

No. 269.

## AN ACT

To amend part of section six of an act, approved the thirty-first day of May, Anno Domini one thousand nine hundred and eleven, entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, and a staff of assistants and employes; defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of commissioner and deputies and other appointees; providing for taking over from the counties or townships of the Commonwealth certain existing public roads connecting county-seats, principal cities, and towns and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvement, maintenance and repair of said State highways solely at the expense of the Commonwealth, and relieving the several townships or counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of property, or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing method of application for State aid in the improvement, maintenance and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough or incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriations to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provisions of this act."

Highway routes.

Act of May  
31, 1911 (P. L.  
466), amended.

Section 1. Be it enacted, &c., That so much of section six of an act, approved the thirty-first day of May, Anno Domini one thousand nine hundred and eleven (Pamphlet Laws, four hundred and sixty-eight), entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, a staff of assistants and employes, defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of commissioner and deputies and other appointees; providing for taking over from the counties or townships

of the Commonwealth certain existing public roads connecting county-seats, principal cities, and towns and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvement, maintenance and repair of said State highways solely at the expense of the Commonwealth, and relieving the several townships or counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of property, or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing method of application for State aid in the improvement, maintenance and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough, or incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriations to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provision of this act," as amended by—act approved the twenty-second day of July, one thousand nine hundred and thirteen (Pamphlet Laws, nine hundred forty-one), which act amended route number forty-nine, herein further amended; act approved the seventh day of June, one thousand nine hundred and fifteen (Pamphlet Laws, eight hundred sixty), which act amended route number one

hundred eighty-nine, herein further amended; act approved the twentieth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, eleven hundred sixty-one), which act amended route number twenty and route number sixty-three, herein further amended; and act approved the twenty-first day of June, one thousand nine hundred and nineteen (Pamphlet Laws, five hundred fifty-six), which act amended route number nine and route number one hundred and thirty-one, herein further amended, which reads as follows:—

Part of section 6, as amended, cited for amendment.

“Route Seven. From Honesdale to Milford.—Commencing in Honesdale, and running to Hawley; thence to a point on the dividing line between Wayne and Pike Counties; thence, *by way of Blooming Grove*, into Milford, Pike County.

“Route Nine. From Scranton to Montrose.—Commencing at a point on the boundary line of the city of Scranton, and running, by way of Clarks Summit, Glenburn, and LaPlume, to a point on the dividing line between Lackawanna and Wyoming Counties; thence, by way of Factoryville and Nicholson, to a point on the dividing line between Wyoming and Susquehanna Counties; thence, by way of New Milford, into Montrose, Susquehanna County.

“Route Thirteen. From Tunkhannock to Towanda.—Commencing in Tunkhannock, and running, by way of Eatonville, Lucasville, Mehoopany, Jenningsville, and Stowell, to a point on the dividing line between Wyoming and Bradford Counties; thence, by way of Hollenback, *Snyder Run, Tarrytown, Asylum*, and Wysox, into Towanda, Bradford County.

“Route Twenty. From Williamsport to the New York State line.—Commencing at a point on the boundary line of the city of Williamsport, and running, by way of Hepburnville, Trout Run, Ralston, and Roaring Branch, to a point on the dividing line between Lycoming and Tioga Counties; thence to Hagars; thence to a point on the dividing line between Tioga and Bradford Counties; thence, by way of Canton, Alba, Troy, Columbia Cross-Roads, Gillett, and Fassett, to the New York State line.

“Route Twenty-one. From Williamsport to Wellsboro.—Commencing at a point on the boundary line of the city of Williamsport, and running over route twenty to Trout Run; and thence, by way of Steam Valley and Buttonwood, to a point on the dividing line between Lycoming and Tioga Counties; thence, by way of Liberty, Blossburg, Covington, Richard’s Bridge, Elk Run, Dykes Mills, and Hollow Road, into Wellsboro, Tioga County.

“Route Forty-nine. From Bedford to Somerset.—Commencing in Bedford, and running, by way of Mauns

Choice, New Buena Vista, to a point on the dividing line between Bedford and Somerset Counties; thence, by way of *New Baltimore, Deeter Gap, McDonaldton, Berlin*, into Somerset, Somerset County.

