

Trolley Lines of Columbia

By JOHN D. DENNEY, JR.

The First Trolley Car Line

FOR MANY years before the coming of the automobiles and good highways, the electric trolley car was the most popular means of local and suburban transportation. Practically all the larger towns in Pennsylvania had trolley lines and at one time over one hundred and ten companies were operating trolley lines in the state. Especially numerous were the small town traction companies or rural trolley lines which operated only a few cars over several miles of track serving just a few towns.

Columbia pioneered in the building of trolley lines and at one time its citizens were enjoying the luxury of trolley transportation while citizens of towns several times larger were still riding the slow moving and unclean horse-drawn cars.

The first company to commence operations in the borough of Columbia was the Columbia and Ironville Electric Railway. This company was chartered under the laws of Pennsylvania in 1892 to build a trolley line four miles in length connecting Columbia with the rural village of Ironville. William B. Given was president of the pioneer concern and his brother, Frank, first superintendent.

Actual work on the new trolley line was commenced in the early fall of 1892 when the first surveys were made. The company hired fifty Hungarians as laborers. The contract for building the line was awarded to Edward McGovern of Lancaster, and called for completion of the line by December 31, 1892.

Actual construction was superintended by Blake Mapledorum who was in charge of track laying. The work of grading and track laying commenced during the early part of November, 1892. For the next two months, Walnut and Locust streets were the scene of

great activity—the spiking down of the rails and the erection of overhead wires. A power house and carbarn were erected on Commerce Street a short distance from the Pennsylvania Railroad passenger station.

A large crowd of people were attracted to the Pennsylvania freight station on North Second Street on December 19, 1892. The cause of the attraction was the unloading of the new trolleys that were to be operated on the Columbia and Ironville Electric Railway. The cars were unloaded from flat cars and placed on the newly laid trolley rails on North Second Street.

The equipment of Columbia's first trolley line consisted of four cars. Two of the cars were the closed type while the other two were open bench or "summer" type cars. All were of wooden construction and each were equipped with one four-wheeled truck. The cars were built by the J. G. Brill Car Company of Philadelphia and were painted red with yellow trim. The two closed cars were numbered "1" and "2" while the open cars were numbered "3" and "4."

The "Columbia Belt," as the line was locally known, was officially opened at 11:00 A. M., December 21, 1892, when William and Frank Given took turns operating the car on its first trip around the town. After the trip was over, guests of the company were entertained at James Harsh's Hotel. The opening of the line was quite an occasion.

However, the Columbia and Ironville never reached the village of Ironville. The closest it got to its goal was Ninth and Walnut streets. Attempts to purchase right of way for a line to Ironville were opposed by farmers living along the route and the plan was dropped.

The cars of the "Belt Line" started at the Pennsylvania Railroad station at Front and Walnut streets, Columbia, and operated up Walnut to Second, over Second to Locust and then up Locust to Ninth. The cars then turned over Ninth to Walnut and followed down Walnut Street to the station.

There was also another route operated by the local company which was opened for service about four days later than the Walnut and Locust Street line. This route started at Second and Cedar, in Second to Union, up Union to Fourth, out Fourth to

Manor and then up Manor to Fourteenth Street, which was the end of the route. The cars returned on the same route to Fourth and Union, thence over Fourth to Walnut, there joining the Walnut Street line. I have been told that the company gave free rides on Christmas Day, 1892, and many took advantage of the generous offer.

Early belt line motormen were Philip Hable, Frank Greulich, Edward Collins and William Campbell. The first conductors were Charles Young, Louis Smith, John Ford and William Haberstroah. The superintendent's office was located at the carbarn on Commerce Street, while the general office of the company was located on Locust Street.

