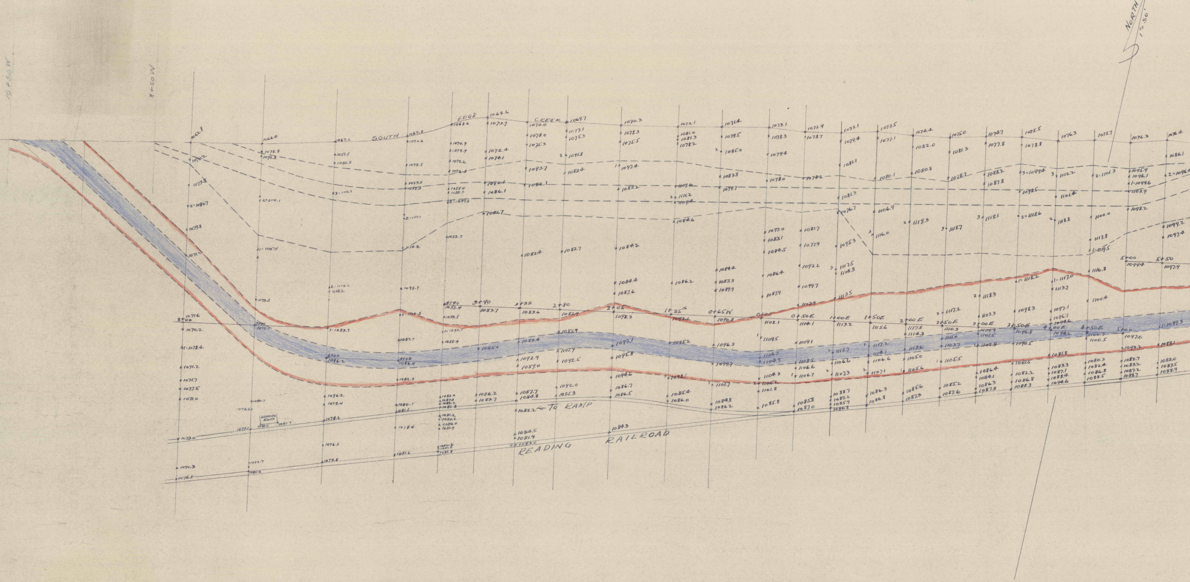
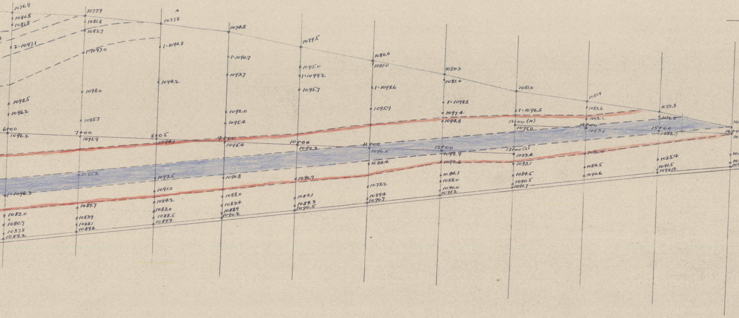
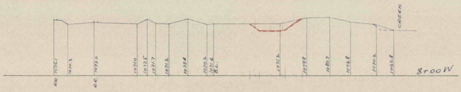
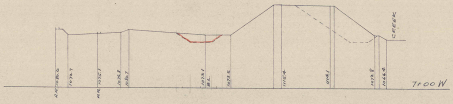
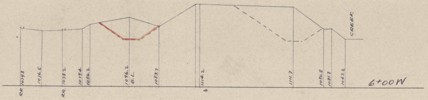
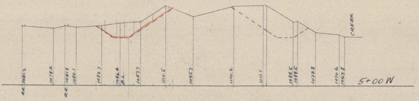

10+50W
8+50W
NORTH
1"=50'
SOUTH EDGE CREEK
8+00
7+00
6+00
5+00
4+40
3+90
3+35
2+80
2+05
1+25
0+65W
0+00
0+50E
1+00E
1+50E
2+00E
2+50E
3+00E
3+50E
4+00E
4+50E
5+00
5+50
LOADING RAMP
TO RAMP
READING RAILROAD

