



Pittsburgh Division

2005

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).

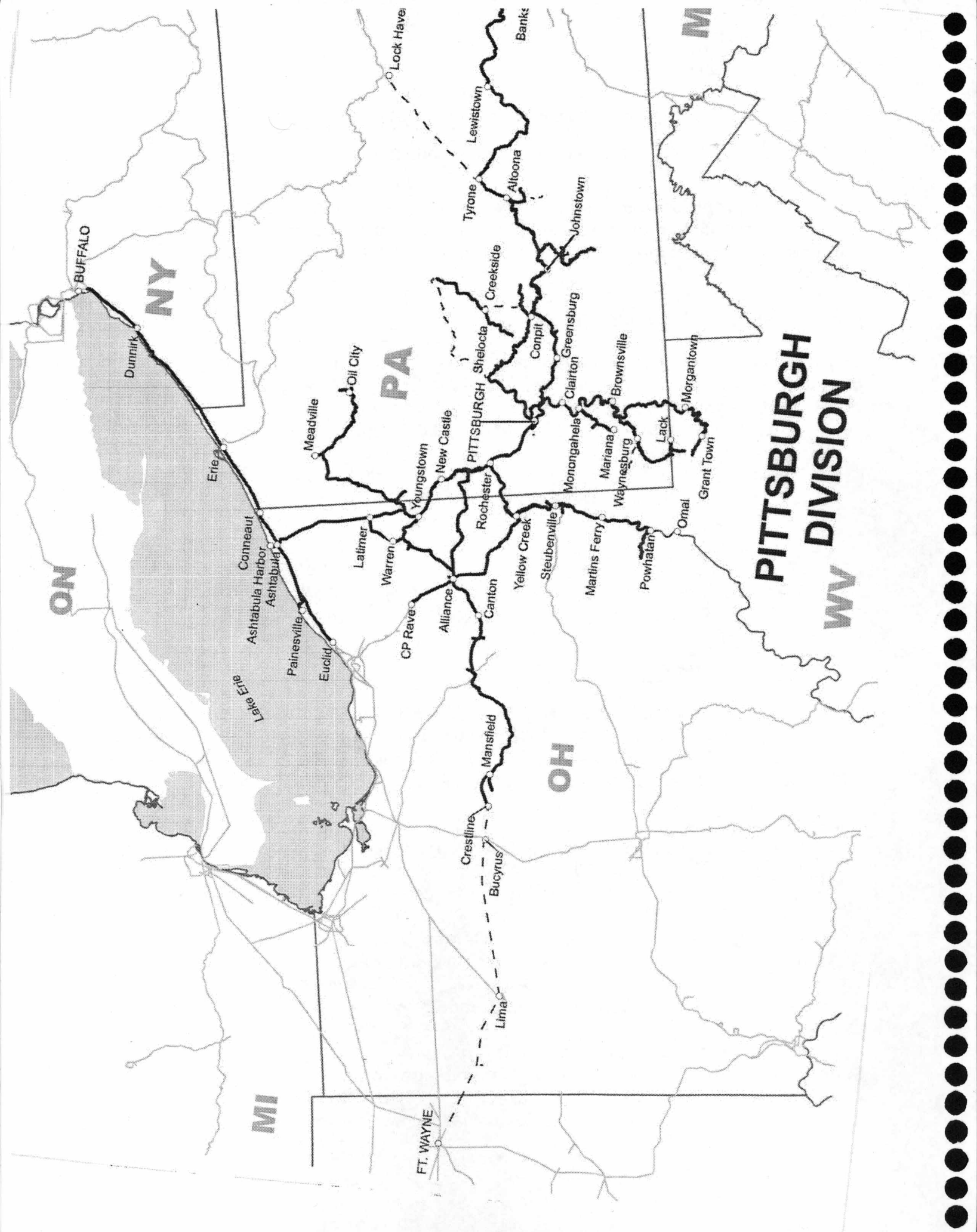
Engineering D&C maintains a departmental database, which is used to generate the track layout section or center portion of the track chart diagram. Questions or information concerning changes, corrections, additions, or deletions to this section should be directed to the Engineering D&C office as follows:

| | | |
|-------------------------|---------------------|----------------------|
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| Owen.Russell@nscorp.com | ORRUSSEL | (404) 529-2222 |

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:

**Operating Speeds and
Speed Restrictions:**

**Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
E-MAIL: Kevin.Ricks@nscorp.com**



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PITTSBURGH DIVISION

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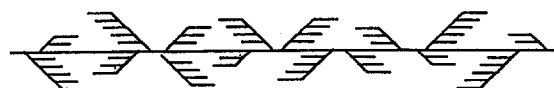
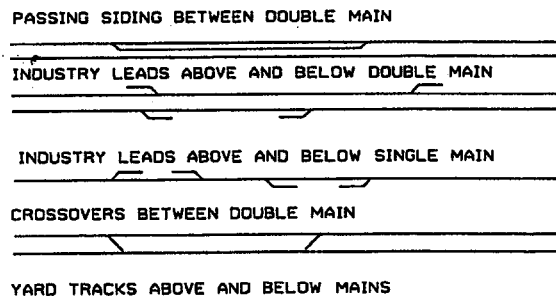
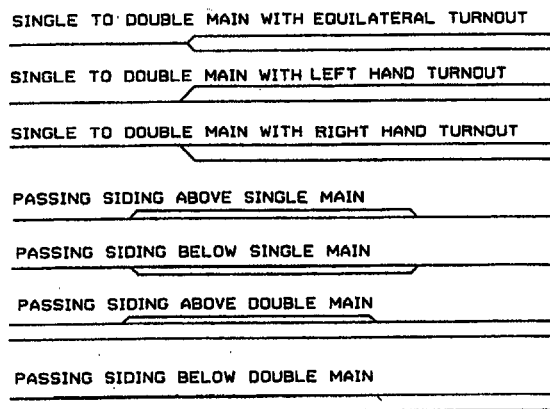
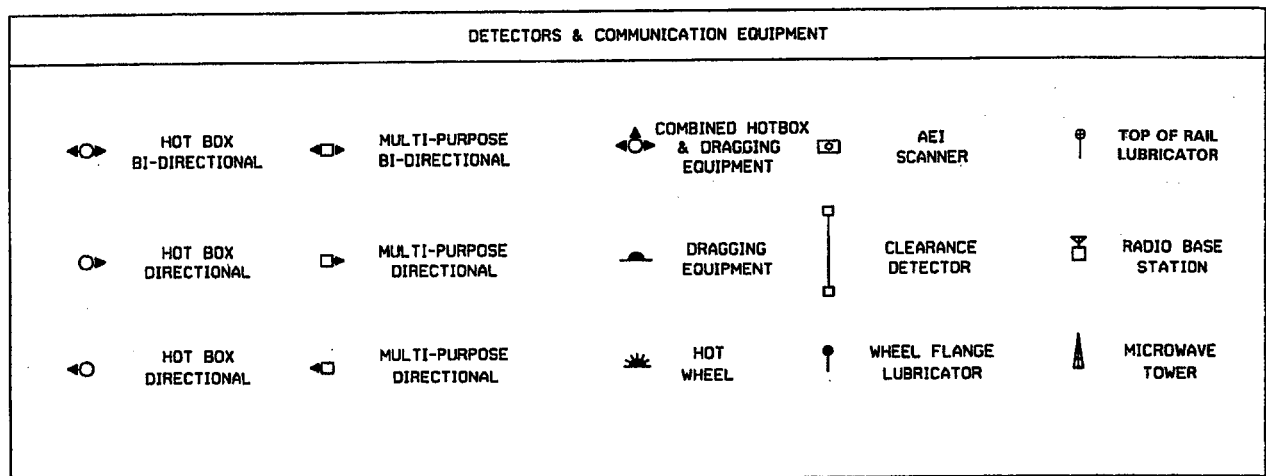
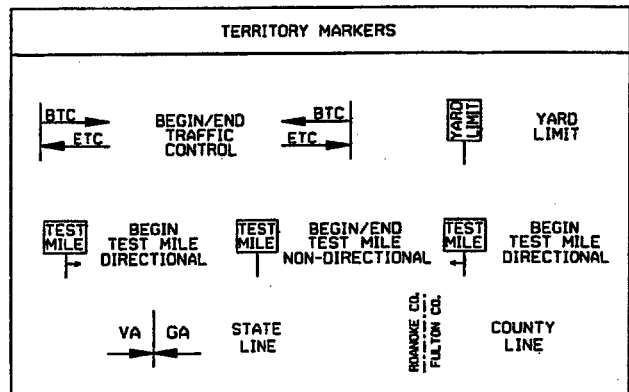
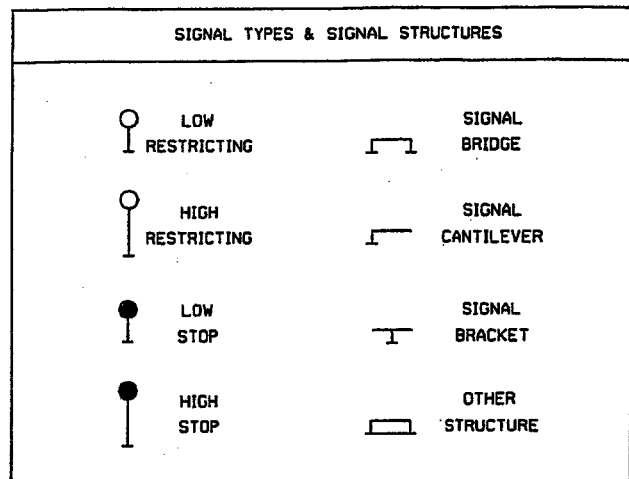
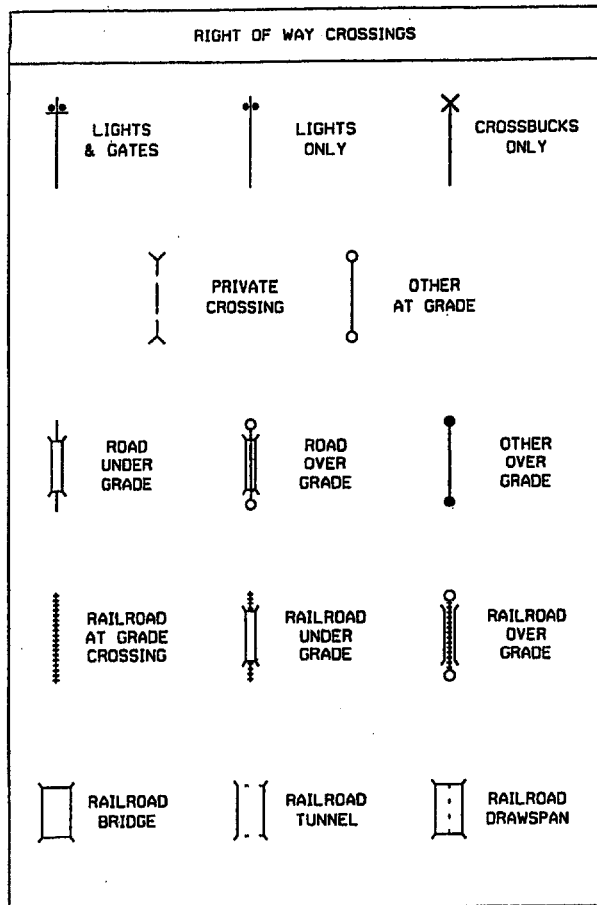
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TRACK CHART SYMBOL LEGEND



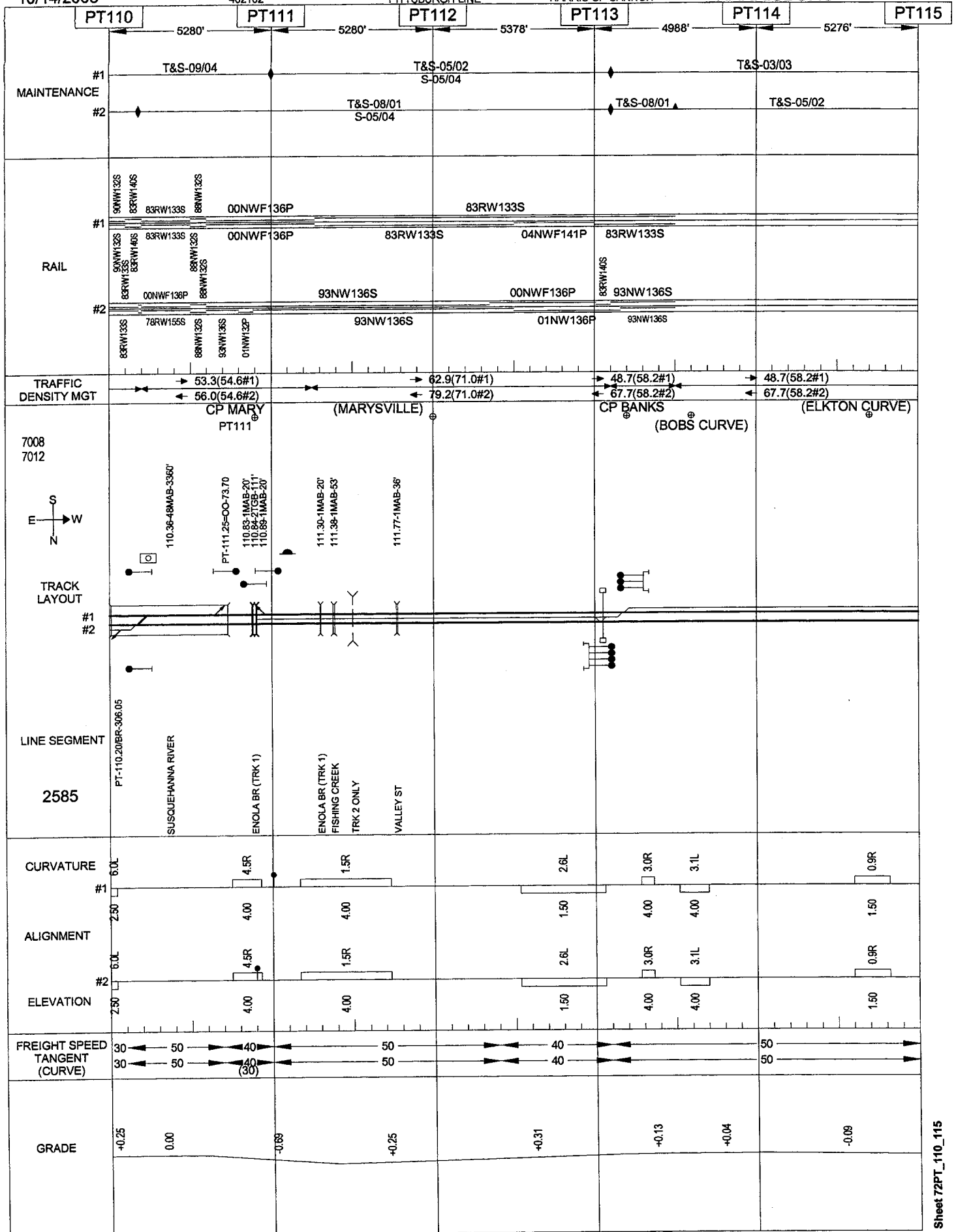
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PITTSBURGH LINE

HARRIS-CP CANNON

HARRISBURG



10/14/2005

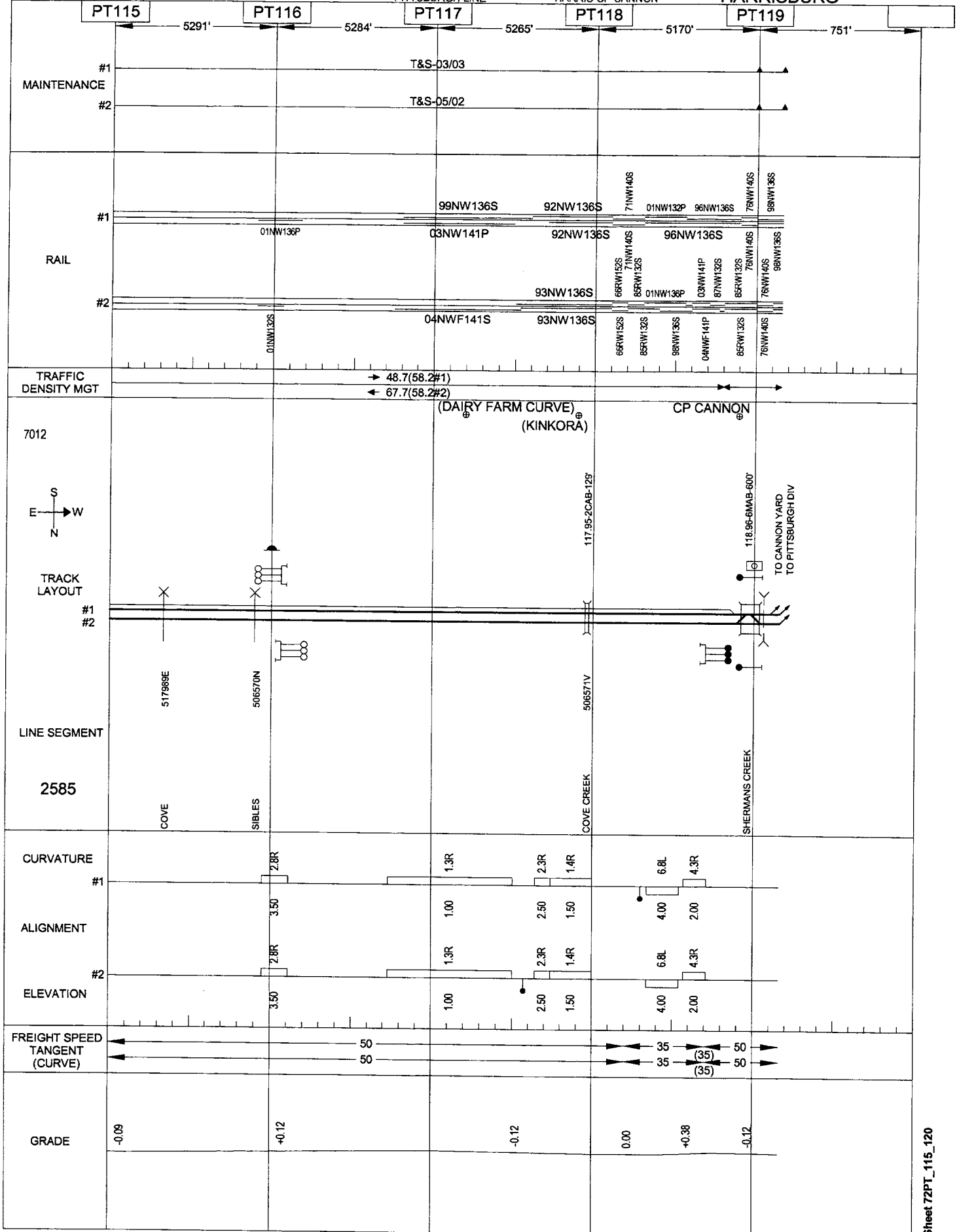
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PITTSBURGH LINE

HARRIS-CP CANNON

HARRISBURG



10/11/2005

402102

001

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH

PT120

3947'

#1
MAINTENANCE
#2

T&S-04/03

T&S-03/03

#1
RAIL
#2

98NW136S

01NW136S

92NW136S

92NW136S

76NW140S
93NW136S
76NW140S

TRAFFIC
DENSITY MGT

→ 48.6(58.0#1)

← 67.5(58.0#2)

7012

S
E → W
N

TRACK
LAYOUT

#1
#2

CP CANNON

BEGIN HARRISBURG DIV
119.16-1MAB-50'

119.45-1MAB-24'

119.54-1MAB-24'

119.71-1MAB-24'

LINE SEGMENT

3300

JUNIATA CREEK

ANN ST

BROADWAY AVE

CHERRY ST

CURVATURE

#1

0.9R

1.8R

ALIGNMENT

1.00

4.00

ELEVATION

#2

0.9R

1.8R

1.00

4.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.11

10/10/2005

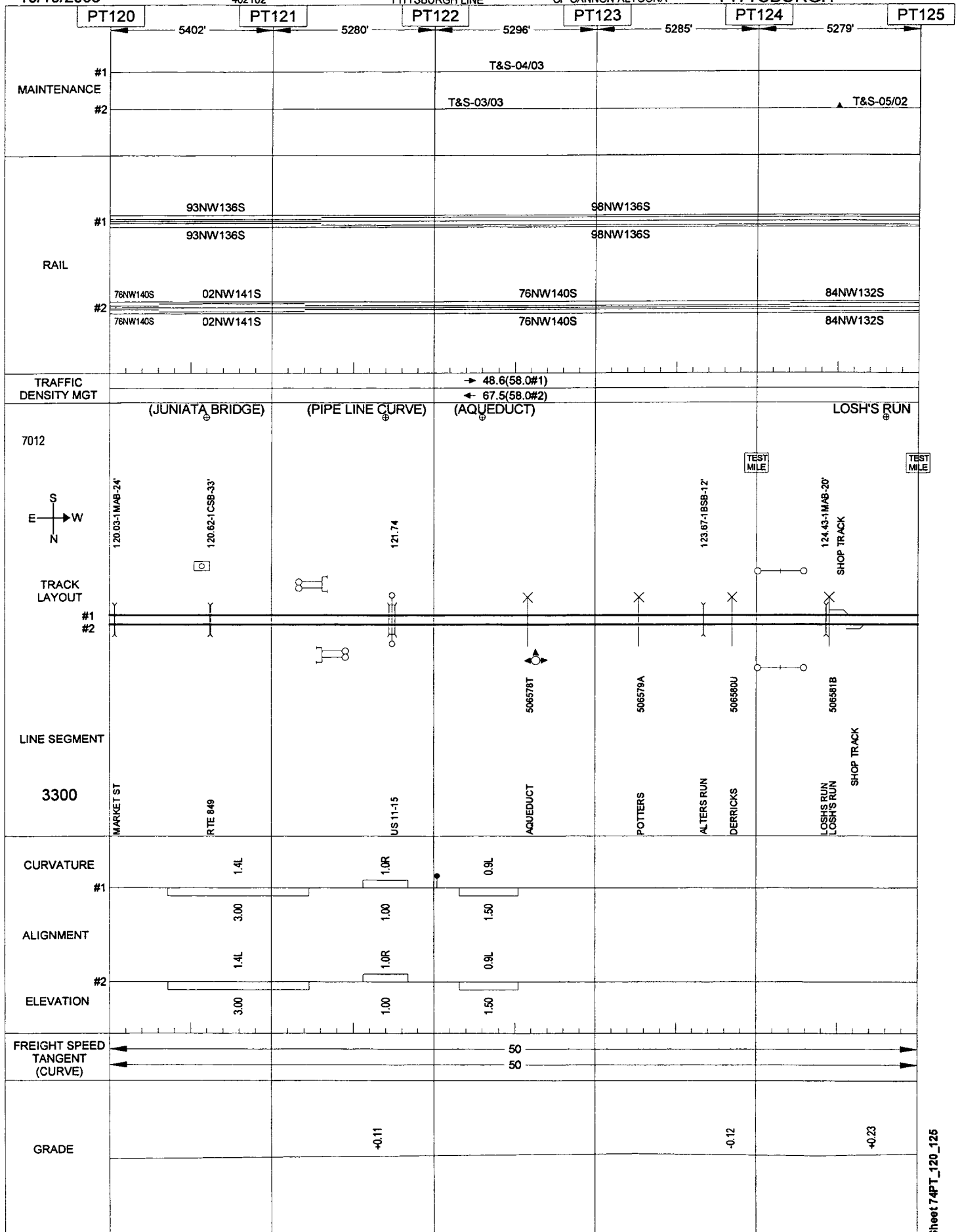
002

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



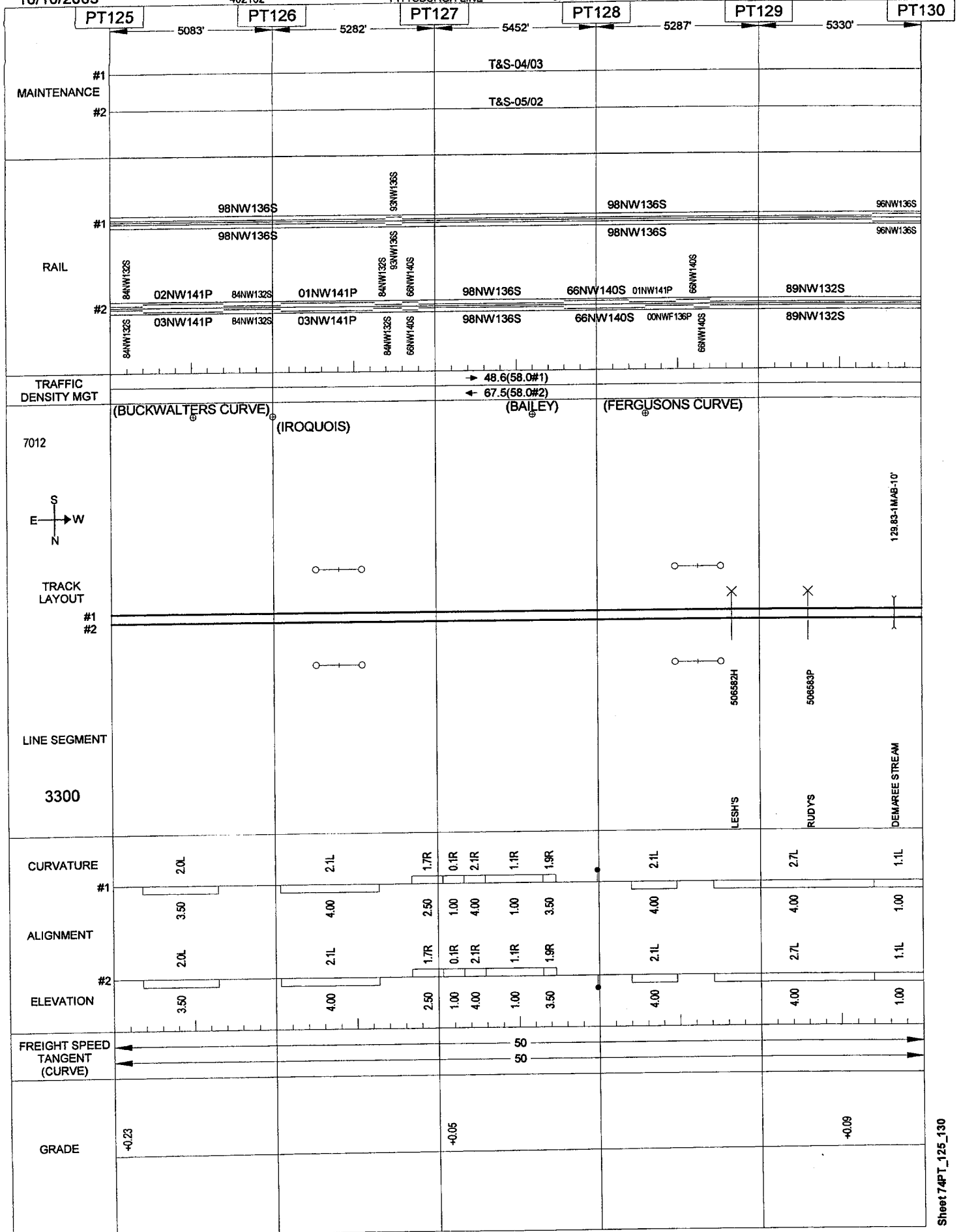
10/10/2005

003

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

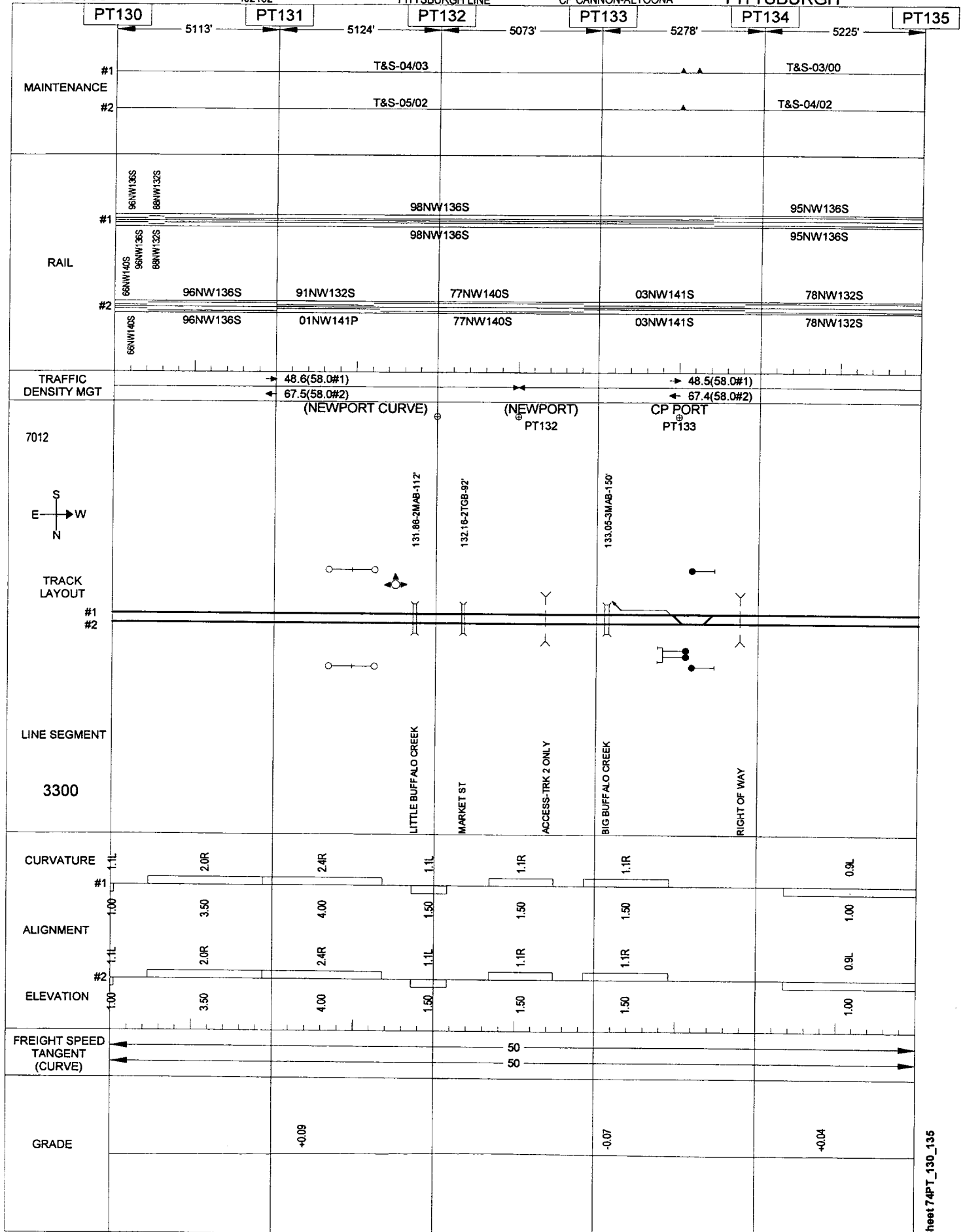
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402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

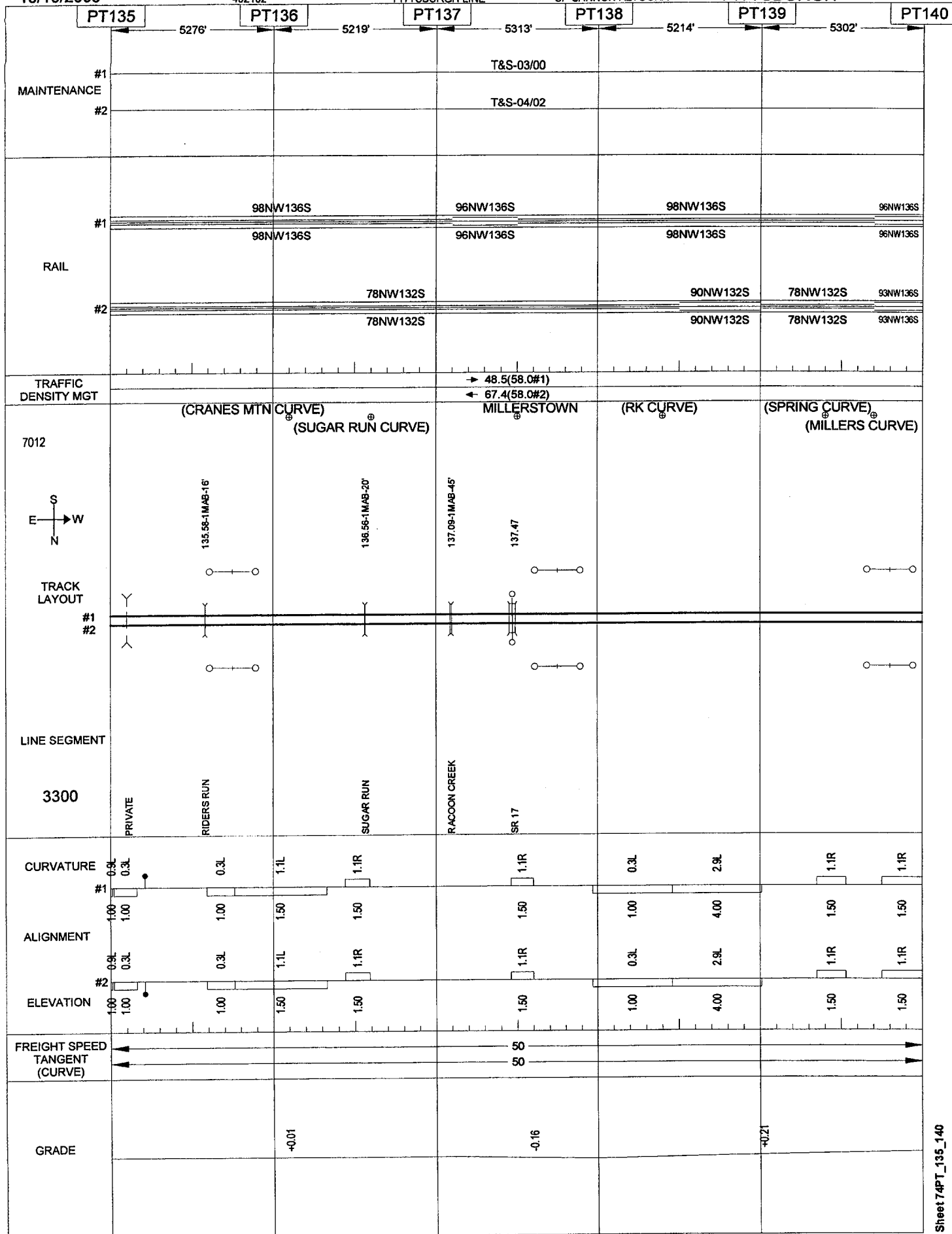
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005

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

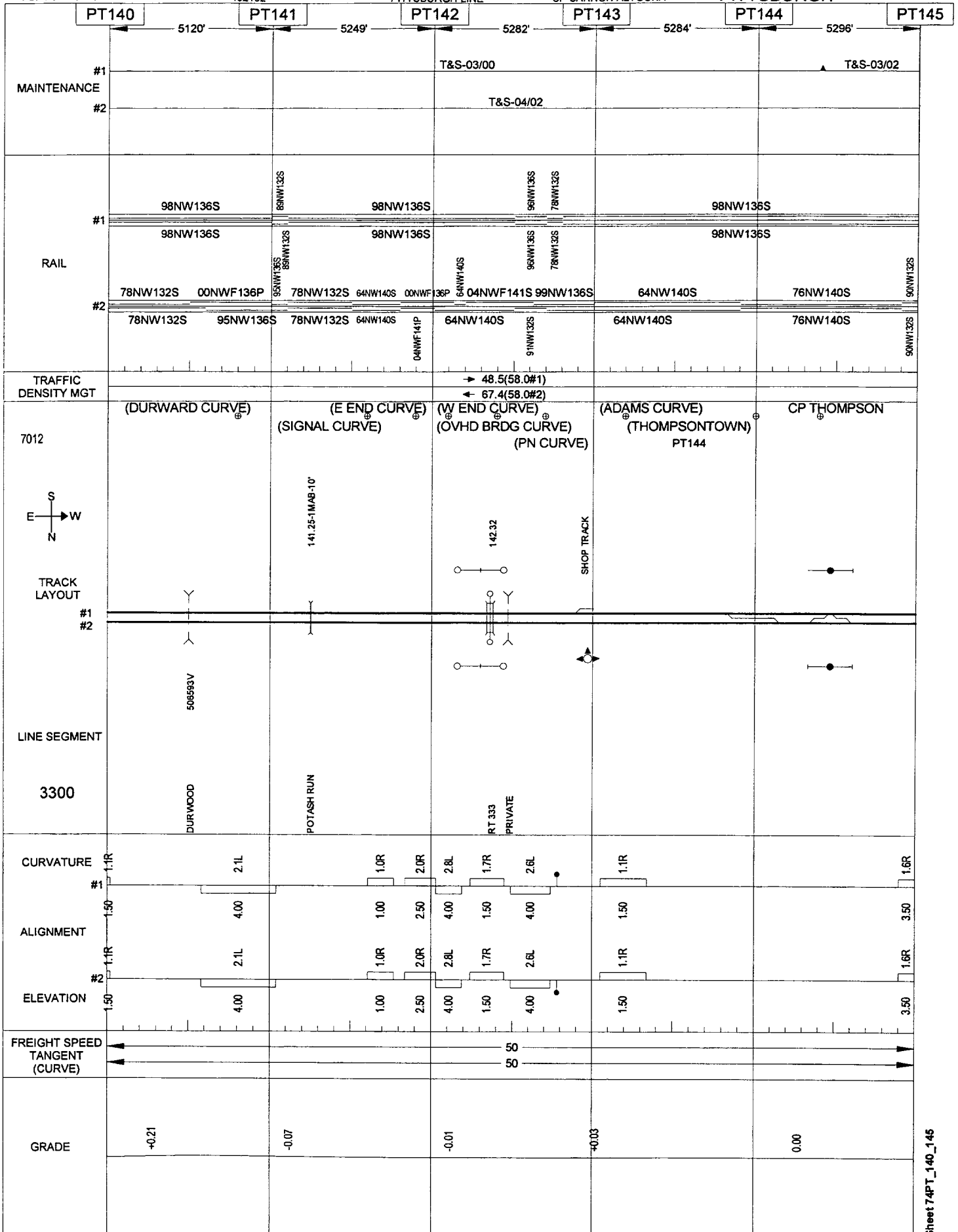
006

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

402102

007

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH

PT145

PT146

PT147

PT148

PT149

PT150

5296'

5340'

5100'

5265'

4850'

MAINTENANCE

#1

T&S-03/02

#2

T&S-04/02

RAIL

#1

98NW136S

98NW136S

93NW136S

74NW140S

90NW132S

95NW136S

#2

98NW136S

98NW136S

88NW132S

74NW140S

90NW132S

95NW136S

90NW132S

90NW132S

76NW140S

77NW140S

95NW136S

77NW140S 00NW136S

76NW140S

77NW140S

95NW136S

77NW140S 04NW141S

TRAFFIC
DENSITY MGT

→ 48.5(58.0#1)

← 67.4(58.0#2)

(30 MINUTE CURVE)

(TUSCARORA CURVE)

(MEXICO CURVE)

7012

S
E → W
NTRACK
LAYOUT#1
#2

LINE SEGMENT

3300

VANDYKE
506591GBOHNERS RUN
148.06-1MAB-20'BOOK'S
506590AFARM ROAD
148.88-1MAB-30'

CURVATURE

#1

1.6R

0.7L

2.6R

1.9L

1.6R

ALIGNMENT

#2

3.50

1.00

4.00

4.00

3.50

ELEVATION

#2

1.6R

0.7L

2.6R

1.9L

1.6R

3.50

1.00

4.00

4.00

3.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

+0.16

-0.10

-0.03

+0.05

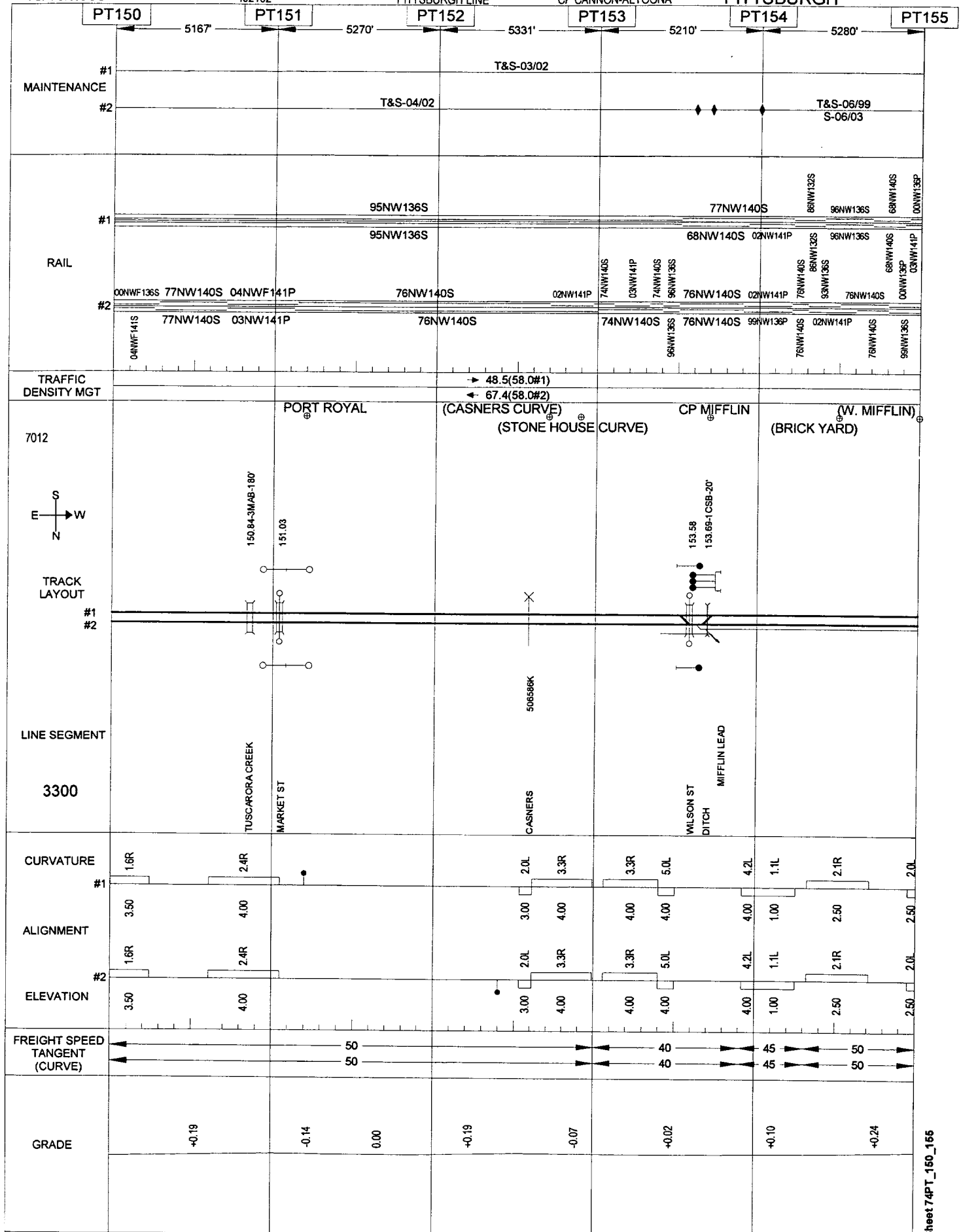
10/10/2005

008

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

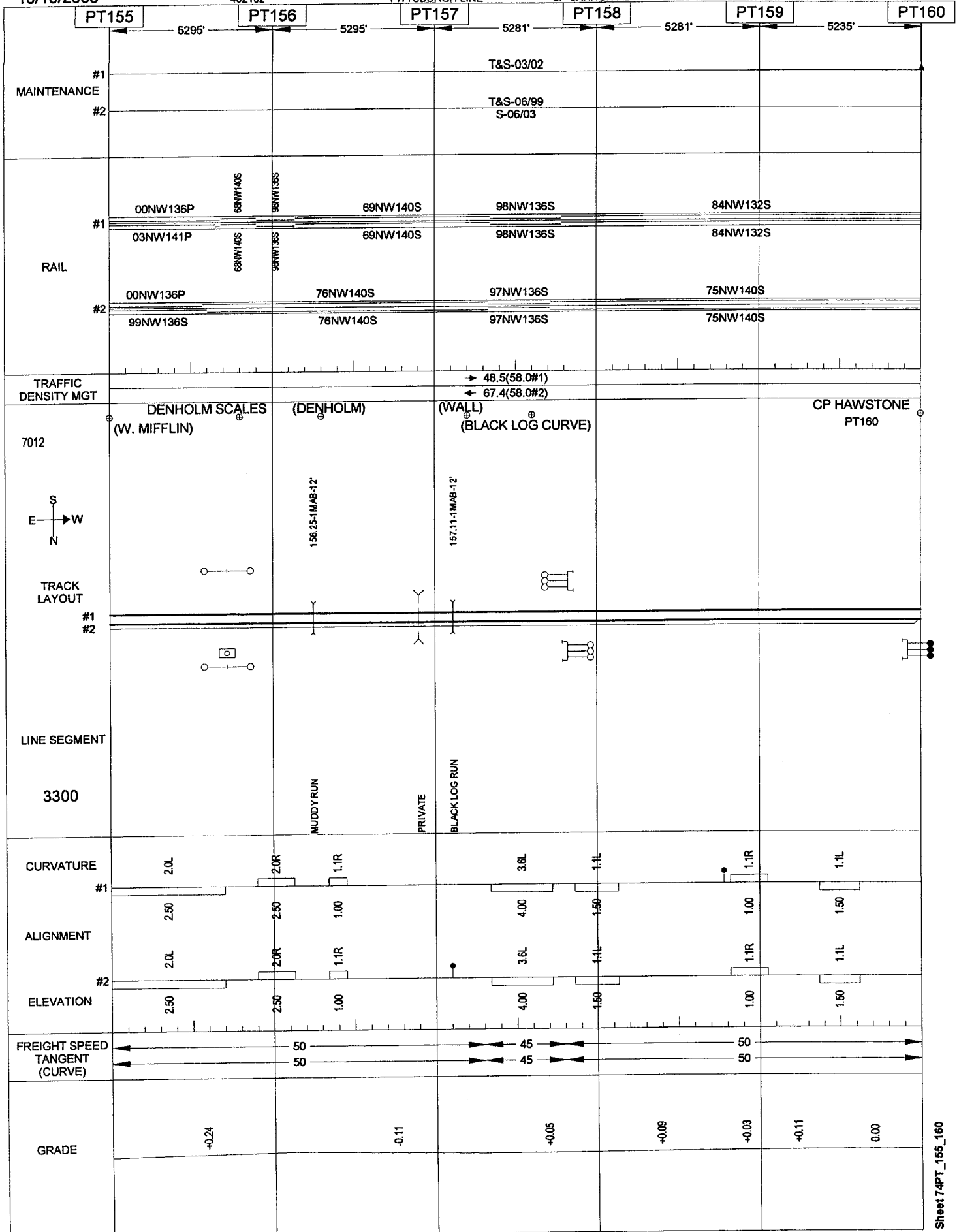
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009

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CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

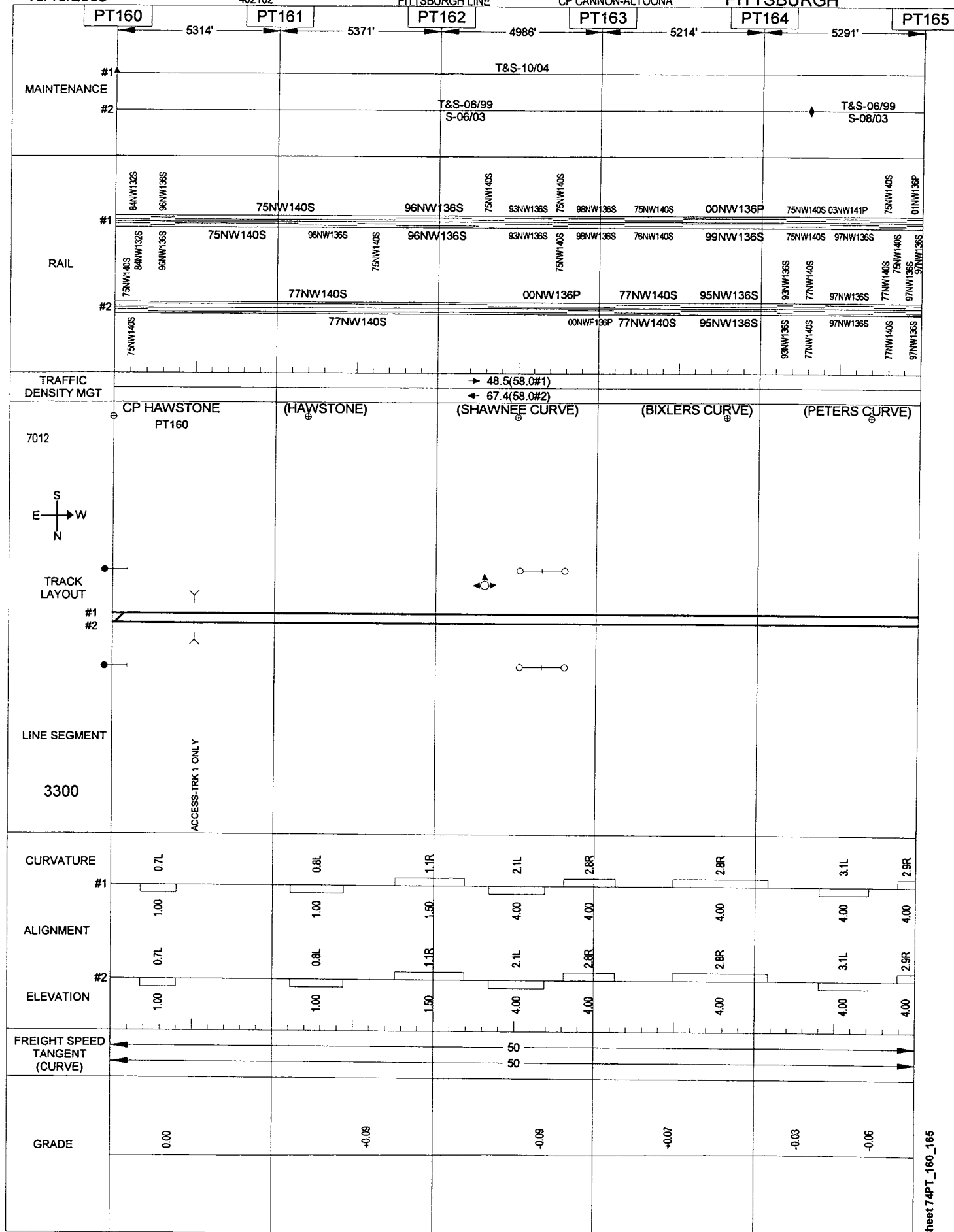
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402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



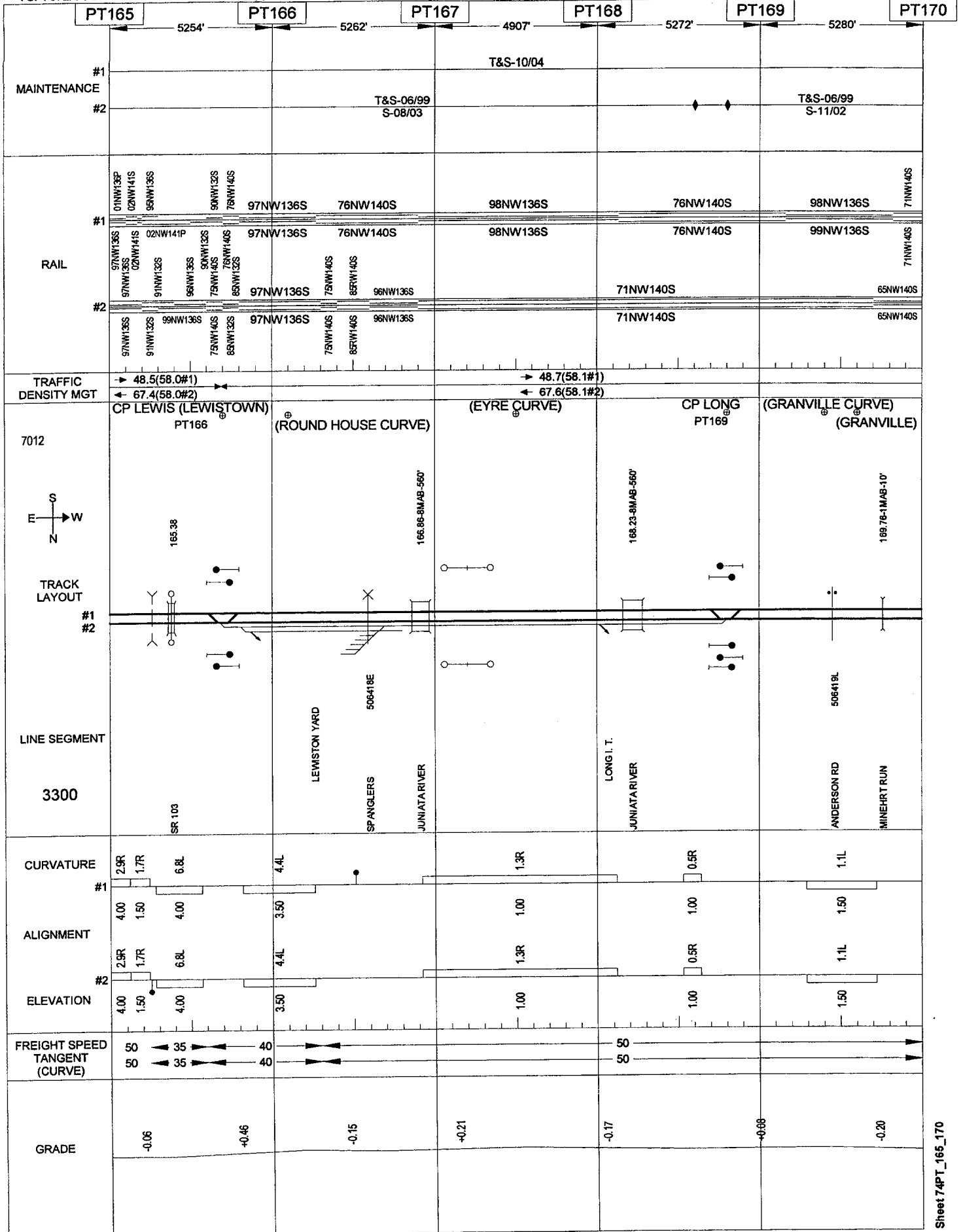
10/10/2005

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

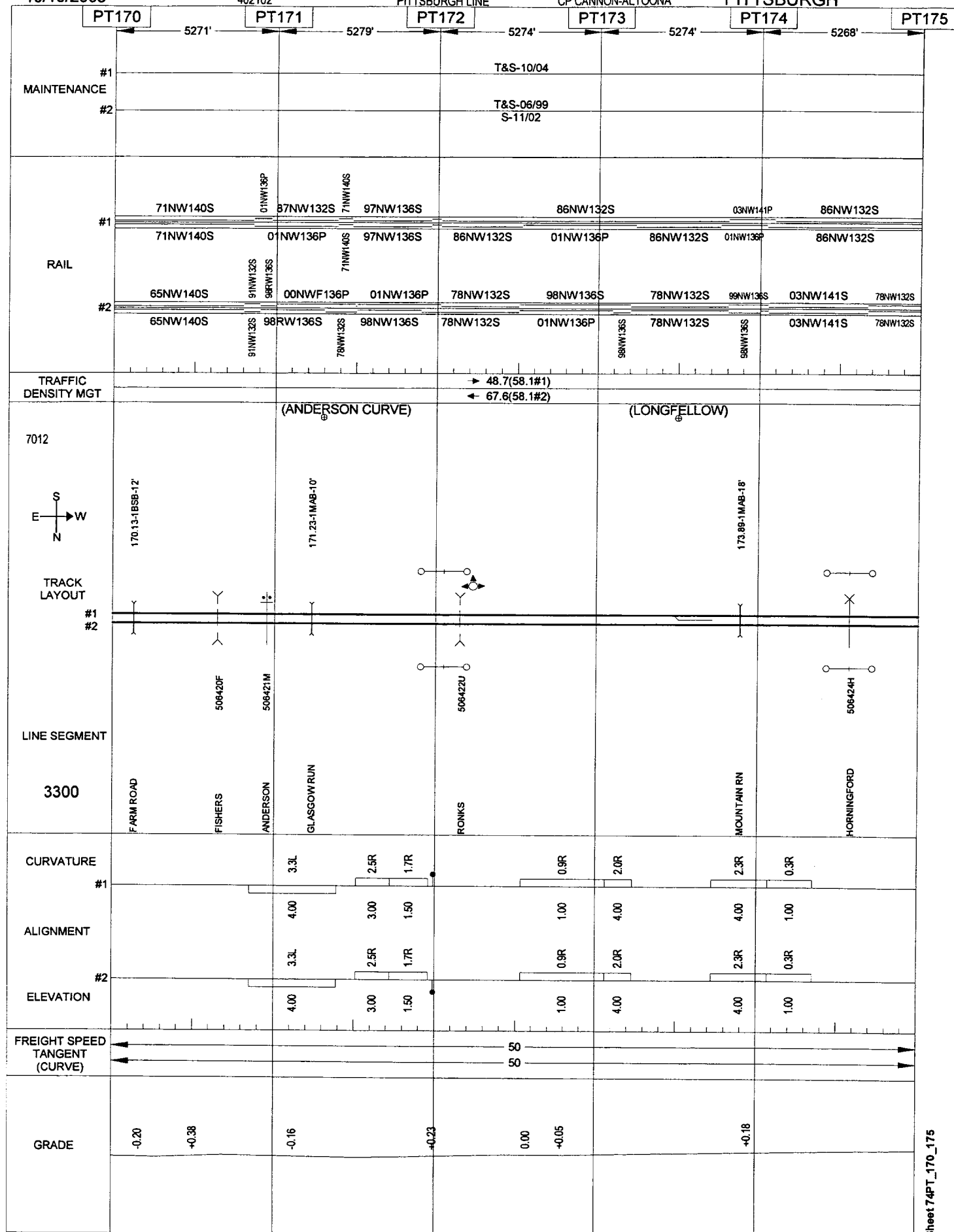
012

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH

| | | PT175 | PT176 | | PT177 | PT178 | | PT179 | PT180 |
|-------------------------------|----|----------------------------------|----------|-------------------------------------|----------|----------|-------------------|----------|----------|
| | | 5279' | | 5295' | 5291' | 5280' | | 5248' | |
| MAINTENANCE | #1 | T&S-10/04 | | | | | | | |
| | #2 | T&S-06/99 S-11/02 | | | | | | | |
| RAIL | #1 | 86NW132S | 01NW136P | 85NW132S | 03NW141P | 77NW140S | 92NW136S | 77NW140S | 92NW136S |
| | | 86NW132S | 01NW136P | 85NW132S | 93NW136S | 77NW140S | 01NW136P | 76NW140S | 95NW136S |
| | #2 | 78NW132S | 95NW136S | 78NW132S | 99NW136P | 78NW132S | 99NW136P | 78NW132S | |
| | | 78NW132S | 95NW136S | 78NW132S | 99NW136S | 78NW132S | 99NW136P | 78NW132S | |
| TRAFFIC DENSITY MGT | | → 48.7(58.1#1) ← 67.6(58.1#2) | | | | | | | |
| 7012 | | (MILLERS CURVE) | | (MATTAWANA) (MCVEYTOWN) PT178 | | | CP MCVEY PT180 | | |
| TRACK LAYOUT | #1 | | | | | | | | |
| | #2 | | | | | | | | |
| LINE SEGMENT | | 3300 | | | | | | | |
| CURVATURE | #1 | 2.1L | | 1.0L | | 2.1L | | 2.2R | |
| ALIGNMENT | #1 | 3.50 | | 1.00 | | 3.50 | | 3.50 | |
| ELEVATION | #2 | 2.1L | | 1.0L | | 2.1L | | 2.2R | |
| FREIGHT SPEED TANGENT (CURVE) | | 50 | | 50 | | 50 | | 50 | |
| GRADE | | +0.18 | | -0.72 | | -0.11 | | | |

Sheet 74PT_175_180

10/10/2005

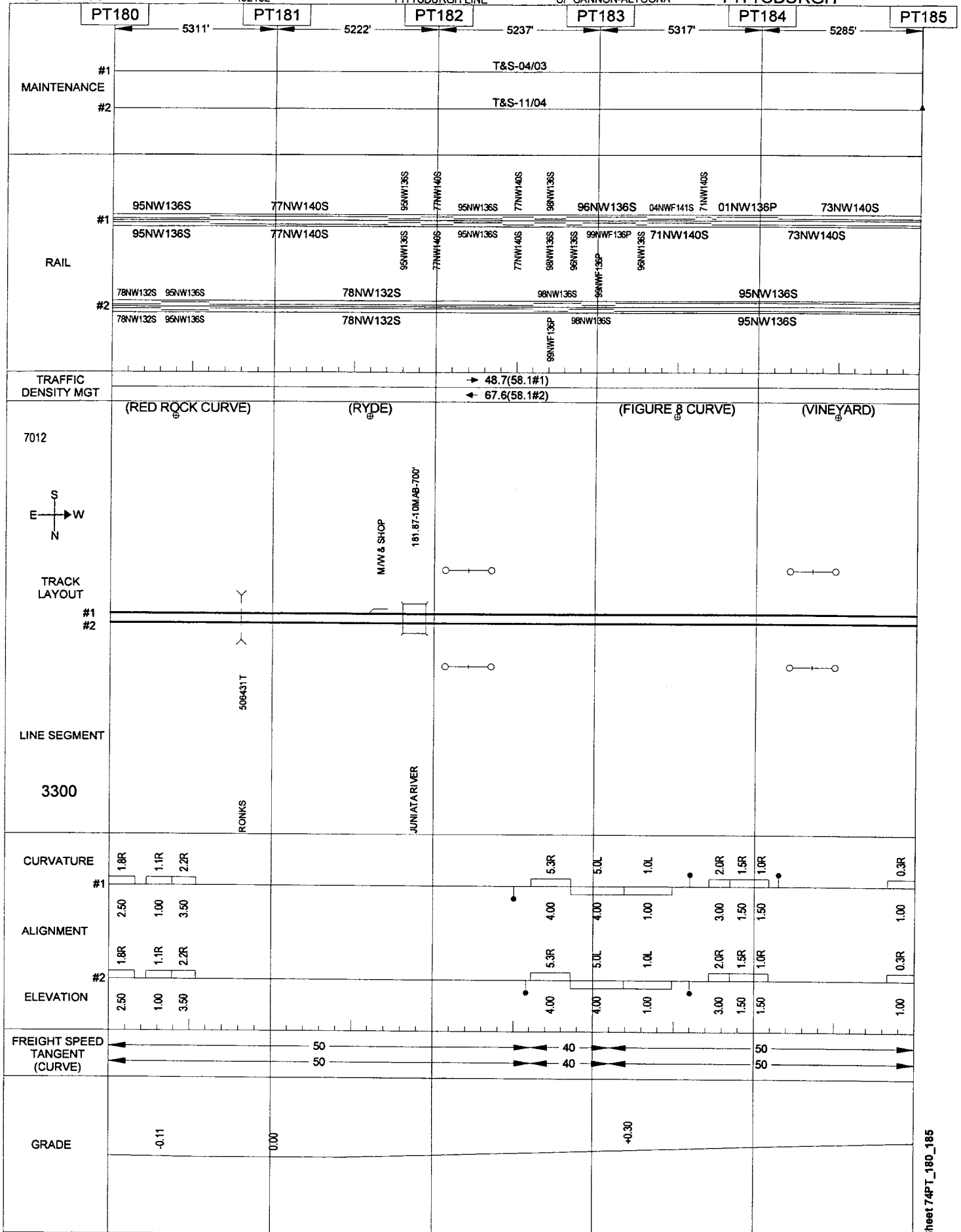
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402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

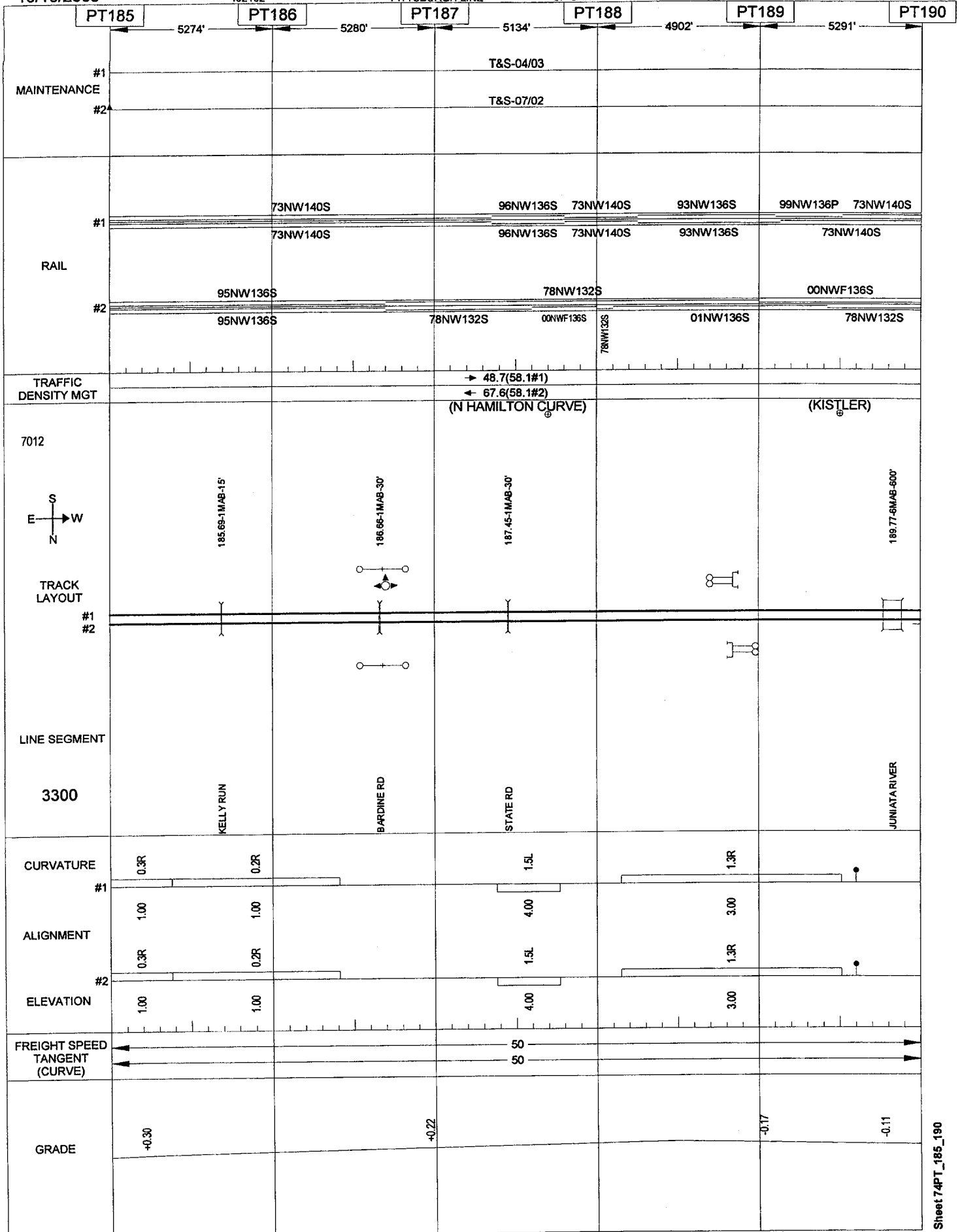
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015

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

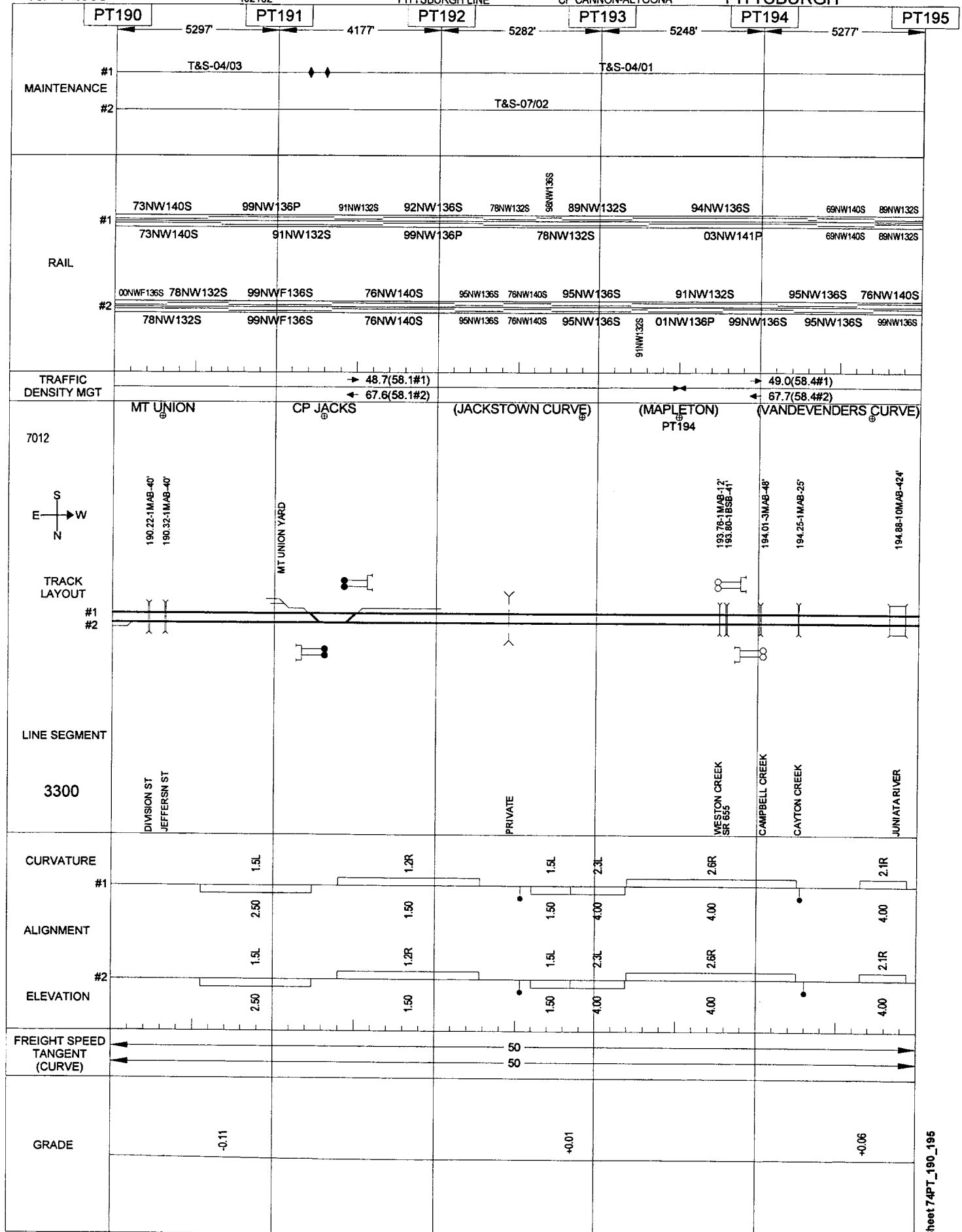
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402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

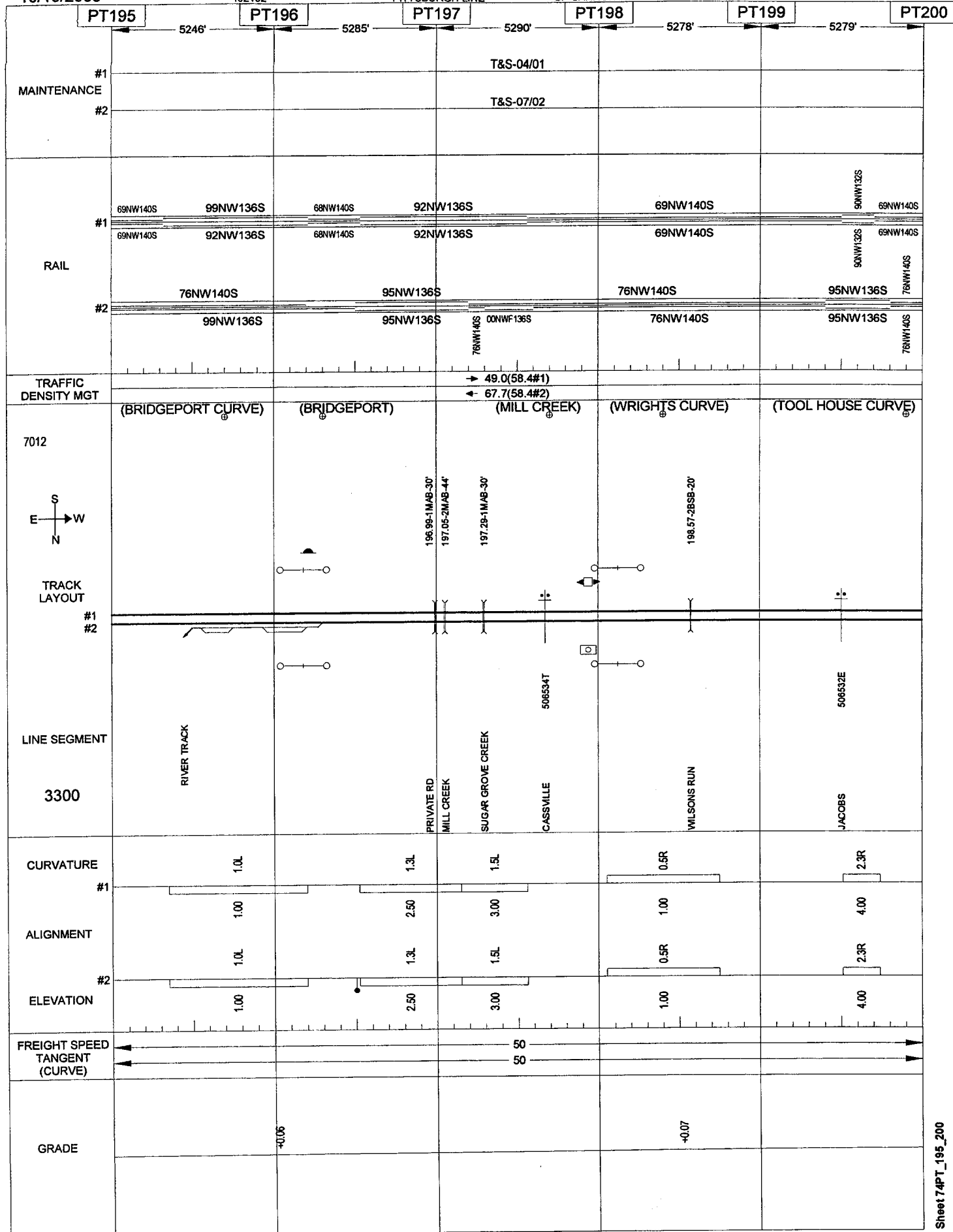
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017

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

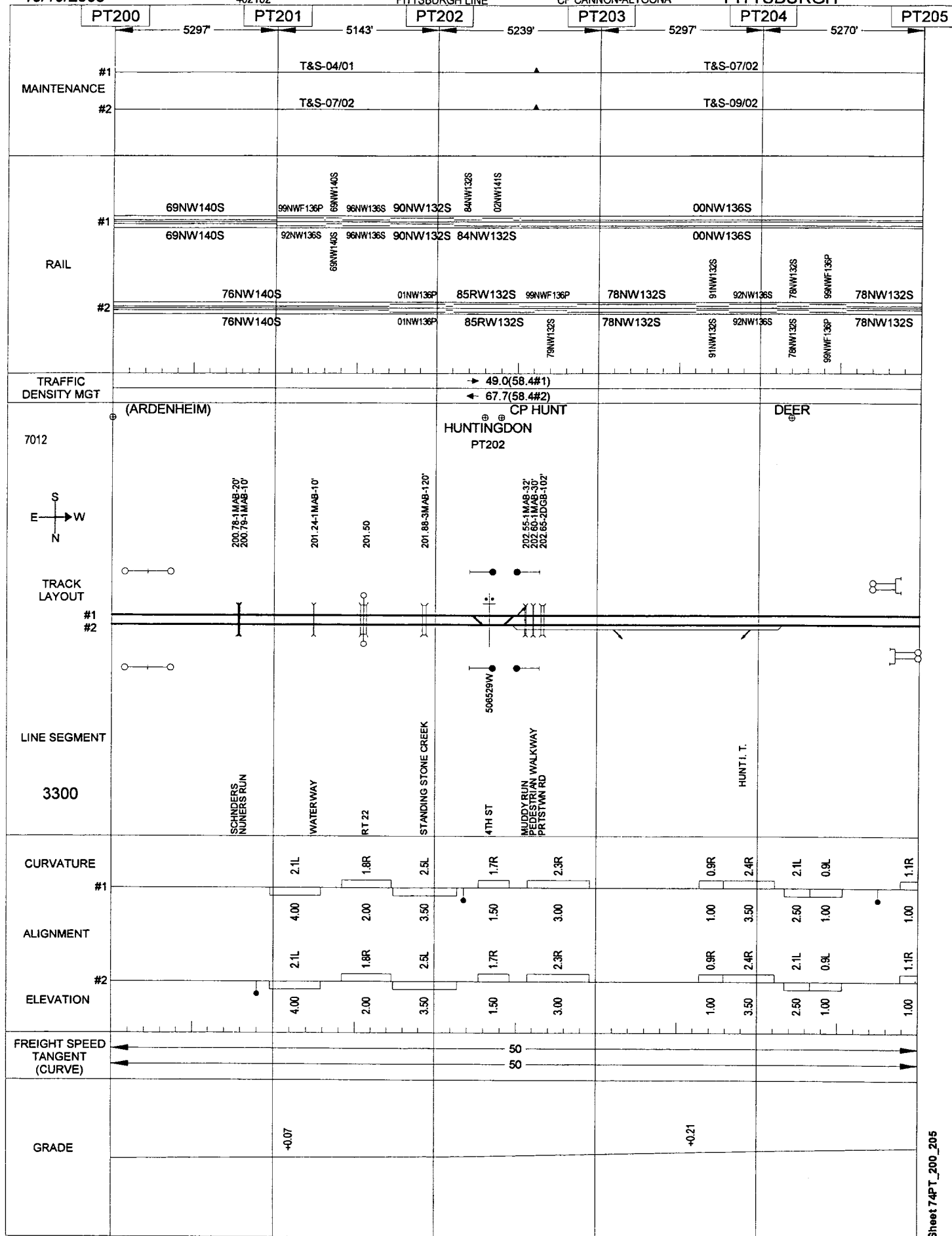
018

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

402102

019

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH

PT205

PT206

PT207

PT208

PT209

PT210

5277'

5277'

5287'

5290'

5285'

MAINTENANCE

#1

T&S-07/02

#2

T&S-09/02

RAIL

#1

00NW136S

00NW136S

#2

96NW136S

78NW132S

01NW136P

78NW132S

88NW132S

98NW136S

78NW132S

93NW136S

78NW140S

78NW132S

96NW136S

78NW132S

98NW136S

78NW132S

88NW132S

98NW136S

78NW132S

93NW136S

78NW140S

03NW141S

78NW132S

TRAFFIC
DENSITY MGT

→ 49.0(58.4#1)

← 67.7(58.4#2)

(CULLENS CURVE)
(LOWER MYTON CURVE)

(UPPER MYTON CURVE)

(PETERSBURG)

7012

TRACK
LAYOUT

#1

#2

LINE SEGMENT

3300



WARRIOR-RIDGE

208.80-3MAB-120'



SHIVERS CREEK

208.69

SR 305
NEFFS NO 1

CURVATURE

#1

3.8L

2.1L

2.8R

2.3L

2.8L

1.2L

2.5L

1.3R

ALIGNMENT

#2

3.8L

2.1L

2.8R

2.3L

2.8L

1.2L

2.5L

1.3R

ELEVATION

#1

4.00

2.50

4.00

3.00

4.00

1.00

3.00

2.50

FREIGHT SPEED
TANGENT
(CURVE)

50

45

45

50

50

GRADE

+0.21

+0.18

+0.50

-0.11

-0.12

+0.40

+0.20

-0.05

10/10/2005

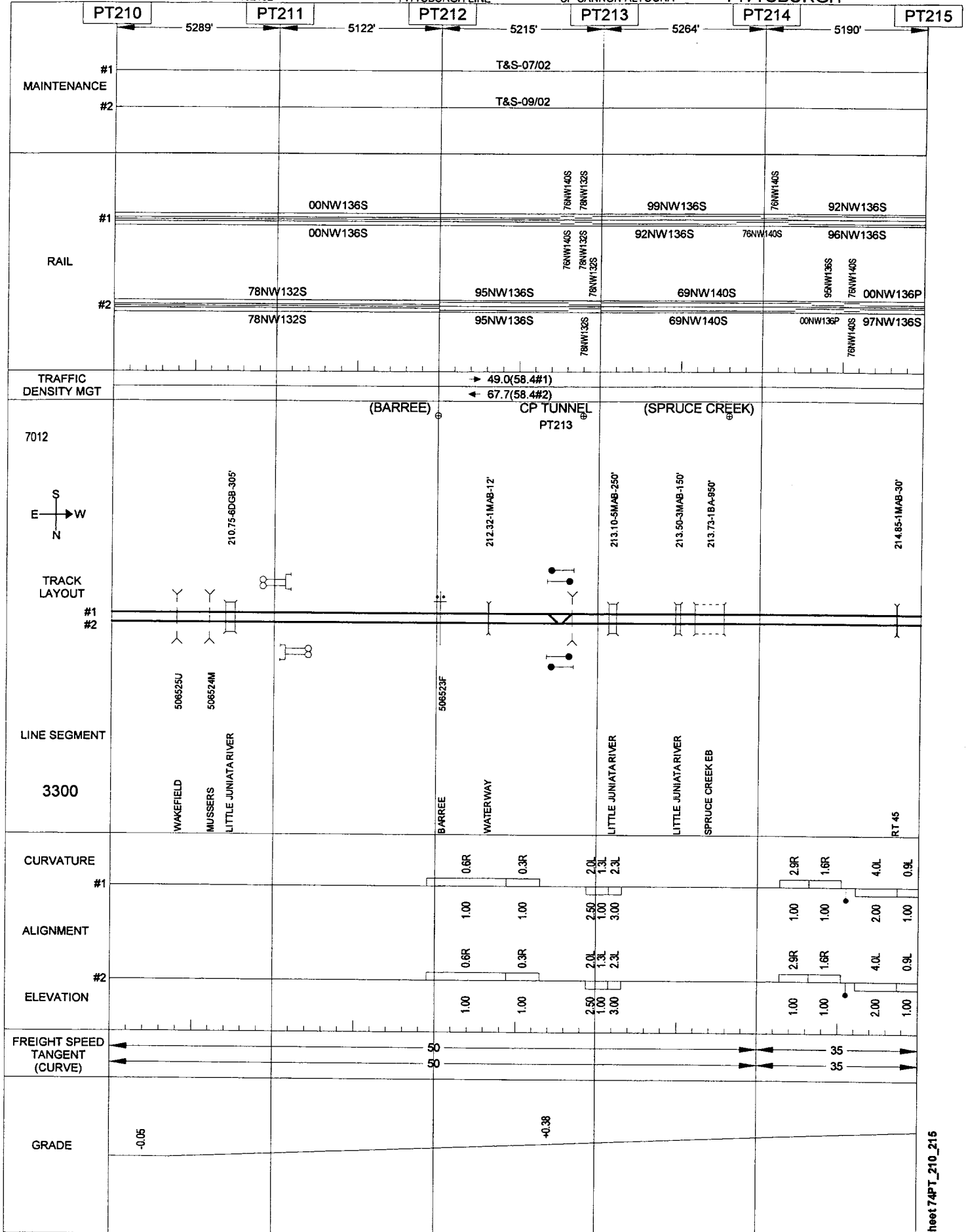
020

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



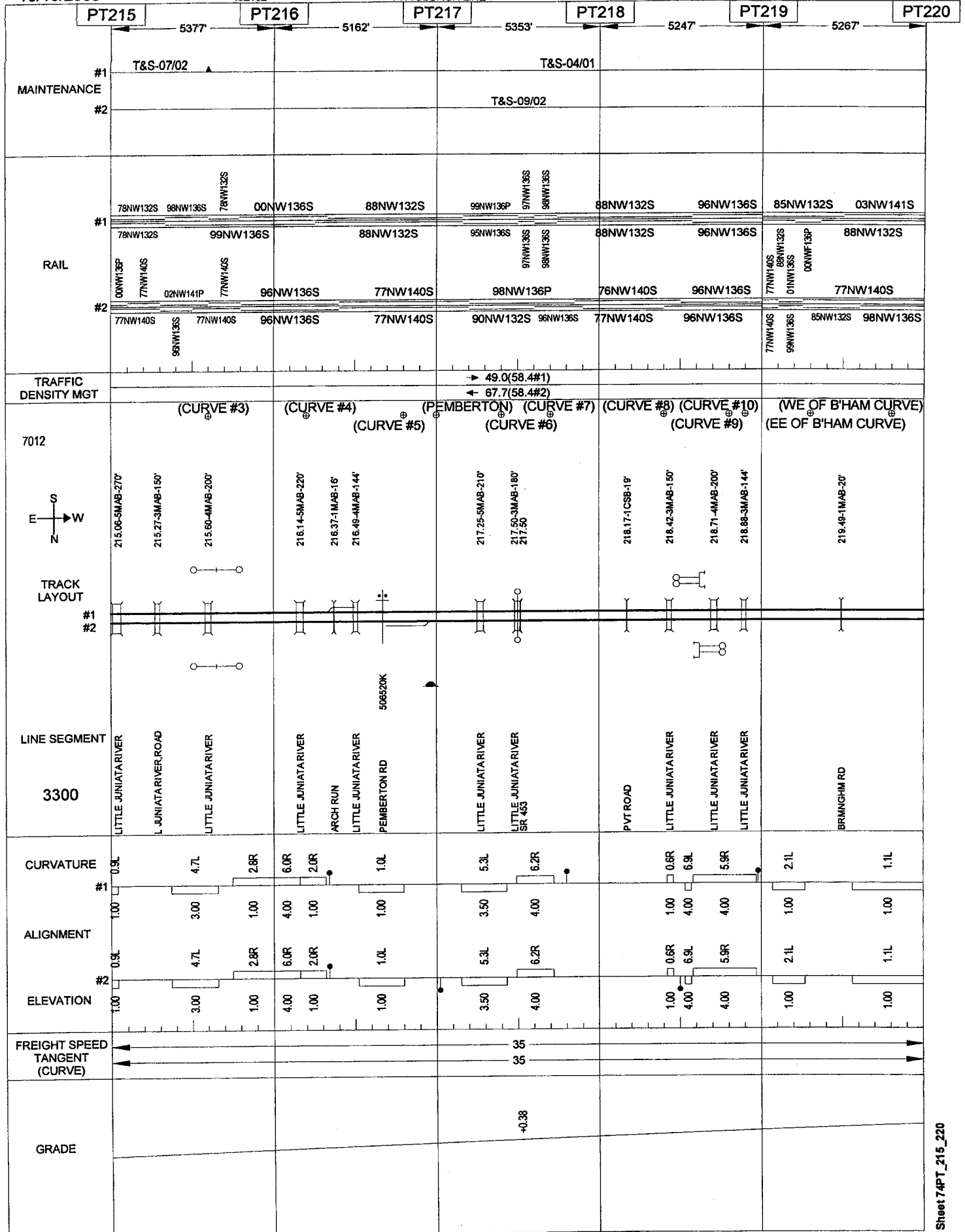
10/10/2005

402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH



10/10/2005

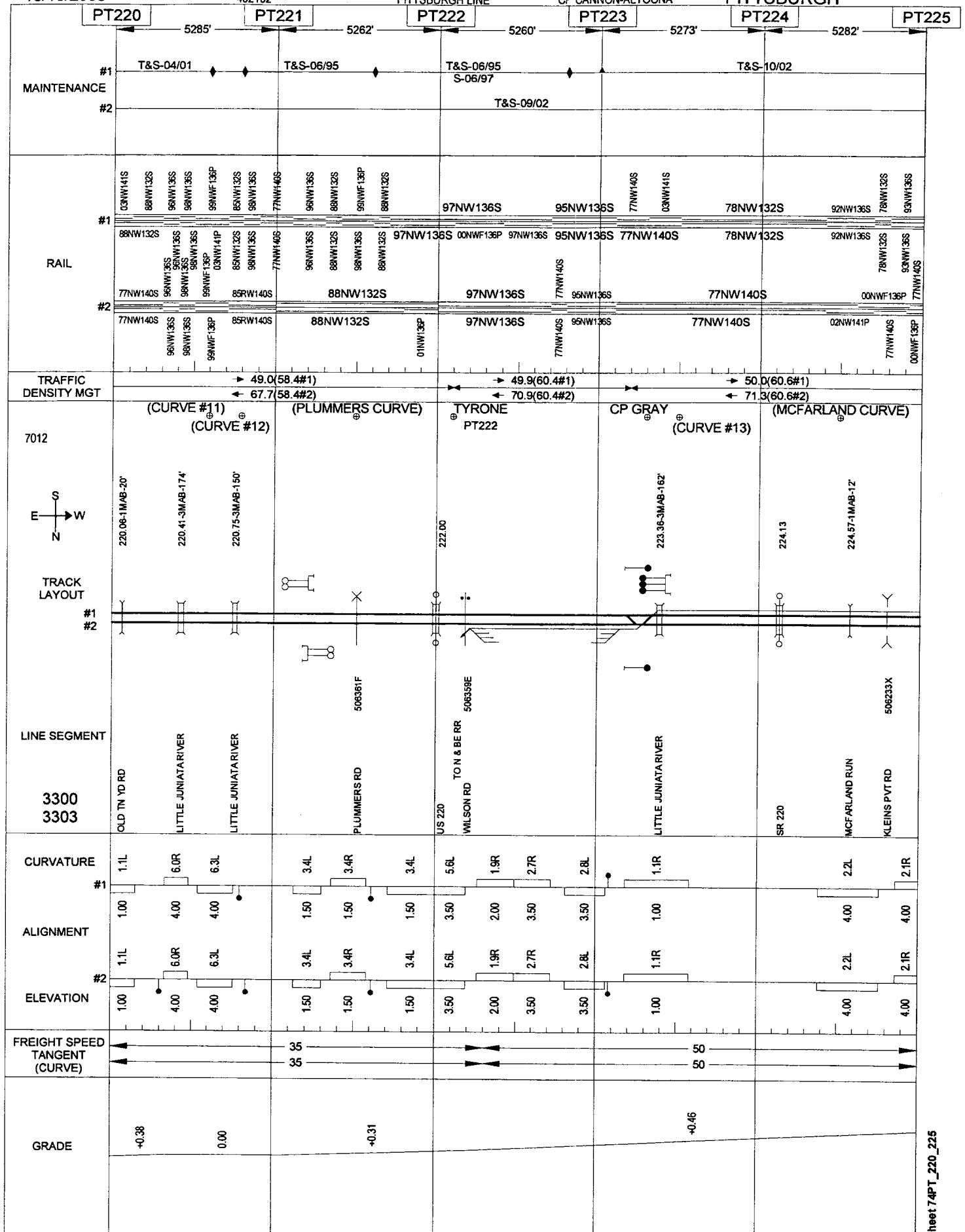
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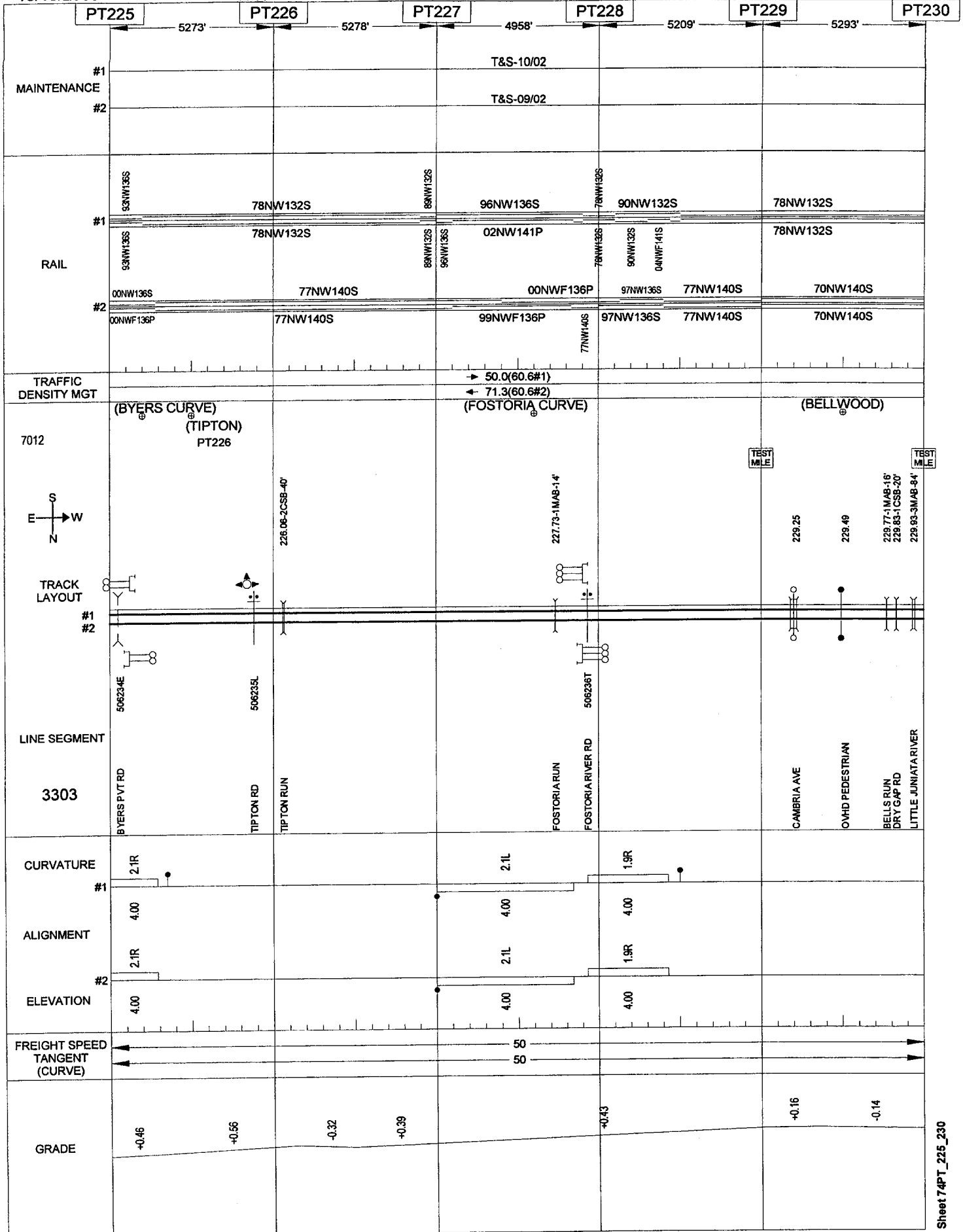
402102

PITTSBURGH LINE

CP CANNON-ALTOONA

PITTSBURGH





PT230

PT231

PT232

PT233

PT234

PT235

- 5278' -

— 5258' —

5302'

- 5208' -

E249'

235

MAINTENANCE
#

T&S-10/02

T&S-09/02

#1

RAIL

TRAFFIC
DENSITY MGT

7012

TRACK LAYOUT

#

#2

LINE SEGMENT

3303

CURVATURE

#1

ALIGNMENT

1

ELEVATION

11

FREIGHT SPEED
TANGENT
(CURVE)

- 50

- 50

GRADE

14

2

36

10/10/2005

402102

025

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

PT235

PT236

PT237

PT238

PT239

PT240

5242'

5320'

5187'

5372'

5274'

MAINTENANCE

#1

#2

T&S-10/02

T&S-11/04

T&S-09/02

T&S-11/04

T&S-03/00

S-05/03

RAIL

#1

#2

70NW140S

94NW136S

70NW140S

98NW136S

96NW136S

77RW155S

72NW140S

96NW136S

93NW136S

96NW136S

99NW136S

72NW140S

70NW140S

94NW136S

70NW140S

98NW136S

96NW136S

77RW155S

72NW140S

96NW136S

93NW136S

96NW136S

99NW136S

72NW140S

69NW140S

78NW132S

99NW136S

87NW132S

73RW155S

99NW136S

71NW140S

00NW136P

01NW136S

71NW140S

00NW136P

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

99NW136S

71NW140S

TRAFFIC DENSITY MGT

→ 50.0(60.6#1)

← 71.3(60.6#2)

→ 51.0(61.5#1)

← 72.1(61.5#2)

→ 50.7(61.4#1)

← 72.0(61.4#2)

CP WORKS
PT235

ALTOONA
PT236

ALTO

CP SLOPE
PT238

(WIKES)

MCGARVEYS

7012
7022



TRACK LAYOUT

#1
#2
#3

LINE SEGMENT

3303
3306

OWD WALKWAY

7TH ST
8TH ST

OWD LINE

OWD WALKWAY
STATION WALKWAY
OWD WALKWAY

17TH ST
UNION AVE

24.5 ST

ACCESS-TRK 1 ONLY
WATERWAY

ROAD

BRICK YARD RD

WATERWAY

MCGARVEYS RUN

CURVATURE

#1

ALIGNMENT

ELEVATION

#2

FREIGHT SPEED
TANGENT
(CURVE)

50

50

25

25

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

35

GRADE

+0.36

+1.57

+1.09

+1.88

+1.44

Sheet 74PT_235_240

10/10/2005

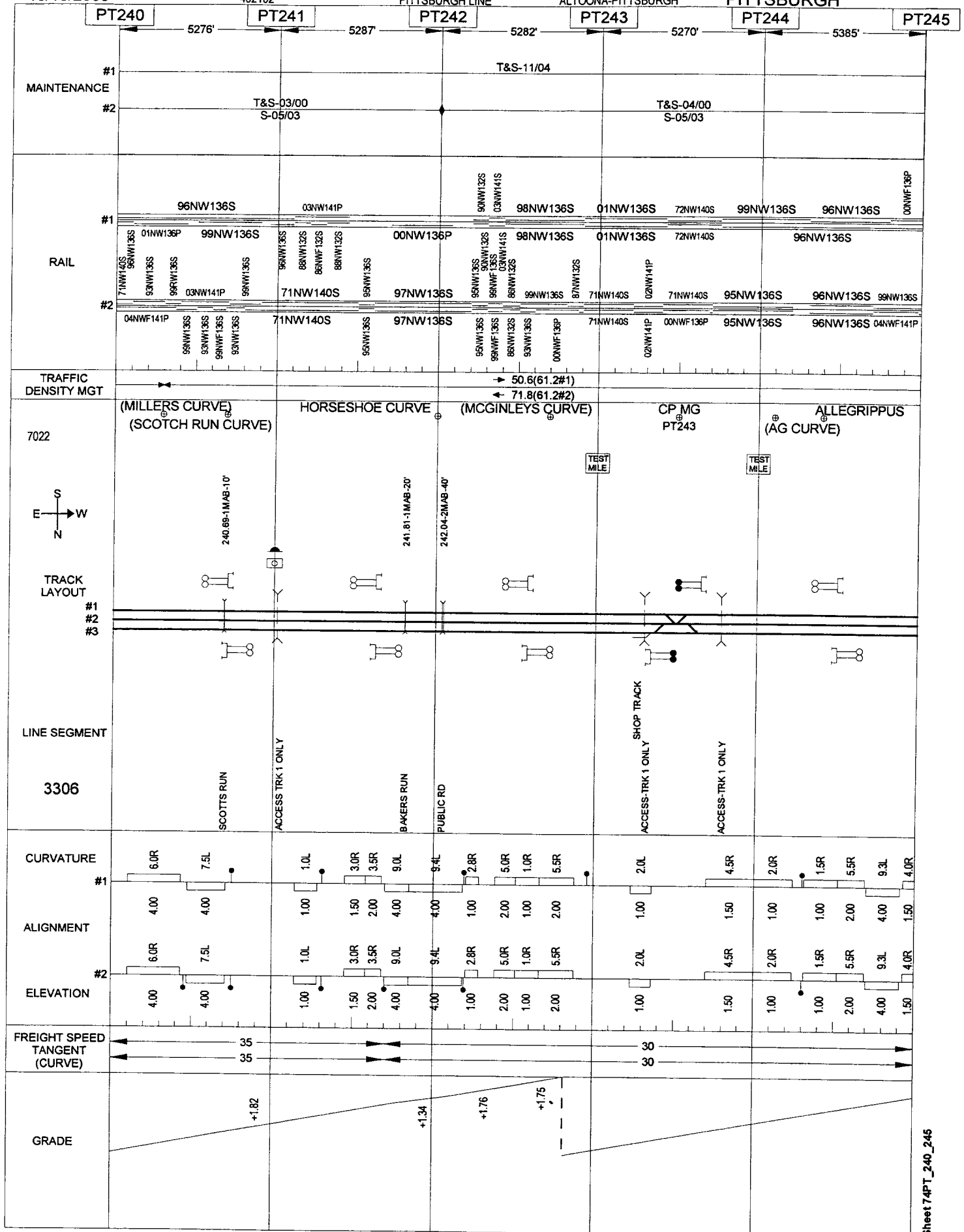
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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



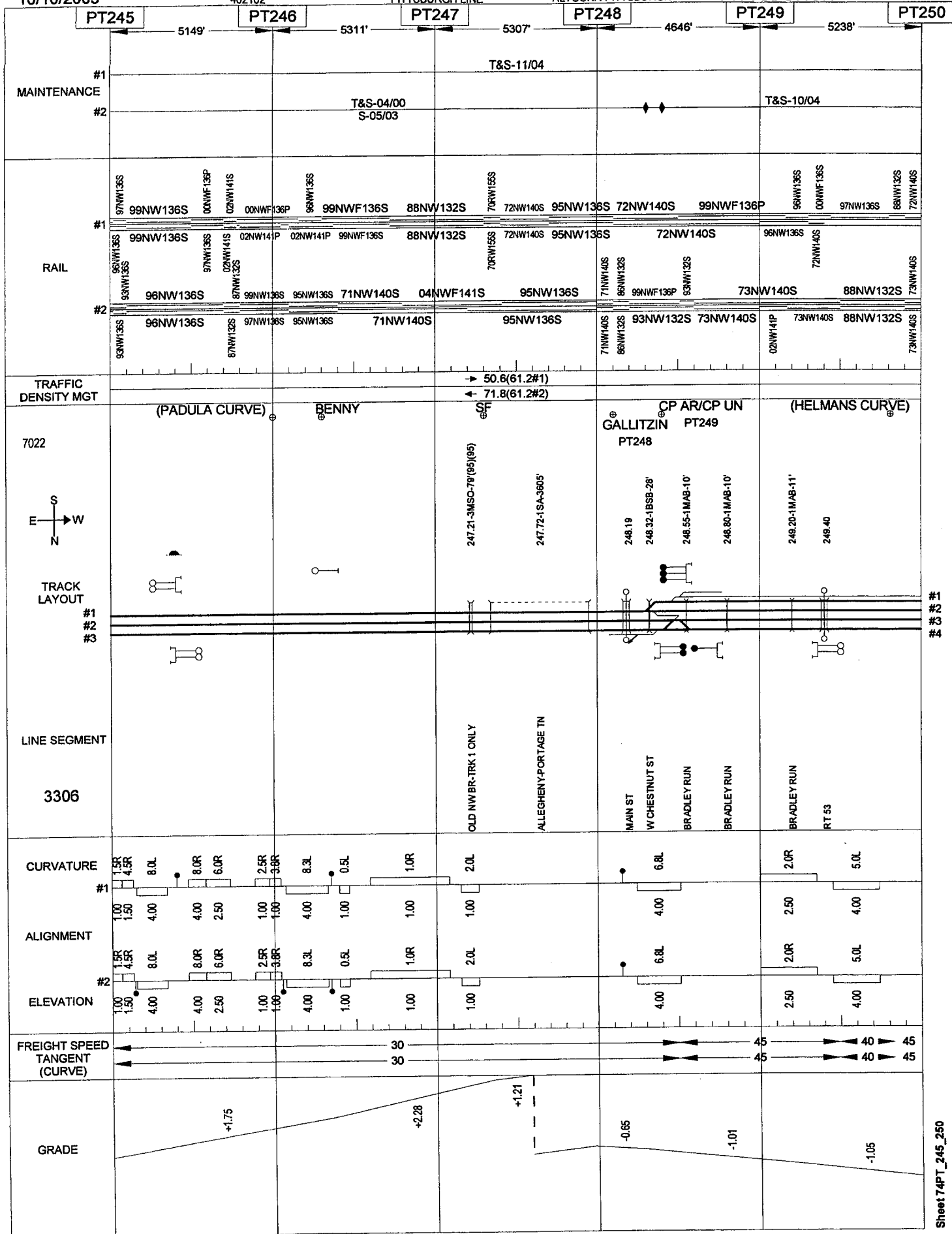
10/10/2005

402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

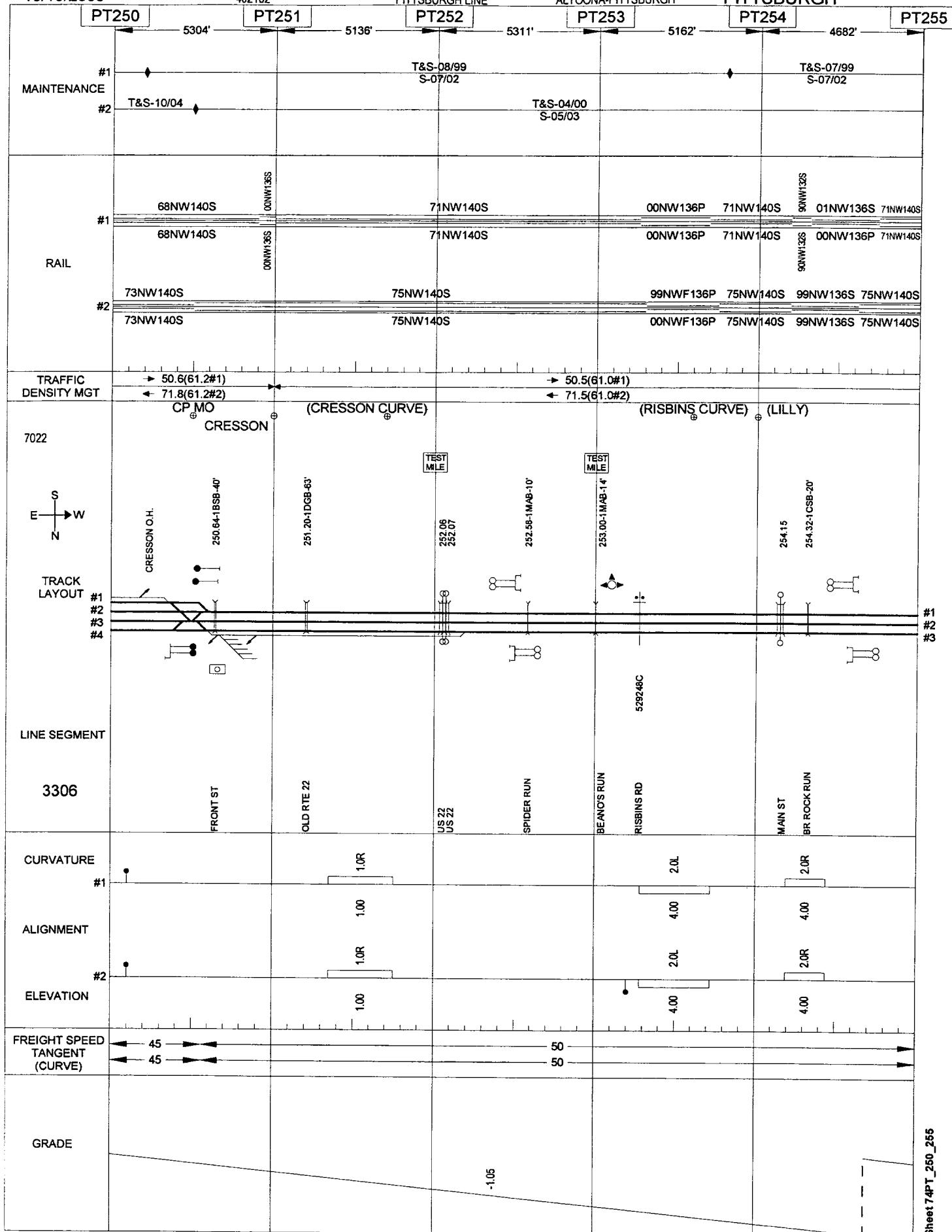
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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

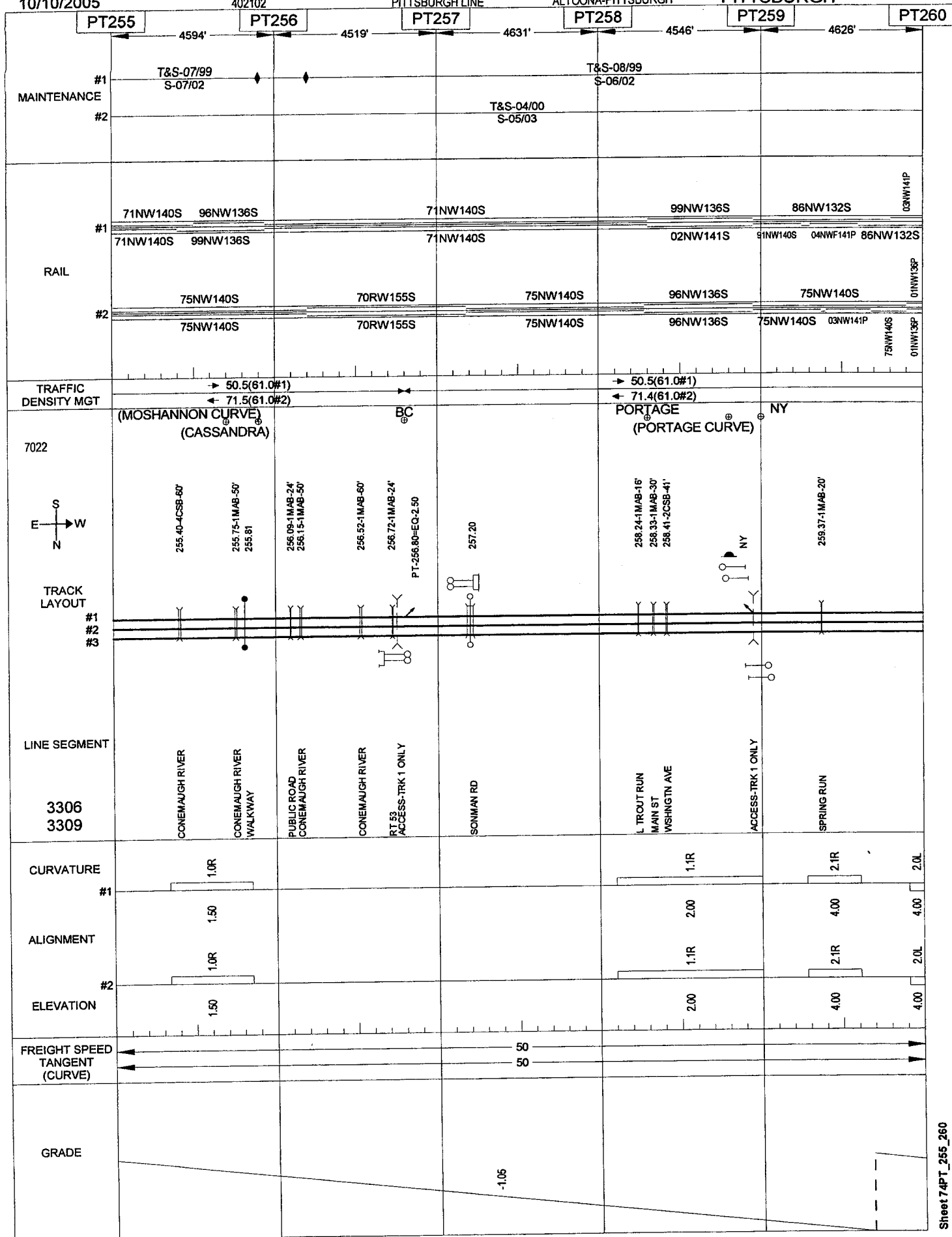
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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

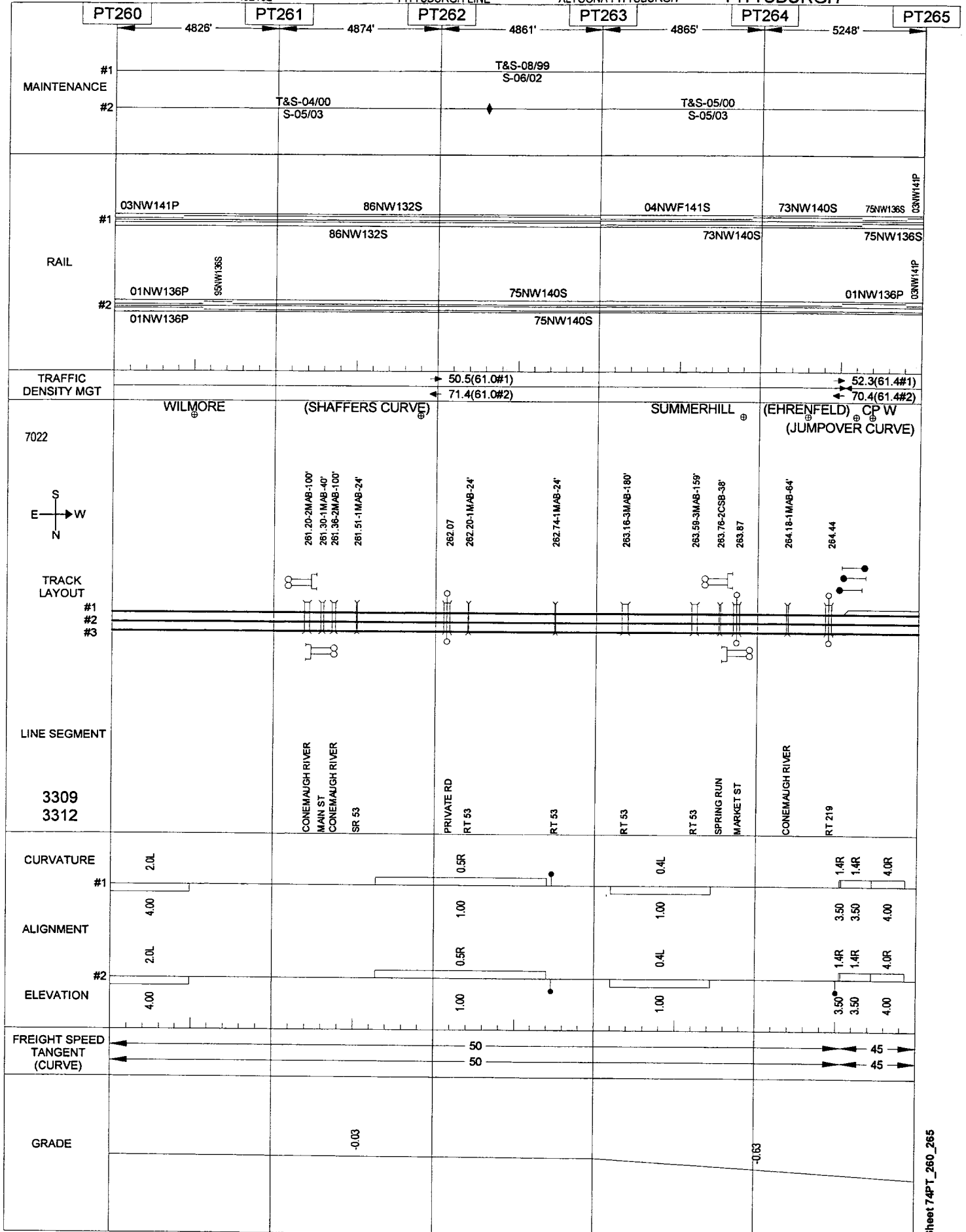
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



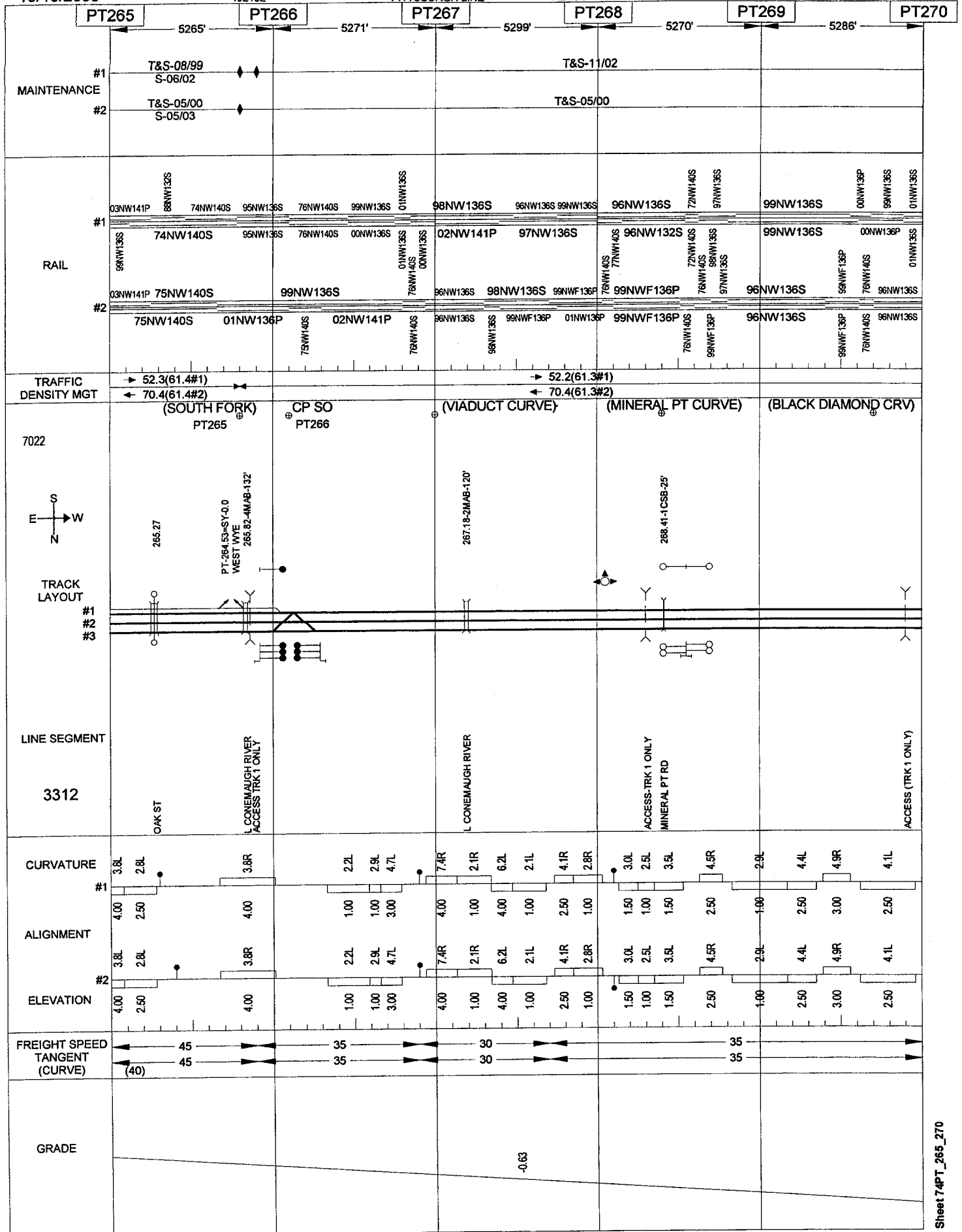
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

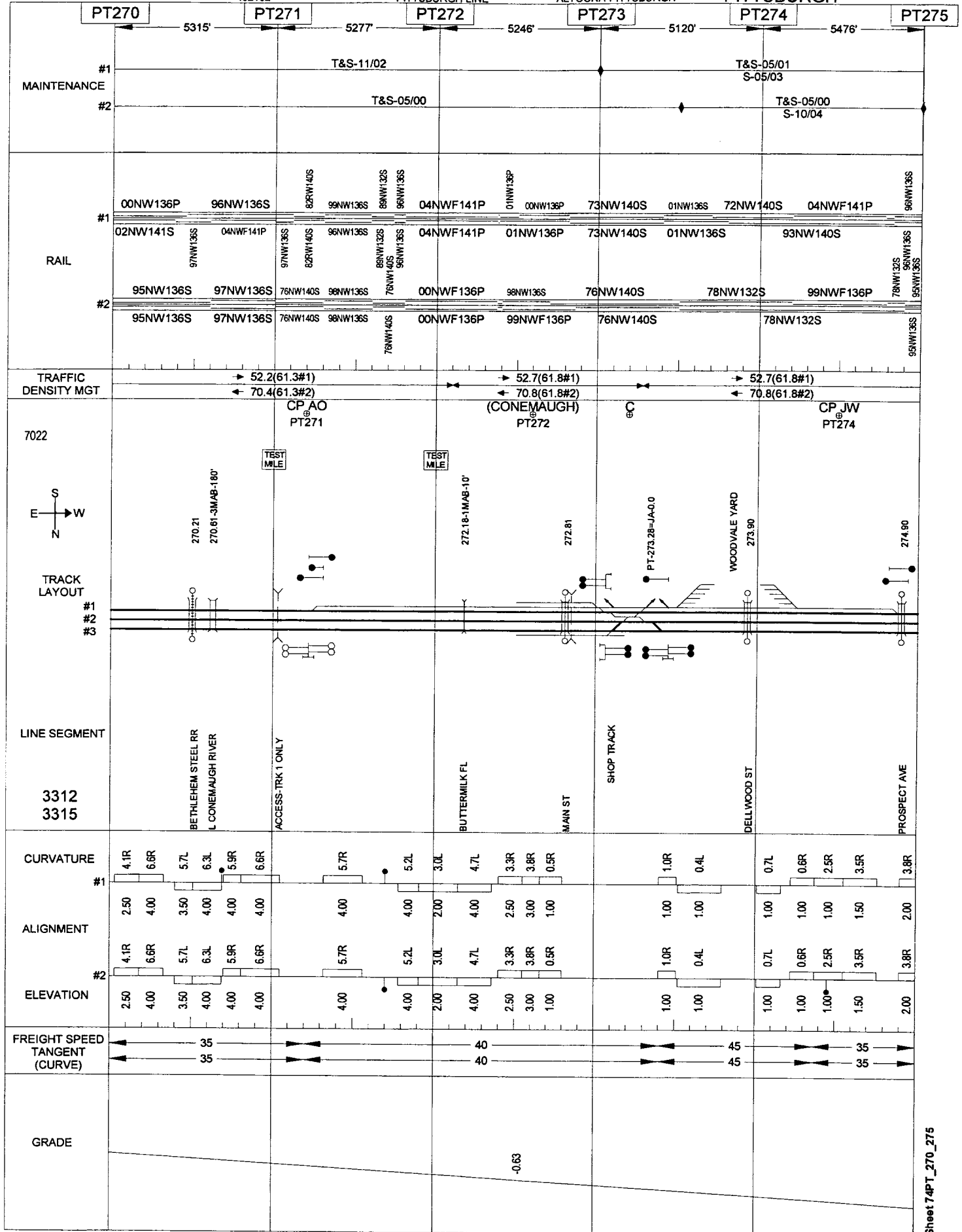
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

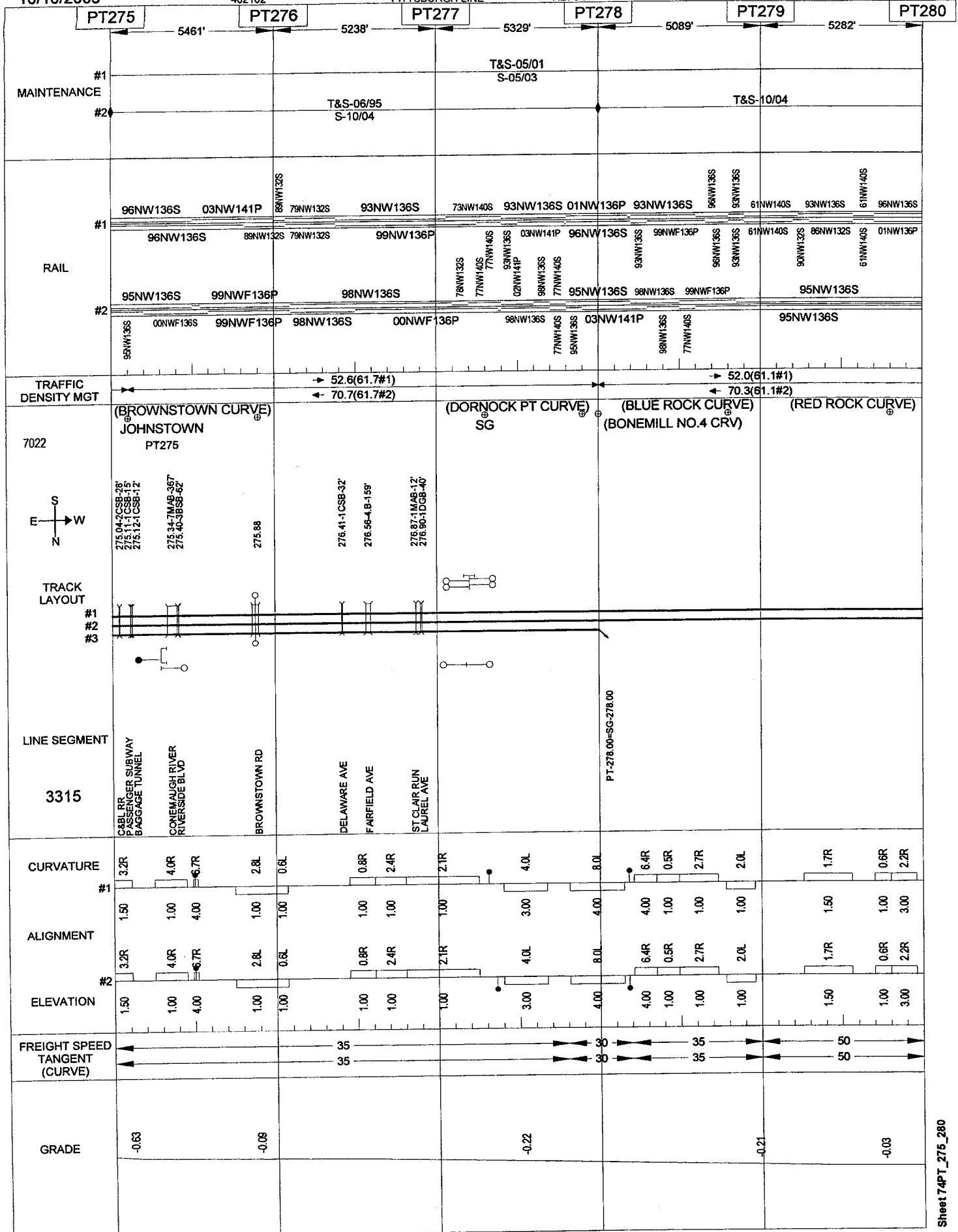
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033

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

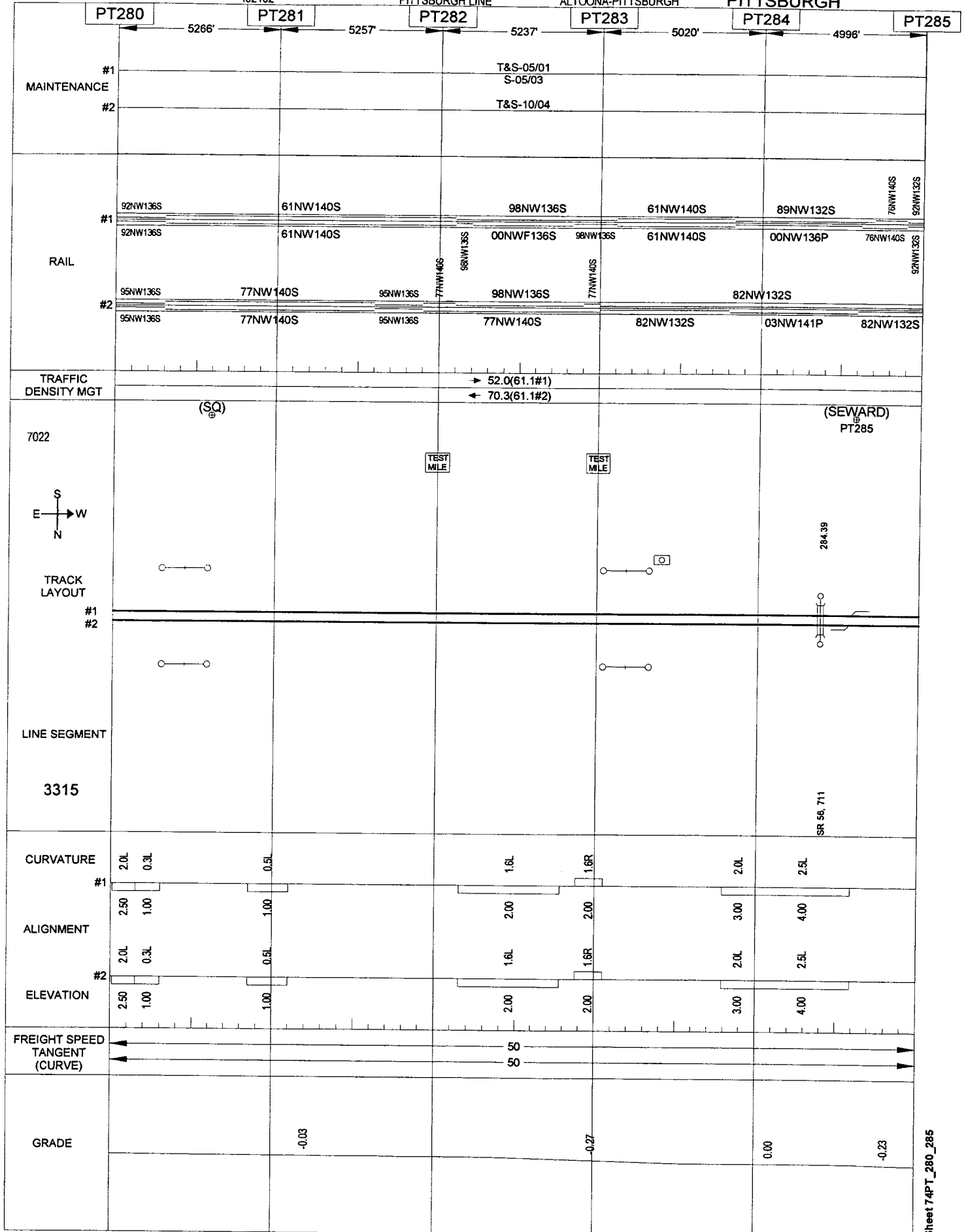
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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

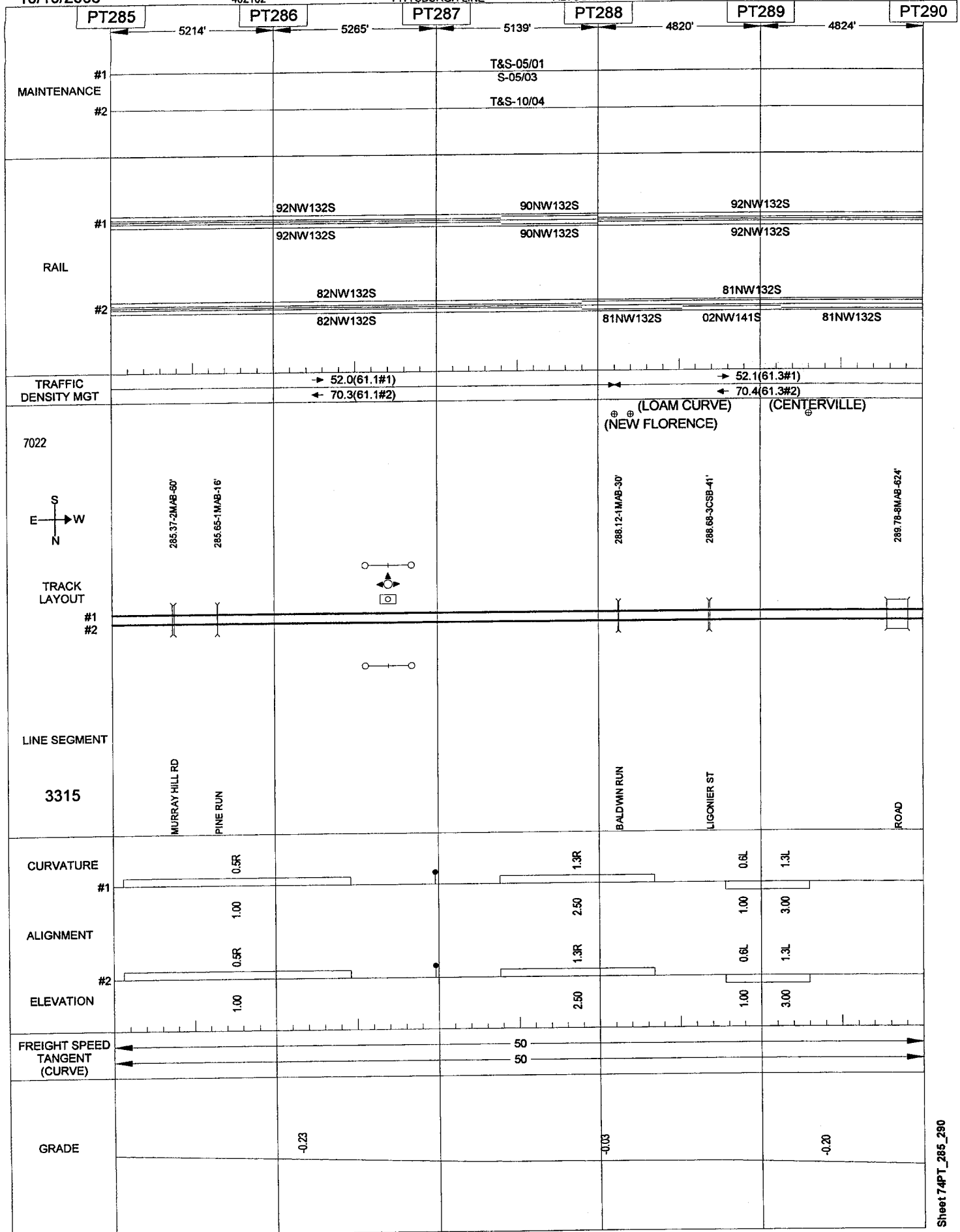
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402102

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

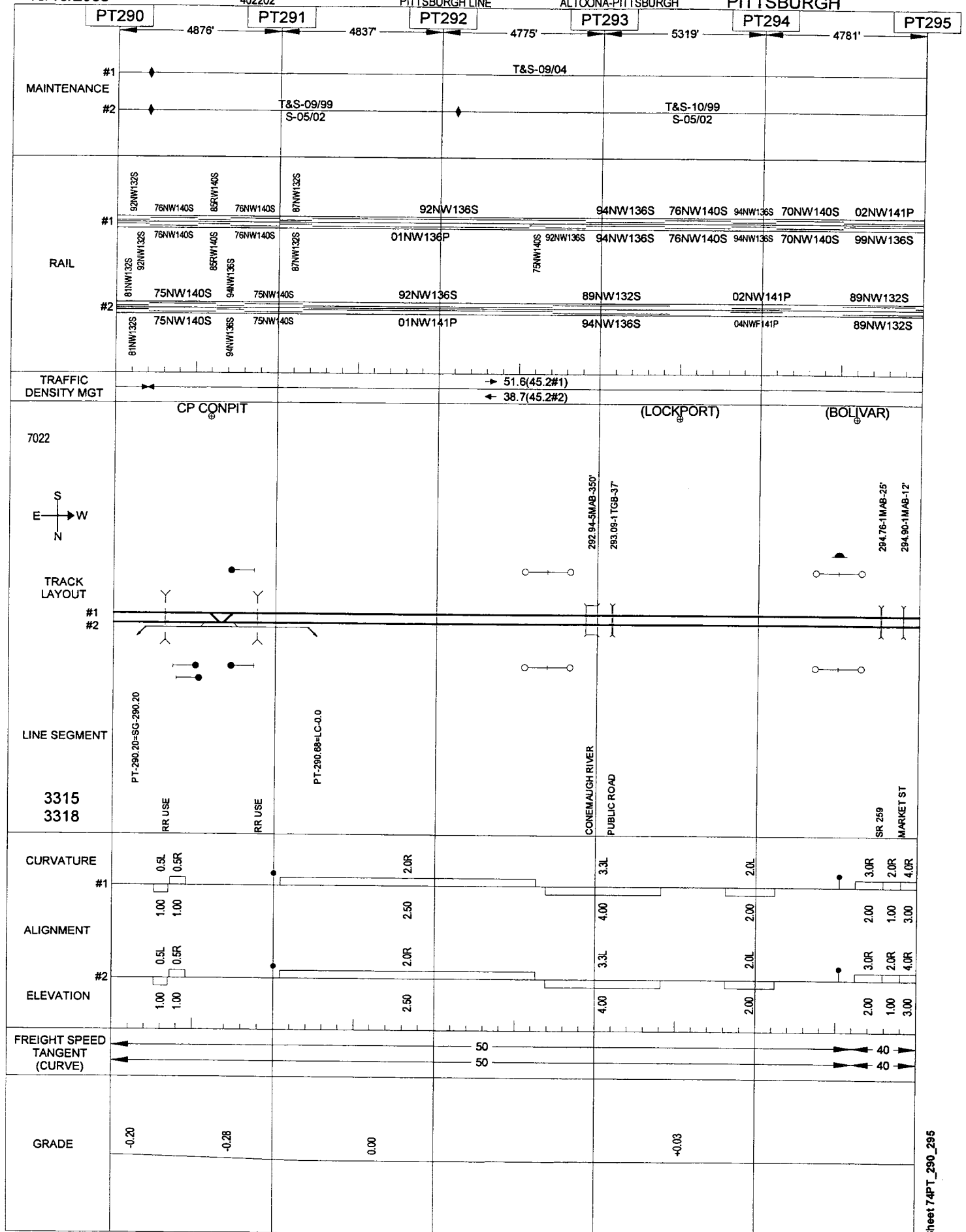
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036

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



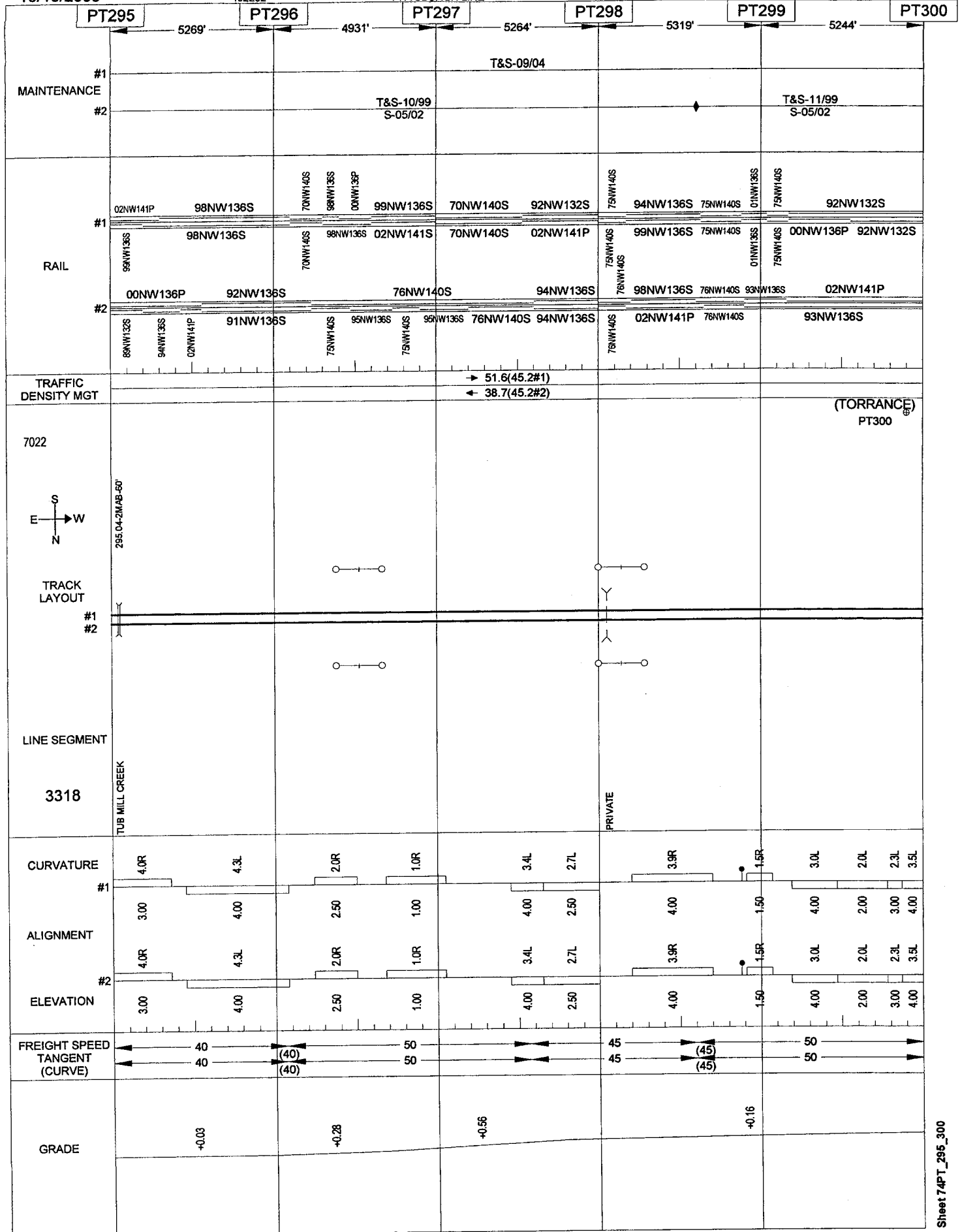
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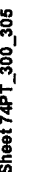
PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



PITTSBURGH



10/10/2005

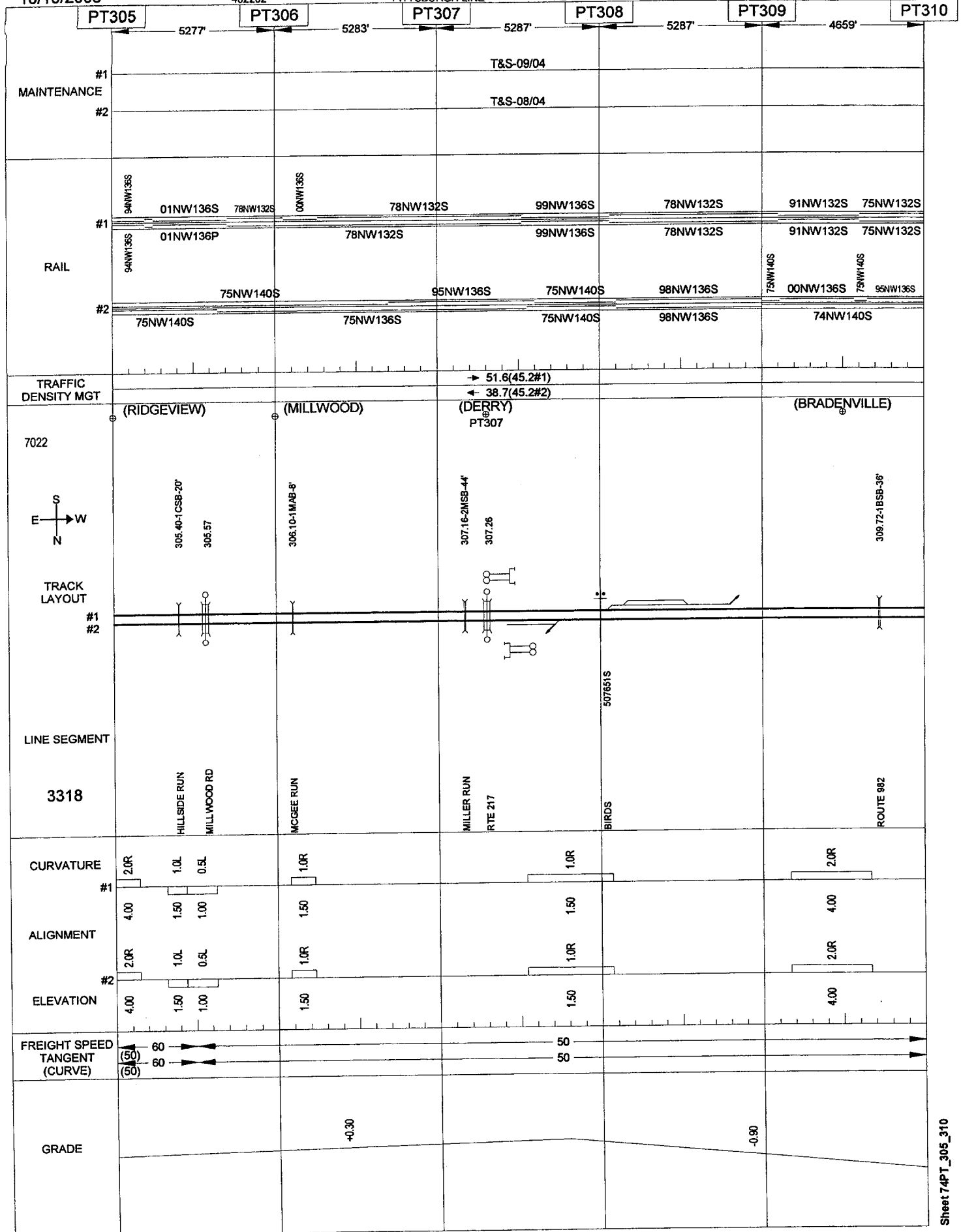
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

