

READING RAIL ROAD. SUMMER ARRANGEMENT.

April 1st, 1867.

GREAT TRUNK LINE FROM
the North and North-West for Philadelphia, New York, Reading, Pottsville, Tamaqua, Ashland, Lebanon, Allentown, Easton, &c., &c.
Trains leave Harrisburg for New York, as follows: At 3.00, 8.10 and 9.35 A. M., and 2.10 and 4.10 P. M., arriving at New York at 5.00 and 10.10 A. M., and 4.40, 5.20, 10.25 P. M., connecting with similar Trains on the Pennsylvania Railroad; Sleeping Cars accompanying the 3.00 A. M. and 9.35 P. M. trains without charge.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Pine Grove, Allentown and Philadelphia, at 8.10 A. M. and 2.10 and 4.10 P. M., stopping at Lebanon and all Way Stations; the 4.10 P. M. Train making connections for Philadelphia and Columbia only. For Pottsville, Schuylkill Haven and down via Schuylkill and Susquehanna Railroad—Leave Harrisburg at 2.20 P. M.

Returning: Leave New York at 6.00 A. M., 12.00 Noon, 5.00 and 9.00 P. M. Philadelphia at 8.15 A. M. and 3.30 P. M.; way passenger train leaves Philadelphia at 7.30 A. M., returning from Reading at 6.30 P. M., stopping at all stations; Pottsville at 8.45 A. M. and 2.45 P. M.; Ashland 6.00 and 11.30 A. M., and 1.05 P. M.; Tamaqua at 2.45 A. M. and 1.00 and 8.55 P. M.

Leave Pottsville for Harrisburg, via Schuylkill and Susquehanna Rail Road, at 7.00 a. m.

Reading Accommodation Train: Leaves Reading at 7.30 A. M., returning from Philadelphia at 5 or 6 P. M.

Pottstown Accommodation Train: Leaves Pottstown at 6.25 a. m., returning leaves Philadelphia at 6.30 p. m.

Columbia Railroad Trains leave Reading at 7.00 A. M. and 6.15 P. M. for Ephrata, Lititz, Lancaster, Columbia, &c.

On Sundays: Leave New-York at 8.00 P. M., Philadelphia 8 A. M. 3.15 P. M., the 8.00 A. M. train running only to Reading; Pottsville 8.00 A. M., Harrisburg 9.35 A. M., and Reading at 1.20 and 7.20 A. M., for Harrisburg, and 11.22 A. M., for New-York, and 4.25 p. m. for Philadelphia.

Concession, Mileage, Season, School and Excursion Tickets to and from all points, reduced rates.

Bags checked through: 50 pounds allowed each Passenger.

G. A. NICOLLS,
General Superintendent.

READING, PA. Nov 27, '66—ff.

1866
Philadelphia and Erie Rail Road

THIS Great Line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

It has been leased and is operated by the **PENNSYLVANIA RAIL ROAD COMPANY.**

TICKS OF PASSENGER TRAINS AT HARRISBURG.

LEAVE EASTWARD.

Erie Mail Train 8.45 A. M.
Erie Express Train 9.30 A. M.
Elmira Express Train 1.30 P. M.

LEAVE WESTWARD.

Erie Mail Train 2.26 A. M.
Erie Express Train 4.15 P. M.
Elmira Express Train 5.30 P. M.

Passenger cars run through on the Erie Mail and Express Trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION

Leave New York at 9.00 A. M., arrive at Erie at 1.00 a. m.

Leave New York at 5.00 P. M., arrive at Erie 7.15 P. M.

Leave Erie at 8.30 P. M., arrive at New York 4.45 P. M.

Leave Erie at 10.25 A. M.; arrive at New York 10.10 A. M.

NO CHANGE OF ARS BETWEEN ERIE & NEW YORK.

Elegant sleeping cars on all night trains.

For information respecting passenger business apply at the corner of 30th and Market streets, Philadelphia.

And for freight business of the Company's agents:

S. B. Kingston, Jr., corner of 10th and Market streets, Philadelphia.

J. W. Reynolds, Erie.

Wm. Brown, Agent, N. C. R. R., Baltimore.

H. H. HUSTON, General Freight Agent, Philadelphia.

H. W. WINNER, General Ticket Agent, Philadelphia.

A. L. TYLER, General Superintendent, Williamsport.

Feb 14, '66—ff.

Huntingdon & Broad Top Rail Road

ON and after May 6th, 1867, passenger

trains will run as follows:

LEAVE SOUTHWARD.

Express. Mail.

Huntingdon 7.45 6.00

Saxton 9.39 7.33

Bloody Run 10.55 8.53

Mount Dallas 10.59 8.57

LEAVE NORTHWARD.

Mail. Express.

Mount Dallas 6.10 1.30

Bloody Run 6.14 1.34

Saxton 7.30 2.55

Huntingdon 9.10 4.45

Distances from Mount Dallas to Bedford six miles. A reliable line of Bucks connect at Mt. Dallas for Bedford and Bedford Springs.

JOHN McKILLIPPS, Superintendent.

July 22, 1867—ff.

Huntingdon & Broad Top Rail Road

ON and after May 6th, 1867, passenger

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