

**History of  
Ephrata and Lebanon Street Railway Company  
Ephrata and Lebanon Traction Company  
Lancaster, Ephrata and  
Lebanon Street Railway Company  
And Other  
Trolley Roads  
In  
Lebanon and Lancaster Counties  
Pennsylvania**



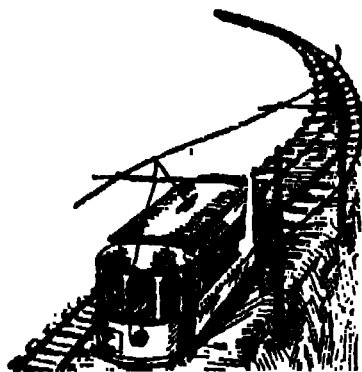
*Compiled by*  
**Harry David Lentz, Jr.**  
**(Formerly Conductor with Ephrata & Lebanon Traction Co.)**

**Published by**  
**Harry D. Lentz**  
**Lebanon, Pennsylvania**  
**COPYRIGHT 1944**

# TROLLEY ROADS

IN LEBANON and LANCASTER COUNTIES

---





## P R E F A C E



The Author, in the preparation of the history of trolley roads in Lebanon and Lancaster Counties, has at times referred to type of cars, as single and double truck, single trolley pole and type of Controller as a K-6, eleven point, which in 1906 was very rare.

Double truck cars equipped with hand brakes, operated by a Motorman, at that time could be purchased cheaper than those equipped with air brakes from the Car Builders. All trolley companies around 1910, changed their double truck cars from hand to air brakes. The cars were also equipped with air whistles, foot gong and two trolley poles on roof at each end of car with a hook to hold one pole down while in operation. With one pole on center of roof, the Conductor at end of the line had to swing the pole around the car by a rope, and place it on the trolley wire for the return trip. Using a double trolley pole saved much time.

The object of this book is to furnish information to the younger generation, and for those who are interested in the hobby of Trolley Cars.



---

---

*Dedicated to*  
*F. E. G.,*  
*An Eventful Day, July 11, 1918*

---

---





**History of  
Ephrata and Lebanon Street Railway Company  
Ephrata and Lebanon Traction Company  
Lancaster, Ephrata and Lebanon Street Railway Company**



Compiled by  
**HARRY DAVID LENTZ, (Jr.)**  
**LEBANON, PENNSYLVANIA**

(FORMERLY CONDUCTOR WITH E. & L. TRACTION COMPANY)



Around the year 1898, during the year of the Spanish-American War, in the larger cities of the United States, the mode of transportation had been converted from the Horse and Cable Cars to the electric or "TROLLEY CAR," as the means of public transportation. The fare charged in those days was five cents. The public could have a faster and cleaner ride on a trolley car than the old slow method with horse and cable car.

Around the year 1900, with steam railroad fares and freight rates high, the people in smaller cities and towns of the country saw how trolley lines in the cities were giving cheap transportation and could very well compete with the steam railroads with lower fares, and in many cases could handle express and freight. This would be a great help to the rural people and those living in small towns, whose only means of transportation was "horse and buggy," or if they lived along a steam railroad line could take a train, which in many cases ran only once or twice each day, and there were many places miles from any railroad. During this year, 1900, the rural people got together and wanted a "TROLLEY LINE" built with some nearby town or small city; some of the people did not want it, claiming it would

## E. & L. St. Ry.

scare their horses, etc. Lines were being built all over the country, through the sale of stocks and bonds. Land damages were high in some cases. "STREET RAILWAYS" and "TRACTION COMPANIES" were having all kinds of trouble in the construction of their lines. In some cases the property owners would go into Court and have them stopped, from laying their rails, poles and wire, and in many cases would have to use the other side of the public road or turnpike, as mostly all trolley lines in those days were built along the side of a public road and not through fields on private right-of-way as in later years. Then too, the steam railroads would stop them from building across their railroad at grade crossings.

Many of these street railway and traction companies failed, and the public lost their stocks and bonds. A new Company would be formed to take over and in many cases would complete the road. New laws had to be made in different States so that these trolley roads could be completed. The steam railroads fought the street railways, but at last in some cases the street railways had to bridge the railroad or build their lines under it, or passengers would have to change trolley cars and walk across the railroad and take another car from there, where a car would be waiting to complete their ride.

The City of Lancaster, Pennsylvania, in the heart of the "Pennsylvania Germans" farming country, had a complete network of trolley lines running to almost every town of any importance in Lancaster County by the Conestoga Traction Company. All lines were built through the sale of stock to the people. As units Chartered May 16, 1899, the Lancaster Mechanicsburg and New Holland Railway Company (with an extension to Ephrata), and Chartered September 17, 1901, Ephrata and Adamstown Railway Company had no funded debt or bonds. The first named Company was leased to the

## E. & L. St. Ry.

Conestoga Traction Company for a rental of eight percent (8%) on stock; the Ephrata and Adamstown Railway Company for a rental of six percent (6%) on stock. The stock was held by the people, and the lines leased and operated by the Conestoga Traction Company. As these companies did not own any cars, only the wire, poles and track, this was out of the ordinary as most trolley roads in those days were leased by the operating company for nine hundred and ninety-nine (999) years. The Turnpike Companies were also owned, where the trolley lines used the side of the turnpike, by the Conestoga Traction Company. (Turnpike in those days was a Toll road, not a public road).

### "ARTICLES OF ASSOCIATION of the EPHRATA and LEBANON STREET RAILWAY COMPANY.

We, the undersigned, do hereby form a Company for the purpose of constructing, maintaining and operating a Street Railway for public use in the conveyance of passengers by power other than by locomotive under the provisions of an Act to provide for incorporation and government of Street Railway Companies in this Commonwealth, Approved May 14, A.D. 1889, and the amendments thereto and for that purpose do make and sign these as our ARTICLES OF ASSOCIATION:

First: That the name of said Company is THE EPHRATA and LEBANON STREET RAILWAY COMPANY.

Second: That the said Company is to exist for the term of ninety-nine (99) years.

Third: That the length of said road will be as near as may be Twenty-two and one half (22½) miles —from the Borough of Ephrata.

## E. & L. St. Ry.

Describing the line of survey along the old Harrisburg and Downingtown turnpike to Clay—and entering the City of Lebanon, using Walnut Street to Eighth Street, where connections were to be made with the tracks of the Lebanon Valley Street Railway Company—the Capital Stock \$425,000 at \$50 per share of 8500 shares. It was proposed the cost per mile would be \$6,000 for every mile.

There were twelve (12) Directors beside the President, i. e. President, S. D. Erb, Ephrata, Pa.; M. Kinport, Ephrata, Pa.; S. D. Erb, Ephrata, Pa.; Henry Westerhoff, Ephrata, Pa.; M. H. Shirk, Lincoln, Pa.; Reuben Stine, Ephrata, Pa.; A. B. Hollinger, Lincoln, Pa.; S. S. Hauenstein, Lincoln, Pa.; J. E. Wolf, Clay, Pa.; A. E. Lane, Clay, Pa.; Uriah B. Horst, Schaeffers-town, Pa.; J. Henry Bennetch, Kleinfeltersville, Pa.

