ALTOONA SHOPS INSPECTION TRIP
Sunday, May 16

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NEW YORK CHAPTER,
RAILWAY AND LOCOMOTIVE
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RAILROAD STORIES MAGAZINE

NATIONAL RAILWAY HISTORICAL SOCIETY

in conjunction with the

Pennsylvania Railroad
Above — The Rockville Bridge, longest and widest stone-arched bridge in the world.

Below — The four-tracked Pennsylvania Railroad of today in Jack's Narrows.

A surviving part of the Pennsylvania Railroad of 1834. Laid in 1831, and the oldest piece of track in the world.

The Horse Shoe Curve around the mountains west of Altoona.
THE PENNSYLVANIA RAILROAD MANAGEMENT cordially welcomes the members of the organizations sponsoring this inspection tour, and those accompanying them on today's trip, for which an itinerary of unusual interest and variety has been planned.

Between New York and Philadelphia the train will be moved by electric power over a railroad system of four to six running tracks, on which is handled the densest rail traffic of either America or Europe. From Philadelphia to Altoona the route will cover two divisions of the main line to the West, traversing a section of the country noted for its historical associations and scenic beauty as well as its vast production of industrial, mineral and agricultural wealth.

The trackage over which the train will operate is of the highest type of construction, built with the heaviest rail, for smooth riding and the safe handling of a very large number of high-speed trains, both passenger and freight.

At Altoona the party will have the opportunity to inspect the world's most extensive railroad shops, located in a community devoted primarily to railroad work and the homes of railroad men and their families.

Throughout the journey the passengers will be in the hands of representatives of the railroad, whose purpose will be to do all in their power to make the trip enjoyable and instructive and pleasurably remembered.

President.
THE PENNSYLVANIA RAILROAD
from New York to Altoona

It is interesting to note, in connection with this trip over the Pennsylvania Railroad from New York to the mountain workshops of the Pennsylvania in Altoona, that trains carrying passengers and goods were running over tracks, between the west bank of the Hudson at Jersey City to the east bank of the Susquehanna at Harrisburg about one hundred years ago, following, for the greater part of the distance, the same location as the present tracks over which this inspection train is running. Such trains were running over a newly constructed railroad between Harrisburg and Altoona about eighty-six years ago.

For it was in 1834 that the New Jersey Railroad and Transportation Company opened to business the first of its rail lines—between Jersey City and Elizabeth. A few months later this line was extended to the city of New Brunswick.

Just a year later, in 1835, the Philadelphia and Trenton Railroad was opened between the west bank of the Delaware, at Morrisville, directly opposite the city of Trenton, and the old Kensington Station, in the city of Philadelphia.

Under agreement between these two early transportation lines, in 1836, the Jersey City-New Brunswick line of railroad was extended to Trenton. With the extension of tracks over the Trenton Delaware Bridge, in 1839, the ever-growing city of New York was linked to the city of Philadelphia by an all-rail route.

Philadelphia had been linked with the Susquehanna River at Columbia in 1834 by the opening of the Philadelphia and Columbia Railroad, built by the Pennsylvania State Works as part of its rail and canal system. By joining this railroad, on the outskirts of the city of Lancaster, with a privately-built line—the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad, whose first President was James Buchanan, later fifteenth President of the United States—rail transportation was afforded from Philadelphia to Harrisburg in 1838.

The Pennsylvania Railroad Company extended this railroad line to McVeytown in 1849; to a junction with the Allegheny Portage Railroad near Hollidaysburg in 1850, and into Altoona in 1851.

The Philadelphia-Harrisburg line, in its entirety, became a part of the Pennsylvania Railroad in 1857, and by lease, the lines through New Jersey and between Trenton and Philadelphia, were integrated with the Pennsylvania in 1871. The same year, a connection between the old Trenton-Philadelphia line at Frankford Junction was established by the opening of the Connecting Railway to Mantua Junction on the Pennsylvania Railroad—where today New York-Philadelphia and South trains sweep in a wide curve around Philadelphia's Zoological Garden.
EN ROUTE

With only a few changes in location of tracks, the route of this train follows the route of travel established about a century ago by far-seeing engineers and men of business. It follows, too, the route of the stage coach and the canal boat—and further back, the old trails of the Indians.

