

RAILROAD RUMBLES

NEW SCHEDULE ON P. R. R. LINES

Important Changes Are Anticipated; More Express Trains Probable

BUILD RAILROAD IN RECORD TIME

Complete Southern Line in Thirty-two Days; Much Grading Necessary

The new schedule on the Pennsy will be out on or about June 16. It is said the changes will be many, breaking all previous records. It is understood that two additional trains to and from the west will be added. Special schedules will also be provided for express and mail trains.

The consolidation of express companies which will be operated by the United States Government makes many changes necessary. It is said that local trains will be established to handle express on short hauls, and that some of the passenger trains will carry only baggage and coaches in the future.

Train No. 11, which now leaves Harrisburg for the west at 7 o'clock in the morning, will go on an earlier schedule, probably at 4 o'clock. Train No. 13 will also be moved ahead of its present schedule, and other through trains from New York will arrive and depart earlier, according to reports.

Heavy Night Travel

It is understood that travel to and from New York and the west will be heaviest during nighttime with the new arrangement, because of the large movements of express, mail and troop trains. With the coming of the new schedule will also be announced arrangements for handling special travel this summer. While there will be few excursions, some special trains may be necessary.

The Elks will meet this year at Atlantic City. Harrisburg and York have joined in the organization of a marching club. It is probable that where there is a large body a special movement will be provided. There will be no cut in rates, those attending the Elks' convention to pay the regular fare.

Many Tickets Sold For Big Railroad Dance

The committee in charge of arrangements for the dance of the Friendship and Cooperative Club report a large sale of tickets. The big event takes place at Summerdale June 26. Word has been received from York, Lancaster, Altoona and other points that large delegations will come for the dance. The railroad men on the various Government jobs have sent word that they will form a large party.

Ordinance Dept. Field Resembles Railroad Yard

With the addition of three "dinky" engines, the Ordinance Field near Middletown now resembles a busy railroad yard. These little engines are hauling dirt, ballast and cinders used in filling in for the foundations for the big buildings. Riley Williams, traffic manager, returned today from Canada, where he secured another large shifting engine. Tracks are going down and material is arriving daily and more room is needed to take care of the cars.

Foch's Reserves Not in Battle; Teutons Fail to Lure French General

Washington, June 1. — President Wilson and Secretary Baker held a lengthy conference yesterday as the news arrived indicating that the Germans are at last thrusting straight at Paris. This turn of events is recognized throughout Washington as the development of the crisis of the present battle.

Officials who knew what went on between the President and Secretary Baker asserted last night that they regard the situation as grave. But they see no reason for panic.

This attitude was borne out by views of the battle obtained in Allied military quarters.

It is learned authoritatively for instance that up to 3 o'clock yesterday morning, General Foch had not thrown in his reserves. The German menace to the Marne had not drawn him. Last night, as the main German thrust swung to the southwestward and broadened, Foch's wisdom was generally recognized.

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Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—The 104 crew first to go after 4 o'clock: 132, 118, 129, 116, 126, 109, 112, 110. Engineers for 104, 112, 110. Fireman for 109.

Conductors for 104, 132.
Brakemen for 104, 118, 129, 116, 126, 109 (2), 112, 110.

Engineers up: Gable, Anderson, Simmons, Steffy, Rennard.
Firemen up: Aulthouse, Tatem.
Brakemen up: McNella, Kase, Silke, Kiefer, Long, Kaufman.

Middle Division—The 28 crew first to go after 1:15 o'clock: 25, 37, 238, 26, 16, 220, 303, 234, 254, 246, 231, 27. Engineers for 25, 26.
Firemen for 28, 37, 16.
Conductors for 28, 25, 26.
Flagmen for 16, 27.
Brakemen for 25, 27, 26, 16.

Yard Board—Engineers for 1-7C, 4-7C, 1-14C, 2-14C, 3-7C, 5-7C, 12C, 1-14C, 2-14C, 17C.
Engineers up: Bostdorf, Schiefer.

