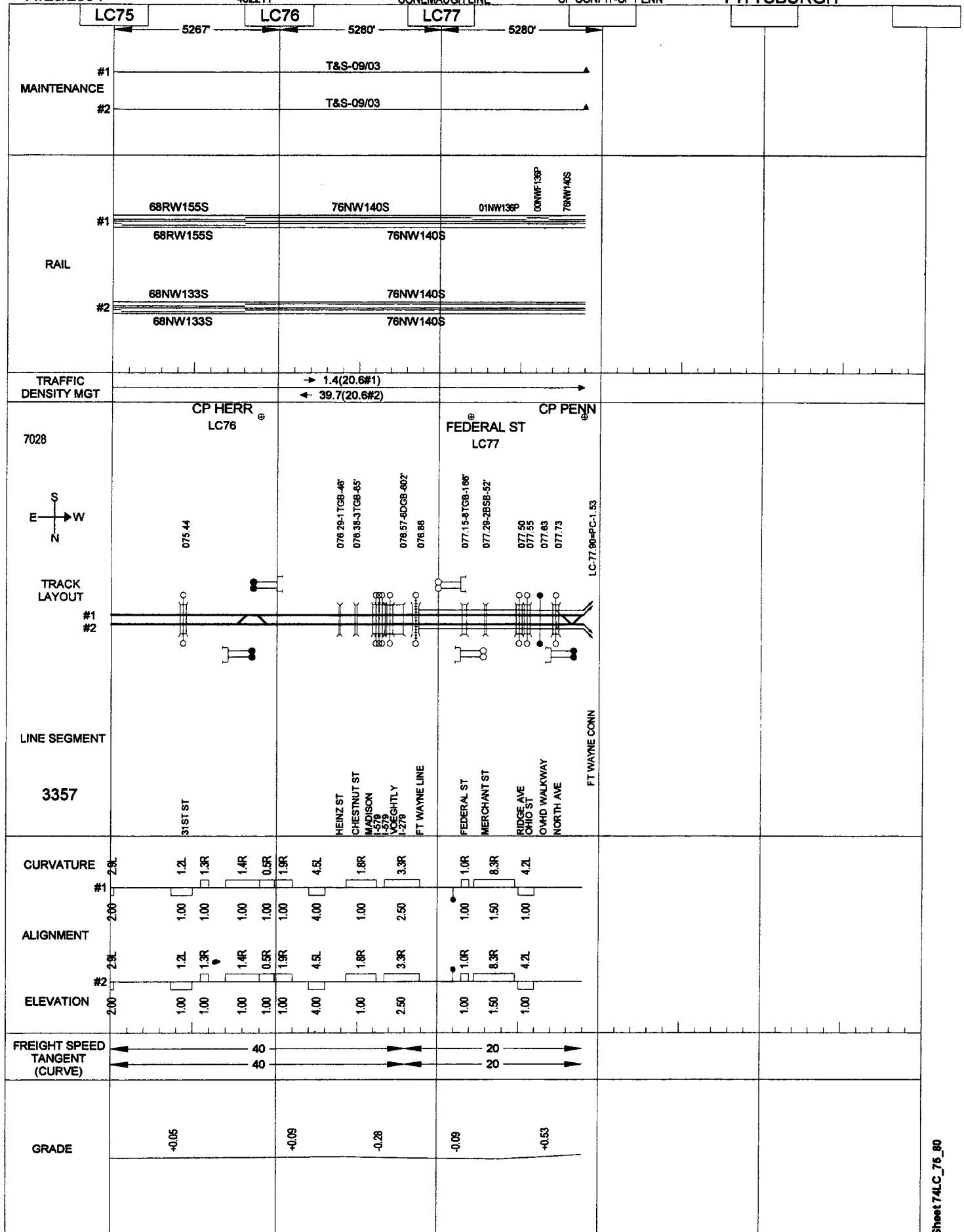
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CONEMAUGH LINE

CP CONPIT-CP PENN

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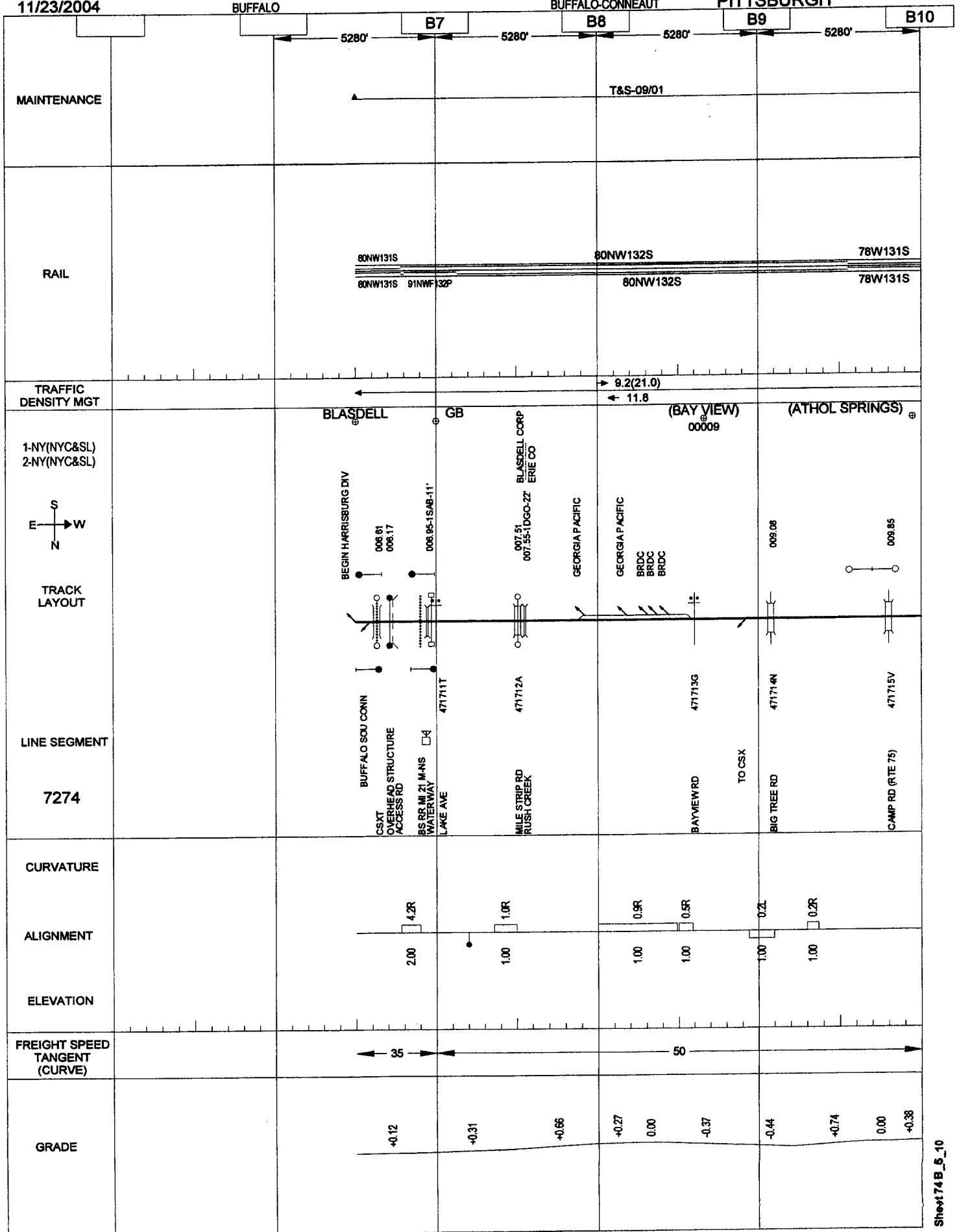


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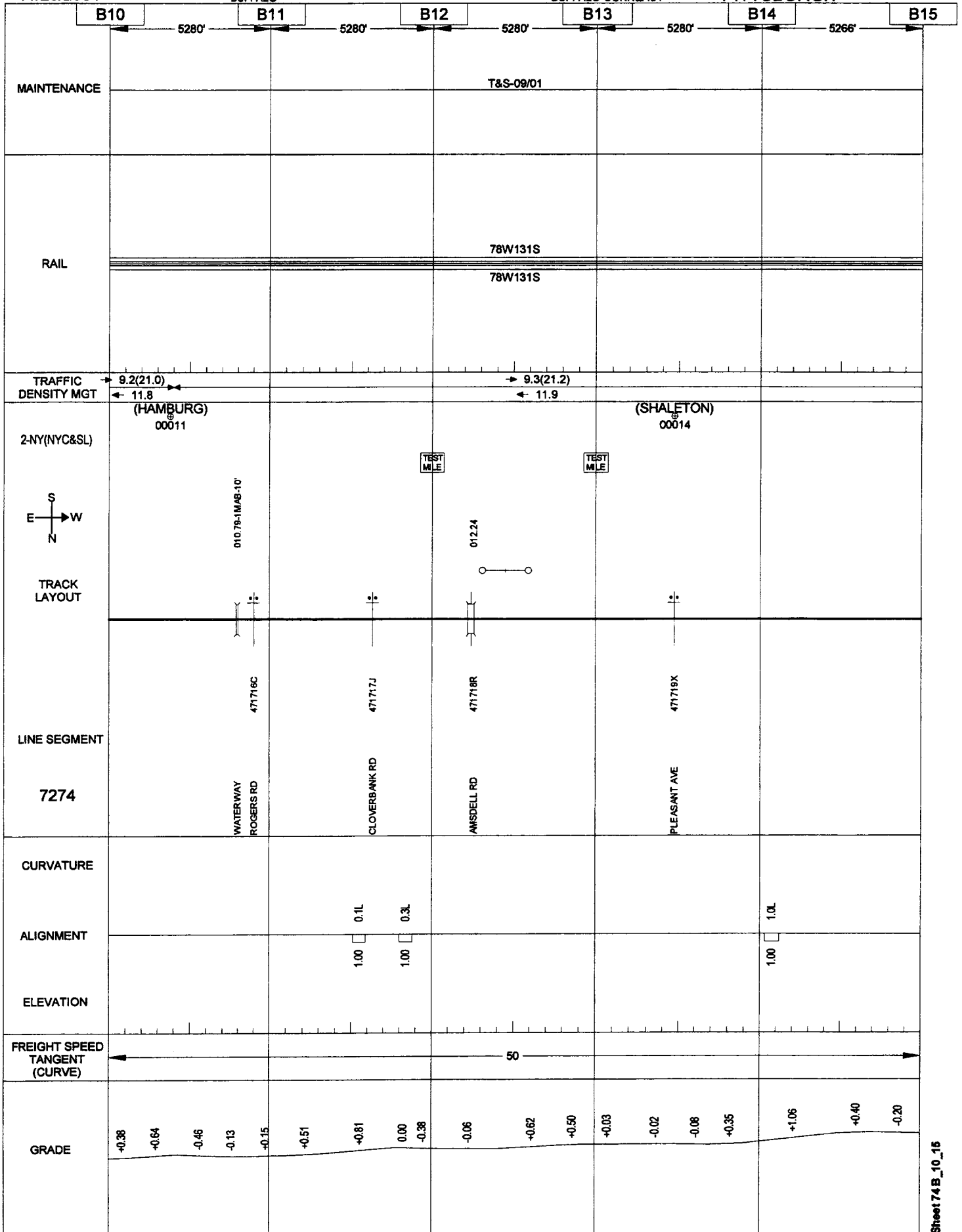


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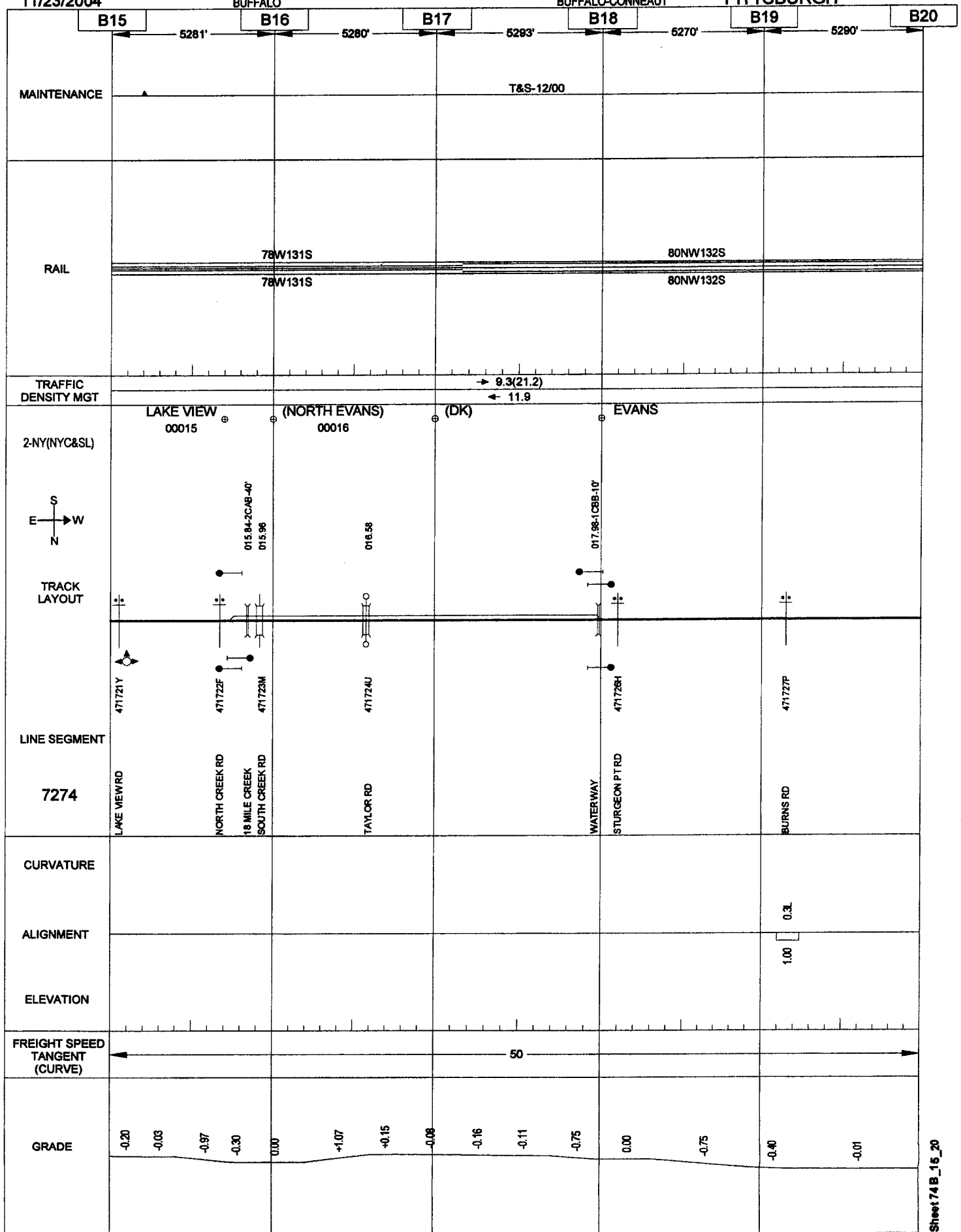


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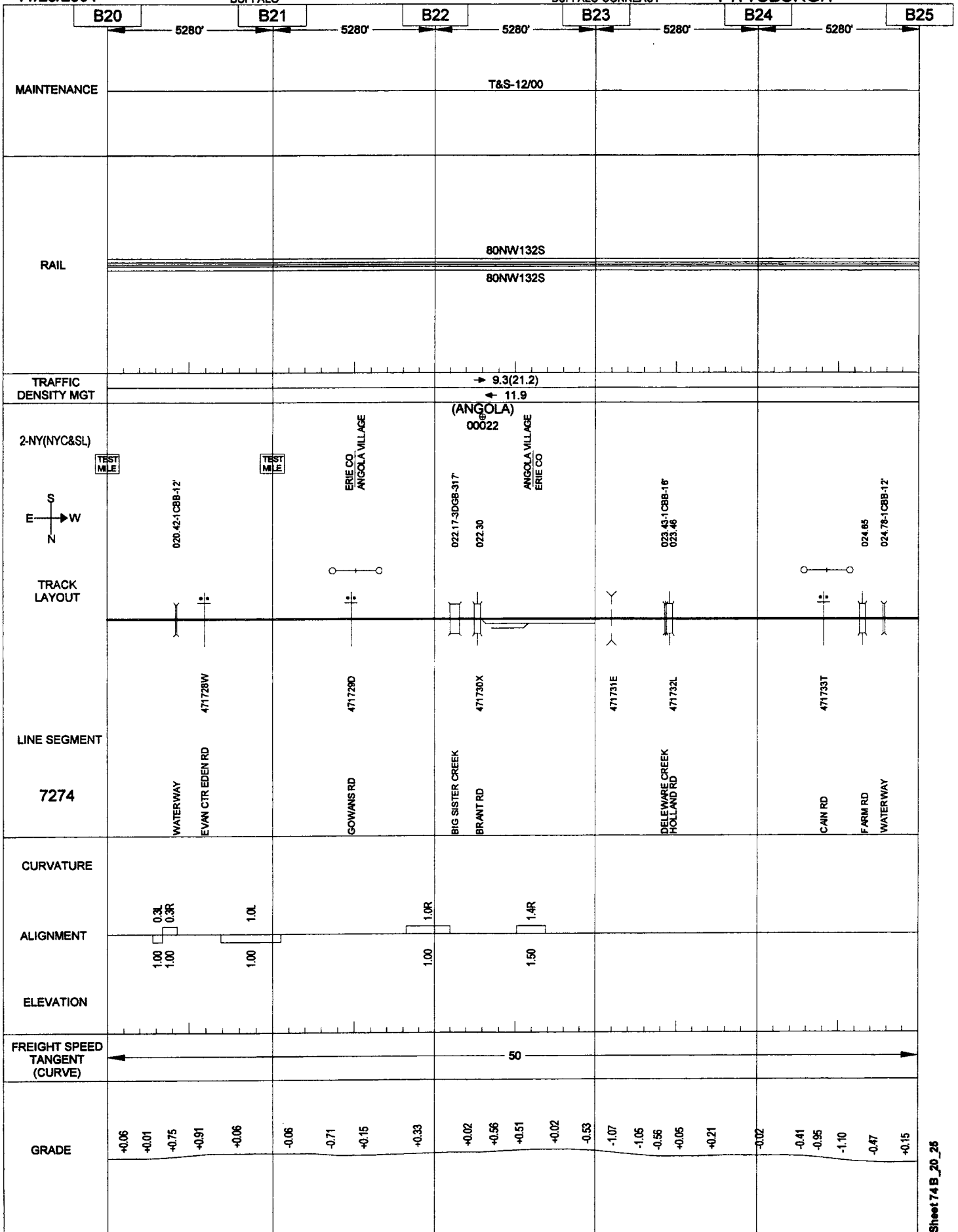


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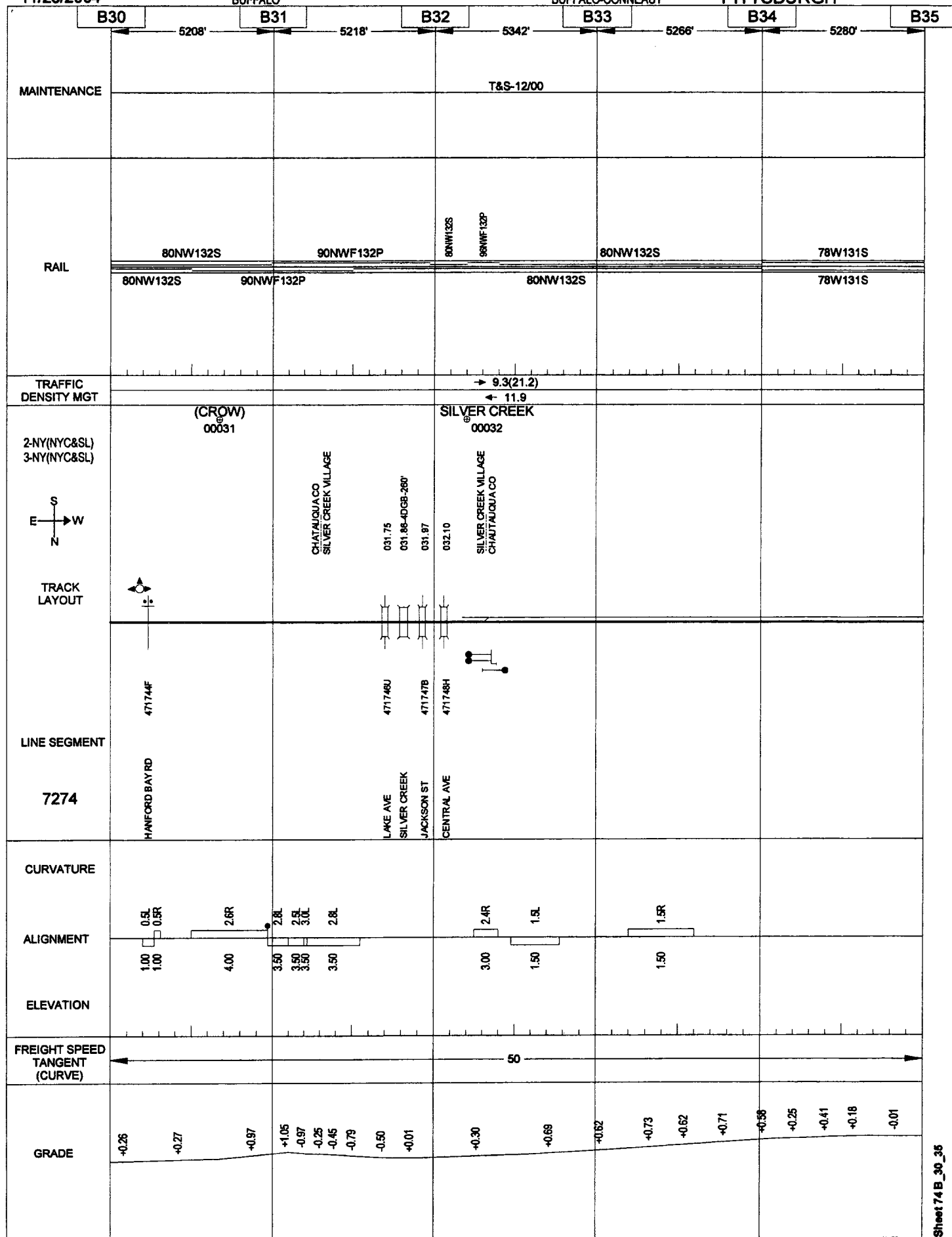
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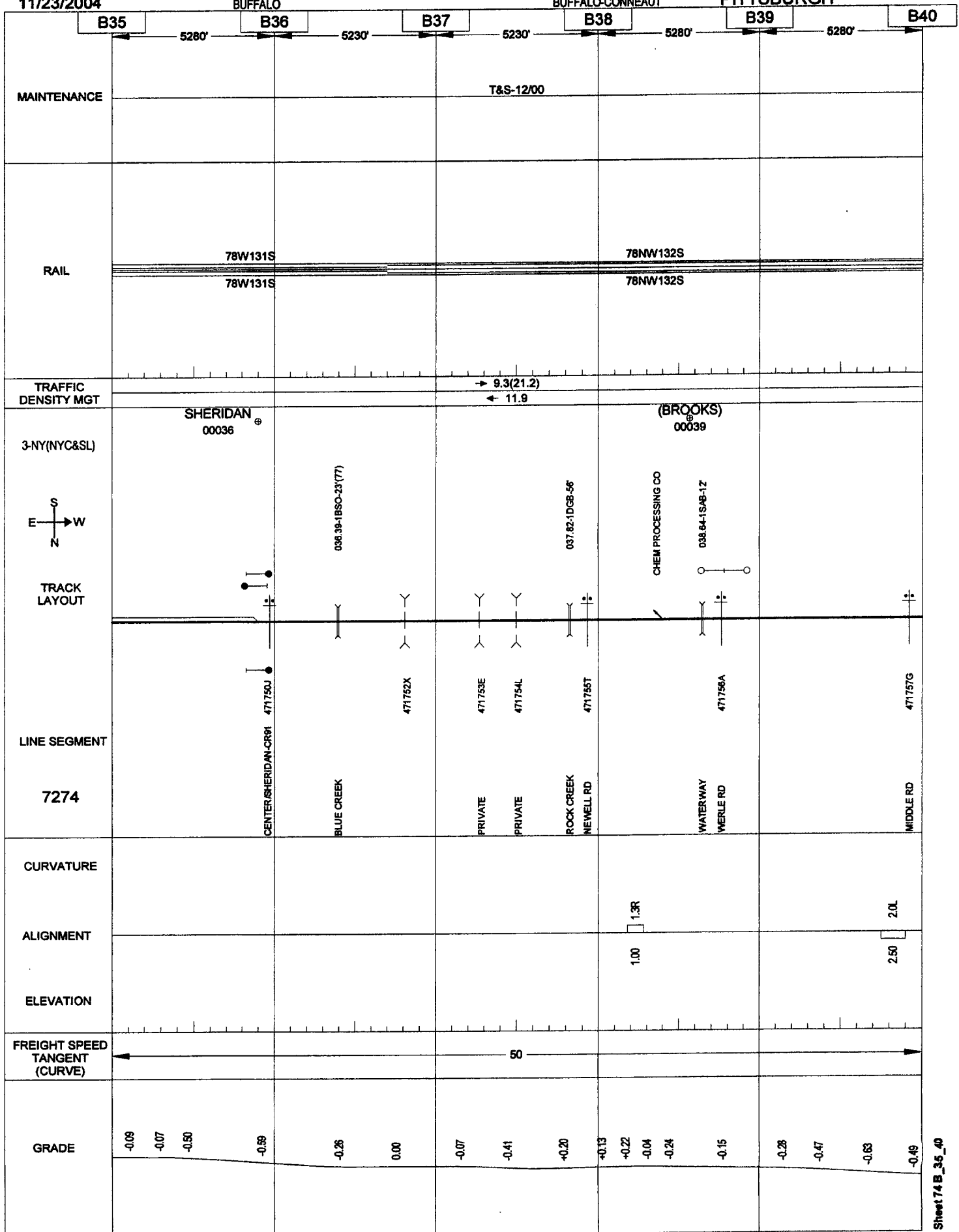


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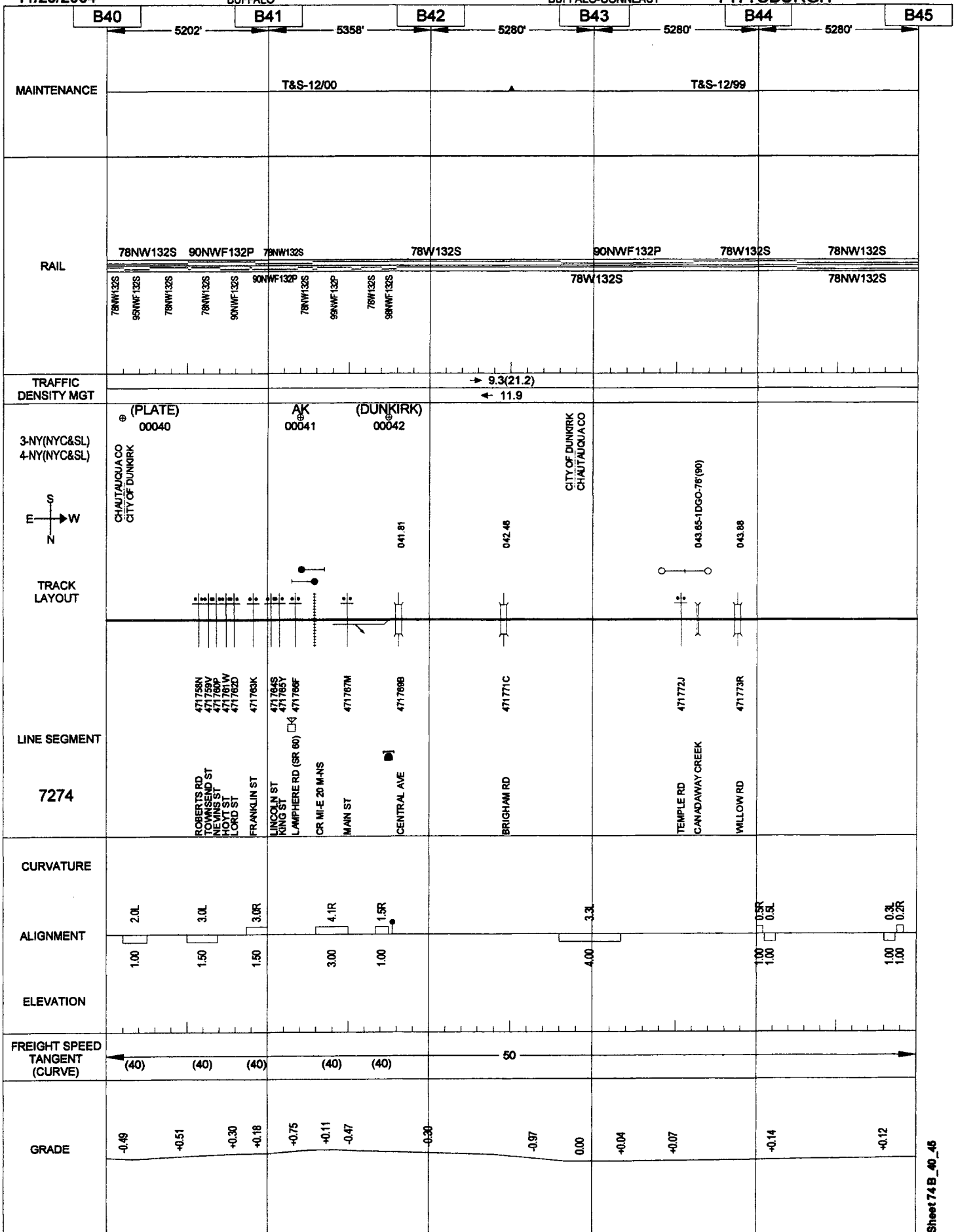


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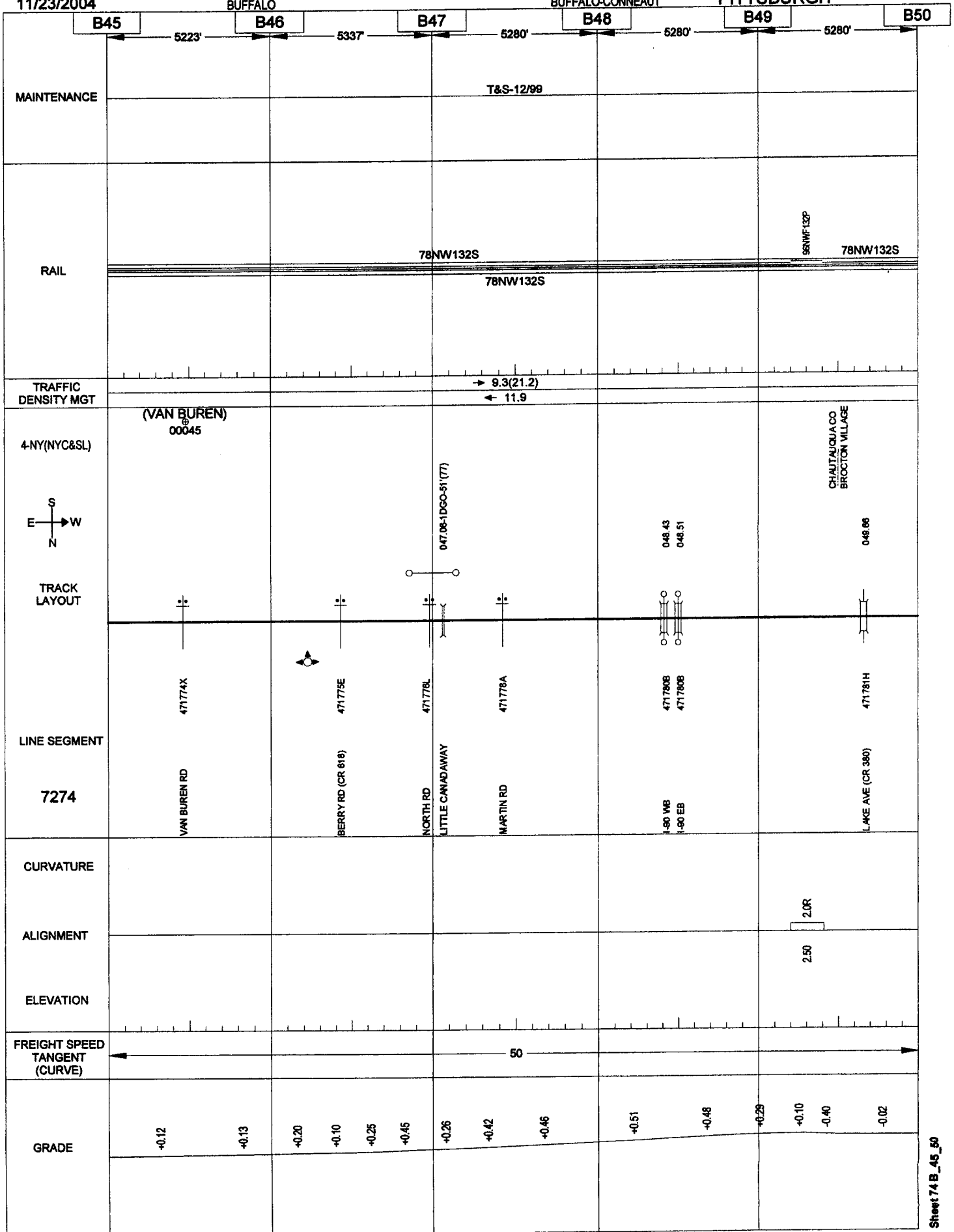


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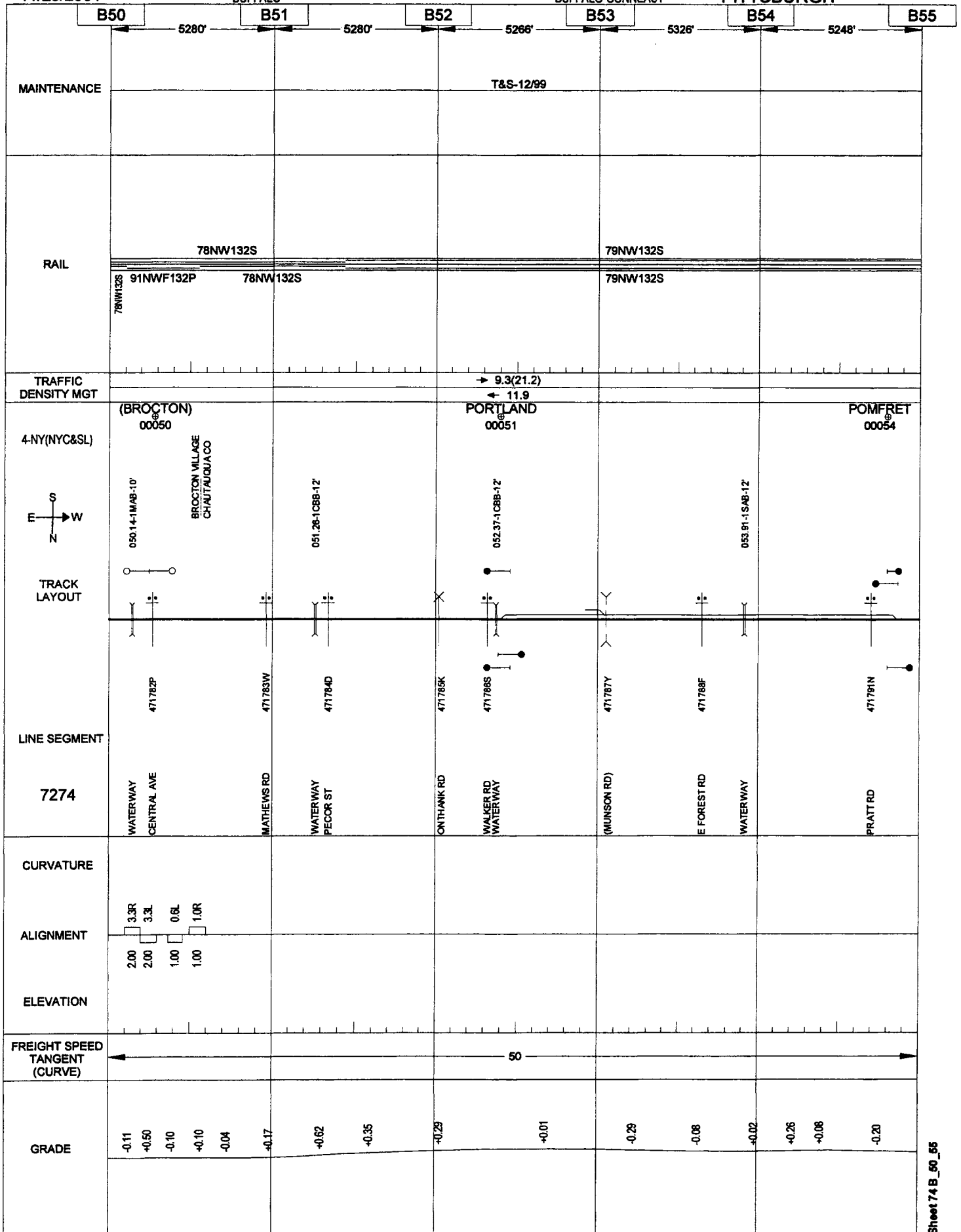


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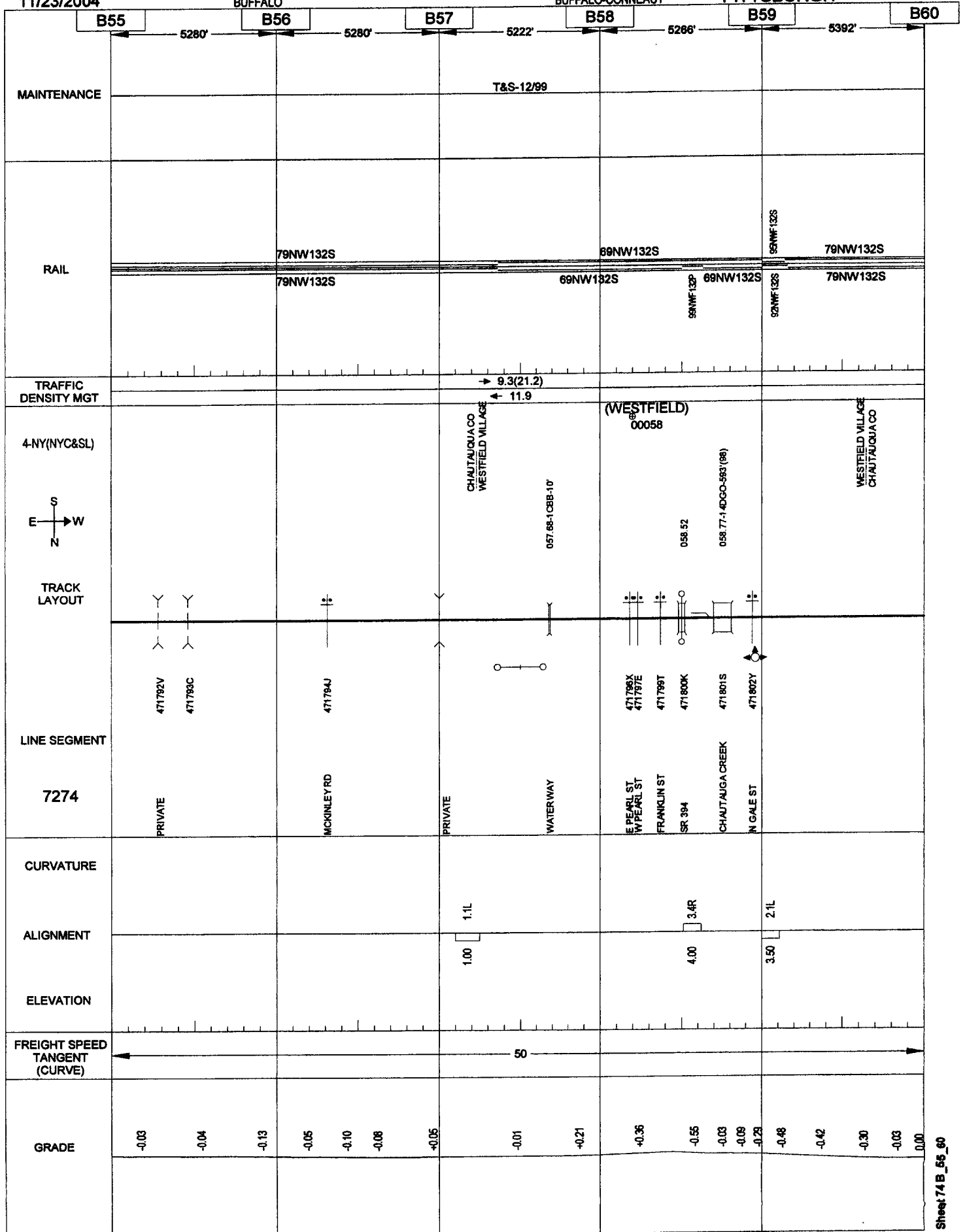


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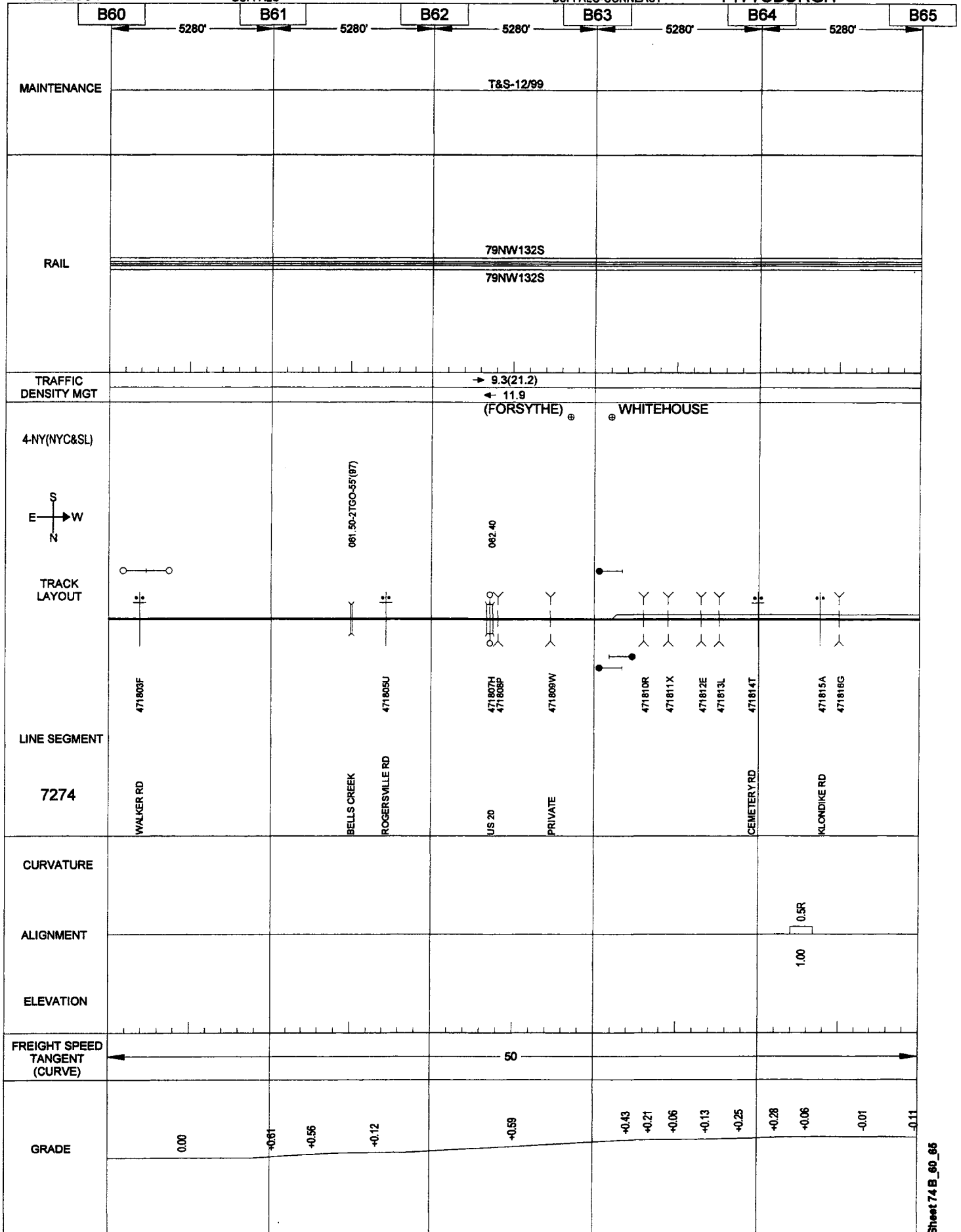


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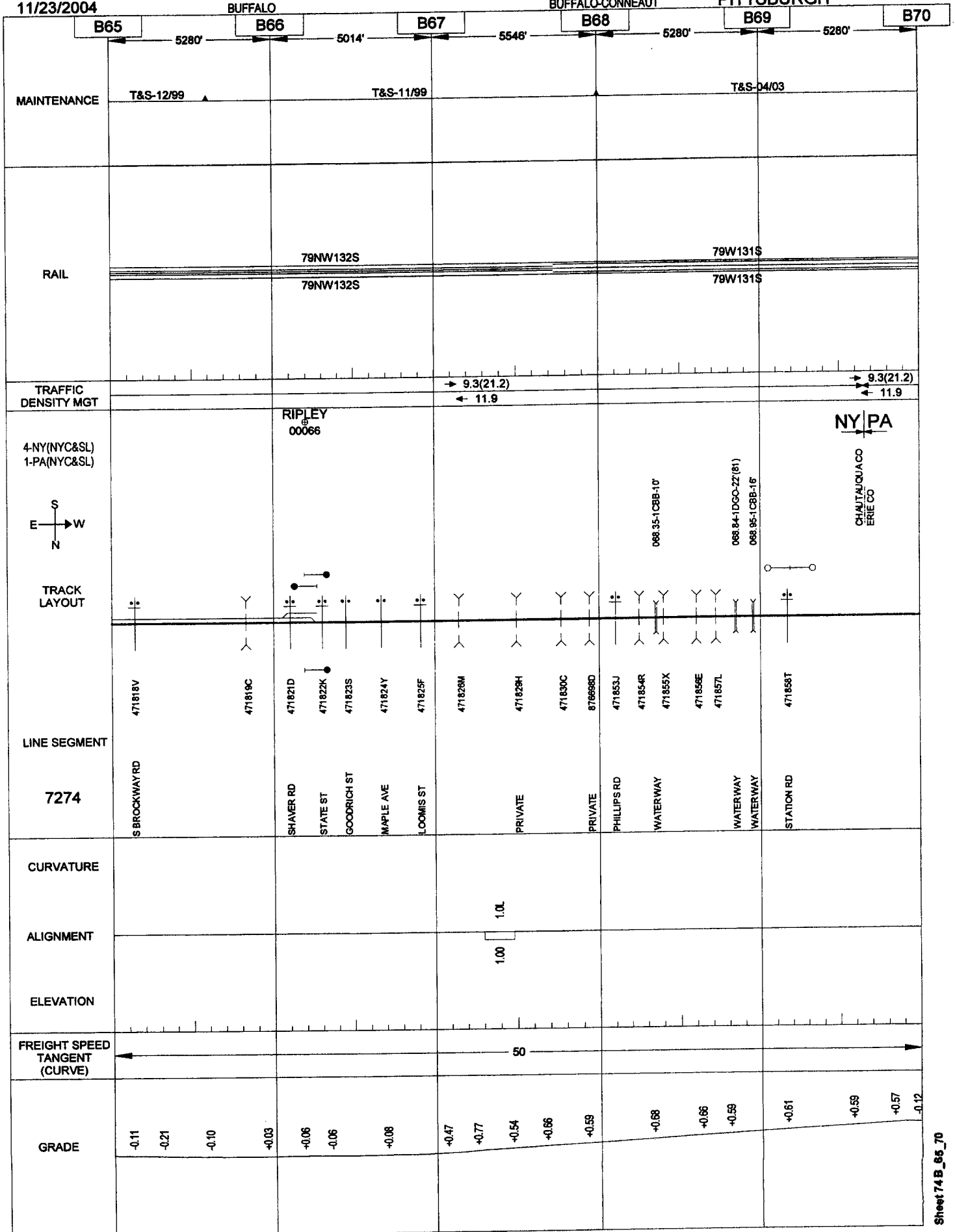


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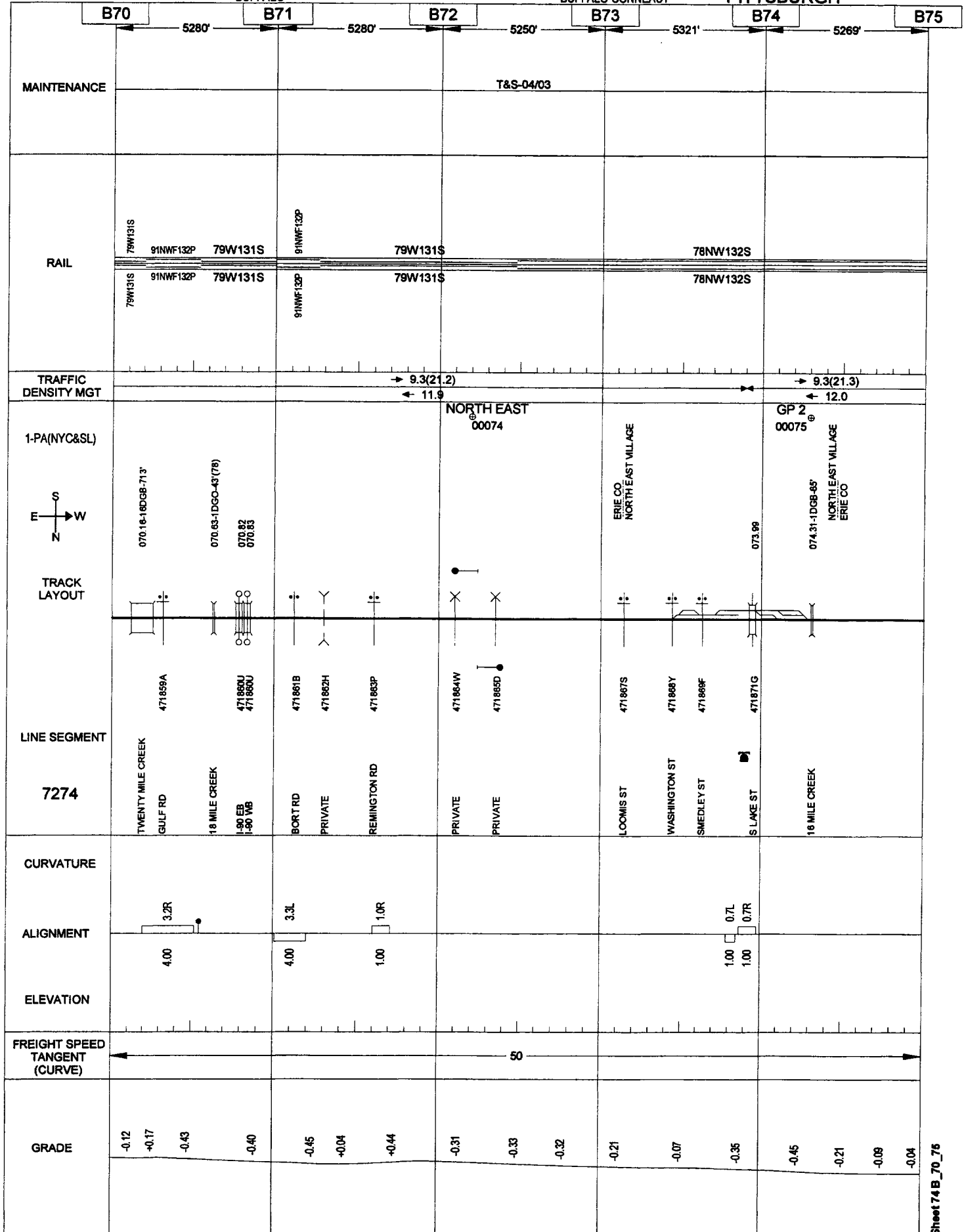


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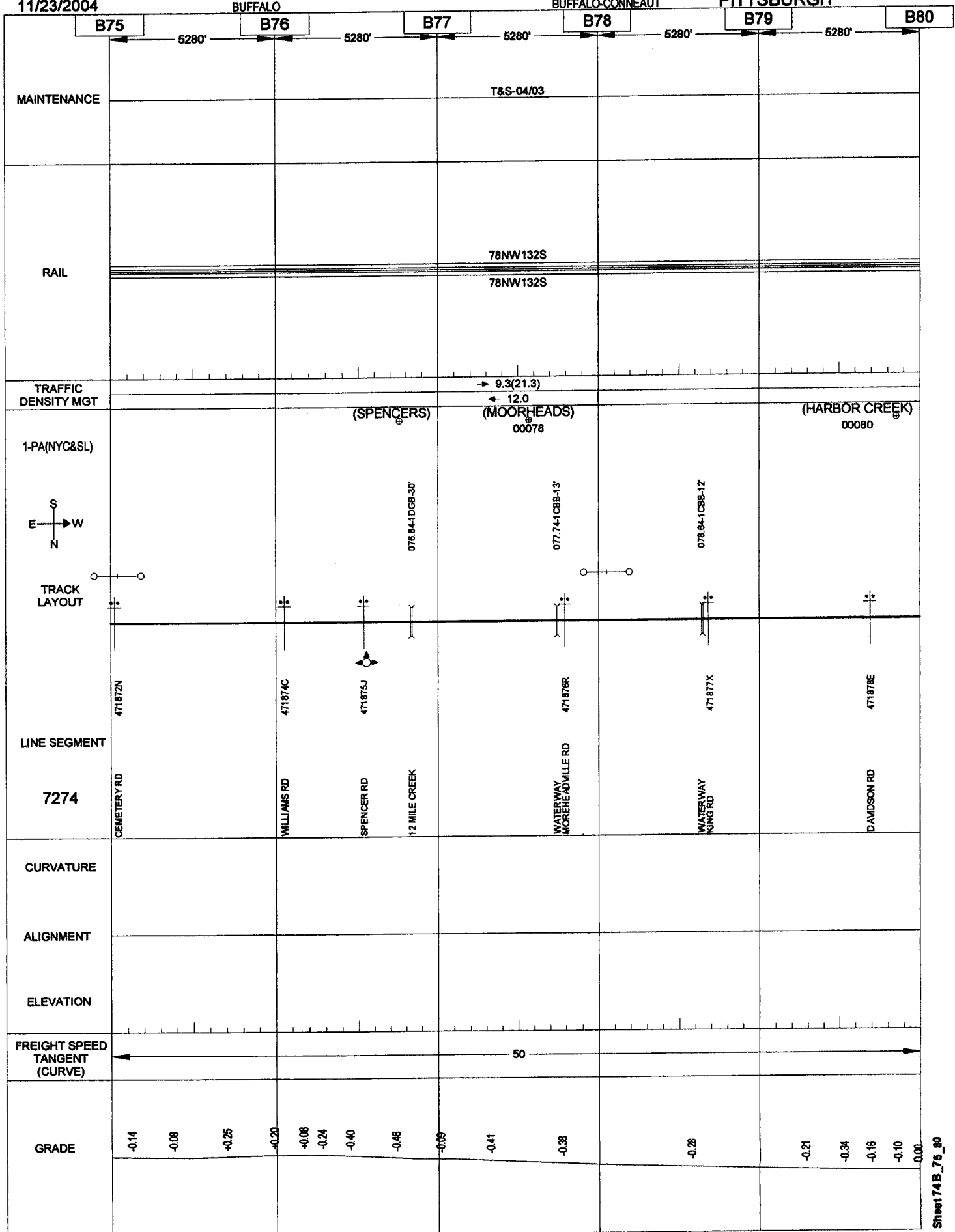


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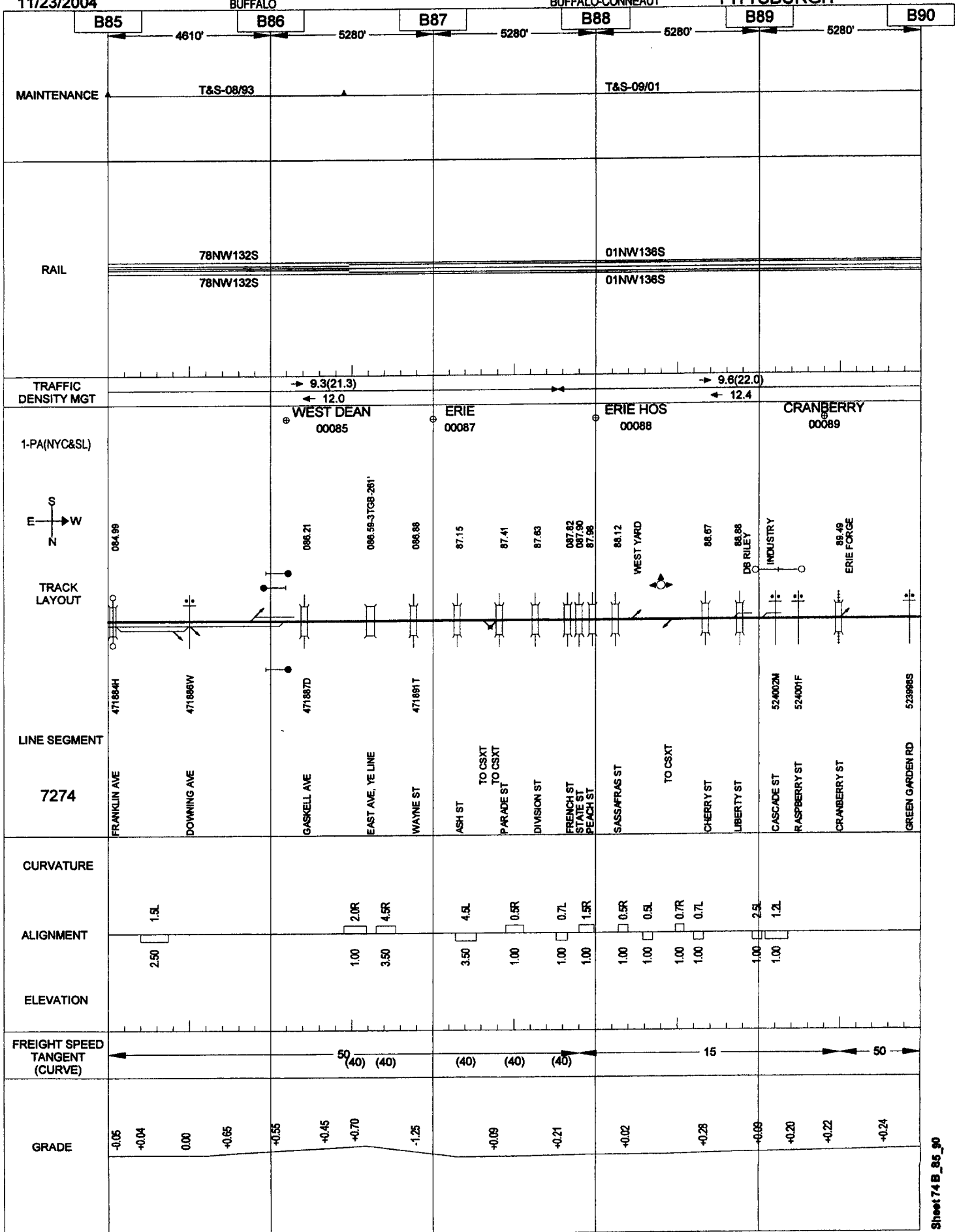
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PITTSBURGH



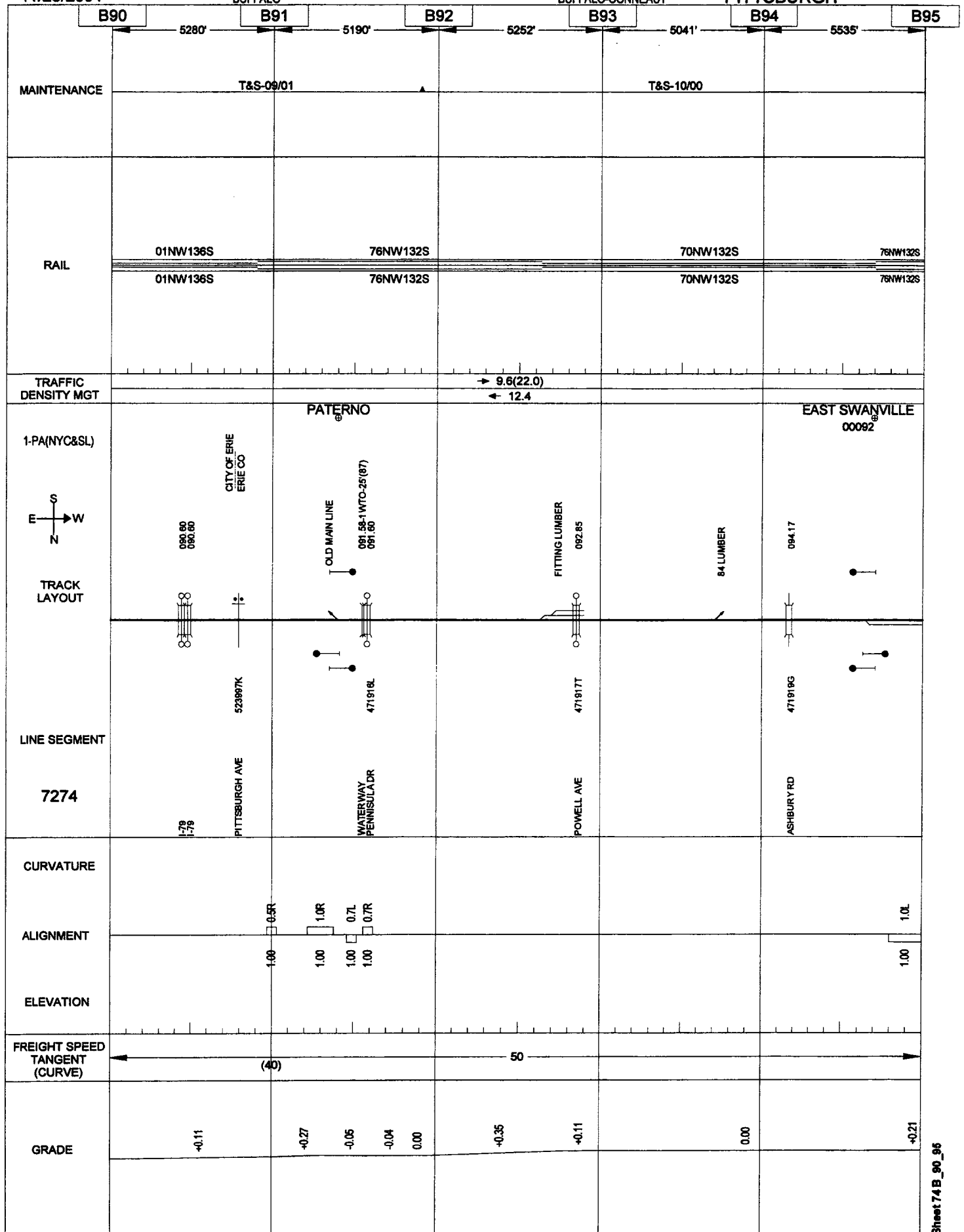
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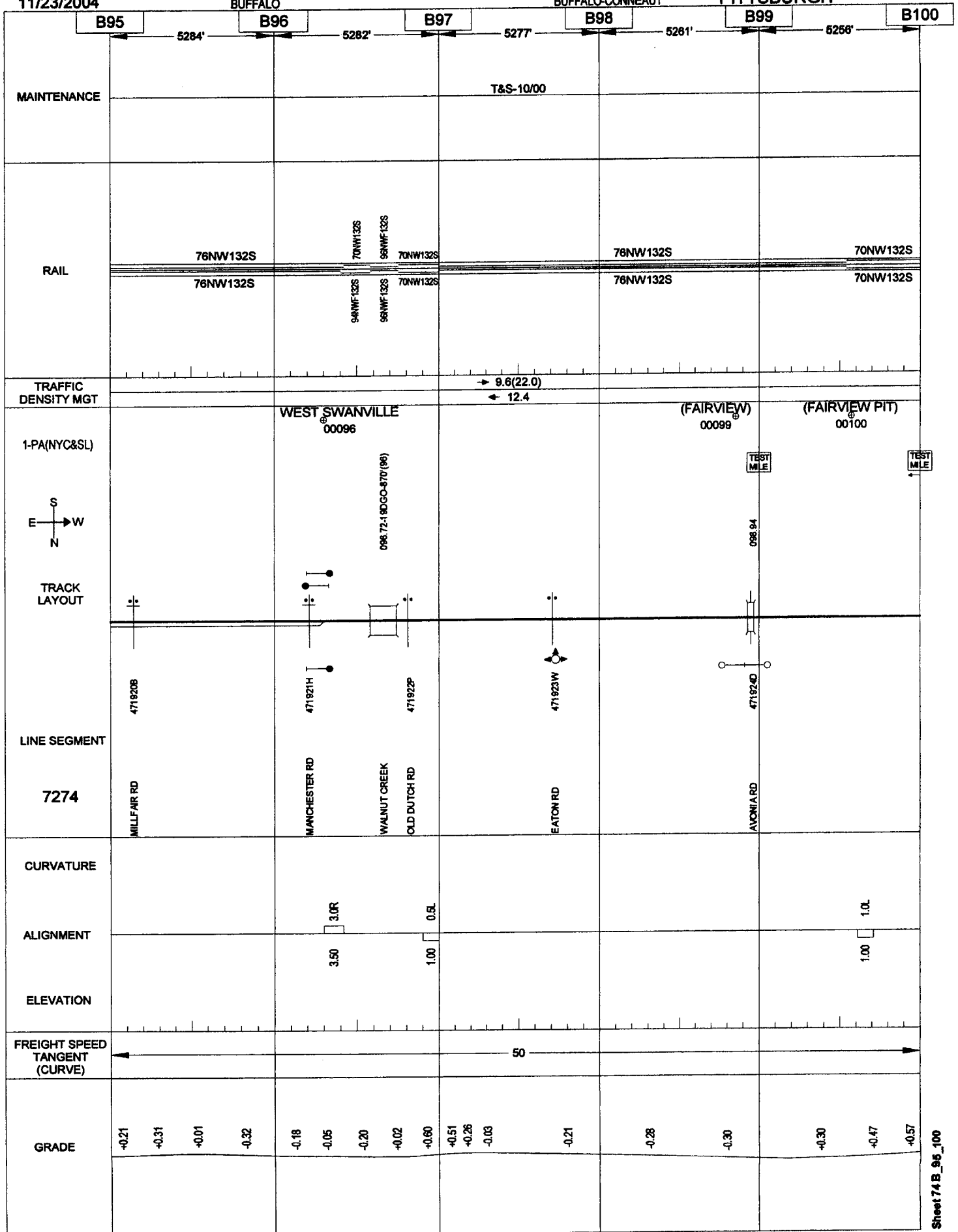


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BUFFALO-CONNEAUT

PITTSBURGH



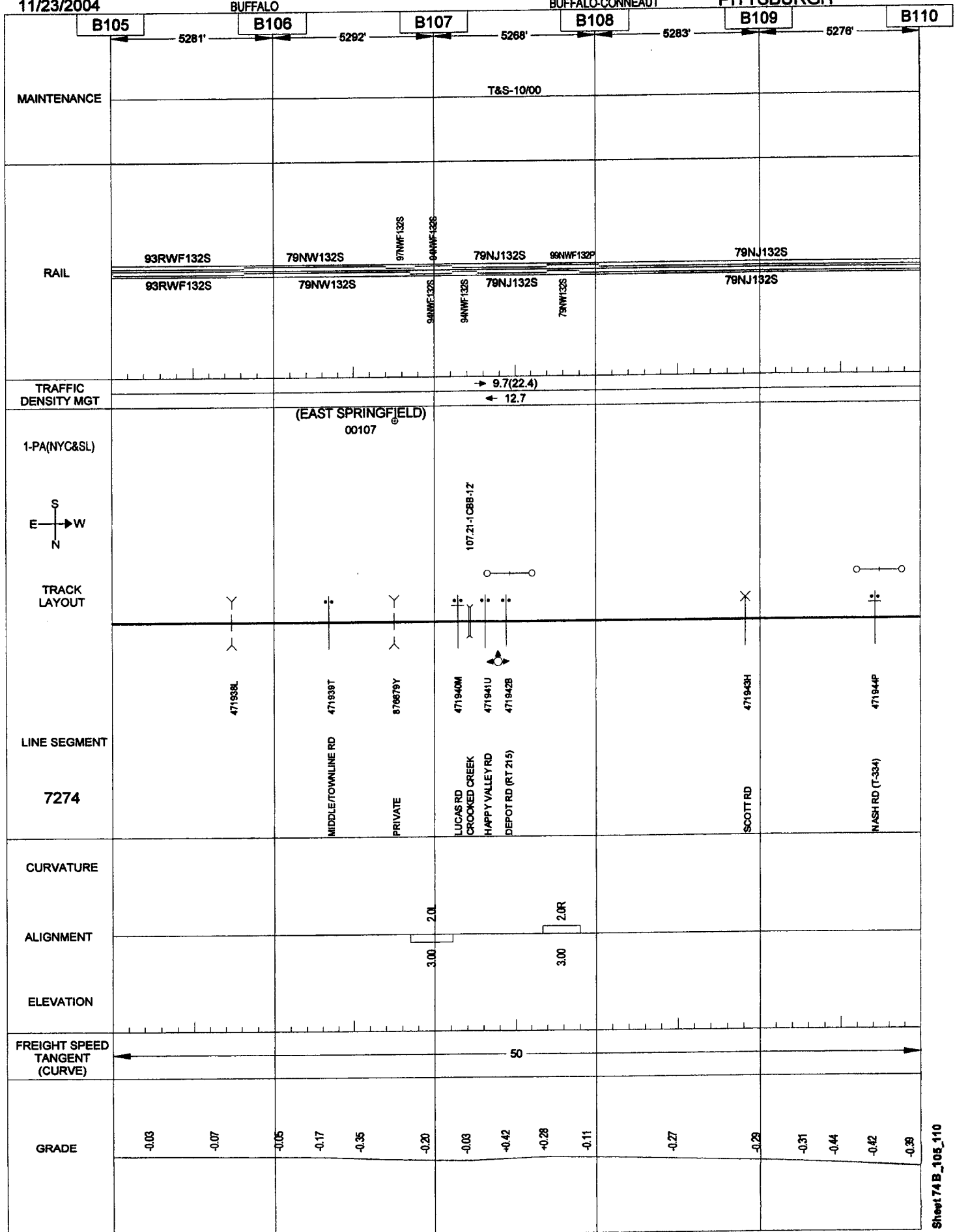
Sheet 74 B_100_105

11/23/2004

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH

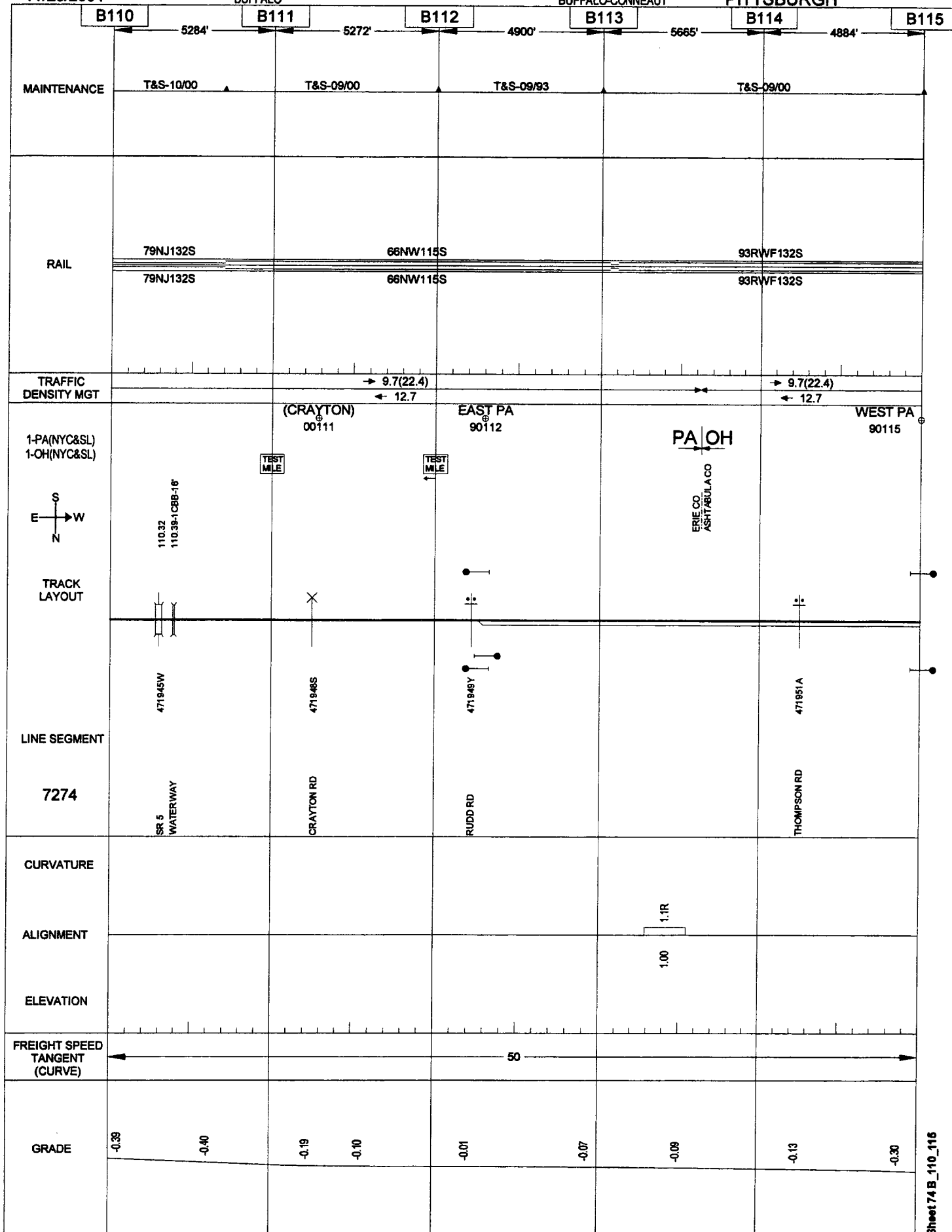


11/23/2004

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH

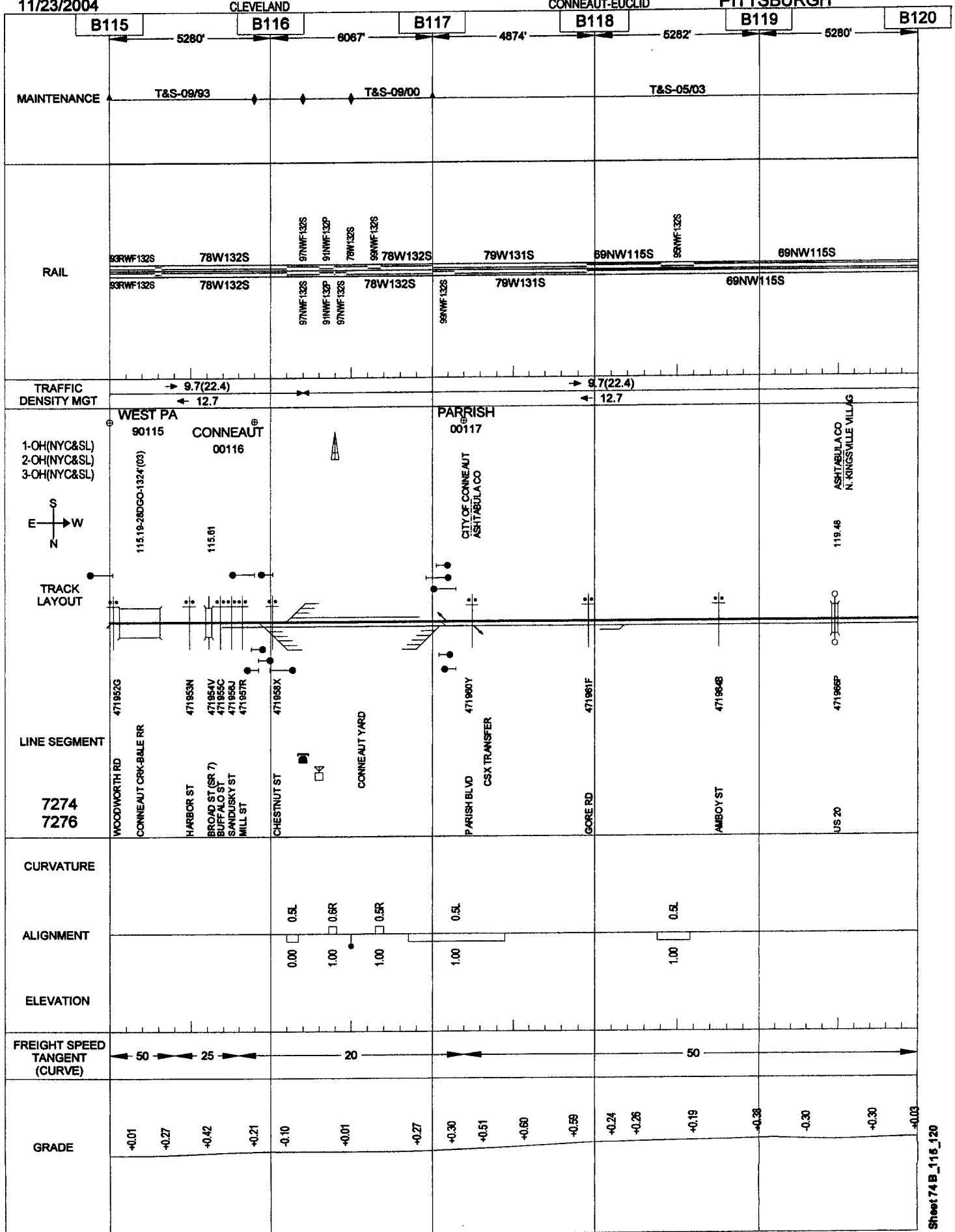


11/23/2004

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



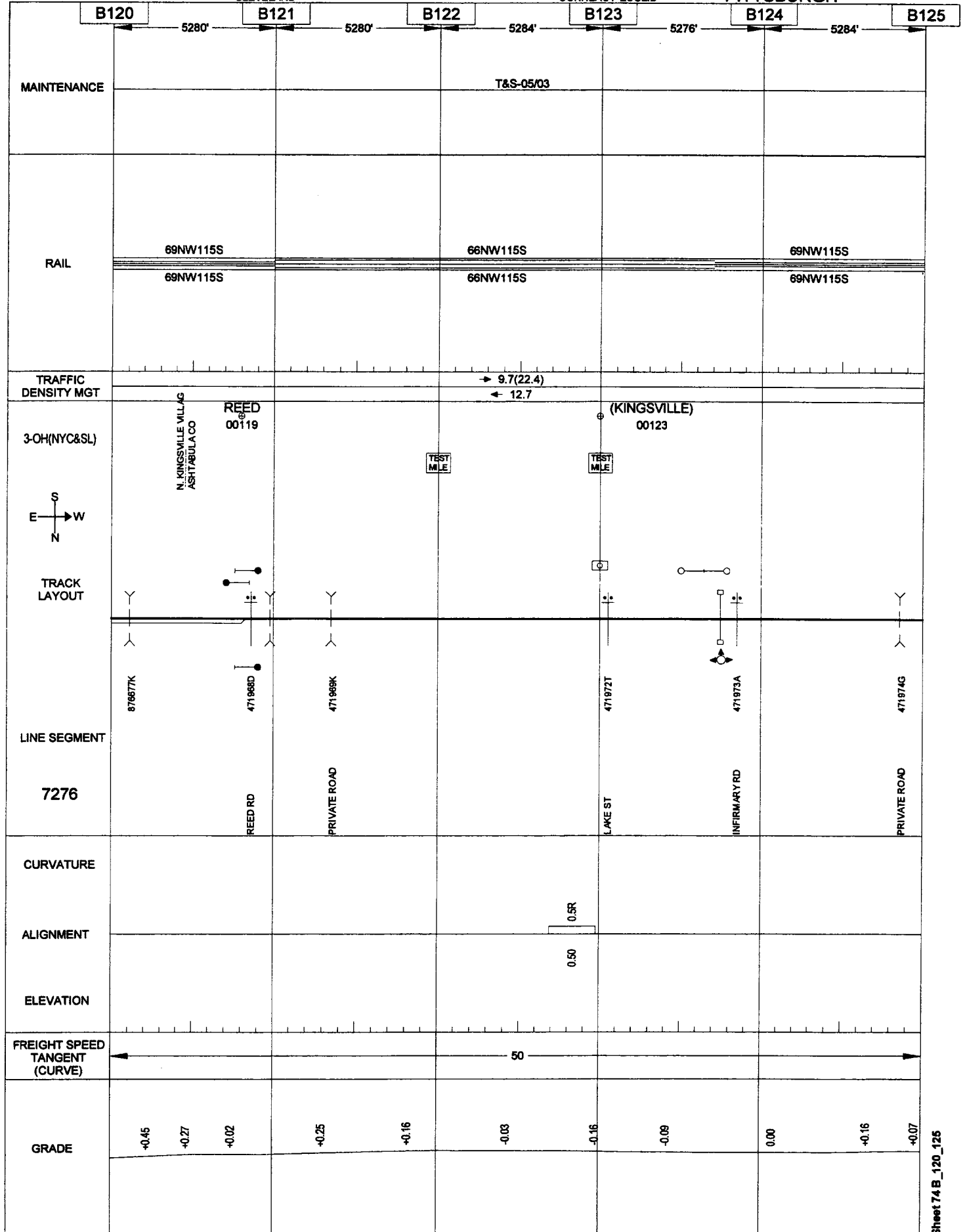
11/23/2004

150

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

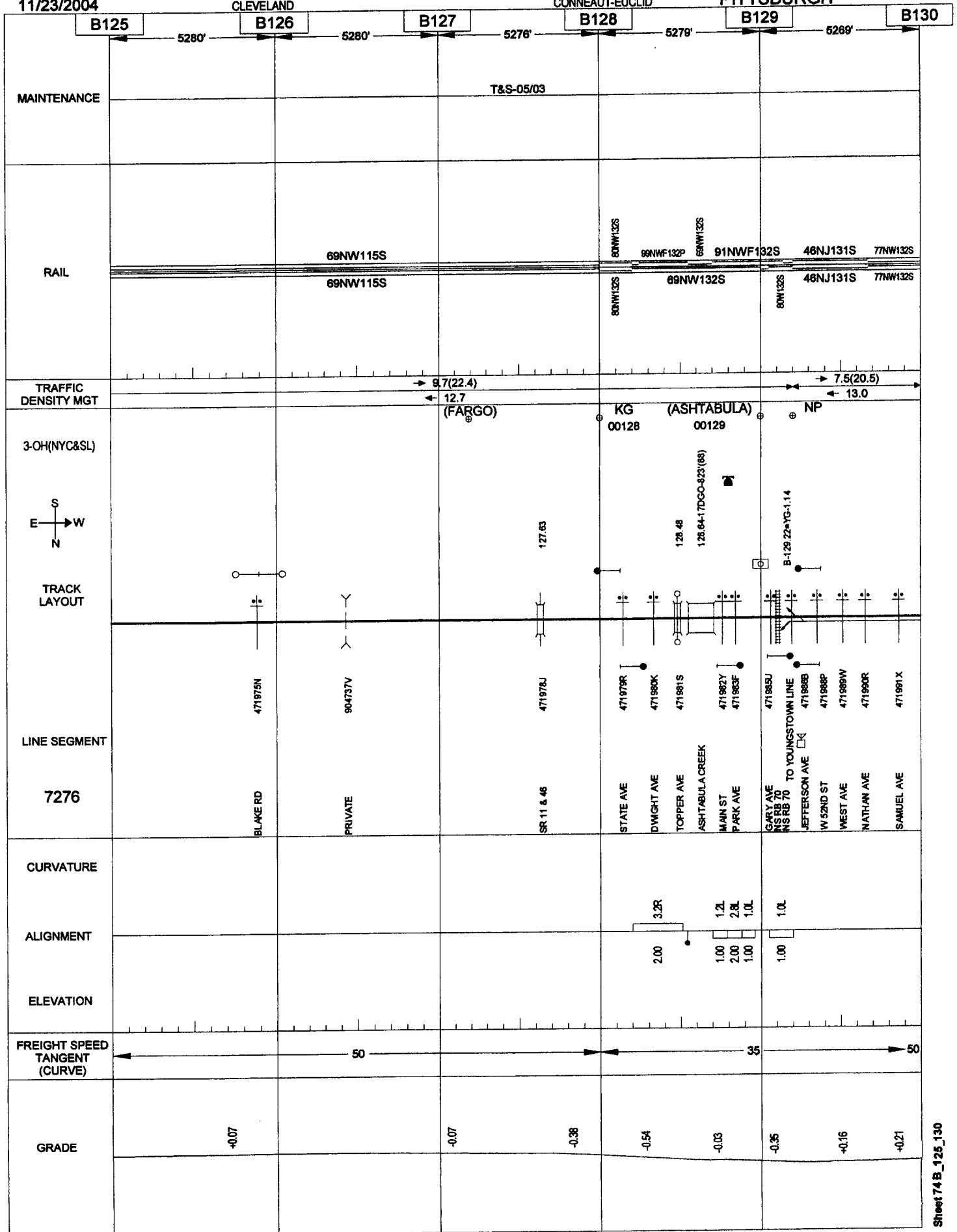


11/23/2004

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

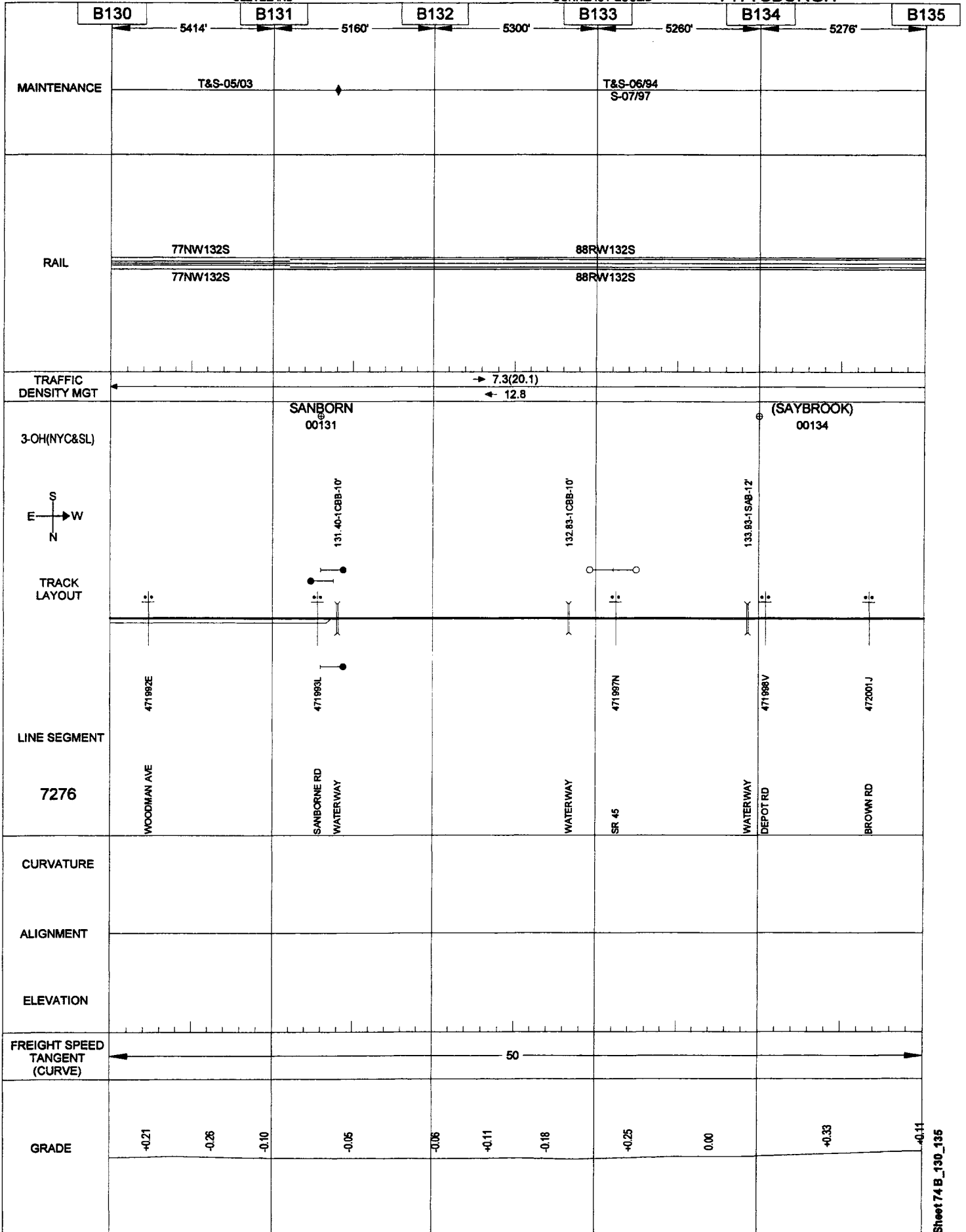


11/23/2004

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

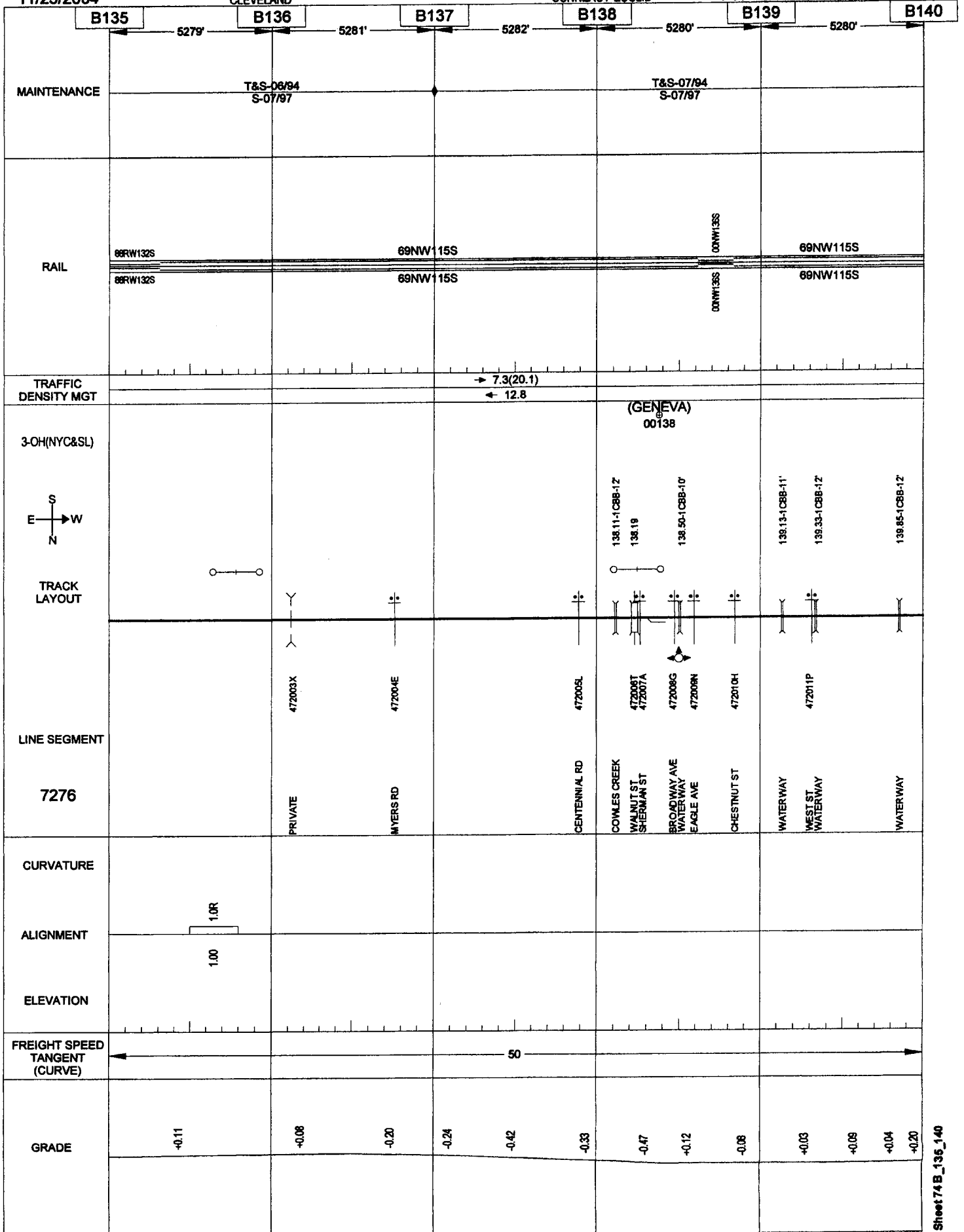


11/23/2004

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



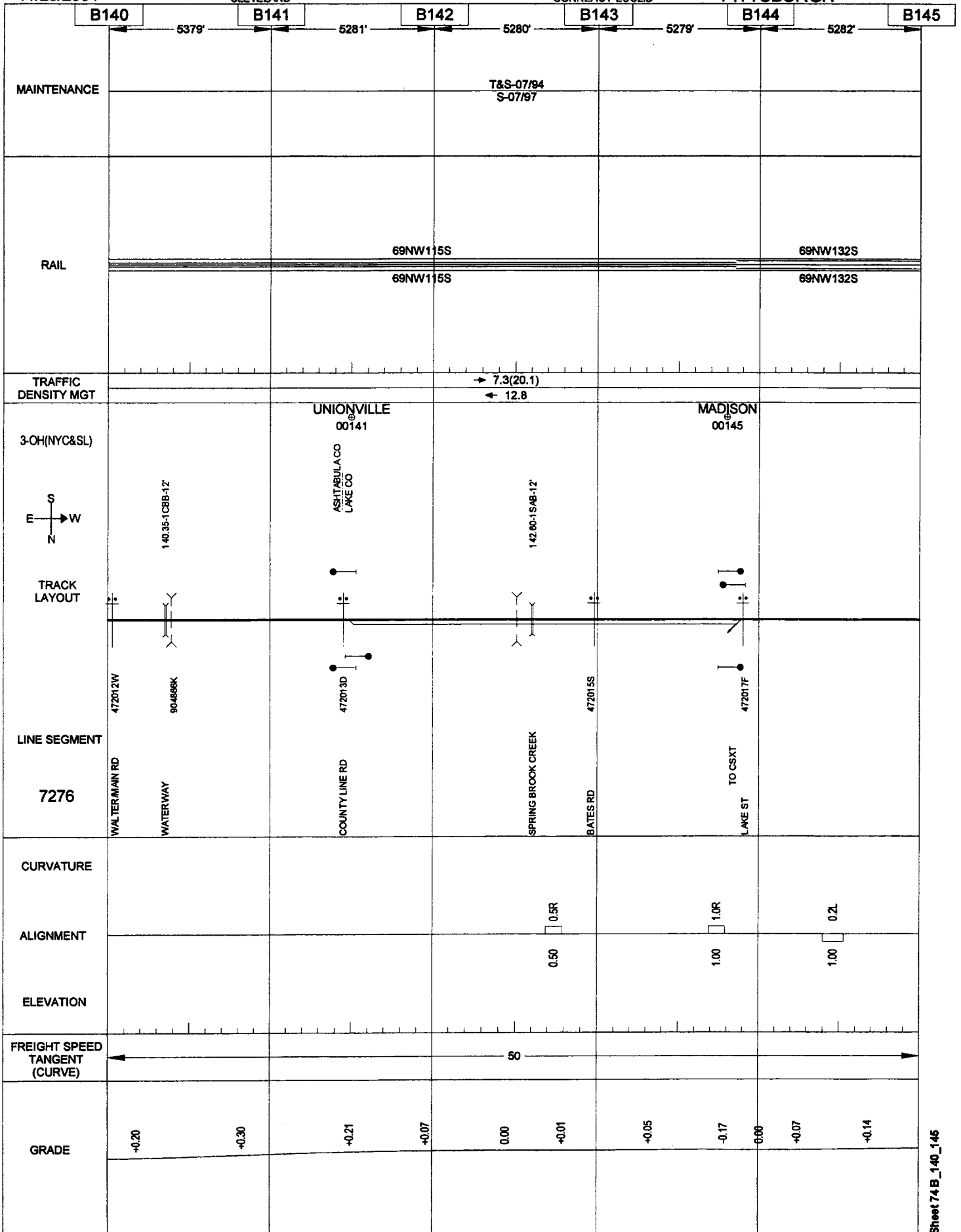
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154