During the first years of operation, the Columbia "Belt" resembled very much the "Toonerville" trolley of the comic strip. The short, light cars jerked and bounced as they traveled over the light, unevenly laid rails. Air brakes were unknown. Manually operated brakes controlled the car and these were none too good at best. Although they were operated by electricity, the early cars carried large portable oil headlights to illuminate the way at night. During the winter, a small coal stove provided warmth for the passengers. Originally the cars were equipped with open platforms and the motorman was forced to be in the open in all kinds of weather. However, after one of the cars struck a team of horses on Manor Street in 1893, because the motorman was blinded by snow, the company equipped the cars with closed vestibules to protect the employees from the weather.

Derailments were quite frequent, and according to the old newspapers it seems that hardly a day went by without at least one of the "belt" cars getting off the track and running into someone's wagon or front yard. During the winter of 1894, so many of the closed cars, that were used in Columbia, were out of service because of damages from collisions that the company was forced to put its open summer cars in service during the winter months. This, of course, brought howls of protest from shivering passengers and the local line became known as the "Pneumonia Line." However with all the inconveniences, the local car line in Columbia became very popular as it was an easy and economical way to get from one part of the town to the other. As one old trolleyman put it, "It was better than walking."

The Marietta Line

Although the towns of Columbia and Marietta are only four miles apart, for many years the only method of travel between them was by horse and wagon over the toll road or by the infrequent train service of the Pennsylvania Railroad.

It was for that reason, shortly after trolleys proved successful in other towns, that a trolley line was planned between Columbia and Marietta. It is interesting to note that although the Columbia "belt" was in operation before the Marietta line, the Marietta line was planned before a local line was suggested.

As early as May, 1892, a company known as the Columbia and Marietta Electric Railway was chartered to build a trolley line to connect the two towns named in the title. The proposed route was to run out North Third Street to the end of town and then parallel the Pennsylvania Railroad tracks up along the river passing the base of Chickies Rock. At Watt's Station, the line would diverge from the steam railroad right of way and enter Marietta on Market Street. It was also planned to operate beyond Marietta to a point known as Wild Cat Station, where a connection would be made with the boats operating over the river to Wild Cat. However, this company never got beyond the planning stage. Difficulties arose in securing a right of way and obtaining concessions from the Pennsylvania Railroad and the plan was given up. The C. & M. passed into history without even laying a foot of track.

However, with the completion of the Columbia local line and the success of this trolley venture, interest was again aroused in building a trolley road to Marietta. Consequently, on January 4, 1893, a company known as the Columbia and Donegal Electric Railway was chartered to build to Marietta by way of Klinesville and Chickies Park.

Construction started on May 8, 1893, at Second and Cedar streets, the then terminus of the Columbia local line. The new line was laid out by E. N. Smith, chief engineer. Blake Mapledorum was in charge of track construction, and Frank S. Drake of the Westinghouse Electric Company was in charge of the overhead work. John Cramer was in charge of erection of the poles along the right of way. William Given was president of the new company and Frank Given was the superintendent, both of whom

serving in the same positions they held in the Columbia and Ironville concern.

The Marietta line was truly a pioneer project as never before had an attempt been made in Pennsylvania to build a trolley road over such hilly terrain as there is between Columbia and Marietta. In those days the construction of a trolley line over Chickies Hill was considered an engineering feat of no small importance.

The steepest grade on the new line was 6.2 feet in one hundred and continued for 1900 feet, which was quite a climb for the little trolley cars of those days. The grading and laying of rails and the erection of overhead wires between Columbia and Chickies Park continued during the months of May and June, 1893. It was also necessary to construct a trestle over a stream at the foot of the eastern slope of Chickies Hill.

As the Marietta line and the "belt" line would be operated by the same management, the cars of the two roads would share the car barn on Commerce Street in Columbia. However, the original power house of the C. & I. was unable to generate sufficient energy to propel cars on both lines, so it was necessary to install additional facilities to generate power. Equipment of the new power plant consisted of a 200-h.p. Westinghouse engine and a 100-h.p. tubular boiler, built by the firm of Fairer and Sons. Power was furnished from a 160-h.p. multipolar compound generator. The new machinery was erected under the supervision of B. F. Conner, president and manager of the Suplee Steam Engine Company.

