



SUBMITTAL INSTRUCTIONS:

1. Compile the application package in the following manner:
 - a. one file in non-fillable PDF which includes a Table of Contents, the application form, and supplemental information (excluding the previous environmental reports and work plans, if applicable);
 - b. one individual file (PDF) of each previous environmental report; and,
 - c. one file (PDF) of each work plan being submitted with the application, if applicable.
2. *OPTIONAL: Compress all files (PDFs) into one zipped/compressed folder
3. Submit the application to the Site Control Section either via NYSDEC dropbox or ground mail, as described below.

Please select only ONE submittal method – do NOT submit both via dropbox and ground mail.

a. VIA SITE CONTROL DROPBOX:

- [Request an invitation](#) to upload files to the Site Control submittal dropbox.
- In the “Title” field, please include the following: “New BCP Application - *Proposed Site Name*”.
- After uploading files, an automated email will be sent to the submitter’s email address with a link to verify the status of the submission. Please do not send a separate email to confirm receipt.
- Application packages submitted through third-party file transfer services will not be accepted.

a. VIA GROUND MAIL:

- Save the application file(s) and cover letter to an external storage device (e.g., thumb drive, flash drive). Do NOT include paper copies of the application or attachments.
- Mail the external storage device to the following address:
Chief, Site Control Section
Division of Environmental Remediation
625 Broadway, 12th Floor
Albany, NY 12233-7015

SITE NAME: Former Erie Rail Yard Site

Is this an application to amend an existing BCA with a major modification? Please refer to the application instructions for further guidance related to BCA amendments.

If yes, provide existing site number: _____

☐

Yes

☒

No

Is this a revised submission of an incomplete application?

If yes, provide existing site number: C915416

☒

Yes

☐

No



BROWNFIELD CLEANUP PROGRAM (BCP) APPLICATION FORM

BCP App Rev 17 – October 2025

SECTION I: Property Information

PROPOSED SITE NAME Former Erie Rail Yard Site

ADDRESS/LOCATION 250 Baitz Avenue and 1000 Bailey Avenue

CITY/TOWN Buffalo

ZIP CODE 14206

MUNICIPALITY (LIST ALL IF MORE THAN ONE)

COUNTY Erie

SITE SIZE (ACRES) 59.690

LATITUDE

LONGITUDE

42 ° 52 ' 46.32 " 78 ° 49 ' 9.6 "

Provide tax map information for all tax parcels included within the proposed site boundary below. If a portion of any lot is to be included, please indicate as such by inserting "p/o" in front of the lot number in the appropriate box below, and only include the acreage for that portion of the tax parcel in the corresponding acreage column.

ATTACH REQUIRED TAX MAPS PER THE APPLICATION INSTRUCTIONS.

Parcel Address	Section	Block	Lot	Acreage
250 Baitz Avenue	112.18	1	1.12	52.04
1000 Bailey Avenue	112.18	1	1.13	7.65

1. Do the proposed site boundaries correspond to tax map metes and bounds? If no, please attach an accurate map of the proposed site including a metes and bounds description.	Y	N
2. Is the required property map, provided in electronic format, included with the application? (Application will not be processed without a map)	☒	☐
3. Is the property within a designated Environmental Zone (En-zone) pursuant to Tax Law 21(b)(6)? (See DEC's website for more information) If yes, identify census tract: <u>163</u> Percentage of property in En-zone (check one): ☐ 0% ☐ 1-49% ☐ 50-99% ☒ 100%	☒	☐
4. Is the project located within a disadvantaged community? See application instructions for additional information.	☒	☐
5. Is the project located within a NYS Department of State (NYS DOS) Brownfield Opportunity Area (BOA)? See application instructions for additional information.	☐	☒
6. Is this application one of multiple applications for a large development project, where the development spans more than 25 acres (see additional criteria in application instructions)? If yes, identify names of properties and site numbers, if available, in related BCP applications: _____	☐	☒

SECTION I: Property Information (continued)		Y	N
7. Is the contamination from groundwater or soil vapor solely emanating from property other than the site subject to the present application?		☐	☒
8. Has the property previously been remediated pursuant to Titles 9, 13 or 14 of ECL Article 27, Title 5 of ECL Article 56, or Article 12 of Navigation Law? If yes, attach relevant supporting documentation.		☐	☒
9. Are there any lands under water? If yes, these lands should be clearly delineated on the site map.		☐	☒
10. Has the property been the subject of or included in a previous BCP application? If yes, please provide the DEC site number: _____		☐	☒
11. Is the site currently listed on the Registry of Inactive Hazardous Waste Disposal Sites (Class 2, 3, or 4) or identified as a Potential Site (Class P)? If yes, please provide the DEC site number: _____ Class: _____		☐	☒
12. Are there any easements or existing rights-of-way that would preclude remediation in these areas? If yes, identify each here and attach appropriate information. <u>Easement/Right-of-Way Holder</u> <u>Description</u> Norfolk Southern RR Company 20' wide utility easement and a 26' wide ingress/egress easement for an air compressor		☒	☐
13. List of permits issued by the DEC or USEPA relating to the proposed site (describe below or attach appropriate information): <u>Type</u> <u>Issuing Agency</u> <u>Description</u>		☐	☒
14. Property Description and Environmental Assessment – please refer to the application instructions for the proper format of each narrative requested. Are the Property Description and Environmental Assessment narratives included in the prescribed format?		☒	☐
Note: Questions 15 through 17 below pertain ONLY to proposed sites located within the five counties comprising New York City.			
15. Is the Requestor seeking a determination that the site is eligible for tangible property tax credits? If yes, Requestor must answer the Supplemental Questions for Sites Seeking Tangible Property Credits Located in New York City ONLY on pages 11-13 of this form.		☐	☐
16. Is the Requestor now, or will the Requestor in the future, seek a determination that the property is Upside Down?		☐	☐
17. If you have answered YES to Question 16 above, is an independent appraisal of the value of the property, as of the date of application, prepared under the hypothetical condition that the property is not contaminated, included with the application?		☐	☐
NOTE: If a tangible property tax credit determination is not being requested at the time of application, the applicant may seek this determination at any time before issuance of a Certificate of Completion by using the BCP Amendment Application, except for sites seeking eligibility under the underutilized category.			
If any changes to Section I are required prior to application approval, a new page, initialed by each Requestor, must be submitted with the application revisions.			
Initials of each Requestor: _____ _____ _____ _____ _____ _____			

SECTION II: Project Description

1. The project will be starting at: ☒ Investigation ☐ Remediation

If the project is proposed to start at the remediation stage, at a minimum, a Remedial Investigation Report (RIR) must be included, resulting in a 30-day public comment period. If an Alternatives Analysis and Remedial Action Work Plan (RAWP) are also included (see [DER-10, Technical Guidance for Site Investigation and Remediation](#) for further guidance), then a 45-day public comment period is required.

2. If a final RIR is included, does it meet the requirements in ECL Article 27-1415(2)?

☐ Yes ☐ No ☒ N/A

3. Have any draft work plans been submitted with the application (select all that apply)?

☐ RIWP ☐ RAWP ☐ IRM ☒ No

4a. Please provide a short description of the overall project development, including a complete project schedule with all key BCP program milestones through issuance of the Certificate of Completion. Include DEC/DOH review times in the schedule (best efforts to review documents within 45 days pursuant to 6 NYCRR Part 375-3.6(b)).

Is this information attached?

☒ Yes ☐ No

4b. Please include in the project schedule the dates of any outside public or private funding source deadlines with the associated BCP milestones, e.g., NYC HPD or NYS HCR funding deadlines, or private funding interim milestones from loan documents, that depend on a particular BCP milestone such as a work plan or report approval, decision document issuance, etc.

Is this information clearly identified in the BCP project schedule?

☒ Yes ☐ No ☐ N/A

Beginning January 1, 2024, all work plans and reports submitted for the BCP shall address Green and Sustainable Remediation (GSR) and DER-31 (see [DER-31, Green Remediation](#)). Work plans, reports and design documents will need to be certified in accordance with DER-31.

5. Please provide a description of how Green and Sustainable Remediation will be evaluated and incorporated throughout the remedial phases of the project including Remedial Investigation, Remedial Design/Remedial Action, and Site Management and reporting efforts.

Is this information attached?

☒ Yes ☐ No

6. If the project is proposed to start at the remediation stage (Section 2, Item 1, above), a climate change screening or vulnerability assessment must have been completed. Is this attached?

☐ Yes ☒ No

SECTION III: Ecological Concerns

1. Are there fish, wildlife, or ecological resources within a ½-mile radius of the site?

Y	N
☒	☐

2. Is there a potential path for contamination to potentially impact fish, wildlife or ecological resources?

☐	☒
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3. Is/are there a/any Contaminant(s) of Ecological Concern?

☐	☒
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If any of the conditions above exist, a Fish and Wildlife Resources Impact Analysis (FWRIA) Part I, as outlined in DER-10 Section 3.10.1, is required. The applicant may submit the FWRIA with the application or as part of the Remedial Investigation Report.

4. Is a Fish and Wildlife Resources Impact Analysis Part I included with this application?

N/A ☒ ☐ ☐

SECTION IV: Land Use Factors		
1. What is the property's current municipal zoning designation? <u>C-R Railroad Corridor</u>		
2. What uses are allowed by the property's current zoning (select all that apply)? Residential ☐ Commercial ☒ Industrial ☐		
3. Current use (select all that apply): Residential ☐ Commercial ☐ Industrial ☐ Recreational ☐ Vacant ☒		
4. Please provide a summary of current business operations or uses, with an emphasis on identifying possible contaminant source areas. If operations or uses have ceased, provide the date by which the site became vacant. Is this summary included with the application?	Y ☒	N ☐
5. Reasonably anticipated post-remediation use (check all that apply): Residential ☐ Commercial ☒ Industrial ☐ If residential, does it qualify as single-family housing? N/A ☒	☐	☐
6. Please provide a statement detailing the specific proposed post-remediation use. Is this summary attached?	☒	☐
7. Is the proposed post-remediation use a renewable energy facility? See application instructions for additional information.	☐	☒
8. Do current and/or recent development patterns support the proposed use?	☒	☐
9. Is the proposed use consistent with applicable zoning laws/maps? Please provide a brief explanation. Include additional documentation if necessary.	☐	☒
10. Is the proposed use consistent with applicable comprehensive community master plans, local waterfront revitalization plans, or other adopted land use plans? Please provide a brief explanation. Include additional documentation if necessary.	☒	☐

SECTION V: Current and Historical Property Owner and Operator Information		
CURRENT OWNER UDC-BCC North Buffalo, LLC		
CONTACT NAME Michael Montante		
ADDRESS 100 Corporate Parkway, Suite 500		
CITY Amherst	STATE NY	ZIP CODE 14226
PHONE (716) 834-5000	EMAIL mmontante@uniland.com	
OWNERSHIP START DATE August 9, 2024		
CURRENT OPERATOR UDC-BCC North Buffalo, LLC		
CONTACT NAME Michael Montante		
ADDRESS 100 Corporate Parkway, Suite 500		
CITY Amherst	STATE NY	ZIP CODE 14226
PHONE (716) 834-5000	EMAIL mmontante@uniland.com	
OPERATION START DATE August 9, 2024		

SECTION VI: Property's Environmental History

All applications **must include** an Investigation Report (per ECL 27-1407(1)). The report must be sufficient to establish that contamination of environmental media exists on the site above applicable Standards, Criteria and Guidance (SCGs) based on the reasonably anticipated use of the site property and that the site requires remediation. To the extent that existing information/studies/reports are available to the requestor, please attach the following (***please submit information requested in this section in electronic format ONLY***):

1. **Reports:** an example of an Investigation Report is a Phase II Environmental Site Assessment report prepared in accordance with the latest American Society for Testing and Materials standard ([ASTM E1903](#)). **Please submit a separate electronic copy of each report in Portable Document Format (PDF). Please do NOT submit paper copies of ANY supporting documents.**
2. **SAMPLING DATA:** Indicate (by selecting the options below) known contaminants and the media which are known to have been affected. Data summary tables should be included as an attachment, with laboratory reports referenced and included.

CONTAMINANT CATEGORY	SOIL	GROUNDWATER	SOIL GAS
Petroleum	☐	☐	☐
Chlorinated Solvents	☐	☐	☐
Other VOCs	☐	☐	☐
SVOCs	☒	☐	☐
Metals	☒	☐	☐
Pesticides	☐	☐	☐
PCBs	☐	☐	☐
PFAS	☐	☐	☐
1,4-dioxane	☐	☐	☐
Other – indicated below	☐	☐	☐

*Please describe other known contaminants and the media affected:

3. For each impacted medium above, include a site drawing indicating:

- Sample location
- Date of sampling event
- Key contaminants and concentration detected
- For soil, highlight exceedances of reasonably anticipated use
- For groundwater, highlight exceedances of 6 NYCRR part 703.5
- For soil gas/soil vapor/indoor air, refer to the NYS Department of Health matrix and highlight exceedances that require mitigation

These drawings are to be representative of all data being relied upon to determine if the site requires remediation under the BCP. Drawings should be no larger than 11"x17" and should only be provided electronically. These drawings should be prepared in accordance with any guidance provided.

Are the required drawings included with this application?



YES



NO

4. Indicate Past Land Uses (check all that apply):

☐ Coal Gas Manufacturing	☐ Manufacturing	☐ Agricultural Co-Op	☐ Dry Cleaner
☐ Salvage Yard	☐ Bulk Plant	☐ Pipeline	☐ Service Station
☐ Landfill	☐ Tannery	☐ Electroplating	☐ Unknown

Other: The Site and adjacent areas have been associated with dense urban development and railroad activity since at least 1894. There was a railroad roundhouse on site from 1894 until 1974 when it was demolished.

SECTION VII: Requestor Information							
NAME UDC-BCC North Buffalo, LLC							
ADDRESS 100 Corporate Parkway, Suite 500							
CITY/TOWN Amherst		STATE NY	ZIP CODE 14226				
PHONE (716) 834-5000		EMAIL mmontante@uniland.com					
1. Is the requestor authorized to conduct business in New York State (NYS)?			<table border="1"> <thead> <tr> <th>Y</th> <th>N</th> </tr> </thead> <tbody> <tr> <td>☒</td> <td>☐</td> </tr> </tbody> </table>	Y	N	☒	☐
Y	N						
☒	☐						
2. If the requestor is a Corporation, LLC, LLP or other entity requiring authorization from the NYS DOS to conduct business in NYS, the requestor's name must appear, exactly as given above, in the NYS Department of State's Corporation & Business Entity Database . A print-out of entity information from the database must be submitted with this application to document that the requestor is authorized to conduct business in NYS. Is this attached?			<table border="1"> <tbody> <tr> <td>☒</td> <td>☐</td> </tr> </tbody> </table>	☒	☐		
☒	☐						
3. If the requestor is an LLC, a list of the names of the members/owners is required on a separate attachment. Is this attached? N/A ☐			<table border="1"> <tbody> <tr> <td>☒</td> <td>☐</td> </tr> </tbody> </table>	☒	☐		
☒	☐						
4. Individuals that will be certifying BCP documents, as well as their employers, must meet the requirements of Section 1.5 of DER-10: Technical Guidance for Site Investigation and Remediation and Article 145 of New York State Education Law. Do all individuals that will be certifying documents meet these requirements? Documents that are not properly certified will not be approved under the BCP.			<table border="1"> <tbody> <tr> <td>☒</td> <td>☐</td> </tr> </tbody> </table>	☒	☐		
☒	☐						

SECTION VIII: Requestor Contact Information			
REQUESTOR'S REPRESENTATIVE Michael Montante			
ADDRESS 100 Corporate Parkway, Suite 500			
CITY Amherst		STATE NY	ZIP CODE 14226
PHONE (716) 834-5000		EMAIL mmontante@uniland.com	
REQUESTOR'S CONSULTANT (CONTACT NAME) Cody Martin			
COMPANY C&S Engineers, Inc.			
ADDRESS 141 Elm Street, Suite 100			
CITY Buffalo		STATE NY	ZIP CODE 14203
PHONE (716) 864-1630		EMAIL cmartin@cscos.com	
REQUESTOR'S ATTORNEY (CONTACT NAME) Marc Romanowski			
COMPANY Rupp Pfalzgraf LLC			
ADDRESS 1600 Liberty Building			
CITY Buffalo		STATE NY	ZIP CODE 14202
PHONE (716) 854-3400		EMAIL romanowski@RuppPfalzgraf.com	

SECTION VII: Requestor Information					
NAME City of Buffalo					
ADDRESS 920 City Hall, 65 Niagara Square					
CITY/TOWN Buffalo		STATE NY	ZIP CODE 14202		
PHONE (716) 851-5406		EMAIL nmarrero@buffalony.gov			
				Y	N
1. Is the requestor authorized to conduct business in New York State (NYS)?				☐	☒
2. If the requestor is a Corporation, LLC, LLP or other entity requiring authorization from the NYS DOS to conduct business in NYS, the requestor's name must appear, exactly as given above, in the NYS Department of State's Corporation & Business Entity Database . A print-out of entity information from the database must be submitted with this application to document that the requestor is authorized to conduct business in NYS. Is this attached?				☐	☒
3. If the requestor is an LLC, a list of the names of the members/owners is required on a separate attachment. Is this attached? N/A ☒				☐	☐
4. Individuals that will be certifying BCP documents, as well as their employers, must meet the requirements of Section 1.5 of DER-10: Technical Guidance for Site Investigation and Remediation and Article 145 of New York State Education Law. Do all individuals that will be certifying documents meet these requirements? Documents that are not properly certified will not be approved under the BCP.				☒	☐

SECTION VIII: Requestor Contact Information		
REQUESTOR'S REPRESENTATIVE Nadine Marrero		
ADDRESS 920 City Hall, 65 Niagara Square		
CITY Buffalo	STATE NY	ZIP CODE 14202
PHONE (716) 851-5406	EMAIL nmarrero@buffalony.gov	
REQUESTOR'S CONSULTANT (CONTACT NAME) Cody Martin		
COMPANY C&S Engineers, Inc.		
ADDRESS 141 Elm Street, Suite 100		
CITY Buffalo	STATE NY	ZIP CODE 14203
PHONE (716) 864-1630	EMAIL cmartin@cscos.com	
REQUESTOR'S ATTORNEY (CONTACT NAME) Marc Romanowski		
COMPANY Rupp Pfalzgraf LLC		
ADDRESS 1600 Liberty Building		
CITY Buffalo	STATE NY	ZIP CODE 14202
PHONE (716) 854-3400	EMAIL romanowski@RuppPfalzgraf.com	

SECTION IX: Program Fee

Upon submission of an executed Brownfield Cleanup Agreement to the Department, the requestor is required to pay a non-refundable program fee of \$50,000. Requestors may apply for a fee waiver with supporting documentation.

	Y	N
1. Is the requestor applying for a fee waiver?	☒	☐
2. If yes, appropriate documentation must be provided with the application. See application instructions for additional information.		
Is the appropriate documentation included with this application? N/A ☐	☒	☐

SECTION X: Requestor Eligibility

If answering "yes" to any of the following questions, please provide appropriate explanation and/or documentation as an attachment.

	Y	N
1. Are any enforcement actions pending against the requestor regarding this site?	☐	☒
2. Is the requestor subject to an existing order for the investigation, removal or remediation of contamination at the site?	☐	☒
3. Is the requestor subject to an outstanding claim by the Spill Fund for this site? Any questions regarding whether a party is subject to a spill claim should be discussed with the Spill Fund Administrator.	☐	☒
4. Has the requestor been determined in an administrative, civil or criminal proceeding to be in violation of (i) any provision of the ECL Article 27; (ii) any order or determination; (iii) any regulation implementing Title 14; or (iv) any similar statute or regulation of the State or Federal government?	☐	☒
5. Has the requestor previously been denied entry to the BCP? If so, please provide the site name, address, assigned DEC site number, the reason for denial, and any other relevant information regarding the denied application.	☐	☒
6. Has the requestor been found in a civil proceeding to have committed a negligent or intentionally tortious act involving the handling, storing, treating, disposing or transporting of contaminants?	☐	☒
7. Has the requestor been convicted of a criminal offence (i) involving the handling, storing, treating, disposing or transporting of contaminants; or (ii) that involved a violent felony, fraud, bribery, perjury, theft or offense against public administration (as that term is used in Article 195 of the Penal Law) under Federal law or the laws of any state?	☐	☒
8. Has the requestor knowingly falsified statements or concealed material facts in any matter within the jurisdiction of DEC, or submitted a false statement or made use of a false statement in connection with any document or application submitted to DEC?	☐	☒
9. Is the requestor an individual or entity of the type set forth in ECL 27-1407.9(f) that committed an act or failed to act, and such act or failure to act could be the basis for denial of a BCP application?	☐	☒
10. Was the requestor's participation in any remedial program under DEC's oversight terminated by DEC or by a court for failure to substantially comply with an agreement or order?	☐	☒
11. Are there any unregistered bulk storage tanks on-site which require registration?	☐	☒

SECTION X: Requestor Eligibility (continued)

12. The requestor must certify that he/she/they is/are either a participant or volunteer in accordance with ECL 27-1405(1) by checking one of the boxes below:

PARTICIPANT

A requestor who either (1) was the owner of the site at the time of the disposal of hazardous waste or discharge of petroleum, or (2) is otherwise a person responsible for the contamination, unless the liability arises solely as a result of ownership, operation of, or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum.

☐**VOLUNTEER**

A requestor other than a participant, including a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum.

☒

NOTE: By selecting this option, a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site certifies that he/she has exercised appropriate care with respect to the hazardous waste found at the facility by taking reasonable steps to: (i) stop any continuing discharge; (ii) prevent any threatened future release; and, (iii) prevent or limit human, environmental or natural resource exposure to any previously released hazardous waste.

If a requestor whose liability arises solely as a result of ownership, operation of, or involvement with the site, submit a statement describing why you should be considered a volunteer – be specific as to the appropriate care taken.

13. If the requestor is a volunteer, is a statement describing why the requestor should be considered a volunteer attached?

☒ Yes

☐ No

☐ N/A

14. Requestor relationship to the property (check one; if multiple applicants, check all that apply):

☐ Previous Owner ☒ Current Owner ☒ Potential/Future Purchaser ☐ Other: _____

If the requestor is not the current owner, **proof of site access sufficient to complete remediation must be provided.** Proof must show that the requestor will have access to the property before signing the BCA and throughout the BCP project, including the ability to place an environmental easement on the site.

Is this proof attached?

☒ Yes

☐ No

☐ N/A

Note: A purchase contract or lease agreement does not suffice as proof of site access.

SECTION XI: Property Eligibility Information		
	Y	N
1. Is/was the property, or any portion of the property, listed on the National Priorities List? If yes, please provide additional information.	☐	☒
2. Is/was the property, or any portion of the property, listed on the NYS Registry of Inactive Hazardous Waste Disposal Site pursuant to ECL 27-1305? If yes, please provide the DEC site number: _____ Class: _____	☐	☒
3. Is/was the property subject to a permit under ECL Article 27, Title 9, other than an Interim Status facility? If yes, please provide: Permit Type: _____ EPA ID Number: _____ Date Permit Issued: _____ Permit Expiration Date: _____	☐	☒
4. If the answer to question 2 or 3 above is YES, is the site owned by a volunteer as defined under ECL 27-1405(1)(b), or under contract to be transferred to a volunteer? If yes, attach any available information related to previous owners or operators of the facility or property and their financial viability, including any bankruptcy filings and corporate dissolution documents. N/A ☒	☐	☐
5. Is the property subject to a cleanup order under Navigation Law Article 12 or ECL Article 17 Title 10? If yes, please provide the order number: _____	☐	☒
6. Is the property subject to a state or federal enforcement action related to hazardous waste or petroleum? If yes, please provide additional information as an attachment.	☐	☒

SECTION XII: Site Contact List
To be considered complete, the application must include the Brownfield Site Contact List in accordance with <i>DER-23: Citizen Participation Handbook for Remedial Programs</i>. Please attach, at a minimum, the names and mailing addresses of the following: • The chief executive officer and planning board chairperson of each county, city, town and village in which the property is located. • Residents, owners, and occupants of the property and adjacent properties. • Local news media from which the community typically obtains information. • The public water supplier which services the area in which the property is located. • Any person who has requested to be placed on the contact list. • The administrator of any school or day care facility located on or near the property. • The location of a document repository for the project (e.g., local library). If the site is located in a city with a population of one million or more, add the appropriate community board as an additional document repository. In addition, attach a copy of an acknowledgement from each repository indicating that it agrees to act as the document repository for the site. • For sites located in the five counties comprising New York City, the Director of the Mayor's Office of Environmental Remediation.

SECTION XIII: Statement of Certification and Signatures

(By requestor who is an individual)

If this application is approved, I hereby acknowledge and agree: (1) to execute a Brownfield Cleanup Agreement (BCA) within 60 days of the date of DEC's approval letter; (2) to the general terms and conditions set forth in the [DER-32, Brownfield Cleanup Program Applications and Agreements](#); and (3) that in the event of a conflict between the general terms and conditions of participation and terms contained in a site-specific BCA, the terms in the site-specific BCA shall control. Further, I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to section 210.45 of the Penal Law.

Date: _____ Signature: _____

Print Name: _____

(By a requestor other than an individual)

I hereby affirm that I am Authorized Agent (title) of UDC-BCC North Buffalo, LLC (entity); that I am authorized by that entity to make this application and execute a Brownfield Cleanup Agreement (BCA) and all subsequent documents; that this application was prepared by me or under my supervision and direction. If this application is approved, I hereby acknowledge and agree: (1) to execute a Brownfield Cleanup Agreement (BCA) within 60 days of the date of DEC's approval letter; (2) to the general terms and conditions set forth in the [DER-32, Brownfield Cleanup Program Applications and Agreements](#); and (3) that in the event of a conflict between the general terms and conditions of participation and terms contained in a site-specific BCA, the terms in the site-specific BCA shall control. Further, I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to section 210.45 of the Penal Law.

Date: 9/17/25 Signature: 

Print Name: Michael J. Montante

PLEASE REFER TO THE APPLICATION COVER PAGE AND BCP APPLICATION INSTRUCTIONS FOR DETAILS OF PAPERLESS DIGITAL SUBMISSION REQUIREMENTS.

SECTION XIII: Statement of Certification and Signatures

(By requestor who is an individual)

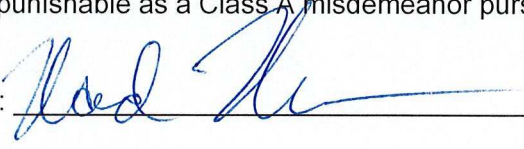
If this application is approved, I hereby acknowledge and agree: (1) to execute a Brownfield Cleanup Agreement (BCA) within 60 days of the date of DEC's approval letter; (2) to the general terms and conditions set forth in the [DER-32, Brownfield Cleanup Program Applications and Agreements](#); and (3) that in the event of a conflict between the general terms and conditions of participation and terms contained in a site-specific BCA, the terms in the site-specific BCA shall control. Further, I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to section 210.45 of the Penal Law.

Date: _____ Signature: _____

Print Name: _____

(By a requestor other than an individual)

I hereby affirm that I am Authorized Agent (title) of City of Buffalo (entity); that I am authorized by that entity to make this application and execute a Brownfield Cleanup Agreement (BCA) and all subsequent documents; that this application was prepared by me or under my supervision and direction. If this application is approved, I hereby acknowledge and agree: (1) to execute a Brownfield Cleanup Agreement (BCA) within 60 days of the date of DEC's approval letter; (2) to the general terms and conditions set forth in the [DER-32, Brownfield Cleanup Program Applications and Agreements](#); and (3) that in the event of a conflict between the general terms and conditions of participation and terms contained in a site-specific BCA, the terms in the site-specific BCA shall control. Further, I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to section 210.45 of the Penal Law.

Date: 9-26-25 Signature: 

Print Name: Nadine Marrero

PLEASE REFER TO THE APPLICATION COVER PAGE AND BCP APPLICATION INSTRUCTIONS FOR
DETAILS OF PAPERLESS DIGITAL SUBMISSION REQUIREMENTS.

New York State Department of Environmental Conservation
Brownfield Cleanup Program Application
Supplemental and Supporting Information

Former Erie Rail Yard Site
250 Baitz Avenue and 1000 Bailey Avenue
City of Buffalo, Erie County, New York

Prepared for:
UDC-BCC North Buffalo, LLC
100 Corporate Parkway, Suite 500
Amherst, New York 14226

October 2025

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION
Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

NYSDEC BROWNFIELD CLEANUP PROGRAM APPLICATION FORM

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BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION
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ACRONYM LIST

Acronym	Description
BCP Site, Site, Project, or Property	Area that includes 250 Baitz Avenue and 1000 Bailey Avenue, City of Buffalo, Erie County, New York
BOA	Brownfield Opportunity Area
City	City of Buffalo
En-zone	Environmental Zone
ESA	Environmental Site Assessment
HFM	Historic Fill Material
NYSDEC	New York State Department of Environmental Conservation
PAH	Polycyclic Aromatic Hydrocarbon
REC	Recognized Environmental Condition
SCO	Soil Cleanup Objective
SVOC	Semi-Volatile Organic Compound
USGS	United States Geological Society

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

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This document and its Attachments supplement the Brownfield Cleanup Program (BCP) Application. The information is organized by the BCP Application sections. If no additional information is required, it is noted under its relevant section.

Section I - Property Information

The Site is comprised of two parcels of land located at 250 Baitz Avenue and 1000 Bailey Avenue in the City of Buffalo, Erie County, New York, totaling approximately 59.69 acres. The two parcels have Tax ID Nos. 112.18-1-1.12 and 112.18-1-1.13.

Figure 1 depicts the BCP Site on a USGS 7.5-minute quadrangle map.

Tax Map Boundaries

The BCP Site boundaries, which correspond to the new tax map boundaries, are included on **Figure 2**. A metes and bounds description of the tax map boundary is provided in **Attachment A**.

Property Base Map

A map showing the proposed BCP Site on an aerial photograph showing parcel lines, tax map parcel numbers and owner information for adjacent parcels is included as **Figure 3A**. **Figure 4** depicts land use for the local area.

En-Zone

Designation of En-Zones is limited to eligible 2023 Census Tracts with a poverty rate of at least 20% according to the 2016-2020 American Community Survey 5-year estimates and an unemployment rate of at least 125% of the New York State average, or a poverty rate of at least double the rate for the county in which the tract is located.

The BCP Site is within US Census Tract 163 (Geo ID: 36029016300). According to the New York State Department of Environmental Conservation (NYSDEC) En-zone Boundaries Data Set 2022 data, Erie County Census Tract 163 is designated as an Environmental Zone ("En-Zone").

Disadvantaged Communities

The Site is within US Census Tract 163 (Geo ID: 36029016300) and is identified as a disadvantaged community on the climate.ny.gov website.

Brownfield Opportunity Areas (BOA)

The Site is not presently located in a Brownfield Opportunity Area.

Multiple Applications

The proposed project is a stand-alone project and is not the subject of multiple applications.

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Property Description Narrative

Location

The Site comprises approximately 59.69 acres of the former 159.68-acre Erie Rail Yard and consists of two tax parcels that collectively form the proposed Brownfield Cleanup Program (BCP) Site. The Site is located in the City of Buffalo, Erie County, New York, and is bounded by Bailey Avenue to the east, Clinton Street to the south, William Street to the north, and New Babcock Street to the west.

Site Features

The Site is situated in an urban area characterized by a mix of industrial, commercial, and residential land uses. It primarily consists of undeveloped land with several small access roads and pathways. A small, abandoned, and dilapidated shed is present in the southeastern portion of the property.

Current Zoning and Land Use

The Site is currently zoned as C-R, Rail Corridor. The C-R category addresses rail lines and rail yards intended to be used as permanent transportation corridors. This category permits the use of freight terminals, passenger terminals, metro rail stations, railway facilities, pedestrian and bicycle paths, government offices, public safety facilities, and open space. This category does not permit the use of any form of dwelling, lodging, any form of employment including industrial types of employment, any retail or commercial services, agriculture, and solar or wind farms. The Site was previously used for heavy railroad activity, though it is now vacant except for some remaining rail lines.

Past Uses of the Site

According to historical records and past assessments, the Site has primarily been used for railroad activity and maintenance from at least 1894 until 1974. The Site included multiple rail lines, coal storage areas, and a roundhouse for rail car servicing and repair. In 1974, the roundhouse used for rail car repairs was demolished, and although the Site was no longer used for rail car maintenance, it continued to be used as a rail corridor.

Based on historical railroad operations, several potential sources of contamination may be present at the Site. The following sources and associated contaminants are commonly linked to historic rail yard and rail line activities:

- **Fuel and lubricant handling:** Spills and leaks from fueling, storage, and maintenance activities may have introduced petroleum hydrocarbons, lubricating oils, and solvents to site soils and groundwater.

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- **Coal storage and ash disposal:** Historical coal storage areas and emissions from coal-fired engines may have contributed polycyclic aromatic hydrocarbons (PAHs) and metals to surface and subsurface soils.
- **Rail line materials:** Creosote-treated railroad ties, arsenic-laced slag used as rail bed fill, and arsenic-based weed control sprays may have introduced arsenic and other wood-preserving chemicals.
- **Metals and pesticides:** Routine railroad maintenance activities often resulted in soil contamination by metals (such as lead) and pesticides (including lead arsenate) used for vegetation control along rights-of-way.
- **Diesel exhaust and drips:** Lubricating oil and diesel fuel that dripped from locomotives are likely contributors to petroleum-related impacts along the rail corridors.
- **Residual maintenance impacts:** The former roundhouse and rail car servicing areas represent potential point sources of contamination from fuels, solvents, lubricants, and cleaning agents historically used for rail car repair and maintenance.

Geology and Hydrogeology

Historic Fill Material (HFM) was identified on-site and consisted of any one or mixture of the following materials:

Sand	Ash
Slag	Coal
Silt	Clay
Brick	Concrete

HFM was observed throughout the Site from the surface to approximately three to eight feet below ground surface (bgs). Surface soils contained black or brown sand or silt, ash, coal, and slag. A significant amount of old railroad ties is in piles or are buried a few inches below the surface. Generally, HFM consists of black or brown fine to coarse-grained sand and gravel with varying amounts of silt, clay, slag, concrete, brick, construction lumber, and roots/organic matter.

Beneath the HFM is naturally deposited silty clay. This native soil extends approximately eight to 14 feet bgs. This soil consists of moderately plastic silty clay with trace amounts of sand and gravel.

The apparent bedrock surface was encountered approximately nine to 21 feet below bgs. Based upon the regional geology, the bedrock type beneath the Site would be the Onondaga Limestone.

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Based on previous investigations, static groundwater depths ranged from approximately 2 to 12 feet below ground surface. Data suggests a south-easterly groundwater flow.

Environmental Assessment

The Site and surrounding area have been associated with dense urban development and railroad activity since at least 1894. Heavy industrial activity in the surrounding areas has varied widely since 1930 and has included numerous manufacturing and fabrication facilities, shipping and transportation companies, auto repair centers, filling stations, and tire shops. Today, the surrounding areas are still industrial in nature.

Heavy railroad activity and many associated structures can also be seen throughout the history of the Site. These include numerous railroad lines, coal storage areas, numerous support buildings, and a large roundhouse used for repairs to rail cars. This activity continued on the Site until approximately 1974 when the roundhouse and many of the support buildings were demolished. A smaller number of rail lines remain, creating a rail corridor rather than a maintenance hub. By 2021, only a small number of rail lines remained on the Site with the rest of the property overgrown with vegetation. The historical use of the Site for railroad purposes, particularly the maintenance related facilities, is considered a Recognized Environmental Condition (REC).

The most commonly reported contamination along rail lines includes metals, pesticides (such as lead arsenate), and constituents of oil or fuel (petroleum products). These chemicals have been associated with normal railroad operations and are likely to be found anywhere along the line. For example, it would not be uncommon to find arsenic (up to ten times natural background levels) present in the soil along a right-of-way from old railroad ties dipped in an arsenic solution, arsenic weed-control sprays, and arsenic-laced slag used as railroad bed fill. Lubricating oil and diesel that dripped from the trains are likely sources of the petroleum product found along the lines. Other sources of contaminants associated with historic railroad operation may include coal ash from engines, creosote from ties, and PAHs from the diesel exhaust.¹

The results of environmental investigations are described below and indicate that the entire Site (surface and sub-surface soil) is impacted from previous railroad operations. Ash, slag, old rail ties and coal was observed on the surface throughout the Site. Sample results indicate that surface soil is significantly impacted by arsenic contamination.

¹ Massachusetts Department of Environmental Protection, “Best Management Practices for Controlling Exposure to Soil during the Development of Rails Trails,” 2.

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The future uses of the Site will include a mechanical service, an engineering garage, an auto impounded vehicle storage area, a sanitation garage, a yard waste area, a snow dump area, and a salt barn. Considering these future uses, the best applicable SCOs are Commercial Use. Based on these SCOs and investigations conducted to date, the known primary contaminants of concern in the surface and subsurface soil include:

SVOCs

- Benzo(a)anthracene
- Benzo(b)fluoranthene
- Benzo(a)pyrene
- Chrysene
- Dibenzo(a,h)anthracene
- Indeno(1,2,3-cd)pyrene

Metals

- Arsenic
- Copper
- Lead

These contaminants are found in surface soils (one to two inches) and HFM and likely extend to depths of up to eight feet bgs (current samples from the sub-surface were collected at one foot bgs). Contamination within the surface and subsurface appears to be located throughout the Site. A detailed breakdown of investigation results and observations are set out below.

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Surface Soil

SVOCs with concentrations exceeding SCO were detected in nine of the twelve test locations. Locations with SVOC concentrations exceeding Commercial Use SCOs are as follows:

Analyte	Use	SCO (ppm)	Count	Low Concentration (ppm)	High Concentration (ppm)
Benzo(a)anthracene	CM	5.6	3	6.3	10
	IN	11	1	13	13
Benzo(a)pyrene	IN	1.1	9	1.4	13
Benzo(b)fluoranthene	CM	5.6	3	7.4	8.7
	IN	11	2	11	19
Dibenzo(a,h)anthracene	CM	0.56	2	0.82	0.9
	IN	1.1	3	1.2	1.9
Indeno(1,2,3-cd)pyrene	CM	5.6	1	8.6	8.6

Notes:

UR = Unrestricted Use SCOs

RS = Residential Use SCOs

RR = Restricted Residential Use SCOs

CM = Commercial Use SCOs

IN = Industrial Use SCOs

Metals concentrations exceeding SCOs were detected in all twelve test locations. Testing locations with metal concentration exceeding Commercial Use SCOs are as follows:

Analyte	Use	SCO (ppm)	Count	Low Concentration (ppm)	High Concentration (ppm)
Arsenic	IN	16	12	16.1	76.7
Copper	CM	270	5	299	719
Lead	CM	1000	2	1950	2100

Notes:

UR = Unrestricted Use SCOs

RS = Residential Use SCOs

RR = Restricted Residential Use SCOs

CM = Commercial Use SCOs

IN = Industrial Use SCOs

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Subsurface Soil

SVOCs with concentrations exceeding SCOs were detected in seven of the twelve test borings. Testing locations with SVOC concentrations exceeding Commercial Use SCOs are as follows:

Analyte	Use	SCO (ppm)	Count	Low Concentration (ppm)	High Concentration (ppm)
Benzo(a)anthracene	CM	5.6	1	6.4	6.4
	IN	11	2	17	180
Benzo(a)pyrene	IN	1.1	6	1.6	120
Benzo(b)fluoranthene	CM	5.6	1	8.1	8.1
Chrysene	IN	110	1	140	140
Dibenzo(a,h)anthracene	CM	0.56	1	0.84	0.84
Indeno(1,2,3-cd)pyrene	IN	11	2	11	62

Notes:

UR = Unrestricted Use SCOs

RS = Residential Use SCOs

RR = Restricted Residential Use SCOs

CM = Commercial Use SCOs

IN = Industrial Use SCOs

Metals concentrations exceeding SCOs were detected in ten of twelve test borings. Testing locations with metal concentration exceeding Commercial Use SCOs are as follows:

Analyte	Use	SCO (ppm)	Count	Low Concentration (ppm)	High Concentration (ppm)
Arsenic	IN	16	7	18.9	83.8
Copper	CM	270	4	312	560

Notes:

UR = Unrestricted Use SCOs

RS = Residential Use SCOs

RR = Restricted Residential Use SCOs

CM = Commercial Use SCOs

IN = Industrial Use SCOs

Figure 5A presents surface soil sample results and **Figure 5B** presents subsurface soil sample results from an August 2024 Pre-BCP Investigation conducted by C&S Engineers, Inc.

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Groundwater

Groundwater levels were measured following the installation of three monitoring wells completed as part of the geotechnical investigation. Recorded depths ranged from approximately 12 to 18 feet bgs. Subsequent well development on March 26, 2024, indicated static groundwater levels ranging from approximately 2 to 12 feet bgs. The data indicate a general southeasterly direction of groundwater flow and the presence of two distinct groundwater zones. The upper granular fill layer overlying the less permeable silty clay appears to create localized, seasonally perched water table conditions. A deeper groundwater table exhibiting minor artesian pressure was identified near the till/bedrock interface and became apparent only upon full penetration of the dense glacial till. Groundwater levels are anticipated to fluctuate over time due to variations in environmental and site-specific conditions.

Contaminate sampling has not been conducted at this time.

Section II – Project Description

The purpose of this project is to develop a new Department of Public Works for the City of Buffalo which will include multiple areas of mechanical service, an engineering garage, an auto impound vehicle storage area, a sanitation garage, a yard waste area, a snow dump area, and a salt barn.

Anticipated Date	Milestone
Application Phase	
September 30, 2025	BCP Application Submission
January 2026	Brownfield Cleanup Agreement (BCA) Executed
Remedial Investigation Phase	
December 2025	Remedial Investigation Work Plan (RIWP) Submission
Early May 2026	RIWP Approved
Late May 2026	Remedial Investigation Begins
Early August 2026	Remedial Investigation Ends
Early September 2026	Remedial Investigation Report Submission
Remedial Action Phase	
Late September 2026	Remedial Action Work Plan Submission
Late March 2027	Decision Document

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Spring 2027 Remedial Work Begins

Summer 2027 Remedial Work Ends

Certificate of Completion Phase

Fall 2027 Final Engineering Report ("FER") Submission

Winter 2028 FER Approved

Spring 2028 Certificate of Completion Issued

The Requestors do not have any specific funding deadlines tied to the BCP process.

During each stage of the project, Green and Sustainable Remediation principles will be incorporated to the most feasible extent possible.

Work plans, reports, and design documents will be include green and sustainable remediation practices and be certified in accordance with DER-31. Best Management Practices (BMPs) that are likely to be implemented to achieve the green remediation concepts described in NYSDEC DER-31 may include:

- Minimization of mobilizations and carpooling
- No idling of equipment
- Material re-use and recycling, and use of construction materials made from recycled material
- Use of proximate disposal facilities
- Use of proximate aggregate, topsoil, pavement, and concrete material facilities
- Utilization of labs with sustainable practices
- Solar charging of monitoring equipment

Sustainable practices will be fully detailed in work plans, reports, and design documents.

Section III – Ecological Concerns

The NYSDEC Environmental Resource Mapper was utilized to determine if there are significant natural communities, endangered species, or threatened species on the proposed BCP Site. According to the NYSDEC Environmental Resource Mapper, on-site there is two informational wetlands (informational freshwater wetlands are not a regulatory wetlands) and one National Wetlands Inventory freshwater emergent wetland. Within a ½-mile of the Site are other informational wetlands and an area with animals listed as endangered or threatened.

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The Site and surrounding area consist of densely developed urban land in the City of Buffalo. The Site was used as commercial purposes as a railroad yard and maintenance shop. The future redevelopment is not anticipated to impact ecological resources present on the Site and, consequently, no fish and wildlife resource impacts have been identified

Section IV - Land Use Factors

Zoning

The Site is completely within the City of Buffalo Rail Corridor (C-R) zoning. According to the City of Buffalo Zoning Ordinance, Rail Corridor zoning includes rail lines and rail yards meant to be used as permanent transportation corridors. The C-R Zoning Ordinance also has specific standards that limit structures to a maximum height of 50 feet, unless a structure with a height above 50 feet is required for the railroad to properly operate as well as a standard that requires all bridges, trestles, culverts, tunnels, and other structures to be left on the Site when the railroad is no longer in operation, if said structures would be valuable to any recreational trails that could potentially be developed on the Site.

Current Uses

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Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Railroad use started diminishing in the 1970s and appear to have stopped in 2011. The Site have remained vacant since 2011 except for one small, abandoned, and dilapidated shed on the southeastern portion of the Site and some remaining rail ties and lines.

The following sources and associated contaminants are commonly linked to historic rail yard and rail line activities:

- **Fuel and lubricant handling:** Spills and leaks from fueling, storage, and maintenance activities may have introduced petroleum hydrocarbons, lubricating oils, and solvents to site soils and groundwater.
- **Coal storage and ash disposal:** Historical coal storage areas and emissions from coal-fired engines may have contributed polycyclic aromatic hydrocarbons (PAHs) and metals to surface and subsurface soils.
- **Rail line materials:** Creosote-treated railroad ties, arsenic-laced slag used as rail bed fill, and arsenic-based weed control sprays may have introduced arsenic and other wood-preserving chemicals.
- **Metals and pesticides:** Routine railroad maintenance activities often resulted in soil contamination by metals (such as lead) and pesticides (including lead arsenate) used for vegetation control along rights-of-way.
- **Diesel exhaust and drips:** Lubricating oil and diesel fuel that dripped from locomotives are likely contributors to petroleum-related impacts along the rail corridors.
- **Residual maintenance impacts:** The former roundhouse and rail car servicing areas represent potential point sources of contamination from fuels, solvents, lubricants, and cleaning agents historically used for rail car repair and maintenance.

Intended Use – Post Remediation

The purpose of this project is to develop a new Department of Public Works for the City of Buffalo which will include multiple areas of mechanical service, an engineering garage, an auto impounded vehicle storage area, a sanitation garage, a yard waste area, a snow dump area, and a salt barn.

Current, Historical and/or Recent Development Patterns

Beginning in the late 1800's until the later 1900's, the Site was used as a rail line and rail car maintenance hub. There have not been any new recent developments on the Site.

Consistency with Zoning

The Site is currently zoned as Rail Corridor (C-R) under the City of Buffalo Unified Development Ordinance (UDO). This zoning designation is intended primarily for active or legacy rail infrastructure and associated transportation uses, limiting redevelopment options to uses that directly support rail operations or logistics. The proposed redevelopment of the Site as a

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Department of Public Works (DPW) facility, with provisions for future expansion, is not consistent with the allowable uses under the existing C-R zoning district.

To align with the intended municipal use and operational needs, the Requestors plan to seek a rezoning of the parcel to D-IL (Light Industrial). The D-IL district is designed to accommodate a mix of low-intensity industrial, storage, and service-oriented uses that are compatible with adjacent commercial or employment areas. This zoning classification supports activities such as vehicle maintenance, public service operations, and equipment storage—functions typical of a DPW facility.

Rezoning to D-IL would also promote land use compatibility with the surrounding properties, which are predominantly zoned for industrial and employment uses within the City of Buffalo's UDO framework. The change would therefore maintain consistency with the City's adopted land use plans and development objectives, including the Buffalo Green Code's emphasis on adaptive reuse of underutilized industrial and transportation corridors. In summary, the proposed rezoning aligns with both the surrounding zoning context and the City's broader vision for economic redevelopment and infrastructure modernization in this area.

Consistency with Plans

The proposed DPW facility is strongly consistent with the City of Buffalo's comprehensive planning framework, including the City of Buffalo's Comprehensive Plan and the 2023–2027 City of Buffalo Four-Year Strategic Plan, in the following ways:

1. Investment in Quality Public Infrastructure

The City is making a significant public-infrastructure investment. This aligns with the emphasis on strengthening municipal capacity and supporting long-term service delivery.

2. Economic Revitalization and Land Use Efficiency

The rezoning from Rail Corridor (C-R) to D-IL (Light Industrial) for the DPW facility supports this aim by repositioning an under-utilized property toward an employment-generating public use, better matching surrounding industrial/employment contexts. This efficient land reuse aligns with the Plan's smart growth orientation.

3. Smart and Sustainable Infrastructure

The DPW facility centralizes public works operations in a modern facility, allows for expansion and adaptation, and sets the stage for more efficient maintenance, fleet operations, and service delivery city-wide.

4. Neighborhoods and People / Equity Considerations

By selecting a site adjacent to compatible land uses and supporting a municipal service that benefits all neighborhoods (street maintenance, infrastructure repair, snow removal, etc.), the project promotes equitable infrastructure access and supports the broader goal of improving neighborhood conditions.

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Section V – Current and Historical Property Owner and Operator Information

The BCP Site is located at 250 Baitz Avenue and 1000 Bailey Avenue in the City of Buffalo, New York.

Parcels Owner Name and Information:

Owner / Operator: UDC-BCC North Buffalo, LLC

Address: 100 Corporate Parkway Suite 500, Amherst, New York 14226

Phone: (716) 834 – 5000

Email: mmontante@uniland.com

Contact: Michael Montante

Previous Property Owners / Occupants / Operators:

The Site has been used for rail line use and rail car maintenance from the late 1800's until the late 1900's.

The table below presents a summary of the historic deeds. A review of these records indicates that the Applicant has had no legal relationship with any prior owners and/or operators at the BCP Site. Last known telephone numbers or addresses could not be obtained, unless otherwise noted.

The UDC-BCC North Buffalo, LLC took ownership of the Site on August 9, 2024. The City of Buffalo has no relationship with any previous owner or operator listed below.

The historic deeds are provided in **Attachment D**.

Previous Owners

TIMEFRAME	OWNER	CONTACT INFO	RELATIONSHIP TO REQUESTOR
6/1/1999 – 8/9/2024	Pennsylvania Lines LLC	110 Franklin Rd SE, Roanoke, Virginia 24042-0028	None
3/31/1976 – 6/1/1999	Consolidated Rail Corporation	2001 Market St, Philadelphia, Pennsylvania 19101-1419	None
6/20/1929 – 3/31/1976	Erie Railroad Company	50 Church St.	None

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		New York City, New York	
12/13/1924 – 6/20/1929	Erie Land and Improvement Company	Pavonia Ave. Jersey City, New Jersey	None
1/26/1906 – 6/20/1929	Erie Land and Improvement Company	Pavonia Ave. Jersey City, New Jersey	None
4/1/1901 – 6/20/1929	Erie Land and Improvement Company	Pavonia Ave. Jersey City, New Jersey	None

Previous Operators

TIMEFRAME	OPERATOR	CONTACT INFO	RELATIONSHIP TO REQUESTOR
6/1/1999 – 8/9/2024	Pennsylvania Lines LLC	110 Franklin Rd SE, Roanoke, Virginia 24042-0028	None
3/31/1976 – 6/1/1999	Consolidated Rail Corporation	2001 Market St, Philadelphia, Pennsylvania 19101-1419	None
6/20/1929 – 3/31/1976	Erie Railroad Company	50 Church St. New York City, New York	None

Section VI - Property's Environmental History

Environmental information currently exists for the Site in the form of a Phase I Environmental Site Assessment (ESA) prepared by C&S Engineers, Inc. in December 2023 and a geotechnical engineering report prepared by Barron & Associates, P.C. in April 2024. The associated documents are provided in **Attachment B**.

C&S Engineers, Inc. Phase I Environmental Site Assessment (December 2023)

The Phase I ESA was prepared by C&S Engineers, Inc. to identify any potential RECs associated with previous industrial activity at the Site. The Phase I investigation identified the following:

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- The Site was primarily used as a series of rail lines and rail car maintenance hub from at least 1894 until the late 1900s.
- The following were determined to be RECs:
 - The historical use of the Site for railroad purposes, especially maintenance related facilities occurring in a roundhouse, is considered a REC.
 - The historical use of adjoining and proximate properties for industrial facilities including manufacturing, shipping and transportation companies, auto repair and filling stations, and tire shops.
 - Federal databases identified a record of a train derailment on the Site resulting in more than 2,000 gallons of fuel spilled as the train continued travelling over 100 feet (NYSDEC Spill No. 9975308).
- Although not designated as RECs, C&S deemed the following de minimis conditions worth mentioning:
 - The use of arsenic-based herbicides for vegetation control along historic rail lines as well as creosote-based treatment for the railroad ties to prevent decay due to the possibility of PAHs leaching.
 - Multiple leaking storage tanks, spills, and Brownfields near the Site that have been cleaned up and closed and thus do not present a threat to human health or the environment.
 - Piles of railroad ties, various metal railroad materials, and large amounts of other debris across the Site.
- There were six entries identified in the federal database on the Site. They are as follows:
 - New Buffalo Industrial Park located at South Ogden, Dingens, Bailey - SHWS
 - U.S Sugar located at 692 Bailey Ave. – LST, FINDS / FRS, GEN MANIFEST, RCRA SQG
 - Pride Transport located at 692 Bailey Ave. – NY SPILLS
- There were 506 entries identified in the federal database within a one-mile radius of the Site. Some of the databases with higher numbers of entries are below:
 - 103 NY SPILLS entries
 - 61 LST entries
 - 31 GEN MANIFEST entries
 - 29 HSWDS entries
 - 27 UST entries
 - 24 SWF/LF entries
 - 17 PFAS IND entries
 - 16 CERCLIS entries
 - 16 SHWS entries
 - 6 BROWNFIELDS entries

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

In January 2024, Buffalo Drilling Company performed a geotechnical investigation of the Site. A total of 30 soil borings were advanced from ground surface to the top of bedrock. An ATV-mounted CME-550 rotary drill rig was used to auger each soil boring to refusal using 2-1/4 inch inside diameter (ID), continuous flight hollow stem augers. Samples were recovered by driving a standard split-spoon sampler (2-foot long by 1-3/8 inch inside diameter) 24 inches with a 140-pound hammer falling 30 inches per blow per the American Society of Testing and Materials (ASTM) Standard D1586.

C&S was onsite to observe the drilling activities and scan the soils with the photoionization detector (PID). At the time, the railroad owned the property and C&S was not allowed to collect any samples on the Site during the railroad's ownership. No elevated PID readings were observed during drilling.

Groundwater levels were measured following the installation of three monitoring wells completed as part of the geotechnical investigation. Recorded depths ranged from approximately 12 to 18 feet bgs. Subsequent well development on March 26, 2024, indicated static groundwater levels ranging from approximately 2 to 12 feet bgs. The data indicate a general southeasterly direction of groundwater flow and the presence of two distinct groundwater zones. The upper granular fill layer overlying the less permeable silty clay appears to create localized, seasonally perched water table conditions. A deeper groundwater table exhibiting minor artesian pressure was identified near the till/bedrock interface and became apparent only upon full penetration of the dense glacial till. Groundwater levels are anticipated to fluctuate over time due to variations in environmental and site-specific conditions.

Geology and hydrogeology observations from this investigation are included in **Section I**.

C&S Engineers, Inc. Pre-BCP Investigation (August 2024)

The Pre-BCP Investigation was completed by C&S Engineers, Inc. in August 2024 as a preliminary measure to identify any contamination that may exist in the surface or sub-surface soil on the Site. The Pre-BCP Investigation included the following efforts:

- The collection of 12 surface soil samples.
- The advancement of 12 soil borings.
- The collection of 12 subsurface samples.

Of the twelve surface soil samples, nine contained one or more SVOC / PAH in concentrations exceeding Unrestricted Use SCOs or higher and all twelve contained one or more metal in concentrations exceeding Unrestricted Use SCOs or higher. Of the twelve subsurface samples, seven contained one or more SVOC/PAH with concentrations exceeding Unrestricted Use SCOs

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

or higher and ten contained one or more metal with concentrations exceeding Unrestricted Use SCOs or higher.

Section VII - Requestor Information

The requestors are:

UDC-BCC North Buffalo, LLC

100 Corporate Parkway, Suite 500

Amherst, New York 14226

Authorized Representative: Michael Montante

Phone: (716) 834 - 5000

Email: mmontante@uniland.com

City of Buffalo

920 City Hall

65 Niagara Square

Buffalo, New York 14202

Authorized Representative: Nadine Marrero

Phone: (716) 851 - 5406

Email: nmarrero@buffalony.gov

A New York State Department of State Corporation & Business Entity Database printout for the volunteer is provided in **Attachment C**. An executed corporate resolution from UDC-BCC North Buffalo, LLC authorizing Michael Montante to act as representative in BCP application is also located in **Attachment C**.

Section VIII - Requestor Contact Information

Contact information for the Requestor's Authorized Representative, Requestor's Consultant, and Requestor's Attorney are provided in the form.

Section IX – Program Fee

The Applicants are seeking a fee waiver pursuant to the proposed criteria found in 6 NYCRR Part 375-3.5(g)(3) because the ultimate Project is a proposed City of Buffalo Department of Public Works facility and the City of Buffalo is a tax-exempt municipal entity.

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Section X – Requestor Eligibility

UDC-BCC North Buffalo, LLC has not operated or been involved with previous owners and/or operators of the Site at any time prior to their purchase of this property. The Volunteer has had no legal relationship with or to any prior owner.

The City of Buffalo has not operated or been involved with previous owners and/or operators of the Site at any time prior to their purchase of this property. The Volunteer has had no legal relationship with or to any prior owner.

The UDC-BCC North Buffalo, LLC owns the potential BCP Site therefore proof of site access is not needed. The land owner authorization for the City of Buffalo is provided in **Attachment C**.

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Section XI - Property Eligibility Information

The Site is not listed on the National Priorities List, not subject to permitting under ECL Article 27-16305, not subject to a cleanup order under Navigation Law Article 12 or ECL Article 17 Title 10, and not subject to state or federal enforcement actions related to hazardous waste or petroleum. The Site is also not listed on the New York State Registry of Inactive Hazardous Waste Disposal Sites or the Resource Conservation and Recovery Act. The Site has no existing orders or pending enforcement actions.

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Section XII – Site Contact List

Owner / Operator

UDC-BCC North Buffalo, LLC

Local Government – City of Buffalo

Christopher P. Scanlon

City of Buffalo Mayor

65 Niagara Square

Room 201

Buffalo, NY 14202

Nadine Marrero

City of Buffalo Office of Strategic Planning

Executive Director

65 Niagara Square

Room 920

Buffalo, NY 14072

Mark C. Poloncarz

Erie County Executive

95 Franklin Street, 16th Floor

Buffalo, New York 14202

Thomas E. Baines, Esq.

Erie County Deputy Commissioner of Planning & Economic Development

95 Franklin Street, 10th Floor

Buffalo, New York 14202

Residents, Owners and Occupants of Property and Property Adjacent to Site:

Property Address: 959 Bailey Avenue

Niagara Mohawk Power Corp.

144 Kensington Avenue

Buffalo, NY 14214

Property Address: 935 Bailey Avenue

Newbany Corporation

55 Glenlake Parkway NE

Atlanta, GA 30328

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Property Address: 95 Rapin Place
Consolidated Rail Corporation
2001 Market Street
Philadelphia, PA 19101-1419

Property Address: 501 Babcock Street
Raymond & Alice Seger
501 Babcock Street
Buffalo, NY 14206

Property Address: 141 Bushnell Street
Raymond Publication Inc.
4626 Mount Veronon Boulevard
Hamburg, NY 14075

Property Address: 30 Manitoba Street
Robert E. Gartler
70 Niagara Street
Buffalo, NY 14202

Property Address: 34 Manitoba Street
AIM Corrugated Container
34 Manitoba Street
Buffalo, NY 14206

Property Address: 221 Scoville Avenue
Vaughn Desiree
221 Scoville Avenue
Buffalo, NY 14206

Property Address: 224 Baitz Avenue, 205 Baitz Avenue
PFC Acquisition Corp.
205 Baitz Avenue
Buffalo, NY 14206

Property Address: 932 Bailey Avenue
Memsmer Refrigeration, Inc.
903 Bailey Avenue
Buffalo, NY 14206

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

Local Media:

Local Newspaper:

The Buffalo News
726 Exchange Street
Buffalo, NY 14210
1 (800) 777 - 8640
subscriberservices@buffalonews.com

Local Television:

WGRZ – TV Channel 2
259 Delaware Ave
Buffalo, NY 14202
(716) 849-2200
<http://www.wgrz.com/news/default.aspx>

WIVB – TV Channel 4
2077 Elmwood Ave
Buffalo, NY 14207
(716) 874-4410
<http://www.wivb.com/subindex/news>

WKBW – TV Channel 7
7 Broadcast Plaza
Buffalo, NY 14202
(716) 840-7777
<http://www.wkbw.com/>

Radio:

WBEN 930 AM Radio
500 Corporate Pkwy
Amherst, NY 14226
(716) 843-0600
<http://www.wben.com>

WHLA 1270 AM Radio

BCP APPLICATION – SUPPLEMENTAL AND SUPPORTING INFORMATION

Former Erie Rail Yard Site, City of Buffalo, Erie County, New York

50 James E. Casey Dr
Buffalo, NY 14206
(716) 888-9735
<http://www.talk1270.com>

WEBR 1440 AM Radio
1580 Kenmore Ave
Buffalo, NY 14216
(716) 267-1440
<http://www.webradio.com>

WBFO 88.7 FM Radio
3435 Main Str
Buffalo, NY 14214
(716) 829-6000
<http://www.wbfo.org/>

Local Water Supplier:

Buffalo Water Department
281 Exchange Street
Buffalo, New York 14202

Persons Requesting to be Placed on Contact List:

To Be Completed as Necessary

School and Day Care Facilities:

Children's Center for Success at the Family
Help Center
60 Dingens Street
Buffalo, NY 14206
(716) 822-0919

Document Repository:

The document repository identified below has been established to provide the public with convenient access to important project documents. A copy of the attachment document repository acknowledging they agree to act as a document repository is provided in **Attachment E**.

Buffalo and Erie County Public Library
1 Lafayette Square
Buffalo, NY 14203

Figures

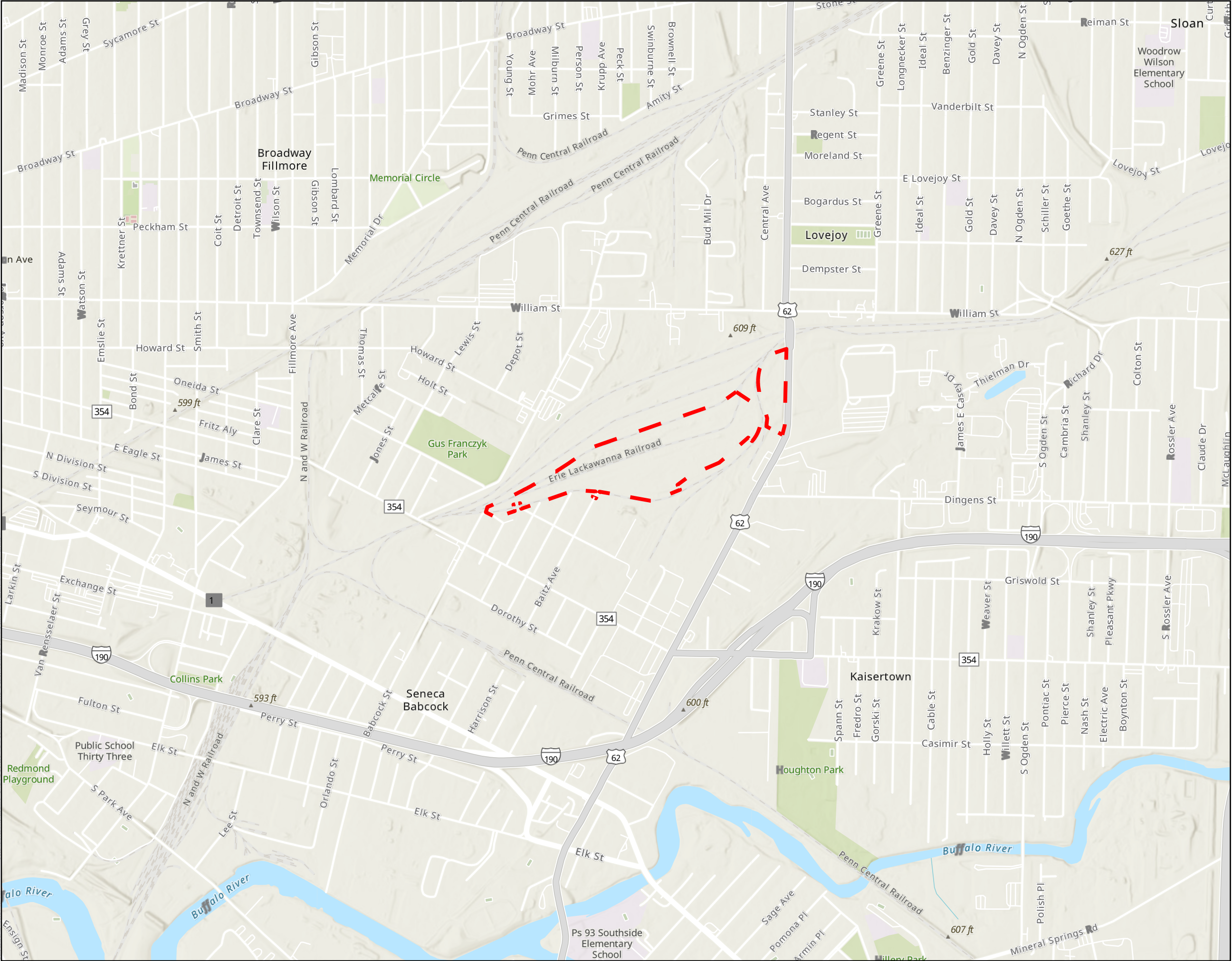
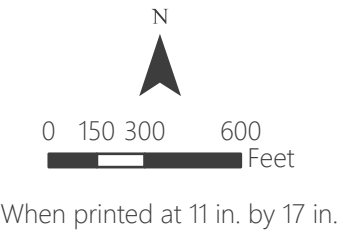


Figure 1
USGS 7.5 Minute Map

 Brownfield Cleanup Program (BCP) Boundary



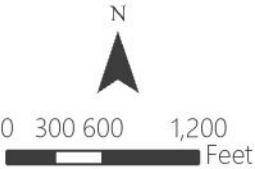
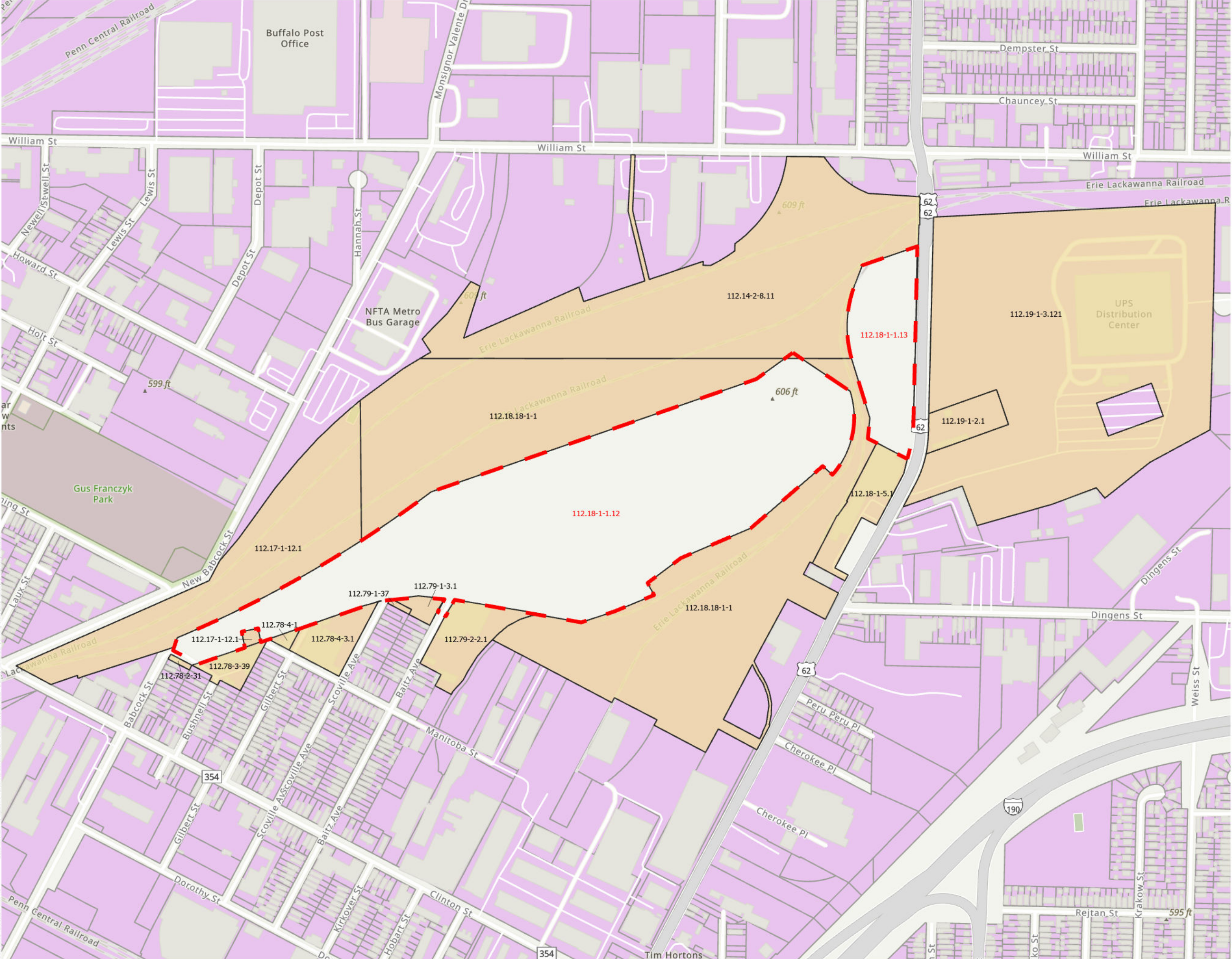
2 Bailey Avenue Site
Brownfield Cleanup Program

Sources: . Created by C&S Engineers, Inc.



Figure 2
Tax Map Boundaries

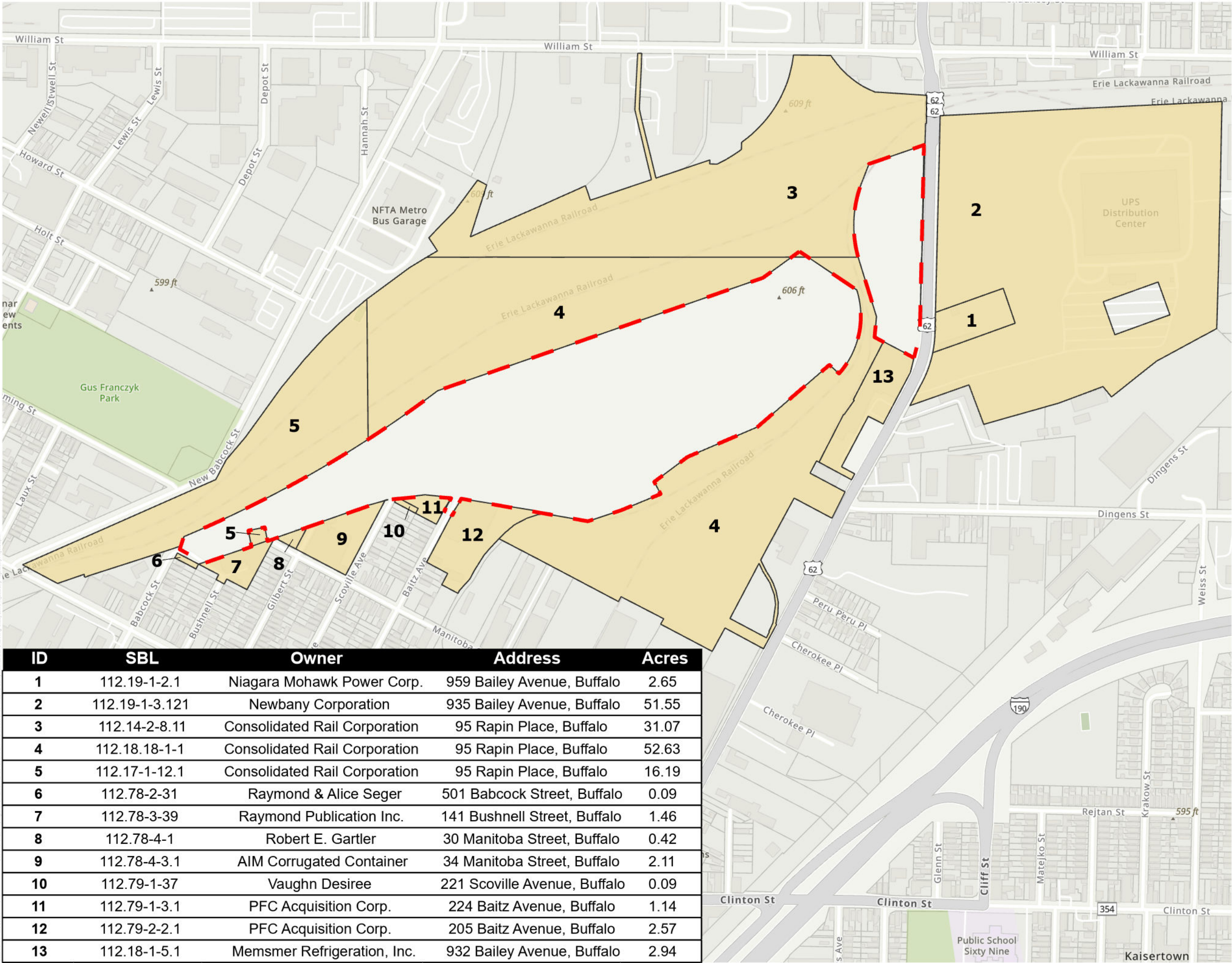
- Brownfield Cleanup Program (BCP) Boundary
- Adjacent Properties
- Parcel Boundaries



When printed at 11 in. by 17 in.

**2 Bailey Avenue Site
Brownfield Cleanup Program**

Sources : Created by C&S Engineers, Inc.



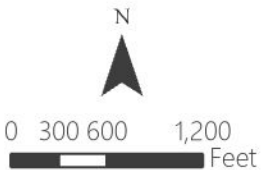
ID	SBL	Owner	Address	Acres
1	112.19-1-2.1	Niagara Mohawk Power Corp.	959 Bailey Avenue, Buffalo	2.65
2	112.19-1-3.121	Newbany Corporation	935 Bailey Avenue, Buffalo	51.55
3	112.14-2-8.11	Consolidated Rail Corporation	95 Rapin Place, Buffalo	31.07
4	112.18.18-1-1	Consolidated Rail Corporation	95 Rapin Place, Buffalo	52.63
5	112.17-1-12.1	Consolidated Rail Corporation	95 Rapin Place, Buffalo	16.19
6	112.78-2-31	Raymond & Alice Seger	501 Babcock Street, Buffalo	0.09
7	112.78-3-39	Raymond Publication Inc.	141 Bushnell Street, Buffalo	1.46
8	112.78-4-1	Robert E. Gartler	30 Manitoba Street, Buffalo	0.42
9	112.78-4-3.1	AIM Corrugated Container	34 Manitoba Street, Buffalo	2.11
10	112.79-1-37	Vaughn Desiree	221 Scoville Avenue, Buffalo	0.09
11	112.79-1-3.1	PFC Acquisition Corp.	224 Baitz Avenue, Buffalo	1.14
12	112.79-2-2.1	PFC Acquisition Corp.	205 Baitz Avenue, Buffalo	2.57
13	112.18-1-5.1	Memsmer Refrigeration, Inc.	932 Bailey Avenue, Buffalo	2.94



Figure 3A

Property Base Map

- Brownfield Cleanup Program (BCP) Boundary
- Adjacent Properties



When printed at 11 in. by 17 in.

2 Bailey Avenue Site
Brownfield Cleanup Program

Sources : Created by C&S Engineers, Inc.



Figure 3B

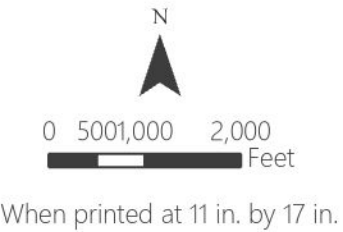
BCP Attributes

- Brownfield Cleanup Program (BCP) Boundary
- NYS Disadvantaged Community
- 2022 EnZones**
 - Criteria A
 - Criteria B
 - Both AB
 - Neither A or B

Criteria A is an indicator for census tracts having a "Poverty Rate of at least 20% and Unemployment Rate of at least 125% the Statewide Unemployment Rate." 'Y' indicates that the census tract meets this criteria.

