



REDBANK VALLEY TRAILS ASSOCIATION

301 Broad Street
New Bethlehem, PA 16242
814-275-3421

e-mail: info@redbankvalleytrails.org
www.redbankvalleytrails.org

300214

ENTERED
Office of Proceedings
December 26, 2019
Part of
Public Record

Sandra C. Mateer, President 814-275-1718
Galen Shirey, Vice President 814-365-5238

Ty D. Poster
Secretary/Treasurer 814-275-3421

December 24, 2019

VIA E-FILING

Cynthia T. Brown, Chief
Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423-0001

eservice@stb.dot.gov and
eservice@stb.gov

**Re: Petition to Substitute Holder of Notice of Interim Trail Use/Trail Management/
Responsible Party for Redbank Valley Trails,
Clarion, Jefferson and Armstrong Counties, PA.
Status granted in STB Docket Numbers AB-976 (Sub No. 2X),
and STB Docket No. AB1004 (Sub-No. X)**

Dear Ms. Brown:

Pursuant to 49 CFR 1152.29(h), please find enclosed a jointly-filed petition to transfer and substitute the holder of the Notice of Interim Trail Use/Trail Management/Responsible Party from the current holder, Allegheny Valley Land Trust ("AVLT"), to the Redbank Valley Trails Association.

An agreement has been reached for the transfer of ownership of the corridor and the holder of the lines referenced in the above-captioned proceedings as contemplated in the original sales agreement between the railroads and AVLT. The transfer has been approved by the Pennsylvania Department of Conservation and Natural Resources. The parties wish to make the transfer effective by January 31, 2020, or as soon as possible before or thereafter. A Statement of Willingness to Assume Financial Responsibility filed on behalf of the Redbank Valley Trails Association is attached.

If there are any questions, please contact me directly, either by telephone: 814-275-1718 or by e-mail: info@redbankvalleytrails.org, or you may contact Gwilym A. Price, III, Esquire who can be reached at (724) 285-3040 or by e-mail at gprice@zoominternet.net.

Sincerely,

Sandra C. Mateer, President

Attachments

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.**

**STB Docket No. AB1004 (Sub No. X)
SHANNON TRANSPORT and**

**STB Docket No. AB-976 (Sub No. 2X)
BUFFALO PITTSBURGH RAILROAD, INC.**

**- ABANDONMENT EXEMPTION AND NITUS -
IN CLARION, JEFFERSON AND ARMSTRONG COUNTIES, PENNSYLVANIA**

**JOINT PETITION OF ALLEGHENY VALLEY LAND TRUST AND
REDBANK VALLEY TRAILS ASSOCIATION
FOR SUBSTITUTION OF HOLDER OF INTERIM TRAIL USE/
TRAIL MANAGER/RESPONSIBLE PARTY**

**Gwilym A. Price, III, Esquire
and Director of
Allegheny Valley Land Trust
P.O. Box 777
Kittanning, PA 16201
(724) 285-3040
gprice@zoominternet.net**

**Sandra C. Mateer, President
Redbank Valley Trails Association
301 Broad Street
New Bethlehem, PA 16242
814-275-1718
info@redbankvalleytrails.org**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.**

**STB Docket No. AB1004 (Sub No. X)
SHANNON TRANSPORT and**

**STB Docket No. AB-976 (Sub No. 2X)
BUFFALO PITTSBURGH RAILROAD, INC.**

**- ABANDONMENT EXEMPTION AND NITUS -
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**JOINT PETITION OF ALLEGHENY VALLEY LAND TRUST AND
REDBANK VALLEY TRAILS ASSOCIATION
FOR SUBSTITUTION OF HOLDER OF INTERIM TRAIL USE/
TRAIL MANAGER/RESPONSIBLE PARTY**

Pursuant to 49 C.F.R. 1152.29, Allegheny Valley Land Trust ("AVLT") and Redbank Valley Trails Association ("RVTA") submit this joint petition to the Surface Transportation Board ("STB") requesting that the above-captioned proceedings be reopened for the sole purpose of substituting RVTA instead of AVLT as the Holder of the Interim Trail Use/Trail Manager/Responsible Party for the rail lines in the above-captioned proceeding, specifically the lines formerly known as the Low Grade Secondary located between Milepost 6 to 41.95, and the Shannon Transport Line Mileposts 4 to 6 on the Low Grade Secondary and Sligo Running Tract mileposts 0 to 9, in Southern and Central Clarion County, PA and Jefferson County, PA. In support of this petition, AVLT and RVTA set forth the following to wit:

