

**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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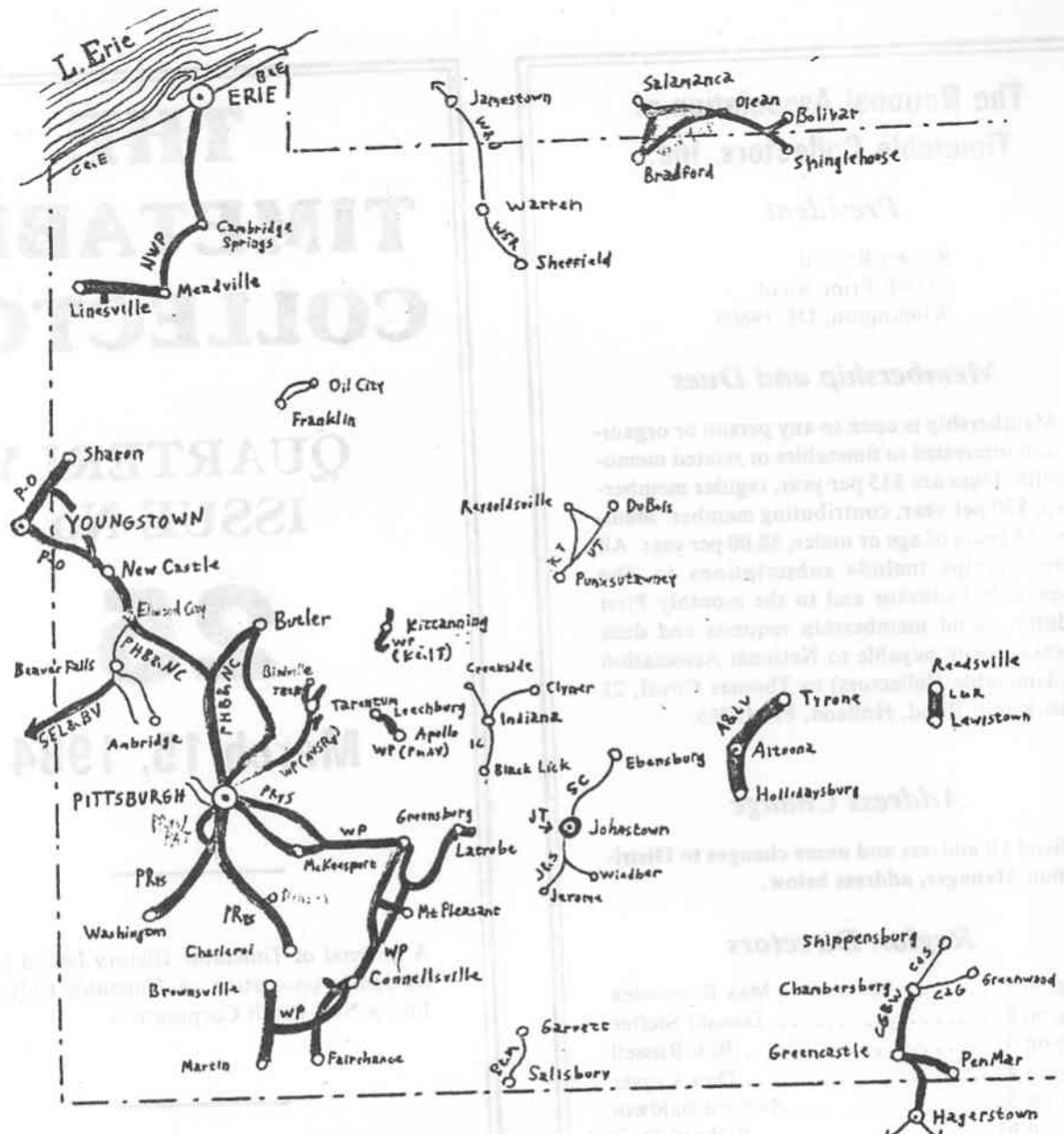
Thomas Coval

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General Counsel

ELECTRIC RAILWAYS OF WESTERN PENNSYLVANIA



Lines covered in this issue

- A&LV Altoona & Logan Valley Electric Railway
- CG&W Chambersburg, Greencastle & Waynesboro Railway
- JT Johnstown Traction Co.
- L&R Lewistown & Reedsville Electric Railway
- NWP Northwestern Pennsylvania Ry.
- PAT Port Authority Transit
- PHB&NC Pittsburgh, Harmony, Butler & New Castle Railway
- P-O Penn-Ohio System
- PRys Pittsburgh Railways
- SEL&BV Steubenville, East Liverpool & Beaver Valley Traction Co.
- TB&B Tarentum, Brackenridge & Butler Street Ry.

- WNY&P Western New York & Pennsylvania Traction Company
 - WP West Penn Railways
- Other lines
- B&E Buffalo & Erie Railway
 - C&E Cleveland & Erie Railway
 - C&G Chambersburg & Gettysburg Electric Railway
 - C&S Chambersburg & Shippensburg Railway
 - IC Indiana County Street Rys.
 - J&S Johnstown & Somerset Railway
 - JCT Jefferson County Traction Co.
 - P&M Pennsylvania & Maryland Railway
 - SC Southern Cambria Railway
 - UT United Traction Street Railway
 - W&J Warren & Jamestown Street Ry.
 - WSR Warren Street Railway

Western N. Y. & Pa. Traction Co. SCHEDULE

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 Salamanca For Olean and Bradford. |
|--|--|--|
| A. M. | | |
| A. M. | **S 5.50 | A. M. |
| B 5.55 | O 7.00 | B 7.00 |
| S 7.00 | S 8.00 | O 8.00 |
| B 8.00 | O 9.00 | B 9.05 |
| S 9.00 | S10.15 | O10.20 |
| B10.15 | O11.30 | B11.35 |
| S11.30 | | |
| P. M. | | |
| P. M. | P. M. | P. M. |
| B12.45 | S12.45 | O12.50 |
| S 2.00 | O 2.00 | B 2.05 |
| B 3.15 | S 3.15 | O 3.20 |
| S 4.30 | O 4.30 | B 4.35 |
| B 5.45 | S 5.45 | O 5.50 |
| S 7.00 | O 7.00 | B 7.05 |
| B 8.15 | S 8.15 | O 8.20 |
| 9.30 | O 9.30 | B 9.35 |
| | *10.45 | O10.50 |

S Change at Seneca Jct. for Salamanca.
B Change at Seneca Jct. for Bradford.
O Change at Seneca Jct. for Olean.
* For Olean only.
** For Salamanca only.

Cars between Olean and Allegany only will run between time of through cars starting at 12:00 p. m. from Olean and continuing until 7:30 p. m. Last car will leave Olean for Allegany at 10:30 p. m. One trip in a. m. leaving Olean at 7:30; leaving Allegany at 1:05 a. m.

Above: The WESTERN NEW YORK & PENNSYLVANIA TRACTION COMPANY, reorganized in 1921 as the Olean, Bradford & Salamanca Railway, connected the Southern Tier communities of Olean and Salamanca with Bradford, Pennsylvania, with another branch reaching Shinglehouse. Service lasted until 1927.

Right: The STEUBENVILLE, EAST LIVERPOOL & BEAVER VALLEY TRACTION COMPANY paralleled the Ohio River between Steubenville, Ohio and Beaver, Pennsylvania (where steam road connections were made for Pittsburgh.) The company was formed from predecessor companies in 1917, and operated under this name until 1939.

P. O. ELECTRIC RAILWAYS

WARREN—YOUNGSTOWN
(Lv. Interurban Terminal, Warren)

| Fastbound Miles | am | am | pm | pm | am | am |
|---|----|------|------|----------|-------|-------|
| Warren..... | 0 | 5.15 | 6.15 | and | 11.15 | 11.45 |
| Niles..... | 5 | 5.40 | 6.40 | every | 11.40 | 12.10 |
| Girard..... | 10 | 6.02 | 7.02 | 1/2 hour | 12.32 | 1.38 |
| Youngstown..... | 15 | 6.27 | 7.27 | until | 12.57 | 1.52 |
| Additional local service between Youngstown and Girard, 15 minutes headway. | | | | | | |

(Lv. Federal and Phelps, Youngstown)

| Westbound Miles | am | am | am | am | am | am |
|-----------------|----|------|------|----------|-------|------|
| Youngstown..... | 0 | 4.15 | 5.30 | and | 12.00 | 1.00 |
| Girard..... | 5 | 4.33 | 5.51 | every | 12.21 | 1.18 |
| Niles..... | 10 | 4.50 | 6.14 | 1/2 hour | 12.44 | 1.38 |
| Warren..... | 15 | 5.12 | 6.39 | until | 1.00 | 2.50 |

YOUNGSTOWN—SHARON
(Lv. Boardman, Champion Sts., Youngstown)

| Fastbound Miles | am | am | am | am | am | am |
|-----------------|----|-------|------|----------|-------|-------|
| Youngstown..... | 0 | *5.30 | 6.00 | every | 12.00 | 12.30 |
| Hubbard..... | 7 | 5.57 | 6.27 | 1/2 hour | 12.27 | 12.57 |
| Sharon..... | 14 | 6.20 | 6.50 | until | 12.45 | 1.15 |

(Lv. Interurban Terminal, Sharon)

| Westbound Miles | am | am | am | pm | pm | |
|-----------------|----|-------|------|-------|---------|-------|
| Sharon..... | 0 | *4.30 | 5.30 | *5.30 | every | 11.00 |
| Hubbard..... | 7 | 4.59 | 5.29 | 5.59 | 1/2 hr. | 11.29 |
| Youngstown..... | 14 | 5.23 | 5.55 | 6.25 | until | 11.55 |

*Daily except Sunday.
†Local car leaves Sharon connecting at Masury.

YOUNGSTOWN—NEW CASTLE
(Lv. Boardman and Champion Sts., Youngstown)

| Eastbound Miles | am | pm | pm | pm | pm | pm |
|------------------|----|------|-------|-------|-------|-------|
| Youngstown..... | 0 | 5.45 | and | 8.45 | 9.15 | 9.45 |
| Struthers..... | 6 | 6.07 | every | 9.07 | 9.37 | 10.07 |
| Lowellville..... | 9 | 6.17 | hour | 9.17 | 9.47 | 10.17 |
| Ecenburg..... | 16 | 6.32 | until | 9.32 | 10.02 | 10.32 |
| New Castle..... | 21 | 6.52 | 9.52 | 10.22 | 10.52 | 11.22 |

(Lv. Public Square, New Castle)

| Westbound Miles | am | am | am | pm | pm | pm |
|------------------|----|------|------|------|------|-------|
| New Castle..... | 0 | 4.40 | 5.00 | 5.30 | 6.00 | and |
| Ecenburg..... | 5 | 4.57 | 5.19 | 5.40 | 6.19 | every |
| Lowellville..... | 12 | 5.10 | 5.35 | 6.05 | 6.35 | hour |
| Struthers..... | 15 | 5.20 | 5.47 | 6.17 | 6.47 | until |
| Youngstown..... | 21 | 5.40 | 6.10 | 6.40 | 7.10 | 10.10 |

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.

Interurban Service—Steubenville to Beaver

(Eastern Standard Time)

* Daily except Sunday.

| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 7:00 | 7:05 | 7:10 | 7:15 | 7:20 | 7:25 | 7:30 | 7:35 | 7:40 | 7:45 | 7:50 | 7:55 | 8:00 | 8:05 | 8:10 | 8:15 | 8:20 |
| 8:00 | 8:05 | 8:10 | 8:15 | 8:20 | 8:25 | 8:30 | 8:35 | 8:40 | 8:45 | 8:50 | 8:55 | 9:00 | 9:05 | 9:10 | 9:15 | 9:20 |
| 9:00 | 9:05 | 9:10 | 9:15 | 9:20 | 9:25 | 9:30 | 9:35 | 9:40 | 9:45 | 9:50 | 9:55 | 10:00 | 10:05 | 10:10 | 10:15 | 10:20 |
| 10:00 | 10:05 | 10:10 | 10:15 | 10:20 | 10:25 | 10:30 | 10:35 | 10:40 | 10:45 | 10:50 | 10:55 | 11:00 | 11:05 | 11:10 | 11:15 | 11:20 |
| 11:00 | 11:05 | 11:10 | 11:15 | 11:20 | 11:25 | 11:30 | 11:35 | 11:40 | 11:45 | 11:50 | 11:55 | 12:00 | 12:05 | 12:10 | 12:15 | 12:20 |
| 12:30 | 12:35 | 12:40 | 12:45 | 12:50 | 12:55 | 1:00 | 1:05 | 1:10 | 1:15 | 1:20 | 1:25 | 1:30 | 1:35 | 1:40 | 1:45 | 1:50 |
| 1:50 | 1:55 | 2:00 | 2:05 | 2:10 | 2:15 | 2:20 | 2:25 | 2:30 | 2:35 | 2:40 | 2:45 | 2:50 | 2:55 | 3:00 | 3:05 | 3:10 |

EXTRA CARS, SATURDAY ONLY Leave Steubenville for Stratton, 7:25, 8:30, 9:35 and 10:45 P. M.

