THE PENNSYLVANIA RAILROAD

MIDDLE DIVISION

ARRANGED FREIGHT SERVICE

BETWEEN

PRINCIPAL POINTS

Revised December 21, 1954

For the Information of Employes

J. R. BRITTON,
Superintendent
This document provides the makeup of freight trains passing Lewistown during the hours represented during operating sessions.

The consists of trains have been determined via prototype Through Freight Train Schedule documents, Appendix 234-B documents, and other sources. Not all research data is reflected herein.

It is not practical to model all of the trains per the prototype, so the trains have been organized into groups of similar consists and one train within each group is modeled but runs multiple times to represent the others in the group that are of similar makeup.

Information specific to modeling is contained within a border.
CFW-5
Camden (Pavonia) to Ft. Wayne

CAMDEN (Pavonia) – Consist – Loads and empties for Lima, O., to Ft. Wayne and beyond (to include cars for Logansport and so routing, except loaded traffic for TP&W-Effner). Makeup – Indiscriminate.

NORTH PHILA. - Pickup as per consist, to include all cars routing via TP&W-Effner, except cars entitled to movement in Trains: LCL-1, LCL-3, LCL-7, and PL-5.

THURLOW – Pickup as per consist to include all cars routing via TP&W-Effner. Protect connection from Train MD-48 of previous day.

EDGE MOOR – Pickup as per consist to include all cars routing via TP&W-Effner. Protect connection from Trains: 2/D-6, D-2, MD-108, MD-110, 1/D-6, and MD-133 all of previous day.

ENOLA – Fillout when necessary of cars of “Fort Wayne Classification.”

CFW-5
is represented by

M-9
ED-3
Enola to Detroit

ENOLA – Consist – All freight as per makeup:

1. Toledo and beyond, loads and empties, indiscriminate.
2. “Conway Classification” (to include cars for Crestline, incl. to Lima, O., excl.).

ED-3

is represented by

M-9

LCL-1
Harsimus Cove to Chicago

WAVERLY – Pickup as per consist. Connection from Runner from Greenville with cars received from NYNH&H RR by 2:00 PM.

1. Chicago trailers (from Harsimus Cove).
2. Pittsburgh trailers (from Harsiums Cove and Waverly).
3. Chicago trailers (from Waverly).
4. LCL Merchandise and Forwarders Cars for Fort Wayne, Grand Rapids, and Chicago and beyond (from Harsimus Cove and Waverly).

ENOLA – On days that LCL-7 is not operated, will make pickup of merchandise and forwarder traffic for Fort Wayne, Grand Rapids, and Chicago and beyond, maintaining order of makeup. Protect connection from Trains: YE-1 and LCL-5 of previous day with Merchandise and Forwarder cars from York, Pa., Baltimore, Md., and Washington, D.C.

LCL-1

is represented by

LCL-3
LCL-3
Harsimus Cove to East St. Louis

HARSIMUS COVE – Consist – Trailers for E. St. Louis; Forwarder cars for Pittsburgh-Federal Street and North Ave., also LCL Merchandise and Forwarder cars ONLY for Steubenville, O., and Columbus, O., and beyond EXCEPT cars for Logansport and so routing.

1. East St. Louis trailers.
2. LCL Merchandise and Forwarder cars for Pittsburgh-Federal St., and North Ave., for Steubenville and Columbus and beyond, except for Logansport and so routing.

WAVERLY – Pickup E. St. Louis trailers in Block 1; also LCL Merchandise and Forwarder Cars for Columbus, Ohio, and beyond. Protect connection Train WF-19 from Greenville with cars received from the NYNH&H RR by 2:00 PM for points as per consist.

PHILADELPHIA – Pickup as per consist, maintaining order of makeup. Protect connection from 1/PT-69 with Forwarder traffic off Train ME-1 from Trenton, N.J., of same day.

ENOLA – Pickup LCL Merchandise and Forwarder cars for Columbus, O., and beyond from Harrisburg, York, Baltimore and Washington, protecting connection from Trains: YE-1 and LCL-5 of previous day.

LCL-3

Makeup as follows:

1. Trailers.
2. Merchandise Service box cars.
LCL-7
Philadelphia to Crestline

**SOUTH PHILADELPHIA and 52ND ST.** - Protect connection from 1st PT-69 same day, with forwarder traffic off Train ME-1 from Trenton, N.J., of same day.