The following shows the number of shares of stock held:

S. D. Erb	20 shares
Henry Westerhoff	20 "
M. H. Shirk	20 "
Reuben Stine	20 "
A. B. Hollinger	20 "
S. S. Hauenstein	20 "
J. E. Wolf	5 "
A. E. Lane	20 "
U. B. Horst	20 "
J. Henry Bennetch	20 "
H. H. Singer	4 "
H. W. Stein	5 "
M. Kinport	20 "

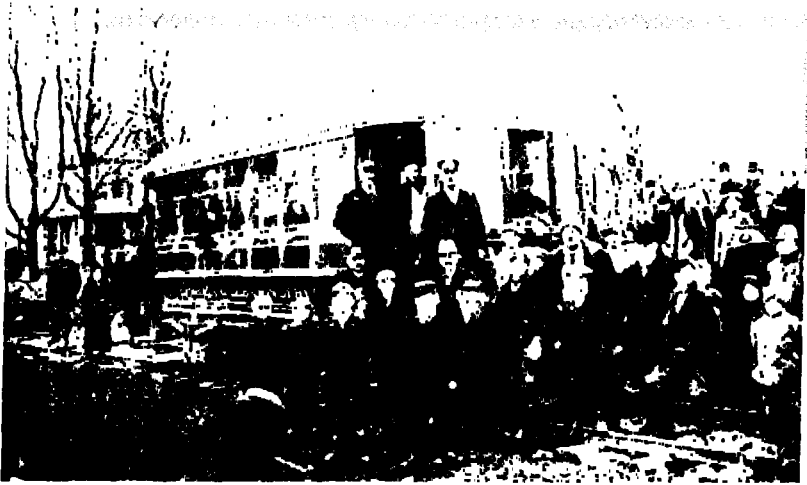


**E. & L. Traction Co.'s, Car No. 20 at Main and State Streets, Ephrata in 1916.**



**E. & L. Traction Co.'s, Car No. 31 at Eighth and Walnut Streets, Lebanon, in 1918.**





**E. & L. St. Ry. Co.'s Battery Car No. 4. First trip to Schaefferstown from Lebanon; March 20, 1914. Motor-man Harry Rhoads, and Conductor Moses Fetter both of Schaefferstown.**



**E. & L. St. Ry. Co.'s roadbed June, 1914, near South Mountain.**





## E. & L. St. Ry.

The survey was made in May 1909 by F. H. Shaw, Engineer, and Charter was issued December 14, 1909, and signed by Governor Edwin S. Stewart of the Commonwealth of Pennsylvania."

The Lebanon Valley Street Railway Company, as mentioned, was a consolidation of the Lebanon and Annville Street Railway Company and the Lebanon and Myerstown Street Railway Company chartered in 1899, when the Ephrata and Lebanon Street Railway Company was completed to Lebanon. The Reading Transit Company was operating the Lebanon Valley Street Railway Company.

When the town of Hershey, Pennsylvania, was founded by Milton S. Hershey in the early nineteen hundreds, and built the Hershey Chocolate Factory, he built trolley lines to get his workers from nearby Palmyra, Campbelltown and Hummelstown and also for the hauling of milk from nearby farms. His first trolley line was the Hummelstown and Campbelltown Street Railway Company which also ran to Palmyra, connecting with the Reading Transit Company's line for Lebanon and at Hummelstown with the trolley for Harrisburg. In August, 1911, M. S. Hershey and his associates, received a charter for the Lebanon and Campbelltown Street Railway Company to connect Campbelltown and Lebanon, entering via Ninth Street which crossed Walnut Street one square from the terminal point of the E. & L. Street Railway Company. Later all the lines built by M. S. Hershey went under the name of the Hershey Transit Company (all stock was controlled by Mr. Hershey and his associates). The Hershey Transit Company later extended its line to Elizabethtown, connecting with the Conestoga Traction Company for Lancaster. The E. & L. Traction Company extended their line from Eighth and Walnut Streets to Ninth Street, placing a "Y". As milk was being hauled from Lincoln and farmers along the line for the Hershey

## E. & L. St. Ry.

Chocolate Company at Hershey, the "Y" was used for turning E. & L. cars No. 20, 21, 30 and 31 as they were made for one end operation, with cabs for the motorman.

Newmanstown Electric Light and Power Company chartered August 9, 1900, located at Newmanstown, Lebanon County, Pennsylvania. This was later sold to the Ephrata and Lebanon Traction Company, who sold power and lighting to a number of towns in southeastern Lebanon County.

The Ephrata and Lebanon Street Railway Company was organized and chartered in December 1909, mostly by the people located around Ephrata, Pennsylvania, site of the Historic Ephrata Cloisters, founded in the year of 1728. Ephrata was connected by trolley to Lancaster and Adamstown; and by changing cars to Reading, via Reading Transit Company. There was no trolley from Lancaster to Lebanon. One would have to take a car from Lancaster to Manheim and from this town a train over the South Mountain into Lebanon. As Ephrata was one of the largest towns in Lancaster County, outside of the City of Lancaster and Columbia, it was found that this point would be the proper place to build a street railway, crossing the South Mountain through a gap along Middle Creek, and at the same time serving towns along the route without railroads. The authorized capitalization of the Company was \$425,000, and S. D. Erb was its first President.

The late Lancaster County Treasurer, H. L. Stager, who, was largely instrumental in securing the right-of-way, was the first Superintendent. The line was laid out by Engineer F. H. Shaw of Lancaster. Construction work was begun in June 1911, between Ephrata and Lincoln. The first six and one half (6½) miles, finished, was between Ephrata and Hope-

## E. & L. St. Ry.

land in Lancaster County and it began operating March 28, 1912, with a double truck combination Baggage and Passenger Edison-Beach Storage Battery car. The seats ran lengthwise where the batteries were stored. The car was painted red with yellow trimmings, Numbered 1, with "E. & L. ST. RY. CO." lettered on each end and sides of the car; the roof was of arched type. Charles L. Myers and Nathan O. Bard were the crew. The car was equipped with hand brakes (no air brakes were used on battery cars), and it was found the car was too heavy to pull the Academy Hill near the Ephrata Cloisters. This car was brand new and was sent back to the Edison-Beach Storage Battery Car Company and replaced by two single truck passenger cars by the Edison-Beach Company, painted the same and numbered 2 and 3. Harry W. Smith, was then General Superintendent, having come to Ephrata from the Lancaster and York Furnace Street Railway Company, (a trolley road between Millersville and Pequea in Pennsylvania). These battery cars had to be charged after every trip. They worked well on level ground, but not on grades. The Edison-Beach Company wanted to take the railway over and complete it, but the stockholders would not consider it. To raise money for a Bond issue, to complete the road, Harry W. Smith went to a Bank in Cumberland County and the Company received enough money to hold the franchise, to lay rails on Walnut Street from Eighth and Walnut Streets east to Water Street in the City of Lebanon. This work had to be completed, so all construction work in Lancaster County was stopped.

The gauge of track was five feet two and one-half inches (5' 2½") and sixty (60) pound "T" Rail and some Girder type rail was used. The Ephrata Office in the Singer Building was closed June 1, 1914, and moved to Eighth and Walnut Streets in Lebanon.

## E. & L. St. Ry.

In July 1913 a used Edison-Beach Battery car was bought by the Company, same type of car as used at the Ephrata end, single truck, painted black and numbered 4. On July 27, 1913 this car made its first trip and was operated by Harry Rhoads of Schaefferstown and Jacob Phillippy; it ran from Eighth and Walnut Streets, Lebanon, to the County Home; later to Reistville and Schaefferstown. There was no car barn at Lebanon at this time, but Ephrata had a brick barn on State Street where these cars were charged. The car at Lebanon was charged at Fifth Avenue and Walnut Streets. The nine (9) miles from Lebanon to Schaefferstown were completed; this left an unfinished link between Schaefferstown, Lebanon County, and Hopeland. It required more money to complete the twenty-two and seven tenths (22.7) miles of single track and sidings from Lebanon to Ephrata. Another Edison-Beach car was borrowed from the Wilmington, New Castle and Delaware City Railway Company, painted red with yellow trimmings, numbered 1, single truck, same type as the other cars, all having hand brakes. This was in use for about a year and returned.