AVLT and RVTA for themselves, their successors and assigns acknowledge that the Premises remain subject to the jurisdiction of the STB for purposes of reactivation of rail service. In the event that rail service is reactivated, terms and conditions relating to reimbursement and expenses shall be governed by certain terms and conditions contained in that certain Agreement for Purchase and Interim Rail Banking dated June 25, 2010, by and between Buffalo & Pittsburgh Railroad, Inc. ("BPRR") as successor to Pittsburgh & Shawmut Railroad LLC by merger on January 7, 2004 ("PSR"), and Shannon Transport, Inc. as Grantors and AVLT as Grantee, with RVTA named as AVLT's permitted successor and assignee in paragraph 28 of the said Agreement, which terms and conditions shall be deemed to be the interim trail use agreement for purposes of 16 USC 1247(d), and all STB orders relating to the Premises. The Premises are also under and subject to the Pennsylvania Rails to Trails Act, 32 PS 5611, et seq.

There are two segments comprising 46.95+/- miles of the current Redbank Valley Trails, subject to two NITUs, for which this joint petition requests reissuance of a NITU as to each segment.

1. The first segment involves miles 4 to 6 of the Low Grade Secondary and miles 0 to 9 of the Sligo Running Tract.

The property, formerly known as the Shannon Transport, Inc. line, connects the former Pittsburg & Shawmut Railroad, LLC ("PSR") line at milepost 6.0 extending westward to the end of track milepost 4.0, with the connecting former Sligo Running Track which runs from milepost 0.0 near Lawsonham near PSR milepost 6.0, Clarion County, Pennsylvania northward to milepost 9.0 near Sligo, Clarion County, Pennsylvania. The right of way was the 12.5-mile line of railroad proposed for Abandonment by Shannon Transport, LLC in STB Docket No. AB1004 (Sub-No. X). Notice of the exemption was served and published in the Federal Register on June 28, 2007 (72 Fed. Reg. 35,546). Pursuant to Section 8(d) of the National Trails Systems Act, 16 USC 1247(d), et seq., the STB imposed a Notice of Interim Trail Use ("NITU") for miles 6 to 4 and miles 0 to 9 on July 27, 2007.

On January 4, 2016, the STB reopened the proceeding, vacated the original NITU dated July 27, 2007, issued a replacement NITU applicable to AVLTT for the portion of the Line between milepost 6.0 and 4.0 in or near Lawsonham, and the connecting line between milepost 0.0 near Lawsonham and milepost 9.0 near Sligo, in Clarion Co., and allowed Shannon Transport, Inc. to fully abandon the line between milepost 9.0 and milepost 10.5 in Sligo. A copy is attached as Exhibit A1.

2. The second segment involves miles 6 to 41.95+/- of the Low Grade Secondary.

Pittsburg & Shawmut Railroad, LLC (Pittsburg & Shawmut), filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments, to abandon approximately 35.95 miles of rail line, extending between milepost 6.0 in or near Lawsonham, Clarion County, PA, and milepost 41.95 in Brookville, Jefferson County, PA. On June 28, 2007, notice of the exemption was served and published in the Federal Register (72 FR 35545-46) in STB Docket No. AB-976 (Sub No. 2X). A Decision and Notice of Interim Trail Use or Abandonment was served on July 27, 2007 in Surface Transportation Board under which the STB, pursuant to Section 8(d) of the National Trails Systems Act, 16 USC 1247(d), et seq., imposed a Notice of Interim Trail Use ("NITU") on the Premises. The trail use negotiating period under the NITU was extended by several decisions, with the last decision served on January 29, 2010 by which the negotiating period under the NITU was extended to July 12, 2010. Negotiations and were completed on June 25, 2010 with sale of the property. A copy of the letter of notification is attached as Exhibit A2.

3. Redbank Valley Trails Association is a duly incorporated Pennsylvania not-for-profit corporation with a corporate address of: Redbank Valley Trails Association, 301 Broad Street, New Bethlehem, PA 16242, Sandra C. Mateer, President, Telephone, 814-275-1718.

