

**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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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)
DM&C	Darby, Media & Chester Street Ry.
ET	Easton Traction Company
FPT	Fairmount Park Transit Company
HRys	Harrisburg Railways
HT	Hershey Transit Company
L&WV	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)

WB&H	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 Regular Car, A. M. Week Days		Week Days and Sundays	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		Daily, P. M.	Last Regular Car, P. M. Daily	Regular Car Daily, A. M.
	5:00	5:45	6:00	6:45		6:15	7:15	8:15	9:15	10:15	11:15					
Hummelstown—Square	—	—	5:45	6:45	—	6:15	7:15	8:15	—	—	—	—	—	10:45	11:45	12:30
Rutherford Siding	—	—	6:00	7:00	—	6:30	7:30	8:30	—	—	—	—	—	11:00	12:00	12:45
Paxtang Avenue	—	—	6:10	7:10	—	6:40	7:40	8:40	—	—	—	—	—	11:10	12:10	12:55
23rd and Derry	—	—	6:16	7:15	—	6:45	7:45	8:45	—	—	—	—	—	11:15	12:15	1:00
Cameron and Market	4:45	—	6:22	7:22	—	6:52	7:52	8:52	—	—	—	—	—	11:22	12:22	1:07
Market Square	—	5:28	6:28	7:28	Regular cars leave these points every hour	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	—	—	—	—	—	11:45	—	—
" — F. & S. Office	5:05	5:50	6:50	7:50	—	6:20	7:20	—	—	—	—	—	—	11:50	—	—
" — B. & C. Office	5:07	5:52	6:52	7:52	—	6:22	7:22	—	—	—	—	—	—	11:52	—	—
Highspire—Rupp Street	5:10	5:55	6:55	7:55	—	6:25	7:25	—	—	—	—	—	—	11:55	—	—
Middletown—End of Line	5:20	6:07	7:07	8:07	—	6:37	7:37	—	—	—	—	—	—	12:05	—	—

LEAVING TIME FROM	First Car, A. M. Week Days		First Regular Car, A. M. Week Days		Week Days and Sundays	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		Daily, P. M.	Regular Car Daily, P. M.	Last Regular Car, A. M. Daily
	5:02	6:02	6:22	7:02		6:52	7:52	8:32	4:32	5:32	6:32	7:32	11:02			
Middletown—End of Line	—	—	6:22	7:02	—	6:52	7:52	—	—	—	—	—	—	10:22	—	11:22
Highspire—Rupp Street	—	—	6:32	7:12	—	7:02	8:02	—	—	—	—	—	—	10:32	—	11:32
Steelton—B. & C. Office	—	—	6:37	7:17	—	7:07	8:07	—	—	—	—	—	—	10:37	—	11:37
" — F. & S. Office	—	—	6:39	7:19	—	7:09	8:09	—	—	—	—	—	—	10:39	—	11:39
" — Chambers Street	—	—	6:45	7:25	—	7:15	8:15	—	—	—	—	—	—	10:45	—	11:45
Market Square	5:02	6:02	7:02	—	Regular cars leave these points every hour	5:32	6:32	7:32	8:32	4:32	5:32	6:32	7:32	11:02	11:32	12:02
Cameron and Market	5:08	6:08	7:08	—	—	5:38	6:38	—	—	—	—	—	—	11:08	11:38	12:08
23rd and Derry	5:15	6:15	7:15	—	—	5:45	6:45	—	—	—	—	—	—	11:15	11:45	12:15
Paxtang Avenue	5:20	6:20	7:20	—	—	5:50	6:50	—	—	—	—	—	—	11:20	11:50	12:20
Rutherford Siding	5:30	6:30	7:30	—	—	6:00	7:00	—	—	—	—	—	—	11:30	12:00	—
Hummelstown—Square	5:43	6:43	7:43	—	—	6:13	7:13	—	—	—	—	—	—	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 "
1.30 "	1.00 "	1.10 "	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 "
6.00 "	5.50 "	5.40 "	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 "	11.20 "	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	12.33	4.19	5.04	7.19	8.29	11.04							
Kohlrs	6.24	7.49	8.59	12.35	4.20	5.05	7.20	8.30	11.05							
Camp Ground	6.25	7.50	9.00	12.35	4.20	5.05	7.20	8.30	11.05							
Dillsburg	6.30	7.55	9.05	12.40	4.25	5.10	7.25	8.35	11.10							
ARRIVE																
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	10.31	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	1.45	5.30	6.45	8.00	10.00							
Harrisburg	6.15	7.50	9.05	11.20	2.35	6.10	...	...	...				
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.	5:20 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	9:20	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		
6:00	6:30	6:00	6:20		
6:00	6:30	7:00	7:20		
7:00	7:30	8:00	8:20		
8:00	8:30	8:45	9:04		
9:30	9:50	10:15	10:34		
11:00	11:27	11:45	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.

West Chester, Lenape and Kennett Square

Six (6) fares between West Chester and Kennett Square. Two (2) fares between West Chester and Lenape.

Leave West Chester	Leave Lenape	Arrive Kennett Sq.	Leave Kennett Sq.	Leave Lenape	Arrive West Chester
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
6 00	6 17	6 50		*7 00	*7 20
*6 20	*6 38		7 00	7 33	7 55
7 00	7 20	7 55	8 00	8 33	8 55
8 00	8 20	8 55	9 00	9 33	9 55
9 00	9 20	9 55	10 00	10 33	10 55
10 00	10 20	10 55	11 00	11 33	11 55
11 00	11 20	11 55	12 00	12 33	12 55
12 00	12 20	12 55	1 00	1 33	1 55
1 00	1 20	1 55	2 00	2 33	2 55
2 00	2 20	2 55	3 00	3 33	3 55
3 00	3 20	3 55	4 00	4 33	4 55
4 00	4 20	4 55	5 00	5 33	5 55
4 55	5 17	5 55	6 00	6 33	6 55
6 00	6 20	6 55	7 00	7 33	7 55
7 00	7 20	7 55	8 00	8 33	8 55
8 00	8 20	8 55	9 00	9 33	9 55
9 00	9 20	9 55	10 00	10 33	10 55
10 00	10 20	10 55	11 00	11 33	11 55
11 00	11 20	11 55	12 00	12 30	12 55

WEST CHESTER AND LENAPE

Between the Middle of June and First of September

Leave West Chester 9.30, 10.30, 11.30 a. m., 12.30, 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.00, 9.30 p. m.
Leave Lenape 10.00, 11.00, a. m., 12.00 m., 1.00, 2.00, 3.00, 4.00, 4.55, 6.00, 7.00, 8.00, 9.00, 10.00 p. m.

*Not run Sunday. † Saturday night only, daily between the middle of June and the first of September. ‡ Wednesday and Saturday nights only between middle of June and first of Sept.

West Chester Street Railway Co.

TIME TABLES

Also Showing best through Connections to be made between

PHILADELPHIA
WEST CHESTER
DOWNTOWN
COATESVILLE
LANCASTER

HIGH STREET DIVISION

Leave Normal School, *6.50, *7.10, *7.30, 7.50, 8.10 A. M. and every twenty minutes. Last car 10.10 P. M.

Leave Virginia Avenue, *7.00, *7.20, *7.40, 8.00, 8.20 A. M. and every twenty minutes. Last car at 10.20 P. M. to car house only.

