

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-167 (Sub-No. 1195X)

ENTERED
Office of Proceedings
January 18, 2022
Part of
Public Record

CONSOLIDATED RAIL CORPORATION—ABANDONMENT EXEMPTION—IN
SCHUYLKILL & CARBON COUNTIES, PA

REPLY TO REQUEST FOR SUPPLEMENTAL INFORMATION

Conrail hereby replies to the Board’s Order served December 2, 2021, directing Conrail to submit supplemental information regarding the status of the Tresckow Branch (the Line).

Conrail believes it never acquired a common carrier obligation with regard to the Line. Conrail asks the Board to terminate this proceeding on that basis. In the alternative, the Board could resolve any uncertainty by authorizing Conrail’s abandonment of the Line to the extent that Conrail acquired a common carrier obligation. The record establishes that the “public convenience and necessity . . . permit the abandonment.” 49 U.S.C. § 10903.

Conrail acquired the Line as part of the process established for implementing the Final System Plan (FSP) developed by the United States Railway Association (USRA) pursuant to the Regional Rail Reorganization Act of 1973 (the 3R Act).¹ Specifically, Conrail acquired the Line and related property through a Deed executed March 29, 1976, by the Trustees of the Property of the Reading Company, pursuant to an order of the Special Court established by the 3R Act. *See* Attachment A hereto. The Line is described on page A-18 of Exhibit A to the Deed, where it is

¹ Pub. L. 93-236, 87 Stat. 985, as amended by the Railroad Revitalization and Regulatory Reform Act of 1976, Pub. L. 94-201, 90 Stat. 31 (currently codified at 45 U.S.C. § 701 *et seq.*).

identified as “Line Code 0523 in the records of the United States Railway Association.” See Attachment A at 22.

When Conrail acquired the Line and related property, it did not acquire any common carrier obligation with respect to the Line because the FSP did not designate the Line for transfer to Conrail. Conrail acquired a common carrier obligation only with respect to lines designated for transfer to Conrail.² “The FSP designated which rail properties would be retained in active service and transferred to Conrail and which rail properties could be abandoned.” *New Jersey Ass’n of R.R. Passengers—Petition for Declaratory Order—Princeton Branch*, FD 35745, slip op. at 2 (STB served July 25, 2014). “Under the FSP, the rail properties that were not designated for transfer to Conrail could be abandoned and discontinued without further approval from the Board or its predecessor agency, the Interstate Commerce Commission (ICC), unless an offer to purchase the line was made under section 304(f) or a rail service continuation payment was offered under section 304(c).” *Id.*; see also 45 U.S.C. §§ 744(a), (b).

There can be no dispute that the FSP did not designate the Line for transfer to Conrail:

First, the FSP’s sequential listing of lines designated for transfer to Conrail from Lehigh Valley Railroad (Lehigh Valley) and Lehigh & Susquehanna Railroad (L&S), which includes Line Codes in the 0520’s range, does not include Line Code 0523. See Attachment B hereto.³

Second, the exclusion of Line Code 0523 from the list of lines designated for transfer to Conrail is confirmed by information contained in USRA’s User File. The User File is USRA’s

² Section 302 of the 3R Act “authorized and directed” Conrail to “acquire rail properties designated in the final system plan to be transferred or conveyed to it” and to “operate rail service over such rail properties,” except as otherwise provided. 45 U.S.C. §§ 742(a), (b).

³ To be absolute clear, no reference to “Line Code 0523” appears anywhere else in Section A, or anywhere else in the FSP or its supplements. Most notably, Line Code 0523 is not listed among the lines designated for transfer to Conrail by Reading Company (pages 281-282) or by Central Railroad of New Jersey (page 283).

computerized inventory of rail lines that were evaluated in developing the FSP. *See* Attachment C hereto (describing the User File).⁴ It identifies the “user” who operated on each rail segment listed in the file, geographic information about each segment, and the “buyer”—the transferee to whom the line had been designated in the FSP. *See id.* The User File also identifies the line’s “status”—its disposition pursuant to the FSP or a supplemental designation. *See id.* A copy of the User File, as it existed in 1980, was provided to the Special Court. *See id.* Conrail has in its files a printout of the User File dated January 17, 1980. Page 20 of the document addresses Line Code 0523. Line Code 0523 is described as a line owned by “L&S”⁵ from MP 0.0 at Silverbrook Junction to MP 7.7 at Audenried. The “Branch Name” is listed as the “L&S Trescow Br.” *See* Attachment D hereto. Conrail is not listed as the “Buyer.” The “Buyer” is listed as “L.OPR.”⁶ Line 0523’s “Status” is listed as “OS.” *See id.* “OS” means “Out of Service,” and indicates the Line was “not operated and [was] not designated for conveyance.” *See* Attachment C at 4 (defining “OS”).

Third, additional confirmation that the FSP did not designate the Line for transfer to Conrail is provided in Volume II of the FSP. FSP Volume II reviews the disposition of light

⁴ Attachment C is a description of the User File contained in *The Conveyance Process, A Supplement to the Final Report of the United States Railway Association* (Dec. 1986).

⁵ The Line was originally owned by Lehigh Coal & Navigation Company as part of a collection of railroad properties known as the Lehigh and Susquehanna Railroad System. Reading Company purchased those properties in 1963, subject to the rights of Central Railroad Company of New Jersey, which had leased the Line in 1871. *See generally, Reading Co.—Purchase—Lehigh & Susquehanna R.R. Sys.*, 317 I.C.C. 633 (1963).

⁶ Compare Attachment C, Line Code 0529, listing the “Buyer” as “CRC.” “L. OPR” might mean that at some point USRA considered offering the Line to an “Other Profitable Railroad.” However, the FSP’s table of “Designations of Offers to Profitable Railroads” does not include Line Code 0529. *See* FSP, Vol. 1, Part II, Appendix, Section B, pp. 293-322.

density lines, using a different line numbering system.⁷ In Volume II, a table titled, “The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.” includes an entry for “Line No. 1030,” which is described as running from MP 0.0 at Silverbrook Junction to MP 7.7 at Audenried, and as “[p]art of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.” See Attachment E hereto.⁸ “Line No. 1030” plainly refers to the same track as “Line Code 0523.”

In sum, the FSP’s list of lines designated for transfer to Conrail, the USRA’s User File, and the FSP’s table of light-density lines not designated for transfer to Conrail all indicate the Line was not designated for transfer to Conrail as part of the FSP, and thus that Conrail never acquire a common carrier obligation with respect to the Line.⁹ However, instead of dismissing this proceeding, Board could resolve any uncertainty with regard to Conrail’s obligations by allowing the requested exemption to become effective.

In its Order requesting more information, the Board expressed interest in any evidence indicating whether Central Railroad Company of New Jersey (CNJ) ever exercised the authority to abandon the Line that the ICC granted in 1971. See *R.D. Timpany, Trustee of the Property of the Central Railroad Co. of New Jersey Abandonment of Its Tresckow Branch, In Carbon*

⁷ In Volume II, “USRA Line No. 0523” is identified as a portion of the Richmond Branch extending from Anderson to Elwood, Indiana. See FSP, Vol. II, Part III, page 89; see also Attachment E hereto.

⁸ As noted above, the Line was historically part of the Lehigh and Susquehanna Railroad System. See note 5, *supra*.

⁹ A Board decision to this effect would not fall under the exclusive jurisdiction of the Special Court. “Only in proceedings in which the Board’s authority is challenged and an interpretation of the FSP or the Special Court’s conveyance order under 45 U.S.C. § 719(e)(2) is required does the Board lack jurisdiction to resolve the question of the nature of the trackage sought to be abandoned.” *Consol. Rail. Corp. v. STB*, 571 F.3d 13, 20 (D.C. Cir. 2009); see also *Prairie Cent. Ry. v. Ill. Cent. Gulf R.R.*, 564 F. Supp. 385, 388 (Special Court 3R Act 1983) (holding the Special Court lacked jurisdiction to resolve a dispute relating to property *not designated* for transfer to Conrail).

County, PA, FD 26659 (Sub-No. 7) (ICC served Aug. 24, 1971) (Attachment F hereto). The Board suggested the National Archives and Records Administration might have relevant records if Conrail does not have them. Conrail has not located any relevant records in its files. Conrail had made arrangement to search for records in the National Archives, but the Archives' research rooms are closed due to COVID-19 concerns, and the Archives' website does not indicate an anticipated reopening date.¹⁰ Conrail believes the FSP's reference to "Line No. 1030" as having been "taken over by the LV on Mar. 31, 1972" indicates that CNJ exercised the abandonment authority granted by the ICC that and Lehigh Valley acquired rights to operate the Line. During the same time period, CNJ was seeking authority to abandon operations on other lines in the same area, and Lehigh Valley was seeking authority to operate some of those lines once CNJ abandoned its authority. *See R.D. Timpany, Trustee of the Central Railroad Co. of New Jersey—Abandonment of Operation Between Phillipsburg, N.J. & Hudson, PA*, 342 I.C.C. 227 (1972).

Conrail has also not located any documents addressing whether Lehigh Valley ever operated the Line, and if it did, ever formally abandoned any common carrier obligation that attached with respect to the Line. However, as discussed above, abandonment under the 3R Act would have involved a simple process of providing notice to certain state and local officials, as well as the ICC. *See* 45 U.S.C. §§ 744(a), (b). At least one ICC decision suggests the Trustees of Lehigh Valley used the 3R Act's notice process in connection with lines not designated for transfer to Conrail. *See Owego & Harford Ry. Modified Rail Certificate*, FD 32063 (ICC served May 15, 1992), 1992 WL 101482, at *1 ("The line was abandoned in 1976 under section 304 of the [3R Act], 45 U.S.C. 744(b) . . .").

¹⁰ *See* <https://www.archives.gov/college-park>

Conrail also has not located any documents confirming Reading Company ever formally abandoned its common carrier obligation as owner of the Line. However, it seems unlikely the Trustees of Reading Company would not have filed the appropriate discontinuance and abandonment notices in connection with their transfer of the Line to Conrail.

Because Congress authorized abandonment of lines not designated to Conrail in the FSP, and because the purpose of the 3R Act's notice provisions was fulfilled by Conrail's compliance with the service requirements of the Notice of Exemption process, the Board could remove any uncertainty about the Line's status by declaring that any remaining common carrier obligations of CNJ, Lehigh Valley, and Reading Company are terminated.¹¹

If the Board does not take that step, it should still remove any uncertainty with regard to Conrail. The Board could dismiss this proceeding on the basis that Conrail never acquired any common carrier obligation with respect to the Line. Alternatively, the Board could authorize abandonment of any common carrier obligation Conrail may have acquired by allowing the requested exemption to take effect.

Respectfully submitted,

/s/ Michael L. Rosenthal
MICHAEL L. ROSENTHAL
TARA SUMMERVILLE
Covington & Burling LLP
850 Tenth Street, NW
Washington, DC 20001-4956

*Counsel for Consolidated
Rail Corporation*

January 17, 2022

¹¹ In other contexts, the Board has recognized that congressional authorization to discontinue and abandon lines provided under the 3R Act survives the passage of time and can be triggered by the provision of notice comparable to the notice required under the 3R Act. *See Rail Service Continuation Subsidy Standards*, 3 S.T.B. 131 (1998).

ent No.

RDG-CRC-RP-17

DEED

THIS DEED IS MADE BY AND BETWEEN

ANDREW L. LEWIS, JR. AND JOSEPH L. CASTLE,

AS TRUSTEES OF THE PROPERTY OF

READING COMPANY, DEBTOR

(collectively "Grantor"), whose address is 1 Plymouth Meeting,
Plymouth Meeting, Pennsylvania 19462

AND

CONSOLIDATED RAIL CORPORATION,

a corporation organized and existing under the laws of the
Commonwealth of Pennsylvania ("Grantee"), whose address is 1818 Market Street,
Philadelphia, Pennsylvania 19103.

WHEREAS, the Debtor is a railroad in reorganization under Section 77 of the Federal Bankruptcy Act, 11 U.S.C. Sec. 205, and is a railroad in reorganization as that term is defined in the Regional Rail Reorganization Act of 1973 (Public Law 93-236, 87 Stat. 985), as amended ("Act"); and

WHEREAS, by orders of the United States District Court for the Eastern District of Pennsylvania entered in Docket No. 71-828 the above-named individuals were duly appointed and are now serving as Trustees of the property of the Debtor; and

WHEREAS, the United States Railway Association, pursuant to Section 209 (c) of the Act, has certified to the Special United States District Court established pursuant to Section 209 (b) of the Act ("Special Court"), that the rail properties of the Debtor hereinafter described (except those hereinafter reserved and excepted) are to be transferred by the Grantor to the Grantee; and

WHEREAS, pursuant to Section 303 (b) (1) of the Act, the Special Court has ordered the Grantor to convey to the Grantee all of the Grantor's right, title and interest in such rail properties, free and clear of any liens or encumbrances as provided in Section 303 (b) of the Act;

NOW, THEREFORE, pursuant to the Order of the Special Court, the Grantor hereby grants and conveys to the Grantee:

A. All of the Grantor's right, title and interest, legal and equitable, in and to the real property located in the
County of Schuylkill, Commonwealth of Pennsylvania

as described in Exhibit A attached to this Deed as a part hereof, together with all of the appurtenances, hereditaments, franchises, ways, waters, minerals, rights, privileges, improvements, fixtures, licenses, leaseholds, reversions, easements, rights under operating, trackage and joint facility agreements, rents, issues, profits and other interests and items belonging to or in any way appertaining to such real property, including but not limited to all real property items that would properly be recorded in Accounts 1 through 45 and 90 of the Property Accounts prescribed by the Interstate Commerce Commission for Railroad Companies in its Uniform System of Accounts, 49 C.F.R. Part 1201, to the extent that such interests and items belong or in any way appertain to such real property, except as those interests and items belong or appertain to the real property hereinafter reserved and excepted.

BOOK 1262 PAGE 418

11083

For Maps Which Are Part of This Recording See Map Book #9 Page 24

Final Rec.
Index Card
OK R.R.B.

B. 1. The easements and rights to use, operate, maintain, repair, renew, replace and remove on, under, over and across the real property hereinafter reserved and excepted ("Grantor's Burdened Property"), any and all lines, poles, pipes, appliances, equipment, structures, facilities and appurtenances (each an "Easement Item") existing on and used or useful as of the date of delivery of this Deed as a part of any railroad communication, signal or interlocker system or as a part of any electric, telephone, telegraph, water, gas, steam, sanitary sewer, storm sewer or other utility system, together with the easement of reasonable access over the Grantor's Burdened Property to permit the exercise of the foregoing easements and rights, and the easement for lateral support of the real property conveyed by this Deed.

2. The easements and rights for the specific uses, if any, (each an "Easement Item") particularly described in Exhibit B attached to this Deed as a part hereof and burdening certain real property hereinafter reserved and excepted.

3. The Grantee shall give the Grantor reasonable notice before entering on the Grantor's Burdened Property to exercise the easements and rights conveyed in this Paragraph B, and shall exercise such easements and rights (a) so as not to interfere unreasonably with the use and enjoyment of the Grantor's Burdened Property, (b) in compliance with generally applicable reasonable requirements established from time to time by the Grantor and (c) so as not to increase materially the burden on the Grantor's Burdened Property existing on the date of delivery of this Deed. The Grantee shall indemnify and save the Grantor harmless from any loss, damage or expense arising from the exercise of the foregoing easements and rights, without regard to negligence on the part of the Grantor or the Grantee. Upon request of and at the expense of the Grantor, the Grantee shall execute and deliver to the Grantor a deed or other instrument releasing the Grantee's rights in any part of the Grantor's Burdened Property that is not used or reasonably needed by the Grantee in the exercise of the easements and rights conveyed in this Paragraph B.

4. If the location of any Easement Item would interfere with any proposed use or sale of any part of the Grantor's Burdened Property, the Grantor may, at the Grantor's expense and after obtaining the Grantee's written consent, relocate the interfering Easement Item or cause the same to be relocated. Such consent will be granted unless (a) the Easement Item cannot be relocated as proposed by the Grantor without unreasonable interference to the Grantee's operations or without damage to the integrity of the system of which the Easement Item is a part or (b) the Grantee will not have reasonable access to the relocated Easement Item. If the Grantee has previously released its easements and rights in any real property as provided in Paragraph B. 3. and a relocated Easement Item falls, in whole or in part, within the area that has been so released, the Grantor and the Grantee shall exchange the following instruments promptly after the relocation is completed:

(a) The Grantor shall execute and deliver to the Grantee a supplementary deed of easement which conveys to the Grantee with respect to the relocated Easement Item the easements and rights described in this Paragraph B.

(b) The Grantee shall execute and deliver to the Grantor a deed or other instrument of release as provided in Paragraph B. 3.

5. The Grantor shall bear all expenses and the cost of all transfer and recording taxes, fees and charges in connection with all deeds and other instruments delivered pursuant to this Paragraph B.

RESERVING AND EXCEPTING, HOWEVER, TO THE GRANTOR:

C. All the respective right, title and interest of the Grantor, legal and equitable, in and to the real property described in Exhibit B attached to this Deed as a part hereof, but subject, however, to (a) the limitation of access thereto across the real property conveyed by this Deed as hereinafter provided and (b) the easements and rights conveyed pursuant to Paragraph B above.

D. 1. The easements and rights to use, operate, maintain, repair, renew, replace and remove on, under, over and across the real property conveyed by this Deed ("Grantee's Burdened Property"), any and all lines, poles, pipes, appliances, equipment, structures, facilities and appurtenances (each an "Easement Item") existing on and used or useful as of the date of delivery of this Deed as a part of any railroad communication, signal or interlocker system or as a part of any electric, telephone, telegraph, water, gas, steam, sanitary sewer, storm sewer or other utility system, together with the easement of reasonable access over the Grantee's Burdened Property to permit the exercise of the foregoing easements and rights, and the easement for lateral support of the real property reserved and excepted from this conveyance.

2. The easements and rights for the specific uses, if any, (each an "Easement Item") particularly described in Exhibit B to this Deed and burdening certain real property conveyed by this Deed.

3. The Grantor shall give the Grantee reasonable notice before entering on the Grantee's Burdened Property to exercise the easements and rights reserved and excepted in this Paragraph D, and shall exercise such easements and rights (a) so as not to interfere unreasonably with the use and enjoyment of the Grantee's Burdened Property, (b) in compliance with generally applicable reasonable requirements established from time to time by the Grantee and (c) so as not to increase materially the burden on the Grantee's Burdened Property existing on the date of delivery of this Deed. The Grantor shall indemnify and save the Grantee harmless from any loss, damage or expense arising from the exercise of the foregoing easements and rights, without regard to negligence on the part of the Grantee or the Grantor. Upon request of and at the expense of the Grantee, the Grantor shall execute and deliver to the Grantee a deed or other instrument releasing the Grantor's rights in any part of the Grantee's Burdened Property that is not used or reasonably needed by the Grantor in the exercise of the easements and rights reserved and excepted in this Paragraph D.

4. If the location of any Easement Item would interfere with any proposed use or sale of any part of the Grantee's Burdened Property, the Grantee may, at the Grantee's expense and after obtaining the Grantor's written consent, relocate the interfering Easement Item or cause the same to be relocated. Such consent will be granted unless (a) the Easement Item cannot be relocated as proposed by the Grantee without unreasonable interference to the Grantor's operations or without damage to the integrity of the system of which the Easement Item is a part or (b) the Grantor will not have reasonable access to the relocated Easement Item. If the Grantor has previously released its easements and rights in any real property as provided in Paragraph D. 3. and a relocated Easement Item falls, in whole or in part, within the area that has been so released, the Grantor and the Grantee shall exchange the following instruments promptly after the relocation is completed:

(a) The Grantee shall execute and deliver to the Grantor a supplementary deed of easement which conveys to the Grantor with respect to the relocated Easement Item the easements and rights described in this Paragraph D.

(b) The Grantor shall execute and deliver to the Grantee a deed or other instrument of release as provided in Paragraph D. 3.

5. The Grantee shall bear all expenses and the cost of all transfer and recording taxes, fees and charges in connection with all deeds and other instruments delivered pursuant to this Paragraph D.

E. All mineral rights owned by the Grantor in any parcel as to which an interest in the surface is not conveyed by this Deed.

TO HAVE AND TO HOLD the real property and the easements and rights hereby conveyed to the Grantee, free and clear of (a) any liens or encumbrances as provided in Section 303 (b) of the Act and (b) any and all easements and rights of access to the real property reserved and excepted from this conveyance across the real property conveyed by this Deed (except as otherwise provided in this Deed), even if such easements and rights would otherwise arise by reason of necessity, implication or other operation of law, statute, ordinance, rule or regulation of any governmental entity, BUT SUBJECT, HOWEVER, to (i) those easements and rights reserved and excepted in Paragraph D above, (ii) all existing licenses, easements, leases (other than those which may have been created to secure payment of a financial obligation), and operating, trackage right and joint facility agreements and (iii) Operating Rights Grants, if any, from the Grantor to a third party conveyed concurrently with this conveyance and identified in Exhibit B to this Deed.

The Grantor hereby covenants that the Grantor will perform, execute, acknowledge and deliver any and all such further acts, deeds, assignments and other instruments as may be reasonably requested by the Grantee to convey, confirm, clarify, identify or more precisely describe the real property and the easements and rights conveyed by this Deed or intended so to be in order to carry out the intent of this Deed in light of the designations contained in the Final System Plan which has been certified to the Special Court by the United States Railway Association pursuant to the Act, and to effect the recordation of, or otherwise perfect, this Deed and all such other deeds, assignments and instruments under any applicable statute, ordinance, rule or regulation.

The Grantee hereby covenants that the Grantee will perform, execute, acknowledge and deliver any and all such further acts, deeds, assignments and other instruments as may be reasonably requested by the Grantor to confirm, clarify, identify or more precisely describe the real property and the easements and rights reserved and excepted from this conveyance or intended so to be in order to carry out the intent of this Deed in light of the designations contained in such Final System Plan, and to effect the recordation of, or otherwise perfect, this Deed and all such other deeds, assignments and instruments under any applicable statute, ordinance, rule or regulation.

By acceptance of this Deed, the Grantee (a) agrees to perform each of the obligations imposed on the Grantee by the terms of this Deed, and (b) assumes and agrees to perform and observe all obligations and conditions on the part of the Grantor or the Grantor's predecessor in title to be performed or observed that arise or accrue after the date of delivery of this Deed under all licenses, easements, leases (other than those which may have been created to secure payment of a financial obligation) and operating, trackage right and joint facility agreements (subject, however, to the terms thereof) which are conveyed by this Deed and under those to which this conveyance is made subject, provided that the Grantee assumes no obligation or liability that arises after the date of delivery of this Deed out of any event, act or failure to act that occurred prior thereto and, where an obligation or liability is related to a period which is both before and after such date, the Grantee assumes only that portion of the obligation or liability which is reasonably allocable to the part of the period after such date. Concurrently with the delivery of this Deed, the Grantee is delivering to the Grantor a separate instrument executed by the Grantee acknowledging receipt and acceptance of this Deed and affirming the provisions of this paragraph.

All of the covenants of the Grantor and the Grantee, respectively, shall be deemed to be real covenants and shall run with the land.

The words "Grantor" and "Grantee" used herein shall be construed as if they read "Grantors" and "Grantees", respectively, whenever the sense of this Deed so requires and, whether singular or plural, such words shall be deemed to include in all cases the successors and assigns of the respective parties.

This conveyance and the specific covenants of the Grantor are made by the Grantor as Trustees of the property of the Debtor, and not individually, and this conveyance is made without covenants of title or any warranties express or implied.

IN WITNESS WHEREOF, the Grantor has caused this Deed to be executed this 29th day of March, 1976 by **Lockwood Fogg** being duly authorized so to do by order of the United States District Court for the Eastern District of Pennsylvania entered in Docket No. 71-828.

Signed and Acknowledged
in the Presence of:

David H. Siehl
David H. Siehl
Carol A. Mullins
Carol A. Mullins

ANDREW L. LEWIS, JR.
AND JOSEPH L. CASTLE, AS
TRUSTEES OF THE PROPERTY OF
READING COMPANY, DEBTOR

By

Lockwood Fogg
Lockwood Fogg
REPRESENTATIVE

L.S.