4. As required by 49 CFR §1152.29(a)(2), we hereby certify on behalf of AVLTT and RVTA that RVTA has assumed full responsibility for: (i) managing the Premises; (ii) any legal liability arising out of the transfer or use of the Premises; and (iii) the payment of any and all taxes that may be levied or assessed against the Premises. Attached hereto as Exhibit B is RVTA's Statement of Willingness to Assume Financial Responsibility.

5. The agreement covers the entirety of the 47-miles of Lines. Pursuant to the requirements of 49 C.F.R. § 152.29(h), a map of the Lines is attached as Exhibit C.

6. The date for the transition of total responsibility as the new interim trail manager to RVTA is January 31, 2020, or as soon before or thereafter as approved by the STB.

WHEREFORE, AVLTT and RVTA respectfully request that the STB reopen the above-captioned causes for the limited purpose of substituting the holder, vacate the existing NITUs issued to AVLTT, and issue appropriate NITUs for each trail segment to RVTA as the new holder of Interim Trail Use/Trail Manager/Responsible Party.



Sandra C. Mateer, President
Redbank Valley Trails Association

Date: December 24, 2019



Gwilym A. Price, III, Esquire and Director of
Allegheny Valley Land Trust

Date: December 24, 2019

Certificate of Service

I hereby certify that I have this day caused to be served a copy of the foregoing to be served by U.S. Mail, postage prepaid, first class upon the following:

Eric M. Hocky, Esquire
Representative for Shannon Transport, Inc.
Thorp Reed & Armstrong, LLP
One Commerce Square
2005 Market Street, Suite 1000
Philadelphia, PA 19103

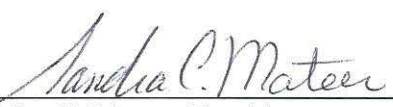
Buffalo & Pittsburgh Railroad, Inc.
201 North Penn Street
P.O. Box 477
Punxsutawney, PA 15767

Buffalo & Pittsburgh Railroad, Inc.
1200-C Scottsville Road, Suite 200
Rochester, NY 14624

Rosemary Chivetta, Secretary
and Daniel Helfrich
Public Utility Commission
400 North Street
Harrisburg, PA 17120
File Reference: A-2013-2377772 (PSR line)
File Reference: A-2013-2377600 (ST line)

Pennsylvania Dept. of Transportation
Attn: Gary C. Fawyer, P.E., Chief
ROW & Utility Division
Bureau of Design
P.O. Box 3362
Harrisburg, PA 17105-3362

Dated this 24th day of December, 2019.



Sandra C. Mateer, President
Redbank Valley Trails Association
301 Broad Street
New Bethlehem, PA 16242
814-275-1718
info@redbankvalleytrails.org

EXHIBIT A1

44897
DO

SERVICE DATE – JANUARY 5, 2016

SURFACE TRANSPORTATION BOARD

DECISION

STB Docket No. AB 1004X

SHANNON TRANSPORT, INC.—ABANDONMENT EXEMPTION— IN CLARION COUNTY, PA

Decided: January 4, 2016

Shannon Transport, Inc. (STI), filed a notice of exemption under 49 C.F.R. § 1152 Subpart F—Exempt Abandonments to abandon approximately 12.5 miles of rail line, extending between milepost 6.0 and milepost 4.0 in or near Lawsonham, and the connecting line between milepost 0.0 near Lawsonham and milepost 10.5 near Sligo, in Clarion County, Pa. (the Line). Notice of the exemption was served and published in the Federal Register on June 28, 2007 (72 Fed. Reg. 35,546).

By decision and notice of interim trail use or abandonment (NITU) served on July 27, 2007, the proceeding was reopened and a 180-day period was authorized for Allegheny Valley Land Trust (Allegheny Valley) to negotiate an interim trail use/rail banking agreement with STI for the right-of-way involved in this proceeding pursuant to the National Trails System Act, 16 U.S.C. § 1247(d). The negotiating period under the NITU was extended by several decisions, most recently by decision served on January 29, 2010, which extended the NITU negotiating period until July 12, 2010.