Four new cars were ordered from the J. G. Brill Car Company. Two of these were of the closed type and two were of the open or summer type. The closed cars were numbered "1" and "2" and the open cars were numbered "3" and "4." They were painted a bright blue with yellow lettering and trim. The cars, each equipped with one four-wheeled truck, were 25 feet long and equipped with a 60 h.p. motor. All cars were of wooden construction and equipped with hand brakes. The new cars arrived in Columbia on June 18, 1893, and were given trial runs over the Columbia Belt line. The Marietta cars were much heavier and larger than the "belt" line's cars.

The management of the Columbia and Donegal decided that July 1, 1893, would be the opening date of the new line to Chickies

Park. The new generator was placed in service on June 30, and tested by operating eight cars at one time over the Columbia trolley system. A trial run was made that night with car No. 3 to Chickies Park to make sure the line was in readiness for the formal opening.

July 1, 1893, was quite an occasion in Columbia, as the formal opening of the line to Chickies was held that day. The first official trip started from the car house at noon, carrying trolley officials and invited guests over the new line. Several cars were necessary to convey everybody to the park. Hundreds lined the right of way to watch the first car pass enroute to Chickies Park. On arrival at Chickies, a banquet was held provided by Payne, the caterer. The remainder of the afternoon was spent in eating, drinking and speech making. The visiting trolley officials tried to outdo each other in predicting the future growth of electric traction. They considered the chugging of steam trains at the foot of Chickies the "death-rattle" of a form of transportation which would soon go the way of the canal boat and the Conestoga wagon. There was virtually no limit to the possibilities of the electric trolley. Little did they realize that fifty years later the Marietta trolley line would be only a weed-grown ruin and the fast freight trains of the Pennsylvania Railroad would be still rolling by Chickies Rock.

After the formal opening of the line, the road was opened the following day to the public. Hundreds flocked on the cars to take the scenic trip to Chickies. At the park was located a restaurant, dancing pavilion and picnic tables. On the first 4th of July that the line was opened, over four thousand persons rode to Chickies, which was quite a record.

With the opening of the line as far as Chickies, the officials devoted their efforts to the completion of the line to Marietta. Additional contracts were awarded on September 1, 1893, and workmen started removing trees and clearing for a right of way on September 16, 1893. Work progressed rather slowly at first as it was necessary to dig out a right of way descending the northern slope of Chickies Hill. It should be remembered that all of this work was done by pick and shovel.

The extension to Marietta also necessitated the construction of a trestle over the Chickies Creek at the foot of Chickies Hill. The construction of the trestle was commenced in the early part

of November, 1893, and was the main obstacle to the early completion of the line. Although track laying commenced in Marietta on November 20, 1893, it was not until December 30 that the two sections of the line were connected with the completion of the Chickies trestle. The trestle when finished was 950 feet in length and 32 feet in height.

The first car to run through from Columbia to Marietta was Columbia and Donegal No. 1, with Frank Given at the controller. The first car left the carbarn at Columbia at 10:15 P. M., on December 31, 1893, and arrived in Marietta at 12:10 A. M., January 1, 1894. Few lines can lay claim to being opened at midnight New Year's Eve! The ice on the wires caused the first car to throw flashes of blue sparks, which caused quite a bit of excitement along the line.

On New Year's Day the Marietta line was put into regular operation, and many persons tried out the new trolley line. Some of the country people along the line at first were hesitant in boarding the cars, fearing that once their foot touched the step they would be electrocuted as the car had a pole touching the electric wire overhead.

