

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

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Membership and Dues

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

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ELECTRIC RAILWAYS OF EASTERN PENNSYLVANIA



Lines Covered in This Issue

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

WB&H	Wilkes-Barre & Hazleton Railroad
WBrys	Wilkes-Barre Railways
YR	York Railways

Other Lines

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

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

Trolley Fares
 Are Still
 7c

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

Here are some trolley savings:

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

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

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

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

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

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

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