Fast Through Train to Chicago, Indianapolis and St. Louis leaves Beaver at 9 33 P. M.

Connections at Beaver with Trains for Youngstown and Cleveland at—

| | |
|-------------|------------|
| 12:20 A. M. | 4:34 P. M. |
| 10:32 " | 6:32 " |
| 12:53 P. M. | 9:38 " |

Interurban Service—Beaver to Steubenville

(Eastern Standard Time)

* Daily except Sunday.

| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 7:00 | 7:05 | 7:10 | 7:15 | 7:20 | 7:25 | 7:30 | 7:35 | 7:40 | 7:45 | 7:50 | 7:55 | 8:00 | 8:05 | 8:10 | 8:15 |
| 8:00 | 8:05 | 8:10 | 8:15 | 8:20 | 8:25 | 8:30 | 8:35 | 8:40 | 8:45 | 8:50 | 8:55 | 9:00 | 9:05 | 9:10 | 9:15 |
| 9:00 | 9:05 | 9:10 | 9:15 | 9:20 | 9:25 | 9:30 | 9:35 | 9:40 | 9:45 | 9:50 | 9:55 | 10:00 | 10:05 | 10:10 | 10:15 |
| 10:00 | 10:05 | 10:10 | 10:15 | 10:20 | 10:25 | 10:30 | 10:35 | 10:40 | 10:45 | 10:50 | 10:55 | 11:00 | 11:05 | 11:10 | 11:15 |
| 11:00 | 11:05 | 11:10 | 11:15 | 11:20 | 11:25 | 11:30 | 11:35 | 11:40 | 11:45 | 11:50 | 11:55 | 12:00 | 12:05 | 12:10 | 12:15 |
| 12:30 | 12:35 | 12:40 | 12:45 | 12:50 | 12:55 | 1:00 | 1:05 | 1:10 | 1:15 | 1:20 | 1:25 | 1:30 | 1:35 | 1:40 | 1:45 |
| 1:50 | 1:55 | 2:00 | 2:05 | 2:10 | 2:15 | 2:20 | 2:25 | 2:30 | 2:35 | 2:40 | 2:45 | 2:50 | 2:55 | 3:00 | 3:05 |

EXTRA CARS, SATURDAY ONLY—Leave Stratton for Steubenville, 8:45, 9:45 and 11:25 P. M.

Connections at Steubenville with Pennsylvania Trains for Columbus at—

| | |
|------------|------------|
| 8:51 A. M. | 2:23 P. M. |
| 10:43 " | 3:44 " |
| 10:54 " | 11:16 " |

Western N. Y. & Pa. Traction Co.
SCHEDULE
 Olean, Bradford & Salamanca Division via Seneca Junction.
 In effect June 23, 1938.

| LEAVE Olean, N. Y. For Bradford & Salamanca | LEAVE Bradford, Pa. For Olean & Salamanca | LEAVE Salamanca For Olean and Bradford |
|--|--|---|
| A. M. | | |
| A. M. | **S 5.50 | A. M. |
| B 5.55 | O 7.00 | B 7.00 |
| S 7.00 | S 8.00 | O 8.00 |
| B 8.00 | O 9.00 | B 9.05 |
| S 9.00 | S10.15 | O10.20 |
| B10.15 | O11.30 | B11.35 |
| S11 30 | | |
| P. M. | | |
| P. M. | P. M. | P. M. |
| B12.45 | S12.45 | O12.50 |
| S 2.00 | O 2.00 | B 2.05 |
| B 3.15 | S 3.15 | O 3.20 |
| S 4.30 | O 4.30 | B 4.35 |
| B 5.45 | S 5.45 | O 5.50 |
| S 7.00 | O 7.00 | B 7.05 |
| B 8.15 | S 8.15 | O 8.20 |
| 9.30 | O 9.30 | B 9.35 |
| | *10.45 | O10.50 |

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

Cars between Olean and Allegany only will run between time of through cars starting at 12:00 p. m. from Olean and continuing until 7:30 p. m. Last car will leave Olean for Allegany at 10:30 p. m. One trip in a. m. leaving Olean at 7:30; leaving Allegany at 1:05 a. m.

Above: The WESTERN NEW YORK & PENNSYLVANIA TRACTION COMPANY, reorganized in 1921 as the Olean, Bradford & Salamanca Railway, connected the Southern Tier communities of Olean and Salamanca with Bradford, Pennsylvania, with another branch reaching Shinglehouse. Service lasted until 1927.

Right: The STEUBENVILLE, EAST LIVERPOOL & BEAVER VALLEY TRACTION COMPANY paralleled the Ohio River between Steubenville, Ohio and Beaver, Pennsylvania (where steam road connections were made for Pittsburgh.) The company was formed from predecessor companies in 1917, and operated under this name until 1939.

P. O. ELECTRIC RAILWAYS

WARREN—YOUNGSTOWN
(Lv. Interurban Terminal, Warren)

| Fastbound | Miles | am | am | pm | pm | am | am |
|------------|-------|------|------|----------|-------|-------|-------|
| Warren | 0 | 5.15 | 6.15 | and | 11.15 | 11.45 | 12.15 |
| Niles | 5 | 5.40 | 6.40 | every | 11.40 | 12.10 | 12.30 |
| Girard | 10 | 6.02 | 7.02 | 1/2 hour | 12.32 | | 1.52 |
| Youngstown | 15 | 6.27 | 7.27 | until | 12.57 | | 2.18 |

Additional local service between Youngstown and Girard, 15 minutes headway.

(Lv. Federal and Phelps, Youngstown)

| Westbound | Miles | am | am | am | am |
|------------|-------|------|------|----------|-------|
| Youngstown | 0 | 4.15 | 5.30 | and | 12.00 |
| Girard | 5 | 4.33 | 5.51 | every | 12.21 |
| Niles | 10 | 4.50 | 6.14 | 1/2 hour | 12.44 |
| Warren | 15 | 5.12 | 6.39 | until | 1.00 |

YOUNGSTOWN—SHARON
(Lv. Boardman, Champion Sts., Youngstown)

| Fastbound | Miles | am | am | am | am |
|------------|-------|------|------|----------|-------|
| Youngstown | 0 | 5.30 | 6.00 | every | 12.00 |
| Hubbard | 7 | 5.57 | 6.27 | 1/2 hour | 12.27 |
| Sharon | 14 | 6.20 | 6.50 | until | 12.45 |

(Lv. Interurban Terminal, Sharon)

| Westbound | Miles | am | am | am | pm | pm |
|------------|-------|------|------|------|---------|-------|
| Sharon | 0 | 4.30 | 5.30 | 5.30 | every | 11.00 |
| Hubbard | 7 | 4.59 | 5.29 | 5.59 | 1/2 hr. | 11.29 |
| Youngstown | 14 | 5.23 | 5.55 | 6.25 | until | 11.55 |

*Daily except Sunday.
 †Local car leaves Sharon connecting at Masury.

YOUNGSTOWN—NEW CASTLE
(Lv. Boardman and Champion Sts., Youngstown)

| Eastbound | Miles | am | pm | pm | pm | pm | pm | pm | pm |
|-------------|-------|------|-------|------|-------|-------|-------|-------|-------|
| Youngstown | 0 | 5.45 | and | 8.45 | 9.15 | 9.45 | 10.15 | 11.00 | 12.00 |
| Struthers | 6 | 6.07 | every | 9.07 | 9.37 | 10.07 | 10.37 | 11.19 | 12.19 |
| Lowellville | 9 | 6.17 | hour | 9.17 | 9.47 | 10.17 | 10.47 | 11.26 | 12.26 |
| Edenburg | 16 | 6.32 | until | 9.32 | 10.02 | 10.32 | 11.02 | 11.38 | 12.35 |
| New Castle | 21 | 6.52 | | 9.52 | 10.22 | 10.52 | 11.23 | 11.55 | 12.58 |

(Lv. Public Square, New Castle)

| Westbound | Miles | am | am | am | pm | pm | pm |
|-------------|-------|------|------|------|------|-------|-------|
| New Castle | 0 | 4.40 | 5.00 | 5.30 | 6.00 | and | 9.00 |
| Edenburg | 5 | 4.57 | 5.19 | 5.49 | 6.19 | every | 9.19 |
| Lowellville | 12 | 5.10 | 5.35 | 6.05 | 6.35 | hour | 9.35 |
| Struthers | 15 | 5.20 | 5.47 | 6.17 | 6.47 | until | 9.47 |
| Youngstown | 21 | 5.40 | 6.10 | 6.40 | 7.10 | | 10.10 |

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.

Interurban Service—Steubenville to Beaver
 (Eastern Standard Time)

| * Daily except Sunday. | | |
|------------------------|-------|------------------------|
| A. M. | P. M. | Leave |
| | | Steubenville |
| | | Toronto |
| | | Stratton |
| | | Port Homer |
| | | Wellsville, 2nd St. |
| | | E. Liverpool, Diamond |
| | | E. Liverpool, Halberry |
| | | Midland |
| | | Beaver |

EXTRA CARS, SATURDAY ONLY Leave Steubenville for Stratton, 7:35, 8:35, 9:35 and 10:45 P. M.

Fast Through Train to Chicago, Indianapolis and St. Louis leaves Beaver at 9:33 P. M. Connections at Beaver with Trains for Youngstown and Cleveland at—

| | |
|-------------|------------|
| 12:20 A. M. | 4:31 P. M. |
| 10:32 " | 6:22 " |
| 12:53 P. M. | 9:33 " |

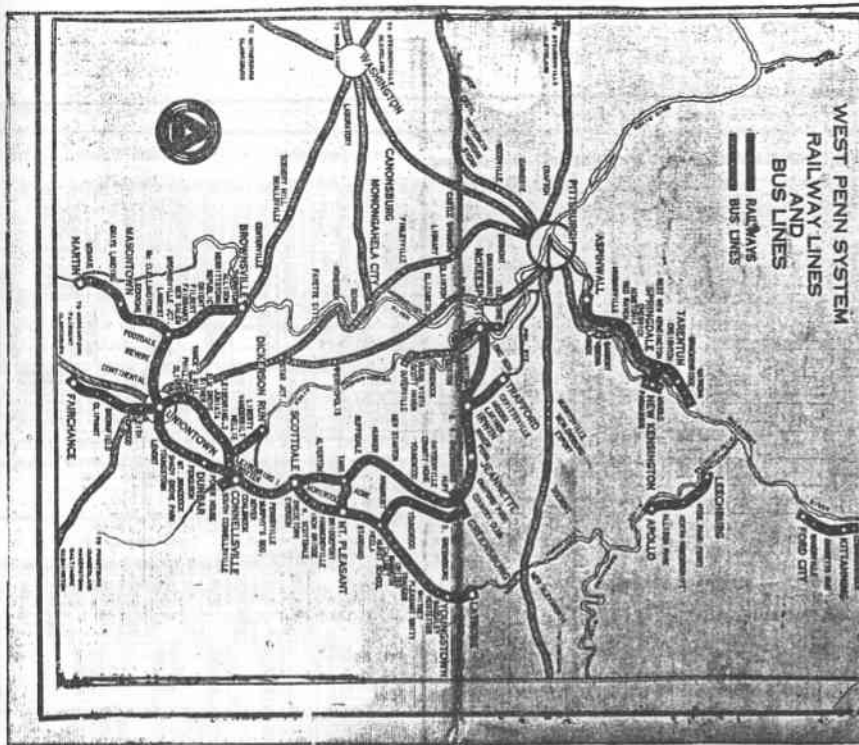
Interurban Service—Beaver to Steubenville
 (Eastern Standard Time)

| * Daily except Sunday. | | |
|------------------------|-------|------------------------|
| A. M. | P. M. | Leave |
| | | Beaver |
| | | Midland |
| | | E. Liverpool, Halberry |
| | | E. Liverpool, Diamond |
| | | Wellsville, 3rd St. |
| | | Port Homer |
| | | Stratton |
| | | Toronto |
| | | Steubenville |

EXTRA CARS, SATURDAY ONLY—Leave Stratton for Steubenville, 5:45, 9:45, 10:45 and 11:25 P. M.

