| | | |
|---|---|---|
| Ct as of Dec. 31st, 1955- Revis | Correct as of Dec. 31st, 1942 No Revision | Correct as of Dec. 31st 1929 No Revision |
| Ct as of Dec. 31st, 1954- Revis | Correct as of Dec. 31st, 1941-Map Revised. | Correct as of Dec. 31st 1928 No Revision |
| Ct as of Dec. 31st, 1953- Revis on | Correct as of Dec. 31st, 1940- No Revision. | Correct as of Dec 31st 1927 No Revision |
| Ct as of Dec. 31st, 1952- Revis | Correct as of Dec. 31st, 1939- No Revision. | Correct as of June 30th 1927 No Revision |
| Ct as of Dec. 31st, 1951- No Revision | Correct as of Dec. 31st, 1938-No Revision | Correct as of June 30th 1926 No Revision |
| Ct as of Dec. 31st, 1950- No Revision | Correct as of Dec. 31st, 1937-No Revision | Correct as of June 30th 1925 No Revision |
| Ct as of Dec. 31st, 1949- No Revision | Correct as of Dec. 31st, 1936- No Revision | Correct as of June 30th 1924 Map Revised |
| Ct as of Dec. 31st, 1948- No Revision | Correct as of Dec. 31st, [illegible] No Revision | Correct as of June 30th 1923 No Revision |
| Ct as of Dec. 31st, 1947- No Revision | Correct as of Dec. 31st, 1934- No Revision | Correct as of June 30th 1922 No Revision |
| Ct as of Dec. 31st, [illegible] No Revision | Correct as of Dec. 31st, [illegible] Map Revised | Correct as of June 30th 1921 No Revision |
| Ct as of Dec. 31st, [illegible] No Revision | Correct as of Dec. 31st, 1932- No Revision | Correct as of June 30th 1920 No Revision |
| Ct as of Dec. 31st, 1944- No Revision | Correct as of Dec. 31st, 1931- No Revision | Correct as of June 30th 1919 No Revision |
| Ct as of Dec. 31st, [illegible] No Revision | Correct as of Dec. 31st, [illegible] Map Revised | |

CORRECT:

VALUATION ENGINEER

NOTE
STATION 2270+40 ON THIS MAP EQUALS STATION 991+60
ON R. E. DEPT. LAND MAP NO. 149. Atlas 221

BELL TWP., CLEARFIELD CO., PA.

EASTERN PENNA. DIV. CRESSON DIV.

RIGHT OF WAY AND TRACK MAP

# PENNSYLVANIA RAILROAD

STATION 2217+60 TO STATION 2270+40

SCALE 1" = 100' JUNE 30, 1918

OFFICE OF VALUATION ENGINEER
PHILADELPHIA, PA.

V-160
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