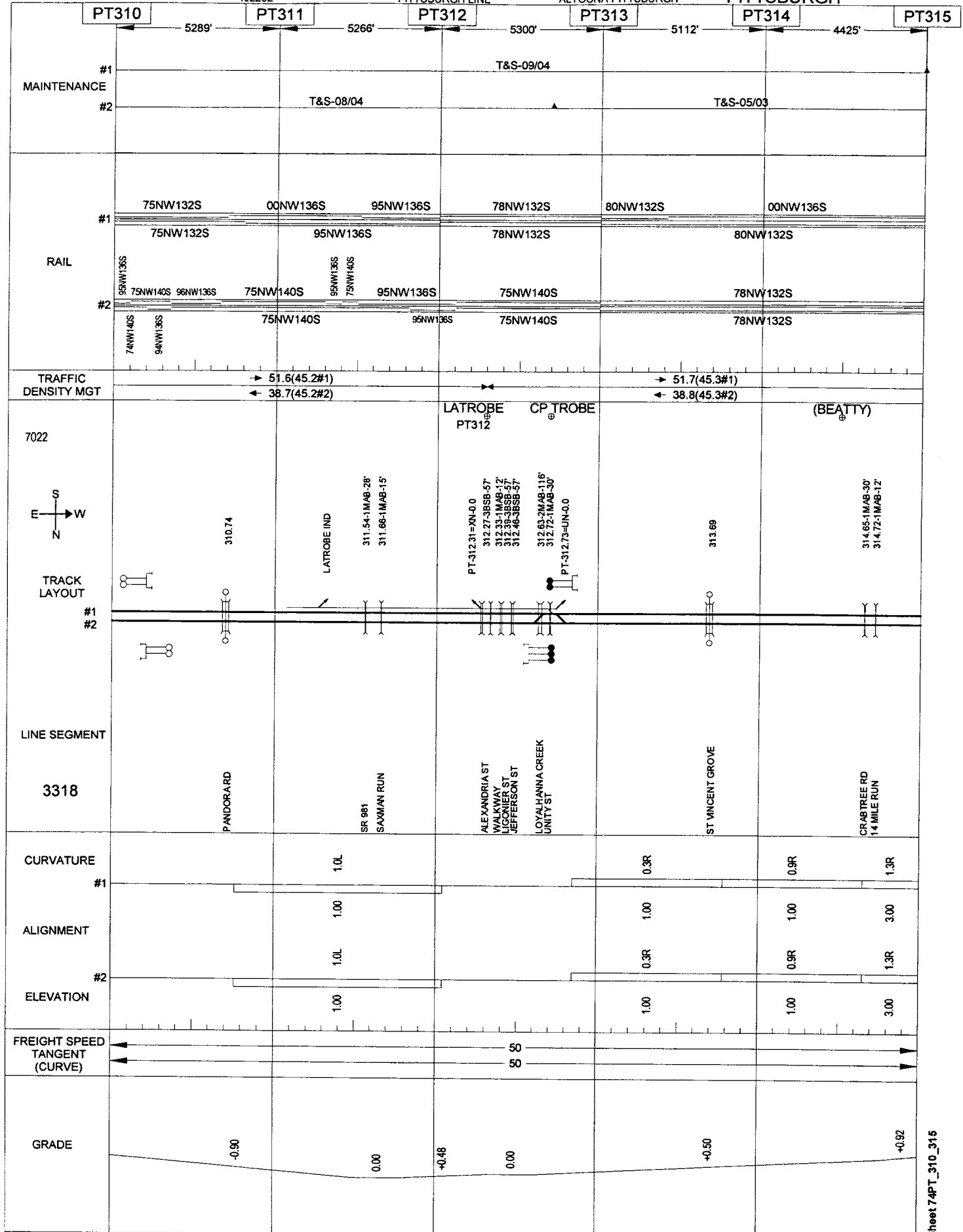
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

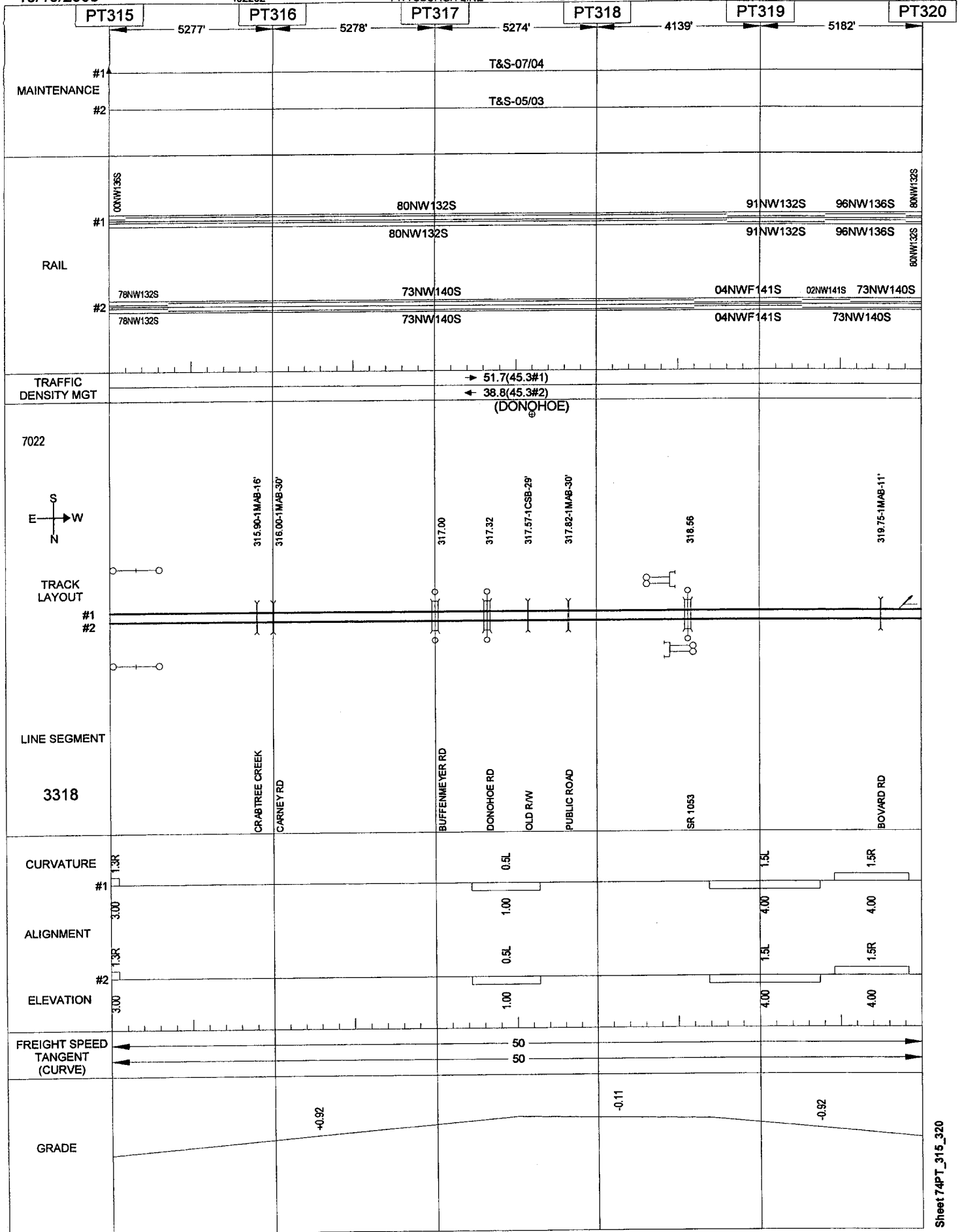
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



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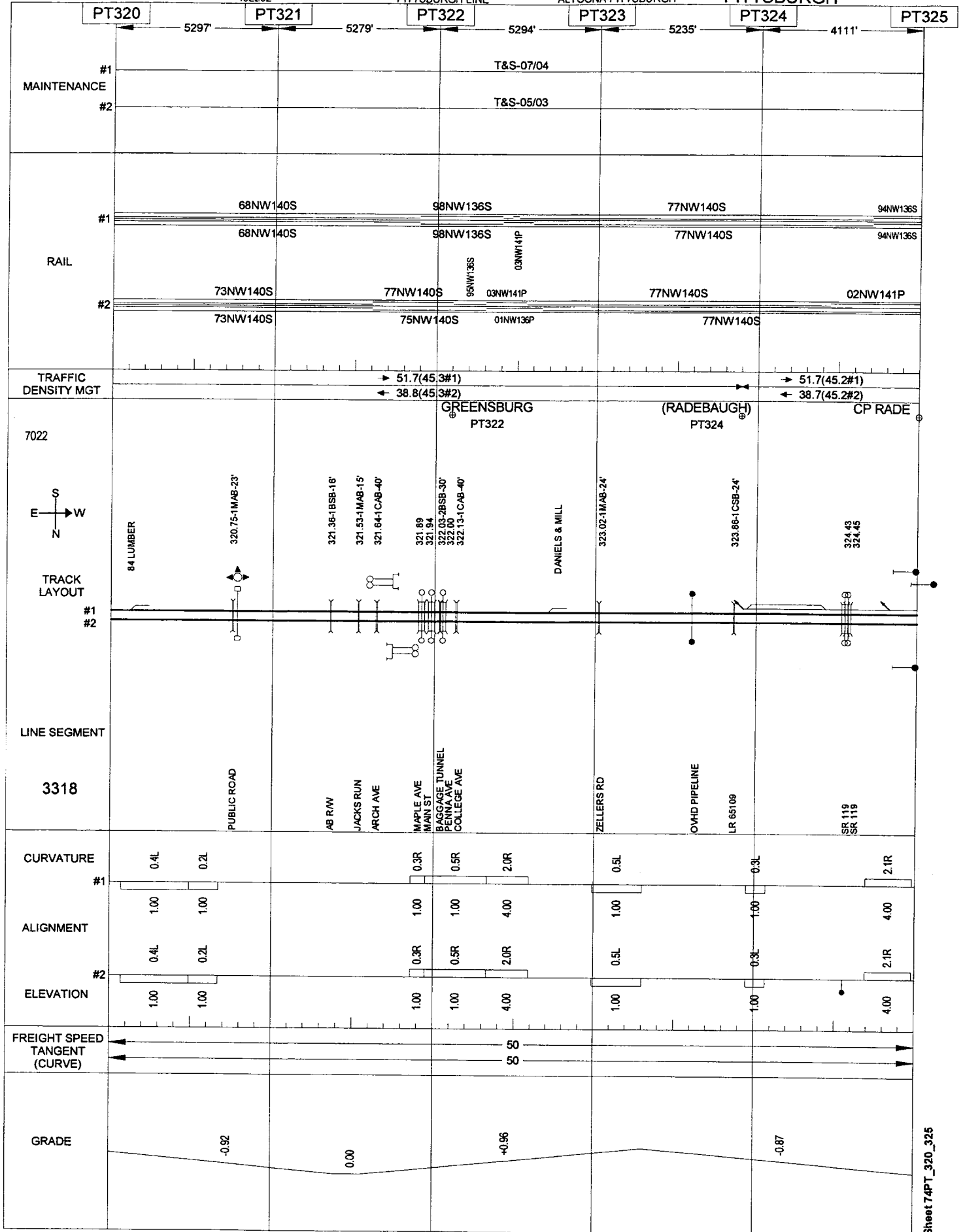
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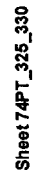
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH





10/10/2005

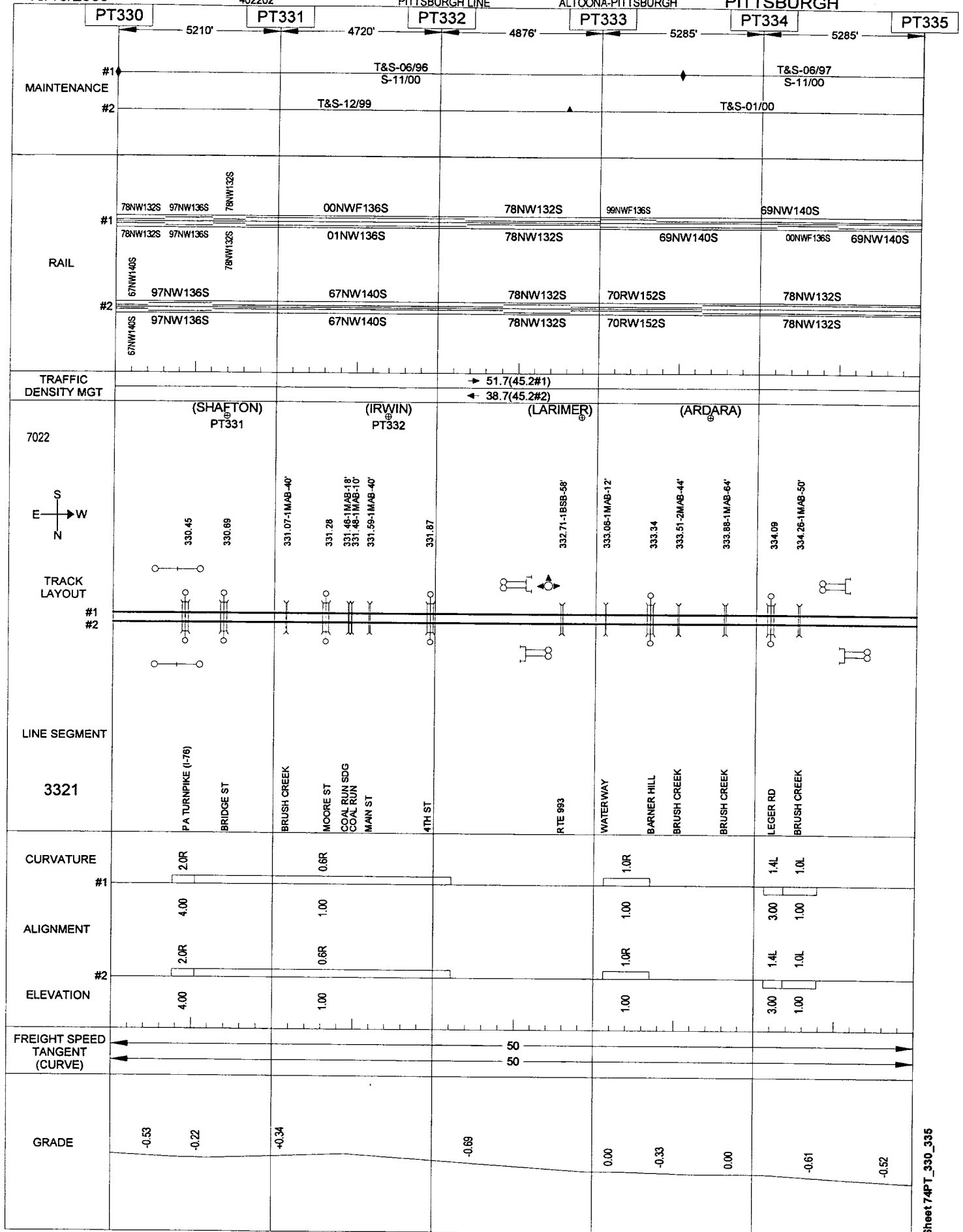
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044

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

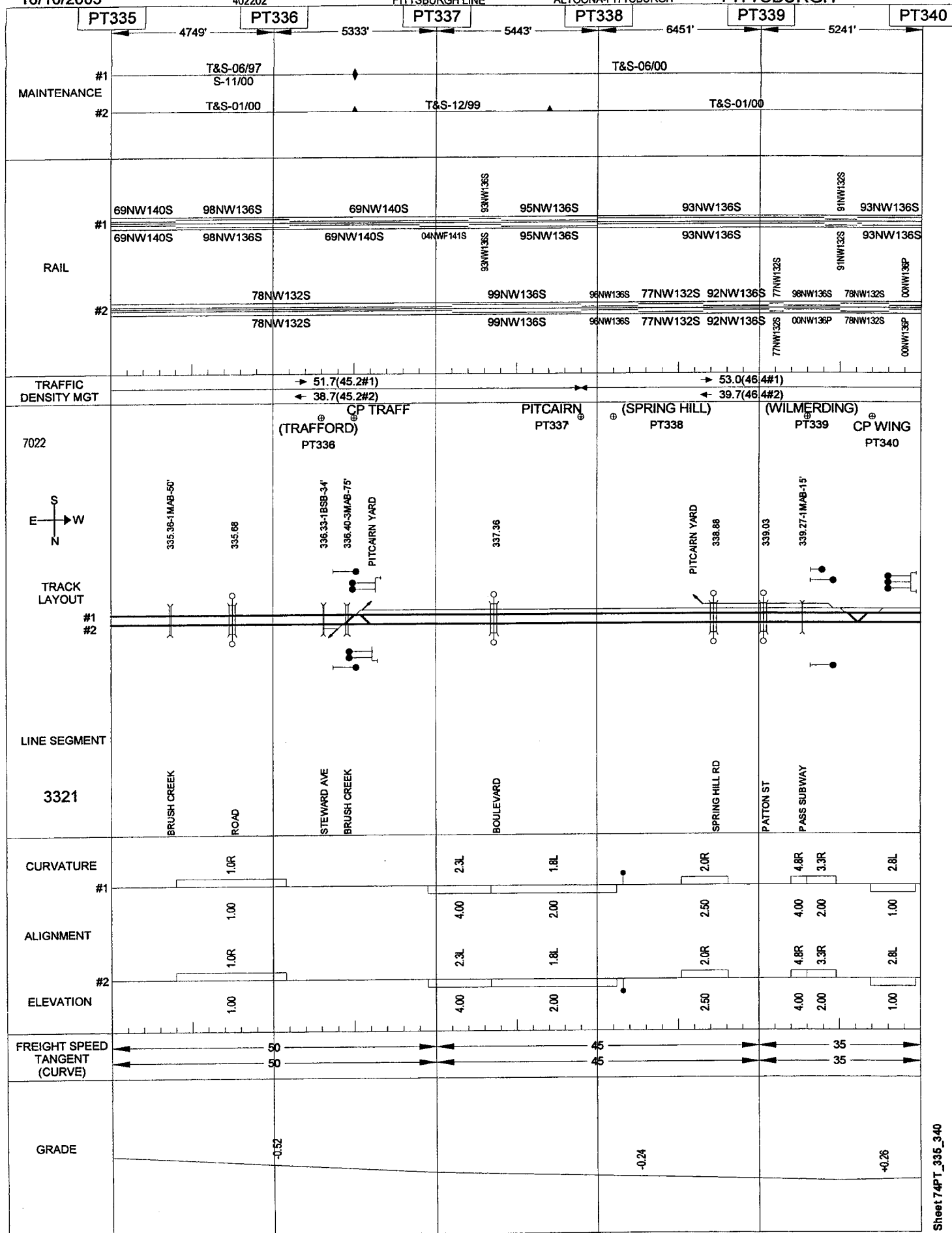
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045

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

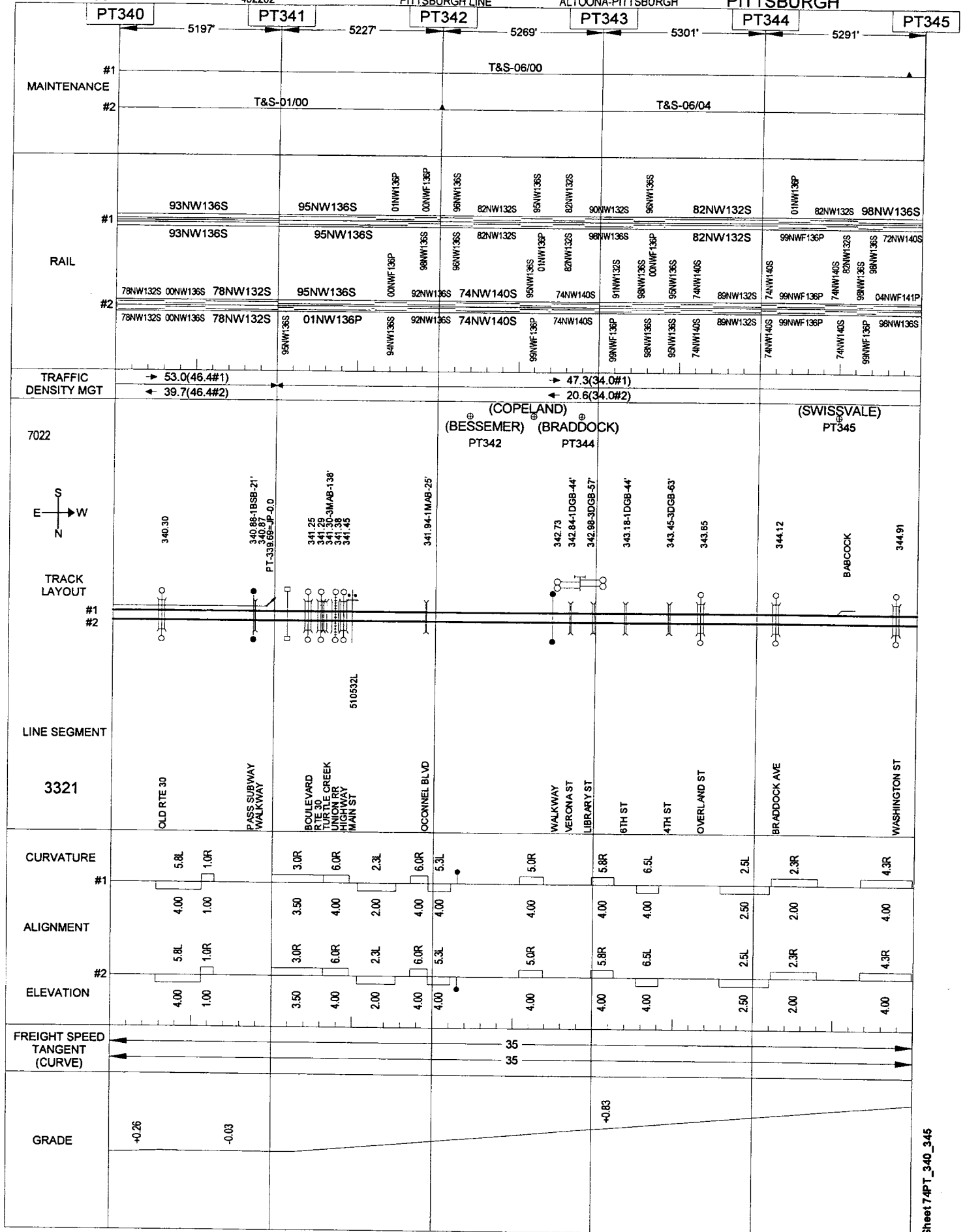
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046

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



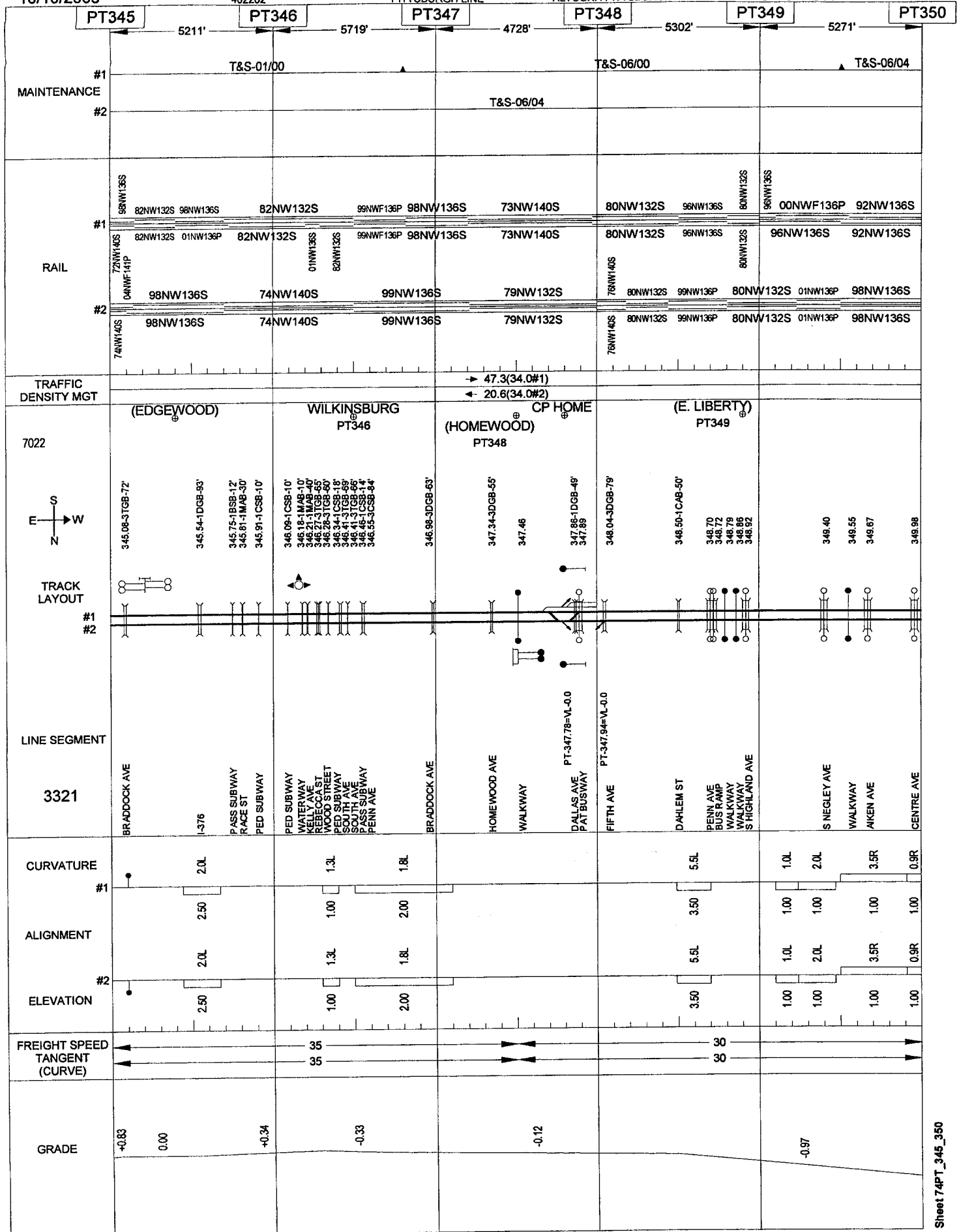
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402202

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



10/10/2005

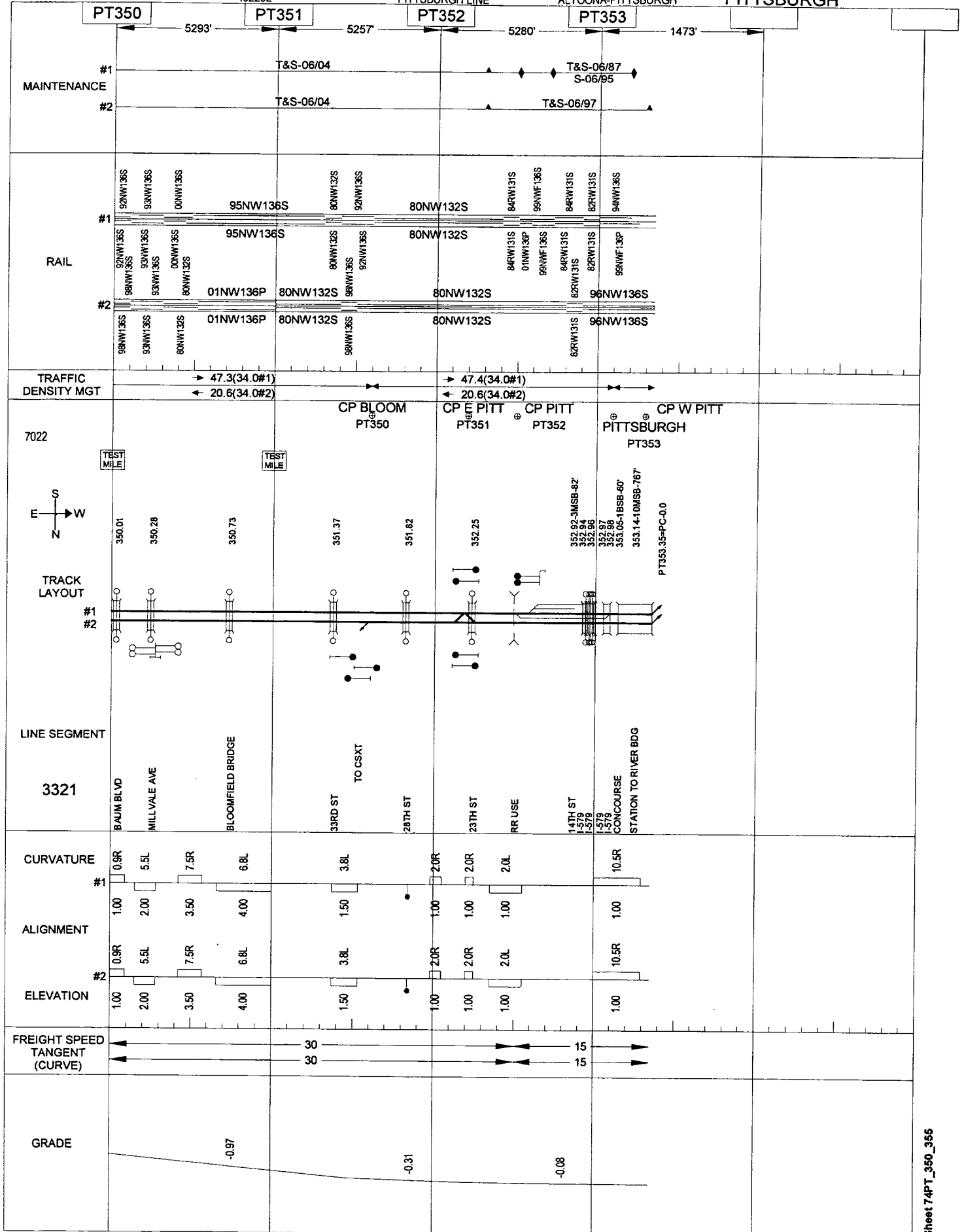
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402202

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH



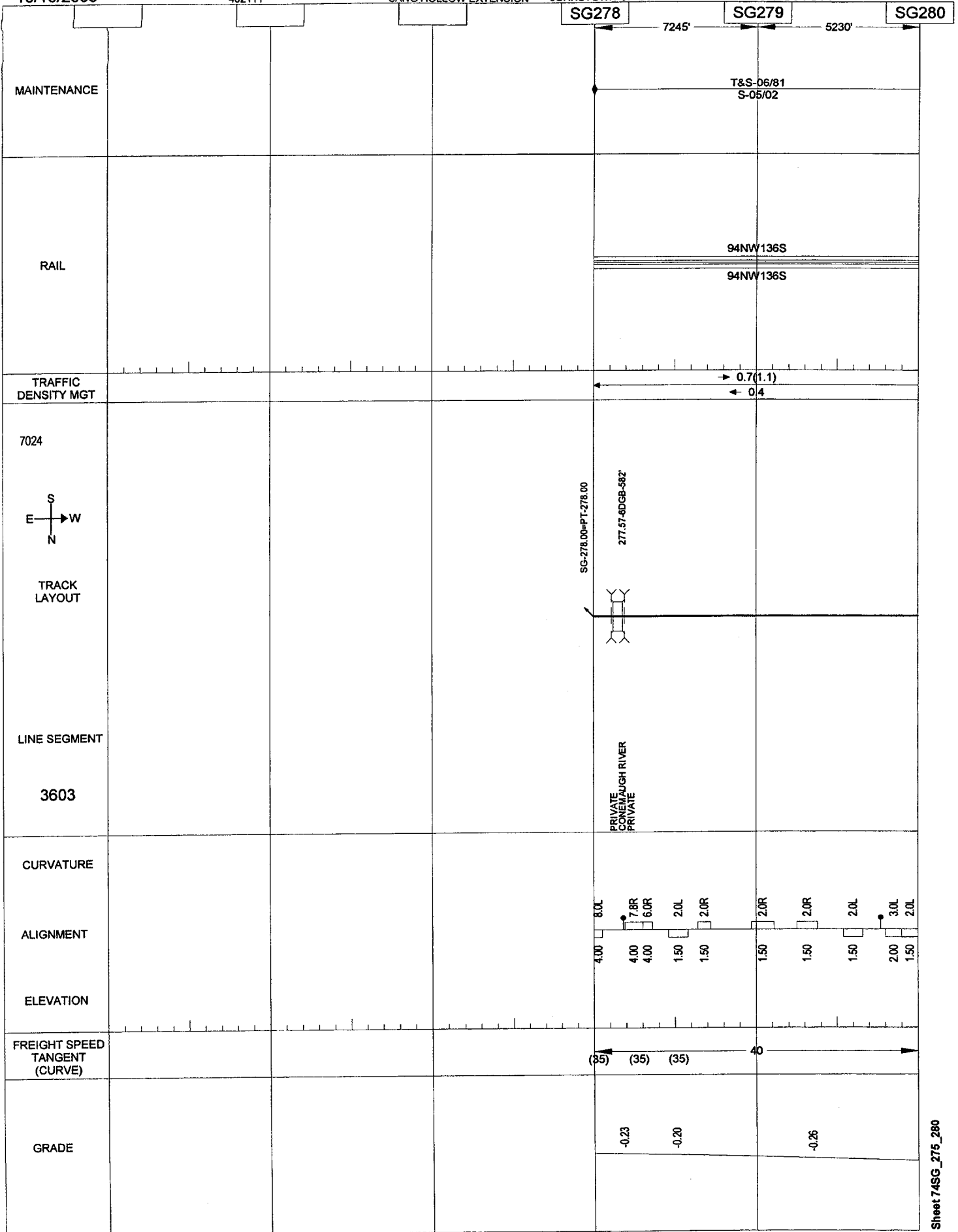
10/10/2005

402111

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH



10/10/2005

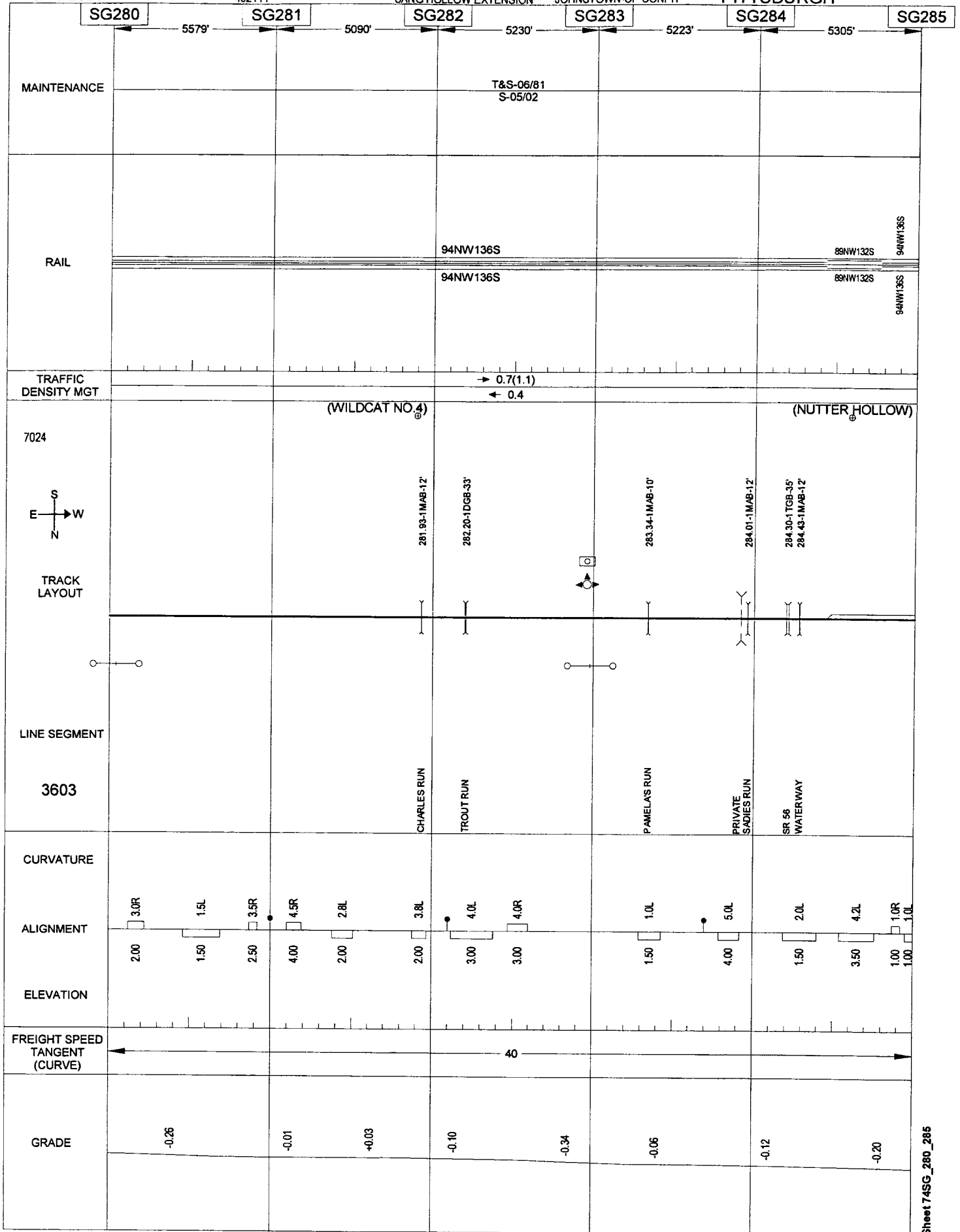
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050

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH



10/10/2005

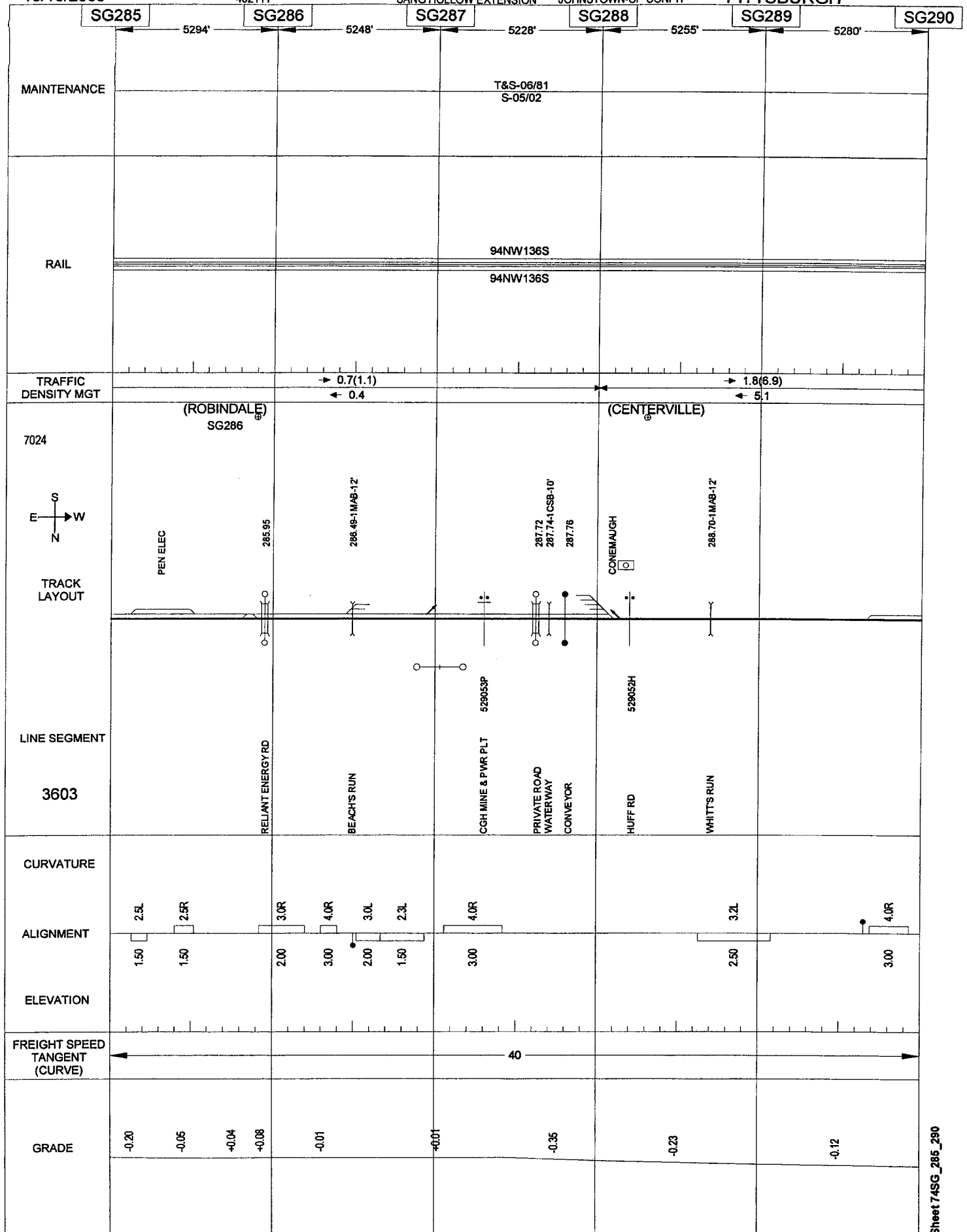
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051

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH



10/10/2005






402111

052

SANG HOLLOW EXTENSION

JOHNSTOWN-CP CONPIT

PITTSBURGH

| | | | | | | | |
|---|--|------|--|--|--|--|--|
| | SG290 | 716' | | | | | |
| MAINTENANCE | ◆ | | | | | | |
| RAIL |  | | | | | | |
| TRAFFIC DENSITY MGT |  | | | | | | |
| 7024 | CP CONPIT | | | | | | |
|  |  | | | | | | |
| TRACK LAYOUT |  | | | | | | |
| LINE SEGMENT | TO CONEMAUGH LINE | | | | | | |
| 3603 | | | | | | | |
| CURVATURE | | | | | | | |
| ALIGNMENT | | | | | | | |
| ELEVATION | | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | 40 | | | | | | |
| GRADE | -0.12 | | | | | | |

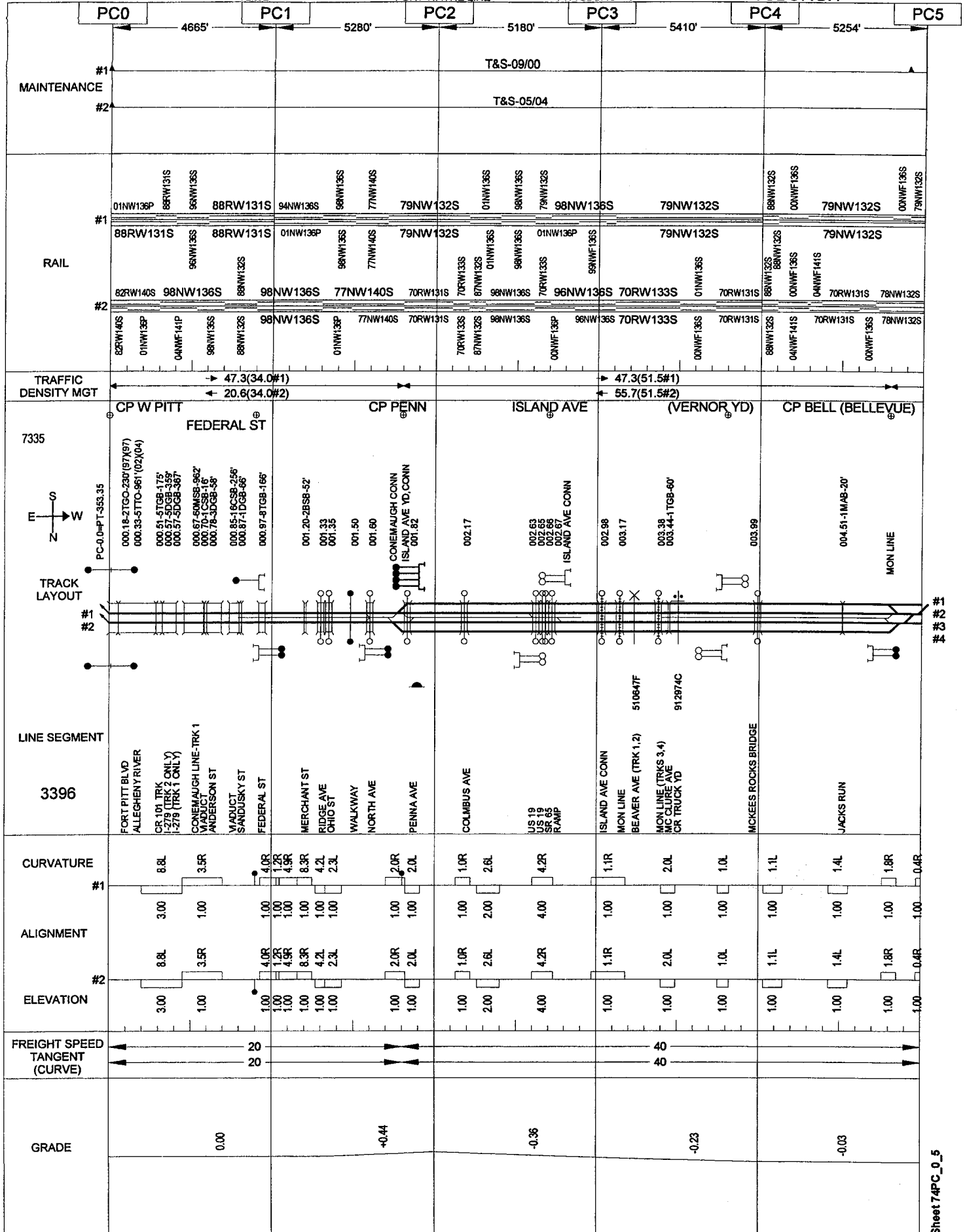
10/10/2005

402202

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



PC10

PC10

- 5285' -

#2

T&S-05/04

RAIL

01NW136S

100

01NW136S

TRAFFIC
DENSITY MGT

← 64.6(64.0#2)

(EMSWORTH)

(GLENFIELD)

7335
7336

TRACK LAYOUT

井井井

LINE SEGMENT

3396

CURVATURE

#1

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.02

-11

1.05

8

.01

10/10/2005

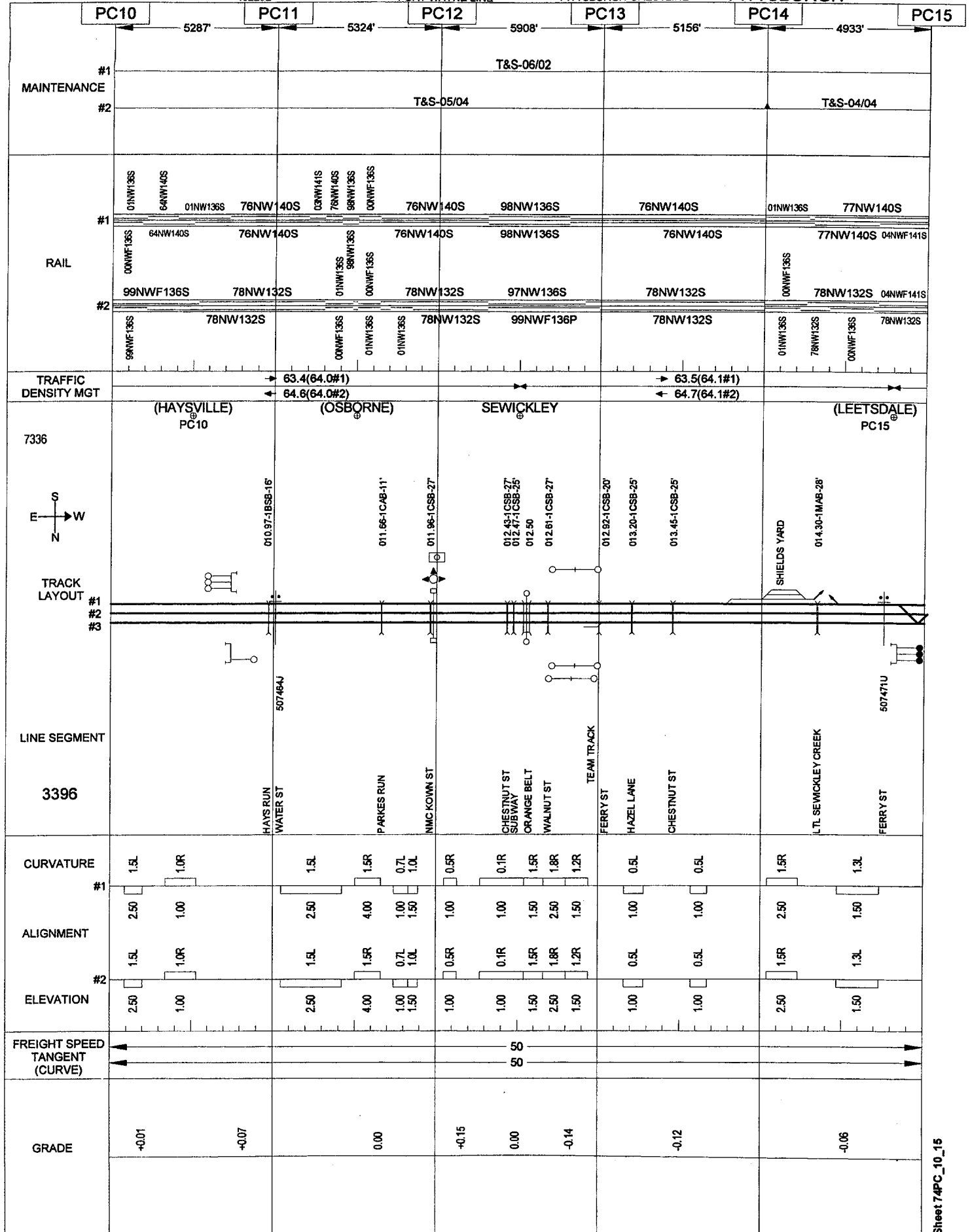
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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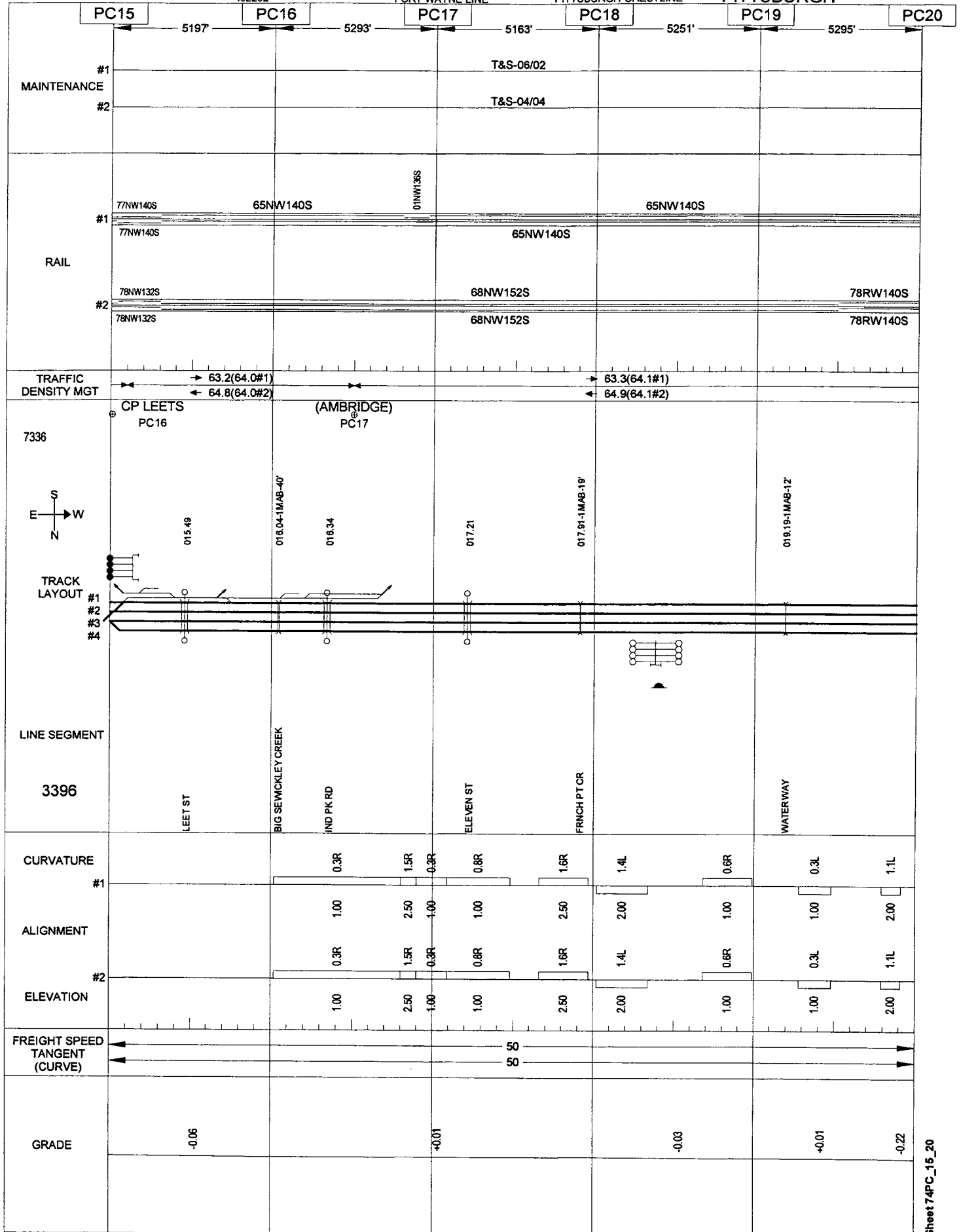
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056

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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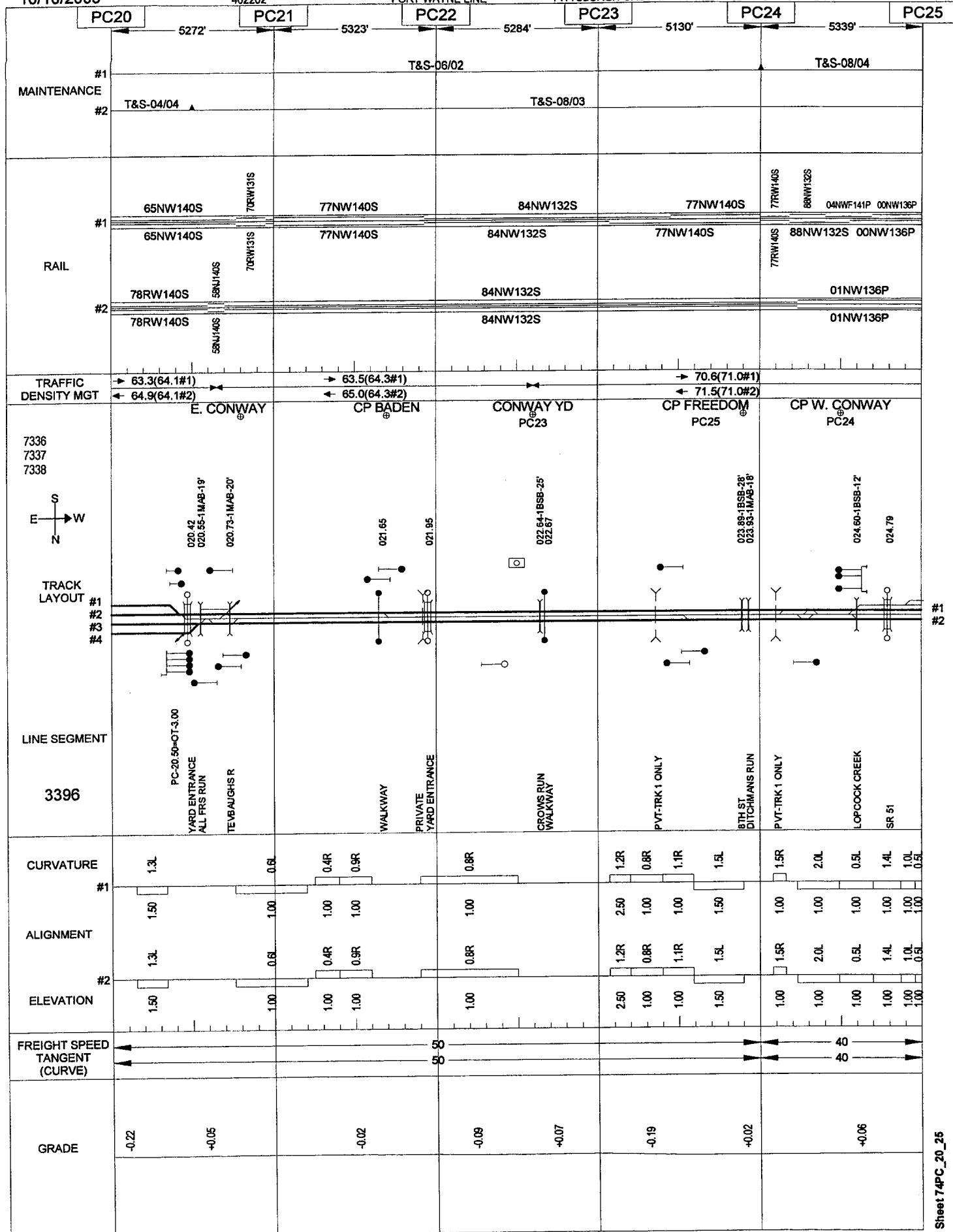
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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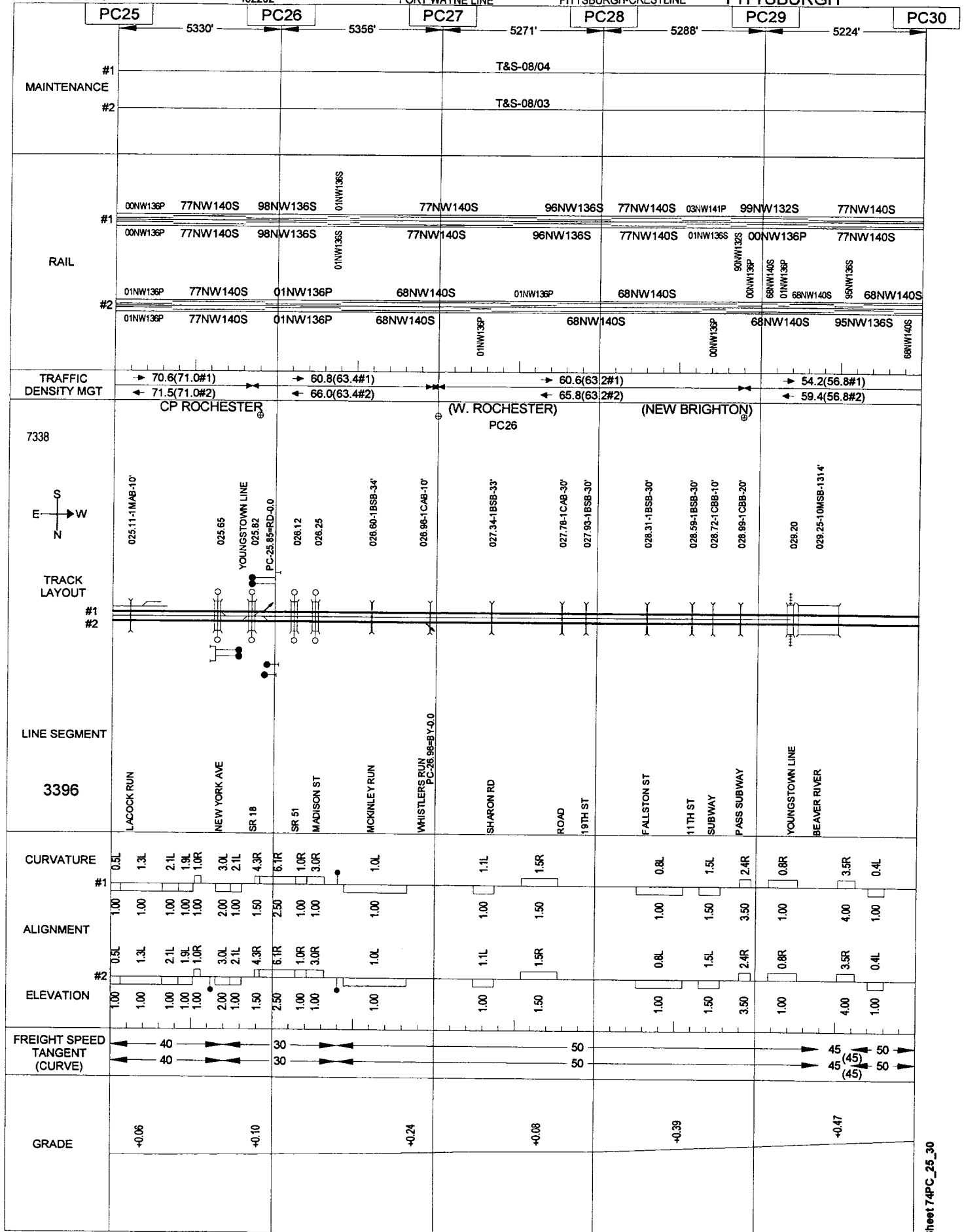
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058

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



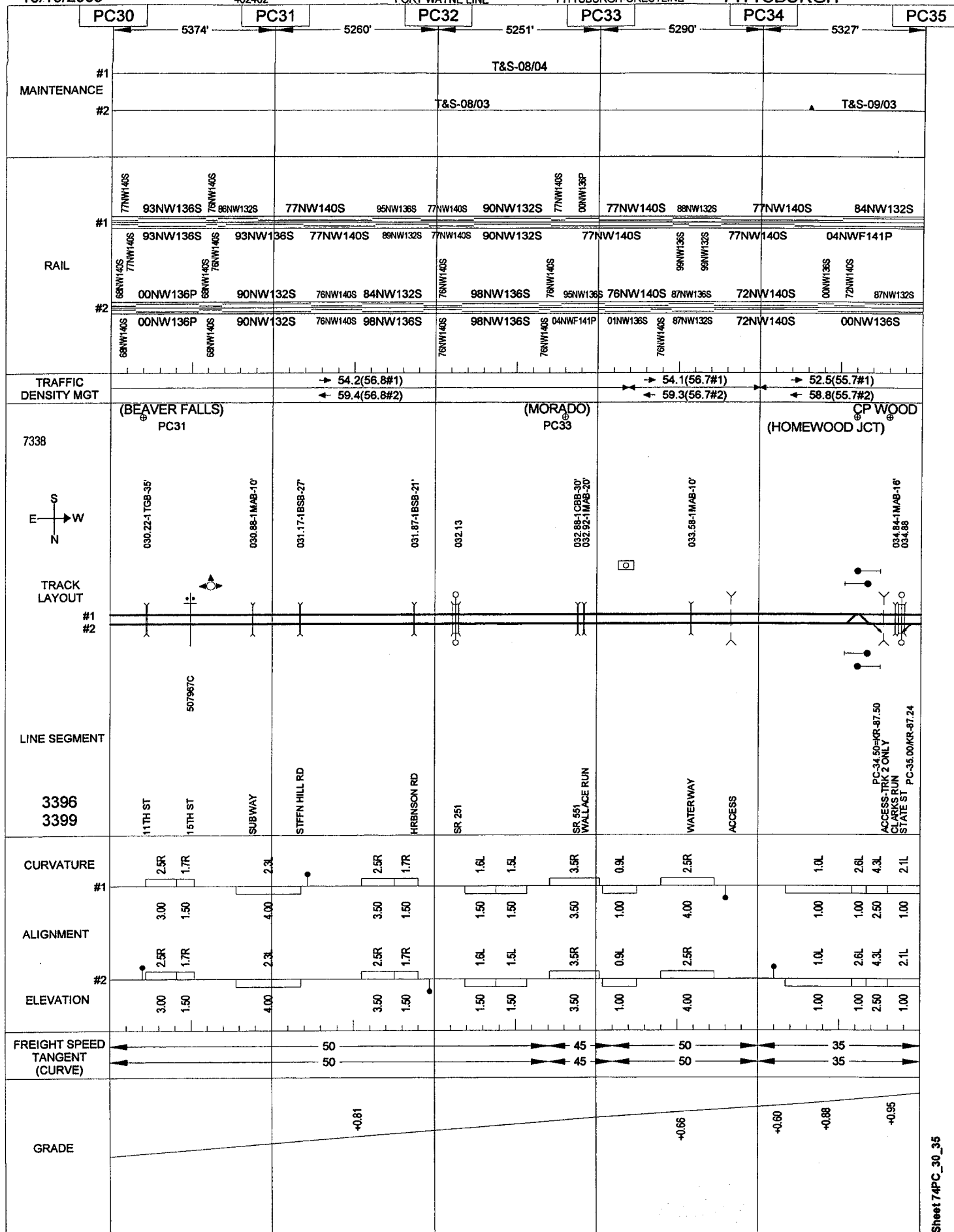
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402402

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



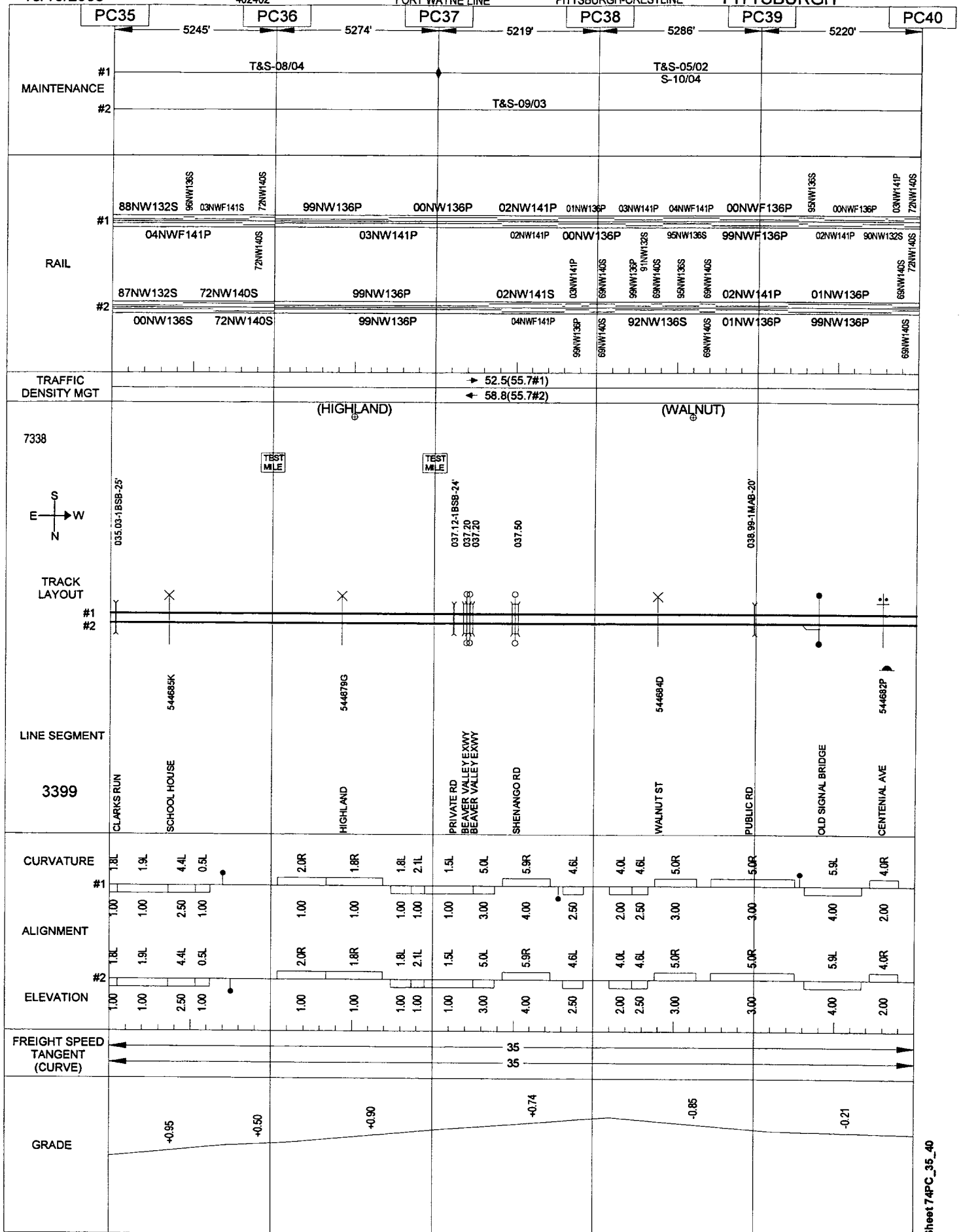
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060

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



PITTSBURGH

Sheet 74PC_40_45

10/10/2005

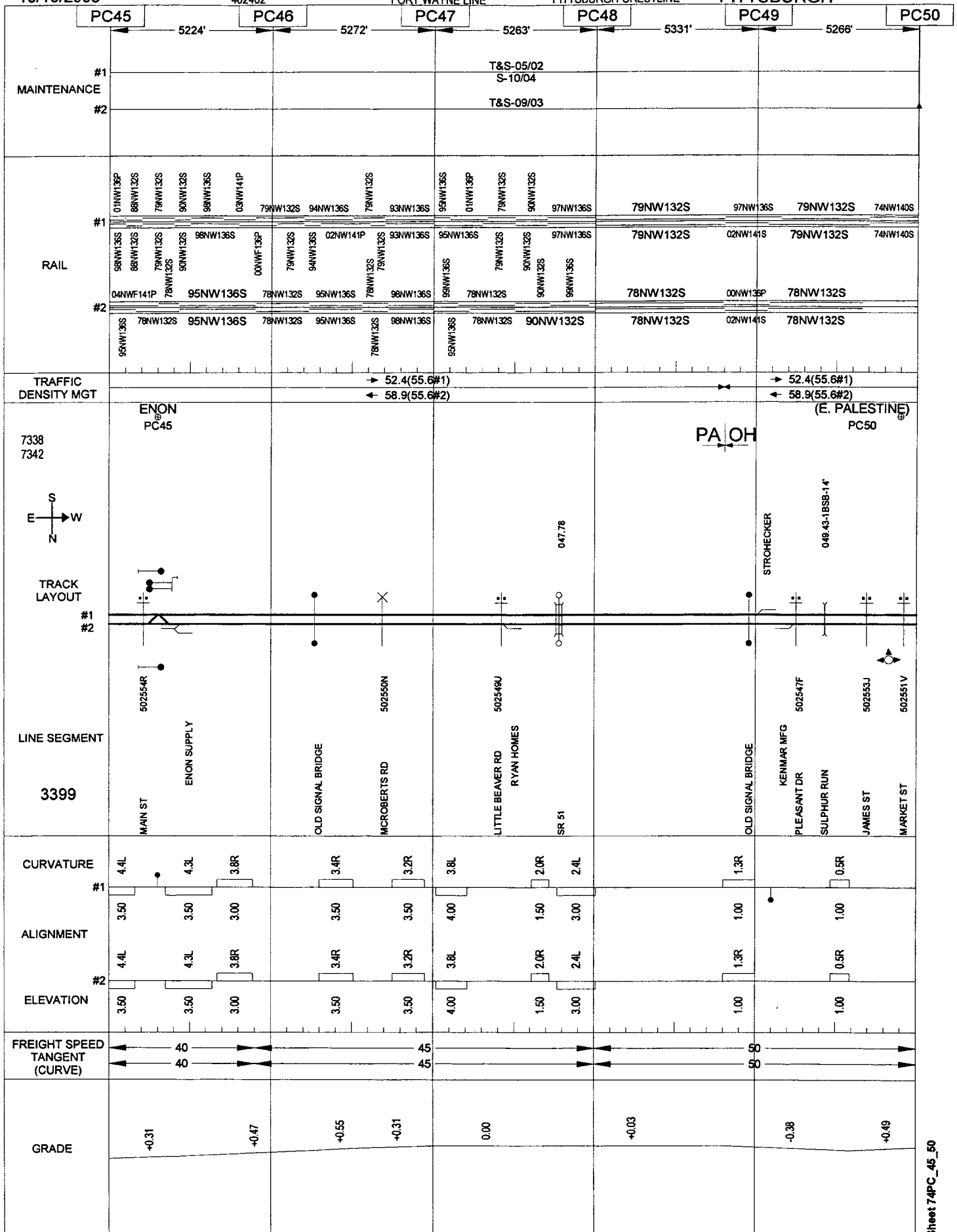
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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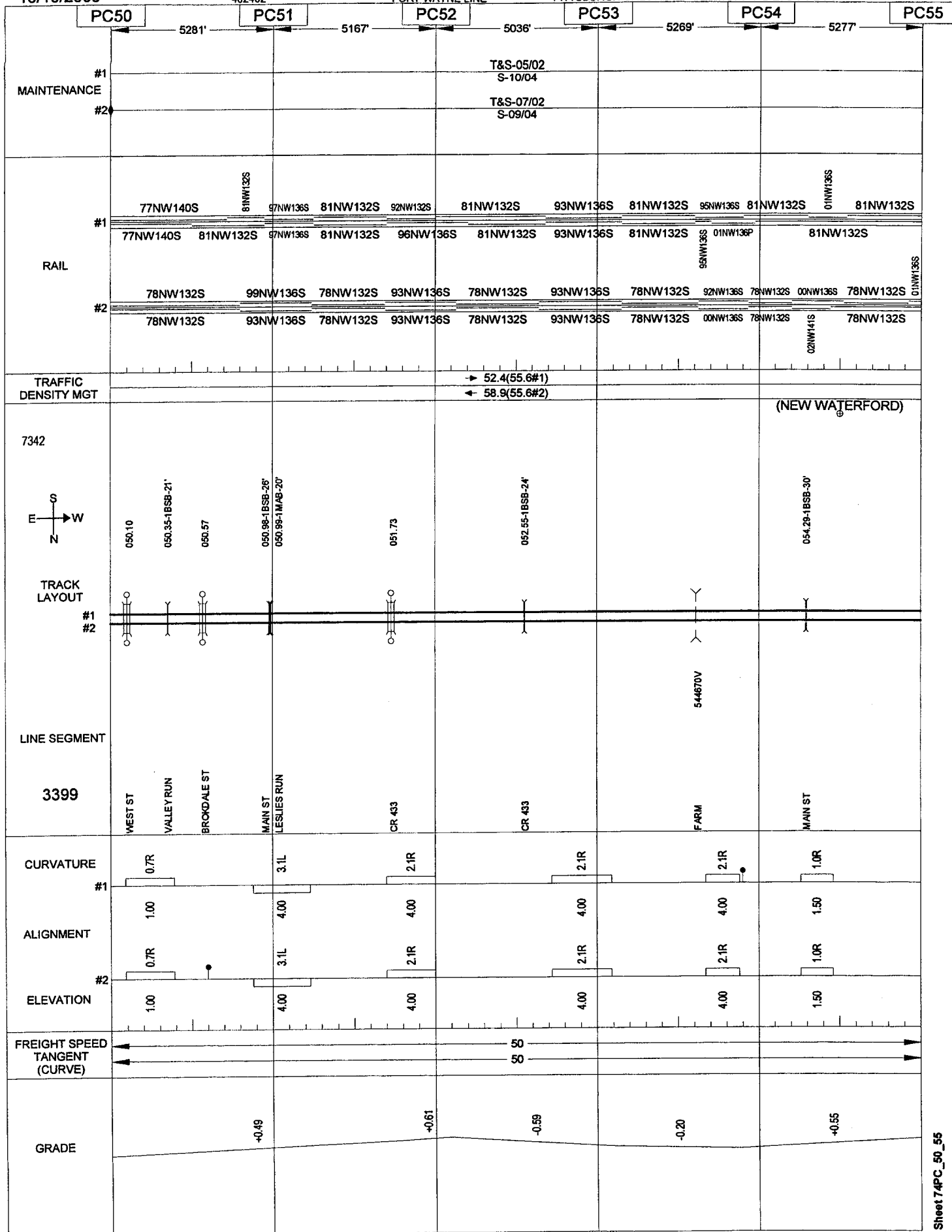
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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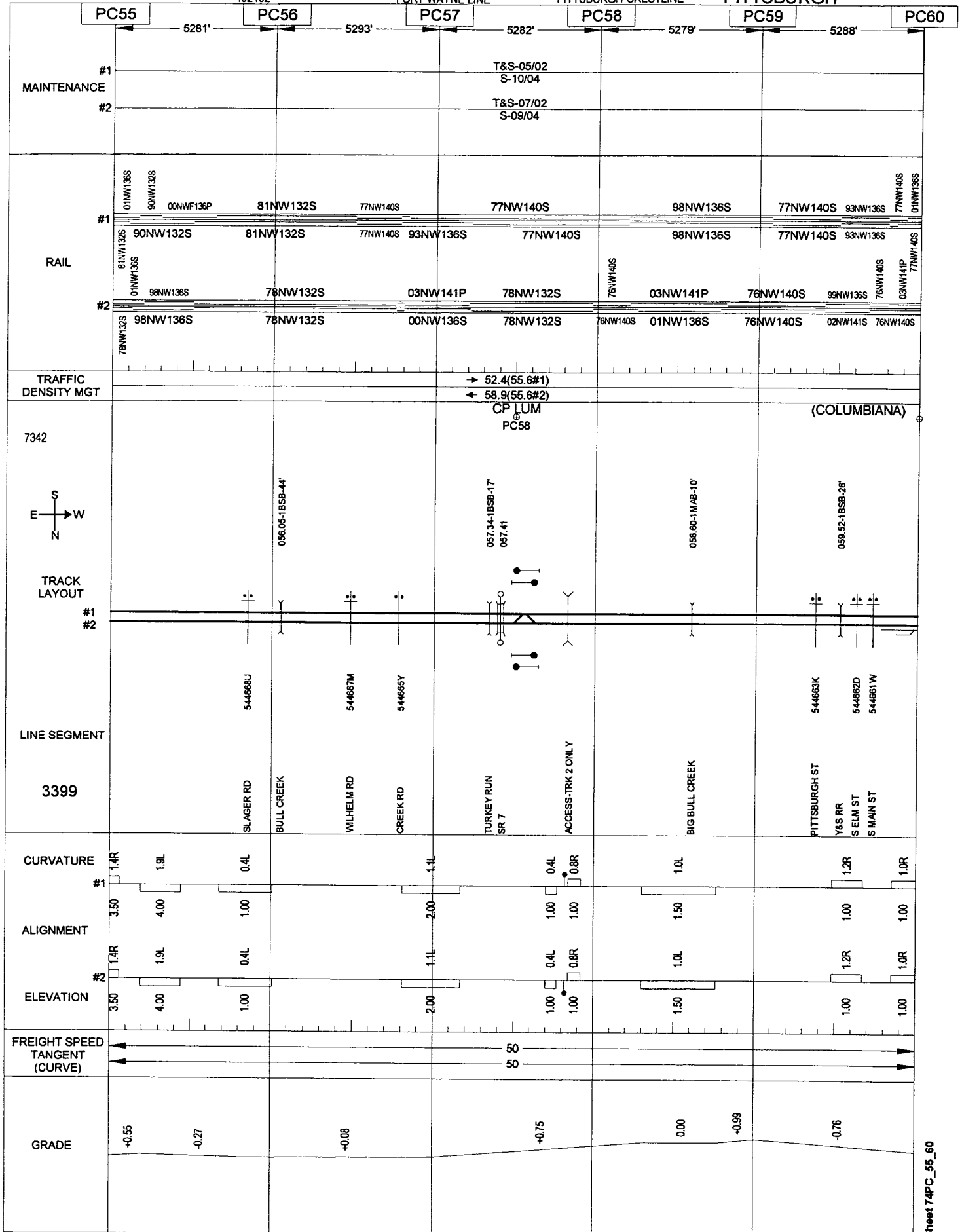
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PITTSBURGH-CRESTLINE

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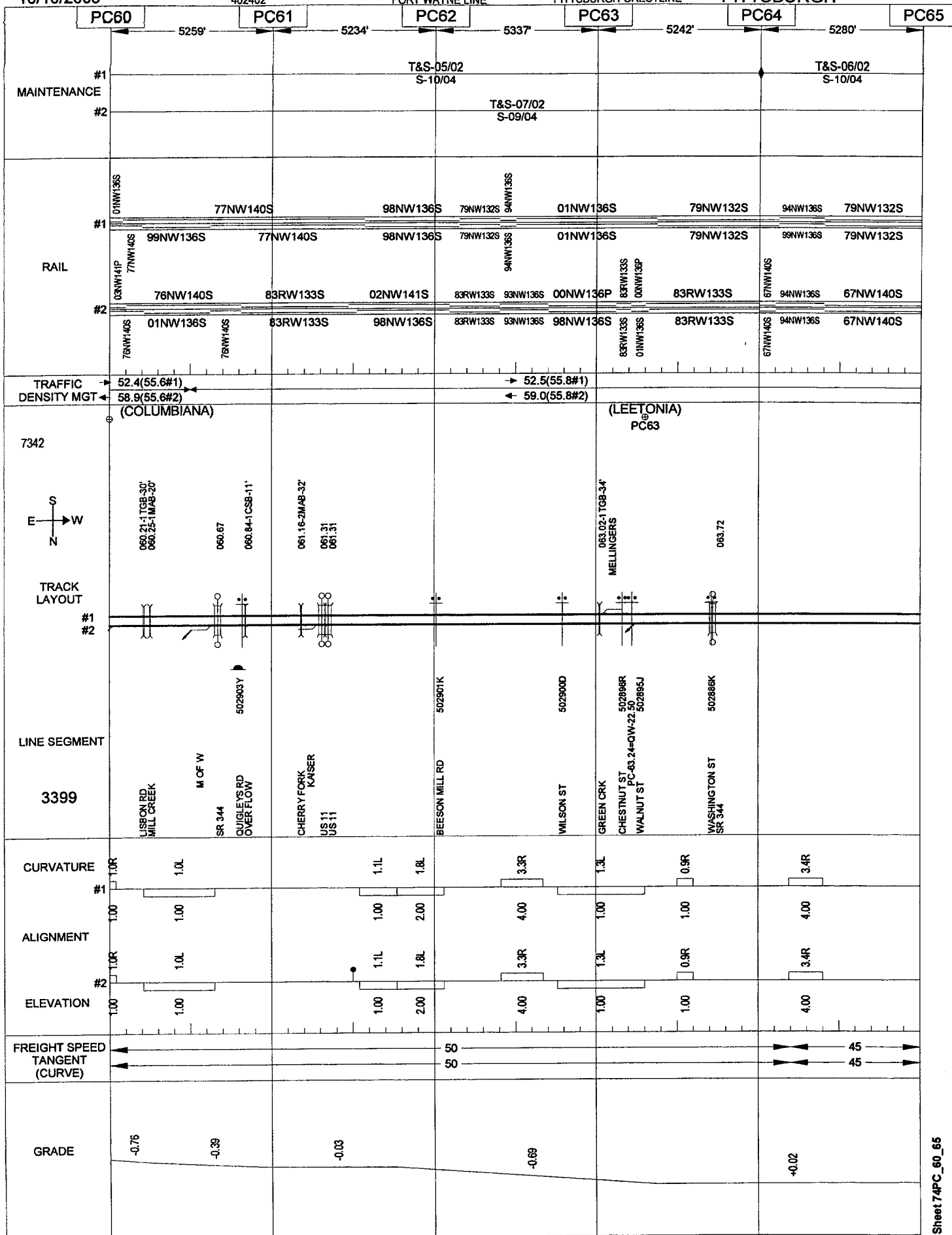
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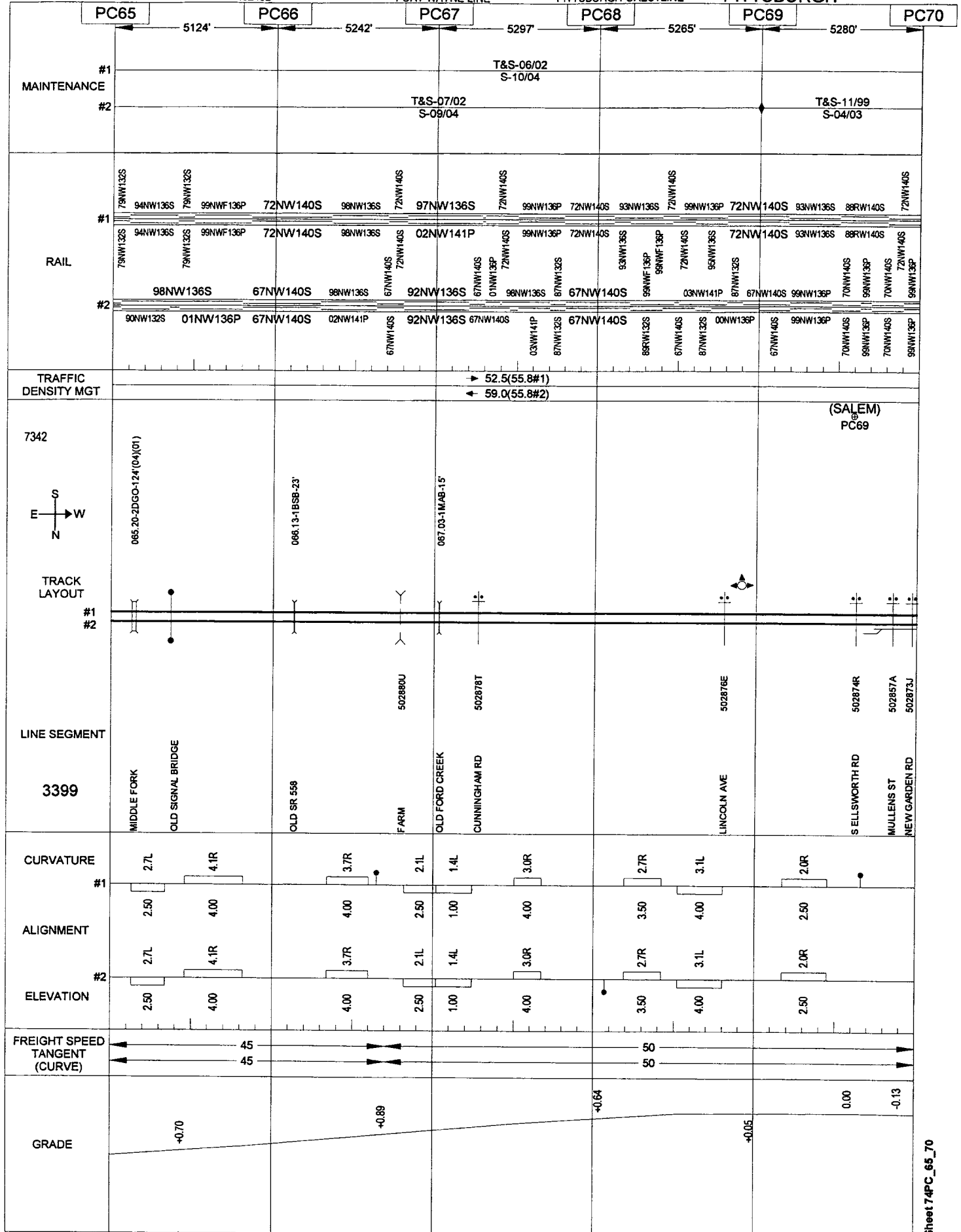
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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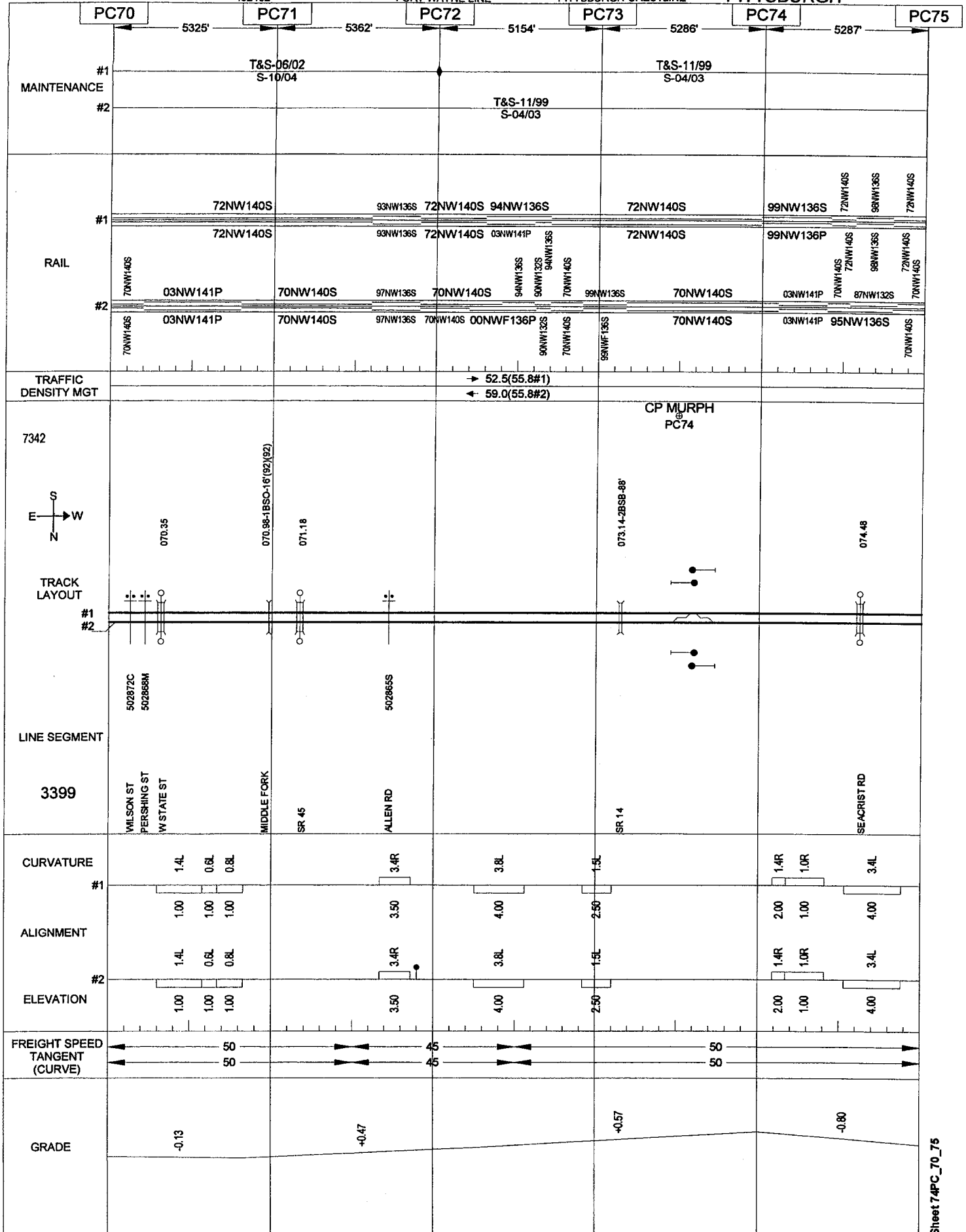
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PITTSBURGH-CRESTLINE

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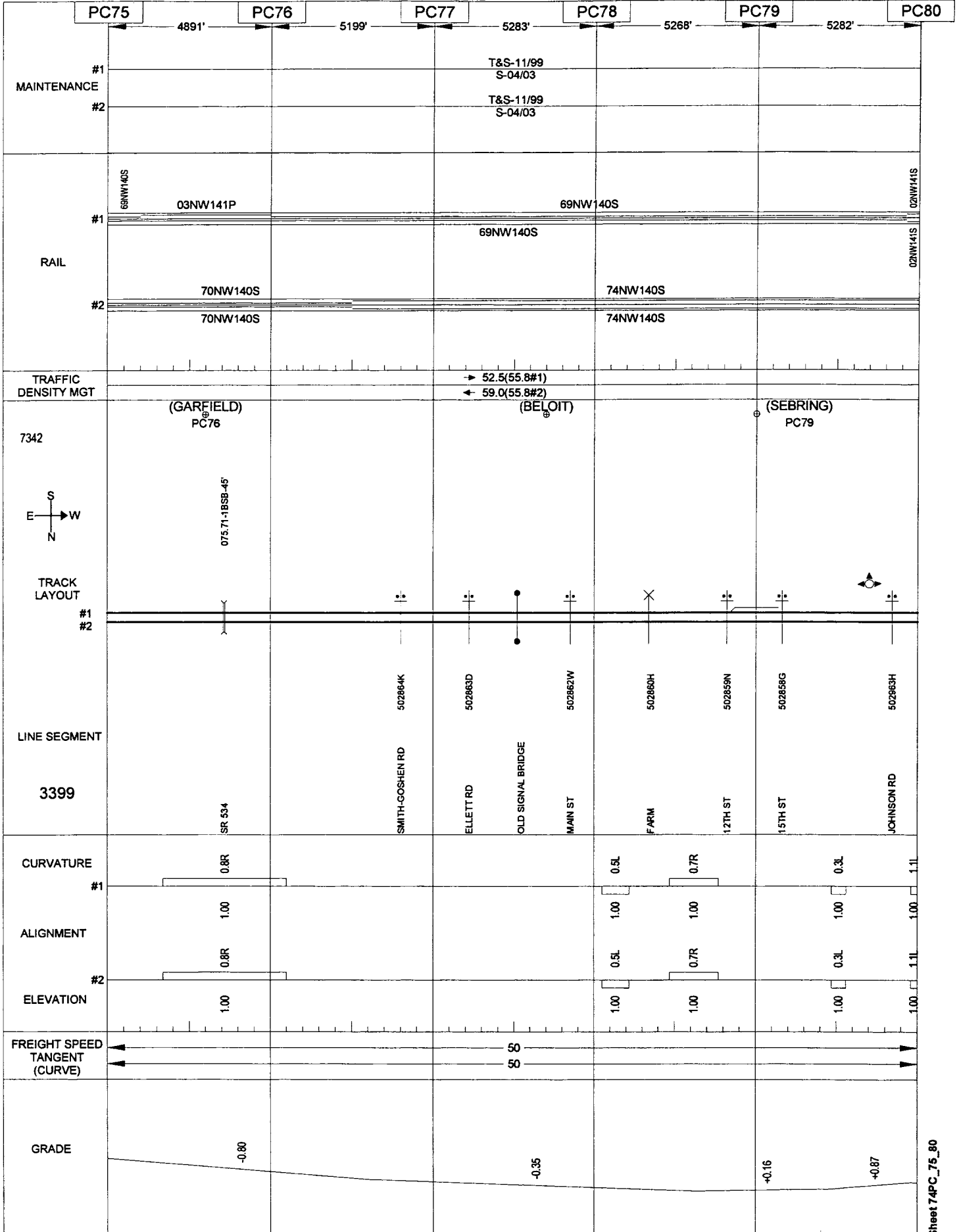
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

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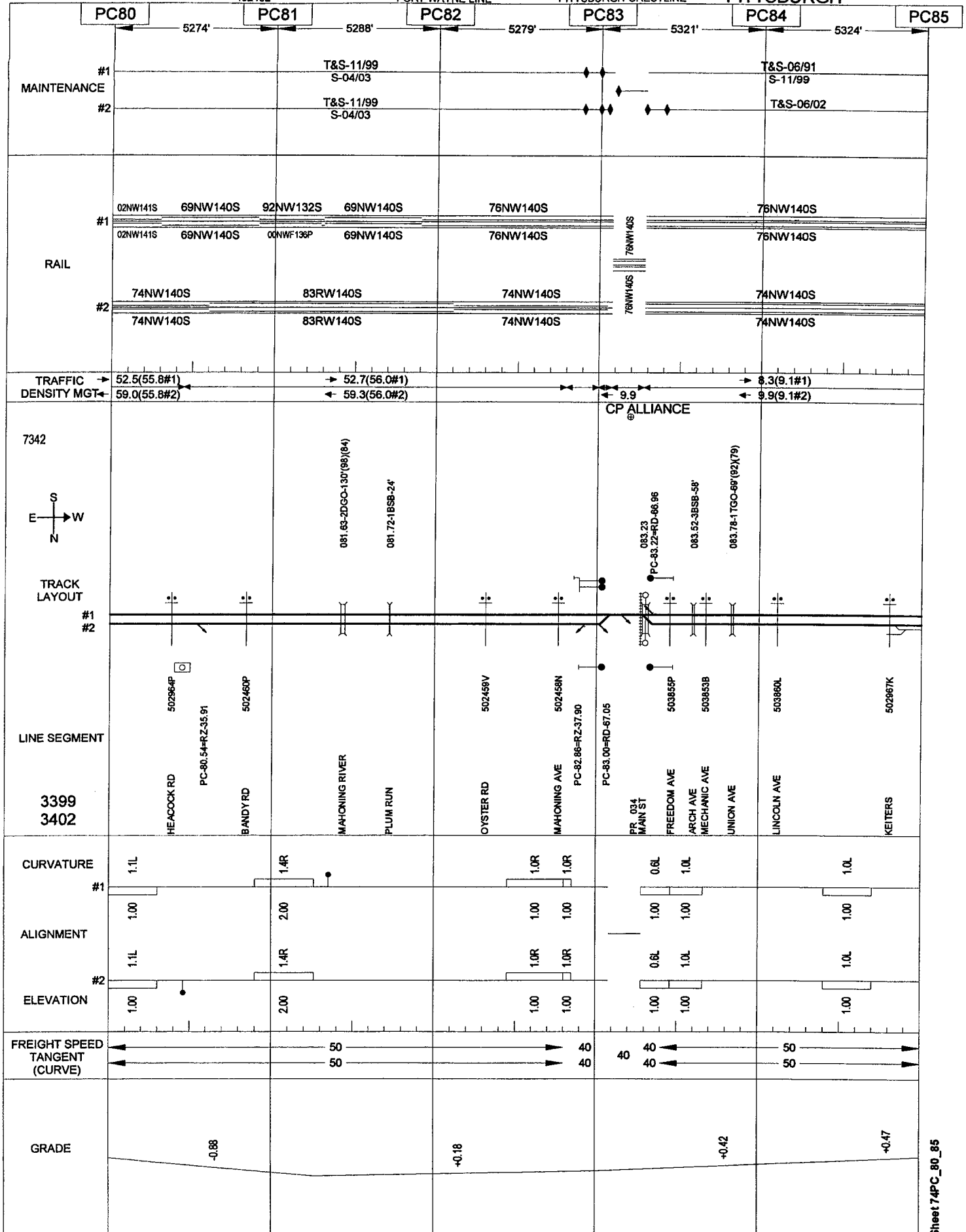
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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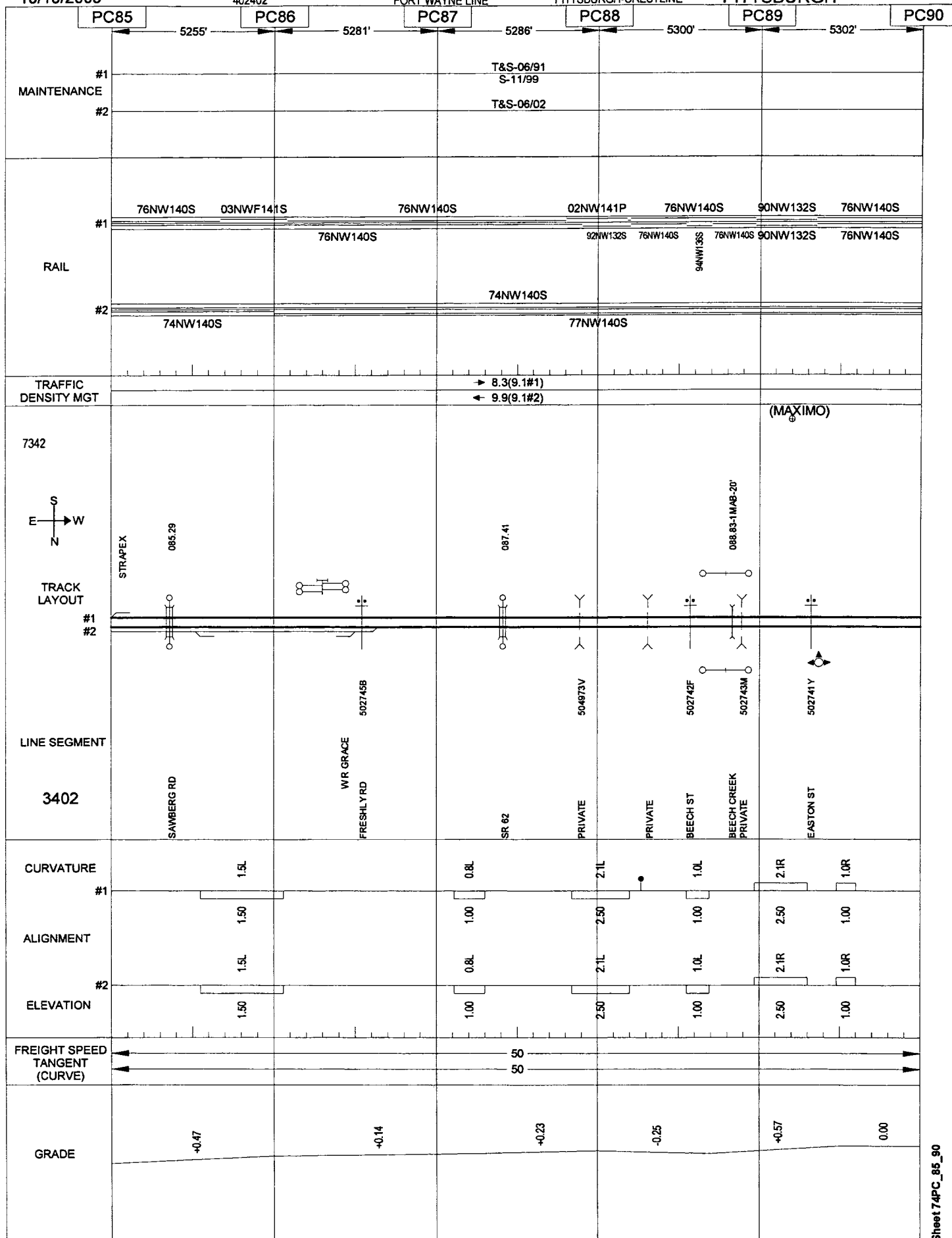
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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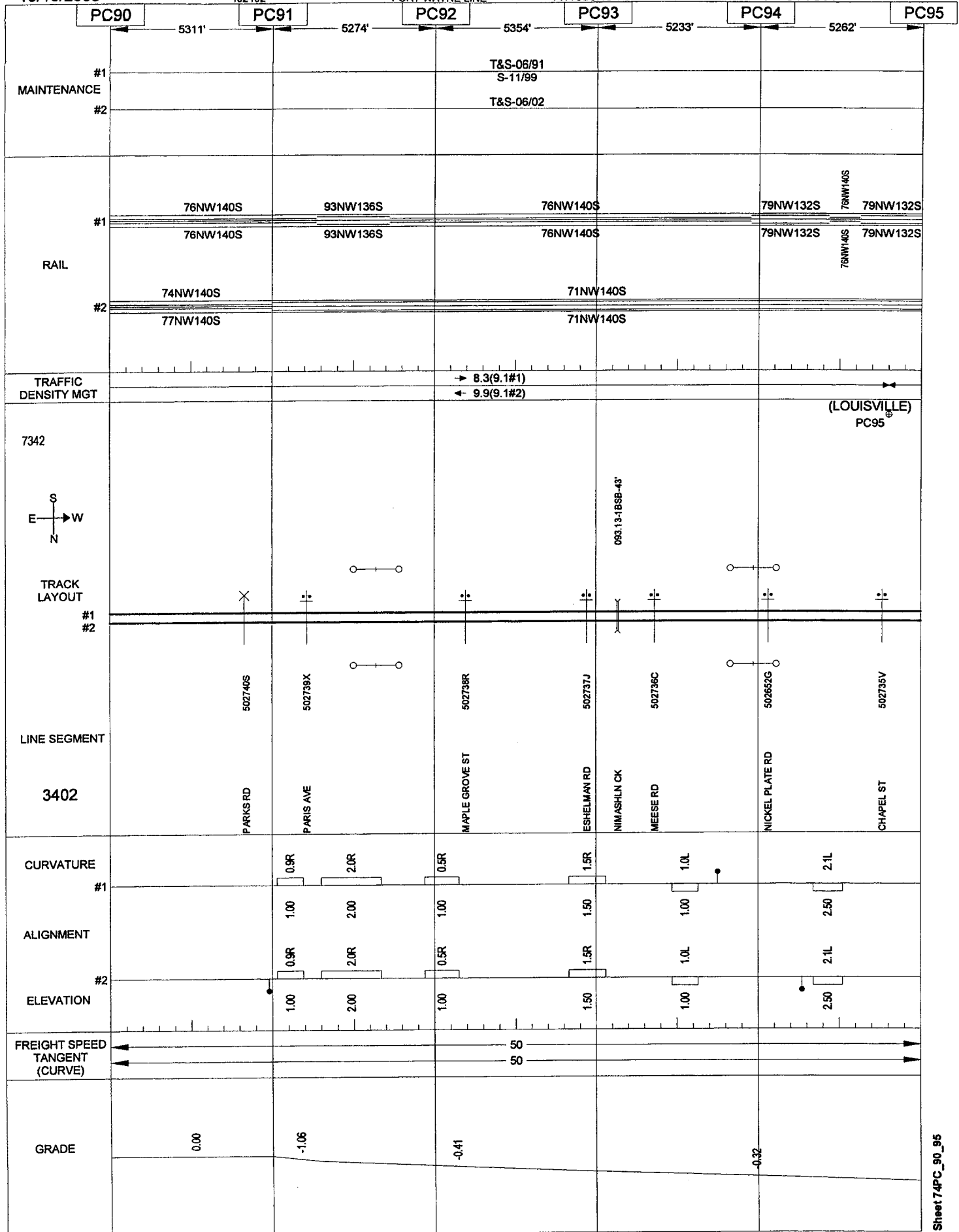
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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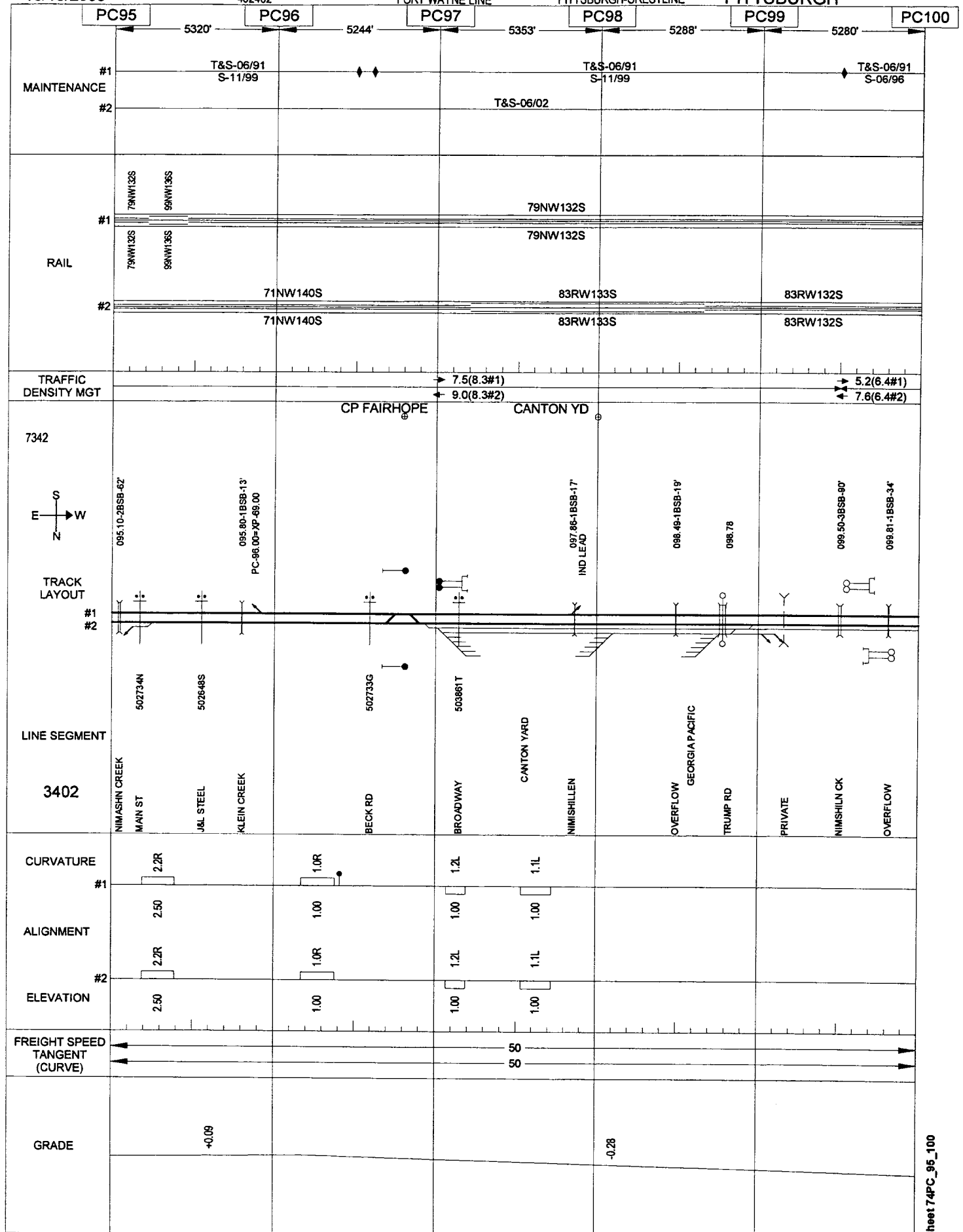
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



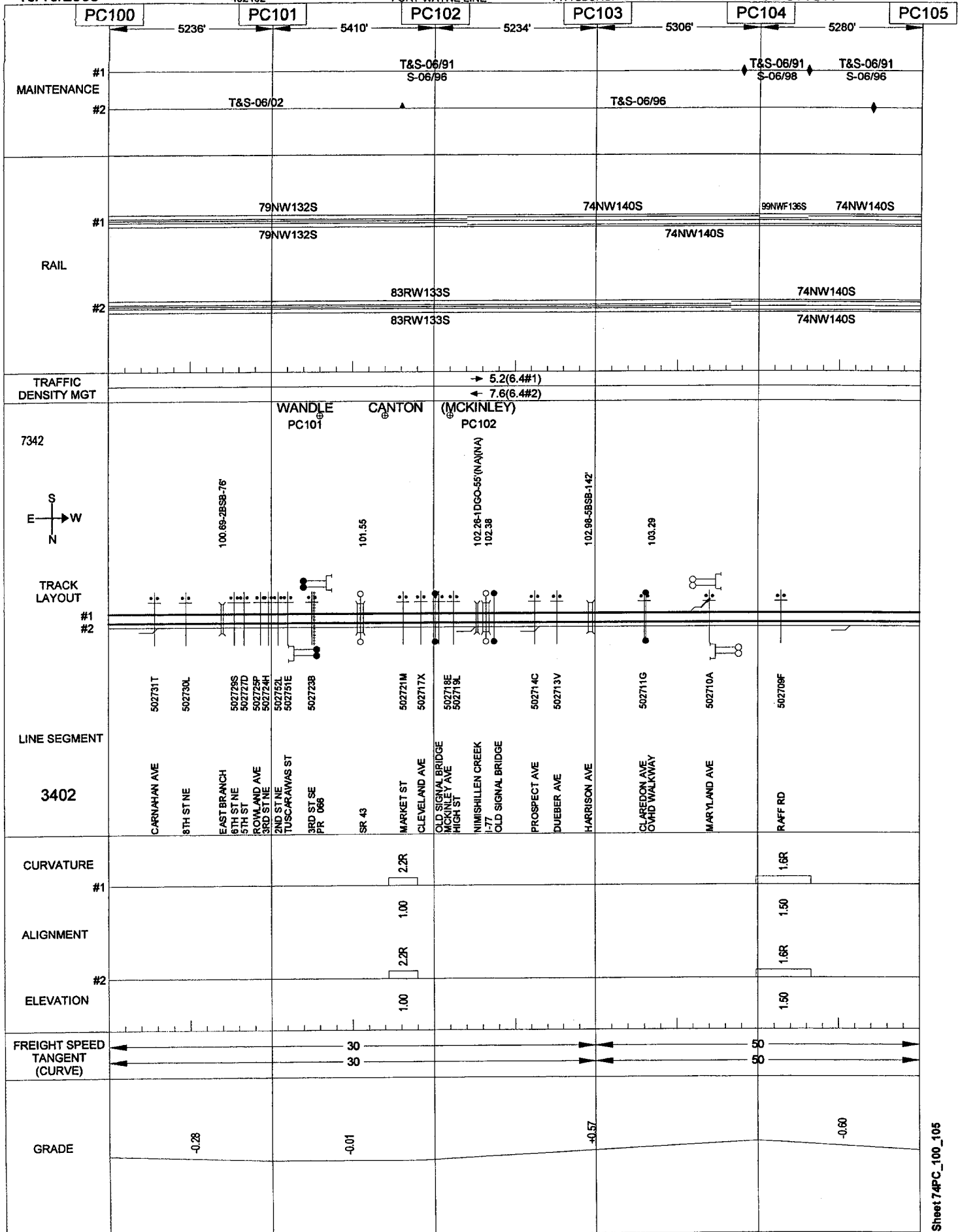
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



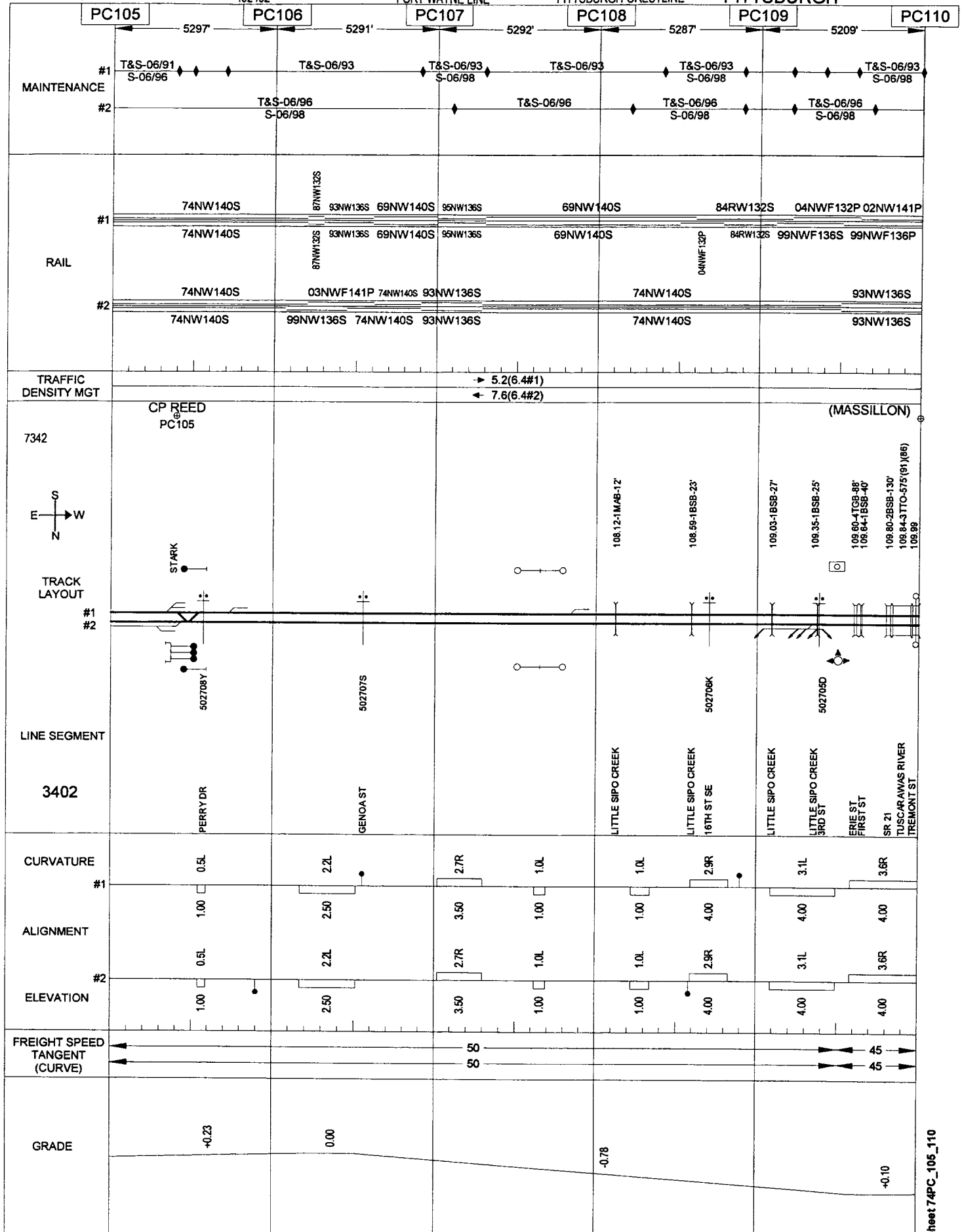
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



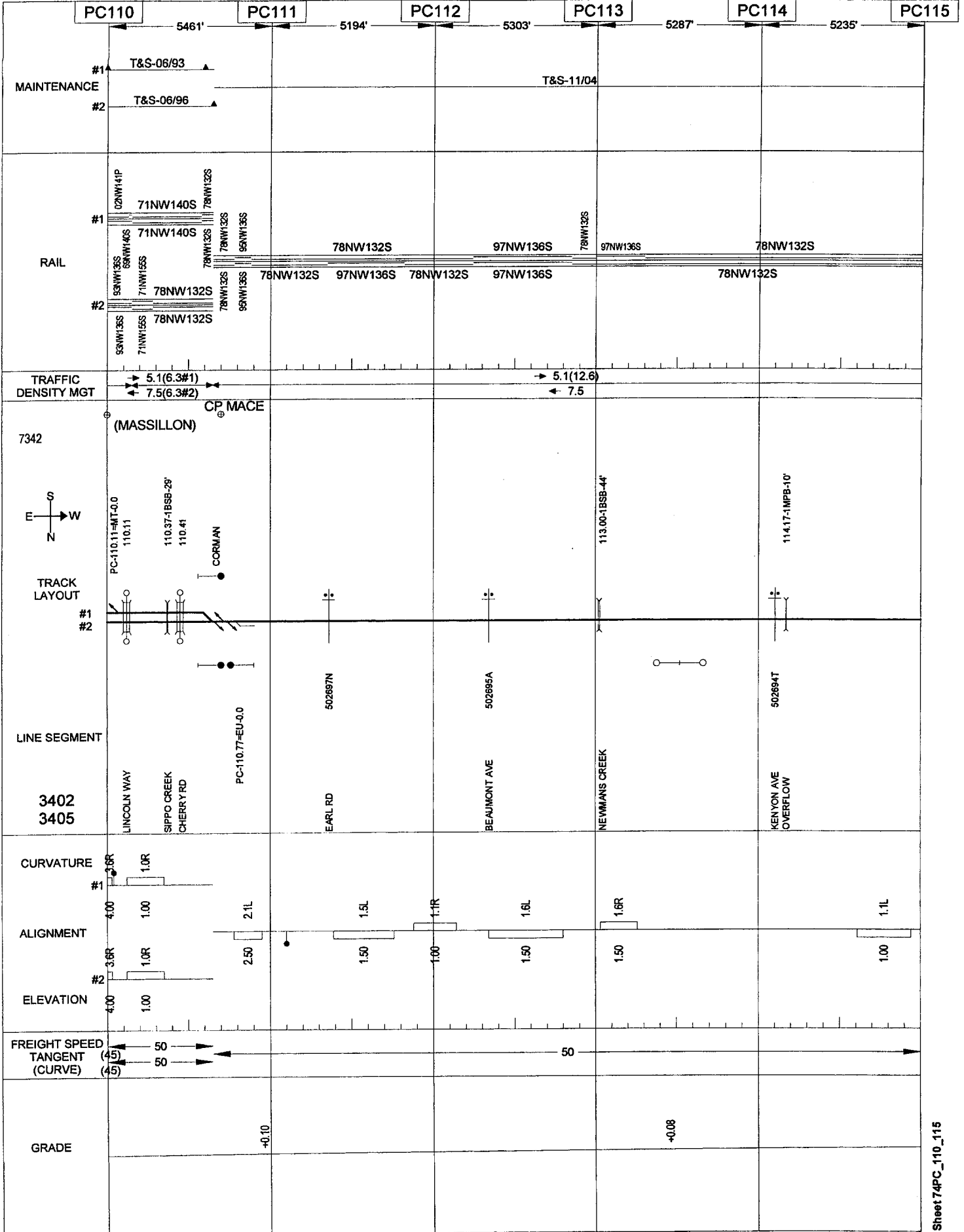
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



10/10/2005

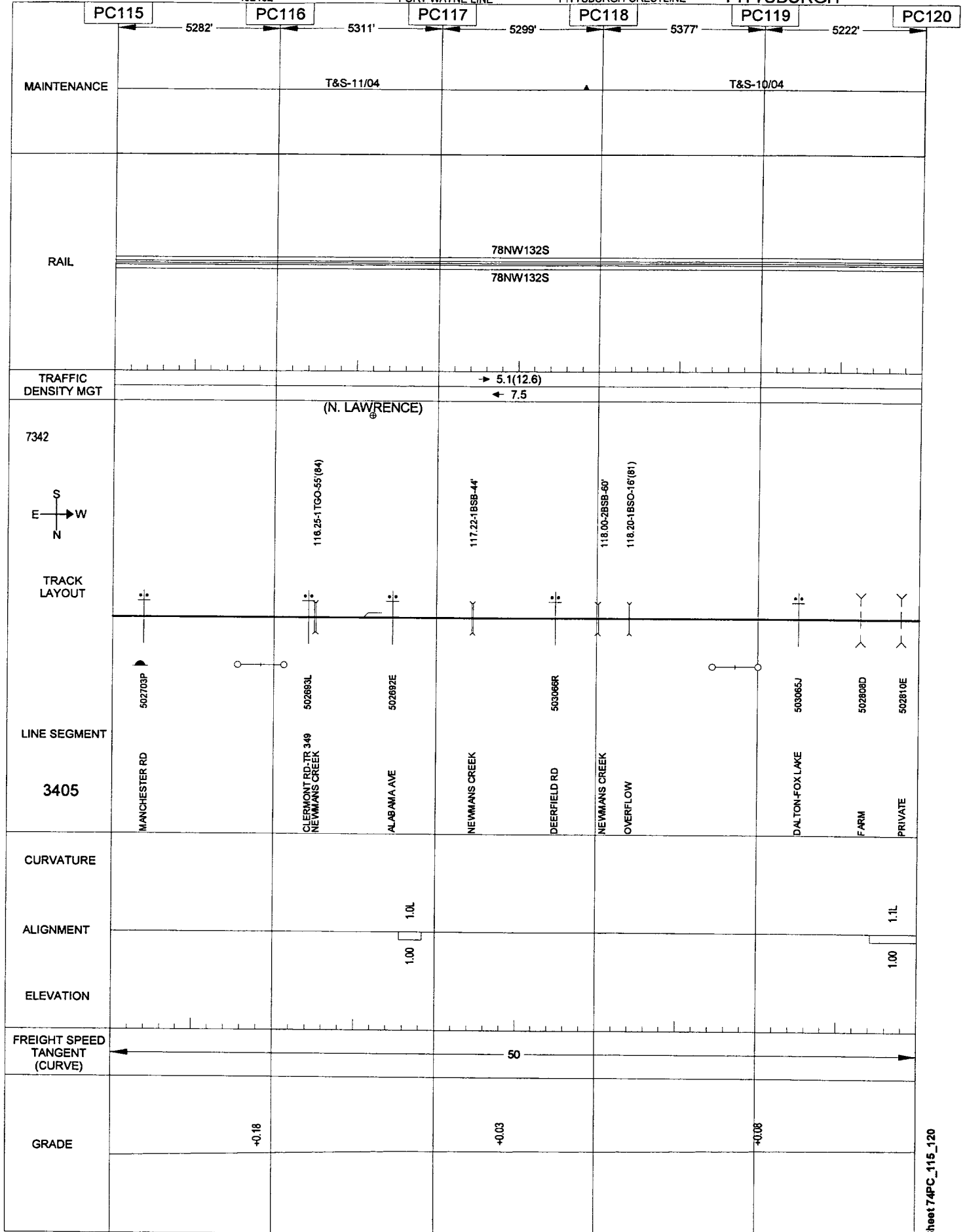
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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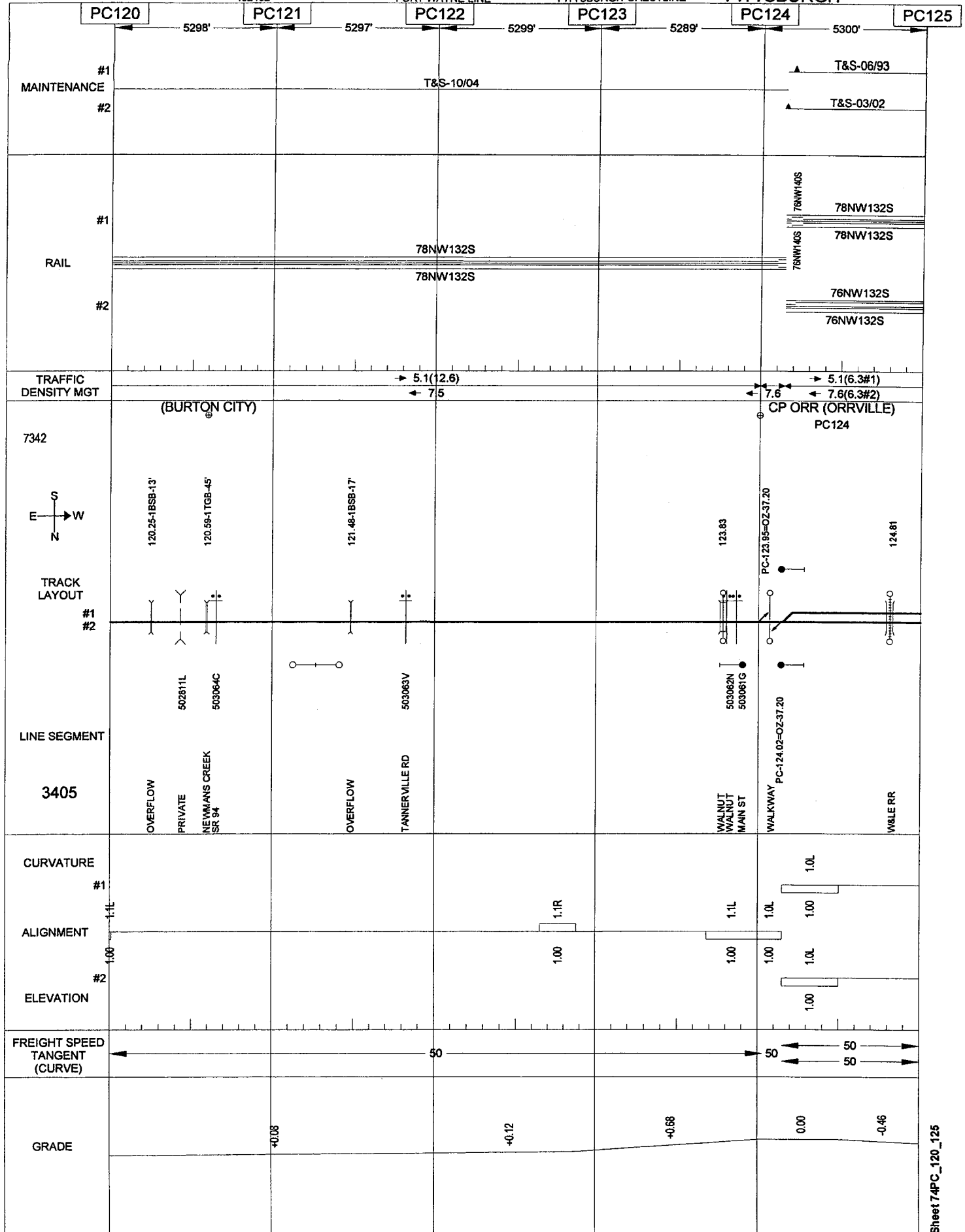
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



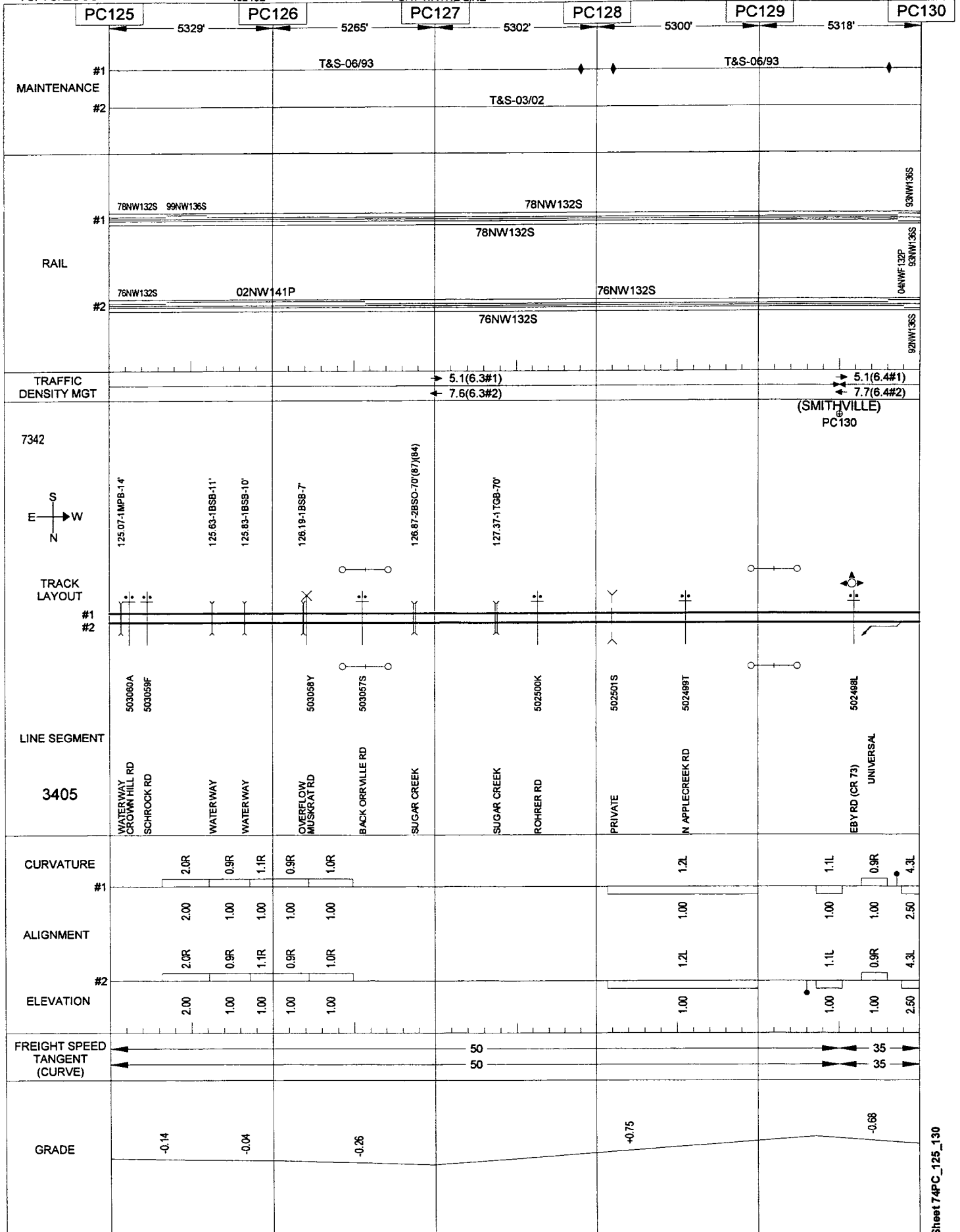
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FORT WAYNE LINE

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PITTSBURGH



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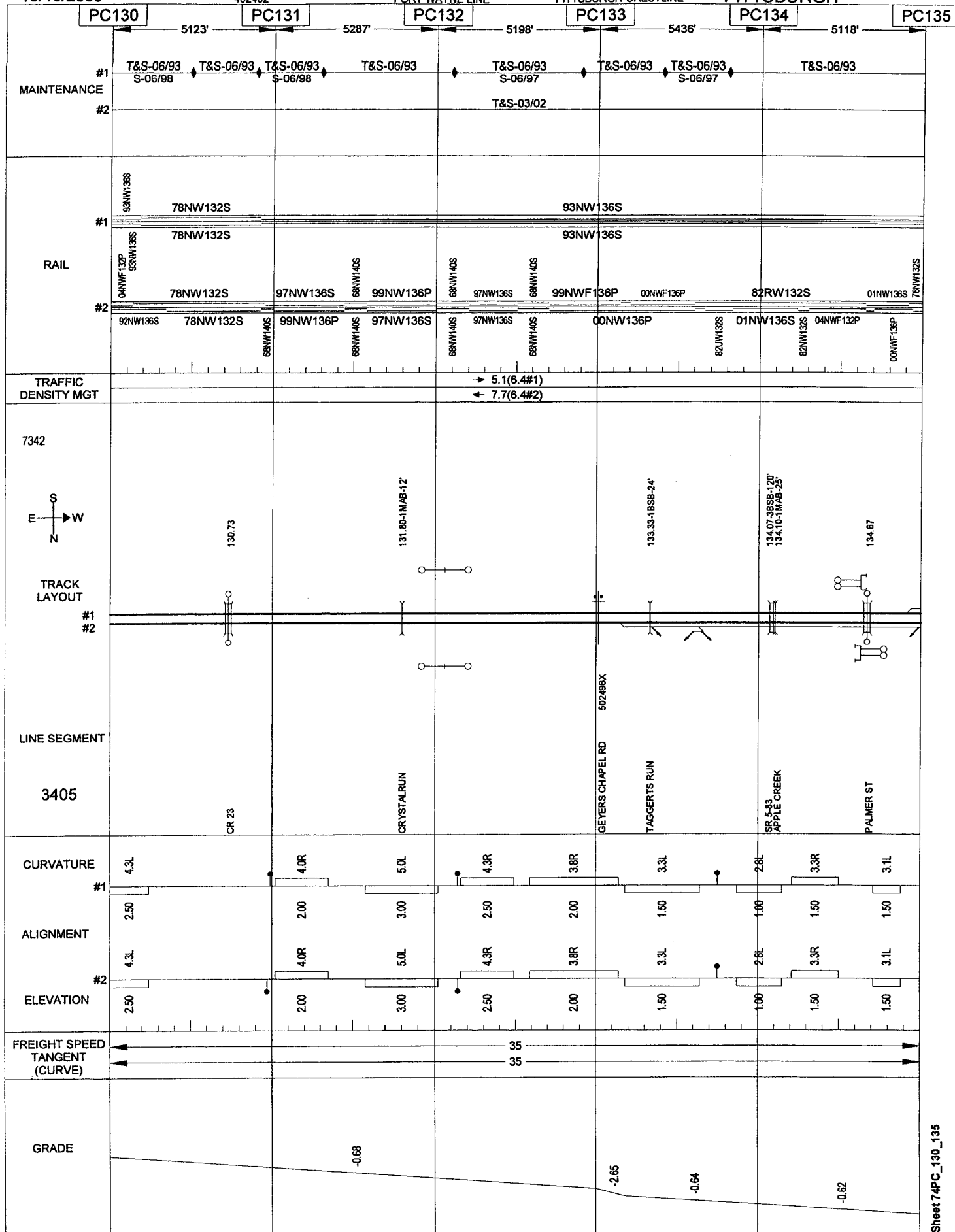
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PITTSBURGH-CRESTLINE

PITTSBURGH



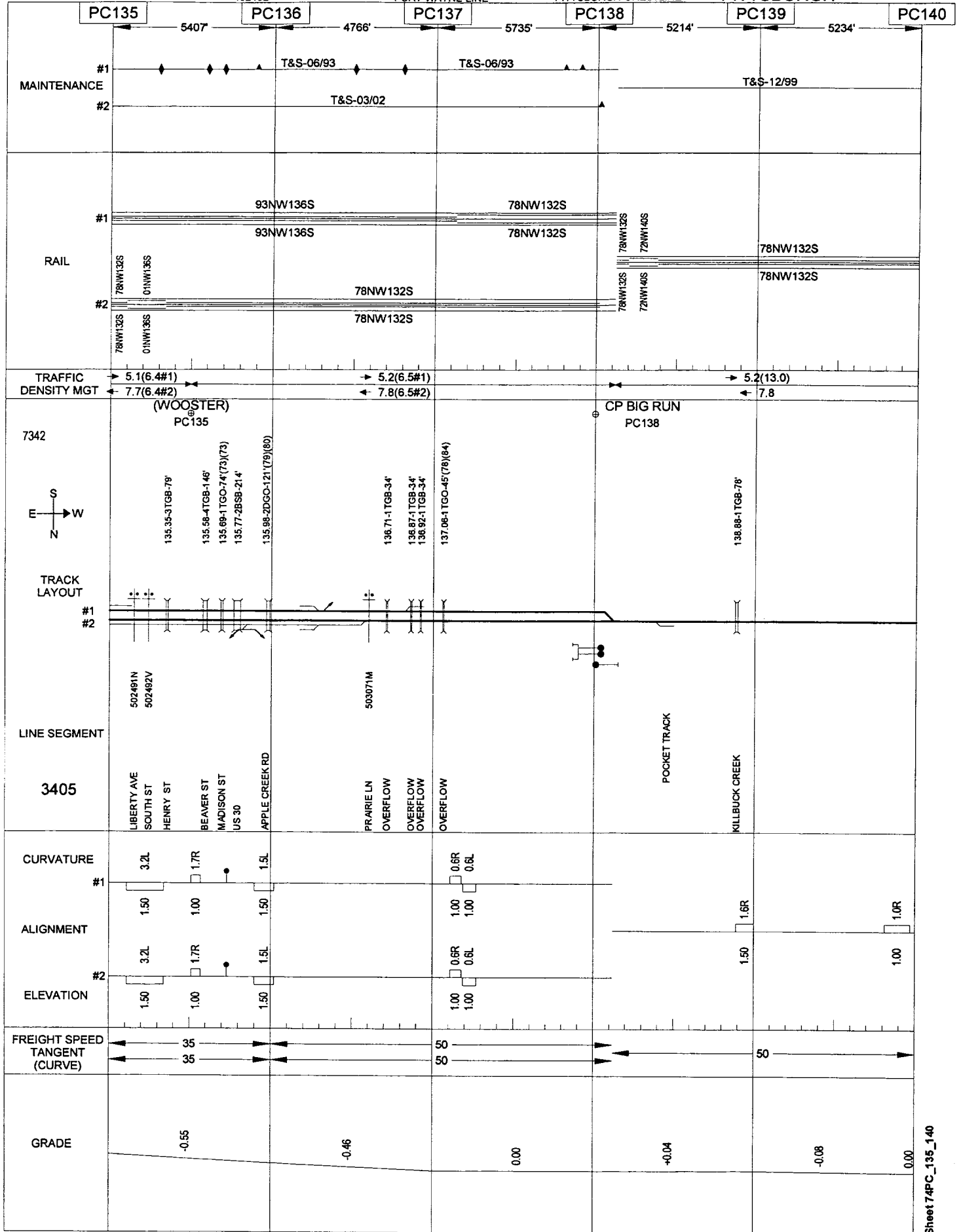
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



10/10/2005

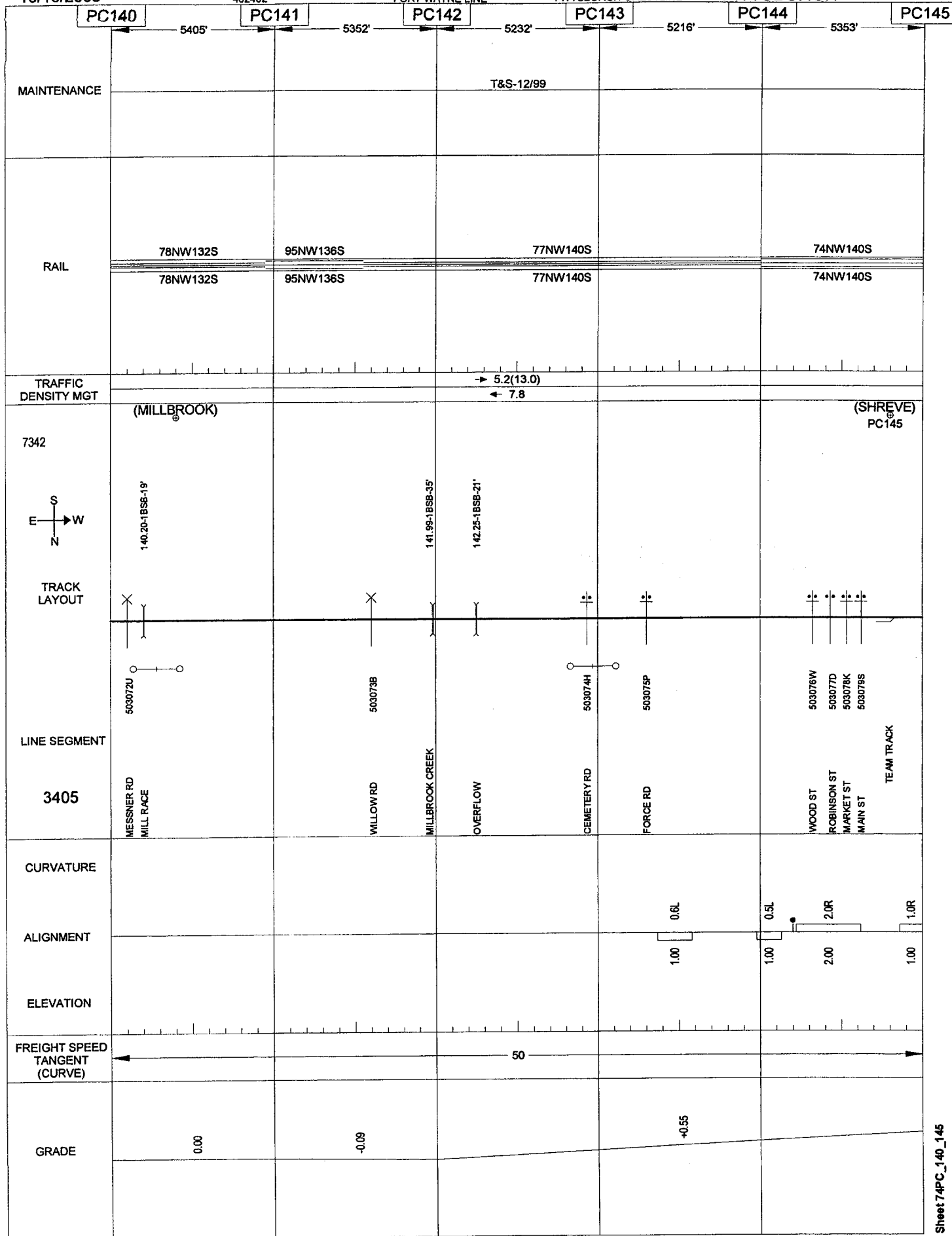
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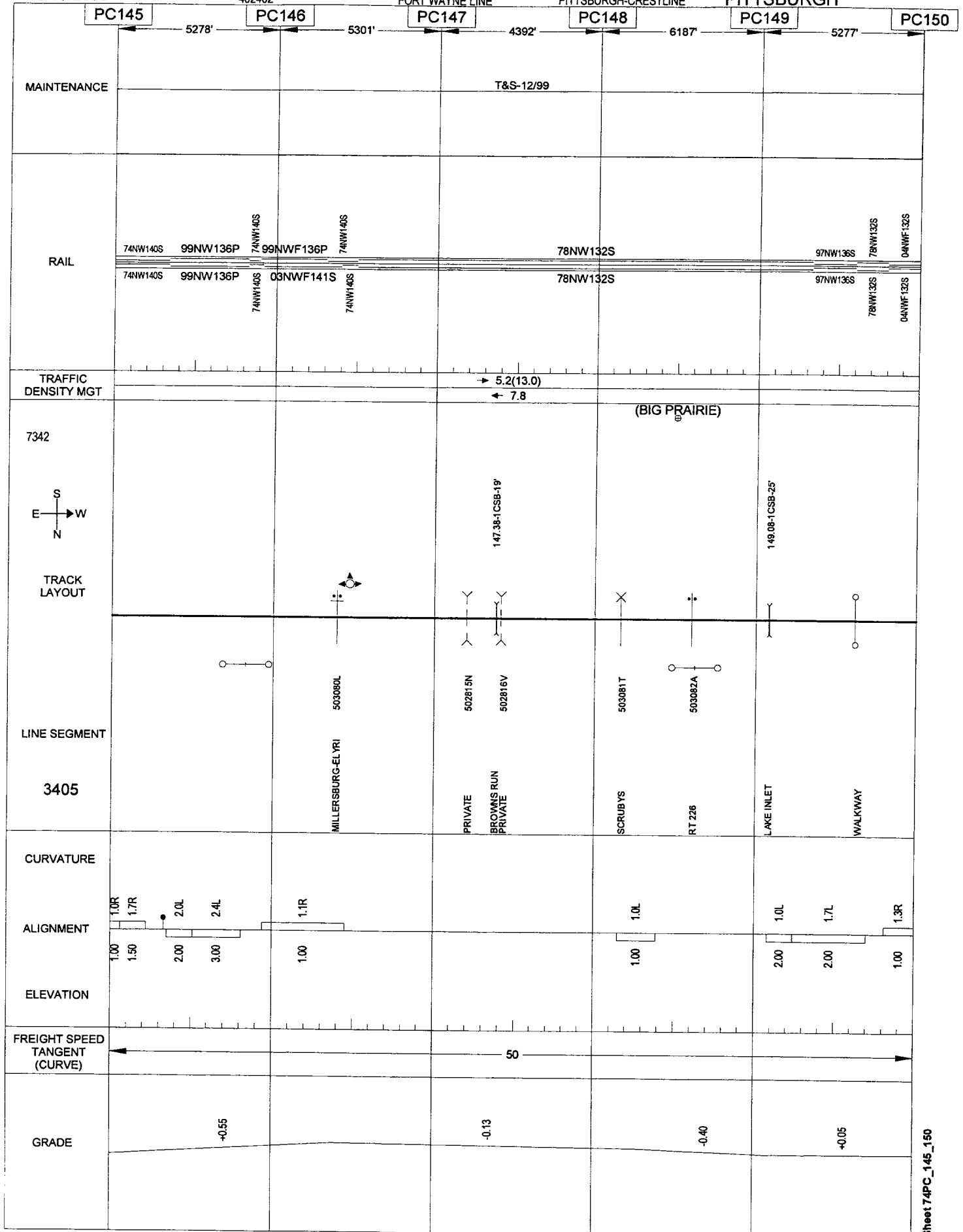
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

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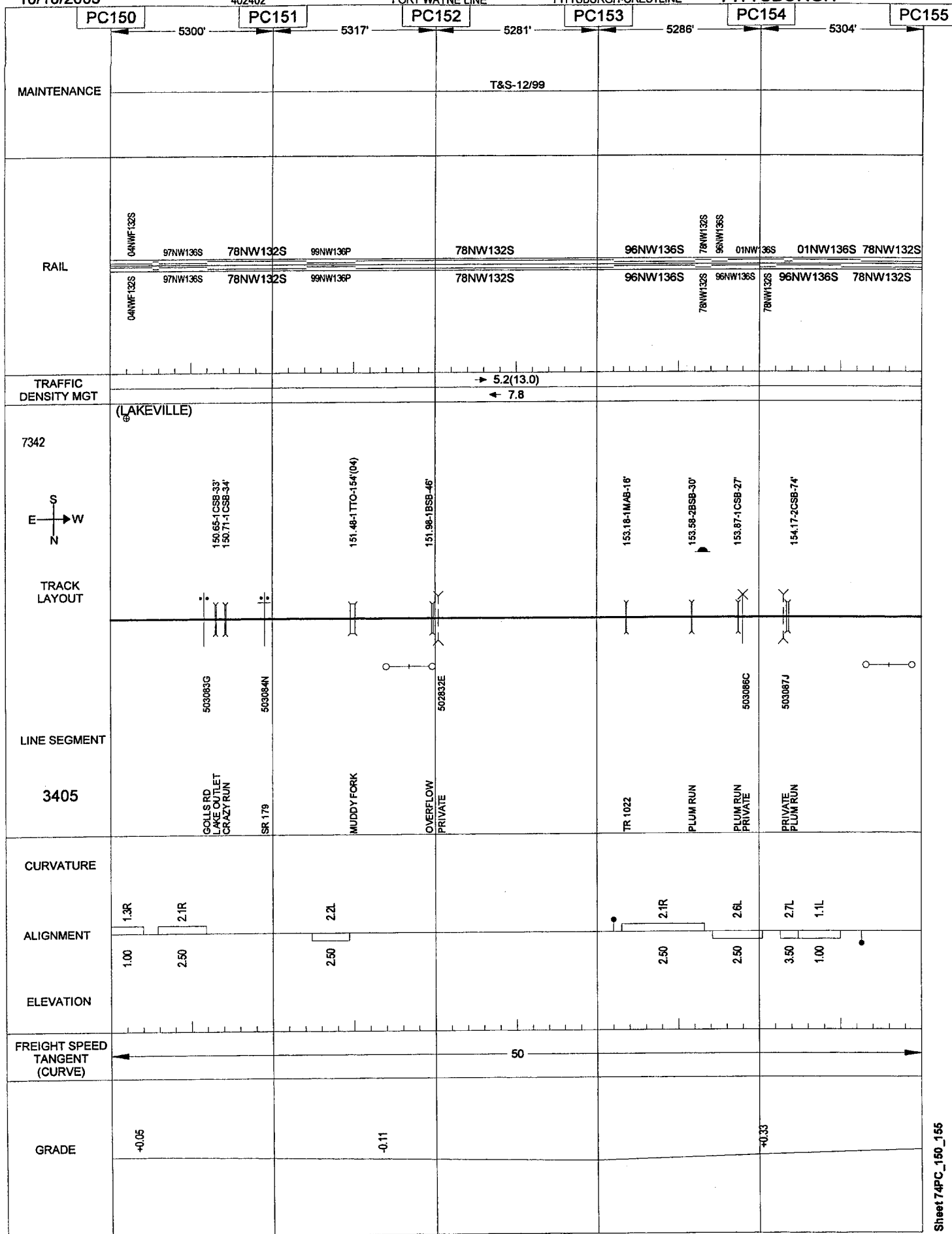
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