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

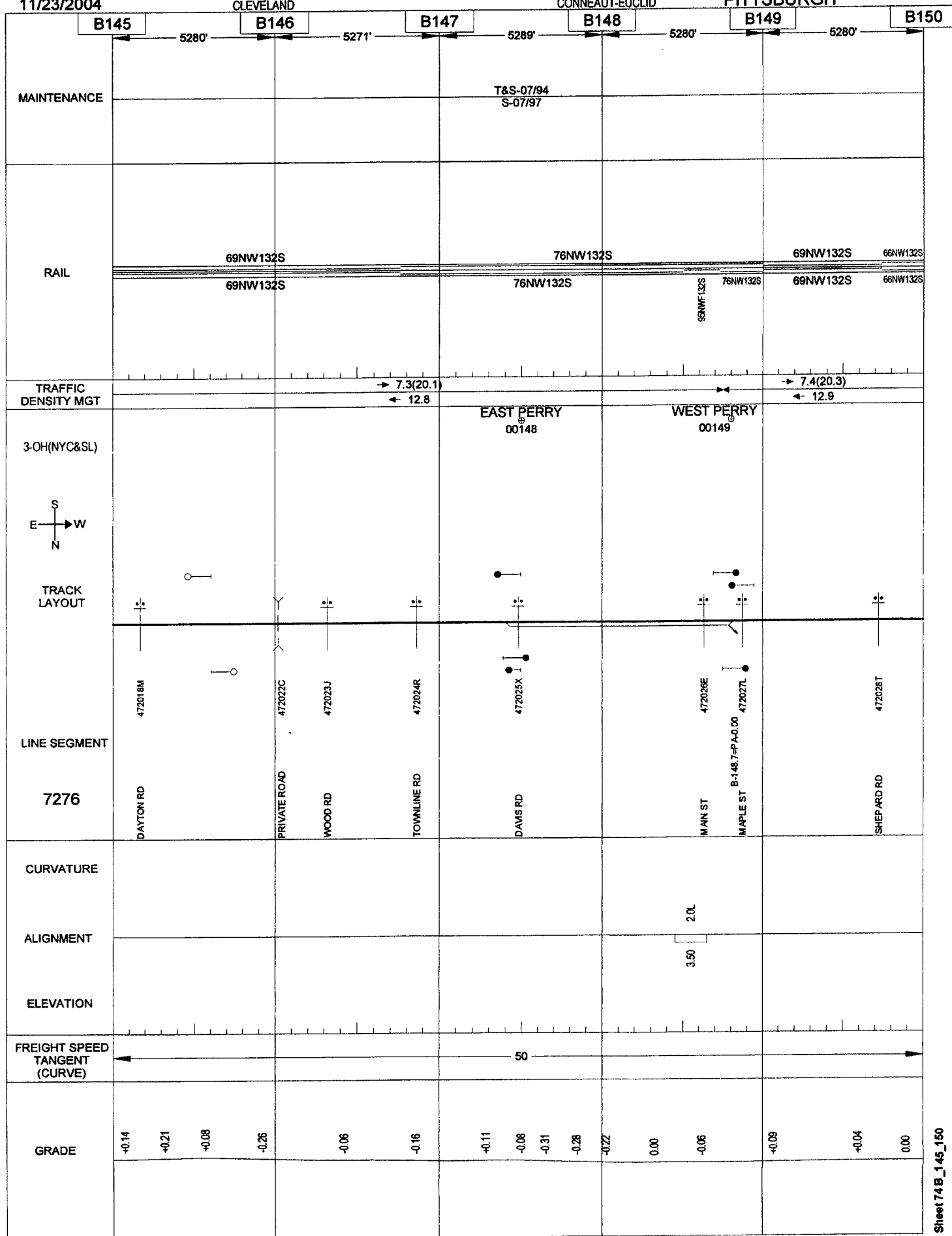


11/23/2004

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



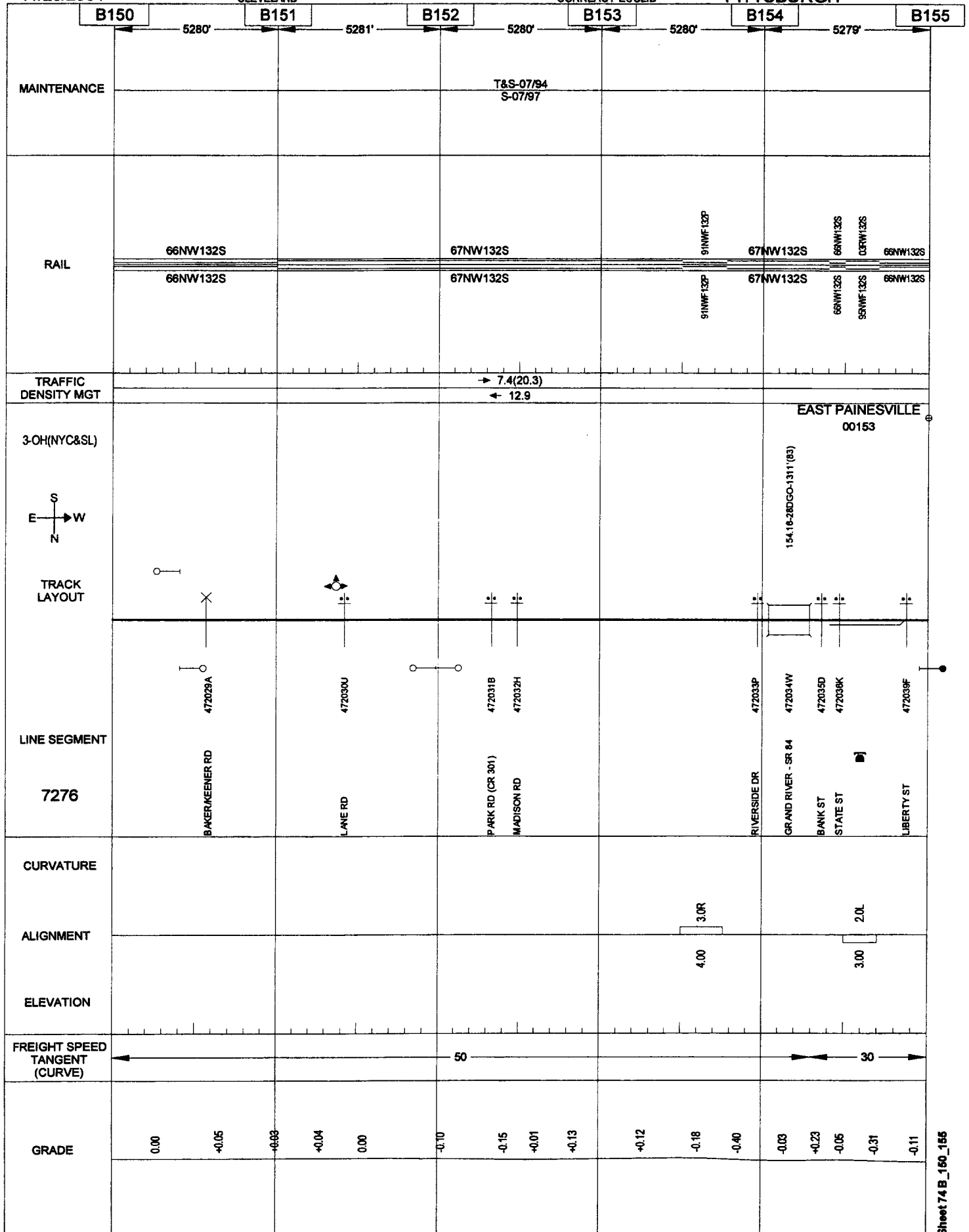
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156

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

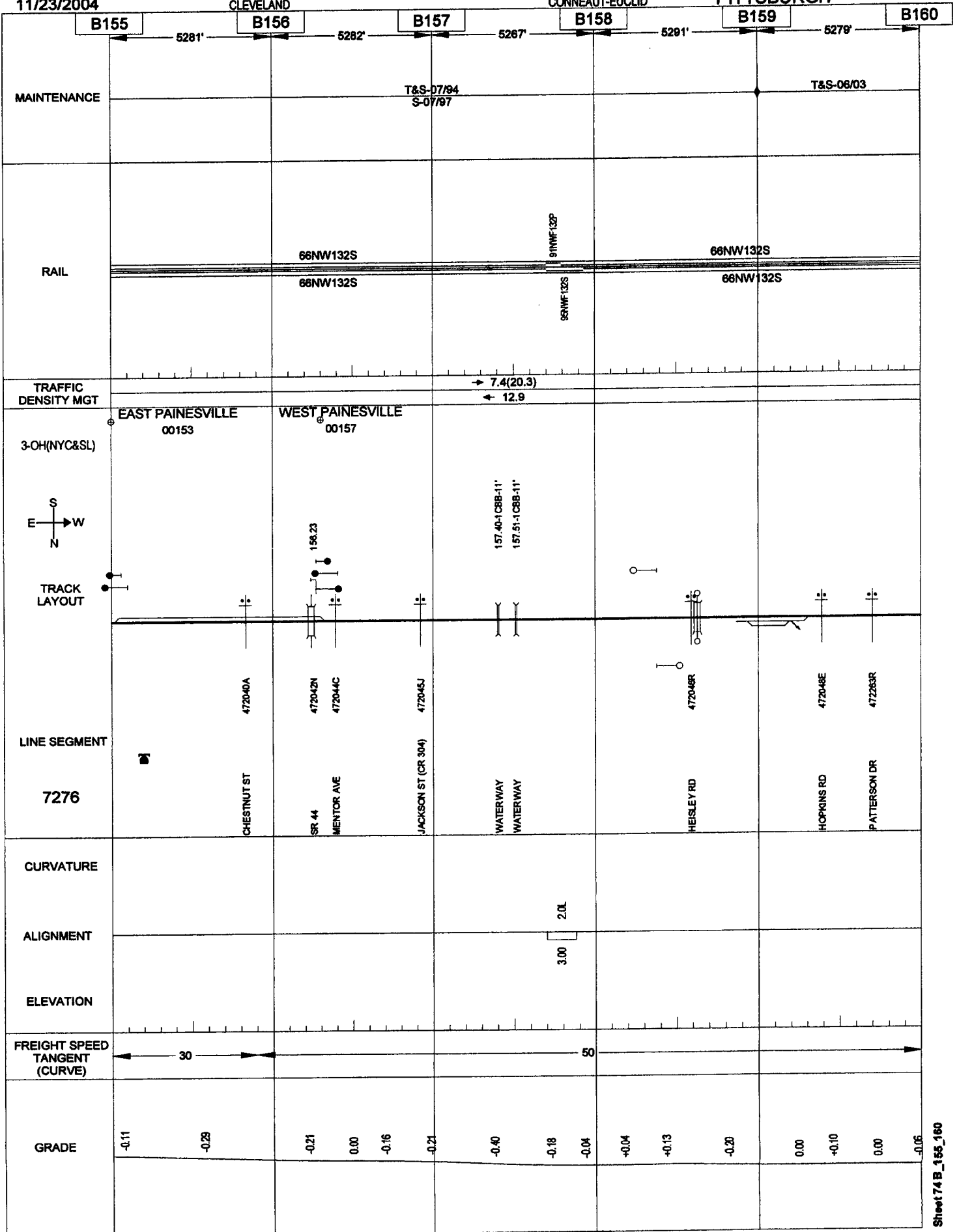


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CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



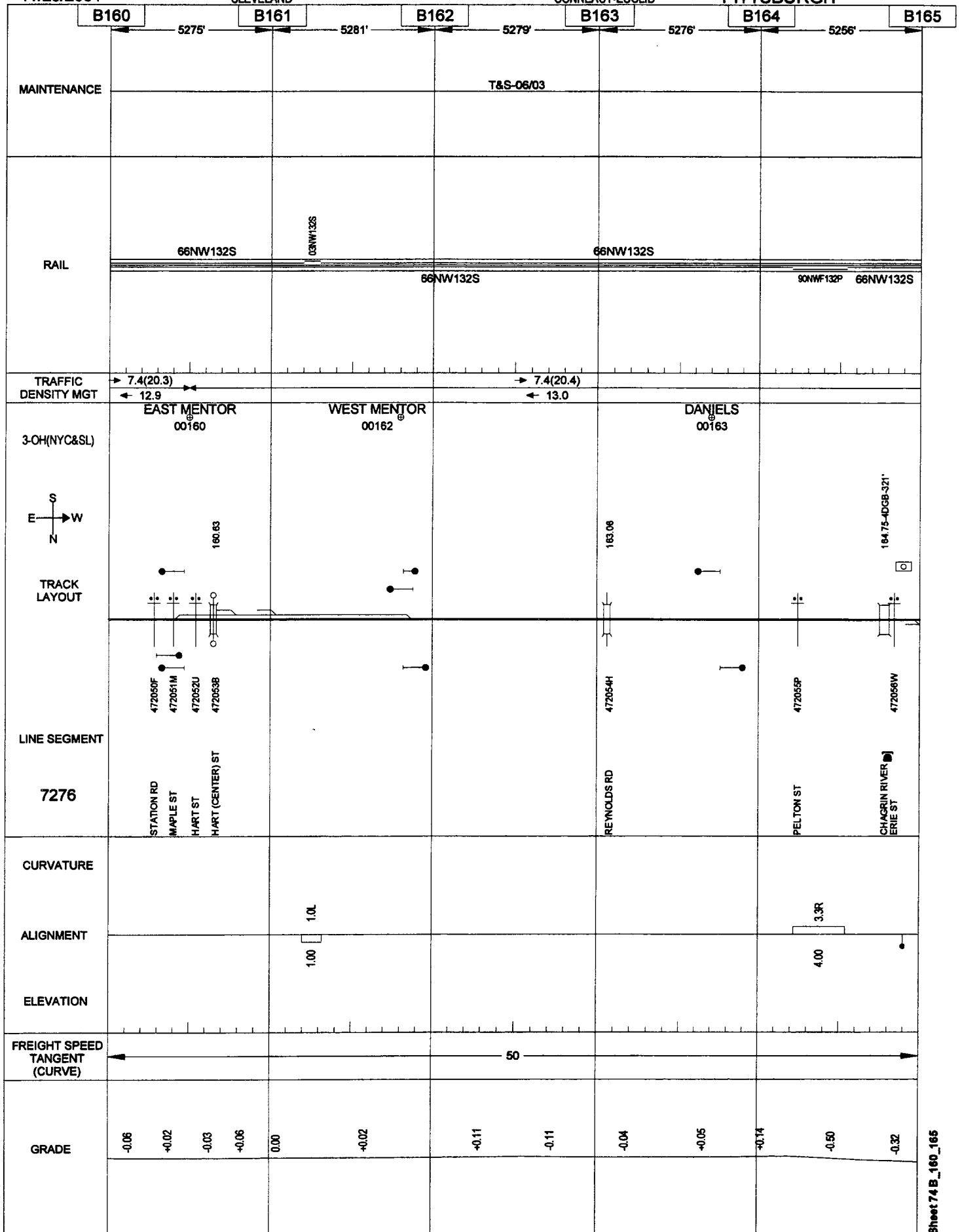
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158

CLEVELAND

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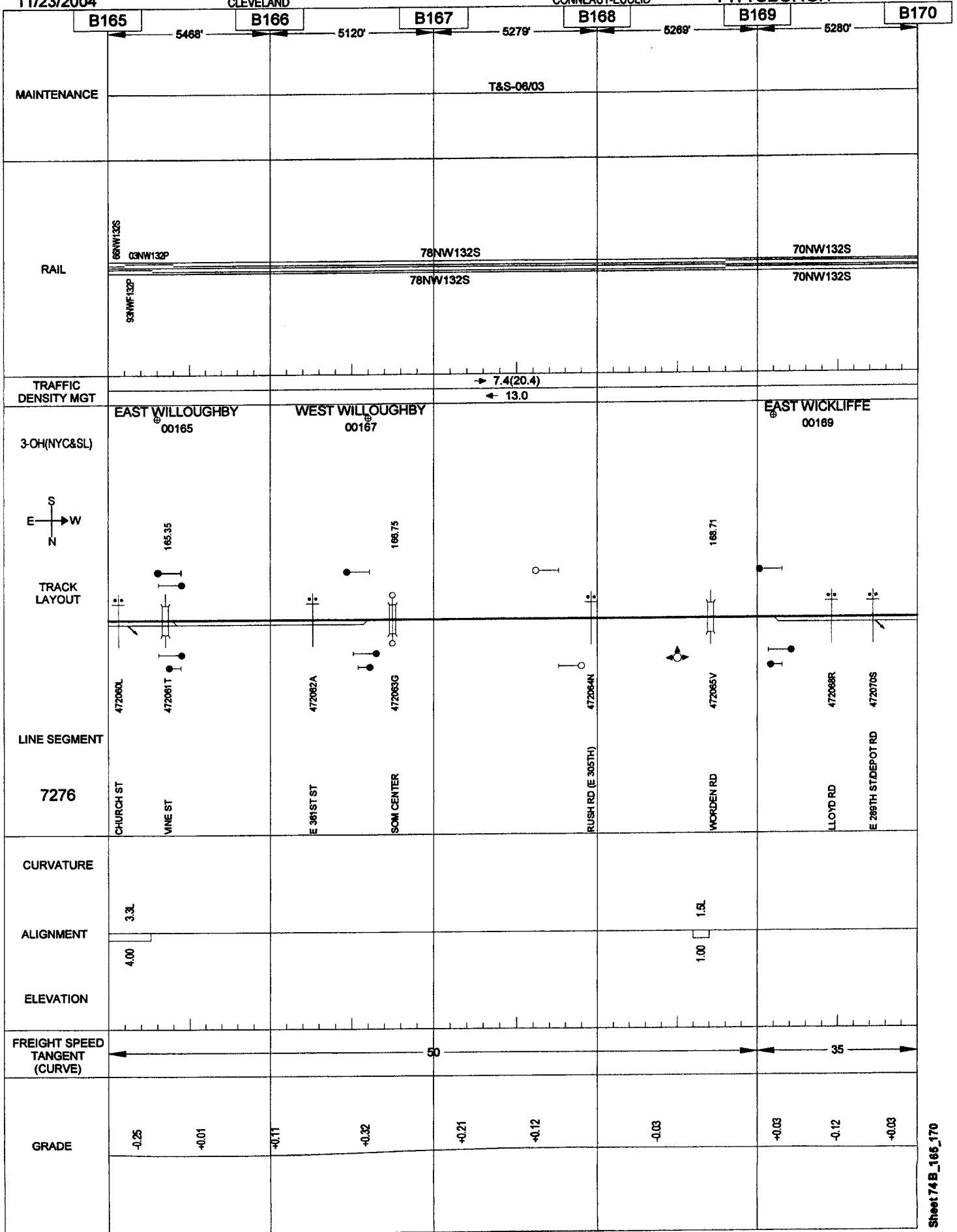


11/23/2004

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



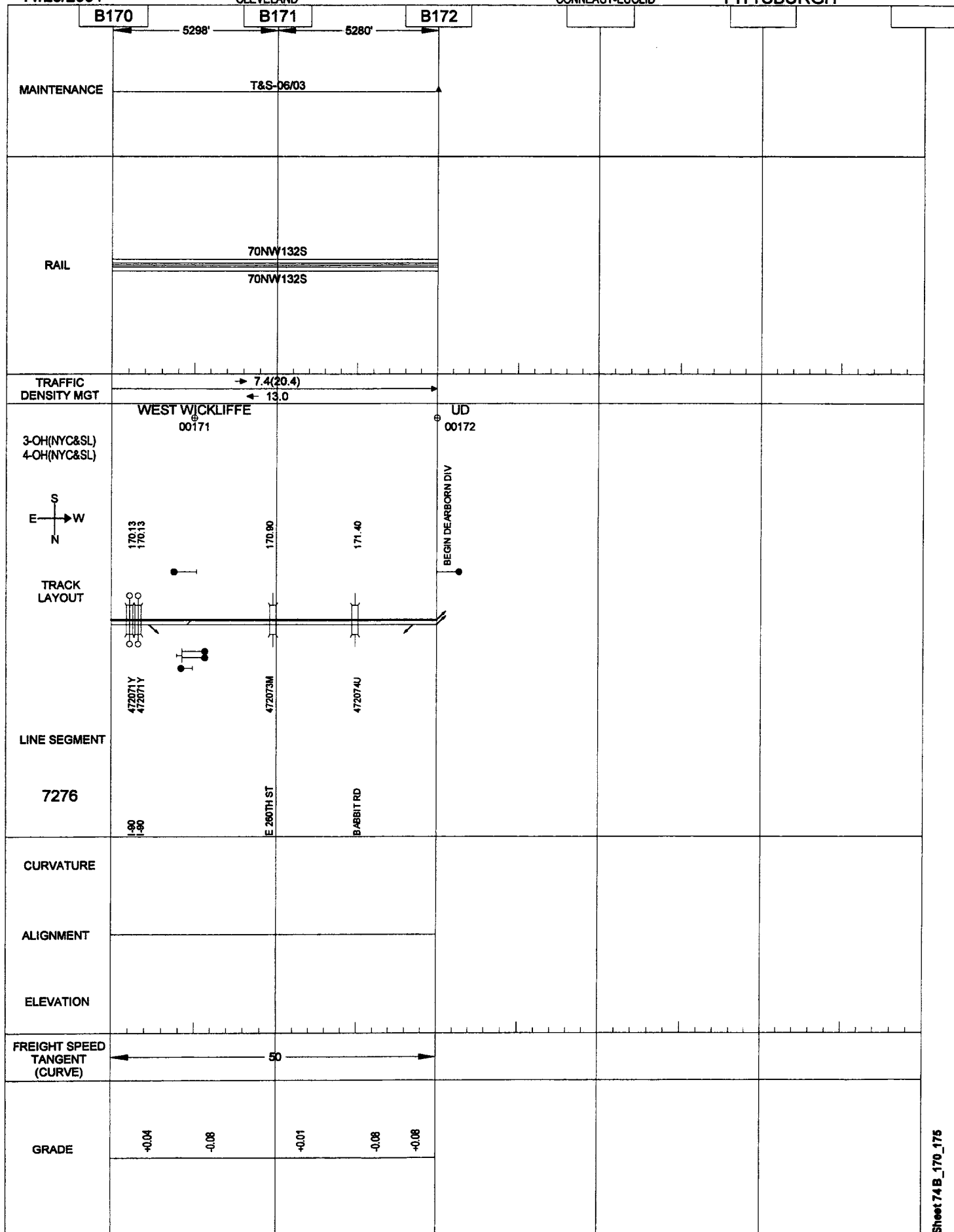
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160

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



11/23/2004

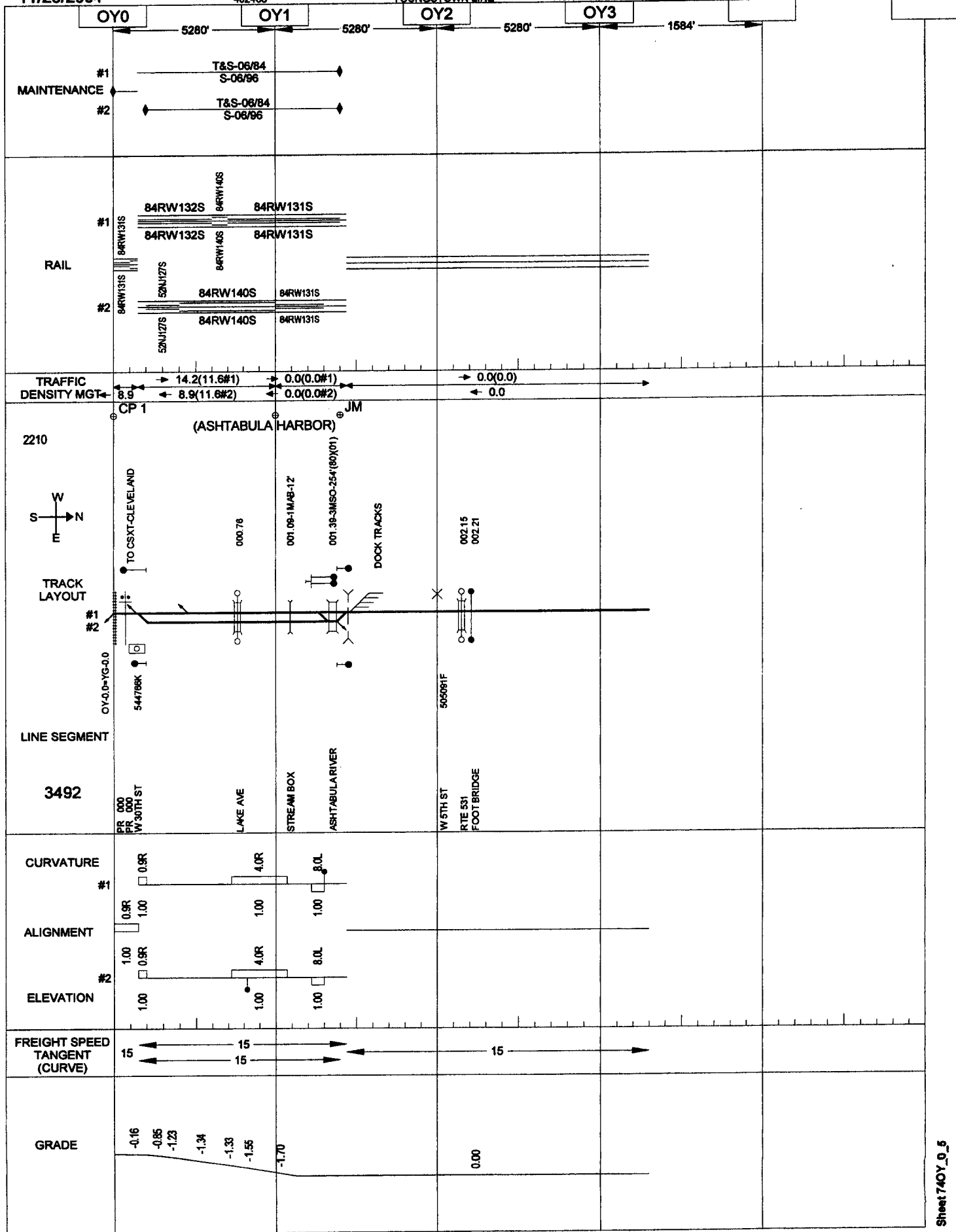
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161

YOUNGSTOWN LINE

ASHTABULA-HARBOR YARD

PITTSBURGH



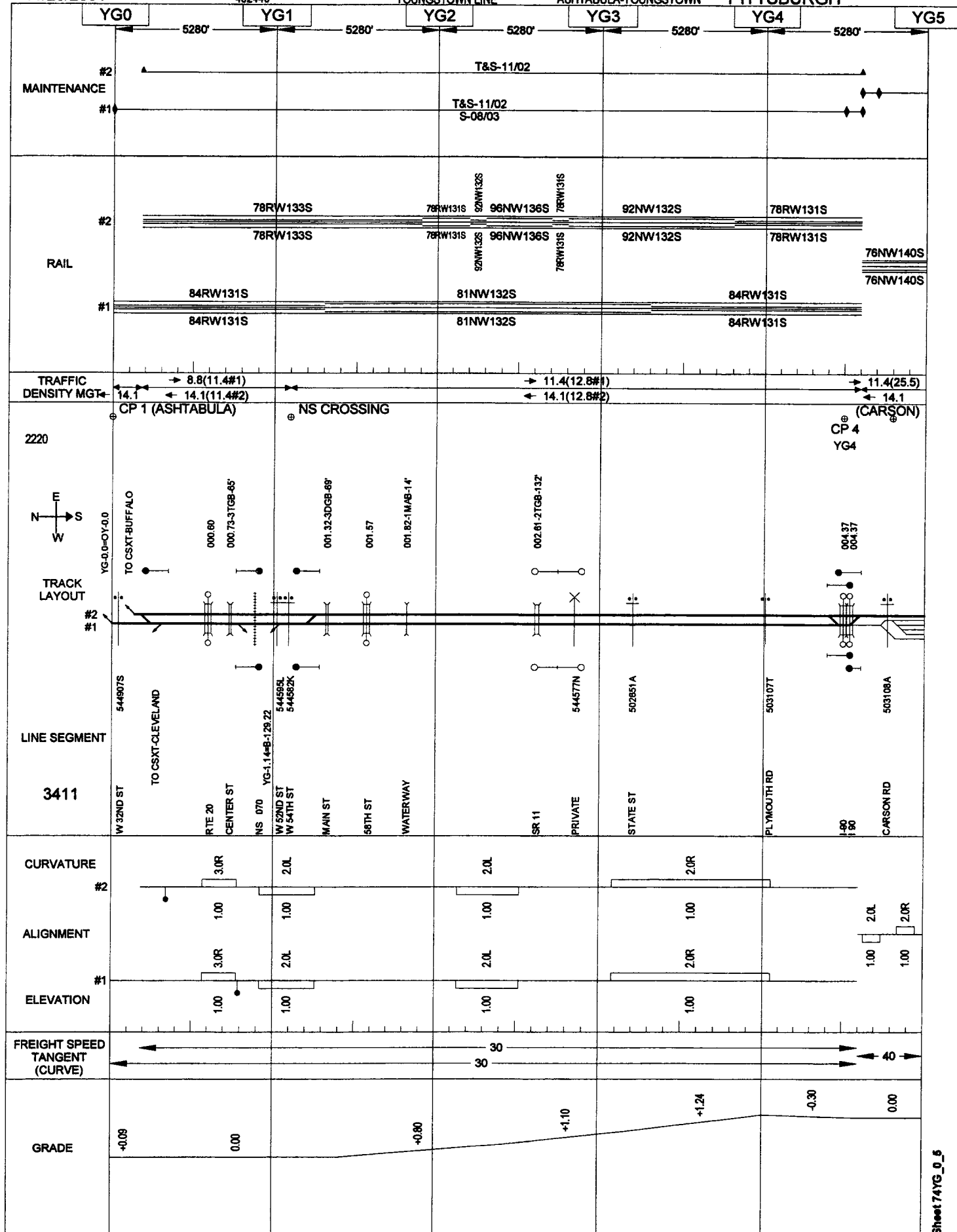
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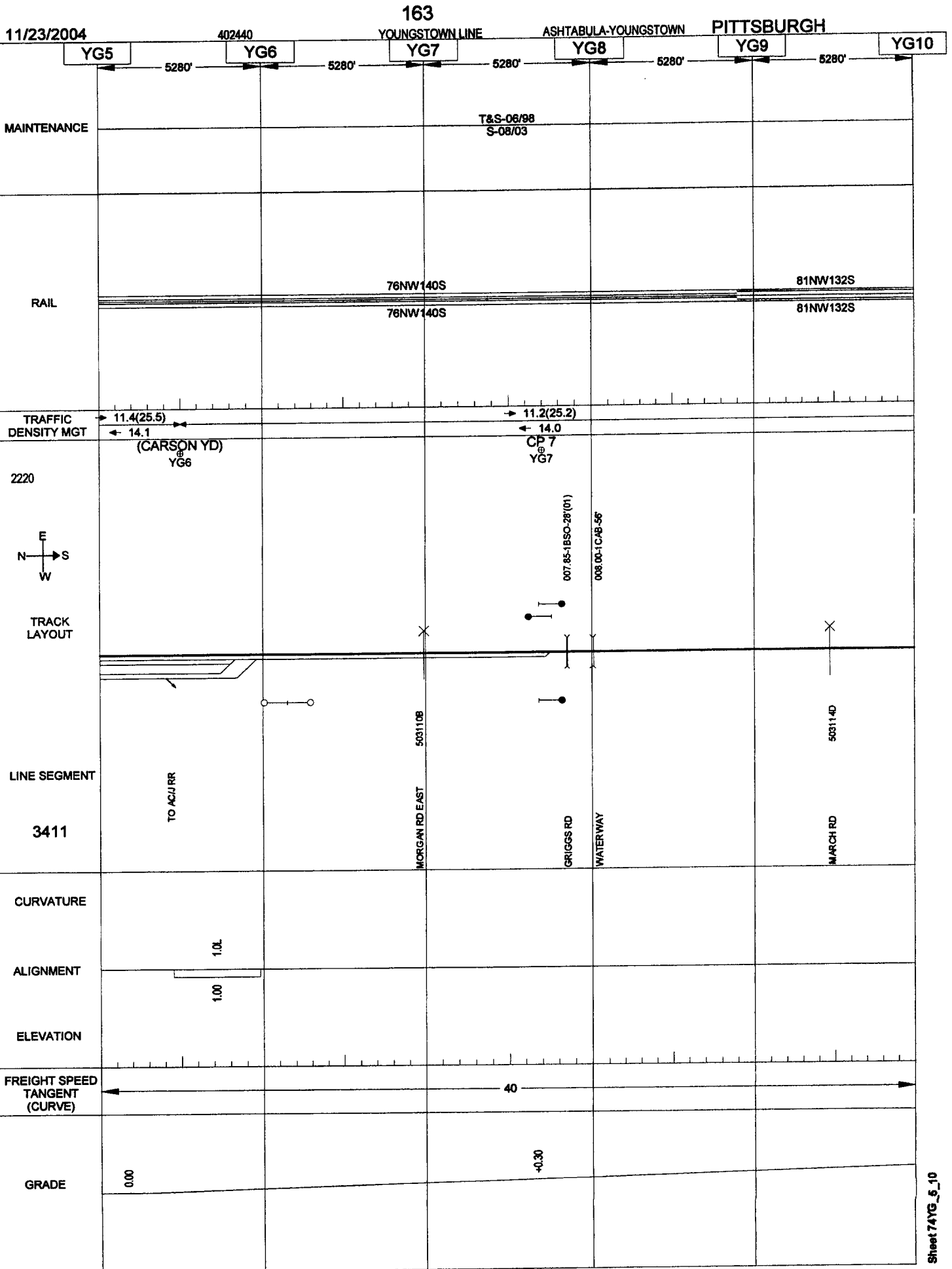
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH





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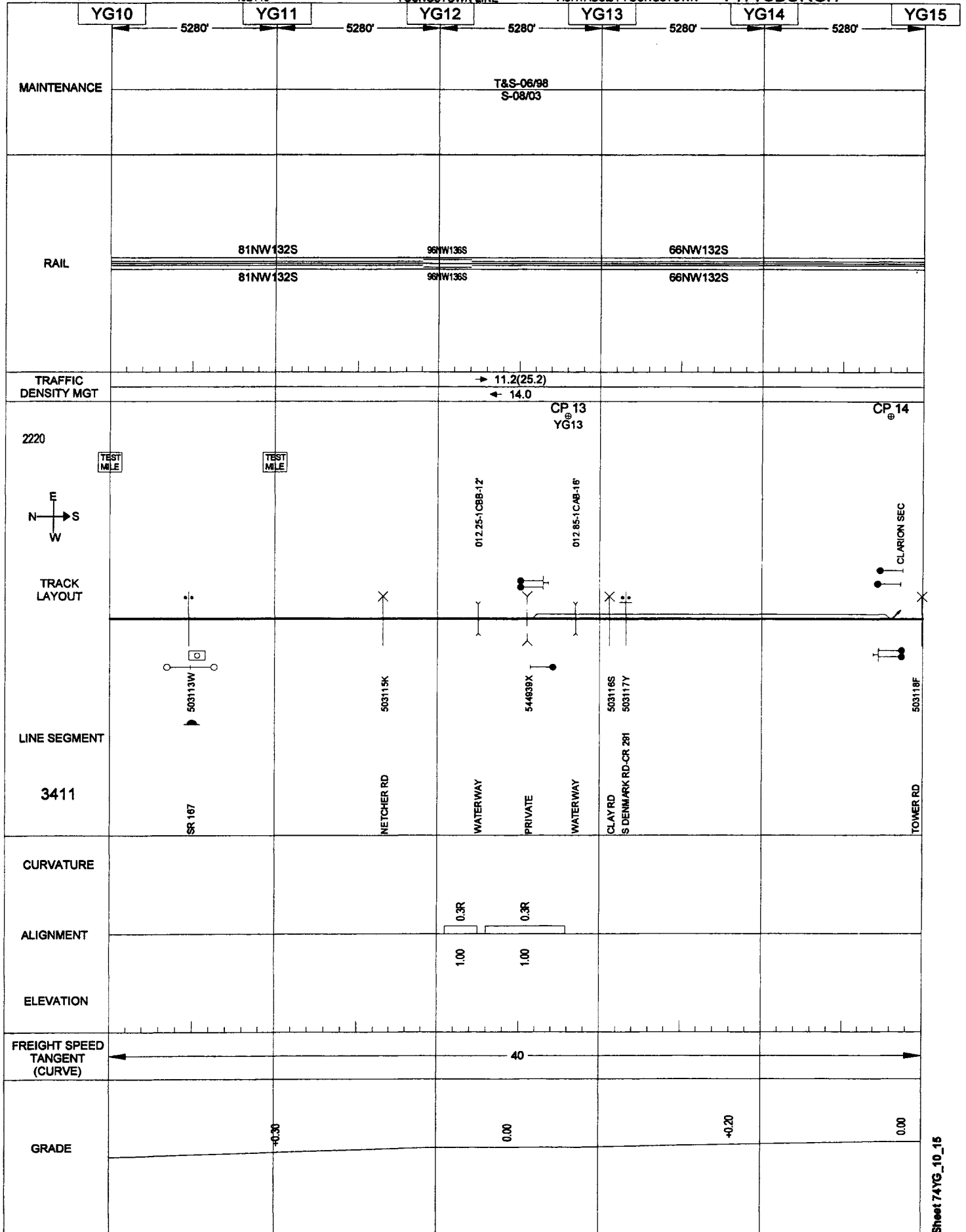
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



11/23/2004

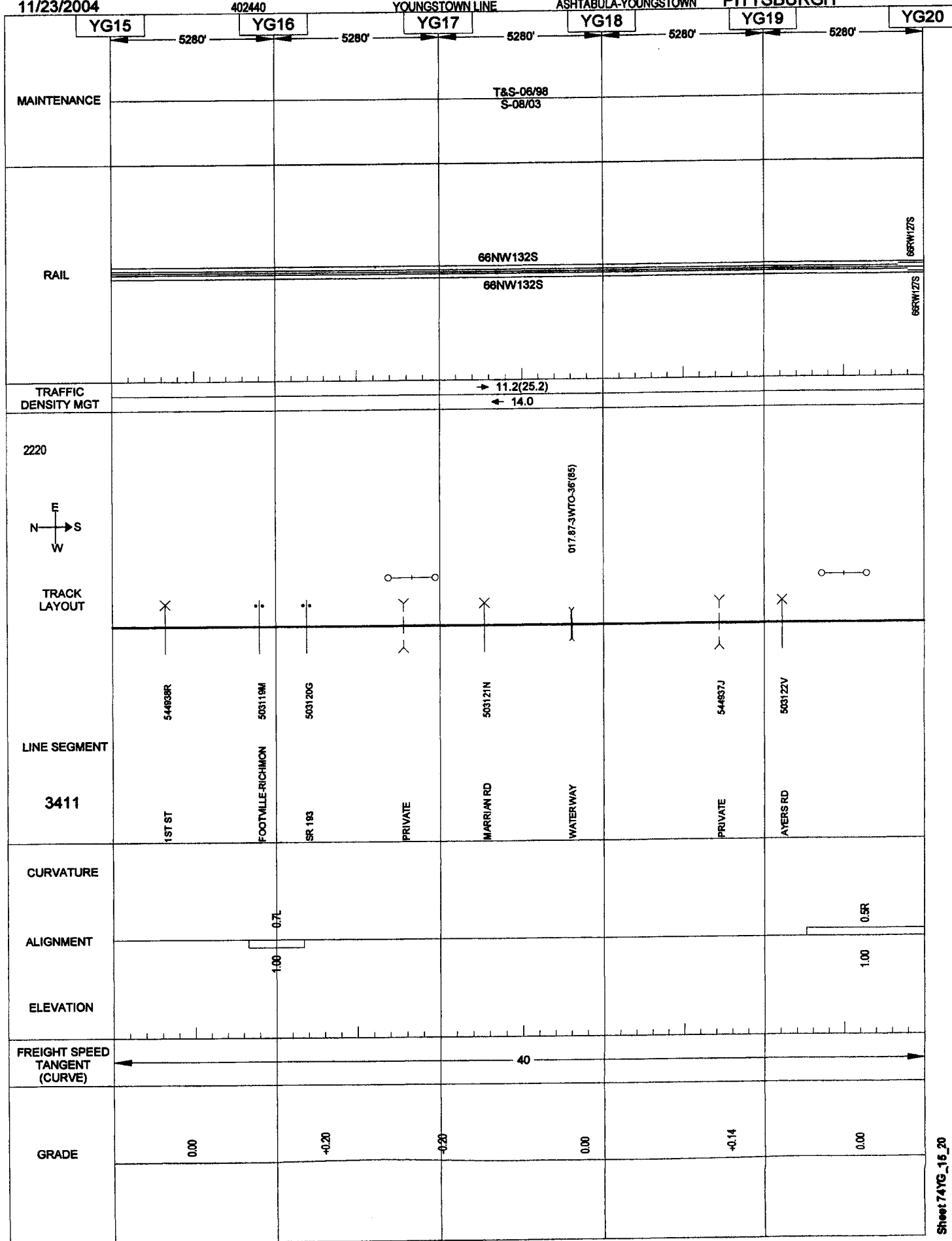
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165

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



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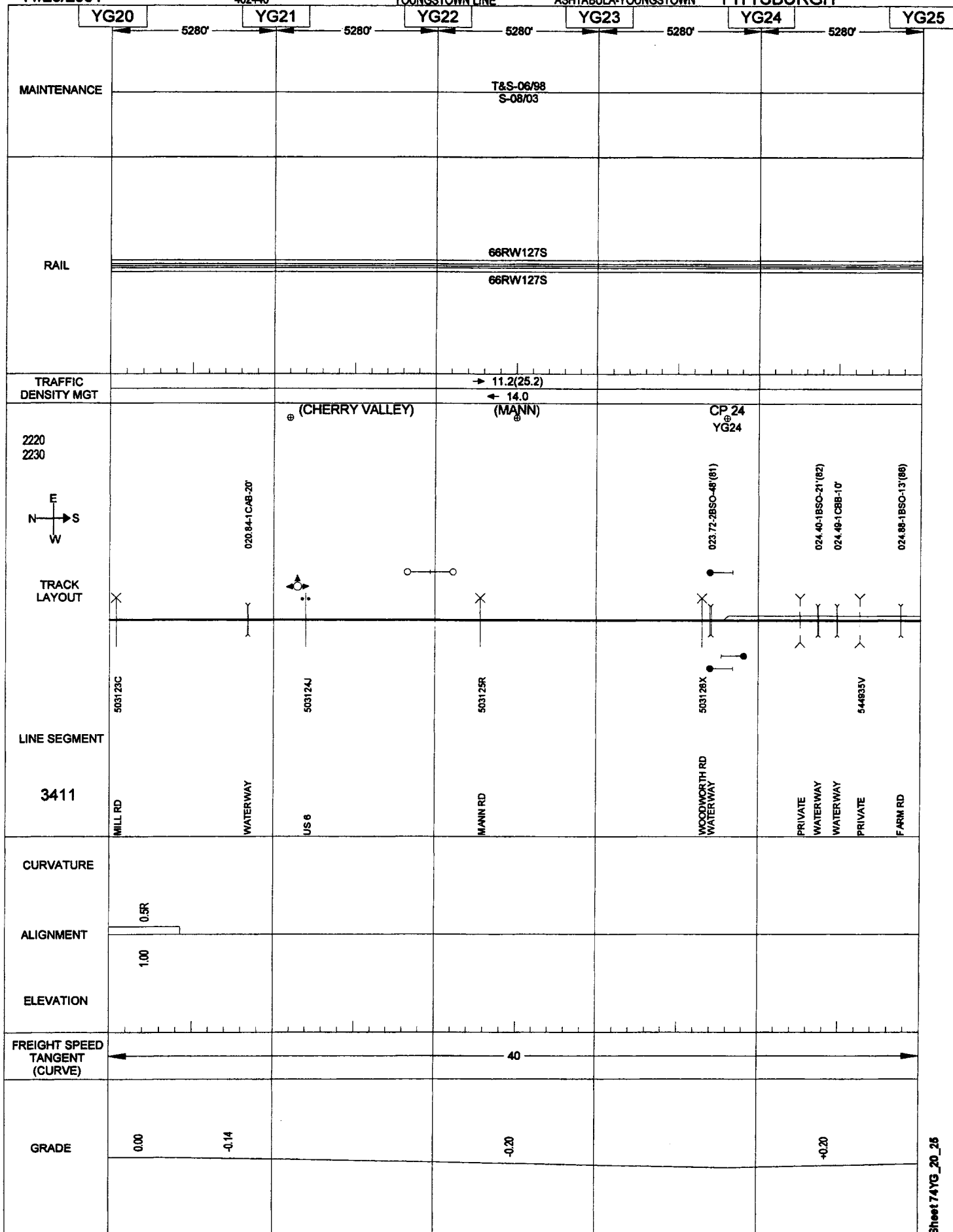
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



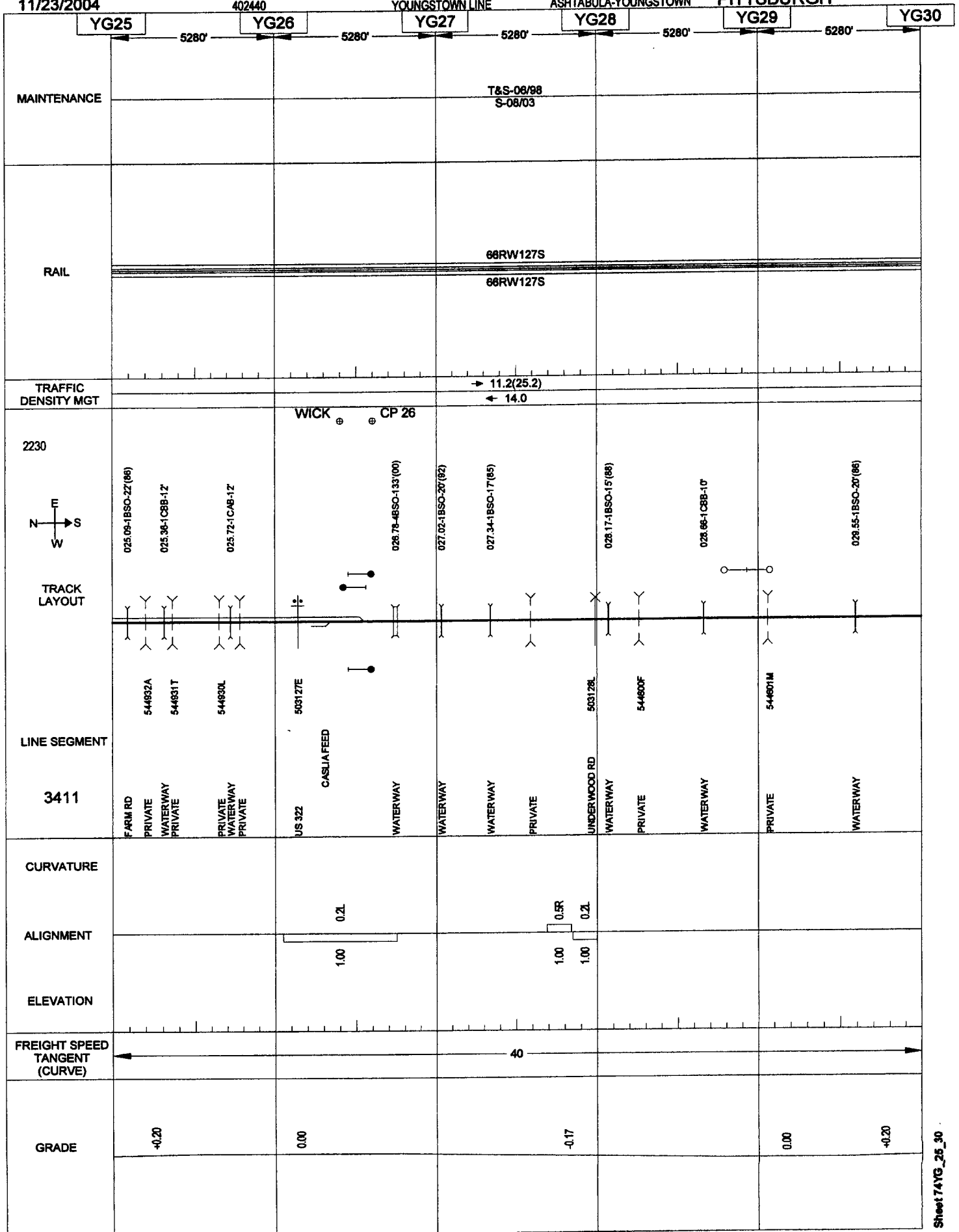
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167

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



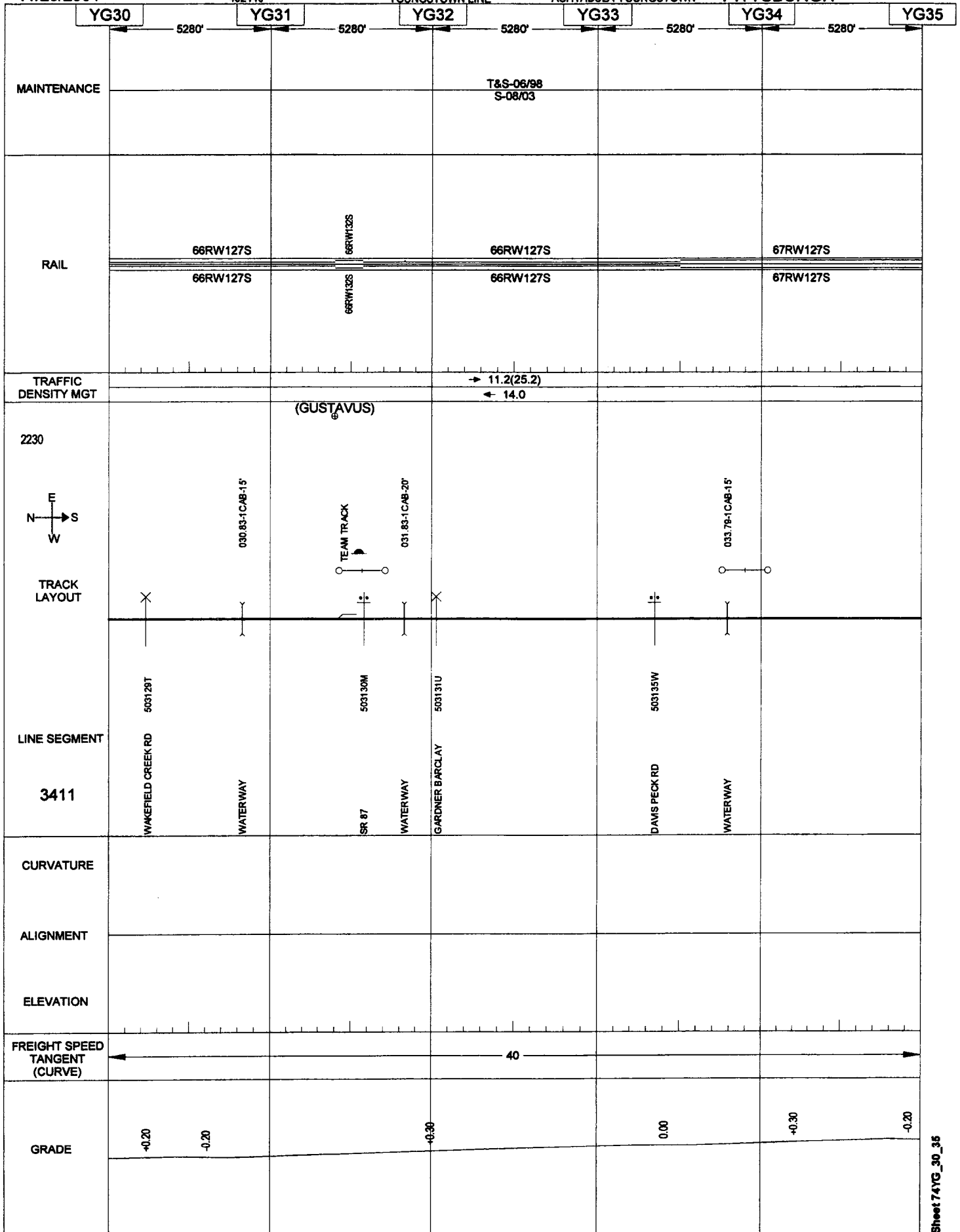
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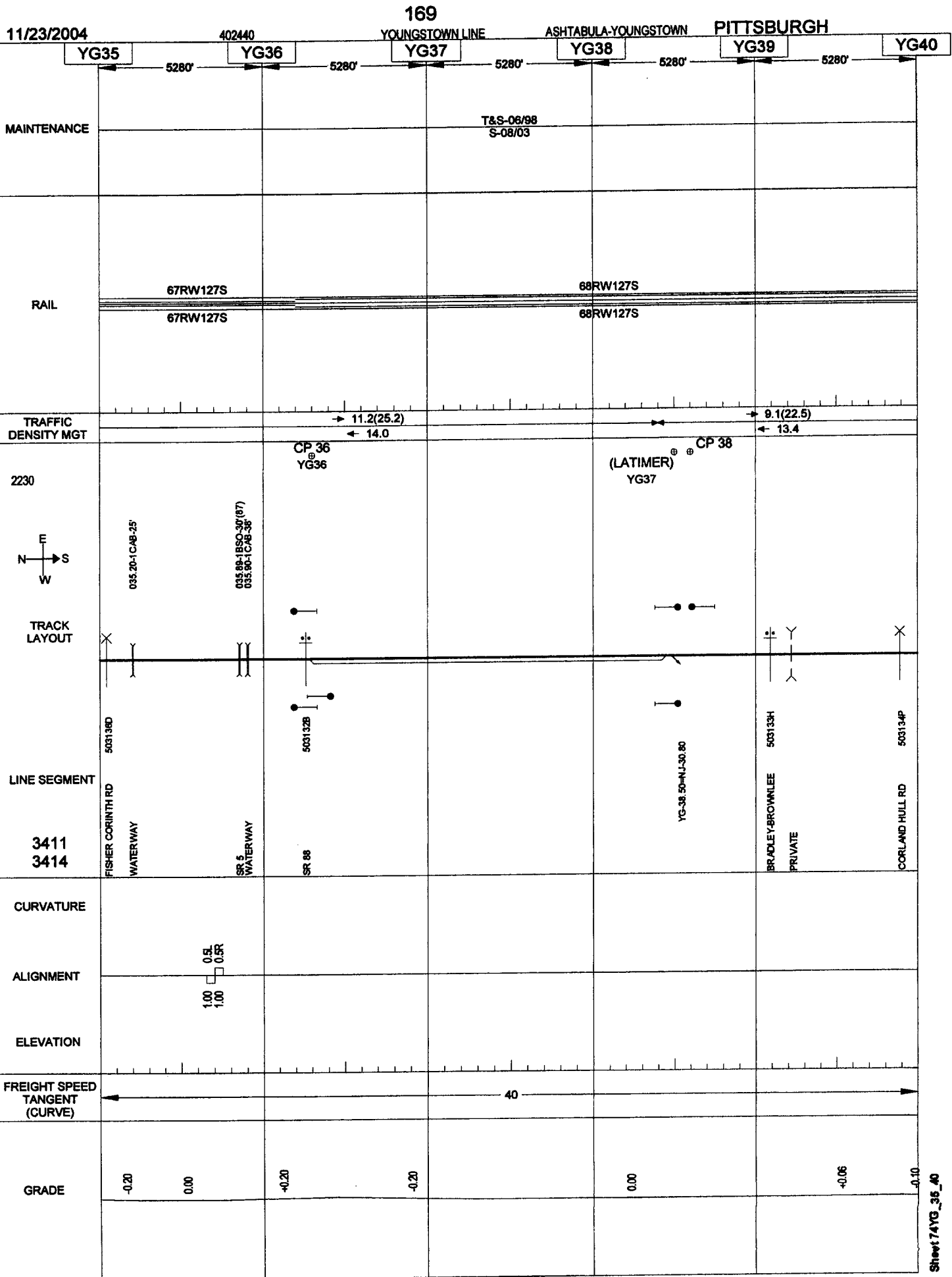
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH





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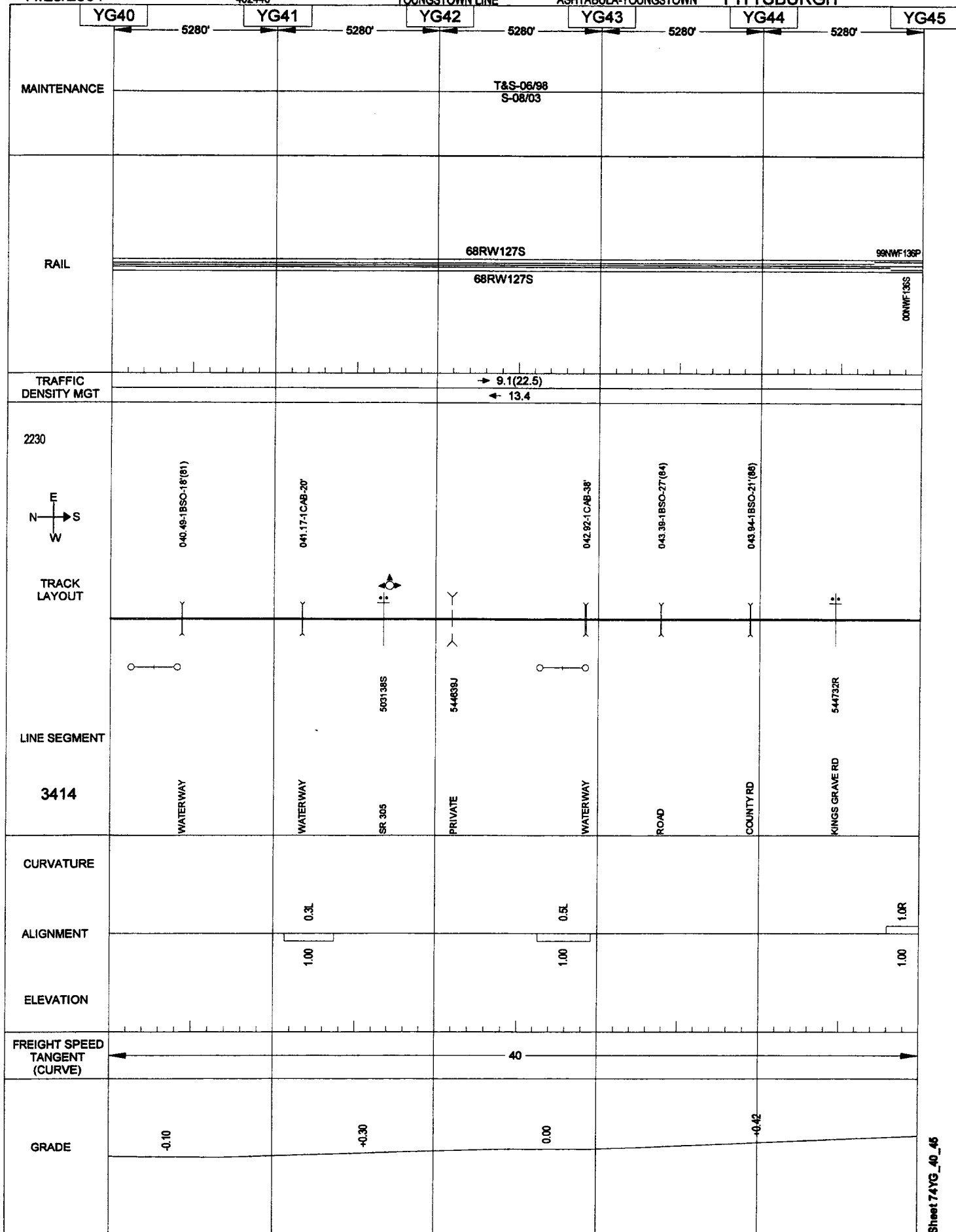
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



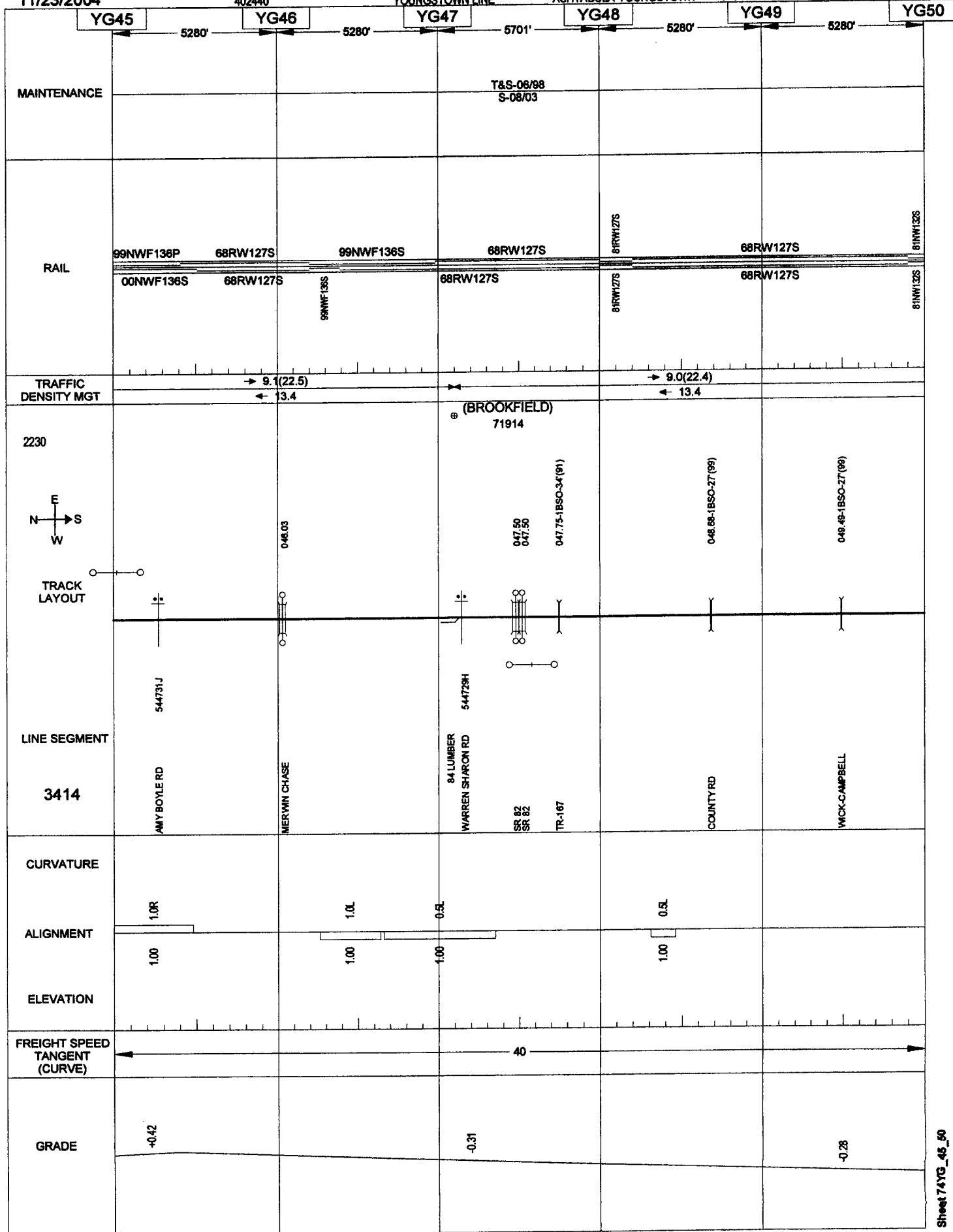
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171

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



11/23/2004

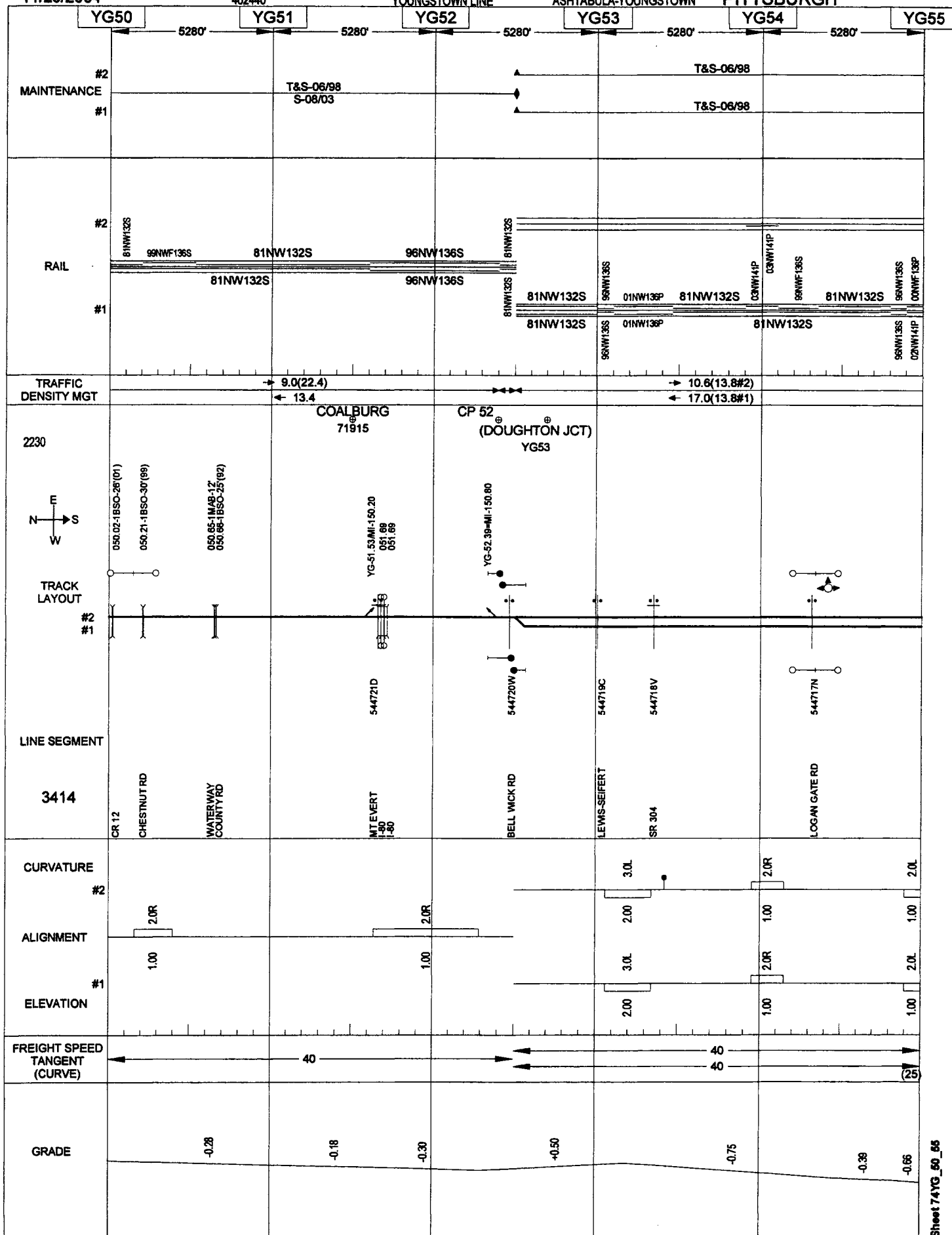
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



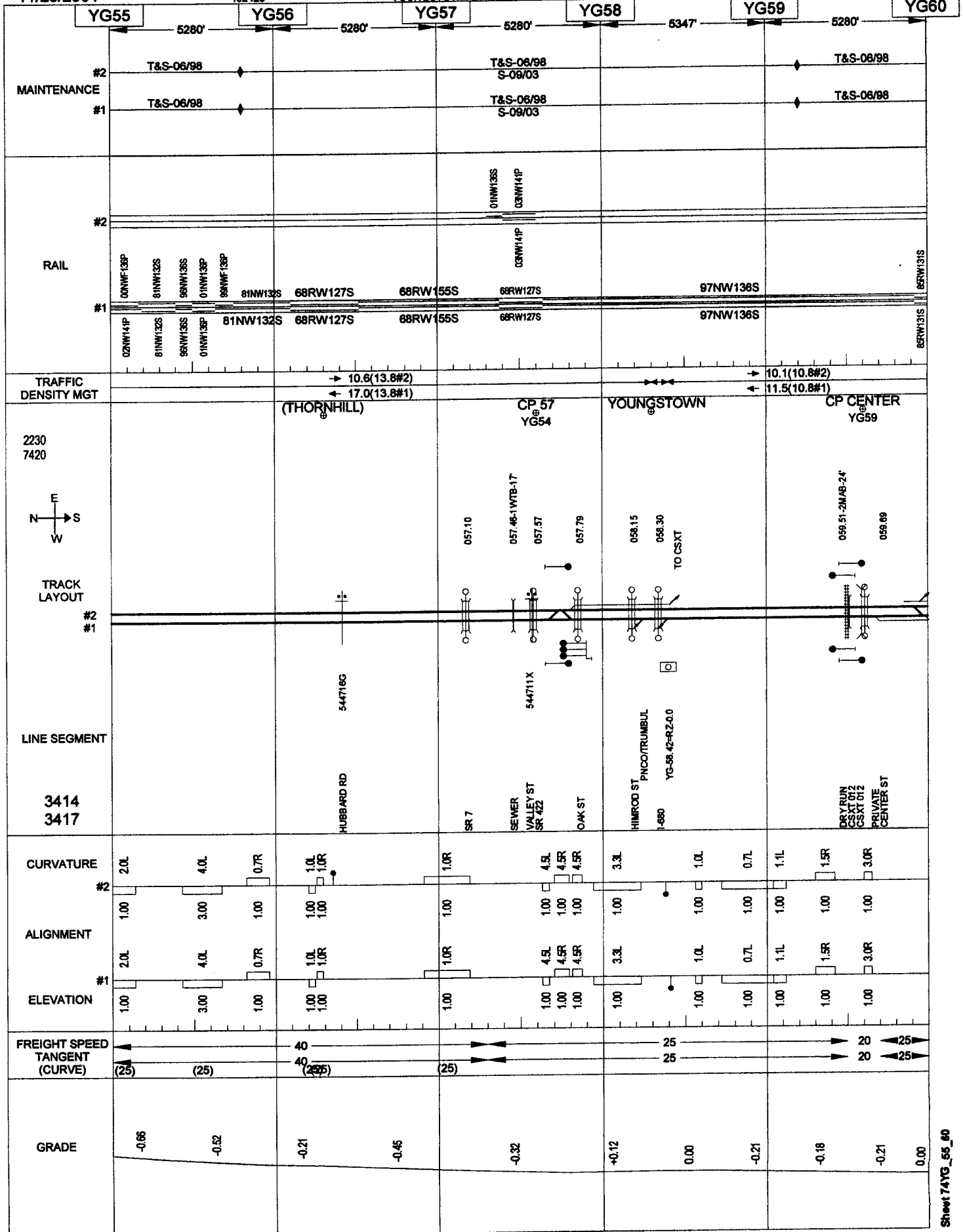
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YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH

YG60



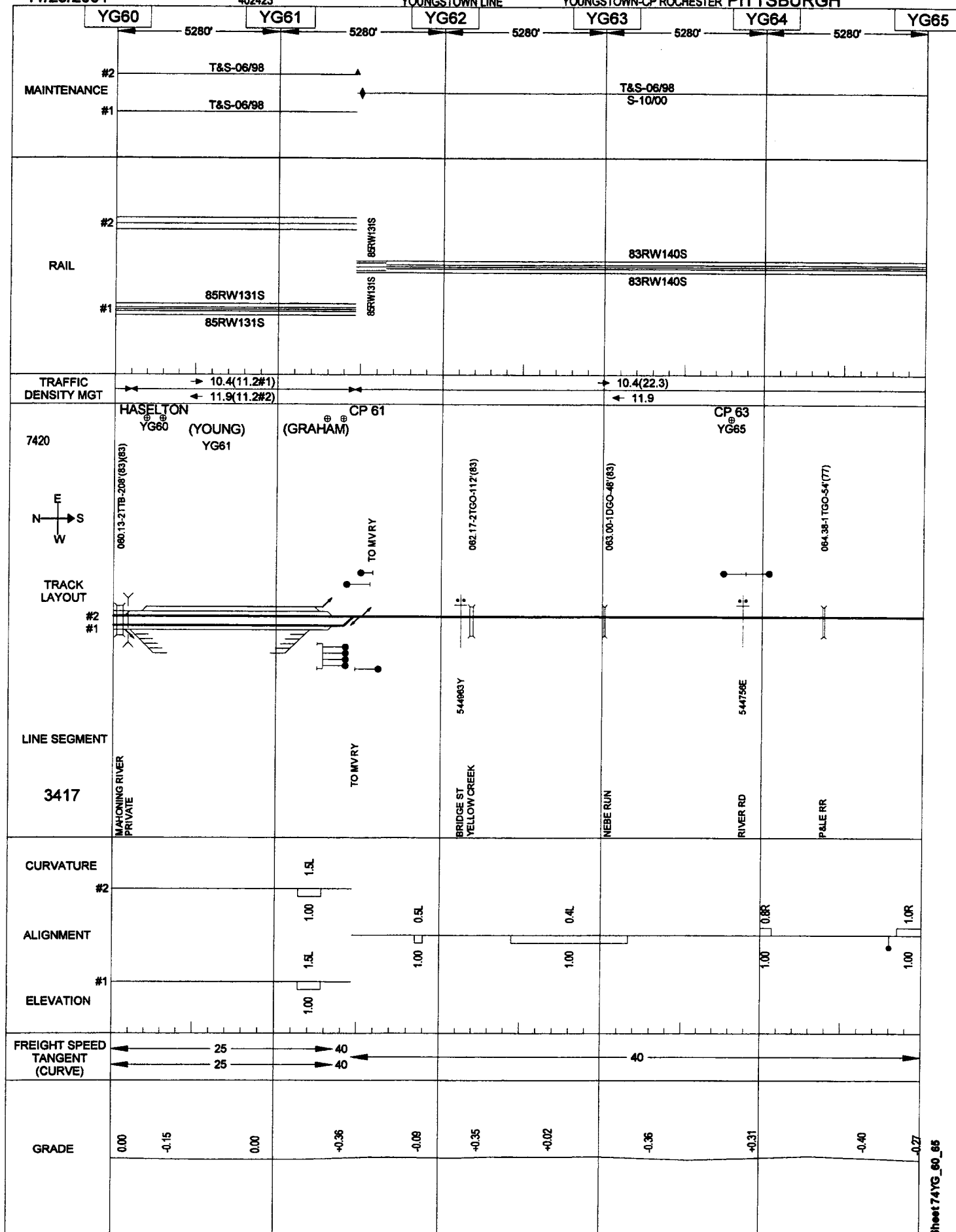
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174

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH



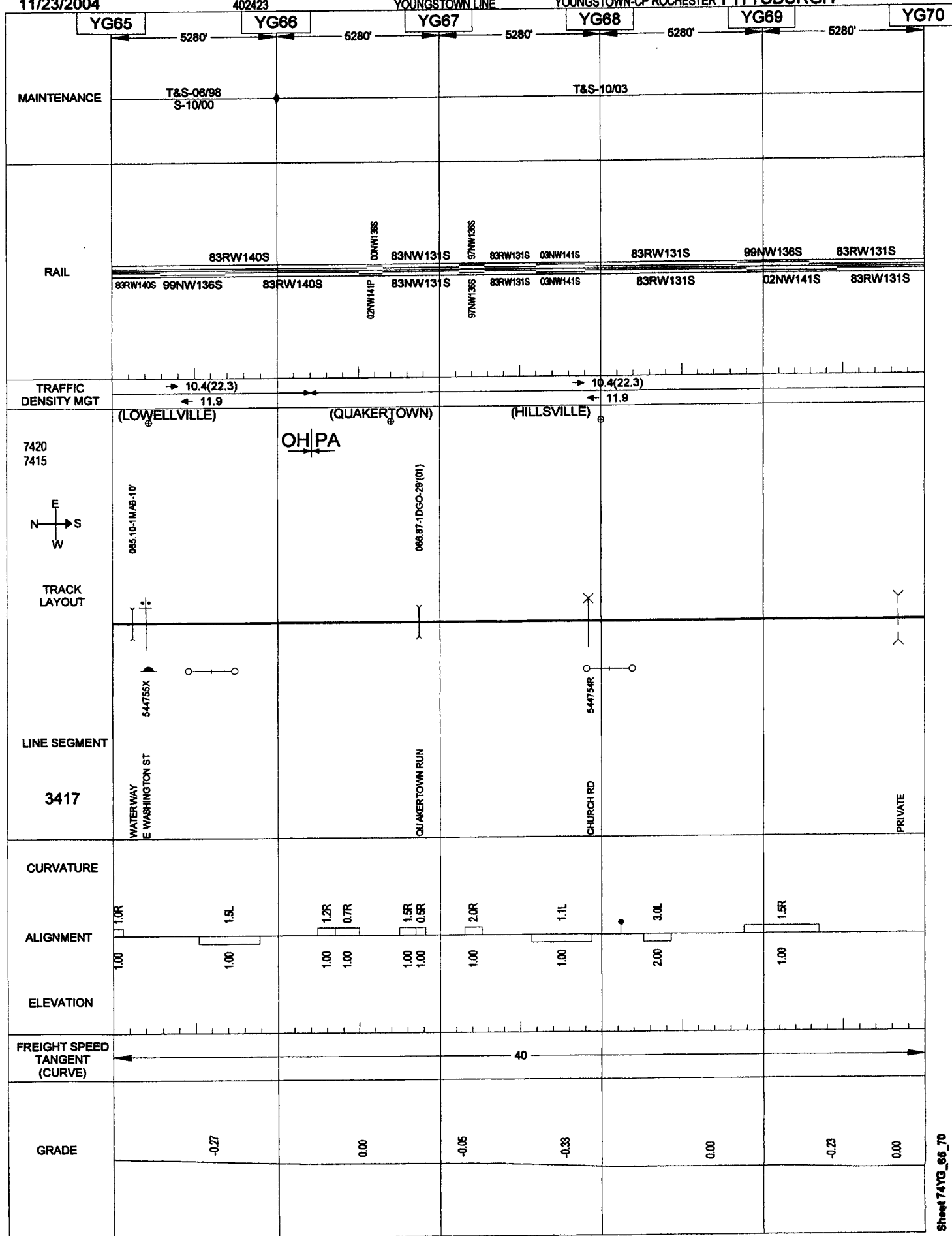
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175

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH



176

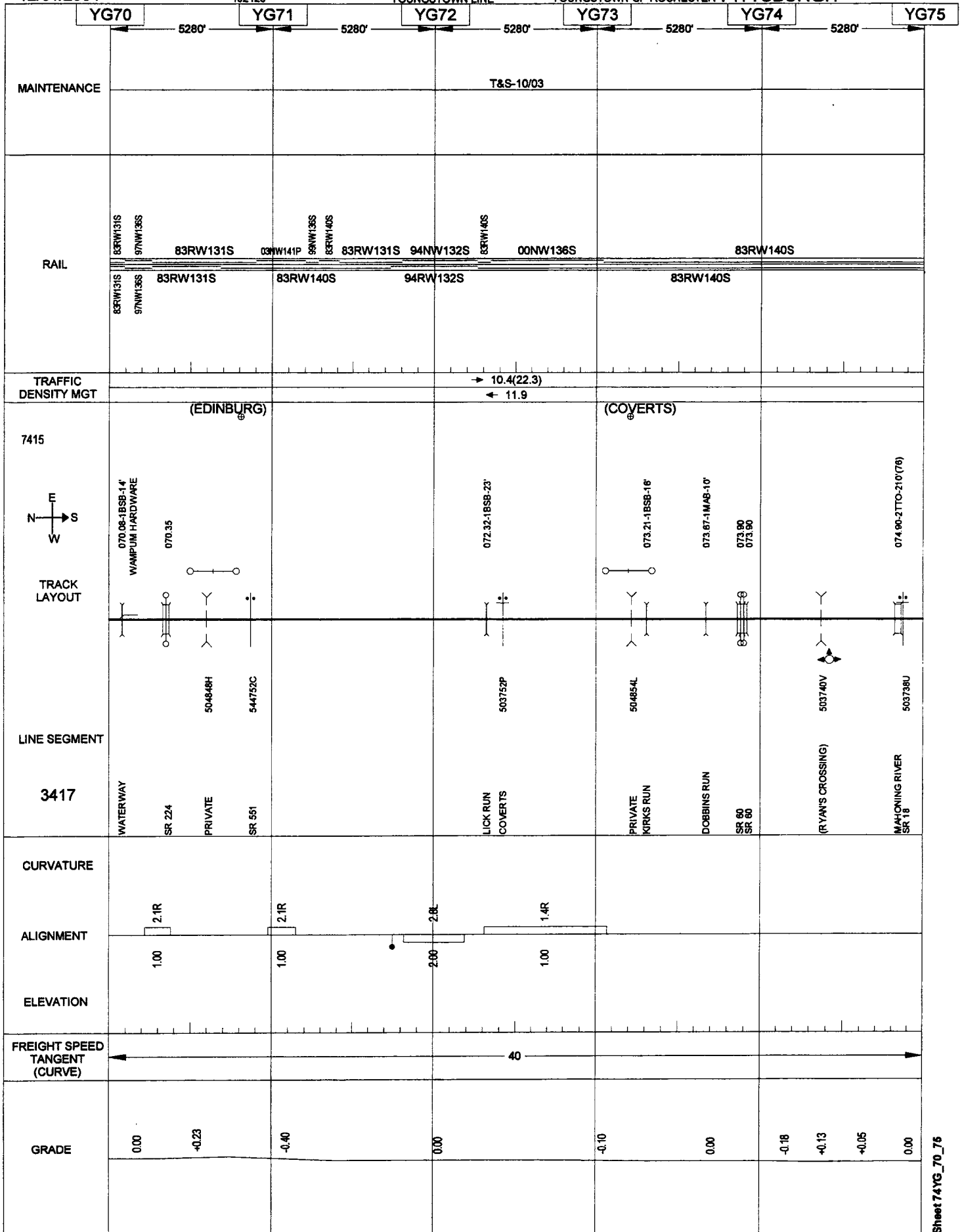
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YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER

PITTSBURGH



12/01/2004

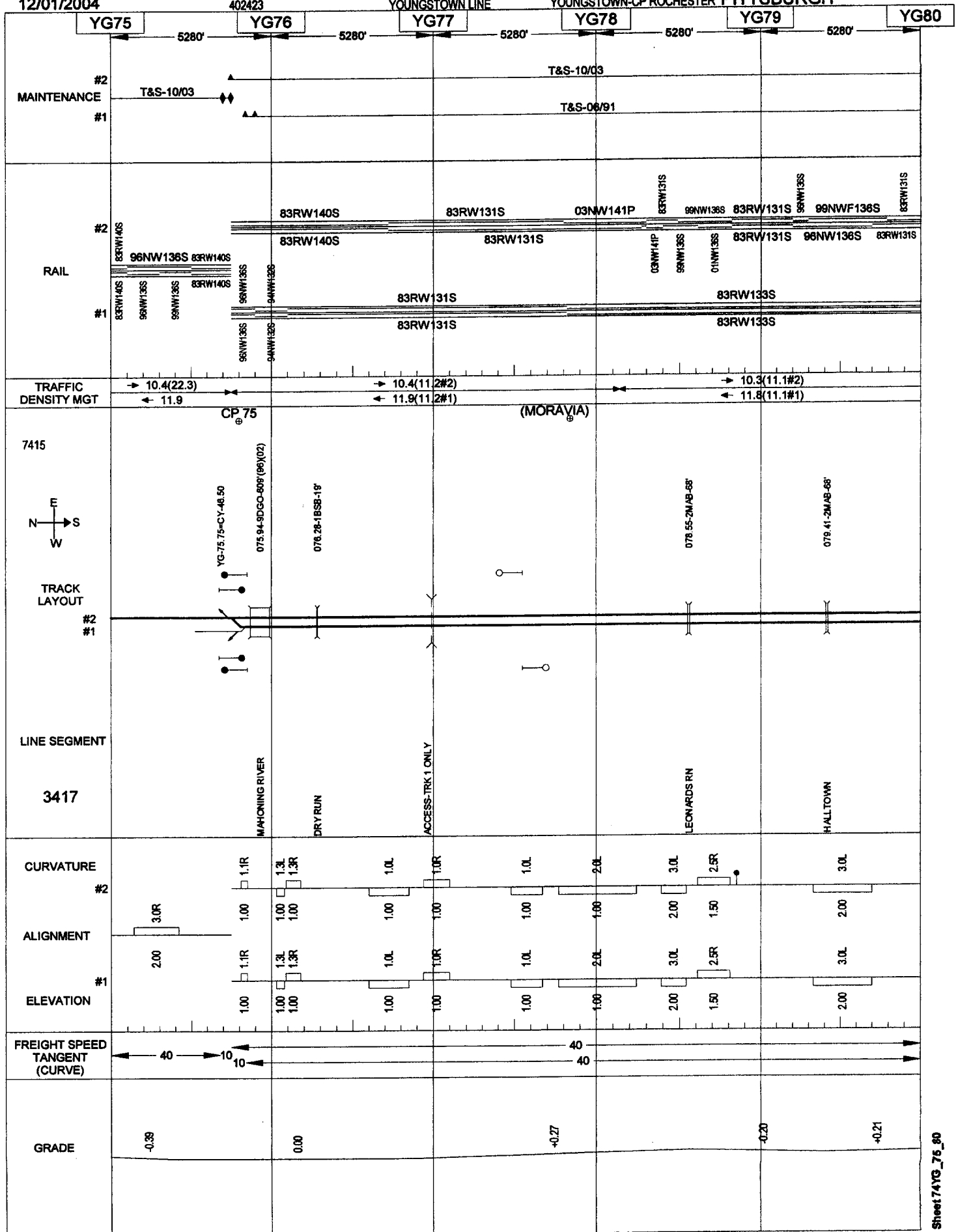
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177

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER

PITTSBURGH



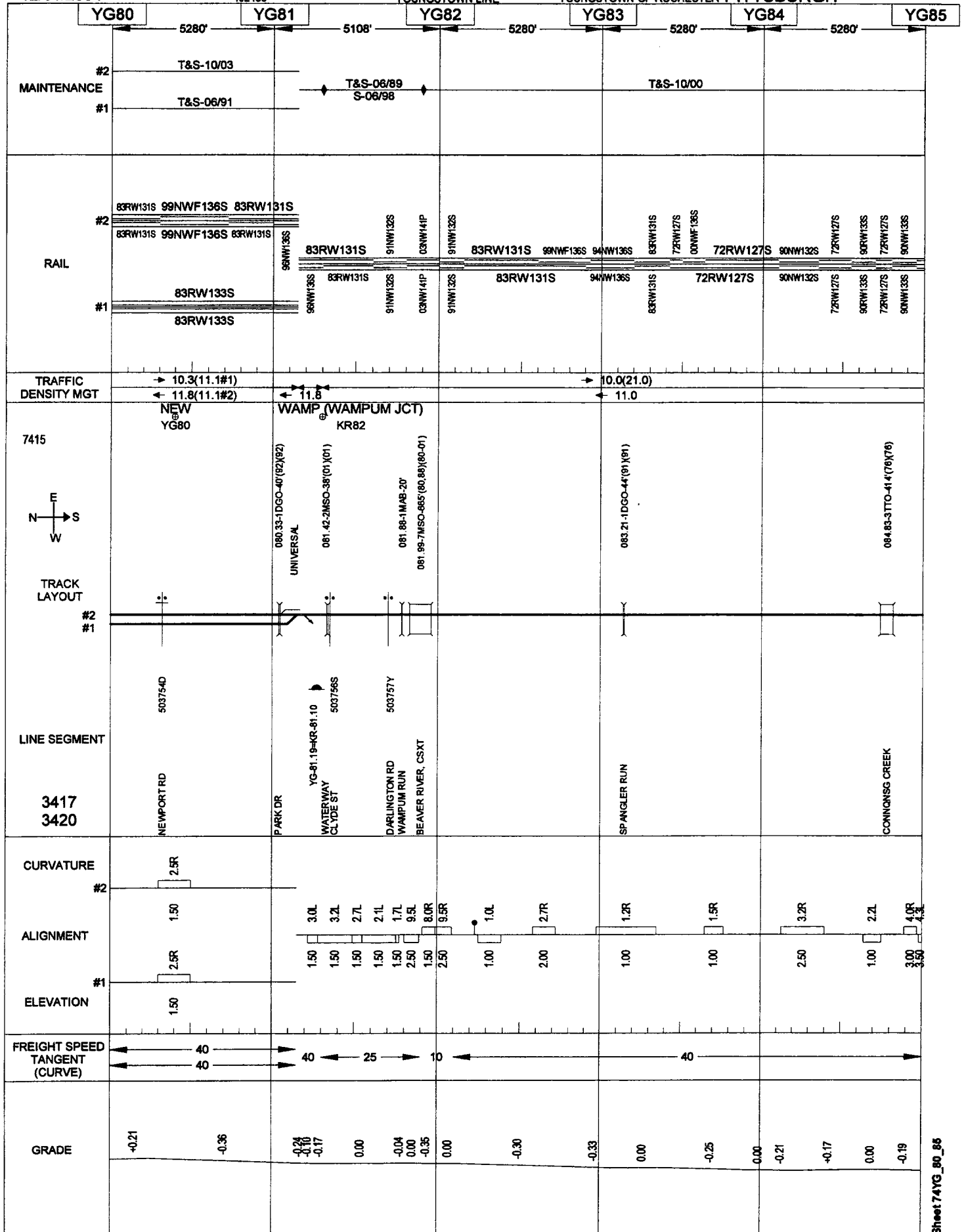
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402433

178

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH





PITTSBURGH

Sheet 74YG_90_95

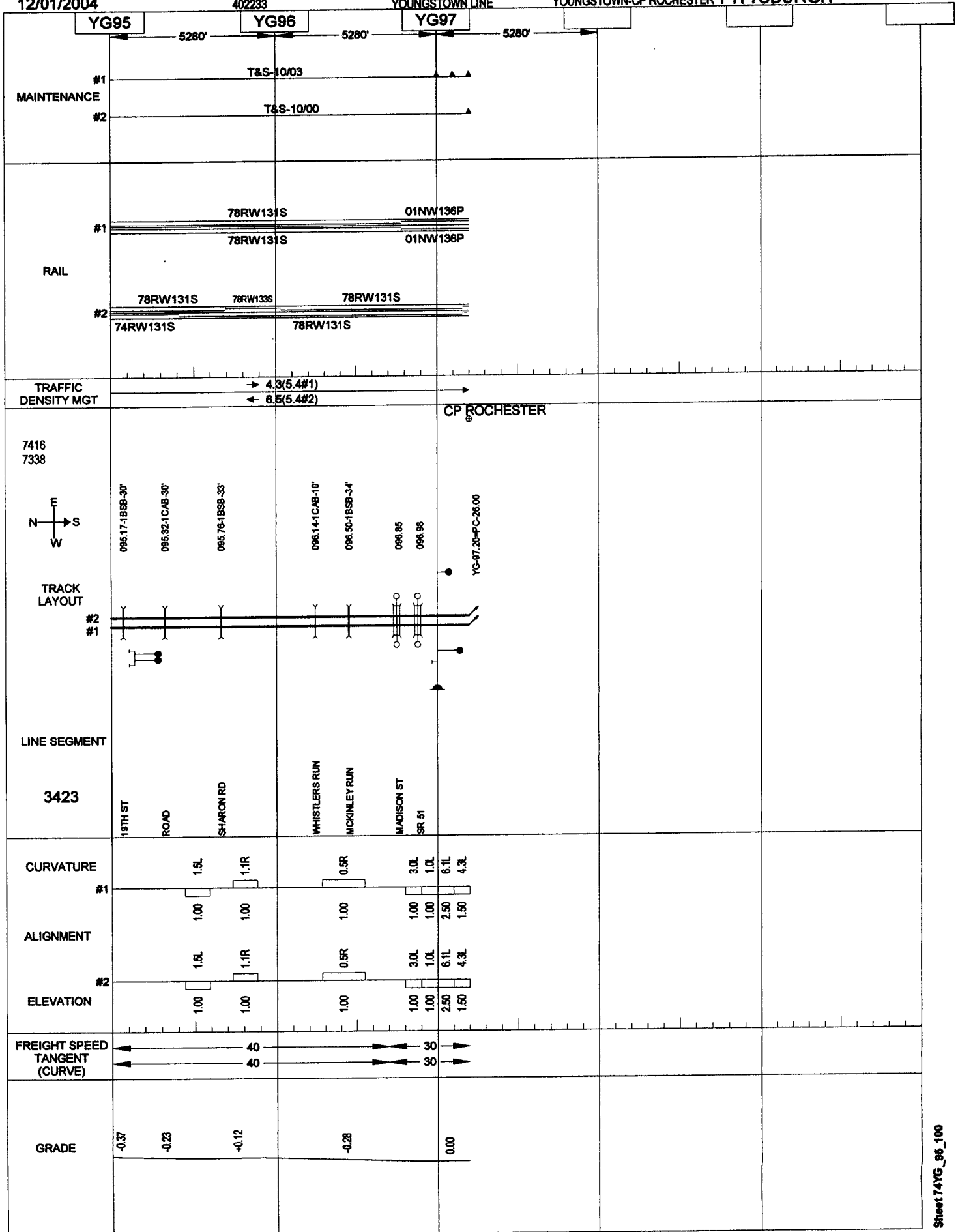
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181

402233

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH



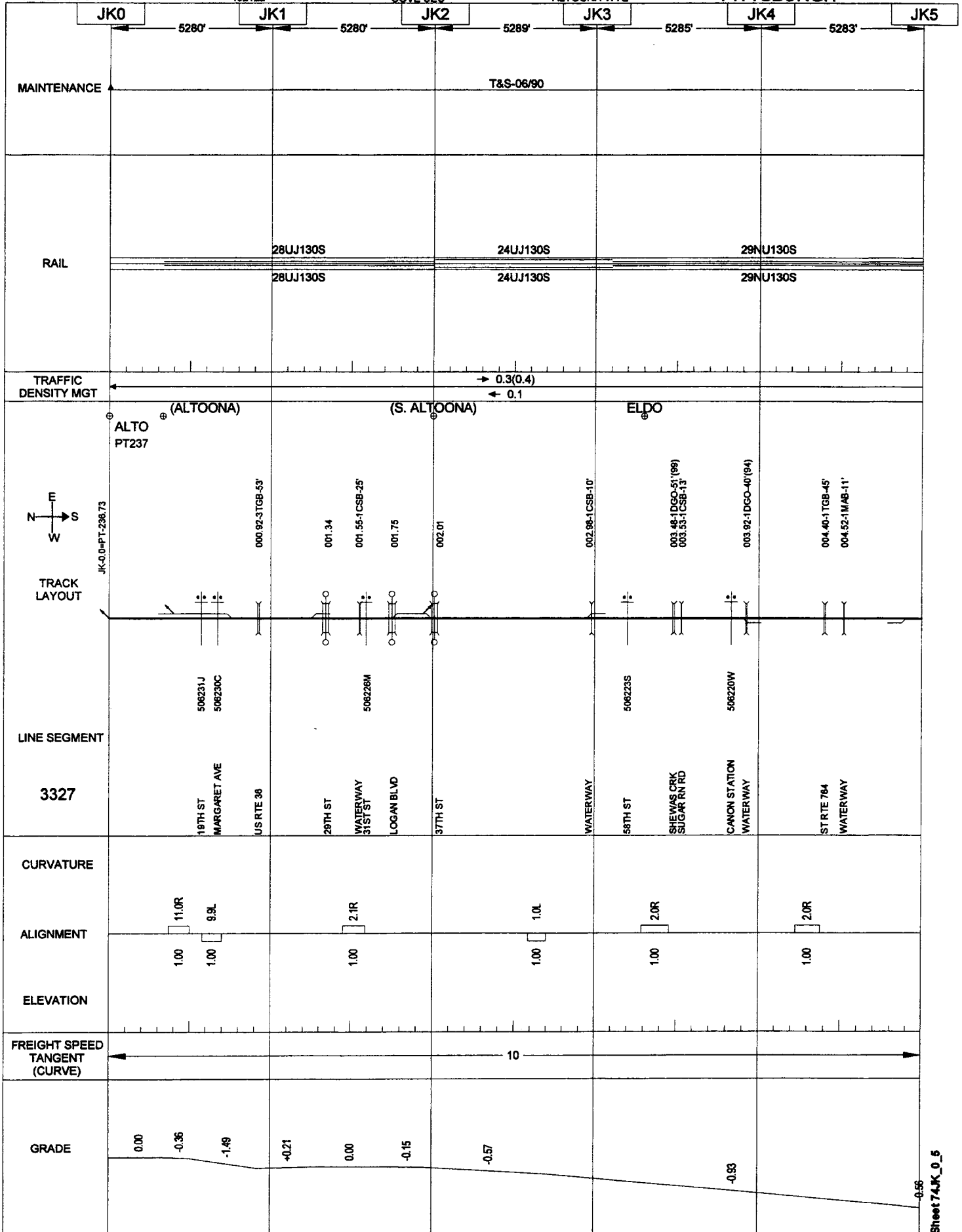
11/23/2004

402122

COVE SEC

ALTOONA-WYE

PITTSBURGH



11/23/2004

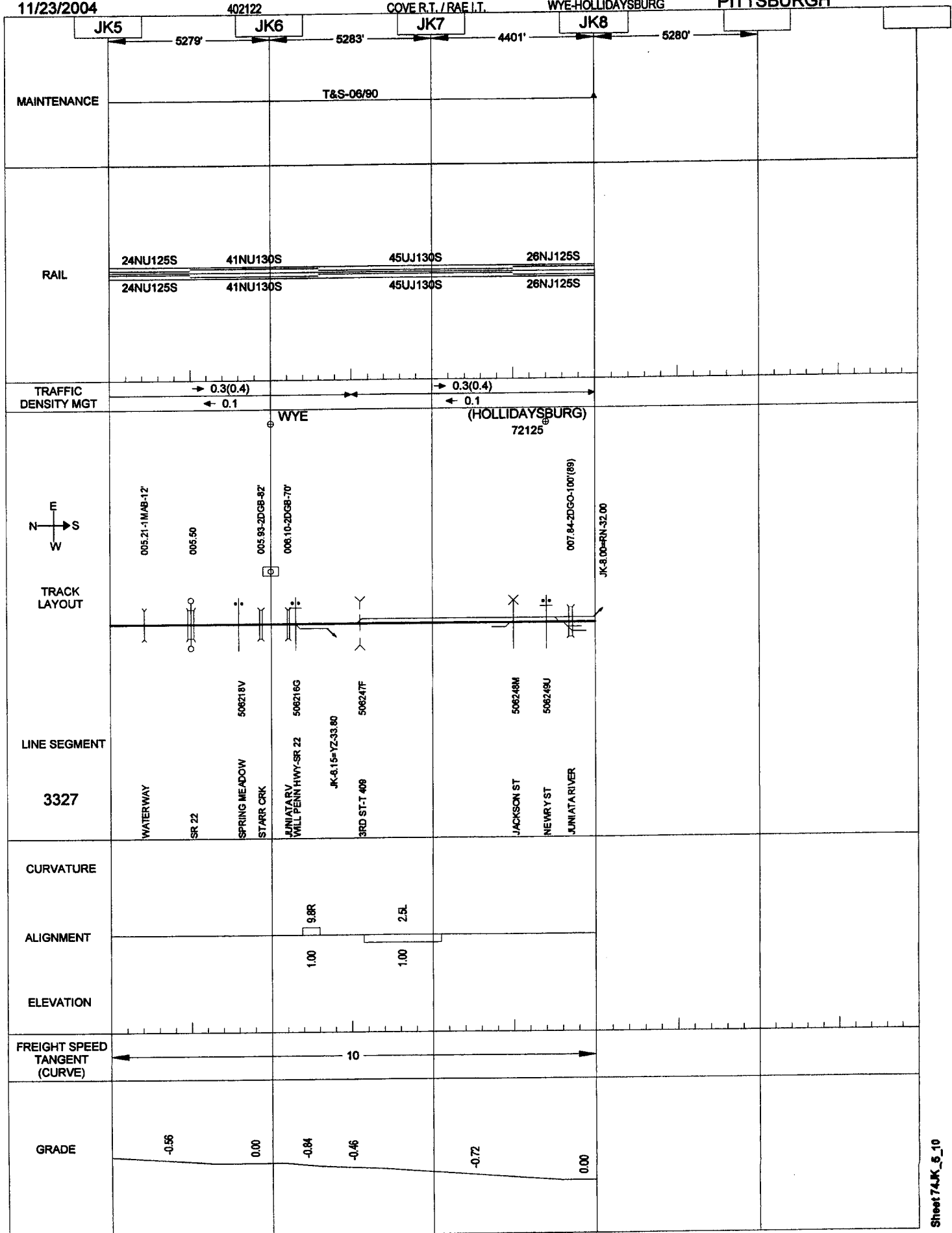
402122

183

COVER T. / RAE I.T.

