The National Association of Timetable Collectors, Inc.

President

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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Send all address and name changes to Distribution Manager, address below.

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Region	5						,							Richard Baldwin
Region	6	١.						,			,			Richard Stair
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THE TIMETABLE COLLECTOR

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Robert Russell
President

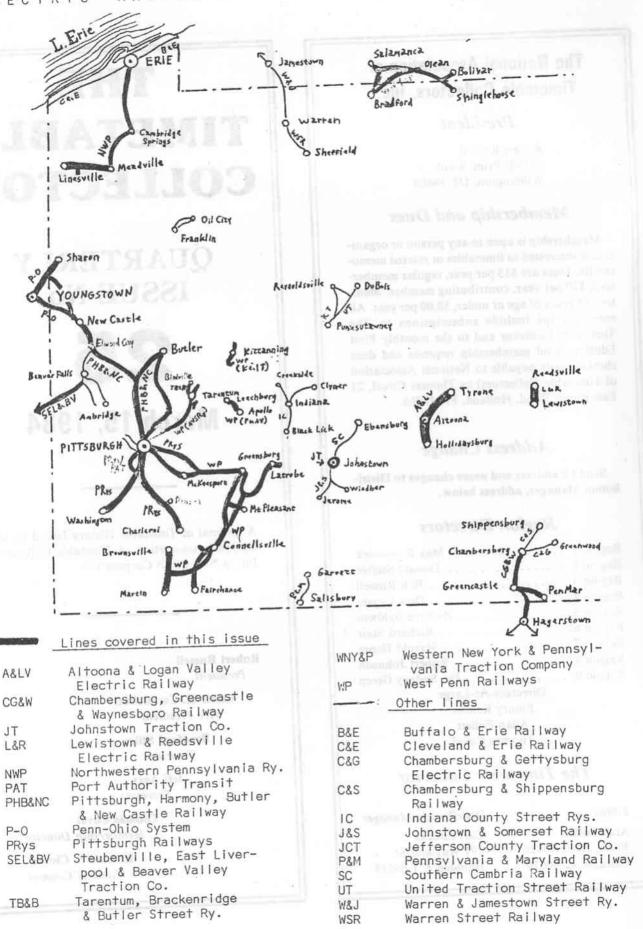
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Western N. Y. & Pa. Traction Co.

Olean, Bradford & Salamanca Division via Seneca Junction.

In effect June 23, 1908.

LEAVE Olean, N. Y. For Bradford & Salamanca	LEAVE Bradford, Pa. For Olean & Salamanca	LEAVE Salamancs For Olean and Bradford
A. M. B 5.55 S 7.00 B 8.00 S 9.00 B10.15 S11 30	A. M. **\$ 5.50 O 7.00 S 8.00 O 9.00 S10.15 O11.30	A. M. B 7.00 O 8.00 B 9.05 O10.20 B11.35
P. M. B12.45 S 2.00 B 3.15 S 4.30 B 5.45 S 7.00 B 8.15 9.30	P, M. \$12.45 O.2.00 \$ 3.15 O 4.30 \$ 5.45 O 7.00 \$ 8.15 O 9.30 *10.45	P. M. O12:50 B 2:05 O 3:20 B 4:35 O 5:50 B 7:05 O 8:20 B 9:35 O10:50

- S Change at Seneca Jct. for Salamanca,
- B Change at Seneca Jct. for Bradford.
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- * For Olean only.
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P. O. ELECTRIC RAILWAYS

	WARREN- Lv. Interurban	YOUNGS	rown	
Warren	Miles am	am	pm pm	am am
Millon	0 5.15	6.15 and	11.15 11.4	5 12.15 1.15
14/108	5 5.40	6.40 every	11.40 12.1	0 12.30 1.38
Girard	10 6.02	7.02 1/2 hot	ır 12.3	2 1.52
Girard. Youngstown Additional loca	15 6.27	7.27 until	12.5	7 218
		reen Your	datown an	Cleard 15
minuces near	iway.			
Westbound (L	v. Federal and Miles am	Phelps, Y	oungatown)	
Voungetown	miles am	am f.oo	am am	am am
Voungstown Girard Niles	0 4.15	5.30 and	12.00 1.0	2.15 3.25
Mild	5 4.33	5.51 every	12.21 1.13	3 2.33 3.45
Milcs	10 4.50	6.14 1/2 hou	r 12.44 1.3	3 2.50
Warren	15 5.12	6.39 until	1.09	
	YOUNGSTO	WN_SHA	RON	
Fastbound Youngstown Hubbard	ardman, Chan	npion Sts.	, Youngsto	wn)
Vouncetown	IVI	mes am a	m	um am
Dubband		. 0 -5.30	6.00 every	12.00 12.30
riubnaru:		. 7 5.57	6.27 1/2 hour	12.27 12.57
Hubbard		. 14 6.20	6.50 until	12.45 1.15
(I	v. Interurban	Terminal.	Sharon)	
Westbound.	Miles :	am am	am	pm pm
Sharon	0*1	4 30 +5 30	95 20 auges	11 00 11 20
Youngstown	14	5 23 5 55	6 25 mail	11.29 11.09
*Paily except	Sunday	716U UIUN	O.AD Until	11.00 12.20
tLocal car lea	ves Sharon cor	moeting a	. Manuer	
- VC	UNGSTOWN-	NIPIU CA	OTT P	
Lv. Boardr	nan and Charr	plon Sta.	Youngston	vn)
mr. pnuodoma	es am	DITT DITT	pm pm	pm pm
Vannotaum	0 5.45 and	8 45 0 15	9.45 10.15	11.00 12.00
I Oungstown				
Struthets	6 6.07 every	0.07 0.37	10.07 10.97	11 10 10 10
Struthets	6 6.07 every	0.07 0.37	10.07 10.97	11 10 10 10
Struthets Lowellville	6 6.07 every 9 6.17 hour	9.07 9.37 9.17 9.47	10.07 10.37	11.19 12.19
Struthers Lowellville Edenburg	6 6.07 every 9 6.17 hour 16 6.32 until	9.07 9.37 9.17 9.47 9.32 10.02	10.07 10.37 10.17 10.47 10.32 11.02	11.19 12.19 11.26 12.26 11.38 12.35
Struthers, Lowellville, Edenburg, New Castle	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22	11.19 12.19
Struthers. Lowellville. Edenburg. New Castle.	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52 (Lv. Public Sqt	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22 tare, New	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22 Castle)	11.19 12.19 11.26 12.26 11.38 12.35 11.56 12.58
Struthers. Lowellville. Edenburg. New Castle	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52 (Lv. Public Sqt	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22 pare, New	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22 Castle)	11.19 12.19 11.26 12.26 11.38 12.35 11.55 12.58
Struthers. Lowellville. Edenburg. New Castle	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52 (Lv. Public Sqt es am am 0 4.40 5.00	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22 tare, New am am 5.30 6.00	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22 Castle) pm	11.19 12.19 11.26 12.26 11.38 12.35 11.55 12.58 pm pm 10.00 11.00
Struthers. Lowellville. Edenburg. New Castle. Westbound Mile New Castle. Ede burg.	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52 (Lv. Public Sqt es am am 0 4.40 5.00	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22 tare, New am am 5.30 6.00	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22 Castle) pm	11.19 12.19 11.26 12.26 11.38 12.35 11.55 12.58 pm pm 10.00 11.00
Struthers. Lowellville. Erdenburg. New Castle. Westbound Mile New Castle. Ede thurg. Lowellville.	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52 (Lv. Public Sqt es am am 0 4.40 5.00 5 4.57 5.19 12 5.10 5.35	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22 tare, New am am 5.30 6.00 5.49 6.19 6.05 6.35	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22 Castle) pm and 9.00 every 9.19 hour 9.35	11.19 12.19 11.26 12.26 11.38 12.35 11.55 12.58 pm pm 10.00 11.00 10.16 11.16 10.23 11.23
Struthers Lowellville Edenburg New Castle	6 6.07 every 9 6.17 hour 16 6.32 until 21 6.52 (Lv. Public Sqt 8 m am 0 4.40 5.00 5 4.57 5.19 12 5.10 5.35 5 5.20 5.47	9.07 9.37 9.17 9.47 9.32 10.02 9.52 10.22 tare, New am am 5.30 6.00 5.49 6.19 6.05 6.35 6.17 6.47	10.07 10.37 10.17 10.47 10.32 11.02 10.52 11.22 Castle) pm	11.19 12.19 11.26 12.26 11.38 12.35 11.55 12.58 pm pm 10.00 11.00 10.16 11.16 10.23 11.23 10.35 11.35

We begin our west-to-east tour of Pennsylvania traction publics with three lines which just barely entered Pennsylvania from out of state. Above: the interurban schedule from an 8/27 PENN-OHIO SYSTEM timetable, which, by that time, devoted much more space to the company's extensive bus operations.

* Daily except Sunday. A. M. A. M. A. M. A. M.	AM AM AM	le sele se	(Eastern Standar	10000						
	*4 35 PS 05 PS 56	A.M. A.M. 6887 77	Strobesville	7 05 7 35 7 32 8 02	A.M. A.	M. A.M 8 35 9 05 9 02 9 33	A.M. 9 35	A. M. 1 10 05 1	A. M. A. M	L A.M.
	502 532 501 517 547 617 520 550 542		Stration	7 47 8 17	8 80 Te	9 17 9 47	9 35 10 03 10 17	10 32 I	10 35 11 00 11 02 11 35 11 17 11 47	
* 4 50 5 10 5 08 5 25 5 15 5 5 00 5 00 5 50 6 50	5 30 5 50 5 30 5 42 5 13 5 48 5 5 5 5 5 5 7 38 5 5 5 5 5 7 38 5 5 5 5 7 38	6 50 7 20 7 12 7 42 7 35 7 56 7 30 % 05 7 51	F Unerview Brd St	7 50 *8 20 8 12 *8 42 8 28 *8 56 8 35 *9 06	9 13 50 9 13 50 9 28 50 9 35 710	9 20 9 50 9 42 10 12 9 58 10 28 0 05 10 35	1	10 50 11 12 11 28 11 35	11 50 12 12 12 28 12 38 12 58	व्यक्त हा
5 60 45 56 6 30	16 28 6 58 17 28 16 55 7 25 17 54	7 30 *8 06 7 53 8 18	E Liverpool, Naiburry Hidland Beaver	8 12 *8 42 8 28 *8 56 8 35 *9 05 8 56 9 25	9 12 9 9 28 9 9 35 9 10 25	0 05 10 35 10 58		11 35 11 58 12 25	12 55 12 12 15 12 15 12 58	11.00
P.M. P.M. P.M. P.M. 1	P.M. P.M. P.M. 205 235 105	P.M. P.M.	Leave	P.M. P.M.	P.M. P.	M. P.M	P.M.	P. M. 1	P. M. P. M	-
247 177 147 217	287 187 187		Strateurille	5 17 5 47	96 17 SE	85 7 85 7 47 7 47	8 05	9 05 10 9 47 10	0 05 11 15 0 32 11 42 0 47 11 58	
4 4 PM ED 4 45 14 75 1			Port flamor			50 7 50 10 12	8 47 8 58 9 12	9 47 10 8 50 10 10 12 11	0 47 11 58 9 59 12 00	
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18 32 15	9 20 174 50 1 5 25	6 25 1	Bagyer				10 18 1	1 28		-
Fast Through Train St. Louis leaves	to Chicago, I	ndianapolis	is and Connec	\$35, 935 and tions at Beave engstown and (er with Tr	nias (12 20 A. 8 31 " 10 22 "		4 34 P.M 6 32 9 33	
Fast Through Train St. Louis leaves	to Chicago, I Beaver at 9	indianapolis 33 P. M.	connection and	tions at Beave angatown and (er with Tr Cleveland a	nian } nt }	10 32 12 53 P.		4 34 P.B 6 32 - 9 33 -	
Fast Through Train St. Louis leaves Delly except Sunday.	to Chicago, I Beaver at 9	ndianapolis 33 P. M.	is and Connec	tions at Bears angetown and (er with Tr Cleveland a	nian } nt }	10 32 12 53 P.		4 34 P.M 6 32 " 9 33 "	
Fast Through Train St. Louis leaves Deliy except Sunday. L. M. A.	to Chicago, I Beaver at 9	ndianapolis 33 P. M.	Connector Your Teles Beave	ctions at Beave angetown and (CET to S	er with Tr Clereland a	envi	10 22 112 53 P.	м.	4 34 P.S 6 32 " 9 33 "	Р.М.
Fast Through Train St. Louis leaves Daily except Sunday. L. M. A.	to Chicago, I Beaver at 9	am Ser	connection and Connection You Connec	ctions at Beave angetown and (CET to S	er with Tr Clereland a Stemb	mins } st}	10 22 112 53 P.	м.	.M. P.M.	50770
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Fast Through Train St. Louis leaves Deliy except Sanday. M. A. M. A. M. A. M. A. M. A. M. A. M. S. 13 5 25 25 75 50 6 23 7 6 00 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Interurb	A.M. A.M. A.M. A.M. A.M. A.M. A.M. A.M.	Connector Searce Eastern Standard Leave Beave Hilland E Derrood, Statery E Inversed, Statery For Searce Fo	er to S Time) A.M. A.M. 8 42 9 22 9 29 9 29 10 12	A. M. A. 1 9 42 10 00 10 23 10 11 10 12	mins } ut— } emvi	10 22 P.	M. P. 1437	.M. P. M. 12 42 137 137 149	37 37 37 38 37 37 37 19
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Western N. Y. & Pa. Traction Co.

