

APPENDIX B - INDEX TO INDIVIDUAL RAIL LINES SHOWN ON MAPS

RAILROADS

CNJ	Central of New Jersey (L&S)[1][2]
D&H	Delaware & Hudson
DL&W	Delaware, Lackawanna & Western
Erie	(E&WV, NYSW, WB&E)
L&NE	Lehigh & New England [3]
LVRR	Lehigh Valley
NYO&W	New York, Ontario & Western
P&R	Philadelphia & Reading (Reading) [3][4]
PRR	Pennsylvania

[1] Central of New Jersey's Pennsylvania lines were built as the Lehigh & Susquehanna by Lehigh Coal & Navigation.

[2] The Reading Co acquired control of Central of New Jersey in 1901. (Also in 1901, the B&O acquired control of the Reading Co.)

[3] Lehigh & New England came under control of Lehigh Coal & Navigation in 1904

[4] The Reading Co (holding company) acquired the P&R in 1896/97. (In 1923, the Reading became the operating company of the P&R lines.)

"Main" lines exiting the anthracite region are identified as "M-__". Most of the shorter lines or line segments are identified as to the principal railroad controlling the line; these shorter lines and line segments are listed in groups according to the coal field served.

[Main Lines Exiting Anthracite Region
Northern Field](#)

[Eastern and Western Middle fields
Southern Field](#)

For active lines/segments in table, the owner railroad and holder of trackage rights (if any) are identified as Owner/Trackage Rights; abbreviations are as follows [ref. Walker, *SPV Atlas*. 2007]:

Canadian Pacific	CP	Electric City Trolley Museum	ECTM	North Shore Railroad	NSHR
Carbon & Schuylkill	CSKR	Locust Valley Coal Co.	LVC	Reading & Northern *	RBMN
Delaware-Lackawanna	DL	Luzerne & Susquehanna	LS	Shamokin Valley	SVRR
East Mahanoy & Hazleton	EMHR	Norfolk Southern	NS	Steamtown Natl. Historic Site	SNHS

*aka Reading, Blue Mountain & Northern

RBMN active line segments are mapped in red; others are in blue. (See [Mapping](#))

Main lines exiting anthracite region

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
M-1	Scranton (DL&W station, shops, yard ["Steamtown"])	Binghamton NY	DL&W	Hyde Park Wye-Providence-Clarks Summit-Nicholson (Tunkhannock Viaduct)	CP/NS
M-2 [see M-6]	Scranton [D&H First Station]	Ninevah NY	D&H	Scranton (Green Ridge)-Dickson City-Railroad Jct-Winton/Sterrick Crk jcts-Carbondale (Lookout Jct)-Forest City-Susquehanna [Same as M-6 Green Ridge to Susquehanna, constructed by New York Lake Erie & Western (Erie) between Carbondale and Susquehanna]	DL/SNHS
M-3	Scranton [CNJ/NYO&W Station]	Cadosia NY	NYO&W	Capouse Jct-Riverside Jct-Carbondale-Forest City-Hancock NY [joint use with D&H between Scranton and Carbondale]	
M-4	Scranton [Erie Station]	Lackawaxen	Erie	Dunmore [West/Haines Jcts]-Hawley	
M-5	Scranton (DL&W station, shops, yard ["Steamtown"])	Portland	DL&W	Nay Aug Tunnel-Dunmore-Elmhurst-Moscow-Pocono Summit-Mt Pocono-Stroudsburg	DL
M-6 [see M-2]	Scranton [Erie Station]	Binghamton NY	Erie	Connects to M-2 via DH 6 at Scranton (Green Ridge) [Same as M-2 from Green Ridge to Susquehanna]	DL: north from Green Ridge
M-7	Carbondale (Lookout Jct)	Honesdale	D&H	[Preceded by gravity RR 1829-1885]	
M-8	Pittston (Pittston Jct)	Sayre	LVRR	Austin Jct-Coxton(Pittston Yards)-Ransom-Tunkhannock-Mehoopany	RBMN: to Mehoopany NS: north from Mehoopany

Main lines exiting anthracite region (continued)

