

PRESENTED BY

Charles Latimer

PROFILES, MAPS AND ALIGNMENT

— OF —

MAIN TRACKS, YARDS, SWITCHES AND SIDE TRACKS

OF THE

NEW YORK, PENNSYLVANIA & OHIO RAIL ROAD
AND ITS BRANCH LINES

TOGETHER WITH INFORMATION REFERRING TO BRIDGES, WATER SUPPLY,
RAILROAD AND ROAD CROSSINGS, CULVERTS, GRADES AND CURVES

ALSO

LOCATIONS AND LENGTHS OF DIVISIONS, SUBDIVISIONS AND SECTIONS.

Made under the Direction of
CHARLES LATIMER,
CHIEF ENGINEER OF THE N.Y. & O. R.R.

BY

ARTHUR COBB, C.E.

MAY 1st 1883.



X
TP455
.P86
1883
ESL
Pofie

656.308
N42 p

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EXPLANATION

This Profile shows the elevation from a datum of mean low water of the Atlantic Ocean and the horizontal distance of vertical curve and feet below and to a horizontal scale of one foot to the inch.

Large Circles show the distance are indicated on mile scale below if they are shown in feet. In all cases 1 mile line are shown in a direction from east end of the section line and from the several junctions of the branch lines towards their termini.

The datum plane is that shown on the "Station and Elevation Datum" and is 100 feet above the Atlantic Ocean and 134.4 feet below Lake Erie.

Signs of tracks and structures are arranged with a scale of one inch to the foot.

The information contained in the margins at the top of the page refers to other indicated quantities on the profile.

The alignment of the road is shown near the top of the profile.

**TABLE OF CONVENTIONAL SIGNS
PROFILE.**

Station	+
White Pine	⊙
BRIDGE	—
Bridge opening	⊥
Iron Piers Through	—
Wood Piers Through	—
Stone arches through	—
Small Piers Under	—
TRAILS	—
RAILROAD	—
Railroad at crossing of grade	—
Railroad crossing over grade	—
Railroad crossing under grade	—
Railroad junction	—
Public Road at grade	—
Public Road over grade	—
Public Road under grade	—
Private Road or Lane	—
CULVERTS	—
Open culverts	—
Closed culverts	—
Arches	—

MAPS

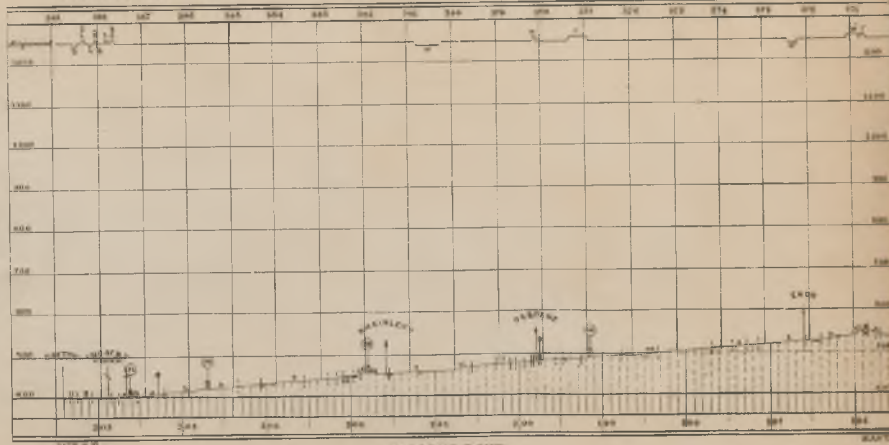
- Location of E. Y. S. R. R. and Branches
- ALL OTHER TRACKS
- Roads
- Public Buildings
- Figures showing lengths of tracks
- ALLEGHENY
- Left margin
- Right margin
- At right side

The E. Y. S. R. R. consists of the following sections:
 1. From West of Union to West of Union
 2. From West of Union to West of Union
 3. From West of Union to West of Union
 4. From West of Union to West of Union
 5. From West of Union to West of Union
 6. From West of Union to West of Union
 7. From West of Union to West of Union
 8. From West of Union to West of Union
 9. From West of Union to West of Union
 10. From West of Union to West of Union

ALLEGHENY RIVER BRIDGE
 1. From West of Union to West of Union
 2. From West of Union to West of Union
 3. From West of Union to West of Union
 4. From West of Union to West of Union
 5. From West of Union to West of Union
 6. From West of Union to West of Union
 7. From West of Union to West of Union
 8. From West of Union to West of Union
 9. From West of Union to West of Union
 10. From West of Union to West of Union

RAILROAD BRIDGE
 1. From West of Union to West of Union
 2. From West of Union to West of Union
 3. From West of Union to West of Union
 4. From West of Union to West of Union
 5. From West of Union to West of Union
 6. From West of Union to West of Union
 7. From West of Union to West of Union
 8. From West of Union to West of Union
 9. From West of Union to West of Union
 10. From West of Union to West of Union

BRIDGE OVER WEST RIVER
 1. From West of Union to West of Union
 2. From West of Union to West of Union
 3. From West of Union to West of Union
 4. From West of Union to West of Union
 5. From West of Union to West of Union
 6. From West of Union to West of Union
 7. From West of Union to West of Union
 8. From West of Union to West of Union
 9. From West of Union to West of Union
 10. From West of Union to West of Union



DIVISION 4
 B. & O. DISTRICT

100

REVISION 1000-1000-1000-1000
1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

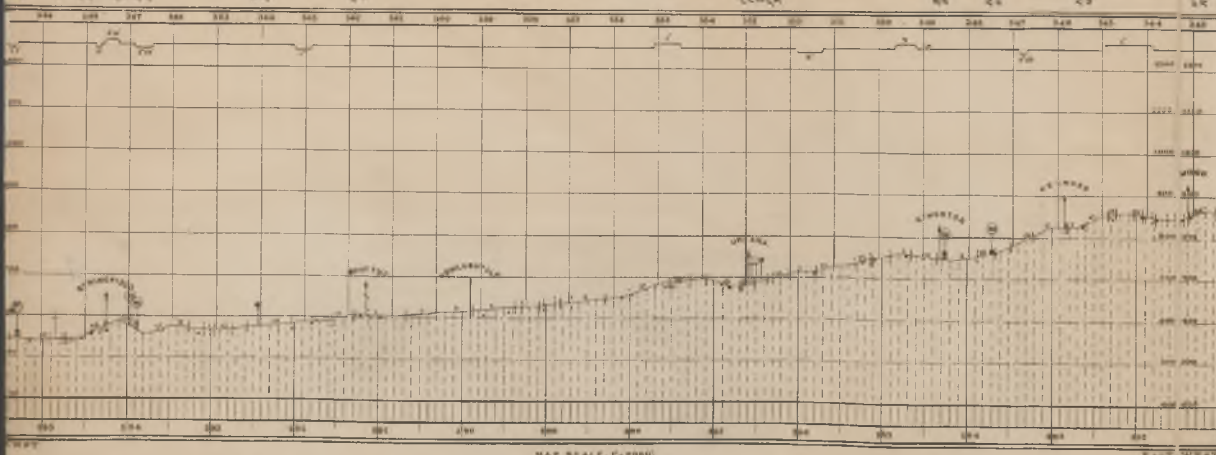
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1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000