10/10/2005

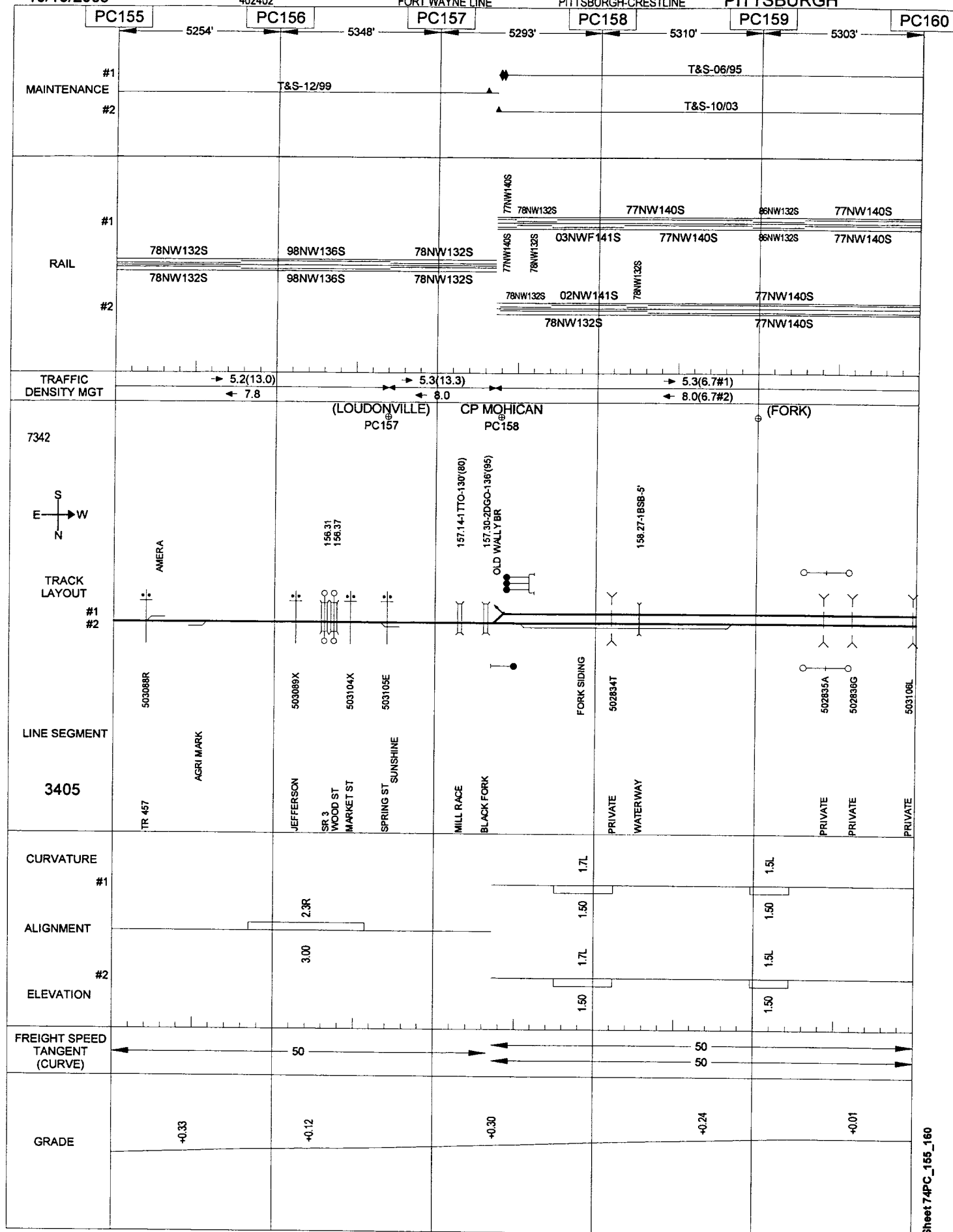
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FORT WAYNE LINE

PITTSBURGH CRESTLINE

PITTSBURGH



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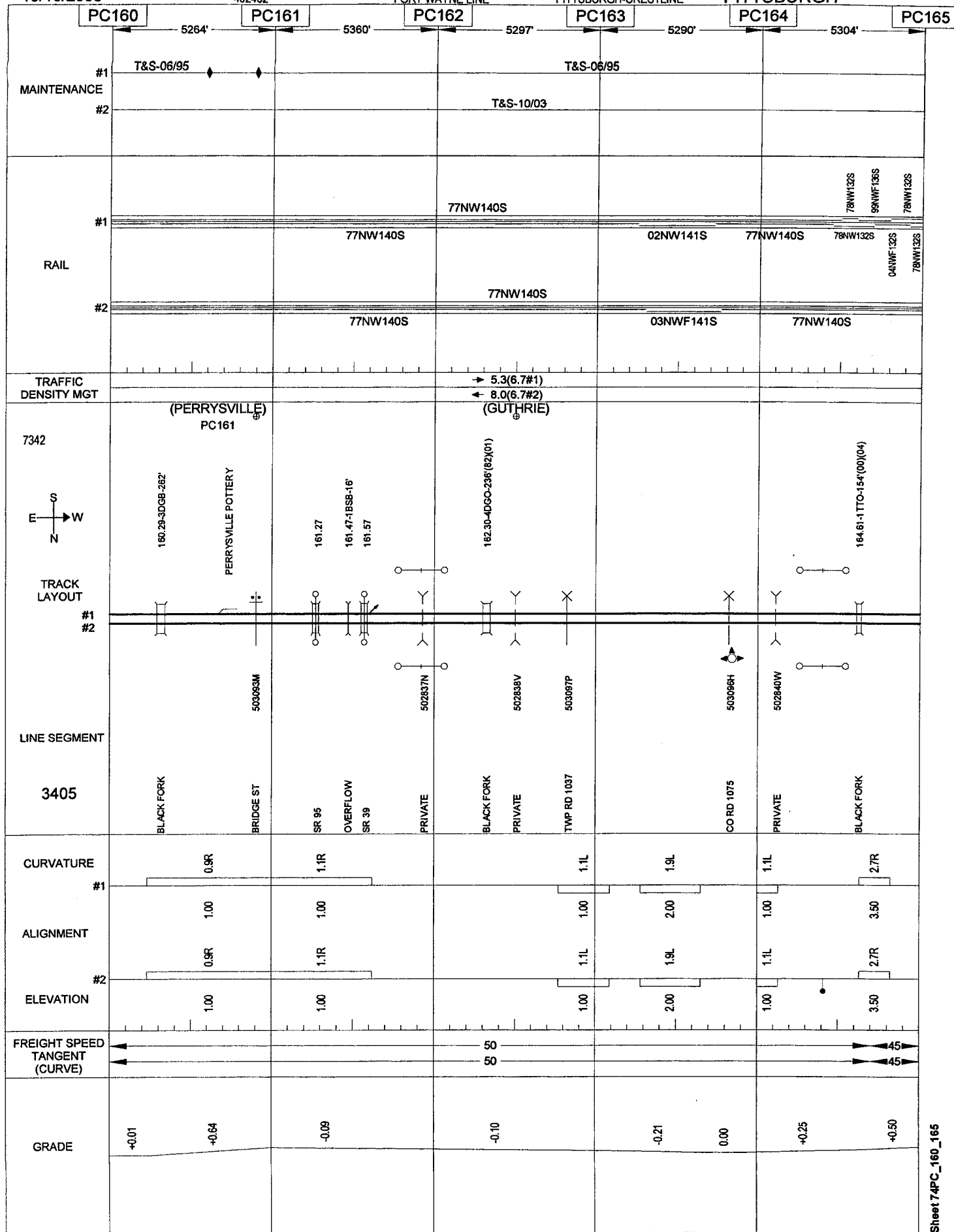
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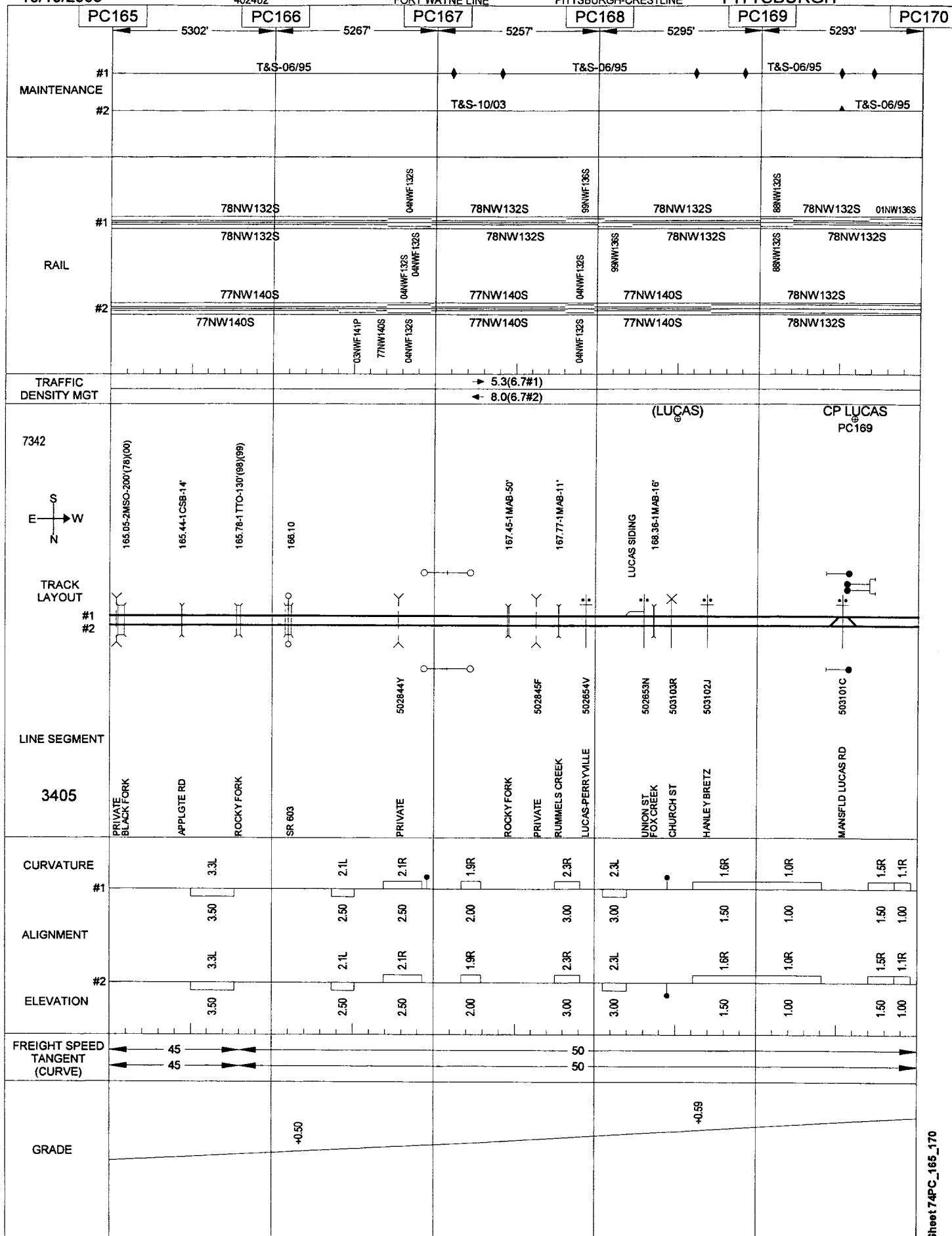
FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



PITTSBURGH



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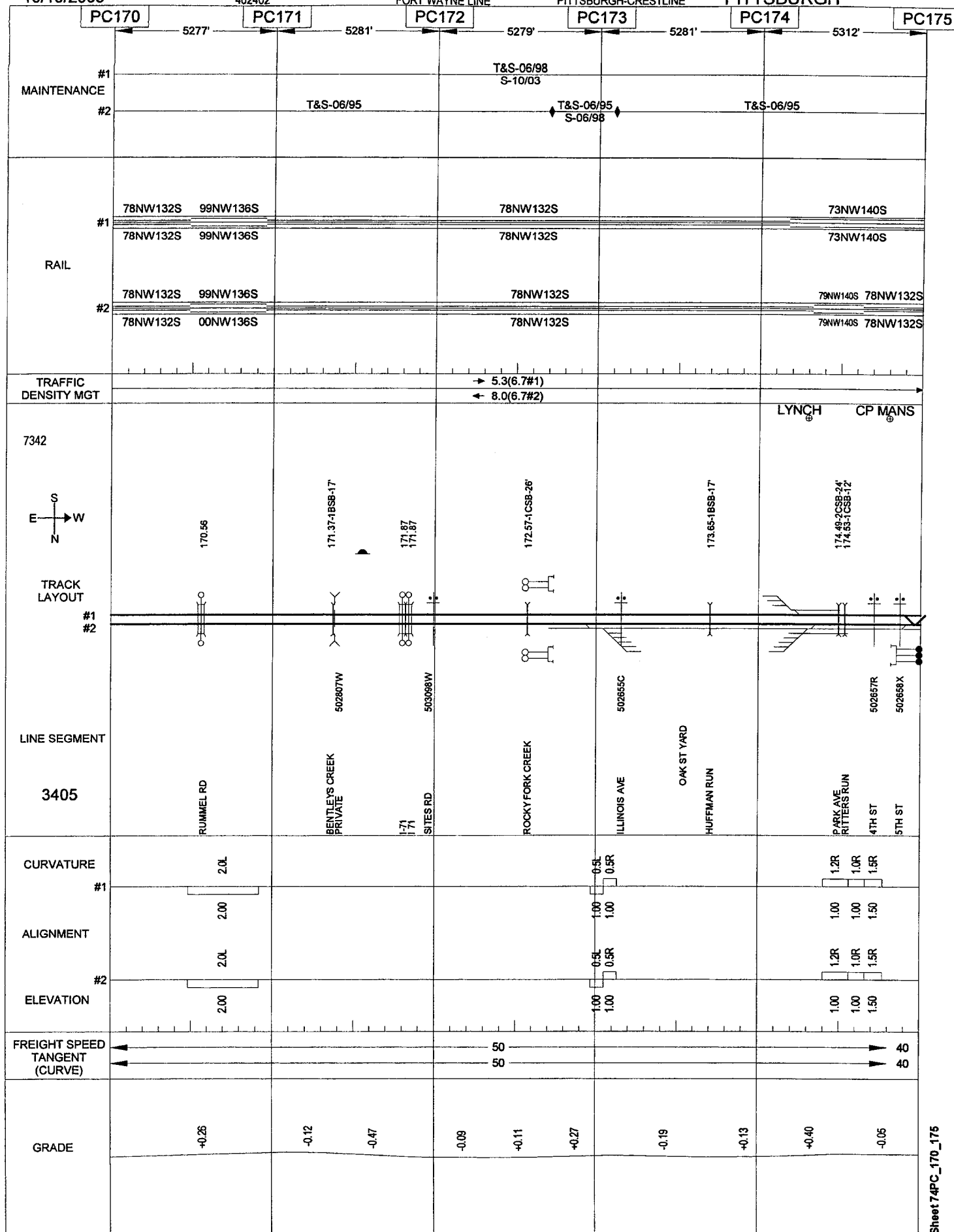
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PITTSBURGH-CRESTLINE

PITTSBURGH



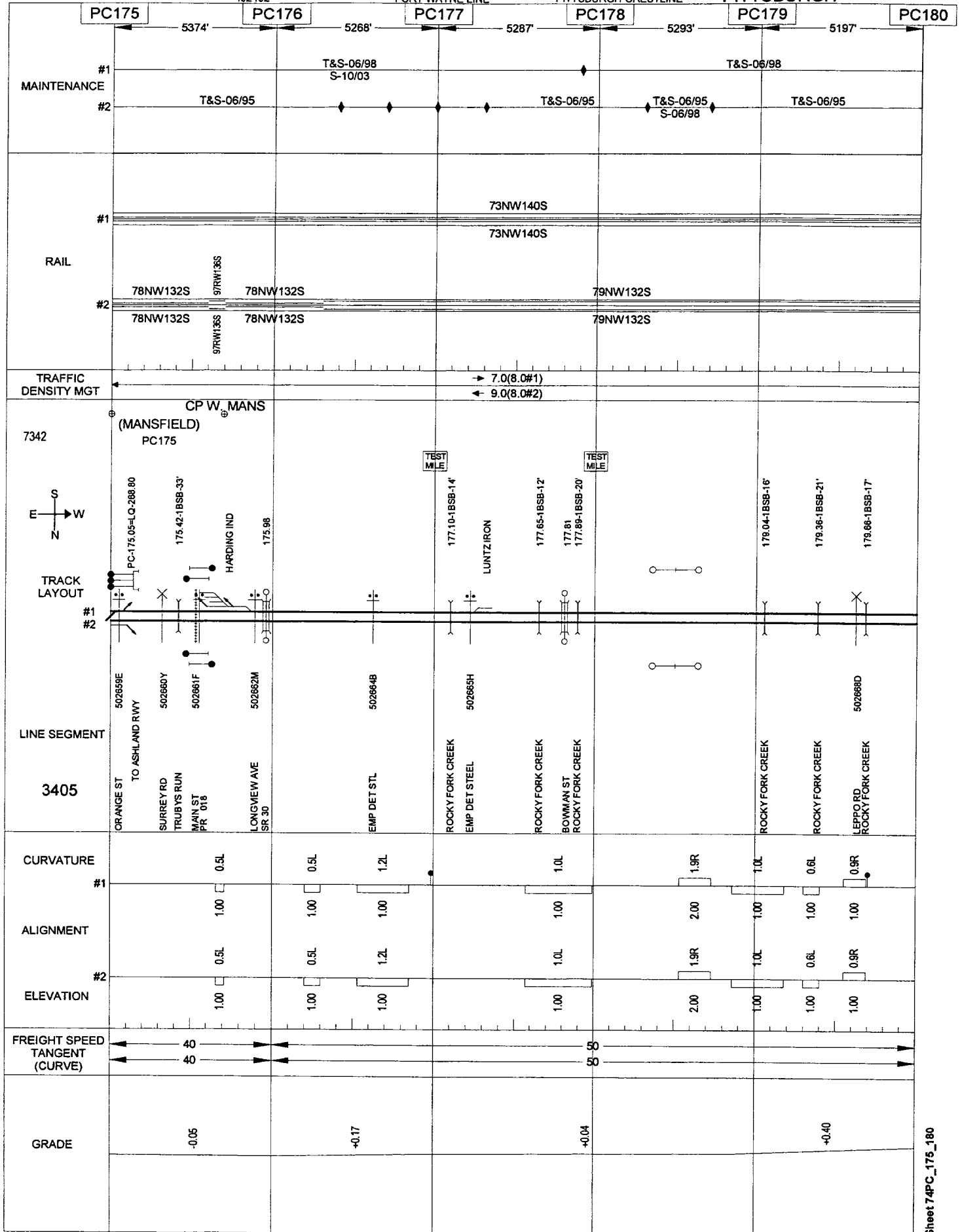
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



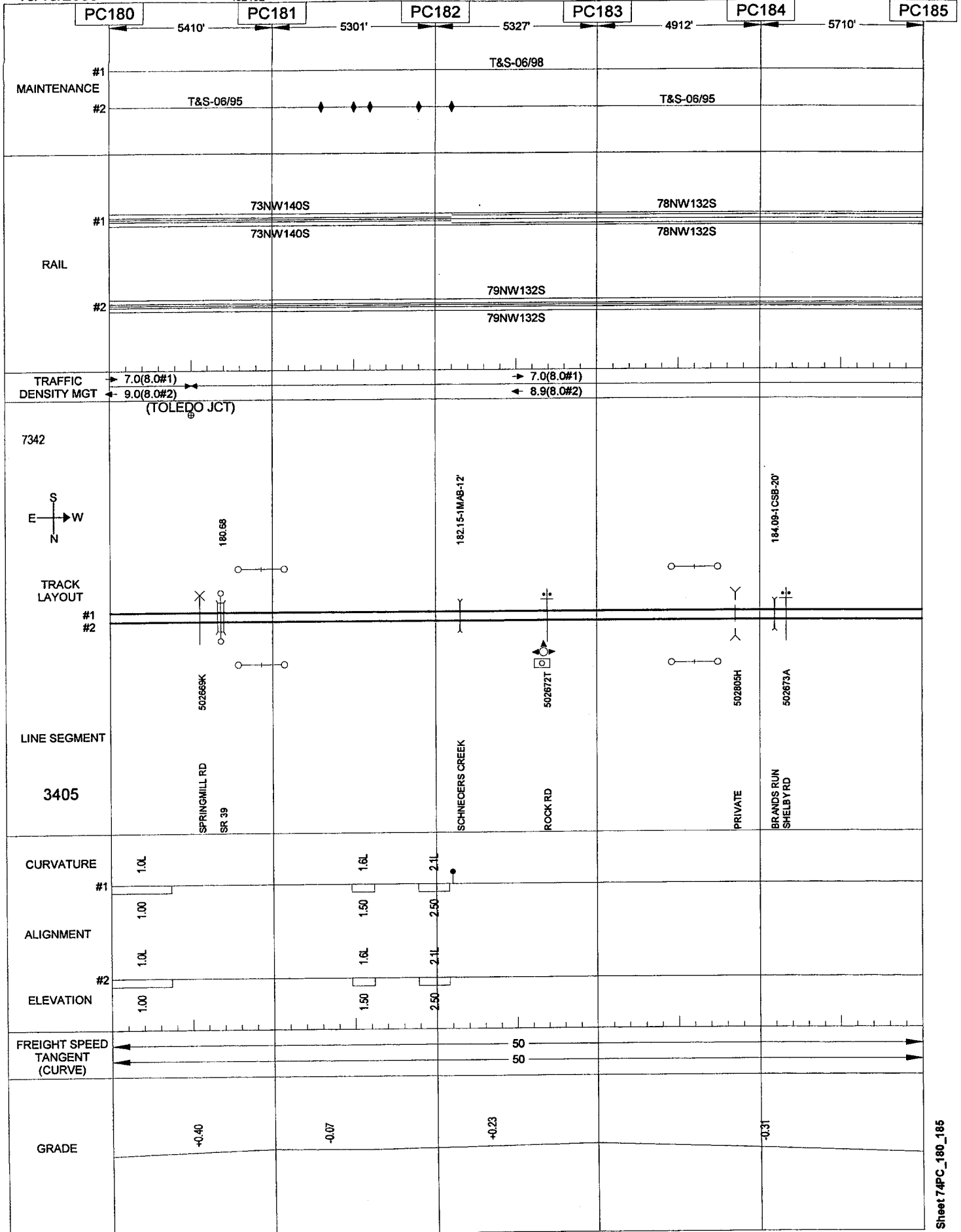
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402402

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



10/10/2005

090

402402

FORT WAYNE LINE

PITTSBURGH-CRESTLINE

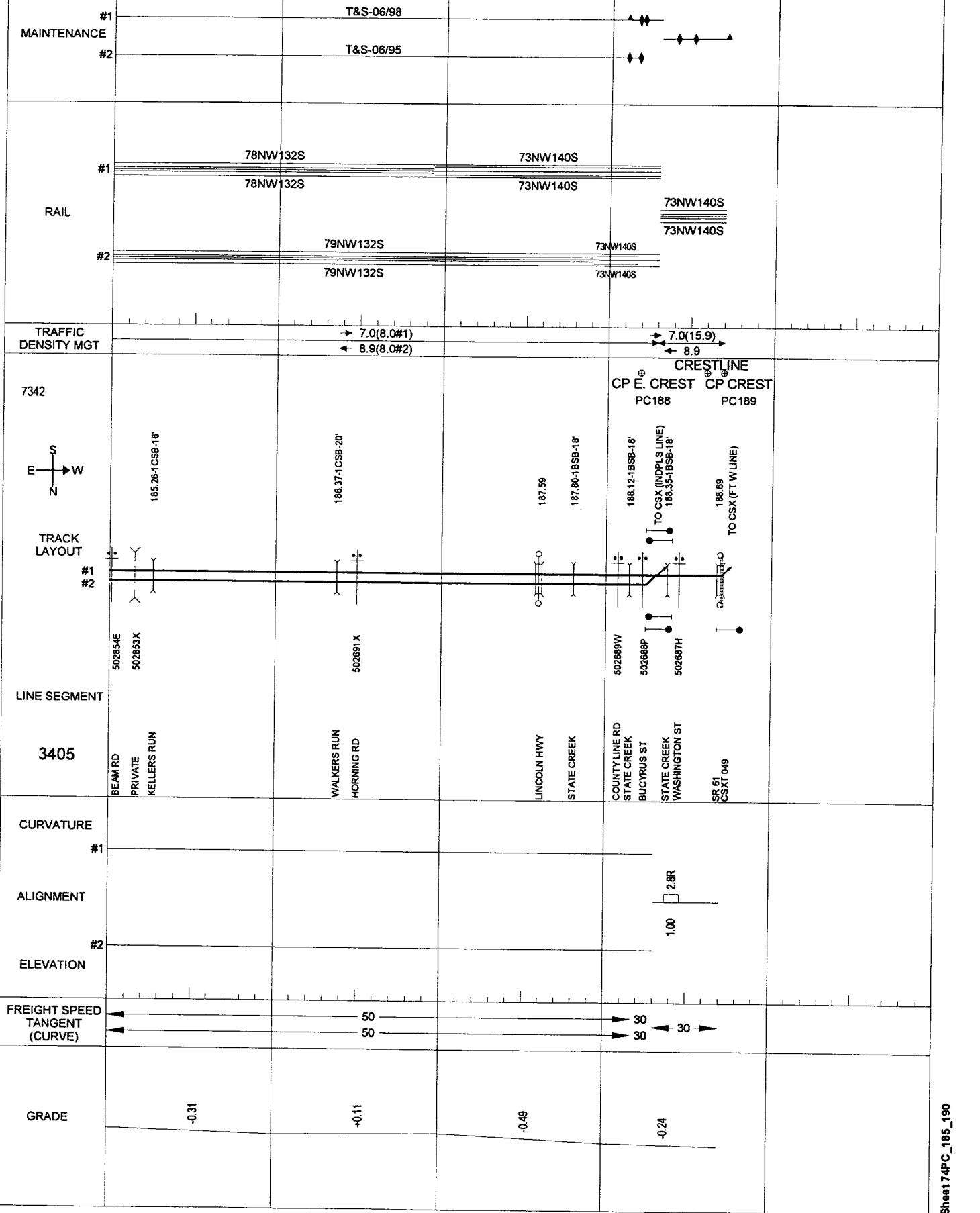
PITTSBURGH

PC185

PC186

PC187

PC188



10/10/2005

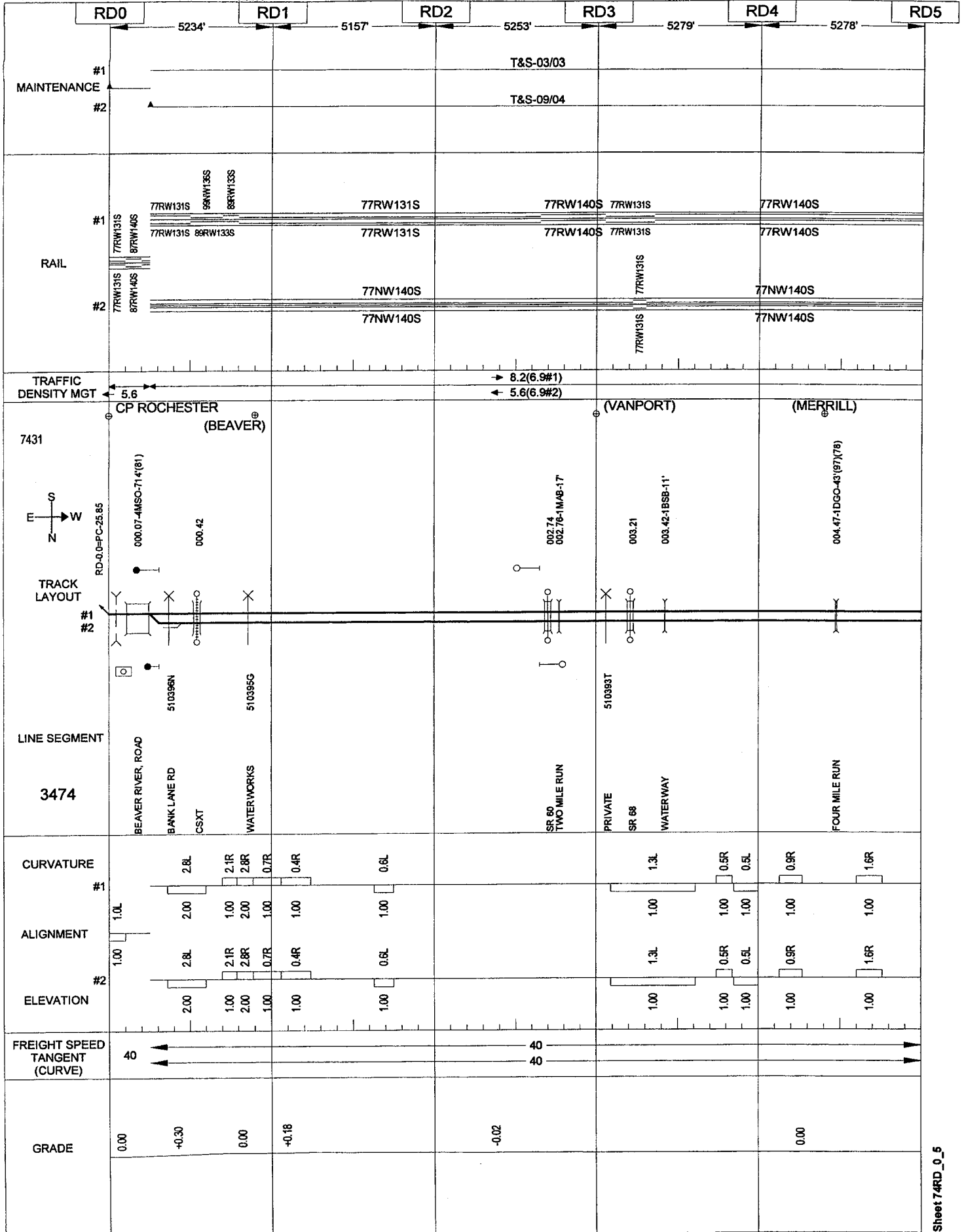
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091

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

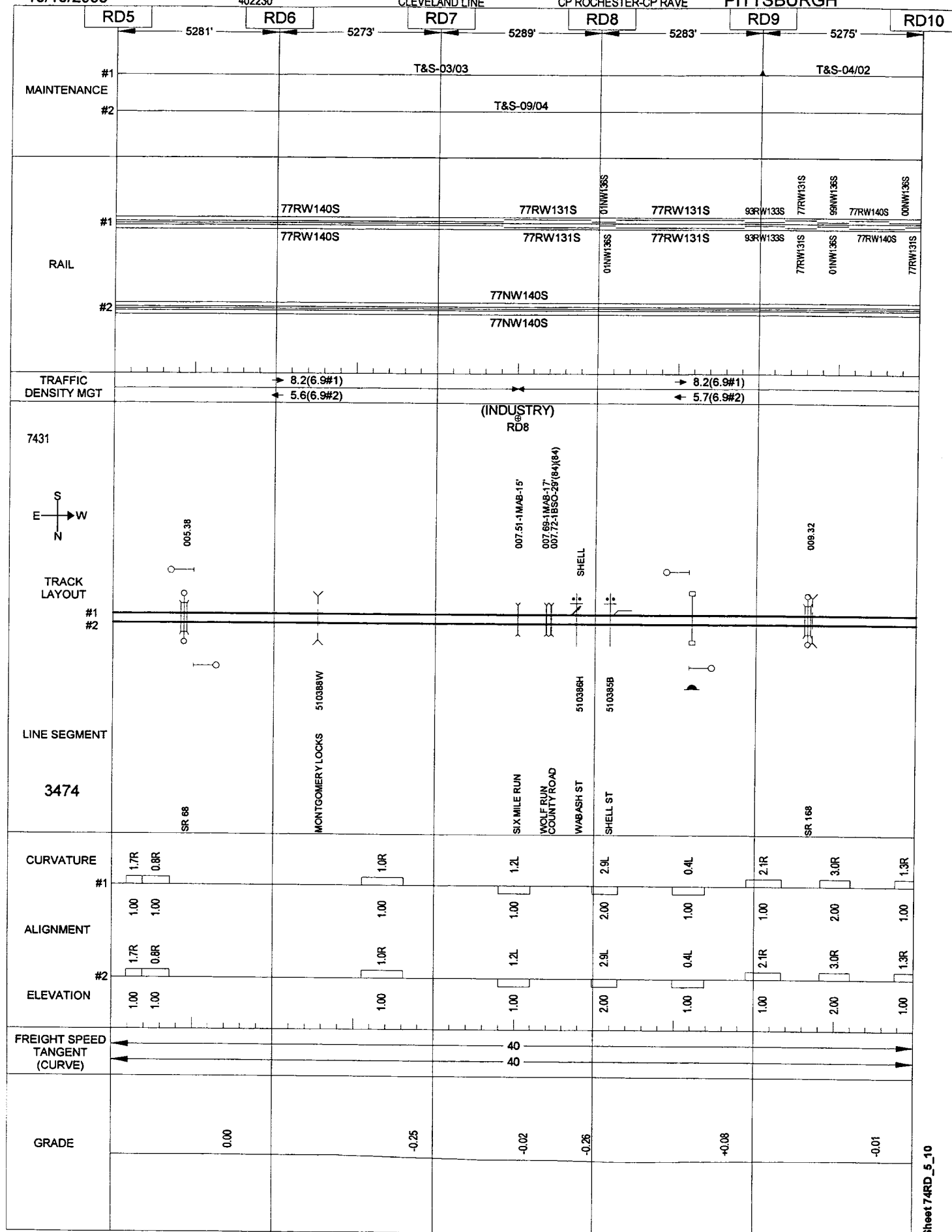
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

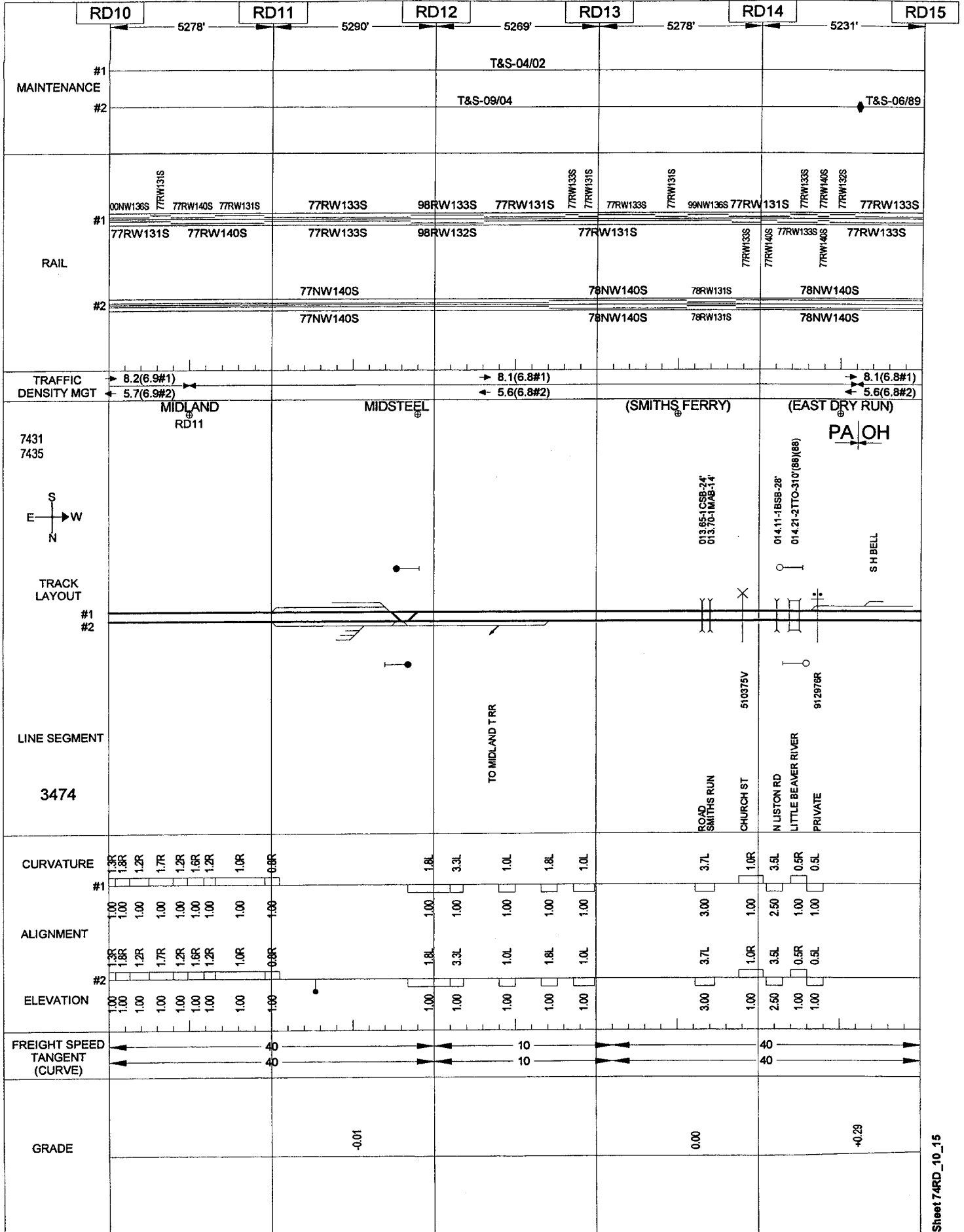
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



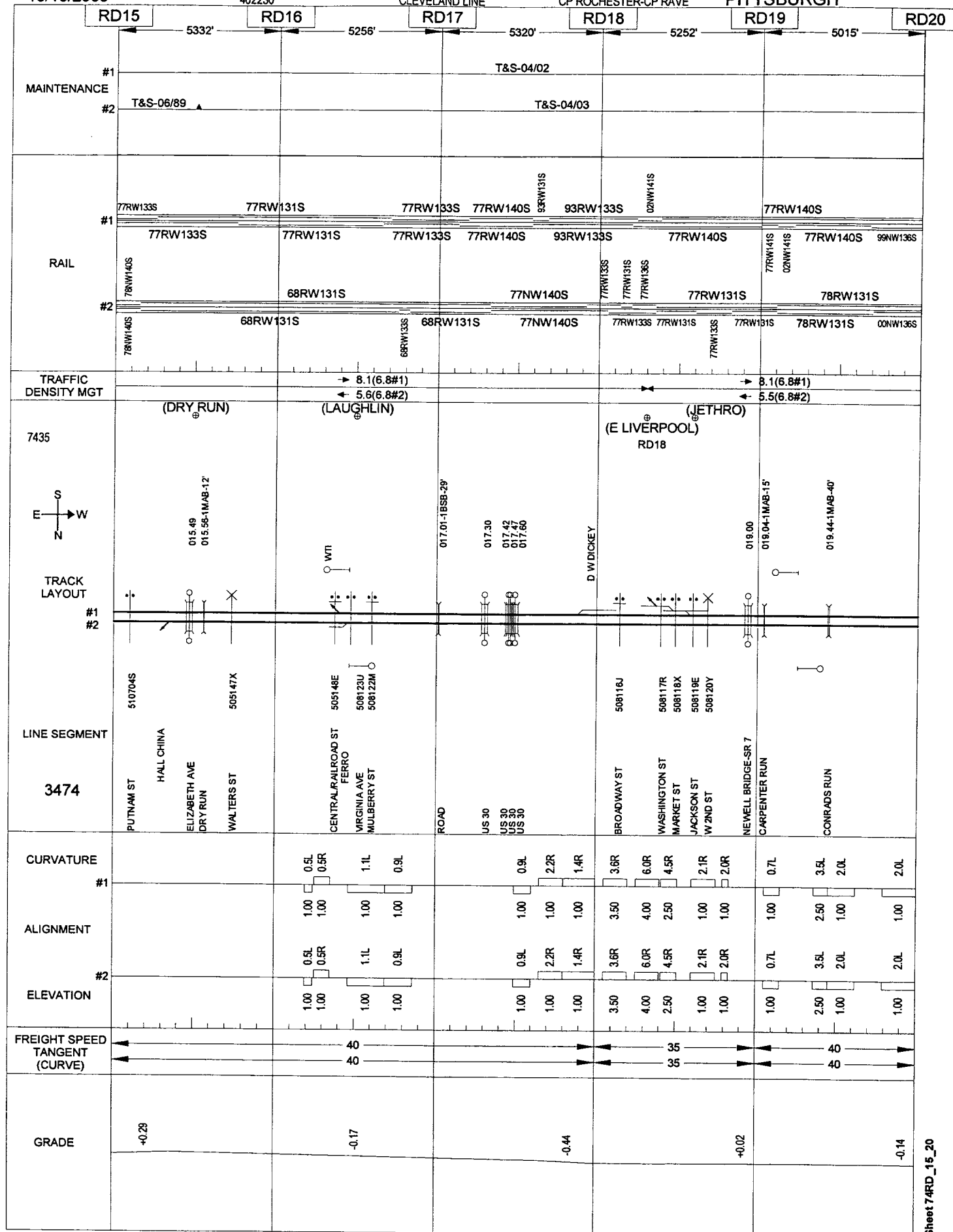
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094

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

402230

095

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH

| | RD20 | RD21 | RD22 | RD23 | RD24 | RD25 |
|-------------------------------|-------|-----------|----------|----------|----------|------|
| | 5537' | 5231' | 5355' | 5280' | 5322' | |
| MAINTENANCE | #1 | T&S-04/02 | | | | |
| | #2 | T&S-04/03 | | | | |
| RAIL | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| TRAFFIC DENSITY MGT | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| 7435 | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| TRACK LAYOUT | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| LINE SEGMENT | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| 3474 | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| CURVATURE | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| ALIGNMENT | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| ELEVATION | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| FREIGHT SPEED TANGENT (CURVE) | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| GRADE | #1 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |
| | #2 | 77RW140S | 77RW133S | 77RW133S | 77RW140S | |

10/10/2005

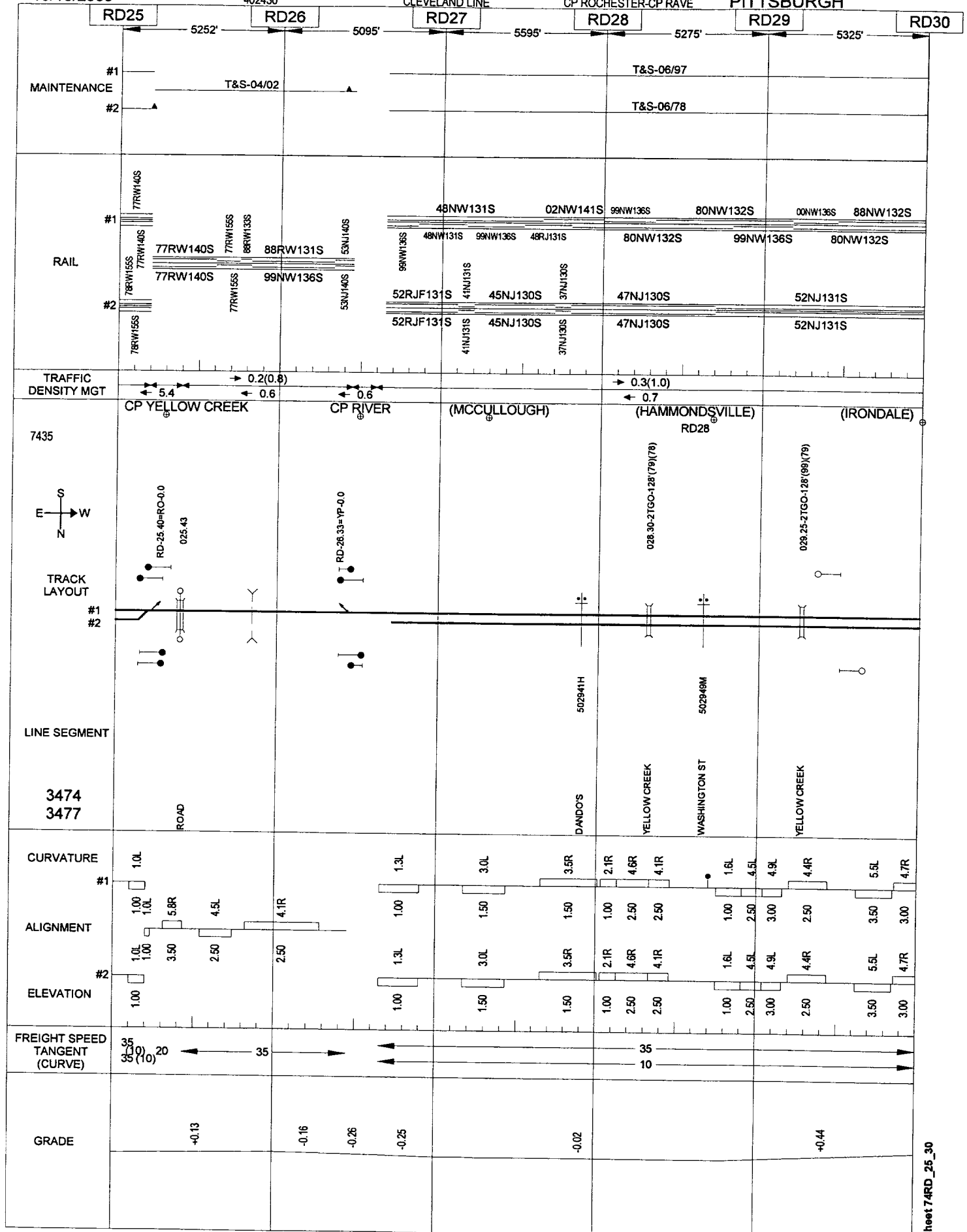
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



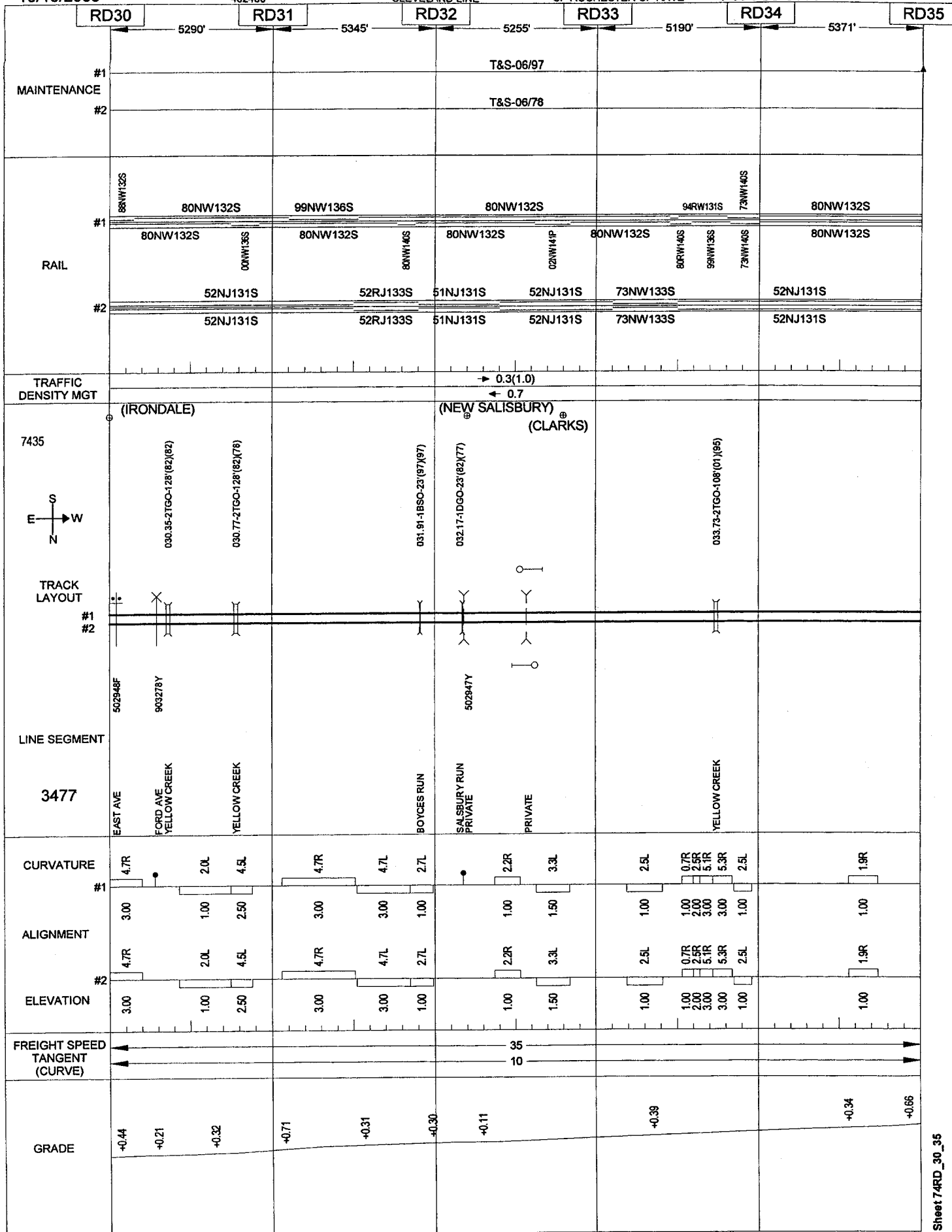
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

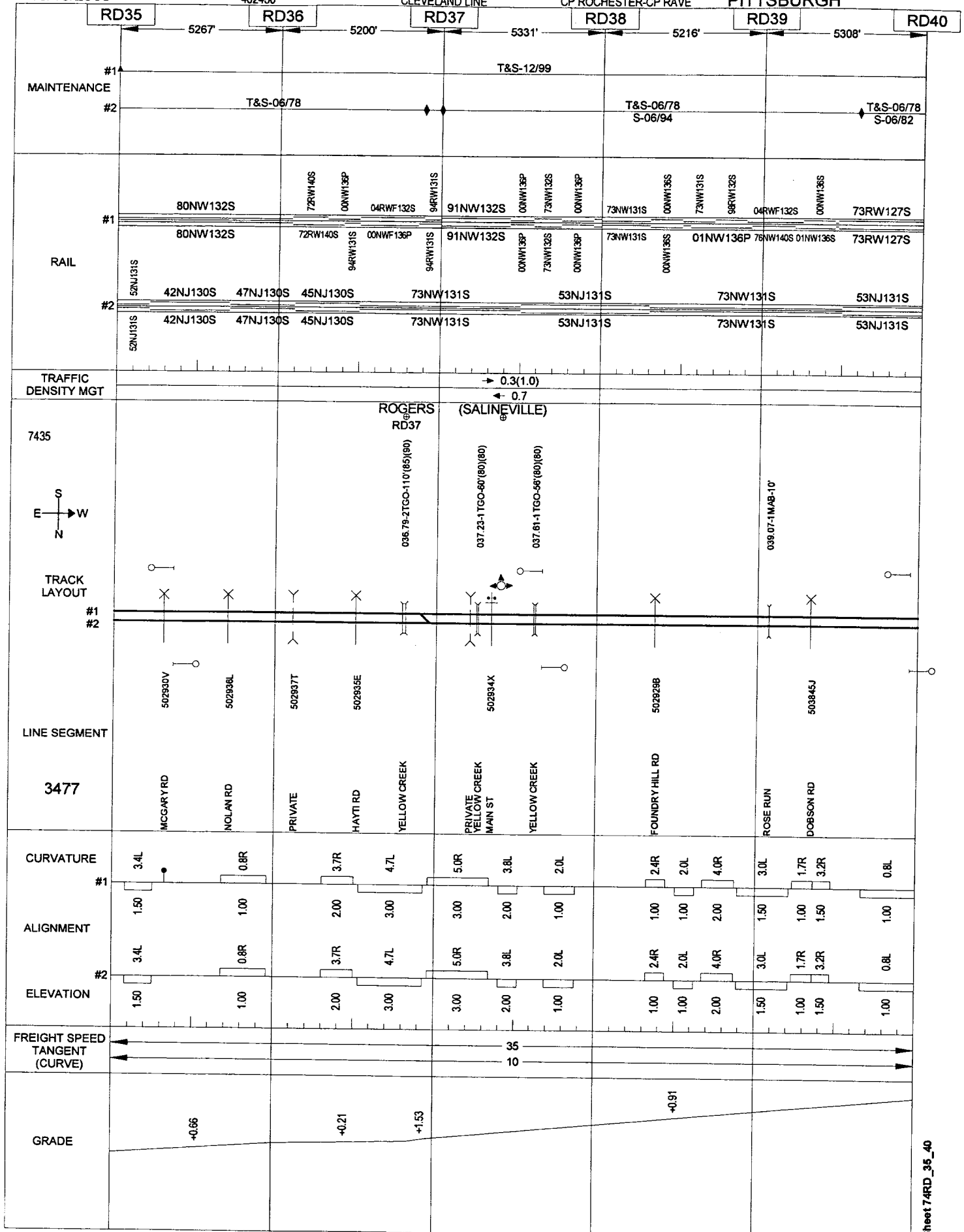
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



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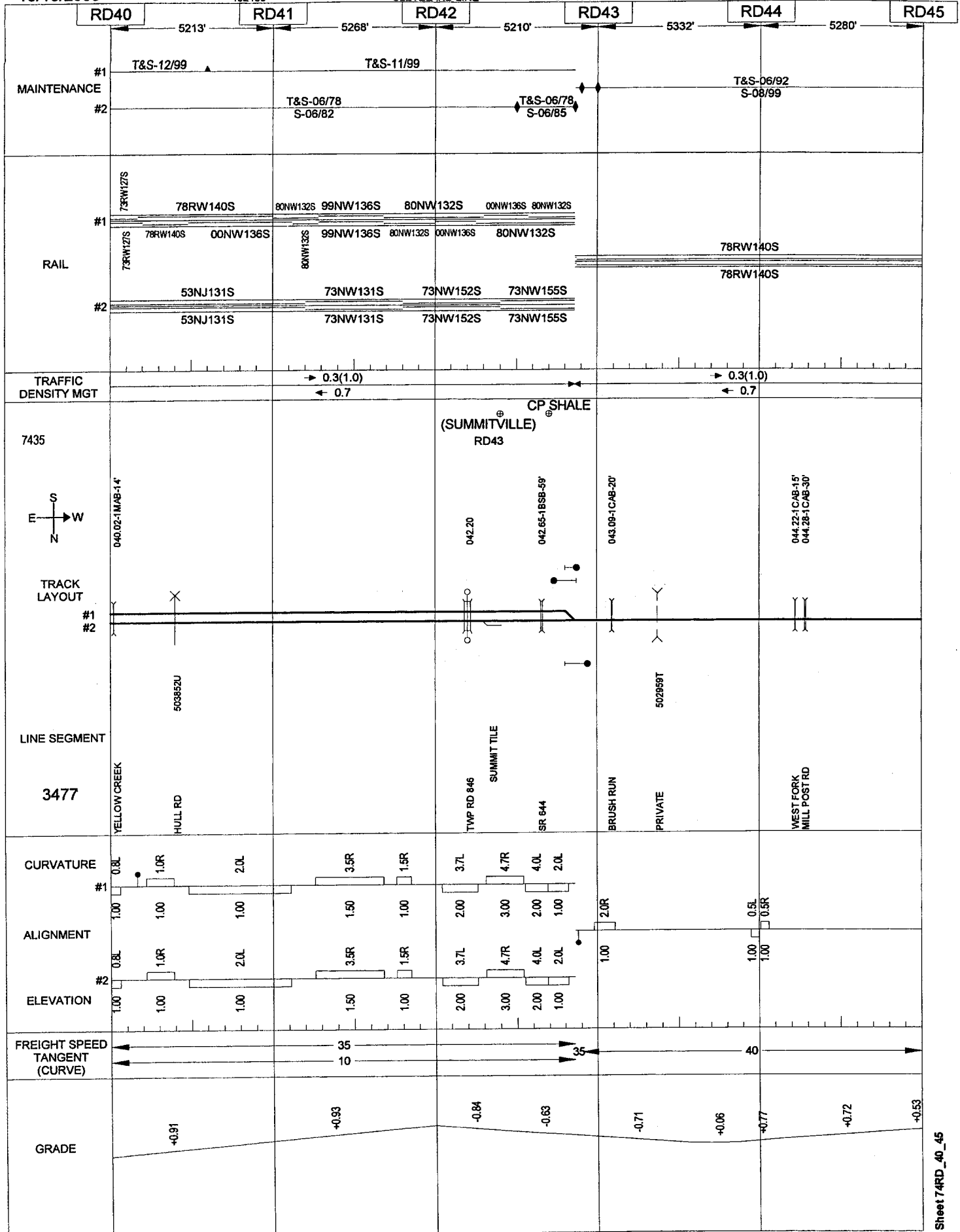
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

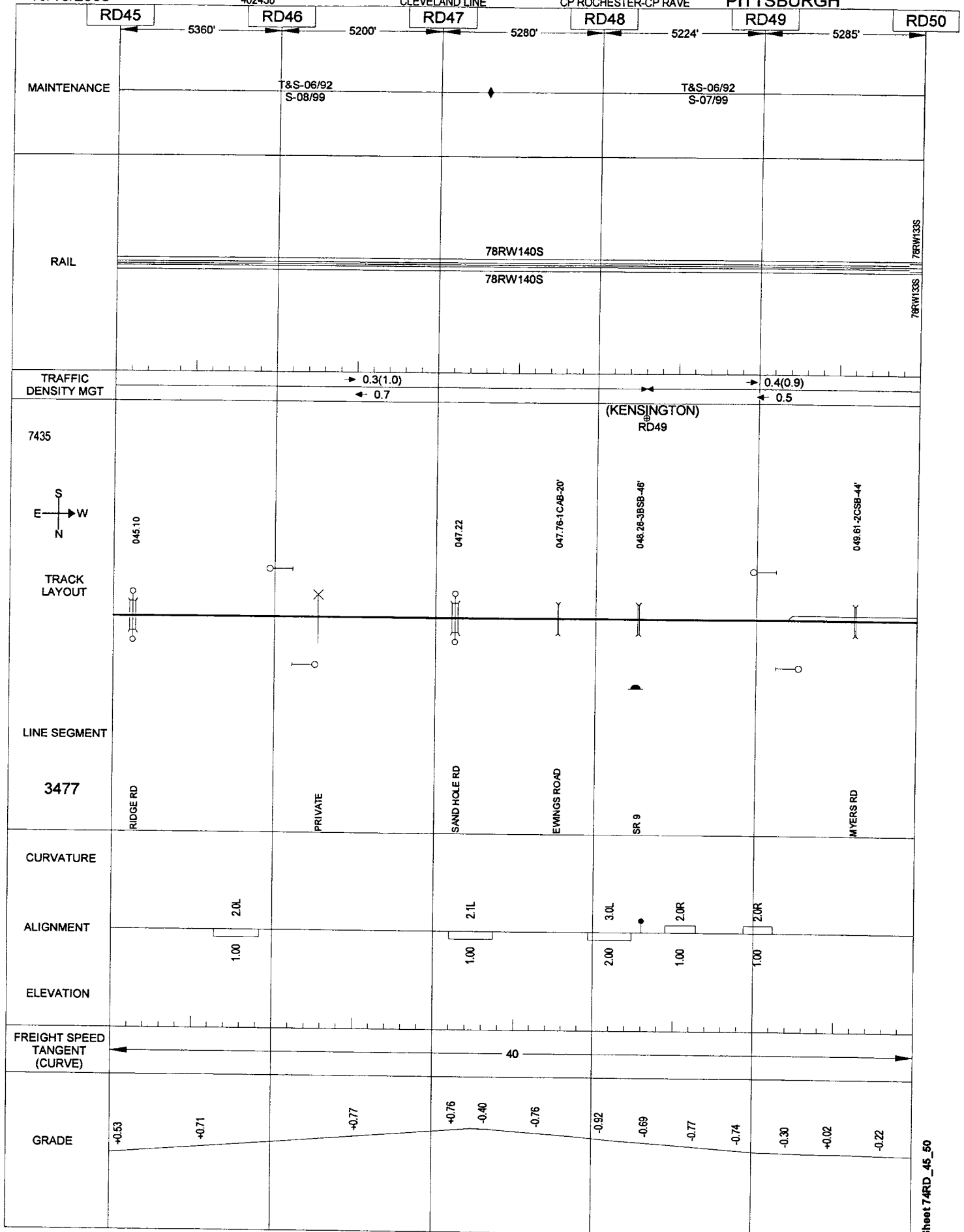
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

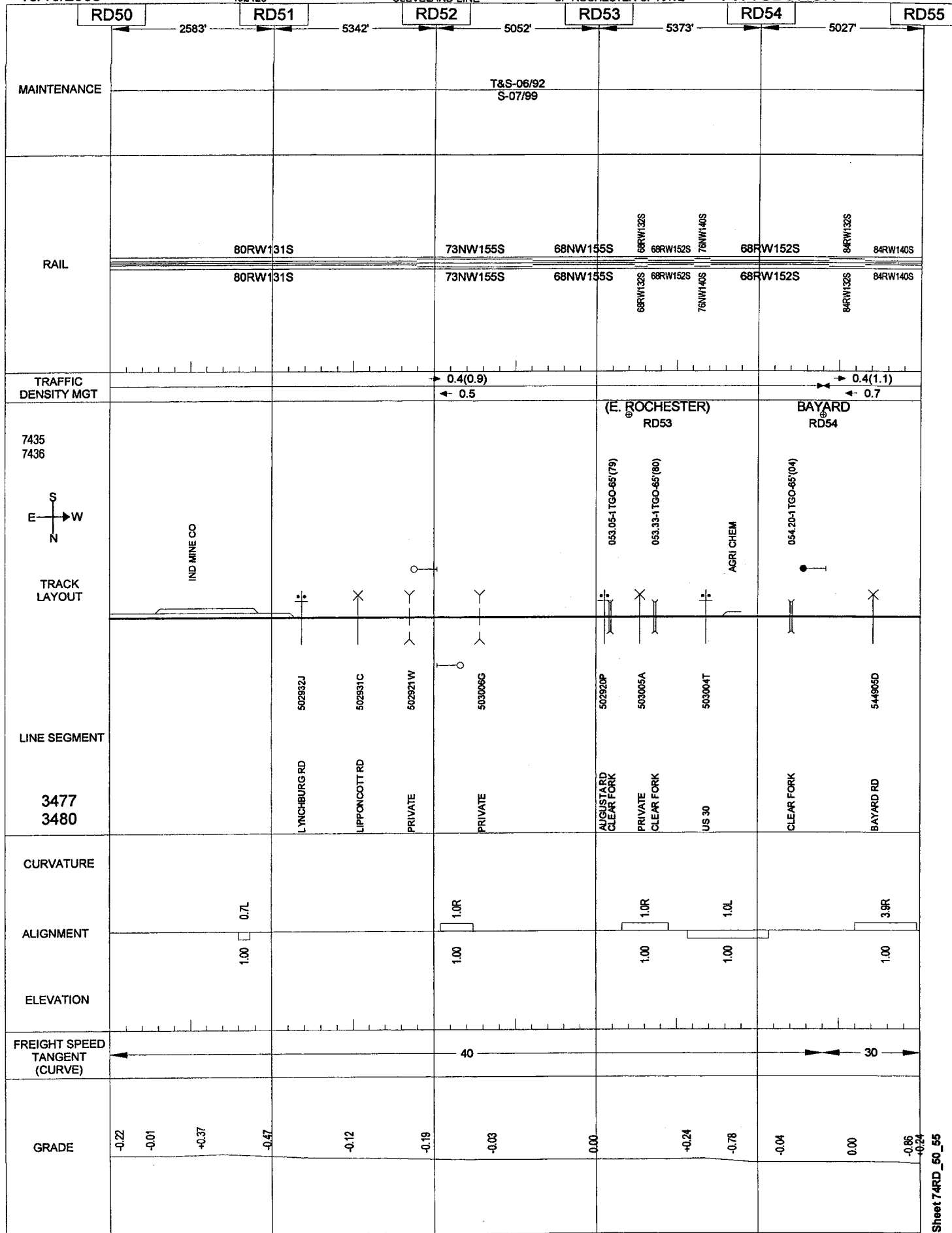
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



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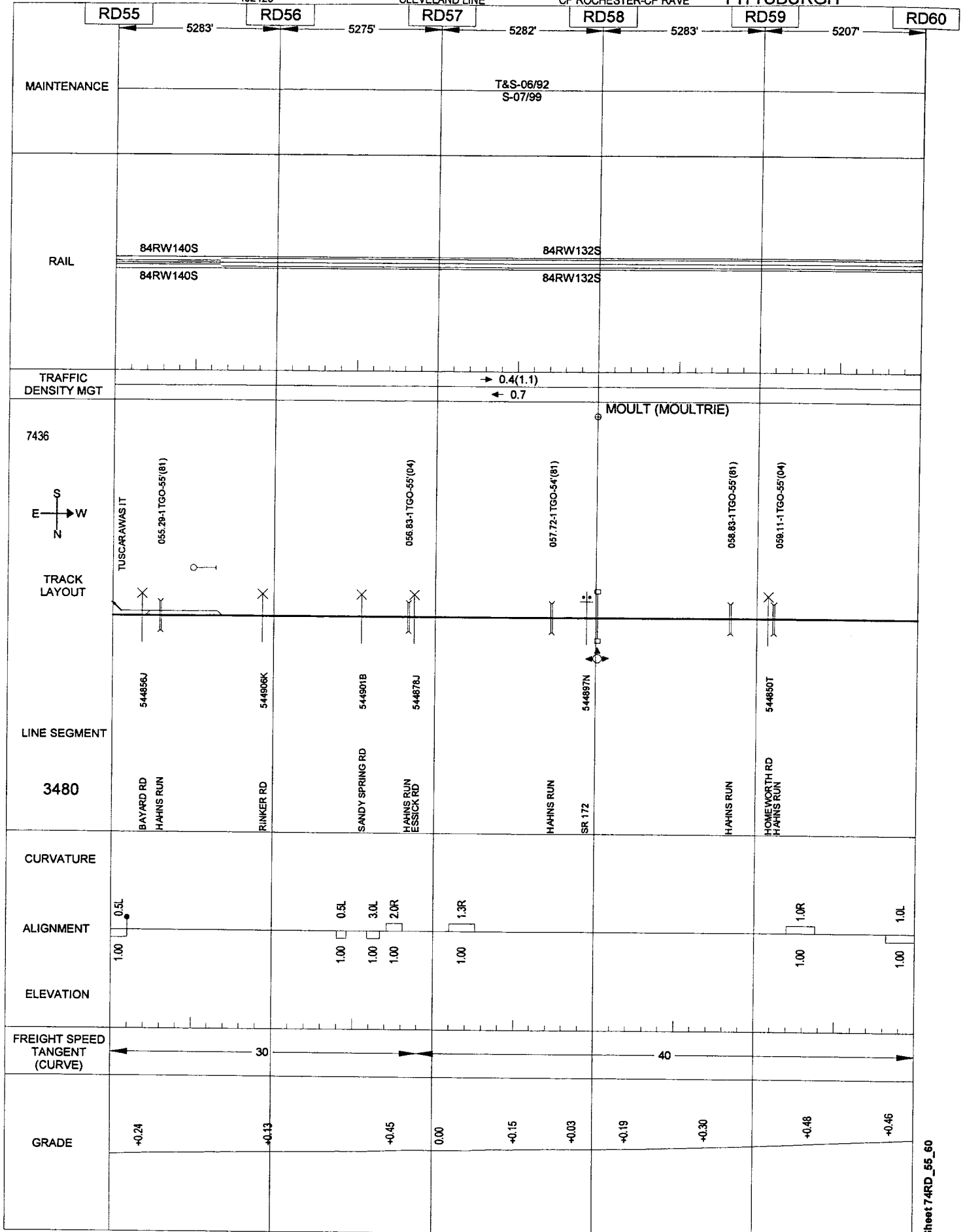
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CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



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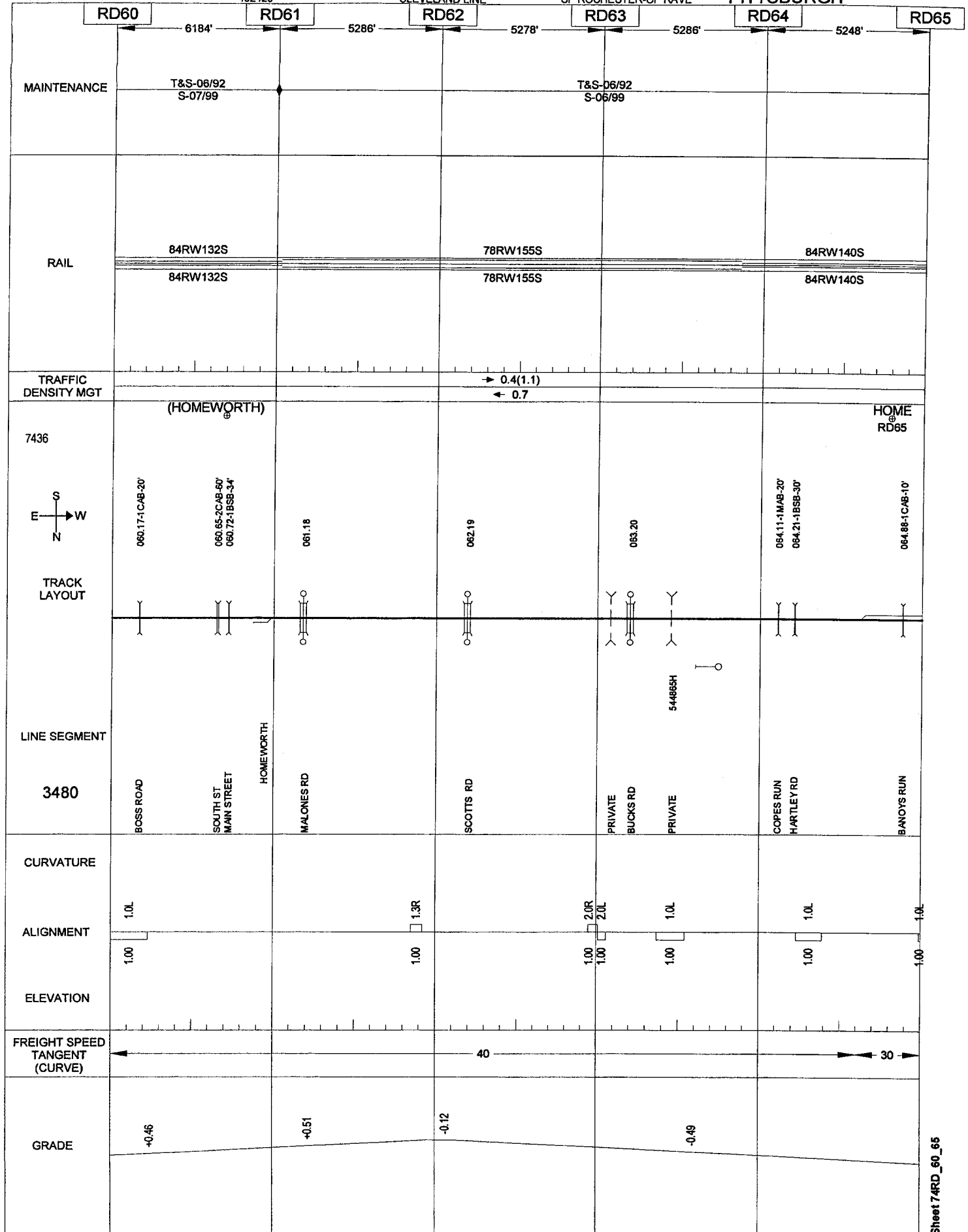
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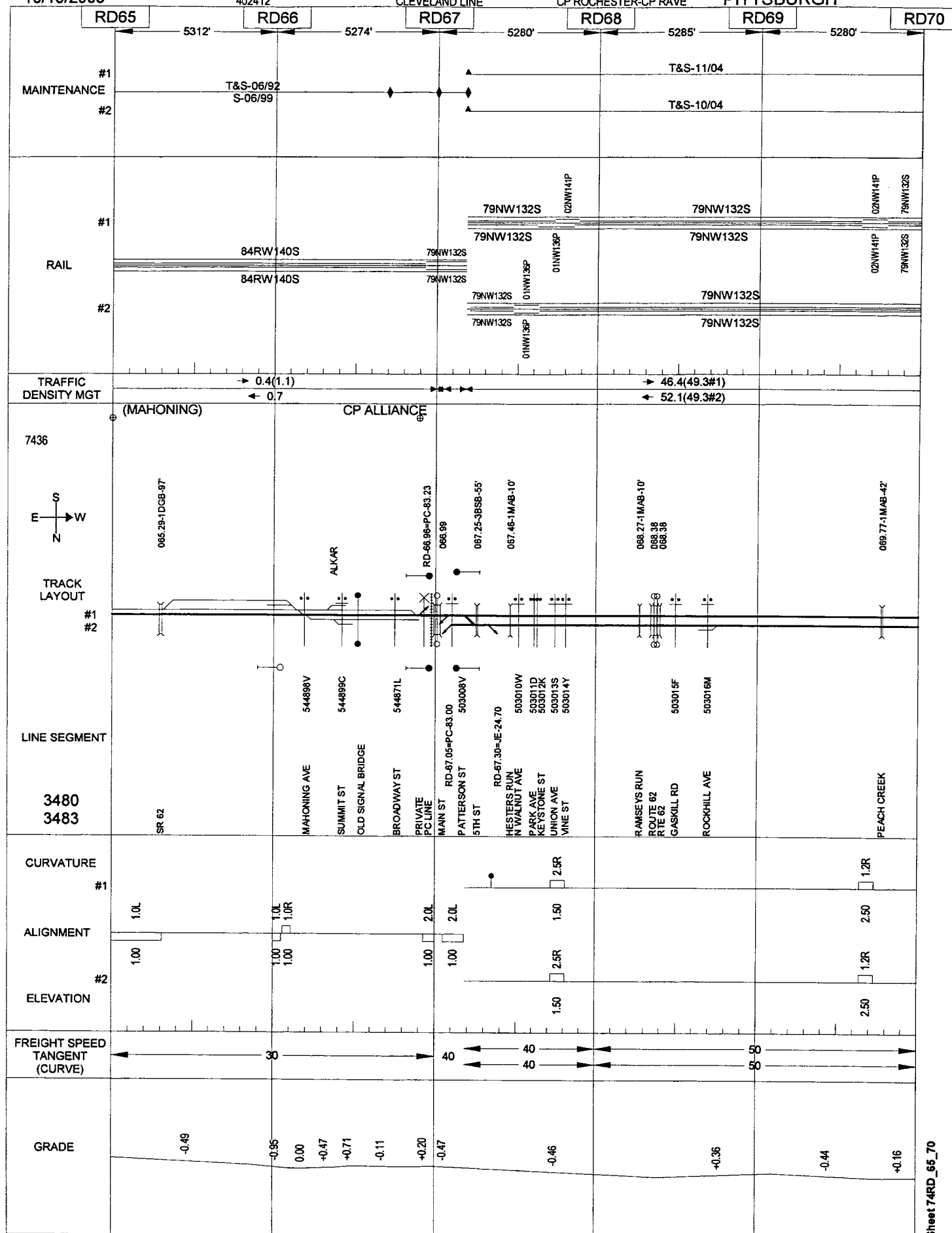
103

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH





PITTSBURGH

RD75

013

CE
#2

T&S-10/04

RAIL

#2

4NWF141P

79NW132S

79NW132S

79NW132S

TRAFFIC
DENSITY MGT

← 52.1(49.3#2)

7436

(LIMAVILLE)

CP 73

71.80-1MAB-25'

74 60-1 MAR-10"

TRACK LAYOUT

地址

11

LINE SEGMENT

3483

| | |
|---------|---------|
| PRIVATE | 503017U |
|---------|---------|

BURDEN RD
503018B

GREENBOWER RD 503019H

DEER CREEK
PRICE ST 503020C

GERMAN CHURCH RD 503021J

RON ST
503022R

PRIVATE 503023X

PRIVATE 503024F

WATERLOO RD 503025L

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.16

+0.69

55

4059

Sheet 74RD_70_75

10/10/2005

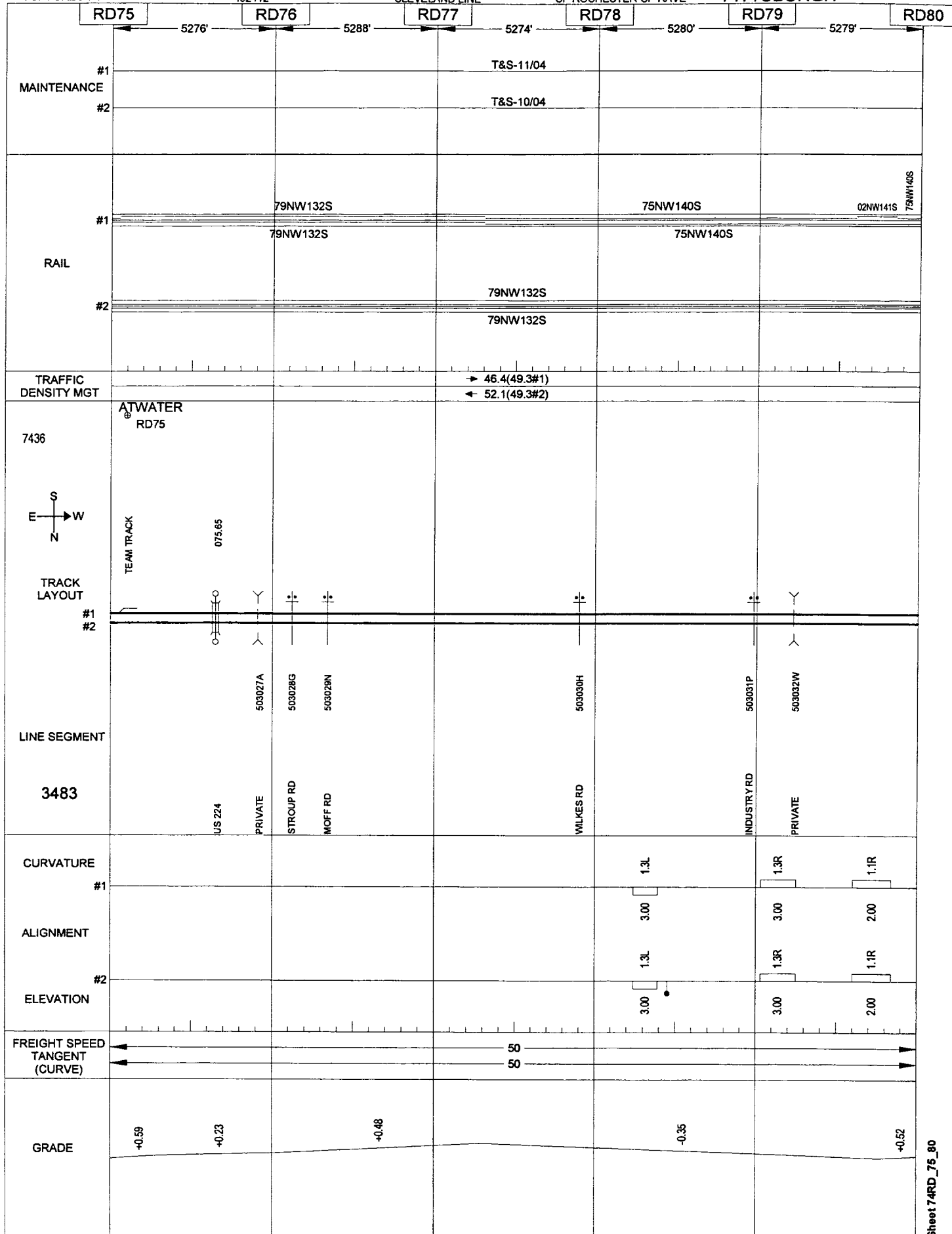
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402412

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



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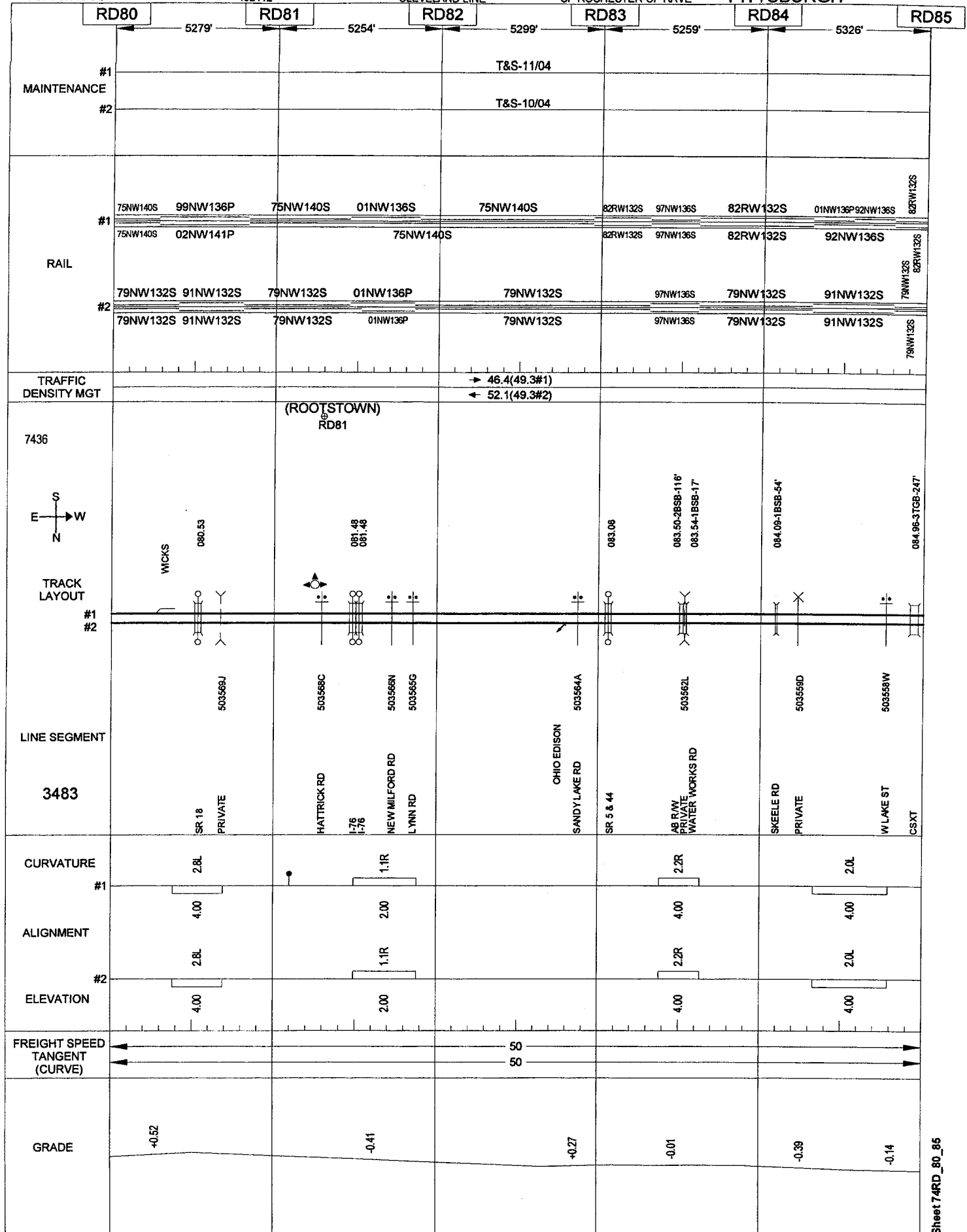
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107

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



10/10/2005

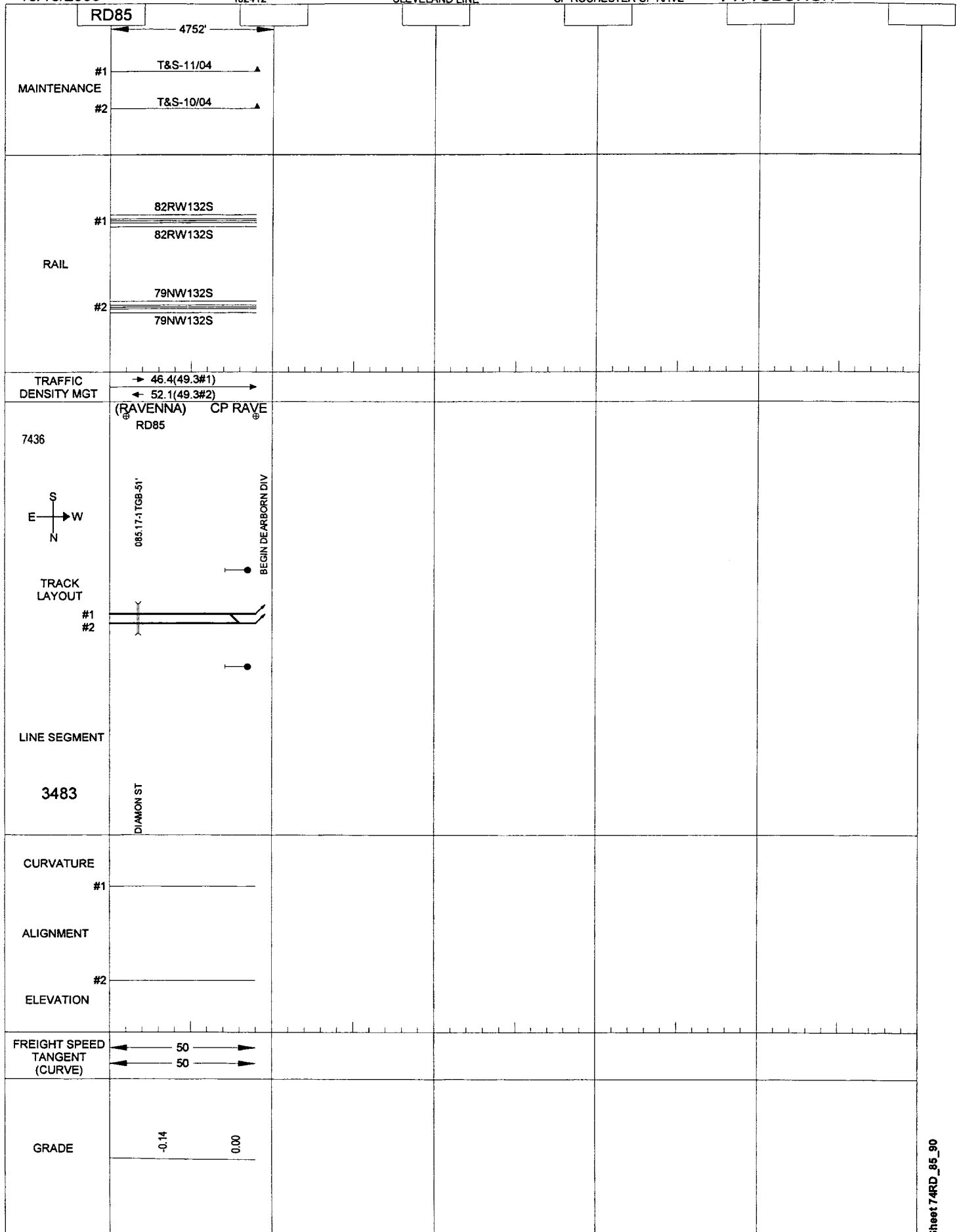
402412

108

CLEVELAND LINE

CP ROCHESTER-CP RAVE

PITTSBURGH



09/27/2005

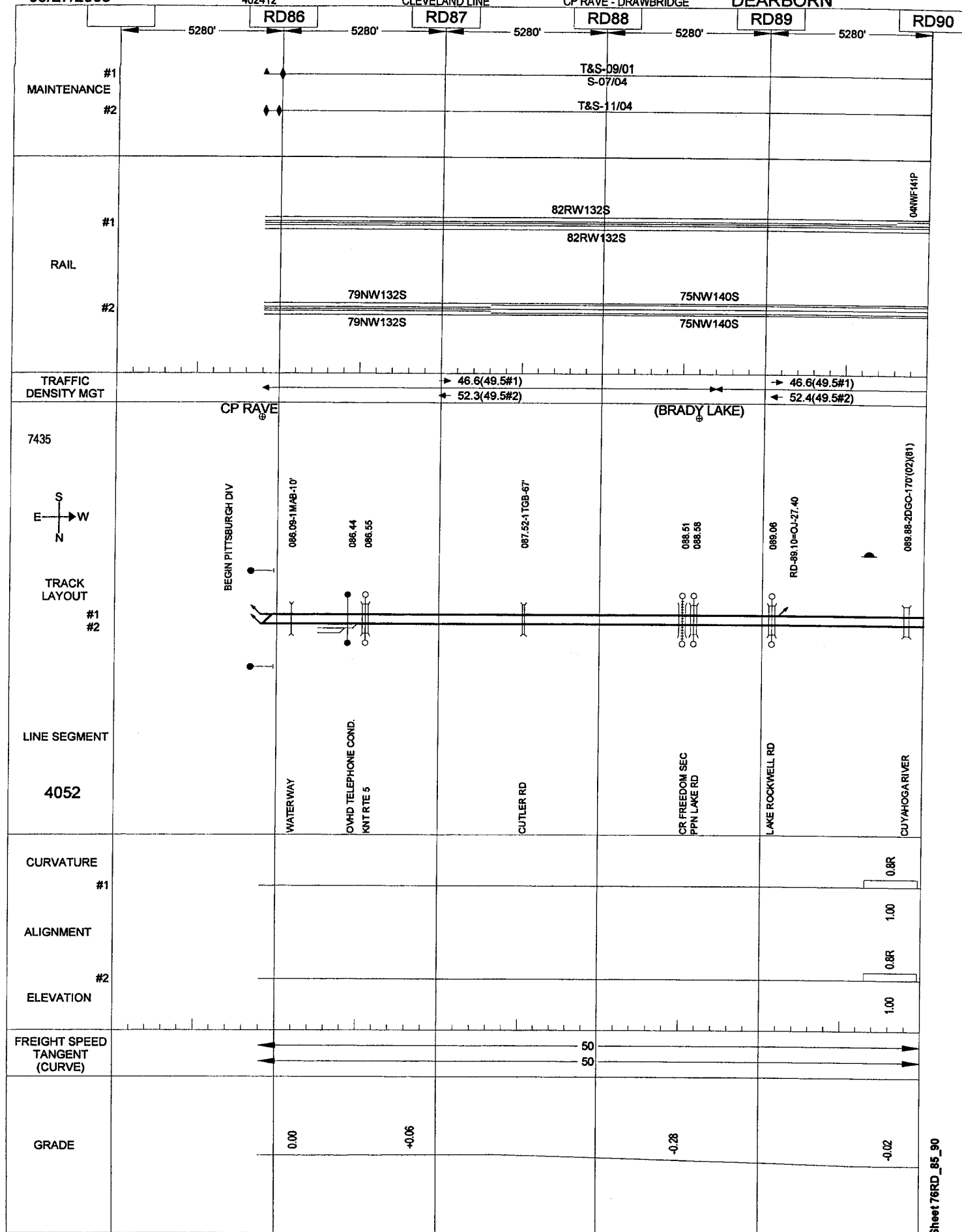
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108.1

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



09/27/2005

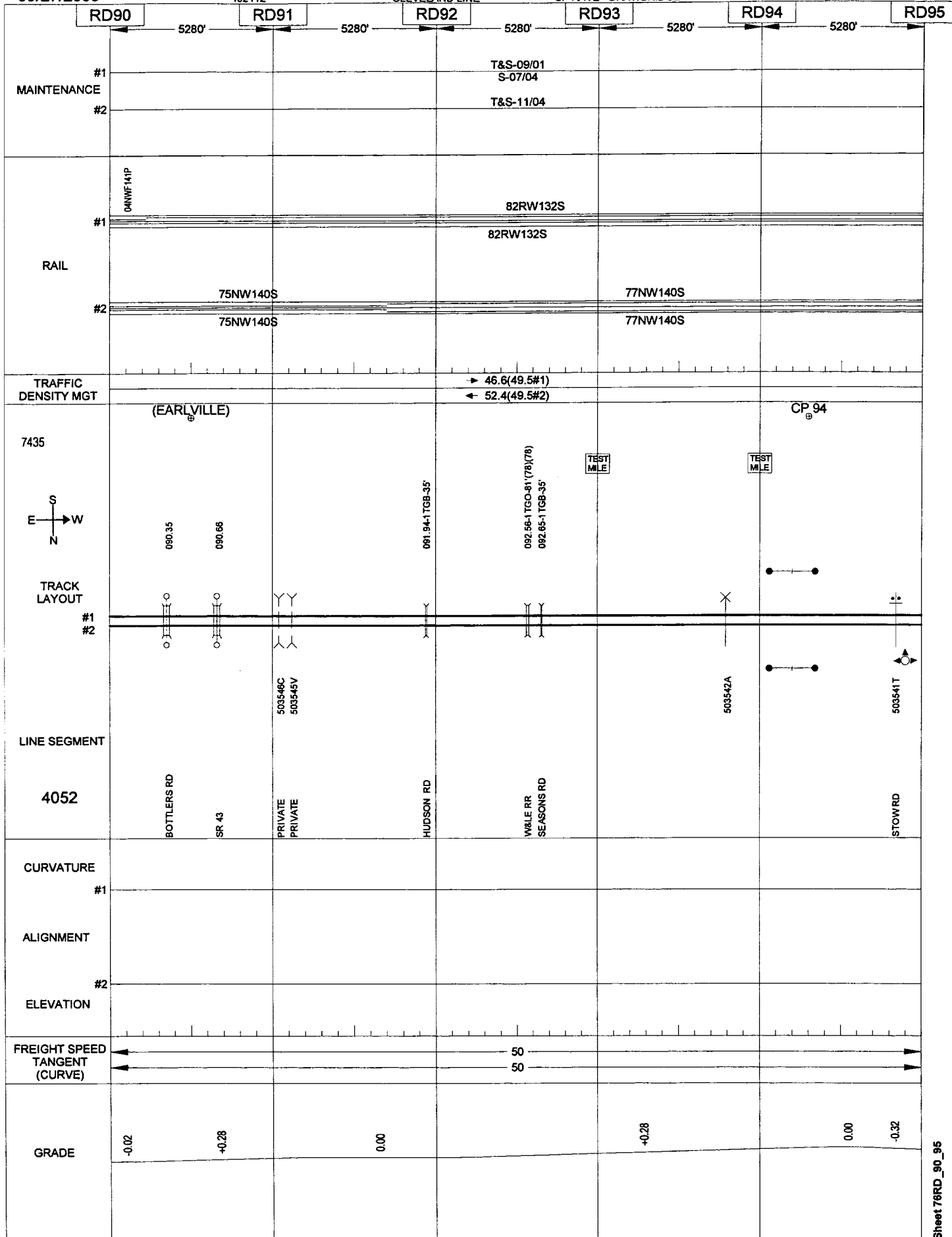
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108.2

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



09/27/2005

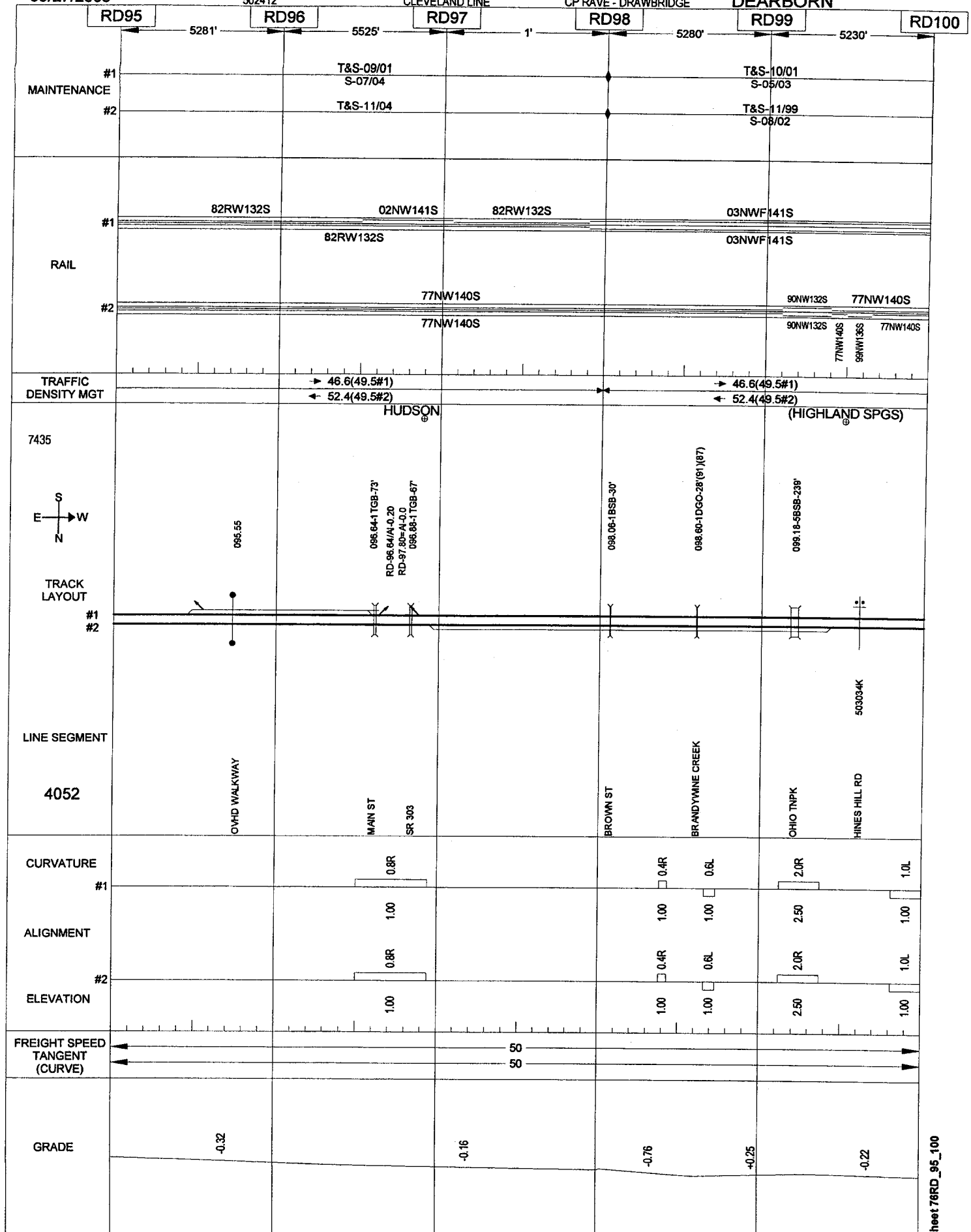
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108.3

CLEVELAND LINE

CP RAVE - DRAWBRIDGE

DEARBORN



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10/10/2005

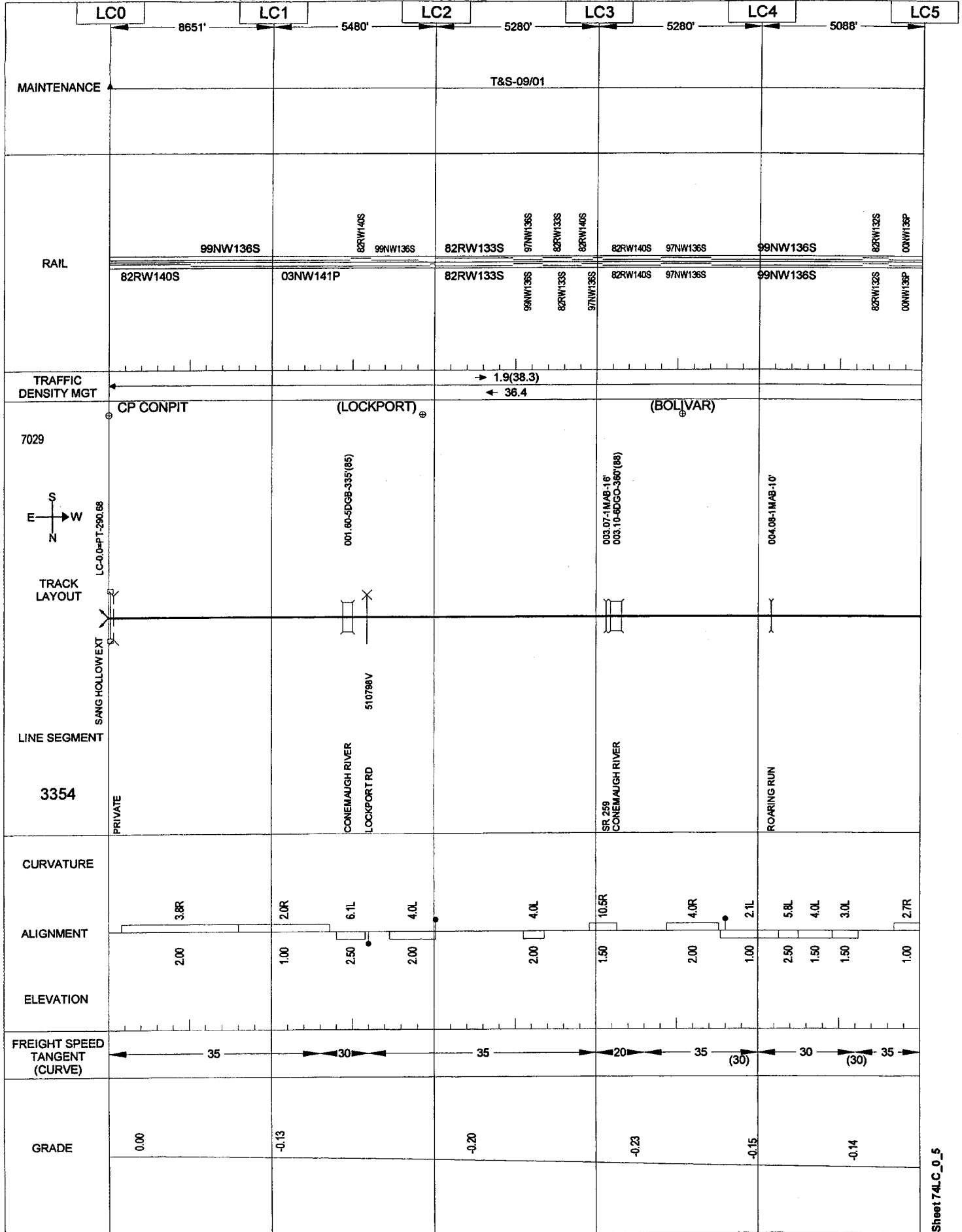
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109

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



10/10/2005

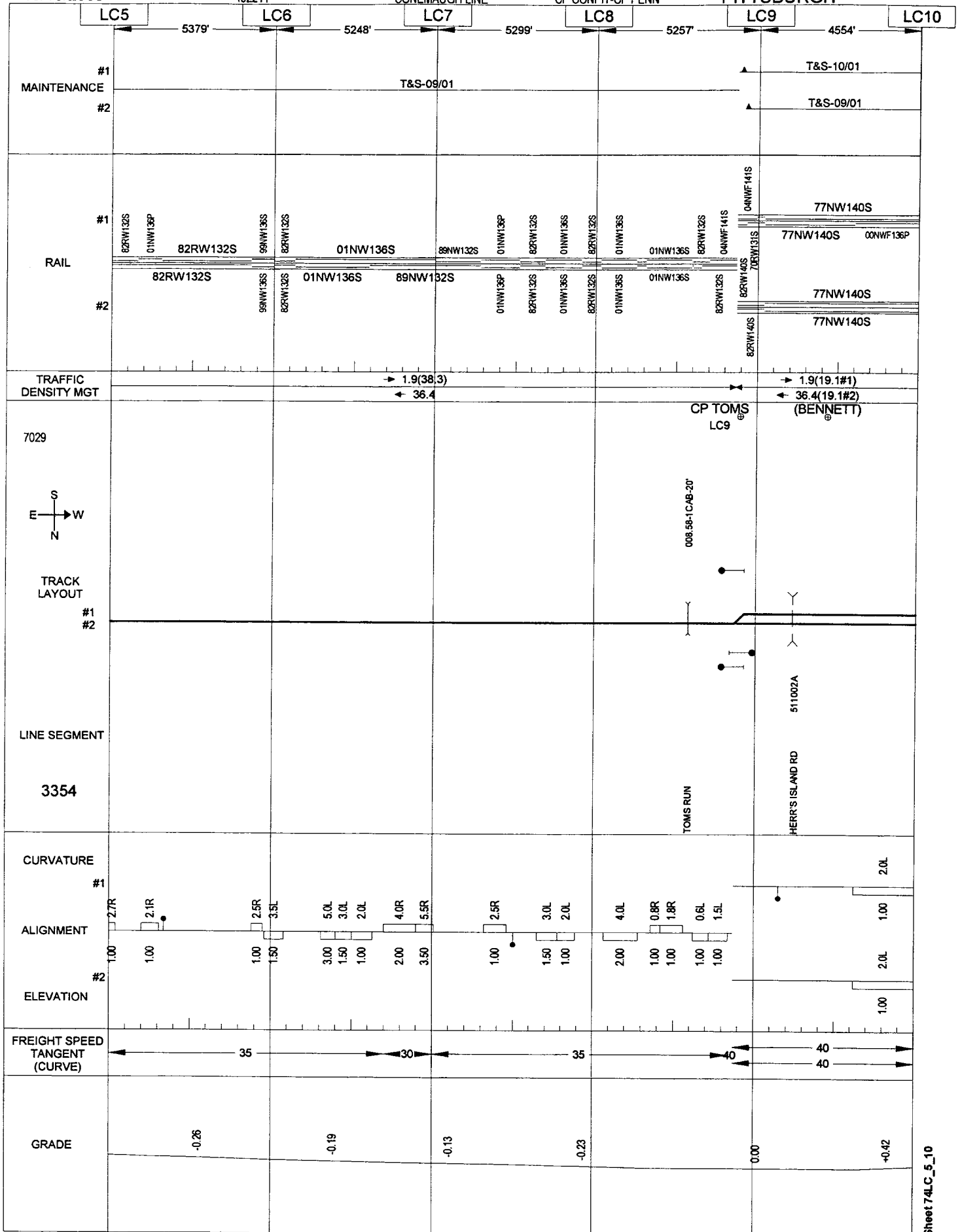
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110

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



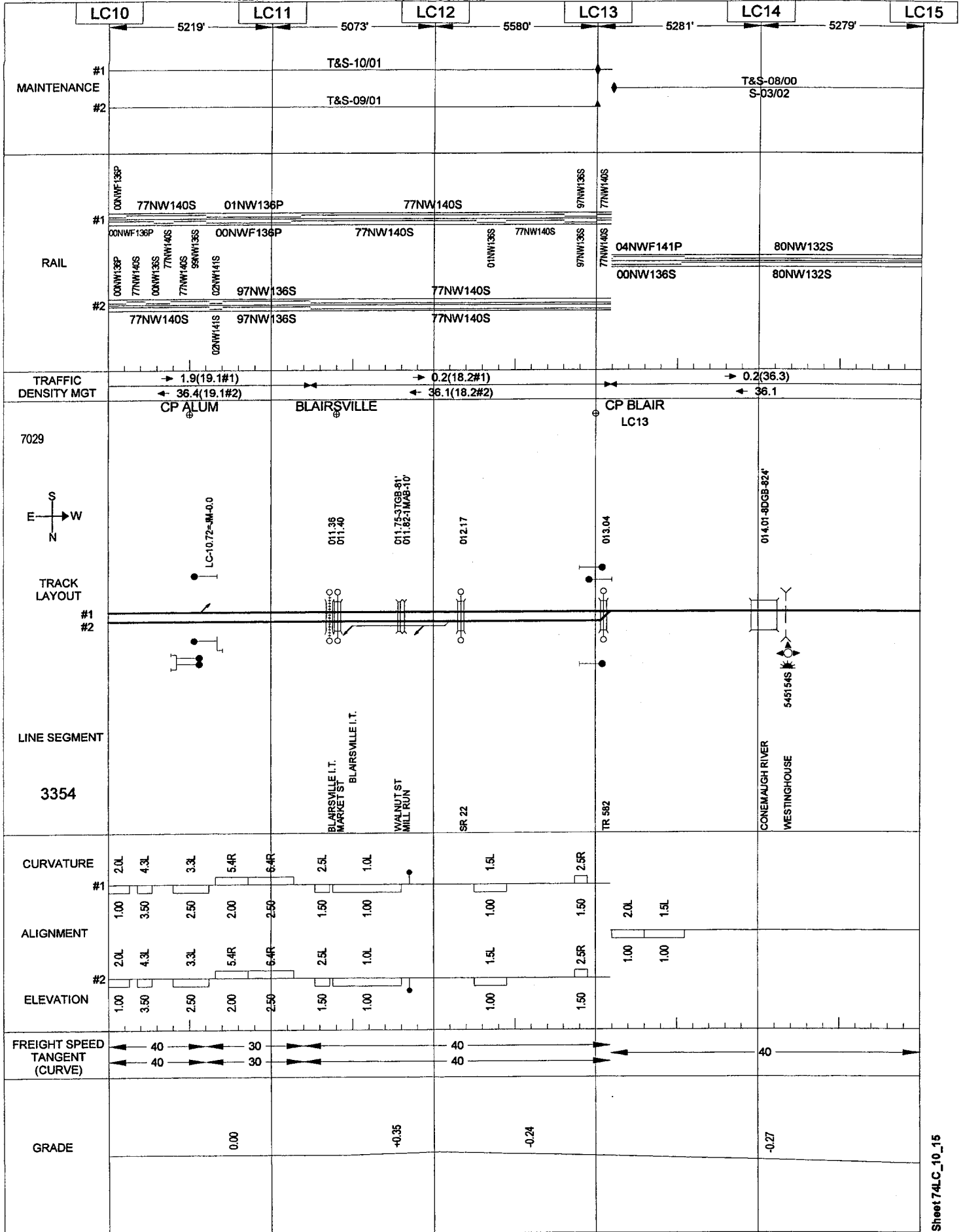
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



10/10/2005

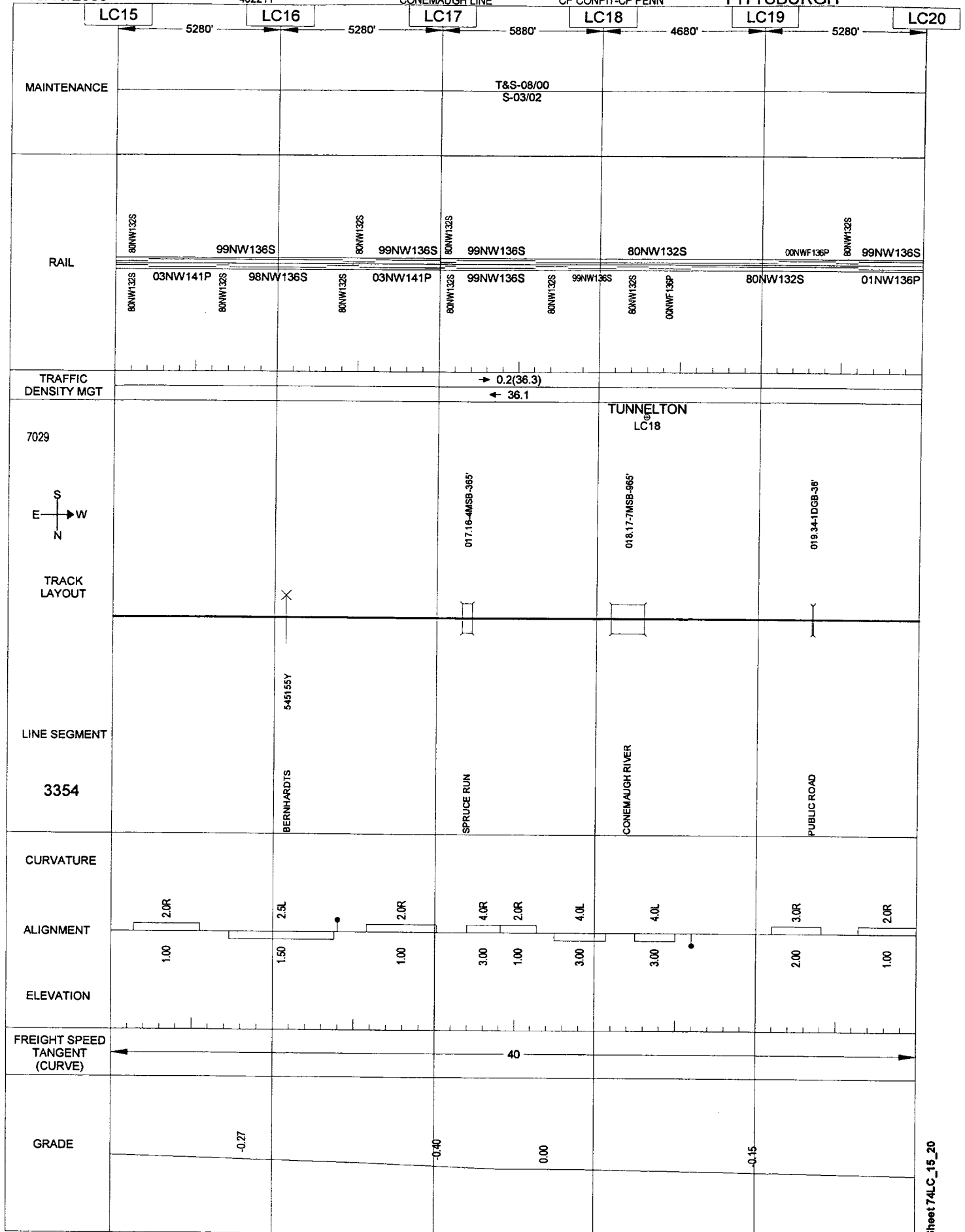
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112

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



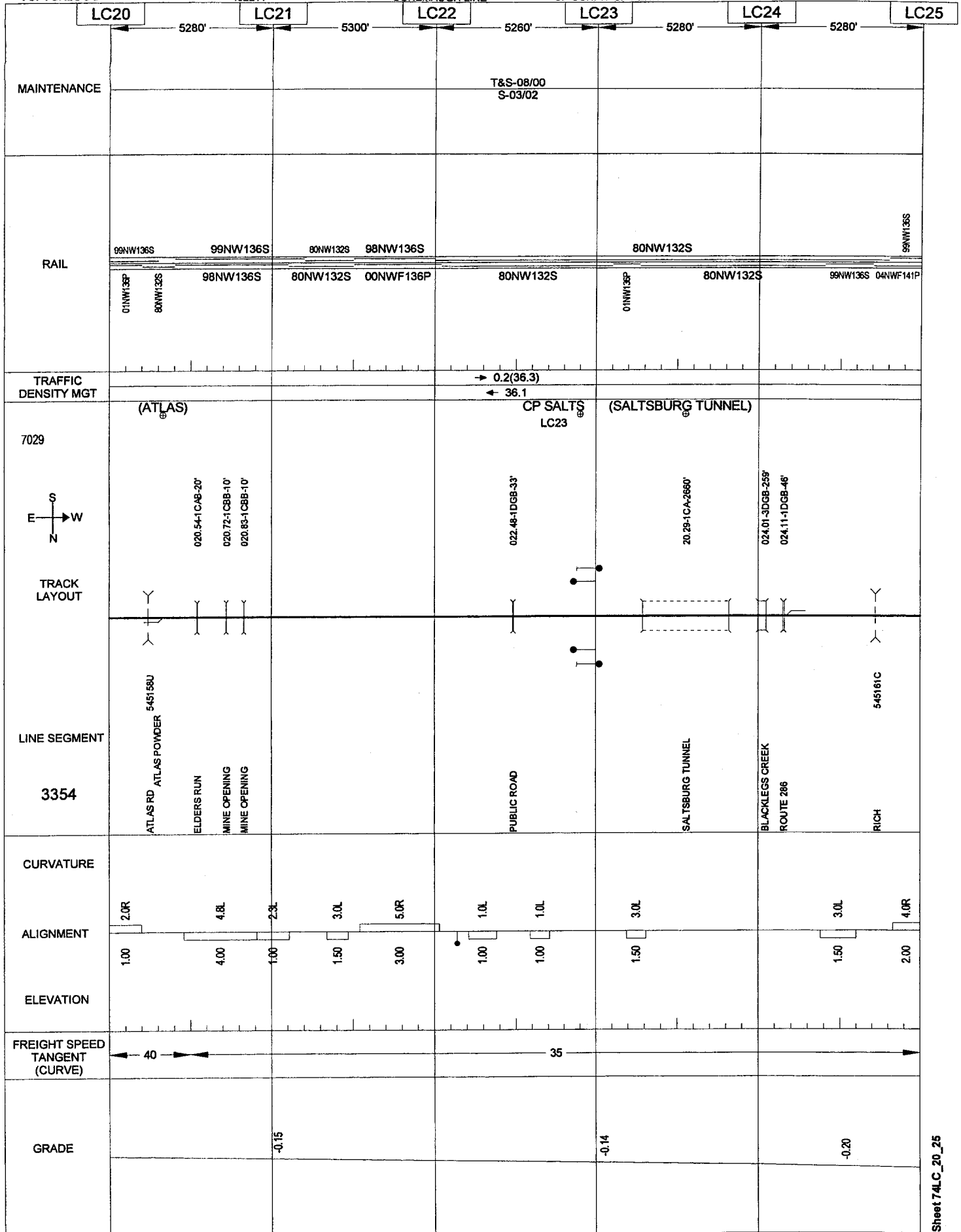
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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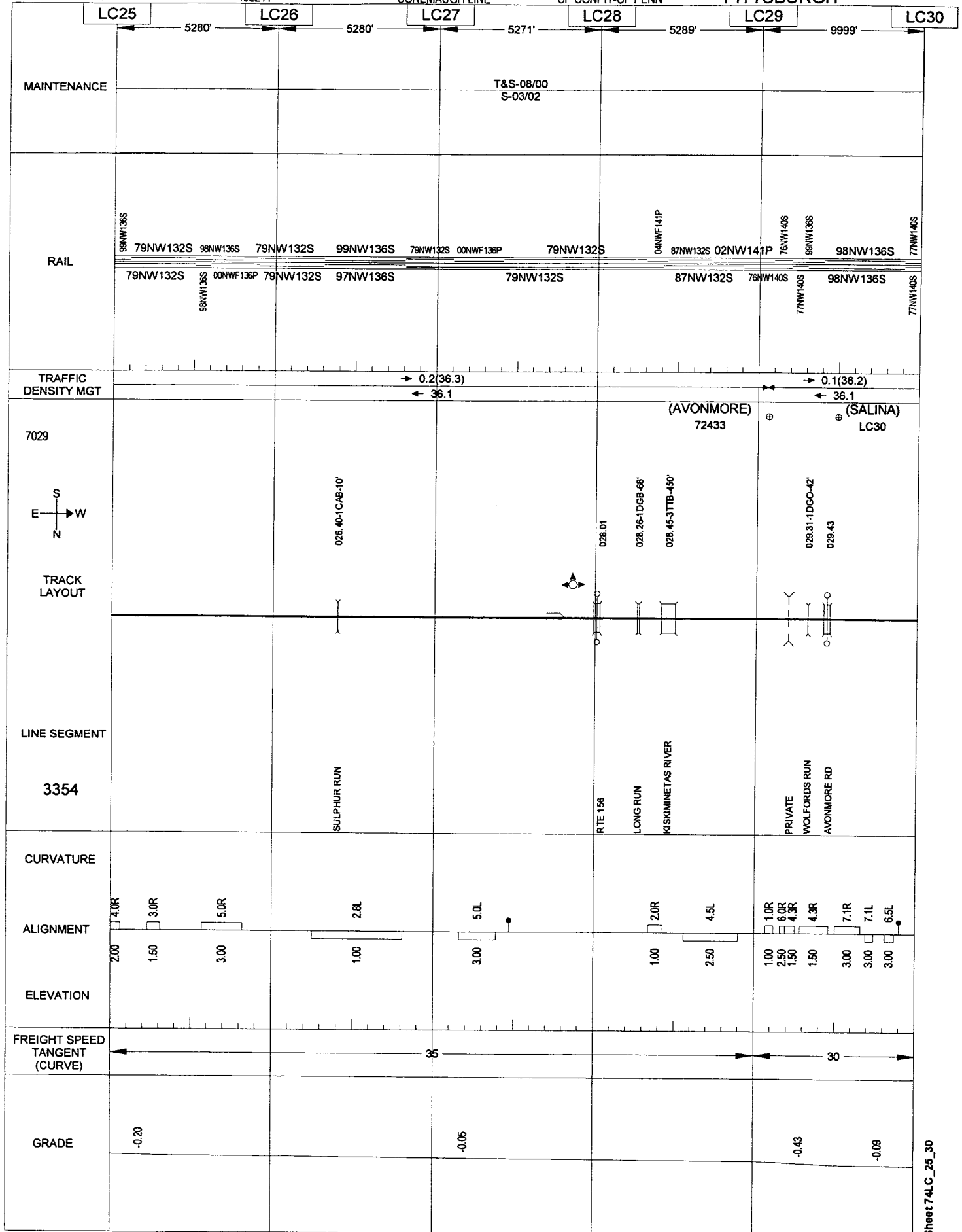
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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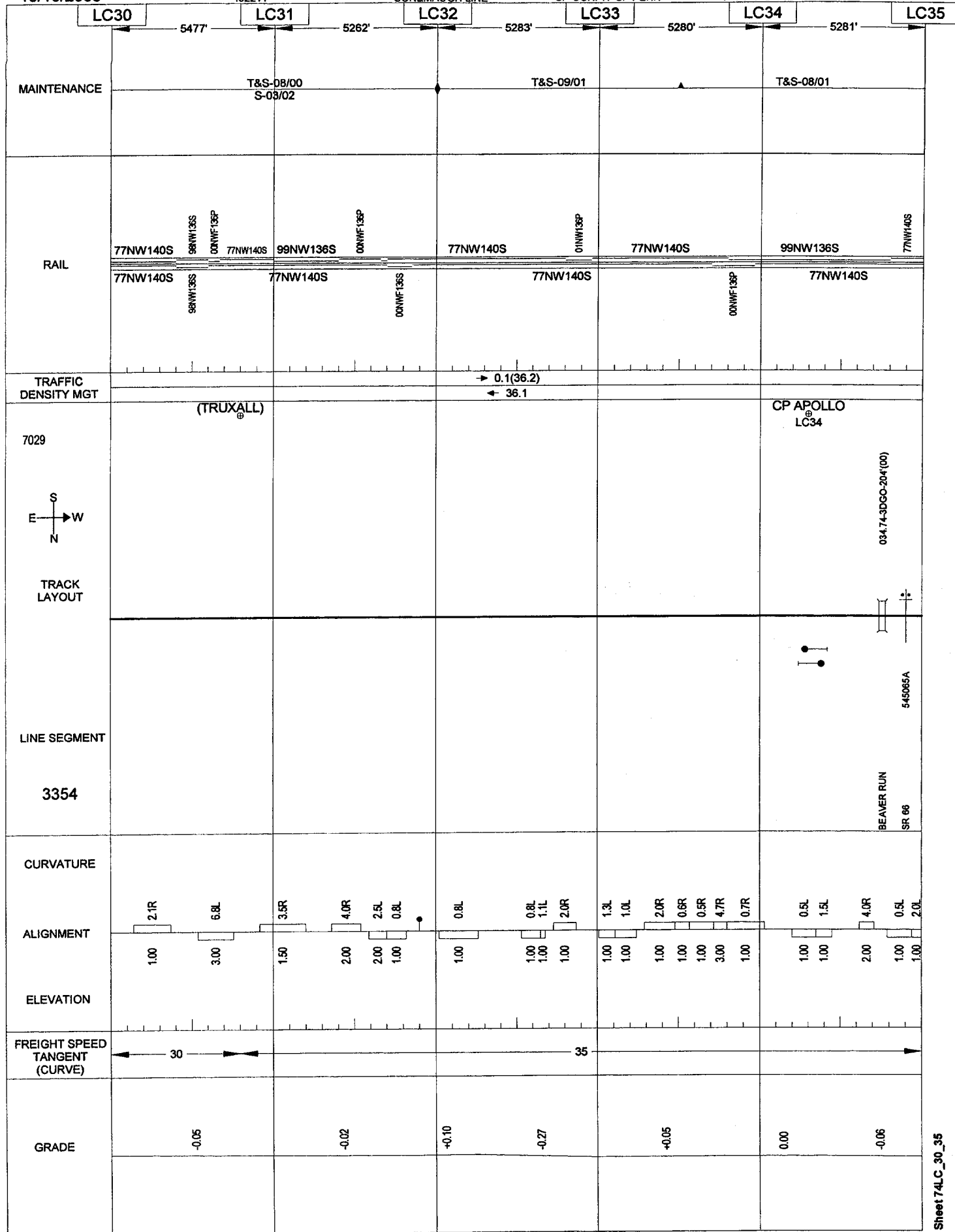
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CP CONPIT-CP PENN

PITTSBURGH



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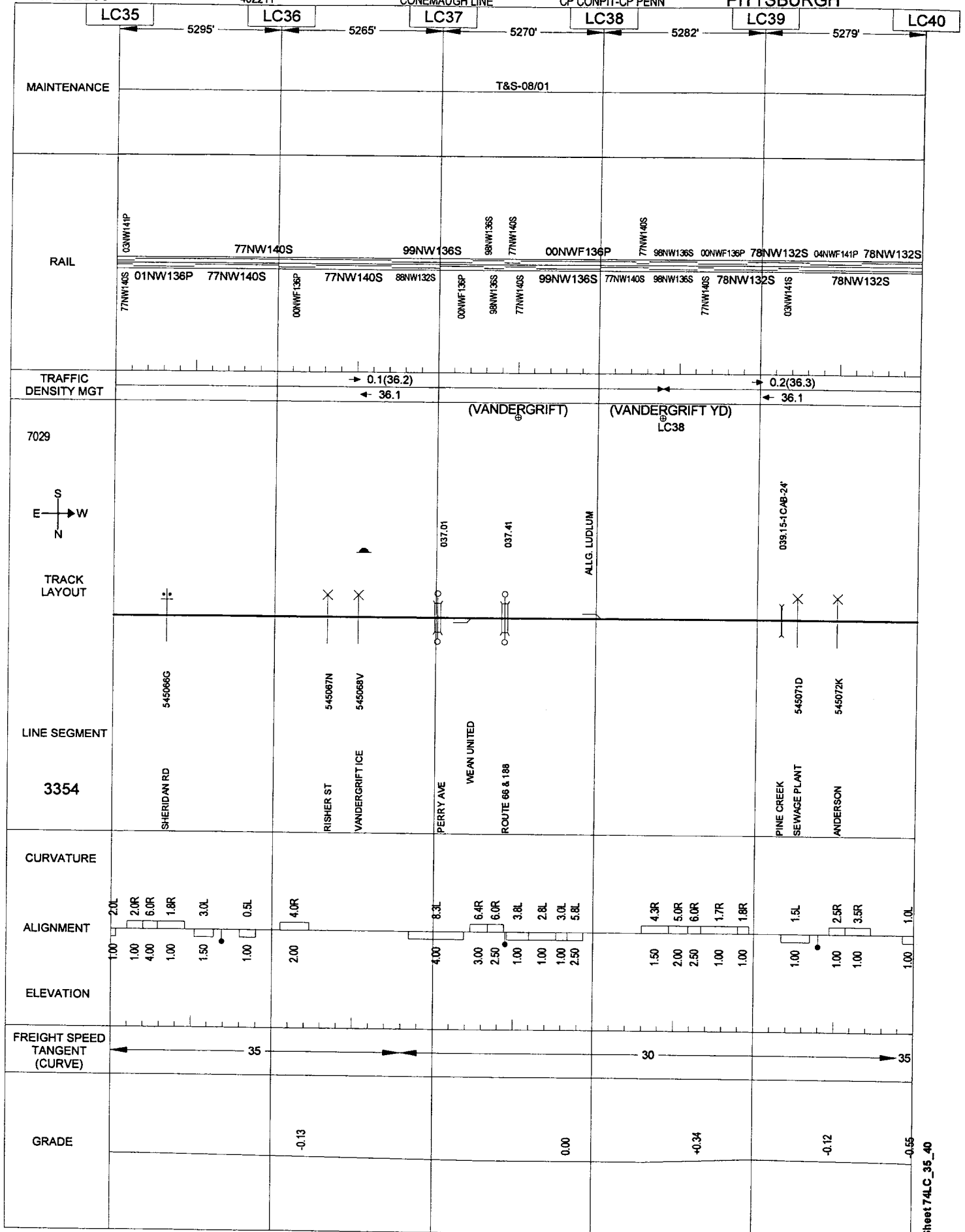
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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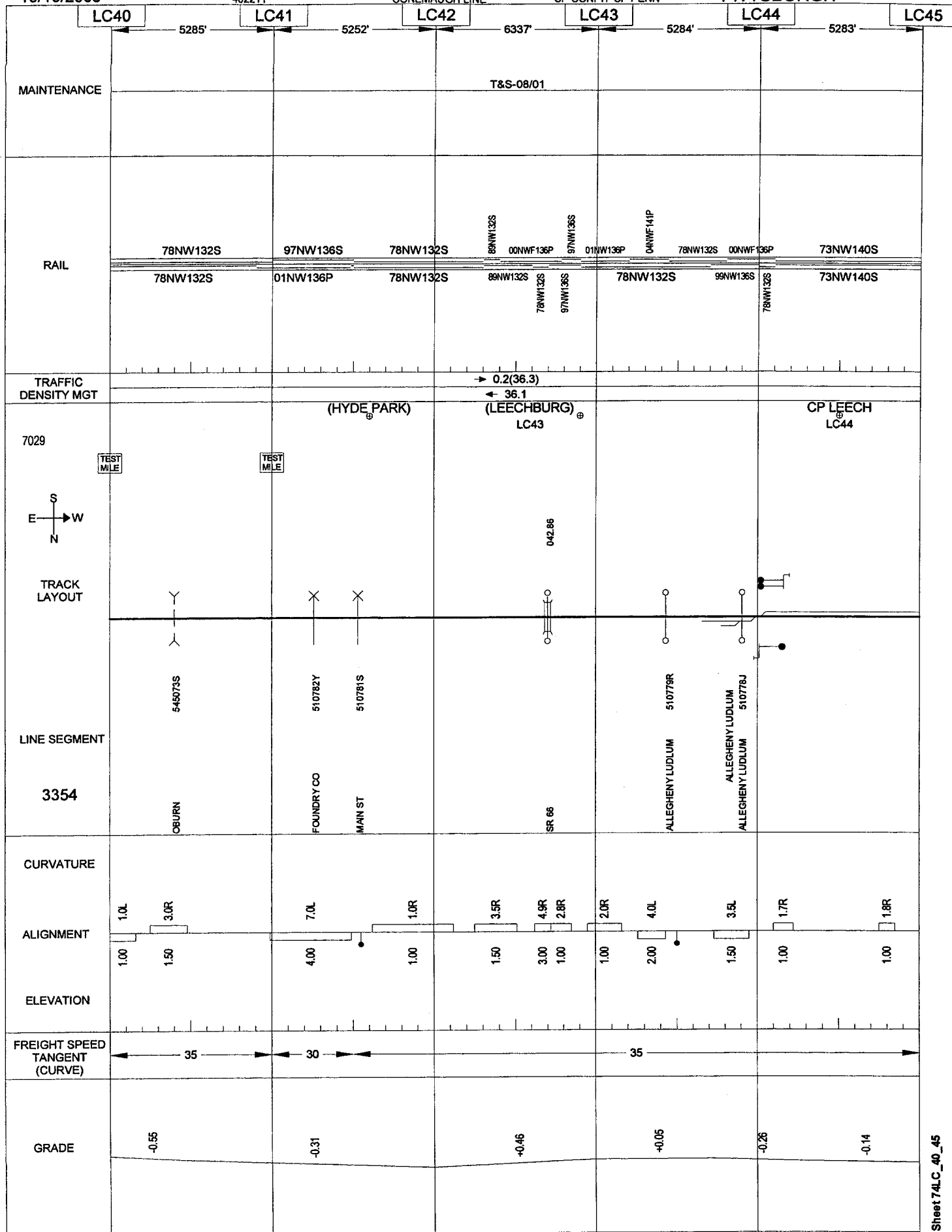
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117

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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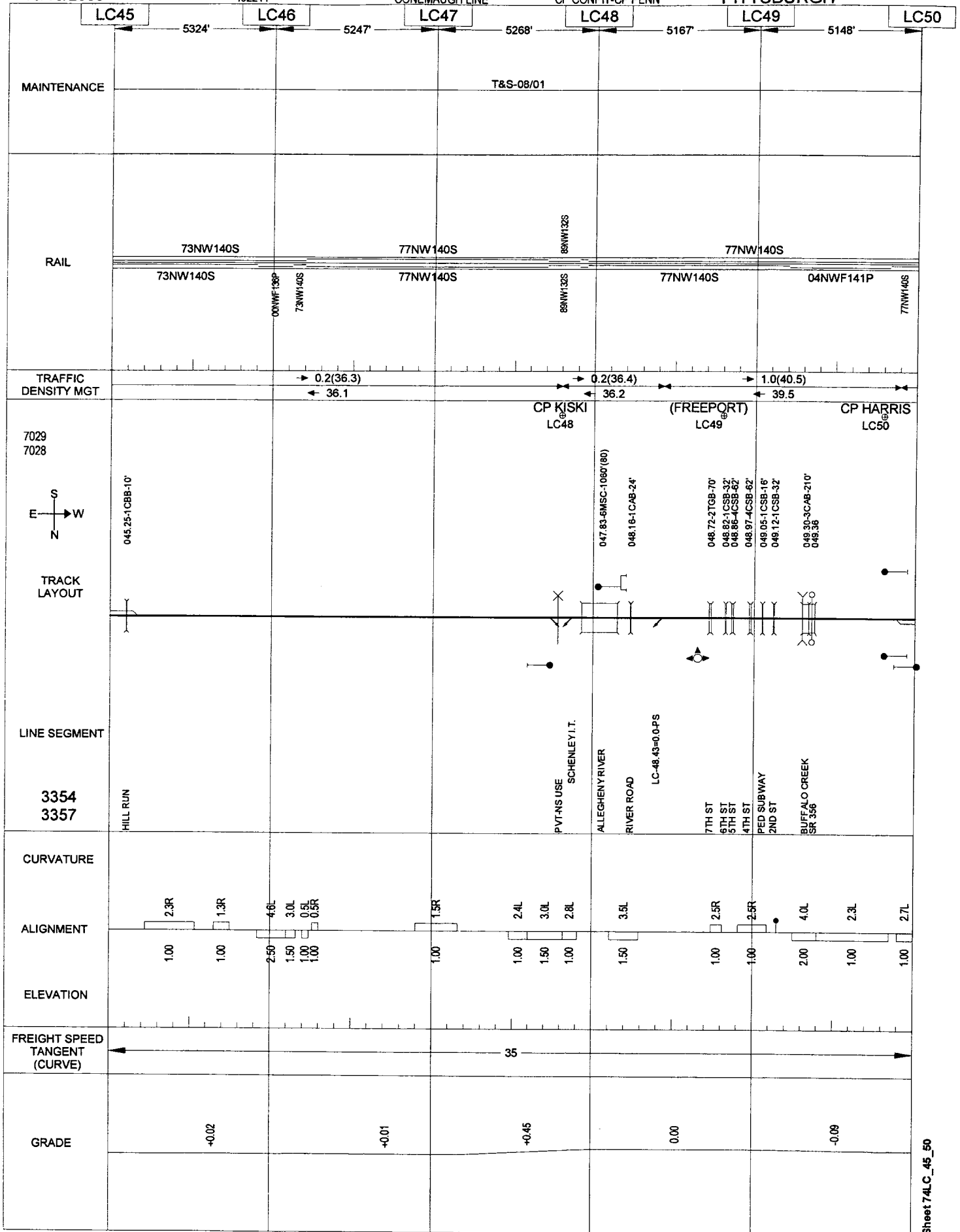
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118

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



10/10/2005

402211

119

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH

LC50

LC51

LC52

LC53

LC54

LC55

5272'

5293'

5279'

5278'

5281'

MAINTENANCE

T&S-08/01

RAIL

77NW140S

04NWF141P

77NW140S

77NW140S

77NW140S

77NW140S

99NW136S

TRAFFIC
DENSITY MGT

→ 1.0(40.4)

← 39.4

← 39.5

7028

CP BEALE
LC51

(KARNS)

(NATRONA)
LC54(BRACKENRIDGE)
LC55S
E → W
NTRACK
LAYOUT

052.00-1MPB-13'

510858C

HILL RUN

KARNS

510859J
510860D
FEDERAL ST
PHILADELPHIA ST

ALLEGHENY LUDLUM

ALLEGHENY LUDLUM

MILE LOCK LN

LINE SEGMENT

3357

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.7L

4.0L

4.0R

3.3R

2.0R

2.0R

2.0R

3.0R

3.0L

4.8L

1.3R

3.0R

1.00

2.00

2.00

1.50

1.00

1.00

1.00

2.00

2.00

4.00

1.00

2.00

-0.28

+0.02

-0.10

35

40

10/10/2005

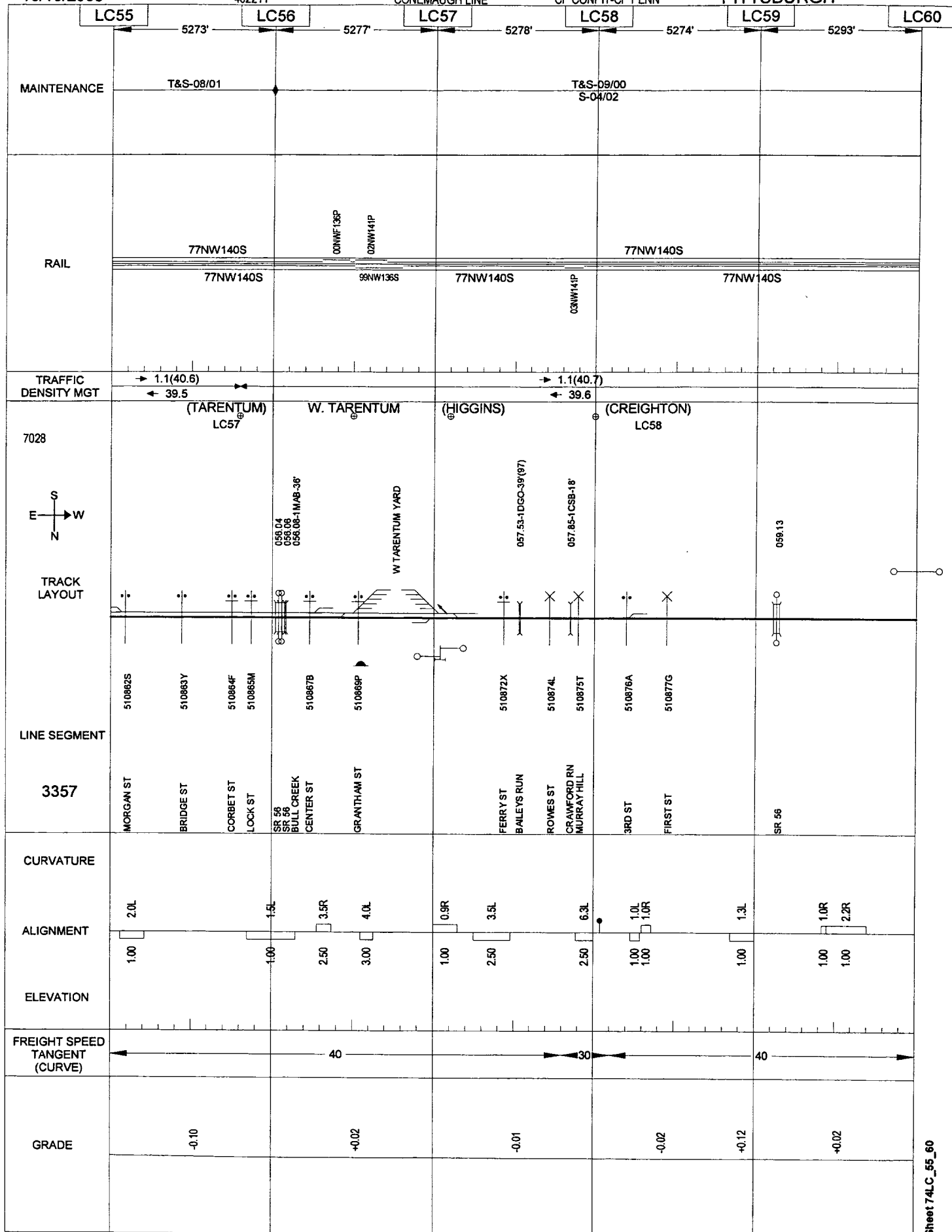
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CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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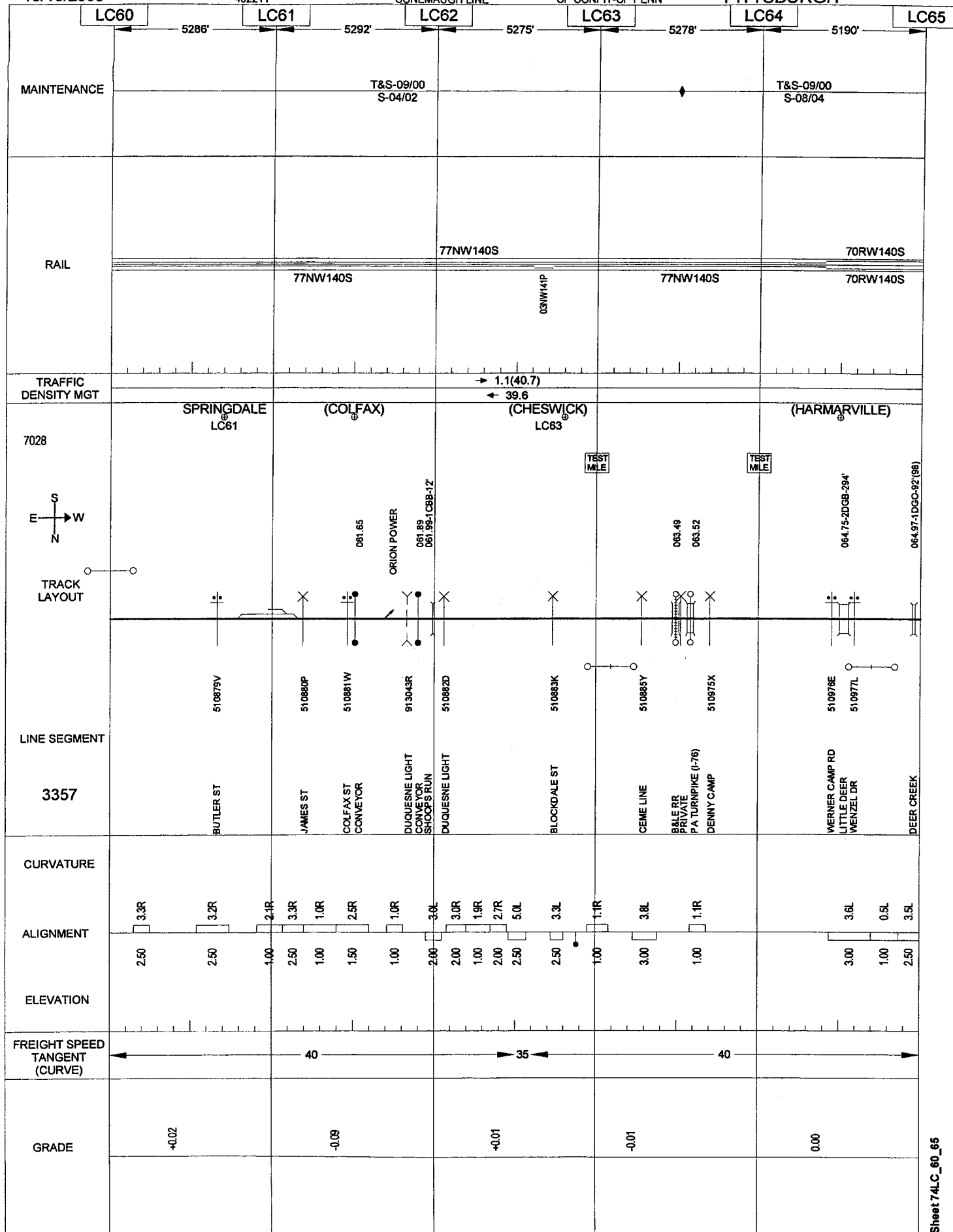
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121

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



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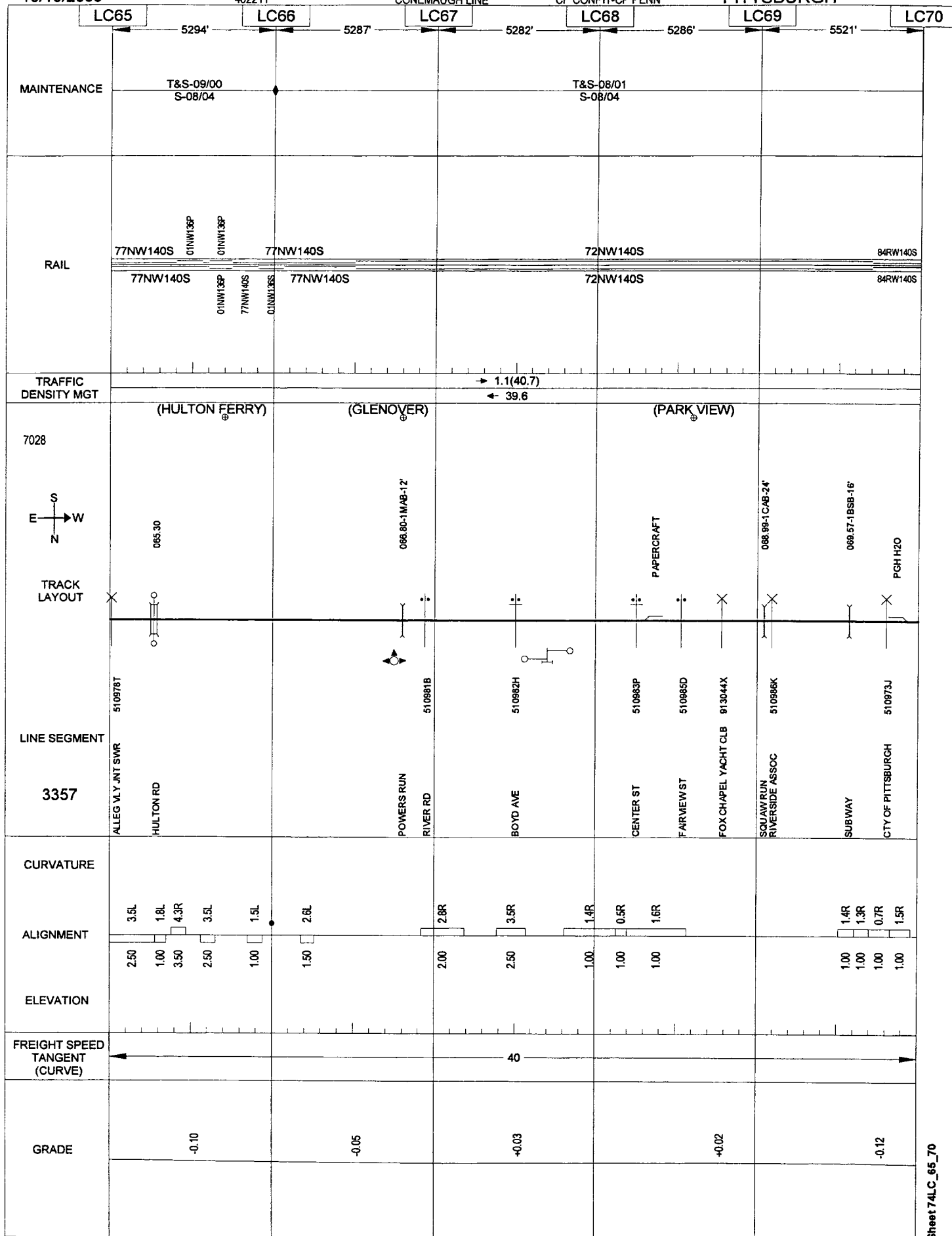
122