This Time Table gives time cars are due to arrive at and leave places named, but their arrival or departure at the time mentioned is not guaranteed.

WEST CHESTER ST. RY. CO.
West Chester, Pa.

June 1, 1910

West Chester Street Railway Co.

TIME TABLES

Subject to changes and corrections without notice.

Electric Service
CONNECTING
WEST CHESTER
DOWNTOWN
THORNDALE
CALN
COATESVILLE
LANAPE
UNIONVILLE
WILLOWDALE
KENNETT SQUARE

This Time Table gives time cars are due to arrive at and leave places named, but their arrival or departure at the time mentioned is not guaranteed.

WEST CHESTER ST. RY. CO.
West Chester, Pa.

6-10-5000

West Chester, Downingtown and Coatesville

Two (2) fares between Downingtown and Coatesville.

Three (3) fares between West Chester and Downingtown.

Leave West Chester	Leave Downingtown	Arrive Coatesville	Leave Coatesville	Leave Downingtown	Arrive West Chester
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
*4 35	*5 10	.....	.....	5 15	5 55
x5 00	x5 34	.....	*5 45	*6 08	*6 48
*5 40	*6 12	*6 37	7 00	7 23	8 07
x5 50	x6 22	x5 48	8 00	8 23	9 07
6 50	7 22	7 48	9 00	9 23	10 07
7 50	8 22	8 48	10 00	10 23	11 07
8 50	9 22	9 48	11 00	11 23	.....
9 50	10 22	10 48	.....	.....	P. M.
10 50	11 22	11 48	P. M.	P. M.	12 07
.....	P. M.	P. M.	12 00	12 23	1 07
11 50	12 22	12 48	.....	.....	.....
P. M.	.....	.....	.....	.....	.....
12 50	1 22	1 48	2 00	2 23	3 07
1 50	2 22	2 48	3 00	3 23	4 07
2 50	3 22	3 48	4 00	4 23	5 07
3 50	4 22	4 48	5 00	5 23	6 07
4 50	5 22	5 48	6 00	6 23	7 07
5 50	6 22	6 48	7 00	7 23	8 07
6 50	7 22	7 48	8 00	8 23	9 07
7 50	8 22	8 48	9 00	9 23	10 07
8 50	9 22	9 48	10 00	10 23	11 07
9 50	10 22	10 48	11 00	11 23	11 58
11 00	11 32	11 50	.....	.....	.....

*Not run Sunday. xSunday only.

SATURDAYS AND SUNDAYS

On pleasant Saturdays and Sundays, between the middle of June and first of September, additional trips will leave West Chester at twenty-minutes after the hour, from 12.20 p. m. to 10.20 p. m. inclusive, and from Coatesville at half-past the hour from 12.30 p. m. to 10.30 p. m. inclusive.

THROUGH CONNECTIONS FROM 69th STREET, PHILADELPHIA, TO WEST CHESTER, DOWNTOWN, COATESVILLE AND LANCASTER AND INTERMEDIATE TOWNS.

This time table is given as a matter of convenience to show best connections to be made between the different Companies' lines, but the time and connections are not guaranteed.

69th Street Phila.	West Chester		Downingtown	Coat. sville		Lancaster
	Arr.	Lv.		Arr.	Lv.	
5 32	6 42	6 50	6 12	6 37	6 45	8 45
6 32	7 42	7 50	7 22	7 48	7 50	9 45
7 30	8 42	8 50	8 22	8 48	8 50	10 45
8 30	9 42	9 50	9 22	9 48	9 50	11 45
9 30	10 42	10 50	10 22	10 48	10 50	12 45
10 30	11 42	11 50	11 22	11 48	11 50	1 45
11 30	12 42	12 50	1 22	1 48	1 50	2 45
12 30	1 42	1 50	2 22	2 48	2 50	3 45
1 30	2 42	2 50	3 22	3 48	3 50	4 45
2 50	3 42	3 50	4 22	4 48	4 50	5 45
3 30	4 42	4 50	5 22	5 48	5 50	6 45
4 30	5 42	5 50	6 22	6 48	6 50	7 45
5 30	6 42	6 50	7 22	7 48	7 50	8 45
6 30	7 42	7 50	8 22	8 48	8 50	9 45
7 30	8 42	8 50	9 22	9 48	9 50	10 45
8 30	9 42	9 50	10 22	10 48	10 50	11 45
9 00	10 12	11 00	11 32	11 50	11 50	1 45

Sixty-ninth Street, Philadelphia, is the terminus of the Elevated Railway which runs part elevated and part subway across the business portion of the city from Delaware Avenue on the water front.

At West Chester walk one square [south] to the left for car to Coatesville; At Coatesville walk straight ahead across tracks of P. and R. R.R. for car through to Lancaster.

At Lancaster cars may be had for all the suburban towns. Connection may also be made for York and Hanover.

THROUGH CONNECTIONS FROM CENTRAL SQUARE, LANCASTER TO COATESVILLE, DOWNTOWN, WEST CHESTER AND PHILADELPHIA.

This time table is given out as a matter of convenience to show the best connections to be made between the different Companies' lines, but the time and connections are not guaranteed.

Lancaster	Coatesville		Downingtown	West Chester		Phila 69th Street
	Arr.	Lv.		Arr.	Lv.	
*3 45	*5 45	*5 45	*6 08	*6 48	7 15	8 24
*4 45	*6 45	7 00	7 23	8 07	8 15	9 24
5 45	7 45	8 00	8 23	9 07	9 15	10 24
6 45	8 45	9 00	9 23	10 07	10 15	11 24
7 45	9 45	10 00	10 23	11 07	11 15	12 24
8 45	10 45	11 00	11 23	12 07	12 15	1 24
9 45	11 45	12 00	12 23	1 07	1 15	2 24
10 45	12 45	1 00	1 23	2 07	2 15	3 24
11 45	1 45	2 00	2 23	3 07	3 15	4 24
12 45	2 45	3 00	3 23	4 07	4 15	5 24
1 45	3 45	4 00	4 23	5 07	5 15	6 24
2 45	4 45	5 00	5 23	6 07	6 15	7 24
3 45	5 45	6 00	6 23	7 07	7 15	8 24
4 45	6 45	7 00	7 23	8 07	8 15	9 24
5 45	7 45	7 50	8 13	8 48	8 15	10 24
6 45	8 45	8 50	9 13	9 48	10 15	11 24
7 45	9 45	9 50	10 13	10 48	11 15	12 24
8 45	10 45	11 00	11 23	11 58	.....	.....

*Not run Sundays.

At Coatesville, walk straight ahead across tracks of the P. and R. R. R. for car to West Chester. At West Chester walk [north] to the left one square for car to Philadelphia. At Sixty-ninth Street take Elevated cars which run in Subway under Market Street, to Delaware Avenue, where Ferry may be had for Camden and other places in New Jersey.

**LEAVING PUBLIC SQUARE
OUTBOUND FROM WILKES-BARRE**

**BUSES, STREET CARS AND
TROLLEY COACHES**

Ashley Bus

Via St. Mary's Road
5:30 a. m. and every 40 minutes to and including 11:30 p. m.

Ashley Trolley Coach

4:40 a. m. and every 10 minutes to and including 12:20 a. m. Then 12:40 a. m.