Olean, Bradford & Salamanca Division via Seneca Junction.

In effect June 23, 1908.

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A. M. B 5.55 S 7.00 B 8.00 S 9.00 B10.15 S11 30	A, M. ••8 5.50 O 7.00 S 8.00 O 9.00 S10.15 O11.30	A. M. B 7.00 O 8.00 B 9.05 O10.20 B11.35
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P. O. ELECTRIC RAILWAYS

WARREN-YOUNGSTOWN	
Fastbound Miles am am	
	m
Warren 0 5.15 6.15 and 11.15 11.45 12.15 1.	.15
Niles	38
Girard	52
Youngstown 15 6.27 7.27 until 12.57 2	1.9
5 5.40 6.40 every 11.40 12.10 12.30 1 Girard	15
The second secon	13
Westhound (Lv. Federal and Phelps, Youngstown)	
Wistbould Miles am am am am am	n
	25
1 Wilding 5 4 32 5 51 avery 19 91 + 10 0 22 2	45
	7.0
Warren 15 5.12 6.39 until 1.09	
YOUNGSTOWN—SHARON	**
(I.v. Boardman Champion Str. V.	
Fastbound Miles am am am an Voungstown 0 *5.30 6.00 every 12.00 12.	
Voungstown. 0 *5 30 6 00 every 12 00 12	20
	317
Sharon 14 6.20 6.50 until 12.45 1.	56
(I.v. Intersection Translated and 12.40 L.	15.
Westbound (Lv. Interurban Terminal, Sharon) Westbound Miles am am am pm pn	
Sharpn Ont 20 to 20 to 20 to 20	n.
Sharon	30
Hubbard 7 4.59 5.29 5.59 ½ hr. 11.29 11.7 Youngstown 14 5.23 5.55 6.25 until 11.55 12.3	19
*Paily except Sunday,	25
†Local car leaves Sharon connecting at Masury.	
Testing at Masury.	
YOUNGSTOWN—NEW CASTLE	
(Lv. Boardman and Champion Sts., Youngstown) Eastbound Miles am pm	
	1
Youngstown 0 5.45 and 8.45 9.15 9.45 10.15 11.00 12.0	0
Struthers 6 6.07 every 9.07 9.37 10.07 10.37 11.19 12.1	9
Lowenville 9 6.17 hour 9.17 9.47 10.17 10.47 11.26 12 2	18
Edenberg 16 6.32 until 9.32 10.02 10.32 11.02 11.38 12.3	5
New Castle 21 6.52 9.52 10.22 10.52 11.23 11.55 12.5	8
(Lv. Public Square, New Castle)	
Westbound Miles am am am am pm pm pm	
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AM AM AM AM AM		rvice Steube (Eastern Standard Ti	me)	DOM A OF	
A.M. A.M. A.M. A.M. A.M. 4 37 37 37 37 37 37 37 37 37 37 37 37 37	5 50 6 20 6 50 7 20	Wellsville, 3rd 5t 8 E. Liverpool, Diamond 8 E. Liverpool, Hulberry 8	05 7 35 8 05 8 3 32 8 02 8 32 9 0 47 8 17 8 47 9 1	7 9 47 10 17 10 4	5 10 35 11 05 11 35 11 02 11 32 12 07 7 11 17 11 47 12 17
P. M. D. M. D. M. D. M.	### ##################################	Leave P.3 Stanbasville 43 Toronto 50 Stratte 51 Part flame 52 Wellerills, raf 51. 45 E Liverpool, Bellerry 65 Midtanl	M. D. SECTOR SECTIONS SECTION	P.M. P.M. P.	L. P. M. P. M. 5 10 05 11 15 10 32 11 42 10 47 11 58
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25 *6 12 *6 42 7 13 *7 42 30 *6 15 *6 45 7 15 *7 45 45 45 7 15 *7 45 15 *6 5 7 28 7 58 *8 28		THE PERSON NAMED IN COLUMN TWO IS NOT	127 30 (17 20 127 32)	12 55 1 28 1 58	2 29 2 58 3 28

SPECIAL CARM

may be chartered and special rates obtained upon applicat out, Traffic Agent, or any hand agent of this Campony. Has seered at all times.

COMMUTATION BOOKS.

ods containing 64 one-way thibute, willd for possess in his forty-free (48) days from state of sale, will be said so-half the regular fare.

CHILDREN'S FARES.

THE IN HUMBER WHEN I HAVE (I) YEAR OF ARE, and a number, when less than five (I) Year of are, and a polescene holding an adult fare titles, will be carried to years of are, but less than twelve (II) will be charged to. Children over twelve (II) was as agar will be charged to.

BAGGAGE.

LOST ARTICLES.
should be made to Beyerin

FAST FREIGHT

SERVICE

ERIE

EDINBORO CAMBRIDGE SPRINGS SAEGERTOWN MEADVILLE

CONNEAUT LAKE PARK LINESVILLE

SUPERIOR SERVICE - COMPETITIVE COST In addition to its regular through baggage and express accomplations, this Company offers an excellent freight service that is FAST, FREQUENT and CONVENIENT. CARLOAD LOTS — LESS CARLOAD LOTS — LOW RATES

For rates and information inquire of any local agent, or G. W. KUNZ, Traffic Agent, 420 Commerce Bidg., Eris, Pa.

—CHAIR CARS—
The chair car service inaugurated by the Northwestern affords a distinct inevasion on interniben lines in Pennsylvania. The cars are fitted for comfort and cavenisnes of patrons, each having a section of ten large, roomy chairs furnishing the maximum of some and comfort.

namem of ease and comfort.

The charge for these chairs is nominal and reservations may made in advance with local Agents or on the car with



HOTEL BARTLETT

Resort Hotel that takes care of your Health and Pleasure the year around.

The Doors are Always Open Day or Night.

"HOTEL BARTLETT" Extends its Hospitality to You

KNOWN throughout the Country as "The Home of the Traveler"

(Winter Schedule)

OFFICIAL TIME TABLE

Northwestern Pennsylvania Railway Company

ELECTRIC PAST LINE

· TO

ERIE EDINBORO CAMBRIDGE SPGS. VENANGO SAEGERTOWN **MEADVILLE** CONNEAUT LAKE PK. LINESVILLE

STEAM ROAD CONNECTIONS

ERIE with NEW YORK CENTRAL LINES ERIE with NICKEL PLATE MEADVILLE with ERIE RAILROAD HARMONSBURG with BESSEMER & LAKE ERIE LINESVILLE with PENNSYLVANIA LINES



General Office COMMERCE BUILDING ERIE, PA.

E. G. Hawkins rt. Transportati Meadville, Pa. G. W. Kuns, Traffic Agent Erie, Pa.

NORTHWESTERN PENNSYLVANIA RAILWAY

TIME TABLE

SOUTH BOUND

Eastern Standard Time

BRIS TO LINESVILLE

files rom Erie	Stations	Dally Ex Sen	Dully To See	Note 1	Dady	Page	Deby	Dady	Dally	Dally	Dady	Daßy	Dady	See New 3	Dally	Dady	Dally	Dath	Dady	Dali	Dally	Delly
		8. M.	8. III	n. 18.	8. B.	b. 18.	L 10.	S. 19.	B. 16.	6, III.	4. 70.		5. ID.	D. 10.	S. 10.	p. m.	2. 10.	D. 10.	S. 18.	2. B.	35. 10.	56. H
	Erts						7.20	8.39	1.30	10.30	11.30	12.30	1.30	3.28	3.30	4.30	5.30	6.30	7,30		9,34	11.3
2.5	Erie City Line						7.40	8.40	9.40	10.40	11,48	12.40	1.40	2.40	1.40	4.40	5.40	8,60	T.40		9.50	11.4
4.5	Kennargs						7.47	8.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47	8.47	6.47	2,47		9.56	11.5
0.5	Hersher						7,43	8,63	9.55	10.63	11.83	13.52	1.53	2.63	2.53	4.83	8.53	6.63	7.53		10.03	ILI
0.0	McKeun.					12	5.04	9.54	10.64	11.64	12.54	2.04	2.54	2.04	4.54	E.04	5.04	7,04	E-04		10.12	120
5.1	Mrlant						8.17	8.17	10.17	11.17	IX.ST	1.17	2.17	3.17	4,17	5.17	8.17	7,17	8.17		10.00	13.3
7.3	Gilliennin						8.21	9.21	16.21	11.31	12.21	1.31	2.31	3.71	4.21	5.21	6.21	7,21	8.21		19.33	13.3
9.8	Edinbara					W 20	8.20	9.25	16.20	11.26	13.26	1.20	2.38	3.38	4.38	5.26	6.26	7.28	8.25		18.34	12.1
10	Cambridge Springs, Ar	1251		8.58		7.46	2.44	7.44	19.66	11.44	12.66	2.66	2.66	2.44	4.44	2.44	8.64	100	8.43	2240	28,82	12.1
22.1	Cambridge Springs, Le						8.33	4.35	18.25	11.15	13.16	1.00	2.15	3.55	4.35	5.33	6.35	500	3.47	2010	18.51	
7.8	Vennues						8.50	9.50	10.80	11.80	12.50	1.80	2.50	2.50	4.50	8.50	6.50		8.50		11.06	
2.4	Seetersown						9.65	38.85	12.00	12.66	1.86	2.00	2.85	4.66	5.80	4.45	or might		9.11	200	11.34	
ii.	Country Club						0.17	10.17	12.37	12,17	1.17	2.17	3.17	4.17	5.17	6.17			9.22	50	11.22	
9.7	Mandrille, Ar.						9.35	18.30	11.50	13.35	1.30	2.35	2.26	4.35	5.35	4.35			2.48	3-10	17.50	
1.7	Mandrille, Lr.	5.54		7.00			10.60	9370	(1.96		1.50		4.68	5.10	6.10							
7.4	Beatty's Corners	8.30	8.30	7.30	8.21		10.31	6000	12.21					8.22				9.0t				500
1.0	Harmondory	8.18		7.30	8.30	15.5	day and							5.41				9,100				
	Connenut Labs Park						19.34	000	100		COURS.		4.36	5.47				100		11.35		
	PRODUCTION OF STREET,	-		7.30		10.00	10.45		4								-	0.1N	-	-	-	-
	Romenter		6.33		8.45	100	10.60		12.24						5.44	55.07		9.13				
44	Linestilla		6.45	7.50	8.87		19.57	***	12.85						4.87			5.79				
		200				200		1									-			-		

18.6 Country Cleb																			_
4.0 Linewills. 4.4 Beaumer 5.7 Harmondurg 7. Quantum (Lake Park, 5.7 Harmondurg 7. Beatry's Corners. 4.6 Mandwills, L- 4.1 Mandwills, L- 4.2 Mandwills, L- 4.3 Mandwills, L- 4.4 Mandwills, L- 4.5 Mandwills, L- 4.5 Mandwills, L- 4.6 Mandwills, L- 4.7 Mandwills, L- 4.7 Mandwills, L- 4.7 Mandwills, L- 4.8 Mandwill, L- 4.8 Mandwi	Dady	No. of	Note	Note 3	Delly	Delly	Delly	Dully	Dealty	Delly	P P	Dully	Delly	Delly	Delity	N. E.	Dan	Dally	Dally
4.4 Bemener 5.7 Harmonoluty 7.4 Common Laka Park 5.7 Harmonoluty 1.0 Beatty Cornes 4.4 Mandrille, 1.4 4.5 Mandrille, 1.4 4.6 Mandrille, 1.4 4.6 Mandrille, 1.5 4.6 Ma	E. III.			6.50	7.52	7.10		n. m.		p. m. 12.58	0.20	2.57	b. 18.		D. PR.		7.35	9.36	5.8
6.7 Harmondurg. 7.4 Connesset Lake Park. 7.1 Harmondurg. 7.0 Beatty's Corners. 14.5 Mandville, Ar. 14.6 Nandville, Lv. 18.6 Country Club.				7.00	8.11	9.22		11.23				3.12		3.22			7.50	0.42	
7.4 Commont Lake Park					8.17	0.30		11,30		1.08		2.10		6.53			T.53	3.45	
E.7 Harmoniturg. T.0 Beatty's Corners. 14.5 Mandrille, Lr. 18.6 Country Club.				7,15						1.15		1,11		_		5.54	2.59		11.2
14.5 Mandville, Ar			6.20		8.30	9.30		11,30		1.71		3.20		8.32				9.41	
H.S. Mandville, Lv	*************		8.20			9.40		11.40		1.30		3.40		2.43				9,55	
IRA Country Club			6.40	7,48	8,57	9.57		11.27		1.47		2.57				7,20			
			T.00	0.00				12.80			3,86		5,84		***		19.13		
				8.17	9,17	10.17	11,17	13.37	LIT			4.11				22.1			
11.7 Seestrows				8.37	9.27	18.37	11,27	12.43	1.27			4.42			** **	5.43	0.28	***	
S.S Vennego								1.00					5.83 5.80			8.82	19.84	** **	
II.4 Cambridge Springs, Az., Cambridge Springs, Ex.		6,30		2.47	9.47	15 47	11.47	12.47	1.67	247	3.47	447	8.47	4.47		7.00	11.00	13.52	
4.9 Edinboro	1.49	6.50	2.00	9.07					2.01				6.87						
77.1 Gillespie	L47							1.12					6.12			9.33			
19.3 McLane		7.01	8.17	9.17							6.17	8.17	6.17			9,30			
SLS McKenn			6.30								4.30	5.30	6.30			9,43			
Cf.0 Hernber								1.41		3.41			5.41	7.41		9.83		10 11	
(0.9 Kearearge	6.19	1,20		9.47												9.88			
ILS Rris City Line		7.80	8.83	9.52	10.55	11.53	13.55		2.52				6.82			15.55	** **	***	
16.4 Erie	4.40	7.53	9.100						3.18		5.19				100	10.20		-	

CONNECTIONS

NEW YORK GENTRAL LINES—Station one block.