ENOLA SIDE

Philadelphia Division—The 227 crew first to go after 3:45 o'clock: 221, 224, 215, 211, 244, 209, 229, 224, 216, 202.

Firemen for 215, 224.
Conductors for 227, 202.
Brakemen for 221, 211, 216, 202.
Brakemen up: Smitn, Attick, Evers.

Middle Division—The 107 crew first to go after 2 o'clock: 106, 109, 113, 111, 116, 247, 250, 223, 304, 233. Engineer for 109.
Firemen for 107, 106, 109.
Flagmen for 106, 109.
Brakemen for 106, 116.

Yard Board—Engineers for 1st 126, 4th 129, 2nd 132, 1st 104.
Firemen for 1st 126, 2nd 106, 3rd 126, 2nd 129, 1st 132, 2nd 102, 2nd 104, 2nd 106.
Engineers up: Ewing, Hanlon, McNally, Bair, Quigley, Fenical, Feasa, Gingrich, Lutz, Holland.
Firemen up: Huber, Weaver, Handiboe, Price, Yeagey, Wallace, Martin, Baker, Hall, Danner, Copp, Kipp, Eichelberger, Holmes, Morris.

PASSENGER DEPARTMENT
Middle Division—Engineers up: J.

H. HANLEY, J. J. KELLEY, J. CRIMMEL, R. M. CRANE, W. G. GRAHAM, R. E. CRUM, G. G. KESLER, W. D. McDUGAL, O. L. MILLER, D. G. RILEY, S. H. ALEXANDER, D. KEANE, F. MCC. BUCK, J. A. SPOTS, FIREMEN UP: F. A. POTTLEGER, R. F. MOHLER, S. P. STAUFFER, S. R. MEARLIE, J. L. FRITZ, C. L. DUNN, J. C. KERBER, W. E. HOFFNER, F. A. YON, S.

H. ZELDERS, H. W. FLETCHER, E. E. ROSS, H. H. LONGENECKER, ENGINEERS FOR 6293, M49, FIREMEN FOR PA179, 55, PHILADELPHIA DIVISION—ENGINEERS UP: H. W. GILLIAMS, V. C. GIBBONS, R. B. WELCH, M. FLEAM, FIREMEN UP: E. D. McNEAL, R. K. STRICKLER, FIREMAN FOR 628, NO PHILADELPHIA CREWS HERE.

THE READING

The 56 crew first to go after 11:30 o'clock: 71, 37, 4, 54, 9, 66, 52, 52. Engineers for 52, 62, 63, 71, 17, 1-258 afternoon way train.
Fireman for 56, 71, 17, 255, 256, 1-258.
Flagman for 17.
Brakemen for 56, 62, 63, 66, 9, 2, 56.
Engineers up: Snader, Durbrow.

BEECHER, STEES, BOW AN, MAXTON, BOGAR, FIREMEN UP: C. DURBROW, KOHNLEIN, GRUNDON, CONDUCTORS UP: HALL, DAUB, FLAGMEN UP: LIEBTREU, LEHMER, WAMPLER, PORR, ENSMINGER, KEENER, LUKENS, BRAKEMEN UP: MACKAY, BRECKENRIDGE, KNIGHTON, RELLY, MONMILLER, KEATING.

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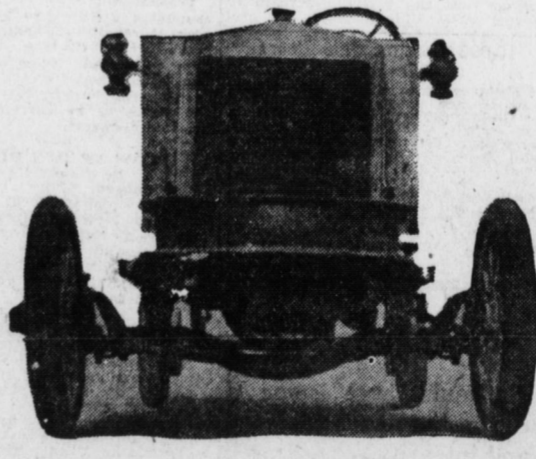
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