**Blackman Street and Ashley
By Pass Bus**

Via Hazle Street
5:20, 6:00, 6:40, 7:20, 8:00, 8:40 a. m. Weekdays.
2:40, 3:20, 4:00, 4:40, 5:20, 6:00 p. m. Weekdays.
No Sundays or Holidays.

Courtdale Trolley Coach

(Via Luzerne)
4:45 a. m. and every 10 minutes to and including 12:05 a. m.

Dallas Bus

See Regular Time Card.

Edwardsville Street Car

4:45, 5:25, 6:05, 6:45, 7:25 a. m. and every hour to and including 11:35 p. m.

1

(OUTBOUND FROM WILKES-BARRE)

Forty Fort Commerce Park Bus

6:00, 6:40, 7:00, 7:20, 7:40, 8:00, 8:20, 8:40 a. m. weekdays and every 40 minutes to and including 12:40 p. m. Then every 20 minutes to and including 6:00 p. m. Then every 40 minutes to and including 12:00 Midnight.

SUNDAYS: 6:00 a. m. and every 40 minutes to and including 12:00 Midnight.
See Regular Time Card.

Forty Fort Trolley Coach

4:40 a. m. and every 10 minutes to and including 12:10 a. m. Then 1:20 and 3:20 a. m.

Georgetown Trolley Coach

5:10 a. m. and every 20 minutes to and including 12:10 a. m.

**Grove and Brown Bus or
Trolley Coach**

5:05, 5:35 a. m. and every 15 minutes to and including 12:05 a. m.

Hanover Green Bus

5:35, 6:25 a. m. and every hour to and including 11:25 p. m.

2

(OUTBOUND FROM WILKES-BARRE)

**Hanover Via Nanticoke Street
Car**

(Transfer at Summit Station)

5:00, 5:40, 6:20, 7:00, 7:40 a. m. Weekdays only.

12:20, 1:00, 1:40, 2:20, 3:00, 3:40 p. m. Weekdays only. No Holiday service.

Harvey's Lake Bus

(Leaves Dallas)

See Regular Time Card.

Heights Bus or Trolley Coach

5:40 a. m. and every 20 minutes to and including 12:00 o'clock midnight.

Hudson Trolley Coach

5:00 a. m. and every 24 minutes to and including 12:12 a. m.

See Regular Time Card.

Kingston—Pringle Street Bus

5:45, 6:35, 7:05, 7:45, 8:25, 9:05 a. m. Weekdays.

2:25, 3:05, 3:45, 4:25, 5:05, 5:45 p. m. Weekdays. No Sunday or Holiday service.

3

(OUTBOUND FROM WILKES-BARRE)

Larksville Street Car

✓ 4:40, 4:55 a. m. and every 20 minutes to and including 11:55 p. m.

**Miners Mills (East) Trolley
Coach**

4:45 a. m. and every 24 minutes to and including 12:00 midnight.
See Regular Time Card.

Nanticoke and Askam Bus

(Via Middle Road)

4:55 a. m. Weekdays and every 20 minutes to and including 8:55 p. m. Then every 40 minutes to and including 11:55 p. m.
SUNDAYS: 5:15 a. m. and every 40 minutes to and including 11:55 p. m.

Nanticoke Trolley Car

✓ 4:40 a. m. and every 20 minutes to and including 12:00 o'clock midnight. Then 1:00 a. m.

North Pennsylvania Ave. Bus

5:15, 5:45 a. m. weekdays and every 15 minutes to and including 9:15 a. m.; then every 30 minutes to and including 1:45 p. m.; then 2:20 p. m. and every 20 minutes to and including 6:00 p. m.; then 6:15 p. m. and every 30 minutes to and including 11:45 p. m.

SUNDAYS: 5:15 a. m. and every 30 minutes to and including 11:45 p. m.

4

WILKES-BARRE RAILWAY CORP. operated local service in its namesake

INBOUND TO WILKES-BARRE

**BUSES, STREET CARS AND
TROLLEY COACHES**

Ashley Bus

(Leaves C. R. R. Station, Ashley)
5:30 a. m. and every 40 minutes to and including 11:50 p. m.

Ashley Trolley Coach

(Leaves Preston Terminal)
5:15 a. m. and every 10 minutes to and including 12:45 a. m. Then 1:05 and 1:25 a. m.

**Blackman Street and Ashley
By Pass Bus**

Via Hazle Street
Leaves East Northampton Street and Route 170 Georgetown:
5:40, 6:20, 7:00, 7:40, 8:20, 9:00 a. m. Weekdays.
3:00, 3:40, 4:20, 5:00, 5:40, 6:20 p. m. Weekdays.
No Sundays or Holidays.

Courtdale Trolley Coach

(Leaves Blackman Street and Courtdale Avenue)
5:10 a. m. and every 10 minutes to and including 12:30 a. m.

Dallas Bus

See Regular Time Card.

Edwardsville Street Car

(Leaves Parrish Switch, Plymouth)
5:15, 5:55, 6:15, 6:55, 7:15, 8:05 a. m. Weekdays (5:05 a. m. Sundays) and every hour to and including 12:05 a. m.

5

(INBOUND TO WILKES-BARRE)

Forty Fort Commerce Park Bus

(Leaves Walnut and River Street)
6:20, 7:00, 7:20, 7:40, 8:00, 8:20, 9:00 a. m. weekdays and every 40 minutes to and including 1:00 p. m. Then every 20 minutes to and including 6:20 p. m. Then every 40 minutes to and including 11:40 p. m.
SUNDAYS: 6:20 a. m. and every 40 minutes to and including 11:40 p. m.
See Regular Time Card.

Forty Fort Trolley Coach

(Leaves Dennison Street, Forty Fort)
5:25 a. m. and every 10 minutes to and including 12:35 a. m. Then 12:55, 1:15, 2:15 and 4:05 a. m.
Wesley St. at 4:55 a. m. daily.

Georgetown Trolley Coach

(Leaves C. R. R. and East Northampton St.)
5:25, 5:50 a. m. and every 20 minutes to and including 12:30 a. m.

**Grove and Brown Bus or
Trolley Coach**

(Leaves Gilligan and Brown Streets)
5:17, 5:47 a. m. and every 15 minutes to and including 12:17 a. m.

Hanover Green Bus

6:00 a. m. and every hour to and including 12:00 midnight.

10

(INBOUND TO WILKES-BARRE)

Hanover Street Car

(Leaves Hanover Terminal)

5:35, 6:15, 6:55, 7:35, 8:15 a. m. Weekdays.
12:55, 1:35, 2:15, 2:55, 3:35, 4:15 p. m. Weekdays. No Sunday or Holiday Service.

Harvey's Lake Bus

(Leaves Plenic Ground)

See Regular Time Card.

Heights Bus or Trolley Coach

(Leaves Maude and Dana Streets)

5:40 a. m. and every 20 minutes to and including 12:08 a. m.

Hudson Trolley Coach

(Via Plaza)

(Leaves Hudson Terminal)

5:24 a. m. and every 24 minutes to and including 12:36 a. m.
See Regular Time Card.

Kingston—Pringle Street Bus

(Leaves Grava and Roosevelt Streets)

6:05, 6:45, 7:25, 8:05, 8:45, 9:25 a. m. Weekdays.

