

C. T. 200

**THE PENNSYLVANIA RAILROAD COMPANY**

**PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD CO.**

**WEST JERSEY & SEASHORE RAILROAD CO.**

**ADJUSTED TONNAGE RATINGS**

*D. Q. Walters*  
*Conductor*

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**THE PENNSYLVANIA RAILROAD COMPANY**

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD CO.

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**ADJUSTED TONNAGE RATINGS**

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**FEBRUARY 1st, 1915**

**OFFICE OF GENERAL MANAGER**

## INSTRUCTIONS

The tonnage ratings shown on the following pages include the adjustment or car factor.

In computing the tonnage of a train, the adjustment factor figure should be added to the gross weight of each car in the train, whether loaded or empty, as follows:

Weight of car and lading.....	65 tons
Adjustment factor.....	10 "
Adjusted tonnage of car .....	75 "

Adjusted tonnage of 50 cars of above weight 3750 tons.

When the sum of the gross weights of all cars and the adjustment equals the tonnage rating, the train has its full tonnage.

The following list should be used in computing the weights of empty cars, and in estimating the weight of car and lading when weight of car is not shown on card waybill:

	Tons
<b>Steel Hopper:</b>	
Class G1 and G1a.....	20
H21 and H21a { 100,000 pounds capacity } .....	23
{ 105,000       "       "       "       "       " } .....	23
{ 110,000       "       "       "       "       " } .....	23
H21 and H21a { 130,000 pounds capacity } .....	24
{ 140,000       "       "       "       "       " } .....	24
<b>Wooden Hopper:</b>	
80,000 pounds capacity.....	16
70,000       "       "       " .....	15
60,000       "       "       " .....	13
<b>Steel Underframe Gondola.....</b>	<b>22</b>
<b>Solid Steel Gondola.....</b>	<b>20</b>
<b>Wooden Gondola:</b>	
80,000 pounds capacity.....	16
60,000       "       "       " .....	13
<b>Steel Underframe Box.....</b>	<b>22</b>
<b>Steel Underframe and Steel Upperframe Box .....</b>	<b>24</b>
<b>Steel Box (Class X 25) .....</b>	<b>25</b>
<b>Wooden Box:</b>	
80,000 pounds capacity, plain.....	17.
80,000       "       "       "       produce.....	20
60,000       "       "       "       plain.....	15
60,000       "       "       "       produce.....	17
<b>Steel Underframe Stock.....</b>	<b>23</b>
<b>Single-Deck Wooden Stock.....</b>	<b>17</b>
<b>Double-Deck Wooden Stock.....</b>	<b>16</b>
<b>Steel Coke.....</b>	<b>24</b>
<b>Steel Underframe Coke.....</b>	<b>23</b>
<b>Wooden Coke:</b>	
80,000 pounds capacity.....	17
60,000       "       "       " .....	14
<b>Steel Underframe Refrigerator.....</b>	<b>29</b>
<b>Steel Underframe and Steel Upperframe Refrigerator.....</b>	<b>30</b>

<b>Wooden Refrigerator:</b>	<b>Tons</b>
70,000 pounds capacity.....	23
50,000 " ".....	20
<b>Steel Underframe Flat:</b>	
100,000 pounds capacity.....	19
80,000 " ".....	16
<b>Wooden Flat:</b>	
80,000 pounds capacity.....	15
60,000 " ".....	12

On the Pittsburgh and Cresson Divisions, in estimating weights of cars loaded with coal that have not been weighed, the list shown below should be used:

	On Pittsburgh Division From Mines West of Conemaugh	On Pittsburgh Division From Mines East of Conemaugh and Cresson Division
Class H 21.....	79 tons	79 tons
100,000 pounds capacity and Class G1 & G4	70 "	72 "
100,000 " " Class G4.....	65 "	66 "
80,000 " ".....	57 "	58 "
70,000 " ".....	52 "	53 "
60,000 " ".....	45 "	46 "
50,000 " ".....	36 "	37 "