1000-1000-1000-1000



MAP SCALE, 1"=1000'



DIVISION 4

FOR DIVISION 4

Section 11 Section 12 Section 13 Section 14 Section 15

1000-1000-1000-1000

ALL TRACKS TO BE
 MADE BY THE
 STATE OF TEXAS
 THROUGH
 THE STATE OF TEXAS
 THROUGH
 THE STATE OF TEXAS

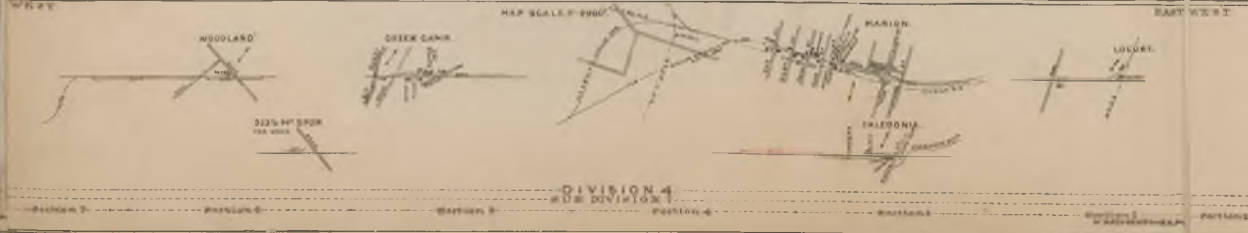
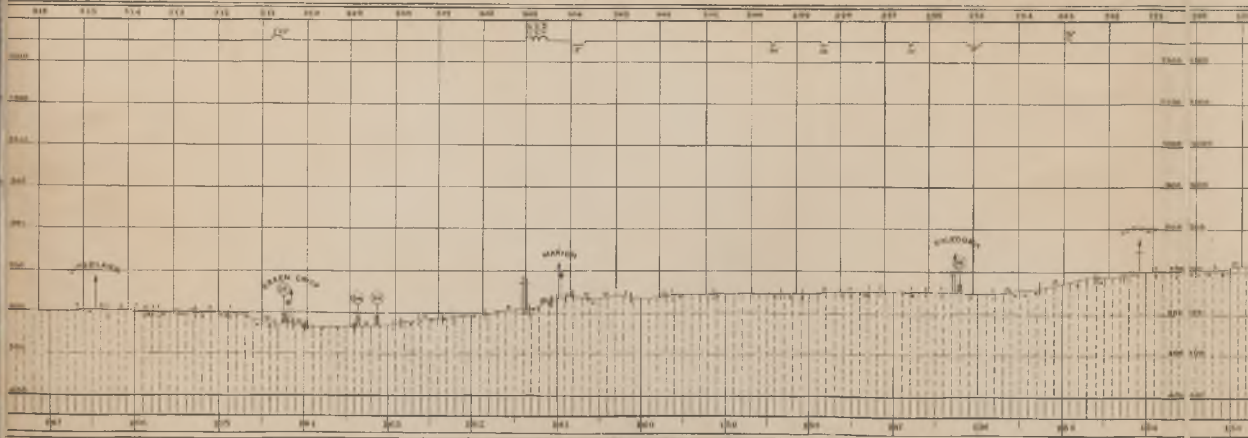
ALL TRACKS TO BE
 MADE BY THE
 STATE OF TEXAS
 THROUGH
 THE STATE OF TEXAS
 THROUGH
 THE STATE OF TEXAS

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 STATE OF TEXAS
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 THROUGH
 THE STATE OF TEXAS

ALL TRACKS TO BE
 MADE BY THE
 STATE OF TEXAS
 THROUGH
 THE STATE OF TEXAS
 THROUGH
 THE STATE OF TEXAS



SECTION 3 SECTION 4 SECTION 5

SECTION 14
 1877 from 2 1/2 to 1 mi through
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.

SECTION 15
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.

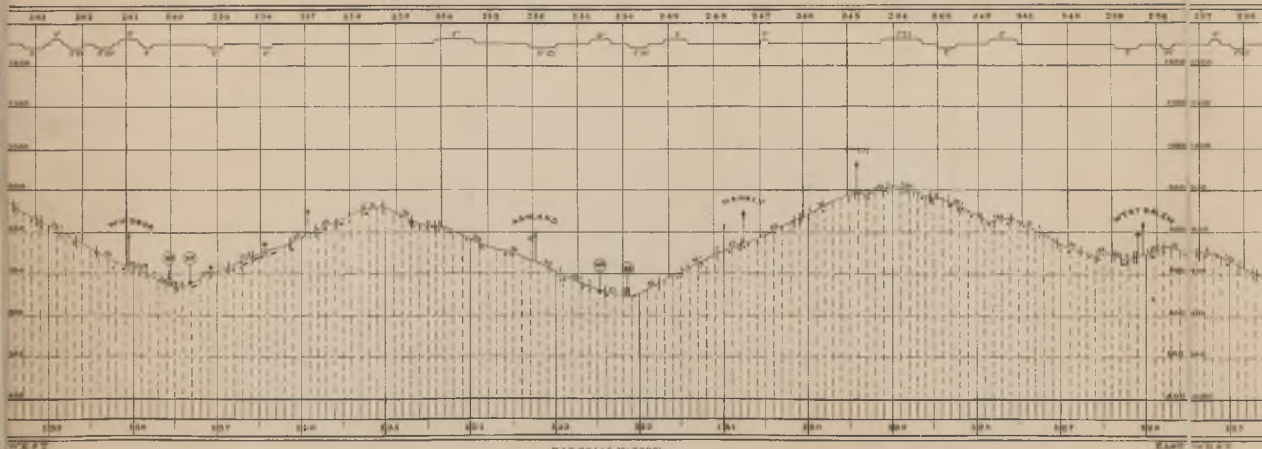
SECTION 16
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.

SECTION 17
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.

SECTION 18
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.

SECTION 19
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.

SECTION 20
 1878 from 1/2 to 1 mi through
 of 2 in. 2 1/2 in. section
 through.