East— 2:33 A. M., 4:39 A. M., 8:50 A. M., 4:30 A. M., 10:42 A. M., 12:42 P. M., 2:13 P. M., 3:30 P. M., 6:50 P. M., 7:59 P. M., 8:39 P. M., 9:25 P. M., 10:35 P. M., 10:35 P. M., 10:35 A. M., 10:5 P. M., 10:5 A. M., 10:5 P. M., 10:5 A. M., 10:5 P. M.,

NICKEL PLATE—Scation three blocks. East— 12:35 A. M., 12:14 P. M., 6.07 P. M. West— 4:12 A. M., 9:55 A. M., 5:08 P. M.

PENNS YLVANIA RAILROAD—Philadelphia & Eric-Station one block. East—945 A. M., 100 P. M., 247 D. ion one block. -- 6:45 A. M., 1:00 P. M., 5:35 P. M., 6:45 P. M

PENNSYLVANIA LINES—Erie & Pituburgh— Station one block. South— 7:30 A. M., 4:15,P. M.

BESSEMER & LAKE ERIE

BESSEMER & LAKE ERIE—
—Station ones block.

South— \$99 to Mo. 1966 ft. M. \$30 ft. M.

BUFFALO & LAKE BRIE TRACTION COMPANY—
Electric—Union Interurban Station.

East—To North East, Rickey, Westfield, Fredonia, Duntangua Lake Points. Car leave treffield for Chantangua Lake Points. Car leave 5.00 A. M.,

530 A. M., 1300 A. M., 1200 F. M., 2300 F. M.,

330 ft. M., 1310 O. P. M., 630 ft. M., 730 F. M.,

630 ft. M., 1130 ft. M., as far as Fredonia coly.

AT CAMBRIDGE SPRINGS. ERIE RAILROAD-Main Line-Station from this Company's terminal. East- 8:07 A. M., 3:37 P. M., 6:10 P. M. West- 9:35 A. M., 2:54 P. M., 6:10 P. M.

AT MEADVILLE.

ERIE RAILROAD-Main Line-Station one-half block.

East-- 1:15 A. M., 7:30 A. M., 3:10 P. M., 6:04 P. M.,

West-- 5:03 A. M., 10:10 A. M., 5:22 P. M.,

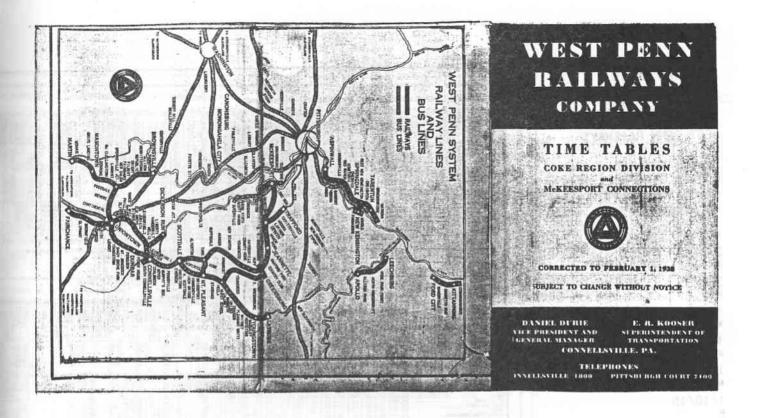
ERIE RAILROAD—Branch to Franklin and Oil City-Station one-half block.

Wilson South— 6:30 A. M., 10:25 A. M., 6:50 P. M.

AT HARMONSBURG.
BESSEMER & LAEE ERIE RAILROAD—
Station two minutes walk.
North—9544—101, 1907 F. M., 937 P. M. 5276—19446—5
South—8:11-4-M., 208 P. M., 900 P. M. 500 P. M.

PENNS YLVANIA LINES-Et-le & Pittsburgh—Station across tracks from this Company's terminal. North—12:13 P. M., 9:15 P. M. South—6:10 A. M., 8:45 A. M., 3:10 P. M., 5:25 P. M.

NOTE—All trains daily except those marked (*), which are daily except Sunday.



Schedule in Effect January 1, 1938

T. B. & B. Street Railway Company and Brackenridge Bus Company

Telephone Tarentum 303

Leave Birdville for Leave Ross Street, Tarentum, for Birdville

SATURDAYS

20 minute service from 2:40 until

11:00 P. M. 11:00 P. M. 11:20 11:20 11:40 to Car Barn 11:40 12:25 A. M. 12:45 A. M. to Car Barn

SUNDAYS (30 minute service)

6:45	A. M.	7:00	A. M.	2 45
7:20		7:40		60
8:00		8:20	A 138 A 1	
B:40		9:10	and every	30
9:10	and every 30		minutes	until
-	minutes until	10:40		The state of
10:40		11:00		
11:10	to Car Barn	11:50		
11.00		à.		

Bus Service from 8:40 A. M. until 3 P. M. No Sunday Bus Service

12:10 A. M. to Car Barn

RATES ON BUS—The same as on Street Cars between Birdville and Tarentum.

Street Car Tickets and Passes Good on Bus.

NORTHWESTERN PENNSYLVANIA RAILWAY (opposite) operated from Erie (where it connected with Buffalo & Erie and Cleveland & Erie) southward to Cambridge Springs, Meadville, and Linesville. The company became the Northwestern Electric Service Company of Pennsylvania in 1923. Trackage between Meadville and Linesville was abandoned in 1927, and the remainder of the line in the following year.

TARENTUM, BRACKENRIDGE & BUTLER STREET RAILWAY provided local service in the vicinity of Tarentum, north of Pittsburgh, where it connected with West Penn's Allegheny Valley Division.

FROM THE NAOTC COMPENDIUM OF TIMETABLE DATA....

WEST PENN RAILWAYS

System Timetable (Coke Region Div. only upon discontinuance of other services)

2/3/32

2/1/35

11/15/39

1/1/41

1/1/41

12/1/42

1/10/45

1/4/48

9/26/48

#

8/50

7/51

Service discon-

tinued 8/9/52

Apollo-Leechburg TT

5/10/14

Service discontinued 1936

IONTOWN, CONNELL		-				1. 14 14	1 A Mr. 4 5	C1 .	P 64 (10	MILPM	P.M: 1	MACHE	PM	PRIPE	P 84 P	- ME I E	m 2. 14	15.00	PM
	LMINNIN	AM AM	4 00 A 30	7 mi 7 20	8.00 R.50	9.00 0.30	10.00 10.	0	6.00	30 0.00 46 5.13 52 5.25 54 5.25 04 5.34	8.10	7.00	5.00 5 8.15 2 6.25 6 8.95 8 8.34		0 .6 .00 10 .18 1 .6 .15 1 .6 .25 1 .4 .36 1 .4 .36		30 10±0 40 10±1 53 10±2 56 10±3 04 10±3	0 10.3 5 10.4	11.M 11.4
ONTOWN TERMINAL		15.60 14.60	1.12 6.43 6.32 6.52	7.18 7.48 7.80 7.80	8.18 8.48 8.20 8.53	9.18 9.48 9.33 9.53	10 15 16	2	12	48 6 25 48 6 25	1.55	# 7			4 11		62 10c2 68 10c2	2 10 S S 10 S	11.55 51.56
Georgia Park		*5.36	1.00 6.30 1.12 6.48 1.32 6.52 1.30 8.54 1.54 7.04	7.34 8.04	8.34 9.04	9.24 10.04	E 3D D4 11.	A .	8.34	.04 6 34	7.04	7.34 0.0	8.34	9.0	M .0 M	10	.04 10s1	3 11.2	12 11
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NSSUNG, Penns, & Ottorman	33 13	7116 7.33 7.43 7.60	18	9.45	10.41	11.6	12.	1111 L		.40	1.50		10	10.		ii	,48	13.6	
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ton Station	15.33 15.33 15.46 15.46 15.46 15.46 15.46 15.46	8 40 T.34	7.40 8.34	1.0 1.14	9.60	10.40	411 4812	14	14	7.60 7.60 8.00 7.50 8.10	8.34	41	14 ±0 .48	9 56 10	54 10+40 1 50 11±05	10,88 11 11,12 11	量出力	14	111
recol, Deput Bl. Distriction, Vernicul ENSIGNIC, Main & Ottomics.	78.00 78.0	8.60 7.66 7.34 7.00 7.00 7.15 7.66	8.00 8.50 8.10 8.50	9.15 9.50 9.15 9.55	10.66 10.5 60.15 10.5	11 15 11 1	4 12.18 12	100	7.58	7.55 8 1	9.58	0.18 6.	56 10±16	PM P1	85 11a15	P M P	M 25	a A M	A.M
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TARENTUM, BRACKENRIDGE & BUTLER STREET RY