On the Tyrone and Bellwood Divisions, in estimating weights of loaded cars that have not been weighed, the following list should be used:

Class H 21, loaded coal.....	79 tons
100,000 pounds capacity Class G4, loaded coal.....	70 "
100,000 " " " Gr or G4, loaded coal.....	56 "
100,000 " " Hoppers, loaded coal.....	70 "
80,000 " " Wooden cars, loaded coal.....	56 "
Other wooden cars, loaded coal.....	42 "
100,000 pounds capacity Steel Gondolas, without racks, loaded coke.....	42 "
100,000 pounds capacity Steel underframe box cars, loaded sewer pipe.....	42 "

When dead locomotives are hauled in trains, the adjustment factor should be added for each 35 tons weight of locomotive and tender.

**Helper Service:** Ratings do not include helper, except where same is provided for as shown on bottom margin of rating sheets. When helpers are used on other runs, the tonnage hauled should equal the combined ratings of the locomotives.

**Double Heading:** Double headers should be loaded to the combined ratings of the locomotives used.

On the divisions where reductions in train tonnage are not made at stated temperatures, the "A" rating shall be used unless otherwise ordered. When, on account of low temperature, snow or other causes, it is not practicable to haul the "A" rating tonnage, the Train Master may authorize the use of one of the other ratings, but such order must not be kept in effect longer than 24 hours without authority from the Superintendent.

On other divisions, when snow or other causes make it impracticable to haul the tonnage shown for the various degrees of temperature, further reduction may be made, but only on the authority provided for in the preceding paragraph.

The tonnage ratings shown herein must be used by all divisions, and no reductions in them shall be made without the approval of the General Manager, except as indicated in the two preceding paragraphs. If tonnage ratings are increased, a prompt report of the new ratings set shall be made to the General Manager, so they may be incorporated in this book when next printed.

**S. C. LONG,**  
General Manager.

February 1, 1915.

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

Eastward

From Northumberland to Honey Pot or Wilkes-Barre

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	7500	7125	6412	5771	5194	4675	3750
H8sb.....	7280	6916	6224	5602	5042	4538	3640
H8b.....	6440	6118	5506	4955	4459	4013	3220
H6sb.....	6200	5890	5301	4771	4294	3865	3100
H6-a or b.....	5600	5320	4788	4309	3878	3490	2800
F3c.....	4200	3990	3591	3232	2909	2618	2100
H3-a or b.....	3360	3192	2873	2586	2327	2094	1680

Westward

From Wilkes-Barre or Honey Pot to Northumberland

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	8710	8274	7447	6702	6032	5429	4955
H8sb.....	8450	8028	7225	6503	5853	5268	4225
H8b.....	7475	7101	6391	5752	5177	4659	3738
H6sb.....	7300	6935	6242	5618	5056	4550	3650
H6-a or b.....	6500	6175	5558	5002	4502	4052	3250
F3c.....	4875	4631	4168	3751	3376	3038	2438
H3-a or b.....	3900	3705	3335	3002	2702	2432	1950

Ratings for turn-around runs.

In Effect February 1, 1915  
Approved by General ManagerL. W. ALLIBONE  
Superintendent

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

Westward

From Wilkes-Barre or Honey Pot to Northumberland

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	10000	9500	8550	7695	6925	6232	5000
H8sb.....	9750	9262	8336	7502	6752	6077	4875
H8b.....	8625	8194	7375	6637	5973	5376	4313
H6sb.....	8425	8004	7204	6484	5836	5252	4213
H6-a or b.....	7500	7125	6412	5771	5194	4675	3750
F3c.....	5625	5344	4810	4329	3896	3506	2813
H3-a or b.....	4500	4275	3847	3462	3116	<del>2804</del>	2250

Ratings from Wilkes-Barre or Honey Pot to Northumberland for one-way run.