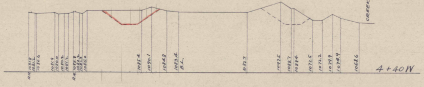

6+00
7+00
8+05
9+00
10+00
11+00
12+00
13+00 (N)
13+00 (S)
14+00
15+00
16+00
1076.9
1077.9
1077.8
1078.8
1079.5
1080.0
1080.3
1081.0
1081.9
1083.3

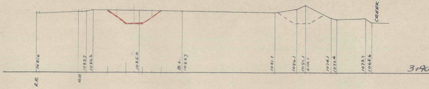

R.R.
R.R.
B.L.
CREEK
8+00 W

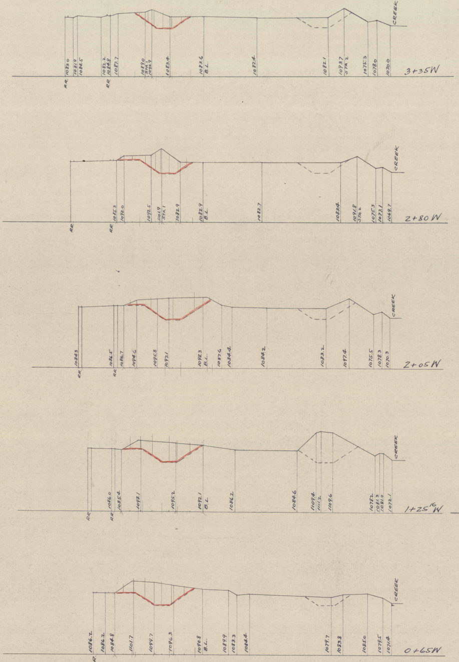

R.R.
R.R.
B.L.
CREEK
7+00 W


R.R.
R.R.
B.L.
CREEK
6+00 W


R.R.
R.R.
B.L.
CREEK
5+00 W


R.R.
R.R.
B.L.
CREEK
4+40 W


R.R.
R.R.
B.L.
CREEK
3+90 W



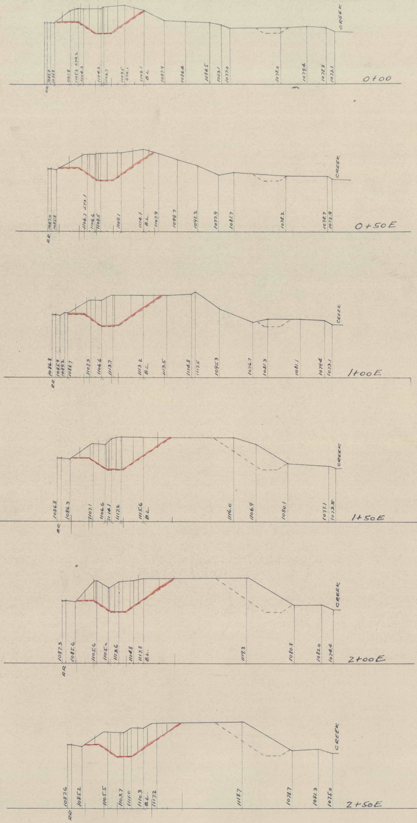
CREEK
RR
B.L.
STA. 1
STA. 2
3+35W
2+80W
2+05W
1+25¹⁶W
0+65W