The idea of having a terminal station on Manhattan Island—in the heart of New York City—had been in the mind of the management of the Pennsylvania Railroad many years before Pennsylvania Station was opened to public use on November 27, 1910. A bridge across the Hudson River was conceived, but given up because of physical difficulties.

The successful completion and use of the Hudson and Manhattan Railroad tubes under the river gave a real impetus to the planning, construction and operation of the tubes under the Hudson and East Rivers and the erection of Pennsylvania Station in the space between Seventh and Eighth Avenues and between 31st and 33rd Streets—the wisdom and forthought of A. J. Cassatt, then President of the Pennsylvania, being a great controlling factor in this tremendous engineering feat.

All Pennsylvania Railroad and Long Island Railroad trains entering and leaving New York use this station—one of the three largest railroad terminals in the world. The station proper, with a frontage of 430 feet on each avenue and 784 feet on each street, covers an area of eight acres and, with the tracks and yards beneath it, twenty-eight acres.

There are three levels in this station—the entrance level at the street; the Main Waiting Room and Concourse, and the track level, nine feet below mean sea level.

As the train bearing the members of this party leaves the station, it enters almost immediately the New York end of one of the steel and concrete tubes that extend under the Hudson River and through the high hill on the New Jersey side on which stands the city of Hoboken. This tube—with its companion tube through which New York-bound trains pass—is 13,393 feet in length, a little over two and one-half miles, of which 6,644 feet is along the bed of the river in the silt and sand. It is a metal tube, over twenty-three feet in diameter, lined with concrete. During its construction and since, there has never been any trouble from water or its pressure.

From the Bergen Portal, at the western end, a double-tracked line leads across the Hackensack meadows, to an intersection with the old Jersey City line at Manhattan Transfer, where passengers from and for Lower New York, by the Hudson and Manhattan tube line, are transferred. Before the complete electrification of the New York-Philadelphia line, there was a change from electric to steam power at this point. Now this special—as are all other trains—is drawn all the way from Pennsylvania Station to Paoli, west of Philadelphia, by one of the Pennsylvania's new and powerful type GG1 electric locomotives. All trains between
New York and Philadelphia and New York and Washington are also drawn by electric locomotives.

After crossing the Hackensack and Passaic Rivers and the main lines of several of the principal New York railroads, the train passes into and through the great new station of the Pennsylvania at Newark, New Jersey. One will notice a great deal of construction work going on in this station and adjacent to it, for this terminal will, in a very short time, serve not only the Pennsylvania Railroad, but also the Hudson and Manhattan Railroad to and from Hudson Terminal, and the principal street car and bus lines operating in and into the city of Newark.

Passing through busy Newark—a great manufacturing center—the train enters the city of Elizabeth, one-time terminus of the first railroad from Jersey City, which, with its nearby suburb of Elizabethport, on Raritan Bay, was an important point on the colonial route from Philadelphia to New York by stage coach and private carriage, for it was from Elizabethport that passengers by coach from Philadelphia embarked on a boat for New York. Elizabeth boasts an old hotel where General Washington once stayed en route to his inauguration as President of the United States in New York.

Passing through Rahway, a little over twenty miles from New York, the train begins the ascent of the greatest elevation of land along the line between New York and Philadelphia, the eastern top of which is reached just beyond the little town of Menlo Park, celebrated as the birthplace of the electric light. For it was in a workshop on top of the hill to the right of the train—marked by a tall model of an incandescent lamp—that Thomas A. Edison discovered the principles of harnessing an electric spark, or succession of them, to a fine wire in a vacuum glass tube.

From Metuchen, the next town of any size, the train slips down the valley of the Raritan River and crosses it into New Brunswick, one of the older New Jersey settlements and the home of Rutgers College. Beyond New Brunswick, the train crosses the western high point of the divide between the Hudson and the Delaware, near Adams Station, at an elevation of 119.4 feet.

About ten miles south of New Brunswick is Monmouth Junction, whence a line extends to the North Jersey seashore region. On this line a short distance toward the sea lies Monmouth Battlefield, where "Light Horse Harry" Lee incurred a rebuke from Washington for retreating from the British in 1778, and where Molly Pitcher served a cannon for her dead husband.