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

**Eastward**  
**From Northumberland to Weigh Scales or Mount Carmel**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 9						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	2815	2630	2551	2474	2400	2328	1335
H8sb.....	2557	2399	2327	2257	2189	2123	1218
H8b.....	2477	2315	2246	2179	2114	2051	1175
H6sb.....	2477	2315	2246	2179	2114	2051	1175
H6-a or b.....	2140	2000	1940	1882	1826	1771	1015
F3c.....	1606	1500	1455	1411	1369	1328	762
H3-a or b.....	1284	1200	1164	1129	1095	1062	609

**From Weigh Scales to Northumberland or Harrisburg**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 50						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	11180	10285	9725	8945	8385	7265	6150
H8sb.....	10750	9890	9355	8600	8065	6990	5915
H8b.....	9890	9100	8605	7910	7420	6430	5440
H6sb.....	9460	8705	8230	7570	7095	6150	5205
H6-a or b.....	8600	7910	7480	6880	6450	5590	4730
F3c.....	6020	5540	5235	4815	4515	3915	3310
H3-a or b.....	4645	4275	4040	3715	3485	3020	2555

Ratings from Northumberland to Mount Carmel include helper of same class from Weigh Scales.  
 No train to Harrisburg to exceed 80 cars.

In Effect February 1, 1915  
 Approved by General Manager

**L. W. ALLIBONE**  
 Superintendent

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

From Northumberland or Honey Pot to Silver Brook

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	1090	1079	1057	1036	1015	995	545
H8sb.....	1050	1039	1018	998	978	958	525
H8b.....	960	950	931	912	894	876	480
H6sb.....	960	950	931	912	894	876	480
H6-a or b.....	875	866	849	832	815	799	438
F3c.....	656	649	636	623	611	599	328
H3-a or b.....	515	510	500	490	480	470	258

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

**Eastward**  
**From Silver Brook to Mt. Carbon**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	2180	2158	2114	2072	2030	1990	1090
H8sb.....	2100	2078	2036	1996	1956	1916	1050
H8b.....	1920	1900	1862	1824	1788	1752	960
H6sb.....	1920	1900	1862	1824	1788	1752	960
H6-a or b.....	1750	1732	1698	1664	1630	1598	875
F3c.....	1312	1298	1272	1246	1222	1198	656
H3-a or b.....	1030	1020	1000	980	960	940	515

From New Boston Junction to Mt. Carbon trains will be restricted as follows:

Locomotives equipped with Duplex Main Reservoir Regulator to 2000 flat tons—45 cars.

Locomotives equipped with two 9½-inch pumps and small steam pipes to 1800 flat tons—40 cars.

Locomotives equipped with one 9½-inch pump to 1200 flat tons—20 cars.

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

**Westward**  
**From Mt. Carbon to New Boston Junction**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 2						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	465	460	451	442	433	424	233
H8sb.....	445	441	432	423	415	407	223
H8b.....	420	416	408	400	392	384	210
H6sb.....	420	416	408	400	392	384	210
H6-a or b.....	390	386	378	370	363	356	195
F3c.....	293	290	284	278	272	267	147
H3-a or b.....	245	243	238	233	228	223	123

**From New Boston Junction to Honey Pot or Northumberland**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	1230	1218	1194	1170	1147	1124	615
H8sb.....	1180	1168	1145	1122	1100	1078	590
H8b.....	1085	1074	1053	1032	1011	991	543
H6sb.....	1085	1074	1053	1032	1011	991	543
H6-a or b.....	987	977	957	938	919	901	494
F3c.....	740	733	718	704	690	676	370
H3-a or b.....	580	574	563	552	541	530	290

In Effect February 1, 1915  
 Approved by General Manager

**L. W. ALLIBONE**  
 Superintendent

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS****Westward  
From Sunbury to Clifford**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	1540	1525	1494	1464	1435	1406	770
H8sb.....	1480	1465	1436	1407	1379	1351	740
H8b.....	1380	1366	1339	1312	1286	1260	690
H6sb.....	1350	1336	1309	1283	1257	1232	675
H6-a or b.....	1230	1218	1194	1170	1147	1124	615
F3c.....	925	916	898	880	862	845	463
H3-a or b.....	740	733	718	704	690	675	370