"Route Sixty-three. From Indiana to Brookville.—Commencing in Indiana, *and running, by way of Gilpin, Home, Marion Center, Marchand, and Covode*, to a point on the dividing line between Indiana and Jefferson Counties; thence, *by way of Punxsutawney, leaving by way of North Main Street, Oliveburg, Markton, Coolspring, Stanton*, into Brookville, Jefferson County.

"Route Eighty. From New Castle to Mercer.—Commencing at a point on the boundary line of the city of New Castle, and running, by way of *Coaltown and New Wilmington*, to a point on the dividing line between Lawrence and Mercer Counties; thence into Mercer, Mercer County.

"Route Eighty-eight. From Erie to Warren.—Commencing at a point on the boundary line of the city of Erie, and running, by way of *Wattsburg, Elgin, and Corry*, to a point on the dividing line between Erie and Warren Counties; thence, by way of *Colzo, Columbus, Freehold, Pittsfield, Youngsville, and Irvine*, into Warren, Warren County.

"Route Eighty-nine. From Meadville to Warren.—Commencing at a point on the boundary line of the city of Meadville, and running, by way of *Wayland, Frenchtown, Sugarlake, and Black Ash*, to a point on the dividing line between Crawford and Venango Counties; thence, by way of *Plum and Diamond*, to a point on the dividing line between Venango and Crawford Counties; thence, by way of *Gresham*, to Titusville; thence to a point on the dividing line between Crawford and Warren Counties; thence, by way of *Enterprise, Grand Valley, Torpedo, and Garland*, to Pittsfield; thence over route eighty-eight into Warren, Warren County.

"Route Ninety-one. From Franklin to Tionesta.—Commencing at a point on the boundary line of the city of Franklin, and running, by way of *Oil City, McPherson's Corners, Coal Hill, McCrea School, and President*, to a point on the dividing line between Venango and Forest Counties; thence into Tionesta, Forest County.

"Route Ninety-two. From Clarion to Tionesta.—Commencing in Clarion, and running over route sixty-five to Shippensville; thence, by way of *Marble, Fryburg, Lickingville, and Newmansville*, to a point on the dividing line between Clarion and Forest Counties; thence into Tionesta, Forest County.

"Route Ninety-five. From Warren to Smethport.—Commencing in Warren, and running, by way

of Clarendon and Sheffield, to a point on the dividing line between Warren and McKean Counties; thence, by way of Ludlow, Wetmore, Kane, Mount Jewett, Hazelhurst, and Kasson, into Smethport, McKean County.

“Route Ninety-seven. From Ridgway to the New York State line.—Commencing in Ridgway, and running, by way of Johnsonburg and Wilcox, to a point on the dividing line between Elk and McKean Counties; thence, by way of Burrows, to Kane; thence over route ninety-five to Mount Jewett; thence, by way of *Kushequa*, *Mount Alton*, Lafayette, Lewis Run, and Custer City, to Bradford; thence over route ninety-six to the New York State line.

“Route One Hundred and Eight. From Pittsburgh to Washington.—Commencing at a point on the boundary line of the city of Pittsburgh, and running, by way of *Washington Pike*, through *Green Tree* and *Bridgeville*, to a point on the dividing line between Allegheny and Washington Counties; thence, by way of *Washington Pike*, to *Canonsburg*; thence over the *Quail Road* into Washington, Washington County.

“Route One Hundred and Eleven. From Waynesburg to the West Virginia State line.—Commencing in Waynesburg, and running, by way of *Rogersville*, *Holbrook*, *Woodruff*, *Nettlehill*, *New Freeport*, and *Deep Valley*, to the West Virginia State line.

“Route One Hundred and Twenty-two. From Chambersburg to New Bloomfield.—Commencing in Chambersburg, and running over routes thirty-seven and forty-five to *Concord*; thence to a point on the dividing line between Franklin and Perry Counties; thence, by way of *Blain*, *Lloydsville*, and *Green Park*, into New Bloomfield.

“Route One Hundred and Twenty-eight. From York to Lancaster.—Commencing at a point on the boundary line of the city of York, and running, by way of *Stony Brook* and *Wrightsville*, to a point on the dividing line between York and Lancaster Counties; thence, by way of *Columbia*, to a point on the boundary line of the city of Lancaster, Lancaster County.