Six miles beyond Monmouth Junction, one comes to Princeton Junction, whence a short branch line leads to the university city of Princeton, invested with much historical interest. For Princeton was the first capital of the State of New Jersey; during the Revolutionary War it was
both camp and a battleground. The Federal Congress met there in the
summer of 1783.

Near the 58th milepost from Pennsylvania Station, New York, one
enters the city of Trenton, present capital of New Jersey, and a thriving
industrial city. Trenton's history—according to scientists—goes far back
of written annals, for deposits in the alluvial sands in the river near the
city indicate the primeval man made his habitat here in the Ice Age. The
city was an active town during the Revolution. Here on December
26th, 1776, was fought that memorable battle, after the crossing of the
Delaware made by Washington at what is now Washington's Crossing
Station of the Pennsylvania Railroad, a few miles north of the city—
which cleared New Jersey from the Hessian troops.

INTO PENNSYLVANIA

Leaving Trenton, the train crosses from New Jersey into Pennsyl-
vania by a modern bridge to Morrisville, named in honor of the financier
of the Revolution, Robert Morris. From just west of the town one
notices the Low Grade Freight line, turning northwest to a junction with
the Main Line of the Pennsylvania near Thorndale, Pennsylvania.

Between Morrisville and Bristol, the next town of any size, the
railroad traverses Penn's Manor, a reservation made by the famous
English Quaker for a country manor.

From Bristol the train follows the west bank of the Delaware River
through a series of suburban and industrial towns, crossing into Phila-
delphia County over Poquessing Creek at Torresdale.

Rounding a curve through the section of the city known as Frank-
ford, one sees extending toward the river, on the left, the rail line lead-
ing to the Southern New Jersey seashore region over the Delaware
River Bridge.

North Philadelphia Station was opened for use in 1913, replacing a
station known as Germantown Junction, for it is from that point that
the Chestnut Hill Branch of the railroad extends through Germantown,
where was fought the Battle of Germantown around the old Chew
House, on October 4th, 1777, in the occupation of Philadelphia by the
British forces.

North Philadelphia is the Philadelphia station for many of the
through trains between the East and the West. As one enters the station
from New York, the wide avenue over which the four-tracked highway
passes is Broad Street, one of Philadelphia's main arteries.

A few minutes after leaving North Philadelphia, the train crosses
the Schuylkill River. As one looks south from the bridge, one sees the
classic outlines of the great, new Pennsylvania Station (30th Street)
which will, in a short time, be the principal station of the Pennsylvania
Railroad in the city of Philadelphia.
It is interesting to note that the old Philadelphia and Columbia Railroad crossed the Schuylkill just a short distance north of the present railroad bridge after descending from the hills west of the city by an inclined plane.

A moment or two after passing the bridge, the train traverses the Mantua Tunnel, opened for use in the year 1903 to enable through East-West trains to reach the main Philadelphia-Pittsburgh line without crossing the extensive yards at this point. The lines into Pennsylvania (30th Street) and Broad Street Stations sweep around the Philadelphia Zoological Gardens to the left, as the special train runs down into the tunnel.

Just beyond 52nd Street Station, where the tracks are elevated above the extensive yards at this point, the line running up the Schuylkill Valley to the coal regions turns northward. About 21 miles up this railroad lies the old Valley Forge reservation, where Washington and his troops wintered in 1777-78. The nearest Pennsylvania Railroad station to this historic spot is Betzwood, about two miles south of the heart of the old encampment.

Overbrook Station, a short distance west of 52nd Street Station, marks the city line of Philadelphia and the eastern end of what is known as the "Main Line" section of the Pennsylvania Railroad. This is the stretch of suburban territory which, in natural beauty, artistic environment and wealth of architectural effect, is unsurpassed anywhere in the world.

All the way from Overbrook to Paoli, a distance of fifteen miles, the railroad is lined on both sides of the tracks with a procession of charming towns and great country estates. Many of these cannot be seen from the train as they lie back on the hills. The old Lancaster Pike, which plays hide and seek with the railroad, is one of Pennsylvania's famous old highways—and is now the Lincoln Highway.

Pausing at Paoli Station, the big GG1 electric locomotive, which has drawn the train all the way over the four-tracked highway from Manhattan Transfer, is exchanged for the new Pennsylvania Railroad streamlined steam locomotive No. 3768 for the balance of the run to Altoona and back to Paoli again in the evening.

