

**The National Association of  
Timetable Collectors, Inc.**

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Robert Russell  
2225-B Prior Road  
Wilmington, DE 19809

***Membership and Dues***

Membership is open to any person or organization interested in timetables or related memorabilia. Dues are \$15 per year, regular membership, \$20 per year, contributing member. Members 18 years of age or under, \$8.00 per year. All memberships include subscriptions to *The Timetable Collector* and to the monthly *First Edition*. Send membership requests and dues checks (made payable to National Association of Timetable Collectors) to Thomas Coval, 21 East Robin Road, Holland, PA 18966.

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Inc., a Non-Profit Corporation

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# ELECTRIC RAILWAYS OF EASTERN PENNSYLVANIA



## Lines Covered in This Issue

A&R	Allentown & Reading Traction Co.
CT	Conestoga Traction/Transportation Co.
CV(PRR)	Cumberland Valley RR (Pennsylvania RR)
D&C	Darby, Media & Chester Street Ry.
ET	Easton Traction Company
FPT	Fairmount Park Transit Company
HRys	Harrisburg Railways
HT	Hershey Transit Company
L&W	Lackawanna & Wyoming Valley Railroad
LVT	Lehigh Valley Transit Company
MPGR	Mount Penn Gravity Railroad
P&W	Philadelphia & Western Railway (PSCT, SEPTA)
P&WC	Philadelphia & West Chester Traction Company
P-NJ	Pennsylvania-New Jersey Railway
PRT	Philadelphia Rapid Transit Co. (SEPTA)
PSTC	Philadelphia Suburban Transportation Company (SEPTA)
PTC	Philadelphia Transportation Co. (SEPTA)
RT	Reading Transit Company
S&B	Scranton & Binghamton Railroad
ScT	Scranton Transit Company
ST(SWG&P)	Stroudsburg Traction Co. (Stroudsburg, Water Gap & Portland)

W&B	Wilkes-Barre & Hazleton Railroad
WBRys	Wilkes-Barre Railways
YR	York Railways

## Other Lines

B&P	Bangor & Portland Traction Co.
CR	Cumberland Railway
E&L	Ephrata & Lebanon Traction Co.
EP	Eastern Pennsylvania Railways
H&M	Hanover & McSherrystown
LM&W	Lewisburg, Milton & Watsontown Passenger Railway
NBT	North Branch Transit Company
NT	Northampton Traction Company
P&E	Philadelphia & Easton Electric Ry.
S&E	Shamokin & Edgewood Electric Ry.
SB&C	Shamokin & Mt. Carmel Transit Co.
SET	Slate Belt Electric Street Railway
SRy	Scranton Ry (Scranton Transit Co.)
TR&P	Trenton, Bristol & Philadelphia Street Railway
VR	Valley Railways
W&P	Wilmington & Philadelphia Traction Co.
WCK&W	West Chester, Kennett & Wilmington Electric Railway

HARRISBURG RAILWAYS CO.  
 (A LOCALLY OWNED AND MANAGED INDUSTRY)

Trolley Fares  
 Are Still  
 7c

Tires Now Cost More  
 Gasoline Now Costs More  
 Automobiles Now Cost More  
 Federal Taxes are Higher

Here are some trolley savings:

	mi.	COST PER TRIP		SAVINGS BY TROLLEY	
		By Trolley	By Auto*	5 Round Trips	52 Weeks
Market Square—Middletown	9.59	.21¢	.77¢	\$5.60	\$291.20
Market Square—Hummelstown	9.84	.21¢	.79¢	\$5.80	\$301.60
Hoffman's Woods—Middletown	12.37	.21¢	.99¢	\$7.80	\$405.60
Academy to Steelton	7.05	.07¢	.56¢	\$4.90	\$254.80
Paxtang to Steelton	7.38	.07¢	.59¢	\$5.20	\$270.40
Third and Seneca to Steelton	5.97	.07¢	.48¢	\$4.10	\$213.20

\*8¢ per mile. Based on the findings of the Iowa Engineering Experimental Station BEFORE THE NEW TAXES

SAVE MONEY FOR YOUR AUTOMOBILE VACATION BY USING THE TROLLEY CARS FOR BUSINESS  
 — AND YOU WILL HAVE FEWER ACCIDENTS AND REPAIR BILLS

NEW SCHEDULES — MIDDLETOWN-HUMMELSTOWN LINE. Effective July 3, 1932. Subject to change. Tables show approximate leaving time at various stations. Legal holidays take same schedules as Sundays. No change in regular all night cars between Market Square and Rutherford; or on any City Lines.