2:45, 3:25, 4:05, 4:45, 5:25, 6:05 p. m. Weekdays. No Sunday or Holiday Service.

Larksville Street Car

(Leaves Bull Run Crossing, Plymouth)

5:15 a. m. and every 20 minutes to and including 12:35 a. m.

11

(INBOUND TO WILKES-BARRE)

**Miners Mills (East) Trolley
Coach**

(Leaves Cleveland Street)

5:12 a. m. and every 24 minutes to and including 12:24 a. m.

See Regular Time Card.

Nanticoke and Askam Bus

(Via Middle Road)

(Leaves Green and Prospect Sts., Nanticoke)
5:35 a. m. Weekdays and every 20 minutes to and including 9:15 p. m. Then every 40 minutes to and including 12:35 a. m.

Nanticoke Street Car

(Leaves Main and Market Sts.)

5:10, 5:30, 6:00 a. m. and every 20 minutes to and including 12:40 a. m. Then 1:30 a. m.

North Pennsylvania Ave. Bus

(Leaves Chestnut and Cypress Street)

5:32, 6:02 a. m. weekdays and every 15 minutes to and including 9:32 a. m. Then every 30 minutes to and including 2:15 p. m. Then 2:40 and every 20 minutes to and including 6:20 p. m. Then 6:32 p. m. and every 30 minutes to and including 12:02 a. m.

SUNDAYS: 5:32 a. m. and every 30 minutes to and including 12:02 a. m.

12

(OUTBOUND FROM WILKES-BARRE)

Old Forge Bus
(Via Pittston and Duryea)
4.24 a. m. and every 24 minutes to and including 12.00 midnight.
See Regular Time Card.

Parsons Trolley Coach
5.05 a. m. and every 24 minutes to and including 11.54 p. m.
See Regular Time Card.

Plains, West Miners Mills Trolley Coach
4.54 a. m. and every 24 minutes to and including 11.42 p. m.
See Regular Time Card.

Plymouth Via Carey Ave. St. Car or Trolley Coach
4.40, 4.50 a. m. and every 20 minutes to and including 12.30 a. m. Then 1.30, 2.30 and 3.30 a. m.

Sugar Notch and Warrior Run Trolley Coach
4.40 a. m. and every 20 minutes to and including 12.40 a. m.

West Pittston Trolley Coach
(Via Forty Fort and Wyoming)
4.40, 4.50 a. m. and every 20 minutes to and including 12.10 a. m. Then 1.20 and 3.20 a. m.

Avoca Bus Schedule

Buses leave South Pittston for Avoca:

A. M.				
5.00	5.40	6.20	7.00	7.40
8.20	9.05	10.05	11.05	
P. M.				
12.05	1.00	1.40	2.20	3.00
3.40	4.20	5.00	5.40	6.20
7.05	8.05	9.05	10.05	11.05

12.05 A. M.
See Regular Time Card.

Avoca Bus Schedule

Buses leave Avoca for South Pittston:

A. M.				
5.20	6.00	6.40	7.20	8.00
8.40	9.35	10.35	11.35	
P. M.				
12.35	1.20	2.00	2.40	3.20
4.00	4.40	5.20	6.00	6.40
7.35	8.35	9.35	10.35	11.35

12.25 A. M.
See Regular Time Card.

Castle and West Wyoming Bus Schedule

(OUTBOUND FROM WEST WYOMING)
Buses leave Brady Street and Shoemaker Avenue in West Wyoming Borough to Rosengrant's Service Station on West Eighth Street in West Wyoming Borough, then to Castle via Wyoming Bridge and Pittston:

A. M.				
5.20	6.00	6.40	7.20	8.00
8.40	9.20	10.00	10.40	11.20
P. M.				
12.00	12.40	1.20	2.00	2.40
3.20	4.00	4.40	5.20	6.00
6.40	7.20	8.00	8.40	9.20
10.00	10.40	11.20	12.00	

Buses leave the Forks of the Road in South Pittston 20 minutes after leaving West Wyoming.
In addition to the above, buses leave the Forks of the Road in South Pittston for Castle:

A. M.				
5.20	6.00	6.40	7.20	8.00
8.40	9.20	10.00	10.40	11.20
P. M.				
12.00	12.40	1.20	2.00	2.40
3.20	4.00	4.40	5.20	6.00
6.40	7.20	8.00	8.40	

See Regular Time Card.

Castle and West Wyoming Bus Schedule

(INBOUND FROM CASTLE)
Buses leave Castle via Pittston and Wyoming Bridge to Brady and Shoemaker Avenue in West Wyoming Borough:

A. M.				
*5.40	6.00	*6.20	6.40	*7.00
7.20	*7.40	8.00	*8.20	8.40
*9.00	9.20	*9.40	10.00	*10.20
10.40	*11.00	11.20	*11.40	
P. M.				
12.00	*12.20	12.40	*1.00	1.20
*1.40	2.00	*2.20	2.40	*3.00
3.20	*3.40	4.00	*4.20	4.40
*5.00	5.20	*5.40	6.00	*6.20
6.40	*7.00	7.20	*7.40	8.00
*8.20	8.40	*9.00	9.20	10.00
10.40	11.20	11.50	12.30	A. M.

*Buses operate to the Forks of the Road in South Pittston.
Buses for West Wyoming leave the Forks of the Road in South Pittston 20 minutes after leaving the Castle.
See Regular Time Card.

city, including suburban lines to Nanticoke and Larksville.

(INBOUND TO WILKES-BARRE)

Old Forge Bus
(Via Pittston)
(Leaves Main and Railroad Sts., Old Forge)
5.29 a. m. and every 24 minutes to and including 1.05 a. m. Additional service as and when required.
See Regular Time Card.

Parsons Trolley Coach
(Leaves Mason Ave. and Scott St.)
5.24 a. m. and every 24 minutes to and including 12.12 a. m.
See Regular Time Card.

Plains, West Miners Mills Trolley Coach
(Leaves East Main and St. Clair Sts.)
5.12 a. m. and every 24 minutes to and including 12.00 midnight.
See Regular Time Card.

Plymouth Via Carey Ave. St. Car or Trolley Coach
(Leaves North Street, Plymouth)
5.10, 5.30 a. m. and every 20 minutes to and including 12.50 a. m. Then 1.00, 2.00, 3.00 and 4.00 a. m.

(INBOUND TO WILKES-BARRE)

Sugar Notch and Warrior Run Trolley Coach
(Leaves Warrior Run Terminal)
5.15 a. m. and every 20 minutes to and including 1.15 a. m.

West Pittston Trolley Coach
(Leaves Water Street, Pittston)
5.15 a. m. and every 20 minutes to and including 12.55 a. m. Then 2.00 and 3.50 a. m.

Swoyerville Bus Schedule

Bus leaves Slocum Street and Wyoming Avenue, Forty Fort for Eighth Street and Wyoming Avenue, Wyoming Borough:

A. M.				
5.00	5.30	6.00	6.30	7.00
7.30	8.00	9.00	10.00	11.00
P. M.				
12.00	1.00	2.00	2.30	3.00
3.30	4.00	4.30	5.00	5.30
8.00	7.00	8.00	9.00	10.00
11.00				

SUNDAYS: 5.00 a. m. and every hour to and including 11 p. m.