Criteria B is an indicator for census tracts having a "Poverty Rate of at least 2 times the Poverty Rate for the County." 'Y' indicates that the census tract meets this criteria.

Both AB is an indicator that the census tract meets both Criteria A and B.



2 Bailey Avenue Site
Brownfield Cleanup Program

Sources: . Created by C&S Engineers, Inc.

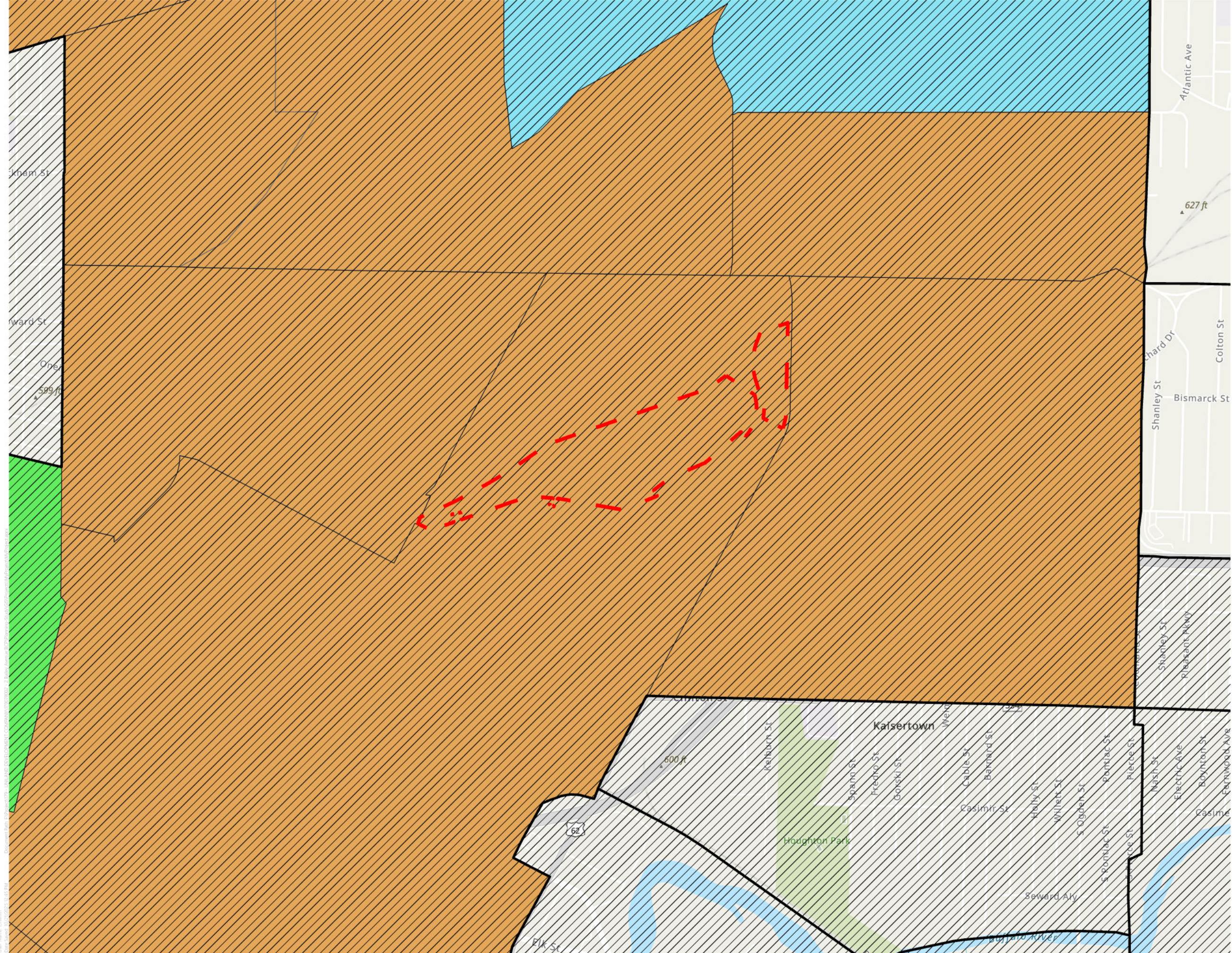
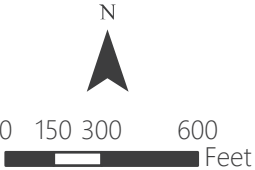


Figure 4

Land Use

-  Brownfield Cleanup Program (BCP) Boundary
-  Unknown
-  Agricultural
-  Residential
-  Vacant land
-  Commercial
-  Recreation and entertainment
-  Community services
-  Industrial
-  Public services
-  Wild, forested, conservation lands and public parks



When printed at 11 in. by 17 in.

2 Bailey Avenue Site
Brownfield Cleanup Program

Sources: . Created by C&S Engineers, Inc.

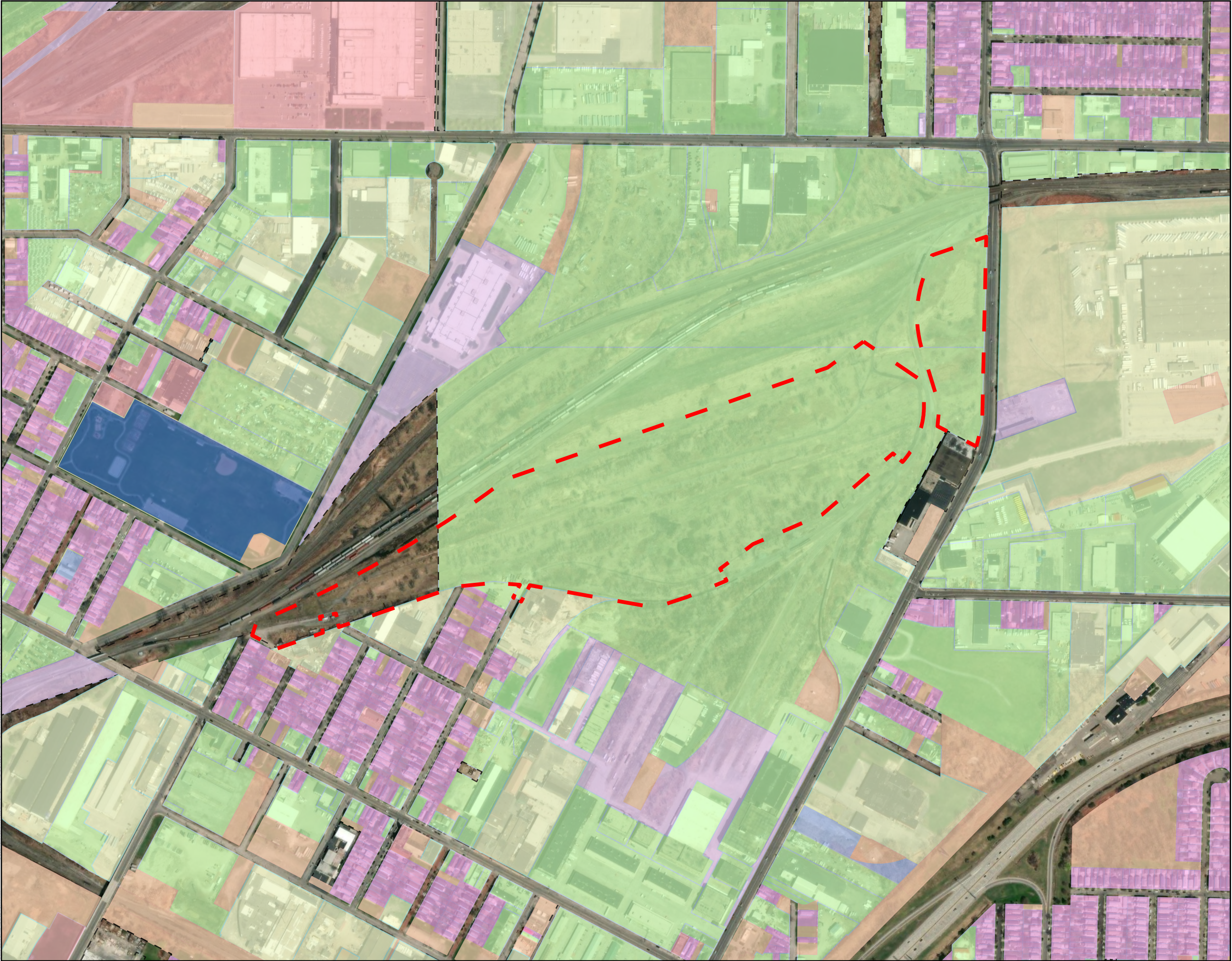


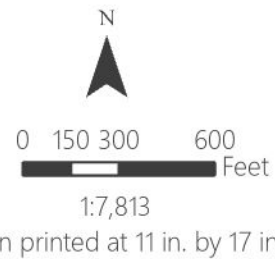


Figure 5A
Environmental Concerns -
Surface Soil Sample Results

Brownfield Cleanup Program (BCP) Boundary

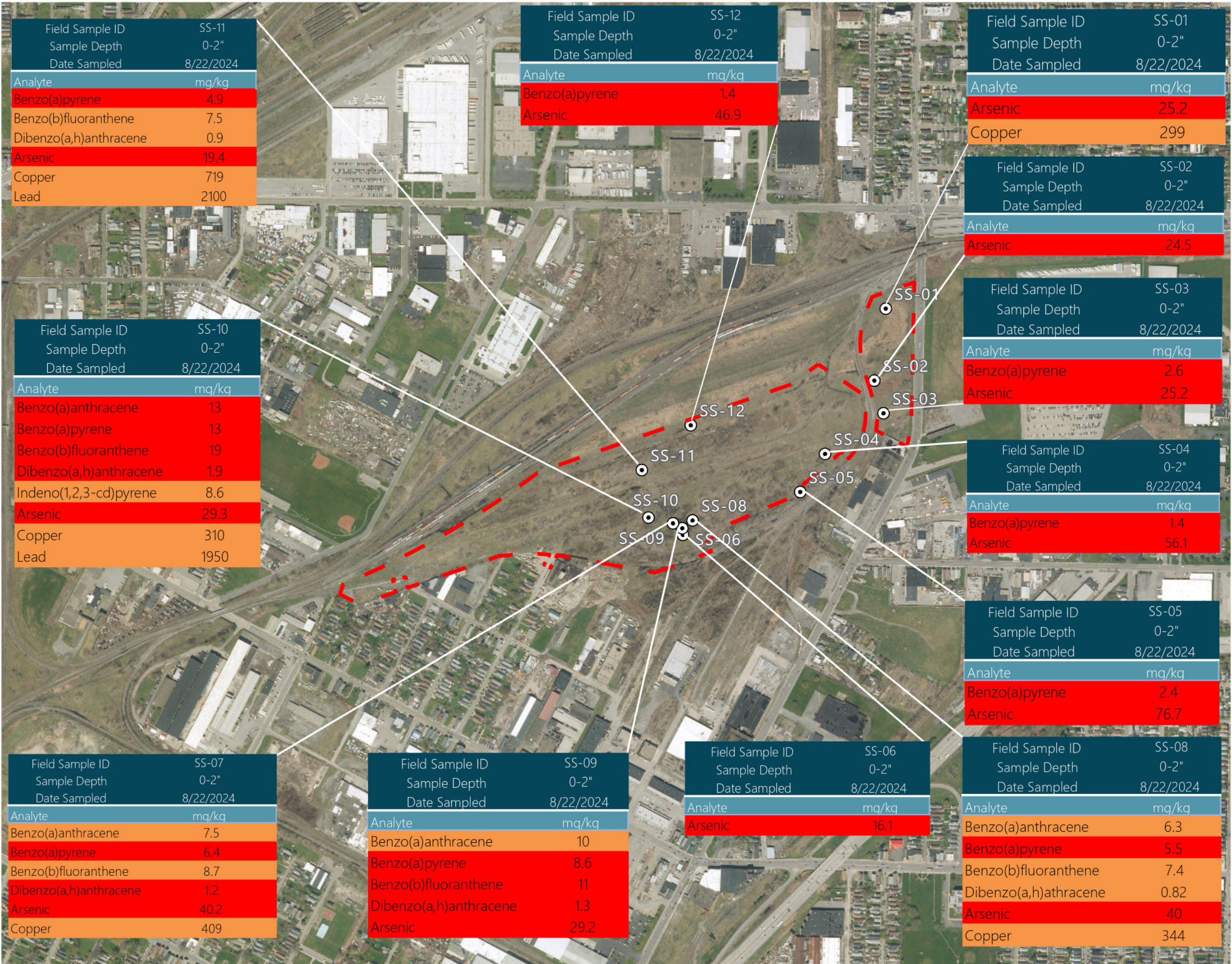
Surface Soil Location

Field Sample ID	Sample Depth	Date Sampled
Analyte mg/kg		
Commercial Use		
Industrial Use		



2 Bailey Avenue Site
Brownfield Cleanup Program

Sources: Created by C&S Engineers, Inc.



Document Path: F:\Projects\2 Bailey Avenue BCP\Planning Study\C&S Engineers\2 Bailey Avenue BCP\Project Map\Project Map.aprx
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Date Saved: 10/22/2025 9:34 AM

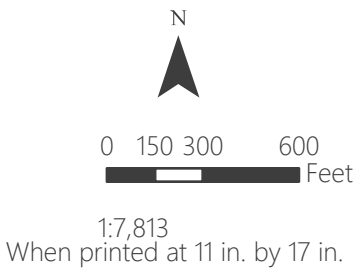
Figure 5B

Environmental Concerns -
Subsurface Soil Sample Results

Soil Boring Location

Brownfield Cleanup
Program (BCP)
Boundary

Field Sample ID	
Sample Depth	
Date Sampled	
Analyte	mg/kg
Commercial Use	
Industrial Use	



2 Bailey Avenue Site
Brownfield Cleanup Program

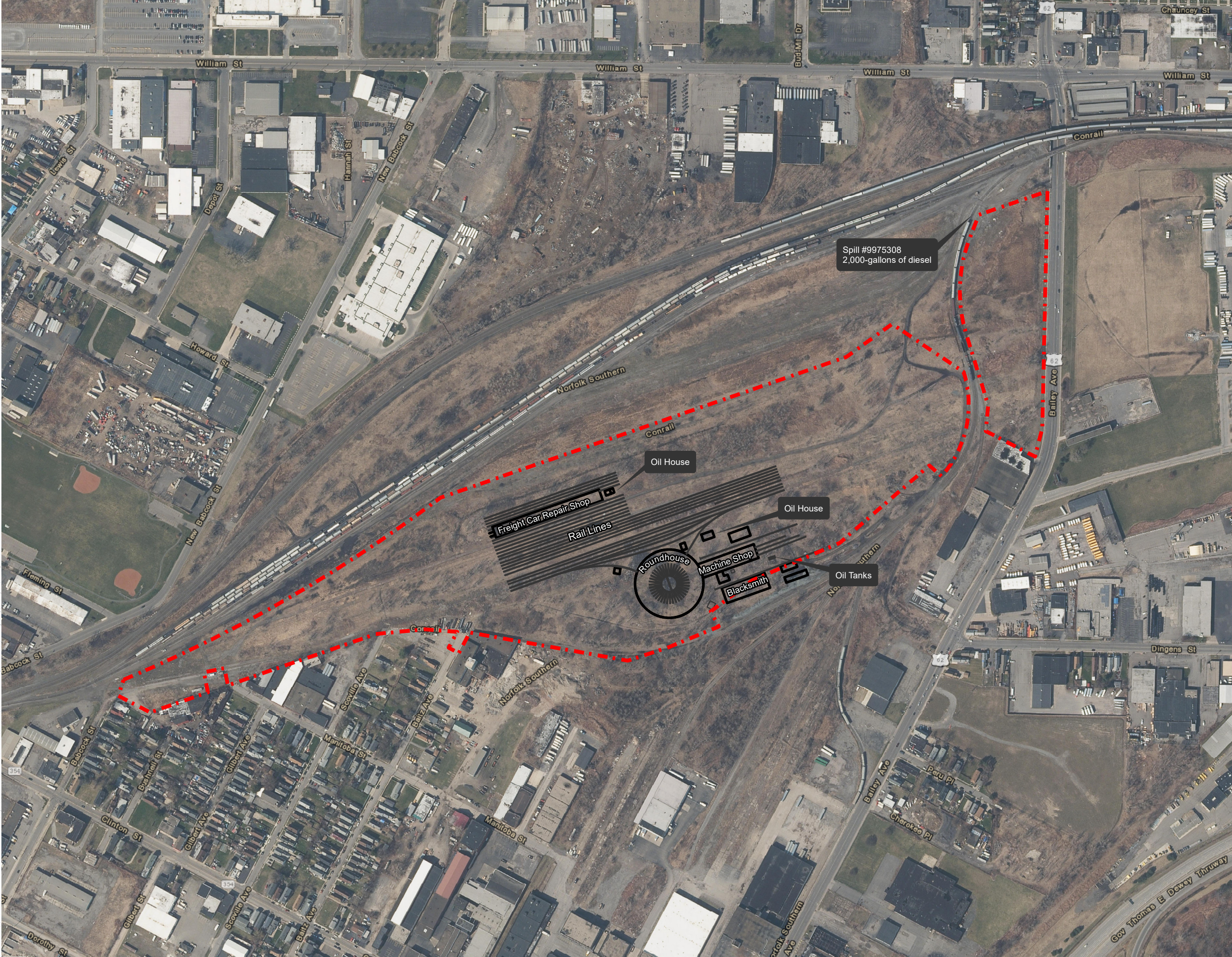
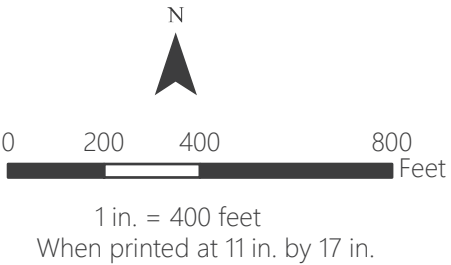
Sources: Created by C&S Engineers, Inc.



Figure 6

Historic Concerns

- Brownfield Cleanup Program (BCP)
Boundary
- Former Buildings/Structures
- Former Rail Lines



Tables

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

ANALYTE	SAMPLE ID:					BH-01			BH-02			BH-03			BH-04			BH-05			BH-05		
	COLLECTION DATE:					8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024		
	SAMPLE DEPTH:					1 FT			1 FT			1 FT			1 FT			1 FT			1 FT		
	SAMPLE MATRIX:					SOIL			SOIL			SOIL			SOIL			SOIL			SOIL		
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																		
	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL
VOCs																							
Methylene chloride	0.05	51	100	500	1000	ND		0.0053	ND		0.0061	ND		0.0036	ND		0.005	ND		0.0057	ND		0.0052
1,1-Dichloroethane	0.27	19	26	240	480	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Chloroform	0.37	10	49	350	700	ND		0.0016	ND		0.0018	ND		0.0011	ND		0.0015	ND		0.0017	ND		0.0015
Carbon tetrachloride	0.76	1.4	2.4	22	44	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
1,2-Dichloropropane	NA	NA	NA	NA	NA	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Dibromochloromethane	NA	NA	NA	NA	NA	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
1,1,2-Trichloroethane	NA	NA	NA	NA	NA	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Tetrachloroethene	1.3	5.5	19	150	300	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
Chlorobenzene	1.1	100	100	500	1000	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
Trichlorofluoromethane	NA	NA	NA	NA	NA	ND		0.0043	ND		0.0049	ND		0.0029	ND		0.004	ND		0.0046	ND		0.0041
1,2-Dichloroethane	0.02	2.3	3.1	30	60	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
1,1,1-Trichloroethane	0.68	100	100	500	1000	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
Bromodichloromethane	NA	NA	NA	NA	NA	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
trans-1,3-Dichloropropene	NA	NA	NA	NA	NA	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
cis-1,3-Dichloropropene	NA	NA	NA	NA	NA	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
Bromoform	NA	NA	NA	NA	NA	ND		0.0043	ND		0.0049	ND		0.0029	ND		0.004	ND		0.0046	ND		0.0041
1,1,2,2-Tetrachloroethane	NA	NA	NA	NA	NA	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
Benzene	0.06	2.9	4.8	44	89	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
Toluene	0.7	100	100	500	1000	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Ethylbenzene	1	30	41	390	780	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Chloromethane	NA	NA	NA	NA	NA	ND		0.0043	ND		0.0049	ND		0.0029	ND		0.004	ND		0.0046	ND		0.0041
Bromomethane	NA	NA	NA	NA	NA	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
Vinyl chloride	0.02	0.21	0.9	13	27	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Chloroethane	NA	NA	NA	NA	NA	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
1,1-Dichloroethene	0.33	100	100	500	1000	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
trans-1,2-Dichloroethene	0.19	100	100	500	1000	ND		0.0016	ND		0.0018	ND		0.0011	ND		0.0015	ND		0.0017	ND		0.0015
Trichloroethene	0.47	10	21	200	400	ND		0.00053	ND		0.00061	ND		0.00036	ND		0.0005	ND		0.00057	ND		0.00052
1,2-Dichlorobenzene	1.1	100	100	500	1000	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
1,3-Dichlorobenzene	2.4	17	49	280	560	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
1,4-Dichlorobenzene	1.8	9.8	13	130	250	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
Methyl tert butyl ether	0.93	62	100	500	1000	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
p/m-Xylene	NA	NA	NA	NA	NA	ND		0.0021	ND		0.0024	ND		0.0014	ND		0.002	ND		0.0023	ND		0.0021
o-Xylene	NA	NA	NA	NA	NA	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
cis-1,2-Dichloroethene	0.25	59	100	500	1000	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Styrene	NA	NA	NA	NA	NA	ND		0.0011	ND		0.0012	ND		0.00073	ND		0.001	ND		0.0011	ND		0.001
Dichlorodifluoromethane	NA	NA	NA	NA	NA	ND		0.011	ND		0.012	ND		0.0073	ND		0.01	ND		0.011	ND		0.01
Acetone	0.05	100	100	500	1000	ND		0.011	ND		0.012	ND		0.0073	ND		0.01	ND		0.011	ND		0.01
Carbon disulfide	NA	NA	NA	NA	NA	ND		0.011	ND		0.012	ND		0.0073	ND		0.01	ND		0.011	ND		0.01

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					BH-01		BH-02		BH-03		BH-04		BH-05		BH-05	
	COLLECTION DATE:					8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024	
	SAMPLE DEPTH:					1 FT		1 FT		1 FT		1 FT		1 FT		1 FT	
	SAMPLE MATRIX:					SOIL		SOIL		SOIL		SOIL		SOIL		SOIL	
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI												
2-Butanone	0.12	100	100	500	1000	ND	0.011	ND	0.012	ND	0.0073	ND	0.01	ND	0.011	ND	0.01
4-Methyl-2-pentanone	NA	NA	NA	NA	NA	ND	0.011	ND	0.012	ND	0.0073	ND	0.01	ND	0.011	ND	0.01
2-Hexanone	NA	NA	NA	NA	NA	ND	0.011	ND	0.012	ND	0.0073	ND	0.01	ND	0.011	ND	0.01
1,2-Dibromoethane	NA	NA	NA	NA	NA	ND	0.0011	ND	0.0012	ND	0.00073	ND	0.001	ND	0.0011	ND	0.001
n-Butylbenzene	12	100	100	500	1000	ND	0.0011	ND	0.0012	ND	0.00073	ND	0.001	ND	0.0011	ND	0.001
sec-Butylbenzene	11	100	100	500	1000	ND	0.0011	ND	0.0012	ND	0.00073	ND	0.001	ND	0.0011	ND	0.001
tert-Butylbenzene	5.9	100	100	500	1000	ND	0.0021	ND	0.0024	ND	0.0014	ND	0.002	ND	0.0023	ND	0.0021
1,2-Dibromo-3-chloropropane	NA	NA	NA	NA	NA	ND	0.0032	ND	0.0037	ND	0.0022	ND	0.003	ND	0.0034	ND	0.0031
Isopropylbenzene	NA	NA	NA	NA	NA	ND	0.0011	ND	0.0012	ND	0.00073	ND	0.001	ND	0.0011	ND	0.001
p-Isopropyltoluene	NA	NA	NA	NA	NA	ND	0.0011	ND	0.0012	ND	0.00073	ND	0.001	ND	0.0011	ND	0.001
Naphthalene	12	100	100	500	1000	ND	0.0043	ND	0.0049	ND	0.0029	ND	0.004	ND	0.0046	ND	0.0041
n-Propylbenzene	3.9	100	100	500	1000	ND	0.0011	ND	0.0012	ND	0.00073	ND	0.001	ND	0.0011	ND	0.001
1,2,4-Trichlorobenzene	NA	NA	NA	NA	NA	ND	0.0021	ND	0.0024	ND	0.0014	ND	0.002	ND	0.0023	ND	0.0021
1,3,5-Trimethylbenzene	8.4	47	52	190	380	ND	0.0021	ND	0.0024	ND	0.0014	ND	0.002	ND	0.0023	ND	0.0021
1,2,4-Trimethylbenzene	3.6	47	52	190	380	ND	0.0021	ND	0.0024	ND	0.0014	ND	0.002	ND	0.0023	ND	0.0021
Methyl Acetate	NA	NA	NA	NA	NA	ND	0.0043	ND	0.0049	ND	0.0029	ND	0.004	ND	0.0046	ND	0.0041
Cyclohexane	NA	NA	NA	NA	NA	ND	0.011	ND	0.012	ND	0.0073	ND	0.01	ND	0.011	ND	0.01
Freon-113	NA	NA	NA	NA	NA	ND	0.0043	ND	0.0049	ND	0.0029	ND	0.004	ND	0.0046	ND	0.0041
Methyl cyclohexane	NA	NA	NA	NA	NA	ND	0.0043	ND	0.0049	ND	0.0029	ND	0.004	ND	J 0.0046	0.002	- 0.0041
SVOCs																	
Acenaphthene	20	100	100	500	1000	ND	0.14	ND	0.16	ND	0.13	ND	0.73	0.077	J 0.15	-	-
Hexachlorobenzene	0.33	0.33	1.2	6	12	ND	0.1	ND	0.12	ND	0.1	ND	0.55	ND	0.11	-	-
Bis(2-chloroethyl)ether	NA	NA	NA	NA	NA	ND	0.15	ND	0.18	ND	0.15	ND	0.83	ND	0.17	-	-
2-Chloronaphthalene	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
3,3'-Dichlorobenzidine	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
2,4-Dinitrotoluene	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
2,6-Dinitrotoluene	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
Fluoranthene	100	100	100	500	1000	ND	0.1	0.33	0.12	0.21	0.1	0.53	J 0.55	0.96	0.11	-	-
4-Chlorophenyl phenyl ether	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
4-Bromophenyl phenyl ether	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
Bis(2-chloroisopropyl)ether	NA	NA	NA	NA	NA	ND	0.21	ND	0.24	ND	0.2	ND	1.1	ND	0.23	-	-
Bis(2-chloroethoxy)methane	NA	NA	NA	NA	NA	ND	0.18	ND	0.22	ND	0.18	ND	0.99	ND	0.2	-	-
Hexachlorobutadiene	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
Hexachlorocyclopentadiene	NA	NA	NA	NA	NA	ND	0.49	ND	0.57	ND	0.48	ND	2.6	ND	0.54	-	-
Hexachloroethane	NA	NA	NA	NA	NA	ND	0.14	ND	0.16	ND	0.13	ND	0.73	ND	0.15	-	-
Isophorone	NA	NA	NA	NA	NA	ND	0.15	ND	0.18	ND	0.15	ND	0.83	ND	0.17	-	-
Naphthalene	12	100	100	500	1000	ND	0.17	0.3	0.2	0.044	J 0.17	0.53	J 0.92	0.4	0.19	-	-
Nitrobenzene	NA	NA	NA	NA	NA	ND	0.15	ND	0.18	ND	0.15	ND	0.83	ND	0.17	-	-
NDPA/DPA	NA	NA	NA	NA	NA	ND	0.14	ND	0.16	ND	0.13	ND	0.73	ND	0.15	-	-
n-Nitrosodi-n-propylamine	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					BH-01		BH-02		BH-03		BH-04		BH-05		BH-05						
	COLLECTION DATE:					8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024						
	SAMPLE DEPTH:					1 FT		1 FT		1 FT		1 FT		1 FT		1 FT						
	SAMPLE MATRIX:					SOIL		SOIL		SOIL		SOIL		SOIL		SOIL						
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																	
Bis(2-ethylhexyl)phthalate	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-					
Butyl benzyl phthalate	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-					
Di-n-butylphthalate	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-					
Di-n-octylphthalate	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-					
Diethyl phthalate	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-					
Dimethyl phthalate	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-					
Benzo(a)anthracene	1	1	1	5.6	11	ND	0.1	0.32	0.12	0.11	0.1	0.35	J	0.55	0.58	0.11	-	-				
Benzo(a)pyrene	1	1	1	1	1.1	ND	0.14	0.23	0.16	0.14	0.13	0.29	J	0.73	0.6	0.15	-	-				
Benzo(b)fluoranthene	1	1	1	5.6	11	ND	0.1	0.41	0.12	0.23	0.1	0.49	J	0.55	1	0.11	-	-				
Benzo(k)fluoranthene	0.8	1	3.9	56	110	ND	0.1	0.09	J	0.12	0.07	J	0.1	ND	0.55	0.26	0.11	-	-			
Chrysene	1	1	3.9	56	110	ND	0.1	0.54	0.12	0.12	0.1	0.41	J	0.55	0.68	0.11	-	-				
Acenaphthylene	100	100	100	500	1000	ND	0.14	ND	0.16	0.053	J	0.13	ND	0.73	0.14	J	0.15	-	-			
Anthracene	100	100	100	500	1000	ND	0.1	0.09	J	0.12	ND	0.1	ND	0.55	0.21	0.11	-	-				
Benzo(ghi)perylene	100	100	100	500	1000	ND	0.14	0.2	0.16	0.099	J	0.13	0.29	J	0.73	0.38	0.15	-	-			
Fluorene	30	100	100	500	1000	ND	0.17	0.046	J	0.2	ND	0.17	ND	0.92	0.11	J	0.19	-	-			
Phenanthrene	100	100	100	500	1000	ND	0.1	0.79	0.12	0.1	0.1	0.8	0.55	1.4	0.11	-	-	-	-			
Dibenzo(a,h)anthracene	0.33	0.33	0.33	0.56	1.1	ND	0.1	0.077	J	0.12	0.025	J	0.1	ND	0.55	0.11	0.11	-	-			
Indeno(1,2,3-cd)pyrene	0.5	0.5	0.5	5.6	11	ND	0.14	0.13	J	0.16	0.11	J	0.13	0.25	J	0.73	0.4	0.15	-	-		
Pyrene	100	100	100	500	1000	ND	0.1	0.41	0.12	0.19	0.1	0.49	J	0.55	0.88	0.11	-	-	-	-		
Biphenyl	NA	NA	NA	NA	NA	ND	0.39	0.052	J	0.45	ND	0.38	ND	2.1	0.09	J	0.43	-	-	-	-	
4-Chloroaniline	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
2-Nitroaniline	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
3-Nitroaniline	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
4-Nitroaniline	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
Dibenzofuran	7	14	59	350	1000	ND	0.17	0.14	J	0.2	0.022	J	0.17	0.2	J	0.92	0.24	0.19	-	-	-	-
2-Methylnaphthalene	NA	NA	NA	NA	NA	ND	0.21	0.54	0.24	0.07	J	0.2	1.4	1.1	0.64	0.23	-	-	-	-	-	
1,2,4,5-Tetrachlorobenzene	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
Acetophenone	NA	NA	NA	NA	NA	ND	0.17	0.086	J	0.2	ND	0.17	ND	0.92	0.11	J	0.19	-	-	-	-	
2,4,6-Trichlorophenol	NA	NA	NA	NA	NA	ND	0.1	ND	0.12	ND	0.1	ND	0.55	ND	0.11	-	-	-	-	-	-	
p-Chloro-m-cresol	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
2-Chlorophenol	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
2,4-Dichlorophenol	NA	NA	NA	NA	NA	ND	0.15	ND	0.18	ND	0.15	ND	0.83	ND	0.17	-	-	-	-	-	-	
2,4-Dimethylphenol	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
2-Nitrophenol	NA	NA	NA	NA	NA	ND	0.37	ND	0.43	ND	0.36	ND	2	ND	0.41	-	-	-	-	-	-	
4-Nitrophenol	NA	NA	NA	NA	NA	ND	0.24	ND	0.28	ND	0.23	ND	1.3	ND	0.27	-	-	-	-	-	-	
2,4-Dinitrophenol	NA	NA	NA	NA	NA	ND	0.83	ND	0.96	ND	0.8	ND	4.4	ND	0.91	-	-	-	-	-	-	
4,6-Dinitro-o-cresol	NA	NA	NA	NA	NA	ND	0.45	ND	0.52	ND	0.43	ND	2.4	ND	0.49	-	-	-	-	-	-	
Pentachlorophenol	0.8	2.4	6.7	6.7	55	ND	0.14	ND	0.16	ND	0.13	ND	0.73	ND	0.15	-	-	-	-	-	-	
Phenol	0.33	100	100	500	1000	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	
2-Methylphenol	0.33	100	100	500	1000	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-	-	-	-	-	

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					BH-01		BH-02		BH-03		BH-04		BH-05		BH-05	
	COLLECTION DATE:					8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024	
	SAMPLE DEPTH:					1 FT		1 FT		1 FT		1 FT		1 FT		1 FT	
	SAMPLE MATRIX:					SOIL		SOIL		SOIL		SOIL		SOIL		SOIL	
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI												
3-Methylphenol/4-Methylphenol	0.33	34	100	500	1000	ND	0.25	ND	0.29	ND	0.24	ND	1.3	ND	0.27	-	-
2,4,5-Trichlorophenol	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
Carbazole	NA	NA	NA	NA	NA	ND	0.17	0.037	J	0.2	ND	0.17	ND	0.92	0.1	J	0.19
Atrazine	NA	NA	NA	NA	NA	ND	0.14	ND	0.16	ND	0.13	ND	0.73	ND	0.15	-	-
Benzaldehyde	NA	NA	NA	NA	NA	ND	0.23	0.32	0.26	0.061	J	0.22	ND	1.2	0.33	0.25	-
Caprolactam	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
2,3,4,6-Tetrachlorophenol	NA	NA	NA	NA	NA	ND	0.17	ND	0.2	ND	0.17	ND	0.92	ND	0.19	-	-
TOTAL METALS																	
Aluminum, Total	NA	NA	NA	NA	NA	2820	8.04	3020	9.39	3020	8.17	5520	17.8	1440	17.8	-	-
Antimony, Total	NA	NA	NA	NA	NA	0.991	J	4.02	1.49	J	4.7	0.434	J	4.08	4.83	4.44	3.23
Arsenic, Total	13	16	16	16	16	2.83	0.804	11.8	0.939	6.02	0.817	83.8	0.888	41.5	0.891	-	-
Barium, Total	350	350	400	400	10000	12.8	0.804	52.8	0.939	19.7	0.817	105	0.888	92.6	0.891	-	-
Beryllium, Total	7.2	14	72	590	2700	0.145	J	0.402	0.641	0.47	0.177	J	0.408	0.858	0.444	0.335	J
Cadmium, Total	2.5	2.5	4.3	9.3	60	0.142	J	0.804	0.362	J	0.939	0.178	J	0.817	1.48	0.888	0.184
Calcium, Total	NA	NA	NA	NA	NA	35500	8.04	4180	9.39	50300	8.17	13400	8.88	4550	8.91	-	-
Chromium, Total	NA	NA	NA	NA	NA	5.01	0.804	8.71	0.939	6.2	0.817	30.7	0.888	8.01	0.891	-	-
Cobalt, Total	NA	NA	NA	NA	NA	3.08	1.61	5.07	1.88	3.56	1.63	7.36	1.78	3.51	1.78	-	-
Copper, Total	50	270	270	270	10000	13.2	0.804	42.4	0.939	19	0.817	157	0.888	46.4	0.891	-	-
Iron, Total	NA	NA	NA	NA	NA	8310	4.02	28000	4.7	9930	4.08	39900	4.44	38300	4.46	-	-
Lead, Total	63	400	400	1000	3900	7.91	4.02	48.4	4.7	16	4.08	321	4.44	88.9	4.46	-	-
Magnesium, Total	NA	NA	NA	NA	NA	8640	8.04	365	9.39	11000	8.17	3370	8.88	974	8.91	-	-
Manganese, Total	1600	2000	2000	10000	10000	260	0.804	173	0.939	286	0.817	521	0.888	170	0.891	-	-
Mercury, Total	0.18	0.81	0.81	2.8	5.7	ND	0.076	0.366	0.079	ND	0.069	0.329	0.076	0.304	0.081	-	-
Nickel, Total	30	140	310	310	10000	9.09	2.01	14	2.35	10.9	2.04	22.8	2.22	7.78	2.23	-	-
Potassium, Total	NA	NA	NA	NA	NA	247	201	272	235	270	204	445	222	425	223	-	-
Selenium, Total	3.9	36	180	1500	6800	ND	1.61	1.45	J	1.88	0.218	J	1.63	2.25	1.78	3.2	1.78
Silver, Total	2	36	180	1500	6800	ND	0.402	ND	0.47	ND	0.408	0.297	J	0.444	ND	0.446	-
Sodium, Total	NA	NA	NA	NA	NA	54.4	J	161	53.4	J	188	64.1	J	178	122	J	178
Thallium, Total	NA	NA	NA	NA	NA	0.473	J	1.61	0.425	J	1.88	0.609	J	1.63	0.717	J	1.78
Vanadium, Total	NA	NA	NA	NA	NA	9.05	0.804	11.2	0.939	8.76	0.817	17.7	0.888	10.9	0.891	-	-
Zinc, Total	109	2200	10000	10000	10000	35.2	4.02	69.2	4.7	45.4	4.08	823	4.44	48	4.46	-	-
GENERAL CHEMISTRY																	
Solids, Total	NA	NA	NA	NA	NA	96	0.1	81.7	0.1	97.4	0.1	88.6	0.1	86.9	0.1	-	-

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

ANALYTE	SAMPLE ID: COLLECTION DATE: SAMPLE DEPTH: SAMPLE MATRIX:					BH-06 8/22/2024 1 FT SOIL			BH-07 8/22/2024 1 FT SOIL			BH-08 8/22/2024 1 FT SOIL			BH-09 8/22/2024 1 FT SOIL			BH-10 8/22/2024 1 FT SOIL			BH-11 8/22/2024 1 FT SOIL		
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL
	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)																		
VOCs																							
Methylene chloride	0.05	51	100	500	1000	ND		0.006	ND		0.0059	ND		0.0057	ND		0.0057	ND		0.0084	ND		0.0067
1,1-Dichloroethane	0.27	19	26	240	480	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
Chloroform	0.37	10	49	350	700	ND		0.0018	ND		0.0018	ND		0.0017	ND		0.0017	0.00092	J	0.0025	ND		0.002
Carbon tetrachloride	0.76	1.4	2.4	22	44	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
1,2-Dichloropropane	NA	NA	NA	NA	NA	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
Dibromochloromethane	NA	NA	NA	NA	NA	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
1,1,2-Trichloroethane	NA	NA	NA	NA	NA	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
Tetrachloroethene	1.3	5.5	19	150	300	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	ND		0.00067
Chlorobenzene	1.1	100	100	500	1000	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	ND		0.00067
Trichlorofluoromethane	NA	NA	NA	NA	NA	ND		0.0048	ND		0.0047	ND		0.0045	ND		0.0046	ND		0.0067	ND		0.0053
1,2-Dichloroethane	0.02	2.3	3.1	30	60	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
1,1,1-Trichloroethane	0.68	100	100	500	1000	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	ND		0.00067
Bromodichloromethane	NA	NA	NA	NA	NA	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	0.00052	J	0.00084	ND		0.00067
trans-1,3-Dichloropropene	NA	NA	NA	NA	NA	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
cis-1,3-Dichloropropene	NA	NA	NA	NA	NA	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	ND		0.00067
Bromoform	NA	NA	NA	NA	NA	ND		0.0048	ND		0.0047	ND		0.0045	ND		0.0046	ND		0.0067	ND		0.0053
1,1,2,2-Tetrachloroethane	NA	NA	NA	NA	NA	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	ND		0.00067
Benzene	0.06	2.9	4.8	44	89	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	0.00038	J	0.00067
Toluene	0.7	100	100	500	1000	0.00076	J	0.0012	ND		0.0012	ND		0.0011	0.00083	J	0.0011	ND		0.0017	ND		0.0013
Ethylbenzene	1	30	41	390	780	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	0.00023	J	0.0013
Chloromethane	NA	NA	NA	NA	NA	ND		0.0048	ND		0.0047	ND		0.0045	ND		0.0046	ND		0.0067	ND		0.0053
Bromomethane	NA	NA	NA	NA	NA	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	ND		0.0027
Vinyl chloride	0.02	0.21	0.9	13	27	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
Chloroethane	NA	NA	NA	NA	NA	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	ND		0.0027
1,1-Dichloroethene	0.33	100	100	500	1000	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
trans-1,2-Dichloroethene	0.19	100	100	500	1000	ND		0.0018	ND		0.0018	ND		0.0017	ND		0.0017	ND		0.0025	ND		0.002
Trichloroethene	0.47	10	21	200	400	ND		0.0006	ND		0.00059	ND		0.00057	ND		0.00057	ND		0.00084	ND		0.00067
1,2-Dichlorobenzene	1.1	100	100	500	1000	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	ND		0.0027
1,3-Dichlorobenzene	2.4	17	49	280	560	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	ND		0.0027
1,4-Dichlorobenzene	1.8	9.8	13	130	250	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	ND		0.0027
Methyl tert butyl ether	0.93	62	100	500	1000	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	ND		0.0027
p/m-Xylene	NA	NA	NA	NA	NA	ND		0.0024	ND		0.0023	ND		0.0023	ND		0.0023	ND		0.0033	0.0032		0.0027
o-Xylene	NA	NA	NA	NA	NA	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	0.0023		0.0013
cis-1,2-Dichloroethene	0.25	59	100	500	1000	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	ND		0.0013
Styrene	NA	NA	NA	NA	NA	ND		0.0012	ND		0.0012	ND		0.0011	ND		0.0011	ND		0.0017	0.0009	J	0.0013
Dichlorodifluoromethane	NA	NA	NA	NA	NA	ND		0.012	ND		0.012	ND		0.011	ND		0.011	ND		0.017	ND		0.013
Acetone	0.05	100	100	500	1000	ND		0.012	ND		0.012	ND		0.011	ND		0.011	ND		0.017	ND		0.013
Carbon disulfide	NA	NA	NA	NA	NA	ND		0.012	ND		0.012	ND		0.011	ND		0.011	ND		0.017	ND		0.013

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Soil Data Summary
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	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI												
2-Butanone	0.12	100	100	500	1000	ND	0.012	ND	0.012	ND	0.011	ND	0.011	ND	0.017	ND	0.013
4-Methyl-2-pentanone	NA	NA	NA	NA	NA	ND	0.012	ND	0.012	ND	0.011	ND	0.011	ND	0.017	ND	0.013
2-Hexanone	NA	NA	NA	NA	NA	ND	0.012	ND	0.012	ND	0.011	ND	0.011	ND	0.017	ND	0.013
1,2-Dibromoethane	NA	NA	NA	NA	NA	ND	0.0012	ND	0.0012	ND	0.0011	ND	0.0011	ND	0.0017	ND	0.0013
n-Butylbenzene	12	100	100	500	1000	ND	0.0012	ND	0.0012	ND	0.0011	ND	0.0011	ND	0.0017	ND	J 0.0013
sec-Butylbenzene	11	100	100	500	1000	ND	0.0012	ND	0.0012	ND	0.0011	ND	0.0011	ND	0.0017	ND	J 0.0013
tert-Butylbenzene	5.9	100	100	500	1000	ND	0.0024	ND	0.0023	ND	0.0023	ND	0.0023	ND	0.0033	ND	0.0027
1,2-Dibromo-3-chloropropane	NA	NA	NA	NA	NA	ND	0.0036	ND	0.0035	ND	0.0034	ND	0.0034	ND	0.005	ND	0.004
Isopropylbenzene	NA	NA	NA	NA	NA	ND	0.0012	ND	0.0012	ND	0.0011	ND	0.0011	ND	0.0017	0.0012 J	0.0013
p-Isopropyltoluene	NA	NA	NA	NA	NA	ND	0.0012	ND	0.0012	ND	0.0011	0.00085 J	0.0011	ND	0.0017	0.0014 J	0.0013
Naphthalene	12	100	100	500	1000	ND	0.0048	ND	0.0047	ND	0.0045	ND	0.0046	0.0042 J	0.0067	0.8 E	0.0053
n-Propylbenzene	3.9	100	100	500	1000	ND	0.0012	ND	0.0012	ND	0.0011	ND	0.0011	ND	0.0017	ND	0.0013
1,2,4-Trichlorobenzene	NA	NA	NA	NA	NA	ND	0.0024	ND	0.0023	ND	0.0023	ND	0.0023	ND	0.0033	ND	0.0027
1,3,5-Trimethylbenzene	8.4	47	52	190	380	ND	0.0024	ND	0.0023	ND	0.0023	ND	0.0023	ND	0.0033	0.0094 J	0.0027
1,2,4-Trimethylbenzene	3.6	47	52	190	380	ND	0.0024	ND	0.0023	ND	0.0023	ND	0.0023	ND	0.0033	0.012	0.0027
Methyl Acetate	NA	NA	NA	NA	NA	ND	0.0048	ND	0.0047	ND	0.0045	ND	0.0046	ND	0.0067	ND	0.0053
Cyclohexane	NA	NA	NA	NA	NA	ND	0.012	ND	0.012	ND	0.011	ND	0.011	ND	0.017	0.0021 J	0.013
Freon-113	NA	NA	NA	NA	NA	ND	0.0048	ND	0.0047	ND	0.0045	ND	0.0046	ND	0.0067	ND	0.0053
Methyl cyclohexane	NA	NA	NA	NA	NA	ND	0.0048	ND	0.0047	ND	0.0045	ND	0.0046	ND	0.0067	0.0027 J	0.0053
SVOCs																	
Acenaphthene	20	100	100	500	1000	0.22	0.16	1.4	0.76	0.049 J	0.15	0.35 J	1.5	1.7	1.5	41	1.6
Hexachlorobenzene	0.33	0.33	1.2	6	12	ND	0.12	ND	0.57	ND	0.11	ND	1.1	ND	1.2	ND	1.2
Bis(2-chloroethyl)ether	NA	NA	NA	NA	NA	ND	0.18	ND	0.85	ND	0.16	ND	1.7	ND	1.7	ND	1.7
2-Chloronaphthalene	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
3,3'-Dichlorobenzidine	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
2,4-Dinitrotoluene	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
2,6-Dinitrotoluene	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
Fluoranthene	100	100	100	500	1000	3.9	0.12	16	0.57	1	0.11	6.8	1.1	38	1.2	320 E	1.2
4-Chlorophenyl phenyl ether	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
4-Bromophenyl phenyl ether	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
Bis(2-chloroisopropyl)ether	NA	NA	NA	NA	NA	ND	0.24	ND	1.1	ND	0.22	ND	2.2	ND	2.3	ND	2.3
Bis(2-chloroethoxy)methane	NA	NA	NA	NA	NA	ND	0.21	ND	1	ND	0.2	ND	2	ND	2.1	ND	2.1
Hexachlorobutadiene	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
Hexachlorocyclopentadiene	NA	NA	NA	NA	NA	ND	0.57	ND	2.7	ND	0.52	ND	5.4	ND	5.5	ND	5.5
Hexachloroethane	NA	NA	NA	NA	NA	ND	0.16	ND	0.76	ND	0.15	ND	1.5	ND	1.5	ND	1.6
Isophorone	NA	NA	NA	NA	NA	ND	0.18	ND	0.85	ND	0.16	ND	1.7	ND	1.7	ND	1.7
Naphthalene	12	100	100	500	1000	0.23	0.2	1.2	0.95	0.34	0.18	0.51 J	1.9	2.3	1.9	100 E	1.9
Nitrobenzene	NA	NA	NA	NA	NA	ND	0.18	ND	0.85	ND	0.16	ND	1.7	ND	1.7	ND	1.7
NDPA/DPA	NA	NA	NA	NA	NA	ND	0.16	ND	0.76	ND	0.15	ND	1.5	ND	1.5	ND	1.6
n-Nitrosodi-n-propylamine	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9

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Soil Data Summary
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	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI													
Bis(2-ethylhexyl)phthalate	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Butyl benzyl phthalate	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Di-n-butylphthalate	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Di-n-octylphthalate	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Diethyl phthalate	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Dimethyl phthalate	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Benzo(a)anthracene	1	1	1	5.6	11	1.6	0.12	6.4	0.57	0.44	0.11	3	1.1	17	1.2	180	E	1.2
Benzo(a)pyrene	1	1	1	1	1.1	1.6	0.16	5.6	0.76	0.4	0.15	2.9	1.5	16	1.5	120	E	1.6
Benzo(b)fluoranthene	1	1	1	5.6	11	2.1	0.12	8.1	0.57	0.62	0.11	4	1.1	25	1.2	170	E	1.2
Benzo(k)fluoranthene	0.8	1	3.9	56	110	0.68	0.12	1.9	0.57	0.14	0.11	1.2	1.1	6.3	1.2	37		1.2
Chrysene	1	1	3.9	56	110	1.5	0.12	5.7	0.57	0.47	0.11	2.8	1.1	16	1.2	140	E	1.2
Acenaphthylene	100	100	100	500	1000	0.055	J	0.16	ND	0.76	0.061	J	0.15	ND	1.5	62		1.6
Anthracene	100	100	100	500	1000	0.56		0.12	3.6	0.57	0.2		0.11	1	J	180	E	1.2
Benzo(ghi)perylene	100	100	100	500	1000	1		0.16	3.8	0.76	0.37		0.15	2.1		68		1.6
Fluorene	30	100	100	500	1000	0.18	J	0.2	1.6	0.95	0.077	J	0.18	0.4	J	120	E	1.9
Phenanthrene	100	100	100	500	1000	2.4		0.12	14	0.57	0.95		0.11	4.2		360	E	1.2
Dibenzo(a,h)anthracene	0.33	0.33	0.33	0.56	1.1	0.25	0.12	0.84	0.57	0.086	J	0.11		0.45	J	24		1.2
Indeno(1,2,3-cd)pyrene	0.5	0.5	0.5	5.6	11	1.1	0.16	3.8	0.76	0.36	0.15	2	1.5	11	1.5	62		1.6
Pyrene	100	100	100	500	1000	3.3	0.12	12	0.57	0.84	0.11	5.6	1.1	30	1.2	270	E	1.2
Biphenyl	NA	NA	NA	NA	NA	0.037	J	0.45	0.24	J	2.2	0.095	J	0.42		10		4.4
4-Chloroaniline	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
2-Nitroaniline	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
3-Nitroaniline	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
4-Nitroaniline	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Dibenzofuran	7	14	59	350	1000	0.14	J	0.2	1.3	0.95	0.14	J	0.18	0.32	J	84	E	1.9
2-Methylnaphthalene	NA	NA	NA	NA	NA	0.33	0.24	1.1	1.1	0.76	0.22	0.69	J	1.8	J	60		2.3
1,2,4,5-Tetrachlorobenzene	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
Acetophenone	NA	NA	NA	NA	NA	0.055	J	0.2	ND	0.95	ND	0.18	1.9	ND	1.9	ND		1.9
2,4,6-Trichlorophenol	NA	NA	NA	NA	NA	ND	0.12	ND	0.57	ND	0.11	ND	1.1	ND	1.2	ND		1.2
p-Chloro-m-cresol	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
2-Chlorophenol	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
2,4-Dichlorophenol	NA	NA	NA	NA	NA	ND	0.18	ND	0.85	ND	0.16	ND	1.7	ND	1.7	ND		1.7
2,4-Dimethylphenol	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND		1.9
2-Nitrophenol	NA	NA	NA	NA	NA	ND	0.43	ND	2	ND	0.4	ND	4.1	ND	4.1	ND		4.2
4-Nitrophenol	NA	NA	NA	NA	NA	ND	0.28	ND	1.3	ND	0.26	ND	2.6	ND	2.7	ND		2.7
2,4-Dinitrophenol	NA	NA	NA	NA	NA	ND	0.95	ND	4.6	ND	0.88	ND	9	ND	9.2	ND		9.3
4,6-Dinitro-o-cresol	NA	NA	NA	NA	NA	ND	0.52	ND	2.5	ND	0.48	ND	4.9	ND	5	ND		5
Pentachlorophenol	0.8	2.4	6.7	6.7	55	ND	0.16	ND	0.76	ND	0.15	ND	1.5	ND	1.5	ND		1.6
Phenol	0.33	100	100	500	1000	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	0.67	J	1.9
2-Methylphenol	0.33	100	100	500	1000	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	0.3	J	1.9

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	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI												
3-Methylphenol/4-Methylphenol	0.33	34	100	500	1000	ND	0.28	ND	1.4	ND	0.26	ND	2.7	ND	2.8	0.77	J 2.8
2,4,5-Trichlorophenol	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
Carbazole	NA	NA	NA	NA	NA	0.24	0.2	1.6	0.95	0.077	J 0.18	0.49	J 1.9	2.7	1.9	51	1.9
Atrazine	NA	NA	NA	NA	NA	ND	0.16	ND	0.76	ND	0.15	ND	1.5	ND	1.5	ND	1.6
Benzaldehyde	NA	NA	NA	NA	NA	ND	0.26	ND	1.2	ND	0.24	ND	2.5	ND	2.5	ND	2.6
Caprolactam	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
2,3,4,6-Tetrachlorophenol	NA	NA	NA	NA	NA	ND	0.2	ND	0.95	ND	0.18	ND	1.9	ND	1.9	ND	1.9
TOTAL METALS																	
Aluminum, Total	NA	NA	NA	NA	NA	4120	18.7	3000	17.6	3880	17.1	4270	8.82	1680	17.8	3130	18
Antimony, Total	NA	NA	NA	NA	NA	24.8	9.35	20.9	4.4	9.19	4.28	25.2	4.41	8.16	J 8.9	23.4	8.98
Arsenic, Total	13	16	16	16	16	44.2	1.87	14.7	0.879	34.7	0.856	29.4	0.882	10.8	1.78	18.9	1.8
Barium, Total	350	350	400	400	10000	182	1.87	74.2	0.879	57.8	0.856	125	0.882	98.3	1.78	102	1.8
Beryllium, Total	7.2	14	72	590	2700	1.05	0.935	0.293	J 0.44	0.434	0.428	0.72	0.441	0.315	J 0.89	0.693	J 0.898
Cadmium, Total	2.5	2.5	4.3	9.3	60	0.434	J 1.87	0.444	J 0.879	0.296	J 0.856	0.694	J 0.882	ND	1.78	0.455	J 1.8
Calcium, Total	NA	NA	NA	NA	NA	5930	18.7	50600	8.79	35200	8.56	27500	8.82	101000	17.8	74700	18
Chromium, Total	NA	NA	NA	NA	NA	12.9	1.87	7.81	0.879	6.72	0.856	13.3	0.882	33.7	1.78	21	1.8
Cobalt, Total	NA	NA	NA	NA	NA	10.6	3.74	2.85	1.76	3.47	1.71	5.71	1.76	3.62	3.56	7.35	3.59
Copper, Total	50	270	270	270	10000	560	1.87	312	0.879	339	0.856	325	0.882	135	1.78	179	1.8
Iron, Total	NA	NA	NA	NA	NA	51800	9.35	14200	4.4	17700	4.28	27700	4.41	19100	8.9	61000	8.98
Lead, Total	63	400	400	1000	3900	732	9.35	834	4.4	241	4.28	569	4.41	185	8.9	686	8.98
Magnesium, Total	NA	NA	NA	NA	NA	2110	18.7	4640	8.79	3380	8.56	3760	8.82	5900	17.8	4760	18
Manganese, Total	1600	2000	2000	10000	10000	203	1.87	200	0.879	145	0.856	304	0.882	196	1.78	593	1.8
Mercury, Total	0.18	0.81	0.81	2.8	5.7	0.353	0.082	0.1	0.074	0.234	0.076	0.335	0.085	0.283	0.078	0.395	0.086
Nickel, Total	30	140	310	310	10000	29.4	4.67	10.6	2.2	11.7	2.14	17	2.2	12.5	4.45	23.4	4.49
Potassium, Total	NA	NA	NA	NA	NA	382	J 467	309	220	230	214	376	220	267	J 445	367	J 449
Selenium, Total	3.9	36	180	1500	6800	3.79	3.74	1.61	J 1.76	1.84	1.71	1.82	1.76	0.657	J 3.56	0.974	J 3.59
Silver, Total	2	36	180	1500	6800	ND	0.935	ND	0.44	ND	0.428	0.274	J 0.441	ND	0.89	ND	0.898
Sodium, Total	NA	NA	NA	NA	NA	75.4	J 374	108	J 176	59	J 171	90.3	J 176	107	J 356	159	J 359
Thallium, Total	NA	NA	NA	NA	NA	0.923	J 3.74	0.511	J 1.76	0.619	J 1.71	0.422	J 1.76	ND	3.56	ND	3.59
Vanadium, Total	NA	NA	NA	NA	NA	22.9	1.87	9.92	0.879	11.4	0.856	16	0.882	7.36	1.78	17.4	1.8
Zinc, Total	109	2200	10000	10000	10000	140	9.35	118	4.4	114	4.28	210	4.41	76.8	8.9	277	8.98
GENERAL CHEMISTRY																	
Solids, Total	NA	NA	NA	NA	NA	83.9	0.1	86.9	0.1	89.1	0.1	88.2	0.1	86	0.1	85.7	0.1

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

ANALYTE	SAMPLE ID:					BH-12			SS-01			SS-02			SS-03			SS-04			SS-05			SS-06		
	COLLECTION DATE:					8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024		
	SAMPLE DEPTH:					1 FT			0-2"			0-2"			0-2"			0-2"			0-2"			0-2"		
	SAMPLE MATRIX:					SOIL			SOIL			SOIL			SOIL			SOIL			SOIL			SOIL		
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																					
	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL
VOCs																										
Methylene chloride	0.05	51	100	500	1000	ND		0.0057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1-Dichloroethane	0.27	19	26	240	480	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chloroform	0.37	10	49	350	700	ND		0.0017	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carbon tetrachloride	0.76	1.4	2.4	22	44	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dichloropropane	NA	NA	NA	NA	NA	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dibromochloromethane	NA	NA	NA	NA	NA	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1,2-Trichloroethane	NA	NA	NA	NA	NA	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tetrachloroethene	1.3	5.5	19	150	300	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chlorobenzene	1.1	100	100	500	1000	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trichlorofluoromethane	NA	NA	NA	NA	NA	ND		0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dichloroethane	0.02	2.3	3.1	30	60	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1,1-Trichloroethane	0.68	100	100	500	1000	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bromodichloromethane	NA	NA	NA	NA	NA	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
trans-1,3-Dichloropropene	NA	NA	NA	NA	NA	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
cis-1,3-Dichloropropene	NA	NA	NA	NA	NA	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bromoform	NA	NA	NA	NA	NA	ND		0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1,2,2-Tetrachloroethane	NA	NA	NA	NA	NA	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Benzene	0.06	2.9	4.8	44	89	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Toluene	0.7	100	100	500	1000	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ethylbenzene	1	30	41	390	780	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chloromethane	NA	NA	NA	NA	NA	ND		0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bromomethane	NA	NA	NA	NA	NA	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vinyl chloride	0.02	0.21	0.9	13	27	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chloroethane	NA	NA	NA	NA	NA	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1-Dichloroethene	0.33	100	100	500	1000	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
trans-1,2-Dichloroethene	0.19	100	100	500	1000	ND		0.0017	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trichloroethene	0.47	10	21	200	400	ND		0.00057	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dichlorobenzene	1.1	100	100	500	1000	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,3-Dichlorobenzene	2.4	17	49	280	560	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,4-Dichlorobenzene	1.8	9.8	13	130	250	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Methyl tert butyl ether	0.93	62	100	500	1000	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
p/m-Xylene	NA	NA	NA	NA	NA	ND		0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
o-Xylene	NA	NA	NA	NA	NA	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
cis-1,2-Dichloroethene	0.25	59	100	500	1000	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Styrene	NA	NA	NA	NA	NA	ND		0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dichlorodifluoromethane	NA	NA	NA	NA	NA	ND		0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Acetone	0.05	100	100	500	1000	ND		0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carbon disulfide	NA	NA	NA	NA	NA	ND		0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					BH-12		SS-01			SS-02			SS-03			SS-04			SS-05			SS-06		
	COLLECTION DATE:					8/22/2024		8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024					
	SAMPLE DEPTH:					1 FT		0-2"			0-2"			0-2"			0-2"			0-2"					
	SAMPLE MATRIX:					SOIL		SOIL			SOIL			SOIL			SOIL			SOIL					
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																				
2-Butanone	0.12	100	100	500	1000	ND	0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
4-Methyl-2-pentanone	NA	NA	NA	NA	NA	ND	0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
2-Hexanone	NA	NA	NA	NA	NA	ND	0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
1,2-Dibromoethane	NA	NA	NA	NA	NA	ND	0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
n-Butylbenzene	12	100	100	500	1000	ND	0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
sec-Butylbenzene	11	100	100	500	1000	ND	0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
tert-Butylbenzene	5.9	100	100	500	1000	ND	0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
1,2-Dibromo-3-chloropropane	NA	NA	NA	NA	NA	ND	0.0034	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Isopropylbenzene	NA	NA	NA	NA	NA	ND	0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
p-Isopropyltoluene	NA	NA	NA	NA	NA	ND	0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Naphthalene	12	100	100	500	1000	ND	0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
n-Propylbenzene	3.9	100	100	500	1000	ND	0.0011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
1,2,4-Trichlorobenzene	NA	NA	NA	NA	NA	ND	0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
1,3,5-Trimethylbenzene	8.4	47	52	190	380	ND	0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
1,2,4-Trimethylbenzene	3.6	47	52	190	380	ND	0.0023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Methyl Acetate	NA	NA	NA	NA	NA	ND	0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Cyclohexane	NA	NA	NA	NA	NA	ND	0.011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Freon-113	NA	NA	NA	NA	NA	ND	0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Methyl cyclohexane	NA	NA	NA	NA	NA	ND	0.0046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SVOCs																									
Acenaphthene	20	100	100	500	1000	ND	1.5	ND	0.15	ND	0.17	0.37	0.14	0.27	J	0.78	0.037	J	0.14	ND		0.15			
Hexachlorobenzene	0.33	0.33	1.2	6	12	ND	1.1	ND	0.11	ND	0.13	ND	0.1	ND		0.59	ND		0.1	ND		0.11			
Bis(2-chloroethyl)ether	NA	NA	NA	NA	NA	ND	1.7	ND	0.17	ND	0.19	ND	0.16	ND		0.88	ND		0.16	ND		0.17			
2-Chloronaphthalene	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
3,3'-Dichlorobenzidine	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
2,4-Dinitrotoluene	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
2,6-Dinitrotoluene	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
Fluoranthene	100	100	100	500	1000	3	1.1	0.17	0.11	0.7	0.13	3.8	0.1	4		0.59	1.9		0.1	0.74		0.11			
4-Chlorophenyl phenyl ether	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
4-Bromophenyl phenyl ether	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
Bis(2-chloroisopropyl)ether	NA	NA	NA	NA	NA	ND	2.2	ND	0.22	ND	0.25	ND	0.21	ND		1.2	ND		0.21	ND		0.22			
Bis(2-chloroethoxy)methane	NA	NA	NA	NA	NA	ND	2	ND	0.2	ND	0.23	ND	0.19	ND		1	ND		0.19	ND		0.2			
Hexachlorobutadiene	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			
Hexachlorocyclopentadiene	NA	NA	NA	NA	NA	ND	5.3	ND	0.54	ND	0.6	ND	0.49	ND		2.8	ND		0.5	ND		0.53			
Hexachloroethane	NA	NA	NA	NA	NA	ND	1.5	ND	0.15	ND	0.17	ND	0.14	ND		0.78	ND		0.14	ND		0.15			
Isophorone	NA	NA	NA	NA	NA	ND	1.7	ND	0.17	ND	0.19	ND	0.16	ND		0.88	ND		0.16	ND		0.17			
Naphthalene	12	100	100	500	1000	0.71	J	1.9	0.14	J	0.19	0.6	0.21	0.36		0.17	0.92	J	0.98	0.63		0.17	2	0.19	
Nitrobenzene	NA	NA	NA	NA	NA	ND	1.7	ND	0.17	ND	0.19	ND	0.16	ND		0.88	ND		0.16	ND		0.17			
NDPA/DPA	NA	NA	NA	NA	NA	ND	1.5	ND	0.15	ND	0.17	ND	0.14	ND		0.78	ND		0.14	ND		0.15			
n-Nitrosodi-n-propylamine	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND		0.17	ND		0.19			

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					BH-12		SS-01		SS-02		SS-03		SS-04		SS-05		SS-06							
	COLLECTION DATE:					8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024							
	SAMPLE DEPTH:					1 FT		0-2"		0-2"		0-2"		0-2"		0-2"		0-2"							
	SAMPLE MATRIX:					SOIL		SOIL		SOIL		SOIL		SOIL		SOIL		SOIL							
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																				
Bis(2-ethylhexyl)phthalate	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	0.57	J	0.98	ND	0.17	ND	0.19					
Butyl benzyl phthalate	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	0.54	J	0.98	ND	0.17	ND	0.19					
Di-n-butylphthalate	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	0.18	J	0.98	ND	0.17	ND	0.19					
Di-n-octylphthalate	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.19					
Diethyl phthalate	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.19					
Dimethyl phthalate	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.19					
Benzo(a)anthracene	1	1	1	5.6	11	1.7	1.1	0.1	J	0.11	0.46	0.13	2.1	0.1	1.7	0.59	1.6	0.1	0.39	0.11					
Benzo(a)pyrene	1	1	1	1	1.1	1.6	1.5	0.11	J	0.15	0.44	0.17	2.6	0.14	1.4	0.78	2.4	0.14	0.36	0.15					
Benzo(b)fluoranthene	1	1	1	5.6	11	2.4	1.1	0.2		0.11	0.78	0.13	3.9	0.1	2.5	0.59	4.9	0.1	0.7	0.11					
Benzo(k)fluoranthene	0.8	1	3.9	56	110	0.73	J	1.1	0.048	J	0.11	0.23	1.1	0.1	0.61	0.59	1.3	0.1	0.17	0.11					
Chrysene	1	1	3.9	56	110	1.5	1.1	0.12		0.11	0.66	0.13	2.5	0.1	2	0.59	2	0.1	0.49	0.11					
Acenaphthylene	100	100	100	500	1000	0.82	J	1.5	0.035	J	0.15	ND	0.17	0.5	J	0.78	0.83	0.14	ND	0.15					
Anthracene	100	100	100	500	1000	0.5	J	1.1	ND		0.11	0.17	0.13	0.5		0.59	0.56	0.1	0.2	0.11					
Benzo(ghi)perylene	100	100	100	500	1000	1	J	1.5	0.092	J	0.15	0.36	0.17	2		0.78	1.8	0.14	0.34	0.15					
Fluorene	30	100	100	500	1000	ND		1.9	ND		0.19	0.072	J	0.21	0.14	J	0.98	0.065	J	0.17	0.069	J	0.19		
Phenanthrene	100	100	100	500	1000	1.1		1.1	0.12		0.11	1.2	0.13	1.8		0.59	0.95	0.1	1.4		0.11				
Dibenzo(a,h)anthracene	0.33	0.33	0.33	0.56	1.1	0.27	J	1.1	0.023	J	0.11	0.1	J	0.13	0.45	0.1	0.29	J	0.59	0.52	0.1	0.092	J	0.11	
Indeno(1,2,3-cd)pyrene	0.5	0.5	0.5	5.6	11	1	J	1.5	0.087	J	0.15	0.31	0.17	2		0.14	0.98	0.78	2	0.14	0.33		0.15		
Pyrene	100	100	100	500	1000	2.4		1.1	0.16		0.11	0.72	0.13	3.7		0.1	3.1		0.59	2.2		0.1	0.76		0.11
Biphenyl	NA	NA	NA	NA	NA	ND	4.2	ND	0.43	0.098	J	0.48	0.066	J	0.39	0.14	J	2.2	0.1	J	0.4	0.21	J	0.43	
4-Chloroaniline	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
2-Nitroaniline	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
3-Nitroaniline	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
4-Nitroaniline	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
Dibenzofuran	7	14	59	350	1000	0.25	J	1.9	0.036	J	0.19	0.29	0.21	0.22		0.17	0.36	J	0.98	0.28		0.17	0.6		0.19
2-Methylnaphthalene	NA	NA	NA	NA	NA	0.59	J	2.2	0.16	J	0.22	0.9	0.25	0.52		0.21	1.3		1.2	0.94		0.21	3.8		0.22
1,2,4,5-Tetrachlorobenzene	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
Acetophenone	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	0.069	J	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19		
2,4,6-Trichlorophenol	NA	NA	NA	NA	NA	ND	1.1	ND	0.11	ND	0.13	ND	0.1	ND		0.59	ND	0.1	ND	0.1	ND	0.11			
p-Chloro-m-cresol	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
2-Chlorophenol	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
2,4-Dichlorophenol	NA	NA	NA	NA	NA	ND	1.7	ND	0.17	ND	0.19	ND	0.16	ND		0.88	ND	0.16	ND	0.16	ND	0.17			
2,4-Dimethylphenol	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
2-Nitrophenol	NA	NA	NA	NA	NA	ND	4	ND	0.4	ND	0.46	ND	0.37	ND		2.1	ND	0.37	ND	0.37	ND	0.4			
4-Nitrophenol	NA	NA	NA	NA	NA	ND	2.6	ND	0.26	ND	0.3	ND	0.24	ND		1.4	ND	0.24	ND	0.24	ND	0.26			
2,4-Dinitrophenol	NA	NA	NA	NA	NA	ND	9	ND	0.9	ND	1	ND	0.83	ND		4.7	ND	0.83	ND	0.83	ND	0.9			
4,6-Dinitro-o-cresol	NA	NA	NA	NA	NA	ND	4.8	ND	0.49	ND	0.55	ND	0.45	ND		2.5	ND	0.45	ND	0.45	ND	0.49			
Pentachlorophenol	0.8	2.4	6.7	6.7	55	ND	1.5	ND	0.15	ND	0.17	ND	0.14	ND		0.78	ND	0.14	ND	0.14	ND	0.15			
Phenol	0.33	100	100	500	1000	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			
2-Methylphenol	0.33	100	100	500	1000	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND		0.98	ND	0.17	ND	0.17	ND	0.19			

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					BH-12		SS-01		SS-02		SS-03		SS-04		SS-05		SS-06							
	COLLECTION DATE:					8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024		8/22/2024							
	SAMPLE DEPTH:					1 FT		0-2"		0-2"		0-2"		0-2"		0-2"		0-2"							
	SAMPLE MATRIX:					SOIL		SOIL		SOIL		SOIL		SOIL		SOIL		SOIL							
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																				
3-Methylphenol/4-Methylphenol	0.33	34	100	500	1000	ND	2.7	ND	0.27	ND	0.3	ND	0.25	ND	1.4	ND	0.25	ND	0.27						
2,4,5-Trichlorophenol	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND	0.98	ND	0.17	ND	0.19						
Carbazole	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	0.078	J	0.21	0.27	0.17	0.47	J	0.98	0.22	0.17	0.096	J	0.19			
Atrazine	NA	NA	NA	NA	NA	ND	1.5	ND	0.15	ND	0.17	ND	0.14	ND	0.78	ND	0.14	ND	0.15						
Benzaldehyde	NA	NA	NA	NA	NA	ND	2.5	ND	0.25	ND	0.28	0.29	0.23	ND	1.3	ND	0.23	ND	0.25						
Caprolactam	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND	0.98	ND	0.17	ND	0.19						
2,3,4,6-Tetrachlorophenol	NA	NA	NA	NA	NA	ND	1.9	ND	0.19	ND	0.21	ND	0.17	ND	0.98	ND	0.17	ND	0.19						
TOTAL METALS																									
Aluminum, Total	NA	NA	NA	NA	NA	5780	8.84	5220	17.2	3420	20.1	3330	8.31	4570	18.3	8870	16.8	3300	8.74						
Antimony, Total	NA	NA	NA	NA	NA	4.62	4.42	21.7	8.59	7.77	J	10	3.38	J	4.15	7.14	J	9.15	12.2	8.43	3.07	J	4.37		
Arsenic, Total	13	16	16	16	16	23.9	0.884	25.2	1.72	24.5	2.01	25.2	0.831	56.1	1.83	76.7	1.68	16.1	0.874						
Barium, Total	350	350	400	400	10000	75.3	0.884	87.6	1.72	100	2.01	33.3	0.831	142	1.83	150	1.68	59.6	0.874						
Beryllium, Total	7.2	14	72	590	2700	0.572	0.442	0.826	J	0.859	0.756	J	1	0.295	J	0.915	1.28	0.843	0.534	0.437					
Cadmium, Total	2.5	2.5	4.3	9.3	60	0.482	J	0.884	0.62	J	1.72	0.467	J	0.831	4.38	1.83	1.67	J	1.68	0.51	J	0.874			
Calcium, Total	NA	NA	NA	NA	NA	26600	8.84	54700	17.2	6220	20.1	35300	8.31	91300	18.3	37900	16.8	26300	8.74						
Chromium, Total	NA	NA	NA	NA	NA	17.3	0.884	18.1	1.72	14.3	2.01	11	0.831	84	1.83	42.2	1.68	9.49	0.874						
Cobalt, Total	NA	NA	NA	NA	NA	7.26	1.77	7.35	3.44	9.59	4.02	5.03	1.66	6.26	3.66	6.88	3.37	4.18	1.75						
Copper, Total	50	270	270	270	10000	158	0.884	299	1.72	136	2.01	55.4	0.831	142	1.83	136	1.68	87.4	0.874						
Iron, Total	NA	NA	NA	NA	NA	35500	4.42	45200	8.59	60600	10	18100	4.15	48200	9.15	69900	8.43	15700	4.37						
Lead, Total	63	400	400	1000	3900	169	4.42	665	8.59	217	10	90.8	4.15	775	9.15	385	8.43	162	4.37						
Magnesium, Total	NA	NA	NA	NA	NA	4700	8.84	11100	17.2	476	20.1	8280	8.31	10500	18.3	3820	16.8	2440	8.74						
Manganese, Total	1600	2000	2000	10000	10000	929	0.884	1150	1.72	404	2.01	349	0.831	801	1.83	1170	1.68	279	0.874						
Mercury, Total	0.18	0.81	0.81	2.8	5.7	0.244	0.076	0.342	0.071	0.212	0.091	0.134	0.073	0.467	0.087	0.207	0.07	0.172	0.077						
Nickel, Total	30	140	310	310	10000	21.3	2.21	21.1	4.29	20.9	5.03	15.3	2.08	30.9	4.58	34.5	4.21	13.9	2.18						
Potassium, Total	NA	NA	NA	NA	NA	484	221	460	429	429	J	503	310	208	497	458	558	421	272	218					
Selenium, Total	3.9	36	180	1500	6800	0.715	J	1.77	1.72	J	3.44	1.94	J	1.66	1.09	J	3.66	1	J	3.37	1.87	1.75			
Silver, Total	2	36	180	1500	6800	ND	0.442	ND	0.859	ND	1	ND	0.415	ND	0.915	ND	0.843	ND	0.437						
Sodium, Total	NA	NA	NA	NA	NA	361	177	201	J	344	102	J	402	60.2	J	166	117	J	366	242	J	337	69.3	J	175
Thallium, Total	NA	NA	NA	NA	NA	ND	1.77	0.871	J	3.44	ND	4.02	0.56	J	1.66	ND	3.66	ND	3.37	0.394	J	1.75			
Vanadium, Total	NA	NA	NA	NA	NA	11.5	0.884	23.3	1.72	17.9	2.01	10.3	0.831	14.2	1.83	15	1.68	9.28	0.874						
Zinc, Total	109	2200	10000	10000	10000	200	4.42	159	8.59	118	10	86.6	4.15	1860	9.15	516	8.43	92	4.37						
GENERAL CHEMISTRY																									
Solids, Total	NA	NA	NA	NA	NA	88.2	0.1	88.4	0.1	77.9	0.1	95.4	0.1	83.9	0.1	94.3	0.1	88	0.1						