LEAVING TIME FROM	First Car, A. M. Week Days		First Car, A. M. Week Days and Sundays		First Regular Car, A. M. Week Days		First Regular Car, A. M. Week Days and Sundays		Week Days and Sundays	Additional Car, A. M. Week Days Only	Additional Car, A. M. Week Days Only	Additional Car, A. M. Week Days Only	Additional Car, P. M. Week Days Only	Additional Car, P. M. Week Days Only	Additional Car, P. M. Week Days Only	Additional Car, P. M. Week Days Only	Daily, P. M.	Last Regular Car, P. M. Daily	Regular Car Daily, A. M.		
	5:00	5:45	5:28	6:22	5:45	6:30	6:15	7:00													
Hummelstown—Square	—	—	—	—	5:45	6:45	—	—	—	6:15	7:15	8:15	—	—	—	—	5:15	6:15	10:45	11:45	12:30
Rutherford Siding	—	—	—	—	6:00	7:00	—	—	—	6:30	7:30	8:30	—	—	—	—	5:30	6:30	11:00	12:00	12:45
Paxtang Avenue	—	—	—	—	6:10	7:10	—	—	—	6:40	7:40	8:40	—	—	—	—	5:40	6:40	11:10	12:10	12:55
23rd and Derry	—	—	—	—	6:16	7:15	—	—	—	6:45	7:45	8:45	—	—	—	—	5:45	—	11:15	12:15	1:00
Cameron and Market	4:45	—	—	—	6:22	7:22	—	—	—	6:52	7:52	8:52	—	—	—	—	5:52	—	11:22	12:22	1:07
Market Square	—	—	5:28	6:22	6:28	7:28	—	—	5:58	6:58	7:58	8:58	3:58	4:58	5:58	—	11:28	12:28	—	1:13	—
Steelton—Chambers Street	5:00	5:45	6:45	7:45	—	—	—	—	6:15	7:15	8:15	—	4:15	5:15	6:15	—	11:45	—	—	—	—
" — F. & S. Office	5:05	5:50	6:50	7:50	—	—	—	—	6:20	7:20	—	—	4:20	5:20	6:20	—	11:50	—	—	—	—
" — B. & C. Office	5:07	5:52	6:52	7:52	—	—	—	—	6:22	7:22	—	—	4:22	5:22	6:22	—	11:52	—	—	—	—
Highspire—Rupp Street	5:10	5:55	6:55	7:55	—	—	—	—	6:25	7:25	—	—	4:25	5:25	6:25	—	11:55	—	—	—	—
Middletown—End of Line	5:20	6:07	7:07	8:07	—	—	—	—	6:37	7:37	—	—	4:37	5:37	6:37	—	12:05	—	—	—	—