MAP SCALE 1"=1000'



DIVISION 3
 SUB DIVISION 6

Section 14 Section 15 Section 16 Section 17 Section 18 Section 19 Section 20

10000 1000 100 10 1 0.1 0.01 0.001

RAIDERS near Little Elbow
at Iron River bridge
through

RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge

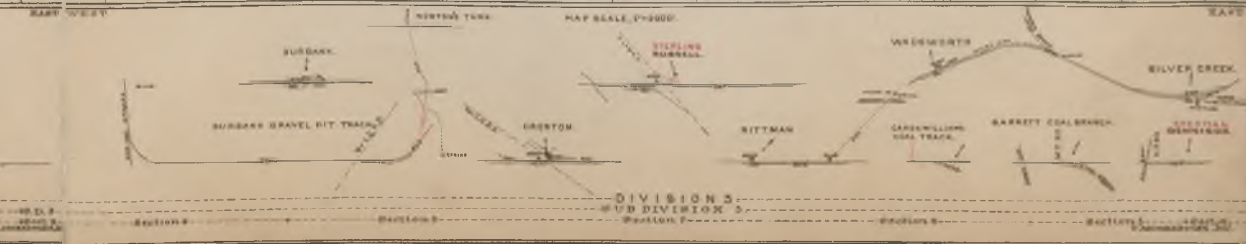
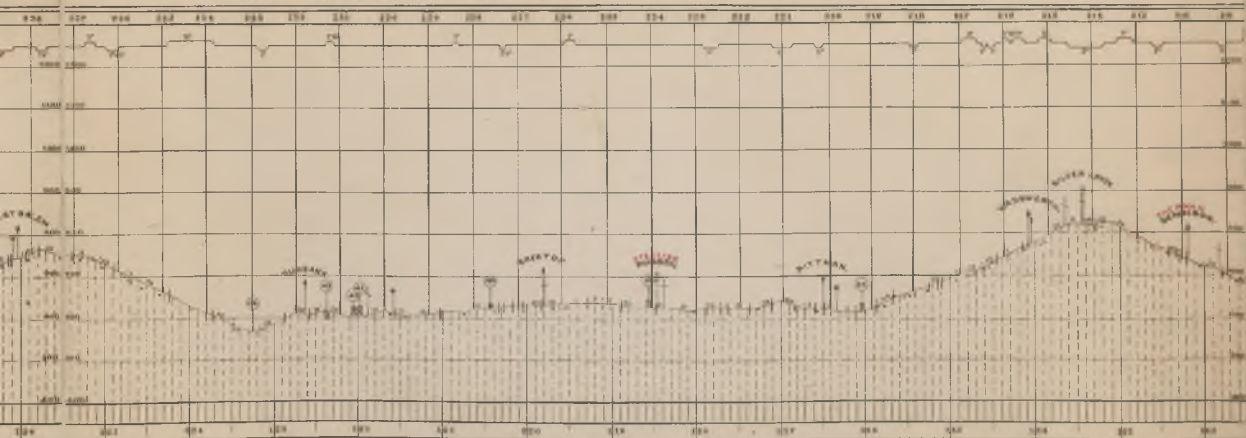
RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge

RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge

RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge

RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge

RAIDERS near Elbow
at Iron River bridge
RAIDERS near Elbow
at Iron River bridge



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

WINDS were light and
at times fair, but through

PAK was not well supported from
land by breeze.

WINDS were moderate
at times fresh from the North.

WINDS were moderate and
at times fresh from the North.
PAK was not well supported
from land by breeze.

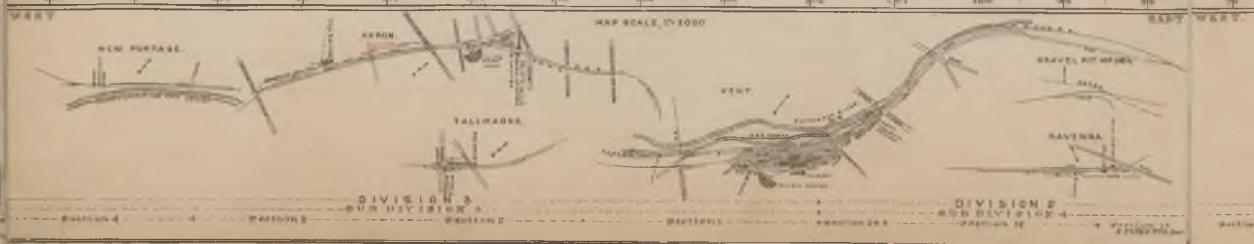
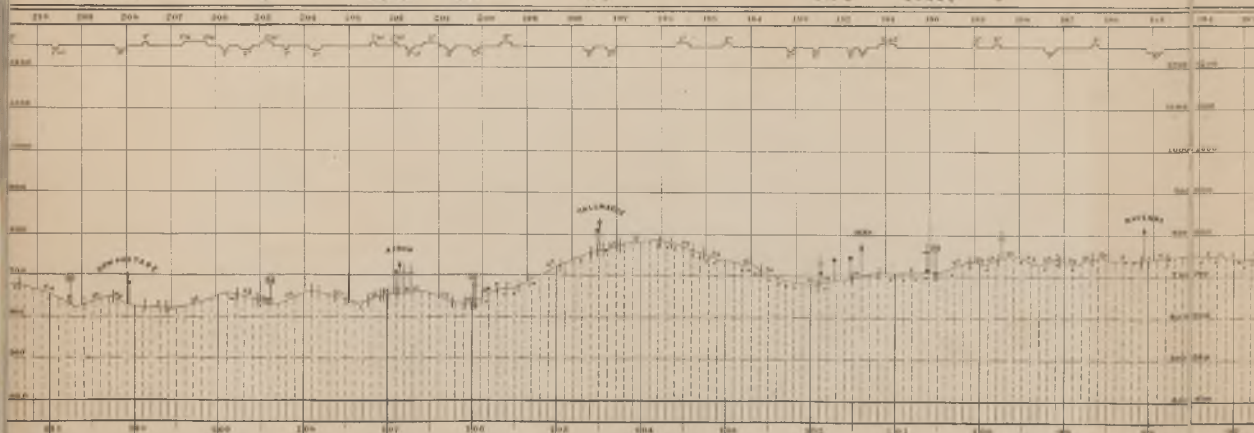
WINDS were moderate and
at times fresh from the North.