DISTRICT OF COLUMBIA, SS:

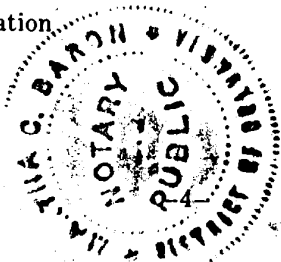
On this 29th day of March, 1976, before me, a Notary Public authorized to take acknowledgements and proofs in the District of Columbia, personally appeared **Lockwood Fogg**, personally known to me to be the person whose name is subscribed to the foregoing Deed, bearing the same date as this certificate of acknowledgement, and acknowledged himself to be a representative of Andrew L. Lewis, Jr. and Joseph L. Castle, Trustees of the Property of Reading Company, Debtor, and that as such representative and being authorized so to do, he executed the foregoing Deed on behalf of and in the name of the Trustees as their free act and deed for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

This Instrument Prepared By:

United States Railway Association
Pursuant to the Act

Martha C. Baron
Martha C. Baron
Notary Public in and for
The District of Columbia
My Commission expires June 14, 1980



BOOK 1262 PAGE 421.

Document No.

RDG-CRC-RP-17

EXHIBIT A

TO THE DEED BY AND BETWEEN

ANDREW L. LEWIS, JR. AND JOSEPH L. CASTLE,

AS TRUSTEES OF THE PROPERTY OF

READING COMPANY, DEBTOR

AND

CONSOLIDATED RAIL CORPORATION

DESCRIPTION OF REAL PROPERTY

LOCATED IN

County of Schuylkill, Commonwealth of Pennsylvania

For the purpose of each description contained in this Exhibit A (and solely by way of illustration and not by way of limiting the generality of the term "adjacent"), adjacency shall be deemed to exist without regard to the existence of any public or private street, highway, alley or other way between one part of the Grantor's real property and another.

This Exhibit A consists of the following pages only: A-1, A-2, A-3, A-4, A-5, A-6-Revised, A-7, A-8, A-9, A-10, A-11, A-12, A-13, A-14, A-15, A-15A, A-16, A-18.

BOOK 1262 PAGE 422

A-1

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Catawissa Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County in Rush, connecting to another line railroad known as The Reading Mahanoy and Shamokin Branch, passes through Lofty and Ringtown and leaves the County near Catawissa Creek in North Union.

The line of railroad described herein is identified as Line Code 0305 in the records of the United States Railway Association.

BOOK 1262 PAGE 423

A-2

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Frackville (Bear Run) Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Mahanoy, connecting to another line of railroad known as Reading's Mahanoy and Shamokin Branch, and terminates in the County, at a connection with the Reading Frackville Branch in Frackville.

The line of railroad described herein is identified as Line Code 0313A in the records of the United States Railway Association.

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A- 3

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Schuylkill Valley Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near the Reading Frackville Branch, passes through New Philadelphia, and terminates in the County near Middleport in Blythe.

The line of railroad described herein is identified as Line Code 0313B in the records of the United States Railway Association.

BOOK 1262 PAGE 425

A - 4

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Frackville Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Pottsville, connecting to another line of railroad known as the Reading Main Line, passes through Port Carbon, and terminates in the County, in Frackville.

The line of railroad described herein is identified as Line Code 0313C in the records of the United States Railway Association.

BOOK 1262 PAGE 428

A-5

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Little Schuylkill Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line **enters** the County near Port Clinton, connecting to another line of railroad known as the Reading Main Line, passes through New Ringgold, and Tamaqua and terminates in the County at the connection with Reading Mahanoy and Shamokin at Barnesville in Rush.

The line of railroad described herein is identified as Line Code 0319 in the records of the United States Railway Association.

BOOK 1262 PAGE 427

A - 6 Revised

Document No.

FDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Mahanoy & Shamokin Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Barnesville in Rush, connecting to another line of railroad known as the Reading Little Schuylkill Branch, passes through St. Nicholas and Ashland and leaves the County near Locustdale in Butler.

The line of railroad described herein is identified as Line Code 0321 in the records of the United States Railway Association.

BOOK 1262 PAGE 428

A - 7

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Reading Main Line and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line enters the County near Port Clinton, passes through Auburn, and Schuylkill Haven, and terminates in the County at the connection with the Reading Schuylkill Valley Branch in Pottsville.

The line of railroad described herein is identified as Line Code 0322B in the records of the United States Railway Association.

BOOK 1262 PAGE 429

A - 8

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Shenandoah Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Shenandoah Junction in Butler, connecting to another line of railroad known as the Reading Mahanoy and Shamokin Branch, and terminates in the County in Shenandoah.

The line of railroad described herein is identified as Line Code 0344 in the records of the United States Railway Association.

BOOK 1262 PAGE 430

A - 9

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Tomanend Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Haucks, connecting to another line of railroad known as Catawissa Branch, and terminates in the County near Mahanoy Tunnel.

The line of railroad described herein is identified as Line Code 0346 in the records of the United States Railway Association.

BOOK 1262 PAGE 431

A -10

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being The Reading Company's line of railroad known as the West End Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Mine Hill Crossing, Schuylkill Haven, connecting to another line of railroad known as Reading Main Line, passes through Westwood, and Buckley and terminates in the County near Richardson Junction.

The line of railroad described herein is identified as Line Code 0349 in the records of the United States Railway Association.

BOOK 1262 PAGE 432

A - 11

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading's line of railroad known as the West End Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Westwood, connecting to another line of railroad known as West End Branch, passes through Tremont, and Good Spring and terminates in the County near Keffers.

The line of railroad described herein is identified as Line Code 0350 in the records of the United States Railway Association.

BOOK 1262 PAGE 433

A-12

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the West End Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Swatara Creek in Pine Grove, and terminates in the County near its connection to the Reading West End Branch at Tremont Junction in Tremont.

The line of railroad described herein is identified as Line Code 0351 in the records of the United States Railway Association.

BOOK 1262 PAGE 434

A - 13

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Good Spring Colliery Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Good Spring in Porter, connecting to another line of railroad known as the Reading West End Branch, and terminates in the County in Porter after 1.4 miles.

The line of railroad described herein is identified as Line Code 0380 in the records of the United States Railway Association.

BOOK 1262 PAGE 435

A - 14

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Muddy Colliery Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near West Junction in Branch, connecting to another line of railroad known as the Reading West End Branch, and terminates in the County near Branchdale in Reilly.

The line of railroad described herein is identified as Line Code 0381 in the records of the United Railway Association.

BOOK 1262 PAGE 436

A - 15

Document No. RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Muddy Colliery Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Silverton, connecting to another line of railroad known as the West End Branch, and terminates in the County near West Junction.

The line of railroad described herein is identified as Line Code 0382 in the records of the United States Railway Association.

A-15A

BOOK 1262 PAGE 437

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Swatara Colliery Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Swatara Junction in Reilly, connecting to another line of railroad known as the Reading West End Branch, and terminates in the County in Reilly after 1.8 miles.

The line of railroad described herein is identified as Line Code 0383 in the records of the United States Railway Association.

BOOK 1262 PAGE 438

A - 16

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Lehigh and Susquehanna Tresckow Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Route No. 309, southeast of Haddock in Kline, connecting to another line of railroad known as the Reading Company, exits from the county southeast of McAdoo in Kline, re-enters the county north of McAdoo in Kline and terminates in the County near Route No. 309 north of McAdoo in Kline.

The line of railroad described herein is identified as Line Code 0523 in the records of the United States Railway Association.

BOOK 1262 PAGE 439

A - 18

Document No.

RDG-CRC-RP-17

EXHIBIT B

TO THE DEED BY AND BETWEEN

ANDREW L. LEWIS, JR. AND JOSEPH L. CASTLE,

AS TRUSTEES OF THE PROPERTY OF

READING COMPANY, DEBTOR

AND

CONSOLIDATED RAIL CORPORATION

DESCRIPTION OF REAL PROPERTY

LOCATED IN

County of Schuylkill, Commonwealth of Pennsylvania

RESERVED AND EXCEPTED BY THE GRANTOR

Each map referred to in this Exhibit B bears the Document Number which appears hereon. A copy of each map is on file in the office of the United States Railway Association and a copy of each map has been certified by the United States Railway Association to the Special Court and filed in the office of the Clerk of the Special Court in the United States District Courthouse in Washington, D.C.

The United States Railway Association has delivered a copy of each such map to both the Grantor and the Grantee and has certified on each such copy that it is a true copy of the map filed in the office of the Clerk of the Special Court.

This Exhibit B consists of the following pages only: B-1, B-2-Revised, B-3-Revised, B-4, B-5, B-6, B-7, B-8, B-9, B-10, B-11-Revised, B-12, B-13, B-14-Revised, B-15, B-16, B-17, B-18, B-19, B-20, B-21, B-22, B-23, B-24, B-25, B-26, B-27, B-27-A, B-27-B, B-28, B-29, B-29-A, B-30, B-31, B-32, B-33-Revised, B-34, B-35, B-36, B-36-A, B-37, B-38, B-39, B-40, B-40-A, B-41, B-42, B-43, B-44-Revised.

BOOK 1262 PAGE 440

B-1

Document No.

RDG-CRC-PR-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Catawissa Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially northerly of the following described lateral cut line:

Being a line drawn parallel to and distant 100 feet measured northwardly and at right angles from the centerline of the southbound main track of the East Mahanoy Railroad (Mahanoy and Shamokin Branch) from Station 5469+25 feet more or less to Station 5475+70 feet more or less as shown on Railroad Valuation Map No. V10P-51 dated December 31, 1937.

The part of the line of railroad described herein begins at the lateral cut line in East Mahanoy Junction and extends to the County line near Catawissa Creek, in North Union.

The lateral cut line is identified as Line Code 0305-103.6 in the records of the United States Railway Association.

BOOK 1262 PAGE 441

B - 2 Revised

Document Number

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Frackville (Bear Run) Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southerly of the following described lateral cut line:

Beginning at an angle point in the southerly property line of said Frackville Branch at Station 0 + 00, said point being distant 30 feet, measured southwardly and radially from the centerline of the southernmost track of the Mahanoy and Shamokin Branch; thence, extending westwardly parallel to and concentric with said centerline, a distance of 410 feet, more or less, to a point in the southerly right-of-way line of said Mahanoy and Shamokin Branch, thence, extending westwardly along said right-of-way line to another angle point opposite Bridge 0/14 said point being distant 30 feet, measured southwardly and radially, from said centerline of southernmost track; thence, extending westwardly, parallel with and concentric to said centerline of southernmost track a distance of 1,000 feet, more or less, to a point on the southerly right-of-way line of said Mahanoy and Shamokin Branch opposite Station 5915+60, more or less, as shown on Railroad Valuation Map No. I P31/1, as drawn on May 28, 1954.

The part of the line of railroad described herein begins at the lateral cut line at Bear Run Junction and extends to the end of the line in Frackville.

The lateral cut line is identified as Line Code 0313A-0.0 in the records of the United States Railway Association.

BOOK 1262 PAGE 442

B_3- Revised .

Document No.

RDG-CRC-RP-17

All that parcel of land situated in the Borough of Palo Alto, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1088 on Railroad Branch and Section Map Nos. Mount Carbon & Port Carbon Branch 3/4 as revised to January 31, 1973, and 1, as revised to January 31, 1973, and being all of the land of the Reading Company, as shown on the Map, which lies northwesterly of the following described line:

Beginning at a point near Station 38+06, more or less, and 60 feet northwesterly and at right angles from the original centerline; thence, southeastwardly 60 feet to a point distant 22 feet, more or less, northwesterly and at right angles from the original centerline; thence, northeastwardly 1245 feet, more or less, to a point on the northwesterly right-of-way line of the Mount Carbon and Port Carbon Branch of the Reading Company, distant 29 feet, more or less, measured northwesterly and at right angles from the original centerline, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code Adj to 0313B-1.6B.

B-4

BOOK 1262 PAGE 443

DOCUMENT NO.
RDG-CRC-RP-17

All that parcel of land situated in the Borough of Palo Alto, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1090 on Railroad Branch and Section Map Nos. Mount Carbon and Port Carbon Branch 1 1/4 as revised to January 31, 1973, and 1 1/2, as revised to October 14, 1974, and being all of the land of the Reading Company, as shown on the Map, which lies northwesterly of the following described line:

Beginning on the northwesterly line of the right-of-way, at an angle point in the railroad property line near Station 60+98, more or less, and 20 feet northwesterly and at right angles from the original centerline; thence, extending northeastwardly 1115 feet, more or less, to another angle point 83 feet, more or less, northwesterly and at right angles from the original centerline, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0313B-1.6C.

BOOK 1262 PAGE 444

Document No.

RDG-CRC-RP-17

All that parcel of land situated in the Borough of Palo Alto, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1091 on Railroad Branch and Section Map Numbers Mount Carbon and Port Carbon Branch 1 1/2 as revised to October 14, 1974; 1 3/4, as revised to October 8, 1975; and 2, as revised to October 8, 1975; and being all of the land of the Reading Company, as shown on the Map, which lies southeasterly of the following described line:

Beginning on the southeasterly line of the right-of-way, at a point in the railroad property line near Station 67+67, more or less, and 72 feet southerly and at right angles from the original centerline; thence, extending northwardly 33 feet, more or less, to a point 25 feet, more or less, southerly and at right angles from the centerline main track, as it was located on December 30, 1975; thence, northeastwardly and parallel and concentric with the centerline main track 2665 feet, more or less, to another angle point 25 feet southeasterly and at right angles from the centerline main track; thence, southeastwardly 45 feet, more or less, to another angle point, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code adj. to 0313B-1.6C.

B- 6

BOOK 1262 PAGE 445

Document No.

RDG-CRC-RP-17

All that parcel of land situate partly in the Borough of Port Carbon, partly in the Township of Norwegian and partly in the Borough of St. Clair, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 2204 on Railroad Branch and Section of St. Clair Yard Plan, as revised to December 12, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning on the southwesterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 103+00, more or less, and 25 feet southwestwardly and at right angles from the centerline of the old east bound main track, as it was located in December 10, 1975; thence, extending in a northwardly direction parallel and concentric with said centerline of the old east bound main; thence, parallel with the centerline of ladder track, centerline of track No. 23, and centerline of the old west bound main, a distance of 10,420 feet, more or less, to another angle point distant 25 feet westwardly, at right angles from said centerline of the old west bound main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0313C-4.0.

BOOK 1262 PAGE 448

B - 7

Documen. No.

RDG-CRC-RP-17

All that parcel of land situated in the Borough of St. Clair, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 2207 on Railroad Branch and Section of St. Clair Yard Plan as revised to December 12, 1975 and being all of the land of the Reading Company, as shown on the Map, which lies northeasterly of the following described lines:

Beginning on the northeasterly line of the railroad right-of-way, and the northerly line of Patterson Street, at an angle point in the railroad property line near Station 190+55, more or less, and 25 feet northeastwardly and at right angles from the centerline of the old west bound main track as it was located on December 10, 1975; thence, extending southeastwardly parallel to said centerline of track 600 feet to a point in the southeasterly line of the railroad property, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0313C-4.0.

B- 8

BOOK 1262 PAGE 447

Document No.

RDG-CRC-RP-17

All that parcel of land situated partly in the Borough of Port Carbon and partly in Township of Norwegian, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 2205 on Railroad Branch and Section of St. Clair Yard Plan as revised to December 12, 1975 and being all of the land of the Reading Company, as shown on the Map, which lies northeasterly and southeasterly of the following described lines:

Beginning on the northeasterly line of the right-of-way, at an angle point in the railroad property line near Station 103+00, more or less, and 25 feet northeasterly and at right angles from the centerline of the old west bound main track; as it was located on December 10, 1975; thence extending northwestwardly parallel with said centerline of track a distance of 3,210 feet, more or less, to another angle point, the point of ending

Subject to the easement and right to use, operate, maintain, repair, renew, replace and remove the existing track or tracks on and across the above described property.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0313C-4.0-PHL.

B-9

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Frackville Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially northerly of the following described lateral cut line:

Being a line drawn at right angles to the centerline of the right-of-way at Station 211+64, said line being distant 100 feet, more or less, measured northwardly along said centerline of right-of-way from the northerly line of Hancock Street as shown on Railroad Valuation Map No. VIIP-6, as revised to December 31, 1966.

The part of the line of railroad described herein begins at the lateral cut line near St. Clair and extends to the end of the line in Frackville.

The lateral cut line is identified as Line Code 0313C-4.1 in the records of the United States Railway Association.

BOOK 1262 PAGE 449

B -10

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of New Ringgold, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1513 on Railroad Branch Section Map No. Little Schuylkill Branch 87 3/4 as revised to July 27, 1960 and 88 as revised to February 13, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning on the westerly line of the 82.5 foot wide right-of-way, at an angle point in the right-of-way line near Station 4626+19, more or less and 40 feet westerly and at right angles from the centerline of the maintrack, as it was located on December 22, 1975; thence, extending northwardly a distance of 685 feet, more or less, to another angle point, a distance 30 feet west of and at right angles to the centerline of the existing main track; thence, extending westerly 80 feet to a point distant 110 feet, measured westerly and at right angles to the centerline of the main track; thence, extending in a northerly direction 400 feet, more or less, along a line parallel and concentric with the centerline of the main track to a point in the southerly side of Feger Street, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-87.7.

BOOK 1262 PAGE 450

B - 11 Revised

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of East Brunswick, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1514 on Railroad Branch and Section Map Nos. Little Schuylkill Branch 88 1/4 as revised to June 5, 1975, and 88 1/2 as revised to April 16, 1956, and being all of the land of the Reading Company as shown on the Map, which lies westerly of the following described line:

Beginning on the northwesterly line of the 82.5 foot wide right-of-way, at an angle point in the railroad property line near Station 4659 + 56, more or less, and distant 25 feet, more or less, measured northwestwardly and at right angles from the centerline of the southbound main track, as it was located on December 22, 1975; thence, extending northeastwardly parallel to and concentric with the centerline of said Southbound Main Track, a distance of 831 feet, more or less, to another angle point in the railroad property line near Station 4657 + 87, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-88.2.

B- 12

BOOK 1262 PAGE 451

DOCUMENT NO.
RDG-CRC-RP-17

All that parcel of land situate in the Township of East Brunswick, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1515 on Railroad Branch and Section Map No. Little Schuylkill Branch 89 1/4 as revised to January 12, 1972, and being all of the land of the Reading Company, as shown on the Map, which lies eastwardly of the following described line:

Beginning on the easterly line of the right-of-way, at an angle point in the railroad property line near Station 4703+05, more or less, and 45 feet eastwardly and at right angles from the centerline of the southbound main track, as it was located on December 22, 1975; thence, extending northwardly parallel to or concentric with the centerline of the southbound main track a distance of 480 feet, more or less, to another angle point in the railroad property line near Station 4707+85, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-89.1.

BOOK 1262 PAGE 452

Document No. RDG-CRC-RP-I7

All that parcel of land situate in the Township of Walker, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1517 on Railroad Branch and Section Map Nos. Little Schuylkill Branch 93 as revised to October 14, 1969, 93 1/4 as revised to June 5, 1975 and 93 1/2 as revised to March 27, 1958, and being all of the land of The Reading Company, as shown on the Map, which lies southerly and southeasterly of the following described line:

Beginning on the southerly line of the right-of-way, at an angle point in the railroad right-of-way line near Station 4904+26, more or less and 48 feet southerly and at right angles from the original centerline; thence extending easterly and northeasterly parallel and concentric with the original centerline a distance of 2445 feet, more or less, to another angle point, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-92.9, 93.2.

BOOK 1262 PAGE 453

B- 14 Revised

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Borough of Tamaqua, Township of Rahn and partly in the Township of Walker, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1519-1 on Railroad Branch and Section Map Nos. Little Schuylkill 97 1/2 as revised to May 29, 1970, 97 3/4 as revised to June 1, 1970, 98 as revised to June 2, 1970 and 98 1/4 as revised to February 6, 1976 and being all of the land of the Reading Company, as shown on the Map, which lies easterly of the following described line:

Beginning on the easterly line of the right-of-way, at an angle point in the railroad property line near Station 5139+00, more or less and 25 feet, more or less, easterly and at right angles from the centerline of the near track as it was located on December 9, 1975; thence extending in a northerly direction along the westerly line of a 33 foot, more or less, wide access road and pipeline easement, a distance of 3755 feet, more or less, to a point on the southerly side of Spruce Street; thence extending easterly along the southerly side of Spruce Street 33 feet to a point on the easterly side of the 33 feet, more or less, wide access road and pipeline easement, 25 feet, more or less, westerly of the centerline of the north leg of the Greenwood Branch Wye track, as it was located on December 9, 1975; thence extending southeasterly concentric with the centerline of the northerly leg of the Greenwood Branch Wye track 360 feet, more or less, to another angle point, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-96.6, 98.1, 98.2.

BOOK 1262 PAGE 454

B-15

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of Mahanoy, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 836 on Railroad Branch and Section Map No. East Mahanoy, Mahanoy and Shamokin 110 1/2 as revised to October 30, 1975 and being all of the land of the Reading Company, as shown on the Map, which lies northwesterly of the following described lines:

Beginning at a point in the railroad property on State Highway 45 near Station 5822+50, more or less, and 75 feet northwesterly and at right angles from the centerline main track as it was located on December 30, 1975, thence, extending southwardly a distance of 17 feet, more or less, to another angle point 65 feet, more or less, from centerline main track, then southwestwardly 175 feet, more or less, to a point 38 feet, more or less, from centerline main track, then westwardly 85 feet, more or less, to a point 44 feet, more or less, from centerline main track, then deflecting to the right westwardly 58 feet, more or less, to another point 54 feet, more or less, from centerline main track, near Station 5825+80, the point of ending.

The above described parcel or parcels are identified in the records of The United States Railway Association as Line Code 0321-110.3.

B-16

BOOK 1262 PAGE 455

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Borough of Gilberton, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 844 on Railroad Branch and Section Map No. Mahanoy and Shamokin 114 1/2 as revised to December 4, 1967, 114 3/4 as revised to December 11, 1967, and 115 as revised to December 11, 1967 and being all of the land of the Reading Company, as shown on the Map, which lies southeasterly and southerly of the following described lines:

Beginning on the southeasterly line of the right-of-way, at an angle point in the railroad property line near Station 6039+52, more or less, and 30 feet southeasterly and at right angles from the original centerline; thence, extending southwestwardly and westwardly parallel and concentric with the original centerline 2125 feet, more or less, to a point also distant 30 feet, more or less, southerly and at right angles from original centerline; thence, deflecting to the left in a westerly direction 825 feet, more or less, to another angle point 95 feet, more or less, southerly and radially from centerline main track, as it was located on December 28, 1975; thence, southeastwardly 107 feet, more or less, to an angle point 178 feet, more or less, southerly from centerline main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-113.8.

Access Esm't
granted
7/9/81
AM

Case No 67246

Box 1354

over ROW from Bridge B - 17
St SE 70' over
grade crossing to parcel
BOOK 1262 PAGE 456

DOCUMENT NO.
RDG-CRC-RP-17

All that parcel of land situate in the Borough of Gilberton, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel No. 846 on Railroad Branch and Section Map No. Mahanoy & Shamokin 114 3/4 as revised to December 11, 1967 and being all of the land of the Reading Company, as shown on the Map, which lies north-easterly of Bridge Street and westerly, northerly and easterly of the following described lines:

Beginning on the northerly line of right-of-way, at an angle point in the railroad property line near Station 6045+97, more or less, and 112 feet northerly and radially from the centerline of Main Track, as it was located on December 28, 1975; thence, extending southwardly 50 feet, more or less, to another angle point 64 feet, more or less, northerly and radially from centerline of Main Track; thence, southwestwardly 275 feet, more or less, to an angle point 66 feet, more or less, northerly and radially from centerline of Main Track; thence, westwardly 123 feet, more or less, to an angle point on the easterly side of Bridge Street 80 feet, more or less, northerly and radially from the centerline of Main Track; thence, northwardly 270 feet, more or less, to an angle point 346 feet, more or less, northerly and radially from centerline of Main Track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-113.8.