WYE-HOLLIDAYSBURG

PITTSBURGH



11/23/2004

402122

RAE I.T.

HOLLIDAYSBURG YARD

PITTSBURGH

				RN28	5285'	RN29	5251'	RN30
MAINTENANCE						T&S-06/46		
RAIL						46UJ130S	29NU125S	
						46UJ130S	29NU125S	
TRAFFIC DENSITY MGT					0.0(0.0)	0.1(0.4)		
					0.0	0.3		
7013					FRANK	(FRANKSTOWN)		
						RN30		
<div> <div>E</div> <div>N</div> <div>W</div> <div>S</div> </div> <p>TRACK LAYOUT</p>					028 77-1CSB-30'	028 27-1DGC-29 (87)		
LINE SEGMENT					506252C	528530V	506251V	
3324					WHITE	TURKEY RUN	ROARING RUN	
						LOOP ROAD	CAR SHOP RD	
CURVATURE								
ALIGNMENT					2.0L	3.5R	6.0L	
ELEVATION					1.00	1.00	1.00	
FREIGHT SPEED TANGENT (CURVE)						10		
GRADE					+0.11	+0.20	+0.30	+0.10
								0.00
								+0.25

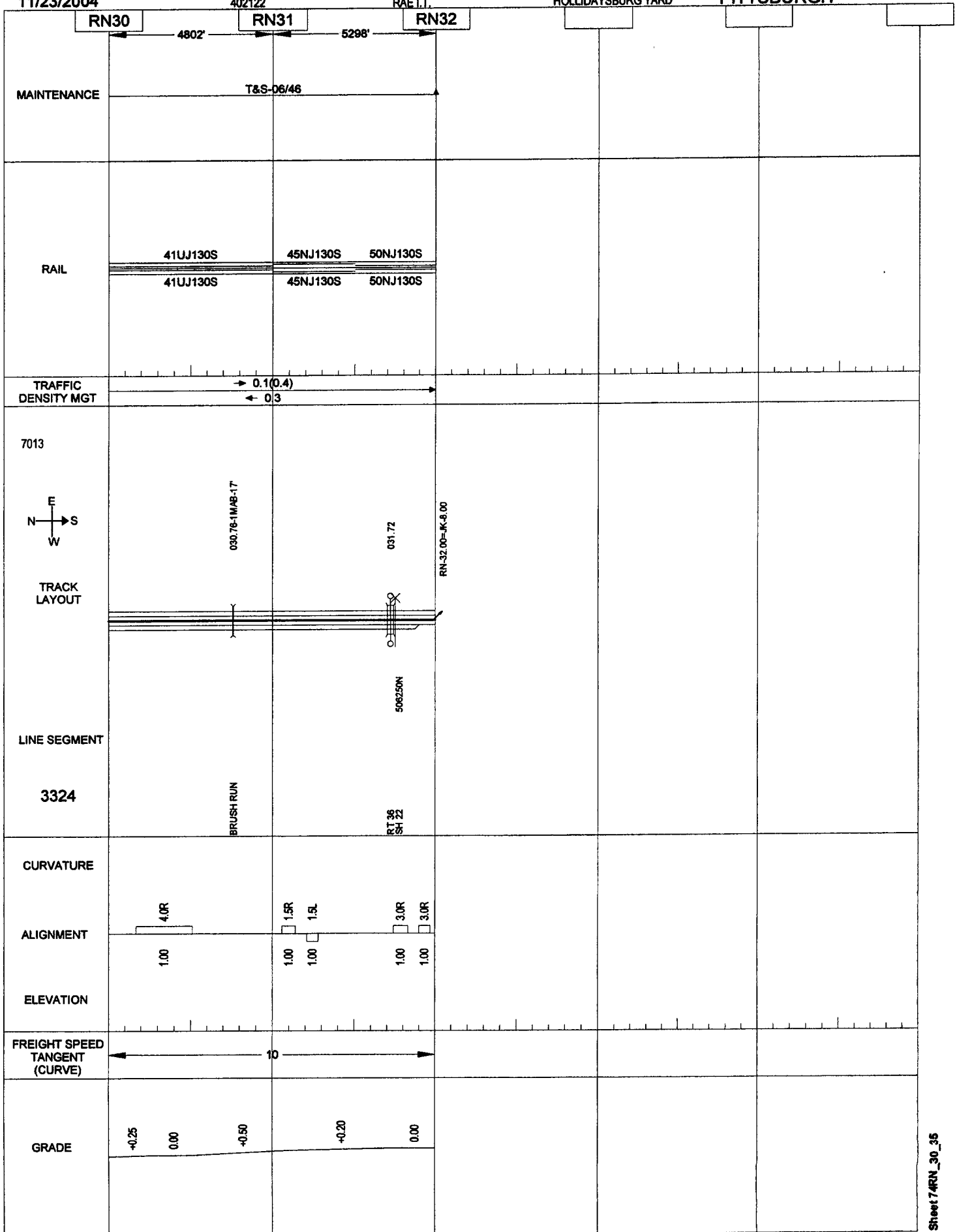
11/23/2004

402122

RAE I.T.

HOLLIDAYSBURG YARD

PITTSBURGH



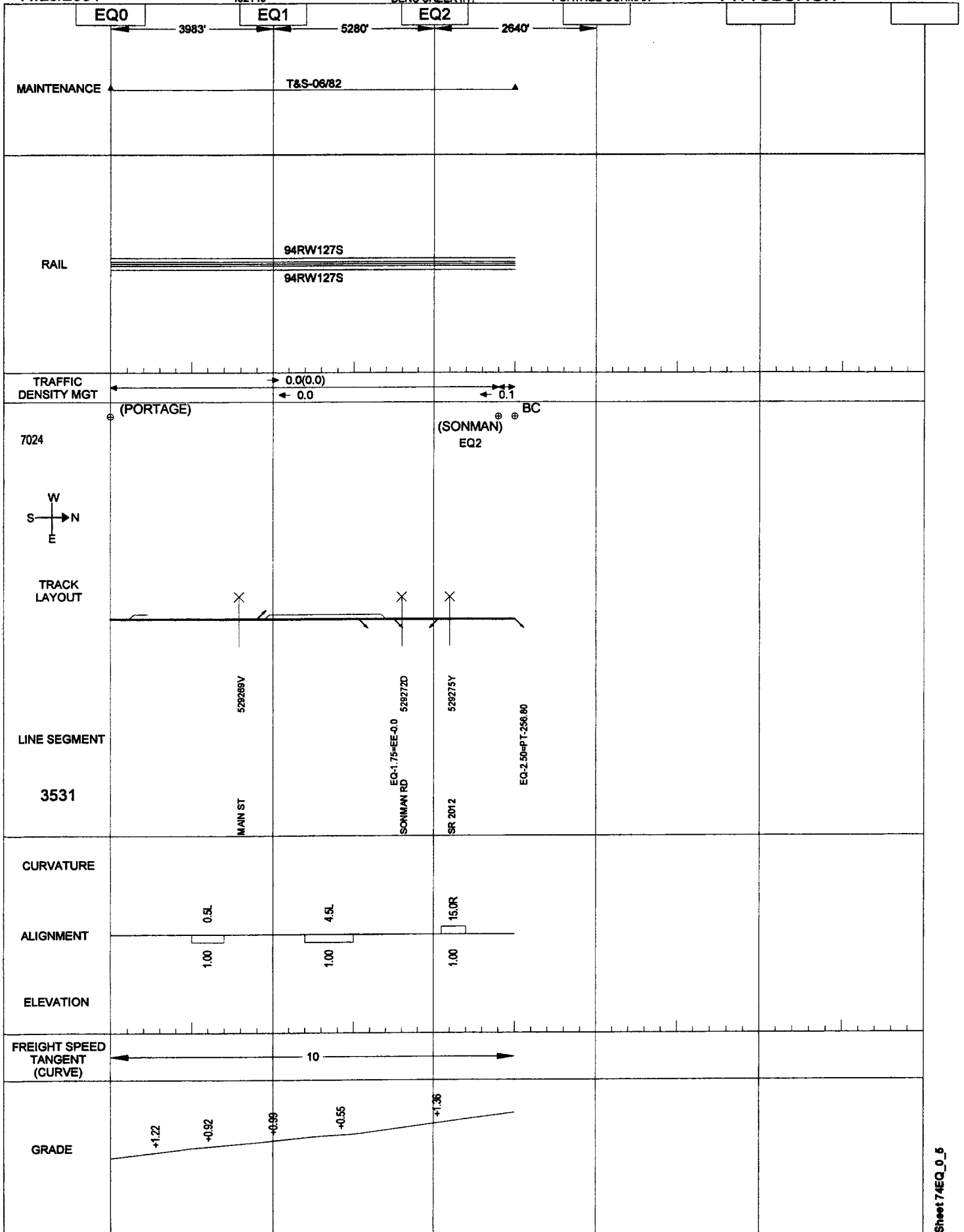
11/23/2004

402149

BENS CREEK I.T.

PORTAGE-SONMAN

PITTSBURGH



11/23/2004

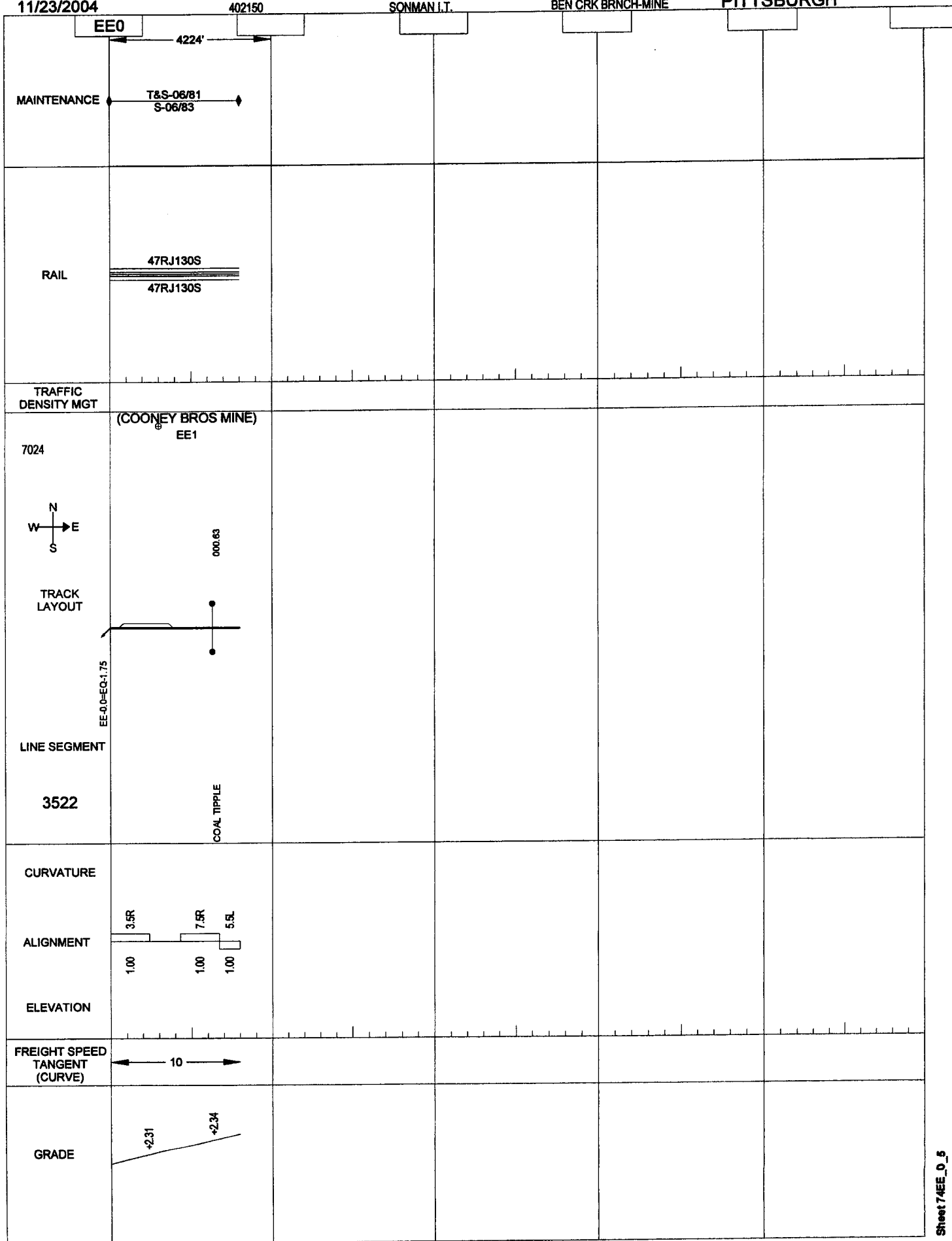
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187

SONMAN I.T.

BEN CRK BRNCH-MINE

PITTSBURGH



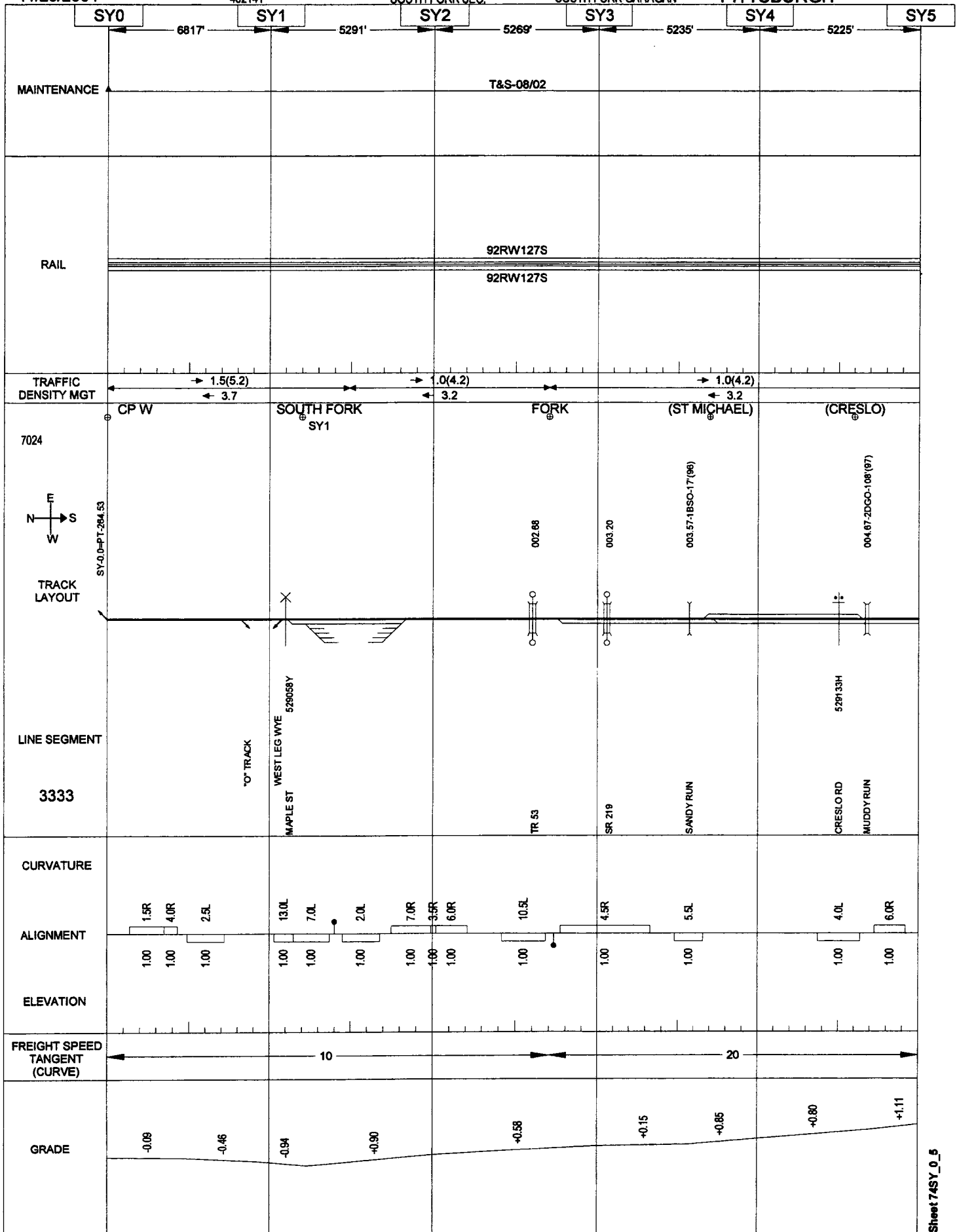
11/23/2004

402141

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



SY10

SY10

- 5384'

GRADE

1.0

- 20

15

Sheet 74SY_5_10

11/23/2004

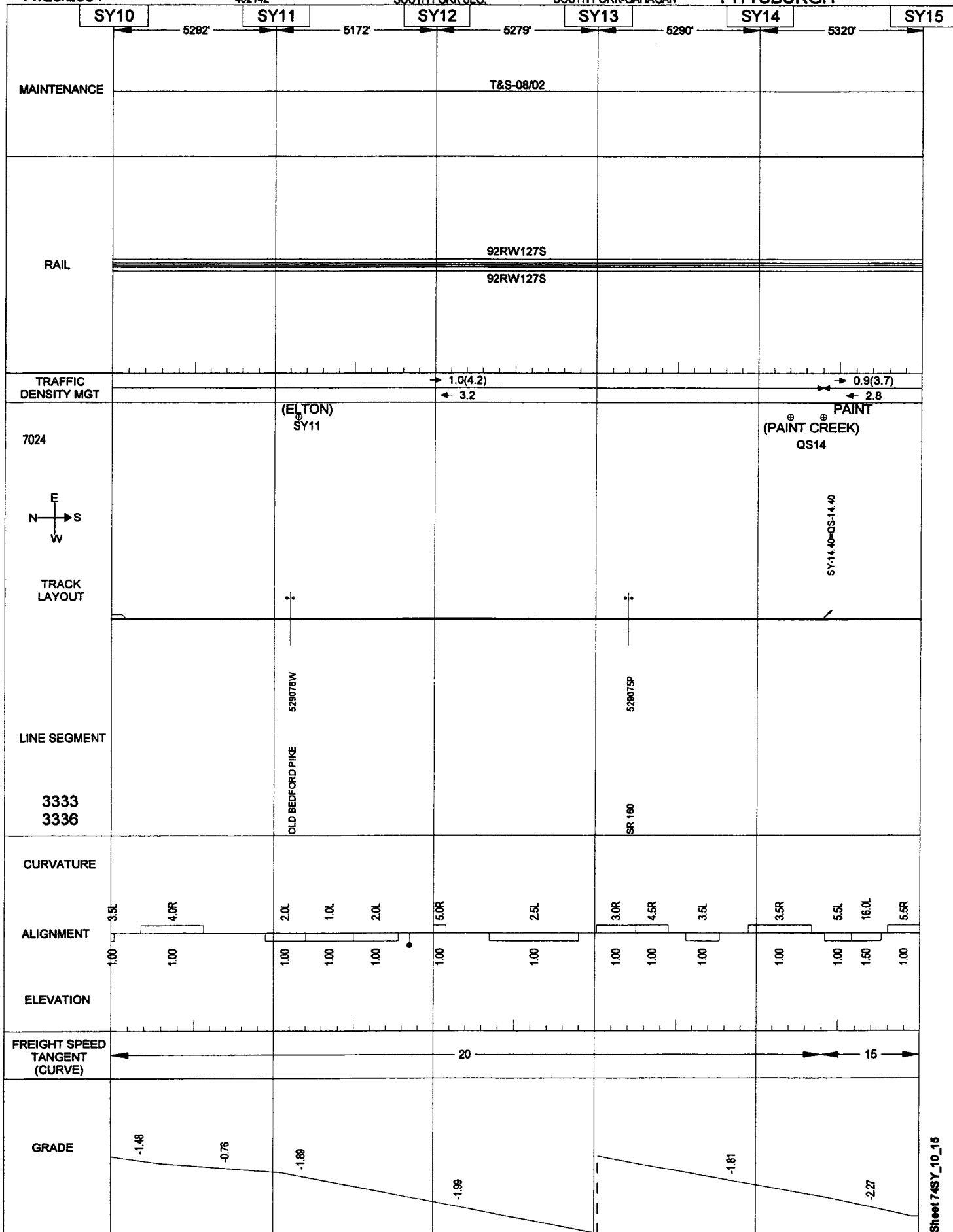
190

402142

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



Sheet 74SY_10_15

11/23/2004

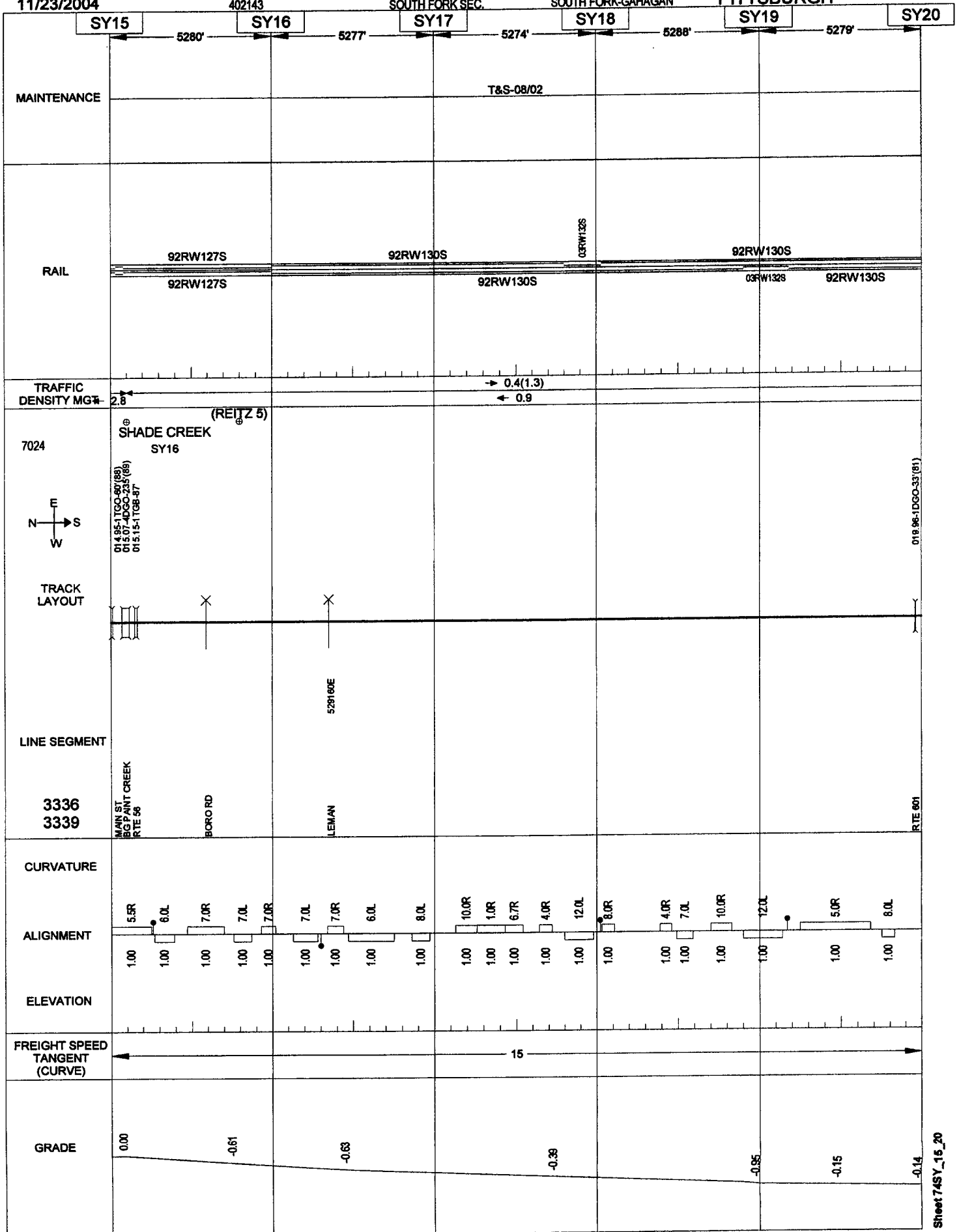
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191

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



11/23/2004

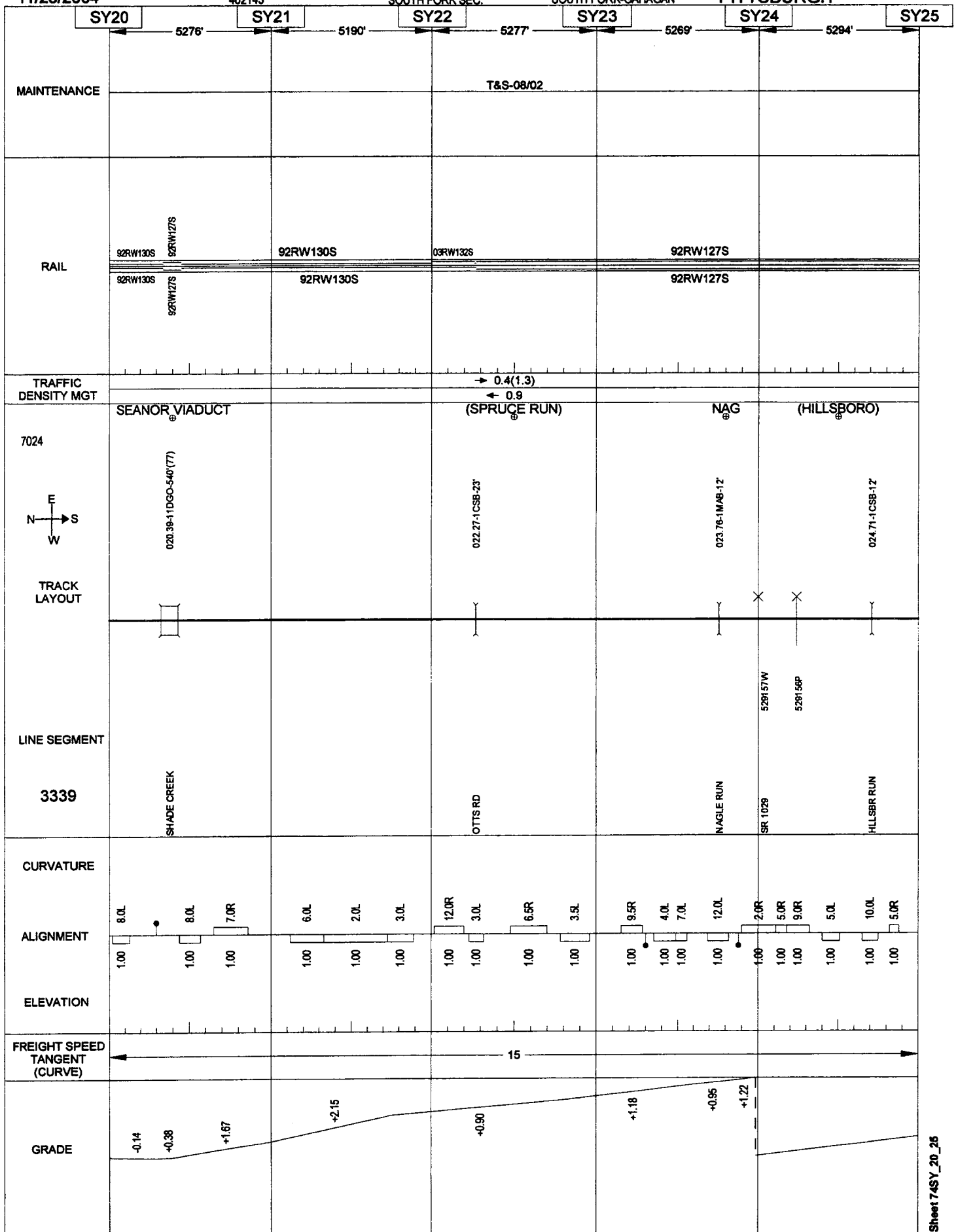
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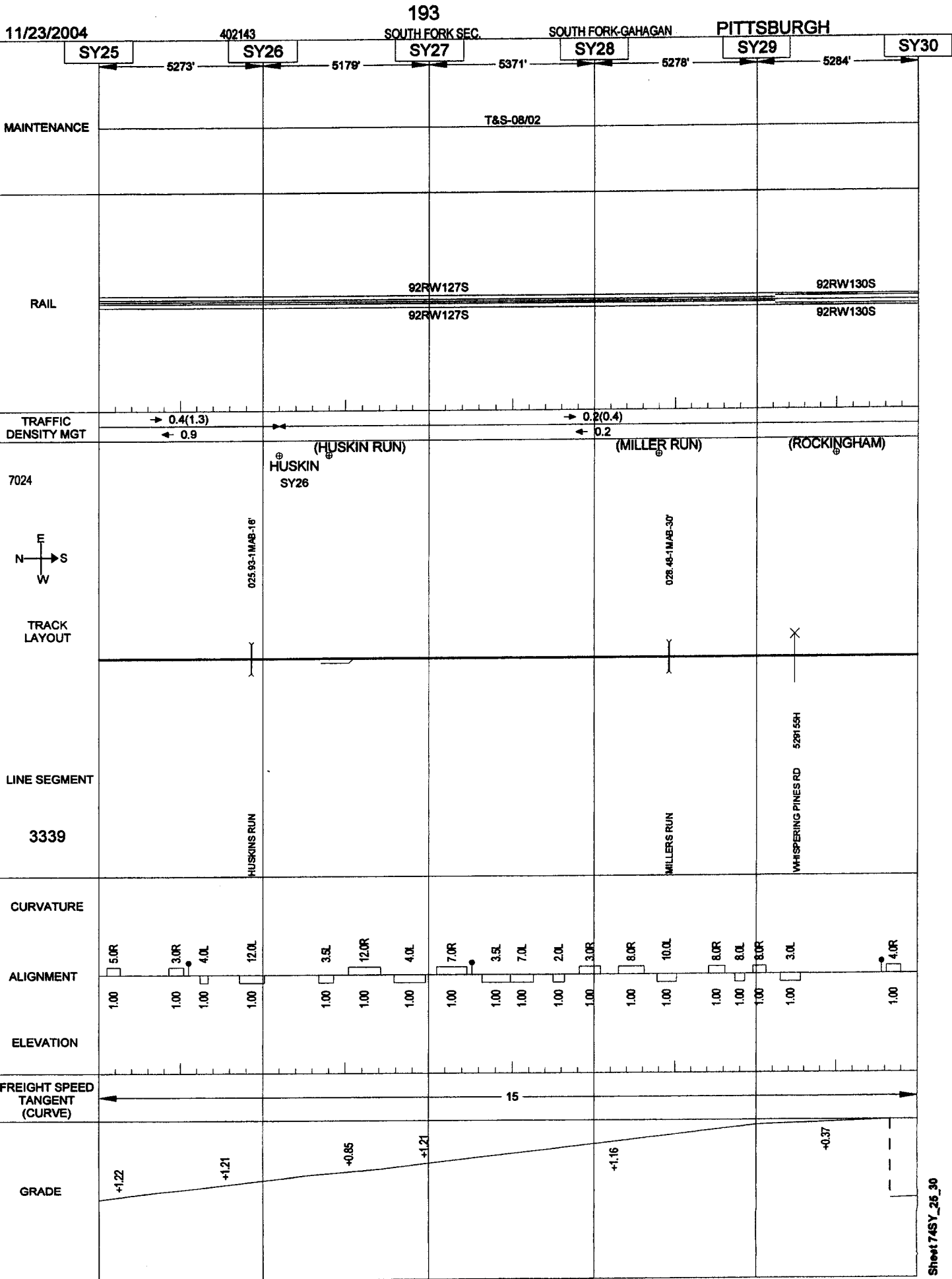
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SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH





11/23/2004

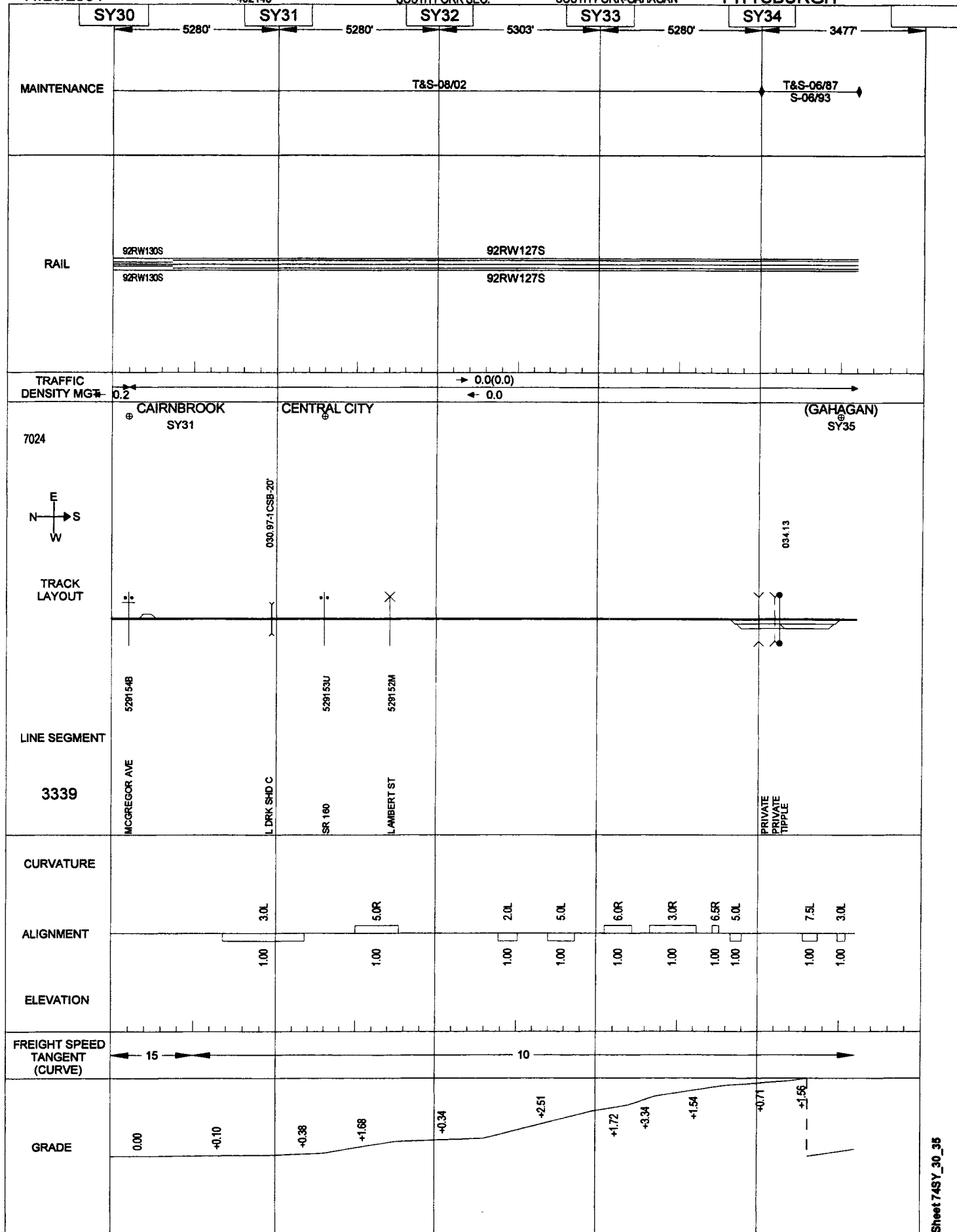
194

402143

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



11/23/2004

402141

195
SOUTH FORK I.T.

PAINT-WINDBER JUNCTION

PITTSBURGH

QS15

5280'

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

22NU110S 28UJ130S
22NU110S 28UJ130S

0.0(0.0)
0.0
(SCALP LEVEL)

QS-14.40-SY-14.40

8.0L 8.0R 12.0L
1.00 1.00 1.00

-0.32

Sheet 74QS_10_15

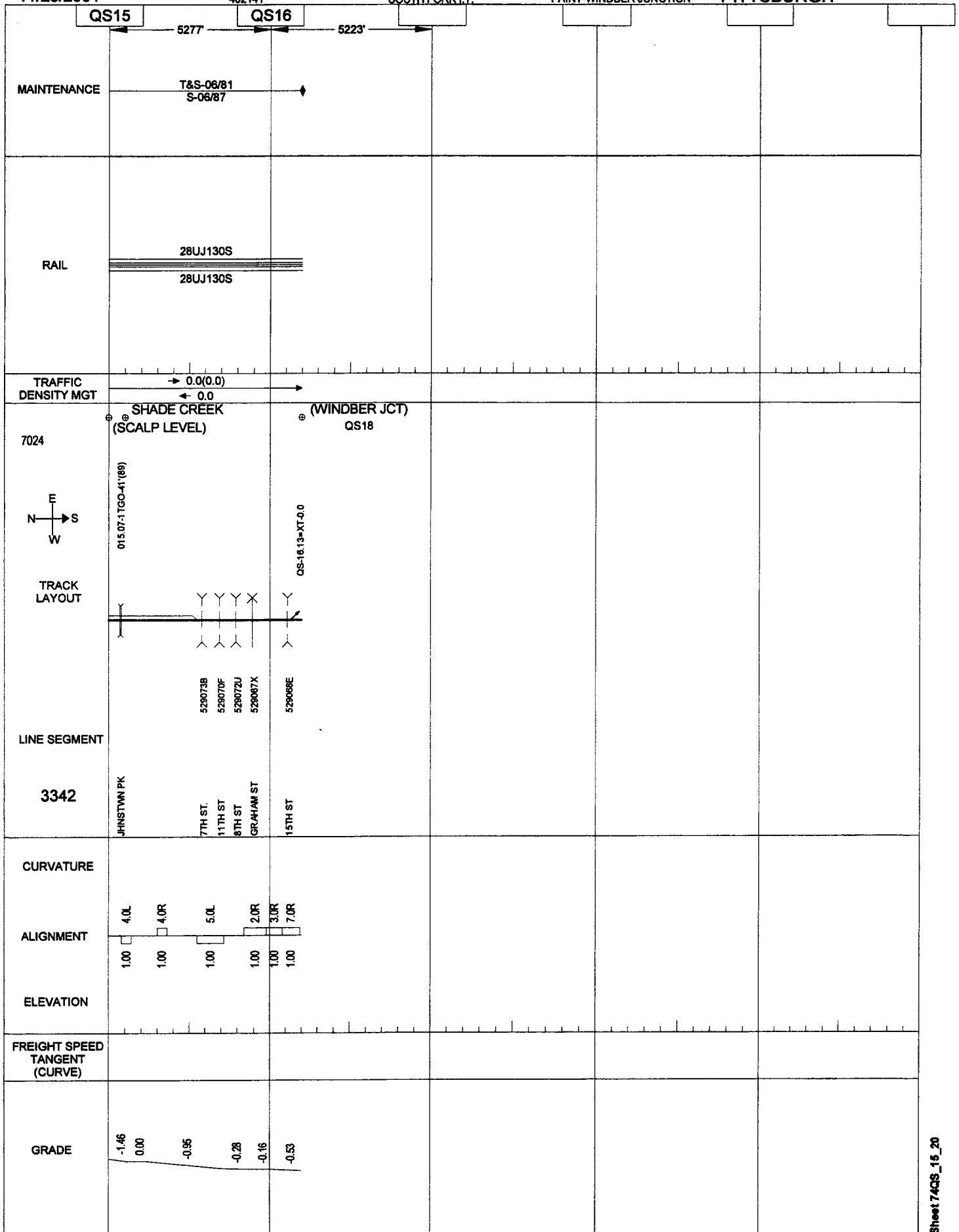
11/23/2004

402141

SOUTH FORK I.T.

PAINT-WINDBER JUNCTION

PITTSBURGH



11/23/2004

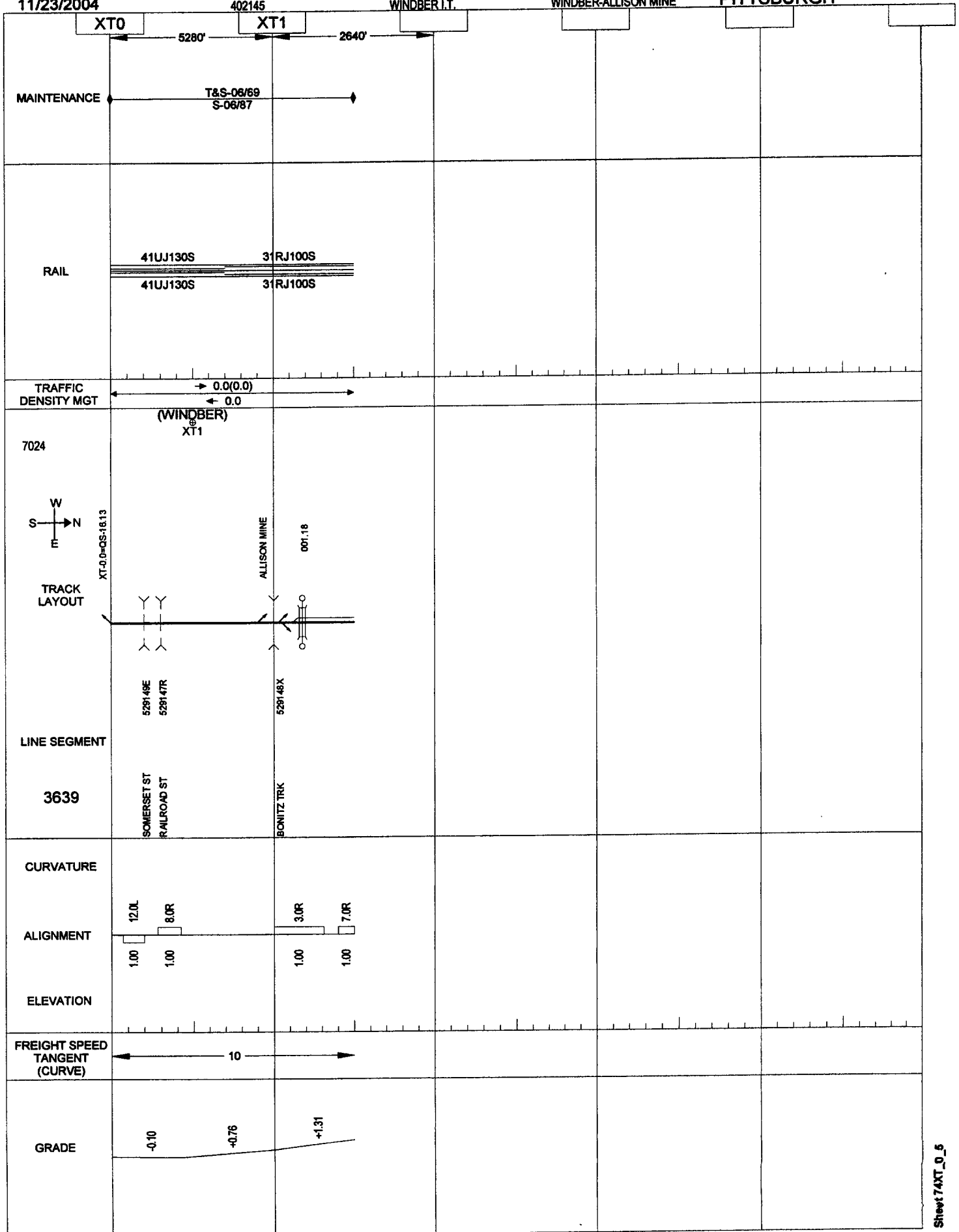
402145

197

WINDBER I.T.

WINDBER-ALLISON MINE

PITTSBURGH



11/23/2004

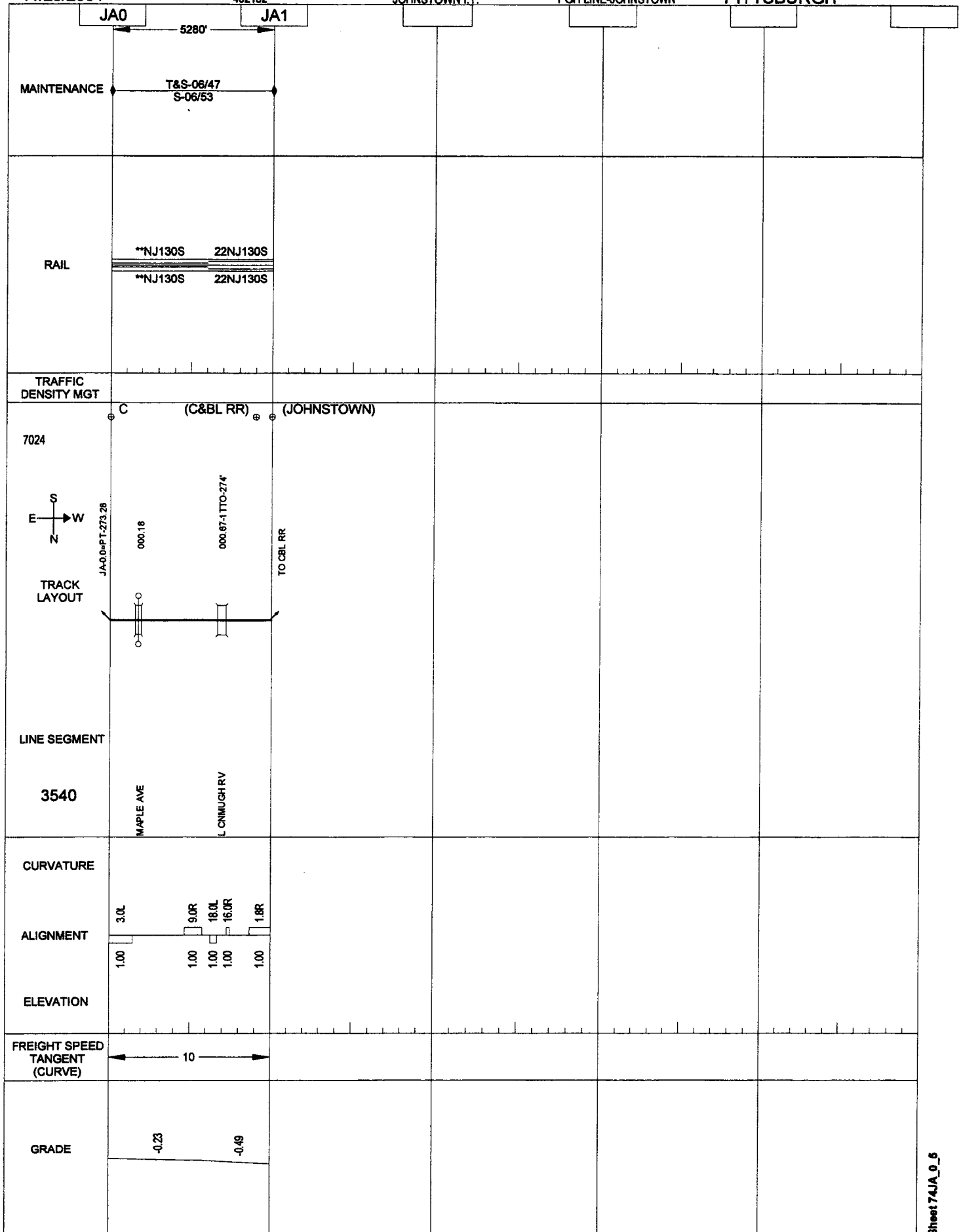
402152

198

JOHNSTOWN I.T.

PGH LINE-JOHNSTOWN

PITTSBURGH



11/23/2004

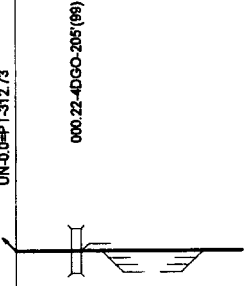
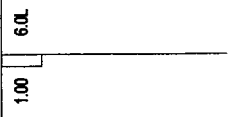
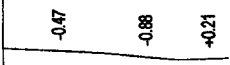
402285

199

UNITY I.T.

CP TROBE-LATROBE

PITTSBURGH

<p>MAINTENANCE</p>	<p>UNO</p> <p>5280'</p>				
<p>RAIL</p>	<p>55NJ130S</p> <p>55NJ130S</p>				
<p>TRAFFIC DENSITY MGT</p>					
<p>7025</p> <p>UN-0.0-PT-312.73</p> <p>000.22-4DGO-205(09)</p> <p>TRACK LAYOUT</p> <p>LINE SEGMENT</p> <p>3618</p>	<p>CP TROBE (LATROBE) (UNITY YD)</p>  <p>LYNN CRK</p> <p>UNITY YARD</p>				
<p>CURVATURE</p> <p>ALIGNMENT</p> <p>ELEVATION</p>	<p>6.0L</p> <p>1.00</p> 				
<p>FREIGHT SPEED TANGENT (CURVE)</p>	<p>15</p>				
<p>GRADE</p>	<p>-0.47</p> <p>-0.88</p> <p>-0.21</p> 				

11/23/2004

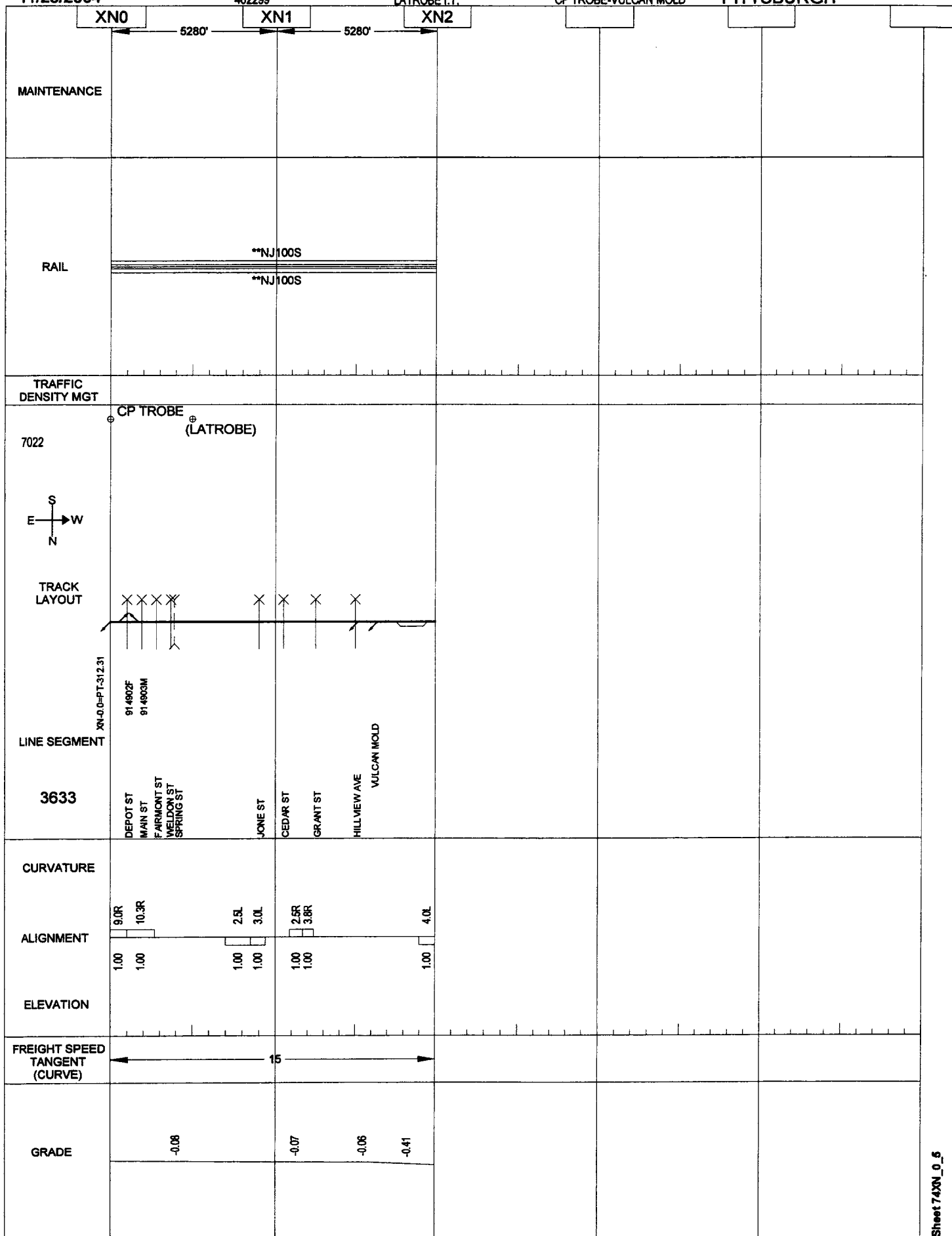
402299

200

LATROBE I.T.

CP TROBE-VULCAN MOLD

PITTSBURGH



11/23/2004

402218

201
SOUTHWEST I.T.

RADEBAUGH

PITTSBURGH

KQ0

4601'

MAINTENANCE

T&S-06/90

RAIL

28UJ130S

28UJ130S

TRAFFIC
DENSITY MGT

7025

CP RAD (RADEBAUGH)
PT325

W
S — N
E

TRACK
LAYOUT

KQ-0.0-PT-325.08

LINE SEGMENT

SWPARR CO.

3558

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

11/23/2004

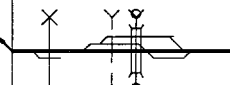
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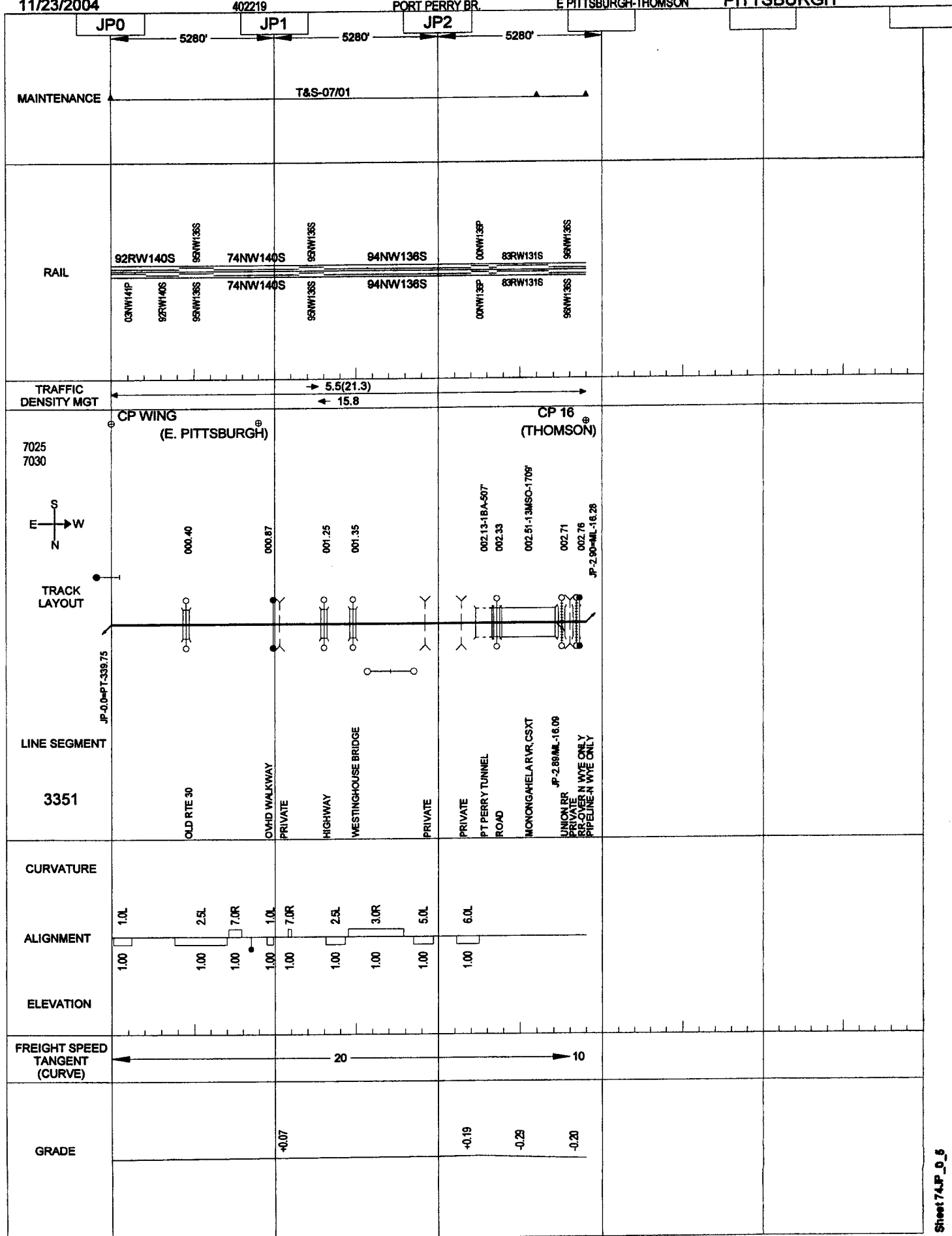
202

TURTLE CREEK I.T.

CP TRAFF-END

PITTSBURGH

	TV0	5280'					
MAINTENANCE							
RAIL	29NJ130S 29NJ130S						
TRAFFIC DENSITY MGT							
7025	CP TRAFF (TRAFFORD) 87523						
<div> <div> <div>N</div> <div>W</div> <div>S</div> <div>E</div> </div> <div>TV 0.0-PT 338.45</div> <div>000.51</div> <div>TRACK LAYOUT</div>  </div>							
LINE SEGMENT	<div> <div>PRIVATE</div> <div>4TH ST</div> <div>WESTINGHOUSE ELEC</div> <div>SR 953</div> </div> <div> <div>504675V</div> <div>504677J</div> </div>						
CURVATURE							
ALIGNMENT	<div> <div>15.0L</div> <div>3.2R</div> <div>8.7L</div> <div>8.0R</div> </div> <div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> </div>						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	15						
GRADE	<div>-0.74</div> <div>-0.42</div> <div>-0.25</div>						



11/23/2004

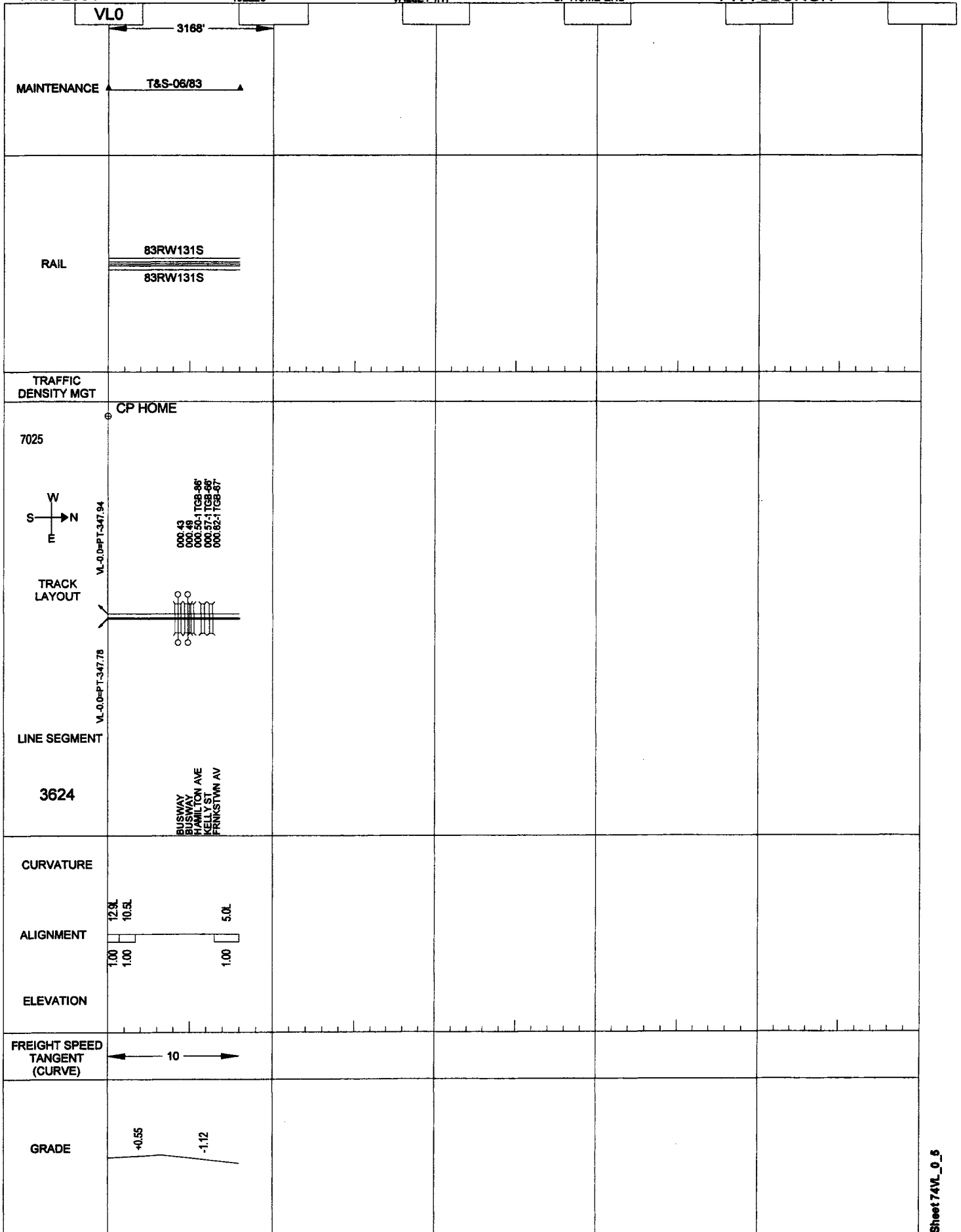
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204

VALLEY I.T.

CP HOME-END

PITTSBURGH



11/23/2004

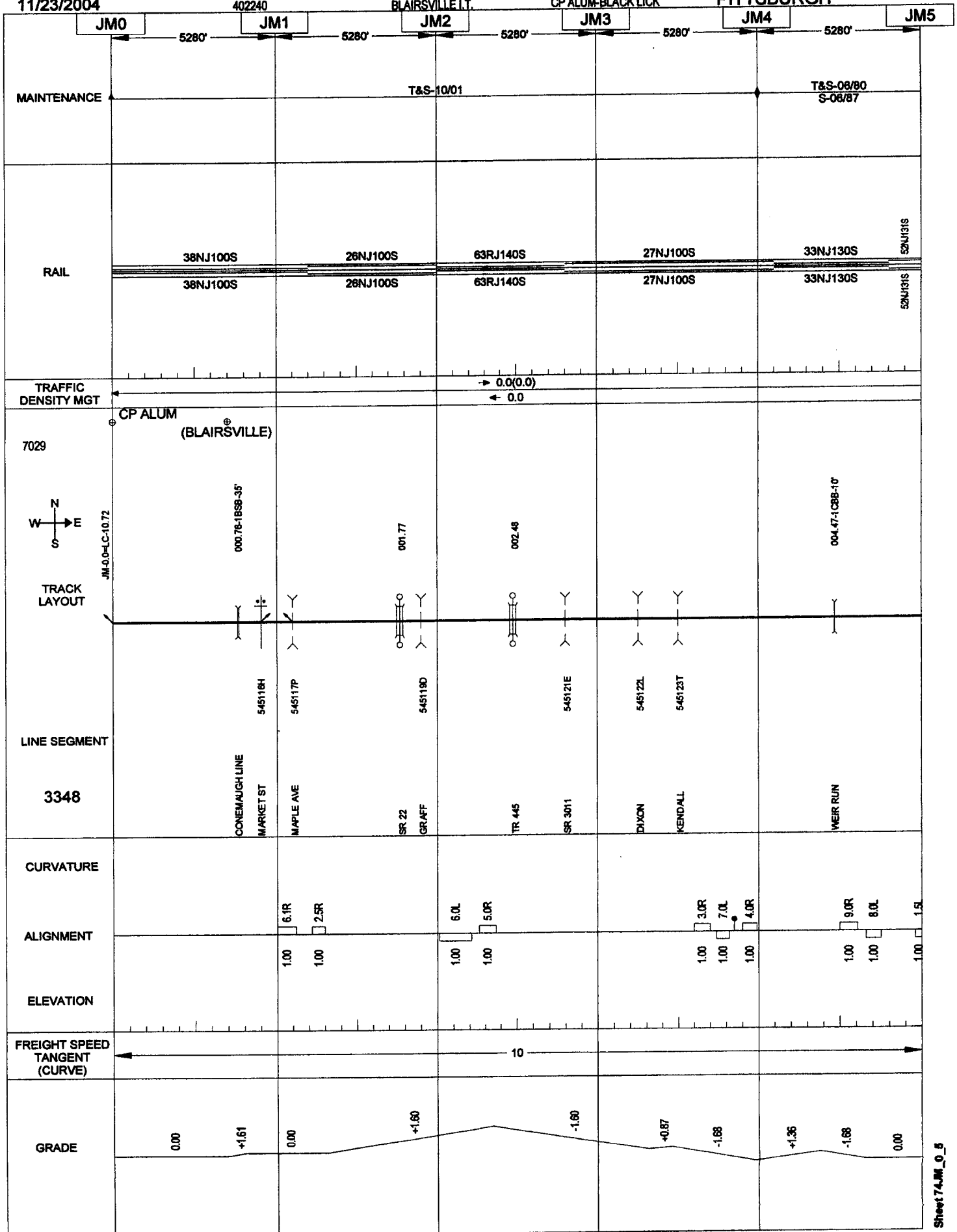
402240

205

BLAIRSVILLE I.T.

CP ALUM-BLACK LICK

PITTSBURGH



11/23/2004

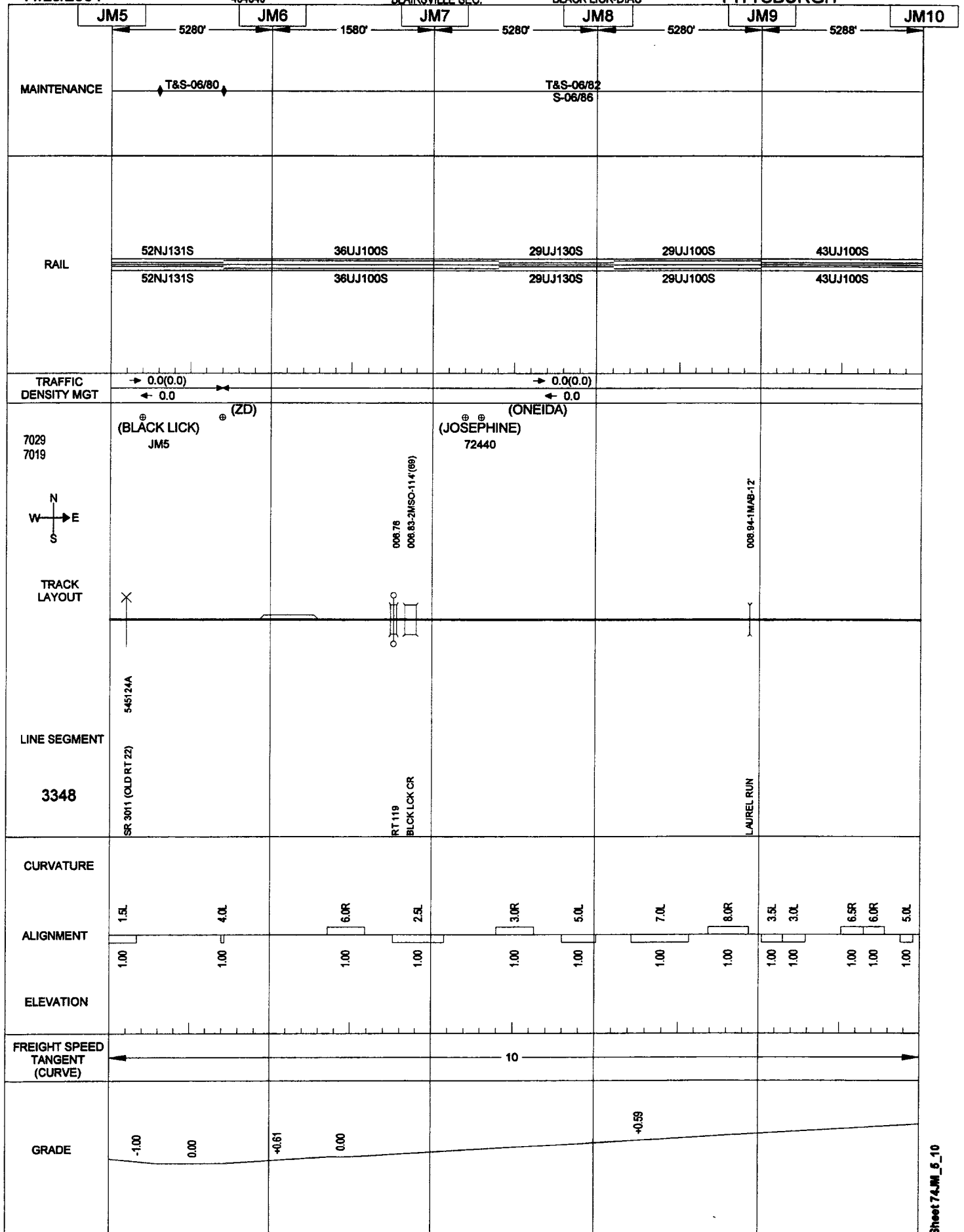
206

404040

BLAIRSVILLE SEC.

BLACK LICK-DIAS

PITTSBURGH



11/23/2004

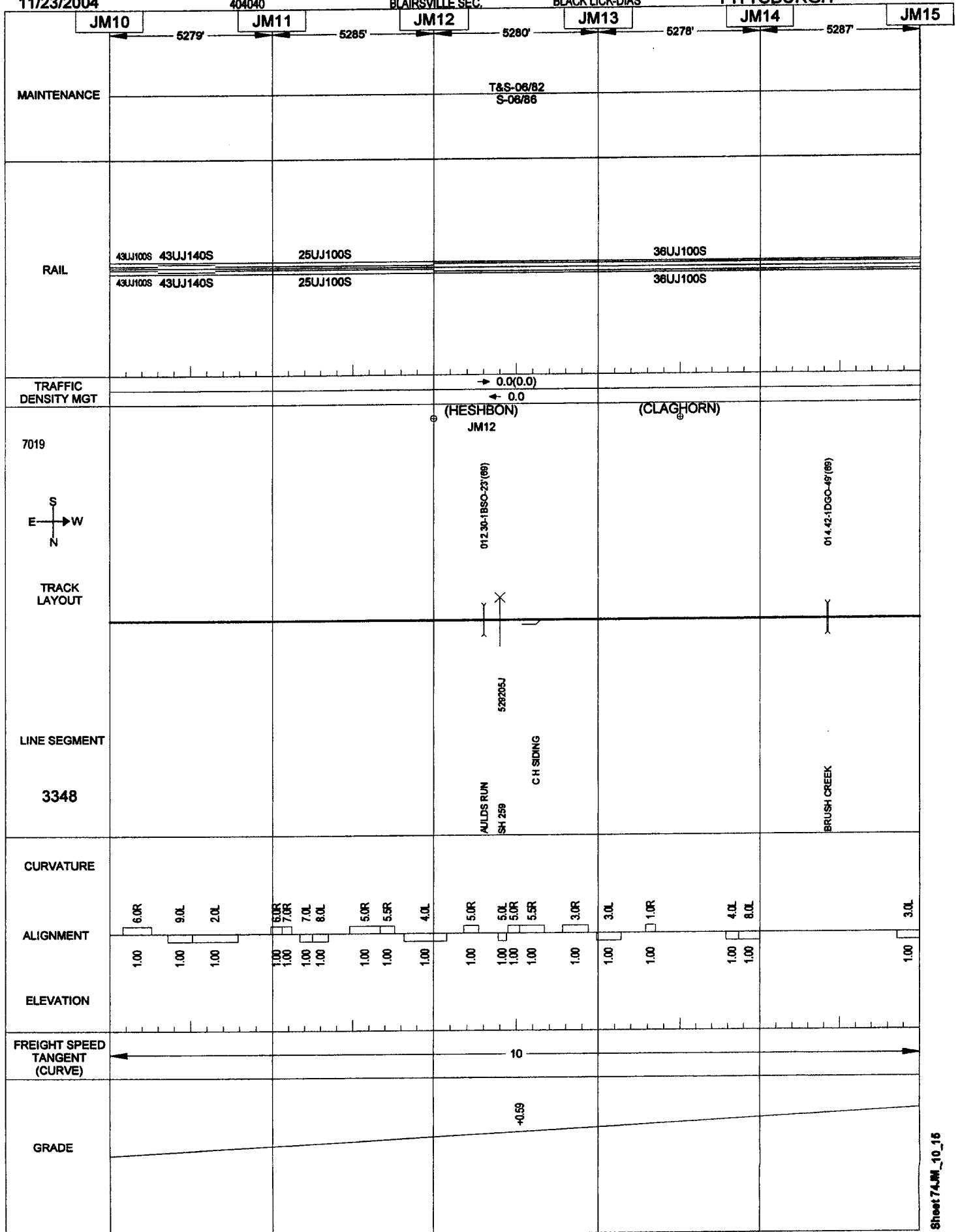
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207

BLAIRSVILLE SEC.

BLACK LICK-DIAS

PITTSBURGH



11/23/2004

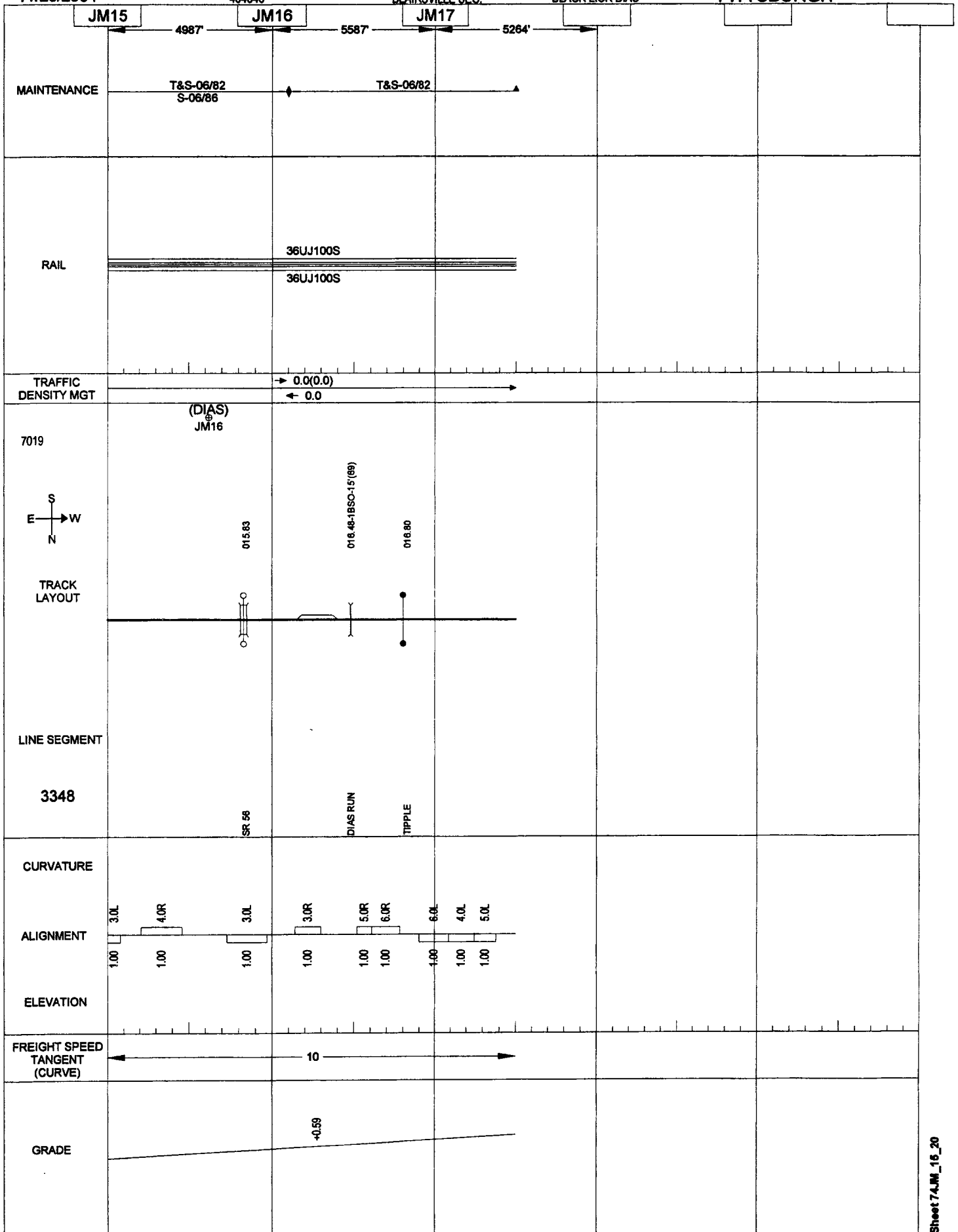
208

404040

BLAIRSVILLE SEC.