402211

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



PITTSBURGH

Sheet 74LC_70_75

10/10/2005

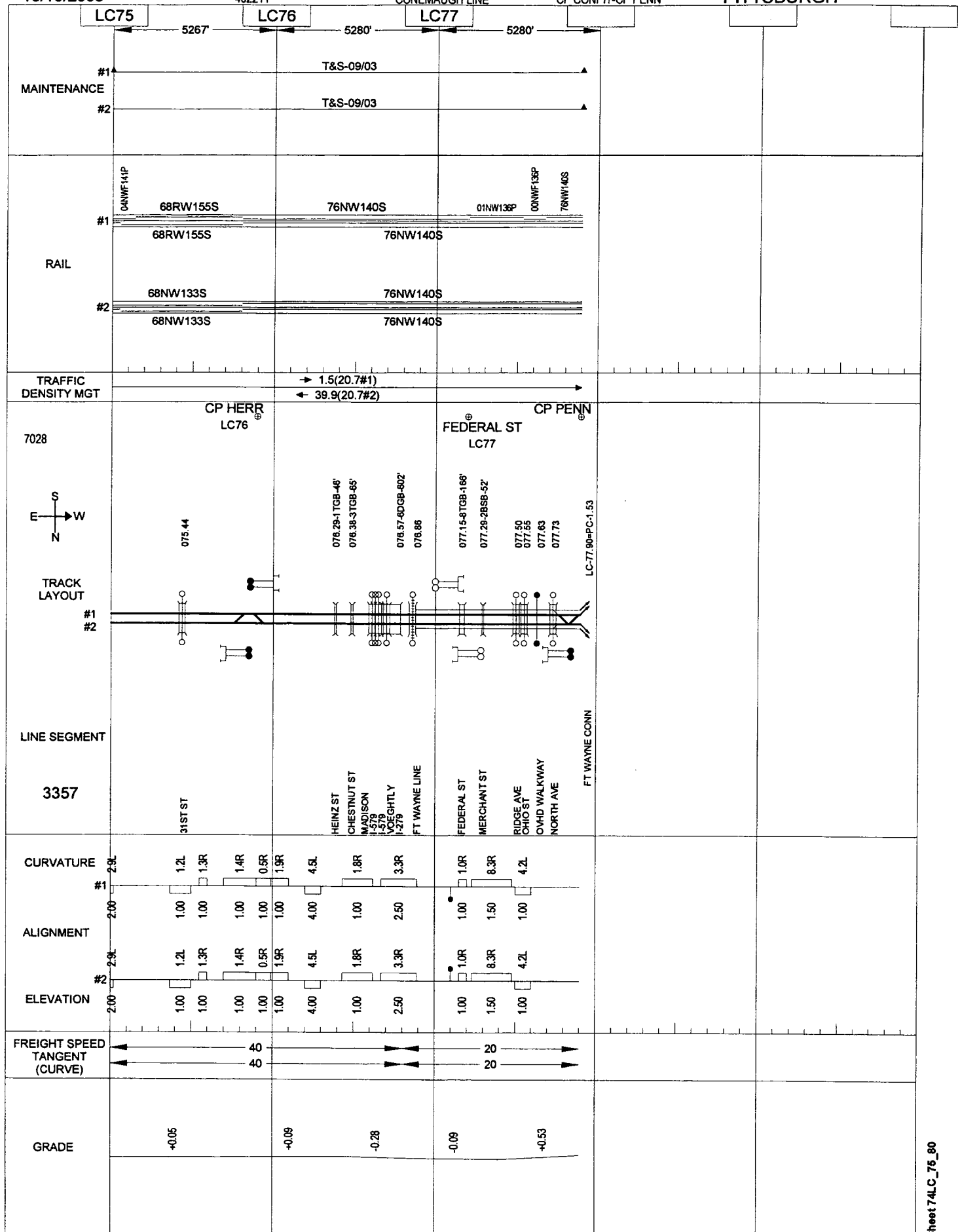
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124

CONEMAUGH LINE

CP CONPIT-CP PENN

PITTSBURGH



10/10/2005

125

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH

B7

B8

B9

B10

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-09/01

RAIL

80NW131S

80NW132S

78W131S

80NW131S

91NWF 132P

80NW132S

78W131S

TRAFFIC
DENSITY MGT

11.1(24.7)

13.6

BLASDELL

GB

(BAY VIEW)

00009

(ATHOL SPRINGS)

1-NY(NYC&SL)
2-NY(NYC&SL)TRACK
LAYOUT

BEGIN HARRISBURG DIV

006.61

006.17

006.95-1SAB-11'

007.51

007.55-1DGO-22'

BLASDELL CORP

ERIE CO

GEORGIA PACIFIC

GEORGIA PACIFIC

BRDC

BRDC

009.08

008.85

LINE SEGMENT

7274

BUFFALO SOU CONN

CSXT

OVERHEAD STRUCTURE

ACCESS RD

SS RR MI 21 MANS

WATERWAY

LAKE AVE

471711T

471712A

MILE STRIP RD

RUSH CREEK

471713G

BAYVIEW RD

TO CSX

471714N

BIG TREE RD

471715V

CAMP RD (RTE 75)

CURVATURE

ALIGNMENT

ELEVATION

4.2R

1.0R

0.9R

0.5R

0.2L

0.2R

2.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

35

50

GRADE

-0.12

-0.31

-0.66

-0.27

0.00

-0.37

-0.44

-0.74

0.00

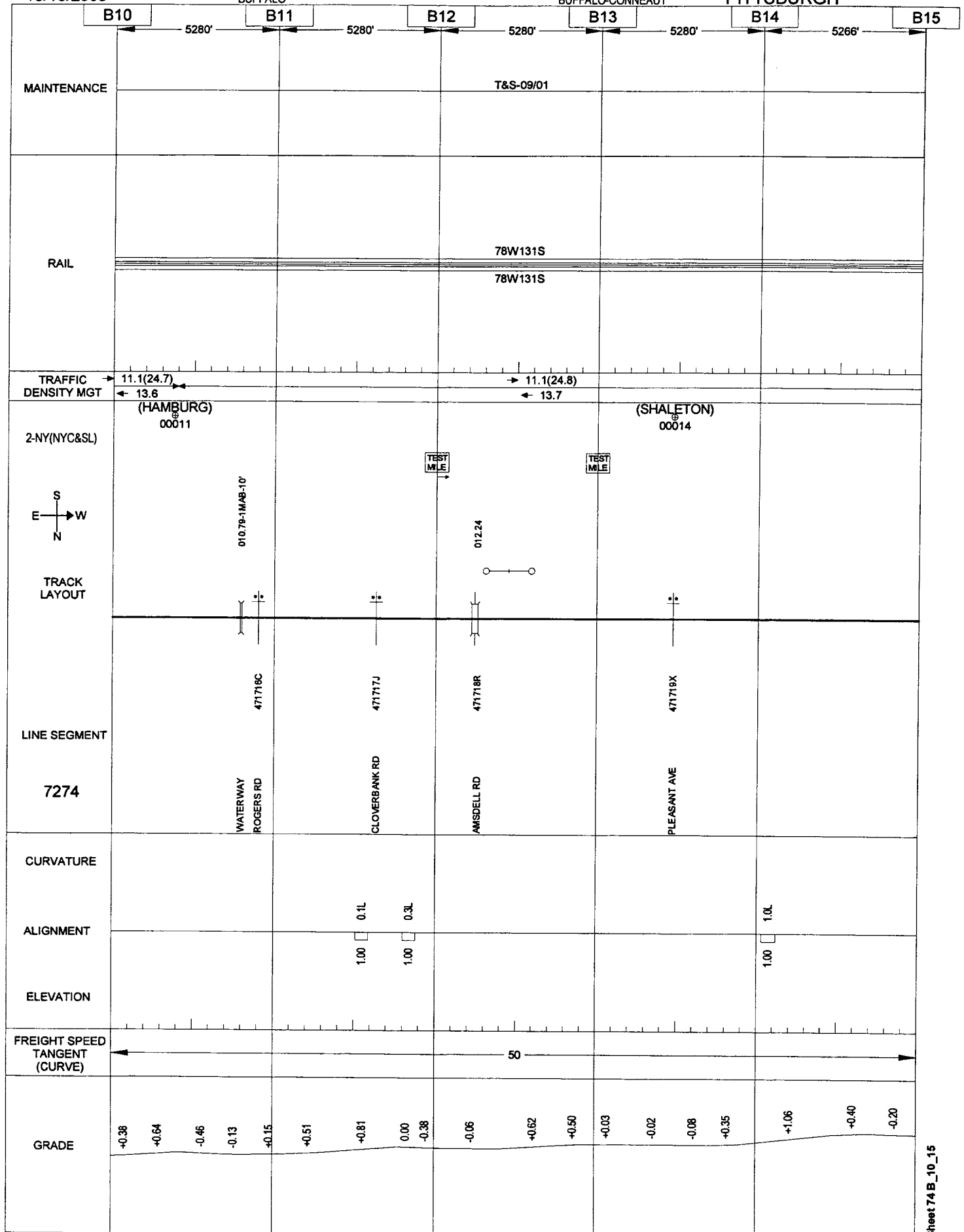
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10/10/2005

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH



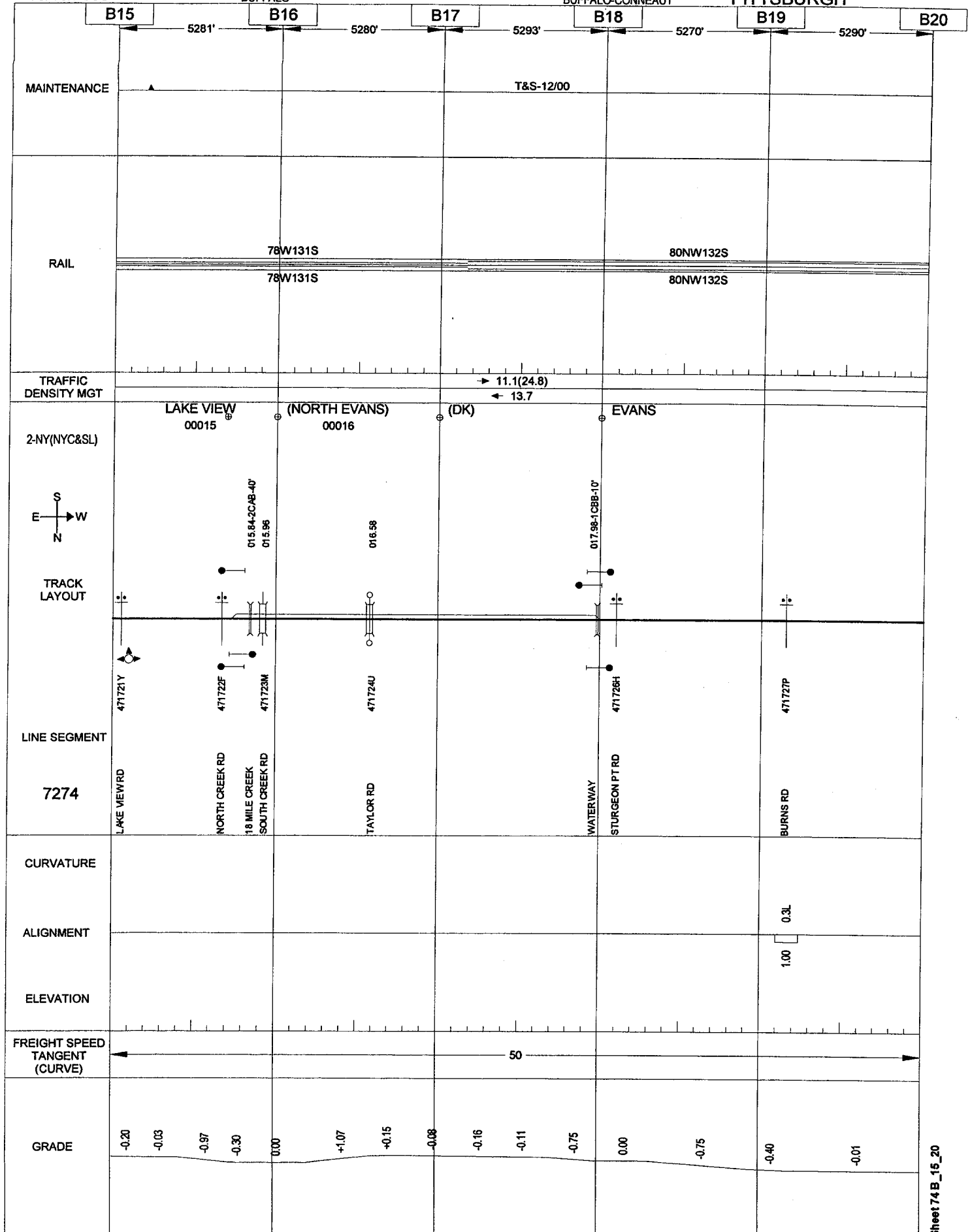
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127

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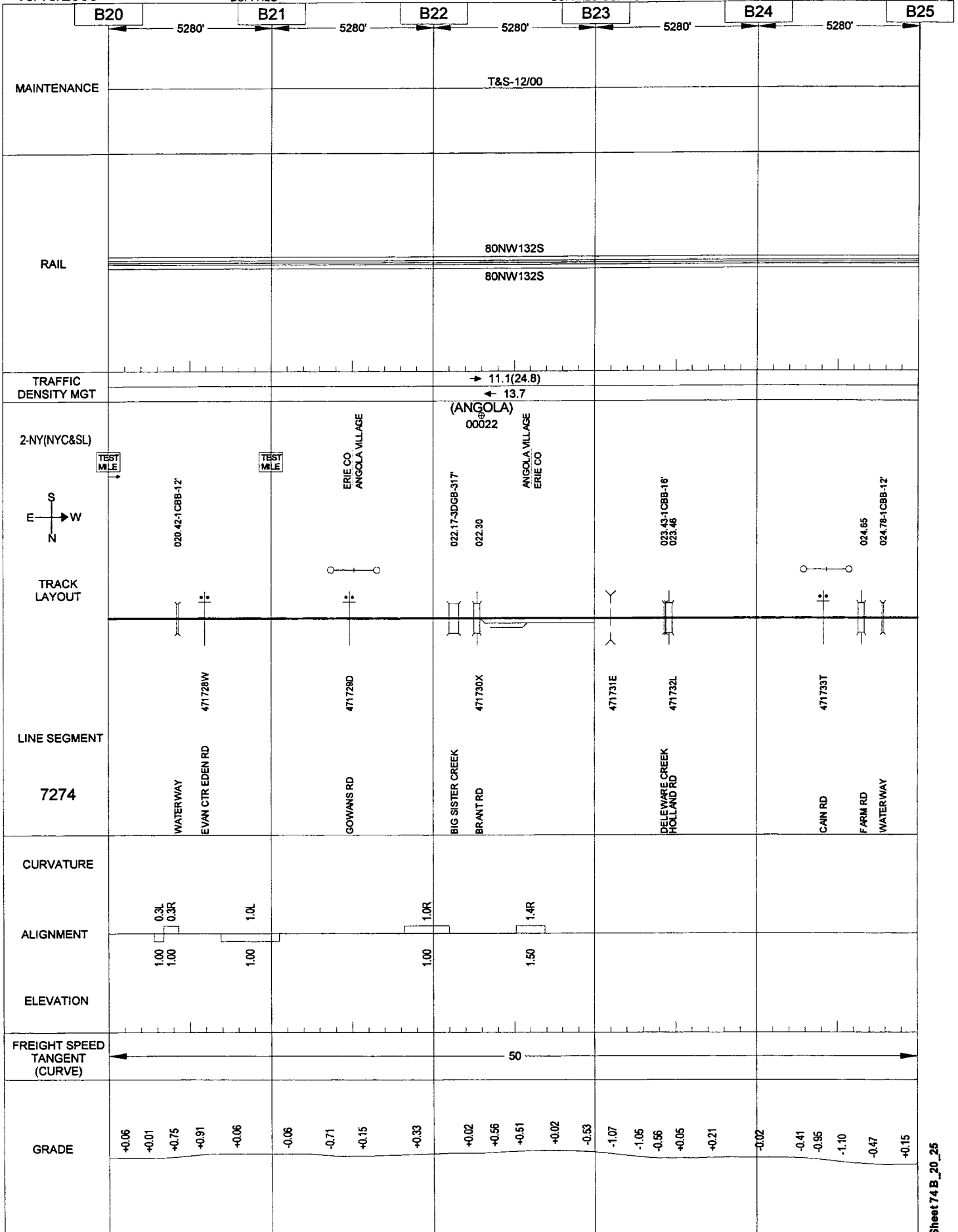


10/10/2005

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH



Sheet 74 B_25_30

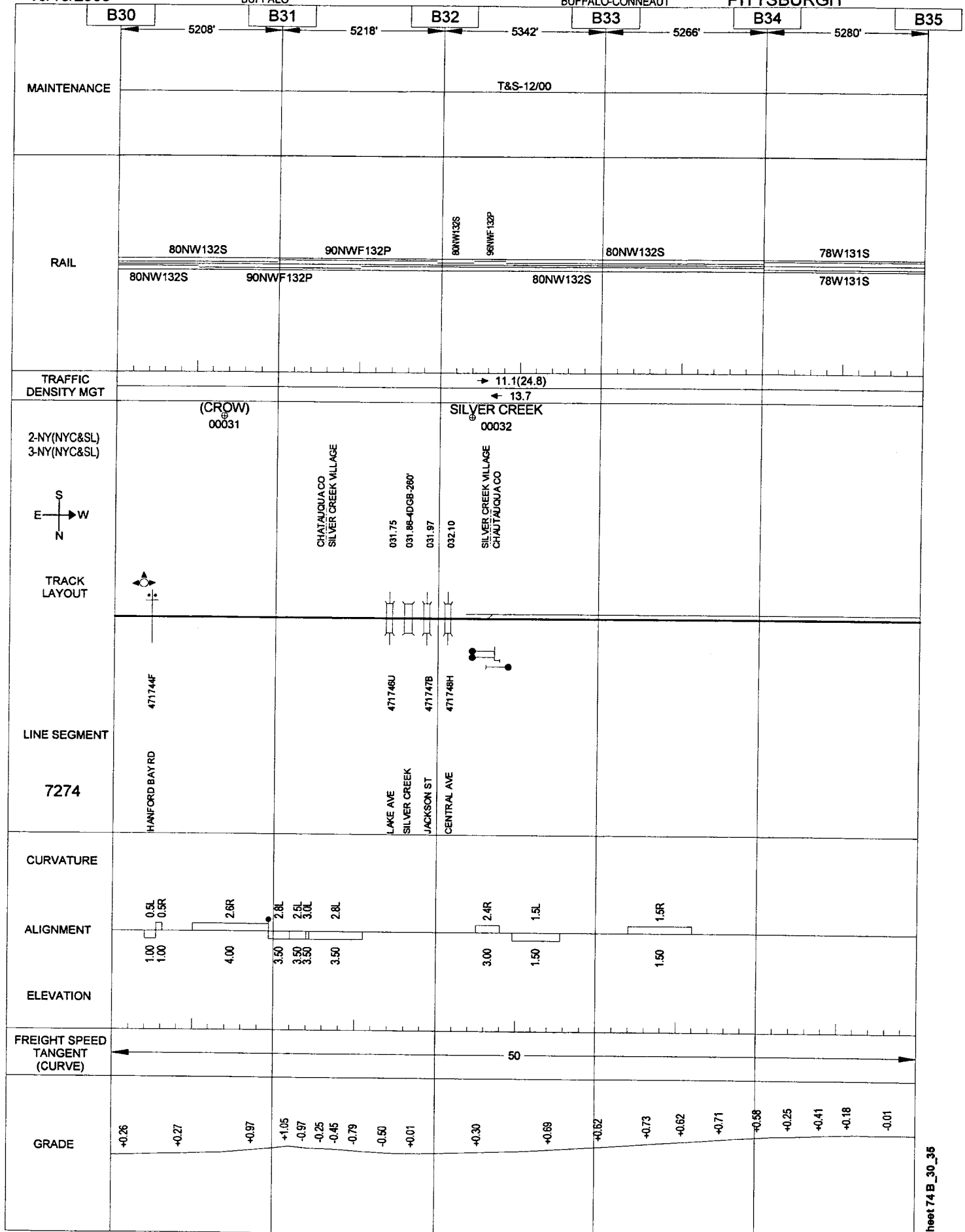
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130

BUFFALO

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PITTSBURGH

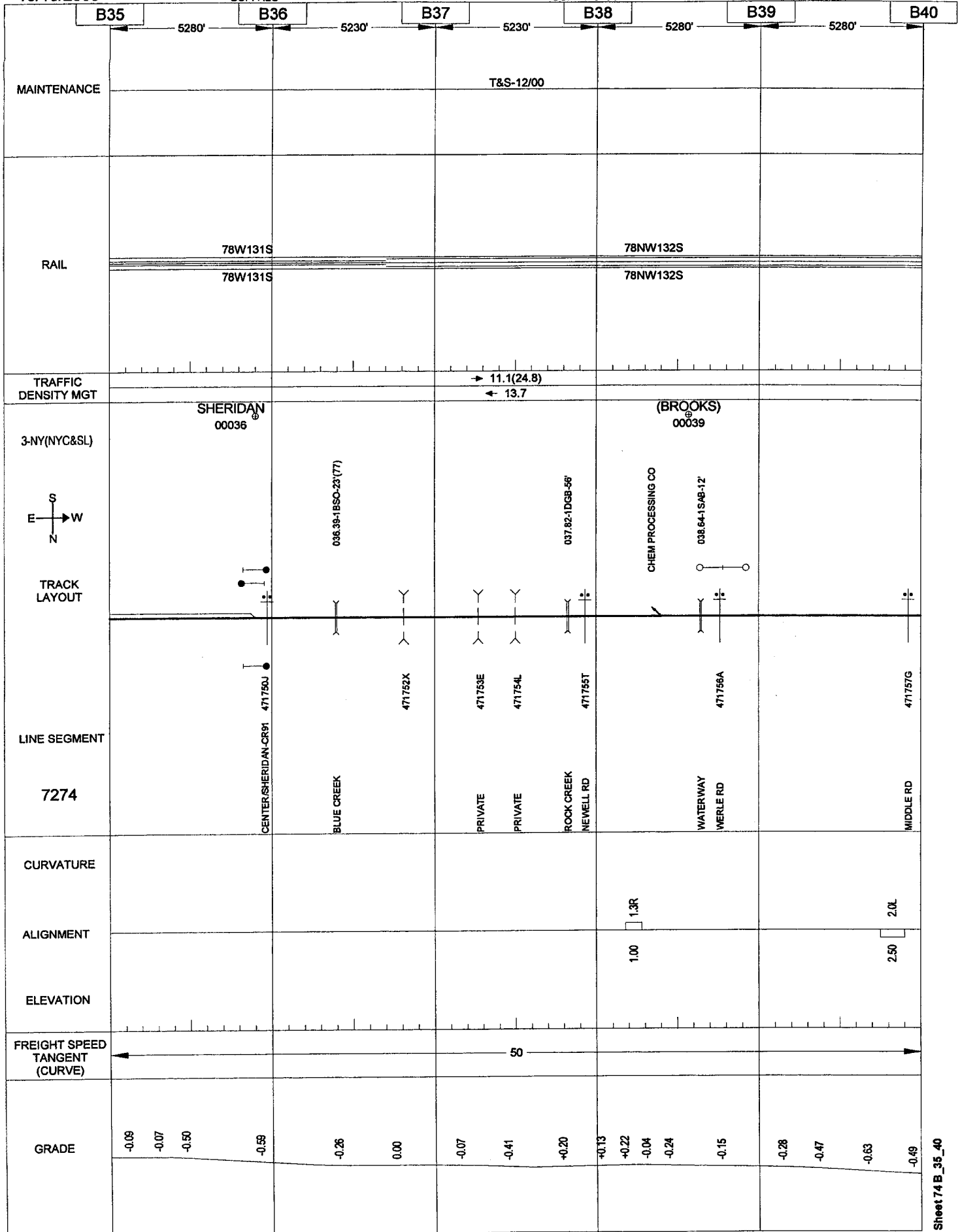


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BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH



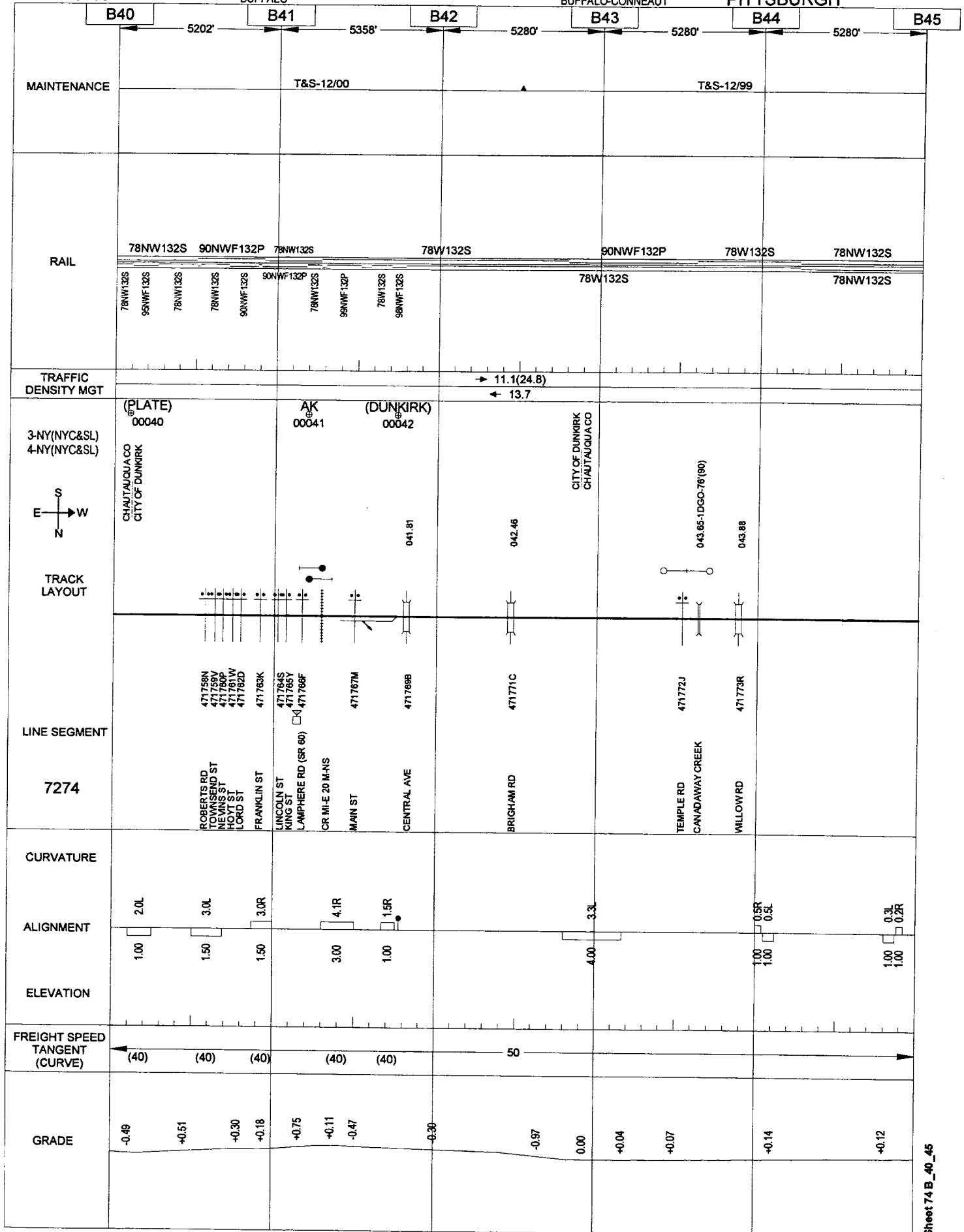
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132

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PITTSBURGH



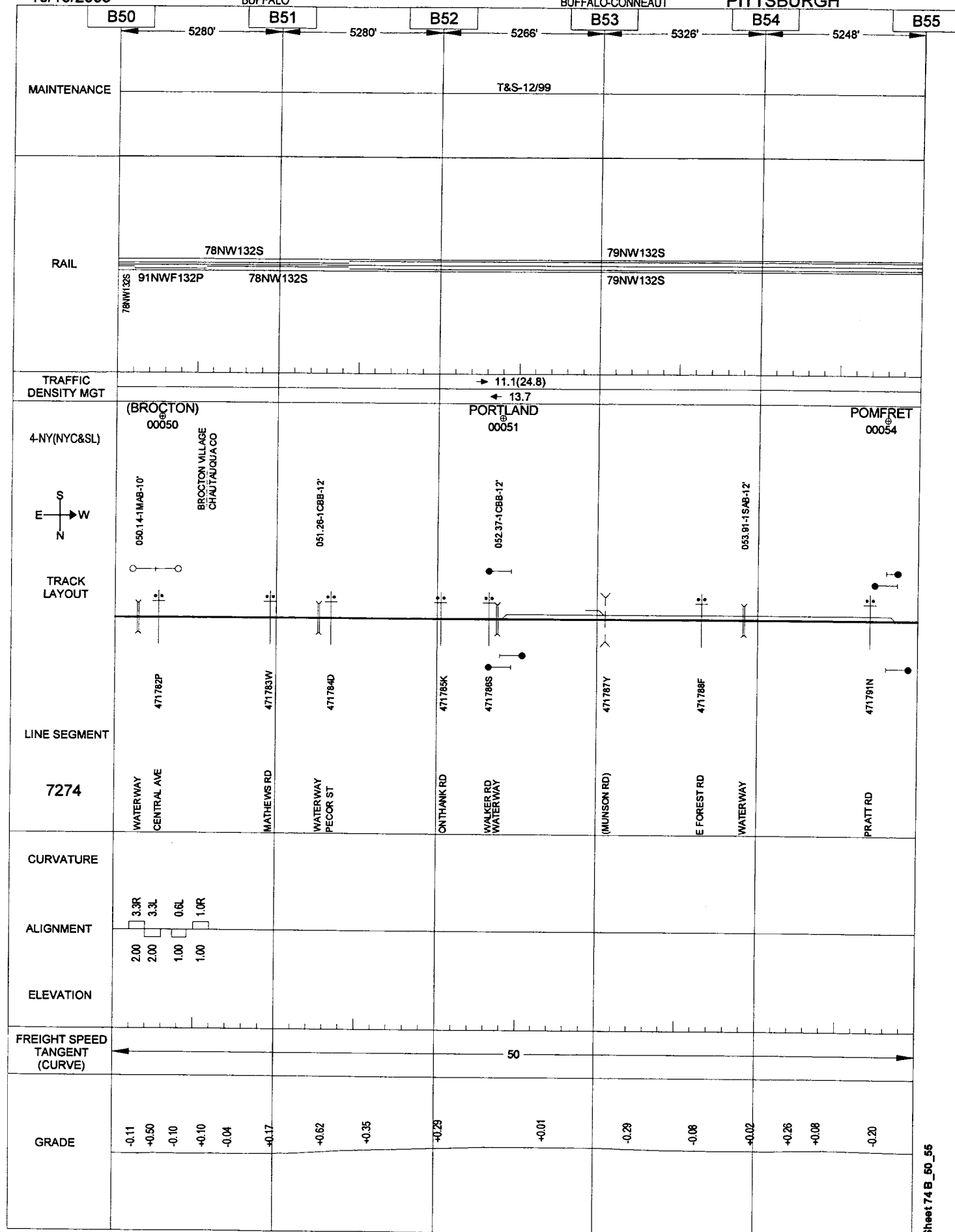
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10/10/2005

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH



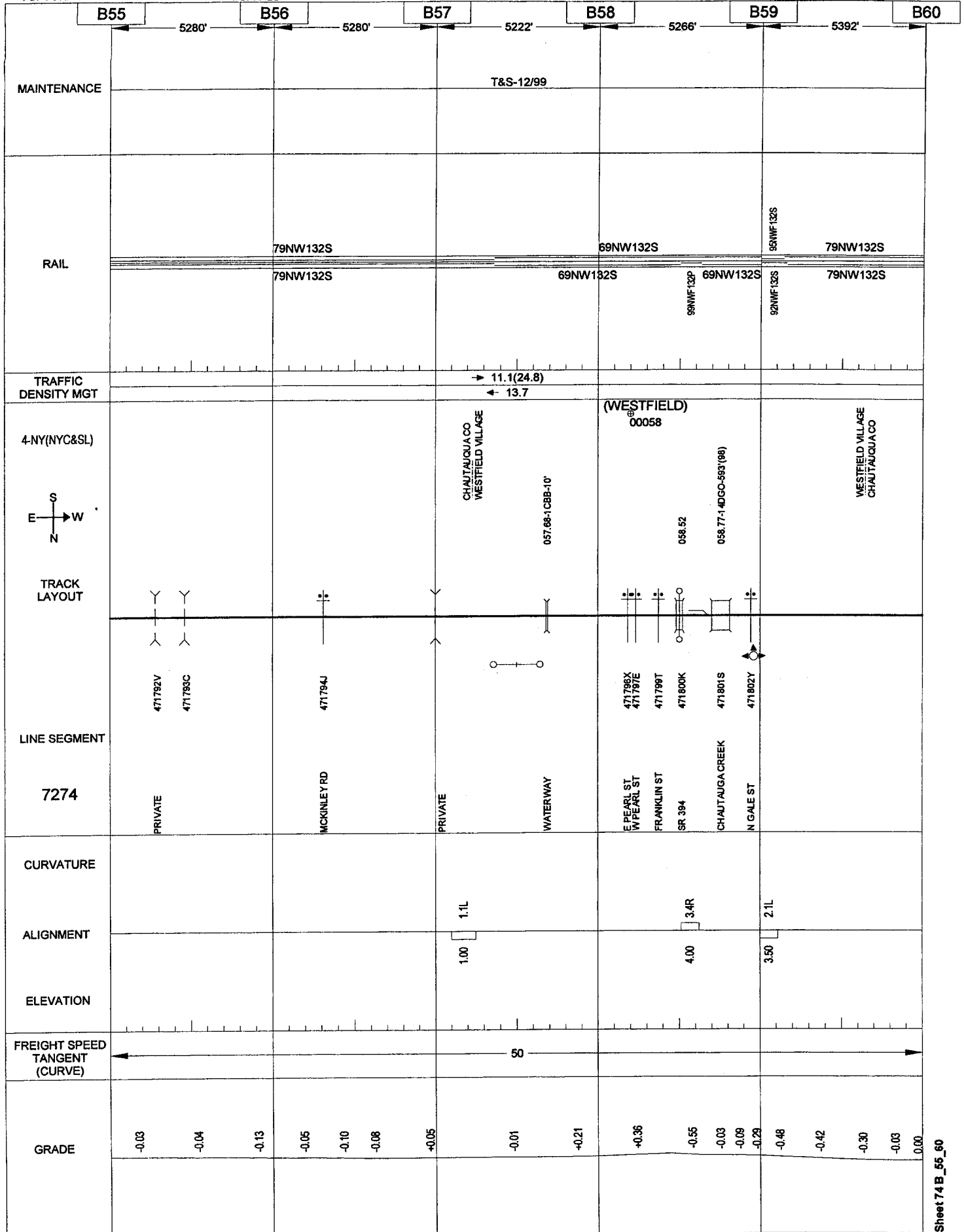
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135

BUFFALO

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PITTSBURGH



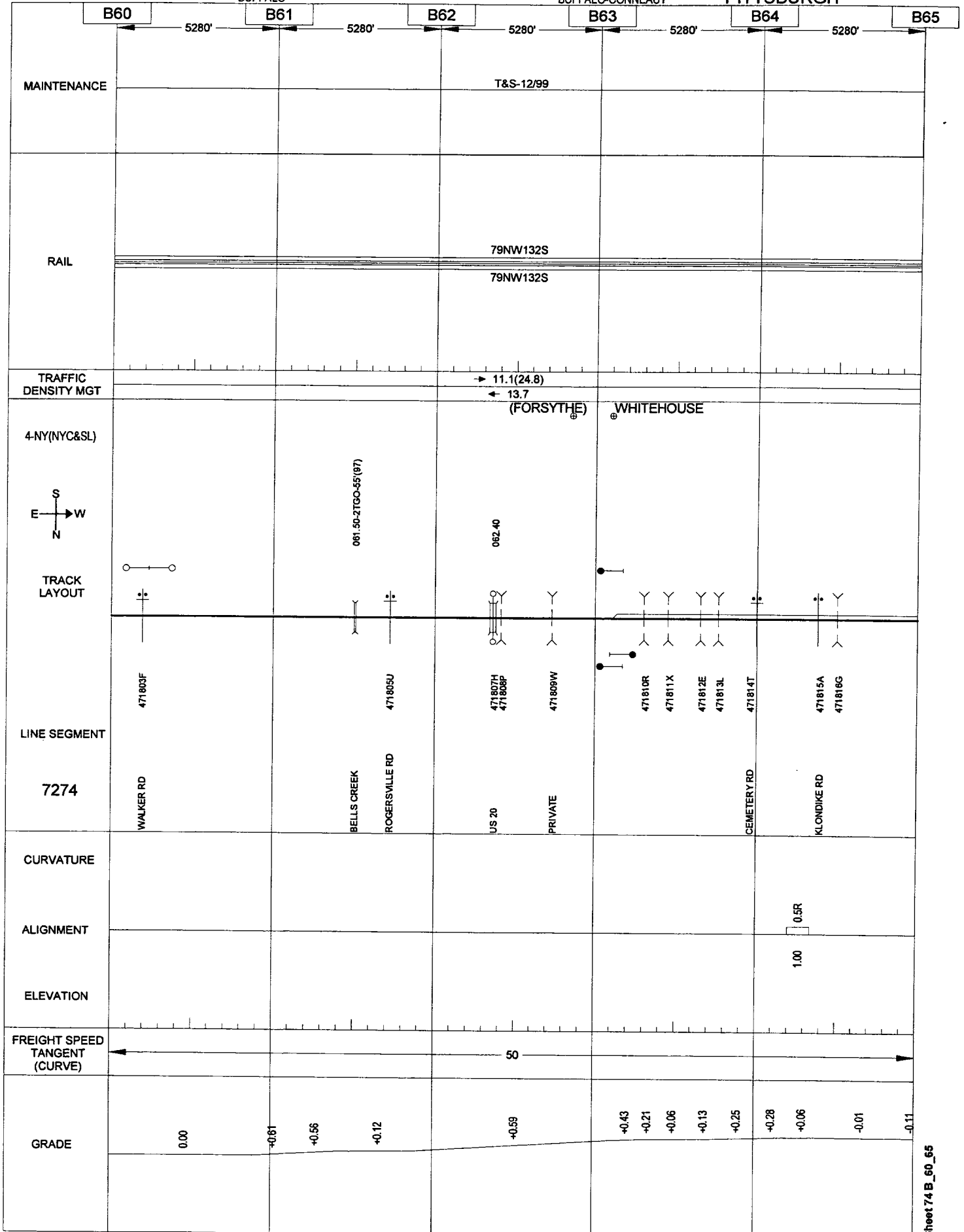
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136

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH



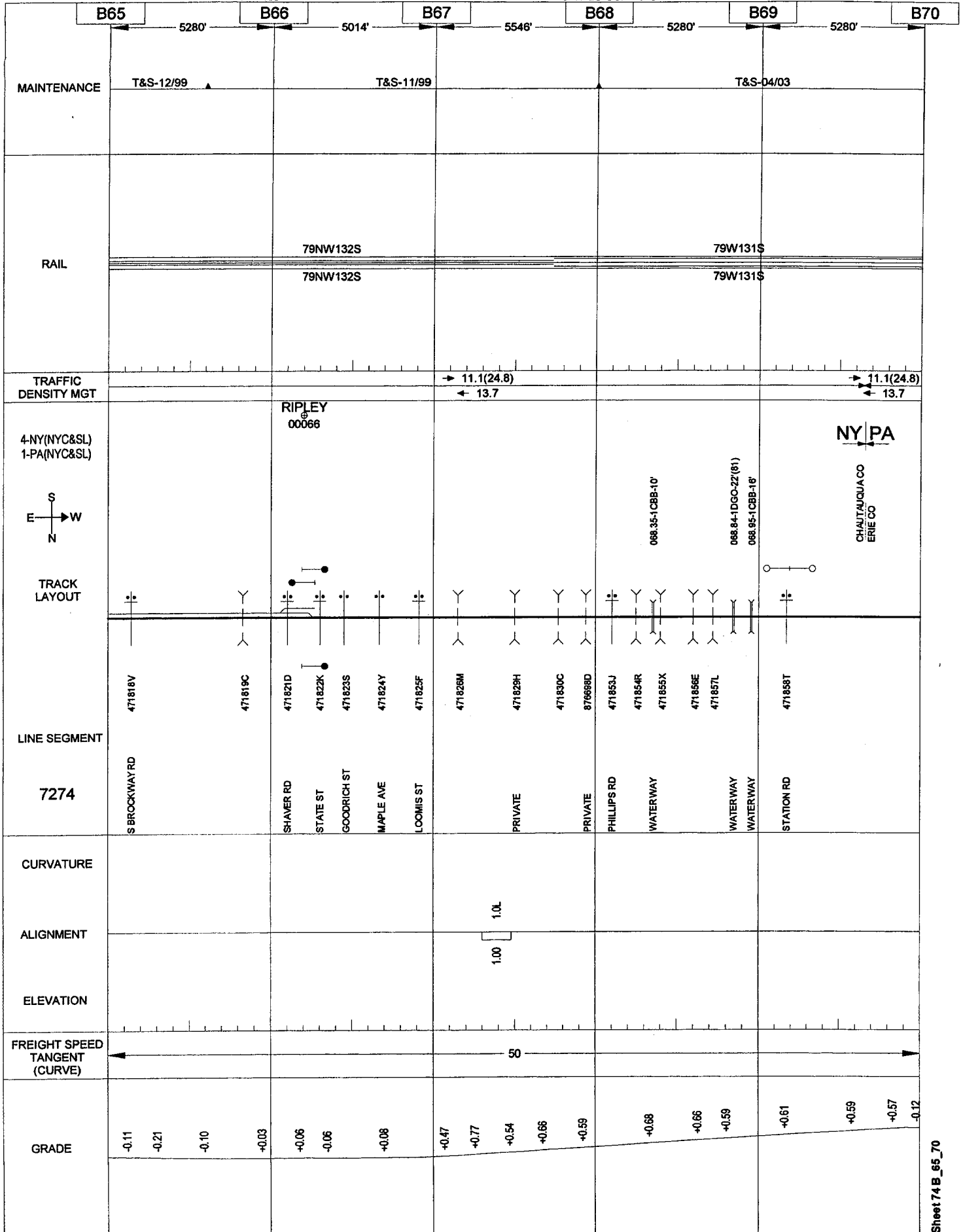
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137

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PITTSBURGH



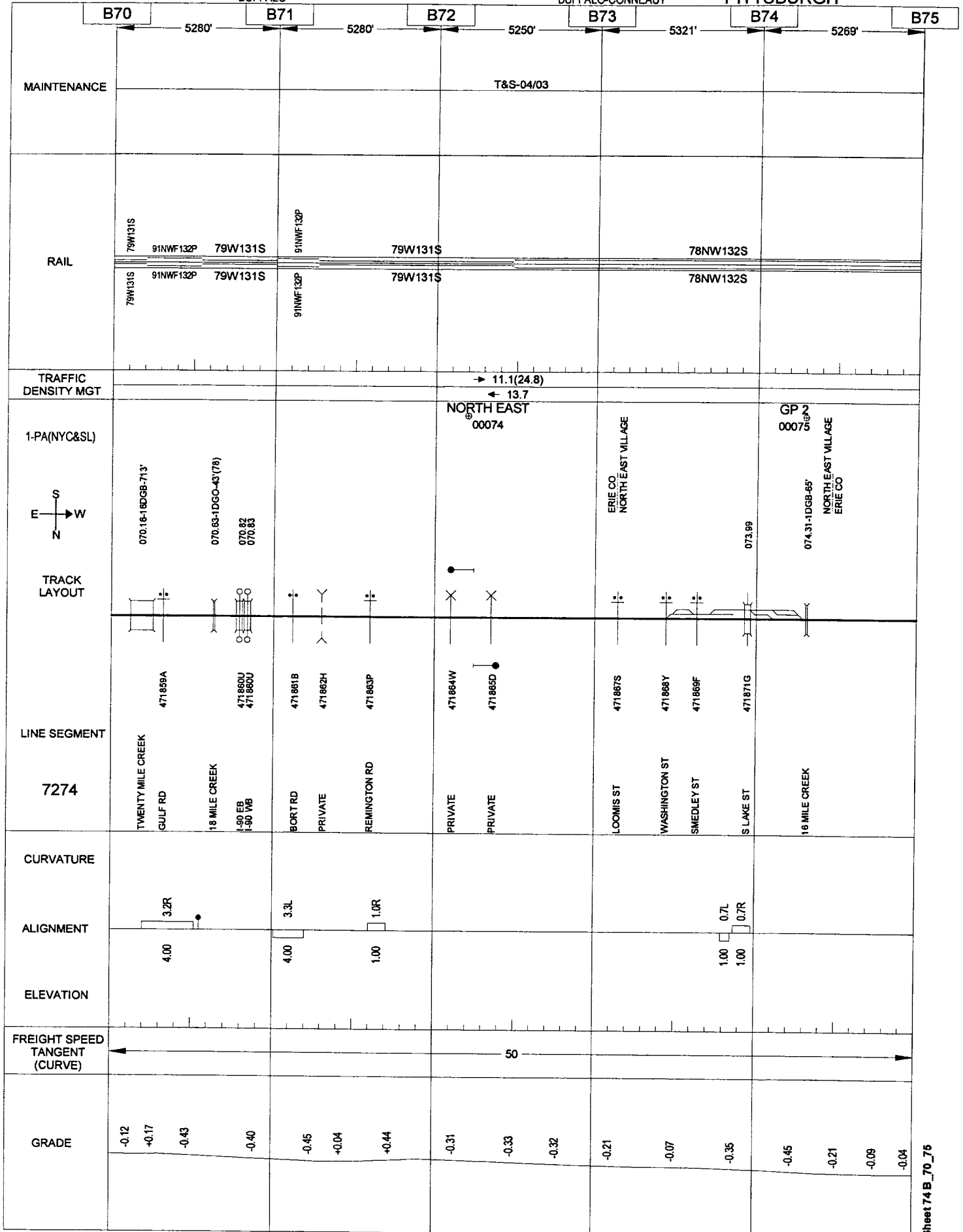
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138

BUFFALO

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PITTSBURGH

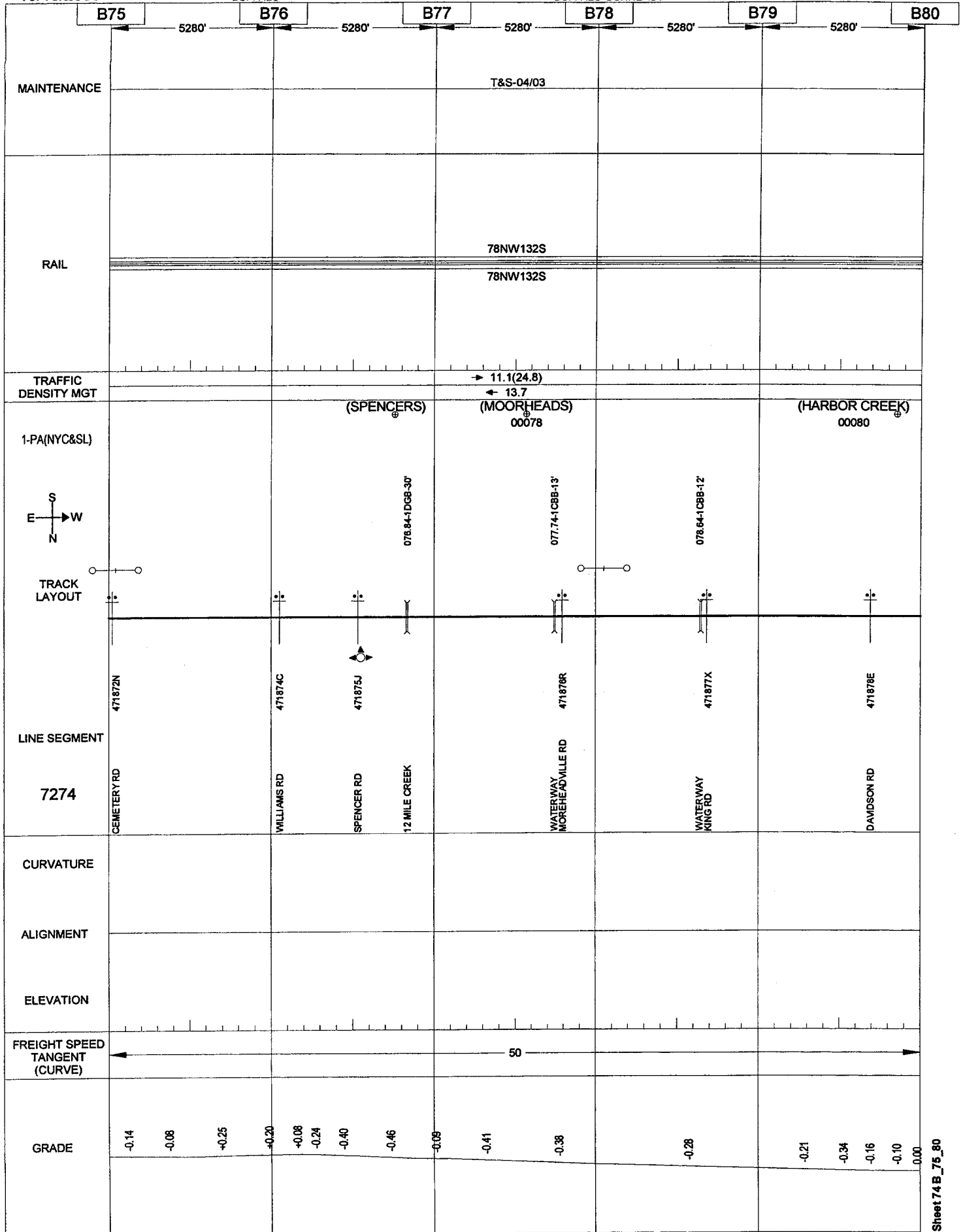


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PITTSBURGH



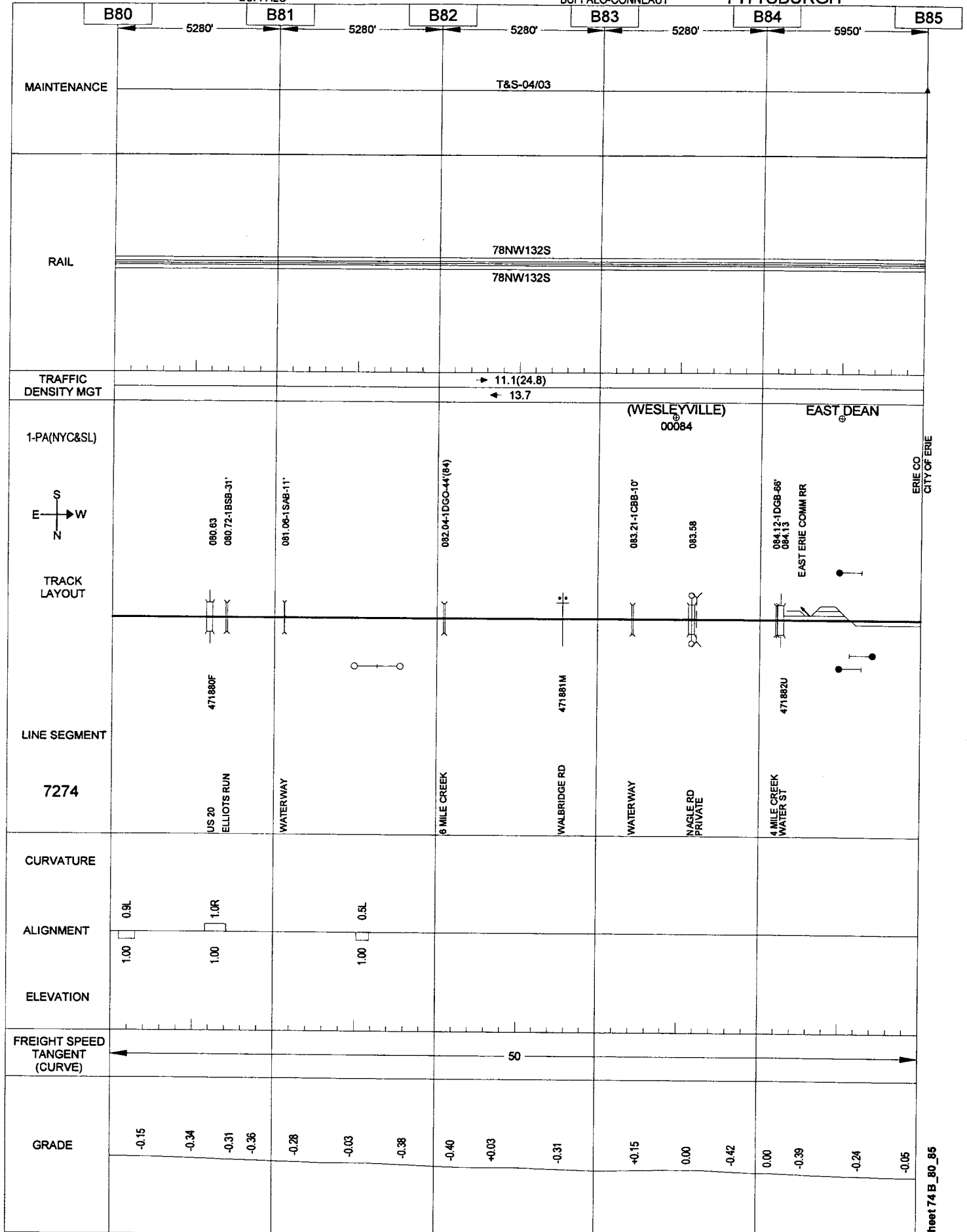
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140

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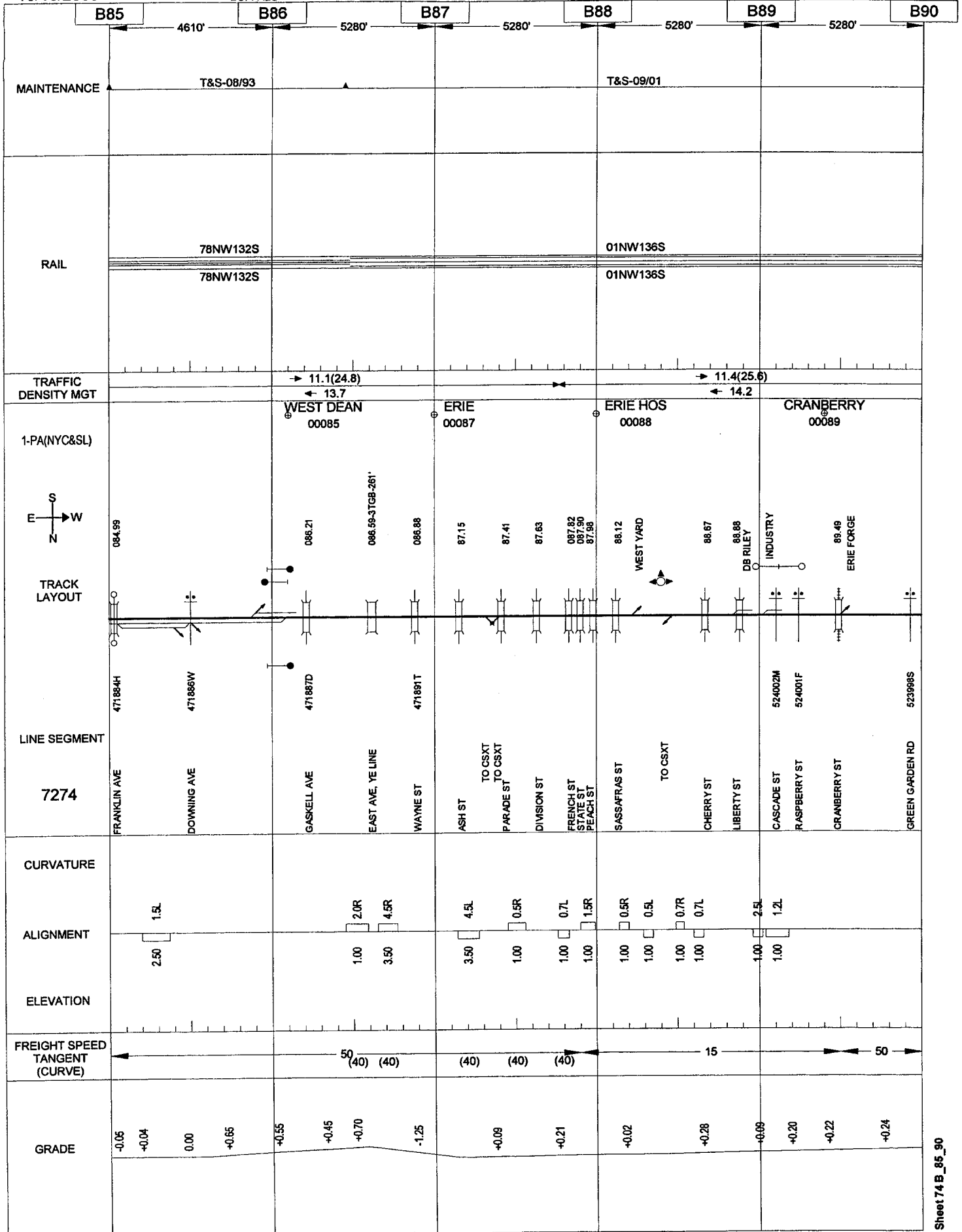


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PITTSBURGH



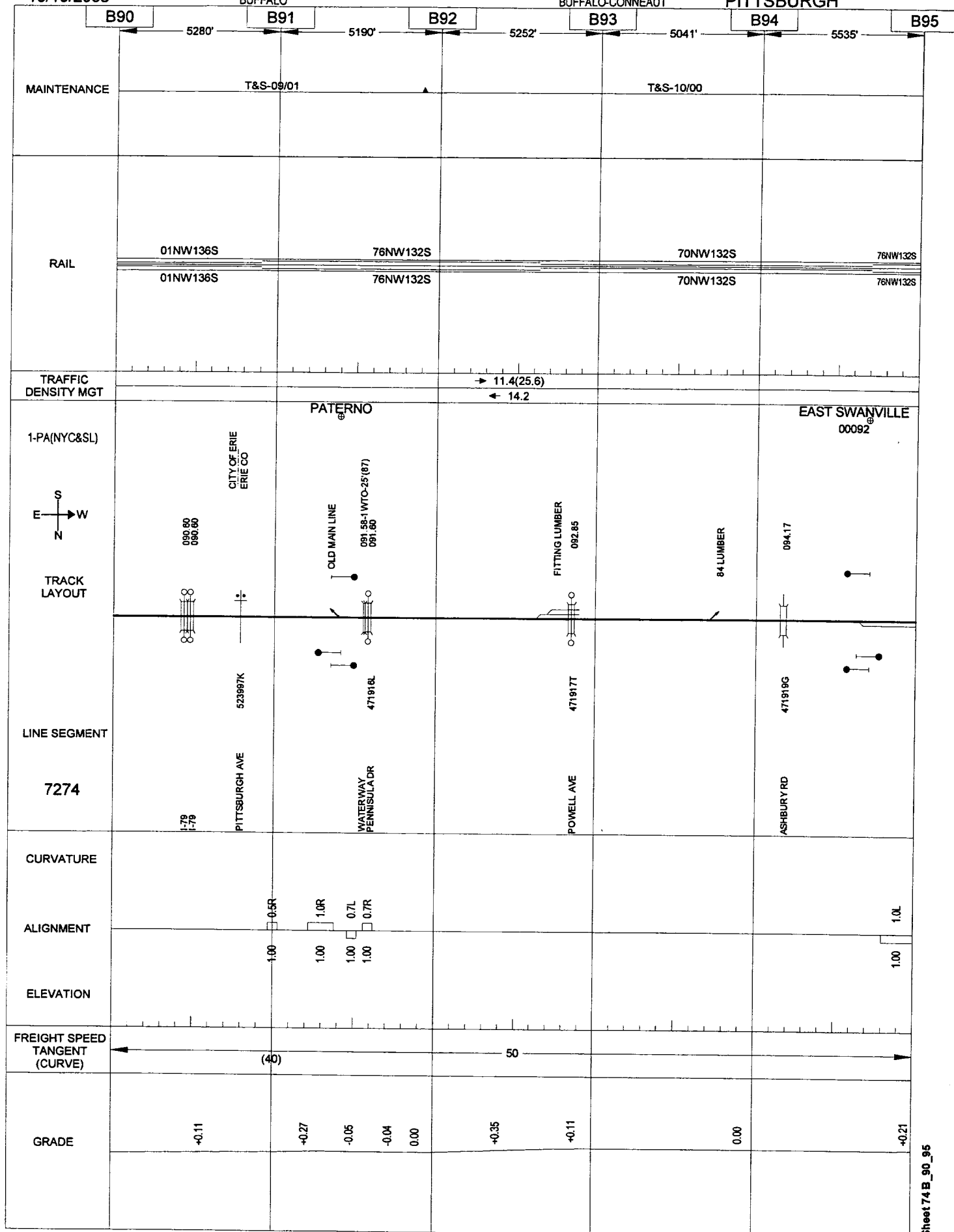
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142

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PITTSBURGH



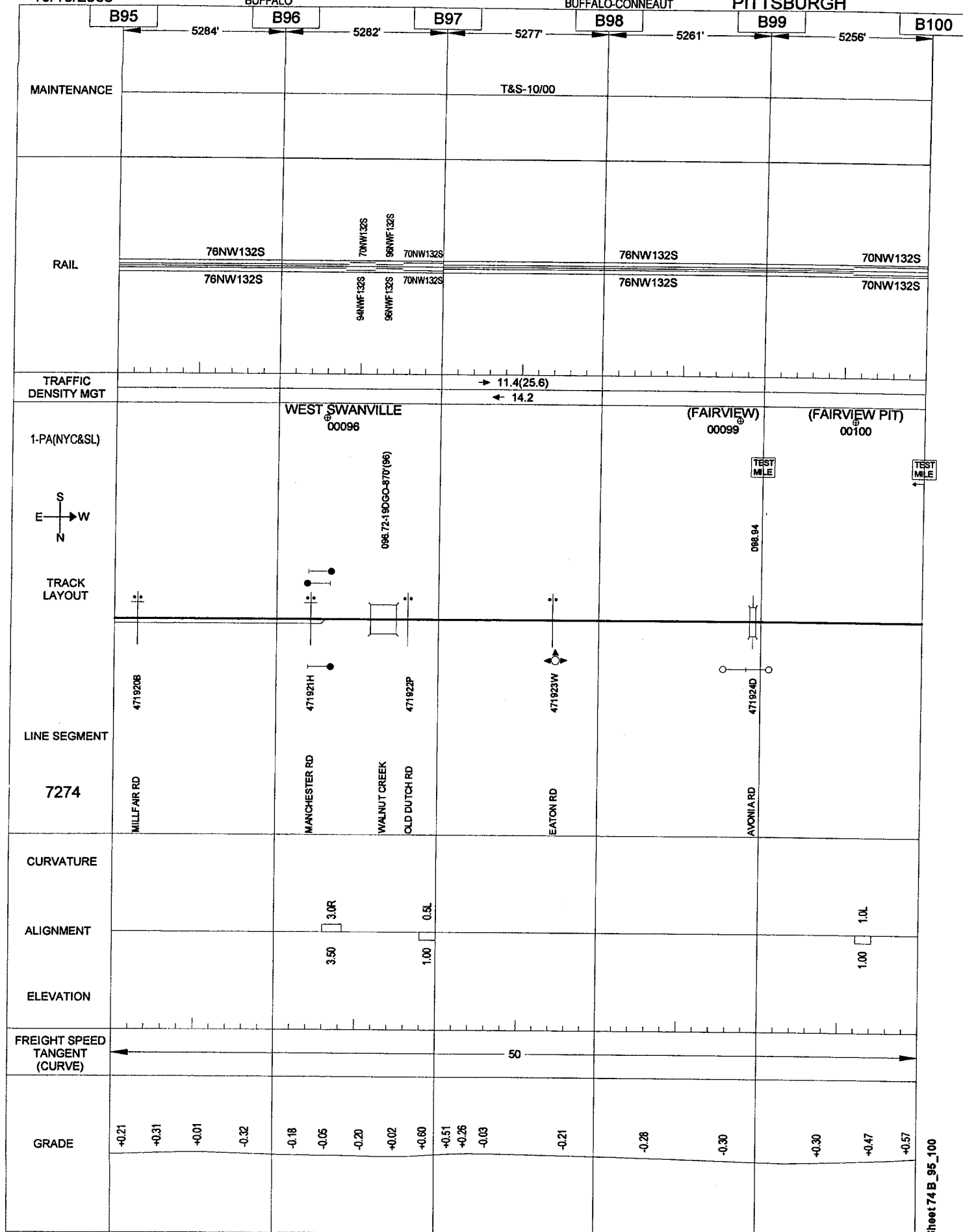
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143

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PITTSBURGH

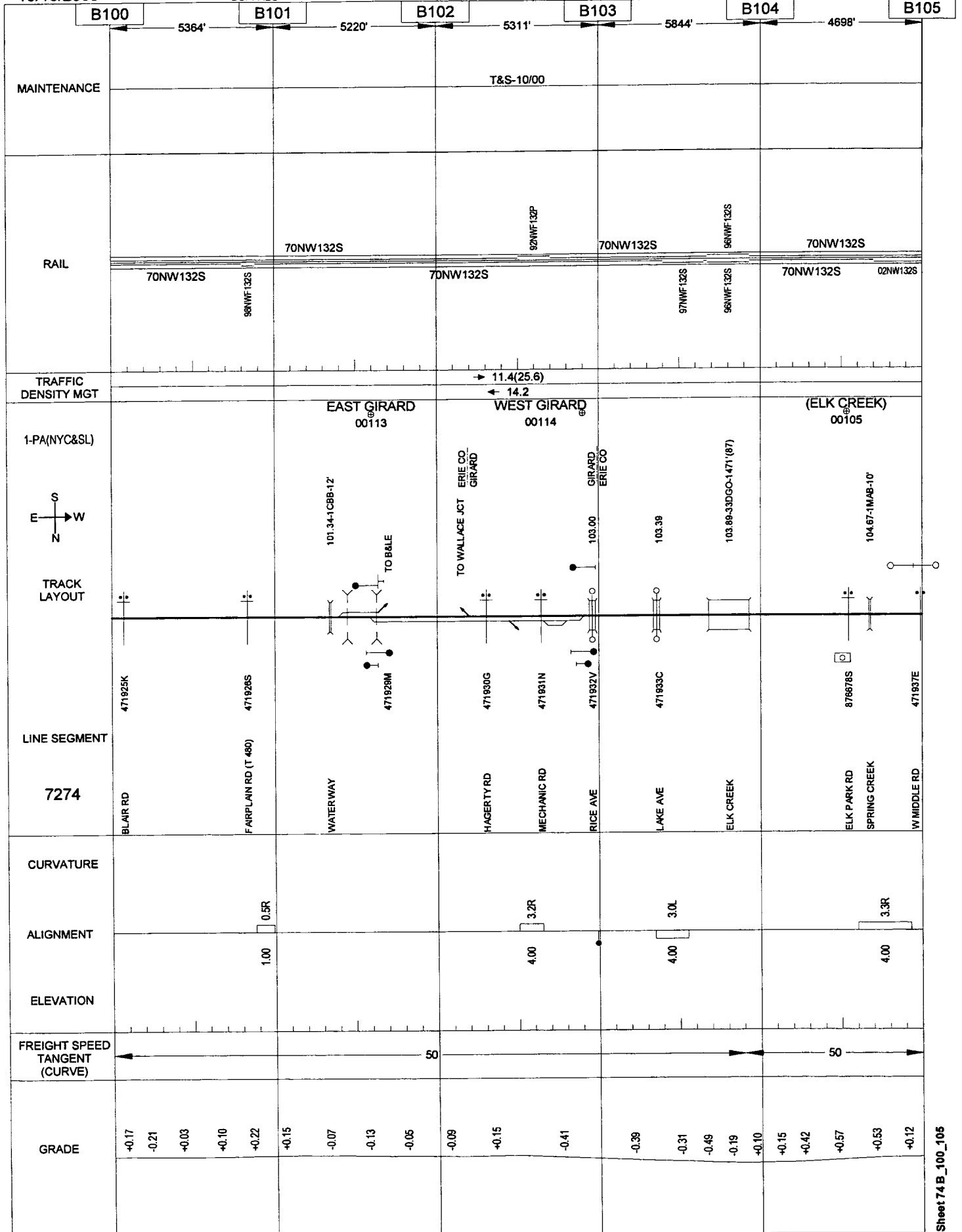


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PITTSBURGH



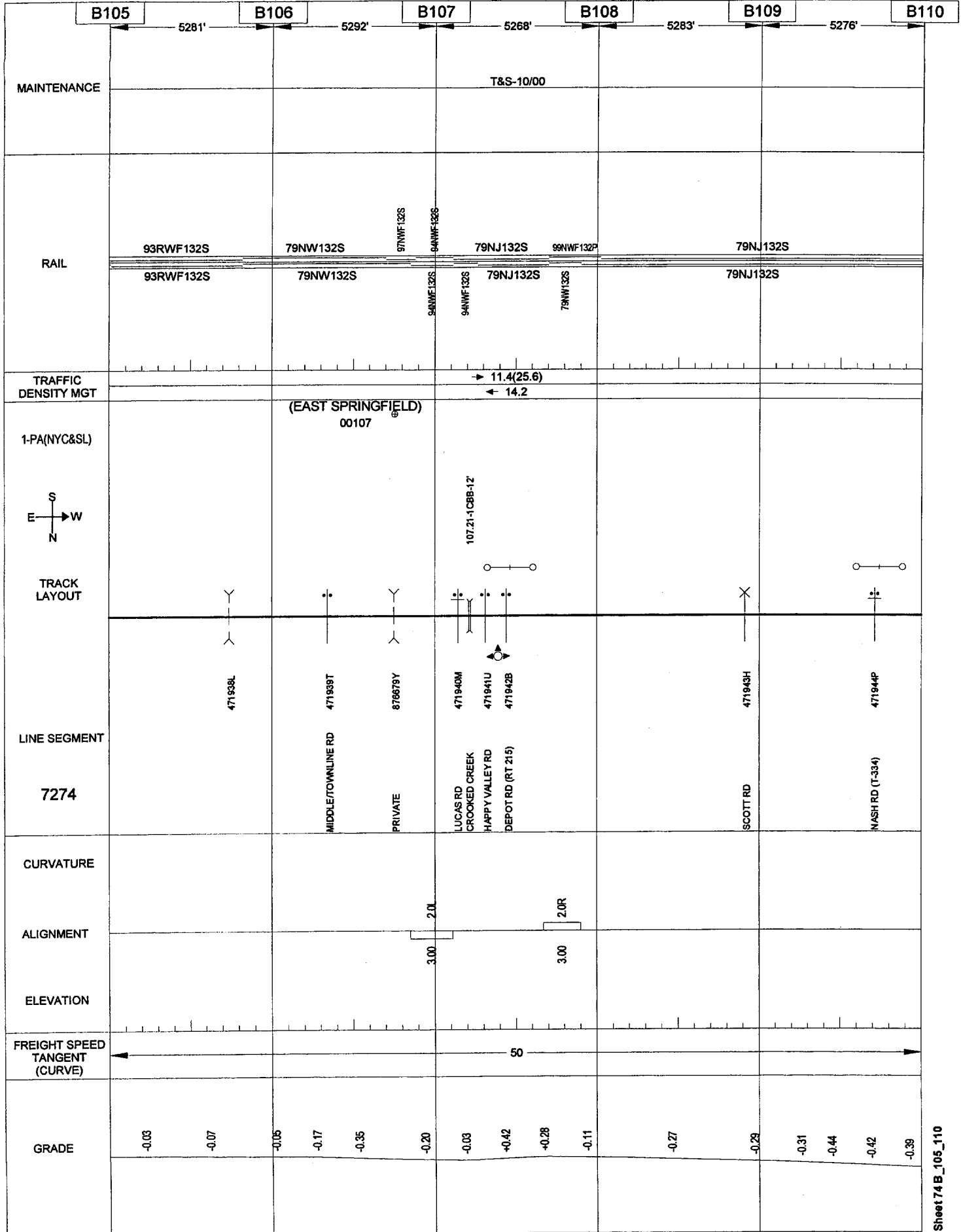
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145

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PITTSBURGH



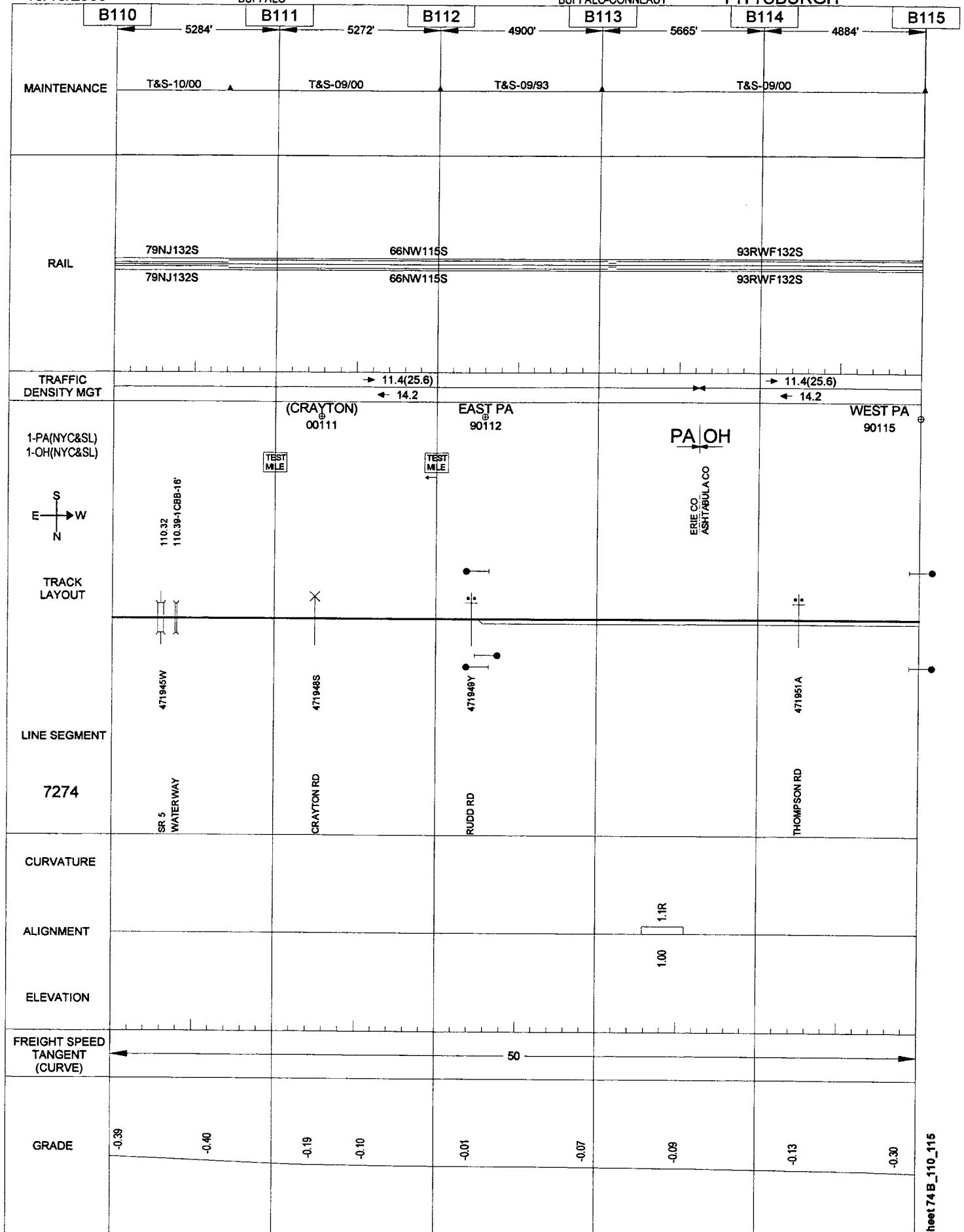
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146

BUFFALO

BUFFALO-CONNEAUT

PITTSBURGH



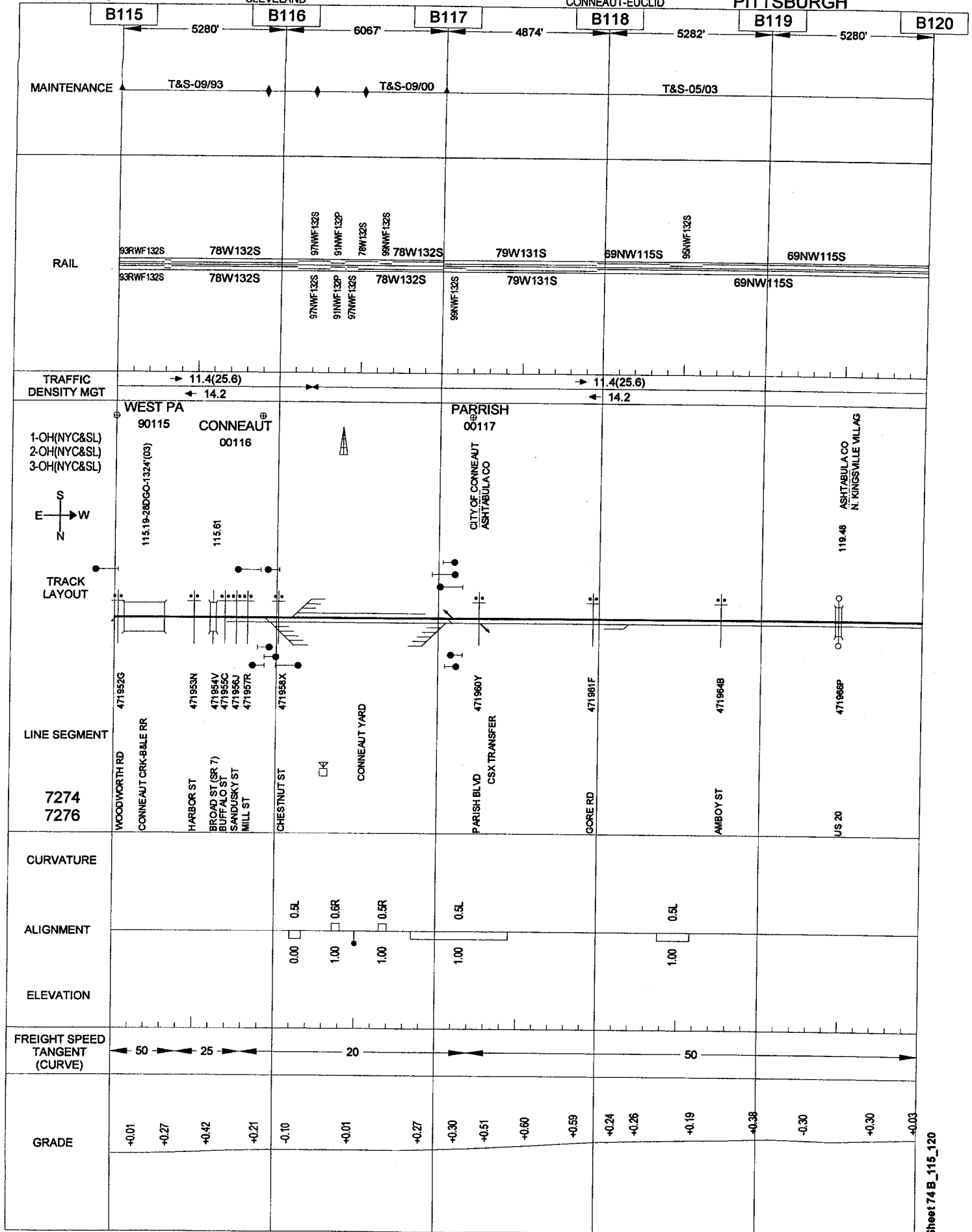
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CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

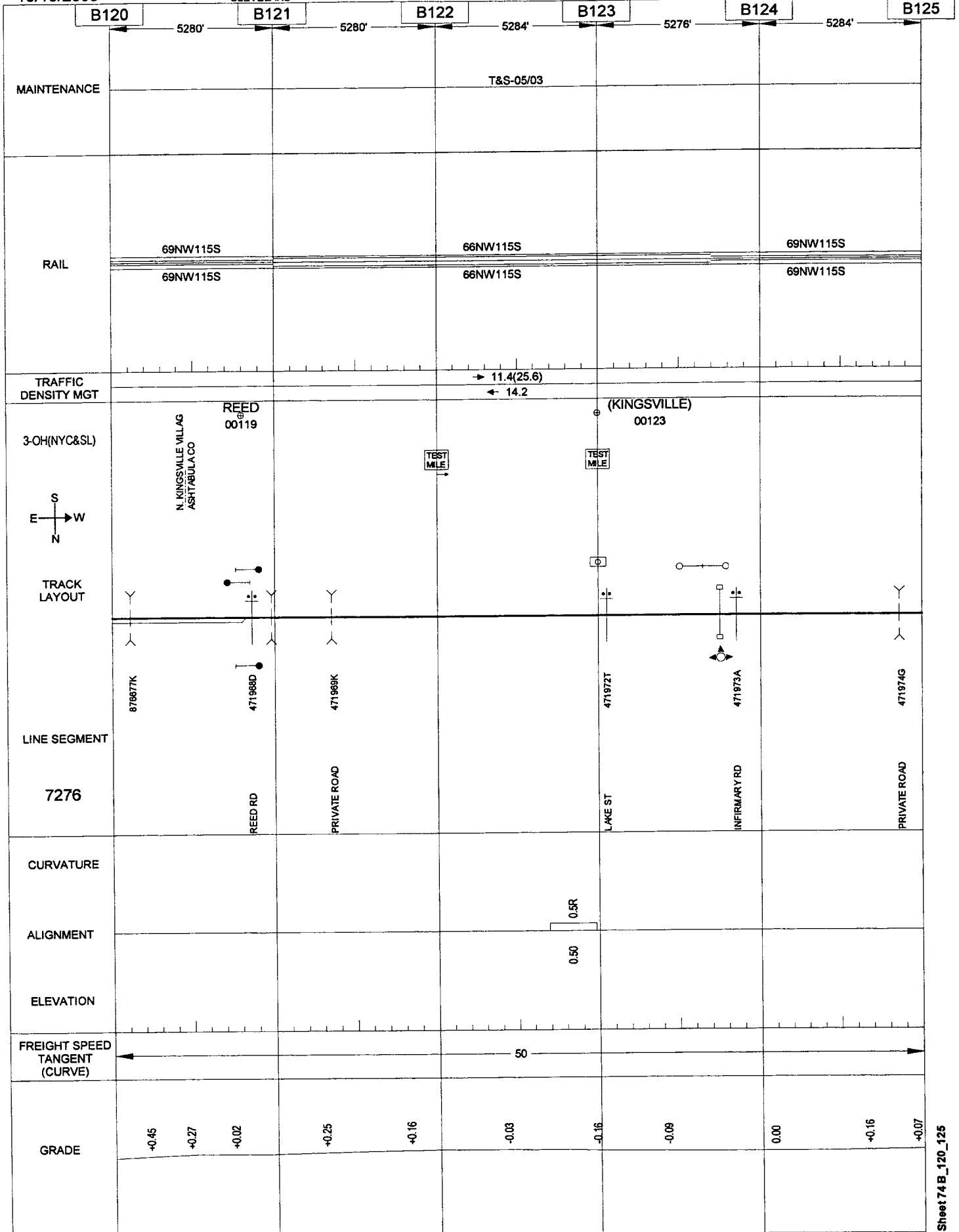


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CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

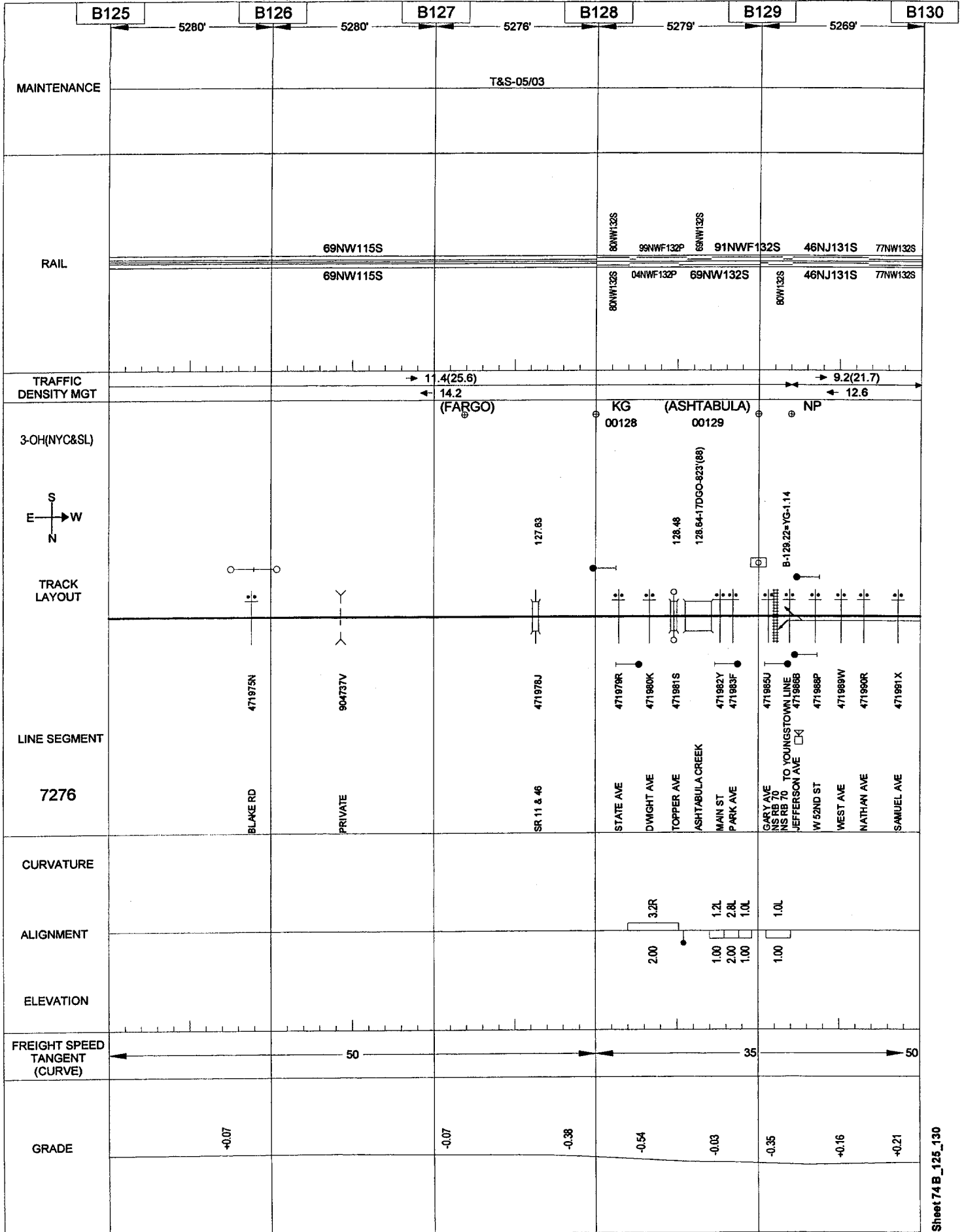


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CLEVELAND

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PITTSBURGH



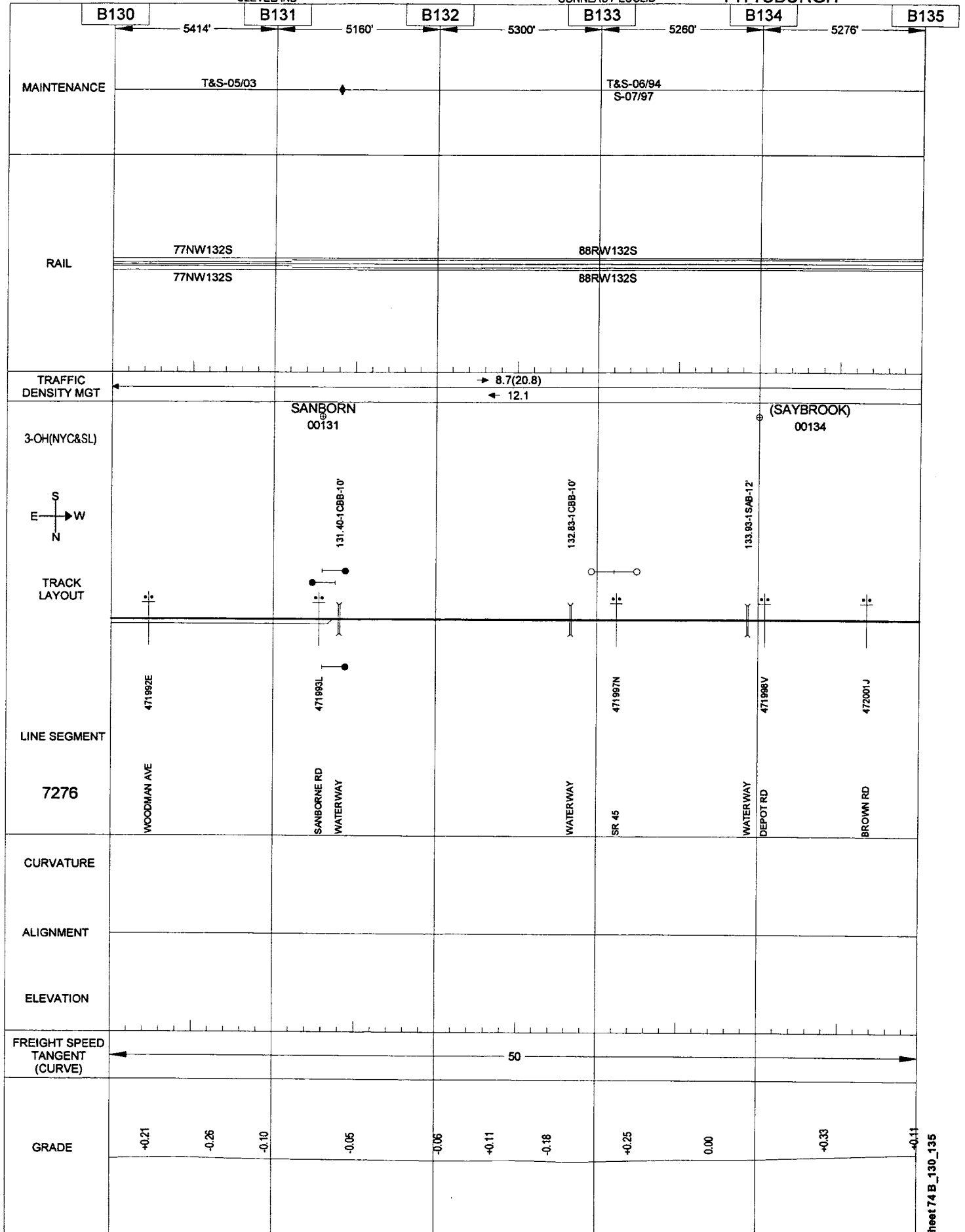
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150

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



Sheet 74 B_135_140

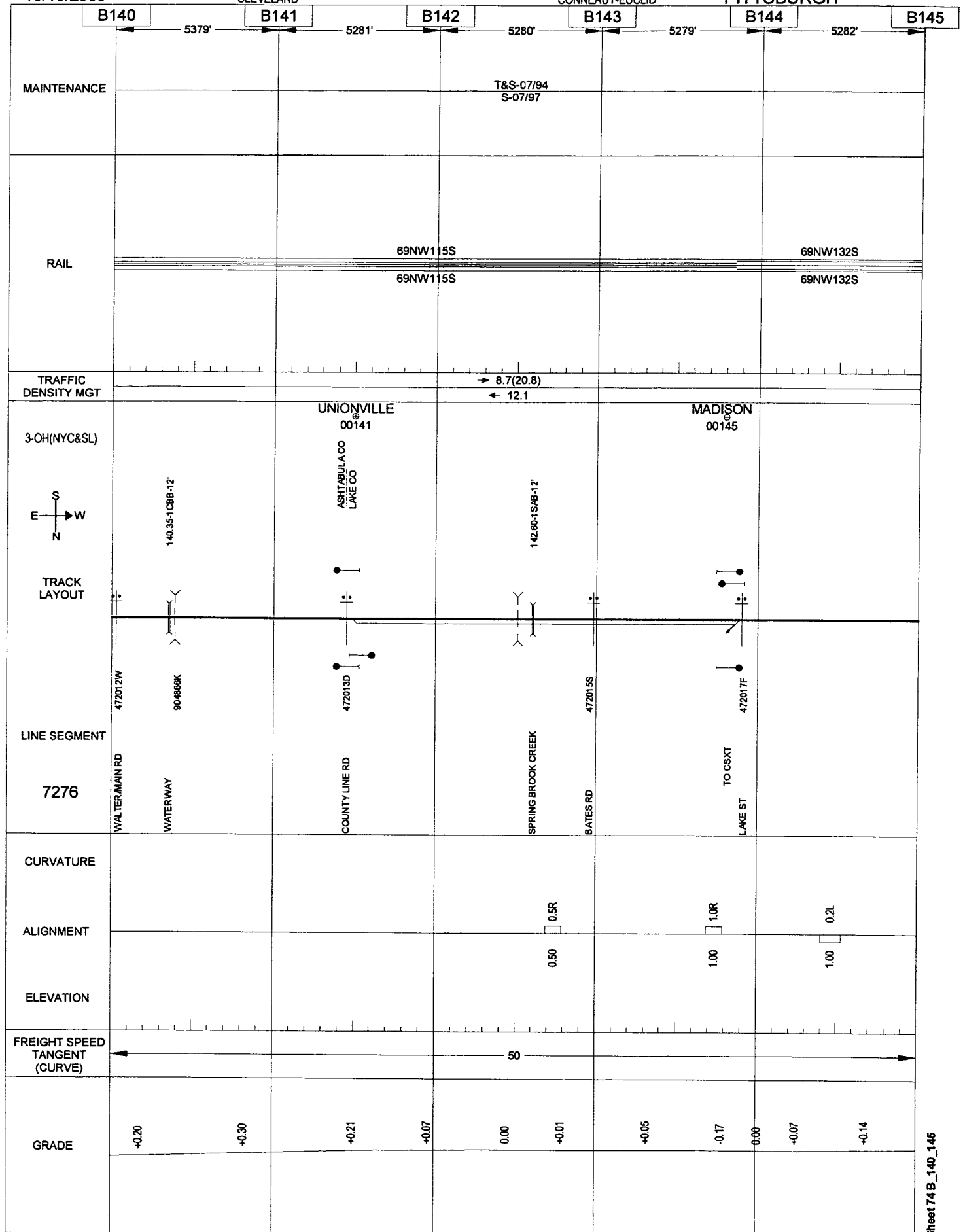
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152

CLEVELAND

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PITTSBURGH



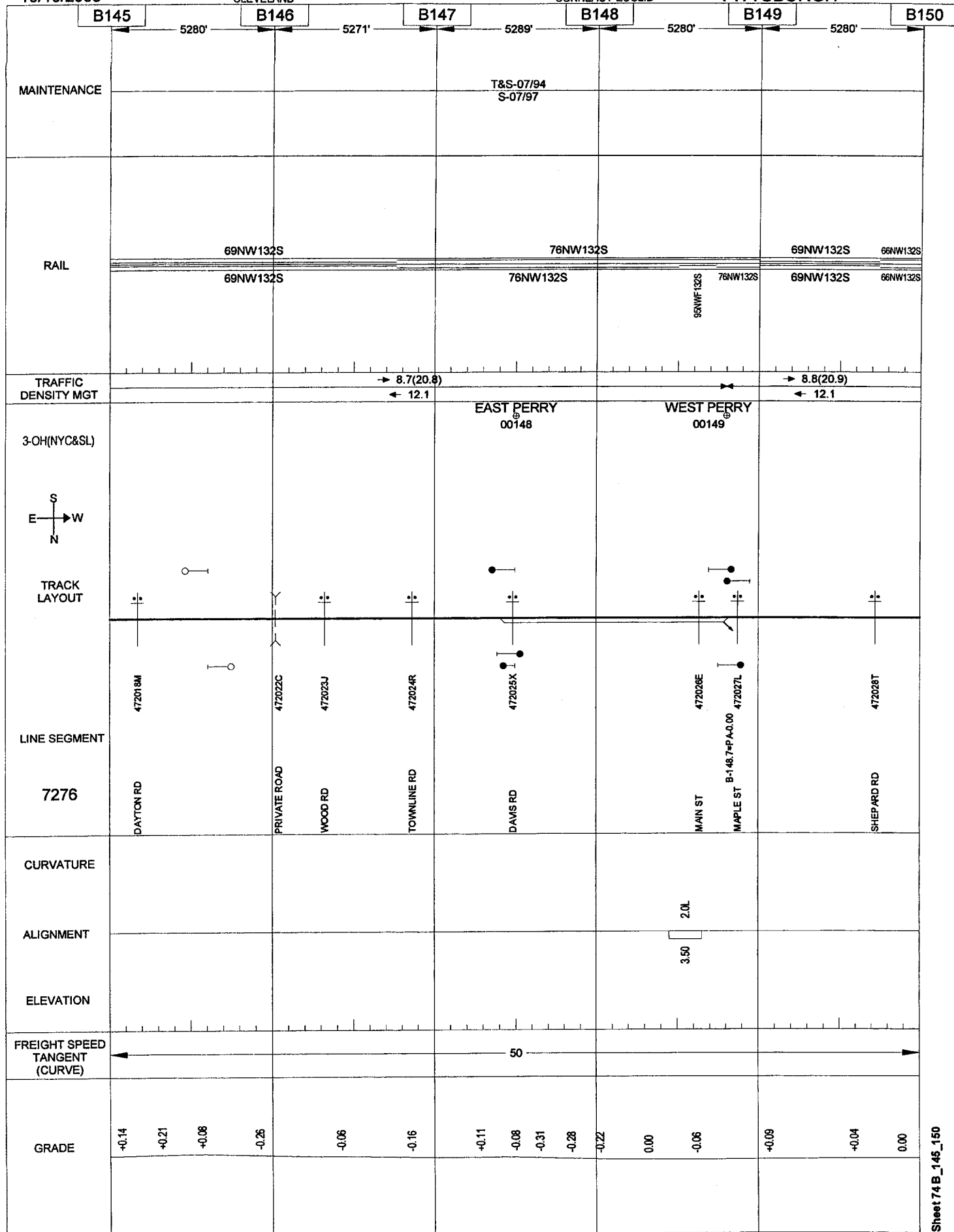
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CLEVELAND

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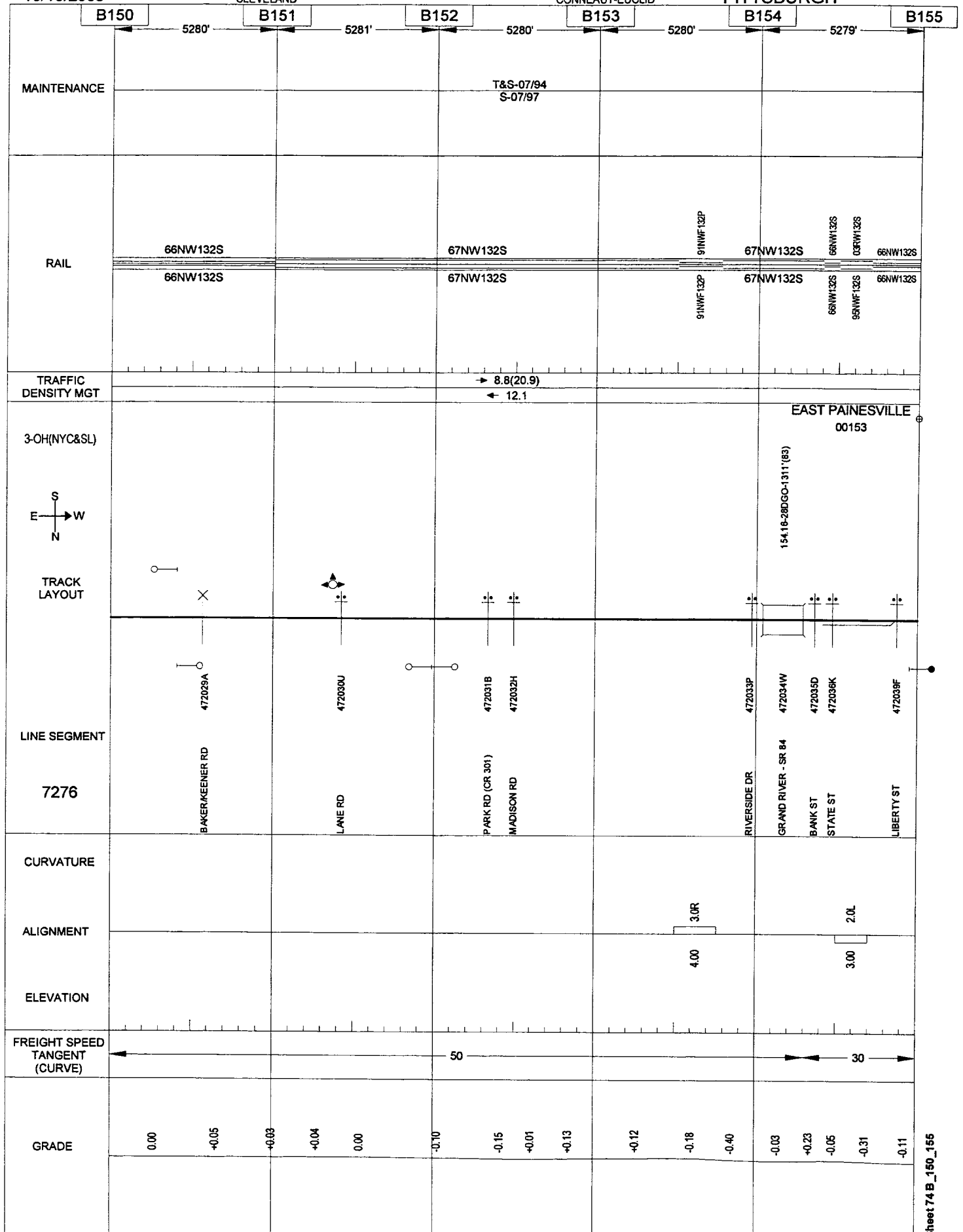
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154

CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

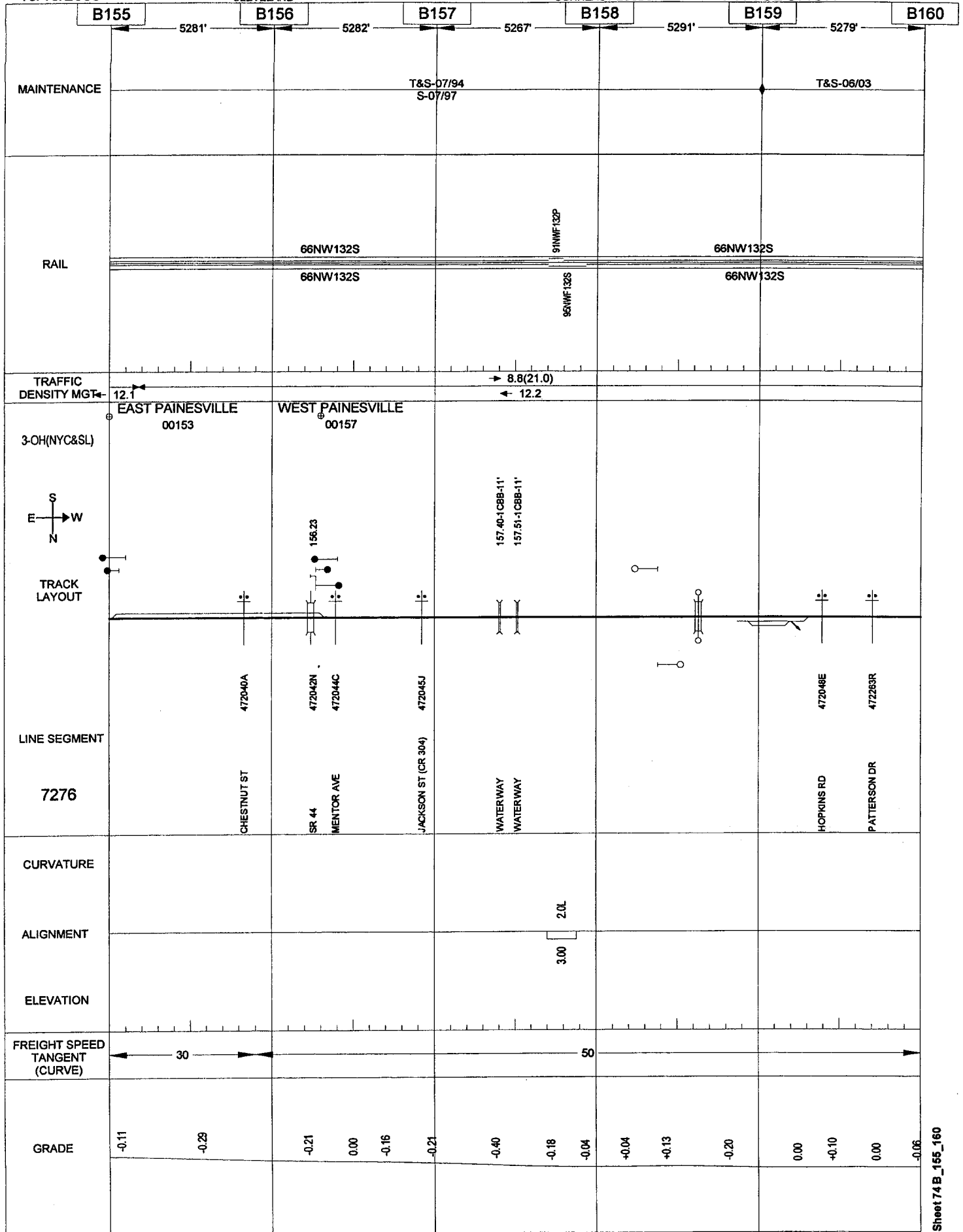


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CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH

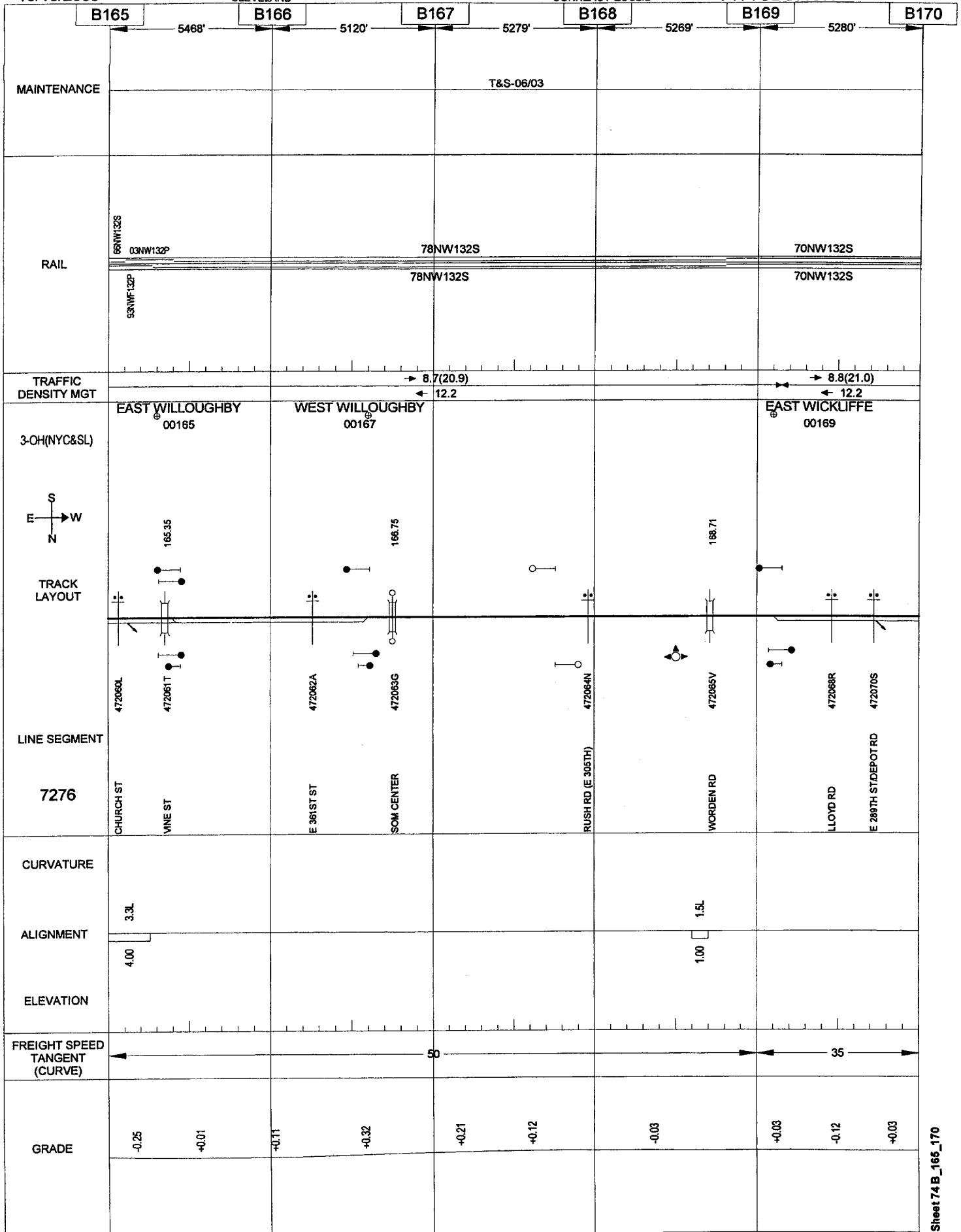


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CLEVELAND

CONNEAUT-EUCLID

PITTSBURGH



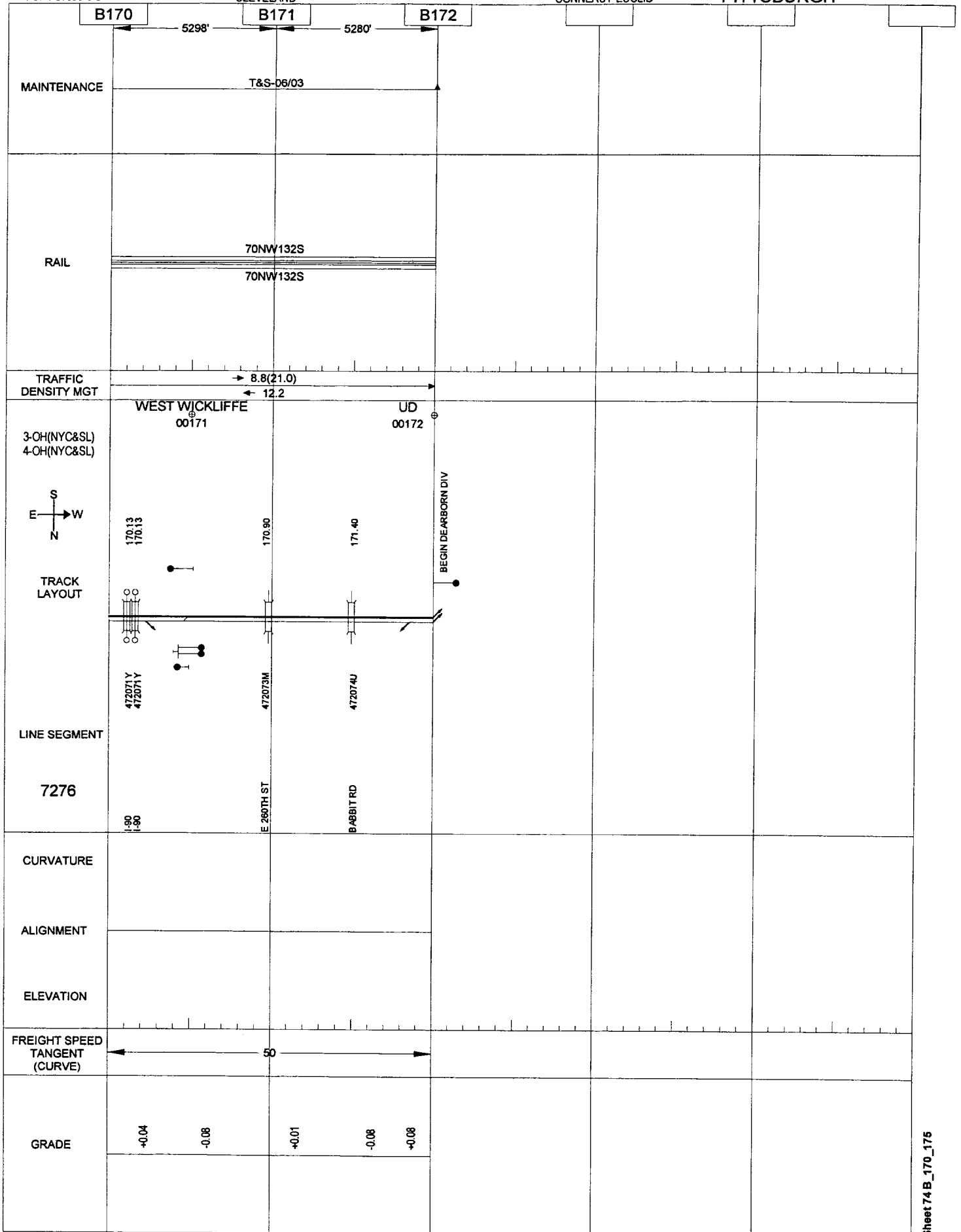
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CLEVELAND

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CONNEAUT-EUCLID

PITTSBURGH



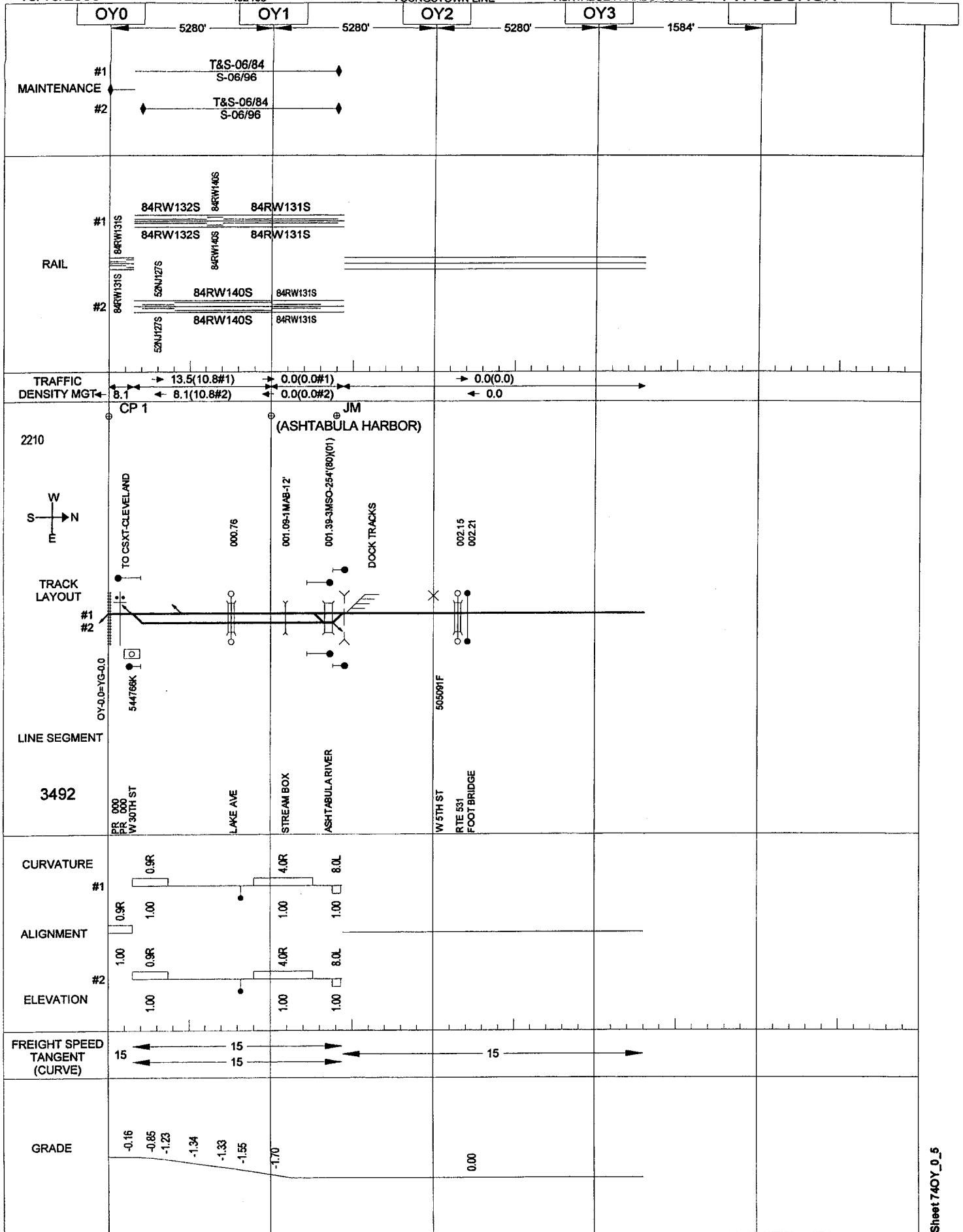
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402465

YOUNGSTOWN LINE

ASHTABULA-HARBOR YARD

PITTSBURGH



PITTSBURGH



10/10/2005

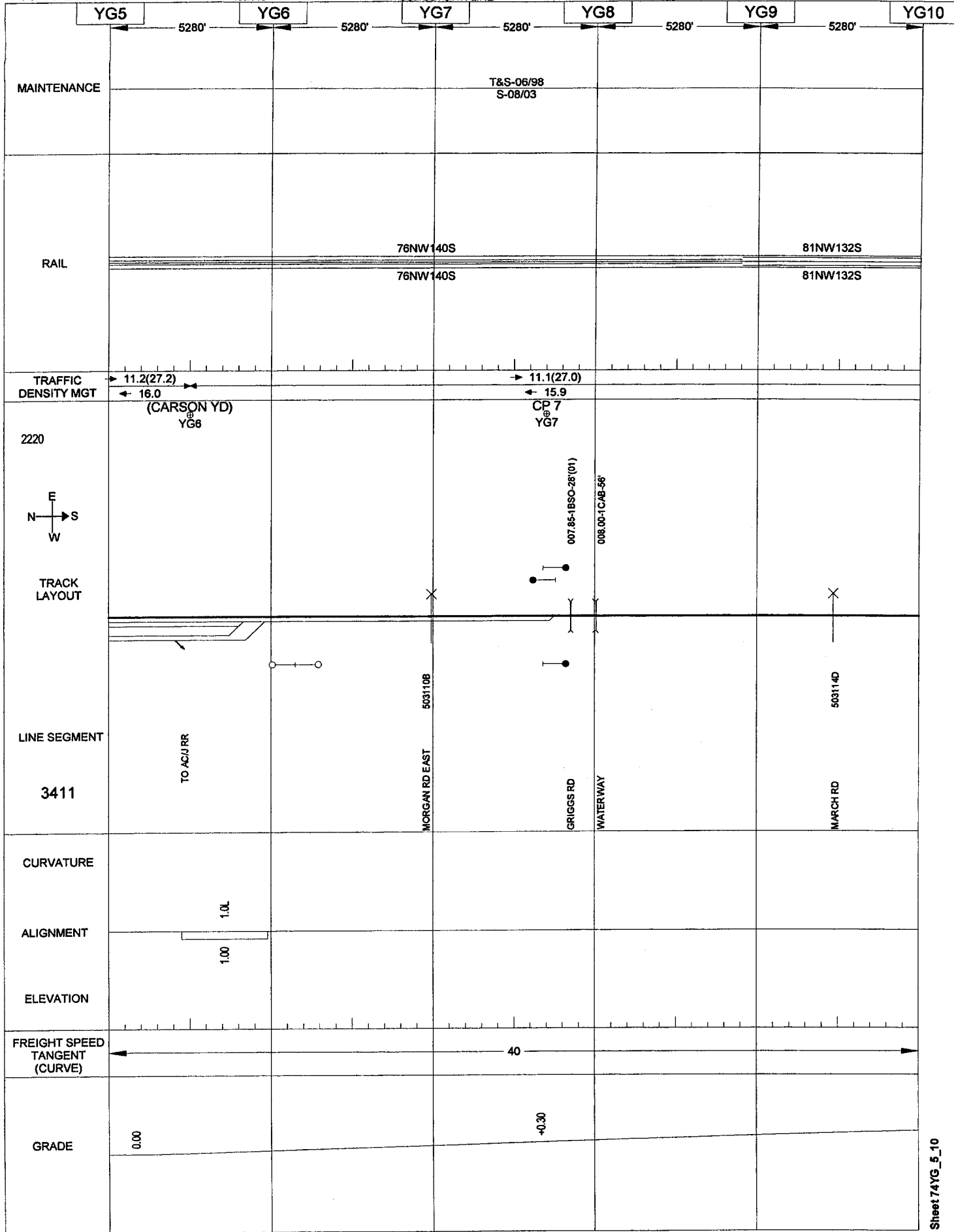
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



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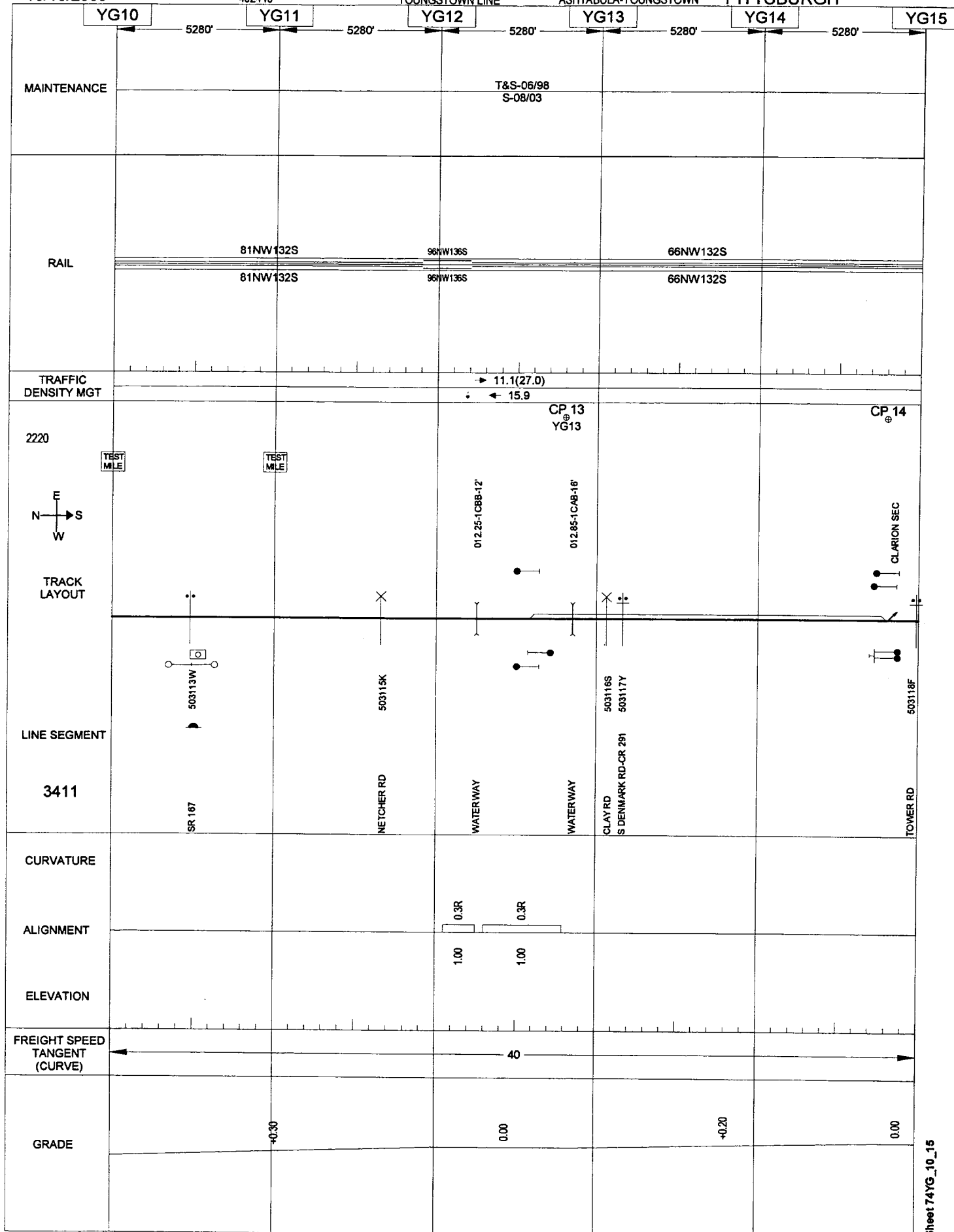
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162

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



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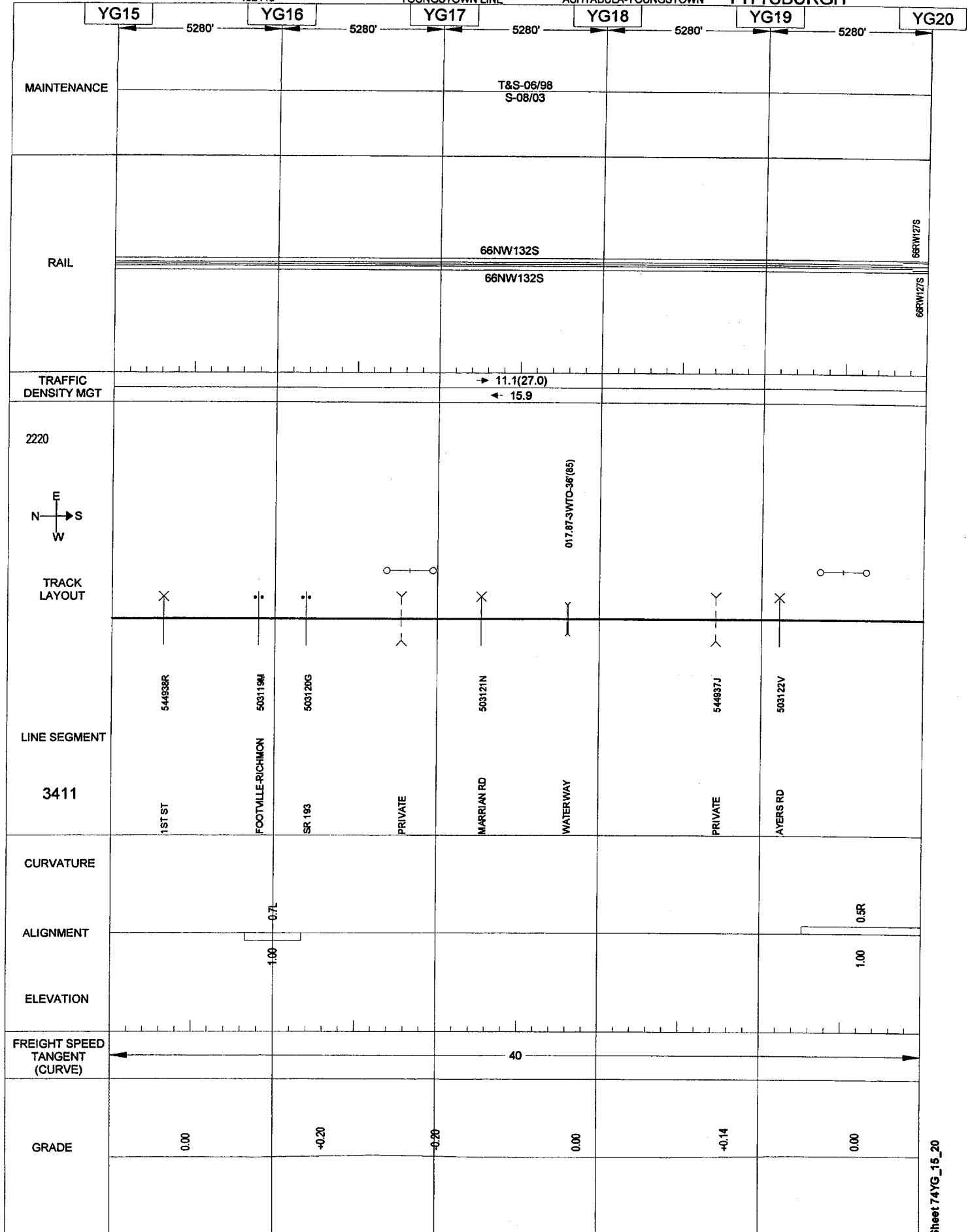
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163

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



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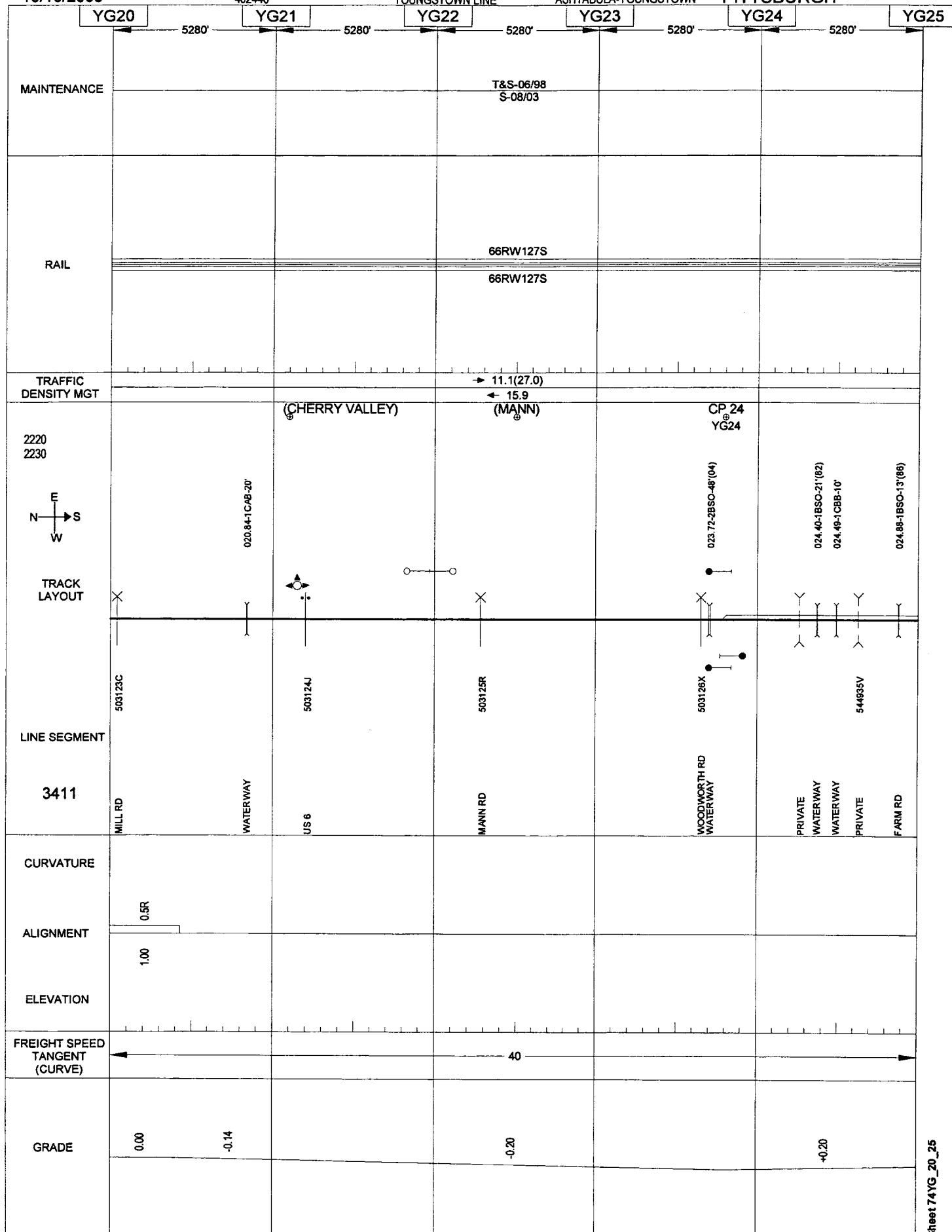
164

402440

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



10/10/2005

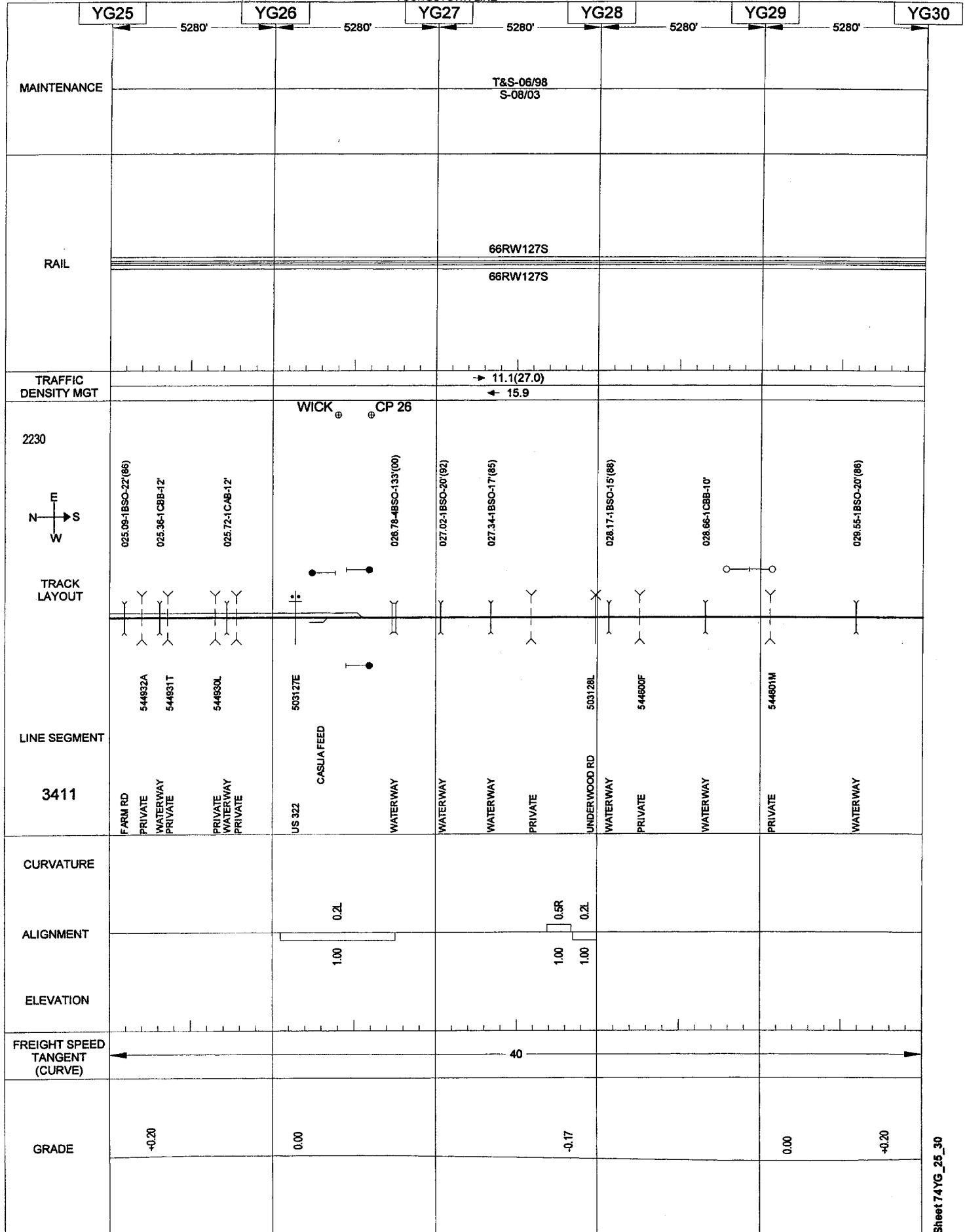
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165

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



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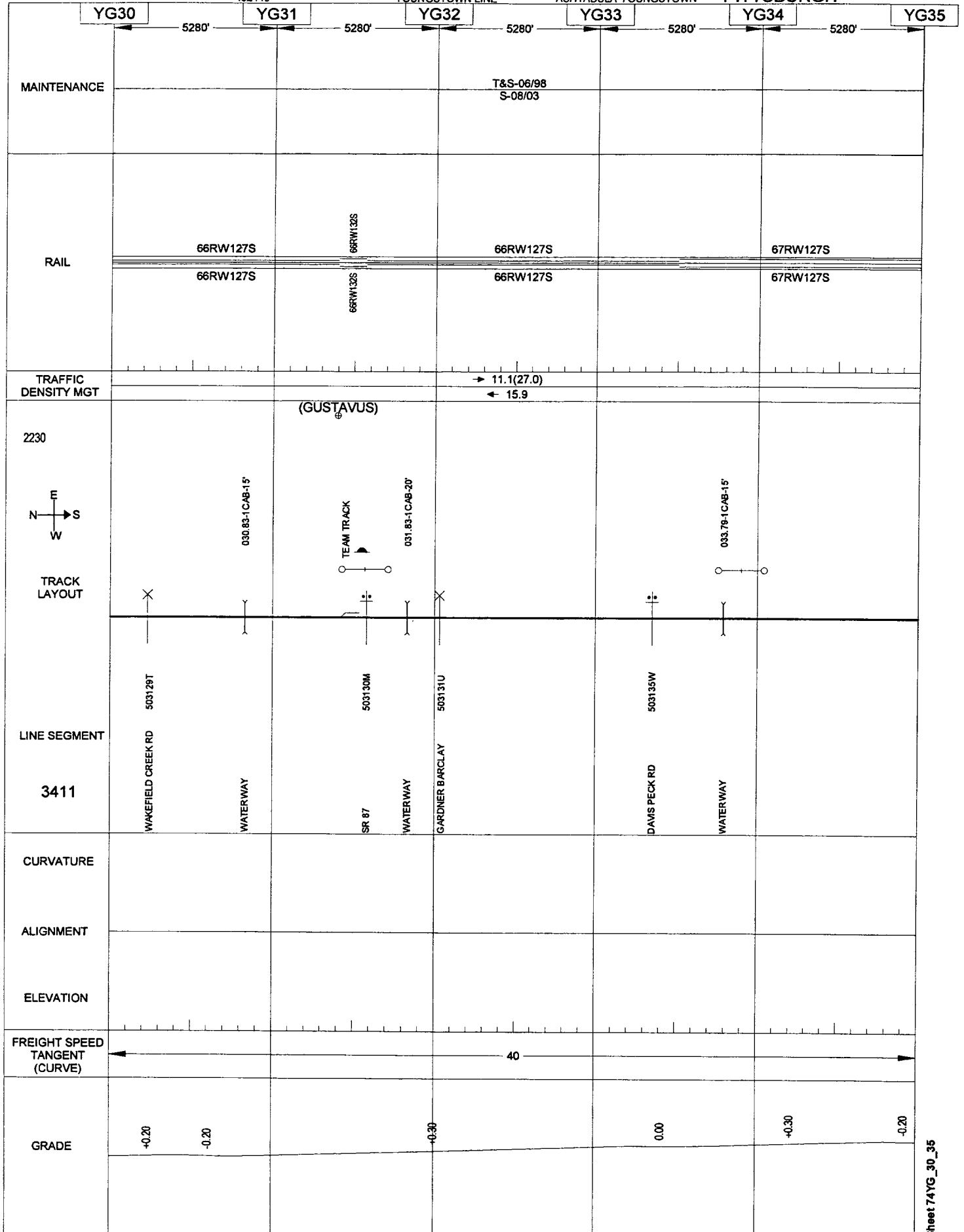
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166

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



10/10/2005

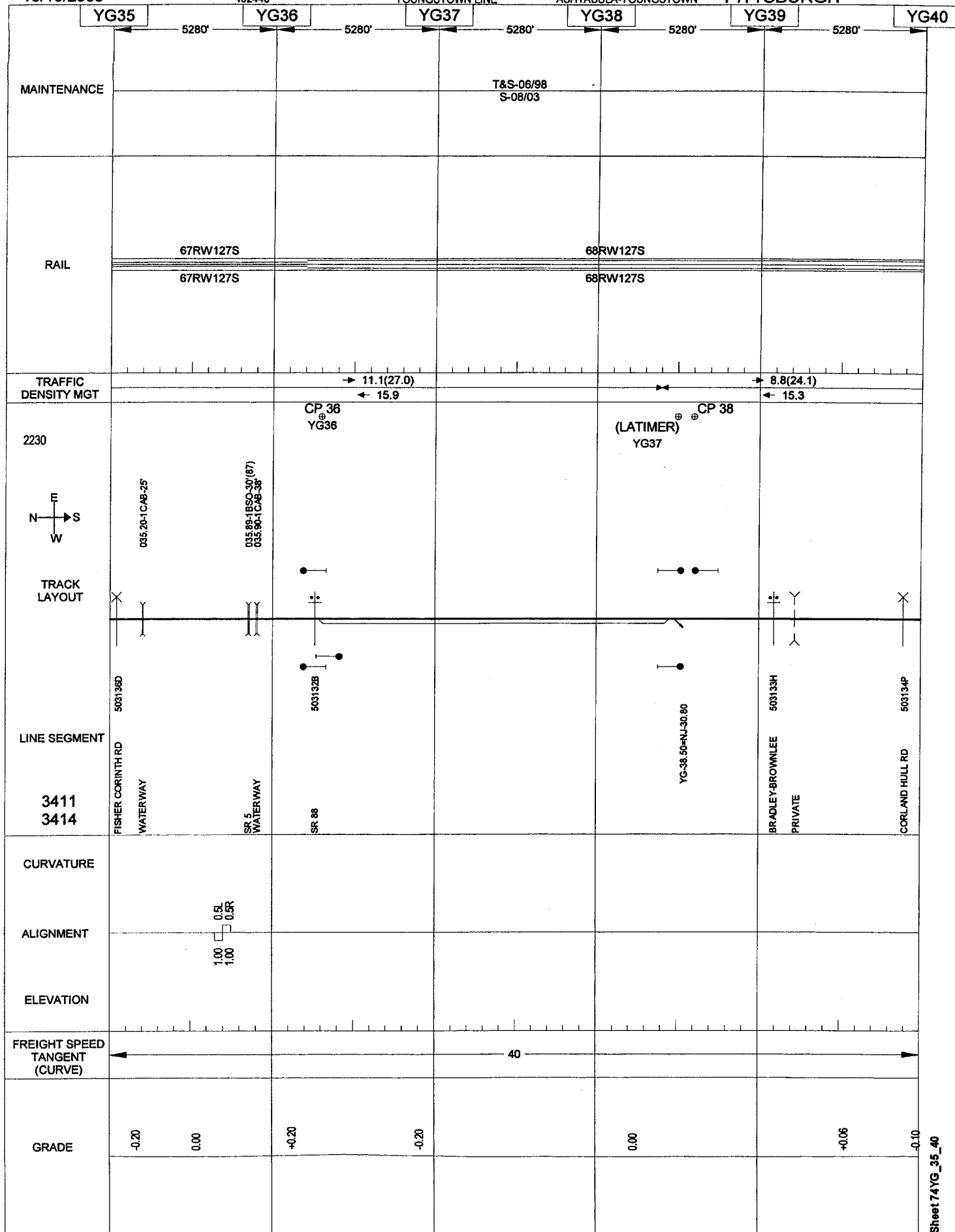
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YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