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

ANALYTE	SAMPLE ID:					SS-07			SS-08			SS-09			SS-10			SS-11			SS-12		
	COLLECTION DATE:					8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024		
	SAMPLE DEPTH:					0-2"			0-2"			0-2"			0-2"			0-2"			0-2"		
	SAMPLE MATRIX:					SOIL			SOIL			SOIL			SOIL			SOIL			SOIL		
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																		
(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL	Result	Flg	RL
VOCs																							
Methylene chloride	0.05	51	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1-Dichloroethane	0.27	19	26	240	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chloroform	0.37	10	49	350	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carbon tetrachloride	0.76	1.4	2.4	22	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dichloropropane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dibromochloromethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1,2-Trichloroethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tetrachloroethene	1.3	5.5	19	150	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chlorobenzene	1.1	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trichlorofluoromethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dichloroethane	0.02	2.3	3.1	30	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1,1-Trichloroethane	0.68	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bromodichloromethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
trans-1,3-Dichloropropene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
cis-1,3-Dichloropropene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bromoform	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1,2,2-Tetrachloroethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Benzene	0.06	2.9	4.8	44	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Toluene	0.7	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ethylbenzene	1	30	41	390	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chloromethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bromomethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vinyl chloride	0.02	0.21	0.9	13	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chloroethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,1-Dichloroethene	0.33	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
trans-1,2-Dichloroethene	0.19	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trichloroethene	0.47	10	21	200	400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dichlorobenzene	1.1	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,3-Dichlorobenzene	2.4	17	49	280	560	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,4-Dichlorobenzene	1.8	9.8	13	130	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Methyl tert butyl ether	0.93	62	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
p/m-Xylene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
o-Xylene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
cis-1,2-Dichloroethene	0.25	59	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Styrene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dichlorodifluoromethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Acetone	0.05	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carbon disulfide	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID:					SS-07			SS-08			SS-09			SS-10			SS-11			SS-12		
	COLLECTION DATE:					8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024			8/22/2024		
	SAMPLE DEPTH:					0-2"			0-2"			0-2"			0-2"			0-2"			0-2"		
	SAMPLE MATRIX:					SOIL			SOIL			SOIL			SOIL			SOIL			SOIL		
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI																		
2-Butanone	0.12	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4-Methyl-2-pentanone	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2-Hexanone	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dibromoethane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
n-Butylbenzene	12	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
sec-Butylbenzene	11	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
tert-Butylbenzene	5.9	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2-Dibromo-3-chloropropane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Isopropylbenzene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
p-Isopropyltoluene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Naphthalene	12	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
n-Propylbenzene	3.9	100	100	500	1000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2,4-Trichlorobenzene	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,3,5-Trimethylbenzene	8.4	47	52	190	380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,2,4-Trimethylbenzene	3.6	47	52	190	380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Methyl Acetate	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cyclohexane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freon-113	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Methyl cyclohexane	NA	NA	NA	NA	NA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SVOCs																							
Acenaphthene	20	100	100	500	1000	0.89	0.74		0.71	J	0.9	1.9	0.76		1.6	1.5	0.23	J	0.89	0.075	J	0.18	
Hexachlorobenzene	0.33	0.33	1.2	6	12	ND	0.56		ND		0.67	ND	0.57		ND	1.2	ND		0.66	ND		0.14	
Bis(2-chloroethyl)ether	NA	NA	NA	NA	NA	ND	0.83		ND		1	ND	0.85		ND	1.7	ND		1	ND		0.21	
2-Chloronaphthalene	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
3,3'-Dichlorobenzidine	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
2,4-Dinitrotoluene	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
2,6-Dinitrotoluene	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
Fluoranthene	100	100	100	500	1000	17	0.56		14		0.67	21	0.57		26	1.2	8.2		0.66	2.8		0.14	
4-Chlorophenyl phenyl ether	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
4-Bromophenyl phenyl ether	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
Bis(2-chloroisopropyl)ether	NA	NA	NA	NA	NA	ND	1.1		ND		1.3	ND	1.1		ND	2.3	ND		1.3	ND		0.28	
Bis(2-chloroethoxy)methane	NA	NA	NA	NA	NA	ND	1		ND		1.2	ND	1		ND	2.1	ND		1.2	ND		0.25	
Hexachlorobutadiene	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	
Hexachlorocyclopentadiene	NA	NA	NA	NA	NA	ND	2.6		ND		3.2	ND	2.7		ND	5.5	ND		3.2	ND		0.66	
Hexachloroethane	NA	NA	NA	NA	NA	ND	0.74		ND		0.9	ND	0.76		ND	1.5	ND		0.89	ND		0.18	
Isophorone	NA	NA	NA	NA	NA	ND	0.83		ND		1	ND	0.85		ND	1.7	ND		1	ND		0.21	
Naphthalene	12	100	100	500	1000	0.78	J	0.93	0.81	J	1.1	1.2	0.94		1.6	J	1.9		1.6	1.1		0.86	0.23
Nitrobenzene	NA	NA	NA	NA	NA	ND	0.83		ND		1	ND	0.85		ND	1.7	ND		1	ND		0.21	
NDPA/DPA	NA	NA	NA	NA	NA	ND	0.74		ND		0.9	ND	0.76		ND	1.5	ND		0.89	ND		0.18	
n-Nitrosodi-n-propylamine	NA	NA	NA	NA	NA	ND	0.93		ND		1.1	ND	0.94		ND	1.9	ND		1.1	ND		0.23	

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID: COLLECTION DATE: SAMPLE DEPTH: SAMPLE MATRIX:					SS-07 8/22/2024 0-2" SOIL		SS-08 8/22/2024 0-2" SOIL		SS-09 8/22/2024 0-2" SOIL		SS-10 8/22/2024 0-2" SOIL		SS-11 8/22/2024 0-2" SOIL		SS-12 8/22/2024 0-2" SOIL	
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI												
Bis(2-ethylhexyl)phthalate	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Butyl benzyl phthalate	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Di-n-butylphthalate	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Di-n-octylphthalate	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Diethyl phthalate	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Dimethyl phthalate	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Benzo(a)anthracene	1	1	1	5.6	11	7.5	0.56	6.3	0.67	10	0.57	13	1.2	4.9	0.66	1.5	0.14
Benzo(a)pyrene	1	1	1	1	1.1	6.4	0.74	5.5	0.9	8.6	0.76	13	1.5	4.9	0.89	1.4	0.18
Benzo(b)fluoranthene	1	1	1	5.6	11	8.7	0.56	7.4	0.67	11	0.57	19	1.2	7.5	0.66	2.2	0.14
Benzo(k)fluoranthene	0.8	1	3.9	56	110	2.8	0.56	2.4	0.67	3.7	0.57	4.5	1.2	1.8	0.66	0.68	0.14
Chrysene	1	1	3.9	56	110	7.2	0.56	6.1	0.67	8.6	0.57	12	1.2	4.6	0.66	1.4	0.14
Acenaphthylene	100	100	100	500	1000	0.36	J 0.74	0.52	J 0.9	0.48	J 0.76	2	1.5	1.8	0.89	0.7	0.18
Anthracene	100	100	100	500	1000	2.4	0.56	2.7	0.67	4.4	0.57	5.8	1.2	1.5	0.66	0.52	0.14
Benzo(ghi)perylene	100	100	100	500	1000	4.4	0.74	3.6	0.9	5.6	0.76	8.4	1.5	3.4	0.89	0.91	0.18
Fluorene	30	100	100	500	1000	0.85	J 0.93	0.96	J 1.1	1.6	0.94	2.2	1.9	0.37	J 1.1	0.11	J 0.23
Phenanthrene	100	100	100	500	1000	10	0.56	9.8	0.67	16	0.57	18	1.2	4	0.66	1.4	0.14
Dibenzo(a,h)anthracene	0.33	0.33	0.33	0.56	1.1	1.2	0.56	0.82	0.67	1.3	0.57	1.9	1.2	0.9	0.66	0.28	0.14
Indeno(1,2,3-cd)pyrene	0.5	0.5	0.5	5.6	11	3.7	0.74	3.4	0.9	5.4	0.76	8.6	1.5	3.5	0.89	0.97	0.18
Pyrene	100	100	100	500	1000	14	0.56	11	0.67	17	0.57	21	1.2	7.1	0.66	2.3	0.14
Biphenyl	NA	NA	NA	NA	NA	0.15	J 2.1	0.18	J 2.6	0.22	J 2.2	ND	4.4	0.19	J 2.5	0.12	J 0.52
4-Chloroaniline	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
2-Nitroaniline	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
3-Nitroaniline	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
4-Nitroaniline	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Dibenzofuran	7	14	59	350	1000	0.68	J 0.93	0.8	J 1.1	1.2	0.94	1.4	J 1.9	0.61	J 1.1	0.33	0.23
2-Methylnaphthalene	NA	NA	NA	NA	NA	1.1	1.1	1.1	J 1.3	1.1	1.1	0.9	J 2.3	1.2	J 1.3	1	0.28
1,2,4,5-Tetrachlorobenzene	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Acetophenone	NA	NA	NA	NA	NA	ND	0.93	0.16	J 1.1	0.13	J 0.94	ND	1.9	ND	1.1	ND	0.23
2,4,6-Trichlorophenol	NA	NA	NA	NA	NA	ND	0.56	ND	0.67	ND	0.57	ND	1.2	ND	0.66	ND	0.14
p-Chloro-m-cresol	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
2-Chlorophenol	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
2,4-Dichlorophenol	NA	NA	NA	NA	NA	ND	0.83	ND	1	ND	0.85	ND	1.7	ND	1	ND	0.21
2,4-Dimethylphenol	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
2-Nitrophenol	NA	NA	NA	NA	NA	ND	2	ND	2.4	ND	2	ND	4.1	ND	2.4	ND	0.5
4-Nitrophenol	NA	NA	NA	NA	NA	ND	1.3	ND	1.6	ND	1.3	ND	2.7	ND	1.6	ND	0.32
2,4-Dinitrophenol	NA	NA	NA	NA	NA	ND	4.4	ND	5.4	ND	4.5	ND	9.2	ND	5.3	ND	1.1
4,6-Dinitro-o-cresol	NA	NA	NA	NA	NA	ND	2.4	ND	2.9	ND	2.4	ND	5	ND	2.9	ND	0.6
Pentachlorophenol	0.8	2.4	6.7	6.7	55	ND	0.74	ND	0.9	ND	0.76	ND	1.5	ND	0.89	ND	0.18
Phenol	0.33	100	100	500	1000	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
2-Methylphenol	0.33	100	100	500	1000	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23

TABLE 1

Soil Data Summary
2 Bailey Avenue Site
Brownfield Cleanup Program

	SAMPLE ID: COLLECTION DATE: SAMPLE DEPTH: SAMPLE MATRIX:					SS-07 8/22/2024 0-2" SOIL		SS-08 8/22/2024 0-2" SOIL		SS-09 8/22/2024 0-2" SOIL		SS-10 8/22/2024 0-2" SOIL		SS-11 8/22/2024 0-2" SOIL		SS-12 8/22/2024 0-2" SOIL	
	NY-UNRES	NY-RESR	NY-RESRR	NY-RESC	NY-RESI												
3-Methylphenol/4-Methylphenol	0.33	34	100	500	1000	ND	1.3	ND	1.6	ND	1.4	ND	2.8	ND	1.6	0.062	J 0.33
2,4,5-Trichlorophenol	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
Carbazole	NA	NA	NA	NA	NA	1	0.93	0.91	J 1.1	1.9	0.94	2.3	1.9	0.39	J 1.1	0.15	J 0.23
Atrazine	NA	NA	NA	NA	NA	ND	0.74	ND	0.9	ND	0.76	ND	1.5	ND	0.89	ND	0.18
Benzaldehyde	NA	NA	NA	NA	NA	ND	1.2	0.5	J 1.5	0.39	J 1.2	ND	2.5	ND	1.5	ND	0.3
Caprolactam	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
2,3,4,6-Tetrachlorophenol	NA	NA	NA	NA	NA	ND	0.93	ND	1.1	ND	0.94	ND	1.9	ND	1.1	ND	0.23
TOTAL METALS																	
Aluminum, Total	NA	NA	NA	NA	NA	5410	8.51	4970	10.6	3790	9.2	3140	9.15	3270	10.4	7200	21.4
Antimony, Total	NA	NA	NA	NA	NA	11.1	4.25	17.2	5.29	7.49	4.6	14.2	4.58	175	5.22	4.34	J 10.7
Arsenic, Total	13	16	16	16	16	40.2	0.851	40	1.06	29.2	0.92	29.3	0.915	19.4	1.04	46.9	2.14
Barium, Total	350	350	400	400	10000	149	0.851	147	1.06	123	0.92	106	0.915	99.7	1.04	96.4	2.14
Beryllium, Total	7.2	14	72	590	2700	0.991	0.425	0.877	0.529	0.719	0.46	0.486	0.458	0.583	0.522	0.866	J 1.07
Cadmium, Total	2.5	2.5	4.3	9.3	60	0.955	0.851	1.11	1.06	0.716	J 0.92	1.22	0.915	0.825	J 1.04	0.602	J 2.14
Calcium, Total	NA	NA	NA	NA	NA	19400	8.51	21400	10.6	12800	9.2	31900	9.15	30200	10.4	31500	21.4
Chromium, Total	NA	NA	NA	NA	NA	15.2	0.851	17.8	1.06	10.6	0.92	63.3	0.915	23.1	1.04	15.1	2.14
Cobalt, Total	NA	NA	NA	NA	NA	7.23	1.7	7.43	2.12	6.04	1.84	5.31	1.83	6.18	2.09	9.7	4.28
Copper, Total	50	270	270	270	10000	409	0.851	344	1.06	258	0.92	310	0.915	719	1.04	168	2.14
Iron, Total	NA	NA	NA	NA	NA	34600	4.25	42200	5.29	25900	4.6	29900	4.58	39600	5.22	57700	10.7
Lead, Total	63	400	400	1000	3900	549	4.25	631	5.29	393	4.6	1950	4.58	2100	5.22	170	10.7
Magnesium, Total	NA	NA	NA	NA	NA	4340	8.51	4250	10.6	3380	9.2	3040	9.15	2460	10.4	4190	21.4
Manganese, Total	1600	2000	2000	10000	10000	329	0.851	371	1.06	248	0.92	280	0.915	584	1.04	601	2.14
Mercury, Total	0.18	0.81	0.81	2.8	5.7	0.338	0.073	0.37	0.093	0.336	0.076	0.412	0.084	0.165	0.091	0.142	0.089
Nickel, Total	30	140	310	310	10000	22.1	2.13	23.8	2.65	16.6	2.3	19.7	2.29	24.9	2.61	23.3	5.35
Potassium, Total	NA	NA	NA	NA	NA	439	213	515	265	414	230	329	229	424	261	414	J 535
Selenium, Total	3.9	36	180	1500	6800	2.9	1.7	3.22	2.12	2.76	1.84	2.7	1.83	1.72	J 2.09	0.655	J 4.28
Silver, Total	2	36	180	1500	6800	0.365	J 0.425	0.371	J 0.529	0.33	J 0.46	0.352	J 0.458	0.604	0.522	ND	1.07
Sodium, Total	NA	NA	NA	NA	NA	94.7	J 170	88.9	J 212	70.4	J 184	85.9	J 183	266	209	150	J 428
Thallium, Total	NA	NA	NA	NA	NA	0.924	J 1.7	1	J 2.12	0.812	J 1.84	0.676	J 1.83	0.482	J 2.09	ND	4.28
Vanadium, Total	NA	NA	NA	NA	NA	19.3	0.851	19.8	1.06	13.8	0.92	24.2	0.915	19	1.04	13	2.14
Zinc, Total	109	2200	10000	10000	10000	190	4.25	213	5.29	135	4.6	227	4.58	272	5.22	213	10.7
GENERAL CHEMISTRY																	
Solids, Total	NA	NA	NA	NA	NA	89.3	0.1	73.1	0.1	85.5	0.1	86.3	0.1	74.5	0.1	70.5	0.1

Attachment A

Metes and Bounds / Survey



Notes:

1) North as Shown on this Map is True North at 78°35' Meridian of West Longitude, as established by GPS Static Survey:

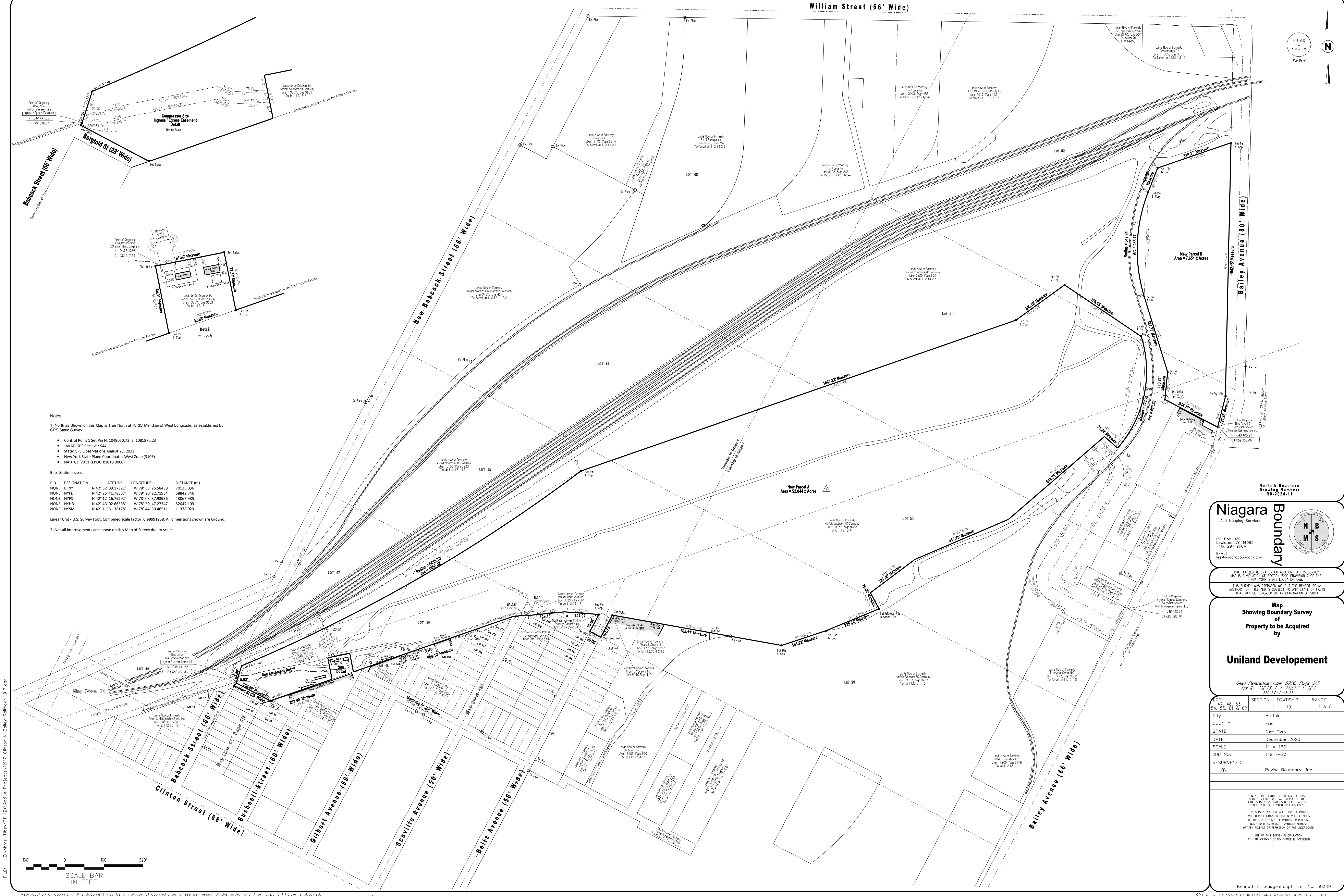
- Control Point 1 Set Pin N. 1049050.73, E. 1081976.23
- JAVAD GPS Receiver 944
- Static GPS Observations August 28, 2023
- New York State Plane Coordinates West Zone (3103)
- NAD_83 (2011) EPOCH 2010.0000

Base Stations used:

PID	DESIGNATION	LATITUDE	LONGITUDE	DISTANCE (m)
NONE	BFNY	N 42° 52' 39.17321"	W 78° 53' 25.58439"	70125.036
NONE	NYFD	N 42° 25' 41.78557"	W 78° 20' 22.71954"	58842.746
NONE	NYVS	N 42° 12' 16.79929"	W 78° 08' 37.93936"	43367.985
NONE	NYHB	N 42° 43' 02.66338"	W 78° 50' 47.27347"	52047.109
NONE	NYSM	N 42° 11' 31.38178"	W 78° 44' 50.46511"	11378.029

Linear Unit - U.S. Survey Foot. Combined scale factor: 0.99991958. All dimensions shown are Ground.

2) Not all improvements are shown on this Map of Survey due to scale.



Norfolk Southern
Drawing Number:
RD-2024-11

Niagara

And Mapping Services

PO Box 1120
Lewiston, NY 14092
(716) 297-9584
E-Mail: lee@niagaraboundary.com

Niagara Boundary

Map

Showing Boundary Survey
of
Property to be Acquired
by

Uniland Development

Deed Reference: Liber 8726, Page 313
for 12-15-1-1, 112-17-1-21,
112-14-2-21

LOT	SECTION	TOWNSHIP	RANGE
47, 48, 53, 54, 55, 61 & 62	10	10	7 & 8

City

Buffalo

COUNTY

Erie

STATE

New York

DATE

December 2023

SCALE

1" = 160'

JOB NO.

11917-23

RESURVEYED

Revise Boundary Line

ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.

THIS SURVEY WAS PREPARED FOR THE PARTIES AND PURPOSE INDICATED HEREIN. ANY EXTENSION OF THE USE BEYOND THE PARTIES OR PURPOSES INDICATED IS EXPRESSLY FORBIDDEN WITHOUT WRITTEN RELEASE OR PERMISSION OF THE UNDERSIGNED.

USE OF THIS SURVEY IN CONNECTION WITH AN AFFIDAVIT OF NO CHANGE IS FORBIDDEN

Kenneth L. Slaughterhoup

Lic. No. 50349

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PREPARED BY

DIVISION OF REAL PROPERTY TAX SERVICES
ERIE COUNTY, NEW YORK

MAP CONVERTED TO GIS FORMAT BY BERGMANN ASSOCIATES (2011)
ORIGINAL MAP PREPARED BY AERD SERVICE (1981)

NOTES

THIS MAP WAS PREPARED FOR TAX PURPOSES ONLY AND IS NOT TO BE REPRODUCED OR USED FOR SURVEYING OR CONVEYANCING.

MAP PREVIOUSLY CONVERTED TO AUTOCAD DIGITAL FORMAT BY ANALYTICAL SURVEYS INC. IN COOPERATION WITH WEILER MAPPING INC. (1999)

REVISION TABLE

DATE	MADE BY	CHANGES OR ADDITIONS
1/30/2025	C.H.	BLK. 2 & 8.11 MERGED INTO 112.18-1-1.1
12/19/2005	W.P.B.	BLK. 3(2,3)-2.1
12/8/1999	C.W.Q.	BLK. 1: SPLIT 2 INTO 2.1,2,2.3
2/6/1999	C.N.P.	BLK. 1: SPLIT 8.1(8.11,8.12); SPLIT 8.3(8.31,8.32)
5/20/1993	M.F.F.	BLK. 2-MERGE LOTS 2&3 TO 2.1(BLK. 1-4.1)

SPECIAL DISTRICTS

SCHOOL	BUFFALO PUBLIC SCHOOL DISTRICT
FIRE	CITY OF BUFFALO FIRE DISTRICT
WATER	

LEGEND

PROPERTY LINE	TOWN LINE	FIRE DISTRICT LINE
ORIGINAL SUBLOT LINE	VILLAGE LINE	DENOTES COMMON OWNER
RAILROAD	GREAT LOT LINE	TAX MAP BLOCK NO.
STREAM OR DITCH	SCHOOL DISTRICT LINE	TAX MAP PARCEL NO.
ROAD OR RAILROAD BNDY	WATER DISTRICT LINE	FILED PLAN LOT NO.
COUNTY LINE	SEWER DISTRICT LINE	GREAT LOT NO.

LEGEND

CALCULATED ACREAGE	7.5 A(C)
DEED ACREAGE	17.5 A(C)
SCALED DIMENSION (CHECKED)	743.25(S)
DEED DIMENSION (CENTER LINE)	173.33(S)
COORDINATE LOCATOR	173.33(S)

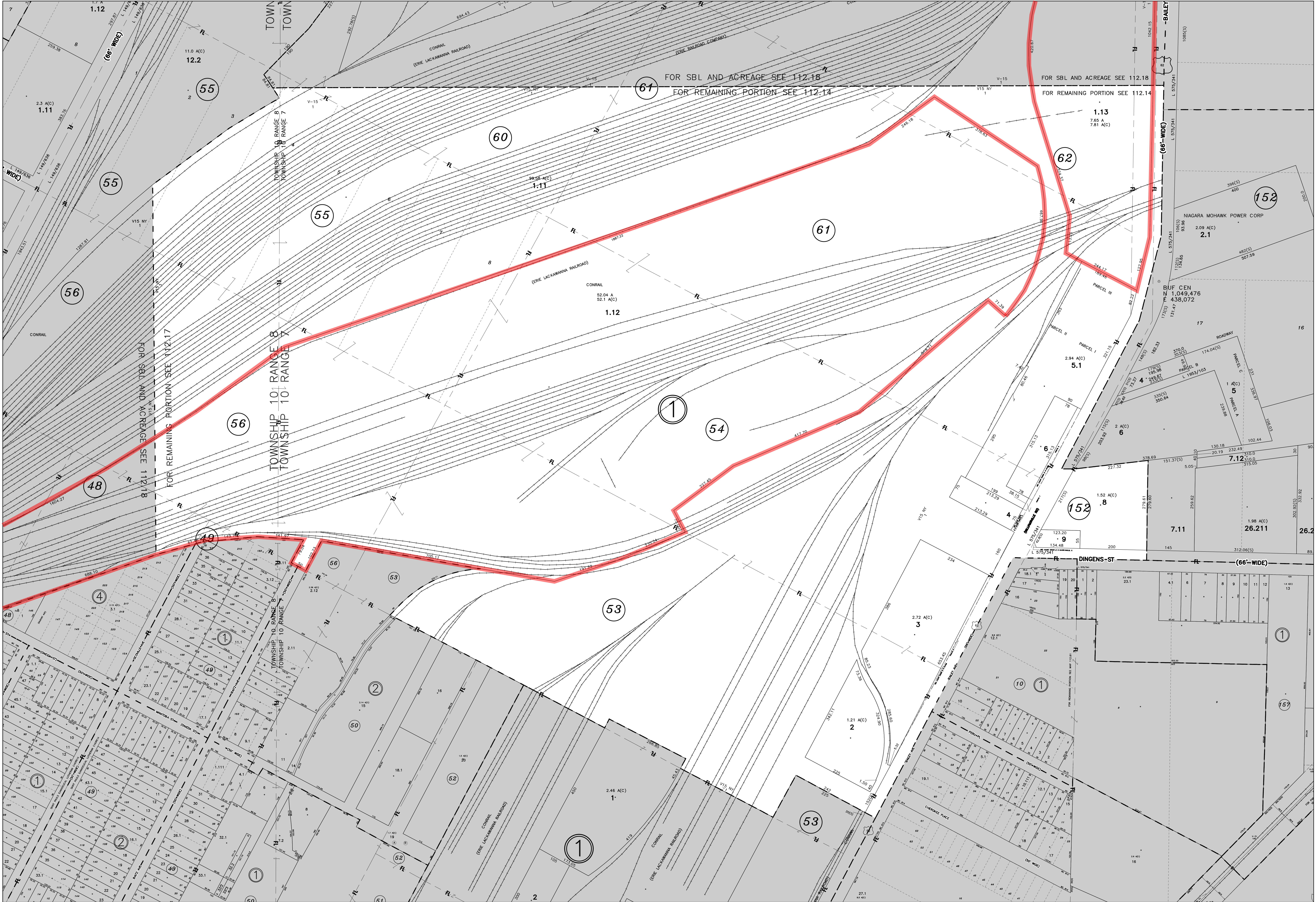
SHEET INDEX

112.13	112.10	112.49
112.13	112.18	112.57
112.17	112.18	112.19

GRAPHIC SCALE

1" = 100'

MAP DATE: 1/30/2024





PREPARED BY
DIVISION OF REAL PROPERTY TAX SERVICES
ERIE COUNTY, NEW YORK
MAP CONVERTED TO GIS FORMAT BY BERGMANN ASSOCIATES (2011)
ORIGINAL MAP PREPARED BY AERO SERVICE (1981)

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REVISION TABLE

DATE	MADE BY	CHANGES OR ADDITIONS
1/30/2025	CJM	BLK. 1, 11 & 112.17-1.12.1 & 112.14-2.8.11 INTO 1.1
1/30/2025	CJM	BLK. 1, 1.1 INTO 1.11 THRU 1.14 & KEY CHANGE 1.14 TO
		112.78-3.41
1/13/2003	DAB	BLK. 1, ADDED 5.1 (COMB. 5 & 7)
10/15/2001	WPB	BAILEY ROW TAKINGS DONE AGAIN

SPECIAL DISTRICTS

SCHOOL	BUFFALO PUBLIC SCHOOL DISTRICT
FIRE	CITY OF BUFFALO FIRE DISTRICT
WATER	

LEGEND

PROPERTY LINE	--- ---	TOWN LINE	---
ORIGINAL SUBLOT LINE	---	VILLAGE LINE	---
RAILROAD	---	GREAT LOT LINE	---
STREAM OR DITCH	---	SCHOOL DISTRICT LINE	---
ROAD OR RAILROAD BNDY	---	WATER DISTRICT LINE	---
COUNTY LINE	---	SEWER DISTRICT LINE	---
		FIRE DISTRICT LINE	---
		DEVELOPER COMMON OWNER	---
		TAX MAP BLOCK NO.	---
		TAX MAP PARCEL NO.	---
		FILED PLAN LOT NO.	---
		GREAT LOT NO.	---

LEGEND

CALCULATED ACREAGE	7.5 A(C)
DEED ACREAGE	17.5 A(C)
SCALED DIMENSION (CHECKED)	743.25(S)
DEED DIMENSION (CENTER LINE)	173.33(S)
COORDINATE LOCATOR	173.33(S)

SHEET INDEX

112.17	112.14	112.15
112.17	112.19	
123.22	123.06	123.24



CITY OF BUFFALO
ERIE COUNTY, NEW YORK
GRAPHIC SCALE
1" = 100'

112.18

MAP DATE: 1/30/2024

Attachment B

Site Assessment / Investigation Documentation

**Previous Reports Provided Separately.
Use Link Below.**

C&S Engineers, Inc. Phase I Environmental Site Assessment (December 2023)

Barron & Associates, P.C., Geotechnical Engineering Report (April 2024)

C&S Engineers, Inc., Pre-BCP Investigation (August 2024)

Attachment C

NYSDOS Database of Entities Printouts & Corporate Resolution



Department of State

Division of Corporations

Entity Information

[Return to Results](#)[Return to Search](#)

Entity Details



ENTITY NAME: UDC-BCC NORTH BUFFALO, LLC
DOS ID: 5180865
FOREIGN LEGAL NAME:
FICTITIOUS NAME:
ENTITY TYPE: FOREIGN LIMITED LIABILITY COMPANY
DURATION DATE/LATEST DATE OF DISSOLUTION:
SECTION OF LAW: 802 LLC - LIMITED LIABILITY COMPANY LAW
ENTITY STATUS: ACTIVE
DATE OF INITIAL DOS FILING: 08/03/2017
REASON FOR STATUS:
EFFECTIVE DATE INITIAL FILING: 08/03/2017
INACTIVE DATE:
FOREIGN FORMATION DATE: 08/01/2017
STATEMENT STATUS: CURRENT
COUNTY: ERIE
NEXT STATEMENT DUE DATE: 08/31/2025
JURISDICTION: DELAWARE, UNITED STATES
NFP CATEGORY:

[ENTITY DISPLAY](#)[NAME HISTORY](#)[FILING HISTORY](#)[MERGER HISTORY](#)[ASSUMED NAME HISTORY](#)

Service of Process on the Secretary of State as Agent

The Post Office address to which the Secretary of State shall mail a copy of any process against the corporation served upon the Secretary of State by personal delivery:

Name: UDC-BCC NORTH BUFFALO, LLC

Address: 100 CORPORATE PARKWAY, SUITE 500, AMHERST, NY, UNITED STATES, 14226

Electronic Service of Process on the Secretary of State as agent: Not Permitted

Chief Executive Officer's Name and Address

Name:

Address:

Principal Executive Office Address

Address:

Registered Agent Name and Address

Name:

Address:

Entity Primary Location Name and Address

Name:

Address:

Farmcorpflag

Is The Entity A Farm Corporation: NO

Stock Information

Share Value

Number Of Shares

Value Per Share

250 BAITZ AVENUE & 1000 BAILEY AVENUE, BUFFALO, NEW YORK 14206

UDC-BCC NORTH BUFFALO, LLC

WRITTEN CONSENT OF THE SOLE MEMBER

The undersigned, the President of Univest I Corporation, as Manager of Uniland Holdings II, LLC, as Manager of UDC- BCC North Buffalo, LLC, a Delaware Limited Liability Company (the "Company"), hereby consents to the adoption of the following resolutions without a meeting:

RESOLVED, that the Manager of the Company is hereby authorized, empowered, and directed to take all such action on behalf of the Company as they may deem necessary, appropriate, or advisable to enter and participate in the New York State Brownfield Cleanup Program with respect to the property known as the Former Erie Rail Yard Site located at 250 Baitz Avenue and 1000 Bailey Avenue, Buffalo, New York 14206; and it is further

RESOLVED, that should the consummation of the transaction authorized in the foregoing resolution require additional or more specific authorization of actions to consummate the transaction contemplated herein, including, without limitation, the execution and delivery of any and all agreements, instruments, documents or filings, such additional or specific authorizations are hereby deemed to be included herein as of the date hereof.

Dated: September 17, 2025

UDC-BCC North Buffalo, LLC

By: Uniland Holdings II, LLC, Manager

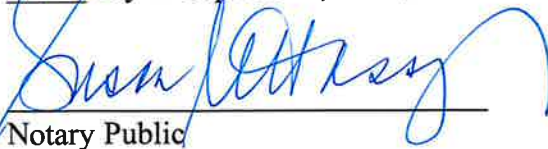
By: Univest I Corporation, Manager



By: Michael J. Montante

Title: President of Univest I Corporation

Sworn to before me this
17th day of September, 2025.


Notary Public

SUSAN M. HASSINGER
Notary Public, State of New York
ID# 02HA4877132
Qualified in Erie County
Commission Expires 27 October 2026

250 BAITZ AVENUE & 1000 BAILEY AVENUE, BUFFALO, NEW YORK 14206

**CONSENT OF UDC-BCC NORTH BUFFALO, LLC
FOR CITY OF BUFFALO TO PARTICIPATE IN THE NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
BROWNFIELD CLEANUP PROGRAM**

THE UNDERSIGNED, Michael J. Montante, in his capacity as President of Univest I Corporation, Manager of Uniland Holdings II, LLC, as Manager of UDC-BCC North Buffalo, LLC,

DOES HEREBY CERTIFY that UDC-BCC North Buffalo, LLC, as Owner ("Owner") of 250 Baitz Avenue and 1000 Bailey Avenue, Buffalo, New York 14206 (Tax Parcel ID Nos. 112.18-1-1.12 and 1.13) (the "Site") **RESOLVED** as follows:

That the City of Buffalo is hereby authorized by Owner to execute documentation, have physical access to and permission to conduct necessary environmental testing and remedial activities at the Site in furtherance of the parties' application for participation in the New York State Department of Environmental Conservation Brownfield Cleanup Program, including the ability to place an environmental easement on the Site; and

That the City of Buffalo shall promptly and without cost or demand provide to Owner copies of all reports, documents, data, and information (including the BCP Amendment Application) submitted to NYSDEC in this regard; and

IN WITNESS WHEREOF, the undersigned has hereto affixed the hand and seal of UDC-BCC North Buffalo, LLC

this 17th day of October, 2025.

UDC-BCC North Buffalo, LLC

By: Uniland Holdings II, LLC, Manager

By: Univest I Corporation, Manager



By: Michael J. Montante

Title: President of Univest I Corporation

Sworn to before me this
17th day of October, 2025.


Notary Public

SUSAN M. HASSINGER
Notary Public, State of New York
ID# 02HA4877132
Qualified in Erie County
Commission Expires 27 October 2026



The City of Buffalo Common Council

1413 City Hall
Buffalo, NY 14202

ADOPTED

AGENDA ITEM 25-1662

Meeting: 10/14/25 02:00 PM
Department: Real Estate
Category: Communication
Prepared By: Yvonne Bailey
Initiator: Yvonne Bailey
Sponsors:
DOC ID: 28606 A

Permission to Sign a Brownfield Cleanup Application

The City of Buffalo has proposed 250 Baitz Avenue and 1000 Bailey Avenue for the development of the City of Buffalo Public Works and Resiliency Center (DPW Campus). To facilitate the remediation and redevelopment of these properties, the City will apply for the Brownfield Cleanup Program (BCP).

The BCP is a critical tool for facilitating the remediation and redevelopment of underutilized or environmentally impacted properties. Enrollment in this program will allow the City of Buffalo to access technical and financial resources necessary to assess, remediate, and revitalize the proposed site of the DPW Campus positioning it for future development that aligns with the City's sustainability, infrastructure, and public service goals.

Your Honorable Body is Respectfully Requested to:

1. Authorize the Executive Director of Strategic Planning to sign and submit an application to the New York State Department of Environmental Conservation (NYSDEC) for entry into the BCP for the DPW Campus.
2. Authorize the Executive Director of Strategic Planning to execute such documents as are needed to enter the two properties above in the BCP.

RESULT: APPROVED

Attachment D

Previous Owner Summary

DEED

(2088)

D E E D.

THIS INDENTURE, Made the 20th day of June, 1929, between Erie Land and Improvement Company, a corporation organized under the laws of the State of New Jersey, having its principal office in the Terminal Building, foot of Pavonia Avenue, Jersey City, New Jersey, party of the first part, and Erie Railroad Company, a corporation organized under the laws of the State of New York, having its principal office at No. 50 Church Street, New York City, New York, party of the second part. WITNESSETH, That the said party of the first part, in consideration of the sum of One Dollar, lawful money of the United States, and other good and valuable considerations, paid by the said party of the second part, does hereby grant and release unto the said party of the second part, its successors and assigns forever. ALL THOSE SEVERAL PARCELS OF LAND AND PREMISES, situated in the City of Buffalo, County of Erie and State of New York, conveyed to said Erie Land and Improvement Company by the deeds next hereinafter recited, viz:

1. Deed from Eben B. Thomas, Individually, and as Trustee, and H. Gertrude Thomas, his wife, to Erie Land and Improvement Company, dated January 26, 1906, recorded in Erie County Records in Liber 1036 of Deeds at page 264. Excepting and reserving, however, unto Erie Land and Improvement Company, its successors and assigns, the Fourth Parcel therein described, recited as containing twenty six and seventy eight one hundredths (26.78) acres. Also Excepting and Reserving unto said Erie Land and Improvement Company, its successors and assigns, out of the First and Second Parcels therein described, all those portions thereof that lie southeast of a line drawn parallel with and distant northwesterly three hundred (300) feet, measured at right angles, from the northwesterly line of Bailey Avenue and out of the Third Parcel therein described, all that portion thereof that lies north of a line drawn parallel with and distant fifty (50) feet, measured northwardly at right angles, from the center line of the main west bound passenger track of the Erie Railroad as now located.

2. Deed from Eliza Manhart to Erie Land and Improvement Company, dated April 1, 1901, recorded in Erie County Records in Liber 922 of Deeds at page 40.

3. Deed from Strong Steel Foundry Company to Erie Land and Improvement Company, dated December 13, 1924, recorded in Erie County Records in Liber 1784 of Deeds at page 226. To which deeds and the place of record thereof, for a more particular description of the property hereby conveyed, reference is hereby made.

TOGETHER with the appurtenances, and all the estate and rights of the party of the first part in and to said premises.

TO HAVE AND TO HOLD the above granted premises unto the said party of the second part, its successors and assigns, forever.

IN WITNESS WHEREOF, said party of the first part has caused these presents to be signed by its proper officer duly authorized and its corporate seal duly attested by its Asst. Secretary to be hereto affixed, the day and year first above written.

(L.S.) ERIE LAND AND IMPROVEMENT COMPANY,

Attest:

C.B.D.

By Geo. H. Minor, Vice President.

E. S. Carr,

Asst. Secretary.

State of New York,)
 SS.
County of New York,)

On this 20th day of June, 1929, before me personally came Geo. H. Minor, to me known, who, being by me duly sworn, did depose and say that he resides in Montclair, N.J., that he is Vice President of Erie Land and Improvement Company, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Commission expires
March 30, 1930.

(L.S.) Ethel M. Baker, Notary Public,
Rockland County, Certificate filed in New York County
County Clerk's No. 318; Register's No. C-273.

6AANI

DEED

State of New York,)
County of New York,) ss.

No. 99759 - Series B.

I, Thomas M. Farley, Clerk of the County of New York, and also Clerk of the Supreme Court in and for said County. Do Hereby Certify, that said Court is a Court of Record, having by law a seal; that Ethel M. Baker, whose name is subscribed to the annexed certificate or proof of acknowledgment of the annexed instrument was at the time of taking the same a Notary Public acting in and for said county, duly commissioned and sworn, and qualified to act as such; that he has filed in the Clerk's Office of the County of New York a certified copy of his appointment and qualification as Notary Public for the County of Rockland with his autograph signature; that as such Notary Public he was duly authorized by the laws of the State of New York to protest notes; to take and certify depositions; to administer oaths and affirmations; to take affidavits and certify the acknowledgment and proof of deeds, and other written instruments for lands, tenements and hereditaments, to be read in evidence or recorded in this state; and further, that I am well acquainted with the handwriting of such Notary Public and verily believe that his signature to such proof or acknowledgment is genuine.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said Court at the City of New York, in the County of New York, this 20 day of June, 1929.

(L.S.) Thomas M. Farley, Clerk.

Recorded, Examined and Compared

Aug. 12, 1929, at 11:26 A.M.

Dep. Clerk.

G.O.F.

, D E E D .
* * * *

THIS INDENTURE, Made the 12th day of August, in the year One thousand nine hundred and twenty nine, BETWEEN Anthony Toska, unmarried, of the City of Buffalo, County of Erie and State of New York, party of the first part, and Agnes Hodynka, of the same place, residing at 38 Norris Street, party of the second part. WITNESSETH, That the said party of the first part, in consideration of the sum of One and More (\$1.00) to me in hand paid by the said party of the second part, the receipt whereof is hereby confessed and acknowledged, has bargained, sold, remised and QUIT CLAIMED AND BY THESE PRESENTS, do bargain, sell, remise and Quit Claim unto the said party of the second part, and to his heirs and assigns forever. ALL THAT TRACT, PIECE OR PARCEL OF LAND, situate in the City of Buffalo, County of Erie, and State of New York, being part of Lot Number two hundred fifty six (256) of the Parish Tract, and Bird Farm, so called, and further distinguished as subdivision lot number 41 according to map filed under Cover 306 in Erie County Clerk's Office and therein described as follows: Being thirty (30) feet in front and rear by one hundred and fifteen (115) feet in depth, situate on the west side of LaForce Place, beginning about 315 feet north of Hertel Avenue.

TOGETHER with all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the said part - of the first part, either in law or equity, of, in, or to the above bargained premises, with the said hereditaments and appurtenances.

TO HAVE AND TO HOLD the said described lands and premises to the said party of the second part, his heirs and assigns, to the sole and only proper benefit and behoof of the said party of the second part; his heirs and assigns forever.

IN WITNESS WHEREOF, The said party of the first part has hereunto set his hand and seal the day and year first above written.

Anthony Toska. (L.S.)

ERIE COUNTY CLERKS OFFICE
County Clerk's Recording Page

Return To:

LINDA V HILL-EVERETT
SUITE 1702 ONE GEORGIA CENTER
600 W PEACHTREE ST NW
ATLANTA GA 30308-3603

CONSOLIDATED RAIL CORPORATION

PENNSYLVANIA LINES LLC

Index DEED LIBER

Book 10957 Page 9633

No. Pages 0136

Instrument DEED-EXEMPT

Date : 10/01/1999

Time : 1:29:03

Control # 199910010791

TT# TT 1999 005169

Employee ID BEV

COUNTY	\$	423.00
STATE	\$	25.00
COE	\$	5.00
	\$	.00
	\$	.00
	\$	.00
	\$	.00
	\$	.00
	\$	.00
Total:	\$	453.00

STATE OF NEW YORK
ERIE COUNTY CLERKS OFFICE

TRANSFER TAX

WARNING - THIS SHEET CONSTITUTES THE CLERK'S
ENDORSEMENT, REQUIRED BY SECTIONS 319&316-a
(5) OF THE REAL PROPERTY LAW OF THE STATE OF
NEW YORK. DO NOT DETACH. THIS IS NOT A BILL.

CONSIDERATN	\$	1.00
TRANSFER TAX	\$	.00

DAVID J SWARTS
COUNTY CLERK



D109579633

Mail to:

Linda V. Hill-Everett
Senior Real Estate Counsel
Norfolk Southern Corporation
Suite 1702, One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308-3603

Name and Address of Taxpayer:

Pennsylvania Lines LLC
c/o Norfolk Southern Railway Company
110 Franklin Road SE
Roanoke, Virginia 24042-0028

THIS DEED, made the 1st day of June 1999, by and between **CONSOLIDATED RAIL CORPORATION**, a Pennsylvania corporation (herein "Grantor"), having its principal office at 2001 Market Street, Philadelphia, Pennsylvania 19101-1419, and **PENNSYLVANIA LINES LLC**, a Delaware limited liability company, and wholly owned subsidiary, whose tax mailing address is c/o Norfolk Southern Railway Company, 110 Franklin Road SE, Roanoke, Virginia 24042-0028, (herein "Grantee");

WHEREAS, as a plan of corporate reorganization, Grantor has created Grantee as its wholly owned subsidiary; and

WHEREAS, as a part of that plan of reorganization, Grantor has agreed to a contribution to the capital assets of Grantee of certain real estate interests, including lines of railroad thereon, in several states within the United States;

W I T N E S S E T H:

That for no consideration, Grantor does hereby release, remise and forever quitclaim unto Grantee, its successors and assigns, any and all right, title and interest of Grantor in and to the Real Estate situated in the **County of Erie, State of New York**, substantially as shown on Exhibit A and more particularly described in Exhibit B, attached hereto and made a part hereof (hereinafter "Property").

[Handwritten signature]
791
C2 85/387

DID - 735

11P various

TOGETHER with, in "as is, where is" condition and without any express or implied warranty, as to condition or fitness for any purpose, all of Grantor's right, title, and interest in the road bed, tracks, depots, yards, storage and parking areas, culverts, bridges, tunnels, buildings, structures, communication and signal facilities, fixtures, and all other railroad appurtenances located upon or appurtenant to the Property, and all sidings and spur tracks contiguous to and connected to the Property, except as provided in the attached Exhibits.

TOGETHER with all mineral rights, timber rights, rights to cross public roads, fiber optic rights, rights of repurchase or reversion, and air rights in any way appertaining to the Property.

SUBJECT, however, to any conditions, restrictions, reservations, agreements, leases, encroachments, licenses or easements, whether or not of record.

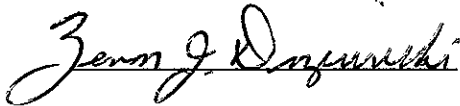
RESERVING, unto Grantor, its successors and assigns, but only to the extent and duration necessary to continue in effect those existing fiber optic agreements of Grantor impacting the property which have been reserved by Grantor under a separate agreement, a nonexclusive easement to install, construct, operate, maintain, repair, renew, and replace a fiber optic communication system over, through, and across the Property. Such easement providing for and including, but only to the extent required by the existing fiber optic agreements, among other things, the right to install, construct, operate, maintain, repair, renew and replace fiber optic cable, associated electronics, repeater shelters, terminal facilities, connection boxes and pull boxes, and related facilities; the right to install power supply facilities; the right to attach the fiber optic cable and related facilities to existing bridges and to install it in existing tunnels; and the right of ingress and egress for access purposes; all such rights to be exercised without any payment by Grantor for same. Such easement to be exercised in a manner, which does not interfere with the rail operations of Grantee or the ability of Grantee to grant other such communication easements or licenses, except to the extent the effective exercise of this easement reasonably entails such interference, and upon exercise of such easement, Grantor, at Grantor's sole expense, will restore the Property to a condition adequate for continued rail operations by Grantee.

TO HAVE AND TO HOLD the Property aforesaid, with appurtenances thereunto belonging to the said Grantee, its successors and assigns, so that neither the said Grantor, nor its successors and assigns, shall or will hereafter claim or demand any right or title to the Property, or any part thereof; but it and every one of them shall by these presents be excluded and forever barred.

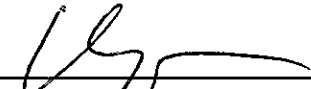
IN WITNESS WHEREOF, Consolidated Rail Corporation has caused its corporate name to be hereunto subscribed and its corporate seal to be hereunto affixed by Robert W. Ryan, the Director Real Estate and James D. McGeehan, the Assistant Secretary, thereunto duly authorized, effective the 1st day of June 1999.

Signed and acknowledged
in the presence of:



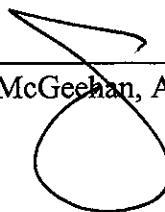


CONSOLIDATED RAIL CORPORATION

By 

Robert W. Ryan, Director Real Estate

ATTEST:



James D. McGeehan, Assistant Secretary

COUNTY OF PHILADELPHIA

:

: SS.

COMMONWEALTH OF PENNSYLVANIA

:

BEFORE ME, a Notary Public in and for said County, personally appeared Robert W. Ryan, Director Real Estate and James D. McGeehan, Assistant Secretary of Consolidated Rail Corporation, the corporation which executed the foregoing instrument, who acknowledged that the seal affixed to said instrument is the corporate seal of said corporation; that they did sign and seal said instrument as such Director Real Estate and Assistant Secretary, in behalf of said corporation; and that said instrument is their free act and deed as such officers, respectively, and the free and corporate act and deed of Consolidated Rail Corporation.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed my official seal at 4:00, PM, this 19 day of May, 1999.

Robert B. D'Zuro
Notary Public

My commission expires:

This instrument prepared by:

Linda V. Hill-Everett
Senior Real Estate Counsel
Norfolk Southern Corporation
Suite 1702, One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308-3603
ny-erie-crqed.W61
REV. 5/12/99

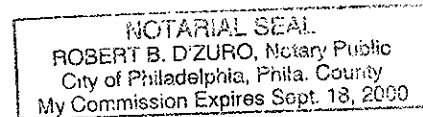


EXHIBIT A ERIE COUNTY, NY

NIAGARA CO.

CANADA

SEE EXHIBIT A1

GENESEE CO.

- 1 LC 0603A, VS 22
- 2 LC 0603B, VS 22
- 3 LC 2314 & 4814,
VS 36.1, 36.3 & 36.4
- 4 LC 4834, VS 123 + 4852
- 5 LC 4841, VS 36.16 & B
- 6 LC 4853, VS 81
- 7 LC 6401, VS 15NY & 13NY
- 8 LC 6462, VS 31
- 9 LC 6464, VS 31
- 10 LC 6465, VS 31
- 11 LC 6466, VS 15NY
- 12 LC 6467, VS 24

BUFFALO

LANCASTER

ALDEN

LAKE ERIE

E. AURORA

HAMBURG

N. BOSTON

HOLLAND

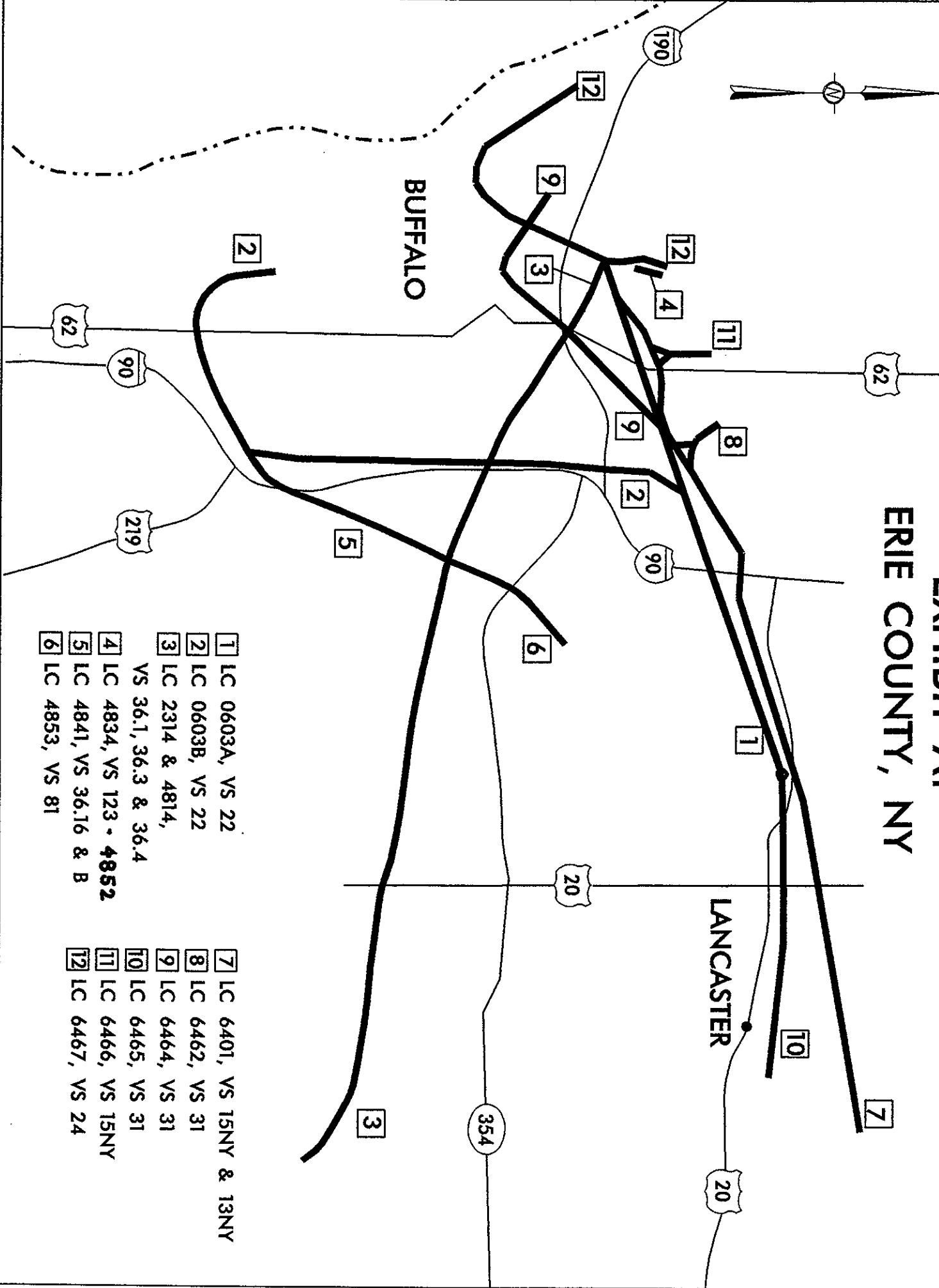
WYOMING CO.

CHAUTAUQUA
CO.

CATTARAUGUS CO.



EXHIBIT A1 ERIE COUNTY, NY



- | | |
|---------------------------------|---------------------------|
| 1 LC 0603A, VS 22 | 7 LC 6401, VS 15NY & 13NY |
| 2 LC 0603B, VS 22 | 8 LC 6462, VS 31 |
| 3 LC 2314 & 4814, | 9 LC 6464, VS 31 |
| VS 36.1, 36.3 & 36.4 | 10 LC 6465, VS 31 |
| 4 LC 4834, VS 123 - 4852 | 11 LC 6466, VS 15NY |
| 5 LC 4841, VS 36.16 & B | 12 LC 6467, VS 24 |
| 6 LC 4853, VS 81 | |

EXHIBIT B

Erie County, State of New York Erie Lackawanna Railway Company Erie Lackawanna Buffalo Division Main Line

All right, title and interest of Grantor in that line of railroad being a portion of the former Erie Lackawanna Railway Company (formerly Erie Railroad Company), being known as the Erie Lackawanna Buffalo Division Main Line, comprised of land and right of way for main tracks, branch lines, sidings and other appurtenant railroad facilities lying and being in Erie County, New York, being further identified as USRA Line Code 6401 as described in deed from Thomas F. Patton and Ralph S. Tyler, Jr., as Trustees of the Property of Erie Lackawanna Railway Company, to Consolidated Rail Corporation, dated March 31, 1976, as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 313, and being more particularly described as follows:

Said portion of railroad beginning at a point on the track centerline of said Railway at the common line between the County of Erie and the County of Genesee, New York, said point being approximate Railway Valuation Station 21259+44 on Railway Valuation Map V-13-NY/71; thence, continuing with said Railway in a generally westerly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 102,864 feet, more or less, to a point on the East right of way of the former Pennsylvania Railroad running between Buffalo and Philadelphia. Said East right of way being further identified as Railway Valuation Station 22288+08, more or less, as shown on Railway Valuation Map V-15-NY/ST 2. Said line of railroad being substantially as shown on Railway Valuation Maps V-13-NY/71 through V-13-NY/88, inclusive, and V-15-NY/ST 1A, V-15 NY/ST 1B, V-15 NY/SL1, V-15NY/ST 1, V-15NY/ST 2A, V-15 NY/ SL 2, V-15NY/ ST 2, attached hereto and made a part hereof.

Erie Lackawanna Black Rock Branch

Also, that portion of railroad, being further identified as USRA Line Code 6462, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 313, known as the Erie Lackawanna Black Rock Branch, beginning at a point on the track centerline of the aforesaid Erie Lackawanna Branch at Railway Valuation Station 21365+36, more or less, on Railway Valuation Map V-31/SL201; thence, continuing with said Railway in a generally northerly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 414 feet, more or less, to a point on the common line of City of Bullalo and the Town of Cheektowaga being approximate Railway Valuation Station 21369+50 on Railway Valuation Map V-31/SL201 and Exhibit B-1 attached hereto and made a part hereof.

Erie Lackawanna City Branch

Also, that portion of railroad, being further identified as USRA Line Code 6464, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 313, known as the Erie Lackawanna City Branch, beginning at a point on the track centerline of the aforesaid Erie Lackawanna City Branch at Railway Valuation Station 21384+00, more or less, on Railway Valuation Map V-31-NY/195; thence, continuing with said Railway in a generally westerly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 12,115 feet, more or less, to a point of connection with the former South Buffalo Railroad Co being approximate Railway Valuation Station 21544+30 on Railway Valuation Map V-31/ST 197a. Said line of railroad being substantially as shown on Railway Valuation Maps V-31/195 through V-31/ST 197a, inclusive, attached hereto and made a part hereof.

Less and except that portion lying between Railway Valuation 21412+10 and 21498+65 as conveyed to Buffalo Recycling and Transport Company by deed dated July 7, 1985, and Len-Co Lumber by deed dated May 2, 1987.

Lancaster Spur

Also, that portion of railroad, being further identified as USRA Line Code 6465, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 313, known as the Lancaster Spur, beginning at a point on the track centerline of the aforesaid Erie Lackawanna City Branch at Railway Valuation Station 21135+20, more or less, on Railway Valuation Map V-31-NY/190; thence, continuing with said Railway in a generally westerly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 24,880 feet, more or less, to Railway Valuation Station 21384+00 on Railway Valuation Map V-31/SL194a. Said line of railroad being substantially as shown on Railway Valuation Maps V-31/190 through V-31/SL194, inclusive, attached hereto and made a part hereof.

Erie Lackawanna Branch

Also, that portion of railroad, being further identified as USRA Line Code 6466, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 313, known as the Erie Lackawanna City Branch, beginning at a point on the track centerline of the aforesaid Erie Lackawanna Branch at Railway Valuation Station 9+35, more or less, on Railway Valuation Map V-15-NY/12; thence, continuing with said Railway in a generally northerly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 1775 feet, more or less, to a point on the south right of way of Lovejoy Street being approximate Railway Valuation Station 27+10 on

Railway Valuation Map V-15-NY/12 and Exhibit B-2. Said line of railroad being substantially as shown on Railway Valuation Map V-15-NY/12 attached hereto and made a part hereof.

**Penndel Company
Penn Central Harrisburg-Buffalo Main Line**

All right, title and interest of Grantor in that line of railroad being a portion of the former Penndel Company (formerly Western New York and Pennsylvania Railway), being known as the Penn Central Harrisburg-Buffalo Main Line (formerly Pennsylvania Railroad), comprised of land and right of way for main tracks, branch lines, sidings and other appurtenant railroad facilities lying and being in Erie County, New York, being further identified as USRA Line Codes 2314 and 4814 as described in deed from George W. Betz, Jr., as Trustee of the Property of Penndel Company, to Consolidated Rail Corporation, dated March 29, 1976, as recorded with the Office of the County Clerk of Erie County, New York, in Liber 8706 of Deeds, Page 397, and being more particularly described as follows:

Said portion of railroad beginning at a point on the track centerline of said Railway at the common line said point being identified as Railway Valuation Station 70+82 as shown on Railway Valuation Map V-36.4/2 and Exhibit B-4, attached hereto and made a part hereof, said portion lies east of the former Buffalo Creek Railroad thence, continuing with said Railway in a generally southeasterly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 173,653 feet, more or less, to a point at the common line between the Town of Sardinia, Erie County and the Town of Arcade, Wyoming County, New York, said point being identified as Railway Valuation Station 1807+35 as shown on Railway Valuation Map V-36.1/12. Said line of railroad being substantially as shown on Railway Valuation Maps, V-36.4/2, V-36.4/3 V36.3/1 through V-36.3/7, inclusively and V-36.1/1 through V-36.1/12 inclusively attached hereto and made a part hereof.

Penn Central West Seneca Branch

Also, that portion of railroad, being further identified as USRA Line Code 4841, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 397, known as the Penn Central West Seneca Branch, beginning at a point on the track centerline of the aforesaid Penn Central West Seneca Branch at Railway Valuation Station 1+52, more or less, on Railway Valuation Map V-36.16/1; thence, continuing with said Railway in a generally southwesterly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 25,863 feet, more or less, to a point being opposite Railway Valuation Station 260+15 on Railway Valuation Map V-36.16/5. Said line of railroad being substantially as shown on Railway Valuation Maps V-36.16/1,

through V-36.16/5, inclusively and V-B/1 through V-B/3 inclusively, attached hereto and made a part hereof.

Less and Except that portion lying between Railway Valuation Station 226+05 and 238+55 as described in deed to Kenneth C. Serwacki dated 9-11-1986.

Penn Central Transportation Company West Shore Railroad

All right, title and interest of Grantor in that line of railroad being a portion of the former Penn Central Transportation Company (formerly The New York Central Railroad Company), being known as the West Shore Railroad, comprised of land and right of way for main tracks, branch lines, sidings and other appurtenant railroad facilities lying and being in Erie County, New York, being further identified as USRA Line Codes 4834 and 4852 as described in deed from Robert W. Blanchette, Richard C. Bond and John H. McArthur, as Trustees of the Property of Penn Central Transportation Company, to Consolidated Rail Corporation, dated March 30, 1976, , as recorded with the Office of the County Clerk of Erie County, New York, in Liber 8706 of Deeds, Page 509, and being more particularly described as follows:

All that portion of Railroad formerly known as the West Shore Railroad lying east of the common centerline of the northbound mainline, known as grantors track 202, and the track easterly of and adjacent to said northbound mainline, known as grantors track 237, said portion being bounded on the north by a line being 50 feet southerly of a signal bridge that lies 426 feet southerly, more or less from a switch connecting said track 237 to 202 in the vicinity of Howard Street, as shown on Exhibit B-3, bounded on the south by the north right of way of the former Pennsylvania Railroad as shown on Exhibit B-4, Said portion being substantially as shown on Railway Valuation V-123/4 attached hereto and made a part hereof.

Gardenville Branch

Also, that portion of railroad, being further identified as USRA Line Code 4853, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 509, known as the Gardenville Branch, Said portion beginning at the southerly right of way of the former New York Central Railroad in the Village of Depew, being further identified as Railway Valuation Station 8+942, more or less, as shown on Railway Valuation Map V81/2, said point being the westerly limits of sale to Twin Village Salvage Company by deed dated March 6, 1990; thence, with said portion of railroad in a generally southwesterly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 51,832 feet, more or less, to a point of terminus further identified as Railway Valuation Station 60+774 as shown on Railway Valuation

Map V81/11A. Said line of railroad being substantially as shown on Railway Valuation Maps V-81/2, through V-81/11A, inclusively, attached hereto and made a part hereof.

Also, all right title and interest to that property under or adjacent to Grantor's Tracks 601 and 602 that lies west of the above-described Gardenville Branch.

Together with an access easement over a portion of an existing roadway beginning at Railway Milepost 5.88 (Railroad Valuation Station 310+29) and extending in a general northerly direction to Milepost 5.26 (Railroad Valuation Station 278+22).

Subject to an access easement over a portion of existing roadway beginning at Railway Milepost 5.46 (Railroad Valuation Station 288+48) and extending in a general northerly direction to Railway Milepost 5.58 (Railroad Valuation Station 606+44).

Also, Together with an access easement over a portion of former New York Central Mainline Albany-Buffalo-Chicago (A/K/A Chicago Line) identified as Line Code 4800 in the Office of the Recorder of Erie County, New York in Liber 8706, Page 514. Said access easement over a portion of existing roadway beginning at Lake View Avenue and extending in a northerly direction to Railway Milepost 5.46 (Railway Valuation Station 288+48).

Less and Except, those portions identified on Exhibit B-19, attached hereto and made a part hereof. Said portions conveyed from Grantor to NYC Lines LLC.

Also, Less and Except, those portions conveyed to New York State Department of Transportation by deed dated January 15, 1986, and Niagara Mohawk Power Company by deeds dated October 26, 1971 and November 29, 1972.

Less and Except those portions conveyed to New York State Department of Transportation by deed dated January 15, 1986, Twin Village Salvage Company by deed dated March 6, 1990 and Niagara Mohawk Power Company by deeds dated October 26, 1971 and November 29, 1972.

Buffalo Creek Railroad

All that portion of the former Buffalo Creek Railway Company identified in the Agreement of Merger into Consolidated Rail Corporation dated December 31, 1983 and now known as Line Code 6467 that lies east of the common centerline of the above mentioned track 202 and grantor's adjacent track 244 lies east of track 202, and west line of said portion lying no further than 25 feet east of track 202, said portion being bounded on the north by the south right of way of the former Pennsylvania Railroad and bounded on the south by a line being 150 feet northerly of the point of switch located at the southern terminus of track 244, as shown on Exhibit B-5. Said portion being substantially as shown on Railway Valuation Maps V24/2, V24/3 and V24/4 attached hereto and made a part hereof.

Also that portion of the former Buffalo Creek Railway Company that lies between Railway Valuation Stations 4+55, more or less and 42+50 more or less as shown on Railway Valuation Maps V24/13 and V24/14 attached hereto and made a part hereof.

**Lehigh Valley Railroad Company
Lehigh Valley Mainline Lehigh and Lake Erie**

All right, title and interest of Grantor in that line of railroad being a portion of the former Lehigh Valley Railroad Company, being known as the Lehigh Valley Mainline Lehigh and Lake Erie, comprised of land and right of way for main tracks, branch lines, sidings and other appurtenant railroad facilities lying and being in Erie County, New York, being further identified as USRA Line Codes 0603A as described in deed from Robert C. Haldeman, as Trustee of the Property of Lehigh Valley Railroad Company, to Consolidated Rail Corporation, dated March 29, 1976, , as recorded with the Office of the County Clerk of Erie County, New York, in Liber 8706 of Deeds, Page 237, and being more particularly described as follows:

Said portion of railroad beginning at a point on the track centerline of said Railway at or near Railway Station 4143+55 as shown on Attached Exhibit B-6 and on Railway Valuation Map V-22/81, continuing with said Railway in a generally southwesterly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 36,825 feet, more or less to Railway Valuation Station 199+70 as shown on Railway Valuation Map V22/86. Said portion of railroad being substantially as shown on Railway Valuation Maps V22/80 through V22/86, inclusively, attached hereto and made a part hereof.

Less and except those portions conveyed to Erie County Water Authority by deed dated December 18, 1985, New York Department of Transportation by deed dated April 1, 1985 and Marks Disposal Service, Inc. by deed dated October 20, 1986.

Also, that portion of railroad, being further identified as USRA Line Code 0603B, as acquired by Grantor pursuant to the above-described deed as recorded with the Office of the County Clerk for Erie County, New York, in Liber 8706 of Deeds, Page 237 known as the Lehigh Valley Main Line, formerly passenger line, said portion of railroad beginning at a point on the track centerline of said Railway at the common line said point being identified as Railway Valuation Station 0+00 as shown on Railway Valuation Map V-22/132, continuing with said Railway in a generally southeasterly direction with a strip of land of varying width on each side of the centerline of track of said Railway for a distance of 60,863 feet, more or less to Railway Valuation Station 608+63 as shown on Railway Valuation Map V22/139. Said portion of railroad being substantially as shown on Railway Valuation Maps V22/132 through V22/144, inclusively, attached hereto and made a part hereof.

Less and except those portions conveyed to National Fuel Gas Distribution Corp. by deed dated August 26, 1986, Oakgrove Construction, Inc. by deed dated June 27, 1986, Gregory and Anna Falkner by deed dated October 7, 1987, Kenneth C. by deed dated September 11, 1986, and N.A Brown and D. Burihard by deed dated January 11, 1988.