Connections at Steubenville with Pennsylvania Trains for Columbus at—

| | |
|------------|------------|
| 8:51 A. M. | 3:23 P. M. |
| 10:43 " | 4:44 " |
| 10:54 " | 11:16 " |



WEST PENN RAILWAYS COMPANY

TIME TABLES
COKE REGION DIVISION
and
McKEESPORT CONNECTIONS



CORRECTED TO FEBRUARY 1, 1938
SUBJECT TO CHANGE WITHOUT NOTICE

DANIEL DIERIE
VICE PRESIDENT AND
GENERAL MANAGER
CONNELLSVILLE, PA.

E. R. KOOSER
SUPERINTENDENT OF
TRANSPORTATION
CONNELLSVILLE, PA.

TELEPHONES
CONNELLSVILLE 1800 PITTSBURGH COURT 7100

Schedule in Effect January 1, 1938

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

Telephone Tarentum 303

Leave Birdville for Tarentum 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 |
| 12:00 A. M. | 12:25 A. M. |
| 12:45 A. M. to Car Barn | |

SUNDAYS (30 minute service)

| | |
|---------------------------------|---------------------------------|
| 6:45 A. M. | 7:00 A. M. |
| 7:20 | 7:40 |
| 8:00 | 8:20 |
| 8:40 | 9:10 and every 30 minutes until |
| 9:10 and every 30 minutes until | 10:40 |
| 10:40 | 11:00 |
| 11:10 to Car Barn | 11:50 |
| 11:20 | |
| 12:10 A. M. to Car Barn | |

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

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.

WEST PENN RAILWAYS (above and following pages) operated some 339 miles of trackage, mostly of 5'2½" gauge (common among Pennsylvania trolley lines). Construction standards were lighter than was typical of Midwest interurbans; the West Penn had more the character of a rural trolley line. The major portion of the system was the Coke Region Division, extending generally southward and eastward from McKeesport and Trafford (where connections were made for Pittsburgh). This portion of the system lasted until 1952; several other isolated West Penn segments had been abandoned in the 1920's and 1930's.

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.

LABROBE, MT. PLEASANT AND SCOTTTDALE—Southbound

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|-------------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| Labrobe | 5:00 | 5:30 | 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 |
| West Mt. Pleasant | 5:10 | 5:40 | 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 |
| Scottdale | 5:20 | 5:50 | 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 |
| Labrobe | 5:30 | 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 |

Labrobe, Mt. Pleasant and Scottdale—West days to Scottdale. Sunday half hour service between Labrobe and Buggs 7:00 A.M. to 1 P.M.

LABROBE, MT. PLEASANT AND LABROBE—Northbound

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|-------------------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|
| Labrobe | 4:45 | 5:15 | 5:45 | 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 |
| West Mt. Pleasant | 4:55 | 5:25 | 5:55 | 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 |
| Labrobe | 5:05 | 5:35 | 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 |
| Labrobe | 5:15 | 5:45 | 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 |

Labrobe, Mt. Pleasant and Labrobe—Sunday half hour service between Labrobe and Buggs 7:00 A.M. to 1:00 P.M.

CONNELLSVILLE, VANDERBILT, PHILLIPS AND UNIONTOWN—Southbound

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|---------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| Connellsville | 5:30 | 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 |
| Vanderbilt | 5:40 | 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 |
| Phillips | 5:50 | 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 |
| Uniontown | 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 |

Uniontown, Phillips, Vanderbilt and Connellsville—Additional runs from West Side at 5:10 A.M., 5:45 A.M., and 6:10 A.M. for Connellsville.

LABROBE, MT. PLEASANT AND LABROBE—Northbound

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|-------------------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|
| Labrobe | 4:45 | 5:15 | 5:45 | 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 |
| West Mt. Pleasant | 4:55 | 5:25 | 5:55 | 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 |
| Labrobe | 5:05 | 5:35 | 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 |
| Labrobe | 5:15 | 5:45 | 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 |

Labrobe, Mt. Pleasant and Labrobe—Sunday half hour service between Labrobe and Buggs 7:00 A.M. to 1:00 P.M.

LABROBE, JEANNETTE AND IRWIN—Westbound

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|-----------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| Labrobe | 5:00 | 5:30 | 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 |
| Jeannette | 5:10 | 5:40 | 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 |
| Irwin | 5:20 | 5:50 | 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 |
| Labrobe | 5:30 | 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 |

Labrobe, Jeannette and Irwin—Connors for Jeannette and Irwin only. Connors for Labrobe and Irwin. (A) To West Jeannette only, 11:30 P.M.

LABROBE, JEANNETTE AND GREENSBURG—Eastbound

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
|------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| Labrobe | 5:00 | 5:30 | 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 |
| Jeannette | 5:10 | 5:40 | 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 |
| Greensburg | 5:20 | 5:50 | 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 |
| Labrobe | 5:30 | 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 |

Labrobe, Jeannette and Greensburg—Reserve passengers from Labrobe and Irwin. Connors for Labrobe and Irwin. (A) To West Jeannette only, 11:30 P.M.

TARENTUM, BRACKENRIDGE & BUTLER STREET RY

System Timetable

- * 6/1/32
- * 1/1/38
- * Service Discontinued

UNIONTOWN TO FAIRCHANCE—Southbound

Table with 24 columns (A.M. to P.M.) and 5 rows (UNIONTOWN, Hopwood, Broadfield, FAIRCHANCE). Shows departure times for southbound service.

* Does not run Sunday. a Sunday only.

FAIRCHANCE TO UNIONTOWN—Northbound

Table with 24 columns (A.M. to P.M.) and 5 rows (FAIRCHANCE, Hopwood, Broadfield, UNIONTOWN). Shows departure times for northbound service.

* Does not run Sunday. a Sunday only.

McKEESPORT, IRWIN AND TRAFFORD—Northbound

Table with 24 columns (A.M. to P.M.) and 11 rows (McKEESPORT, Bryn Mawr Jct, Babcock Garden, Coulterville Road, Ishpeming, McKeesport Jct, IRWIN, Lorimer, TRAFFORD). Shows departure times for northbound service.

* Does not run Sunday. a Sunday only. 1 Commuter for Greenburgh. 2 Reserve passenger from Greenburgh.

TRAFFORD, IRWIN AND McKEESPORT—Southbound

Table with 24 columns (A.M. to P.M.) and 11 rows (TRAFFORD, Lorimer, IRWIN, McKeesport Jct, Ishpeming, Coulterville Road, Babcock Garden, Bryn Mawr Jct, McKEESPORT). Shows departure times for southbound service.

* Does not run Sunday. a Sunday only. 1 Commuter for Greenburgh. 2 Reserve passenger from Greenburgh.

MT. PLEASANT TO TARR—Westbound

Table with 24 columns (A.M. to P.M.) and 4 rows (MT. PLEASANT JCT., Mt. of Hill, Merved., TARR). Shows departure times for westbound service.

* Does not run Sunday.

TARR TO MT. PLEASANT—Eastbound

Table with 24 columns (A.M. to P.M.) and 4 rows (TARR, Merved., Mt. of Hill, MT. PLEASANT JCT.). Shows departure times for eastbound service.

* Does not run Sunday. 1 Runs To Sandhouse This Trip.

GENERAL INFORMATION

Refunds on tickets and adjustment on fares paid must be made through the general office, West Penn Building, Connellsville, Pa. Adjustment of Fares—In case of dispute with the operator or agent relative to fare, please pay fare requested and communicate with general office. Investigation and adjustments consistent with the Company's rules will be made. Schedules—The time given is the time cars are expected to arrive and depart, but their arrival and departure is not guaranteed. All schedules are subject to change without notice. Irregularities—Reports on irregularities and constructive suggestions are always welcome and will receive serious consideration. Lost Articles—Articles left in seats and on Waiting Room benches are not always found by employees or turned in by the finder. When received by us they will gladly be returned to owner, but we assume no responsibility for them. Explosives—No explosives of any kind or nature will be accepted. Trunks—Handled on regular passenger cars, where possible, for the convenience of passengers at reasonable rates. Dogs and Pet Animals—These will be permitted on passenger cars at reasonable rates when they can be carried without danger or annoyance to passengers. They must be securely muzzled, chained or confined in a crate or carried and their passage is subject to the judgment of the operator. Children's Fares—Children under five years of age when accompanied by an adult passenger and not occupying a seat to the exclusion of other passengers will be carried free. Children under five years of age occupying a seat to the exclusion of other passengers and children between the age of five and twelve will be charged half fare.

EXPRESS SERVICE at Freight Rates

Daily Service Between PITTSBURGH and ALL COKE REGION POINTS.

Local Pickup and Delivery at All Important Points. Complete Information Furnished upon request.

McKEESPORT TERMINAL FOR BOSTON, GREENOCK, BUENA VISTA, SCOTT HAVEN AND SUTERVILLE (Bus Line).

LEAVE McKEESPORT Week Days—A.M. 6:00 7:00 8:00 9:00 11:00 P.M. 1:00 2:00 4:10 5:00 6:00 7:00 9:00 11:15 P.M. Saturday—6:00 A.M. and every hour till 11:15 P.M. Sunday—7:00 A.M. and every 2 hours till 11:15 P.M. LEAVE SUTERVILLE (BUS) Week Days—A.M. 6:45 7:50 9:00 10:00 12:00 P.M. 2:00 4:00 6:10 8:00 7:00 9:00 10:00 12:05 P.M. Saturday—A.M. 6:45 7:50 9:00 and every hour till 11:05 A.M. Sunday—8:00 A.M. and every 2 hours till 11:05 A.M. Grandview Line—Every 15 to 30 minutes 5:10 A.M. to 12:00 midnight. Sunday every 30 minutes from 5:30 A.M.

Jenny Lind Line—5:15, 5:45 A.M. and every 15 minutes until 12:00 midnight, then 12:30 A.M. Sunday 5:30, 6:15 A.M. and every 15 minutes till 11:50 P.M., then 12:00 and 12:30 A.M. Verastiles Line—6:00, 6:40 A.M. and every 10 to 12 minutes till 12:34 P.M., 10:40, 11:40, 11:50, 11:55, 12:00 and 12:45 A.M. Sunday 6:40 A.M. and every 30 minutes till 1:00 A.M. and then every 15 minutes till 12:30 midnight, then 12:45 A.M. Bryn Mawr Line—5:30 A.M. and every 30 minutes till 11:40 P.M., then 12:30 A.M. Sunday same service beginning at 6:30 A.M.

CONNELLSVILLE LOCAL SERVICE.

TERMINAL TO SOUTH SIDE AND SOUTH CONNELLSVILLE Week Days (Except Saturday) A.M. 5:50, 6:25, 6:57, 7:07 and every 15 minutes until 8:52 A.M., then every half hour till 11:23 A.M., then every 15 minutes till 7:25 P.M., then half-hourly till 12:30 A.M. Saturday—15 minute service continues till 10:52 P.M., then half-hourly till 12:20 A.M. Sunday—A.M. 6:22 and every half hour till 8:52 A.M., then every 15 minutes till 1:23 P.M., then half-hourly till 12:30 A.M. Trips leaving Terminal at 07 and 37 after the hour operate to and from Crawford Avenue. SOUTH CONNELLSVILLE FOR TERMINAL Week Days (Except Saturday) A.M. 6:05, 6:37, 6:52, 7:07 and every 15 minutes till 9:07 A.M., then every half hour till 11:57, then every 15 minutes till 7:27 P.M., then every half hour till 12:34 A.M. Saturday—15 minute service continues till 11:07 P.M., then every half hour till 12:34 A.M. Sunday—A.M. 6:37 and every half hour till 9:07 A.M., then every 15 minutes till 1:27 P.M., then every half hour till 12:34 A.M. Cars leaving South Conneltsville at 23 and 28 run to Crawford Avenue Siding.

GREENSBURG LOCAL SERVICE.

TERMINAL FOR BUNKER HILL AND HUFF AVENUE (BUS) Week Days—A.M. 5:55, 6:15, 6:35, 6:55 and every 30 minutes till 10:15 P.M., then 10:30, 11:00 and 11:30. Sunday—A.M. 7:30 and every half hour till 11:30 P.M. Time at Pennsylvania Avenue and Otterman Street 5 minutes later than Terminal time. Saturday—30-minute service till 11:30 P.M. HUFF AVENUE, VIA BUNKER HILL, FOR GREENSBURG (BUS) Week Days—A.M. 5:35, 6:55, 6:35 and every 30 minutes till 10:15 P.M., then 10:45 and 11:15. Sunday—A.M. 7:15, 7:45 and every half hour till 11:15 P.M. Saturday—30-minute service till 11:15 P.M.

