

Document No.  
PT&T-CRC-RPI-1

REC 10:11 AM '81

## REAL PROPERTY IDENTIFICATION DOCUMENT

THE FOLLOWING REAL PROPERTY IS IDENTIFIED FOR CONVEYANCE

FROM

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY

a corporation organized and existing under the laws of the  
States of New Jersey & New York, ("Transferor"), whose address is  
Six Penn Center Plaza  
Philadelphia, Pennsylvania 19104

REC 10:22 AM '81

TO

CONSOLIDATED RAIL CORPORATION,

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

A. All of the Transferor's right, title and interest, legal and equitable, in and to the real property located in the County of Kings, State of New York

as described in Exhibit A attached to this Real Property Identification Document ("Document") 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.

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 ("Transferor'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 conveyance ("Conveyance Date") prescribed by the Conveyance Order entered pursuant to Section 308 (b)(1) of the Regional Rail Reorganization Act of 1973, as amended ("Act") by the Special United States District Court established pursuant to Section 209 (b) of the Act ("Special Court"), 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 Transferor's Burdened Property to permit the exercise of the foregoing easements and rights, and the easement for lateral support of the real property identified for conveyance in this Document.

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

3. The easements and rights described in Paragraphs B.1. and B.2. shall be subject to the following terms and conditions:

(a) The Transferee shall give the Transferor reasonable notice before entering on the Transferor's Burdened Property to exercise the easements and rights described in this Paragraph B, and shall exercise such easements and rights (i) so as not to interfere unreasonably with the use and enjoyment of the Transferor's Burdened Property, (ii) in compliance with generally applicable reasonable requirements established from time to time by the Transferor and (iii) so as not to increase materially the burden on the Transferor's Burdened Property existing on the Conveyance Date. The Transferee shall indemnify and save the Transferor's 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 Transferor or the Transferee. Upon request of and at the expense of the Transferor, the Transferee shall execute and deliver to the Transferor a deed or other instrument releasing the Transferee's rights in any part of the Transferor's Burdened Property that is not used or reasonably needed by the Transferee in the exercise of the easements and rights described in this paragraph B.

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

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

(ii) The Transferee shall execute and deliver to the Transferor a deed or other instrument of release as provided in Paragraph B.3.a.

(c) The Transferor 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 TRANSFEROR:**

C. All the respective right, title and interest of the Transferor, legal and equitable, in and to the real property described in Exhibit B attached to this Document as a part hereof, but subject, however, to (a) the limitation of access thereto across the real property identified for conveyance in this Document as hereinafter provided and (b) the easements and rights identified for conveyance in 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 identified for conveyance in this document ("Transferee'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 Conveyance Date 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

REC 1011 REC 582

REC 1022 REC 159

sewer or other utility system, together with the easement of reasonable access over the Transferee'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 in Paragraph C above.

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

3. The easements and rights described in Paragraphs D.1. and D.2. shall be subject to the following terms and conditions:

(a) The Transferor shall give the Transferee reasonable notice before entering on the Transferee's Burdened Property to exercise the easements and rights reserved and excepted in this Paragraph D, and shall exercise such easements and rights (i) so as not to interfere unreasonably with the use and enjoyment of the Transferee's Burdened Property, (ii) in compliance with generally applicable reasonable requirements established from time to time by the Transferee and (iii) so as not to increase materially the burden on the Transferee's Burdened Property existing on the Conveyance Date. The Transferor shall indemnify and save the Transferee 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 Transferee or the Transferor. Upon request of and at the expense of the Transferee, the Transferor shall execute and deliver to the Transferee a deed or other instrument releasing the Transferor's rights in any part of the Transferee's Burdened Property that is not used or reasonably needed by the Transferor in the exercise of the easements and rights described in this paragraph D.

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

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

(ii) The Transferor shall execute and deliver to the Transferee a deed or other instrument of release as provided in Paragraph D.3.a.

(c) The Transferee 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 Transferor in any parcel as to which an interest in the surface is not identified for conveyance in this Document.

THE REAL PROPERTY AND THE EASEMENTS AND RIGHTS IDENTIFIED FOR CONVEYANCE in this Document shall be had and held by the Transferee 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 identified in this Document as reserved and excepted from conveyance across the real property identified for conveyance in this Document (except as otherwise provided in this Document), 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) the conveyance of operating rights, if any, from the Transferor to a third party effected concurrently with the conveyance of the real property identified for conveyance in this Document and identified in Exhibit B to this Document.

The words "Transferor" and "Transferee" used herein shall be construed as if they read "Transferors" and "Transferees," respectively, whenever the sense of this Document so requires and, whether singular or plural, such words shall be deemed to include in all cases the successors and assigns of the persons designated.

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

Document No.

PT&T-CRC-RPI-1

**EXHIBIT A**

TO THE REAL PROPERTY IDENTIFICATION DOCUMENT

FROM

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY

TO

CONSOLIDATED RAIL CORPORATION

**DESCRIPTION OF REAL PROPERTY  
LOCATED IN**

County of Kings, State of New York

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 Transferor's real property and another.

This Exhibit A consists of pages A-1 through A-2 inclusive.

A-1

REF 1041 MAR 584

REF 1022 MAR 1961

Document No.

PT&T-CRC-RPI-1

Situate in the County of Kings, State of New York, and being the Pennsylvania Tunnel and Terminal Company's line of railroad known as the Penn Central Bedford Industrial Track (commonly known as the Bay Ridge 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 at Bay Ridge 3rd Avenue and 39th Street in Brooklyn, passes through Parkville, Bedford and New Lots and leaves the County near Cooper Avenue at the Queens County Line.

The line of railroad described herein is identified as Line Code 4219 in the records of the United States Railway Association.

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REEL 1022 PAGE 1162

Document No.

PT&T-CRC-RPI-1

**EXHIBIT B**

TO THE REAL PROPERTY IDENTIFICATION DOCUMENT

FROM

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY

TO

CONSOLIDATED RAIL CORPORATION

**DESCRIPTION OF REAL PROPERTY  
LOCATED IN**

County of Kings, State of New York

**RESERVED AND EXCEPTED FROM THE CONVEYANCE**

Each map referred to in this Exhibit 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 Transferor and the Transferee 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-4, B-5 Revised, B-6, B-7

B-1

REEL 1041  
PAGE 580

REEL 1022  
PAGE 1163

Document No.

PT&T-CRC-RPI-1

All that parcel of land situate in the Borough of Brooklyn, County of Kings and State of New York, designated as Parcel No. NYO-10n 01-1 on Railroad Valuation Map Nos. 260-8484-0-30-1, as revised to December 31, 1958, and 260-8484-0-31-1, as revised to December 31, 1964, and being all the land of the Pennsylvania Tunnel and Terminal Railroad Company, as shown on the Map, lying between the northwesterly right-of-way line of 2nd Avenue and the southeasterly Pierhead Line on New York Bay (approved March 4, 1890 by the Harbor Commissioners).

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 4219-0.0.

APR 10 1964  
587

APR 10 1964  
1164

B - 2 Revised

Document No.

PT&T-CRC-RPI-1

All that parcel of land situate in the Borough of Brooklyn, County of Kings, City of New York, and State of New York, being designated Parcel No. NY 0100 114 on Railroad Valuation Map No. 0260-8484-0-25-1 as revised to December 31, 1960 and being all the land of the Pennsylvania Tunnel and Terminal Railroad Company as shown on the Map bounded and described as follows:

Beginning at a point at the intersection of the southeasterly line of 16th Avenue with the southwesterly line of 59th Street;

Thence, from said point of beginning, extending the three following courses and distances:

(1) Southeastwardly along said southwesterly line of 59th Street, 34 feet to a point on a line of land of others;

(2) Thence, westwardly, by land of others, 50 feet, more or less, to a point on said southeasterly line of 16th Avenue;

(3) Thence, northeastwardly along said southeasterly line 34 feet, more or less, to the point of beginning.

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 4219-0.0-5.0.

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REC 1022 PAGE 1165



Document No.

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REF 1041 PAGE 589

All that parcel of land situate in the Borough of Brooklyn, County of Kings, City of New York, and State of New York, being designated Parcel No. NYO 100 19-2 on Railroad Valuation Map No. 260-8484-0-28-1, as revised to December 31, 1963 and being all of the land of the Pennsylvania Tunnel and Terminal Railroad Company, as shown on the Map, which lies southerly of the following described line:

Beginning at a point on the northwesterly line of 8th Avenue at a point therein distant 505 feet, more or less, measured northeastwardly along said line from its intersection with the northeasterly line of 64th Street, said point being distant 15 feet measured southwestwardly and at right angles from the prolongation southeastwardly of the southwestery face of a platform; thence, extending (1) northwestwardly and parallel with said prolongation and then parallel with said southwestery face of a platform 263 feet, more or less, to a point distant 16 feet southwestwardly and radially from the centerline of said Company's Track No. BR2M, as it was located on March 18, 1976; thence, (2) extending northwestwardly and parallel with said centerline of Track No. BR2M to its point of intersection with the centerline of said Company's Track No. 81 as it was located on March 18, 1976, and then parallel to and concentric with said centerline of Track No. 81 a total of 478 feet, more or less, to a point on the southeasterly line of 7th Avenue, the point of ending.

REF 1092 PAGE 1166

The above described parcel or parcels are identified in the records of the United States Railway Association as Line Code 4219-0.0-5.0.

Document No.

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All those two parcels of land situate in the Borough of Brooklyn, County of Kings, City of New York, and State of New York being designated Parcel Nos. NYO 10p 01-5, NYO 10p 02-7 on Railroad Valuation Map Nos. 260-8484-0-9-1 as revised to December 31, 1961, 260-8484-0-10-1, as revised to December 31, 1961, 260-8484-0-11-1, as revised to December 31, 1960, and being all the land of the Pennsylvania Tunnel and Terminal Railroad Company as shown on the Map, which lies westerly and northwesterly, of the following described lines:

Beginning at a point on a line of land of others distant 50 feet measured westwardly at right angles from the centerline of the 4 Track System of said Railroad Company at a point therein distant 182 feet, more or less, measured northwardly along said centerline of 4 Track System from the northerly line of Livonia Avenue;

Thence, extending southwardly, parallel to said centerline of 4 Track System 1, 972 feet, more or less, to a point in the northerly line of New Lots Road;

Thence, extending southwestwardly along said northerly line of New Lots Road 70 feet, more or less, to a point distant 15 feet measured eastwardly at right angles from the centerline of Track No. B-15, as it was located on December 1, 1975;

Thence, extending southwardly, parallel to said centerline of Track No. B-15, 520 feet, more or less, to a point;

Thence, westwardly, parallel to the northerly line of Linden Avenue 35 feet, more or less, to a point;

Thence, southwestwardly, 180 feet, more or less, to a point in the southerly line of Linden Avenue;

Thence, eastwardly, along said southerly line of Linden Avenue 30 feet, more or less, to a point distant 15 feet measured northwestwardly and radially from the centerline of near main track as it was located on December 1, 1975;

Thence, extending southwestwardly, parallel to said centerline of near main track 2,055 feet, more or less, to a point opposite signal bridge at Station 458+20;

REEL 1021 PAGE 590

REEL 1022 PAGE 1167

Document No.

- 2 -

PT&T-CRC-RPI-1

Thence, extending southwestwardly 380 feet, more or less, to a point in the easterly line of Rockaway Avenue distant 48 feet measured northwestwardly at right angles from centerline of said near main track, point of ending.

The above described parcel or parcels are identified in the records of The United States Railway Association as Line Code 4219-7.5-8.5.

REEL 1022 PAGE 1168

REEL 1041 PAGE 591

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Document No.

PC/PT&T-CRC-RL-1

## RELEASE OF LEASE

THIS IS A RELEASE OF LEASE FROM

ROBERT W. BLANCHETTE, RICHARD C. BOND AND JOHN H. McARTHUR,

AS TRUSTEES OF THE PROPERTY OF

PENN CENTRAL TRANSPORTATION COMPANY, DEBTOR

(collectively "Grantor"), whose address is Six Penn Center,  
Philadelphia, Pennsylvania 19104

TO

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 19108.

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. 70-347 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 Grantor described in the release paragraph of this Release of Lease 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; and

WHEREAS, concurrently with the delivery of this Release of Lease and by or pursuant to order of the Special Court, there is being conveyed to the Grantee certain real property of a third party located in the

County of Kings, State of New York,

which real property ("Conveyed Real Property") is described in a conveyance document certified by the United States Railway Association to the Special Court as Document No. PT&T-CRC-RPI-1 ("Conveyance Document"); and

WHEREAS, the description of the Conveyed Real Property as contained in the Conveyance Document is incorporated by reference in this Release of Lease; and

REEL 104111-509

REEL 1022-1169

WHEREAS, the Grantor has certain right, title and interest in the Conveyed Real Property under the lease or leases identified in Schedule I attached to this Release of Lease as a part hereof (whether one or more, "Lease");

Now, THEREFORE, pursuant to the order of the Special Court, the Grantor releases to the Grantee, free and clear of any liens or encumbrances as provided in Section 303(b) of the Act, all of the Grantor's right, title and interest in the Conveyed Real Property under the Lease.