BLACK LICK-DIAS

PITTSBURGH



11/23/2004

408009

209

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH

RA2

RA3

RA4

RA5

5280'

5280'

5280'

MAINTENANCE

RAIL

40RJ100S

40RJ130S

40RJ100S

40RJ100S

40RJ130S

40RJ100S

TRAFFIC
DENSITY MGT

→ 3.3(4.1)

← 0.8

⊗ (ROSSITER)

(JUNEAU)

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

3597

CURVATURE

ALIGNMENT

ELEVATION

4.7L

6.5L

4.0R

3.0R

3.5L

4.7R

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.17

-0.35

-0.95

+1.28

11/23/2004

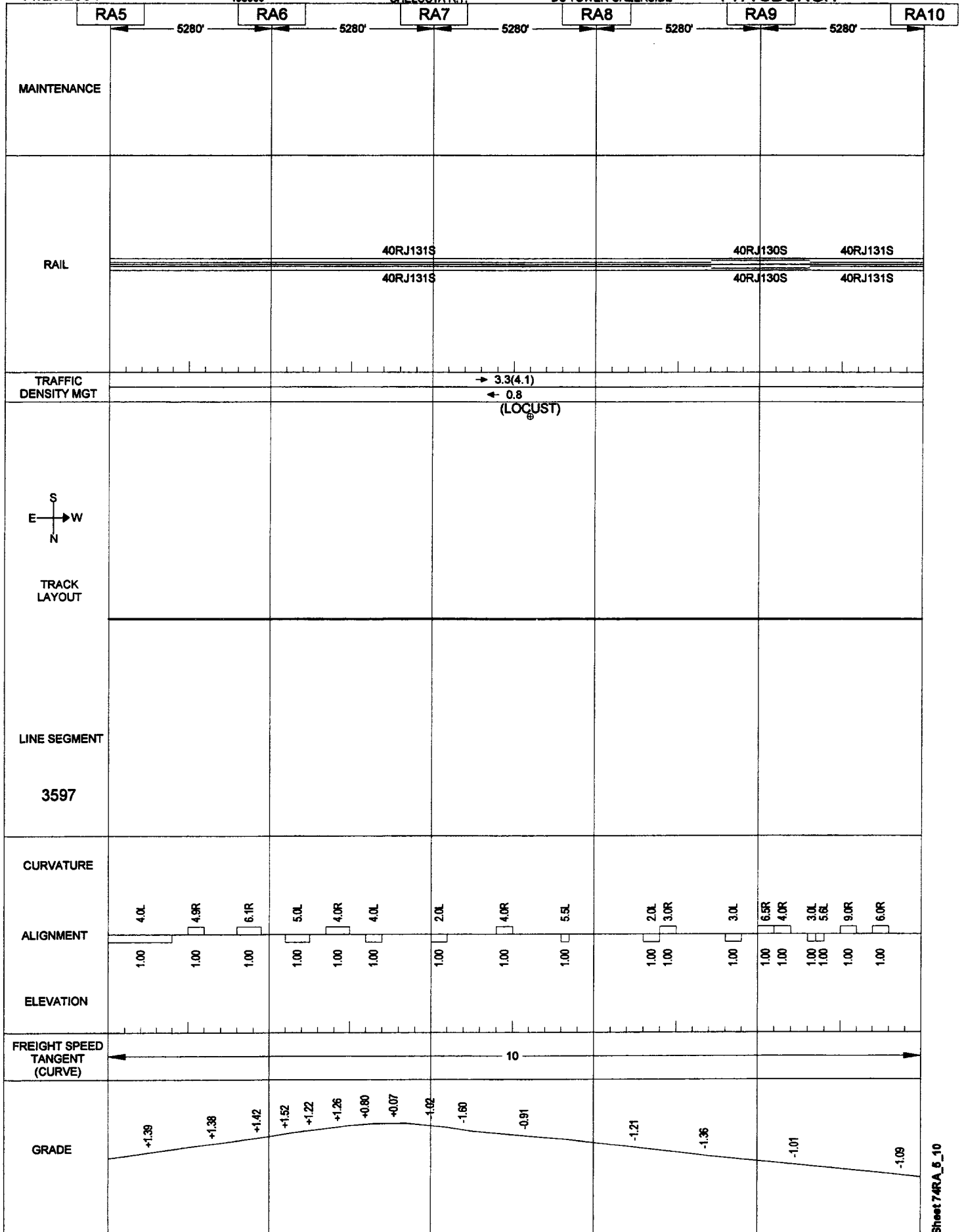
210

408009

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



11/23/2004

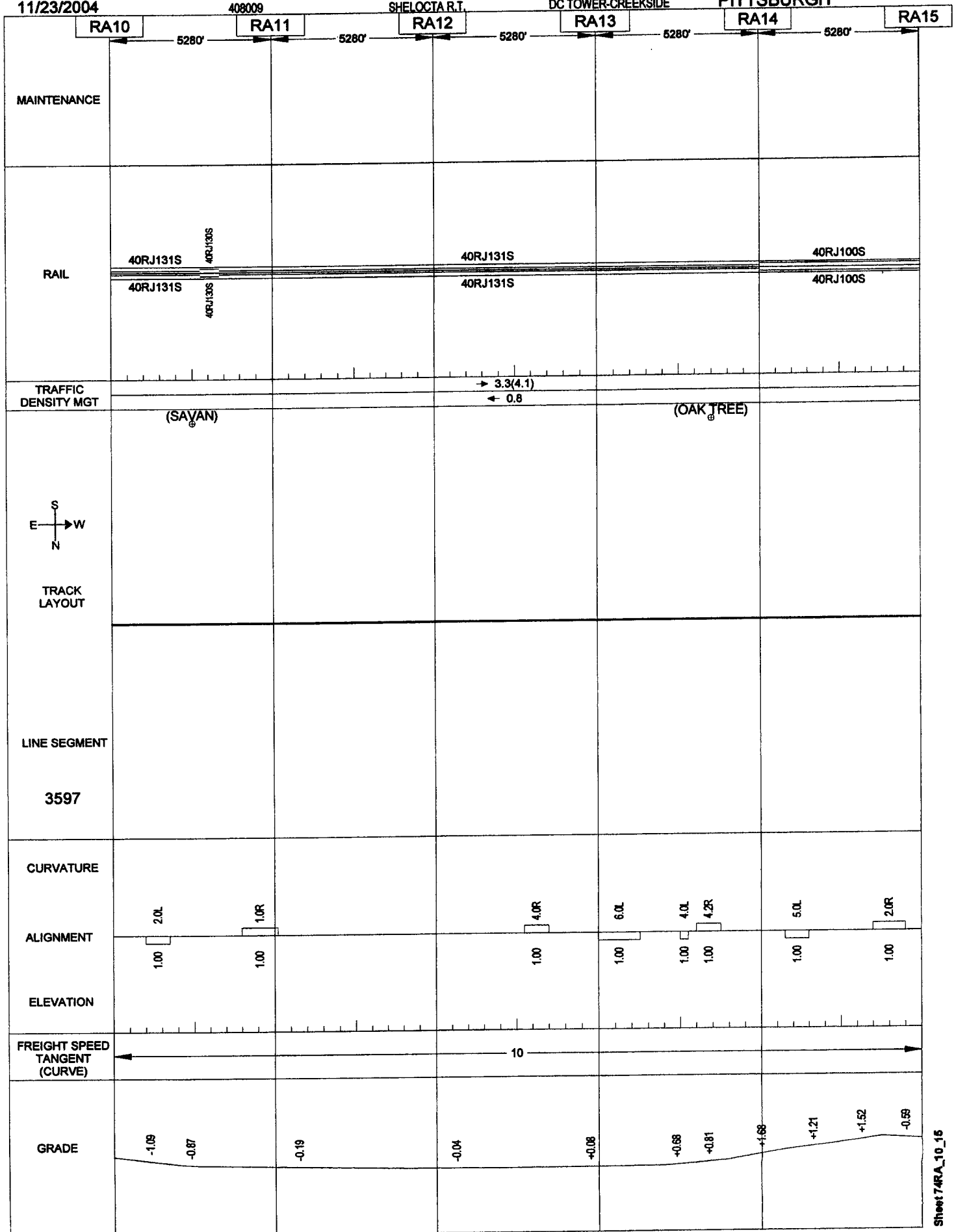
408009

211

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



11/23/2004

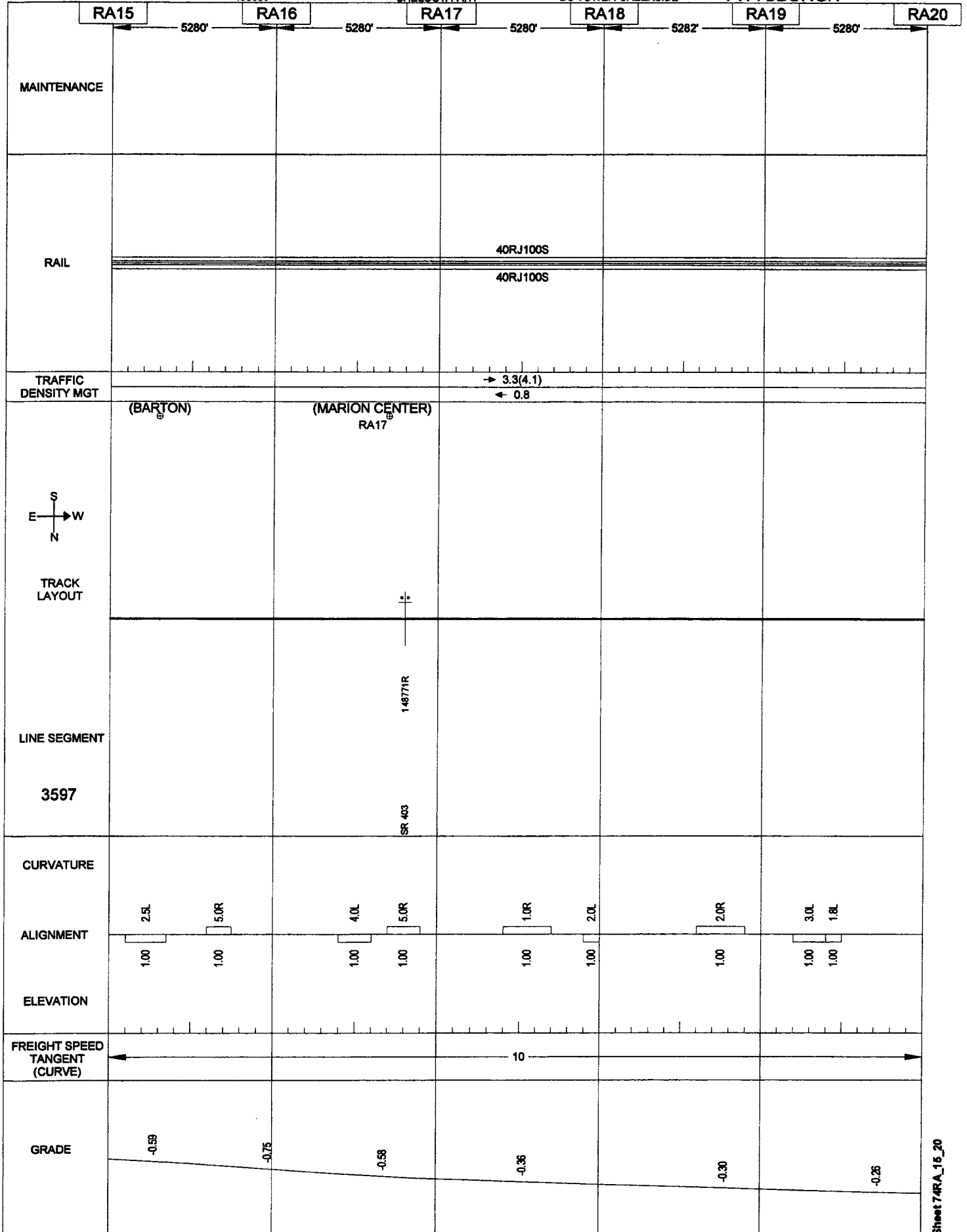
212

408009

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



RA25

RA25

5280

RAIL

(HOME)

TRACK LAYOUT

LINE SEGMENT

3597

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

40RJ100S

40RJ100S

→ 3.3(4.1)
← 0.8

A bar chart showing the distribution of 1000 simulated values for the parameter α . The x-axis represents the value of α , ranging from -1.07 to 0.10. The y-axis represents the frequency of values, ranging from 0 to 10. The distribution is unimodal and slightly right-skewed, with a peak frequency of 6.61 at the value 0.00. The bars are labeled with their respective frequencies: 4.08, 3.01, 3.68, 1.58, 6.61, 4.08, 1.01, 5.08, 3.58, and 6.11.

11/23/2004

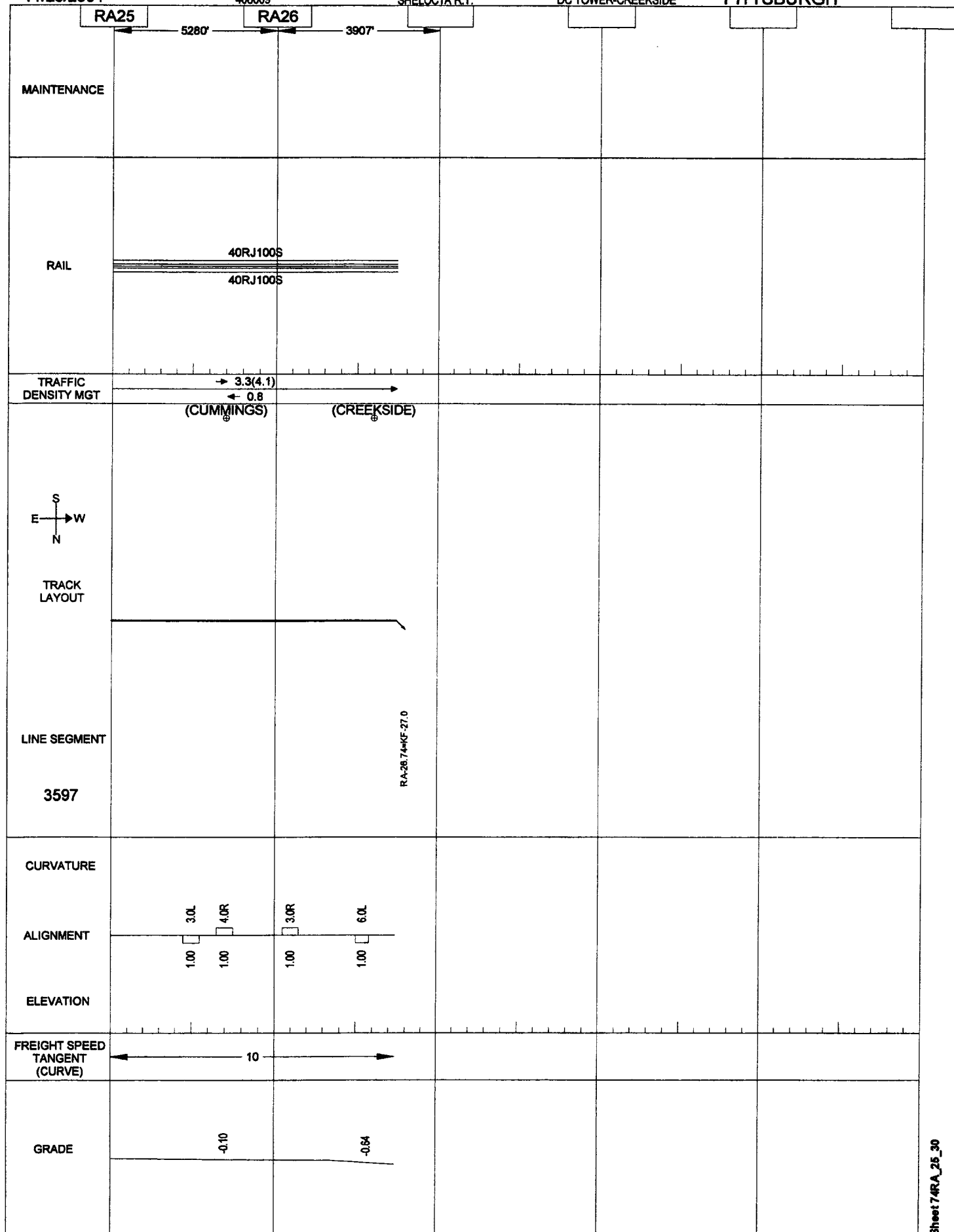
408009

214

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



11/23/2004

408008

215

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH

KF27

KF28

KF29

KF30

5280'

5280'

5280'

MAINTENANCE

RAIL

31RJ100S

31RJ100S

TRAFFIC
DENSITY MGT→ 3.3(4.1)
← 0.8S
E → W
NTRACK
LAYOUT(CREEKSIDE)
KF27027.06-28SO-79'(65)
027.16-2CAB-32

027.37

027.64-3DGO-150'(01)

029.97-1DGO-30'(00)

LINE SEGMENT

3555

KF-27.0=RA-28.74

SR 110
MCKEES RUN

FRESH ST

WALNUT ST

CROOKED CREEK

PRIVATE

INDIANARD

TR 414

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

6.0R

3.0L

6.0L

2.0R

1.0L

6.5L

1.00

1.00

1.00

1.00

1.00

1.00

10

-0.55

-0.27

-0.57

-0.17

0.00

+0.17

+0.32

0.00

Sheet 74/KF_25_30

12/02/2004

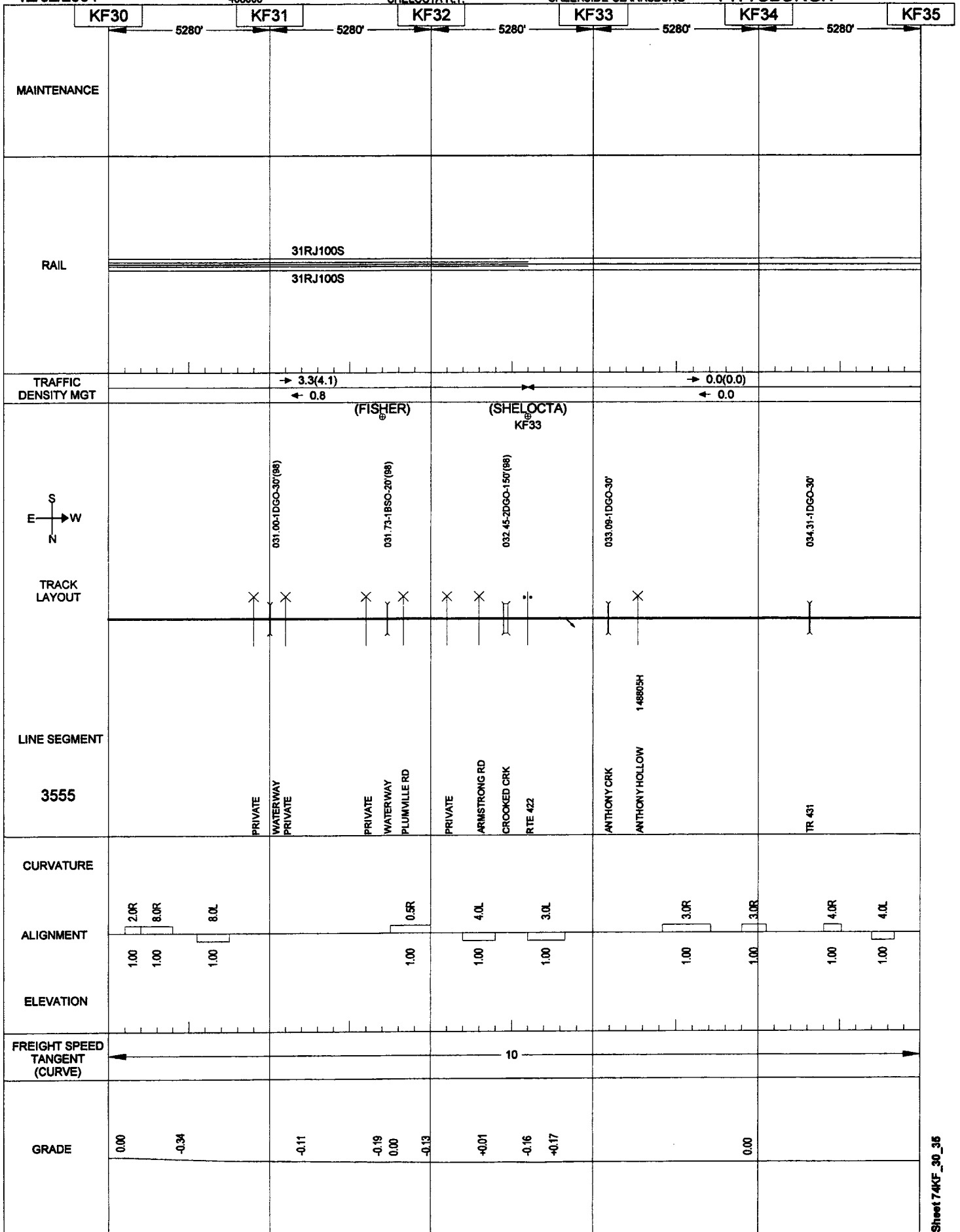
408008

216

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH



12/02/2004

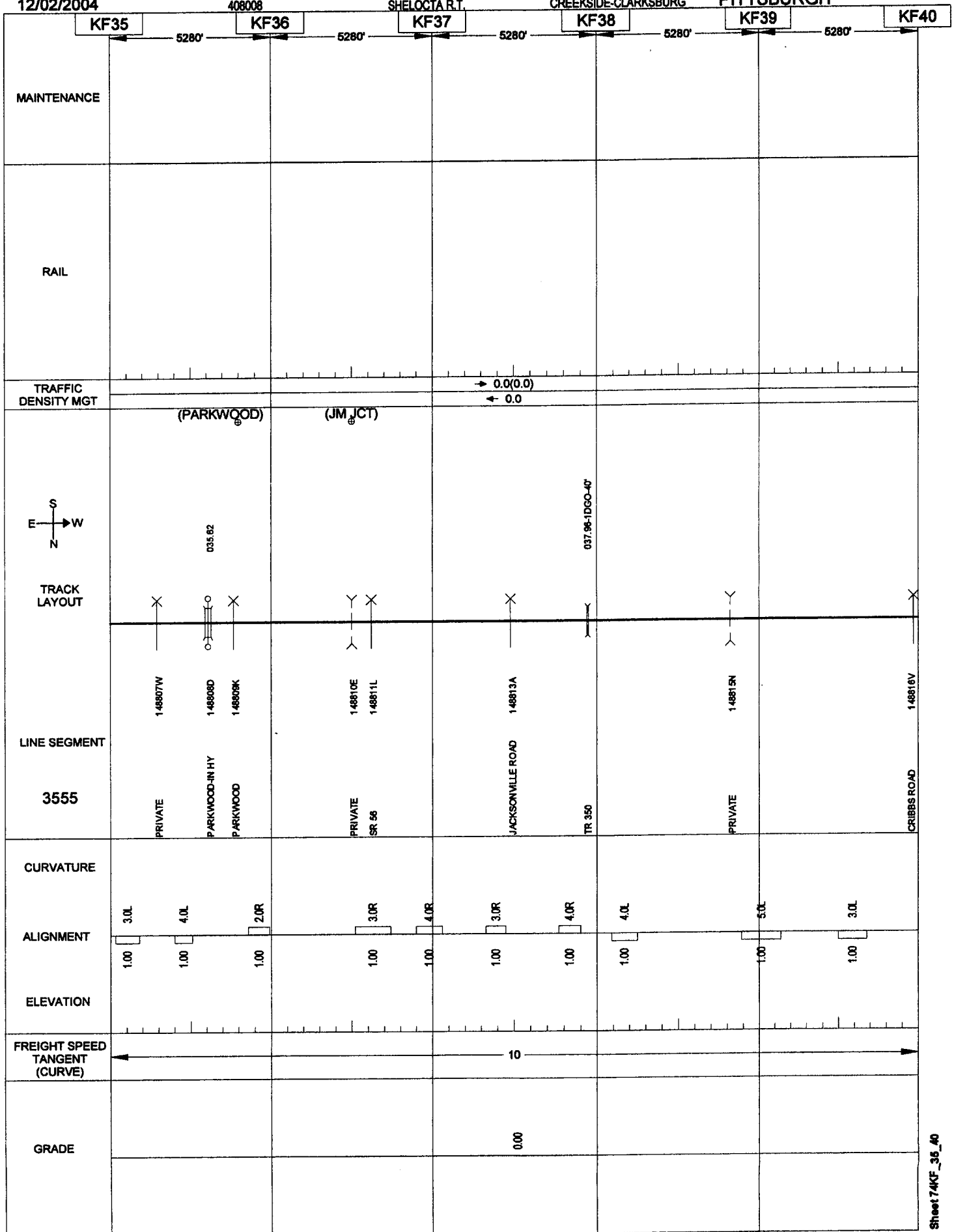
408008

217

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH



218

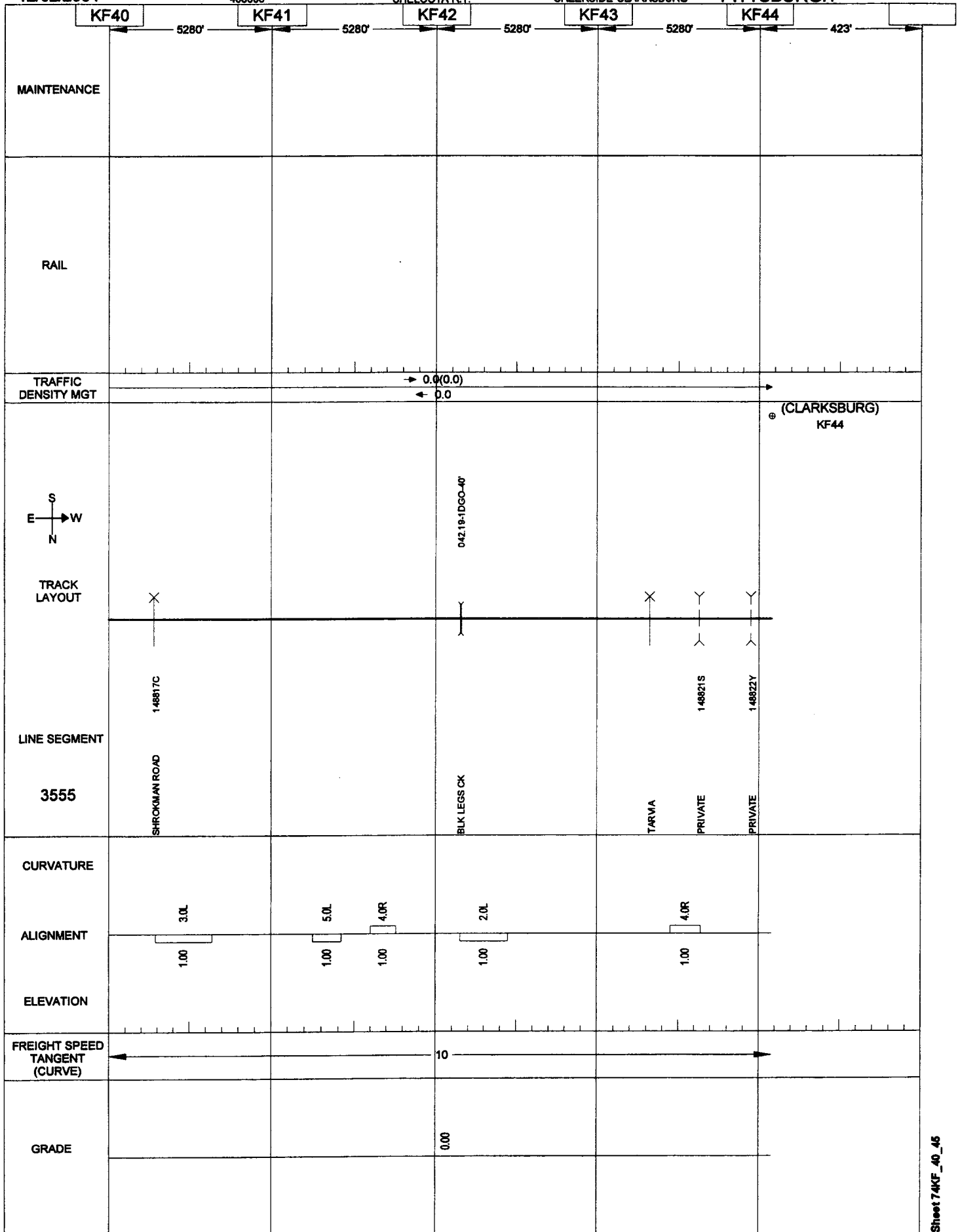
12/02/2004

408008

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH



11/23/2004

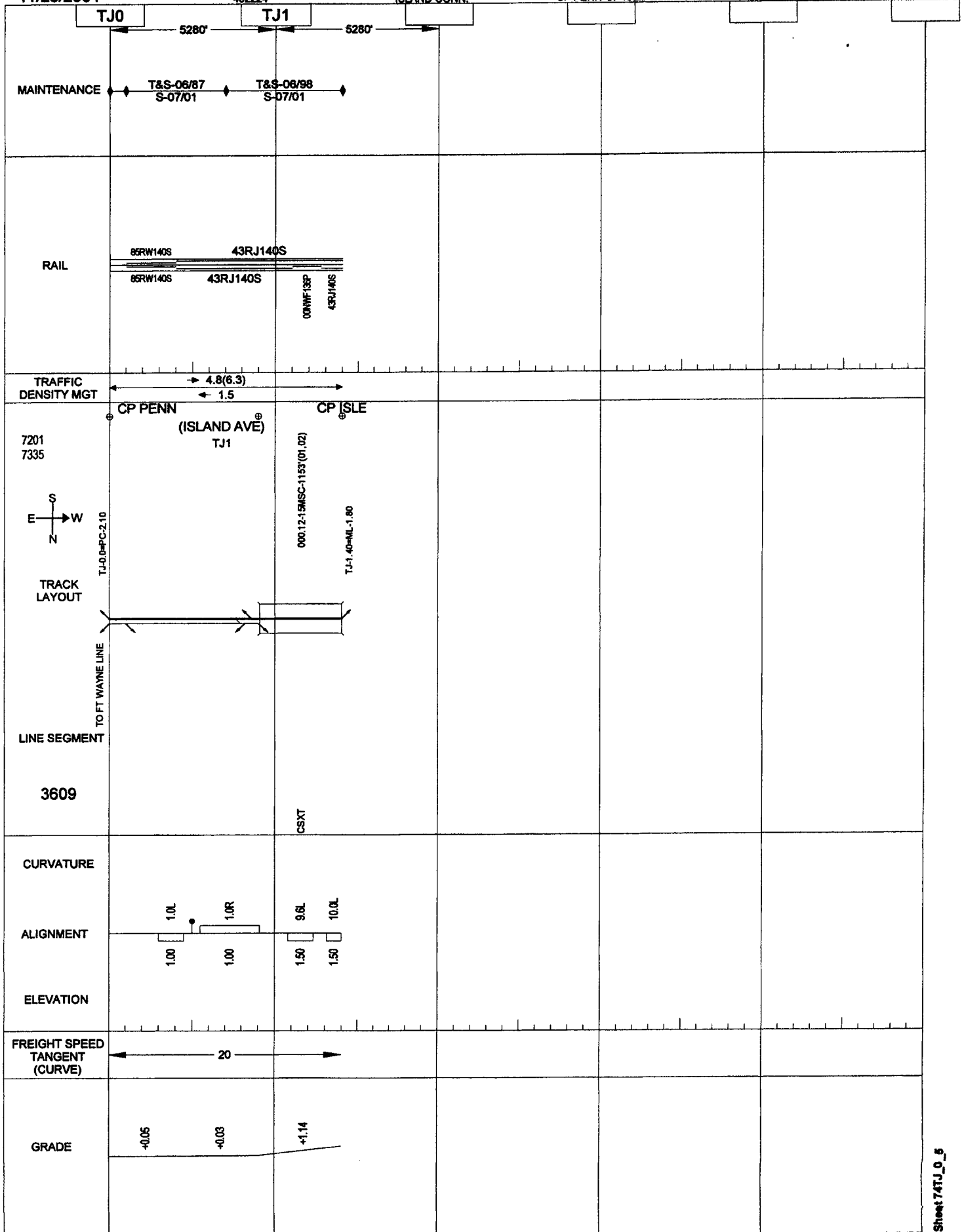
402224

219

ISLAND CONN.

CP PENN-CP ISLE

PITTSBURGH



11/23/2004

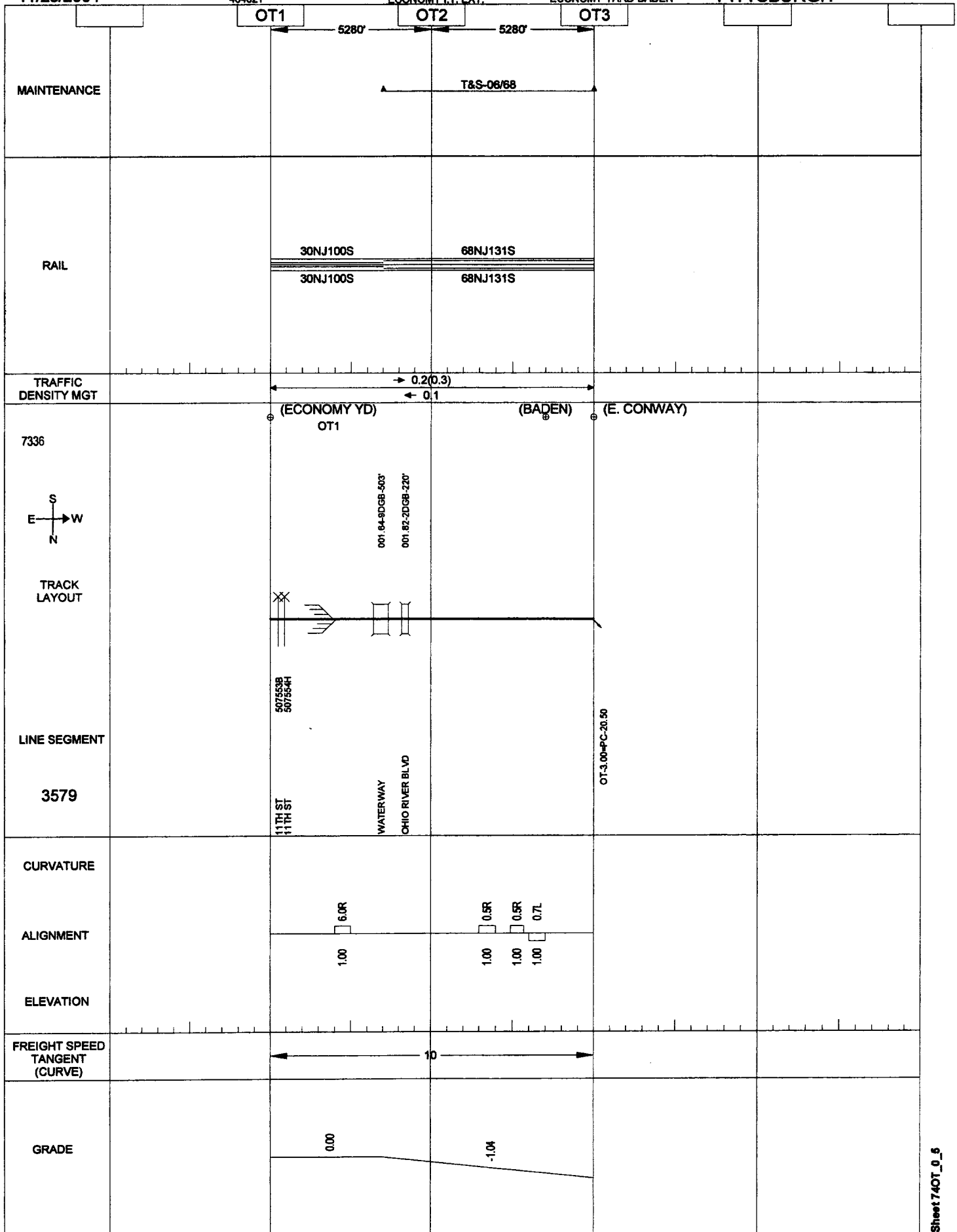
404021

220

ECONOMY I.T. EXT.

ECONOMY YARD-BADEN

PITTSBURGH



11/23/2004



404022

221

BLOCK HOUSE RUN I.T.

WEST ROCHESTER-END

PITTSBURGH

BY0	5280'	404022	BLOCK HOUSE RUN I.T.	WEST ROCHESTER-END	PITTSBURGH	
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
<p>7336</p> <p>(WEST ROCHESTER)</p>  <p>TRACK LAYOUT</p>  <p>LINE SEGMENT</p> <p>3513</p> <p>BY 2.0-PC-28.96</p> <p>000.18-1 TCB-1.65'</p> <p>SPR 65</p>						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	← 15 →					
GRADE	<p>-0.96</p> <p>0.00</p>					

PITTSBURGH

KR87

———— **5280'**

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

41NJ130S

41NJ130S

→ 0.3(1.0)

KOPPEL
KR86

CP WOOD

TRACK LAYOUT

[illegible]

3561

1.00	2.6R
1.00	5.2R
1.00	1.5L
1.00	3.0L

1.00 **1.00** **1.00** **1.00**

**FREIGHT SPEED
TANGENT
(CURVE)**

- 10

[illegible]

11/23/2004

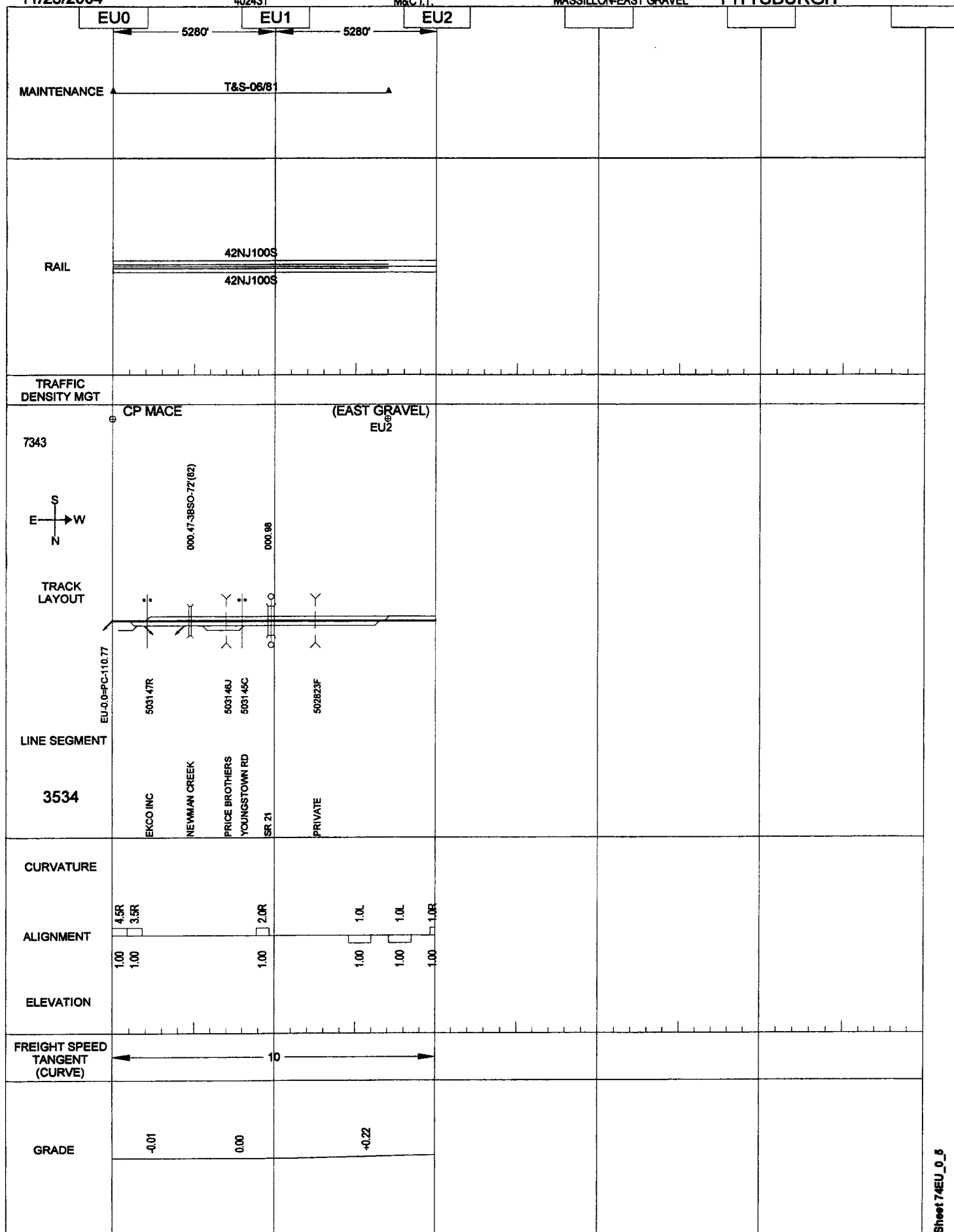
224

402431

M&C I.T.

MASSILLON-EAST GRAVEL

PITTSBURGH



11/23/2004

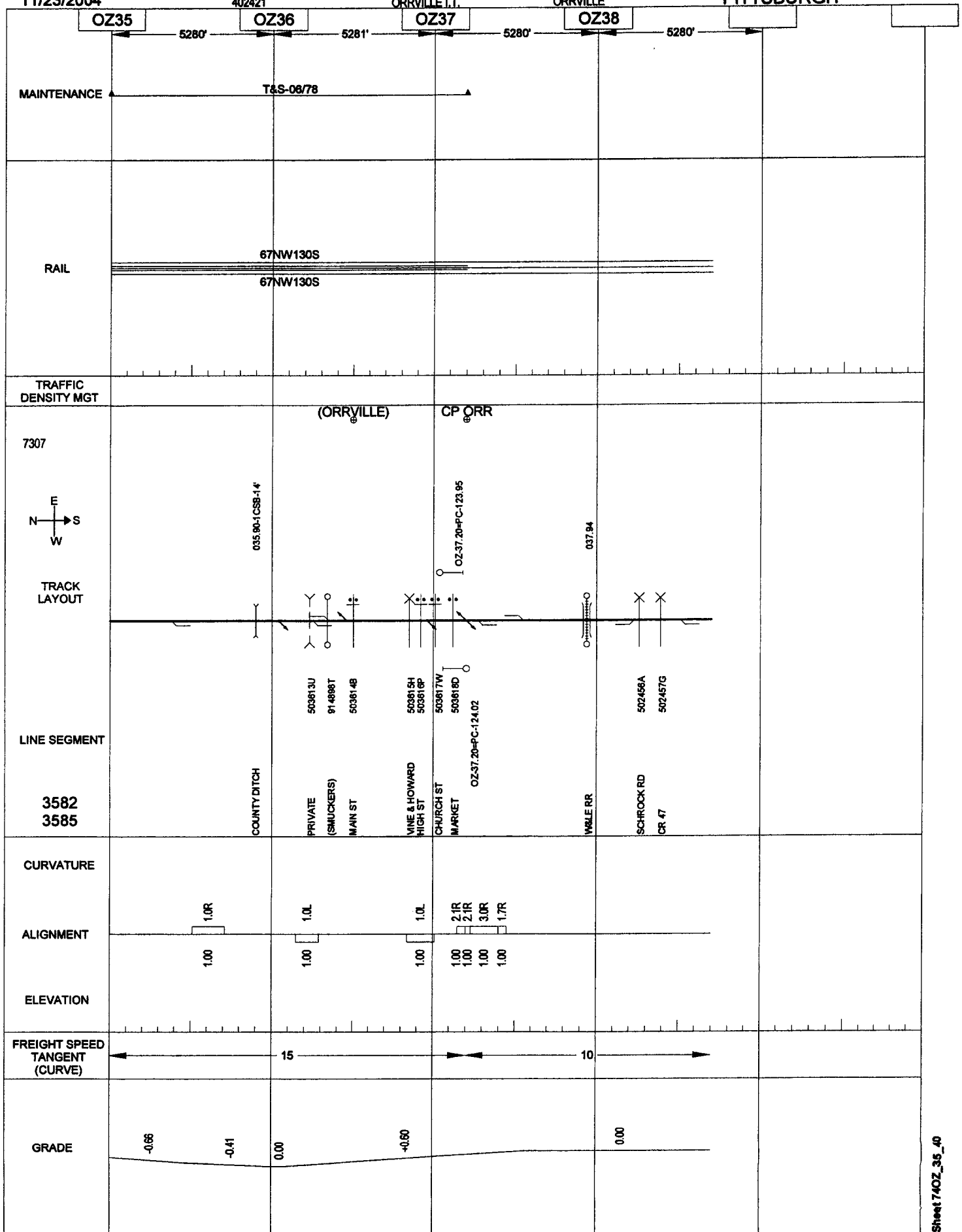
402421

225

ORRVILLE I.T.

ORRVILLE

PITTSBURGH



11/23/2004

406601

226

HARDING I.T.

MANS-ONTARIO

PITTSBURGH

LQ269

LQ270

5280'

5306'

MAINTENANCE

T&S-06/85

RAIL

49NJ132S

56NJ132S

49NJ132S

56NJ132S

TRAFFIC
DENSITY MGT

→ 0.5(1.3)
← 0.8

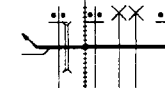
8385

CP MANS

S
E → W
N

LQ-288 80=PC-175.05
288.92+TGO-62(79)

TRACK
LAYOUT



LINE SEGMENT

264657W
264658D
264660E
264661L
264662T

3495

MAN ST
LOS RUN
PR. 011
MULBERRY ST
MILLER ST
HIGH ST
BOWMAN ST

CURVATURE

ALIGNMENT

ELEVATION

2.9R
1.00
0.9R
1.00
0.5L
1.00
1.8L
1.00
1.5R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00
+1.06

Sheet 74/LQ_265_270

11/23/2004

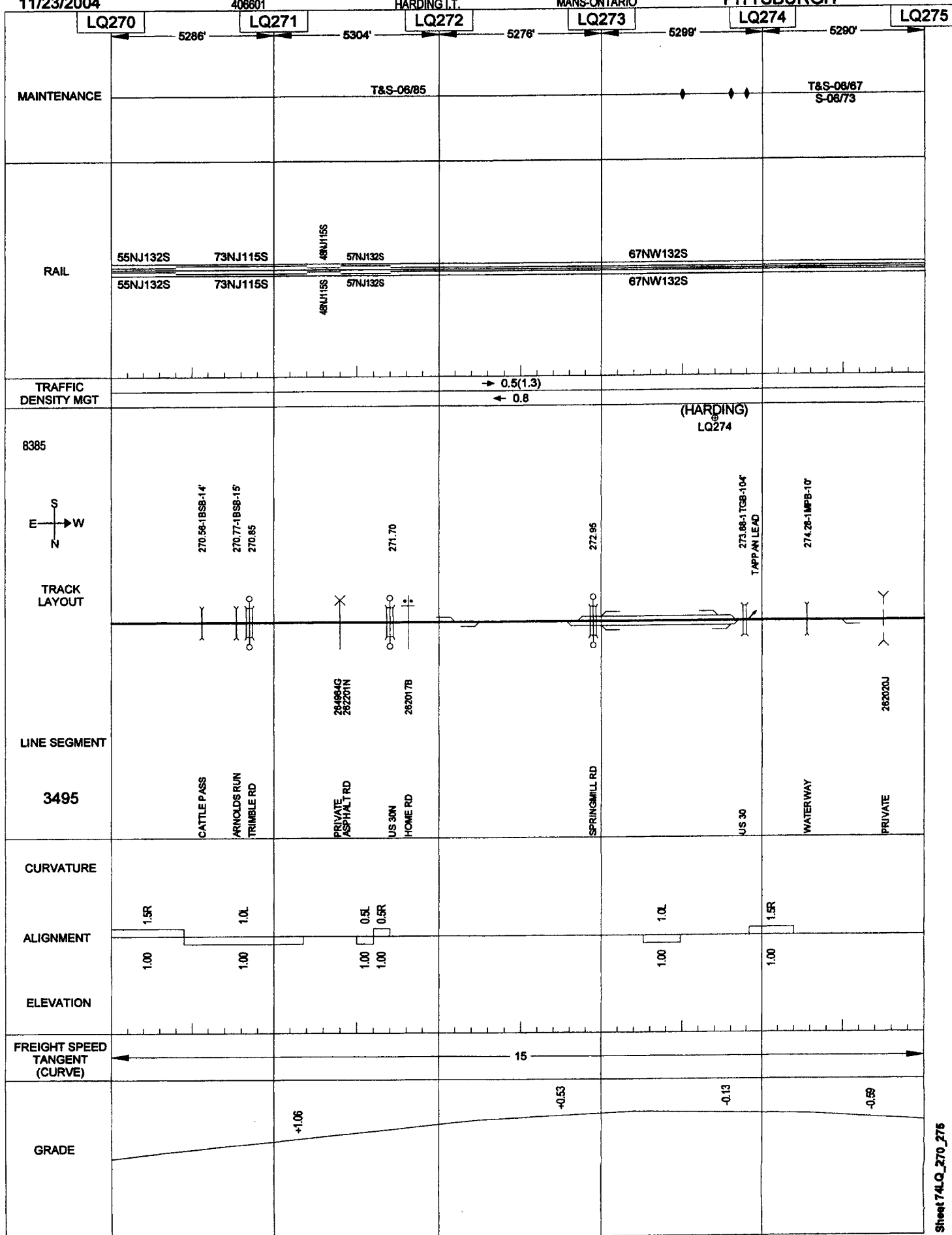
406601

227

HARDING I.T.

MANS-ONTARIO

PITTSBURGH



11/23/2004

406601

228

HARDING I.T.

MANS-ONTARIO

PITTSBURGH

LQ275

5280'

MAINTENANCE

RAIL

67NW132S
67NW132S

TRAFFIC
DENSITY MG#

0.8

8385

S
E—W
N

TRACK
LAYOUT

LINE SEGMENT

3495

CURVATURE

ALIGNMENT

1.00
1.5R

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.59

11/23/2004

402452

229

NEW CASTLE CONNECTION

CASTLE-CSX

PITTSBURGH

CY47

2640'

1584'

MAINTENANCE

RAIL

94RW140S

94RW140S

TRAFFIC
DENSITY MGT

CP 75

W
S — N
E

TRACK
LAYOUT

CASTLE IND

TO CSX

LINE SEGMENT

CY-48.50-YC-75.75

3516

CURVATURE

ALIGNMENT

ELEVATION

7.5R

10.0L

1.00

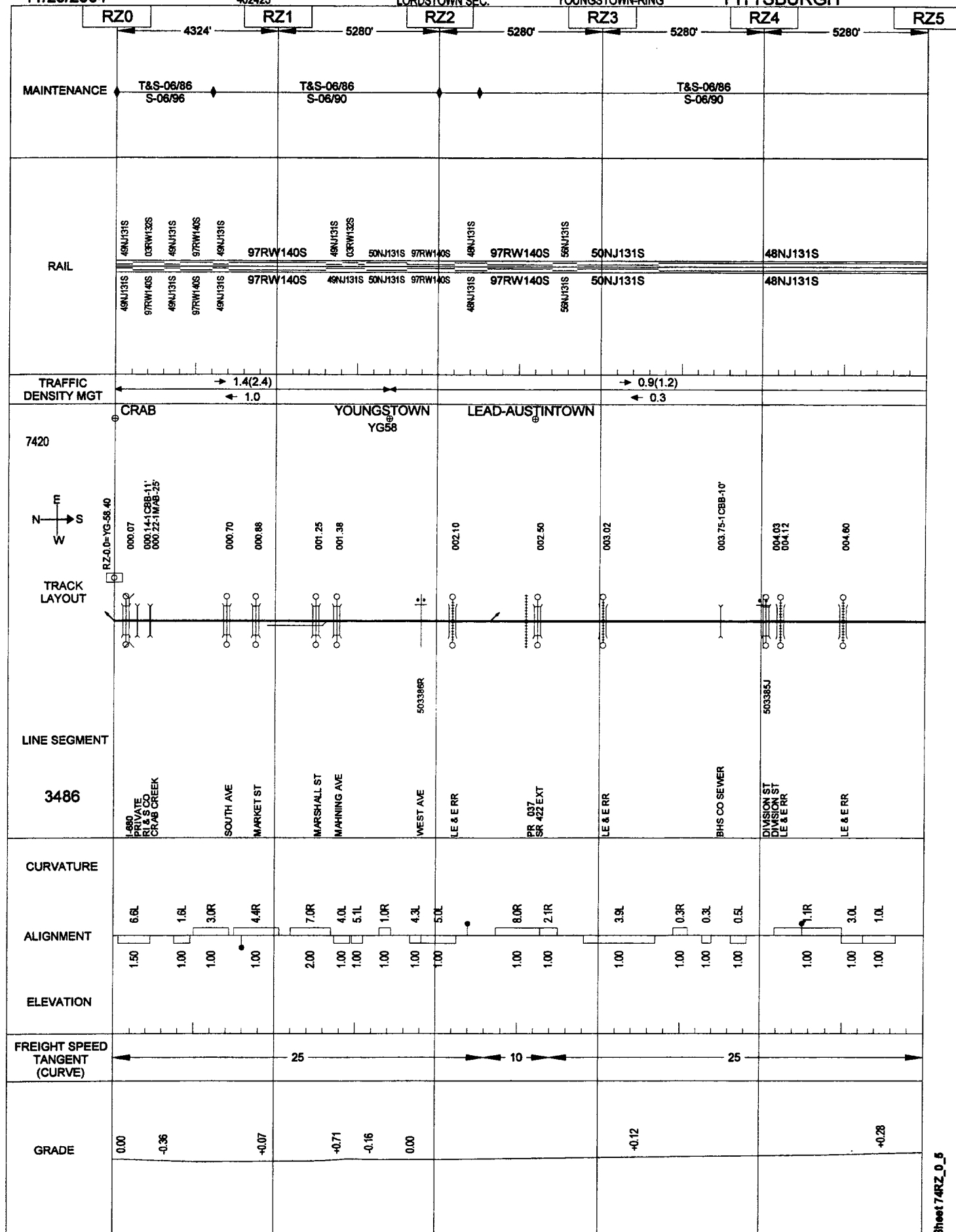
1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+1.04



11/23/2004

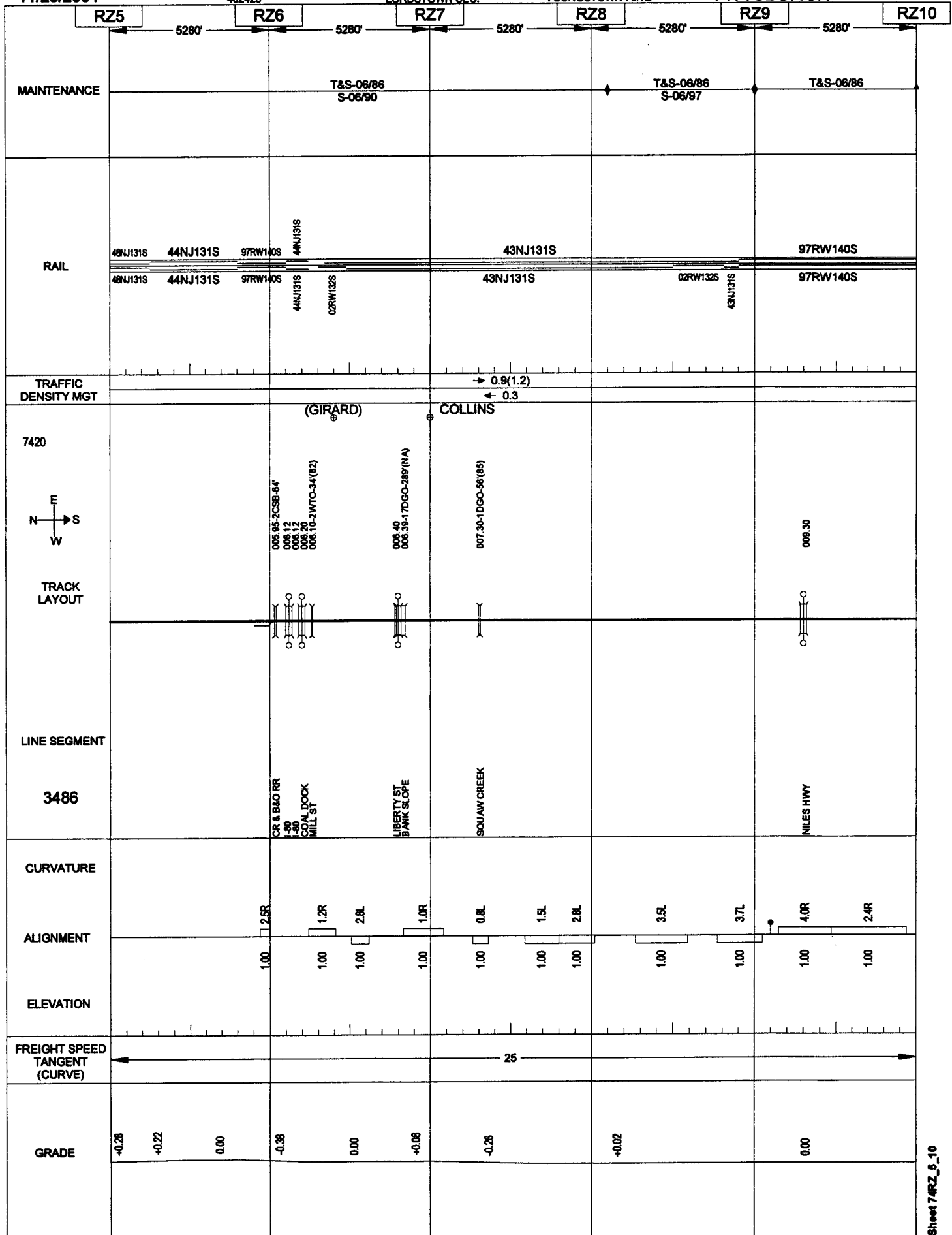
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231

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



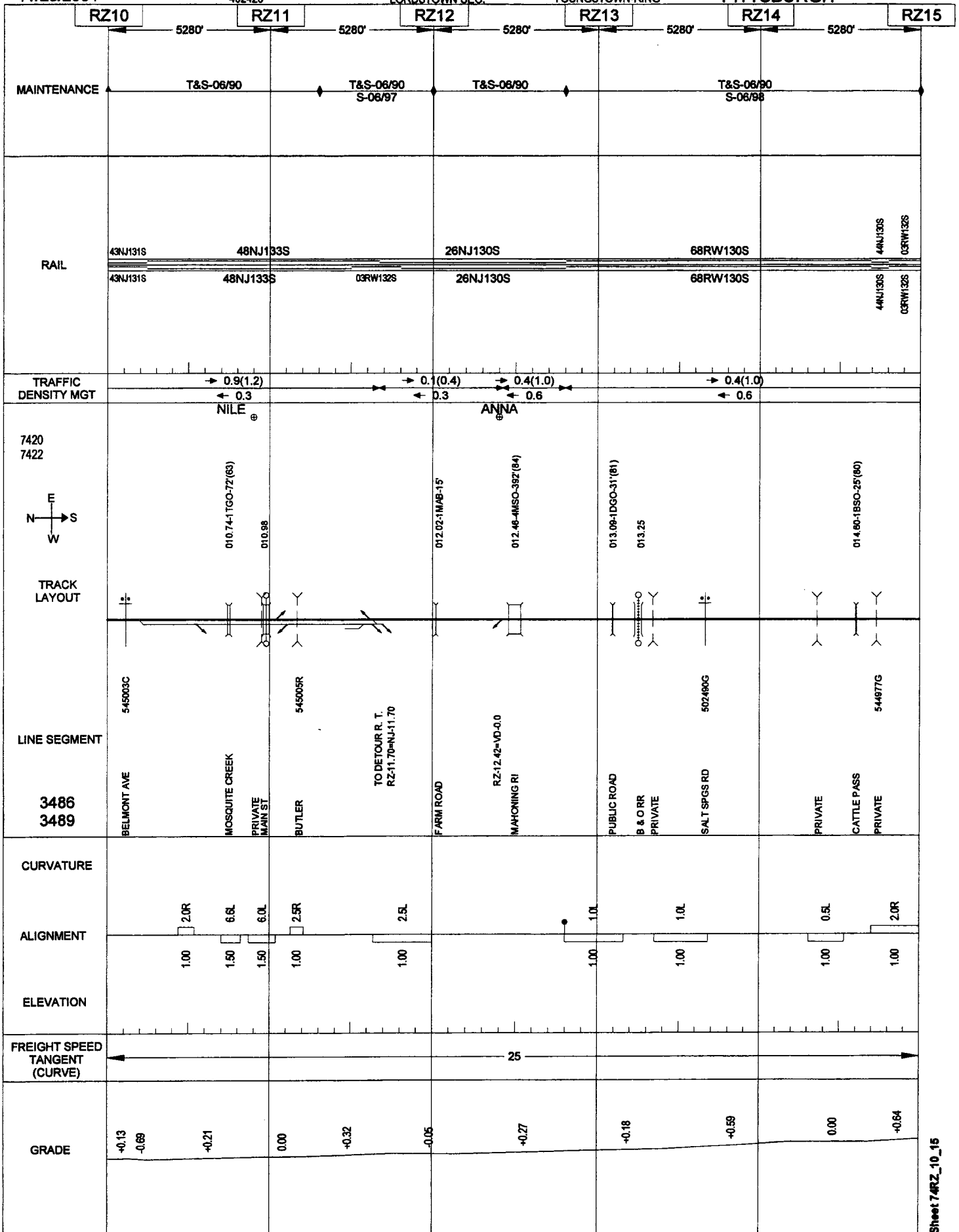
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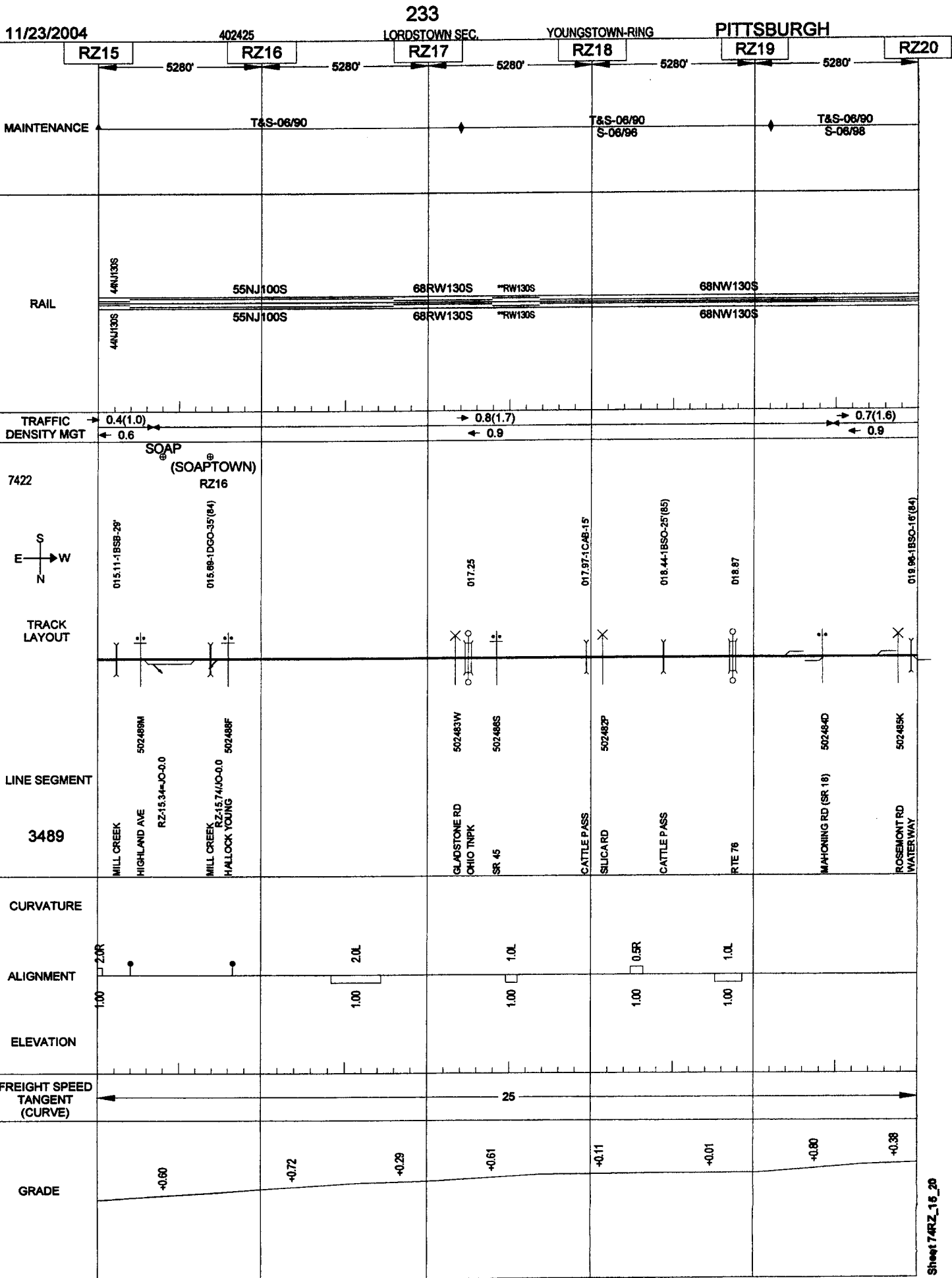
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LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH





234

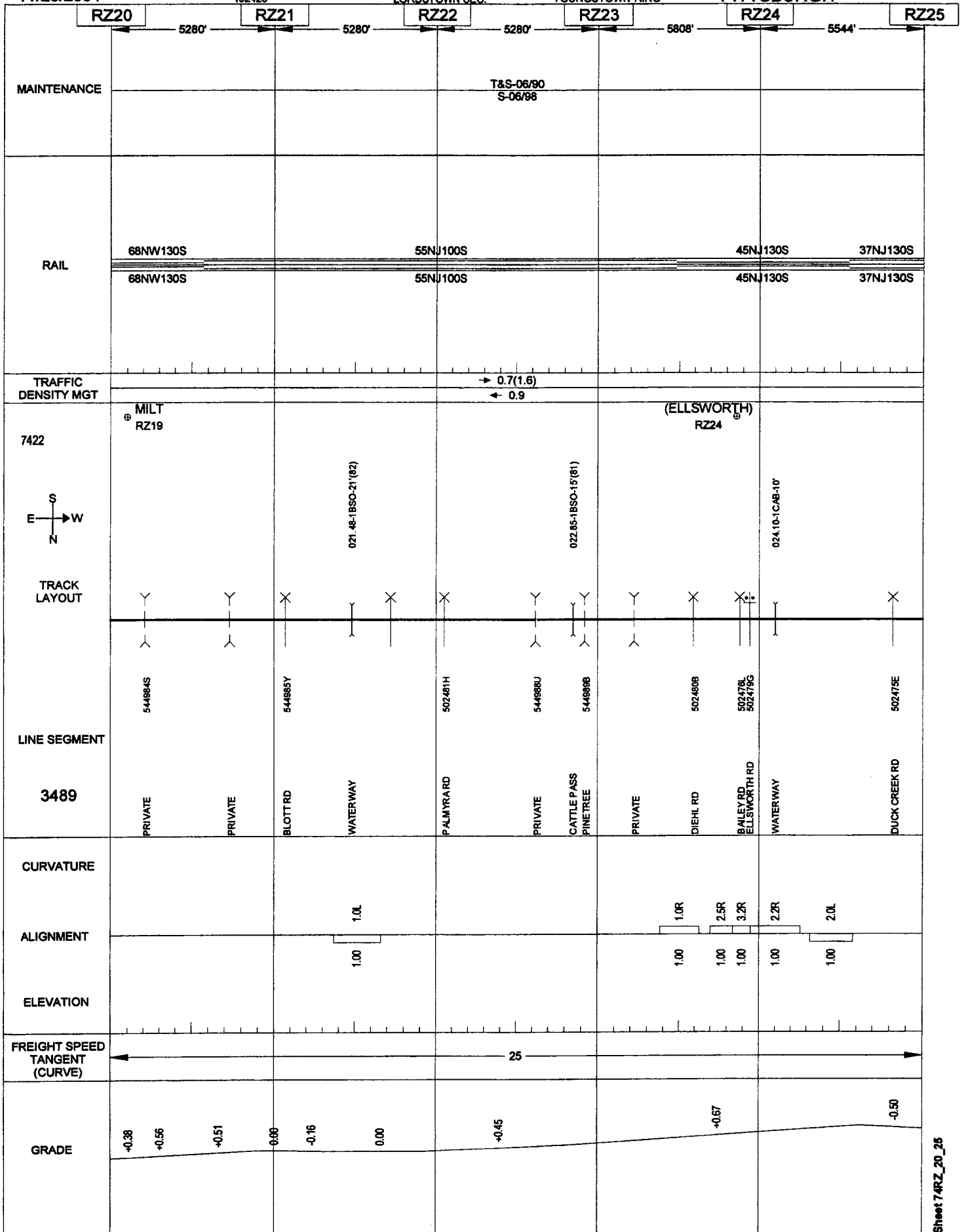
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402425

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



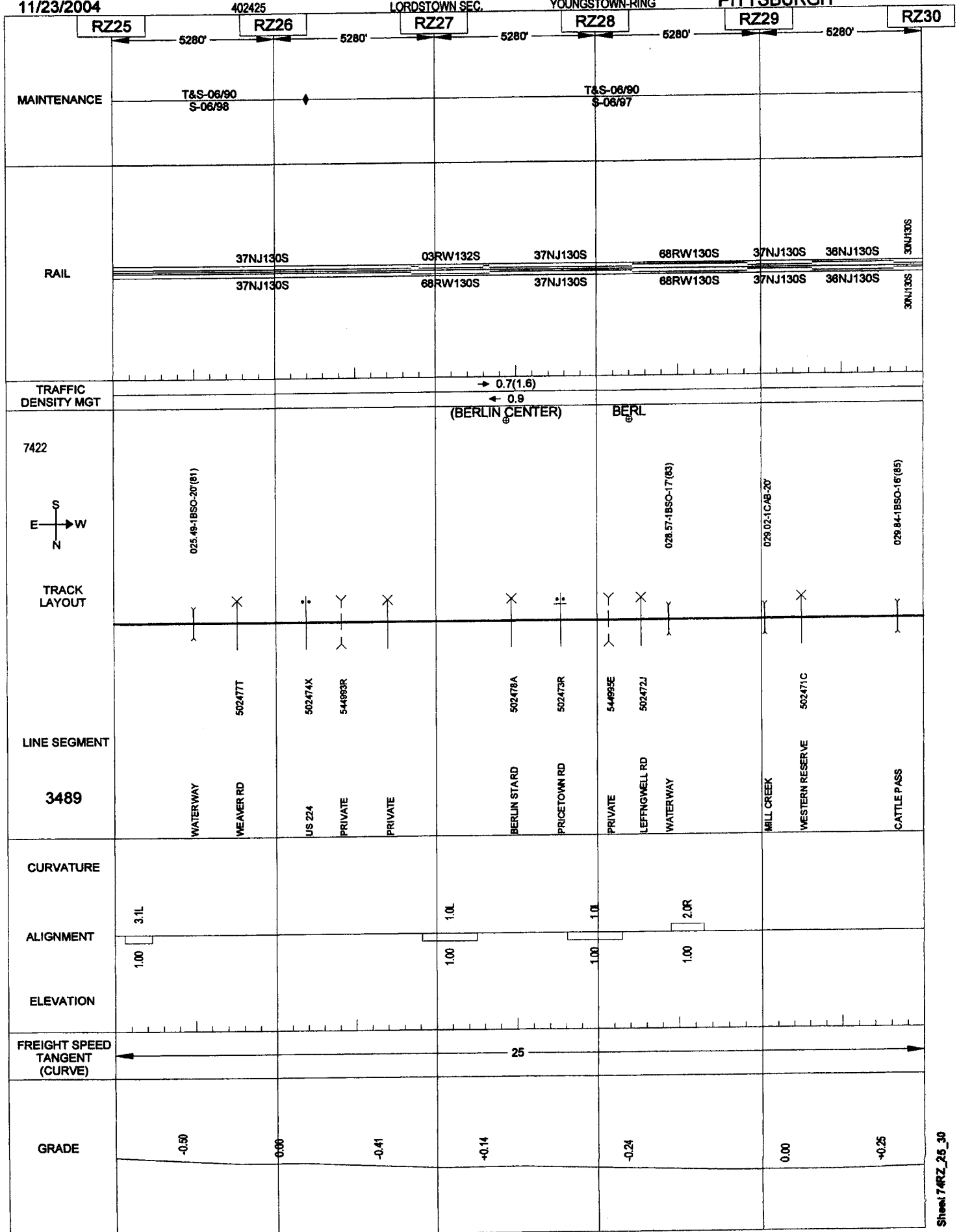
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235

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



11/23/2004

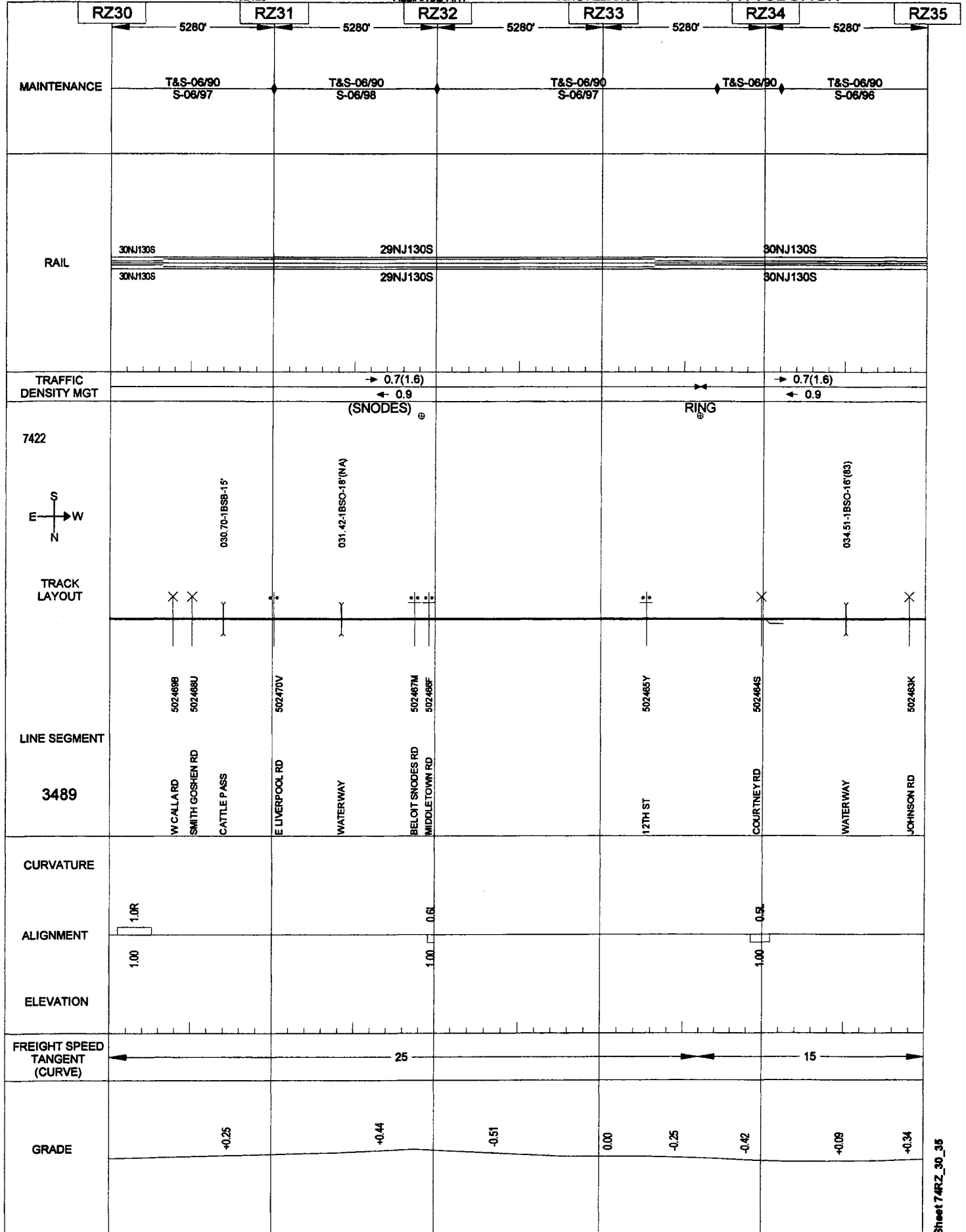
236

402425

ALLIANCE R.T.

RING-ALLIANCE

PITTSBURGH



11/23/2004

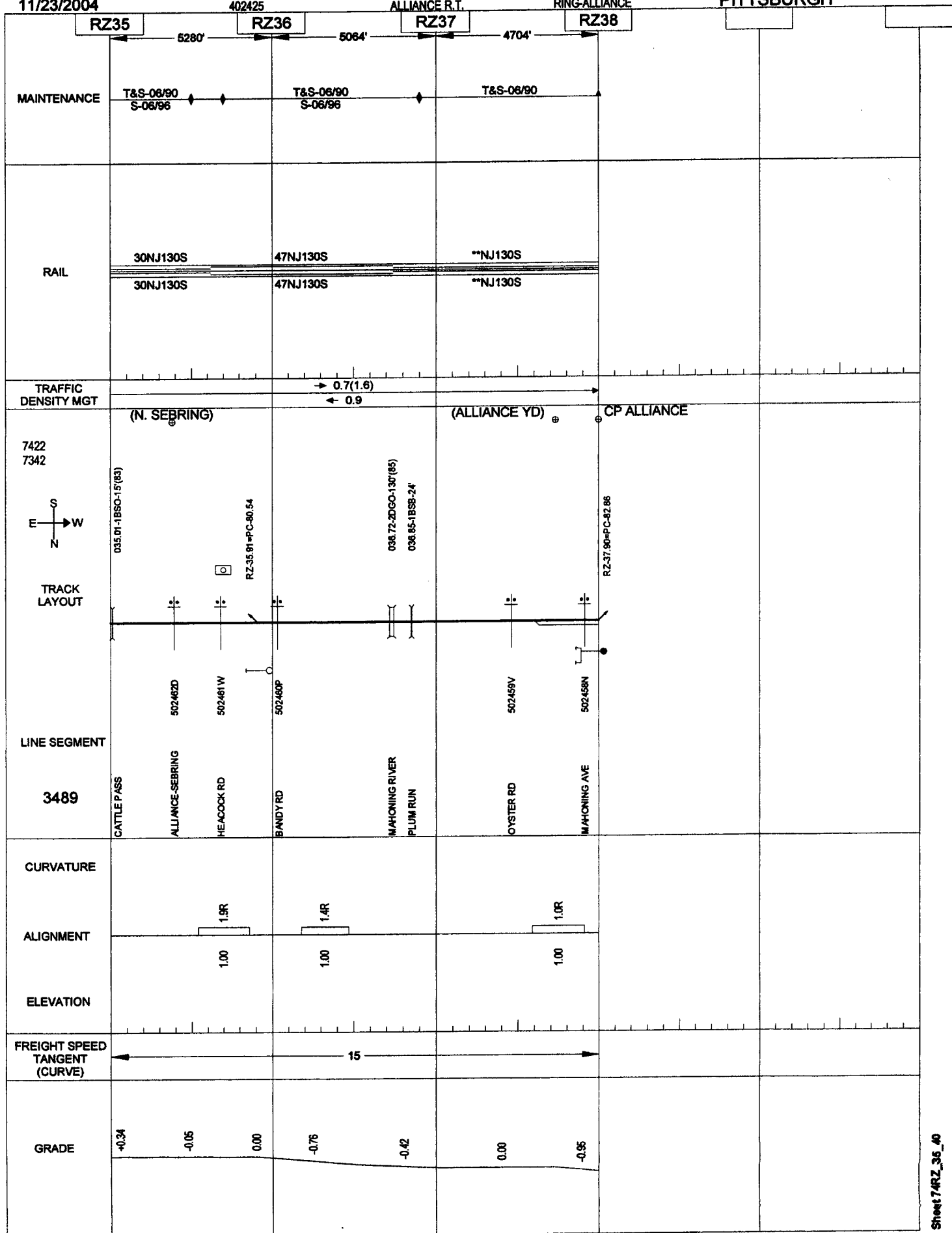
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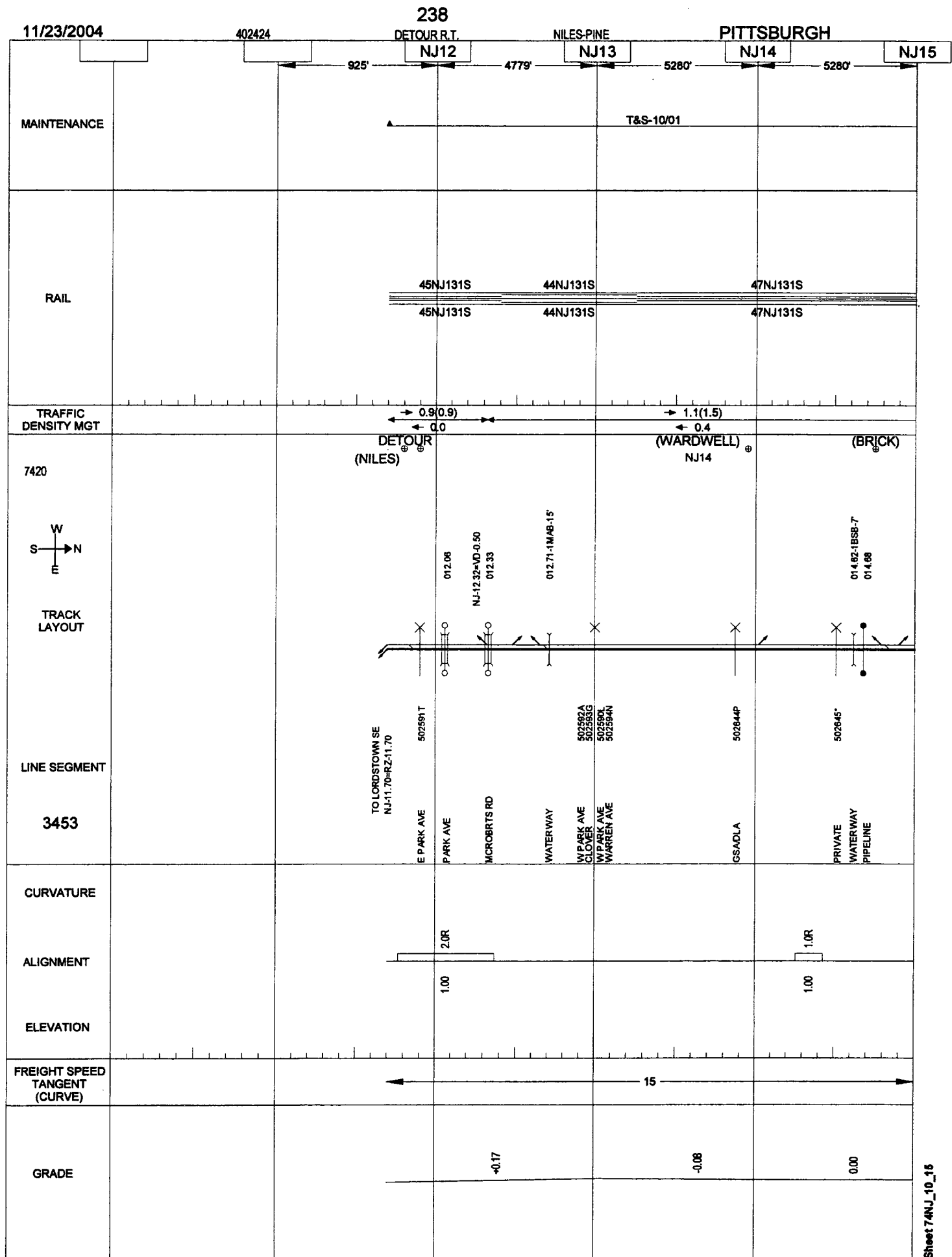
402425

ALLIANCE R.T.

RING-ALLIANCE

PITTSBURGH





11/23/2004

402424

239

DETOUR R.T.

NILES-PINE

PITTSBURGH

	NJ15	5280'	5280'	5280'	4882'	5280'
MAINTENANCE	T&S-10/01 ▲					
RAIL	46NJ131S 46NJ131S					
TRAFFIC DENSITY MGT	→ 1.1(1.5) ← 0.4					
7420	PINE NJ15					
<div>W S — N E</div>	TO WTRM					
TRACK LAYOUT						
LINE SEGMENT						
3453						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	← 15 →					
GRADE	0.00					

11/23/2004

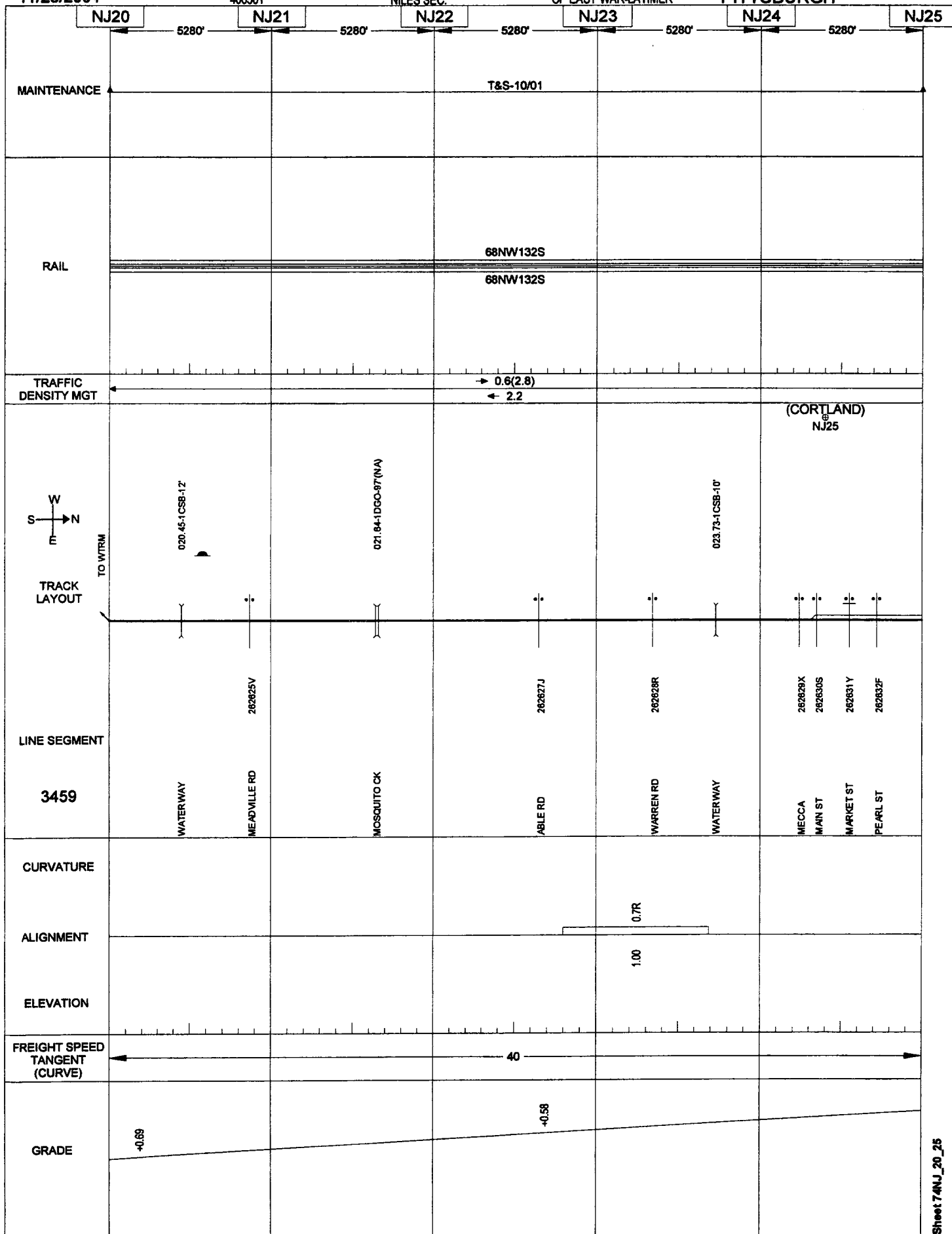
406501

240

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



11/23/2004

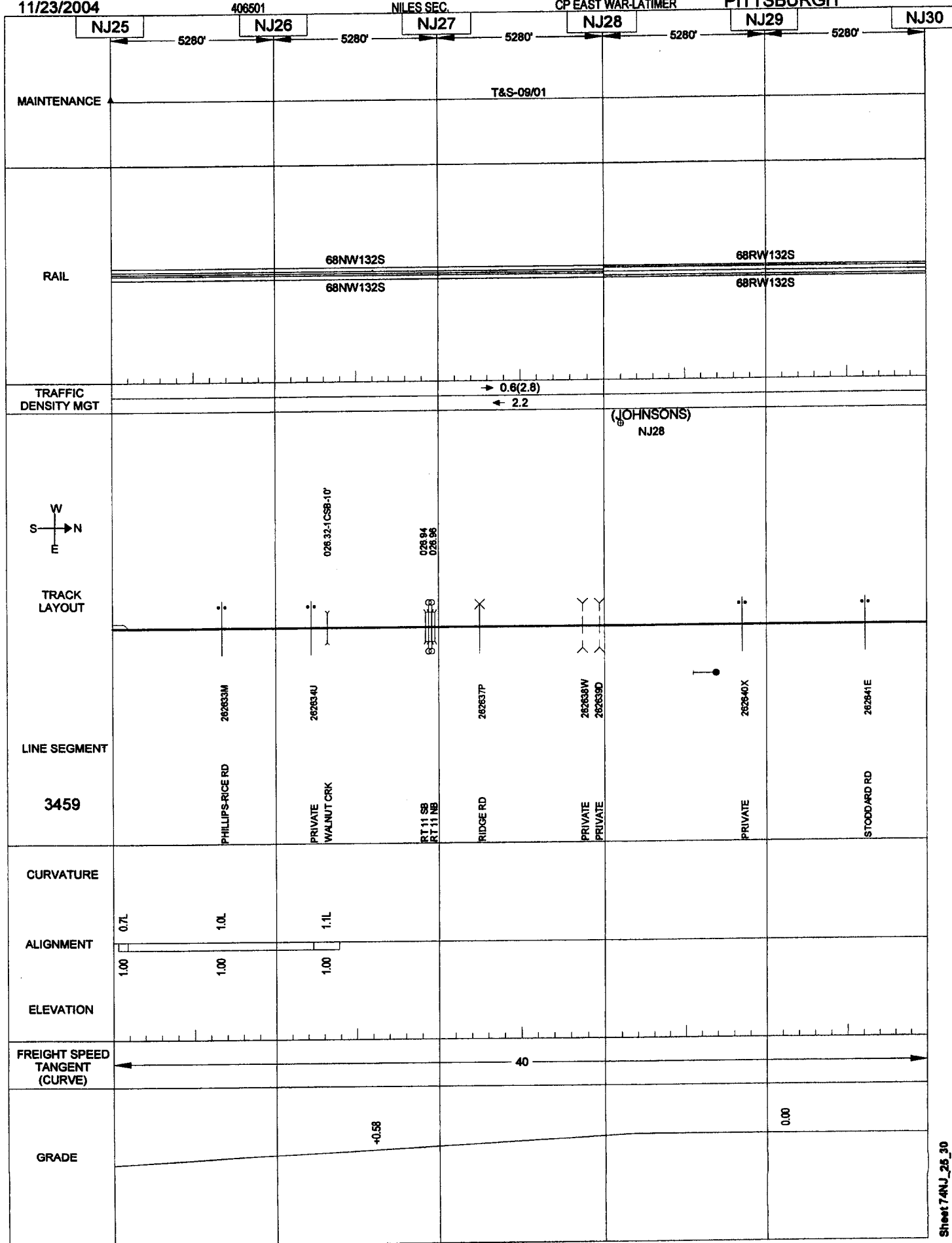
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241

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



11/23/2004

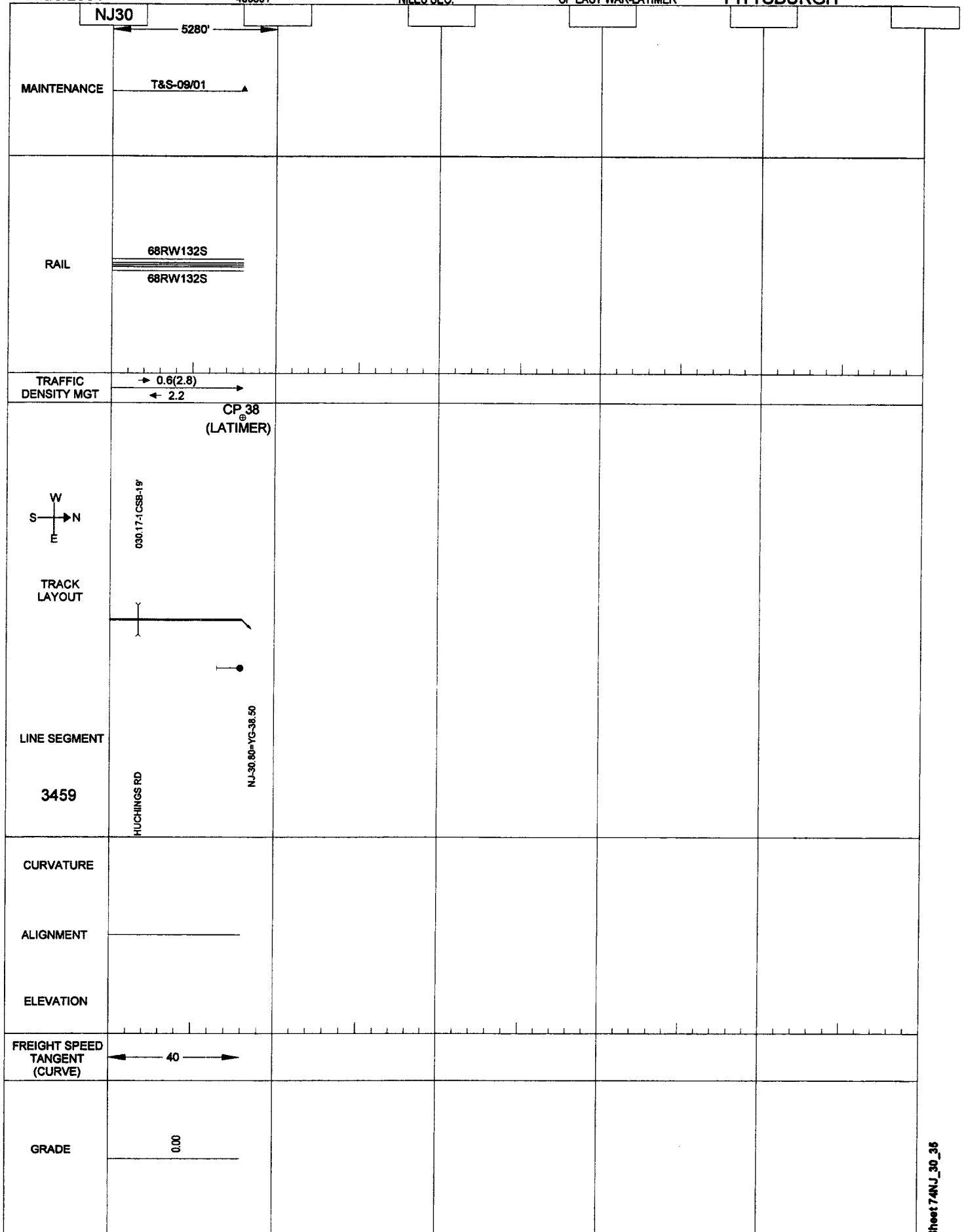
406501

242

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



11/23/2004

402437

243

VAN WYE I.T.