System Timetable

6/1/32 *

1/1/38

Service Discontinued

UNIONTOWN TO F	FAIRCHANCE—Southbound			McKEESPORT TERMINAL
BK 1138-8	INTERIOR THE PRICE			FOR BOSTON, GREENOCK, BUENA VISTA,
UNIONTOWN	95.50 6.30 6.50 75.07 7.30 77.40 8.30 9.30 33.30 33.30 32.30 12.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.30 2.30 13.	B 1.50 7.50 f.55 7.50 8.55 7.50 9.50 7.50 7	20 47 50 0 20 41 50 0 20 10 20 11 20 22 48 50 0 22 48 0 0 22 10 60 10 22 11 20 20 41 50 1 20 1 20 1 20 1 20 1 20 1 20 20 41 50 1 20 1 20 1 20 1 20 1 20 1 20 1 20	SCOTT HAVEN AND SUTERVILLE (Bus Line).
Brownfield.	. 3 48 4 58 7 66 7 58 7 60 8 58 9 58 16 58 12 58 12 58 12 58 1	· · · · · · · · · · · · · · · · · · ·	M. 61 M. 61 M. 62 M. 62 M. 63	LEAVE MCKEESPORT
FASHOPAHUR	AM AM AM AM AM AM AM AM PM PM PM PM			Wesk Days—A.M. 5:00 7:00, 5:00, 5:00, 11:00 P.M. 1:00, 5:00, 6:10, 5:00, 6:00, 7:00, 9:00, 11:15. Baturday—4:00 A.M. and every hour till 11:15 P.M.
* Dose ant run Senday.	e Determiny soir.	E PAR PAR PAR PAR PAR PAR PAR	- Indianal Allandia	Saturday-4:00 A.M. and every hour till 11:15 P.M.
		THE RESERVE OF THE PARTY OF THE		P.M. Sunday—7:00 A.M. and every 2 hours till 11:15 P.M.
FAIRCHANCE TO U	JNIONTOWN—Northbound		the later of the course, the	LEAVE SUTERVILLE (SUS)
	ITMITMITMITMITMITMITMITMITMITMITMITMITMI	CARL DE LINE DE LINE DE LA LANGE DE LA LA	MIPM PM PM PM PM PM PM	Week Days—A.M. 5:48, 7:90, 7:50, 9:00, 18:00, 12:00, P.M. 2:00, 4:00, 5:10, 8:00, 7:05, 8:00, 10:09, 12:05.
AIRCHANCE	**************************************	B 3 20 2 10 2 20 2 20 2 20 2 20 2 20 2 20	. 20 - 20 - 20 - 20 - 20 - 20 - 20 - 20	
Lagrand	"4.06 T.08 T.38 E.08 P. 38 E.08 10.08 H. 100 W. 28 E.26 3.4		00 21 30 1 3 4 60 30 10 50 10 50 11 50 12 50 10 10 10 10 10 10 10 10 10 10 10 10 10	Baturday—A.M. 5:45, 7:56, 7:58, 5:00 and every hour till 12:55 A.M.
MIORTOWN	AM AM AM AM AM AM AM AM PM PM PM		M. D. M. D. M. D. M. D. M. D. M. D. M.	hour till 12:05 A.M. Sunday—2:00 A.M. and every 2 hours till 12:05 A.M.
Done ant ren Benday.	a Balurday only.	The test test test test test test test		Grandview Line—Every 18 to 30 minutes 5:10 A.M. to 13:00 midnight. Sunday every 10 min- utes from 5:50 A.M.
Done and run Denday.	I Hairray Incy.		Japan Lind Line Folk Kort A	utes from 5:50 A.M.
McKEESPORT, IRV	WIN AND TRAFFORD—Northbound su	BJECT TO DAYLIGHT SAVING CHANGES	13:30 A.M. Sunday 5:55, 4:15 A.M	utes from 5:50 A.M. M. and every 15 minutes until 12:00 midnight, then L. and every 15 minutes till 11:50 P.M., then 12:00
Jan 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1	INTERNATIONAL PRINTERS OF SECTION AND SECTION ASSESSED.	Tamibut but but but but	Verstilles Line-4:00, 5:40 A.M	. and every 10 to 12 minutes till 19:34 P.M., 10:40,
MAKERSPORT		12 12 12 12 12 12 12 12 12 12 12 12 12 1	18:48, 11:90, 11:38, 11:40, 12:00 and	L and every 10 to 12 minutes till 18:54 P.M., 10:40, 13:45 A.M. Sunday 5:40 A.M. and every 35 minutes uiuce till:13:05 mindight, then 13:46 A.M. el every 39 minutes till 13:40 P.M., then 12:30 A.M. 6:30 A.M.
teyn Maur Jet	**************************************	8.40 8.40 7.40 8.40 8.40 19.4011.40	Bryn Mawr Line-5:20 A.M. at	ed every 30 minutes till 11:40 P.M., then 12:30 A.M.
Jouterville Head	**************************************	# 5.50 6.30 7.30 6.50 9.30 19.30 11.50 # 8.50 7.50 8.50 9.50 9.50 19.50 17.50 12.50 # 0100 7700 0100 9100 19100 17100 13700	names seme pervice beginning at	THE ALEX
MicKemport Jet		d dient 7700 0100 0100 0100 11100 13100	CONNET I SVI	LLE LOCAL SERVICE.
RWIN	**************************************	0 0-10 7-10 0-10 0-10 10-10 10-10 11-10 13 10		SIDE AND SOUTH CONNELLSVILLE
TRAFFORD	*8.50 7.50 8.50 8.50 10.50 11.50 12.50 1.50 2.50 8.50 4.30 4.3	0 8.30 7.30 8.30 8.30 18.30 11.30	Week Days (Except Saturd	ay) A.M. 5:50, 6:22, 6:37, 6:52, 7:07 and every
	AM AM AM AM AM AM PREPRIPRIPRIPRIPRIPRI	LIPMIPMIPMIPMIPMIPMIAM.	15 minutes until 5:52 A.M., the	on every half hour till 11:22 A.M., then every
Does not run Benday,	† Commute for Commutating † Commute for Commutating † In Relation (Incline at *1.40 A.M. 4.00 A.M., 95.00 A.M., 95.00 A.M., 4.00 A.M., 4.00 A.M., 4.00 P.M., 11.00 P.M., 11.	of the state of th	15 minutes till 7:22 P.M., then	half-hourly till 12:30 A.M.
LIG P.M., 2.00 P.M., 4.00 P.M.,	1 DE TAMADON GAGGE EL "3.60 A.M., 5.00 A.M., 95.00 A.M., 7.00 A.M., 5.00 A.M., 5.00 F.M., 11.00 F.M.,	M.	till 12:20 A.M.	oe continues till 10:52 P.M., then half-hourly
			Streetsman M. S. 50 and a	very half hour till 8:52 A.M., then every 15
TRAFFORD, IRWIN	N AND McKEESPORT—Southbound	BLECT TOJOATLIGHT SAVING CHANGES	minutes till 1:22 P.M., then hall	Chourly till 12:20 A.M. Of and 37 after the hour operate to and from
	IAMIAMIAMIAMIAMIAMIAMIEMIPMIPMIPM	TAMING INCHINISMINATION IN WINNIAM	Crawford Avenus.	or and ar atter the nour operate to and from
TRAFFORD		4.30 9.30 9.30 7.30 8.30 9.30 98.30 11.30	BOUTH CONN	ELLSVILLE FOR TERMINAL
ACTION	"0 48 7 40 8 48 8 45 10 45 11 46 12 46 1 2 46 2 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	# 4,46 \$.46 \$.40 7.46 \$.46 \$.46 \$.46 \$.46 \$1.46	Week Days (Rizcopt Sature	fay) A.M. 6:05, 6:27, 6:52 7:07 and every 15
	THE REAL PROPERTY NAMED AND ADDRESS OF THE PARTY NAMED AND ADD	4-57 A-57 0-50 7-50 3-50 0-50 (0-60/10-60	till 7:27 P.M., then every half h	sry half hour till 11:37, then every 15 minutes
Makesowa		8 -200 0 -500 7 -500 0 -500 10 -500 17 -500 12 -500 18	Saturday 15 minute service	e continues till 11:07 P.M., then every half hour
Salastown Cocherellis Bond Zalaboy Charles Bryn Mawr Jed Madrill BPORT	*** *** *** *** *** *** *** *** *** **	6 6.54 6.56 7.54 8.54 8.14(0).14(1).94(0).14	til 12:34 A.M.	
Brys Maur Jet	** 100 st 000 *7 200 \$ 2	○ 11 m、11 m、11 m、1 m、1 m、1 m、1 m、1 m、1 m、	minutes till 1-22 PM then ever	very half hour till 9:07 A.M., then every 15
	AM AM AM AM AM AM AM PRINTED PRINTERS	PRESENTATION OF THE PART PRESENTATION OF THE PART AND THE	Cars leaving South Conne	ry half hour till 12:34 A.M.
* Does not you flunday.	THE PARTY NAMED IN COLUMN TO THE PARTY NAMED	· Books parago too Grantey	Skiing.	
Additional more buys To believe Co	1531人工人员的自己的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的	A BELLEVILLE CO. LINE CO. LINE CO.		Children -
				RG LOCAL SERVICE.
MT. PLEASANT TO	O TARR—Westbound	the state of the s	TERMINAL FOR BUNK	TH HILL AND HUFF AVENUE (BUS)
	INTERIOR OF THE PROPERTY OF TH	□ P. B. P. B. P. B. P. B	P.M. than 10:20, 11:00 and 001:	19, 6:39, 6:35 and every 20 minutes till 10:15
MT. PLEASANT JUT	** 0.00 7.00 0.00 0.00 10.00 10.00 10.00 10.00 10.00 0.0	11 0.17 7.21 0.31 0.31 0.31 12 0.31 7.31 0.31 0.31 12 0.31 7.31 0.31 0.31	Sunday A.M. 7:30 and ev	15, 6:35, 6:55 and every 30 minutes till 10:15 10. ery half hour till 11:30 P.M.
Top of Hill	*8.15 7.15 0.15 0.15 10.15 11.15 12.16 1.34 2.16 3.16 4.16 4.		A time of Pennsylvatin Are	nue and Otterman Street 5 minutes later than
TARR	*8.30 7.30 8.30 9.30 10.30 11.33 12.35 1.30 2.35 3.35 4.36 8.	20 4.00 7.00 4.00 6.00 6.00	Terminal time. Saturday—10-minute service	# HH 11:30 P.W
	AM AM AM AM AM AM PRO PRO PRO PRO PRO	BLI PARLI PARLI PARLI PARLI PARLI	HUFF AVENUE, VIA BU	NKER HILL, FOR GREENSBURG (BUS) :55, 6:15, 6:35 and every 20 minutes till 10:15
* Dues not run Bundey.			Week Days-A.M. 5:35, 5	:55, 6:15, 6:35 and every 20 minutes till 10:15
TARR TO MT. PLE	EASANT—Eastbound		P.M., then 10:45 and 11:15.	and every half hour till 11:15 P.M.
Trink 10 million	TANDAMIANDAM, AND AND PROPRIES PROPRIES	CARLEMANIANIANIAN.	Saturday 20-minute service	e till 11:15 P.M.
****		20 6.20 6.26 7.30 0.35 0.36 18.30	TERMINAL FOR HUFF AT	VENUE, HAYDENVILLE, COUNTY HOME,
TARRI Morewood Top of Hill MT, PLEASANT JUT	19 64 6 64 7 64 8 64 8 64 10 64 EL 6	40 3.40 0.40 7.40 3.40 3.40 3.40 3.40 60 3.40 6.40 7.40 3.40 3.40 3.40 3.40	YOUNG	WOOD AND FOXTOWN
MT. PLEASANT JCT	"S.42 S.42 T.52 S.45 S.40 10.40 LL.53 18.40 T.46 S.46 S.46 4.	5 5 AL 6 AL 7 AL 8 AL 6 AR 101-40	9:50, 10:10, 10:55, 11:10 P.M.	5:55, 6:10, 6:55 and regularly till 8:50, 9:10,
	AM AM AM AM AM AM AM PM PM PM PM	RIPALIPALIPALIPALIPAL	Sunday-A.M. 5:55, 6:55,	7:10 and regularly as above.
* Done not run Bunday.	† Russ To Sentidos This Trip.		Cars at 10 after local to Fo	xtown; others are main line through.
	The second secon	-	FOXTOWN AND	OUNGWOOD FOR GREENSBURG
GE	ENERAL INFORMATION	PURPOS SCRUCE	Sunday-A.M. 6:45, 7:20	:30 and regularly till 11:30 and 11:35 P.M. and regularly as above.
Refunds on ticke	ets and adjustment on fares paid must be made through	EXPRESS SERVICE	Cars at 30 after local from	Foxtown; others are main line through.
the general office, We	est Penn Building, Connellaville, Pa.	THE RESERVE AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSMENT OF THE PERSON NAMED IN COLUMN TWO PERSON NAMED IN COL	TERM	INAL FOR LUDWICK
Adjustment of F	Fares—in case of dispute with the operator or agent are pay fare requested and communicate with general	at Freight Rates	Week Days-A.M. 5:20, 5	:50, 6:20, 6:50, 7:20, 7:50, 8:10, 8:30, 8:50 and
office. Investigation	and adjustments consistent with the Company's rules	eaten tahiatt to	10:50, 11:20 P.M.	35 Manos), 7:50, 8:20, 8:50, 9:20, 9:50, 10:20,
will be made	·		Sundays-A.M. 6:20, 6:50	and every 30 minutes till 11:20 P.M.
Schedules—The t	time given is the time cars are expected to arrive and ival and departure is not guaranteed. All schedules are	Daily Service Between	LUDW	ICK FOR TERMINAL
whitest to observe with	Phont notice.		Week Days-A.M. 5:30, (3:00, 8:30, 7:00, 7:30, 8:00, 8:30 and every 20 00, 8:30, 10:00, 10:30, 11:00, 11:25 P.M.
teranstarities Re	aports on irregularities and constructive suggestions are	PITTSBURGH	Sunday-A.M. 6:30, 7:00	00, 9:30, 10:00, 10:30, 11:00, 11:25 P.M. and every 30 minutes till 11:00, then 11:25 P.M.
Louis Ambiolog	will receive serious consideration. rticles left in seats and on Watting Room benches are	and		REENSBURG, SOUTH GREENSBURG AND
not always found by	amployes or turned in by the anger. When received of			SAND HOUSE
us they will gladly be	e returned to owner, but we assume no responsibility for	ALL COKE REGION	Week Days-A.M. 5:10, 1	1:40 6:10 6:40 7:10 7:10 7:50 and aware 40
EvaluativesNo. e	explosives of any kind or nature will be accepted.	POINTS.	minutes cm 1.10 L'm* 1.40' 9:	10, 8:40, 3:10, 3:40, 10:10 10:40, 11:25 P M
Trunks-Handled	d on regular passenger cars, where possible, for the con-	TOMITADO.	11:25.	7:10, 7:40 and regularly till 10:40 P.M., then
			Care at 10 after main line	through; also 11:25 P.M., others local to Sand
Chase and Dat At	animals—These will be permitted on passenger cars at an they can be carried without danger or annoyance to	Local Pickup and Delivery	House only.	
passengers. They me	sunt be recurrely mussled, chained or commed in a create	at All Important Points.	Week Davs A M 5-10 4	TH GREENSBURG FOR GREENSBURG 5:00, 6:30, 7:00, 7:30, 7:50, 8:10 and every 20
or carried and their to	masses is subject to the judgment of the operator.		minutes till 7:10 P.M. 7:30, 8	:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:00, 11:25,
Children's Exces-		C		
engers will be estrice	and not occupying a seat to the exclusion of other pass- d free. Children under five years of age occupying a seat	Complete Information Fur-	13:30 A.M.	7:35 and every 30 minutes till 11:25 P.M. and
to the exclusion of ot	ther passengers and children between the age of five and	nished upon request.	Cars at 30 after main line t	hrough; also 11:25 P.M. and 12:25 A.M. Others
twelve will be charge	ed half fare.		'local from Sand House only.	- Cunta