The Grantor covenants that if, pursuant to the provisions of the Conveyance Document or of any order of the Special Court, additional real property of the third party is conveyed to the Grantee, the Grantor shall, promptly upon written request, execute, acknowledge and deliver to the Grantee a Release of Lease in the form hereof, releasing to the Grantee all of the Grantor's right, title and interest in such additional real property under the Lease.

This Release of Lease is subject, however, to the condition that, if any part of the Conveyed Real Property is reconveyed to the Grantor pursuant to the provisions of the Conveyance Document or of any order of the Special Court, this Release of Lease shall become and be of no effect with respect to the part so reconveyed, and the Grantor's right, title and interest which existed under the Lease as of the date of conveyance shall attach to the part so reconveyed, to the extent, if any, that the Lease shall be in effect on the date of reconveyance.

The words "Grantor" and "Grantee" used herein shall be construed as if they read "Grantors" and "Grantees", respectively, whenever the sense of this Release of Lease 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 release and the specific covenants of the Grantor are made by the Grantor as Trustees of the property of the Debtor, and not individually.

IN WITNESS WHEREOF, the Grantor has caused this Release of Lease to be executed this 30<sup>th</sup> day of March, 1976, by Malcolm V. Lane, Jr. being duly authorized so to do by order of the United States District Court for the Eastern District of Pennsylvania entered in Docket No. 70-347.

Signed and Acknowledged  
in the Presence of:

Anna B Freund  
Anna Freund

Peter S Reichart  
Peter S. Reichart

ROBERT W. BLANCHETTE, RICHARD C.  
BOND AND JOHN H. MCARTHUR,  
AS TRUSTEES OF THE PROPERTY OF  
PENN CENTRAL TRANSPORTATION  
COMPANY, DEBTOR

By Malcolm V. Lane, Jr. L.S.  
OFFICER  
Malcolm V. Lane, Jr.

DISTRICT OF COLUMBIA, SS:

On this 30<sup>th</sup> day of March, 1976, before me, a Notary Public authorized to take acknowledgements and proofs in the District of Columbia, personally appeared Malcolm V. Lane, Jr. personally known to me to be the person whose name is subscribed to the foregoing Release of Lease, bearing the same date as this certificate of acknowledgement, and acknowledged himself to be an Officer of Robert W. Blanchette, Richard C. Bond and John H. McArthur, Trustees of the Property of Penn Central Transportation Company, Debtor, and that as such Officer and being authorized so to do, he executed the foregoing Release of Lease 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.

Dorothy S. Metz  
Dorothy S. Metz  
Notary Public in and for  
the District of Columbia  
My Commission Expires March 31, 1980

This Instrument Prepared By:

United States Railway Association  
Pursuant to the Act

REC 1041 MAR 5 503  
REC 1022 MAR 11 1976

SCHEDULE I  
to  
RELEASE OF LEASE

From

ROBERT W. BLANCHETTE, RICHARD C. BOND  
AND JOHN H. MCARTHUR, AS TRUSTEES OF  
THE PROPERTY OF PENN CENTRAL TRANSPORTATION  
COMPANY, DEBTOR

To

CONSOLIDATED RAIL CORPORATION

IDENTIFICATION OF LEASE

Lease dated June 14, 1928 from Pennsylvania Tunnel and Terminal Railroad  
Company as lessor to The Pennsylvania Railroad Company as supplemented by  
instruments dated October 1, 1949 and May 27, 1954. The lease was assumed  
by the Grantor effective February 1, 1968 by Agreement of Merger.

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LEHIGH COUNTY

AS THE ORIGINAL

GRANTOR: Pennsylvania Tunnel and Terminal Railroad Company

GRANTEE: Consolidated Rail Corporation

DOC. NO: PT-T-ORO-RPI-1  
Deed of Conveyance

7-4077  
REEL 1041 PAGE 50

BLOCK	LOT	BLOCK	LOT	BLOCK	LOT
1544	1	6498	22	3479	32
1544	1	6503	40	3482	29
1437	24	6509	20	3487	20
1437	24	6510	21	3488	25
3432	1	6513	19	3482	25
3472	1	6518	18	3475	20
3472	12	6513	19	3442	1
3472	105	6605	20	3379	28
3472	106	6606	20	3354	11
3467	12	6607	20	3679	25
1437	20	6608	20	3486	28
1244	21	6609	20	3713	26
1575	1	6700	20	3730	25
3440	42	6701	26	3747	25
3440	24	6702	26	3764	30
3440	28	6703	30	3781	30
3467	1	7366	27	3798	30
3462	24	7367	27	3832	30
1340	22	7368	27	3845	30
3470	19	7369	27	3447	37
1834	16	7570	27	3447	100
3720	24	7571	27	3384	41
3747	24	7572	27	3393	34
3764	1	7873	27	3400	25
3786	1	7574	27	3407	27
3815	1	7575	27	3415	100
3432	1	7576	28		
3848	1	7577	50		
3884	18	7578	22		
3884	2	7578	49		
3825	1	7582	29		
3826	1	7583	31		
5818	47	7742	33		
5818	44	7743	37		
5810	43	7744	42		
5802	43	7724	73		
3794	43	7725	8		
3721	5	7726	16		
3722	5	7727	20		
3722	60	7728	29		
3723	60	7729	35		
3724	6	4756	51		
3725	6	7949	23		
3726	6	7940	23		
3727	5	7932	52		
3727	14	7918	131		
3516	1	7920	90		
3509	21	7924	68		
3503	1	8116	20		
3497	28	8117	20		
3492	21	8118	20		
3490	2	8119	20		
3486	28	8120	18		
3479	28	8121	21		
3473	43	8122	21		
3474	6	8123	21		
3464	20	8124	21		
3461	21	8125	117		
3456	42	8071	7		
3457	27	3044	1		
3457	9	3713	20		
		3496	17		

SCHEDULE "A"

Pursuant to Section 743 (e) of the Regional Rail Reorganization Act of 1973 entitled "Transfer and other taxes and recording fees" no Real property transfer tax is applicable.

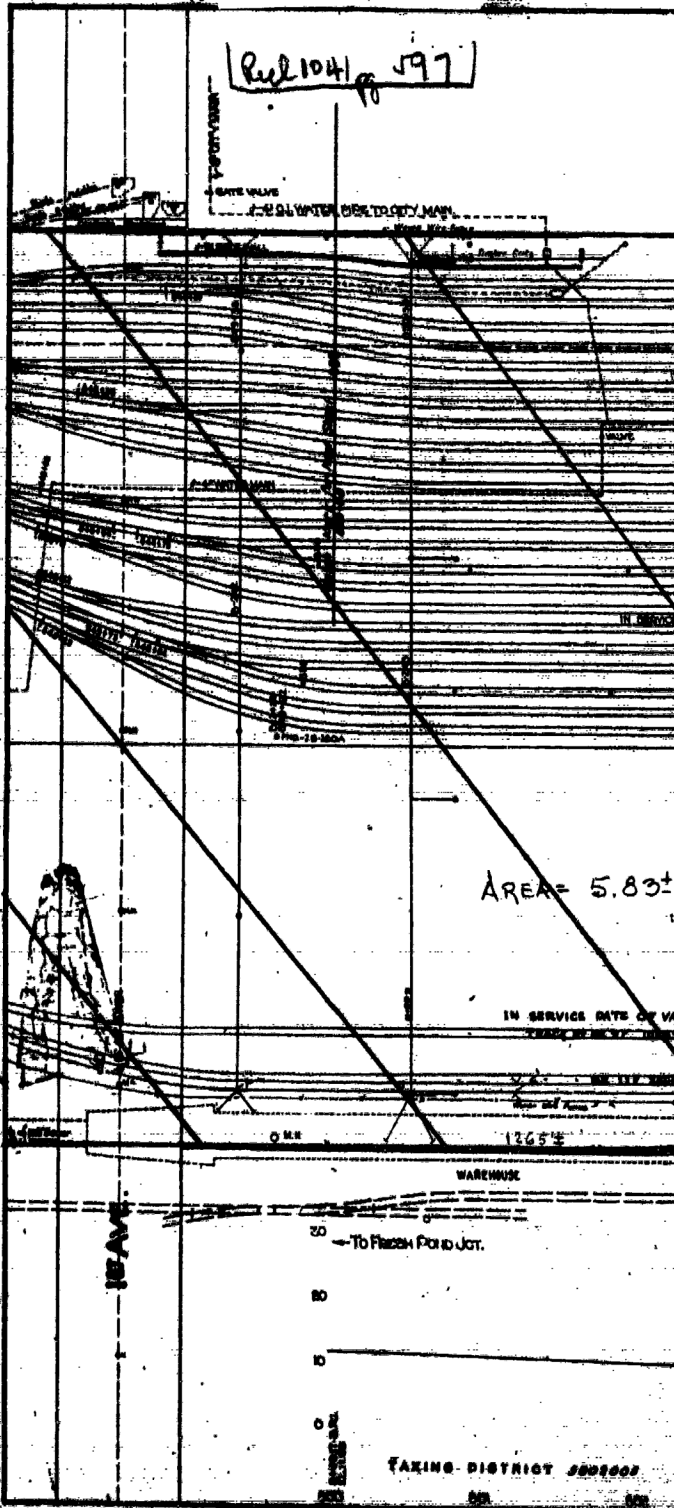
REF 1041 PAGE 596

SCHEDULE "B"



NO. 1022 PAGE 1172

Plot 1041 of 197



AREA = 5.83±

IN SERVICE RATE OF WATER

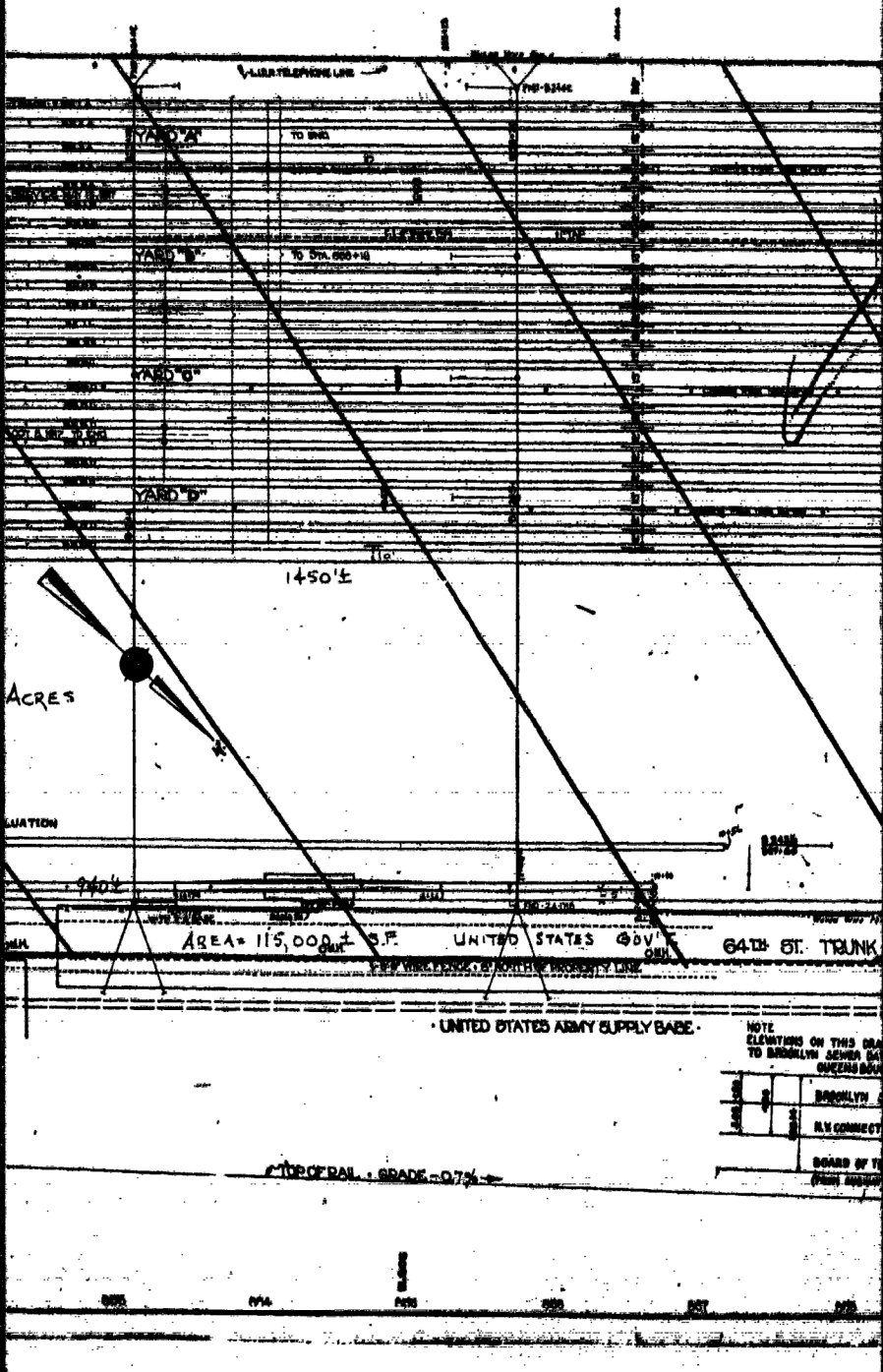
WAREHOUSE

TO FLEET PARK JCT.