By letter filed on July 8, 2010, before the last NITU extension expired, Allegheny Valley informed the Board that an agreement was reached with STI for interim trail use/rail banking, and that the interim trail use/rail banking acquisition was completed on June 25, 2010. Allegheny Valley's description of the relevant right-of-way that was acquired did not include the portion of the Line between milepost 9.0 and 10.5 (the Remainder Segment).¹

¹ In 2012, the Board added 49 C.F.R. § 1152.29(h) to its Trails Act regulations, stating that when a trail use agreement provides for interim trail use over less of the right-of-way than is covered by the NITU, the parties must jointly notify the Board and request that the Board vacate the NITU and issue a replacement NITU for only the portion of the right-of-way covered by the interim trail use agreement. This regulation, however, was not in effect when Allegheny Valley and STI reached their interim trail use agreement. See Nat'l Trails System Act & R.R. Rights-of-Way, EP 702 (STB served Apr. 30, 2012) (issuing final rules and establishing 49 C.F.R. § 1152.29(h)).

Recently, STI² realized that abandonment of the Remainder Segment had never been consummated, clouding title to the property. On October 13, 2015, STI filed a Request to Reopen to Permit Consummation of Abandonment. Specifically, STI requests that the Board vacate the NITU, issue a replacement NITU for the portion of the Line that was acquired by Allegheny Valley for interim trail use/rail banking, and permit immediate consummation of the abandonment of the Remainder Segment. STI confirms that Allegheny Valley did not acquire the Remainder Segment for interim trail use in 2010 and indicates that the entire Line has been salvaged and that Allegheny Valley is developing a trail over the portion of the Line that it purchased. (STI Request to Reopen to Permit Consummation of Abandonment 3.) STI states that it believed there was a legal impediment to its consummation of the abandonment of the Remainder Segment because the Board never issued an order removing the Remainder Segment from the NITU. *Id.* at 5. STI further states that no parties will be affected by extending the time for consummation because there are no tracks on the right-of-way and no customers on the Remainder Segment.

STI wrongly suggests that there was a legal impediment to its consummating abandonment of the Remainder Segment in 2010; under the Board's rules, it should have filed for consummation of abandonment of the Remainder Segment within 60 days after the expiration of the NITU (or extension). *See* 49 C.F.R. § 1152.29(e)(2) (2010). However, in 2012, the Board promulgated 49 C.F.R. § 1152.29(h) to provide clarity in situations, like the one here, where an interim trail use/railbanking agreement covers only a portion of the right-of-way that was authorized to be abandoned. *See supra* note 1. STI's mistaken belief is understandable given the lack of a regulation specifically addressing those circumstances at the time, and it appears that no party will be prejudiced by allowing STI to now consummate abandonment of the Remainder Segment. Accordingly, pursuant to § 1152.29(h), the Board will vacate the 2007 NITU, thus permitting abandonment of the Remainder Segment to be consummated, and issue a replacement NITU that covers only the portion of the right-of-way subject to the interim trail use agreement.³

² STI was succeeded by C&K Coal Company, but they will be referred to collectively as STI in this decision.

³ Under 49 C.F.R. § 1152.29(e)(2), STI has 60 days from the date the 2007 NITU is vacated to consummate the abandonment of the Remainder Segment.

It is ordered:

1. This proceeding is reopened.
2. The NITU served in this proceeding on July 27, 2007, is vacated.
3. A replacement NITU applicable to Allegheny Valley for the portion of the Line between milepost 6.0 and milepost 4.0 in or near Lawsonham, and the connecting line between milepost 0.0 near Lawsonham and milepost 9.0 near Sligo, in Clarion County, Pa., is issued.
4. STI may fully abandon the portion of the Line between milepost 9.0 and milepost 10.5.
5. This decision is effective on its service date.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

EXHIBIT A2

40556
DO

SERVICE DATE – LATE RELEASE JANUARY 29, 2010

SURFACE TRANSPORTATION BOARD

DECISION

STB Docket No. AB-976 (Sub-No. 2X)

PITTSBURG & SHAWMUT RAILROAD, LLC—ABANDONMENT EXEMPTION— IN CLARION AND JEFFERSON COUNTIES, PA

Decided: January 29, 2010

Pittsburg & Shawmut Railroad, LLC (Pittsburg & Shawmut), filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments to abandon approximately 35.95 miles of rail line, extending between milepost 6.0 in or near Lawsonham, Clarion County, PA, and milepost 41.95 in Brookville, Jefferson County, PA (Line). On June 28, 2007, notice of the exemption was served and published in the Federal Register (72 FR 35545-46) (June 2007 notice).¹

By decision and notice of interim trail use or abandonment (NITU) served on July 27, 2007 (July 2007 decision), the proceeding was reopened and a 180-day period was authorized for Allegheny Valley Land Trust (Allegheny Valley) to negotiate an interim trail use/rail banking agreement with Pittsburg & Shawmut for the right-of-way involved in this proceeding, pursuant to the National Trails System Act, 16 U.S.C. 1247(d) (Trails Act).² The exemption became effective on July 28, 2007. The trail use negotiating period under the NITU was extended by several decisions, with the most recent decision served on July 28, 2009. The latest extension expired on January 13, 2010.