LORDSTOWN SEC-NILES SEC

PITTSBURGH

	VD0	2640'						
MAINTENANCE	T&S-06/67 S-06/69							
RAIL	95NJ131S 95NJ131S							
TRAFFIC DENSITY MGT	0.3(0.7) 0.4							
7420	(BOANNA) (VAN WYE)							
TRACK LAYOUT								
LINE SEGMENT	3621							
CURVATURE								
ALIGNMENT	1.8L 2.7L 1.00 1.00							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10							
GRADE	0.00							

11/23/2004

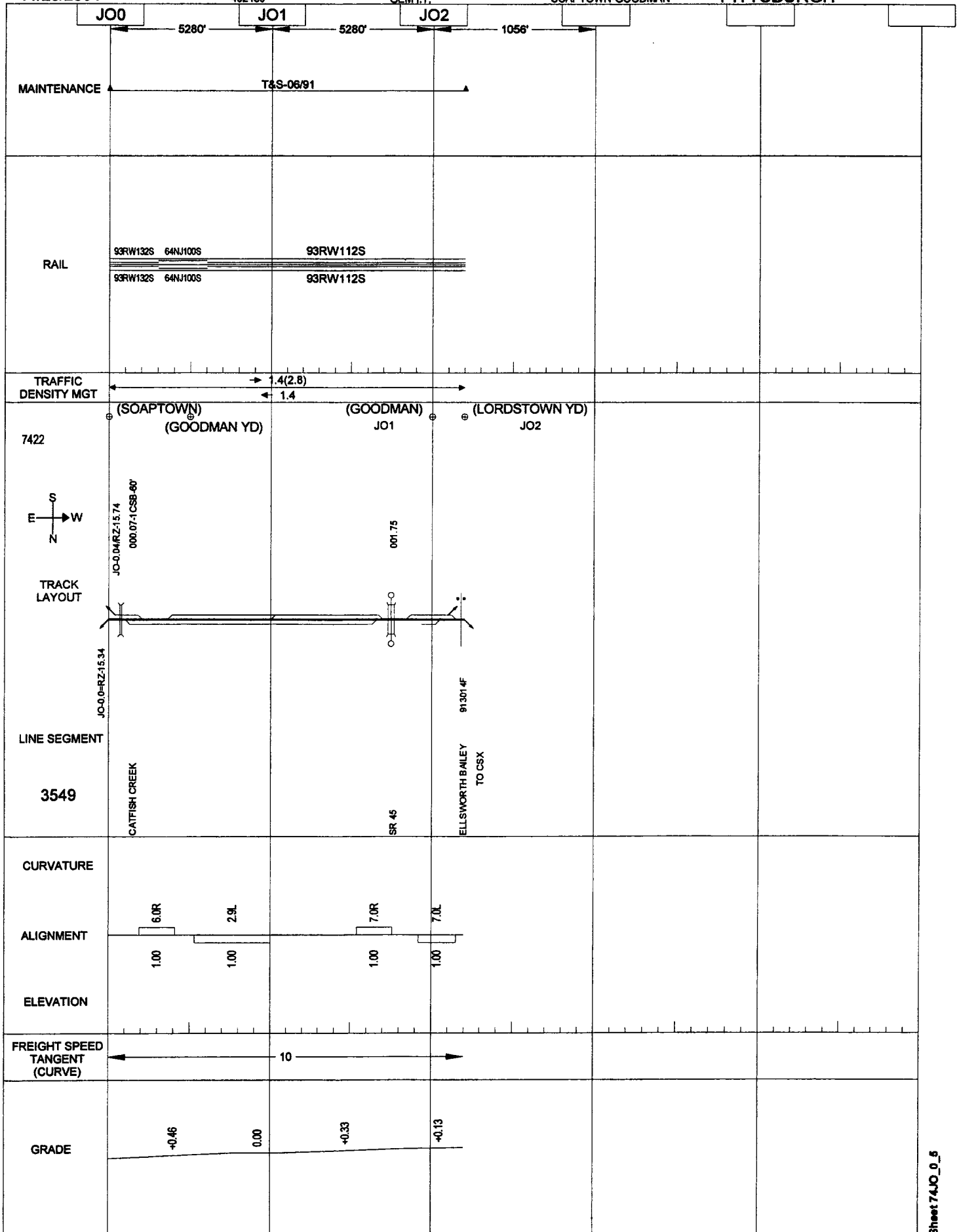
244

402439

GEM.I.T.

SOAPTOWN-GOODMAN

PITTSBURGH



11/23/2004

402445

245
BENTON I.T.

CP ALLIANCE-ALLIANCE YAR

PITTSBURGH

JE23

JE24

5280'

5280'

5280'

MAINTENANCE

RAIL

28NJ105S

26NJ105S

28NJ105S

28NJ105S

TRAFFIC
DENSITY MGT

2290



TRACK
LAYOUT

CP ALLIANCE
(ALLIANCE YD)

024.18-1 TTD-96'

JE-24.70-RD-47.30

LINE SEGMENT

3543

MAHONING RIVER

3RD ST

CURVATURE

ALIGNMENT

ELEVATION

1.00

0.9L

1.00

1.8R

2.0L

1.00

3.5R

5.5R

15.0L

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+1.05

-1.04

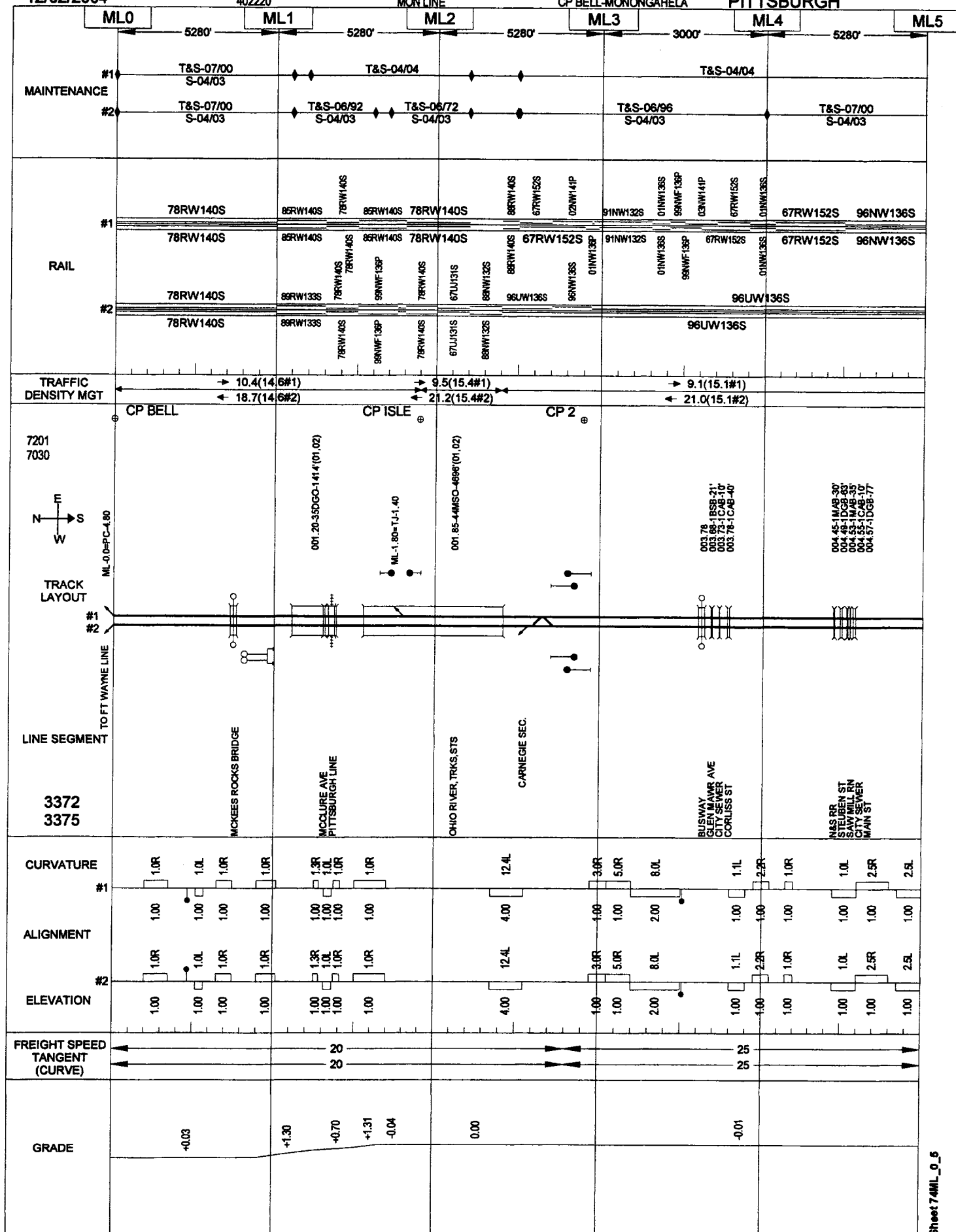
-0.78

-0.47

0.00

-0.54

PITTSBURGH



12/02/2004

402220

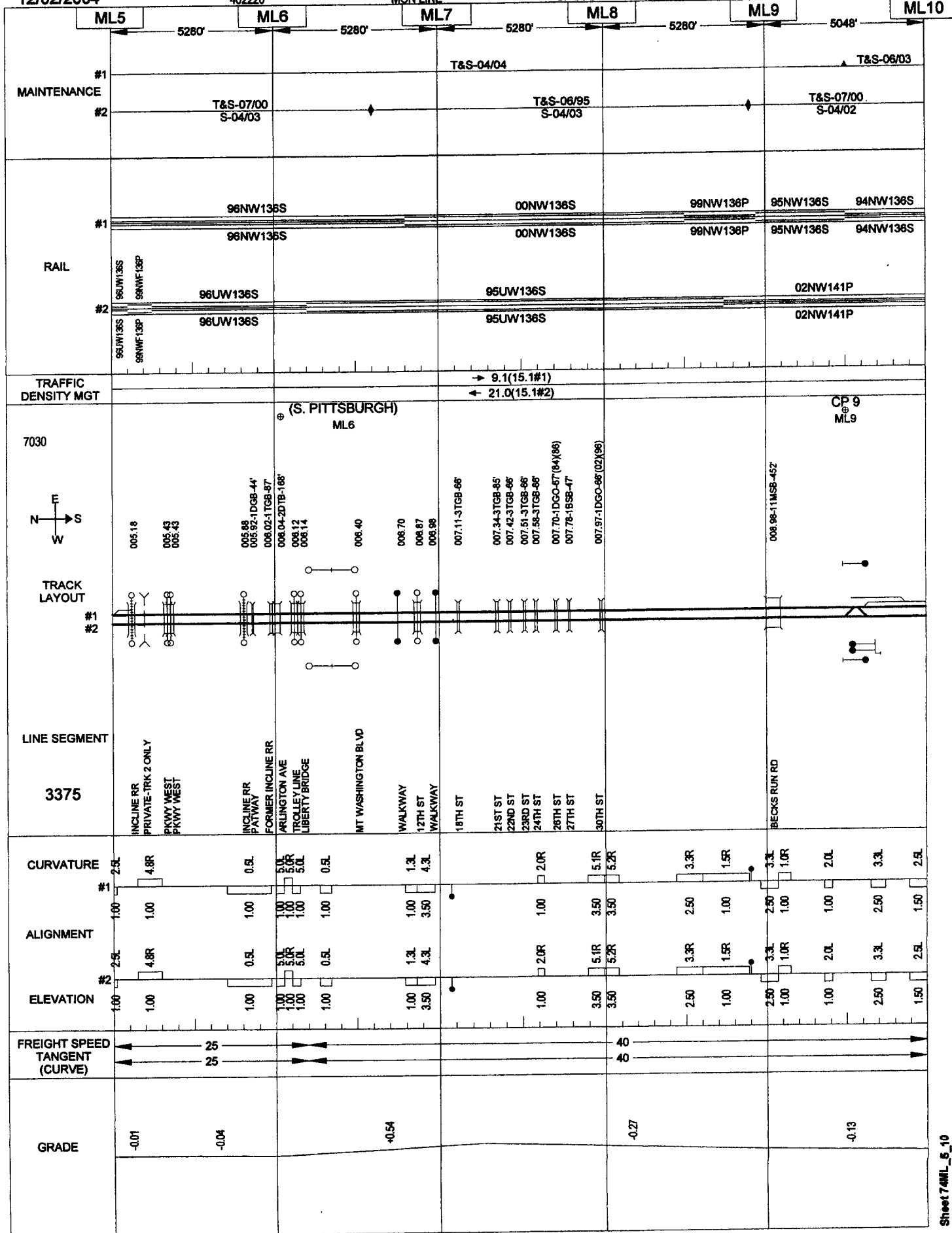
247

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

ML10



11/23/2004

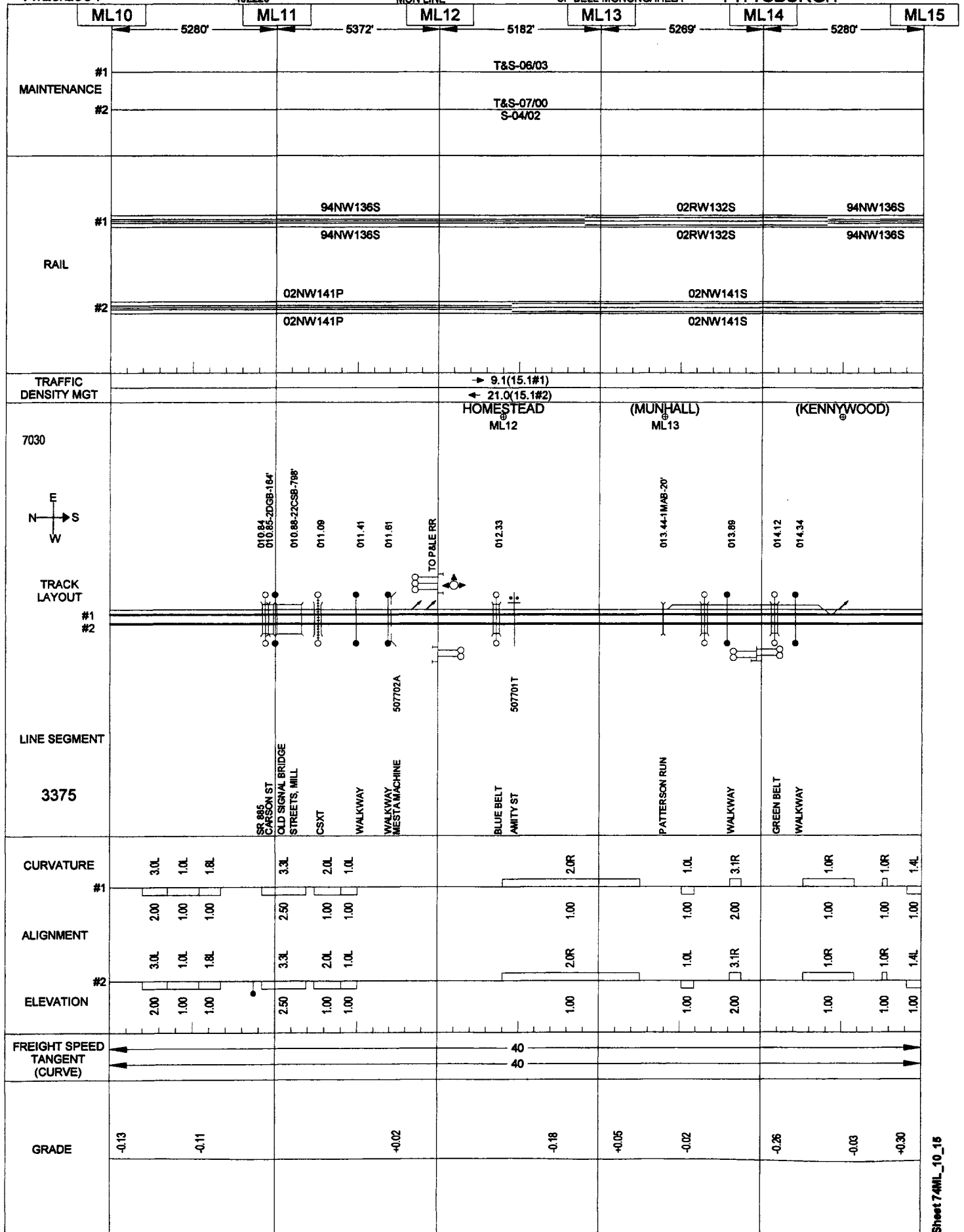
248

402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



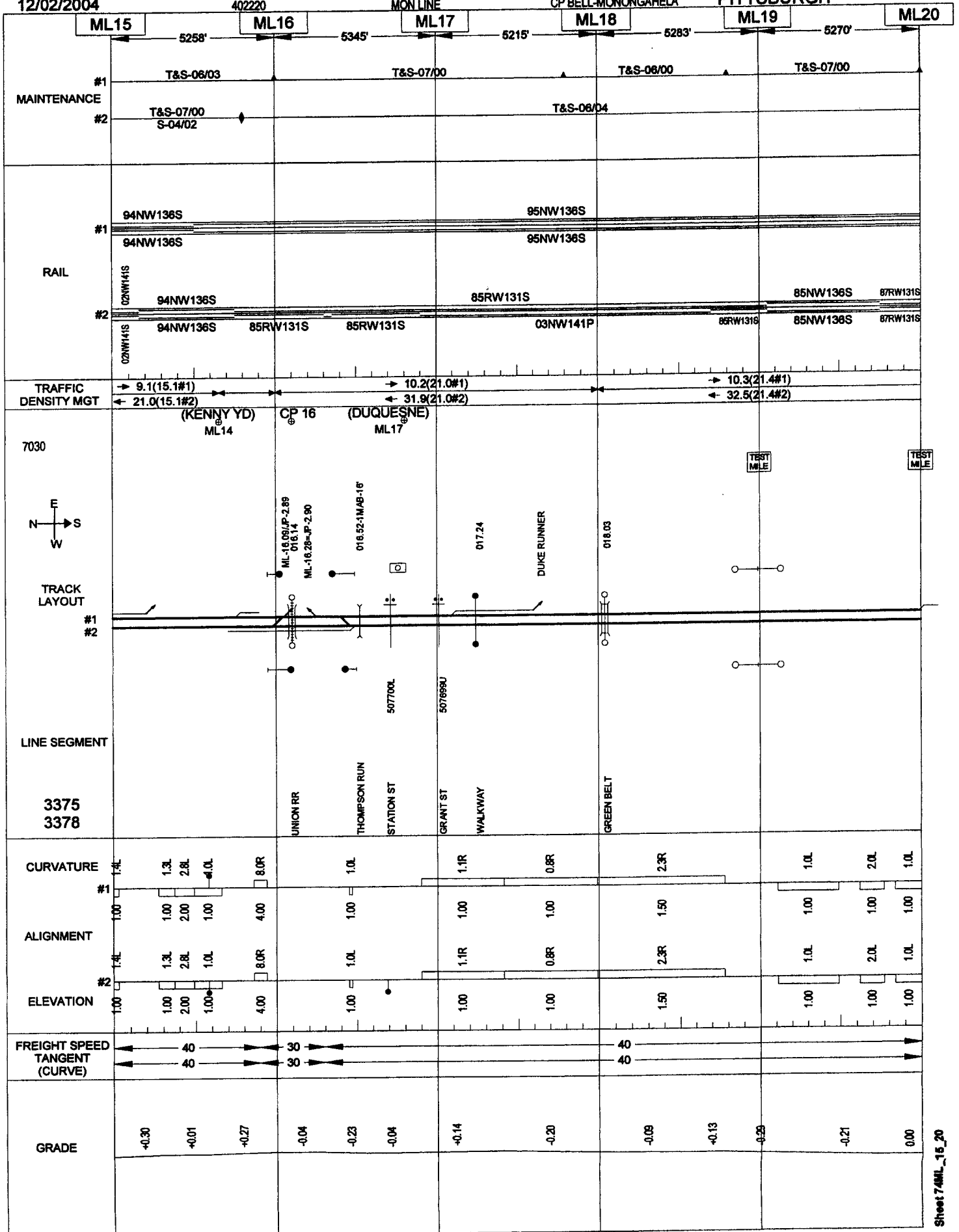
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402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



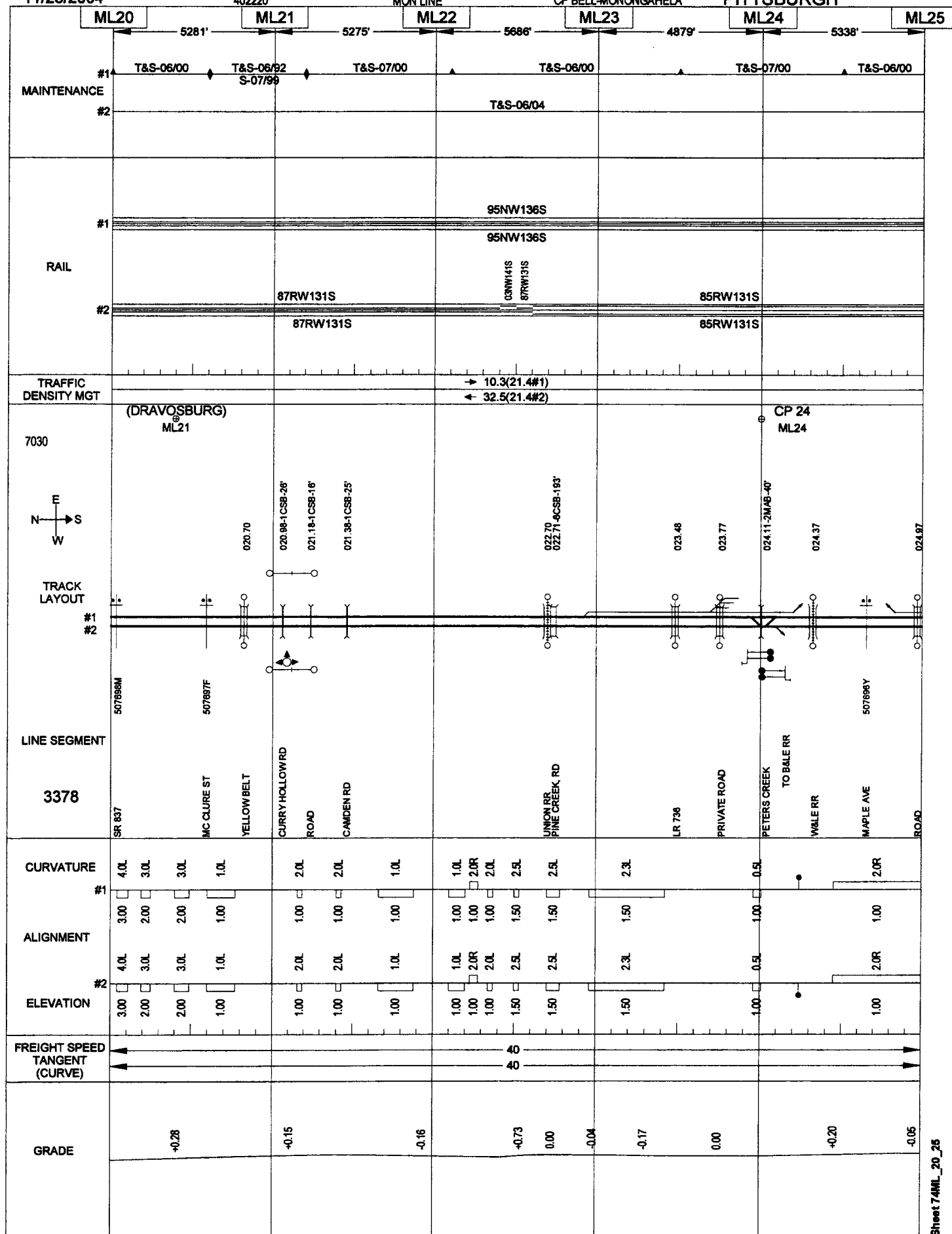
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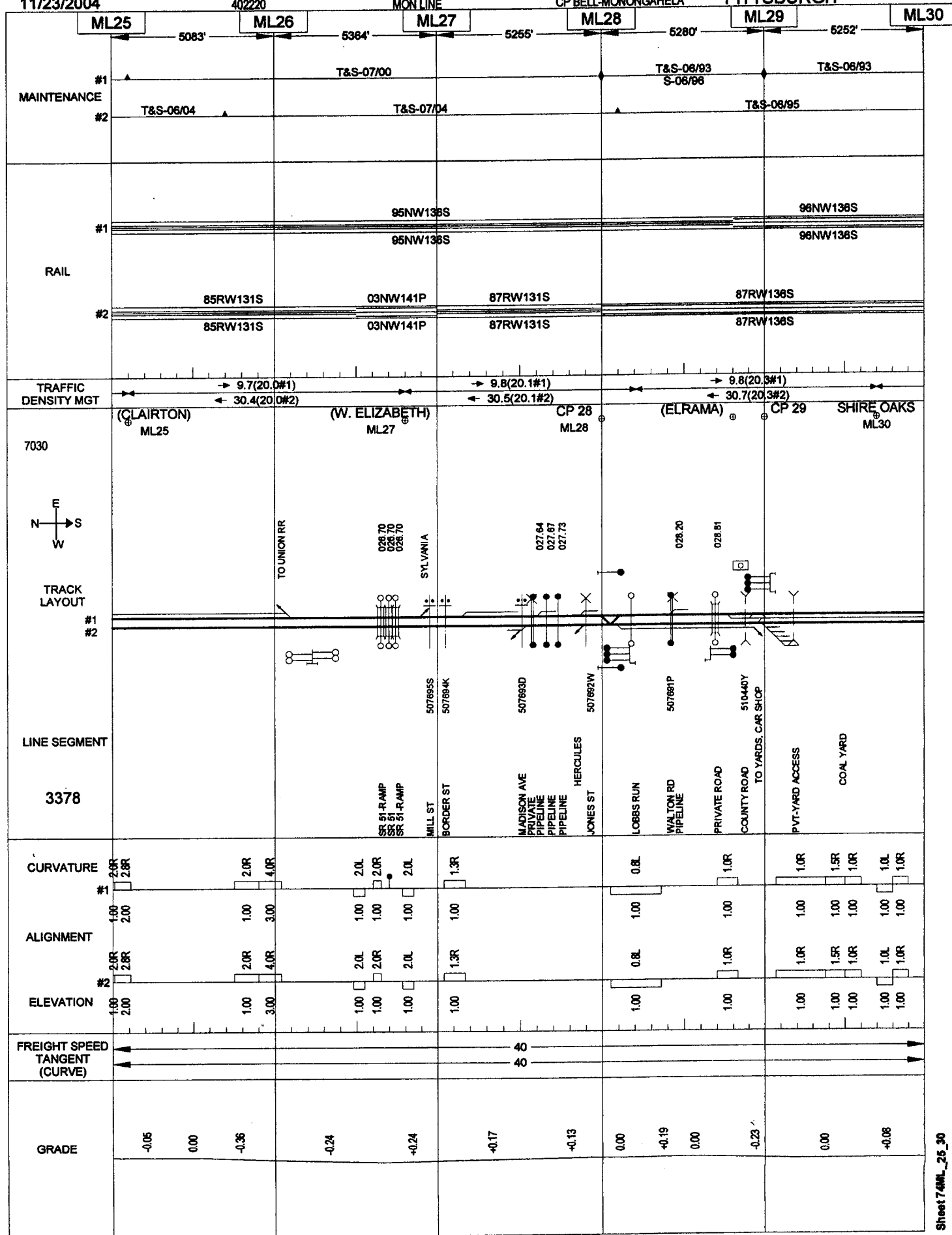
250

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH





11/23/2004

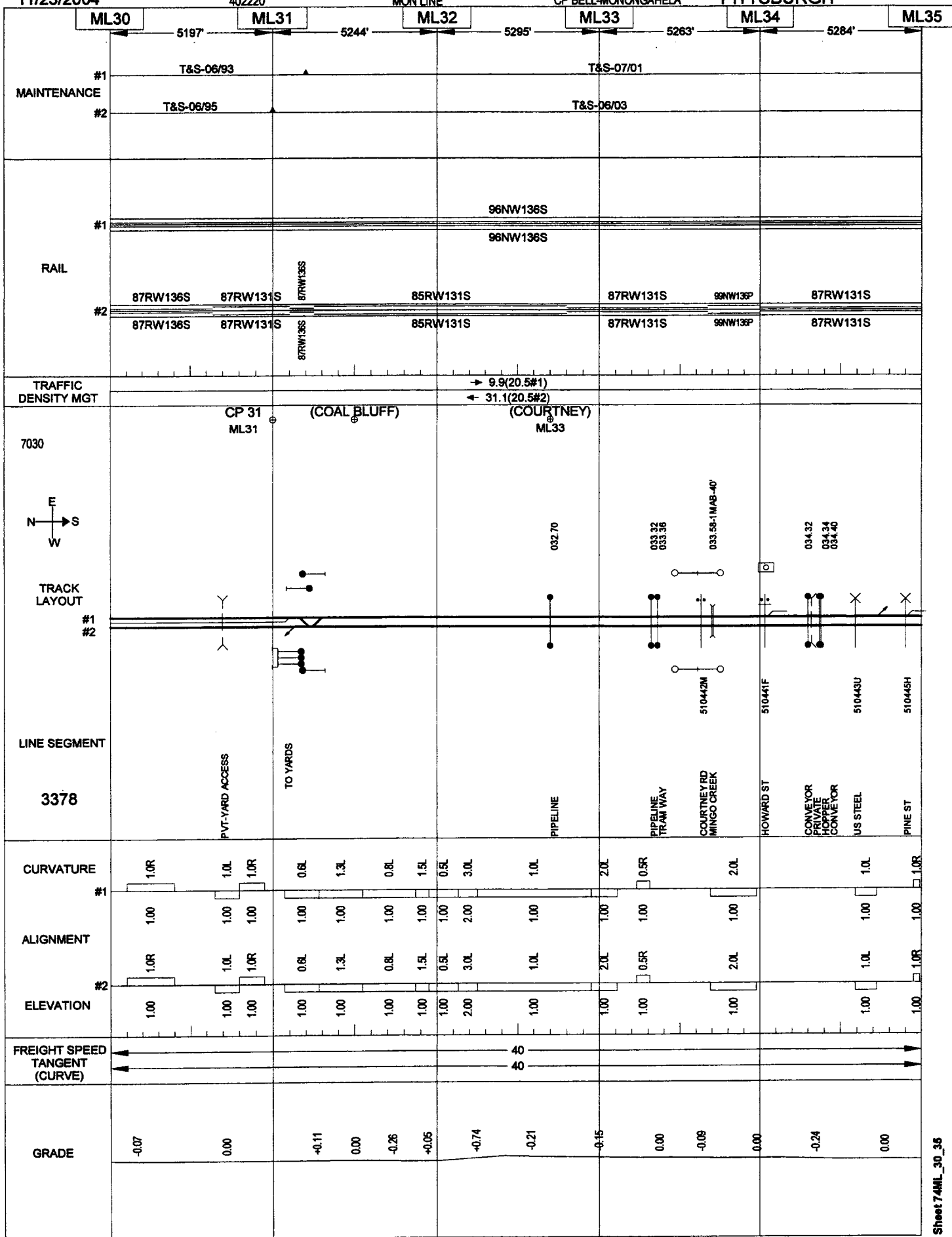
252

402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH

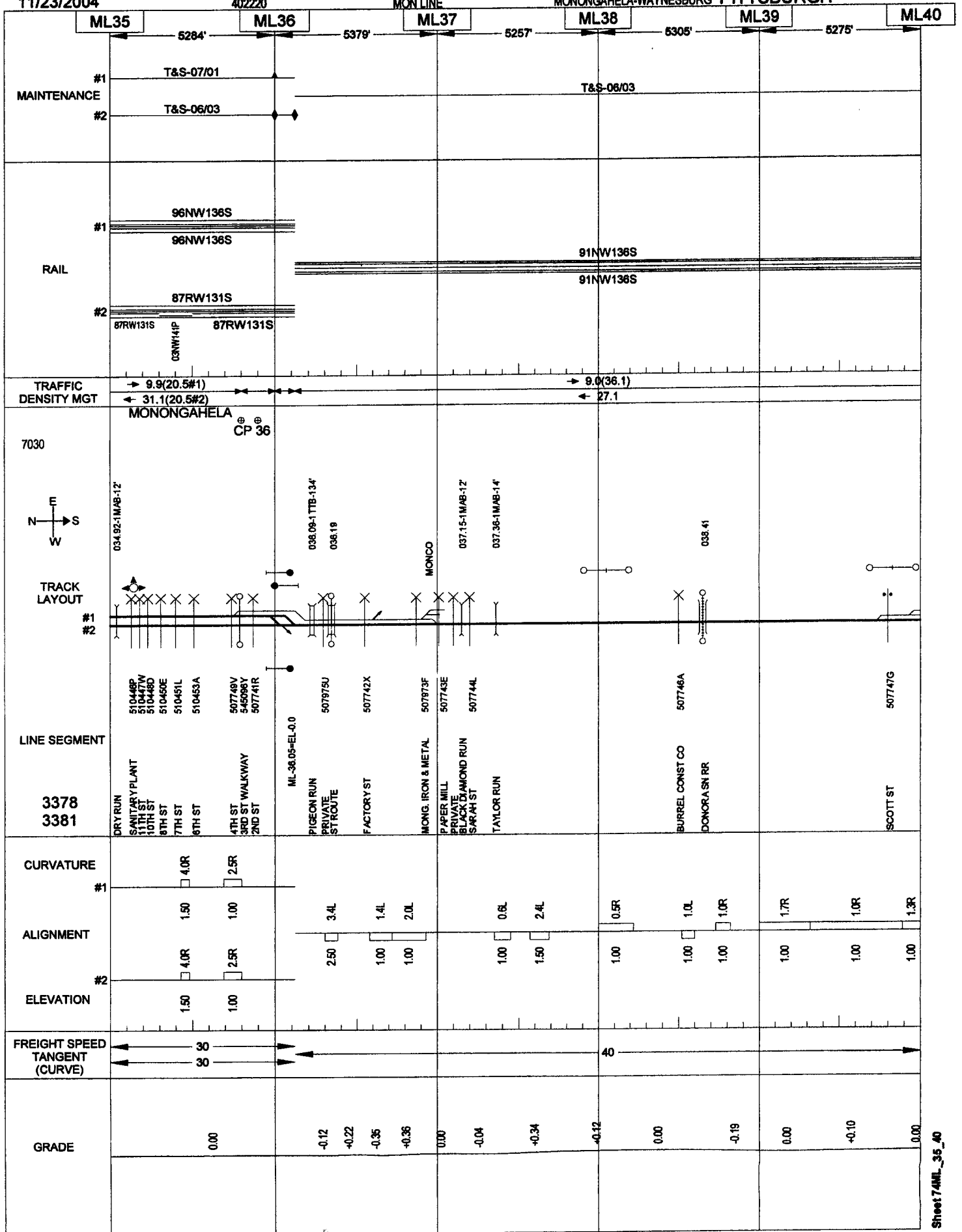


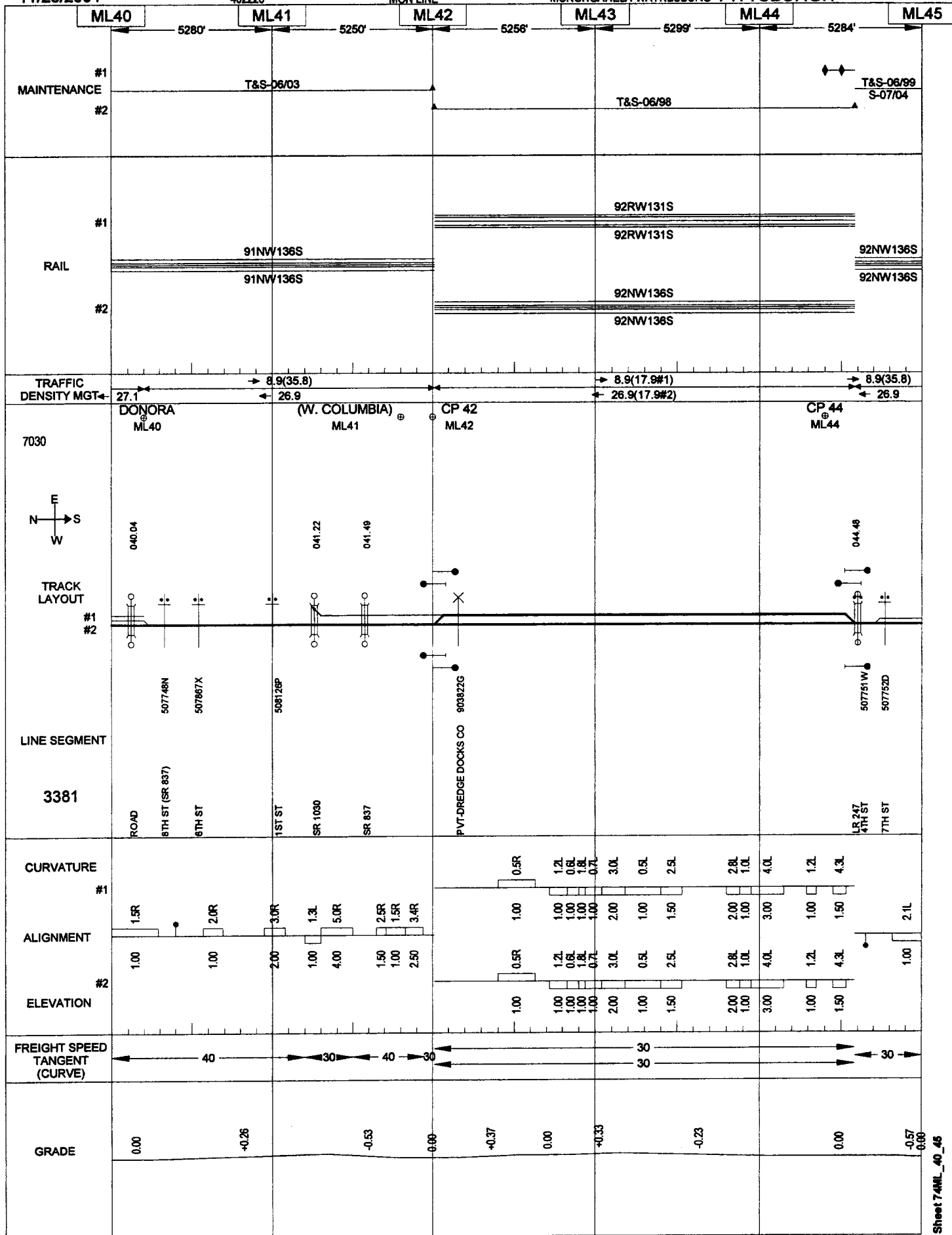
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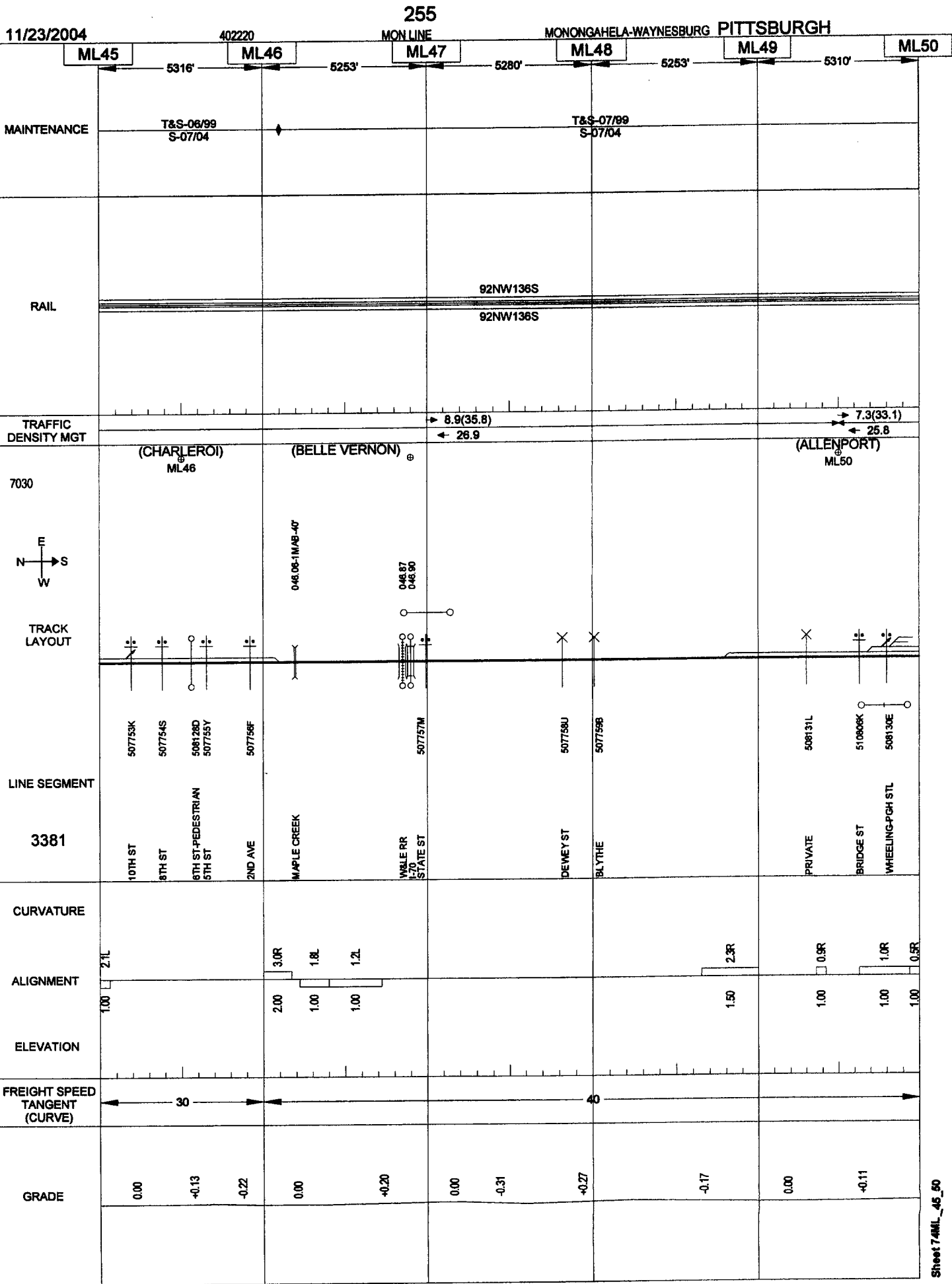
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MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH







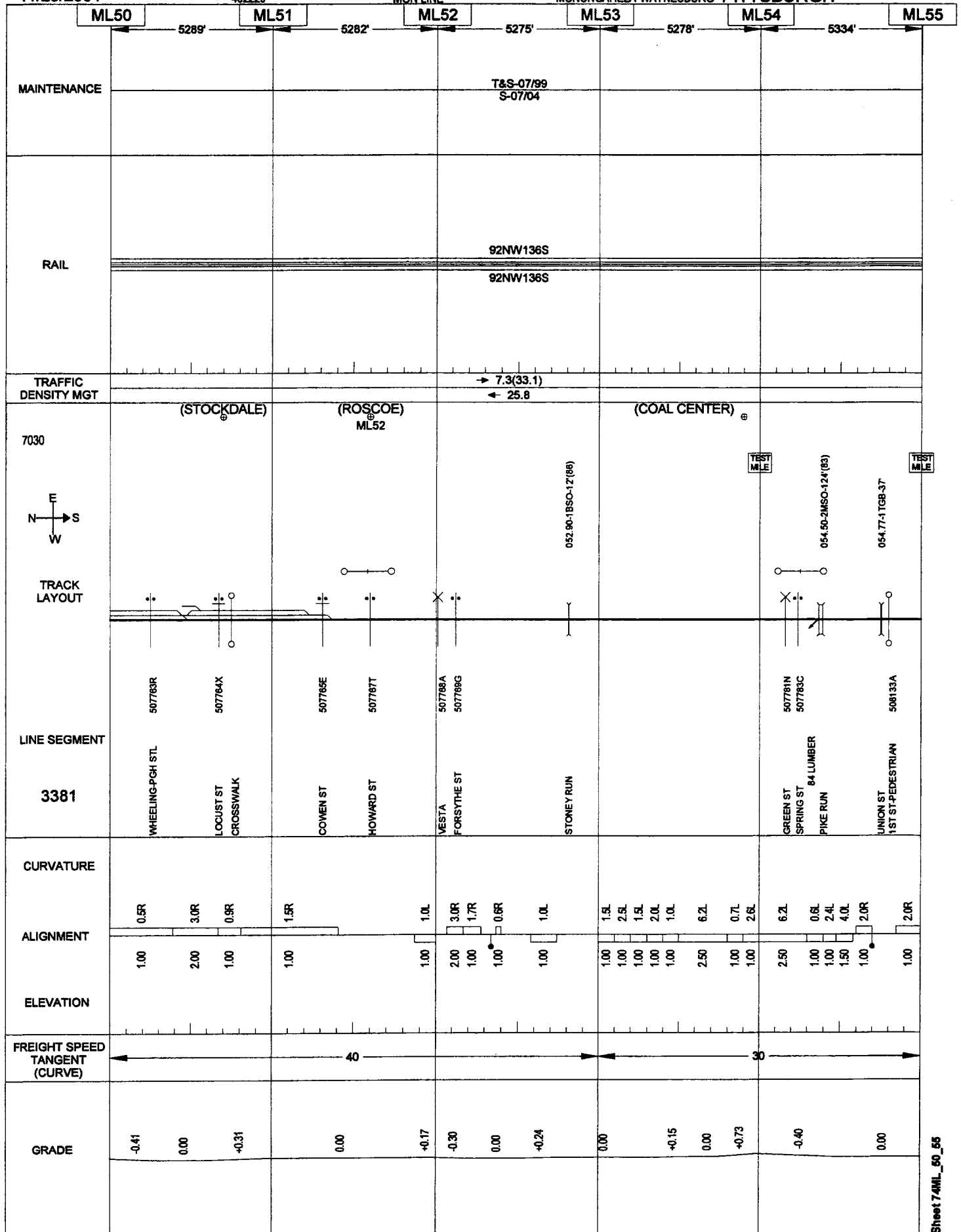
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256

402220

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

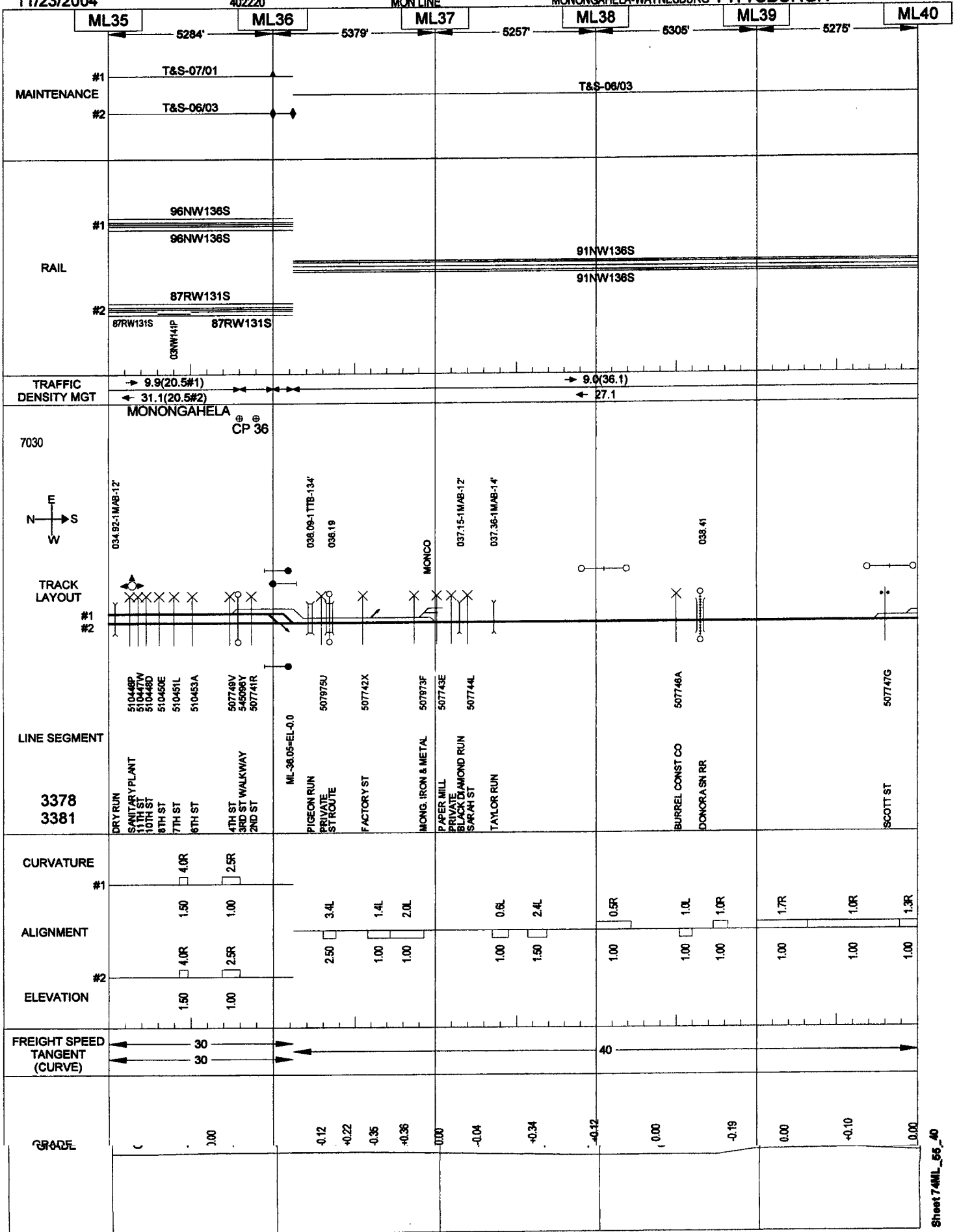


11/23/2004

402220

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



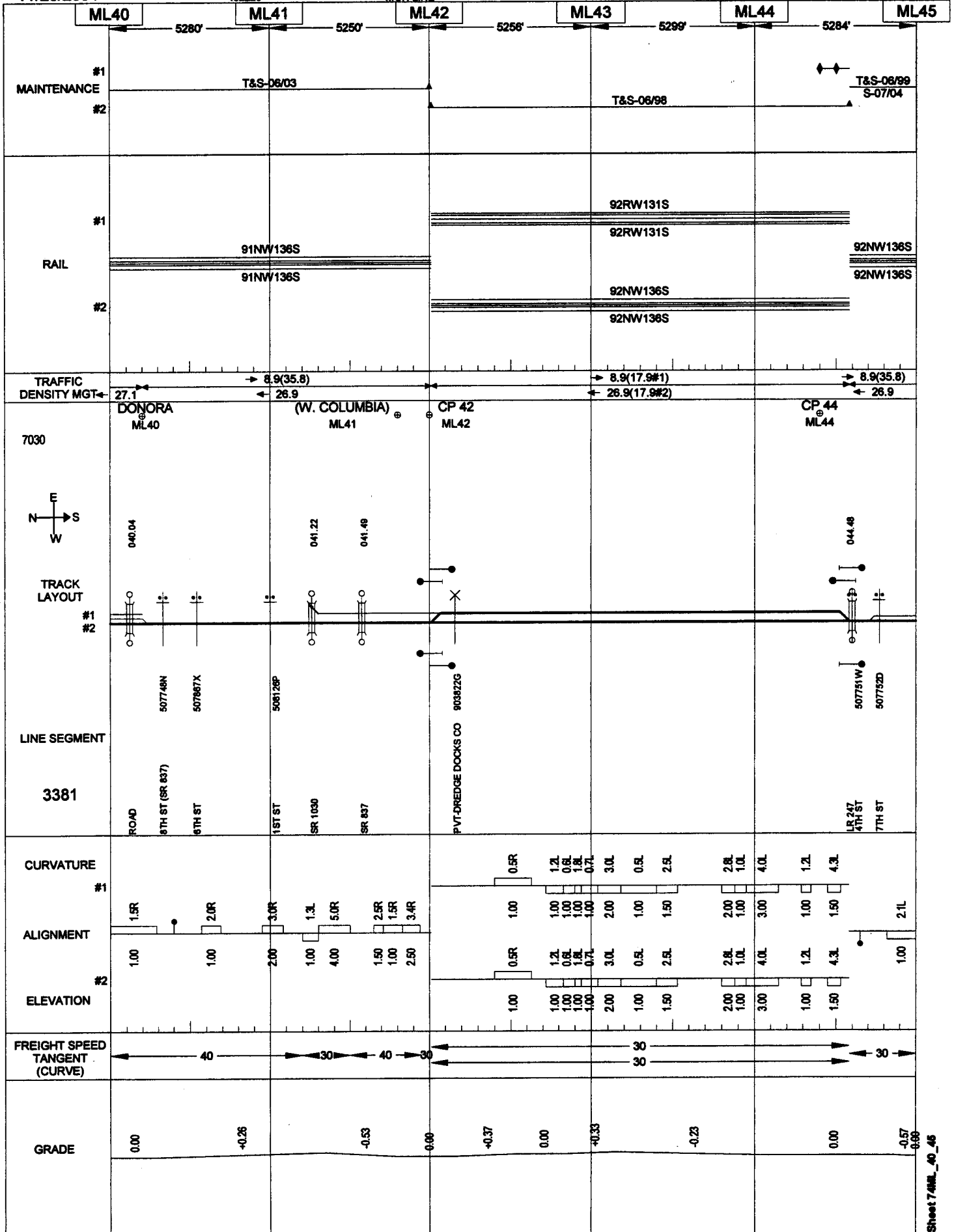
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254

402220

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

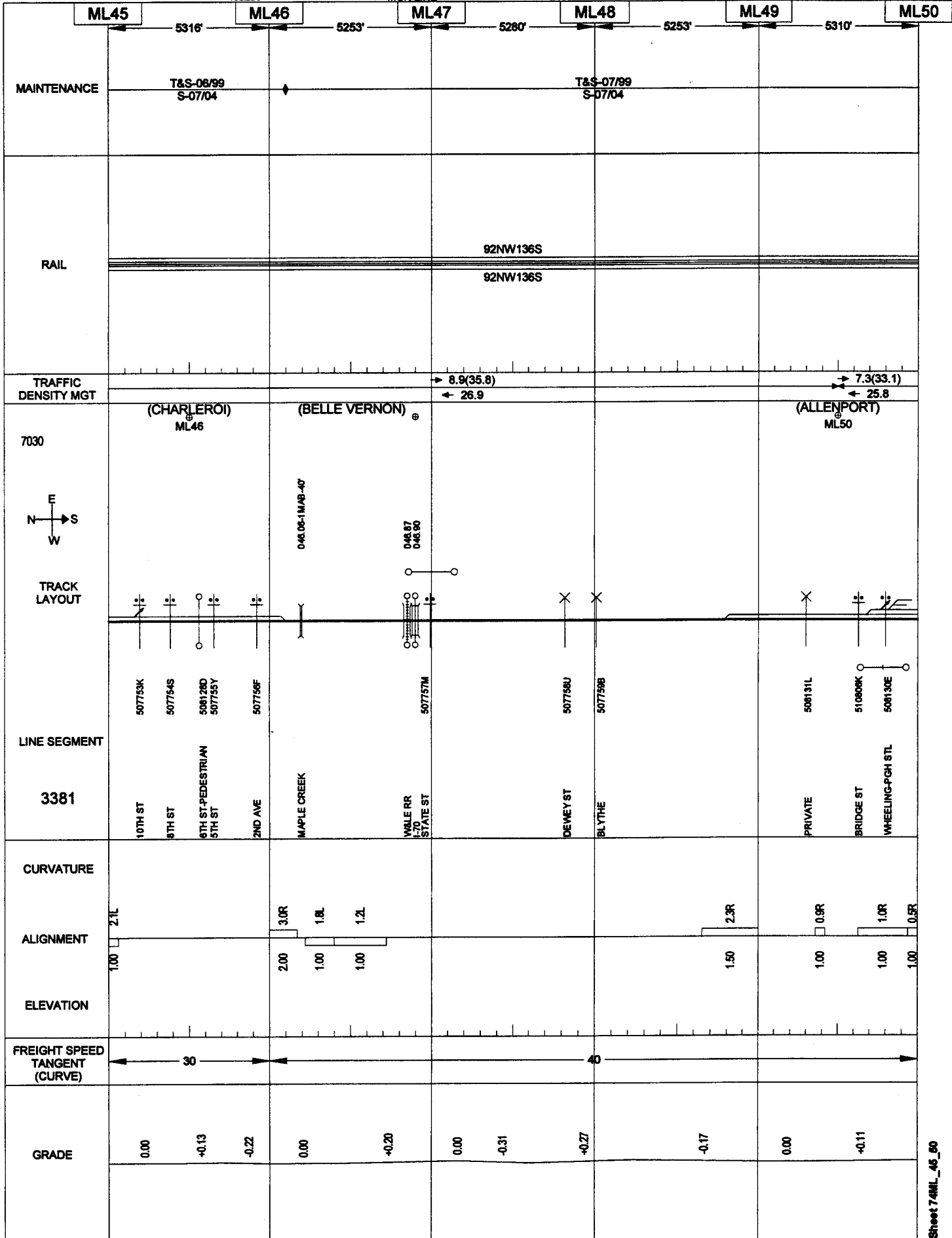


11/23/2004

255

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

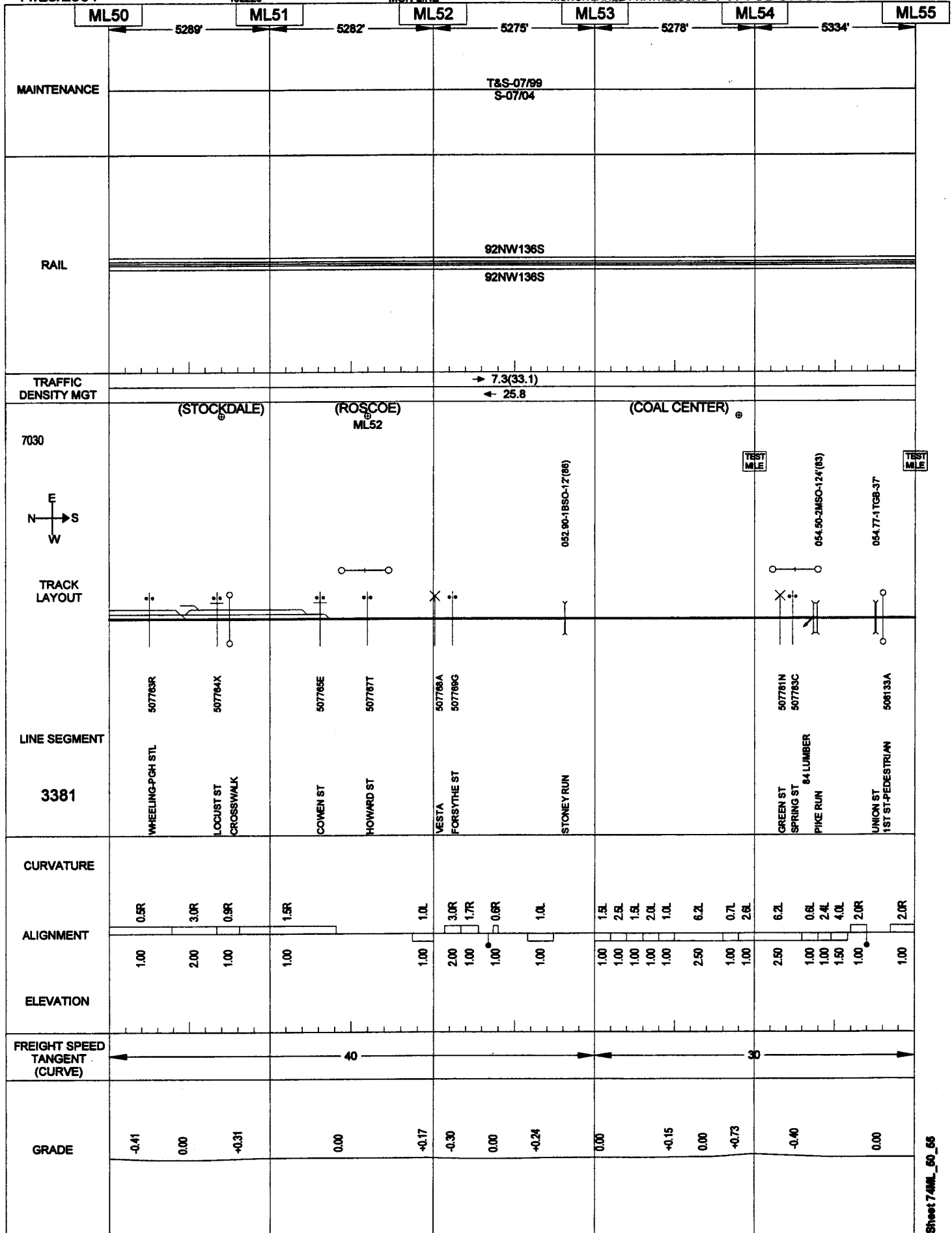


11/23/2004

256

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



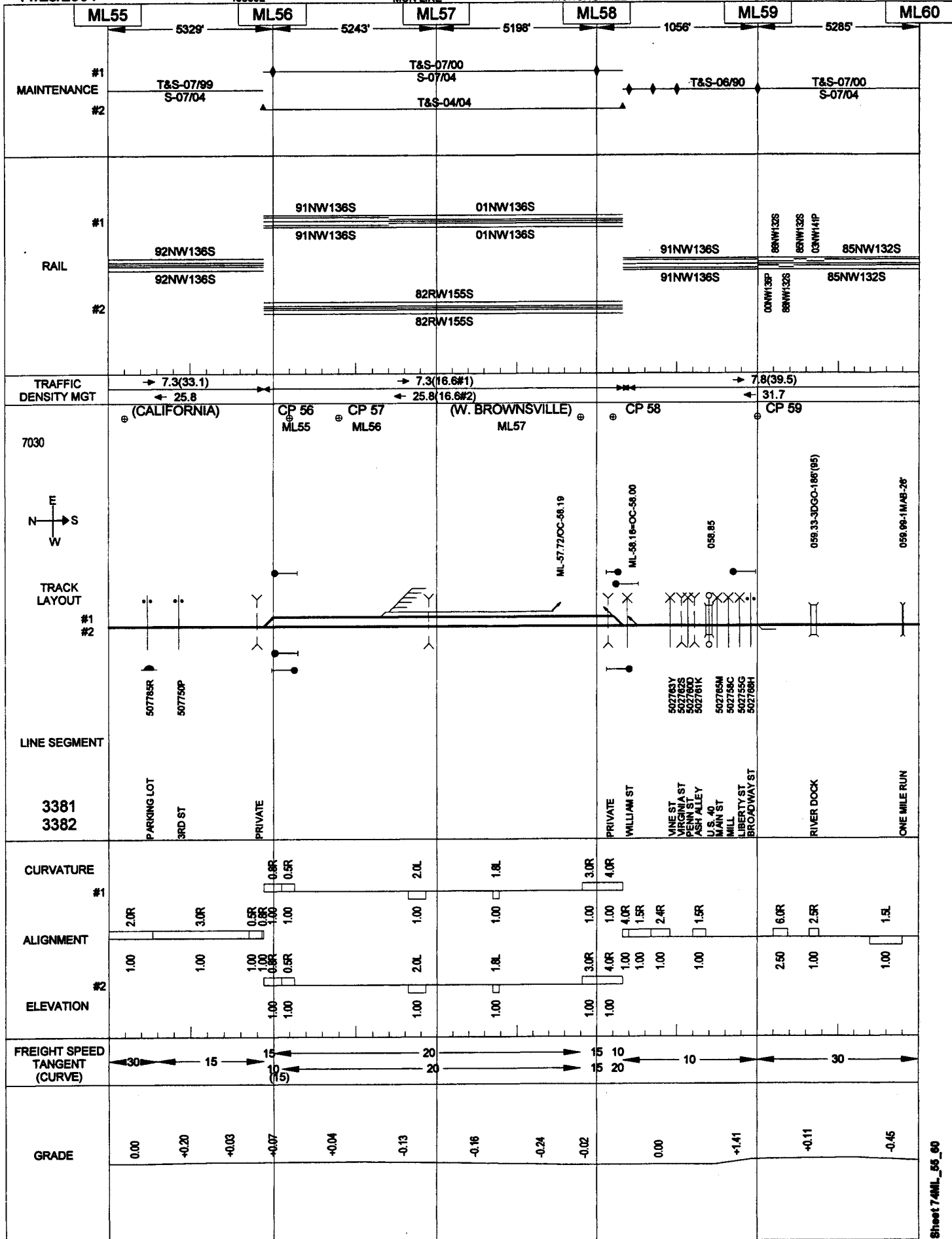
11/23/2004

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408002

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



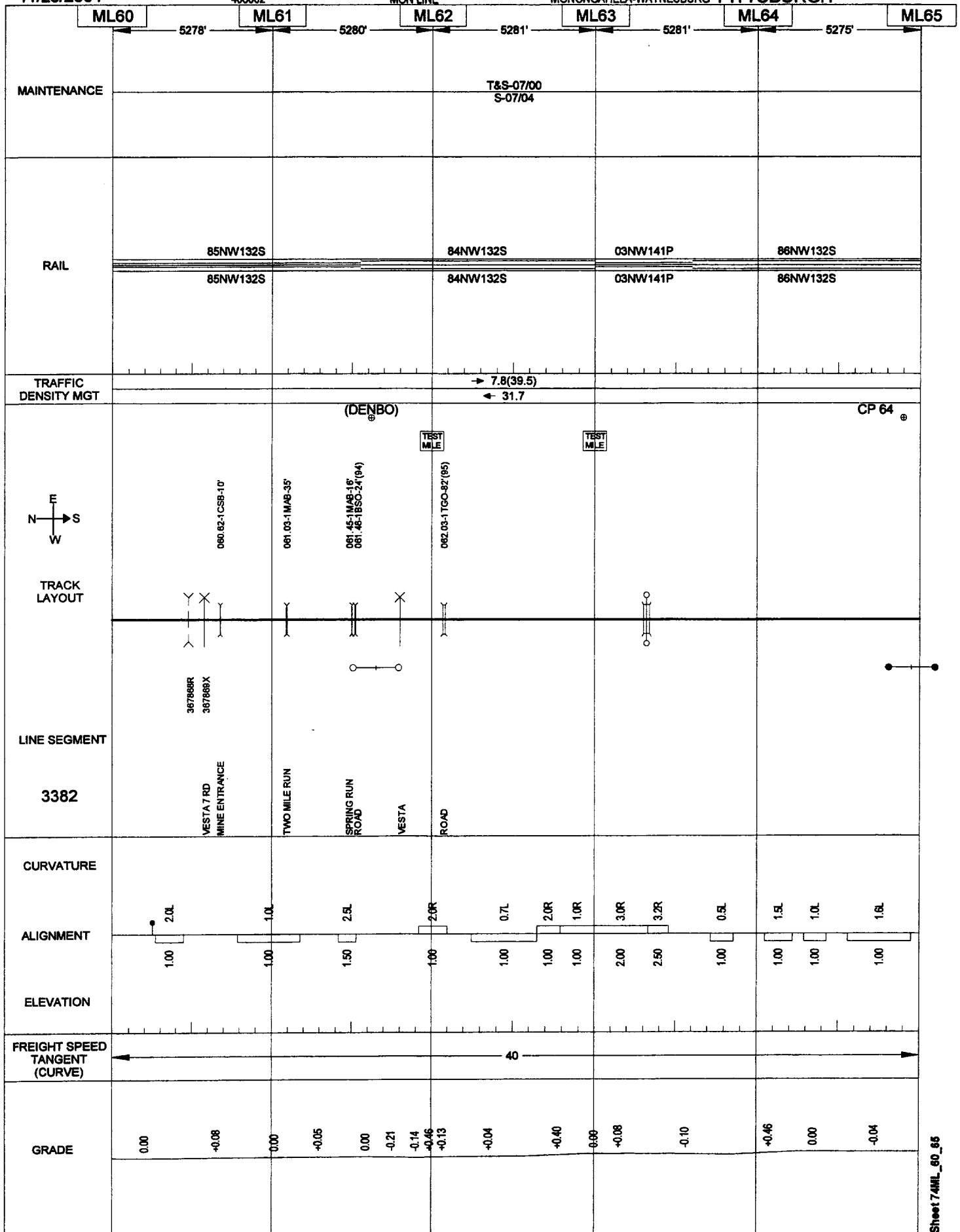
11/23/2004

408002

258

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

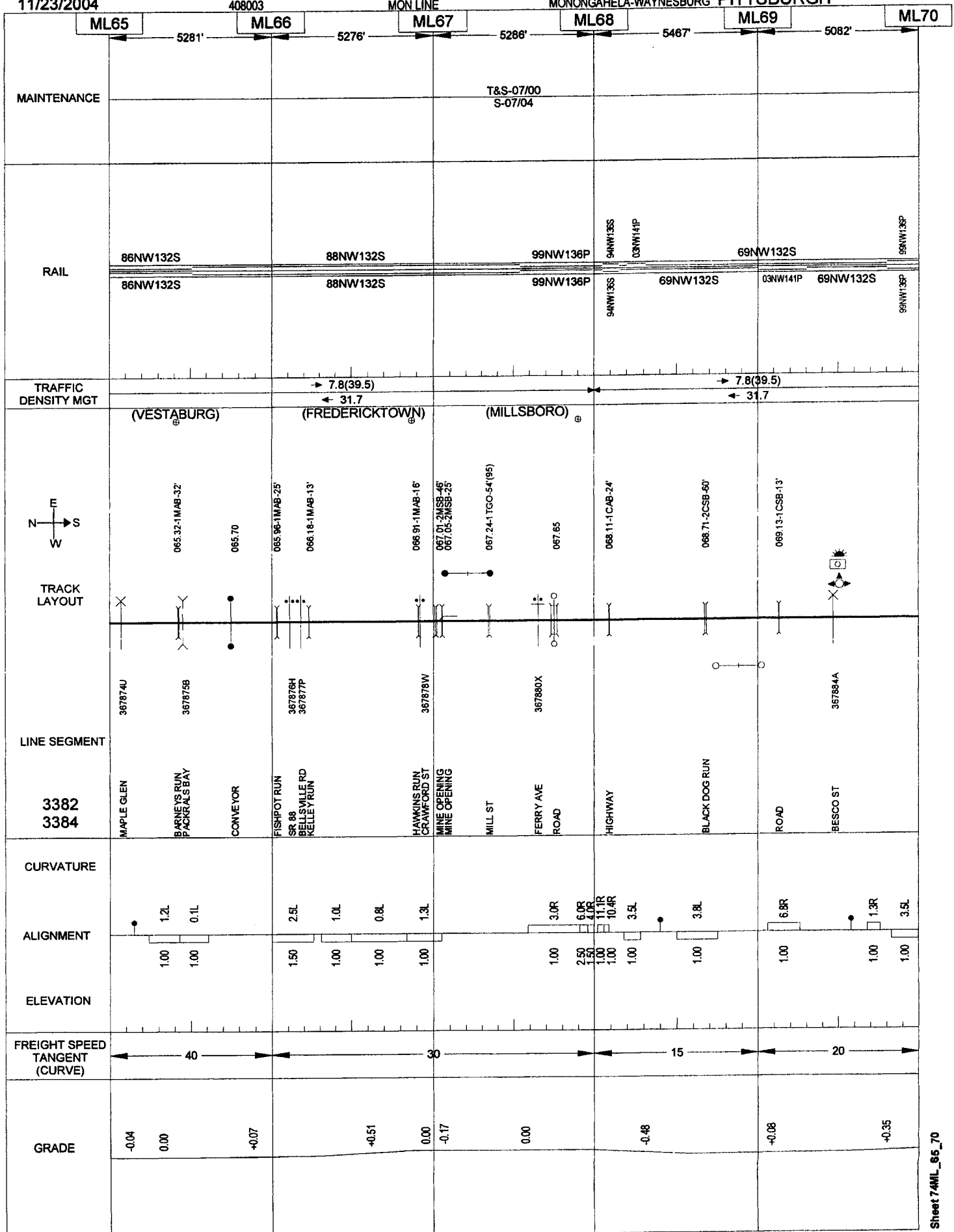


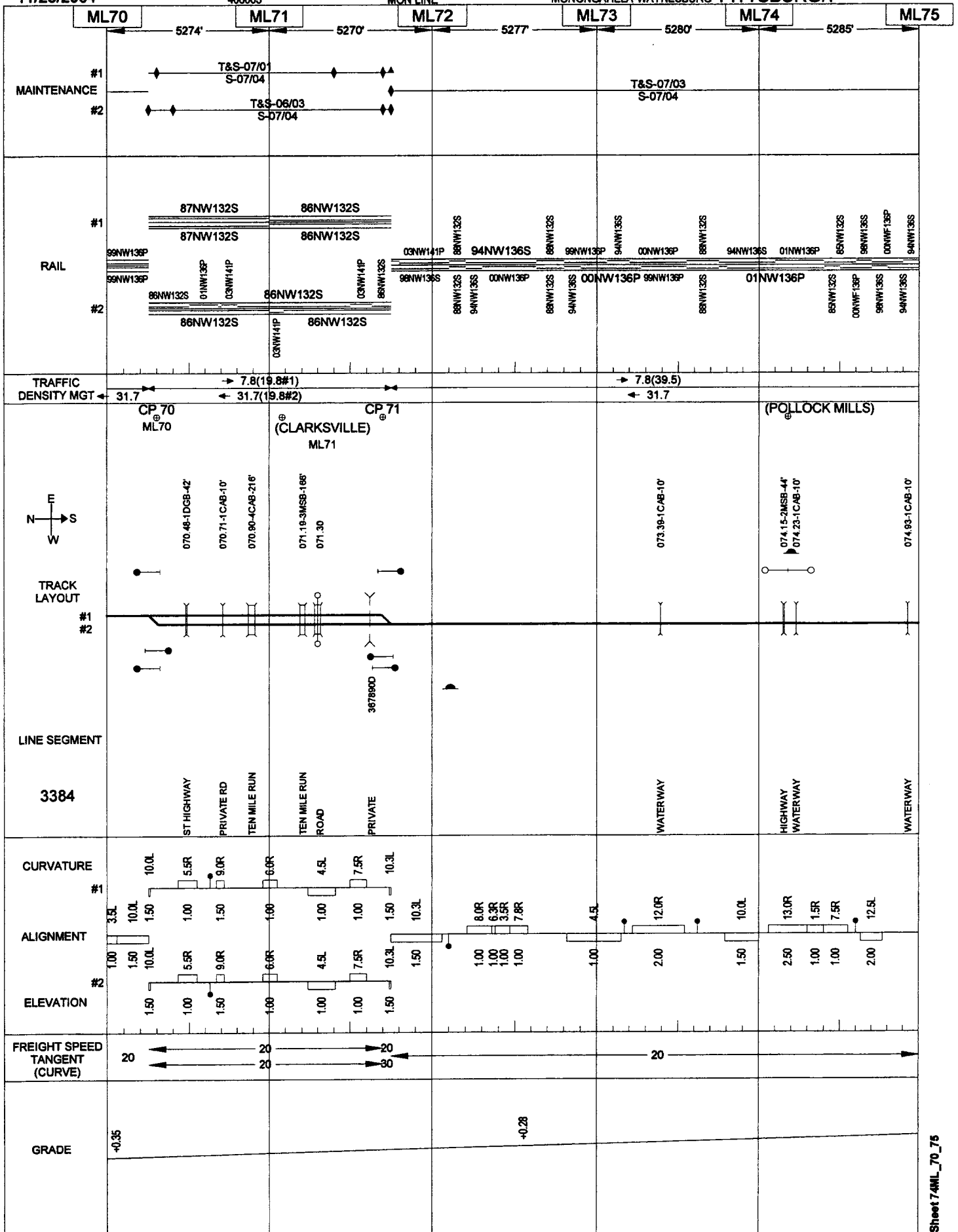
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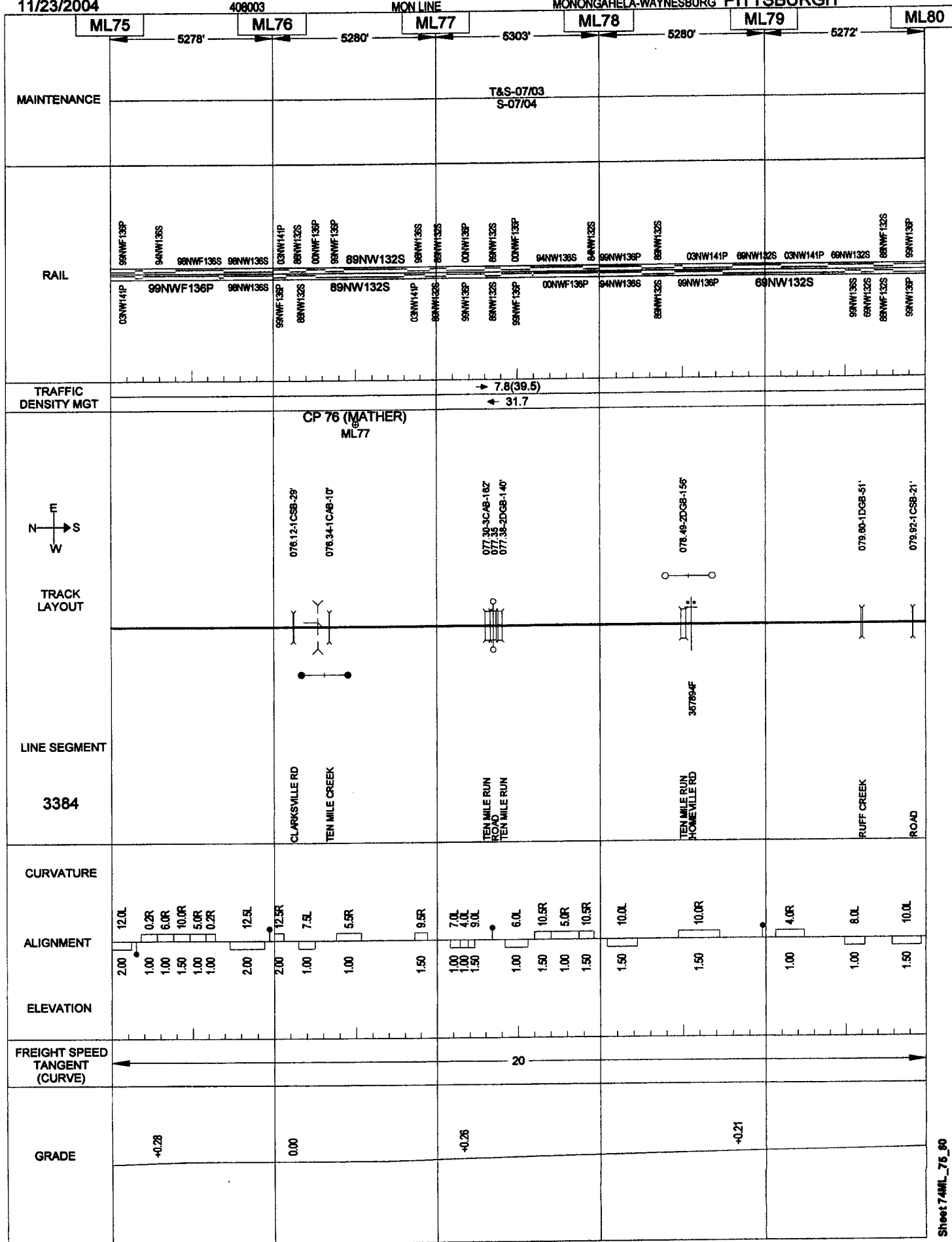
408003

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH





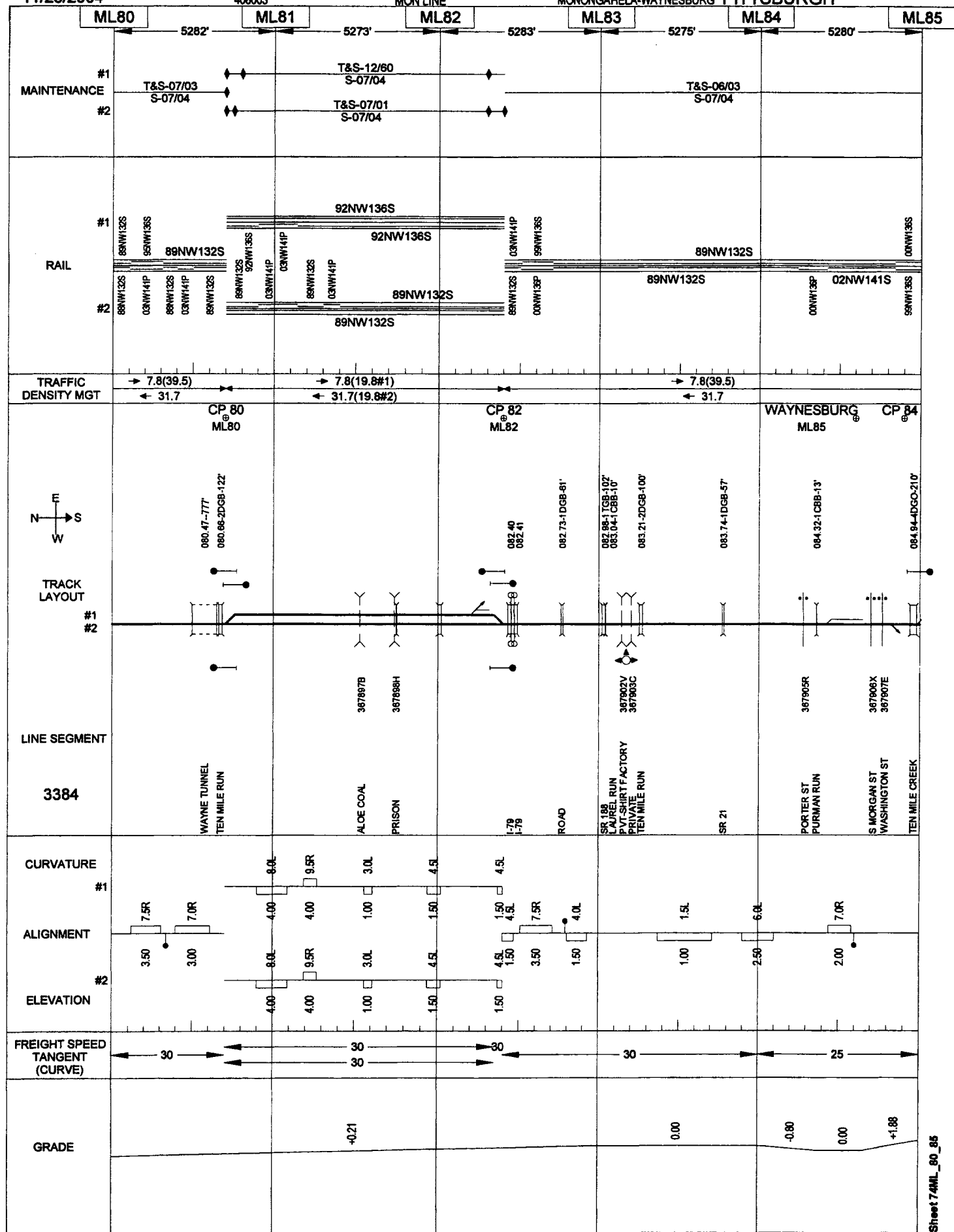


11/23/2004

262

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

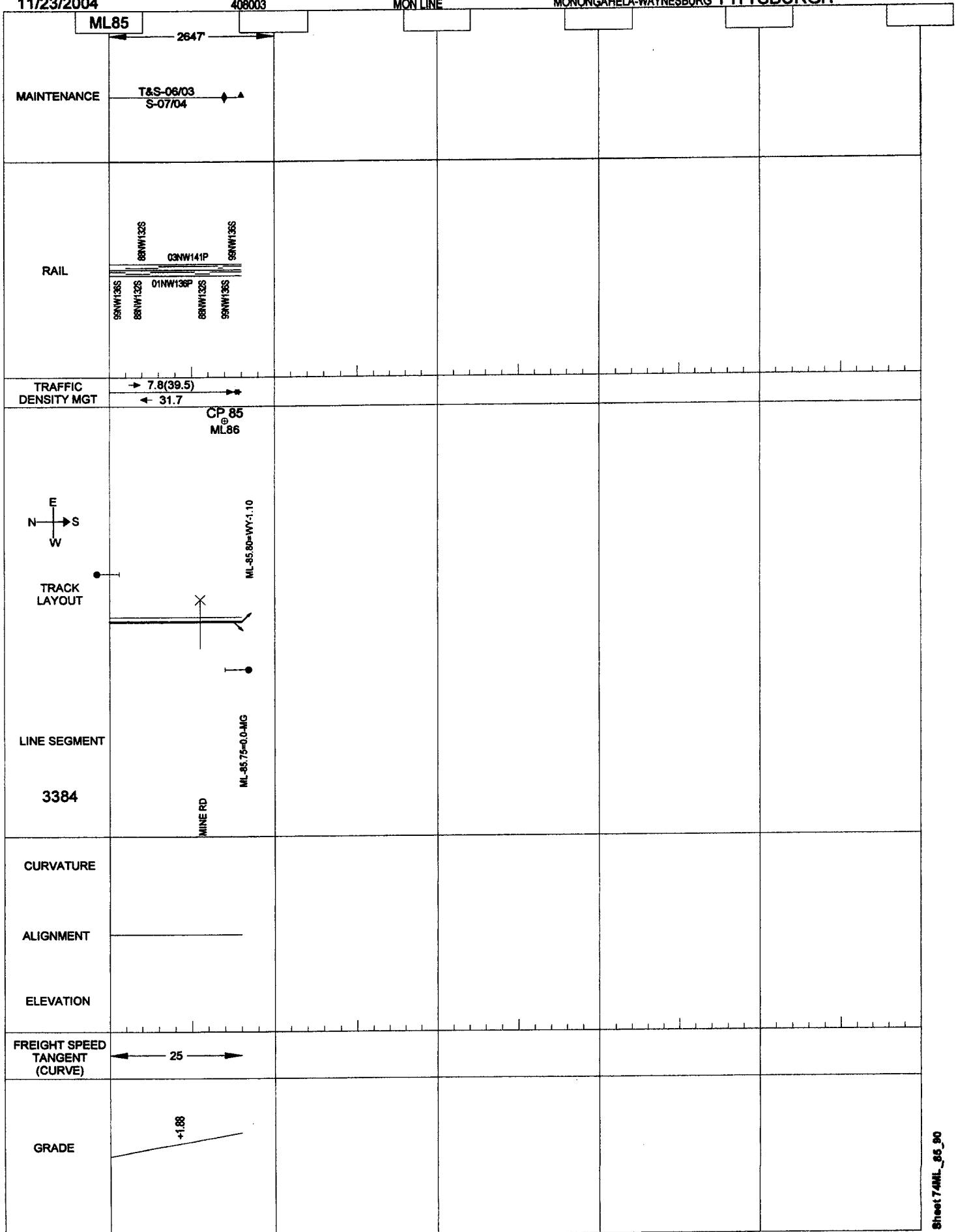


11/23/2004

408003

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



11/23/2004

408004

264

WAYNESBURG BR.

WAYNESBURG LACK

PITTSBURGH

WY2

WY3

WY4

WY5

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-08/00
S-07/04

RAIL

88NW132S 96RW131S 67NW115S 00NW136P 67NW115S 96RW131S 92NW136S 96RW131S 67NW115S 01NW138P 67NW115S 94NW132S
88NW132S 96RW131S 67NW115S 92NW136S 94NW132S 67NW115S 96RW131S 92NW136S 96RW131S 67NW115S 94NW132S

TRAFFIC
DENSITY MGT

1.9(9.1)
7.2

CP 85

EVE

E
N
W
S

TRACK
LAYOUT

WY-1.10-ML-35.80

003.28-80GO-337(87)
003.56-50GO-280(92)

387909T

387912B

387913H

LINE SEGMENT

3363

PVT-GAS COMPANY

LR 30090
PRIVATE

TEN MILE CREEK

HEATH

E CLIFF FARM

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.08

+0.11

-0.16

-0.50

+0.11

+0.77

+0.40

Sheet 74WY_0_5

265

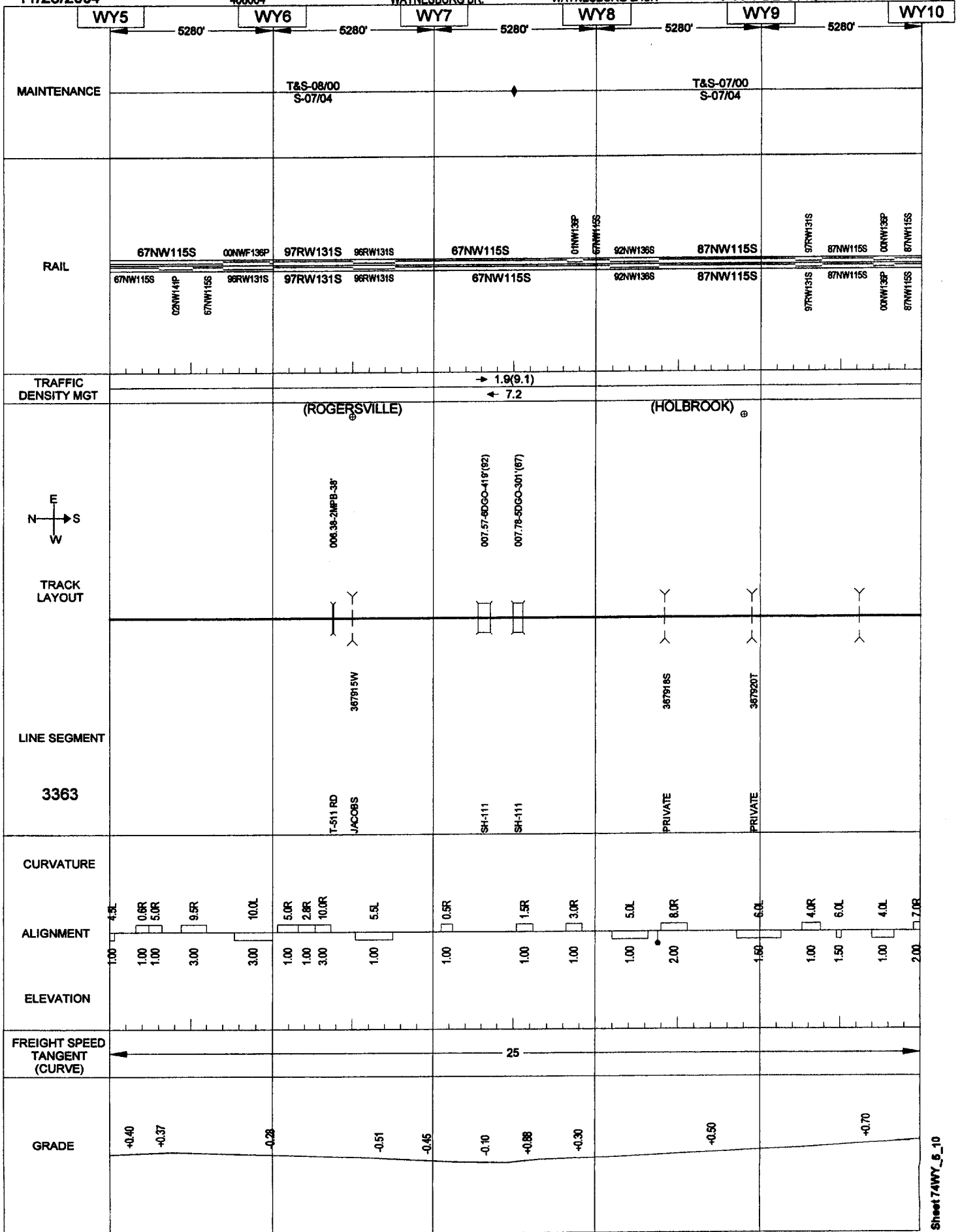
11/23/2004

408004

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH



11/23/2004

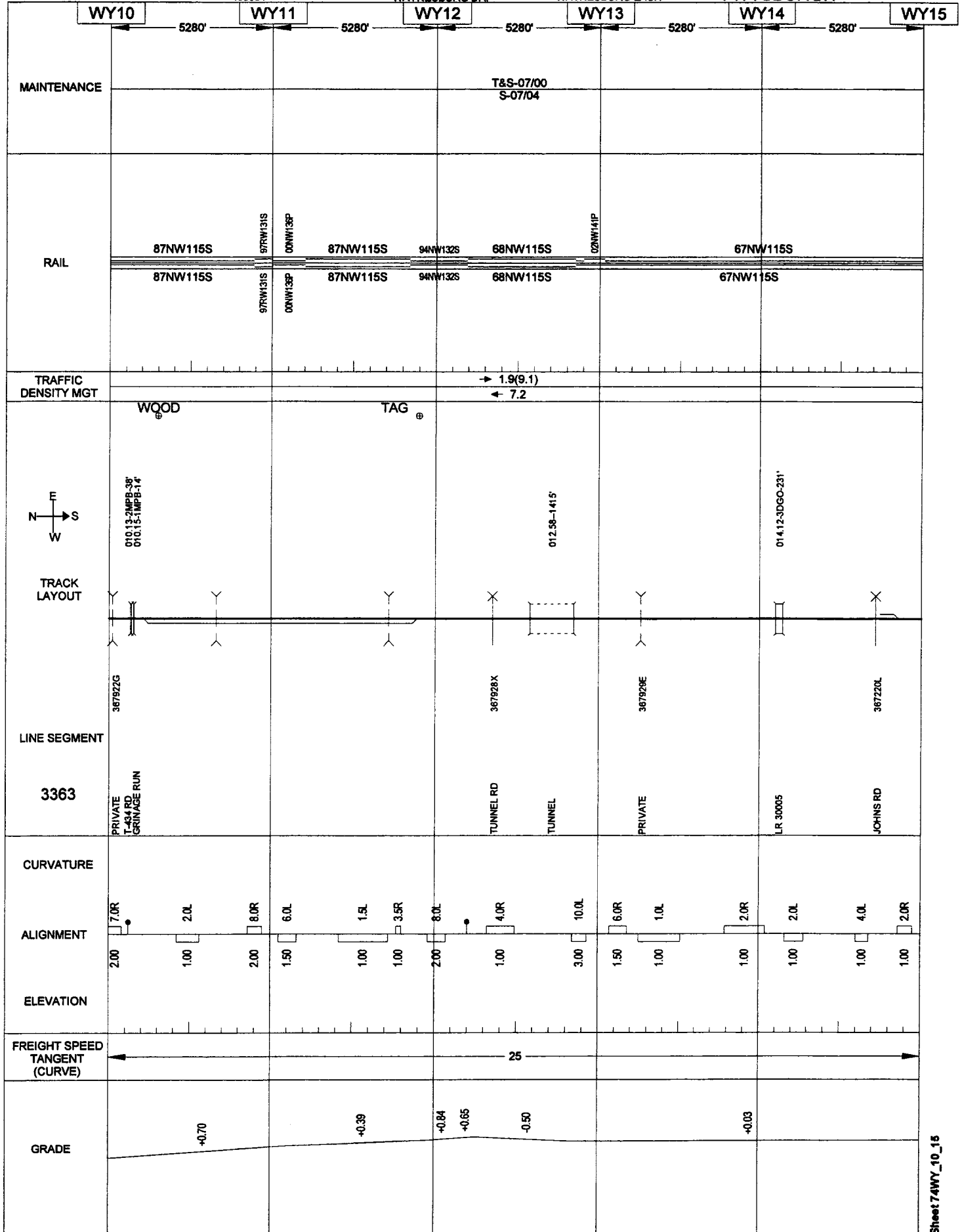
266

408004

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH



WY20

WY20

- 5280-

GRADE

1000

2017

(SHAMROCK)

016.58-4DGO-258'

PRIVATE

019.68.3DGO-231'

00

030

- 25 -

+0.03

11/23/2004

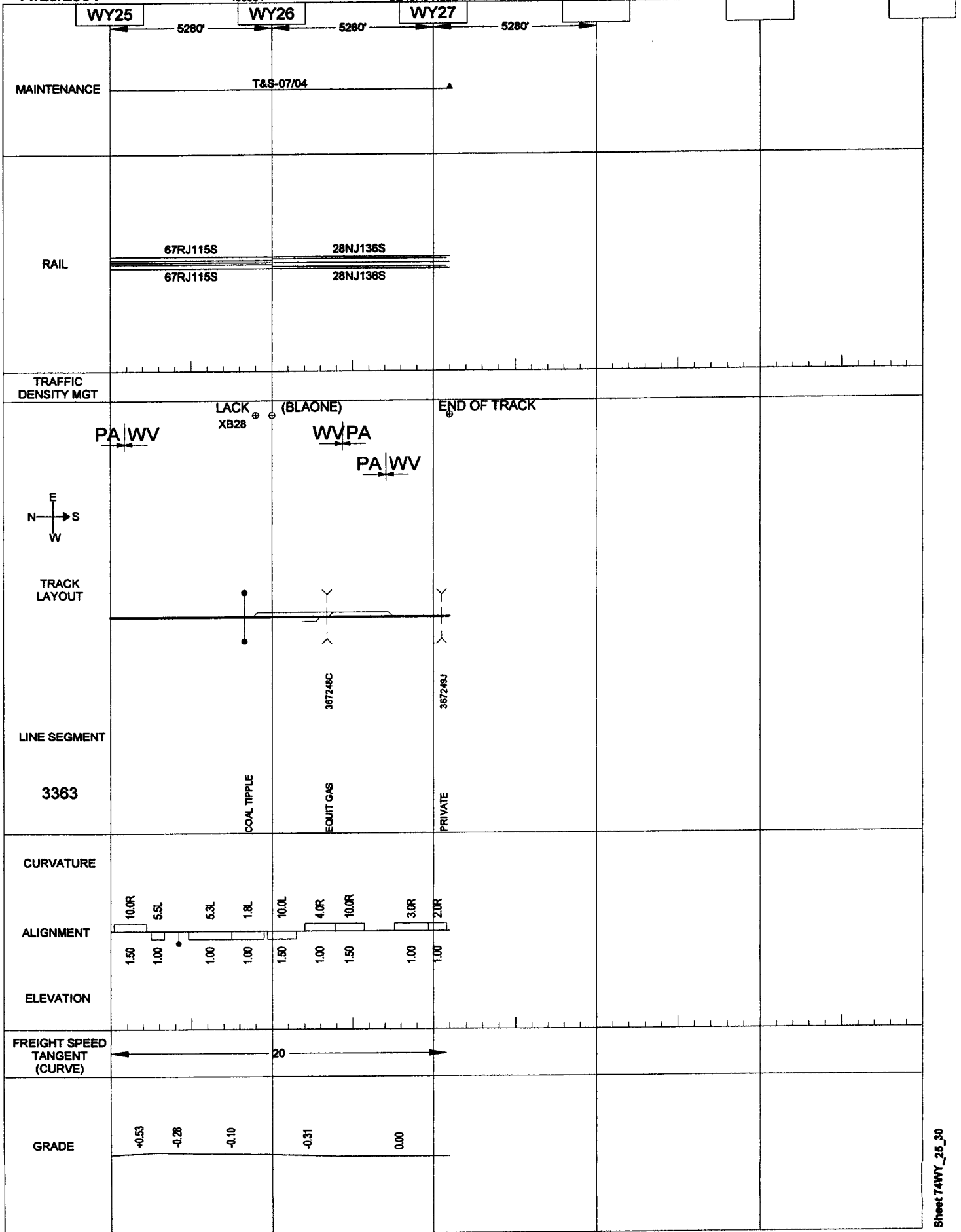
408004

269

BLACKSVILLE I.T.