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
M-9	Wilkes-Barre	Stroudsburg	Erie (WB&E)	Yatesville-Suscon Jct-Panther Creek Viaduct-Clifton	
M-10	Wilkes-Barre (Union Station)	Allentown	LVRT	Ashley-Warrior Run-Solomon Gap/Mountain Top [M-11]-Glen Summit-White Haven-Penn Haven-Tannery-Jim Thorpe-Packerton-Lehighon-Lizard Creek/Lehigh Gap	RBMN/CP: north of White Haven-Penn Haven RBMN (track 1): Penn Haven-Packerton NS/CP (track 2): Penn Haven-Packerton RBMN/CP: Packerton-Lehighon
M-11	Pittston (Pittston Jct)	Solomon Gap [M-10]	LVRT	Duryea-Avoca-Dupont-Laurel Run Interchange/Oliver Mills-["Mountatin Cutoff" 1888]	RBMN/LS: Pittston-Duryea RBMN: Duryea-Avoca RBMN/NS/CP: Avoca-Laurel Run
M-12	Luzerne	Sayre	LVRT	Harveys Lake	
M-13	Ashley Yard	Allentown	CNJ	Ashley Planes-Solomon Gap/Mountain Top [M-14]-Glen Summit-White Haven-Penn Haven-CNJ bridge-Jim Thorpe-Packerton Jct (LVRT bridge)-Lehighon-Lehigh Gap	RBMN/CP: Solomon Gap to north of White Haven RBMN/CSKR: CNJ bridge-Packerton NS/CP: Lehighon-Allentown.
M-14	Ashley	Solomon Gap [M-13]	CNJ	["Backtrack"] Georgetown-Laurel Run Interchange/Oliver Mills	RBMN/NS/CP: Laurel Run-Solomon Gap
M-15	Wilkes-Barre (Union Station)	Sunbury	PRR	Buttonwood-Nanticoke-Nescopeck-Catawissa	
M-16	Scranton (Hyde Park Wye)	Northumberland	DL&W	Taylor Yard-Pittston-West Pittston-Kingston-Berwick-Bloomsburg-Danville	CP/NS/DL: Scranton-Taylor Yard RBMN: Taylor Yard-Pittston LS: Pittston-Kingston
M-17	Sunbury	Harrisburg	PRR	Herndon-Millersburg-Dauphin	

Main lines exiting anthracite region (concluded)

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
M-18	Pine Grove	Lebanon	P&R		
M-19	Pine Grove	Harrisburg	P&R	Dauphin	
M-20	Tamaqua	Portland	L&NE	Andreas-Lizard Crk/Lehigh Gap	
M-21	Port Clinton	Reading	P&R	Hamburg/West Hamburg	RBMN
M-22	Port Clinton	Reading	PRR	Hamburg	RBMN: Hamburg south
M-23	Sunbury	Williamsport	P&R		
M-24	Catawissa/Rupert	West Milton (to Williamsport)	P&R	Danville [continuation of R-10]	
M-25	Sunbury	Williamsport	PRR	Northumberland	

Line segments or short lines essentially within region - Northern field

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
C/DH	Hudson Jct	Moosic [D-7]	CNJ/D&H	Union Jct-Pittston-Dupont	CP/NS
C/E	Ashley Yard	Plains Jct	CNJ/Erie	Wilkes-Barre-Parsons-Miners Mills-Hudson Jct-Port Bowkley [M-9 begins west of Miners Mills]	LS: to Wilkes-Barre (Main St)
C-6	Lee/Black Crk	Alden	CNJ	Wanamie	
C-7	Nanticoke	Ashley Yard [M-13]	CNJ	Alden-Hanover-Warrior Run-Sugar Notch	LS: Sugar Notch to Ashley Yard
C-8	omitted				
C-9	Ashley	Parsons [C/E]	CNJ	Georgetown	
C-10	Buttonwood [M-15]	Ashley [M-13]	CNJ	["Buttonwood Branch"]	
C-11	Glen Lyon	Wanamie	CNJ		
C-12	Union Jct [C/DH]	Jenkins Twp local	CNJ		

Line segments or short lines essentially within region - *Northern field (continued)*