BOOK 1262 PAGE 457

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Borough of Gilberton and partly in the Township of Butler, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 847 on Railroad Branch and Section Map Nos. Mahanoy and Shamokin Branch 114 3/4 as revised to December 11, 1967, 115 as revised to December 11, 1967 and 115 1/4 as revised to February 26, 1975; and being all of the land of the Reading Company, as shown on the Map, which lies westerly and northerly of the following described line:

Beginning on the northerly line of the right-of-way, at a point in the railroad property line near Station 6050+18, more or less, and 352 feet northerly and radially from the centerline of main track, as it was located on December 28, 1975, thence, southerly along the approximate westerly side of Bridge Street 330 feet, more or less, to another angle point 25 feet northerly and radially from the centerline of main track, thence, westerly and parallel with the centerline of main track 2358 feet to a point opposite the point of switch to the Shenandoah Branch main line, as it was located December 28, 1975; thence northwesterly parallel and concentric to the centerline of main track of the Shenandoah Branch, as it was located December 28, 1975, and distant 25 feet northerly and radially therefrom, 490 feet, more or less, to an angle point, said point being distant 177 feet, more or less, measured northerly and radially from the centerline of main track of the Shenandoah Branch, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-113.8.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Township of Butler, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 849 on Railroad Branch and Section Map No. Mahanoy and Shamokin Branch 118 1/2, as revised to July 9, 1974, and being all of the land of the Reading Company and its right-of-way of the Ashland Upper Route, as shown on the Map, which lies northwesterly of the following described line:

Beginning at a point on the northerly right-of-way line of said Company's Mahanoy and Shamokin Branch distant 30 feet, more or less, northerly and radially from the centerline of the main track, as it was located on January 20, 1976, and near Station 6247+26, more or less; thence, extending southwestwardly, parallel to an concentric with said centerline, 322 feet, more or less, to a point at the intersection of the northwesterly right-of-way line of the Mahanoy and Shamokin Branch and the southerly right-of-way line of said Company's Ashland Upper Route, said point being 30 feet, more or less, northwestwardly and radially from said centerline and being the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-118.4.

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Document No. RDG-CRC-RP-I7

All that parcel of land situate in the Borough of Ashland, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 135 on Railroad Branch and Section Map Number Mahonoy and Shamakin Branch 119 1/2 as revised to May 13, 1967 and Ashland Extension M.H. & S.H. Railroad 119 3/4 as revised to May 15, 1967 and being all of the land of the Reading Company, as shown on the Map, which lies northerly and westerly of the following described line:

Beginning at a Station 6303+20, more or less and 25 feet northerly and at right angles from the centerline main track, as it was located on December 22, 1975; thence extending westerly parallel and concentric with said centerline main track a distance of 810 feet to a angle point; thence northwesterly 27 feet, more or less to an angle point distant 52 feet, more or less, measured northwesterly and radially from the centerline main track, the point ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-119.0, 119.5.

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Document No. RDG-CRC-RP-I7

All that parcel of land situate in the Borough of Ashland, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 850-1 on Railroad Branch and Section Map No. Ashland Extension; M.H. and S.H. Railroad 119 1/4 as revised to August 9, 1974 and being all of the land of the Reading Company, as shown on the Map, which lies easterly of the following described line:

Beginning on the southerly line of the 82.5 foot M.H. & S.H. Branch right-of-way, at an angle point in the railroad property line near Station 6289+20, more or less and 60 feet, more or less, northerly and at right angles from the centerline main track, as it was located on December 22, 1975; thence, extending northwardly at right angles to southerly right-of-way line of the M.H. and S.H. Branch a distance of 82.5 feet, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-119.0, 119.5.

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Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of Butler, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 857 on Railroad Branch and Section Map Number Big Run 124 1/4 as revised to March 10, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described lines:

Beginning on the northwesterly line of the right-of-way, at an angle point in the railroad property line near Station 6553+12, more or less and 93 feet northwesterly and at right angles from the centerline of main track, as it was located on December 9, 1975, at bottom of fill; thence extending northerly along a meandering line of bottom of fill a distance of 545 feet, more or less, to a point distant 92 feet, more or less, measured westerly and radially from the centerline main track; thence northerly 143 feet, more or less to an angle point distant 50 feet, more or less, measured westerly and radially from the centerline main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-124.0.

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of Butler, County of Schuylkill, and Commonwealth of Pennsylvania being designated as Parcel 856 on Railroad Branch and Section Map No. Big Run 124 as revised to March 10, 1975, and 124 1/4 as revised to March 10, 1975 and being all of the land of the Reading Company, as shown on the Map, which lies northerly and easterly of the following described lines:

Beginning on the northerly side State Highway Legislative Route 53111 and on the easterly line of the right-of-way, at an angle point in the railroad property line near Station 6545+33, more or less and 405 feet easterly and at right angles from the centerline main track, as it was located on December 9, 1975; thence, extending westerly a distance of 360 feet, to another angle point 60 feet, more or less, measured easterly and at right angles from the centerline of main track; thence, northerly 303 feet, more or less, to an angle point at top of rock cut distance 25 feet, more or less, measured southeasterly and radially from the centerline main track; thence, northeasterly along meandering line of the top of rock cut 337 feet, more or less, to an angle point distant 45 feet, more or less, measured south-eastwardly from the centerline of main track; thence, northeastwardly 325 feet to a point in bottom of fill distant 97 feet, more or less, measured southeasterly from the centerline of main track; thence northerly along a meandering line of bottom of fill 712 feet, more or less, to an angle point distant 35 feet, more or less, measured easterly from the centerline of main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-124.0.

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Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of Butler, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 855 on Railroad Branch and Section Map Number Big Run 124 as revised to March 10, 1975 and being all of the land of the Reading Company, as shown on the Map, which lies easterly and southerly of the following described lines:

Beginning on the easterly line of the right-of-way, at an angle point in the railroad property line near Station 6542+18, more or less and 113 feet easterly and at right angles from the centerline main track, as it was located on February 9, 1975; thence extending northerly a distance of 213 feet, more or less, to a point 65 feet, more or less, easterly from the centerline main track, thence easterly along the southerly side of State Highway Legislative Route 53111, 355 feet, more or less, to an angle point distant 410 feet, more or less measured easterly from the centerline of main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0321-124.0, 124.2.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Auburn, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 134 on Railroad Branch and Section Map Nos. Main Line, Reading Company 83 and 83 1/4 as revised to November 21, 1968 and February 4, 1976, respectively, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning at an angle point in the railroad property line near Station 4372+20, more or less, and 70 feet westwardly and at right angles from the centerline of the Main Track as it was located on December 10, 1975; thence extending northwardly parallel to the centerline of said Main Track a distance of 1580 feet, more or less, to another angle point, in the railroad property line, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-82.3 - 83.5.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Auburn, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1765 on Railroad Branch and Section Maps Nos. Main Line Reading Company 83 1/4, as revised to February 28, 1972, and Main Line Reading Company 83 1/2, as revised to May 28, 1974, and being all of the land of the Reading Company, as shown on the Map, which lies easterly of the following described line:

Beginning on the easterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4383+03, more or less, and distant 25 feet measured eastwardly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northwardly parallel to and concentric with said centerline a distance of 453 feet, more or less, to a point; thence, extending northwardly 1156 feet, more or less, to another angle point distant 40 feet measured eastwardly from said centerline of main track, said angle point, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322-82.3-83.5.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate partly in the Township of Tilden, County of Berks and partially in the Township of South Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1754 on Railroad Branch and Section Map Numbers Main Line Reading Company 80 1/4, 80 1/2, 80 3/4, and 81, all of which are revised to June 11, 1975, and being all of the land of the Reading Company, as shown on the Map which lies northerly and northeasterly of the following described line:

Beginning on the southerly line of the Schuylkill River, at an angle point in the railroad property line near Station 4229+25, more or less, and 65 feet northeastwardly and radially from the centerline of the two-way main track as it was located on December 10, 1975; thence extending westwardly a distance of 48 feet, more or less, to another angle point 50 feet, more or less, north of the centerline of the said two way main track; thence, northwestward and northwardly in an meandering line generally parallel to the wire line 3940, more or less, to another angle point on the westerly line of the Schuylkill River 40 feet, more or less, eastwardly and at right angles from the centerline of said two way main track, said angle point being the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-80.1, 80.3, 80.6, 80.7.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate partially in the Township of Tilden, County of Berks and partially in the Township of South Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1755 on Railroad Branch and Section Map Numbers Main Line Reading Company 80 3/4 and 81, both as revised to June 11, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies northwesterly and southwesterly of the following described line:

Beginning on the southwesterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4259+15, more or less, and 70 feet southwestwardly and at right angles from the centerline of the two-way main track as it was located on December 10, 1975; thence extending northeastwardly a distance of 33 feet, more or less, to another angle point 40 feet, more or less, southwest of the centerline of said two-way main track; thence, northwestwardly, parallel to the centerline of said two-way main track 1054 feet, more or less, to another angle point on the railroad property line, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-80.1, 80.3, 80.6, 80.7.

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Documen~~e~~ No.

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All that parcel of land situate in the Township of South Manheim and Borough of Auburn, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1764 on Railroad Branch and Section Maps Nos. Main Line Reading Company 82 1/2 as revised to February 14, 1972, 82 3/4 as revised to March 28, 1958, 83 as revised to November 21, 1968 and 83 1/4 as revised to February 4, 1976, and being all of the land of the Reading Company, as shown on the Map, which lies northerly and easterly of the following described line:

Beginning on the line of the Railroad right-of-way, and on the westerly line of the Schuylkill River, at a point in the railroad property line near Station 4354+55, more or less, and distant 63 feet measured northwardly and at right angles from the centerline of the Main Track as it was located on December 10, 1975; thence extending westwardly and northwardly in a meandering line along a bottom fill line a distance of 2650 feet, more or less, to a point distant 35 feet, more or less, measured eastwardly and at right angles from the centerline of said Main Track; thence extending eastwardly 80 feet, more or less, to a point distant 112 feet, more or less, measured eastwardly and at right angles from the centerline of said Main Track; thence extending northwardly 188 feet, more or less, to an angle point in the railroad property line distant 105 feet, more or less, measured eastwardly and at right angles from Station 4383+00, more or less, on said centerline of Main Track, said angle point being the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B82.3 - 83.5.

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All that parcel of land situate in the Township of South Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1763 on Railroad Branch and Section Map Number Main Line Reading Company 82 1/2 as revised to February 14, 1972, 82 3/4 as revised to March 28, 1958, and 83 as revised to November 21, 1968 and being all of the land of the Reading Company, as shown on the Map, which lies southwesterly and westerly of the following described line:

Beginning on the southerly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4354+40, more or less, and 35 feet southwardly and at right angles from the centerline of the Main Track as it was located on December 10, 1975; thence extending northwestwardly and northwardly in a meandering line along the fill line a distance of 1625 feet, more or less, to another angle point 40 feet, more or less, westwardly of the centerline of said Main Track, near Station 4370+07, more or less, said angle point being the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-82.3 -83.5.

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Document Number

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Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Schuylkill and Susquehanna Branch and originates in the County at its connection with the Company's Main Line which is described in Exhibit A of this Deed. And being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of said Schuylkill and Susquehanna Branch which lies beyond and initially northwesterly of the following described lateral cut lines:

Being a line drawn at right angles to the centerline of right-of-way at the southeast end of a stone retaining wall as shown on Railroad Valuation Map Number Main Line 83 1/4 as revised to February 4, 1976.

The part of the line of railroad described herein begins at the lateral cut line in Auburn and extends to the end of the line near Jefferson.

The part of the line of railroad described herein is identified as Line Code 0322B-83.2 in the records of the United States Railway Association.

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Landingville, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1770-1 on Railroad Branch and Section Map Nos. Mainline Reading Company 86 and Mainline Reading Company 86 1/4, both as revised to June 12, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies northerly, westerly and southerly of the following described line:

Beginning on the westerly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4538+40, more or less, and 60 feet westwardly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending eastwardly a distance of 25 feet, more or less, to another angle point 37 feet, more or less, westwardly of the centerline of said main track; thence, extending northwestwardly parallel with and concentric to said track, 1220 feet, more or less, to an angle point; thence, westwardly 10 feet to another angle point 45 feet, more or less, westwardly and radially from the centerline of said track, last mentioned angle point being the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-86.0-86.3.

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Document No.

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All that parcel of land situate in the Borough of Schuylkill Haven, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1774 on Railroad Branch and Section Map No. Main Line 89, as revised to June 11, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies southwesterly of the following described line:

Beginning on the northwesterly line of Columbia Street near Station 4690+83, more or less, and 40 feet southwesterly and at right angles from the centerline of the Cressona Siding, as it was located on December 10, 1975; thence, extending northwestwardly parallel to or concentric with the centerline of the Cressona Siding a distance of 240 feet, more or less, to another angle point on the southeasterly line of Union Street, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-88.8.

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All that parcel of land situate in the Borough of Schuylkill Haven, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1777 on Railroad Branch and Section Map Nos. Main Line 89 1/4, as revised to March 24, 1971, and Main Line 89, as revised to June 11, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies southwesterly of the following described line:

Beginning on the southwesterly line of the right-of-way, at an angle point in the railroad property line near Station 4699+26, more or less, and 40 feet southwesterly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northwestwardly parallel to or concentric with centerline of the main track, a distance of 204 feet, more or less, to another angle point in the railroad property line near Station 4701+30, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-88.8.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Town of North Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1783-1 on Railroad Branch and Section Map Nos. Main Line 91 1/2, as revised to June 16, 1975 and Main Line 91 3/4, as revised to June 16, 1975; and being all of the land of the Reading Company, as shown on the Map, which lies easterly and southerly of the following described line:

Beginning on the easterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4821+43, more or less, and 50 feet easterly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northeastwardly, northwardly, and northwestwardly, parallel with and concentric with the centerline of the main track 22320 feet, more or less, to another angle point in the railroad property line opposite Station 4845, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-91.3-91.8.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Mount Carbon, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1787 on Railroad Branch and Section Map No. Main Line 92 1/2, as revised to June 16, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning on westerly side of a public road and on the westerly line of the right-of-way, at an angle point in the railroad property line near Station 4882+89, more or less, and 110 feet westerly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northwardly in a meandering line along the westerly side of a public road, a distance of 100 feet, more or less, to another angle point 90 feet, more or less, west of centerline main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-92.4-92.6.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Mount Carbon, Town of North Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1786 on Railroad Branch and Section Map No. Main Line 92 1/2, as revised to June 16, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning on the westerly side of a Public Road and on the westerly line of right-of-way, at an angle point in the railroad property line near Station 4877+60, more or less, and 70 feet westerly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northwardly in a meandering line along westerly side of a Public Road a distance of 410 feet, more or less, to another angle point 125 feet, more or less, west of centerline of the main track, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-92.4-92.6

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RDG-CRC-RP-17

All that parcel of land situate in the City of Pottsville, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 2189 on Railroad Branch and Section Map No. East Norwegian Branch, Mount Carbon Branch, 1/2 as revised to July 17, 1975 and being all of the land of the Reading Company, as shown on the Map, which lies northeasterly of the following described line:

Beginning on the southerly railroad property line at Station 21+24, more or less, at a point on the westerly line of Pine Street;

Thence, extending northwestwardly along said line of Pine Street 25 feet, more or less, to a point in the northerly property line of said railroad, the point of ending.

The parcel described here extends initially northeastwardly from the above described line in Pottsville to the end of said line of railroad.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code OFF 0322B-93.2A.

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Document Number

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Preston Branch and originates in the County at its connection with the Company's Shenandoah Branch which is described in Exhibit A of this Deed. And being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of said Preston Branch which lies beyond and initially northerly of the following described lateral cut line:

Being the southerly abutment of Bridge 0/09 as shown on Railroad Valuation Map Number Preston Branch 1/4 as revised to August 4, 1959.

The part of the line of railroad described herein begins at the lateral cut line at Preston Junction and extends to the end of the line near Preston.

The part of the line of railroad described herein is identified as Line Code 0344-1.8 in the records of the United States Railway Association.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Shenandoah, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 2197 on Railroad Branch and Section Map No. Shenandoah Branch 6, as revised to March 10, 1971, and being all of the land of the Reading Company, as shown on the Map, which lies northerly of the following described line:

Beginning on the northwesterly line of the 60 foot wide right-of-way, at an angle point in the railroad property line, said point being a point in the northwesterly line of Centre Street, near Station 315+54, more or less, and 30 feet northwesterly and at right angles from the original centerline of right-of-way; thence, extending northeastwardly along said line of Centre Street 80 feet, more or less, to a point in the southeasterly right-of-way line, the point of ending.

The parcel described herein begins at the line described above and extends initially northwardly to the end of the line of railroad.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0344-5.7.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Shenandoah, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 106 on Railroad Branch and Section Map No. Shenandoah Branch 6, as revised to March 10, 1971, and being all of the land of the Reading Company, as shown on the Map, which lies northwesterly of the following described line:

Beginning on the northwesterly line of the 60 foot wide right-of-way, at an angle point in the railroad property line near Station 313+17, more or less, and 30 feet northwesterly and at right angles from the original centerline; thence, extending northeastwardly parallel to the original centerline 160 feet, more or less, to an angle point in the railroad property line on the southeasterly line of Centre Street, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0344-5.7.

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Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Tampanend Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially northeasterly of the following described lateral cut line:

Being the northeasterly right-of-way line of the East Mahoney Railroad Company extending from its intersection with the southerly right-of-way line of the abandoned Tamanend Branch to its intersection with the northerly right-of-way line of the abandoned Tamanend Branch near Station 0 + 40.0 as shown on Railroad Valuation Map No. V8-P 1-1, as drawn on June 30, 1917 and as furnished to the United States Railway Association on January 20, 1976.

The part of the line of railroad described herein originates in the County near the Reading Catawissa Branch near Haucks in Rush and extends to the end of the line near the Mahanoy Tunnel in Ryan.

The lateral cut line is identified as Line Code 0346-2.9 in the records of the United States Railway Association.

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Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Cressona, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 2156-1 on Railroad Branch and Section Map No. Mine Hill and Schuylkill Haven 1 1/4 and 1 1/4 A as revised to November 1974, and being all of the land of the Reading Company, as shown on the Map, which lies northerly, westerly and southeasterly of the following described line:

Beginning on the westerly railroad property line near Station 61+25, more or less, and 225 feet westerly at right angles from the centerline of near main track, as it was located on December 31, 1975; thence, extending southeastwardly a distance of 22 feet, more or less, to another angle point 205 feet westerly at right angles to said centerline; thence, 185 feet, more or less, to another angle point 25 feet westerly at right angles to said centerline; thence, extending northwardly parallel and concentric to said centerline a distance of 330 feet, more or less, to a point; thence, northwestwardly 55 feet, more or less, to another angle point 15 feet, more or less, east of and at right angles from centerline of side track; thence, extending southwestwardly parallel and concentric with centerline of said side track 245 feet, more or less, to a point in westerly railroad property line, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0349-0.3, 1.3.

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Document Number

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Wolf Creek Branch and originates in the County at its connection with the Company's West End Branch which is described in Exhibit A of this Deed. And being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of said Wolf Creek Branch which lies beyond and initially northwesterly of the following described lateral cut line:

Being a line drawn on the east side of Delaware Street, Minersville, said line intersecting the centerline of right-of-way at Station 8+56, more or less, as shown on Railroad Valuation Map No. Wolf Creek Branch 1/4 as revised to November 26, 1973.

The part of the line of railroad described herein begins at the lateral cut line in Minersville and extends to the end of the line at the Wolf Creek Washery.

The part of the line of railroad described herein is identified as Line Code 0349-7.3 in the records of the United States Railway Association.

BOOK 1262 PAGE 484

B-40-A

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of Tremont, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 95 on Railroad Branch and Section Map No. Lebanon and Tremont Branch 30, as revised to September 26, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies between Church Street and Pine Street, and southwesterly of the following described line:

Beginning on the southwesterly line of right-of-way, at a point on the northerly line of Church Street at Station 1576+35, more or less, and 15 feet southwesterly and at right angles to the centerline of near track, as it was located on December 30, 1975; thence, extending northwestwardly along an arc parallel and concentric to said centerline of near track a distance of 295 feet, more or less, to a point on the easterly line of Pine Street, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0350-29.9.

Easement Granted

67247

BOOK 1262 PAGE 485

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Township of Frailey, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 96 on Railroad Branch and Section Map No. Lebanon and Tremont Branch 31 1/4, as revised to November 2, 1967, and being all of the land of the Reading Company, as shown on the Map, which lies northerly of the following described line:

Beginning on the northerly line of right-of-way, at an angle point in the railroad property line near Station 1649+45, more or less, and 42 feet northerly and at right angles to the centerline of the main track, as it was located on December 30, 1975; thence, extending southwestwardly a distance of 50 feet, more or less, to another angle point in the railroad property line which is 38 feet northerly and at right angles to the centerline of main track, near Station 1649+95, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0350-31.2.

BOOK 1262 PAGE 486

B-42

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the West End Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southeasterly of the following described lateral cut line:

Being a line drawn at right angles to the centerline of right-of-way at Station 1880+00 as shown on Railroad Valuation Map No. VIP9-71, as revised to August 20, 1925.

The part of the line of railroad described herein begins at the lateral cut line near Good Spring, in Porter and extends to the County line near Keffer's.

The lateral cut line is identified as Line Code 0350-35.3 in the records of the United States Railway Association.

BOOK 1262 PAGE 487

B- 43

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the West End Branch (to Pine Grove) and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southerly of the following described lateral cut line:

Being a line drawn along the Tremont Township-Tremont Borough Boundary Line at Station 1560+11, more or less, as shown on Railroad Valuation Map No. VIP9-59, as revised to December, 1921.

The part of the line of railroad described herein begins at the lateral cut line near Tremont Junction in Tremont Township and extends to the end of the line near Swatara Creek, at Pine Grove.

The lateral cut line is identified as Line Code 0351-29.6 in the records of the United States Railway Association.

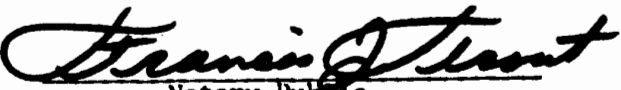
BOOK 1262 PAGE 488

B- 44 Revised

COMMONWEALTH OF PENNSYLVANIA)
: ss
COUNTY OF PHILADELPHIA)

I, Francis J. Trout, a Notary Public in and for said Commonwealth and County, do hereby certify that the attached copy of Section 303 (e) of the Regional Rail Reorganization Act of 1973, titled Transfer and Other Taxes and Recording Fees, is an exact duplicate of the original, with no alterations, additions or deletions.

GIVEN under my hand and notarial seal, this 17th day of May, A.D. 1977.


Notary Public

FRANCIS J. TROUT
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires September 4, 1978

SPECIAL COURT REPORTER

Sec. 303-Sec. 304

RRRA ACT OF 1973

As Amended 10/19/76, P. L. 94-555

A 000086

be filed in the Supreme Court not more than 20 days after such finding or determination is entered by the special court. The Supreme Court shall dismiss any such appeal within 7 days after the entry of such an appeal if it determines that such an appeal would not be in the interest of an expeditious conclusion of the proceedings and shall grant the highest priority to the determination of any such appeals which it determines not to dismiss.

(e) TRANSFER AND OTHER TAXES AND RECORDING FEES. -- All transfers or conveyances of rail properties (whether real, personal, or mixed) which are made under this Act (including transfers and conveyances which are made in accordance with a supplemental transaction pursuant to section 305 of this title or which are made at any time to carry out the purposes of title VII of the Railroad Revitalization and Regulatory Reform Act of 1976 or of section 601(d) of this Act) shall be exempt from any taxes, imposts, or levies now or hereafter imposed, by the United States or by any State or any political subdivision of a State, on or in connection with such transfers or conveyances or on the recording of deeds, bills of sale, liens, encumbrances, or other instruments evidencing, effectuating, or incident to any such transfers or conveyances, whether imposed on the transferor or on the transferee. Such transferors and transferees shall be entitled to record any such deeds, bills of sale, liens, encumbrances, or other instruments and, consistent with the designations and applicable principles in the final system plan, to record the release or removal of any pre-existing liens or encumbrances of record with respect to properties so transferred or conveyed, upon payment of any appropriate and generally applicable charges to compensate for the cost of the service performed.

TERMINATION AND CONTINUATION OF RAIL SERVICES

SEC. 304. (a) DISCONTINUANCE. --

(1) Except as provided in subsections (c) and (f) of this section, rail service on rail properties of a railroad in reorganization in the region, or of a person leased, operated, or controlled by such a railroad, which transfers to the Corporation or to profitable railroads operating in the region all or substantially all of its rail properties designated for such

17

NOTICE

The Grantee acknowledges that the Grantee may not be obtaining the right of protection against subsidence resulting from coal mining operations and that the real property conveyed by this Deed may be protected from damage due to mine subsidence by a private contract with the owners of the economic interests in the coal. This notice is inserted herein to comply with Section 14 of the Pennsylvania Bituminous Mine Subsidence and Land Conservation Act of 1966, 52 Pa. Stat. Ann. Sec. 1406.14.