**Westward  
From Clifford to Lewistown Junction**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	1940	1921	1883	1845	1808	1772	970
H8sb.....	1860	1841	1804	1768	1733	1698	930
H8b.....	1740	1723	1689	1655	1622	1590	870
H6sb.....	1700	1683	1649	1616	1584	1552	850
H6-a or b.....	1550	1534	1503	1473	1444	1415	775
F3c.....	1166	1154	1131	1108	1086	1064	583
H3-a or b.....	933	924	906	888	870	853	467

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

**Eastward**  
**From Lewistown Junction to McClure**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	1670	1653	1620	1588	1556	1525	835
H8sb.....	1610	1594	1562	1531	1500	1470	805
H8b.....	1500	1485	1455	1426	1397	1369	750
H6sb.....	1475	1460	1431	1402	1374	1347	738
H6-a or b.....	1341	1328	1301	1275	1249	1224	671
F3c.....	1006	996	976	956	937	918	503
H3-a or b.....	805	797	781	765	750	735	403

**Eastward**  
**From McClure to Sunbury**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 6°	F 5° or below	G Emer- gency
H9s.....	2080	2059	2018	1978	1938	1899	1040
H8sb.....	2000	1980	1940	1901	1863	1823	1000
H8b.....	1865	1846	1809	1773	1738	1703	933
H6sb.....	1830	1812	1776	1740	1705	1671	915
H6-a or b.....	1665	1648	1615	1583	1551	1520	833
F3c.....	1248	1236	1211	1187	1163	1140	624
H3-a or b.....	998	988	968	949	930	911	499

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS**

**Train S80—Eastward  
From Sunbury to Wilkes-Barre**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 35°	B 35° to 16°	C 15° to Zero	D Below Zero or Stormy	E	F	G
H9s.....	3575	3220	3090	2860			
H8sb.....	3435	3090	2820	2750			
H8b.....	3160	2845	2685	2530			
H6sb.....	3050	2745	2590	2440			
H6-a or b.....	2750	2475	2340	2200			
F3c.....	2060	1855	1750	1645			
H3-a or b.....	1485	1335	1250	1190			

**Train S81—Westward  
From Wilkes-Barre to Sunbury**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	4000	3000					
H8sb.....	3900	2925					
H8b.....	3450	2588					
H6sb.....	3370	2528					
H6-a or b.....	3000	2250					
F3c.....	2250	1687					
H3-a or b.....	1800	1350					

No train to exceed 50 cars.  
On train S81, "B" rating must not be used, nor car nor tonnage limit exceeded, except by authority of the Train Master.

In Effect February 1, 1915

Approved by General Manager

**L. W. ALLIBONE**

Superintendent

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS**

Trains PG16 and Yard 80 Eastward  
From Northumberland to Wilkes-Barre

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	3750	3000					
H8sb.....	3640	2912					
H8b.....	3220	2576					
H6sb.....	3100	2480					
H6-a or b.....	2800	2240					
F3c.....	2100	1680					
H3-a or b.....	1680	1344					

Train PG13 Westward  
From Wilkes-Barre to Northumberland

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	5000	4000					
H8sb.....	4875	3900					
H8b.....	4313	3450					
H6sb.....	4213	3370					
H6-a or b.....	3750	3000					
F3c.....	2813	2250					
H3-a or b.....	2250	1800					

No train to exceed 60 cars.  
"B" rating must not be used, nor car nor tonnage limit exceeded, except by authority of the Train Master.

In Effect February 1, 1915  
Approved by General Manager

L. W. ALLIBONE  
Superintendent

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS**

**Train S1**  
**From Mt. Carbon to Wilkes-Barre**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 2						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	325	209					
H8sb.....	311	200					
H8b.....	294	189					
H6sb.....	294	189					
H6-a or b.....	273	175					
F3c.....	205	132					
H3-a or b.....	171	110					

**Train S2**  
**From Wilkes-Barre to Mt. Carbon**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	709	490					
H8sb.....	683	473					
H8b.....	624	432					
H6sb.....	624	432					
H6-a or b.....	569	394					
F3c.....	426	295					
H3-a or b.....	335	232					

No train to exceed 40 cars.

