



CENTRAL PENNSYLVANIA RAILROAD

PASSING SIDING DATA

The track number in parentheses following the location indicates which track is the passing siding. The numbers listed in the PASS (passing siding) and MAIN (main line track) columns indicate the number of 40 foot freight cars plus two GP 9 equivalent locomotives and one cabin car that will fit into the passing siding. For example, a train with 12 40' freight cars and two GP 9 locomotives and a cabin car will fit on track 1 at Potter.

DIV	LOCATION		PASS	MAIN	REMARKS
C1	Yorktowne	(track 3)	12	13	Approach/departure track A loop; station track; 2 industry siding's w/multiple tracks
E1	Jimville	(track 1)	9		1 industrial siding w/multiple industry tracks
E2	Midway	(track 1)	6		2 industrial sidings w/multiple industry tracks; shares with Robertsdale; X over
E3	Robertsdale	(track 1)	7		1 industrial siding w/multiple industry tracks; shares with Midway; X over
	Mid & Rbtsdal	Combined	19	18	
E4	St. Joe	(track 2)	9	9	1 industrial siding w/multiple industry tracks; junction for FM staging departure
E5	Hightown	(track 1)	16	18	entire siding; FMCL branch/west division junction; multiple industry tracks
W1	*Strickler				4 industrial sidings w/multiple industry tracks
W2	Potter	(track 1)	12	11	4 industrial sidings w/multiple industry tracks

*Strickler has two through main line tracks and a secondary freight line from KNAT Yard. The “back track” is primarily used for passenger traffic and through freight traffic at the discretion of the Dispatcher. The “front track” is primarily a freight line. Neither of these tracks has a passing siding. The secondary is to/from KNAT Yard and serves the West Division.