LOVEJOY ST

CITY OF BUFFALO
TOWN OF CHEEKTOWAGA
ERIE

GOETHE ST

GIFFORD ST

WAGNER ST

ATLANTIC ST

BEGIN SEG. V
L.C. 6462
M.P. 389.98
R.R. STA. 21369+50



Area of Conveyance

CITY OF BUFFALO
TOWN OF CHEEKTOWAGA
COUNTY OF ERIE
STATE OF NEW YORK

EXHIBIT "B-1"

SCALE 1"=100'

8' Conc. Rail & Beam Span Bridge #3.27

27+10

LOVEJOY

50

EXHIBIT B2

RE: VISNY/12 - USRA LC 6466

 Area of conveyance

ERIE COUNTY

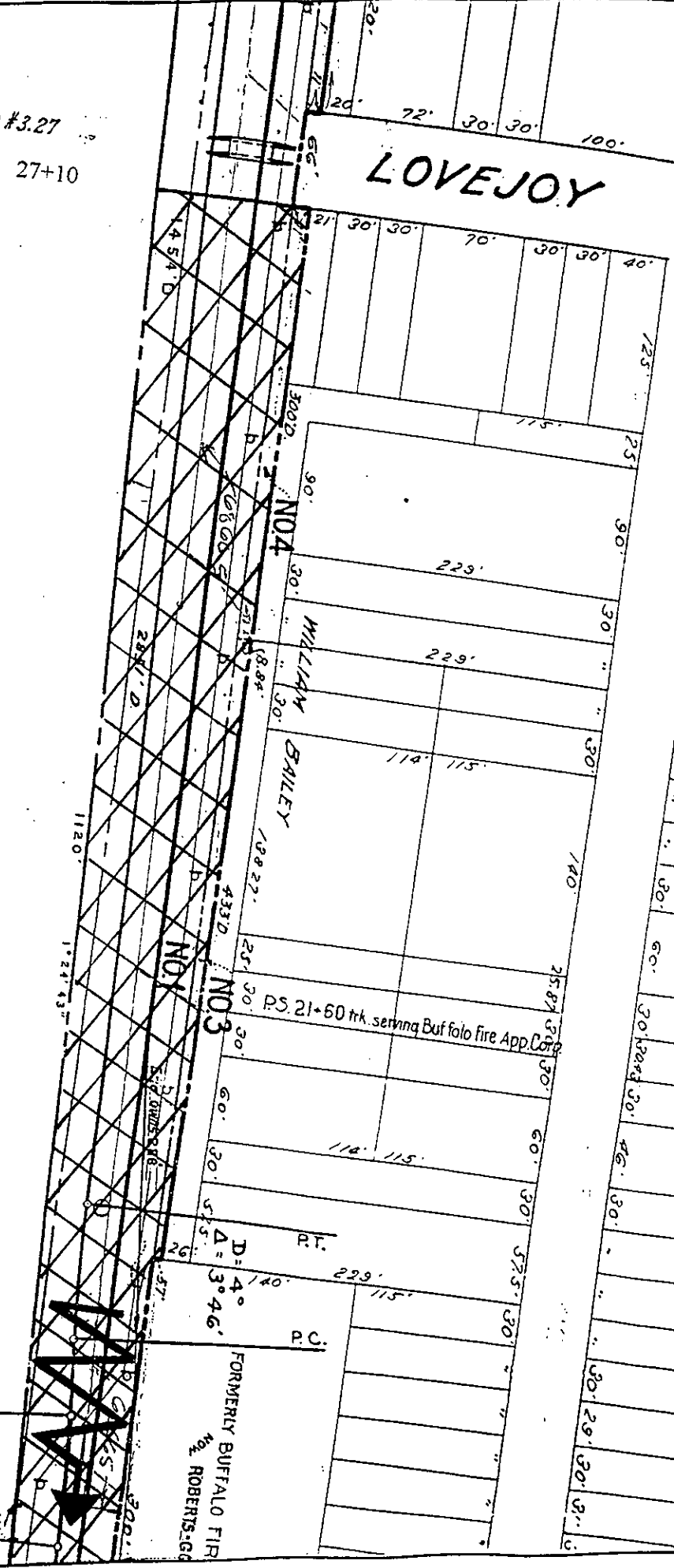
EAST BUFFALO, NY

PROPERTY TO BE CONVEYED TO

PENNSYLVANIA LINES LLC

20

RT. PC. $D=4^{\circ}$
 $A=3^{\circ}36'$

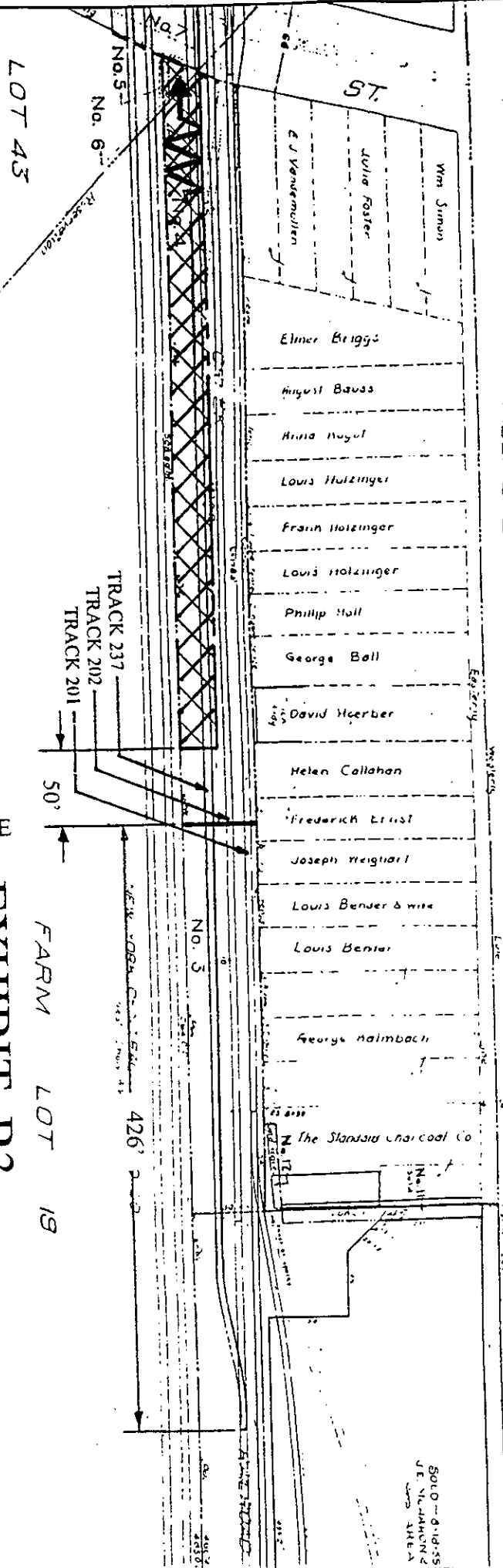


100% CENTRAL

8.000
7.000
6.000
5.000
4.000
3.000
2.000
1.000
0.000



FILMORE



SIGNAL BRIDGE

EXHIBIT B3

RE: V24/1 USRA LC 6467 - 123/4 USRA LC 4852

 Area of conveyance

ERIE COUNTY

BUFFALO, NY

PROPERTY TO BE CONVEYED TO
PENNSYLVANIA LINES LLC

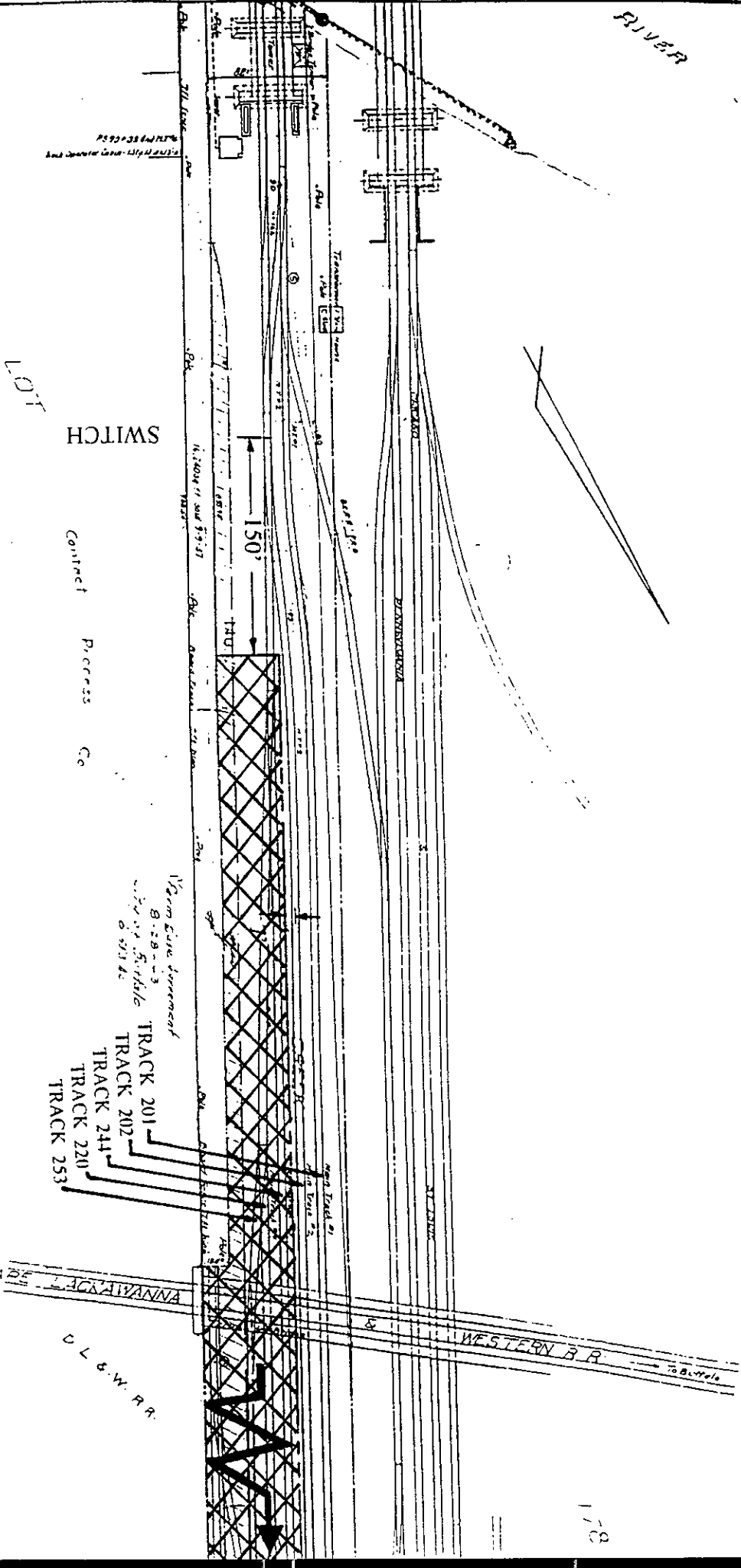
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RE: V24/2 AND 3 - V123/4 USRA LC 6467

ERIE COUNTY
BUFFALO, NY
PROPERTY TO BE CONVEYED TO
PENNSYLVANIA LINES LLC

RIVER



SWITCH

Contract Process Co

Warm Gate Foreman
B-28-3
with 4.5 mile
8 1/2 mi to
TRACK 201
TRACK 202
TRACK 244
TRACK 220
TRACK 253

EXHIBIT B5

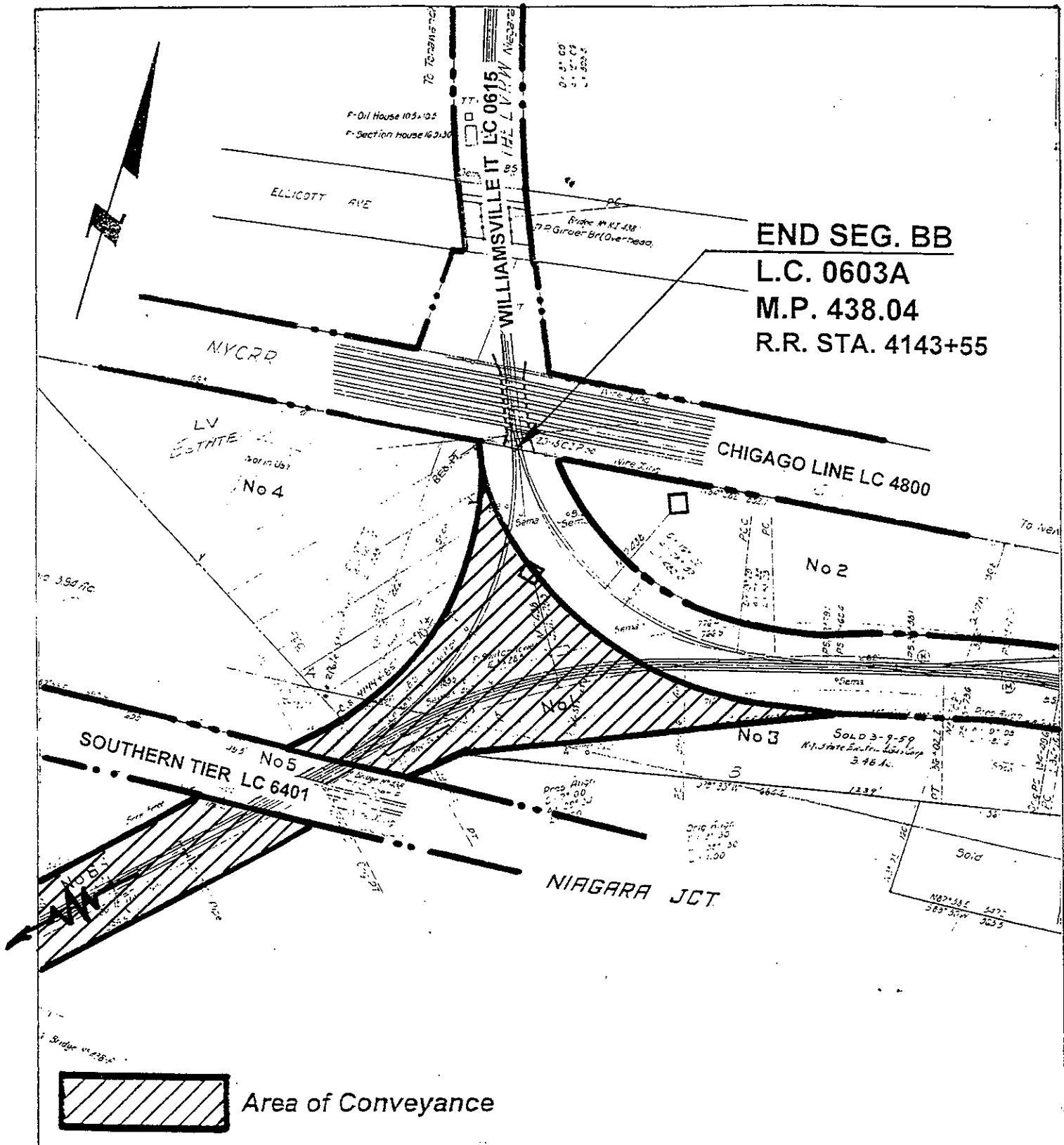
RE: V244 USRA LC 6467

 Area of conveyance

ERIE COUNTY

BUFFALO, NY

PROPERTY TO BE CONVEYED TO
PENNSYLVANIA LINES LLC

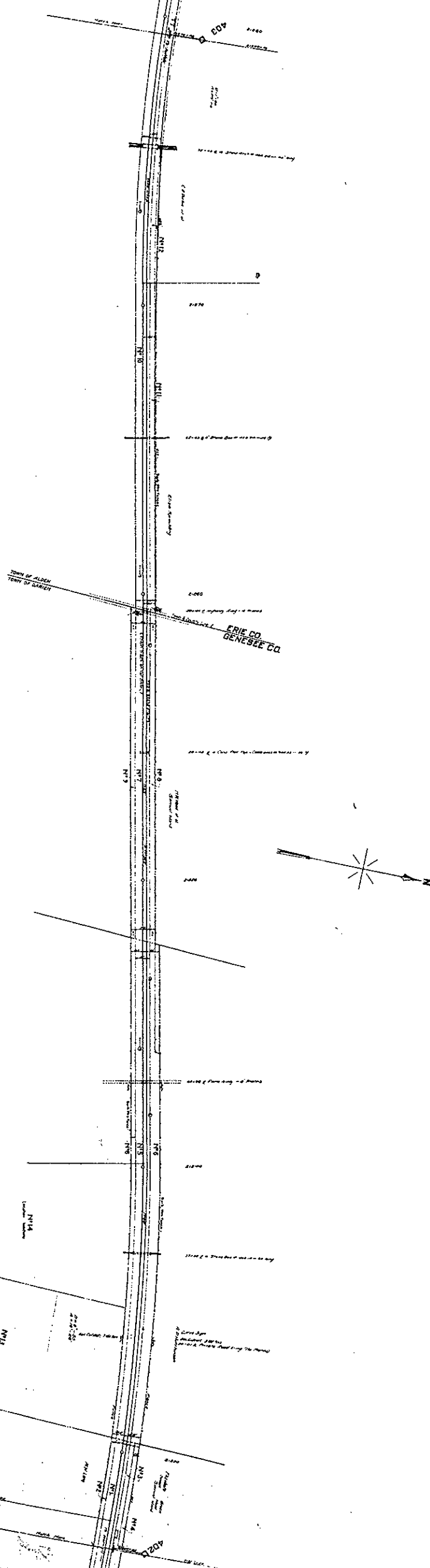


END SEG. BB
L.C. 0603A
M.P. 438.04
R.R. STA. 4143+55

VILLAGE OF DEPEW
TOWN OF CHEEKTOWAGA
COUNTY OF ERIE
STATE OF NEW YORK

EXHIBIT "B-6"

SCALE 1"=200'

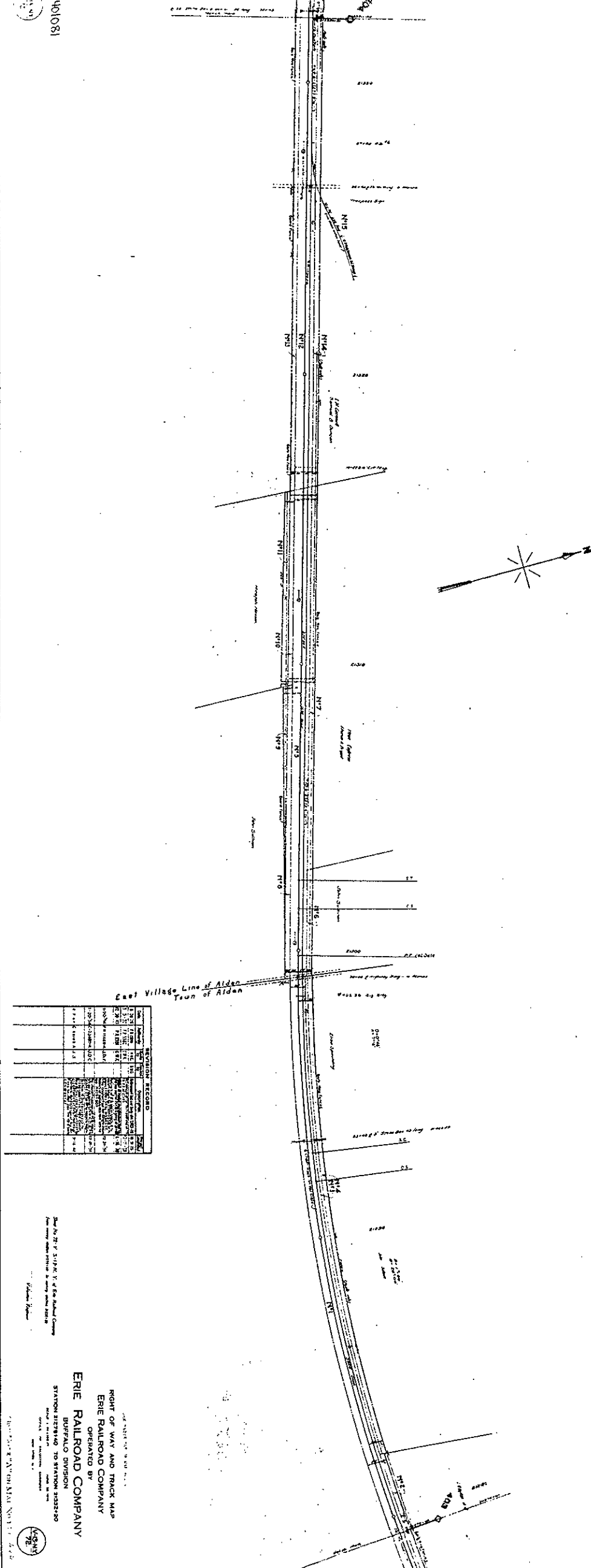


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A100	1	1900

157533 10/24/01 7776020-408.0

RIGHT OF WAY AND TRACK MAP
 ERIE RAILROAD COMPANY
 OPERATED BY
 ERIE RAILROAD COMPANY
 BUFFALO DIVISION
 STATION 2125+00 TO STATION 2175+00

ERIE CO., N.Y.

[illegible]

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 21278+40 TO STATION 21332+80
OFFICE 100-110000
MADE IN 1945



Town of Alden
West Village Line of Alden

ALDEN
ERIE COUNTY

| STATION DATA | | | | | | | | | |
|--------------|----------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Station | Locality | Distance from Buffalo | Distance from Station | Distance from Station | Distance from Station | Distance from Station | Distance from Station | Distance from Station | Distance from Station |
| 1 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 |
| 2 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| 3 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 |
| 4 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 |
| 5 | 5000 | 5000 | 5000 | 5000 | 5000 | 5000 | 5000 | 5000 | 5000 |
| 6 | 6000 | 6000 | 6000 | 6000 | 6000 | 6000 | 6000 | 6000 | 6000 |
| 7 | 7000 | 7000 | 7000 | 7000 | 7000 | 7000 | 7000 | 7000 | 7000 |
| 8 | 8000 | 8000 | 8000 | 8000 | 8000 | 8000 | 8000 | 8000 | 8000 |
| 9 | 9000 | 9000 | 9000 | 9000 | 9000 | 9000 | 9000 | 9000 | 9000 |
| 10 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 |

101872
101872
101872

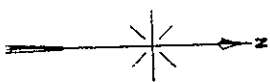
STATION DATA
STATION DATA
STATION DATA

OWNED AND OPERATED BY
ERIE LAKE & ALBANY RAILROAD COMPANY
AS OF OCT. 17, 1960

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION

STATION 21000 TO STATION 21000-00



[illegible]

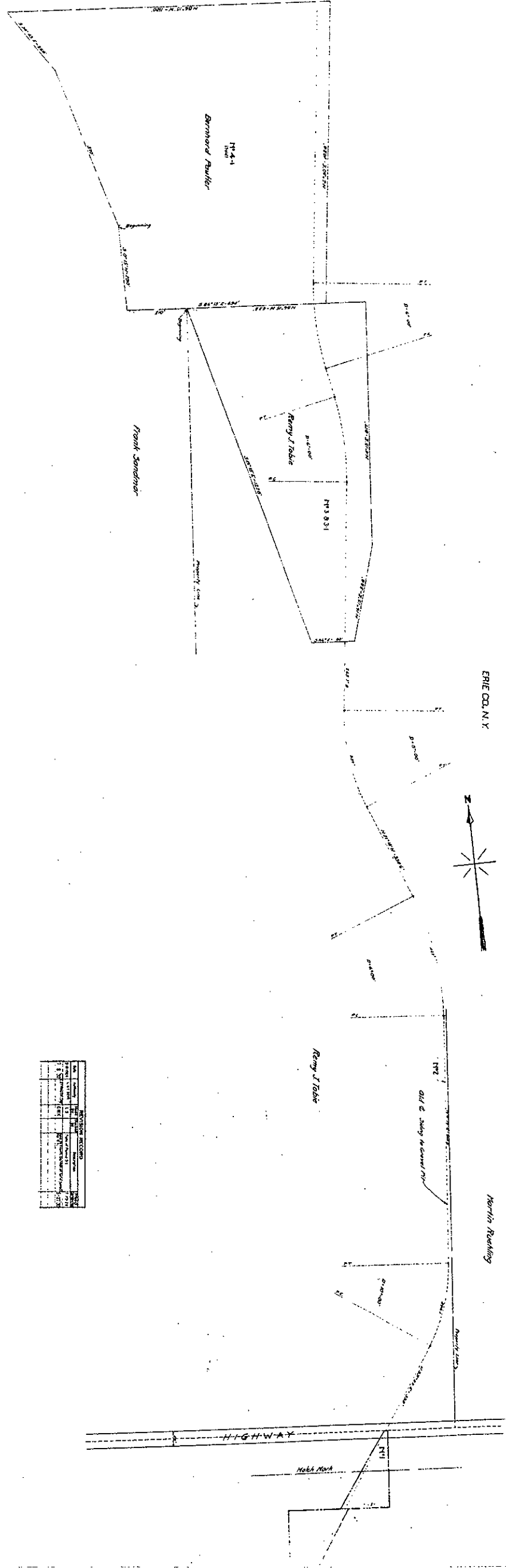
Between Friends

51

DIVISION DIRECTOR TO STATE
MAY 1 1967

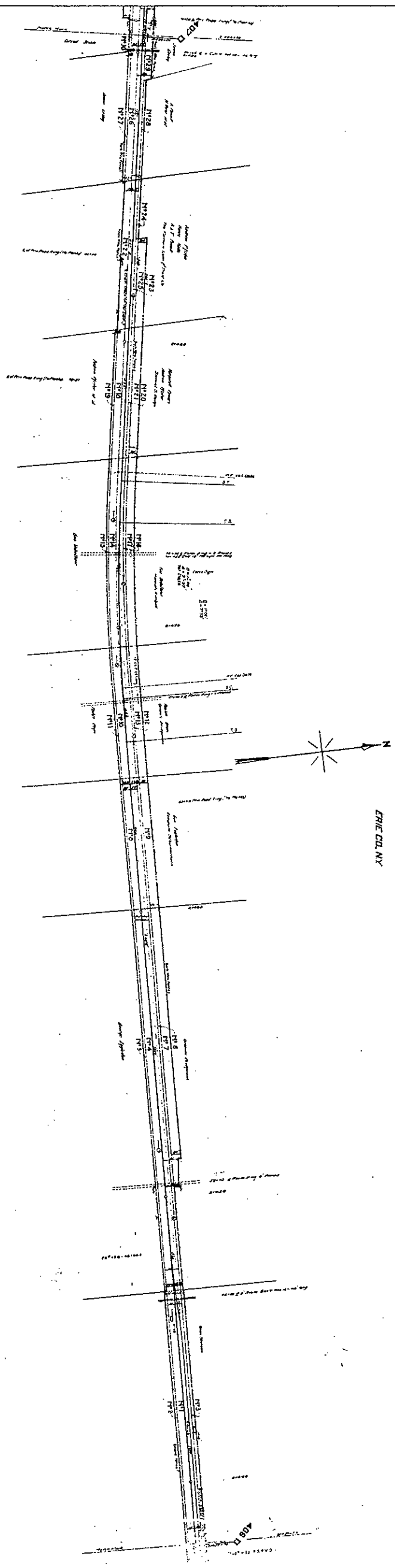
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7.3.4



| SPECIAL FIELD BOOK | | | |
|--------------------|---------------------------|-------------|---------------|
| DATE | DESCRIPTION | BY | REMARKS |
| 1911 | Survey of Remy J. Tobie | J. H. Smith | See also 1910 |
| 1912 | Survey of Frank Sandner | J. H. Smith | See also 1911 |
| 1913 | Survey of Bernard Paulier | J. H. Smith | See also 1912 |
| 1914 | Survey of North Ruckley | J. H. Smith | See also 1913 |

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION TO STATION
1914
18 1833 1834 1835 1836 1837 1838 1839 1840 1841 1842 1843 1844 1845 1846 1847 1848 1849 1850 1851 1852 1853 1854 1855 1856 1857 1858 1859 1860 1861 1862 1863 1864 1865 1866 1867 1868 1869 1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880 1881 1882 1883 1884 1885 1886 1887 1888 1889 1890 1891 1892 1893 1894 1895 1896 1897 1898 1899 1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000



ERIE CO. NY

| STATION | TRACK | TYPE | DATE |
|---------|-------|-----------|------|
| N127 | 1 | Passenger | 1913 |
| N126 | 1 | Passenger | 1913 |
| N125 | 1 | Passenger | 1913 |
| N124 | 1 | Passenger | 1913 |
| N123 | 1 | Passenger | 1913 |
| N122 | 1 | Passenger | 1913 |
| N121 | 1 | Passenger | 1913 |
| N120 | 1 | Passenger | 1913 |
| N119 | 1 | Passenger | 1913 |
| N118 | 1 | Passenger | 1913 |
| N117 | 1 | Passenger | 1913 |
| N116 | 1 | Passenger | 1913 |
| N115 | 1 | Passenger | 1913 |
| N114 | 1 | Passenger | 1913 |
| N113 | 1 | Passenger | 1913 |
| N112 | 1 | Passenger | 1913 |
| N111 | 1 | Passenger | 1913 |
| N110 | 1 | Passenger | 1913 |
| N109 | 1 | Passenger | 1913 |
| N108 | 1 | Passenger | 1913 |
| N107 | 1 | Passenger | 1913 |
| N106 | 1 | Passenger | 1913 |
| N105 | 1 | Passenger | 1913 |
| N104 | 1 | Passenger | 1913 |
| N103 | 1 | Passenger | 1913 |
| N102 | 1 | Passenger | 1913 |
| N101 | 1 | Passenger | 1913 |
| N100 | 1 | Passenger | 1913 |
| N99 | 1 | Passenger | 1913 |
| N98 | 1 | Passenger | 1913 |
| N97 | 1 | Passenger | 1913 |
| N96 | 1 | Passenger | 1913 |
| N95 | 1 | Passenger | 1913 |
| N94 | 1 | Passenger | 1913 |
| N93 | 1 | Passenger | 1913 |
| N92 | 1 | Passenger | 1913 |
| N91 | 1 | Passenger | 1913 |
| N90 | 1 | Passenger | 1913 |
| N89 | 1 | Passenger | 1913 |
| N88 | 1 | Passenger | 1913 |
| N87 | 1 | Passenger | 1913 |
| N86 | 1 | Passenger | 1913 |
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| N83 | 1 | Passenger | 1913 |
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| N81 | 1 | Passenger | 1913 |
| N80 | 1 | Passenger | 1913 |
| N79 | 1 | Passenger | 1913 |
| N78 | 1 | Passenger | 1913 |
| N77 | 1 | Passenger | 1913 |
| N76 | 1 | Passenger | 1913 |
| N75 | 1 | Passenger | 1913 |
| N74 | 1 | Passenger | 1913 |
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| N70 | 1 | Passenger | 1913 |
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| N67 | 1 | Passenger | 1913 |
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| N65 | 1 | Passenger | 1913 |
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| N62 | 1 | Passenger | 1913 |
| N61 | 1 | Passenger | 1913 |
| N60 | 1 | Passenger | 1913 |
| N59 | 1 | Passenger | 1913 |
| N58 | 1 | Passenger | 1913 |
| N57 | 1 | Passenger | 1913 |
| N56 | 1 | Passenger | 1913 |
| N55 | 1 | Passenger | 1913 |
| N54 | 1 | Passenger | 1913 |
| N53 | 1 | Passenger | 1913 |
| N52 | 1 | Passenger | 1913 |
| N51 | 1 | Passenger | 1913 |
| N50 | 1 | Passenger | 1913 |
| N49 | 1 | Passenger | 1913 |
| N48 | 1 | Passenger | 1913 |
| N47 | 1 | Passenger | 1913 |
| N46 | 1 | Passenger | 1913 |
| N45 | 1 | Passenger | 1913 |
| N44 | 1 | Passenger | 1913 |
| N43 | 1 | Passenger | 1913 |
| N42 | 1 | Passenger | 1913 |
| N41 | 1 | Passenger | 1913 |
| N40 | 1 | Passenger | 1913 |
| N39 | 1 | Passenger | 1913 |
| N38 | 1 | Passenger | 1913 |
| N37 | 1 | Passenger | 1913 |
| N36 | 1 | Passenger | 1913 |
| N35 | 1 | Passenger | 1913 |
| N34 | 1 | Passenger | 1913 |
| N33 | 1 | Passenger | 1913 |
| N32 | 1 | Passenger | 1913 |
| N31 | 1 | Passenger | 1913 |
| N30 | 1 | Passenger | 1913 |
| N29 | 1 | Passenger | 1913 |
| N28 | 1 | Passenger | 1913 |
| N27 | 1 | Passenger | 1913 |
| N26 | 1 | Passenger | 1913 |
| N25 | 1 | Passenger | 1913 |
| N24 | 1 | Passenger | 1913 |
| N23 | 1 | Passenger | 1913 |
| N22 | 1 | Passenger | 1913 |
| N21 | 1 | Passenger | 1913 |
| N20 | 1 | Passenger | 1913 |
| N19 | 1 | Passenger | 1913 |
| N18 | 1 | Passenger | 1913 |
| N17 | 1 | Passenger | 1913 |
| N16 | 1 | Passenger | 1913 |
| N15 | 1 | Passenger | 1913 |
| N14 | 1 | Passenger | 1913 |
| N13 | 1 | Passenger | 1913 |
| N12 | 1 | Passenger | 1913 |
| N11 | 1 | Passenger | 1913 |
| N10 | 1 | Passenger | 1913 |
| N9 | 1 | Passenger | 1913 |
| N8 | 1 | Passenger | 1913 |
| N7 | 1 | Passenger | 1913 |
| N6 | 1 | Passenger | 1913 |
| N5 | 1 | Passenger | 1913 |
| N4 | 1 | Passenger | 1913 |
| N3 | 1 | Passenger | 1913 |
| N2 | 1 | Passenger | 1913 |
| N1 | 1 | Passenger | 1913 |
| N0 | 1 | Passenger | 1913 |

Buff. N.Y. & N.E. Ry. Co. of Erie Railroad Company
 from Buffalo Station to Station 21420+00
 Station 21420+00 to Station 21420+00

101333 101341 7700 4650-1070

RIGHT OF WAY AND TRACK MAP
 ERIE RAILROAD COMPANY
 OPERATED BY
 ERIE RAILROAD COMPANY
 BUFFALO DIVISION
 STATION 21420+00 TO STATION 21420+00
 101333 101341 7700 4650-1070

6401086

| STATIONING | | ELEVATION | | DISTANCE | |
|------------|----------|-----------|------|----------|------|
| STATION | CHANGING | FEET | FEET | FEET | FEET |
| 100 | 100 | 100 | 100 | 100 | 100 |
| 101 | 101 | 101 | 101 | 101 | 101 |
| 102 | 102 | 102 | 102 | 102 | 102 |
| 103 | 103 | 103 | 103 | 103 | 103 |
| 104 | 104 | 104 | 104 | 104 | 104 |
| 105 | 105 | 105 | 105 | 105 | 105 |
| 106 | 106 | 106 | 106 | 106 | 106 |
| 107 | 107 | 107 | 107 | 107 | 107 |
| 108 | 108 | 108 | 108 | 108 | 108 |
| 109 | 109 | 109 | 109 | 109 | 109 |
| 110 | 110 | 110 | 110 | 110 | 110 |
| 111 | 111 | 111 | 111 | 111 | 111 |
| 112 | 112 | 112 | 112 | 112 | 112 |
| 113 | 113 | 113 | 113 | 113 | 113 |
| 114 | 114 | 114 | 114 | 114 | 114 |
| 115 | 115 | 115 | 115 | 115 | 115 |
| 116 | 116 | 116 | 116 | 116 | 116 |
| 117 | 117 | 117 | 117 | 117 | 117 |
| 118 | 118 | 118 | 118 | 118 | 118 |
| 119 | 119 | 119 | 119 | 119 | 119 |
| 120 | 120 | 120 | 120 | 120 | 120 |
| 121 | 121 | 121 | 121 | 121 | 121 |
| 122 | 122 | 122 | 122 | 122 | 122 |
| 123 | 123 | 123 | 123 | 123 | 123 |
| 124 | 124 | 124 | 124 | 124 | 124 |
| 125 | 125 | 125 | 125 | 125 | 125 |
| 126 | 126 | 126 | 126 | 126 | 126 |
| 127 | 127 | 127 | 127 | 127 | 127 |
| 128 | 128 | 128 | 128 | 128 | 128 |
| 129 | 129 | 129 | 129 | 129 | 129 |
| 130 | 130 | 130 | 130 | 130 | 130 |
| 131 | 131 | 131 | 131 | 131 | 131 |
| 132 | 132 | 132 | 132 | 132 | 132 |
| 133 | 133 | 133 | 133 | 133 | 133 |
| 134 | 134 | 134 | 134 | 134 | 134 |
| 135 | 135 | 135 | 135 | 135 | 135 |
| 136 | 136 | 136 | 136 | 136 | 136 |
| 137 | 137 | 137 | 137 | 137 | 137 |
| 138 | 138 | 138 | 138 | 138 | 138 |
| 139 | 139 | 139 | 139 | 139 | 139 |
| 140 | 140 | 140 | 140 | 140 | 140 |
| 141 | 141 | 141 | 141 | 141 | 141 |
| 142 | 142 | 142 | 142 | 142 | 142 |
| 143 | 143 | 143 | 143 | 143 | 143 |
| 144 | 144 | 144 | 144 | 144 | 144 |
| 145 | 145 | 145 | 145 | 145 | 145 |
| 146 | 146 | 146 | 146 | 146 | 146 |
| 147 | 147 | 147 | 147 | 147 | 147 |
| 148 | 148 | 148 | 148 | 148 | 148 |
| 149 | 149 | 149 | 149 | 149 | 149 |
| 150 | 150 | 150 | 150 | 150 | 150 |
| 151 | 151 | 151 | 151 | 151 | 151 |
| 152 | 152 | 152 | 152 | 152 | 152 |
| 153 | 153 | 153 | 153 | 153 | 153 |
| 154 | 154 | 154 | 154 | 154 | 154 |
| 155 | 155 | 155 | 155 | 155 | 155 |
| 156 | 156 | 156 | 156 | 156 | 156 |
| 157 | 157 | 157 | 157 | 157 | 157 |
| 158 | 158 | 158 | 158 | 158 | 158 |
| 159 | 159 | 159 | 159 | 159 | 159 |
| 160 | 160 | 160 | 160 | 160 | 160 |
| 161 | 161 | 161 | 161 | 161 | 161 |
| 162 | 162 | 162 | 162 | 162 | 162 |
| 163 | 163 | 163 | 163 | 163 | 163 |
| 164 | 164 | 164 | 164 | 164 | 164 |
| 165 | 165 | 165 | 165 | 165 | 165 |
| 166 | 166 | 166 | 166 | 166 | 166 |
| 167 | 167 | 167 | 167 | 167 | 167 |
| 168 | 168 | 168 | 168 | 168 | 168 |
| 169 | 169 | 169 | 169 | 169 | 169 |
| 170 | 170 | 170 | 170 | 170 | 170 |
| 171 | 171 | 171 | 171 | 171 | 171 |
| 172 | 172 | 172 | 172 | 172 | 172 |
| 173 | 173 | 173 | 173 | 173 | 173 |
| 174 | 174 | 174 | 174 | 174 | 174 |
| 175 | 175 | 175 | 175 | 175 | 175 |
| 176 | 176 | 176 | 176 | 176 | 176 |
| 177 | 177 | 177 | 177 | 177 | 177 |
| 178 | 178 | 178 | 178 | 178 | 178 |
| 179 | 179 | 179 | 179 | 179 | 179 |
| 180 | 180 | 180 | 180 | 180 | 180 |
| 181 | 181 | 181 | 181 | 181 | 181 |
| 182 | 182 | 182 | 182 | 182 | 182 |
| 183 | 183 | 183 | 183 | 183 | 183 |
| 184 | 184 | 184 | 184 | 184 | 184 |
| 185 | 185 | 185 | 185 | 185 | 185 |
| 186 | 186 | 186 | 186 | 186 | 186 |
| 187 | 187 | 187 | 187 | 187 | 187 |
| 188 | 188 | 188 | 188 | 188 | 188 |
| 189 | 189 | 189 | 189 | 189 | 189 |
| 190 | 190 | 190 | 190 | 190 | 190 |
| 191 | 191 | 191 | 191 | 191 | 191 |
| 192 | 192 | 192 | 192 | 192 | 192 |
| 193 | 193 | 193 | 193 | 193 | 193 |
| 194 | 194 | 194 | 194 | 194 | 194 |
| 195 | 195 | 195 | 195 | 195 | 195 |
| 196 | 196 | 196 | 196 | 196 | 196 |
| 197 | 197 | 197 | 197 | 197 | 197 |
| 198 | 198 | 198 | 198 | 198 | 198 |
| 199 | 199 | 199 | 199 | 199 | 199 |
| 200 | 200 | 200 | 200 | 200 | 200 |



MARILLA
ERIE CO., NY
Station covered by E-34

OWNED AND OPERATED BY
ERIE L. OAKWANA RAILROAD COMPANY
AS OF OCT. 17, 1960

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY

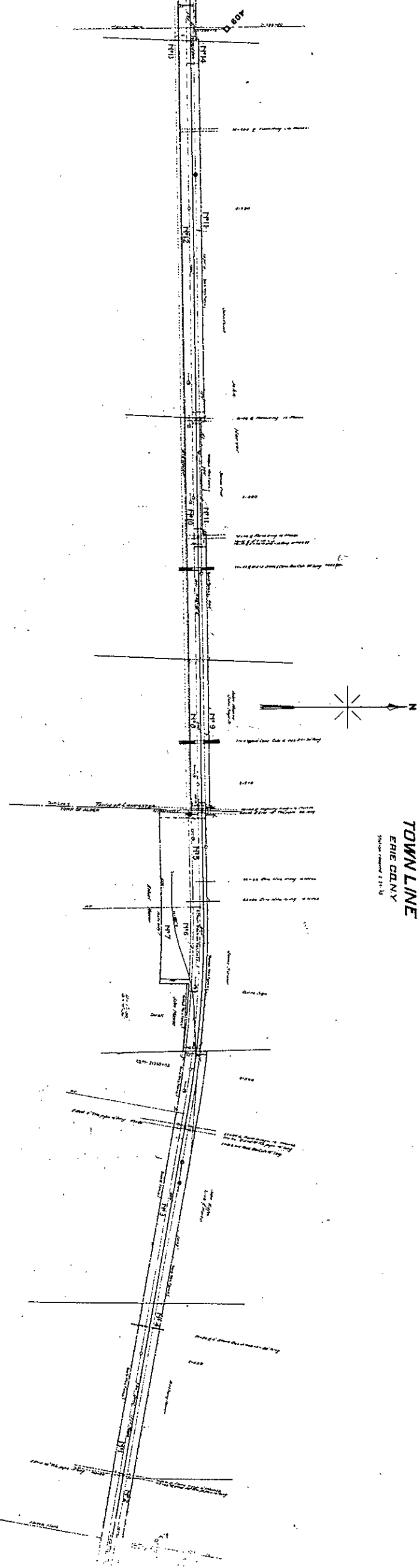
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 2480+50 TO STATION 2543+40
Scale: 1" = 1000'
Date: 10/17/60
Drawn: J. A. Martin

Sheet No. 71-1, 3, 17, 19 of Erie Railroad Company
Plan shown shall be subject to change without notice
V.L. Martin, Engineer

188333 462461 770 6070-1660

1" = 1000' AS SHOWN MAP

188333 462461 770 6070-1660



TOWN LINE
ERIE COUNTY
 Station marked 2.10-10

| REVISION RECORD | |
|-----------------|-------------------|
| NO. | DESCRIPTION |
| 1 | Original map |
| 2 | Added station N11 |
| 3 | Added station N10 |
| 4 | Added station N9 |
| 5 | Added station N8 |
| 6 | Added station N7 |
| 7 | Added station N6 |
| 8 | Added station N5 |
| 9 | Added station N4 |
| 10 | Added station N3 |
| 11 | Added station N2 |
| 12 | Added station N1 |

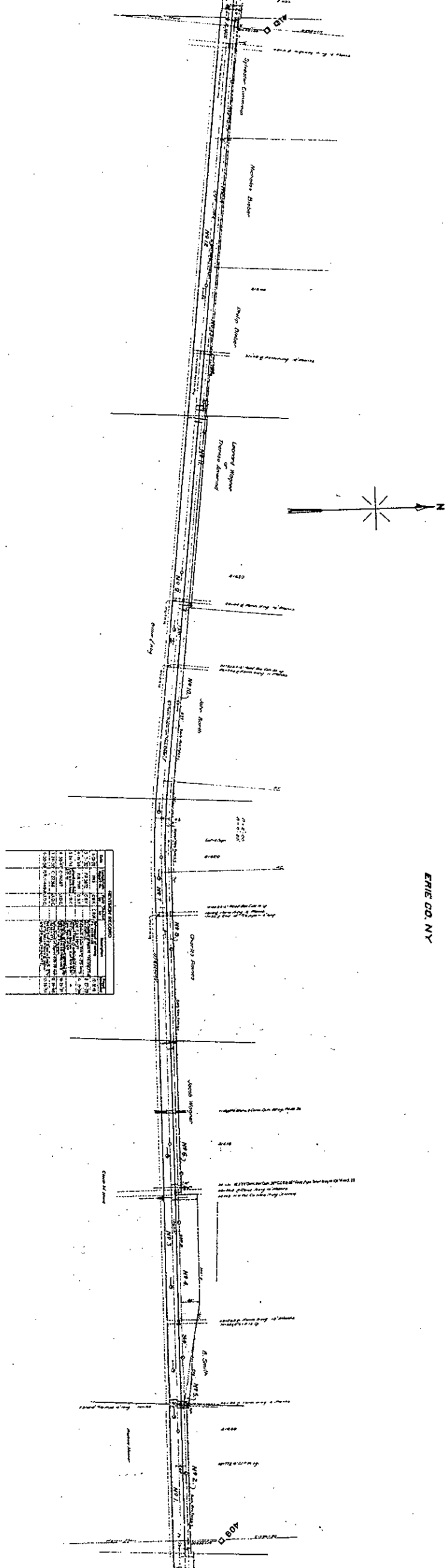
18333 48000 40400-4030

OWNED AND OPERATED BY
 ERIE JACKAWAN RAILROAD COMPANY
 AS OF OCT. 17, 1960

RIGHT OF WAY AND TRACK MAP
 ERIE RAILROAD COMPANY
 OPERATED BY
 ERIE RAILROAD COMPANY
 BUFFALO DIVISION
 STATION 2193440 TO STATION 2193450

Show N11, N10, N9, N8, N7, N6, N5, N4, N3, N2, N1
 from map sheet 18333 to station 2193450

18333 48000 40400-4030



ERIE CO. NY

18833 176401 770409.0 - 410.0

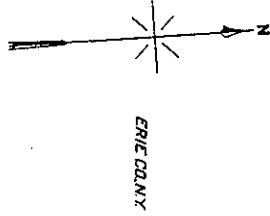
SAFETY NOTICE: "A" and "MA" are not.

Shaw, Inc. 78-V, S-1)-N, Y. & Co. Printing Company
From mailing address 2000/20 to printing address 1/20/20

ERIE RAILROAD COMPANY

RIGHT OF WAY AND TRACK N.
ERIE RAILROAD COMPANY

$$x = 1 - 2\alpha^2 = 1 - 2 \cdot 0.0001 = 0.9998$$
[illegible]



| REVISION RECORD | | | | |
|-----------------|----------------------|------------------------|---------------------|--------------------|
| Date | Revising
Engineer | Revised
Description | Revised
Quantity | Revised
Remarks |
| 3-5-58 | W. S. S. S. | REVISION NO. 1 | 1.00 | REVISION NO. 1 |
| 3-5-58 | W. S. S. S. | REVISION NO. 2 | 1.00 | REVISION NO. 2 |
| 3-5-58 | W. S. S. S. | REVISION NO. 3 | 1.00 | REVISION NO. 3 |
| 3-5-58 | W. S. S. S. | REVISION NO. 4 | 1.00 | REVISION NO. 4 |
| 3-5-58 | W. S. S. S. | REVISION NO. 5 | 1.00 | REVISION NO. 5 |
| 3-5-58 | W. S. S. S. | REVISION NO. 6 | 1.00 | REVISION NO. 6 |
| 3-5-58 | W. S. S. S. | REVISION NO. 7 | 1.00 | REVISION NO. 7 |
| 3-5-58 | W. S. S. S. | REVISION NO. 8 | 1.00 | REVISION NO. 8 |
| 3-5-58 | W. S. S. S. | REVISION NO. 9 | 1.00 | REVISION NO. 9 |
| 3-5-58 | W. S. S. S. | REVISION NO. 10 | 1.00 | REVISION NO. 10 |
| 3-5-58 | W. S. S. S. | REVISION NO. 11 | 1.00 | REVISION NO. 11 |
| 3-5-58 | W. S. S. S. | REVISION NO. 12 | 1.00 | REVISION NO. 12 |
| 3-5-58 | W. S. S. S. | REVISION NO. 13 | 1.00 | REVISION NO. 13 |
| 3-5-58 | W. S. S. S. | REVISION NO. 14 | 1.00 | REVISION NO. 14 |
| 3-5-58 | W. S. S. S. | REVISION NO. 15 | 1.00 | REVISION NO. 15 |
| 3-5-58 | W. S. S. S. | REVISION NO. 16 | 1.00 | REVISION NO. 16 |
| 3-5-58 | W. S. S. S. | REVISION NO. 17 | 1.00 | REVISION NO. 17 |
| 3-5-58 | W. S. S. S. | REVISION NO. 18 | 1.00 | REVISION NO. 18 |
| 3-5-58 | W. S. S. S. | REVISION NO. 19 | 1.00 | REVISION NO. 19 |
| 3-5-58 | W. S. S. S. | REVISION NO. 20 | 1.00 | REVISION NO. 20 |
| 3-5-58 | W. S. S. S. | REVISION NO. 21 | 1.00 | REVISION NO. 21 |
| 3-5-58 | W. S. S. S. | REVISION NO. 22 | 1.00 | REVISION NO. 22 |
| 3-5-58 | W. S. S. S. | REVISION NO. 23 | 1.00 | REVISION NO. 23 |
| 3-5-58 | W. S. S. S. | REVISION NO. 24 | 1.00 | REVISION NO. 24 |
| 3-5-58 | W. S. S. S. | REVISION NO. 25 | 1.00 | REVISION NO. 25 |
| 3-5-58 | W. S. S. S. | REVISION NO. 26 | 1.00 | REVISION NO. 26 |
| 3-5-58 | W. S. S. S. | REVISION NO. 27 | 1.00 | REVISION NO. 27 |
| 3-5-58 | W. S. S. S. | REVISION NO. 28 | 1.00 | REVISION NO. 28 |
| 3-5-58 | W. S. S. S. | REVISION NO. 29 | 1.00 | REVISION NO. 29 |
| 3-5-58 | W. S. S. S. | REVISION NO. 30 | 1.00 | REVISION NO. 30 |
| 3-5-58 | W. S. S. S. | REVISION NO. 31 | 1.00 | REVISION NO. 31 |
| 3-5-58 | W. S. S. S. | REVISION NO. 32 | 1.00 | REVISION NO. 32 |
| 3-5-58 | W. S. S. S. | REVISION NO. 33 | 1.00 | REVISION NO. 33 |
| 3-5-58 | W. S. S. S. | REVISION NO. 34 | 1.00 | REVISION NO. 34 |
| 3-5-58 | W. S. S. S. | REVISION NO. 35 | 1.00 | REVISION NO. 35 |
| 3-5-58 | W. S. S. S. | REVISION NO. 36 | 1.00 | REVISION NO. 36 |
| 3-5-58 | W. S. S. S. | REVISION NO. 37 | 1.00 | REVISION NO. 37 |
| 3-5-58 | W. S. S. S. | REVISION NO. 38 | 1.00 | REVISION NO. 38 |
| 3-5-58 | W. S. S. S. | REVISION NO. 39 | 1.00 | REVISION NO. 39 |
| 3-5-58 | W. S. S. S. | REVISION NO. 40 | 1.00 | REVISION NO. 40 |
| 3-5-58 | W. S. S. S. | REVISION NO. 41 | 1.00 | REVISION NO. 41 |
| 3-5-58 | W. S. S. S. | REVISION NO. 42 | 1.00 | REVISION NO. 42 |
| 3-5-58 | W. S. S. S. | REVISION NO. 43 | 1.00 | REVISION NO. 43 |
| 3-5-58 | W. S. S. S. | REVISION NO. 44 | 1.00 | REVISION NO. 44 |
| 3-5-58 | W. S. S. S. | REVISION NO. 45 | 1.00 | REVISION NO. 45 |
| 3-5-58 | W. S. S. S. | REVISION NO. 46 | 1.00 | REVISION NO. 46 |
| 3-5-58 | W. S. S. S. | REVISION NO. 47 | 1.00 | REVISION NO. 47 |
| 3-5-58 | W. S. S. S. | REVISION NO. 48 | 1.00 | REVISION NO. 48 |
| 3-5-58 | W. S. S. S. | REVISION NO. 49 | 1.00 | REVISION NO. 49 |
| 3-5-58 | W. S. S. S. | REVISION NO. 50 | 1.00 | REVISION NO. 50 |
| 3-5-58 | W. S. S. S. | REVISION NO. 51 | 1.00 | REVISION NO. 51 |
| 3-5-58 | W. S. S. S. | REVISION NO. 52 | 1.00 | REVISION NO. 52 |
| 3-5-58 | W. S. S. S. | REVISION NO. 53 | 1.00 | REVISION NO. 53 |
| 3-5-58 | W. S. S. S. | REVISION NO. 54 | 1.00 | REVISION NO. 54 |
| 3-5-58 | W. S. S. S. | REVISION NO. 55 | 1.00 | REVISION NO. 55 |
| 3-5-58 | W. S. S. S. | REVISION NO. 56 | 1.00 | REVISION NO. 56 |
| 3-5-58 | W. S. S. S. | REVISION NO. 57 | 1.00 | REVISION NO. 57 |
| 3-5-58 | W. S. S. S. | REVISION NO. 58 | 1.00 | REVISION NO. 58 |
| 3-5-58 | W. S. S. S. | REVISION NO. 59 | 1.00 | REVISION NO. 59 |
| 3-5-58 | W. S. S. S. | REVISION NO. 60 | 1.00 | REVISION NO. 60 |
| 3-5-58 | W. S. S. S. | REVISION NO. 61 | 1.00 | REVISION NO. 61 |
| 3-5-58 | W. S. S. S. | REVISION NO. 62 | 1.00 | REVISION NO. 62 |
| 3-5-58 | W. S. S. S. | REVISION NO. 63 | 1.00 | REVISION NO. 63 |
| 3-5-58 | W. S. S. S. | REVISION NO. 64 | 1.00 | REVISION NO. 64 |
| 3-5-58 | W. S. S. S. | REVISION NO. 65 | 1.00 | REVISION NO. 65 |
| 3-5-58 | W. S. S. S. | REVISION NO. 66 | 1.00 | REVISION NO. 66 |
| 3-5-58 | W. S. S. S. | REVISION NO. 67 | 1.00 | REVISION NO. 67 |
| 3-5-58 | W. S. S. S. | REVISION NO. 68 | 1.00 | REVISION NO. 68 |
| 3-5-58 | W. S. S. S. | REVISION NO. 69 | 1.00 | REVISION NO. 69 |
| 3-5-58 | W. S. S. S. | REVISION NO. 70 | 1.00 | REVISION NO. 70 |
| 3-5-58 | W. S. S. S. | REVISION NO. 71 | 1.00 | REVISION NO. 71 |
| 3-5-58 | W. S. S. S. | REVISION NO. 72 | 1.00 | REVISION NO. 72 |
| 3-5-58 | W. S. S. S. | REVISION NO. 73 | 1.00 | REVISION NO. 73 |
| 3-5-58 | W. S. S. S. | REVISION NO. 74 | 1.00 | REVISION NO. 74 |
| 3-5-58 | W. S. S. S. | REVISION NO. 75 | 1.00 | REVISION NO. 75 |
| 3-5-58 | W. S. S. S. | REVISION NO. 76 | 1.00 | REVISION NO. 76 |
| 3-5-58 | W. S. S. S. | REVISION NO. 77 | 1.00 | REVISION NO. 77 |
| 3-5-58 | W. S. S. S. | REVISION NO. 78 | 1.00 | REVISION NO. 78 |
| 3-5-58 | W. S. S. S. | REVISION NO. 79 | 1.00 | REVISION NO. 79 |
| 3-5-58 | W. S. S. S. | REVISION NO. 80 | 1.00 | REVISION NO. 80 |
| 3-5-58 | W. S. S. S. | REVISION NO. 81 | 1.00 | REVISION NO. 81 |
| 3-5-58 | W. S. S. S. | REVISION NO. 82 | 1.00 | REVISION NO. 82 |
| 3-5-58 | W. S. S. S. | REVISION NO. 83 | 1.00 | REVISION NO. 83 |
| 3-5-58 | W. S. S. S. | REVISION NO. 84 | 1.00 | REVISION NO. 84 |
| 3-5-58 | W. S. S. S. | REVISION NO. 85 | 1.00 | REVISION NO. 85 |
| 3-5-58 | W. S. S. S. | REVISION NO. 86 | 1.00 | REVISION NO. 86 |
| 3-5-58 | W. S. S. S. | REVISION NO. 87 | 1.00 | REVISION NO. 87 |
| 3-5-58 | W. S. S. S. | REVISION NO. 88 | 1.00 | REVISION NO. 88 |
| 3-5-58 | W. S. S. S. | REVISION NO. 89 | 1.00 | REVISION NO. 89 |
| 3-5-58 | W. S. S. S. | REVISION NO. 90 | 1.00 | REVISION NO. 90 |
| 3-5-58 | W. S. S. S. | REVISION NO. 91 | 1.00 | REVISION NO. 91 |
| 3-5-58 | W. S. S. S. | REVISION NO. 92 | 1.00 | REVISION NO. 92 |
| 3-5-58 | W. S. S. S. | REVISION NO. 93 | 1.00 | REVISION NO. 93 |
| 3-5-58 | W. S. S. S. | REVISION NO. 94 | 1.00 | REVISION NO. 94 |
| 3-5-58 | W. S. S. S. | REVISION NO. 95 | 1.00 | REVISION NO. 95 |
| 3-5-58 | W. S. S. S. | REVISION NO. 96 | 1.00 | REVISION NO. 96 |
| 3-5-58 | W. S. S. S. | REVISION NO. 97 | 1.00 | REVISION NO. 97 |
| 3-5-58 | W. S. S. S. | REVISION NO. 98 | 1.00 | REVISION NO. 98 |
| 3-5-58 | W. S. S. S. | REVISION NO. 99 | 1.00 | REVISION NO. 99 |
| 3-5-58 | W. S. S. S. | REVISION NO. 100 | 1.00 | REVISION NO. 100 |

Send No. 77-V, S-1-N, Y of *Life* Railroad Company
And receive volume 20000 to every station with 100

4-13-51

RIGHT OF WAY AND TRACK MATERIAL
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 2144-00 TO STATION 2101+80
GRADE 1 IN 1000 FT
JUNE 28 1978

ERIE CO. N.Y.

14833

2013-02-10 10401

Addressing the needs of
expanding cities in the
developing world

Shari H. H. - V. S. - J. H. Y. of Ben Richard Center
From meeting with the author to writing section 1991-10
Valentine, Virginia.

N 21704+60 TO STATION 21807+00
 100' to 150' to station
 100' to 150' to station
 100' to 150' to station

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1960

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY

OWNED AND OPERATED BY
ERIE-LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1968

RIGHT OF WAY AND TRACK MAINTENANCE
ERIE RAILROAD COMPANY

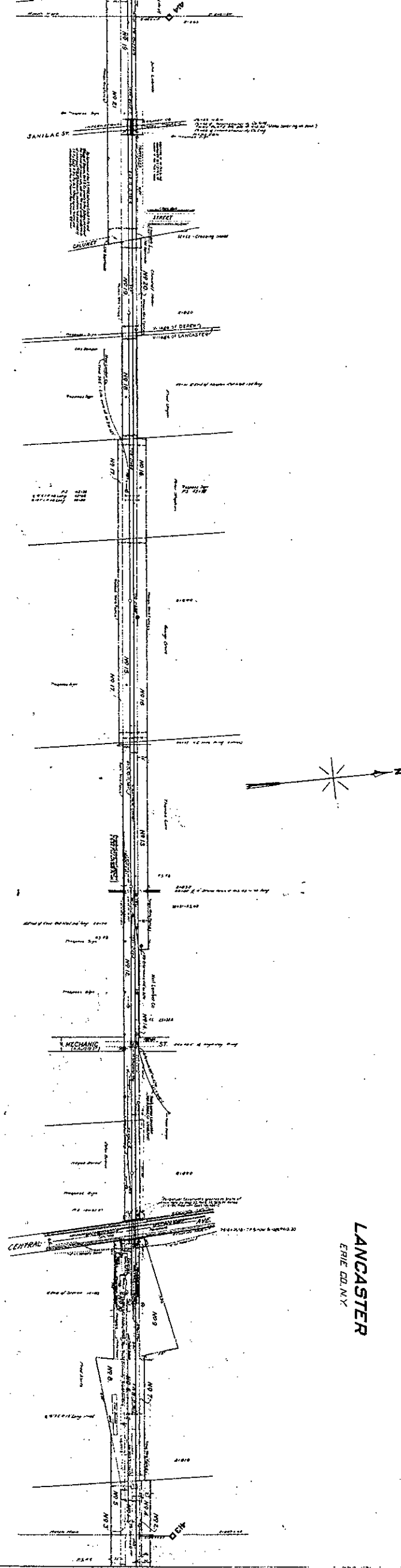
ERIE RAILROAD COMPANY

STATION 21784+60 TO STATION 21807+60

[illegible]

2002

14-19-MX
81



LANCASTER
ERIE CO., N.Y.

| STATION RECORD | | MILEPOST RECORD | |
|----------------|------|-----------------|------|
| STATION | DATE | STATION | DATE |
| LANCASTER | 1880 | LANCASTER | 1880 |
| LANCASTER | 1881 | LANCASTER | 1881 |
| LANCASTER | 1882 | LANCASTER | 1882 |
| LANCASTER | 1883 | LANCASTER | 1883 |
| LANCASTER | 1884 | LANCASTER | 1884 |
| LANCASTER | 1885 | LANCASTER | 1885 |
| LANCASTER | 1886 | LANCASTER | 1886 |
| LANCASTER | 1887 | LANCASTER | 1887 |
| LANCASTER | 1888 | LANCASTER | 1888 |
| LANCASTER | 1889 | LANCASTER | 1889 |
| LANCASTER | 1890 | LANCASTER | 1890 |
| LANCASTER | 1891 | LANCASTER | 1891 |
| LANCASTER | 1892 | LANCASTER | 1892 |
| LANCASTER | 1893 | LANCASTER | 1893 |
| LANCASTER | 1894 | LANCASTER | 1894 |
| LANCASTER | 1895 | LANCASTER | 1895 |
| LANCASTER | 1896 | LANCASTER | 1896 |
| LANCASTER | 1897 | LANCASTER | 1897 |
| LANCASTER | 1898 | LANCASTER | 1898 |
| LANCASTER | 1899 | LANCASTER | 1899 |
| LANCASTER | 1900 | LANCASTER | 1900 |

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 1, 1899

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 21807+40 TO STATION 21801+20

Scale: 1" = 1/2 M. of Erie Railroad Company
From maps and records in office of the Company
Validated by: [Signature]

6401093

[illegible][illegible]

OWNED AND OPERATED BY
ERIE-LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1960

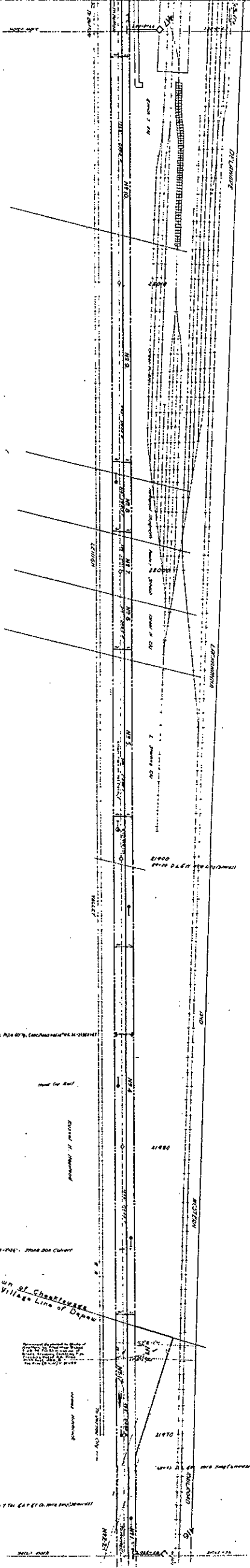
SEE MAPS OF THE AREA

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY

BLUEPRINT QUESTION



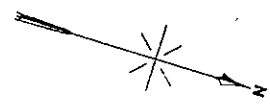
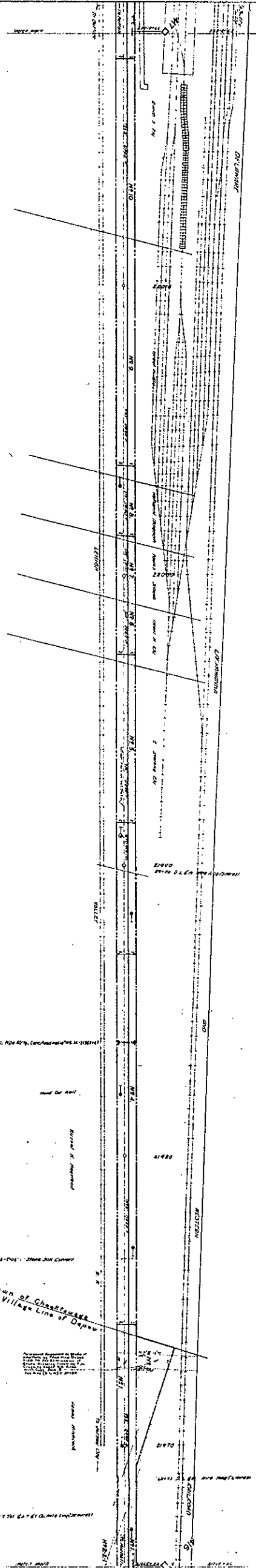
CHEEKTOWAGA
 ERIE CO. N.Y.
 (In Section Building since 1824)



| FOR EACH SECTION | |
|------------------|-----|
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |
| 13 | 14 |
| 15 | 16 |
| 17 | 18 |
| 19 | 20 |
| 21 | 22 |
| 23 | 24 |
| 25 | 26 |
| 27 | 28 |
| 29 | 30 |
| 31 | 32 |
| 33 | 34 |
| 35 | 36 |
| 37 | 38 |
| 39 | 40 |
| 41 | 42 |
| 43 | 44 |
| 45 | 46 |
| 47 | 48 |
| 49 | 50 |
| 51 | 52 |
| 53 | 54 |
| 55 | 56 |
| 57 | 58 |
| 59 | 60 |
| 61 | 62 |
| 63 | 64 |
| 65 | 66 |
| 67 | 68 |
| 69 | 70 |
| 71 | 72 |
| 73 | 74 |
| 75 | 76 |
| 77 | 78 |
| 79 | 80 |
| 81 | 82 |
| 83 | 84 |
| 85 | 86 |
| 87 | 88 |
| 89 | 90 |
| 91 | 92 |
| 93 | 94 |
| 95 | 96 |
| 97 | 98 |
| 99 | 100 |

RIGHT OF WAY AND TRACK MAP
 ERIE RAILROAD COMPANY
 OPERATED BY
ERIE RAILROAD COMPANY
 BUFFALO DIVISION
 STATION 2188+00 TO STATION 2200+00
 (See map for location of station and track)

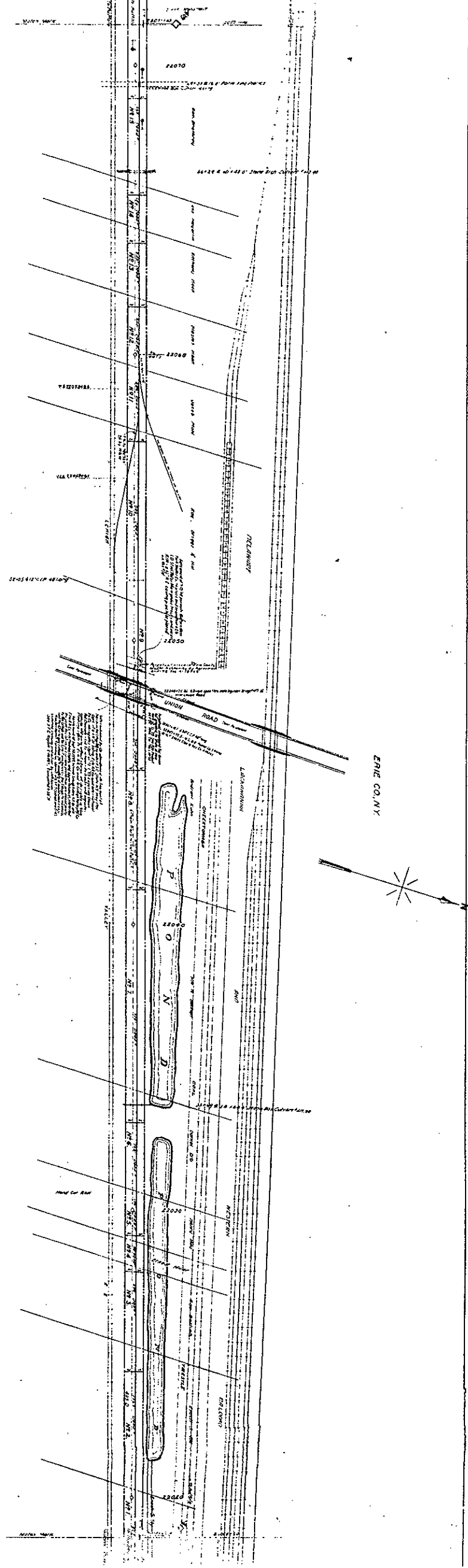
10/13/33 36601 70440-410



CHEEKTOWAGA
 ERIE CO., N.Y.
 (In Station Building since 1924)

| STATION RECORD | |
|----------------|--------|
| STATION | RECORD |
| CHEEKTOWAGA | 1924 |
| CHEEKTOWAGA | 1925 |
| CHEEKTOWAGA | 1926 |
| CHEEKTOWAGA | 1927 |
| CHEEKTOWAGA | 1928 |
| CHEEKTOWAGA | 1929 |
| CHEEKTOWAGA | 1930 |
| CHEEKTOWAGA | 1931 |
| CHEEKTOWAGA | 1932 |
| CHEEKTOWAGA | 1933 |
| CHEEKTOWAGA | 1934 |
| CHEEKTOWAGA | 1935 |
| CHEEKTOWAGA | 1936 |
| CHEEKTOWAGA | 1937 |
| CHEEKTOWAGA | 1938 |
| CHEEKTOWAGA | 1939 |
| CHEEKTOWAGA | 1940 |
| CHEEKTOWAGA | 1941 |
| CHEEKTOWAGA | 1942 |
| CHEEKTOWAGA | 1943 |
| CHEEKTOWAGA | 1944 |
| CHEEKTOWAGA | 1945 |
| CHEEKTOWAGA | 1946 |
| CHEEKTOWAGA | 1947 |
| CHEEKTOWAGA | 1948 |
| CHEEKTOWAGA | 1949 |
| CHEEKTOWAGA | 1950 |
| CHEEKTOWAGA | 1951 |
| CHEEKTOWAGA | 1952 |
| CHEEKTOWAGA | 1953 |
| CHEEKTOWAGA | 1954 |
| CHEEKTOWAGA | 1955 |
| CHEEKTOWAGA | 1956 |
| CHEEKTOWAGA | 1957 |
| CHEEKTOWAGA | 1958 |
| CHEEKTOWAGA | 1959 |
| CHEEKTOWAGA | 1960 |
| CHEEKTOWAGA | 1961 |
| CHEEKTOWAGA | 1962 |
| CHEEKTOWAGA | 1963 |
| CHEEKTOWAGA | 1964 |
| CHEEKTOWAGA | 1965 |
| CHEEKTOWAGA | 1966 |
| CHEEKTOWAGA | 1967 |
| CHEEKTOWAGA | 1968 |
| CHEEKTOWAGA | 1969 |
| CHEEKTOWAGA | 1970 |
| CHEEKTOWAGA | 1971 |
| CHEEKTOWAGA | 1972 |
| CHEEKTOWAGA | 1973 |
| CHEEKTOWAGA | 1974 |
| CHEEKTOWAGA | 1975 |
| CHEEKTOWAGA | 1976 |
| CHEEKTOWAGA | 1977 |
| CHEEKTOWAGA | 1978 |
| CHEEKTOWAGA | 1979 |
| CHEEKTOWAGA | 1980 |
| CHEEKTOWAGA | 1981 |
| CHEEKTOWAGA | 1982 |
| CHEEKTOWAGA | 1983 |
| CHEEKTOWAGA | 1984 |
| CHEEKTOWAGA | 1985 |
| CHEEKTOWAGA | 1986 |
| CHEEKTOWAGA | 1987 |
| CHEEKTOWAGA | 1988 |
| CHEEKTOWAGA | 1989 |
| CHEEKTOWAGA | 1990 |
| CHEEKTOWAGA | 1991 |
| CHEEKTOWAGA | 1992 |
| CHEEKTOWAGA | 1993 |
| CHEEKTOWAGA | 1994 |
| CHEEKTOWAGA | 1995 |
| CHEEKTOWAGA | 1996 |
| CHEEKTOWAGA | 1997 |
| CHEEKTOWAGA | 1998 |
| CHEEKTOWAGA | 1999 |
| CHEEKTOWAGA | 2000 |

RIGHT OF WAY AND TRACK MAP
 ERIE RAILROAD COMPANY
 OPERATED BY
ERIE RAILROAD COMPANY
 BUFFALO DIVISION
 STATION 2185+00 TO STATION 2201+00
 (In Station Building since 1924)



| DATE | DESCRIPTION | RECEIPTS | | EXPENDITURE | | BALANCE |
|------|-------------|----------|----------|-------------|----------|---------|
| | | AMOUNT | CURRENCY | AMOUNT | CURRENCY | |
| 1971 | 10/10/71 | 100.00 | USD | 50.00 | USD | 50.00 |
| 1972 | 1/15/72 | 200.00 | USD | 100.00 | USD | 100.00 |
| 1973 | 3/20/73 | 150.00 | USD | 75.00 | USD | 75.00 |
| 1974 | 6/10/74 | 300.00 | USD | 150.00 | USD | 150.00 |
| 1975 | 9/5/75 | 400.00 | USD | 200.00 | USD | 200.00 |
| 1976 | 12/1/76 | 500.00 | USD | 250.00 | USD | 250.00 |
| 1977 | 4/15/77 | 600.00 | USD | 300.00 | USD | 300.00 |
| 1978 | 7/25/78 | 700.00 | USD | 350.00 | USD | 350.00 |
| 1979 | 10/10/79 | 800.00 | USD | 400.00 | USD | 400.00 |
| 1980 | 1/15/80 | 900.00 | USD | 450.00 | USD | 450.00 |
| 1981 | 4/20/81 | 1000.00 | USD | 500.00 | USD | 500.00 |
| 1982 | 7/10/82 | 1100.00 | USD | 550.00 | USD | 550.00 |
| 1983 | 9/5/83 | 1200.00 | USD | 600.00 | USD | 600.00 |
| 1984 | 12/1/84 | 1300.00 | USD | 650.00 | USD | 650.00 |
| 1985 | 4/15/85 | 1400.00 | USD | 700.00 | USD | 700.00 |
| 1986 | 7/25/86 | 1500.00 | USD | 750.00 | USD | 750.00 |
| 1987 | 10/10/87 | 1600.00 | USD | 800.00 | USD | 800.00 |
| 1988 | 1/15/88 | 1700.00 | USD | 850.00 | USD | 850.00 |
| 1989 | 4/20/89 | 1800.00 | USD | 900.00 | USD | 900.00 |
| 1990 | 7/10/90 | 1900.00 | USD | 950.00 | USD | 950.00 |
| 1991 | 9/5/91 | 2000.00 | USD | 1000.00 | USD | 1000.00 |
| 1992 | 12/1/92 | 2100.00 | USD | 1050.00 | USD | 1050.00 |
| 1993 | 4/15/93 | 2200.00 | USD | 1100.00 | USD | 1100.00 |
| 1994 | 7/25/94 | 2300.00 | USD | 1150.00 | USD | 1150.00 |
| 1995 | 10/10/95 | 2400.00 | USD | 1200.00 | USD | 1200.00 |
| 1996 | 1/15/96 | 2500.00 | USD | 1250.00 | USD | 1250.00 |
| 1997 | 4/20/97 | 2600.00 | USD | 1300.00 | USD | 1300.00 |
| 1998 | 7/10/98 | 2700.00 | USD | 1350.00 | USD | 1350.00 |
| 1999 | 9/5/99 | 2800.00 | USD | 1400.00 | USD | 1400.00 |
| 2000 | 12/1/00 | 2900.00 | USD | 1450.00 | USD | 1450.00 |
| 2001 | 4/15/01 | 3000.00 | USD | 1500.00 | USD | 1500.00 |
| 2002 | 7/25/02 | 3100.00 | USD | 1550.00 | USD | 1550.00 |
| 2003 | 10/10/03 | 3200.00 | USD | 1600.00 | USD | 1600.00 |
| 2004 | 1/15/04 | 3300.00 | USD | 1650.00 | USD | 1650.00 |
| 2005 | 4/20/05 | 3400.00 | USD | 1700.00 | USD | 1700.00 |
| 2006 | 7/10/06 | 3500.00 | USD | 1750.00 | USD | 1750.00 |
| 2007 | 9/5/07 | 3600.00 | USD | 1800.00 | USD | 1800.00 |
| 2008 | 12/1/08 | 3700.00 | USD | 1850.00 | USD | 1850.00 |
| 2009 | 4/15/09 | 3800.00 | USD | 1900.00 | USD | 1900.00 |
| 2010 | 7/25/10 | 3900.00 | USD | 1950.00 | USD | 1950.00 |
| 2011 | 10/10/11 | 4000.00 | USD | 2000.00 | USD | 2000.00 |
| 2012 | 1/15/12 | 4100.00 | USD | 2050.00 | USD | 2050.00 |
| 2013 | 4/20/13 | 4200.00 | USD | 2100.00 | USD | 2100.00 |
| 2014 | 7/10/14 | 4300.00 | USD | 2150.00 | USD | 2150.00 |
| 2015 | 9/5/15 | 4400.00 | USD | 2200.00 | USD | 2200.00 |
| 2016 | 12/1/16 | 4500.00 | USD | 2250.00 | USD | 2250.00 |
| 2017 | 4/15/17 | 4600.00 | USD | 2300.00 | USD | 2300.00 |
| 2018 | 7/25/18 | 4700.00 | USD | 2350.00 | USD | 2350.00 |
| 2019 | 10/10/19 | 4800.00 | USD | | | |

Sheet No. 364-V-5-13 N. Y. of E. O. Ruland Company
from another volume 1900-1910 by survey before 1927-1930

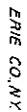
Valuation Engines

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 22018+00 TO STATION 22071+40

| Year | Number of cases | Rate per 100,000 |
|------|-----------------|------------------|
| 1990 | 1,000 | 1.0 |
| 1991 | 1,100 | 1.1 |
| 1992 | 1,200 | 1.2 |
| 1993 | 1,300 | 1.3 |
| 1994 | 1,400 | 1.4 |
| 1995 | 1,500 | 1.5 |
| 1996 | 1,600 | 1.6 |
| 1997 | 1,700 | 1.7 |
| 1998 | 1,800 | 1.8 |
| 1999 | 1,900 | 1.9 |
| 2000 | 2,000 | 2.0 |
| 2001 | 2,100 | 2.1 |
| 2002 | 2,200 | 2.2 |
| 2003 | 2,300 | 2.3 |
| 2004 | 2,400 | 2.4 |
| 2005 | 2,500 | 2.5 |
| 2006 | 2,600 | 2.6 |
| 2007 | 2,700 | 2.7 |
| 2008 | 2,800 | 2.8 |
| 2009 | 2,900 | 2.9 |
| 2010 | 3,000 | 3.0 |
| 2011 | 3,100 | 3.1 |
| 2012 | 3,200 | 3.2 |
| 2013 | 3,300 | 3.3 |
| 2014 | 3,400 | 3.4 |
| 2015 | 3,500 | 3.5 |
| 2016 | 3,600 | 3.6 |
| 2017 | 3,700 | 3.7 |
| 2018 | 3,800 | 3.8 |
| 2019 | 3,900 | 3.9 |
| 2020 | 4,000 | 4.0 |

NY-15-NY

K9333
K2601
720-4180
Bureau of Economic Warfare
Washington, D.C.
Room 1000



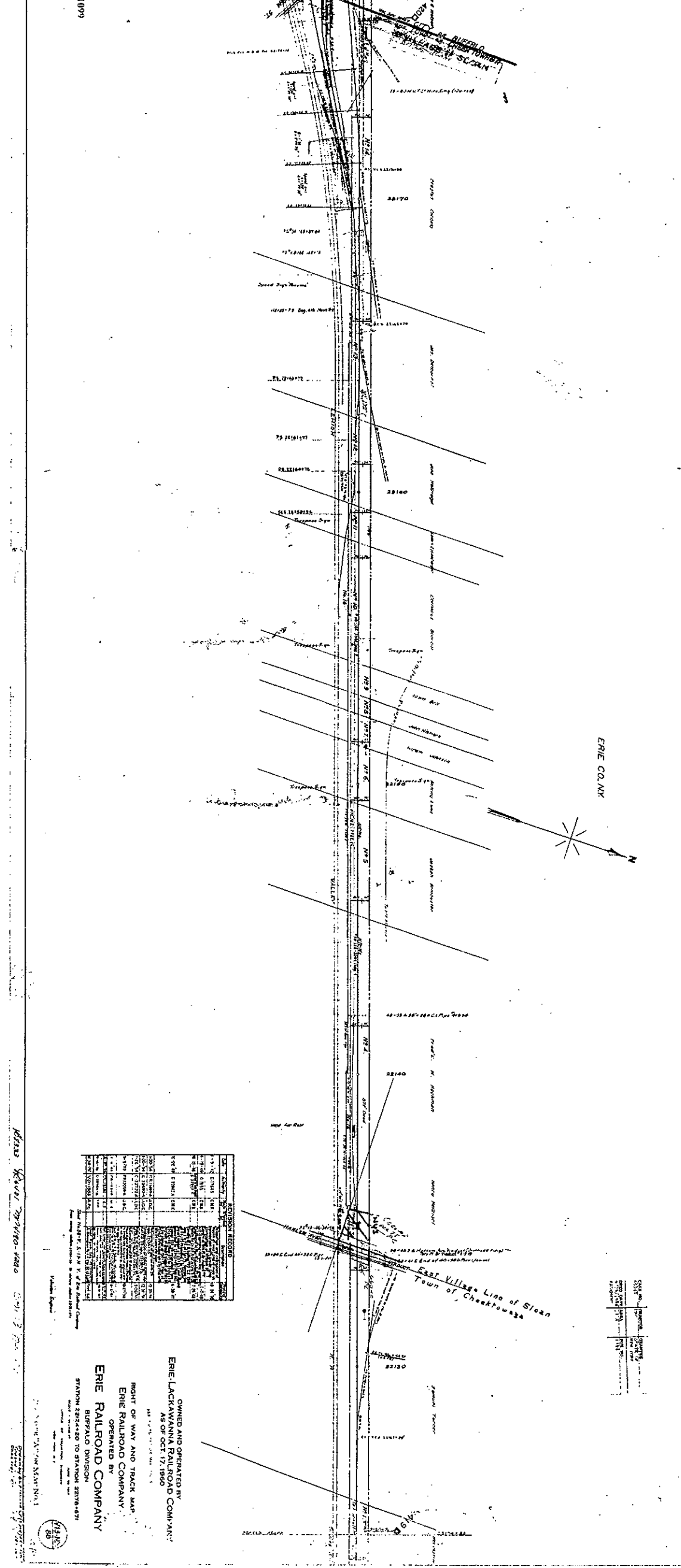
State No. 07, V. 2, 1st N. V., of Erie Railroad Company
from service ended 12/30/2000 to ending date 1/1/2001.