The Grantee further acknowledges that for the purposes of 52 Pa. Stat. Ann. Sec. 1551, this Deed is a quitclaim deed.

CONSOLIDATED RAIL CORPORATION

By: Paul Quinn David O'Dell
Vice President



STATE OF PENNSYLVANIA, }
COUNTY OF SCHUYLKILL, }

Recorded in the Office for the Recording of Deeds, etc., in
said County, in DEED Book 1262 Page 418

Witness my hand and Official Seal at Pottsville this
13th day of SEPTEMBER 1978

Joseph C. Lynch Recorder

NO. 293
RECORDED
SEP 13 9 48 AM '78
RECORDER OF DEEDS
SCHUYLKILL COUNTY, PA.

26050

BOOK 1262 PAGE 493

REV-183 (2-78)

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF REVENUE
BUREAU OF FIELD OPERATIONS



REALTY TRANSFER TAX

AFFIDAVIT OF VALUE

FOR RECORDER'S USE ONLY

BOOK NUMBER 1262
PAGE NUMBER 492
DATE RECORDED 9/13/78

COMPLETE APPLICABLE SECTIONS IN FULL AND FILE IN DUPLICATE WITH RECORDER OF DEEDS WHEN (1) THE FULL CONSIDERATION IS NOT SET FORTH IN THE DEED, (2) THE TRANSFER IS WITHOUT CONSIDERATION OR A GIFT, OR (3) A TAX EXEMPTION IS CLAIMED. (REFER SECT. 8, RTT ACT OF DEC. 27, 1951, P.L. 1742 AS AMENDED)

SECTION I

(COMPLETE FOR ALL TRANSACTIONS)

GRANTOR Reading Company, Debtor / Plymouth Meeting PA 19462
GRANTEE (S) Consolidated Rail Corp. 1818 Market St. Phila. 19103
ADDRESS ZIP CODE

LOCATION OF LAND, TENEMENTS AND HEREDITAMENTS:

Schuffall Co.

R.D. STREET & NUMBER OR OTHER DESCRIPTION

NAME OF LOCAL GOVERNMENTAL UNIT

COUNTY

FULL CONSIDERATION \$

HIGHEST ASSESSED VALUE \$

FAIR MARKET VALUE \$

REALTY TRANSFER TAX PAID \$

TAX EXEMPT TRANSACTIONS: IF TRANSFER IS PARTIALLY OR WHOLLY EXEMPT, SHOW AMOUNT EXEMPT, REASON (S) AND CITE PORTION OF LAW.

See attached - RPPA of 1973

IF THIS IS A TRANSFER FROM A STRAW, AGENT OR TRUST AGREEMENT, COMPLETE THE REVERSE SIDE.

SECTION II

(COMPLETE ONLY IF PROPERTY WAS SUBJECT TO LIEN OR MORTGAGE AT THE TIME OF TRANSFER)

EXISTING MORTGAGE: \$ DISPOSITION

MORTGAGEE

ADDRESS

EXISTING MORTGAGE: \$ DISPOSITION

MORTGAGEE

ADDRESS

EXISTING LIEN OR OBLIGATION: \$ DISPOSITION

LIENHOLDER

ADDRESS

EXISTING LIEN OR OBLIGATION: \$ DISPOSITION

LIENHOLDER

ADDRESS

SECTION III

(COMPLETE ONLY IF TRANSFER IS RESULT OF JUDICIAL SALE)

OFFICIAL CONDUCTING SALE

NAME

ADDRESS

TITLE

SUCCESSFUL BIDDER

NAME

ADDRESS

TITLE

	JUDGEMENT PLUS PRIOR LIENS	BID PRICE	HIGHEST ASSESSED VALUE
HIGHEST ASSESSED VALUE			\$
JUDGEMENT PLUS INTEREST	\$		
BID PRICE		\$	
PRIOR RECORDED LIEN	\$	\$	
PRIOR RECORDED MORTGAGE	\$	\$	
PRIOR RECORDED MORTGAGE	\$	\$	
UNPAID REAL ESTATE TAXES	\$	\$	
WATER RENT DUE	\$	\$	
SEWAGE RENT DUE	\$	\$	
ATTORNEY FEES	\$	\$	
OTHER (COSTS, ETC.)	\$	\$	
TOTAL	\$	\$	\$

NOTE: CALCULATIONS MUST BE SHOWN IN ALL COLUMNS.

SWORN AND SUBSCRIBED BEFORE ME THIS 13th

DAY OF September 19 78

James H. Lynch
NOTARY PUBLIC Recorder
MY COMMISSION EXPIRES Jan 19 80

ALL OF THE INFORMATION ENTERED ON BOTH SIDES OF THIS AFFIDAVIT IS TRUE, FULL AND COMPLETE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

DM. Levesque
Consolidated Rail Corp
☐ GRANTEE ☐ AGENT FOR GRANTEE
☒ GRANTOR ☐ AGENT FOR GRANTOR
☐ STRAW ☐ TRUSTEE

BOOK 1262 PAGE 492

EXEMPTION CLAIMED FOR
STRAW-AGENT-PRINCIPAL-TRUSTEES

COMPLETE THIS SECTION WHEN EXEMPTION FROM PENNSYLVANIA REALTY TRANSFER TAX IS CLAIMED ON THE BASIS THAT THE TRANSACTION REPRESENTS A TRANSFER FROM STRAW OR AGENT TO PRINCIPAL, OR FROM TRUSTEE, IN EXECUTION OF THE TRUST.

SECTION IV

THE DEED OF AQUISITION TRANSFERRING THIS IDENTICAL PROPERTY INTO THE ALLEGED STRAW, AGENT OR TRUSTEE SPECIFICALLY INDICATES THAT:

_____ (TRANSFEROR(S))	_____ ADDRESS	_____ TITLE
_____ TRANSFEREES	_____ ADDRESS	_____ TITLE

RECORDING DATE _____ DEED BOOK VOLUME _____ PAGE NUMBER _____

REALTY TAX PAID AT THAT TIME \$ _____

A DISCLOSURE OF THE STRAW, AGENT, OR TRUSTEE RELATIONSHIP WAS NOTED ON THE ABOVE MENTIONED DEED. ☐ YES ☐ NO

ANOTHER DEED WAS EXECUTED AND ACKNOWLEDGED SIMULTANEOUSLY WITH THE ABOVE DEED DISCLOSING SUCH HOLDING. ☐ YES ☐ NO

RECORDING DATE _____ DEED BOOK VOLUME _____ PAGE NUMBER _____

REALTY TAX PAID AT THAT TIME \$ _____

REQUEST:

DO NOT WRITE BELOW THIS LINE
FOR BUREAU USE ONLY

FIELD SECTION	BUREAU HEADQUARTERS
ACCEPT AS FILED ☐ REGULATION # _____	ACCEPTED AS FILED ☐ REQUEST: _____
SIGNATURE _____ (DATE) _____	SIGNATURE _____ (DATE) _____
TITLE _____	TITLE _____

NO. <u>16501</u> ENTERED	QUITCLAIM DEED
JUN 21 11 00 AM '84 RECORDED SCHUYLKILL	CONSOLIDATED RAIL CORPORATION TO READING COMPANY
Parcel of land situate in Schuylkill Haven, Schuylkill County, Pa. <i>Mail</i> <i>Mary J. Hoagland</i> <i>Reading Real Estate Co.</i> <i>1534 Market St.</i> <i>Phila Pa. 19107</i>	

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STATE OF PENNSYLVANIA
COUNTY OF SCHUYLKILL
Recorded in the Office for the Recording of Deeds, etc., in
said County, in DEED Book 1345 Page 524
Witness my hand and Official Seal at Pottsville this
21st day of June 1984.
Richard X. Hoch Recorder



BOOK 1345 PAGE 527

RDG-CRC-RP 17

THIS INDENTURE, made this 27th day of April,
in the year of our Lord One Thousand Nine Hundred and Eighty-Four
(1984), between CONSOLIDATED RAIL CORPORATION, a corporation of the
Commonwealth of Pennsylvania, party of the first part, hereinafter
called Grantor, and READING COMPANY, a corporation of the Commonwealth
of Pennsylvania, party of the second part, hereinafter called Grantee.

WITNESSETH, that the said Grantor, for and in consideration
of the sum of ONE DOLLAR (\$1.00) lawful money of the United States of
America unto it well and truly paid by the said Grantee, at and
before the sealing and delivery of these presents, the receipt whereof
is hereby acknowledged, has remised, released and quitclaimed, and
by these presents does remise, release and quitclaim unto the said
Grantee, its successors and assigns:

ALL THAT CERTAIN tract or parcel of land situate in the
Borough of Schuylkill Haven, Schuylkill County, Pennsylvania, which
lies southwesterly of the following described line.

BEGINNING at a angle point in the southwesterly line of the
Main Line Branch near Station 4701 + 30, more or less, and 40 feet
measured southwesterly and at right angles from the centerline of
the main track; thence, extending northwesterly parallel to and
concentric with said centerline of the main track of said right of way
to a point in the southeasterly side of the Schuylkill River, the
point of ending.

Being a portion of the same premises which Consolidated Rail
Corporation acquired by deed dated March 29, 1976 from Andrew L.
Lewis, Jr. and Joseph L. Castle, Trustees of the property of Reading
Company, Debtor, as recorded in the Office for the Recording of
Deeds in and for the County of Schuylkill in Deed Book 1262, page
418&c on September 13, 1978.

SUBJECT NEVERTHELESS, to any easements or agreements of record,
to any pipes, wires, poles, cables, culverts, drainage courses or
systems and their appurtenances now existing and remaining in, on,
under, over and through the premises conveyed by this Indenture and
any rights to maintain, use, repair, renew and remove same.

TOGETHER WITH all and singular the tenements, hereditaments
and appurtenances thereunto belonging, or in any wise appertaining
and the reversions and remainders, rents, issues and profits thereof;
and also all the estate, right, title, interest, property, claim
and demand whatsoever, as well at law as in equity, of it, the said
Grantor, of, in or to the above described premises and every part
thereof, with the appurtenances, SUBJECT as aforesaid.

TO HAVE AND TO HOLD all and singular the above mentioned
and described premises, together with the appurtenances, unto the
said Grantee, its successors and assigns forever, SUBJECT as aforesaid.

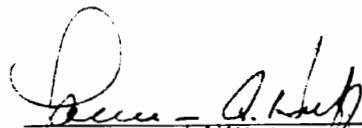
THIS DOCUMENT DOES NOT SELL, CONVEY, TRANSFER, INCLUDE OR
INUSRE THE TITLE TO THE COAL AND RIGHT OF SUPPORT UNDERNEATH THE SURFACE
LAND DESCRIBED OR REFERRED TO HEREIN, AND THE OWNER OR OWNERS OF SUCH
COAL MAY HAVE THE COMPLETE LEGAL RIGHT TO REMOVE ALL OF SUCH COAL
AND, IN THAT CONNECTION, DAMAGE MAY RESULT TO THE SURFACE OF THE LAND
AND ANY HOUSE, BUILDING OR OTHER STRUCTURE ON OR IN SUCH LAND. THE
INCLUSION OF THIS NOTICE DOES NOT ENLARGE, RESTRICT OR MODIFY ANY
LEGAL RIGHTS OR ESTATES OTHERWISE CREATED, TRANSFERRED, EXCEPTED OR
RESERVED BY THIS INSTRUMENT.

This quit claim deed defines what was an incomplete des-
cription of parcel 1777 situate in Schuylkill Haven, Schuylkill
County, Pennsylvania, reserved by Reading Company from convey-
ance to Consolidated Rail Corporation on April 1, 1976 in
conveyance document RDG-CRC-RP-17, Exhibit B - Page 32, recorded
in Schuylkill County in Deed Book 1262, on Page 418 on
September 13, 1978.

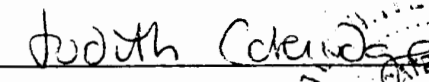
IN WITNESS WHEREOF, the said Grantor has caused these

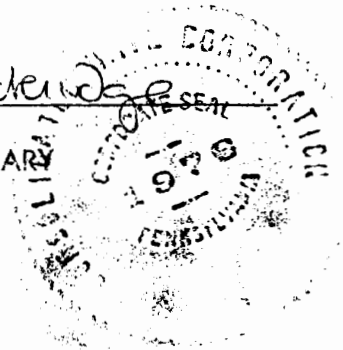
presents to be duly executed. Dated the day and year first herein written.

CONSOLIDATED RAIL CORPORATION
By:


LAWRENCE A. HUFF
Assistant Vice President - Real Estate

Attest:


ASSISTANT SECRETARY



I hereby certify that the
address of the within named
Grantee is

Reading Center
Philadelphia, PA 19109

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF PHILADELPHIA) SS

On this 27th day of April, in the year
of our Lord one thousand nine hundred and eighty-three (A. D. 1984)
before me, the subscriber, Francis C. Flynn, the undersigned
officer, personally came the above named James C. Flynn,
who acknowledged himself to be the Assistant Vice President - Real Estate
of CONSOLIDATED RAIL CORPORATION, a corporation, and that he as such
Assistant Vice President - Real Estate, being authorized to do so, executed
the foregoing Indenture for the purposes therein contained by signing
the name of the corporation by himself as Assistant Vice President - Real Estate

IN WITNESS WHEREOF, I have hereunto set my hand and official
seal.

Francis C. Flynn
FRANCIS C. FLYNN
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires July 2, 1987
NOTARY PUBLIC
1987

CORRECTION SUMMARYFor: RDG-CRC-RP-17County of Schuylkill
Commonwealth of Pennsylvania

Page	LC-MP	Subject matter	Action
A-6 ✓	0319	Line description	Delete page
A-6-Revised ✓	0319	Line description	Add page
A-15A ✓	0382	Line description	Add page
B-2 ✓	0305-103.6	Lateral cut description	Delete page
B-2-Revised ✓	0305-103.6	Lateral cut description	Add page
Map number V10P/51	0305-103.6	Lateral cut map	Delete map
Map number V10P/51-Revised	0305-103.6	Lateral cut map	Add map
B-3	0313A-0.0	Lateral cut description	Delete page
B-3-Revised ✓	0313A-0.0	Lateral cut description	Add page
*Map number 124	0313C-1.5	Map showing no parcels	Delete map
B-11 ✓	0319-87.7	Description for parcel 1513	Delete page
B-11-Revised ✓	0319-87.7	Description for parcel 1513	Add page
*Map number 114½	0321-113.8	Map for parcel 844	Delete map
*Map number MH&SH 119½	0321-119.0, 119.5	Map for parcel 135	Delete map
*Map number 120	0321-119.0, 119.5	Map for parcel 135	Delete map
B-27A ✓	0322B-80.1, 80.3,80.6,80.7	Description for parcel 1754	Add page
B-27B ✓	0322B-80.1, 80.3,80.6,80.7	Description for parcel 1755	Add page
Map number 80¼	0322B-80.1, 80.3, 80.6, 80.7	Map for parcel 1754	Add map
Map number 80½	0322B-80.1, 80.3 80.6, 80.7	Map for parcel 1754	Add map
Map number 80 3/4	0322B-80.1, 80.3 80.6, 80.7	Map for parcels 1754 and 1755	Add map

PAGE 2 of 2

CORRECTION SUMMARYFor: RDG-CRC-RP-17County of Schuylkill
Commonwealth of Pennsylvania

Page	LC-MP	Subject matter	Action
B-33 ✓	0322B-91.3, 91.8	Description for parcel 1783-1	Delete page
B-33-Revised ✓	0322B-91.3, 91.8	Description for parcel 1783-1	Add page
B-14 ✓	0319-93.9 , 93.2	Description for parcel 1517	Delete page
B-14-Revised ✓	0319-92.9 , 93.2	Description for parcel 1517	Add page
A-17 ✓	0522	Line description	Delete page
B-44 ✓	0351-29.6	Lateral cut description	Delete page
B-44-Revised ✓	0351-29.6	Lateral cut description	Add page
Map number V1P9/59	0351-29.6	Lateral cut map	Delete map
Map number V1P9/59-Revised	0351-29.6	Lateral cut map	Add map

*Copy not attached.

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Little Schuylkill Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Port Clinton, connecting to another line of railroad known as the Reading Main Line, passes through New Ringgold, and Tamaqua and terminates in the County at the connection with Reading Mahanoy and Shamokin at Barnesville in Rush.

The line of railroad described herein is identified as Line Code 0319 in the records of the United States Railway Association.

This page was ~~REMOVED~~ pursuant to the Corroboration Summary for this document.

Document No.

EXG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Little Schuylkill Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line enters the County near Port Clinton, connecting to another line of railroad known as the Reading Main Line, passes through New Ringgold, and Tamaqua and terminates in the County at the connection with Reading Mahanoy and Shamokin at Barnesville in Rush.

The line of railroad described herein is identified as Line Code 0319 in the records of the United States Railway Association.

Document No. RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Muddy Colliery Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line originates in the County near Silverton, connecting to another line of railroad known as the West End Branch, and terminates in the County near West Junction.

The line of railroad described herein is identified as Line Code 0382 in the records of the United States Railway Association.

A-15A

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Catawissa Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially northerly of the following described lateral cut line:

Being a line drawn parallel to and distant 33 feet, measured southwardly and at right angles from the centerline of the southbound main track of the East Mahanoy Railroad, from Station 5466 + 37 to a point in the westerly line of right-of-way of said Catawissa Branch as shown on Railroad Valuation Map No. V 10P-51, as revised to December 31, 1937.

The part of the line of railroad described herein begins at the lateral cut line in East Mahanoy Junction and extends to the County line near Catawissa Creek, in North Union.

The lateral cut line is identified as Line Code 0305-103.6 in the records of the United States Railway Association.

This page was DELETED pursuant to the Correction Summary for this document.

Document No.

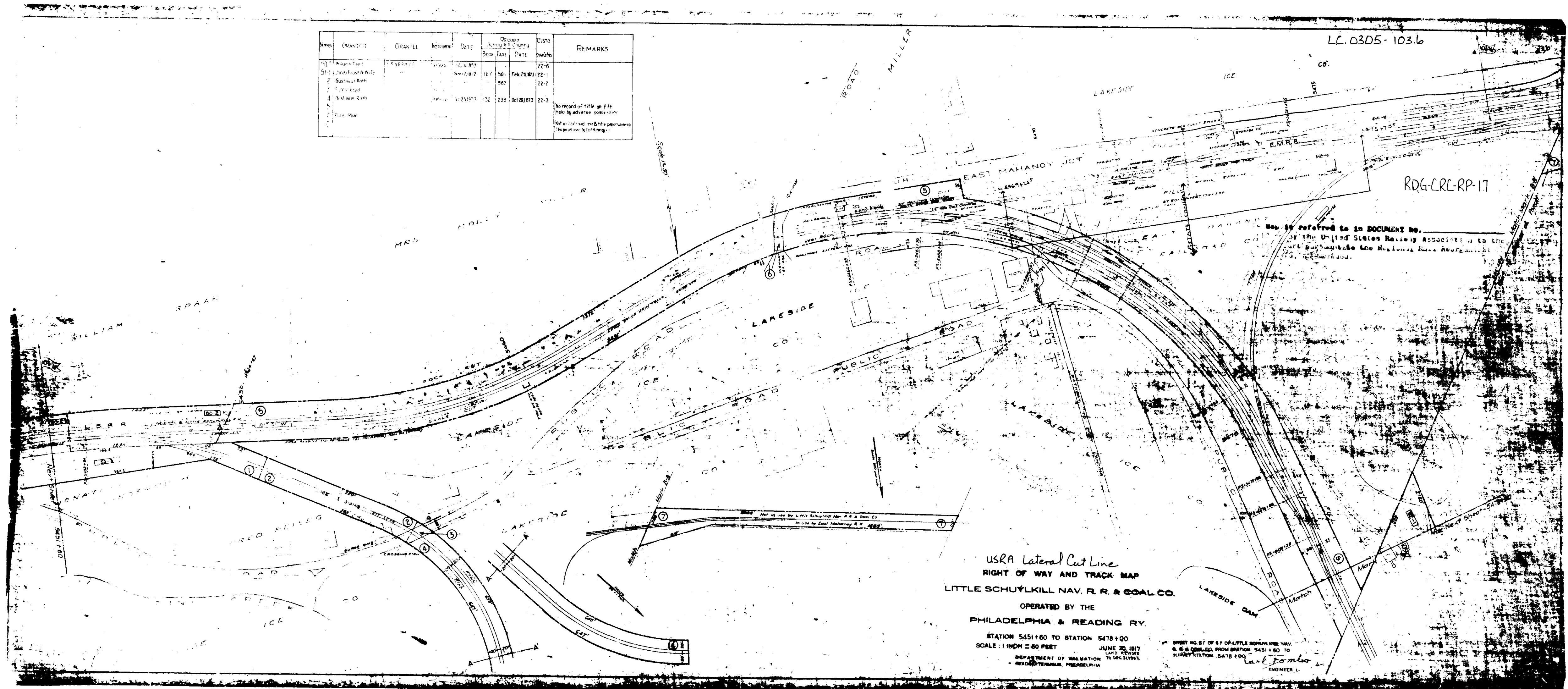
RDG-CRC-PR-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Catawissa Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially northerly of the following described lateral cut line:

Being a line drawn parallel to and distant 100 feet measured northwardly and at right angles from the centerline of the southbound main track of the East Mahanoy Railroad (Mahanoy and Shamokin Branch) from Station 5469+25 feet more or less to Station 5475+70 feet more or less as shown on Railroad Valuation Map No. V10P-5I dated December 31, 1937.

The part of the line of railroad described herein begins at the lateral cut line in East Mahanoy Junction and extends to the County line near Catawissa Creek, in North Union.

The lateral cut line is identified as Line Code 0305-103.6 in the records of the United States Railway Association.



Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Frackville (Bear Run) Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southerly of the following described lateral cut line:

Beginning at an angle point in the southerly property line of said Frackville Branch at Station 0 + 00, said point being distant 30 feet, measured southwardly and radially from the centerline of the southernmost track of the Mahanoy and Shamokin Branch; thence, extending westwardly parallel to and concentric with said centerline, a distance of 410 feet, more or less, to a point in the southerly right-of-way line of said Mahanoy and Shamokin Branch, thence, extending westwardly along said right-of-way line to another angle point opposite Bridge 0/14 as shown on Railroad Valuation Map No. IP31/1, as drawn on May 28, 1954.

The part of the line of railroad described herein begins at the lateral cut line at Bear Run Junction and extends to the end of the line in Frackville.

The lateral cut line is identified as Line Code 0313A-0.0 in the records of the United States Railway Association.

This page has been referred to the Correction Summary for this document.

Document Number

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Frackville (Bear Run) Branch and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southerly of the following described lateral cut line:

Beginning at an angle point in the southerly property line of said Frackville Branch at Station 0 + 00, said point being distant 30 feet, measured southwardly and radially from the centerline of the southernmost track of the Mahanoy and Shamokin Branch; thence, extending westwardly parallel to and concentric with said centerline, a distance of 410 feet, more or less, to a point in the southerly right-of-way line of said Mahanoy and Shamokin Branch, thence, extending westwardly along said right-of-way line to another angle point opposite Bridge 0/14 said point being distant 30 feet, measured southwardly and radially, from said centerline of southernmost track; thence, extending westwardly, parallel with and concentric to said centerline of southernmost track a distance of 1,000 feet, more or less, to a point on the southerly right-of-way line of said Mahanoy and Shamokin Branch opposite Station 5915+60, more or less, as shown on Railroad Valuation Map No. I P31/1, as drawn on May 28, 1954.

The part of the line of railroad described herein begins at the lateral cut line at Bear Run Junction and extends to the end of the line in Frackville.

The lateral cut line is identified as Line Code 0313A-0.0 in the records of the United States Railway Association.