TAXING DISTRICT 300800

31860 Full Map E 2269 + 5/6

Reel 1042 pgs 598



1450±

ACRES

AREA = 115,000 ± S.F.

UNITED STATES GOV.

64th ST. TRUNK

UNITED STATES ARMY SUPPLY BASE

NOTE  
 ELEVATIONS ON THIS DRAWING  
 TO BROOKLYN SEAVER BOARD  
 QUEENS BOY

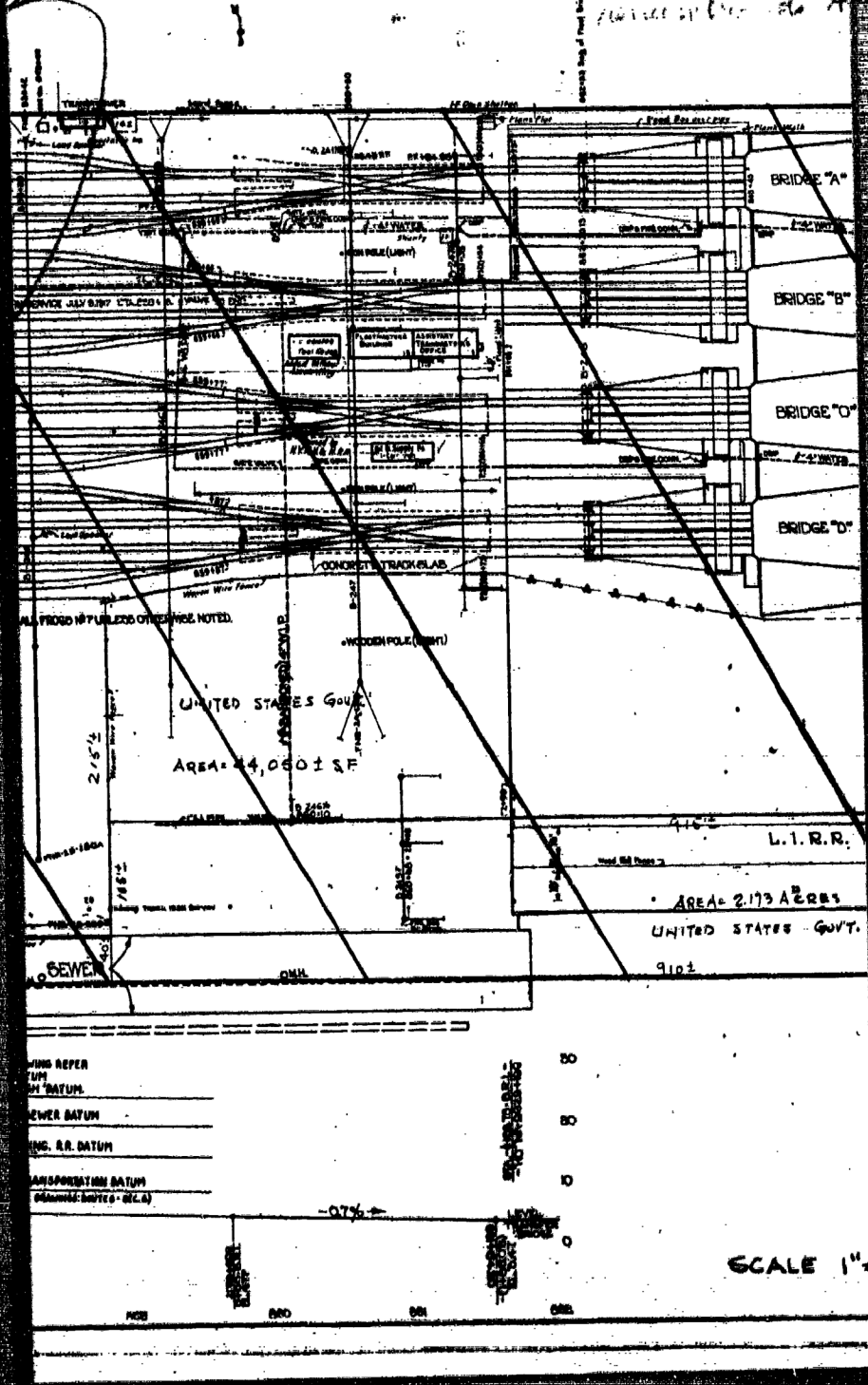
	BROOKLYN
	N.Y. CONNECT
	BOARD OF T
	(FROM ANCHOR)

TOP OF RAIL GRADE - 0.74 -

Rel 1041 Pg 599

33 00 Ac - 1/2 22,000 = A = 1

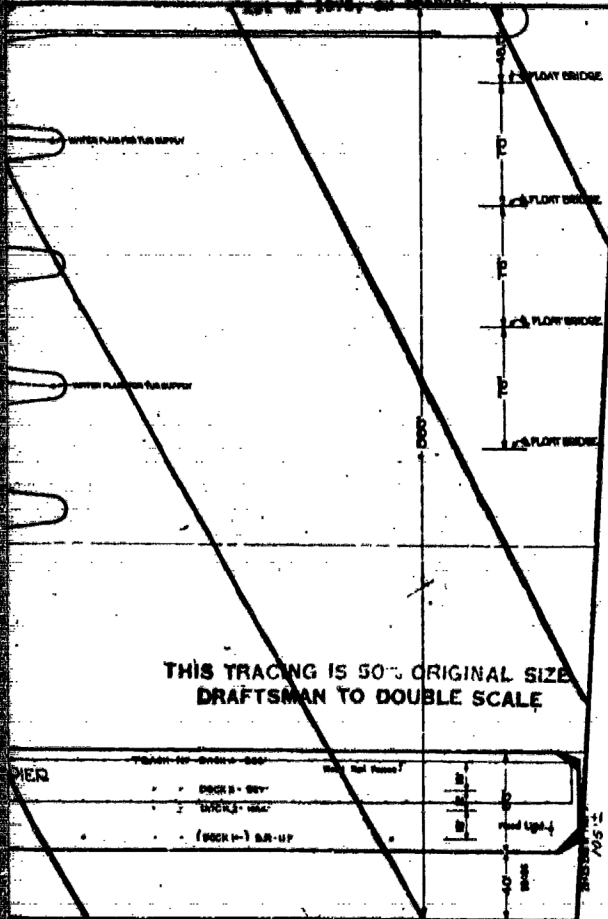
memorandum de A



NY. 01φφ 13-5  
 = NY. 01φφ 11-1  
 Rel 1041 600  
 OWNER 0260

VALUATION SECTION P484  
 SUB DIV. -  
 SHEET NUMBER 31  
 REAL ESTATE REGION 1

This Map is referred to in DOCUMENT NO. **PTOT-CRL-RS-1**  
 certified by the United States Railway Association to the  
 Special Court pursuant to the Regional Rail Reorganization  
 Act of 1976, as amended.



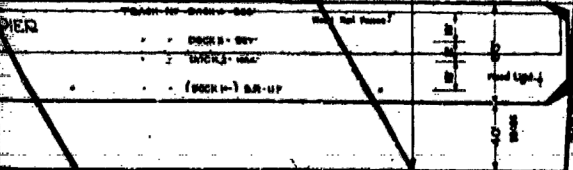
NEW

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THIS TRACING IS 50% ORIGINAL SIZE DRAFTSMAN TO DOUBLE SCALE

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NOTE: FOUNDATIONS FOR CATENARY BRIDGE COLUMNS ARE TYPE ZA-17A, UNLESS OTHERWISE NOTED.

THE NEW YORK, BROOKLYN, AND MANHATTAN BEACH RY. CO. MERGED WITH THE L.I.R. CO. JAN. 1, 1953

**STATION MAP - TRACKS & STRUCTURES**

THE NEW YORK BROOKLYN AND  
 MANHATTAN BEACH RAILWAY CO.  
 OPERATED BY  
 THE LONG ISLAND RAILROAD CO.

FRESH POND JCT TO BAY RIDGE  
 STATION 80+00 TO STATION 88+00  
 SCALE - AS SHOWN  
 OFFICE OF VALUATION ENGINEER  
 ALBANY, NEW YORK

50'

DESIGNED FOR  
 RECONSTRUCTION AND FRESH TRACKS BY  
 ENGINEERS & ARCHT.

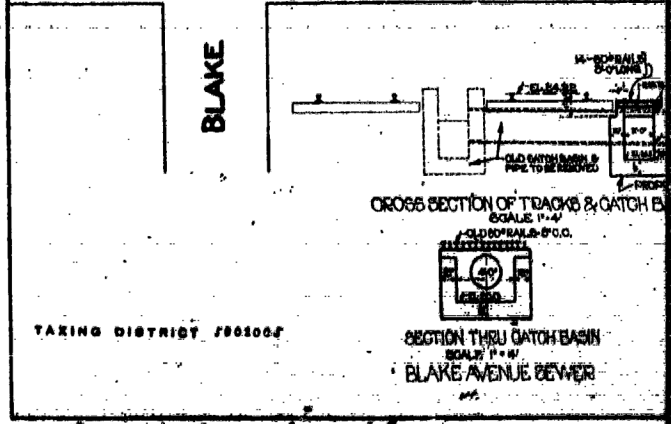
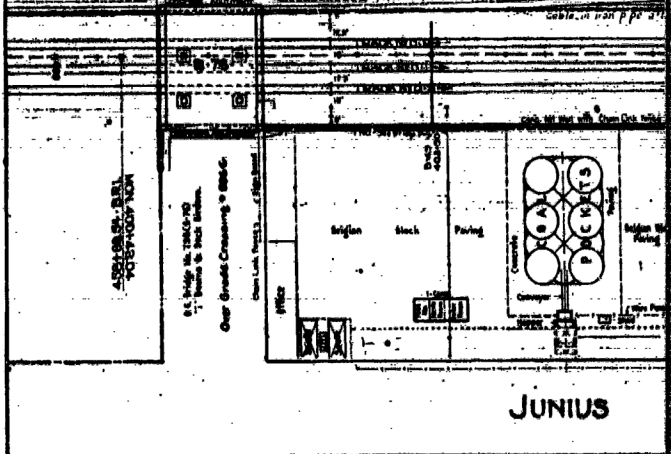
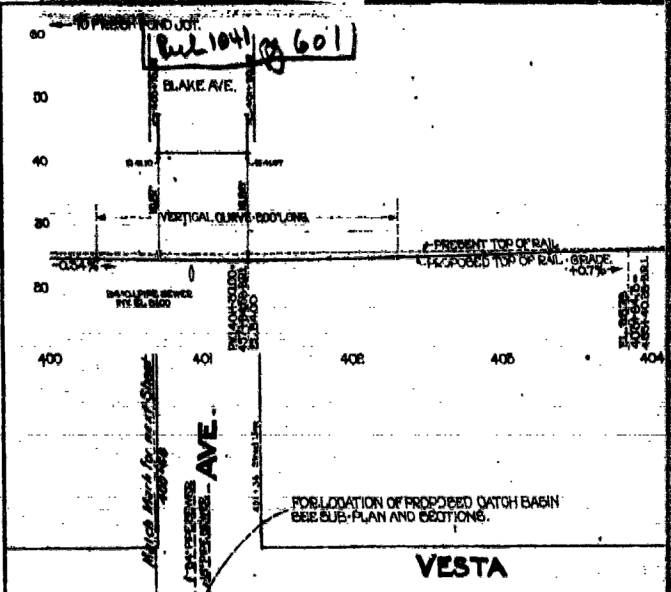
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BAY