TERMINAL FOR HUFF AVENUE, HAYDENVILLE, COUNTY HOME, YOUNGWOOD AND FOXTOWN

Week Days—A.M. 4:55, 5:55, 6:10, 6:55 and regularly till 8:50, 9:10, 9:50, 10:10, 10:55, 11:10 P.M. Sunday—A.M. 5:55, 6:55, 7:10 and regularly as above. Cars at 10 after local to Foxtown; others are main line through. FOXTOWN AND YOUNGWOOD FOR GREENSBURG Week Days—A.M. 5:45, 6:30 and regularly till 11:30 and 11:35 P.M. Sunday—A.M. 6:45, 7:30 and regularly as above. Cars at 30 after local from Foxtown; others are main line through.

TERMINAL FOR LUDWICK SAND HOUSE

Week Days—A.M. 5:30, 6:20, 6:50, 7:20, 7:50, 8:10, 8:30, 8:50 and every 20 minutes till 7:10 (7:35 Monoe), 7:50, 8:20, 8:50, 9:20, 9:50, 10:20, 10:50, 11:20 P.M. Sundays—A.M. 6:20, 6:50 and every 30 minutes till 11:20 P.M. LUDWICK FOR TERMINAL Week Days—A.M. 5:35, 6:00, 6:30, 7:00, 7:30, 8:00, 8:20 and every 20 minutes till 7:30, 8:00, 9:00, 9:30, 10:00, 10:30, 11:00, 11:25 P.M. Sunday—A.M. 6:30, 7:00 and every 30 minutes till 11:00, then 11:25 P.M.

TERMINAL FOR EAST GREENSBURG, SOUTH GREENSBURG AND SAND HOUSE

Week Days—A.M. 5:10, 5:40, 6:10, 6:40, 7:10, 7:30, 7:50 and every 20 minutes till 7:10 P.M. 7:40, 8:10, 8:40, 9:10, 9:40, 10:10, 10:40, 11:25 P.M. Sunday—A.M. 6:10, 6:40, 7:10, 7:40 and regularly till 10:40 P.M., then 11:25. Cars at 10 after main line through; also 11:25 P.M., others local to Sand House only. SAND HOUSE AND SOUTH GREENSBURG FOR GREENSBURG Week Days—A.M. 5:50, 6:00, 6:30, 7:00, 7:30, 7:50, 8:10 and every 20 minutes till 7:10 P.M. 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:00, 11:25, 11:35. Sunday—A.M. 6:30, 7:00, 7:30 and every 30 minutes till 11:25 P.M. and 12:15 A.M. Cars at 30 after main line through; also 11:25 P.M. and 12:15 A.M. Others local from Sand House only.

GENERAL INFORMATION

CHARLEROI AND DONORA:

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 rocky hillsides. At Riverview, one obtains a remarkable view of the Monongahela River and from that point the car runs almost parallel to the river across which occasional glimpses are obtained of the great Mills and Coal Tipples 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.

WASHINGTON:

This is the "Historic Route." 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 Monaca and the Washington County Home. At Washington, Pa., is located the old College of Washington & Jefferson, the buildings and campus of which alone are worth the trip.

LOST ARTICLES:

Information regarding all lost articles may be had at the Lost and Found Dept., 435 Sixth Ave., or call Grant 7450, Extension 143

FREIGHT SERVICE:

Fast trolley freight service is maintained between Pittsburgh, Washington, Charleroi and intermediate points. For full information write or phone M. F. Metcalf, General Freight Agent, Pittsburgh Railways Co., Pittsburgh, Pa. Phone, Grant 7450.

CONNECTIONS:

Charleroi cars make connections at Monaca Junction for Monaca, Belle Vernon and Fayette City. At Fifth Street, Charleroi, with cars for Ellsworth and Beasleyville.

TERMINAL POINTS:

Terminal points for the accompanying time tables are as follows: Pittsburgh, Pa.—For Washington, Charleroi and Donora cars. Waiting Room, Greyhound Terminal, 1010 Liberty Ave. Pittsburgh, Pa.—For Local Overbrook cars, Grant Street at Liberty. Washington Division—Waiting Room at Beau and Main Streets, Washington, Pa. Charleroi Division—Roccoe, Pa. Donora Division—Freight Office, Donora, Pa.

SPECIAL CARS:

Are especially convenient and economical for lodges, schools, churches, business organizations, and clubs in planning educational trips to Pittsburgh's industrial plants, beautiful art galleries, zoological gardens and amusement parks. Arrangement for special cars may be made 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 may be purchased only at the following ticket agencies of the company.

Table with columns: LOCATION, AGENCY. Lists agencies in Pittsburgh, Canonsburg, Houston, Tyndale, Washington, Monaca, Donora, Charleroi, Roscoe, and California.

NOTICE

SPECIAL ROUND TRIP EXCURSION TICKET

Selling for one dollar and good for fare on Interurban Cars, between Pittsburgh and Washington, Monaca, Monaca Jct., Charleroi, Donora or Roscoe, and also between Washington or Canonsburg and Monaca, Monaca Jct., Charleroi or Donora.

See Tariff for Regular Ticket Rules

Pittsburgh Railways Co.

Interurban Time Table

Cars Between

Pittsburgh

and

Donora Canonsburg Charleroi Washington

and

Intermediate Points

Schedule in Effect January 1, 1934

Subject to Change Without Notice

Pittsburgh Railways Co. COMMERCIAL DEPARTMENT

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 Liberty and Drake city lines in 1952 or 1953, and, in the early 1960's, passed with the rest of the PRY into the hands of PORT AUTHORITY TRANSIT. The Liberty and Drake lines are still in operation, and will shortly be upgraded with a new subway entrance into downtown Pittsburgh.

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

Table showing car schedules between Pittsburgh and Washington, including stations like South Hills Jct., Castle Shannon, Washington Jct., Brookside, Monaca, Charleroi, Roscoe, and Donora.

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

Table showing car schedules between Washington and Pittsburgh, including stations like Washington, County Home, Meadowlands, Houston, Canonsburg, Riverview, Monaca, Charleroi, and Pittsburgh.

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

Table showing car schedules between Pittsburgh and Charleroi, including stations like Pittsburgh, South Hills Jct., Frederick St., Castle Shannon, Washington Jct., Finleyville, Riverview, Monaca (7th St.), Black Diamond, Donora, Monaca Jct., Charleroi (5th St.), Belle Vernon, Allegany, and Roscoe.

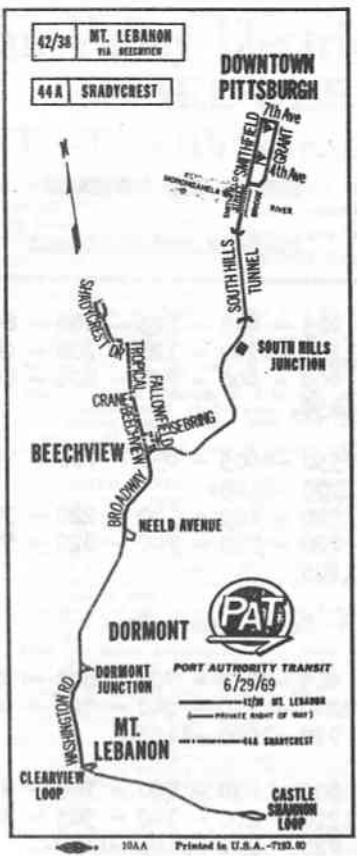
CARS BETWEEN CHARLEROI AND PITTSBURGH SCHEDULE IN EFFECT JAN. 1, 1934

Table showing car schedules between Charleroi and Pittsburgh, including stations like Roscoe, Belle Vernon, Charleroi, Charleroi (5th St.), Monaca Jct., Donora, Black Diamond, Monaca (7th St.), Riverview, Finleyville, Washington Jct., Castle Shannon, Frederick St., South Hills Jct., and Pittsburgh.

Legend for symbols: @ Daily except Sunday, * Daily, & Saturday, & Sunday, Y - Leaves Charleroi, W - Roscoe to Charleroi - Monday to Friday, inclusive.

Light faced figures denote A. M. Time. Heavy faced figures denote P. M. Time. Northbound Washington and Charleroi cars make no stops between Frederick St. and Pittsburgh, except to discharge passengers. Southbound Washington and Charleroi cars make stops between Pittsburgh and Frederick St., only to accept passengers destined beyond Castle Shannon.

| 44A SHADYCREST | |
|---|---|
| BUS SERVICE | |
| MONDAY THRU FRIDAY ONLY | |
| Leaving Shadycrest Road Circle: | |
| AM | PM |
| 7:15 7:45 8:15 8:45 9:15 9:45 10:15 10:45 | 4:45 5:15 5:45 6:15 6:45 7:15 7:45 8:15 |
| Leaving Broadway and Fallowfield Avenues: | |
| AM | PM |
| 7:10 7:40 8:10 8:40 9:10 9:40 10:10 10:40 | 4:50 5:20 5:50 6:20 6:50 7:20 7:50 8:20 |
| Additional service school days only: | |
| to Shadycrest Road Circle: 3:47 PM (to Mt. Lebanon via St. Catherine's School) | |
| to Broadway and Fallowfield: 3:40 PM (to St. Catherine's School: 3:05 PM) | |
| Sorry, no service on 44A-Shadycrest, Saturdays, Sundays or the following holidays: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas. | |
| 41D BROOKLINE | |
| SERVICE TO PROSPECT JR. HIGH SCHOOL (School Days Only) | |
| to South Hills Jct.: 8:00 to 8:20 AM | |
| to Southern & Prospect (to South Hills Jct.): 2:25-3:29 PM | |
| SAVE MONEY WITH WEEKLY OR MONTHLY PERMITS - "THE MORE YOU RIDE, THE LESS YOU PAY!" 12.50 Weekly and 110.00 Monthly Permits are good for unlimited riding on all routes in the system. Permit holders pay 1/2 a ride in Central Zones 1 & 1A (Pittsburgh) fare area. Permit holders pay for a ride on Suburban one-way or two-way rides. Thus, Permit holders receive a 25% reduction on any cash fare of 20¢ or more, and a 20% reduction on 2¢ rides. | |
| FOR INFORMATION - LOST AND FOUND CALL 291-5355 7 AM TO 11 PM DAILY PORT AUTHORITY OF ALLEGHENY COUNTY 121 SEVENTH STREET, PITTSBURGH, PA. 15220 | |



42/38 MT. LEBANON VIA BEECHVIEW
44A SHADYCREST

TIMETABLE EFFECTIVE JUNE 29, 1969
PREVAILING TIME FOLDER PT-4G

RAIL RAPID
SERVING THE SOUTH HILLS

PAT
PORT AUTHORITY TRANSIT

WELCOME ABOARD
WE APPRECIATE YOUR PATRONAGE

VIA TRAFFIC-FREE TROLLEY TUNNEL BETWEEN

- DOWNTOWN PITTSBURGH
- BEECHVIEW • SHADYCREST
- DORMONT
- MT. LEBANON
- CASTLE SHANNON

PORT AUTHORITY OF ALLEGHENY COUNTY
121 SEVENTH STREET, PITTSBURGH, PA. 15220
"AN EQUAL OPPORTUNITY EMPLOYER"

