# MAHONING COUNTY, OHIO.

(S 2423 67.1 to 68.1)

| OWNER | VALUATION SECTION | SUB DIV. | SHEET NUMBER | REAL ESTATE REGION |
|---|---|---|---|---|
| 310 | 8420 | - | 12 | 5 |

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| Correct as of Dec. 31st, 1955-No Revision |
| Correct as of Dec. 31st, 1954-No Revision |
| Correct as of Dec. 31st, 1953-No Revision |
| Correct as of Dec. 31st, 1952-No Revision |
| Correct as of Dec. 31st, 1951-No Revision |
| Correct as of Dec. 31st, 1950-No Revision |
| Correct as of Dec. 31st, 1949-No Revision |
| Correct as of Dec. 31st, 1948-Map Revised |
| Correct as of Dec. 31st, 1947-No Revision |
| Correct as of Dec. 31st, 1946-No Revision |
| Correct as of Dec. 31st, 1945-No Revision |
| Correct as of Dec. 31st, 1944-No Revision |
| Correct as of Dec. 31st, 1943-No Revision |

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|---|
| Correct as of Dec. 31st, 1942-No Revision |
| Correct as of Dec. 31st, 1941-No Revision |
| Correct as of Dec. 31st, 1940-No Revision |
| Correct as of Dec. 31st, 1939-Map Revised |
| Correct as of Dec. 31st, 1938-No Revision |
| Correct as of Dec. 31st, 1937-Map Revised |
| Correct as of Dec. 31st, 1936-No Revision. |
| Correct as of Dec. 31st, 1935-No Revision. |
| Correct as of Dec. 31st, 1934-Map Revised. |
| Correct as of Dec. 31st, 1933-No Revision. |
| Correct as of Dec. 31st, 1932-No Revision |
| Correct as of Dec. 31st, 1931-No Revision |
| Correct as of Dec. 31st, 1930-No Revision. |

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| Correct as of Dec. 31st 1929 Map Revised |
| Correct as of Dec. 31st 1928 No Revision |

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| Correct as of Dec. 31st 1927 No Revision |
| Correct as of June 30th 1927 No Revision |
| Correct as of June 30th 1926 Map Revised |
| Correct as of June 30th 1925 Map Revised |
| Correct as of June 30th 1924 No Revision |
| Correct as of June 30th 1923 Map Revised |
| Correct as of June 30th 1922 Map Revised |
| Correct as of June 30th 1921 No Revision |
| Correct as of June 30th 1920 Map Revised |
| Correct as of June 30th 1919 No Revision |
| Correct as of June 30th 1918 No Revision |
| Correct as of June 30th 1917 No Revision |

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

Sheet No. 12 V. 4 Ohio, of Pittsburgh, Youngstown & Ashtabula Railway from Survey Station 3577+40 to Survey Station 3630+20