LEAVING TIME FROM	First Car, A. M. Week Days		First Car, A. M. Week Days and Sundays		First Regular Car, A. M. Week Days		First Regular Car, A. M. Week Days and Sundays		Week Days and Sundays	Additional Car, A. M. Week Days Only	Additional Car, A. M. Week Days Only	Additional Car, A. M. Week Days Only	Additional Car, P. M. Week Days Only	Additional Car, P. M. Week Days Only	Additional Car, P. M. Week Days Only	Additional Car, P. M. Week Days Only	Daily, P. M.	Regular Car Daily, P. M.	Daily, P. M.	Last Regular Car, A. M. Daily
	5:02	6:02	6:02	7:02	5:45	6:45	6:32	7:32												
Middletown—End of Line	—	—	—	—	5:22	6:22	—	—	—	6:52	7:52	—	4:52	5:52	6:52	10:22	—	—	11:22	12:07
Highspire—Rupp Street	—	—	—	—	5:32	6:32	—	—	—	7:02	8:02	—	5:02	6:02	7:02	10:32	—	—	11:32	12:17
Steelton—B. & C. Office	—	—	—	—	5:37	6:37	—	—	—	7:07	8:07	—	5:07	6:07	7:07	10:37	—	—	11:37	12:22
" — F. & S. Office	—	—	—	—	5:39	6:39	—	—	—	7:09	8:09	—	5:09	6:09	7:09	10:39	—	—	11:39	12:27
" — Chambers Street	—	—	—	—	5:45	6:45	—	—	—	7:15	8:15	—	5:15	6:15	7:15	10:45	—	—	11:45	12:30
Market Square	5:02	6:02	6:02	7:02	—	—	—	—	5:32	7:32	8:32	4:32	5:32	6:32	7:32	11:02	11:32	12:02	—	12:45
Cameron and Market	5:08	6:08	6:08	7:08	—	—	—	—	5:38	7:38	—	4:38	5:38	6:38	—	11:08	11:38	12:08	—	12:51
23rd and Derry	5:15	6:15	6:15	7:15	—	—	—	—	5:45	7:45	—	4:45	5:45	6:45	—	11:15	11:45	12:15	—	—
Paxtang Avenue	5:20	6:20	6:20	7:20	—	—	—	—	5:50	7:50	—	4:50	5:50	6:50	—	11:20	11:50	12:20	—	—
Rutherford Siding	5:30	6:30	6:30	7:30	—	—	—	—	6:00	8:00	—	5:00	6:00	—	—	11:30	12:00	—	—	—
Hummelstown—Square	5:43	6:43	6:43	7:43	—	—	—	—	6:13	8:13	—	5:13	6:13	—	—	11:43	12:30	—	—	—

HARRISBURG RAILWAYS, the local transit operator in Pennsylvania's capital, operated one long suburban line beginning in Middletown, southeast of the city, running through downtown Harrisburg, and continuing back east to Hummelstown. The Hummelstown leg of this line connected with Hershey Transit, and so formed the westernmost leg of the rather roundabout Philadelphia-Harrisburg trolley route. This Depression-era folder stressed the economy of public transportation, challenging the automobile head-on.

Schedule from May 30 to Sept. 24  
Trains will leave at 10, 11, 12 a. m.:  
1, 1.30, 2, 2.30, 3, 3.30, 4, 5, 6, 7, 7.30,  
8, 8.30, 9, 9.30 and 10.10 p. m.

During June and September Monday  
trains leave on the hour from 10 a. m.  
to 5 p. m.

During July and August, Monday  
trains run on the hour from 10 a. m.  
to 9 p. m.

Sundays, trains 10, 11, 12 a. m., and  
every 30 minutes from 1 to 9 p. m.  
More trains run if travel warrants.

Rainy days at 10.30 a. m., 2 and 4  
p. m. If clear weather after 7 p. m.,  
trains run on schedule.

Steam trains will not stop before  
reaching Tower.

Trolley runs every 20 minutes after  
steam train, and stops at all stations.

Take trolley to Gravity Station via  
Mineral Springs, Perkiomen Avenue,  
Womelsdorf, Franklin and Cotton  
Streets.

Carsonia, Stony Creek, Black Bear  
and Oley Valley cars also take you  
within 1 1/2 block of the station.

Round trip, 50 minutes.  
KEEP THIS CARD FOR REFERENCE

**J. A. PARKER,**

Superintendent

All Womelsdorf Cars Pass Gravity Station

## MT. PENN GRAVITY R. R.

SCHEDULE FOR 1911

### From May 10 to May 30

Sunday trains (during May) at 10,  
11 and 12 a. m., and every 30 minutes  
from 1 to 6 p. m.

Later trains will run if travel war-  
rants.

Regular trains leave 2, 3, and 4 p. m.  
Arrangements can be made for spe-  
cial trains by applying to J. A. Parker  
or James Rick, Sr., in person or by  
phone.

Decoration Day, July 4th and Labor  
Day, 8 a. m. to 11 p. m.

#### Music and Dancing.

May 13, 18, 20, 25, 27, 30, June 1, 3, 5,  
8, 10, 13, 15, 17, 20, 22, 24, 27, 29, weath-  
er permitting.

From July 2d to August 31st every  
afternoon and evening (rain or shine)  
except Mondays.

September 2, 4, 5, 7, 9, 10, 14, 16,  
21, 23, weather permitting.