“Route One Hundred and Thirty-one. From Philadelphia to the Maryland State line.—Commencing at Philadelphia, and running over route one hundred and thirty to *Media*; thence, by way of *Wawa*, *Concordville*, by spur, over the *Chester road* to *Chelsea*, on route one hundred and eighty, and *Chadds Ford*, to a point on the dividing line between Delaware and Chester Counties, by way of *Hamorton*, *Kennet Square*, *Avondale*, *West Grove*, *Oxford*, and *Nottingham* to the Maryland State line.

“Route One Hundred and Forty. From Harrisburg to Pottsville.—Commencing at a point on the boundary

line of the city of Harrisburg, and running, by way of Progress, *Linglestown*, Manada Hill, and West Hanover, to a point on the dividing line between Dauphin and Lebanon Counties; thence, by way of Jonestown, Fredericksburg, Lickdale, and Green Point to a point on the dividing line between Lebanon and Schuylkill Counties; thence, by way of Suedberg, Pine Grove, Friedensburg, and Schuylkill Haven, into Pottsville, Schuylkill County.

“Route One Hundred and Fifty-eight. From Norristown to Allentown.—Commencing in Norristown, and running over route one hundred and forty-six to Collegetown; thence, by way of Graterford, Perkiomenville, Zieglersville, Pennsburg, and East Greenville, to a point on the dividing line between Montgomery and Berks Counties; thence, by way of Hereford, to a point on the dividing line between Berks and Lehigh Counties; thence, by way of Zionsville and Emaus, to a point on the boundary line of the city of Allentown, Lehigh County.

“Route One Hundred, and Sixty-nine. From Stroudsburg to Wilkes-Barre.—Commencing in Stroudsburg, and running, by way of Analomink, Paradise Valley, Mount Pocono, Pocono Summit, Naomi Pines, Pocono Lake, and Blakeslee, to a point on the dividing line between Monroe and Luzerne Counties; thence, by way of Stoddartsville, Bearcreek, and *Oliver Mills*, to a point on the boundary line of the city of Wilkes-Barre, Luzerne County.

“Route One Hundred and Seventy-two. From Scranton to Honesdale.—Commencing at a point on the boundary line of the city of Scranton, and running over route one hundred and sixty-eight to *Elmhurst*; thence, by way of *Drinker*, to a point on the dividing line between Lackawanna and Wayne Counties; thence, by way of Hollisterville and Hamlin; thence, over route one hundred and seventy-one into Honesdale, Wayne County.

“Route One Hundred and Eighty-nine. From Kittanning to Clearfield.—Commencing in Kittanning, and running, by way of Rural Valley, to a point on the dividing line between Armstrong and Indiana Counties; thence, by way of Rossmoyne, Georgeville and Trade City, to Five-mile House; thence over route sixty-three to Punxsutawney; thence, by way of Big Run, to a point on the dividing line between Jefferson and Clearfield Counties; thence, by way of Troutville, to Luthersburg; thence over route fifty-nine into Clearfield, Clearfield County.

“Route Two Hundred and Eight. From Franklin to Mercer.—Commencing at a point on the boundary line of the city of Franklin, and running, by way of Polk and *Raymilton*, to a point on the dividing line

between Venango and Mercer Counties; thence, by way of Sandy Lake, Stoneboro, and Jackson Centre, into Mercer, Mercer County.

"Route Two Hundred and Forty-six. From Pittsburgh to *New Castle*.—Commencing at a point on the boundary line of the city of Pittsburgh, and running, by way of West View, Perrysville, and Wexford, to a point on the dividing line between Allegheny and Butler Counties; thence, by way of Zellenople, to Portersville; thence over route seventy-nine to a point on the boundary line of the city of *New Castle, Lawrence County*.

"Route Two Hundred and Fifty-two. *From Doylestown to the New Jersey State line*.—Commencing in *Doylestown*, and running over route one hundred and fifty-two to *Newtown*; thence to *Yardley*; thence, by the river road, to *Morrisville, Bucks County, opposite Trenton, New Jersey*.