1. Pittsburgh trailers.
2. Chicago trailers.
3. LCL Merchandise and Forwarder Cars for Fort Wayne, Grand Rapids and Chicago and beyond.

**ENOLA** – Pickup as per consist cars from Harrisburg, York, Baltimore and Washington protecting connection from Trains: YE-1 and LCL-5 of previous day.

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LCL-7

is represented by

LCL-3
M-9
Enola to Altoona

**ENOLA** – Consist – Freight for local points on Middle District as per makeup.

1. Tyrone.
2. Huntingdon.
3. Lewistown.

**LEWISTOWN** – Set off Block 3. Pickup as per makeup.

1. Tyrone (from Enola).
2. Huntingdon (from Enola).
3. Tyrone and so routing (from Lewistown).
4. Altoona and so routing to Conway-Scully, both exclusive (from Lewistown).

*Although this train appears in the 1954 Middle Division employee timetable, the only definition found to date comes from the Arranged Freight Schedule from 1959.*

M-9

Consist driven by waybills.

Cars exchanged with offline storage boxes.

M-19

Newport to Lewistown

Turnaround Service

M-19

Consist driven by waybills.
M-23
Lewistown to Mount Union

Turnaround Service

M-23
Consist driven by waybills.

M-27
Lewistown to Altoona

Straightaway Service

M-27
Consist driven by waybills.

Cars exchanged with offline storage boxes.

PG-1
Enola to Pitcairn

ENOLA – Consist – As per makeup.

1. Johnstown, Pa., merchandise and bananas only.
2. All cars coming within provisions of “Pitcairn Classification”; cars South Greensburg, incl., to Uniontown, incl., including Fairchance Branch; also Blownox, incl., to Springdate, incl., cars of Pittsburgh “Island Ave. Classification” and/or shipments that will not clear Conemaugh Division.

PG-1

is represented by

VL-7
**S-71**
Northumberland to Lewistown

Straightaway Service

<table>
<thead>
<tr>
<th>S-71</th>
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<tbody>
<tr>
<td>Consist driven by waybills.</td>
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<tr>
<td>Cars exchanged with offline storage boxes.</td>
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</table>

**STON-1**
Milroy to Lewistown

Turnaround Service
Naginey Quarry

<table>
<thead>
<tr>
<th>STON-1</th>
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<tr>
<td>Consist driven by waybills.</td>
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VC-1
The Meteor
Enola to Cleveland

ENOLA – Consist – As per makeup.

1. Cleveland and beyond.
2. Akron-Barberton-Cuyahoga Falls.
3. “Conway Classification” (to include cars for Crestline, inclusive to Lima, Ohio, exclusive).

<table>
<thead>
<tr>
<th>VC-1</th>
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<td>is represented by</td>
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<td>M-9</td>
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</table>

VL-7
The Comet
Enola to East St. Louis

ENOLA – Consist – All loaded and empty cars for East St. Louis and beyond.

1. Bananas only “Columbus Classification.”
2. East St. Louis Classification.
3. Indianapolis (when necessary – as fillout).

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<tr>
<th>VL-7</th>
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<tbody>
<tr>
<td>Makeup as follows:</td>
</tr>
<tr>
<td>1. Reefers (bananas).</td>
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<tr>
<td>2. General merchandise.</td>
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</table>
AC-10  
Altoona to Baltimore

ALTOONA – Consist – As per makeup.

1. Loads and empty cars of Harrisburg-Reading Co. Classification.
2. Loads and empty cars for Harrisburg and Philadelphia Region Main Line points to Middletown, Pa., inclusive, and including Lebanon Branch points, but excluding cars for Reading Co. at Harrisburg subject to movement in Block 1.

Although this train appears in the 1954 Middle Division employee timetable, the only definition found to date comes from the Arranged Freight Schedule from 1959.

AC-10

is represented by

M-20
AG-12
Listed in Employee Timetable
No Other Information Available

AG-12
Not Modeled
Lack of Information

BL-34
Altoona to W. Morrisville
Listed in Employee Timetable
No Other Information Available

BL-34
Not Modeled
Lack of Information
LOGANSPORT – Pickup as per makeup.

1. Lambs for North Bergen, N.J., and Newark, N.J.
2. All freight for N&W Rwy. - Columbus.
3. All freight routing via the D&H RR at Hudson.
4. Meat and perishable freight only for Washington, D. C. (Includes cars for Benning, D. C., and Landover, Md.)
5. Hogs for Enola and East.
6. Meat and perishables only for Enola and beyond, except as provided for in Block 4.
7. Meat and perishables only for Columbus proper.