Prof. Harold V. Drexel's son will  
conduct dancing every Monday evening  
from June 5 to August 29 (weather  
permitting).

Dancing with Music at any time by putting  
a nickel in slot of Electric Piano.

MT. PENN GRAVITY RAILROAD, near  
Reading, appears to have operated  
a mixture of steam and electric  
service, judging by the fine  
print in this 1911 folder. The  
Womelsdorf cars referred to were  
an operation of Reading Transit  
Company.

ALLENTOWN & READING TRACTION CO.  
(lower left) operated a 5'2 1/2"-  
gauge line from Reading to Kutz-  
town (1902-1930), and a standard-  
gauge line from Kutztown to Al-  
lentown. In 1930 the standard-  
gauge line was cut back to East  
Texas, on the outskirts of Al-  
lentown; this service ended  
in 1934.

The CUMBERLAND VALLEY RAILROAD,  
a PRR subsidiary formally ab-  
sorbed by the parent company in  
1919, electrified the 8-mile  
Mechanicsburg-Dillsburg branch  
in 1906. Only two cars (con-  
verted open-platform combines  
with an unusual side-trolley  
arrangement) were used in this  
service, which lasted until  
1928. This schedule is from  
CVRR's system folder of July  
21, 1907.

### ALLENTOWN & READING TRACTION CO.

Change in Schedule Effective September 15, 1930  
Daylight Saving Time—and E. S. T. on and  
After September 28th, 1930  
Subject to Change Without Notice

East Texas	Wacoosville	Dorney Park	Allen-town
	5.30 A.M.	5.40 A.M.	6.00 A.M.
	6.00 "	6.10 "	6.30 "
6.30 A.M.	6.35 "	6.40 "	7.00 "
	7.00 "	7.10 "	7.30 "
7.30 "	7.35 "	7.40 "	8.00 "
	8.00 "	8.10 "	8.30 "
	8.30 "	8.40 "	9.00 "
9.00 "	9.05 "	9.10 "	9.30 "
	9.30 "	9.40 "	10.00 "
	10.00 "	10.10 "	10.30 "
10.30 "	10.35 "	10.40 "	11.00 "
	11.00 "	11.10 "	11.30 "
12.00 P.M.	12.05 P.M.	12.10 P.M.	12.30 P.M.
	12.30 "	12.40 "	1.00 "
	1.00 "	1.10 "	1.30 "
1.30 "	1.35 "	1.40 "	2.00 "
	2.00 "	2.10 "	2.30 "
	2.30 "	2.40 "	3.00 "
3.00 "	3.05 "	3.10 "	3.30 "
	3.30 "	3.40 "	4.00 "
	4.00 "	4.10 "	4.30 "
4.30 "	4.35 "	4.40 "	5.00 "
	5.00 "	5.10 "	5.30 "
	5.30 "	5.40 "	6.00 "
6.00 "	6.05 "	6.10 "	6.30 "
	6.30 "	6.40 "	7.00 "
	7.00 "	7.10 "	7.30 "
7.30 "	7.35 "	7.40 "	8.00 "
	8.00 "	8.10 "	8.30 "
	8.30 "	8.40 "	9.00 "
9.00 "	9.05 "	9.10 "	9.30 "
	9.30 "	9.40 "	10.00 "
	10.00 "	10.10 "	10.30 "
10.30 "	10.35 "	10.40 "	11.00 "
	11.00 "	11.10 "	11.40 "

## CUMBERLAND VALLEY RAILROAD COMPANY.

DILLSBURG BRANCH

Electric Traction, 8 Miles.