"Route Two Hundred and Fifty-eight. From Erie to Meadville.—Commencing at a point on the boundary line of the city of Erie, and running, by way of Kearsarge, McKean, McLane, and Edinboro, to a point on the dividing line between Erie and Crawford Counties; thence to *Drakes Mills*; thence over route eighty-four to a point on the boundary line of the city of Meadville, Crawford County.

"Route Two Hundred and Eighty-one. From Philadelphia to the New Jersey State line.—Commencing at a point on the boundary line of the city of Philadelphia, near Byberry, Philadelphia; thence, by way of Oakford, Langhorne, Oxford Valley, and Fallsington, into Morrisville, Bucks County, opposite Trenton, New Jersey.

"Route Three Hundred and Thirty-six. A certain public road beginning at a point on State Highway route one hundred and sixty-one at or near Shamokin, in Northumberland County; thence, by way of Trevor-ton, Raker, Mahanoy and *Urban*, to the line dividing the counties of Northumberland and Dauphin; thence, by way of Uniontown Borough, Berrysburg, and Killinger, to Millersburg, a point on State Highway route one, in *Northumberland County*, together with a spur from Mahanoy to Herndon on route number one.

"Route Three Hundred and Forty-two. Beginning at the borough of Carlisle, in Cumberland County, and following the line of the Hanover and Carlisle Company pike, over State Highway route forty-one, to Mount Holly Springs; thence, in the direction of York Springs, to a point on the dividing line between Cumberland and Adams Counties; thence to York Springs, intersecting with route number one hundred and twenty-three; thence in the direction of Hampton via Round Hill; thence, by way of Hampton, in the direction of

Hanover, intersecting with route number one hundred and twenty-six (Lincoln Highway) at a point known as Cross Keys or Gitts Crossing, about three-fourths of a mile east of the borough of New Oxford; thence, by way of Valley Chapel, about one-eighth of a mile from Bittinger Post Office, to a point on the dividing line between York and Adams Counties; thence to the borough of Hanover; thence over route two hundred and thirty-one to Gettysburg, Adams County; thence over route number forty-three to a point known as Newman's Corner, about four miles west of Cashtown; thence, by way of *Albert Cole's farm, to the residence of Ernest Bittinger, about one mile east of Boyd*; thence, by way of Bridgeport, Arendtsville, to Biglerville, intersecting with route forty-one; thence to Heidlersburg, connecting with State Highway route one hundred and twenty-three; thence over route number one hundred and twenty-three to Harrisburg, Dauphin County.

"Route Three Hundred and Sixty. *A certain public road beginning at Barnsley School House, a point on State Highway route one hundred and thirty-one, in East Nottingham township, Chester County; thence southwardly, passing through Chrome, to a point on the boundary line between the State of Pennsylvania and the State of Maryland, about two and one-half miles.*

"Route Three Hundred and Sixty-five. Commencing in Tunkhannock, and running over route number two hundred and thirty-two to Osterhout; thence, by way of Winola and Mill City, to a point in the dividing line between Wyoming and Lackawanna Counties; thence, by way of Schultzville, Hillside, Home, Clarks Summit, Waverly, and Wallsville, to a point on the dividing line between Lackawanna and *Susquehanna* Counties; thence, by way of Glenwood and over route number one hundred and seventy-four, to South Gibson; thence, by way of Gelatt to Thompson; thence, by way of Starrucca, to the dividing line between *Susquehanna* and Wayne Counties; and thence to the Delaware River, opposite Hancock, New York.

"Route Three Hundred and Seventy-two. A certain section of public road beginning at Brandywine Manor at a point on State Highway route one hundred and thirty-seven, in Chester County; thence, through Brandywine Township, to Coatesville at a point on State Highway route number one hundred and forty-two," be, and the same is hereby, amended to read as follows:—

Route Seven. From Honesdale to Milford.—Commencing in Honesdale, and running to Hawley; thence to a point on the dividing line between Wayne and Pike Counties; thence into Milford, Pike County.

Route Nine. From Scranton to Montrose.—Commencing at a point on the boundary line of the city of



Scranton, and running, by way of Clarks Summit, Glenburn, and LaPlume, to a point on the dividing line between Lackawanna and Wyoming Counties; thence, by way of Factoryville and Nicholson, *by spur, to Glenwood*; thence from Nicholson to a point on the dividing line between Wyoming and Susquehanna Counties; thence, by way of *Hopbottom Borough, by spur, by way of Brooklyn, to Smith's Corners*; thence from Hopbottom Borough, by way of Kingsley, Alford, and New Milford, into Montrose, Susquehanna County.