	PITTSBURGH,	HAF	M.	LURIC	BUTI BR S	CHA	RFF, R	eceive	t	LEF	RAIL	WAY	CO.	D W				ONE	HOUR	SCHED EARL	JER.
Effective June 15, 1931			_	_		_	_	_		_			-		_		_		astern	Standar	d Time
terestrik med i		B-C AM	B AM	AM	B AM	B AM	C	E AM	AM	E	C PM	E	C PM	E PM	C PM	E PM	C PM	E PM	B AM	AM	AM
BUTLER LYNDORA		5.00 5.05 5.08 5.10 5.11			5.05 6.10 6.13 6.15 6.16		6.50 7.00 7.82 7.06 7.07	8.20 8.30 8.32 8.35	9.50 10.00 10.02 10.06	77.00	12.50 1.00 1.02 1.06 1.07	2.20 2.30 2.32 2.35 2.37	3.50 4.90 4.92 4.06 4.07	5.20 5.30 5.32 5.38 5.37	6.50 7.00 7.02 7.06 7.07	8.20 8.30 8.32 8.36 8.37	9.50 10.00 10.02 10.06 10.07	11.20 11.30 11.32		12.40 12.50 12.52 12.54 12.55	1.50 2.00 2.02 2.04 2.05
MILLER MERIDIAN GRAHAM PETERSVILLE CONNOQUENESSING		5.12 5.13 5.16 5.18 5.19			6.17 6.18 6.21 6.23 6.24	\equiv	7.08 7.09 7.13 7.14 7.16	8.39 8.42 8.44	10.12	11.38 11.39 11.42 11.44 11.46	1.08 1.09 1.12 1.14 1.16	2.38 2.39 2.42 2.44 2.46	4.08 4.09 4.12 4.14 4.18	5.38 5.39 5.42 5.44 5.46	7.08 7.09 7.12 7.14 7.16	8,38 8,39 8,42 8,44 8,46	10.08 10.09 10.12 10.14 10.16			12.56 12.57 12.59 1.00 1.01	2.06 2.07 2.09 2.10 2.11
BUHL ASH DAMBACH EVANS CITY.		5.28 5.25 5.27 5.35	5.35 5.37	6.15 6.17	6.28 6.30 6.32 6.40 6.42	7.00 7.02	7.18 7.20 7.22 7.30 7.32	8.50 8.52 9.00	10.20 10.22 10.30	11.48 11.50 11.52 12.00 12.02	1.18 1.20 1.22 1.30 1.32	2.48 2.50 2.52 3.00 3.02	4.18 4.20 4.22 4.30 4.32	5.48 5.50 5.52 6.00 6.02	7.18 7.20 7.22 7.30 7.32	8,48 8,50 8,52 9,00 9,02	10.18 10.20 10.22 10.30 10.32	11.48 11.50 11.52 12.00	12.00 12.02	1.03 1.04 1.06 1.15	2.12 2.14 2.16 2.20
MARBURGER			5.38 5.40 5.41 5.43 5.44	6.18 6.20 6.31 6.23 6.24	6.43 6.45 6.46 5.48 6.49	7.03 7.05 7.06 7.08 7.09	7.33 7.35 7.36 7.38 7.39	9.05 9.06 9.08	10.35 10.36 10.38	12.03 12.05 12.06 12.08 12.08	1.33 1.35 1.36 1.38 1.39	3,03 3,05 3,06 3,08 3,09	4.33 4.35 4.36 4.38 4.39	6.03 6.05 6.06 5.08 8.09	7.33 7.35 7.38 7.38 7.38 7.39	9.03 9.05 9.06 9.08 8.08 8.09	10.33 10.35 10.36 10.38 10.38	Ē	12.03 12.05 12.06 12.08 12.08		Ξ
FRANKLIN ROAD			5.45 5.46 5.48 5.50 5.50	6,25 6,26 6,28 6,30 6,32	6.50 6.51 6.53 6.55 6.55	7.10 7.11 7.14 7.15 7.18	7.40 7.61 7.43 7.45 7.48	9.14	10.41 10.43 10.45	12.10 12.11 12.14 12.15 12.18	1.40 1.41 1.43 1.45 1.48	3.10 3.11 3.14 3.15 3.15	4.40 4.41 4.43 4.45 4.48	8.10 8.11 6.14 6.15 6.18	7.40 7.41 7.43 7.45 7.48	9.10 9.11 9.14 9.15 9.18	10.40 10.41 10.43 10.45 10.48	\equiv	12.10 12.11 12.14 12.15 12.15		Ξ
WARRENDALE BRADFORD WOODS BRENNAN WEXFORD RICHARDS			5.55 5.58 6.00 6.02 5.04	6.35 6.38 6.40 6.42 6.44	6.58 7.00 7.02 7.03 7.05	7.20 7.23 7.25 7.28 7.30	7.50 7.53 7.55 7.55 7.58 8.00	9,23 9,25 9,28	10.53 10.55 10.58	12.20 12.23 12.25 12.28 12.30	1.50 1.53 1.55 1.58 2.00	3.20 3.23 3.25 3.28 3.30	4.50 4.53 4.58 4.58 5.00	6.20 6.23 6.25 6.28 8.30	7.50 7.53 7.55 7.58 8.00	9,20 9,23 9,25 9,28 9,30	10.50 10.53 10.55 10.58 10.58 11.00	≣	12.20 12.23 12.25 12.28 12.30		Ξ
PINE CREEK. INGOMAR. GLEN MANOR HIGHLAND. KEOWN (Perrysville)		Ξ	6.06 6.08 6.09 6.11 6.13	6.45 6.48 6.49 6.51 6.53	7.07 7.10 7.11 7.14 7.18	7,33 7,34 7,35 7,40 7,42	8.03 8.04 8.05 8.10 8.12	9,34 9,85 9,40	11.04	12.32 12.34 12.35 12.40 12.42	2.02 2.04 2.05 2.10 2.12	3.32 3.34 3.35 3.40 3.42	5.02 5.04 5.05 5.10 5.12	6.32 6.34 6.38 6.40 5.42	8.02 5.04 8.05 8.10 5.12	9.35	11.02 11.04 11.05 11.10 11.12		12.32 12.34 12.36 12.40 12.42		Ξ
MELLWOOD. EVERGREEN EAKIN PITTSBURGH!Rys. Conn. PITTSBURGH—520 Duquenne W	tao .	Ξ	6.14 6.16 6.20 6.25 6.45	6.54 6.56 7.00 7.05 7.25	7.19 7.21 7.25 7.80 7.50	7.44 7.46 7.50 7.551 8.15		9.44 9.46 9.50 9.55 10.20	11.20	12.44 12.46 12.50 12.55 1.20	2.14 2.16 2.20 2.25 2.50	3,44 3,46 3,50 3,55 4,20	5.14 5.16 5.20 5.25 5.50	6.44 5.48 6.50 6.55 7.20	8.14 8.16 8.20 8.25 8.50	9.44 9.46 9.80 9.85 10.20	11.14 11.16 11.20 11.25 11.50		12.44 12.46 12.50 12.55 1.15	Ξ	Ξ

Westive June 18, 1831																	astern	Standar	d Tim
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7-4111/	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
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IUSTIC PARK				\equiv	Ξ	6.53 6.55 6.59 7.00 7.02	8.23 8.25 8.29 8.30 8.32	9.59	11.23 11.25 11.29 11.30 11.32	12.53 12.55 12.59 1.00 1.02	2.23 2.25 2.29 2.30 2.32	3.53 3.55 3.59 4.00 4.02	5.23 5.25 5.29 5.30 5.32	6.20 6.22 6.25 6.28 6.27	6.53 8.55 6.59 7.00 7.02		9.55 9.59 10.00	11.25	12.53 12.55 12.59 1.00 1.02
PRUCE HILL INE RUN EN VENUE LLEN ELIENOPLE					E	7.08 7.06 7.07 7.09 7.12	8.35 8.36 6.37 8.39 8.42	10.07	11.35 11.36 11.37 11.39 11.42	1.05 1.06 1.07 1.09 1.12	2.35 2.36 2.37 2.39 2.42	4.05 4.08 4.07 4.09 4.12	5,35 5,36 5,37 5,39 5,42	6.28 6.29 6.30 6.32 6.34	7.05 7.05 7.07 7.09 7.12	8.36 8.37 6.39	10.06 10.07 10.09	11.35 11.36 11.37 11.39 11.42	1.05 1.05 1.07 1.09 1.13
IARMONY_ HARMONY JUNCTION JUNSERIES_ VANS CITY	5.10 5.12 5.20	5.25 5.30 5.35	5.55 5.57 6.05	6.05 6.07 6.15	6.50 6.55 7.00	7.14 7.16 7.18 7.30	8.44 8.46 8.48 9.00	10.14 10.16 10.18 10.80	11.44 11.45 11.48 12.00	1.14 1.18 1.18 1.30	2.44 2.46 2.48 3.00	4.14 4.18 4.18 4.30	5.44 5.48 5.48 6.00	6.36	7.14 7.16 7.18 7.30			11.44 11.46 11.48 12.00	1.14

BY YOUR
COOPERATION
WE
CAN CONTINUE
TO OPERATE,
THEREFORE
IT IS
ESSENTIAL
THAT
WE RECEIVE
YOUR
PATRONAGE

The PITTSBURGH, HARMONY, BUTLER & NEW CASTLE RAILWAY operated two routes (originally separate companies) between Pittsburgh and Butler, with a major branch of the more westerly line between Evans City and New Castle. The 1931 issue above may be the company's last; service had already been discontinued on the easterly Butler line (via Mars), and on the branch beyond Ellwood City. All rail operations were converted to bus later in the same year.

GENERAL INFORMATION

CHARLEROI AND DONORA:

WIGHTLEROI AND DUNOMA:
Well named the Scenic Routes. Pass through beautiful country dotted with charming residences. On the way one sees the remarkable Mingo Valley with its heavy woods and recky billiddes. At Riverview, one obtains a remarkable view of the Monongabals River and from that point the car runs almost partile to the river arous width consciously filtences are obtained of the great Mills and Coal Toppies which help make the Pittsburgh District the greatest industrial center in the world. Over the entire route the passenger is delighted with splendid views of real country.

This is the "Historic Routs." It passes through country in which some of the most stirring actions of the French-Indian War took place. In addition to this and the beautiful surrounding farm land, this route passes many interesting and imposing County Institutions, including the Reformatory at Morganias and the Washington County Hone. At Washington, Pa., is located the old College of Washington & Jefferson, the buildings and campus of which alone are worth the trip.

Information regarding all lost articles may be had at the Lost and Found Dept., 425 Sixth Ave., or call Grant 7450, Extension 148

FREIGHT SERVICE:

FREIGHT SERVICE:

Fast trolley freight service is maintained between Pittaburgh, Washington, CharlerelDonors and intermediate points. For full information write or phones M. F. Metcalf, Ganara.
Freight Agent, Pittaburgh Realiways Co., Pittaburgh, Pa. Phone, Great 7450.

Charlerol cars make connections at Monomen Junction for Monomen, Belle Vernon and Fayette City. At Fifth Street, Charlcrol, with cars for Ellsworth and Beatleyville.

TERMINAL POINTS:

HINAL POINTS:
Terminal points for the accompanying time tables are as follows:
Fittsburgh, Pa.—For Washington, Charlerel and Donora cars.
Walting Room, Jound Terminal, 1010 Liberty Ave.
Fittsburgh, Pa.—For Local Overbrook cars, Grant Street at Liberty.
Washington Division.—Walting Room at Beau and Main Streets, Washington, Pa.
Charlered Division—Feegbt Office, Donora Di

@Dally axcept Sunday.

Are especially convenient and economical for ledges, schools, churches, business organizations, and clubs in planning educational trips to Pittsburgh's industrial plants, beautiful art galleries, scological gardens and sunseement packs.

Arrangement for special cars rays be unde at the offices of the Pittsburgh Railways Company at 435 Sixth Avenue. Phone Grant 7450. Extension 183.