"B" rating must not be used, nor car nor tonnage limit exceeded, except by authority of the Train Master.

In Effect February 1, 1915

Approved by General Manager

**L. W. ALLIBONE**

Superintendent

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS****Train S14—Eastward  
From Northumberland to Hazleton**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	895	450					
H8sb.....	865	435					
H8b, H6sb.....	790	395					
H6sb.....	790	395					
H6-a or b.....	725	365					
F3c.....	540	270					
H3-a or b.....	425	215					

**Train S15—Westward  
From Hazleton to Northumberland**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 5						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	1230	615					
H8sb.....	1180	590					
H8b.....	1085	543					
H6sb.....	1085	543					
H6-a or b.....	987	494					
F3c.....	740	370					
H3-a or b.....	580	290					

No train to exceed 40 cars. Ratings for Train S14 exclude set off west of Catawissa Junction. "B" rating must not be used, nor car nor tonnage limit exceeded, except by authority of the Train Master.

**SUNBURY DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS**

Train 390—Eastward  
From Northumberland to Sagon Junction

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 9						
	A Above 5°	B Below 5° or Snow	C	D	E	F	G
H9s.....	2002	1202					
H8sb.....	1827	1096					
H8b.....	1762	1057					
H6sb.....	1762	1057					
H6-a or b.....	1522	913					
F3c.....	1142	685					
H3-a or b.....	913 <sup>1</sup>	548					

No train to exceed 40 cars  
"B" rating must not be used, nor car nor tonnage limit exceeded, except by authority of the  
Train Master.

**WILLIAMSPORT DIVISION****ADJUSTED TONNAGE RATINGS—SLOW FREIGHT TRAINS**

**Eastward**  
From Northumberland to Harrisburg

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 50						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 5°	F Below 5°	G Storm or Emergency
H9s.....	11180	10285	9725	8945	8385	7265	6150
H8sb.....	10750	9890	9355	8600	8065	6990	5915
H8b.....	9890	9100	8605	7910	7420	6430	5440
H6sb.....	9460	8705	8230	7570	7095	6150	5205
H6-a or b.....	8600	7910	7480	6880	6450	5590	4730
F3c.....	6020	5540	5235	4815	4515	3915	3310
H3-a or b, F1a	4645	4275	4040	3715	3485	3020	2555

**Westward**  
From Harrisburg to Northumberland

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30						
	A Above 45°	B 45° to 36°	C 35° to 26°	D 25° to 16°	E 15° to 5°	F Below 5°	G Storm or Emergency
H9s.....	7150	6580	6220	5720	5365	4650	3935
H8sb.....	6875	6325	5980	5500	5155	4470	3780
H8b.....	6325	5820	5505	5060	4745	4110	3480
H6sb.....	6050	5565	5265	4840	4540	3935	3330
H6-a or b.....	5500	5060	4785	4400	4125	3575	3025
F3c.....	3850	3540	3350	3080	2890	2505	2120
H3-a or b, F1a	2970	2730	2585	2375	2230	1930	1635

No eastward train to exceed 80 cars.  
No westward train to exceed 100 cars.

In Effect February 1, 1915  
Approved by General Manager

H. P. LINCOLN  
Superintendent

**WILLIAMSPORT DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS**

Trains W2, BF6 and EC6—Eastward  
From Renovo or Williamsport to Marysville

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30				
	A Above 35°	B 35° to 16°	C 15° to Zero	D Below Zero or Stormy	
H9s.....	4225	3800	3590	3380	No train to exceed 60 cars.
H8sb.....	4060	3650	3450	3250	No train to exceed 60 cars.
H8b.....	3735	3360	3175	2980	No train to exceed 55 cars.
H6sb.....	3600	3240	3050	2880	No train to exceed 50 cars.
H6-a or b.....	3250	2925	2765	2500	No train to exceed 45 cars.
F3c.....	2440	2200	2075	1950	No train to exceed 34 cars.
H3-a or b.....	1755	1580	1490	1400	No train to exceed 25 cars.