	204		205		207		209		211		213		215		217	
	A	M	A	M	A	M	A	M	A	M	A	M	A	M	A	M
LEAVE																
Harrisburg	4.55				7.55	11.45	5.15	5.15	6.30	7.35	10.15					
Mechanicsb'g	6.00	7.35	8.35	12.10	5.55	6.40	6.55	8.05	10.40							
Trindle Sp'ng	6.00	7.31	8.41	12.02	4.01	4.46	7.01	8.11	10.46							
Wingert	6.12	7.37	8.47	12.25	4.10	4.55	7.10	8.20	10.55							
Lisburn Road	6.15	7.40	8.50	12.28	4.13	4.58	7.13	8.23	10.58							
Williams Gr'v	6.18	7.43	8.53	12.30	4.15	5.00	7.15	8.25	11.00							
Williams Ro'd	6.20	7.45	8.55	12.32	4.17	5.02	7.17	8.27	11.02							
D. & M. Junc.	6.22	7.47	8.57	12.34	4.19	5.04	7.19	8.29	11.04							
Kohlrs	6.24	7.49	8.59	12.36	4.20	5.05	7.20	8.30	11.05							
Camp Ground	6.25	7.50	9.00	12.38	4.22	5.07	7.22	8.32	11.07							
Dillsburg	6.30	7.55	9.05	12.40	4.25	5.10	7.25	8.35	11.10							
ARRIVE																
	200	202	204	206	208	210	212	214								
LEAVE																
Dillsburg	5.20	6.55	8.05	10.25	1.40	5.05	6.20	7.35	9.35							
Camp Ground	5.23	6.58	8.08	10.28	1.43	5.08	6.23	7.38	9.38							
Kohlrs	5.24	6.59	8.09	10.29	1.44	5.09	6.24	7.39	9.39							
D. & M. Junc.	5.25	7.00	8.10	10.30	1.45	5.10	6.25	7.40	9.40							
Williams Ro'd	5.26	7.01	8.11	10.31	1.46	5.11	6.26	7.41	9.41							
Williams Gr'v	5.27	7.02	8.12	10.32	1.47	5.12	6.27	7.42	9.42							
Lisburn Road	5.32	7.07	8.17	10.37	1.52	5.17	6.32	7.47	9.47							
Wingert	5.34	7.09	8.19	10.39	1.54	5.19	6.34	7.49	9.49							
Trindle Sp'ng	5.38	7.13	8.23	10.43	1.58	5.23	6.38	7.53	9.53							
Mechanicsb'g	5.45	7.20	8.30	10.50	2.05	5.30	6.45	8.00	10.00							
Harrisburg	6.15	7.50	9.05	11.20	2.35	6.10			10.25							
ARRIVE																

On Sundays, the Dillsburg Branch Motor Car will be run between Mechanicsburg and Dillsburg, connecting with Valley Traction Trolley Cars at Trindle Spring.

**WHERE TO DINE  
IN HERSHEY**

(Dining Rooms Open The Year Around)

**HOTEL HERSHEY**

**COMMUNITY INN**

(The Oyster Bar specializes in sea food and charcoal broiled steaks)

**COMMUNITY DINING ROOM**

**COMMUNITY CAFETERIA**

**HERSHEY PARK**

**DINING ROOM**

**PARK GOLF CLUB**

**DINING ROOM**

(Open during the summer months only)

**TIME - TABLE**

OF THE  
**HERSHEY TRANSIT  
COMPANY**  
HERSHEY, PENNSYLVANIA



Hummelstown - Hershey -  
Palmyra Division

Hotel Hershey - Hershey -  
Campbelltown Division

EFFECTIVE NOV. 1, 1942

The time shown in this folder is  
Eastern War Time.

**Hotel Hershey - Hershey - Campbelltown**

EAST BOUND			WEST BOUND		
LEAVE HOTEL HERSHEY	LEAVE HERSHEY	ARRIVE CAMPBELLTOWN	LEAVE CAMPBELLTOWN	LEAVE HERSHEY	ARRIVE HOTEL HERSHEY
15 15	15 15	15 30	5 45		
16 45	16 45	16 15	16 30	6 45	
17 00	17 00	17 15	17 00	7 15	
7 15	7 30	7 45	8 45	9 00	8 15
8 15	8 30	8 45	9 45	10 00	9 15
9 15	9 30	9 45	10 45	11 00	10 15
10 15	10 30	10 45	11 45	12 00	11 15
11 15	11 30	11 45	12 45	1 00	1 15
12 15	12 30	12 45	1 45	2 00	2 15
1 15	1 30	1 45	2 45	3 00	3 15
2 15	2 30	2 45	3 45	4 00	4 15
3 15	3 30	3 45	4 45	5 00	5 15
4 15	4 30	4 45	5 45	6 00	6 15
5 15	5 30	5 45	6 45	7 00	7 15
6 15	6 30	6 45	7 45	8 00	8 15
7 15	7 30	7 45	8 45	9 00	9 15
8 15	8 30	8 45	9 45	10 00	10 15
9 15	9 30	9 45	10 45	11 00	11 15
10 15	10 30	10 45	11 45	12 00	12 15
11 15	11 30	11 45			
12 15	12 30				