WINDS were light and
at times fair, but through

WINDS were light and
at times fair, but through

WINDS were light and
at times fair, but through

WINDS were light and
at times fair, but through



PROPOSED SECTION OF
 RAILROAD FROM
 BRIDGEVILLE TO
 BRIDGEVILLE

BRIDGEVILLE
 BRIDGEVILLE

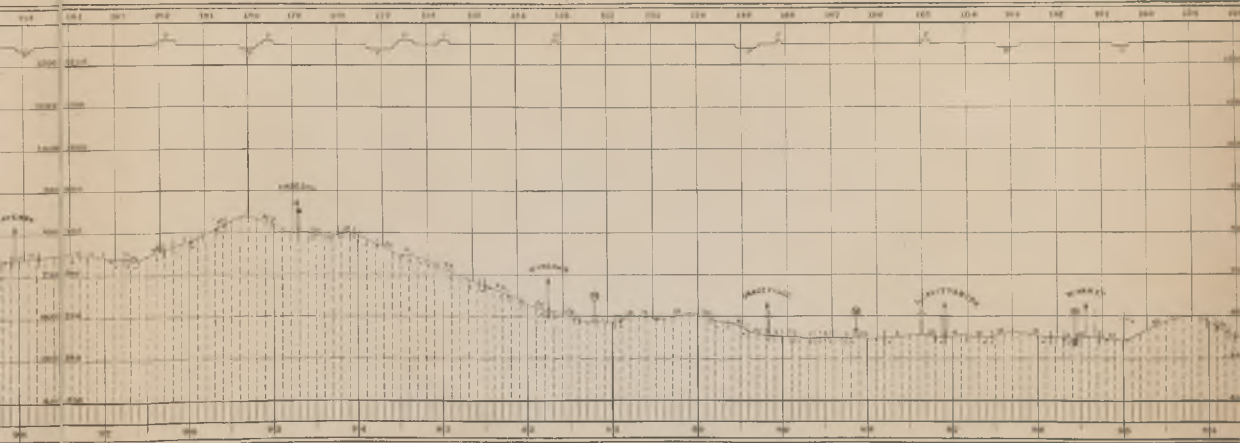
BRIDGEVILLE

BRIDGEVILLE

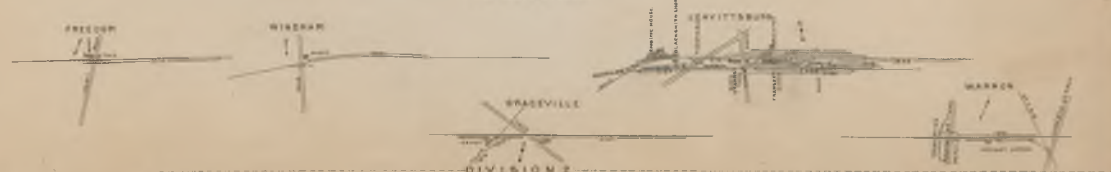
BRIDGEVILLE

BRIDGEVILLE

BRIDGEVILLE



MAP SCALE, 1" = 2000'



DIVISIONS

Station 11 Station 10 Station 9 Station 8 Station 7 Station 6 Station 5 Station 4 Station 3 Station 2 Station 1

SECTION 11

BASELINE established from
1877 from Aerial Photo

PAKES shown with original
contour lines for
reference. Original contour lines
are shown in black.

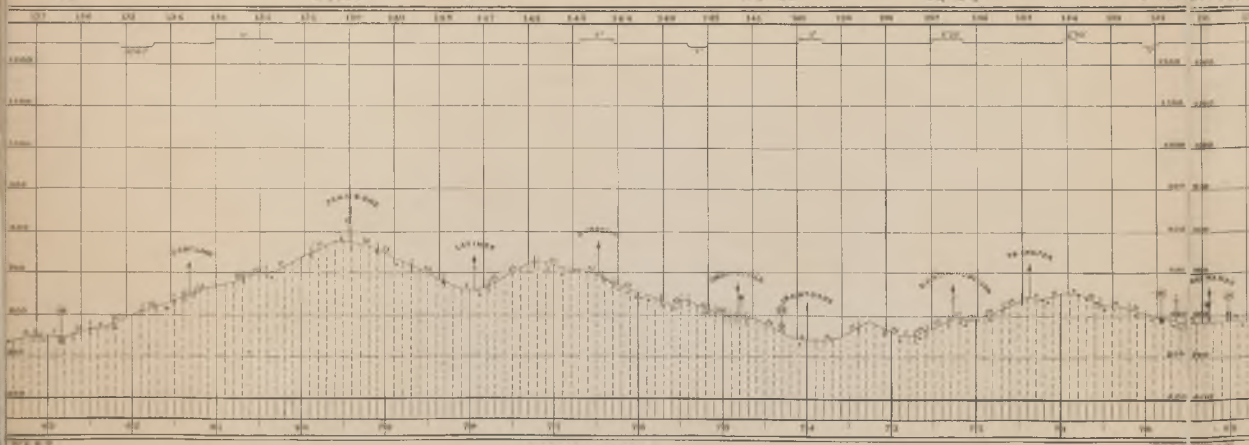
CONTOUR LINE 100 FT. ELEVATION

PAKES shown with original
contour lines for
reference. Original contour lines
are shown in black.

PAKES shown with original
contour lines for
reference. Original contour lines
are shown in black.

PAKES shown with original
contour lines for
reference. Original contour lines
are shown in black.

PAKES shown with original
contour lines for
reference. Original contour lines
are shown in black.



WEST EAST
MAP SCALE, 1"=200'



SECTION 12

DIVISION 4

SECTION 11

DIVISION 3

SECTION 10

DIVISION 5

SECTION 9

SECTION 11

Shaded by the
Office of the Chief
Engineer of the P. & N.

THIS SHEET WAS PREPARED FROM
DATA OBTAINED BY THE U.S. GEOLOGICAL
SURVEY UNDER THE DIRECTION OF
W. H. WOODRUFF, CHIEF ENGINEER,
AT THE FOLLOWING PLACES:
SHERANGO
GREENVILLE
AMABA
SUGAR BROVE
ATLANTIC
STEAM SHOVEL CUT
ECHOING
JACKSON SWITCH
GENEA
ADRIE SWITCH

THE SCALE OF THIS SHEET IS
AS SHOWN BY THE BAR AT THE
BOTTOM OF THE SHEET.

THE ELEVATIONS ON THIS SHEET
ARE IN FEET ABOVE MEAN SEA LEVEL.

THE DATA ON WHICH THIS SHEET
IS BASED WERE OBTAINED FROM
THE FOLLOWING PLACES:
SHERANGO
GREENVILLE
AMABA
SUGAR BROVE
ATLANTIC
STEAM SHOVEL CUT
ECHOING
JACKSON SWITCH
GENEA
ADRIE SWITCH