PITTSBURGH RAILWAYS CO.
COMMERCIAL DEPARTMENT

PITTSBURGH RAILWAYS COMPANY

TICKET AGENCIES

One way, round trip and excursion tickets say be purchased only at the following ticket may be purchased only a agencies of the company.

Prevenuage 435-6th Ave.

South Hills Jet., Tunnel Office. Greybound Termine 1010 Liberty Ave.

Pgh. Sun-Telegraph Office 8th Ave. & Market St. Canoscaumo, Pa. . . . McCorkle Drug Store

HOUSTON, PA..... J. W. Stoffer & Pike St. TTLEBDALE, PA. H. L. Miller WARRINGTON, PA.... Interurban Sta., Beau & Main Sta.

MONONUAHELA, PA.... Dierken Drug St DONORA, PA....... Robinson Drug Store CHARLEROY, PA...... Mights Book Store

Kiefer Drug Store C. B. Fiedler Charleroi Car House ROSCOE, PA...... Samuel Downs California, Pa..... M. P. Bumbera

NOTICE

SPECIAL ROUND TRIP EXCURSION TICKET

Selling for one dollar and good for fare on In-terurban Cara, between Pittaburgh and Wash-ington, Moszogabels, Monesson Jet., Charleroi, Donora or Roscos, and also between Washington or Canonsburg and Monongabels, Monesson Jet., Charleroi or Donora.

See Tariff for Regular Ticket Rates

Pittsburgh Railways Co.

Interurban Time Table

Cars Between

Pittsburgh

Donora Charleroi Canonsburg Washington

Intermediate Points

Schedule in Effect January 1, 1934

Subject to Change Without Notice

Pittsburgh Railways Co. COMMERCIAL DEPARTMENT

PITTSBURGH TIME

In addition to a major street railway system, PITTSBURGH RAILWAYS operated two interurban lines southward to Charleroi and Washington, Pennsylvania. In their last years, these lines were among only three interurban services operated with PCC cars (the others being certain Pacific Electric lines and Illinois Terminal's Granite City suburban service). These lines were cut back to the Library and Drake city lines in 1952 or 1953, and, in the early 1960's, passed with the rest of PRys into the hands of PORT AUTHORITY TRANSIT. The Library and Drake lines are still in operation, and will shortly be upgraded with a new subway entrance into downtown Pittsburgh.

NORTHBOUND

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BUBLISCT TO CHANGE WITHOUT NOTICE SOUTHBOUND STATIONS Pittsburgh.
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Washington Jet.
West Library.
Finlayville. Monongahala (7th St.). Black Diamond..... 3 40 9 10 9 40 10 10 10 40 11 10 11 40 12 10 12 40 1 00 1 39 5 40 6 10 6 40 7 10 7 40 6 00 6 300 7 000 7 300 61 8 300 9 00 9 30 100 00 10 3011 0011 3012 0011 30 10 00 13 30 1 00 1 3 30 1 00 1 3 30 1 00 1 3 30 1 00 1 3 30 1 0 00 1 3 30 1 0 00 1 3 30 1 0 00 1 3 30 1 0 00 1 3 3 3 1 0 0 1 0 0 1 0 0 1 1 AM AM AM AM AM PSS PSS PSS PSS PSS PSS PSS PSS AM AM AM

CARS BETWEEN CHARLEROI AND PITTSBURGH

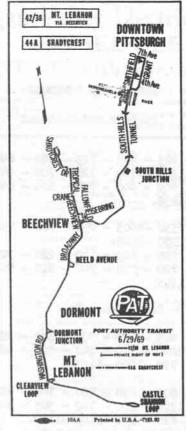
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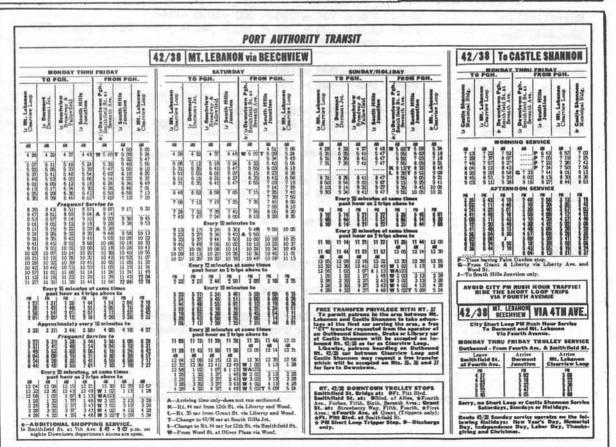
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CARS BETWEEN PITTSBURGH AND CHARLERON SCHEDULE IN EFFECT JAN. 1, 1934









STREET CAR SCHEDULE

Sundays and Holidays

The second secon	
City to Morrallville	A.N. 615 - 645 - 725 - 800 - 840 - 920 -1000 -1040 -1120 -
	Pallo 1200 -1240 - 120 - 200 - 240 - 325 - 400 - 440 - 520 -
"	600 - 640 - 720 - 800 - 840 - 920 -1000 -1040 -1125 -
	1150.
The same of the same of	200
Morrallville to City	A.N. *550 -*605 - 630 - 700 - 740 - 820 - 900 - 940 -1020 -
And Congression of the Congressi	1100 -1140.
	Palle 1220 - 100 - 140 - 220 - 300 - 340 - 420 - 500 - 540 -
	620 - 700 - 740 - 820 - 900 - 940 -1020 -1100 -1140 -
	AeMe 1205
	* Indicates a Bus
City to Boxbury	A.M. 615 - 645 - 725 - 800 - 920 -1040 -1200
CITY OF HUYDUFY	
	P.M. 1240 - 120 - 240 - 325 - 400 - 520 - 640 - 720 - 800 -
	920 -1040 -1125.
Boxbury to City	A.M. 600 - 630 - 700 - 740 - 820 - 940 -1100
and Morrellville	P-M- 1220 - 100 - 140 - 305 - 340 - 420 - 540 - 705 - 740 -
BULL PROFFERENCE IN	820 - 940 -1105 -1140.
	020 - 940 -1103 -1140:
Morrellville	AaMa 630 - 700 - 740 - 900 -1020 -1140
To Rexbury	P-N- 1220 - 100 - 228 - 300 - 340 - 500 - 620 - 700 - 740 -
	900 -1020 -1100.
	of pullburgers are discounted by the self-
Morrellville to	A.M. 820 - 940 -1100
Moxham & Ferndala	PoNo 140 - 420 - 540 - 820 - 940.
City to Moxham	A.M. *725 - 840 -1000 -1120
& Ferndala	P.M. 200 -*325 - 440 - 600 - 840 -1000 -*1125
	* Indicates a Bus
Ferndale to City	A.N. *525 - 900 -1020 -1140
& Morrellville	PaNo 220 - 500 - 620 - 900 -1020.
* *	* Indicates a Bus
Moxham to City	A.N. *530 - 905 -1025 -1145
& Morrellville	Palla 225 - 505 - 625 - 905 -1025
May 64 March 1939 Andread Andread Andread	· ···· 22) - 303 - 423 - 303 -1023
	* Indicates a Bus.

JOHNSTOWN TRACTION COMPANY

Effective 12-22-57 Subject to change with due notice

Johnstown Traction's rail operations survived until 1960, making the company the last small-city street railway in North America. This 1957 mimeographed timetable for JT's PCC and bus services is typical of the later years; forms for single lines also existed.

For other schedule information or Charter Bus Rates for Group or Party Service phone 74-638.

Altoona and Logan Valley Electric Railway Company **SCHEDULE**

TERMINAL POINT—Twelfth Avenue and Eleventh Street

Eldorado cars will make loop at 11th St. Eighteenth Street cars will run thru to Juniata Silk Mill (14th Ave. and Broadway), Juniata. East Altoona cars will run from East Altoona up Eighth Ave., over 17th St. Bridge to Terminal Point, to East Altoona via Juniata. Eighth Avenue cars will operate as loop cars down Eighth Ave. to

Hutchison's to Juniata, to Terminal Point. Broad Avenue and Third Avenue cars will run thru from 32nd St. to Rose Hill. Second Avenue cars will operate a loop up 11th Ave., over 17th St. Bridge to Second Ave., to Terminal Point.

EIGHTH AVENUE DIVISION

First car leaves Terminal Point at 6:00 a.m. and every 10 minutes until 11:30 p.m. Sunday 7:00 a.m. and every 10 minutes until 11:30

EAST ALTOONA DIVISION
First car leaves Terminal Point at 5:30 a.m. and
every 10 minutes until 11:30 p.m.
Sunday 6:30 a.m. and every 10 minutes until 11:30

p.m. First car leaves East Altoons at 5:50 a.m. and every 10 minutes until 11:50 p.m. Sunday 6:50 a.m. and every 10 minutes until 11:50

p.m.

BROAD-THIRD AVENUE DIVISION

First car leaves Terminal Point for Rosehill at 5:42
a.m. and every 12 minutes until 11:42 p.m.
Last car at 12:12 a.m. daily, except Sunday,
Sunday 6:42 a.m. and every 12 minutes until 11:45

Sunday 0:46 a.m. and creek p.m.
p.m.
First car leaves Roschill at 6:00 a.m. and every 12
minutes until 12:10 a.m.
Last car at 12:30 a.m. deily, except Sunday.
Sunday 7:00 a.m. and every 12 minutes until 12:00

Last car at 12:30 a.m. daily, except Sunday.
Sunday 7:00 a.m. and every 12 minutes until 12:00
midnight.
First car leaves Terminal Point for Broad Avenue
at 6:18 a.m. and every 12 minutes until 12:28 a.m.
Last car at 12:48 a.m. daily, except Sunday.
Sunday 7:18 a.m. and every 12 minutes until 12:18
a.m.

a.m.
First car leaves Broad Ave. and 33rd St. at 5:30a.m. every 12 minutes until 11:42-p.m.
Last car at 12:00 midnight daily, except Sunday.
Sunday 6:30 a.m. and every 12 minutes until 11:30

SECOND AVENUE DIVISION

First car leaves Terminal Point at 6:00 A. M. and every 12 minutes until 4:00 P. M. then every 10 minutes until 6:00 P. M., then every 12 minutes until 12:00 A. M. Sunday—First car leaves terminal at 7:00 A. M. and every 12 minutes until 11:46 P. M.

FAIRVIEW DIVISION

First car leaves Terminal Point at 5:48 a.m. and every 12 minutes until 12:05 a.m. Sunday 5:48 a.m. and every 12 minutes until 11:36

LDORADO DIVISION

First car leaves Terminal Point at 5:30 a.m. and
every 12 minutes until 1:08 p.m. then every 11
minutes until 8:00 p.m. Then every 12 minutes
until 11:34 p.m.

Sunday 6:30 a.m. and every 12 minutes until 11:54

p.m. Pirst car leaves Eldorsdo at 5:18 a.m. and every 12 minutes until 12:54 p.m. and then every 12 minutes until 12:55 p.m. and then every 11 minutes until 8:06 p.m. then every 12 minutes until 11:42 p.m. Sunday 6:18 a.m. and every 12 minutes ustil 11:42

p.m.

EIGHTEENTH STREET AND EAST JUNIATA

First car leaves terminal for East Juniata at 5:25

A. M. and every 20 minutes until 11:45 P. M.

First car leaves terminal for 18th Street at 5:25

A. M. and every 20 minutes until 11:45 P. M.

First car leaves East Juniata at 5:45 A. M. and

every 20 minutes until 11:25 P. M.

First car leaves 18th Street at 5:45 A. M. and every

20 minutes until 11:35 P. M.

Sunday—First car leaves terminal for East Juniata

at 6:25 A. M. and every 20 minutes until 11:45

P. M.

First car leaves terminal for 18th Street at 6:25

P. M. First car leaves terminal for 18th Street at 6:25 A. M. and every 20 minutes until 11:45 P. M. First car leaves East Juniata at 6:45 A. M. and every 20 minutes until 11:25 P. M. First car leaves 18th Street at 6:45 A. M. and every 20 minutes until 11:35 P. M.

JUNIATA-THIRD STREET DIVISION

Gria I A-1HIRD STREET DIVISION
First car leaves 3rd Street, Juniata, at 5:37½ A. M.
and every 15 minutes until 11:37½ P. M.
Sunday-First car leaves 3rd Street, Juniats, at
6:22½ A. M. and every 15 minutes until 11:37½
P. M.

HOLLIDAYSBURG BROAD AVENUE DIVISION
First car leaves terminal at 5:36 A. M. and every
12 minutes until 12:00 P. M., then every 15 minutes
until 12:00 P. M., then every 12 minutes until
11:48 P. M. Sunday—First car leaves terminal
at 5:30 A. M. and every 15 minutes until 12:00
P. M., then every 12 minutes until 10:00 P. M.,
then every 12 minutes until 11:45 P. M.
First car leaves Hollidaysburg at 5:54 A. M. and
every 12 minutes until 11:30 A. M., then every

15 minutes until 8:30 P. M., then every 12 minutes until 11:30 P. M. Sunday-First car leaves Hollidayaburg at 7:00 A. M. and every 15 minutes until 12:00 P. M., then every 12 minutes until 10:00 P. M., then every 15 minutes until 11:30 P. M.