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Borough of New Ringgold, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1513 on Railroad Branch Section Map No. Little Schuylkill Branch 87 3/4, as revised to July 27, 1960 and 88 as revised to February 13, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning on the westerly line of the 82.5 foot wide right-of-way, at an angle point in the right-of-way line near Station 4626+19, more or less and 40 feet westerly and at right angles from the centerline of the maintrack, as it was located on December 22, 1975; thence, extending northwardly parallel and concentric with the centerline of the main track, a distance of 685 feet, more or less, to another angle point, thence, extending westerly 80 feet to a point distant 110 feet, measured westerly and at right angles to the centerline of the main track; thence, extending in a northerly direction 400 feet, more or less, along a line parallel and concentric with the centerline of the main track to a point in the southerly side of Feger Street, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-87.7.

This page was DELETED pursuant to the Correction Summary for this document.

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Borough of New Ringgold, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1513 on Railroad Branch Section Map No. Little Schuylkill Branch 87 3/4 as revised to July 27, 1960 and 88 as revised to February 13, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies westerly of the following described line:

Beginning on the westerly line of the 82.5 foot wide right-of-way, at an angle point in the right-of-way line near Station 4626+19, more or less and 40 feet westerly and at right angles from the centerline of the maintrack, as it was located on December 22, 1975; thence, extending northwardly a distance of 685 feet, more or less, to another angle point, a distance 30 feet west of and at right angles to the centerline of the existing main track; thence, extending westerly 80 feet to a point distant 110 feet, measured westerly and at right angles to the centerline of the main track; thence, extending in a northerly direction 400 feet, more or less, along a line parallel and concentric with the centerline of the main track to a point in the southerly side of Feger Street, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-87.7.

Document No.

RDG-CRC-RP-17

All that parcel of land situate partly in the Township of Tilden, County of Berks and partially in the Township of South Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1754 on Railroad Branch and Section Map Numbers Main Line Reading Company 80 1/4, 80 1/2, 80 3/4, and 81, all of which are revised to June 11, 1975, and being all of the land of the Reading Company, as shown on the Map which lies northerly and northeasterly of the following described line:

Beginning on the southerly line of the Schuylkill River, at an angle point in the railroad property line near Station 4229+25, more or less, and 65 feet northeastwardly and radially from the centerline of the two-way main track as it was located on December 10, 1975; thence extending westwardly a distance of 48 feet, more or less, to another angle point 50 feet, more or less, north of the centerline of the said two way main track; thence, northwestward and northwardly in an meandering line generally parallel to the wire line 3940, more or less, to another angle point on the westerly line of the Schuylkill River 40 feet, more or less, eastwardly and at right angles from the centerline of said two way main track, said angle point being the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-80.1,80.3, 80.6,80.7.

Document No.

RDG-CRC-RP-17

All that parcel of land situate partially in the Township of Tilden, County of Berks and partially in the Township of South Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1755 on Railroad Branch and Section Map Numbers Main Line Reading Company 80 3/4 and 81, both as revised to June 11, 1975, and being all of the land of the Reading Company, as shown on the Map, which lies northwesterly and southwesterly of the following described line:

Beginning on the southwesterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4259+15, more or less, and 70 feet southwestwardly and at right angles from the centerline of the two-way main track as it was located on December 10, 1975; thence extending northeastwardly a distance of 33 feet, more or less, to another angle point 40 feet, more or less, southwest of the centerline of said two-way main track; thence, northwestwardly, parallel to the centerline of said two-way main track 1054 feet, more or less, to another angle point on the railroad property line, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-80.1, 80.3, 80.6, 80.7.

801

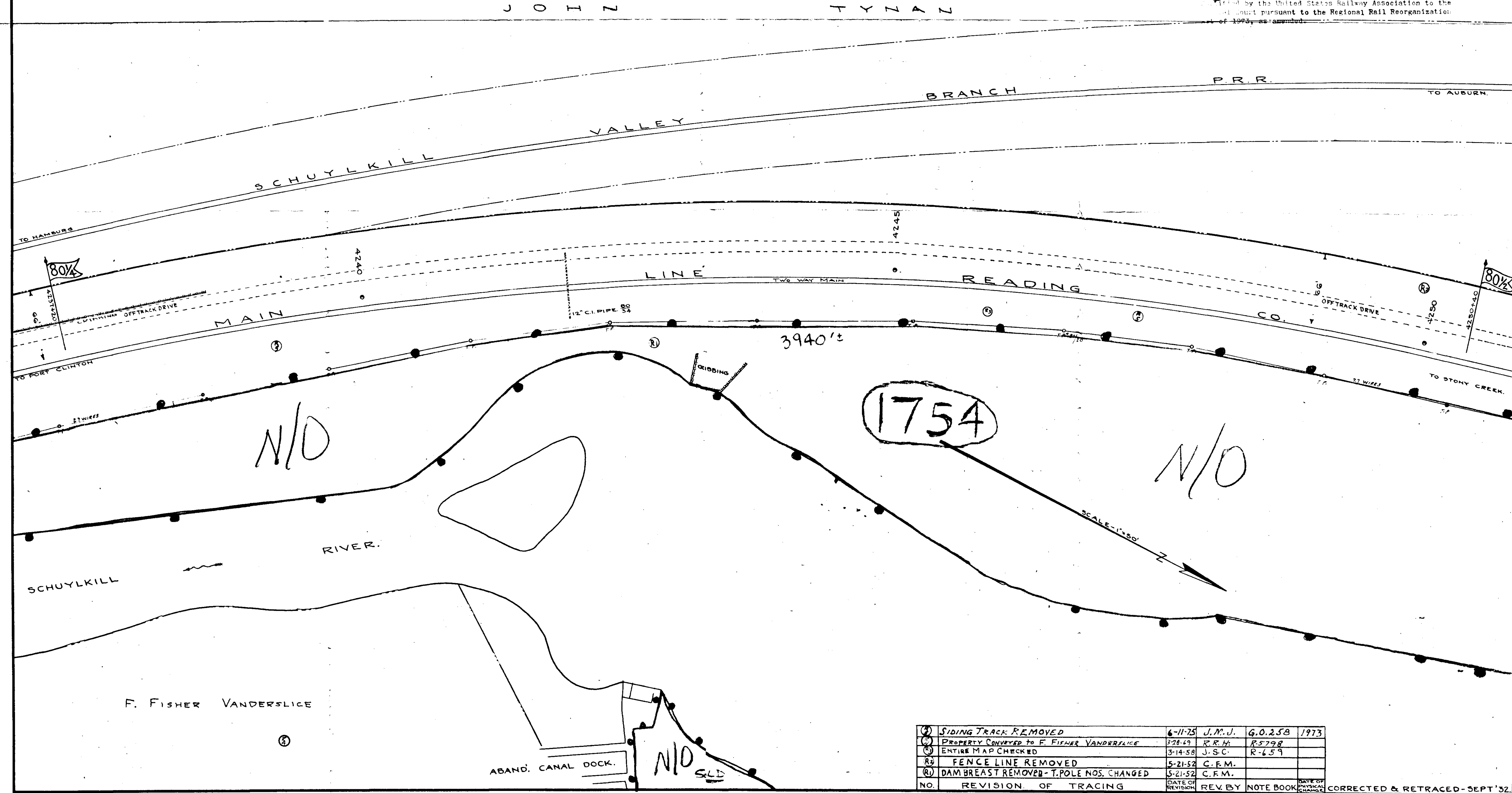
0322B-80.1,80.3,80.6,80.7

MAIN LINE, READING COMPANY.

TILDEN TOWNSHIP, BERKS COUNTY, PA.

RP6-CRC-RP-17

This Map is referred to in DOCUMENT NO. _____
by the United States Railway Association to the
Court pursuant to the Regional Rail Reorganization
Act of 1973, as amended.



①	SIDING TRACK REMOVED	6-11-75	J.M.J.	G.O.258	1973
②	PROPERTY CONVEYED TO F. FISHER VANDERSLICE	3-28-67	R.R.H.	R-5798	
③	ENTIRE MAP CHECKED	3-14-58	J.S.C.	R-659	
④	FENCE LINE REMOVED	5-21-52	C.F.M.		
⑤	DAM BREAST REMOVED - T. POLE NOS. CHANGED	5-21-52	C.F.M.		
NO.	REVISION OF TRACING	DATE OF REVISION	REV. BY	NOTE BOOK	DATE OF PHYSICAL CHECK

CORRECTED & RETRACED - SEPT '32.
11/76 CS-AME

This Map is prepared as an addendum to RDG-CRC-RP-17
Certified by the State Engineer to be a true and correct representation of the
actual ground conditions in the Region, to the best of the Engineer's knowledge
and belief, as of the date of preparation.

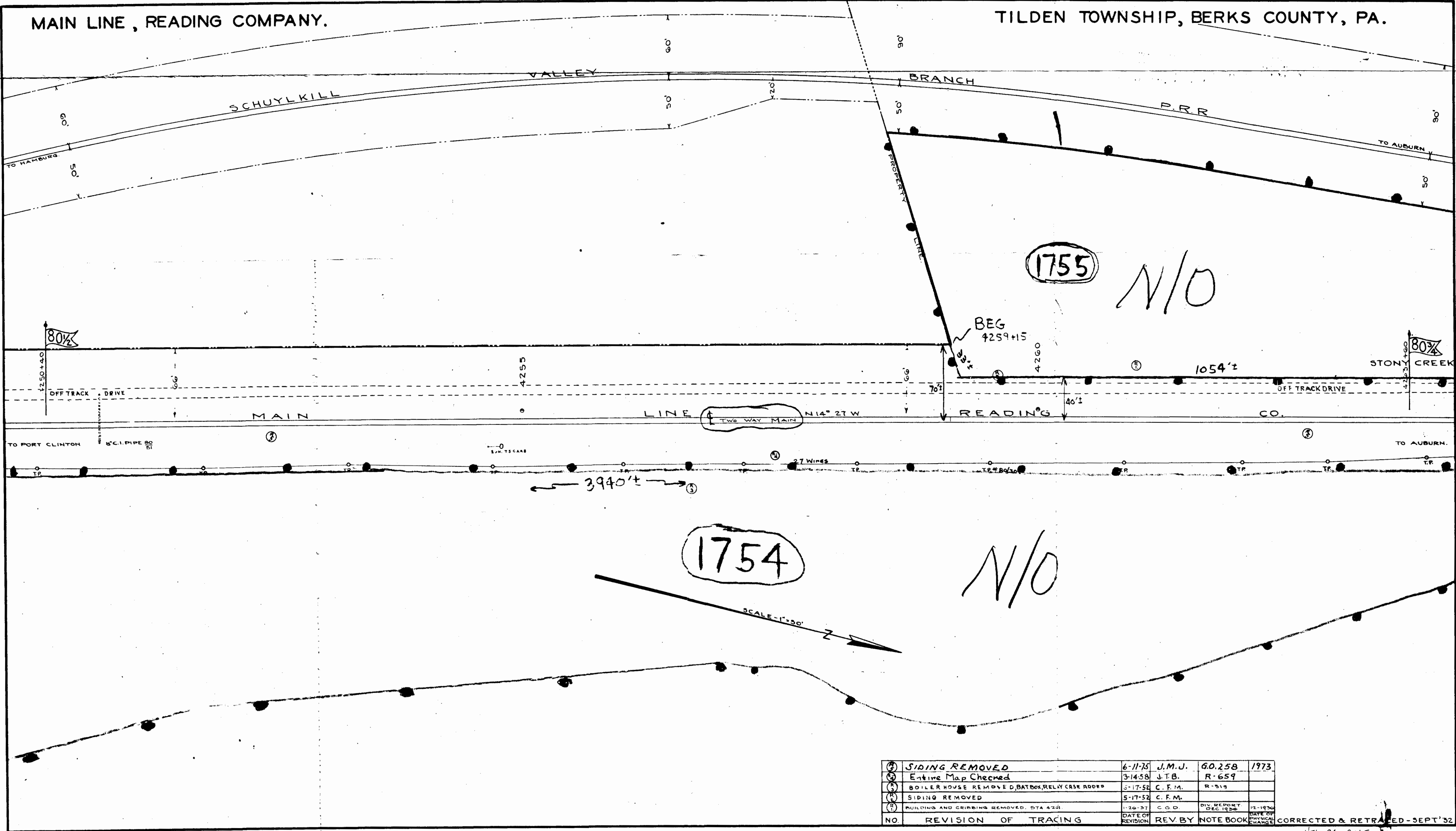
0322 B-80.1, 80.3, 80.6, 80.7

80.7

MAIN LINE, READING COMPANY.

TILDEN TOWNSHIP, BERKS COUNTY, PA.

#10



①	SIDING REMOVED	6-11-75	J.M.J.	60.258	1973
②	Entire Map Checked	3-14-58	J.T.B.	R-659	
③	BOILER HOUSE REMOVED, BATBOX, RELY CASE ADDED	5-17-52	C.F.M.	R-519	
④	SIDING REMOVED	5-17-52	C.F.M.		
⑤	BUILDING AND CRIBBING REMOVED, STA 425	1-26-57	C.G.D.	D.Y. REPORT DEC 1956	12-11-56 DATE OF PHYSICAL CHANGE

NO. REVISION OF TRACING DATE OF REVISION REV BY NOTE BOOK CORRECTED & RETRACED - SEPT '32

1/76 CS-AME

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Town of North Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1783-1 on Railroad Branch and Section Map Nos. Main Line 91 1/2, as revised to June 16, 1975; Main Line 91 3/4, as revised to June 16, 1975; Main Line 91 3/4 A, as revised to June 16, 1975; and Main Line 92, as revised to June 16, 1975; and being all of the land of the Reading Company, as shown on the Map, which lies easterly and southerly of the following described line:

Beginning on the easterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4821+43, more or less, and 50 feet easterly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northeastwardly, northwardly, and northwestwardly, parallel with and concentric with the centerline of the main track 2320 feet, more or less, to another angle point in the railroad property line, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-91.3-91.8.

This page was DELETED pursuant to the Correction Summary for this document.

Document No.

RDG-CRC-RP-17

All that parcel of land situate in the Town of North Manheim, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1783-1 on Railroad Branch and Section Map Nos. Main Line 91 1/2, as revised to June 16, 1975 and Main Line 91 3/4, as revised to June 16, 1975; and being all of the land of the Reading Company, as shown on the Map, which lies easterly and southerly of the following described line:

Beginning on the easterly line of the railroad right-of-way, at an angle point in the railroad property line near Station 4821+43, more or less, and 50 feet easterly and at right angles from the centerline of the main track, as it was located on December 10, 1975; thence, extending northeastwardly, northwardly, and northwestwardly, parallel with and concentric with the centerline of the main track 22320 feet, more or less, to another angle point in the railroad property line opposite Station 4845, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0322B-91.3-91.8.

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of Walker, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1517 on Railroad Branch and Section Map Nos. Little Schuylkill Branch 93 as revised to October 14, 1969 ; 1969, 93 1/4 as revised to June 5, 1975 and 93 1/2 as revised to March 27, 1958, and being all of the land of The Reading Company, as shown on the Map, which lies southerly and southeasterly of the following described line:

Beginning on the southerly line of the right-of-way, at an angle point in the railroad right-of-way line near Station 4904+26, more or less and 48 feet southerly and at right angles from the original centerline; thence extending easterly and northeasterly parallel and concentric with the original centerline a distance of 2445 feet, more or less, to another angle point, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-93.9, 93.2

This page was DELETED pursuant to the Correction Summary for this document.

Document No. RDG-CRC-RP-17

All that parcel of land situate in the Township of Walker, County of Schuylkill, and Commonwealth of Pennsylvania, being designated as Parcel 1517 on Railroad Branch and Section Map Nos. Little Schuylkill Branch 93 as revised to October 14, 1969, 93 1/4 as revised to June 5, 1975 and 93 1/2 as revised to March 27, 1958, and being all of the land of The Reading Company, as shown on the Map, which lies southerly and southeasterly of the following described line:

Beginning on the southerly line of the right-of-way, at an angle point in the railroad right-of-way line near Station 4904+26, more or less and 48 feet southerly and at right angles from the original centerline; thence extending easterly and northeasterly parallel and concentric with the original centerline a distance of 2445 feet, more or less, to another angle point, the point of ending.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 0319-92.9, 93.2.

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being the Reading Company's line of railroad known as the Lehigh and Susquehanna Nesquehoning Valley Branch and being all the real property in the County lying in, under, above, along, contiguous to, adjacent to or connecting to such line.

Such line enters the County near the south bank of the Hauto Reservoir in Rush, passes through Hometown, and terminates in the County near Tamanend in Rush.

The line of railroad described herein is identified as Line Code 0522 in the records of the United States Railway Association.

This page was DELETED pursuant to the Correction Summary for this document.

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the West End Branch (to Pine Grove) and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southerly of the following described lateral cut line:

Being a line drawn along the Tremont Township-Tremont Borough Boundary Line at Station 1557+47, more or less, as shown on Railroad Valuation Map No. VIP9-59, as revised to December, 1921.

The part of the line of railroad described herein begins at the lateral cut line near Tremont Junction in Tremont Township and extends to the end of the line near Swatara Creek, in Pine Grove.

The lateral cut line is identified as Line Code 0351-29.6 in the records of the United States Railway Association.

This page was DELETED pursuant to the Correction Summary for this document.

Document No.

RDG-CRC-RP-17

Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the West End Branch (to Pine Grove) and is described in Exhibit A of this Deed, and being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of the line of railroad which lies beyond and initially southerly of the following described lateral cut line:

Being a line drawn along the Tremont Township-Tremont Borough Boundary Line at Station 1560+11, more or less, as shown on Railroad Valuation Map No. VIP9-59, as revised to December, 1921.

The part of the line of railroad described herein begins at the lateral cut line near Tremont Junction in Tremont Township and extends to the end of the line near Swatara Creek, at Pine Grove.

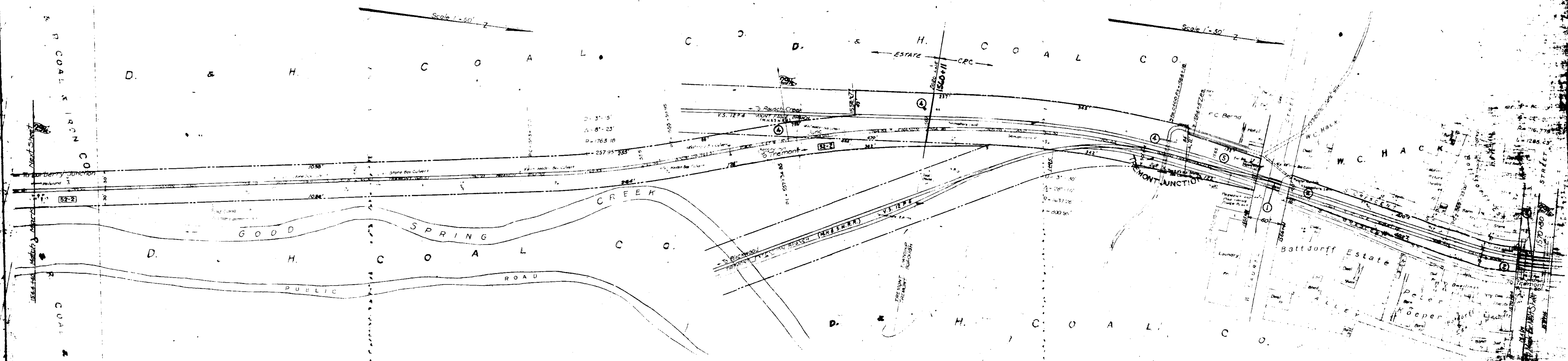
The lateral cut line is identified as Line Code 0351-29.6 in the records of the United States Railway Association.

R516-CRC-RP-17

NUMBER	GRANTOR	GRANTEE	INSTRUMENT	DATE	RECORD		CUSTOMER	REMARKS
					BOOK	PAGE		
52-2	W Laurel St	Tremont Jct Pa	Charter					No record of title on file held by adverse possession
59-1	Man St	Tremont Jct Pa	Charter					No record of title on file held by adverse possession
-3								Used but not owned. Owned by S.N.R.R. See V.S. 1274
-4								No record of title on file
-5								No record of title on file

L.C. 0351 M.P. 29.6

116B



SHEET NO. 58 OF 85 OF LEBANON & TREMONT
BRANCH FROM SURVEY STATION 1544+40 TO
SURVEY STATION 1570+80
C. J. Tomlinson
ENGINEER

USRA LATERAL CUT LINE
RIGHT OF WAY AND TRACK MAP
PHILADELPHIA & READING RY
LEBANON AND TREMONT BRANCH
STATION 1544+40 TO STATION 1570+80
SCALE: 1 INCH = 50 FEET

VIP9
159

1176 CS-AME

SUPPLEMENTAL STIPULATION
CORRECTION SUMMARY

For: RDG-CRC-RP-17

County of Schuylkill
Commonwealth of Pennsylvania

Page	LC-MP	Subject matter	Action
B-40-A ✓	0349-7.3	Description for lateral cut	Add page
Map number Wolf Creek Branch 1/4	0349-7.3	Map for lateral cut	Add map
B-29-A ✓	0322-83.2	Description for lateral cut	Add page
Map number 83 1/4	0322-83.2	Map for lateral cut	Add map
B-36-A ✓	0344-1.8	Description for lateral cut	Add page
Map number Preston Branch 1/2	0344-1.8	Map for lateral cut	Add map
Map number IP31/1	0313A-0.0	Map for lateral cut	Delete map
Map number IP31/1-Revised	0313A-0.0	Map for lateral cut	Add map

Document Number

RDG-CRC-RP-17

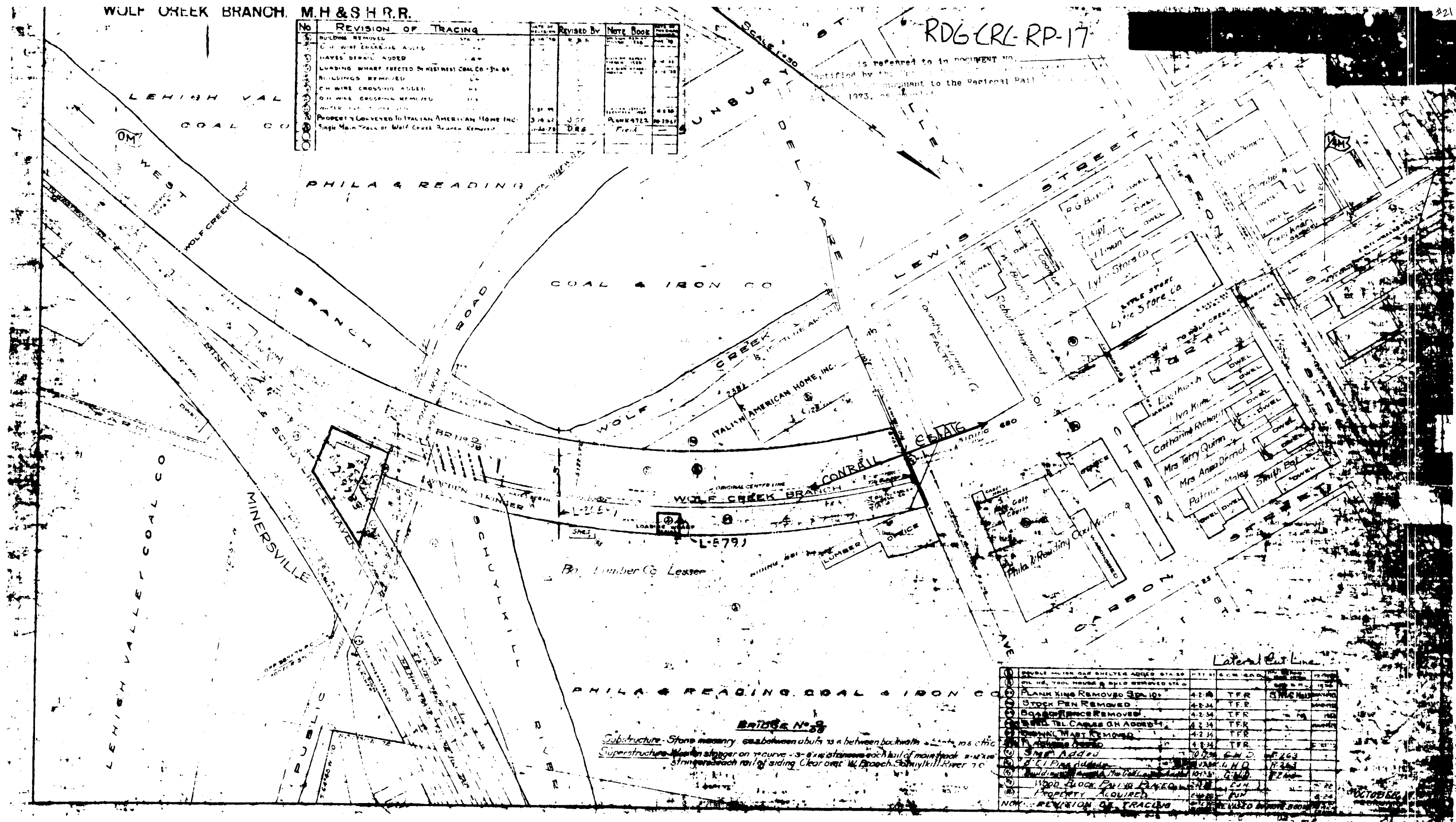
Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Wolf Creek Branch and originates in the County at its connection with the Company's West End Branch which is described in Exhibit A of this Deed. And being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of said Wolf Creek Branch which lies beyond and initially northwesterly of the following described lateral cut line:

Being a line drawn on the east side of Delaware Street, Minersville, said line intersecting the centerline of right-of-way at Station 8+56, more or less, as shown on Railroad Valuation Map No. Wolf Creek Branch 1/4 as revised to November 26, 1973.

