

Route Four Hundred and Fifty-seven. Beginning at Drumgold on State highway route number forty in the county of Perry, and running thence in a westerly direction through the townships of Carroll and Tyrone to the borough of Landisburg, and intersection with State highway [routes numbers] *route number* one hundred and ninety-one. [and three hundred and five.]

Route 457.

Route Five Hundred and Nineteen. Beginning on State highway route number one hundred and eighteen at a point west of Charleroi [at the top of Colvin Hill] in the county of Washington, and running by way of Lover to a point on the National Pike, State highway route number one hundred and thirteen, in Centerville.

Route 519.

Route [Number] Five Hundred and Twenty-six. Beginning at [Brookland] *a point* on State highway route number one hundred and two *near Walton*; and [from] thence *via Brookland* to Gold on State highway route number one hundred and three in Potter County.

Route 526.

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT

No. 259

AN ACT

To amend an act, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred and thirty-five), entitled "An act to establish as a State highway a certain section of public road in the counties of Allegheny and Washington."

Section 1. Be it enacted, &c., That section one of an act, approved the fourteenth day of May, one thousand nine hundred and twenty-five (Pamphlet Laws, seven hundred thirty-five), entitled "An act to establish as a State highway a certain section of public road in the counties of Allegheny and Washington," is hereby amended to read as follows:

State highway.

Section 1, act of May 14, 1925 (P. L. 735), amended.

Section 1. Be it enacted, &c., That a certain section of public road beginning at Bridgeville on State highway route number one hundred and eight in the county of Allegheny, and running thence by way of Treveskyn to a point on the dividing line between Allegheny and Washington Counties, thence by way of Cecil, Venice, Hickory, [Woodrow] Rea, and Avella to a point on the West Virginia State line, shall be adopted by the Commonwealth as a State highway, to be constructed, maintained, and improved at the [sole] expense of the Commonwealth, under the provisions of present or future laws governing main State highways.

Route in Allegheny and Washington counties amended.

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT

## No. 260

## AN ACT

To amend route number six hundred and twenty of the act, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty-seven), entitled "An act establishing certain public roads as State highways, and providing for their construction and maintenance at the expense of the Commonwealth," as amended.

State  
highways.

Route 620.  
act of  
May 5, 1927  
(P. L. 787),  
as amended  
by act of  
May 7, 1929  
(P. L. 1598),  
further  
amended.

Section 1. Be it enacted, &c., That route number six hundred and twenty of the act, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty-seven), entitled "An act establishing certain public roads as State highways, and providing for their construction and maintenance at the expense of the Commonwealth," as amended by the act, approved the seventh day of May, one thousand nine hundred and twenty-nine (Pamphlet Laws, one thousand five hundred ninety-eight), entitled "An act to amend route numbers five hundred and forty-six, five hundred and forty-nine, five hundred and fifty-six, five hundred and sixty-four, five hundred and sixty-seven, five hundred and seventy-one, five hundred and seventy-two, five hundred and seventy-three, five hundred and seventy-five, five hundred and seventy-eight, five hundred and eighty, five hundred and eighty-one, five hundred and eighty-two, five hundred and eighty-three, five hundred and eighty-four, five hundred and eighty-six, five hundred and eighty-nine, five hundred and ninety-one, five hundred and ninety-four, five hundred and ninety-five, five hundred and ninety-eight, five hundred and ninety-nine, six hundred and two, six hundred and three, six hundred and eight, six hundred and nine, six hundred and ten, six hundred and eleven, six hundred and fourteen, six hundred and sixteen, six hundred and twenty, six hundred and twenty-one, six hundred and twenty-two, six hundred and twenty-three, six hundred and twenty-four, six hundred and twenty-seven, six hundred and twenty-eight, six hundred and twenty-nine, six hundred and thirty-one, six hundred and thirty-two, six hundred and thirty-three, six hundred and thirty-four, six hundred and thirty-five, six hundred and thirty-nine, six hundred and forty, six hundred and forty-one, six hundred and forty-four, six hundred and fifty, six hundred and fifty-one, six hundred and fifty-three, six hundred and fifty-six, six hundred and fifty-eight, six hundred and sixty, six hundred and sixty-one, six hundred and sixty-two, six hundred and sixty-three, six hundred and sixty-four, six hundred and sixty-six, six hundred and sixty-nine, six hundred and seventy-one, six hundred and seventy-three, six hundred and seventy-four, six hundred and seventy-five, six hundred and

eighty-one, six hundred and ninety-three, six hundred and ninety-four, six hundred and ninety-seven, six hundred and ninety-eight, seven hundred, seven hundred and one, seven hundred and three, seven hundred and five, seven hundred and ten, seven hundred and thirteen, seven hundred and fifteen, seven hundred and seventeen, seven hundred and nineteen, seven hundred and twenty-one, seven hundred and twenty-two, seven hundred and twenty-six, seven hundred and twenty-eight, seven hundred and twenty-nine, seven hundred and thirty, seven hundred and thirty-one, seven hundred and thirty-two, seven hundred and thirty-four, seven hundred and thirty-five, seven hundred and thirty-six, seven hundred and thirty-seven, seven hundred and thirty-eight, seven hundred and thirty-nine, seven hundred and forty-nine, seven hundred and fifty-two, seven hundred and fifty-four, and seven hundred and sixty of the act, approved the fifth day of May, one thousand nine hundred and twenty-seven (Pamphlet Laws, seven hundred eighty-seven), entitled 'An act establishing certain public roads as State highways, and providing for their construction and maintenance at the expense of the Commonwealth,' is hereby further amended to read as follows:

Route Number Six Hundred and Twenty. [From the borough line of the borough of Biglerville at Fourth Street.] **Route 620.** *From an intersection with State highway route number three hundred and forty-two at a point about eleven hundred feet west of Biglerville Borough; thence through the borough of Biglerville, over Hanover Street, and through the village of Table Rock; thence in a southeasterly direction, crossing State highway route number one hundred and twenty-three at Dick Schriver's, through the village of Hunterstown to the "white house;" thence in a northeasterly direction by way of Pines Church, through the village of New Chester, by way of Turkey-pit schoolhouse, to the village of Hampton on State highway route number three hundred and forty-two in Adams County: **Provided,** **That** *the Commonwealth shall not be liable for the cost of the removal of any grade crossing on the section of road added by this amendment, or any part thereof.**

APPROVED—The 22d day of June, A. D. 1931.

GIFFORD PINCHOT