The Officers of the Ephrata and Lebanon Street Railway Company were as follows:

President	A. E. Lane, Clay, Pa.
Secretary	George D. Krause, Lebanon, Pa.
Treasurer	Dr. A. B. Gloninger, Lebanon, Pa.
General Superintendent	Harry W. Smith

## E. & L. St. Ry.

The Directors were as follows:

M. H. Shirk	Lincoln, Pa.
J. Henry Bennetch	Richland, Pa.
U. B. Horst	Schaefferstown, Pa.
H. R. Kinport	Ephrata, Pa.
John H. Cilley	Lebanon, Pa.
H. O. Evans	Pittsburgh, Pa.
E. S. Ralston	Pittsburgh, Pa.
Henry C. Moran	New York

The Solicitors of the Company were as follows:

Coyle & Keller	Lancaster, Pa.
Charles M. Zerbe	Lebanon, Pa.

In the construction of the road the contractor used a steam dinky locomotive with five (5) single truck dump cars. In the Lebanon County link, sometimes when the battery cars broke down, this dinky locomotive would pull the battery car with passengers from Schaefferstown into Lebanon. The railway had its share of hardships from the start, and probably was the last street railway to be built through mountainous or rural sections in Pennsylvania.

In June 1914 the line was completed from Lebanon to Ephrata twenty-two and seven tenths (22.7) miles. It was not equipped for overhead trolley only for the Storage Battery cars. It took one (1) hour and twenty-five (25) minutes to make the run from the towns of Lebanon, Iona, Reistville, Schaefferstown, Kleinfeltersville, South Mountain, Hopeland, Clay, Weidmansville, Lincoln and Ephrata.

On June 22, 1914, a charter was given to the Ephrata and

## E. & L. St. Ry.

Lebanon Traction Company to build and equip the Ephrata and Lebanon Street Railway Company for an electric trolley road. The Directors C. O. Collett, C. D. Siegle, Charles A. Lawrence, Henry O. Evans, Edward T. Noble all of Pittsburgh, the first four each owning three (3) shares, and the last named six hundred sixty-eight (668) shares. The Capital stock of \$34,000 was divided into six hundred eighty (680) shares of \$50. each. On September 1, 1914, Harry W. Smith, General Superintendent, resigned, and F. C. Hornstine of Pittsburgh was the new General Superintendent of the Ephrata and Lebanon Traction Company, which operated the Street Railway Company. Having installed an overhead trolley system, battery cars ran as far as Kleinfeltersville from Ephrata, but the trolley system was completed from Lebanon to Kleinfeltersville and car No. 21 was delivered to Lebanon from the Cincinnati Car Company of Cincinnati, Ohio. One of the four all steel double truck cars No. 21 and No. 20 straight Passenger and No. 30 and No. 31 were combination baggage and passenger and a freight car No. 40 for express, freight and milk hauling. These cars were all new; seated forty-eight (48) passengers; upholstered in leather, the seats were crosswise, each seat for two passengers, the cars were 43 feet long, easy to ventilate; heating system was hot air from a stove heated by coal; each car was equipped with a telephone; arched roof type; cars were painted dark green, white trimmings with stripes; letters and figures in gold.

In May 1915 the first trolley made the run to Ephrata from Lebanon. Car No. 21 in charge of General Superintendent F. C. Hornstein, P. Armitage, Civil Engineer, Samuel Heiney, Motorman and Moses Fetter of Schaefferstown, Conductor. It took one and one-half (1½) hours to make the trip with stops made at Schaefferstown, Kleinfeltersville and Clay.

## E. & L. St. Ry.

On September 1, 1915, a time table was in effect and with the new cars it was run of one and one-quarter ( $1\frac{1}{4}$ ) hours from Eighth and Walnut Streets, Lebanon, to Ephrata at Main and State Streets, twenty-two and seven tenths (22.7) miles. As these cars were made for one end operation, but could be operated from both ends, they could not be turned at Ephrata or Lebanon, so the track in Lebanon was extended on Walnut Street to Ninth Street, and a "Y" was built to connect with the Hershey Transit Company. At Ephrata a "Y" was added, and track extended to the R. & C. R.R. Branch of the Phila. and Reading Ry. Co., (Railroad) to make the walking distance less for passengers to change cars to Lancaster and Reading. The E. & L. Traction Company was known as "THE SOUTH MOUNTAIN ROUTE." The route from Ephrata followed a turnpike to Clay and from there on private right-of-way through fields and mountains to Kleinfeltersville, and fields to Schaefferstown.

In Schaefferstown the tracks were in the center of the street, leaving here on private right-of-way and only at a few points along the side of the public roads and fields to Lebanon, using East Walnut Street to Ninth. These tracks were also in the center of the street at Ephrata, Lincoln, Clay and Lebanon.

When the original EPHRATA AND LEBANON STREET RAILWAY COMPANY was being built in 1911, 1912, 1913 and 1914, the construction work was all hand labor from Ephrata to Hopeland, which included a bridge over Cocalico Creek near Ephrata and one near Hopeland. The grading was done by all native Pennsylvania German laborers from around that region. The E. & L. Street Railway Company was in charge of this construction work. From Lebanon to Hopeland, the Vandergrift Construction Company, of which J. A. Vander-

## E. & L. St. Ry.

grift of New York took personal charge, with P. Armitage, Civil Engineer. The building of the brick car barn at Fifth Avenue and East Walnut Street was under construction in the latter part of 1913. The construction of the road through the South Mountain and to Kleinfeltersville was done by mixed American and Bulgarian laborers. These Bulgarians were quartered in an old house in the South Mountain, doing their own cooking, etc. In August 1914 when the World War started all these Bulgarians left for their homeland to fight for their Country.

The E. & L. Traction Company bought all their power from the Conestoga Traction Company. Their power connections were made at Ephrata over high tension lines. They decided to sell power to the small towns along their lines and they bought out the Newmanstown Electric Light and Power Company which was serving energy to Newmanstown, and dismantled the Newmanstown Power Plant, and extended their power and light lines to serve Newmanstown, Sheridan, Millbach, Richland, Kleinfeltersville, Schaefferstown and other towns; then formed another Company known as Farmers Electric Company for towns in Lancaster County, Hopeland, Clay and Brickerville. Transformers were placed at Hopeland and Kleinfeltersville for this purpose. The Traction Company had also two brick rotary or sub-stations at Clay and Iona. There were two car barns built of brick, one at Ephrata on State Street (they would hold four (4) cars), and one at Fifth Avenue and East Walnut Street, Lebanon. All repair work was done in the Lebanon car barn which would hold four (4) cars. Each barn was double track. When the Office was moved from Ephrata to Lebanon it was located at Eighth and Walnut Streets. Henry A. Albin succeeded F. C. Hornstein in 1915 as Superintendent. During World War years of 1917-1918 this road carried many passengers and freight, including



## E. & L. St. Ry.

milk for the Hershey Chocolate Company at Hershey, Pa. The City of Lebanon being a steel town, great activity was going on. People in the country did not have private automobiles and very few roads were improved or paved. Ephrata was a Cigar and Textile town; the Kinport Cigar Factory at Ephrata and Hopeland then made the famous "Owl" and "White Owl" Cigars. After the war automobiles came more into use, better highways were built, and this cut into the revenue of the Company and in 1923 Receivers were appointed, namely Walter C. Graeff and Henry A. Albin of Lebanon. The Power Company, which controlled the Conestoga Traction Company of Lancaster were anxious to get control of this Company, for their Electric Light and Power interests around Hopeland and in Lebanon County, as trolley lines did not pay as a good investment. S. R. Zimmerman, and John E. Malone, both Lancaster and Eugene D. Siegrist of Lebanon were solicitors for the LANCASTER, EPHRATA AND LEBANON STREET RAILWAY COMPANY, which was incorporated in February 1924, but controlled by the Conestoga Traction Company. The Power and Light interests of Lancaster took over the electric power business in 1925 from the street railway. Henry A. Albin was Superintendent and John M. Ritter, Master Mechanic, who entered service with the Traction Company in 1916. On October 1, 1927, the Conestoga Traction Company sold its interest in this Company to Henry A. Albin, President and General Manager, John M. Ritter, Vice-President, and also a Director, Frank W. Kreider, Secretary and Treasurer and Eugene D. Siegrist, Solicitor, all of Lebanon, Pennsylvania.