READY - FARE PLAN

- EXACT CHANGE REQUIRED
- OPERATOR CARRIES NO CHANGE

| 42/38 MT. LEBANON via BEECHVIEW | | 42/38 To CASTLE SHANNON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|-------------------------|---------------------|----|----|-------------------------------|-------------------------------|----|----|-------------------------|---|----|----|-------------------------|---------------------|---|--|----|----|-------------------------|---------------------|----|----|-------------------------|---------------------|----|----|-------------------------|---------------------|
| MONDAY THRU FRIDAY | | MONDAY THRU FRIDAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TO PGM. | FROM PGM. | TO PGM. | FROM PGM. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| to Mt. Lebanon Clearview Loop | from Mt. Lebanon Clearview Loop | to Castle Shannon Municipal Blvd. | from Castle Shannon Municipal Blvd. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM | PM | AM | PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:15 7:45 8:15 8:45 9:15 9:45 10:15 10:45 | 4:45 5:15 5:45 6:15 6:45 7:15 7:45 8:15 | 7:15 7:45 8:15 8:45 9:15 9:45 10:15 10:45 | 4:45 5:15 5:45 6:15 6:45 7:15 7:45 8:15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Every 15 minutes at same times past hour on 2 trips above to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>10:00 10:15 10:30 10:45</td><td>4:45 5:00 5:15 5:30</td></tr> </table> <p>Approximately every 10 minutes to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>3:30 3:45 4:00 4:15 4:30 4:45</td><td>4:00 4:15 4:30 4:45 4:55 5:10</td></tr> </table> <p>Fragment Service to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>10:00 10:15 10:30 10:45</td><td>4:45 5:15 5:45 6:15 6:45 7:15 7:45 8:15</td></tr> </table> <p>Every 20 minutes at same times past hour on 2 trips above to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>10:00 10:15 10:30 10:45</td><td>4:45 5:00 5:15 5:30</td></tr> </table> | | AM | PM | 10:00 10:15 10:30 10:45 | 4:45 5:00 5:15 5:30 | AM | PM | 3:30 3:45 4:00 4:15 4:30 4:45 | 4:00 4:15 4:30 4:45 4:55 5:10 | AM | PM | 10:00 10:15 10:30 10:45 | 4:45 5:15 5:45 6:15 6:45 7:15 7:45 8:15 | AM | PM | 10:00 10:15 10:30 10:45 | 4:45 5:00 5:15 5:30 | <p>Every 15 minutes at same times past hour on 2 trips above to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>11:00 11:15 11:30 11:45</td><td>4:45 5:00 5:15 5:30</td></tr> </table> <p>Every 15 minutes at same times past hour on 2 trips above to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>11:00 11:15 11:30 11:45</td><td>4:45 5:00 5:15 5:30</td></tr> </table> <p>Every 15 minutes at same times past hour on 2 trips above to</p> <table border="1"> <tr><td>AM</td><td>PM</td></tr> <tr><td>11:00 11:15 11:30 11:45</td><td>4:45 5:00 5:15 5:30</td></tr> </table> | | AM | PM | 11:00 11:15 11:30 11:45 | 4:45 5:00 5:15 5:30 | AM | PM | 11:00 11:15 11:30 11:45 | 4:45 5:00 5:15 5:30 | AM | PM | 11:00 11:15 11:30 11:45 | 4:45 5:00 5:15 5:30 |
| AM | PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00 10:15 10:30 10:45 | 4:45 5:00 5:15 5:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM | PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:30 3:45 4:00 4:15 4:30 4:45 | 4:00 4:15 4:30 4:45 4:55 5:10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AM | PM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11:00 11:15 11:30 11:45 | 4:45 5:00 5:15 5:30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

8-ADDITIONAL SHOPPING SERVICE.
to Smithfield St. at 7th Ave. 8:45-9:00 p.m., on nights Downtown department stores are open.

FREE TRANSFER PRIVILEGE WITH RT. 37
To permit patrons in the area between Mt. Lebanon and Castle Shannon to take advantage of the first car serving the area, a free "CT" transfer requested from the operator of an Outbound Shannons, Deas or Liberty car at Castle Shannon will be accepted on inbound Rt. 42/38 as far as Clearview Loop. Likewise, patrons boarding an Outbound Mt. 42/38 car between Clearview Loop and Castle Shannon may request a free transfer which will be accepted on Rts. 35, 36 and 37 for fare to Downtown.

RT. 42/38 DOWNTOWN TROLLEY STOPS
Smithfield St., Bridge sts. DFL Pitt Blvd., Smithfield St., 6th St., 7th St., 8th St., 9th St., 10th St., 11th St., 12th St., 13th St., 14th St., 15th St., 16th St., 17th St., 18th St., 19th St., 20th St., 21st St., 22nd St., 23rd St., 24th St., 25th St., 26th St., 27th St., 28th St., 29th St., 30th St., 31st St., 32nd St., 33rd St., 34th St., 35th St., 36th St., 37th St., 38th St., 39th St., 40th St., 41st St., 42nd St., 43rd St., 44th St., 45th St., 46th St., 47th St., 48th St., 49th St., 50th St.

AVOID CITY PM RUSH HOUR TRAFFIC
RIDE THE SHORT LOOP TRIPS VIA FOURTH AVENUE

42/38 MT. LEBANON BEECHVIEW VIA 4TH AVE.
City Short Loop PM Rush Hour Service To Dormont and Mt. Lebanon Via Fourth Avenue.

MONDAY THRU FRIDAY TROLLEY SERVICE
Outbound - From Fourth Ave. & Smithfield St.
Leave Smithfield St. at 7th Ave. 8:45-9:00 p.m., on nights Downtown department stores are open.

Arrive Dormont at Fourth Ave. 9:15-9:30 p.m.
Arrive Mt. Lebanon at Clearview Loop 9:30-9:45 p.m.

Sorry, no Short Loop or Castle Shannon Service Saturdays, Sundays or Holidays.

Route 42/38 Sunday service operates on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

STREET CAR SCHEDULE

Sundays and Holidays

City to Morrellville A.M. 615 - 645 - 725 - 800 - 840 - 920 -1000 -1040 -1120 -
P.M. 1200 -1240 - 120 - 200 - 240 - 325 - 400 - 440 - 520 -
600 - 640 - 720 - 800 - 840 - 920 -1000 -1040 -1125 -
1150.

Morrellville to City A.M. *550 -*605 - 630 - 700 - 740 - 820 - 900 - 940 -1020 -
1100 -1140.
P.M. 1220 - 100 - 140 - 220 - 300 - 340 - 420 - 500 - 540 -
620 - 700 - 740 - 820 - 900 - 940 -1020 -1100 -1140 -
A.M. 1205

* Indicates a Bus

City to Roxbury A.M. 615 - 645 - 725 - 800 - 920 -1040 -1200
P.M. 1240 - 120 - 240 - 325 - 400 - 520 - 640 - 720 - 800 -
920 -1040 -1125.

Roxbury to City
and Morrellville A.M. 600 - 630 - 700 - 740 - 820 - 940 -1100
P.M. 1220 - 100 - 140 - 305 - 340 - 420 - 540 - 705 - 740 -
820 - 940 -1105 -1140.

Morrellville
To Roxbury A.M. 630 - 700 - 740 - 900 -1020 -1140
P.M. 1220 - 100 - 220 - 300 - 340 - 500 - 620 - 700 - 740 -
900 -1020 -1100.

Morrellville to
Moxham & Ferndale A.M. 820 - 940 -1100
P.M. 140 - 420 - 540 - 820 - 940.

City to Moxham
& Ferndale A.M. *725 - 840 -1000 -1120
P.M. 200 -*325 - 440 - 600 - 840 -1000 -*1125

* Indicates a Bus

Ferndale to City
& Morrellville A.M. *525 - 900 -1020 -1140
P.M. 220 - 500 - 620 - 900 -1020.

* Indicates a Bus

Moxham to City
& Morrellville A.M. *530 - 905 -1025 -1145
P.M. 225 - 505 - 625 - 905 -1025

* Indicates a Bus.

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

JOHNSTOWN TRACTION COMPANY

Effective 12-23-57
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.

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 p.m.

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 Altoona 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 11:42 p.m.

First car leaves Rosehill at 6:00 a.m. and every 12 minutes until 12:10 a.m.
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.

First car leaves Broad Ave. and 33rd St. at 5:30 a.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 p.m.

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 11:48 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 p.m.

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

First car leaves Eldorado at 5:18 a.m. and every 12 minutes until 12:54 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 until 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 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

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, Juniata, 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 8:00 P. M., then every 12 minutes until 11:48 P. M. Sunday—First car leaves terminal at 6:30 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 11:45 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 Hollidaysburg 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 Hollidaysburg at 5:30 a.m. and every 30 minutes until 8:00 a.m.; then every 30 minutes to 5th Ave. and 36th Street until 3:00 p.m., making connections with Broad Ave. Hollidaysburg cars.
At 3:00 p.m. cars will run thru to Hollidaysburg 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. Hollidaysburg cars.

First car leaves Hollidaysburg 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.

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., 6:10 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 p.m.

First car leaves Tyrone at 5:55 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 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 12:30 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

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

First bus leaves terminal at 6:05 A. M. and every 20 minutes until 7:00 A. M. then every 30 minutes until 11:30 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.

JUNIATA GAP BUS

First 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.

GREENWOOD BUS

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

GREENWOOD BUS—Continued

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

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.

| Burnham | | P. R. R. Junction | | Newtown | | Vira | |
|------------|---------------|-------------------|----------------|------------|---------------|---------|------------|
| To Burnham | Leave Burnham | To P. R. R. | Leave P. R. R. | To Newtown | Leave Newtown | To Vira | Leave Vira |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 8:15 | 8:30 | 8:05 | 8:10 | 8:55 Z | 8:55 D | 8:55 Z | 8:55 D |
| 8:55 D* | 8:55 D* | 8:45 Z | 8:50 Z | 9:25 D | 9:25 D | 9:25 D | 9:25 D |
| 8:55 Z | 8:55 Z | 8:55 D | 9:05 Z | 9:45 Z | 9:45 Z | 9:45 Z | 9:45 Z |
| 9:00 D* | 9:00 D* | 9:15 Z | 9:25 Z | 10:15 Z | 10:15 Z | 10:15 Z | 10:15 Z |
| 9:15 D* | 9:15 D* | 9:30 D | 9:40 D | 10:45 Z | 10:45 Z | 10:45 Z | 10:45 Z |
| 9:20 D | 9:27 D* | 9:40 | 9:50 Z | 11:15 | 11:20 | 11:15 | 11:20 |
| 9:45 | 9:45 D* | 9:50 Z | 10:00 Z | 11:45 | 11:50 | 11:45 | 11:50 |
| 7:15 | 7:15 | 8:15 | 7:20 Z | 9:15 | 9:20 | 9:15 | 9:20 |
| 7:45 | 7:50 | 12:45 | 7:55 Z | 9:45 | 9:50 | 9:45 | 9:50 |
| 8:15 | 8:20 | 1:00 | 8:10 Z | 10:15 | 10:20 | 10:15 | 10:20 |
| 8:45 | 8:50 | 1:10 D | P. M. | 10:45 | 10:50 | 10:45 | 10:50 |
| 9:15 | 9:20 | 1:20 | 12:55 | 11:15 | 11:20 | 11:15 | 11:20 |
| 9:45 | 9:50 | 1:30 | 1:10 | 11:45 | 11:50 | 11:45 | 11:50 |
| 10:15 | 10:20 | 1:45 | 1:20 D | 12:15 | 12:20 | 12:15 | 12:20 |
| 10:45 | 10:50 | 2:15 X | 1:55 D | 12:45 | 1:20 | 12:45 | 1:20 |
| 11:15 | 11:20 | 2:20 | 1:40 | 1:15 | 1:50 | 1:15 | 1:50 |
| 11:45 | 11:50 | 2:55 A | 1:55 | 1:45 | 2:20 | 1:45 | 2:20 |
| P. M. | 12:00 | 3:25 D | 2:25 B | 2:15 | 2:50 | 2:15 | 2:50 |
| 12:15 X* | P. M. | 4:00 X | 3:00 A | 3:05 | 3:40 | 3:05 | 3:40 |
| 12:15 B | 12:30 | 4:15 | 3:15 Z | 3:45 | 4:20 | 3:45 | 4:20 |
| 12:45 | 1:00 | 4:30 | 3:40 A | 4:15 | 4:50 | 4:15 | 4:50 |
| 1:15 | 1:30 | 4:45 Z | 3:55 B | 4:45 | 5:20 | 4:45 | 5:20 |
| 1:45 | 2:00 | 5:00 Z | 4:10 B | 5:15 | 5:50 | 5:15 | 5:50 |
| 2:15 | 2:30 | 5:15 | 4:20 A | 5:45 | 6:20 | 5:45 | 6:20 |
| 2:45 | 3:00 | 5:25 B | 4:25 | 6:15 | 6:50 | 6:15 | 6:50 |
| 3:15 A* | 3:10 A | 5:45 Z | 4:45 Z | 6:45 | 7:20 | 6:45 | 7:20 |
| 3:15 B | 3:30 A* | 6:15 | 4:50 Z | 7:15 | 7:50 | 7:15 | 7:50 |
| 3:45 | 3:30 B | 6:30 | 5:10 X | 7:45 | 8:20 | 7:45 | 8:20 |
| 4:15 A* | 4:00 | 6:45 | 5:20 Z | 8:15 | 8:50 | 8:15 | 8:50 |
| 4:15 B | 4:30 A* | 6:55 D | 5:25 D | 8:45 | 9:20 | 8:45 | 9:20 |
| 4:45 | 4:30 | | 5:40 B | 9:15 | 9:50 | 9:15 | 9:50 |
| 5:15 A* | 5:00 | | 5:55 Z | 9:45 | 10:20 | 9:45 | 10:20 |
| 5:15 B | 5:30 | | 6:25 | 10:15 | 10:50 | 10:15 | 10:50 |
| 5:45 | 5:30 | | 6:40 D | 10:45 | 11:20 D | 10:45 | 11:20 D |
| 6:15 | 6:30 | | 6:55 Z | 11:15 | 11:50 | 11:15 | 11:50 |
| 6:45 | 7:00 | | 7:10 D | | | | |
| 7:15 | 7:30 | | | | | | |
| 7:45 | 8:00 | | | | | | |
| 8:15 | 8:30 | | | | | | |
| 8:45 | 9:00 | | | | | | |
| 9:15 | 9:30 | | | | | | |
| 9:45 | 10:00 | | | | | | |
| 10:15 A* | 10:30 | | | | | | |
| 10:15 B | 11:00 | | | | | | |
| 10:45 | 11:00 D | | | | | | |
| 11:15 | 11:00 | | | | | | |
| 11:45 | | | | | | | |

All times are daily unless marked.
 * Daily except Sunday.
 X Sunday only.
 Z Saturday only.
 B Daily except Saturday.
 A Daily except Saturday and Sunday.
 D Saturday and Sunday only.
 * Street car.