Route Thirteen. From Tunkhannock to Towanda.—Commencing in Tunkhannock, and running, by way of Eatonville, Lucasville, Mehoopany, Jenningsville, and Stowell, to a point on the dividing line between Wyoming and Bradford Counties; thence, by way of Hollenback, *Sugar Run*, and Wysox, into Towanda, Bradford County.

Route Twenty. From Williamsport to the New York State line.—Commencing at a point on the boundary line of the city of Williamsport, and running, by way of Hepburnville, Trout Run, Ralston, and Roaring Branch, to a point on the dividing line between Lycoming and Tioga Counties; thence to Hagars; thence to a point on the dividing line between Tioga and Bradford Counties; thence to *Cedar Ledge, Bradford County, by spur to Gleason, Tioga County*; thence from *Cedar Ledge*, by way of Canton, Alba, Troy, Columbia Cross-Roads, Gillet, and Fassett, to the New York State line.

Route Twenty-one. From Williamsport to Wellsboro.—Commencing at a point on the boundary line of the city of Williamsport, and running over route twenty to Trout Run; and thence, by way of Steam Valley and Buttonwood, to a point on the dividing line between Lycoming and Tioga Counties; thence, by way of Liberty, Blossburg, Covington, Richard's Bridge, Elk Run, Dykes Mills, and Hollow Road, into Wellsboro, Tioga County; and *by spur from Wellsboro to Stony Fork*.

Route Forty-nine. From Bedford to Somerset.—Commencing in Bedford, and running, by way of Manns Choice, New Buena Vista, to a point on the dividing line between Bedford and Somerset Counties; thence, by way of McDonaldton and Berlin, into Somerset, Somerset County.

Route Sixty-three. From Indiana to Brookville.—Commencing in Indiana; thence passing over improved road leading out of Indiana northeastwardly to a point in said road; thence to Ernest; thence over public road, through Creekside and Chambersville, to Home; thence through Marion Center, Hamill, Marchand and Covode to a point on the dividing line between Indiana and Jefferson Counties; thence to Punxsutawney.

*Jefferson County; thence over public highway into Brookville, Jefferson County.*

Route Eighty. From New Castle to Mercer.—Commencing at a point on the boundary line of the city of New Castle, and running, by way of New Wilmington, to a point on the dividing line between Lawrence and Mercer Counties; thence into Mercer, Mercer County.

Route Eighty-eight. From Erie to Warren.—Commencing at a point on the boundary line of the city of Erie, and running, by way of Wattsburg, Elgin, and Corry, to a point on the dividing line between Erie and Warren Counties; thence, by way of Columbus, Freehold, Pittsfield, Youngsville, and Irvine into Warren, Warren County.

Route Eighty-nine. From Meadville to Warren.—Commencing at a point on the boundary line of the city of Meadville, and running, by way of Wayland, Frenchtown, Sugarlake, and Black Ash, to a point on the dividing line between Crawford and Venango Counties; thence, by way of Plum and Diamond, to a point on the dividing line between Venango and Crawford Counties; thence, by way of Gresham, to Titusville; thence to a point on the dividing line between Crawford and Venango Counties; thence to Pleasantville in Venango County; thence to a point on the dividing line between Venango and Warren Counties; thence, by way of Enterprise, Grand Valley, Torpedo, and Garland, to Pittsfield; thence over route eighty-eight into Warren, Warren County.

Route Ninety-one. From Franklin to Tionesta.—Commencing at a point on the boundary line of the city of Franklin, and running, by way of Oil City, McPherson's Corners, Coal Hill, McCrea School, Ange's Corner, Venue, to Fryburg, and intersecting with highway route number ninety-two; thence over highway route numbers ninety-two and ninety-eight to Tionesta Borough.

Route Ninety-two. From Clarion to Tionesta.—Commencing in Clarion, and running over route sixty-five to Shippensville; thence, by way of Marble, Fryburg, Lickingville, and Newmansville, to a point on the dividing line between Clarion and Forest Counties; thence to Nebraska and intersecting with route number ninety-eight; thence over route ninety-eight into Tionesta, Forest County.