On March 1, 1929, the Hershey Chocolate Company of Hershey, Pa., cancelled their contract with the street railway for hauling milk, as they had purchased trucks to pick the milk up direct from the farms, and, with the private automobiles in use, passenger revenues fell off, the interest due on the

## E. & L. St. Ry.

Bonds of the Ephrata and Lebanon Street Railway Company could not be paid, and in May 1931 the road was sold for scrap.

THE EPHRATA AND LEBANON STREET RAILWAY COMPANY'S Bond issue came first regardless of the EPHRATA AND LEBANON TRACTION COMPANY, or the LANCASTER, EPHRATA & LEBANON STREET RAILWAY COMPANY, as the last two named companies had to see that interest on the original company's bonds were paid. The last President and Officers of the Ephrata and Lebanon Street Railway Company and Ephrata and Lebanon Traction Company in 1922 were President George D. Krause of Lebanon; First Vice-President, John H. Bennetch of Sheridan; Second Vice-President, Henry O. Evans of Pittsburgh, Pa.; Secretary and Auditor, Frank W. Kreider of Lebanon, Pa.; Treasurer H. H. Ulrich of Lebanon, Pa.; General Manager, Henry A. Albin of Lebanon, Pa., Master Mechanic, John M. Ritter of Lebanon, Pa., Track Foreman, M. F. Witmer of Reistville; Engineer of Overhead Construction, Elmer Longenecker of Reistville, Pa.

The first order issued by the Ephrata and Lebanon Traction Company for material was dated December 18, 1914, Order No. 1 and Requisition No. 1, addressed to Cleworth Works, 1902 North 13th Street, Philadelphia, Pa., for one dozen one pound cans Cleworth Glass Cleaner, signed by F. C. Hornstein, General Superintendent.

In June 1914 when Storage Battery cars were in use the fare was five cents per zone, or fifty cents from Ephrata to Lebanon (10 zones). Later the fare was six cents per zone and during 1917-1918 a War Tax was added. When trolley cars replaced the battery cars the Time Table of September 1, 1915, shows cars left Ephrata and Lebanon at the following times:

## E. & L. St. Ry.

5:10 A.M., 6:45 A.M., 8:30 A.M., 10:00 A.M., 1:00 P.M.,  
2:00 P.M., 4:00 P.M., 5:30 P.M., 6:45 P.M., 8:00 P.M.,  
9:45 P.M., and 11:15 P.M.

using two cars, and passing on siding at Kleinfeltersville, Lebanon County. It took one hour and fifteen minutes (1 hr. 15 min.) to make the run of twenty-two and seven tenths (22.7) miles.

Two coal yards were established along the route, one at Hopeland and the other at West Schaefferstown. Freight car No. 40 was used to pull some of the contractors' single truck dump cars, left here after the road was built. These cars would be loaded at the car barns by hand labor from coal wagons, in Lebanon and at Ephrata.

About 1922 a large motor freight car was bought by the E. & L. Traction Company with the intention of getting more freight business. There was a good bit of electrical work to be done on this used car and so it was never used; it was stored in the Ephrata car barn, the three battery cars were also stored there, the battery cars were sold to a Company in Anderson, Indiana, who figured they could be converted into one man cars for overhead trolley system.

Cars Nos. 21, 20 and 30 are now owned by the Hershey Transit Company and operate between Hummelstown, Hershey and Palmyra. Car No. 31 is used as a store on East Walnut Street, Lebanon. Car No. 40, of all wood construction, was burned for the scrap. All these cars had arched roofs and were built by the Cincinnati Car Company of Cincinnati, Ohio, including the freight car purchased in 1922 and never used. This car was used as a garage as it was very large.

In October 1914 the Lancaster and Berks Railway Company was chartered, in which the late Thomas L. Becker of Mill-

## E. & L. St. Ry.

bach was interested, to build a line from Womelsdorf, Berks County, Newmanstown, Stricklerstown, and Kleinfeltersville, and there using the tracks of the E. & L. Street Railway Company to Clay and from Clay build to Lititz where connections could be made with the Conestoga Traction Company to Lancaster and at Womelsdorf for Reading. In May 1916, on the Wallace Farm near Newmanstown, construction was started with quite a force of men; the contractor was the Philadelphia Construction Company. Abutments for a bridge near Stricklerstown were completed, ready for the steel girders; also much grading was completed between Newmanstown, Stricklerstown and Kleinfeltersville, in Lebanon County. The Lancaster and Berks Railway Company did not get very far. The people of Womelsdorf and Newmanstown wanted a trolley road into Lebanon and the people of Sheridan and Richland wanted the road also. It was then decided to build from Womelsdorf to Newmanstown, Sheridan, Richland and Reistville and here connect with the E. & L. Traction Company. Grading was started from Womelsdorf and rails and ties laid north of the Philadelphia & Reading Railway Company. where an overhead bridge had to be constructed to bridge the steam railroad. The steel bridge was delivered but never set up; concrete abutments were built crossing a creek at Sheridan and much grading, almost to Richland. By this time the United States was facing the World War; the rails laid were torn up and in those days high prices were paid for new rails, fish plates, etc., and the bridge to span the railroad, which was stored at a warehouse nearby, was sold. This last venture was financed mostly by Womelsdorf, Newmanstown, Richland and Reading people. There was never a trolley road between Womelsdorf and Myerstown; this link was never completed. From Myerstown one could ride by changing cars to Harrisburg, but from Reading one could only ride to Womelsdorf. Following the Lebanon Valley Branch of the Philadelphia & Reading Rail-

## E. & L. St. Ry.

way Company from Reading to Harrisburg is fifty-three and four tenths (53.4) miles via railroad.

An Act for the incorporation and regulation of motor power companies for operating passenger railways by cable, electrical or other means was approved the 22d day of March A.D. 1887 at Harrisburg, in the Commonwealth of Pennsylvania. On the 14th day of May, A. D. 1889 THE LEBANON AND ANNVILLE STREET RAILWAY COMPANY applied for a charter, the Company to exist for a term of nine hundred and ninety-nine (999) years. The length of the road was to be ten (10) miles beginning at Avon on the Berks and Dauphin Turnpike in South Lebanon Township, Lebanon County. Along said turnpike to Front and Cumberland Streets, in the City of Lebanon, to Eighth and Cumberland Streets, north on Eighth Street to Lehman Street; West on Lehman Street to West Lebanon, from Lehman Street North on Eighth Street to Maple Street; east on Maple Street to Mount Lebanon Cemetery; from Eighth and Cumberland Streets, west on Cumberland Street to City limits, using the Berks and Dauphin Turnpike to Annville. To be operated by Electric, Cable or Horse Power. William S. Davis, of Lebanon, Civil Engineer for the Company, President Adolphus Reinoehl, Lebanon.

Directors were as follows:

Adolphus Reinoehl	Lebanon, Pa.
Lyman Nutting	Lebanon, Pa.
J. M. Shenk	Lebanon, Pa.
E. N. Brooks	Lebanon, Pa.
Robert Mitchell	Lebanon, Pa.
Harry H. Light	Lebanon, Pa.
L. E. Weimer	Lebanon, Pa.
H. H. Kreider	Annaville, Pa.
Samuel Brightbill	Annaville, Pa.
William L. Kreider	Palmyra, Pa.

E. & L. St. Ry.

Charter granted September 18, 1890. THE LEBANON AND MYERSTOWN STREET RAILWAY COMPANY, whose charter was granted February 4, 1892, to build a road of six (6) miles, using the Berks and Dauphin Turnpike from Myerstown to Avon, with the intention of crossing the Philadelphia and Reading Railway Company at Avon. Car barns for the Lebanon and Annville Street Railway Company were located at Fifteenth and Cumberland Streets, in Lebanon; and for the Lebanon and Myerstown Street Railway Company, east of the railroad in Avon. An agreement for consolidation and merger of the two companies was made May 19, 1899 between THE LEBANON AND ANNVILLE STREET RAILWAY COMPANY, and THE LEBANON AND MYERSTOWN STREET RAILWAY COMPANY.