LACK-END

PITTSBURGH



270

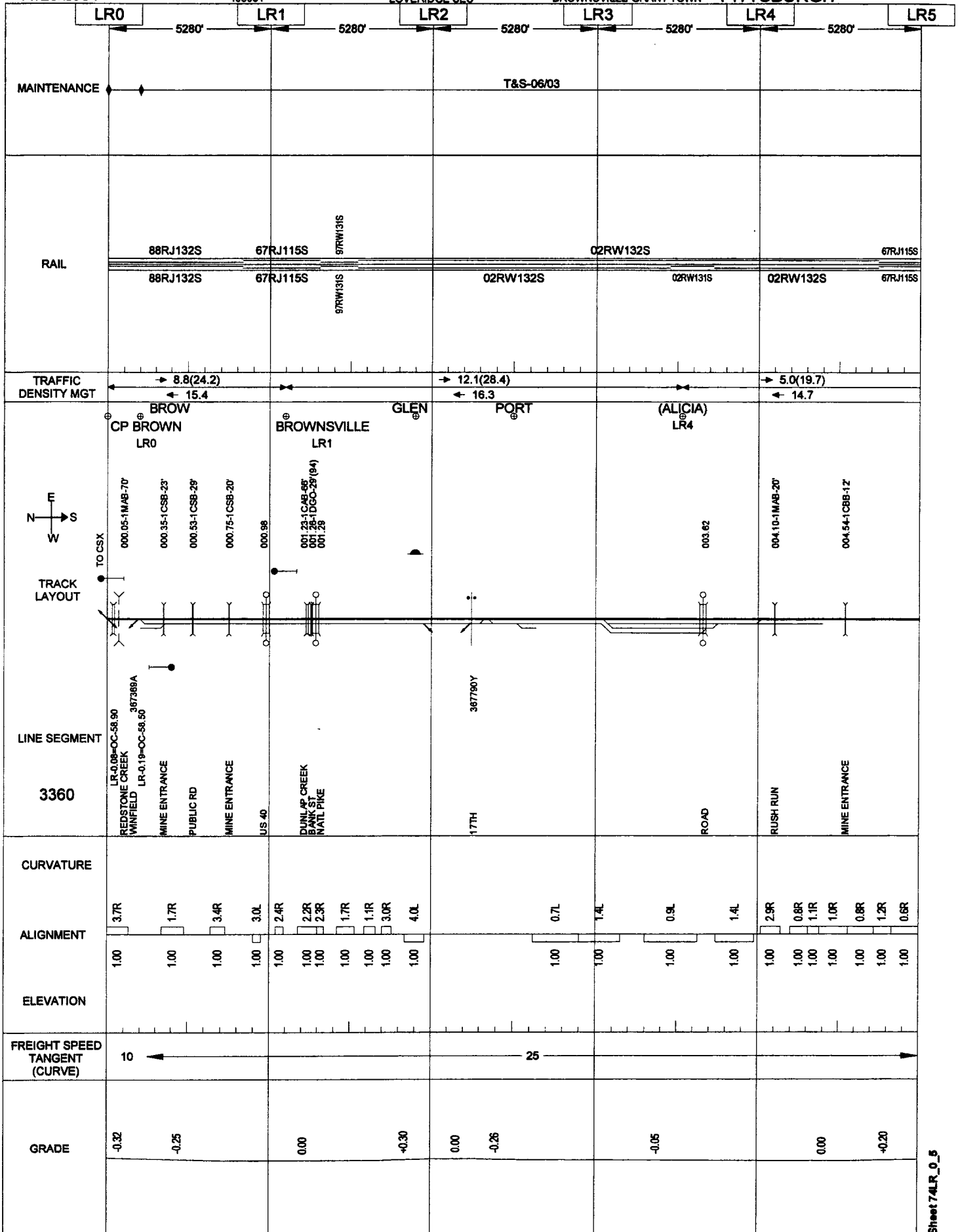
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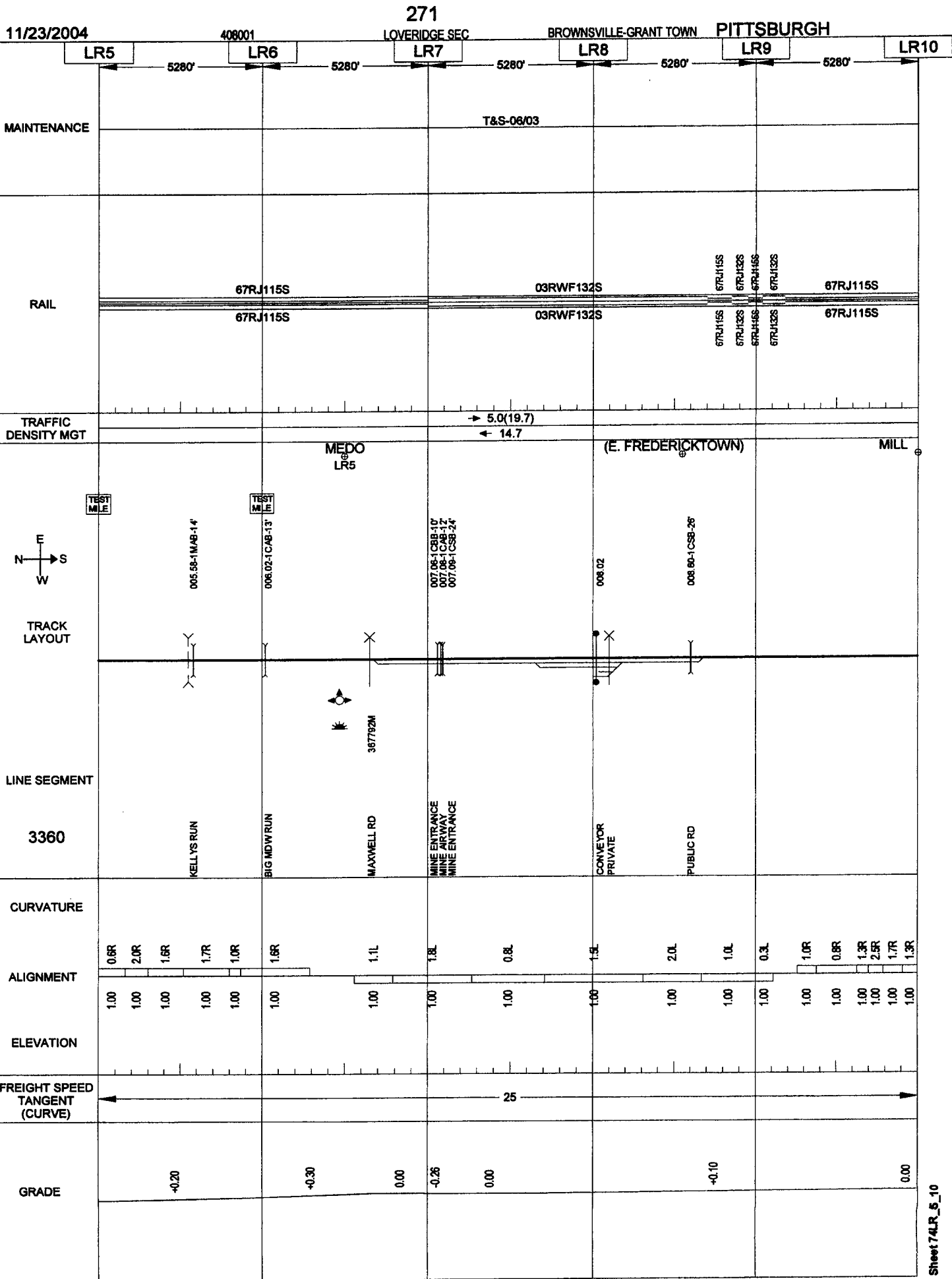
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LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH





11/23/2004

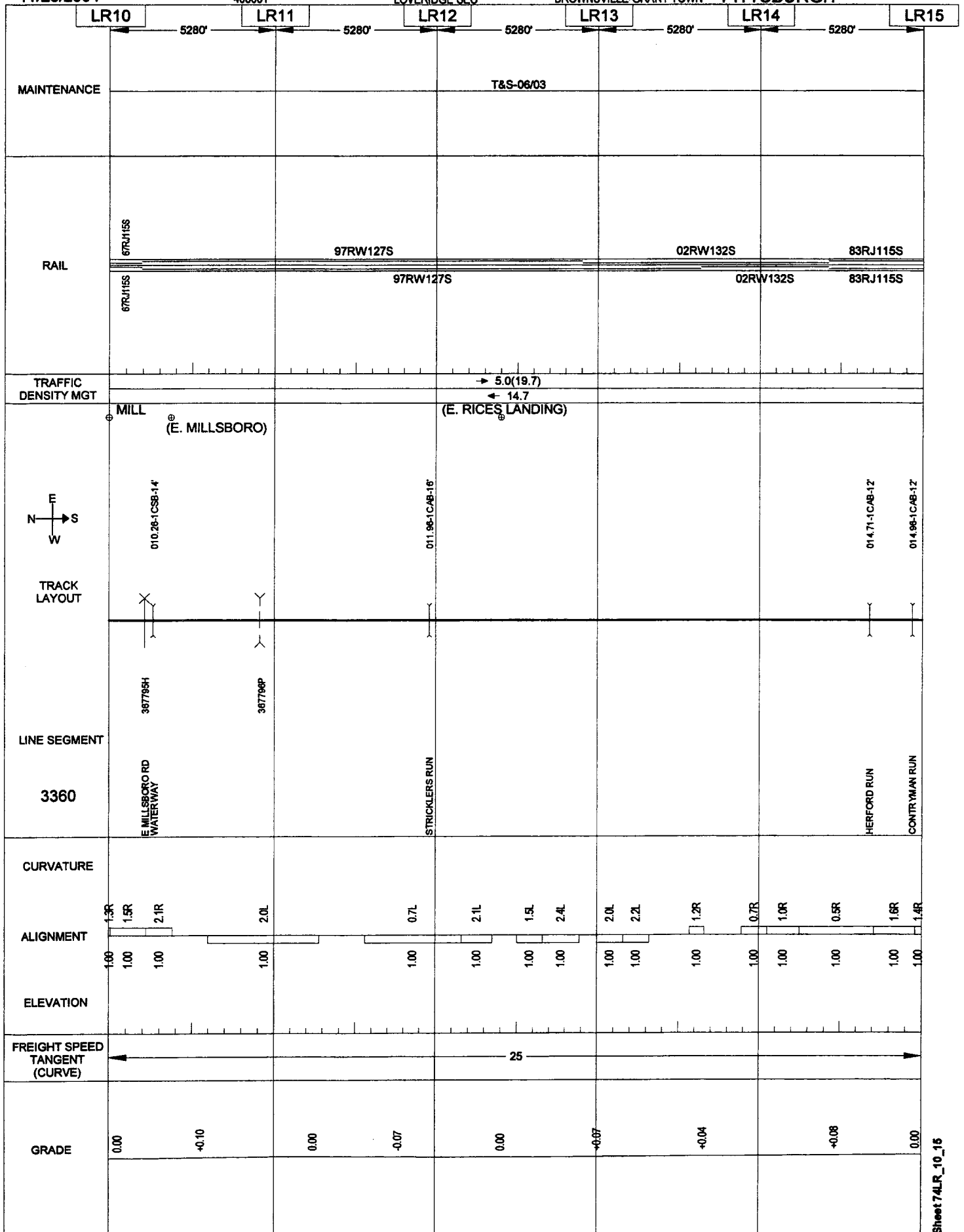
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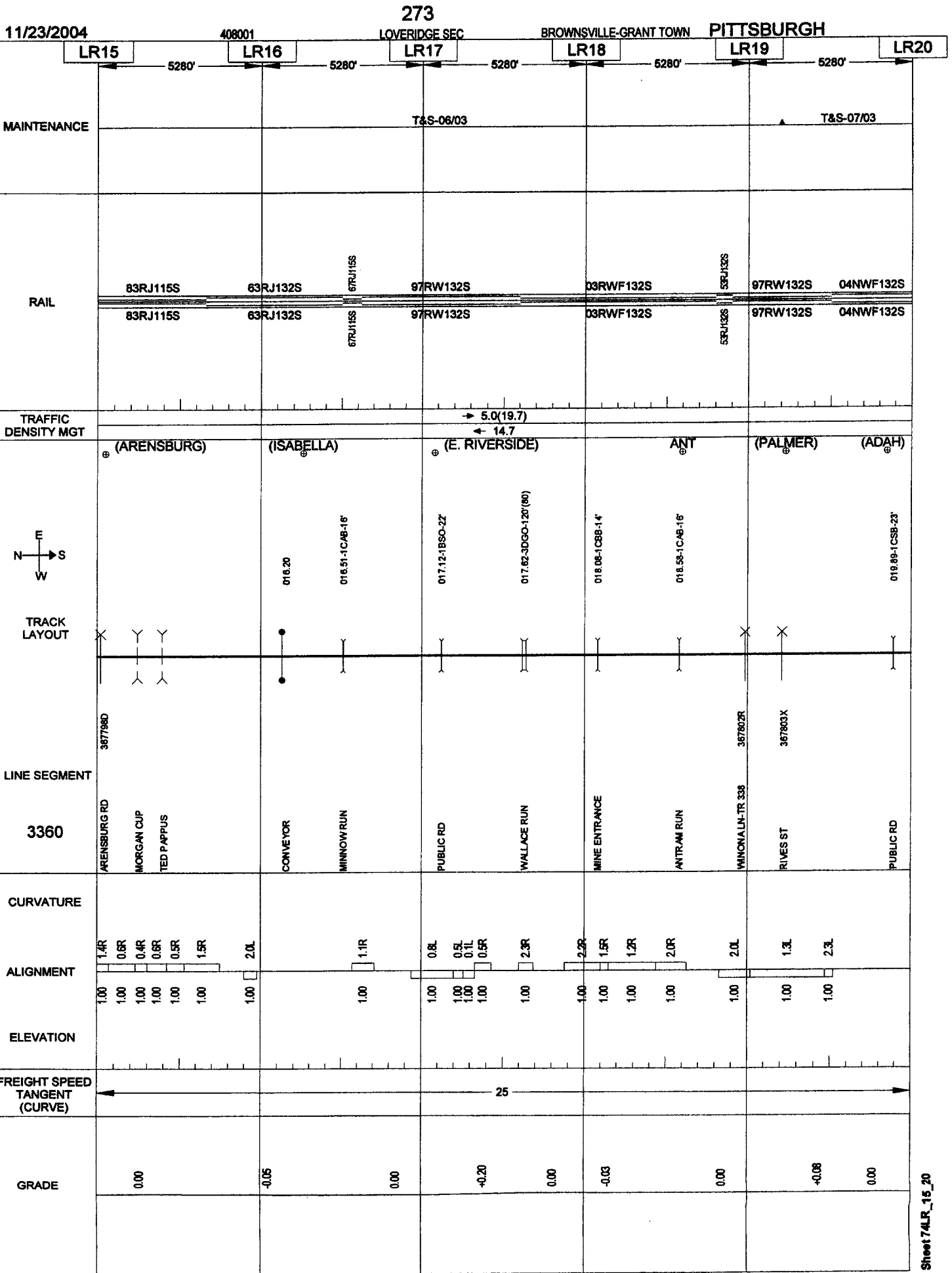
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LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH





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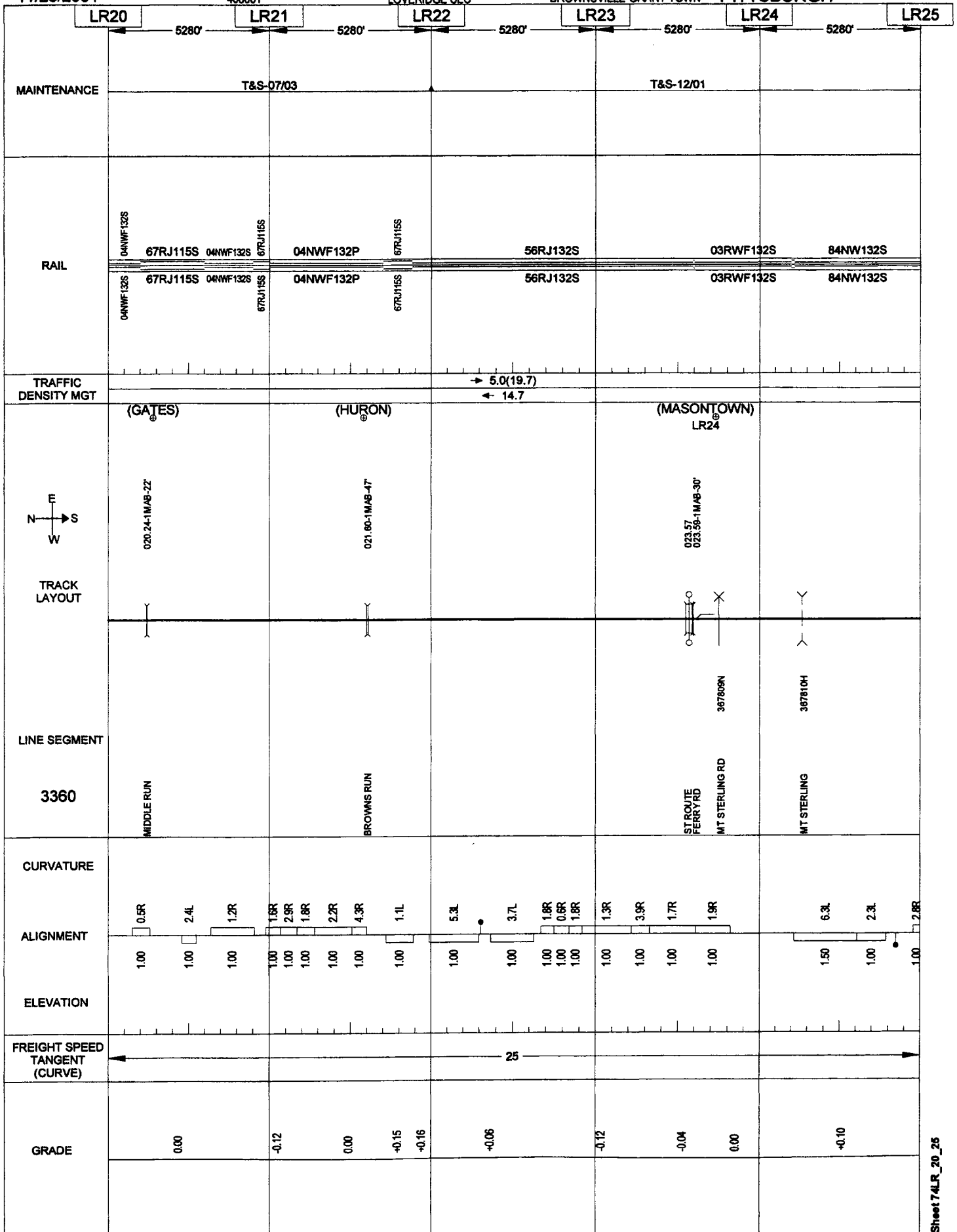
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408001

LOVERIDGE SEC

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PITTSBURGH



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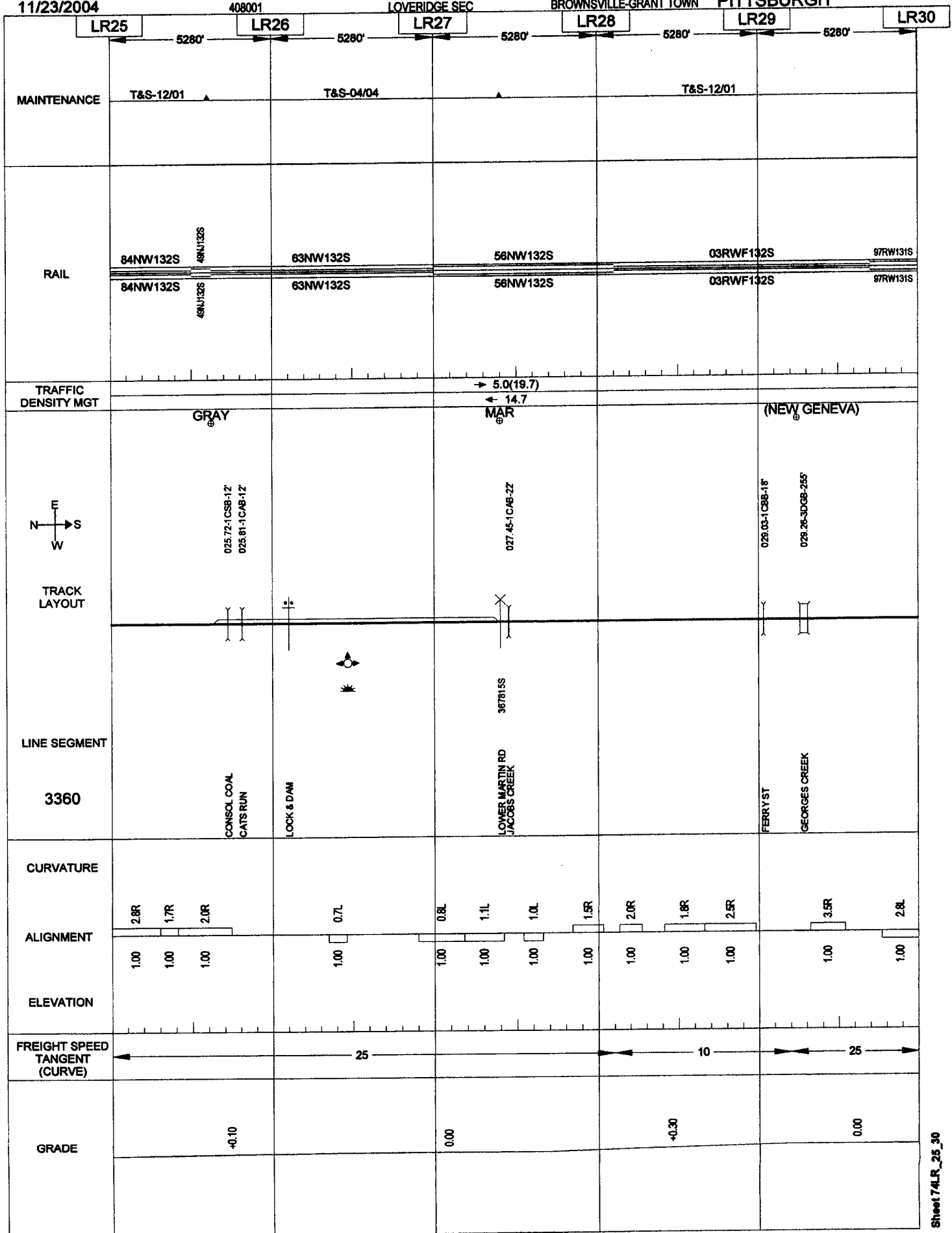
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275

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



11/23/2004

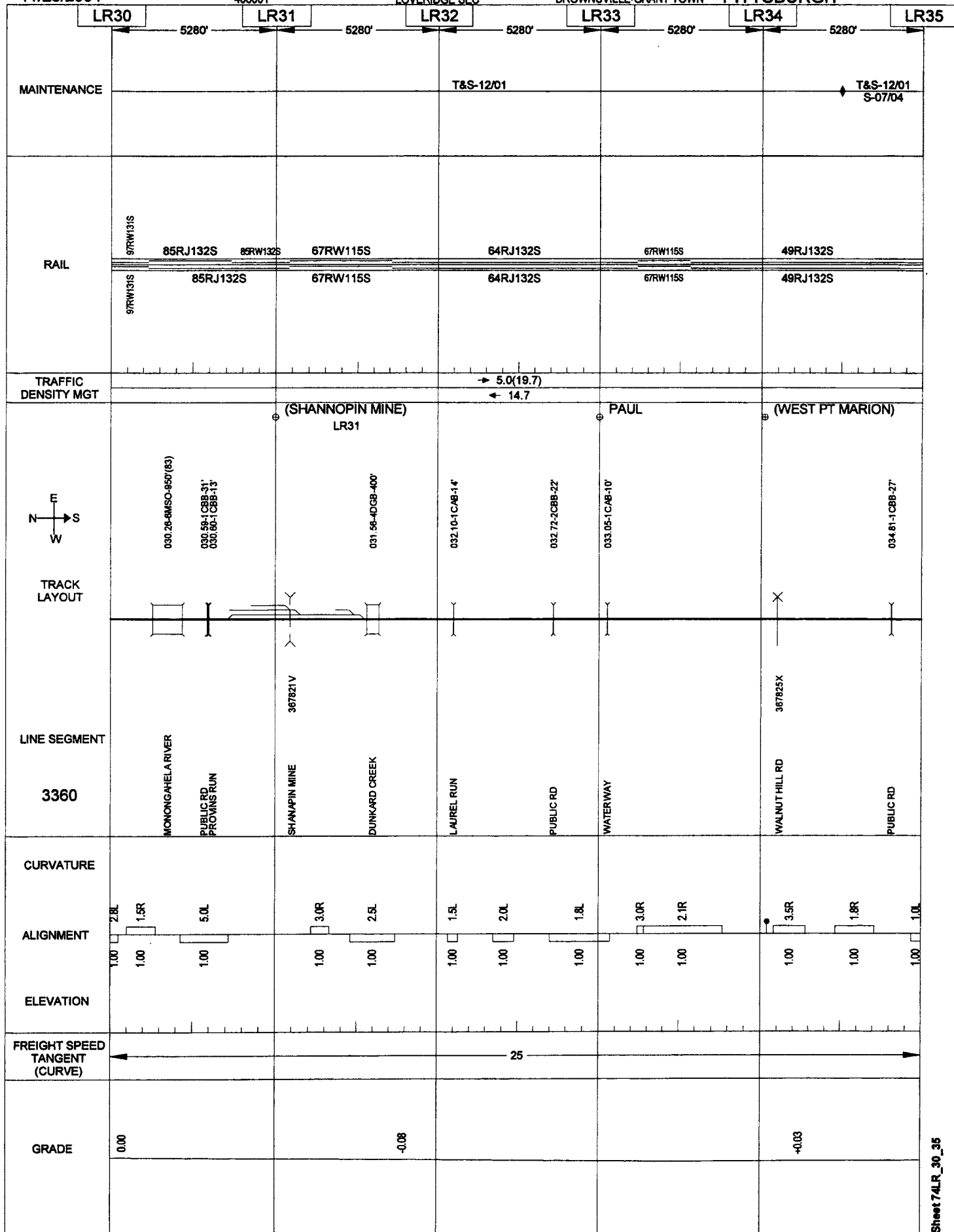
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276

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



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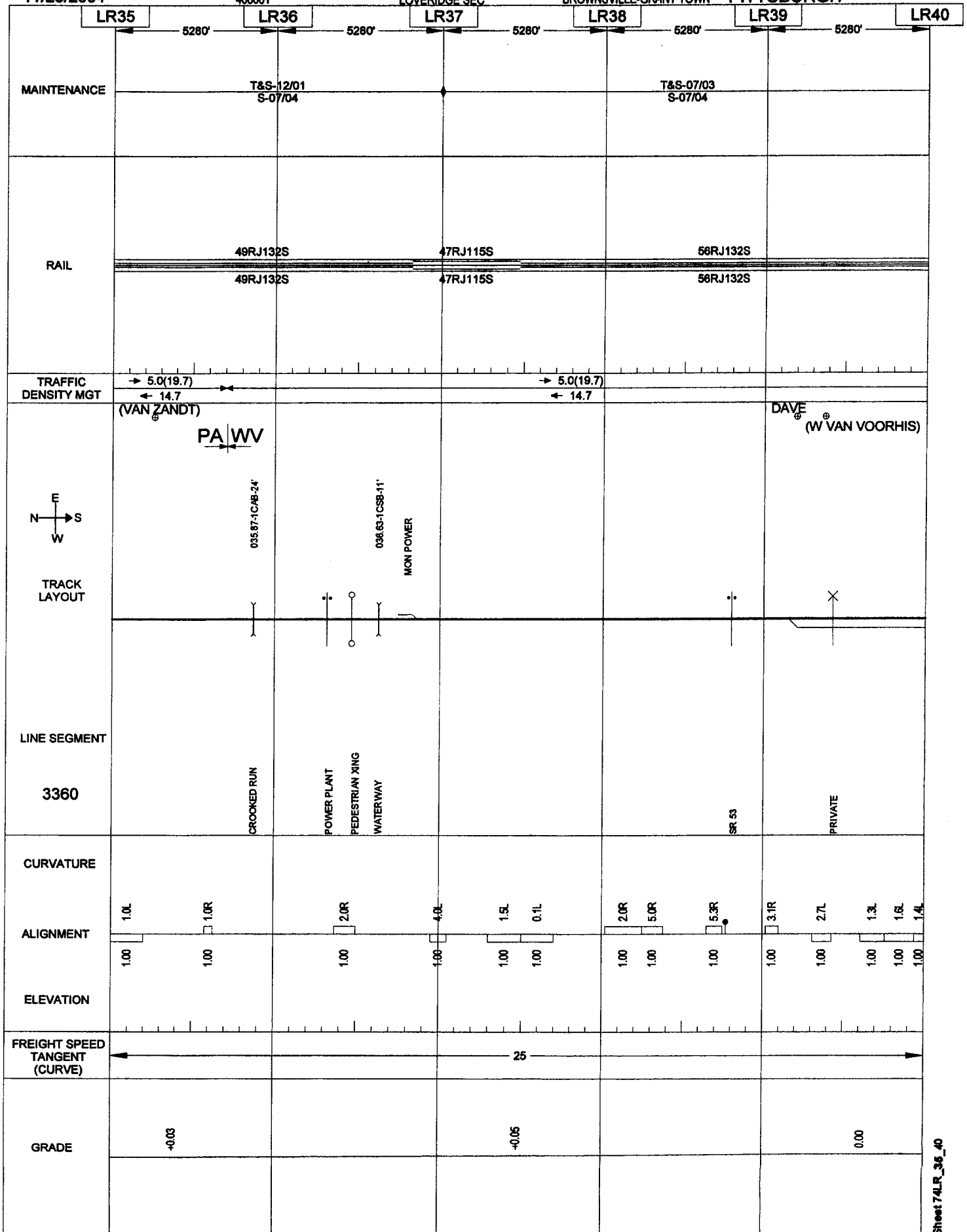
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408001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



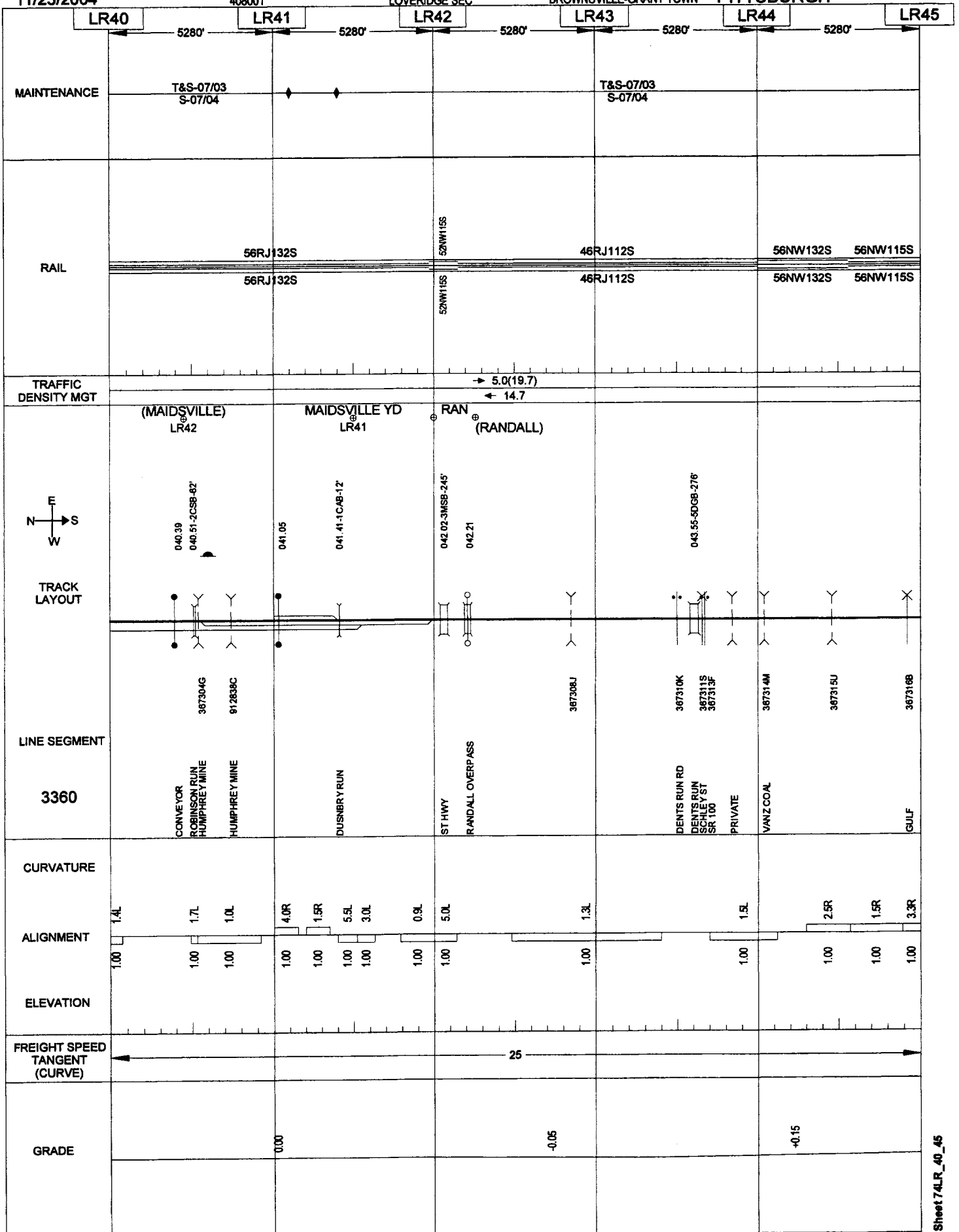
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LOVERIDGE SEC

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PITTSBURGH



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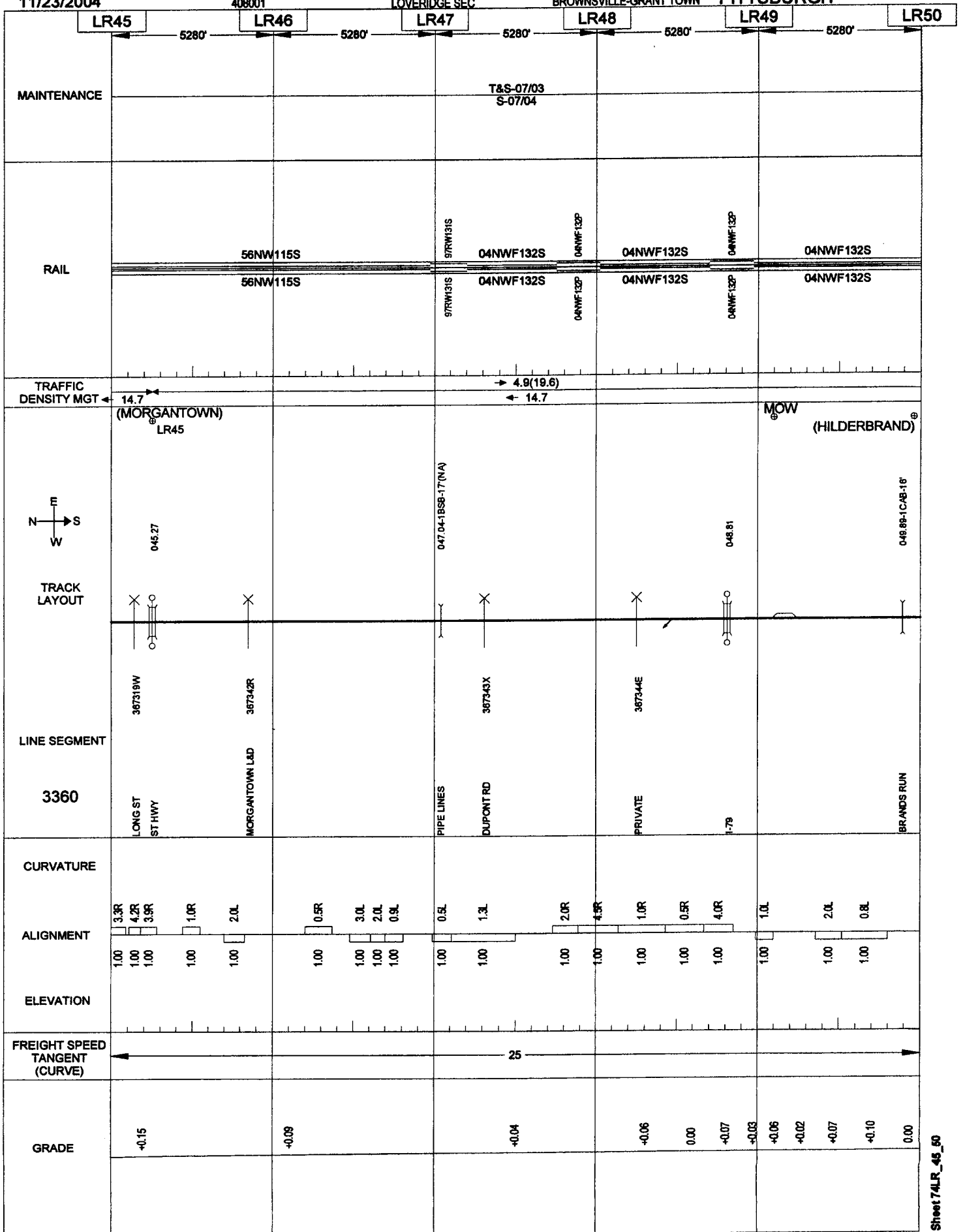
408001

279

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PITTSBURGH



11/23/2004

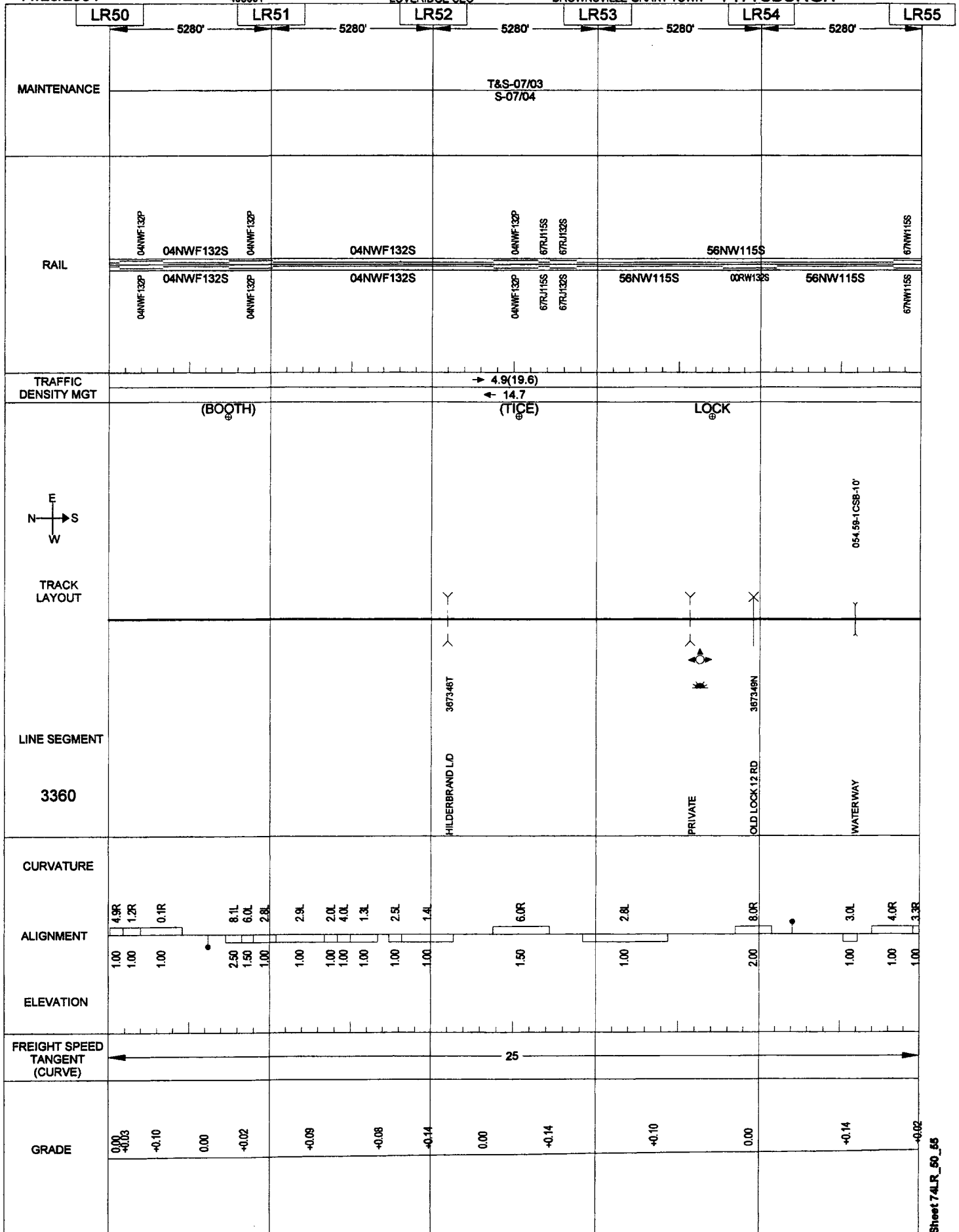
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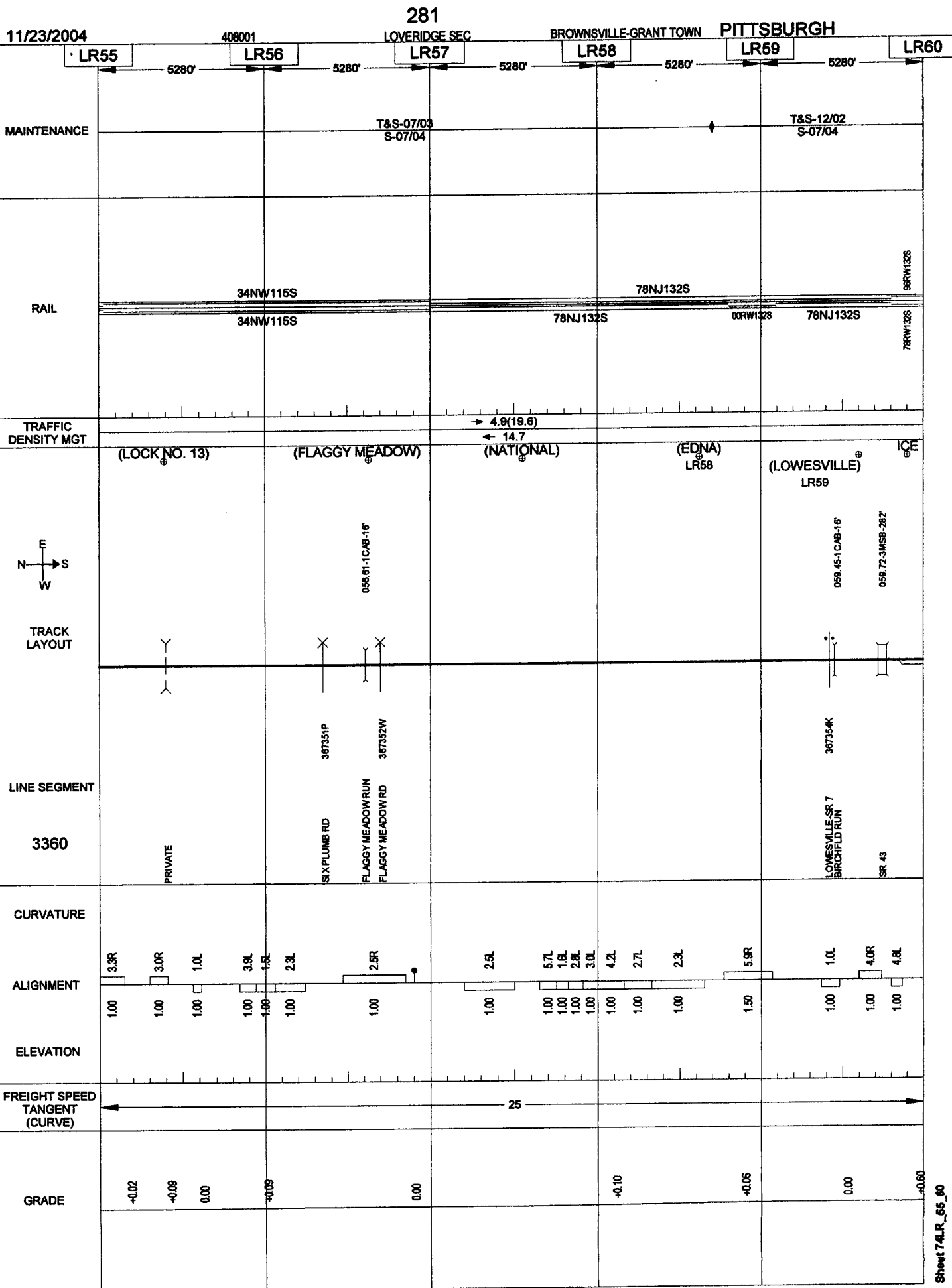
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LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH





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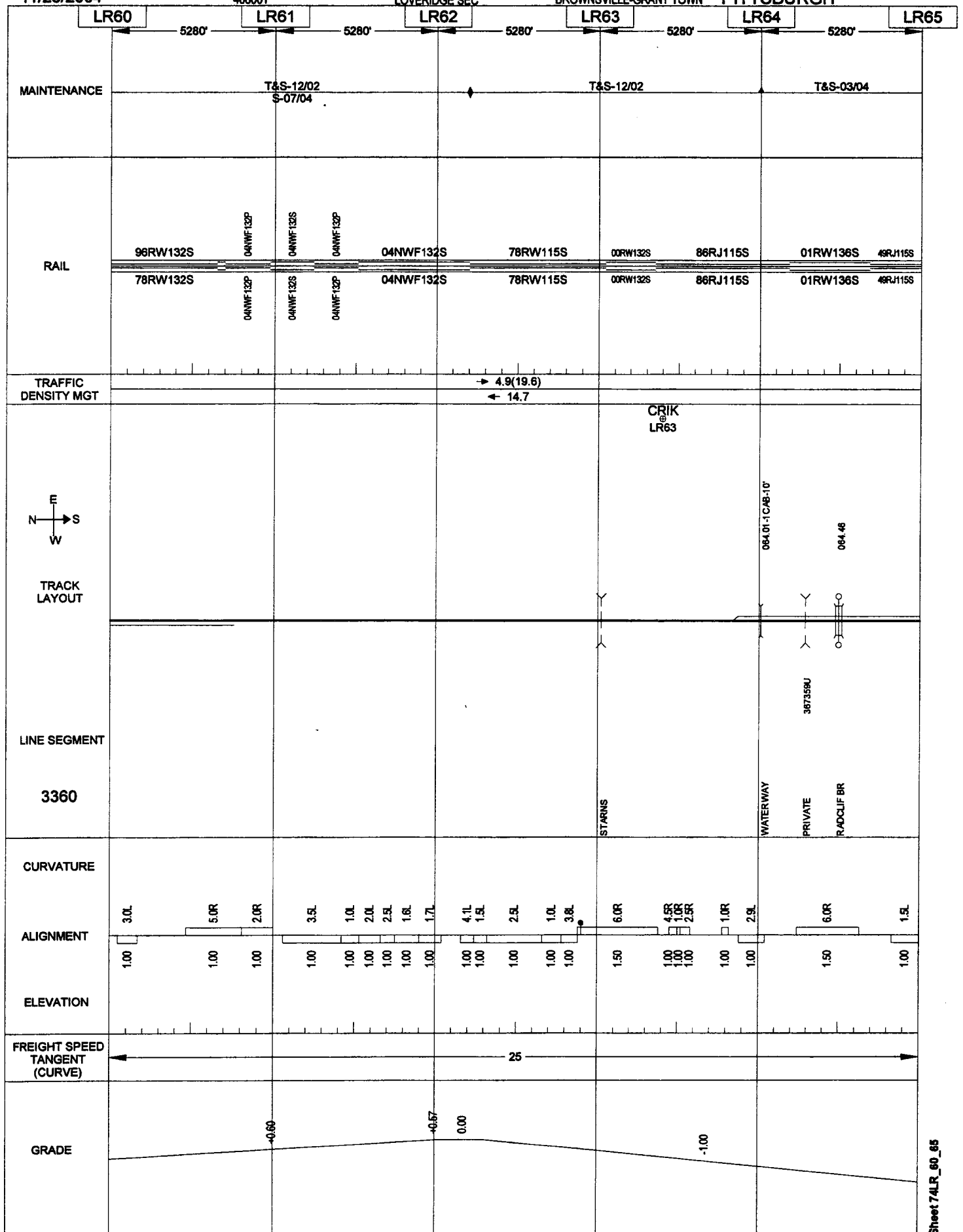
408001

282

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



11/23/2004

408001

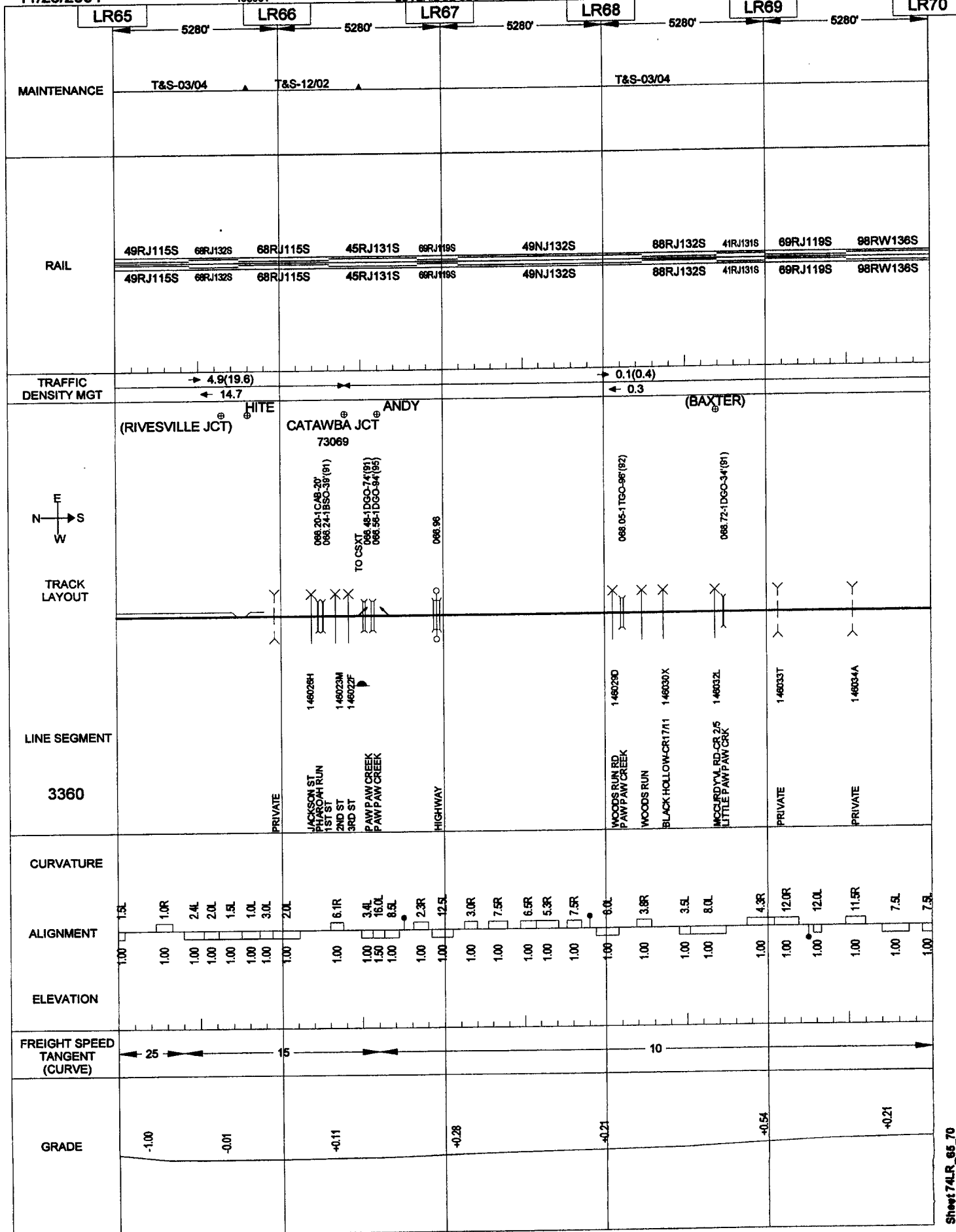
283

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH

LR70



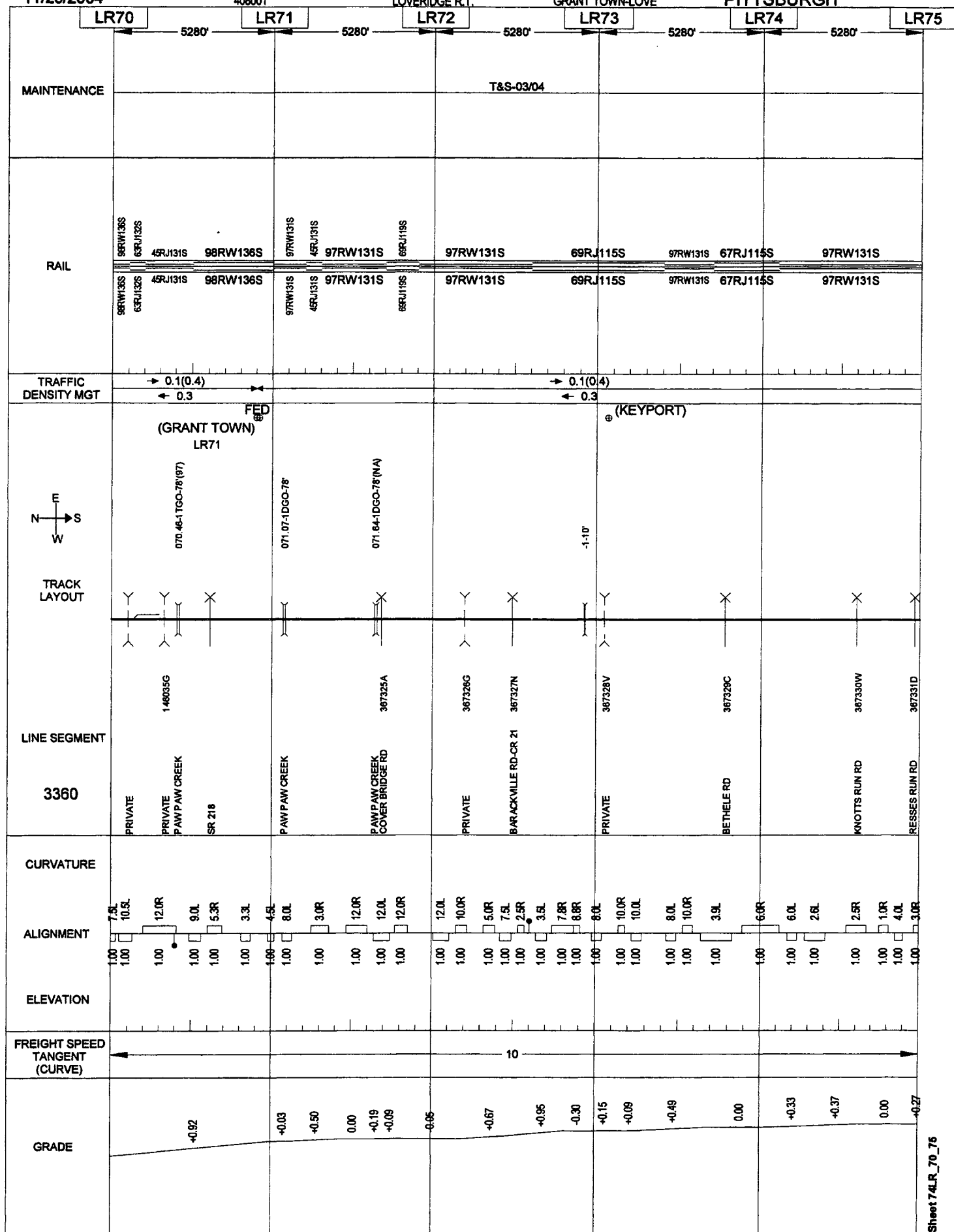
11/23/2004

284

LOVERIDGE R.T.

GRANT TOWN-LOVE

PITTSBURGH



11/23/2004

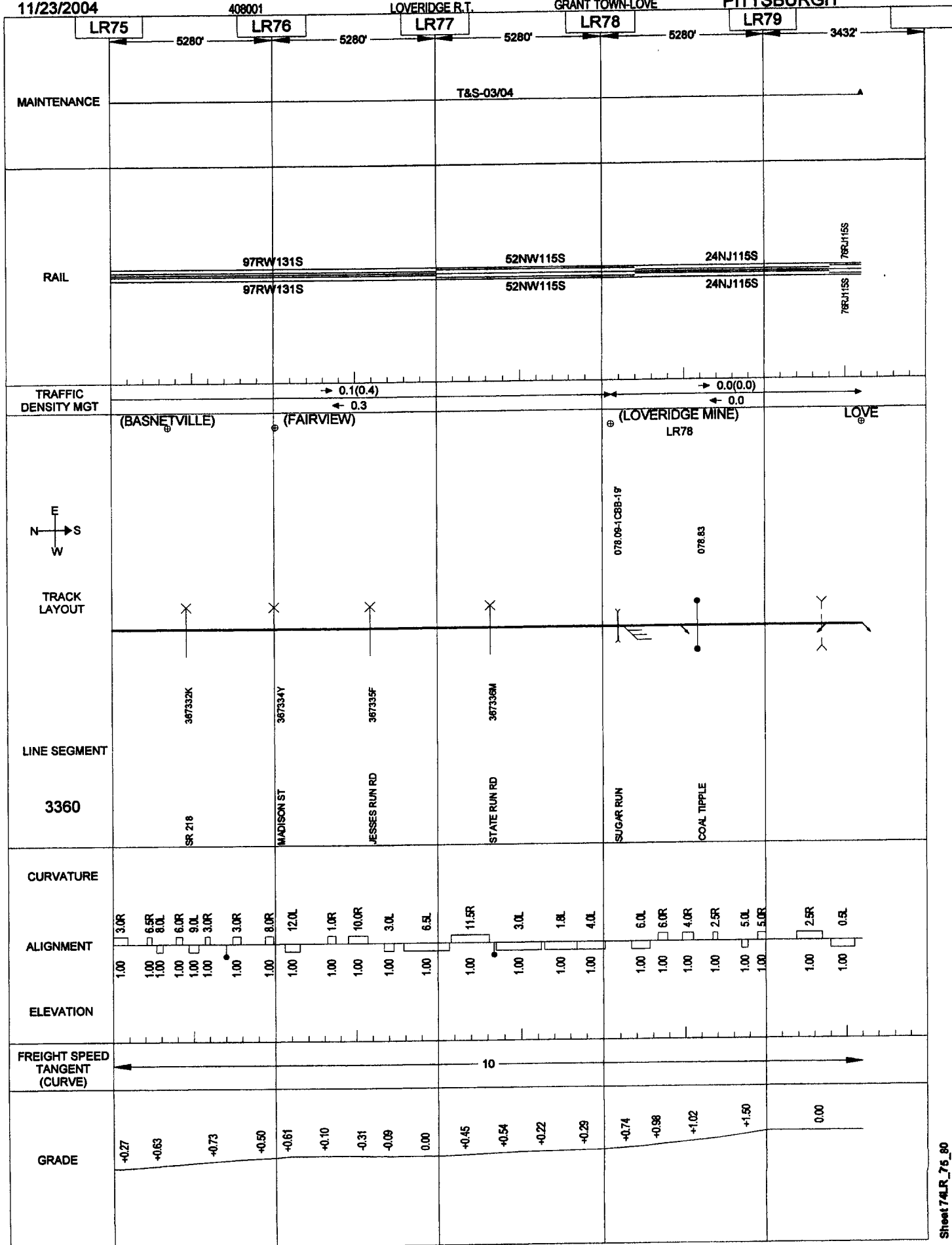
285

408001

LOVERIDGE R.T.

GRANT TOWN-LOVE

PITTSBURGH



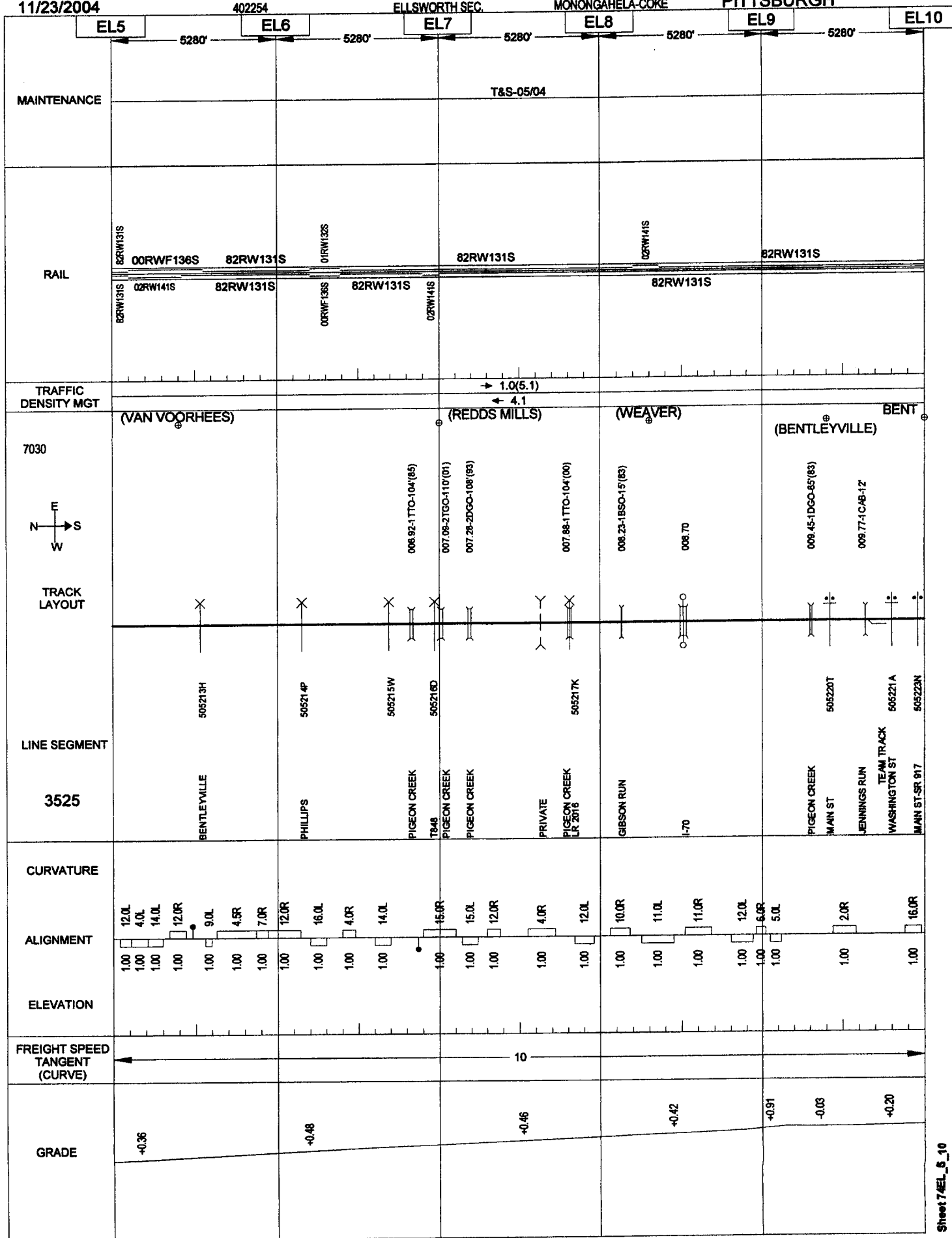
11/23/2004

402254

ELLSWORTH SEC.

MONONGAHELA-COKE

PITTSBURGH



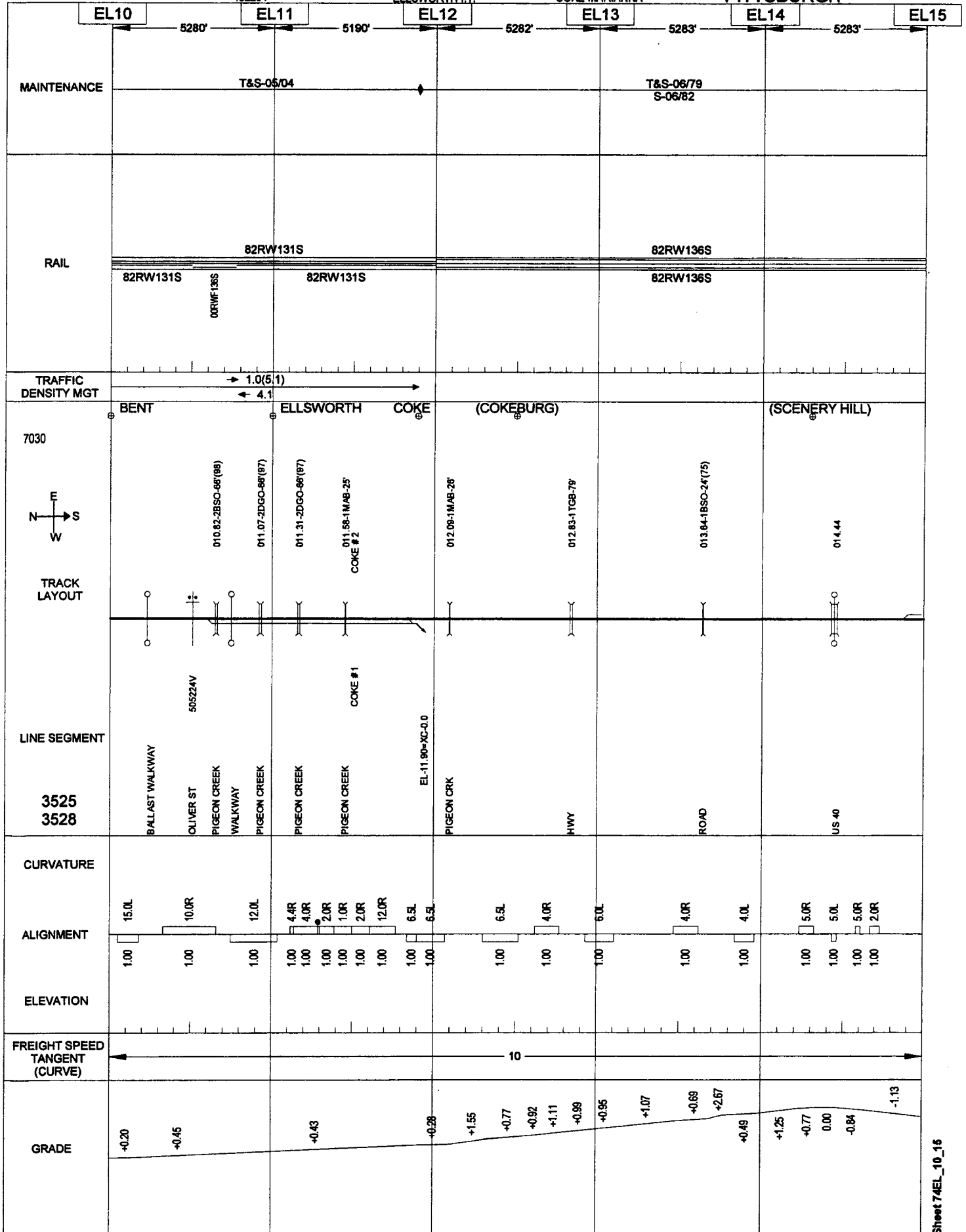
11/23/2004

288

ELLSWORTH I.T.

COKE-MARIANNA

PITTSBURGH



11/23/2004

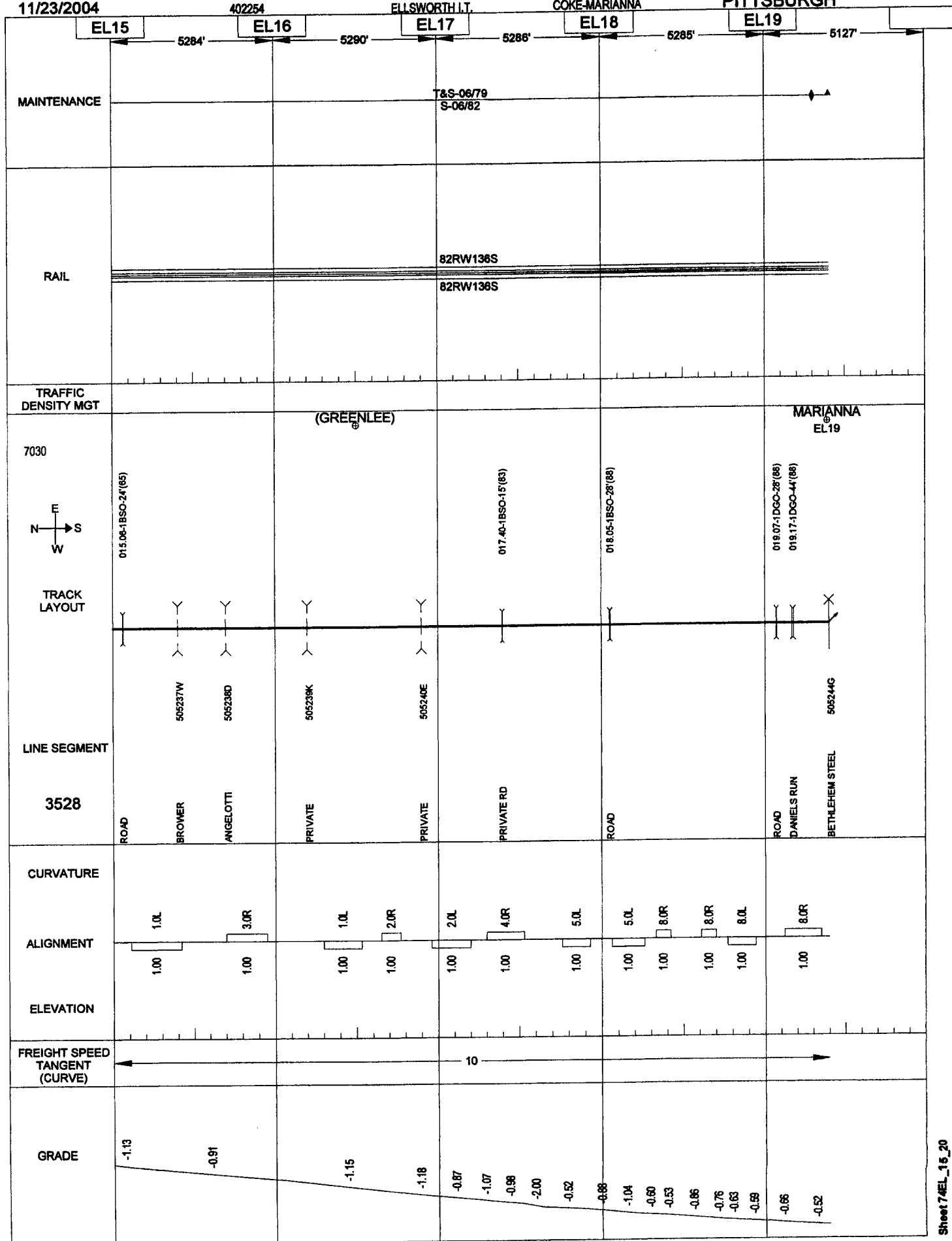
402254

289

ELLSWORTH I.T.

COKE-MARIANNA

PITTSBURGH



290

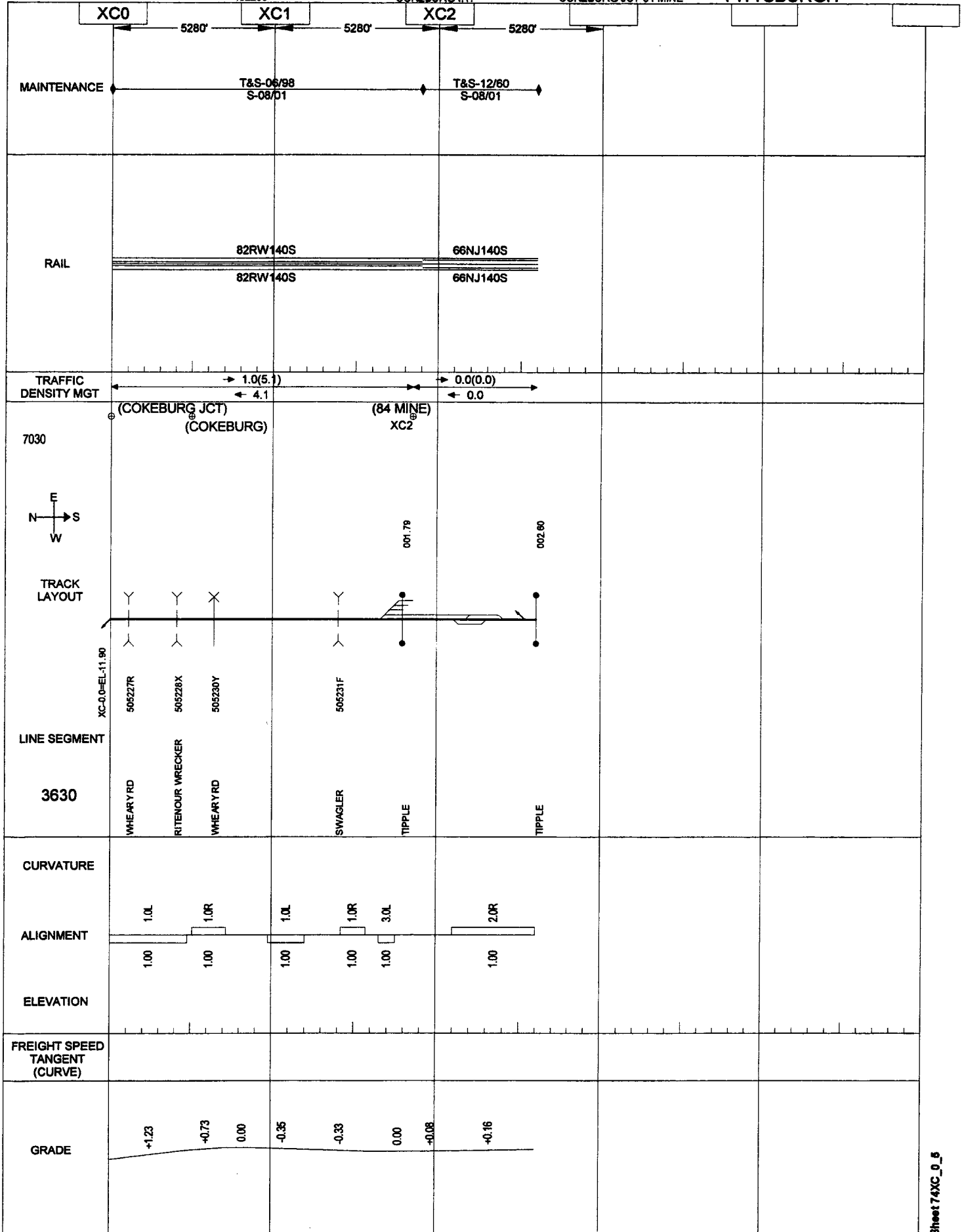
12/03/2004

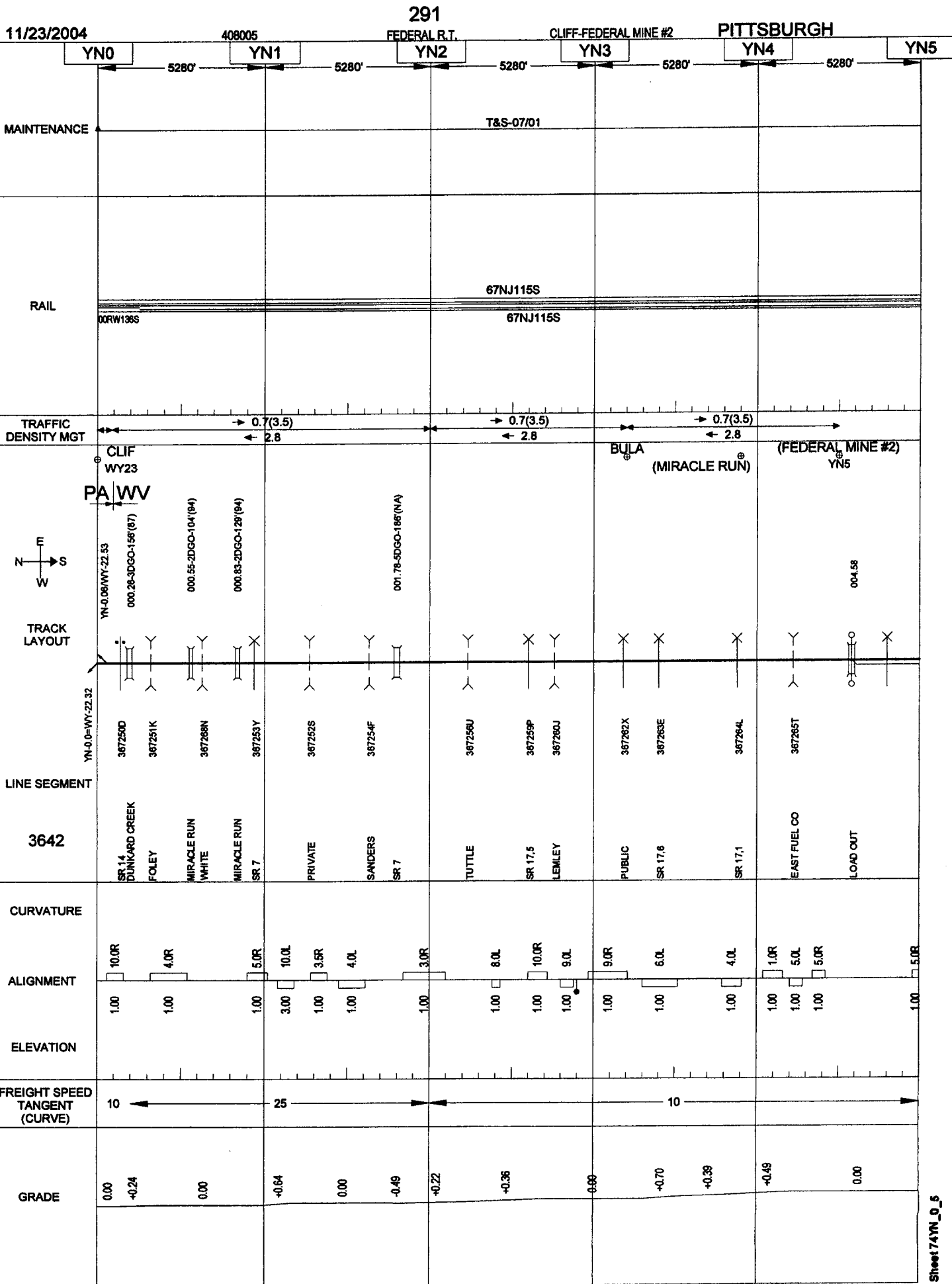
402255

COKEBURG I.T.

COKEBURG JCT-84 MINE

PITTSBURGH





11/23/2004

408005

292

FEDERAL R.T.