10/10/2005

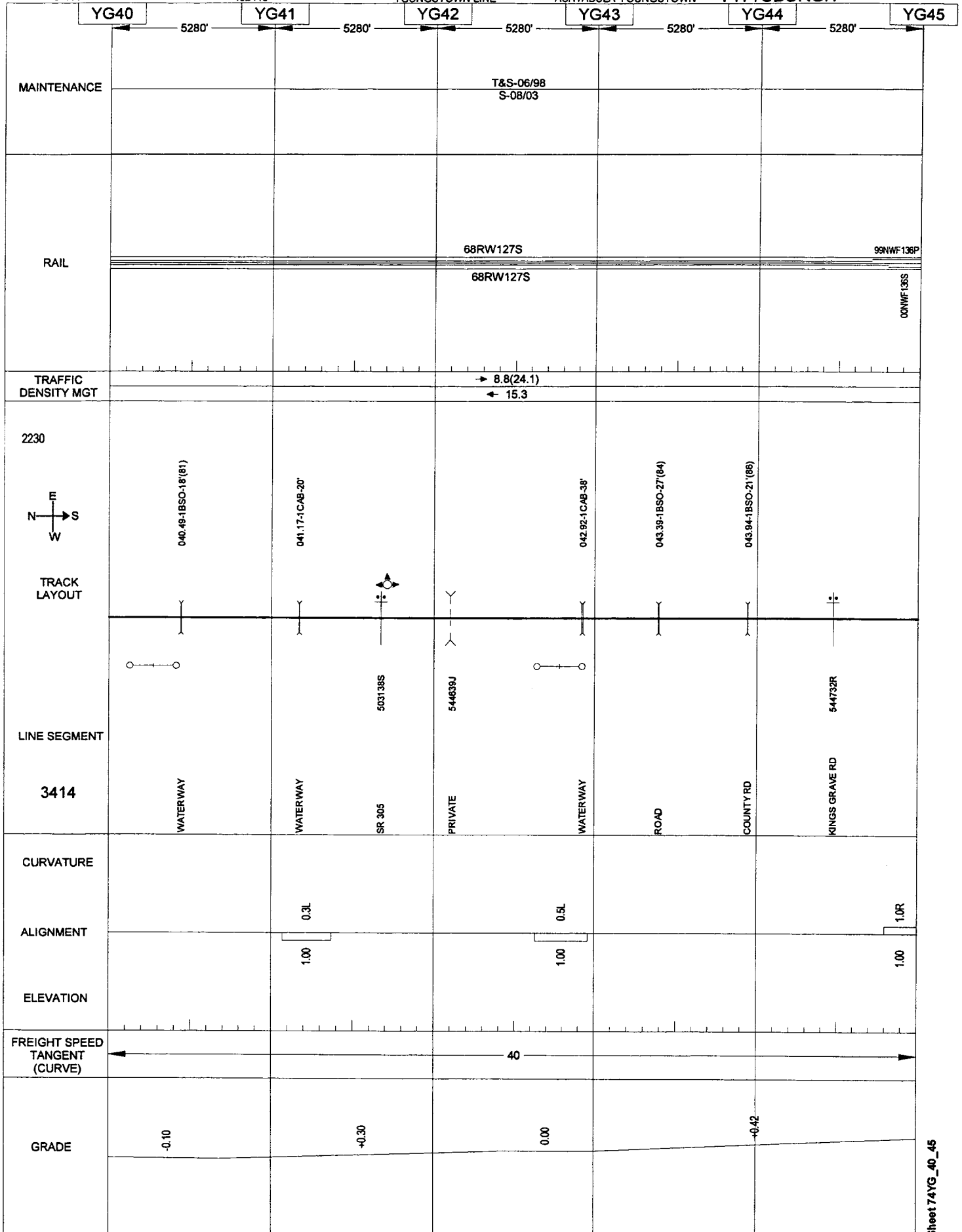
168

402440

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



10/10/2005

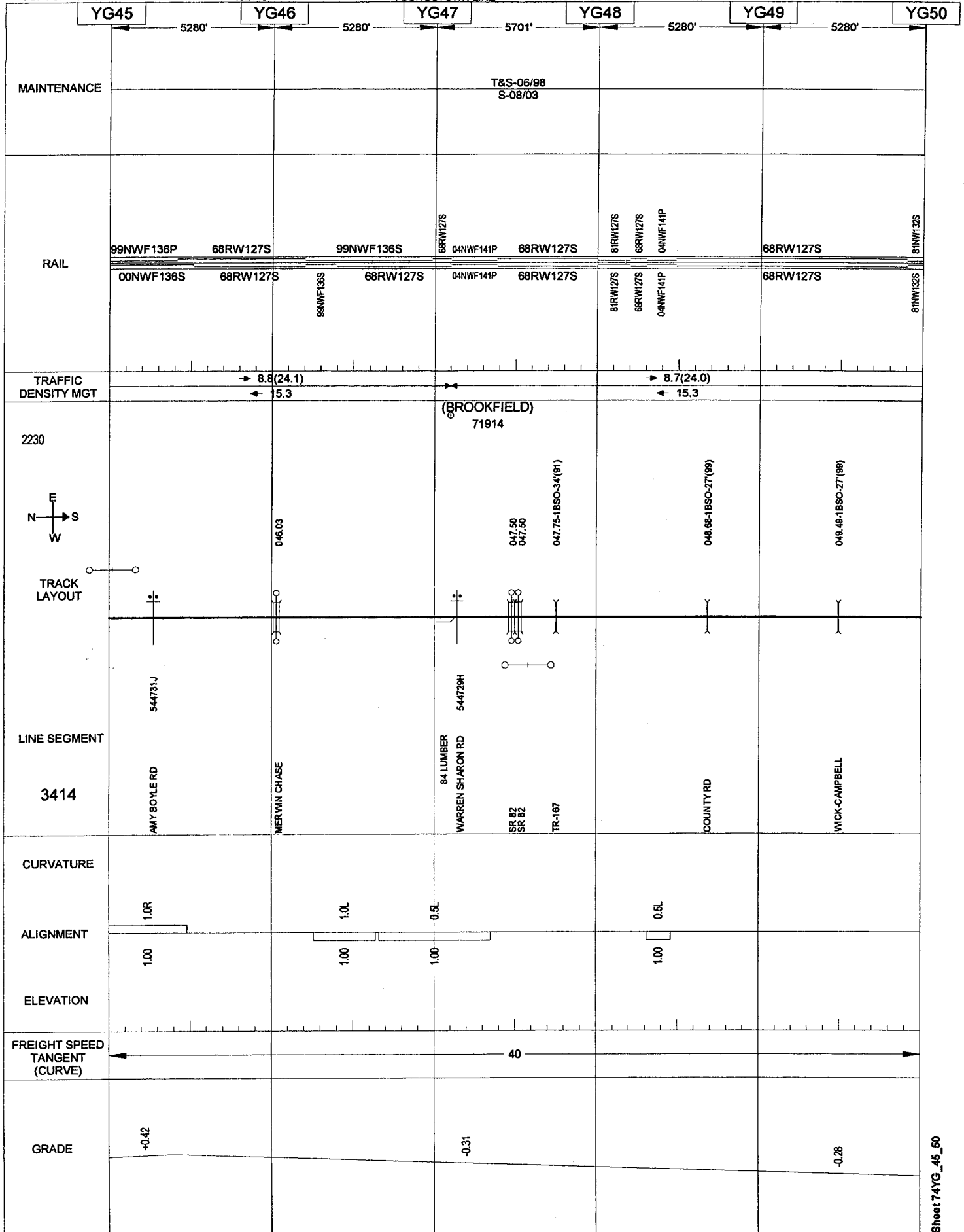
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169

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



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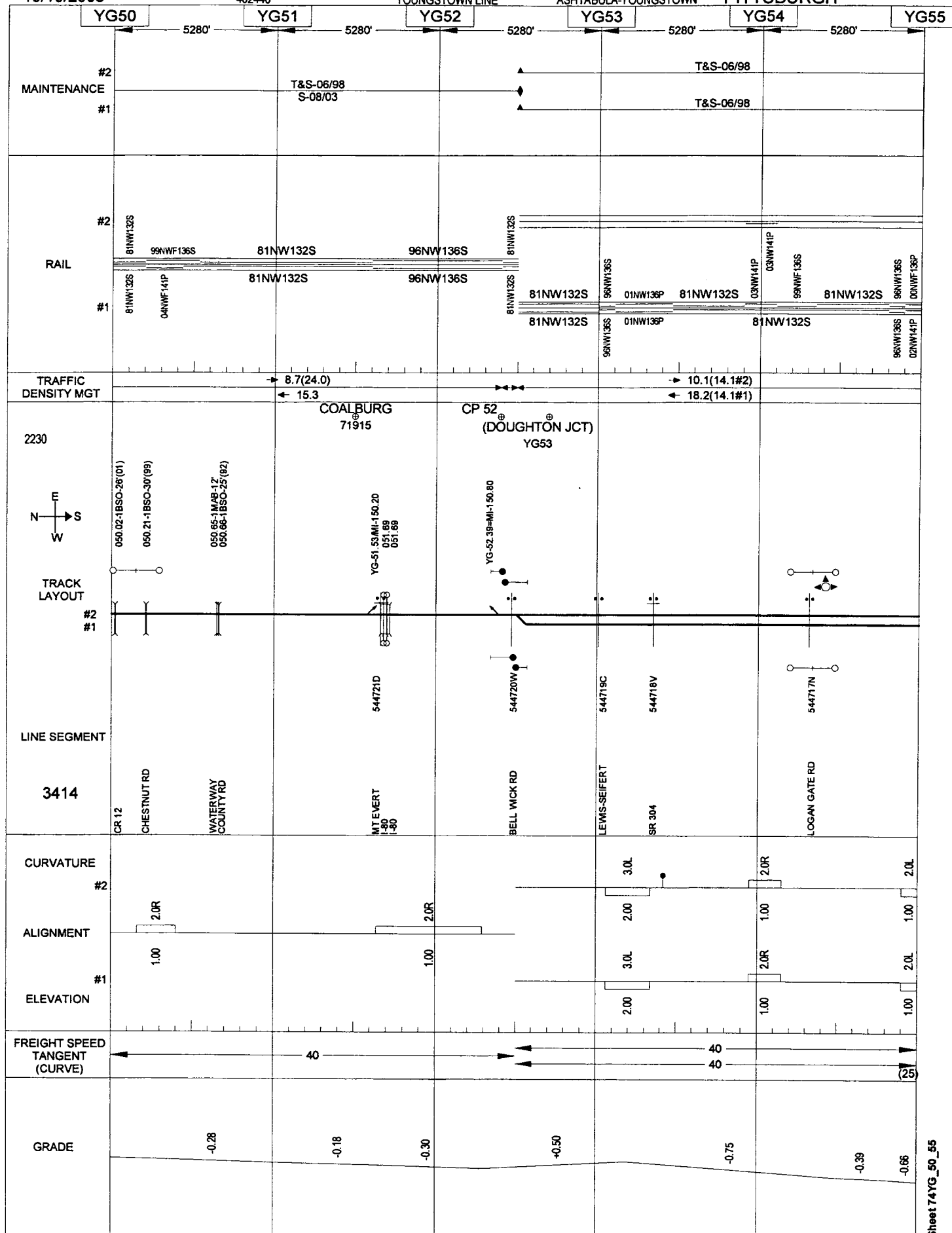
170

402440

YOUNGSTOWN LINE

ASHTABULA-YOUNGSTOWN

PITTSBURGH



Sheet 74YG_55_60

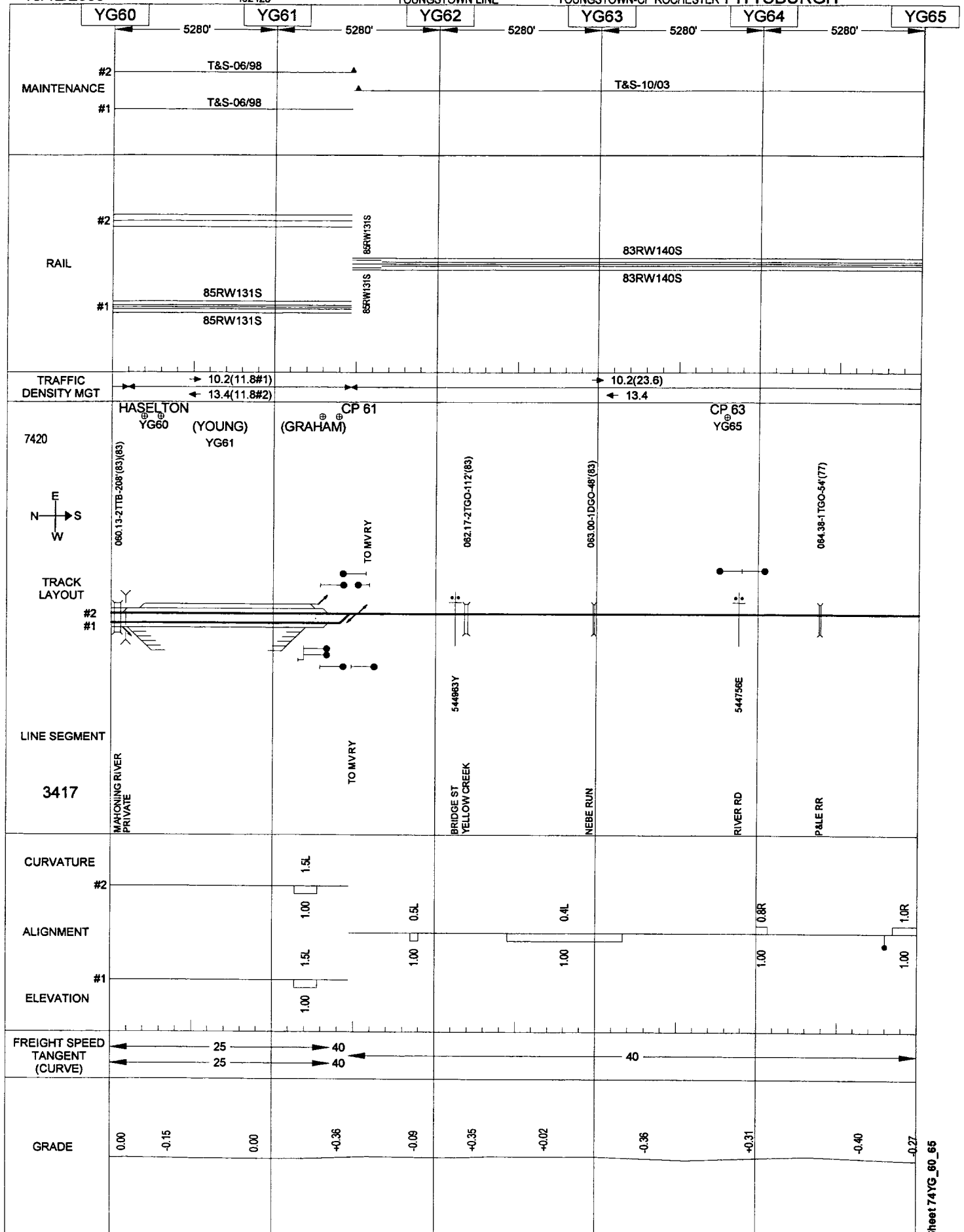
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402423

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YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH

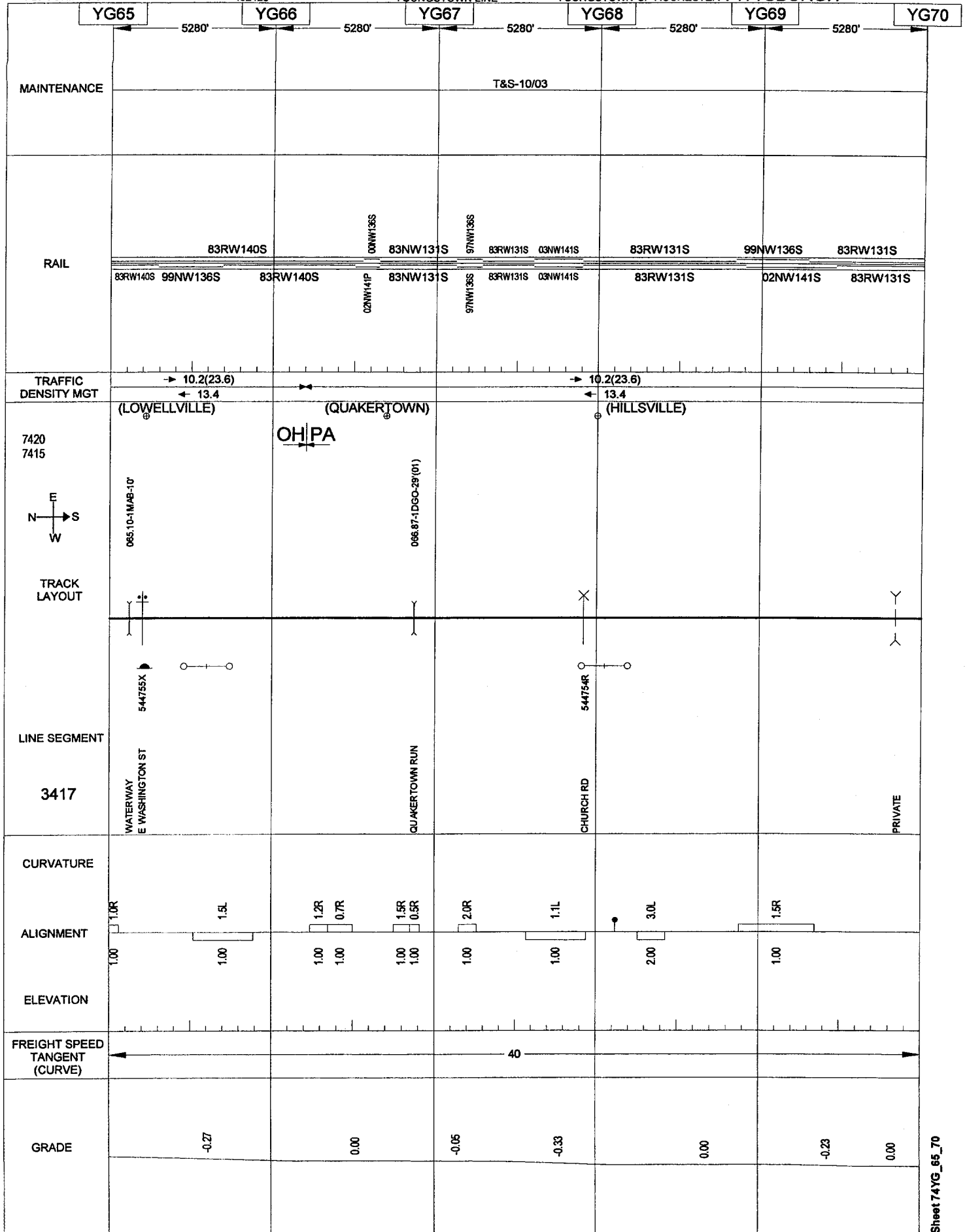


10/10/2005

402423

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH



10/10/2005

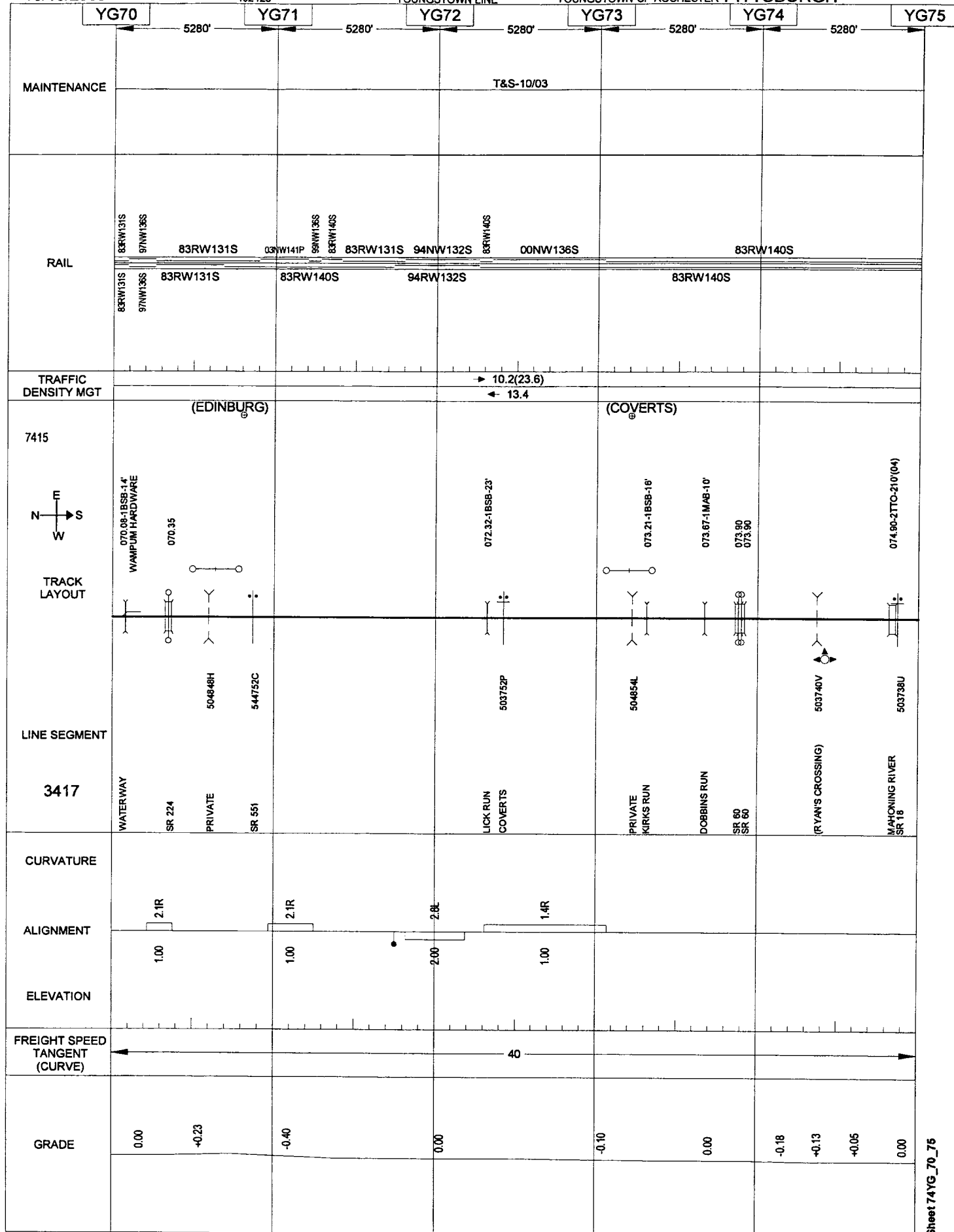
402423

174

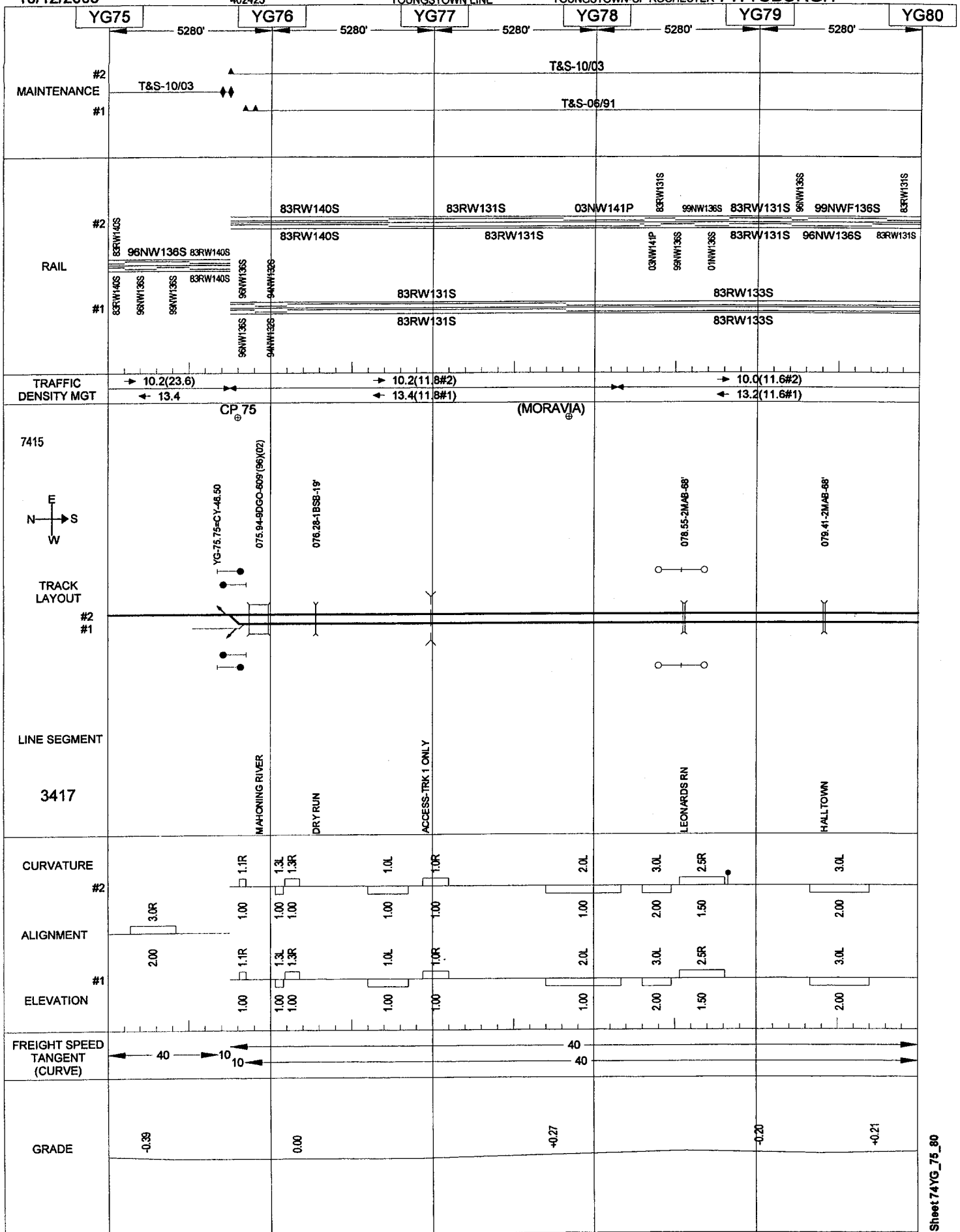
YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER

PITTSBURGH



YOUNGSTOWN-CP ROCHESTER PITTSBURGH



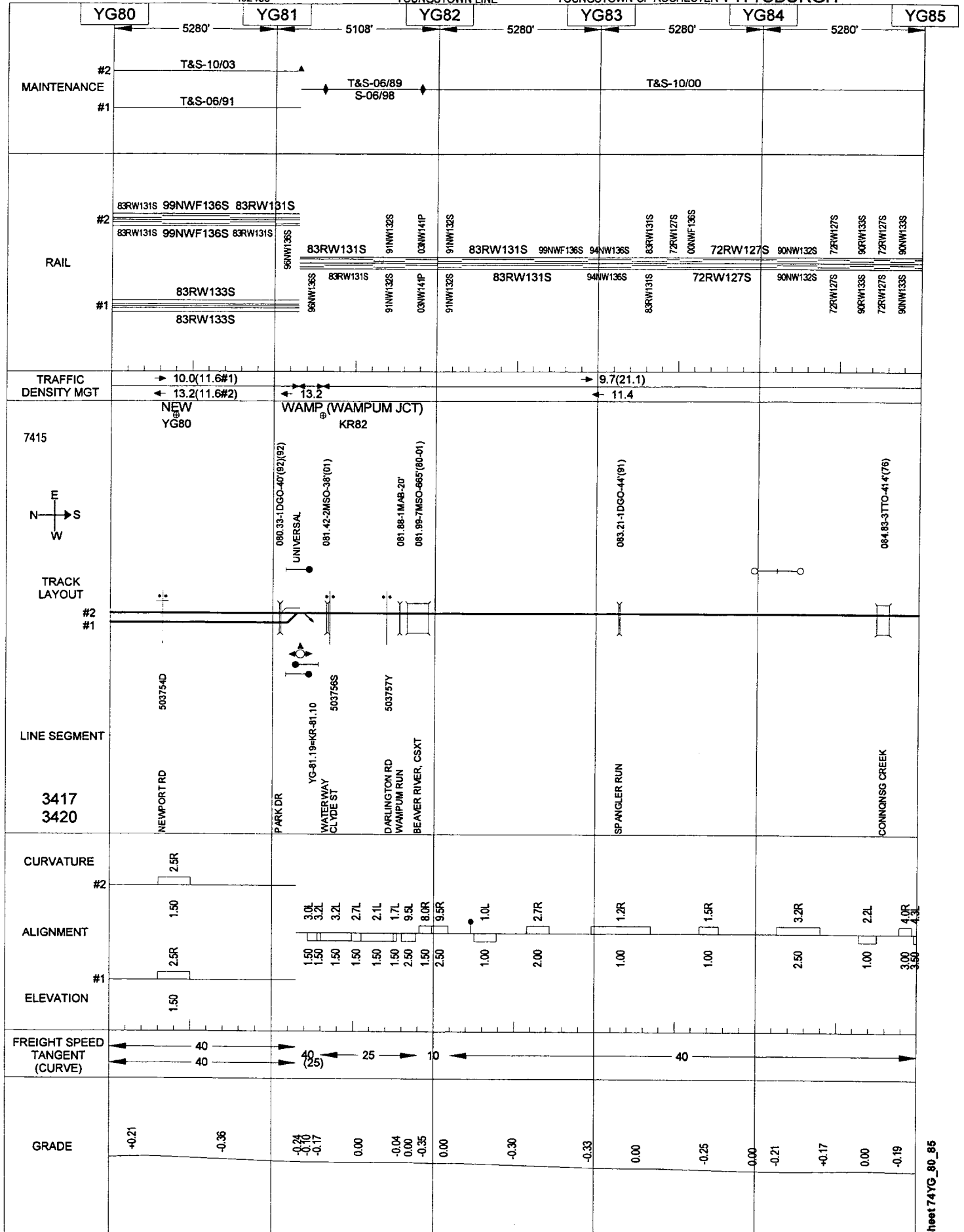
10/10/2005

402433

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER

PITTSBURGH



YOUNGSTOWN-CP ROCHESTER **PITTSBURGH**

| | YG85 | YG86 | YG87 | YG88 | YG89 | YG90 |
|-------------------------------|--|----------------------|----------------------|--|--|----------------------------------|
| MAINTENANCE | T&S-10/00 | | | | | |
| RAIL | 91NW132S 72RW127S | 00NW136S 01NW136S | 90RW133S 90NW132S | 03NW141P 99NW136S 90NW132S 74RW131S | 01NW136S 00NW136S 74RW131S 74RW140S 98NW136S 74RW140S | 91NW132S 90NW132S 94NW136S |
| TRAFFIC DENSITY MGT | <div> <div>→ 9.7(21.1)</div> <div>← 11.4</div> </div> | | | | | |
| 7415 | <div> <div>085.43</div> <div>085.80</div> <div>088.09</div> <div>088.16-1 CSB-23'</div> </div> | | | | | |
| TRACK LAYOUT | <div> <div>CSXT</div> <div>TR 351</div> <div>PA TURNPIKE THOMPSON RN</div> </div> | | | | | |
| LINE SEGMENT | 3420 | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | <div> <div>4.3L</div> <div>1.1R</div> <div>2.5L</div> <div>2.4R</div> <div>0.8L</div> <div>2.5R</div> <div>1.3L</div> <div>1.9R</div> <div>1.9R</div> <div>4.5L</div> <div>1.1L</div> <div>2.0L</div> </div> | | | | | |
| ELEVATION | <div> <div>3.50</div> <div>1.00</div> <div>1.50</div> <div>1.50</div> <div>1.00</div> <div>1.50</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>4.00</div> <div>1.00</div> <div>1.00</div> </div> | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | 40 | | | | | |
| GRADE | <div> <div>-0.19</div> <div>-0.06</div> <div>-0.07</div> <div>-0.01</div> <div>-0.05</div> <div>0.00</div> <div>-0.10</div> <div>0.00</div> <div>-0.11</div> <div>0.00</div> </div> | | | | | |

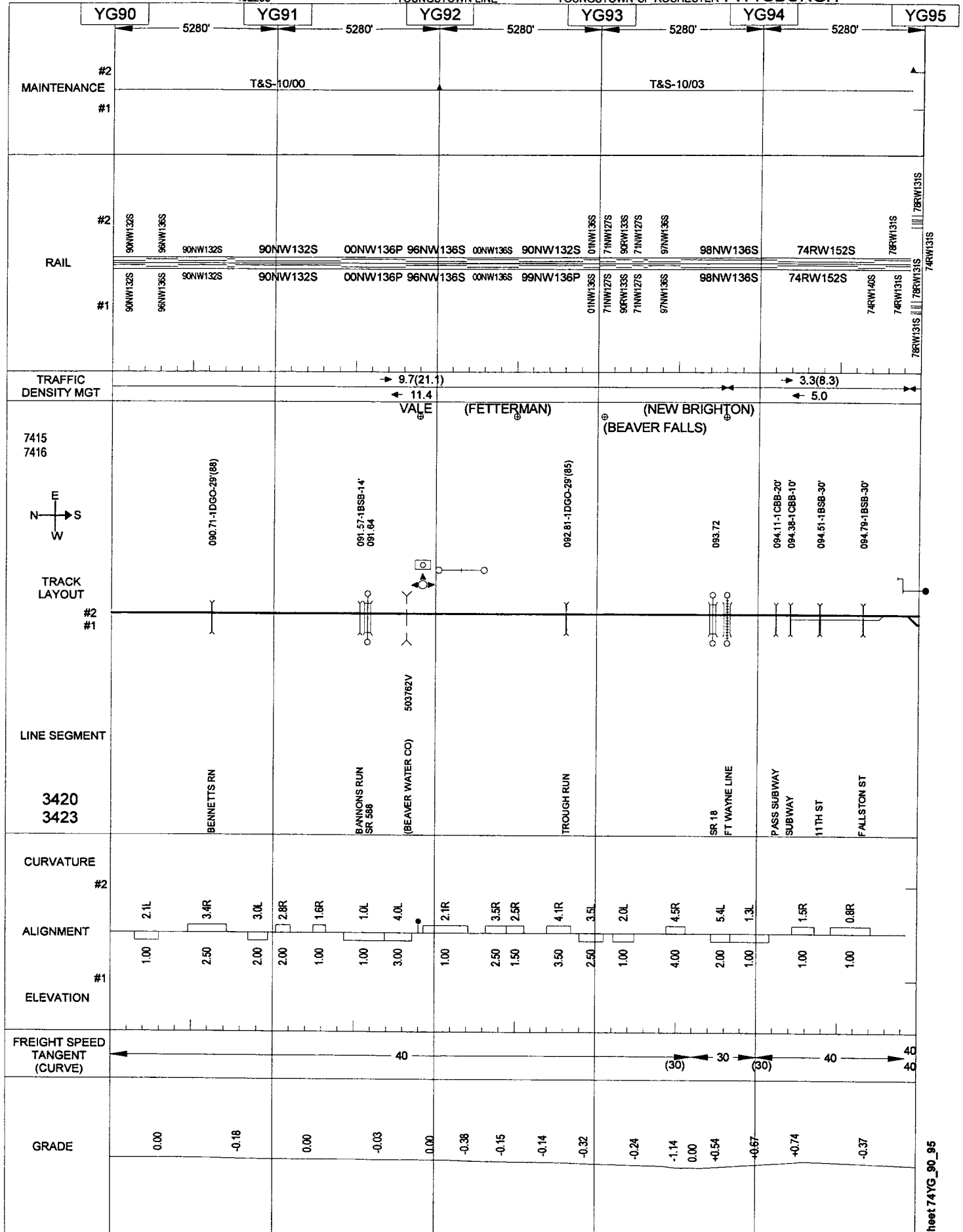
10/12/2005

178

402233

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH

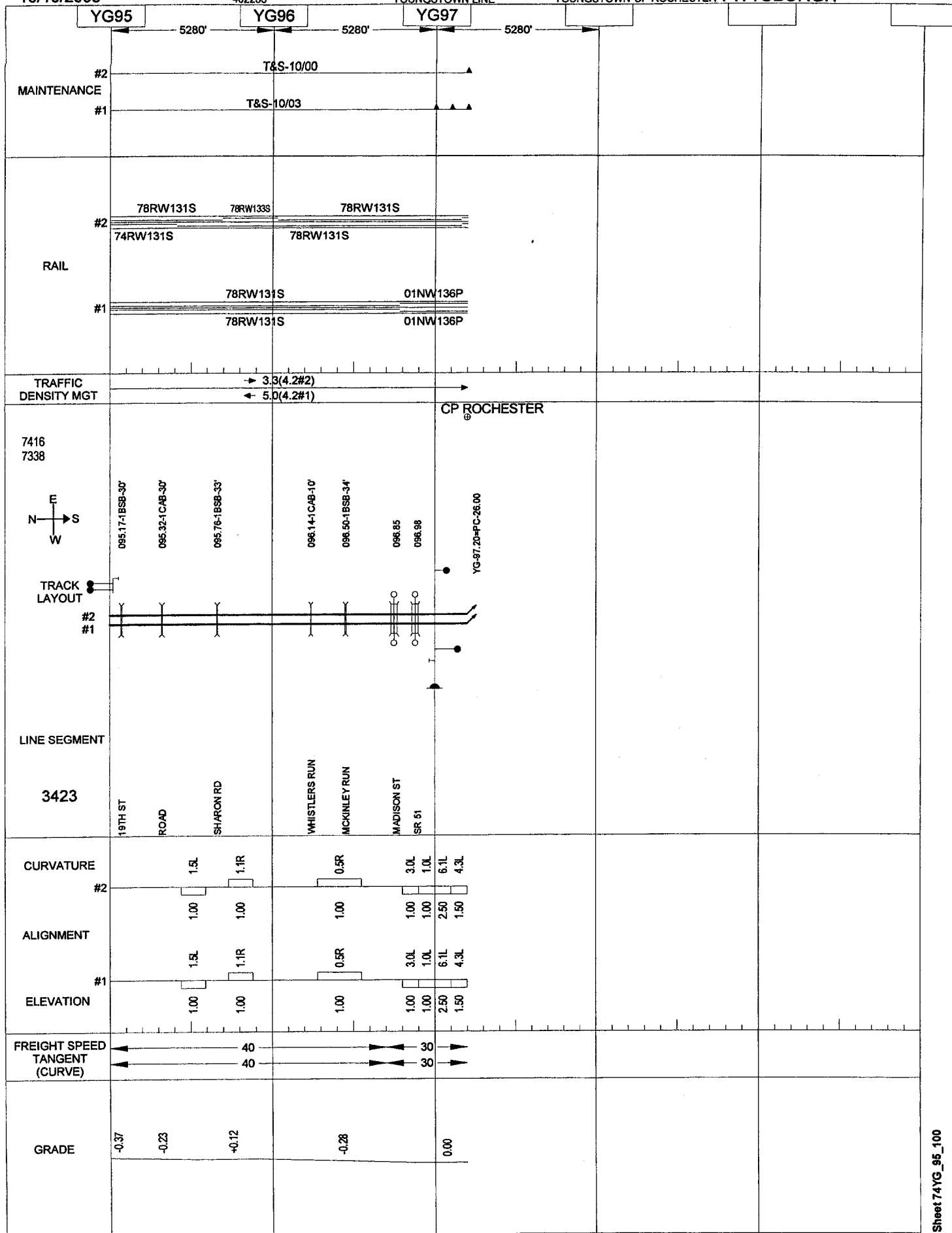


10/10/2005

402233

YOUNGSTOWN LINE

YOUNGSTOWN-CP ROCHESTER PITTSBURGH



10/10/2005

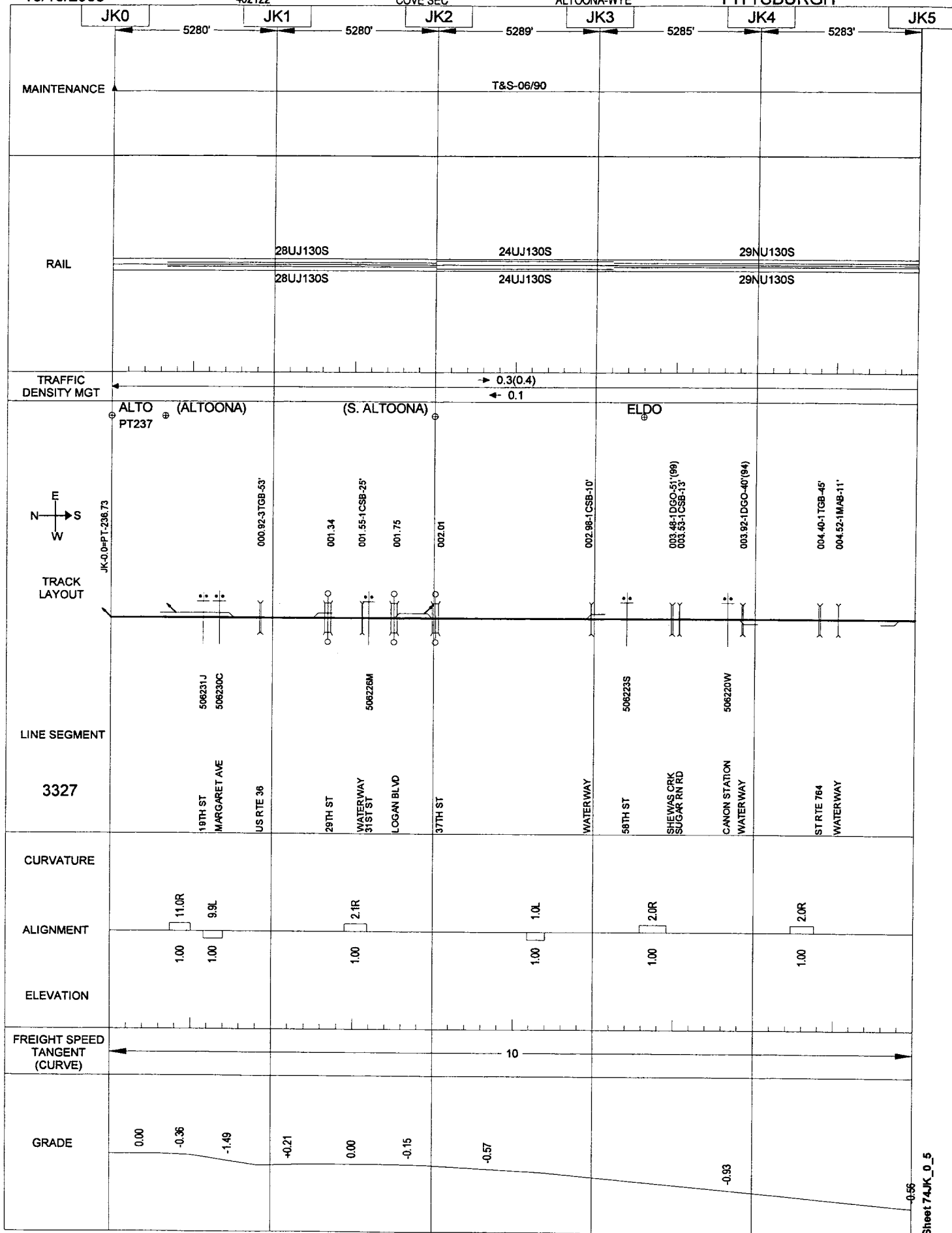
180

402122

COVE SEC

ALTOONA-WYE

PITTSBURGH



10/10/2005

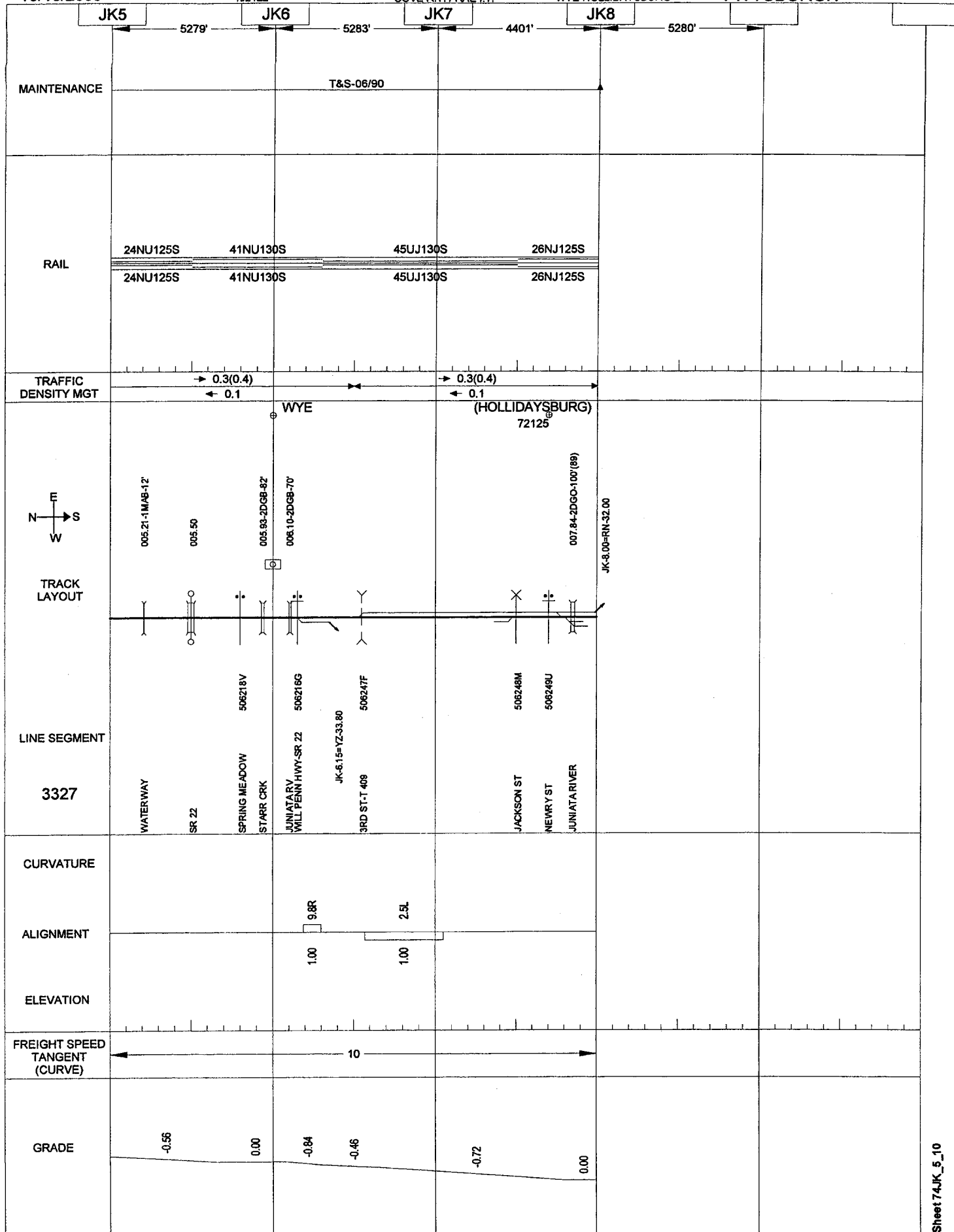
402122

181

COVER T. / RAE I.T.

WYE-HOLLIDAYSBURG

PITTSBURGH



10/10/2005

402122

182

RAE I.T.

HOLLIDAYSBURG YARD

PITTSBURGH

RN28

RN29

RN30

5285'

5251'

MAINTENANCE

T&S-06/46

RAIL

46UJ130S

29NU125S

46UJ130S

29NU125S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.1(0.4)

0.0

0.3

7013

FRANK

(FRANKSTOWN)
RN30



TRACK
LAYOUT

028.77-1CSB-30'

028.27-1DCO-28'(87)

LINE SEGMENT

506252C

528930V
506251V

3324

WHITE

TURKEY RUN

ROARING RUN

LOOP ROAD
CAR SHOP RD

CURVATURE

ALIGNMENT

ELEVATION

2.0L

3.5R

1.00

1.00

6.0L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.11

+0.20

+0.30

+0.10

0.00

+0.25

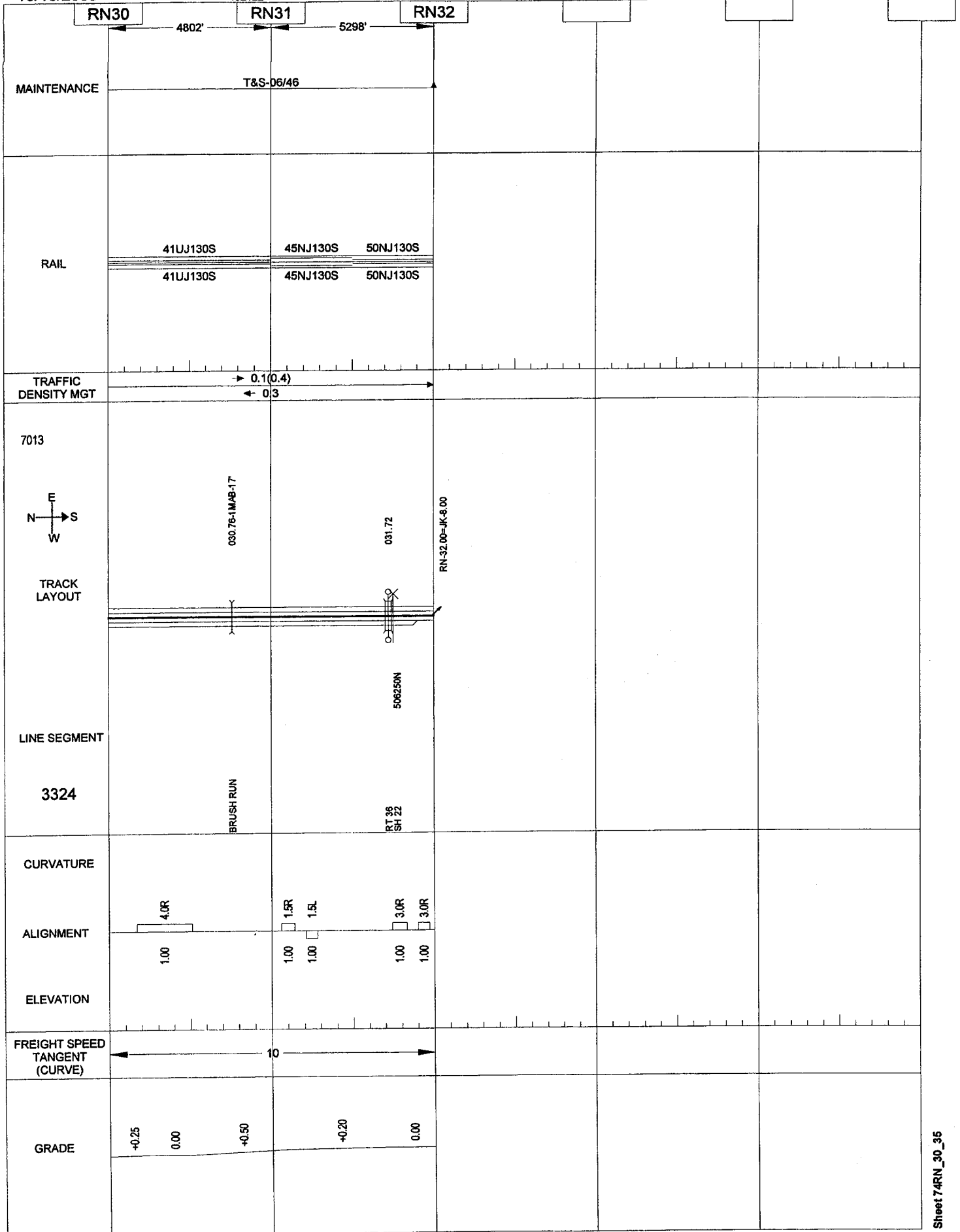
10/10/2005

402122

RAE I.T.

HOLLIDAYSBURG YARD

PITTSBURGH



10/10/2005

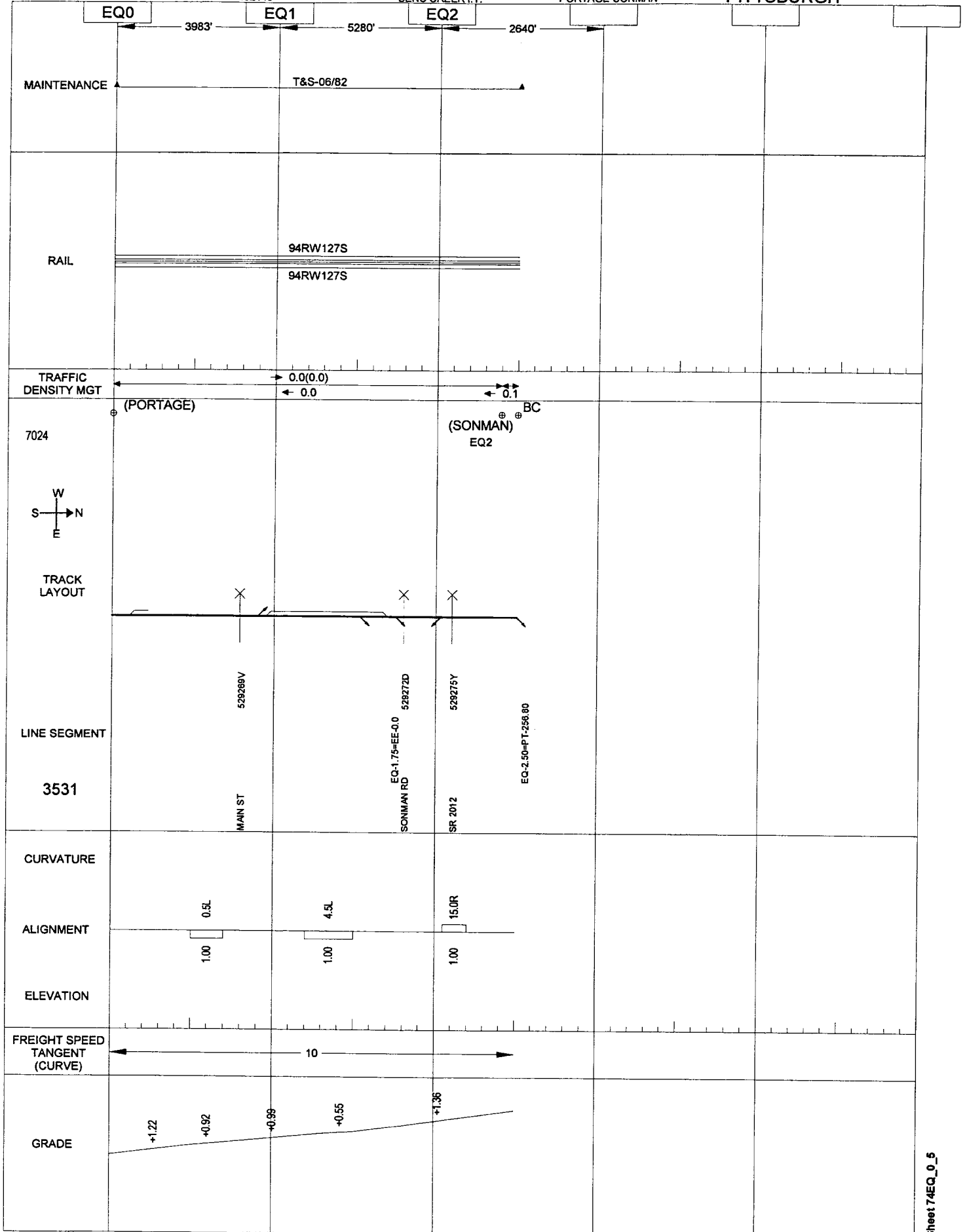
402149

184

BENS CREEK I.T.

PORTAGE-SONMAN

PITTSBURGH



10/10/2005

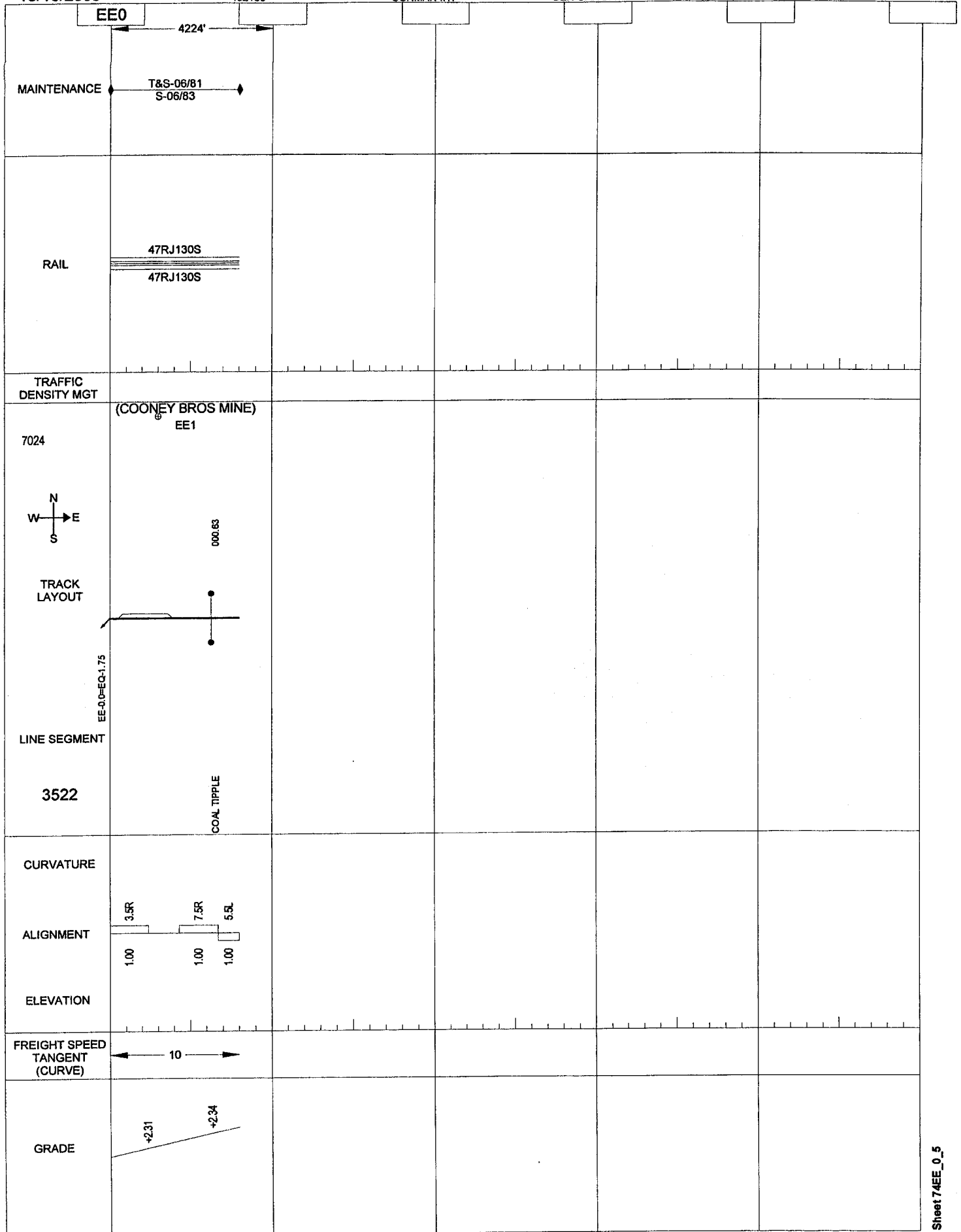
402150

185

SONMAN I.T.

BEN CRK BRNCH-MINE

PITTSBURGH



10/10/2005

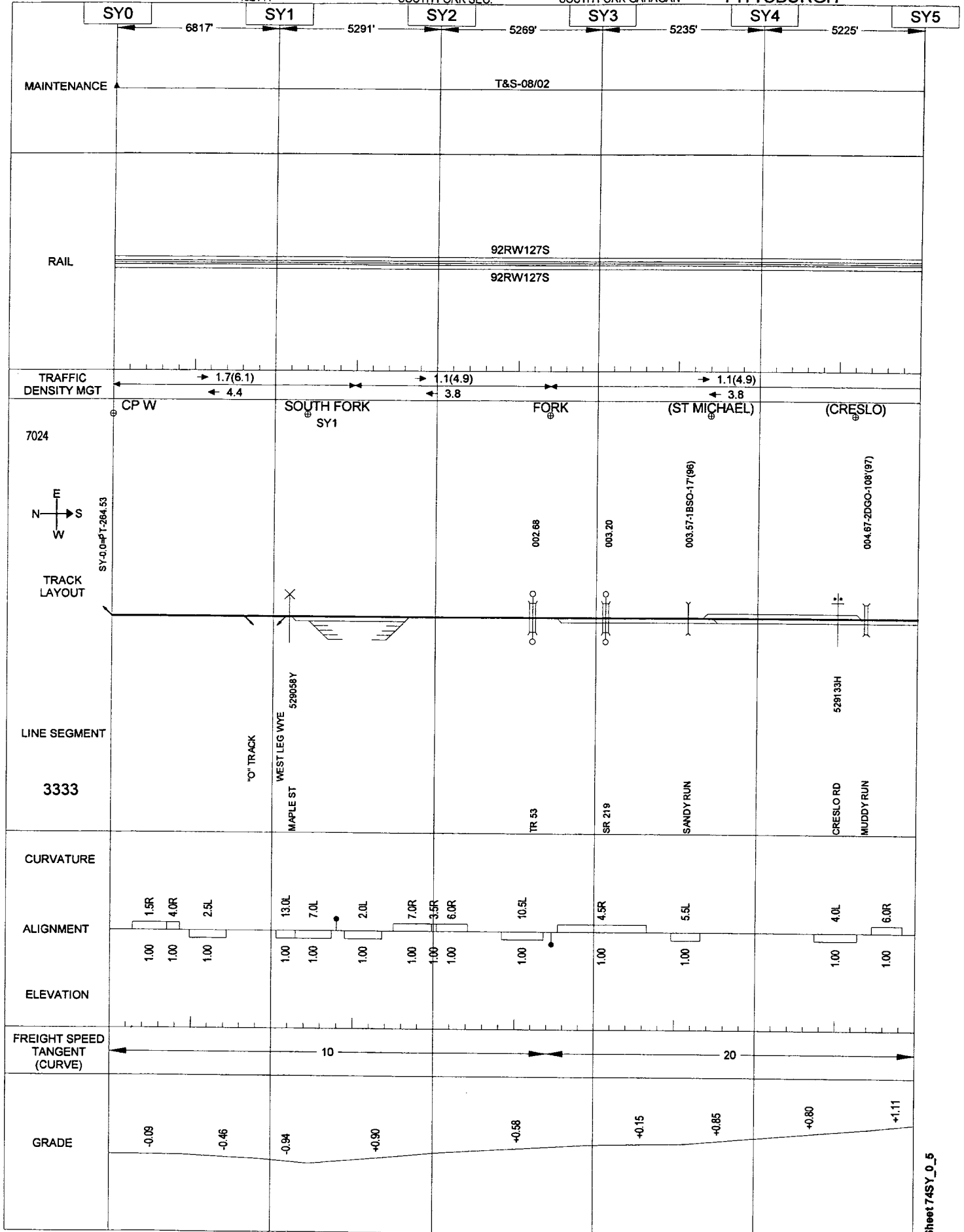
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186

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



10/10/2005

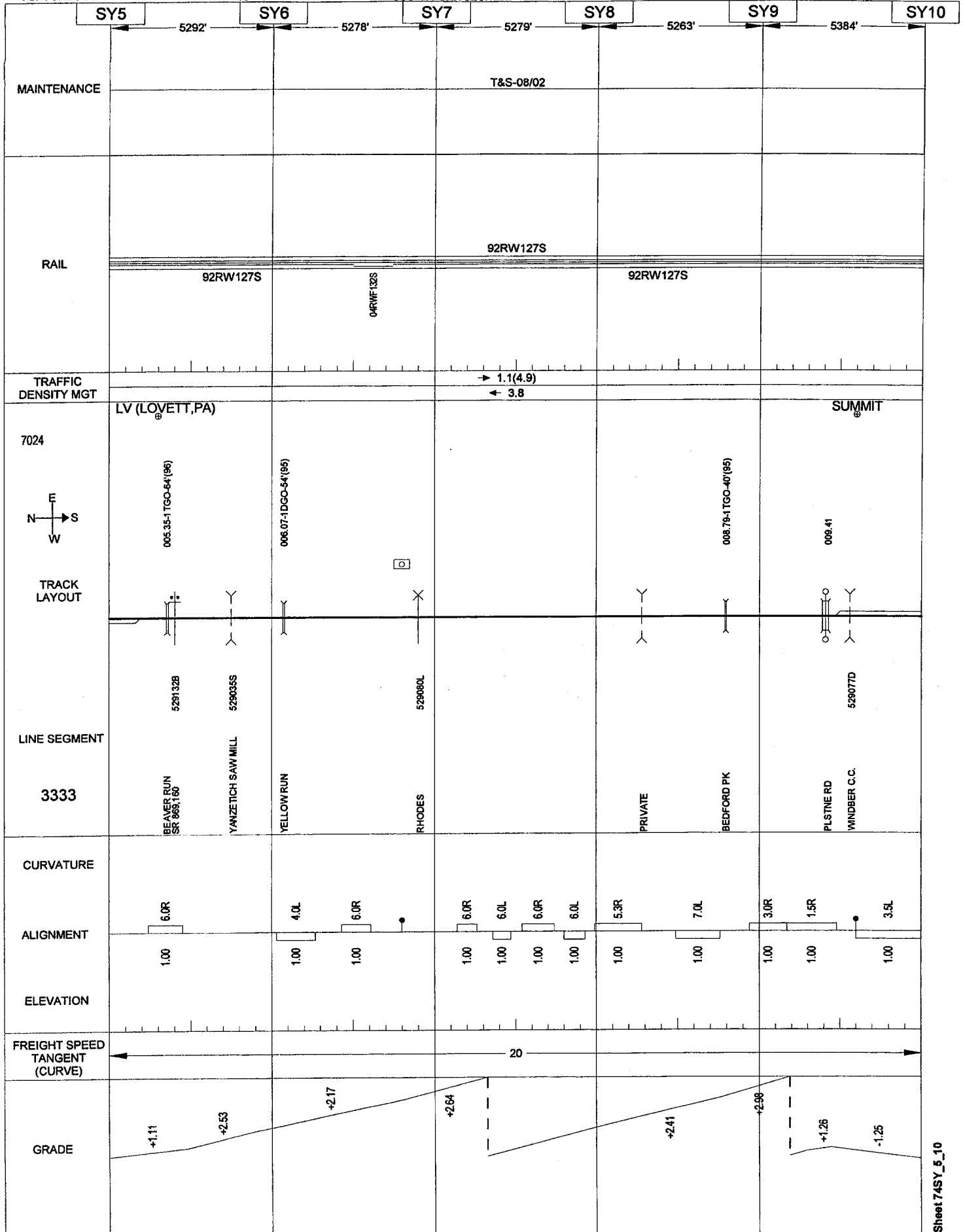
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187

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



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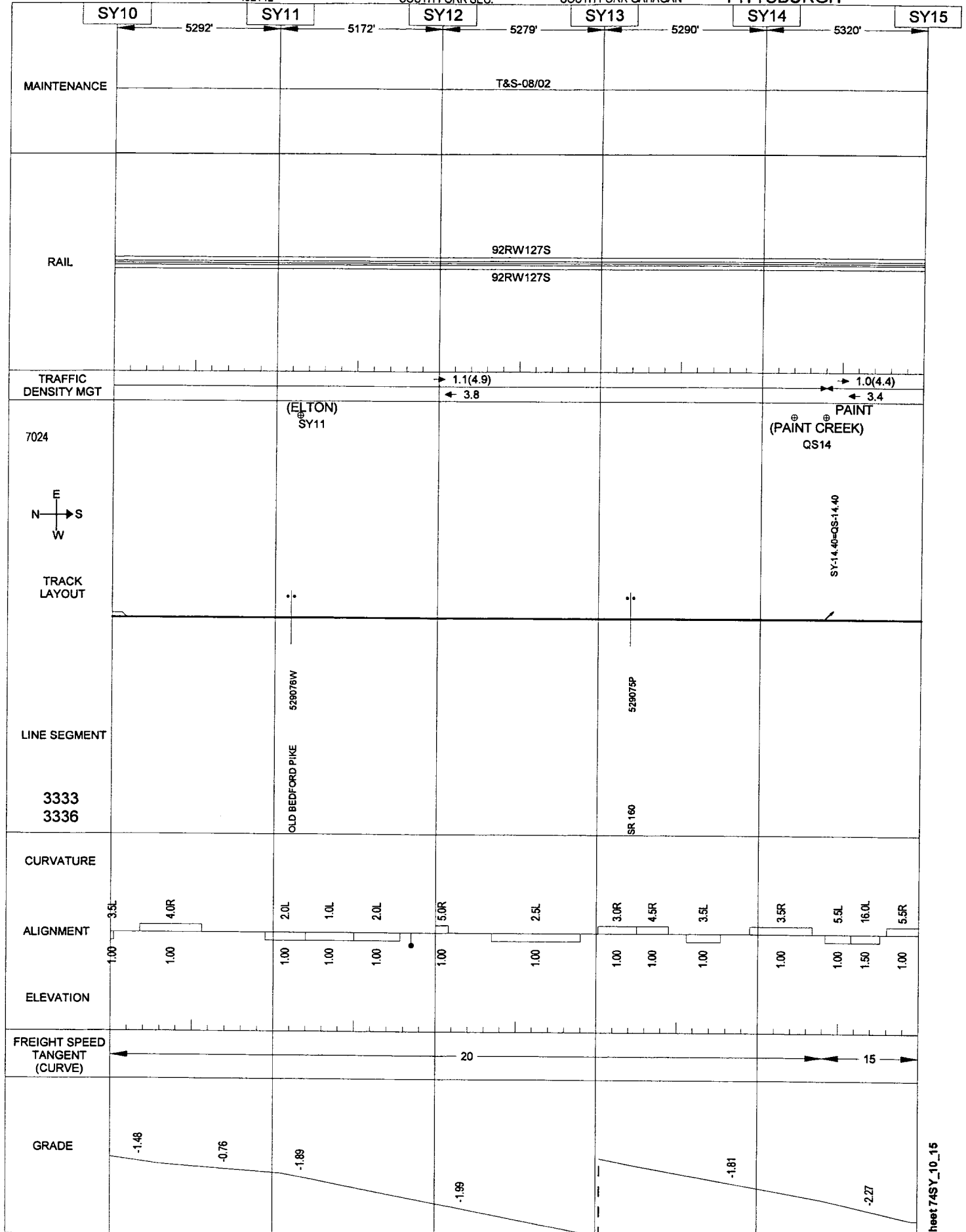
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188

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



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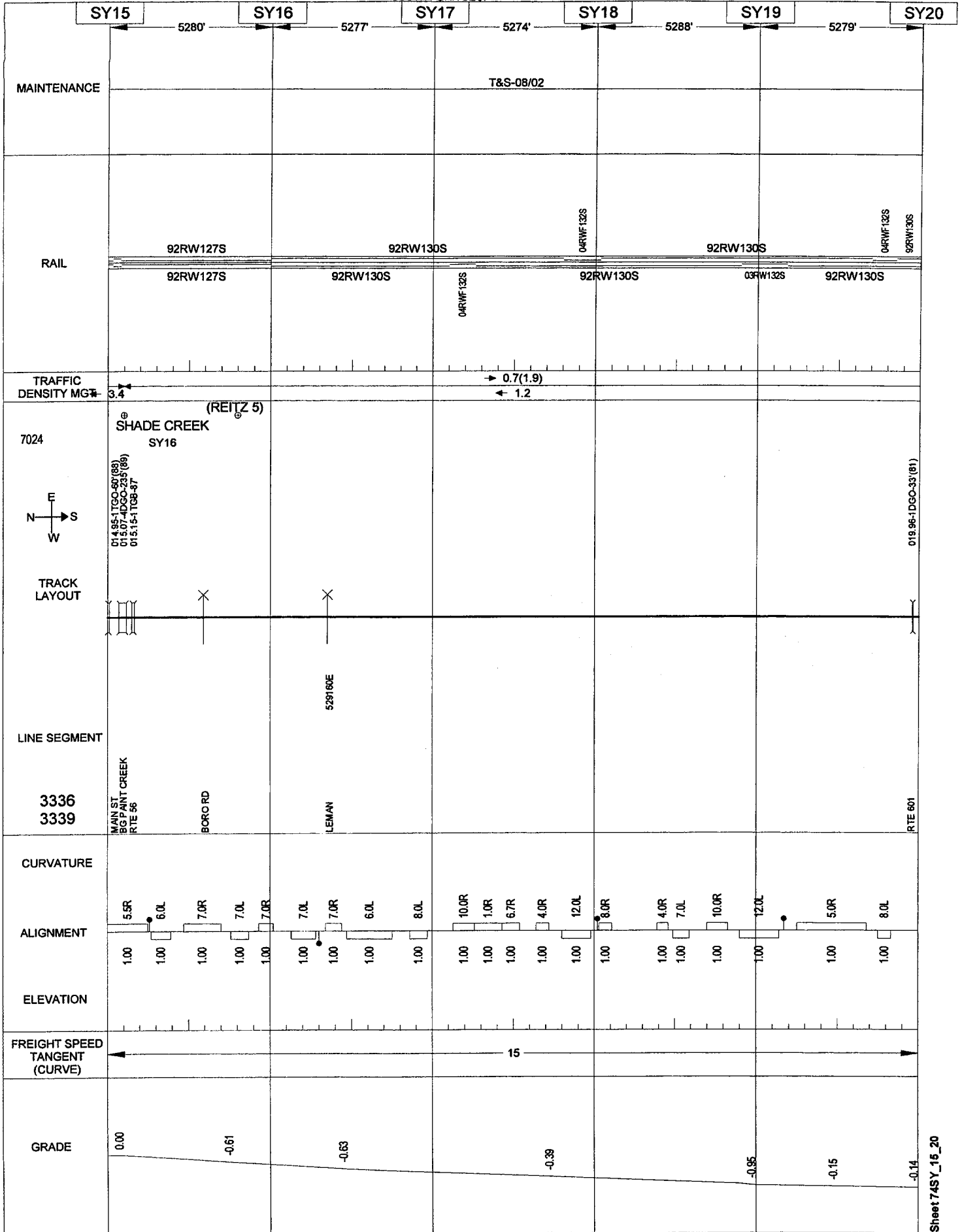
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189

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



10/10/2005

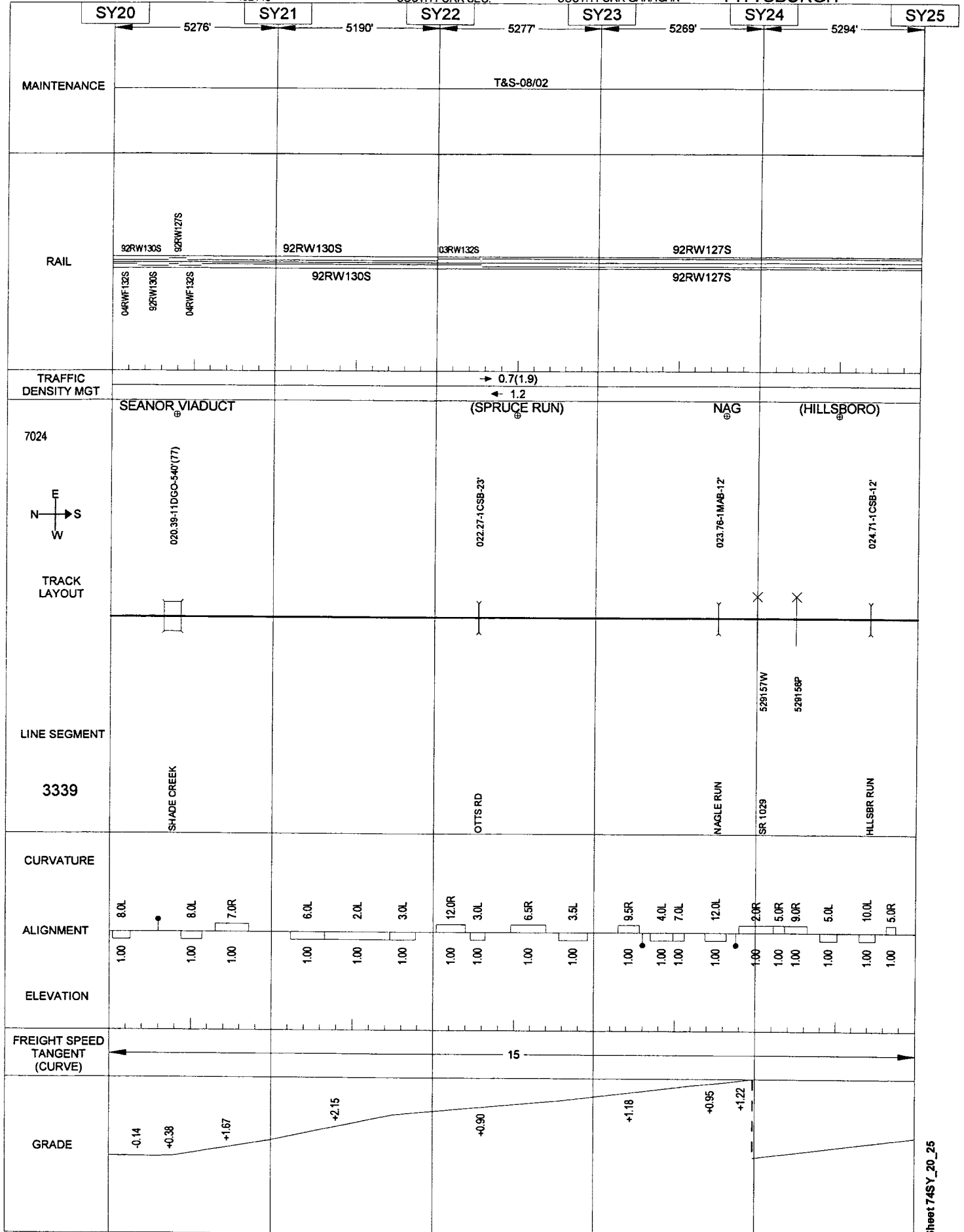
402143

190

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH



10/10/2005

402143

191

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH

SY25

SY26

SY27

SY28

SY29

SY30

5273'

5179'

5371'

5278'

5284'

MAINTENANCE

T&S-08/02

RAIL

92RW127S

92RW130S

92RW127S

92RW130S

TRAFFIC
DENSITY MGT→ 0.7(1.9)
← 1.2→ 0.4(0.9)
← 0.5

7024

(HUSKIN RUN)

HUSKIN
SY26

(MILLER RUN)

(ROCKINGHAM)

E
N → S
WTRACK
LAYOUT

025 93-1MAB-16'

028 48-1MAB-30'

LINE SEGMENT

3339

HUSKINS RUN

MILLERS RUN

WHISPERING PINES RD 529155H

CURVATURE

ALIGNMENT

ELEVATION

5.0R

3.0R

4.0L

12.0L

3.5L

12.0R

4.0L

7.0R

3.5L

7.0L

2.0L

3.0R

8.0R

10.0L

8.0R

8.0L

8.0R

3.0L

4.0R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+1.22

+1.21

-0.85

+1.21

+1.16

+0.37

10/10/2005

192

402143

SOUTH FORK SEC.

SOUTH FORK-GAHAGAN

PITTSBURGH

SY30

SY31

SY32

SY33

SY34

3477'

MAINTENANCE

T&S-08/02

T&S-06/87
S-06/93

RAIL

92RW130S

92RW127S

92RW130S

92RW127S

TRAFFIC
DENSITY MG

0.5

0.0(0.0)
0.0

7024

CAIRNBROOK
SY31

CENTRAL CITY

(GAHAGAN)
SY35E
N → S
WTRACK
LAYOUT

030.971 CSB-20'

034.13

LINE SEGMENT

3339

MC GREGOR AVE
5291 54B

L DRK SHD C

SR 180
5291 53ULAMBERT ST
5291 52MPRIVATE
PRIVATE
TIPPLE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

10

GRADE

0.00

+0.10

+0.38

+1.68

+0.34

+2.51

+1.72

+3.34

+1.54

+0.71

+1.56

10/10/2005

402141

193
SOUTH FORK I.T.

PAINT-WINDBER JUNCTION

PITTSBURGH

QS15

5280'

MAINTENANCE

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

RAIL

22NU110S 28UJ130S
22NU110S 28UJ130S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

(SCALP LEVEL)

7024

E
N → S
W

TRACK
LAYOUT

QS-14.40=SY-14.40

LINE SEGMENT

3342

CURVATURE

ALIGNMENT

ELEVATION

8.0L 8.0R 12.0L
1.00 1.00 1.00

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

-0.32

Sheet 74QS_10_15

10/10/2005

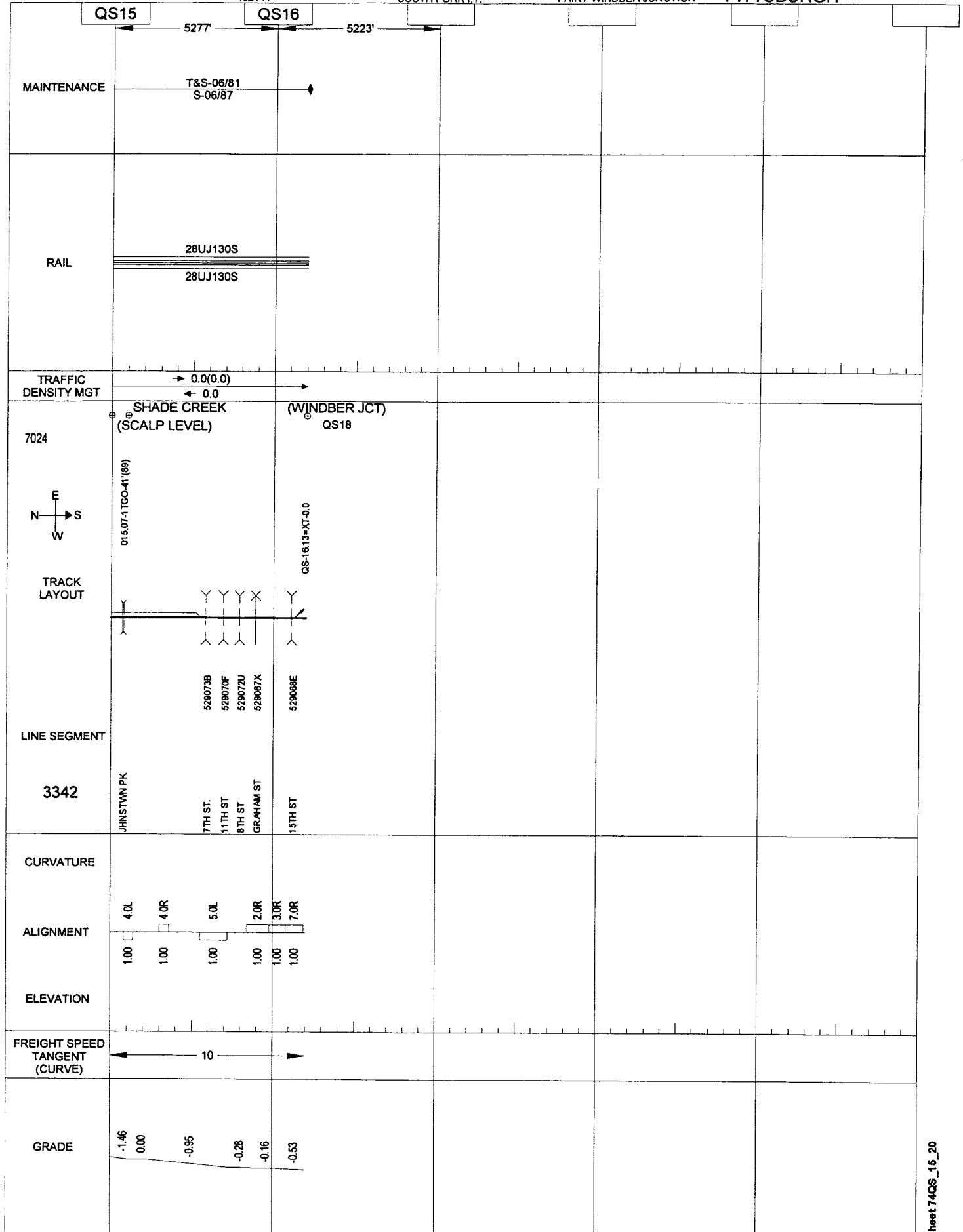
402141

194

SOUTH FORK I.T.

PAINT-WINDBER JUNCTION

PITTSBURGH



10/10/2005

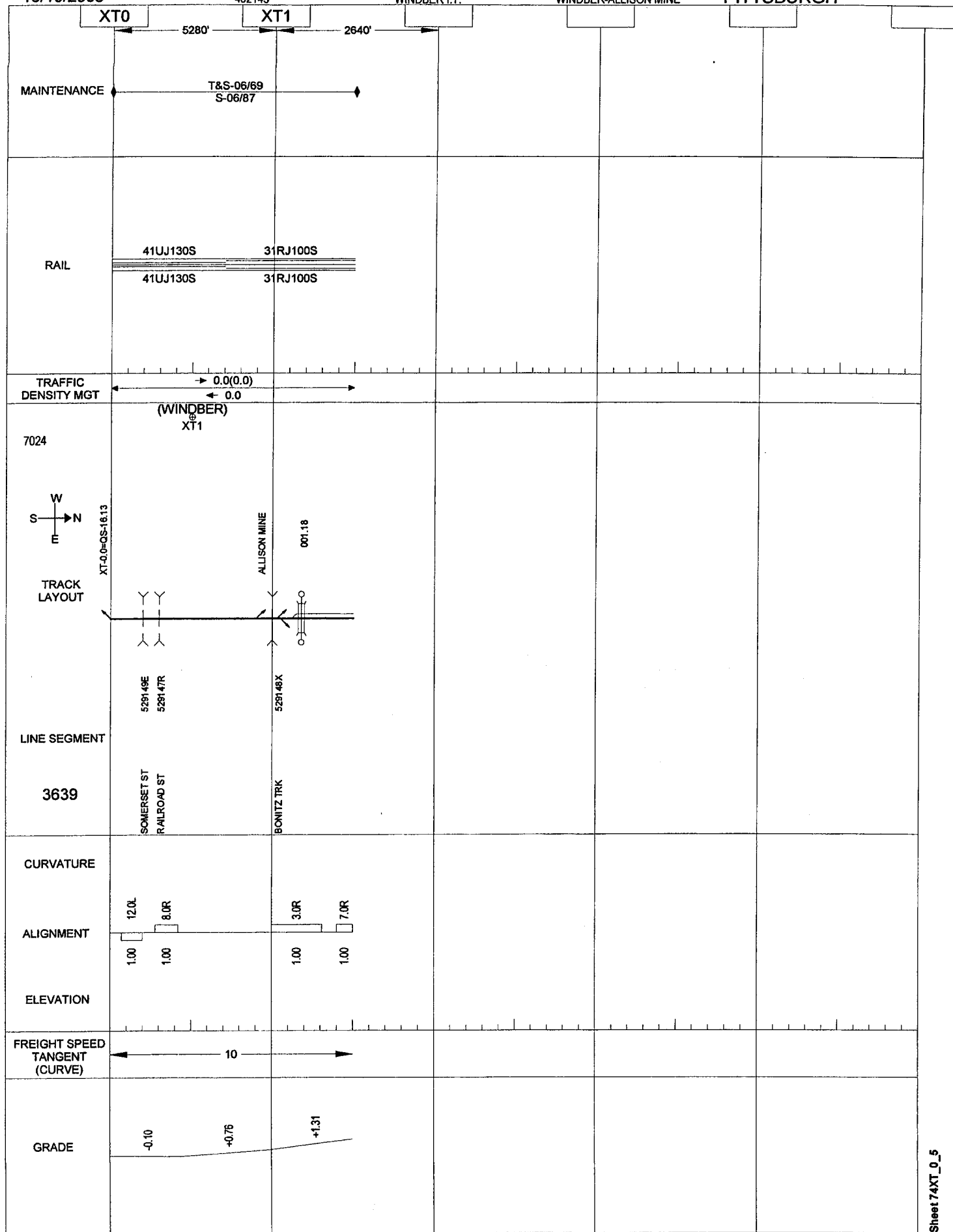
402145

195

WINDBER I.T.

WINDBER-ALLISON MINE

PITTSBURGH



10/10/2005

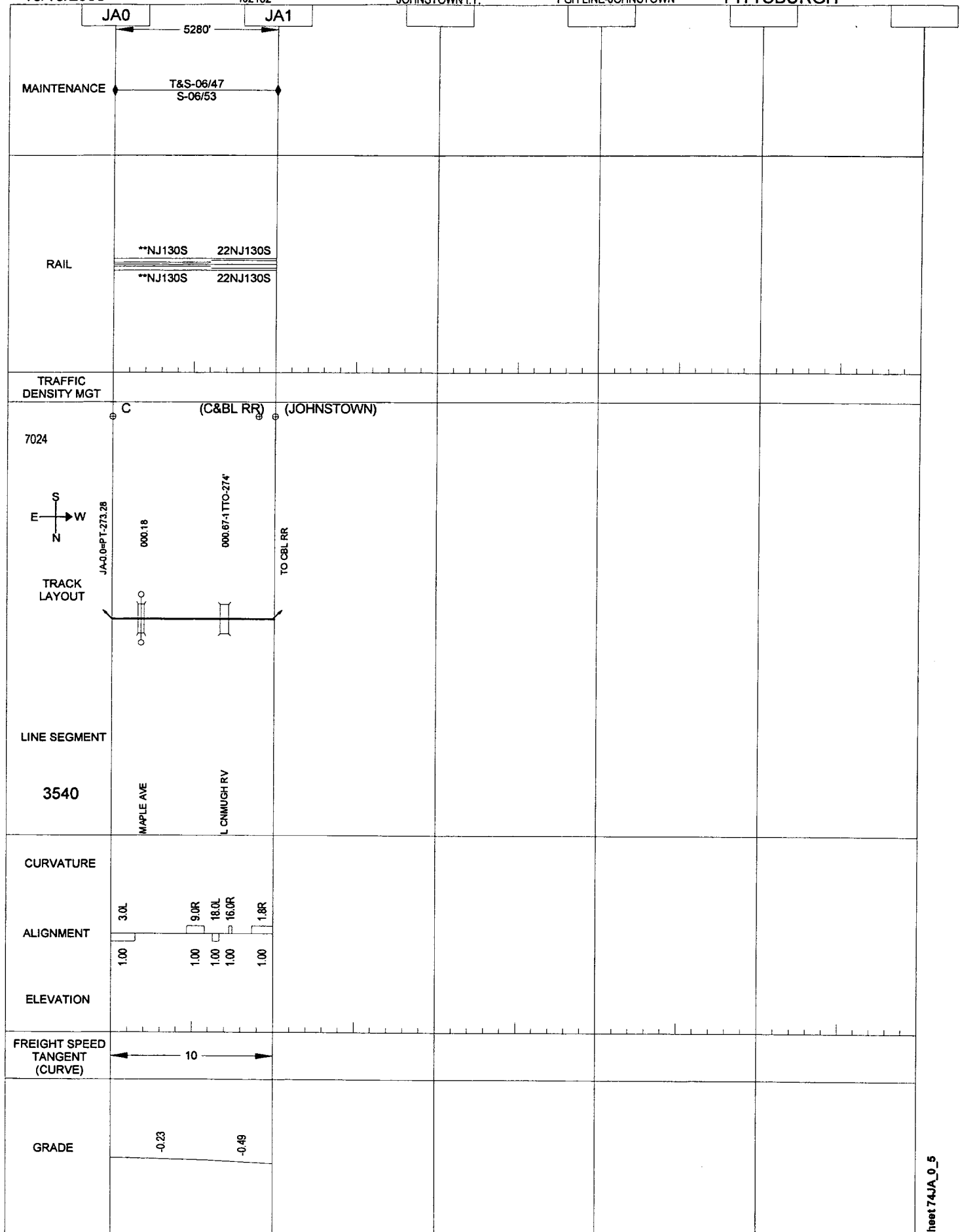
402152

196

JOHNSTOWN I.T.

PGH LINE-JOHNSTOWN

PITTSBURGH



10/10/2005

402285

197

UNITY I.T.

CP TROBE-LATROBE

PITTSBURGH

UN0

5280'

MAINTENANCE

RAIL

55NJ130S

55NJ130S

TRAFFIC
DENSITY MGT

7025

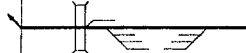
CP TROBE (LATROBE)
(UNITY YD)



UN 0.0-PT 312.73

000.22-40 GO-205'(99)

TRACK
LAYOUT



LINE SEGMENT

3618

LYLHNN CRK

UNITY YARD

CURVATURE

ALIGNMENT

6.0L

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.47

-0.88

+0.21

10/10/2005

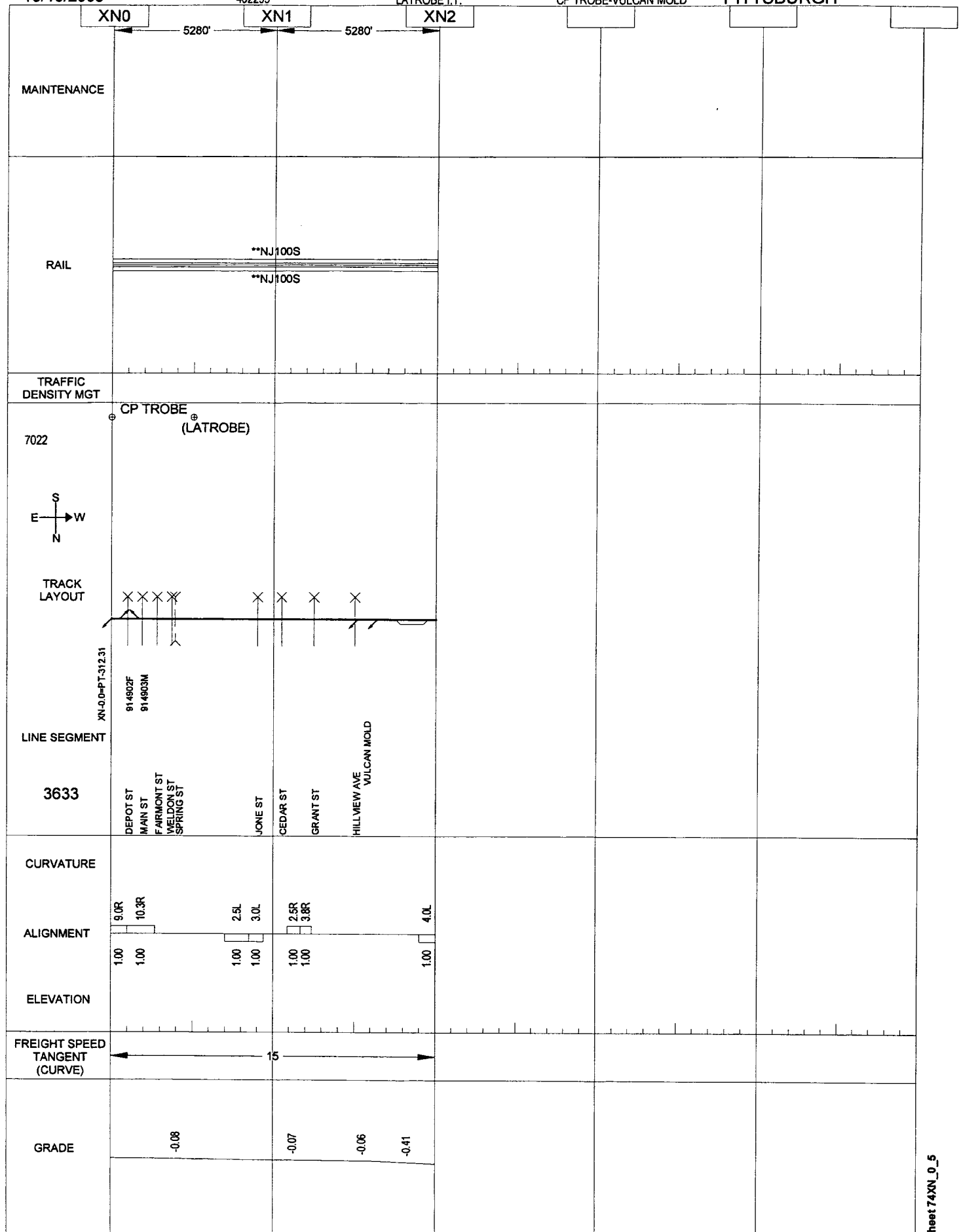
402299

198

LATROBE I.T.

CP TROBE-VULCAN MOLD

PITTSBURGH



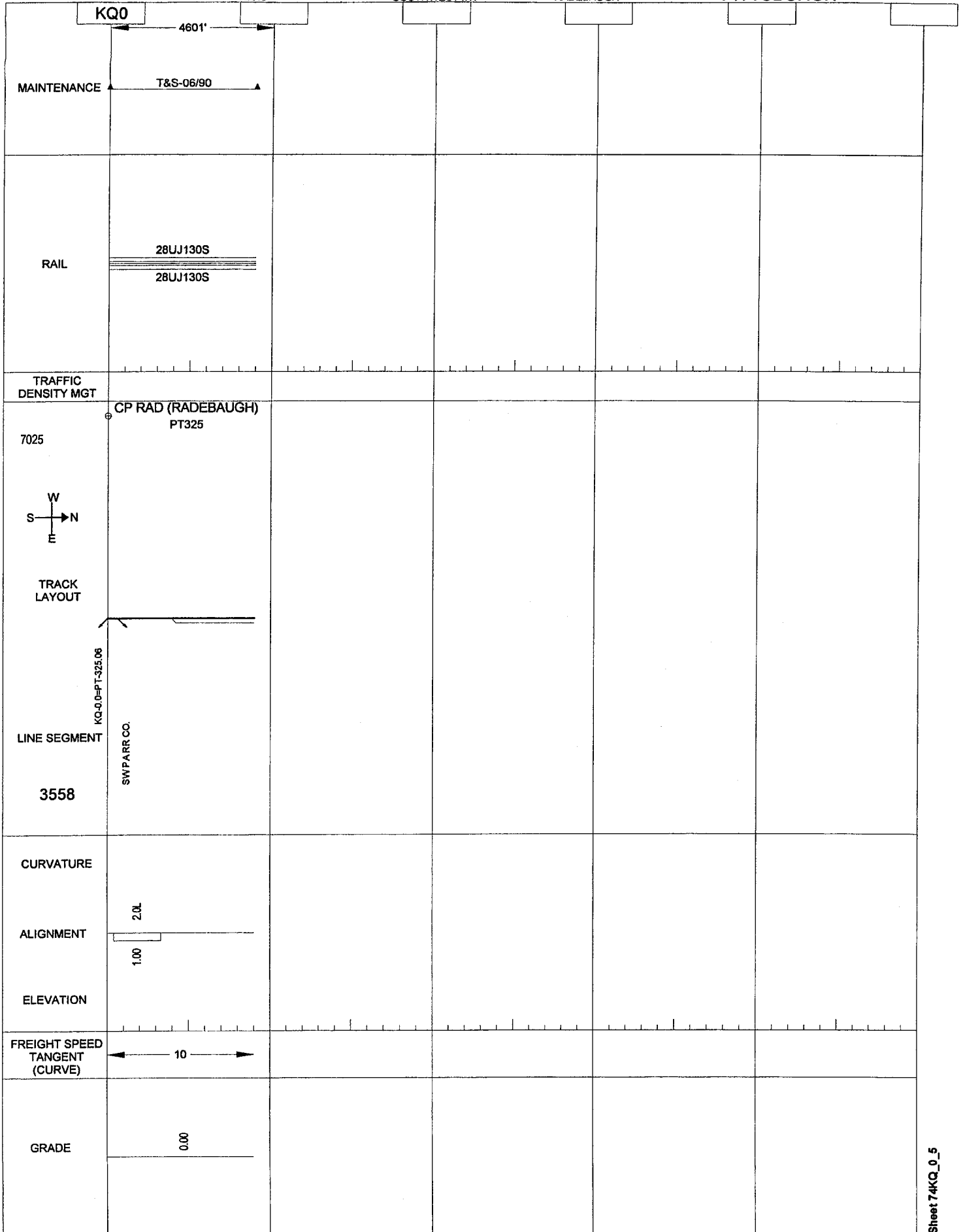
10/10/2005

402218

SOUTHWEST I.T.

RADEBAUGH

PITTSBURGH



10/10/2005

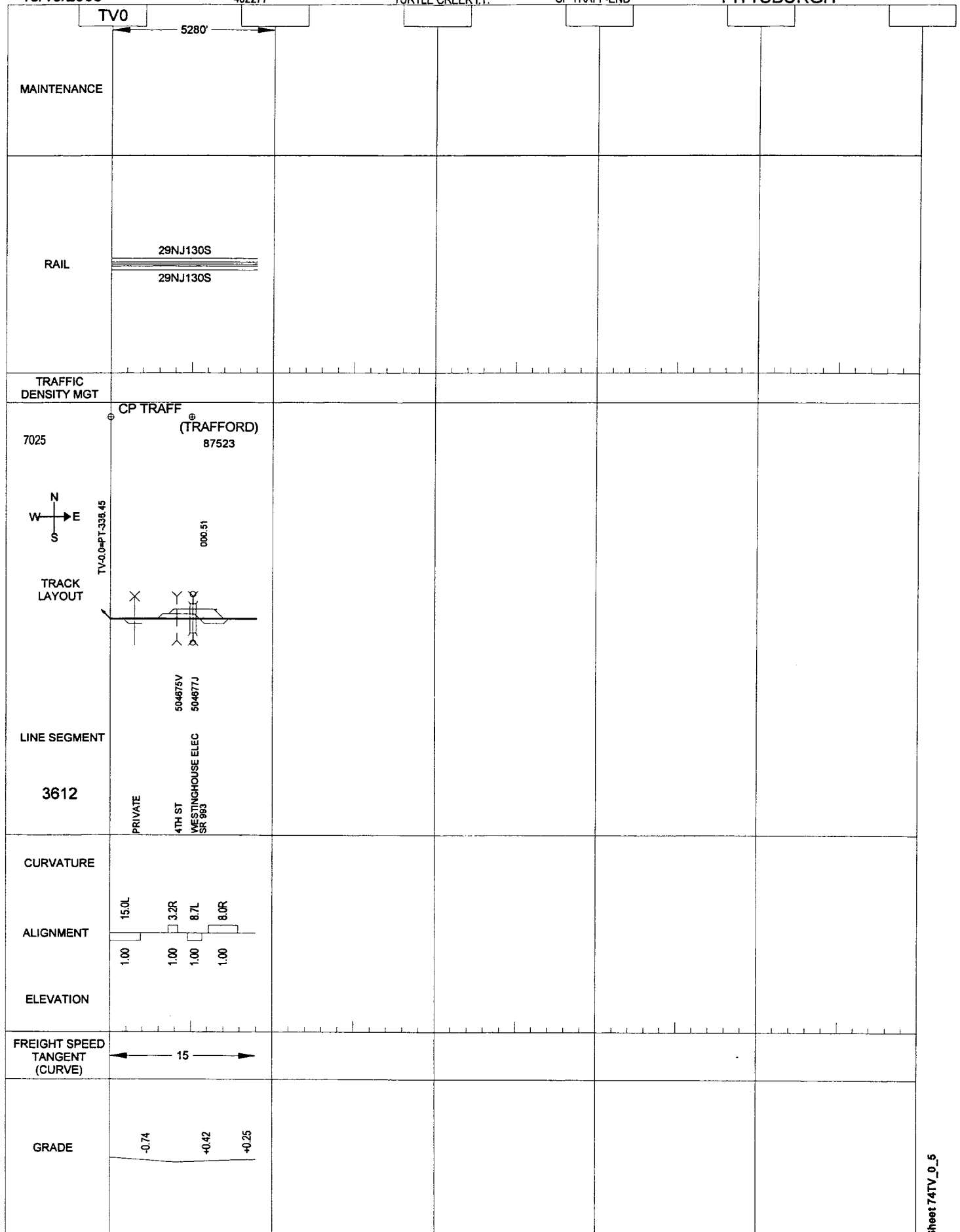
402277

200

TURTLE CREEK I.T.

CP TRAFF-END

PITTSBURGH



10/10/2005

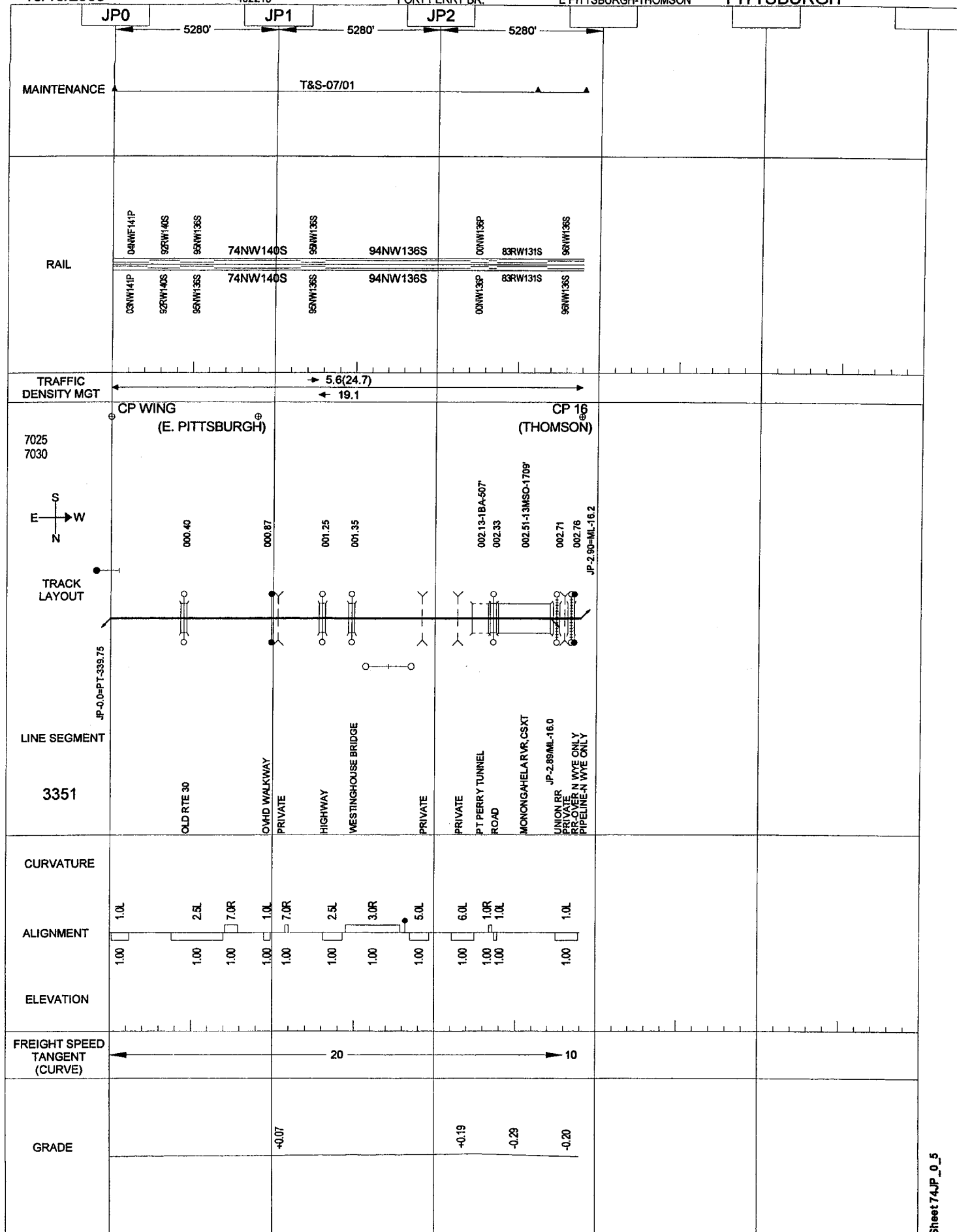
402219

201

PORT PERRY BR.

E PITTSBURGH-THOMSON

PITTSBURGH



10/10/2005

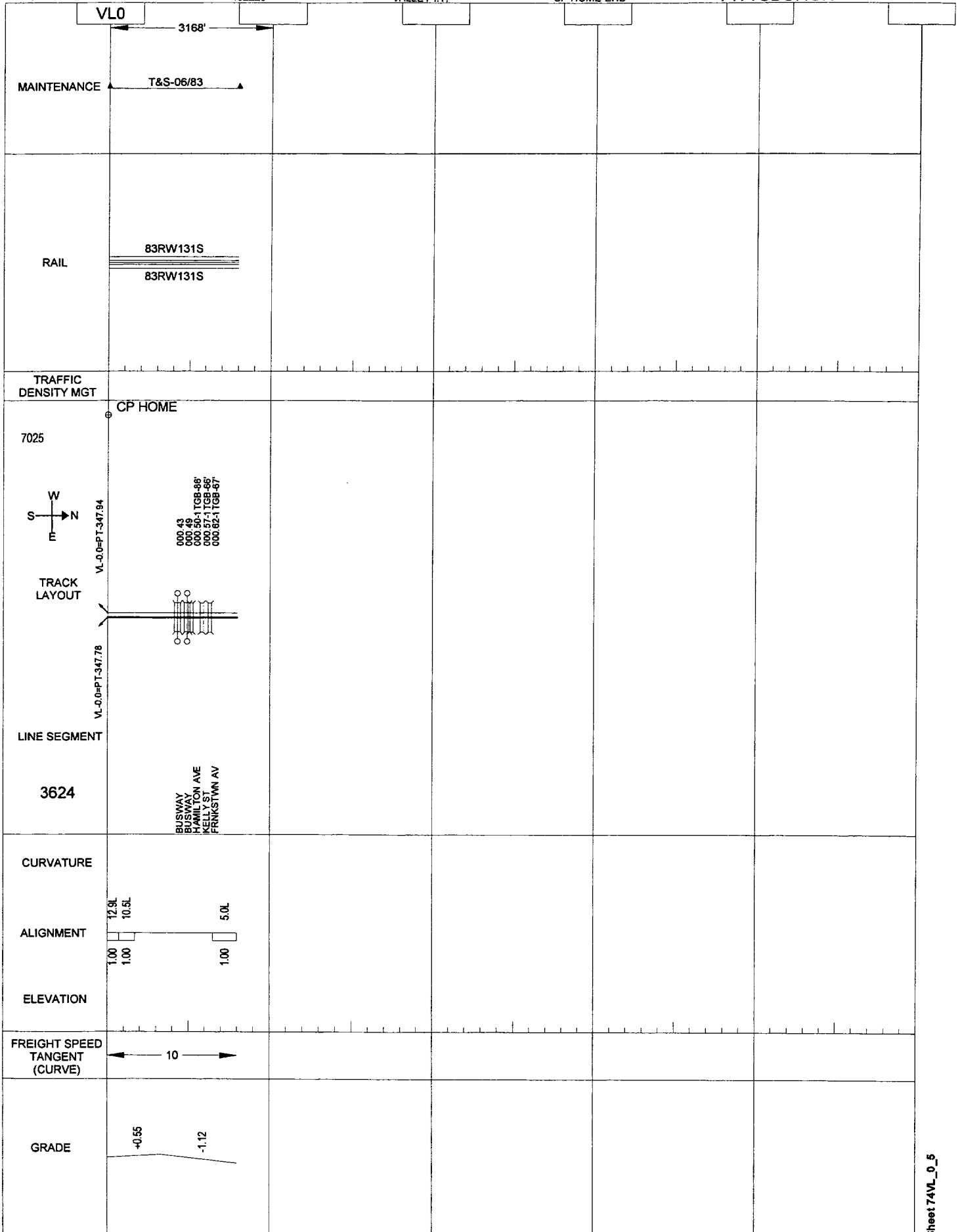
402226

202

VALLEY I.T.

CP HOME-END

PITTSBURGH



10/10/2005

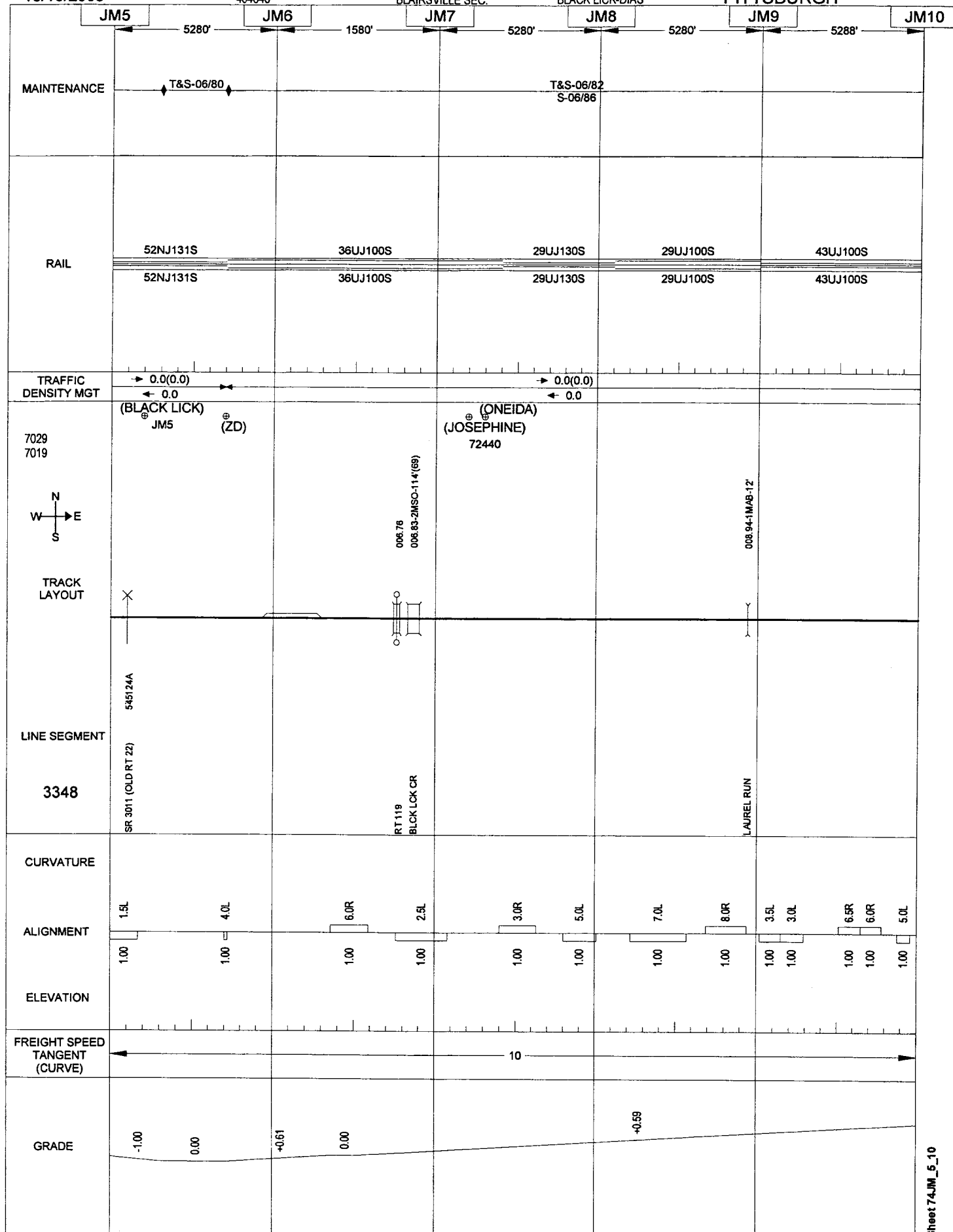
204

404040

BLAIRSVILLE SEC.

BLACK LICK-DIAS

PITTSBURGH



10/10/2005

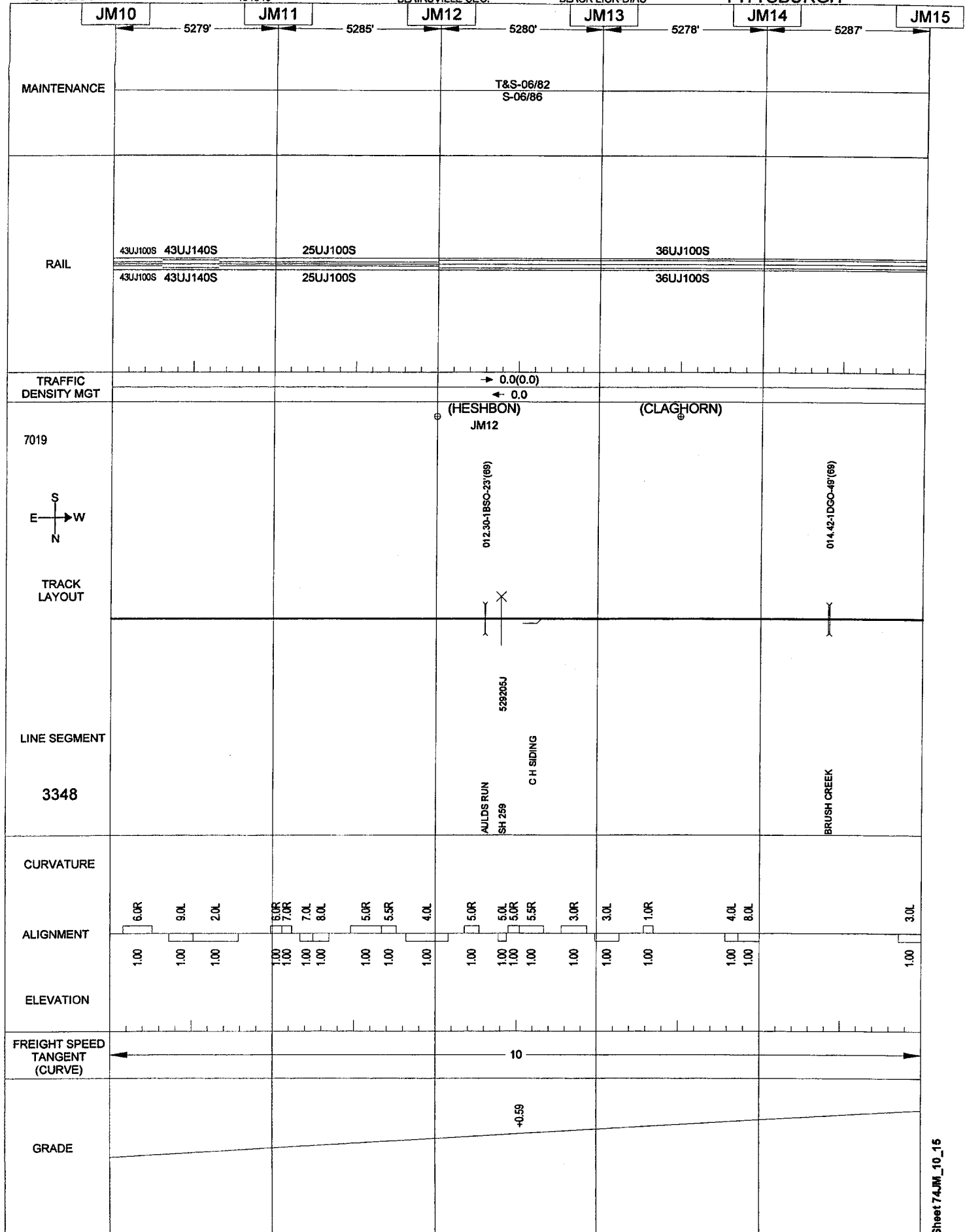
404040

205

BLAIRSVILLE SEC.

BLACK LICK-DIAS

PITTSBURGH



10/10/2005

404040

206

BLAIRSVILLE SEC.

BLACK LICK-DIAS

PITTSBURGH

JM15

JM16

JM17

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

T&S-06/82

MAINTENANCE

RAIL

36UJ100S

36UJ100S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

7019

(D/AS)
JM16

S
E → W
N

TRACK
LAYOUT

015.83

016.48-1850-15(89)

016.80

LINE SEGMENT

3348

SR 56

DIAS RUN

TIPPLE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.59

10/10/2005

408009

207

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH

| | | | RA2 | RA3 | RA4 | RA5 |
|--|--|--|----------------------|----------------------|----------------------|-------------------------|
| | | | 5280' | 5280' | 5280' | |
| MAINTENANCE | | | | | | |
| RAIL | | | 40RJ100S 40RJ100S | 40RJ130S 40RJ130S | 40RJ100S 40RJ100S | |
| TRAFFIC DENSITY MGT | | | | → 3.5(4.4) ← 0.9 | | |
| <div style="text-align: center;"> S E → W N </div> TRACK LAYOUT | | | | (ROSSITER) | (JUNEAU) | |
| LINE SEGMENT | | | | | | |
| 3597 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | 4.7L 1.00 | 6.5L 1.00 | 4.0R 1.00 | 3.0R 1.00 |
| ELEVATION | | | | 3.5L 1.00 | 4.7R 1.00 | |
| FREIGHT SPEED TANGENT (CURVE) | | | | 10 | | |
| GRADE | | | | +0.17 | | +0.35 +0.95 +1.28 |

10/10/2005

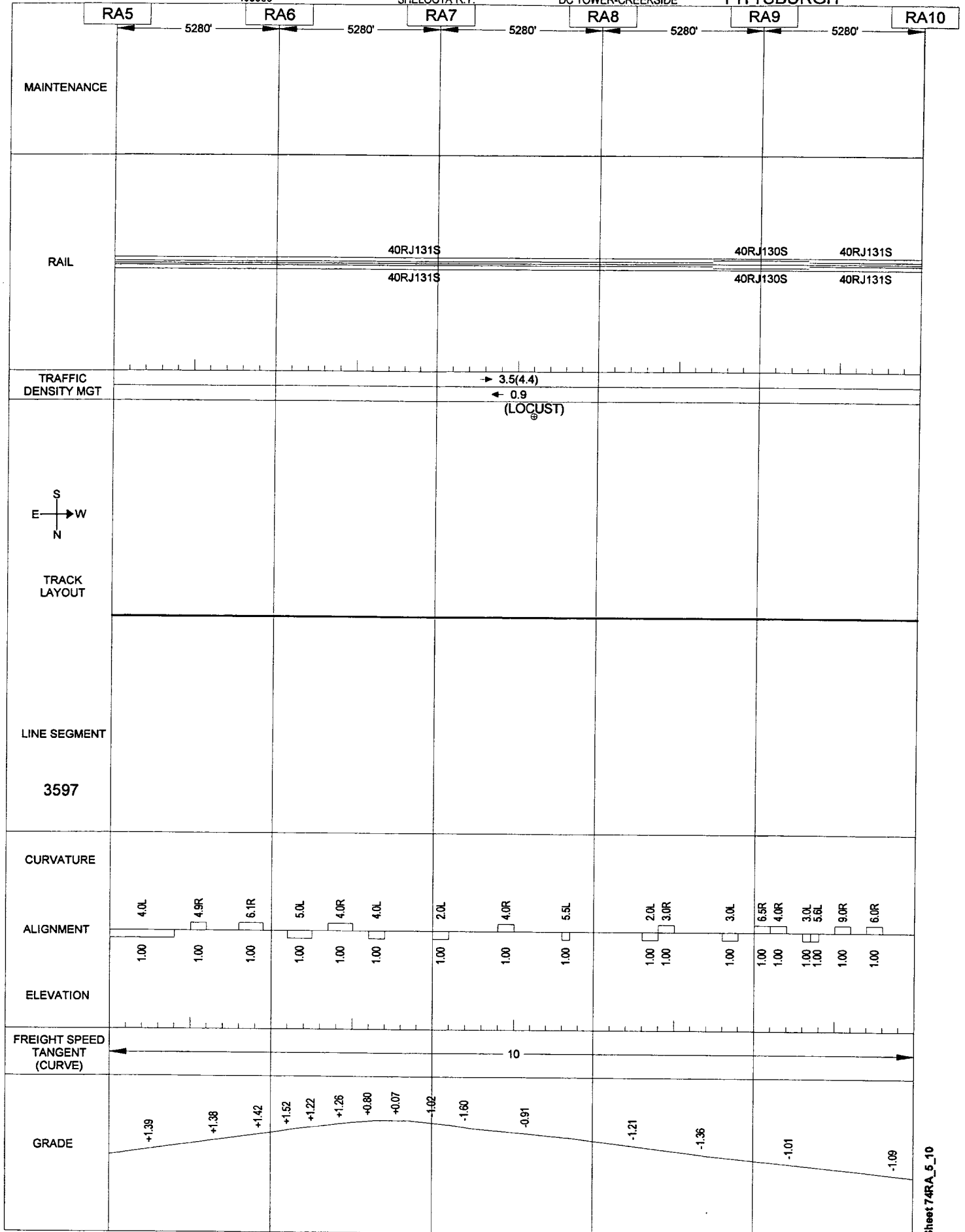
408009

208

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



10/10/2005

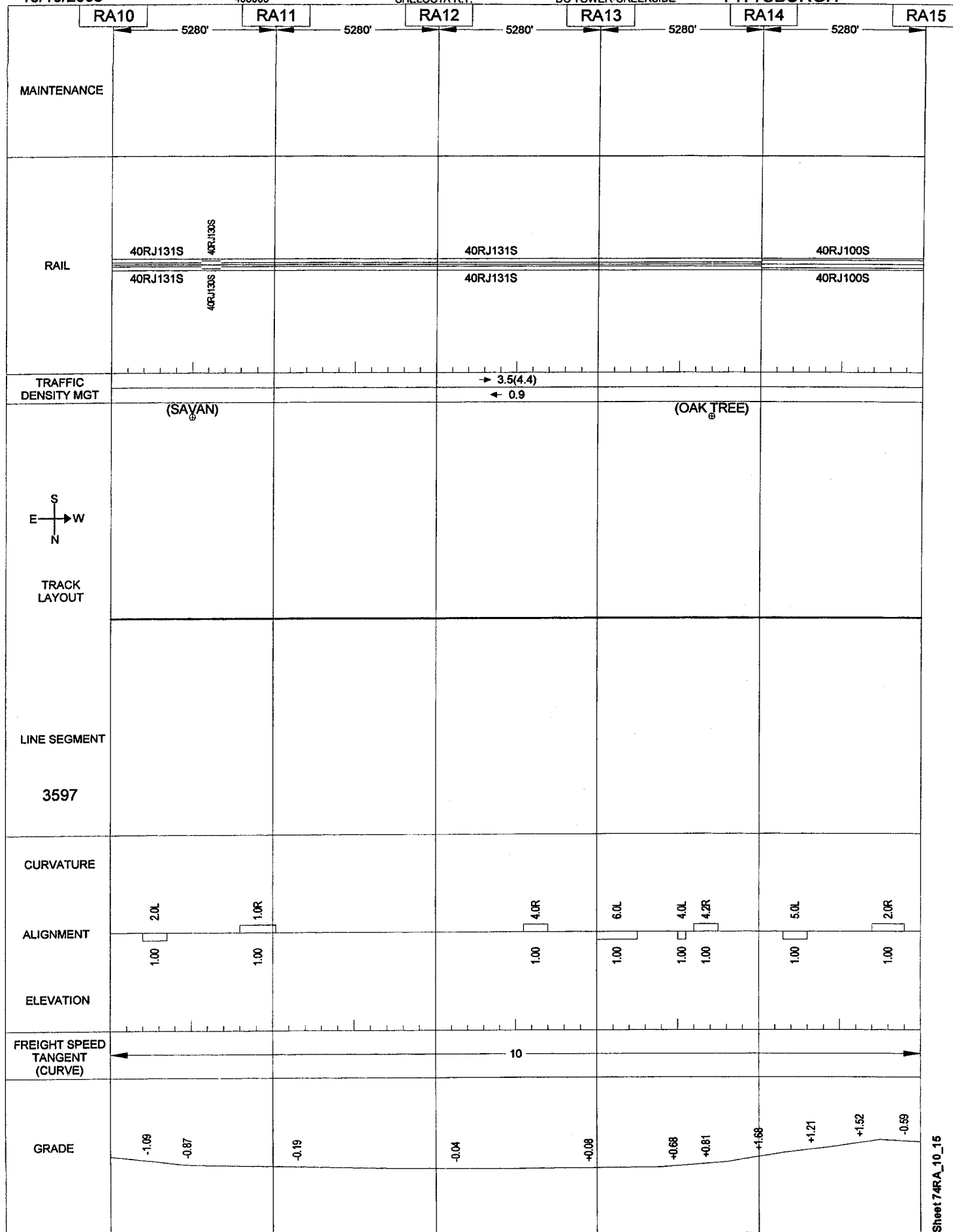
408009

209

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



10/10/2005

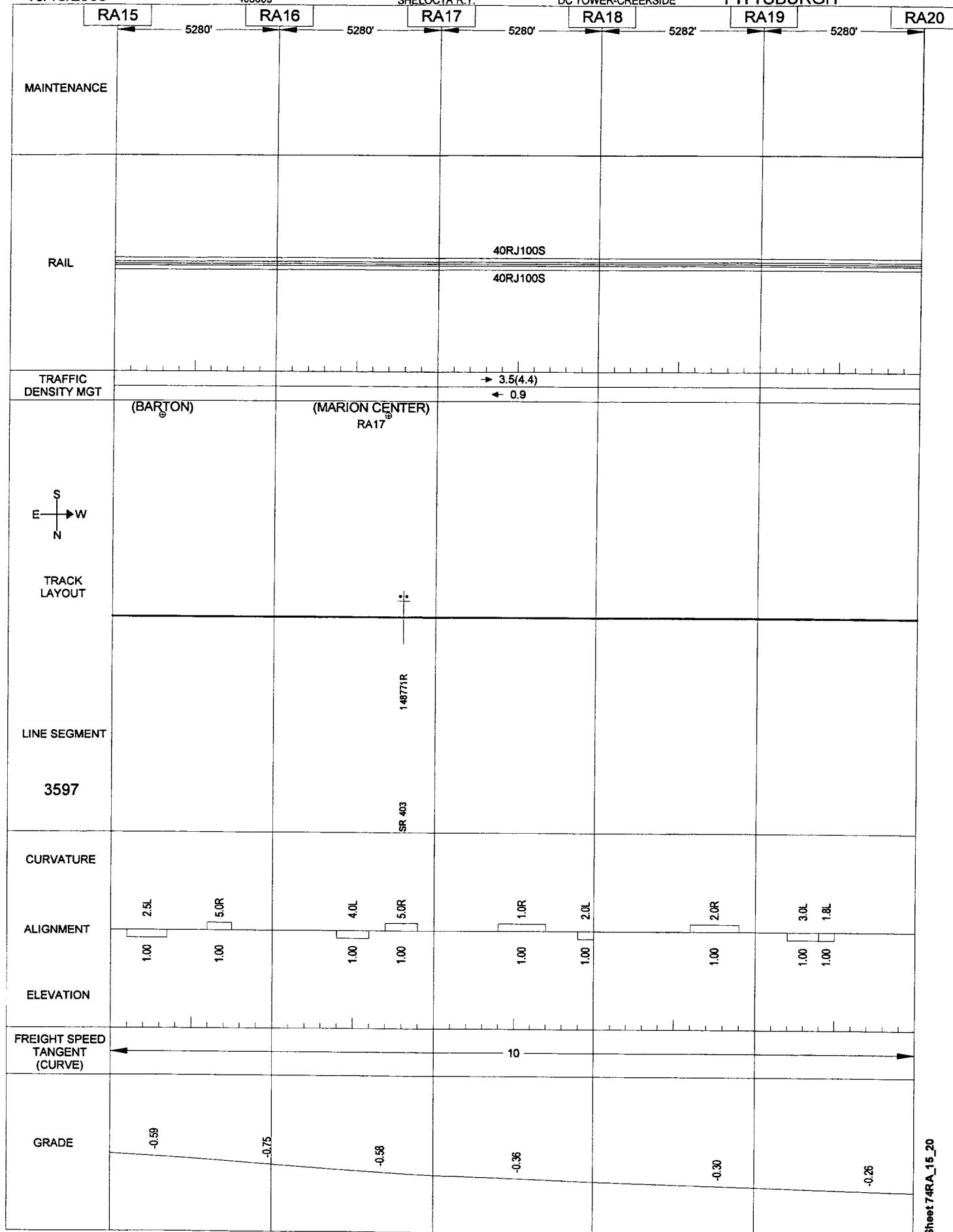
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210

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



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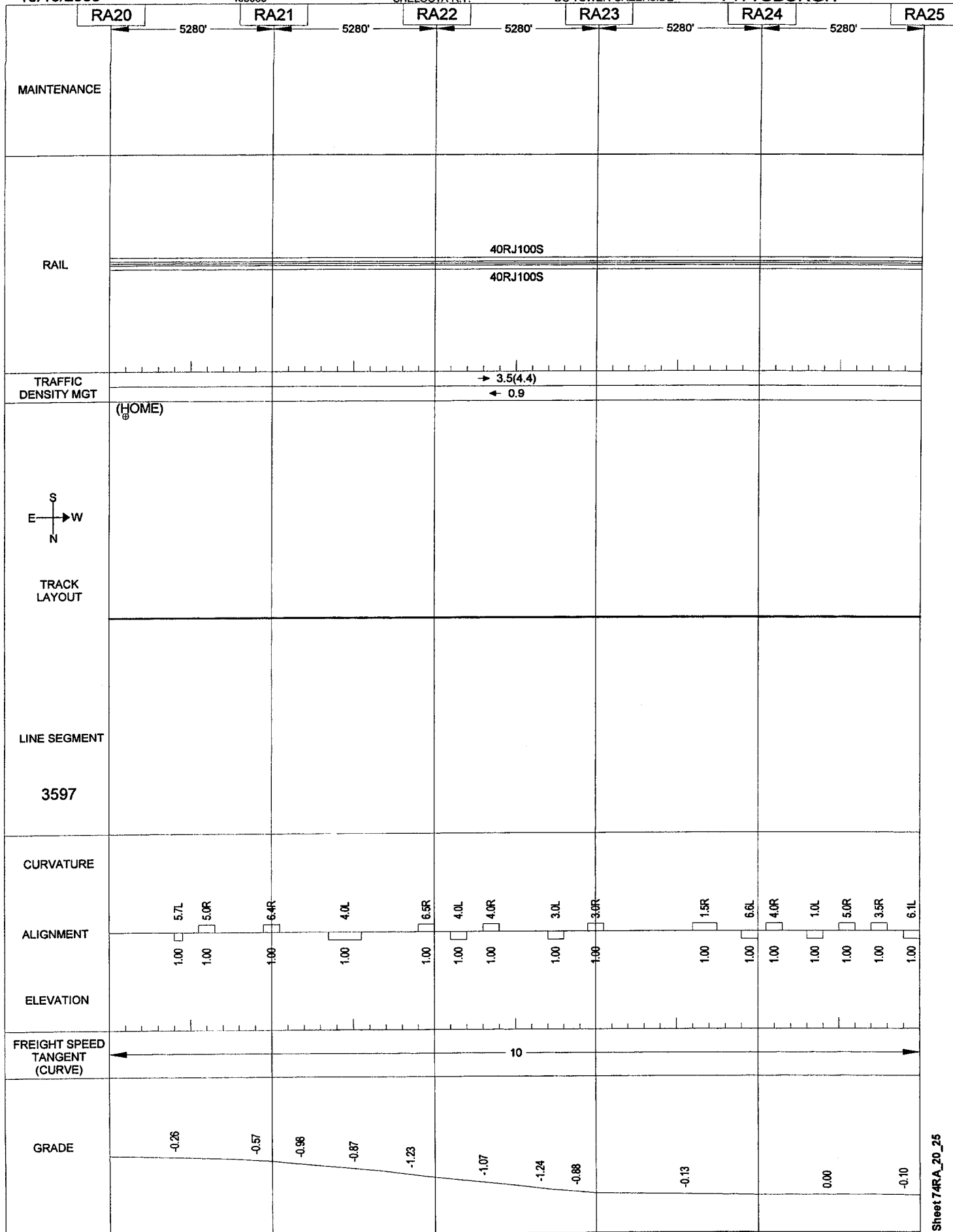
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211

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



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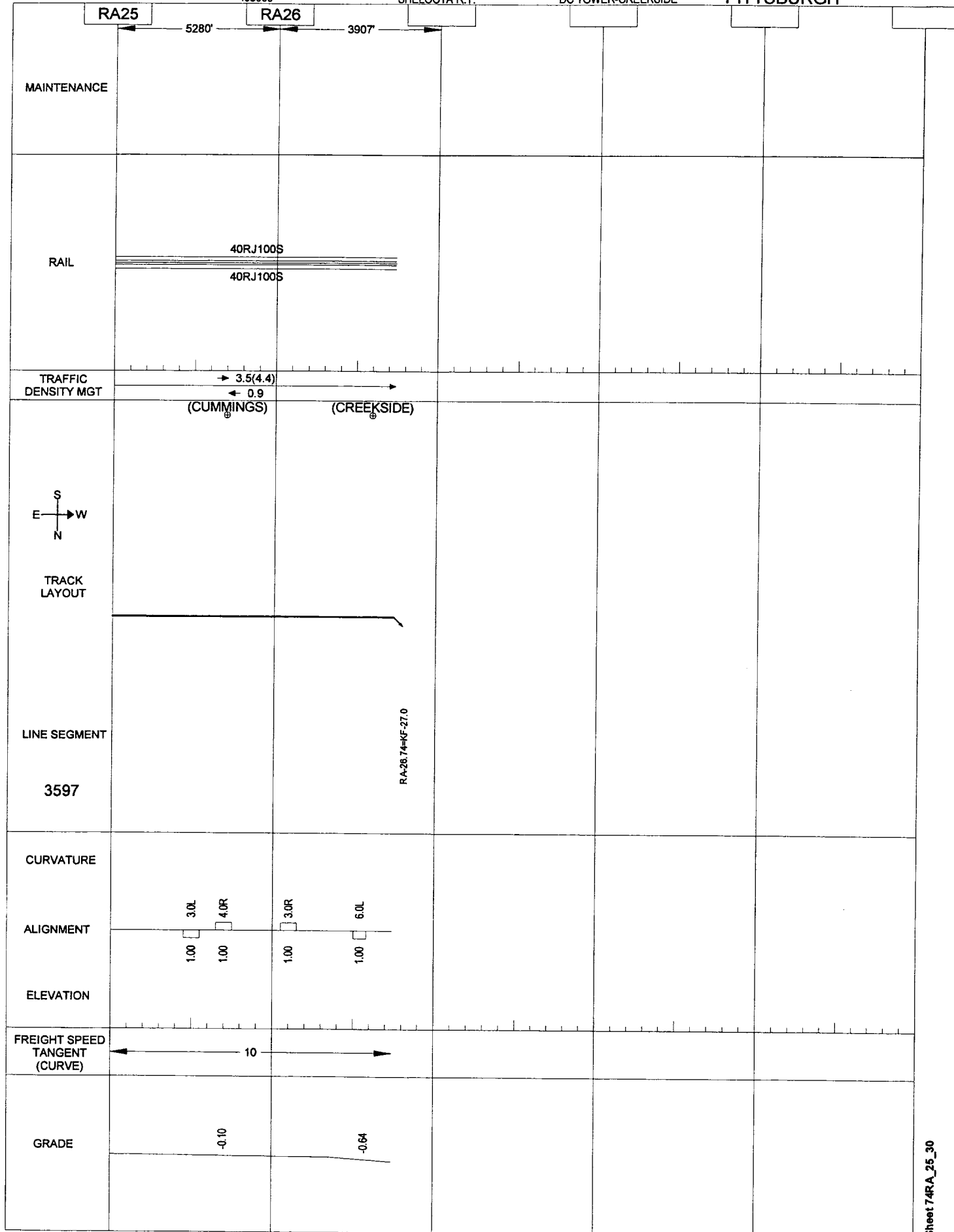
408009

212

SHELOCTA R.T.

DC TOWER-CREEKSIDE

PITTSBURGH



10/10/2005

408008

213

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH

KF27

KF28

KF29

KF30

5280'

5280'

5280'

MAINTENANCE

RAIL

31RJ100S

31RJ100S

TRAFFIC
DENSITY MGT→ 3.5(4.4)
← 0.9TRACK
LAYOUT(CREEKSIDE)
KF27027.08-28SO-79(65)
027.16-2CAB-32'
027.37
027.64-3DGO-150'(01)

023.97-1DGO-30'(00)

LINE SEGMENT

3555

KF-27.0-RA-28.74

SR 110
MCKEES RUN
FRECH ST
WALNUT ST

923534S

CROOKED CREEK

PRIVATE

INDIANARD

TR 414

923535Y

923536F

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

6.0R
1.003.0L
1.006.0L
1.002.0R
1.001.0L
1.006.5L
1.00

10

-0.55

-0.33

-0.37

-0.20

0.00

+0.34

0.00

10/10/2005

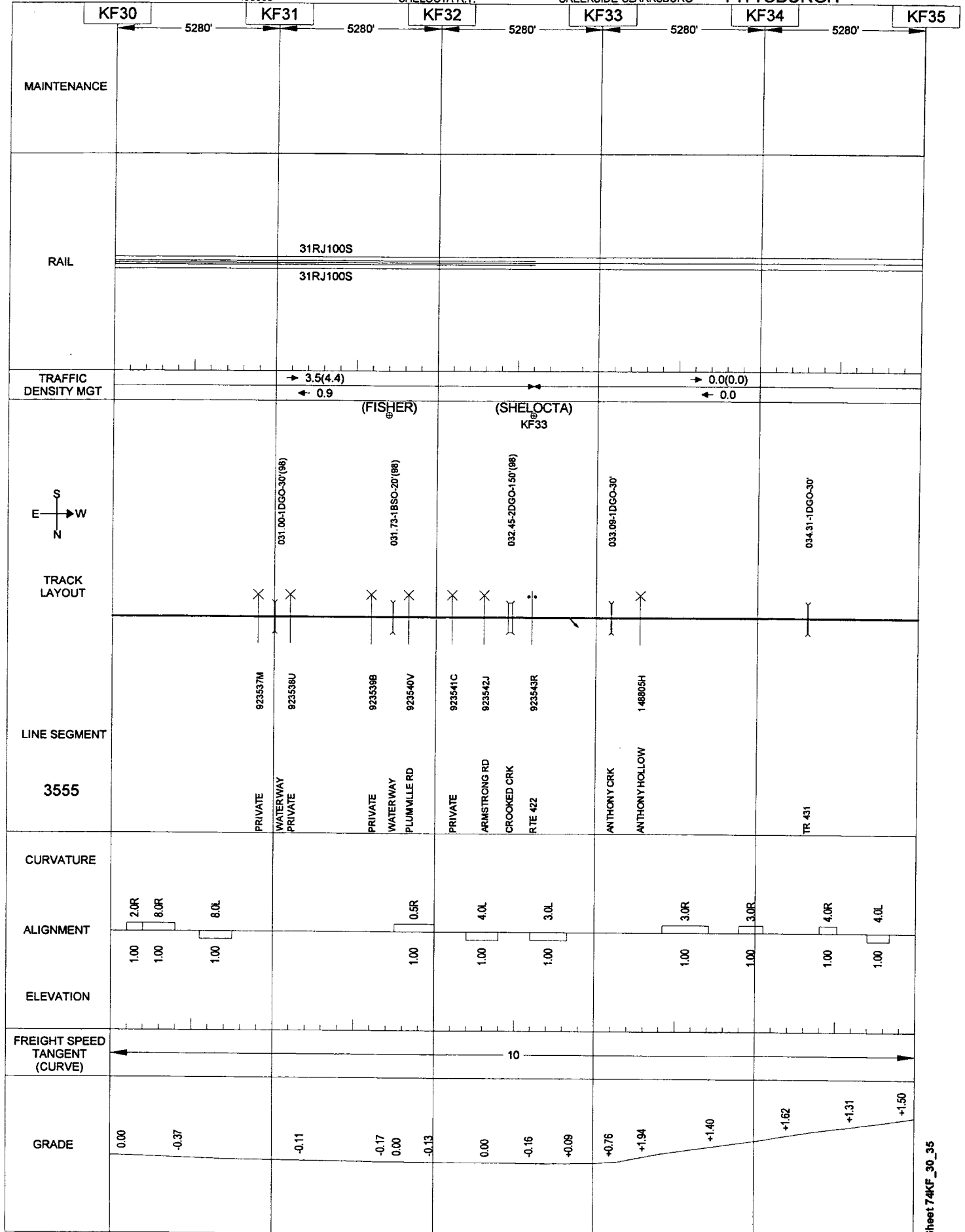
408008

214

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH



10/10/2005

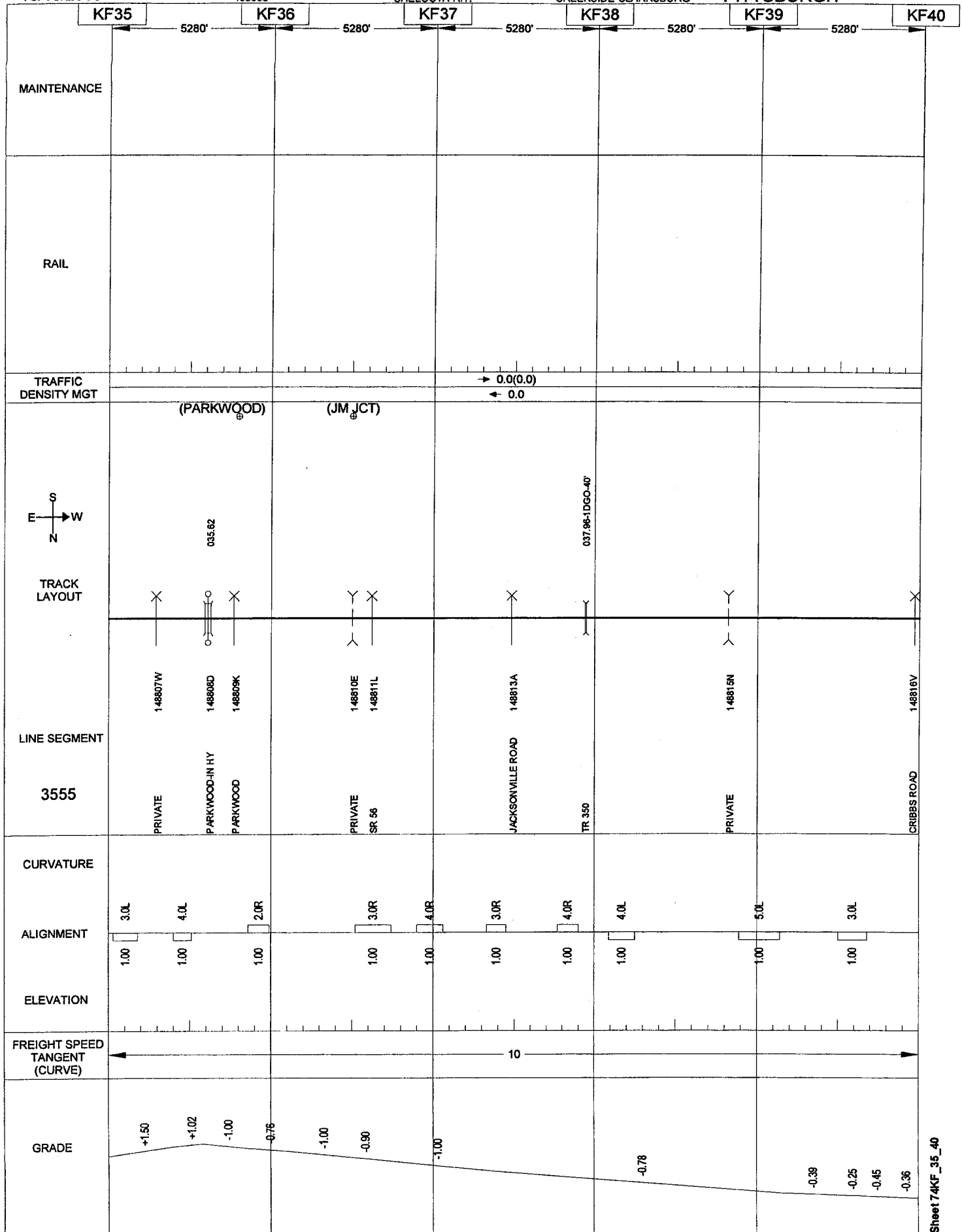
408008

215

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH



10/10/2005

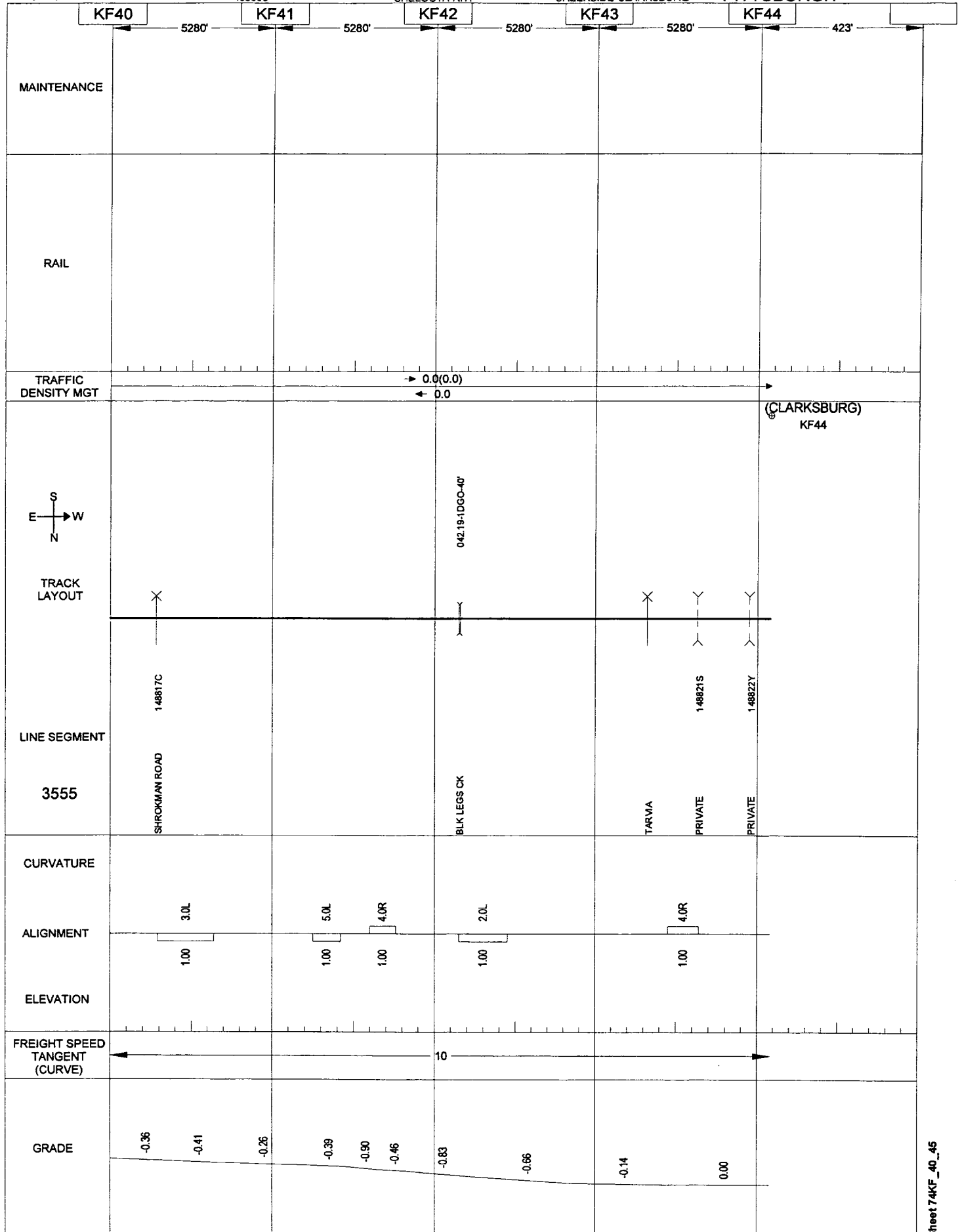
408008

216

SHELOCTA R.T.