First: the name, style and title of the said consolidated Corporation shall be LEBANON VALLEY STREET RAILWAY COMPANY.

Second: the Board of Directors of said Consolidated Corporation shall consist of a

President and Eight (8) Directors.

the other Officers shall be a

Treasurer and Secretary

and until the first annual election the organization shall be as follows:

President Simon P. Light

Lebanon, Pa.

## E. & L. St. Ry.

Directors	Harry H. Light	Lebanon, Pa.
	Frank H. Reinoehl	Lebanon, Pa.
	Abram Hess	Lebanon, Pa.
	Walter A. Rigg	Reading, Pa.
	Richard L. Jones	Reading, Pa.
	Kurtz A. Fichthorn	Reading, Pa.
	Samuel E. Rigg	Reading, Pa.
Secretary	Michael C. Aulenbach	Reading, Pa.
Treasurer	Frank H. Reinoehl	Lebanon, Pa.

William S. Davis of Lebanon, Engineer of The Lebanon and Annville Street Railway Company continued with the Lebanon Valley Street Railway Company. Charter granted June 28, 1899. As the trolley road crossed the railroad on North Eighth Street, the railroad grade crossing at Avon would not be permitted. Tracks were extended from east of the Avon crossing using East Lehman Street to Eighth Street; also an extension in the City of Lebanon was built from Eighth and Cumberland Streets, south on Eighth Street to Locust Street. The car barn at Avon was abandoned and the car barn at Fifteenth and Cumberland streets made larger. Also extensions were built from Annville to Palmyra, and to the Lebanon Fair Grounds from Cumberland Street. The gauge of track was five feet two and one half inches (5' 2½") "T" rail was mostly used. In the latter part of 1899 the LEBANON VALLEY STREET RAILWAY COMPANY was taken over by a holding company, along with the EDISON ELECTRIC ILLUMINATING COMPANY OF LEBANON, PENNSYLVANIA, namely United Power & Transportation Company, with offices in Camden, New Jersey. They controlled the majority of stock in above named companies, and in December 1902 the Inter-State Railways Company bought the United Power & Transportation Co., which also was a

## E. & L. St. Ry.

(holding Company) with offices in Camden, New Jersey, which gave them the controlling interest in the common stock of these different companies, in which they controlled. In 1910 they decided to place their stock ownership into four groups. In the group concerning Lebanon County was—Lebanon Valley Street Railway Company of Lebanon, Pa., Edison Electric Illuminating Company of Lebanon, Pa., Schuylkill Valley Traction Company of Norristown, Pa., United Traction Company of Reading, Pa.

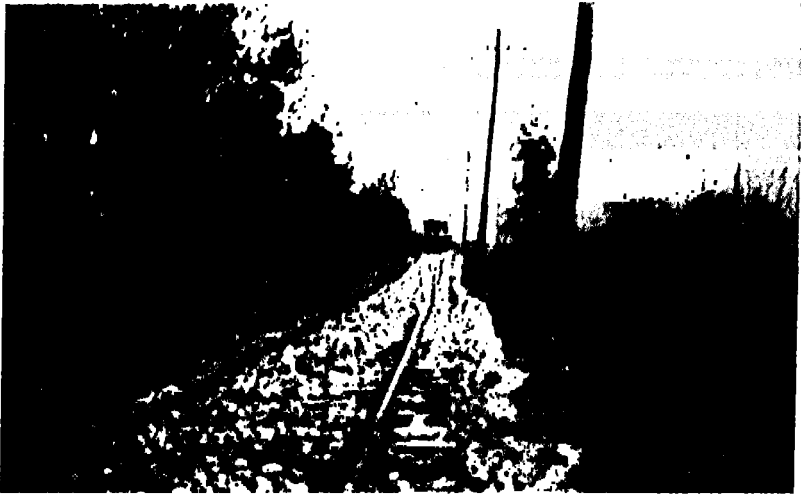
The **READING TRANSIT COMPANY** chartered January 12, 1910. Leases from April 1, 1910 for 900 years the United Traction Company of Reading, Pa., Schuylkill Valley Traction Company of Norristown, Pa., Lebanon Valley Street Railway Company and Edison Electric Illuminating Company of Lebanon, Pa. The system embraced 218 miles of track. The Officers were President H. G. Louser, Lebanon, Pa., Vice-President Walter A. Rigg, Reading, Pa., Secretary and Treasurer Harry H. Riegel. The Edison Electric Illuminating Company of Lebanon lease called for rental of \$30,000 per annum. Main offices were at Reading. In March 1913 the **READING TRANSIT COMPANY** was taken over by the **READING TRANSIT AND LIGHT COMPANY**, who operated the above mentioned roads until around 1929, when the lines in Lebanon County were operated under the original company; namely **LEBANON VALLEY STREET RAILWAY COMPANY**. The lines in Lebanon County discontinued operation of trolley service in July 1930. The cars used were open and closed type cars, single truck, and in later years, double truck.

The trolley road of the **HERSHEY TRANSIT COMPANY** from Campbelltown to the City of Lebanon abandoned all operations in January 1942, and road dismantled and sold for scrap. Operations are still continued between Campbelltown



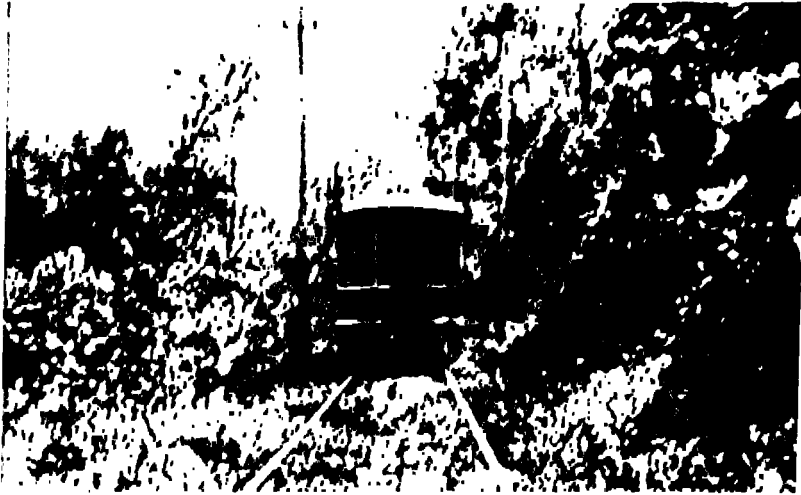


**E. & L. St. Ry. Co.'s, right of way near "Rural Glen" station in the South Mountain.**

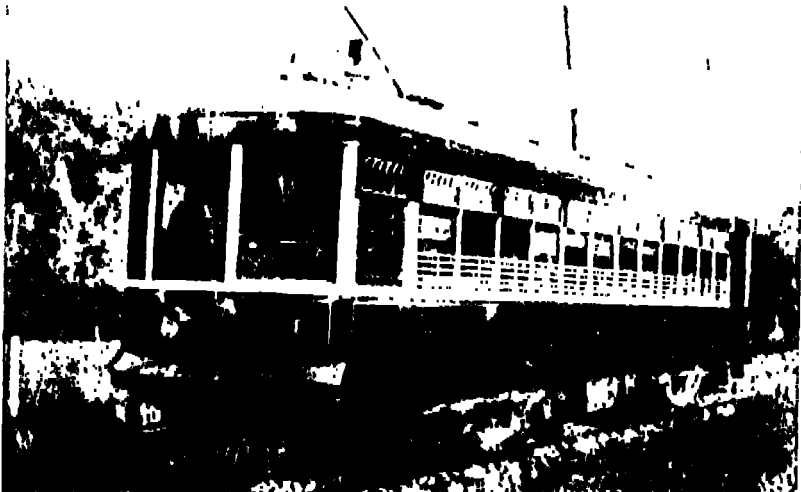


**E. & L. Traction Co.'s right of way, near South Mountain in 1916.**





**E. & L. Traction Co.'s, Car No. 31 in the South Mountain  
in Clay Twp., Lancaster County.**



**E. & L. Traction Co.'s Car No. 21 at "Rural Glen"  
station in the South Mountain. This car made the first trip,  
after the overhead trolley wire was completed from Lebanon  
to Ephrata in May, 1915.**



## E. & L. St. Ry.

and Hershey. The gauge was five feet two and one-half inches ( $5' 2\frac{1}{2}"$ ), 60 lb. "T" rail and girder rail was in use in the City of Lebanon. Original terminal of the road in Lebanon was at Eighth and Willow Streets. A few years ago the section north on Ninth Street, from Ninth and Cumberland Streets, and east on Willow Street was abandoned and the terminal was at Ninth and Cumberland Streets, Lebanon, Pa.