The cars of the C. & D. commenced their run at the P. R. R. Station in Columbia, and operated up Walnut to Second. There they turned out North Second Street to Cedar, where the line went on to private right of way. Then came a steep climb of the hill to Klinesville. At the top of the first hill on the farm of D. R. King, there was a level stretch of four hundred feet, where a passing siding was located. The trolley continued on to Jones Hollow, which was then named Glen Given in honor of the manager of the line. From there the steep ascent to Chickies started, with a steady climb all the way to Chickies Park. Then came the steep down grade to the Chickies Creek, which included a horseshoe curve. Before going onto the trestle, the line crossed the tracks of the Lancaster, Marietta and Hanover Branch of the Philadelphia and Reading Railroad. The cars continued then along level ground and finally swung on to the present Marietta pike below Marietta at a point known as the "Red Barn." The cars ran up Market Street in Marietta to the square, where they terminated. On returning from Marietta, the cars made the loop around the Columbia "Belt" before going to the Pennsylvania Station.

Some of the first trolley-men on the Marietta line were Peter Maurer, Edward Brady, William English, John Horn, John Vaughn, Joseph Rankey, Cleon Hougentogler, and Edward Bittner.

The Lancaster Line

The Lancaster and Columbia Electric Railway was chartered under the laws of Pennsylvania on March 24, 1891, to build and operate an electric street railway from Lancaster to Columbia.

The proposed line was to commence at West End Park (now Maple Grove), the then terminus of the West End Street Railway, and follow along the south side of the Lancaster and Susquehanna Turnpike to Columbia, a distance of ten miles. The new company planned to enter Columbia by way of Lancaster Avenue to Locust Street and thence down Locust to Front Street where the line would terminate.

Although the line was chartered in 1891, the company failed to take action on the proposed line, and for the time being no efforts were made to build the line to Columbia. However, in 1893, the newly formed Lancaster Traction Company became interested in the project, and in April of that year the Lancaster Traction acquired the franchise rights and operating privileges of the dormant Lancaster and Columbia Electric Railway.

The line from Lancaster to Columbia was constructed during the summer of 1893 by the Lancaster Traction Company. Car No. 17 made the first trip from Lancaster to the east end of the bridge over the Pennsylvania Railroad at Mountville on July 14, 1893. The officials of the new line were greatly pleased with the operation of the line, regardless of the fact that several places they had to get out and help push the car up hills.

A controversy arose between the traction company, the Lancaster and Susquehanna Turnpike, and the Pennsylvania Railroad over the use of the bridge at Mountville. This delayed the completion of the line into Columbia. Although track had been laid from the west end of the Mountville bridge to Columbia in the latter part of July, 1893, it was not until August that a settlement was reached over the use of the Mountville bridge, in order that cars could run through to Columbia. Finally, on August 25, 1893, Lancaster Traction car No. 4, in charge of motorman Edward Bittner and conductor Cleon Hougentogler, made the first through trip from Lancaster to Columbia.

The route of the Lancaster Traction's line to Columbia differed only slightly from the proposed line of the Lancaster and Columbia. Instead of operating in Lancaster Avenue to Locust Street, the line swung to the south about a quarter of a mile west of Kaylor's School, and entered Columbia by way of Manor Street over the tracks of the local Columbia line. This was a saving in construction as track had already been laid to Fourteenth and Manor by the Columbia concern, and the Lancaster Avenue route would have involved operation up a steep grade.

Various extensions were also planned in Columbia. After the Columbia and Ironville failed to reach Ironville, a company known as the Columbia, Ironville and Mount Joy was organized to build to Ironville and Mount Joy, but this venture never got further than laying a few feet of rails. The Columbia and Manor and the Columbia and Washington electric railways both planned to build to Washington Boro and Millersville but this too never got beyond the planning stage. An extension was also talked of from Marietta to Maytown, but work was never started. A difference in track gauges was about the only thing that prevented the laying of a second deck on the old iron railroad bridge across the river, which would carry connecting tracks between the Lancaster and York counties trolley systems.