CREEKSIDE-CLARKSBURG

PITTSBURGH



10/10/2005

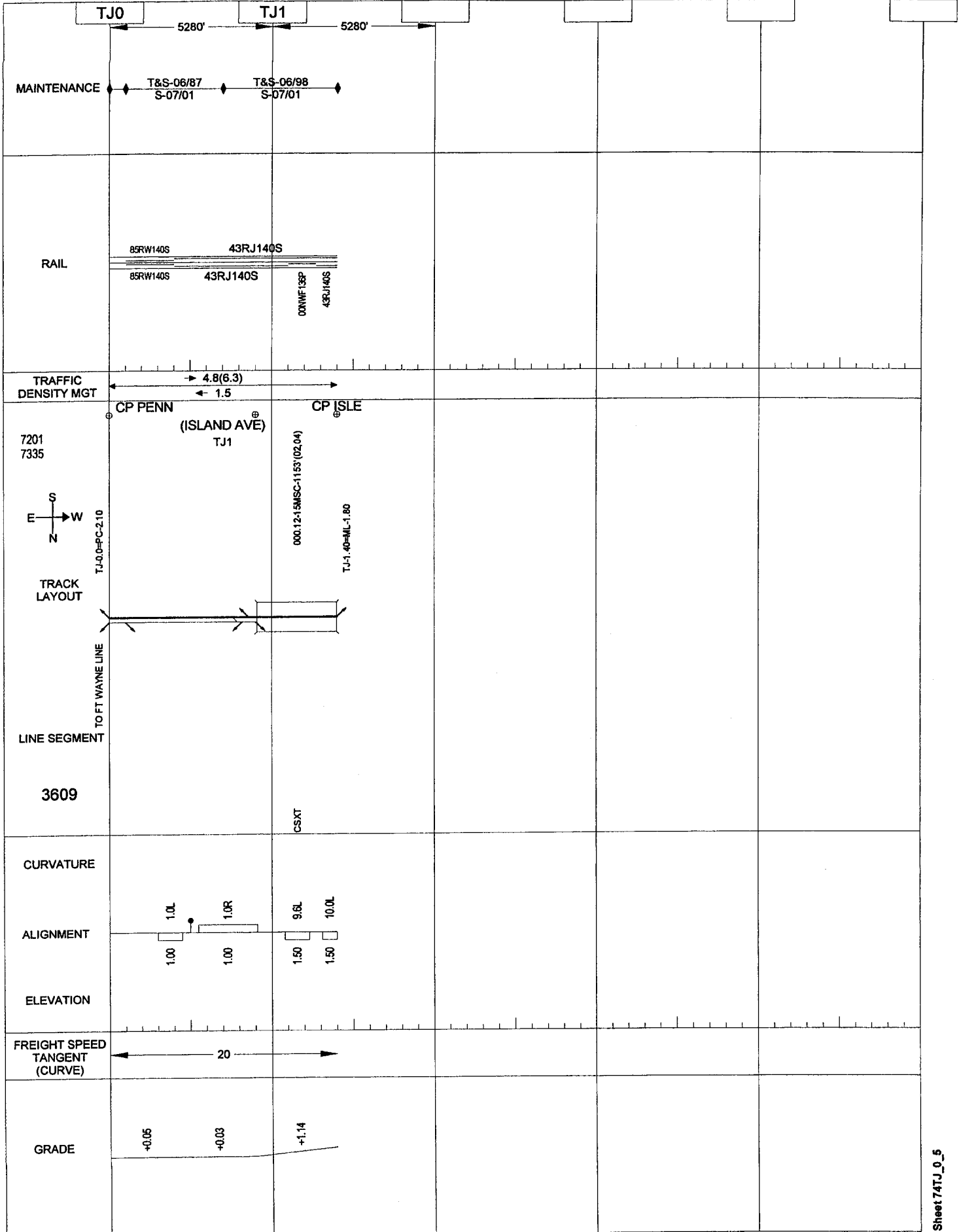
402224

217

ISLAND CONN.

CP PENN-CP ISLE

PITTSBURGH



10/10/2005

404021

218

ECONOMY I.T. EXT.

ECONOMY YARD-BADEN

PITTSBURGH

OT1

OT2

OT3

5280'

5280'

T&S-06/68

MAINTENANCE

RAIL

30NJ100S

68NJ131S

30NJ100S

68NJ131S

TRAFFIC
DENSITY MGT

0.2(0.3)

0.1

(ECONOMY YD)
OT1

(BADEN)

(E. CONWAY)

7336

TRACK
LAYOUT

001.64-8DGB-503'

001.82-2DGB-220'

507553B
507554H11TH ST
11TH STWATERWAY
OHIO RIVER BLVD

OT-3.00=PC-20.50

LINE SEGMENT

3579

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

-1.04

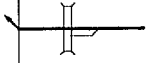
10/10/2005

404022

BLOCK HOUSE RUN I.T.

WEST ROCHESTER-END

PITTSBURGH

| | | | | | | | | |
|---|------------------|-------|--|--|--|--|--|--|
| | BY0 | 5280' | | | | | | |
| MAINTENANCE | | | | | | | | |
| RAIL | | | | | | | | |
| TRAFFIC DENSITY MGT | | | | | | | | |
| 7336 | (WEST ROCHESTER) | | | | | | | |
| <div><div>S E — W N</div><div>BY-0.0-PC-26.98</div><div>000.18-1 TCB-165</div></div> <div></div> | | | | | | | | |
| LINE SEGMENT | | | | | | | | |
| 3513 | SR 65 | | | | | | | |
| CURVATURE | | | | | | | | |
| ALIGNMENT | | | | | | | | |
| ELEVATION | | | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | 15 | | | | | | | |
| GRADE | +0.98 0.00 | | | | | | | |

Sheet 74BY_0_5

10/10/2005

402422

220

KOPPEL SEC.

CEMENT-CP WOOD

PITTSBURGH

KR82

KR83

KR84

KR85

4380'

5280'

5280'

5280'

MAINTENANCE

T&S-10/04

RAIL

29NJ131S

29NJ131S

41NJ130S

41NJ130S

86RW140S

41NJ130S

86RW140S

41NJ130S

TRAFFIC
DENSITY MGT

→ 0.4(2.2)

← 1.8

→ 0.5(2.3)

← 1.8

CEMENT

KOPP
KR84

7416



TRACK
LAYOUT

081.33-1 DGO-18'(84)

081.72-2 MAB-68'

081.95-1 TGB-70'

084.12-1 MAB-10'

084.42-1 MAB-25'

LINE SEGMENT

3561

KR-81.10=YG-81.19

WATERWAY
CLYDE ST

DARLINGTON
WAMPUM RUN

WAMPUM ROAD

(MEDUSA PORT CEM)

WATERWAY

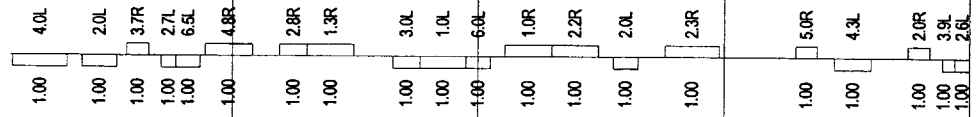
WILSONS RUN

(CEMETERY)

CURVATURE

ALIGNMENT

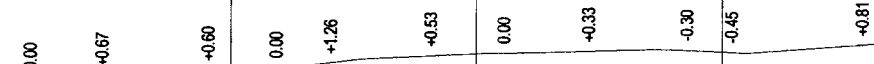
ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE



10/10/2005

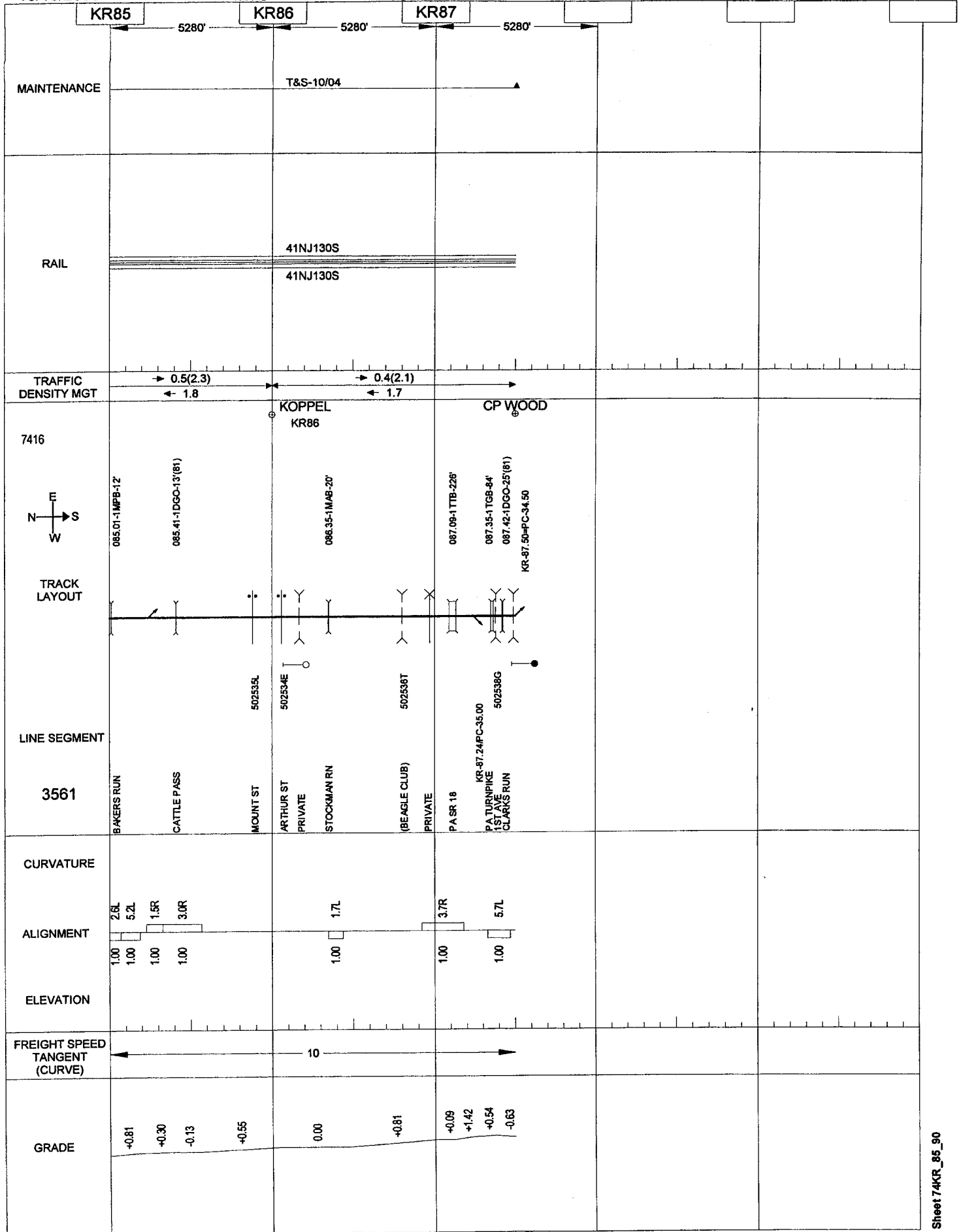
402422

221

KOPPEL SEC.

CEMENT-CP WOOD

PITTSBURGH



10/10/2005

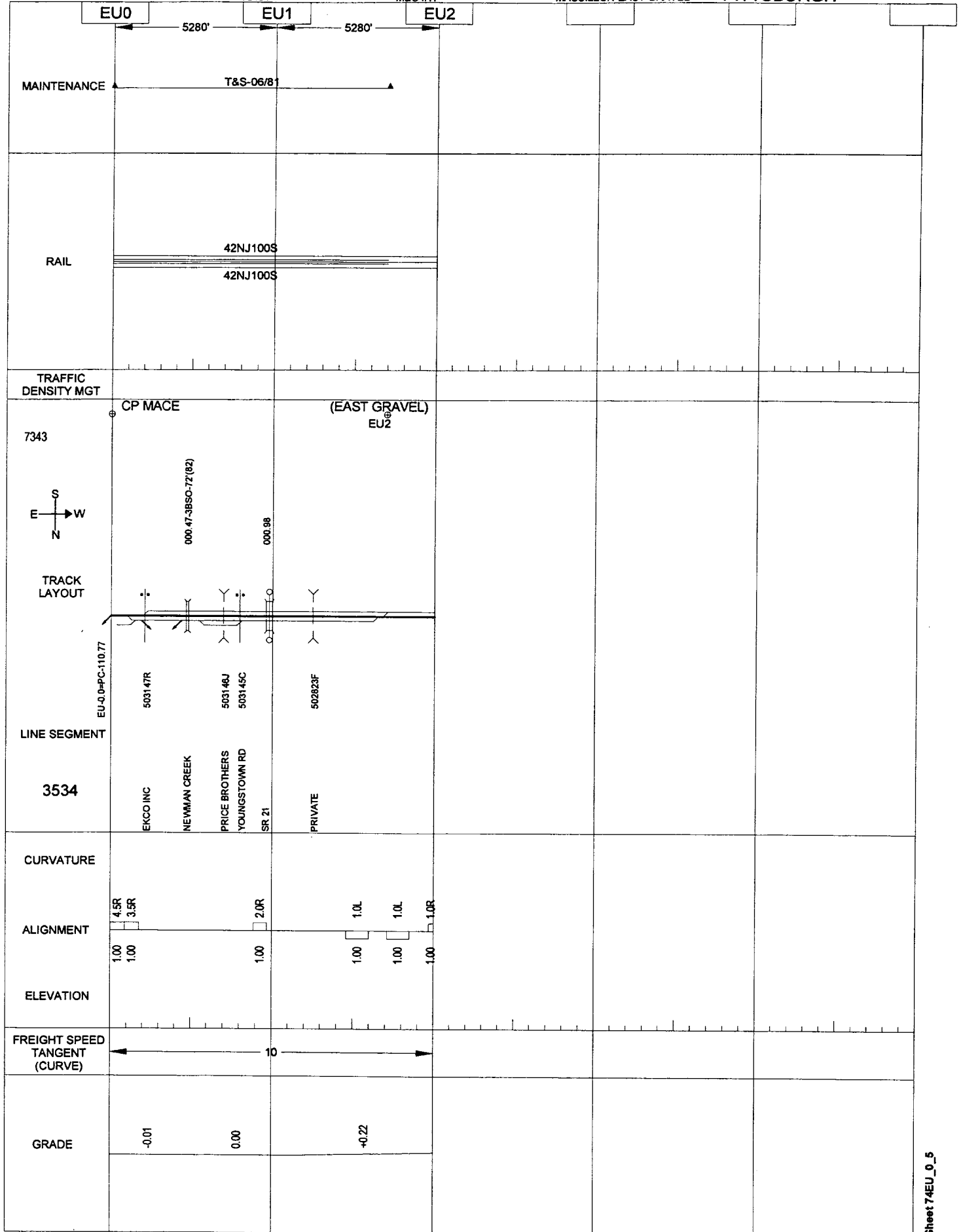
222

402431

M&C I.T.

MASSILLON-EAST GRAVEL

PITTSBURGH



10/10/2005

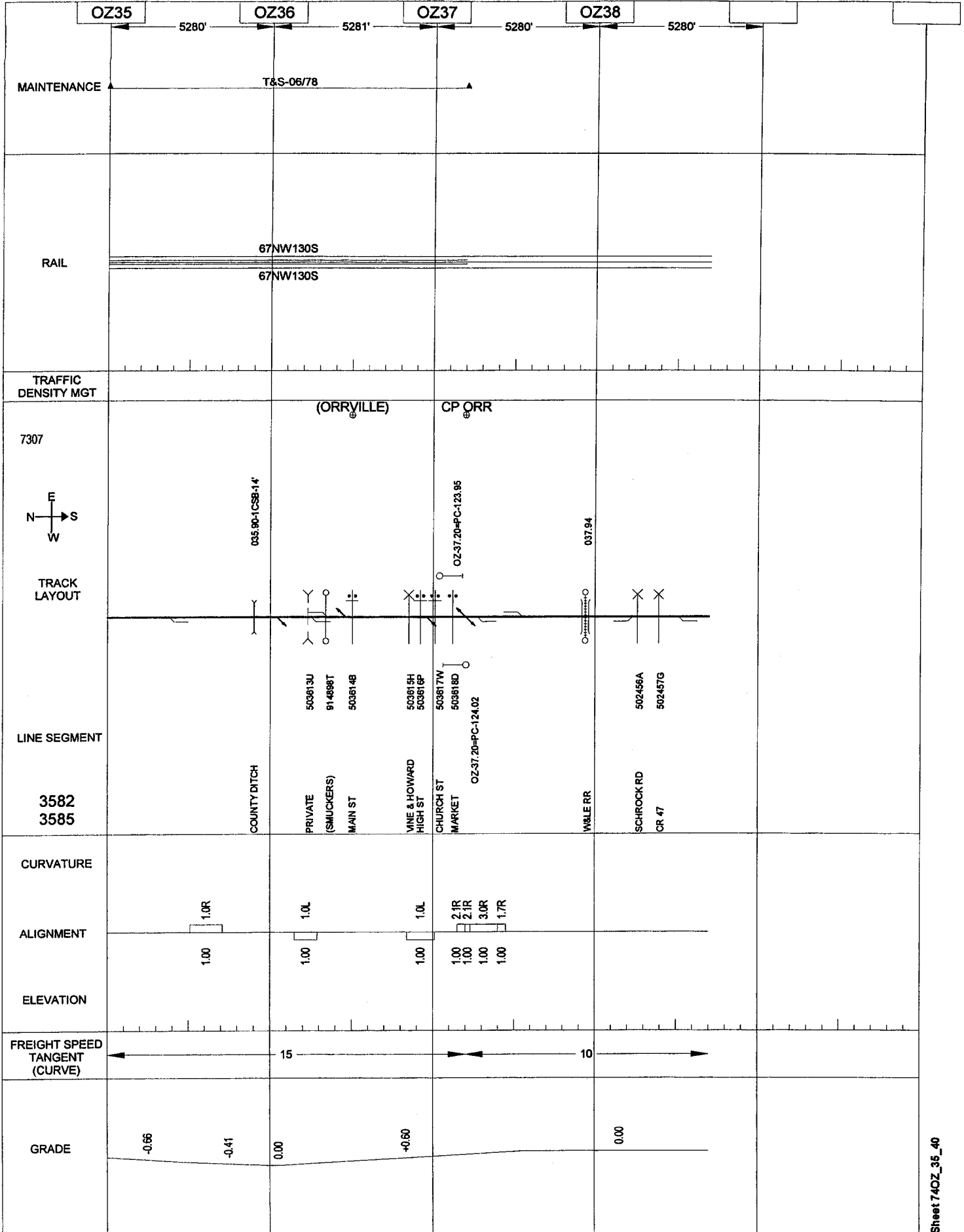
402421

223

ORRVILLE I.T.

ORRVILLE

PITTSBURGH



10/10/2005

406601

224

HARDING I.T.

MANS-ONTARIO

PITTSBURGH

LQ269

LQ270

5280'

5306'

T&S-06/85

MAINTENANCE

RAIL

49NJ132S

56NJ132S

49NJ132S

56NJ132S

TRAFFIC
DENSITY MGT

→ 0.6(1.5)

← 0.9

CP MANS

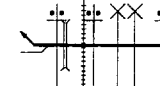
8385



TRACK
LAYOUT

LO-268.80=PC-175.05

268.92=TCO-62(79)



264957W

264958D

264960E

264961L

264962T

LINE SEGMENT

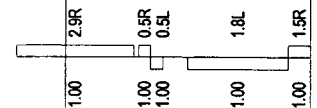
3495

MAIN ST
TOBY RUN
PR 014
MULBERRY ST
MILLER ST
HIGH ST
BOWMAN ST

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00
+1.06

10/10/2005

406601

225

HARDING I.T.

MANS-ONTARIO

PITTSBURGH

LQ270

LQ271

LQ272

LQ273

LQ274

LQ275

5286'

5304'

5276'

5299'

5290'

MAINTENANCE

T&S-06/85

T&S-06/67
S-06/73

RAIL

55NJ132S

73NJ115S

48NJ15S

57NJ132S

67NW132S

55NJ132S

73NJ115S

48NJ15S

57NJ132S

67NW132S

TRAFFIC
DENSITY MGT

→ 0.6(1.5)

← 0.9

8385

TRACK
LAYOUT

270.56-1BSB-14'

270.77-1BSB-15'

270.85

271.70

272.95

273.88-1TGB-104'

TAPPAN LEAD

274.28-1MPB-10'

LINE SEGMENT

3495

CATTLE PASS

ARNOLDS RUN

TRIMBLE RD

262201N
264964G

262017B

SPRINGMILL RD

US 30

WATERWAY

PRIVATE

CURVATURE

1.5R

1.0L

0.5L

0.5R

1.0L

1.5R

ALIGNMENT

1.00

1.00

1.00

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+1.06

+0.53

-0.13

-0.59

10/10/2005

406601

226

HARDING I.T.

MANS-ONTARIO

PITTSBURGH

LQ275

5280'

MAINTENANCE

RAIL

67NW132S
67NW132S

TRAFFIC
DENSITY MG

0.9

8385



TRACK
LAYOUT

LINE SEGMENT

3495

CURVATURE

ALIGNMENT

ELEVATION

1.00
1.9R

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.59

10/10/2005

402452

227

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-46.50=YG-75.75

3516

CURVATURE

ALIGNMENT

ELEVATION

7.5R

10.0L

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+1.04

PITTSBURGH



10/10/2005

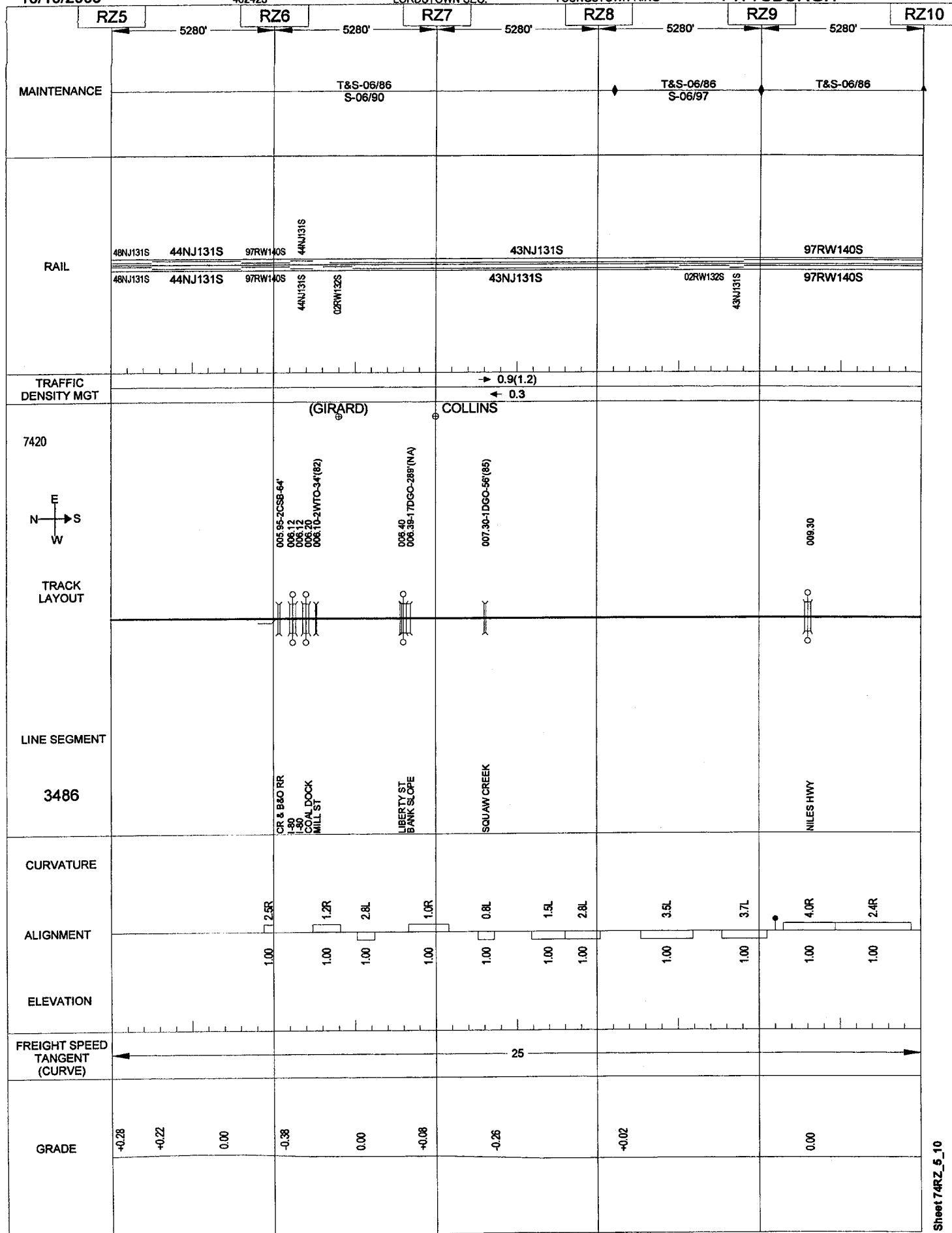
402423

229

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



10/10/2005

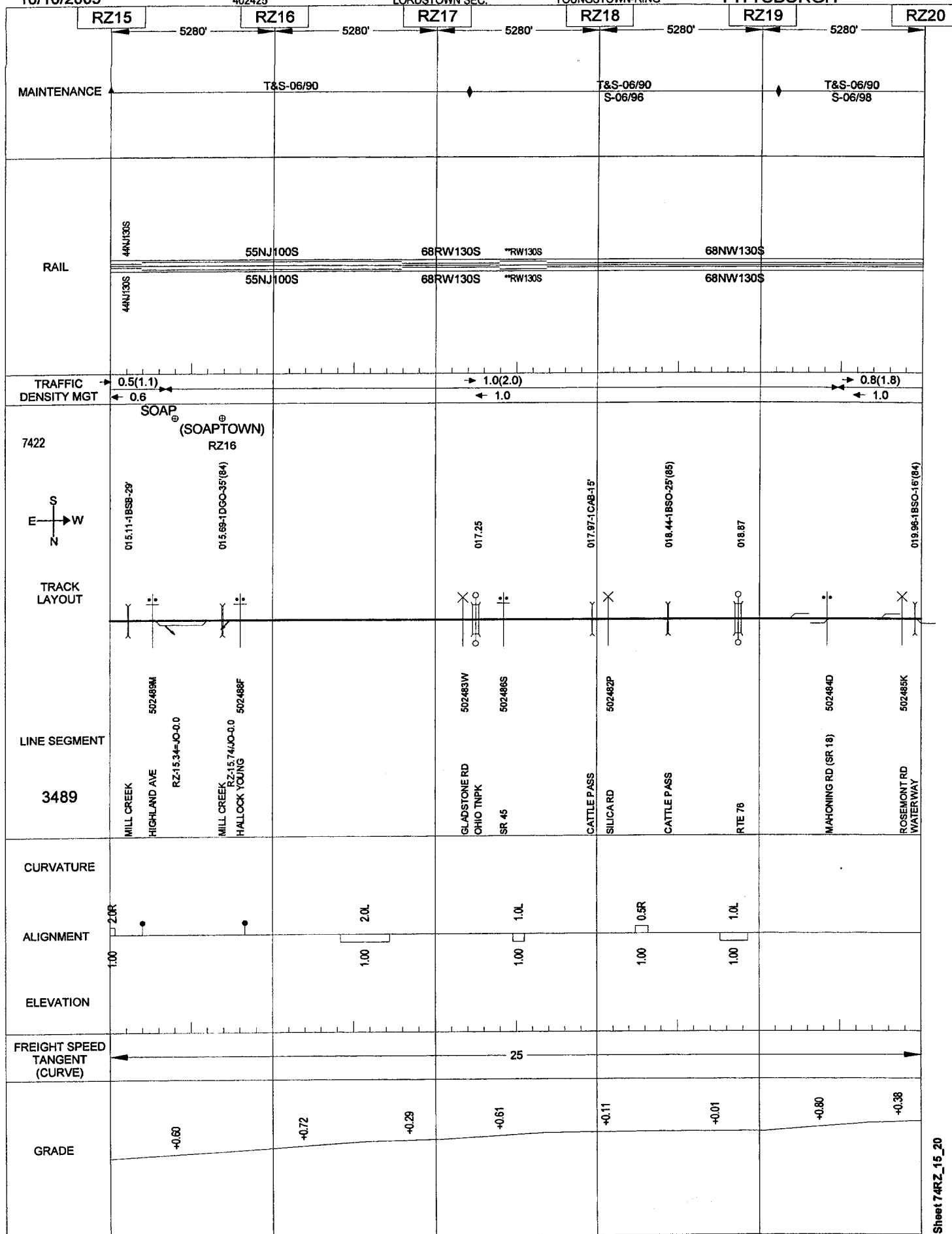
402425

231

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



10/10/2005

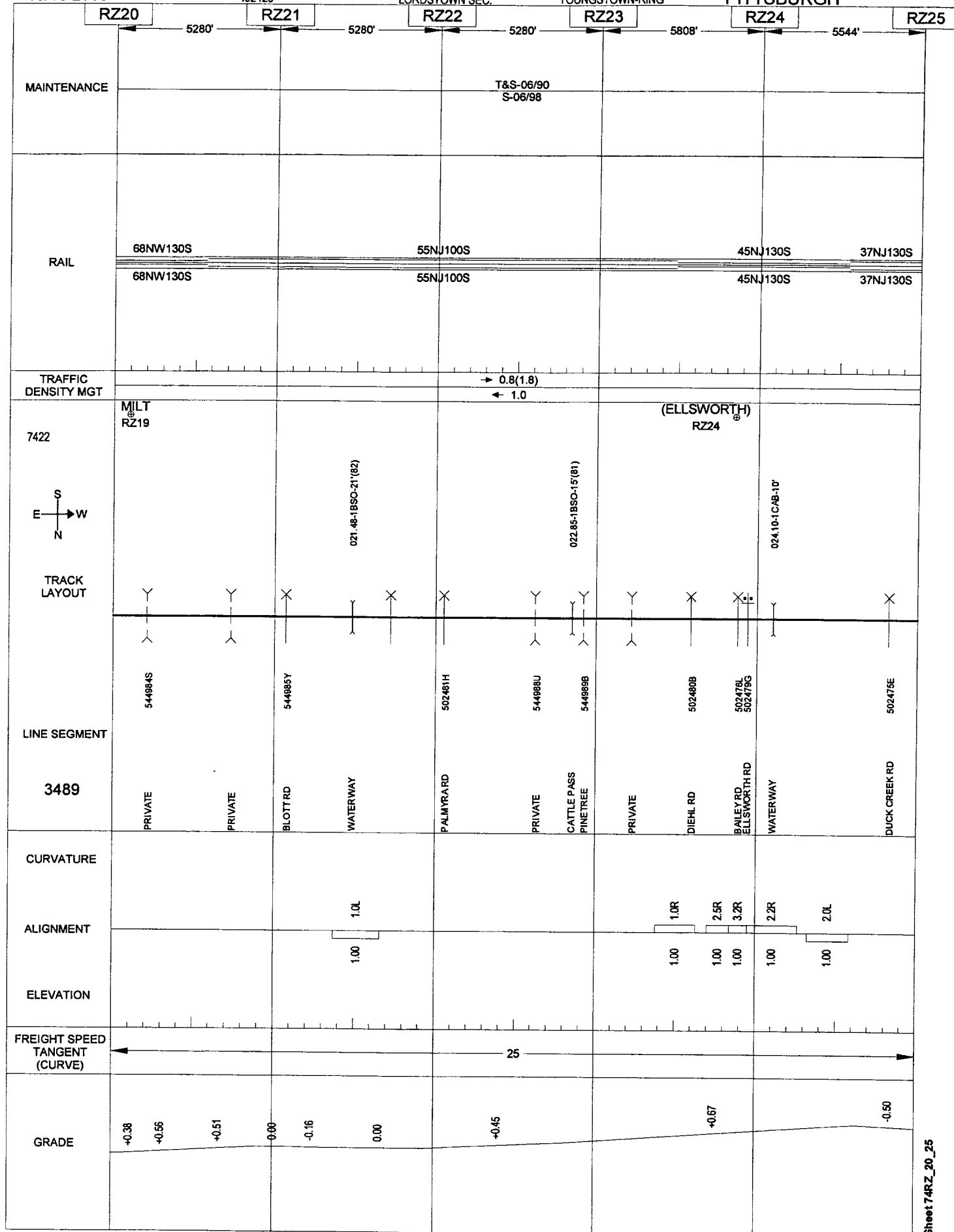
232

402425

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



10/10/2005

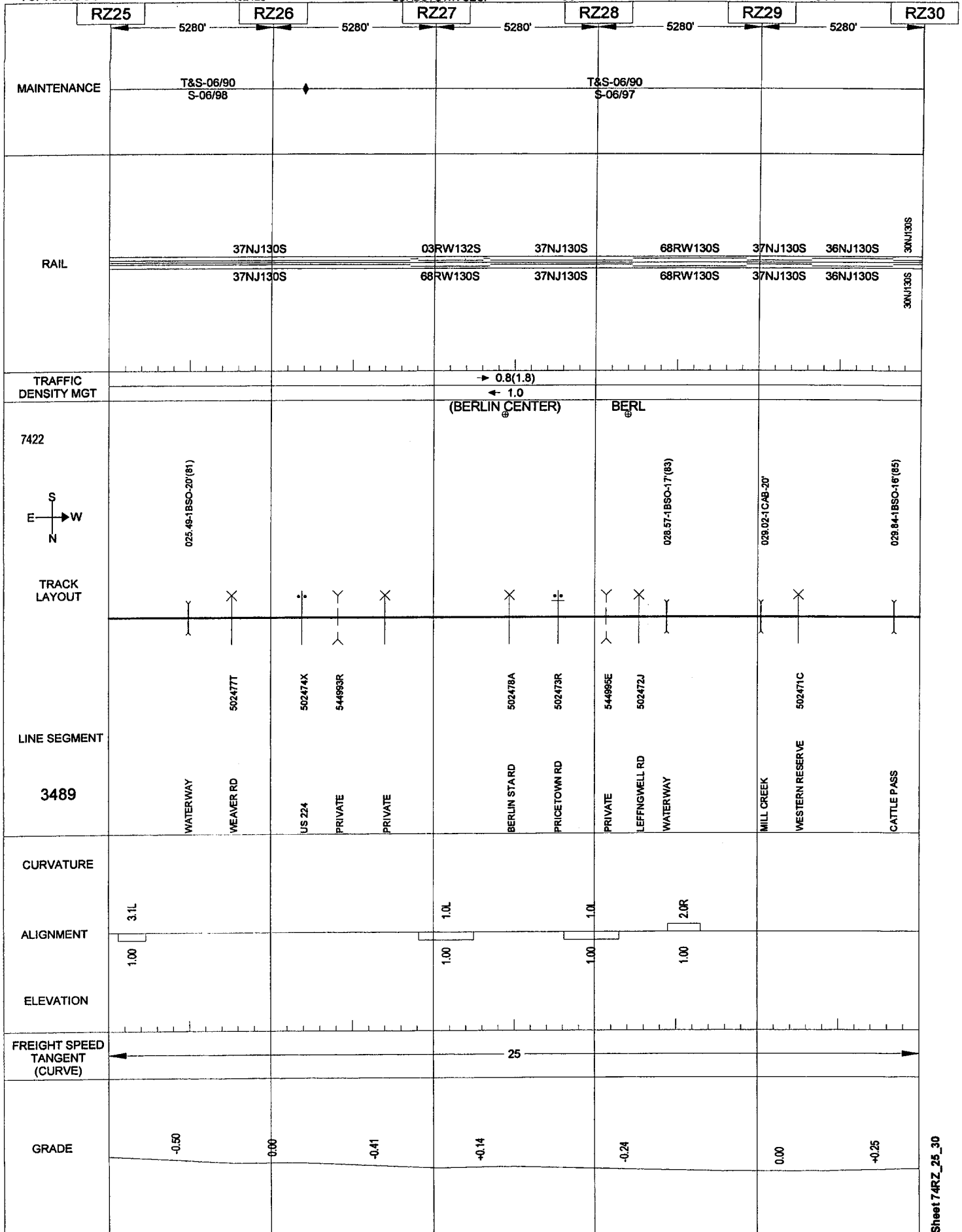
402425

233

LORDSTOWN SEC.

YOUNGSTOWN-RING

PITTSBURGH



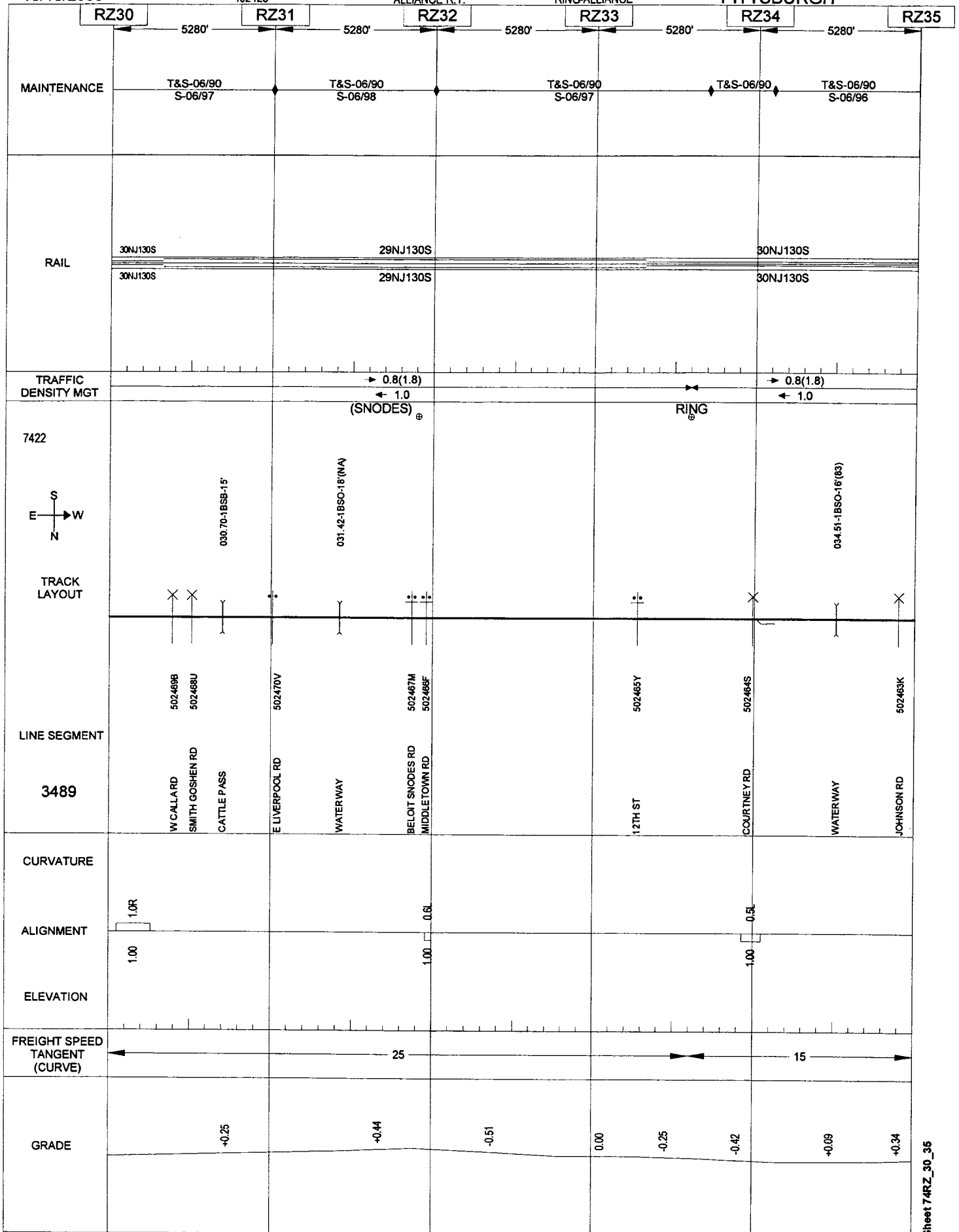
10/10/2005

234

ALLIANCE R.T.

RING-ALLIANCE

PITTSBURGH



10/10/2005

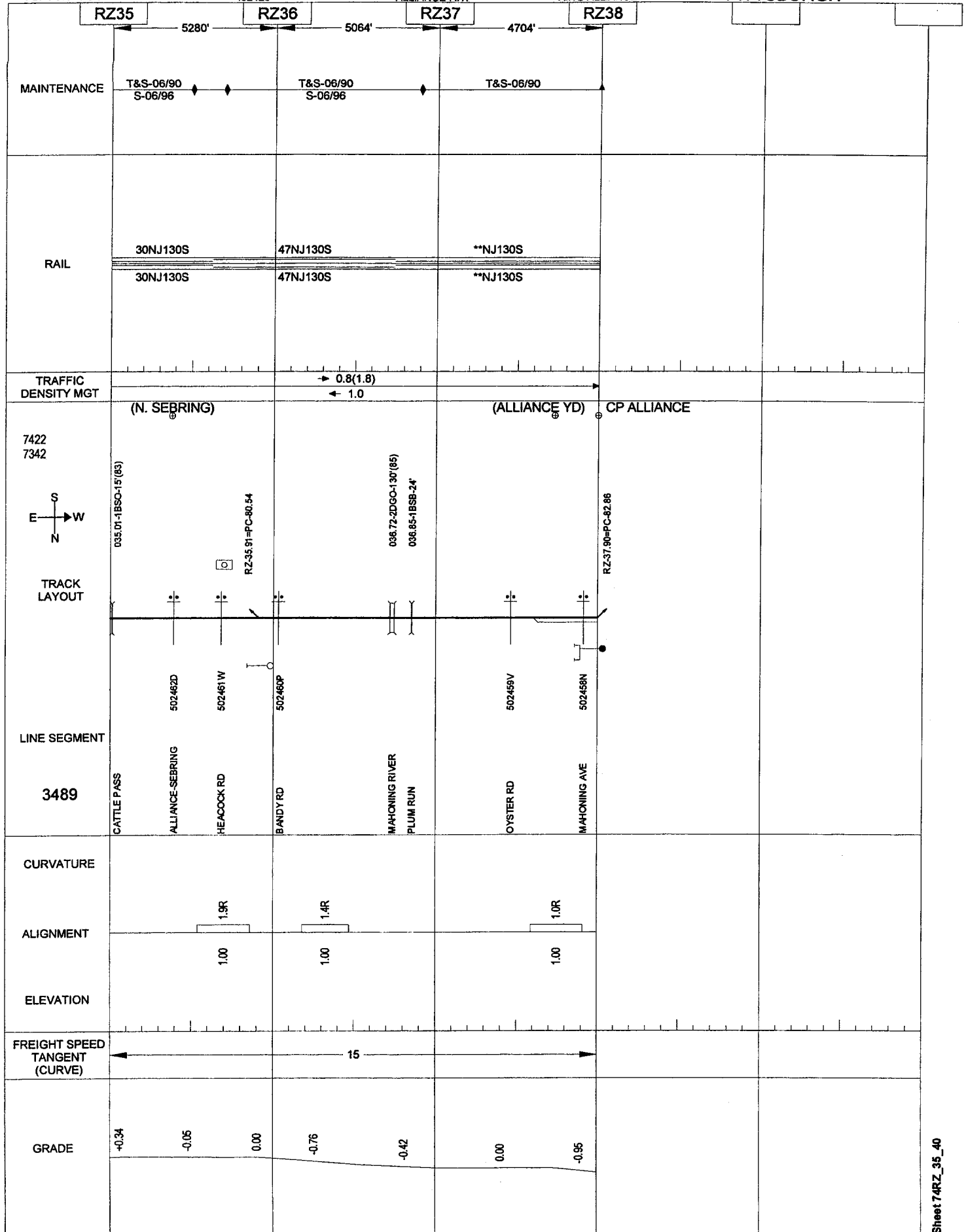
402425

235

ALLIANCE R.T.

RING-ALLIANCE

PITTSBURGH



10/10/2005

402424

236

DETOUR R.T.

NILES-PINE

PITTSBURGH

NJ12

NJ13

NJ14

NJ15

925'

4779'

5280'

5280'

MAINTENANCE

T&S-10/01

RAIL

45NJ131S

44NJ131S

47NJ131S

45NJ131S

44NJ131S

47NJ131S

TRAFFIC
DENSITY MGT

0.9 (0.9)
0.0

1.2 (1.7)
0.5

7420

DETOUR
(NILES)

(WARDWELL)
NJ14

(BRICK)

W
S → N
E

TRACK
LAYOUT

012.06

NJ-12.32=VD-0.50
012.33

012.71-1MAB-15'

014.62-1BSB-7'
014.68

LINE SEGMENT

TOLORDSTOWN SE
NJ-11.70=RZ-11.70

E PARK AVE
502591T

PARK AVE

MCROBRTS RD

WATERWAY

W PARK AVE
502592A
502593G
WARREN AVE
502594N

GSADLA
502644P

PRIVATE
WATERWAY
PIPELINE
925173W

3453

CURVATURE

ALIGNMENT

ELEVATION

2.0R
1.00

1.0R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+0.17

-0.08

0.00

Sheet 74NJ_10_15

10/10/2005

402424

237

DETOUR R.T.

NILES-PINE

PITTSBURGH

NJ15

5280'

5280'

5280'

4882'

5280'

MAINTENANCE

T&S-10/01 ▲

RAIL

46NJ131S

46NJ131S

TRAFFIC
DENSITY MGT→ 1.2(1.7)
← 0.5

7420

PINE
NJ15W
S → N
E

TO WTRM

TRACK
LAYOUT

LINE SEGMENT

3453

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 15 →

GRADE

0.00

10/10/2005

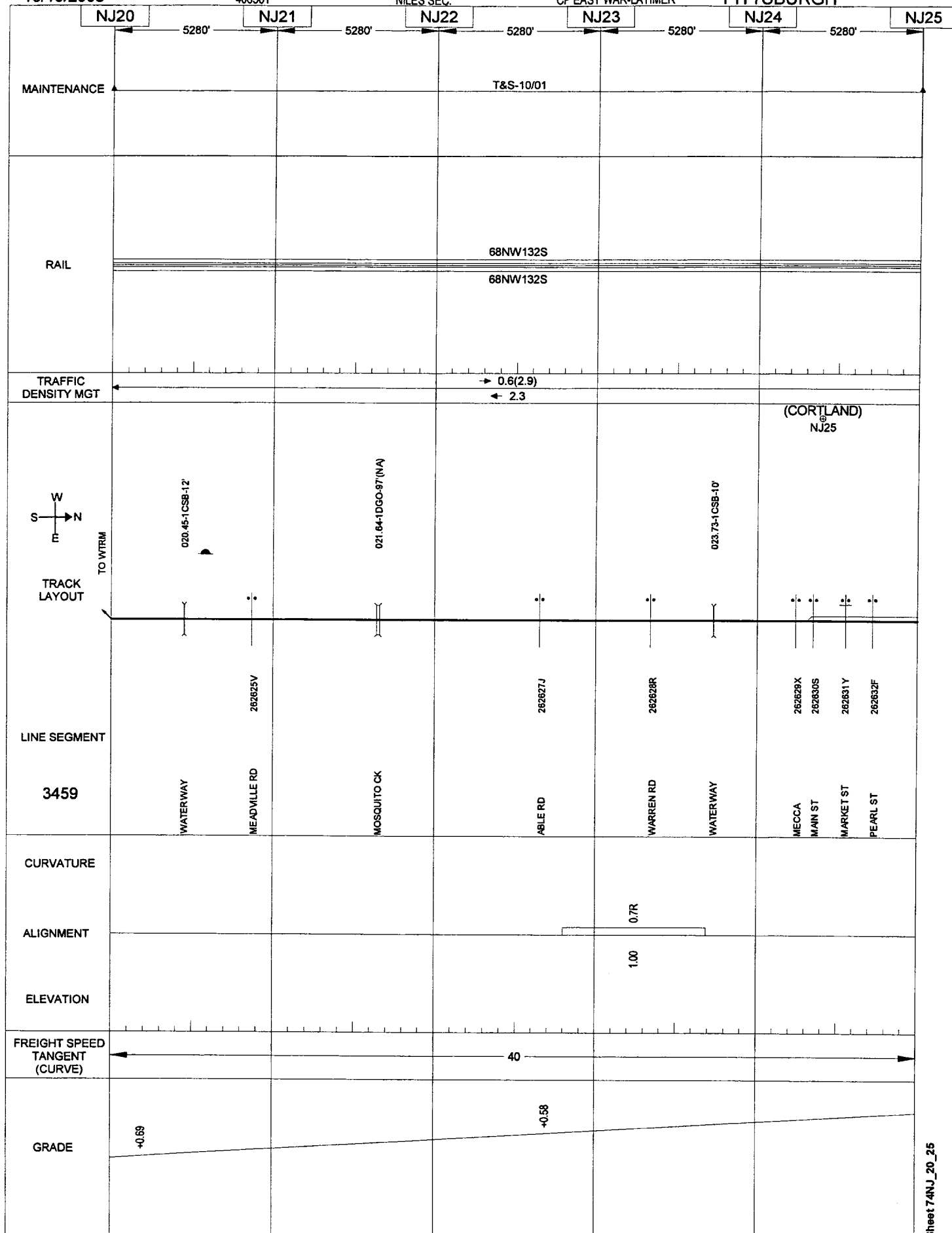
238

406501

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



10/10/2005

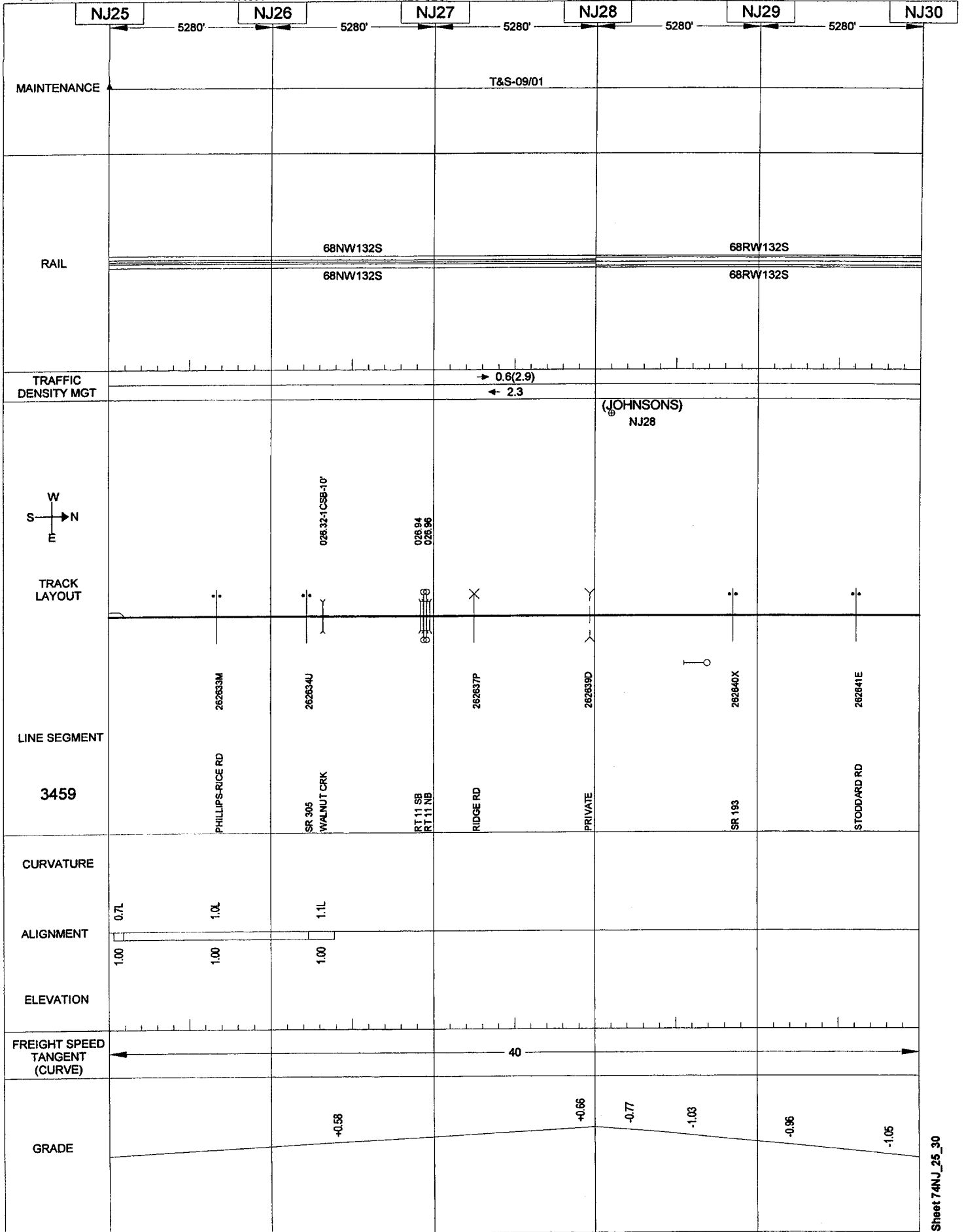
406501

239

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



10/10/2005

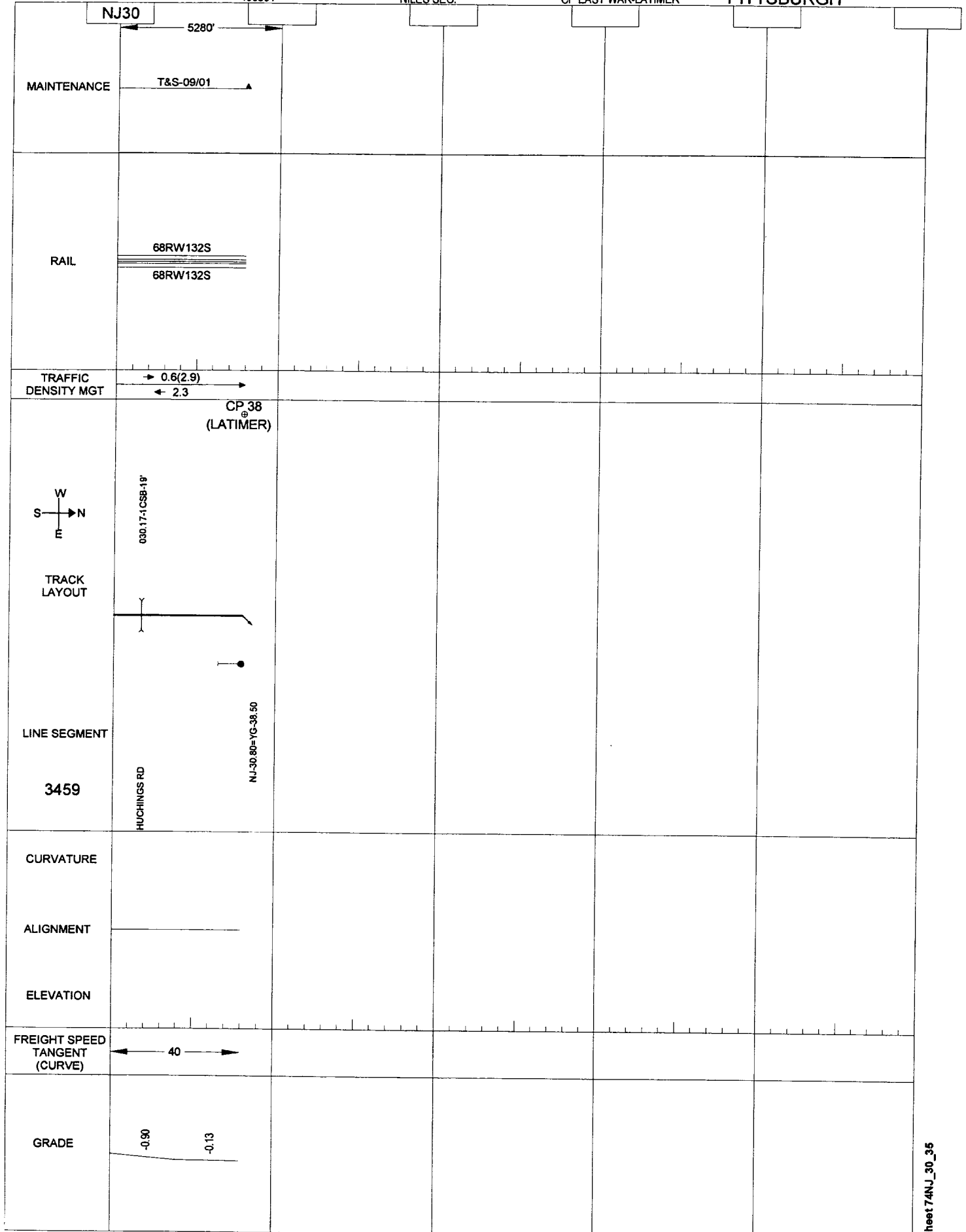
406501

240

NILES SEC.

CP EAST WAR-LATIMER

PITTSBURGH



10/10/2005

402437

VAN WYE I.T.

LORDSTOWN SEC-NILES SEC

PITTSBURGH

| | | | | | |
|--|---|--|--|--|--|
| <p>VD0</p> <p>MAINTENANCE</p> <p>T&S-06/67 S-06/69</p> | <p>2640'</p> | | | | |
| <p>RAIL</p> | <p>95NJ131S</p> <p>95NJ131S</p> | | | | |
| <p>TRAFFIC DENSITY MGT</p> | <p>0.3(0.8)</p> <p>0.5</p> | | | | |
| <p>7420</p> <p>W</p> <p>S → N</p> <p>E</p> <p>TRACK LAYOUT</p> <p>VD-0.0-RZ-12.42</p> <p>000.18-1TGB-44'</p> <p>VD-0.50=NU-12.32</p> <p>LINE SEGMENT</p> <p>3621</p> <p>PARK AVE EXT</p> | <p>(BOANNA)</p> <p>(VAN WYE)</p> | | | | |
| <p>CURVATURE</p> <p>ALIGNMENT</p> <p>ELEVATION</p> | <p>1.8L</p> <p>2.7L</p> <p>1.00</p> <p>1.00</p> | | | | |
| <p>FREIGHT SPEED TANGENT (CURVE)</p> | <p>10</p> | | | | |
| <p>GRADE</p> | <p>0.00</p> | | | | |

10/10/2005

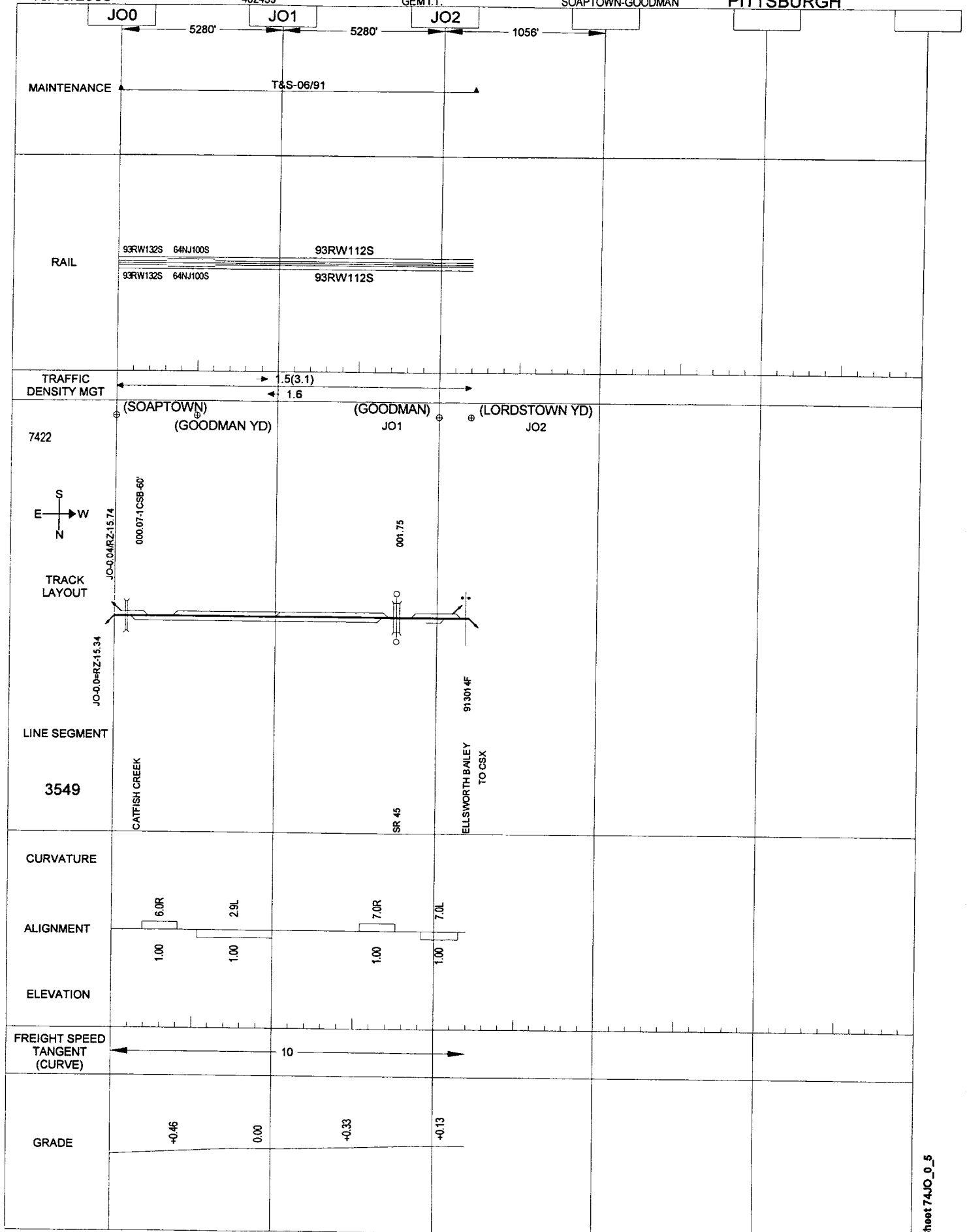
402439

242

GEM I.T.

SOAPTOWN-GOODMAN

PITTSBURGH



10/10/2005

402445

243
BENTON I.T.

CP ALLIANCE-ALLIANCE YAR

PITTSBURGH

JE23

JE24

5280'

5280'

5280'

MAINTENANCE

RAIL

28NJ105S

26NJ105S

28NJ105S

26NJ105S

TRAFFIC
DENSITY MGT

2290



TRACK
LAYOUT

CP ALLIANCE
(ALLIANCE YD)

024.18+TTO-96'

JE-24.70+RD-87.30

LINE SEGMENT

3543

MAHONING RIVER

3RD ST

CURVATURE

ALIGNMENT

ELEVATION

0.9L

1.00

1.8R

1.00

2.0L

1.00

3.5L

1.00

5.5R

1.00

15.0L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+1.05

-1.04

-0.78

-0.47

0.00

+0.54

10/10/2005

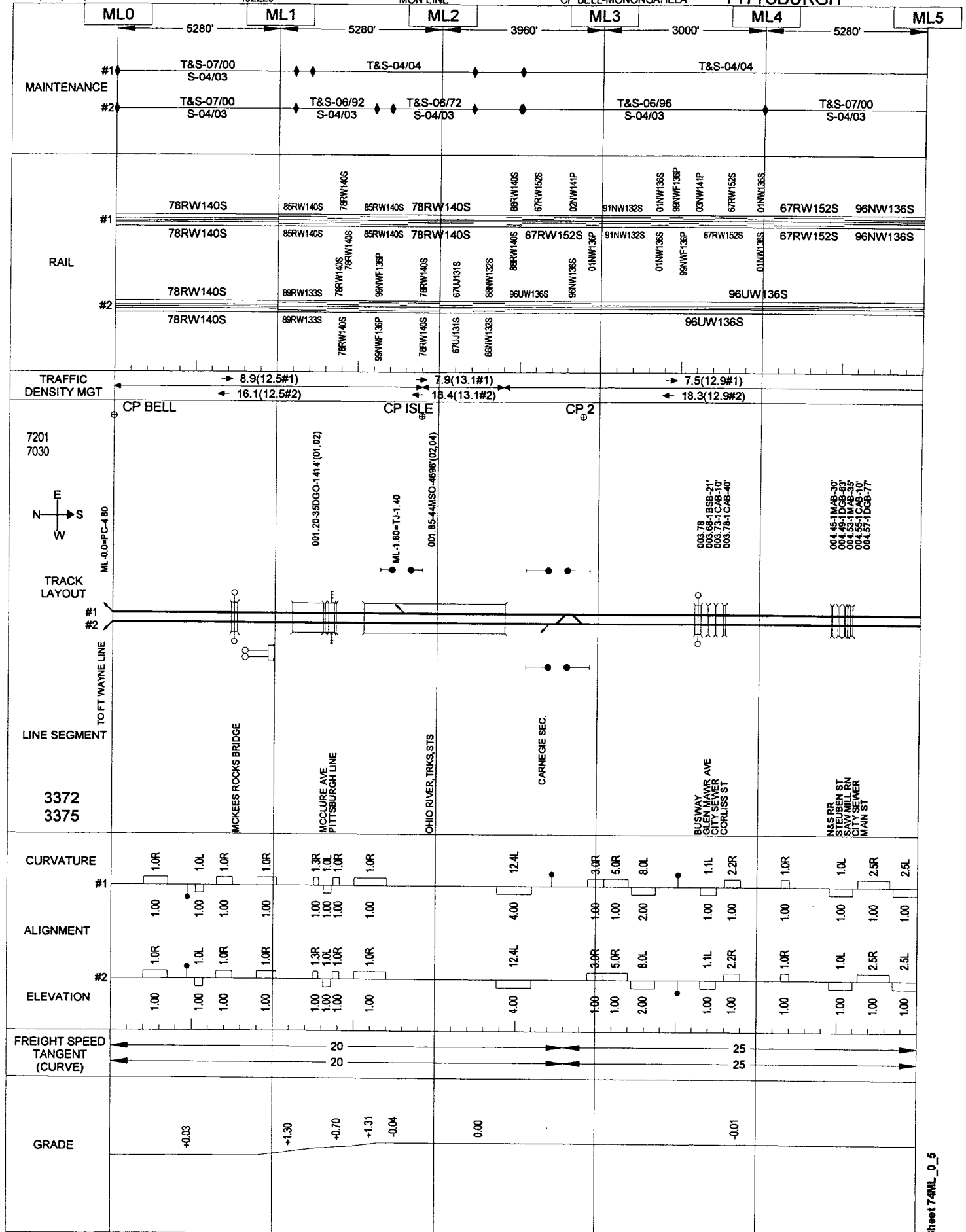
244

402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



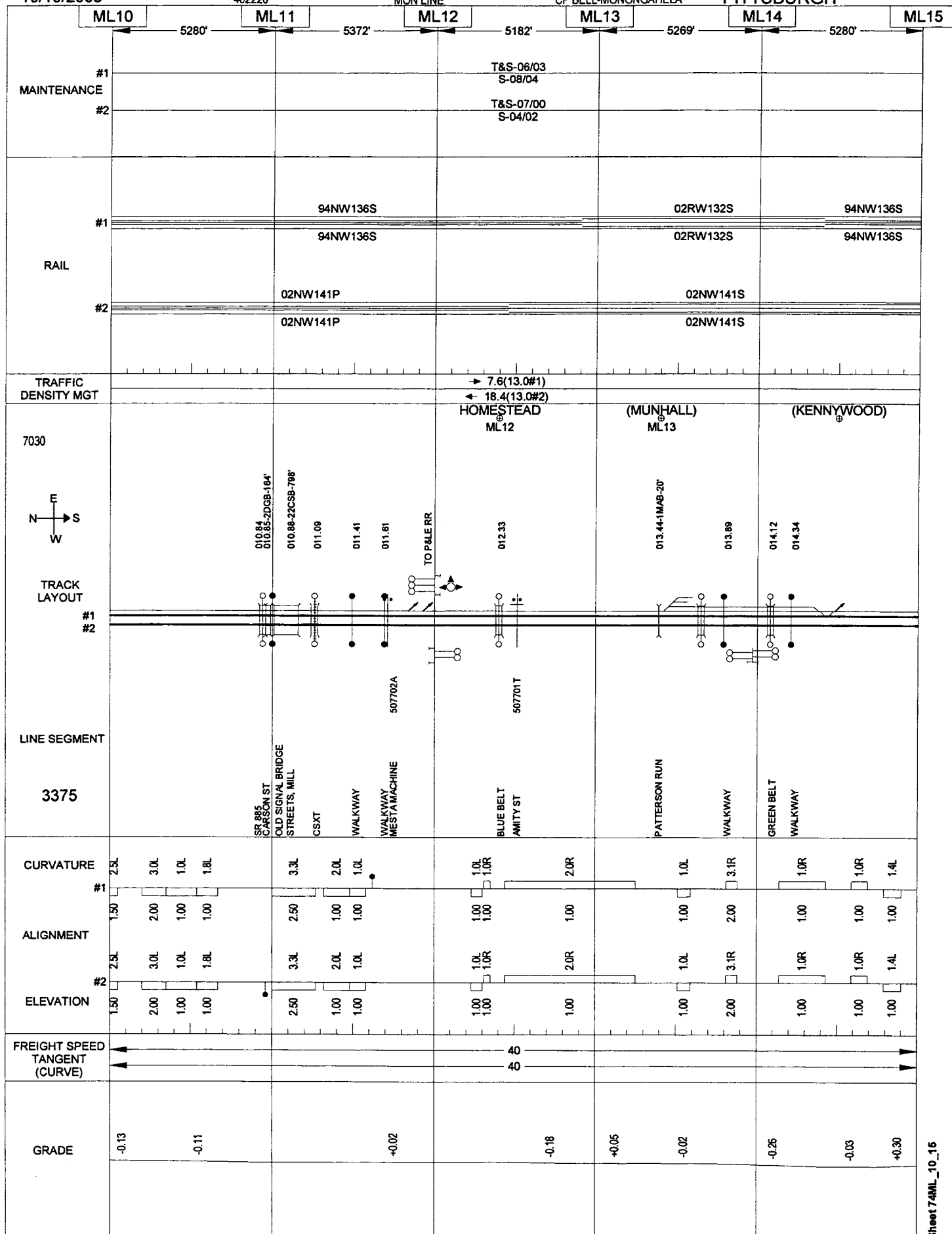
10/10/2005

246

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



10/13/2005

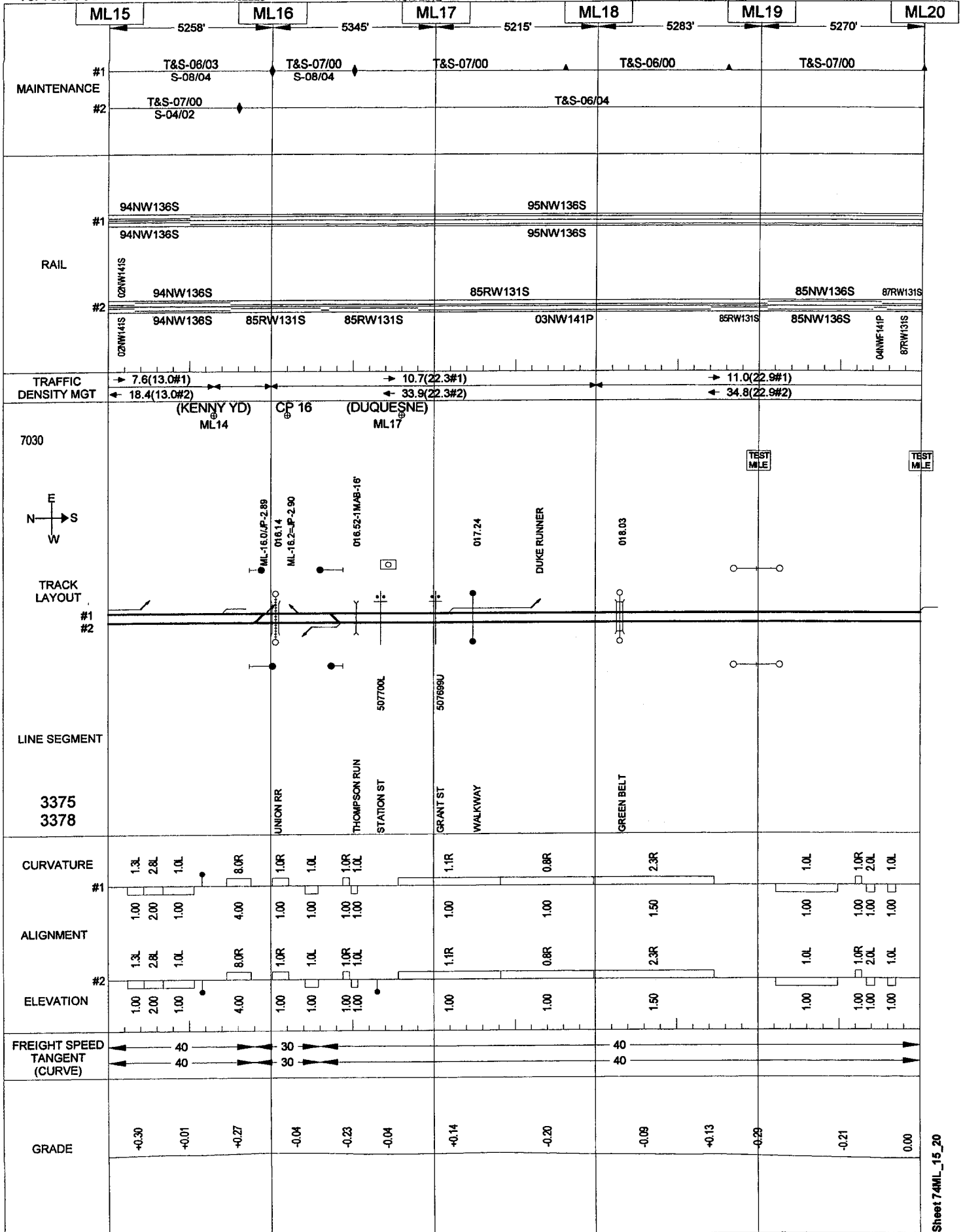
402220

247

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



10/10/2005

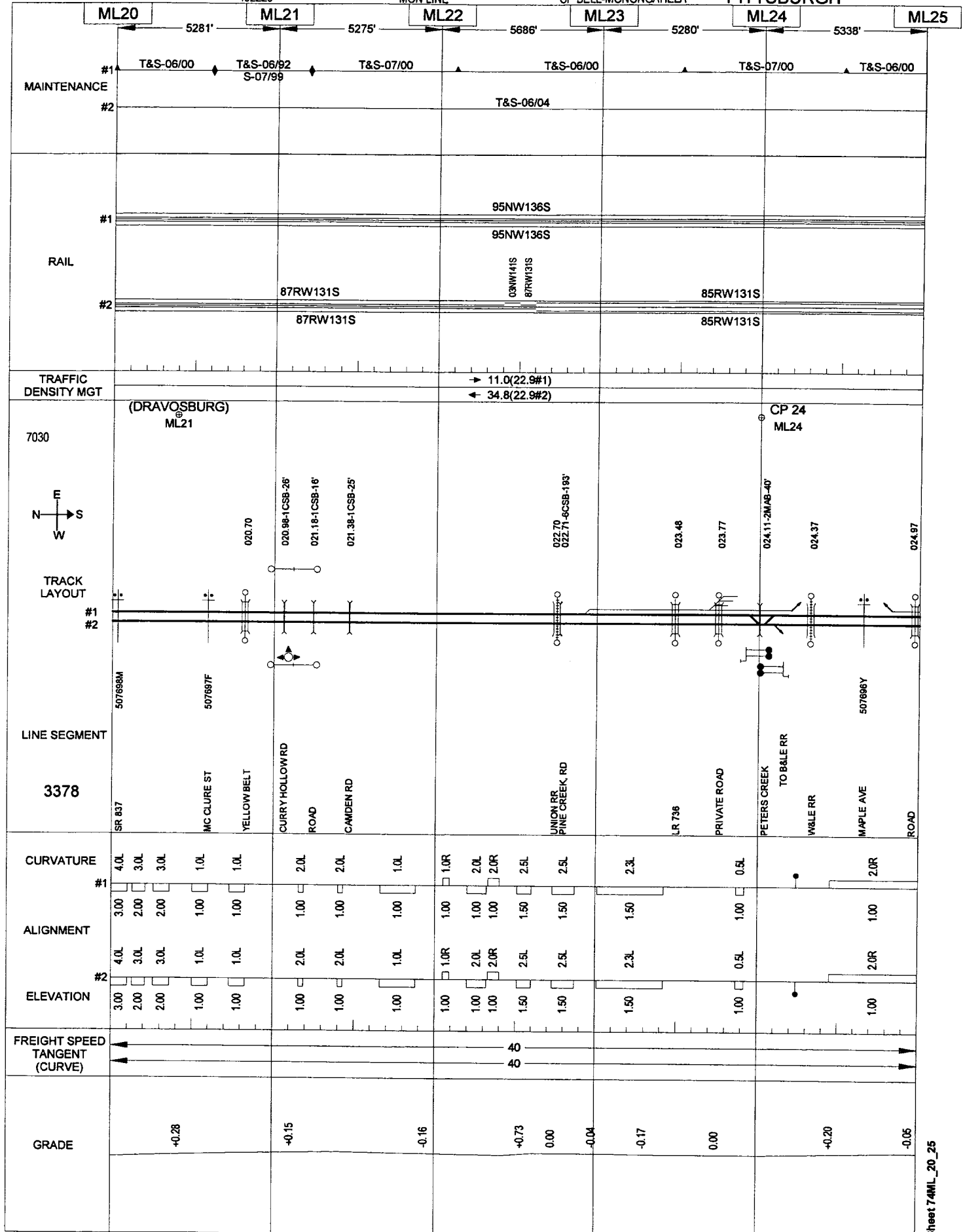
248

402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



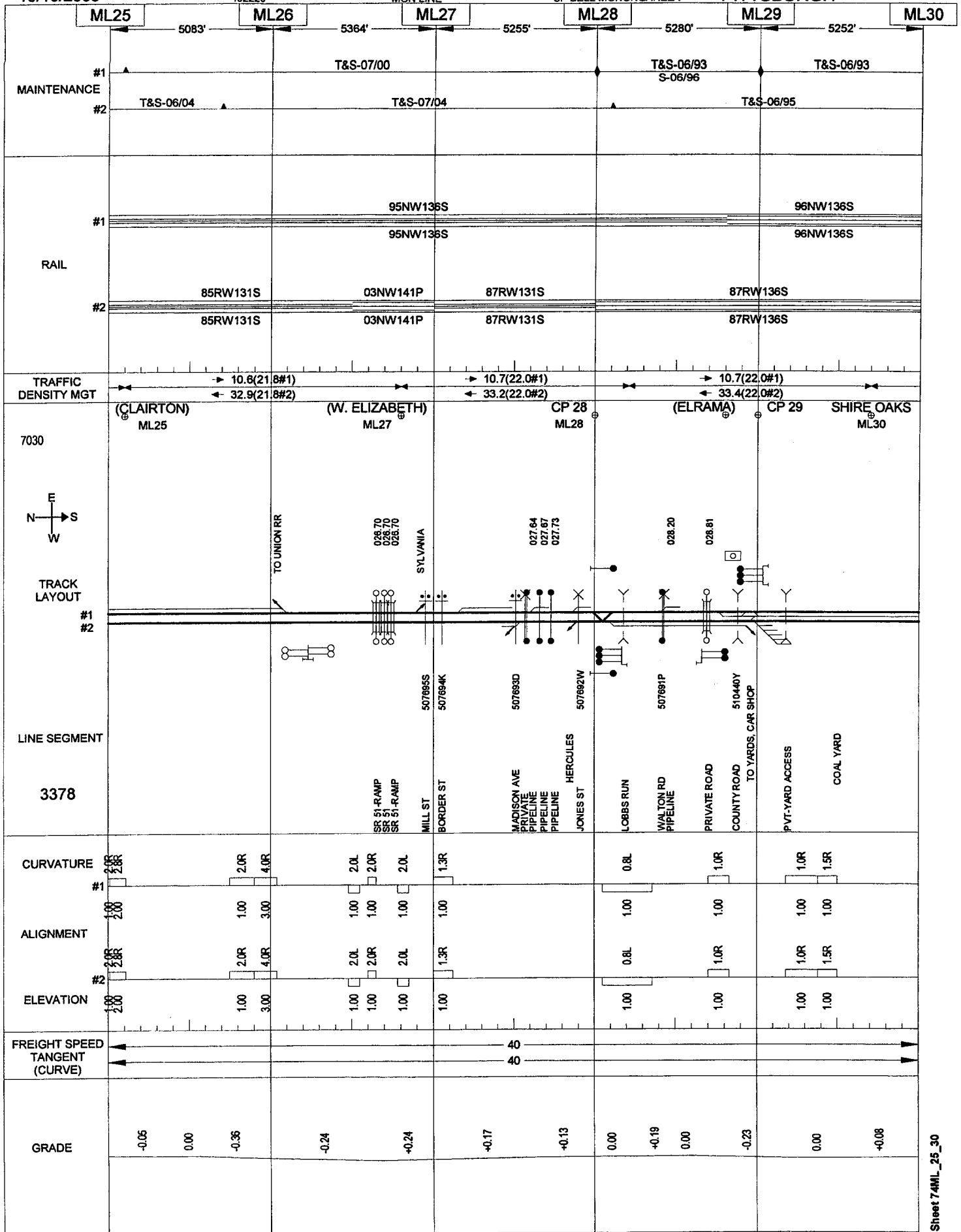
10/10/2005

402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



10/10/2005

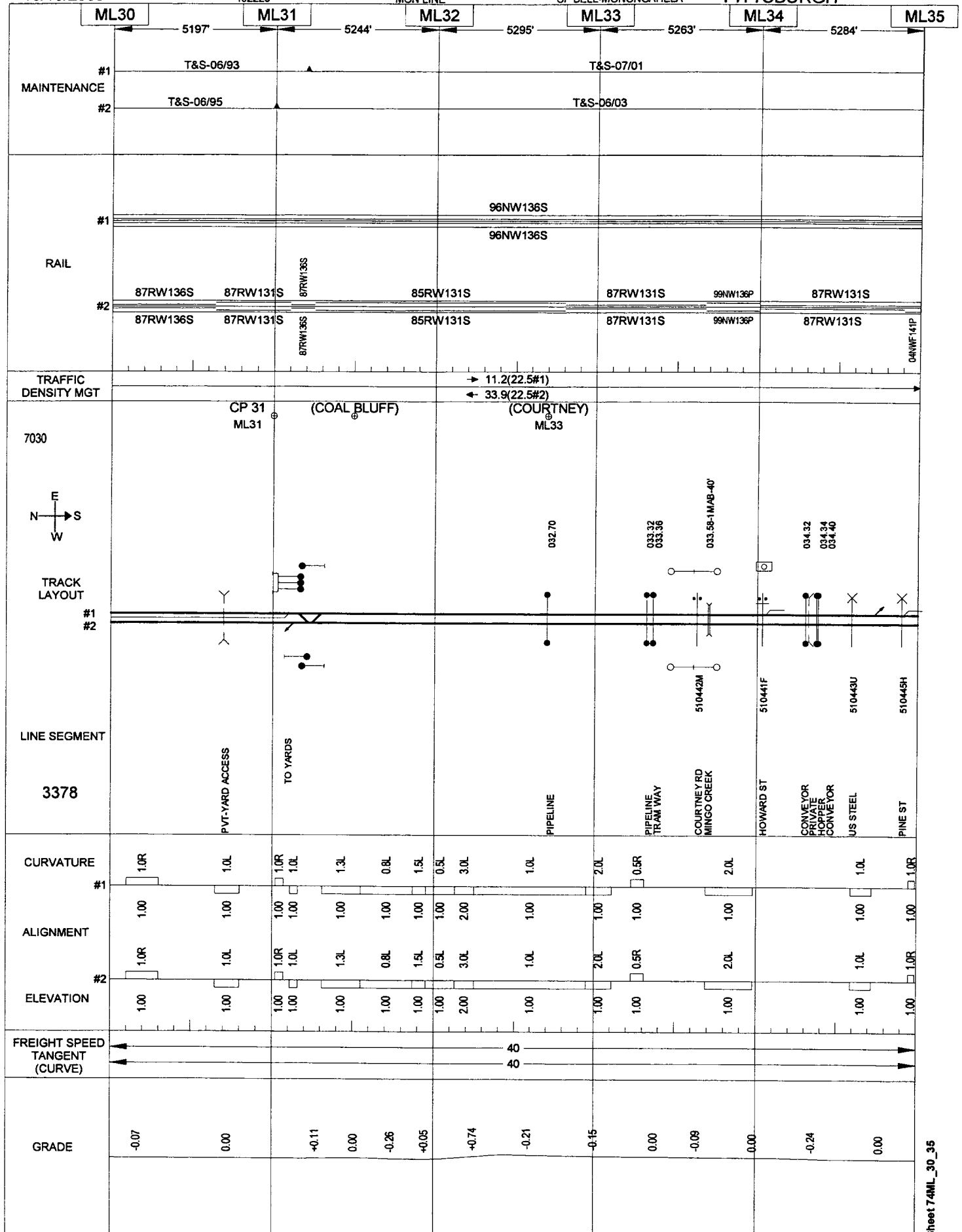
250

402220

MON LINE

CP BELL-MONONGAHELA

PITTSBURGH



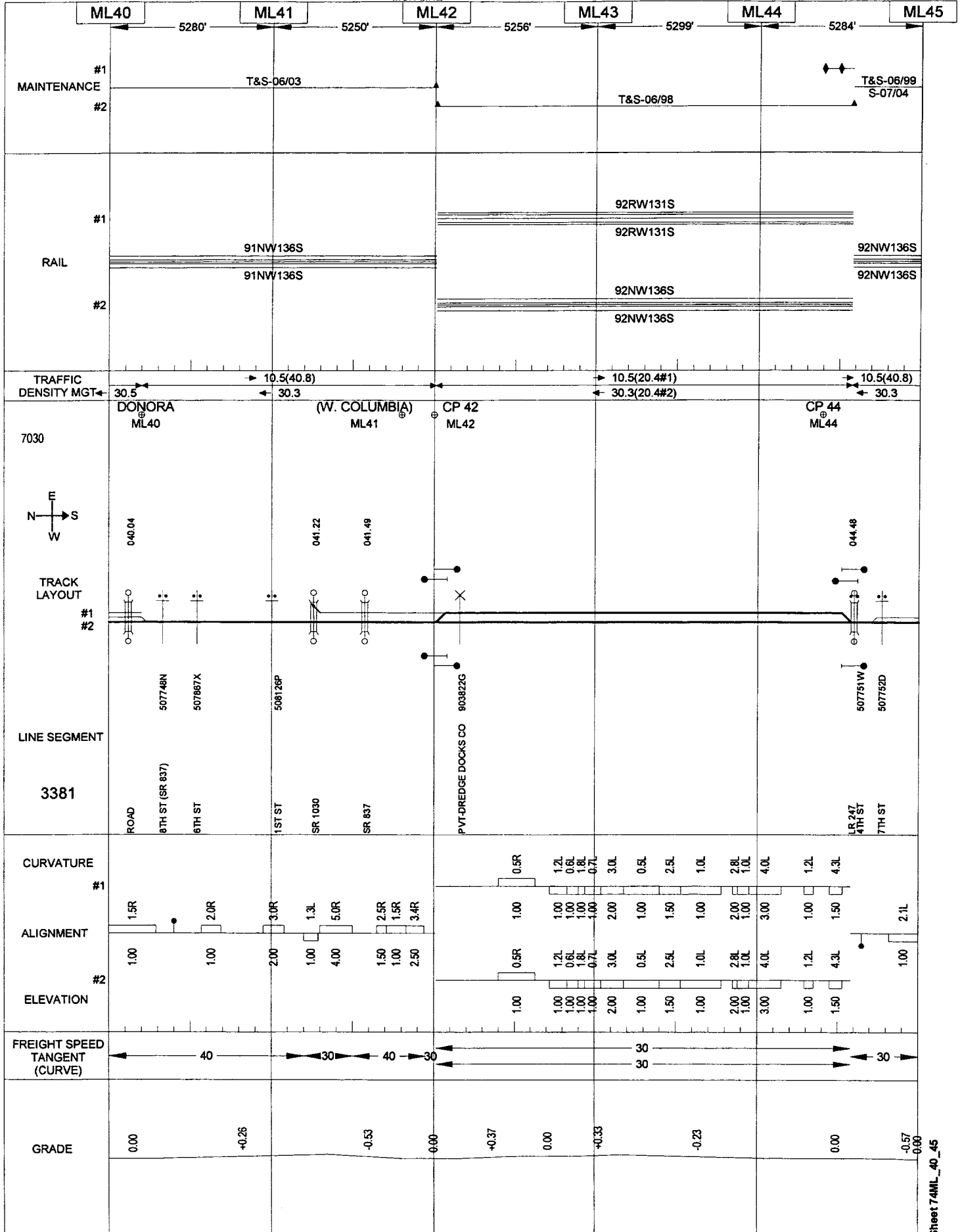
| | ML35 | ML36 | ML37 | ML38 | ML39 | ML40 |
|-------------------------------|--|------|------|------|------|------|
| MAINTENANCE | <div> <div>5284'</div> <div>5379'</div> <div>5257'</div> <div>5305'</div> <div>5275'</div> </div> | | | | | |
| RAIL | <div> <div> <div>#1</div> <div>T&S-07/01</div> </div> <div> <div>#2</div> <div>T&S-06/03</div> </div> <div> <div>#1</div> <div>96NW136S</div> <div>96NW136S</div> </div> <div> <div>#2</div> <div>87RW131S</div> <div>87RW131S</div> </div> <div> <div>91NW136S</div> <div>91NW136S</div> </div> </div> | | | | | |
| TRAFFIC DENSITY MGT | <div> <div>11.2(22.6#1)</div> <div>34.0(22.6#2)</div> <div>10.6(41.1)</div> <div>30.5</div> </div> | | | | | |
| 7030 | <div> <div>MONONGAHELA</div> <div>CP 36</div> </div> | | | | | |
| TRACK LAYOUT | <div> <div>034.92-1MAB-12'</div> <div>036.09-1TTB-134'</div> <div>036.19</div> <div>037.15-1MAB-12'</div> <div>037.36-1MAB-14'</div> <div>038.41</div> </div> | | | | | |
| LINE SEGMENT | <div> <div> <div>#1</div> <div>51046P</div> <div>51047W</div> <div>51048D</div> <div>51049E</div> <div>510451L</div> <div>510453A</div> </div> <div> <div>#2</div> <div>507748V</div> <div>545096Y</div> <div>507741R</div> </div> <div> <div>ML-36.05=EL-0.0</div> <div>507975U</div> <div>507742X</div> <div>507973F</div> <div>507743E</div> <div>507744L</div> </div> <div> <div>507746A</div> <div>507747G</div> </div> </div> | | | | | |
| 3378 | <div> <div>DRY RUN</div> <div>SANITARY PLANT</div> <div>11TH ST</div> <div>10TH ST</div> <div>8TH ST</div> <div>7TH ST</div> <div>6TH ST</div> <div>4TH ST</div> <div>3RD ST WALKWAY</div> <div>2ND ST</div> <div>PIGEON RUN</div> <div>PRIVATE ST ROUTE</div> <div>FACTORY ST</div> <div>MONG. IRON & METAL</div> <div>PAPER MILL</div> <div>PRIVATE</div> <div>BLACK DIAMOND RUN</div> <div>SARAH ST</div> <div>TAYLOR RUN</div> <div>BURREL CONST CO</div> <div>DONORA SN RR</div> <div>SCOTT ST</div> </div> | | | | | |
| CURVATURE | <div> <div>#1</div> <div>4.0R</div> <div>2.5R</div> <div>3.4L</div> <div>1.4L</div> <div>2.0L</div> <div>0.6L</div> <div>2.4L</div> <div>0.5R</div> <div>1.0L</div> <div>1.0R</div> <div>1.7R</div> <div>1.0R</div> <div>1.3R</div> </div> | | | | | |
| ALIGNMENT | <div> <div>#2</div> <div>4.0R</div> <div>2.5R</div> <div>2.50</div> <div>1.00</div> <div>1.00</div> <div>1.00</div> <div>1.50</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> | | | | | |
| ELEVATION | <div> <div>1.50</div> <div>1.00</div> </div> | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | <div> <div>30</div> <div>30</div> <div>40</div> </div> | | | | | |
| GRADE | <div> <div>0.00</div> <div>-0.12</div> <div>-0.22</div> <div>-0.35</div> <div>-0.36</div> <div>0.00</div> <div>-0.04</div> <div>-0.34</div> <div>-0.12</div> <div>0.00</div> <div>-0.19</div> <div>0.00</div> <div>-0.10</div> <div>0.00</div> </div> | | | | | |

10/10/2005

252

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



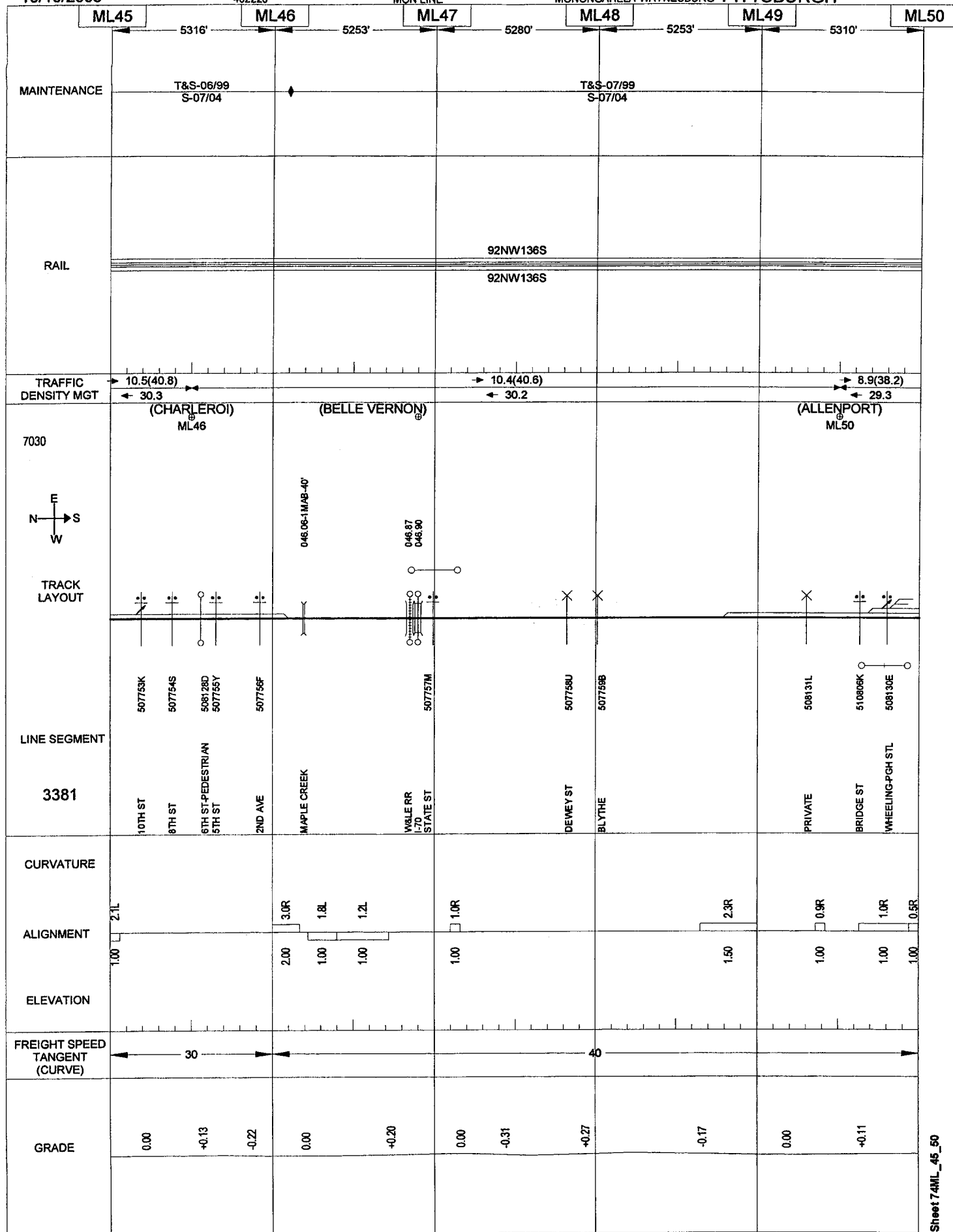
10/10/2005

402220

253

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



| | ML50 | ML51 | ML52 | ML53 | ML54 | ML55 |
|-------------------------------|--|---------------------|---------------|-----------|--------------------|--------------------|
| MILEAGE | <div style="display: flex; justify-content: space-between;"> 5289'5282'5275'5278'6300' </div> | | | | | |
| MAINTENANCE | T&S-07/99 S-07/04 | | | | | |
| RAIL | 92NW136S 92NW136S | | | | | |
| TRAFFIC DENSITY MGT | <div style="text-align: center;"> → 8.9(38.2) ← 29.3 </div> | | | | | |
| 7030 | (STOCKDALE) | (ROSCOE) | (COAL CENTER) | | | |
| | | | | | | TEST MILE |
| TRACK LAYOUT | <div style="display: flex; justify-content: space-around;"> 052-90-1BSO-12'(86) 054-50-2MSO-124'(83) 054-77-1TGB-37' </div> | | | | | |
| LINE SEGMENT | WHEELING-PGH STL | LOCUST ST CROSSWALK | COWEN ST | HOWARD ST | VESTA FORSYTHE ST | STONE RUN |
| 3381 | 507763R | 507764X | 507765E | 507767T | 507768A 507769G | 507781N 507783C |
| CURVATURE | 0.5R | 3.0R | 0.9R | 1.5R | 1.0L | 3.0R |
| ALIGNMENT | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| ELEVATION | -0.41 | 0.00 | +0.31 | 0.00 | +0.17 | -0.30 |
| FREIGHT SPEED TANGENT (CURVE) | <div style="display: flex; justify-content: space-between;"> 4030(15) </div> | | | | | |
| GRADE | -0.41 | 0.00 | +0.31 | 0.00 | +0.17 | -0.30 |

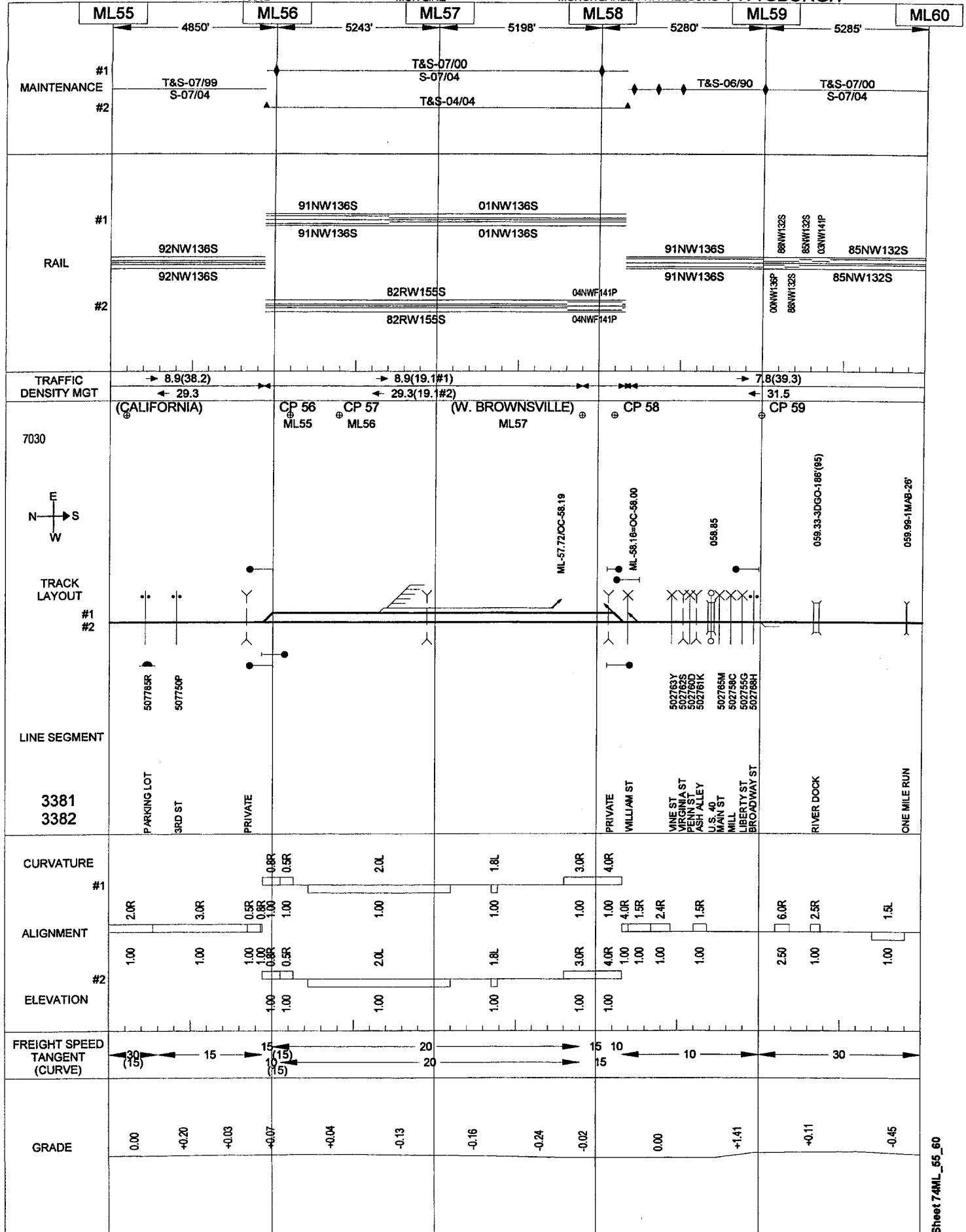
10/10/2005

408002

255

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



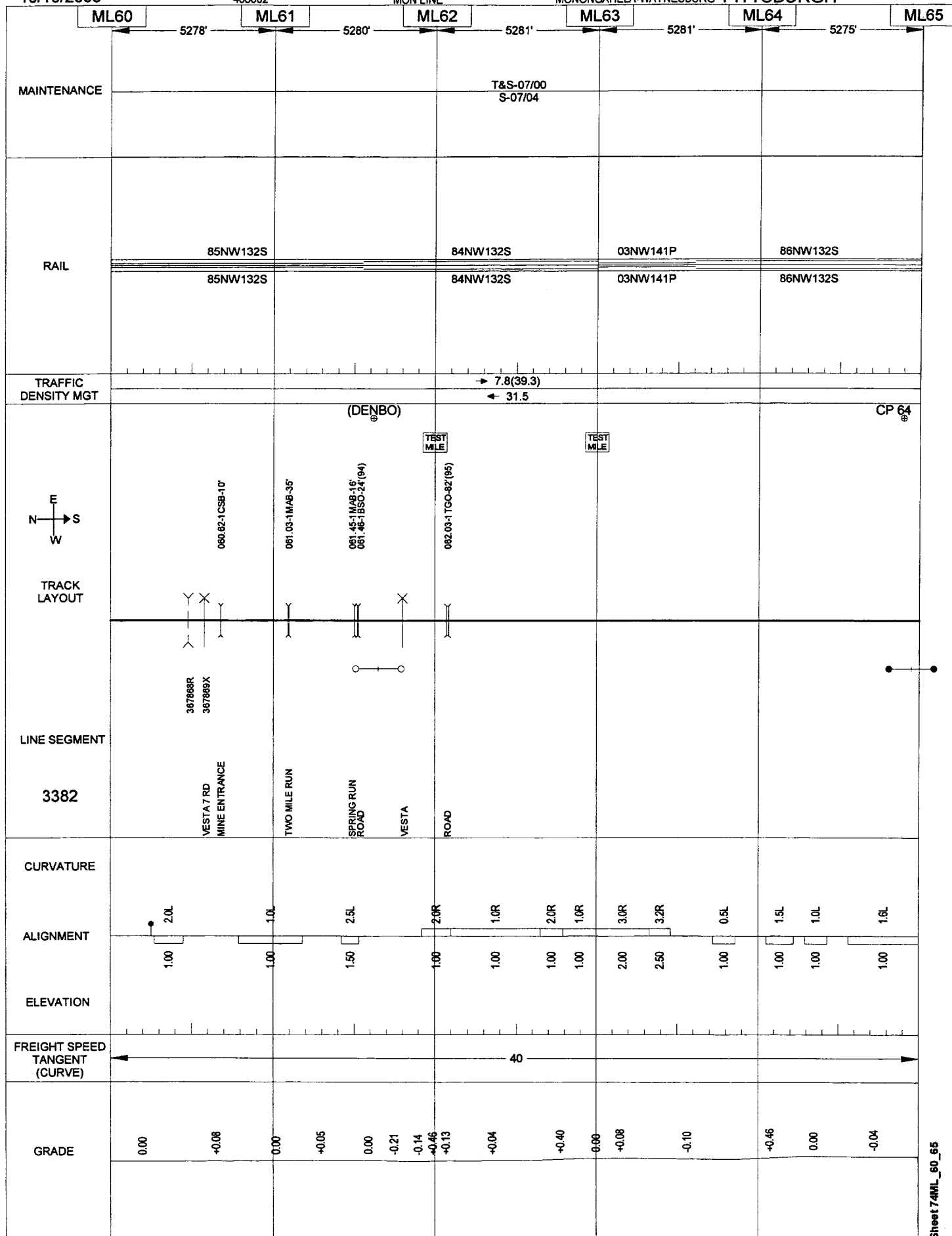
10/10/2005

408002

256

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



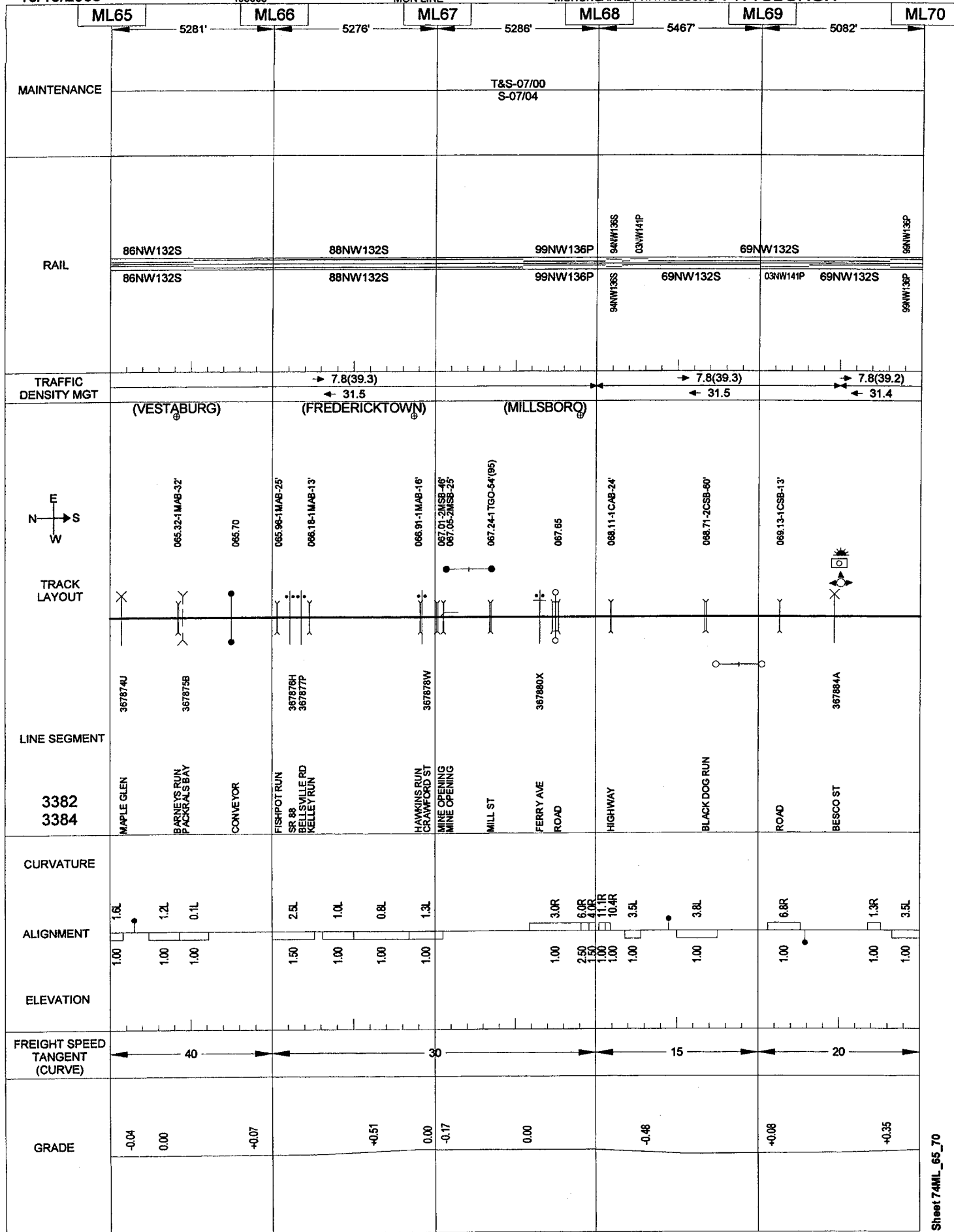
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408003

257

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

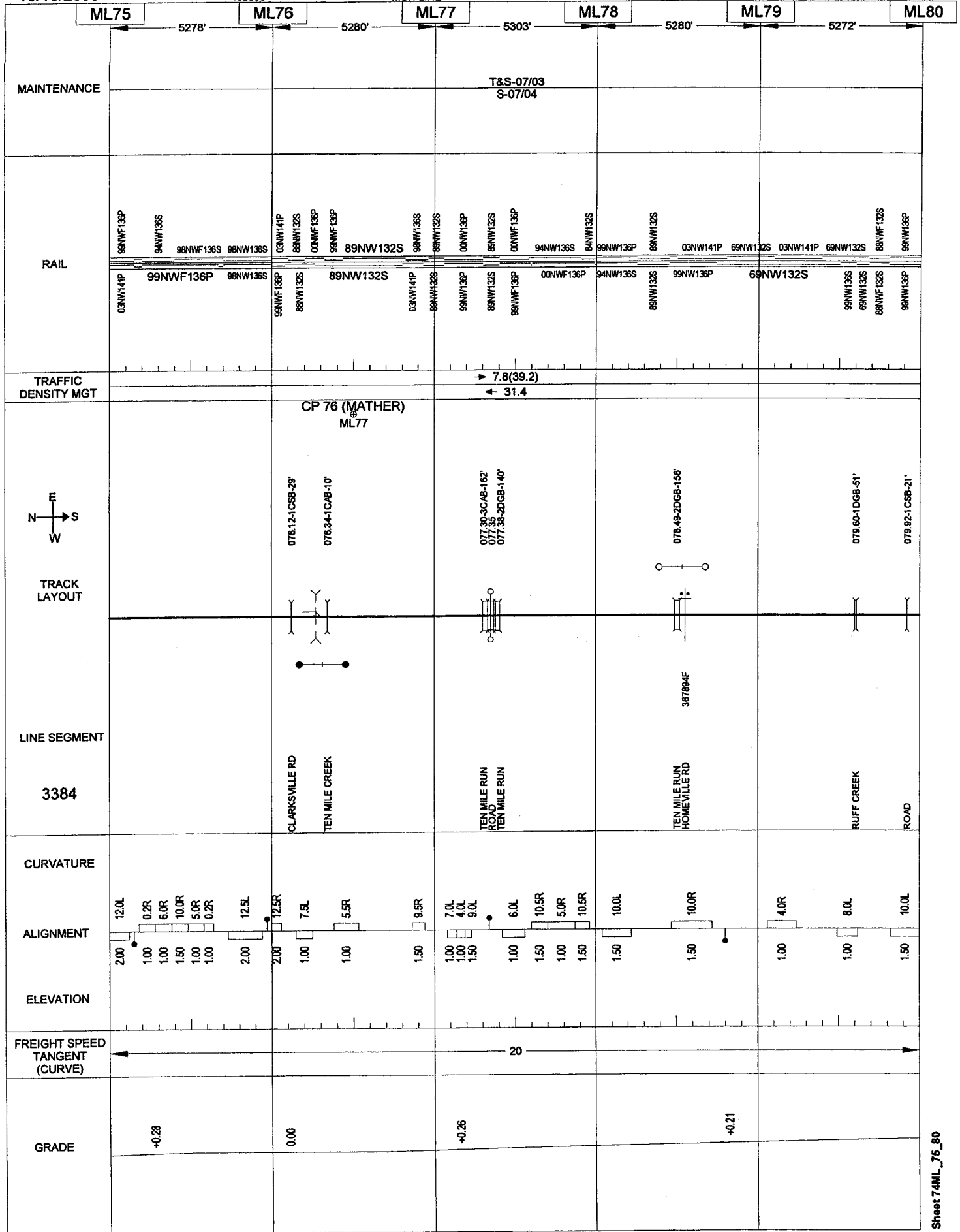


10/10/2005

408003

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH

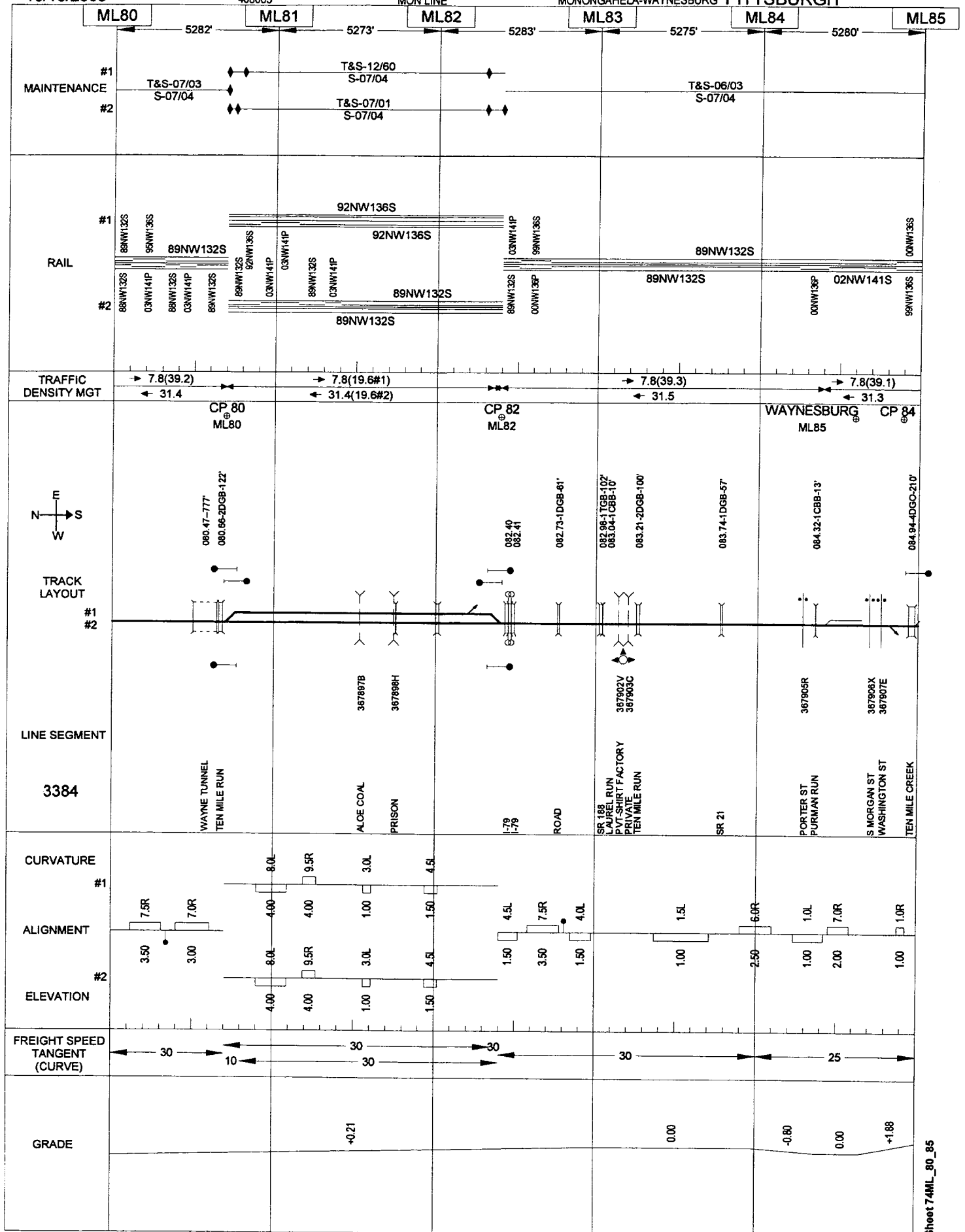


10/10/2005

260

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



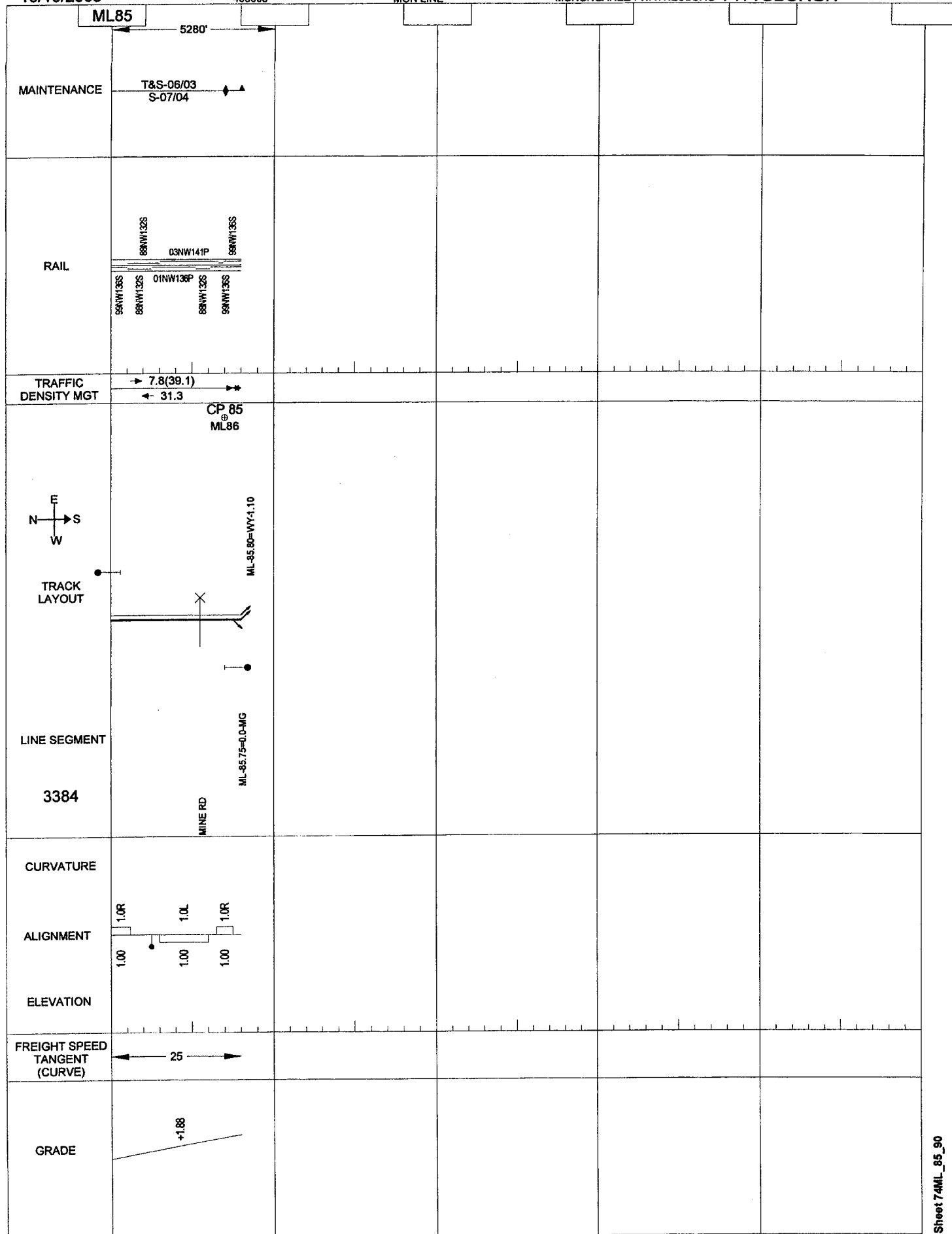
10/10/2005

408003

261

MON LINE

MONONGAHELA-WAYNESBURG PITTSBURGH



10/10/2005

408004

262

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH

WY2

WY3

WY4

WY5

MAINTENANCE

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

RAIL

88NW132S 96RW131S 67NW115S 00NW136P 67NW115S 96RW131S 92NW136S 96RW131S 67NW115S 01NW136P 67NW115S 94NW132S
88NW132S 96RW131S 67NW115S 92NW136S 94NW132S 67NW115S 99NW136S 67NW115S 96RW131S 92NW136S 96RW131S 67NW115S 94NW132S

TRAFFIC
DENSITY MGT

2.3(11.2)
8.9

E
N → S
W

TRACK
LAYOUT

CP 85

EVE

WY-1.10-ML-95.80

003.28-6DGO-337(87)

003.56-5DGO-280(92)

367909T

PVT-GAS COMPANY

LR 30090
PRIVATE

TEN MILE CREEK

HEATH

367913H

E CLIFF FARM

LINE SEGMENT

3363

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

-0.08

-0.11

-0.16

-0.50

+0.11

+0.77

-0.40

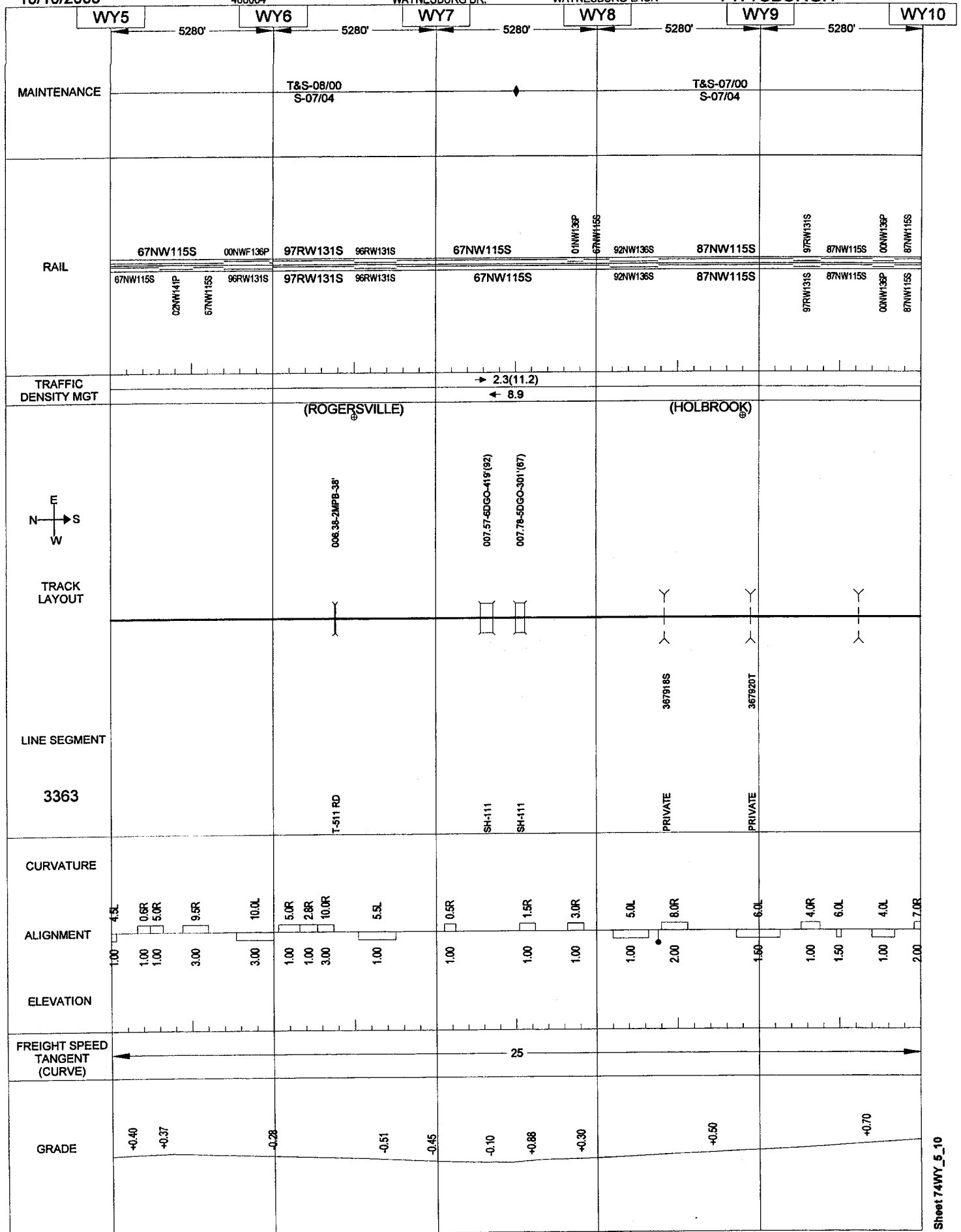
10/10/2005

408004

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH



10/10/2005

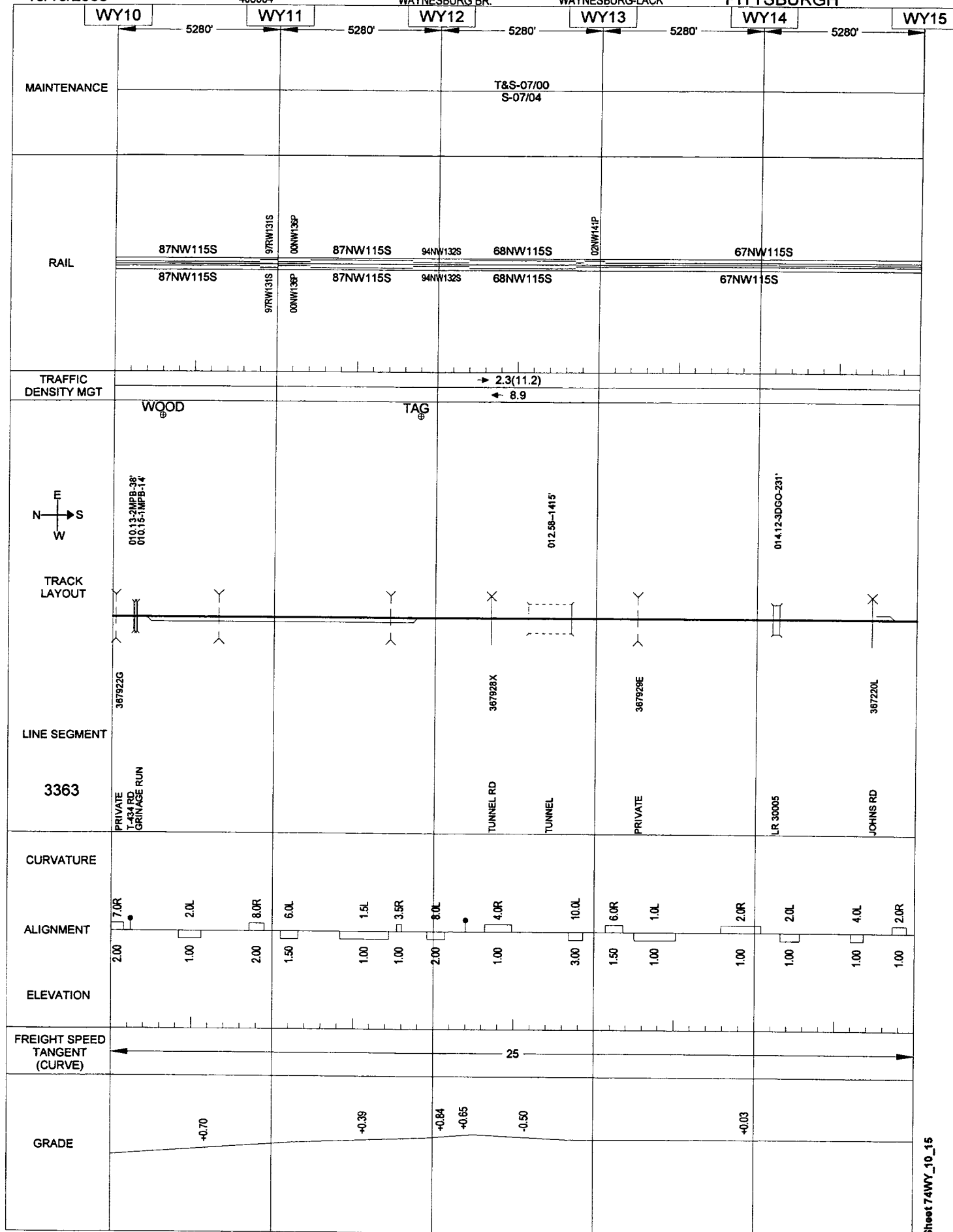
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264

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH



10/10/2005

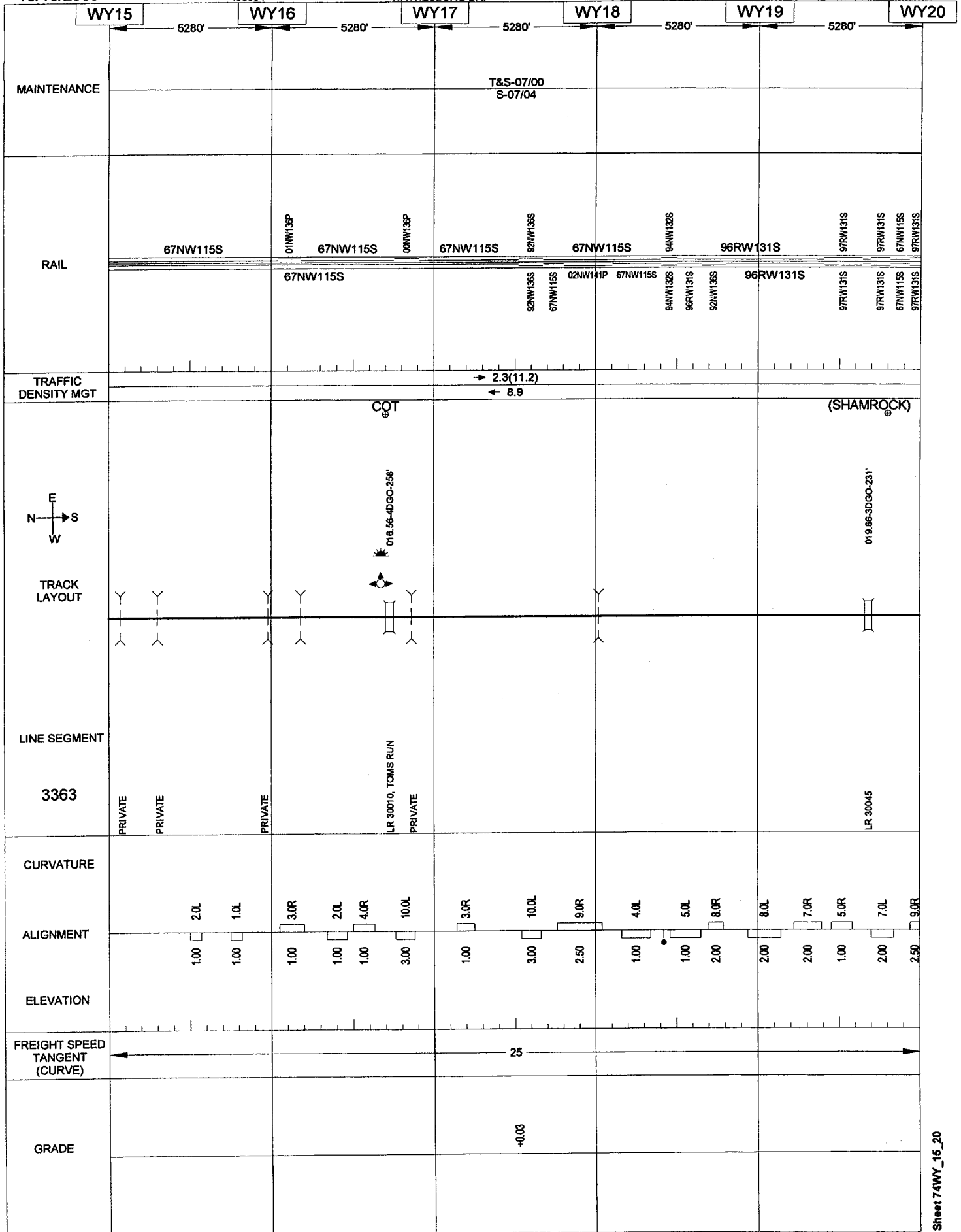
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265

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH



10/10/2005

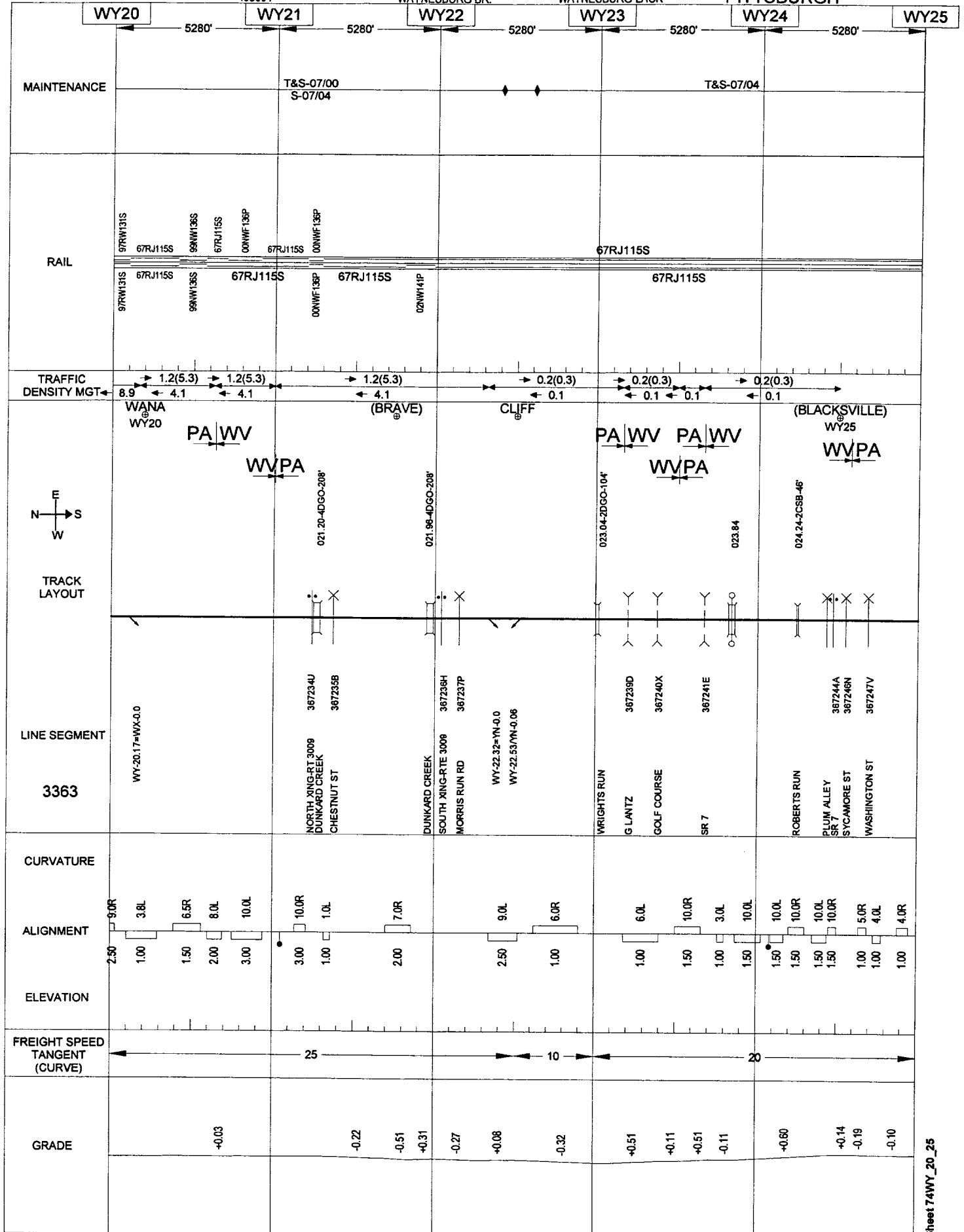
266

408004

WAYNESBURG BR.

WAYNESBURG-LACK

PITTSBURGH



10/10/2005

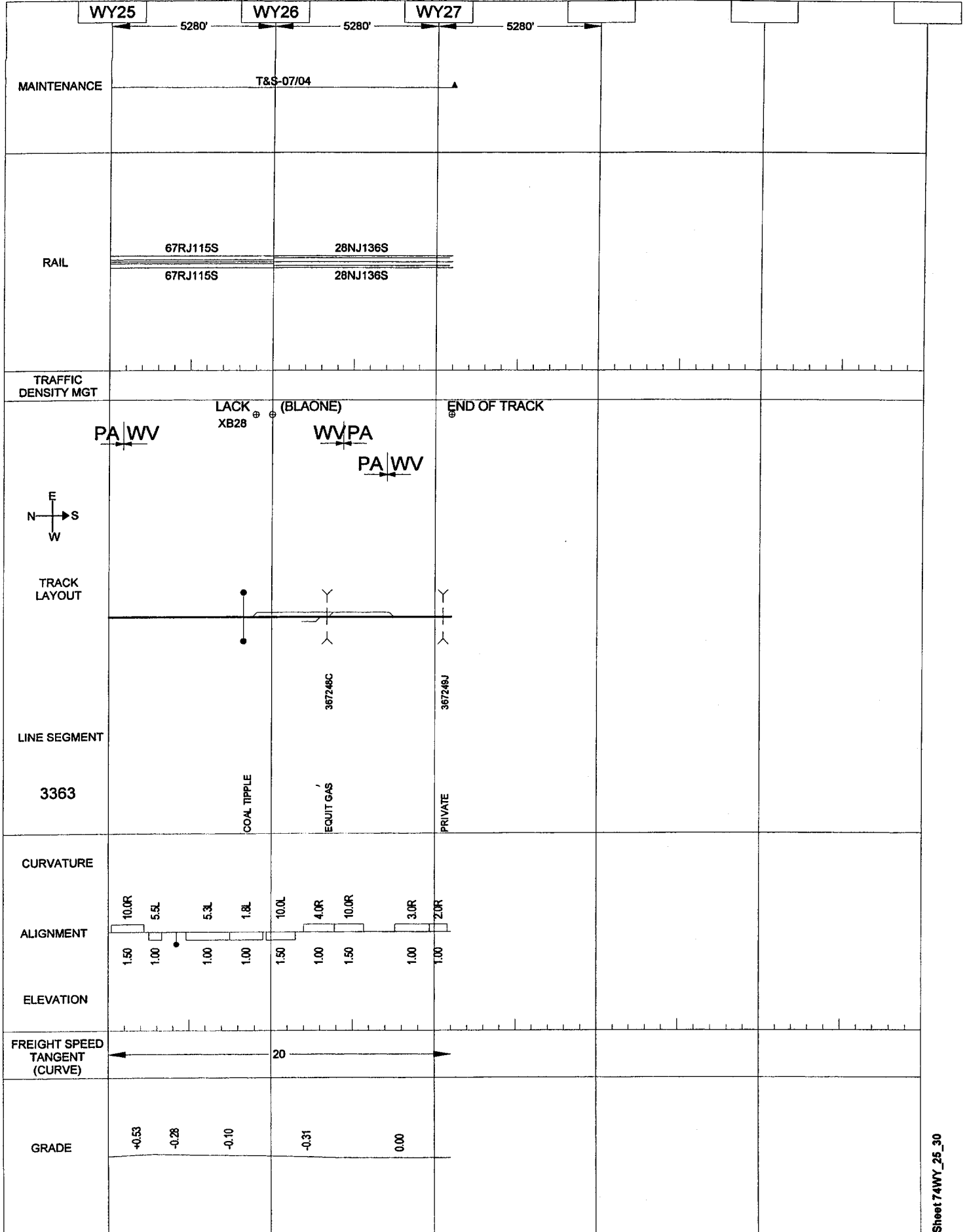
408004

267

BLACKSVILLE I.T.