On January 20, 2010, Allegheny Valley submitted a request for an additional 180-day extension of the NITU negotiating period. Allegheny Valley states that a sales agreement has been reached and that Allegheny Valley is securing the insurance required by the agreement. Allegheny further states that the extension will allow time for a survey of the corridor to be completed and entered into the transaction. On January 14, 2010 (prior to the receipt of Allegheny Valley's NITU extension request), the Board received a letter from Pittsburg & Shawmut stating that it agrees to the request for an extension.

¹ The June 2007 notice embraced STB Docket No. AB-369 (Sub-No. 6X), Buffalo & Pittsburgh Railroad, Inc.—Discontinuance Exemption—in Clarion and Jefferson Counties, PA.

² In addition to interim trail use, the July 2007 decision also imposed a public use condition that expired on January 24, 2008, and may not be extended, and two consultation conditions regarding the salvage of the Line.

Where, as here, the carrier has not consummated the abandonment at the end of the previously imposed negotiating period and is willing to continue trail use negotiations, the Board retains jurisdiction and the NITU negotiating period may be extended.³ Under the circumstances, further extension of the negotiating period is warranted. See Birt v. STB, 90 F.3d 580, 588-90 (D.C. Cir. 1996); Grantwood Village v. Missouri Pac. R.R. Co., 95 F.3d 654, 659 (8th Cir. 1996). An extension of the NITU negotiating period will promote the establishment of trail use and rail banking consistent with the Trails Act. Accordingly, the NITU negotiating period will be extended for an additional 180 days from January 13, 2010, to July 12, 2010.

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

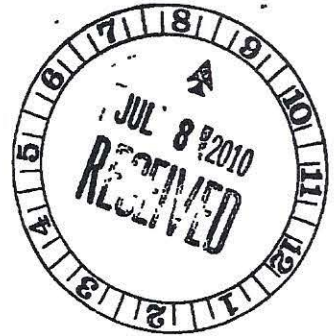
1. Allegheny Valley's request to extend the NITU negotiating period for an additional 180 days is granted.
2. The negotiating period under the NITU is extended to July 12, 2010.
3. This decision is effective on its service date.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

³ See Rail Abandonments-Supplemental Trails Act Procedures, 4 I.C.C.2d 152, 157-58 (1987).

Allegheny Valley Land Trust
P.O. Box 777 Kittanning, PA 16201
Phone: 724-543-4478 Fax: 724-543-1783
Email: armtrail@windstream.net Web: www.armstrongtrail.org

227408



July 2, 2010

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedingd, Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Shannon Transport, Inc.
Abandonment Exemption in Clarion County
STB Docket No. AB1004 (X)

Dear Ms. Brown:

This is a notification from the Allegheny Valley Land Trust that an agreement was reached with Shannon Transport, Inc for public use/ interim trail use/ railbanking. Closing on the acquisition was effective on June 25, 2010.

The property, known as the Shannon Transport, Inc. line connects the Pittsburgh & Shawmut Railroad, LLC line at milepost 6.0 and extends westward to the end of track milepost 4.0, and the connecting former Sligo Running Track which runs from milepost 0.0 near Lawsonham, Clarion County, Pennsylvania northward to milepost 9.0 near Sligo. Clarion County, Pennsylvania. The right-of-way is the line of railroad proposed for Abandonment by Shannon Transport, LLC in STB Docket No. AB1004 (Sub-No. X).

By decision served January 29, 2010, the Surface Transportation Board granted an extension of 180 days period to July 12, 2010 to finalize and close on an agreement for interim trail/railbanking. An agreement and closing have been completed within the time period.

By my signature below, I certify service upon Shannon Transport representative Eric M. Hocky, Esquire.

Eric M. Hocky, Esquire
Thorp Reed & Armstrong, LLP
One Commerce Square
2005 Market Street, Suite 1000
Philadelphia, PA 19103

ENTERED
Office of Proceedings
JUL 8 2010
Part of
Public Record

by U.S. Mail, postage pre-paid, first class, this 2nd day of July 2010.