A.M. time indicated by light face figures.  
P.M. time indicated by black face figures.  
† Daily, except Sunday and holidays.  
‡ First car on Sunday

**HERSHEY PARK**

"The  
Summer Playground of Pennsylvania"  
has all outdoor amusements

Four Golf Courses—54 Holes  
Picnic Grounds of 1,000 Acres  
Orchestras of National Reputation  
Play Dance Music in the Ballroom  
GOLF—April to mid-November;  
BALLROOM and PARK—  
May to Labor Day

**Hummelstown - Hershey - Palmyra**

EAST BOUND			WEST BOUND		
LEAVE HUMMELSTOWN	LEAVE HERSHEY	ARRIVE PALMYRA	LEAVE PALMYRA	LEAVE HERSHEY	ARRIVE HUMMELSTOWN
15 30	15 15	15 30	5 30	15 30	15 30
16 15	16 00	16 15	6 15	16 00	16 15
17 00	16 45	17 00	7 00	16 45	17 00
7 15	7 00	7 15	7 45	7 30	7 45
8 00	7 45	8 00	8 30	8 15	8 30
8 45	8 30	8 45	9 15	9 00	9 15
9 30	9 15	9 30	10 00	9 45	10 00
10 15	10 00	10 15	10 45	10 30	10 45
11 00	10 45	11 00	11 30	11 15	11 30
11 45	11 30	11 45	12 15	12 00	12 15
12 30	12 15	12 30	1 00	1 15	1 00
1 15	1 00	1 15	1 45	1 30	1 45
2 00	1 45	2 00	2 30	2 15	2 30
2 45	2 30	2 45	3 15	3 00	3 15
3 30	3 15	3 30	4 00	3 45	4 00
4 15	4 00	4 15	4 45	4 30	4 45
5 00	4 45	5 00	5 30	5 15	5 30
5 45	5 30	5 45	6 15	6 00	6 15
6 30	6 15	6 30	7 00	6 45	7 00
7 15	7 00	7 15	7 45	7 30	7 45
8 00	7 45	8 00	8 30	8 15	8 30
8 45	8 30	8 45	9 15	9 00	9 15
9 30	9 15	9 30	10 00	9 45	10 00
10 15	10 00	10 15	10 45	10 30	10 45
11 00	10 45	11 00	11 30	11 15	11 30
11 45	11 30	11 45	12 15	12 00	12 15
12 30	12 15	12 30			

A.M. time in light face figures. P.M. black face.  
† Daily except Sunday and holidays.  
‡ First car on Sunday.  
West bound cars leaving Hershey on the half hour connect with Harrisburg bus at Hummelstown. East bound, leaving Hershey on the hour, connects at Palmyra for Ansville, Cleona and Lebanon.  
Daily except Saturday P.M. and Sunday, 15 min. one service Hershey to Palmyra, 5:15 to 5:15 A.M., and 3:00 to 5:00 P.M.

Three interurban or rural trolley lines in the Pennsylvania Dutch country are represented here. The standard-gauge YORK RAILWAYS operated several lines between 1901 and 1939; only the Hanover line was heavily-enough constructed to approximate interurban technology. CONESTOGA TRANSPORTATION (originally TRACTION) CO. had an extensive network of rural trolley lines radiating from Lancaster. The last rail operation was the Ephrata line, abandoned in 1947. The broad-gauge HERSHEY TRANSIT CO. provided rural trolley service (including a modest freight traffic, consisting largely of milk for the Hershey chocolate plant) until 1946.