757  
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Blk 104 of 601

*W. H. H. H. H. H.*

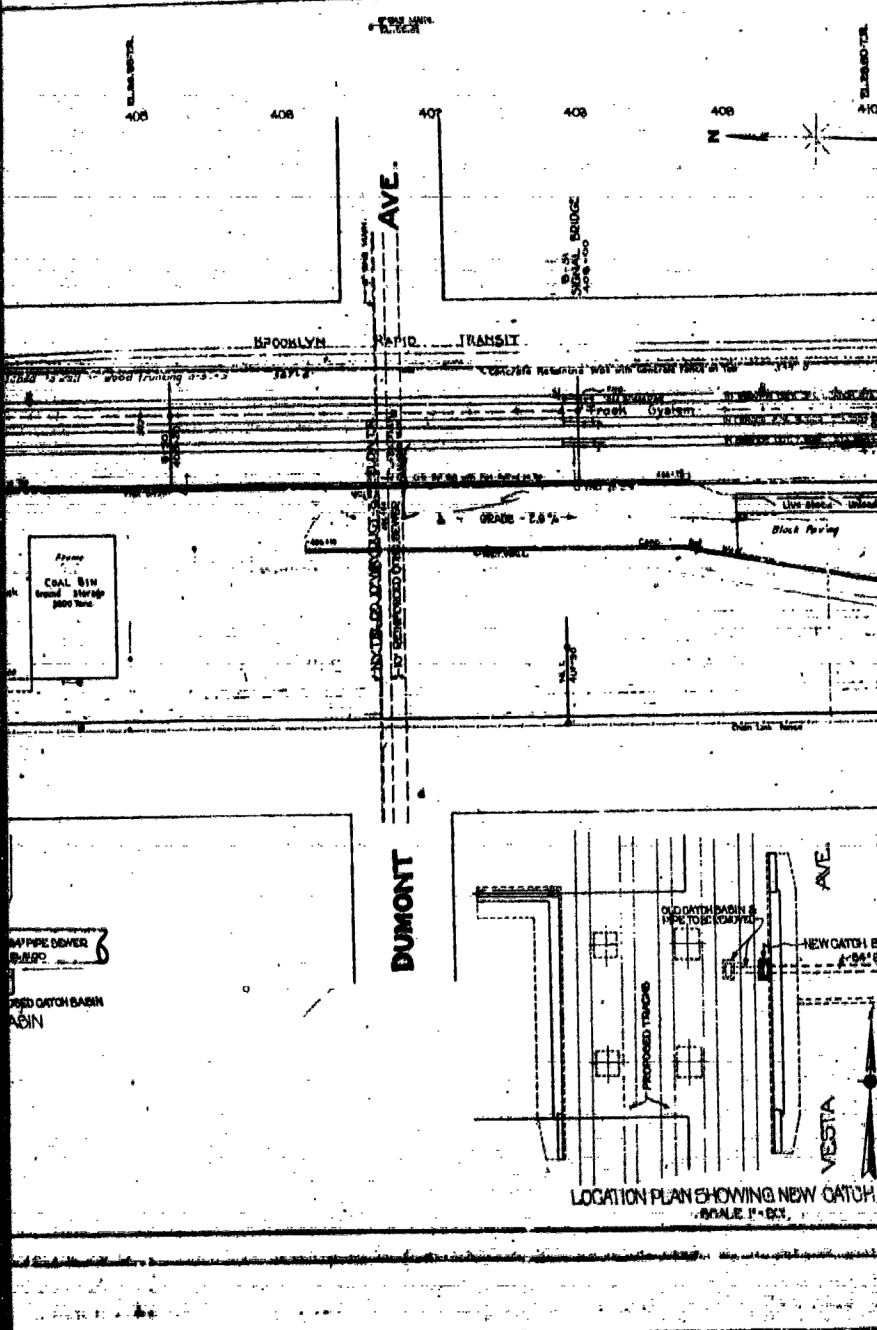


TAXING DISTRICT 7801007

Blk 104 of 601

REEL 1022 PAGE 1177

Reel 1041 pg 602





REEL 1022 PAGE 1179 4219-7.5-85-NEG

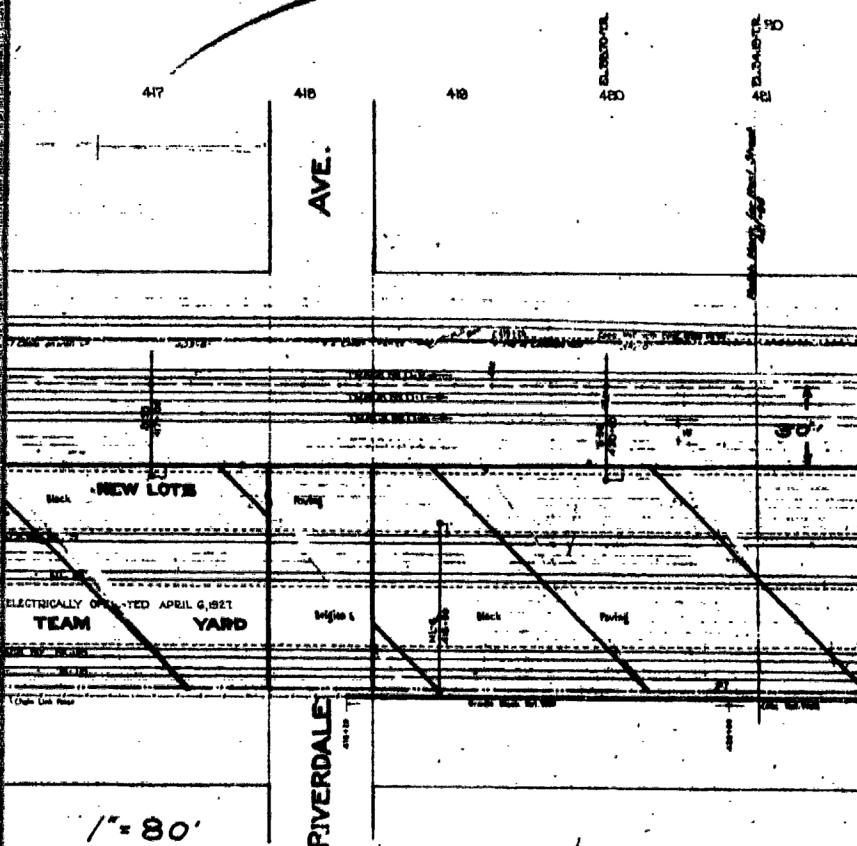
Plan 1041 pg 604

TO BAY RIDGE

OWNER	EVALUATION SECTION	SUB DIV.	SHEET NUMBER	REAL ESTATE REGION
PIST-CRC-RPI-1 2160	414	-	9	1

Association in the Rail Reorganization

A - NY 2160-159



1, 02, & 03 ELECTRICALLY OPERATED MARCH 15, 1927  
 ELECTRICALLY OPERATED APRIL 6, 1927

FOR CATENARY BRIDGE COLUMNS  
 DATA, UNLESS OTHERWISE NOTED.

ON THIS DRAWING REFER  
 TO THE NEW YORK AND MANHATTAN BEACH RAILWAY CO.  
 DRAWING NO. 1041-159

The New York, Brooklyn and Manhattan Beach Ry. Co. Merged with The L.I.R.R. Co. June 19, 1926.

REVISED: JUNE 15, 1926 TRACK ALIGNMENT CHANGED

**STATION MAP - TRACKS & STRUCTURES**

**THE NEW YORK BROOKLYN AND  
 MANHATTAN BEACH RAILWAY CO.**  
 OPERATED BY

**THE LONG ISLAND RAILROAD CO.**  
**FRESH POND JCT TO BAY RIDGE**  
 STATION 420+00 TO STATION 421+00  
 SCALE 1" = 80' JUNE 20 1919

THIS TRACING IS NOT TO ORIGINAL SIZE.  
 DRAFTSMAN TO DOUBLE SCALE

OFFICE OF ENGINEERING  
 REVISED FOR  
 ELECTRICIFICATION AND FOUR TRACK SYSTEM  
 DECEMBER 17, 1919





Sub 1041 p 605

2810990

*Michael C. Hardina*

VESTA

NEW LOTS

JUNIUS

NEWPORT

80 ← TO FRESH POND JCT.

40

TOP OF RAIL - GDA

8

4

4

482

486

484

488

TAKING DISTRICT 4002007

1	Correct to all
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20	Correct to all

3,872

2011 Map # 3469 3/4

REV 1022 NO. 1181

PARCEL "C" LEA

Rec 1041 pg 606

NEW

AVE

HROOKLYN RABID TRANSIT

TEAM YARD

ELECTRICALLY OPERATED APRIL 6, 1927

A

LOTT AVE.

NEW LOT'S ROAD

400' V.C.

E + 0.40%

485 487 488 488 489 489

18th, 1933-37	Revised	Correct as of Dec. 31st, 1937-40	Revised
19th, 1934-38	Revised	Correct as of Dec. 31st, 1938-40	Revised
20th, 1935-39	Revised	Correct as of Dec. 31st, 1939-40	Revised
21st, 1936-40	Revised	Correct as of Dec. 31st, 1940-40	Revised
22nd, 1937-40	Revised	Correct as of Dec. 31st, 1941-40	Revised
23rd, 1938-40	Revised	Correct as of Dec. 31st, 1942-40	Revised
24th, 1939-40	Revised	Correct as of Dec. 31st, 1943-40	Revised
25th, 1940-40	Revised	Correct as of Dec. 31st, 1944-40	Revised
26th, 1941-40	Revised	Correct as of Dec. 31st, 1945-40	Revised
27th, 1942-40	Revised	Correct as of Dec. 31st, 1946-40	Revised
28th, 1943-40	Revised	Correct as of Dec. 31st, 1947-40	Revised
29th, 1944-40	Revised	Correct as of Dec. 31st, 1948-40	Revised
30th, 1945-40	Revised	Correct as of Dec. 31st, 1949-40	Revised
31st, 1946-40	Revised	Correct as of Dec. 31st, 1950-40	Revised
32nd, 1947-40	Revised	Correct as of Dec. 31st, 1951-40	Revised
33rd, 1948-40	Revised	Correct as of Dec. 31st, 1952-40	Revised
34th, 1949-40	Revised	Correct as of Dec. 31st, 1953-40	Revised
35th, 1950-40	Revised	Correct as of Dec. 31st, 1954-40	Revised

NO OF	STREETS
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99	99
100	100

RECORDED IN THE OFFICE OF THE CLERK OF THE CITY OF NEW YORK

~~SES ON OPERATING DRAFT~~

REEL 1022 PAGE 1182

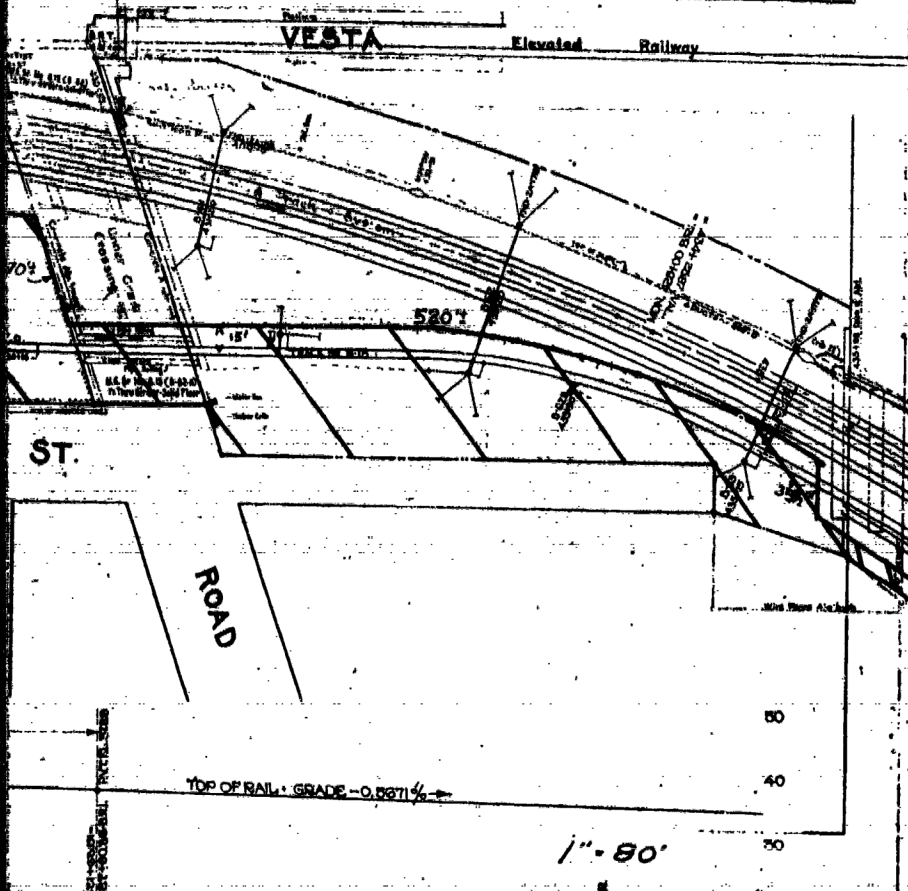
Plan 1041 p 607

This Map is prepared as in DOCUMENT NO. **PT&T-CRC-RPT-1/5**  
Certified by the United States Railway Association to the  
Special Court pursuant to the Rational Rail Reorganization  
Act of 1973, as amended.

3811010

KINGS CO., N.Y.

40'  
30'  
20'  
ELEVATION  
455



The New York, Brooklyn and Manhattan Beach Ry. Co. merged with The L.I.R.R. Co. Jan. 1, 1954.