Swoyerville Bus

Leaves Wyoming Avenue and Eighth Street in Wyoming Borough:

A. M.				
5.30	6.00	6.30	7.00	7.30
8.00	8.30	9.30	10.30	11.30
P. M.				
12.30	1.30	2.30	3.00	3.30
4.00	4.30	5.00	5.30	6.00
6.30	7.30	8.30	9.30	10.30
11.30				

SUNDAYS: 5.30 a. m. and every hour to and including 11.30 p. m.

The
Wilkes-Barre
Railway
Corp.
SCHEDULE
Of Buses,
Street Cars and
Trolley Coaches

Effective:
JUNE 6, 1947

Lackawanna and Wyoming Valley



Railroad
Company

BETWEEN
Scranton, Pittston
and Wilkes-Barre
13 Limited Trains
in Each Direction

PASSENGER SCHEDULE
EFFECTIVE JUNE 1, 1952

H. W. CROCKER, Ticket Agt., Scranton
R. G. SONTAG, Ticket Agt., Hancock
T. H. ROWDEN, Soliciting Passenger Agent, Scranton, Pa.
B. F. WYLY, Jr., Traffic Manager, Scranton, Pa.

SCRANTON TRANSIT CO.

NAY AUG 6/15/52

WEEKDAY	END OF LINE	FERN & LACKA.	END OF LINE
540-55	557		
610-25-40-55	612-27-42-57	715-45	732
710-25-40-55	712-27-42-57	815-45	802-32
810-25-40-55	812-27-42-57	915-45	902-32
910-25-40-55	912-27-42-57	1015-45	1002-32
1010-25-40-55	1012-27-42-57	1115-45	1102-32
1110-25-40-55	1112-27-42-57	1215-30-45	1202-32-47
1210-25-40-55	1212-27-42-57		
110-25-35-42-54	112-27-42-52	100-15-30-45	102-17-32-47
206-18-30-42-54	202-14-26-38-50	200-15-30-45	202-17-32-47
306-18-30-42-54	302-14-26-38-50	300-15-30-45	302-17-32-47
406-18-30-42-54	402-14-26-38-50	400-15-30-45	402-17-32-47
506-18-35-50	502-18-31-38-52	500-15-30-45	502-17-32-47
610-25-40-55	607-27-42-57	600-15-30-45	602-17-32-47
710-25-40-55	712-27-42-57	700-15-30-45	702-17-32-47
810-25-40-55	812-27-42-57	800-15-45	802-17-32
910-25-45	912-30-42	915-45	902-32
1015-45	1002-32	1015-45	1002-32
1115-45	1102-32	1115-45	1102-32
	1202		1202

Among the most heavily-constructed of the right-of-way operation, third-rail power c shows a basic service pattern of three loc years the base service declined to hourly company's initial choice of standard gauge service and continue as a dieselized freight

STATIONS	WEEKDAY												SUNDAY											
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
SCRANTON LEAVE	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30		
*South Scranton	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35		
*Rocky Glen	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40		
*Hancock	6:15	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45		
*North Pittston	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50		
*Pittston	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55		
*South Pittston	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00		
*Inkerman	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35	5:05		
*Hilldale	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40	5:10		
*Hancock	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45	5:15		
*Midvale	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50	5:20		
*River Street (W-B)	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55	5:25		
WILKES-BARRE AR	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30		

ALLENTOWN, NAZARETH, BANGOR, PORTLAND, STROUSSBURG and DELAWARE WATER GAP

ROUTE	STATION	PH	PM
NORTH BOUND	ALLENTOWN	7:00	7:30
	NAZARETH	7:15	7:45
	BANGOR	7:30	8:00
	PORTLAND	7:45	8:15
	STROUSSBURG	8:00	8:30
	DEL. WATER GAP	8:15	8:45
	ALLENTOWN	8:30	9:00
	NAZARETH	8:45	9:15
	BANGOR	9:00	9:30
	PORTLAND	9:15	9:45
SOUTH BOUND	ALLENTOWN	8:30	9:00
	NAZARETH	8:45	9:15
	BANGOR	9:00	9:30
	PORTLAND	9:15	9:45
	STROUSSBURG	9:30	10:00
	DEL. WATER GAP	9:45	10:15
	ALLENTOWN	10:00	10:30
	NAZARETH	10:15	10:45
	BANGOR	10:30	11:00
	PORTLAND	10:45	11:15

ALLEN STREET RY.

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

BLUE RIDGE TRACTION CO.

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

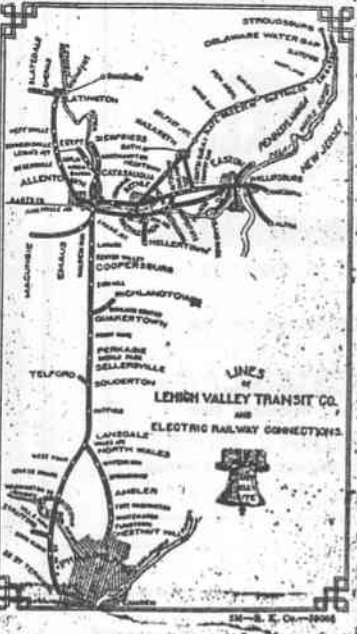
WHITSELL ST. RY. CO.

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

ADAMS EXPRESS CO.
OPERATES OVER THE
LEHIGH VALLEY TRANSIT CO.
AND 42,000 MILES OF
RAILROAD AND STEAMSHIP LINES
FORWARDS SHIPMENTS
TO ALL PARTS OF THE WORLD

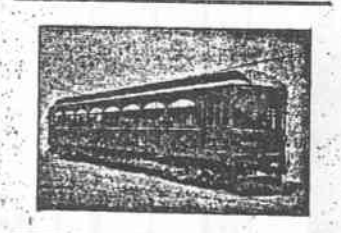
PHILADELPHIA ALLENTOWN, EASTON THE BETHLEHEMS AND OTHER POINTS IN THE LEHIGH VALLEY AND SLATE REGIONS AS SHOWN ON THE MAP BELOW

COMPLETE TIME TABLES IN EFFECT MAY 1, 1916
LEHIGH VALLEY TRANSIT CO. EASTON TRANSIT CO.



PHILADELPHIA ALLENTOWN, EASTON THE BETHLEHEMS AND OTHER POINTS IN THE LEHIGH VALLEY AND SLATE REGIONS. SEE MAP ON BACK OF THIS FOLDER

LEHIGH VALLEY TRANSIT CO. EASTON TRANSIT CO. ALLENTOWN, PA.



COMPLETE TIME TABLES IN EFFECT MAY 1, 1916

LEHIGH VALLEY TRANSIT CO. AND ELECTRIC RAILWAY CONNECTIONS

The time of connecting lines is shown only for the information of the public and this Company will not be responsible for errors or omissions that may occur. Every effort will be made to maintain schedules but connections of timetables and terminal points are not guaranteed.

ALLENTOWN CATASAUQUA and NORTHAMPTON Via Bath Street

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

ALLENTOWN, CATASAUQUA and EGYPT Via Second Street

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

ALLENTOWN and CATASAUQUA—Extra Service Via Second Street—Except Sunday

Lays Allentown, North and Hamilton, at 8:15 A. M. and every 30 minutes until 4:45 A. M. Leaves Allentown, 4:45 P. M. and every 30 minutes until 8:15 P. M.