CLIFF-FEDERAL MINE #2

PITTSBURGH

	YN5	5068'	YN6					
MAINTENANCE	T&S-07/01							
RAIL	21NJ136S 21NJ136S							
TRAFFIC DENSITY MGT								
	END OF TRACK							
<div><div>E</div><div>N</div><div>S</div><div>W</div></div>								
TRACK LAYOUT								
LINE SEGMENT	367287G							
3642	PHILLIPS							
CURVATURE								
ALIGNMENT	5.0R	4.0L	3.8L					
ELEVATION	1.00	1.00	1.00					
FREIGHT SPEED TANGENT (CURVE)	10							
GRADE	0.00							

Sheet 74YN_5_10

11/23/2004

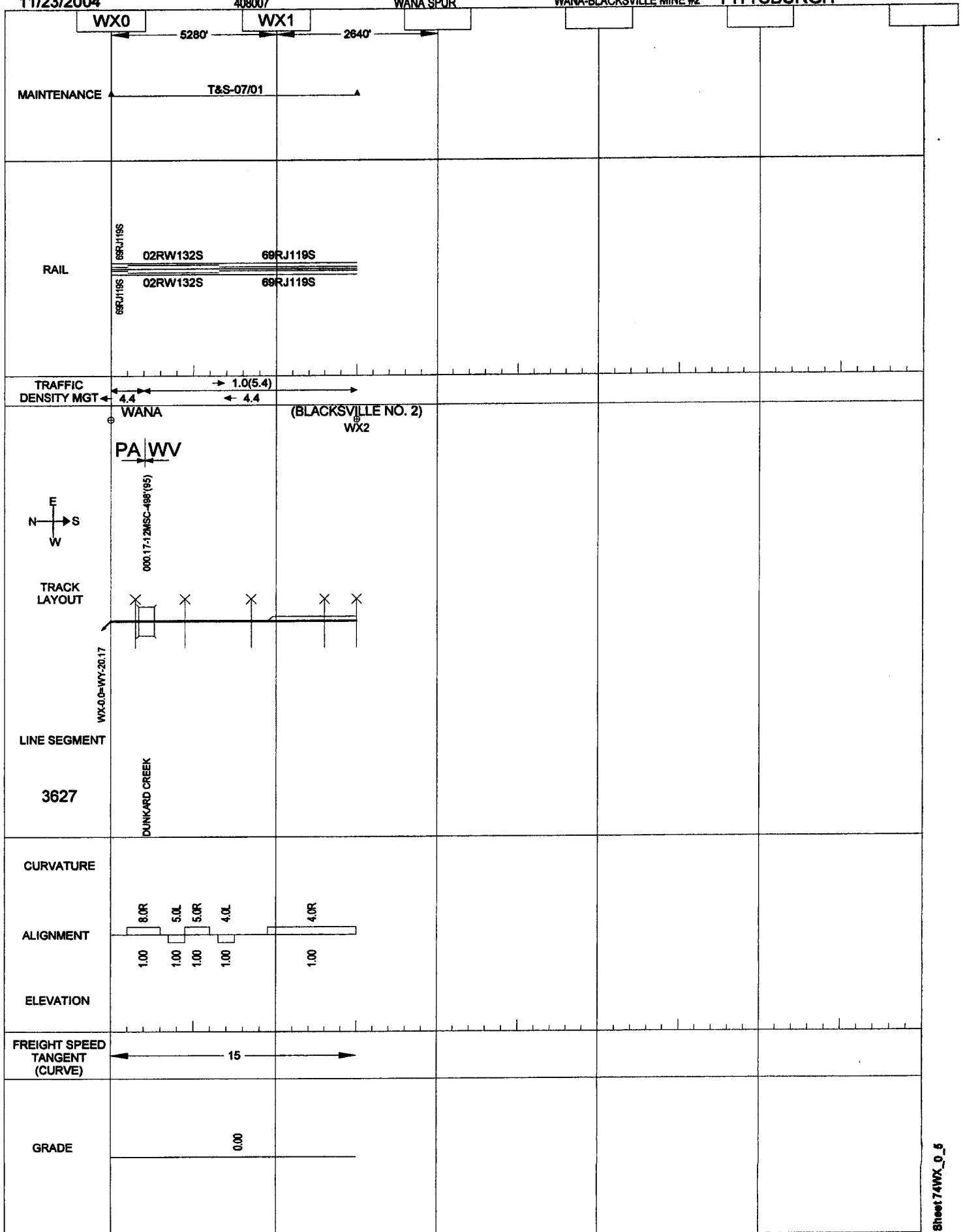
408007

293

WANA SPUR

WANA-BLACKSVILLE MINE #2

PITTSBURGH



11/23/2004

402258

O TRACK

MON LINE-LOVERIDGE

PITTSBURGH

OC58

3540'

MAINTENANCE

RAIL

96NW136S

96NW136S

TRAFFIC
DENSITY MGT

7.4(9.3)
1.9

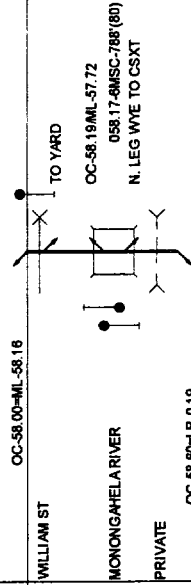
CP 58
ML58

CP BROWN

7030



TRACK
LAYOUT



LINE SEGMENT

3570

CURVATURE

ALIGNMENT

ELEVATION

9.0L
1.00
6.0R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.30
0.00

11/23/2004

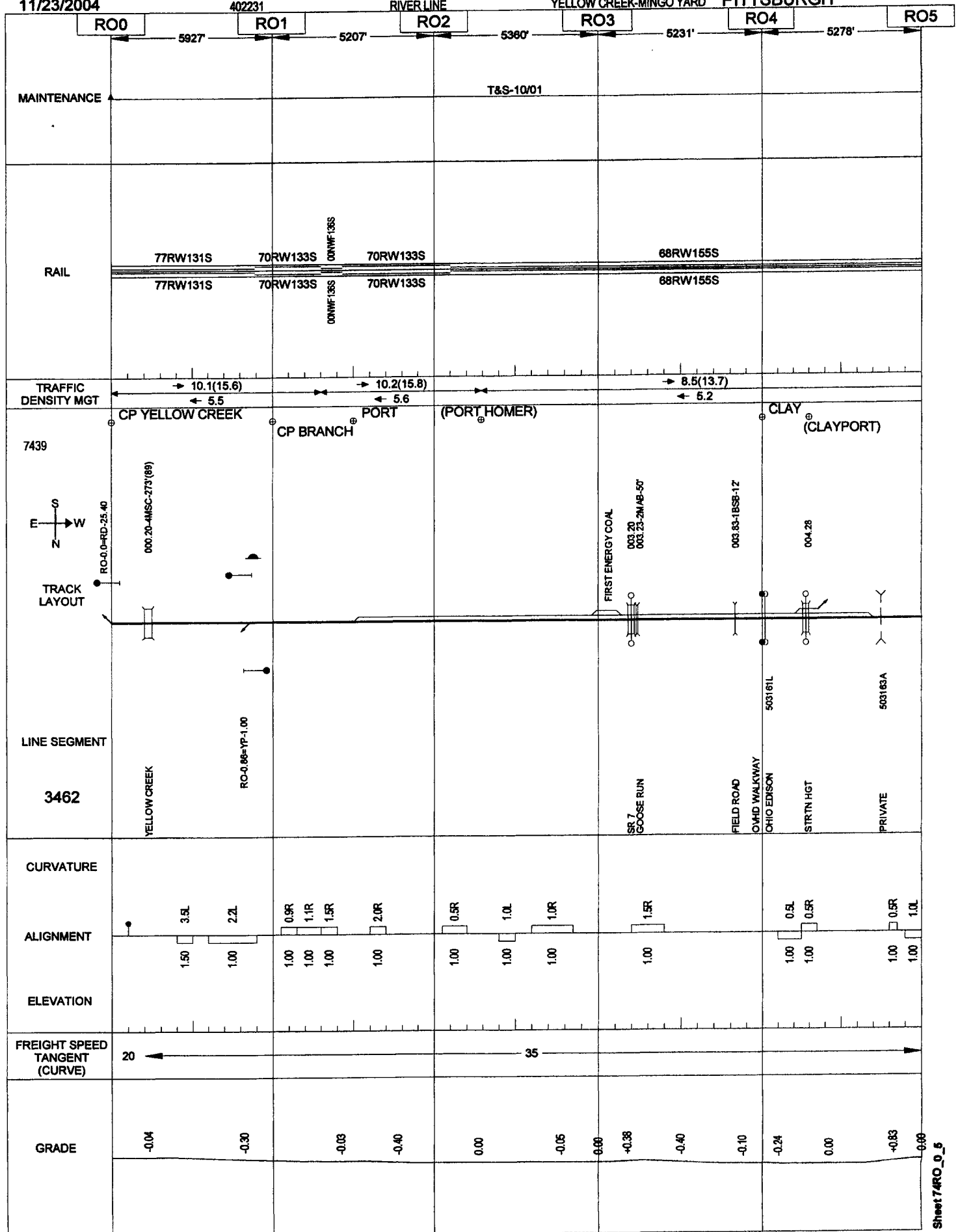
402231

295

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



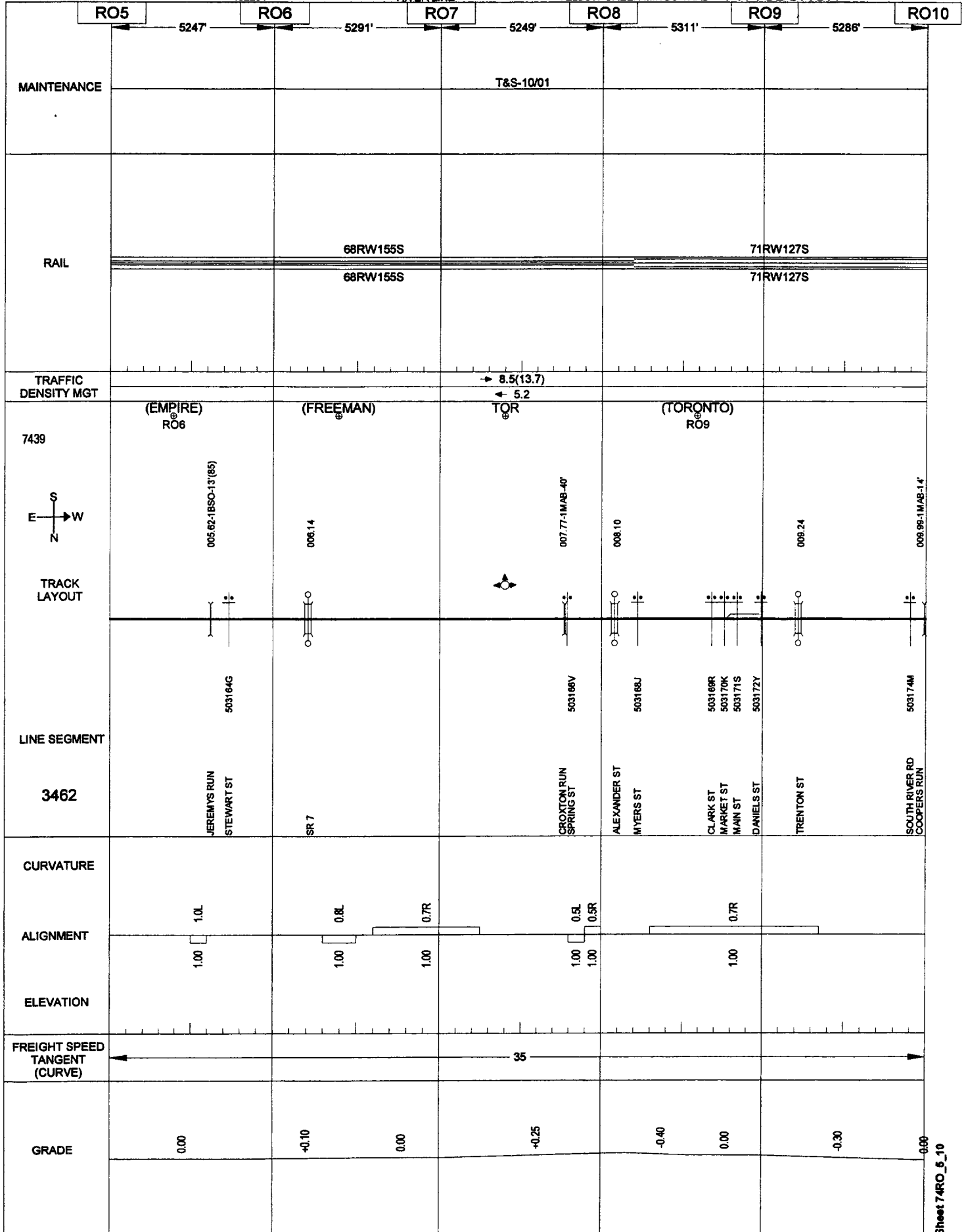
11/23/2004

296

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



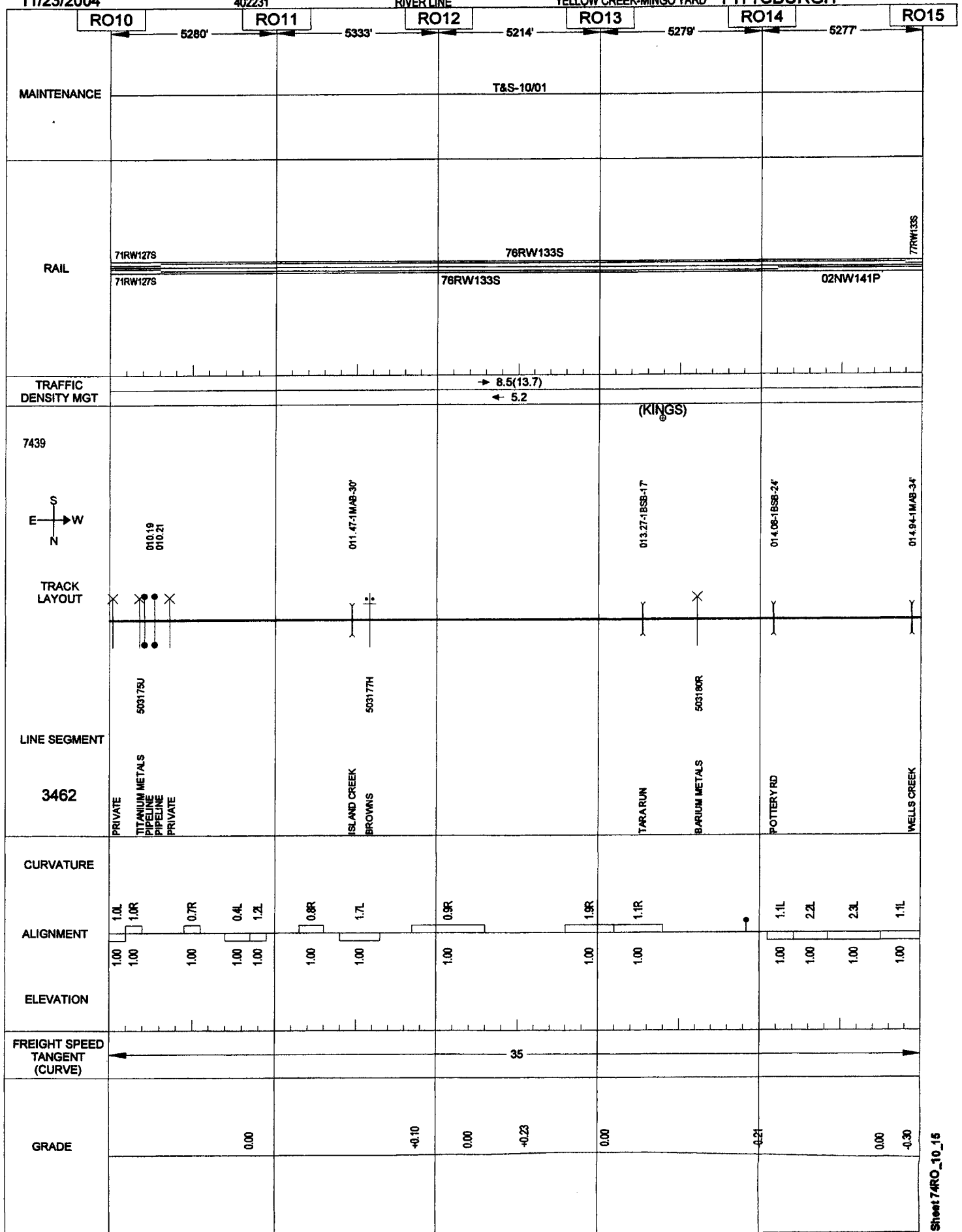
11/23/2004

297

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



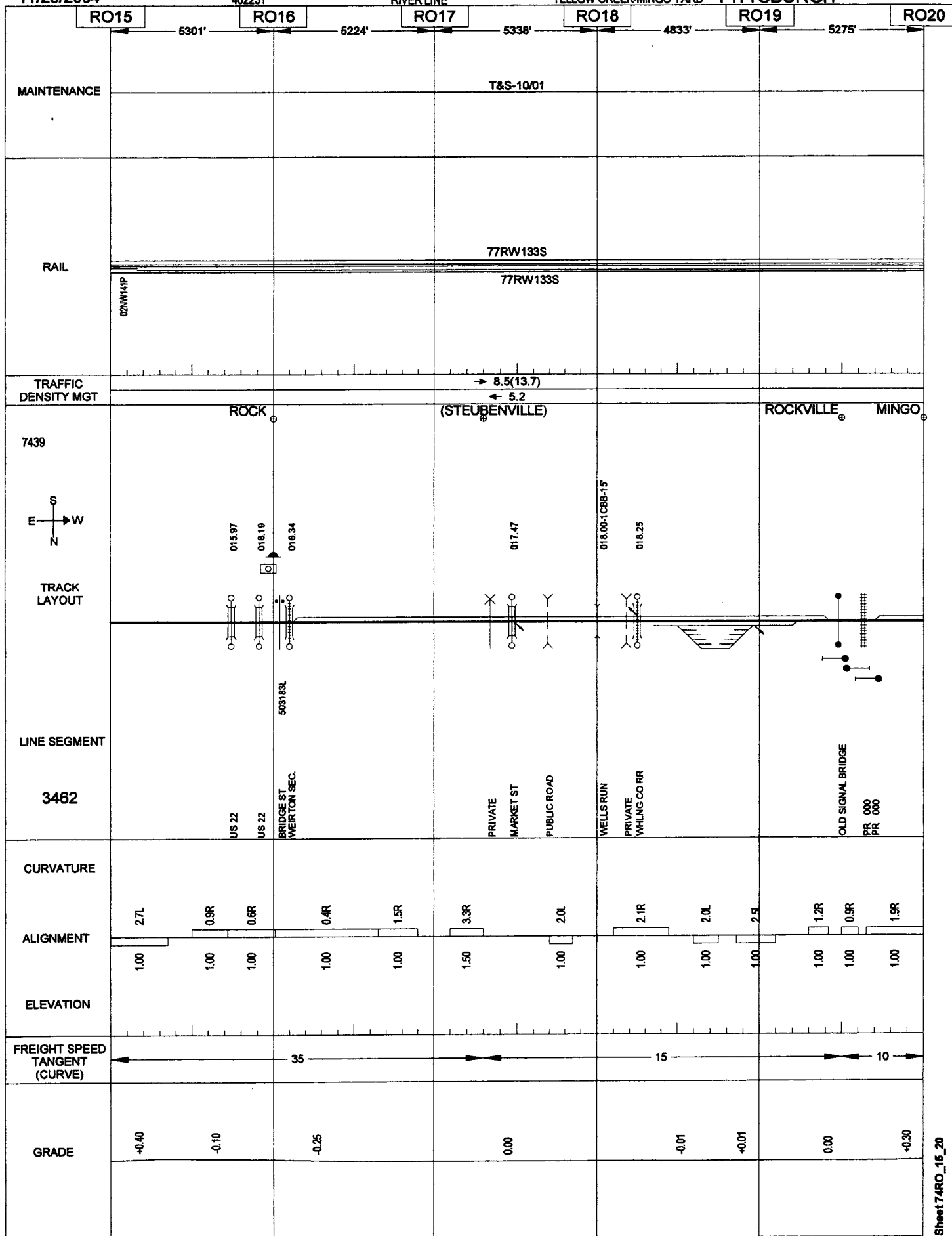
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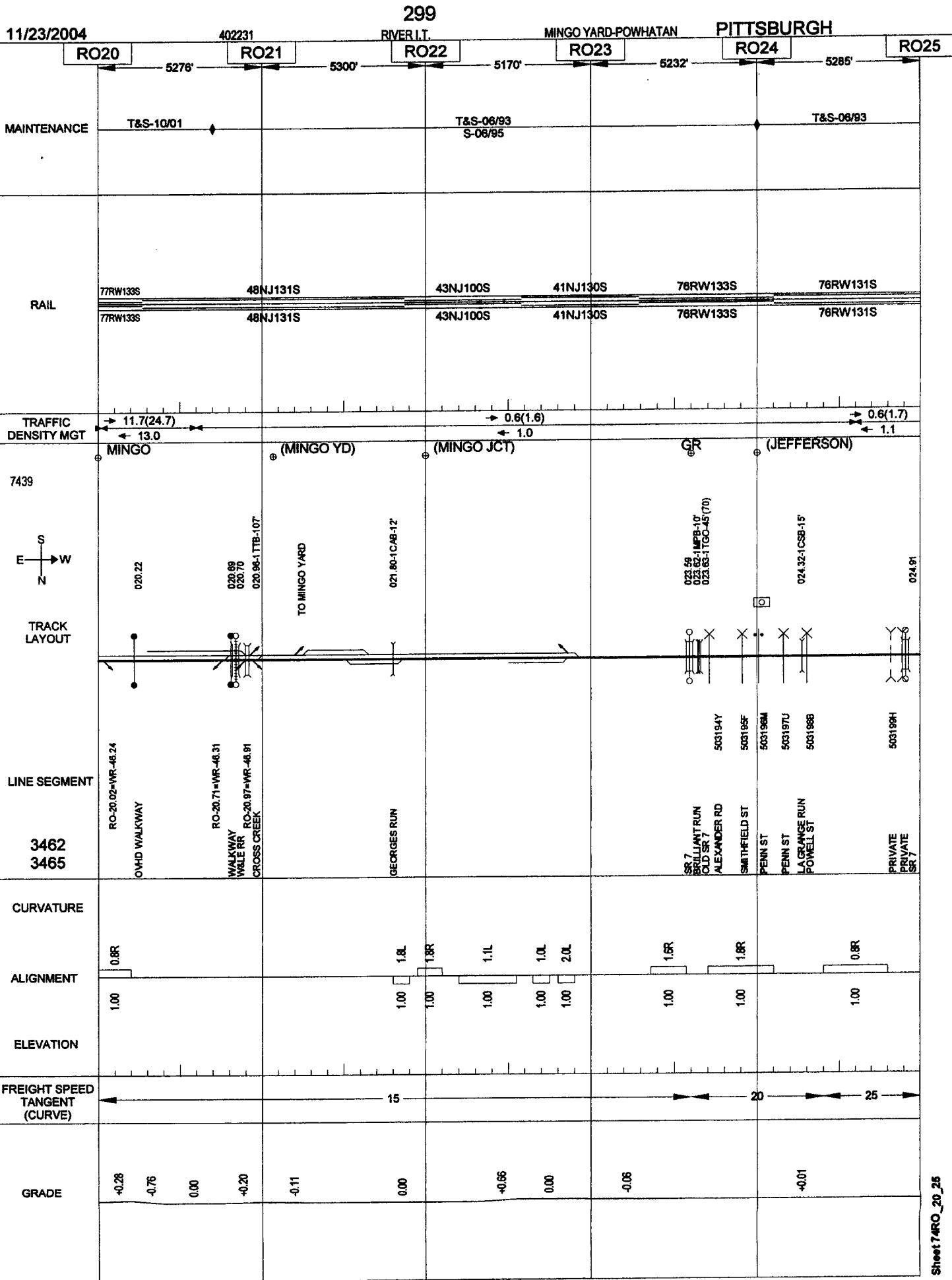
298

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH





300

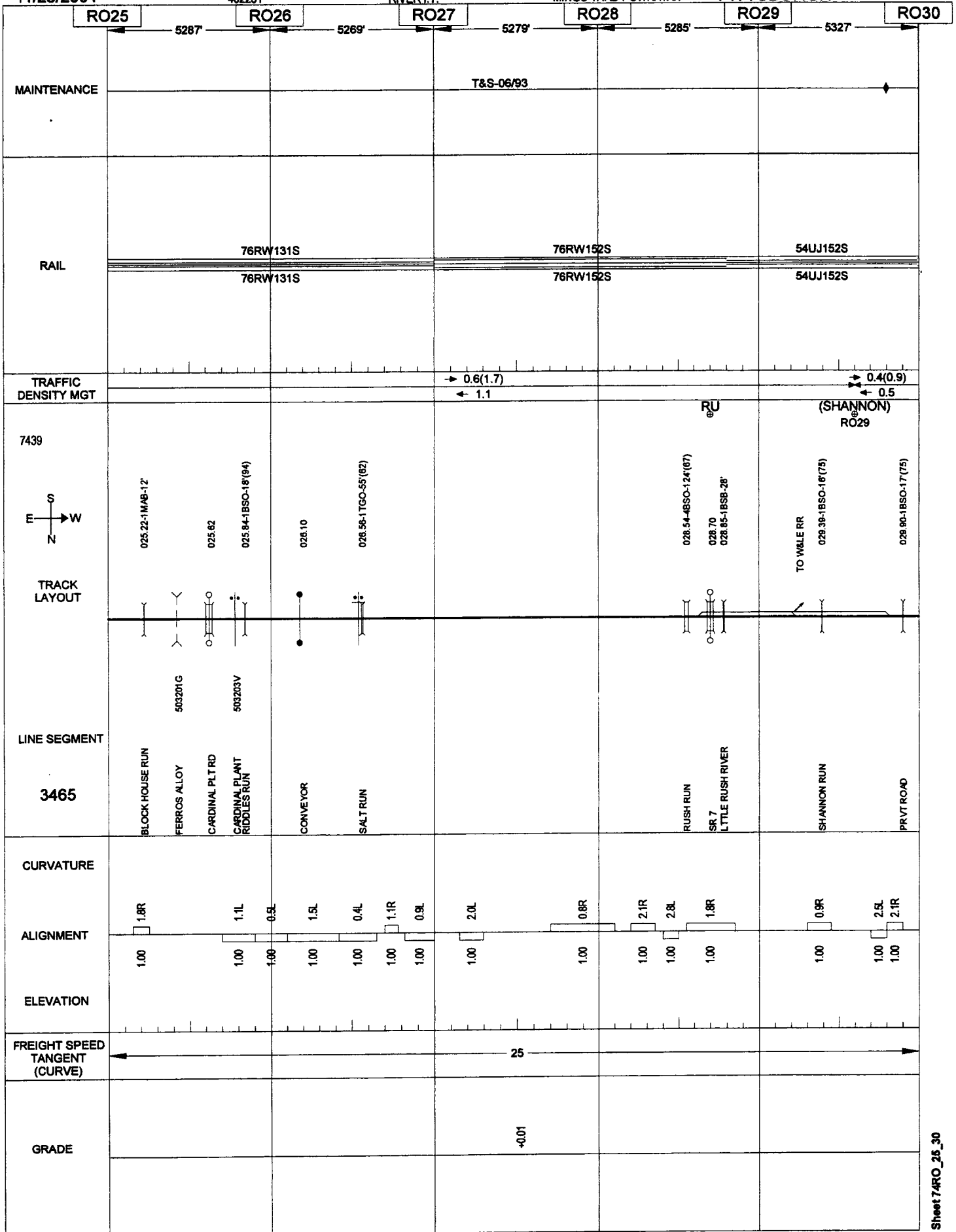
11/23/2004

402231

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



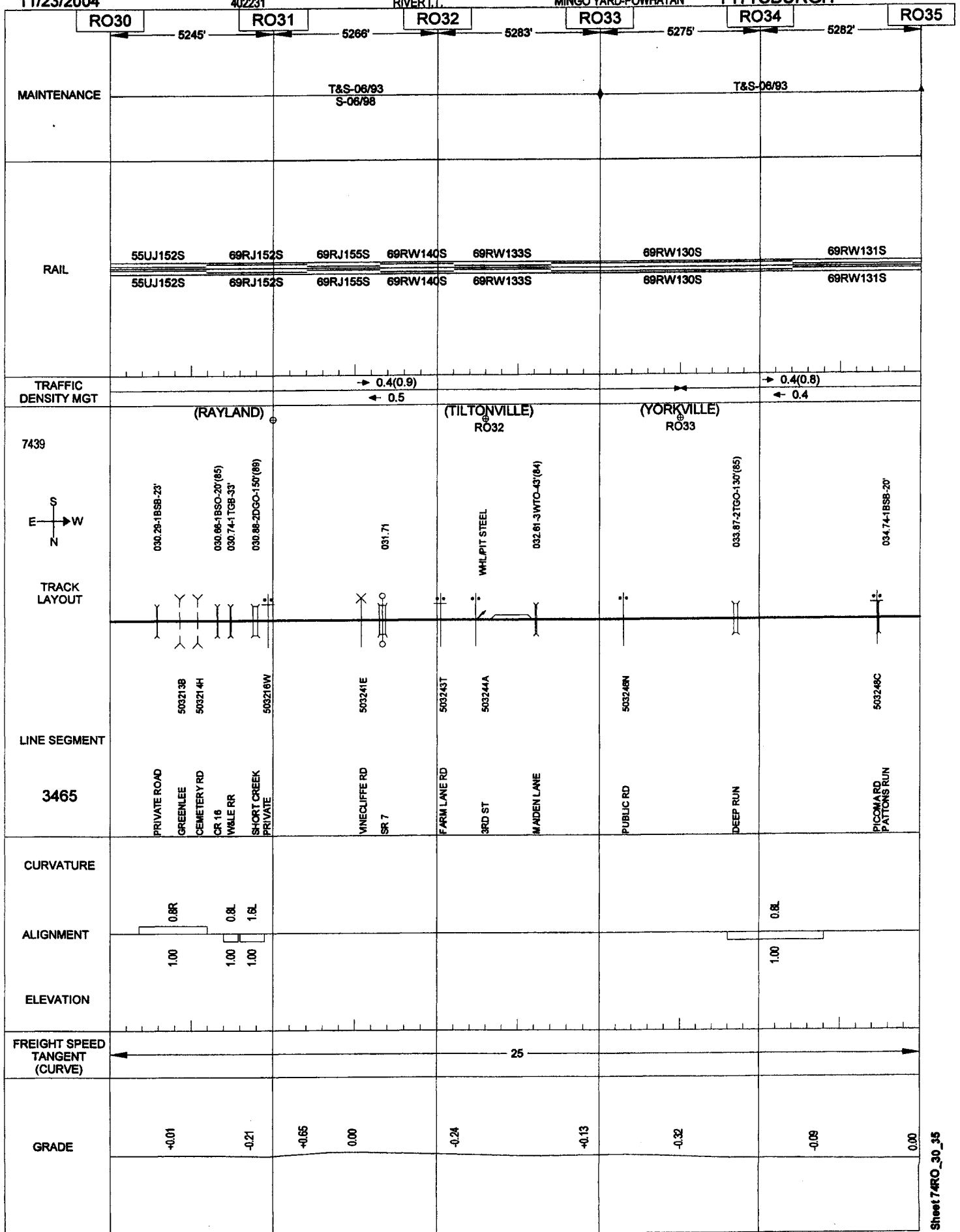
11/23/2004

402231

301
RIVER LT.

MINGO YARD-POWHATAN

PITTSBURGH



11/23/2004

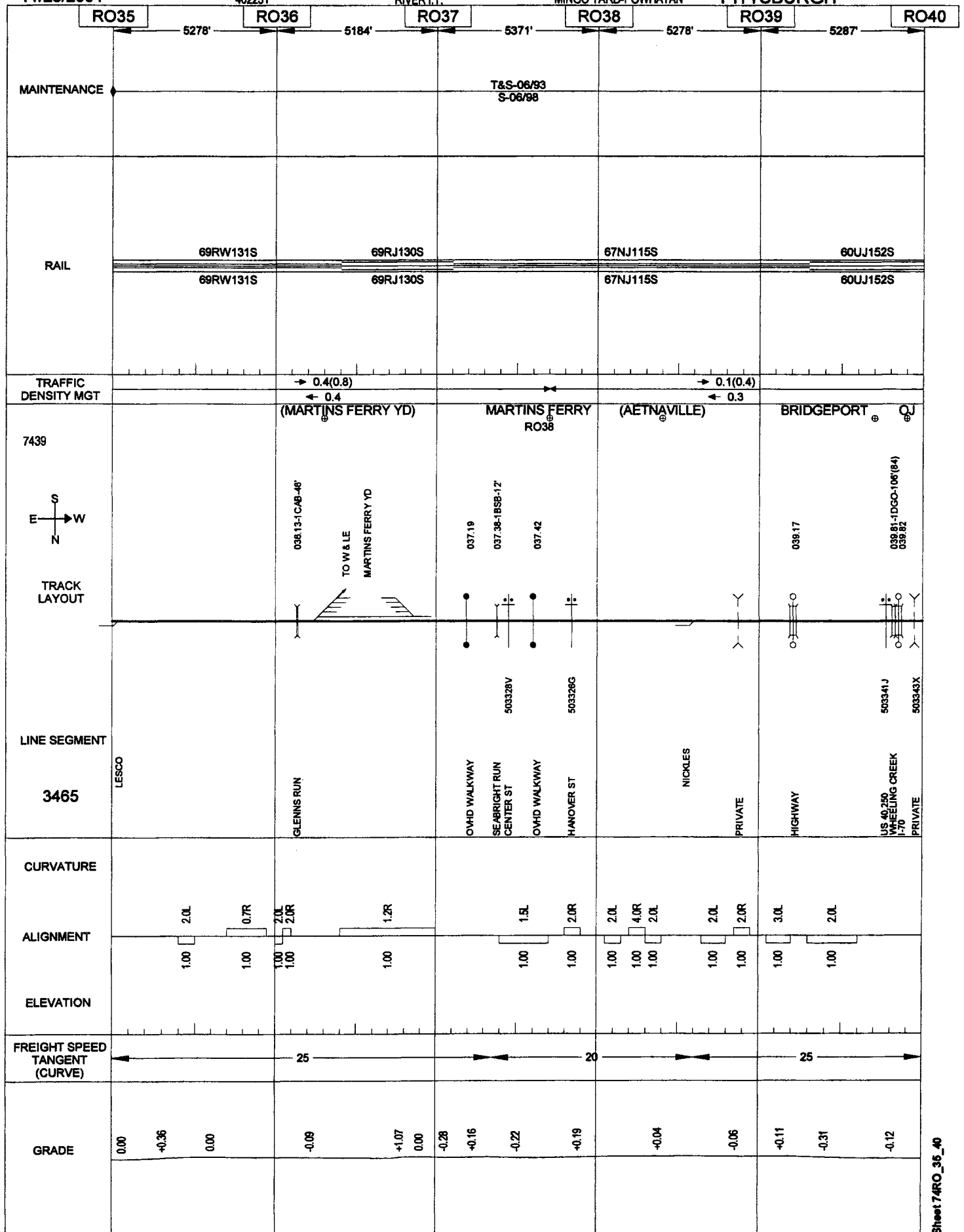
302

402231

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



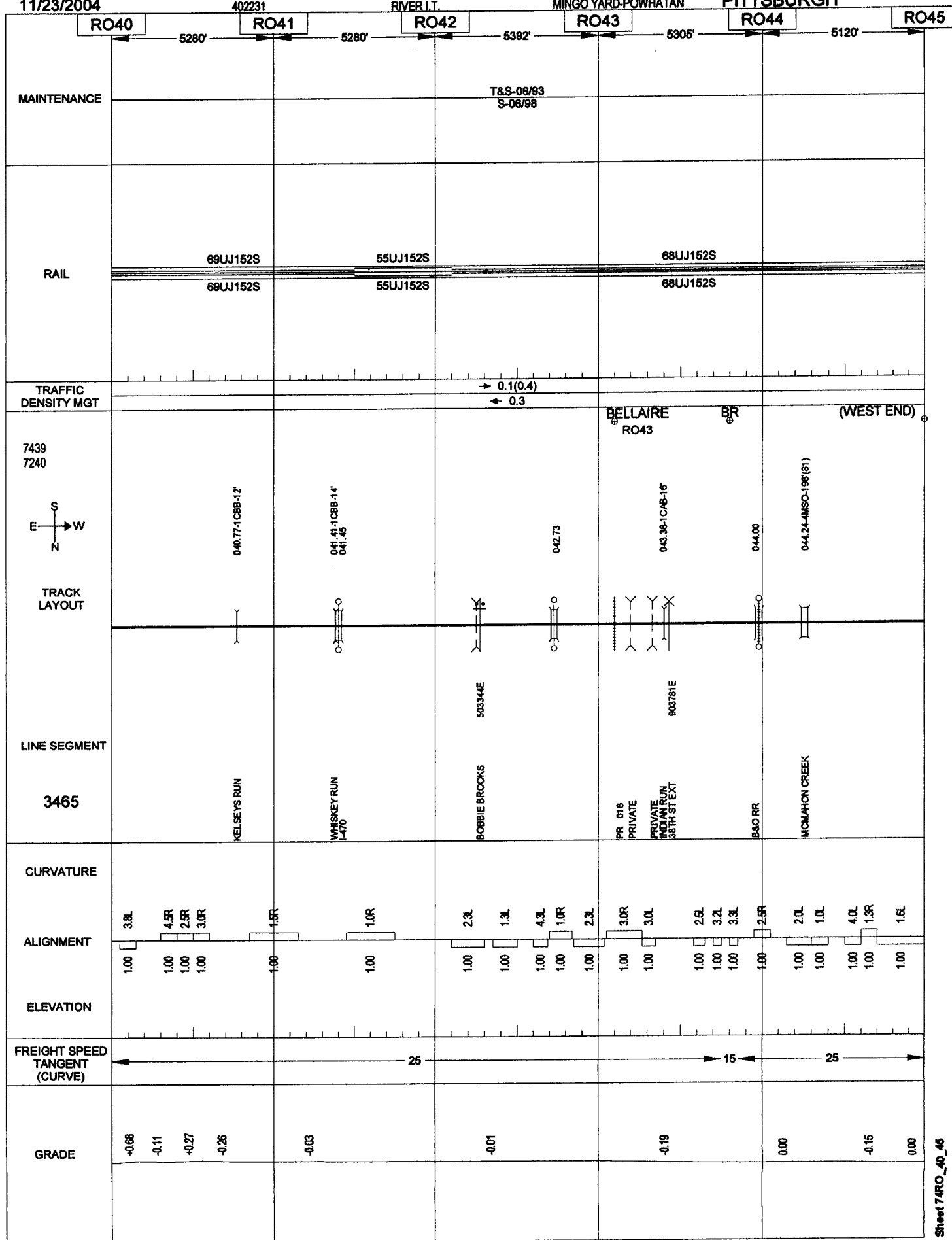
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303

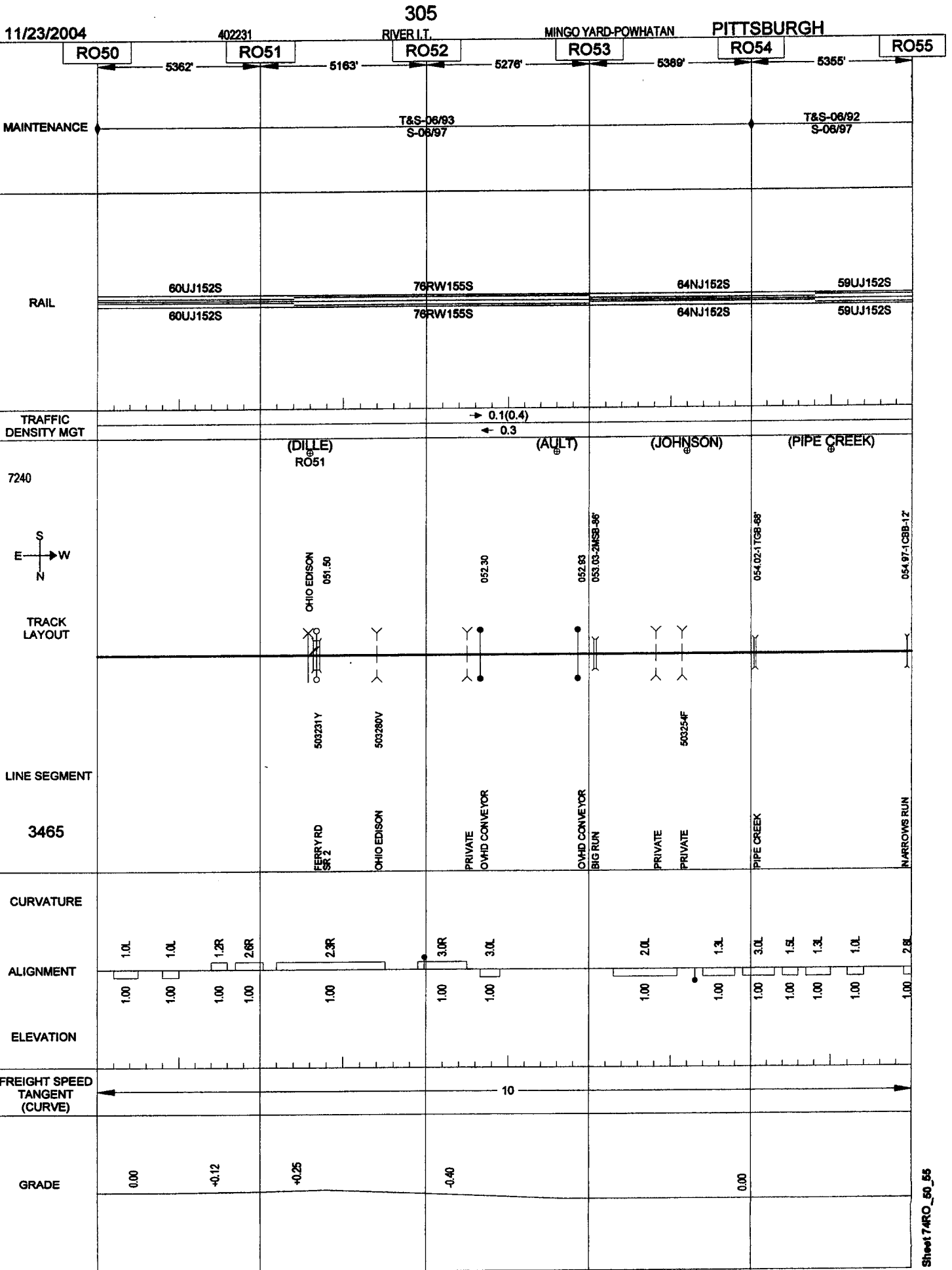
RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



	RO45	RO46	RO47	RO48	RO49	RO50
MAINTENANCE	<div> <div>5248'</div> <div>5317'</div> <div>5252'</div> <div>5323'</div> <div>5285'</div> </div>					
RAIL	<div> <div>68UJ152S</div> <div>62UJ152S</div> <div>68UJ152S</div> <div>62UJ152S</div> <div>68UJ152S</div> <div>62UJ152S</div> </div>					
TRAFFIC DENSITY MGT	<div> <div>→ 0.1(0.4)</div> <div>← 0.3</div> </div>					
7240	<div> <div>(WEST END)</div> <div>SHADYSIDE RO47</div> <div>(AMBLER)</div> <div>AM (WEGEE)</div> </div>					
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>	<div> <div>045.28-1 CAB-25'</div> <div>046.80</div> <div>047.70</div> <div>048.13-3 DGB-139'</div> <div>048.51-1 MAB-10'</div> </div>					
TRACK LAYOUT						
LINE SEGMENT	<div> <div>PINCH RUN</div> <div>RT 7 BYPASS</div> <div>40TH ST</div> <div>SHADYSIDE</div> <div>RT 7 BYPASS</div> <div>WEGEE CREEK</div> <div>COVER RUN</div> </div>					
3465						
CURVATURE						
ALIGNMENT	<div> <div>1.8L</div> <div>2.0R</div> <div>2.0R</div> <div>0.3R</div> <div>1.1R</div> <div>1.5R</div> <div>1.0R</div> <div>1.0L</div> <div>1.0L</div> <div>4.0L</div> <div>1.3L</div> <div>1.8L</div> <div>3.0L</div> </div>					
ELEVATION	<div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> </div>					
FREIGHT SPEED TANGENT (CURVE)	<div> <div>← 25</div> <div>→ 10</div> <div>← 25</div> <div>→ 10</div> </div>					
GRADE	<div> <div>0.00</div> <div>-0.30</div> <div>0.00</div> <div>-0.40</div> <div>0.00</div> <div>-0.10</div> <div>0.00</div> <div>-0.15</div> <div>-0.25</div> <div>-0.30</div> <div>0.00</div> </div>					



	RO55	RO56	RO57	RO58	RO59	RO60
MILEAGE	5077'	5363'	5374'	5098'	5578'	
MAINTENANCE			T&S-06/92 S-06/97		T&S-06/93 S-06/97	T&S-06/93
RAIL	59UJ152S 59UJ152S	55UJ152S 55UJ152S	76RW152S 76RW152S	62RJ152S 62RJ152S	51NJ130S 51NJ130S 00RWF136S 00RWF136S	48NJ130S 48NJ130S
TRAFFIC DENSITY MGT		→ 0.1(0.4) ← 0.3		→ 2.2		
7240		(STEWART) ⊕ PN ⊕	(POWHATAN HGTS)	CAPTINA JCT ⊕ POWHATAN RO59		
TRACK LAYOUT			057.20-1MPB-16' 057.84	058.38-1WFO-22'(68) 058.52-4DGB-216'		
LINE SEGMENT			LTL OPTWAC N AMERCON COAL CO MAIN ST	MELOTT RD RO-58.50-OP-0.0 CAPTINA CREEK	N AMER COAL FRONT ST	
3465 3468						
CURVATURE						
ALIGNMENT	2.8L 1.00	1.0L 1.00	1.0L 1.00	1.4L 1.00	1.6R 1.00	1.6R 1.00
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE		0.00	-0.40	0.00	-0.40	0.00
						+0.28 0.00 +0.25



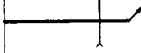
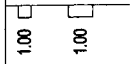

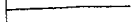
11/23/2004

402231

307
OMAL R.T.

POWHATAN-END

PITTSBURGH

	RO60	4780'					
MAINTENANCE							
RAIL	<div>48NJ100S</div> <div>00RWF136S</div>						
TRAFFIC DENSITY MGT	<div>7240</div> <div>END TRACK</div> <div>  </div> <div>TRACK LAYOUT</div> <div>  </div> <div> 060 38-1 CBB-16' TO ORMET CORP </div>						
LINE SEGMENT	<div>3468</div> <div>LITTLE RUN</div>						
CURVATURE							
ALIGNMENT	<div>3:2L</div> <div>2:1L</div> <div>  </div>						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	<div>10</div> <div>  </div>						
GRADE	<div>-0.25</div> <div>0.00</div> <div>  </div>						

11/23/2004

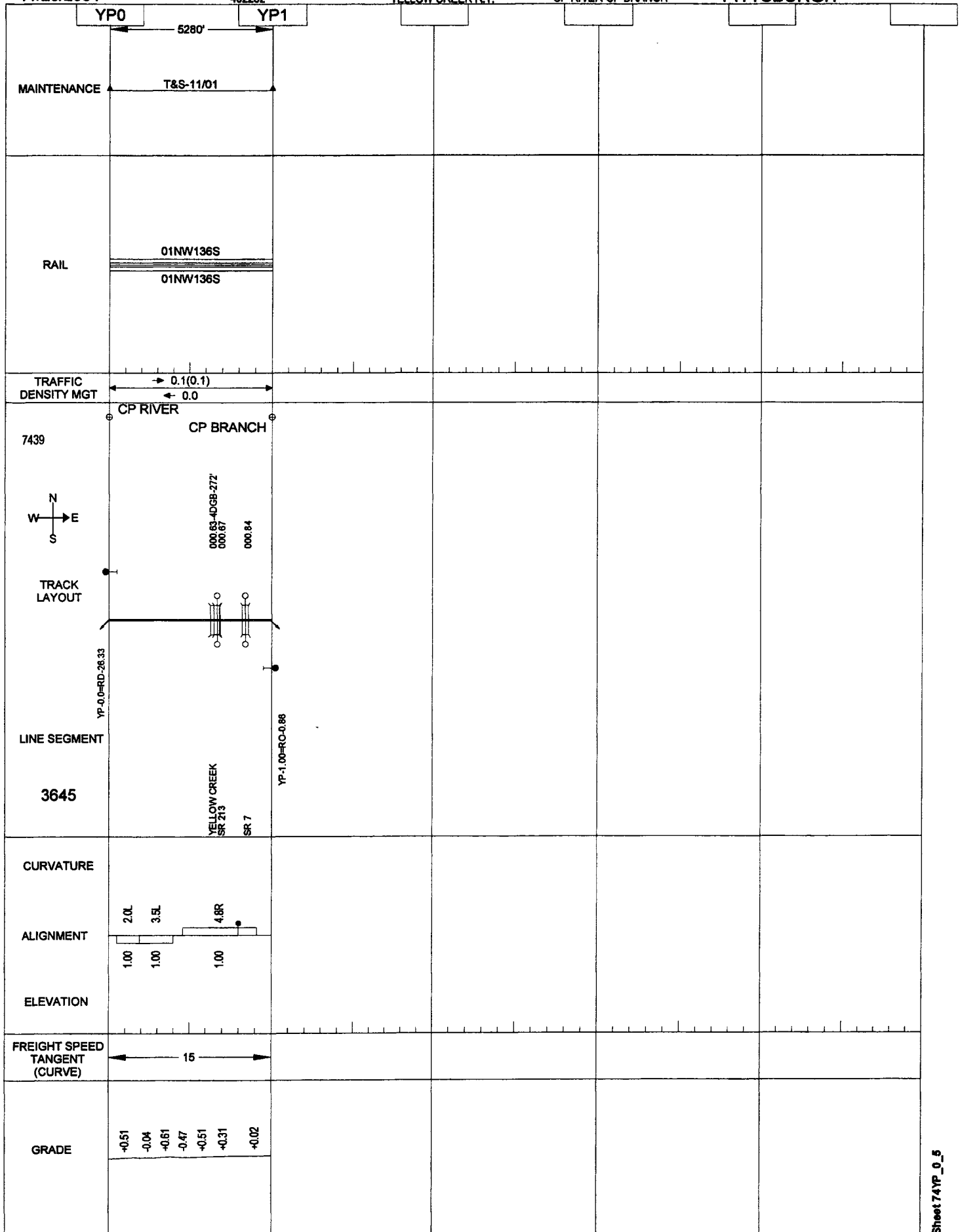
402232

308

YELLOW CREEK R.T.

CP RIVER-CP BRANCH

PITTSBURGH



11/23/2004

402206

309

WEIRTON SEC.

STEEL-MING

PITTSBURGH

WR40

5280'

T&S-06/79

MAINTENANCE

RAIL

SONJ40S
SONJ40S

64UJ140S

64UJ140S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0STEEL
WR39

7125

S
E → W
NTRACK
LAYOUT

LINE SEGMENT

3387

CURVATURE

ALIGNMENT

ELEVATION

6.1L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

11/23/2004

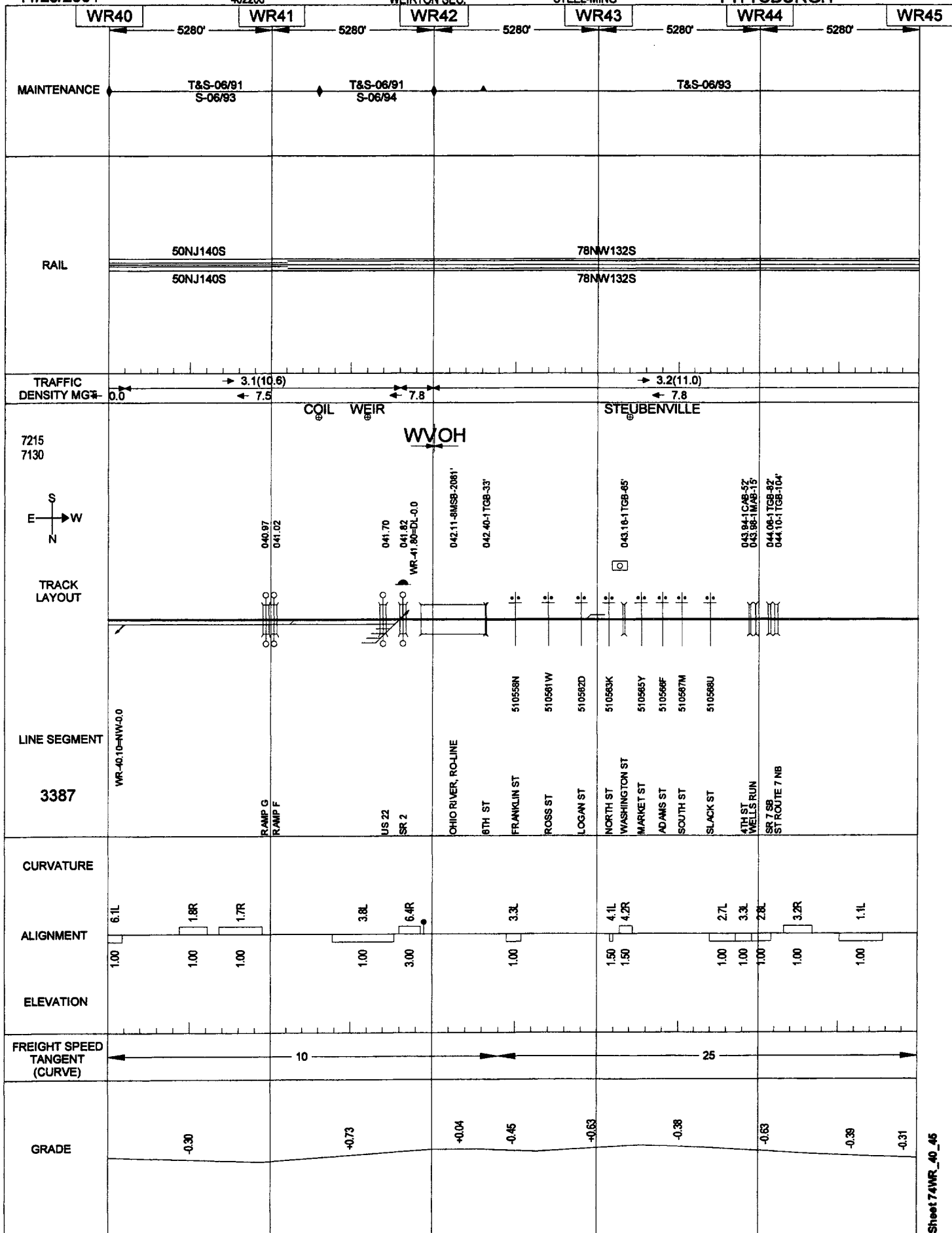
310

402206

WEIRTON SEC.

STEEL-MING

PITTSBURGH



PITTSBURGH

WR49

T&S-06/93

RAIL

48NJ140S

48NJ140S

SENATE

**TRAFFIC
DENSITY MGT**

→ 3.2(11.0)
← 7.8

7.8
MING

→ 0.1(0.5)
← 0.3

MINGO YARD
WR50

7130

TRACK LAYOUT

LINE SEGMENT

3387
3390

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

31

1.00

-0.11

3.

0.76

11/23/2004

402234

312

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH

NW3

NW4

NW5

MAINTENANCE

T&S-07/01

RAIL

24NJ130S
24NJ130S

27NJ130S

27NJ100S

28NJ100S

27NJ130S

27NJ100S

28NJ100S

TRAFFIC
DENSITY MGT→ 0.1(0.3)
← 0.2W
S → N
ETRACK
LAYOUT(KINGS CREEK)
(E. TORONTO)

004.04-1 CAB-40'

004.56-1 CAB-10'

LINE SEGMENT

3568

KINGS CREEK

KINGS CREEK

CURVATURE

2.0R

2.0R

2.0R

1.7R

3.0L

2.0R

2.0L

1.0L

ALIGNMENT

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

5

GRADE

-0.22

-0.61

-0.27

+0.30

0.00

+0.19

-0.17

Sheet 74NW_0_5

11/23/2004

313

402234

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH

	NW5	NW6	NW7	NW8	NW9	NW10
	5280'	5274'	5297'	5284'	5297'	
MAINTENANCE	T&S-08/01					
RAIL	28NJ100S	27NJ100S	28NJ100S		63NJ130S	25NJ100S
	28NJ100S	27NJ100S	28NJ100S		63NJ130S	25NJ100S
TRAFFIC DENSITY MGT	→ 0.1(0.3) ← 0.2					
	(E. TORONTO)		(NEW CUMBERLAND) NW8			
TRACK LAYOUT	005.53-1 CBB-16'			007.93-1 CBB-20'	008.91-1 CBB-18'	
LINE SEGMENT			507960R 507961X 507962E 507963L 507965A 507966G 507978B 507977H 507978P 507979W 507980W 507540A 507541G 507543V 507542N 507544C			507548E 507548L
3568	HELBERT RUN		HANCOCK MFG CO CHELSEA ST TAYLOR ST MORRISON ST CLAY ST TAYLOR ST HARRISON ST MADISON ST JEFFERSON ST ELM ST PULASKI ST CHESTER ST CHESTER CREEK PRIVATE PEARL ST PRIVATE JACKSON ST		DEEP CUT RUN	CRESCENT BRICK PRIVATE PRIVATE PRIVATE
CURVATURE						
ALIGNMENT	1.00 10.0R 1.00 8.8L 1.00 8.0L 1.00 4.0R 1.00 3.0L	1.00 2.0L 1.00 4.0L 1.00 4.0R 1.00 5.0L	1.00 4.0R 1.00 6.0L 1.00 6.0R	1.00 1.0R 1.00 5.0R 1.00 3.3L 1.00 8.5R	1.00 10.0L 1.00 8.0R 1.00 8.0R 1.00 7.0L 1.00 10.0R 1.00 5.0L 1.00 9.0R 1.00 4.0L	
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	5					
GRADE	-0.17 -0.43 -0.28 -0.48	-0.20	-0.04 -0.26 -0.18 -0.62	-0.32 -0.05 +0.27 -0.27	-0.09 -0.68 -0.26 -0.31	-0.33

314

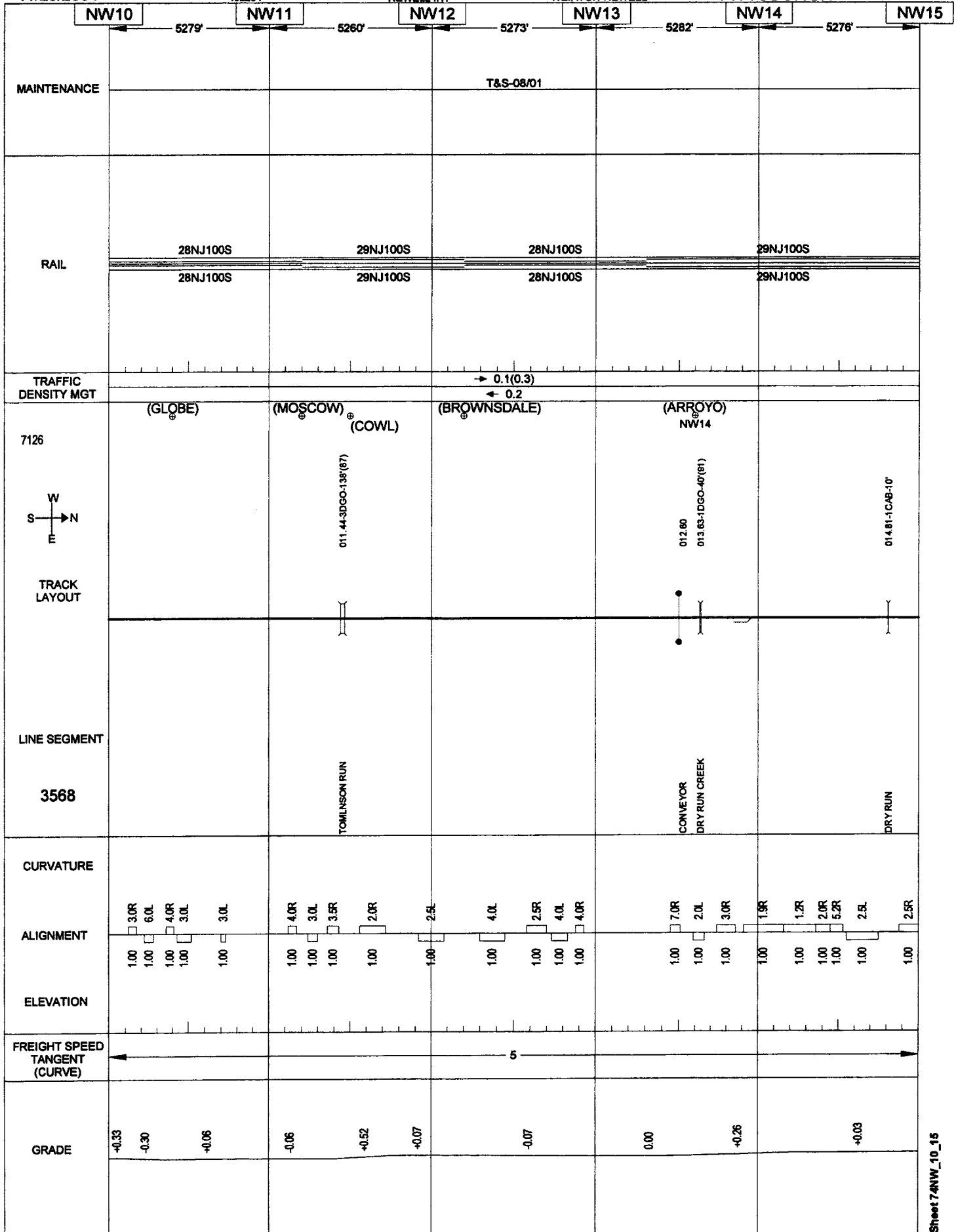
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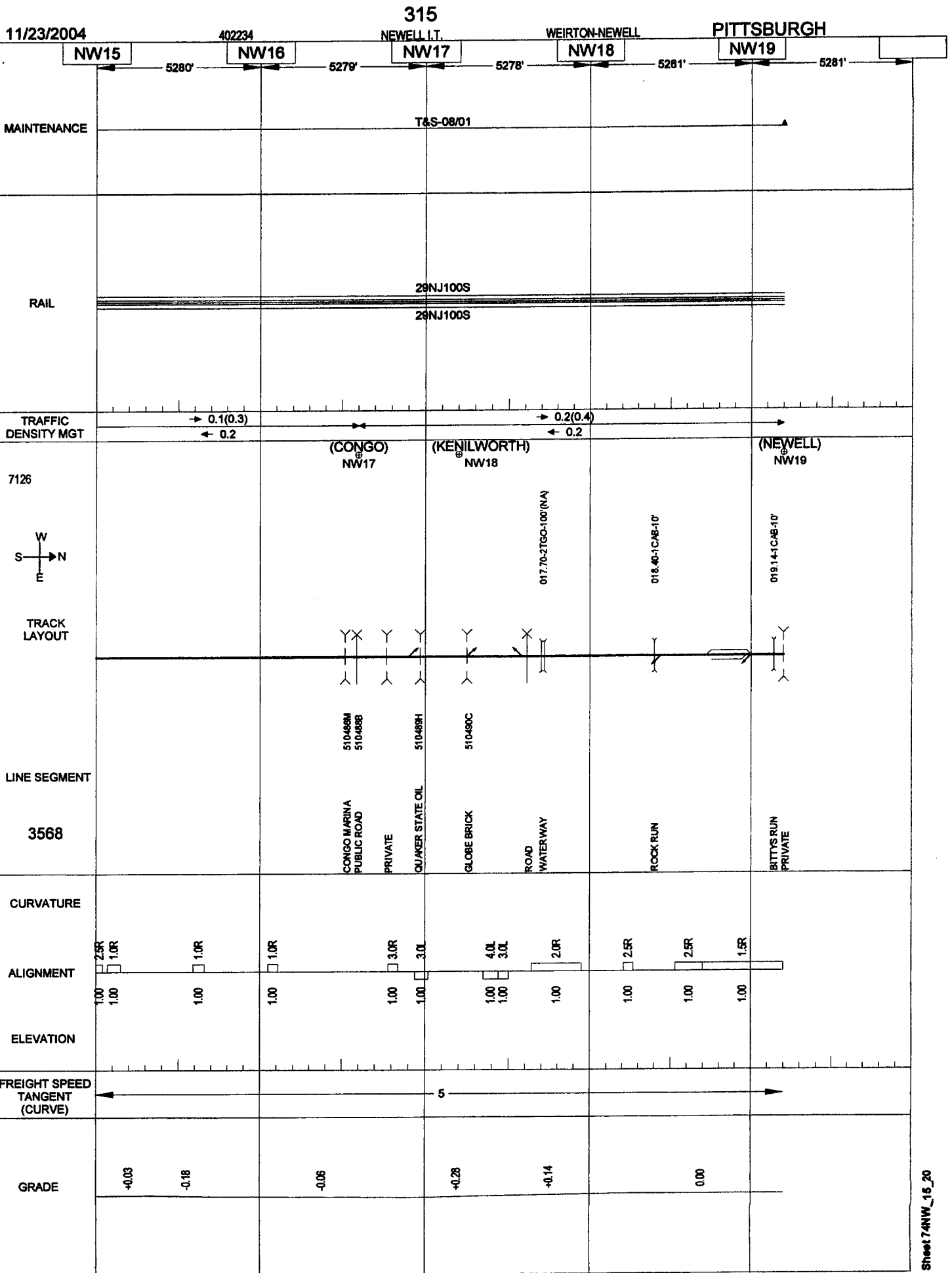
402234

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH





11/23/2004

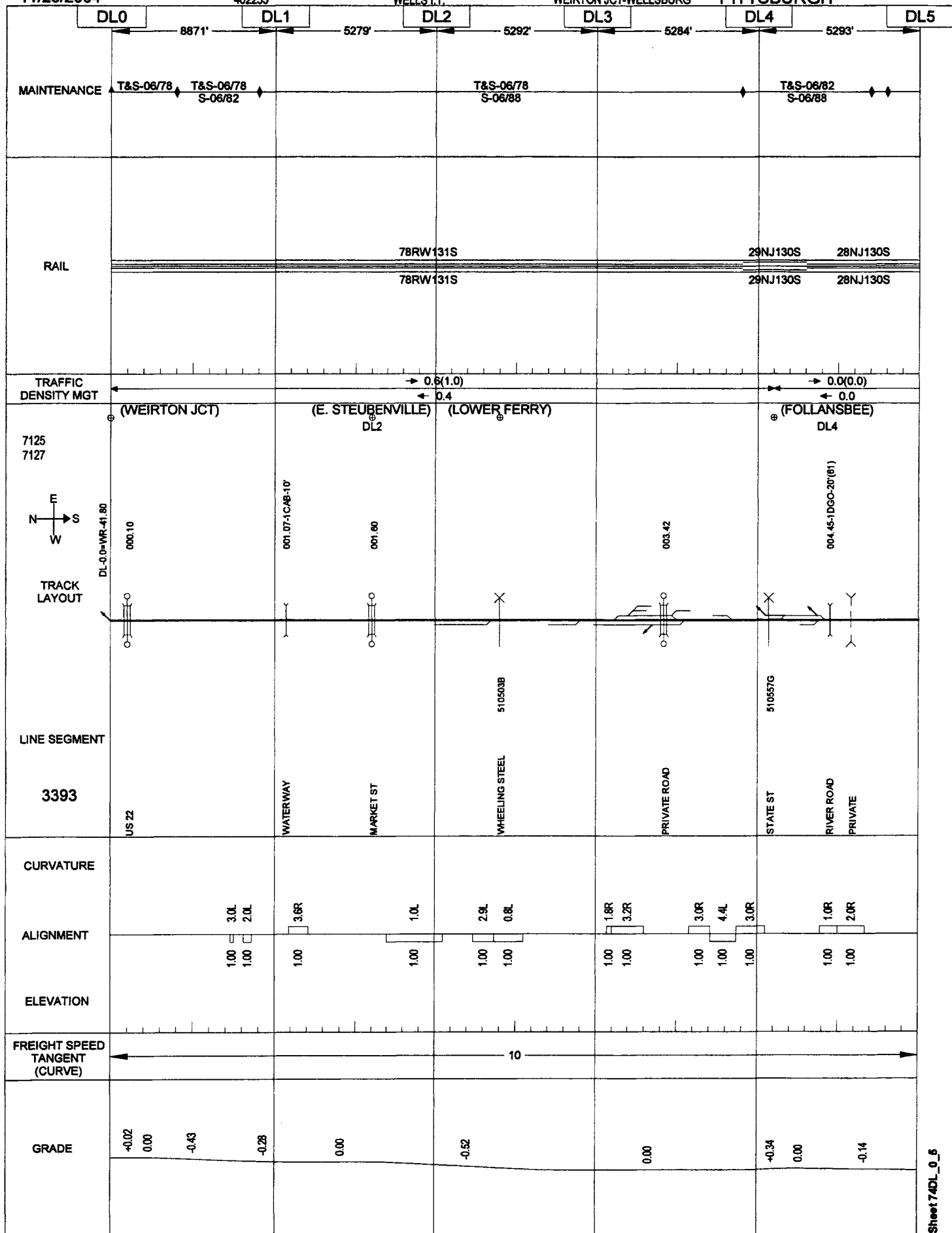
316

402235

WELLS I.T.

WEIRTON JCT-WELLSBURG

PITTSBURGH



11/23/2004

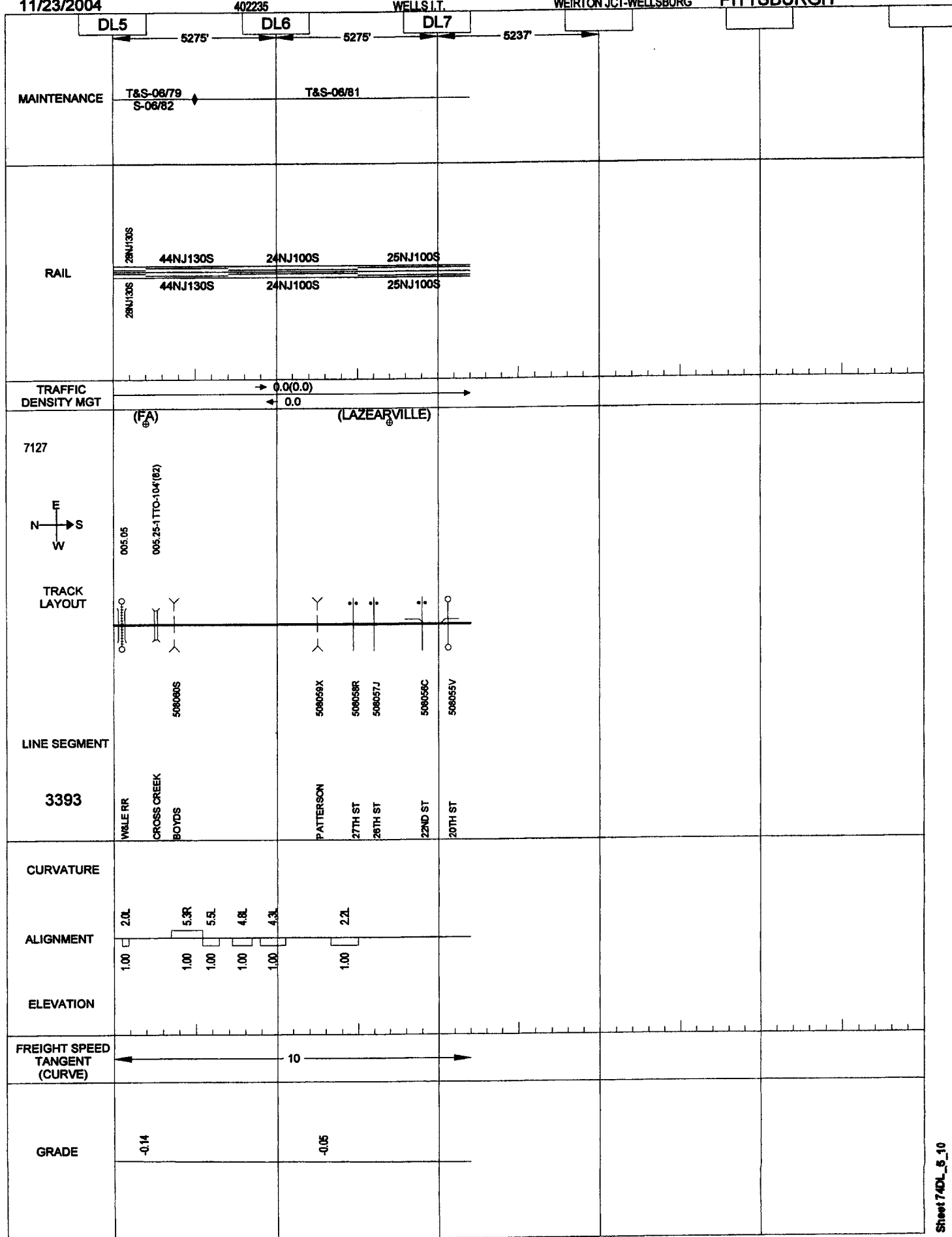
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317

WELLS I.T.

WEIRTON JCT-WELLSBURG

PITTSBURGH



11/23/2004

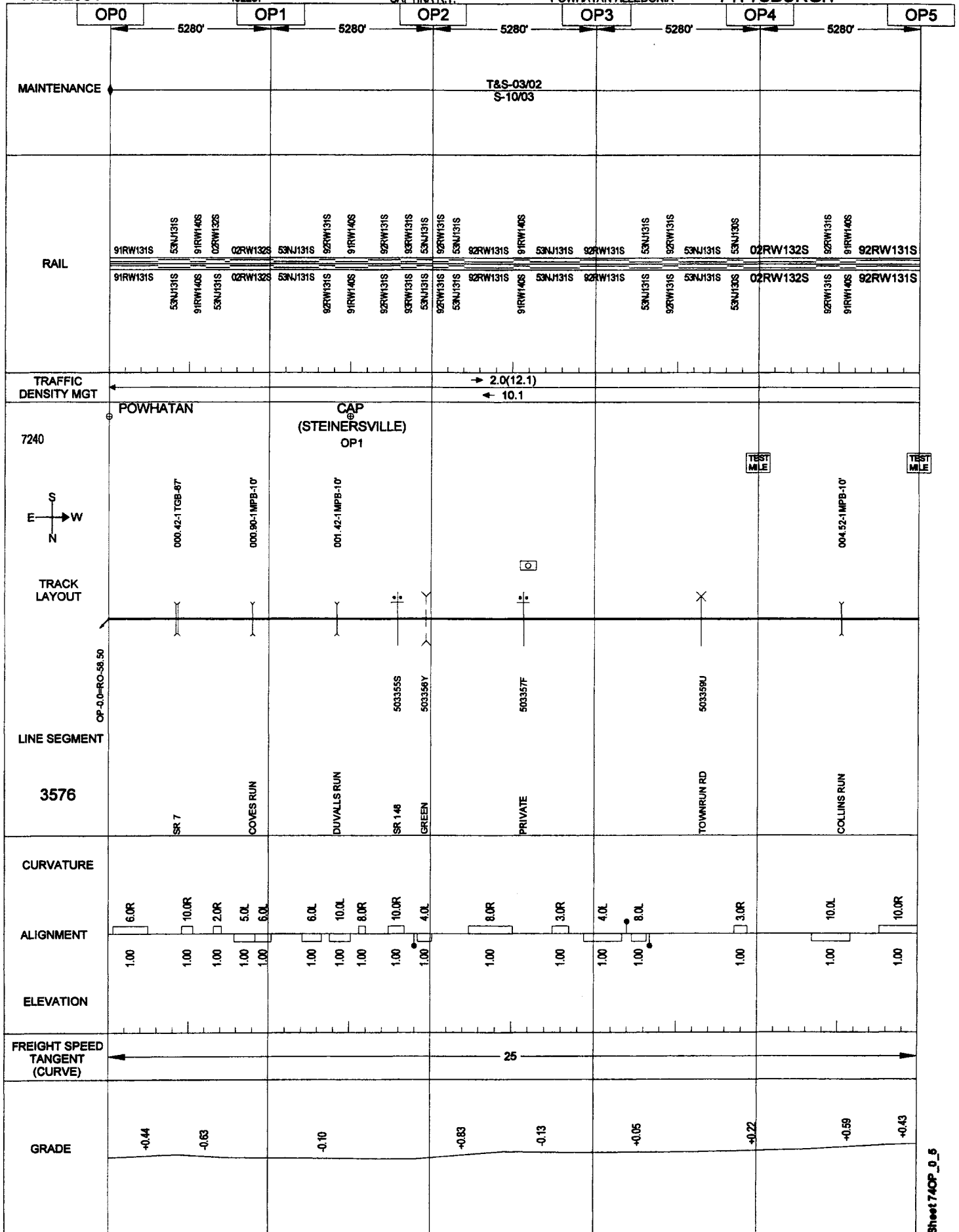
318

402237

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH



11/23/2004

402237

319

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH

OP10

OP5 5280' OP6 5280' OP7 5280' OP8 5280' OP9 5280'

MAINTENANCE

T&S-03/02
S-10/03

RAIL

92RW131S 53N130S 02RW132S 53N130S 00RW136S 53N130S 53N131S 02RW132S 53N131S 02RW132S 02RW132S 02RW132S 91RW140S 69N152S 91RW140S 92RW140S 93RW131S 69N152S 92RW131S 69N152S

TRAFFIC
DENSITY MGT

→ 2.0(12.1)
← 10.1

7240



TRACK
LAYOUT

NORT
(NORTON)

005.98-1MPB-10'

006.31-2DGB-50'

008.00

008.35-7DGO-425'(93)

008.95-3DGO-225'(93)

009.01-1DGO-126'(93)

009.28-1MPB-18'

LINE SEGMENT

3576

NORMANS RUN

MOORES RUN

CALDWELL

KUZIO

VANDINE

CONVEYOR

CR 148

CAPTINA CREEK

CR 148

MILL RUN

SHEPHERDS RD

510450V

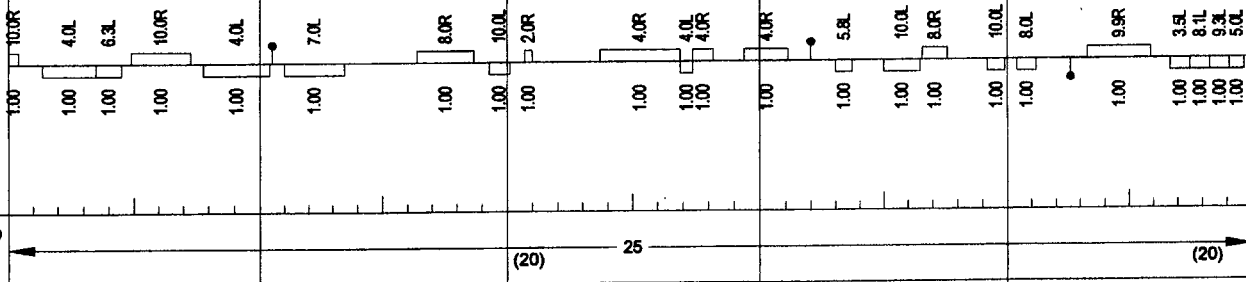
CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE



320

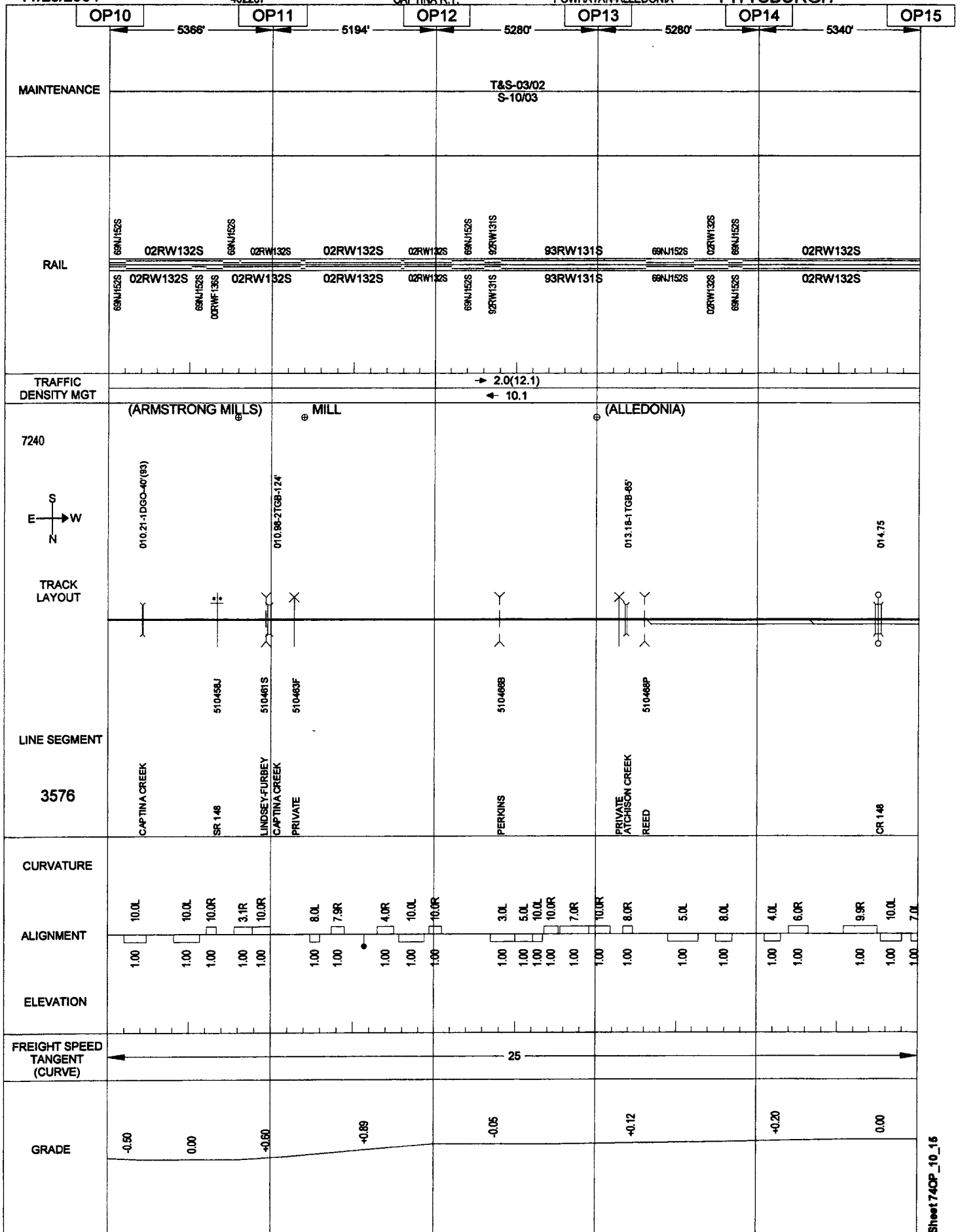
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402237

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH



11/23/2004


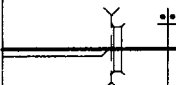
402237

321

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH

MAINTENANCE	OP15 5220' T&S-03/02 S-10/03					
RAIL	02RW132S 02RW132S					
TRAFFIC DENSITY MGT	→ 2.0(12.1) ← 10.1					
7240  TRACK LAYOUT  LINE SEGMENT 3576	015.44-3DGO-150'(NA) 510475A REED CAPTINA CREEK					
CURVATURE						
ALIGNMENT	7.0L 5.0R 8.0L					
ELEVATION	1.00 1.00 1.00					
FREIGHT SPEED TANGENT (CURVE)	25					
GRADE	-0.29 0.00					

322

11/23/2004

406501

MEAD I.T.

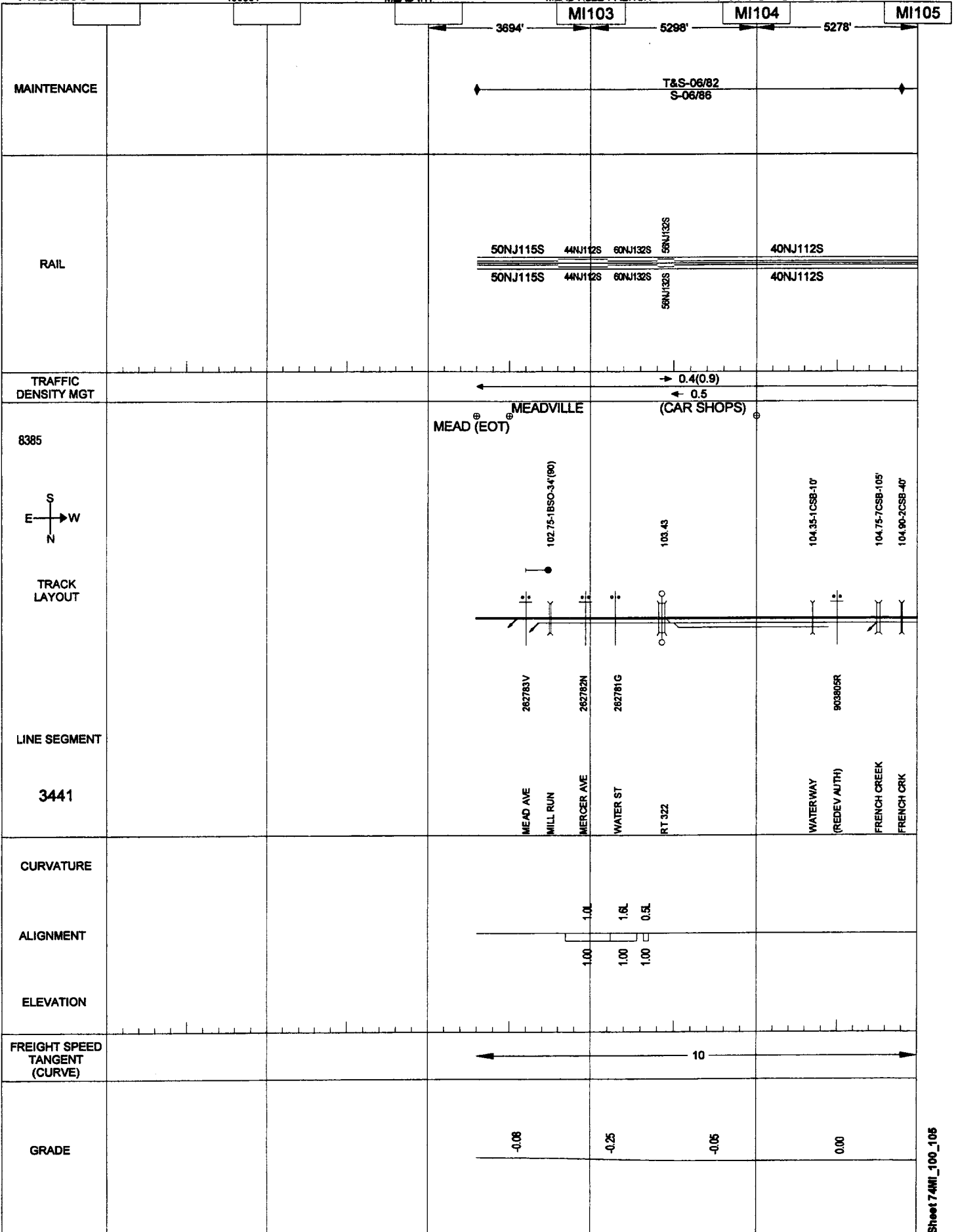
MEADVILLE-FRENCH

PITTSBURGH

MI103

MI104

MI105



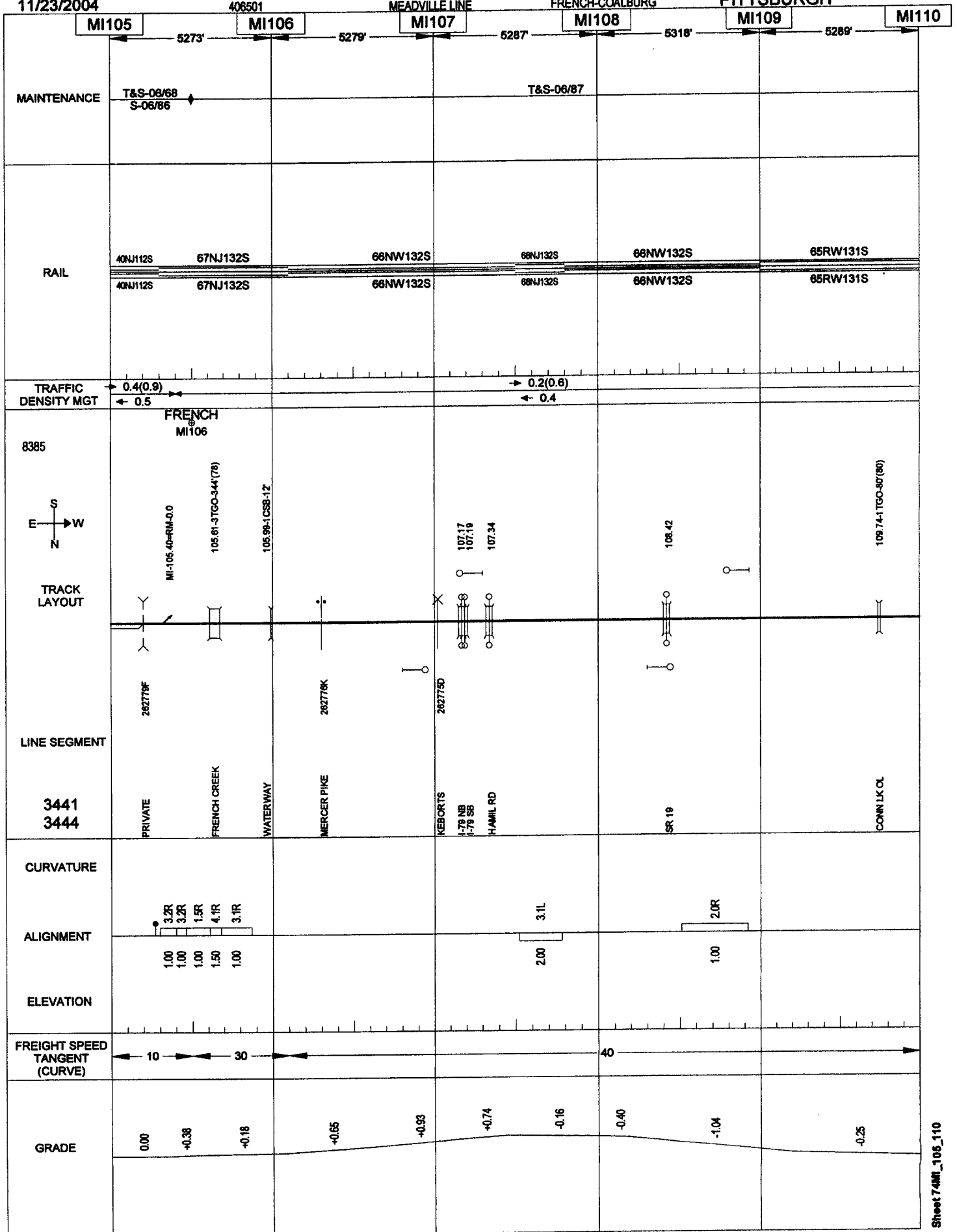
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323

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



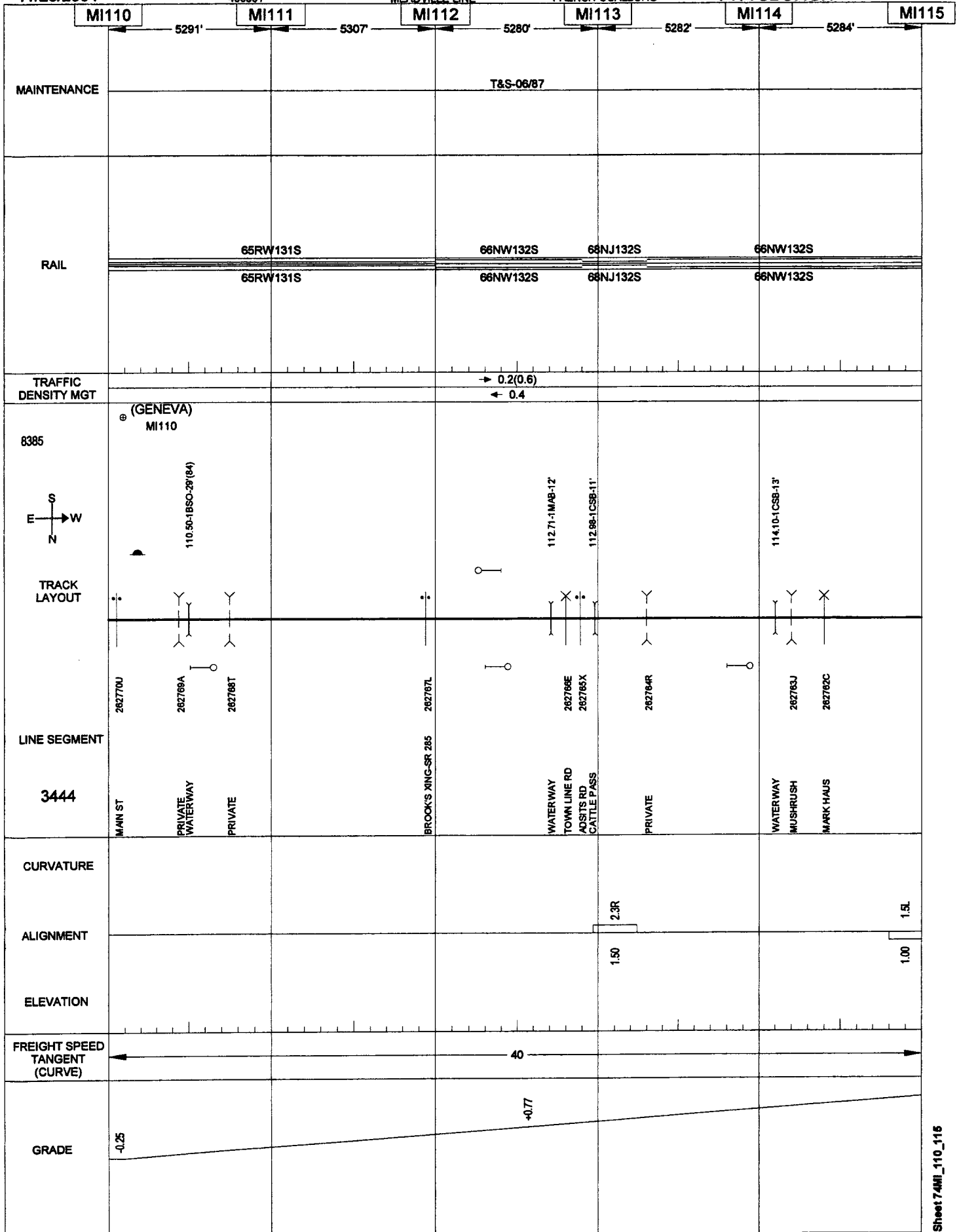
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324

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



11/23/2004

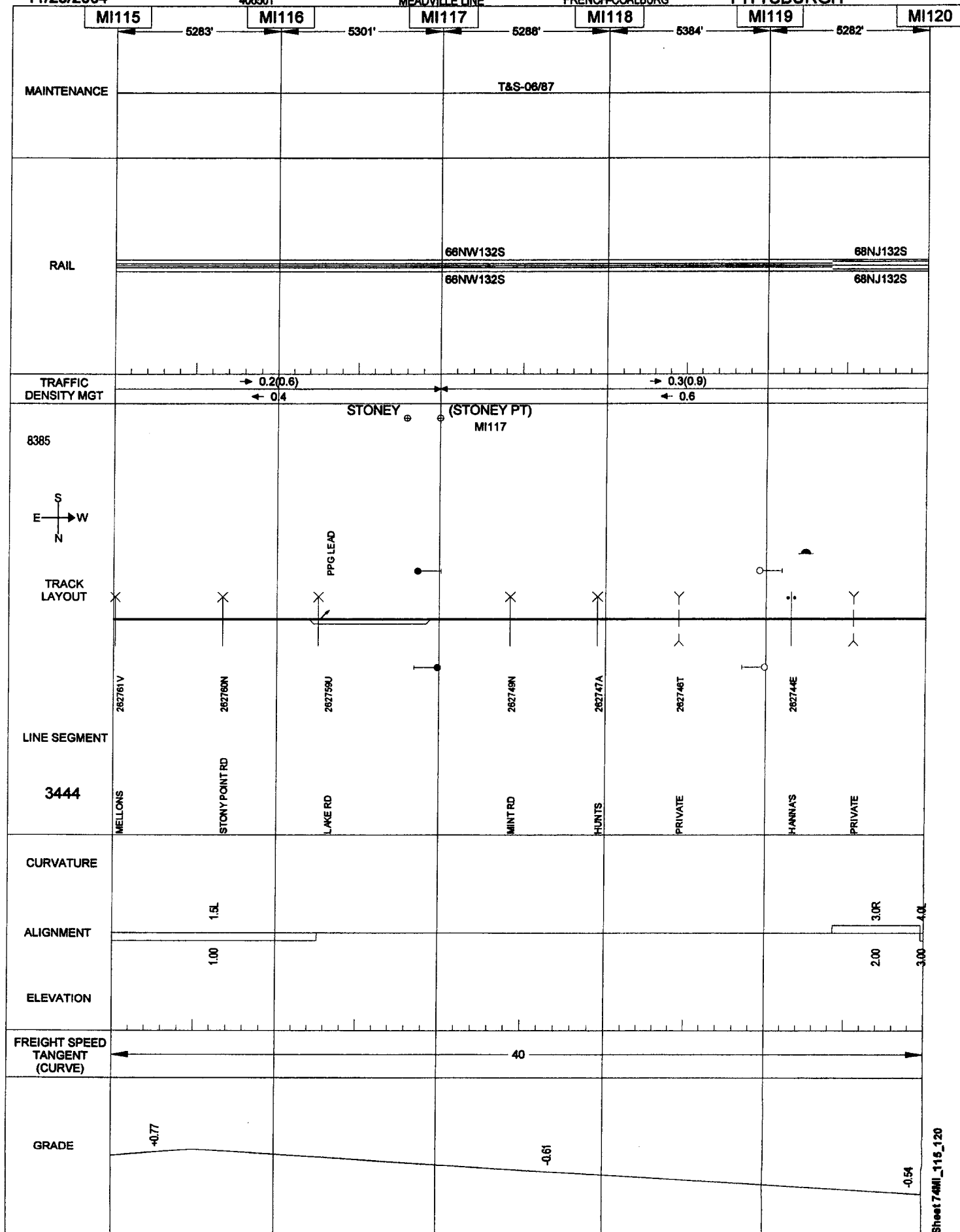
325

406501

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



11/23/2004

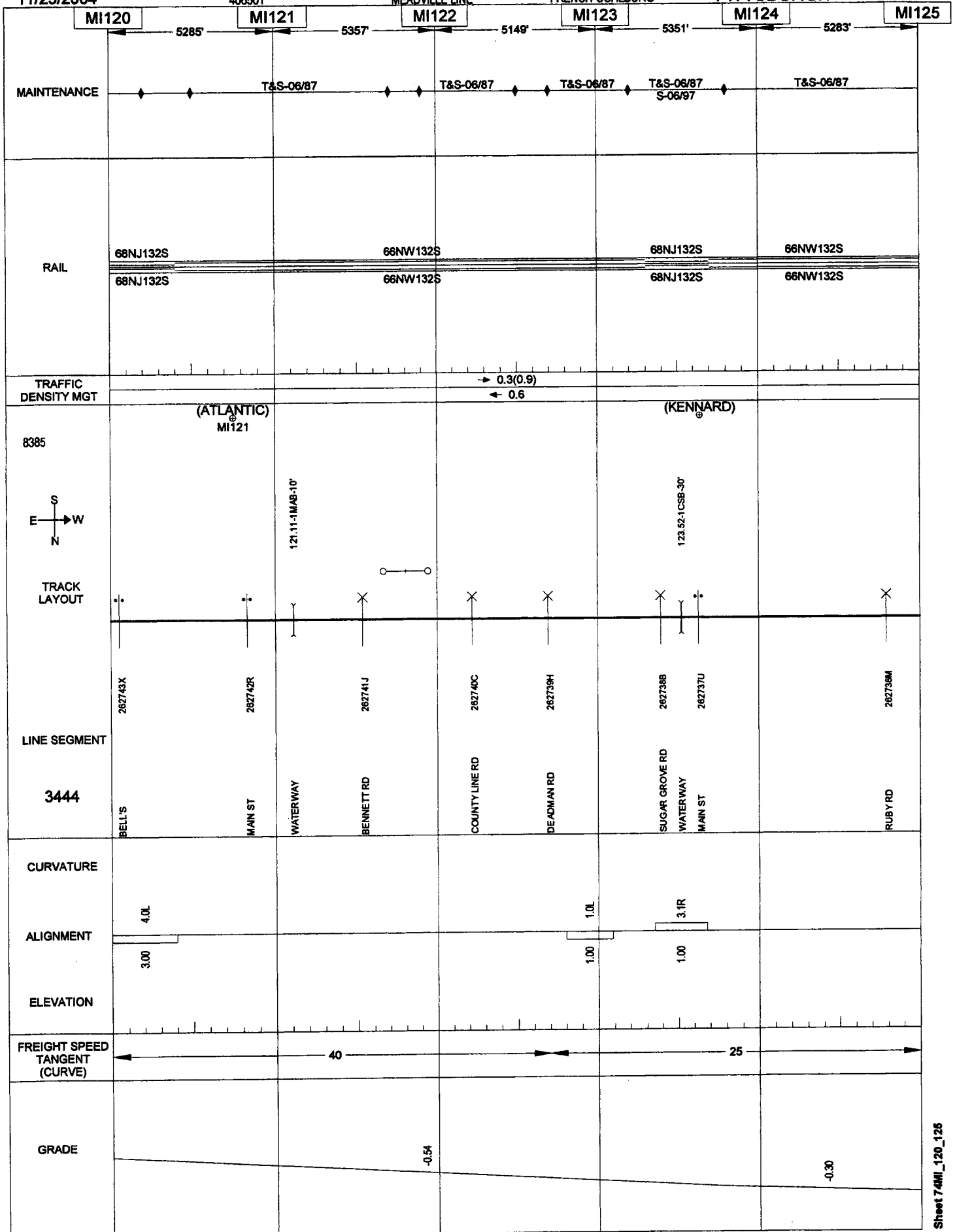
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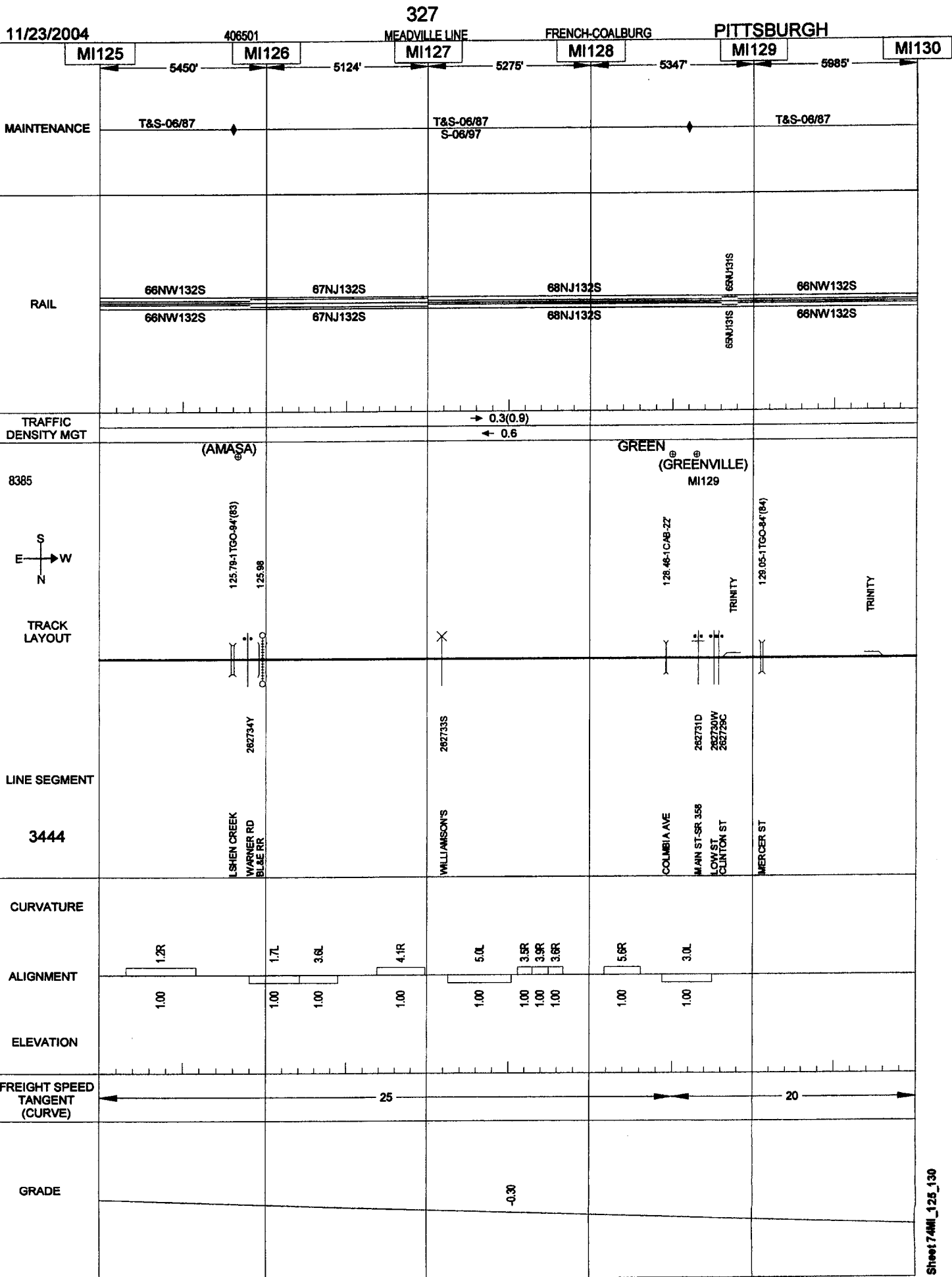
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MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH





328

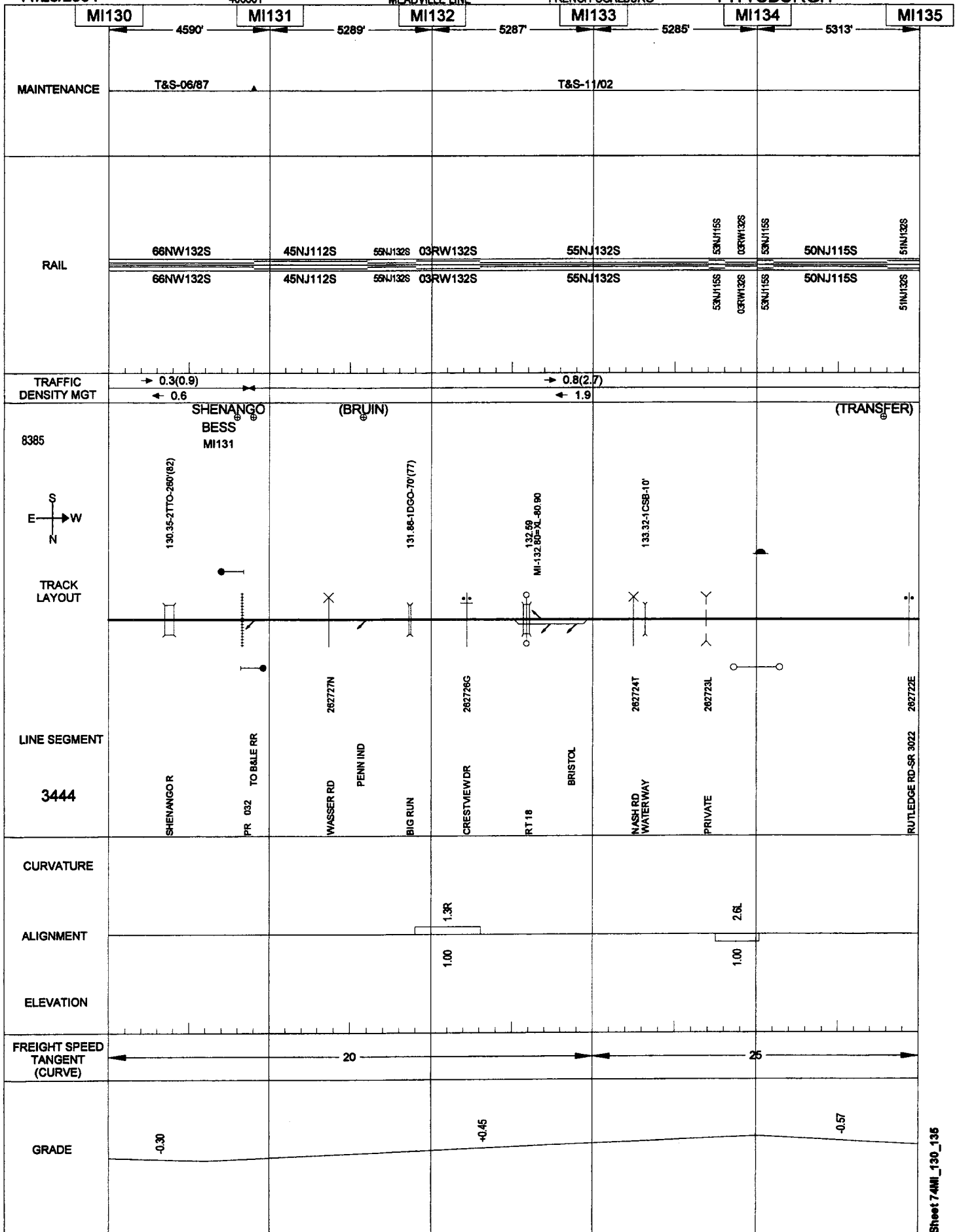
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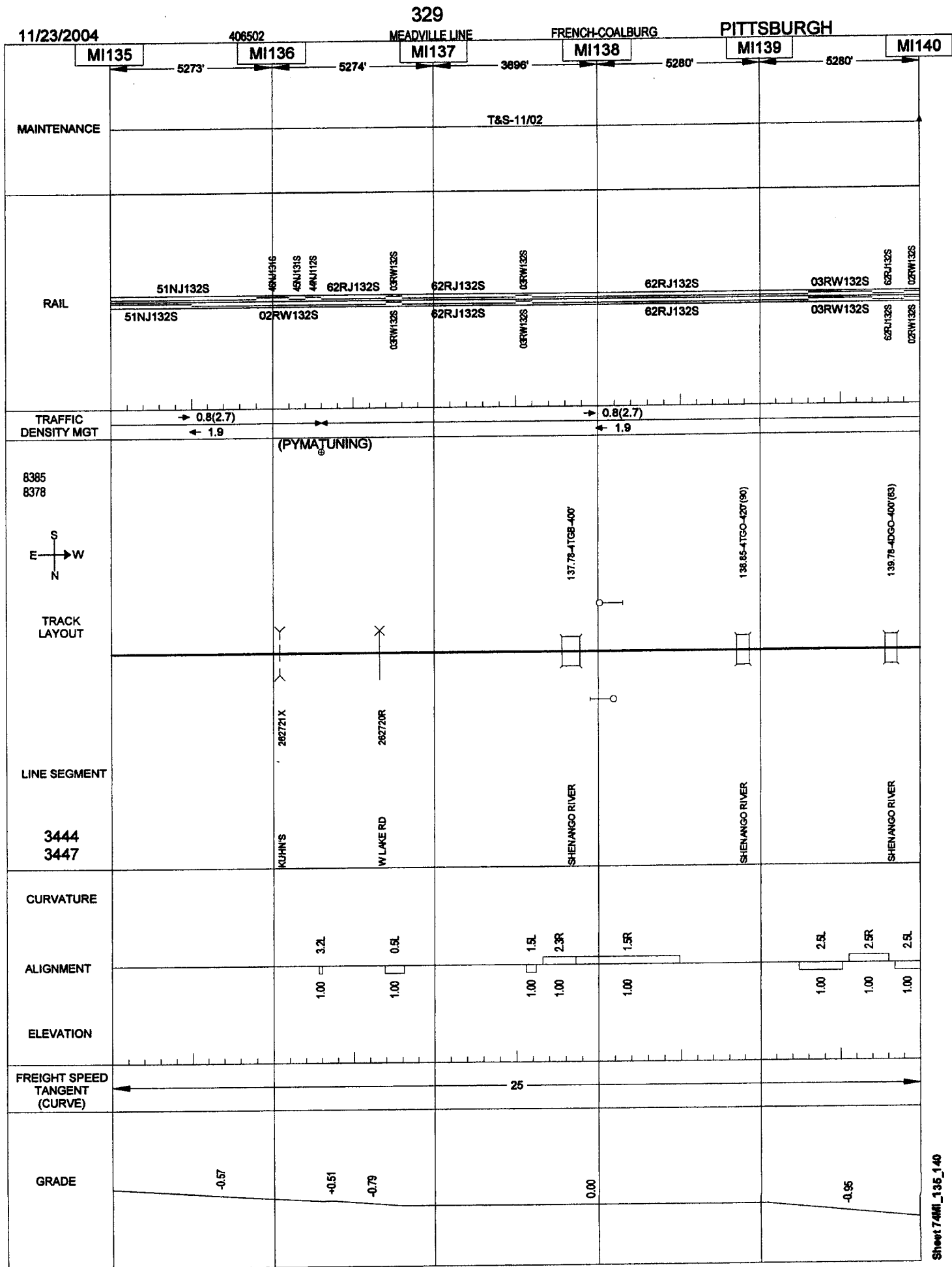
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MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH





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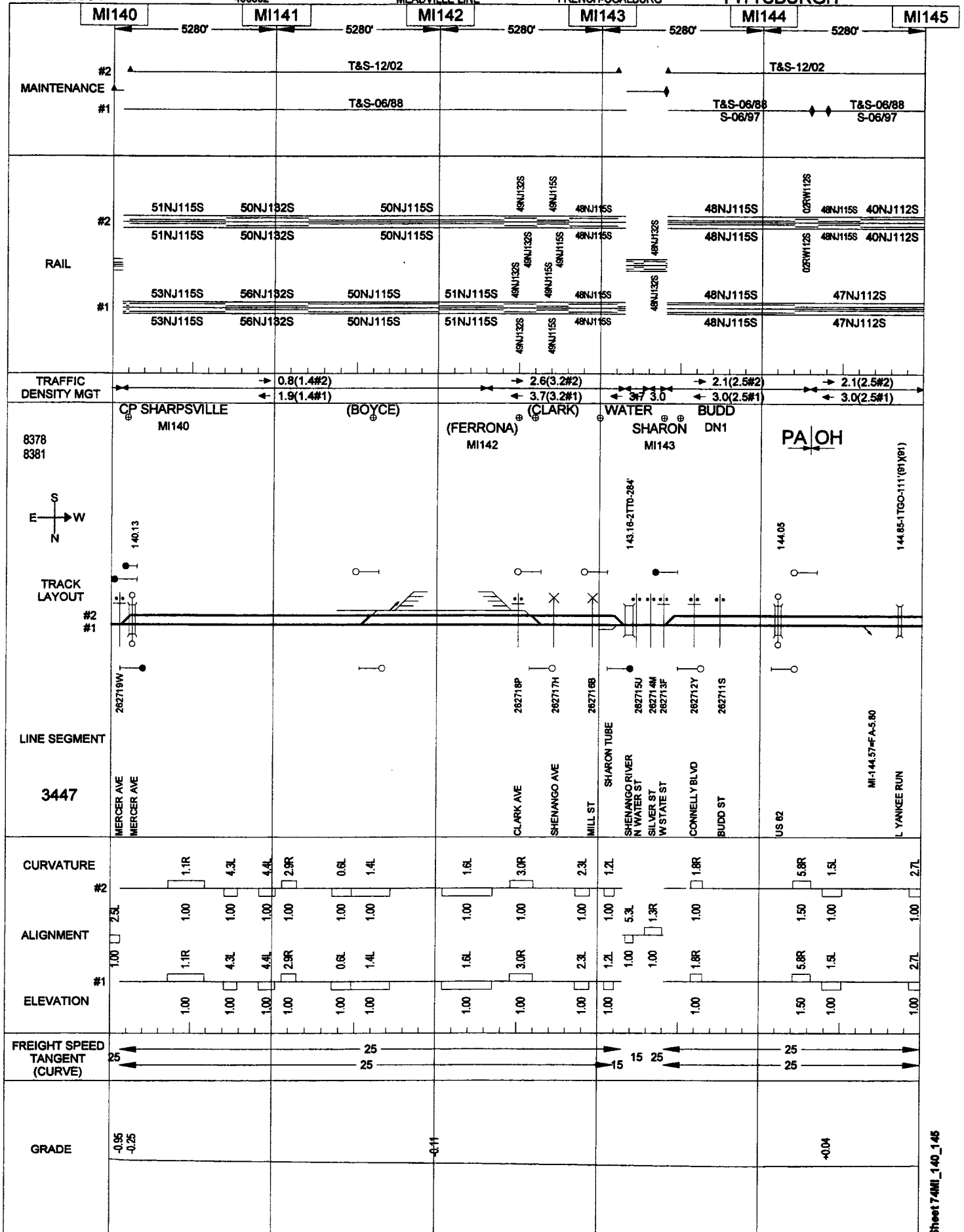
406502

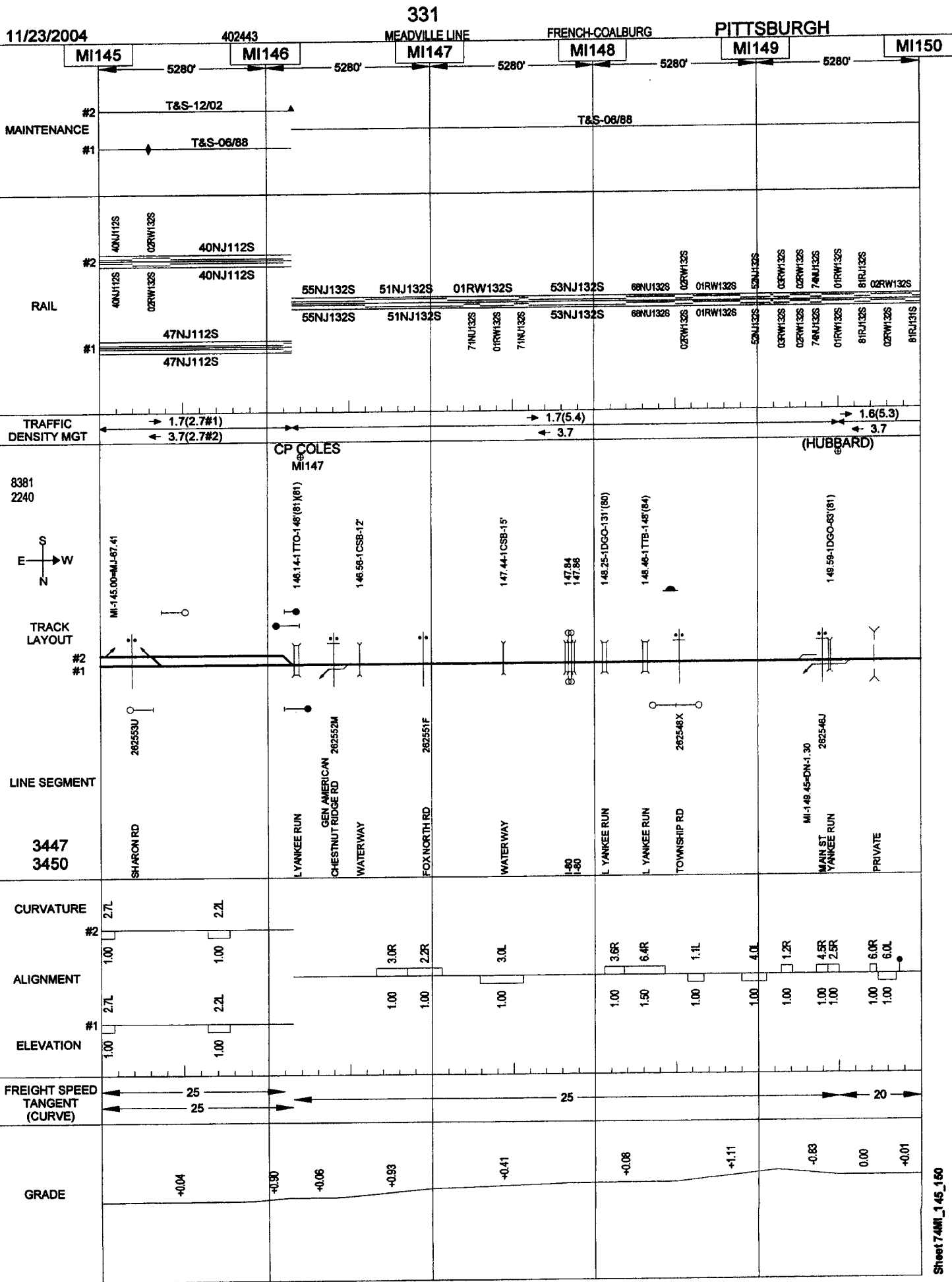
330

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH





332

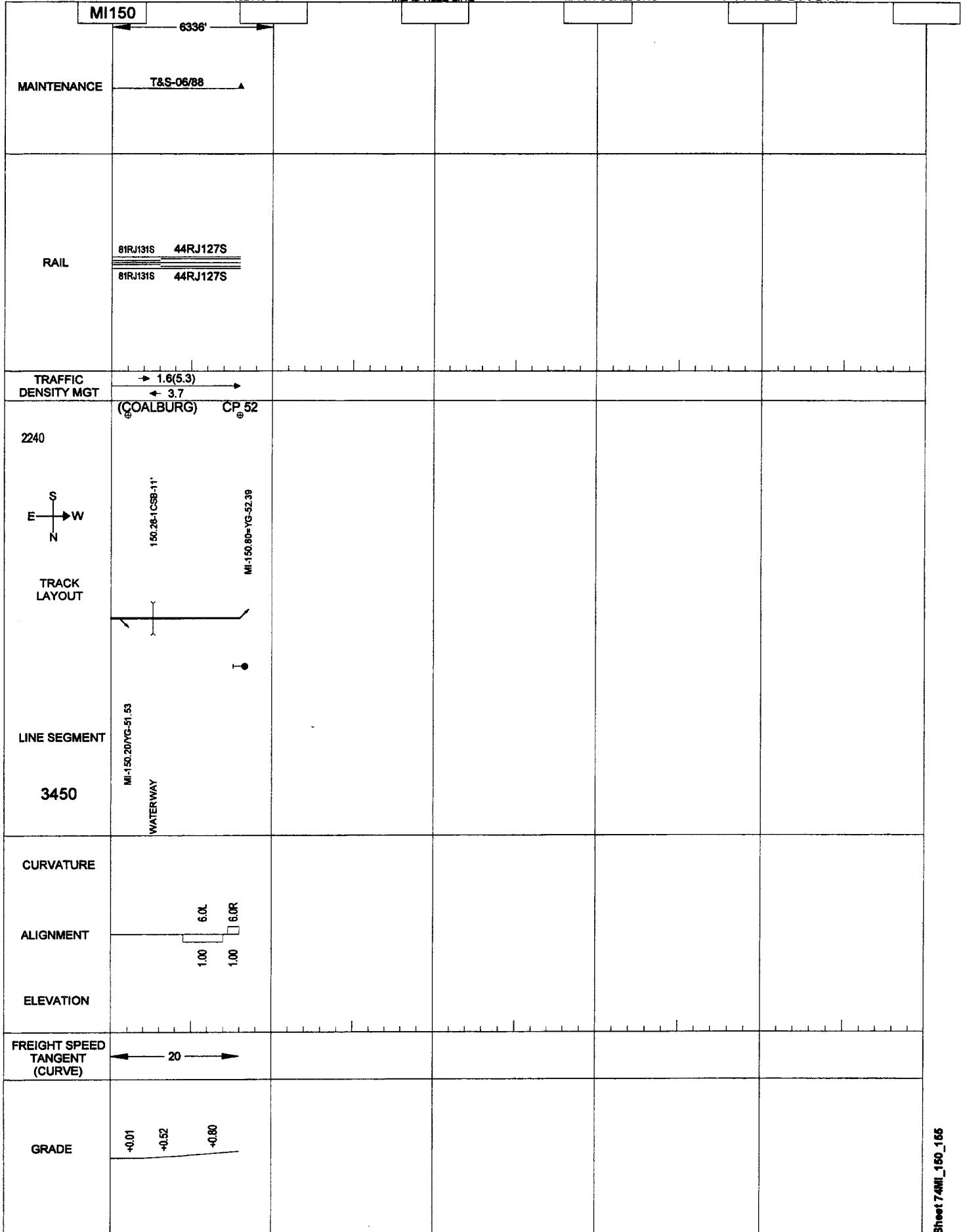
11/23/2004

402443

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



11/23/2004

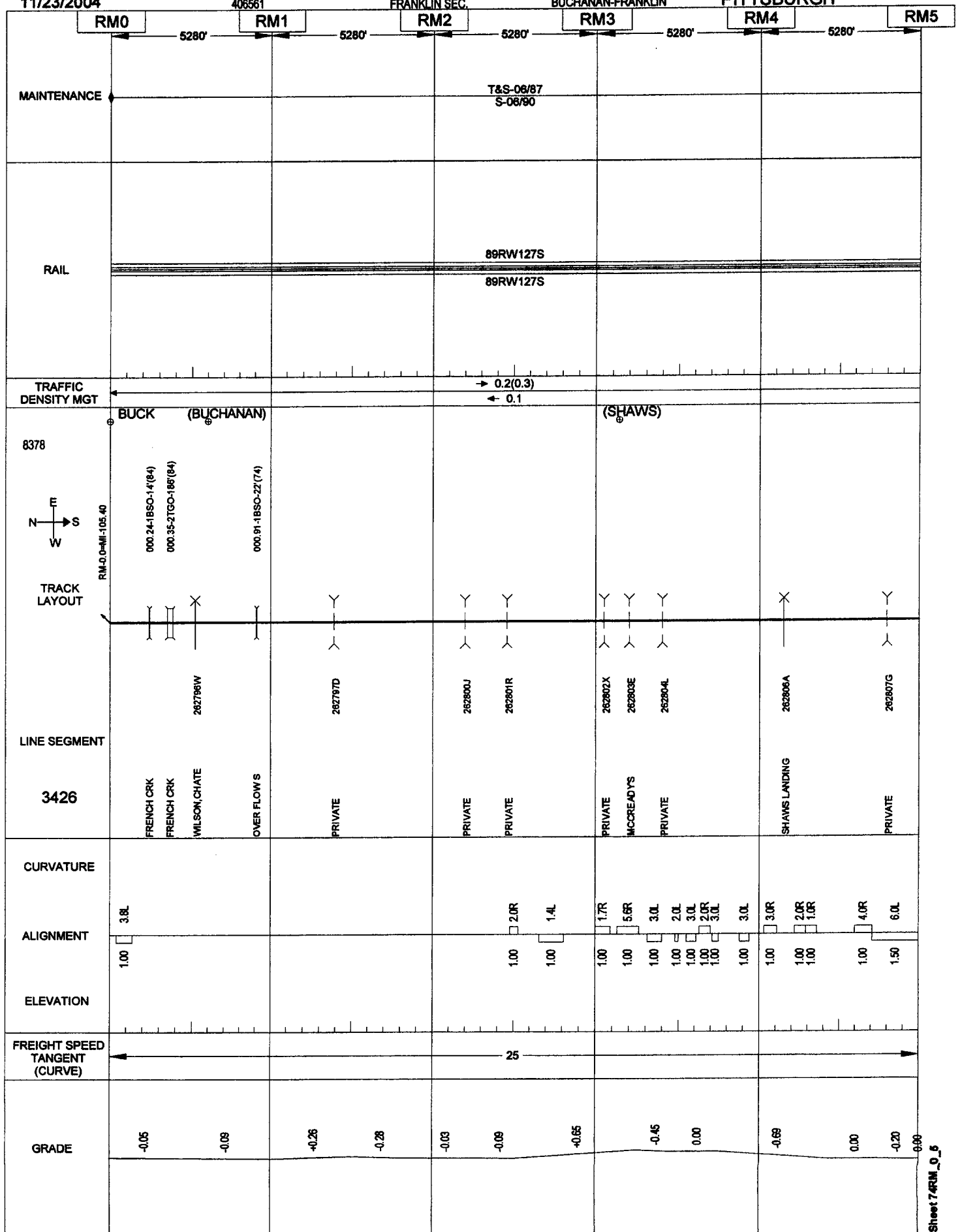
406561

333

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



Sheet 74RM_5_10

11/23/2004

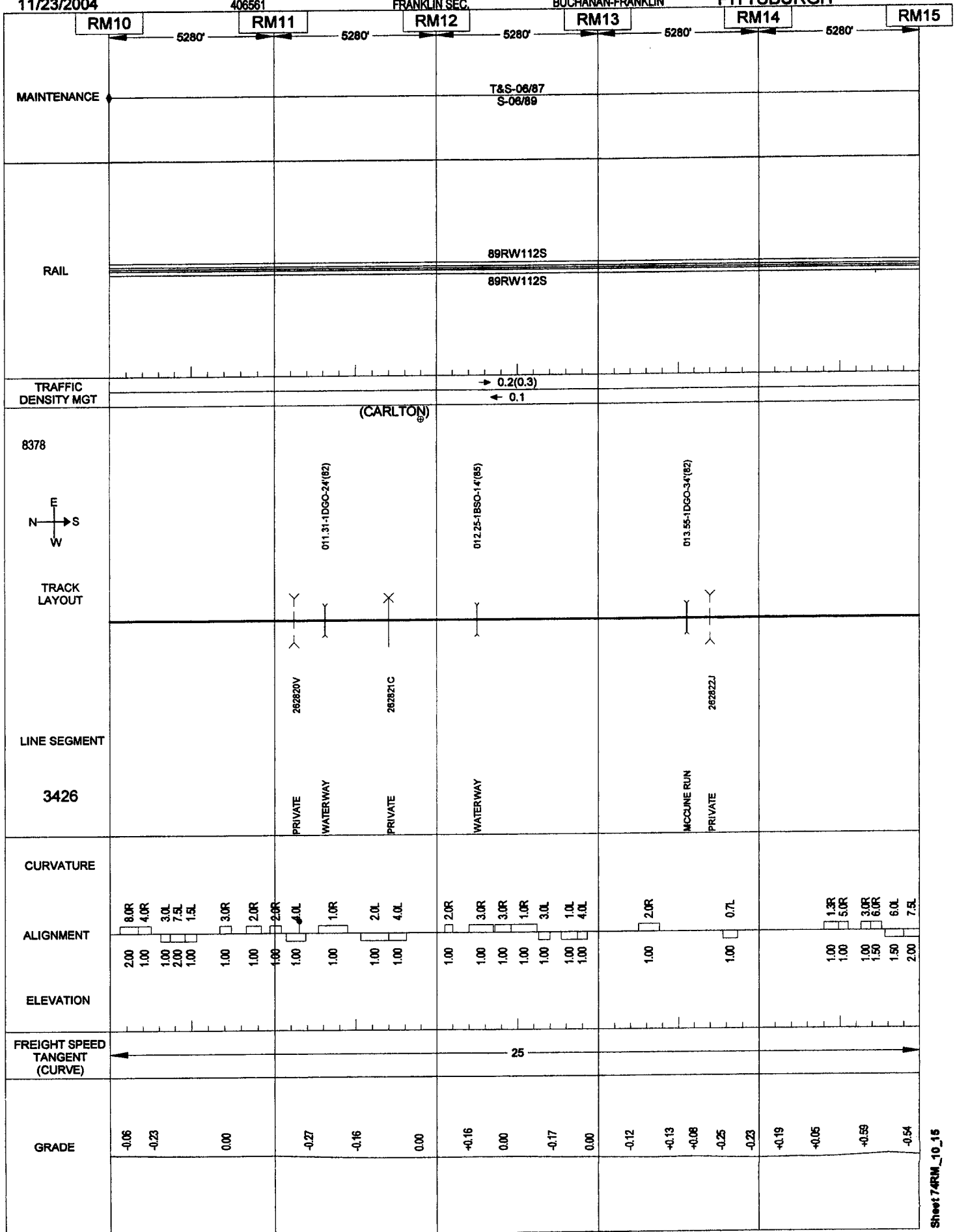
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335

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



11/23/2004

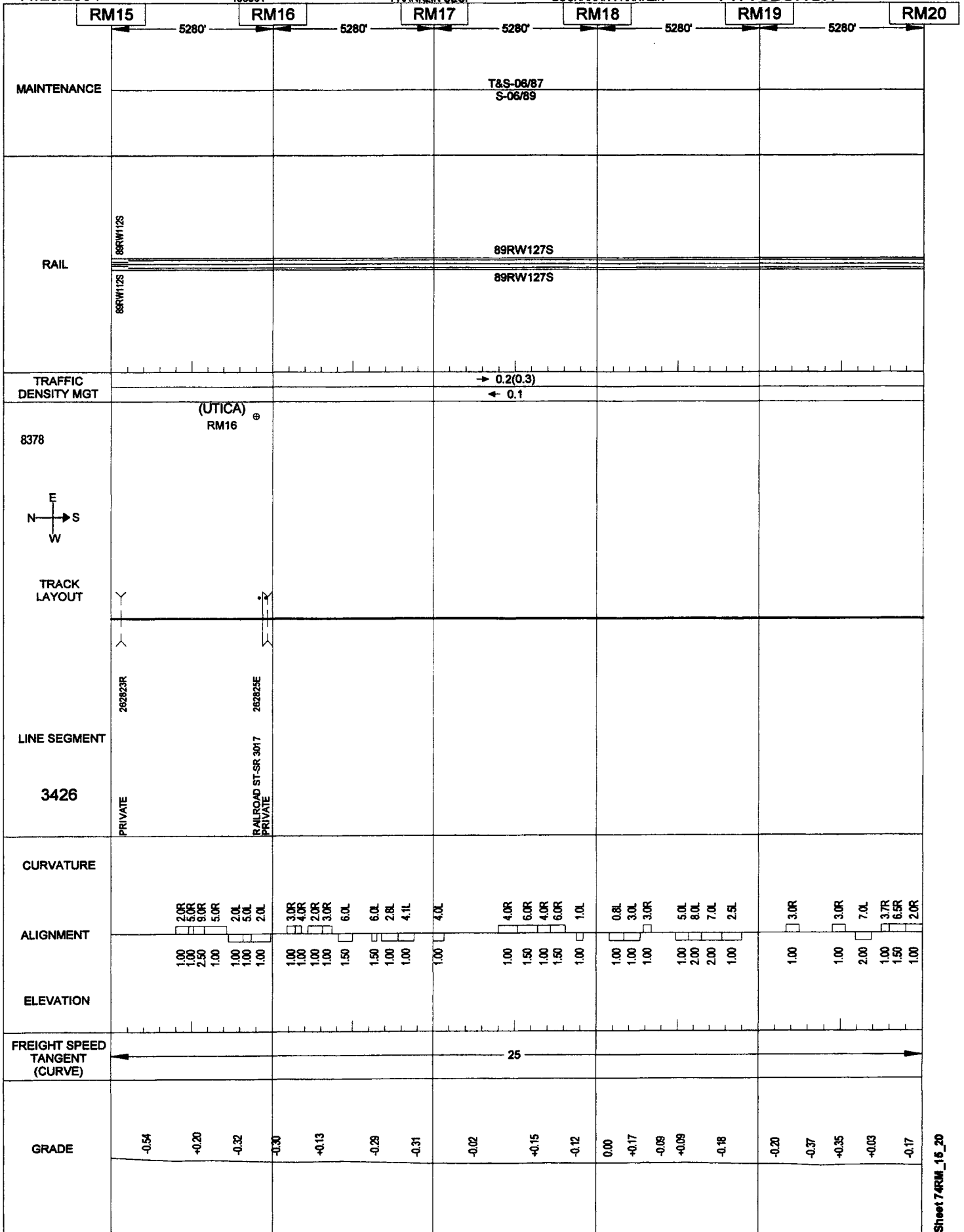
336

406561

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



11/23/2004

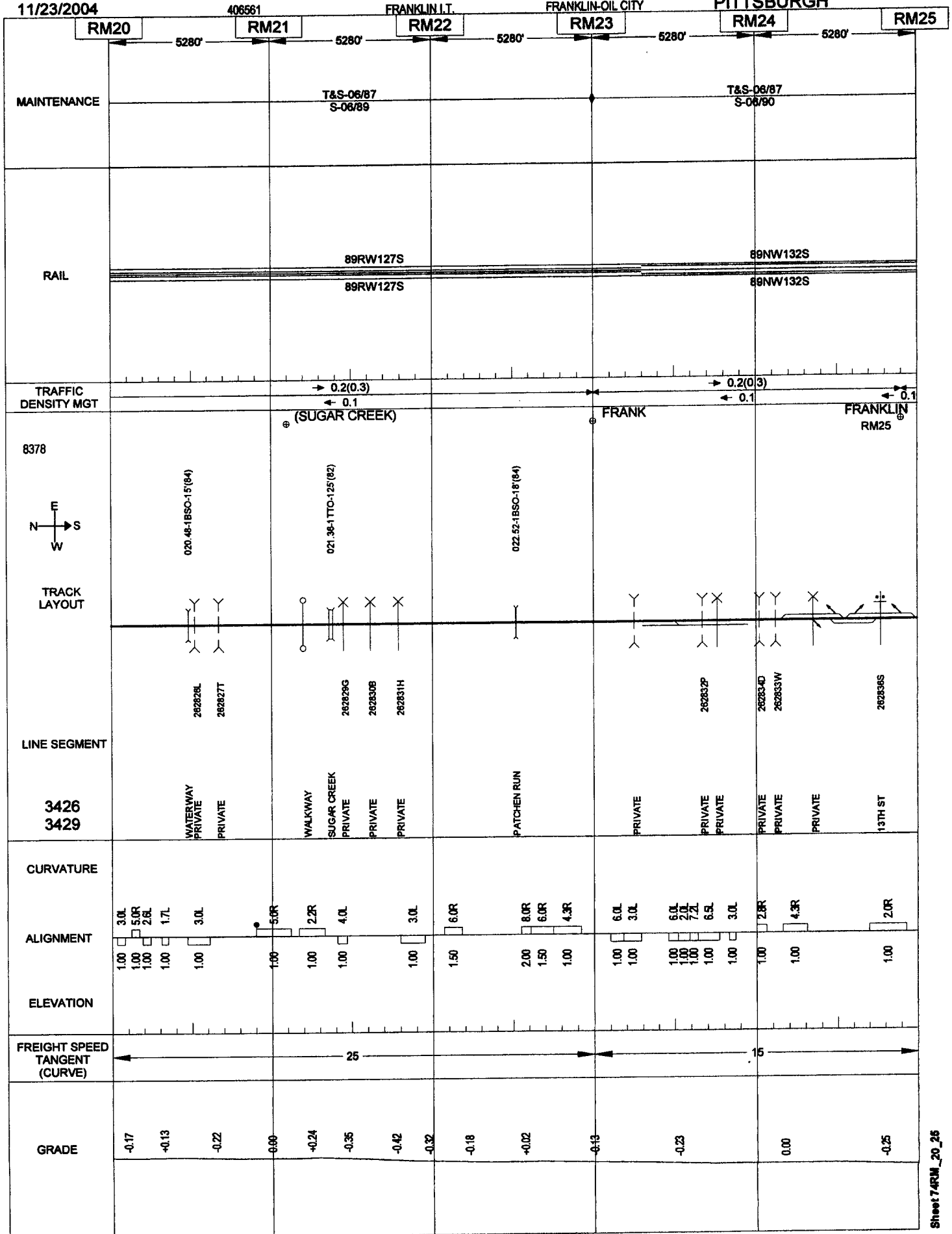
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337

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



11/23/2004

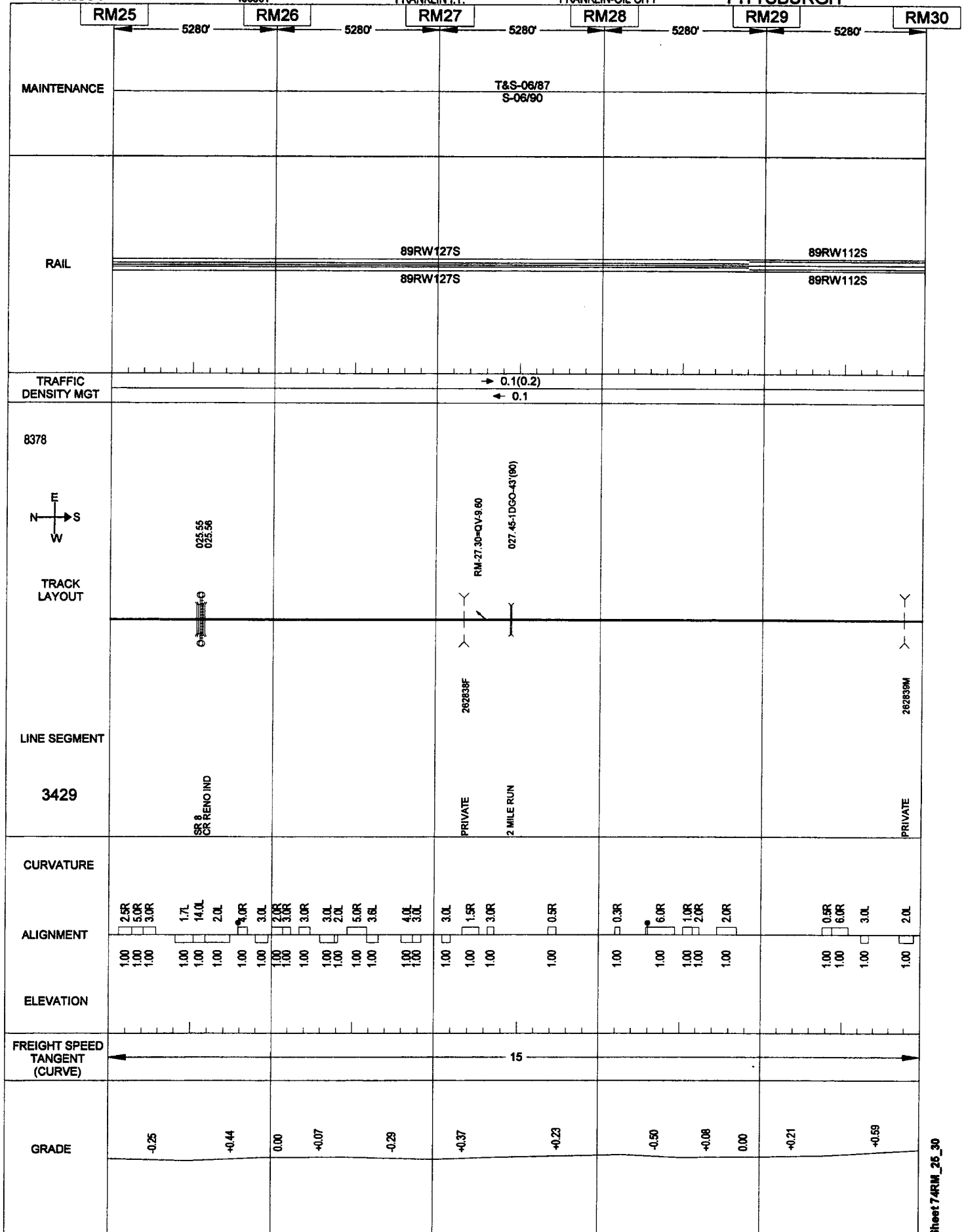
338

406561

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



11/23/2004

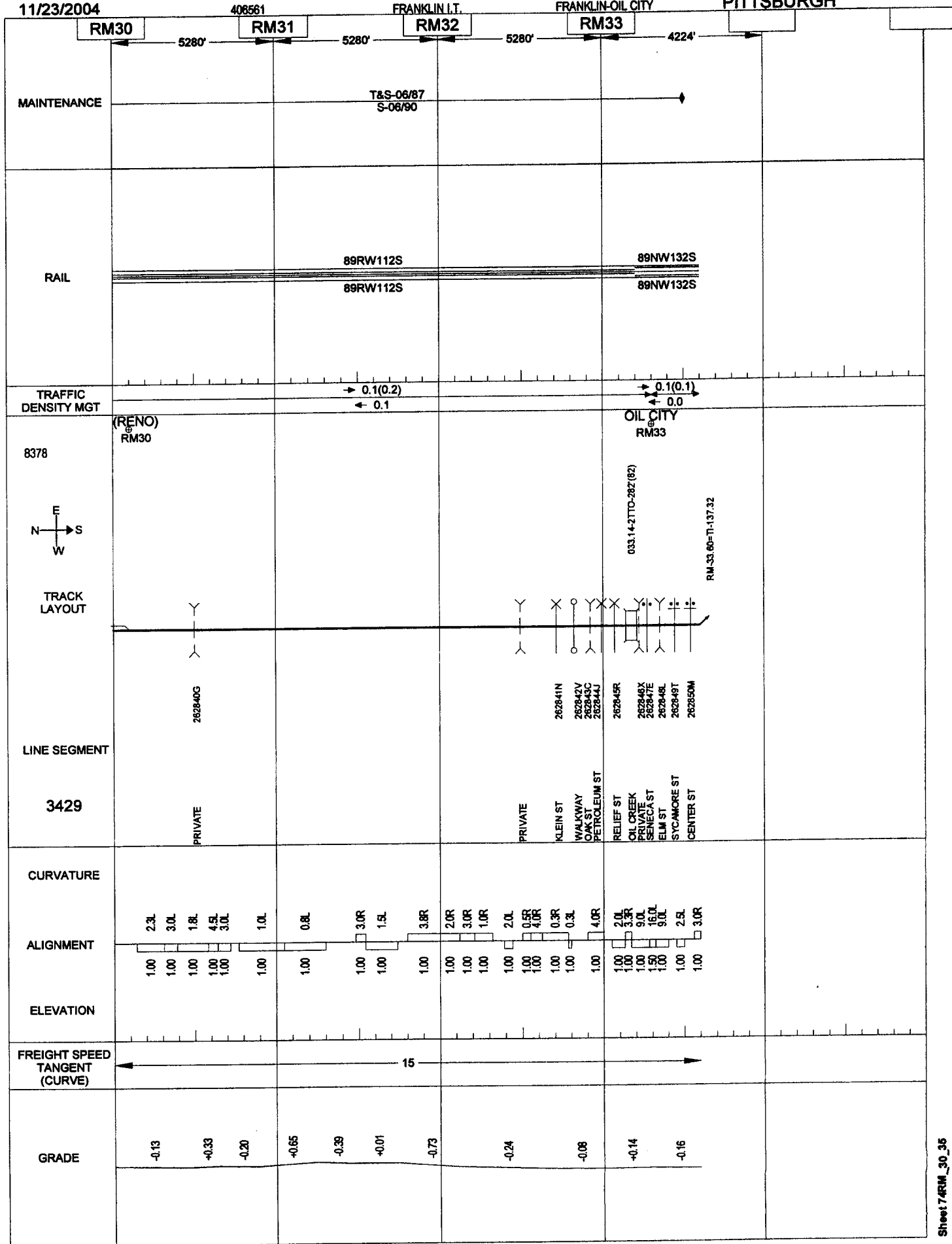
406561

339

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



11/23/2004

402327

340

TITUS I.T.

ROUSEVILLE-OIL CITY

PITTSBURGH

TI134

TI135

5280'

5272'

MAINTENANCE

T&S-06/87

RAIL

25RJ130S

64RJ131S

25RJ130S

64RJ131S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0(0.1)

0.0

0.1

7206

TRACK
LAYOUT(ROUSEVILLE)
TI134

134.58-1DGO-33(85)

LINE SEGMENT

3606

528670E

528672T

PENNZOIL #3

CHERRY RUN
PRIVATE

PENNZOIL #1

CURVATURE

ALIGNMENT

ELEVATION

5.0R

6.0R

5.5L

3.5L

3.0R

6.5R

1.3R

6.5R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.25

-0.31

-0.15

Sheet 74TI_130_135

11/23/2004

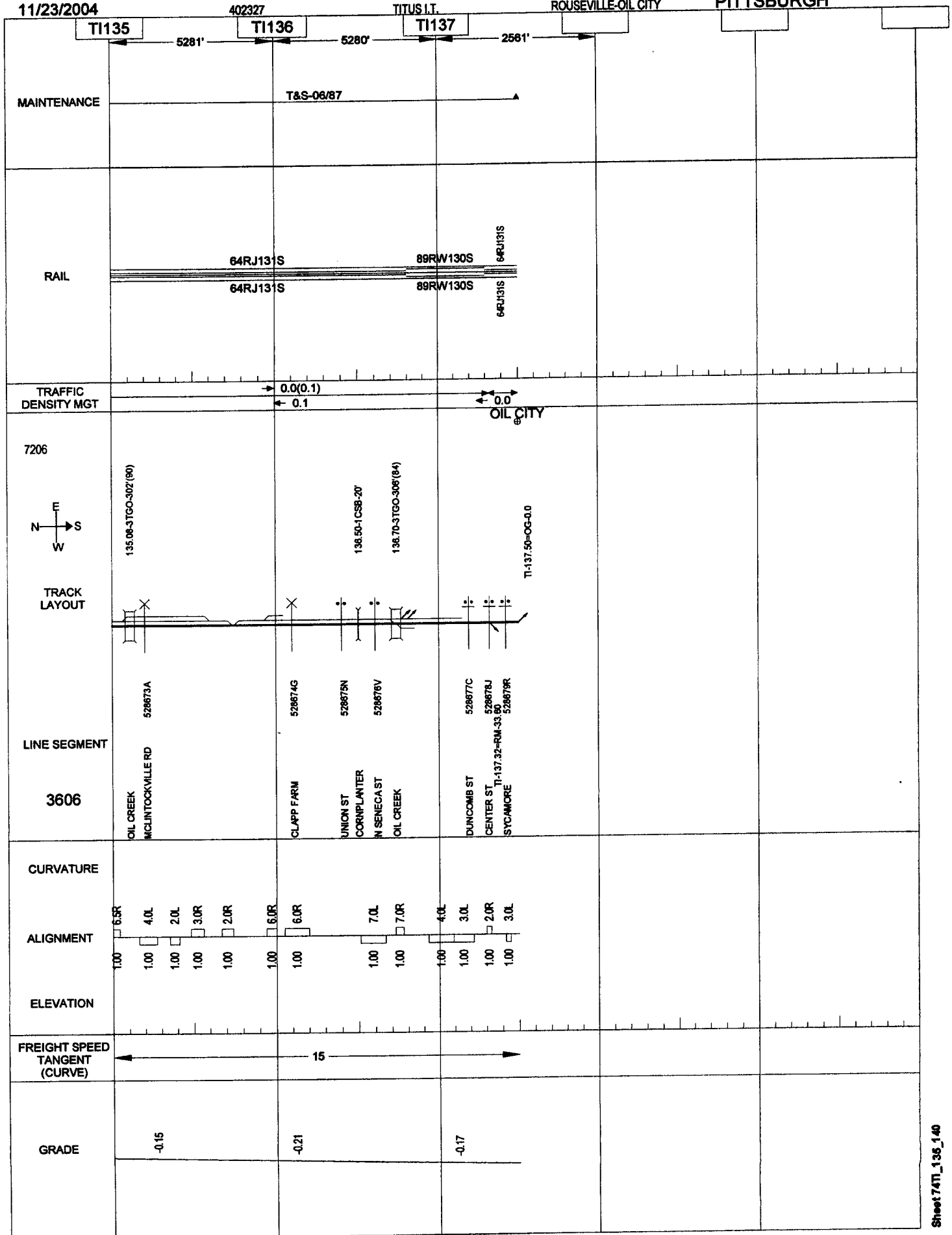
402327

341

TITUS I.T.

ROUSEVILLE-OIL CITY

PITTSBURGH



PITTSBURGH

Sheet 740G_0_5

11/23/2004

402329

343
OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH

UL130

5280'

MAINTENANCE

T&S-06/82

RAIL

48UJ130S

48UJ130S

TRAFFIC
DENSITY MGT

OIL CITY

7035



TRACK
LAYOUT



528638X

LINE SEGMENT

3615

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

11/23/2004

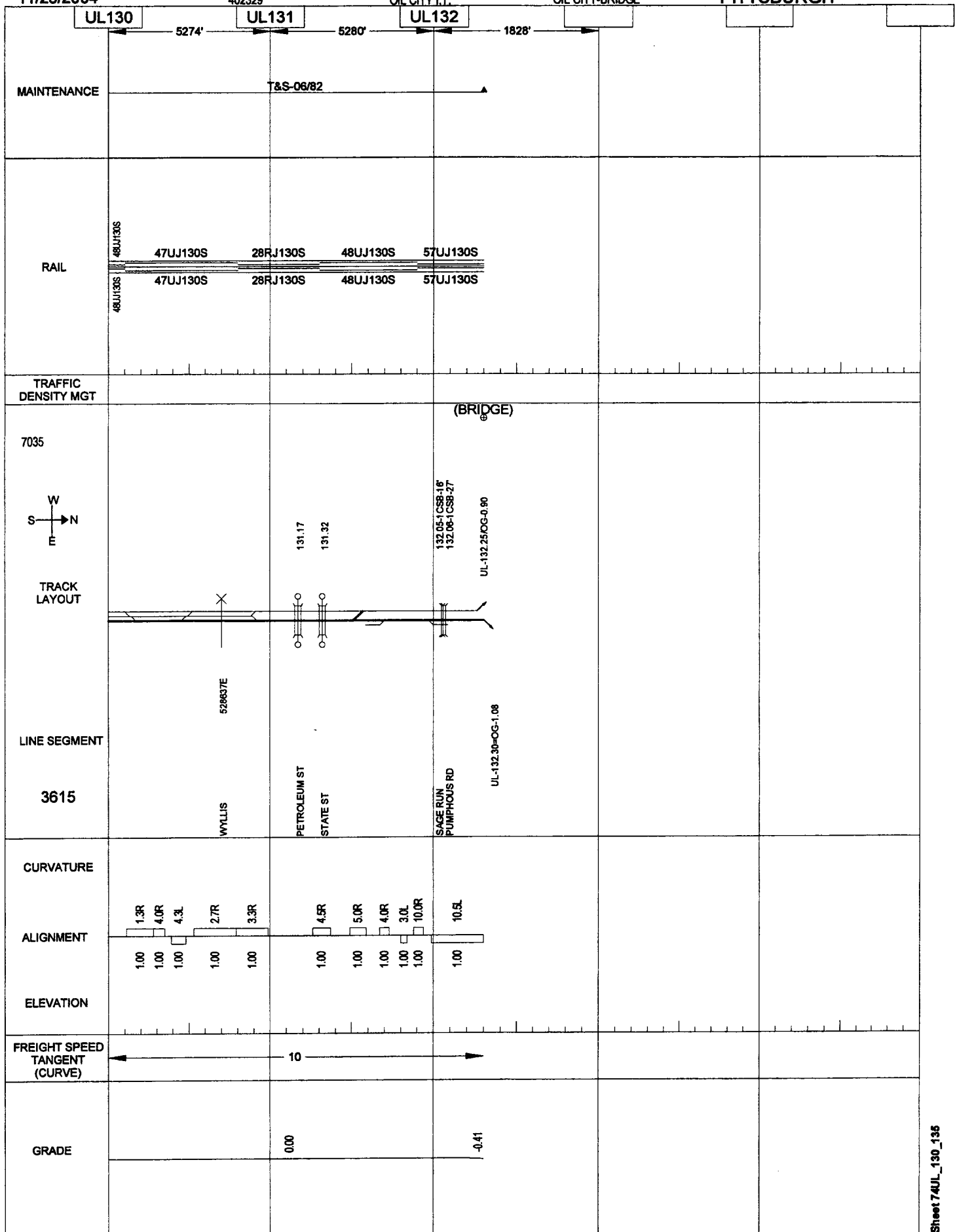
344

402329

OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH



11/23/2004

402434

345

WHEATLAND I.T.

WHEATLAND-SHARPVILLE

PITTSBURGH

		MJ66	MJ67	MJ68	MJ69	MJ70
		5280'	5280'	5280'	5280'	5280'
MAINTENANCE		T&S-08/75		T&S-08/84		
RAIL		34NJ131S 34NJ131S	40NJ131S 40NJ131S	37NJ130S 37NJ130S	68NW131S 68NW131S	
TRAFFIC DENSITY MGT		→ 0.1(0.2) ← 0.2	→ 1.6(2.2) ← 0.6	→ 0.0(0.0) ← 0.0		
7474			(WHEATLAND) (FARRELL YD)	(FARRELL) MJ69	(SHARON)	
		068.31-3TTC-398'(68)	MJ-67.41-MI 145.00	068.62-1BSO-15'(73)	069.54	
TRACK LAYOUT						
LINE SEGMENT		SHENANGO RV	COUNCIL AVE	WATERWAY	STAUNTON AVE	SR 62
3432			MILL ST MAIN ST CHURCH ST OHIO PR 000			CONNELLY BLVD PRIVATE E STATE ST
CURVATURE						
ALIGNMENT		1.5L	2.0R	1.0R	2.9R	1.0L
ELEVATION		1.00	1.00	1.00	1.00	1.00
FREIGHT SPEED TANGENT (CURVE)						
GRADE		0.00 -0.49 0.00	-0.21 0.00	-0.22 -0.47 -0.15	-0.09 0.00 +0.24	+0.52

11/23/2004

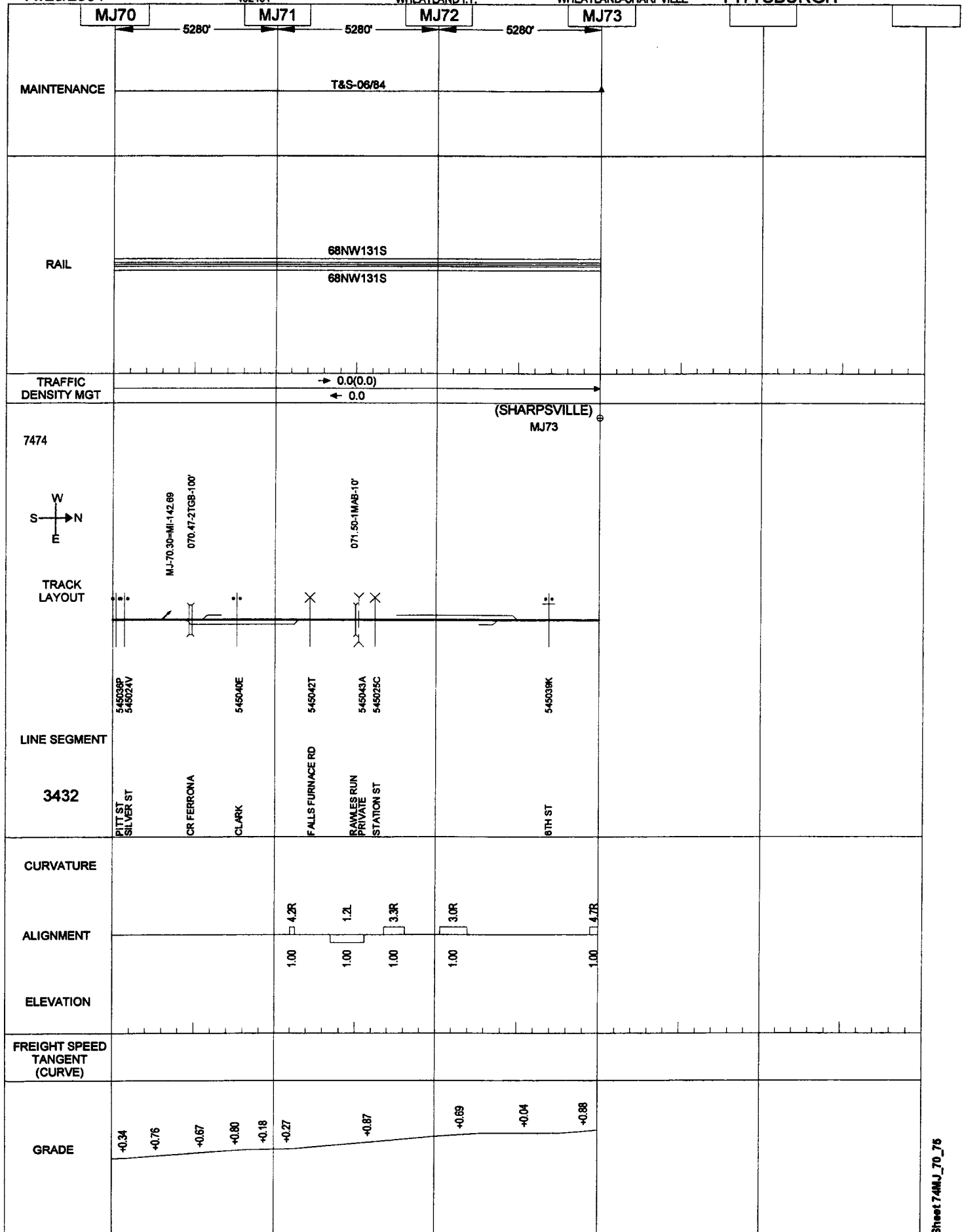
346

402434

WHEATLAND I.T.

WHEATLAND-SHARPSVILLE

PITTSBURGH



11/23/2004

402434

347

WHEATLAND I.T.

SHENANGO-JAMESTOWN

PITTSBURGH

XL81

5280'

5280'

MAINTENANCE

T&S-06/69
S-06/74

RAIL

42NJ130S
42NJ130S

TRAFFIC
DENSITY MGT

7474

W
S — N
E

TRACK
LAYOUT

XL 80.90-MI-132.80

080.96

081.68-1 DCO-84(64)

LINE SEGMENT

3435

SR 18

BIG RUN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00

-1.01

348

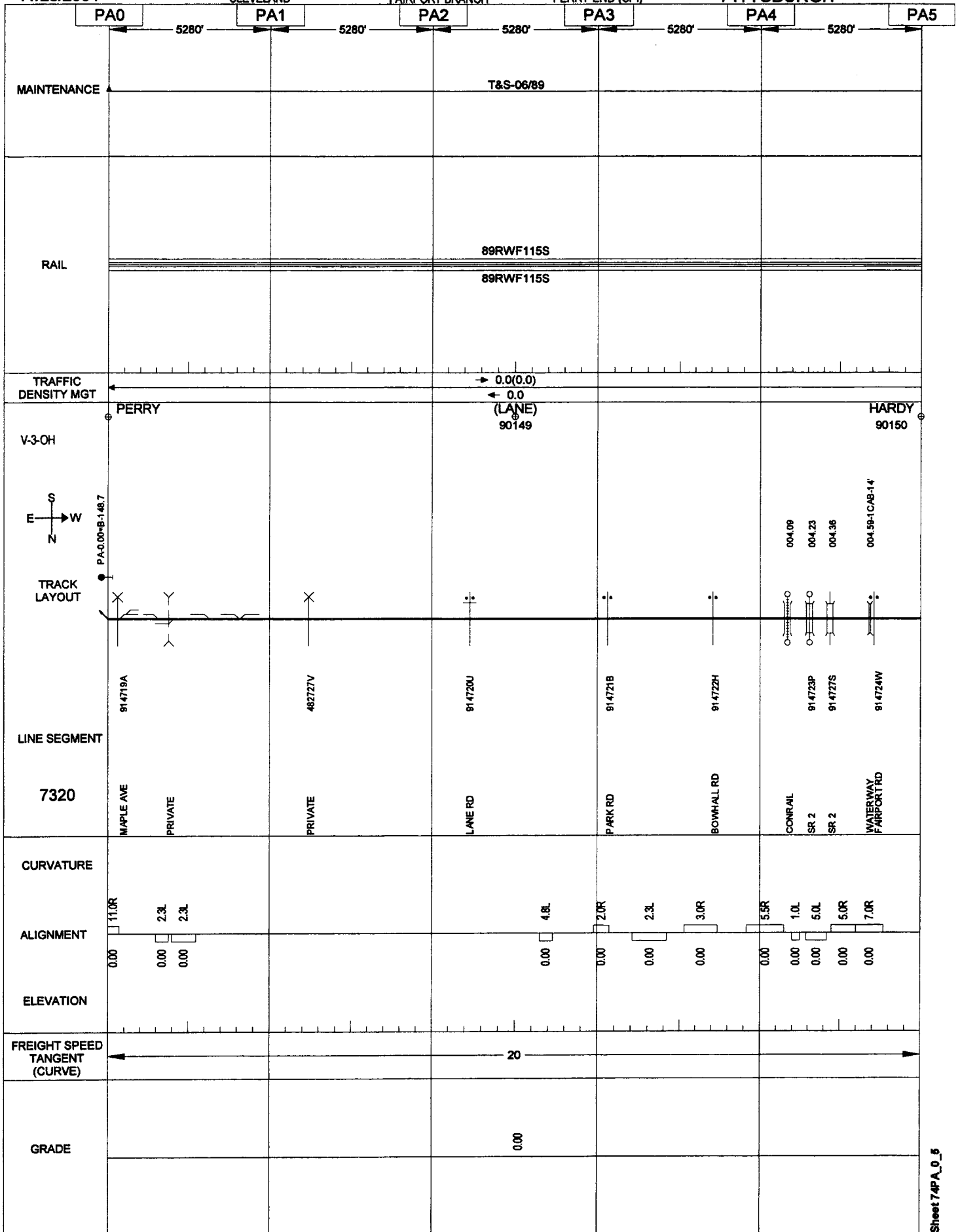
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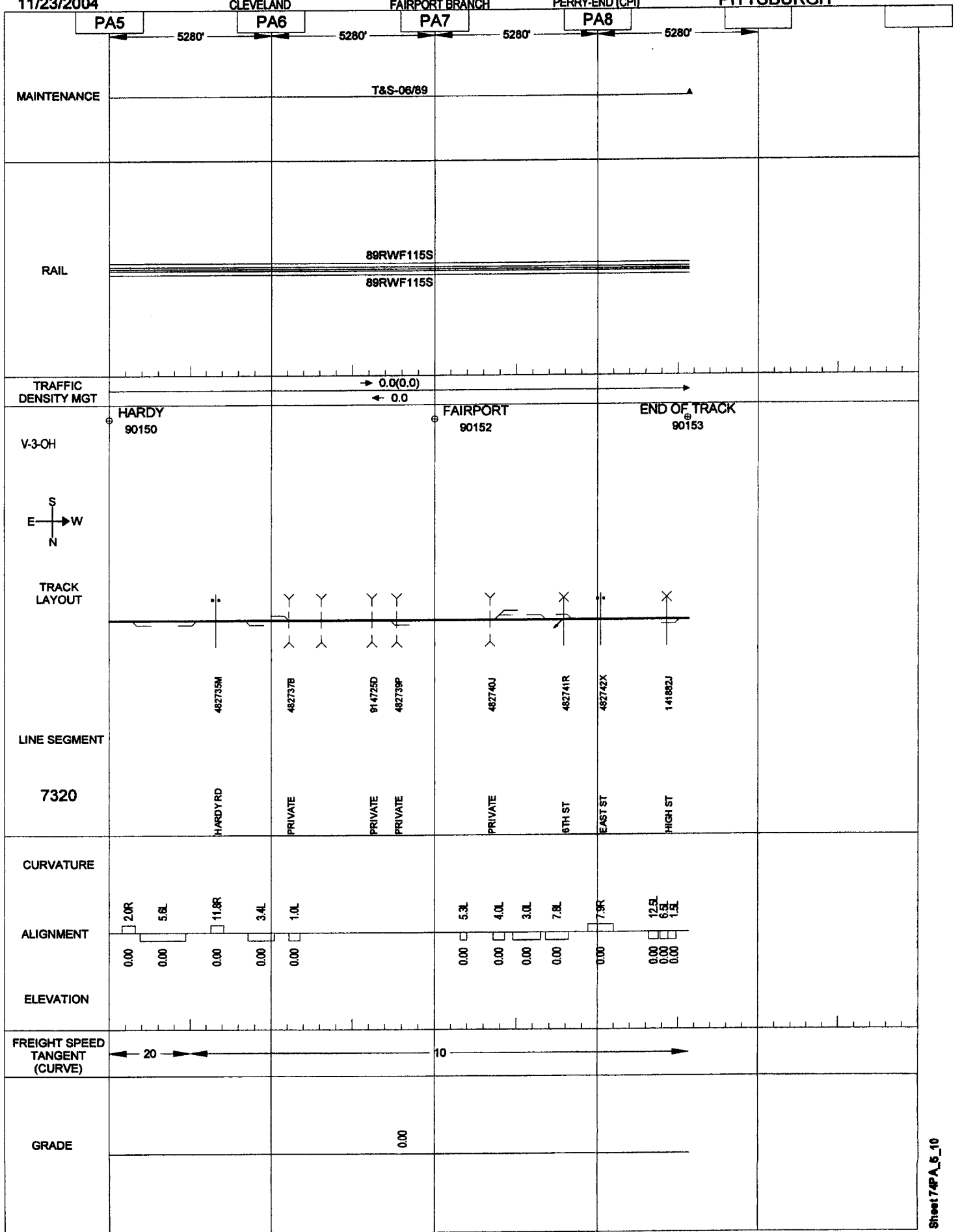
CLEVELAND

FAIRPORT BRANCH

PERRY-END (CPI)

PITTSBURGH





Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date 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, and From-To Station names. (Original CR System)
- 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 -

The T&S date is displayed above each main and the surfacing date is 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).

Two asterisks (**) in the year laid area indicate an unknown rail laid date.

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. For open deck bridges, the replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 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: Owning 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.
 - Milepost equations 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 is given along mains.

Freight Speed Section -

Curve and tangent speed limits are 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 TYPE CODES

N	New jointed rail
R	Relay jointed 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

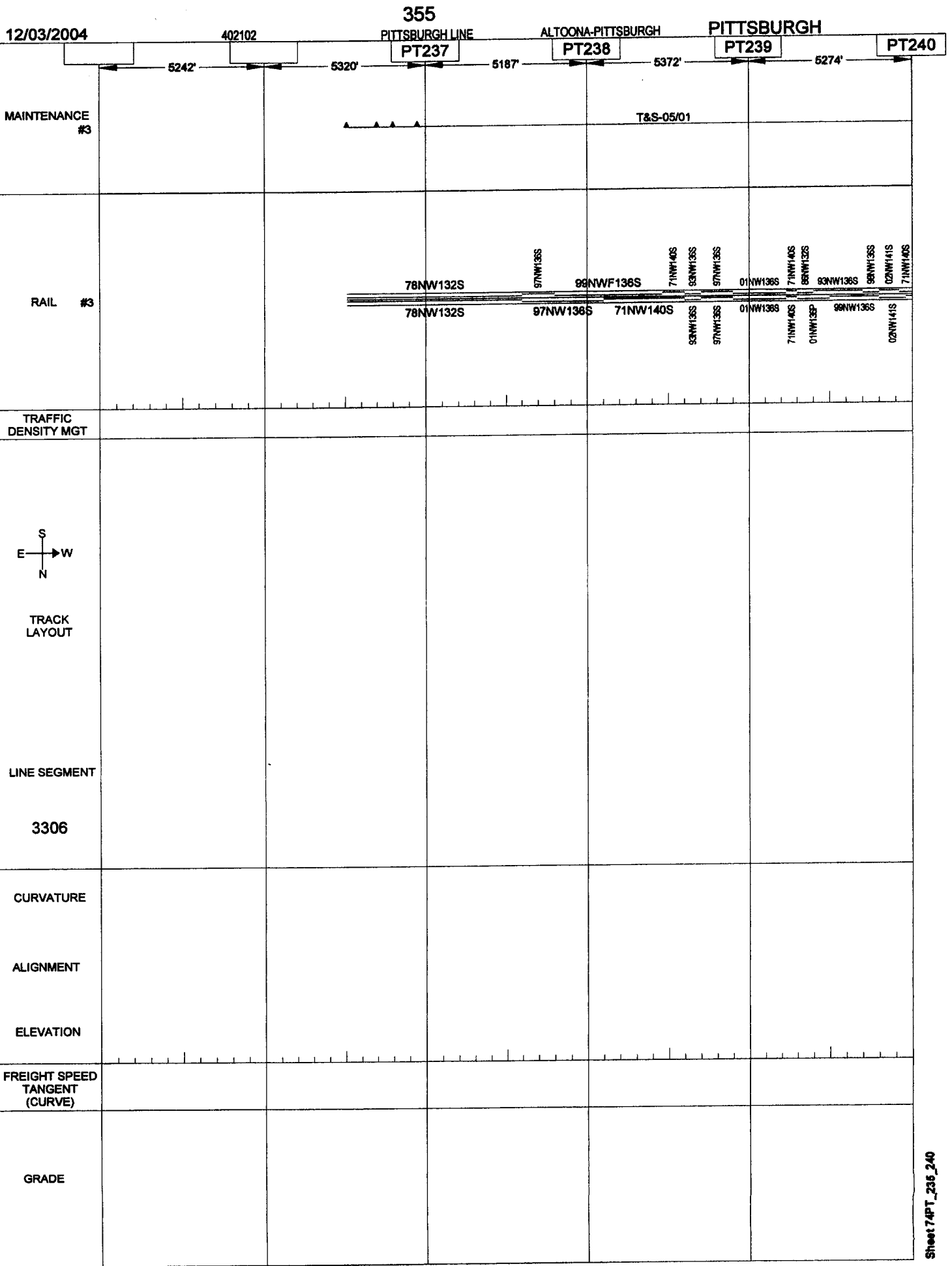
Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

APPENDIX

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

ALTO-SG	PT 236.51-278.00	355
CP PENN-EAST CONWAY	PC 001.74-020.50	364



12/03/2004

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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

	PT240	PT241	PT242	PT243	PT244	PT245
	5276'	5287'	5282'	5270'	5385'	
MAINTENANCE #3	T&S-05/01					
RAIL #3	98NW136S 00NW136P 02NW141P 98NW136S 01NW136P	02NW141S 98NW136S 98NW136S	99NW136S 93NW136S 00NW136P	02NW141S 71NW140S 98NW136S 99NW136S 02NW141S	00NW136P 02NW141S 00NW136P 99NW136S	98NW136S 91NW132S 93NW136S 00NW136P
TRAFFIC DENSITY MGT						
<div data-bbox="117 888 203 968"> </div> <div data-bbox="128 1014 203 1056"> <p>TRACK LAYOUT</p> </div>						
LINE SEGMENT	3306					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

12/03/2004

402102

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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

	PT245	PT246	PT247	PT248	PT249	PT250
	5149'	5311'	5307'	4848'	5238'	
MAINTENANCE						
#3					T&S-05/01 S-05/03	
#4					T&S-08/97	
RAIL						
#3	92NW136S 01NW136P 97NW136S 99NW136S 02NW141S 00NW136P	02NW141P 01NW136S	95NW136S	71NW140S	92NW136S 01NW136P 99NW136P 97NW136S 97NW136S 73NW140S	92NW136S 01NW136P 99NW136P 97NW136S 97NW136S 73NW140S
#4	00NW136P 95NW136S 97NW136S 99NW136S 01NW136P	02NW141P 02NW141S	95NW136S	71NW140S	02NW141P	
TRAFFIC DENSITY MGT						
TRACK LAYOUT						
LINE SEGMENT						
3306 3309						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						



12/03/2004

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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

	PT250	PT251	PT252	PT253	PT254	PT255
	5304'	5136'	5311'	5162'	4682'	
MAINTENANCE	#3 T&S-05/01 S-05/03 #4 T&S-06/97			T&S-05/01		
RAIL	#3 73NW140S 73NW140S 73NW140S #4 73NW140S 73NW140S 73NW140S			73NW140S 73NW140S		
TRAFFIC DENSITY MGT						
S E — W N						
TRACK LAYOUT						
LINE SEGMENT						
3309						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

12/03/2004

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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

PT255

PT256

PT257

PT258

PT259

PT260

4594'

4519'

4831'

4548'

4828'

MAINTENANCE
#3

T&S-05/01

RAIL #3

73NW140S

74NW140S

95NW136S

73NW140S

74NW140S

95NW136S

TRAFFIC
DENSITY MGTTRACK
LAYOUT

LINE SEGMENT

3309

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

12/03/2004

402102

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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

		PT260	PT261	PT262	PT263	PT264	PT265
		4826'	4874'	4861'	4865'	5248'	
MAINTENANCE #3		T&S-05/01					
RAIL #3	95NW136S	74NW140S		93NW136S		88NW132S 02NW141P	
	95NW136S	74NW140S		93NW136S		88NW132S	
TRAFFIC DENSITY MGT							
<div><div>S</div><div>E</div><div>N</div><div>W</div></div> TRACK LAYOUT							
LINE SEGMENT							
3309 3312							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE							

Sheet 74PT_260_265

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12/03/2004

402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

12/03/2004		402102		PITTSBURGH LINE		ALTOONA PITTSBURGH		PITTSBURGH LINE			
PT265		PT266		PT267		PT268		PT269		PT270	
5265'		5271'		5299'		5270'		5286'			
MAINTENANCE #3		T&S-05/01				T&S-10/02					
RAIL #3		89NW132S 01NW136S 03NW136P		77NW140S		92NW136S 03NW141P 98NW136S 99NW136P		77NW140S		97NW136S 98NW136S 93NW136S 98NW136S 77NW140S	
		89NW132S 01NW136S 03NW141P		77NW140S 02NW141P		98NW136S 99NW136P		77NW140S 99NW136P		97NW136S 98NW136S 93NW136S 98NW136S 77NW140S	
TRAFFIC DENSITY MGT											
S E → W N											
TRACK LAYOUT											
LINE SEGMENT											
3312											
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)											
GRADE											

Sheet 74PT_265_270

12/03/2004


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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

	PT270	PT271	PT272	PT273	PT274	PT275
	5315'	5277'	5246'	5120'	5476'	
MAINTENANCE #3			T&S-10/02			
RAIL #3	88NW132S 98NW136S 77NW140S 99NW136S 98NW136S 84RW140S 02NW141P 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P	84RW140S 02NW141P 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P	98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P	98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P	98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P	98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P
TRAFFIC DENSITY MGT						
 TRACK LAYOUT						
LINE SEGMENT						
3312 3315						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

<div> <div>12/03/2004</div> <div>402102</div> <div>363</div> <div>PITTSBURGH LINE</div> <div>ALTOONA-PITTSBURGH</div> <div>PITTSBURGH</div> </div>					
	PT275	PT276	PT277	PT278	
	5461'	5238'	5329'	5089'	5282'
MAINTENANCE #3	T&S-10/02				
RAIL #3	<div> <div>02NW141P</div> <div>85RW140S</div> <div>73NW140S</div> <div>98NW136S</div> <div>73NW140S</div> <div>98NW136S</div> <div>73NW140S</div> <div>98NW136P</div> </div>				
TRAFFIC DENSITY MGT					
<div> <div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div> <div>TRACK LAYOUT</div> </div>					
LINE SEGMENT					
3315					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					

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12/03/2004

402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH

PC2

PC3

PC4

PC5

4665'

5280'

5180'

5410'

5254'

#3
MAINTENANCE
#4

T&S-04/02

T&S-06/98

T&S-06/98
S-03/03

T&S-06/98
S-04/00

RAIL

#3
#4

68RW152S 01NW136S 68RW152S 97NW136S 68RW152S 03NW141S 68RW152S 01NW136S 68RW152S 77NW140S
68RW152S 01NW136S 68RW152S 97NW136S 68RW152S 03NW141S 68RW152S 01NW136S 68RW152S 77NW140S
77NW140S 82NW140S 78NW140S 98NW136S 01NW136P 78NW140S 77NW140S 82NW140S 78NW140S 98NW136S 78NW140S 77NW140S

TRAFFIC
DENSITY MGT

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

3396

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

12/03/2004		402202		365		FORT WAYNE LINE		PITTSBURGH-CRESTLINE		PITTSBURGH	
PC5		PC6		PC7		PC8		PC9		PC10	
5303'		5273'		5283'		5274'		5285'			
MAINTENANCE #3		T&S-08/03									
RAIL #3		77NW140S 98NW136S 96NW136S 68NW140S									
		77NW140S 98NW136S 96NW136S 68NW140S									
TRAFFIC DENSITY MGT											
S E — W N											
TRACK LAYOUT											
LINE SEGMENT											
3396											
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)											
GRADE											

Sheet 74/PC_5_10

12/03/2004


402202

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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH

	PC10	PC11	PC12	PC13	PC14	PC15
	5287'	5324'	5908'	5156'	4933'	
MAINTENANCE #3	T&S-08/03					
RAIL #3	68NW140S 01NW136S 68NW140S	76NW140S 01NW136S 76NW140S	99NWF136P 00NWF136S 76NW140S	76NW140S 76NW140S	99NWF136S 76NW140S 67RW152S 99NWF136S 76NW140S 76NW140S	76NW140S
TRAFFIC DENSITY MGT						
 TRACK LAYOUT						
LINE SEGMENT 3396						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

12/03/2004

402202

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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH

	PC15	PC16	PC17	PC18	PC19	PC20
	5197'	5293'	5163'	5251'	5295'	
MAINTENANCE						
#3						
#4						
RAIL						
#3						
#4						
TRAFFIC DENSITY MGT						
<div data-bbox="161 898 251 982"> </div> <div data-bbox="178 1029 251 1066"> TRACK LAYOUT </div>						
LINE SEGMENT						
3396						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

12/03/2004

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402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH

PC20					
	5272'	5323'	5284'	5130'	5339'
MAINTENANCE	#3 T&S-08/03 #4				
RAIL	#3 78RW140S 78RW140S #4 76NW140S 76NW140S				
TRAFFIC DENSITY MGT					
S E ———> W N					
TRACK LAYOUT					
LINE SEGMENT					
3396					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
130	B-023.46	023.46	01	1998
131	B-026.16	026.16	01	1998
131	B-029.22	029.29	01	1997
133	B-036.39	036.39	01	1977
134	B-043.63	043.65	01	1990
135	B-047.06	047.06	01	1977
137	B-058.70	058.77	01	1998
138	B-061.50	061.50	01	1997
139	B-068.84	068.84	01	1981
140	B-070.63	070.63	01	1978
142	B-082.04	082.04	01	1984
143	B-086.21	086.21	01	1988
143	B-086.88	086.88	01	1988
143	B-087.83	087.82	01	1990
144	B-091.55	091.58	01	1987
145	B-096.58	096.72	01	1996
146	B-103.68	103.89	01	1987
149	B-115.06	115.19	01	2003
151	B-128.55	128.64	01	1988
153	B-138.23	138.19	01	1988
156	B-154.04	154.16	01	1983
316	DL-004.45	004.45	01	1961
317	DL-005.25	005.25	01	1982
286	EL-000.10	000.20	01	1999
286	EL-001.14	001.21	01	1983
286	EL-001.65	001.72	01	1988
287	EL-006.82	006.92	01	1985
287	EL-007.00	007.09	01	2001
287	EL-007.18	007.28	01	1993
287	EL-007.80	007.88	01	2000
287	EL-008.13	008.23	01	1983
287	EL-009.30	009.45	01	1983
288	EL-010.65	010.82	01	1998
288	EL-010.92	011.07	01	1997
288	EL-011.16	011.31	01	1997
288	EL-013.64	013.64	01	1975
289	EL-015.06	015.06	01	1965
289	EL-017.40	017.40	01	1983
289	EL-018.05	018.05	01	1988
289	EL-019.07	019.07	01	1988
289	EL-019.17	019.17	01	1988
224	EU-000.47	000.47	01	1982
182	JK-003.48	003.48	01	1999
182	JK-003.92	003.92	01	1994
183	JK-007.84	007.84	01	1989
206	JM-006.83	006.83	01	1969
207	JM-012.30	012.30	01	1969
207	JM-014.42	014.42	01	1969
208	JM-016.48	016.48	01	1969
215	KF-027.08	027.08	01	1965
215	KF-027.64	027.64	01	2001
215	KF-029.97	029.97	01	2000
216	KF-031.00	031.00	01	1998
216	KF-031.73	031.73	01	1998
216	KF-032.45	032.45	01	1998
222	KR-081.33	081.33	01	1984
223	KR-085.41	085.41	01	1981

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
223	KR-087.42	087.42	01	1981
111	LC-001.44	001.60	01	1985
111	LC-003.09	003.10	01	1988
117	LC-034.74	034.74	01	2000
120	LC-047.93	047.83	01	1980
122	LC-057.53	057.53	01	1997
123	LC-064.95	064.97	01	1998
226	LQ-268.92	268.92	01	1979
270	LR-001.26	001.26	01	1994
273	LR-017.62	017.62	01	1980
276	LR-030.26	030.26	01	1983
279	LR-047.04	047.04	01	NA
283	LR-066.26	066.24	01	1991
283	LR-066.51	066.48	01	1991
283	LR-066.56	066.56	01	1995
283	LR-068.10	068.05	01	1992
283	LR-068.73	068.72	01	1991
284	LR-070.41	070.46	01	1997
284	LR-071.64	071.64	01	NA
322	MI-102.75	102.75	01	1990
323	MI-105.61	105.61	01	1978
323	MI-109.74	109.74	01	1980
324	MI-110.50	110.50	01	1984
327	MI-125.79	125.79	01	1983
327	MI-129.05	129.05	01	1984
328	MI-130.35	130.35	01	1982
328	MI-131.86	131.86	01	1977
329	MI-138.85	138.85	01	1990
329	MI-139.78	139.78	01	1963
330	MI-144.85	144.85	BOTH	1991
331	MI-146.16	146.14	BOTH	1981
331	MI-148.05	148.25	01	1980
331	MI-148.30	148.46	01	1984
331	MI-149.44	149.59	01	1981
345	MJ-066.31	066.31	01	1968
345	MJ-068.62	068.62	01	1973
246	ML-001.11	001.20	BOTH	2002
			BOTH	2001
246	ML-001.55	001.85	02	2002
			02	2001
247	ML-007.70	007.70	01	1984
247	ML-007.70	007.70	02	1986
247	ML-007.97	007.97	01	2002
247	ML-007.97	007.97	02	1996
256	ML-052.81	052.90	01	1986
256	ML-054.37	054.50	01	1983
257	ML-059.33	059.33	01	1995
258	ML-061.52	061.46	01	1994
258	ML-062.07	062.03	01	1995
259	ML-067.34	067.24	01	1995
240	NJ-021.64	021.64	01	NA
314	NW-011.44	011.44	01	1987
314	NW-013.63	013.63	01	1991
315	NW-017.70	017.70	01	NA
294	OC-058.27	058.17	01	1980
319	OP-008.31	008.35	01	1993
319	OP-008.94	008.95	01	1993
319	OP-009.01	009.01	01	1993
320	OP-010.21	010.21	01	1993
321	OP-015.44	015.44	01	NA
161	OY-001.33	001.39	01	1980

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
161	OY-001.33	001.39	02	2001
55	PC-000.00	000.18	BOTH	1997
55	PC-000.05	000.33	01	2002
55	PC-000.05	000.33	02	1985
68	PC-065.13	065.20	01	1987
68	PC-065.13	065.20	02	2001
69	PC-070.98	070.98	BOTH	1992
71	PC-081.42	081.63	01	1998
71	PC-081.42	081.63	02	1984
71	PC-083.83	083.78	01	1992
71	PC-083.83	083.78	02	1979
75	PC-102.26	102.26	BOTH	NA
76	PC-109.84	109.84	01	1991
76	PC-109.84	109.84	02	1986
78	PC-116.25	116.25	01	1984
78	PC-118.20	118.20	01	1981
80	PC-126.87	126.87	01	1987
80	PC-126.87	126.87	02	1984
82	PC-135.69	135.69	BOTH	1973
82	PC-135.97	135.98	01	1979
82	PC-135.97	135.98	02	1980
82	PC-135.97	135.98	03	1979
82	PC-137.06	137.06	01	1978
82	PC-137.06	137.06	02	1984
85	PC-151.48	151.48	01	1977
86	PC-157.14	157.14	01	1980
86	PC-157.30	157.30	01	1995
87	PC-162.30	162.30	01	1982
87	PC-162.30	162.30	02	2001
87	PC-164.61	164.61	01	2000
87	PC-164.61	164.61	02	1974
88	PC-165.05	165.05	01	1978
88	PC-165.05	165.05	02	2000
88	PC-165.78	165.78	01	1998
88	PC-165.78	165.78	02	1999
26	PT-232.91	232.94	BOTH	1989
29	PT-247.21	247.21	BOTH	1995
196	QS-015.07	015.07	01	1989
93	RD-000.11	000.07	01	1981
93	RD-004.47	004.47	01	1997
93	RD-004.47	004.47	02	1978
94	RD-007.72	007.72	BOTH	1984
95	RD-014.19	014.21	BOTH	1988
97	RD-021.96	021.96	01	1980
97	RD-021.96	021.96	02	1985
97	RD-024.71	024.71	01	1981
97	RD-024.71	024.71	02	1985
98	RD-028.30	028.30	01	1979
98	RD-028.30	028.30	02	1978
98	RD-029.25	029.25	01	1999
98	RD-029.25	029.25	02	1979
99	RD-030.35	030.35	BOTH	1982
99	RD-030.77	030.77	01	1982
99	RD-030.77	030.77	02	1978
99	RD-031.91	031.91	BOTH	1997
99	RD-032.17	032.17	01	1982
99	RD-032.17	032.17	02	1977
99	RD-033.73	033.73	01	2001
99	RD-033.73	033.73	02	1995
100	RD-036.79	036.79	01	1985
100	RD-036.79	036.79	02	1990

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
100	RD-037.25	037.23	BOTH	1980
100	RD-037.61	037.61	BOTH	1980
103	RD-053.08	053.05	01	1979
103	RD-053.36	053.33	01	1980
103	RD-054.20	054.20	01	1967
104	RD-055.29	055.29	01	1981
104	RD-056.83	056.83	01	1979
104	RD-057.72	057.72	01	1981
104	RD-058.83	058.83	01	1981
104	RD-059.10	059.11	01	1976
333	RM-000.24	000.24	01	1984
333	RM-000.35	000.35	01	1984
333	RM-000.91	000.91	01	1974
334	RM-005.67	005.67	01	1986
334	RM-007.68	007.68	01	1985
335	RM-011.31	011.31	01	1982
335	RM-012.25	012.25	01	1985
335	RM-013.55	013.55	01	1982
337	RM-020.48	020.48	01	1984
337	RM-021.36	021.36	01	1982
337	RM-022.52	022.52	01	1984
338	RM-027.45	027.45	01	1990
339	RM-033.14	033.14	01	1982
184	RN-029.27	029.27	01	1987
295	RO-000.20	000.20	01	1989
296	RO-005.62	005.62	01	1985
299	RO-023.65	023.63	01	1970
300	RO-025.84	025.84	01	1994
300	RO-026.56	026.56	01	1962
300	RO-028.54	028.54	01	1967
300	RO-029.39	029.39	01	1975
300	RO-029.90	029.90	01	1975
301	RO-030.66	030.66	01	1985
301	RO-030.88	030.88	01	1989
301	RO-032.61	032.61	01	1984
301	RO-033.84	033.87	01	1985
302	RO-039.81	039.81	01	1984
303	RO-044.24	044.24	01	1981
306	RO-058.42	058.36	01	1966
231	RZ-006.26	006.10	01	1982
231	RZ-006.79	006.39	01	NA
231	RZ-007.30	007.30	01	1985
232	RZ-010.74	010.74	01	1963
232	RZ-012.46	012.46	01	1984
232	RZ-013.09	013.09	01	1981
232	RZ-014.60	014.60	01	1980
233	RZ-015.69	015.69	01	1984
233	RZ-018.44	018.44	01	1985
233	RZ-019.96	019.96	01	1984
234	RZ-021.48	021.48	01	1982
234	RZ-022.85	022.85	01	1981
235	RZ-025.49	025.49	01	1981
235	RZ-028.44	028.57	01	1983
235	RZ-029.84	029.84	01	1985
236	RZ-031.42	031.42	01	NA
236	RZ-034.51	034.51	01	1983
237	RZ-035.01	035.01	01	1983
237	RZ-036.72	036.72	01	1985
188	SY-003.57	003.57	01	1996
188	SY-004.67	004.67	01	1997
189	SY-005.35	005.35	01	1996

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189	SY-006.07	006.07	01	1995
189	SY-008.79	008.79	01	1995
191	SY-015.00	014.95	01	1988
191	SY-015.07	015.07	01	1989
191	SY-019.96	019.96	01	1981
192	SY-020.33	020.39	01	1977
340	TI-134.56	134.56	01	1965
341	TI-135.08	135.08	01	1990
341	TI-136.70	136.70	01	1984
219	TJ-000.91	000.12	01	2002
			01	2001
199	UN-000.22	000.22	01	1999
293	WX-000.17	000.17	01	1995
264	WY-003.15	003.28	01	1967
264	WY-003.44	003.56	01	1992
265	WY-007.28	007.57	01	1992
265	WY-007.50	007.78	01	1967
347	XL-081.68	081.68	01	1964
163	YG-007.85	007.85	01	2001
165	YG-017.80	017.87	01	1985
166	YG-023.70	023.72	01	1981
166	YG-024.37	024.40	01	1982
166	YG-024.88	024.88	01	1986
167	YG-025.09	025.09	01	1986
167	YG-026.73	026.78	01	2000
167	YG-027.03	027.02	01	1992
167	YG-027.34	027.34	01	1985
167	YG-028.07	028.17	01	1988
167	YG-029.59	029.55	01	1986
169	YG-035.85	035.89	01	1987
170	YG-040.44	040.49	01	1981
170	YG-043.39	043.39	01	1984
170	YG-043.94	043.94	01	1986
171	YG-047.75	047.75	01	1991
171	YG-048.68	048.68	01	1999
171	YG-049.49	049.49	01	1999
172	YG-050.02	050.02	01	2001
172	YG-050.21	050.21	01	1999
172	YG-050.66	050.66	01	1992
174	YG-060.02	060.13	BOTH	1983
174	YG-062.18	062.17	01	1983
174	YG-063.01	063.00	01	1983
174	YG-064.38	064.38	01	1977
175	YG-066.87	066.87	01	2001
176	YG-074.82	074.90	01	1976
177	YG-075.87	075.94	01	1996
177	YG-075.87	075.94	02	2002
178	YG-081.04	080.33	BOTH	1992
178	YG-081.33	081.42	BOTH	2001
178	YG-081.83	081.99	01	1988
			01	1980
178	YG-081.83	081.99	02	2001
			02	1995
			02	1980
178	YG-083.14	083.21	BOTH	1991
178	YG-084.74	084.83	BOTH	1976
180	YG-090.62	090.71	BOTH	1988
180	YG-092.81	092.81	BOTH	1985
291	YN-000.18	000.26	01	1987
291	YN-000.55	000.55	01	1994
291	YN-000.83	000.83	01	1994
291	YN-001.78	001.78	01	NA