All Trains except W2, BF6 and EC6—Eastward  
From Renovo or Williamsport to Marysville

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30				
	A Above 35°	B 35° to 16°	C 15° to Zero	D Below Zero or Stormy	
H9s.....	5070	4560	4310	4050	No train to exceed 60 cars.
H8sb.....	4875	4380	4140	3900	No train to exceed 60 cars.
H8b.....	4480	4030	3800	3580	No train to exceed 60 cars.
H6sb.....	4290	3860	3645	3430	No train to exceed 60 cars.
H6-a or b.....	3900	3500	3315	3120	No train to exceed 60 cars.
F3c.....	2925	2630	2480	2340	No train to exceed 45 cars.
H3-a or b.....	2105	1895	1780	1680	No train to exceed 33 cars.

**WILLIAMSPORT DIVISION****ADJUSTED TONNAGE RATINGS—PREFERENCE FREIGHT TRAINS**

Trains EC1, EC3, BF3 and S80—Westward

From Marysville to Northumberland, Wilkes-Barre, Williamsport or Renovo

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30				
	A Above 35°	B 35° to 16°	C 15° to Zero	D Below Zero or Stormy	
H9s.....	3575	3220	3090	2860	No train to exceed 60 cars.
H8sb.....	3435	3090	2820	2750	No train to exceed 60 cars.
H8b.....	3160	2845	2685	2530	No train to exceed 55 cars.
H6sb.....	3050	2745	2590	2440	No train to exceed 50 cars.
H6-a or b.....	2750	2475	2340	2200	No train to exceed 45 cars.
F3c.....	2060	1855	1750	1645	No train to exceed 34 cars.
H3-a or b.....	1485	1335	1250	1190	No train to exceed 25 cars.

**All Trains except EC1, EC3, BF3 and S80—Westward**  
**From Marysville to Northumberland, Williamsport or Renovo**

Class of Locomotive	RATING IN TONS—ADJUSTMENT FACTOR 30				
	A Above 35°	B 35° to 16°	C 15° to Zero	D Below Zero or Stormy	
H9s.....	4290	3860	3645	3432	No train to exceed 60 cars.
H8sb.....	4125	3710	3500	3300	No train to exceed 60 cars.
H8b.....	3800	3420	3210	3040	No train to exceed 60 cars.
H6sb.....	3660	3290	3110	2925	No train to exceed 55 cars.
H6-a or b.....	3300	2970	2800	2640	No train to exceed 50 cars.
F3c.....	2475	2230	2100	1980	No train to exceed 37 cars.
H3-a or b.....	1785	1600	1520	1430	No train to exceed 27 cars.

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## SCHUYLKILL DIVISION — SLOW FREIGHT TRAINS

## WESTWARD

52nd Street and RK Tower to Bala

Class of Locomotive	Per cent Code	RATING IN TONS—ADJUSTMENT FACTOR 3								
		100 Aha	95 Back	90 Check	85 Down	80 Even	75 Flag	70 Grip	65 Hqok	60 Ice
I 1s.....		1625	1545	1460	1380	1300	1220	1135	1055	975
L 1s.....		1300	1235	1170	1105	1040	975	910	845	780
H 9s.....		1040	990	935	885	830	780	730	675	625
H 8sb.....		930	885	835	790	745	695	650	605	560
H 8b.....		870	825	785	740	695	650	610	565	520
H 6sb.....		800	760	720	680	640	600	560	520	480
H 6a, H6b.....		720	685	650	610	575	540	505	470	430
F 3.....		540	515	485	460	430	405	380	350	325