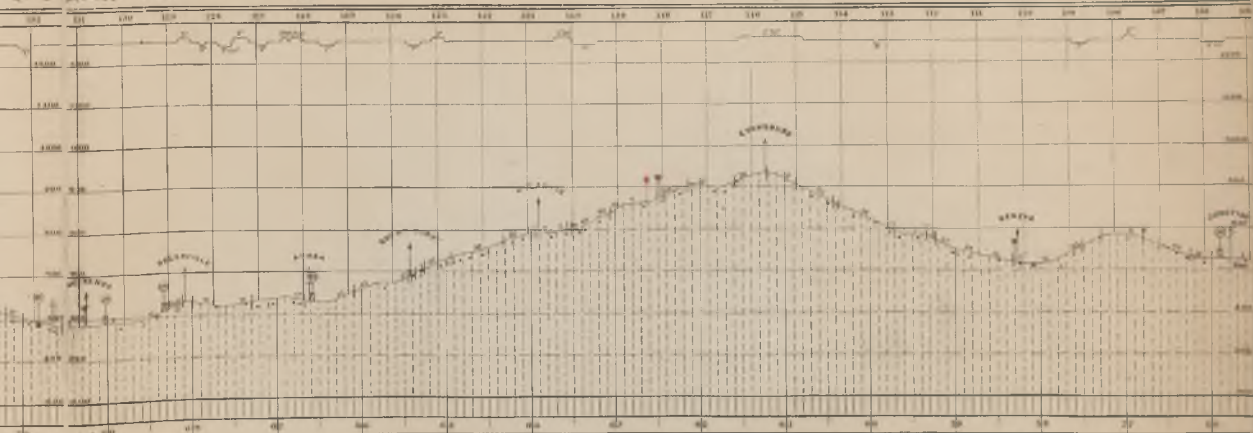
THE DATA ON WHICH THIS SHEET
IS BASED WERE OBTAINED FROM
THE FOLLOWING PLACES:
SHERANGO
GREENVILLE
AMABA
SUGAR BROVE
ATLANTIC
STEAM SHOVEL CUT
ECHOING
JACKSON SWITCH
GENEA
ADRIE SWITCH

THE DATA ON WHICH THIS SHEET
IS BASED WERE OBTAINED FROM
THE FOLLOWING PLACES:
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AMABA
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STEAM SHOVEL CUT
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THE DATA ON WHICH THIS SHEET
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GREENVILLE
AMABA
SUGAR BROVE
ATLANTIC
STEAM SHOVEL CUT
ECHOING
JACKSON SWITCH
GENEA
ADRIE SWITCH

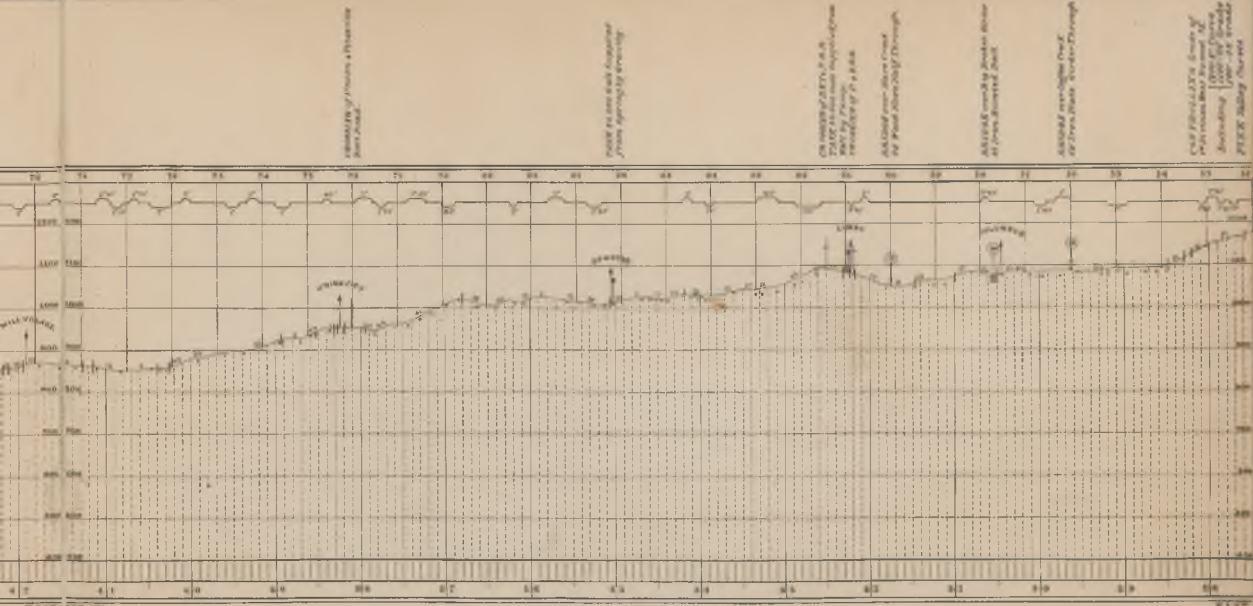


MAP SCALE 1:5000



DIVISION 2
SUB DIVISION 1

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



ROADWAY OF 1900'S & 1910'S
 (See Note)

EXISTING ROAD GRADE
 (See Note)

ON 1900'S & 1910'S
 ROADWAY
 (See Note)

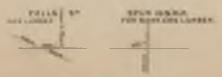
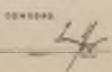
ADDED ROAD GRADE
 (See Note)

ADDED ROAD GRADE
 (See Note)

ADDED ROAD GRADE
 (See Note)

PROPOSED GRADE
 (See Note)

EAST WEST MAP SCALE, 1"=200'



DIVISION 2
 ROAD DIVERSION 2



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

PROPERTY of Bureau of Geology
Department of Geology, U.S.G.A.

FIELD NO. 106, 106-4375

SECTION near Ft. Collins,
Colorado, from photo of
1917

SECTION near Ft. Collins, Colorado,
from photo of 1917

FACE as seen from
from South by locality.

MEZONIA Name
CONTROLLER, U.S.G.A.
FEDERAL BUREAU OF
GEOLOGICAL SURVEY
Washington, D.C.
1917-18

PROPERTY of Bureau of Geology
Department of Geology, U.S.G.A.

FIELD NO. 106, 106-4375

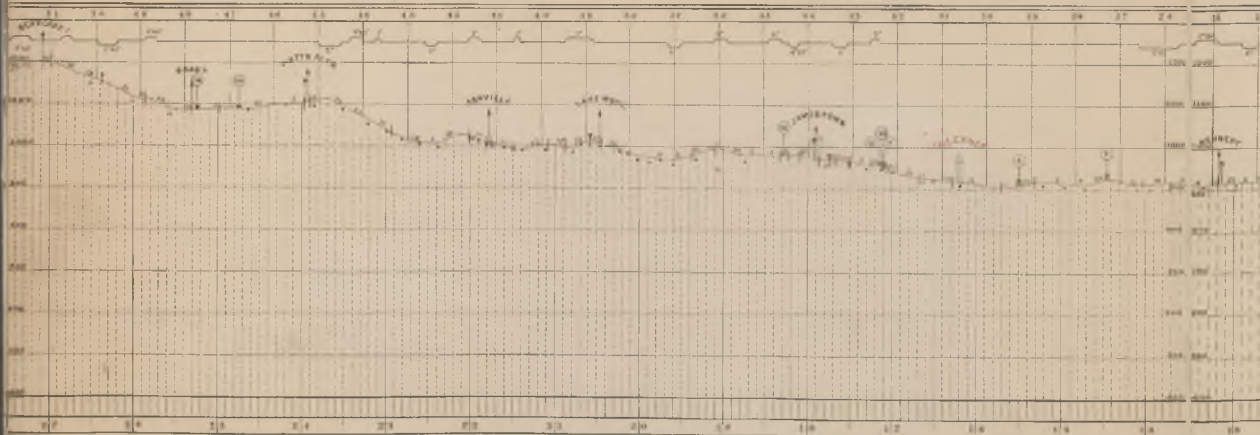
SECTION near Ft. Collins,
Colorado, from photo of
1917

FACE as seen from
from South by locality.