**STATION MAP - TRACKS & STRUCTURES**

**THE NEW YORK BROOKLYN AND  
MANHATTAN BEACH RAILWAY CO.**

OPERATED BY  
**THE LONG ISLAND RAILROAD CO.**

**FRESH POND JCT TO BAY RIDGE**

STATION 451+00      STATION 445+00

SCALE 1" = 80'      JUNE 22, 1978

REVISED P.T. & T.      ELECTRIFICATION AND FOUR TRACK SYSTEM

SHEET NO. 10 OF 21 PRIMARY AND 1 SUPPLEMENTAL  
SHEETS BY U.S. DEP. OF TRANSPORTATION  
FROM R.R. ACT TO RY. REOR.  
PLANS SUBJECT OF: 45-00 TO 45-00 TO 45-00 TO 45-00

**AT&T**  
VALUING SHAPERS

**THIS TRACK  
DRAFT**

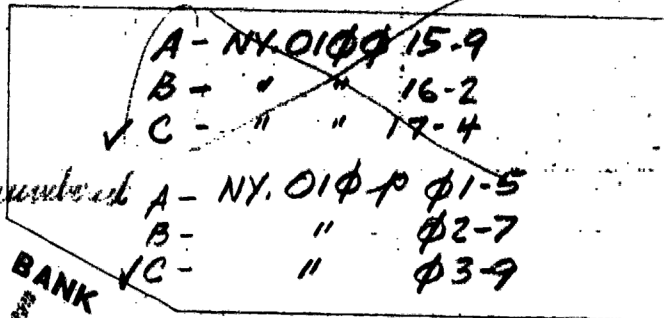
(Rel 1041966P)

TO BAY RIDGE → 40

TOP OF RAIL GRADE - 0.5871% →

OWNER	EVALUATION SECTION	SUB DIV.	SHEET NUMBER	REAL ESTATE REGISTRY
2366	8484	-	10	1

AVE



JUNIUS ST.

SOLD

LINDEN

NOTE: DIMENSIONS FOR CATENARY BRIDGE COLUMN TYPE BA-17A, UNLESS OTHERWISE NOTED.

NOTE: DIMENSIONS ON THIS DRAWING REFER TO BROOKLYN SEWER DATUM.

NOTE: JACKS ON L-024-03 ELECTRICALLY OPERATED MARCH 15, 1921. JACKS ON L-024-03 ELECTRICALLY OPERATED APRIL 6, 1927.

SCALE IS 50% ORIGINAL SIZE.

MAN TO DOUBLE SCALE

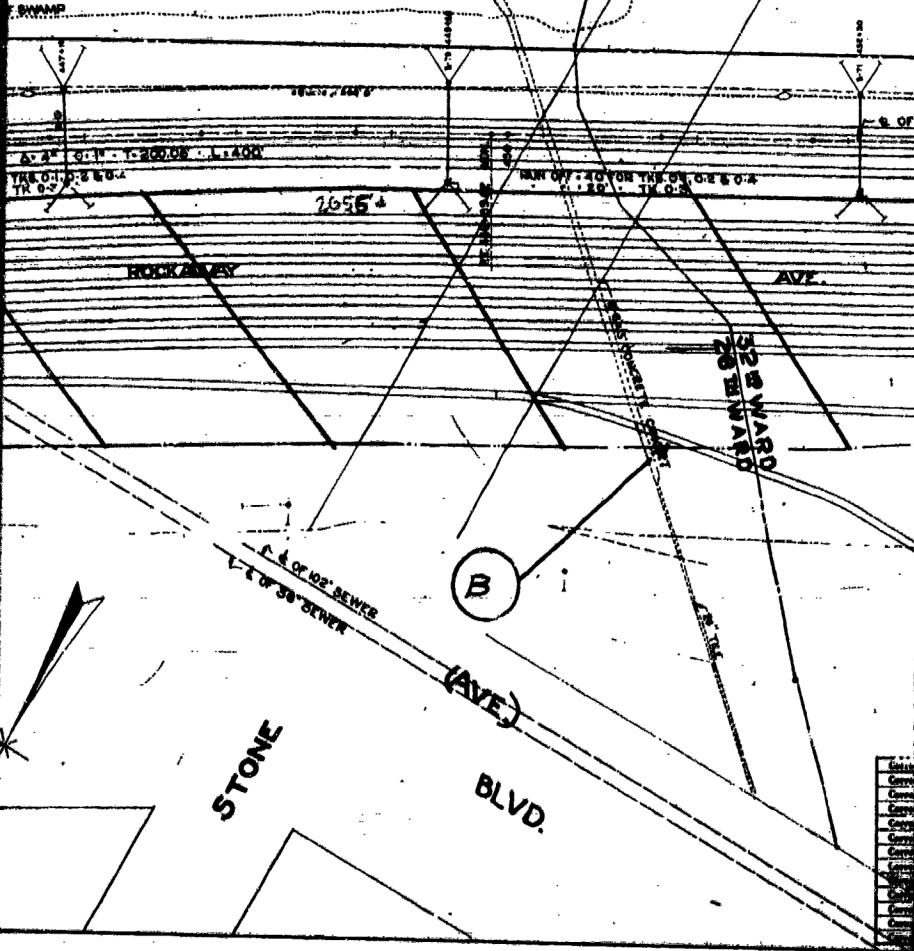
2-67  
V6  
10



*Reel 1044 pg 610*

AVENUE

AVE.



2655

B

STONE

(AVE)

BLVD.

SEWARD  
BLVD

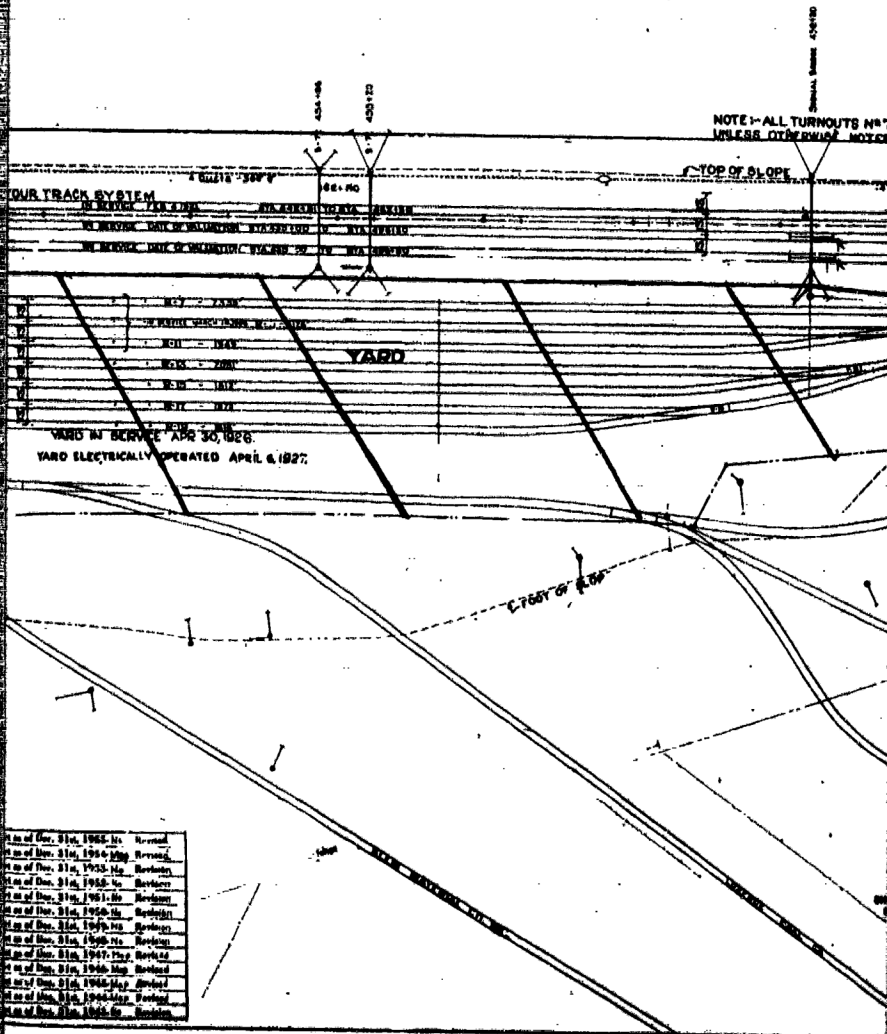
ROCKAWAY

AVE.

REF 1022 PAGE 1186

Put out by 611

SOLD (CITY OF N.Y.)



Rel 1041 pg 612

D.

OWNER  
0250

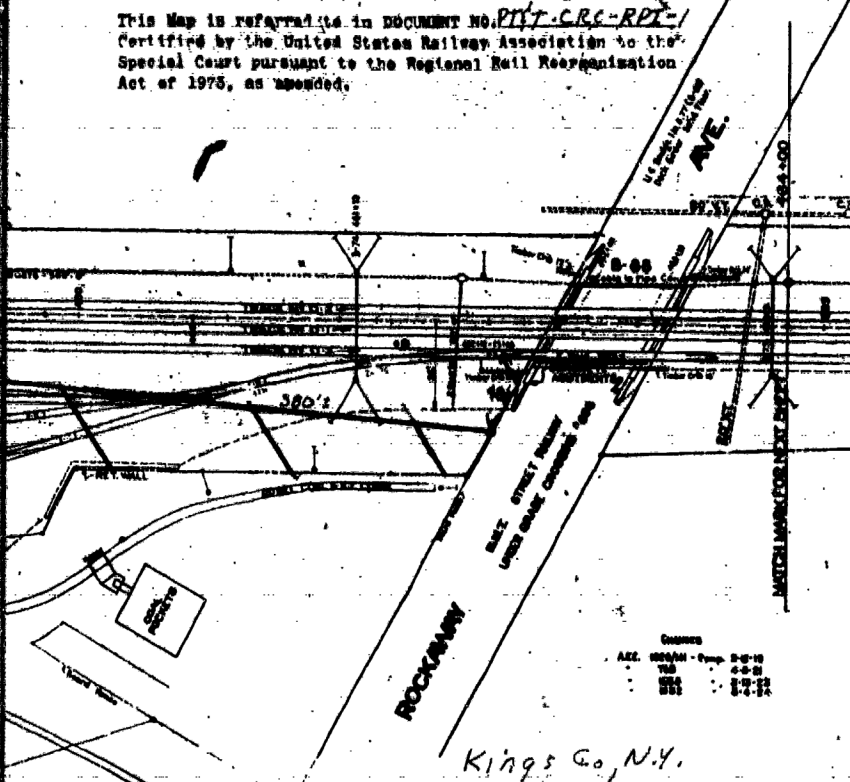
SITUATION SUB SHEET  
SECTION DIV. NUMBER  
2924 - 11

REAL ESTATE  
REGION  
1

B-NY.010426-2 ✓

renumbered B-NY.010427

This Map is reprinted in DOCUMENT NO. PTT-CRC-RPT-1  
Certified by the United States Railway Association to the  
Special Court pursuant to the Regional Rail Reorganization  
Act of 1975, as amended.



Kings Co, N.Y.

The New York, Brooklyn and Manhattan Beach Ry. Co. Maped with The I. I. R. Co. June 15, 1900

ORDER NO. 29  
RECORD OF CHANGES TO DATE 1" = 20'

STATION MAP - TRACKS & STRUCTURES

THE NEW YORK BROOKLYN AND  
MANHATTAN BEACH RAILWAY CO.

OPERATED BY  
THE LONG ISLAND RAILROAD CO.  
FRESH POND JCT TO BAY RIDGE

STATION 442+00 TO STATION 464+00  
SCALE 1" = 20' DATE 08 1916  
OFFICE OF THE ATTORNEY GENERAL  
ALBANY, N.Y.