ID	From	To	RR	Intermediate points	Active line/segment [Walker, <i>SPV Atlas</i> , 2007]
C-13	Moosic	Scranton [CNJ/NYO&W Station]	CNJ		
DH-1	Wilkes-Barre	Plymouth Jct	D&H	Fish Island Jct-river bridge	
DH-2	Wilkes-Barre	Hudson Jct	D&H	Parsons	LS
DH-3	Dunmore	Dickson City (Railroad Valley Jct)	D&H	Spur from vicinity of present Interchange 55 on I-81	
DH-4	Archbald	Carbondale [M-7]	D&H	Ties to "Gravity" route south of Carbondale. Viaduct at river at Archbald?	
DH-5	omitted				
DH-6	Scranton [DL&W yard]	Scranton [M-2/6 at Green Ridge St]	D&H	D&H yard	DL
DH-7	Moosic [C/DH]	Scranton [First Station, M-2/6]	D&H	Minooka Jct-South Scranton	CP/NS: to S. Scranton DL: to Scranton [M-2/6]
DH-8	Wilkes-Barre	Wilkes-Barre	D&H	local (industrial area)	
DH-9	Olyphant [M2/6]	Archbald [M2/6] (but possibly to DH-4 north of Archbald)	D&H	cutoff	
DH/DL	Plymouth Jct [M- 16]	Kingston [M-16,LV- 19]	D&H/DL&W	Edwardsville [loop]	
DL-1	Hanover area mines	Plymouth [M-16, Auchincloss Jct]	DL&W	Loomis Park-Hanover Green [Hanover- Newport Branch system]	
DL-2	Taylor Yard [M-16]	Providence [M-1]	DL&W/NYO&W	Scranton "bypass"	RBMN: to Providence but stops short of M-1
DL-3	Taylor area		DL&W	Hampton Dodge Cutoff, west of S. Main St.	

Line segments or short lines essentially within region - Northern field (continued)

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
DL-4	Taylor area	Sibley/Pyne Jcts	DL&W	various local lines	
DL-5	Jessup	Dunmore [M-5]	DL&W	Olyphant	
DL-6	Jessup [DL 5,6]	Throop, Dunmore	DL&W	local	
DL-7	Dickson City area	Dickson City [M-2/6 near Capouse Jct]	DL&W	local	
E-1	Plains Jct	Dunmore [M-4, Rock Jct]	Erie	Port Griffith-Hughestown-Hillside Jct-West/Haines Jcts	LS: Hughestown to near Lackawanna County Stadium
E-2	Old Forge [Sibley]	Suscon Jct [M-9]	Erie	[Susquehanna Connecting RR] Hillside Jct [E-1]	
E-3	Sterrick Crk Jct/ Winton Jct [M-2/6]	Rock Jct [M-4]	Erie	Jessup-Gypsy Grove Summit-Murray Jct	
E-4	Marshwood	Winton Jct [M-2/6]	Erie	Jessup [NYSW Riverside Branch, former Moosic Mountain and Carbondale RR]	
E-5	Jessup [DL-5,6]	Oliphant [M-3, Capouse Jct]	Erie [NYSW]	[Winton Branch] Winton Jct, Riverside Jct(s)	
LV-17	Wilkes-Barre [M-10]	Pittston Jct [M-8]	LVR	Port Bowkley-Plains-Port Blanchard-Port Griffith-replacement line through Pittston	LS
LV-17x	South Pittston	Pittston Jct [M-8]	LVR	Original line through Pittston	
LV-18	Port Bowkley	Luzerne [M-12]	LVR	Port Bowkley Bridge	
LV-19	Coston [M-8]	Edwardsville	LVR	Kingston-Luzerne-West Pittston-	
LV-20	Wilkes-Barre	Port Bowkley	LVR	alternative access to LV-17 from Wilkes-Barre	
LV-21	Kingston	Luzerne [M-12]	LVR	connector: M-16 and LV-19 with M-12	
LV-22	Austin Jct [M-8]	Sibley Jct	LVR	Duryea [Sibley Branch]	
LV-23	Avoca [M-11]	Duryea [LV-22]	LVR	connector: M-11 to Sibley Branch	

Line segments or short lines essentially within region - Northern field (concluded)

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
NY-1	Sibley Jct	Capouse Jct [M-3]	NYO&W	Cayuga Jct-Providence	
NY-2	Riverside Br	Riverside Jct	NYO&W	local spurs	
P-10	Glen Lyon	Nanticoke [M-15]	PRR		CP/NS: local spur from M-15
P-11	Nanticoke [M-15]	W. Nanticoke [M-16]	PRR	River bridge connecting PRR to DL&W	
WB	Buttonwood [M-15]	Hudson Jct	WBCRR [PRR/D&H]	[Wilkes-Barre Connecting Railroad] Fish Island Jct-Fish Island Bridge-Kingston-Mill Crk Bridge	CP/NS

Line segments or short lines essentially within region - Eastern Middle and Western Middle fields