PROPERTY of Bureau of Geology
Department of Geology, U.S.G.A.

SECTION near Ft. Collins,
Colorado, from photo of
1917

PROPERTY of Bureau of Geology
Department of Geology, U.S.G.A.



SECTION 1 SECTION 2 SECTION 3 SECTION 4 SECTION 5 SECTION 6

BASE near West Springs
from Spring 17 through

BASE near West Springs
from Spring 17 through

BASE near West Springs
from Spring 17 through

BASE near West Springs
from Spring 17 through

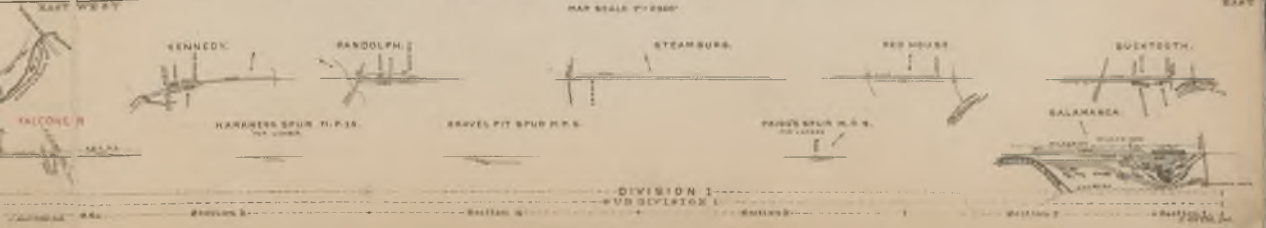
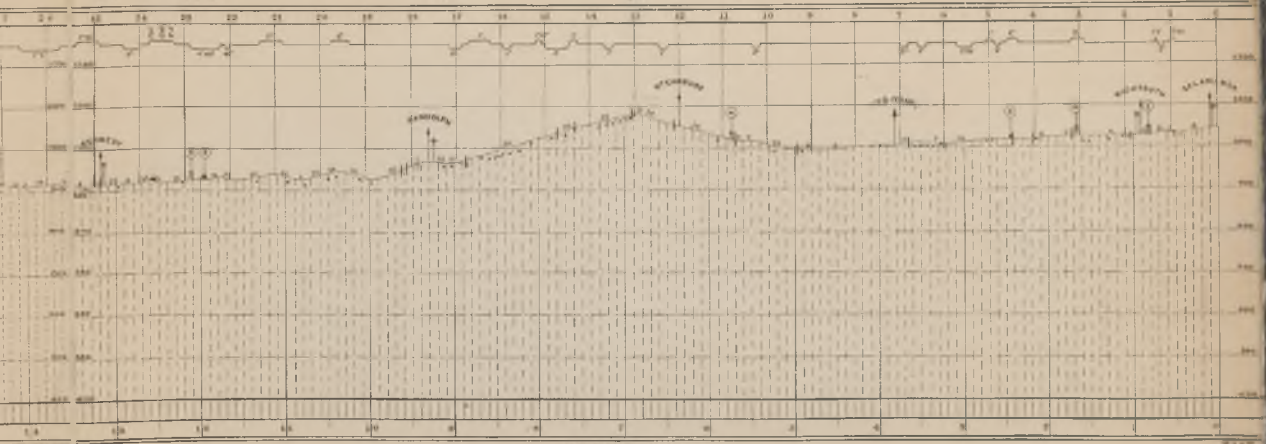
BASE near West Springs
from Spring 17 through

BASE near West Springs
from Spring 17 through

BASE near West Springs
from Spring 17 through

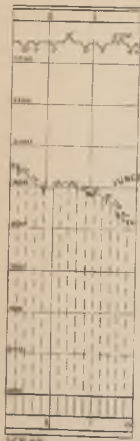
BASE near West Springs
from Spring 17 through

BASE near West Springs
from Spring 17 through



WEST SPRINGS RANDOLPH STEAMBOURNE RED HOUSE BUCKTEETH
 DIVISION I
 SUB DIVISION I

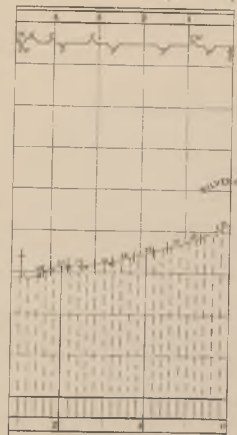
ADDED POINT



MADWORTH BRANCH
FOR CLEVELAND
SCALE 1:10000

ADDED POINTS with Mean Low Water
August 1894

CHANGES IN PROFILE
DURING THE YEAR



MAP SCALE 1:10000



SILVER CREEK BRANCH
FOR CLEVELAND
SCALE 1:10000

POINTS as marked only when
the water is in the channel
through the dam.

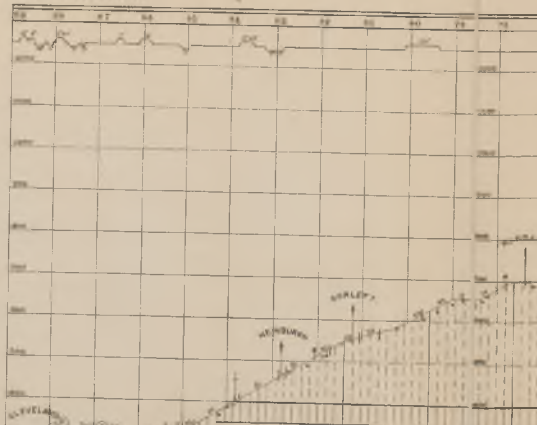
PROFILES of Mean Low Water
AS TAKEN FROM THE ORIGINAL DATA



EAST BRANCH
FOR CLEVELAND
SCALE 1:10000

POINTS as marked only when
the water is in the channel
through the dam.