**YORK RAILWAYS COMPANY**  
**Schedule Hanover Line**

EFFECTIVE NOVEMBER 17, 1921  
SUBJECT TO CHANGE WITHOUT NOTICE

DAILY, EXCEPT SATURDAYS AND SUNDAYS

OUTBOUND		LEAVE		INBOUND	
York for Hanover	Spring Grove for Hanover	Hanover for York	Spring Grove for York		
4:30 A. M. 5a bus	5:00 A. M.	5:30 A. M.	5:50 A. M.		
5:30	6:00	7:00	7:20		
7:00	7:30	8:00	8:20		
8:00	8:30	9:00	9:20		
9:00	9:30	10:00	10:20		
10:00	10:30	11:00	11:20		
11:00	11:30	12:00 N.	12:20 P. M.		
12:00 N.	12:30 P. M.	1:00 P. M.	1:20		
1:00 P. M.	1:30	2:00	2:20		
2:00	2:30	3:00	3:20		
3:00	3:30	4:00	4:20		
4:00	4:30	5:00	5:20		
5:00	5:30	6:00	6:20		
6:00	6:30	7:00	7:20		
7:00	7:30	8:00	8:20		
8:00	8:30	9:00	9:20		
9:30	10:00	10:30	10:50		
11:00	11:30	12:00	12:04 A. M.		

(over)

**CONESTOGA TRANSPORTATION COMPANY**  
**TIME TABLE**  
**LANCASTER TO COLUMBIA**  
Effective April 1932

Lancaster	Mount Union	Columbia 4th and Locust Sta.
A.M.	A.M.	A.M.
5:00	5:00	5:45
5:30	5:30	6:15
6:00	6:00	6:45
6:30	6:30	7:15
7:00	7:00	7:45
7:30	7:30	8:15
8:00	8:00	8:45
8:30	8:30	9:15
9:00	9:00	9:45
9:30	9:30	10:15
10:00	10:00	10:45
10:30	10:30	11:15
11:00	11:00	11:45
11:30	11:30	12:15
12:00	12:00	12:45
12:30	12:30	1:15
1:00	1:00	1:45
1:30	1:30	2:15
2:00	2:00	2:45
2:30	2:30	3:15
3:00	3:00	3:45
3:30	3:30	4:15
4:00	4:00	4:45
4:30	4:30	5:15
5:00	5:00	5:45
5:30	5:30	6:15
6:00	6:00	6:45
6:30	6:30	7:15
7:00	7:00	7:45
7:30	7:30	8:15
8:00	8:00	8:45
8:30	8:30	9:15
9:00	9:00	9:45
9:30	9:30	10:15
10:00	10:00	10:45
10:30	10:30	11:15
11:00	11:00	11:45

P.M. indicated by heavy face type.  
S First car Sunday.  
\* Saturday only.  
† Saturday and Sunday only.

READING TRANSIT & LIGHT operated a number of rural lines, including, at the time this 1921 folder was issued, a long line from Chestnut Hill (then a suburb of Philadelphia) through Norristown and Pottstown to Boyertown. At Boyertown this operation connected with another Reading Transit line for Reading. The company's city and suburban operations in the Reading area survived into the early 1950's.

WEST CHESTER STREET RAILWAY (opposite page), not to be confused with the Philadelphia & West Chester, operated several lines from a connection with the latter company at West Chester. The most important of these, to Coatesville, formed part of the through route to Lancaster and points west. Rail service lasted from 1891 to 1927.



Vol. V Norristown, Oct. 18, 1921. No. 12

### WINTER SCHEDULE

THE Saturday and Sunday Winter schedule of cars on the lines between Chestnut Hill and Boyertown will be in effect on and after Saturday, October 22, and Sunday, October 23, as follows:

#### SATURDAY SCHEDULE

Leave Chestnut Hill for Pottstown and Boyertown every hour from 6.00 A. M. to 9.00 P. M.

Leave Chestnut Hill for Norristown, Collegeville and Trappe every half-hour from 6.00 A. M. to 10.30 P. M.; 11.00 P. M. and 11.36 P. M. for Norristown and Trooper.

Leave Norristown, Main and DeKalb streets, for Pottstown and Boyertown, 5.26 A. M. and 4.36 A. M., and every hour thereafter to 9.36 P. M.

Leave Norristown, Main and DeKalb streets, for Collegeville and Trappe, 5.26 A. M. and 6.06 A. M., and every half-hour thereafter to 11.06 P. M.

Leave Pottstown for Boyertown at 5.35 A. M. and 7.05 A. M., and every hour thereafter.