It has been a steady up-grade from Overbrook to Paoli. The train has climbed from about 173 feet above sea level near 52nd Street to about 550 feet near Paoli, with only slight dips near Rosemont and Wayne. From west of Paoli, as the tracks cling to the south hills enclosing the beautiful Chester Valley, the train gradually descends to Downingtown, the western end of the valley.

Six miles west—in the valley of the Brandywine Creek—closely associated with the struggles between the Colonial and British in the Revolution, lies Coatesville, with a big steel works along the banks of the creek, on which, a few miles south, was fought the Battle of the Brandywine, in 1777—one of the major engagements of the Revolutionary War.
Another six miles, and the train passes through Parkesburg, where were located the first shops of the Philadelphia and Columbia Railroad and its executive headquarters. Incidentally, near Parkesburg, the train has reached the highest point above sea level in its trip between New York and Harrisburg, 560.6 feet.

A few miles beyond Parkesburg, the railroad surmounts the crest of a ridge of high hills at Gap, and winds down into the Pequea Valley and the rich farming lands of Lancaster County—noted particularly for the fine grade of tobacco grown there. This is the habitat of many of the Dunkards or Mennonites, religious emigrants. Near Conestoga Creek, which is crossed just east of the city of Lancaster, occurred the Conestoga Massacre, in 1763, when the Indians went on a rampage, following Braddock’s defeat near Pittsburgh.

Lancaster, a busy manufacturing center, and the home site of Franklin and Marshall College, was on the original line of the railroad between Philadelphia and Columbia. The railroad once ran through the heart of the city, but some years ago a cut-off was built along the northern boundary of the city, connecting at its west end with that portion of the Pennsylvania main line which was originally constructed as the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.

**APPROACHING THE MOUNTAINS**

At this intersection, the railroad becomes a double-track line instead of a four-tracked one, running up and down low hills—the foothills of the Blue Ridge—to Middletown, on the Susquehanna River, the locale of an important station of the United States Army Air Service.

At Elizabethtown is the State Masonic Home for aged and infirm members of the order. Just a few miles beyond, near Conewago Station, will be seen on both sides of the track a curious conglomeration of large and small boulders which appear to have been deposited there during the glacial age. The deep gorge of Conewago Creek, a little way west of the station, is most picturesque.

At Middletown, the train again picks up the four-tracked steel highway of the Pennsylvania and turns northwest along the wide but shallow Susquehanna River—with the lower slopes of the Appalachian chain of mountains back of its west bank.

Harrisburg, capital of the State of Pennsylvania, was originally known as Harris’ Ferry, because a man named John Harris, who settled there in 1785, ran a ferry across the river to its west side. It is, in addition to its governmental importance, a prominent manufacturing city. The Capitol Building, an imposing structure, stands on a hill just west of the station, on the left-hand side of the tracks.

Harrisburg is the junction point for the lines extending south through York, Pa., to Baltimore and Washington; the line of the old
Cumberland Valley Railroad down into Maryland and upper Virginia, so closely associated with Civil War days, and with the railroad extending northward along the Susquehanna to Sunbury, Wilkes-Barre, Williamsport, and northwest to Erie and Buffalo.

Skirting the base of Blue Mountain, just north of the city, the four-track line, at a distance of about five miles north of Harrisburg, curves around to the west to cross the Susquehanna on the Rockville Bridge—the longest and widest stone viaduct in the world.

This great bridge is 3,809 feet long, fifty-two feet wide and carries four tracks. It has forty-eight arches of seventy feet, with a rise of twenty feet above the river. Two hundred thousand tons of stone were required in its construction. From the bridge there are wonderful views of the river on both sides. To the north are precipitous Second and Peter's Mountains, the river winding around their feet in what is known as "the Gaps of the Susquehanna."

At Juniata Bridge, the railroad leaves the Susquehanna River valley to follow the winding course of the Juniata River almost to its headwaters far up in the Allegheny Mountains. This river was the highway of the Indians between the east and the west. Along it ran the old Pennsylvania Canal and the crudely-made roads used by the early settlers.

In the one hundred and twenty-five miles of tracks between Juniata Bridge and Altoona, the railroad crosses and recrosses this stream many times. Through wide valleys, like the Tuscarora Valley, lying at the feet of lofty Tuscarora Mountain, between Newport and Millerstown, and narrow defiles where the river has cut its way through the mountains, like Lewistown and Jack's Narrows, the railroad traces a steadily-ascending pathway westward.