LACK-END

PITTSBURGH



10/10/2005

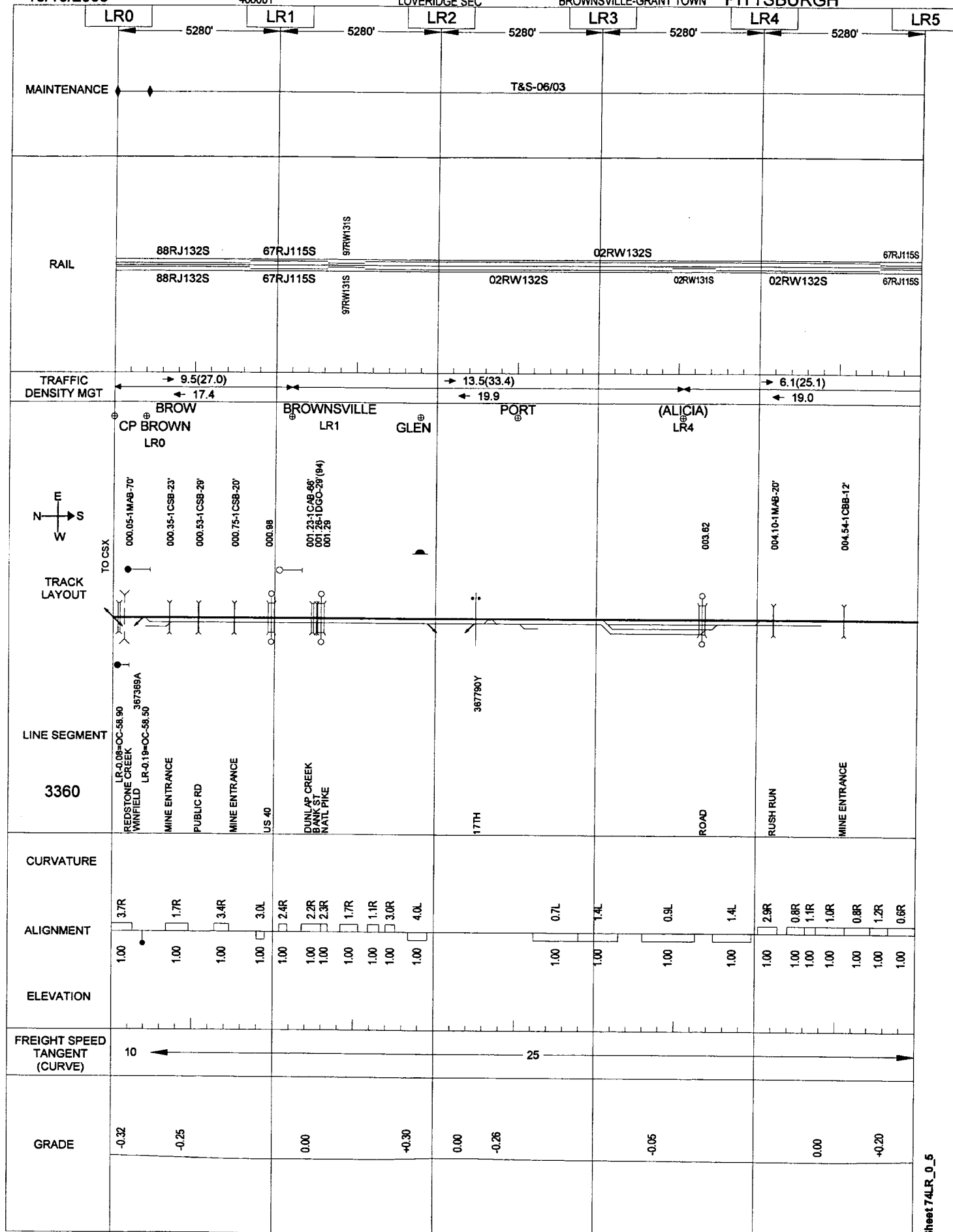
408001

268

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



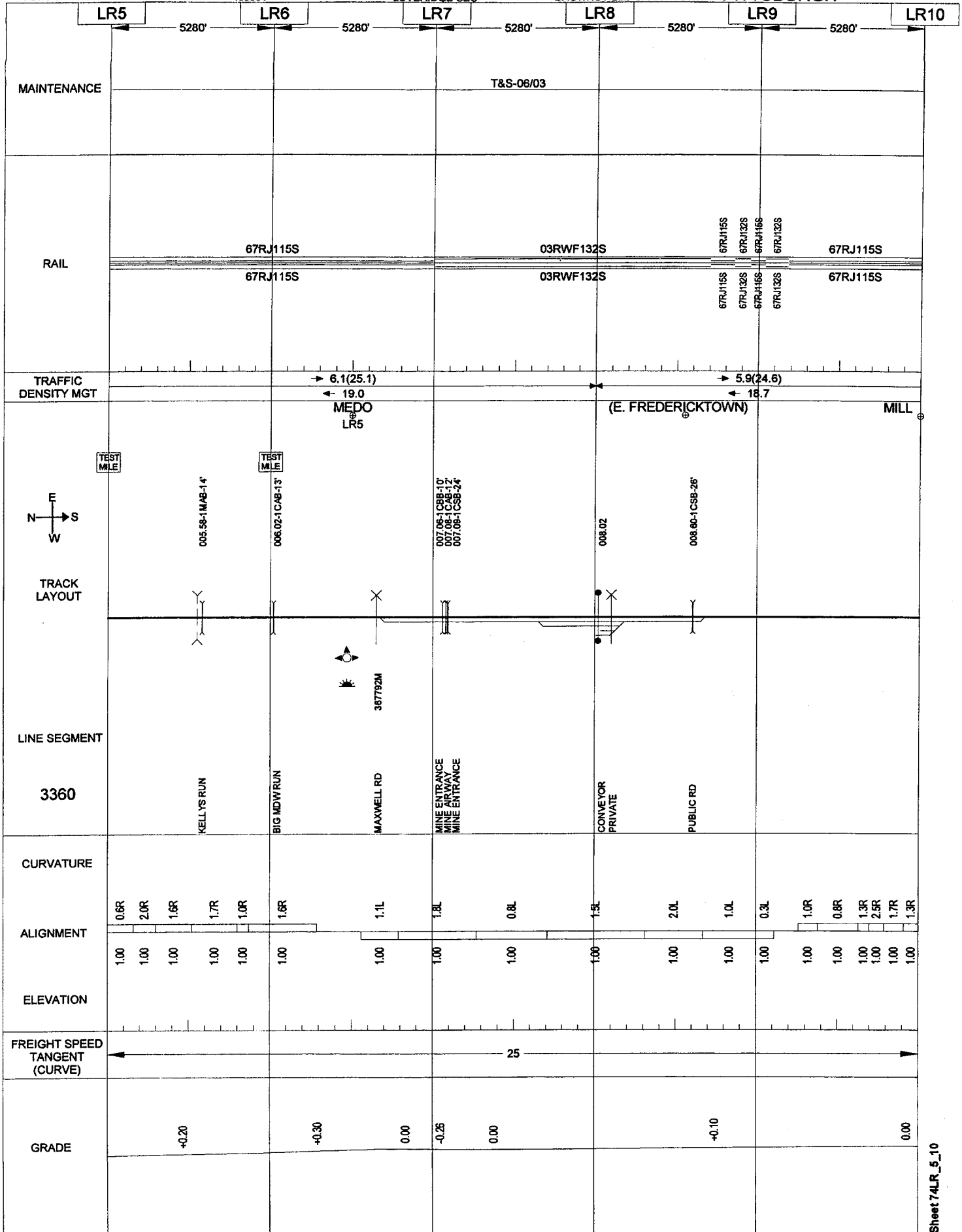
10/10/2005

408001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



10/10/2005

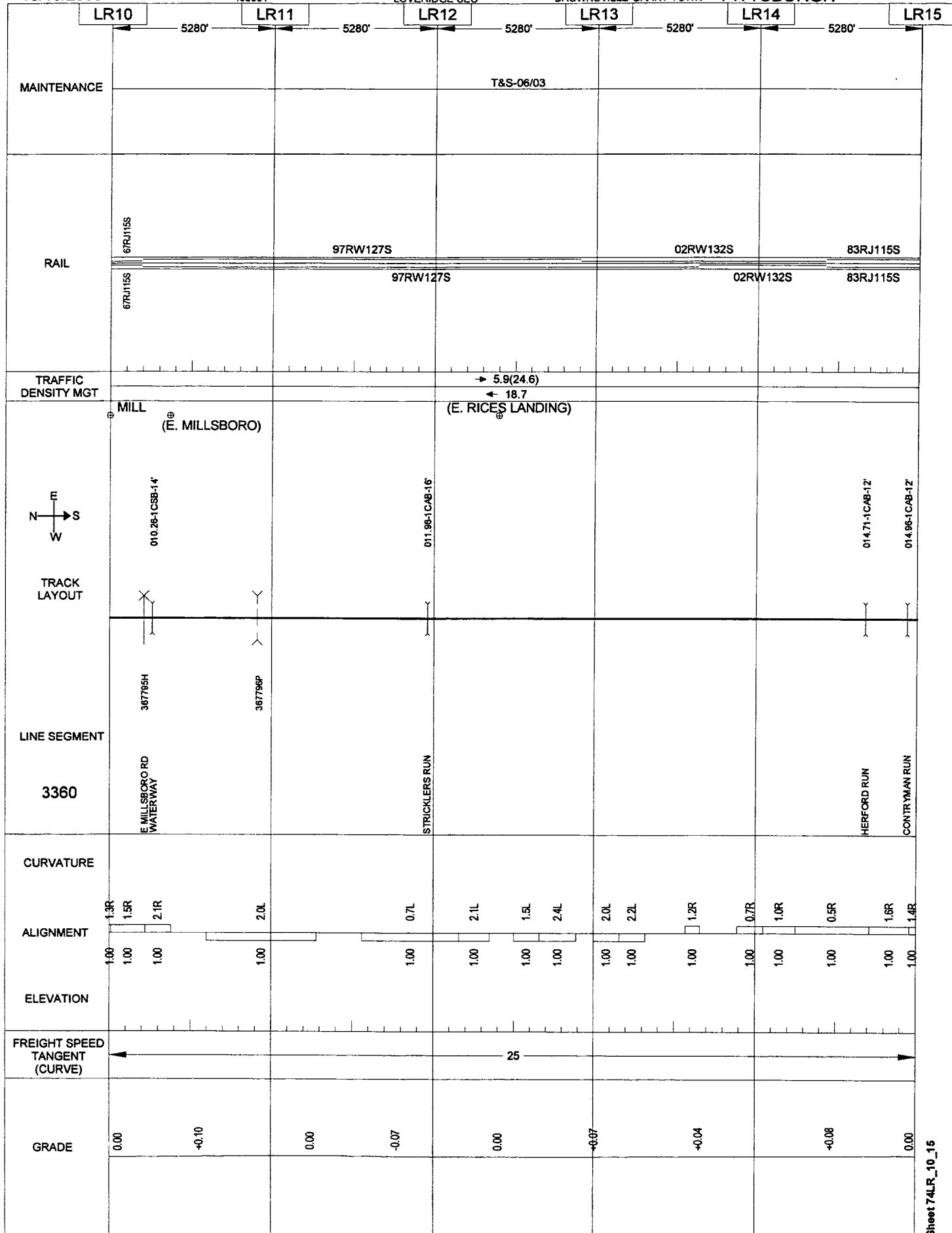
408001

270

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



10/10/2005

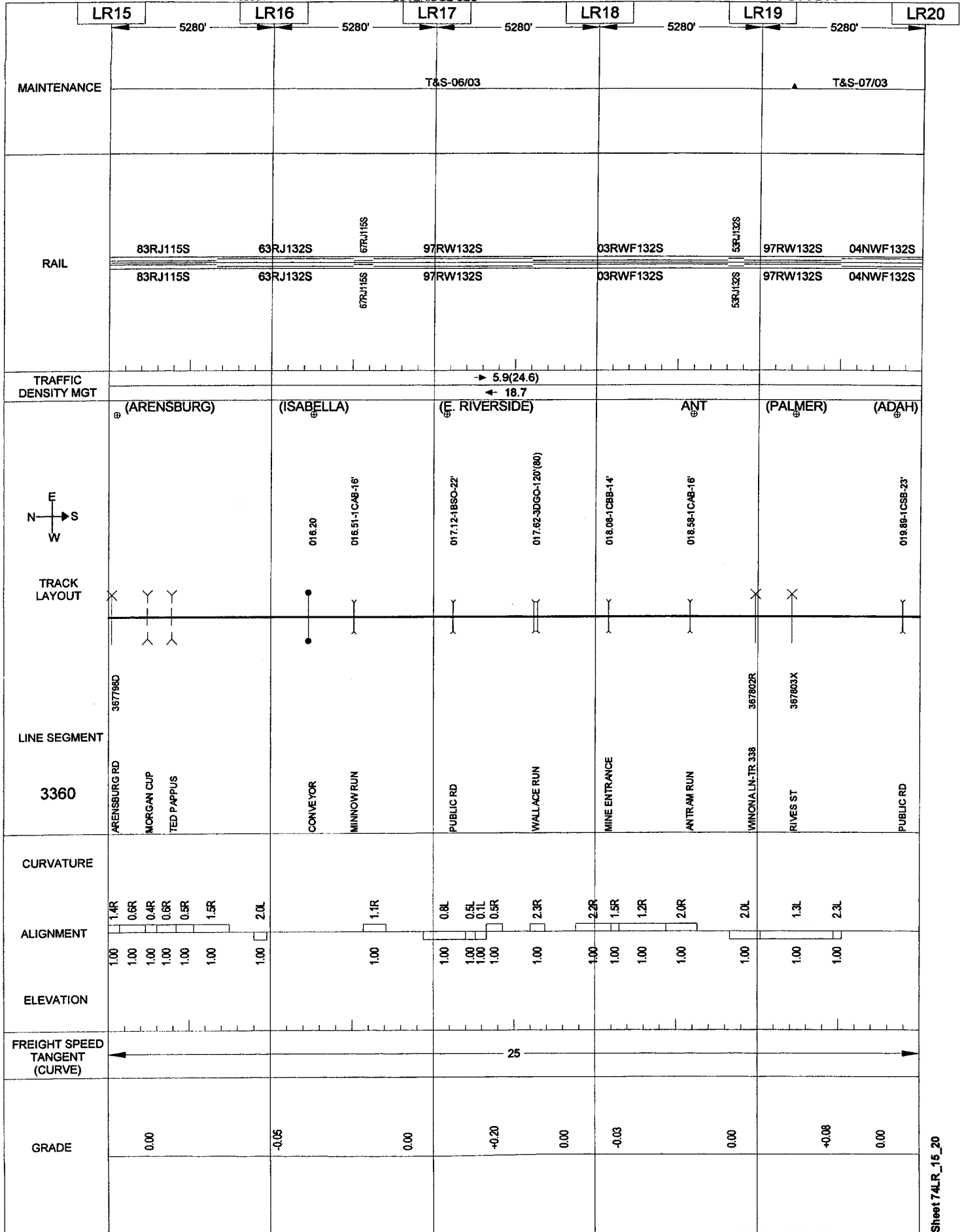
408001

271

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



| | LR20 | LR21 | LR22 | LR23 | LR24 | LR25 |
|-------------------------------|---|----------------------------|-----------------------|--|------------------------|----------------------|
| MAINTENANCE | T&S-07/03 | | | T&S-12/01 | | |
| RAIL | 04NWF132S 67RJ115S 04NWF132S 67RJ115S 04NWF132P 67RJ115S | | 04NWF132P 67RJ115S | 56RJ132S 56RJ132S | 03RWF132S 03RWF132S | 84NW132S 84NW132S |
| TRAFFIC DENSITY MGT | | | → 5.9(24.6) ← 18.7 | | | |
| TRACK LAYOUT | (GATES) 020.24-1MAB-22' | (HURON) 021.60-1MAB-47' | | (MASONTOWN) LR24 023.57 023.59-1MAB-30' | | |
| LINE SEGMENT | MIDDLE RUN | BROWNS RUN | | ST ROUTE PERRY RD 367809N MT STERLING RD | 367810H | MT STERLING |
| 3360 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | 0.5R 1.00 | 2.4L 1.00 | 1.2R 1.00 | 1.8R 1.00 | 2.9R 1.00 | 1.8R 1.00 |
| ELEVATION | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FREIGHT SPEED TANGENT (CURVE) | 25 | | | | | |
| GRADE | 0.00 | -0.12 | 0.00 | +0.15 +0.16 | +0.06 | -0.12 |
| | | | | | | |

10/10/2005

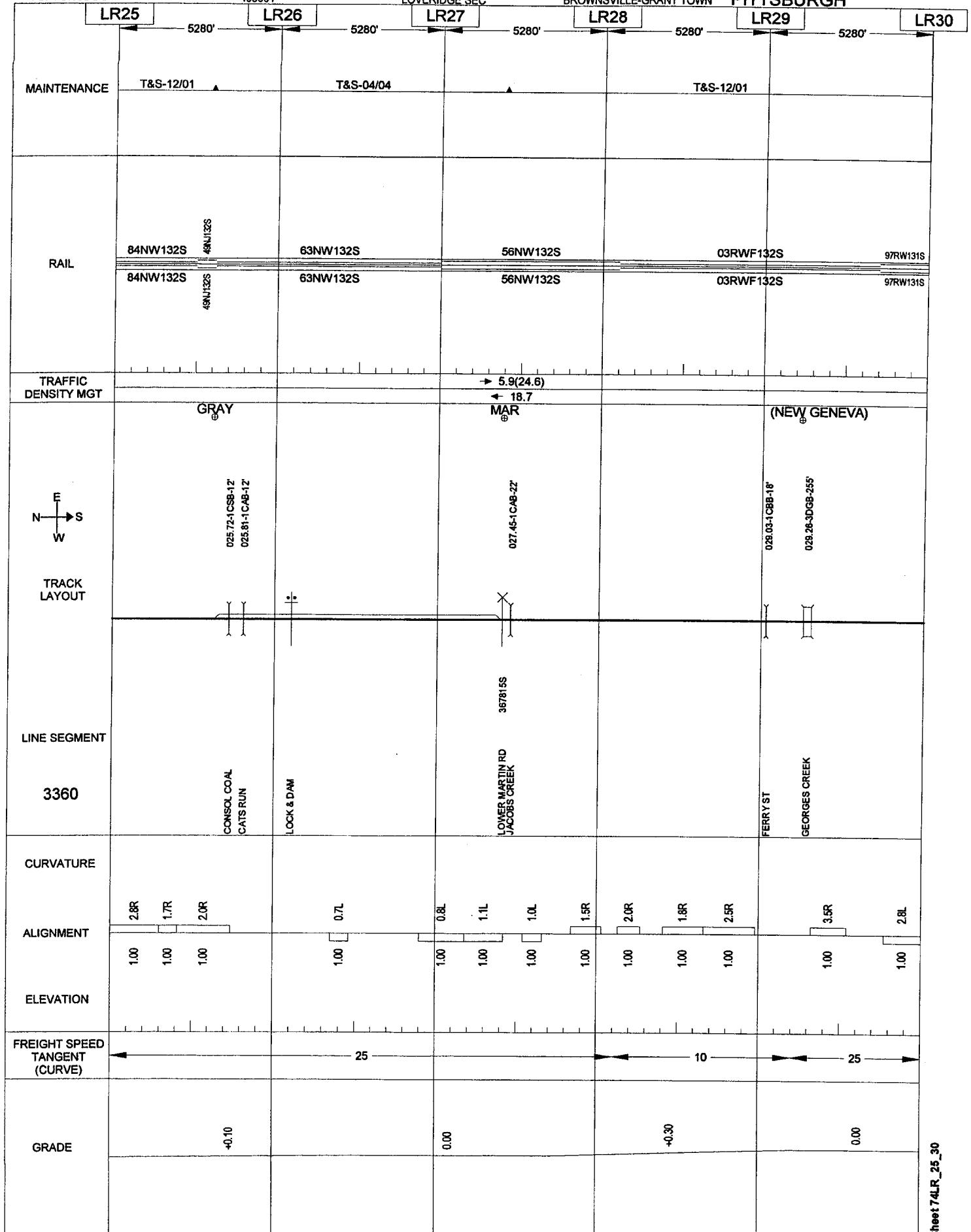
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273

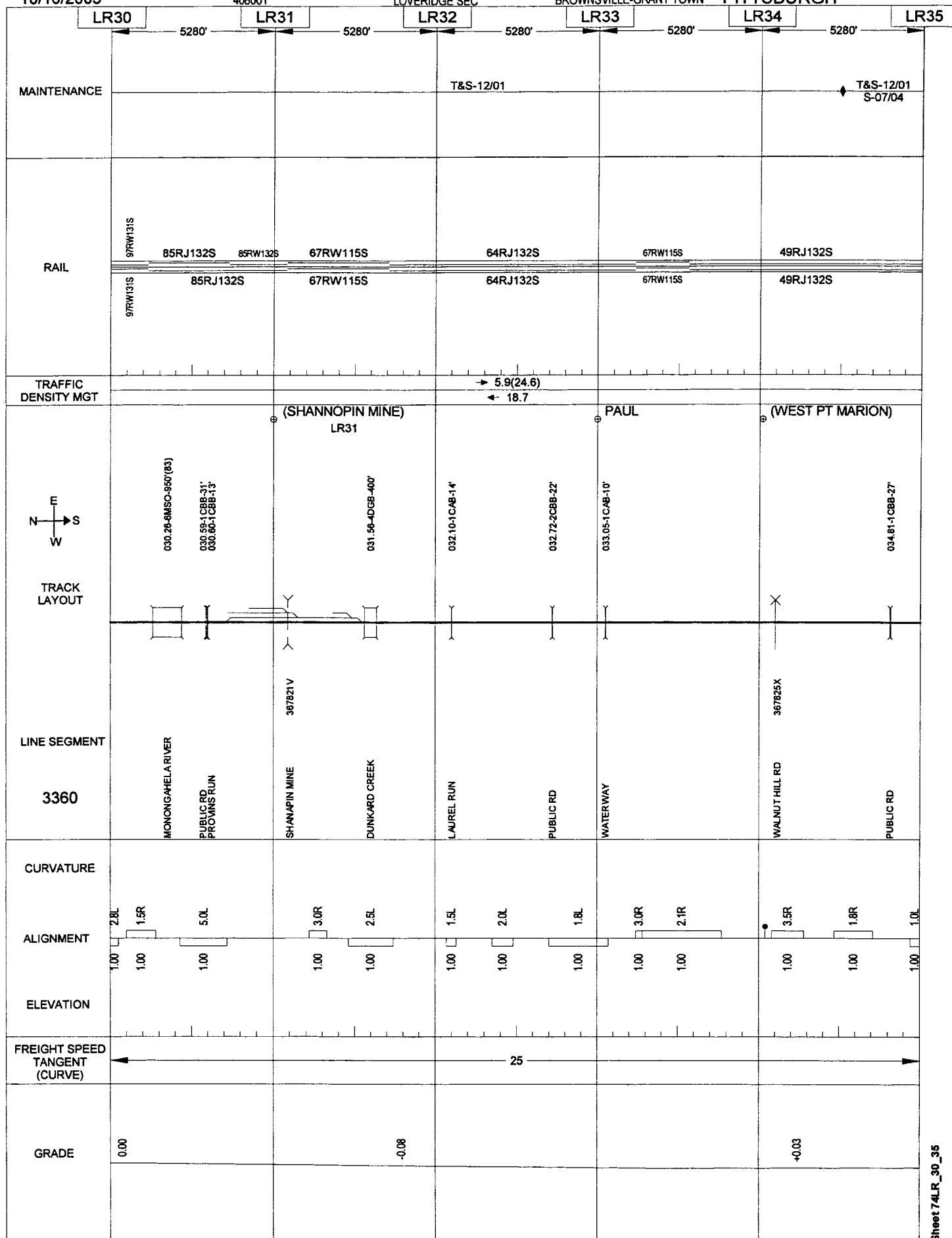
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BROWNSVILLE-GRANT TOWN

PITTSBURGH



PITTSBURGH



10/10/2005

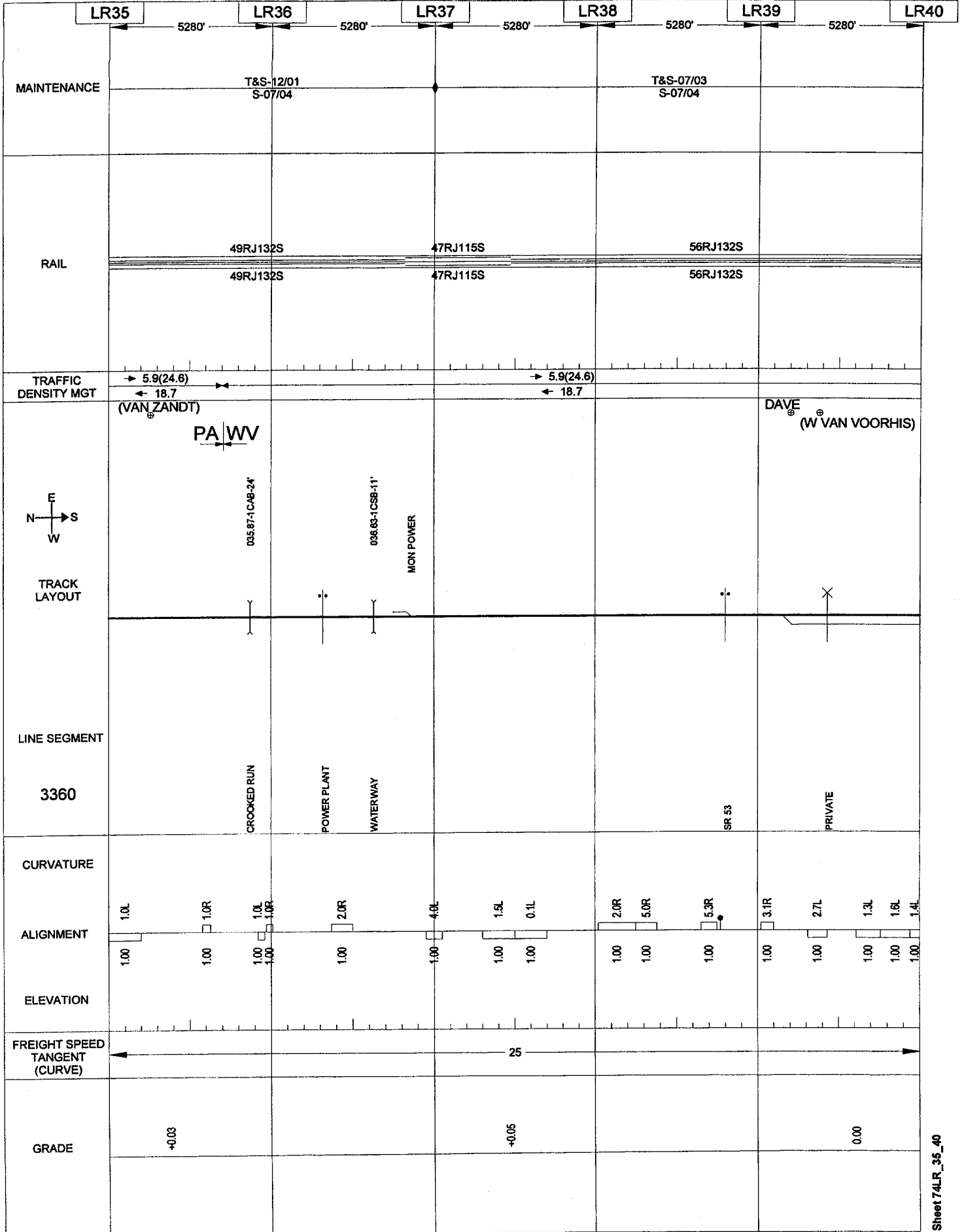
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PITTSBURGH



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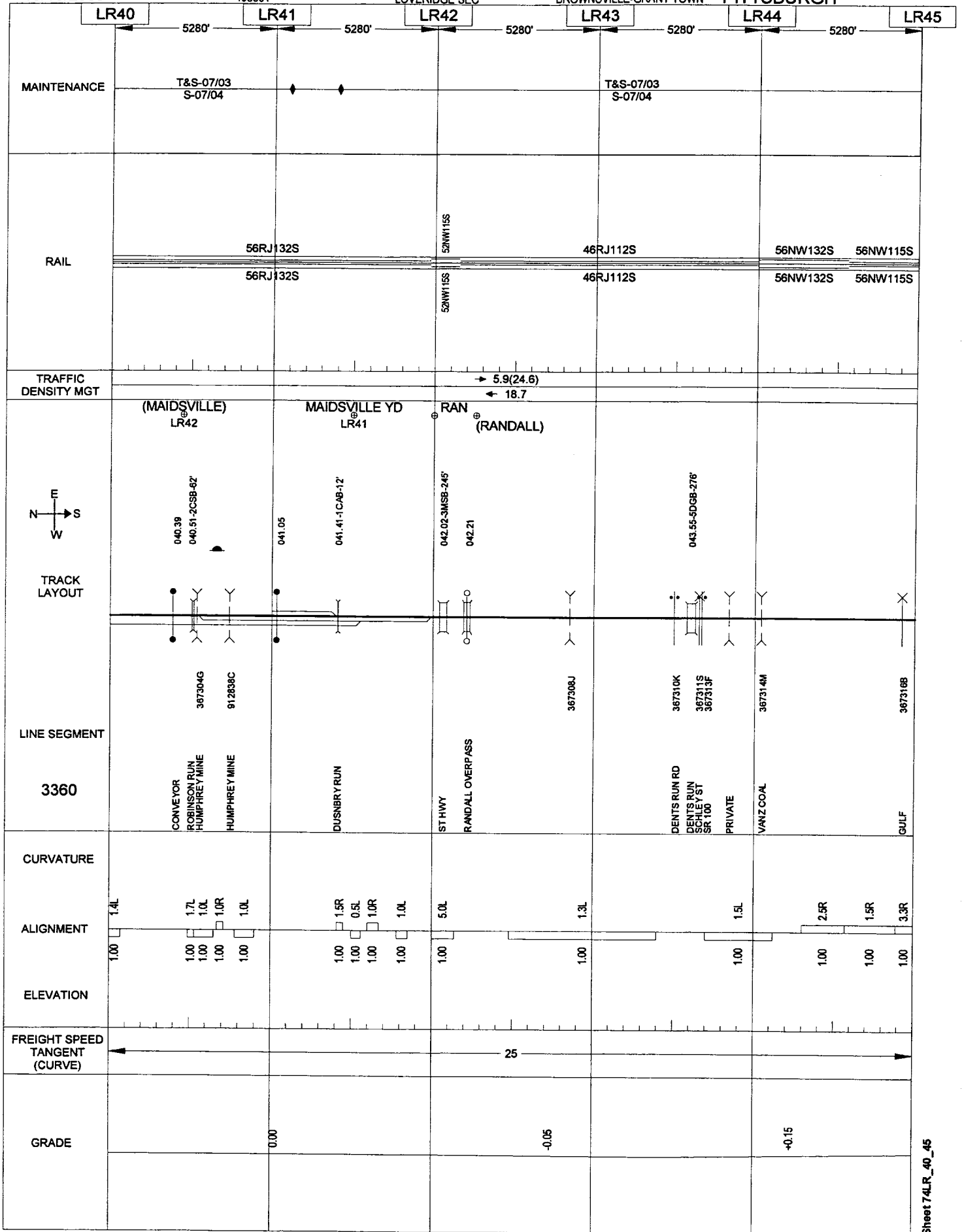
408001

276

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



Sheet 74LR_45_50

10/10/2005

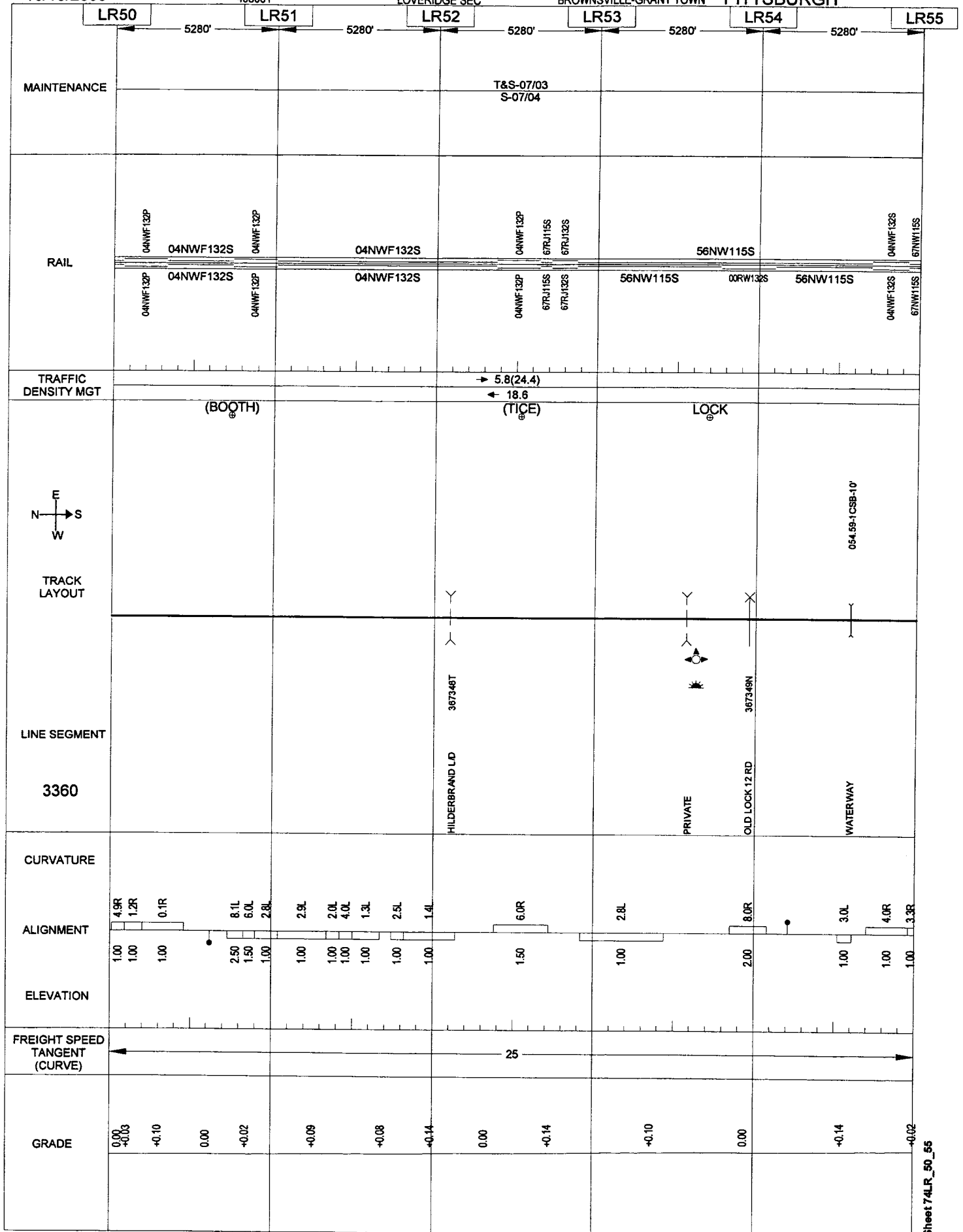
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278

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



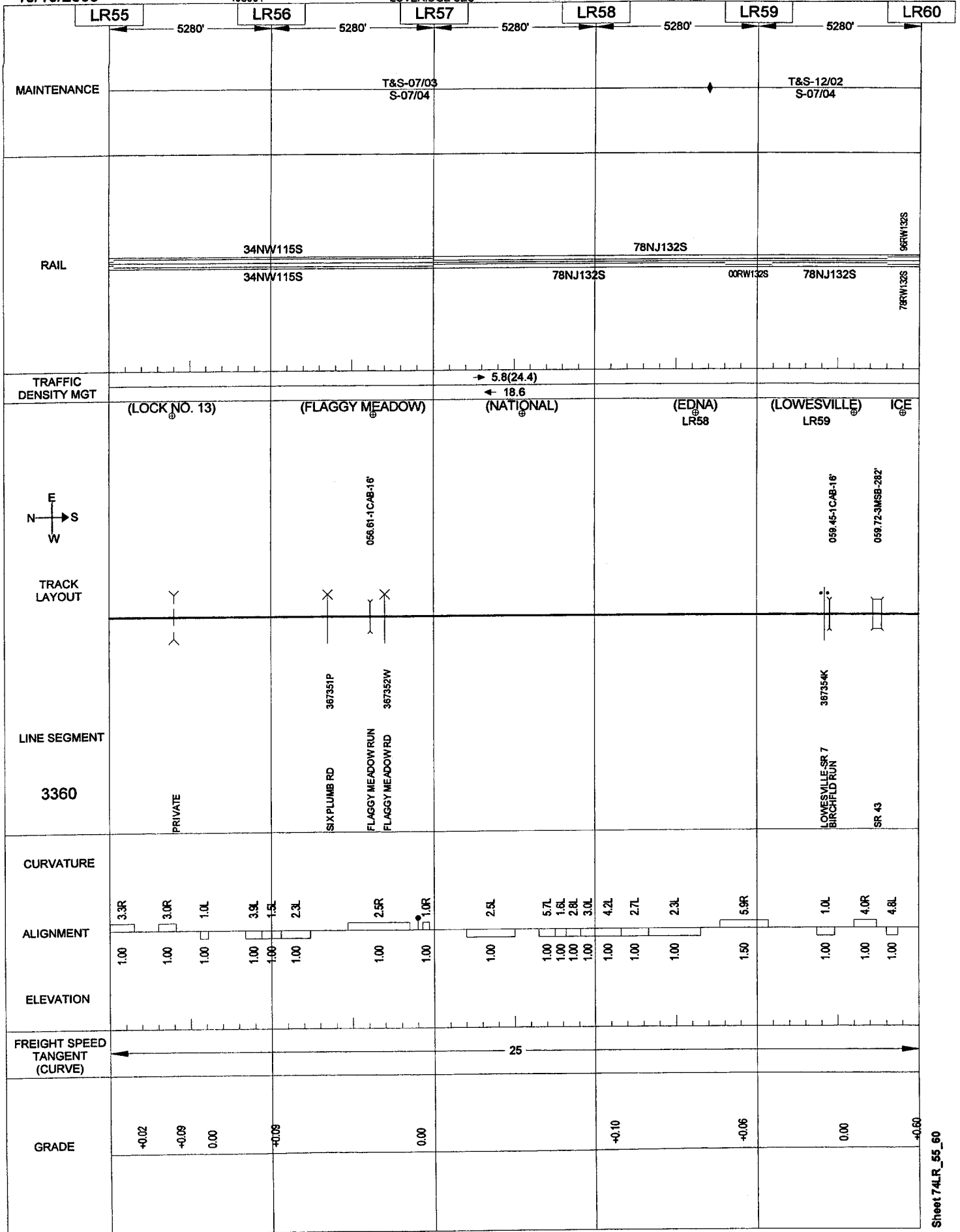
10/10/2005

408001

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



10/10/2005

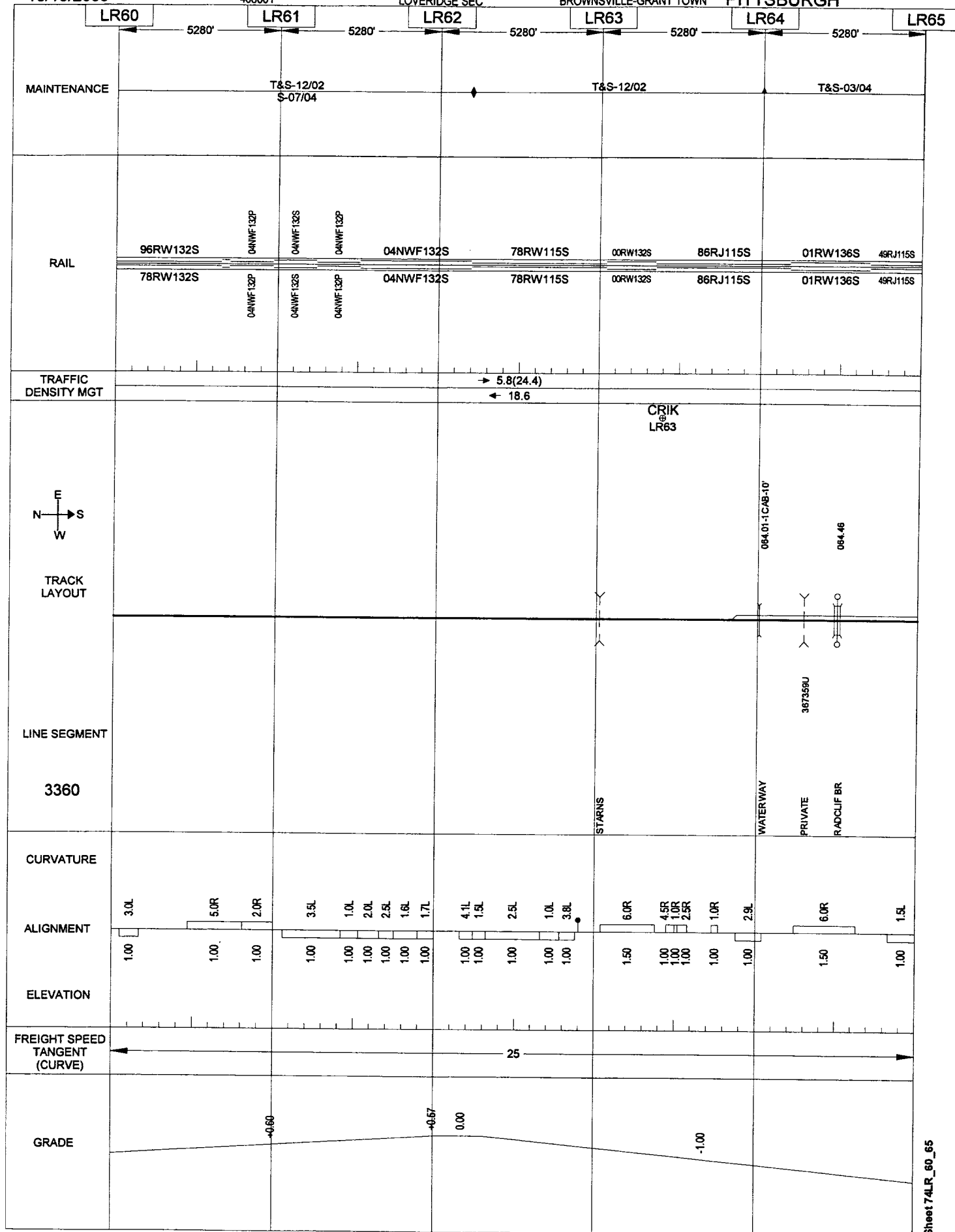
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280

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



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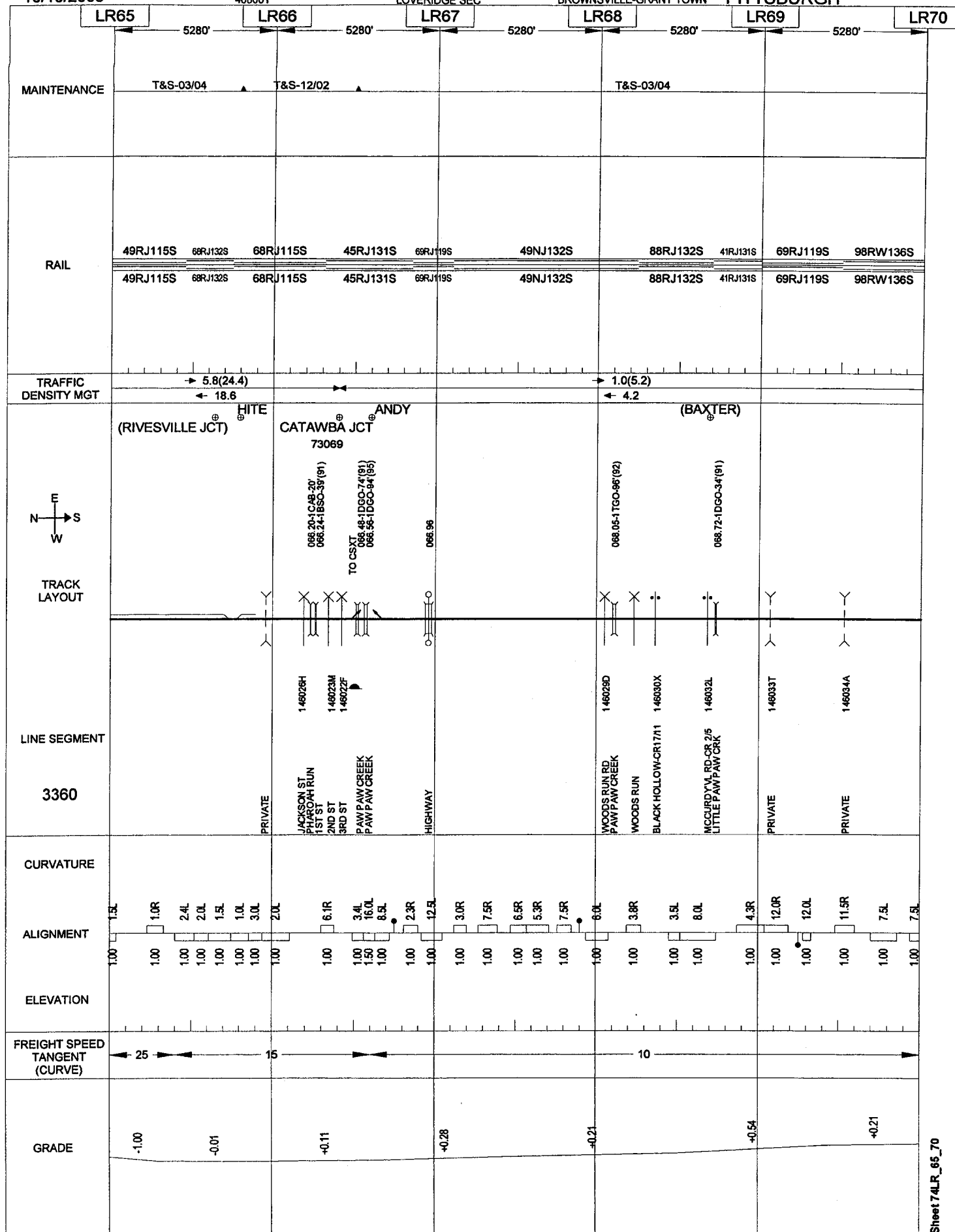
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281

LOVERIDGE SEC

BROWNSVILLE-GRANT TOWN

PITTSBURGH



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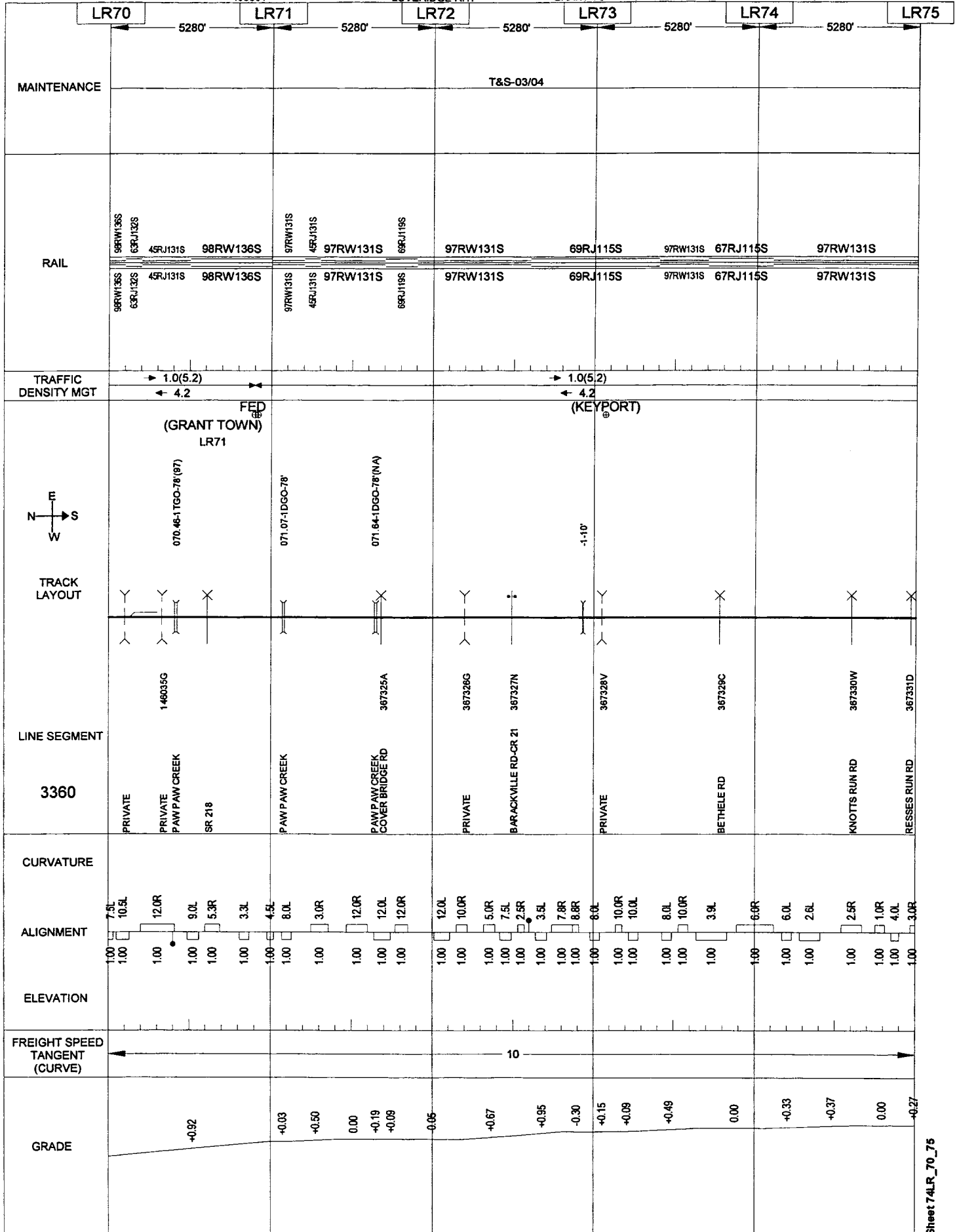
408001

282

LOVERIDGE R.T.

GRANT TOWN-LOVE

PITTSBURGH



10/10/2005

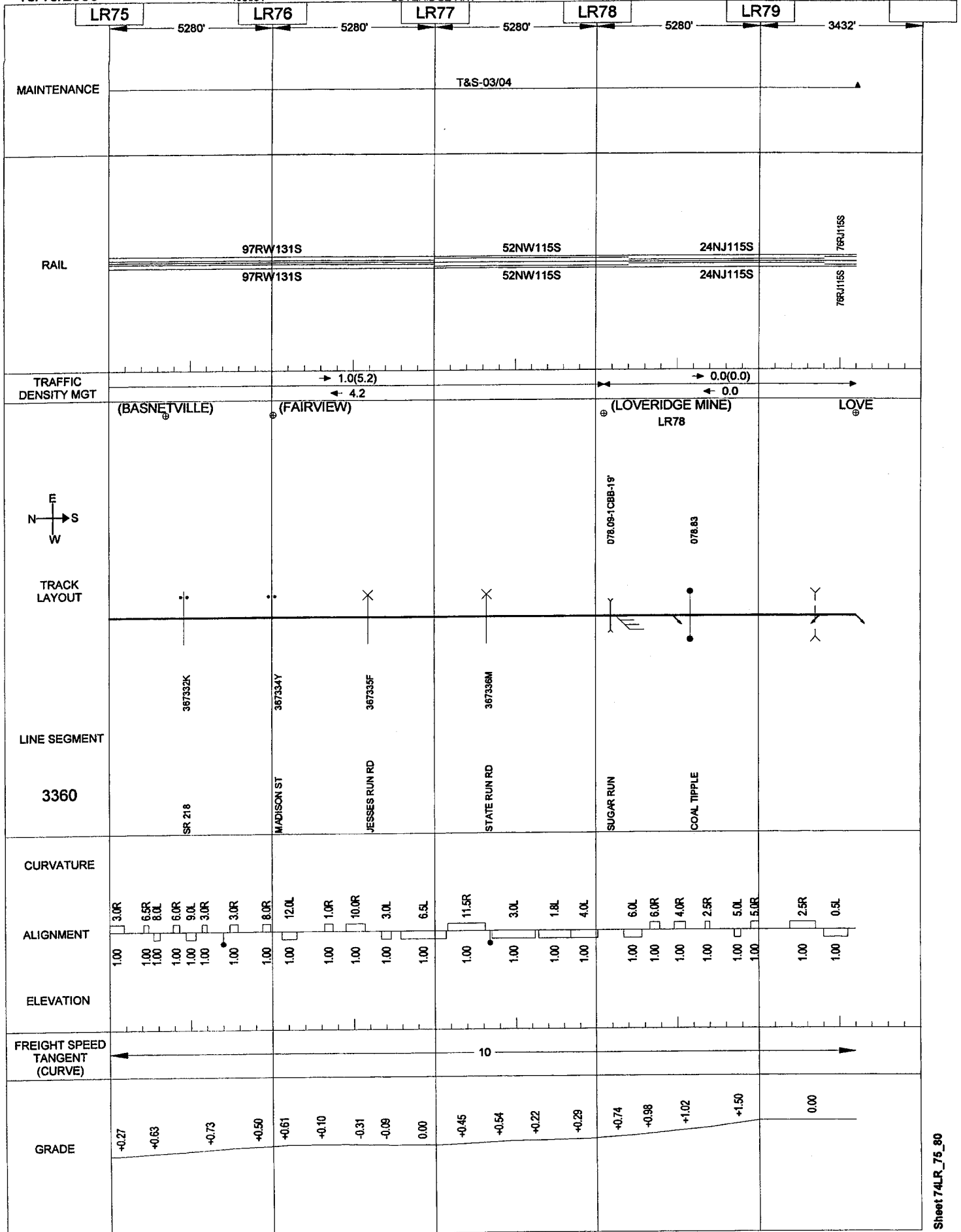
408001

283

LOVERIDGE R.T.

GRANT TOWN-LOVE

PITTSBURGH



10/10/2005

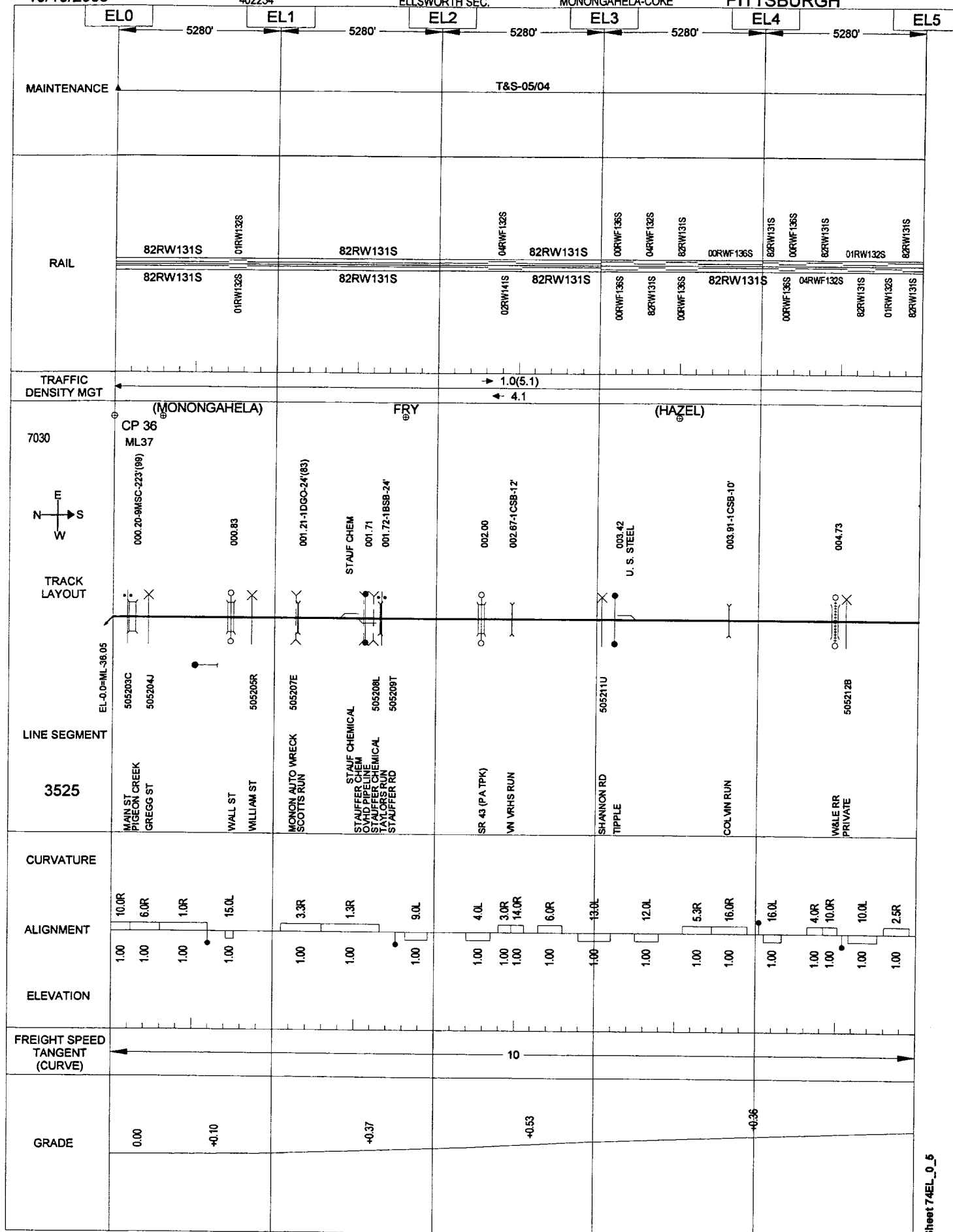
402254

284

ELLSWORTH SEC.

MONONGAHELA-COKE

PITTSBURGH



10/10/2005

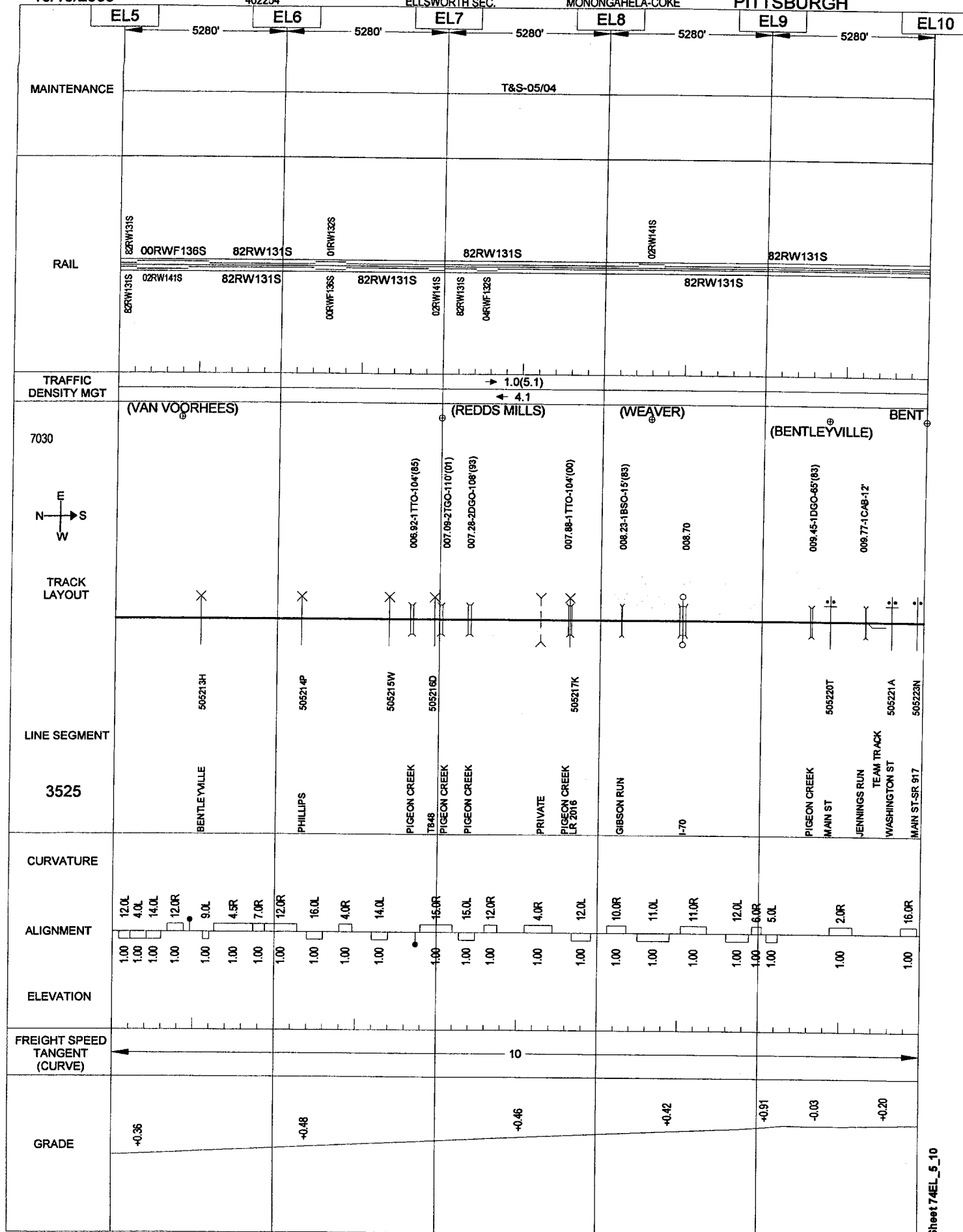
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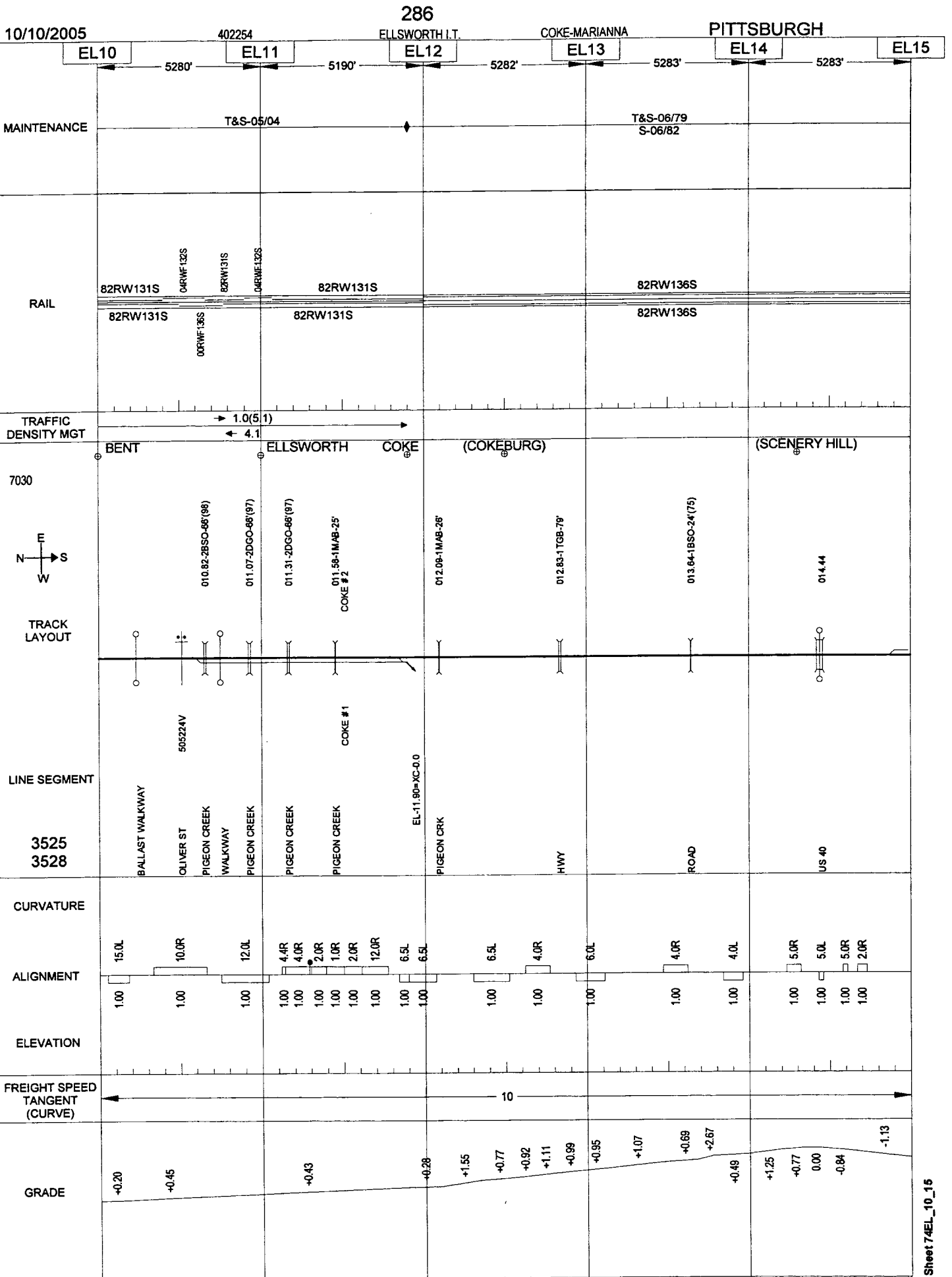
285

ELLSWORTH SEC.

MONONGAHELA-COKE

PITTSBURGH





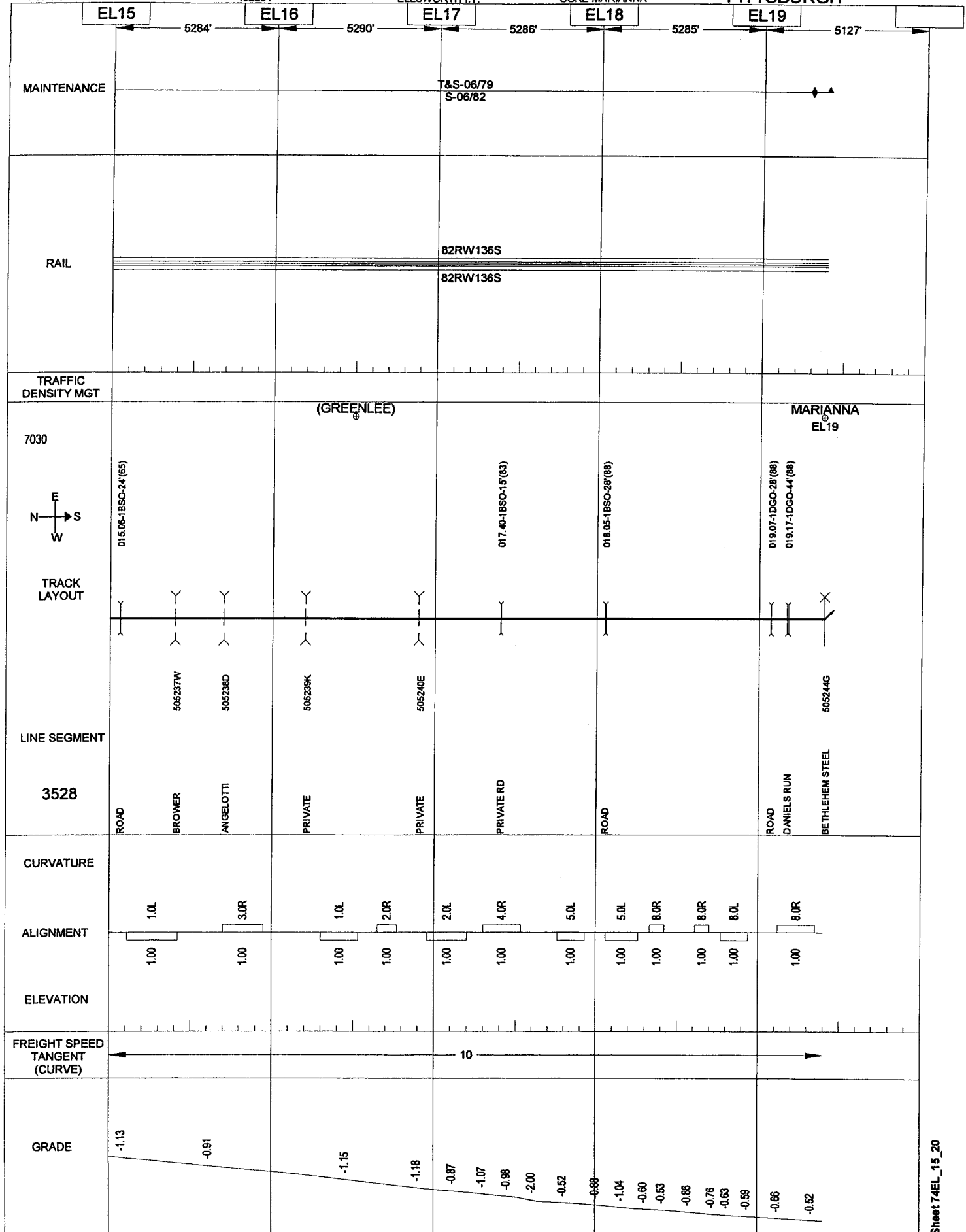
10/10/2005

402254

ELLSWORTH I.T.

COKE-MARIANNA

PITTSBURGH



10/10/2005

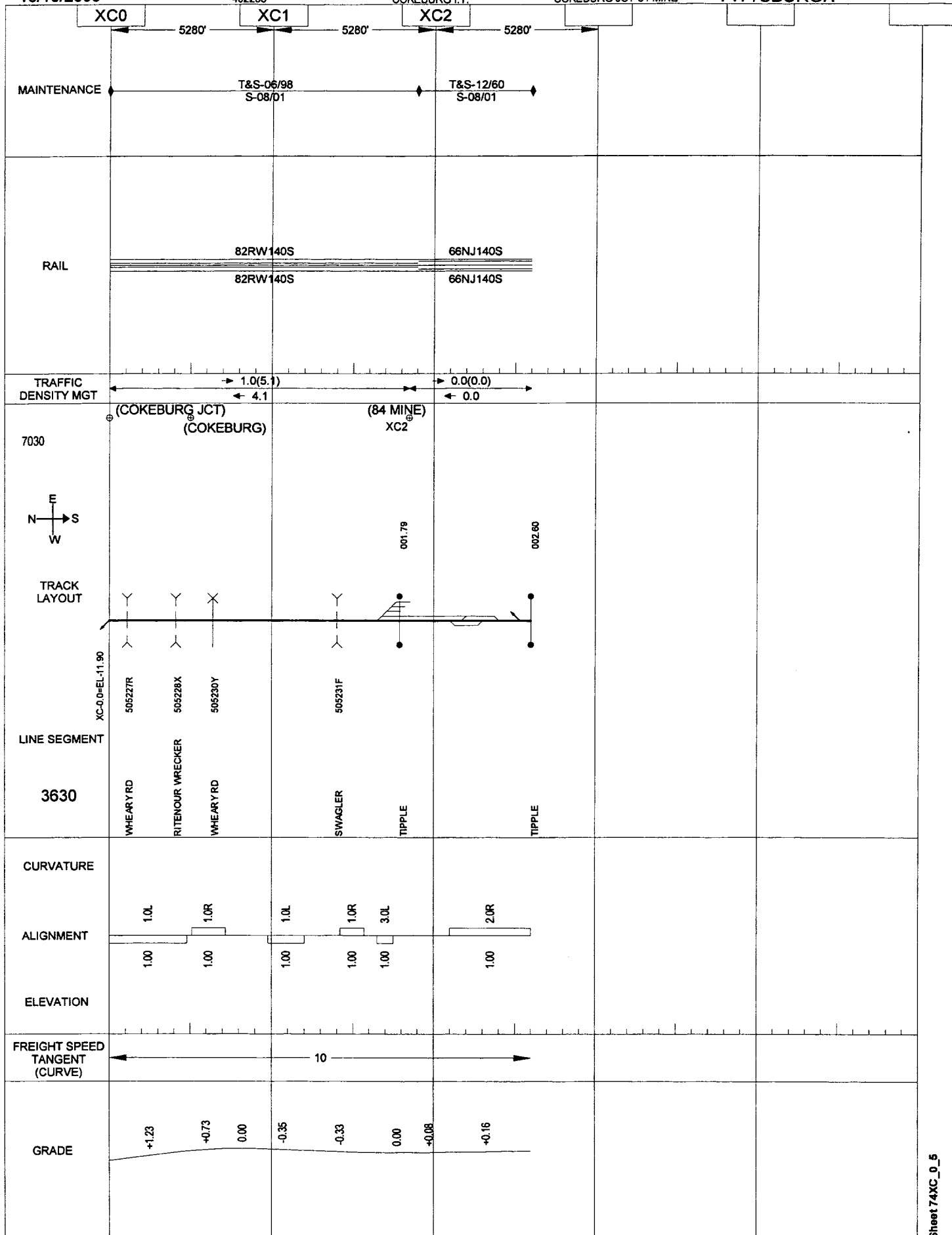
288

402255

COKEBURG I.T.

COKEBURG JCT-84 MINE

PITTSBURGH



10/10/2005

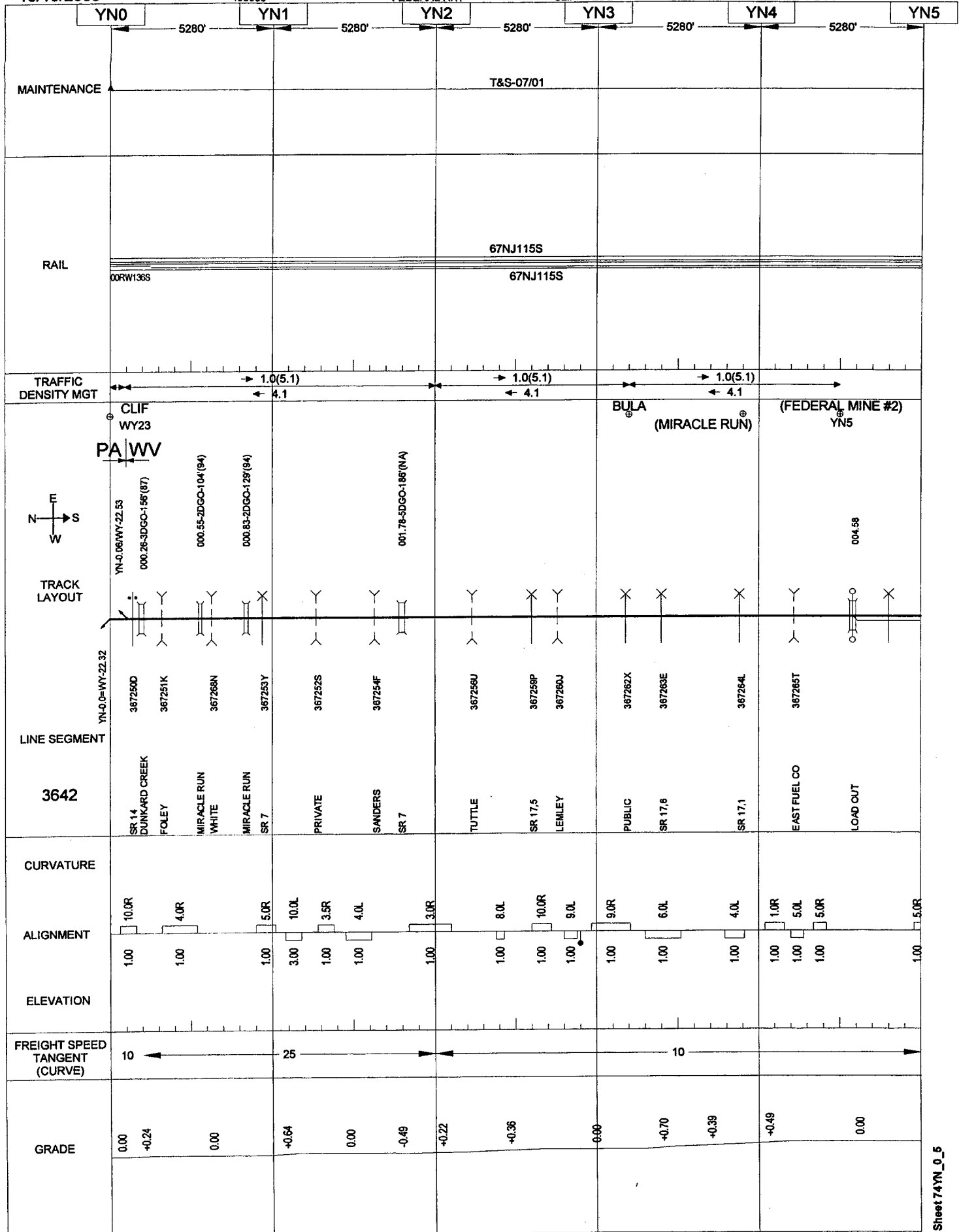
408005

289

FEDERAL R.T.

CLIFF-FEDERAL MINE #2

PITTSBURGH



10/10/2005

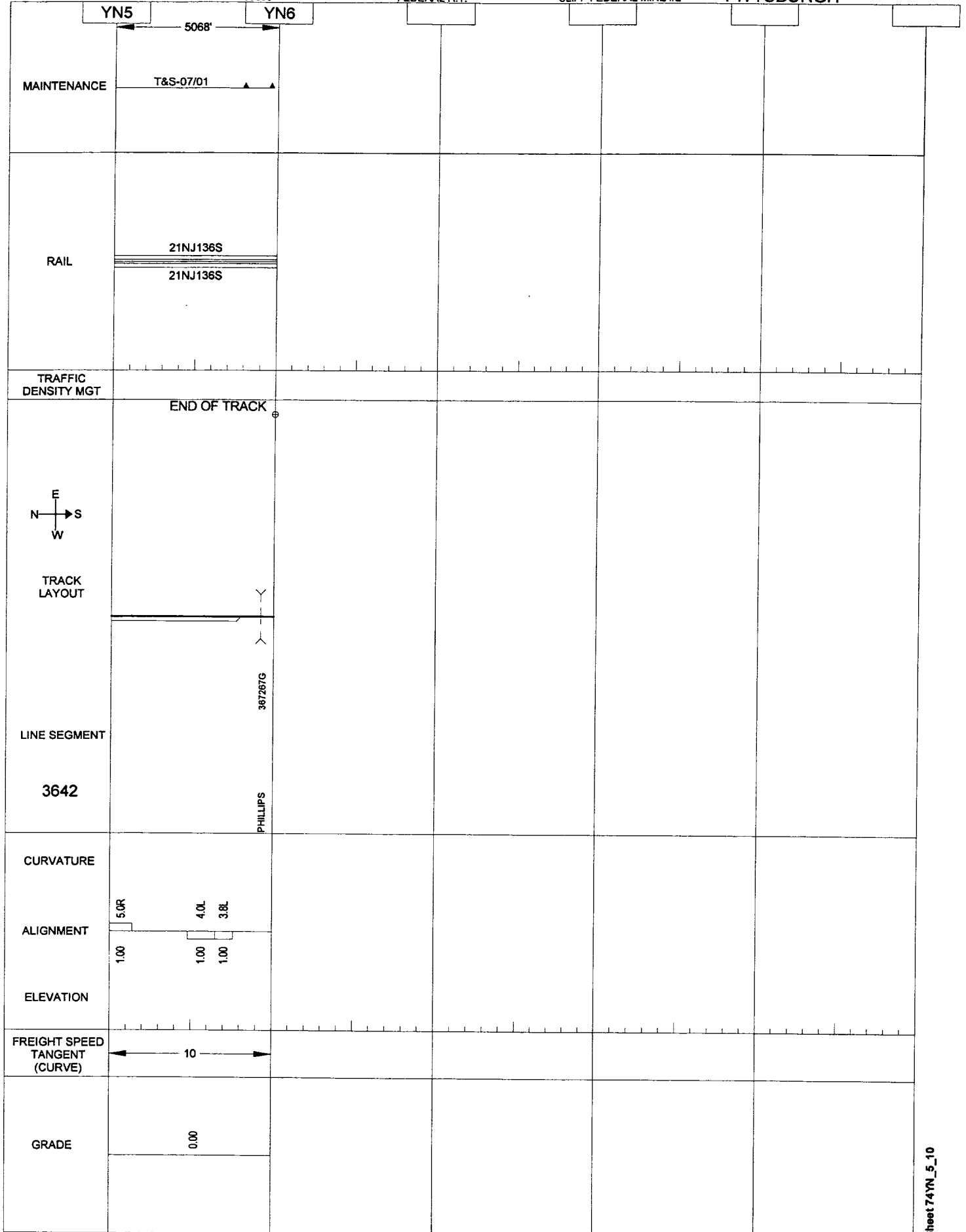
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290

FEDERAL R.T.

CLIFF-FEDERAL MINE #2

PITTSBURGH



10/10/2005

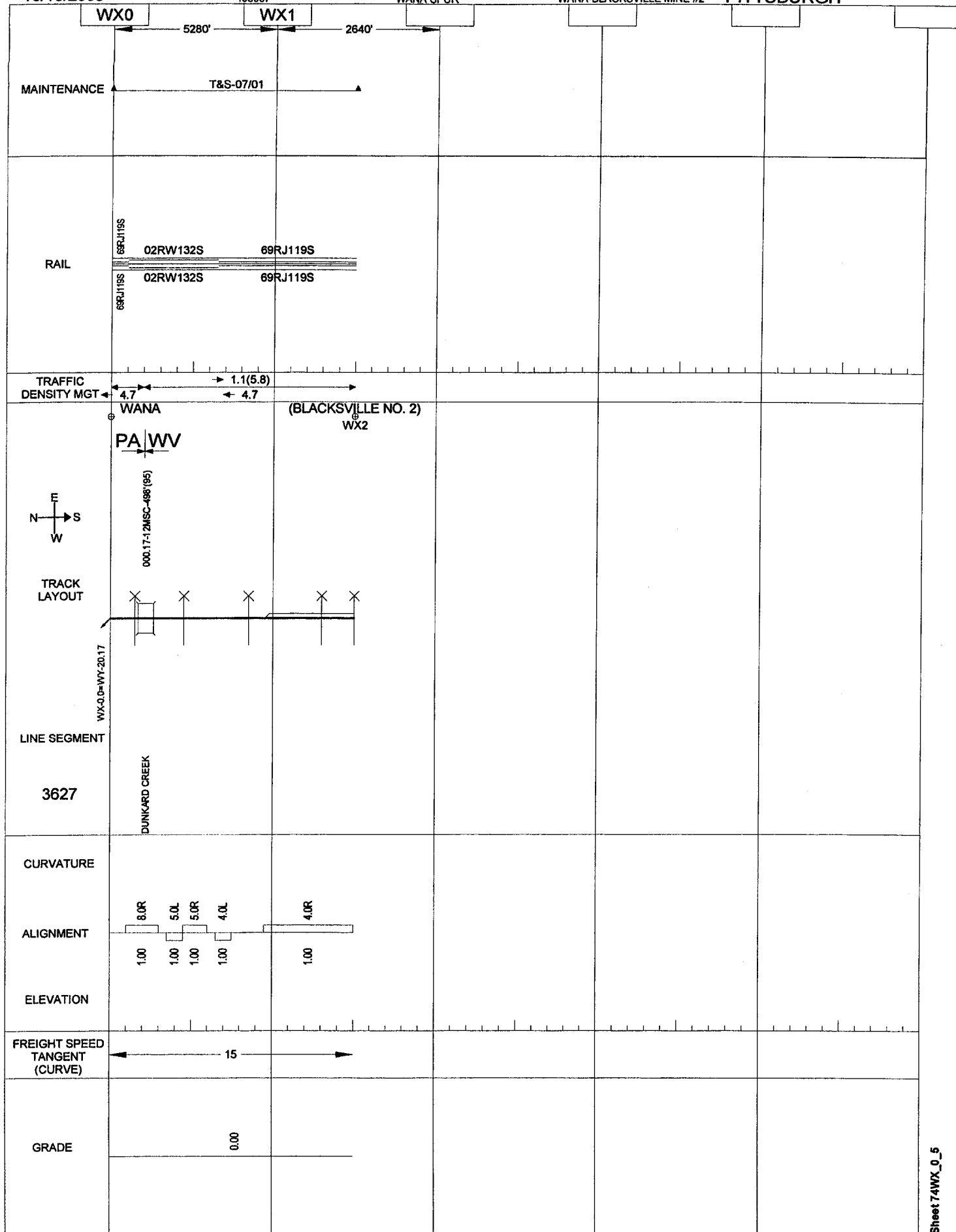
408007

291

WANA SPUR

WANA-BLACKSVILLE MINE #2

PITTSBURGH



10/10/2005

402258

292
O TRACK

MON LINE-OVERIDGE

PITTSBURGH

OC58

3540'

MAINTENANCE

RAIL

96NW136S

96NW136S

TRAFFIC
DENSITY MGT

8.8(14.3)
5.5

CP 58
ML58

CP BROWN

7030



TRACK
LAYOUT

TO YARD
OC-58.19/ML-57.72
058.17-6MSC-788'(80)
N. LEG WYE TO CSXT

LINE SEGMENT

3570

OC-58.00=ML-58.16

WILLIAM ST

MONONGAHELA RIVER

PRIVATE

OC-58.60=LR-0.19

CURVATURE

ALIGNMENT

ELEVATION

9.0R
6.0R
1.00
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.30
0.00

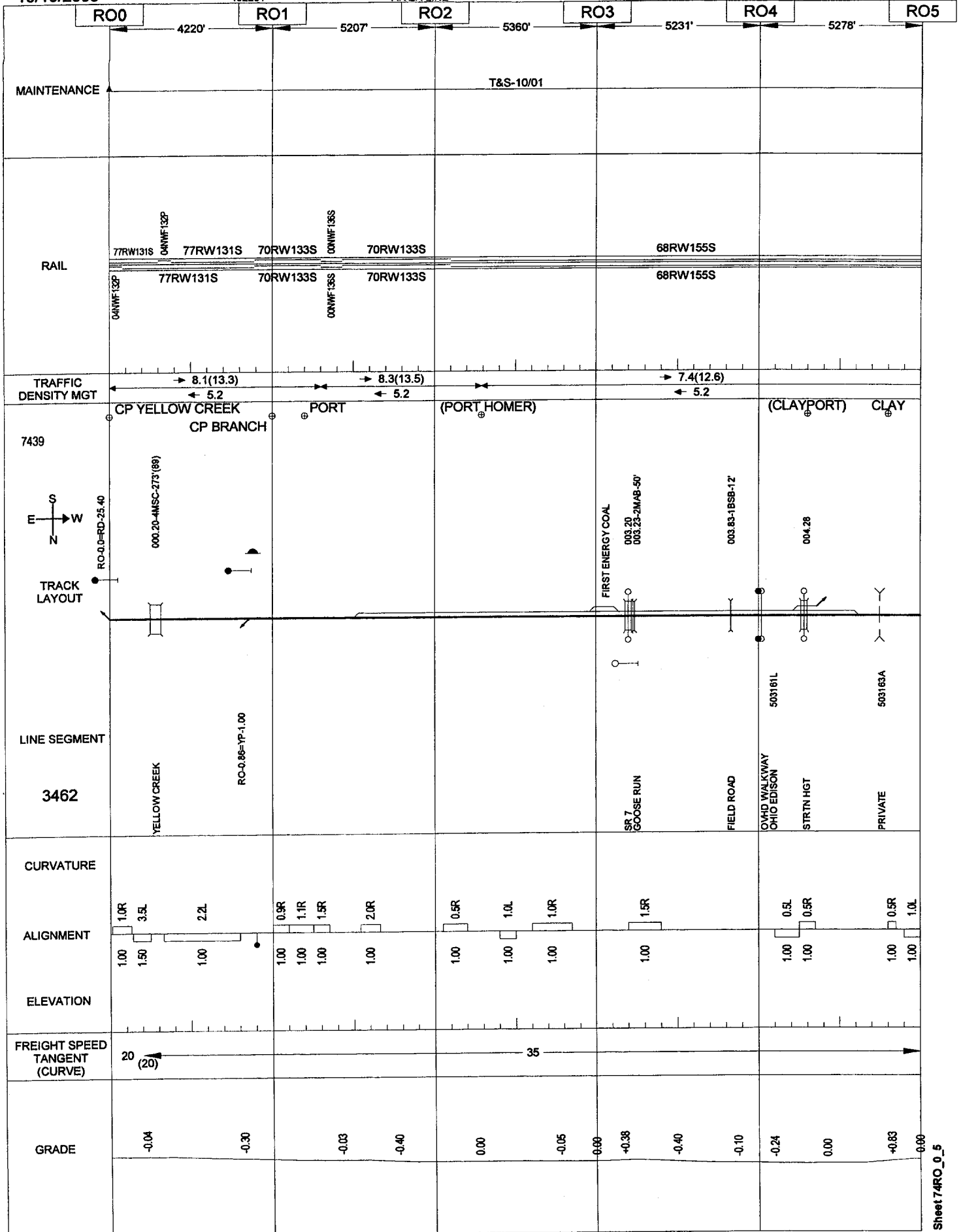
10/10/2005

402231

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



10/10/2005

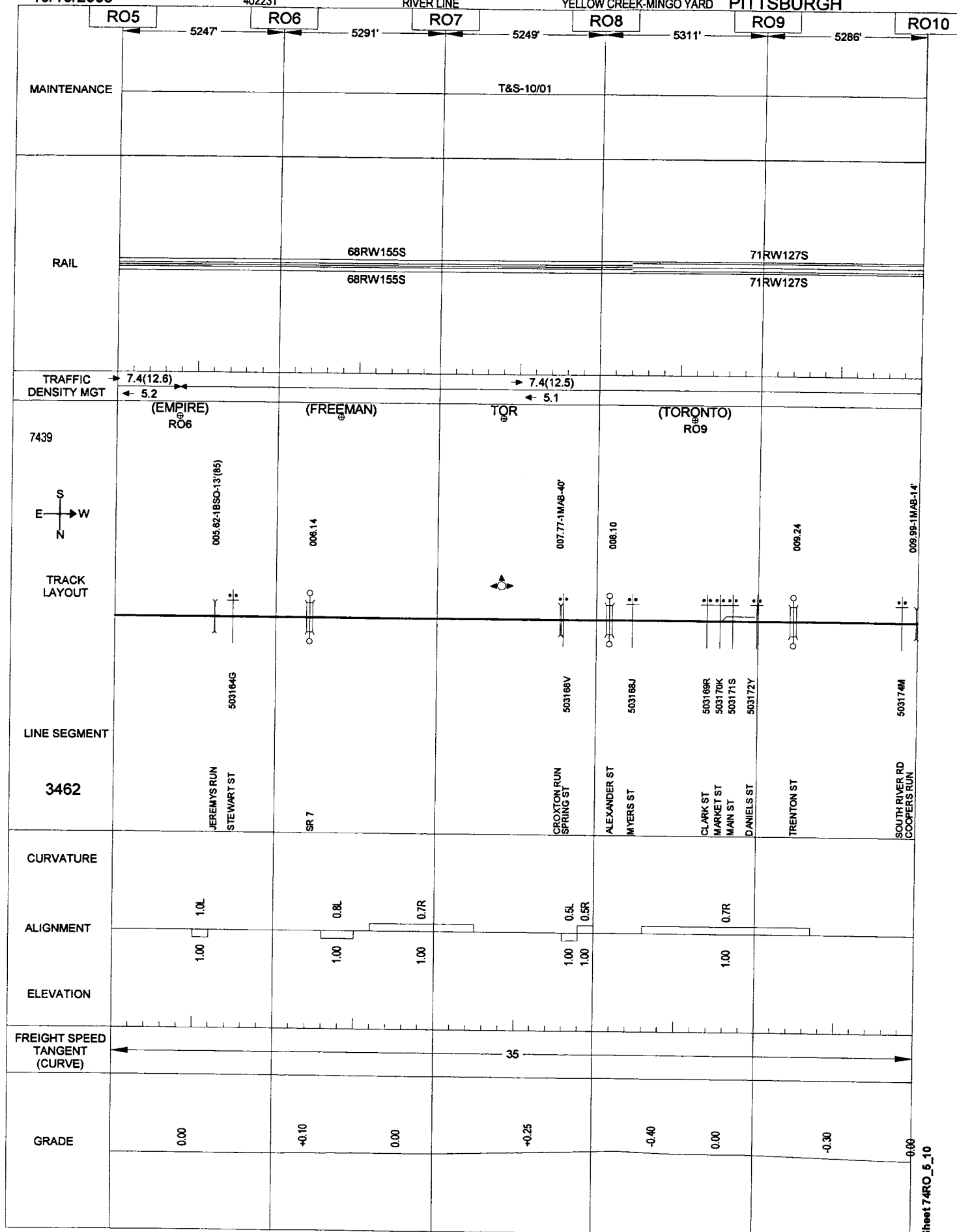
402231

294

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



10/10/2005

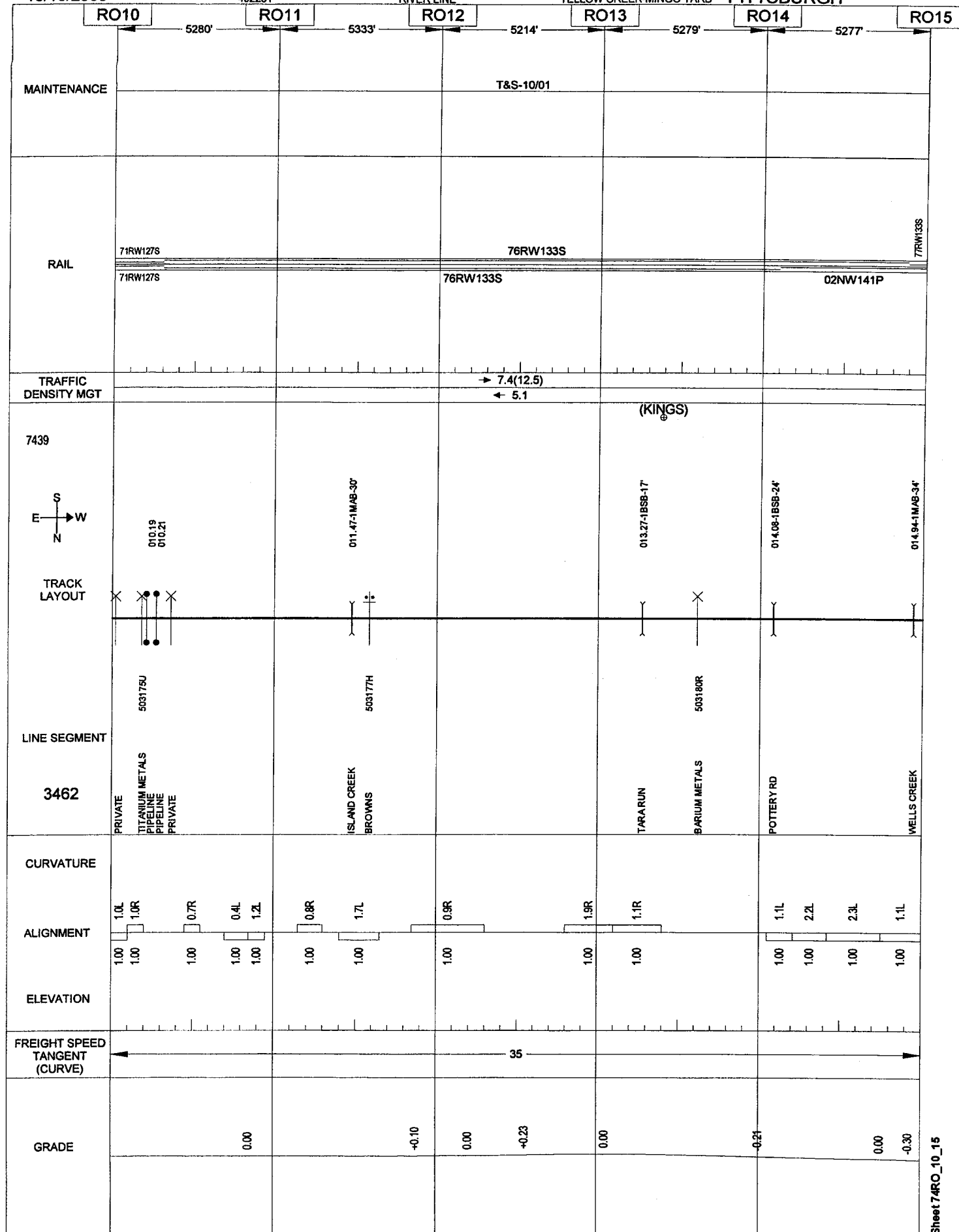
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295

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



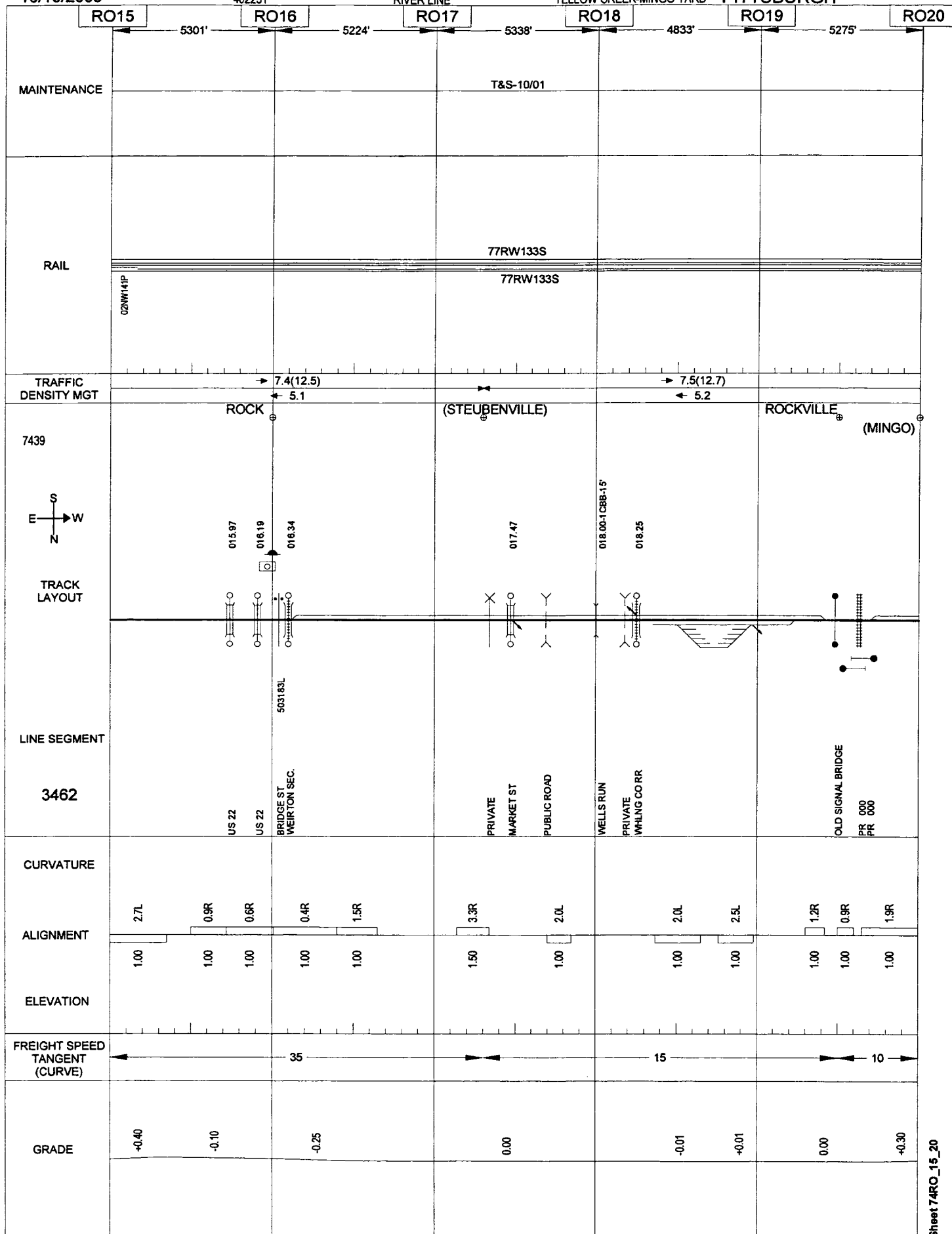
10/10/2005

296

RIVER LINE

YELLOW CREEK-MINGO YARD

PITTSBURGH



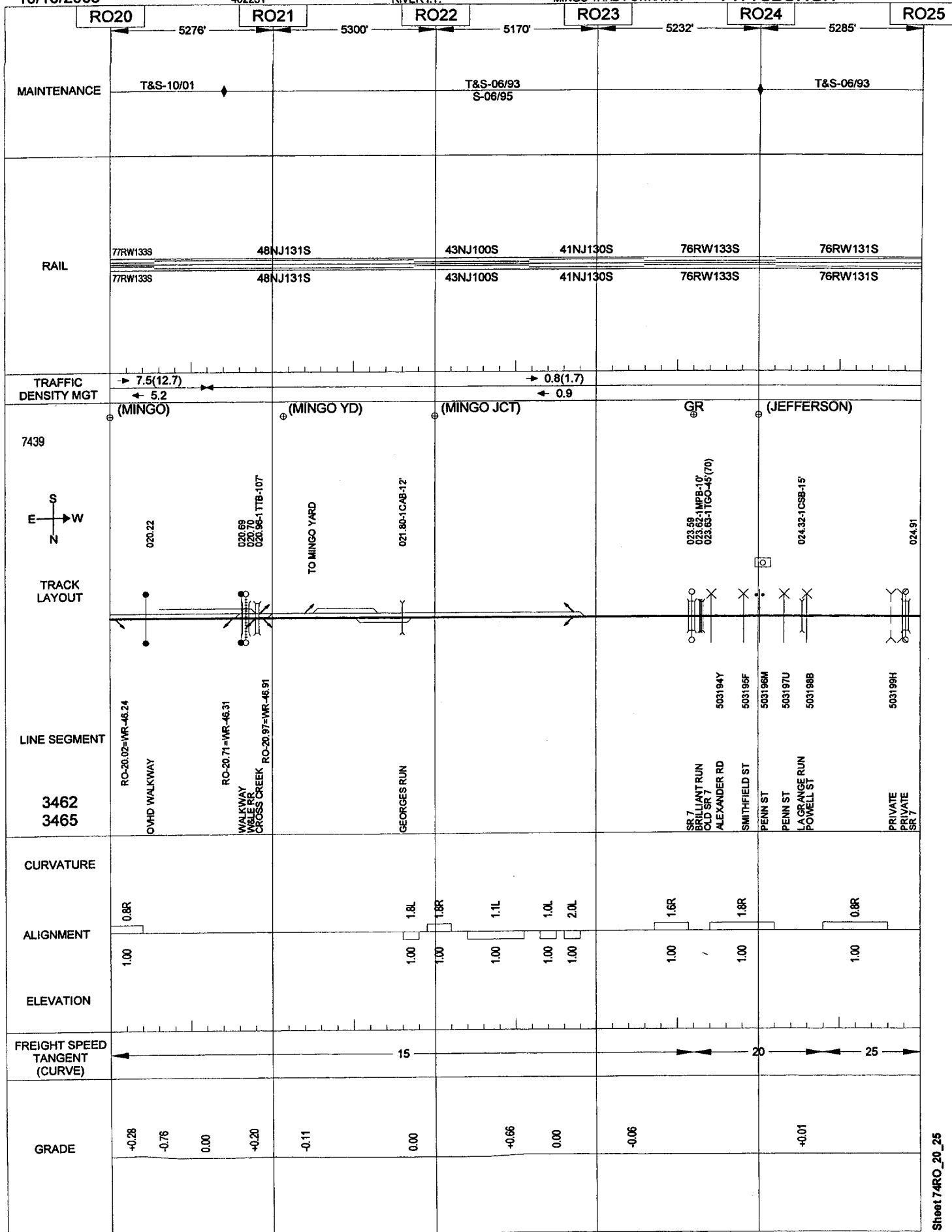
10/10/2005

402231

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



10/10/2005

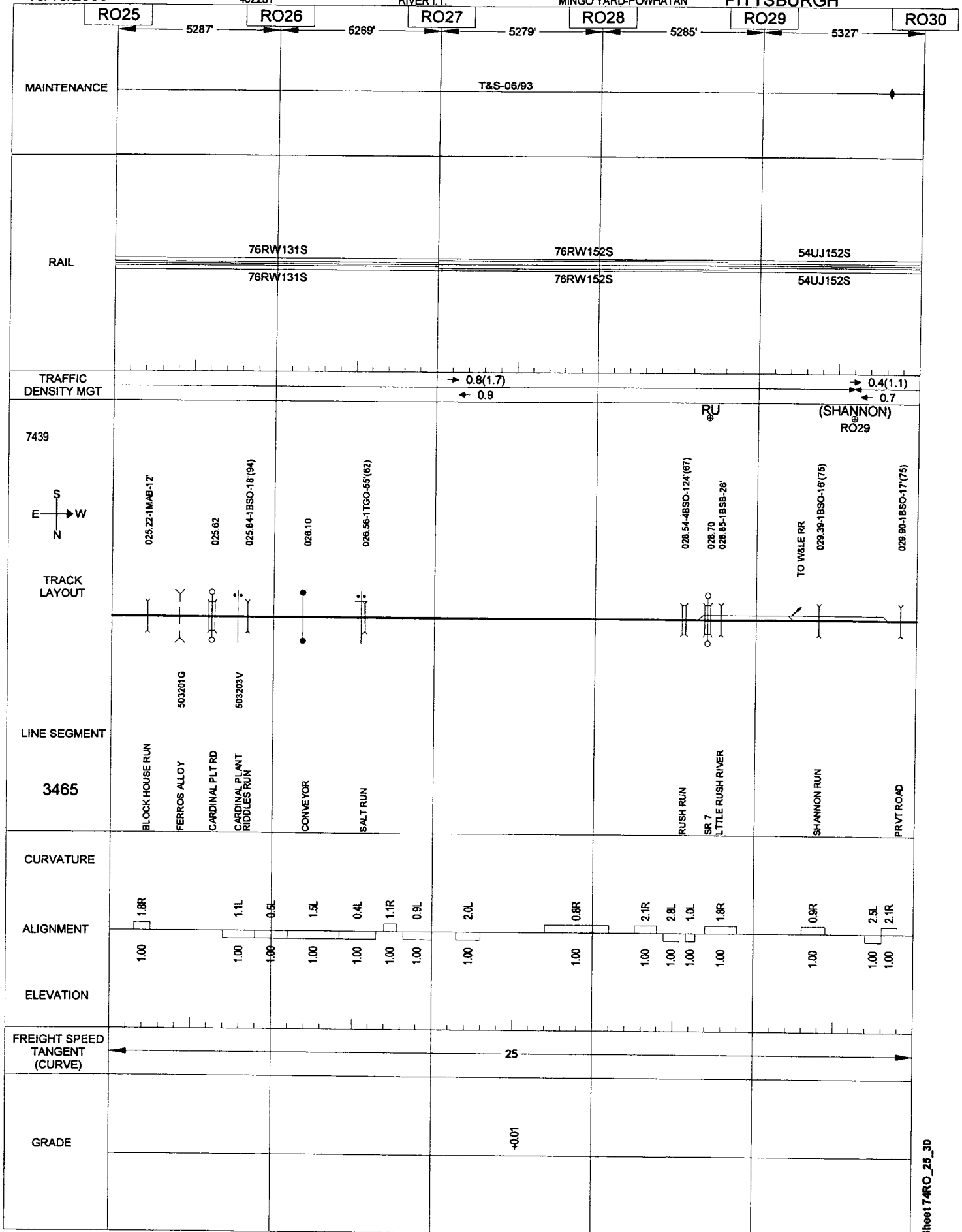
402231

298

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



10/10/2005

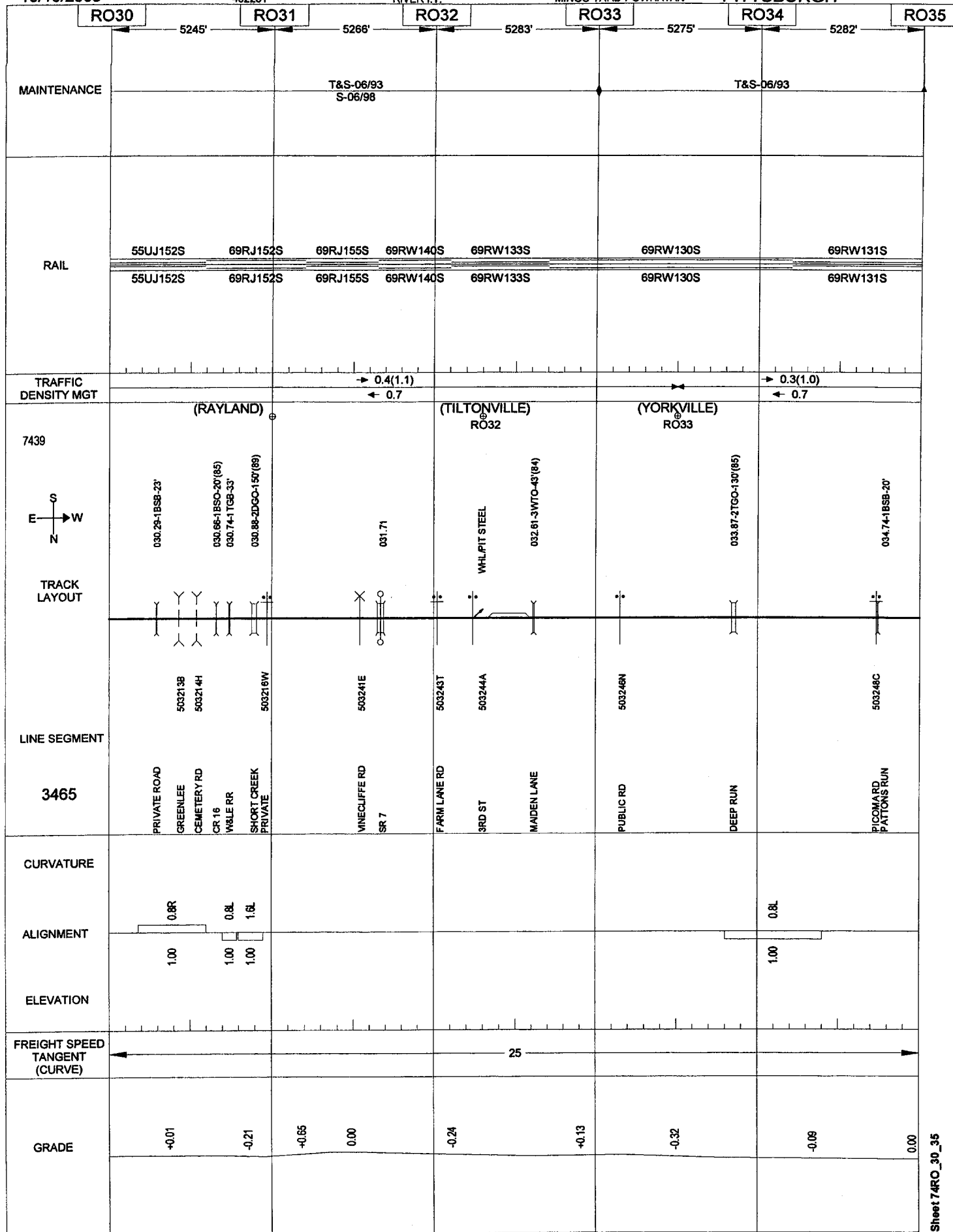
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299

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



10/10/2005

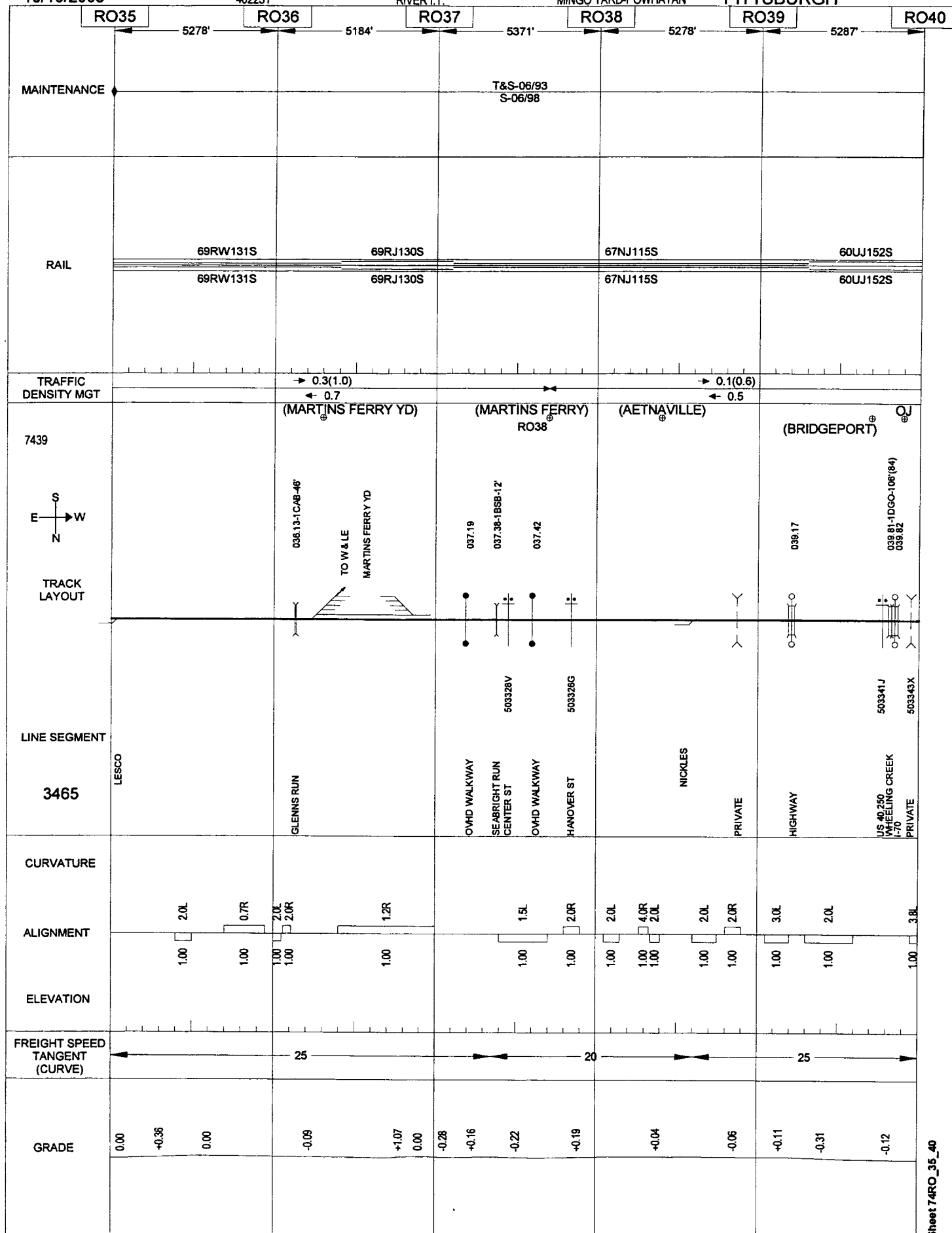
300

402231

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



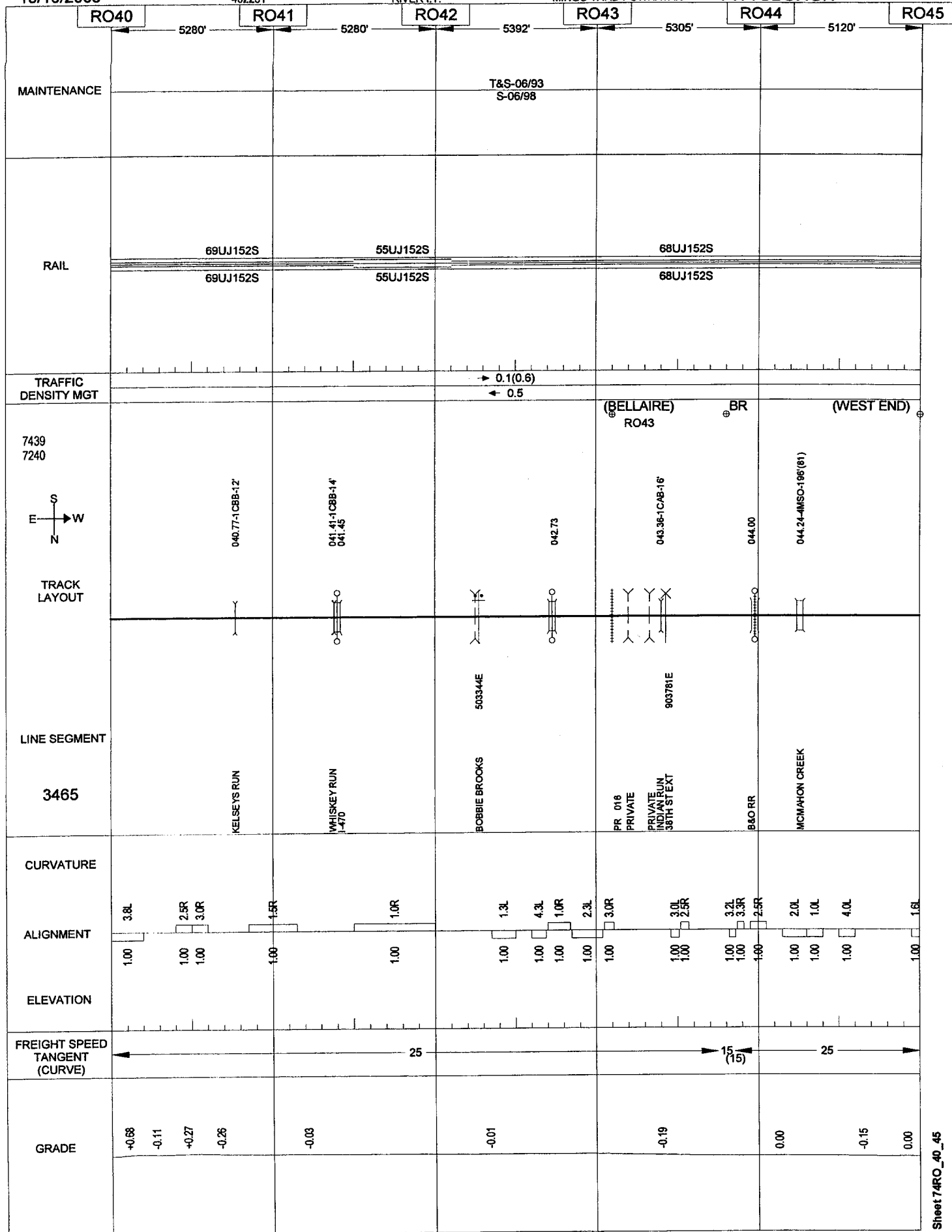
10/10/2005

402231

301
RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



10/10/2005

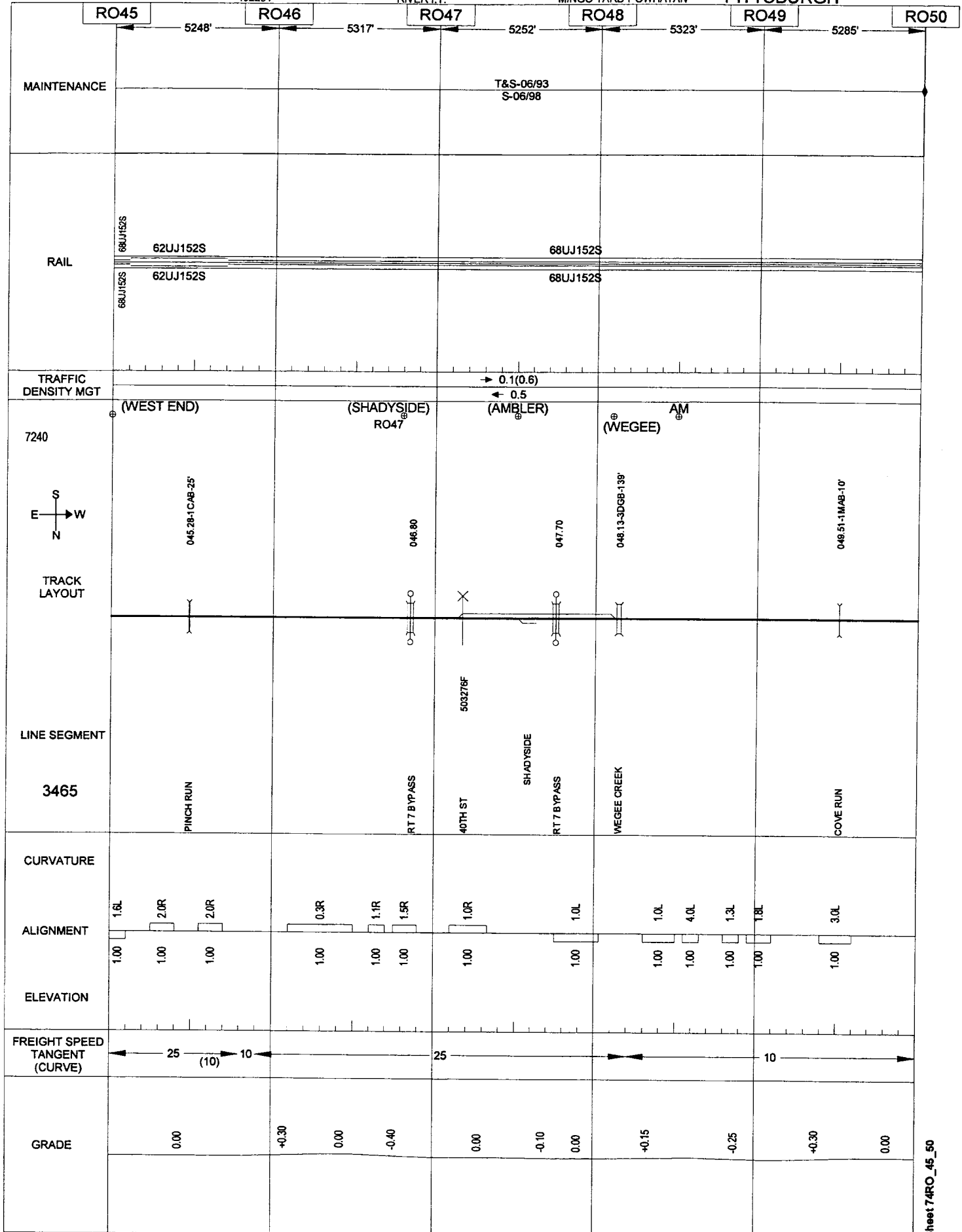
302

402231

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



10/10/2005

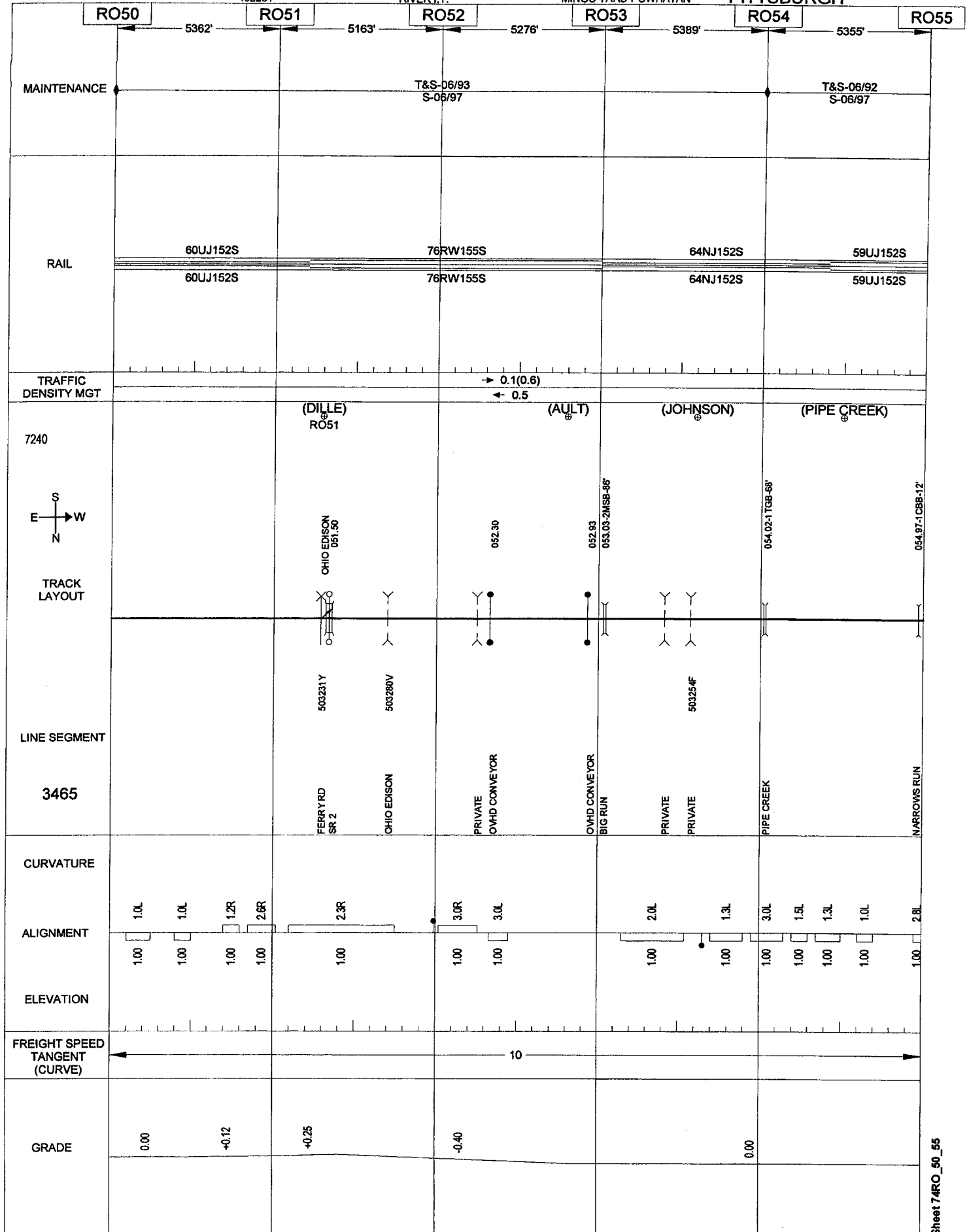
303

402231

RIVER I.T.

MINGO YARD-POWHATAN

PITTSBURGH



10/14/2005

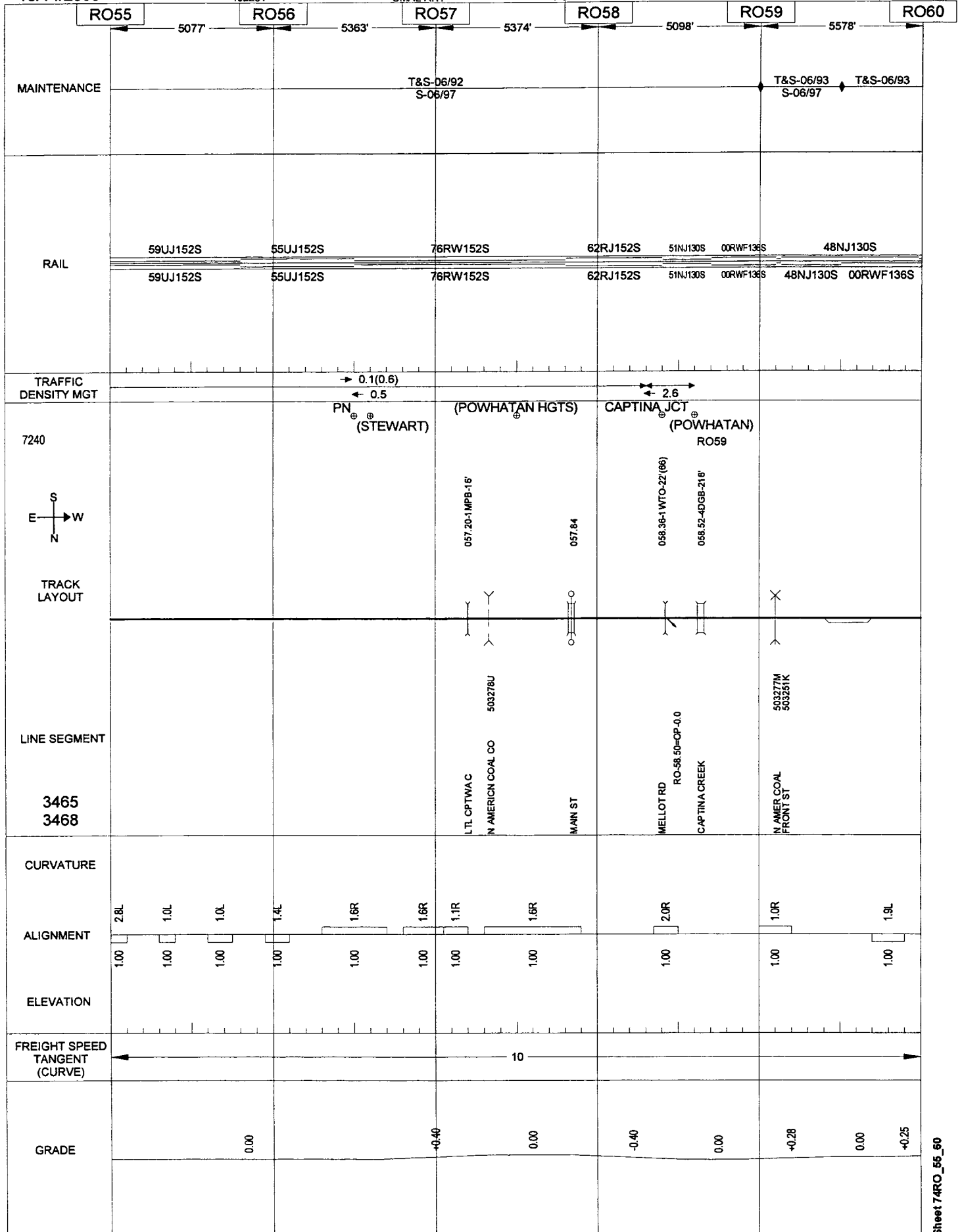
402231

304

OMAL R.T.

POWHATAN-END

PITTSBURGH



10/14/2005

402231

305
OMAL R.T.

POWHATAN-END

PITTSBURGH

RO60

4780'

MAINTENANCE

RAIL

48NJ100S

00RWF136S

TRAFFIC
DENSITY MGT

END TRACK

7240

TRACK
LAYOUT

060.38-1CBB-16'

TO ORMET CORP

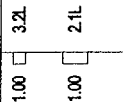
LINE SEGMENT

3468

LITTLE RUN

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.25
0.00

10/10/2005

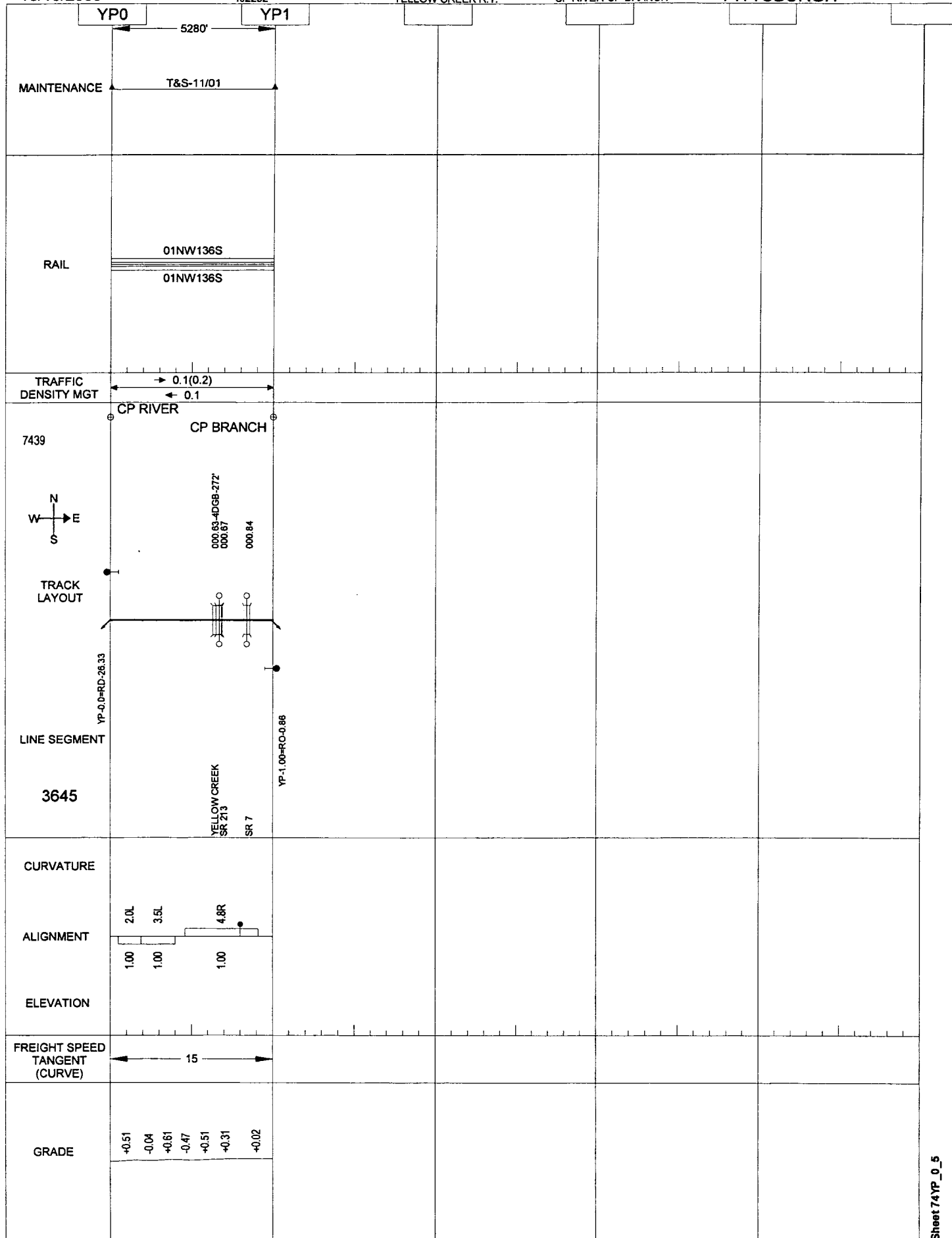
402232

306

YELLOW CREEK R.T.

CP RIVER-CP BRANCH

PITTSBURGH



10/10/2005

402206

307
WEIRTON I.T.

STEEL-MING

PITTSBURGH

WR40

5280'

T&S-06/79

MAINTENANCE

RAIL

50NJ140S
50NJ140S

64UJ140S

64UJ140S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

7125

TRACK
LAYOUTSTEEL
WR39

LINE SEGMENT

3387

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

6.1L

1.00

Sheet 74WR_35_40

10/10/2005

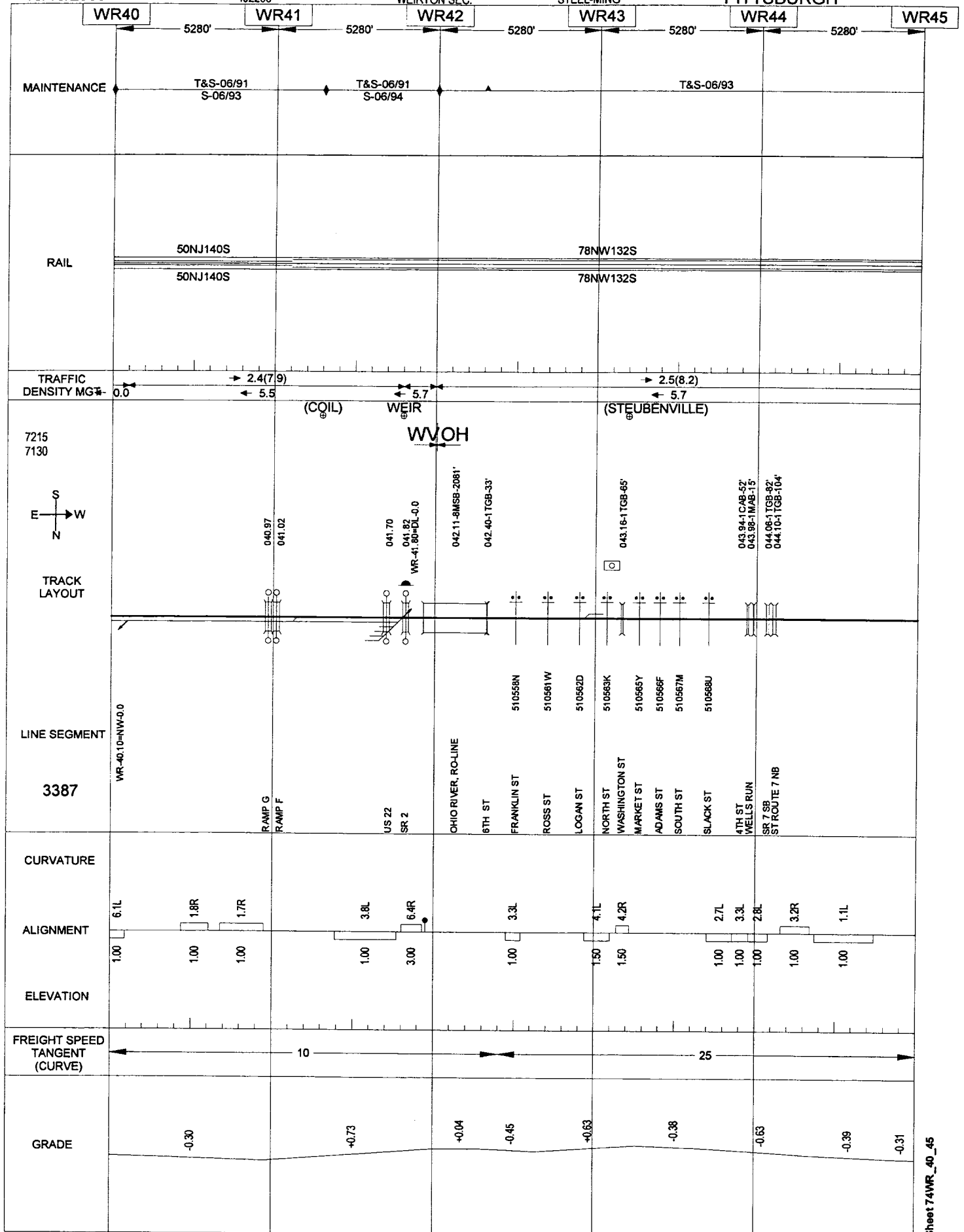
308

402206

WEIRTON SEC.

STEEL-MING

PITTSBURGH



10/10/2005

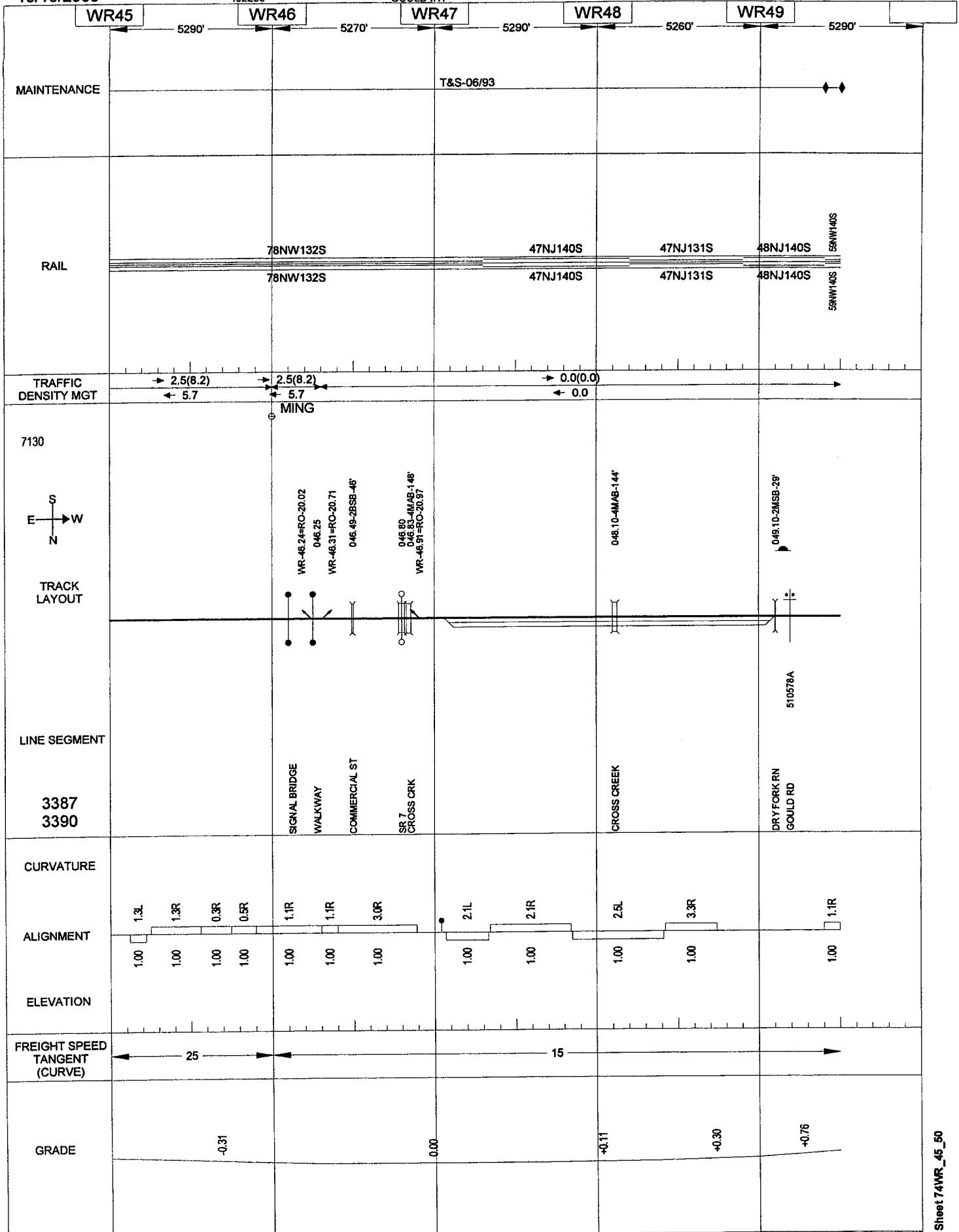
402206

309

GOULD I.T.

MING-MINGO YARD

PITTSBURGH



10/10/2005

402234

310

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH

NW3

NW4

NW5

5278'

5280'

MAINTENANCE

T&S-07/01

RAIL

24NJ130S
24NJ130S

27NJ130S

27NJ100S

28NJ100S

27NJ130S

27NJ100S

28NJ100S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)

← 0.2

W
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

ALIGNMENT

ELEVATION

1.00 2.0R

1.00 2.0R

1.00 2.0R

1.00 1.7R

1.00 3.0L

1.00 2.0R

1.00 2.0L

1.00 1.0L

FREIGHT SPEED
TANGENT
(CURVE)

5

GRADE

-0.22

-0.61

-0.27

+0.30

0.00

+0.19

0.17

Sheet 74NW_0_5

10/10/2005

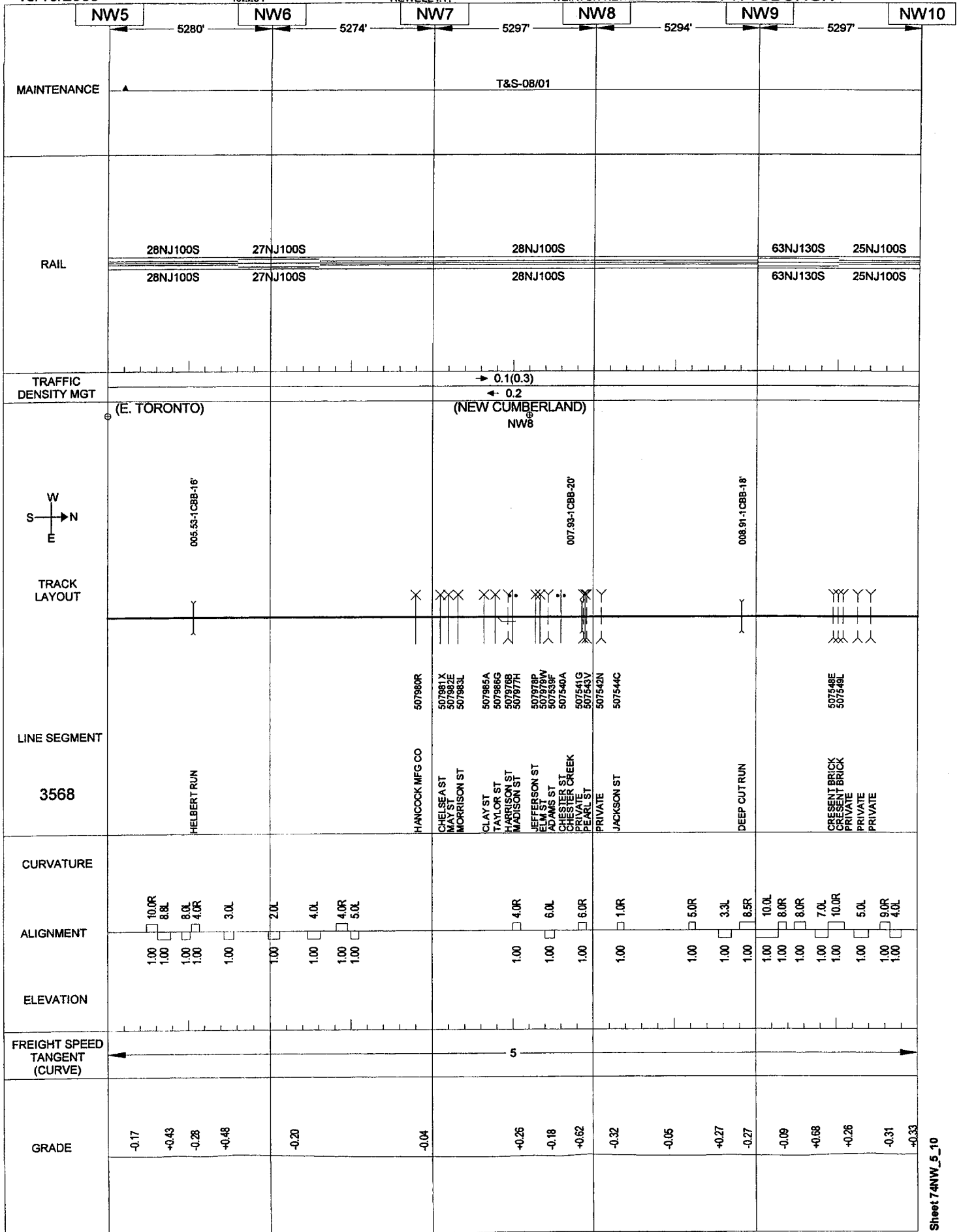
402234

311

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH



10/10/2005

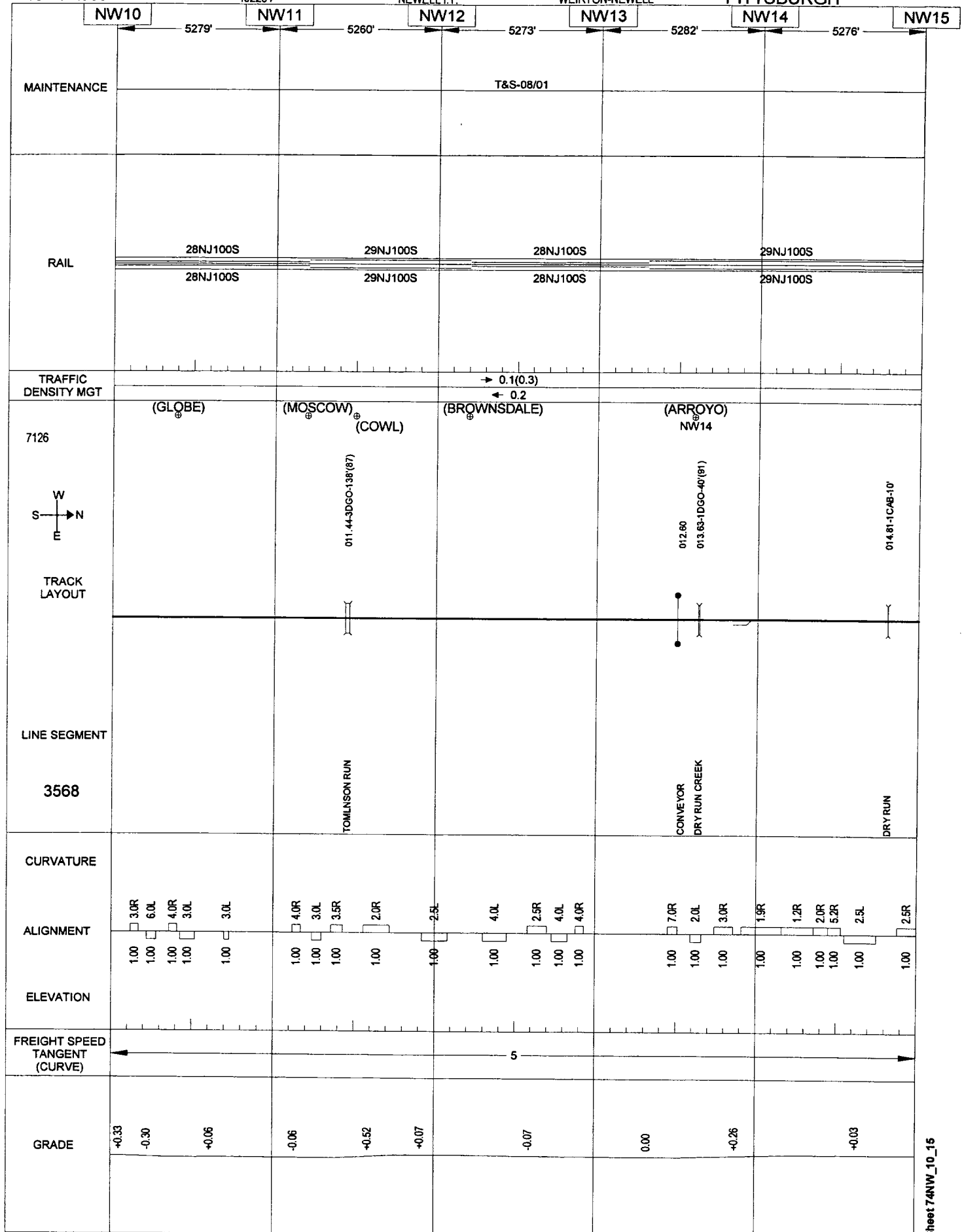
312

402234

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH



10/10/2005

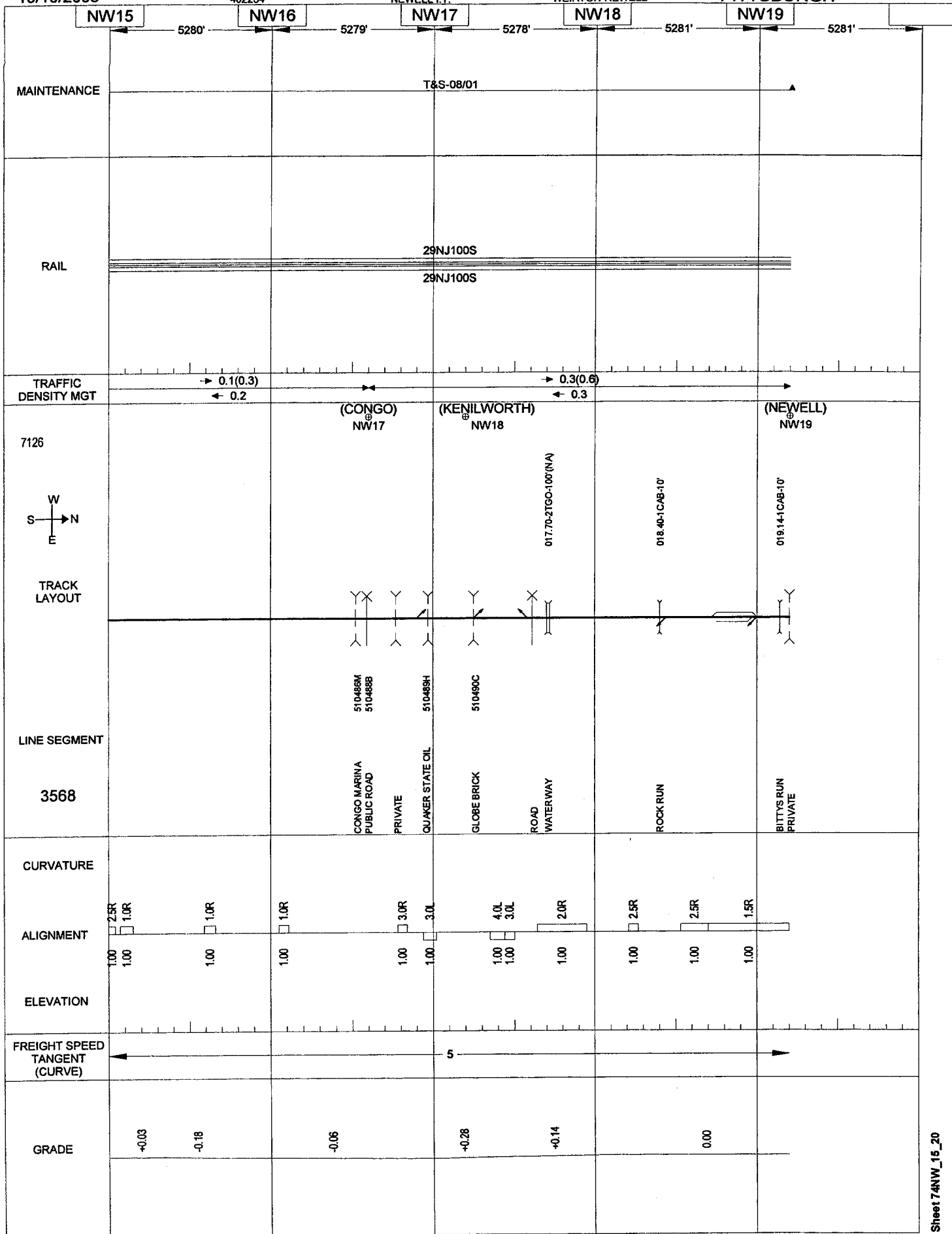
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313

NEWELL I.T.