ALLENTOWN and HELLERTOWN Via South Bethlehem

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

ALLENTOWN and HELLERTOWN Via South Bethlehem

Change cars at 2nd and New Sts., So. Bethlehem, 1:30 A. M. car from Hellertown does not run on Sunday.

REHLANTOWN BRANCH

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

TELFORD BRANCH

STATION	PH	PM
ALLENTOWN	7:00	7:30
ALLENTOWN	8:30	9:00

EASTON TRANSIT CO. EASTON TO NAZARETH

Hourly Service

Lays Easton, Nazareth, Bangor, 7:00 A. M. and every hour until 10:00 P. M. Leaves Easton, 7:00 P. M. First car Sunday, 7:00 A. M.

EASTON

Lays Easton, Nazareth, Bangor, 7:00 A. M. and every hour until 10:00 P. M. Leaves Easton, 7:00 P. M. First car Sunday, 7:00 A. M.

PHILLIPSBURG

Lays Easton, Nazareth, Bangor, 7:00 A. M. and every hour until 10:00 P. M. Leaves Easton, 7:00 P. M. First car Sunday, 7:00 A. M.

BUTZTOWN TO MIDDLETOWN JUNCTION and FREEMANBURG

Hourly Service

PHILADELPHIA and EASTON LIMITED SERVICE

NORTH BOUND—DAILY

STATION	PH	PM
PHILADELPHIA	7:00	7:30
PHILADELPHIA	8:30	9:00

SOUTH BOUND—DAILY

STATION	PH	PM
PHILADELPHIA	8:30	9:00
PHILADELPHIA	10:00	10:30

Description of ferries and towns along the Lehigh Valley Transit Co. lines are given in each issue of this timetable.

EGYPT

Eight miles northeast of Allentown; population, 2,000.

INDUSTRIES—Giant Portland Cement Company and Egypt Silk Mills.

TRANSPORTATION—Served by Ironston Railroad and Lehigh Valley Transit Electric Freight, once a day, thirty minute service to Allentown and Catasauqua.

POSTAL SERVICE—Three mails daily.

EDUCATIONAL—Modern, eight-room school building and High School.

Electric Lights.

EMAUS

Located at foot of Lehigh Mountain, about six miles west of Allentown; population, 4,500.

TRANSPORTATION—Perkiomen and East Penn Railroads and P. & R. Railroad Company.

POSTAL SERVICE—Eight mails coming; seven going daily.

HOTELS—Six.

BANK—Emaus National Bank, capital, \$75,000.

INDUSTRIES—Donaldson Iron Works, manufacturing pipe and special castings; Reading Iron Co. Furnace, manufacturing pig iron; 4 silk mills, about 700 looms; shirt factory; cigar box factory; cigar factory; The Pennycuik Company, special castings and cement mill machinery; brick works; Board of Trade, composed of business and professional people, invite new industries, liberal propositions.

EDUCATIONAL—Three fine eight room buildings. Excellent public school system.

GO THIS WAY AND SAVE YOUR MONEY

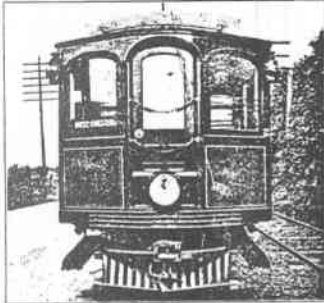
1 hour 58 minutes
BETWEEN
ALLENTOWN and PHILADELPHIA
TICKET FARES
\$1.00 ONE WAY—\$1.86 ROUND TRIP

FREIGHT SERVICE

6 TRAINS DAILY BETWEEN PHILADELPHIA and ALLENTOWN DAILY SERVICE TO OTHER POINTS

For LVT Compendium listing, see P. 19

PHILADELPHIA AND WEST CHESTER TRACTION CO.



TRAINS BETWEEN
PHILADELPHIA
(69th Street Terminal)

AND
NEWTOWN SQUARE - WEST CHESTER
HIGHLAND PARK - LLANERCH - ARDMORE
CLIFTON - ALDAN - COLLINGDALE - SHARON HILL
DREXEL HILL - SPRINGFIELD - MEDIA

For Connections See Map
SCHEDULE IN EFFECT JULY 15, 1917
Subject to Change Without Notice

PHILADELPHIA & WESTERN RAILWAY

NO. 9

TIME TABLE OF PASSENGER TRAINS

EFFECTIVE 4 O'CLOCK A. M.
SEPT. 27, 1925
EASTERN STANDARD TIME

SUBJECT TO CHANGE WITHOUT NOTICE

SEPTA's Red Arrow Division, operating out of a connection with the Market-Frankford El at the 69th Street Terminal, had two major predecessors.

The broad-gauge PHILADELPHIA & WEST CHESTER, built to typical suburban street railway standards, comprised the present Sharon Hill and Media lines, as well as the now-abandoned West Chester and Ardmore lines. P&WC became the PHILADELPHIA SUBURBAN TRANSPORTATION COMPANY, known as the Red Arrow Lines, in 1936.

Sharing 69th Street with the Philadelphia & West Chester was the PHILADELPHIA & WESTERN RAILWAY, a standard-gauge third-rail system generally built to much higher physical standards than the P&WC. P&W built the present Norristown line (once used as part of the Liberty Bell Limited through route), and had a branch to Stratford.

Philadelphia & Western became part of the Red Arrow system in 1953. The entire property passed into the hands of SEPTA in 1970. The three Red Arrow Division lines continue to form an important part of the Philadelphia transportation network.



PHILADELPHIA SUBURBAN TRANSPORTATION COMPANY

TIME TABLE

DAILY and SUNDAY

CARS BETWEEN

PHILADELPHIA

(69th ST.-GARRETT ROAD TERMINAL)

and

NEWTOWN SQUARE - WEST CHESTER
HIGHLAND PARK - LLANERCH
BROOKLINE - ARDMORE - CLIFTON
ALDAN - COLLINGDALE - SHARON HILL
DREXEL HILL - SPRINGFIELD - MEDIA

During rush hours and on Saturdays, Sundays and Holidays, additional cars will be run when necessary.

Cars stop only on signal at points designated by signs reading "CAR STOP" and stations. Signal should be given by passenger distinctly and in ample time for operator to stop car at landing.

The connections shown are given for the benefit of patrons, but this Company will not be responsible for connections, errors or changes.

Schedule in effect September 2, 1941
SUBJECT TO CHANGE WITHOUT NOTICE

ROUTE 100

NORRISTOWN HIGH-SPEED LINE



Effective September 11, 1970

Fast, Frequent Rail Service to
ARDMORE JUNCTION, BRYN MAWR,
VILLANOVA, GULPH MILLS
and NORRISTOWN



Late at NIGHT SCHEDULES

Effective DECEMBER 1, 1943



Subway-Elevated, Street Car and Bus Lines



PHILADELPHIA TRANSPORTATION COMPANY

ROUTE GUIDE

AND

OWL CAR TIME-TABLE

SUBJECT TO CHANGE WITHOUT NOTICE



REVISED TO

JANUARY 6, 1924

PHILADELPHIA
RAPID TRANSIT
COMPANY

ROUTE 72 FOLSOM SHUTTLE LINE

From Melrose Terrace (Rutledge) to B. & O. R. R. Bridge (Folsom)

SOUTHBOUND DAILY

A. M.	A. M.	P. M.	P. M.
*5.45	10.41	3.21	8.01
6.11	11.01	3.41	8.21
6.41	11.21	4.01	8.41
7.01	11.41	4.21	9.01
7.21	12.01	4.41	9.21
7.41	12.21	5.01	9.41
8.01	12.41	5.21	10.01
8.21	1.01	5.41	10.21
8.41	1.21	6.01	10.41
9.01	1.41	6.21	11.01
9.21	2.01	6.41	11.21
9.41	2.21	7.01	11.41
10.01	2.41	7.21	+12.01
10.21	3.01	7.41	
A. M.	P. M.	P. M.	A. M.