HOLLIDAYSBURG FIFTH AVENUE DIVISION

First car leaves 9th Ave. and 12th Street for Hollidayaburg at 5:30 a.m. and every 30 minutes until
5:00 a.m.; then every 30 minutes to 5th Ave. and
36th Street until 3:00 p.m., making connections
with Broad Ave. Hollidayaburg cars.
At 3:00 p.m. cars will run thru to Hollidayaburg
every 30 minutes until 6:00 p.m.
Then every 30 minutes to 5th Ave. and 36th Street
until 11:30 p.m.
Last car leaves 5th Ave. and 36th Street for 9th
Ave. and 12th Street at 11:45 p.m., making connections with Broad Ave. Hollidayaburg cars.
First car leaves Hollidayaburg at 6:00 a.m. and
every 30 minutes until 8:30 a.m.
Then 3:00 p.m. and every 30 Minutes until 6:30 p.m.
Between the hours of 8:30 a.m. and 3:00 p.m. and
after 6:30 p.m. take car marked Altoona B which
makes connections with 5th Ave. car at 5th Ave.
and 36th Street.

and 36th Street.

First car leaves 9th Avenue and 12th Street for 5th
Avenue and 36th Street at 6:30 A. M. every 30
minutes until 9:00 A. M., to Park every 20
minutes until 2:30 P. M., then every 30 minutes to
5th Avenue and 36th Street until 11:30 P. M.,
First car leaves Park for 9th Avenue and 12th
Street at 9:00 A. M. and every 20 minutes until
2:40 P. M.

TYRONE DIVISION

First car leaves Terminal Point at 5:10 a.m., 5:40 a.m., 5:10 a.m., 6:45 a.m. and every 30 minutes until 11:15 p.m. Sunday 6:15 a.m. and every 30 minutes until 11:15

Sunday 6:13 a.m. and every p.m. f:25 a.m., 6:25 a.m., 7:00 a.m. and every 30 minutes until 12:00 midnight.

Sunday 7:00 a.m. and every 30 minutes until 12:00 midnight.

Night Car Schedule

CITY NIGHT CAR VIA JUNIATA

Leaves Terminal Point for East Altoona at 11:45 p.m., 12:25 a.m., 1:05 a.m., 1:45 a.m., 2:25 a.m., 3:05 a.m., 3:45 a.m., 4:25 a.m., 5:05 a.m. Sunday at 5:45 a.m.

ELDORADO-EAST JUNIATA

Leaves Terminal Point for East Juniata at 12:05 a.m. and every hour until 5:05

a.m. Sunday at 6:05 a.m.

Leaves East Juniata at 12:20 a.m. and every hour until 4:20 a.m.

Sunday at 5:20 a.m.

Leaves Terminal Point for Eldorado at 12:30 a.m. and every hour until 4:30 a.m.

Sunday at 5:30 a.m.

Leaves Eldorado at 12:50 a.m. and every hour until 4:50 a.m.

Sunday at 5:50 a.m.

HOLLIDAYSBURG NIGHT CAR

Leaves Terminal Point at 12:00 midnight and every hour until 5:00 a.m. Sunday at 6:00 a.m. Leaves Hollidaysburg at 12:30 a.m. and every hour until 5:30 a.m. Sunday at 6:30 a.m.

THIRD AVENUE NIGHT CAR

First car leaves terminal for Rose Hill at 12:30, 1:30, 2:30, and 3:30 A. M. and every 40 minutes via 12th Avenue and 17th Street until 5:30 A. M., Monday, Tuesday, Wednesday, and Thursday nights.

First car leaves terminal for Rose Hill at 12:30 and 1:30 A. M. and every 40 minutes via 12th Avenue and 17th Street until 5:30 A. M. Friday night.

First car leaves terminal for Rose Hill at 12:15 A. M. and every 40 minutes until 5:35 A. M. via 12th Avenue and 17th Street Saturday and Sunday nights.

First car leaves Rose Hill for terminal at 12:50 A. M. and every hour until 3:50

A. M. then every 40 minutes until 5:50 A. M. Monday, Tuesday, Wednesday, and Thursday nights via 12th Avenue and 17th Street.

First car leaves Rose Hill for terminal at 12:50 A. M. and 1:50 A. M. then every 40 minutes until 5:50 A. M. Friday night via 12th Avenue and 17th Street.

First car leaves Rose Hill for terminal at 12:30 A. M. and every 40 minutes until 6:30 A. M. Saturday night and 5:50 Sunday night via 12th Avenue and 17th Street.

TYRONE NIGHT CAR

TYRONE NIGHT CAR

Leaves Terminal Point for Tyrone at 12:30 a.m., 2:00 a.m., 3:30 a.m., at 5:00 a.m. to Bellwood only, daily, except Friday a.m. Fridays at 12:30 a.m., 2:30 a.m., at 4:10 a.m. and 5:00 a.m. to Bellwood only, Leaves Tyrone at 1:15 a.m., 2:45 a.m., 4:15 a.m. daily except Friday a.m. Fridays only at 1:30 a.m., 3:15 a.m.

Logan Valley Bus Company Schedule

THIRD WARD BUS

First bus leaves Terminal Point at 5:50 a.m., 6:10 a.m., 6:30 a.m., 7:00 a.m. and every 20 minutes until 12:05 midnight. Sunday 7:00 a.m. and every 20 minutes until 11:40

p.m.
First bus leaves 23rd Avenue and 16th Street at 6:00
a.m., 6:20 a.m., 6:40 a.m., 7:10 a.m., and every 20
minutes until 12:10 a.m.
Sunday 7:10 and every 20 minutes until 11:50 p.m.

FIFTH WARD BUS

Pirst bus leaves terminal at 6:05 A. M. and every 20 minutes until 7:00 A. M. then every 30 minutes until 1:30 P. M.
First bus leaves 24th Street at 5:55 A. M. and every

FIFTH WARD BUS—Continued
20 minutes until 7:15 A. M. then every 30 minutes
until 11:15 P. M.
Sunday—First bus leaves terminal at 7:00 A. M. and
every 30 minutes until 11:30 P. M. First bus
leaves 24th Street at 6:45 A. M. and every 30
minutes until 11:15 P. M.

minutes until 11:15 P. M.
JUNIATA GAP BUS

Pirst bus leaves Terminal Point at 6:00 a.m. and
every hour until 12:10 midnight.
Sunday 7:00 a.m. and every hour until 11:10 p.m.
First bus leaves Westwood Park at 6:30 a.m. and
every hour until 12:30 a.m.
Sunday 7:30 a.m. and every hour until 11:30 p.m.
CPETENNOOD BUS

GREENWOOD BUS

First bus leaves Terminal Point at 6:00 a.m. and

GREENWOOD BUS-Continued

REENWOOD BUS—Continues
every hour until 11:10 p.m.
Sunday 7:00 a.m. and every hour until 11:10 p.m.
First bus leaves Oak Grove at 6:30 a.m. and every
hour until 11:30 p.m.
Sunday 7:30 a.m. and every hour until 11:30 p.m.

PLEASANT VALLEY BUS

**I.EASANT VALLEY BUS
**First bus leaves 8th Avenue and 17th Street at 6:00
**a.m. and every 40 minutes until 10:40 p.m.; 11:30;
**last trip 12:10 a.m.
**Sunday 7:20 a.m. and every 40 minutes until 10:40
p.m. Last bus leaves at 12:10 p.m.
**First bus leaves Rose Hill at 6:20 a.m. and every
**40 minutes until 11:00 p.m.; 11:50; 12:30 a.m.
**Sunday 7:40 a.m. and every 40 minutes until 11:00
**p.m.; 11:50; 12:30 a.m.

The ALTOONA & LOGAN VALLEY ELECTRIC RAILWAY operated the Altoona city system, plus a suburban line to Hollidaysburg (1893-1954) and a 14-mile interurban line to Tyrone (1902-1938). The company's timetables were large sheets(reproduced here in reduced form); all specimens known to the editor are undated.

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To	Leave	To P. R. R.	P. R. R.	To Newtown	Leave Newtown	To Vira	Leave	
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6:45	6:48 D*	8:00 Z	7:00	8:46	9:20	12:15 S	P. M. 12:46 X	
7:15	7:00	8:15	7:20 Z	9:15	9:50	2:45 D	- 2:t5	The The
7145	7:80 8:00	P. M. 12:45	8:10 Z	19:15	10:50	8:12	3:15 D	THO SECTION
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The Lewistown & Reedsville Electric Railway provided local transit in the central Pennsylvania town of Lewistown. Note that by the time this schedule was issued, in 1932, only a handful of trips (indicated by an asterisk) were operated by rail—on the Reedsville and P.R.R. Junction lines, only one trip six days a week, in one direction only!

	401	403	405	407	409	411	413	415	417		421		427	431	435	43	443	447	451	455	457	459 Daily	461 Daily except	463 Satur
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Pen Mar Rouzerville Waynesboro	5,20	6.00	6.25	7.26	7.45		10.00		11.48 12.00 12.10	12 48 1.00 1.10	1.55	2.00	2.41 3.00 3.10	4.15	5.15 5.25	6.5	7 15 7.25	8.15 8.25	9.15 9.25	10.15 10.25	10.40	11.15	11.58	12.
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Chambersburg Guilford Springs Marion Kauffmans Greencastle Shady Grove Zullinger	Daily except Sunday	Daily except Sunds; A M	Daily MOVE 5 A M 6.00 6.10 6.22 6.50 7.06	A M 6.35 6.46 6.55 7.01 7.18 7.30 7.35 7.47 8.00 8 11	A B 7.3 7.4 7.5 8.0 8.1 8.2 8.3 7.4 9.0 9.0 9.0 9.0	410 y Daily 1 A M 5 8.35 6 8.46 5 8.55 11 9.15 10 9.36 19 9.36 10 10.00 11 10.1	A M 9.35 9.46 9.50 10.30 10.25 10.47 0 11.01 11.11 11.26	A M 10.33 10.44 10.55 11.0 11.1 11.3 7 11.4 0 12.0 12.1 8 12.2	416 y Set. Only 1 P M 5	A M 11.35 11.46 11.55 12.01 12.15 12.30 12.39 12.47 0 1.08 1 1.11	P M 12.35 12.46 12.55 1.01 1.15 1.30 1.39 1.47 2.00 2.14 2.30	P M 1.35 1.49 1.55 2.01 2.15 2.30 2.39 2.47	P M 2.35 2.46 2.55 3.01 3.15 3.30 3.39 3.47	Daily P M 3.50 4.02 4.10 4.11 4.30 4.43 4.50 5.01 5.21 5.21 5.54 5.55	P M 4.50 5.15 5.30 5.50 5.54 5.54 5.54 6.29 6.629 6.64 6.65 6.65 6.65 6.65 6.65 6.65 6.65	P M 5.55 6.03 6.14 6.3 6.4 6.5 7.00 7.2 7.4 7.5	448 Dail P M 0 2 7.00 0 7.10 5 7.10 5 7.10 5 7.5 8.0 8.1 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8	Daily Daily P M 0 7 50 2 8 00 0 8 10 6 8 10 6 8 3 3 5 8 4 4 8 5 5 2 9 0 0 5 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Daily Daily	Delly excep Sunds 1 P h 0 0 6 0 5 1 10.4	Satur Only of P M 15 10.1	Dail: P b 9.5 10.0 10.1 10.1 10.3 10.4 10.5 11.0	Duily Duily P M Duily Du	0 0 5 5

Note:—1—East of Waynesboro daily except Sunday. Note 2—West of Waynesboro daily except Sunday. Half hour schedule between Waynesboro and Blue Ridge daily f7om 130 to 10.15.

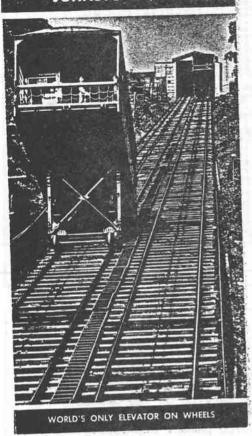


The broad-gauge CHAMBERSBURG, GREENCASTLE & WAYNESBORO STREET RAILWAY, opened in stages between 1903 and 1912, became a subsidiary of the Hagerstown and Frederick in 1918. Thereafter, joint timetables were issued until the last service on the CG&W was discontinued in early 1932. No through operation between the parent and subsidiary was possible, as the Hagerstown & Frederick (later Potomac Edison) was a standard-gauge line. Gauge differences also, of course, precluded CG&W from carload freight interchange with connecting steam roads, a traffic which sustained the Maryland parent company into the 1950's.