As previously mentioned the Conestoga Traction Company of Lancaster, Pa. had a complete network of trolley lines running to almost every town of any importance in Lancaster County. W. W. Griest was President of the company; the cars were all painted a deep yellow, with the roof painted red. This company started an extensive freight business, known as "Trolley Express" to all points in the county, which was very convenient for the rural people as it was cheap and rapid service. From the "Square" in Lancaster at eleven o'clock each night, a street car would leave for all points along their lines.

There were only two independently owned; and operated trolley roads, except the Ephrata and Lebanon Street Railway Company, the history of which has been given, in Lancaster County.

The Conestoga Traction Company's gauge of track on all their lines was 5 feet  $2\frac{1}{2}$  inches; they operated the Lancaster and Millersville Railway Co., (formerly a Horse Car Line), a distance from Lancaster to Millersville of about 4 miles following the Turnpike all the way into Millersville.

A Charter was granted the LANCASTER AND YORK FURNACE STREET RAILWAY COMPANY on July 22, 1901 for a trolley road. Their first President was Fred Shoff. From Millersville, (where the L. & Y. F. St. Ry. had an office and waiting room), a road was constructed through southern

## E. & L. St. Ry.

Lancaster County, near Millersville. A long span steel bridge was constructed over Conestoga Creek, and a smaller bridge over Pequea Creek for a single track road. The whole length of this road was built on private right-of-way, and much grading was done. From Millersville to Conestoga Road, where the trolley crossed Pequea Creek was through fields and woods. After leaving Conestoga Road the line was in the woods and hilly country to Marticville; here the car barn was located. From Marticville it went through fields and woods, following along the bank of Pequea Creek to Martic Forge. From here it was very mountainous country; the line still following Pequea Creek to Colemanville and to the village of Pequea on the Susquehanna River. The Columbia and Port Deposit Branch of the Pennsylvania Railroad had a station at Pequea. The scenic views were beautiful, during the summer months. The Lancaster and York Furnace Street Railway Company length of road was  $12\frac{1}{2}$  miles. 60 lb. "I" rail, gauge of Track was 5 feet  $2\frac{1}{2}$  inches. An amusement park was built at York Furnace, called "York Furnace Park," claimed then to have the largest dance pavilion in Pennsylvania, and was owned by Paul Heine of Lancaster. The trolley stopped at the Hotel in the village of Pequea.

A miniature steam railroad was built from the Hotel to York Furnace Park, about a half mile in length for hauling the trolley passengers. It was more of a novelty or amusement. Pequea became quite a summer resort; crowds were there over the week-ends, and many cottages were built.

The Lancaster and York Furnace Street Railway Company also built the Colemanville Water Power Company at Colemanville, by constructing a dam across Pequea Creek near Colemanville to furnish power for their trolley road, and sold energy to Pequea.

## E. & L. St. Ry.

The company purchased two single truck passenger cars from the J. G. Brill Company of Philadelphia, but when put into service could not use them, as they left the rails too often. Then the Lancaster & York Furnace St. Ry. Co., ordered two new double truck passenger cars Nos. 1 and 2 from the Brill Company. These were painted dark green, cream trimming, and dark red trimming on ledge above windows around the entire car, with stripes; letters and figures in gold, with "Lancaster and York Furnace St. Ry. Co." on side of cars. The roof was deck sash type, hand brakes, and one trolley pole located on center of roof (no air brakes were used). The two single truck cars were sold to the Conestoga Traction Company, to be used on their city runs. Later the Lancaster & York Furnace bought two second hand cars from a trolley company in Washington, D. C. These cars were a combination type—double truck, open platforms. One end of the car would be open, and the other end closed. The closed end passengers would use in cool weather. Cars Nos 3 and 4 were repainted the same color as Nos 1. and 2. They also had a motor Line car No. 8 and also a single truck flat bottom car, but all freight hauled between Millersville and Pequea was in the early years on cars Nos. 3 and 4 along with the passengers.

The LANCASTER AND SOUTHERN STREET RAILWAY COMPANY was chartered around 1903, to build a trolley road. Their first President was J. G. McSparran. Connecting with the Lancaster and York Furnace Street Railway Company, at Martic Forge, a station and waiting room was built. As both companies had the same gauge of track, a switch was placed at this point. Also an open pit under the tracks of the Lancaster and Southern was built for the inspection of their cars, as they had no car barn of their own.

From Martic Forge the road followed a heavy grade through

## E. & L. St. Ry.

this mountainous country to a point near Mount Nebo. From Mount Nebo to Handel, Rawlinsville, Camp Ground and State Road near Buck, a distance of about six miles, it was the company's plan to extend the road to towns in the southern part of Lancaster County, but ended at State Road. The Wohlsens of Lancaster, Pa., were interested in this road. There was good timber located in the southern part of the county at that time.

Two new double truck semi-convertible cars were purchased from the J. G. Brill Company of Philadelphia. These cars were painted the same as the Lancaster and York Furnace St. Ry. cars. The lettering on the sides read "LANCASTER AND SOUTHERN" (St. Ry. Co. was omitted) No. 5 was a straight passenger car, and No. 6 was a combination baggage and passenger. These cars had a K-6; eleven point Controller and hand brakes also an emergency brake to drop on the rail on the heavy mountainous grade near Mount Nebo into Martic Forge. Each car had only one trolley pole on the center of the roof.

The Lancaster and Southern Street Railway Company was independent of the Lancaster and York Furnace St. Ry. Co., but bought its power from them. The power at its best was poor. As the Lancaster and Southern only operated one car at a time, while the Lancaster and York Furnace used two cars from Pequea to Millersville., when a car of the L. & S. pulled out of Martic Forge on the heavy grade to Mount Nebo the power failed very often. Then came a heavy flood along Pequea Creek, and the dam at Colemanville was washed away, and that was the end of the Power Plant. Power was then purchased from the Conestoga Traction Company. Around July, 1907, The Lancaster and Southern Street Railway made only three round trips a day. Then later a very bad wreck



## E. & L. St. Ry.

happened with a Conestoga Traction Co.'s funeral car. It got out of control between Mount Nebo and Martic Forge. After that the State Railroad Commission would not allow the operation of cars with passengers on this section of track.

Around 1912 it was decided to take out the section of track, etc., on the Lancaster and Southern Street Railway Company, and construct a road from the end of the Lancaster & York Furnace St. Ry's. road at the Hotel at Pequea and built with the Lancaster and Southern rails to York Furnace, and from York Furnace build a road to Mount Nebo. So by using their own rails the work was completed, but the right of way between Pequea and York Furnace, was to be owned by the Lancaster and York Furnace St. Ry. Co., and the road from York Furnace Park to Mount Nebo to the Lancaster and Southern St. Ry. Co. They only operated a few years, as it was operating at a loss. Cars Nos. 5 and 6 stood in the weather at Rawlinsville for several years, as they did not belong to the Lancaster & York Furnace; but to the Lancaster and Southern. Later the track was torn up, and with the two cars shipped to Russia.