## SCHUYLKILL DIVISION — SLOW FREIGHT TRAINS

EASTWARD  
Mt. Carbon to NQ Tower

Class of Locomotive	Per cent Code	RATING IN TONS—ADJUSTMENT FACTOR 10								
		100	95	90	85	80	75	70	65	60
		Aha	Back	Check	Down	Even	Flag	Grip	Hook	Ice
I 1s.....		8060	7660	7255	6850	6450	6045	5640	5240	4835
L 1s.....		6450	6125	5805	5480	5160	4835	4515	4190	3870
H 9s.....		5160	4900	4645	4385	4125	3870	3610	3355	3095
H 8sb.....		4605	4375	4145	3915	3685	3455	3225	2995	2765
H 8b.....		4300	4090	3875	3660	3445	3230	3015	2800	2580
H 6sb.....		3950	3750	3555	3355	3160	2960	2765	2565	2370
H 6a, H 6b.....		3560	3380	3205	3025	2850	2670	2490	2315	2135
F 3.....		2680	2545	2410	2280	2145	2010	1875	1740	1610

For locomotives larger than H 6sb car limit should be observed in Mt. Carbon Yard and Auburn Siding.  
Ratings Mt. Carbon to NQ Tower include helper at Reading.

EASTWARD  
RO Tower to Cynwyd

Class of Locomotive	Per cent Code	RATING IN TONS—ADJUSTMENT FACTOR 2								
		100	95	90	85	80	75	70	65	60
		Aha	Back	Check	Down	Even	Flag	Grip	Hook	Ice
I 1s.....		1225	1165	1100	1040	980	920	855	795	735
L 1s.....		980	930	880	835	785	735	685	635	590
H 9s.....		785	745	705	665	625	590	550	510	470
H 8sb.....		700	665	630	595	560	525	490	455	420
H 8b.....		655	620	590	555	525	490	460	425	390
H 6sb.....		600	570	540	510	480	450	420	390	360
H 6a, H 6b.....		540	515	485	460	430	405	380	350	325
F 3.....		410	390	370	350	330	305	285	265	245

In effect February 1, 1915. Revised February 1, 1919  
Revised October 1, 1919.

Approved by General Manager

(23)

C. D. YOUNG

Superintendent.

**WILLIAMSPORT DIVISION — PREFERENCE FREIGHT TRAINS**

**WESTWARD**

All trains except EC 1, EC 3, BF 3 and S 80  
From Marysville to Northumberland, Williamsport or Renovo

Class of Locomotive	Per cent Code	RATING IN TONS—ADJUSTMENT FACTOR 30								
		100 Aha	95 Back	90 Check	85 Down	80 Even	75 Flag	70 Grip	65 Hook	60 Ice
I 1s.....		7150	6790	6435	6075	5720	5360	5005	4650	4290
L 1s.....		5720	5435	5150	4860	4575	4290	4005	3720	3430
H 9s.....		4290	4075	3860	3645	3430	3220	3005	2790	2575
H 8sb.....		4125	3920	3715	3505	3300	3095	2890	2680	2475
H 8b.....		3800	3610	3420	3230	3040	2850	2660	2470	2280
H 6sb.....		3660	3475	3295	3110	2930	2745	2560	2380	2195
H 6a, H6b.....		3300	3135	2970	2805	2640	2475	2310	2145	1980
F 3c.....		2475	2350	2230	2105	1980	1855	1735	1610	1485
H 3a, H 3b.....		1785	1695	1605	1515	1430	1340	1250	1160	1070

**WESTWARD**

All trains except EC 1, EC 3, BF 3 and S 80  
From Marysville to Northumberland, Williamsport or Renovo

Class of Locomotive	
I 1s.....	No train to exceed 75 cars.
L 1s.....	" " " " 75 "
H 9s.....	" " " " 60 "
H 8sb.....	" " " " 60 "
H 8b.....	" " " " 60 "
H 6sb.....	" " " " 55 "
H 6a, H 6b.....	" " " " 50 "
F 3c.....	" " " " 37 "
H 3a, H 3b.....	" " " " 27 "

In effect February 1, 1915. Revised February 1, 1919  
Approved by General Manager (103)

**H. H. RUSSELL**  
Superintendent