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPAN
AS OF OCT. 17, 1960

RIGHT OF WAY AND TRACK MAP
ERIE RAILROAD COMPANY
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 20711+40 TO STATION 21224+00

168333 82401 "MP 418.0-419.0

[illegible]



| STATION RECORD | | | |
|----------------|-----------------------|--------------------------|-------|
| Station | Distance from Buffalo | Distance from Cheekowaga | Notes |
| Buffalo | 0.00 | 10.00 | |
| ... | ... | ... | ... |
| Cheekowaga | 10.00 | 0.00 | |

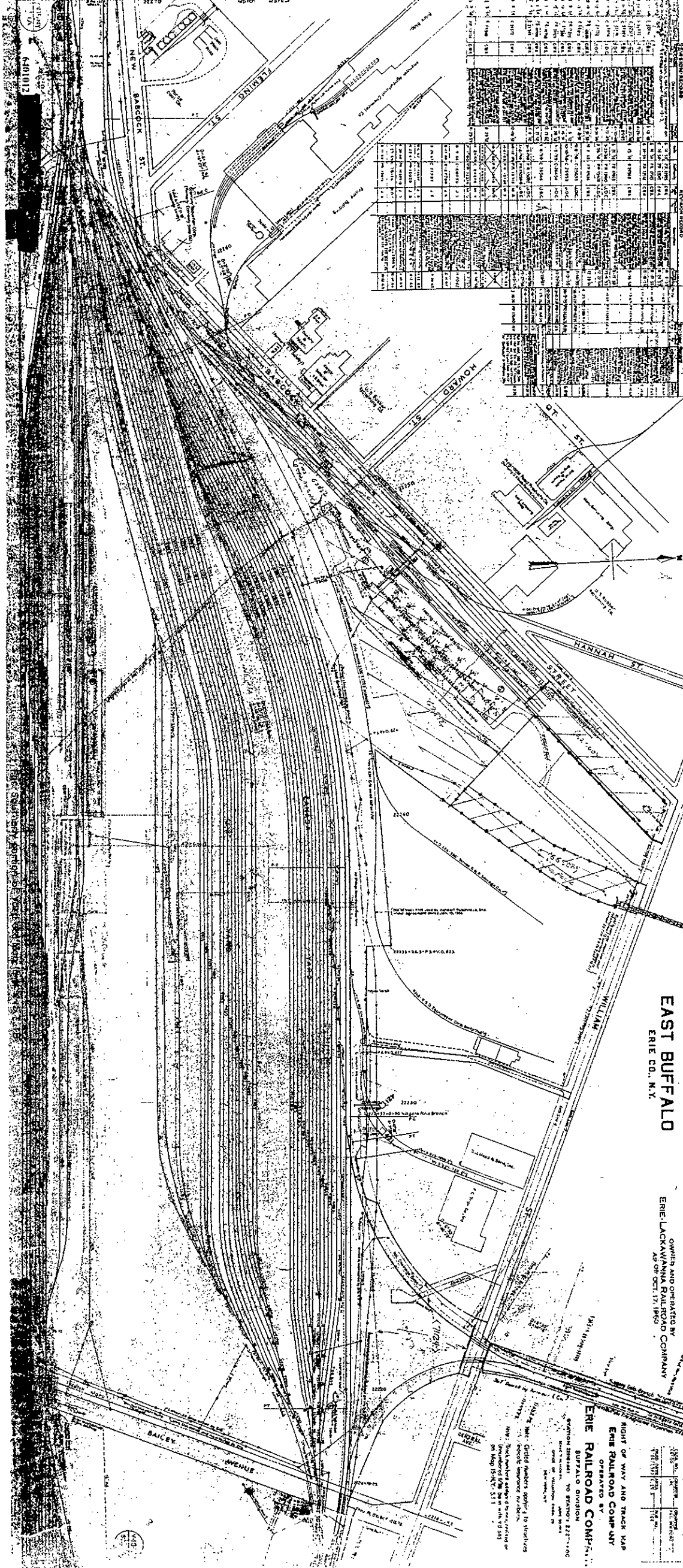
10333 Buffalo, N.Y. 10410-1040 0-11-13

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1960

RIGHT OF WAY AND TRACK MAP
OPERATED BY
ERIE RAILROAD COMPANY
BUFFALO DIVISION
STATION 2854+50 TO STATION 2316+57

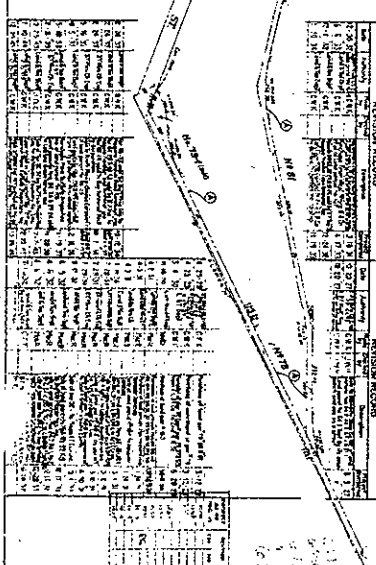
10333 Buffalo, N.Y. 10410-1040 0-11-13



[illegible]

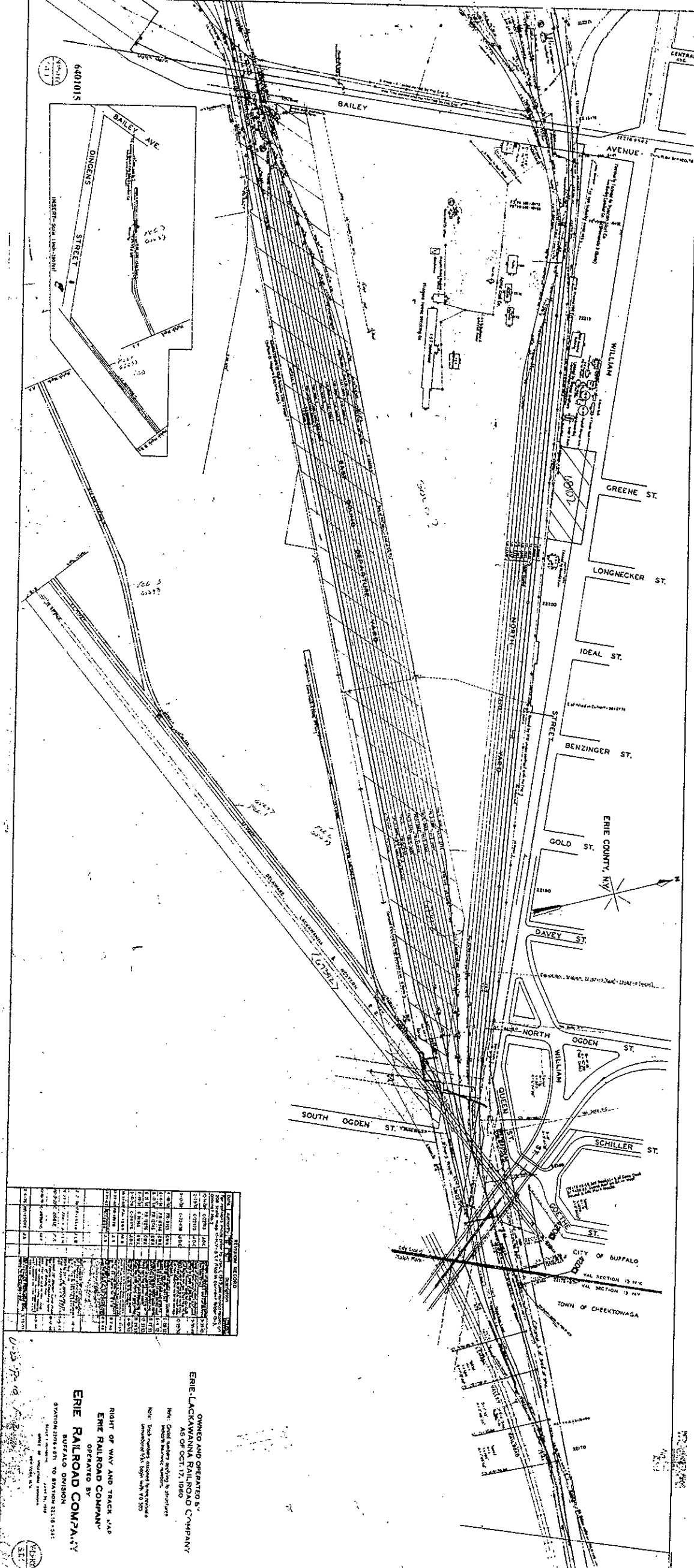
| Line | Station | Distance | Time | Speed | Notes |
|------|---------|----------|------|-------|-------|
| 1 | Buffalo | 0.0 | 0.0 | 0.0 | |
| 2 | Buffalo | 0.1 | 0.1 | 0.1 | |
| 3 | Buffalo | 0.2 | 0.2 | 0.2 | |
| 4 | Buffalo | 0.3 | 0.3 | 0.3 | |
| 5 | Buffalo | 0.4 | 0.4 | 0.4 | |
| 6 | Buffalo | 0.5 | 0.5 | 0.5 | |
| 7 | Buffalo | 0.6 | 0.6 | 0.6 | |
| 8 | Buffalo | 0.7 | 0.7 | 0.7 | |
| 9 | Buffalo | 0.8 | 0.8 | 0.8 | |
| 10 | Buffalo | 0.9 | 0.9 | 0.9 | |
| 11 | Buffalo | 1.0 | 1.0 | 1.0 | |
| 12 | Buffalo | 1.1 | 1.1 | 1.1 | |
| 13 | Buffalo | 1.2 | 1.2 | 1.2 | |
| 14 | Buffalo | 1.3 | 1.3 | 1.3 | |
| 15 | Buffalo | 1.4 | 1.4 | 1.4 | |
| 16 | Buffalo | 1.5 | 1.5 | 1.5 | |
| 17 | Buffalo | 1.6 | 1.6 | 1.6 | |
| 18 | Buffalo | 1.7 | 1.7 | 1.7 | |
| 19 | Buffalo | 1.8 | 1.8 | 1.8 | |
| 20 | Buffalo | 1.9 | 1.9 | 1.9 | |
| 21 | Buffalo | 2.0 | 2.0 | 2.0 | |
| 22 | Buffalo | 2.1 | 2.1 | 2.1 | |
| 23 | Buffalo | 2.2 | 2.2 | 2.2 | |
| 24 | Buffalo | 2.3 | 2.3 | 2.3 | |
| 25 | Buffalo | 2.4 | 2.4 | 2.4 | |
| 26 | Buffalo | 2.5 | 2.5 | 2.5 | |
| 27 | Buffalo | 2.6 | 2.6 | 2.6 | |
| 28 | Buffalo | 2.7 | 2.7 | 2.7 | |
| 29 | Buffalo | 2.8 | 2.8 | 2.8 | |
| 30 | Buffalo | 2.9 | 2.9 | 2.9 | |
| 31 | Buffalo | 3.0 | 3.0 | 3.0 | |
| 32 | Buffalo | 3.1 | 3.1 | 3.1 | |
| 33 | Buffalo | 3.2 | 3.2 | 3.2 | |
| 34 | Buffalo | 3.3 | 3.3 | 3.3 | |
| 35 | Buffalo | 3.4 | 3.4 | 3.4 | |
| 36 | Buffalo | 3.5 | 3.5 | 3.5 | |
| 37 | Buffalo | 3.6 | 3.6 | 3.6 | |
| 38 | Buffalo | 3.7 | 3.7 | 3.7 | |
| 39 | Buffalo | 3.8 | 3.8 | 3.8 | |
| 40 | Buffalo | 3.9 | 3.9 | 3.9 | |
| 41 | Buffalo | 4.0 | 4.0 | 4.0 | |
| 42 | Buffalo | 4.1 | 4.1 | 4.1 | |
| 43 | Buffalo | 4.2 | 4.2 | 4.2 | |
| 44 | Buffalo | 4.3 | 4.3 | 4.3 | |
| 45 | Buffalo | 4.4 | 4.4 | 4.4 | |
| 46 | Buffalo | 4.5 | 4.5 | 4.5 | |
| 47 | Buffalo | 4.6 | 4.6 | 4.6 | |
| 48 | Buffalo | 4.7 | 4.7 | 4.7 | |
| 49 | Buffalo | 4.8 | 4.8 | 4.8 | |
| 50 | Buffalo | 4.9 | 4.9 | 4.9 | |
| 51 | Buffalo | 5.0 | 5.0 | 5.0 | |
| 52 | Buffalo | 5.1 | 5.1 | 5.1 | |
| 53 | Buffalo | 5.2 | 5.2 | 5.2 | |
| 54 | Buffalo | 5.3 | 5.3 | 5.3 | |
| 55 | Buffalo | 5.4 | 5.4 | 5.4 | |
| 56 | Buffalo | 5.5 | 5.5 | 5.5 | |
| 57 | Buffalo | 5.6 | 5.6 | 5.6 | |
| 58 | Buffalo | 5.7 | 5.7 | 5.7 | |
| 59 | Buffalo | 5.8 | 5.8 | 5.8 | |
| 60 | Buffalo | 5.9 | 5.9 | 5.9 | |
| 61 | Buffalo | 6.0 | 6.0 | 6.0 | |
| 62 | Buffalo | 6.1 | 6.1 | 6.1 | |
| 63 | Buffalo | 6.2 | 6.2 | 6.2 | |
| 64 | Buffalo | 6.3 | 6.3 | 6.3 | |
| 65 | Buffalo | 6.4 | 6.4 | 6.4 | |
| 66 | Buffalo | 6.5 | 6.5 | 6.5 | |
| 67 | Buffalo | 6.6 | 6.6 | 6.6 | |
| 68 | Buffalo | 6.7 | 6.7 | 6.7 | |
| 69 | Buffalo | 6.8 | 6.8 | 6.8 | |
| 70 | Buffalo | 6.9 | 6.9 | 6.9 | |
| 71 | Buffalo | 7.0 | 7.0 | 7.0 | |
| 72 | Buffalo | 7.1 | 7.1 | 7.1 | |
| 73 | Buffalo | 7.2 | 7.2 | 7.2 | |
| 74 | Buffalo | 7.3 | 7.3 | 7.3 | |
| 75 | Buffalo | 7.4 | 7.4 | 7.4 | |
| 76 | Buffalo | 7.5 | 7.5 | 7.5 | |
| 77 | Buffalo | 7.6 | 7.6 | 7.6 | |
| 78 | Buffalo | 7.7 | 7.7 | 7.7 | |
| 79 | Buffalo | 7.8 | 7.8 | 7.8 | |
| 80 | Buffalo | 7.9 | 7.9 | 7.9 | |
| 81 | Buffalo | 8.0 | 8.0 | 8.0 | |
| 82 | Buffalo | 8.1 | 8.1 | 8.1 | |
| 83 | Buffalo | 8.2 | 8.2 | 8.2 | |
| 84 | Buffalo | 8.3 | 8.3 | 8.3 | |
| 85 | Buffalo | 8.4 | 8.4 | 8.4 | |
| 86 | Buffalo | 8.5 | 8.5 | 8.5 | |
| 87 | Buffalo | 8.6 | 8.6 | 8.6 | |
| 88 | Buffalo | 8.7 | 8.7 | 8.7 | |
| 89 | Buffalo | 8.8 | 8.8 | 8.8 | |
| 90 | Buffalo | 8.9 | 8.9 | 8.9 | |
| 91 | Buffalo | 9.0 | 9.0 | 9.0 | |
| 92 | Buffalo | 9.1 | 9.1 | 9.1 | |
| 93 | Buffalo | 9.2 | 9.2 | 9.2 | |
| 94 | Buffalo | 9.3 | 9.3 | 9.3 | |
| 95 | Buffalo | 9.4 | 9.4 | 9.4 | |
| 96 | Buffalo | 9.5 | 9.5 | 9.5 | |
| 97 | Buffalo | 9.6 | 9.6 | 9.6 | |
| 98 | Buffalo | 9.7 | 9.7 | 9.7 | |
| 99 | Buffalo | 9.8 | 9.8 | 9.8 | |
| 100 | Buffalo | 9.9 | 9.9 | 9.9 | |
| 101 | Buffalo | 10.0 | 10.0 | 10.0 | |
| 102 | Buffalo | 10.1 | 10.1 | 10.1 | |
| 103 | Buffalo | 10.2 | 10.2 | 10.2 | |
| 104 | Buffalo | 10.3 | 10.3 | 10.3 | |
| 105 | Buffalo | 10.4 | 10.4 | 10.4 | |
| 106 | Buffalo | 10.5 | 10.5 | 10.5 | |
| 107 | Buffalo | 10.6 | 10.6 | 10.6 | |
| 108 | Buffalo | 10.7 | 10.7 | 10.7 | |
| 109 | Buffalo | 10.8 | 10.8 | 10.8 | |
| 110 | Buffalo | 10.9 | 10.9 | 10.9 | |
| 111 | Buffalo | 11.0 | 11.0 | 11.0 | |
| 112 | Buffalo | 11.1 | 11.1 | 11.1 | |
| 113 | Buffalo | 11.2 | 11.2 | 11.2 | |
| 114 | Buffalo | 11.3 | 11.3 | 11.3 | |
| 115 | Buffalo | 11.4 | 11.4 | 11.4 | |
| 116 | Buffalo | 11.5 | 11.5 | 11.5 | |
| 117 | Buffalo | 11.6 | 11.6 | 11.6 | |
| 118 | Buffalo | 11.7 | 11.7 | 11.7 | |
| 119 | Buffalo | 11.8 | 11.8 | 11.8 | |
| 120 | Buffalo | 11.9 | 11.9 | 11.9 | |
| 121 | Buffalo | 12.0 | 12.0 | 12.0 | |
| 122 | Buffalo | 12.1 | 12.1 | 12.1 | |
| 123 | Buffalo | 12.2 | 12.2 | 12.2 | |
| 124 | Buffalo | 12.3 | 12.3 | 12.3 | |
| 125 | Buffalo | 12.4 | 12.4 | 12.4 | |
| 126 | Buffalo | 12.5 | 12.5 | 12.5 | |
| 127 | Buffalo | 12.6 | 12.6 | 12.6 | |
| 128 | Buffalo | 12.7 | 12.7 | 12.7 | |
| 129 | Buffalo | 12.8 | 12.8 | 12.8 | |
| 130 | Buffalo | 12.9 | 12.9 | 12.9 | |
| 131 | Buffalo | 13.0 | 13.0 | 13.0 | |
| 132 | Buffalo | 13.1 | 13.1 | 13.1 | |
| 133 | Buffalo | 13.2 | 13.2 | 13.2 | |
| 134 | Buffalo | 13.3 | 13.3 | 13.3 | |
| 135 | Buffalo | 13.4 | 13.4 | 13.4 | |
| 136 | Buffalo | 13.5 | 13.5 | 13.5 | |
| 137 | Buffalo | 13.6 | 13.6 | 13.6 | |
| 138 | Buffalo | 13.7 | 13.7 | 13.7 | |
| 139 | Buffalo | 13.8 | 13.8 | 13.8 | |
| 140 | Buffalo | 13.9 | 13.9 | 13.9 | |
| 141 | Buffalo | 14.0 | 14.0 | 14.0 | |
| 142 | Buffalo | 14.1 | 14.1 | 14.1 | |
| 143 | Buffalo | 14.2 | 14.2 | 14.2 | |
| 144 | Buffalo | 14.3 | 14.3 | 14.3 | |
| 145 | Buffalo | 14.4 | 14.4 | 14.4 | |
| 146 | Buffalo | 14.5 | 14.5 | 14.5 | |
| 147 | Buffalo | 14.6 | 14.6 | 14.6 | |
| 148 | Buffalo | 14.7 | 14.7 | 14.7 | |
| 149 | Buffalo | 14.8 | 14.8 | 14.8 | |
| 150 | Buffalo | 14.9 | 14.9 | 14.9 | |
| 151 | Buffalo | 15.0 | 15.0 | 15.0 | |
| 152 | Buffalo | 15.1 | 15.1 | 15.1 | |
| 153 | Buffalo | 15.2 | 15.2 | 15.2 | |
| 154 | Buffalo | 15.3 | 15.3 | 15.3 | |
| 155 | Buffalo | 15.4 | 15.4 | 15.4 | |
| 156 | Buffalo | 15.5 | 15.5 | 15.5 | |
| 157 | Buffalo | 15.6 | 15.6 | 15.6 | |
| 158 | Buffalo | 15.7 | 15.7 | 15.7 | |
| 159 | Buffalo | 15.8 | 15.8 | 15.8 | |
| 160 | Buffalo | 15.9 | 15.9 | 15.9 | |
| 161 | Buffalo | 16.0 | 16.0 | 16.0 | |
| 162 | Buffalo | 16.1 | 16.1 | 16.1 | |
| 163 | Buffalo | 16.2 | 16.2 | 16.2 | |
| 164 | Buffalo | 16.3 | 16.3 | 16.3 | |
| 165 | Buffalo | 16.4 | 16.4 | 16.4 | |
| 166 | Buffalo | 16.5 | 16.5 | 16.5 | |
| 167 | Buffalo | 16.6 | 16.6 | 16.6 | |
| 168 | Buffalo | 16.7 | 16.7 | 16.7 | |
| 169 | Buffalo | 16.8 | 16.8 | 16.8 | |
| 170 | Buffalo | 16.9 | 16.9 | 16.9 | |
| 171 | Buffalo | 17.0 | 17.0 | 17.0 | |
| 172 | Buffalo | 17.1 | 17.1 | 17.1 | |
| 173 | Buffalo | 17.2 | 17.2 | 17.2 | |
| 174 | Buffalo | 17.3 | 17.3 | 17.3 | |
| 175 | Buffalo | 17.4 | 17.4 | 17.4 | |
| 176 | Buffalo | 17.5 | 17.5 | 17.5 | |
| 177 | Buffalo | 17.6 | 17.6 | 17.6 | |
| 178 | Buffalo | 17.7 | 17.7 | 17.7 | |
| 179 | Buffalo | 17.8 | 17.8 | 17.8 | |
| 180 | Buffalo | 17.9 | 17.9 | 17.9 | |
| 181 | Buffalo | 18.0 | 18.0 | 18.0 | |
| 182 | Buffalo | 18.1 | 18.1 | 18.1 | |
| 183 | Buffalo | 18.2 | 18.2 | 18.2 | |
| 184 | Buffalo | 18.3 | 18.3 | 18.3 | |
| 185 | Buffalo | 18.4 | 18.4 | 18.4 | |
| 186 | Buffalo | 18.5 | 18.5 | 18.5 | |
| 187 | Buffalo | 18.6 | 18.6 | 18.6 | |
| 188 | Buffalo | 18.7 | 18.7 | 18.7 | |
| 189 | Buffalo | 18.8 | 18.8 | 18.8 | |
| 190 | Buffalo | 18.9 | 18.9 | 18.9 | |
| 191 | Buffalo | 19.0 | 19.0 | 19.0 | |
| 192 | Buffalo | 19.1 | 19.1 | 19.1 | |
| 193 | Buffalo | 19.2 | 19.2 | 19.2 | |
| 194 | Buffalo | 19.3 | 19.3 | 19.3 | |
| 195 | Buffalo | 19.4 | 19.4 | 19.4 | |
| 196 | Buffalo | 19.5 | 19.5 | 19.5 | |
| 197 | Buffalo | 19.6 | 19.6 | 19.6 | |
| 198 | Buffalo | 19.7 | 19.7 | 19.7 | |
| 199 | Buffalo | 19.8 | 19.8 | 19.8 | |
| 200 | Buffalo | 19.9 | 19.9 | 19.9 | |
| 201 | Buffalo | 20.0 | 20.0 | 20.0 | |
| 202 | Buffalo | 20.1 | 20.1 | 20.1 | |
| 203 | Buffalo | 20.2 | 20.2 | 20.2 | |
| 204 | Buffalo | 20.3 | 20.3 | 20.3 | |
| 205 | Buffalo | 20.4 | 20.4 | 20.4 | |
| 206 | Buffalo | 20.5 | 20.5 | 20.5 | |
| 207 | Buffalo | 20.6 | 20.6 | 20.6 | |
| 208 | Buffalo | 20.7 | 20.7 | 20.7 | |
| 209 | Buffalo | 20.8 | 20.8 | 20.8 | |
| 210 | Buffalo | 20.9 | 20.9 | 20.9 | |
| 211 | Buffalo | 21.0 | 21.0 | 21.0 | |
| 212 | Buffalo | 21.1 | 21.1 | 21.1 | |
| 213 | Buffalo | 21.2 | 21.2 | 21.2 | |
| 214 | Buffalo | 21.3 | 21.3 | 21.3 | |
| 215 | Buffalo | 21.4 | 21.4 | 21.4 | |
| 216 | Buffalo | 21.5 | 21.5 | 21.5 | |
| 217 | Buffalo | 21.6 | 21.6 | 21.6 | |
| 218 | Buffalo | 21.7 | 21.7 | 21.7 | |
| 219 | Buffalo | 21.8 | 21.8 | 21.8 | |
| 220 | Buffalo | 21.9 | 21.9 | 21.9 | |
| 221 | Buffalo | 22.0 | 22.0 | 22.0 | |
| 222 | Buffalo | 22.1 | 22.1 | 22.1 | |
| 223 | Buffalo | 22.2 | 22.2 | 22.2 | |
| 224 | Buffalo | 22.3 | 22.3 | 22.3 | |
| 225 | Buffalo | 22.4 | 22.4 | 22.4 | |
| 226 | Buffalo | 22.5 | 22.5 | 22.5 | |
| 227 | Buffalo | 22.6 | 22.6 | 22.6 | |
| 228 | Buffalo | 22.7 | 22.7 | 22.7 | |
| 229 | Buffalo | 22.8 | 22.8 | 22.8 | |
| 230 | Buffalo | 22.9 | 22.9 | 22.9 | |
| 231 | Buffalo | 23.0 | 23.0 | 23.0 | |
| 232 | Buffalo | 23.1 | 23.1 | 23.1 | |
| 233 | Buffalo | 23.2 | 23.2 | 23.2 | |
| 234 | Buffalo | 23.3 | 23.3 | 23.3 | |
| 235 | Buffalo | 23.4 | 23.4 | 23.4 | |
| 236 | Buffalo | 23.5 | 23.5 | 23.5 | |
| 237 | Buffalo | 23.6 | 23.6 | 23.6 | |
| 238 | Buffalo | 23.7 | 23.7 | 23.7 | |
| 239 | Buffalo | 23.8 | 23.8 | 23.8 | |
| 240 | Buffalo | 23.9 | 23.9 | 23.9 | |
| 241 | Buffalo | 24.0 | 24.0 | 24.0 | |
| 242 | Buffalo | 24.1 | 24.1 | 24.1 | |
| 243 | Buffalo | 24.2 | 24.2 | 24.2 | |
| 244 | Buffalo | 24.3 | 24.3 | 24.3 | |
| 245 | Buffalo | 24.4 | 24.4 | | |

EAST BUFFALO
ERIC CO. NY



OWNED AND OPERATED BY
GENE-LACQUAVANNA FALCROPO COMPANY
AS OF OCT 17 1960

VEGAS LE 6161 THE 4100-4850



| STATION | TRACK | TYPE | DATE | REMARKS |
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OWNED AND OPERATED BY
 ERIE-LACKAWANNA RAILROAD COMPANY
 AS OF OCT. 17, 1960
 Note: Detail drawings subject to alteration
 without notice.
 Note: Road widening, proposed from 1960 to 1965
 improvement of 10' right-of-way to 50'

RIGHT OF WAY AND TRACK MAP
 OPERATED BY
 ERIE RAILROAD COMPANY
 BUFFALO DIVISION
 STATION 218+00 TO STATION 21+50+00
 (Sheet 1 of 10)

| | | | |
|----------|------|----------|------|
| DATE NO. | DATE | DATE NO. | DATE |
| DATE NO. | DATE | DATE NO. | DATE |



- Note: Cased numbers applying to structures indicate insurance numbers.

V38325. LC6401 mp 422.7 - 423.8

Wrote by A.C.
Traces of characters by J.D.C.

CITY OF BUFFALO

COUNTRY OR AREA

| | | | |
|-------------|----------|------|----------|
| DATE | 11/10/17 | TIME | 11:40:17 |
| LOCATION | 11/10/17 | TIME | 11:40:17 |
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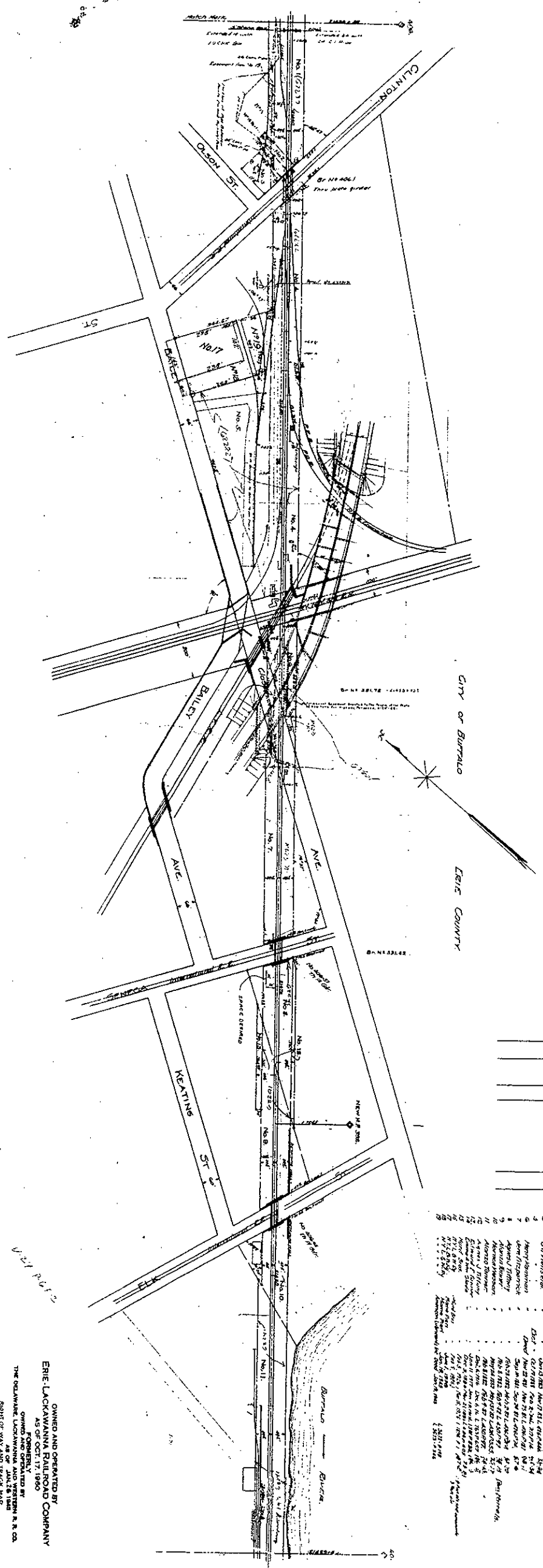
[illegible]

STATION 2135+00 TO STATION 2143+00

U-24 P-6 P-2

VS 8481. LC 6464 MP 290.3-391.2

OWNED AND OPERATED BY
ERIE-LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1980
FORMERLY
OWNED AND OPERATED BY
THE DELAWARE, LACKAWANNA AND WESTERN N. & E. CO.
RIGHT-OF-WAY AND TRUCK LANE
NEW YORK, LACKAWANNA AND WESTERN RAILWAY
OPERATED BY
THE DELAWARE LACKAWANNA AND WESTERN R. & E. CO.
BUFFALO DIVISION
GRAND 2344-000
ON GRAVING ERIE-LACKAWANNA RAILROAD



REVISION RECORD

| NO. | DATE | REVISION |
|-----|------------|----------|
| 1 | 10/17/1900 | Original |
| 2 | 10/17/1900 | Revised |
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Sheet No. 176, Buffalo Division of N.Y. & W.V. Ry.
From Survey Station 200+00 to Station 200+00

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1900

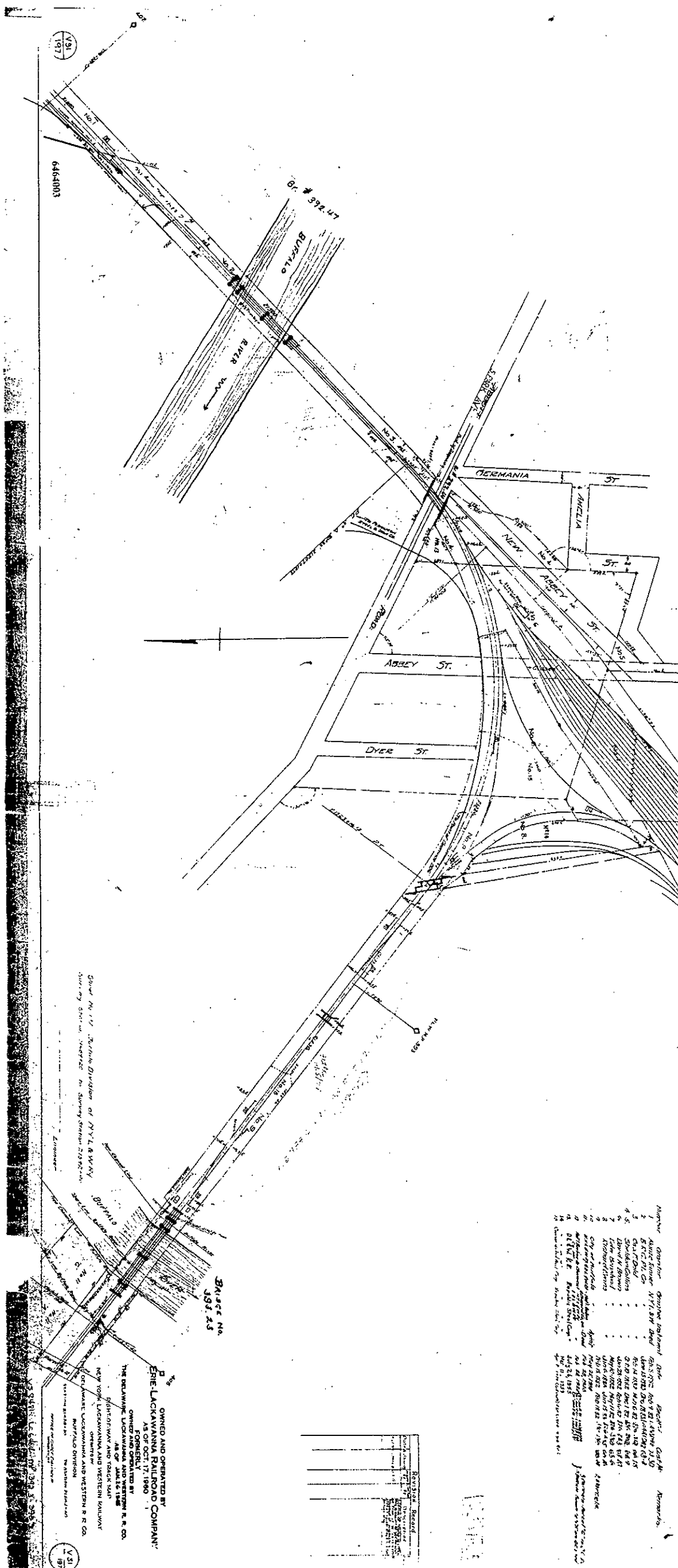
FORMERLY
THE DELAWARE, LACKAWANNA AND WESTERN R. R. CO.
ROUTE OF VAN AND TRUCK RAIL
NEW YORK, LACKAWANNA AND WESTERN RAILWAY
OPERATED BY
THE DELAWARE, LACKAWANNA AND WESTERN R. R. CO.
BUFFALO DIVISION

Scale: 1" = 100'

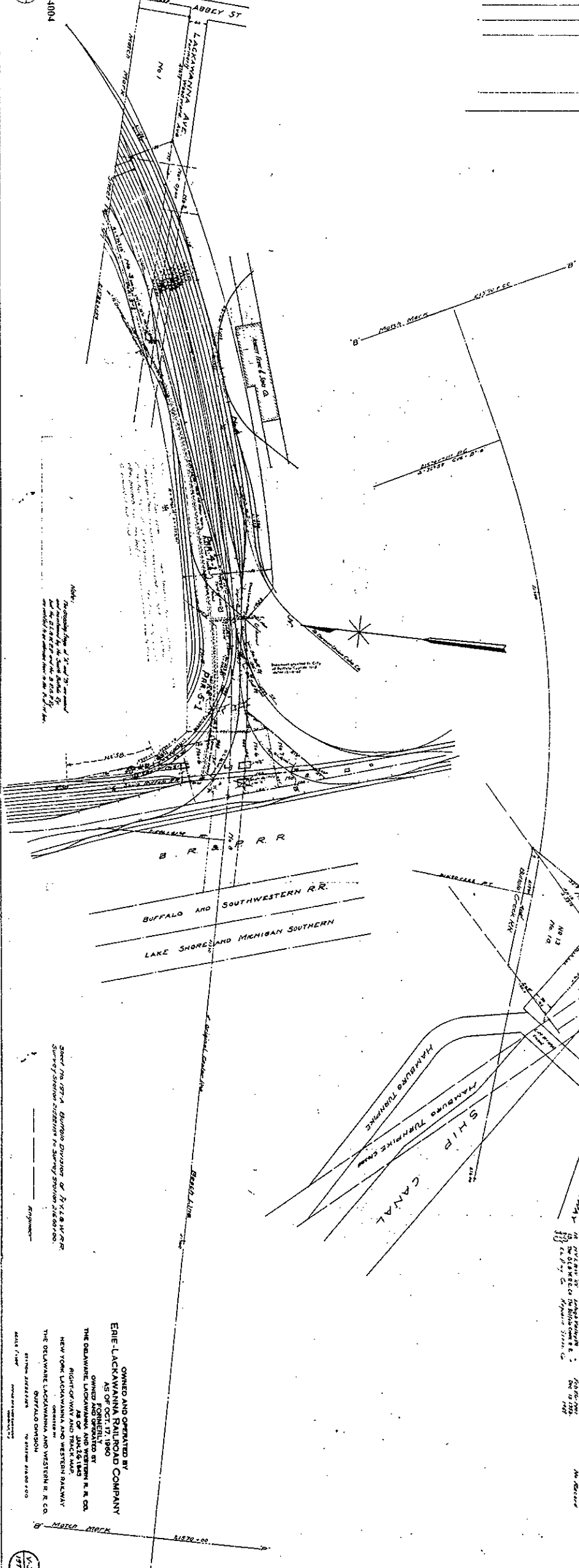
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CITY OF BUFFALO COUNTY OF ERIE



Notes:
The existing lines of the Erie Lackawanna Railroad Company and the Buffalo and Southwestern Railroad Company are shown as solid lines. The proposed lines of the Erie Lackawanna Railroad Company are shown as dashed lines. The proposed lines of the Buffalo and Southwestern Railroad Company are shown as dotted lines. The proposed lines of the Lake Shore and Michigan Southern Railroad Company are shown as dash-dot lines. The proposed lines of the Hamburg Turnpike are shown as long-dash lines. The proposed lines of the Ship Canal are shown as short-dash lines. The proposed lines of the Seawall Highway are shown as long-dash-dot lines.

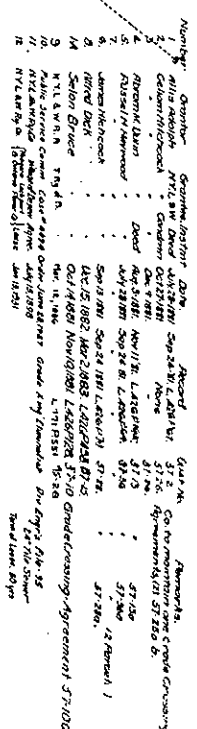
Sheet No. 177-A, Buffalo Division of Erie Lackawanna Railroad Company
Survey Station 21850+00 to Survey Station 21850+100

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1960
OWNED AND OPERATED BY
THE DELAWARE, LACKAWANNA AND WESTERN R. R. CO.
AS OF JULY 1, 1960
RIGHT OF WAY OF THE ERIE LACKAWANNA RAILROAD COMPANY
NEW YORK, LACKAWANNA AND WESTERN RAILWAY
OWNED BY
THE DELAWARE, LACKAWANNA AND WESTERN R. R. CO.
BUFFALO DIVISION
DATE: 1/1/61
BY: [Signature]
CHECKED: [Signature]
SCALE: 1"=100'

VS 8161 LC 6444 INF 03A.7



| No. | Description | Quantity | Unit | Amount | Total |
|-----|--------------|----------|---------|--------|-------|
| 1 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 2 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 3 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 4 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 5 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 6 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 7 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 8 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 9 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 10 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 11 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 12 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 13 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 14 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 15 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 16 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 17 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 18 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 19 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |
| 20 | Right of Way | 1.00 | Sq. Ft. | 1.00 | 1.00 |



THE DELAWARE, LACKAWANNA AND WESTERN R. R. CO.

BUFFALO DIVISION

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- *Review of the Caddy's employment*

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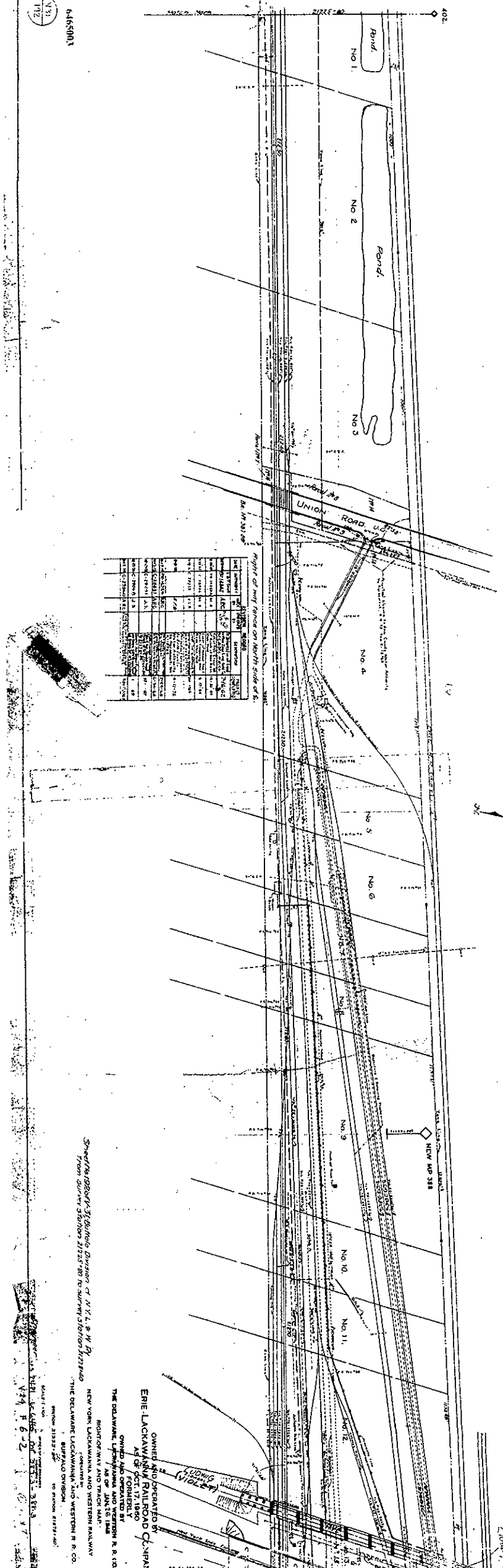


TABLE OF TRACK DATA

| Track No. | Stationing | Length (ft) | Width (ft) | Grade (%) | Notes |
|-----------|--------------|-------------|------------|-----------|--------------|
| 1 | 1+00 to 1+50 | 50 | 12 | 0.0 | Right of Way |
| 2 | 1+50 to 2+00 | 50 | 12 | 0.0 | Right of Way |
| 3 | 2+00 to 2+50 | 50 | 12 | 0.0 | Right of Way |
| 4 | 2+50 to 3+00 | 50 | 12 | 0.0 | Right of Way |
| 5 | 3+00 to 3+50 | 50 | 12 | 0.0 | Right of Way |
| 6 | 3+50 to 4+00 | 50 | 12 | 0.0 | Right of Way |
| 7 | 4+00 to 4+50 | 50 | 12 | 0.0 | Right of Way |
| 8 | 4+50 to 5+00 | 50 | 12 | 0.0 | Right of Way |
| 9 | 5+00 to 5+50 | 50 | 12 | 0.0 | Right of Way |
| 10 | 5+50 to 6+00 | 50 | 12 | 0.0 | Right of Way |
| 11 | 6+00 to 6+50 | 50 | 12 | 0.0 | Right of Way |
| 12 | 6+50 to 7+00 | 50 | 12 | 0.0 | Right of Way |

TOWN OF CHESTERMAN

EMERSON COUNTY

| Number | Owner | Location | Date | Remarks |
|--------|----------------|----------------------|----------|--------------|
| 1 | Emerson County | Station 1+00 to 1+50 | Dec 1981 | Right of Way |
| 2 | Emerson County | Station 1+50 to 2+00 | Dec 1981 | Right of Way |
| 3 | Emerson County | Station 2+00 to 2+50 | Dec 1981 | Right of Way |
| 4 | Emerson County | Station 2+50 to 3+00 | Dec 1981 | Right of Way |
| 5 | Emerson County | Station 3+00 to 3+50 | Dec 1981 | Right of Way |
| 6 | Emerson County | Station 3+50 to 4+00 | Dec 1981 | Right of Way |
| 7 | Emerson County | Station 4+00 to 4+50 | Dec 1981 | Right of Way |
| 8 | Emerson County | Station 4+50 to 5+00 | Dec 1981 | Right of Way |
| 9 | Emerson County | Station 5+00 to 5+50 | Dec 1981 | Right of Way |
| 10 | Emerson County | Station 5+50 to 6+00 | Dec 1981 | Right of Way |
| 11 | Emerson County | Station 6+00 to 6+50 | Dec 1981 | Right of Way |
| 12 | Emerson County | Station 6+50 to 7+00 | Dec 1981 | Right of Way |

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
 A DIVISION OF
 THE DELAWARE, LACKAWANNA AND WESTERN R.R. CO.
 INCORPORATED IN NEW YORK
 100 WEST 10TH STREET
 BUFFALO, N.Y. 14203

STATIONING: 1+00 TO 7+00
 SCALE: 1" = 100' HORIZONTALLY
 1" = 10' VERTICALLY

DATE: 1981-12-15
 DRAWN BY: J. J. JONES
 CHECKED BY: J. J. JONES

6465004
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| REVISION | RECORD |
|----------|--------|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
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| 99 | 99 |
| 100 | 100 |

See Old Map No. 57, 1928, for
Additional Details, under
Numbered under the No. 1-100.

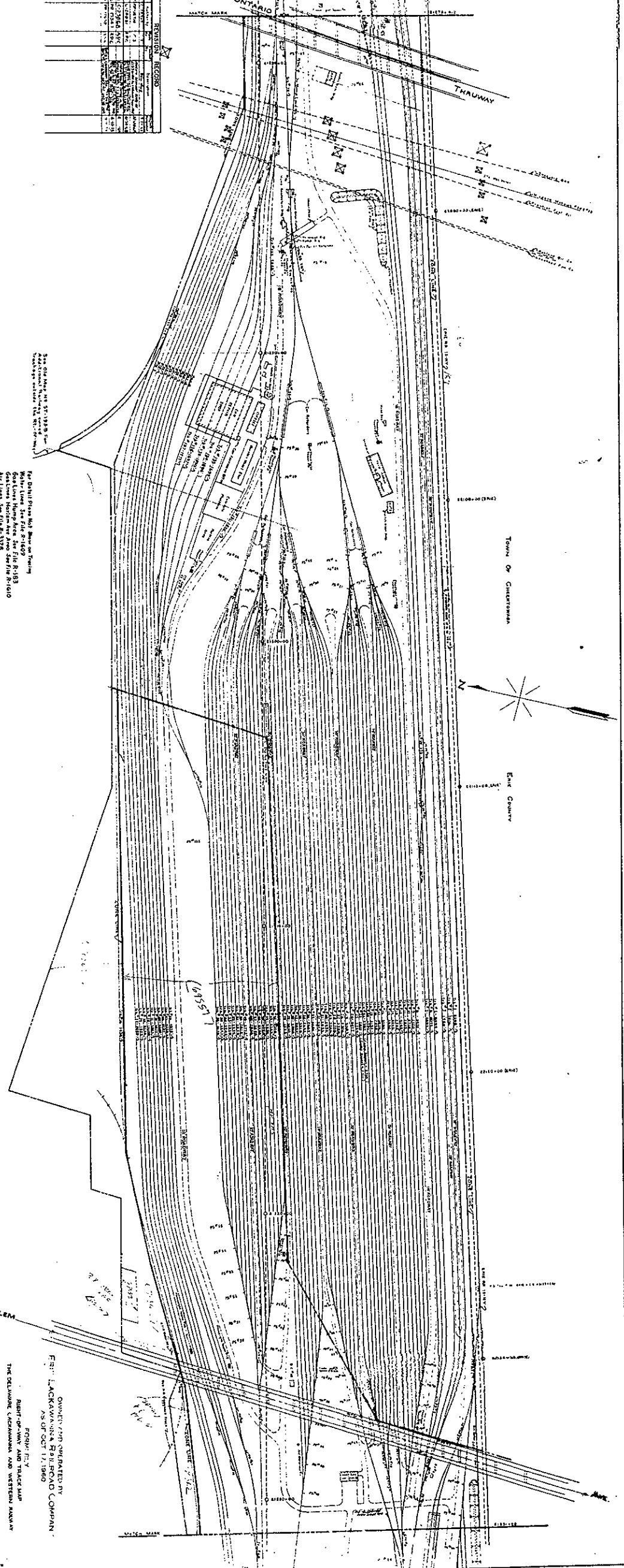
For Detail Plans Not Shown on This
Map, Lines See File P-1609
Sewer Lines See File P-1613
Gas Lines See File P-1610
Air Lines See File P-328
Sanitary Sewer Piping See File P-161
Storm Sewer Piping See File P-161
Concrete and Bituminous Pavement See File P-1814

V. 24 P. 6-2 V. 24 P. 6-2 V. 24 P. 6-2

OWNED AND OPERATED BY
THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY
AS OF OCT. 1, 1960

FOUR: 11.7
RIGHT-OF-WAY AND TRACK MAP
BUTTERFIELD DIVISION
MADE TO ORDER
DATE: 11/1/60

133



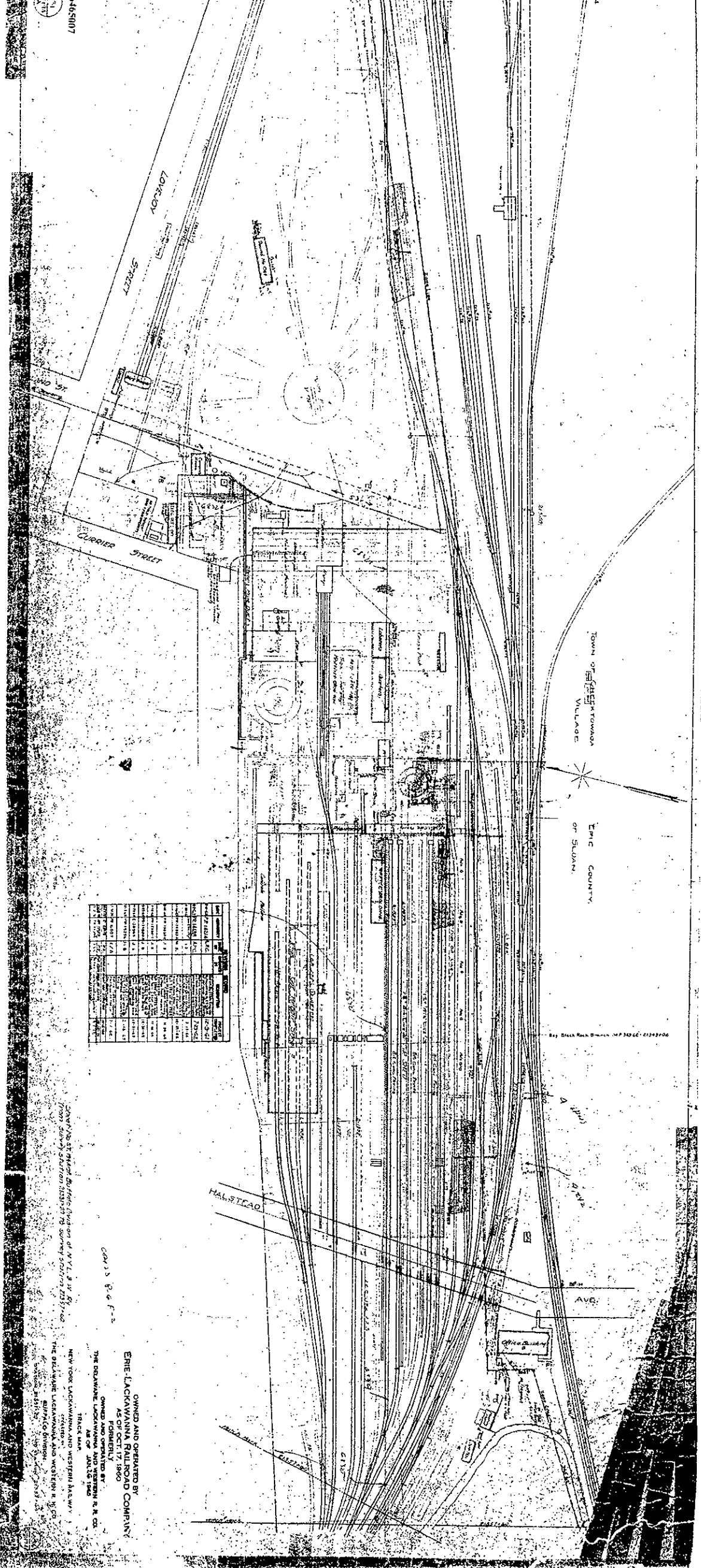
AMERICAN MACHINE AND FOUNDRY CORP.

A diagram of a wire house layout. The layout is an irregular polygon with a jagged, dashed border. The text "WIRE HOUSE" is written vertically inside the shape.

Architectural site plan of a property on Broadway. The plan shows a large rectangular lot with a 'WAREHOUSE' at the rear. The front of the lot is divided into several smaller rectangular sections, some labeled 'Garage' and 'Garage'. A 'ROAD' runs along the front boundary. To the right of the lot is a 'BROADWAY' street. A 'SEWER' line is shown running along the right side of the lot. The plan includes various dimensions and annotations for construction or surveying.

1995

[illegible][illegible]



| NO. | DATE | DESCRIPTION | AMOUNT | TOTAL |
|-----|------|-------------|--------|-------|
| 1 | 1900 | ... | ... | ... |
| 2 | 1901 | ... | ... | ... |
| 3 | 1902 | ... | ... | ... |
| 4 | 1903 | ... | ... | ... |
| 5 | 1904 | ... | ... | ... |
| 6 | 1905 | ... | ... | ... |
| 7 | 1906 | ... | ... | ... |
| 8 | 1907 | ... | ... | ... |
| 9 | 1908 | ... | ... | ... |
| 10 | 1909 | ... | ... | ... |
| 11 | 1910 | ... | ... | ... |
| 12 | 1911 | ... | ... | ... |
| 13 | 1912 | ... | ... | ... |
| 14 | 1913 | ... | ... | ... |
| 15 | 1914 | ... | ... | ... |
| 16 | 1915 | ... | ... | ... |
| 17 | 1916 | ... | ... | ... |
| 18 | 1917 | ... | ... | ... |
| 19 | 1918 | ... | ... | ... |
| 20 | 1919 | ... | ... | ... |
| 21 | 1920 | ... | ... | ... |
| 22 | 1921 | ... | ... | ... |
| 23 | 1922 | ... | ... | ... |
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| 25 | 1924 | ... | ... | ... |
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| 28 | 1927 | ... | ... | ... |
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| 33 | 1932 | ... | ... | ... |
| 34 | 1933 | ... | ... | ... |
| 35 | 1934 | ... | ... | ... |
| 36 | 1935 | ... | ... | ... |
| 37 | 1936 | ... | ... | ... |
| 38 | 1937 | ... | ... | ... |
| 39 | 1938 | ... | ... | ... |
| 40 | 1939 | ... | ... | ... |
| 41 | 1940 | ... | ... | ... |
| 42 | 1941 | ... | ... | ... |
| 43 | 1942 | ... | ... | ... |
| 44 | 1943 | ... | ... | ... |
| 45 | 1944 | ... | ... | ... |
| 46 | 1945 | ... | ... | ... |
| 47 | 1946 | ... | ... | ... |
| 48 | 1947 | ... | ... | ... |
| 49 | 1948 | ... | ... | ... |
| 50 | 1949 | ... | ... | ... |
| 51 | 1950 | ... | ... | ... |
| 52 | 1951 | ... | ... | ... |
| 53 | 1952 | ... | ... | ... |
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| 61 | 1960 | ... | ... | ... |
| 62 | 1961 | ... | ... | ... |
| 63 | 1962 | ... | ... | ... |
| 64 | 1963 | ... | ... | ... |
| 65 | 1964 | ... | ... | ... |
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| 67 | 1966 | ... | ... | ... |
| 68 | 1967 | ... | ... | ... |
| 69 | 1968 | ... | ... | ... |
| 70 | 1969 | ... | ... | ... |
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| 75 | 1974 | ... | ... | ... |
| 76 | 1975 | ... | ... | ... |
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| 94 | 1993 | ... | ... | ... |
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| 102 | 2001 | ... | ... | ... |
| 103 | 2002 | ... | ... | ... |
| 104 | 2003 | ... | ... | ... |
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| 106 | 2005 | ... | ... | ... |
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| 108 | 2007 | ... | ... | ... |
| 109 | 2008 | ... | ... | ... |
| 110 | 2009 | ... | ... | ... |
| 111 | 2010 | ... | ... | ... |
| 112 | 2011 | ... | ... | ... |
| 113 | 2012 | ... | ... | ... |
| 114 | 2013 | ... | ... | ... |
| 115 | 2014 | ... | ... | ... |
| 116 | 2015 | ... | ... | ... |
| 117 | 2016 | ... | ... | ... |
| 118 | 2017 | ... | ... | ... |
| 119 | 2018 | ... | ... | ... |
| 120 | 2019 | ... | ... | ... |
| 121 | 2020 | ... | ... | ... |
| 122 | 2021 | ... | ... | ... |
| 123 | 2022 | ... | ... | ... |
| 124 | 2023 | ... | ... | ... |
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| 188 | 2087 | ... | ... | ... |
| 189 | 2088 | ... | ... | ... |
| 190 | 2089 | ... | ... | ... |
| 191 | 2090 | ... | ... | ... |
| 192 | 2091 | ... | ... | ... |
| 193 | 2092 | ... | ... | ... |
| 194 | 2093 | ... | ... | ... |
| 195 | 2094 | ... | ... | ... |
| 196 | 2095 | ... | ... | ... |
| 197 | 2096 | ... | ... | ... |
| 198 | 2097 | ... | ... | ... |
| 199 | 2098 | ... | ... | ... |
| 200 | 2099 | ... | ... | ... |
| 201 | 2100 | ... | ... | ... |

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1960
FORMERLY
OWNED AND OPERATED BY
THE DELAWARE, LACKAWANNA AND WESTERN R.R. CO.
AS OF JAN. 16, 1960
TRACK MAP
NEW YORK, LACKAWANNA AND WESTERN RAILWAY
STATE OF NEW YORK
THE DELAWARE, LACKAWANNA AND WESTERN R.R. CO.
BUFFALO DIVISION
BUFFALO, N.Y.
DRAWN BY STATION DIVISION OF N.Y.C. & W.R.R.
FROM SURVEY STATION 213+20 TO SURVEY STATION 213+70

TOWN OF CHEEKTOWAGA VILLAGE OF SLOAN
ERIE COUNTY

Map of Sloan

Station Table

| Station | Distance from Cheektowaga | Distance from Sloan |
|-------------|---------------------------|---------------------|
| Cheektowaga | 0.00 | 0.00 |
| Station | 0.10 | 0.10 |
| Station | 0.20 | 0.20 |
| Station | 0.30 | 0.30 |
| Station | 0.40 | 0.40 |
| Station | 0.50 | 0.50 |
| Station | 0.60 | 0.60 |
| Station | 0.70 | 0.70 |
| Station | 0.80 | 0.80 |
| Station | 0.90 | 0.90 |
| Station | 1.00 | 1.00 |
| Station | 1.10 | 1.10 |
| Station | 1.20 | 1.20 |
| Station | 1.30 | 1.30 |
| Station | 1.40 | 1.40 |
| Station | 1.50 | 1.50 |
| Station | 1.60 | 1.60 |
| Station | 1.70 | 1.70 |
| Station | 1.80 | 1.80 |
| Station | 1.90 | 1.90 |
| Station | 2.00 | 2.00 |
| Station | 2.10 | 2.10 |
| Station | 2.20 | 2.20 |
| Station | 2.30 | 2.30 |
| Station | 2.40 | 2.40 |
| Station | 2.50 | 2.50 |
| Station | 2.60 | 2.60 |
| Station | 2.70 | 2.70 |
| Station | 2.80 | 2.80 |
| Station | 2.90 | 2.90 |
| Station | 3.00 | 3.00 |
| Station | 3.10 | 3.10 |
| Station | 3.20 | 3.20 |
| Station | 3.30 | 3.30 |
| Station | 3.40 | 3.40 |
| Station | 3.50 | 3.50 |
| Station | 3.60 | 3.60 |
| Station | 3.70 | 3.70 |
| Station | 3.80 | 3.80 |
| Station | 3.90 | 3.90 |
| Station | 4.00 | 4.00 |
| Station | 4.10 | 4.10 |
| Station | 4.20 | 4.20 |
| Station | 4.30 | 4.30 |
| Station | 4.40 | 4.40 |
| Station | 4.50 | 4.50 |
| Station | 4.60 | 4.60 |
| Station | 4.70 | 4.70 |
| Station | 4.80 | 4.80 |
| Station | 4.90 | 4.90 |
| Station | 5.00 | 5.00 |
| Station | 5.10 | 5.10 |
| Station | 5.20 | 5.20 |
| Station | 5.30 | 5.30 |
| Station | 5.40 | 5.40 |
| Station | 5.50 | 5.50 |
| Station | 5.60 | 5.60 |
| Station | 5.70 | 5.70 |
| Station | 5.80 | 5.80 |
| Station | 5.90 | 5.90 |
| Station | 6.00 | 6.00 |
| Station | 6.10 | 6.10 |
| Station | 6.20 | 6.20 |
| Station | 6.30 | 6.30 |
| Station | 6.40 | 6.40 |
| Station | 6.50 | 6.50 |
| Station | 6.60 | 6.60 |
| Station | 6.70 | 6.70 |
| Station | 6.80 | 6.80 |
| Station | 6.90 | 6.90 |
| Station | 7.00 | 7.00 |
| Station | 7.10 | 7.10 |
| Station | 7.20 | 7.20 |
| Station | 7.30 | 7.30 |
| Station | 7.40 | 7.40 |
| Station | 7.50 | 7.50 |
| Station | 7.60 | 7.60 |
| Station | 7.70 | 7.70 |
| Station | 7.80 | 7.80 |
| Station | 7.90 | 7.90 |
| Station | 8.00 | 8.00 |
| Station | 8.10 | 8.10 |
| Station | 8.20 | 8.20 |
| Station | 8.30 | 8.30 |
| Station | 8.40 | 8.40 |
| Station | 8.50 | 8.50 |
| Station | 8.60 | 8.60 |
| Station | 8.70 | 8.70 |
| Station | 8.80 | 8.80 |
| Station | 8.90 | 8.90 |
| Station | 9.00 | 9.00 |
| Station | 9.10 | 9.10 |
| Station | 9.20 | 9.20 |
| Station | 9.30 | 9.30 |
| Station | 9.40 | 9.40 |
| Station | 9.50 | 9.50 |
| Station | 9.60 | 9.60 |
| Station | 9.70 | 9.70 |
| Station | 9.80 | 9.80 |
| Station | 9.90 | 9.90 |
| Station | 10.00 | 10.00 |

OWNED AND OPERATED BY
ERIE-LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1960

PIONEER V
RIGHT OF WAY AND TRACK MAP
THE DELAWARE LACKAWANNA AND WESTERN RAILWAY

BUFFALO DIVISION
STATION
SCALE 1" = 80'

[illegible]

OWNED AND OPERATED BY
ERIE-LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1860

FORMERLY
RIGHT OF WAY AND TRAC MAP
THE DELAWARE LACKAWANNA AND WESTERN RAILWAY

BUFFALO DIVISION

SECTION SECTION

SCALE 1" = 40'

UNIVERSITY OF CALIFORNIA LIBRARY

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BUFFALO DIVISION
STATION

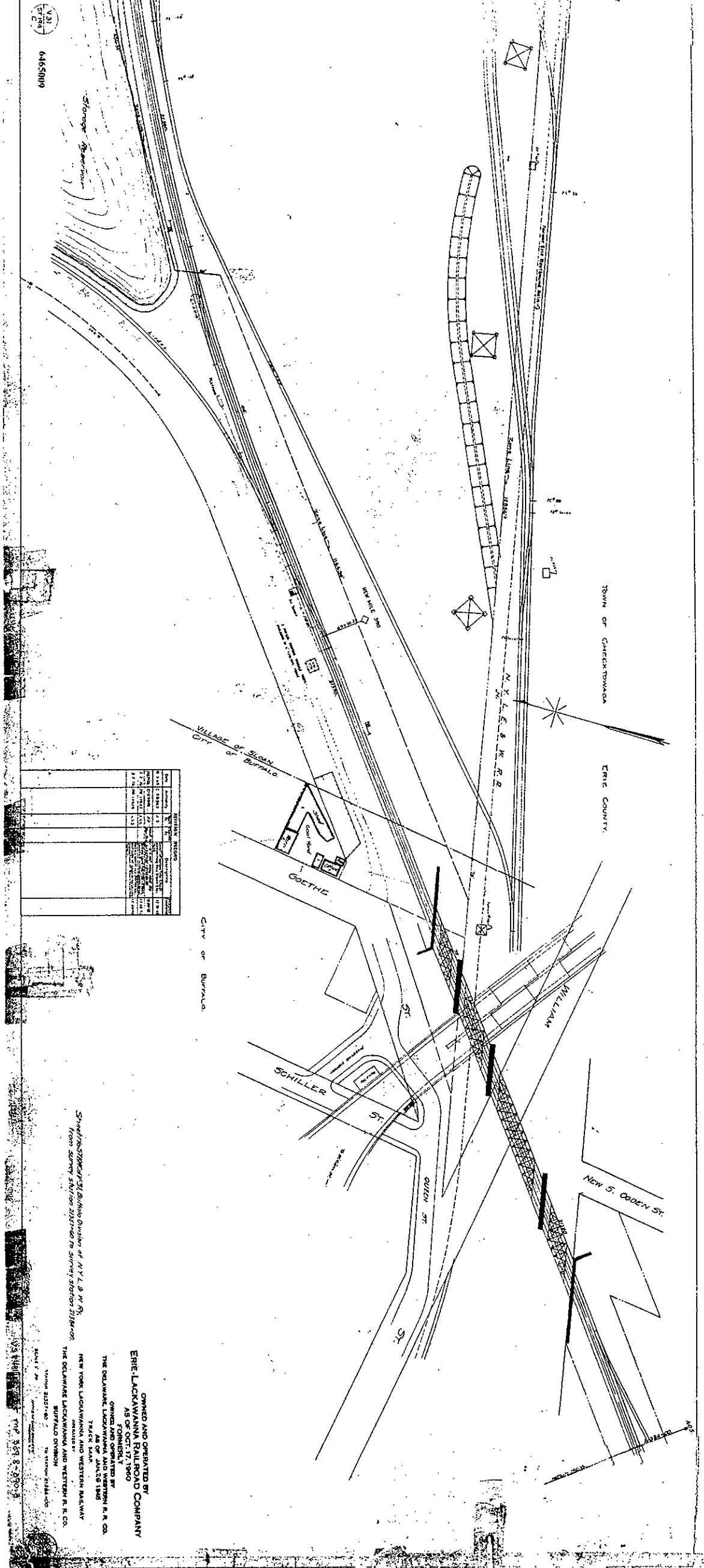
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SCALE 1-100

STAFF:

(V 31)
194-B

1/25 5451 LC 64447 MO 3573-289.8



STREET/STATION/PLANT/BUINO DIVISION OF N.Y. & W. R.R.
FROM SURVEY STATION 215120 TO SURVEY STATION 215140

OWNED AND OPERATED BY
ERIE LACKAWANNA RAILROAD COMPANY
AS OF OCT. 17, 1980
FORMERLY
THE DELAWARE LACKAWANNA AND WESTERN R.R. CO.
TRACK MAP
AS OF JAN. 28, 1983
THE DELAWARE LACKAWANNA AND WESTERN R.R. CO.
BUFFALO DIVISION
SCALE: 1" = 100' (AS SHOWN ON MAP)
DATE: 10/17/80
TYP: 5818-8903

इति

-BROADWAY-

BROWNELL

DESHPALÉP

13/03/2017

ASHLEY

11

ERIE CO. N.Y.

LOVE 101

5

1. Parties. A.C. & C.D. (Cable Transmitters, Publishers & Other Structures as indicated by Street name), and C.D. (Cable Transmitters, Publishers & Other Structures as indicated by Street name), are listed individually by State & C.D. Subsequent agreement of January 1, 1957 with N.Y.C. & C.D. terminated 12-31-57. Subsequent agreement of 10-15-58 cancelled 6-1-59 & Vol. 10 of C.D. cancelled 12-31-57.