The Pennsylvania Traction Company

On July 19, 1893, a company was incorporated to take over all the then existing trolley lines in Lancaster County. This new organization, the Pennsylvania Traction Company, took steps to acquire not only the lines to Columbia, Marietta and the "Belt," but also the city lines in Lancaster and the rural lines running to Millersville and Lititz.

Consequently, on February 5, 1894, all of the trolley lines operating in Columbia were acquired by the Pennsylvania Traction Company, of which William B. Given was general manager. The lines in Columbia ceased to be independent companies and became known as the "Columbia and Donegal Division" of the Pennsylvania Traction. All of the existing rolling stock was re-lettered, re-numbered and the color scheme was changed to red with yellow lettering and trim.

It was under the management of the Pennsylvania Traction fifty years ago that the worst trolley accident in the history of Lancaster County occurred. This wreck involved car No. 61 on the Marietta line and took the lives of six passengers.

On Sunday evening, August 9, 1896, a band concert was given at Chickies Park. During the evening a severe thunder storm occurred. Those who did not leave the park before the storm had to wait until the storm was over as it was not the practice then to operate trolleys during severe electrical storms. The first car to arrive at the park after the storm was car No. 61, in charge of motorman Adam Foehlinger and conductor Harry Hershey, bound for Columbia. A great crowd rushed on to the car, filling all the available seats, crowding the aisles and standing on the front and rear platforms. The car left the park about 10 o'clock filled to overflowing. The trip as far as Klinesville was uneventful.

At Klinesville, two passengers desired to get off but because of the wet rails, the car was unable to stop at the crossing but ran beyond about fifty yards before it was halted. The car was then backed to Klinesville to discharge the passengers. Shortly after leaving Klinesville for Columbia, the passengers noticed a queer thumping sound under the car, which was followed by a great increase of speed. The passengers soon became aware that the car was out of control and they became panic-stricken. To add to the excitement, the trolley pole left the wire leaving the car in total darkness. At the foot of the Klinesville hill, the car left the rails, shot across the road, struck a tree and then tumbled down a thirty-foot embankment, landing on its roof with the wheels and motor high in the air.

As the result of this accident, six persons were killed and sixty-eight injured. Among those killed were motorman Foehlinger and chief burgess of Columbia, H. H. Heise. Others who lost their lives were William Pinkerton, Henry Smith, W. J. Ludlow and William Metzger. After a hearing, which lasted several days, full responsibility for the accident was laid on the Pennsylvania Traction Company. It was pointed out that the cars were not equipped with sand, they were overloaded contrary to rules that the company did not enforce, and that the car had been put out the day of the wreck without proper inspection (the brakes had failed to work). To prevent future occurrence of such an accident, a safety

switch was installed on Klinesville hill, at which all cars were required to stop before proceeding to Columbia.

The Pennsylvania Traction Company's existence was short-lived. Damage claims resulting from the Klinesville wreck and mismanagement put the organization in a perilous financial condition, which finally ended in complete bankruptcy. Finally, in June of 1899, the court ordered that the Pennsylvania Traction be sold at public sale.

During the early days of the trolleys the work of motormen and conductors was hard and long. On some cars they were exposed to the weather as there were no closed vestibules on these cars. Trolley men not only worked long hours but received poor pay besides. However, the trolley men's job had its good side also. Annual banquets were held in Columbia for all the traction employees, and this custom was kept up for many years after the coming of the Conestoga Traction. At Christmas time trolley patrons gave the motormen and conductors gifts of chickens, groceries and money. Senator Quay, who lived along the Columbia-Lancaster line, gave every trolleyman a five-dollar gold piece. These gifts were an attempt to make up for the poor wages the men on the trolley cars received.

The Conestoga Traction Company

The property of the bankrupt Pennsylvania Traction Company was acquired by the newly organized Conestoga Traction Company on December 12, 1899.

The color scheme of the cars in Columbia was changed from red and yellow to yellow and cream with green lettering. With the advent of the Conestoga Traction Company, additional trolley lines were built in the county and a major trolley system was developed.