COLUMBUS – Set off Blocks 1, 2 and 7. Traffic for N&W to be delivered by 10:00 PM. Lambs for North Bergen, N.J., and Newark, N.J., after feeding at Columbus, to Train CIN-2 next morning.

ALTOONA – Set off Block 3.

CG-2

Makeup as follows:

1. Reefers.
2. Stock cars.
3. Reefers.
ED-2
The Gas Wagon
Detroit to Enola

CONWAY -

1. Altoona and so routing to Sodus Point, Wilkes-Barre, Hudson, Buttonwood, Nanticoke, and Mt. Carmel and beyond, and to Enola-Harrisburg, excl.
2. Enola-Harrisburg and beyond.

ISLAND AVE. - Pickup Enola-Harrisburg and beyond, properly blocked.

KISKI JCT. P Connection from Trains: BK-2, WTK-2, KB-1, PK-4 and KV-7 of previous day for Enola and beyond freight only.

ALTOONA – Set off Block 1.

ED-2

is represented by

M-16
ED-4
Detroit to Enola

ALTOONA – Remaining makeup from Conway:

1. Metuchen, N.J. (from Bedford).
2. Chester (from Bedford and Toledo).
4. Enola-Harrisburg and beyond, except Blocks 1, 2, and 3 (from Toledo).

ED-4

is represented by

M-16
FW-8
The Man 'o War
Chicago to Harsimus Cove

PITTSBURGH - HERRS ISLAND - JOINT STOCK YARDS

1. Livestock only, Altoona and beyond, to Enola and Harrisburg, exclusive; Scranton, Wilkes-Barre proper, Wilkes-Barre – D&H, DL&W, CRP and for on and via Shamokin Branch.
2. Livestock only, Harrisburg proper, Reading Co., at Harrisburg, Middletown, Royalton, Elizabethtown, Lebanon; also points on Susquehanna Division, including Millersburg and Lykens.
3. Livestock only for Trenton, N.J., and for all Philadelphia Division points except Lancaster, Pa., and as provided for Block 2; also for all Maryland and Delmarva Division points including Octoraro Branch points to Oxford, Pa., inclusive, and for all points on Atlantic Division.
4. Livestock only, Lancaster, Pa.
5. Livestock only, Philadelphia Terminal Division and points so routing, excepting Octoraro Branch points and Atlantic Division points as provided for in Block 3.
6. Livestock only, New York Division local points, Trenton, exclusive to Rahway, exclusive, including Freehold and Hightstown, N.J.
7. Livestock for Waverly-Newark District, including Rayway and Perth Amboy, N.J.
9. Livestock only, Harsimus Cove (hogs to be blocked), including stock for points on the NYNH&H RR and LI RR; DL&W RR via Kearny Jct., Erie RR via Marion, Hoboken Mfg. RR via Jersey City, West Shore RR via Jersey City, NYC RR via 68th St., New York, and live poultry for Live Poultry Terminal, Long Island City.

FW-8

Makeup as follows:

1. Stock cars.
GRE-2
Midwest Merchant
Chicago to Enola

CRESTLINE – Consist – All freight including open top cars loaded lumber and poles for Enola and beyond. Makeup – Indiscriminate.

GRE-2

is represented by

M-16

M-10
Altoona to Enola

ALTOONA – Consist – As per makeup.

2. Freight originating at Altoona and received at that point in local service for Enola and beyond, including export coal for Philadelphia, but excepting merchandise and freight entitled to movement in trains AC-10 and BL-34, and exclusive of Block 1.

Although this train appears in the 1954 Middle Division employee timetable, the only definition found to date comes from the Arranged Freight Schedule from 1959.

M-10

is represented by

M-20
**M-16**

Altoona to Harrisburg

**ALTOONA** – Consist – As per makeup.

1. Tyrone.
2. Huntingdon.
3. Mount Union.
4. Lewistown.
5. Enola and beyond, excepting as provided for by trains: AC-10, M-10, BL-34, HW-2 and M-20.

**TYRONE** – Set off and pick up traffic as per makeup.

**HUNTINGDON** – Set off and pick up traffic as per makeup.

**MOUNT UNION** – Set off and pick up traffic as per makeup.

**LEWISTOWN** – Set off and pick up traffic as per makeup.

Although this train appears in the 1954 Middle Division employee timetable, the only definition found to date comes from the Arranged Freight Schedule from 1959.