The Lancaster and York Furnace Street Railway Company, then returned to operating between Millersville and Pequea to the Hotel. The rails were seldom used between the Hotel and York Furnace, as the Park was abandoned. The Lancaster and York Furnace had added a number of cars in their many years of service, and when the company discontinued all operations, in 1931, were sold for scrap. They had only 3 passenger, 1 motor freight and 2 double truck trail flat bottom freight cars left.

Many trolley roads had Amusement Parks which brought them in quite a revenue, during the summer months. These were the good old days for many, but many people lost their savings; for we Americans like to take a chance and with it all

## E. & L. St. Ry.

Private Enterprise is the best system. So with the passing years the motor truck, bus and private automobile came and your rural trolley lines have passed out of the picture.

We are now in the year of 1944, World War No. 2 is being fought, but the TROLLEY CAR is still carrying on in the larger cities of the good old UNITED STATES OF AMERICA.



The Author, in closing might mention, since childhood, his hobby has always been Horse, Cable and Trolley Cars; and especially rural trolley roads, which he has followed in every detail.

Born in Philadelphia, since the age of four years he has spent the summer months at Ephrata, Pennsylvania, where he followed with close interest, the building of trolley roads.

In July, 1907, for a few weeks, during Methodist Campmeeting, near Rawlinsville, in Lancaster County, was employed as a Conductor for the Lancaster and Southern Street Railway Company. In 1912, Wm. S. J. Wetherill of Philadelphia, then Secretary-Treasurer of the Lancaster and York Furnace Street Railway Company, wanted him to move to Millersville, Pa., and become their General Manager, but could not accept their offer.

Rejected for service in World War 1, on account of poor vision; in June, 1918, was employed by the Ephrata and Lebanon Traction Company, as Conductor.

**A F F I D A V I T**

COMMONWEALTH OF PENNSYLVANIA }  
COUNTY OF LEBANON } SS

I, HARRY DAVID LENTZ, (JR.) in the City and County of Lebanon, Commonwealth of Pennsylvania, being duly sworn accord to law depose and say:—

That the material and data compiled in the book or booklet, entitled EPHRATA AND LEBANON STREET RAILWAY COMPANY, EPHRATA AND LEBANON TRACTION COMPANY, LANCASTER, EPHRATA AND LEBANON STREET RAILWAY COMPANY, and History of other Trolley roads in Lebanon and Lancaster Counties, was procured from Court records and other authentic information; to the best of my knowldege and belief.

(signed) Harry David Lentz, (Jr.)

(Notary Seal)

Sworn and subscribed to before me this  
19th day of January, A. D. 1944.

(signed) Mae R. Koehler  
Notary Public

My commission expires: 1/5/47



# TROLLEY ROADS

E. & L. St. Ry.

PART II

HARRY D. LENTZ, Jr.

Lebanon, Pennsylvania

1944

**BOYER PRINTING & PRINTING CO.**  
**LEBANON, PENNA.**

**PRINTED  
IN  
U.S.A.**

## E. & L. St. Ry.

The development of hydro electric plant at McCall Ferry, Pa. on the Susquehanna River below Pequea, under the name of McCall Ferry Power Company in March 1902 purchased large tracts of land on both sides of the river worth \$79,000. The McCall Ferry Power Company started construction of the dam at a site below McCall Ferry in the fall of 1905. Construction work continued until late in the year 1907, when it was very sharply curtailed until the spring of 1908; then a limited amount of work progressed on a certain section of the development. Later in that year construction work ceased. In 1909 a Receiver, Mr. J. E. Aldred, was appointed and in January 1910, Pennsylvania Water & Power Company was formed and under that management the work was vigorously pressed with the result that in October in that year power commenced to be generated at Holtwood, Pa. as it is known to-day. When their transmission line was built to Lancaster in 1913, The Conestoga Traction Co., Lancaster and York Furnace St. Ry. Co., and Lancaster and Southern St. Ry. Co., were using power generated at Holtwood, and by 1915 the Ephrata and Lebanon Traction Co. purchased this power from the Conestoga Traction Company.

In 1902, the Lancaster and York Furnace St. Ry. Co.'s Officers and Directors were: President, Fred Shoff; Secretary, H. G. Rush; Treasurer, Amos M. Landis; Board of Directors, Frederick Shoff, Amos M. Landis, H. G. Rush, H. C. Harner, Dr. S. T. Davis, H. H. Kurtz, Jno. H. Myers, Eli G. Reist, Jno. D. Herr, Abm. Bausman, R. D. Baker, and J. W. Gardner.

On October 6, 1903 Articles of Association were filed at Harrisburg for a charter for the Lancaster and Southern Street Railway Company capitalized at \$84,000. The officials were James G. McSparron, Chas. H. Fondersmith, William Wohlsen, Fred Shoff, and T. K. Worthington. In November 1905 the extension of the Lancaster & Southern St. Ry. from Rawlinsville to the state road, a point about a half mile west of Buck had been completed. At that time it was Lancaster County's newest trolley line and had two cars in operation. One was the passenger type, while the other a passenger car equipped with baggage compartment. John R. Kreider was their first Superintendent.

On May 1, 1907, it was the intention of the Lancaster and York Furnace St. Ry. to extend their line in Pequea to York Furnace, and construct a bridge over the Columbia & Port Deposit Railroad, and thence across the Susquehanna River to York Furnace in York County to connect with a trolley line into York, Pa. The railroad company granted permission on May 30, 1907, but the project was dropped.

On February 8, 1911, George B. Atlee & Co., Bankers of 119 So. Fourth Street, Philadelphia took over the Lancaster and York Furnace St. Ry. Co., and Lancaster and Southern St. Ry. Co., Mr. Atlee had been quietly acquiring trolley lines; namely The West Chester Street Railway Co., West Chester, Kennett & Wilmington Elec. Ry. Co., and the steam narrow-gauge Lancaster, Oxford & Southern Railroad, by extending the Lancaster and Southern to a point on the L.O. & S. RR., and the laying of a third rail on the narrow-gauge to Ox-



ford, then built from Oxford to West Grove. His intention was to connect Lancaster and Philadelphia, and at West Chester use the tracks of the Philadelphia & West Chester Traction Co. to 63rd. & Market Sts., Philadelphia. It was a "Wild Dream." Money was spent freely extending the L.&Y.F. from the River View Hotel at Pequea to York Furnace, and building from York Furnace to Mt. Nebo. In 1914, cars were running between York Furnace Park to Rawlinsville Camp Ground, but the extension of the L. & S. to the Lancaster, Oxford & Southern RR., or the line between Oxford and West Grove were never built. Within a few years the Lancaster and York Furnace was returned to local interests who operated the road until its abandonment. President and Treasurer Elam H. Myers, Vice President and Secretary John H. Myers, and Superintendent and General Manager, H. M. Stauffer.

Harry Bortzfield for many years with the Lancaster and York Furnace St. Ry., as a Motorman and Conductor, ran the last car from Pequea to Millersville on October 15, 1930. With the winter not far off the scrapping of the road took place in 1931. The car barn at Marticville was built of corrugated iron, including the roof, with open front, and three tracks leading into car barn.

John R. Kreider, Superintendent of the Lancaster and Southern St. Ry. Co., was made Superintendent of the Hummelstown & Campbelltown St. Ry. Co., later known as Hershey Transit Company at Hershey, Pa. The H. & C. St. Ry. Co., was chartered in 1904, and cars were in operation in early 1905 between Palmyra, Hershey and Hummelstown. The line from Hershey to Campbelltown was built in 1907.