Soon the old, light cars were replaced by heavier and speedier types. Hand brakes gave way to air brakes and other safety appliances came into use. Various types of cars were operated such as open summer cars, closed winter cars and combination passenger and baggage cars. Some of these cars continued in service for many years. The little short cars that were the original rolling stock of the independent lines in the Columbia area were gradually replaced by the bigger and newer Conestoga Traction Company cars.

The Conestoga Traction transformed the local lines in Columbia from "Toonerville" type systems to modern up-to-date electric lines. Car service was more frequent and operated on dependable schedules. Soon shippers were enjoying the benefits of trolley freight service, with the establishment of trolley freight service to Columbia in 1901 and to Marietta in 1905. Cars were operated with greater safety with the installation of electric signals, and soon the company became known as one of the best maintained and equipped electric lines in the state. Every piece of rolling stock on the Conestoga Traction was overhauled and repainted every year at the paint shop at Millersville. Its right of way was also well cared for, heavy rail and rock ballast being used in most instances.

With the use of faster and more comfortable cars, trolley riding became more popular than ever. People went everywhere by trolley as the C. T. Co. connected all the important points in the county, and also made connections with other trolley lines for Reading, Philadelphia, Allentown and Harrisburg. The open cars were the favorite mode of transportation for Sunday school picnics and lodge outings. Trolleys were also used to haul funerals between the home and cemetery, especially in the rural districts.

Many interesting and often humorous incidents can be told about trolley operations. Motormen had their hands full around the 4th of July and Hallowe'en, with pranksters, putting off fire-crackers under the car or pulling the pole off the wire. The story is told of an open car that failed to make the sharp turn at Fourth and Manor streets (Columbia), but instead landed its passengers in a nearby stock pen. Once a freight car, pulling a flat car loaded with kegs of beer, was sideswiped by a passenger car at a turnout in East Columbia. Several of the kegs were broken open by the impact, causing the liquid to flow out onto the street. No doubt freight car crews had tin cups ready for such events.

Not all events in trolley operation were humorous. A freight car once operating up Locust Street, so frightened a horse, that he bolted from his harness and dashed up the sidewalk, striking a man with such force that he was hurled against a tree, fracturing his skull.

The only serious accident on the Marietta line was the disaster on the Klinesville Hill. However, once a Marietta car jumped

the track on Chickies Hill, but only one passenger was injured. This individual feared a repetition of the Klinesville wreck, and jumped from his seat, out the window and suffered severe injuries as the result. However, trolley motormen dreaded the Marietta line in the fall of the year, as the steep grades were very dangerous when leaves got on the rails.

Once a Marietta car was hit by a bolt of lightning on the long Chickies trestle putting the motors out of commission. No one was injured but the car had to stand in this perilous position until a car arrived from Columbia.

A Lancaster-Columbia car, one winter day, while coming down Manor Street, Columbia, jumped the rails and headed for the sidewalk, only stopping when within inches of a dwelling. A similar incident occurred in later years with one of the large steel cars on Market Street, Marietta.

However, serious derailments and delays were few. During snowstorms large rotary plows kept the tracks cleared so that cars could operate on schedule. Only on few occasions was the line closed by snowdrifts and then not for a long period. The trolley service of the Conestoga Traction was far more dependable than the present bus service in the county to-day, the schedule of which on a snowy day is merely a matter of conjecture, while the bus patron shivers on the street corner.

Electric signal systems were used on the Columbia and Marietta lines as well as the other lines in the county. These signals were located at each turnout. Before the car left the turnout, the conductor would throw a lever which would light the signal at the next turnout which would stop the opposing car. Telephones were also located at these turnouts which were connected with the dispatcher's office at Lancaster.