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**M-16**

Consist driven by waybills.

Cars exchanged with offline storage boxes.

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**M-18**

Lewistown to Newport

Turnaround Service

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**M-18**

Consist driven by waybills.
M-20
Altoona to Harrisburg

ALTOONA – Consist – All cars as per makeup.

1. Loads and empty cars of Harrisburg-Reading Company Classification.
2. Loads and empty cars for Harrisburg and Philadelphia Region Main Line points to Middletown, Pa., inclusive, and including Lebanon Branch points, but excluding cars for the Reading Co. at Harrisburg subject to movement in Block 1.
3. Fillout, when necessary, of mineral freight only, which may consist of a solid Block of either Harsimus Cove (Berwind White) or AC-10 (Baltimore Classification, export only).

Although this train appears in the 1954 Middle Division employee timetable, the only definition found to date comes from the Arranged Freight Schedule from 1959.

M-20
Makeup as follows:

1. General merchandise (inc. Reading RR).
2. General merchandise.
3. Coal (Berwind)

M-22
Mount Union to Lewistown

Turnaround Service

M-22
Consist driven by waybills.
M-24

Listed in Employee Timetable
No Other Information Available

M-24

Not Modeled
Lack of Information

M-26

Altoona to Lewistown
Straightaway Service

M-26

Consist driven by waybills.
Cars exchanged with offline storage boxes.
PG-2
Pittsburgh to Enola

COLEMAN (43rd St.) - Consist – All cars as per makeup (excepting coal).

1. Merchandise for Johnstown (from 11th Street).
2. Altoona and so routing to Sodus Point, Wilkes-Barre, Hudson, Buttonwood, Nanticoke, and Mt. Carmel and beyond and to Enola-Harrisburg, exclusive.
3. Enola-Harrisburg and beyond, including empty refrigerators and perishables for Baltimore, Washington, Potomac Yard and beyond. Also including dry freight received from points New Kensington to Coleman, incl. but excluding dry freight Baltimore, Washington, Potomac Yard and South subject to movement in Train PT-60 to Pitcairn for WPB-2.

VANDERGRIFT – Pickup as per makeup, including all freight for Baltimore and beyond.

CONEMAUGH – Set off Block 1.

ALTOONA – Set off Block 2.

PG-2

is represented by

M-16

PG-4

Listed in Employee Timetable
No Other Information Available

PG-4

Not Modeled

Lack of Information
**PG-6**

Pitcairn to Enola

**PITCAIRN** – Consist. All freight as per makeup.

1. Merchandise cars from Trains: LCL-2 and LCL-4 for Altoona and so routing, excl. of Wilkes-Barre, Hudson-Buttonwood, Nanticoke and Enola-Harrisburg and beyond.
3. All freight for Enola-Harrisburg and beyond except as provided for by Trains: PG-10 and WPB-2.

**CONEMAUGH** – Pickup Enola and beyond traffic originating Johnstown District.

**ALTOONA** – Set off Block 1. Connection to RA-14 same day; also AN-16 following day.

**TYRONE** – Set off Block 2.

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**PG-6**

is represented by

**M-16**

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**S-70**

Lewistown to Northumberland

Straightaway Service

**S-70**

Consist driven by waybills.

Cars exchanged with offline storage boxes.
STON-2
Lewistown to Milroy

Turnaround Service
Naginey Quarry

STON-2
Consist driven by waybills.

SW-30
Peoria to Enola

COLUMBUS – Consist – All freight as per makeup other than livestock and perishables.

1. Altoona and so routing.
2. Enola-Harrisburg and beyond.

ALTOONA – Set off Block 1. Protect connection to Trains: RA-14, CSB-8 same day; also AN-16 of following day.

SW-30
is represented by

M-16
The Uncle Sam
East St. Louis to Enola

COLUMBUS – Connection from Trains: CN-28 and LM-4 same day. Pickup hogs from Columbus stock yards for Philadelphia, Newark and Jersey City.

1. All freight for Altoona and beyond to Enola-Harrisburg, exclusive, including shipments of hogs for Allentown, Pa., via LV RR and Brightwood, Mass., via D&H – Wilkes-Barre.
2. Hogs for Enola-Harrisburg and beyond.

ALTOONA – Set off Block 1.

VL-2

is represented by

CG-2

YE-6

Listed in Employee Timetable
No Other Information Available

YE-6

Not Modeled

Lack of Information