Respectfully submitted,

Ronald J. Steffey
on behalf of Allegheny Valley Land Trust

EXHIBIT B
STATEMENT OF WILLINGNESS TO ASSUME FINANCIAL RESPONSIBILITY

In order to continue the establishment of interim trail use and rail banking under section 8(d) of the National Trails System Act, 16 U.S.C. §1247(d), 49 C.F.R. §1152.29, and the Pennsylvania Rails to Trails Act, 32 P.S. §5611, et seq. as amended, the Redbank Valley Trails Association is willing to assume from the Allegheny Valley Land Trust full responsibility for management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against the right-of-way and fee simple property formerly owned by the Buffalo & Pittsburgh Railroad, Inc. ("BPRR"), Pittsburg & Shawmut Railroad, LLC ("PSR") and Shannon Transport, Inc. ("ST") and now owned by the Allegheny Valley Land Trust.

The property, formerly known as the PSR Low Grade, Line Code 2324, and now known as the Redbank Valley Trail, extends from railroad milepost 6 to milepost 41.95 in Brookville, Jefferson County, a distance of 35.95 miles in Clarion and Jefferson Counties, Pennsylvania. In addition, the property formerly known as the Sligo Industrial Line and now known as the Sligo Spur of the Redbank Valley Trail, extends from Low Grade milepost 4 to 6 and from Sligo milepost 0 in Lawsonham, Madison Township, to milepost 9, in Toby Township, approximately one mile south of Sligo Borough, all in Clarion County, Pennsylvania, a distance of 11 miles.

The right-of-way and fee property are part of lines of railroad approved for abandonment and interim rail banking in Surface Transportation Board ("STB") Docket No. AB-976 (Sub-No. 2 X) as to the PSR line and STB Docket No. AB-1004 (Sub-No. 0X) as to the ST line.

A map depicting the right-of-way is attached as Exhibit C.

Redbank Valley Trails Association acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service.

By my signature below, I certify service upon the following parties by U.S. Mail, postage prepaid, first class, on December 24, 2019.

Respectfully submitted,



Sandra C. Mateer, President
Redbank Valley Trails Association
301 Broad Street
New Bethlehem, PA 16242
814-275-1718
info@redbankvalleytrails.org

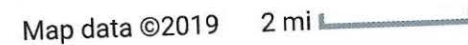
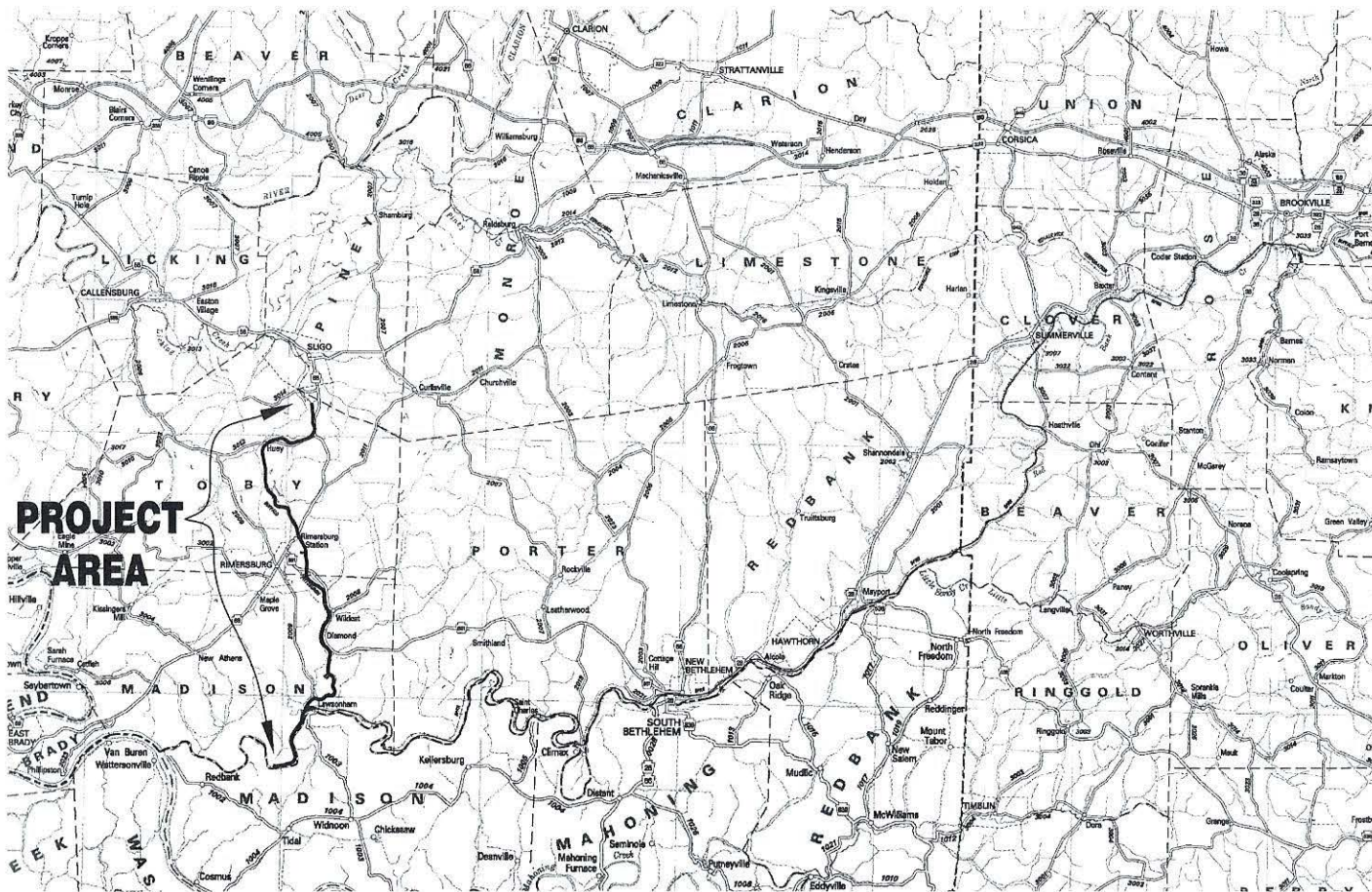