EAST AFRICA

OWNED AND OPERATED BY
ERIE-LACKAWANNA RAILROAD COMPANY

AS OF OCT. 17, 1964

Post No. CE - Y. S. - 13 - N. Y. of Co

[illegible]

22

1000

THE UNIVERSITY OF CHICAGO PRESS

RIGHT OF WAY AND TRU

PRIME RAILROAD CO

OPERATED BY

BOARD

RAILROAD C

BUFFALO DIVISION

NIAGARA FALLS SPA

ATTENTION: A COPY TO THE

1997

一、

100

陳其南

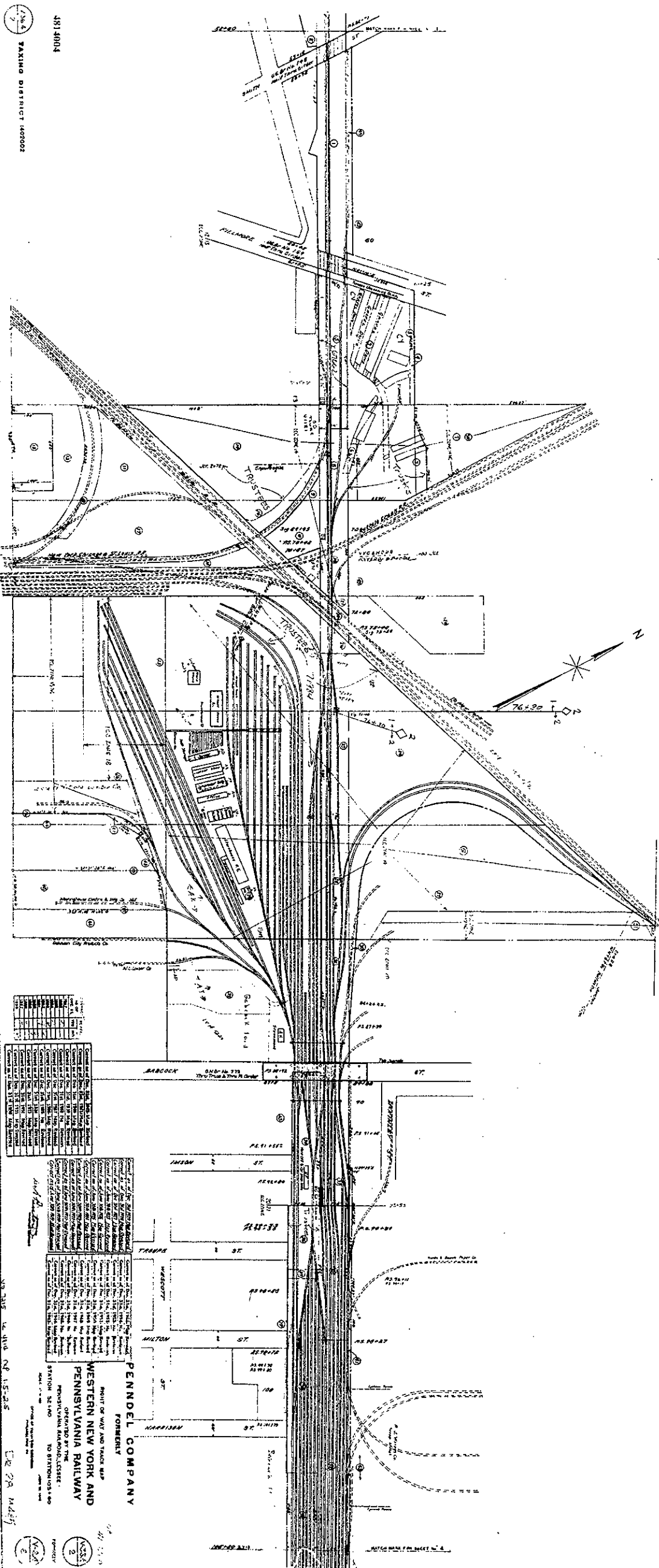
1994

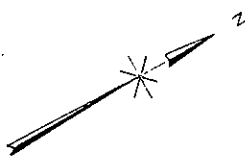
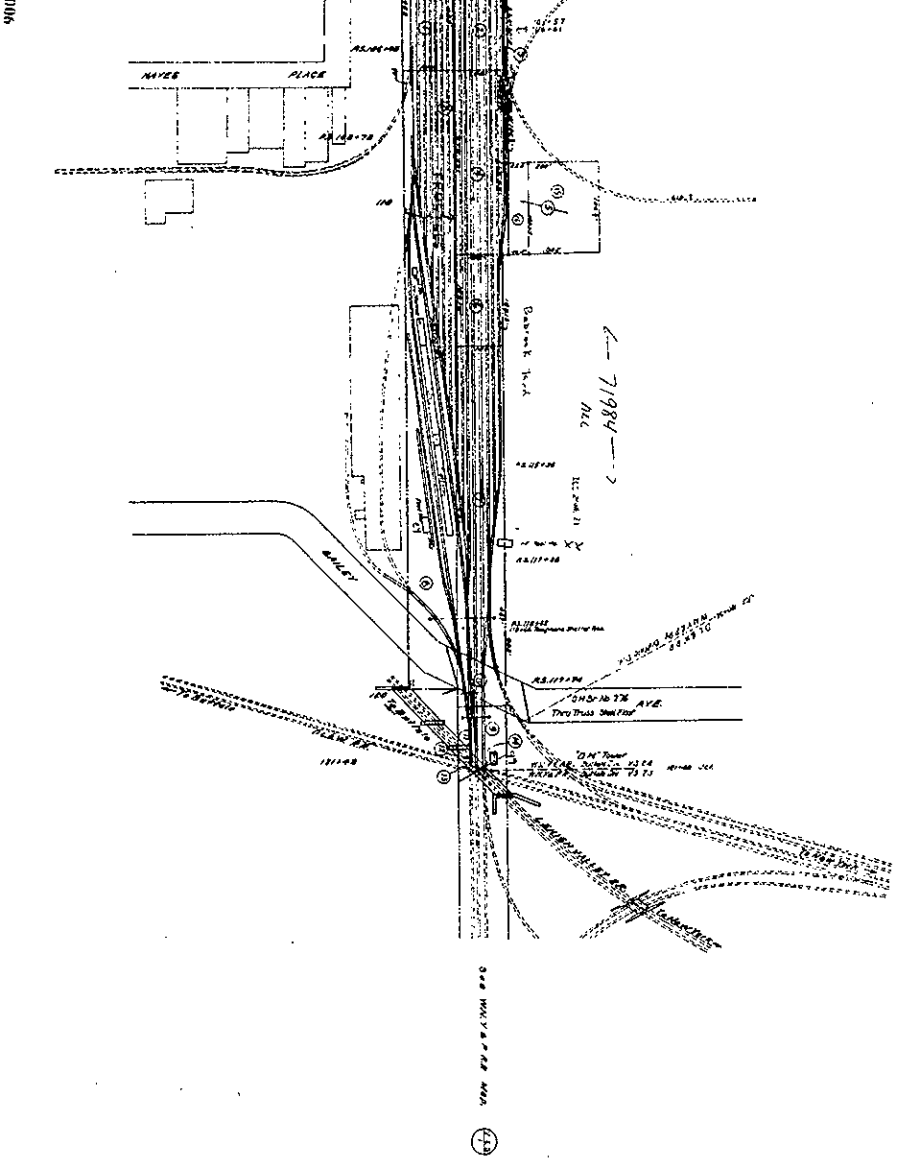
●

| 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------|
| 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |

[illegible]

487





| Station | Track | Notes |
|-----------|-------|-----------|
| 111-20-21 | 1 | 111-20-21 |
| 111-20-21 | 2 | 111-20-21 |
| 111-20-21 | 3 | 111-20-21 |
| 111-20-21 | 4 | 111-20-21 |
| 111-20-21 | 5 | 111-20-21 |
| 111-20-21 | 6 | 111-20-21 |
| 111-20-21 | 7 | 111-20-21 |
| 111-20-21 | 8 | 111-20-21 |
| 111-20-21 | 9 | 111-20-21 |
| 111-20-21 | 10 | 111-20-21 |
| 111-20-21 | 11 | 111-20-21 |
| 111-20-21 | 12 | 111-20-21 |
| 111-20-21 | 13 | 111-20-21 |
| 111-20-21 | 14 | 111-20-21 |
| 111-20-21 | 15 | 111-20-21 |
| 111-20-21 | 16 | 111-20-21 |
| 111-20-21 | 17 | 111-20-21 |
| 111-20-21 | 18 | 111-20-21 |
| 111-20-21 | 19 | 111-20-21 |
| 111-20-21 | 20 | 111-20-21 |
| 111-20-21 | 21 | 111-20-21 |
| 111-20-21 | 22 | 111-20-21 |
| 111-20-21 | 23 | 111-20-21 |
| 111-20-21 | 24 | 111-20-21 |
| 111-20-21 | 25 | 111-20-21 |
| 111-20-21 | 26 | 111-20-21 |
| 111-20-21 | 27 | 111-20-21 |
| 111-20-21 | 28 | 111-20-21 |
| 111-20-21 | 29 | 111-20-21 |
| 111-20-21 | 30 | 111-20-21 |
| 111-20-21 | 31 | 111-20-21 |
| 111-20-21 | 32 | 111-20-21 |
| 111-20-21 | 33 | 111-20-21 |
| 111-20-21 | 34 | 111-20-21 |
| 111-20-21 | 35 | 111-20-21 |
| 111-20-21 | 36 | 111-20-21 |
| 111-20-21 | 37 | 111-20-21 |
| 111-20-21 | 38 | 111-20-21 |
| 111-20-21 | 39 | 111-20-21 |
| 111-20-21 | 40 | 111-20-21 |
| 111-20-21 | 41 | 111-20-21 |
| 111-20-21 | 42 | 111-20-21 |
| 111-20-21 | 43 | 111-20-21 |
| 111-20-21 | 44 | 111-20-21 |
| 111-20-21 | 45 | 111-20-21 |
| 111-20-21 | 46 | 111-20-21 |
| 111-20-21 | 47 | 111-20-21 |
| 111-20-21 | 48 | 111-20-21 |
| 111-20-21 | 49 | 111-20-21 |
| 111-20-21 | 50 | 111-20-21 |

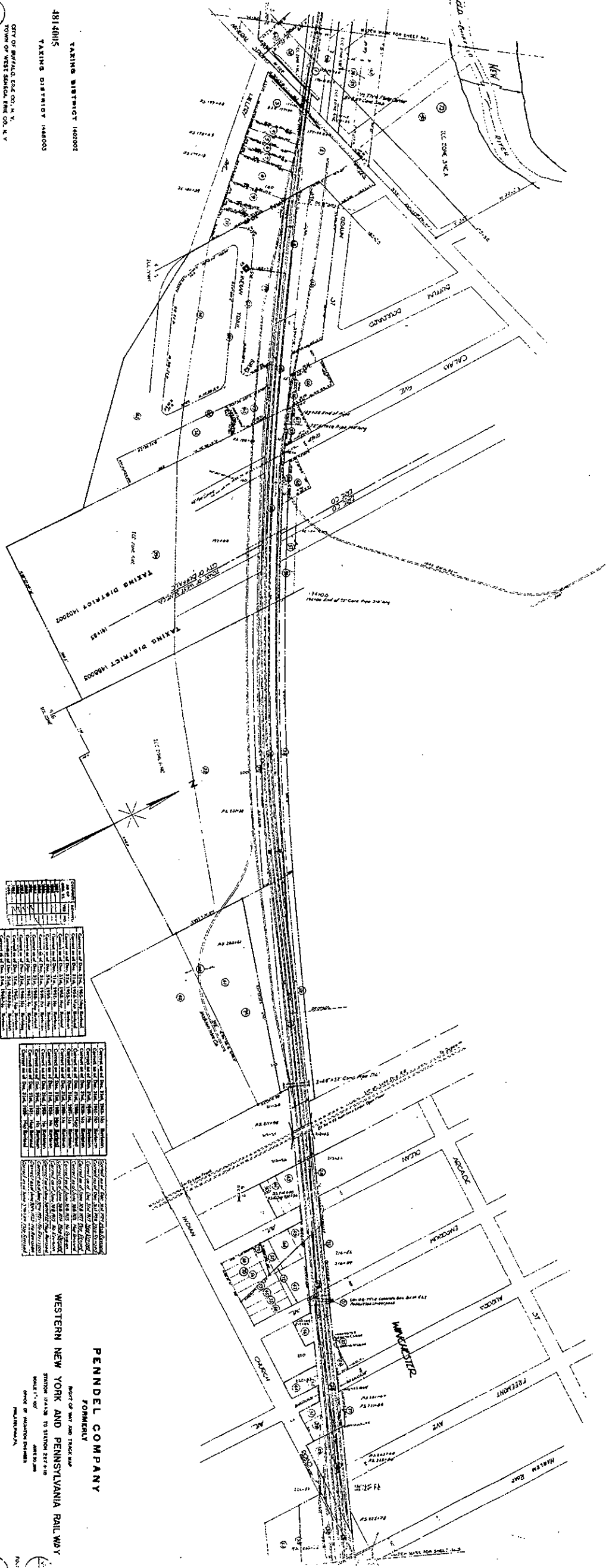
PENND EL COMPANY
FORMERLY
NORTHERN DIV. BUFFALO DIV.

RIGHT OF WAY AND TRACK MAP
WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY
OPERATED BY THE
PENNSYLVANIA RAILROAD, LESSEE
STATION NO. 100 TO STATION 121+58
MADE 1-1-1948
DIVISION OF RAILROADS
PENNSYLVANIA RAILROAD



PENNDDEL COMPANY
FORMERLY
RIGHT OF WAY AND TRACK MAP
WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY
OPERATED BY THE
PENNSYLVANIA RAILROAD, LESSEE
STATION 01-56 TO STATION 1M-38
SCALE 1" = 40' DATE 20, 1948
OFFICE OF VALUATION ENGINEER
PITTSBURGH, PA.

TAXING DISTRICT 1402002
 4814005
 TAXING DISTRICT 1402003
 CITY OF BUFFALO, ONE CO., N. Y.
 TOWN OF WEST SARATOGA, FIVE CO., N. Y.



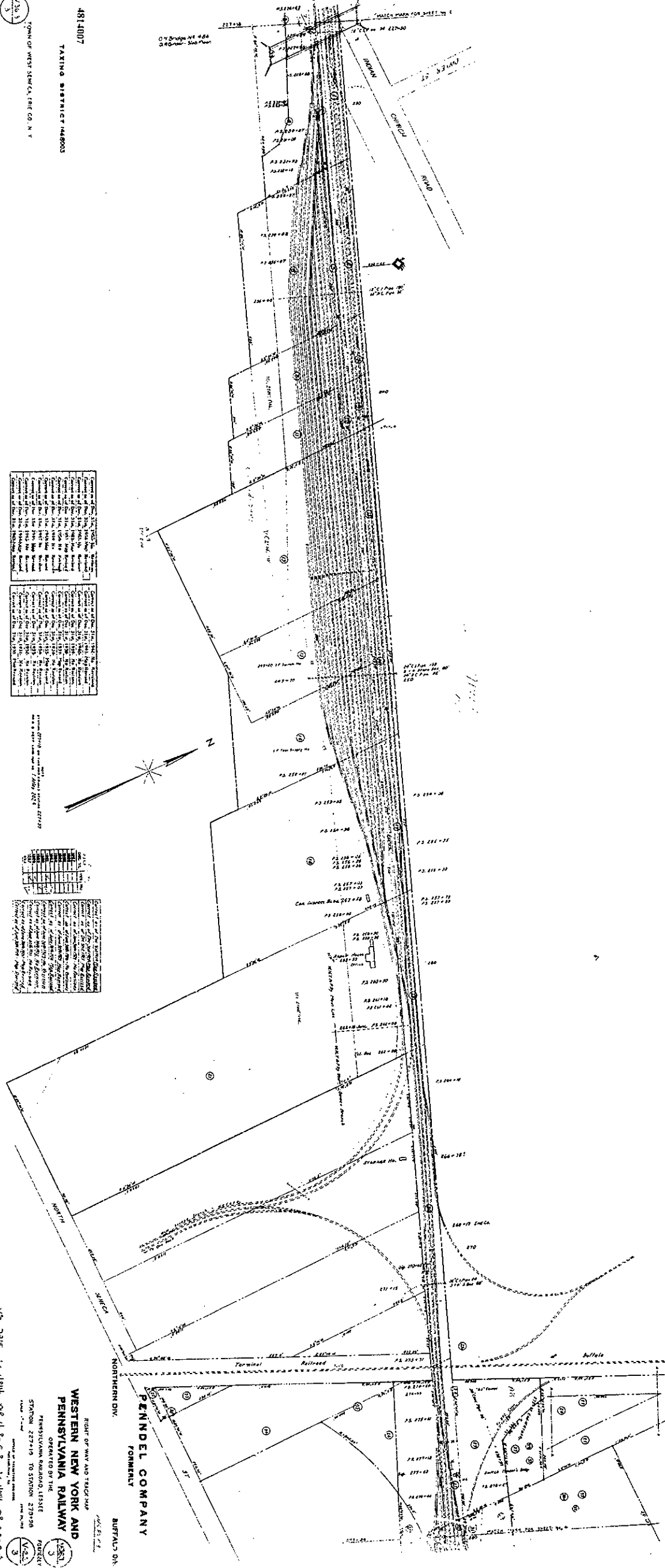
| Lot No. | Owner | Area |
|---------|-------|------|
| 1 | ... | ... |
| 2 | ... | ... |
| 3 | ... | ... |
| 4 | ... | ... |
| 5 | ... | ... |
| 6 | ... | ... |
| 7 | ... | ... |
| 8 | ... | ... |
| 9 | ... | ... |
| 10 | ... | ... |
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| 45 | ... | ... |
| 46 | ... | ... |
| 47 | ... | ... |
| 48 | ... | ... |
| 49 | ... | ... |
| 50 | ... | ... |

| Lot No. | Owner | Area |
|---------|-------|------|
| 51 | ... | ... |
| 52 | ... | ... |
| 53 | ... | ... |
| 54 | ... | ... |
| 55 | ... | ... |
| 56 | ... | ... |
| 57 | ... | ... |
| 58 | ... | ... |
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| 60 | ... | ... |
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| 88 | ... | ... |
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| 90 | ... | ... |
| 91 | ... | ... |
| 92 | ... | ... |
| 93 | ... | ... |
| 94 | ... | ... |
| 95 | ... | ... |
| 96 | ... | ... |
| 97 | ... | ... |
| 98 | ... | ... |
| 99 | ... | ... |
| 100 | ... | ... |

PENDEL COMPANY
 FORMERLY
 WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 BOARD OF WATER AND TRUCKS
 STATION 1410 TO STATION 1415
 1915-1916
 OFFICE OF THE ENGINEER
 BUFFALO, N. Y.

VS 1215 1410 1415 1416 1417 1418

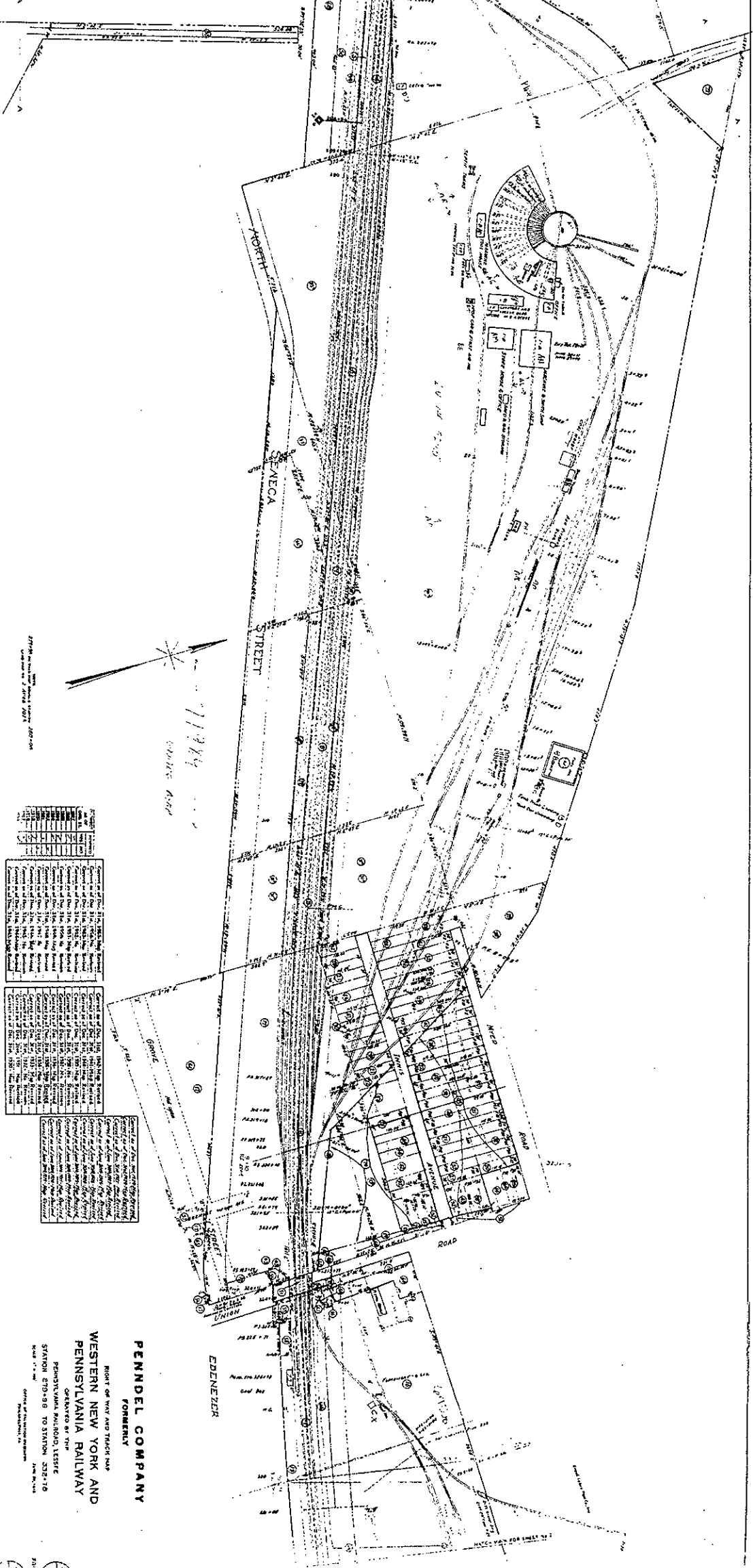
General as at the 30th Dec 1967
General as at the 30th Dec 1968
General as at the 30th Dec 1969
General as at the 30th Dec 1970
General as at the 30th Dec 1971
General as at the 30th Dec 1972
General as at the 30th Dec 1973
General as at the 30th Dec 1974
General as at the 30th Dec 1975
General as at the 30th Dec 1976
General as at the 30th Dec 1977
General as at the 30th Dec 1978
General as at the 30th Dec 1979
General as at the 30th Dec 1980
General as at the 30th Dec 1981
General as at the 30th Dec 1982
General as at the 30th Dec 1983
General as at the 30th Dec 1984
General as at the 30th Dec 1985
General as at the 30th Dec 1986
General as at the 30th Dec 1987
General as at the 30th Dec 1988
General as at the 30th Dec 1989
General as at the 30th Dec 1990
General as at the 30th Dec 1991
General as at the 30th Dec 1992
General as at the 30th Dec 1993
General as at the 30th Dec 1994
General as at the 30th Dec 1995
General as at the 30th Dec 1996
General as at the 30th Dec 1997
General as at the 30th Dec 1998
General as at the 30th Dec 1999
General as at the 30th Dec 2000
General as at the 30th Dec 2001
General as at the 30th Dec 2002
General as at the 30th Dec 2003
General as at the 30th Dec 2004
General as at the 30th Dec 2005
General as at the 30th Dec 2006
General as at the 30th Dec 2007
General as at the 30th Dec 2008
General as at the 30th Dec 2009
General as at the 30th Dec 2010
General as at the 30th Dec 2011
General as at the 30th Dec 2012
General as at the 30th Dec 2013
General as at the 30th Dec 2014
General as at the 30th Dec 2015
General as at the 30th Dec 2016
General as at the 30th Dec 2017
General as at the 30th Dec 2018
General as at the 30th Dec 2019
General as at the 30th Dec 2020
General as at the 30th Dec 2021
General as at the 30th Dec 2022
General as at the 30th Dec 2023
General as at the 30th Dec 2024



vs 7215 ls 4914 mp 4.8-5.8 ls 4914 mp 0.0-2.5

RIGHT OF WAY AND TRUCK MAP
WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY
OPERATED BY THE
PENNSYLVANIA RAILROAD, 11533E
STATION, 227419 TO STATION, 270908
Scale 1"=1 mi.
OFFICE OF THE DISTRICT ENGINEER
AND THE STATE

4814008
TAKING DISTRICT 144003
TOWN OF WEST CLINTON, OHIO CO. N. Y.



| Station | From | To | Length | Area | Volume |
|---------|------|-------|--------|------|--------|
| 1+00 | 1+00 | 1+10 | 10 | 100 | 100 |
| 1+10 | 1+10 | 1+20 | 10 | 100 | 100 |
| 1+20 | 1+20 | 1+30 | 10 | 100 | 100 |
| 1+30 | 1+30 | 1+40 | 10 | 100 | 100 |
| 1+40 | 1+40 | 1+50 | 10 | 100 | 100 |
| 1+50 | 1+50 | 1+60 | 10 | 100 | 100 |
| 1+60 | 1+60 | 1+70 | 10 | 100 | 100 |
| 1+70 | 1+70 | 1+80 | 10 | 100 | 100 |
| 1+80 | 1+80 | 1+90 | 10 | 100 | 100 |
| 1+90 | 1+90 | 2+00 | 10 | 100 | 100 |
| 2+00 | 2+00 | 2+10 | 10 | 100 | 100 |
| 2+10 | 2+10 | 2+20 | 10 | 100 | 100 |
| 2+20 | 2+20 | 2+30 | 10 | 100 | 100 |
| 2+30 | 2+30 | 2+40 | 10 | 100 | 100 |
| 2+40 | 2+40 | 2+50 | 10 | 100 | 100 |
| 2+50 | 2+50 | 2+60 | 10 | 100 | 100 |
| 2+60 | 2+60 | 2+70 | 10 | 100 | 100 |
| 2+70 | 2+70 | 2+80 | 10 | 100 | 100 |
| 2+80 | 2+80 | 2+90 | 10 | 100 | 100 |
| 2+90 | 2+90 | 3+00 | 10 | 100 | 100 |
| 3+00 | 3+00 | 3+10 | 10 | 100 | 100 |
| 3+10 | 3+10 | 3+20 | 10 | 100 | 100 |
| 3+20 | 3+20 | 3+30 | 10 | 100 | 100 |
| 3+30 | 3+30 | 3+40 | 10 | 100 | 100 |
| 3+40 | 3+40 | 3+50 | 10 | 100 | 100 |
| 3+50 | 3+50 | 3+60 | 10 | 100 | 100 |
| 3+60 | 3+60 | 3+70 | 10 | 100 | 100 |
| 3+70 | 3+70 | 3+80 | 10 | 100 | 100 |
| 3+80 | 3+80 | 3+90 | 10 | 100 | 100 |
| 3+90 | 3+90 | 4+00 | 10 | 100 | 100 |
| 4+00 | 4+00 | 4+10 | 10 | 100 | 100 |
| 4+10 | 4+10 | 4+20 | 10 | 100 | 100 |
| 4+20 | 4+20 | 4+30 | 10 | 100 | 100 |
| 4+30 | 4+30 | 4+40 | 10 | 100 | 100 |
| 4+40 | 4+40 | 4+50 | 10 | 100 | 100 |
| 4+50 | 4+50 | 4+60 | 10 | 100 | 100 |
| 4+60 | 4+60 | 4+70 | 10 | 100 | 100 |
| 4+70 | 4+70 | 4+80 | 10 | 100 | 100 |
| 4+80 | 4+80 | 4+90 | 10 | 100 | 100 |
| 4+90 | 4+90 | 5+00 | 10 | 100 | 100 |
| 5+00 | 5+00 | 5+10 | 10 | 100 | 100 |
| 5+10 | 5+10 | 5+20 | 10 | 100 | 100 |
| 5+20 | 5+20 | 5+30 | 10 | 100 | 100 |
| 5+30 | 5+30 | 5+40 | 10 | 100 | 100 |
| 5+40 | 5+40 | 5+50 | 10 | 100 | 100 |
| 5+50 | 5+50 | 5+60 | 10 | 100 | 100 |
| 5+60 | 5+60 | 5+70 | 10 | 100 | 100 |
| 5+70 | 5+70 | 5+80 | 10 | 100 | 100 |
| 5+80 | 5+80 | 5+90 | 10 | 100 | 100 |
| 5+90 | 5+90 | 6+00 | 10 | 100 | 100 |
| 6+00 | 6+00 | 6+10 | 10 | 100 | 100 |
| 6+10 | 6+10 | 6+20 | 10 | 100 | 100 |
| 6+20 | 6+20 | 6+30 | 10 | 100 | 100 |
| 6+30 | 6+30 | 6+40 | 10 | 100 | 100 |
| 6+40 | 6+40 | 6+50 | 10 | 100 | 100 |
| 6+50 | 6+50 | 6+60 | 10 | 100 | 100 |
| 6+60 | 6+60 | 6+70 | 10 | 100 | 100 |
| 6+70 | 6+70 | 6+80 | 10 | 100 | 100 |
| 6+80 | 6+80 | 6+90 | 10 | 100 | 100 |
| 6+90 | 6+90 | 7+00 | 10 | 100 | 100 |
| 7+00 | 7+00 | 7+10 | 10 | 100 | 100 |
| 7+10 | 7+10 | 7+20 | 10 | 100 | 100 |
| 7+20 | 7+20 | 7+30 | 10 | 100 | 100 |
| 7+30 | 7+30 | 7+40 | 10 | 100 | 100 |
| 7+40 | 7+40 | 7+50 | 10 | 100 | 100 |
| 7+50 | 7+50 | 7+60 | 10 | 100 | 100 |
| 7+60 | 7+60 | 7+70 | 10 | 100 | 100 |
| 7+70 | 7+70 | 7+80 | 10 | 100 | 100 |
| 7+80 | 7+80 | 7+90 | 10 | 100 | 100 |
| 7+90 | 7+90 | 8+00 | 10 | 100 | 100 |
| 8+00 | 8+00 | 8+10 | 10 | 100 | 100 |
| 8+10 | 8+10 | 8+20 | 10 | 100 | 100 |
| 8+20 | 8+20 | 8+30 | 10 | 100 | 100 |
| 8+30 | 8+30 | 8+40 | 10 | 100 | 100 |
| 8+40 | 8+40 | 8+50 | 10 | 100 | 100 |
| 8+50 | 8+50 | 8+60 | 10 | 100 | 100 |
| 8+60 | 8+60 | 8+70 | 10 | 100 | 100 |
| 8+70 | 8+70 | 8+80 | 10 | 100 | 100 |
| 8+80 | 8+80 | 8+90 | 10 | 100 | 100 |
| 8+90 | 8+90 | 9+00 | 10 | 100 | 100 |
| 9+00 | 9+00 | 9+10 | 10 | 100 | 100 |
| 9+10 | 9+10 | 9+20 | 10 | 100 | 100 |
| 9+20 | 9+20 | 9+30 | 10 | 100 | 100 |
| 9+30 | 9+30 | 9+40 | 10 | 100 | 100 |
| 9+40 | 9+40 | 9+50 | 10 | 100 | 100 |
| 9+50 | 9+50 | 9+60 | 10 | 100 | 100 |
| 9+60 | 9+60 | 9+70 | 10 | 100 | 100 |
| 9+70 | 9+70 | 9+80 | 10 | 100 | 100 |
| 9+80 | 9+80 | 9+90 | 10 | 100 | 100 |
| 9+90 | 9+90 | 10+00 | 10 | 100 | 100 |

VS 7215 LC 484 and 516.2

PENDEL COMPANY
FORMERLY
RIGHT OF WAY AND TRACK MAP
WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY
OPERATED BY THE
PENNSYLVANIA RAILROAD, LESSEE
STATION 670+50 TO STATION 332+10
Map No. 100
Office of the Engineer
Pittsburgh, Pa.

4814010

TAXING DISTRICT 1466003
TOWN OF WEST SORCEA, ONE CO., NY

✓ 5 7215 Lc 4414 MP 6.8-7.8

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| NAME | AGE | SEX | RELATION | DATE OF BIRTH | DATE OF DEATH | PLACE OF BIRTH | PLACE OF DEATH | CAUSE OF DEATH | DATE OF BURIAL | PLACE OF BURIAL |
|--------------------|-----|-----|----------|---------------|---------------|----------------|----------------|----------------|----------------|-----------------|
| JOHN W. BROWN | 45 | M | HUSBAND | 1870 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| MARY E. BROWN | 42 | F | WIFE | 1873 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| WILLIAM J. BROWN | 38 | M | SON | 1876 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| ELIZABETH A. BROWN | 35 | F | DAUGHTER | 1879 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| CHARLES F. BROWN | 32 | M | SON | 1882 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| MARY A. BROWN | 29 | F | DAUGHTER | 1885 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| JOHN D. BROWN | 26 | M | SON | 1888 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| ELIZABETH C. BROWN | 23 | F | DAUGHTER | 1891 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| CHARLES G. BROWN | 20 | M | SON | 1894 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| MARY B. BROWN | 17 | F | DAUGHTER | 1897 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| JOHN E. BROWN | 14 | M | SON | 1900 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| ELIZABETH F. BROWN | 11 | F | DAUGHTER | 1903 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| CHARLES H. BROWN | 8 | M | SON | 1906 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| MARY C. BROWN | 5 | F | DAUGHTER | 1909 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| JOHN F. BROWN | 2 | M | SON | 1912 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |
| ELIZABETH G. BROWN | 1 | F | DAUGHTER | 1915 | 1915 | MASS. | MASS. | HEART DISEASE | 1915 | MASS. |

PENNDIEL COMPANY
FORMERLY
WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
DIVISION OF NEW YORK AND JERSEY
STATION 332-17 TO STATION 365-18
ROAD 7-100
OFFICE OF VARIATION PERMITS
P.O. BOX 100, 100
ALBANY, N.Y.

1/1/1914
 1/1/1914
 1/1/1914

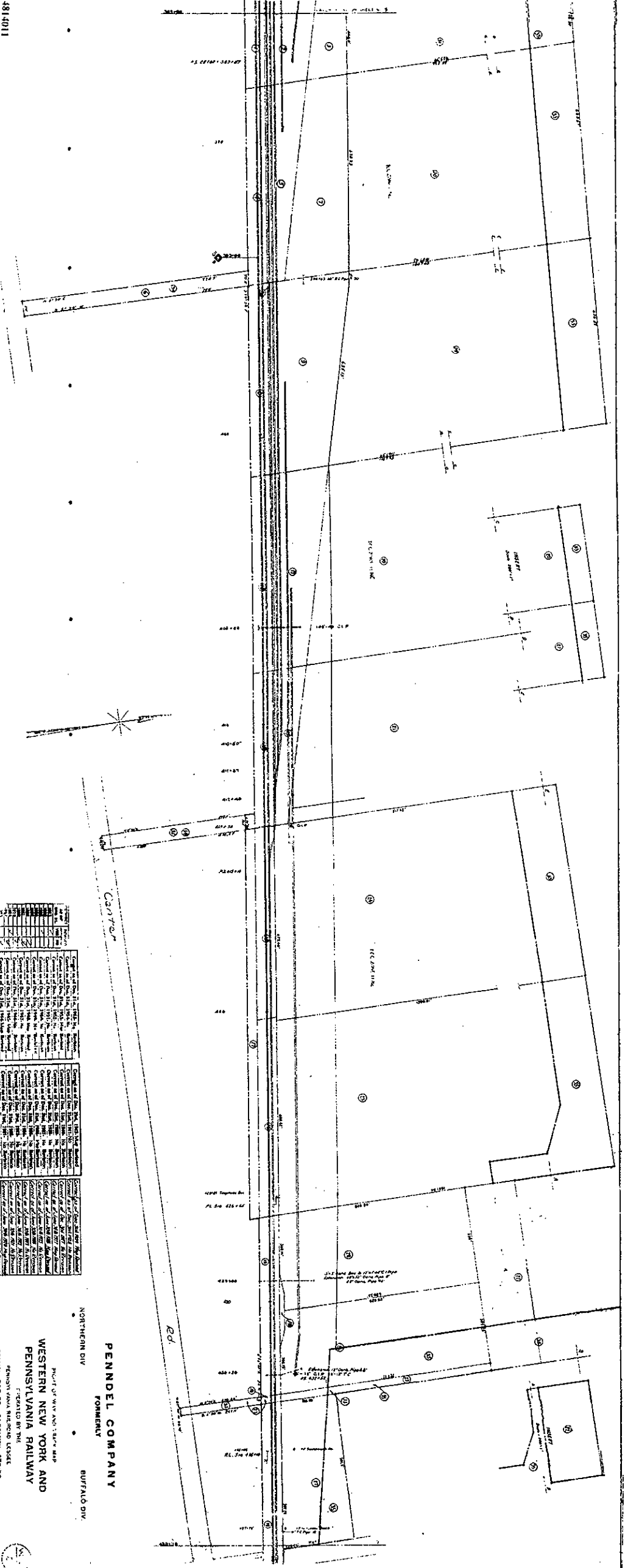
| Lot | Area | Owner | Remarks |
|-----|------|-------|---------|
| 1 | 1.00 | ... | ... |
| 2 | 1.00 | ... | ... |
| 3 | 1.00 | ... | ... |
| 4 | 1.00 | ... | ... |
| 5 | 1.00 | ... | ... |
| 6 | 1.00 | ... | ... |
| 7 | 1.00 | ... | ... |
| 8 | 1.00 | ... | ... |
| 9 | 1.00 | ... | ... |
| 10 | 1.00 | ... | ... |
| 11 | 1.00 | ... | ... |
| 12 | 1.00 | ... | ... |
| 13 | 1.00 | ... | ... |
| 14 | 1.00 | ... | ... |
| 15 | 1.00 | ... | ... |
| 16 | 1.00 | ... | ... |
| 17 | 1.00 | ... | ... |
| 18 | 1.00 | ... | ... |
| 19 | 1.00 | ... | ... |
| 20 | 1.00 | ... | ... |
| 21 | 1.00 | ... | ... |
| 22 | 1.00 | ... | ... |
| 23 | 1.00 | ... | ... |
| 24 | 1.00 | ... | ... |
| 25 | 1.00 | ... | ... |
| 26 | 1.00 | ... | ... |
| 27 | 1.00 | ... | ... |
| 28 | 1.00 | ... | ... |
| 29 | 1.00 | ... | ... |
| 30 | 1.00 | ... | ... |
| 31 | 1.00 | ... | ... |
| 32 | 1.00 | ... | ... |
| 33 | 1.00 | ... | ... |
| 34 | 1.00 | ... | ... |
| 35 | 1.00 | ... | ... |
| 36 | 1.00 | ... | ... |
| 37 | 1.00 | ... | ... |
| 38 | 1.00 | ... | ... |
| 39 | 1.00 | ... | ... |
| 40 | 1.00 | ... | ... |
| 41 | 1.00 | ... | ... |
| 42 | 1.00 | ... | ... |
| 43 | 1.00 | ... | ... |
| 44 | 1.00 | ... | ... |
| 45 | 1.00 | ... | ... |
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| 47 | 1.00 | ... | ... |
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| 49 | 1.00 | ... | ... |
| 50 | 1.00 | ... | ... |
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| 52 | 1.00 | ... | ... |
| 53 | 1.00 | ... | ... |
| 54 | 1.00 | ... | ... |
| 55 | 1.00 | ... | ... |
| 56 | 1.00 | ... | ... |
| 57 | 1.00 | ... | ... |
| 58 | 1.00 | ... | ... |
| 59 | 1.00 | ... | ... |
| 60 | 1.00 | ... | ... |
| 61 | 1.00 | ... | ... |
| 62 | 1.00 | ... | ... |
| 63 | 1.00 | ... | ... |
| 64 | 1.00 | ... | ... |
| 65 | 1.00 | ... | ... |
| 66 | 1.00 | ... | ... |
| 67 | 1.00 | ... | ... |
| 68 | 1.00 | ... | ... |
| 69 | 1.00 | ... | ... |
| 70 | 1.00 | ... | ... |
| 71 | 1.00 | ... | ... |
| 72 | 1.00 | ... | ... |
| 73 | 1.00 | ... | ... |
| 74 | 1.00 | ... | ... |
| 75 | 1.00 | ... | ... |
| 76 | 1.00 | ... | ... |
| 77 | 1.00 | ... | ... |
| 78 | 1.00 | ... | ... |
| 79 | 1.00 | ... | ... |
| 80 | 1.00 | ... | ... |
| 81 | 1.00 | ... | ... |
| 82 | 1.00 | ... | ... |
| 83 | 1.00 | ... | ... |
| 84 | 1.00 | ... | ... |
| 85 | 1.00 | ... | ... |
| 86 | 1.00 | ... | ... |
| 87 | 1.00 | ... | ... |
| 88 | 1.00 | ... | ... |
| 89 | 1.00 | ... | ... |
| 90 | 1.00 | ... | ... |
| 91 | 1.00 | ... | ... |
| 92 | 1.00 | ... | ... |
| 93 | 1.00 | ... | ... |
| 94 | 1.00 | ... | ... |
| 95 | 1.00 | ... | ... |
| 96 | 1.00 | ... | ... |
| 97 | 1.00 | ... | ... |
| 98 | 1.00 | ... | ... |
| 99 | 1.00 | ... | ... |
| 100 | 1.00 | ... | ... |

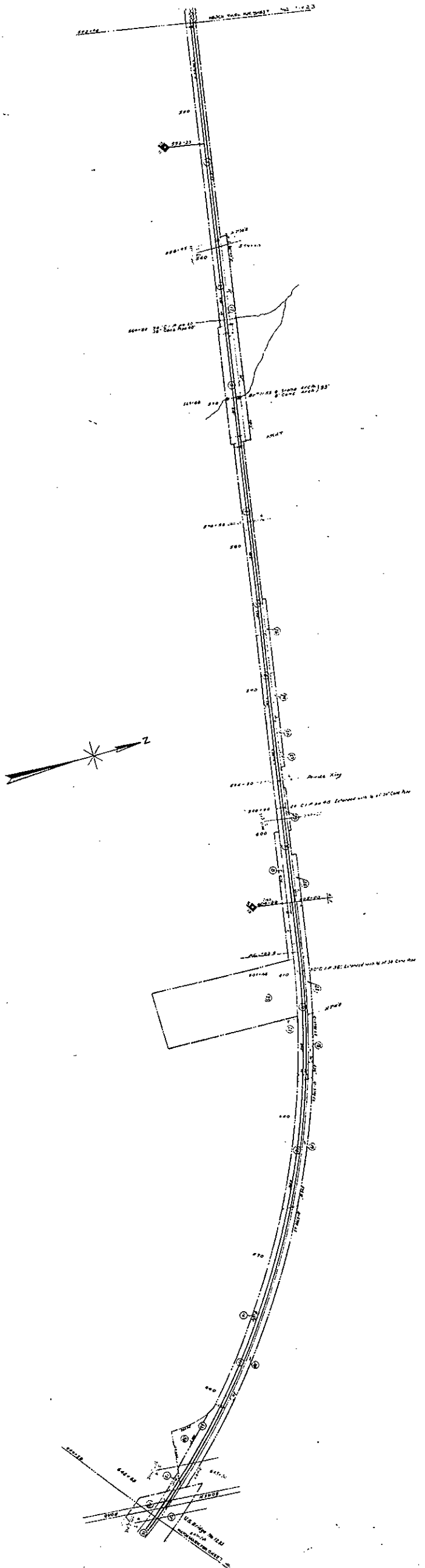
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PORT OF WAY AND TOWN AND
 WESTERN NEW YORK AND
 PENNSYLVANIA RAILWAY
 CREATED BY THE
 PENNSYLVANIA RAILROAD LESSEE
 STATION 308-50 F3 STATION 438-50

PENNDEL COMPANY
 FORMERLY
 NORTHERN DIV.
 BUFFALO DIV.



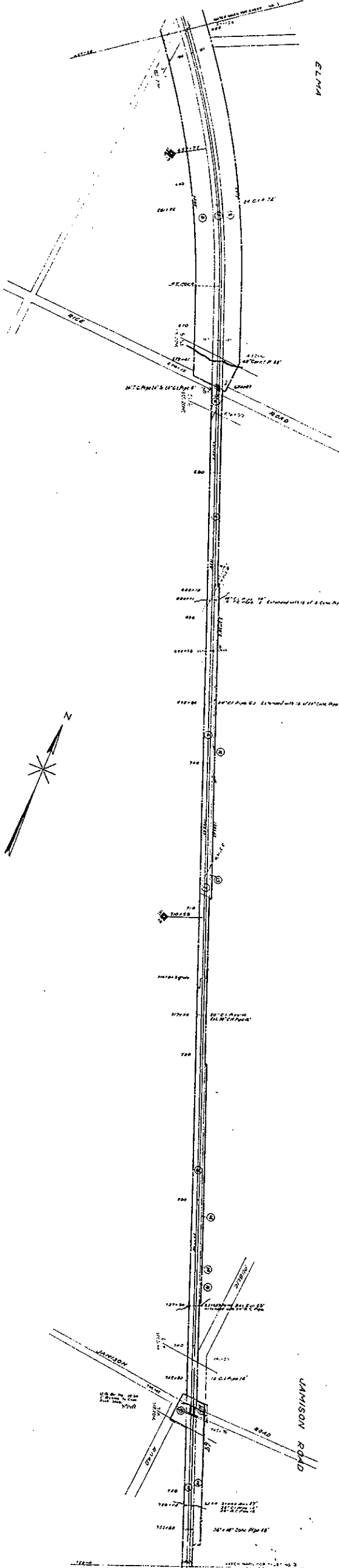


| Station | Distance from Elma | Distance from Buffalo | Distance from Niagara Falls | Distance from Tonawanda | Distance from Cheektowatch | Distance from Tonawanda | Distance from Cheektowatch | Distance from Tonawanda | Distance from Cheektowatch |
|---------------|--------------------|-----------------------|-----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| Elma | 0 | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 | 7000 | 8000 |
| St. Albans | 1000 | 0 | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 | 7000 |
| Buffalo | 2000 | 1000 | 0 | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 |
| Niagara Falls | 3000 | 2000 | 1000 | 0 | 1000 | 2000 | 3000 | 4000 | 5000 |
| Tonawanda | 4000 | 3000 | 2000 | 1000 | 0 | 1000 | 2000 | 3000 | 4000 |
| Cheektowatch | 5000 | 4000 | 3000 | 2000 | 1000 | 0 | 1000 | 2000 | 3000 |
| Tonawanda | 6000 | 5000 | 4000 | 3000 | 2000 | 1000 | 0 | 1000 | 2000 |
| Cheektowatch | 7000 | 6000 | 5000 | 4000 | 3000 | 2000 | 1000 | 0 | 1000 |
| Tonawanda | 8000 | 7000 | 6000 | 5000 | 4000 | 3000 | 2000 | 1000 | 0 |
| Cheektowatch | 9000 | 8000 | 7000 | 6000 | 5000 | 4000 | 3000 | 2000 | 1000 |
| Tonawanda | 10000 | 9000 | 8000 | 7000 | 6000 | 5000 | 4000 | 3000 | 2000 |

PENNDL COMPANY
 FOREMEN
 WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 STATION 1000 TO STATION 10000
 SCALE 1" = 1000'
 DRAWN BY: J. H. HARRIS
 CHECKED BY: J. H. HARRIS

TAXING DISTRICT 141203
TOWN OF ELLENBURG CO., NY

2314116



NOTES:
1. ALL DISTANCES ARE IN FEET.
2. ALL BEARINGS ARE IN DEGREES, MINUTES AND SECONDS.

| STATION | BEARING | DISTANCE | REMARKS |
|---------|-----------------|----------|-------------------|
| 1 | N 89° 15' 00" E | 100.00 | START OF RAILROAD |
| 2 | N 89° 15' 00" E | 100.00 | |
| 3 | N 89° 15' 00" E | 100.00 | |
| 4 | N 89° 15' 00" E | 100.00 | |
| 5 | N 89° 15' 00" E | 100.00 | |
| 6 | N 89° 15' 00" E | 100.00 | |
| 7 | N 89° 15' 00" E | 100.00 | |
| 8 | N 89° 15' 00" E | 100.00 | |
| 9 | N 89° 15' 00" E | 100.00 | |
| 10 | N 89° 15' 00" E | 100.00 | |
| 11 | N 89° 15' 00" E | 100.00 | |
| 12 | N 89° 15' 00" E | 100.00 | |
| 13 | N 89° 15' 00" E | 100.00 | |
| 14 | N 89° 15' 00" E | 100.00 | |
| 15 | N 89° 15' 00" E | 100.00 | |
| 16 | N 89° 15' 00" E | 100.00 | |
| 17 | N 89° 15' 00" E | 100.00 | |
| 18 | N 89° 15' 00" E | 100.00 | |
| 19 | N 89° 15' 00" E | 100.00 | |
| 20 | N 89° 15' 00" E | 100.00 | |
| 21 | N 89° 15' 00" E | 100.00 | |
| 22 | N 89° 15' 00" E | 100.00 | |
| 23 | N 89° 15' 00" E | 100.00 | |
| 24 | N 89° 15' 00" E | 100.00 | |
| 25 | N 89° 15' 00" E | 100.00 | |
| 26 | N 89° 15' 00" E | 100.00 | |
| 27 | N 89° 15' 00" E | 100.00 | |
| 28 | N 89° 15' 00" E | 100.00 | |
| 29 | N 89° 15' 00" E | 100.00 | |
| 30 | N 89° 15' 00" E | 100.00 | |
| 31 | N 89° 15' 00" E | 100.00 | |
| 32 | N 89° 15' 00" E | 100.00 | |
| 33 | N 89° 15' 00" E | 100.00 | |
| 34 | N 89° 15' 00" E | 100.00 | |
| 35 | N 89° 15' 00" E | 100.00 | |
| 36 | N 89° 15' 00" E | 100.00 | |
| 37 | N 89° 15' 00" E | 100.00 | |
| 38 | N 89° 15' 00" E | 100.00 | |
| 39 | N 89° 15' 00" E | 100.00 | |
| 40 | N 89° 15' 00" E | 100.00 | |
| 41 | N 89° 15' 00" E | 100.00 | |
| 42 | N 89° 15' 00" E | 100.00 | |
| 43 | N 89° 15' 00" E | 100.00 | |
| 44 | N 89° 15' 00" E | 100.00 | |
| 45 | N 89° 15' 00" E | 100.00 | |
| 46 | N 89° 15' 00" E | 100.00 | |
| 47 | N 89° 15' 00" E | 100.00 | |
| 48 | N 89° 15' 00" E | 100.00 | |
| 49 | N 89° 15' 00" E | 100.00 | |
| 50 | N 89° 15' 00" E | 100.00 | |
| 51 | N 89° 15' 00" E | 100.00 | |
| 52 | N 89° 15' 00" E | 100.00 | |
| 53 | N 89° 15' 00" E | 100.00 | |
| 54 | N 89° 15' 00" E | 100.00 | |
| 55 | N 89° 15' 00" E | 100.00 | |
| 56 | N 89° 15' 00" E | 100.00 | |
| 57 | N 89° 15' 00" E | 100.00 | |
| 58 | N 89° 15' 00" E | 100.00 | |
| 59 | N 89° 15' 00" E | 100.00 | |
| 60 | N 89° 15' 00" E | 100.00 | |
| 61 | N 89° 15' 00" E | 100.00 | |
| 62 | N 89° 15' 00" E | 100.00 | |
| 63 | N 89° 15' 00" E | 100.00 | |
| 64 | N 89° 15' 00" E | 100.00 | |
| 65 | N 89° 15' 00" E | 100.00 | |
| 66 | N 89° 15' 00" E | 100.00 | |
| 67 | N 89° 15' 00" E | 100.00 | |
| 68 | N 89° 15' 00" E | 100.00 | |
| 69 | N 89° 15' 00" E | 100.00 | |
| 70 | N 89° 15' 00" E | 100.00 | |
| 71 | N 89° 15' 00" E | 100.00 | |
| 72 | N 89° 15' 00" E | 100.00 | |
| 73 | N 89° 15' 00" E | 100.00 | |
| 74 | N 89° 15' 00" E | 100.00 | |
| 75 | N 89° 15' 00" E | 100.00 | |
| 76 | N 89° 15' 00" E | 100.00 | |
| 77 | N 89° 15' 00" E | 100.00 | |
| 78 | N 89° 15' 00" E | 100.00 | |
| 79 | N 89° 15' 00" E | 100.00 | |
| 80 | N 89° 15' 00" E | 100.00 | |
| 81 | N 89° 15' 00" E | 100.00 | |
| 82 | N 89° 15' 00" E | 100.00 | |
| 83 | N 89° 15' 00" E | 100.00 | |
| 84 | N 89° 15' 00" E | 100.00 | |
| 85 | N 89° 15' 00" E | 100.00 | |
| 86 | N 89° 15' 00" E | 100.00 | |
| 87 | N 89° 15' 00" E | 100.00 | |
| 88 | N 89° 15' 00" E | 100.00 | |
| 89 | N 89° 15' 00" E | 100.00 | |
| 90 | N 89° 15' 00" E | 100.00 | |
| 91 | N 89° 15' 00" E | 100.00 | |
| 92 | N 89° 15' 00" E | 100.00 | |
| 93 | N 89° 15' 00" E | 100.00 | |
| 94 | N 89° 15' 00" E | 100.00 | |
| 95 | N 89° 15' 00" E | 100.00 | |
| 96 | N 89° 15' 00" E | 100.00 | |
| 97 | N 89° 15' 00" E | 100.00 | |
| 98 | N 89° 15' 00" E | 100.00 | |
| 99 | N 89° 15' 00" E | 100.00 | |
| 100 | N 89° 15' 00" E | 100.00 | END OF RAILROAD |

VS 7215 L-2314 N8 12.8-14.8

PENDEL COMPANY
FORMERLY
WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
RIGHT OF WAY AND TRACKS
STATION 400+00 TO STATION 100+00
SCALE 1"=100'
JUNE 1916
MADEIRA, N.Y.

2314145

STATION 11-10 ON FISH LAKE ROAD STATION 71-00
ON Rte 2000 Camp Lake May 10 1961

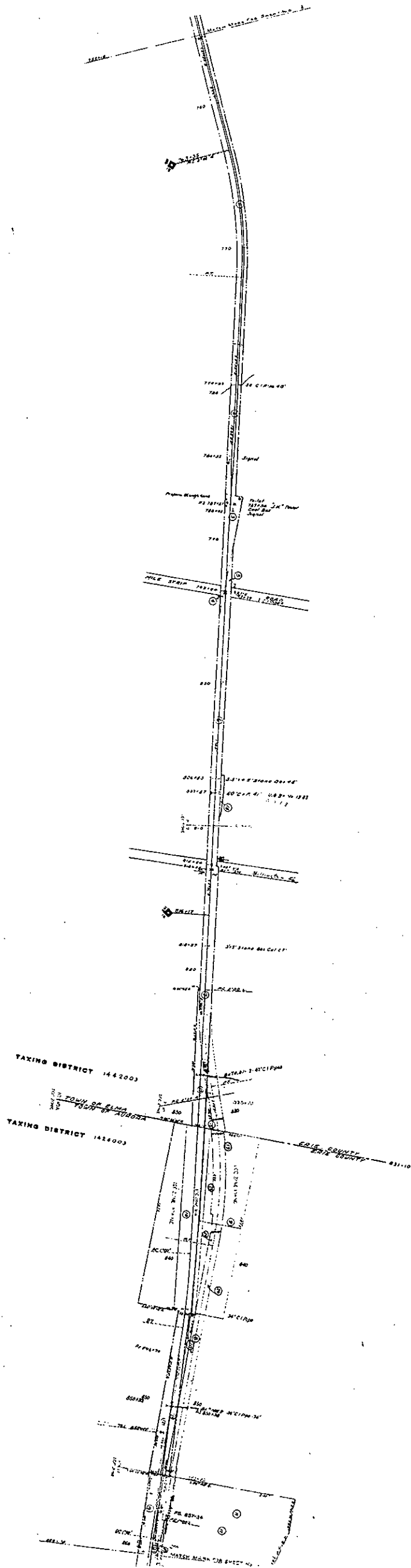
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WESTERN NEW YORK AND PENNSYLVANIA RAILWAY

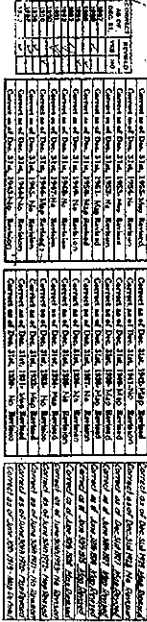
RIGHT OF WAY AND TRUCK LANE
 YORK AND PENNSYLVANIA
 STATION 734+00 TO STATION 840+75
 SCALE 1"=100' AND 30:1
 OFFICE OF VALUATION ENGINEER
 PHILADELPHIA, PA

PENDEL COMPANY
FORMERLY

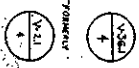
Vs 71215 Lc 2314 mp 14.8 - 16.8

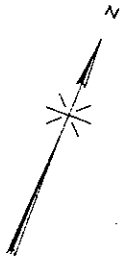
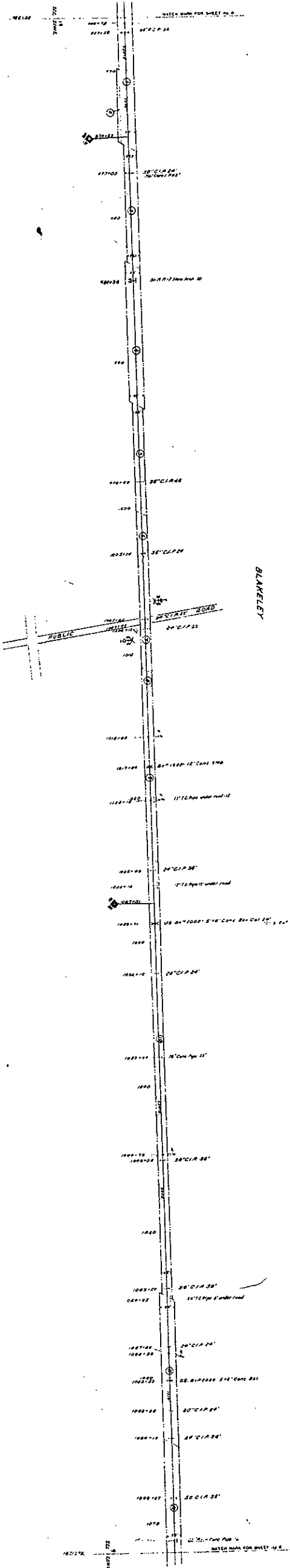


TAXING DISTRICT 142A00
TAXING DISTRICT 142A01
TOWN OF ALBION, ERIE CO., N.Y.



PENNDEL COMPANY
FORMERLY
D.V.
BUFFALO DIV.
ROCKAWAY AND TRUCK AND
WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY
OPERATED BY THE
PENNSYLVANIA RAILROAD, LESSEE
STATION 65-075 TO STATION 59-020
SHEET 7-1-100
JUNE, 1914





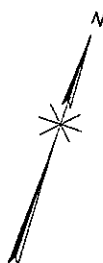
NOTES: 1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. ALL BEARINGS ARE GIVEN IN DEGREES, MINUTES AND SECONDS.
3. ALL CURVES ARE CIRCULAR UNLESS OTHERWISE NOTED.

| Station | Bearing | Distance | Remarks |
|-----------|-------------|----------|--------------|
| 1000+00 | 30° 00' 00" | 100.00 | Start of Run |
| 1000+10 | 30° 00' 00" | 100.00 | |
| 1000+20 | 30° 00' 00" | 100.00 | |
| 1000+30 | 30° 00' 00" | 100.00 | |
| 1000+40 | 30° 00' 00" | 100.00 | |
| 1000+50 | 30° 00' 00" | 100.00 | |
| 1000+60 | 30° 00' 00" | 100.00 | |
| 1000+70 | 30° 00' 00" | 100.00 | |
| 1000+80 | 30° 00' 00" | 100.00 | |
| 1000+90 | 30° 00' 00" | 100.00 | |
| 1000+100 | 30° 00' 00" | 100.00 | |
| 1000+110 | 30° 00' 00" | 100.00 | |
| 1000+120 | 30° 00' 00" | 100.00 | |
| 1000+130 | 30° 00' 00" | 100.00 | |
| 1000+140 | 30° 00' 00" | 100.00 | |
| 1000+150 | 30° 00' 00" | 100.00 | |
| 1000+160 | 30° 00' 00" | 100.00 | |
| 1000+170 | 30° 00' 00" | 100.00 | |
| 1000+180 | 30° 00' 00" | 100.00 | |
| 1000+190 | 30° 00' 00" | 100.00 | |
| 1000+200 | 30° 00' 00" | 100.00 | |
| 1000+210 | 30° 00' 00" | 100.00 | |
| 1000+220 | 30° 00' 00" | 100.00 | |
| 1000+230 | 30° 00' 00" | 100.00 | |
| 1000+240 | 30° 00' 00" | 100.00 | |
| 1000+250 | 30° 00' 00" | 100.00 | |
| 1000+260 | 30° 00' 00" | 100.00 | |
| 1000+270 | 30° 00' 00" | 100.00 | |
| 1000+280 | 30° 00' 00" | 100.00 | |
| 1000+290 | 30° 00' 00" | 100.00 | |
| 1000+300 | 30° 00' 00" | 100.00 | |
| 1000+310 | 30° 00' 00" | 100.00 | |
| 1000+320 | 30° 00' 00" | 100.00 | |
| 1000+330 | 30° 00' 00" | 100.00 | |
| 1000+340 | 30° 00' 00" | 100.00 | |
| 1000+350 | 30° 00' 00" | 100.00 | |
| 1000+360 | 30° 00' 00" | 100.00 | |
| 1000+370 | 30° 00' 00" | 100.00 | |
| 1000+380 | 30° 00' 00" | 100.00 | |
| 1000+390 | 30° 00' 00" | 100.00 | |
| 1000+400 | 30° 00' 00" | 100.00 | |
| 1000+410 | 30° 00' 00" | 100.00 | |
| 1000+420 | 30° 00' 00" | 100.00 | |
| 1000+430 | 30° 00' 00" | 100.00 | |
| 1000+440 | 30° 00' 00" | 100.00 | |
| 1000+450 | 30° 00' 00" | 100.00 | |
| 1000+460 | 30° 00' 00" | 100.00 | |
| 1000+470 | 30° 00' 00" | 100.00 | |
| 1000+480 | 30° 00' 00" | 100.00 | |
| 1000+490 | 30° 00' 00" | 100.00 | |
| 1000+500 | 30° 00' 00" | 100.00 | |
| 1000+510 | 30° 00' 00" | 100.00 | |
| 1000+520 | 30° 00' 00" | 100.00 | |
| 1000+530 | 30° 00' 00" | 100.00 | |
| 1000+540 | 30° 00' 00" | 100.00 | |
| 1000+550 | 30° 00' 00" | 100.00 | |
| 1000+560 | 30° 00' 00" | 100.00 | |
| 1000+570 | 30° 00' 00" | 100.00 | |
| 1000+580 | 30° 00' 00" | 100.00 | |
| 1000+590 | 30° 00' 00" | 100.00 | |
| 1000+600 | 30° 00' 00" | 100.00 | |
| 1000+610 | 30° 00' 00" | 100.00 | |
| 1000+620 | 30° 00' 00" | 100.00 | |
| 1000+630 | 30° 00' 00" | 100.00 | |
| 1000+640 | 30° 00' 00" | 100.00 | |
| 1000+650 | 30° 00' 00" | 100.00 | |
| 1000+660 | 30° 00' 00" | 100.00 | |
| 1000+670 | 30° 00' 00" | 100.00 | |
| 1000+680 | 30° 00' 00" | 100.00 | |
| 1000+690 | 30° 00' 00" | 100.00 | |
| 1000+700 | 30° 00' 00" | 100.00 | |
| 1000+710 | 30° 00' 00" | 100.00 | |
| 1000+720 | 30° 00' 00" | 100.00 | |
| 1000+730 | 30° 00' 00" | 100.00 | |
| 1000+740 | 30° 00' 00" | 100.00 | |
| 1000+750 | 30° 00' 00" | 100.00 | |
| 1000+760 | 30° 00' 00" | 100.00 | |
| 1000+770 | 30° 00' 00" | 100.00 | |
| 1000+780 | 30° 00' 00" | 100.00 | |
| 1000+790 | 30° 00' 00" | 100.00 | |
| 1000+800 | 30° 00' 00" | 100.00 | |
| 1000+810 | 30° 00' 00" | 100.00 | |
| 1000+820 | 30° 00' 00" | 100.00 | |
| 1000+830 | 30° 00' 00" | 100.00 | |
| 1000+840 | 30° 00' 00" | 100.00 | |
| 1000+850 | 30° 00' 00" | 100.00 | |
| 1000+860 | 30° 00' 00" | 100.00 | |
| 1000+870 | 30° 00' 00" | 100.00 | |
| 1000+880 | 30° 00' 00" | 100.00 | |
| 1000+890 | 30° 00' 00" | 100.00 | |
| 1000+900 | 30° 00' 00" | 100.00 | |
| 1000+910 | 30° 00' 00" | 100.00 | |
| 1000+920 | 30° 00' 00" | 100.00 | |
| 1000+930 | 30° 00' 00" | 100.00 | |
| 1000+940 | 30° 00' 00" | 100.00 | |
| 1000+950 | 30° 00' 00" | 100.00 | |
| 1000+960 | 30° 00' 00" | 100.00 | |
| 1000+970 | 30° 00' 00" | 100.00 | |
| 1000+980 | 30° 00' 00" | 100.00 | |
| 1000+990 | 30° 00' 00" | 100.00 | |
| 1000+1000 | 30° 00' 00" | 100.00 | |

PENDEL COMPANY
FORMERLY
WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
PART OF NEW AND RAILWAY
STATION 1000+00 TO STATION 1000+100
SCALE: 1\"/>

1000+00 to 1000+100

Y36.1
6

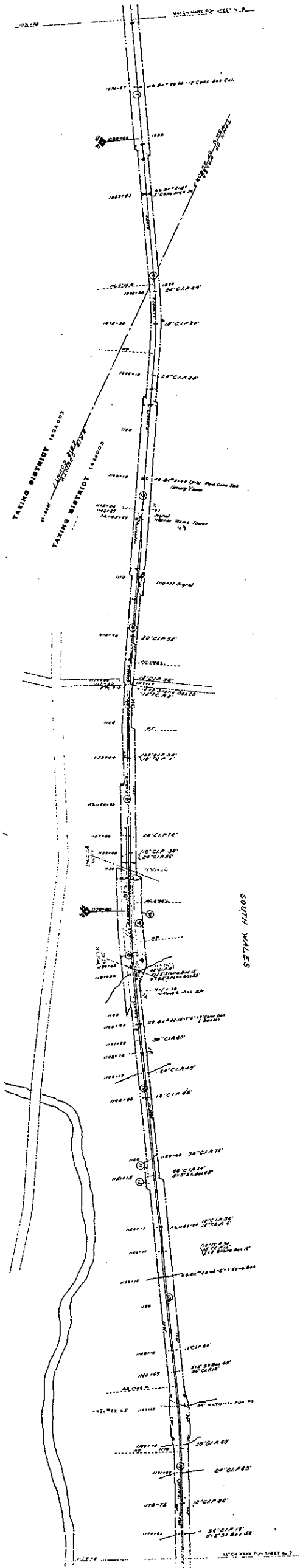
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| Case No. | Case Name | Case No. | Case Name |
|----------|------------|----------|------------|
| 10000 | Case 10000 | 10000 | Case 10000 |
| 10001 | Case 10001 | 10001 | Case 10001 |
| 10002 | Case 10002 | 10002 | Case 10002 |
| 10003 | Case 10003 | 10003 | Case 10003 |
| 10004 | Case 10004 | 10004 | Case 10004 |
| 10005 | Case 10005 | 10005 | Case 10005 |
| 10006 | Case 10006 | 10006 | Case 10006 |
| 10007 | Case 10007 | 10007 | Case 10007 |
| 10008 | Case 10008 | 10008 | Case 10008 |
| 10009 | Case 10009 | 10009 | Case 10009 |
| 10010 | Case 10010 | 10010 | Case 10010 |
| 10011 | Case 10011 | 10011 | Case 10011 |
| 10012 | Case 10012 | 10012 | Case 10012 |
| 10013 | Case 10013 | 10013 | Case 10013 |
| 10014 | Case 10014 | 10014 | Case 10014 |
| 10015 | Case 10015 | 10015 | Case 10015 |
| 10016 | Case 10016 | 10016 | Case 10016 |
| 10017 | Case 10017 | 10017 | Case 10017 |
| 10018 | Case 10018 | 10018 | Case 10018 |
| 10019 | Case 10019 | 10019 | Case 10019 |
| 10020 | Case 10020 | 10020 | Case 10020 |
| 10021 | Case 10021 | 10021 | Case 10021 |
| 10022 | Case 10022 | 10022 | Case 10022 |
| 10023 | Case 10023 | 10023 | Case 10023 |
| 10024 | Case 10024 | 10024 | Case 10024 |
| 10025 | Case 10025 | 10025 | Case 10025 |
| 10026 | Case 10026 | 10026 | Case 10026 |
| 10027 | Case 10027 | 10027 | Case 10027 |
| 10028 | Case 10028 | 10028 | Case 10028 |
| 10029 | Case 10029 | 10029 | Case 10029 |
| 10030 | Case 10030 | 10030 | Case 10030 |
| 10031 | Case 10031 | 10031 | Case 10031 |
| 10032 | Case 10032 | 10032 | Case 10032 |
| 10033 | Case 10033 | 10033 | Case 10033 |
| 10034 | Case 10034 | 10034 | Case 10034 |
| 10035 | Case 10035 | 10035 | Case 10035 |
| 10036 | Case 10036 | 10036 | Case 10036 |
| 10037 | Case 10037 | 10037 | Case 10037 |
| 10038 | Case 10038 | 10038 | Case 10038 |
| 10039 | Case 10039 | 10039 | Case 10039 |
| 10040 | Case 10040 | 10040 | Case 10040 |
| 10041 | Case 10041 | 10041 | Case 10041 |
| 10042 | Case 10042 | 10042 | Case 10042 |
| 10043 | Case 10043 | 10043 | Case 10043 |
| 10044 | Case 10044 | 10044 | Case 10044 |
| 10045 | Case 10045 | 10045 | Case 10045 |
| 10046 | Case 10046 | 10046 | Case 10046 |
| 10047 | Case 10047 | 10047 | Case 10047 |
| 10048 | Case 10048 | 10048 | Case 10048 |
| 10049 | Case 10049 | 10049 | Case 10049 |
| 10050 | Case 10050 | 10050 | Case 10050 |
| 10051 | Case 10051 | 10051 | Case 10051 |
| 10052 | Case 10052 | 10052 | Case 10052 |
| 10053 | Case 10053 | 10053 | Case 10053 |
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| 10055 | Case 10055 | 10055 | Case 10055 |
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| 10065 | Case 10065 | 10065 | Case 10065 |
| 10066 | Case 10066 | 10066 | Case 10066 |
| 10067 | Case 10067 | 10067 | Case 10067 |
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| 10069 | Case 10069 | 10069 | Case 10069 |
| 10070 | Case 10070 | 10070 | Case 10070 |
| 10071 | Case 10071 | 10071 | Case 10071 |
| 10072 | Case 10072 | 10072 | Case 10072 |
| 10073 | Case 10073 | 10073 | Case 10073 |

[illegible][illegible]

WESTERN NEW YORK AND PENNSYLVANIA RAILWAY

RIGHT OF WAY AND TRUCK RAMP
YORK AND PENNSY
STATION WITH IN TO STATION 117744-1
SCALE 1"=300' AND SCALE
OFFICE OF VALUATION ENGINEER
PHILADELPHIA, PA



137215 Ad 231d - 20.8-22.8

TAXING DISTRICT



| Date | | Page | | No. | |
|-------|------|------|------|-----|------|
| Month | Year | No. | Page | No. | Page |
| Jan | 1900 | 1 | 1 | 1 | 1 |
| Feb | 1900 | 2 | 2 | 2 | 2 |
| Mar | 1900 | 3 | 3 | 3 | 3 |
| Apr | 1900 | 4 | 4 | 4 | 4 |
| May | 1900 | 5 | 5 | 5 | 5 |
| Jun | 1900 | 6 | 6 | 6 | 6 |
| Jul | 1900 | 7 | 7 | 7 | 7 |
| Aug | 1900 | 8 | 8 | 8 | 8 |
| Sep | 1900 | 9 | 9 | 9 | 9 |
| Oct | 1900 | 10 | 10 | 10 | 10 |
| Nov | 1900 | 11 | 11 | 11 | 11 |
| Dec | 1900 | 12 | 12 | 12 | 12 |

V3 -1215 LC 2314 mg 228-248

PENNDIEL COMPANY
FORMERLY
BROOK OF WAY AND TRUCK MFG.
WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
STATION 1177-16 ON STATION 1211-16
KODAK "P" 3007 and 3008
OFFICE OF MANUFACTURING ENGINEER
P.O. BOX 1000, ALBANY, N.Y.

TAXING DISTRICT 145003
CITY OF NEW YORK, CO. N.Y.

2314245

PROPERTY OF THE CITY OF NEW YORK
TAXING DISTRICT 145003

| | | | | | | | | | | |
|-----|---|---|---|---|---|---|---|---|---|-----|
| NO. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|-----|---|---|---|---|---|---|---|---|---|-----|

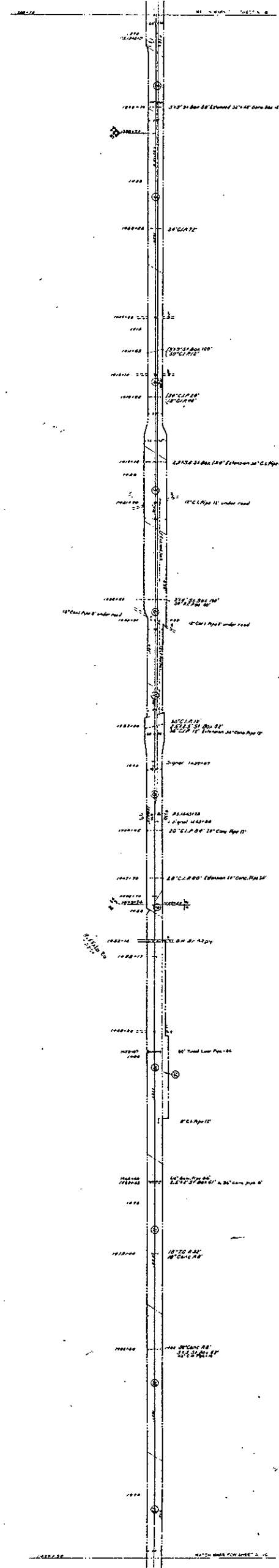
| | | | | | | | | | | |
|-----|---|---|---|---|---|---|---|---|---|-----|
| NO. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|-----|---|---|---|---|---|---|---|---|---|-----|

145003

VS 725 LC 2ND OF 26-488

WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY
STATION 1200-78
STATION 1494-30

PENDEL COMPANY
FORMERLY



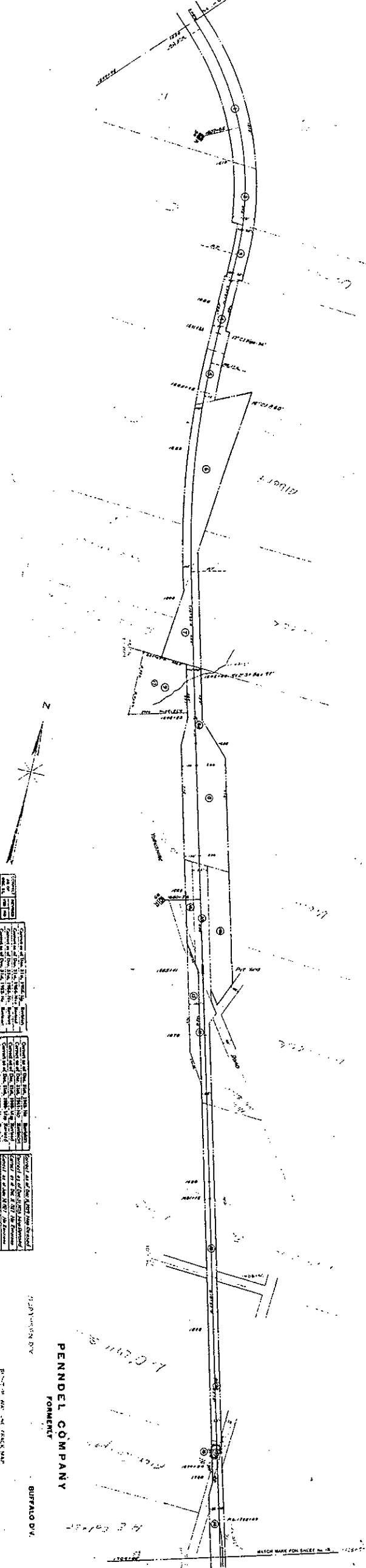
TO $\frac{36}{10}$



10

FORM 9-1

2314013



| Station | Distance from Buffalo, N.Y. | Distance from Sandhill, N.Y. | Distance from Liberty, N.Y. |
|----------------|-----------------------------|------------------------------|-----------------------------|
| Buffalo, N.Y. | 0.00 | 1.00 | 2.00 |
| Liberty, N.Y. | 2.00 | 0.00 | 0.00 |
| Sandhill, N.Y. | 1.00 | 1.00 | 1.00 |
| Liberty, N.Y. | 2.00 | 0.00 | 0.00 |
| Buffalo, N.Y. | 0.00 | 1.00 | 2.00 |

1462003

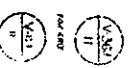
1.201-10101-010

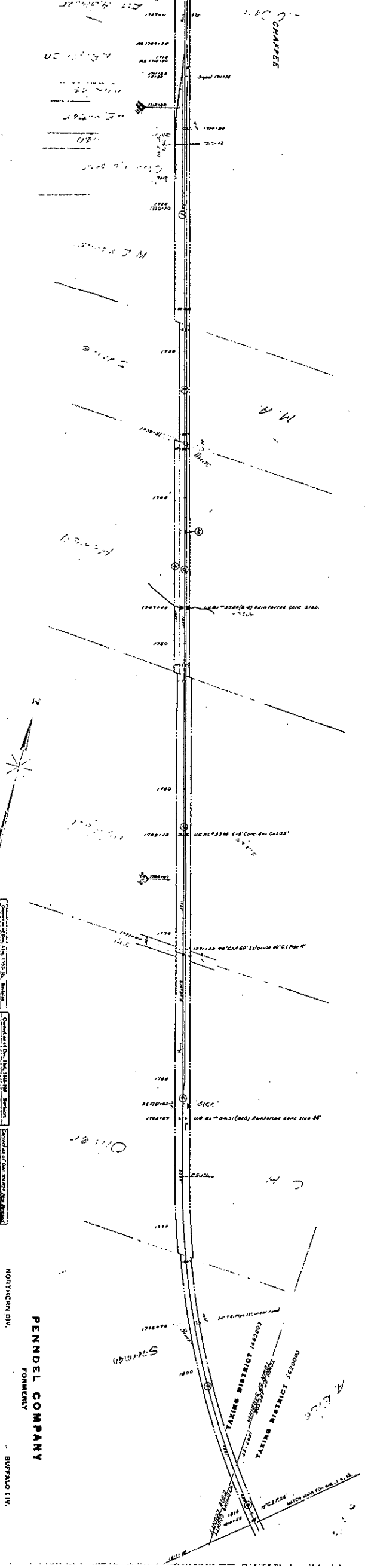
PENDEL COMPANY
FORRENT

WESTERN NEW YORK AND
PENNSYLVANIA RAILWAY

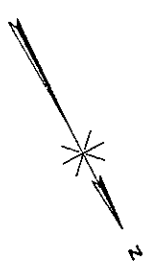
1529-000 TO 1529-001

1529-000 TO 1529-001





TAXI:HA DISTRICT 145600)

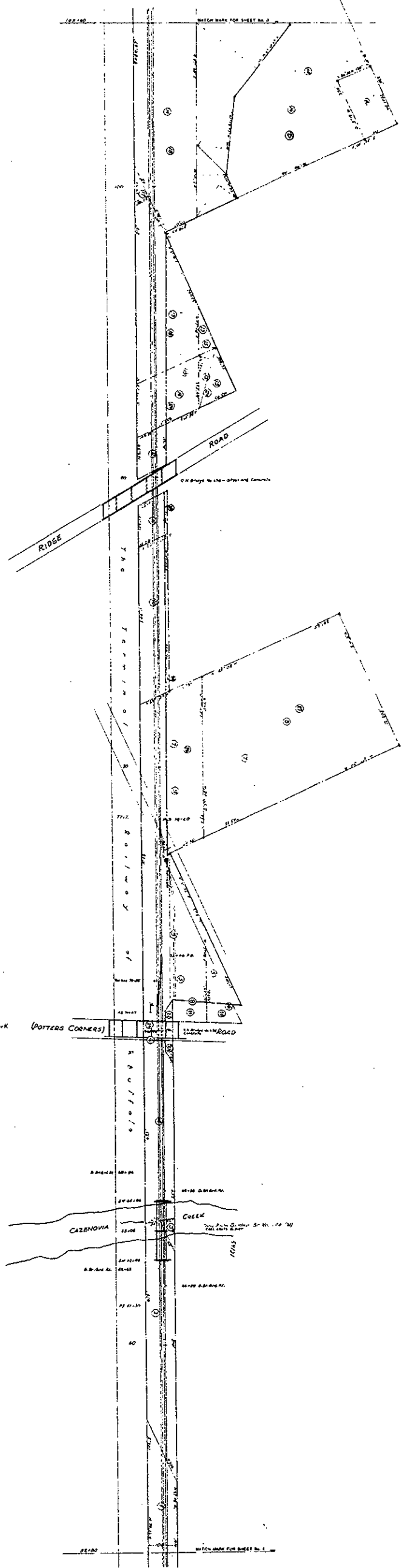
[illegible]

V5 72.15 KD 4841 MP 0.3-1.0

PENNDDEL COMPANY
FORMERLY
RIGHT OF WAY AND TRUCK MAP
WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
WEST SENeca BRANCH
OPERATED BY THE N. Y. & P. CO. LEASSEE
STATION 0-0-0 TO STATION 52-0-0
MILEAGE 52.000
OFFICE OF THE ENGINEER
ALBANY, N. Y.