Lewistown Narrows, between Log Mountain on the south, and Shade Mountain on the north, is about seven miles long. It is like a big trough, with the railroad on one side of the river and the William Penn Highway on the other side. Jack's Narrows, between Mt. Union and Mapleton, is slightly shorter and is much steeper in its walls than Lewistown Narrows. Its name perpetuates that of John or Jack Anderson, who, with several companions, was massacred in its depths by Indians in early Colonial days. Near Mt. Union was old Fort Shirley, built in 1756 during the French and Indian War days.

Huntingdon, at the ninety-seventh milepost from Harrisburg, was settled in 1760, occupying the site of an old stockade—Standing Stone—a refuge during the early days of the troubles of settlers with the Red Man. On the left-hand side of the tracks will be seen the buildings of the State Reformatory.

Piercing the flat top Warrior's Ridge, west of the city of Huntingdon, the railroad turns northwest at the intersection of the Big Juniata, rising high on the slopes of the main Allegheny Mountain, west of Hollidaysburg, and the Little Juniata, flowing from the north through the
lower slopes of the mountains. Along the Big Juniata ran the original line of the railroad to connect at Hollidaysburg with the inclined planes up and over the mountains. Today, a first-class double-tracked railroad follows the same route to Hollidaysburg and beyond—by the Mule Shoe Curve—up and over the summits, once only reached by inclined planes. This route principally is used for freight service.

The railroad, from Petersburg to Tyrone, winds about through the hills, crossing and recrossing the Little Juniata many times. At Spruce Creek, a shoulder of one of the mountains has been pierced by twin tunnels. This is wild country—nature unadorned by human effort, but intensely interesting.

Tyrone, at the east end of the Logan Valley, and seated at the feet of Bald Eagle Mountain on the east and the main summit of the Allegheny Mountain on the west, is a live city, engaged in manufacturing, and a center of business for the surrounding territory.

As the train turns southwest through the Logan Valley, the high, even top of the crest of the Allegheny Mountains are almost constantly on view to the north. Tussey's Mountain lies to the south. About three and a half miles west of Tyrone, near Tipton station, is the Altoona Speedway, devoted to automobile racing. Bellwood, a few miles further on, is the gateway to a coal-mining section lying to the north high up in the mountain and on its flat, plateau top.

**ALTOONA**

*The Pennsylvania's Mountain Workshop*

A few minutes after leaving Bellwood, the train runs into and through the great classification yards at East Altoona—the "front yard of the big mountain workshop of the Pennsylvania Railroad." The view from the passing train gives but little idea of the size of this yard, which extends into the city of Altoona.

The Pennsylvania Railroad Company has 29 miles of four-track main line and two-track branch lines in Altoona. The yards include 250 miles of track. A maximum of 7,439 inbound and 7,599 outbound freight cars have been handled in these yards in a 24-hour period. Here one sees great "humps" by which the cars are moved from point to point by gravity. There are freight stations, team and produce tracks and scale tracks embraced in the layout here. Two of the scales installed at Juniata are among the largest in the country. They are 75 feet long and have a capacity of 400,000 pounds, or 200 tons. On these scales the cars are weighed while in motion.

The Engine House at East Altoona is also one of the largest of its kind in the world. It is a complete circle, with 50 engine house pits and two tunnel, or through, tracks. It has a capacity for handling 385 locomotives in a period of 24 hours.
Passing through this eastern end of the yard and by the Juniata Shops—which the party will inspect later—one comes into Altoona, after the train has climbed 721.8 feet since leaving the Susquehanna River near Harrisburg. This grade rises steadily with no very sharp elevations.

Altoona, lying directly at the foot of the main ridge of the Alleghenies, was founded by the Pennsylvania Railroad in 1849 as the logical location for its construction and repair shops. It has grown up as a "railroad town," and the greater part of its population—slightly over 82,000—are employees of the railroad and their families.

It is interesting to note, in connection with a visit to the city of Altoona, that seven miles south is the smaller town of Hollidaysburg—once the western terminus of the Pennsylvania Canal System—from which the canal boats, in sections, were hauled up and over the rounded slopes of the mountains seen to the west, by the inclined planes of the Old Portage Railroad, to be floated down the Conemaugh River from Johnstown to Pittsburgh.