SCHEDULE

The
Lewistown and Reedsville
Electric Railway
 and
Lewistown Transportation
Company

101 Electric Ave. Dial 788

Corrected Feb. 14, 1932

| Hollywood | | Lake Park | | Mount Rock | | Junata Terrace | | Rosemont | | Milroy | |
|--------------|-----------------|--------------|-----------------|---------------|------------------|-------------------|----------------------|-------------|----------------|-----------|--------------|
| To Hollywood | Leave Hollywood | To Lake Park | Leave Lake Park | To Mount Rock | Leave Mount Rock | To Junata Terrace | Leave Junata Terrace | To Rosemont | Leave Rosemont | To Milroy | Leave Milroy |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 8:45 D | 8:45 D | 8:45 D | 8:50 D | 8:15 D | 8:20 D | 8:00 D | 8:05 D | 8:15 | 8:20 D* | 8:15 | 8:20 D |
| 9:00 D | 9:00 D | 9:00 D | 9:05 D | 8:30 D | 8:35 D | 8:15 D | 8:20 D | 8:30 D | 8:35 D | 8:30 D | 8:35 D |
| 9:15 D | 9:15 D | 9:15 D | 9:20 D | 8:45 | 8:50 | 8:30 | 8:35 | 8:45 D* | 8:50 | 8:45 D | 8:50 D |
| 9:30 D | 9:30 D | 9:30 D | 9:35 D | 9:00 | 9:05 | 8:45 D | 8:50 D | 9:00 Z | 9:05 D* | 9:00 | 9:05 |
| 7:15 | 7:20 | 7:15 | 7:20 D | 8:15 | 8:20 | 7:00 | 7:05 | 7:15 | 7:20 | 7:15 | 7:20 |
| 7:30 | 7:35 | 7:30 | 7:35 | 8:30 | 8:35 | 7:15 | 7:20 | 7:30 | 7:35 | 7:30 | 7:35 |
| 8:00 | 8:05 | 8:00 | 8:05 | 8:45 | 8:50 | 8:30 | 8:35 | 8:40 | 8:45 D | 8:40 | 8:45 |
| 8:30 | 8:35 | 8:30 | 8:35 | 9:00 | 9:05 | 8:45 | 8:50 | 8:50 | 8:55 | 8:50 | 8:55 |
| 9:00 | 9:05 | 9:00 | 9:05 | 9:15 | 9:20 | 9:00 | 9:05 | 9:10 | 9:15 | 9:10 | 9:15 |
| 9:30 | 9:35 | 9:30 | 9:35 | 9:45 | 9:50 | 9:30 | 9:35 | 9:40 | 9:45 | 9:40 | 9:45 |
| 10:00 | 10:05 | 10:00 | 10:05 | 10:15 | 10:20 | 10:00 | 10:05 | 10:10 | 10:15 | 10:10 | 10:15 |
| 10:30 | 10:35 | 10:30 | 10:35 | 10:45 | 10:50 | 10:30 | 10:35 | 10:40 | 10:45 | 10:40 | 10:45 |
| 11:00 | 11:05 | 11:00 | 11:05 | 11:15 | 11:20 | 11:00 | 11:05 | 11:10 | 11:15 | 11:10 | 11:15 |
| 11:30 | 11:35 | 11:30 X | 11:35 X | 11:25 | 11:30 | 11:30 | 11:35 | 11:40 | 11:45 | 11:40 | 11:45 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 12:12 X | 12:00 B | P. M. | P. M. | 1:15 | 1:20 | 12:30 | 12:35 X | 12:40 B | 12:45 | 12:40 | 12:45 |
| 12:30 | 12:30 X | 12:15 | 12:20 | 1:45 | 1:50 | 1:00 | 1:05 | 1:10 X | 1:15 | 1:10 | 1:15 |
| 1:00 | 1:00 | 1:35 | 1:40 | 2:15 | 2:20 | 1:30 | 1:35 | 1:40 | 1:45 | 1:40 | 1:45 |
| 1:30 | 1:30 | 1:55 | 2:00 | 2:45 | 2:50 | 2:00 | 2:05 | 2:10 | 2:15 | 2:10 | 2:15 |
| 2:00 | 2:00 | 2:15 | 2:20 | 3:15 | 3:20 | 2:30 | 2:35 | 2:40 | 2:45 | 2:40 | 2:45 |
| 2:30 | 2:30 | 2:45 | 2:50 | 3:45 | 3:50 | 3:00 | 3:05 | 3:10 | 3:15 | 3:10 | 3:15 |
| 3:00 | 3:00 | 3:15 | 3:20 | 4:15 | 4:20 | 3:30 | 3:35 | 3:40 | 3:45 | 3:40 | 3:45 |
| 4:00 B | 4:00 B | 4:15 | 4:20 | 4:45 | 4:50 | 4:00 | 4:05 | 4:10 | 4:15 | 4:10 | 4:15 |
| 4:15 A | 4:15 B | 4:30 | 4:35 | 5:15 | 5:20 | 4:30 | 4:35 | 4:40 | 4:45 | 4:40 | 4:45 |
| 4:30 A | 4:30 A | 4:45 | 4:50 | 5:45 | 5:50 | 5:00 | 5:05 | 5:10 | 5:15 | 5:10 | 5:15 |
| 5:00 A | 5:00 A | 5:15 | 5:20 | 6:15 | 6:20 | 5:30 | 5:35 | 5:40 | 5:45 | 5:40 | 5:45 |
| 5:15 B | 5:15 B | 5:30 | 5:35 | 6:45 | 6:50 | 6:00 | 6:05 | 6:10 | 6:15 | 6:10 | 6:15 |
| 5:30 | 5:30 | 5:45 | 5:50 | 7:15 | 7:20 | 6:30 | 6:35 | 6:40 | 6:45 | 6:40 | 6:45 |
| 6:00 | 6:00 | 6:15 | 6:20 | 7:45 | 7:50 | 7:00 | 7:05 | 7:10 | 7:15 | 7:10 | 7:15 |
| 6:30 | 6:30 | 6:45 | 6:50 | 8:15 | 8:20 | 7:30 | 7:35 | 7:40 | 7:45 | 7:40 | 7:45 |
| 7:00 | 7:00 | 7:15 | 7:20 | 8:45 | 8:50 | 8:00 | 8:05 | 8:10 | 8:15 | 8:10 | 8:15 |
| 7:30 | 7:30 | 7:45 | 7:50 | 9:15 | 9:20 | 8:30 | 8:35 | 8:40 | 8:45 | 8:40 | 8:45 |
| 8:00 | 8:00 | 8:15 | 8:20 | 9:45 | 9:50 | 9:00 | 9:05 | 9:10 | 9:15 | 9:10 | 9:15 |
| 8:30 | 8:30 | 8:45 | 8:50 | 10:15 | 10:20 | 9:30 | 9:35 | 9:40 | 9:45 | 9:40 | 9:45 |
| 9:00 | 9:00 | 9:15 | 9:20 | 10:45 | 10:50 | 10:00 | 10:05 | 10:10 | 10:15 | 10:10 | 10:15 |
| 9:30 | 9:30 | 9:45 | 9:50 | 11:15 A | 11:20 | 10:30 | 10:35 | 10:40 | 10:45 | 10:40 | 10:45 |
| 10:00 | 10:00 | 10:15 | 10:20 | 11:45 B | 11:50 | 11:00 | 11:05 | 11:10 | 11:15 | 11:10 | 11:15 |
| 10:30 B | 10:30 B | 10:45 | 10:50 | | | 11:30 | 11:35 | 11:40 | 11:45 | 11:40 | 11:45 |
| 10:45 A | 10:45 B | 11:15 | 11:20 | | | 12:00 | 12:05 | 12:10 | 12:15 | 12:10 | 12:15 |
| 10:30 | 10:30 | | | | | | | | | | |
| 11:15 | 11:00 | | | | | | | | | | |

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!

BLUE RIDGE, PEN-MAR, WAYNESBORO, GREENCASTLE AND CHAMBERSBURG.

| STATIONS | 401 | 403 | 405 | 407 | 409 | 411 | 413 | 415 | 417 | 419 | 421 | 423 | 427 | 431 | 435 | 439 | 443 | 447 | 451 | 455 | 457 | 459 | 461 | 463 |
|--------------------|---------------------|-------|---------------------|---------------------|-------|-------|-------|-------|-------|-------|-----------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|---------------|
| | Daily except Sunday | Daily | Daily except Sunday | Daily except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | Sat. Only | Daily except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily except Sunday | Saturday Only |
| Lv. Blue Ridge | A M | A M | A M | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M |
| " Highfield | | | 6.00 | 6.25 | 7.25 | 8.30 | 9.30 | 10.30 | 11.30 | 12.30 | 1.15 | 1.30 | 2.15 | 3.15 | 4.30 | 5.30 | 6.30 | 7.30 | 8.30 | 9.30 | 10.00 | 10.45 | 11.23 | 11.45 |
| " Pen Mar | | | 6.02 | 7.00 | 7.27 | 8.32 | 9.32 | 10.32 | 11.32 | 12.32 | 1.17 | 1.32 | 2.17 | 3.17 | 4.37 | 5.32 | 6.32 | 7.32 | 8.32 | 9.32 | 10.12 | 10.47 | 11.25 | 11.56 |
| " Rouzerville | | | 6.15 | 7.13 | 7.35 | 8.39 | 9.39 | 10.39 | 11.39 | 12.39 | 1.30 | 1.39 | 2.30 | 3.30 | 4.45 | 5.45 | 6.45 | 7.45 | 8.45 | 9.45 | 10.15 | 10.54 | 11.33 | 12.03 |
| " Waynesboro | 5.29 | 6.00 | 6.40 | 7.00 | 8.00 | 9.00 | 10.00 | 11.00 | 12.00 | 1.00 | 1.55 | 2.00 | 3.00 | 4.15 | 5.15 | 6.15 | 7.15 | 8.15 | 9.15 | 10.15 | 10.40 | 11.15 | 11.58 | 12.16 |
| " Zullinger | 5.28 | 6.08 | 6.45 | 7.10 | 8.10 | 9.10 | 10.10 | 11.10 | 12.10 | 1.10 | 2.10 | 3.10 | 4.25 | 5.25 | 6.25 | 7.25 | 8.25 | 9.25 | 10.25 | 10.45 | 11.20 | 11.45 | 12.10 | |
| " Cold Spring | 5.43 | 6.13 | 6.55 | 7.16 | 8.16 | 9.16 | 10.16 | 11.16 | 12.16 | 1.16 | 2.16 | 3.16 | 4.31 | 5.31 | 6.31 | 7.31 | 8.31 | 9.31 | 10.31 | 10.45 | 11.20 | 11.45 | 12.10 | |
| " Shady Grove | 5.45 | 6.25 | 7.00 | 7.30 | 8.30 | 9.30 | 10.30 | 11.30 | 12.30 | 1.30 | 2.30 | 3.30 | 4.45 | 5.45 | 6.45 | 7.45 | 8.45 | 9.45 | 10.45 | 10.45 | 11.20 | 11.45 | 12.10 | |
| " Greencastle | 6.00 | 6.37 | 7.13 | 7.42 | 8.42 | 9.42 | 10.42 | 11.42 | 12.42 | 1.42 | 2.42 | 3.42 | 4.57 | 5.57 | 6.57 | 7.57 | 8.57 | 9.57 | 10.57 | 10.57 | 11.32 | 12.07 | 12.16 | |
| " Kauffmans | 6.48 | 7.42 | 7.54 | 8.00 | 9.00 | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.00 | 5.15 | 6.15 | 7.15 | 8.15 | 9.15 | 10.15 | 11.15 | 10.45 | 11.20 | 11.45 | 12.10 | |
| " Marion | 6.54 | 7.54 | 8.00 | 8.00 | 9.00 | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.00 | 5.23 | 6.24 | 7.24 | 8.24 | 9.24 | 10.24 | 11.24 | 10.45 | 11.20 | 11.45 | 12.10 | |
| " Gullford Springs | 7.03 | 8.00 | 8.09 | 8.09 | 9.09 | 10.09 | 11.09 | 12.09 | 1.09 | 2.09 | 3.09 | 4.09 | 5.23 | 6.24 | 7.24 | 8.24 | 9.24 | 10.24 | 11.24 | 10.45 | 11.20 | 11.45 | 12.10 | |
| " Highfield | 7.14 | 8.20 | 8.20 | 8.20 | 9.20 | 10.20 | 11.20 | 12.20 | 1.20 | 2.20 | 3.20 | 4.20 | 5.35 | 6.35 | 7.35 | 8.35 | 9.35 | 10.35 | 11.35 | 10.45 | 11.20 | 11.45 | 12.10 | |
| Ar. Chambersburg | A M | A M | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M |