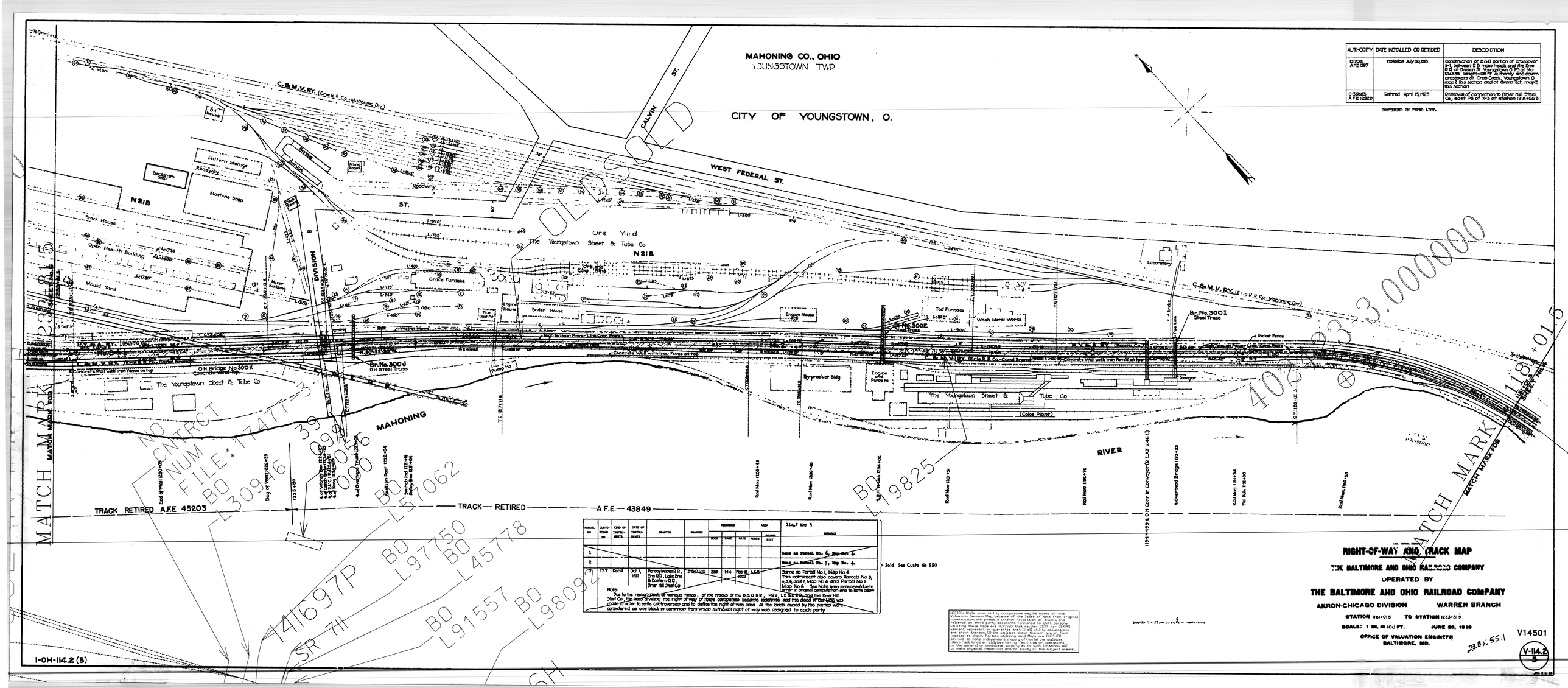
Chief Draftsman

**RIGHT OF WAY AND TRACK MAP**
**PITTSBURGH, YOUNGSTOWN & ASHTABULA RY.**
OPERATED BY
**PENNSYLVANIA COMPANY**
**ERIE & ASHTABULA DIVISION**
STATION 3577+40 TO STATION 3630+20
SCALE 1 IN. 100 FT. 1" = 200' JUNE 30, 1916
OFFICE OF VALUATION ENGINEER
PHILADELPHIA, PA

V.4 OHIO 12

5.1 ± AC.

AT. 25 M. 2 & 3




| AUTHORITY | DATE INSTALLED OR RETIRED | DESCRIPTION |
|---|---|---|
| C.P.O.U. A.F.E. 1387 | Installed July 30, 1918 | Construction of B&O portion of crossover n-l, between E.B. main track and the first B.R. at Division St. Youngstown, O. 73 ct. also 1241.95 Length=1251 ft. Authority also covers crossovers at Crab Creek, Youngstown, O. map 2 this section and at Girard, O., insert, this section |
| C.30483 A.F.E. 12826 | Retired April 15, 1923 | Removal of connection to Briar Hill Steel Co., east 745 of X-3 on station 1218+04.5 |

CONTINUED ON TYPED LIST.

| PARCEL NO. | QUITS-CLAIMS NO. | KIND OF INSTRUMENTS | DATE OF INSTRUMENTS | GRANTOR | GRANTEE | RECORDED BOOK | RECORDED PAGE | RECORDED DATE | AREA ACRES | AREA SQUARE FEET | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | Same as Parcel No. 6, Map No. 4 |
| 2 | | | | | | | | | | | Same as Parcel No. 7, Map No. 4 |
| 3 | 127 | Deed | Oct 1, 1901 | Pennsylvania R.R. Co. and Lake Erie & Eastern R.R. Co. | Briar Hill Steel Co. | 360.22 | 288 | 144 | Feb 8, 1905 | 1.68 | Same as Parcel No 1, Map No 6 This instrument also covers Parcels No 5, 4, 5, 6, and 7, Map No 4 and Parcel No 2 Map No 6. See Note, area increased due to error in original computation and to note below |

Sold See Custis No 550

Notes: Due to the realignment of various lines, of the tracks of the B & O R.R., P.R.R., L.E. & W.R.R. and the Briar Hill Steel Co. the lines dividing the right of way of these companies became indefinite and the deed of each was made in order to settle controversies and to define the right of way lines. All the lands owned by the parties were considered as one block in common from which sufficient right of way was assigned to each party

114.7 Map 3

NOTICE: While some utility occupations may be noted on this Valuation Section Map, because of the lapse of time from original construction, the possible interim relocation of tracks, and reliance on third party documents furnished to CSXT, persons using this Map are HEREBY ADVISED that CSXT does not warrant, represent or guarantee that (1) all utility occupations are shown thereon, (2) the utilities shown thereon are in fact those which are occupying said rights, and THEREFORE advised to make independent investigation of all utilities identified, (b) other utilities having facilities or operations in the general or immediate vicinity as to such locations, AND to make physical inspection and/or survey of the subject area(s).

# RIGHT-OF-WAY AND TRACK MAP

## THE BALTIMORE AND OHIO RAILROAD COMPANY

OPERATED BY

## THE BALTIMORE AND OHIO RAILROAD COMPANY

AKRON-CHICAGO DIVISION WARREN BRANCH

STATION 1181+01.5 TO STATION 1233+61.5

SCALE: 1 IN. = 100 FT. JUNE 30, 1918

OFFICE OF VALUATION ENGINEER
BALTIMORE, MD.

V14501

V-114.2
5

1-OH-114.2 (5)