In the open space alongside of Altoona Station, once stood the Logan House—a hotel built shortly after the Pennsylvania founded its shops in Altoona. This hotel was the meeting place of many famous people during the long years it catered to passengers over the Pennsylvania.

ALTOONA WORKS

The various plants, composing the Altoona Works—the greater part of which the party will inspect—form the most extensive group of railroad shops in the world. If the various groups of shops and yards were arranged end to end, they would extend for a distance of approximately three miles.

Included in the works are four separate and distinct units—Altoona Machine Shops, Altoona Car Shops, Juniata Shops and South Altoona Foundries. Each of these units is complete in itself.

The shop yards occupy an area of about 218 acres. The shop buildings contain sixty-two acres of floor space. There are 122 buildings in the four plants and in them approximately 4,500 machine tools are in operation.

In the shops and yards there are 94 overhead traveling cranes, ranging in capacity from one to 250 tons, and numerous jib cranes—required for handling equipment and material. An extensive complement of trailers, tractors, power-lift trucks; portable and locomotive type cranes; highway trucks and shifting locomotives is required to handle rough and finished products at the various units.

Altoona Machine Shops was the first unit to be placed in use—in 1850. Practically none of its original buildings remain today. In the old
shop railroad repair work of all kinds—locomotive, car and maintenance of way—was carried on in a small way.

In 1889, the Juniata Shop was erected to build new locomotives, but today is devoted mainly to repair work. At present the general offices of the Works Manager, General Storekeeper, and their staffs, are in this unit.

Altoona Car Shop was built in 1869—the first unit to be operated from the original shops at Twelfth Street. It covers today an area of approximately 82½ acres, stretching, with material yards, over a length of about one mile.

In 1904 the foundries—then located in Altoona Machine Shop—were removed to South Altoona, two miles south of the city.

**TEST DEPARTMENT**

The Test Department, while located in Altoona Works territory, is a distinct organization divided between the physical and chemical test departments, under the direct supervision of an Engineer of Tests and a Chief Chemist, who reports to the Assistant Vice-President—Chief of Motive Power.

The department is housed in four buildings at the west end of Altoona Machine Shop Yard—the Physical and Chemical Laboratory, the Locomotive Test Plant, the Manufacturing Laboratory and the Brake Shoe Test Building.

These departments conduct the research work necessary to determine the kinds of materials required to insure safety and economy in the operations of the railroad, prepare specifications, and inspect and test the materials purchased to see that they comply with the specifications.

Other research work and tests safeguard the health of employees and the public.

Tests of locomotives are made on the Locomotive Test Plant.

**LOCOMOTIVE TEST PLANT**

A complete locomotive, steam or electric, can be tested on this plant, being mounted upon supporting wheels so that it can be made to exert its greatest power or run at its highest speed, just as if it were in actual service on the railroad. The force exerted at the drawbar is measured by a traction dynamometer.

The data obtained from tests on this plant of locomotives and their accessories or auxiliary devices has been the basis of many important improvements in locomotive design and economy of operation.

Additional data concerning the operation of the various units in the Altoona Works will be found on the mimeograph inserts accompanying this booklet.
"The Pioneer" in use 1851 to 1880. A wood burner, but could attain a speed of 70 miles per hour.

Right—An 8-wheel coal car in use about 1867. Capacity 14 tons.

Left—A 1937 coal car in use on the Pennsylvania Railroad. Capacity 70 tons.

Below—Interior of a sleeping car today.

The first sleeping car.

Right—The GG1 of 1937—a Pennsylvania Railroad giant.
KEY TO HISTORICAL POINTS

1. Battle of Monmouth, July 28, 1778
2. Battle of Princeton, January 3, 1777
3. Washington's Crossing of the Delaware, December 25, 1776
4. Battle of Trenton, December 26, 1776
5. Battle of Germantown, October 4, 1777
6. Valley Forge Encampment, 1777
7. Battle of the Brandywine, September 11, 1777
8. Conestoga Massacre, 1763
9. Fort Shirley, 1754
**SUNDAY, MAY 16**
*Eastern Standard Time*

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Baltimore and Washington passengers will use connecting train, via Harrisburg and York or via Philadelphia.