EXHIBIT C PAGE 2 OF 3



SURVEY OF RAILROAD BED BASE LINE

A RETRACEMENT SURVEY OF
THE LOW GRADE SECONDARY FROM
MILEPOST 4 TO MILEPOST 6
AND
THE SLIGO INDUSTRIAL TRACK
FROM MILEPOST 0 TO MILEPOST 9

SITUATE IN MADISON AND TOBY TOWNSHIPS,
CLARION COUNTY, PENNSYLVANIA

- GENERAL NOTES:
1. FIELD SURVEY WORK COMMENCED IN THE SPRING OF 2010. AT THAT TIME ALL TRACKS AND MOST OTHER FEATURES HAD BEEN REMOVED.
 2. RAILROAD BED BASE LINE IS DERIVED FROM AN ACTUAL FIELD RETRACEMENT SURVEY OF THE REMAINING EVIDENCE OF THE CENTER OF THE RAILROAD BED WHICH RAN THROUGH THE CORRIDOR DEPICTED ON THE VALUATION MAPS.
 3. THE VALUATION MAPS ARE SET TO THE BASE LINES BASED ON A COMBINATION OF STATIONING AND PHYSICAL FEATURES. THERE ARE AREAS WHERE THE VALUATION MAPS VARY FROM THE ACTUAL RAIL BED. THIS IS MOST LIKELY DUE TO DRAFTING ERRORS IN THE VALUATION MAPS.
 4. BASELINE SHOWN COINCIDES WITH (PASDA) LIDAR AERIAL MAPPING PUBLISHED IN 2006. SAID MAPPING WAS USED TO VERIFY ACCURACY OF FIELD RETRACEMENT SURVEY. SAID LIDAR DOES NOT APPEAR ON THESE PLANS.
 5. THE STATIONING SHOWN ON THE VALUATION MAPS IN SOME AREAS VARIES FROM THE BASE LINE STATIONING.
 6. THE COORDINATE SYSTEM AND BEARING BASIS IS THE PENNSYLVANIA STATE PLANE NORTH ZONE NAD 83.
 7. THIS PLAN DOES NOT CERTIFY THE TITLE OF ANY OF THE PROPERTIES SHOWN.
 8. ALL MUNICIPAL BOUNDARIES ARE APPROXIMATE.

THE SURVEYED LENGTH OF THE LOW GRADE SECONDARY FROM
MILEPOST 4 TO MILEPOST 6 IS 10,477 FEET OR 1.98 MILES.