The part of the line of railroad described herein begins at the lateral cut line in Minersville and extends to the end of the line at the Wolf Creek Washery.

The part of the line of railroad described herein is identified as Line Code 0349-7.3 in the records of the United States Railway Association.

B-40-A



0349-7.3

11/6 CS ANE

Document Number

RDG-CRC-RP-17

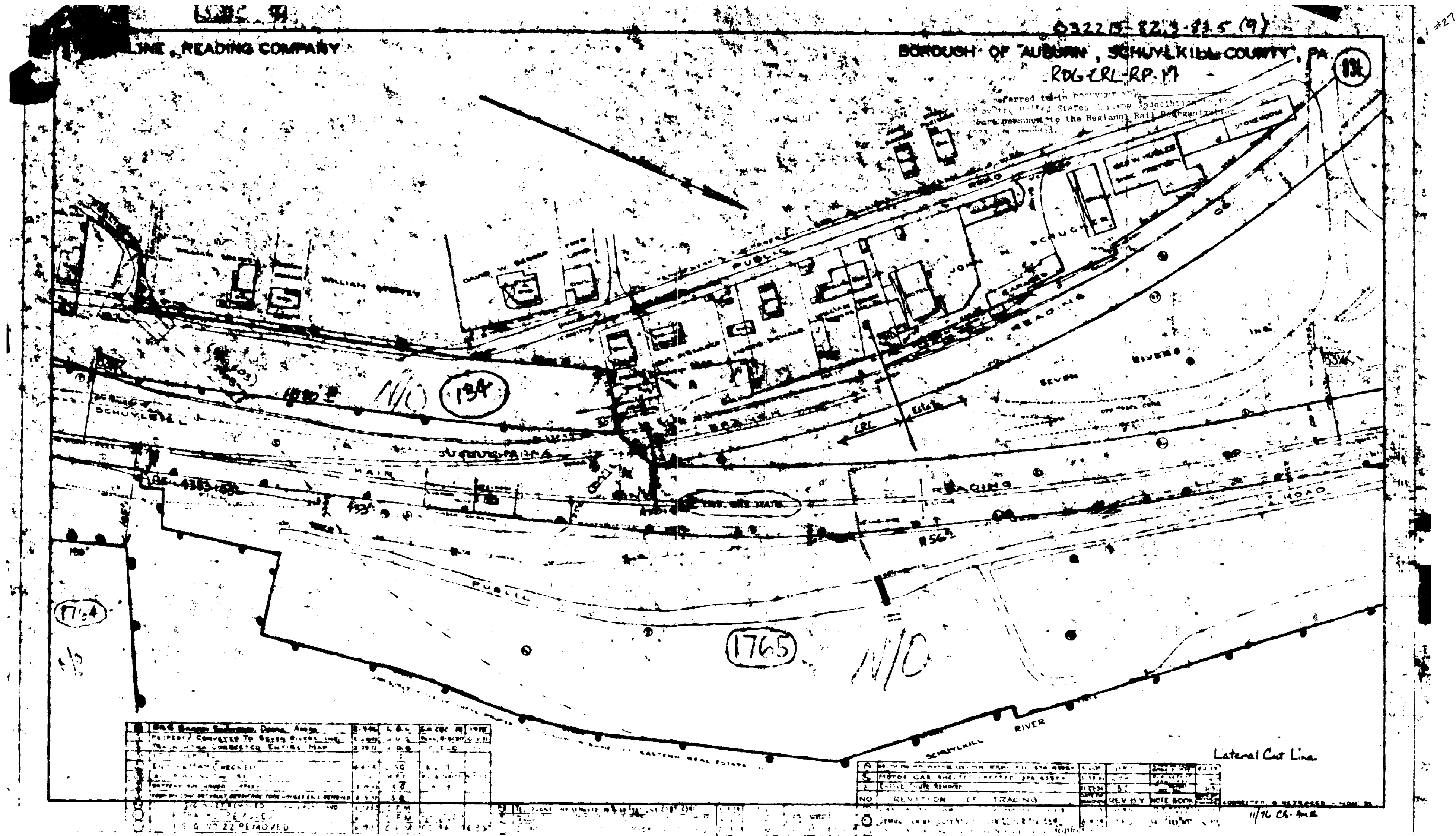
Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Schuylkill and Susquehanna Branch and originates in the County at its connection with the Company's Main Line which is described in Exhibit A of this Deed. And being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of said Schuylkill and Susquehanna Branch which lies beyond and initially northwesterly of the following described lateral cut lines:

Being a line drawn at right angles to the centerline of right-of-way at the southeast end of a stone retaining wall as shown on Railroad Valuation Map Number Main Line 83 1/4 as revised to February 4, 1976.

The part of the line of railroad described herein begins at the lateral cut line in Auburn and extends to the end of the line near Jefferson.

The part of the line of railroad described herein is identified as Line Code 0322B-83.2 in the records of the United States Railway Association.

B-29-A



Document Number

RDG-CRC-RP-17

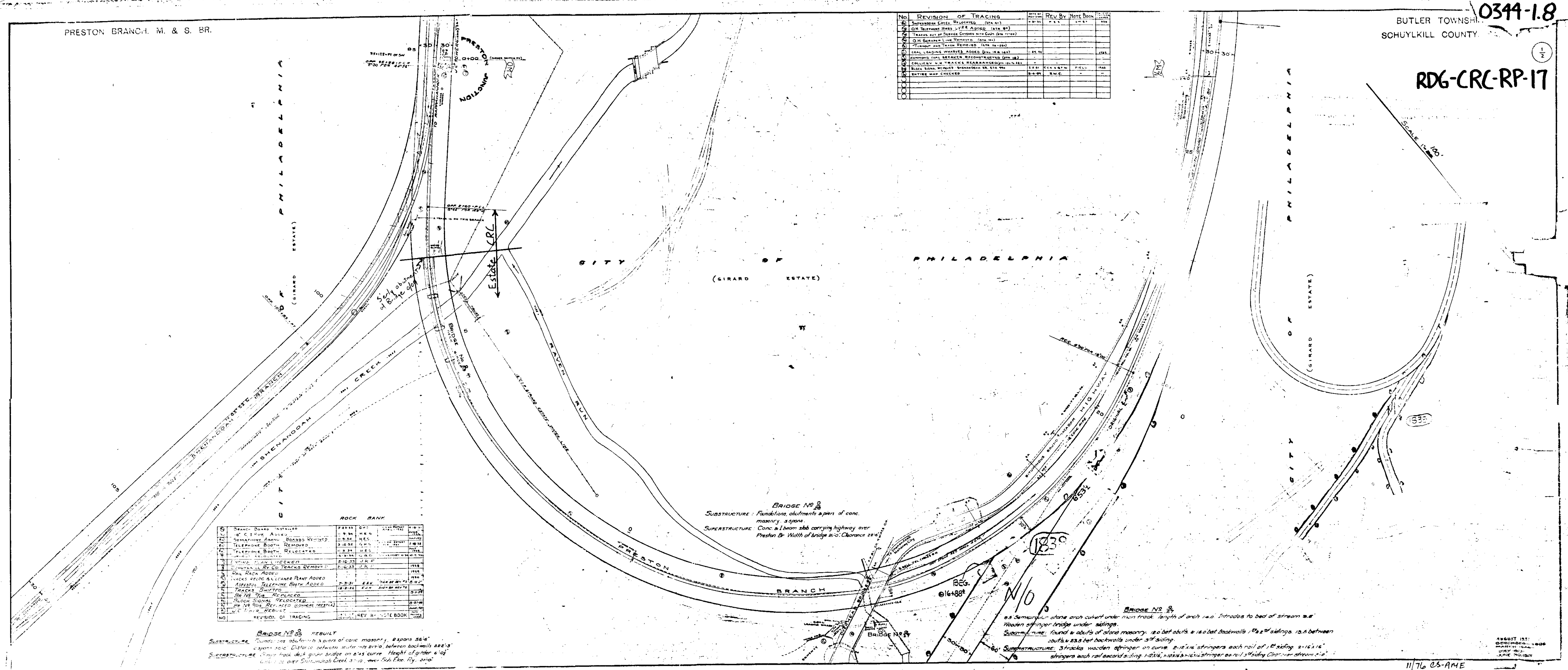
Situate in the County of Schuylkill, Commonwealth of Pennsylvania, and being part of the Reading Company's line of railroad which is known as the Preston Branch and originates in the County at its connection with the Company's Shenandoah Branch which is described in Exhibit A of this Deed. And being all of the real property in the County lying in, under, above, along, contiguous to and adjacent to that part of said Preston Branch which lies beyond and initially northerly of the following described lateral cut line:

Being the southerly abutment of Bridge 0/09 as shown on Railroad Valuation Map Number Preston Branch 1/2 as revised to August 4, 1959.

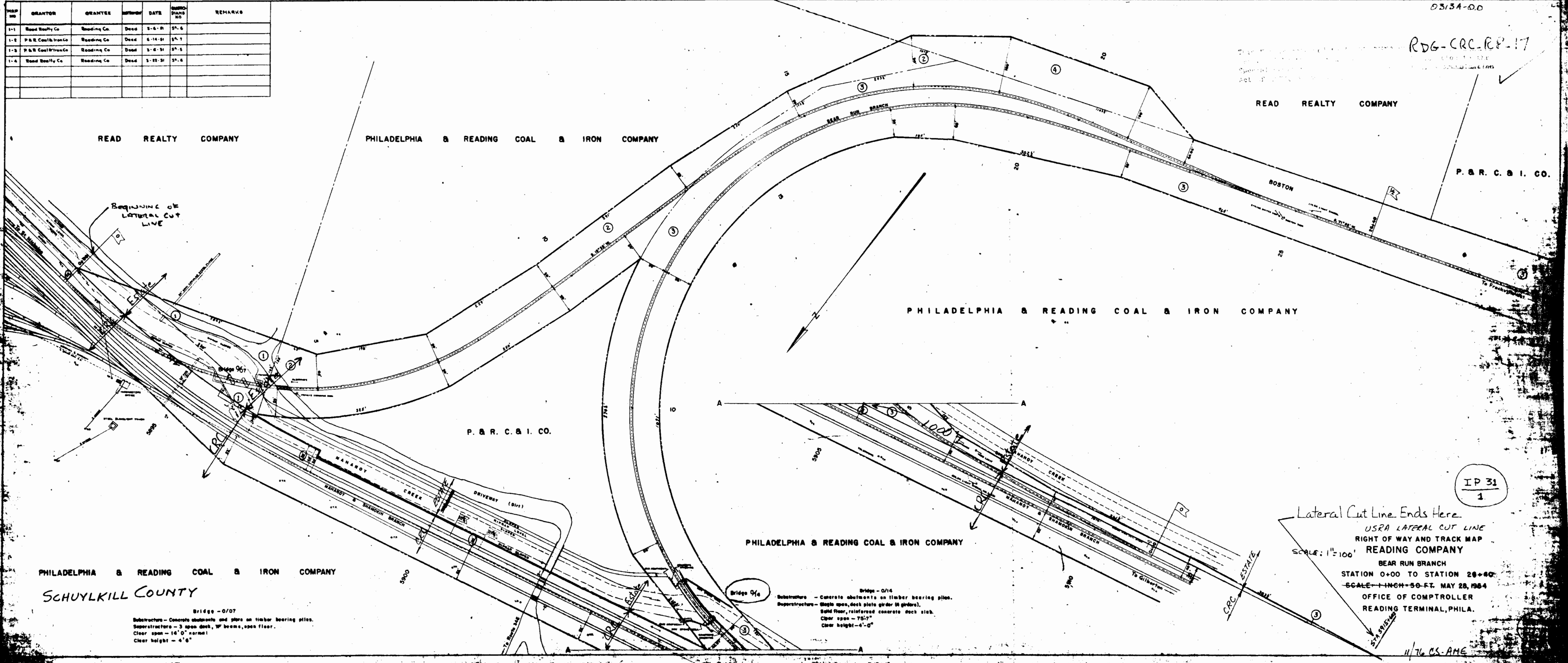
The part of the line of railroad described herein begins at the lateral cut line at Preston Junction and extends to the end of the line near Preston.

The part of the line of railroad described herein is identified as Line Code 0344-1.8 in the records of the United States Railway Association.

B-36-A



MAP NO.	GRANTOR	GRANTEE	OFFICER	DATE	AMOUNT	REMARKS
1-1	Read Realty Co.	Reading Co.	Deed	5-6-31	\$5.6	
1-2	P. & R. Coal & Iron Co.	Reading Co.	Deed	6-14-31	\$5.7	
1-3	P. & R. Coal & Iron Co.	Reading Co.	Deed	5-8-31	\$5.5	
1-4	Read Realty Co.	Reading Co.	Deed	5-12-31	\$5.6	



 United States Railway Association

Final System Plan

Volume I

SECTION A

Designations to ConRail

The rail properties of railroads in reorganization or of railroads leased, operated or controlled by railroads in reorganization are designated for transfer to ConRail pursuant to section 206(c)(1)(A) in accordance with the *general designations* set forth below, subject to the *exceptions and additions* specified below:

General Designations

Rail Lines and Trackage Rights—The Rail Lines Table at the end of this section provides the details as to the designations of rail line and trackage right transfers to ConRail by each transferor. Rail line transfers are indicated in the "interest" column of the table as "line to CRC". Where "line to CRC" designations are made, all of the transferor's right, title and interest are transferred. Trackage right transfers are indicated in the "interest" column of the table as "TR to CRC". Under such designations only operating rights over the transferor's lines are transferred to ConRail with the balance of the right, title and interest transferred to others. In the other designations in this section, the transfer of some rail properties depends on an association with, or location along transferred rail lines. Such designations apply, except as specifically noted, only to transferred rail lines, and not to transferred trackage rights.

Yards—

- Transferors' interest in all freight yards associated with rail lines designated to ConRail, except for those yards offered to profitable railroads.
- Leasehold, occupancy and access rights which are necessary to the operation of present Amtrak services in all yards associated with rail lines designated to ConRail.
- An option (described in Chapter 8) to purchase or lease all or less of Transferors' remaining interest in all passenger yards associated with rail lines in which ConRail is designated an interest.

Facilities (including ore and coal wharves, intermodal terminals service and maintenance facilities such as shops, shop machinery, enginehouses, fuel stations and roadway buildings)—

- Transferors' interest in all freight facilities associated with rail lines or yards or portions thereof designated to ConRail, except for such facilities offered to profitable railroads.
- Leasehold, occupancy and access rights in all passenger related facilities necessary to the operation of present Amtrak services and associated with rail lines designated to ConRail.
- An option (described in Chapter 8) to purchase or lease all or less of Transferors' remaining interest in all passenger related facilities associated with rail lines in which ConRail is designated an interest.

Stations and Structures—

- Transferors' interest in freight related structures associated with a yard or portion thereof designated to ConRail from Transferor.
- Leasehold, occupancy and access rights necessary to the operation of present Amtrak services in stations and other passenger related structures and an option (described in Chapter 8) to acquire all or less of Transferors' remaining interest in such structures.
- Transferors' interest in those freight related structures associated with rail lines designated to ConRail which structures are used and useful in rail transportation as that term is defined in Chapter 8.
- A 2-year lease with appropriate access and occupancy rights of Transferors' interest in that portion of any structure transferred to or left with others than ConRail in which rail properties otherwise designated to ConRail are located.

Freight Cars and Nonpassenger Service Locomotives—Transferor's interest in all freight cars and nonpassenger service locomotives except for:

- such equipment under leases not meeting lease designation standards, and
- such equipment designated for offer to the Chessie.

281

INTERESTS DESIGNATED TO CONRAIL

LINE CODE	FROM STATION	TO STATION	MP1	MP2	BRANCH NAME	INTERESTS
TRANSFEROR: DELAWARE & BOUND BROOK RAILROAD						
0326	WEST TRENTON	WEST TRENTON	32.0	32.5	NEW YORK BR	LINE TO CRC/TR TO OTHERS
0326	WEST TRENTON	ELLEN HILL	32.5	50.1	NEW YORK BR	LINE TO CRC/TR TO OTHERS
0326	ELLEN HILL	WESTON	50.1	56.3	NEW YORK BR	LINE TO CRC/TR TO OTHERS
0326	WESTON	BOUND BROOK JCT	56.3	58.4	NEW YORK BR	LINE TO CRC/TR TO OTHERS
TRANSFEROR: EAST PENNSYLVANIA RAILROAD						
0312	READING PIKE	ALLENTOWN BURN	1.1	35.4	EAST PENNA BR	TR TO CRC
TRANSFEROR: NORTH PENNSYLVANIA RAILROAD						
0301	TABOR JCT	JENKIN	7.0	10.8	BETHLEHEM BR	LINE TO CRC/TR TO OTHERS
0301	JENKIN	QUAKERTOWN	10.8	40.2	BETHLEHEM BR	LINE TO CRC/TR TO OTHERS
0301	QUAKERTOWN	BETHLEHEM	40.2	56.6	BETHLEHEM BR	LINE TO CRC/TR TO OTHERS
0311	LANSDALE	FORTUNA	0.0	1.5	DOYLESTOWN BR	LINE TO CRC/TR TO OTHERS
0323	FAIRLESS JCT	MORRISVILLE	0.0	6.6	MORRISVILLE BR	TR TO CRC
0326	JENKIN	NESHAMINY	10.8	21.2	NEW YORK BR	LINE TO CRC/TR TO OTHERS
0326	NESHAMINY	'FA/NJ LINE'	21.2	31.4	NEW YORK BR	LINE TO CRC/TR TO OTHERS
0326	'FA/NJ LINE'	WEST TRENTON	31.4	32.0	NEW YORK BR	LINE TO CRC/TR TO OTHERS
TRANSFEROR: PHILADELPHIA, GERMANTOWN & NORRISTOWN RAILROAD						
0328	NORTH BROAD ST	TABOR JCT	2.9	7.0	NINTH STREET BR	LINE TO CRC/TR TO OTHERS
0329	16TH STREET	NORRISTOWN KALB	3.5	17.3	NORRISTOWN BR	LINE TO CRC/TR TO OTHERS
TRANSFEROR: PORT READING F. R.						
0336	WESTON	PORT READING	0.0	19.4	PORT READING BR	TR TO CRC
TRANSFEROR: WILMINGTON & NORTHERN RAILROAD						
0340	BIRDSBORO "EE"	WGN JCT	63.4	64.7	WILM & NORTHERN	TR TO CRC
TRANSFEROR: READING COMPANY						
0303	NICE	WAYNE	0.0	0.7	BLUE LINE CCBW	TR TO CRC
0305	EARNES	HAUCKS	103.0	105.4	CATAWISSA BR	LINE TO CRC
0305	MILTON	WEST MILTON	169.0	170.8	CATAWISSA BR	LINE TO CRC
0305	WEST MILTON	NEWBERRY JCT	170.8	203.5	CATAWISSA BR	LINE TO CRC
0309	PARK	FALLS	2.4	5.4	CITY BRANCH	TR TO CRC
0313B	HILL CREEK JCT	MIDDLEPORT	1.5	7.0	SCHUYLVILLE VALLEY BR	LINE TO CRC
0313C	POTTSVILLE JCT	HILL CREEK JCT	0.0	1.5	PRACKVILLE BR	LINE TO CRC
0313C	HILL CREEK JCT	ST CLAIR	1.5	4.1	PRACKVILLE BR	LINE TO CRC
0316	HEFN	TREVORTON	0.0	6.6	HERNDON BR	LINE TO CRC
0316	TREVORTON	TREVORTON	6.6	7.8	HERNDON BR	LINE TO CRC
0318A	READING	OLEY	0.0	0.2	LEBANON VALLEY BR	TR TO CRC
0318B	READING	HARRISBURG	0.0	53.6	LEBANON VALLEY BR	TR TO CRC
0319	CLINTON	EARNES	78.3	103.0	LITTLE SCHUYLKILL	LINE TO CRC
0320	NICE	NEWTOWN BRANCH	0.0	1.8	LCW GRADE BRANCH	TR TO CRC
0321	EARNES	HEFN	103.0	139.0	MAHONY & SHAMOKIN	LINE TO CRC
0322B	FALLS	NORRIS	5.4	18.0	MAIN LINE RDG	TR TO CRC
0322B	NORRIS	ECTISTOWN	18.0	40.5	MAIN LINE RDG	LINE TO CRC/TR TO OTHERS
0322B	ECTISTOWN	READING (FIKE)	40.5	59.9	MAIN LINE RDG	LINE TO CRC/TR TO OTHERS
0322B	READING (FIKE)	READING (BELT)	59.9	61.4	MAIN LINE RDG	LINE TO CRC/TR TO OTHERS
0322B	READING (BELT)	ECTISTOWN	61.4	93.6	MAIN LINE RDG	LINE TO CRC
0324	CARMEL	WARMINGSTER	0.0	7.3	NEW HOPE BRANCH	LINE TO CRC/TR TO OTHERS
0327	NEWTOWN JCT	CHELTENHAM JCT	6.2	9.6	N.Y. SHORT LINE	LINE TO CRC/TR TO OTHERS
0327	CHELTENHAM JCT	NESHAMINY	9.6	19.2	N.Y. SHORT LINE	LINE TO CRC/TR TO OTHERS
0328	SPRING GARDEN	NORTH BROAD ST	1.0	2.9	NINTH STREET BR	LINE TO CRC/TR TO OTHERS
0330	NORRISTOWN KALB	NORRIS	0.3	1.0	NORRISTOWN BR	LINE TO CRC/TR TO OTHERS
0337	E LITITZ	LITITZ	20.0	21.3	READING & COLUMBIA	LINE TO CRC
0337	LITITZ	MANHEIM	21.3	26.0	READING & COLUMBIA	LINE TO CRC
0337	MANHEIM	LANCASTER JCT	26.0	28.3	READING & COLUMBIA	LINE TO CRC
0337	LANCASTER JCT	COLUMBIA	30.2	38.7	READING & COLUMBIA	LINE TO CRC
0338	LANCASTER JCT	LANCASTER	0.0	7.9	READING & COLUMBIA	LINE TO CRC
0339	LANCASTER	LAUFEL	0.0	3.4	READING BELT LINE	TR TO CRC
0339	LAUFEL	BELT	3.4	5.6	READING BELT LINE	TR TO CRC
0339	BELT	KIAPPERTHAL JCT	5.6	13.0	READING BELT LINE	TR TO CRC
0340	CUMRU JCT	BIRDSBORO "EE"	11.7	18.8	READING BELT LINE	TR TO CRC
0341	FALLS	NICE	5.4	7.1	RICHMOND BRANCH	TR TO CRC
0343	HEFN	SUNBURY	139.0	156.4	SS&L BR	LINE TO CRC
0343	SUNBURY	WEST MILTON	156.4	170.3	SS&L BR	LINE TO CRC
0344	SHENANDOAH JCT	SHENANDOAH	0.0	6.0	SHENANDOAH BR	LINE TO CRC
0345	NORRISTOWN KALB	NORRISTOWN KALB	9.9	10.5	NORRISTOWN BR	LINE TO CRC/TR TO OTHERS
0347	HAZLETON JCT	SILVERBROCK	0.0	3.5	TANAGUA HAZ & NOR	LINE TO CRC
0349	HINE HILL XING	WESTWOOD	0.0	5.1	WEST END BR	LINE TO CRC
0349	WESTWOOD	BUCKLEY	5.1	8.5	WEST END BR	LINE TO CRC
0349	BUCKLEY	RICHARDSON JCT	8.5	11.2	WEST END BR	LINE TO CRC
0350	WESTWOOD	TREMONT JCT	0.0	9.2	WEST END BR	LINE TO CRC
0350	TREMONT JCT	TREMONT	29.6	29.9	WEST END BR	LINE TO CRC
0350	TREMONT	HAZLEBROCK JCT	29.9	34.5	WEST END BR	LINE TO CRC
0350	HAZLEBROCK JCT	GOOD SPRING	34.5	35.3	WEST END BR	LINE TO CRC
0350	GOOD SPRING	KEFFERS	35.3	37.0	WEST END BR	LINE TO CRC
0380	END OF TRACK	END OF TRACK	0.0	1.4	GOOD SPRING COLLIERY	LINE TO CRC
0381	WEST JCT	FRANCISDALE	0.0	2.7	MUDDY COLLIERY	LINE TO CRC
0382	SILVERTON	WEST JCT	2.0	2.6	MUDDY COLLIERY	LINE TO CRC
0383	SWATARA JCT	END OF TRACK	0.0	1.8	SWARTZ COLLIERY	LINE TO CRC
0384	MUNCY	END OF TRACK	0.0	0.6	MUNCY IND TR	LINE TO CRC
0389	MIDDLETON	MIDDLETON	5.4	6.6	MIDDLETON & HUMMELSTN	LINE TO CRC