Route Ninety-five. From Warren to Smethport.—Commencing in Warren, and running, by way of Clarendon and Sheffield, to a point on the dividing line between Warren and McKean Counties; thence, by way of Ludlow, Wetmore, Kane, by spur to James City, Mount Jewett, Hazelhurst, and Kasson, into Smethport, McKean County.

Route Ninety-seven. From Ridgway to the New York State line.—Commencing in Ridgway, and run-

ning, by way of Johnsonburg and Wilcox, to a point on the dividing line between Elk and McKean Counties; thence, by way of Burrows, to Kane; thence over route ninety-five to Mount Jewett; thence, by way of Lafayette, Lewis Run, and Custer City, to Bradford; thence over route ninety-six to the New York State line.

Route One Hundred and Eight. From Pittsburgh to Washington.—Commencing at a point on the boundary line of the city of Pittsburgh, and running, by way of Bridgeville, to a point on the dividing line between Allegheny and Washington Counties; thence, by way of Washington Pike, to Canonsburg; thence over the Quail Road into Washington, Washington County.

Route One Hundred and Eleven. From Waynesburg to the West Virginia State line.—Commencing in Waynesburg, and running, by way of Rogersville, Holbrook, Woodruff, Nettlehill, and New Freeport, to the West Virginia State line.

Route One Hundred and Twenty-two. From Chambersburg to New Bloomfield.—Commencing in Chambersburg, and running over routes thirty-seven and forty-five to a point north of *Doylesburg*; thence to a point on the dividing line between Franklin and Perry Counties; thence, by way of Blain, Loysville, and Green Park, into New Bloomfield, *Perry County*.

Route One Hundred and Twenty-eight. From York to Lancaster.—Commencing at a point on the boundary line of the city of York, and running, by way of Stony Brook and Wrightsville, to a point on the dividing line between York and Lancaster Counties; thence, by way of Columbia, to a point on the boundary line of the city of Lancaster, Lancaster County; *thence from a point on the city line of Lancaster, by spur, to Millersville.*

Route One Hundred and Thirty-one. From Philadelphia to the Maryland State line.—Commencing at Philadelphia, and running over route one hundred and thirty to Media; thence, by way of Wawa, *Markham, by spur to Cheyney*; Concordville, by spur, over the Chester road to Chelsea, on route one hundred and eighty, and Chadds Ford, to a point on the dividing line between Delaware and Chester Counties, by way of Hamorton, Kennett Square, Avondale, West Grove, Oxford, and Nottingham to the Maryland State line.

Route One Hundred and Forty. From Harrisburg to Pottsville.—Commencing at a point on the boundary line of the city of Harrisburg, and running, by way of *Penbrook and Progress, to a point east of Paxtonia; thence, by spur, through Dinglestown, to end of improvement at Beaver Creek; thence from a point east of Paxtonia to Manada Hill and West Hanover* to a point on the dividing line between Dauphin and Lebanon Counties; thence, by way of Jonestown, Fredricksburg, Lickdale, and Green Point, to a point on

the dividing line between Lebanon and Schuylkill Counties; thence, by way of Suedburg, Pine Grove, Friedensburg, and Schuylkill Haven, into Pottsville, Schuylkill County.

Route One Hundred and Fifty-eight. From Norristown to Allentown.—Commencing in Norristown, and running over route one hundred and forty-six to Collegeville; thence, by way of Graterford, Perkiomenville, Zieglersville, Pennsburg, and East Greenville, to a point on the dividing line between Montgomery and Berks Counties; thence, by way of Hereford, to a point on the dividing line between Berks and Lehigh Counties; thence, by way of Zionsville and Emaus, to a point on the boundary line of the city of Allentown, Lehigh County; *and by spur from the borough of Emaus westwardly, over Chestnut street in said borough, through East Macungie, to the borough of Macungie.*

Route One Hundred and Sixty-nine. From Stroudsburg to Wilkes-Barre.—Commencing in Stroudsburg, and running, by way of Analomink, Paradise Valley, Mount Pocono, Pocono Summit, Naomi Pines, Pocono Lake, and Blakeslee, to a point on the dividing line between Monroe and Luzerne Counties; thence, by way of Stoddartsville, Bearcreek, to a point on the boundary line of the city of Wilkes-Barre, Luzerne County.