THIS TRACING IS 50% ORIGINAL SIZE.  
DRAFTSMAN TO DOUBLE SCALE

347  
V6  
II

SET NO. 11 OF 11 PRIMARY AND 10 SUPPLEMENTAL  
SHEETS OF V6 THE N.Y. & M.B. RAILWAY CO.  
FRESH POND JCT TO BAY RIDGE  
FROM SURVEY STA. 442+00 TO SURVEY STA. 464+00

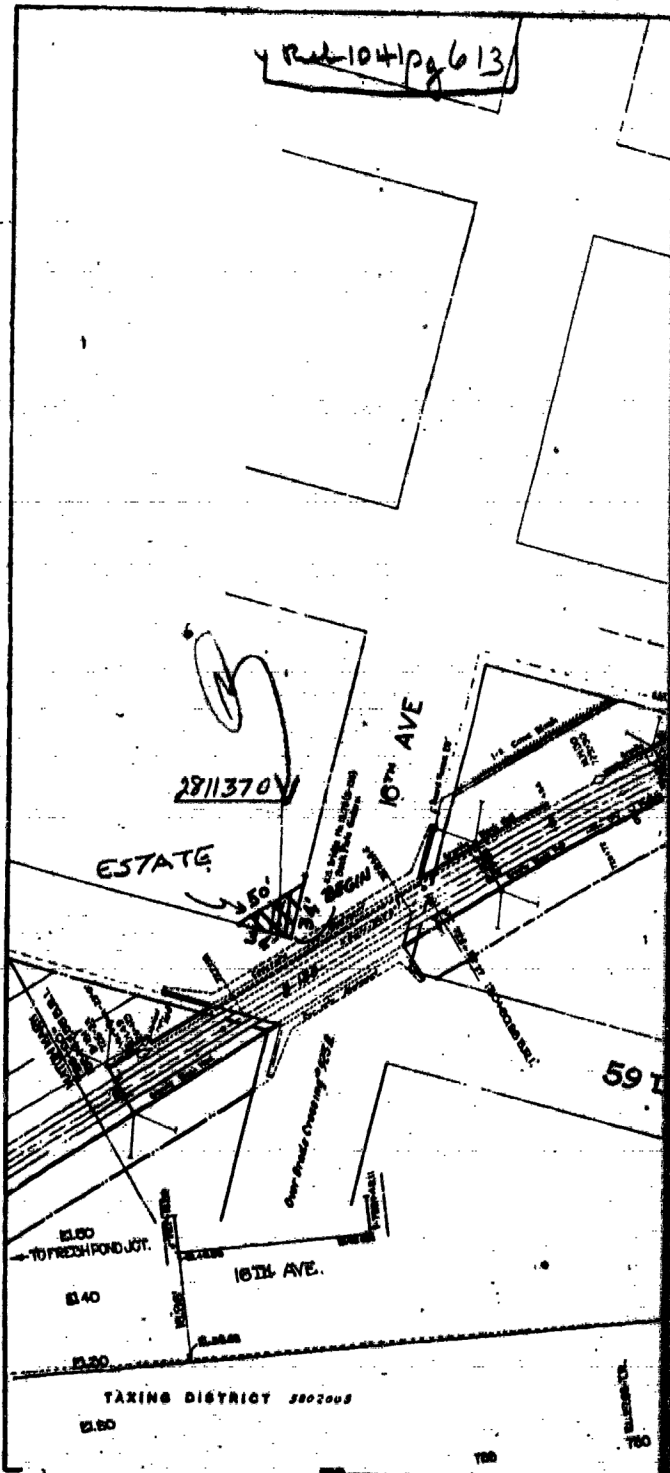
WALTON CHAMBERS



DODAHUE

REL 1022 PAGE 1188

4 Ref 1041 pg 613



85-3170

REL 1022 PAGE 1188

Plan 10+pg 614

61<sup>ST</sup> ST.

60<sup>TH</sup> ST.

211380

60<sup>TH</sup> ST.

PRESENT TOP OF RAIL

PROPOSED TOP OF RAIL - GRADE - 0.500

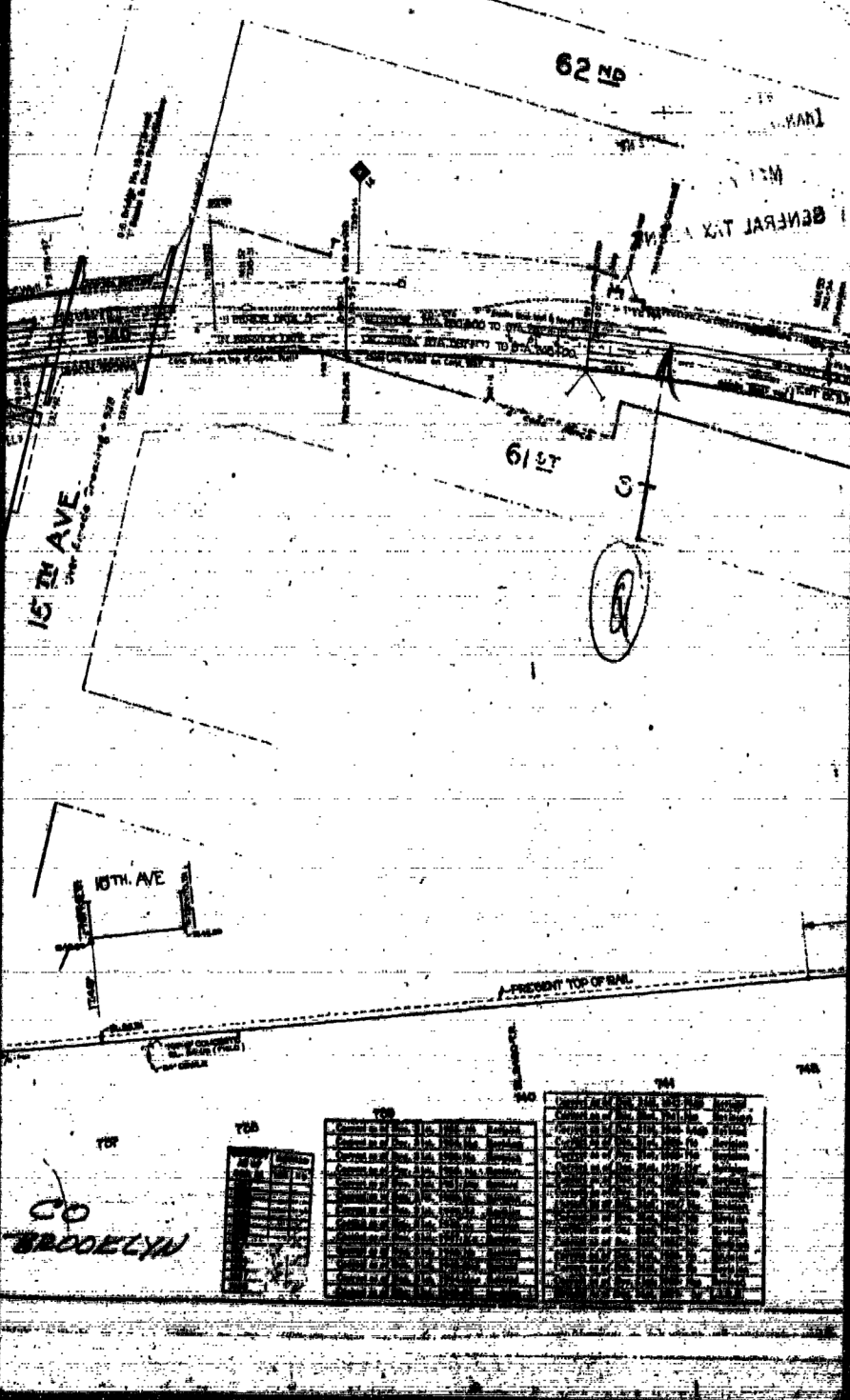
SEWER

KINGS  
BOARD OF

NO. 1022-110

Subject 615

This Map is referred to in DOCUMENT NO. 270  
Certified by the United States Railway Assoc  
General Agent pursuant to the Interstate Commerce  
Act of 1973, as amended.



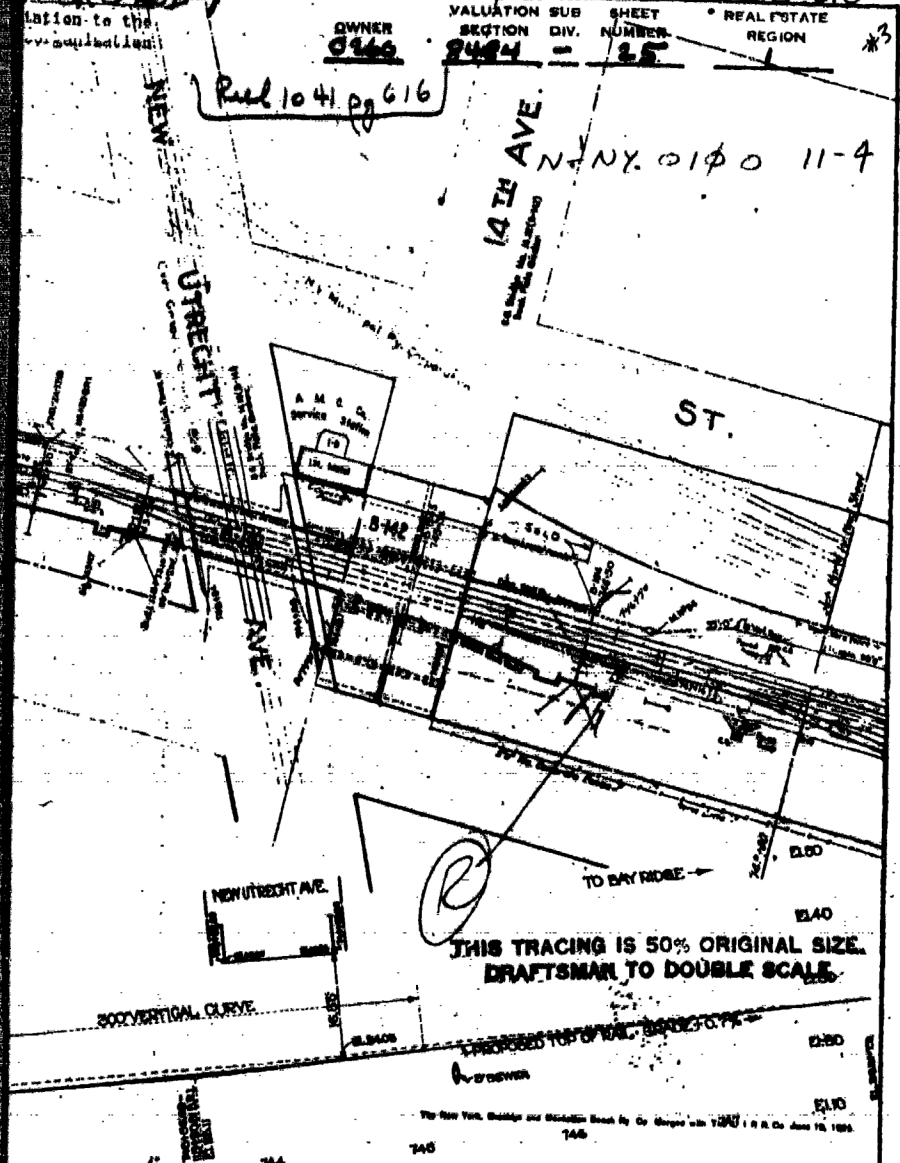
REL 1022 PAGE 1191

L.C. 4219 M.P. 0.0-5.0

OWNER 9466	VALUATION SECTION 2484	SUB DIV. =	SHEET NUMBER 25	REAL ESTATE REGION 1	*3
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Ref 1041 pg 616

14th AVE N.Y. 010 11-4



THIS TRACING IS 50% ORIGINAL SIZE  
DRAFTSMAN TO DOUBLE SCALE

To New York, Bridge and Station Book by Co. Group with 1200 I.R.R. Co. June 16, 1894.

NOTE:  
FOUNDATIONS FOR CATENARY BRIDGE COLUMNS  
ARE TYPE 2A11A, UNLESS OTHERWISE NOTED

NOTE:  
ELEVATIONS ON THIS DRAWING REFER  
TO BROOKLYN SEWER SYSTEM.

STATION MAP  
TRACKS & STRUCTURES  
THE NEW YORK-BROOKLYN & MANHATTAN BEACH RAILWAY  
operated by

THE LONG ISLAND RAILROAD  
STATION 728+00 TO STATION 748+00  
JUNE 1907  
Office of Mr. Valuation Engineer

SCALE 1" = 80'

DESIGNED FOR  
ELECTRIFICATION AND FOLEY TRACK SYSTEM

4 of 7  
16  
20

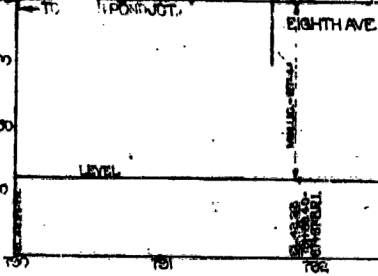
11/7/07 CA-AME

21

DOWNGR

REL 1022 AND 1192

Block 104 | 28617



63 RD ST.

8 TH AVE.

62 RD ST.

W

Over 6 inch Diameter of pipe  
- 6 inch dia. 2. 1910-1911  
- 6 inch dia. 2. 1910-1911