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
C-1	Green Mtn (mines)	Lofty	CNJ	Audenreid-Silver Brook Jct	
C-2	Mahanoy Tunnel	Jim Thorpe [M-13]	CNJ	Haucks-Hauto-Nesquehoning	CSKR/RBMN: Haucks to Jim Thorpe
C-3	Upper Lehigh	White Haven	CNJ	[Freeland area] Pond Creek	
C-4	Jeddo/Pink Ash	Hickory Run	CNJ	[Sandy Run Br] Owl Hole-LVRR (LV-3)	
LV-1	Pink Ash/Jeddo	Pond Creek [C-3]	LVRR	Drifton-Freeland [LVRR depot on lower Centre Street]-Sandy Run	
LV-2	Tomickon	Ashmore	LVRR	Oakburr Jct-Oakdale/Middletown-Pink Ash/Jeddo-Eckley Jct	NS: local interconnections at Oakburr Jct RBMN (EMHR?): Pink Ash/ Jeddo to Ashmore
LV-3	Ashmore	Tannery [M-10]	LVRR	Weatherly N Jct - CNJ [C-4] Probably used a segment of the former Hazleton Coal Co. Buck Mtn to Hazle Creek Jct (see also X-6)	
LV-4	Oakburr Jct	Hazleton	LVRR	West-to-east segment east of Cranberry apparently on Humboldt RR [S-16b] line south of Cranberry Crk (see note LV-5A)	NS

Line segments or short lines essentially within region - *Eastern Middle and Western Middle fields (continued)*

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
LV-5A	Oakburr Jct	West Hazleton	LVRR	Original west-to-east segment of LV-4 east of Cranberry apparently north of Cranberry Crk	
LV-5B	Oakburr Jct	West Hazleton (now Valmont IP)	LVRR		NS
LV-6	Hazleton	Ashmore	LVRR	Stockton	NS/EMHR
LV-7	Ashmore	Black Creek Jct	LVRR	Hazle Creek Jct-Weatherly	NS
LV-8	Delano/Ridge	Penn Haven	LVRR	Quakake-Hazleton Jct-Hudsondale-Black Creek Jct [Lehigh & Mahanoy - with LV-12]	NS ; Black Creek Jct to Penn Haven
LV-9	Delano/Ridge	Hazleton	LVRR	Morea Jct-Delano Jct-McAdoo-Audenreid-Oneida Jct	RBMN : to Oneida NS/RBMN : Oneida to Hazleton
LV-10	Audenreid [LV-9]	Hazle Creek Jct [LV-7]	LVRR	Beaver Meadows	
LV-11	Sheppton/Oneida	Oneida Jct [LV-9]	LVRR		RBMN : west of Harwood to Oneida
LV-12	Mt. Carmel	Delano/Ridge	LVRR	Centralia-Shenandoah [with LV-8, Lehigh & Mahanoy RR]	RBMN : Delano terminus
LV-12X	Mahanoy City area		LVRR	local loop	
LV-13	Ashland	Shenandoah [LV-12]	LVRR	Big Mine Run-Girardville	
LV-14	New Boston	Delano/Ridge	LVRR	Newton Jct	LVC : Newton Jct to Delano/Ridge [LV-9, LV-12]
LV-14X	Morea area	Newton Jct [LV-14]	LVRR		
LV-15	Wilburton	LV-12 [east of Centralia]	LVRR	Aristes	
LV-16	Centralia	Big Mine Run	LVRR	Formerly Mine Hill RR?	
P-1	Tomickon	Rock Glen/Glen Jct	PRR		
P-2	Rock Glen/Glen Jct	Nescopeck [M-15]	PRR		
P-3	Rock Glen/Glen Jct	Catawissa [M-15]	PRR	Mainville area	

Line segments or short lines essentially within region - Eastern Middle and Western Middle fields (concluded)