SUPPLEMENT TO

# TROLLEY ROADS

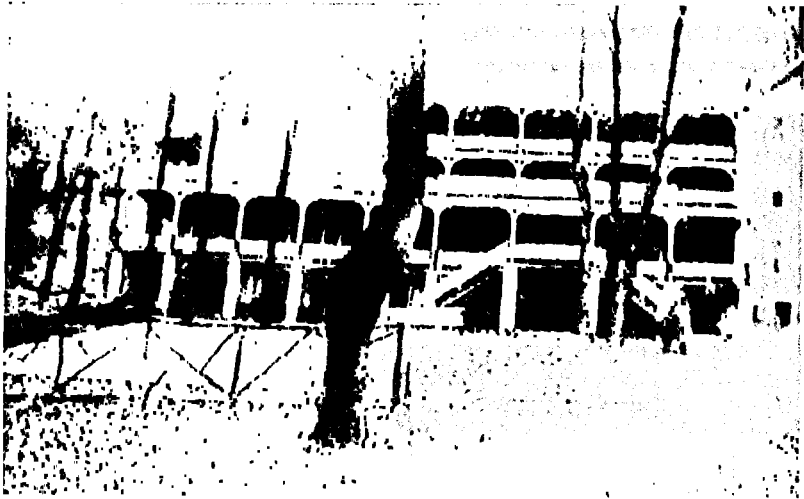
E. & L. STREET RAILWAY

PRESENTED  
WITH THE COMPLIMENTS OF THE AUTHOR  
HARRY D. LENTZ, Jr.

1944

Showing RIVER VIEW HOTEL, PEQUEA, PA., and cars of the LANCASTER & YORK FURNACE STREET RAILWAY CO., and LANCASTER & SOUTHERN STREET RAILWAY CO., also the former street railway schedule.





RIVER VIEW HOTEL, PEQUEA, PA., in 1919, was then Pequea Station for cars of Lancaster & York Furnace Street Railway Co. "End of Line."

## SCHEDULE

Lancaster and York Furnace St. Ry. Co.

Effective July 1, 1920

LEAVE MILLERSVILLE	LEAVE PEQUEA
6.00 A. M.	7.00 A. M.
8.00	8.45
9.30	10.30
11.30	12.30 P. M.
1.30 P. M.	2.30
3.30	5.10
6.00	6.45
*7.30	

Saturdays Cars Leave Millersville at

6, 7, 8, 9, 10, 11, 12 A. M.

1, 2, 3:30, 4, 5, 6, \*7, 8, 9:30, \*11:30 P. M.

Sundays Cars Leave Millersville at

7:30, 8:30, 9:30, 10:30, 11:30 A. M.

12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30,  
7:30, \*8:30, \*9:30 P. M.

Saturdays Cars Leave Pequea at

7, 8, 9, 10, 11, 12 A. M.

1, 2, 3, 4, 5, 6, 7, 8:45, 10:40 P. M.

Sundays Cars Leave Pequea at

8:30, 9:30, 10:30, 11:30 A. M.

12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30  
7:30, 8:30 P. M.

\*To Marticville Car Barn

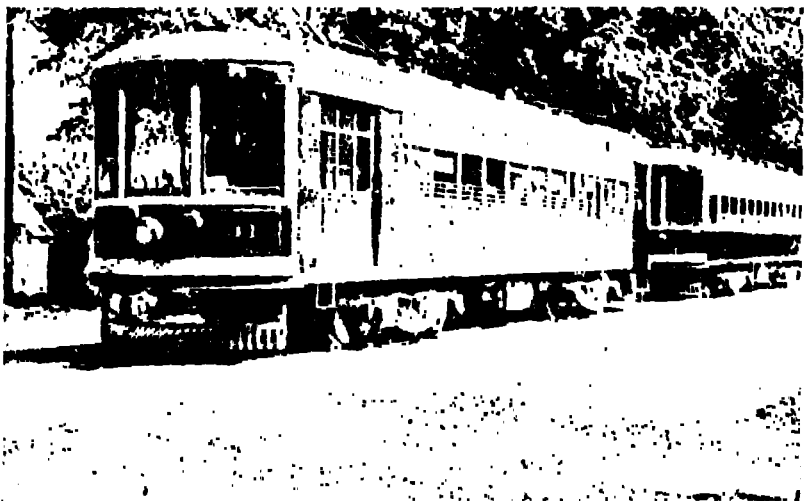
Copy of Original



**PART OF SUPPLEMENT TO E. & L. ST. RY. 1944**



**E. & L. Traction Co.'s Office and Waiting Room at Eighth and Walnut Streets, Lebanon, in 1916.**



**E. & L. Traction Co.'s Cars Nos. 31 and 21 at Lebanon in 1916.**

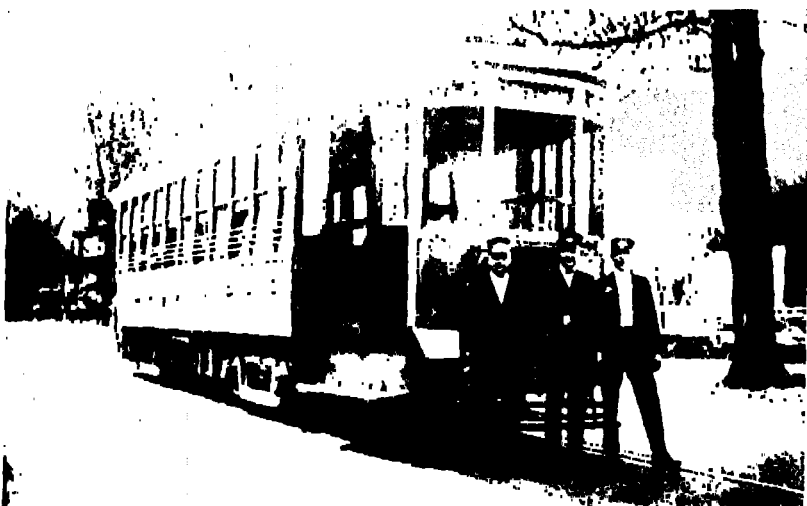




**PART OF SUPPLEMENT TO E. & L. ST. RY. 1944**



**Cars of The Lebanon & Annville St. Ry. Co. at Lebanon, Pa., June 19, 1899, before merger into Lebanon Valley Ry. Co.**



**Car No. 203 of Reading Transit & Light Co. at Lebanon, in 1918.**





**Car No. 2 of Lancaster & York Furnace Street Railway Co. in 1919, within a few feet of the River View Hotel at Pequea.**

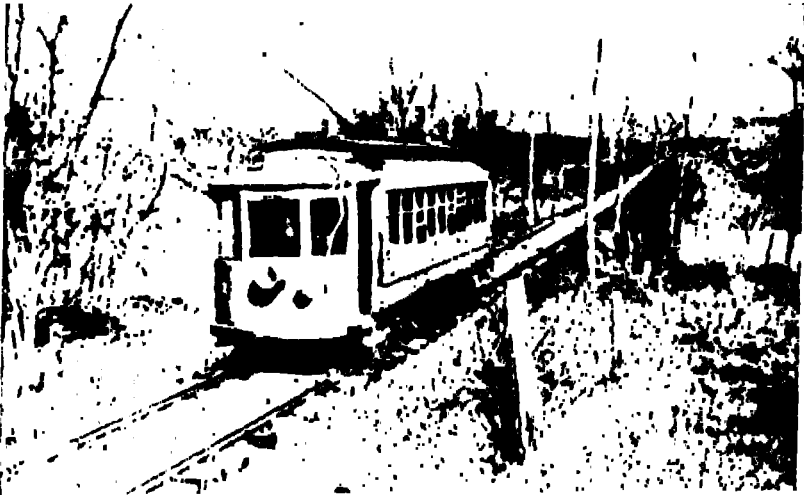


**Car No. 3 of Lancaster & York Furnace Street Railway Co. in 1912.**





**Car No. 5, Lancaster and Southern St. Railway Co. in July, 1907, at Rawlinsville Pa.**



**Car No. 2, Lancaster & York Furnace Street Railway Co. approaching bridge over Conestoga Creek, near Millersville, Pennsylvania.**