The destination signs that were carried on the rural lines were of interesting design. They were large square sheets of metal that hung on brackets on the front of the car. They carried a large black letter on a yellow background identifying the route. "C" stood for Columbia, "M" for Marietta, "B" stood for "Belt," "F" for funeral, and so on. Green flags displayed on the front of a car signified that a second car or section was following while white flags indicated that the car was an "extra" that was not regularly scheduled.

However, another type of transportation came onto the scene—the private automobile. With the advent of good roads, the automobiles, and later the buses and trucks, cut heavily into the revenues of trolley companies. Faster schedules were operated and fares cut to the bone in an attempt to offset this competition.

To offset this competition, the Conestoga Traction placed in service on the Columbia line in 1924, five new steel interurban cars built by the Cincinnati Car Company. These cars were equipped with plush seats and modern in every respect. They were faster than the older cars that were in service. These steel cars remained in operation up until the end of trolley service and are still in operation on the Ephrata line this present day.

The Conestoga Traction Company was reorganized as the Conestoga Transportation Company in the early thirties and because of lack of trolley patronage embarked on plans for bus substitution.

The first local line to be abandoned was the Marietta line. At 11:15 P. M., April 25, 1932, the last car pulled away from the square at Marietta, thus ending almost forty years of dependable car service. Later, buses took over which operated on less frequent intervals at a higher rate of fare.

Columbians saw the last of the “Belt” line with its familiar motorman, Peter Maurer, who ran the belt car for forty years, when the last trip was made on June 4, 1932. Old “Pete” and the belt car had become sort of a local institution during the years that it operated. The freight service that was once called “The Quickest and Best” was discontinued when the last freight car pulled out of the freight station on Commerce Street on June 29, 1932. Motor truck service took over the next day.

With all the competition from other forms of transportation, the Lancaster line managed to survive several years more but finally plans were made to substitute buses on the remaining trolley route in Columbia.

February 14, 1938, was the last day that electric trolleys operated in Columbia. At midnight, the last car bearing “Funeral” signs pulled out at Fourth and Locust streets with George Erwin, veteran CTCO motorman, at the controller. Thus ended Columbia’s trolley days. The electric trolleys, that had given passengers safe and comfortable rides year in and year out, were replaced by

motor buses, which were considered more modern than the outmoded trolleys. However, after riding crowded motor buses and breathing in gasoline fumes, not to mention slippery winter highways, one bus patron has found that the trolleys were not so outmoded after all.

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ABOUT THE AUTHOR

John DeWitt Denney, Jr., the son of Dr. John and Ann Libhart Denney, of Columbia, Pennsylvania, is a graduate of Franklin and Marshall College, Class of 1946, with the degree of Bachelor of Arts, with the major in Economics.

Mr. Denney is very much interested in the history and development of the railroad industry in the United States. The author is the owner of a large collection of railroad photographs, tickets and time-tables and other railroad items, some of which date back as far as 1840. Mr. Denney also specializes in the collection of historical data and photographs pertaining to the many electric trolley lines and short line railroads that once operated in Pennsylvania. The author hopes to have some day a complete history of all the rural trolley lines that operated in Pennsylvania. He has been working on this project several years.

The author is a member of the Lancaster Chapter of the National Railway Historical Society and a member of the Central Electric Railfans Association. He holds the position of Research Editor on the editorial staff of the "Bulletin," the quarterly historical magazine that is prepared by the National Railway Historical Society, and is a frequent contributor of historical articles pertaining to the early trolley lines and narrow gauge railroads that operated in Pennsylvania.

The author has visited and photographed over two hundred and fifty railroads and trolley lines in the United States. He has ridden thousands of miles on many different trains ranging from the fast, streamlined "Empire State Express" of the New York Central and the "Hiawatha" of the Milwaukee Road, to slow mixed trains of such railroads as the Belfast and Moosehead Lakes, the Atlanta & St. Andrews Bay and the East Broad Top. The author has visited railroads in every state of the union except Arkansas, Kentucky, Michigan and Washington. Many of the lines that the author has ridden and photographed are no longer in existence.