CHAMBERSBURG, GREENCASTLE AND WAYNESBORO, PEN-MAR, BLUE RIDGE

| STATIONS | 400 | 402 | 404 | 406 | 408 | 410 | 412 | 414 | 416 | 418 | 424 | 428 | 432 | 436 | 440 | 444 | 448 | 452 | 456 | 458 | 460 | 462 | 464 |
|--------------------|---------------------|---------------------|-------|-------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|---------------|-------|-------|
| | Daily except Sunday | Daily except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | Sat. Only | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily except Sunday | Saturday Only | Daily | Daily |
| Lv. Chambersburg | A M | A M | A M | A M | A M | A M | A M | A M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M | P M |
| " Gullford Springs | | | | 6.35 | 7.35 | 8.35 | 9.35 | 10.35 | 11.35 | 12.35 | 1.35 | 2.35 | 3.50 | 4.50 | 5.50 | 6.50 | 7.50 | 8.50 | 9.50 | 10.50 | 11.50 | 12.50 | 1.50 |
| " Marion | | | | 6.46 | 7.46 | 8.46 | 9.46 | 10.46 | 11.46 | 12.46 | 1.46 | 2.46 | 4.02 | 5.02 | 6.02 | 7.02 | 8.02 | 9.02 | 10.02 | 11.02 | 12.02 | 1.02 | 2.02 |
| " Kauffmans | | | | 6.55 | 7.55 | 8.55 | 9.55 | 10.55 | 11.55 | 12.55 | 1.55 | 2.55 | 4.10 | 5.10 | 6.10 | 7.10 | 8.10 | 9.10 | 10.10 | 11.10 | 12.10 | 1.10 | 2.10 |
| " Greencastle | | | 6.00 | 7.01 | 8.01 | 9.01 | 10.01 | 11.01 | 12.01 | 1.01 | 2.01 | 3.01 | 4.15 | 5.15 | 6.15 | 7.15 | 8.15 | 9.15 | 10.15 | 11.15 | 12.15 | 1.15 | 2.15 |
| " Shady Grove | | | 6.10 | 7.10 | 8.10 | 9.10 | 10.10 | 11.10 | 12.10 | 1.10 | 2.10 | 3.10 | 4.45 | 5.45 | 6.45 | 7.45 | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 |
| " Zullinger | | | 6.22 | 7.23 | 8.23 | 9.23 | 10.23 | 11.23 | 12.23 | 1.23 | 2.23 | 3.30 | 4.54 | 5.54 | 6.54 | 7.54 | 8.54 | 9.54 | 10.54 | 11.54 | 12.54 | 1.54 | 2.54 |
| " Cold Spring | | | 6.31 | 7.47 | 8.47 | 9.47 | 10.47 | 11.47 | 12.47 | 1.47 | 2.47 | 3.47 | 5.02 | 6.02 | 7.02 | 8.02 | 9.02 | 10.02 | 11.02 | 12.02 | 1.02 | 2.02 | 3.02 |
| " Waynesboro | 5.29 | 6.15 | 6.50 | 8.00 | 9.00 | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | 4.15 | 5.15 | 6.15 | 7.15 | 8.15 | 9.15 | 10.15 | 11.15 | 12.15 | 1.15 | 2.15 | |
| " Rouzerville | 5.31 | 6.20 | 7.06 | 8.11 | 9.11 | 10.11 | 11.11 | 12.11 | 1.11 | 2.11 | 3.14 | 4.29 | 5.29 | 6.29 | 7.29 | 8.29 | 9.29 | 10.29 | 11.29 | 12.29 | 1.29 | 2.29 | |
| " Pen-Mar | 5.40 | 6.40 | 7.13 | 8.20 | 9.20 | 10.20 | 11.20 | 12.20 | 1.20 | 2.30 | 3.30 | 4.45 | 5.45 | 6.45 | 7.45 | 8.45 | 9.45 | 10.45 | 11.45 | 12.45 | 1.45 | 2.45 | |
| " Highfield | | | | 8.26 | 9.26 | 10.26 | 11.26 | 12.26 | 1.26 | 2.40 | 3.40 | 4.55 | 5.55 | 6.55 | 7.55 | 8.55 | 9.55 | 10.55 | 11.55 | 12.55 | 1.55 | 2.55 | |
| Ar. Blue Ridge | 5.50 | 6.55 | 7.24 | 8.29 | 9.29 | 10.29 | 11.29 | 12.29 | 1.29 | 2.45 | 3.45 | 5.00 | 6.00 | 7.00 | 8.00 | 9.00 | 10.00 | 11.00 | 12.00 | 1.00 | 2.00 | 3.00 | |

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 from 130 to 10.15.

THE
HAGERSTOWN
& FREDERICK
RAILWAY
AND THE
C. G. & W. RY.

Time Table



ELECTRIC TRAINS
THROUGH THE
"HEART OF MARYLAND"

SCHEDULE OF PASSENGER
TRAINS ON ALL LINES, ALSO
SHOWING CONNECTIONS
WITH THE WESTERN MD. RY.

R. PAUL SMITH, GENERAL MANAGER
WM. C. NUMM, GENERAL SUPERINTENDENT
N. W. PRICE, SUPPLY C. & W. RY.
CHARLES C. WATERS, GENERAL PASSENGER AGENT

EFFECTIVE JUNE 17TH, 1923
SUBJECT TO CHANGE WITHOUT NOTICE

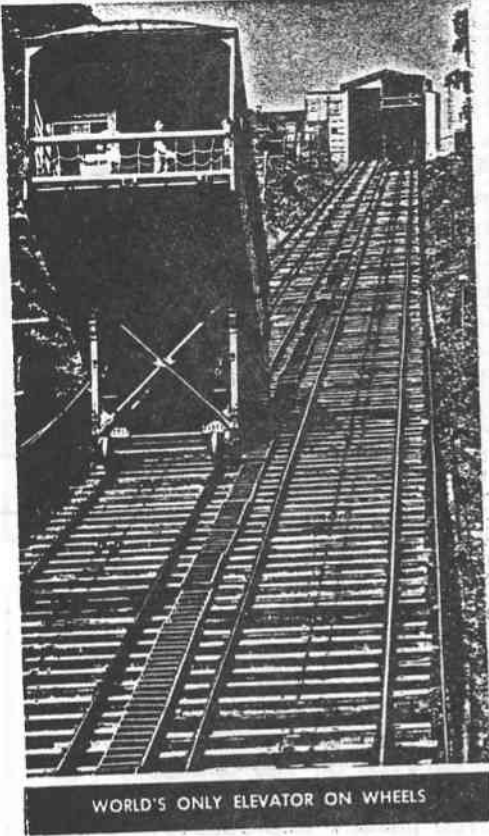
The broad-gauge CHAMBERSBURG, GREENCASTLE & WAYNESBORO STREET RAILWAY, opened in stages between 1903 and 1912, became a subsidiary of the Hagerstown and Frederick in 1918. Thereafter, joint timetables were issued until the last service on the CG&W was discontinued in early 1932. No through operation 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.

INCLINED PLANE

JOHNSTOWN, PA.



WORLD'S ONLY ELEVATOR ON WHEELS

DESIGNED AS A LIFESAVER—PLANE IS ENGINEERING FEAT

Built as a "lifesaver" after the Johnstown Flood of May 31, 1889, the Incline Plane Railway, has been hailed as an engineering feat of substantial magnitude. The size and construction of the stone abutments not only protect against high water in the Stonycreek but support the weight of three-foot-thick iron girders. The track maintains a 35° 25' angle its entire length despite the rugged nature of the terrain.

The unique design of the cars provided a level ride for horses and wagons and was copied from the ten Planes which hauled cargo boats over the Allegheny Mountains when their creaky ranches resisted the early passage of railroads as well as cables.

Wheels, rails and other parts were adapted from standard railroad equipment by the Cambria Iron Company, which rolled the first iron railroad rails in the United States. Cambria Iron and its successor, the Bethlehem Steel Company, maintained the Incline Plane until 1935 when it was sold to Westmont Borough for \$1. Because of the convenient transportation it provided virtually to the heart of the business district as well

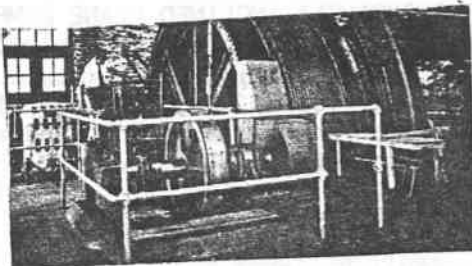
as to the steel mills, the Plane was directly responsible for Westmont becoming one of the nation's first residential suburbs.

After modern equipment made it possible to build better roads up the hill, patronage declined and Westmont closed the Plane January 31, 1962. It was reopened, appropriately enough, on July 4, 1962 by the Cambria County Tourist Council as an outstanding example of the ingenuity and enterprise of the imaginative and hard-working Welsh and German immigrants who opened Western Pennsylvania to industry and commerce.

The Incline Plane more than lived up to its original life-saving purpose on March 17, 1936 when it carried some 4,000 men, women and children to the top of Yoder Hill when flood waters again swept through the Cosmaugh and Stonycreek valleys.

It has hauled more than 40 million passengers and, engineers say, should have no trouble hauling that many more. The only major change made since its construction has been replacement of the original steam engine with a 400 horsepower electric motor.

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



Largest object in the Railway's engine room is a motor-driven cable drum, 50 feet in circumference, around which the cable from the cars is wound. One of two air brakes can be seen in the left foreground while an emergency "bull brake" works on the right side of the drum. The air brakes go on automatically whenever the operator removes his foot from the control.

PLAN A GROUP VISIT!

(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

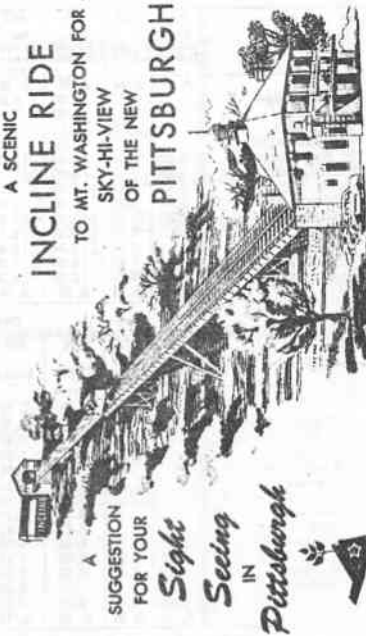
Week Days . . . 5:30 A.M. to 1:00 A.M.
Sundays, Holidays . 7:00 A.M. to 1:00 A.M.

REST ROOMS — POST CARDS
HOT & COLD BEVERAGES

Phil G. Eizenhafer
Superintendent

MONONGAHELA INCLINED PLANE CO.
WEST CARSON STREET
PITTSBURGH 19, PENNSYLVANIA
Phone: 261-2594

A SCENIC
INCLINE RIDE
TO MT. WASHINGTON FOR A
SKY-HI-VIEW
OF THE NEW
PITTSBURGH



A stunning panorama of steel mills, stores and homes nestled in the crevices of the Allegheny Mountains offers magnificent opportunities for unexcelled pictures. Johnstown's devastating flood was caused by a huge wall of water sweeping down from a dam on the distant mountains.

INCLINED PLANE RAILWAY

STATIONS:

John Street
Johnstown
Edgchill Drive
Westmont

SCHEDULE:

6:30 A.M. to 11:30 P.M.
Moody 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 automobile or 8 passengers

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 | |
| * | |
| 4/19/53? | |

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

SOUTHERN CAMBRIA RAILWAY

System Timetable

*
3/1/24
*

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

STEBENVILLE, 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.