Route One Hundred and Seventy-two. From Scranton to Honesdale.—Commencing at a point on the boundary line of the city of Scranton, and running over route one hundred and sixty-eight to *Moscow*; thence, by way of *Madisonville*, to a point on the dividing line between Lackawanna and Wayne Counties; thence, by way of Hollisterville and Hamlin; thence over route one hundred and seventy-one into Honesdale, Wayne County.

Route One Hundred and Eighty-nine. From Kittanning to Clearfield.—Commencing in Kittanning, and running by way of Rural Valley to a point on the dividing line between Armstrong and Indiana Counties; thence, *running by way of Plumville, by spur to Home, Indiana County*; thence, by way of Rossmoyne, Georgeville, and Trade City, to Five-Mile House; thence over route sixty-three to Punxsutawney; thence, by way of Big Run, to a point on the dividing line between Jefferson and Clearfield Counties; thence, by way of Troutville, to Luthersburg; thence over route fifty-nine into Clearfield, Clearfield County.

Route Two Hundred and Eight. From Franklin to Mercer.—Commencing at a point on the boundary line of the city of Franklin, and running, by way of Polk, to a point on the dividing line between Venango and Mercer Counties; thence, by way of Sandy Lake, Stoneboro, and Jackson Centre, into Mercer, Mercer County.

Route Two Hundred and Forty-six. From Pittsburgh to Mercer.—Commencing at a point on the boundary line of the city of Pittsburgh, and running, by way of Westview, Perrysville, and Wexford, to a point on the dividing line between Allegheny and Butler Counties; thence, by way of Zelenople, to Portersville; thence over route seventy-nine to a point at the intersection of State highway route seventy-nine and the Pittsburgh and Erie road, about one and one-half miles east of Rose Point; thence to a point on the dividing line between Butler and Lawrence Counties; thence to Harlansburg; thence to a point on the dividing line between Lawrence and Mercer Counties; thence, by way of Leesburg, to the borough of Mercer, in Mercer County.

Route Two Hundred and Fifty-two. From Morrisville to Philadelphia.—Commencing in Morrisville, Bucks County, opposite Trenton, New Jersey; thence by the river road to Yardley; thence to Newtown; thence running over route number one hundred and fifty-two to Doylestown; thence over route number one hundred and fifty-one to Neshaminy; thence over public road through Johnsville, Davisville, Southampton, Feasterville, and Trevost to Eddington, on State highway route number one hundred and fifty; thence over State highway route number one hundred and fifty to the city line of Philadelphia.

Route Two Hundred and Fifty-eight. From Erie to Meadville.—Commencing at a point on the boundary line of the city of Erie, and running, by way of Kearsarge, McKean, McLane, and Edinboro, to a point on the dividing line between Erie and Crawford Counties; thence to Cambridge Springs; thence over route eighty-four to a point on the boundary line of the city of Meadville, Crawford County.

Route Two Hundred and Eighty-one. From Philadelphia to the New Jersey State line.—Commencing at a point on the boundary line of the city of Philadelphia, near Byberry, Philadelphia; thence, by way of Oakford, South Langhorne, Oxford Valley, and Fallington, into Morrisville, Bucks County, opposite Trenton, New Jersey; and, by spur, from Oakford, by way of Langhorne, connecting with the main road to Morrisville at a point near Oxford Valley.

Route Three Hundred and Thirty-six. A certain public road beginning at a point on State highway route one hundred and sixty-one at or near Shamokin, in Northumberland County; thence, by way of Trevorton, Raker, Mahanoy, and Mandata, to the line dividing the counties of Northumberland and Dauphin; thence, by way of Uniontown Borough, Berrysburg, and Killinger, to Millersburg, to a point on State highway route number one in Dauphin County, together with spurs from Mahanoy to Herndon on route number

one, and from Mandata to a point on route number one, between Herndon and Dalmatia.