ADDED POINTS
CHANGES IN PROFILE
DURING THE YEAR
PROFILES of Mean Low Water
AS TAKEN FROM THE ORIGINAL DATA



CLEVELAND AND MAHONING R.R.
FOR CLEVELAND
SCALE 1:10000

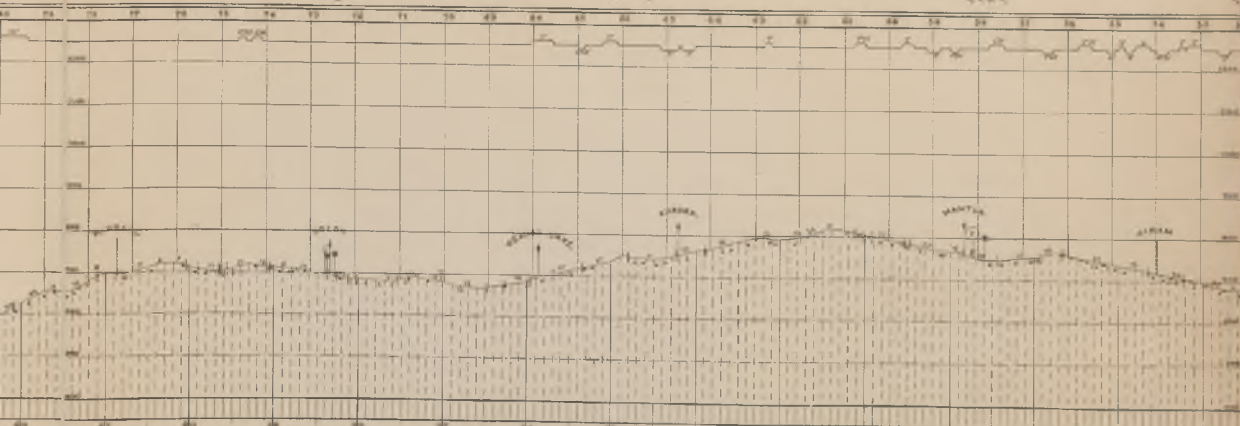
PROFILES of CLEVELAND

GRADE AND ELEVATION
FROM SURVEYING POINTS

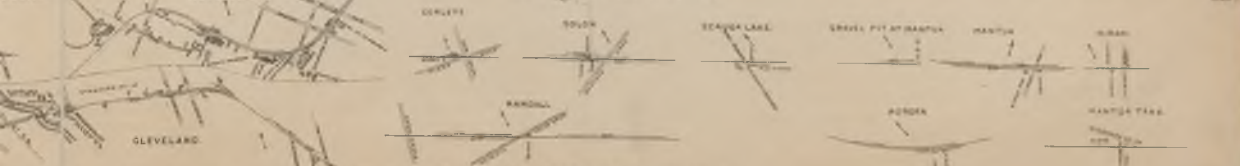
CLEVELAND GRADE
AT POINTS MARKED
INDICATING GRADE AT
POINTS

GRADE AND ELEVATION
FROM SURVEYING POINTS
AT POINTS MARKED
INDICATING GRADE AT
POINTS

SCALE OF HORIZONTAL DISTANCE



MAP SCALE 1" = 1000'



CLEVELAND and MAHONING R.R.
R.T.'S DIVISION 33

SECTION 1 SECTION 2 SECTION 3 SECTION 4 SECTION 5 SECTION 6 SECTION 7 SECTION 8 SECTION 9 SECTION 10

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

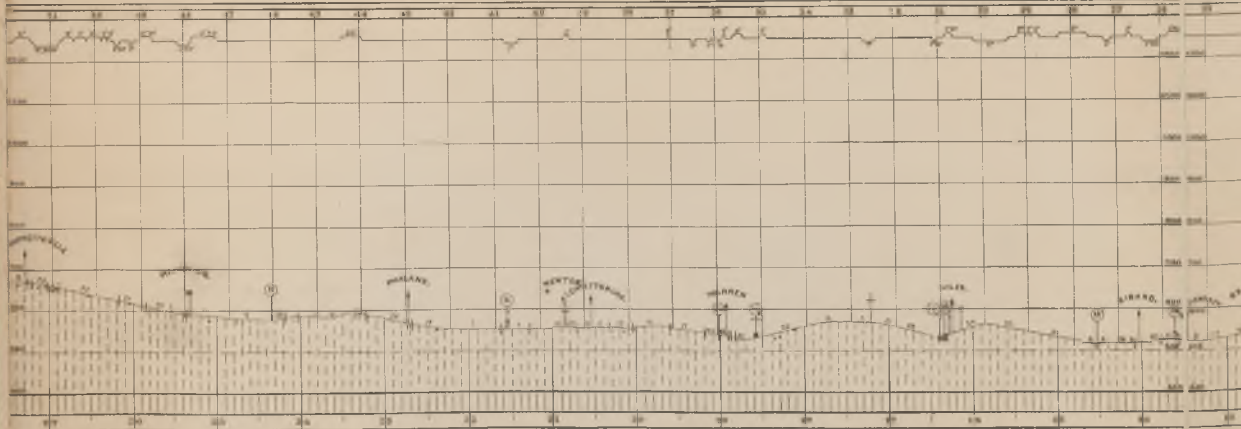
21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography

21000 Feet sea level
From the topography



SECTION 10 SECTION 11 SECTION 12 SECTION 13 SECTION 14 SECTION 15 SECTION 16

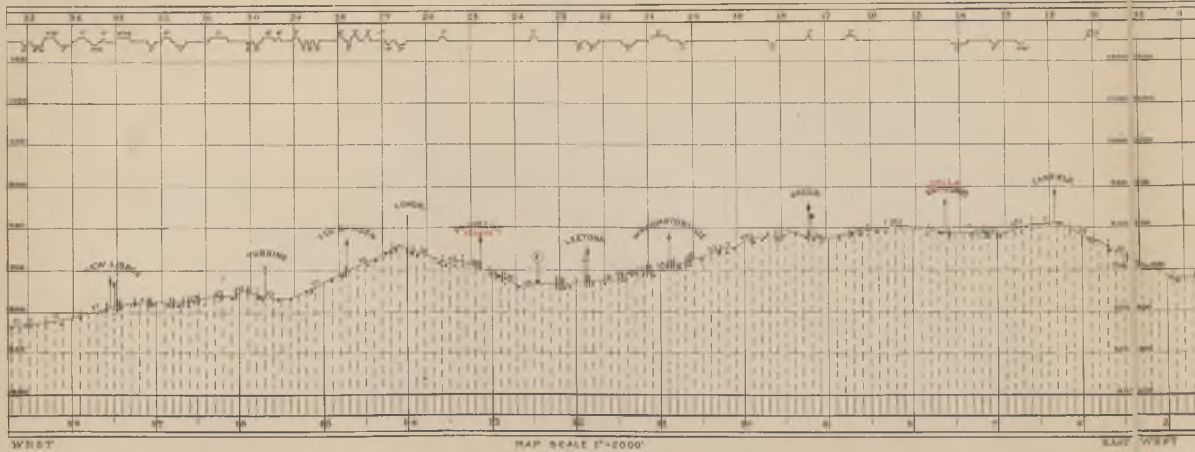
TANK ABOVE THE RAILROAD
FROM 1877 AS SHOWN BY PHOTO

ALSO SEE THE PHOTO FROM
THE TANK ABOVE THE RAILROAD
FROM 1877 AS SHOWN BY PHOTO

WATER TOWER AT NILES, CALIF.