WEIRTON-NEWELL

PITTSBURGH



10/10/2005

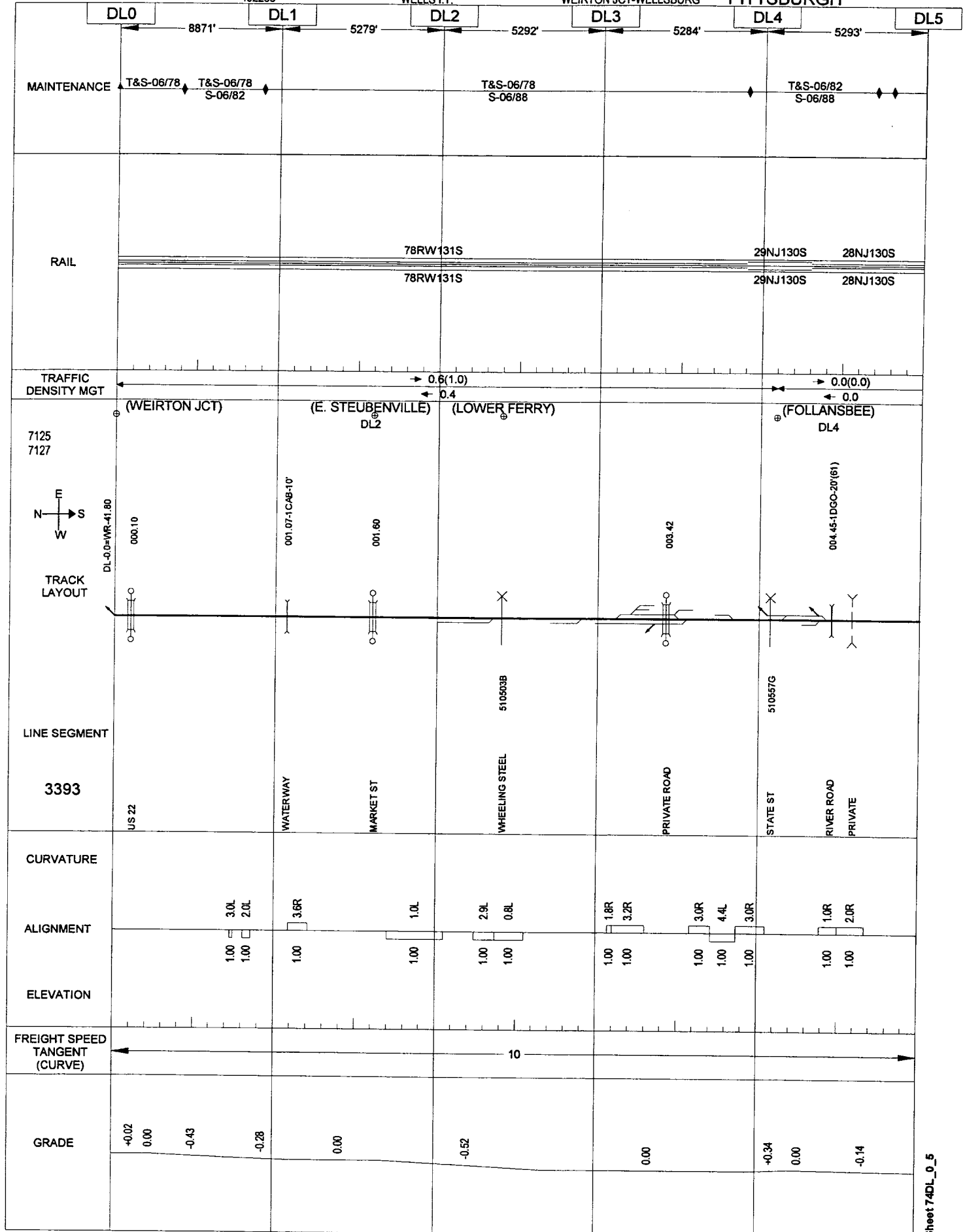
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314

WELLS I.T.

WEIRTON JCT-WELLSBURG

PITTSBURGH



10/10/2005

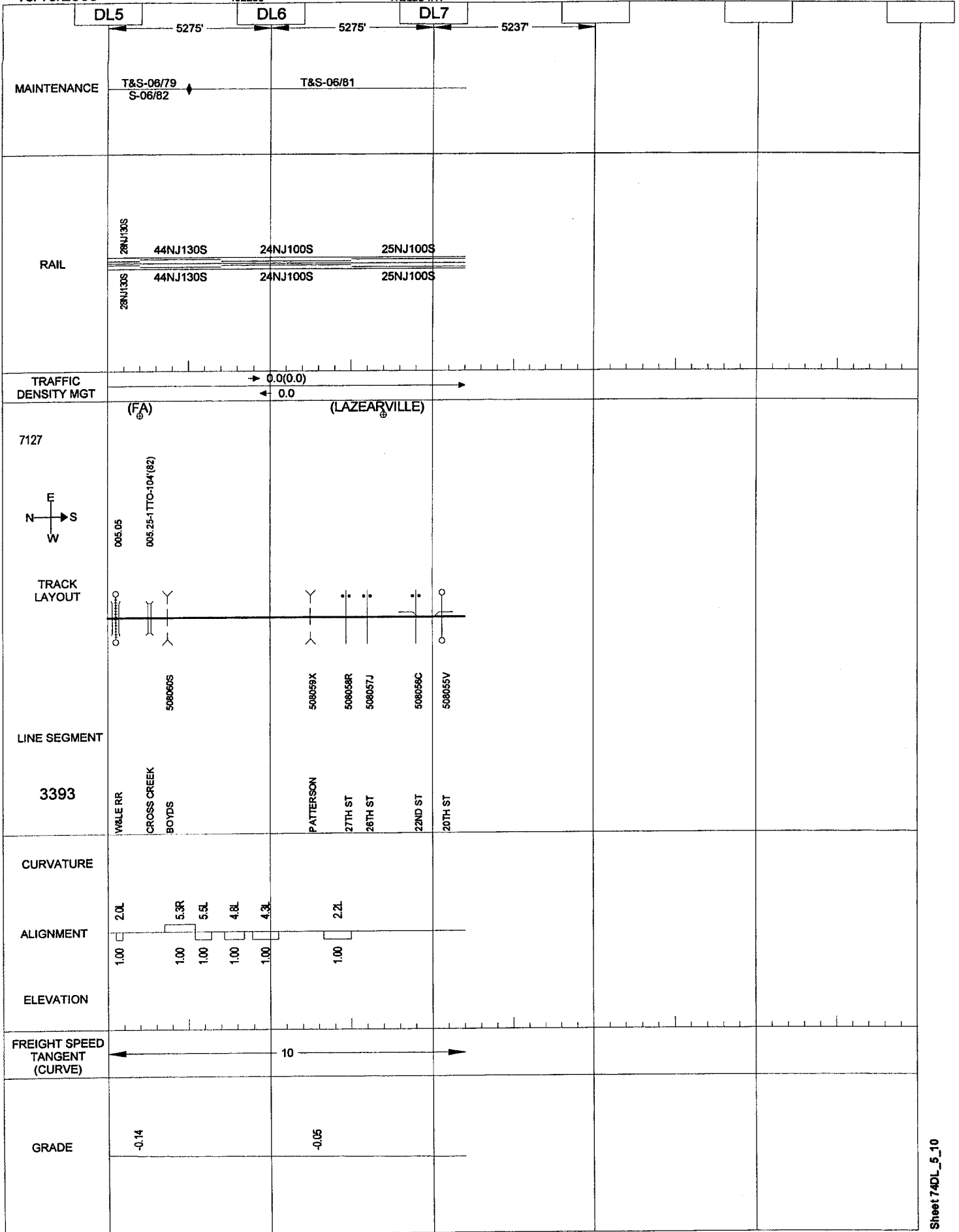
402235

315

WELLS I.T.

WEIRTON JCT-WELLSBURG

PITTSBURGH



10/25/2005

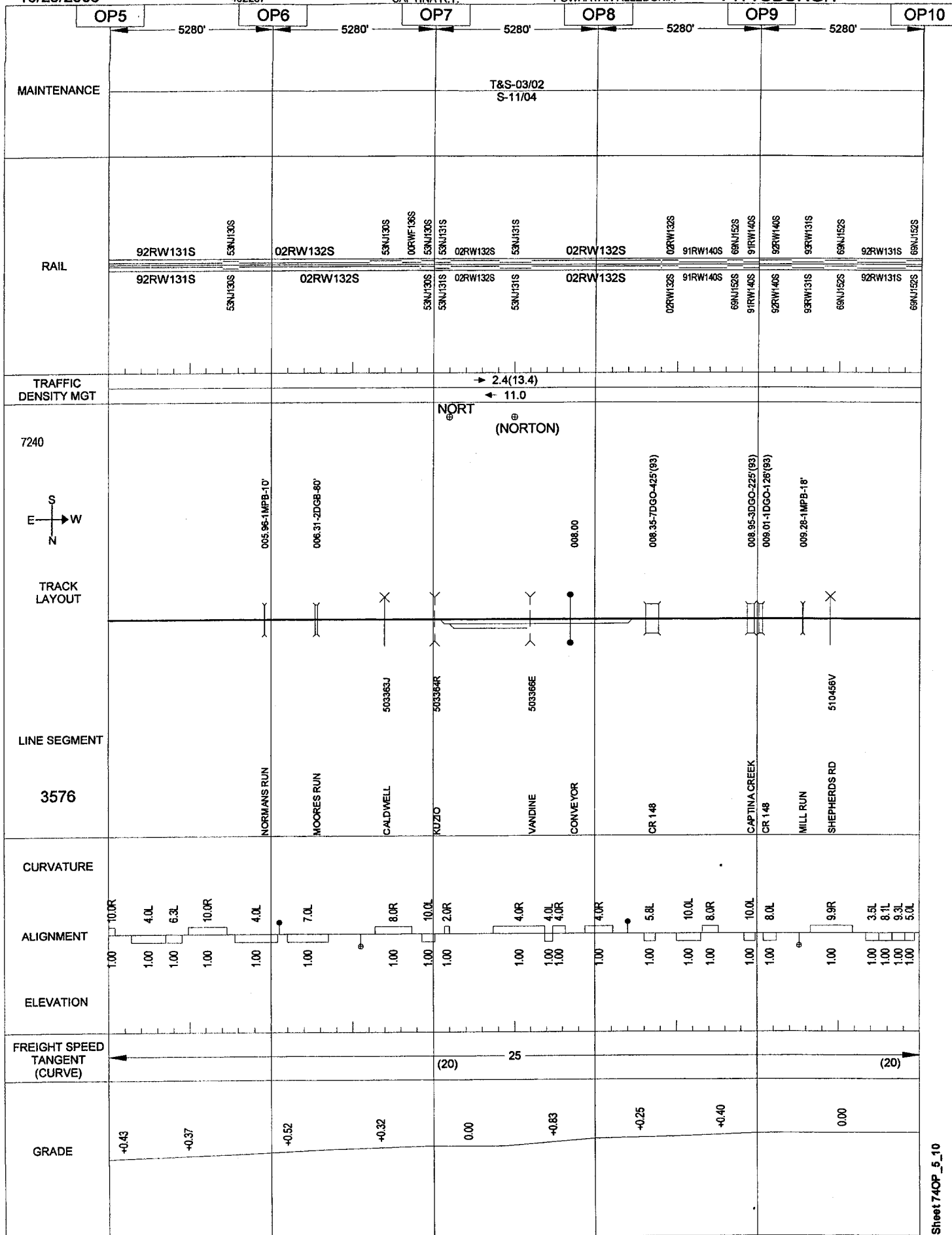
402237

317

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH



10/25/2005

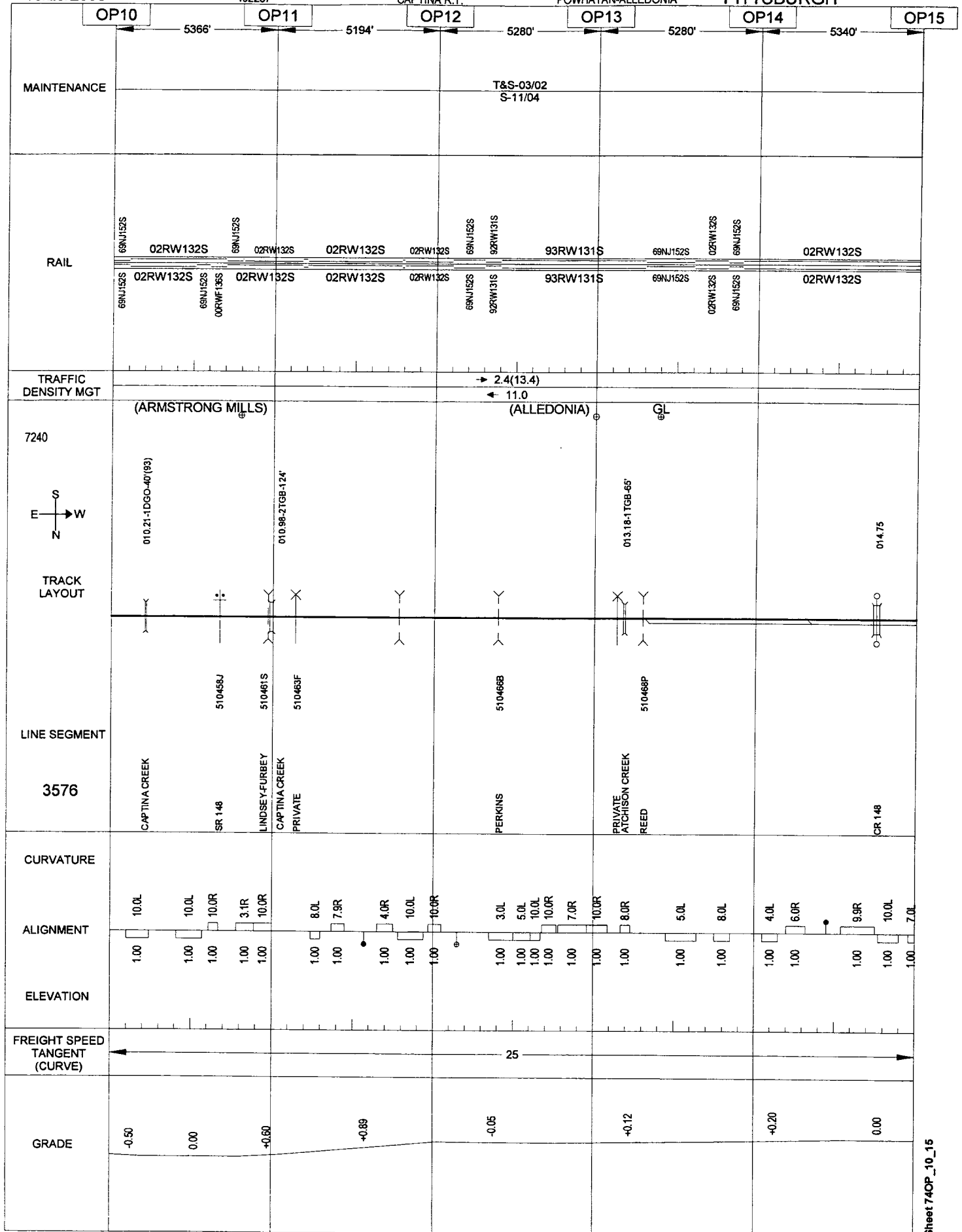
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318

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH



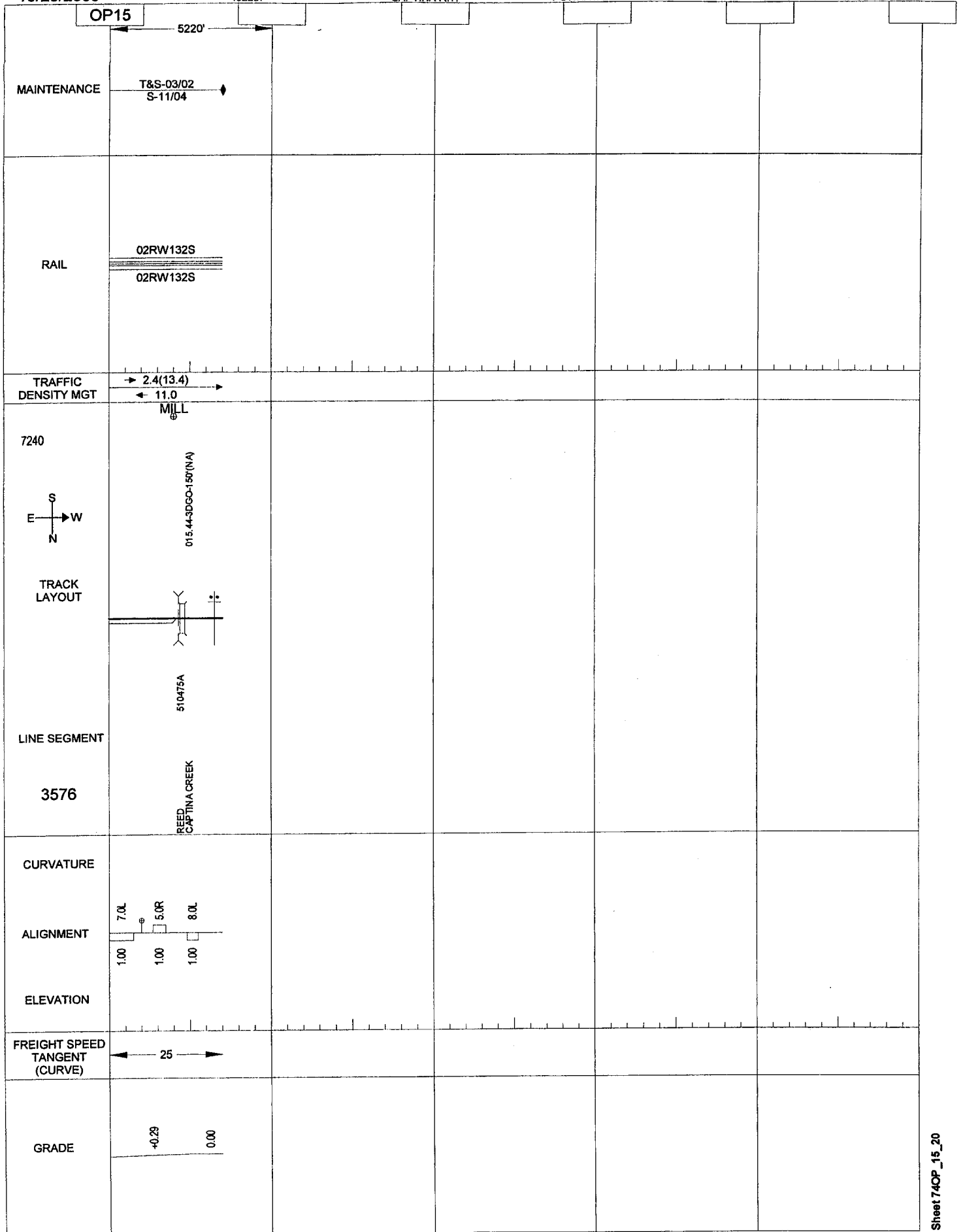
10/25/2005

402237

CAPTINA R.T.

POWHATAN-ALLEDONIA

PITTSBURGH



10/10/2005

406501

320

MEAD I.T.

MEADVILLE-FRENCH

PITTSBURGH

MI103

MI104

MI105

3694'

5298'

5278'

MAINTENANCE

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

RAIL

50NJ115S 44NJ112S 60NJ132S 59NJ132S 40NJ112S
50NJ115S 44NJ112S 60NJ132S 59NJ132S 40NJ112S

TRAFFIC
DENSITY MGT

→ 1.0(2.0)
← 1.0
(CAR SHOPS)

8385

S
E → W
N

MEADVILLE
MEAD (EOT)

TRACK
LAYOUT

102.75-1BSO-34'(90)

103.43

104.35-1CSB-10'

104.75-7CSB-105'

104.90-2CSB-40'

LINE SEGMENT

3441

262783V

262782N

262781G

903805R

MEAD AVE

MILL RUN

MERCER AVE

WATER ST

RT 322

WATERWAY

(REDEV AUTH)

FRENCH CREEK

FRENCH CRK

CURVATURE

ALIGNMENT

ELEVATION

1.0L
1.00 1.00 1.00
1.0L 0.5L

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.08

-0.25

-0.05

0.00

10/10/2005

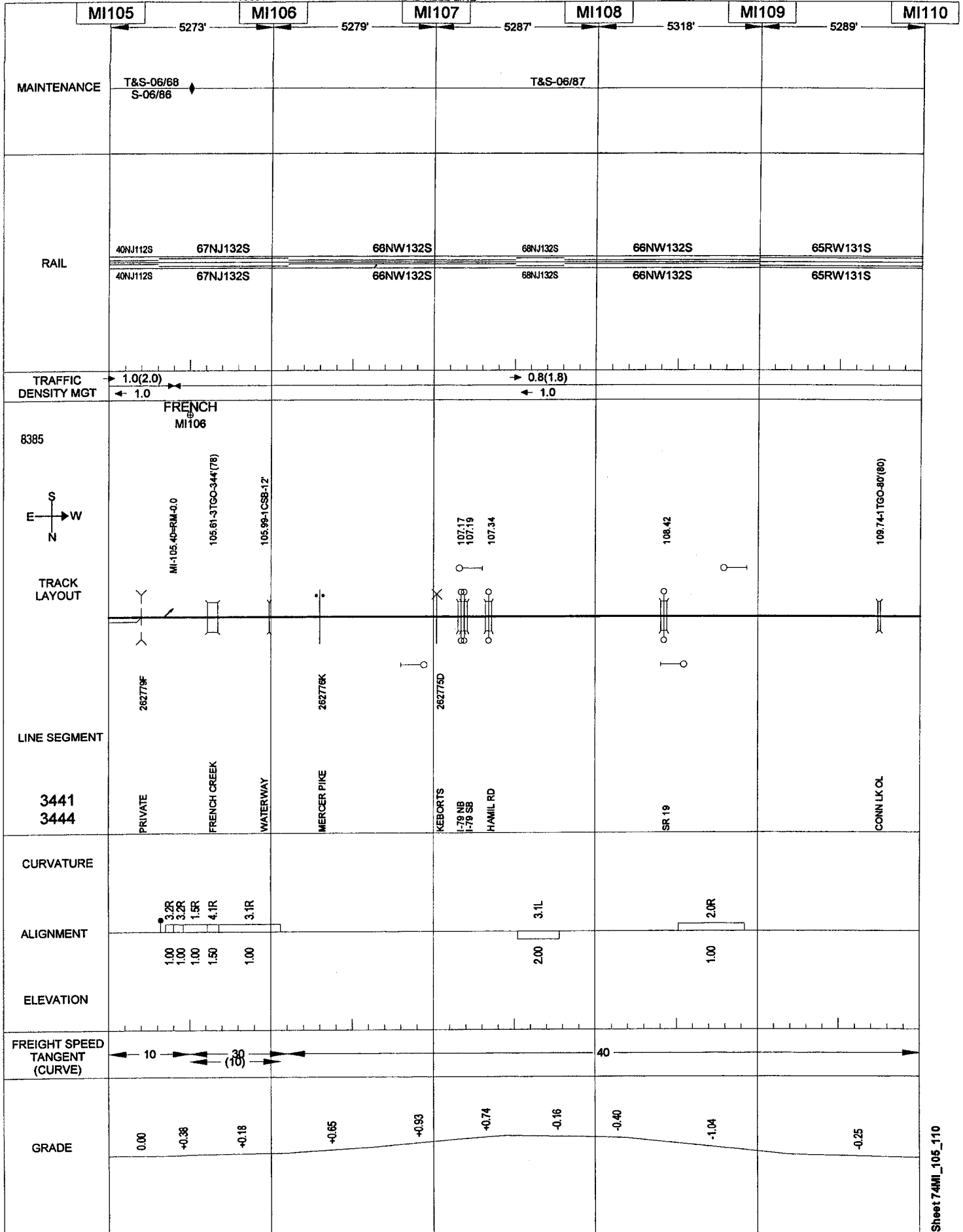
406501

321

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



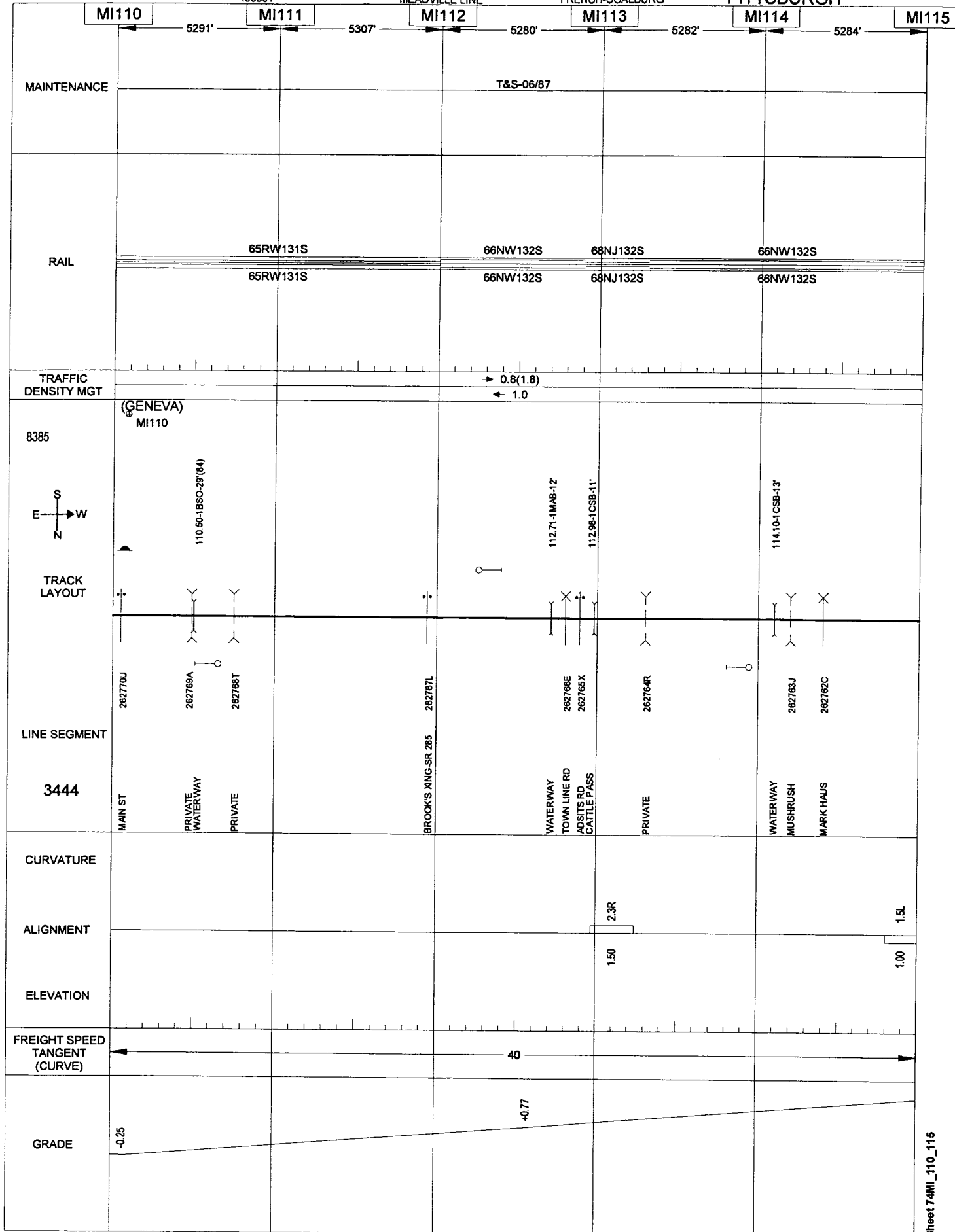
10/10/2005

322

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



10/10/2005

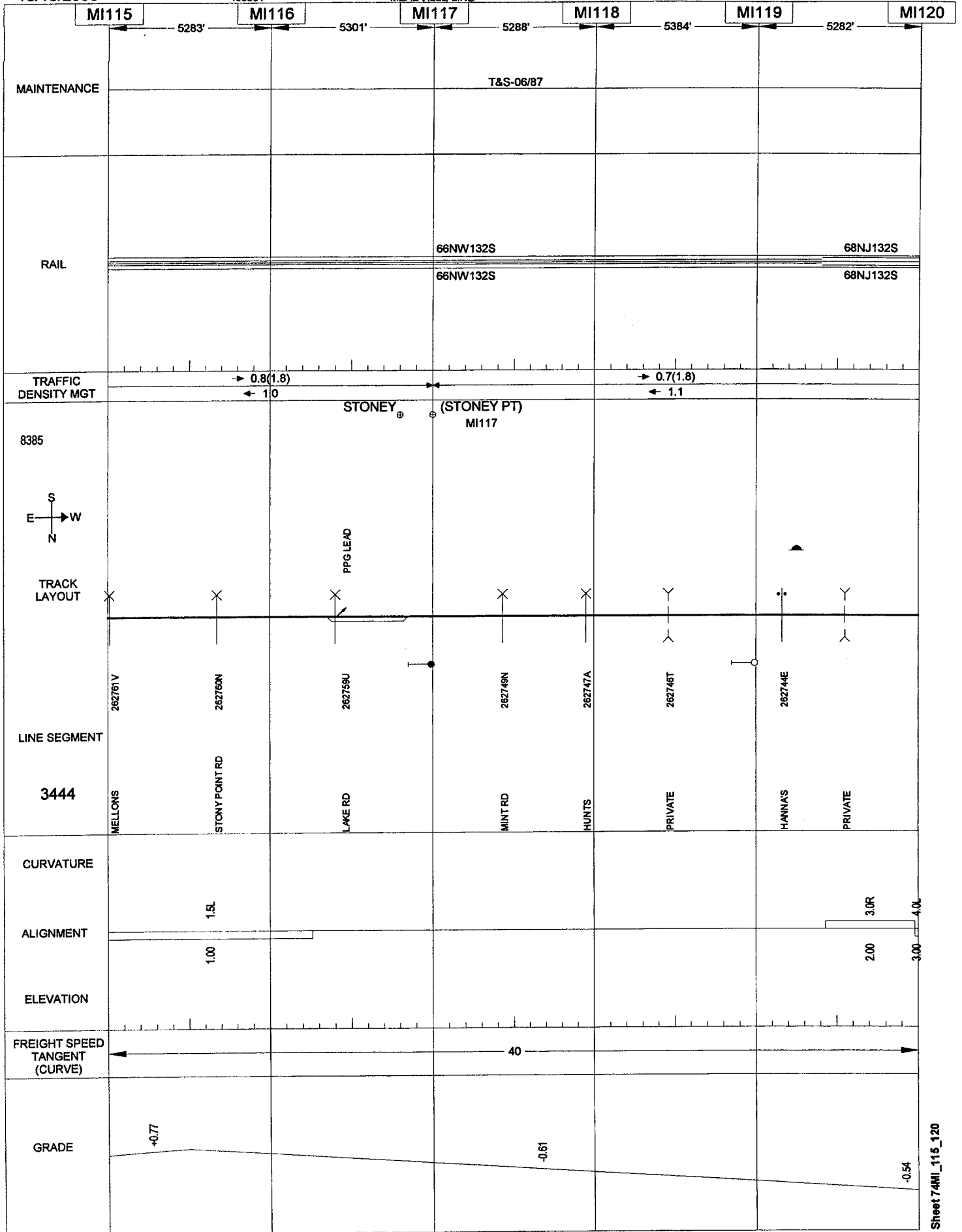
323

406501

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



10/10/2005

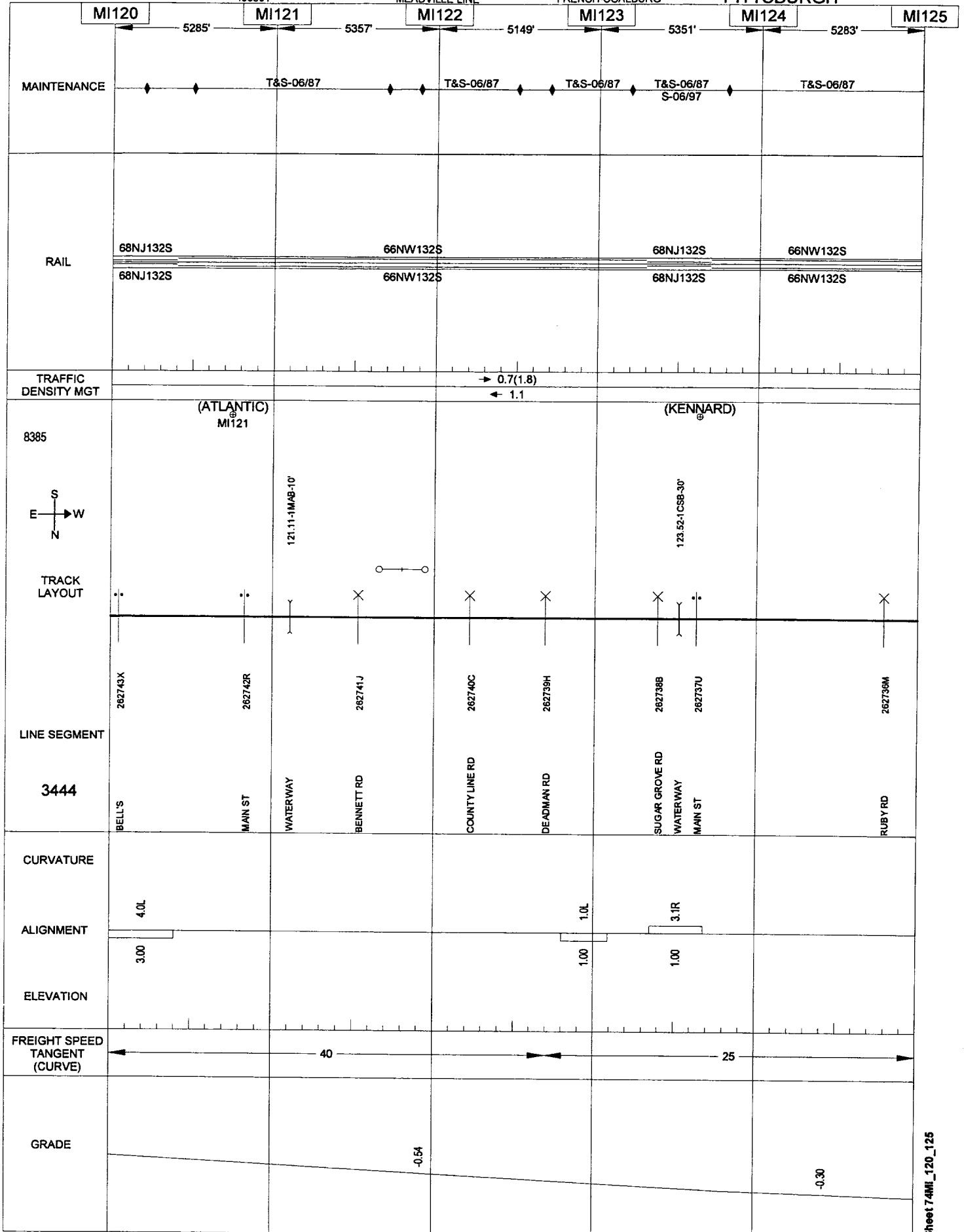
324

406501

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



10/10/2005

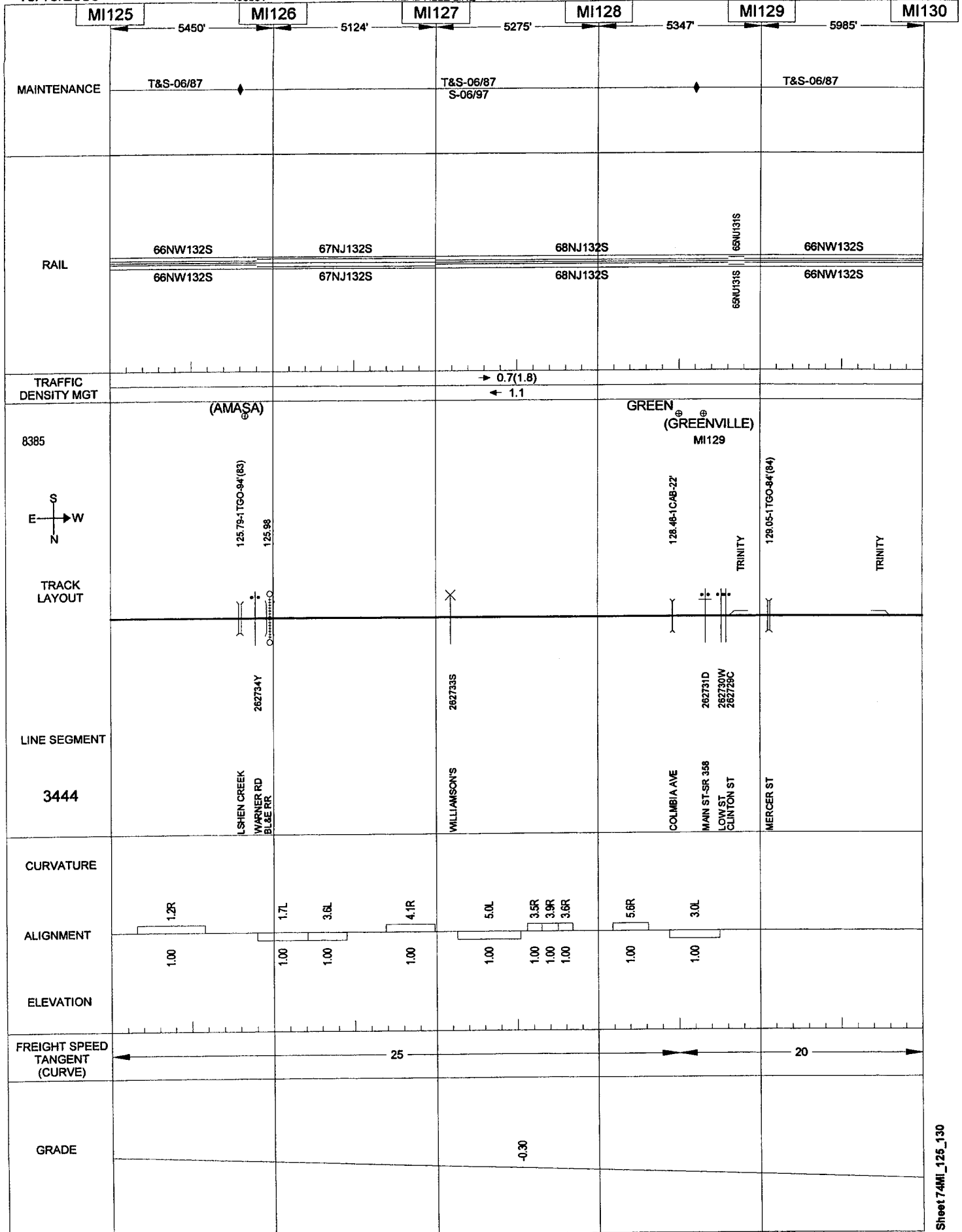
406501

325

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



10/10/2005

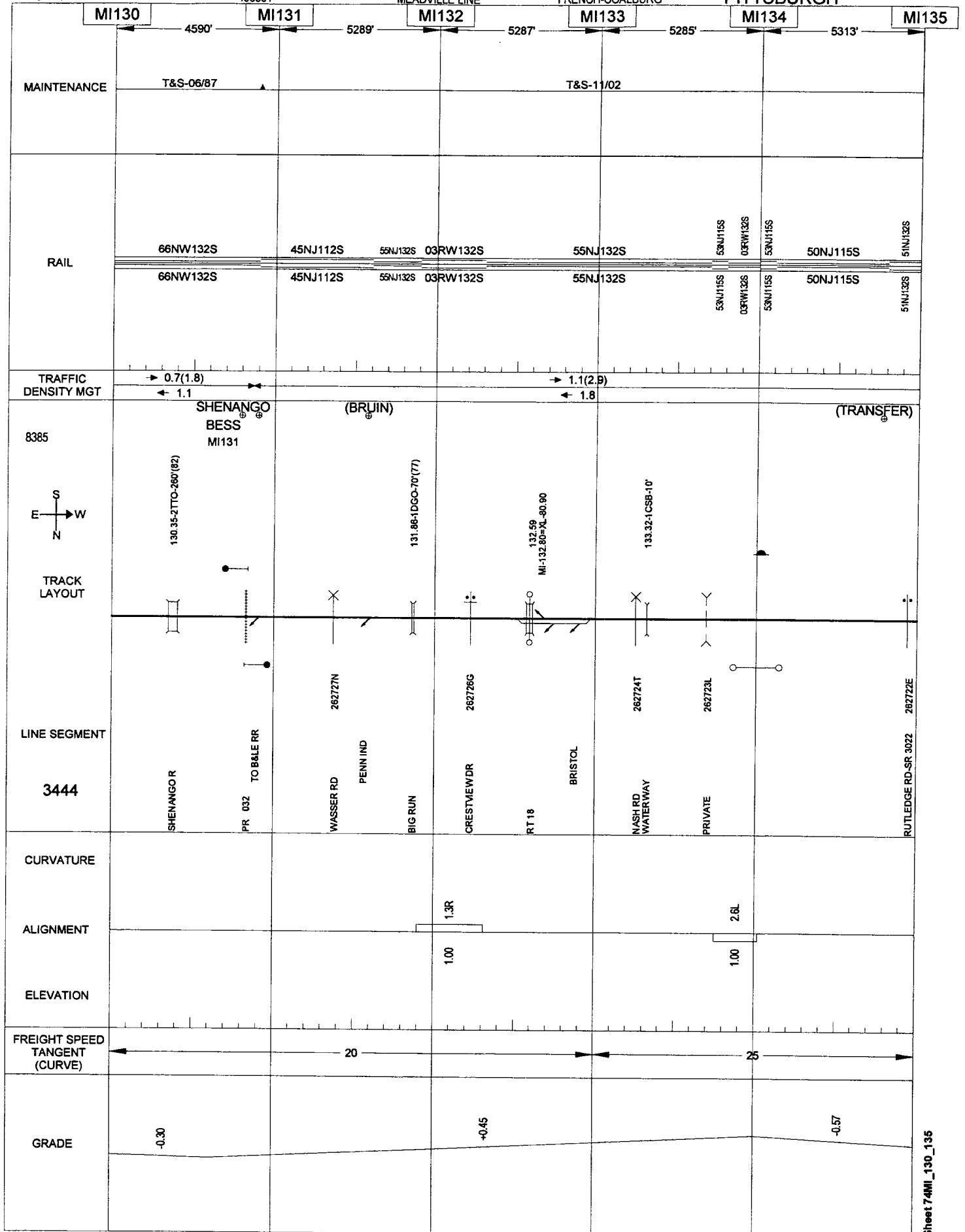
326

406501

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



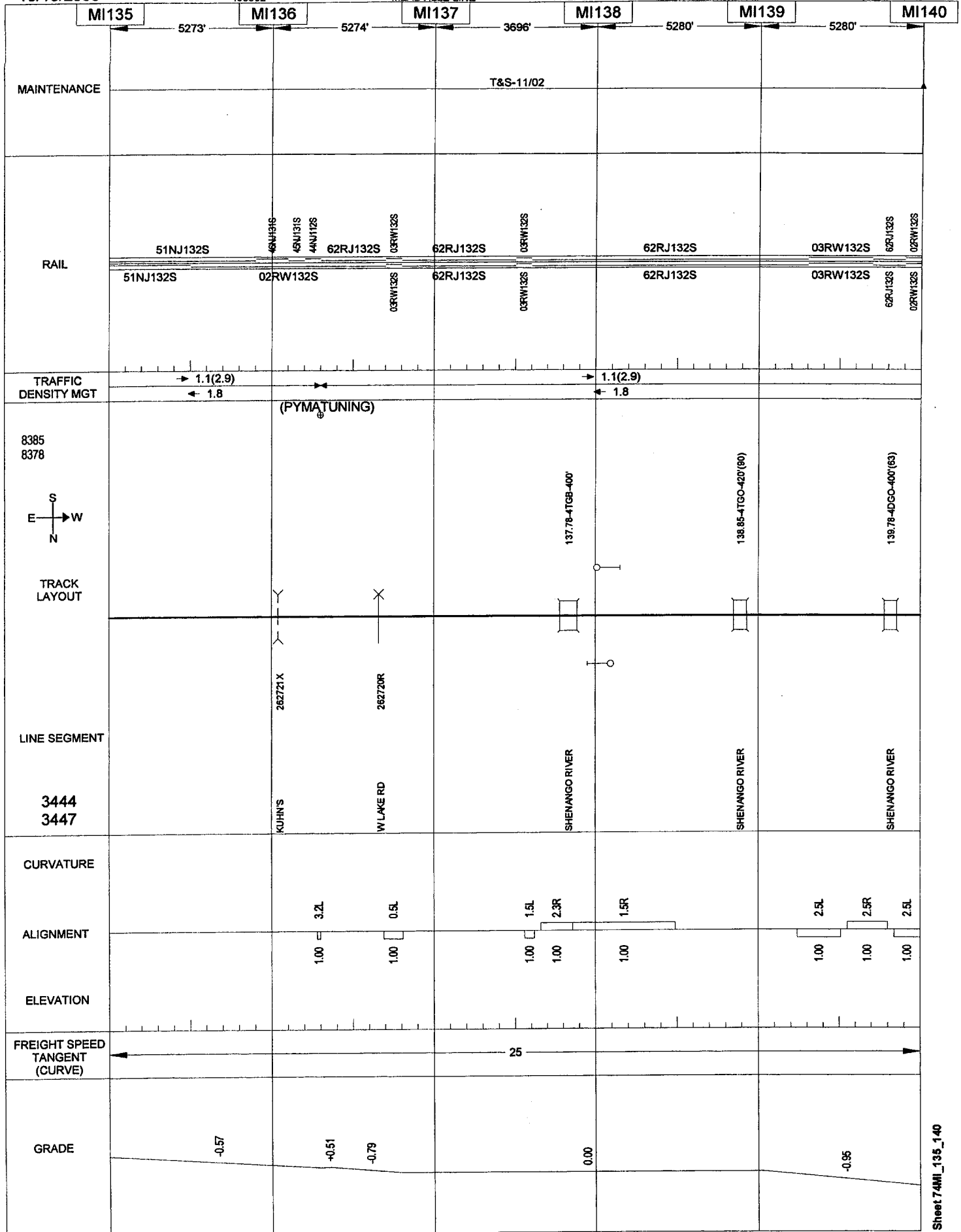
10/10/2005

406502

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



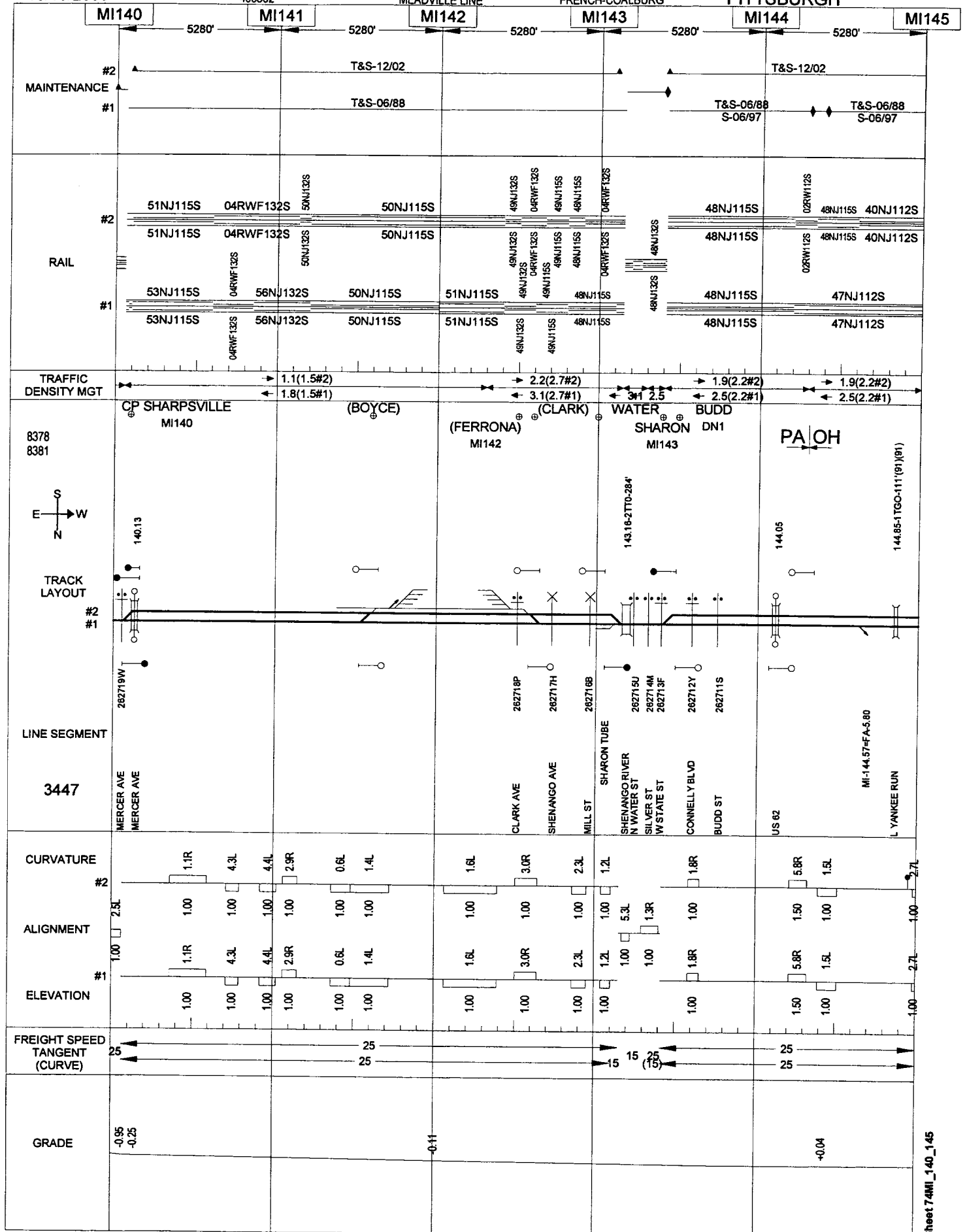
10/10/2005

328

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



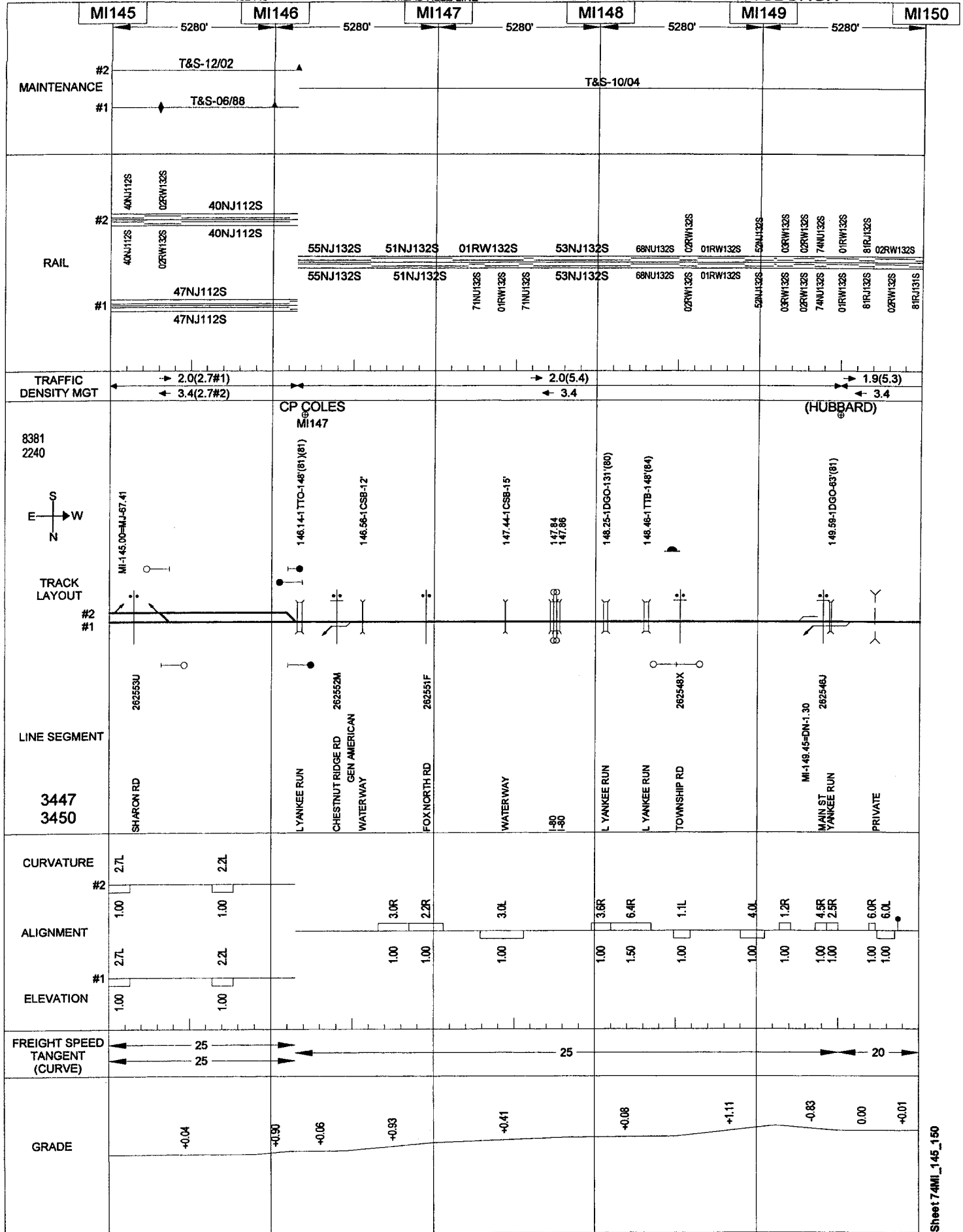
10/10/2005

402443

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



10/10/2005

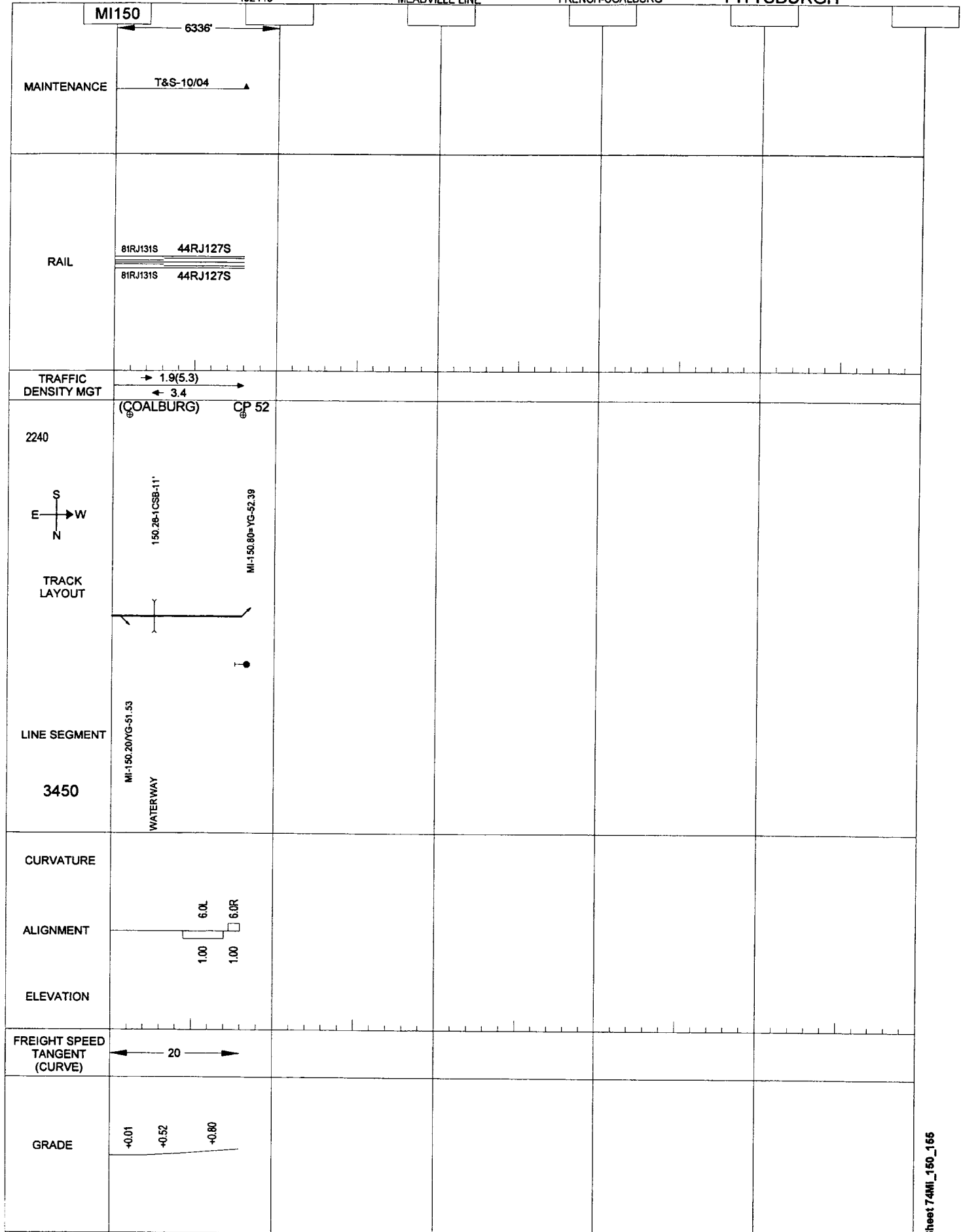
402443

330

MEADVILLE LINE

FRENCH-COALBURG

PITTSBURGH



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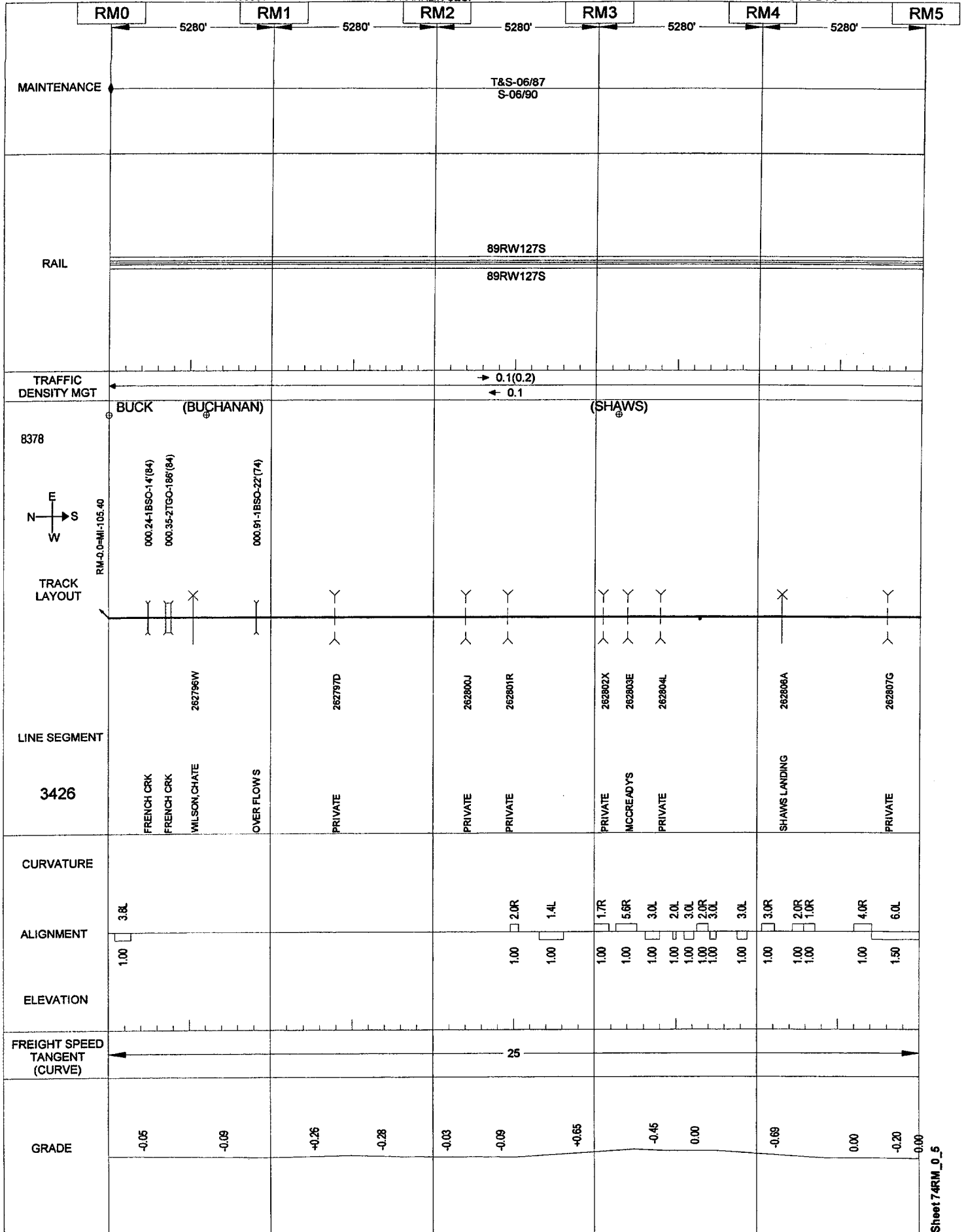
406561

331

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



10/10/2005

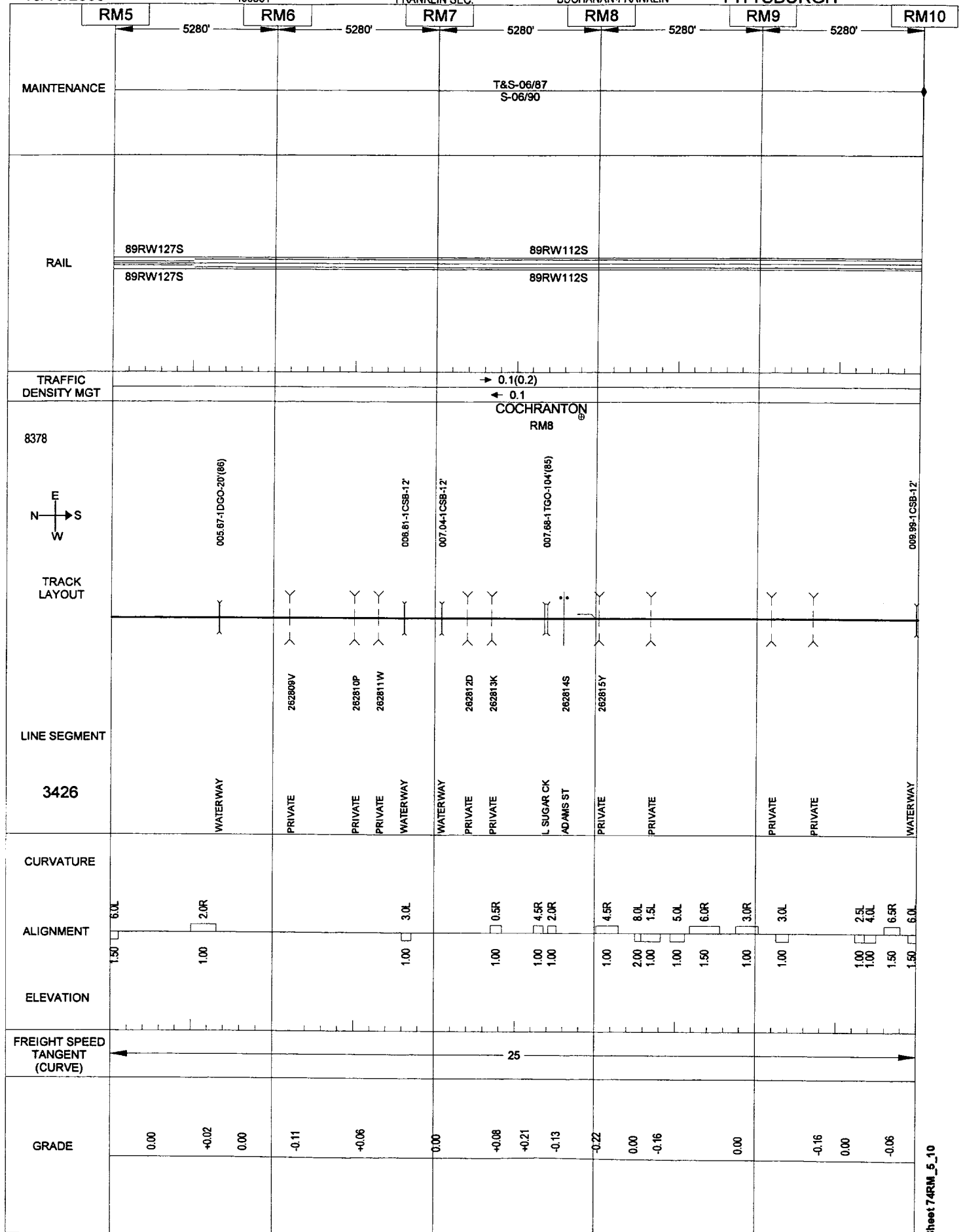
332

406561

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



10/10/2005

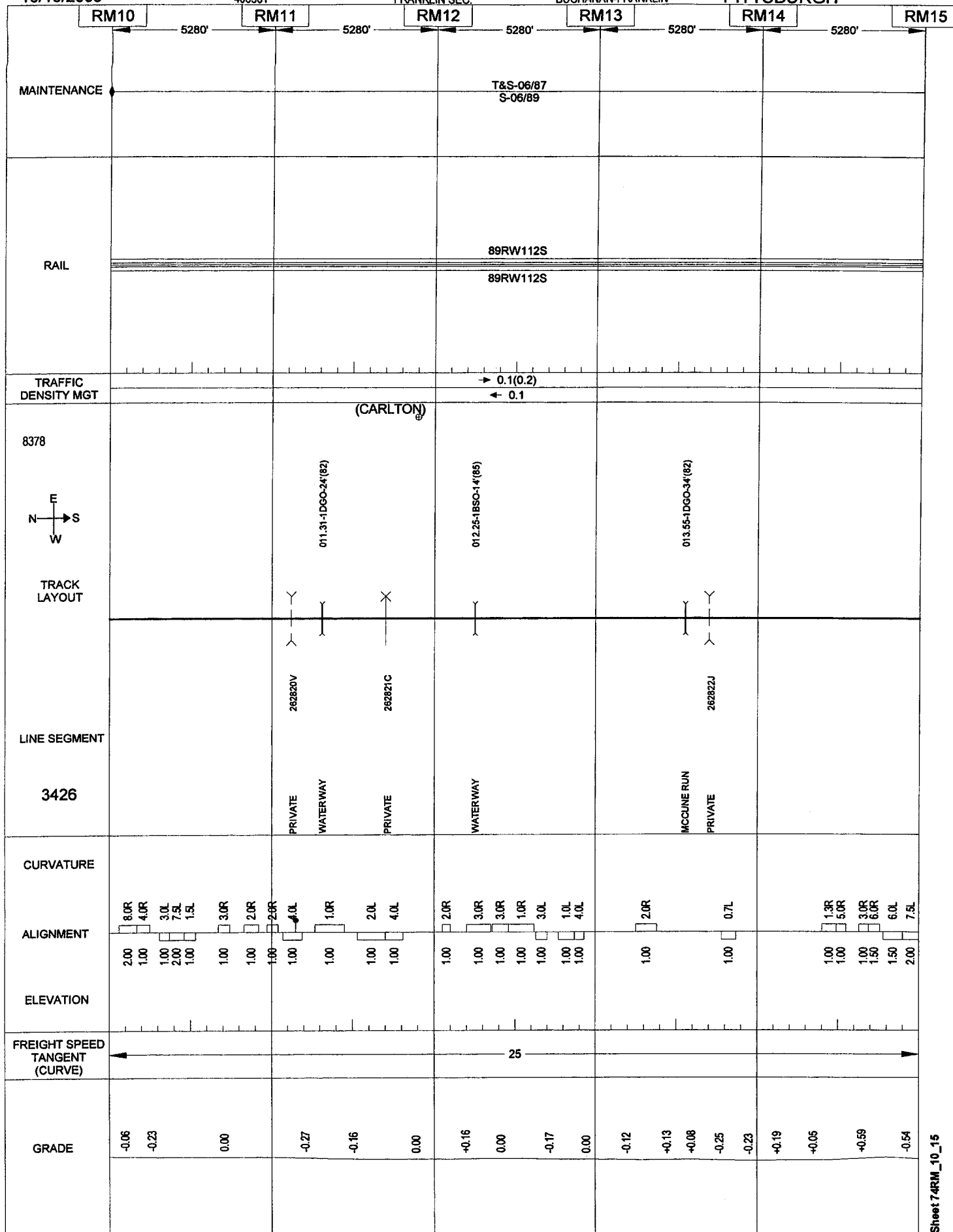
406561

333

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



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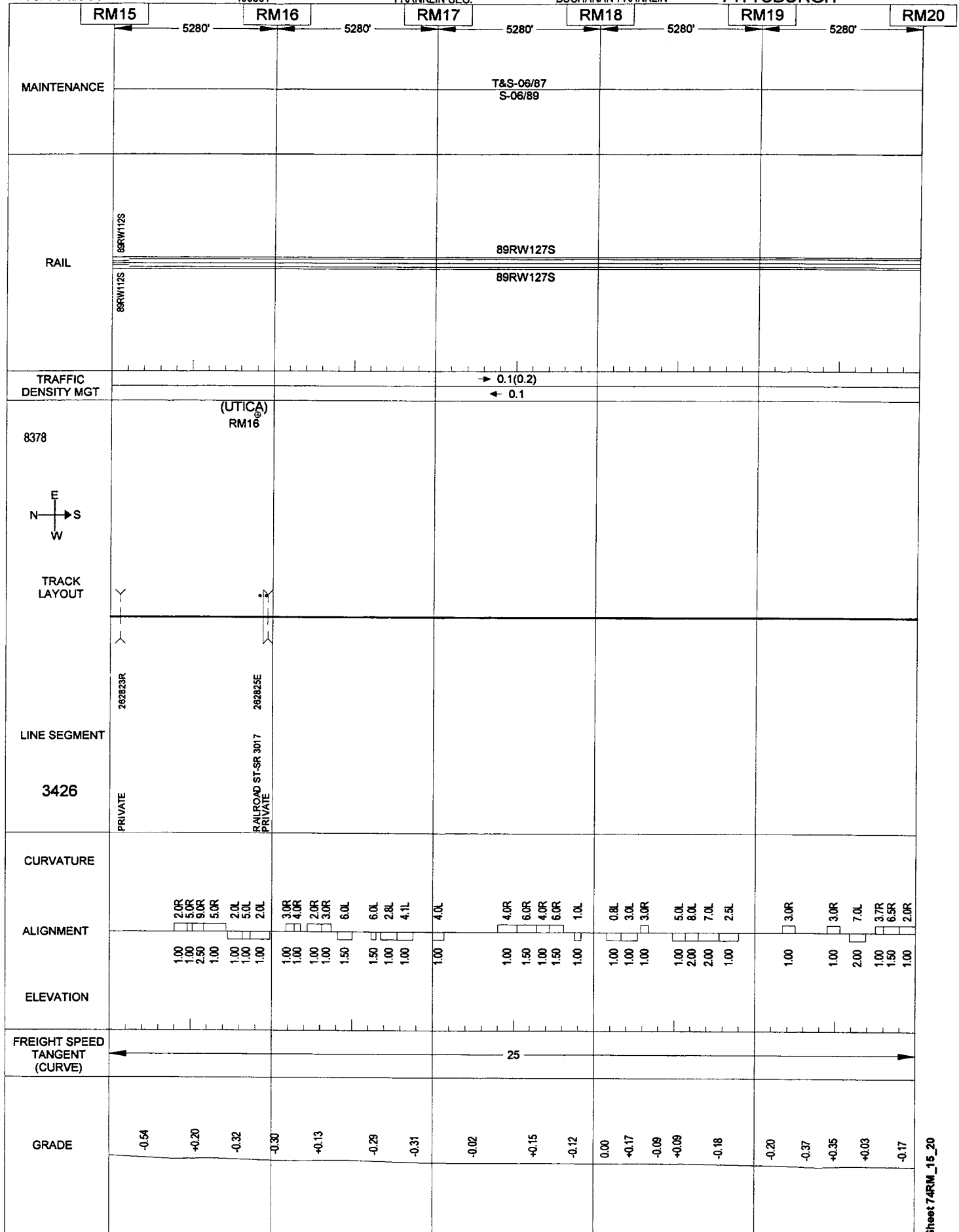
334

406561

FRANKLIN SEC.

BUCHANAN-FRANKLIN

PITTSBURGH



10/10/2005

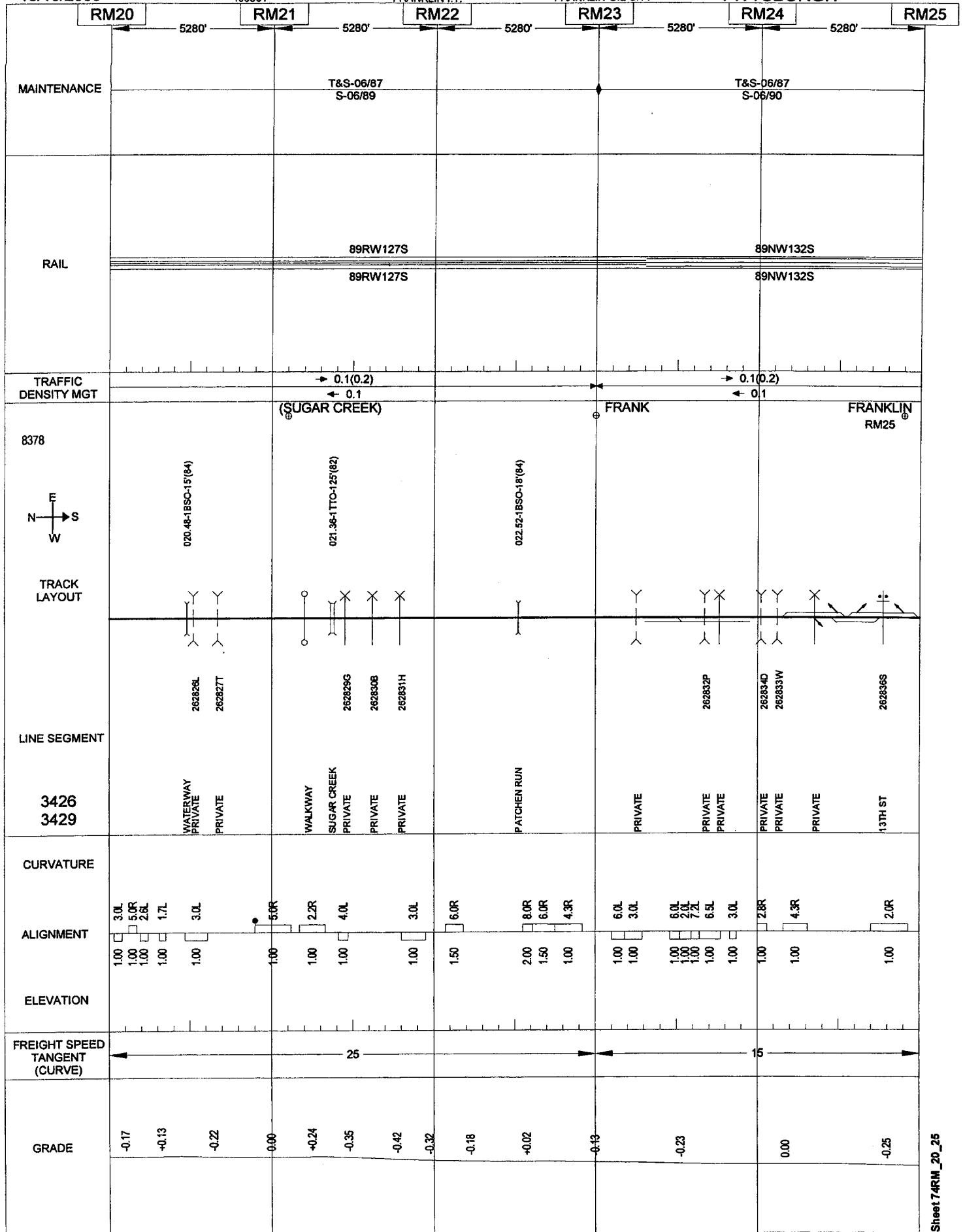
406561

335

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



10/10/2005

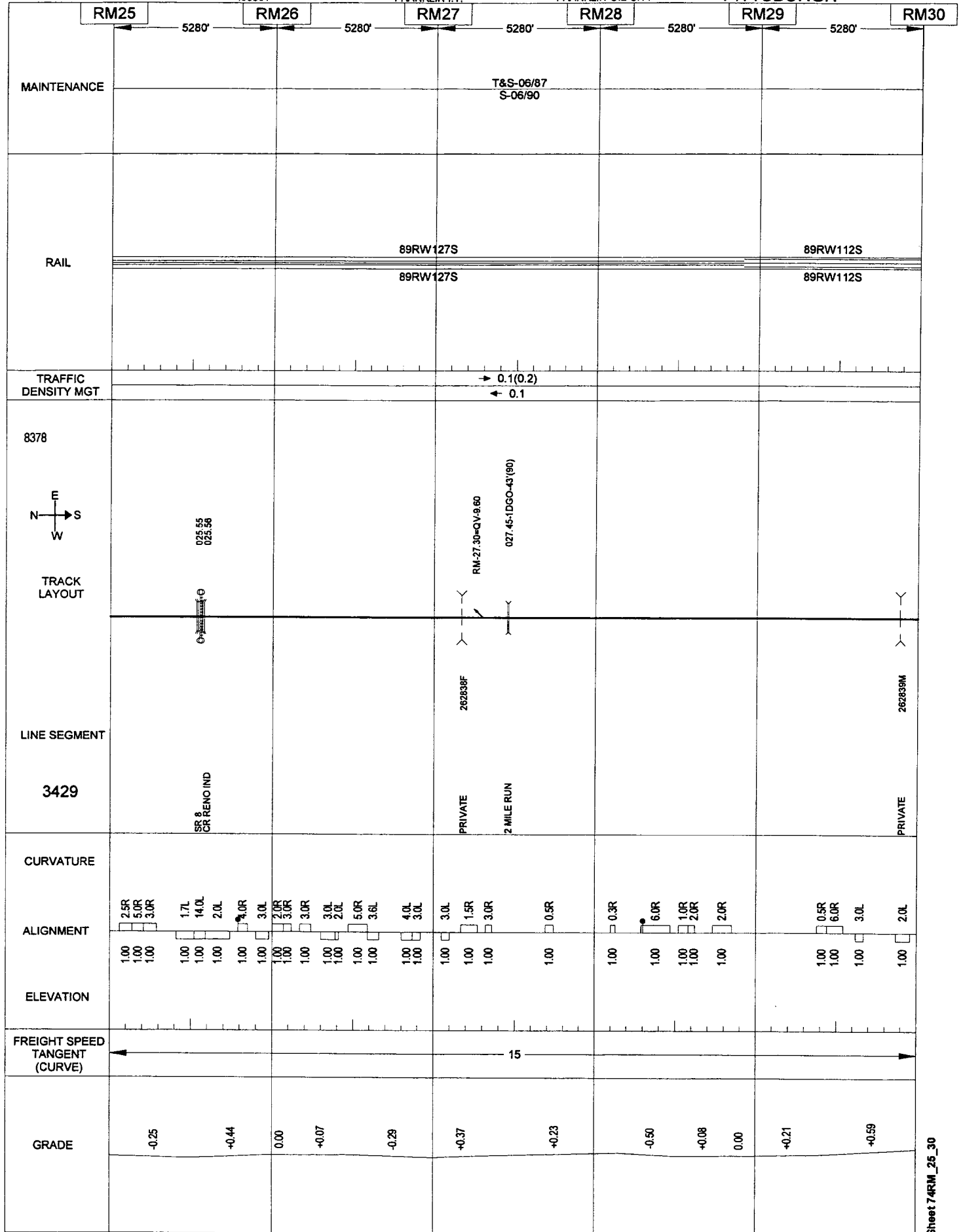
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336

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



10/10/2005

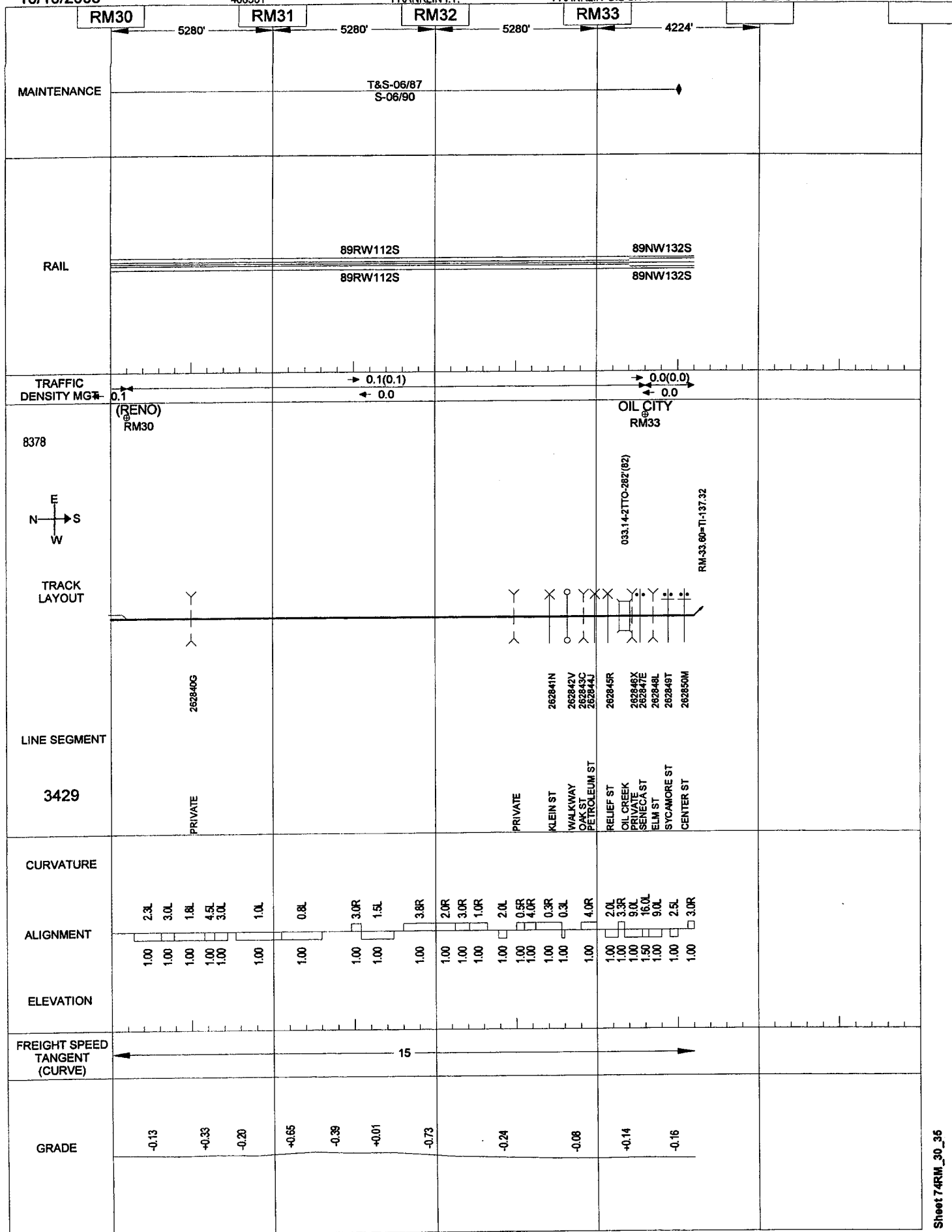
406561

337

FRANKLIN I.T.

FRANKLIN-OIL CITY

PITTSBURGH



10/10/2005

402327

338

TITUS I.T.

ROUSEVILLE-OIL CITY

PITTSBURGH

TI134

TI135

5280'

5272'

T&S-06/87

MAINTENANCE

RAIL

25RJ130S

64RJ131S

25RJ130S

64RJ131S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

(ROUSEVILLE)
TI134

7206



TRACK
LAYOUT

134.56-1 DGO-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

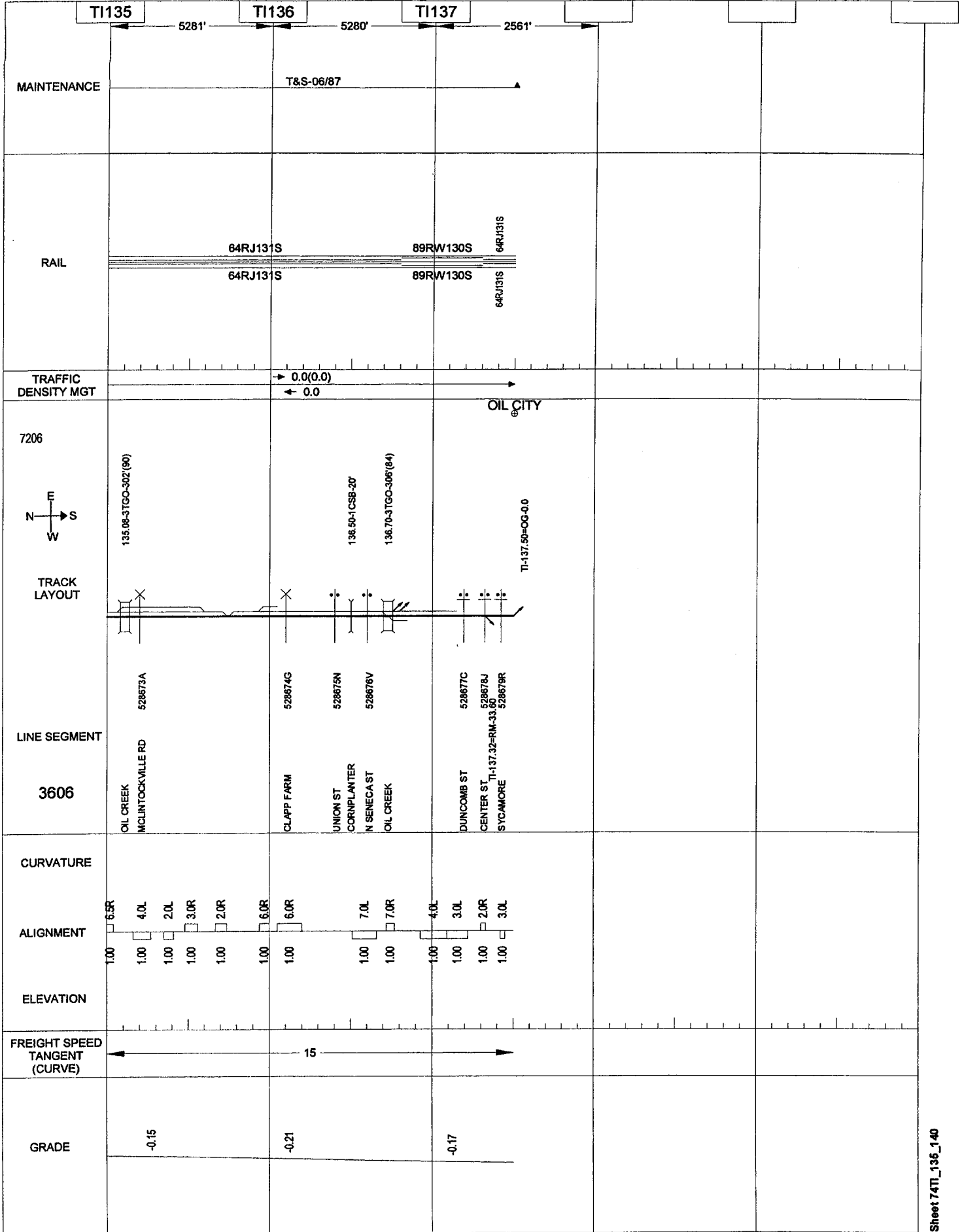
10/10/2005

402327

TITUS I.T.

ROUSEVILLE-OIL CITY

PITTSBURGH



10/10/2005

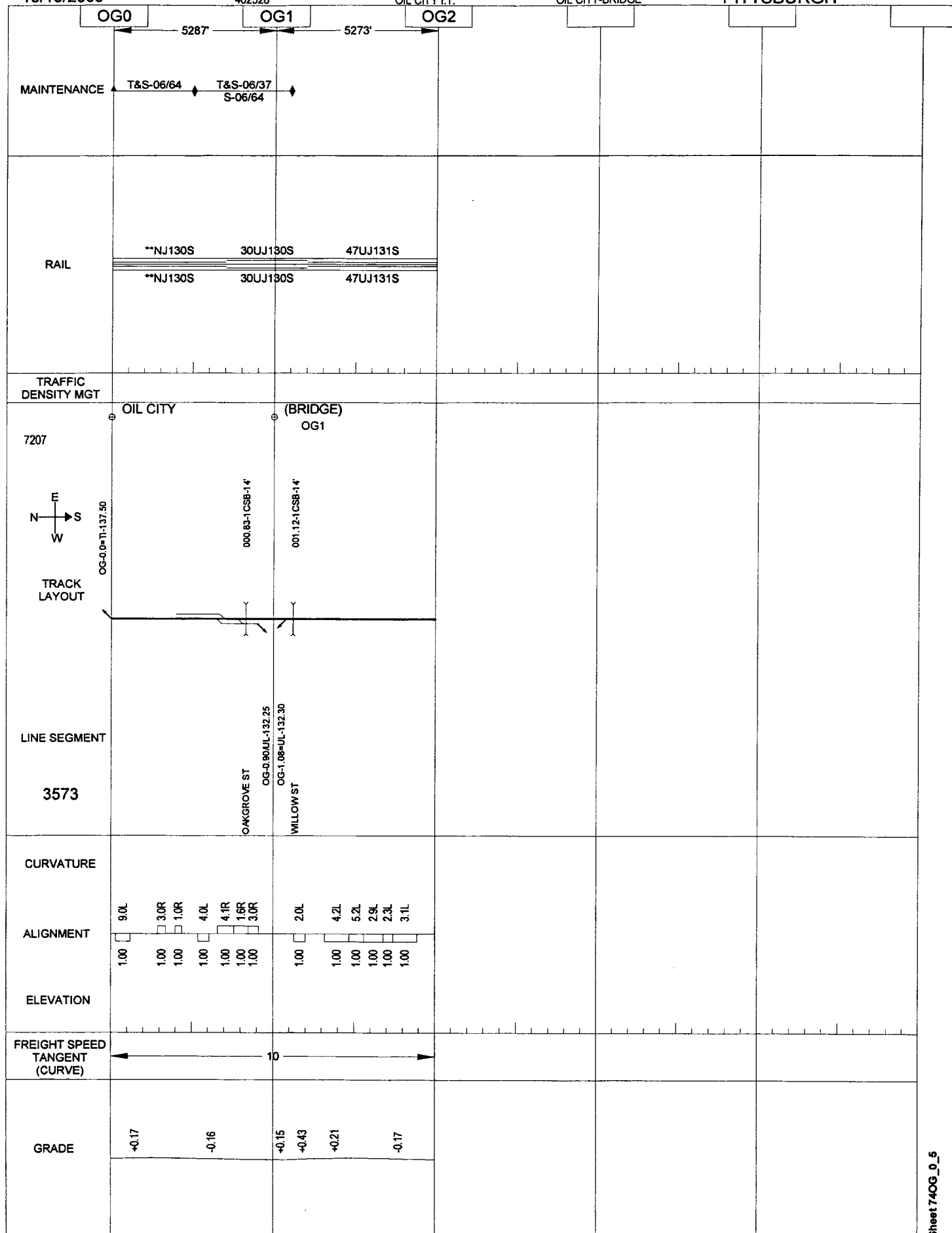
402328

340

OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH



10/10/2005

402329

341
OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH

UL130

5280'

MAINTENANCE

T&S-06/82

RAIL

48UJ130S

48UJ130S

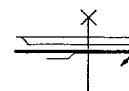
TRAFFIC
DENSITY MGT

OIL CITY

7035

W
S → N
E

TRACK
LAYOUT



528536X

LINE SEGMENT

3615

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

10/10/2005

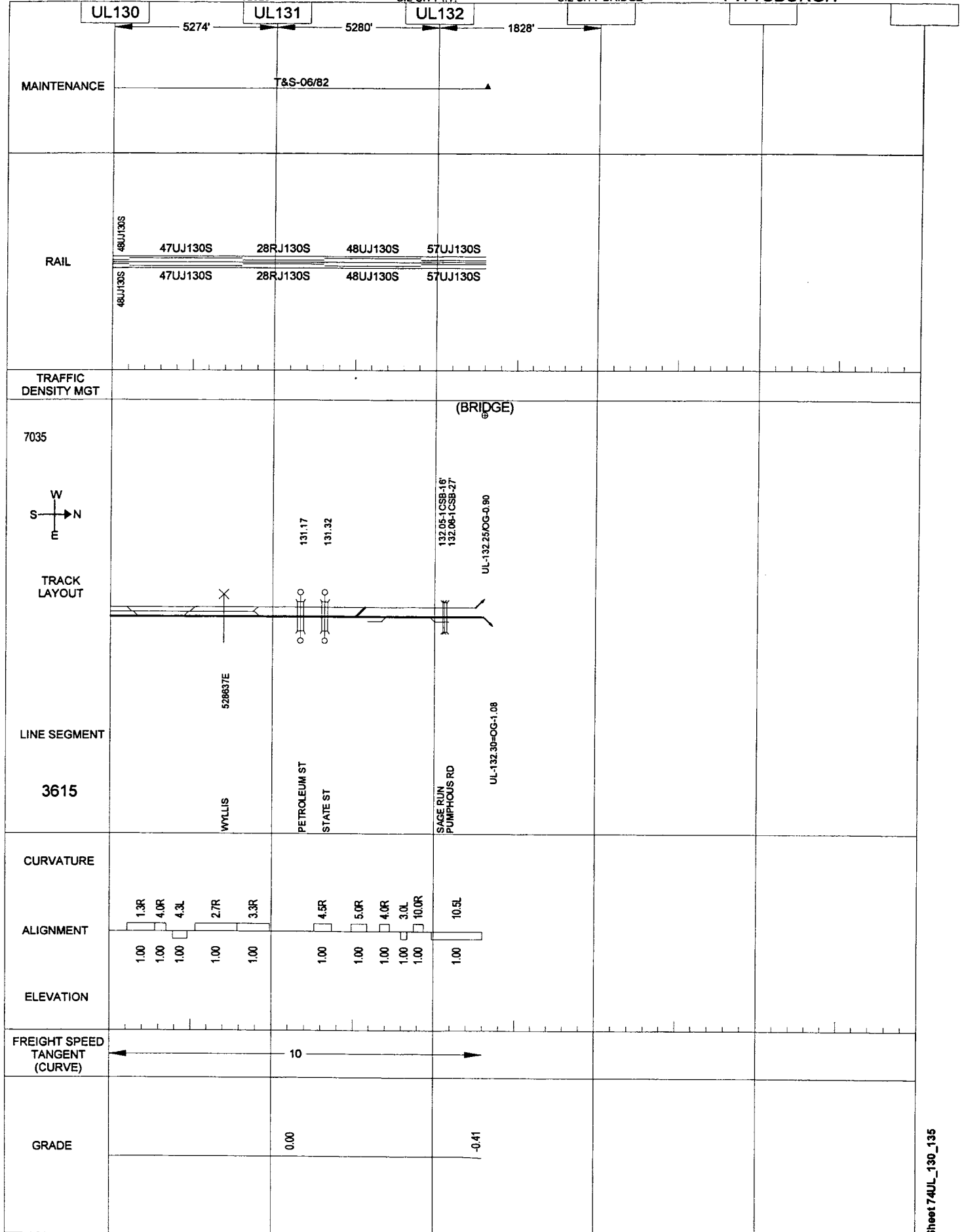
402329

342

OIL CITY I.T.

OIL CITY-BRIDGE

PITTSBURGH



10/10/2005

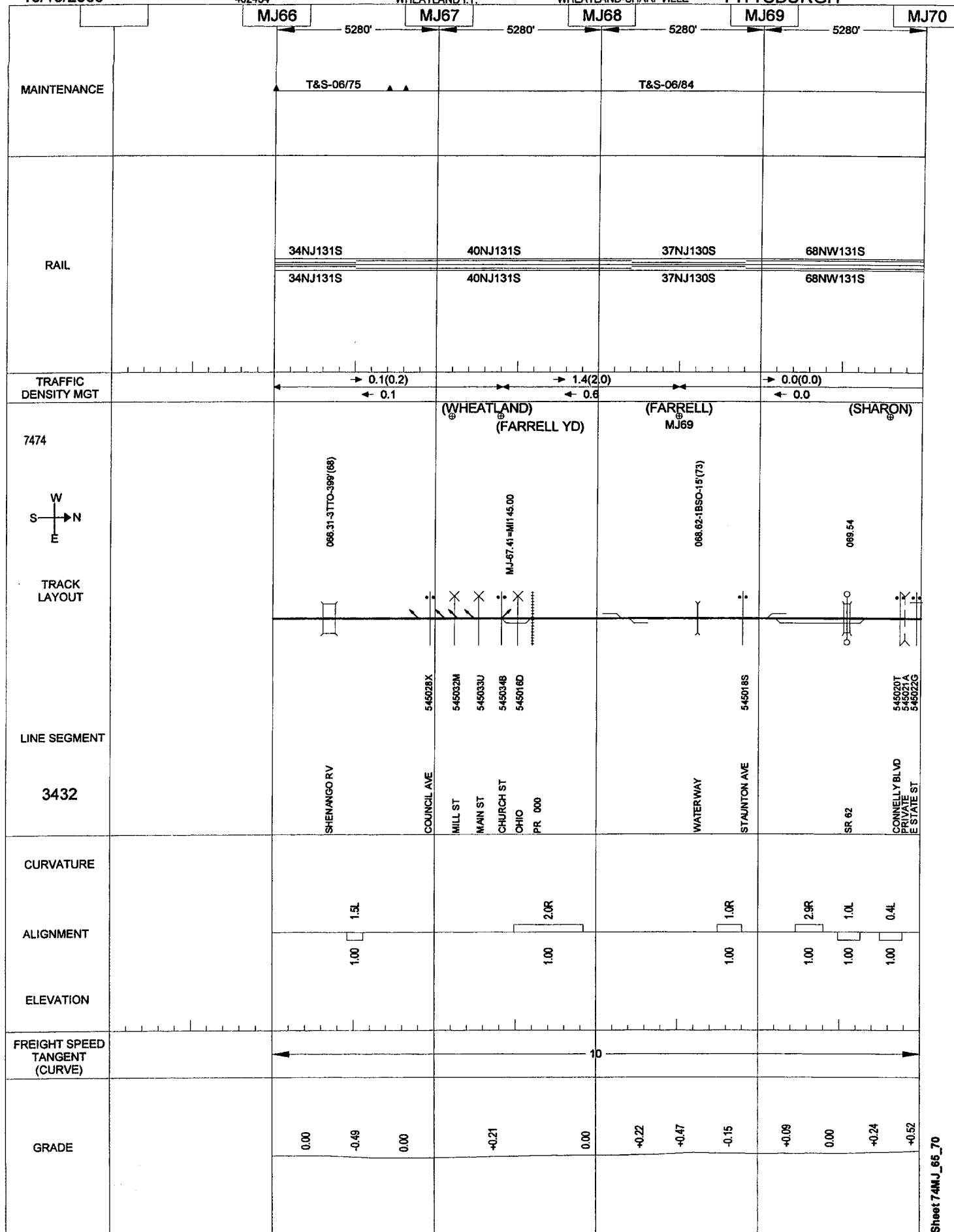
402434

343

WHEATLAND I.T.

WHEATLAND-SHARPVILLE

PITTSBURGH



10/10/2005

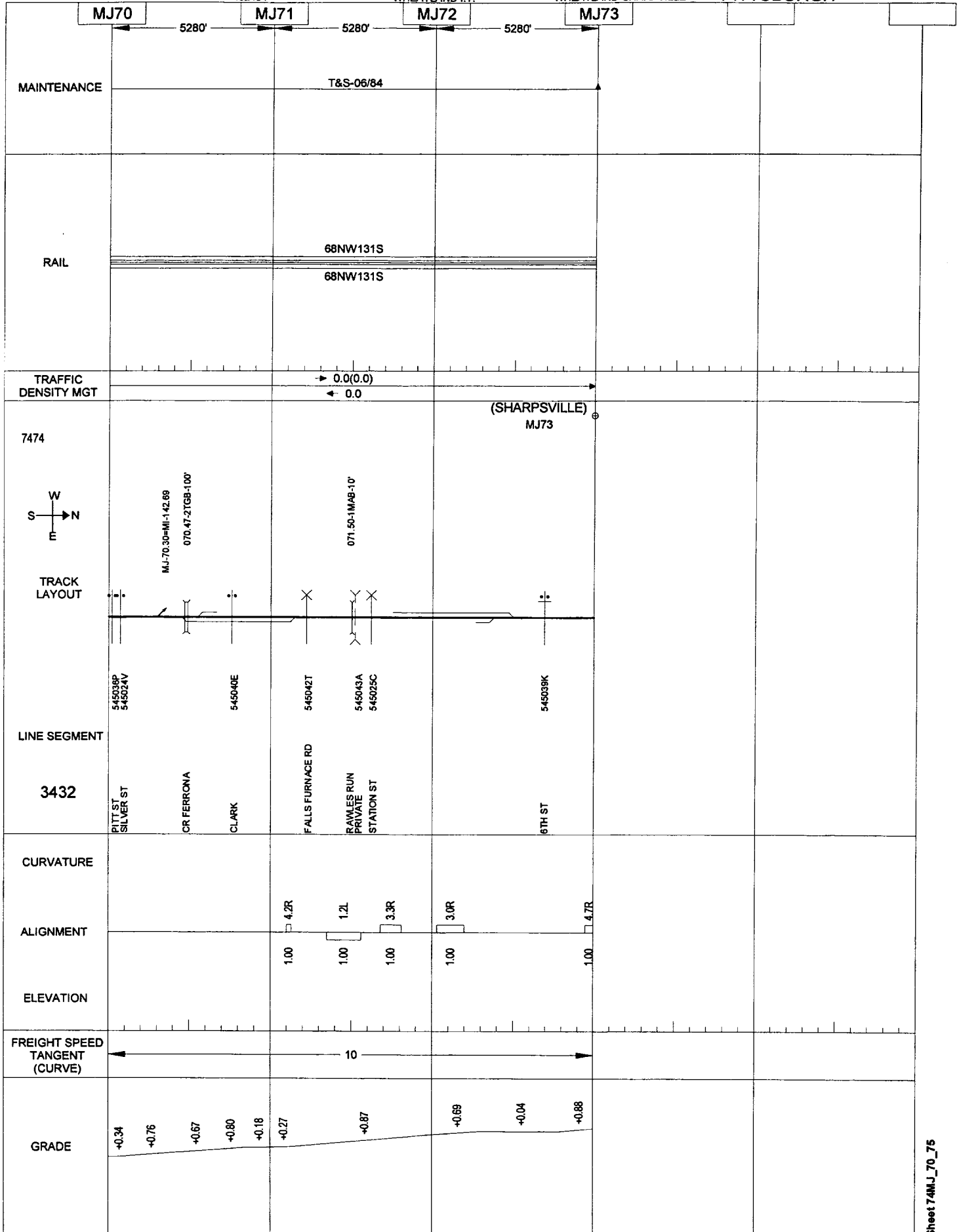
344

402434

WHEATLAND I.T.

WHEATLAND-SHARPVILLE

PITTSBURGH



10/10/2005

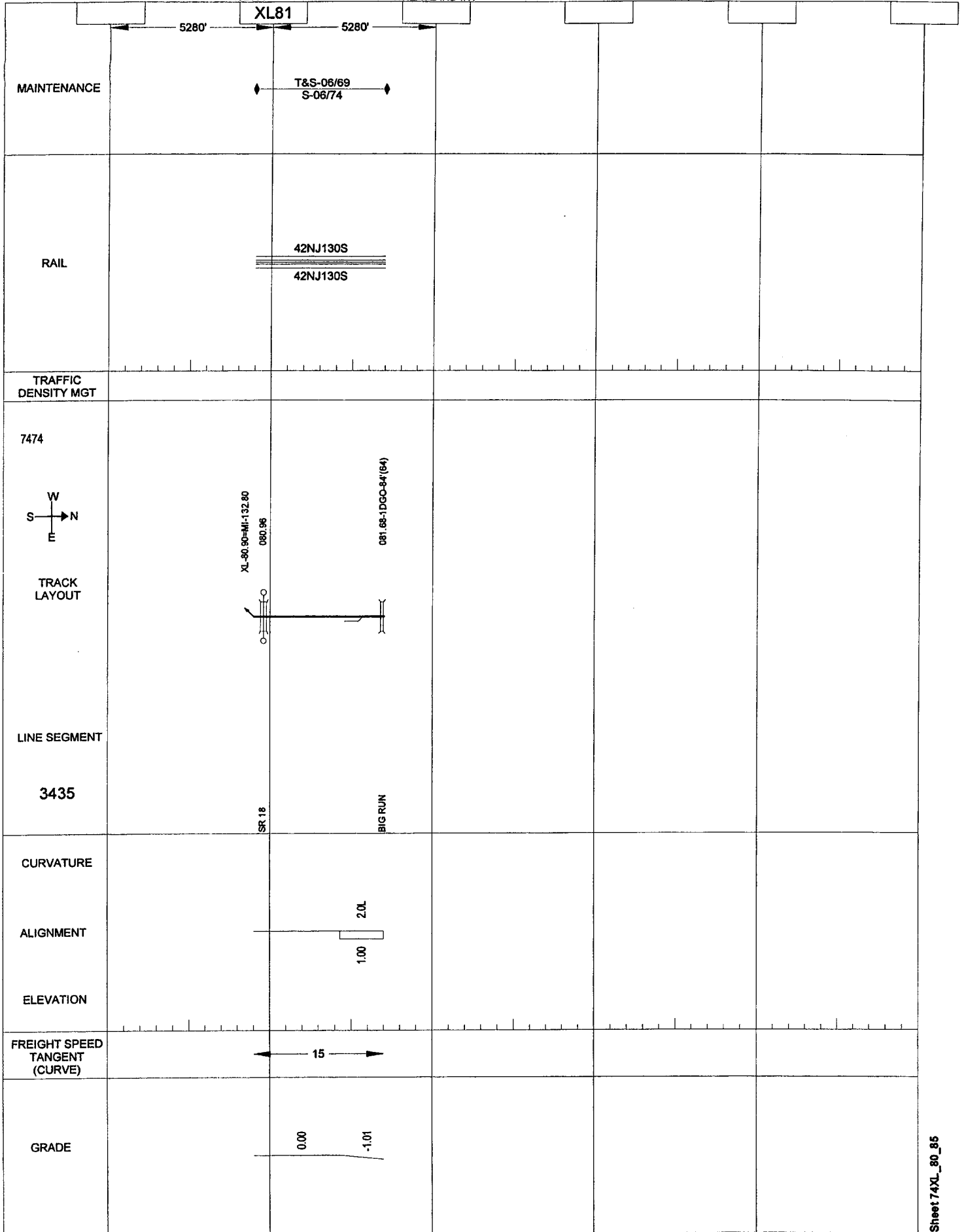
402434

345

WHEATLAND I.T.

SHENANGO-JAMESTOWN

PITTSBURGH



10/10/2005

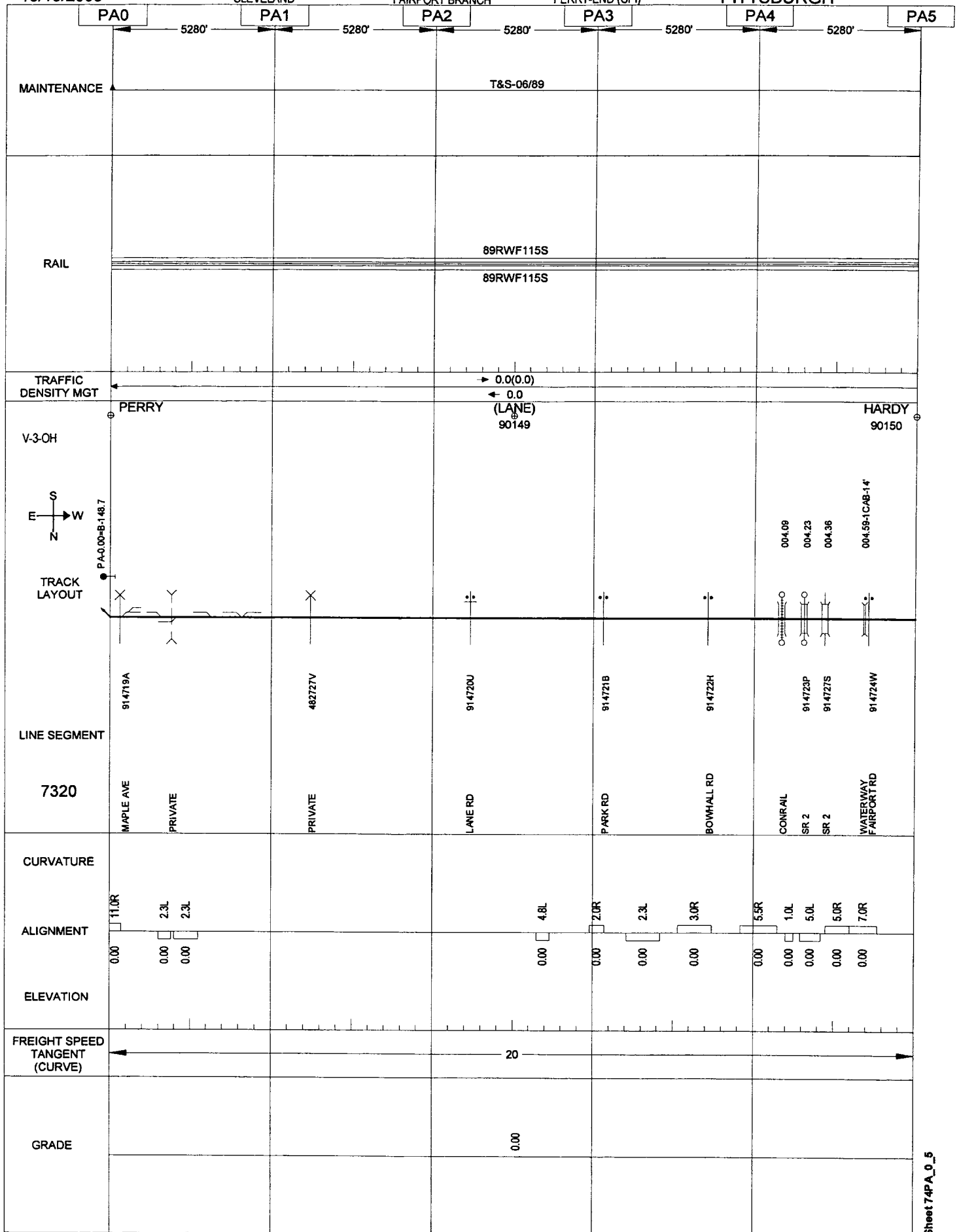
346

CLEVELAND

FAIRPORT BRANCH

PERRY-END (CPI)

PITTSBURGH



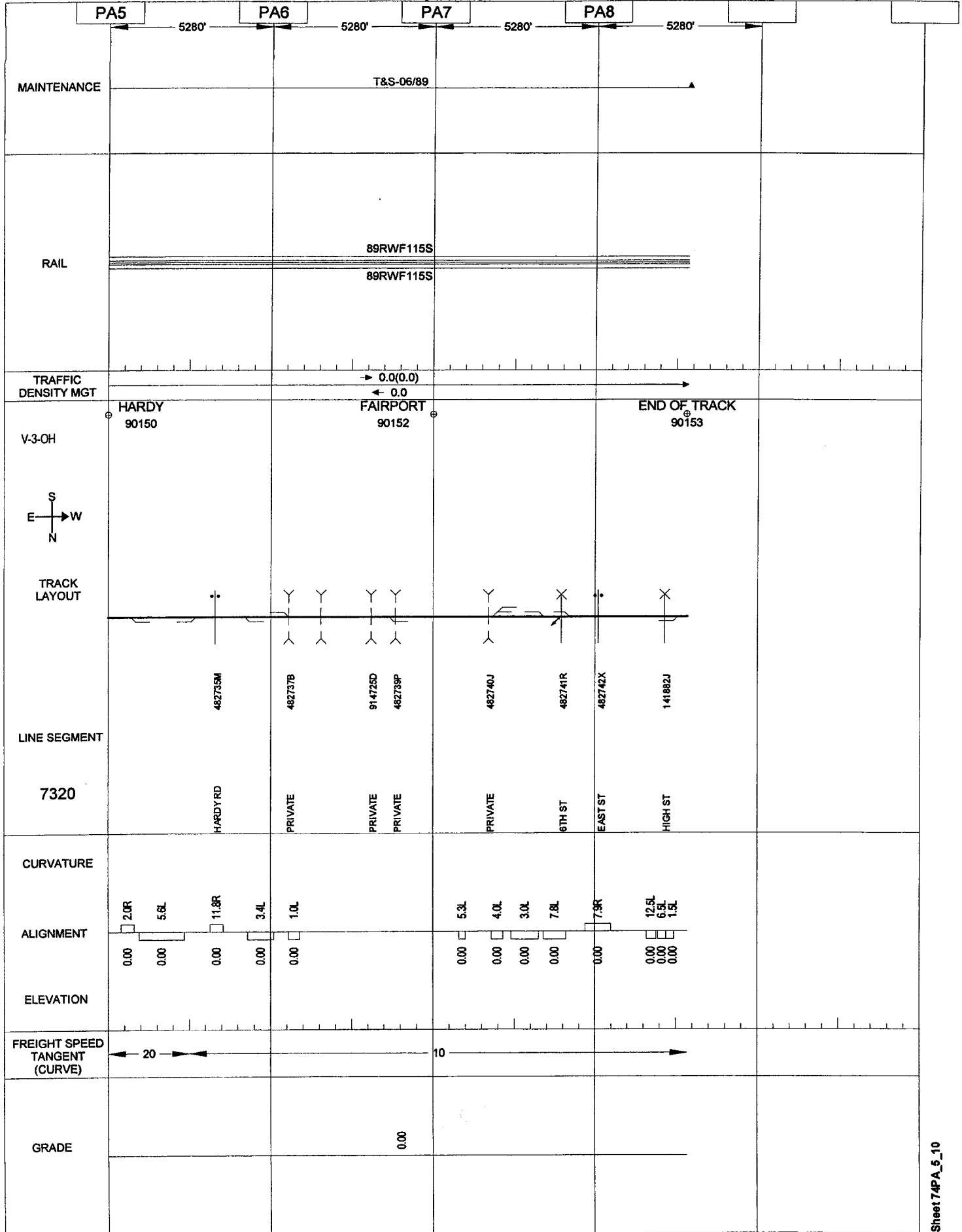
10/10/2005

CLEVELAND

347
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, tie 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: Owing 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 | 353 |
| CP PENN – EAST CONWAY | PC-001.74-020.50 | 362 |

10/05/2005

402102

353

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | 5242' | 5320' | 5187' | 5372' | 5274' |
|---|-------|-------|-------|-------|-------|
| | | | | | |
| MAINTENANCE #3 | | | | | |
| RAIL #3 | | | | | |
| TRAFFIC DENSITY MGT | | | | | |
| <div> <div>S</div> <div>E → W</div> <div>N</div> </div> <p>TRACK LAYOUT</p> | | | | | |
| LINE SEGMENT 3306 | | | | | |
| CURVATURE | | | | | |
| ALIGNMENT | | | | | |
| ELEVATION | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | |
| GRADE | | | | | |

10/05/2005

402102

354

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 | 02NW141S 98NW136S | 99NW136S 93NW136S | 02NW141S 71NW140S 98NW136S | 88NW132S 00NW136P 02NW141S 00NW136P 99NW136S | 04NW141P 00NW136P |
| TRAFFIC DENSITY MGT | 98NW136S 01NW136P | 98NW136S | 93NW136S 96NW136S 00NW136P | 99NW136S 02NW141S 71NW140S 98NW136S | 00NW136P 99NW136P | |
| TRACK LAYOUT | | | | | | |
| LINE SEGMENT | | | | | | |
| 3306 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |



10/05/2005


402102

355

PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | PT245 | PT246 | PT247 | PT248 | PT249 | PT250 |
|--|-------|--|----------------------|----------|--|----------------------------------|
| | 5149' | 5311' | 5307' | 4646' | 5238' | |
| MAINTENANCE | #3 | T&S-05/01 | | | T&S-05/01 S-05/03 | |
| | #4 | | | | T&S-06/97 | |
| RAIL | #3 | 92NW136S 01NW136P 97NW136S 99NW136S 02NW141S 00NW136P | 02NW141P 01NW136S | 95NW136S | 92NW136S 71NW140S 92NW136S 01NW136P 99NW136P 73NW140S 99NW136P 73NW140S | 97NW136S 87NW136S 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 | | | | | | |

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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | PT250 | PT251 | PT252 | PT253 | PT254 | PT255 |
|--|--|-------|-------|-------|-------|-------|
| | 5304' | 5136' | 5311' | 5162' | 4682' | |
| MAINTENANCE | <div> <div>#3</div> <div>T&S-05/01</div> <div>S-05/03</div> <div>T&S-06/97</div> <div>#4</div> </div> <div>T&S-05/01</div> | | | | | |
| RAIL | <div> <div>#3</div> <div>73NW140S</div> <div>75NW140S</div> <div>73NW140S</div> <div>73NW140S</div> <div>75NW140S</div> <div>73NW140S</div> <div>#4</div> </div> <div>73NW140S</div> <div>73NW140S</div> | | | | | |
| TRAFFIC DENSITY MGT | | | | | | |
| <div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div> <div>TRACK LAYOUT</div> | | | | | | |
| LINE SEGMENT | | | | | | |
| 3309 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

10/05/2005


402102

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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | PT255 | PT256 | PT257 | PT258 | PT259 | PT260 |
|--|----------|-------|-----------|-------|----------|-------|
| | 4594' | 4519' | 4631' | 4546' | 4626' | |
| MAINTENANCE #3 | | | T&S-05/01 | | | |
| RAIL #3 | 73NW140S | | 74NW140S | | 95NW136S | |
| | 73NW140S | | 74NW140S | | 95NW136S | |
| TRAFFIC DENSITY MGT | | | | | | |
|  TRACK LAYOUT | | | | | | |
| LINE SEGMENT 3309 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

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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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
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | 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 00NWF136P | 77NW140S | 03NW141P 98NW136S 99NWF136P | 77NW140S | 04NWF141P | 93NW136S 98NW136S 04NWF141P |
| | 89NW132S 01NW136S 03NW141P | 77NW140S 02NW141P | 98NW136S 99NWF136P | 99NWF136P | 98NW136S | 93NW136S 98NW136S 77NW140S |
| TRAFFIC DENSITY MGT | | | | | | |
|  TRACK LAYOUT | | | | | | |
| LINE SEGMENT 3312 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | PT270 | PT271 | PT272 | PT273 | PT274 | PT275 |
|---|---|---|---|---|---|---|
| | 5315' | 5277' | 5246' | 5120' | 5476' | |
| MAINTENANCE #3 | T&S-10/02 | | | | | |
| RAIL #3 | 98NW136S 77NW140S 95NW136S 96NW136S 84RW140S 02NW141P 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P | 84RW140S 02NW141P 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P | 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P | 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P | 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P | 84RW140S 98NW136S 99NWF136P 84RW140S 73NW140S 02NW141P |
| TRAFFIC DENSITY MGT | | | | | | |
| <div> <div>S</div> <div>E → W</div> <div>N</div> </div> <p>TRACK LAYOUT</p> | | | | | | |
| LINE SEGMENT | | | | | | |
| 3312 3315 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

10/05/2005

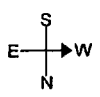
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PITTSBURGH LINE

ALTOONA-PITTSBURGH

PITTSBURGH

| | PT275 | PT276 | PT277 | PT278 | |
|--|--|--|--|--|-------|
| | 5461' | 5238' | 5329' | 5089' | 5282' |
| MAINTENANCE #3 | T&S-10/02 | | | | |
| RAIL #3 | 02NW141P 65RW140S 73NW140S 98NW136S 98NW136P 65RW140S 98NW136S | 73NW140S 98NW136S 73NW140S 98NW136S | 98NW136S 73NW140S 98NW136S 73NW140S | 73NW140S 02NW141P 98NW136P 73NW140S | |
| TRAFFIC DENSITY MGT | | | | | |
|  TRACK LAYOUT | | | | | |
| LINE SEGMENT 3315 | | | | | |
| CURVATURE | | | | | |
| ALIGNMENT | | | | | |
| ELEVATION | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | |
| GRADE | | | | | |

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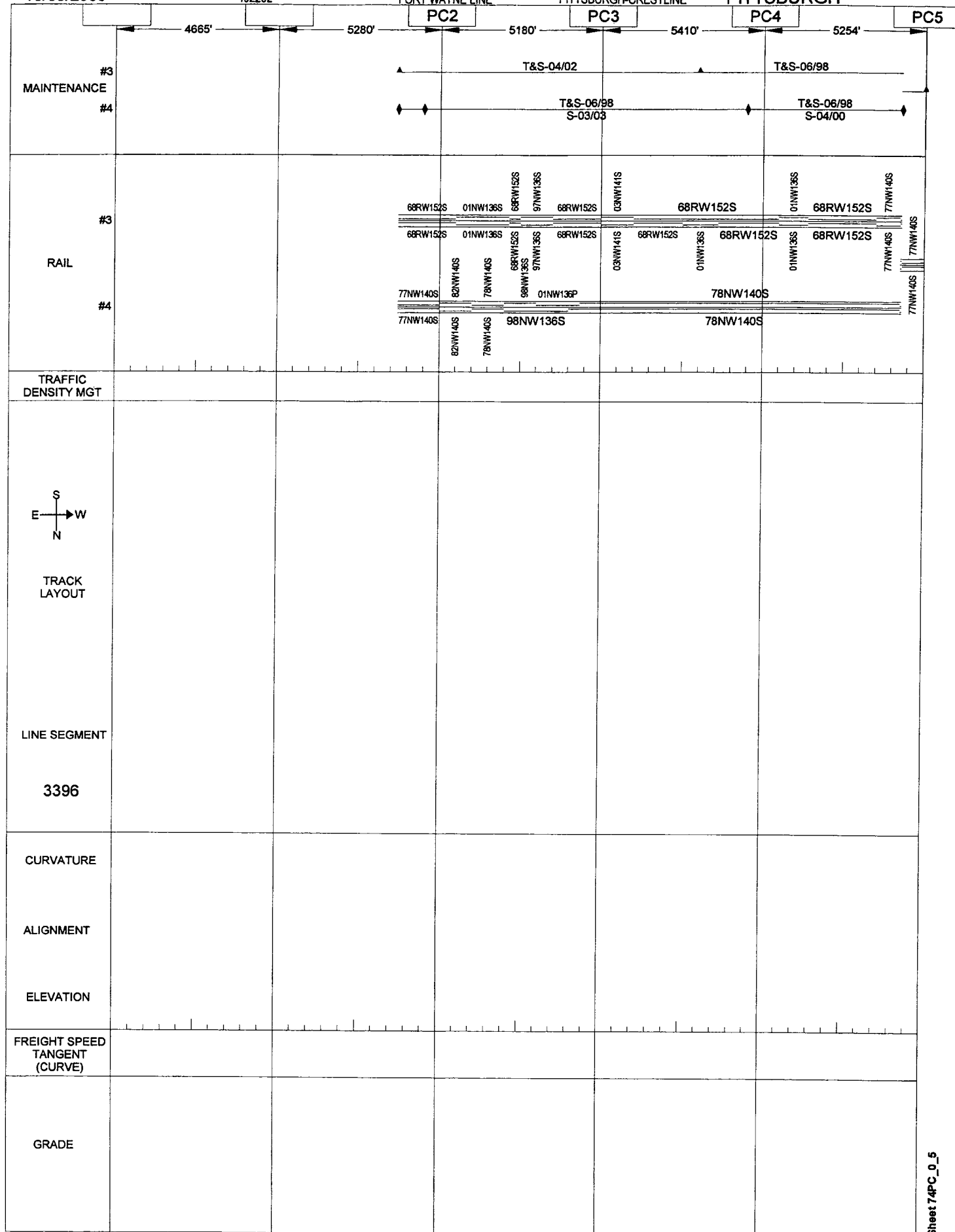
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH



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
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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 | 60NW136P | 98NW136S | 96NW136S | 68NW140S | |
| | 77NW140S | 60NW136P | 98NW136S | 96NW136S | 68NW140S | |
| TRAFFIC DENSITY MGT | | | | | | |
|  TRACK LAYOUT | | | | | | |
| LINE SEGMENT 3396 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

10/05/2005


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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 68NW140S 01NW136S | 76NW140S 76NW140S 01NW136S | 99NWF136P 00NWF136S | 76NW140S 76NW140S | 99NWF136S 76NW140S 67RW152S 98NW136S | 76NW140S 76NW140S 76NW140S |
| TRAFFIC DENSITY MGT | | | | | | |
|  TRACK LAYOUT | | | | | | |
| LINE SEGMENT 3396 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

10/05/2005

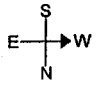
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FORT WAYNE LINE

PITTSBURGH-CRESTLINE

PITTSBURGH

| | PC15 | PC16 | PC17 | PC18 | PC19 | PC20 |
|---|-------|----------|----------------------|----------|-------|------|
| | 5197' | 5293' | 5163' | 5251' | 5295' | |
| MAINTENANCE | | | | | | |
| #3 | | | T&S-08/03 | | | |
| #4 | | | T&S-09/00 S-04/03 | | | |
| RAIL | | | | | | |
| #3 | | | 76NW140S | | | |
| | | | 76NW140S | | | |
| #4 | | | 76NW140S | | | |
| | | 76NW140S | 02NW141S | 76NW140S | | |
| TRAFFIC DENSITY MGT | | | | | | |
|  TRACK LAYOUT | | | | | | |
| LINE SEGMENT | | | | | | |
| 3396 | | | | | | |
| CURVATURE | | | | | | |
| ALIGNMENT | | | | | | |
| ELEVATION | | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | | |
| GRADE | | | | | | |

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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 | | | | | |
| <div> <div>S</div> <div>E → W</div> <div>N</div> </div> TRACK LAYOUT | | | | | |
| | | | | | |
| LINE SEGMENT | | | | | |
| 3396 | | | | | |
| CURVATURE | | | | | |
| ALIGNMENT | | | | | |
| ELEVATION | | | | | |
| FREIGHT SPEED TANGENT (CURVE) | | | | | |
| GRADE | | | | | |

TABLE 3
OPEN DECK BRIDGE INFORMATION

| <u>PAGE</u> | <u>MILE POST</u> | <u>BRIDGE NUMBER</u> | <u>TRACK</u> | <u>YEAR REDECKED</u> |
|-------------|----------------------|--------------------------|--------------|--------------------------|
| 128 | B-023.46 | 023.46 | 01 | 1998 |
| 129 | B-026.16 | 026.16 | 01 | 1998 |
| 129 | B-029.22 | 029.29 | 01 | 1997 |
| 131 | B-036.39 | 036.39 | 01 | 1977 |
| 132 | B-043.63 | 043.65 | 01 | 1990 |
| 133 | B-047.06 | 047.06 | 01 | 1977 |
| 135 | B-058.70 | 058.77 | 01 | 1998 |
| 136 | B-061.50 | 061.50 | 01 | 1997 |
| 137 | B-068.84 | 068.84 | 01 | 1981 |
| 138 | B-070.63 | 070.63 | 01 | 1978 |
| 140 | B-082.04 | 082.04 | 01 | 1984 |
| 141 | B-086.21 | 086.21 | 01 | 1988 |
| 141 | B-086.88 | 086.88 | 01 | 1988 |
| 141 | B-087.83 | 087.82 | 01 | 1990 |
| 142 | B-091.55 | 091.58 | 01 | 1987 |
| 143 | B-096.58 | 096.72 | 01 | 1996 |
| 144 | B-103.68 | 103.89 | 01 | 1987 |
| 147 | B-115.06 | 115.19 | 01 | 2003 |
| 149 | B-128.55 | 128.64 | 01 | 1988 |
| 151 | B-138.23 | 138.19 | 01 | 1988 |
| 154 | B-154.04 | 154.16 | 01 | 1983 |
| 314 | DL-004.45 | 004.45 | 01 | 1961 |
| 315 | DL-005.25 | 005.25 | 01 | 1982 |
| 284 | EL-000.10 | 000.20 | 01 | 1999 |
| 284 | EL-001.14 | 001.21 | 01 | 1983 |
| 285 | EL-006.82 | 006.92 | 01 | 1985 |
| 285 | EL-007.00 | 007.09 | 01 | 2001 |
| 285 | EL-007.18 | 007.28 | 01 | 1993 |
| 285 | EL-007.80 | 007.88 | 01 | 2000 |
| 285 | EL-008.13 | 008.23 | 01 | 1983 |
| 285 | EL-009.30 | 009.45 | 01 | 1983 |
| 286 | EL-010.65 | 010.82 | 01 | 1998 |
| 286 | EL-010.92 | 011.07 | 01 | 1997 |
| 286 | EL-011.16 | 011.31 | 01 | 1997 |
| 286 | EL-013.64 | 013.64 | 01 | 1975 |
| 287 | EL-015.06 | 015.06 | 01 | 1965 |
| 287 | EL-017.40 | 017.40 | 01 | 1983 |
| 287 | EL-018.05 | 018.05 | 01 | 1988 |
| 287 | EL-019.07 | 019.07 | 01 | 1988 |
| 287 | EL-019.17 | 019.17 | 01 | 1988 |
| 222 | EU-000.47 | 000.47 | 01 | 1982 |
| 180 | JK-003.48 | 003.48 | 01 | 1999 |
| 180 | JK-003.92 | 003.92 | 01 | 1994 |
| 181 | JK-007.84 | 007.84 | 01 | 1989 |
| 204 | JM-006.83 | 006.83 | 01 | 1969 |
| 205 | JM-012.30 | 012.30 | 01 | 1969 |
| 205 | JM-014.42 | 014.42 | 01 | 1969 |
| 206 | JM-016.48 | 016.48 | 01 | 1969 |
| 213 | KF-027.08 | 027.08 | 01 | 1965 |
| 213 | KF-027.64 | 027.64 | 01 | 2001 |
| 213 | KF-029.97 | 029.97 | 01 | 2000 |
| 214 | KF-031.00 | 031.00 | 01 | 1998 |
| 214 | KF-031.73 | 031.73 | 01 | 1998 |
| 214 | KF-032.45 | 032.45 | 01 | 1998 |
| 220 | KR-081.24 | 081.33 | 01 | 1984 |
| 221 | 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> |
|-------------|----------------------|--------------------------|--------------|--------------------------|
| 221 | KR-087.42 | 087.42 | 01 | 1981 |
| 109 | LC-001.44 | 001.60 | 01 | 1985 |
| 109 | LC-003.09 | 003.10 | 01 | 1988 |
| 115 | LC-034.74 | 034.74 | 01 | 2000 |
| 118 | LC-047.93 | 047.83 | 01 | 1980 |
| 120 | LC-057.53 | 057.53 | 01 | 1997 |
| 121 | LC-064.95 | 064.97 | 01 | 1998 |
| 224 | LQ-268.92 | 268.92 | 01 | 1979 |
| 268 | LR-001.26 | 001.26 | 01 | 1994 |
| 271 | LR-017.62 | 017.62 | 01 | 1980 |
| 274 | LR-030.26 | 030.26 | 01 | 1983 |
| 277 | LR-047.04 | 047.04 | 01 | NA |
| 281 | LR-066.26 | 066.24 | 01 | 1991 |
| 281 | LR-066.51 | 066.48 | 01 | 1991 |
| 281 | LR-066.56 | 066.56 | 01 | 1995 |
| 281 | LR-068.10 | 068.05 | 01 | 1992 |
| 281 | LR-068.73 | 068.72 | 01 | 1991 |
| 282 | LR-070.41 | 070.46 | 01 | 1997 |
| 282 | LR-071.64 | 071.64 | 01 | NA |
| 320 | MI-102.75 | 102.75 | 01 | 1990 |
| 321 | MI-105.61 | 105.61 | 01 | 1978 |
| 321 | MI-109.74 | 109.74 | 01 | 1980 |
| 322 | MI-110.50 | 110.50 | 01 | 1984 |
| 325 | MI-125.79 | 125.79 | 01 | 1983 |
| 325 | MI-129.05 | 129.05 | 01 | 1984 |
| 326 | MI-130.35 | 130.35 | 01 | 1982 |
| 326 | MI-131.86 | 131.86 | 01 | 1977 |
| 327 | MI-138.85 | 138.85 | 01 | 1990 |
| 327 | MI-139.78 | 139.78 | 01 | 1963 |
| 328 | MI-144.85 | 144.85 | BOTH | 1991 |
| 329 | MI-146.16 | 146.14 | BOTH | 1981 |
| 329 | MI-148.05 | 148.25 | 01 | 1980 |
| 329 | MI-148.30 | 148.46 | 01 | 1984 |
| 329 | MI-149.44 | 149.59 | 01 | 1981 |
| 343 | MJ-066.31 | 066.31 | 01 | 1968 |
| 343 | MJ-068.62 | 068.62 | 01 | 1973 |
| 244 | ML-001.11 | 001.20 | BOTH | 2002 |
| | | | BOTH | 2001 |
| 244 | ML-001.55 | 001.85 | 02 | 2004 |
| | | | 02 | 2002 |
| 245 | ML-007.70 | 007.70 | 01 | 1984 |
| 245 | ML-007.70 | 007.70 | 02 | 1986 |
| 245 | ML-007.97 | 007.97 | 01 | 2002 |
| 245 | ML-007.97 | 007.97 | 02 | 1996 |
| 254 | ML-052.81 | 052.90 | 01 | 1986 |
| 254 | ML-054.40 | 054.50 | 01 | 1983 |
| 255 | ML-059.33 | 059.33 | 01 | 1995 |
| 256 | ML-061.52 | 061.46 | 01 | 1994 |
| 256 | ML-062.07 | 062.03 | 01 | 1995 |
| 257 | ML-067.34 | 067.24 | 01 | 1995 |
| 238 | NJ-021.64 | 021.64 | 01 | NA |
| 312 | NW-011.44 | 011.44 | 01 | 1987 |
| 312 | NW-013.63 | 013.63 | 01 | 1991 |
| 313 | NW-017.70 | 017.70 | 01 | NA |
| 292 | OC-058.27 | 058.17 | 01 | 1980 |
| 317 | OP-008.31 | 008.35 | 01 | 1993 |
| 317 | OP-008.94 | 008.95 | 01 | 1993 |
| 317 | OP-009.01 | 009.01 | 01 | 1993 |
| 318 | OP-010.21 | 010.21 | 01 | 1993 |
| 319 | OP-015.44 | 015.44 | 01 | NA |
| 159 | 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> |
|-------------|----------------------|--------------------------|--------------|--------------------------|
| 159 | OY-001.33 | 001.39 | 02 | 2001 |
| 53 | PC-000.00 | 000.18 | BOTH | 1997 |
| 53 | PC-000.05 | 000.33 | 01 | 2002 |
| 53 | PC-000.05 | 000.33 | 02 | 2004 |
| 66 | PC-065.13 | 065.20 | 01 | 2004 |
| 66 | PC-065.13 | 065.20 | 02 | 2001 |
| 67 | PC-070.98 | 070.98 | BOTH | 1992 |
| 69 | PC-081.42 | 081.63 | 01 | 1998 |
| 69 | PC-081.42 | 081.63 | 02 | 1984 |
| 69 | PC-083.83 | 083.78 | 01 | 1992 |
| 69 | PC-083.83 | 083.78 | 02 | 1979 |
| 73 | PC-102.26 | 102.26 | BOTH | NA |
| 74 | PC-109.84 | 109.84 | 01 | 1991 |
| 74 | PC-109.84 | 109.84 | 02 | 1986 |
| 76 | PC-116.25 | 116.25 | 01 | 1984 |
| 76 | PC-118.20 | 118.20 | 01 | 1981 |
| 78 | PC-126.87 | 126.87 | 01 | 1987 |
| 78 | PC-126.87 | 126.87 | 02 | 1984 |
| 80 | PC-135.69 | 135.69 | BOTH | 1973 |
| 80 | PC-135.97 | 135.98 | 01 | 1979 |
| 80 | PC-135.97 | 135.98 | 02 | 1980 |
| 80 | PC-135.97 | 135.98 | 03 | 1979 |
| 80 | PC-137.06 | 137.06 | 01 | 1978 |
| 80 | PC-137.06 | 137.06 | 02 | 1984 |
| 83 | PC-151.48 | 151.48 | 01 | 2004 |
| 84 | PC-157.14 | 157.14 | 01 | 1980 |
| 84 | PC-157.30 | 157.30 | 01 | 1995 |
| 85 | PC-162.30 | 162.30 | 01 | 1982 |
| 85 | PC-162.30 | 162.30 | 02 | 2001 |
| 85 | PC-164.61 | 164.61 | 01 | 2000 |
| 85 | PC-164.61 | 164.61 | 02 | 2004 |
| 86 | PC-165.05 | 165.05 | 01 | 1978 |
| 86 | PC-165.05 | 165.05 | 02 | 2000 |
| 86 | PC-165.78 | 165.78 | 01 | 1998 |
| 86 | PC-165.78 | 165.78 | 02 | 1999 |
| 24 | PT-232.91 | 232.94 | BOTH | 1989 |
| 27 | PT-247.21 | 247.21 | 01 | 1995 |
| 194 | QS-015.07 | 015.07 | 01 | 1989 |
| 91 | RD-000.11 | 000.07 | 01 | 1981 |
| 91 | RD-004.47 | 004.47 | 01 | 1997 |
| 91 | RD-004.47 | 004.47 | 02 | 1978 |
| 92 | RD-007.72 | 007.72 | BOTH | 1984 |
| 93 | RD-014.19 | 014.21 | BOTH | 1988 |
| 95 | RD-021.96 | 021.96 | 01 | 1980 |
| 95 | RD-021.96 | 021.96 | 02 | 1985 |
| 95 | RD-024.71 | 024.71 | 01 | 1981 |
| 95 | RD-024.71 | 024.71 | 02 | 1985 |
| 96 | RD-028.30 | 028.30 | 01 | 1979 |
| 96 | RD-028.30 | 028.30 | 02 | 1978 |
| 96 | RD-029.25 | 029.25 | 01 | 1999 |
| 96 | RD-029.25 | 029.25 | 02 | 1979 |
| 97 | RD-030.35 | 030.35 | BOTH | 1982 |
| 97 | RD-030.77 | 030.77 | 01 | 1982 |
| 97 | RD-030.77 | 030.77 | 02 | 1978 |
| 97 | RD-031.91 | 031.91 | BOTH | 1997 |
| 97 | RD-032.17 | 032.17 | 01 | 1982 |
| 97 | RD-032.17 | 032.17 | 02 | 1977 |
| 97 | RD-033.73 | 033.73 | 01 | 2001 |
| 97 | RD-033.73 | 033.73 | 02 | 1995 |
| 98 | RD-036.79 | 036.79 | 01 | 1985 |
| 98 | RD-036.79 | 036.79 | 02 | 1990 |

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|-------------|----------------------|--------------------------|--------------|--------------------------|
| 98 | RD-037.25 | 037.23 | BOTH | 1980 |
| 98 | RD-037.61 | 037.61 | BOTH | 1980 |
| 101 | RD-053.08 | 053.05 | 01 | 1979 |
| 101 | RD-053.36 | 053.33 | 01 | 1980 |
| 101 | RD-054.20 | 054.20 | 01 | 2004 |
| 102 | RD-055.29 | 055.29 | 01 | 1981 |
| 102 | RD-056.83 | 056.83 | 01 | 2004 |
| 102 | RD-057.72 | 057.72 | 01 | 1981 |
| 102 | RD-058.83 | 058.83 | 01 | 1981 |
| 102 | RD-059.10 | 059.11 | 01 | 2004 |
| 331 | RM-000.24 | 000.24 | 01 | 1984 |
| 331 | RM-000.35 | 000.35 | 01 | 1984 |
| 331 | RM-000.91 | 000.91 | 01 | 1974 |
| 332 | RM-005.67 | 005.67 | 01 | 1986 |
| 332 | RM-007.68 | 007.68 | 01 | 1985 |
| 333 | RM-011.31 | 011.31 | 01 | 1982 |
| 333 | RM-012.25 | 012.25 | 01 | 1985 |
| 333 | RM-013.55 | 013.55 | 01 | 1982 |
| 335 | RM-020.48 | 020.48 | 01 | 1984 |
| 335 | RM-021.36 | 021.36 | 01 | 1982 |
| 335 | RM-022.52 | 022.52 | 01 | 1984 |
| 336 | RM-027.45 | 027.45 | 01 | 1990 |
| 337 | RM-033.14 | 033.14 | 01 | 1982 |
| 182 | RN-029.27 | 029.27 | 01 | 1987 |
| 293 | RO-000.25 | 000.20 | 01 | 1989 |
| 294 | RO-005.62 | 005.62 | 01 | 1985 |
| 297 | RO-023.65 | 023.63 | 01 | 1970 |
| 298 | RO-025.84 | 025.84 | 01 | 1994 |
| 298 | RO-026.56 | 026.56 | 01 | 1962 |
| 298 | RO-028.54 | 028.54 | 01 | 1967 |
| 298 | RO-029.39 | 029.39 | 01 | 1975 |
| 298 | RO-029.90 | 029.90 | 01 | 1975 |
| 299 | RO-030.66 | 030.66 | 01 | 1985 |
| 299 | RO-030.88 | 030.88 | 01 | 1989 |
| 299 | RO-032.61 | 032.61 | 01 | 1984 |
| 299 | RO-033.84 | 033.87 | 01 | 1985 |
| 300 | RO-039.81 | 039.81 | 01 | 1984 |
| 301 | RO-044.24 | 044.24 | 01 | 1981 |
| 304 | RO-058.42 | 058.36 | 01 | 1966 |
| 229 | RZ-006.26 | 006.10 | 01 | 1982 |
| 229 | RZ-006.79 | 006.39 | 01 | NA |
| 229 | RZ-007.30 | 007.30 | 01 | 1985 |
| 230 | RZ-010.74 | 010.74 | 01 | 1963 |
| 230 | RZ-012.46 | 012.46 | 01 | 1984 |
| 230 | RZ-013.09 | 013.09 | 01 | 1981 |
| 230 | RZ-014.60 | 014.60 | 01 | 1980 |
| 231 | RZ-015.69 | 015.69 | 01 | 1984 |
| 231 | RZ-018.44 | 018.44 | 01 | 1985 |
| 231 | RZ-019.96 | 019.96 | 01 | 1984 |
| 232 | RZ-021.48 | 021.48 | 01 | 1982 |
| 232 | RZ-022.85 | 022.85 | 01 | 1981 |
| 233 | RZ-025.49 | 025.49 | 01 | 1981 |
| 233 | RZ-028.44 | 028.57 | 01 | 1983 |
| 233 | RZ-029.84 | 029.84 | 01 | 1985 |
| 234 | RZ-031.42 | 031.42 | 01 | NA |
| 234 | RZ-034.51 | 034.51 | 01 | 1983 |
| 235 | RZ-035.01 | 035.01 | 01 | 1983 |
| 235 | RZ-036.72 | 036.72 | 01 | 1985 |
| 186 | SY-003.57 | 003.57 | 01 | 1996 |
| 186 | SY-004.67 | 004.67 | 01 | 1997 |
| 187 | SY-005.35 | 005.35 | 01 | 1996 |

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|-------------|----------------------|--------------------------|--------------|--------------------------|
| 187 | SY-006.07 | 006.07 | 01 | 1995 |
| 187 | SY-008.79 | 008.79 | 01 | 1995 |
| 189 | SY-015.00 | 014.95 | 01 | 1988 |
| 189 | SY-015.07 | 015.07 | 01 | 1989 |
| 189 | SY-019.96 | 019.96 | 01 | 1981 |
| 190 | SY-020.33 | 020.39 | 01 | 1977 |
| 338 | TI-134.56 | 134.56 | 01 | 1965 |
| 339 | TI-135.08 | 135.08 | 01 | 1990 |
| 339 | TI-136.70 | 136.70 | 01 | 1984 |
| 217 | TJ-000.91 | 000.12 | 01 | 2004 |
| | | | 01 | 2002 |
| 197 | UN-000.22 | 000.22 | 01 | 1999 |
| 291 | WX-000.17 | 000.17 | 01 | 1995 |
| 262 | WY-003.15 | 003.28 | 01 | 1967 |
| 262 | WY-003.44 | 003.56 | 01 | 1992 |
| 263 | WY-007.28 | 007.57 | 01 | 1992 |
| 263 | WY-007.50 | 007.78 | 01 | 1967 |
| 345 | XL-081.68 | 081.68 | 01 | 1964 |
| 161 | YG-007.85 | 007.85 | 01 | 2001 |
| 163 | YG-017.80 | 017.87 | 01 | 1985 |
| 164 | YG-023.70 | 023.72 | 01 | 2004 |
| 164 | YG-024.37 | 024.40 | 01 | 1982 |
| 164 | YG-024.88 | 024.88 | 01 | 1986 |
| 165 | YG-025.09 | 025.09 | 01 | 1986 |
| 165 | YG-026.73 | 026.78 | 01 | 2000 |
| 165 | YG-027.03 | 027.02 | 01 | 1992 |
| 165 | YG-027.34 | 027.34 | 01 | 1985 |
| 165 | YG-028.07 | 028.17 | 01 | 1988 |
| 165 | YG-029.59 | 029.55 | 01 | 1986 |
| 167 | YG-035.85 | 035.89 | 01 | 1987 |
| 168 | YG-040.44 | 040.49 | 01 | 1981 |
| 168 | YG-043.39 | 043.39 | 01 | 1984 |
| 168 | YG-043.94 | 043.94 | 01 | 1986 |
| 169 | YG-047.75 | 047.75 | 01 | 1991 |
| 169 | YG-048.68 | 048.68 | 01 | 1999 |
| 169 | YG-049.49 | 049.49 | 01 | 1999 |
| 170 | YG-050.02 | 050.02 | 01 | 2001 |
| 170 | YG-050.21 | 050.21 | 01 | 1999 |
| 170 | YG-050.66 | 050.66 | 01 | 1992 |
| 172 | YG-060.02 | 060.13 | BOTH | 1983 |
| 172 | YG-062.18 | 062.17 | 01 | 1983 |
| 172 | YG-062.98 | 063.00 | 01 | 1983 |
| 172 | YG-064.38 | 064.38 | 01 | 1977 |
| 173 | YG-066.87 | 066.87 | 01 | 2001 |
| 174 | YG-074.82 | 074.90 | 01 | 2004 |
| 175 | YG-075.87 | 075.94 | 01 | 1996 |
| 175 | YG-075.87 | 075.94 | 02 | 2002 |
| 176 | YG-081.04 | 080.33 | BOTH | 1992 |
| 176 | YG-081.33 | 081.42 | 01 | 2001 |
| 176 | YG-081.83 | 081.99 | 01 | 2001 |
| | | | 01 | 1995 |
| | | | 01 | 1980 |
| 176 | YG-083.14 | 083.21 | 01 | 1991 |
| 176 | YG-084.74 | 084.83 | 01 | 1976 |
| 178 | YG-090.62 | 090.71 | 01 | 1988 |
| 178 | YG-092.81 | 092.81 | 01 | 1985 |
| 289 | YN-000.18 | 000.26 | 01 | 1987 |
| 289 | YN-000.55 | 000.55 | 01 | 1994 |
| 289 | YN-000.83 | 000.83 | 01 | 1994 |
| 289 | YN-001.78 | 001.78 | 01 | NA |