*Does not operate Sunday.
*To 3rd and Sutton only.

RUNNING TIME

From Melrose Terrace (Rutledge)
To B. & O. R. R. Bridge (Folsom)..... 5 Min.

11-13-38 Darby, Media and Chester Street Railway Co.

(For Northbound Schedule see other side)

Schedules of several Philadelphia local transit operators are shown here. PHILADELPHIA RAPID TRANSIT and successor PHILADELPHIA TRANSPORTATION COMPANY were the major operators of both surface and rapid transit service in the Philadelphia area; under SEPTA, Philadelphia's street railway system is still the largest in the United States.

DARBY, MEDIA & CHESTER STREET RAILWAY was a suburban subsidiary of the city system, operating to the southwest of the city in the same general territory as the Red Arrow Lines. Its route numbers were integrated into PTC's series, and its schedules were also carried in the city system's route guide folders.

FAIRMOUNT PARK TRANSIT was a small independent system, operating a single line within a Philadelphia city park.

Not shown here is Philadelphia's newest rail transit service, PATCO, which since 1969 has provided rapid transit service from center city Philadelphia to Lindenwold, New Jersey. The inner portion of PATCO's line, between Philadelphia and Camden, was originally opened in the 1920's, and, prior to the opening of the Lindenwold extension, was operated by PRT/PTC as part of the city rapid transit system. The Interstate Commerce Commission has legally classified the Lindenwold line as an interurban!

WINTER SCHEDULE FAIRMOUNT PARK TRANSIT CO.

WESTBOUND

LEAVE 33rd & DAUPHIN STREETS

A. M.	P. M.
6.00	3.00
6.22	3.22
6.45	3.45
7.07	4.07
7.30	4.30
7.52	4.52
8.15	5.15
8.37	5.37
9.00	6.00
9.22	6.22
9.45	6.45
10.07	7.07
10.30	7.30
10.52	7.52
11.15	8.15
11.37	8.37
12.00	9.00
12.22 P. M.	9.22
12.45	9.45
1.07	10.07
1.30	10.30
1.52	10.52
2.15	11.15
2.37	* 11.36

* To Car Barn

RUNNING TIME—WESTBOUND

33rd & Dauphin Sts.	
To Chamounix	7 Mins.
“ Woodside Park	9 “
“ Junction	11½ “
“ North Wynnfield	13 “
“ Georges Hill	15 “
“ 52nd St. & Parkside Ave.	17 “

SERVICE INCREASED SATURDAYS
SUNDAYS & HOLIDAYS

SUBJECT TO CHANGE WITHOUT NOTICE
(For Eastbound Schedule See Other Side)

9-26-38

PENNSYLVANIA-NEW JERSEY RAILWAY COMPANY

IN EFFECT NOVEMBER 1, 1920

PRINCETON DIVISION

Min-utes	Total Time		Total Time	Total Miles
<i>Four Minute Layover Trenton</i>				
0		Lve. Trenton Terminal	Arv. 35	0
3	3	Reading Crossing		0.42
1	4	Willow Street Barn		0.60
3	7	East Trenton Crossing		1.18
4	11	Reed's Switch		2.54
7	18	Lawrenceville		6.08
5	23	Maple's Switch		7.96
9	32	Leigh's Siding		11.92
4	30	Arv. Princeton Term.	Lve. 0	12.57

Five Minute Layover Princeton

BRISTOL-DOYLESTOWN DIVISION

Min-utes	Total Time		Total Time	Total Miles
<i>Five Minute Layover Doylestown</i>				
55		Arv. Doylestown	Lve. 0	14.29
10	45	Carroll Switch		11.89
6	39	Forrest Grove Switch		10.25
8	31	Upper Wycombe Switch		8.00
4	27	Wycombe Switch		7.14
9	18	Wrightstown Switch		4.70
8	10	Stoopville Switch		2.93
10	0	Lve. Newtown, Wash Ave.	Arv. 55	0
<i>Five Minute Layover Newtown</i>				
0		Lve. Newtown, Wash'n Av.	Arv. 55	0
3	3	Newtown Station		0.45
2	5	Car Barn		0.75
6	11	Story's Switch		2.70
6	17	Country Club Switch		3.70
8	25	Langhorne Station Switch		5.35
5	30	Curtain Factory Switch		6.30
7	37	Gravel Pit Switch		7.90
8	45	Hampton's Switch		9.60
10	55	Arv. Bristol	Lve. 0	12.25

Five Minute Layover Bristol (OVER)

Pennsylvania-New Jersey Railway Company—In Effect Nov. 1, 1920

LAMBERTVILLE DIVISION

Min-utes	Total Time		Total Time	Total Miles
<i>Six Minute Layover Trenton</i>				
0		Lve. Trenton Terminal	Arv. 54	0
3	3	Hanover & Calhoun Sts.		0.43
3	6	Mill Street, Morrisville		0.90
2	8	Penna. Ave., Morrisville		1.20
5	13	Pine Grove Switch		2.36
5	18	Reading Switch		4.12
4	22	Yardley Junction		4.85
3	25	Kelly's Switch		5.84
8	33	Taylorville Switch		8.78
9	42	Brownsburg Switch		11.76
10	52	New Hope Switch		15.58
2	54	Arv. Lambertville	Lve. 0	15.87

Six Minute Layover Lambertville

NEWTOWN DIVISION

Min-utes	Total Time		Total Time	Total Miles
<i>Fifteen Minute Layover Trenton</i>				
0		Lve. Trenton Terminal	Arv. 45	0
3	3	Hanover & Calhoun Sts.		0.43
3	6	Mill Street, Morrisville		0.90
2	8	Penn. Ave., Morrisville		1.20
5	13	Pine Grove		2.36
5	18	Reading Switch		4.12
4	22	Yardley Junction		4.85
2	24	Bleachery Switch		5.13
10	34	Guinea Switch		7.55
11	45	Arv. Newtown Terminal	Lve. 0	10.23

Fifteen Minute Layover Newtown

MORRISVILLE DIVISION

Min-utes	Total Time		Total Time	Total Miles
<i>Two Minute Layover Morrisville</i>				
0		Lve. Trenton Terminal		0
3	3	Hanover & Calhoun Sts.		0.43
3	6	Mill Street, Morrisville		0.90
2	8	Penna. Avenue, Morrisville		1.20
5	13	Arv. Bridge Street, Morrisville		1.91
<i>Two Minute Layover Morrisville</i>				
0		Lve. Bridge Street, Morrisville		0
7	7	Trenton Avenue, Morrisville		1.01
3	10	Hanover & Calhoun Sts.		1.48
3	13	Arv. Trenton Terminal		1.91

Two Minute Layover Trenton (OVER)

Easternmost of the Pennsylvania interurbans was the PENNSYLVANIA-NEW JERSEY RAILWAY, which operated lines from Trenton, New Jersey to Doylestown (via Bristol) and to Lambertville, New Jersey (mostly via the Pennsylvania side of the Delaware River). An affiliated company in New Jersey, the New Jersey & Pennsylvania Traction Company, connected Trenton and Princeton, becoming the Trenton-Princeton Traction Company in 1922. The Pennsylvania lines were abandoned at various dates between 1923 and 1934. Trenton-Princeton Traction lasted until 1940; in its later years it became a Reading subsidiary; and had a small card timetable designated TT79 in Reading's form series.