### TROLLEY TIPS

to 11.05 A. M.; then leaving 5 and 31 minutes after every hour until 11.05 P. M.

Leave Boyertown for Pottstown, at 5.35 A. M. and 7.04 A. M., and every hour thereafter to 12.04 P. M.; then leaving 4 and 31 minutes after every hour until 11.31 P. M.; then 11.50 P. M.

Leave Boyertown for Pottstown, Trappe, Collegeville, Norristown and Chestnut Hill every hour from 7.04 A. M. to 8.04 P. M.; 9.04 P. M. and 10.04 P. M. for Norristown only.

Leave Pottstown for Trappe, Collegeville, Norristown and Chestnut Hill, every hour from 5.50 A. M. to 8.50 P. M.; 9.50 P. M. and 10.50 P. M. for Norristown only.

Leave Norristown, Main and DeKalb streets, for Chestnut Hill, every half-hour from 5.18 A. M. to 10.48 P. M.

Extra cars as travel requires.

#### SUNDAY SCHEDULE

Leave Chestnut Hill for Pottstown and Boyertown every hour from 6.00 A. M. to 8.00 P. M.; 9.00 P. M. to Pottstown.

Leave Chestnut Hill for Norristown, Collegeville and Trappe every half-hour from 6.00 A. M. to 9.30 P. M.; then 10.30 P. M.; 10.00 P. M., 11.00 P. M. and 11.36 P. M. for Norristown and Trooper.

Leave Norristown, Main and DeKalb streets, for Pottstown and Boyertown, every hour from 5.36 A. M. to 8.36 P. M.; 9.36 P. M. to Pottstown.

Leave Norristown, Main and DeKalb streets,

### TROLLEY TIPS

for Collegeville and Trappe, every half-hour from 5.36 A. M. to 10.06 P. M.; then 11.06 P. M.

Leave Pottstown for Boyertown every hour from 6.05 A. M. to 9.05 A. M.; then leaving 5 and 31 minutes after every hour until 9.05 P. M.; then 10.05 P. M.

Leave Boyertown for Pottstown every hour from 6.04 A. M. to 10.04 A. M.; then leaving 4 and 31 minutes after every hour until 10.04 P. M.; then 11.04 P. M.

Leave Boyertown for Pottstown, Trappe, Collegeville, Norristown and Chestnut Hill every hour from 6.04 A. M. to 8.04 P. M.; 9.04 P. M. and 10.04 P. M. for Norristown only.

Leave Pottstown for Trappe, Collegeville, Norristown and Chestnut Hill every hour from 6.50 A. M. to 8.50 P. M.; 9.50 P. M. and 10.50 P. M. for Norristown only.

Leave Norristown, Main and DeKalb streets, for Chestnut Hill every half-hour from 5.18 A. M. to 10.48 P. M.

Extra cars as travel requires.

### SPARKING AND PARKING

It was a lover and his lass upon the street car riding. I marked them, for I tried to pass their way without colliding.

She favored him with nod and smile, on rattan safely seated; and he, who blocked the bamboo aisle, in turn his bimbo greeted.

He would not move a tiny speck, though car-men called and beckoned; the boy upon the burning deck at stand-pat came in second.

Please set it down in simple style—the whole world loves a lover, but not when in a trolley aisle the lover loves to hover.—Exchange

### TROLLEY TIPS

#### STRAIGHT TIPS

The unemployment question is about settled for the man who tends a heater.

While the dye is being applied, the barber shop quartet with warble "The Old Gray Hair, It Ain't What It Used to Be."

My Bonnie went down to the cellar  
A leaking gas pipe he would see;  
He lighted a match for to see it—  
Oh, bring back my Bonnie to me!

My Bonnie goes down in the cellar  
Quite often, slack and alas!  
He comes up a different feller—  
But he doesn't get lit up on gas.

"How womanly!" he says before they're married. Afterwards when she does the same thing he says "That's just like a woman!"

The meanest man, declares Ambrose, is the one who would steal his best girl's last package of cigarettes.

"I hear you rode home last night on the Crap Shooters' Special."

"What's that?"

"Why, the 7.11, of course."

READING TRANSIT & LIGHT COMPANY  
Norristown, Pa.