ID	From	To	RR	Intermediate points	Active line/segment [Walker, SPV Atlas, 2007]
P-4	Mt Carmel	Sunbury [M-17]	PRR	Shamokin-Shamrock/Reed	SVRR: Shamokin (west) to Shamrock/Reed
R-1	omitted				
R-2	Shamokin	Sunbury [M-23]	P&R	Shamrock/Reed	SVRR: Shamrock/Reed to Sunbury
R-3	Shamokin	Herndon [M-17]	P&R	Dornsife	
R-4	Mahanoy Plane	Shamokin	P&R	Ashland [see X-3]-Gordon-Locustdale-Locust Summit -Mt Carmel Jct	RBMN: to Mt Carmel Jct SVRR: to Shamokin
R-5	Mt Carmel	Mt Carmel Jct [R-4]	P&R	location and connection to P-5/LV-12 uncertain	
R-6	Shenandoah	Mahanoy Plane	P&R	Lost Creek-Shenandoah Jct	
R-7	Mahanoy Plane	E Mahanoy	P&R	Gilberton-Bear Run Jct-Mahanoy City-Buck Mtn Tunnel	RBMN
R-8	Mahanoy Plane	Port Carbon [R-13]	P&R	Frackville-St Clair	RBMN: Port Carbon (local)
R-9	Shenandoah	Frackville [R-8]	P&R	Bear Run Jct	
R-10	Haucks	Rupert	P&R	Quakake-Hazleton Jct-Lofty/Lofty Tunnel-Ringtown-Mainville-Catawissa-Rupert Bridge	RBMN: to Hazleton Jct
R-11	Haucks	E Mahanoy	P&R		RBMN
R-12	E Mahanoy	Tamaqua	P&R	East Mahanoy (Tamaqua) Tunnel	RBMN
R-24	Rupert	Fishing Creek	P&R	[Bloomsburg & Sullivan RR] Bloomsburg	
X-1	Delano Jct [LV-9]	Hazleton Jct[R-10]	LVRR?	connector: LV-9 with R-10 and LV-8	RBMN
X-2	Morea/New Boston		LVRR?	connector: LV-14 with P-7	
X-3	Ashland	Locustdale	P&R	R-4 cutoff through Ashland	
X-4	Eckley Junction	[C-4]	LVRR	Eckley cutoff	
X-5	Drifton	Sandy Run	LVRR	Freeland "bypass"	
X-6	Weathery N Jct	Hazle Creek Jct	LVRR	Probably a section of the Hazleton Coal Co. line discontinued in 1883	

Line segments or short lines essentially within region - *Southern Field*

ID	From	To	RR	Intermediate points	Active line/segment [Walker, <i>SPV Atlas</i>, 2007]
C-5	Hauto	Lansford	CNJ	Tunnel; LN&E had access to Nesquehoning from Lansford	
LE	Lansford	Tamaqua	L&NE	Coaldale-Arlington; line sometimes shown as CNJ	RBMN: Coaldale to Tamaqua
LV-24	Blackwood	Lizard Creek	LVRR	Silverton-Blackwood Jct [Pottsville (west)]-Schuylkill Haven/Spring Garden-Orwigsburg-Rauschs-Andreas	
LV-24X	York Farm Jct	Blackwood Jct	LVRR	Westwood	
R-13	Mt. Carbon	Tamaqua	P&R	Palo Alto-Port Carbon-Middleport	RBMN: to Middleport
R-14	Pottsville	Port Clinton	P&R	Mt. Carbon-Schuylkill Haven-Auburn Basin-Auburn	RBMN
R-15	Tamaqua	Port Clinton	P&R	Zehners-Rauschs	RBMN
R-16	Lykens	Tremont	P&R	Williamstown-Tower City-Good Spring	RBMN: Good Spring to Tremont
R-17	Tremont	Pine Grove	P&R	Lorberry Jct	
R-18	Tremont	West Cressona/Schuylkill Haven	P&R	Swatara Jct-Blackwood-Silverton-Westwood [Pottsville (west)]	RBMN
R-18x	Newtown/ Swatara Crk	Swatara Jct [R-18]	P&R		RBMN: Swatara Crk to Swatara Jct
R-19	Gordon [R-4]	Blackwood Jct [R-18]	P&R	[Gordon Planes] Glendower/Buck Run-Coal Castle-Duncutt-Minersville-Westwood	RBMN: Duncott to Westwood
R-20	Pine Grove	Auburn	P&R		
R-21	New Mines	Silverton	P&R	Branchdale	
R-22	Clark Valley	Lorberry Jct	P&R	Kalmia Switchback-Lorberry	
R-23	Good Spring	Tremont	P&R	Rausch Creek	
P-7	Pottsville	New Boston	PRR	St Clair-Morea	

Line segments or short lines essentially within region - *Southern Field (concluded)*

ID	From	To	RR	Intermediate points	Active line/segment [Walker, <i>SPV Atlas</i>, 2007]
P-8	Pottsville	Port Clinton	PRR	Schuylkill Haven-Landingville-Auburn Basin-Auburn	RBMN: Auburn Basin [R-14] to Auburn
P-9	Minersville	Pottsville	PRR	Seltzer	
P-10	Williamstown	Millersburg	PRR	Lykens	