Route Three Hundred and Forty-two. Beginning at the borough of Carlisle, in Cumberland County, and, following the line of the Hanover and Carlisle Company pike, over State highway route forty-one to Mount Holly Springs; thence, in the direction of York Springs, to a point on the dividing line between Cumberland and Adams Counties; thence to York Springs, intersecting with route number one hundred and twenty-three; thence in the direction of Hampton, via Round Hill; thence, by way of Hampton, in the direction of Hanover, intersecting with route number one hundred and twenty-six (Lincoln Highway) at a point known as Cross Keys or Gitts Crossing, about three-fourths of a mile east of the borough of New Oxford; thence, by way of Valley Chapel, about one-eighth of a mile from Bittinger Post Office, to a point on the dividing line between York and Adams Counties; thence to the borough of Hanover; thence over route two hundred and thirty-one to Gettysburg, Adams County; thence over route number forty-three to a point known as Newman's Corner, about four miles west of Cashtown; thence, by way of Bridgeport, Arendtsville, to Biglerville, intersecting with route forty-one; thence to Heidlersburg, connecting with State highway route one hundred and twenty-three; thence over route number one hundred and twenty-three to Harrisburg, Dauphin County.

Route Three Hundred and Sixty. Beginning at the city line of Coatesville; thence, by way of Ercildown and Doe Run, to Unionville; thence over State highway route number two hundred and seventy-three to Kennett Square; thence over State highway route number one hundred and thirty-one to Barnsley, in East Nottingham township, Chester County; thence southwardly, passing through Chrome, to a point on the boundary line between the State of Pennsylvania and the State of Maryland.

Route Three Hundred and Sixty-five. Commencing in Tunkhannock, and running over route number two hundred and thirty-two to Osterhout; thence, by way of Winola and Mill City, to a point in the dividing line between Wyoming and Lackawanna Counties; thence by way of Schultzville, Hillside, Home, and Clarks Summit; thence, by spur by way of Waverly and Wallsville, to Fleetville; thence from Clarks Summit over route number nine to a point on the dividing line between Lackawanna and Wyoming Counties; thence over said route number nine to Nicholson, Wyoming County; thence, by way of Glenwood, Susquehanna County, and over route number one hundred and seventy-four to South Gibson; thence, by way of Gelatt, to Thompson; thence, by way of Starrucca, to the dividing line between

Susquehanna and Wayne Counties; and thence to the Delaware River, opposite Hancock, New York.

Route Three Hundred and Seventy-two. A certain section of public road beginning at Brandywine Manor, at a point on State highway route number one hundred and thirty-seven, in Chester County; thence through Brandywine Township to Coatesville, at a point on State highway route number one hundred and forty-two; *thence over State highway route number one hundred and forty-two to Downingtown; thence over route number three hundred and twenty-eight to Elverson; thence, by way of Warwick, Knauertown, Coventryville, Bucktown, and Seven Stars, to a point of intersection with State Highway route number two hundred and one in East Pikeland township, Chester County.*

APPROVED—The 16th day of May, A. D. 1921.

WM. C. SPROUL.

No 270.

AN ACT

To amend section six hundred and twenty-five of, and to amend by adding sections six hundred and twenty-six and six hundred and twenty-seven to, an act, approved the fourteenth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, eight hundred and forty), entitled "An act concerning townships; and revising, amending, and consolidating the law relating thereto," by requiring the approval of the commissioners of townships of the first class before recording certain plans, plots, and replots, and fixing penalties.

Townships of the first class.

Act of July 14, 1917 (P. L. 840), amended.

Section 625, cited for amendment.

Section 1. Be it enacted, &c., That section six hundred and twenty-five of an act, approved the fourteenth day of July, one thousand nine hundred and seventeen (Pamphlet Laws, eight hundred and forty), entitled "An act concerning townships; and revising, amending, and consolidating the law relating thereto," which reads as follows:—

"Section 625. Every township of the first class shall have a general plan of its streets and alleys, including those which have been or may be laid out but not opened. Such plan shall be filed in the office of the engineer or other proper office of the township, and all subdivisions of property thereafter made shall conform thereto. No streets or alleys, or parts thereof, laid out and confirmed, shall afterwards be altered without the consent of the commissioners of the township. *No map or plot of streets or alleys shall be entered or recorded in any public office of the county until approved by the board of commissioners.* No person shall be entitled to recover any damages for any improvements placed or constructed within the line of any street or alley after the same has been located or ordained on the plan provided for by this section," be, and the same is hereby, amended so as to read as follows:—