The hilly sites of many Pennsylvania cities lent themselves to the development of inclined plane railways. On the following pages are 1960's brochures from two of the surviving operations: the JOHNSTOWN INCLINED PLANE (originally promoted, in part, as an emergency escape route in the event of flooding), and the MONONGAHELA INCLINED PLANE COMPANY, now part of PAT's local transit system.

In our next issue, our traversal of Pennsylvania traction continues into the eastern half of the state.

JOHNSTOWN, PA.



PLAN A GROUP VISITI

(Call Superintendent for Special Rates)

- . LARGE NEW OBSERVATION DECK VIEW BINOCULARS
- . AN AWE INSPIRING PANORAMIC VIEW OF

THE GOLDEN TRIANGLE GATEWAY CENTER POINT PARK THE STEEL MILLS CIVIC AUDITORIUM THREE RIVERS

PARKING LOT - CARSON STREET (Free to Tourists)

OPERATING HOURS

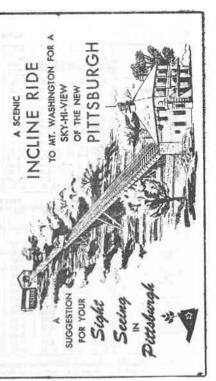
Week Days . . . 5:30 A.M. to 1:00 A.M. Sundays, Holidays . 7:00 A. M. to 1:00 A. M.

> REST ROOMS - POST CARDS HOT & COLD BEVERAGES

> > Phil G. Eizenhafer Superintendent

MONONGAHELA INCLINED PLANE CO.

WEST CARSON STREET PITTSBURGH 19, PENNSYLVANIA Phone: 261-2594



DESIGNED AS A LIFESAVER-PLANE IS ENGINEERING FEAT

Built as a "lileauver" after the Johnstown Flood of May
31, 1899, the Inclined Plane Railway, has been halled as an
engineering least of substantiation and amplitude. The size and construction of the stone abottoments most only protect against high
water is the Stoneycreck beaution poor the weight of three-footthick leon girders. The tracit maintains a 57 25" angle inentire length despite the ranged nature of the terrain.

The unique design of the care provided a level ride for
homes and wagons and was copied from the terrain when their
crossyr proches resisted the early passage of railroads as well
so canada.

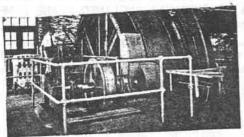
nia, rails and other parts were adapted from stans equipment by the Cambria Iron Company, which re-tron railroad rails in the United States. Cambria was consort. The Berlishem Steed Company, which and Plane until 1935 when it was sold to 10r 51. Because of the convenient transportation wirtually to the heart of the beatiness district as

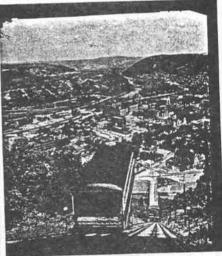
NE IS ENGINEERING FEAT.

as to the steel mills, the Plane was directly responsible for Westmoot becoming one of the nation's first residential subarbs. After modern equipment made it possible to build better roads up the hill, patronage declined and Westmoot closed the Plane January 31, 1962. It was reoperal, propogiately enough, on Joly 4, 1962 by the Cambria County Tearist Council as an outstanding example of the the ingenuity and enterprise of the outstanding example of the the ingenuity and centerprise of the outstanding example of the the ingenuity and centerprise of the outstanding and hard-working Weish and German immigrants two opened Western Pennsylvanias to industry and commerce who opened Western Pennsylvanias to industry and commerce and propose on March 17, 1936 when it carried some 4,000 men, women and children to the top of Yoder Hill when Bood waters again sweept through the Consensation and Stonycreck-valleys.

has hauled more than 40 million passengers and, en-say, should have no trouble hauling that many more, oly major change made since its construction has been ment of the original steam engine with a 400 horsepower meteor.

AT NIGHT YOU RIDE BETWEEN TWO STAR-FILLED UNIVERSES—THE CITY AND THE SKY.





THE PROPERTY OF THE PROPERTY OF THE PARTY OF

beilling panneams of steel mills, stores and homes nestled in the exvi-the Alleghory Mountains offers magnificant appearanties for massal Johantows a devesteing fined was reased by a long wall of water g down from a dam on the distract mountain.

INCLINED PLANE RAILWAY

STATIONS:

Edgehill Drive

SCHEDULE:

6:30 A.M. to 11:30 P.M. Mooday through Saturday 9:00 A.M. to 10 P.M. Sundays and Holidays

OPERATING FREQUENCY:

every 15 minutes 7-9 A.M. & 5-6 P.M. every half hour other times will leave anytime for auto----

FROM THE NAOTC COMPENDIUM OF TIMETABLE DATA....

PITTSBURGH RAILWAYS

Interurban Timetable

1/5/32 1/1/34 9/27/36 4/24/38 4/30/39 9/29/40 4/27/41 7/5/42 To separate Washington and Charleroi forms

Charleroi TT Washington TT 6/9/43 7/27/43 4/1/45 7/3/48 7/3/46 3/4/49 2/13/49 5/28/49 6/3/51 7/2/50 4/19/53? 11/26/50 6/3/51 9/9/51 11/4/51 6/1/52

Note: 1953 dates may be incorrect. Hilton and Due give the date of discontinuance of these services as 1952.

SOUTHERN CAMBRIA RAILWAY

System Timetable

3/1/24

4/19/53?

NORTHWESTERN PENNSYLVANIA RAILWAY

System Timetable

9/25/16

9/25/22

To NWESCo

NORTHWESTERN ELECTRIC SERVICE COMPANY OF PENNSYLVANIA

System Timetable

9/21/25

9/12/26?

Service discontinued

PITTSBURGH, HARMONY, BUTLER & NEW CASTLE RAILWAY

System Timetable

1/27/29

6/16/31

Service discontinued

STEUBENVILLE, EAST LIVERPOOL & BEAVER VALLEY TRACTION COMPANY

System Timetable

1/12/29

4/26/31 9/27/31

ND (1934)

Service discontinued

NOT FOR HIRE

Many employers with facilities in several locations operate their own shuttle-bus services to carry employees from one facility to another; but printed schedules for such services are rare. One interesting example which recently came to our notice is printed in the back pages of the telephone directory for the Social Security Administration's headquarters in Baltimore. In addition to an internal shuttle bus service between locations in the headquarters complex, located in suburban Woodlawn, and service between Woodlawn and downtown Baltimore, both SSA and the Department of Health and Human Services run intercity shuttle service between Baltimore and the Department's offices in Washington.

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11	12:00		12.000						
12	1:00	1108	1:15	1:20					
13	1:10	1:30	1144440						- 19
14	1:35	1:40					2:53	200	- 33
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17	3:20		3.23	3:25					
18	3/40		245	245					
19	3:50	3:55							
30	4:00		4:03	4:05					
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SSA WOODLAWN METRO WEST SHUTTLE SCHEDULE

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WOODLAWN	AREA	PASSENGER	SHUTTLE

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12.	10:58	10:58	11:20	11:25	11:30	11:36		
13.	11:18	11118		11145	11:50	11:30		
14,	11:35	11:38	11:40	12:05	12:10	12:15		
15.	11:55	11:56	12:00	12:25	12:30	12:08		
18.	12:16	12:16	12:20			12:54		
17.	12:35	12:30	12:40	12:48	12:00	1:25		
16.	1:08	1:06	1710	1:15	1:40	1:45		
19.	1:25	1:25	1:30	1:35		205		
20.	1:45	1:48	1:50	1:58	2:00			
21.	2:05	2:09	2:10	215	2:20	225		
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****	SSA	2:30 4:30	4:35							

WASHINGTON TRAINING CENTERS

84		#12
7:30	Bus Loop	5:20
8:40	15th & M Streets (CSC Thomas Circle)	4:05
8:42	15th & K Streets (CSC MGT. Training Center)	4:03
505	Anna A December (Assettin)	4:00



REPRINT REPORT

New reprints noted:

John Mann Gardner II writes:

"Last fall, I reprinted Gulf, Colorado & Santa Fe employee timetable No. 93. It was a system timetable that included the Northern, Southern, and Beaumont Divisions. It was dated December 18, 1904. The timetable was clearly marked on the back cover as being a reprint.

"The primary reason for reprinting the timetable was to preserve what I thought was a rather rare practice (in those days), 1.e., all divisions were covered. Although I have no other individual—division timetables for this date, I do have other timetables for dates on which both system and individual—division timetables were produced. The system timetables do not include all the special rules for each division, and therefore, I would imagine that their use was primarily limited to officials."

Some dubious cases:

There are a number of timetables which are not specifically known to have been reprinted, but which appear to be in circulation in greater numbers than would ordinarily be accounted for by the vagaries of timetable survival. These are all simple, single-color items which would easily lend themselves to photographic reproduction. Of course, this is all circumstantial evidence. It is possible that any or all of these may be overrepresented in collections because a cache of them fell into the hands of a collector at some point. Nevertheless, they must be considered suspect; and we would appreciate any information our readers can supply, either confirming that they have been reprinted, or explaining the circumstances under which quantities of originals came onto the market.

Some of the issues which the editor regards as suspicious include the following:

Arcade & Attica Railroad, 10/9/38
Cumberland & Pennsylvania Railroad,
5/1/31.
Ohio Public Service, 5/1/38
Rock Island Southern Railway,
6/1/22
Toronto Railways night car timetable,
6/1/06
Atlantic & Western Railway, 5/11/30

TIMETABLE

TERMINOLOGY

(Editor's note: In light of the burning debate on usage of "timetable" vs. "time table" which has recently raged in the pages of our sister publication, The First Edition, we are reprinting the following piece from the October 1969 Midwest Regional Newsletter. This will settle absolutely nothing.)

Just what is it that you collect? Beware the hasty answer--you may find that half the railroads disagree with you. "Huh?" you're probably now saying. "I collect timetables, of course." But do you? Well, maybe. If you specialize in, say, recent issues of CB&O or IC or New Haven, you're right. But if you happen to be a fan of UP, Katy, NYC, Soo, or any of a flock of others sorry, but what you've got there is a time table--two words. Apparently the oneword form is a rather recent development; a look through the older items in my collection suggests that fifty years ago "time table" Was almost universal. The swithcover continues; Long Island Rail Road made the great change as recently as 1967. (Who knows, maybe some day they'll even give in and respell "rail road" as one word.) On the other hand, the Hershey Transit Company straddled the fence with its hyphenated "time-table."

Then, too, there are the singular and plural forms. "Time tables" seems to be the traditional usage, with most roads still adhering to it. The reasoning behind this seems to be that each individual schedule is regarded as a separate table. Thus, early use of the singular form was largely confined to smaller lines such as the Ulster & Delaware and Maryland & Pennsylvania, whose timetable literally consisted of a single table. How-

TIMETABLE TERMINOLOGY (continued).....

ever, a minority of larger lines, such as GN and AT&SF, have apparently come to regard the entire folder as a singular "timetable."

Of course, some lines, in a deplorable display of moral cowardice, seek to avoid these burning controversies by using a different term altogether. "Schedule" is the most popular alternative, with MP, C&NW, and SCL among its adherents. (Lake Shore Electric once tried to keep one toe in each pool with its "time schedules.) C&O-B&O now simply label their joint timetable "Passenger Services," while KCS goes ritzy with its "Passenger Train Information Folder." Port Authority Trans-Hudson uses the term "Service Guide," though there's some doubt that this little headway chart qualifies as a timetable.

My nomination for the most distinctive term goes to the old Lake Shore & Michigan Southern, which, around the turn of the century, was dubbing its handsome system issue a "Book of Trains"--antedating Beebe's use of that phrase by at least 35 years.

...BUT IS IT ART?

Burlington Northern's new suburban timetable of 2/1/84 features one of the oddest bits of cover illustration we've ever seen. Note that the gallery coaches as shown on the timetable are about 2/3 the proper width and lack end doors. Also, it's not entirely certain from the sketch that the artist is aware that there's a locomotive involved in the whole business.

It seems that the rather odd conception of a suburban train may have originated when an artist unacquainted with the rolling stock tried to put together a new sketch based on BN's previous issue, dated 10/5/81. That edition's cover was also pretty crude; but what is significant for the new issue is that the old version featured a low-angle 3/4 view in which only one corner of the end of a control coach was visible, cutting off short of the end door. In creating the new cover, it would appear that the artist, rather than going out and looking at a gallery coach,

simply took the partial car-end as it appeared on the previous cover and added a mirror image to form the other side-thus leaving out the center of the end, including the train door.

One other interesting note: the station building in both cases is labelled "Gil." There is no suburban station on BN which begins or ends with these letters. Can this be the aritst's signature?

Although BN's suburban service is operated under contract for RTA, the railroad remains responsible for design and production of the timetables. Thus, BN deserves the ribbing for this oddity. I wonder if they'd put up with this sort of illustration in their annual report?





G. Robinson collection