4991003
 TAXING DISTRICT 1482003



| NO. | DATE | DESCRIPTION | AMOUNT |
|-----|------|-------------|--------|
| 1 | 1881 | ... | ... |
| 2 | 1882 | ... | ... |
| 3 | 1883 | ... | ... |
| 4 | 1884 | ... | ... |
| 5 | 1885 | ... | ... |
| 6 | 1886 | ... | ... |
| 7 | 1887 | ... | ... |
| 8 | 1888 | ... | ... |
| 9 | 1889 | ... | ... |
| 10 | 1890 | ... | ... |
| 11 | 1891 | ... | ... |
| 12 | 1892 | ... | ... |
| 13 | 1893 | ... | ... |
| 14 | 1894 | ... | ... |
| 15 | 1895 | ... | ... |
| 16 | 1896 | ... | ... |
| 17 | 1897 | ... | ... |
| 18 | 1898 | ... | ... |
| 19 | 1899 | ... | ... |
| 20 | 1900 | ... | ... |
| 21 | 1901 | ... | ... |
| 22 | 1902 | ... | ... |
| 23 | 1903 | ... | ... |
| 24 | 1904 | ... | ... |
| 25 | 1905 | ... | ... |
| 26 | 1906 | ... | ... |
| 27 | 1907 | ... | ... |
| 28 | 1908 | ... | ... |
| 29 | 1909 | ... | ... |
| 30 | 1910 | ... | ... |
| 31 | 1911 | ... | ... |
| 32 | 1912 | ... | ... |
| 33 | 1913 | ... | ... |
| 34 | 1914 | ... | ... |
| 35 | 1915 | ... | ... |
| 36 | 1916 | ... | ... |
| 37 | 1917 | ... | ... |
| 38 | 1918 | ... | ... |
| 39 | 1919 | ... | ... |
| 40 | 1920 | ... | ... |
| 41 | 1921 | ... | ... |
| 42 | 1922 | ... | ... |
| 43 | 1923 | ... | ... |
| 44 | 1924 | ... | ... |
| 45 | 1925 | ... | ... |
| 46 | 1926 | ... | ... |
| 47 | 1927 | ... | ... |
| 48 | 1928 | ... | ... |
| 49 | 1929 | ... | ... |
| 50 | 1930 | ... | ... |
| 51 | 1931 | ... | ... |
| 52 | 1932 | ... | ... |
| 53 | 1933 | ... | ... |
| 54 | 1934 | ... | ... |
| 55 | 1935 | ... | ... |
| 56 | 1936 | ... | ... |
| 57 | 1937 | ... | ... |
| 58 | 1938 | ... | ... |
| 59 | 1939 | ... | ... |
| 60 | 1940 | ... | ... |
| 61 | 1941 | ... | ... |
| 62 | 1942 | ... | ... |
| 63 | 1943 | ... | ... |
| 64 | 1944 | ... | ... |
| 65 | 1945 | ... | ... |
| 66 | 1946 | ... | ... |
| 67 | 1947 | ... | ... |
| 68 | 1948 | ... | ... |
| 69 | 1949 | ... | ... |
| 70 | 1950 | ... | ... |
| 71 | 1951 | ... | ... |
| 72 | 1952 | ... | ... |
| 73 | 1953 | ... | ... |
| 74 | 1954 | ... | ... |
| 75 | 1955 | ... | ... |
| 76 | 1956 | ... | ... |
| 77 | 1957 | ... | ... |
| 78 | 1958 | ... | ... |
| 79 | 1959 | ... | ... |
| 80 | 1960 | ... | ... |
| 81 | 1961 | ... | ... |
| 82 | 1962 | ... | ... |
| 83 | 1963 | ... | ... |
| 84 | 1964 | ... | ... |
| 85 | 1965 | ... | ... |
| 86 | 1966 | ... | ... |
| 87 | 1967 | ... | ... |
| 88 | 1968 | ... | ... |
| 89 | 1969 | ... | ... |
| 90 | 1970 | ... | ... |
| 91 | 1971 | ... | ... |
| 92 | 1972 | ... | ... |
| 93 | 1973 | ... | ... |
| 94 | 1974 | ... | ... |
| 95 | 1975 | ... | ... |
| 96 | 1976 | ... | ... |
| 97 | 1977 | ... | ... |
| 98 | 1978 | ... | ... |
| 99 | 1979 | ... | ... |
| 100 | 1980 | ... | ... |

VS 72.5 10 4841 00 11-20

PENDEL COMPANY
 FORMERLY
 WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 WEST SENECA BRANCH
 OPERATED BY THE P. R. CO. LESSEE
 STATION 11480 TO STATION 11480

2
 12/10

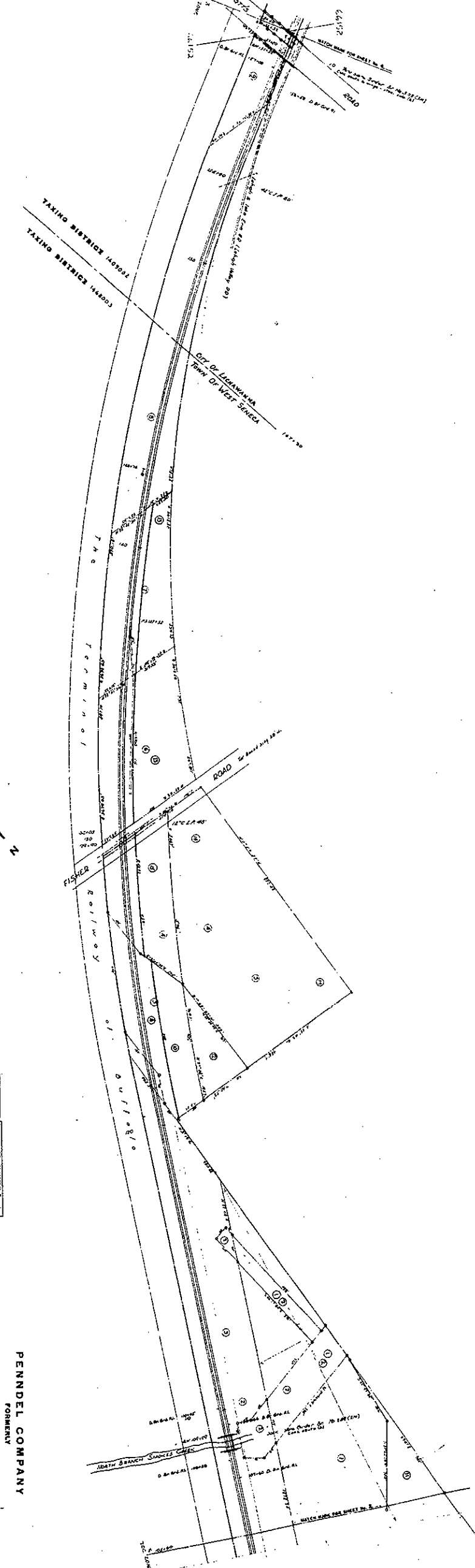
3



| Lot No. | Area (Ac.) | Owner | Remarks |
|---------|------------|----------|-------------|
| 1 | 1.00 | John Doe | Residential |
| 2 | 2.50 | John Doe | Residential |
| 3 | 1.50 | John Doe | Residential |
| 4 | 3.00 | John Doe | Residential |
| 5 | 1.00 | John Doe | Residential |
| 6 | 2.00 | John Doe | Residential |
| 7 | 1.50 | John Doe | Residential |
| 8 | 2.50 | John Doe | Residential |
| 9 | 1.00 | John Doe | Residential |
| 10 | 3.00 | John Doe | Residential |
| 11 | 1.50 | John Doe | Residential |
| 12 | 2.00 | John Doe | Residential |
| 13 | 1.00 | John Doe | Residential |
| 14 | 2.50 | John Doe | Residential |
| 15 | 1.50 | John Doe | Residential |
| 16 | 3.00 | John Doe | Residential |
| 17 | 1.00 | John Doe | Residential |
| 18 | 2.00 | John Doe | Residential |
| 19 | 1.50 | John Doe | Residential |
| 20 | 2.50 | John Doe | Residential |

WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 WEST SENeca BRANCH
 OPERATED BY THE P. & O. CO. 121-126
 STATION 121-126 TO STATION 121-126

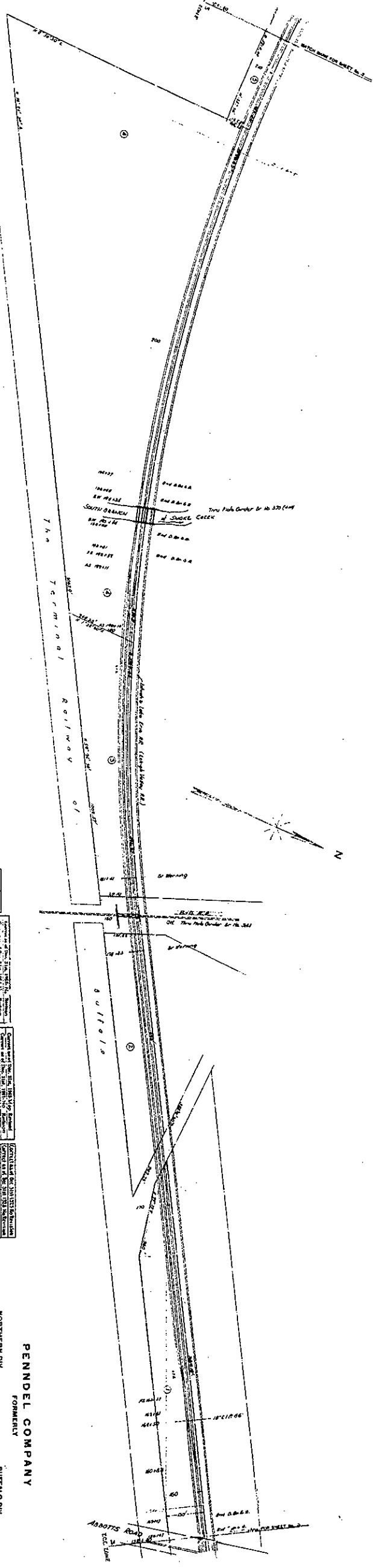
3



| Lot No. | Area (Ac.) | Owner | Remarks |
|---------|------------|----------|-------------|
| 21 | 1.00 | John Doe | Residential |
| 22 | 2.50 | John Doe | Residential |
| 23 | 1.50 | John Doe | Residential |
| 24 | 3.00 | John Doe | Residential |
| 25 | 1.00 | John Doe | Residential |
| 26 | 2.00 | John Doe | Residential |
| 27 | 1.50 | John Doe | Residential |
| 28 | 2.50 | John Doe | Residential |
| 29 | 1.00 | John Doe | Residential |
| 30 | 3.00 | John Doe | Residential |

121-126 TO 121-126

4841008
 156.16
 4

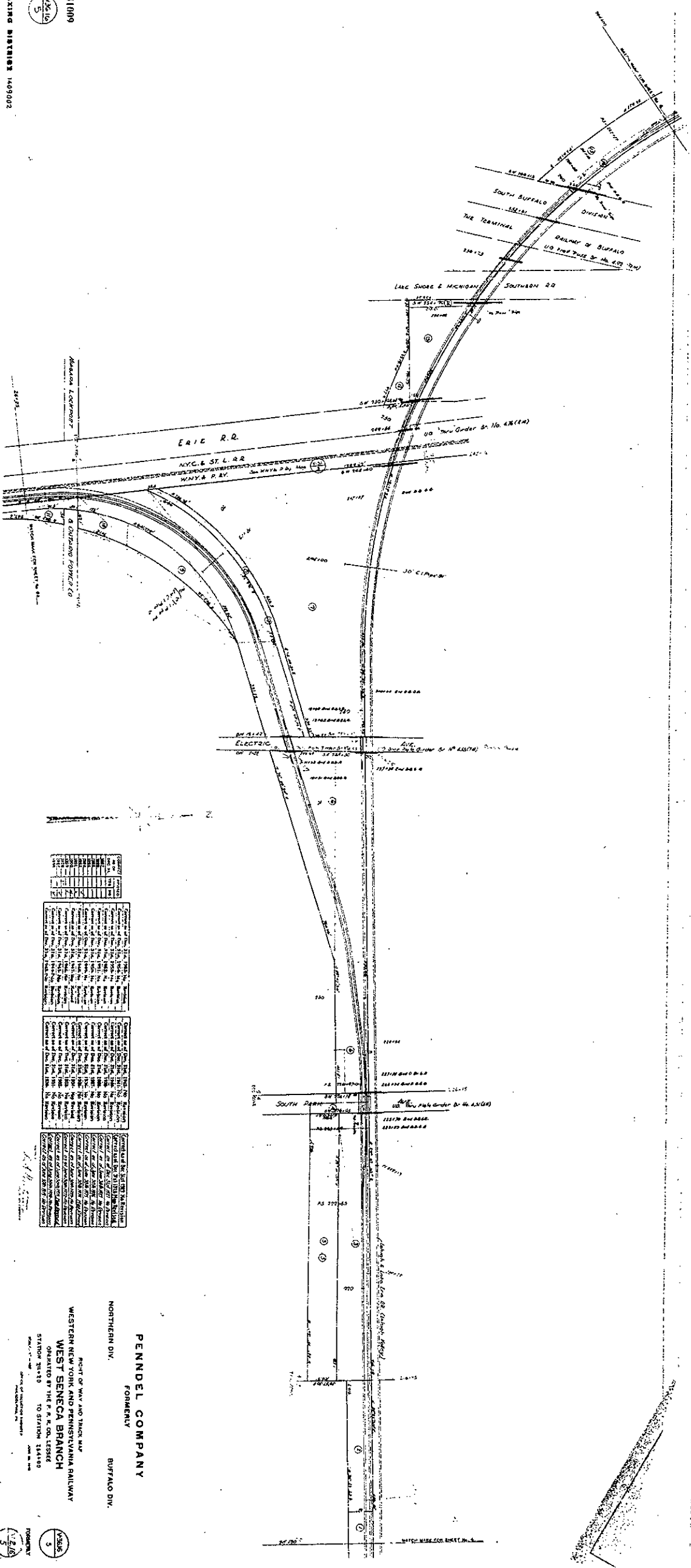


| NO. | DATE | DESCRIPTION | AMOUNT | TOTAL |
|-----|------|-------------|--------|-------|
| 1 | 1914 | ... | ... | ... |
| 2 | 1915 | ... | ... | ... |
| 3 | 1916 | ... | ... | ... |
| 4 | 1917 | ... | ... | ... |
| 5 | 1918 | ... | ... | ... |
| 6 | 1919 | ... | ... | ... |
| 7 | 1920 | ... | ... | ... |
| 8 | 1921 | ... | ... | ... |
| 9 | 1922 | ... | ... | ... |
| 10 | 1923 | ... | ... | ... |
| 11 | 1924 | ... | ... | ... |
| 12 | 1925 | ... | ... | ... |
| 13 | 1926 | ... | ... | ... |
| 14 | 1927 | ... | ... | ... |
| 15 | 1928 | ... | ... | ... |
| 16 | 1929 | ... | ... | ... |
| 17 | 1930 | ... | ... | ... |
| 18 | 1931 | ... | ... | ... |
| 19 | 1932 | ... | ... | ... |
| 20 | 1933 | ... | ... | ... |
| 21 | 1934 | ... | ... | ... |
| 22 | 1935 | ... | ... | ... |
| 23 | 1936 | ... | ... | ... |
| 24 | 1937 | ... | ... | ... |
| 25 | 1938 | ... | ... | ... |
| 26 | 1939 | ... | ... | ... |
| 27 | 1940 | ... | ... | ... |
| 28 | 1941 | ... | ... | ... |
| 29 | 1942 | ... | ... | ... |
| 30 | 1943 | ... | ... | ... |
| 31 | 1944 | ... | ... | ... |
| 32 | 1945 | ... | ... | ... |
| 33 | 1946 | ... | ... | ... |
| 34 | 1947 | ... | ... | ... |
| 35 | 1948 | ... | ... | ... |
| 36 | 1949 | ... | ... | ... |
| 37 | 1950 | ... | ... | ... |
| 38 | 1951 | ... | ... | ... |
| 39 | 1952 | ... | ... | ... |
| 40 | 1953 | ... | ... | ... |
| 41 | 1954 | ... | ... | ... |
| 42 | 1955 | ... | ... | ... |
| 43 | 1956 | ... | ... | ... |
| 44 | 1957 | ... | ... | ... |
| 45 | 1958 | ... | ... | ... |
| 46 | 1959 | ... | ... | ... |
| 47 | 1960 | ... | ... | ... |
| 48 | 1961 | ... | ... | ... |
| 49 | 1962 | ... | ... | ... |
| 50 | 1963 | ... | ... | ... |
| 51 | 1964 | ... | ... | ... |
| 52 | 1965 | ... | ... | ... |
| 53 | 1966 | ... | ... | ... |
| 54 | 1967 | ... | ... | ... |
| 55 | 1968 | ... | ... | ... |
| 56 | 1969 | ... | ... | ... |
| 57 | 1970 | ... | ... | ... |
| 58 | 1971 | ... | ... | ... |
| 59 | 1972 | ... | ... | ... |
| 60 | 1973 | ... | ... | ... |
| 61 | 1974 | ... | ... | ... |
| 62 | 1975 | ... | ... | ... |
| 63 | 1976 | ... | ... | ... |
| 64 | 1977 | ... | ... | ... |
| 65 | 1978 | ... | ... | ... |
| 66 | 1979 | ... | ... | ... |
| 67 | 1980 | ... | ... | ... |
| 68 | 1981 | ... | ... | ... |
| 69 | 1982 | ... | ... | ... |
| 70 | 1983 | ... | ... | ... |
| 71 | 1984 | ... | ... | ... |
| 72 | 1985 | ... | ... | ... |
| 73 | 1986 | ... | ... | ... |
| 74 | 1987 | ... | ... | ... |
| 75 | 1988 | ... | ... | ... |
| 76 | 1989 | ... | ... | ... |
| 77 | 1990 | ... | ... | ... |
| 78 | 1991 | ... | ... | ... |
| 79 | 1992 | ... | ... | ... |
| 80 | 1993 | ... | ... | ... |
| 81 | 1994 | ... | ... | ... |
| 82 | 1995 | ... | ... | ... |
| 83 | 1996 | ... | ... | ... |
| 84 | 1997 | ... | ... | ... |
| 85 | 1998 | ... | ... | ... |
| 86 | 1999 | ... | ... | ... |
| 87 | 2000 | ... | ... | ... |
| 88 | 2001 | ... | ... | ... |
| 89 | 2002 | ... | ... | ... |
| 90 | 2003 | ... | ... | ... |
| 91 | 2004 | ... | ... | ... |
| 92 | 2005 | ... | ... | ... |
| 93 | 2006 | ... | ... | ... |
| 94 | 2007 | ... | ... | ... |
| 95 | 2008 | ... | ... | ... |
| 96 | 2009 | ... | ... | ... |
| 97 | 2010 | ... | ... | ... |
| 98 | 2011 | ... | ... | ... |
| 99 | 2012 | ... | ... | ... |
| 100 | 2013 | ... | ... | ... |

VS 7215 10 4861 MP 3.0-4.0

PENDEL COMPANY
 FORMERLY
 NORTHERN DIV.
 WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 WEST SENeca BRANCH
 OPERATED BY THE P. & M. CO. LESSEE
 SIXTON 184-46 TO STATION 211-25
 JUNE 10, 1914

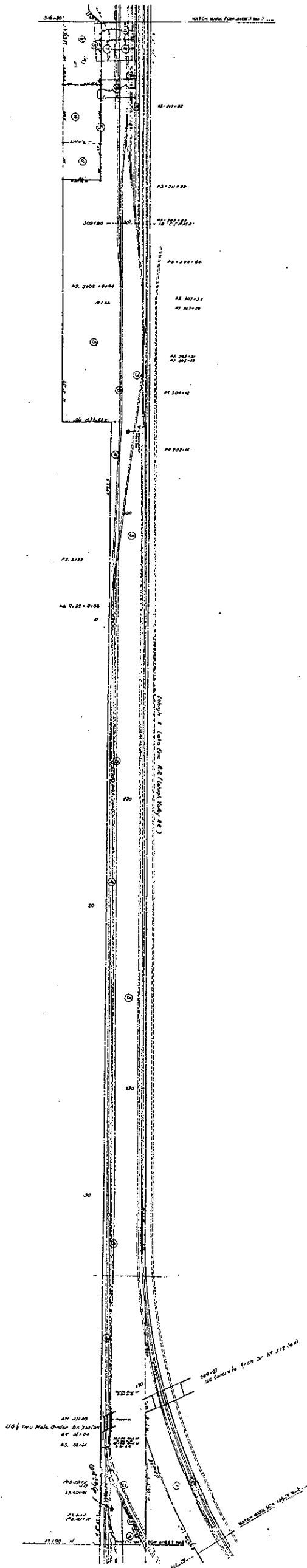
4841008
 156.16
 4



| DATE | TIME | LOCATION | REMARKS |
|------|-------|---------------|----------|
| 1915 | 10:00 | STATION 14100 | Arrived |
| 1915 | 10:15 | STATION 14100 | Departed |
| 1915 | 10:30 | STATION 14100 | Arrived |
| 1915 | 10:45 | STATION 14100 | Departed |
| 1915 | 11:00 | STATION 14100 | Arrived |
| 1915 | 11:15 | STATION 14100 | Departed |
| 1915 | 11:30 | STATION 14100 | Arrived |
| 1915 | 11:45 | STATION 14100 | Departed |
| 1915 | 12:00 | STATION 14100 | Arrived |
| 1915 | 12:15 | STATION 14100 | Departed |
| 1915 | 12:30 | STATION 14100 | Arrived |
| 1915 | 12:45 | STATION 14100 | Departed |
| 1915 | 13:00 | STATION 14100 | Arrived |
| 1915 | 13:15 | STATION 14100 | Departed |
| 1915 | 13:30 | STATION 14100 | Arrived |
| 1915 | 13:45 | STATION 14100 | Departed |
| 1915 | 14:00 | STATION 14100 | Arrived |
| 1915 | 14:15 | STATION 14100 | Departed |
| 1915 | 14:30 | STATION 14100 | Arrived |
| 1915 | 14:45 | STATION 14100 | Departed |
| 1915 | 15:00 | STATION 14100 | Arrived |
| 1915 | 15:15 | STATION 14100 | Departed |
| 1915 | 15:30 | STATION 14100 | Arrived |
| 1915 | 15:45 | STATION 14100 | Departed |
| 1915 | 16:00 | STATION 14100 | Arrived |
| 1915 | 16:15 | STATION 14100 | Departed |
| 1915 | 16:30 | STATION 14100 | Arrived |
| 1915 | 16:45 | STATION 14100 | Departed |
| 1915 | 17:00 | STATION 14100 | Arrived |
| 1915 | 17:15 | STATION 14100 | Departed |
| 1915 | 17:30 | STATION 14100 | Arrived |
| 1915 | 17:45 | STATION 14100 | Departed |
| 1915 | 18:00 | STATION 14100 | Arrived |
| 1915 | 18:15 | STATION 14100 | Departed |
| 1915 | 18:30 | STATION 14100 | Arrived |
| 1915 | 18:45 | STATION 14100 | Departed |
| 1915 | 19:00 | STATION 14100 | Arrived |
| 1915 | 19:15 | STATION 14100 | Departed |
| 1915 | 19:30 | STATION 14100 | Arrived |
| 1915 | 19:45 | STATION 14100 | Departed |
| 1915 | 20:00 | STATION 14100 | Arrived |
| 1915 | 20:15 | STATION 14100 | Departed |
| 1915 | 20:30 | STATION 14100 | Arrived |
| 1915 | 20:45 | STATION 14100 | Departed |
| 1915 | 21:00 | STATION 14100 | Arrived |
| 1915 | 21:15 | STATION 14100 | Departed |
| 1915 | 21:30 | STATION 14100 | Arrived |
| 1915 | 21:45 | STATION 14100 | Departed |
| 1915 | 22:00 | STATION 14100 | Arrived |
| 1915 | 22:15 | STATION 14100 | Departed |
| 1915 | 22:30 | STATION 14100 | Arrived |
| 1915 | 22:45 | STATION 14100 | Departed |
| 1915 | 23:00 | STATION 14100 | Arrived |
| 1915 | 23:15 | STATION 14100 | Departed |
| 1915 | 23:30 | STATION 14100 | Arrived |
| 1915 | 23:45 | STATION 14100 | Departed |
| 1915 | 24:00 | STATION 14100 | Arrived |

1915
 10:00
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 23:45
 24:00

PENDEL COMPANY
 FORMERLY
 NORTHERN DIV.
 WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 WEST SENeca BRANCH
 STATION 14100 TO STATION 14150
 OPERATED BY THE P. N. R. CO. LESSEE



PENNDL COMPANY

FORMERLY

NORTHERN DIV. • BUFFALO DIV

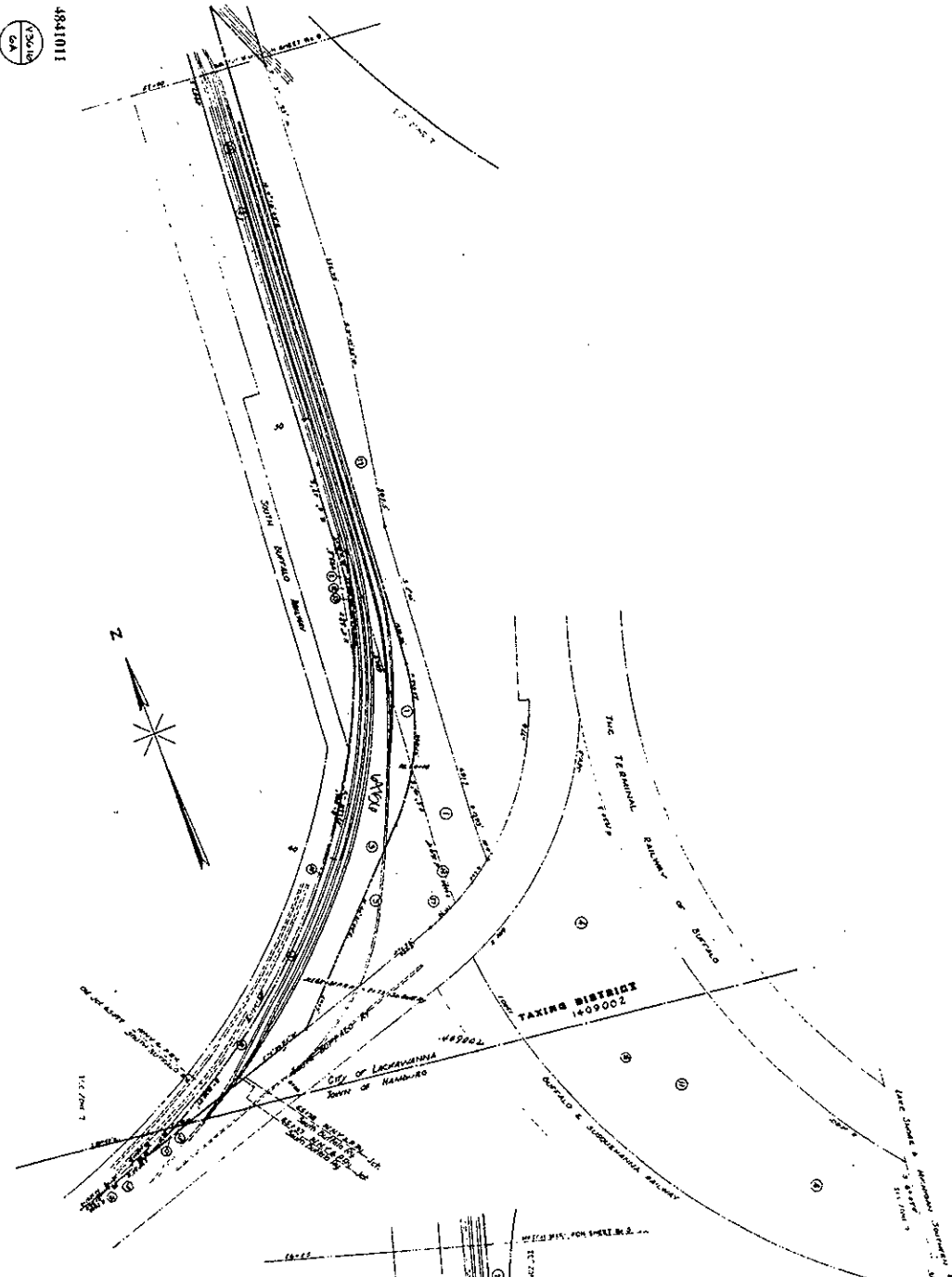
**WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
WEST SENECA BRANCH**

STATION 264+00 TO STATION 316+00

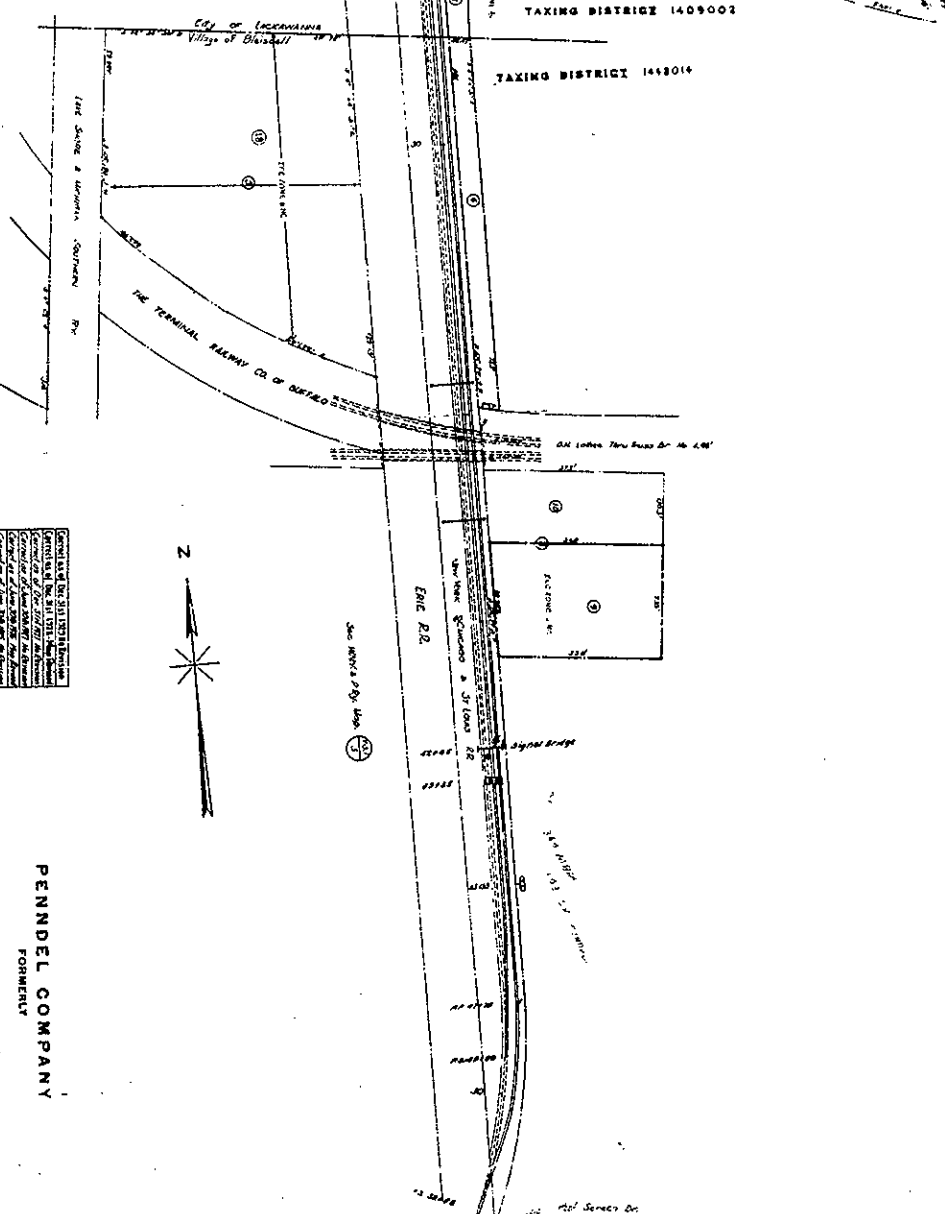
Order of business items:

V5 7215 AC 4841 MM 5.0-6.0

4841011
 TAXING DISTRICT 1409002
 TAXING DISTRICT 1448016

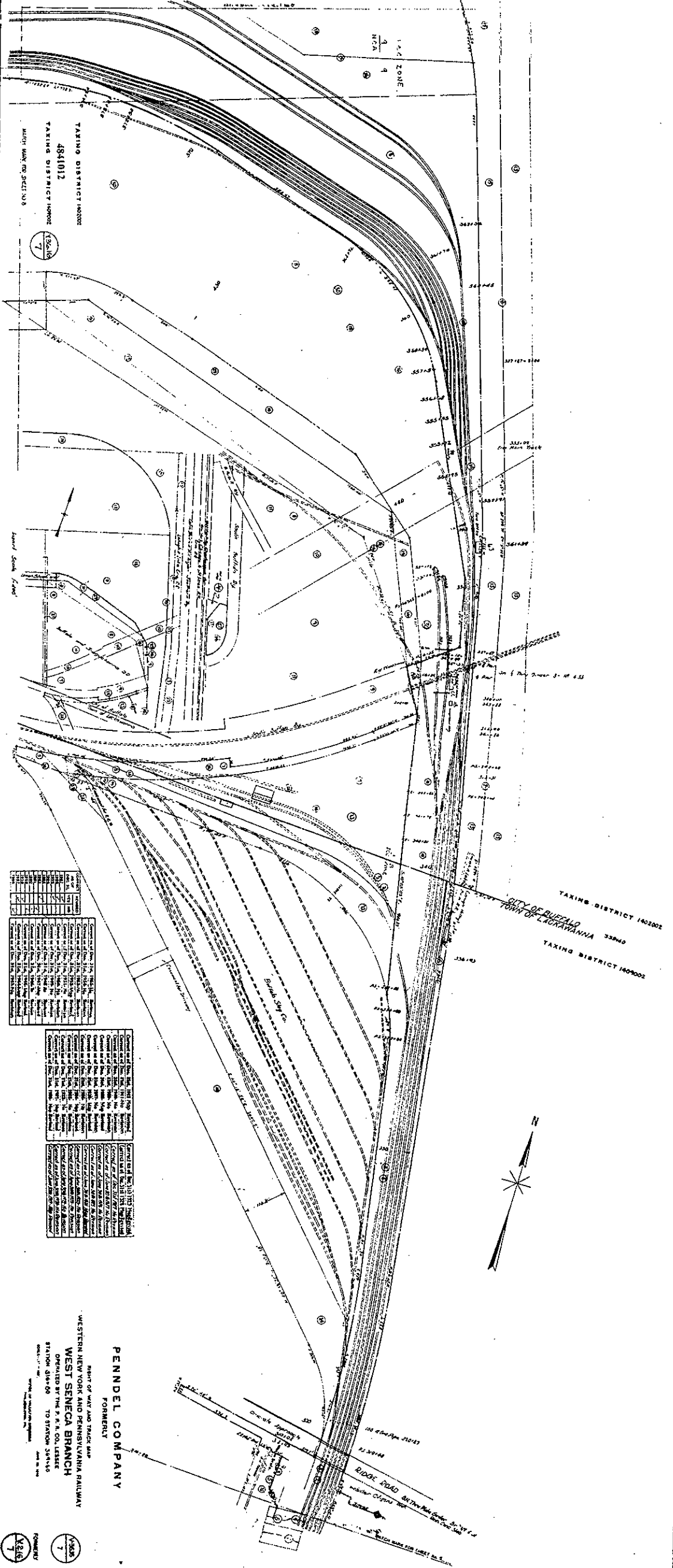


| Lot | Area | Owner | Value |
|-----|------|-------|-------|
| 1 | 0.10 | ... | ... |
| 2 | 0.10 | ... | ... |
| 3 | 0.10 | ... | ... |
| 4 | 0.10 | ... | ... |
| 5 | 0.10 | ... | ... |
| 6 | 0.10 | ... | ... |
| 7 | 0.10 | ... | ... |
| 8 | 0.10 | ... | ... |
| 9 | 0.10 | ... | ... |
| 10 | 0.10 | ... | ... |
| 11 | 0.10 | ... | ... |
| 12 | 0.10 | ... | ... |
| 13 | 0.10 | ... | ... |
| 14 | 0.10 | ... | ... |
| 15 | 0.10 | ... | ... |
| 16 | 0.10 | ... | ... |
| 17 | 0.10 | ... | ... |
| 18 | 0.10 | ... | ... |
| 19 | 0.10 | ... | ... |
| 20 | 0.10 | ... | ... |
| 21 | 0.10 | ... | ... |
| 22 | 0.10 | ... | ... |
| 23 | 0.10 | ... | ... |
| 24 | 0.10 | ... | ... |
| 25 | 0.10 | ... | ... |
| 26 | 0.10 | ... | ... |
| 27 | 0.10 | ... | ... |
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| 29 | 0.10 | ... | ... |
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| 31 | 0.10 | ... | ... |
| 32 | 0.10 | ... | ... |
| 33 | 0.10 | ... | ... |
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| 35 | 0.10 | ... | ... |
| 36 | 0.10 | ... | ... |
| 37 | 0.10 | ... | ... |
| 38 | 0.10 | ... | ... |
| 39 | 0.10 | ... | ... |
| 40 | 0.10 | ... | ... |
| 41 | 0.10 | ... | ... |
| 42 | 0.10 | ... | ... |
| 43 | 0.10 | ... | ... |
| 44 | 0.10 | ... | ... |
| 45 | 0.10 | ... | ... |
| 46 | 0.10 | ... | ... |
| 47 | 0.10 | ... | ... |
| 48 | 0.10 | ... | ... |
| 49 | 0.10 | ... | ... |
| 50 | 0.10 | ... | ... |
| 51 | 0.10 | ... | ... |
| 52 | 0.10 | ... | ... |
| 53 | 0.10 | ... | ... |
| 54 | 0.10 | ... | ... |
| 55 | 0.10 | ... | ... |
| 56 | 0.10 | ... | ... |
| 57 | 0.10 | ... | ... |
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| 59 | 0.10 | ... | ... |
| 60 | 0.10 | ... | ... |
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| 72 | 0.10 | ... | ... |
| 73 | 0.10 | ... | ... |
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| 77 | 0.10 | ... | ... |
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| 79 | 0.10 | ... | ... |
| 80 | 0.10 | ... | ... |
| 81 | 0.10 | ... | ... |
| 82 | 0.10 | ... | ... |
| 83 | 0.10 | ... | ... |
| 84 | 0.10 | ... | ... |
| 85 | 0.10 | ... | ... |
| 86 | 0.10 | ... | ... |
| 87 | 0.10 | ... | ... |
| 88 | 0.10 | ... | ... |
| 89 | 0.10 | ... | ... |
| 90 | 0.10 | ... | ... |
| 91 | 0.10 | ... | ... |
| 92 | 0.10 | ... | ... |
| 93 | 0.10 | ... | ... |
| 94 | 0.10 | ... | ... |
| 95 | 0.10 | ... | ... |
| 96 | 0.10 | ... | ... |
| 97 | 0.10 | ... | ... |
| 98 | 0.10 | ... | ... |
| 99 | 0.10 | ... | ... |
| 100 | 0.10 | ... | ... |



WESTERN NEW YORK AND PENNSYLVANIA RAILWAY
 WEST SENeca BRANCH
 OPERATED BY THE P. & O. LINES
 STATION
 TO STATION

4841011
 TAXING DISTRICT 1409002
 TAXING DISTRICT 1448016



TAXING DISTRICT 1402002
4841012
TAXING DISTRICT 1402002
MAY 1902 NO. 1002

| Station | Owner | Area | Value |
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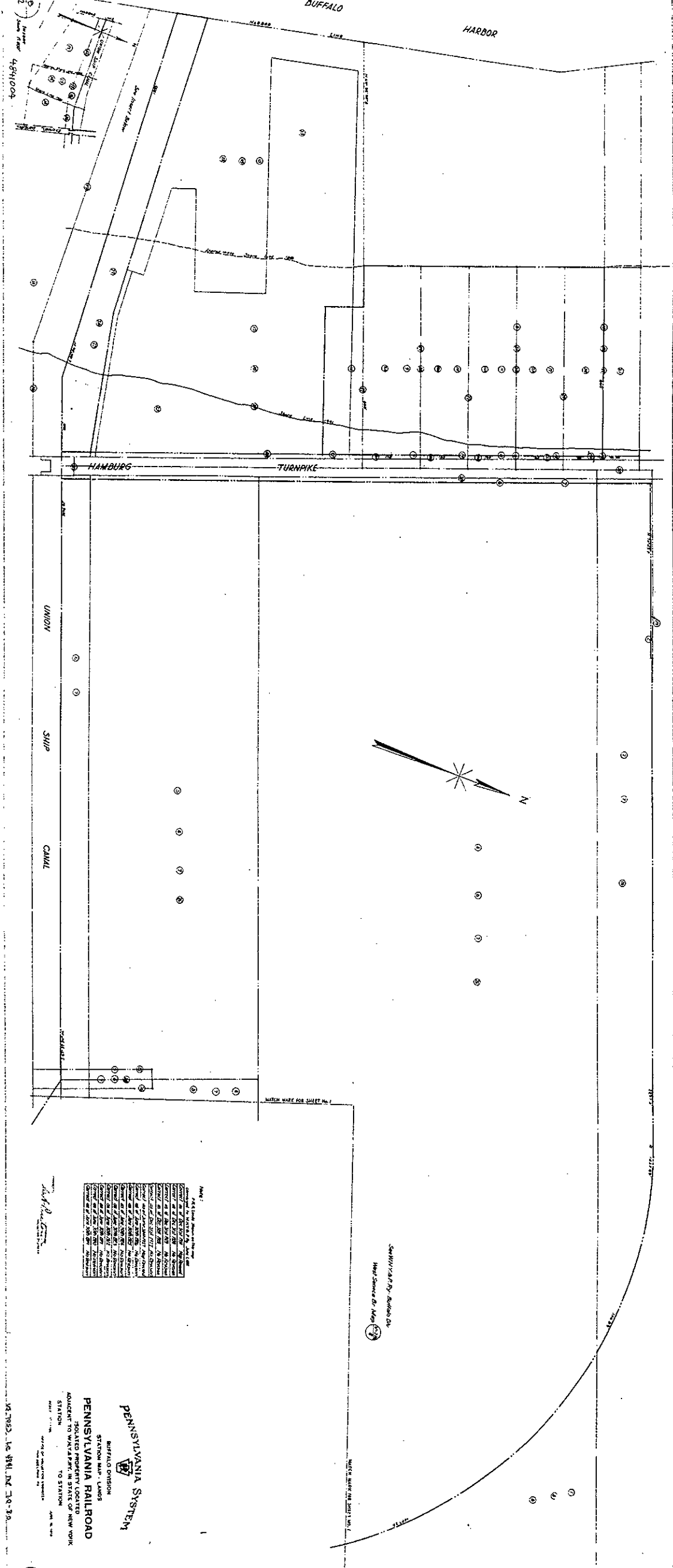
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| 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 | 2359 | 2360 | 2361 | 2362 | 2363 | 2364 | 2365 | 2366 | 2367 | 2368 | 2369 | 2370 | 2371 | 2372 | 2373 | 2374 | 2375 | 2376 | 2377 | 2378 | 2379 | 2380 | 2381 | 2382 | 2383 | 2384 | 2385 | 2386 | 2387 | 2388 | 2389 | 2390 | 2391 | 2392 | 2393 | 2394 | 2395 | 2396 | 2397 | 2398 | 2399 | 2400 | 2401 | 2402 | 2403 | 2404 | 2405 | 2406 | 2407 | 2408 | 2409 | 2410 | 2411 | 2412 | 2413 | 2414 | 2415 | 2416 | 2417 | 2418 | 2419 | 2420 | 2421 | 2422 | 2423 | 2424 | 2425 | 2426 | 2427 | 2428 | 2429 | 2430 | 2431 | 2432 | 2433 | 2434 | 2435 | 2436 | 2437 | 2438 | 2439 | 2440 | 2441 | 2442 | 2443 | 2444 | 2445 | 2446 | 2447 | 2448 | 2449 | 2450 | 2451 | 2452 | 2453 | 2454 | 2455 | 2456 | 2457 | 2458 | 2459 | 2460 | 2461 | 2462 | 2463 | 2464 | 2465 | 2466 | 2467 | 2468 | 2469 | 2470 | 2471 | 2472 | 2473 | 2474 | 2475 | 2476 | 2477 | 2478 | 2479 | 2480 | 2481 | 2482 | 2483 | 2484 | 2485 | 2486 | 2487 | 2488 | 2489 | 2490 | 2491 | 2492 | 2493 | 2494 | 2495 | 2496 | 2497 | 2498 | 2499 | 2500 | 2501 | 2502 | 2503 | 2504 | 2505 | 2506 | 2507 | 2508 | 2509 | 2510 | 2511 | 2512 | 2513 | 2514 | 2515 | 2516 | 2517 | 2518 | 2519 | 2520 | 2521 | 2522 | 2523 | 2524 | 2525 | 2526 | 2527 | 2528 | 2529 | 2530 | 2531 | 2532 | 2533 | 2534 | 2535 | 2536 | 2537 | 2538 | 2539 | 2540 | 2541 | 2542 | 2543 | 2544 | 2545 | 2546 | 2547 | 2548 | 2549 | 2550 | 2551 | 2552 | 2553 | 2554 | 2555 | 2556 | 2557 | 2558 | 2559 | 2560 | 2561 | 2562 | 2563 | 2564 | 2565 | 2566 | 2567 | 2568 | 2569 | 2570 | 2571 | 2572 | 2573 | 2574 | 2575 | 2576 | 2577 | 2578 | 2579 | 2580 | 2581 | 2582 | 2583 | 2584 | 2585 | 2586 | 2587 | 2588 | 2589 | 2590 | 2591 | 2592 | 2593 | 2594 | 2595 | 2596 | 2597 | 2598 | 2599 | 2600 | 2601 | 2602 | 2603 | 2604 | 2605 | 2606 | 2607 | 2608 | 2609 | 2610 | 2611 | 2612 | 2613 | 2614 | 2615 | 2616 | 2617 | 2618 | 2619 | 2620 | 2621 | 2622 | 2623 | 2624 | 2625 | 2626 | 2627 | 2628 | 2629 | 2630 | 2631 | 2632 | 2633 | 2634 | 2635 | 2636 | 2637 | 2638 | 2639 | 2640 | 2641 | 2642 | 2643 | 2644 | 2645 | 2646 | 2647 | 2648 | 2649 | 2650 | 2651 | 2652 | 2653 | 2654 | 2655 | 2656 | 2657 | 2658 | 2659 | 2660 | 2661 | 2662 | 2663 | 2664 | 2665 | 2666 | 2667 | 2668 | 2669 | 2670 | 2671 | 2672 | 2673 | 2674 | 2675 | 2676 | 2677 | 2678 | 2679 | 2680 | 2681 | 2682 | 2683 | 2684 | 2685 | 2686 | 2687 | 2688 | 2689 | 2690 | 2691 | 2692 | 2693 | 2694 | 2695 | 2696 | 2697 | 2698 | 2699 | 2700 | 2701 | 2702 | 2703 | 2704 | 2705 | 2706 | 2707 | 2708 | 2709 | 2710 | 2711 | 2712 | 2713 | 2714 | 2715 | 2716 | 2717 | 2718 | 2719 | 2720 | 2721 | 2722 | 2723 | 2724 | 2725 | 2726 | 2727 | 2728 | 2729 | 2730 | 2731 | 2732 | 2733 | 2734 | 2735 | 2736 | 2737 | 2738 | 2739 | 2740 | 2741 | 2742 | 2743 | 2744 | 2745 | 2746 | 2747 | 2748 | 2749 | 2750 | 2751 | 2752 | 2753 | 2754 | 2755 | 2756 | 2757 | 2758 | 2759 | 2760 | 2761 | 2762 | 2763 | 2764 | 2765 | 2766 | 2767 | 2768 | 2769 | 2770 | 2771 | 2772 | 2773 | 2774 | 2775 | 2776 | 2777 | 2778 | 2779 | 2780 | 2781 | 2782 | 2783 | 2784 | 2785 | 2786 | 2787 | 2788 | 2789 | 2790 | 2791 | 2792 | 2793 | 2794 | 2795 | 2796 | 2797 | 2798 | 2799 | 2800 | 2801 | 2802 | 2803 | 2804 | 2805 | 2806 | 2807 | 2808 | 2809 | 2810 | 2811 | 2812 | 2813 | 2814 | 2815 | 2816 | 2817 | 2818 | 2819 | 2820 | 2821 | 2822 | 2823 | 2824 | 2825 | 2826 | 2827 | 2828 | 2829 | 2830 | 2831 | 2832 | 2833 | 2834 | 2835 | 2836 | 2837 | 2838 | 2839 | 2840 | 2841 | 2842 | 2843 | 2844 | 2845 | 2846 | 2847 | 2848 | 2849 | 2850 | 2851 | 2852 | 2853 | 2854 | 2855 | 2856 | 2857 | 2858 | 2859 | 2860 | 2861 | 2862 | 2863 | 2864 | 2865 | 2866 | 2867 | 2868 | 2869 | 2870 | 2871 | 2872 | 2873 | 2874 | 2875 | 2876 | 2877 | 2878 | 2879 | 2880 | 2881 | 2882 | 2883 | 2884 | 2885 | 2886 | 2887 | 2888 | 2889 | 2890 | 2891 | 2892 | 2893 | 2894 | 2895 | 2896 | 2897 | 2898 | 2899 | 2900 | 2901 | 2902 | 2903 | 2904 | 2905 | 2906 | 2907 | 2908 | 2909 | 2910 | 2911 | 2912 | 2913 | 2914 | 2915 | 2916 | 2917 | 2918 | 2919 | 2920 | 2921 | 2922 | 2923 | 2924 | 2925 | 2926 | 2927 | 2928 | 2929 | 2930 | 2931 | 2932 | 2933 | 2934 | 2935 | 2936 | 2937 | 2938 | 2939 | 2940 | 2941 | 2942 | 2943 | 2944 | 2945 | 2946 | 2947 | 2948 | 2949 | 2950 | 2951 | 2952 | 2953 | 2954 | 2955 | 2956 | 2957 | 2958 | 2959 | 2960 | 2961 | 2962 | 2963 | 2964 | 2965 | 2966 | 2967 | 2968 | 2969 | 2970 | 2971 | 2972 | 2973 | 2974 | 2975 | 2976 | 2977 | 2978 | 2979 | 2980 | 2981 | 2982 | 2983 | 2984 | 2985 | 2986 | 2987 | 2988 | 2989 | 2990 | 2991 | 2992 | 2993 | 2994 | 2995 | 2996 | 2997 | 2998 | 2999 | 3000 | 3001 | 3002 | 3003 | 3004 | 3005 | 3006 | 3007 | 3008 | 3009 | 3010 | 3011 | 3012 | 3013 | 3014 | 3015 | 3016 | 3017 | 3018 | 3019 | 3020 | 3021 | 3022 | 3023 | 3024 | 3025 | 3026 | 3027 | 3028 | 3029 | 3030 | 3031 | 3032 | 3033 | 3034 | 3035 | 3036 | 3037 | 3038 | 3039 | 3040 | 3041 | 3042 | 3043 | 3044 | 3045 | 3046 | 3047 | 3048 | 3049 | 3050 | 3051 | 3052 | 3053 | 3054 | 3055 | 3056 | 3057 | 3058 | 3059 | 3060 | 3061 | 3062 | 3063 | 3064 | 3065 | 3066 | 3067 | 3068 | 3069 | 3070 | 3071 | 3072 | 3073 | 3074 | 3075 | 3076 | 3077 | 3078 | 3079 | 3080 | 3081 | 3082 | 3083 | 3084 | 3085 | 3086 | 3087 | 3088 | 3089 | 3090 | 3091 | 3092 | 3093 | 3094 | 3095 | 3096 | 3097 | 3098 | 3099 | 3100 | 3101 | 3102 | 3103 | 3104 | 3105 | 3106 | 3107 | 3108 | 3109 | 3110 | 3111 | 3112 | 3113 | 3114 | 3115 | 3116 | 3117 | 3118 | 3119 | 3120 | 3121 | 3122 | 3123 | 3124 | 3125 | 3126 | 3127 | 3128 | 3129 | 3130 | 3131 | 3132 | 3133 | 3134 | 3135 | 3136 | 3137 | 3138 | 3139 | 3140 | 3141 | 3142 | 3143 | 3144 | 3145 | 3146 | 3147 | 3148 | 3149 | 3150 | 3151 | 3152 | 3153 | 3154 | 3155 | 3156 | 3157 | 3158 | 3159 | 3160 | 3161 | 3162 | 3163 | 3164 | 3165 | 3166 | 3167 | 3168 | 3169 | 3170 | 3171 | 3172 | 3173 | 3174 | 3175 | 3176 | 3177 | 3178 | 3179 | 3180 | 3181 | 3182 | 3183 | 3184 | 3185 | 3186 | 3187 | 3188 | 3189 | 3190 | 3191 | 3192 | 3193 | 3194 | 3195 | 3196 | 3197 | 3198 | 3199 | 3200 | 3201 | 3202 | 3203 | 3204 | 3205 | 3206 | 3207 | 3208 | 3209 | 3210 | 3211 | 3212 | 3213 | 3214 | 3215 | 3216 | 3217 | 3218 | 3219 | 3220 | 3221 | 3222 | 3223 | 3224 | 3225 | 3226 | 3227 | 3228 | 3229 | 3230 | 3231 | 3232 | 3233 | 3234 | 3235 | 3236 | 3237 | 3238 | 3239 | 3240 | 3241 | 3242 | 3243 | 3244 | 3245 | 3246 | 3247 | 3248 | 3249 | 3250 | 3251 | 3252 | 3253 | 3254 | 3255 | 3256 | 3257 | 3258 | 3259 | 3260 | 3261 | 3262 | 3263 | 3264 | 3265 | 3266 | 3267 | 3268 | 3269 | 3270 | 3271 | 3272 | 3273 | 3274 | 3275 | 3276 | 3277 | 3278 | 3279 | 3280 | 3281 | 3282 | 3283 | 3284 | 3285 | 3286 | 3287 | 3288 | 3289 | 3290 | 3291 | 3292 | 3293 | 3294 | 3295 | 3296 | 3297 | 3298 | 3299 | 3300 | 3301 | 3302 | 3303 | 3304 | 3305 | 3306 | 3307 | 3308 | 3309 | 3310 | 3311 | 3312 | 3313 | 3314 | 3315 | 3316 | 3317 | 3318 | 3319 | 3320 | 3321 | 3322 | 3323 | 3324 | 3325 | 3326 | 3327 | 3328 | 3329 | 3330 | 3331 | 3332 | 3333 | 3334 | 3335 | 3336 | 3337 | 3338 | 3339 | 3340 | 3341 | 3342 | 3343 | 3344 | 3345 | 3346 | 3347 | 3348 | 3349 | 3350 | 3351 | 3352 | 3353 | 3354 | 3355 | 3356 | 3357 | 3358 | 3359 | 3360 | 3361 | 3362 | 3363 | 3364 | 3365 | 3366 | 3367 | 3368 | 3369 | 3370 | 3371 | 3372 | 3373 | 3374 | 3375 | 3376 | 3377 | 3378 | 3379 | 3380 | 3381 | 338 |
|------|-----|

See report to me 7/14/78
add by Samuel Rice to Robert
Reed Estate Co



PENNSYLVANIA SYSTEM

BUFFALO DIVISION
STATION MAP - LAROS
PENNSYLVANIA RAILROAD
ISOLATED PROPERTY LOCATED
ADJACENT TO WALWARTON, IN STATE OF NEW YORK
STATION
TO STATION
SCALE 1" = 1 MI.
DATE 1-1-50



1. All lands shown on this map are owned by the Pennsylvania Railroad Company.
 2. All lands shown on this map are owned by the Pennsylvania Railroad Company.
 3. All lands shown on this map are owned by the Pennsylvania Railroad Company.
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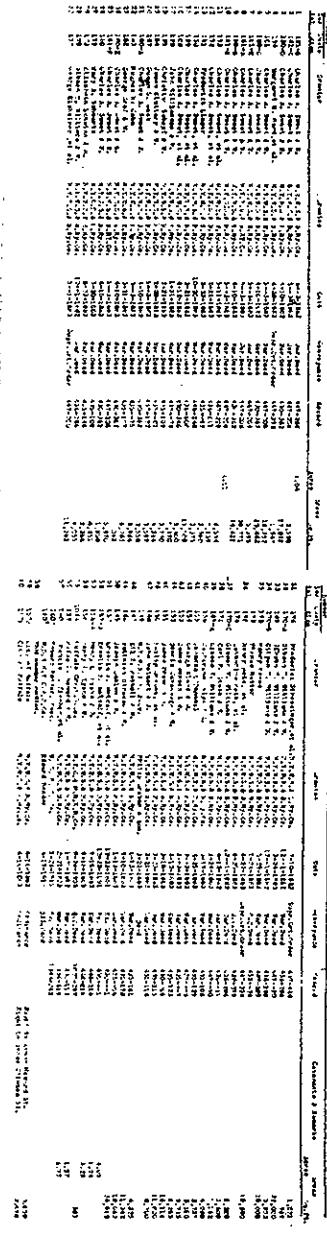
PENNSYLVANIA RAILROAD
 STATION MAP - LANDS
 BUFFALO DIVISION
 ISOLATED PROPERTY LOCATED
 ADJACENT TO WHARF PKY. IN STATE OF NEW YORK
 TO STATION
 10-10-30



Approved by: *David L. O'Connell*
Director, Bureau of Prisons
May 17, 1968

PENNSYLVANIA SYSTEM

 BUFFALO DIVISION
 STATION NO. 1 - LUDS
 PENNSYLVANIA RAILROAD
 ISOLATED PROPERTY LOCATED
 ADJACENT TO WHARF, IN STATE OF NEW YORK
 STATION
 TO STATION
 ROAD "A"
 OFFICE OF INSULATION ADJACENT
 ROAD CROSSING "B"
 DATE IN YEAR



From Mrs. to Son,
I loved you M June 20th 1817
Office of Publisher-Engineer
Street Crossing Providence May 20th, 47 C
Arrived at $12^{\circ} 32' - 45^{\circ}$
 $6^{\circ} 22' - 11^{\circ} 11'$

RIGHT OF WAY AND TRACK MAP
WEST SHORE RAILROAD
Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY

BUFFALO TERMINAL

0077160

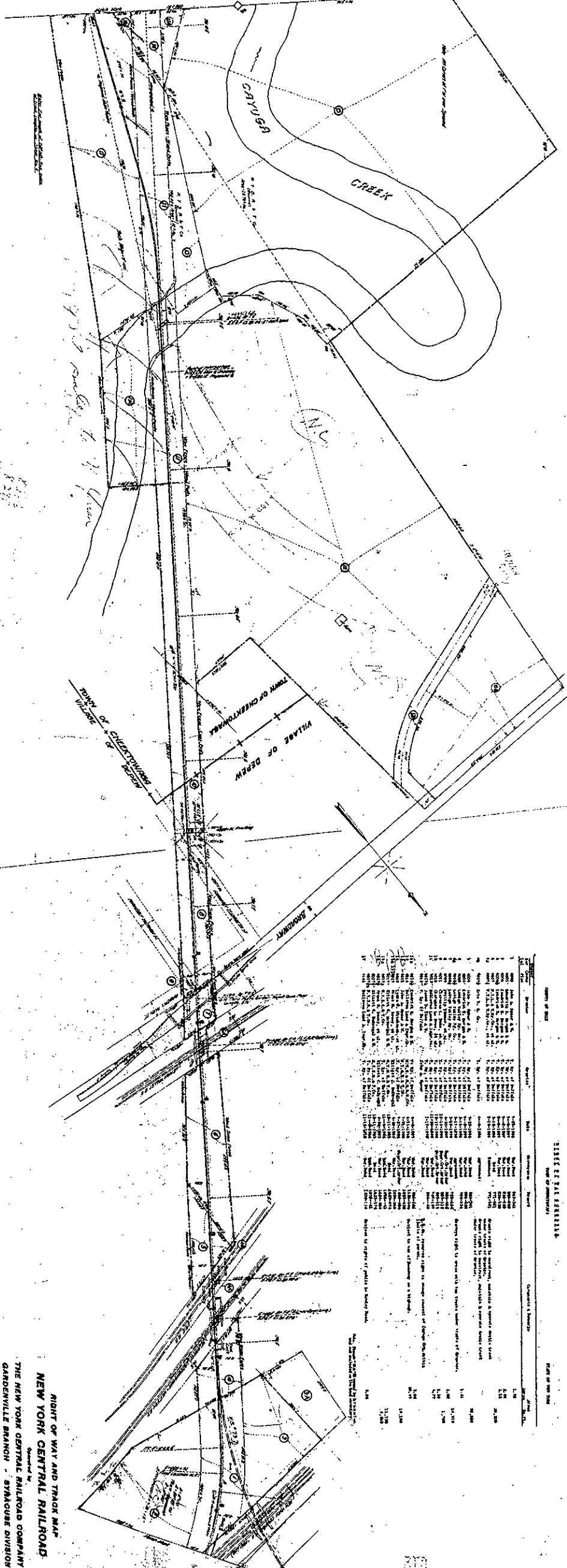
From 874, to 878.

June 2014 1017

Office of Professional Engineering
State of California **April 2004**

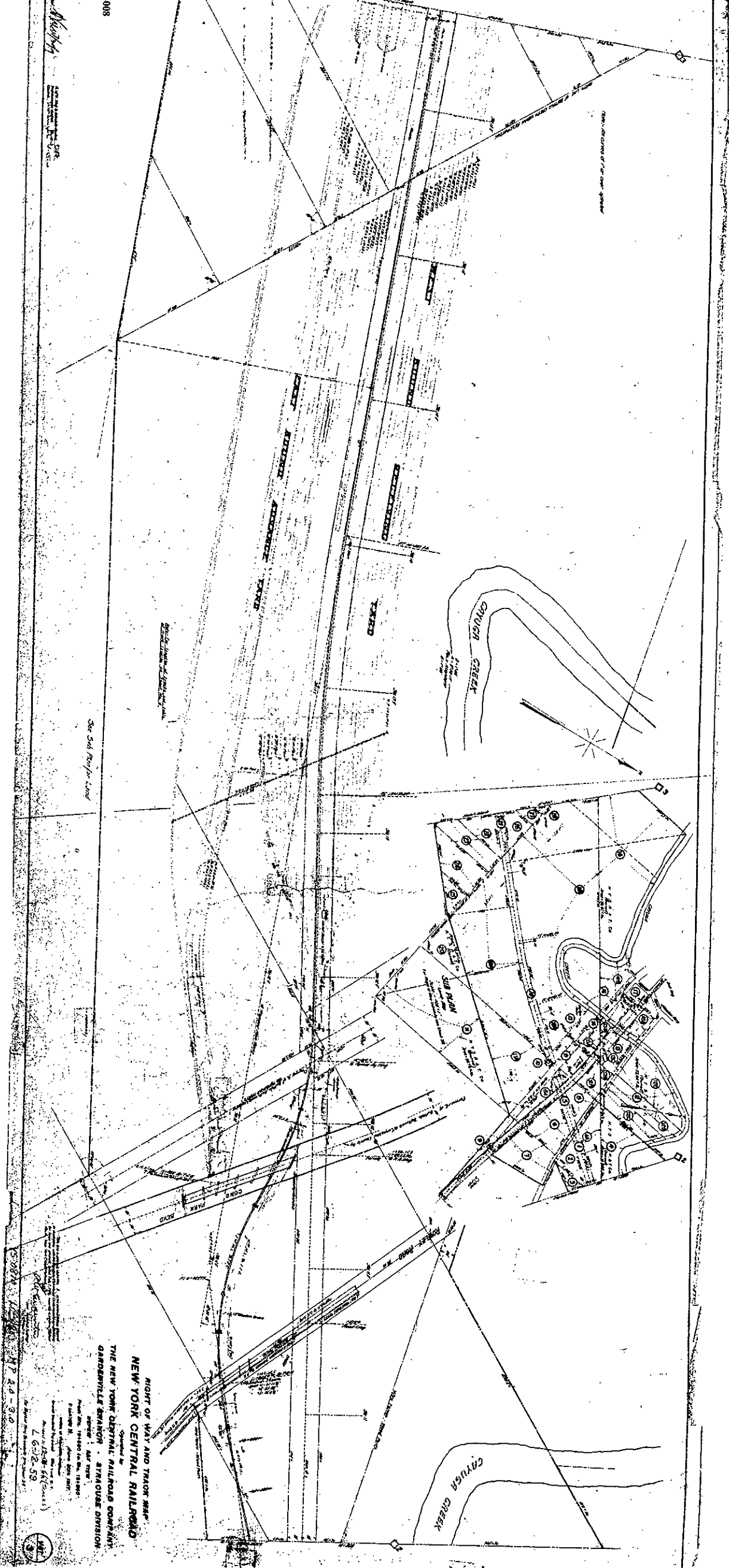
Abstract 13-17 of 51

$$L^2(\mathbb{R}^n) = L^2(\mathbb{R}^n)$$

[illegible][illegible]

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD
Shaded by:
THE NEW YORK CENTRAL RAILROAD COMPANY
GARDENVILLE BRANCH - STAGHOLE DIVISION
SERIES - SIX TEEN
From the 6-28-52 to the 10-4-50
3 LAYOUTS IN, JULY, 1951, 1957
Office of Technical Engineering
New York Central Railroad, New York City
Revised: 10-25-56 (Final)
C-6-7-57

Approved: *[Signature]*
Special Agent in Charge



RIGHT OF WAY AND TRACER MAP
NEW YORK CENTRAL RAILROAD
THE NEW YORK CENTRAL RAILROAD COMPANY
GARDENVILLE BRANCH - SYRACUSE DIVISION
Syracuse, N.Y.
L 6-2-59

Drawn by: *[Signature]*
Checked by: *[Signature]*
Approved by: *[Signature]*
L 6-2-59



[illegible]

Changes Since June 30, 1977
RIGHT of WAY SCHEDULE
Town of Cheekowaga

| AFC | BNI | Number
of Members | Executive | Gender | Date
of Formation | Board | Chairman
and Members | Average
Salary |
|------|-----|----------------------|-----------|--------|----------------------|-------|-------------------------|-------------------|
| 2709 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2800 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2801 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2802 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2803 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2804 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2805 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2806 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2807 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2808 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2809 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2810 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2811 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2814 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2815 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2816 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2817 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2818 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2819 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2820 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2821 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2822 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2823 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2824 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2825 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2850 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2851 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2852 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2853 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2854 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2855 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2856 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2857 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2858 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2859 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2860 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2861 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2862 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2863 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2865 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2866 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2872 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2874 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2882 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2883 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2884 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2902 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2908 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2909 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2941 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2942 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2943 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2944 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2945 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2946 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2947 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2948 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2949 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2950 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2951 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2952 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2953 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2954 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2955 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2956 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2957 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2959 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2961 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2962 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2963 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2964 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2965 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
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| 2968 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2969 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2970 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2971 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2972 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2973 | PTM | NA | 40471 | NA | PTC | NA | NA | 8.11 |
| 2974 | PTM | NA | 40471 | NA | PTC | NA | NA | |

It is not easy to determine whether CMT2 is
dependent upon the α_2 or α_3 chains.
CMT2A and CMT2B have been found to be

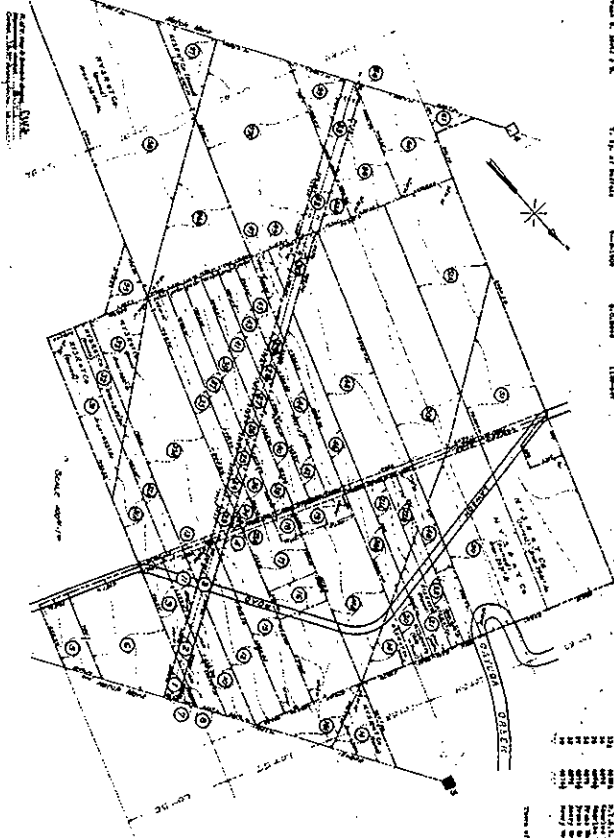
This card is representative of the 2.5" x 4" cardstock format required for registration with the National Cancer Registration Committee's guidelines for the report of efficacy, dated July 1, 1975. Existing National Cancer Registry data are being converted to this format.

W. H. Carpenter
 Associate Director

Y50810 . LC 4853 . TP . Q.4-3.0 .

LAND SCHEDULE
NEW YORK CENTRAL RAILROAD
Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY
GARDENVILLE BRANCH • SYRACUSE DIVISION

DETECTIVE - 242 VIEW
From Sec. 104-8800 to Sec. 104-8440
Shaded 3004 1217
Michigan or Philadelphia City Bureau
Michigan Criminals Forwarded New York, N. Y.
Forwarded to 100-317556.
L-10-112-59.

[illegible]

Note: Symbols $^{*}H$, $^{*}T$, $^{*}G$, $^{*}M$, $^{*}W$, $^{*}R$, $^{*}U$ as $^{*}H$ earned by R , T , G , M , W & U and not included in the local inventory.
Note: $^{*}R$ as $^{*}R$ held in forest by R , T , G , M , W , U , C and included in land inventory.

I have read the above report and find it to be a true and correct statement of the facts and circumstances as stated above. I have read the report and find it to be a true and correct statement of the facts and circumstances as stated above. I have read the report and find it to be a true and correct statement of the facts and circumstances as stated above.