* * * * *

This concludes our traversal of Pennsylvania traction, which began in TTC No. 25. Two other western Pennsylvania lines were omitted from last quarter's survey because their publics had been illustrated in another recent issue: see TTC No. 17 for the Cleveland & Erie, and for Buffalo & Erie and its successor Buffalo & Lake Erie. Many city lines, and a few important interurbans, were not represented in this article due to gaps in the author's collection. These are represented by the thinner lines on the accompanying maps. If anyone cares to send in photocopies of issuances of the likes of Philadelphia & Easton or Southern Cambria, we'll be happy to share them with the readers!

As the perceptive reader will probably have noted from the capsule descriptions of the carriers, the author's main source of information on the interurban lines was George W. Hilton and John F. Due's The Electric Interurban Railways in America (Stanford University Press, 1960). Most of these properties, of course, had a timetable history (as well as a general history) much richer than the single timetable specimens and brief notes given here can suggest. If anyone would care to contribute a feature article covering any of these lines in depth, it would be more than welcome.

FROM THE NAOTC COMPENDIUM OF TIMETABLE DATA

LEHIGH VALLEY TRANSIT COMPANY

Philadelphia-Allentown TT (through and local forms distinguished when this information is available)

*		11/1/38
3/20/11	#12	1/18/39
*		2/17/39
12/12/12		1939 (4/30)
*		4/30/39
1/7/18		11/1/39
*		4/18/40
11/1/23		9/29/40
*		4/27/41
5/25/25		9/28/41
*		2/9/42
12/25/17		7/15/42
*		9/27/42
9/30/28		2/14/43
*		8/10/43
4/27/30		12/1/43
7/1/30		4/1/44
*		6/15/44
4/26/31		9/15/44
*		12/1/44
1/10/31		5/15/45
*		8/1/45
9/25/32		12/1/45
11/20/31		6/1/46
4/30/33		12/15/46
*		*
1/28/34	L, T	9/6/47
4/29/34		12/26/47
9/30/34		*
*		9/20/48
11/1/35		4/24/49
5/1/36	T	9/25/49 (NOTE)
8/28/36	L	3/31/50
11/1/36	T	6/23/50
5/25/37	L	7/14/50
*		Service discontinued
1/16/38		discontinued
4/24/38	L	9/6/51
7/1/38		

NOTE: Variant in form of cover date: "September 25, 1949" and "Sept. 25, 1949."

Allentown-Bethlehem via Minsi Trail

*
6/16/40
*

Bethlehem-Hellertown

*
6/16/40

LEHIGH VALLEY TRANSIT COMPANY
EASTON TRANSIT COMPANY

Joint Timetable

*
5/1/16
*

LACKAWANNA & WYOMING VALLEY RAILROAD

System Timetable

*		*
6/5/10		5/19/42
*		11/19/42
9/15/18		6/43
*		*
10/15/20		12/8/44
*		*
1928		5/19/46
9/10/28		*
*		9/15/47
4/1/34		5/28/48
*		9/20/48
6/1/35		*
*		1/9/50
4/9/39		*
*		9/30/51
12/39		*
*		Service discontinued
9/15/40		12/31/52

WILKES-BARRE & HAZLETON RAILWAY

System Timetable

*	
3/21/03	
7/11/03	
*	
8/26/18	
*	
6/20/20	
*	
11/17/24	
*	
6/1/28	
*	
4/28/29	
*	
12/1/30	
*	
Service discontinued	
1933	

OLD BUSINESS....

Western Pennsylvania Traction
(TTC No. 25)

Some additional Compendium dates have been received from Jim McFarlane and E. Everett Edwards:

PITTSBURGH RAILWAYS

Complete Interurban (Washington, Charleroi, Roscoe, Donora), 1925 (reprinted 1961 by Pennsylvania Railway Museum Association); 9/15/27

Charleroi, 10/17/43; 8/25/45; 7/19/50. Service on this line ended 6/28/53, not in 1952 as indicated in Hilton and Due.

Washington, 7/19/50; 11/26/50; 11/4/51. Service on this line ended on 8/29/53, again a correction of the date in Hilton and Due.

WEST PENN RAILWAYS

System, 4/1/13; 1/23; 1/1/29; 6/4/39; 7/15/43. Kittanning and Ford City Div. folder, 4/4/32. Uniontown and Philips card, 4/29/45.

PITTSBURGH, HARMONY, BUTLER & NEW CASTLE RAILWAY

System, 5/23/26. Three divisional folders, all 3/20/21: Pittsburgh-New Castle via both routes; Pittsburgh-Butler; Butler-New Castle, Beaver Falls-Butler, Beaver Falls-New Castle.

NORTHWESTERN PENNSYLVANIA RAILWAY

System, 5/14/11; 5/25/22

NORTHWESTERN ELECTRIC SERVICE COMPANY OF PENNSYLVANIA

9/12/26 verified (was shown as doubtful in TTC No. 25)

SOUTHERN CAMBRIA

System, 7/5/28. Service on this line ended on 12/17/28.

LEWISTOWN & REEDSVILLE

System, 5/4/13

Suspected Reprints (TTC No. 25)

The date of the Rock Island Southern which the editor considers suspicious should have been given as 12/10/22, not 6/1/22. As far as I know, there was no 6/1/22 RIS. Jim McFarlane reports that he acquired a copy of the 12/10/22 issue as early as 1938. (Of course, although it is unlikely that timetables were being reprinted that early, the fact that there was an original on the market in 1938 does not rule out the possibility that a reprint was subsequently made. The editor's nasty suspicious mind is simply working from the fact that there would seem to be a large number of copies in collector circles of an item which would be expected to be extremely rare.)

On the same subject, Jim thinks that the Toronto Railways night car card is probably genuine. He has had one for about forty years, and there were "a bunch" available then.

COMING IN TTC NO. 27

Having Pennsylvania-trolleyed our readers to the point of distraction (no pun intended, and none, perhaps, achieved!) in the last two issues, we'll be turning to a group of steam road employee timetables furnished by Ed Gardner in TTC Quarterly No. 27.

As promised in TTC No. 24, our next issue will also feature a timetable and operating instructions for a 1957 Baltimore & Ohio royal special from Washington to Stapleton, Staten Island, New York. The secret of the Queen's visit to the Borough of Richmond shall be revealed to an eagerly-awaiting world!

Incidentally, our article reservoir ("slush pile" is such a harsh term, don't you think?) is starting to become depleted again. If anyone out there happens to be on speaking terms with his muse, we always welcome submissions. Articles needn't be typed, and clear photocopies are fine for illustrations.