61 RD ST.

10 3671

TAKING DISTRICT RECORD

Full name & address

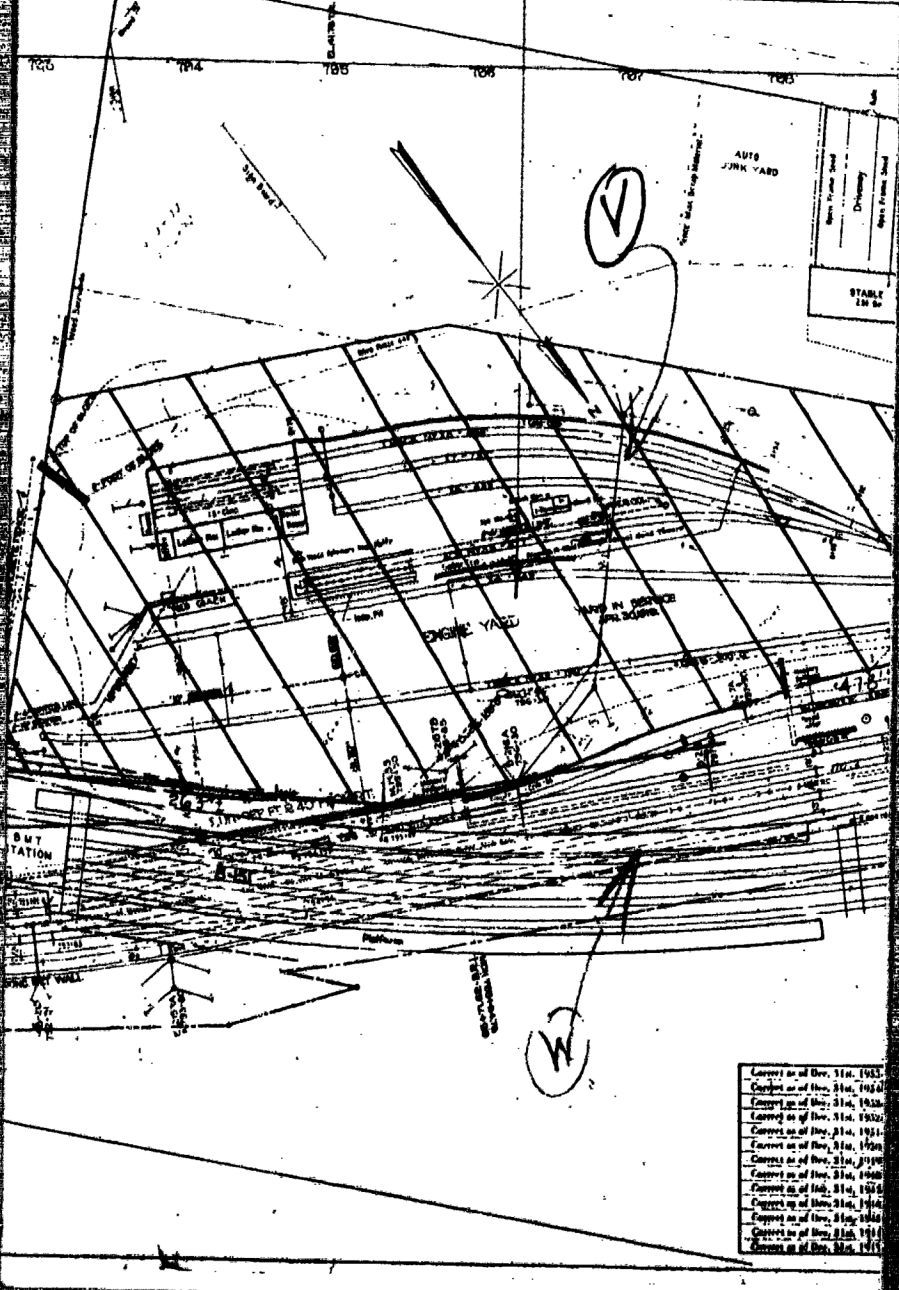
NO. 1022 PAGE 1193

N.Y. MUNICIPAL RAILWAY DIST. 1041 pg 618

U. NY. 0140  
V  
W  
X  
Y

2811400

TOP OF RAIL - ESTABLISHED GRADE - 0.15%



- Correct as of Dec. 31st, 1913
- Correct as of Dec. 31st, 1914
- Correct as of Dec. 31st, 1915
- Correct as of Dec. 31st, 1916
- Correct as of Dec. 31st, 1917
- Correct as of Dec. 31st, 1918
- Correct as of Dec. 31st, 1919
- Correct as of Dec. 31st, 1920
- Correct as of Dec. 31st, 1921
- Correct as of Dec. 31st, 1922
- Correct as of Dec. 31st, 1923
- Correct as of Dec. 31st, 1924
- Correct as of Dec. 31st, 1925
- Correct as of Dec. 31st, 1926
- Correct as of Dec. 31st, 1927
- Correct as of Dec. 31st, 1928
- Correct as of Dec. 31st, 1929
- Correct as of Dec. 31st, 1930

Public # 6191

- 18-9
- 19-2
- 20-3
- 21-5
- 22-7

SEVENTH AVE.

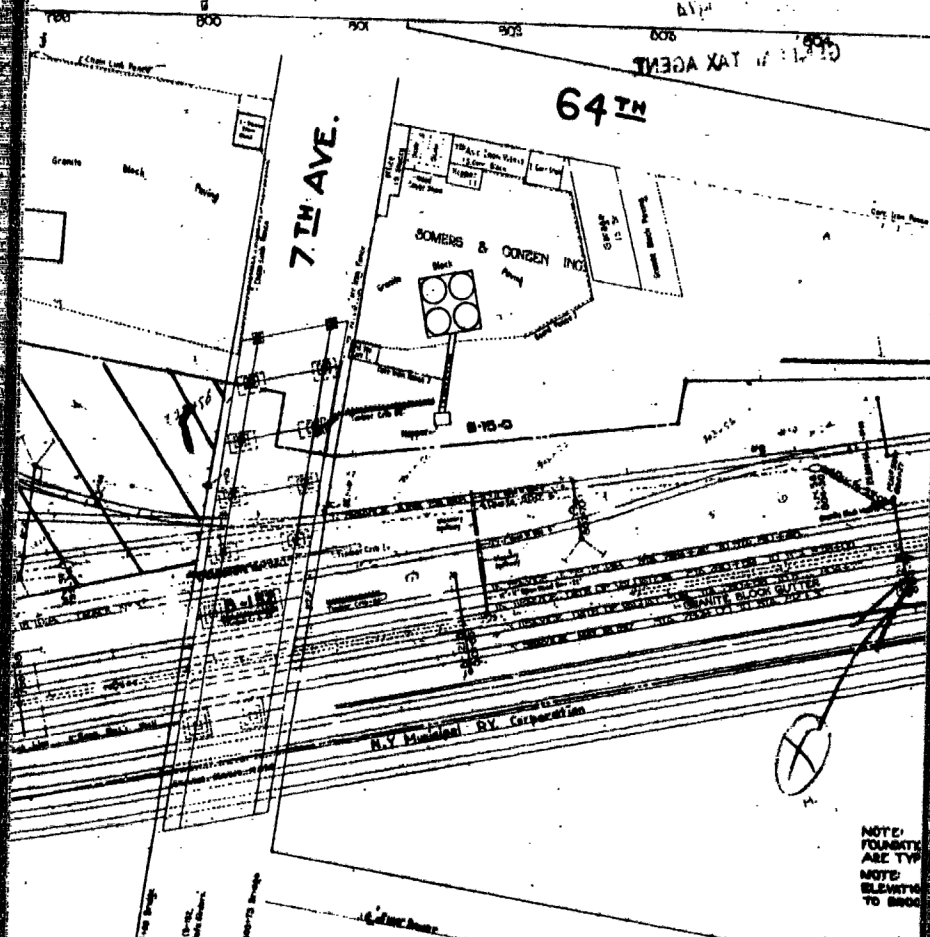
151,425.00 - 302,850.00 U - NY 0100 44

4.00 Ac - 480,000 V " " 44

88,000.00 - 117,600.00 W " " 44

128,000.00 - 240,000.00 X " " 44

Y " " 44



64<sup>TH</sup>

7<sup>TH</sup> AVE.

SOMERS & CONZEN INC.

R.V. Division of R.V. Corporation

62<sup>ND</sup> ST.

NOTE: FOUNDATIONS ARE TYPE NOTE: ELEVATIONS TO BROOK

No	Revised
No	Revised
No	Revised
No	Revised
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No	Revised

Current as of Dec. 31st, 1940-Map Revised

Current as of Dec. 31st, 1941-Map Revised

Current as of Dec. 31st, 1942-Map Revised

Current as of Dec. 31st, 1943-Map Revised

Current as of Dec. 31st, 1944-Map Revised

Current as of Dec. 31st, 1945-Map Revised

Current as of Dec. 31st, 1946-Map Revised

Current as of Dec. 31st, 1947-Map Revised

Current as of Dec. 31st, 1948-Map Revised

Current as of Dec. 31st, 1949-Map Revised

Current as of Dec. 31st, 1950-Map Revised

Current as of Dec. 31st, 1951-Map Revised

Current as of Dec. 31st, 1952-Map Revised

Current as of Dec. 31st, 1953-Map Revised

Current as of Dec. 31st, 1954-Map Revised

Current as of Dec. 31st, 1955-Map Revised

Current as of Dec. 31st, 1956-Map Revised

Current as of Dec. 31st, 1957-Map Revised

Current as of Dec. 31st, 1958-Map Revised

Current as of Dec. 31st, 1959-Map Revised

Current as of Dec. 31st, 1960-Map Revised

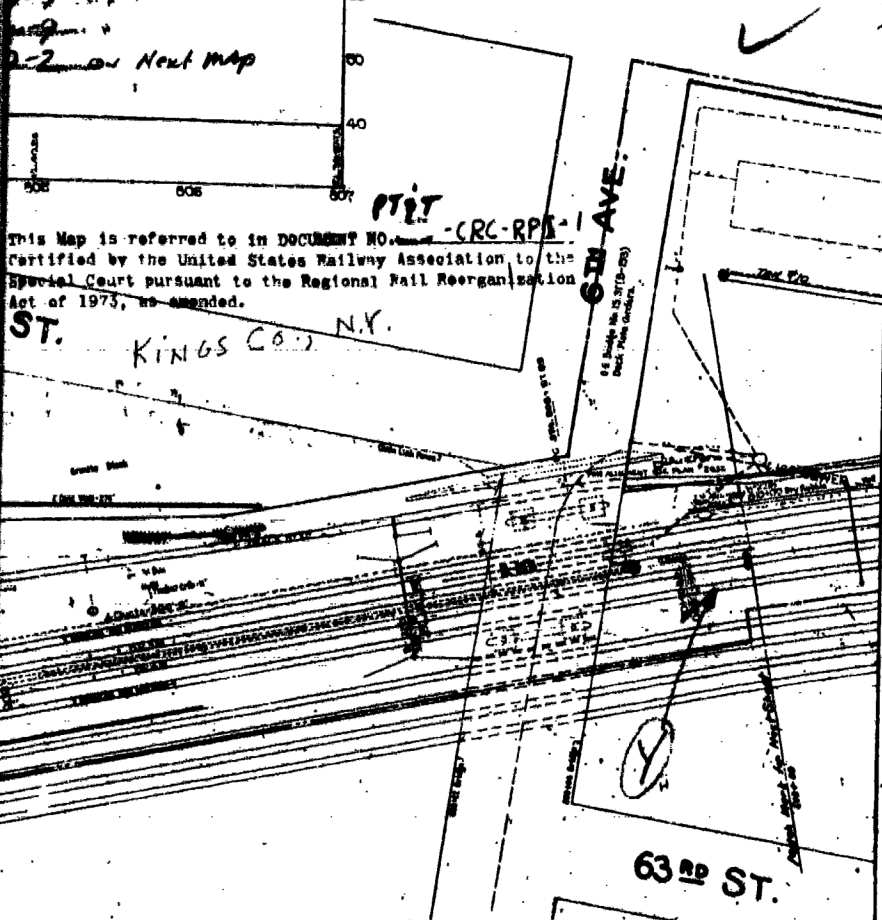
AS OF	REVISION
DATE	NO.
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1958	19
1959	20
1960	21

NOTE: SEE CITY ENGINEERING DEPARTMENT FOR FURTHER INFORMATION

L.C. 4219 M.P.O. 0-5.0

Reel 1041 Pg 620  
TO BAY RIDGE

OWNER	VALUATION	SUB SECTION	DIV.	SHEET NUMBER	REAL ESTATE REGION
2260	8494	-	28	1	



This Map is referred to in DOCUMENT NO. PTT - CRC-RPE-1  
 certified by the United States Railway Association to the  
 Special Court pursuant to the Regional Rail Reorganization  
 Act of 1973, as amended.

ST. KINGS CO. N.Y.