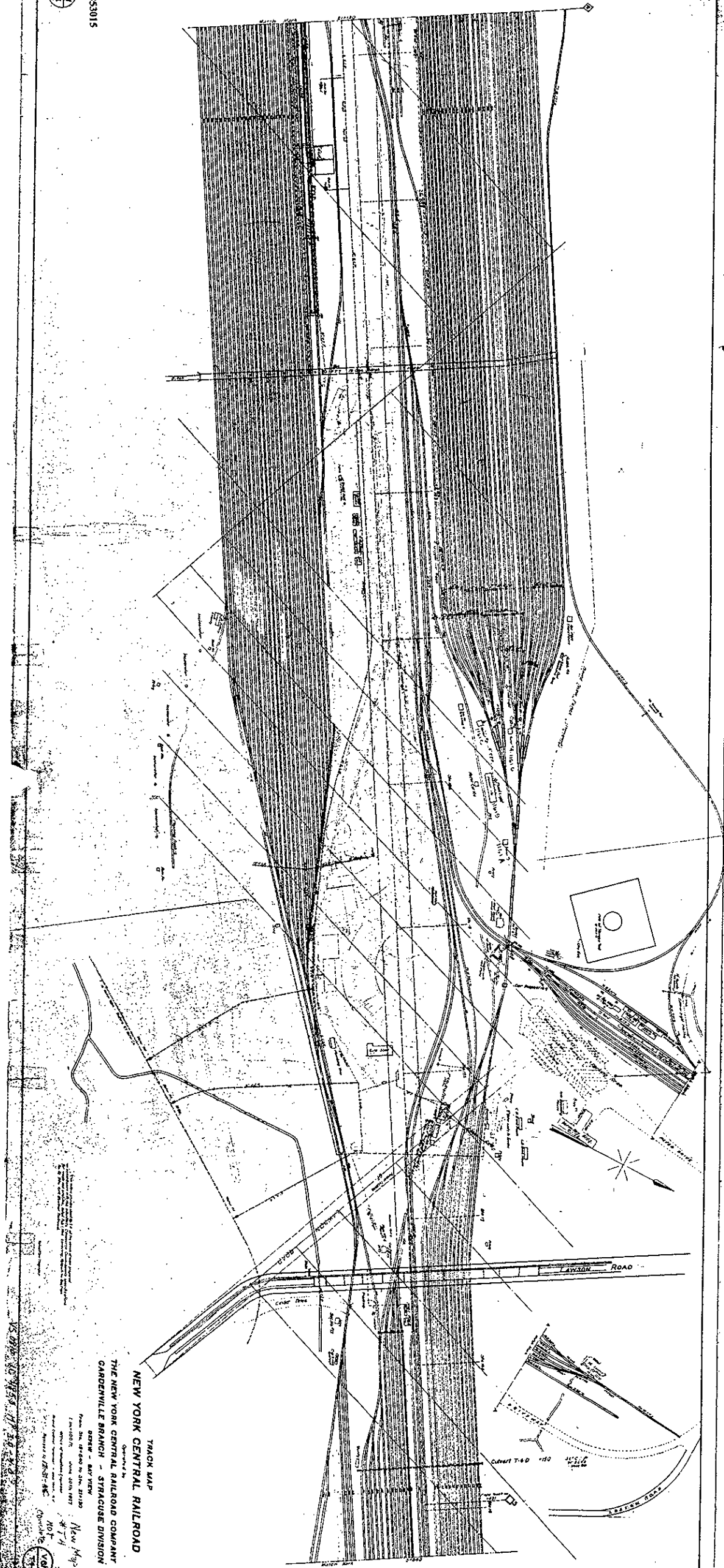
[Signature]
 [Name]
 [Title]

VS 0810 KC 4853 17P 3.0-4.0

LAND EXCHANGES
NEW YORK CENTRAL RAILROAD
Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY
GANDENVILLE BRANCH - SYRACUSE DIVISION

June 24th 1977
General Information Engineer
General Electric Company New York, N.Y.
Received 10:44:39 PM '77





NEW YORK CENTRAL RAILROAD

GARDENVILLE BRANCH - SYRACUSE DIVISION

Drawn by: **NEW YORK CENTRAL RAILROAD COMPANY**
 Date: **1/27/1974**
 Scale: **1" = 1/4 MILE**
 Project: **100-100-100-100**
 Drawing: **100-100-100-100**



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| Lot | Area | Owner | Remarks |
|-----|------|-------|---------|
| 1 | 0.10 | ... | ... |
| 2 | 0.10 | ... | ... |
| 3 | 0.10 | ... | ... |
| 4 | 0.10 | ... | ... |
| 5 | 0.10 | ... | ... |
| 6 | 0.10 | ... | ... |
| 7 | 0.10 | ... | ... |
| 8 | 0.10 | ... | ... |
| 9 | 0.10 | ... | ... |
| 10 | 0.10 | ... | ... |
| 11 | 0.10 | ... | ... |
| 12 | 0.10 | ... | ... |
| 13 | 0.10 | ... | ... |
| 14 | 0.10 | ... | ... |
| 15 | 0.10 | ... | ... |
| 16 | 0.10 | ... | ... |
| 17 | 0.10 | ... | ... |
| 18 | 0.10 | ... | ... |
| 19 | 0.10 | ... | ... |
| 20 | 0.10 | ... | ... |
| 21 | 0.10 | ... | ... |
| 22 | 0.10 | ... | ... |
| 23 | 0.10 | ... | ... |
| 24 | 0.10 | ... | ... |
| 25 | 0.10 | ... | ... |
| 26 | 0.10 | ... | ... |
| 27 | 0.10 | ... | ... |
| 28 | 0.10 | ... | ... |
| 29 | 0.10 | ... | ... |
| 30 | 0.10 | ... | ... |
| 31 | 0.10 | ... | ... |
| 32 | 0.10 | ... | ... |
| 33 | 0.10 | ... | ... |
| 34 | 0.10 | ... | ... |
| 35 | 0.10 | ... | ... |
| 36 | 0.10 | ... | ... |
| 37 | 0.10 | ... | ... |
| 38 | 0.10 | ... | ... |
| 39 | 0.10 | ... | ... |
| 40 | 0.10 | ... | ... |
| 41 | 0.10 | ... | ... |
| 42 | 0.10 | ... | ... |
| 43 | 0.10 | ... | ... |
| 44 | 0.10 | ... | ... |
| 45 | 0.10 | ... | ... |
| 46 | 0.10 | ... | ... |
| 47 | 0.10 | ... | ... |
| 48 | 0.10 | ... | ... |
| 49 | 0.10 | ... | ... |
| 50 | 0.10 | ... | ... |
| 51 | 0.10 | ... | ... |
| 52 | 0.10 | ... | ... |
| 53 | 0.10 | ... | ... |
| 54 | 0.10 | ... | ... |
| 55 | 0.10 | ... | ... |
| 56 | 0.10 | ... | ... |
| 57 | 0.10 | ... | ... |
| 58 | 0.10 | ... | ... |
| 59 | 0.10 | ... | ... |
| 60 | 0.10 | ... | ... |
| 61 | 0.10 | ... | ... |
| 62 | 0.10 | ... | ... |
| 63 | 0.10 | ... | ... |
| 64 | 0.10 | ... | ... |
| 65 | 0.10 | ... | ... |
| 66 | 0.10 | ... | ... |
| 67 | 0.10 | ... | ... |
| 68 | 0.10 | ... | ... |
| 69 | 0.10 | ... | ... |
| 70 | 0.10 | ... | ... |
| 71 | 0.10 | ... | ... |
| 72 | 0.10 | ... | ... |
| 73 | 0.10 | ... | ... |
| 74 | 0.10 | ... | ... |
| 75 | 0.10 | ... | ... |
| 76 | 0.10 | ... | ... |
| 77 | 0.10 | ... | ... |
| 78 | 0.10 | ... | ... |
| 79 | 0.10 | ... | ... |
| 80 | 0.10 | ... | ... |
| 81 | 0.10 | ... | ... |
| 82 | 0.10 | ... | ... |
| 83 | 0.10 | ... | ... |
| 84 | 0.10 | ... | ... |
| 85 | 0.10 | ... | ... |
| 86 | 0.10 | ... | ... |
| 87 | 0.10 | ... | ... |
| 88 | 0.10 | ... | ... |
| 89 | 0.10 | ... | ... |
| 90 | 0.10 | ... | ... |
| 91 | 0.10 | ... | ... |
| 92 | 0.10 | ... | ... |
| 93 | 0.10 | ... | ... |
| 94 | 0.10 | ... | ... |
| 95 | 0.10 | ... | ... |
| 96 | 0.10 | ... | ... |
| 97 | 0.10 | ... | ... |
| 98 | 0.10 | ... | ... |
| 99 | 0.10 | ... | ... |
| 100 | 0.10 | ... | ... |

ALBERT ST. 1/21/11

SOLD

STATE
APPROP

NEW YORK STATE
0.2 AC
ALT SOLD

NEW YORK STATE

ABANDONED

NEW YORK CENTRAL RAILROAD

32' ON EACH SIDE OF TRACK

5-11-10

GENERAL

1/11/11

1/11/11

1/11/11

1/11/11

1/11/11

1/11/11

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1/11/11

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1/11/11

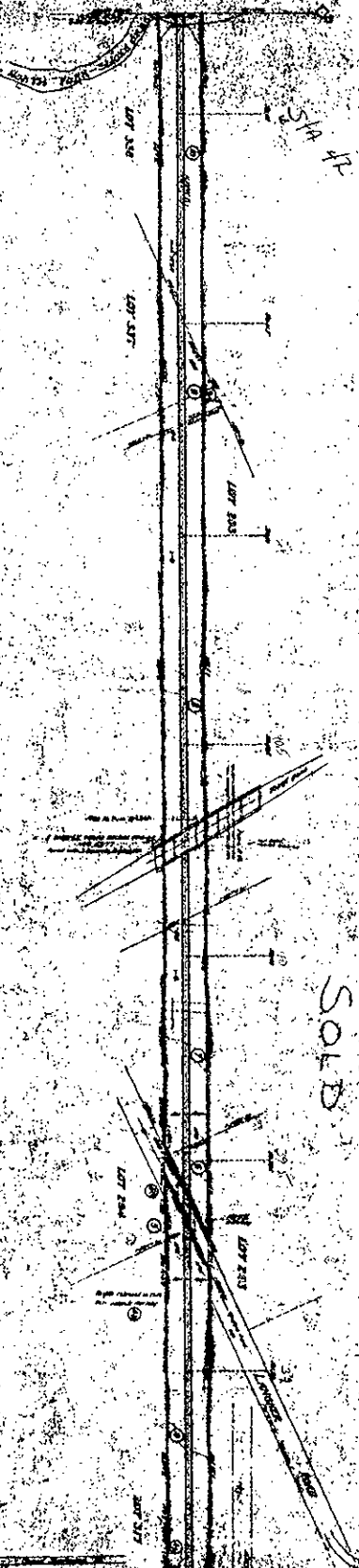
1/11/11

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| | | | |
|---------------------|-----------------|-------------------|-----------------|
| PROPERTY TO BE SOLD | | REMAINED PROPERTY | |
| Lot No. | 1 | Lot No. | 1 |
| Acres | 1.00 | Acres | 1.00 |
| Owner | W. C. O'Connell | Owner | W. C. O'Connell |
| ALL SOLD | | ALL SOLD | |



| Lot No. | Acres | Owner | Remarks |
|---------|-------|-----------------|---------|
| 1 | 1.00 | W. C. O'Connell | |
| 2 | 1.00 | W. C. O'Connell | |
| 3 | 1.00 | W. C. O'Connell | |
| 4 | 1.00 | W. C. O'Connell | |
| 5 | 1.00 | W. C. O'Connell | |
| 6 | 1.00 | W. C. O'Connell | |
| 7 | 1.00 | W. C. O'Connell | |
| 8 | 1.00 | W. C. O'Connell | |
| 9 | 1.00 | W. C. O'Connell | |
| 10 | 1.00 | W. C. O'Connell | |
| 11 | 1.00 | W. C. O'Connell | |
| 12 | 1.00 | W. C. O'Connell | |
| 13 | 1.00 | W. C. O'Connell | |
| 14 | 1.00 | W. C. O'Connell | |
| 15 | 1.00 | W. C. O'Connell | |
| 16 | 1.00 | W. C. O'Connell | |
| 17 | 1.00 | W. C. O'Connell | |
| 18 | 1.00 | W. C. O'Connell | |
| 19 | 1.00 | W. C. O'Connell | |
| 20 | 1.00 | W. C. O'Connell | |
| 21 | 1.00 | W. C. O'Connell | |
| 22 | 1.00 | W. C. O'Connell | |
| 23 | 1.00 | W. C. O'Connell | |
| 24 | 1.00 | W. C. O'Connell | |
| 25 | 1.00 | W. C. O'Connell | |
| 26 | 1.00 | W. C. O'Connell | |
| 27 | 1.00 | W. C. O'Connell | |
| 28 | 1.00 | W. C. O'Connell | |
| 29 | 1.00 | W. C. O'Connell | |
| 30 | 1.00 | W. C. O'Connell | |
| 31 | 1.00 | W. C. O'Connell | |
| 32 | 1.00 | W. C. O'Connell | |
| 33 | 1.00 | W. C. O'Connell | |
| 34 | 1.00 | W. C. O'Connell | |
| 35 | 1.00 | W. C. O'Connell | |
| 36 | 1.00 | W. C. O'Connell | |
| 37 | 1.00 | W. C. O'Connell | |
| 38 | 1.00 | W. C. O'Connell | |
| 39 | 1.00 | W. C. O'Connell | |
| 40 | 1.00 | W. C. O'Connell | |
| 41 | 1.00 | W. C. O'Connell | |
| 42 | 1.00 | W. C. O'Connell | |
| 43 | 1.00 | W. C. O'Connell | |
| 44 | 1.00 | W. C. O'Connell | |
| 45 | 1.00 | W. C. O'Connell | |
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| 99 | 1.00 | W. C. O'Connell | |
| 100 | 1.00 | W. C. O'Connell | |

NEW YORK AND ALBANY RAILROAD
 The New York and Albany Railroad Company
 has the honor to acknowledge the receipt of
 the sum of \$100.00 from the
 New York and Albany Railroad Company
 for the purchase of the land
 for the construction of the
 New York and Albany Railroad
 Company.



| | |
|---------------------------|------------------------|
| 1. Name: Mr. J. J. J. | 2. Date: 10/1/50 |
| 3. Address: 1234 Main St. | 4. City: New York |
| 5. State: New York | 6. Zip: 10001 |
| 7. Phone: 1-234-5678 | 8. Signature: J. J. J. |

| | |
|-------------------|----------|
| RECEIVED PROPERTY | |
| Item | Quantity |
| 1. 1000 | 1000 |
| 2. 2000 | 2000 |
| 3. 3000 | 3000 |
| 4. 4000 | 4000 |
| 5. 5000 | 5000 |
| 6. 6000 | 6000 |
| 7. 7000 | 7000 |
| 8. 8000 | 8000 |
| 9. 9000 | 9000 |
| 10. 10000 | 10000 |

ALL SOLD

REV 5-14-78 (C) PROPERTY OF MR. J. J. J. NO AREA CHANGE

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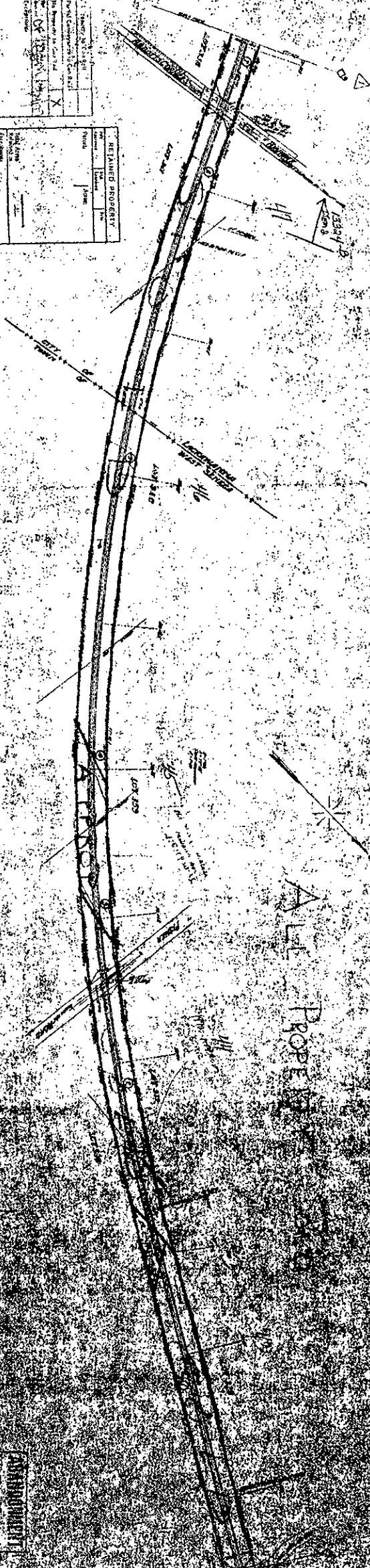
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4852018

| Item | Quantity | Unit Price | Total Price |
|-----------|----------|------------|-------------|
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| 3. 3000 | 3000 | 3.00 | 9000.00 |
| 4. 4000 | 4000 | 4.00 | 16000.00 |
| 5. 5000 | 5000 | 5.00 | 25000.00 |
| 6. 6000 | 6000 | 6.00 | 36000.00 |
| 7. 7000 | 7000 | 7.00 | 49000.00 |
| 8. 8000 | 8000 | 8.00 | 64000.00 |
| 9. 9000 | 9000 | 9.00 | 81000.00 |
| 10. 10000 | 10000 | 10.00 | 100000.00 |



ALL PROPERTY

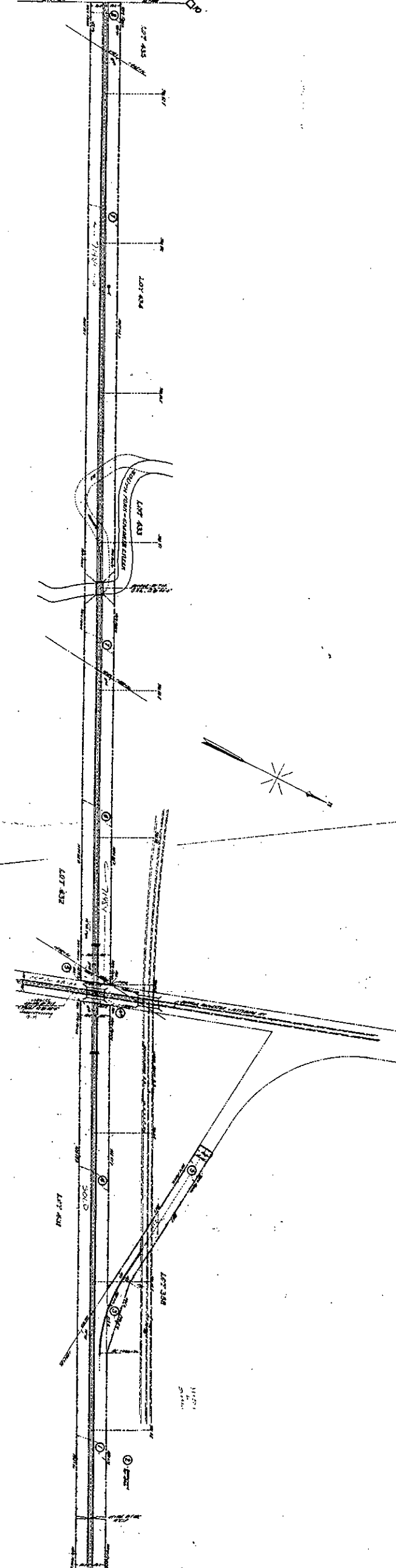
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|---------------------------|------------------------|
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| 3. Address: 1234 Main St. | 4. City: New York |
| 5. State: New York | 6. Zip: 10001 |
| 7. Phone: 1-234-5678 | 8. Signature: J. J. J. |

REV 5-14-78 (C) PROPERTY OF MR. J. J. J. NO AREA CHANGE

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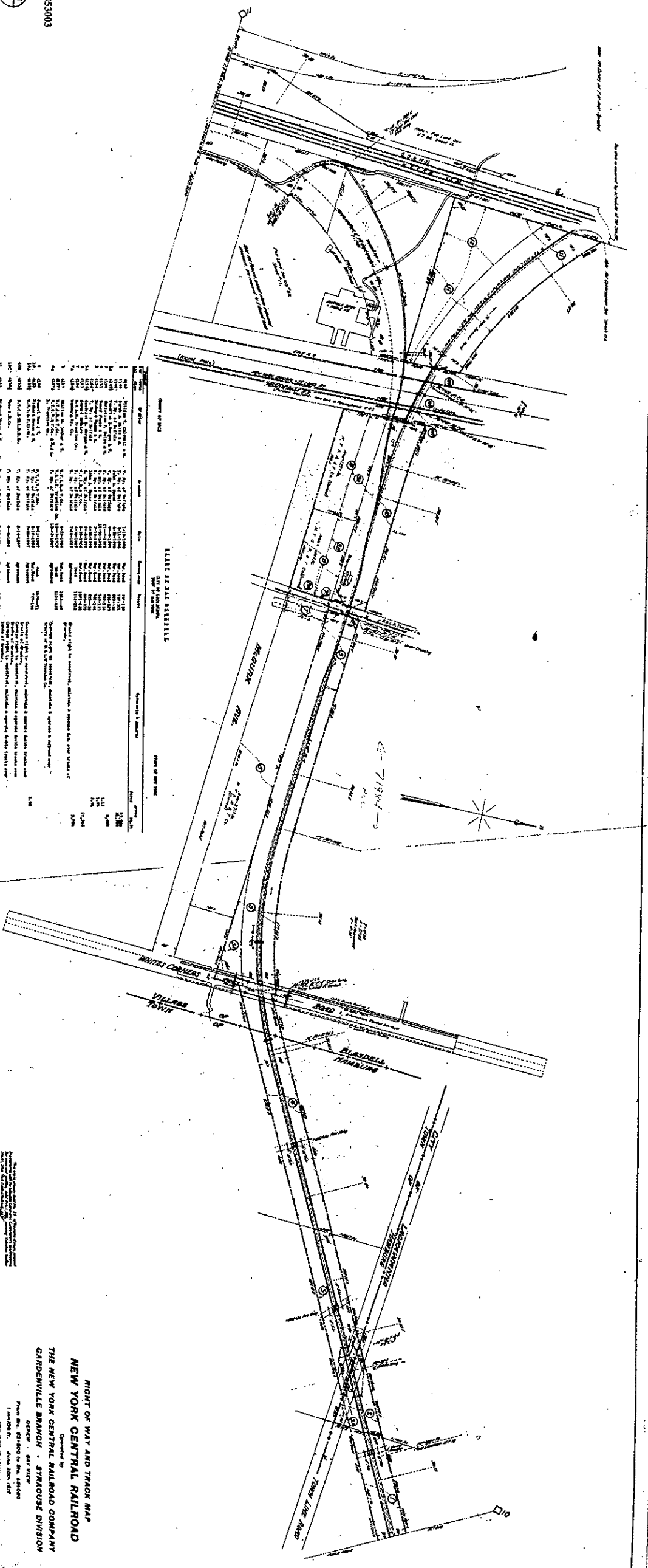
ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 07-10-2009 BY 60322
UCBAW/STP

**RIGHT OF WAY AND TRUCK WEIGHT
NEW YORK CENTRAL RAILROAD**
Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY
GARDENVILLE BRANCH - SYRACUSE DIVISION
DEPT. - EAST VIEW

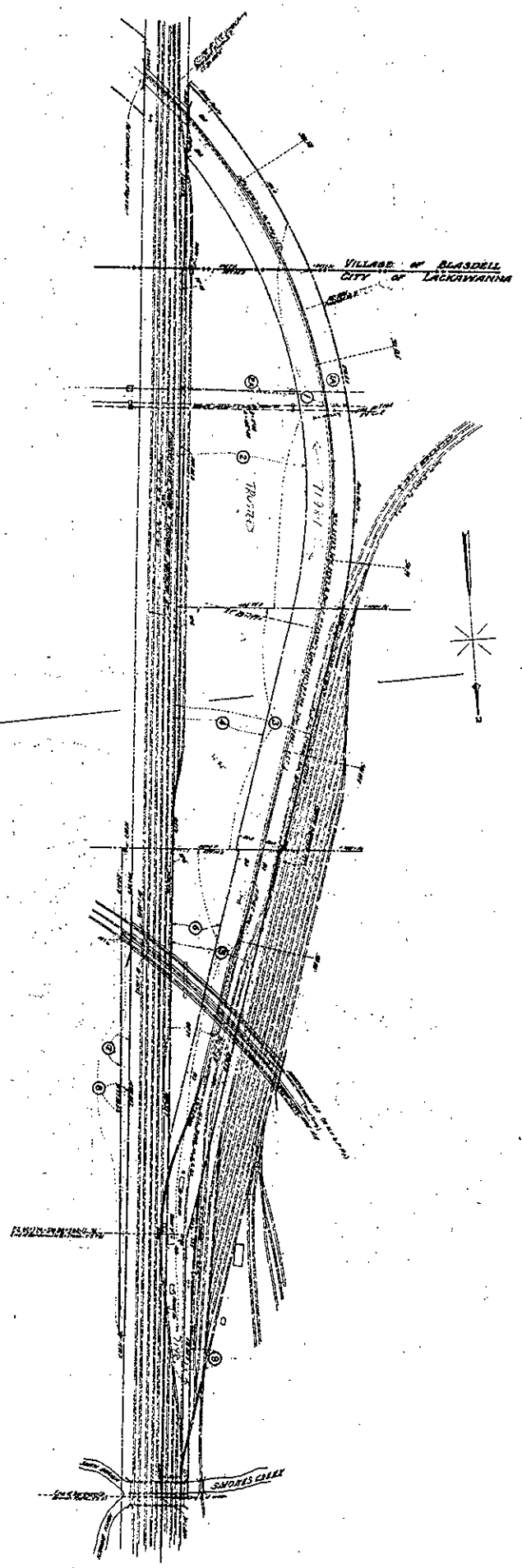
ABANDONMENT
 RECEIVED
 APR 11/67
 VIA REGULAR
 TO



RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD
Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY
GARDENVILLE BRANCH - SYRACUSE DIVISION



Map of City of Lackawanna



4853004

CLASS 12 E&T LINES

TYPE OF MAP

| LINE | SECTION | DATE | CONSTRUCTION | REMARKS | APPROVED |
|------|---------|------------|--------------|---------|----------|
| 1 | 1 | 1/1/1910 | 1 | 1 | 1 |
| 2 | 2 | 2/1/1910 | 2 | 2 | 2 |
| 3 | 3 | 3/1/1910 | 3 | 3 | 3 |
| 4 | 4 | 4/1/1910 | 4 | 4 | 4 |
| 5 | 5 | 5/1/1910 | 5 | 5 | 5 |
| 6 | 6 | 6/1/1910 | 6 | 6 | 6 |
| 7 | 7 | 7/1/1910 | 7 | 7 | 7 |
| 8 | 8 | 8/1/1910 | 8 | 8 | 8 |
| 9 | 9 | 9/1/1910 | 9 | 9 | 9 |
| 10 | 10 | 10/1/1910 | 10 | 10 | 10 |
| 11 | 11 | 11/1/1910 | 11 | 11 | 11 |
| 12 | 12 | 12/1/1910 | 12 | 12 | 12 |
| 13 | 13 | 13/1/1910 | 13 | 13 | 13 |
| 14 | 14 | 14/1/1910 | 14 | 14 | 14 |
| 15 | 15 | 15/1/1910 | 15 | 15 | 15 |
| 16 | 16 | 16/1/1910 | 16 | 16 | 16 |
| 17 | 17 | 17/1/1910 | 17 | 17 | 17 |
| 18 | 18 | 18/1/1910 | 18 | 18 | 18 |
| 19 | 19 | 19/1/1910 | 19 | 19 | 19 |
| 20 | 20 | 20/1/1910 | 20 | 20 | 20 |
| 21 | 21 | 21/1/1910 | 21 | 21 | 21 |
| 22 | 22 | 22/1/1910 | 22 | 22 | 22 |
| 23 | 23 | 23/1/1910 | 23 | 23 | 23 |
| 24 | 24 | 24/1/1910 | 24 | 24 | 24 |
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| 26 | 26 | 26/1/1910 | 26 | 26 | 26 |
| 27 | 27 | 27/1/1910 | 27 | 27 | 27 |
| 28 | 28 | 28/1/1910 | 28 | 28 | 28 |
| 29 | 29 | 29/1/1910 | 29 | 29 | 29 |
| 30 | 30 | 30/1/1910 | 30 | 30 | 30 |
| 31 | 31 | 31/1/1910 | 31 | 31 | 31 |
| 32 | 32 | 32/1/1910 | 32 | 32 | 32 |
| 33 | 33 | 33/1/1910 | 33 | 33 | 33 |
| 34 | 34 | 34/1/1910 | 34 | 34 | 34 |
| 35 | 35 | 35/1/1910 | 35 | 35 | 35 |
| 36 | 36 | 36/1/1910 | 36 | 36 | 36 |
| 37 | 37 | 37/1/1910 | 37 | 37 | 37 |
| 38 | 38 | 38/1/1910 | 38 | 38 | 38 |
| 39 | 39 | 39/1/1910 | 39 | 39 | 39 |
| 40 | 40 | 40/1/1910 | 40 | 40 | 40 |
| 41 | 41 | 41/1/1910 | 41 | 41 | 41 |
| 42 | 42 | 42/1/1910 | 42 | 42 | 42 |
| 43 | 43 | 43/1/1910 | 43 | 43 | 43 |
| 44 | 44 | 44/1/1910 | 44 | 44 | 44 |
| 45 | 45 | 45/1/1910 | 45 | 45 | 45 |
| 46 | 46 | 46/1/1910 | 46 | 46 | 46 |
| 47 | 47 | 47/1/1910 | 47 | 47 | 47 |
| 48 | 48 | 48/1/1910 | 48 | 48 | 48 |
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| 60 | 60 | 60/1/1910 | 60 | 60 | 60 |
| 61 | 61 | 61/1/1910 | 61 | 61 | 61 |
| 62 | 62 | 62/1/1910 | 62 | 62 | 62 |
| 63 | 63 | 63/1/1910 | 63 | 63 | 63 |
| 64 | 64 | 64/1/1910 | 64 | 64 | 64 |
| 65 | 65 | 65/1/1910 | 65 | 65 | 65 |
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| 67 | 67 | 67/1/1910 | 67 | 67 | 67 |
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| 70 | 70 | 70/1/1910 | 70 | 70 | 70 |
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| 73 | 73 | 73/1/1910 | 73 | 73 | 73 |
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| 82 | 82 | 82/1/1910 | 82 | 82 | 82 |
| 83 | 83 | 83/1/1910 | 83 | 83 | 83 |
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| 86 | 86 | 86/1/1910 | 86 | 86 | 86 |
| 87 | 87 | 87/1/1910 | 87 | 87 | 87 |
| 88 | 88 | 88/1/1910 | 88 | 88 | 88 |
| 89 | 89 | 89/1/1910 | 89 | 89 | 89 |
| 90 | 90 | 90/1/1910 | 90 | 90 | 90 |
| 91 | 91 | 91/1/1910 | 91 | 91 | 91 |
| 92 | 92 | 92/1/1910 | 92 | 92 | 92 |
| 93 | 93 | 93/1/1910 | 93 | 93 | 93 |
| 94 | 94 | 94/1/1910 | 94 | 94 | 94 |
| 95 | 95 | 95/1/1910 | 95 | 95 | 95 |
| 96 | 96 | 96/1/1910 | 96 | 96 | 96 |
| 97 | 97 | 97/1/1910 | 97 | 97 | 97 |
| 98 | 98 | 98/1/1910 | 98 | 98 | 98 |
| 99 | 99 | 99/1/1910 | 99 | 99 | 99 |
| 100 | 100 | 100/1/1910 | 100 | 100 | 100 |

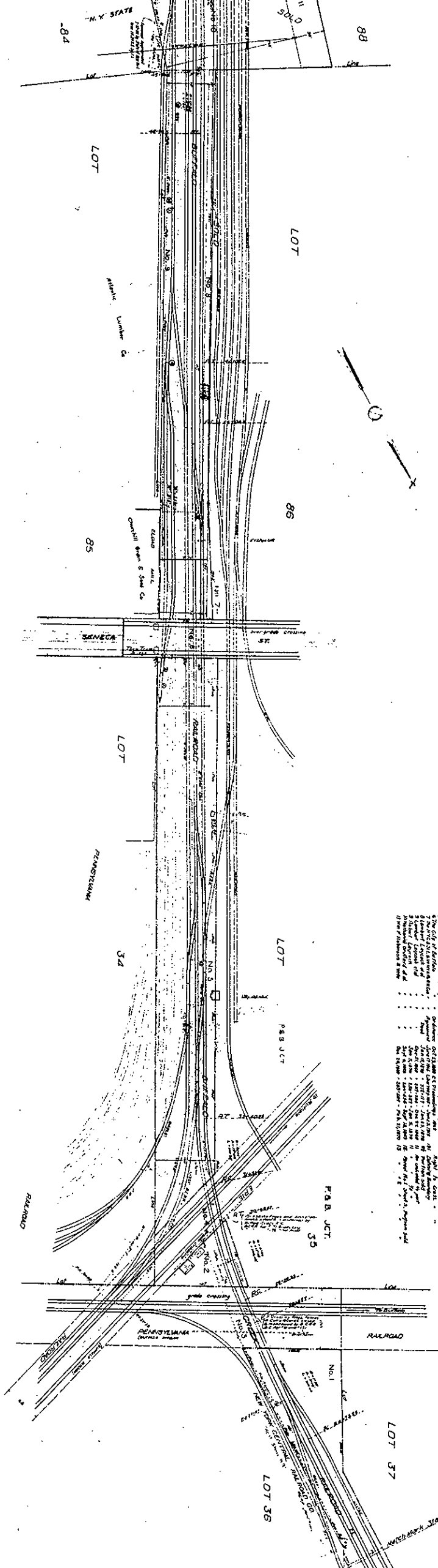
15 880 104963 HP 10.2-11.8120/10.3

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD
THE NEW YORK CENTRAL RAILROAD COMPANY
GARDENVILLE BRANCH - SYRACUSE DIVISION
DRAWN - DAY VIEW
FROM THE STATION AT THE 100774
1 inch = 100 feet
Scale of Distances
Date of Issue 10-21-05



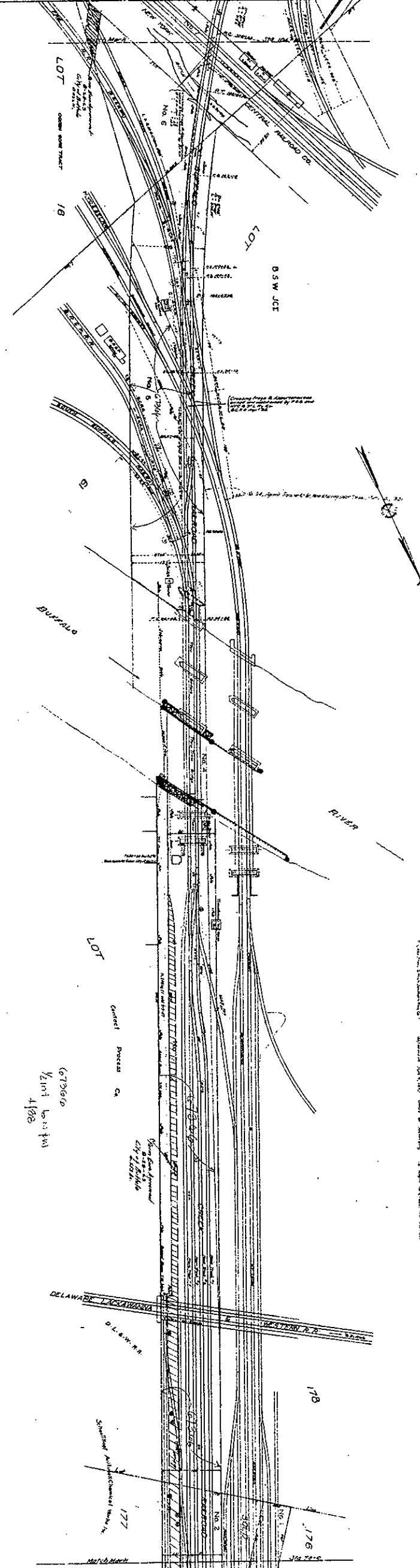
187344 562607 72945-40

RIGHT-OF-WAY AND TRACK MAP
BUFFALO CROSSLAND RAILROAD CO
STATIONED 450 TO 550
SHEET 2



NOTES OF INTEREST
1. The right-of-way of the Buffalo Crossland Railroad Company is shown by a solid line.
2. The right-of-way of the Buffalo Crossland Railroad Company is shown by a solid line.
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10. The right-of-way of the Buffalo Crossland Railroad Company is shown by a solid line.

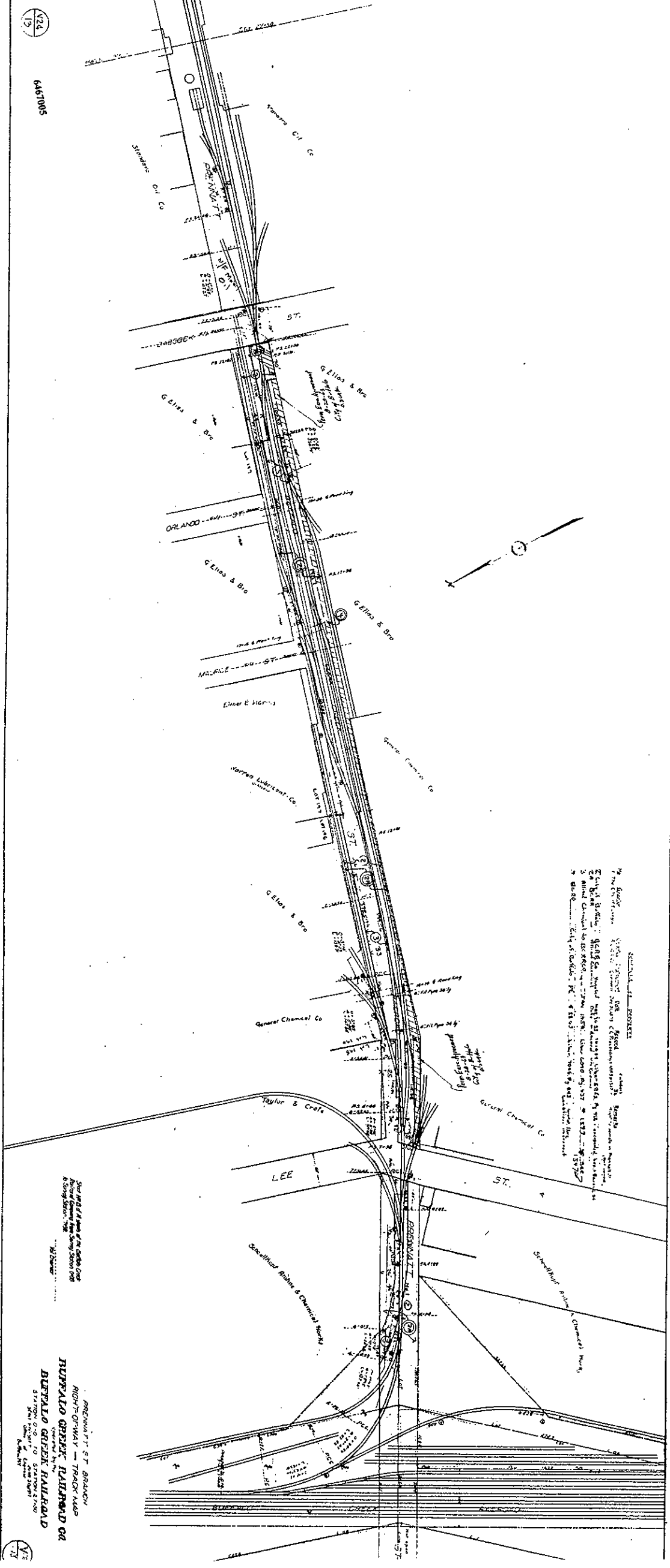
6308.7479

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015-30 282467 180344

Sheet No. 4 of 14 sheets of the Buffalo Creek
Abandoned Limestone from Saurery Station 78-30
to Saurery Station 804-50

BUTTAIO CEMENT PAVING CO.
Specialties
MURILLO CEMENT MANUFACTURING

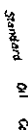


By Order of the Board of Directors of the Buffalo Green Railroad Company, Inc. This map is a true and correct copy of the original map as filed with the Board of Directors of the Buffalo Green Railroad Company, Inc. on the 10th day of May, 1910. At Buffalo, N. Y. May 10, 1910. J. H. B. [Signature]

18 23 44 26 47 27 10-15

ST. BRANCH
RIGHT-OF-WAY
TRACK MAP
BUFFALO GREEN RAILROAD CO
BUFFALO GREEN RAILROAD
ST. BRANCH
RIGHT-OF-WAY
TRACK MAP
BUFFALO GREEN RAILROAD CO
BUFFALO GREEN RAILROAD

SCHEIDT, OF PHOENIX



See Mr. & Mrs. Stevens at the Seaside Credit
Building Company from Sunny Station 27:50
to Sunny Station 28:32

PREPARED BY CHAS. W. COLE
 RICHIE-OWEN & THACKER
 CONSULTING ENGINEERS
 1000 BROADWAY
 NEW YORK 10, N. Y.
 1958

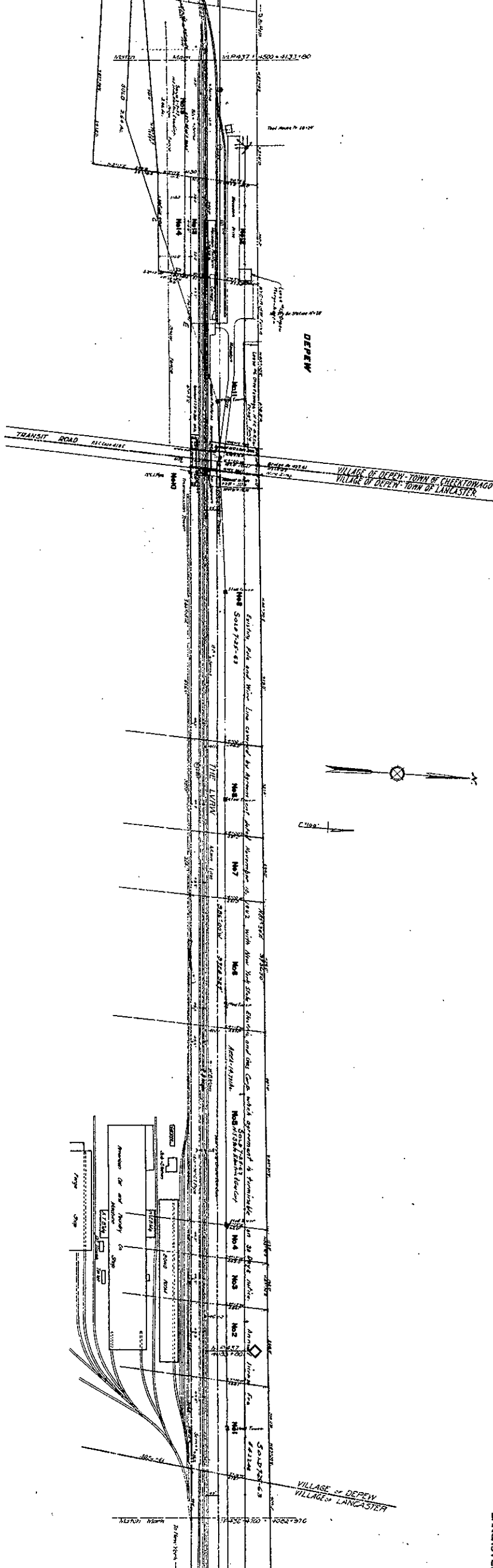
188344 4200467 -77015-2.0

2

COUNTY OF ERIE, N.Y.

VILLAGE OF DEPEW
TOWN OF LANCASTER

VILLAGE
OF
LANCASTER

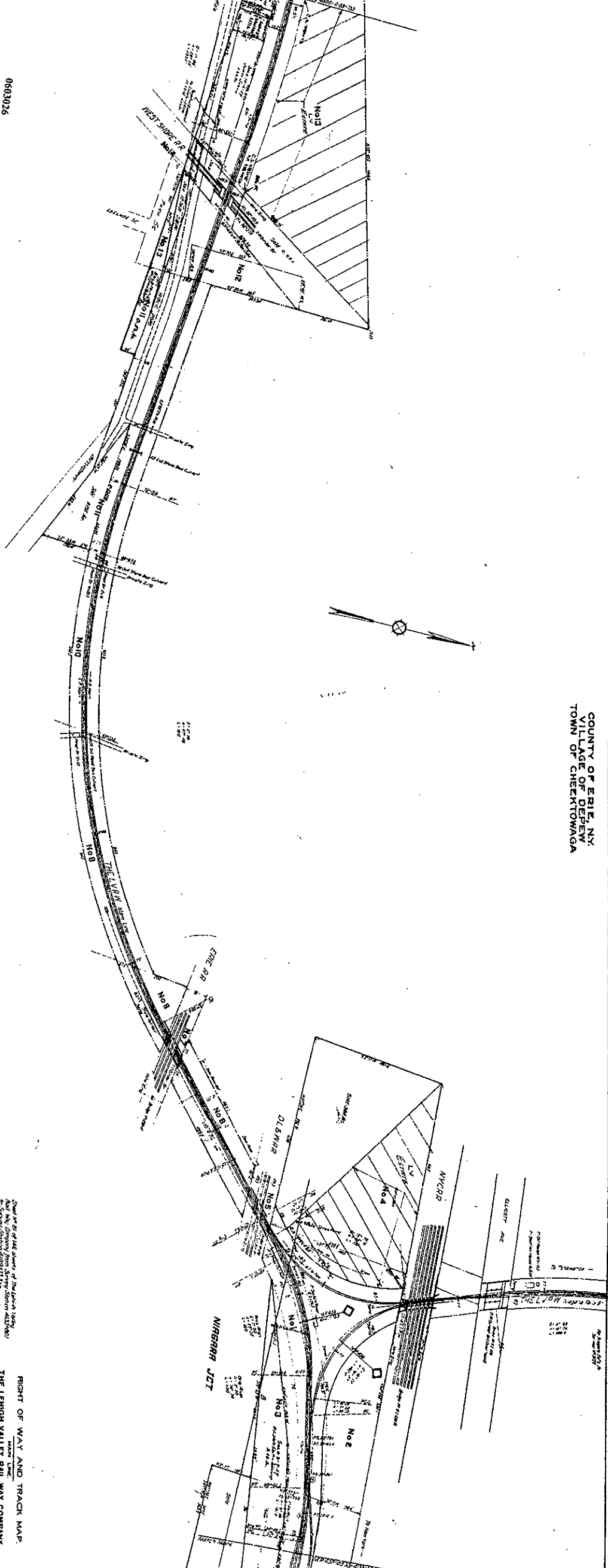


0603025

MS 1222 480008 770456.9-4329

RIGHT OF WAY AND TRACK MATERIAL
MAINTENANCE
THE LEMHAI VALLEY RAILWAY COMPANY
OPERATED BY THE
LEMHAI VALLEY R. R.
STATION 40012326 TO STATION 413340
40012326 - 413340
OFFICE OF VALUATION ENGINEER.
NEW YORK - N. Y.



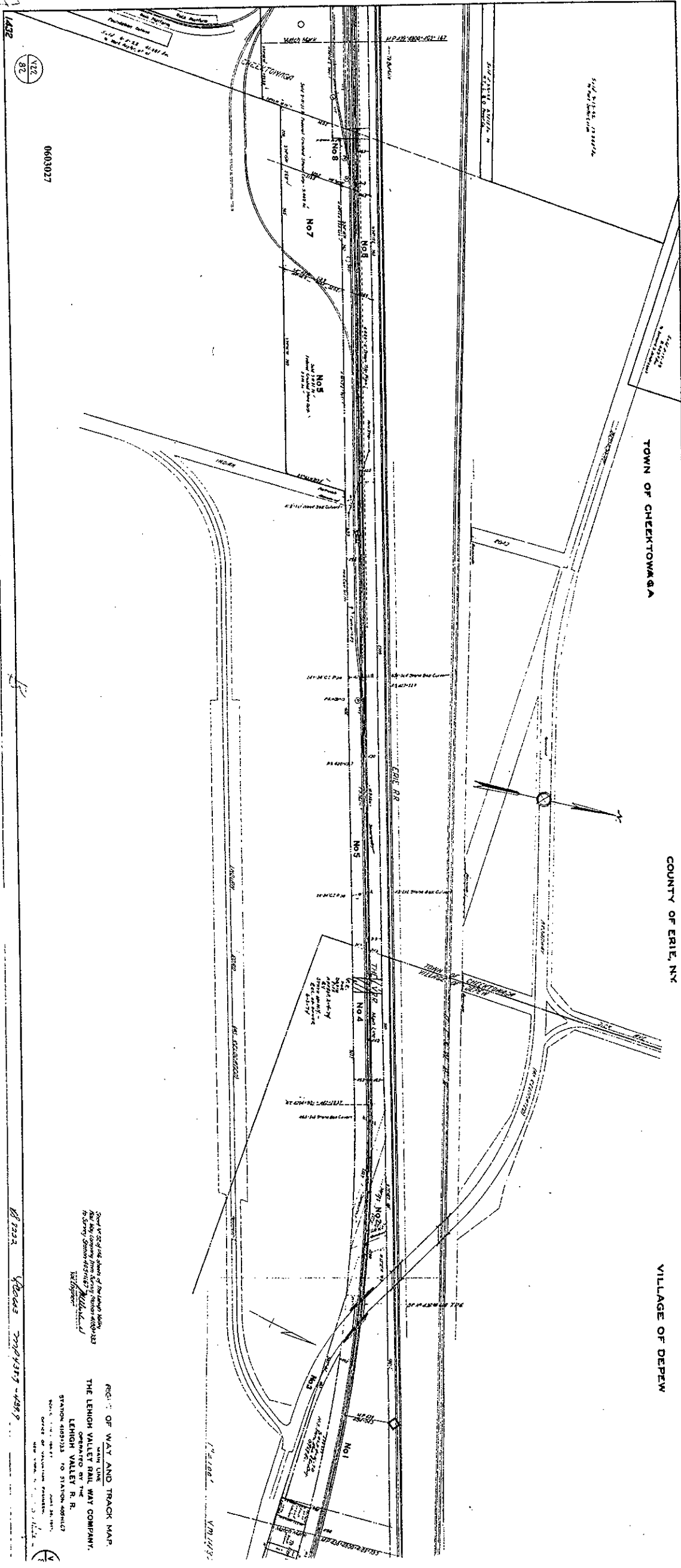


Sheet No 21 of 146 sheets of The Leitch 1000
Railway Company from Survey Station 443500
to Survey Station 443912.3

RIGHT OF WAY AND TRACK MAP.
MAIN LINE.
THE LEHIGH VALLEY RAIL WAY COMPANY.

81222 406603 2704379-438.9

22 V



1432

82

0603027

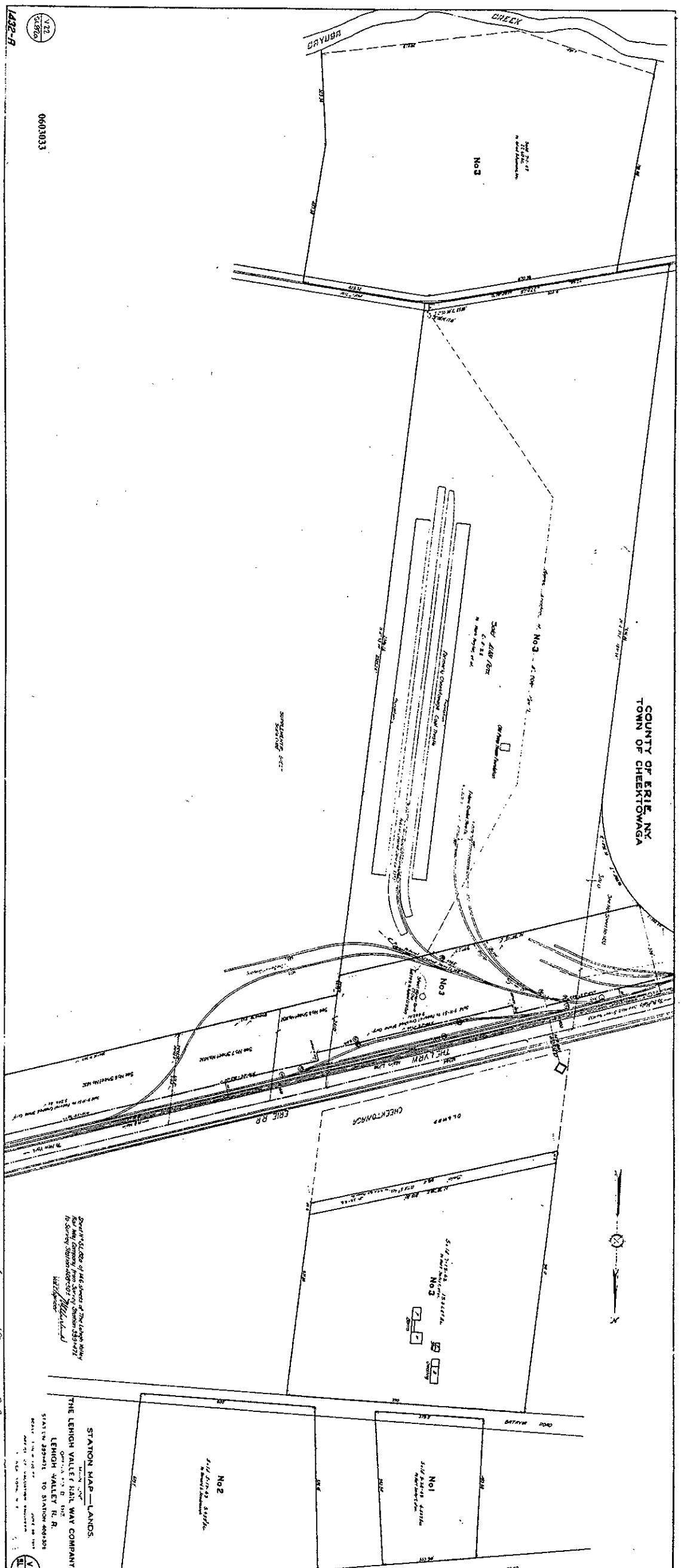
18332 18443 377437-4379

FIG. 1 OF WAY AND TRACK MAP.
 MAIN LINE
 THE ERIE RAILWAY COMPANY,
 OPERATED BY THE
 ERIE RAILWAY R. R.
 STATION 400123 TO STATION 400127
 DATE: 10-1-1917
 OFFICE OF THE ENGINEER
 NEW YORK, N. Y.



0603033

COUNTY OF ERIE, N.Y.
TOWN OF CHEEKTOWAGA



Sheet N 56, 020 of 146 sheets of The Lehigh Valley
Rail Way Company from Survey Station 359+72
to Survey Station 408+50.2 *W. H. H. H. H. H.*

STATION MAP—LANDS.

MAKING "A"

THE LEMICH VALLEY RAILWAY COMPANY

OFFICE, 417 D. B'LT.

LEMICH VALLEY R. R.

STATION 38944125 TO STATION 400308

DATE: AUG. 10, 1905

OFFICE OF THE CHIEF ENGINEER

1. NEW YORK, N. Y.

11

[illegible]

RIGHT OF WAY AND TRACK MAP.
MAIN LINE
 THE LEHIGH VALLEY RAIL WAY COMPANY

LEHIGH VALLEY R. R.

STATION 392+36.6 TO STATION 397+56.4

WCAUG 1 14 1964
AUG 20, 1964

COPIES OF VARIOUS EDITIONS.

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[REDACTED]

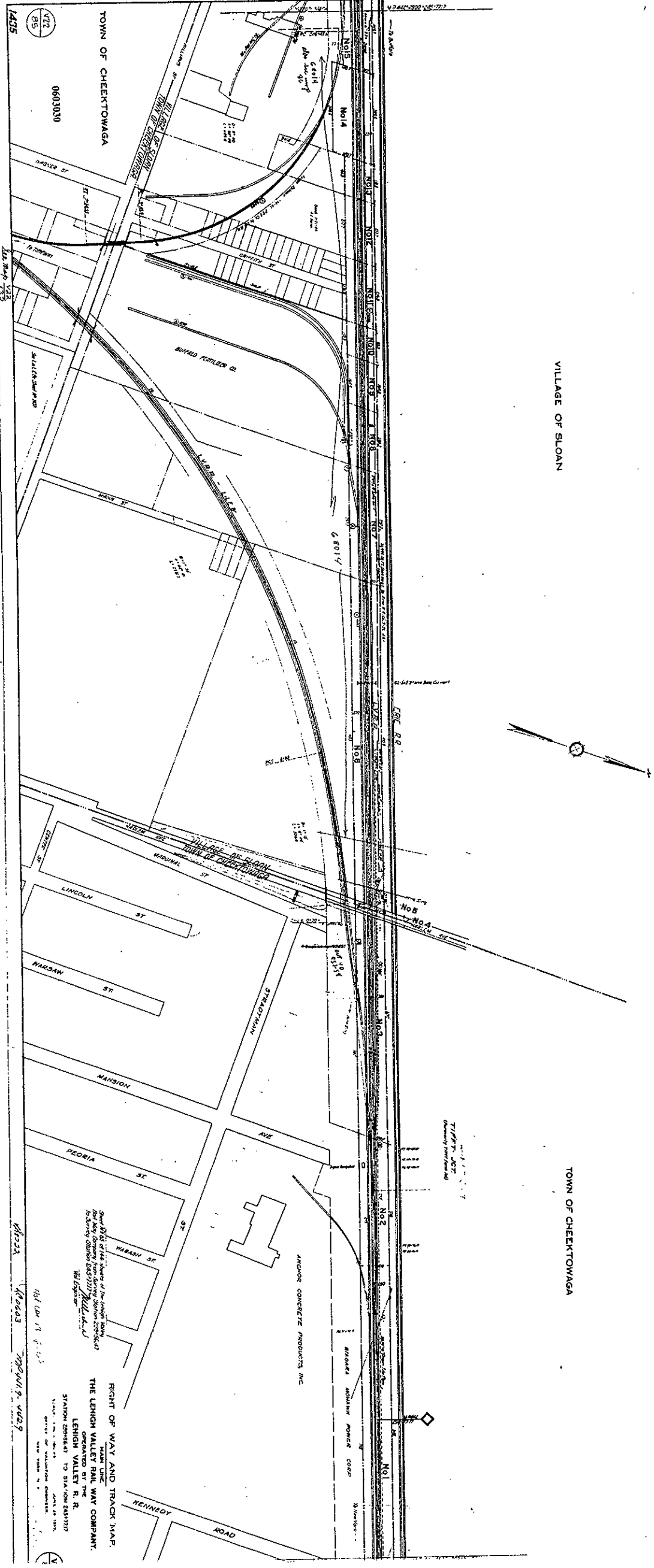
1472
85
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TOWN OF CHEEKTOWAGA

VILLAGE OF SLOAN

COUNTY OF ERIE, N.Y.

TOWN OF CHEEKTOWAGA



RIGHT OF WAY AND TRACK MAP
FOR THE
LEHIGH VALLEY RAIL WAY COMPANY
LEHIGH VALLEY R.R.
STATION ERIE TO STA. 100+00
DATE: 11-1-1973
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

CITY OF BUFFALO

COUNTY OF ERIE, N.Y.

VILLAGE OF SLOAN

11-557 AC.
SOLD TO DEPT
ENTERPRISES
OF ALABAMA, INC
7-18-73

DRUG CENTER PRISMS OF
BUREAU, INC.
DEB DATED 11-27-73

TOWN OF CHEEKTOWAGA

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RIGHT OF WAY AND TRACK MAP.
MAIN LINE.
THE LEHIGH VALLEY RAIL WAY COMPANY,
OPERATED BY THE

STATION 245+77 TO STATION 245+73
 BECAUSE THE VALUE OF THE
 VALUE OF THE VALUATION ESTIMATE.
 NEW YORK, N.Y.

060300Z

TOWN OF CHEEKTOWAGGA

VILLAGE OF SLOAN

COUNTY OF ERIE, N.Y.

TOWN OF CHEEKTOWAGA

RIGHT OF WAY AND TRACK MAP
DESIGN AND ENGINEERING
THE LEMIGH VALLEY RAIL WAY COMPANY
CONTACTED BY MAIL

LEHIGH VALLEY R. R.

0.0000 STATION 33+63.50

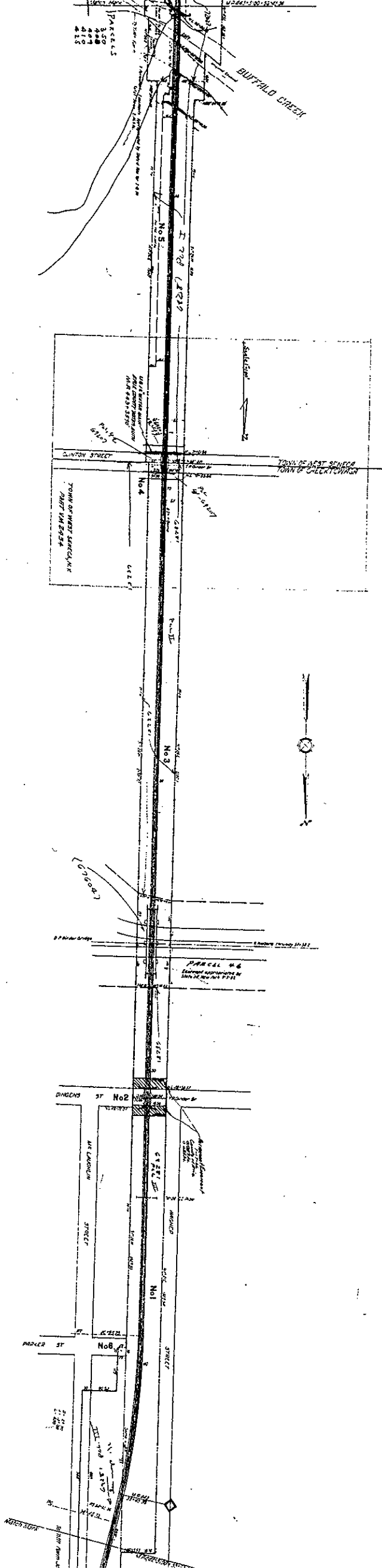
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V. 18 f. 64

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COUNTY OF ERIE, N.Y.

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Sherwood's of H.B. Smith & Co. The Lumber Wholesaler
Rail Way Company from Quincy Station S.W. 6.150
The Survey Station Q.C. 43.56

M. W. Smith &
H.B. Smith & Co.

RIGHT OF WAY AND TRACK MAP
LEHIGH AND LANC EDE BRANCH
THE LEHIGH VALLEY RAIL WAY COMPANY
OPERATED BY THE
LEHIGH VALLEY R. R.
STATION 33-6236 TO STATION 66-4436
MILES 14.00 TO 17.75
OFFICE OF VALUATION, ALBANY, N. Y.
NEW YORK N. Y. 1907, 0 7-2-11

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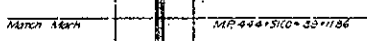
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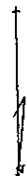
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RIGHT OF WAY AND TRACK MAP.
LEHIGH AND LAKE ERM. BRANCH
THE LEHIGH VALLEY RAIL WAY COMPANY,
OPERATED BY THE
LEHIGH VALLEY R. R.

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STATION 1391168 TO STATION 1540408
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RAILROAD CROSSING

CROSSWALK

STATION 13192485 TO STATION 26470282
DATE - NOV 20 74 JUNE 26, 1975.
OFFICE OF VERIFICATION ENGINEER,
NEW YORK AND YONKES, N.Y.

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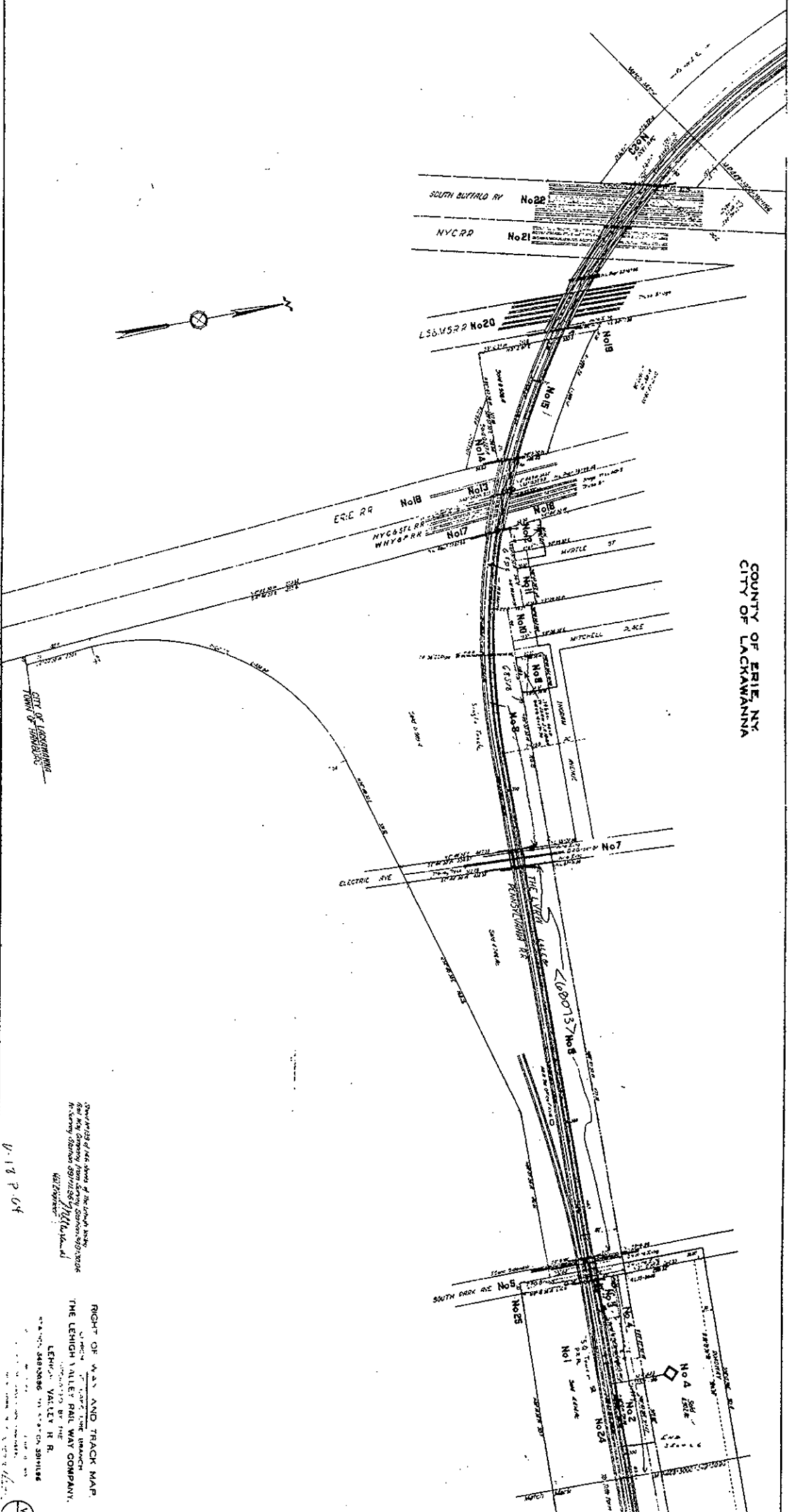
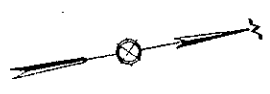


Sheet No 136 of 146 sheets of The Longs Valley
Rail Way Company from Survey Station 191-96 &
to Survey Station 204-1026 - J.H. Roberts

RIGHT OF WAY AND TRACK MAP.
LEHIGH AND CARL ERBE BRANCH
THE LEHIGH VALLEY RAIL WAY COMPANY
OPERATED BY THE
LEHIGH VALLEY R.R.
STATION 13119426 TO STATION 24470226
SCALE: 1" = 100' 0".
JUNE 24, 1947.

VM12437

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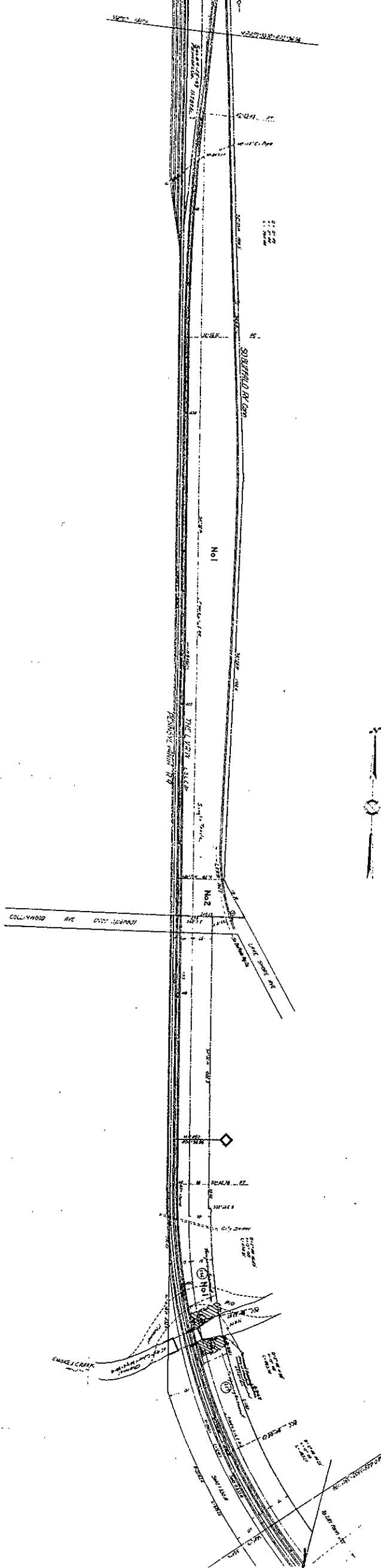
COUNTY OF ERIE, NY
CITY OF LACKAWANNA

RIGHT OF WAY AND TRACK MAP
OF THE ERIE RAILROAD
IN THE CITY OF LACKAWANNA, NY
THE LACKAWANNA RAILROAD COMPANY
LEHIGH VALLEY R.R.
NEW YORK, N.Y. 10468

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COUNTY OF ERIE, NY
CITY OF LACKAWANNA

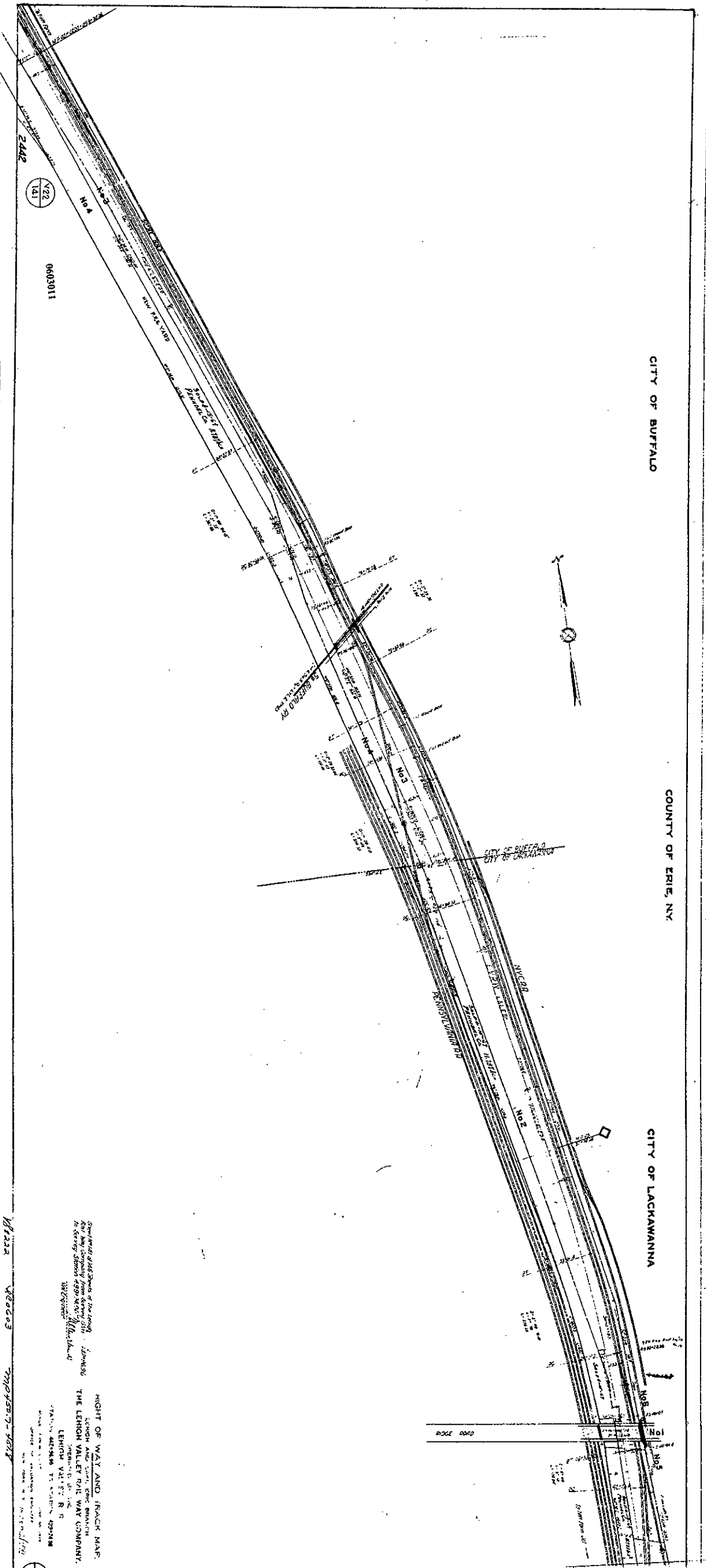


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RIGHT OF WAY AND TRACK MAP.
LEHIGH AND TACK TACK BRANCH
THE LEHIGH VALLEY RAILWAY COMPANY.
CREATED BY THE
LEHIGH VALLEY R.R.
STATION 3911126 TO STATION 4427656
DATE 10/1/11
11/1/11





CITY OF BUFFALO

COUNTY OF ERIE, NY

CITY OF LACKAWANNA

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 City and County of Erie
 In the City of Buffalo
 In the County of Erie
 In the State of New York

RIGHT OF WAY AND TRACK MAP
 LACKAWANNA VALLEY RAILROAD
 THE LACKAWANNA VALLEY RAILROAD COMPANY
 LACKAWANNA, N.Y.

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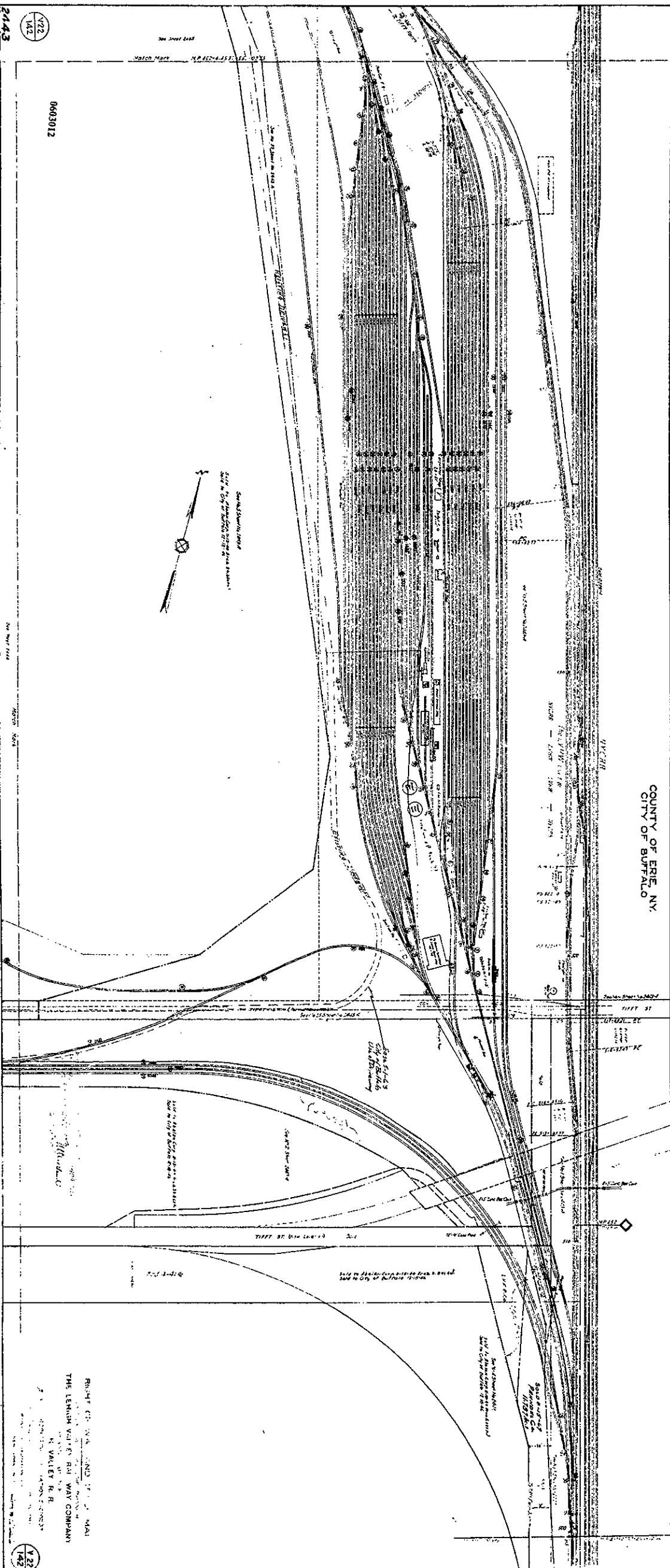
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COUNTY OF ERIE, NY.
CITY OF BUFFALO



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RIGHT OF WAY AND TRACK MAP
LEHIGH AND LANE EMB. BRANCH
THE LEHIGH VALLEY RAIL WAY COMPANY
OPERATED BY D.C.
LEHIGH VALLEY R. R.
STATION TO STATION
MADE BY 1917.
OFFICE OF THE ENGINEER
PHILADELPHIA, PA.

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143

Count No 127 of 146 sheets of the eighth volume
Pitt Water Co. given at Pittsford, N.Y.
J. H. Collins Dec 11

V. 18 fig 6

RIGHT OF WAY AND TRACT MAP
SHOWING ALL LAND OF THE BRANCH
THE LEHIGH VALLEY RAILWAY COMPANY
IN CONNECTION WITH
LEHIGH VALLEY R. R.
STATION _____ IN STATION _____
NOTED HEREON. _____
MADE BY ENGINEER'S OFFICE
NEW YORK, N. Y. _____

STATION _____ IN STATION _____
 DISTANCE _____ IN _____
 TIME _____ IN _____
 WIND _____ IN _____



Attachment E

Document Repository Documentation

Cody Martin

From: April Tompkins <tompkinsa@buffalolib.org>
Sent: Friday, March 24, 2023 1:01 PM
To: Cody Martin; 'ADeMarchi@cscos.com'
Subject: Repository - Hope on Main Site

Good morning Cody and Alayna,

I hope all is well. I don't know who sent the documents, so I'm including both of you.

This morning, I received the repository documents for "Hope on Main Street." The documents were delivered along with an email printout I sent to Alayna in 2015 with contact information for Carol Batt (now deceased). Please forward the updated information to your staff regarding our procedure. It is very important to **always include a cover letter.**

Please refer to our procedure below.

We prefer that you do not take and/or send documents to individual libraries. Please bring or send your documents and cover letter to the Central Library. We will process according to our procedure and distribute to the location(s) of your choice. **If you would like a confirmation that your documents were received, you will need to include the request in your cover letter and provide an email address.**

Please keep the following in mind:

1. Documents (including updates) for public viewing should be either brought in person (to my attention) to the Central Library's administrative reception desk located on the second floor or sent via mail carrier. Documents sent via e-mail will not be accepted. The mailing address is:

Attention: April Tompkins

Re: Repository Documents

Buffalo and Erie County Public Library

1 Lafayette Square

Buffalo, NY 14203

1. Documents are made available usually within three business days after receipt, excluding weekends and holidays. Documents for the Central/Downtown library are located on the first floor in the Information Services Department.

1. If you would like the documents distributed at **libraries other than Central**, you will need to send or give us the appropriate quantity of copies with labels or a list regarding their destination(s). We will distribution accordingly. We do not make copies for distribution.

1. Documents that cannot be stapled, should be kept together in some type of binder. Please do not send 'loose' papers, especially if including a cd or flash drive.

2. You have the choice regarding the format (hard copy print and/or disk or flash drive) you wish to submit. If submitting in more than one format (ex: print and disk), please be sure that they are titled/labeled accordingly. **If cd's or flash drives are included, please secure to the corresponding printed document(s) to prevent it from getting lost or separated.** Although CD-ROMs cannot be used on public library computers, patrons may bring in their personal laptop to view the disk in-house. Public computers do have USB ports. If optional, an alternative is the availability to go online using a provided link for patrons to read/print. Patrons are not allowed to take original repository documents out of the Library.

If you have any questions/concerns, please feel free to contact me by replying to this e-mail or by phone at 716-858-7129. Thank you.

Regards,

April

April Tompkins, Sr. Library Clerk

Office of Chief Operating Officer

Buffalo and Erie County Public Library

1 Lafayette Square | Buffalo, NY 14203

Voice: 716-858-7129 | Fax: 716-845-9053

E-mail: tompkinsa@buffalolib.org

Buffalo & Erie County Public Libraries have more than 3.2 million materials - books, eBooks, DVDs, music & more. Free library cards (traditional and eLibrary) are available to Erie County, New York residents and to those who work and/or attend school in Erie County, NY. Follow the library on [Facebook](#), [Twitter](#), [Instagram](#), [Pinterest](#), [Flickr](#) and on our podcast [*All Booked Up!*](#) Information: 716-858-8900 or <http://www.buffalolib.org>.