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INTERESTS DESIGNATED TO CONRAIL

LINE CODE	FROM STATION	TO STATION	MF1	MF2	BRANCH NAME	INTERESTS
SYSTEM: ANN ARBOR R. R.						
TRANSFEROR: ANN ARBOR R. R.						
6901	PITTSFIELD	ANN ARBOR	40.5	45.0	ANN ARBOR RR	LINE TO CRC
6901	JNN ARBOR	ANN ARBOR	45.0	47.5	ANN ARBOR RR	LINE TC CRC
6903	TCLEDO	HALLETT	0.0	3.8	ANN ARBOR RR	LINE TC CRC
6903	HALLETT	DIANN	3.8	20.5	ANN ARBOR RR	LINE TC CRC
6903	DIANN	DUNDEE	20.5	22.8	ANN ARBOR RR	LINE TC CRC
6903	DUNDEE	DUNDEE	22.8	23.0	ANN ARBOR RR	LINE TC CRC
6904	DUNDEE	DUNDEE	23.0	24.8	ANN ARBOR RR	LINE TC CRC
6904	DUNDEE	MILAN	24.8	30.9	ANN ARBOR RR	LINE TC CRC
6904	MILAN	PITTSFIELD	30.9	40.5	ANN ARBOR RR	LINE TC CRC
6907	PITTSFIELD	SALINE	0.0	6.5	ANN ARBOR RR	LINE TC CRC
6908	TCLEDO	TCLEDO	0.0	2.0	ANN ARBOR RR	LINE TC CRC
SYSTEM: LEHIGH VALLEY R. R.						
TRANSFEROR: LEHIGH VALLEY R. R.						
0501	JERSEY CITY	CONSTABLE JCT	1.6	5.5	MAIN LINE LVRR	LINE TC CRC
0501	CCNSTABLE JCT	GREENVILLE "EAY"	5.5	6.5	MAIN LINE LVRR	LINE TO CRC/TR TO OTHERS
0501	GREENVILLE "BAY"	NEWARK INT	6.5	11.4	MAIN LINE LVRR	LINE TC CRC
0502A	NEWARK INT	ALDENE	11.4	16.9	MAIN LINE LVRR	LINE TC CRC
0502A	ALDENE	BOUND BECK	16.9	33.1	MAIN LINE LVRR	LINE TC CRC
0502A	BOUND BECK	MANVILLE	33.1	36.4	MAIN LINE LVRR	LINE TC CRC
0502A	MANVILLE	FLEMINGTON JN	36.4	51.0	MAIN LINE LVRR	LINE TC CRC/TR TO OTHERS
0502A	FLEMINGTON JCT	EASTCN INT	51.0	77.0	MAIN LINE LVRR	LINE TC CRC/TR TO OTHERS
0502A	EASTCN INT	BETHLEHEM INT	77.0	88.6	MAIN LINE LVRR	LINE TC CRC/TR TO OTHERS
0502A	BETHLEHEM INT	ALLENTOWN	88.6	93.3	MAIN LINE LVRR	LINE TC CRC/TR TO OTHERS
0502B	CLARK	GARDEN ST EBY	19.4	20.3	BLOODGOODS BRANCH	LINE TC CRC
0502C	BARITAN JCT	SILVER LN AVE	19.8	26.4	BARITAN BRANCH	LINE TC CRC
0502D	MUSCONETCCNGJCT	FICCD GATE BR	69.9	73.0	MUSCONETCCNG BR	LINE TC CRC
0502E	GLENICH	HELLEFTOWN FC	79.3	81.5	SOUTH SIDE IND	LINE TC CRC
0503A	ALLENTOWN	LEHIGHCN	93.3	119.1	MAIN LINE LVRR	LINE TO CRC/TR TO OTHERS
0503A	LEHIGHCN	FASEB	119.1	147.1	MAIN LINE LVRR	LINE TO CRC/TR TO OTHERS
0503B	ALLENTOWN	HAMILTON ST	93.1	96.1	BARBERS QUARRY BR	LINE TC CRC
0503C	ALLENTOWN	13TH ST	94.0	97.0	WEST END IND TK	LINE TC CRC
0505	FRANKLIN	WILKES FAERE	174.0	176.0	FORMER LVRR MAIN	LINE TC CRC
0505	WILKES FAERE	COXTON INT	176.0	185.5	FORMER LVRR MAIN	LINE TC CRC
0506	FRASER	LAUFEL RUN	147.1	164.1	GRACEDALE SEC	LINE TO CRC/TR TO OTHERS
0506	LAUREL RUN	DUECHT	164.1	175.3	MOUNTAIN CUTOFF	LINE TC CRC/TR TO OTHERS
0506	DUECHT	COXTON INT	175.3	179.9	MOUNTAIN CUTOFF	LINE TC CRC/TR TO OTHERS
0507	COXTON INT	RAMSCH (IF)	185.5	191.0	MAIN LINE LVRR	LINE TC CRC
0509	NATCNAL JCT	NAT DOCKS BR	1.6	2.0	NJ JCT BRANCH	LINE TC CRC/TR TO OTHERS
0509	JERSEY CITY PRR	FRJ JCT	1.7	2.0	NAT DOCKS BR	LINE TC CRC
0509	FRJ JCT	CCNSTABLE JCT	2.0	5.2	NAT DOCKS BR	LINE TO CRC/TR TO OTHERS
0509	CCNSTABLE JCT	BAYONNE	5.2	7.8	NAT DOCKS BR	LINE TC CRC
0509	NAT DOCKS BR	EATONNE CNJ	7.8	8.5	BRANCH NO 6	LINE TC CRC
0510	PERTH AMBOY	SO PLAINFIELD	17.5	27.1	PERTH AMBOY BR	LINE TC CRC
0511	HILLSIDE	IRVINGTON	12.7	15.6	IRVINGTON BR	LINE TC CRC
0512	LANDSDOWN	CLINTON	57.7	59.5	CLINTON BRANCH	LINE TC CRC
0513	EASTCN	ELFPAST JCT	77.1	88.2	EASTCN&NORTHERN	LINE TC CRC
0514	PENN HAVEN JCT	ASHMORE	130.6	141.0	ASHMORE BRANCH	LINE TC CRC
0514	ASHMORE	HAZLETON JCT	141.0	145.8	HAZLETON BR	LINE TC CRC
0514	HAZLETON JCT	ONEIDA JCT	145.8	148.0	CAMP SEC	LINE TC CRC
0514	ONEIDA JCT	SHIMER	148.0	149.4	CAMP SEC	LINE TC CRC
0514	ONEIDA JCT	HARLEIGE JN	148.0	150.0	SHEPCTON BR	LINE TC CRC
0514	SHIMER	LAUREL JCT	149.4	157.5	SHIMER SEC	LINE TC CRC
0515	LAUREL JCT	DELANO	157.5	158.4	DELANO SEC	LINE TC CRC
0516	ASHMORE	PINK ASE JCT	141.0	144.1	FREELAND BRANCH	LINE TC CRC
0517	PINK ASE JCT	HARLEIGE JCT	144.1	151.8	EBERVALE BRANCH	LINE TC CRC
0518	HAZLETON JCT	HARLEIGE JCT	145.8	149.6	TOMHICKEN BR	LINE TC CRC
0518	HARLEIGH JCT	TOMHICKEN	149.6	154.2	GOWAN SEC	LINE TC CRC
0518	TOMHICKEN	GOWAN CCILIFFY	154.2	167.8	GOWAN SEC	LINE TC CRC
0520	KINGSTONRIVERST	HARVEY JCT	179.5	180.4	BOWMANS CK BR	LINE TC CRC
0520	HARVEY JCT	LUZEFNE	180.4	181.2	BOWMANS CK BR	LINE TC CRC
0520	CCXTON	KINGSTON	186.4	194.6	WEST PITTSFDM BR	LINE TC CRC
0529	FLEMINGTON JCT	FLEMINGTON	50.8	52.5	FLEMINGTON BR	LINE TC CRC
0599	CCNSTABLE JCT	CLIFFHART TER	0.0	1.0	CLAREMONT TERM	LINE TC CRC
0601	FAKSCN (DF)	MEHOOPANY	191.0	214.1	MAIN LINE LVRR	LINE TC CRC
0601	MEHOOPANY	TOWANDA	214.1	254.8	MAIN LINE LVRR	LINE TC CRC
0601	TOWANDA	SAYRE	254.8	271.0	MAIN LINE LVRR	LINE TC CRC
0602	SAYRE	SAYRE	271.0	271.2	MAIN LINE LVRR	LINE TC CRC
0602	SAYRE	FA NY LINE	271.2	272.4	MAIN LINE LVRR	LINE TC CRC
0602	FA/NY ST LINE	VAN ETEN JCT	272.4	285.8	MAIN LINE LVRR	LINE TC CRC
0602	KENAIJA	GENEVA JCT	332.0	342.1	MAIN LINE LVRR	LINE TC CRC
0602	GENEVA JCT	GENEVA	342.1	344.5	MAIN LINE LVRR	LINE TC CRC
0603A	CALEDONIA	P&L JCT	392.5	394.1	MAIN LINE LVRR	LINE TC CRC
0603A	NIAGARA JCT	BFLO TIFTT JCT	438.0	442.2	MAIN LINE LVRR	LINE TC CRC
0603A	BFLO TIFTT JCT	BFLO TIFTT TERM	442.2	453.1	MAIN LINE LVRR	LINE TC CRC
0603B	BFLO TIFTT JCT	BUFFALO	442.2	443.6	LEHIGH & LK FRIE	LINE TC CRC
0604	TOKHANNCCK	TUNKANNCK	206.7	207.3	MONTFOSE BR	LINE TC CRC
0605	TOWANDA JCT	TOWANDA	253.2	255.0	ST LINESULLIVN	LINE TC CRC
0606	AUBURN	AUBURN CASE AVE	355.5	357.0	AUBURN BR	LINE TC CRC
0608	ELMIRA	HORSEHEADS	0.3	5.6	WAVERLY-ELMIRA BR	LINE TC CRC
0608	SAYRE	FA/NY ST LINE	271.0	272.4	WAVERLY-ELMIRA BR	LINE TC CRC
0608	FA/NY ST LINE	WAVERLY	272.4	273.2	WAVERLY-ELMIRA BR	LINE TC CRC
0609	VAN ETEN JCT	ITHACA	285.8	307.1	ITHACA BRANCH	LINE TC CRC
0610	ITHACA	LUDLOWVILLE	306.8	315.5	AUBURN&ITHACA BR	LINE TC CRC
0610	LUDLOWVILLE	NYS EL & GAS	315.5	321.0	AUBURN&ITHACA BR	LINE TC CRC
0611	AUBURN	AUBURN (0606)	348.7	349.2	AUBURN&ITHACA BR	LINE TC CRC
0612	CAYUGA	CAYUGA	356.7	357.5	SENECA FALLS BR	LINE TC CRC
0614A	ROCHESTER JCT	MORTIMER	379.5	388.0	ROCHESTER BRANCH	LINE TC CRC
0614A	MORTIMER	RIVER JCT	388.0	390.8	ROCHESTER BRANCH	LINE TC CRC
0614A	ROCHESTER	ROCHESTER	392.0	392.4	ROCHESTER BRANCH	LINE TC CRC
0614B	ROCHESTER JCT	LMA	379.5	385.5	ROCHESTER BRANCH	LINE TC CRC
0615	NIAGARA JCT	TOWANANIA JCT	438.0	448.5	NIAGARA FALLS BR	LINE TC CRC
0615	CP 83 (LV)	CP 85 (IV)	462.5	465.5	NIAGARA FALLS BR	LINE TO CRC

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INTERESTS DESIGNATED TO CCNBAIL

LINE CODE	FROM STATION	TO STATION	ME1	ME2	BRANCH NAME	INTERESTS
TRANSFEROR: LEHIGH & SUSQUEHANNA R. R.*						
0502A	BETHLEHEM	BETHLEHEM JCT	88.6	89.8	BETHLEHEM CCNN	* / TR TO OTHERS
0504	FRASER	LAUREL FUN	143.8	161.2	LEHIGH & SUSQ	* / TR TO OTHERS
0521	PHILLIPSBURG	EASTCN	72.1	72.8	LEHIGH & SUSQ	* / TR TO OTHERS
0521	EASTCN	W EASTCN	72.8	74.4	LEHIGH & SUSQ	*
0521	FREEMANSBURG	BETHLEHEM JCT	81.3	84.6	LEHIGH & SUSQ	*
0521	BETHLEHEM JCT	STEEL	84.6	85.5	LEHIGH & SUSQ	* / TR TO OTHERS
0521	STEEL	LEHIGHTCN	85.5	114.7	LEHIGH & SUSQ	* / TR TO OTHERS
TRANSFEROR: RARITAN TERMINAL & TRANS. CO.						
0211	RARITAN RIVER W	NORTH SHORE	21.7	23.2	RARITAN NORTH SHORE	LINE TO CRC
TRANSFEROR: BUFFALO CREEK RAILROAD						
6470	WILLIAMS ST	PECK SLIF	0.0	5.6	BUFFALO CREEK RR	LINE TO CRC/TR TO OTHERS
SYSTEM: CENTRAL R. R. CO. OF NEW JERSEY						
TRANSFEROR: CENTRAL R. R. CO. OF NEW JERSEY**						
0201	JERSEY CITY	NY INTERLOCKING	0.0	2.6	MAIN LINE CNJ	LINE TO CRC
0201	NY INTERLOCKING	BAYCONE 33ST	2.6	5.0	MAIN LINE CNJ	LINE TO CRC
0201	BAYCONE 33ST	BAYCONE 'BV'	5.0	7.0	MAIN LINE CNJ	LINE TO CRC
0201	ELIZABETH PT	RARITAN	8.9	35.8	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	RARITAN	HIGH BRIDGE	35.8	52.2	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	HIGH BRIDGE	HIGH BRIDGE	52.2	52.7	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	HIGH BRIDGE	HAMPTON	52.7	56.6	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	HAMPTON	PHILLIPSBURG	56.6	71.2	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0201	PHILLIPSBURG	PHILLIPSBURG	71.2	72.1	MAIN LINE CNJ	LINE TO CRC/TR TO OTHERS
0202	COMMUNIFAW	WEST SIDE AVE	1.0	3.1	WEST SIDE BRANCH	LINE TO CRC
0203	ERILLS JCT	NEWARK	5.5	7.3	NEWARK & NEW YORK BR	LINE TO CRC
0204	KEARNY	ERILLS JCT	4.0	5.5	NEWARK & NEW YORK BR	LINE TO CRC
0205	ERILLS JCT	ELIZABETH PT	0.0	5.5	NEWARK & NEW YORK BR	LINE TO CRC
0206	FCSTERS LANE	FLEMINGTON	13.7	15.7	SOUTH BRANCH	LINE TO CRC
0207	HOPATCONG JCT	WHARTON	23.8	25.1	HIGH BRIDGE BR	LINE TO CRC
0208	LAKE JCT	MCERIS CTY JCT	0.6	0.9	LAKE HOPATCONG BR	LINE TO CRC
0211	ELIZABETH PT	WOODBRIIDGE JCT	9.5	20.0	PERTH AMBY ER	LINE TO CRC
0211	WOODBRIIDGE JCT	RARITAN FVR NO	20.0	21.7	PERTH AMBY ER	LINE TO CRC
0212	ELIZABETH RIVER	WARNERS	0.0	3.5	SOUND SHORE BRANCH	LINE TO CRC
0213	RAHWAY	PETECLOP	0.0	1.5	CARTARET ER	LINE TO CRC
0214	WILLIAMSBURG	CHRCME	1.3	2.7	REFORMATORY BR	LINE TO CRC
0215	FED LAKE	LAKEHURST	38.1	66.0	SOUTHERN N/L	LINE TO CRC
0215	LAKEHURST	CHATSWOPT	66.0	84.3	SOUTHERN N/L	LINE TO CRC
0215	VINELAND	VINELAND	104.2	120.1	SOUTHERN N/L	LINE TO CRC
0215	VINELAND	NORMA	120.1	123.9	SOUTHERN N/L	LINE TO CRC
0215	BRIDGETON JCT	BRIDGETON JCT	130.5	130.8	SOUTHERN N/L	LINE TO CRC
0215	BRIDGETON JCT	BRIDGETON	130.8	132.8	SOUTHERN N/L	LINE TO CRC
0217	KEANSBURG	NATCO	5.2	7.2	SEASHORE BRANCH	LINE TO CRC
0217	NATCO	MATAWAN	7.2	10.9	SEASHORE BRANCH	LINE TO CRC
0218	EASTLONGBRANCH	BRANCHPT	0.0	1.2	INDUSTRIAL BRANCH	LINE TO CRC
0219	LAKEHURST	LAKEHURST	39.8	40.0	TR&B BRANCH	LINE TO CRC
0219	LAKEHURST	TCMS RIVER	40.0	47.4	TR&B BRANCH	LINE TO CRC
0220	BRIDGETON JCT	DEERFIELD	0.0	3.8	DEERFIELD BRANCH	LINE TO CRC
0221	BRIDGETON JCT	HAURICETOWN	0.0	18.1	CUMBERLAND & MAURICE	LINE TO CRC
0223	OCEANPORT	MONMOUTH PARK	0.0	0.7	MONMOUTH PK TERM	LINE TO CRC
0299	COMMUNIFAW AVE	JERSEY AVE YARD	0.0	0.7	JERSEY AVE BRANCH	LINE TO CRC
TRANSFEROR: DOVER & ROCKAWAY RAILROAD						
0207	WHARTON	ROCKAWAY	25.1	30.1	HIGH BRIDGE BR	LINE TO CRC
0207	ROCKAWAY	PUBLIC ROAD	30.1	31.1	HIGH BRIDGE BR	LINE TO CRC
TRANSFEROR: WHARTON & NORTHERN RAILROAD						
0209	ELIZABETH	MCERIS CTY JCT	11.1	14.6	WHARTON & NORTHERN	LINE TO CRC
TRANSFEROR: MT. ROBE MINERAL RAILROAD						
0210	WHARTON	MOUNT ROBE	0.0	3.6	MT ROBE MIN BR	LINE TO CRC
TRANSFEROR: BAYSHORE CONNECTING RAILWAY						
1499	CAR ISLAND	KEARNY	0.0	2.7	BAY SHORE CCNN RR	LINE TO CRC
TRANSFEROR: LEHIGH & NEW ENGLAND RAILWAY						
0224A	BETHLEHEM JCT	MARTINS CREEK	0.0	28.3	LENE	LINE TO CRC
0224B	FAUTC	TAMAQUA	0.0	7.3	LENE	LINE TO CRC
0224C	ALLEN JCT	ALLENCTON	0.0	4.8	LENE	LINE TO CRC

* CRC TO ACQUIRE RDG'S INTERESTS AND LV'S LEASEHOLD

** INCLUDES ANY OF CENTRAL RAILROAD OF PENNSYLVANIA'S REMAINING INTEREST IN PROPERTY AT MINOOKA JCT.

THE CONVEYANCE PROCESS

A SUPPLEMENT TO THE

FINAL REPORT OF THE

UNITED STATES RAILWAY ASSOCIATION

DECEMBER 1986

ATTACHMENT H

THE USER FILE AND LINE CODES

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USRA's computerized rail line inventory is discussed at pp. 6-7, 10-11, and 28-29. The file was originally prepared to indicate the "user" (transferor railroad, Amtrak, a commuter authority, another railroad, etc.) who operated on each rail line segment described in the file. Hence, it was originally dubbed the *user file" by USRA staff. This name endured throughout the designation and conveyance process.

The user file became USRA's basic inventory definition for all the bankrupt estates' rail lines. The file generated the Rail Lines Tables which listed USRA's rail line designations in the Appendix to Chapter 8 of the Final System Plan. Later, as discussed at pp. 11 and 28-29, the file generated the computer listings which provided the structure for the real estate conveyance documents and subsequently for the line descriptions contained therein.

A sample sheet from a computer printout listing the User File is included in this attachment. A sample page from the Final System Plan's rail lines tables is also included. A copy of the User File, as it existed in 1980, has been delivered to the Special Court for retention.

The user file contained the following information for each line segment (see sample page):

Line Code — the controlling four digit number for each line.

Owner Code -- A three digit number identifying the pre-conveyance owner of the rail line. In the sample User File page which is included in this attachment, the "owner" column shows an abbreviated translation indicating the name of the owner -- not the three-digit code. (In the case of Penn Central and subsidiaries, this code was usually the same as the three-digit owner code developed by Victor Palmieri & Co. and used as the first three numbers of Penn Central's computerized map numbers.)

"From" Station Name -- A geographic reference to the beginning of the line segment. **"To"**

Station Name — A geographic reference to the end point of the line segment.

Mile Post 1 — A mile post reference, approximate to the nearest tenth of a mile, describing the beginning of the line segment.

Mile Post 2 -- A mile post reference, approximate to the nearest tenth of a mile, describing the the end of the line segment.

Branch Name -- Name of the line (usually the name shown in track charts as of 1975).

Buyer -- The transferee to whom the line had been designated by the Final System Plan or a supplemental designation. (Where a rail line was not designated for conveyance, the "buyer" column was coded as "none".)

Status -- Disposition of the line pursuant to the Final System Plan or a supplemental designation:

"IN" - signified that the line had been considered in USRA's light density line analyses (Final System Plan, Volume II) and had been designated for conveyance.

"AVS" - signified "available for subsidy". The line had been considered in USRA's light density line analyses and had not been designated for conveyance.

"NS" - signified "not studied". Any rail line in USRA's inventory which was not studied in the light density lines analyses but on which rail service was operated prior to conveyance was coded as "NS". Therefore, virtually all main lines were so coded.

"OS" (Out of Service) and **"AB"** (abandoned) indicated that the lines were not operated and were not designated for conveyance. **"SOL"** (sold) indicated that the transferors had no interest to convey.

Other abbreviations were used for ownership and designation situations unique to the northeast corridor.

County — Using the standard 5-digit county codes, county data was later added to this file (although not shown on the attached sample listing).

SAMPLE SHEET FROM USER FILE PRINT-OUT

Note: The User File was continually up-dated to reflect supplemental designations and other changes from the original file as it existed at the time of the Final System Plan in 1975. The file was maintained throughout the conveyance correction process. The sample page reproduced herein is from a copy of the file as it existed jn 1980.