PACKER No. 4 COLLY.
PLAN AND SECTIONS BETWEEN
RAILROAD AND SHENANDOAH CREEK

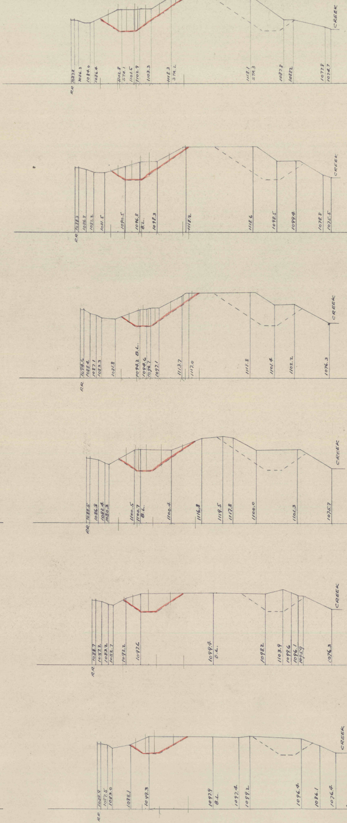
W. P. MILLINGTON,
MNG. ENG'R & AGENT

1" = 50'

APRIL, 1950



CREEK
RR
B.L.
STA. 1
STA. 2
0+00
0+50E
1+00E
1+50E
2+00E
2+50E



CREEK
RR
B.L.
STA. 1
STA. 3

3+00 E

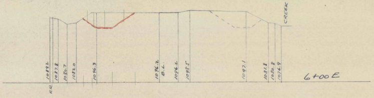
3+50 E

4+00 E

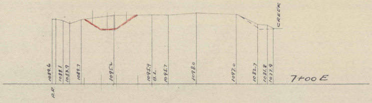
4+50 E

5+00 E

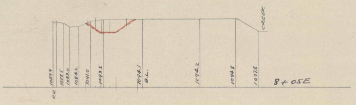
5+50 E


R.R.
1089.2
1087.8
1080.7
1082.0
1096.3
1096.2
B.L.
1096.2
1098.5
1097.1
1081.8
1080.8
1076.9
CREEK

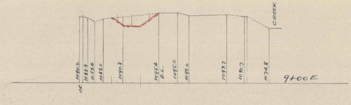
6+00 E


R.R.
1089.6
1088.1
1083.9
1089.7
1095.2
1095.9
B.L.
1095.7
1098.0
1097.0
1082.7
1081.8
1077.9
CREEK

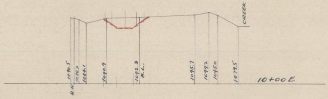
7+00 E


R.R.
1089.9
1088.5
1083.0
1084.2
1091.0
1093.5
1094.1
B.L.
1094.2
1094.8
1077.8
CREEK

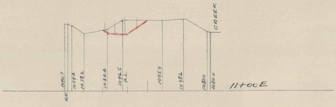
8+05 E


R.R.
1090.2
1088.9
1083.4
1088.0
1090.8
1095.4
B.L.
1095.2
1092.0
1093.7
1090.7
1074.8
CREEK

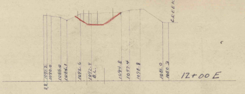
9+00 E


R.R.
1090.5
1089.3
1084.1
1090.9
1092.3
B.L.
1095.7
1099.2
1095.0
1079.5
CREEK

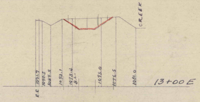
10+00 E


R.R.
1090.7
1089.4
1078.2
1084.4
1096.5
B.L.
1095.9
1098.6
1081.0
1080.0
CREEK

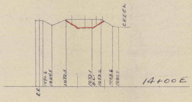
11+00 E


R.R.
1091.2
1090.0
1086.0
1084.1
1082.6
1092.9
B.L.
1094.8
1097.4
1098.8
1081.0
1080.3
CREEK

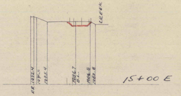
12+00 E


R.R.
1091.7
1090.3
1084.5
1093.1
1093.4
B.L.
1095.0
1076.5
1081.0
CREEK

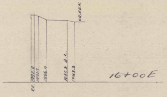
13+00 E


R.R.
1090.6
1084.5
1092.5
1093.1
B.L.
1093.2
1083.6
1081.4
CREEK

14+00 E


R.R.
1092.4
1091.3
1085.4
1086.7
B.L.
1086.8
1082.8
CREEK

15+00 E


R.R.
1092.8
1091.7
1086.0
1085.5 B.L.
1083.3
CREEK

16+00 E