Effective 2-23-83

WOODLAWN MAIL AND PASSENGER SHUTTLE

| TRIP NO. | BUS LOOP | DICK. BLDG. | SUPPLY BLDG. | NEW COMPUTER CENTER | MAIL/ST. BLDG. | ON/HEAD BLDG. | Q/WHY/DOE BLDG. | D/WWP BLDG. | BUS LOOP |
|----------|----------|-------------|--------------|---------------------|----------------|---------------|-----------------|-------------|----------|
| 1 | 8:00 | | 8:03 | 8:05 | | | | | 8:10 |
| 2 | 8:10 | | 8:13 | 8:15 | | | | | 8:20 |
| 3 | 8:20 | 8:25 | 8:28 | 8:30 | 8:35 | 8:38 | 8:40 | | 8:45 |
| 4 | 8:40 | 8:55 | 8:58 | 9:00 | | | | | 9:05 |
| 5 | 8:50 | 9:05 | 9:08 | 9:10 | | | | | 9:15 |
| 6 | 10:00 | 10:05 | 10:10 | 10:15 | | | | | 10:20 |
| 7 | 10:10 | | 10:13 | 10:15 | | | | | 10:20 |
| 8 | 10:20 | 10:25 | 10:28 | 10:30 | 11:10 | 11:20 | 11:30 | 11:40 | 10:35 |
| 9 | 10:40 | | 10:43 | 10:45 | | | | | 10:50 |
| 10 | 11:50 | | 11:53 | 11:55 | | | | | 12:00 |
| 11 | 12:00 | | 12:03 | 12:05 | | | | | 12:10 |
| 12 | 1:50 | 1:55 | 1:58 | 2:00 | | | | | 2:05 |
| 13 | 1:10 | | 1:13 | 1:15 | | | | | 1:20 |
| 14 | 1:25 | 1:30 | 1:33 | 1:35 | 2:20 | 2:40 | 2:50 | 3:00 | 1:40 |
| 15 | 1:55 | 1:40 | 1:43 | 1:45 | | | | | 1:50 |
| 16 | 2:00 | | 2:03 | 2:05 | | | | | 2:10 |
| 17 | 3:20 | | 3:23 | 3:25 | | | | | 3:30 |
| 18 | 3:40 | | 3:43 | 3:45 | | | | | 3:50 |
| 19 | 3:50 | 3:55 | 3:58 | 4:00 | | | | | 4:05 |
| 20 | 4:00 | | 4:03 | 4:05 | | | | | 4:10 |
| 21 | 4:10 | | 4:13 | 4:15 | | | | | 4:20 |

Effective Date: April 18, 1983

No reservations are needed. For further information contact the transportation branch or extensions: 45956 or 45957.

SSA WOODLAWN METRO WEST SHUTTLE SCHEDULE

| TRIP # | LEAVE BUS LOOP | LEAVE DICKINSON BUILDING | LEAVE COMPUTER CENTER | ARRIVE METRO HO./SG. BLDG. | LEAVE METRO GARAGE | LEAVE COMPUTER CENTER | LEAVE DICKINSON BUILDING | ARRIVE BUS LOOP |
|--------|----------------|--------------------------|-----------------------|----------------------------|--------------------|-----------------------|--------------------------|-----------------|
| 1 | 7:30 | 7:35 | 7:40 | 7:58 | 8:00 | 8:20 | 8:25 | 8:25 |
| 2 | 8:30 | 8:35 | 8:40 | 8:58 | 9:00 | 9:20 | 9:25 | 9:25 |
| 3 | 9:30 | 9:35 | 9:40 | 9:58 | 10:00 | 10:20 | 10:25 | 10:25 |
| 4 | 10:30 | 10:35 | 10:40 | 10:58 | 11:00 | 11:20 | 11:25 | 11:25 |
| 5 | 11:30 | 11:35 | 11:40 | 11:58 | 12:00 | 12:20 | 12:25 | 12:25 |
| 6 | 12:30 | 12:35 | 12:40 | 12:58 | 1:00 | 1:20 | 1:25 | 1:25 |
| 7 | 1:30 | 1:35 | 1:40 | 1:58 | 2:00 | 2:20 | 2:25 | 2:25 |
| 8 | 2:30 | 2:35 | 2:40 | 2:58 | 3:00 | 3:20 | 3:25 | 3:25 |
| 9 | 3:30 | 3:35 | 3:40 | 3:58 | 4:00 | 4:20 | 4:25 | 4:25 |

Effective Date: October 25, 1982

Reservations are necessary when services are needed for more than one day and if there are five or more passengers. Direct service will be rendered for large groups between Metro-West and Dickinson Building. For reservations or information, contact the Transportation Branch on extensions: 45950, 45951, 45956, or 45957. The shuttle stop at The Dickinson Building and Computer Center will be the front entrance, and for the return trip to Woodlawn from the Metro West, all passengers will board from the Metro-West garage.

WOODLAWN AREA PASSENGER SHUTTLE

| TRIP NO. | BUS 1 LOOP | SUPPLY BLDG. | NEW COMPUTER CENTER | BUS LOOP | DICK BLDG. | BUS LOOP |
|----------|------------|--------------|---------------------|----------|------------|----------|
| 1 | 7:30 | 7:35 | 7:40 | 7:45 | 7:55 | 7:55 |
| 2 | 7:45 | 7:50 | 7:55 | 8:00 | 8:10 | 8:10 |
| 3 | 7:55 | 8:00 | 8:05 | 8:10 | 8:20 | 8:20 |
| 4 | 7:45 | 7:50 | 7:55 | 8:00 | 8:10 | 8:10 |
| 5 | 8:10 | 8:15 | 8:20 | 8:25 | 8:35 | 8:35 |
| 6 | 8:20 | 8:25 | 8:30 | 8:35 | 8:45 | 8:45 |
| 7 | 8:40 | 8:45 | 8:50 | 8:55 | 9:05 | 9:05 |
| 8 | 8:50 | 8:55 | 9:00 | 9:05 | 9:15 | 9:15 |
| 9 | 8:15 | 8:20 | 8:25 | 8:30 | 8:40 | 8:40 |
| 10 | 8:25 | 8:30 | 8:35 | 8:40 | 8:50 | 8:50 |
| 11 | 10:25 | 10:30 | 10:35 | 10:40 | 10:50 | 10:50 |
| 12 | 10:35 | 10:40 | 10:45 | 10:50 | 11:00 | 11:00 |
| 13 | 11:35 | 11:40 | 11:45 | 11:50 | 12:00 | 12:00 |
| 14 | 11:25 | 11:30 | 11:35 | 11:40 | 11:50 | 11:50 |
| 15 | 11:55 | 12:00 | 12:05 | 12:10 | 12:20 | 12:20 |
| 16 | 12:15 | 12:20 | 12:25 | 12:30 | 12:40 | 12:40 |
| 17 | 12:35 | 12:40 | 12:45 | 12:50 | 13:00 | 13:00 |
| 18 | 1:05 | 1:10 | 1:15 | 1:20 | 1:30 | 1:30 |
| 19 | 1:25 | 1:30 | 1:35 | 1:40 | 1:50 | 1:50 |
| 20 | 1:45 | 1:50 | 1:55 | 2:00 | 2:10 | 2:10 |
| 21 | 2:05 | 2:10 | 2:15 | 2:20 | 2:30 | 2:30 |
| 22 | 2:25 | 2:30 | 2:35 | 2:40 | 2:50 | 2:50 |
| 23 | 2:45 | 2:50 | 2:55 | 3:00 | 3:10 | 3:10 |
| 24 | 3:05 | 3:10 | 3:15 | 3:20 | 3:30 | 3:30 |

Effective Date: April 18 1983

This will be a stop and go service. No reservations are needed. For further information contact the Transportation Branch on extensions: 45956 or 45957.

BALTIMORE-WASHINGTON SHUTTLE

| SHUTTLE BY | DEPART BAL. EG. 1717* | DEPART BAL. DE | DEPART BAL. BUS LOOP | DEPART BAL. DE | ARRIVE BAL. 1018 | DEPART BAL. DE | ARRIVE BAL. 1018 | ARRIVE BAL. 1717** |
|------------|-----------------------|----------------|----------------------|----------------|------------------|----------------|------------------|--------------------|
| SSA | | | 7:05 | 7:05 | 8:15 | 8:20 | 8:25 | |
| HCFA | 8:58 | 7:00 | 7:15 | 7:20 | 8:30 | 7:30 | 10:30 | 10:40 |
| HCFA | | | 7:20 | 7:25 | 8:15 | 8:20 | 11:20 | 11:30 |
| SSA | 7:30 | 7:35 | 8:00 | 8:05 | 9:30 | 10:30 | | |
| HCFA | | | 8:45 | 8:50 | 9:50 | 10:45 | 1:50 | 2:00 |
| SSA | 10:18 | | 10:28 | 10:30 | 11:40 | 11:15 | 11:40 | 11:50 |
| HCFA | | | 10:30 | 10:35 | 11:40 | 11:15 | 11:40 | 11:50 |
| SSA | | | 11:30 | 11:35 | 12:40 | 1:00 | 2:00 | 2:10 |
| SSA | | | 12:30 | 12:35 | 1:40 | 2:00 | 3:00 | 3:10 |
| SSA | | | 1:20 | 1:25 | 2:40 | 3:00 | 4:00 | 4:10 |
| HCFA | 1:20 | | 1:30 | 1:35 | 2:40 | 3:00 | 4:00 | 4:10 |
| SSA | | | 2:30 | 2:35 | 3:40 | 4:00 | 5:00 | 5:10 |
| SSA | | | 3:30 | 3:35 | 4:40 | 5:00 | 6:00 | 6:10 |
| HCFA | 3:30 | | 3:40 | 3:45 | 4:50 | 5:10 | 6:10 | 6:20 |
| SSA | | | 4:30 | 4:35 | 5:40 | 6:00 | 7:00 | 7:10 |
| HCFA | | | 5:15 | 5:20 | 7:00 | | | |

Reservations: HCFA Employees Call 49278 / SSA Employees Call 45950

- *Only stops at 1717 Equitable Building
- **Thomas Circle Training Center - 7:35 Shuttle arrives at Thomas Circle at approx. 8:55 am - 3:45 pm Shuttle makes a 4:05 pickup at Thomas Circle. Reservations Only.
- ***Only stops at 1717 Equitable Building if there are passengers arriving from Washington.

BALTIMORE WASHINGTON SHUTTLE

Effective: April 5, 1982

| TRIP | AGENCY | LV BAL. BUS LOOP | LV BAL. DE | LV BAL. TRIP | AR BAL. 1018 | LV BAL. 1018 | LV BAL. 1018 | LV BAL. TRIP | AR BAL. 1018 | AR BAL. 1717 |
|-------|--------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| #2 | SSA | 7:00 | 7:05 | | 8:15 | 8:20 | 8:25 | 8:40 | 10:40 | 10:45 |
| **#4 | SSA | 7:30 | 7:35 | 8:45 | 10:00 | 11:15 | 11:45 | | 12:30 | 12:35 |
| **#6 | SSA | 8:40 | 8:45 | | 10:50 | 1:00 | | | 2:00 | 2:10 |
| #7 | SSA | 9:30 | 9:35 | | 11:40 | 2:00 | | | 3:00 | 3:10 |
| #9 | SSA | 11:30 | 11:35 | 1:30 | 1:50 | 3:40 | 4:20 | | 5:00 | 5:10 |
| **#10 | SSA | 12:30 | 12:35 | 2:15 | 3:40 | 4:00 | | | 7:00 | 7:10 |
| **#12 | SSA | 1:30 | SUITLAND FRO | 2:30 | 3:50 | 4:00 | | | | |
| **#13 | SSA | 2:30 | 2:35 | | 4:45 | 5:00 | | | | |
| **#15 | SSA | 4:30 | 4:35 | | | | | | | |

- *Schedule Mail Service Daily
- **Passenger Service Will Be On As Needed Basis
- ***Schedule Mail Daily, Passenger Service as Needed

FOR RESERVATIONS CALL 45956-45957

WASHINGTON TRAINING CENTERS

| | | |
|------|---|------|
| 84 | | 812 |
| 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) | 4:00 |
| 8:45 | 15th & Pennsylvania Avenue | 4:00 |

*Service for the Universal North Building and the Washington Training Centers will be on an as needed basis.



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), i.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 over-represented 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

* * * *

T I M E T A B L E

T E R M I N O L O G Y

(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&Q 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 one-word 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 re-spell "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 artist'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?