USER CERTIFICATION FILE
IN USRA LINE CODE, MILEPOST ORDER

OWNER	ST L.C.	FROM STATION NAME	TO STATION NAME	MP1	MP2	BRANCH NAME	BUVER	STAT
MBTA	MA 4187	READVILLE	DEDHAM	000.0	002.2	DEDHAM SEC.	CRC	IN
PC	4187			000.0	002.2		CRC	
PC	MA 4188	ATTLEBORO - PARK ST	ATTLEBORO - FOREST ST	000.0	000.4	ATTLEBORO SEC	NEC	NS
PC	MA 4188	ATTLEBORO - FOREST ST	TAUNTON - WHITTENTON JCT	000.4	009.4	ATTLEBORO SEC	CRC	NS
PC	MA 4189	TAUNTON - WHIT	MIDDLEBORO JCT - COTLEY	009.4	013.3	NEW BEDFORD BR	CRC	NS
PC	MA 4189	MIDDLEBORO JCT - COTLEY	NEW BEDFORD	013.3	031.8	NEW BEDFORD SEC.	CRC	NS
PC	MA 4190	MIDDLEBORO JCT - COTLEY	MIDDLEBORO - PILGRIM	000.0	007.8	MIDDLEBORO BRANCH	CRC	NS
PC	MA 4191	WESTDALE	E BRIDGEWATER	000.0	002.0	EAST BRIDGEWATER SEC.	NONE	AVS
PC	MA 4191	EAST BRIDGEWATER	WHITMAN	002.0	005.9	EAST BRIDGEWATER SEC	NONE	AB
PC	MA 4192	MYRICKS	FERRY STREET	000.0	011.9	FALL RIVER SEC	CRC	NS
PC	MA 4192	FERRY STREET	MA/RI ST LINE	011.9	014.4	NEWPORT SEC	CRC	NS
PC	RI 4192	MA/RI ST LINE	PORTSMOUTH	014.4	020.8	NEWPORT SEC	CRC	NS
PC	RI 4192	PORTSMOUTH	PORTSMOUTH - FISHERS RD	020.8	021.5	NEWPORT SEC	CRC	NS
PC	RI 4192	PORTSMOUTH - FISHERS RD	NEWPORT	021.5	030.3	NEWPORT SEC	NONE	AVS
PC	RI 4192	NEWPORT	END OF TRACK	030.3	030.5	NEWPORT YD	NONE	AVS
MBTA	MA 4193	NEEDHAM JCT	MEDFIELD JCT	000.0	007.3	DOVER SEC	CRC	IN
PC	4193			000.0	007.3		NONE	
PC	MA 4194	BRAINTREE HIGHLANDS	RANDOLPH	000.0	002.2	RANDOLPH SEC.	CRC	NS
PC	MA 4194	RANDOLPH	STOUGHTON JCT	002.2	006.9	RANDOLPH SEC	NONE	AB
PC	MA 4195	TAUNTON - WEIR JCT	WEIR VILLAGE - WAKER RD	000.0	001.1	DIGHTON SEC	CRC	IN

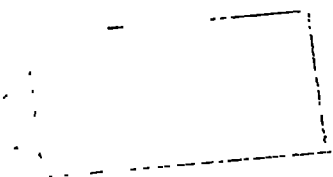
JAN 17, 1980
REPORT NO. 4560UDTLUSER CERTIFICATION FILE
IN USRA LINE CODE, MILEPOST ORDER

OWNER	ST L.C.	FROM STATION NAME	TO STATION NAME	MP1	MP2	BRANCH NAME	BUYER	STAT
L&S	PA 0521	EASTON	W EASTON	072.8	074.4	LEHIGH & SUSQ	L.OPR	NS
L&S	PA 0521	WEST EASTON	FREEMANSBURG	074.4	081.3	LEHIGH & SUSQ	L.OPR	OS
L&S	PA 0521	FREEMANSBURG	BETHLEHEM JCT	081.3	084.6	LEHIGH & SUSQ	L.OPR	NS
L&S	PA 0521	BETHLEHEM JCT	STEEL	084.6	085.5	LEHIGH & SUSQ	L.OPR	NS
L&S	PA 0521	STEEL	LEHIGHTON	085.5	114.7	LEHIGH & SUSQ	L.OPR	NS
L&S	PA 0521	LEHIGHTON	PACKERTON JN	114.7	116.9	LEHIGH & SUSQ	L.OPR	AB
L&S	PA 0521	PACKERTON JN	NESQUEHONING JN	116.9	119.4	LEHIGH & SUSQ	L.OPR	NS
L&S	PA 0521	NESQUEHONING JN	GLEN ONOKO	119.4	119.6	LEHIGH & SUSQ	L.OPR	AB
L&S	PA 0521	GLEN ONOKO	PENN HAVEN JCT	119.6	126.3	LEHIGH & SUSQ	L.OPR	OTH
L&S	PA 0521	PENN HAVEN JCT	WHITE HAVEN	126.3	142.4	LEHIGH & SUSQ	L.OPR	AB
L&S	PA 0521	WHITE HAVEN	FRASER	142.4	143.8	LEHIGH & SUSQ	L.OPR	AB
L&S	PA 0522	NESQUEHONING JT	TAMANEND	000.0	016.7	L&S NESQNG VLY	L.OPR	AVS
L&S	PA 0523	SILVERBROOK JCT	AUDENRIED	000.0	007.7	L&S TRESCKOW BR	L.OPR	OS
CNJ	PA 0524	E&W JCT	LVRN CONN	000.0	004.4	E&W BRANCH	NONE	AB
L&S	PA 0525	CENTRAL SCRAP	WANAMIE	002.4	014.3	L&S NANTICOKE BRANCH	L.OPR	OS
L&S	PA 0526	LEE MINE JCT	NANTICOKE	000.0	001.5	L&S LEE MINE BR	L.OPR	OS
L&S	PA 0527	FRANKLIN XING	FRANKLIN BREAKE	000.0	000.3	L&S FRANKLIN BR	L.OPR	AVS
L&S	PA 0527	FRANKLIN XING	FRANKLIN	000.3	001.1	L&S FRANKLIN BR	L.OPR	OS
L&S	PA 0528	FRANKLIN	BUTTONWOOD	000.0	002.2	L&S BUTTONWOOD BR	L.OPR	OS
LV	NJ 0529	FLEMINGTON JCT	FLEMINGTON	050.8	052.7	FLEMINGTON BR	CRC	NS



Final System Plan

Volume II



a one hundred twenty-threefold increase in traffic or a 4,094 percent rate increase.

Disposition

This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region.

This sale would preserve rail service to 23 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF RICHMOND BRANCH

USRA Line No. 522

Penn Central

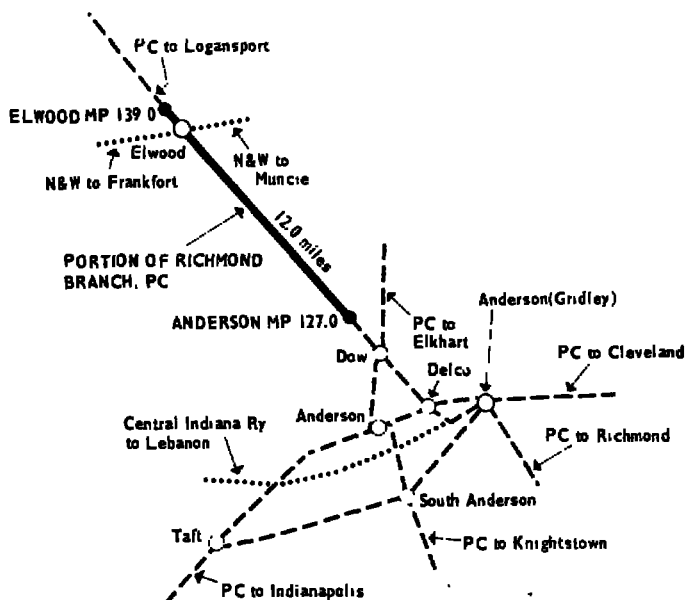
This portion of the Richmond Branch, extending from *New Castle* (Milepost 100.5) to *Anderson, Ind.* (Milepost 121.5), also from Milepost 95.3 to Milepost 96.9 on the Springfield Branch at *New Castle*, a total distance of 22.6 miles, in Henry and Madison Counties, Ind., a line which was recommended for inclusion on page 441 of the Preliminary System Plan shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region, for use as an overhead route *only*; ConRail will provide the local freight service (see section 206(g) of the act). If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF RICHMOND BRANCH

USRA Line No. 523

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Anderson* (Milepost 127.0) to *Elwood, Ind.* (Milepost 139.0), a distance of 12.0 miles, in Madison County, Ind. This segment is part of the Logansport-Richmond-Cincinnati Branch (see Lines Nos. 522 and 524.) At Anderson the Penn Central's Cleveland-Indianapolis line, Michigan Branch and a line to Emporia and Knightstown cross. The Central Indiana Ry to Lebanon also intersects at Lebanon (see Line No. 622/623), and at Elwood the N&W Frankfort-to-Muncie line crosses.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Frankton	58
Elwood	455

Total carloads generated by the line	513
Average carloads per week	9.9
Average carloads per mile	42.8
Average carloads per train	3.4

1973 operating information:

Number of round trips per year	150
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Testimony suggested that the line should be considered a through route; it is the most direct link between Cincinnati and Chicago.

The line has served as an alternate route for Amtrak service between Indianapolis and Chicago when the regular lines have been out of service for repairs.

If the line were to be considered a local line, the loss of the southern 8 miles would not affect shipping. The majority, if not all, of the users are located on the northern half of the line.

The Research Committee organized on line 523 identified 16 shippers with projected annual traffic of 890 cars.

The N&W is interested in acquiring segment 523 from Anderson to Elwood including all industries in the immediate vicinity of Elwood.

The Governor's Rail Task Force submitted information pertaining to the line extending from Anderson to Kokomo. This line generated freight revenues of \$220,367 in 1973 as opposed to branch costs of \$139,009 equalling an estimated profit of \$81,363. Although traffic

INDIANA

524

90

volume is light, freight revenues per mile are high. Therefore, the Task Force recommends retention of service on this line.

Information for Line-Transfer Decision

Revenue received by PO.....	\$184,086
Average revenue per carload.....	\$261
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	109,375
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line....	68,898
Total variable (avoidable) cost.....	178,273
Net contribution (loss): total.....	(44,207)
Average per carload.....	(86)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Anderson to allow continued service to all shippers at Anderson.

Service to this line generated a loss of \$44,207 in 1973. Recovery of this loss would require approximately a 68 percent increase in traffic or a 33 percent rate increase. No specific data is available concerning projected traffic growth.

Disposition

This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry. a profitable railroad operating in the Region. This sale would preserve rail service to 513 carloads or 100 percent of the traffic generated on this line.

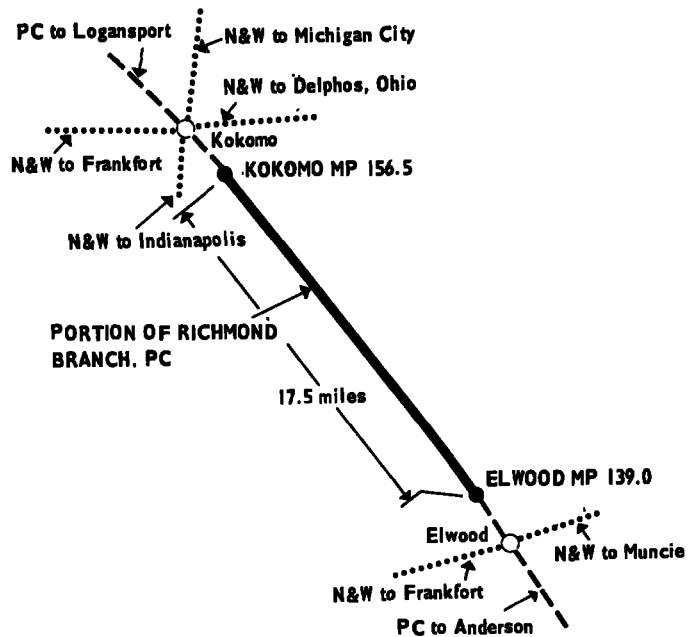
If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE RICHMOND BRANCH

USRA Line No. 524

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Elwood* (Milepost 139.0) to *Kokomo, Ind.* (Milepost 156.5), a distance of 17.5 miles, in Madison, Tipton and Howard Counties,



Ind. Continuations of this line extend northwestward from Kokomo to Logansport and beyond, and southeastward from Elwood to Anderson and beyond (see Line No. 523). This line connects at Elwood with the N&W to Frankfort and Muncie, and at Kokomo with N&W lines to Delphos and Frankfort and to Indianapolis and Michigan City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Curtisville	46
Windfall	64
Nevada	5
Hemlock	75
Total carloads generated by the line.....	190
Average carloads per week.....	3.7
Average carloads per mile.....	10.9
Average carloads per train.....	3.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Indiana & Michigan Electric Power Co. said it owns a site 3 miles northeast of Elwood on which a transformer station will be built in the next 3 years. Lack of rail service would seriously affect the possibility of their being able to move in the heavy and large equipment needed to establish the station.

Testimony received from Butcher Manufacturing & Grain Co., Hemlock, Ind., stated 83 carloads were shipped in 1973.

The Governor's Task Force indicates freight revenues

Section B

Lines Not Now Being Served or Receiving Only Intermittent Service

A total of 1,191 miles of roadway identified for analysis are not now receiving rail service. Each of these lines has been studied for the following:

- to assess the date each was last served
- to determine the reason for the absence of service
- to determine the potential for service to fossil-fuel reserves
- to determine the potential for near term development of sufficient traffic to support viable rail service.

These studies have involved many on-site inspections and discussions with shippers, trade groups and the carriers concerning both their near- and long-term potential. As a result of this study, 28.9 miles of roadway have been found to have sufficient near-term traffic development potential to support viable rail service and 4.5 miles is required for the movement of through trains. This mileage will be retained in the restructured system.

The remaining 1,157.5 miles of roadway which are not included in the restructured system involve 155 individual lines. One hundred nineteen of the one hundred fifty-five out-of-service lines have not had rail service for more than 3 years and 99 of the 155 lines are not serviced because they generate no traffic. Of the 56 lines not now being served due to track conditions, 38 were last served more than 3 years ago.

The following is a summary of the reasons for termination of service on the 155 lines.

No. of lines:	Reason for discontinued service
33--- ---	Last served prior to 1970 - no demand for service.
68-----	Service discontinued between 1970 and June of 1972--no demand for service on 48 lines; track damage on 20 lines.
18. . . .	Last served June 1972--Track damage resulting from tropical storm "Agnes".
36--- . . .	Service discontinued since June of 1972--Lack of demand on 18 lines; Track damage on 18 lines.

504

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

<i>Line No.</i>	<i>Termini</i>	<i>Date Last Used</i>	<i>Reason Out of Service and Comments</i>
PENNSYLVANIA—Continued			
1030-----	Silverbrook Junction (Milepost 0.0) to Audenried (Milepost 7.7).	Mar. 31, 1972-----	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1031-----	E. & W. Junction (Milepost 0.0) to Lehigh Valley RR connection (Milepost 4.36).	Mar. 31, 1972-----	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1032-----	Central Scrap (Milepost 2.4) to Wanamie (Milepost 14.7).	Mar. 31, 1972-----	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1033-----	Lee Mine Junction (Milepost 0.0) to Nanticoke (Milepost 1.5).	Mar. 31, 1972-----	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1034-----	Franklin (Milepost 0.0) to Buttonwood (Milepost 2.2).	Mar. 31, 1972-----	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1035-----	Laurel Run (Milepost 161.2) to Hudson Yard at Wilkes-Barre (Milepost 176.0).	Mar. 31, 1972-----	Lack of demand for service.
1036-----	Ashley (Milepost 10.1) to Terminus (Milepost 14.27).	December 1974-----	Lack of demand for service. Part of the former Lehigh & Susquehanna RR which was taken over by the LV. The line was leased to Blue Coal Co. but has been out of service since Blue Coal ceased operations at this location.
1223-----	Plains Junction (Milepost 0.0) to Pittston (Thompson St.) (Milepost 1.8).	December 1969-----	Lack of demand for service.
1245-----	Lawrenceville (Milepost 19.8) to Blossburg (Milepost 46.7).	June 22, 1972-----	Flood damage caused by "Agnes." PC has also discontinued service on this line (USRA Line No. 239). The Pennsylvania Office of State Planning and Development reports that 10 potential rail users project 2,250 carloads if the line were restored to service. A proposed U.S. Army Corps of Engineers Dam Project would require relocation of part of the line. Considerable coal reserves were reported by Pennsylvania OSPD. Recommended for consideration for inclusion in fossil-fuel land bank.
1269-----	Crenshaw (Milepost 2.7) to Hydes (Milepost 6.2).	December 1970-----	Lack of demand for service. This line is also out of service for the PC from Brockway (Milepost 0.0) to Hydes (Milepost 6.2), USRA Line No. 705. Coal operations on this line have ceased due to the depletion of economically recoverable reserves.
1270-----	Loomis Breaker (Milepost 156.5) to Hanover (Milepost 160.1).	June 22, 1972-----	Flood damage caused by "Agnes". This line, along with Lines 1271 and 1272 comprise the Hanover-Newport Branch which is in place, but badly damaged by "Agnes." The last service consisted of carloads of cinders. No coal has been loaded on the line in approximately 10 years.
1271-----	Warrior Run Branch at Hanover (Milepost 159.1 to Milepost 159.8).	December 1967-----	Lack of demand for service and flood damage.
1272-----	Avondale (Milepost 154.9) to Loomis (Milepost 156.5).	June 22, 1972-----	Flood damage caused by "Agnes." The last service consisted of carloads of cinders. No coal has been loaded on the line in approximately 10 years.
RHODE ISLAND			
38-----	Howard (Milepost 3.2) to Pontiac (Milepost 4.9).	October 1971-----	Poor track conditions.
WEST VIRGINIA			
510-----	Quinwood (Milepost 9.6) to Mar France (Milepost 10.40) (owned by C&O).	June 30, 1969-----	Depletion of economically recoverable coal reserves.
511-----	Beelick Knob (Milepost 0.83) to Terminus (Milepost 2.03) (owned by C&O).	June 30, 1966-----	Depletion of economically recoverable coal reserves.

CERTIFICATE AND ORDER

SERVICE DATE
AUGUST 24, 1971

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 3,
held at its office in Washington, D. C., on the 20th day
of August 1971.

Finance Docket No. 26659 (Sub-No. 7)

R. D. TIMPANY, TRUSTEE OF THE PROPERTY OF
THE CENTRAL RAILROAD COMPANY OF NEW JERSEY
ABANDONMENT OF ITS TRESCKOW BRANCH, IN
CARBON COUNTY, PA.

Upon consideration of the application filed under section 1(18) of the Interstate Commerce Act on May 25, 1971, as supplemented by R. D. Timpany, Trustee Of The Property Of The Central Railroad Of New Jersey, a common carrier by railroad subject to the provisions of part I of the act, for permission to abandon its Tresckow Branch, a distance of 7.69 miles, in Carbon County, Pa.; and of (1) shipper protests filed by the New Jersey Zinc Co., Asbury Graphite Mills, Inc., F. L. Smidth & Co., & its employees, Tenneco Plastics Division of Tenneco Chemicals, Inc., and Blue Coal Corp., (2) protests filed by those parties listed in Appendices A & B, (3) the protest of the Lehigh Coal & Navigation Co., (4) the petitions to intervene filed by Owens-Illinois, Inc., Lehigh Valley Railroad, Erie Lackawanna Railway Co. and The Reading Co., (5) petitions filed in support of the application by Manufacturers Hanover Trust Co. and 3 1/4 % Mortgage Bondholders Protective Committee, and (6) the reply to said protests filed by applicant; and

It appearing, That the applicant and its employee representatives may reach agreement concerning employee protection and until such time that the Commission is notified that such agreement has been reached or that no agreement can be reached, the decision to impose employee protective conditions will be reserved (I.C.C. et. al, v. Railway Labor Executives' Assn. et al, 315 U.S. 373); that no public need has been shown for the continuation of restoration of service on the line; that none of the shipper protestants are located directly on the particular line to be abandoned; that the line has been out of service since November, 1970; and that continued maintenance and operation of the line would impose an undue and unnecessary burden upon applicant and upon interstate commerce;

It is hereby, certified, That, subject reservation of jurisdiction by the Commission concerning employee protection, the present and future public convenience and necessity permit the abandonment of operations by the Central Railroad Company of New Jersey of the line of railroad described above.

F. D. No. 26659 (Sub-No. 7)

It is further ordered, That this certificate and order shall take effect and be in force from and after 35 days from its date of service and that tariffs applicable to the line herein permitted to be abandoned may be canceled upon notice to this Commission and to the general public by not less than 10 days' filing and posting in the manner prescribed in section 6 of the Interstate Commerce Act;

It is further ordered, That, when filing schedules canceling tariffs applicable to said line, the applicant shall in such schedules refer to this certificate and order by date and docket number;

It is further ordered, That, if the authority herein granted is exercised, applicant shall submit for the consideration of this Commission two copies of the journal entries showing the retirement of the line from service, and shall advise this Commission in writing, immediately after abandonment of the line of railroad, the date on which the abandonment actually took place; and

It is further ordered, That if the authority granted in this certificate and order is not exercised within one year from its effective date, it shall be of no further force or effect.

By the Commission, Division 3.

ROBERT L. OSWALD,
Secretary

(SEAL)

F. D. No. 26659 (Sub-No. 7)

APPENDIX A

1. State of New Jersey - Department of Transportation
2. State of Pennsylvania - Department of Transportation
3. City of Philadelphia
4. Somerset and Hunterdon Counties, N. J. - John Ewing
5. City of Easton, Pa.
6. Township of Branchburg - Somerset Co. N. J. - Woolson
7. Borough of Hampton-Hunterdon County, N. J.
8. Dover-West Morris Chamber of Commerce
9. Hunterdon County Planning Board
10. City of Newark
11. City of Wilkes-Barre
12. Morris County Chamber of Commerce
13. Borough of West Easton
14. Raritan Township - Hunterdon County
15. Walter Taylor - Somerville, N. J.
16. State of New Jersey-Dept. of Industry & Labor
17. Carbon Co. Pa. Commissioners
18. City of Allentown, Pa.
19. Chosen Freeholders of Warren County
20. Township of Franklin, N. J.
21. Township Comm. of Bethlehem
22. Warren County Economic Commission
23. Township of Mount Olive
24. County of Morris
25. Greater Flemington Chamber of Commerce
26. Chosen Freeholders of Somerset
27. Township of Hillsborough
28. Borough of Freehold
29. Monmouth County Planning Board
30. Morris County Board of Public Transp.
31. Township of Greenwich
32. City of Bridgeton
33. Township of Readington
34. Township of Bridgewater
35. Township of Clinton
36. Borough of Flemington
37. Brotherhood of Locomotive Engineers
38. Congress of Railway Unions
39. Railway Labor Executives' Association
40. Brotherhood of Railway, Airline, Steamship, Clerks,
Freight Forwarders, Express & Station Employees

F. D. No. 26659 (Sub-No. 7)

APPENDIX B

Honorable John B. Anderson
House of Representatives
Washington, D. C. 20515

Honorable Clifford P. Case
United States Senate
Washington, D. C. 20510

Honorable John H. Ewing
Assemblyman, District 8 (Somerset)
41 North Bridge Street
Somerville, N. J. 08876

Honorable Millicent Fenwick
New Jersey General Assembly
41 North Bridge Street
Somerville, N. J. 08876

Honorable Peter H. B. Frelinghuysen
House of Representatives
Washington, D.C. 20515

Honorable Henry Helstoski
House of Representatives
Washington, D. C. 20515

Honorable James Howard
House of Representatives
Washington, D. C. 20515

Honorable Tom Railsback
House of Representatives
Washington, D. C. 20515

Honorable Jeanette F. Reibman
Senate of Pennsylvania
711 Lehigh Street
Easton, Pa. 18042

Honorable Richard S. Schweiker
United States Senate
Washington, D.C. 20510

Honorable William E. Schluter
Assemblyman, District 6A
(Mercer)

205 South Main Street
Pennington, N. J. 08534

Honorable Hugh Scott
United States Senate
Washington, D. C. 20510

Honorable Frank Thompson, Jr.
House of Representatives
Washington, D. C. 20515

Honorable Lawrence G. Williams
House of Representatives
Washington, D. C. 20515

Honorable Harrison Williams
United States Senate
Washington, D.C. 20510

Honorable William B. Widnall
House of Representatives
Washington, D. C. 20515

Honorable Joseph C. Woodcock, Jr.
Senator-Bergen County
690 Anderson Ave.
Cliffside Park, N. J. 07010

Honorable Gus Yatron
House of Representatives
Washington, D. C. 20515