FOR CANTENARY BRIDGE COLUMNS  
 ZATRA, UNLESS OTHERWISE NOTED  
 ON THIS DRAWING REFER  
 BLYN SEWER DRYUM

400 V.O.

THIS TRACING IS 50% ORIGINAL SIZE.  
 DRAFTSMAN TO DOUBLE SCALE

The New York, Brooklyn and Manhattan Beach Ry. Co. Organized under the L.I.R.R. Ch. 10, June 14, 1908

**STATION MAP, TRACKS & STRUCTURES**  
**THE NEW YORK, BROOKLYN AND**  
**MANHATTAN BEACH RAILWAY CO**  
 OPERATED BY  
**THE LONG ISLAND RAILROAD CO.**  
**FRESH POND JCT. TO BAY RIDGE**  
 STATION 700+00 TO STATION 80+00  
 SCALE 1"=40' DATE 06, 1916  
 1"=80' SCALE FOR ELECTRIFICATION  
 REVISION FOR  
**ELECTRIFICATION AND FOUR TRACK SYSTEM**

OF IN PRIMARY AND IN SUPPLEMENTARY  
 OF THE N.Y.C. AND N.B. CHALLENGER  
 FROM FRESH POND JCT. TO BAY RIDGE  
 SURVEY STA. 700+00 TO SURVEY STA 810+00

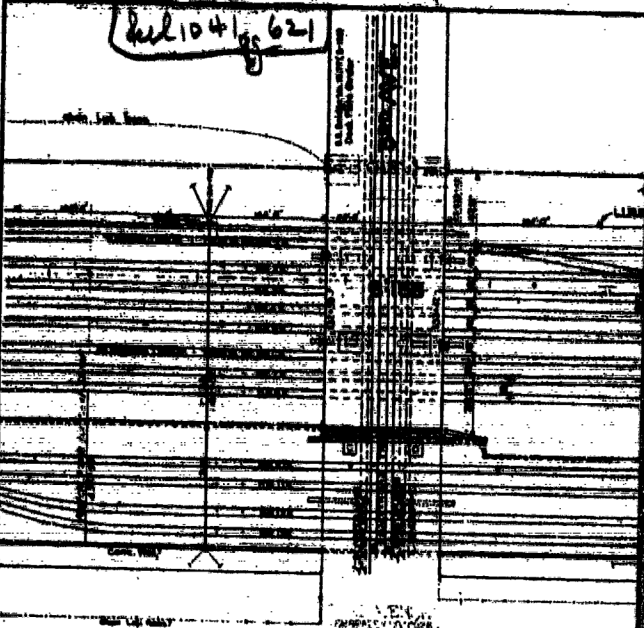
**L.M. MORRIS**  
 DRAWING ENGINEER

5/7  
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 10



Map 1041 621

Map 1041 621



TAKING DISTRICT #000007

Table with multiple rows and columns, likely containing data related to the map.

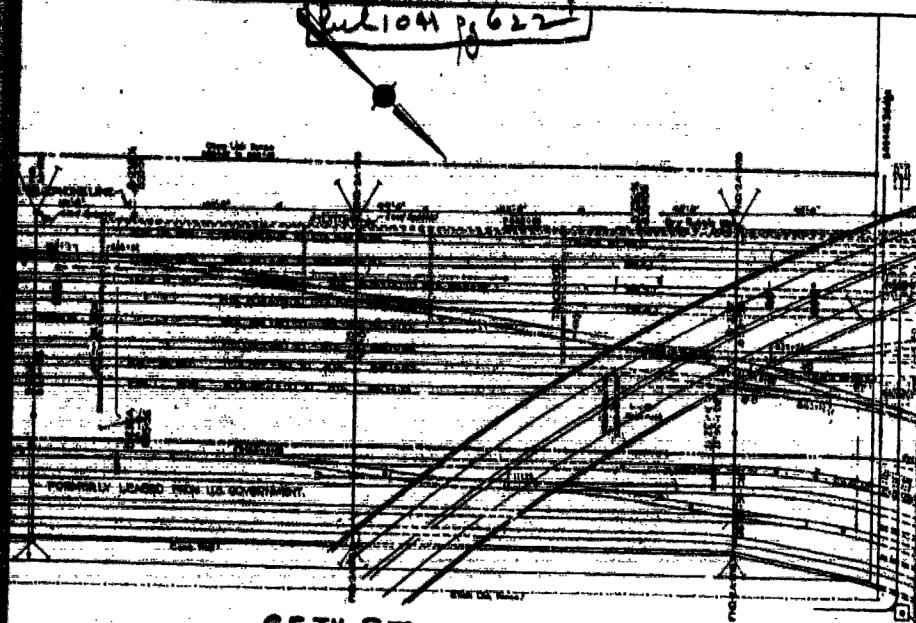
Table with multiple rows and columns, likely containing data related to the map.

Table with multiple rows and columns, likely containing data related to the map.

*Handwritten notes or signatures at the bottom of the map.*

NO 1022 PAGE 1197

Sub 1041 pg 622

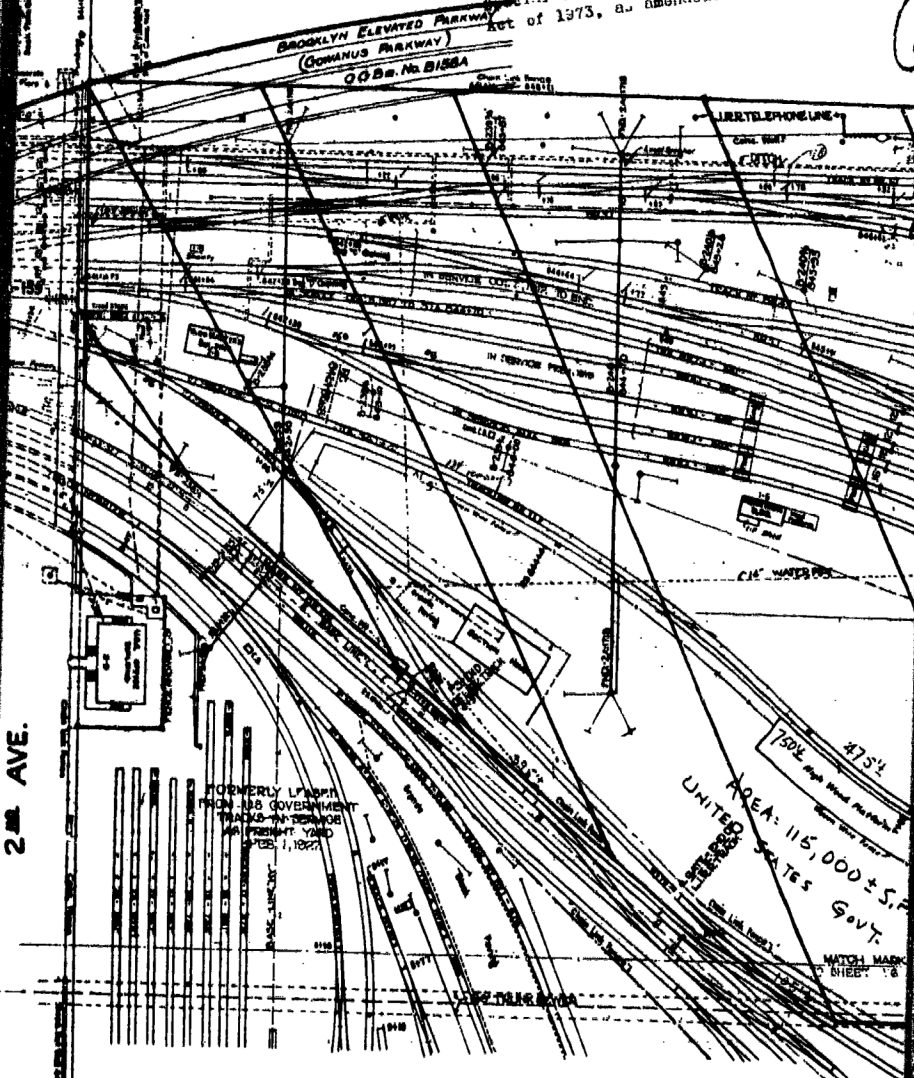


65<sup>TH</sup> ST.

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Reel 1041 (862)

This Map is referred to in DOCUMENT NO. 7111-C certified by the United States Bar Association Special Court pursuant to the Regional Rail Re-Act of 1973, as amended.



2<sup>ND</sup> AVE.

730E 475'4  
UNITED STATES GOVT.  
AREA: 115,000 ± SQ. FEET  
MATCH MARK SHEET 7-B

A = NY 014  
revised A = NY 019

KINGS CO.  
BORO OF BROOKLYN

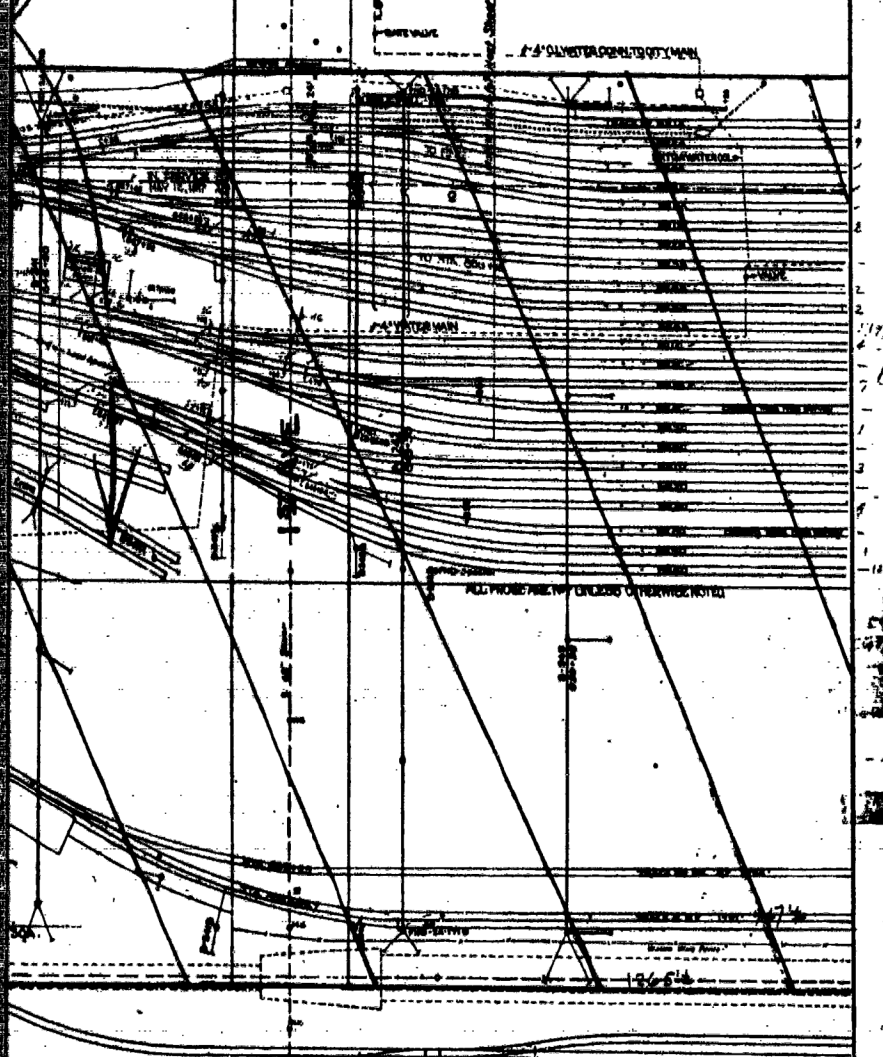
AC-82-1  
tion to  
organization

REEL 1022 PAGE 1189

LC 4219 MP 0.0

Roll 1049 1/6 24

OWNER	VALUATION	SIB	SHEET	REAL ESTATE
0260	SECTION	DIV.	NUMBER	REGION
	8484	-	30	1



NOTE:  
FOUNDATIONS FOR GATEWAY BRIDGE COLLARS  
ARE TYPE 2A-17A, UNLESS OTHERWISE NOTED

Φ 13-5  
Φ 11-1

THIS TRACING IS 50% ORIGINAL SIZE  
DRAWINGMAN TO DOUBLE SCALE

STATION MAP - TRACKS & STRUCTURES  
THE NEW YORK BROOKLYN AND  
MANHATTAN BEACH RAILWAY CO.

OPERATED BY  
THE LONG ISLAND RAILROAD CO.  
FRESH POND JCT TO BAY RIDGE

SCALE 1" = 50'

DESIGNED FOR  
ELECTRIFICATION AND FOUR TRACK SYSTEM

627  
1/30

REEL 1022 PAGE 1200

Reel 1041 pg 625

Return to:  
J.P. Clark  
Consolidated Rail Corp.  
Rm 958  
466 Lexington Ave.  
N.Y. N.Y. 10017

3071-4

H-78

Copy of Court Order on File in Front  
Office of Under "Conrail" JMD

198 SEP 28 PM 35  
52 10 10 82 13 10

OFFICE OF CITY ASSISTANT  
KING COUNTY  
RECORDED  
WITHOUT MY HAND  
AND OFFICIAL SEAL  
Martin L. Dwyer  
CITY ASSISTANT

KINGS COUNTY

GRANTOR: Pennsylvania Tunnel and Terminal Railroad Company  
GRANTEE: Consolidated Rail Corporation  
DOC. NO: PTTT-CRC-RPI-1  
Deed of Conveyance

REEL 1011-AF 036

08720  
RECEIVED  
REAL ESTATE  
DEC 15 1978  
TRANS. TAX  
KINGS COUNTY

REC. FEE  
SST &  
RIT # 20579

RE-RECORD

KINGS

BY

LOT

RECORD AND RETURN TO:

Kenneth R. Nourse  
Supervisor Real Estate  
Consolidated Rail Corporation  
466 Lexington Avenue, Rm. 958  
New York, N.Y. 10017

0720 DEC 15 AM 9:29