TANK ABOVE THE RAILROAD
FROM 1877 AS SHOWN BY PHOTO

PHOTO OF THE RAILROAD
FROM 1877 AS SHOWN BY PHOTO



Section 1

Section 2

Section 3

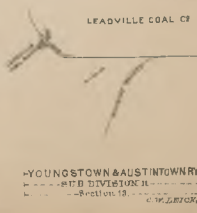
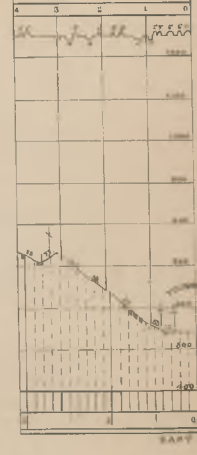
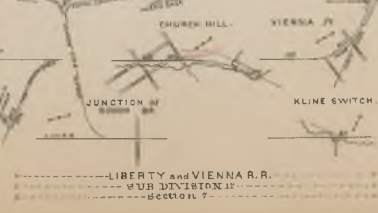
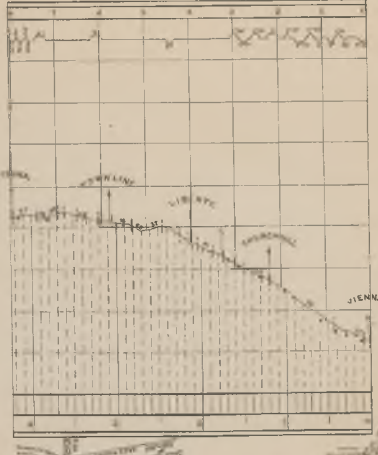
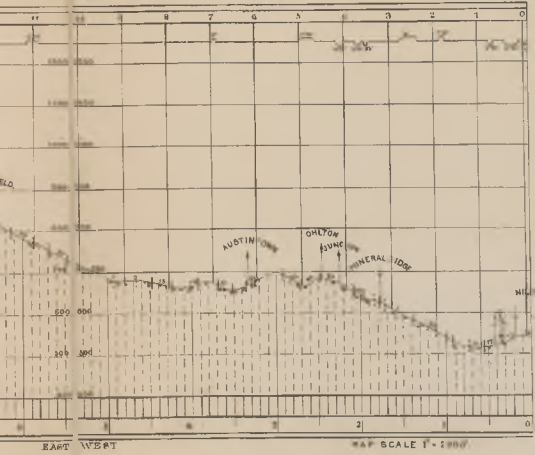
Section 4

W. L. C. 1904

PROF. GEO. W. H. HAY
 Dec. 1893

PROF. GEO. W. H. HAY
 Dec. 1893
 Prof. Geo. W. H. Hay
 Dec. 1893

CONTOUR
 25 feet
 50 feet
 75 feet
 100 feet
 125 feet
 150 feet
 175 feet
 200 feet
 225 feet
 250 feet
 275 feet
 300 feet
 325 feet
 350 feet
 375 feet
 400 feet
 425 feet
 450 feet
 475 feet
 500 feet
 525 feet
 550 feet
 575 feet
 600 feet
 625 feet
 650 feet
 675 feet
 700 feet
 725 feet
 750 feet
 775 feet
 800 feet
 825 feet
 850 feet
 875 feet
 900 feet
 925 feet
 950 feet
 975 feet
 1000 feet

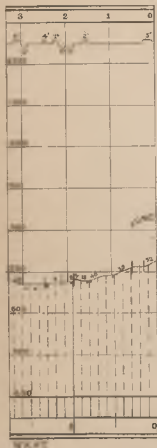


PROF. GEO. W. H. HAY
 Dec. 1893

PROF. GEO. W. H. HAY
 Dec. 1893

PROF. GEO. W. H. HAY
 Dec. 1893

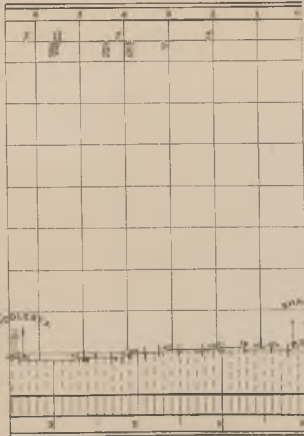
PROF. GEO. W. H. HAY
 Dec. 1893



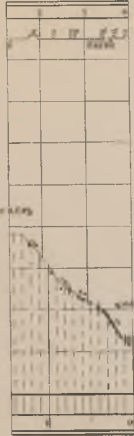
SECTION THROUGH MANNING BRANCH
 showing water table



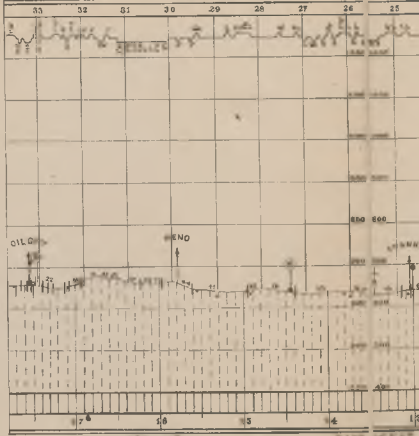
SECTION THROUGH HAZLETON BRANCH
 showing water table



SECTION THROUGH MIDDLESEX EXTENSION
 showing water table



SECTION THROUGH FILING POINT
 showing water table



SECTION THROUGH BUTLER COBRANCHE
 showing water table

SECTION THROUGH BUTLER COBRANCHE
 showing water table

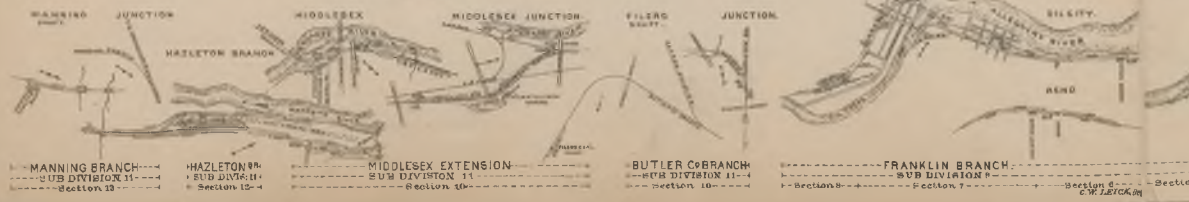
SECTION THROUGH BUTLER COBRANCHE
 showing water table

SECTION THROUGH BUTLER COBRANCHE
 showing water table

SECTION THROUGH BUTLER COBRANCHE
 showing water table

SECTION THROUGH BUTLER COBRANCHE
 showing water table

MAP SCALE 1" = 2000'



- MANNING BRANCH ---
- HAZLETON BRANCH ---
- MIDDLESEX EXTENSION ---
- BUTLER COBRANCHE ---
- FRANKLIN BRANCH ---

C.W. JACKSON

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