FARES

PHILADELPHIA and SUBURBAN STATIONS

STATIONS	OCCASIONAL RIDERS				REGULAR COMMUTERS		
						Monthly Service	
	★ One-Way	★ Round-Trip 1-Day	10 Trip 6 Months	20 Trip 2 Months	Weekly Service	Monday-Friday	Unrestricted
Ambler	$0.60	$0.80	$5.70	$9.50	$4.75	$17.10	$18.95
Ardsley	.46	.69	4.40	8.40	4.20	15.10	16.75
Bethayres	.52	.75	4.95	8.95	4.50	16.10	17.85
Bonair	.68	.86	6.50	10.05	5.05	18.05	20.05
Bryn Athyn	.52	.75	4.95	8.95	4.50	16.10	17.85
Buckingham	1.10	1.15	10.45	12.65	6.35	22.75	25.25
Chalfont	1.01	1.10	9.60	12.45	6.25	22.45	24.90
Cheltenham	.39	.61	3.75	6.80	3.80	13.60	15.10
Chestnut Hill	.41	.64	3.90	7.60	3.95	14.10	15.65
Churchville	.77	.91	7.35	10.60	5.30	19.05	21.15
Colmar	.93	1.04	8.85	11.85	5.95	21.30	23.65
Conshohocken	.48	.72	4.60	8.65	4.35	15.60	17.30
County Line	.68	.83	6.50	9.75	4.90	17.55	19.50
Crescentville	.35	.54	3.35	5.85	3.50	12.60	14.00
Crestmont	.52	.75	4.95	8.95	4.50	16.10	17.85
Doylestown	1.17	1.20	11.15	13.10	6.55	23.60	26.20
East Falls	.28	.36	2.55	3.85	3.20	11.55	12.80
Elkins Park	.39	.58	3.75	6.45	3.65	13.10	14.55
Farm School	1.10	1.20	10.45	12.95	6.50	23.30	25.85
Fellwick	.52	.75	4.95	8.95	4.50	16.10	17.85
Fern Rock	.34	.48	3.10	5.15	3.35	12.10	13.40
Fishers	.28	.38	2.55	4.00	3.20	11.55	12.80
Forest Hills	.60	.83	5.70	9.75	4.90	17.55	19.50
Fortuna	.93	1.02	8.85	11.65	5.85	20.95	23.25
Fort Washington	.60	.77	5.70	9.20	4.60	16.60	18.40
Fox Chase	.43	.64	4.10	7.80	3.95	14.10	15.65
Fulmor	.60	.83	5.70	9.75	4.90	17.55	19.50
George School	.83	.99	7.90	11.40	5.70	20.55	22.80
Germantown	.31	.45	2.80	4.80	3.35	12.10	13.40
Glenside	.43	.66	4.10	8.10	4.05	14.60	16.20
Gravers	.41	.61	3.90	7.25	3.80	13.60	15.10
Grenoble	.83	.97	7.90	11.20	5.60	20.20	22.40
Gwynedd Valley	.68	.88	6.50	10.30	5.15	18.55	20.60
Hatboro	.68	.86	6.50	10.05	5.05	18.05	20.05
Heaton	.60	.80	5.70	9.50	4.75	17.10	18.95
Holland	.77	.93	7.35	10.80	5.40	19.40	21.55
Huntingdon Valley	.52	.72	4.95	8.65	4.35	15.60	17.30
Ivyland	.77	.93	7.35	10.80	5.40	19.40	21.55
Ivy Rock	.52	.75	4.95	8.95	4.50	16.10	17.85
Janney	.77	.93	7.35	10.80	5.40	19.40	21.55
Jenkintown (Wyncote)	.41	.64	3.90	7.60	3.95	14.10	15.65
Johnsville	.68	.88	6.50	10.30	5.15	18.55	20.60
Langhorne (Penndel)	.83	.97	7.90	11.20	5.60	20.20	22.40
Lansdale	.83	.97	7.90	11.20	5.60	20.20	22.40
Lawndale	.35	.58	3.35	6.30	3.65	13.10	14.55
Logan	.29	.39	2.65	4.15	3.20	11.55	12.80
Manayunk	.34	.50	3.10	5.35	3.50	12.50	14.00
Meadowbrook	.48	.72	4.60	8.65	4.35	15.60	17.30
Miquon	.41	.64	3.90	7.50	3.95	14.10	15.65
Mogees	.60	.77	5.70	9.20	4.60	16.60	18.40
Montessori School	1.01	1.09	9.60	12.25	6.15	22.05	24.50
Mt. Airy	.39	.58	3.75	6.55	3.65	13.10	14.55
Neshaminy Falls	.77	.91	7.35	10.60	5.30	19.05	21.15
New Britain	1.10	1.15	10.45	12.65	6.35	22.75	25.25
Newtown	.93	1.02	8.85	11.65	5.85	20.95	23.25
Noble (Abington)	.43	.66	4.10	8.10	4.05	14.60	16.20
Norristown	.60	.80	5.70	9.50	4.75	17.10	18.95
North Hills	.46	.69	4.40	8.40	4.20	15.10	16.75
North Wales	.77	.93	7.35	10.80	5.40	19.40	21.55
Oak Lane	$0.35	$0.55	$3.35	$5.90	$3.50	$12.60	$14.00
Olney	.34	.48	3.10	5.15	3.35	12.10	13.40
Oreland	.48	.72	4.60	8.65	4.35	15.60	17.30
Paper Mills	.60	.77	5.70	9.20	4.60	16.60	18.40
Parkland	.77	.95	7.35	11.00	5.50	19.80	22.00
Penllyn	.68	.86	6.50	10.05	5.05	18.05	20.05
Pennbrook	.83	.97	7.90	11.20	5.60	20.20	22.40
Philmont	.60	.77	5.70	9.20	4.60	16.60	18.40
Roslyn	.52	.72	4.95	8.65	4.35	15.60	17.30
Rushland	.93	1.02	8.85	11.65	5.85	20.95	23.25
Rydal	.46	.69	4.40	8.40	4.20	15.10	16.75
Ryers	.41	.61	3.90	7.15	3.80	13.60	15.10
St. Leonard	.83	.97	7.90	11.20	5.60	20.20	22.40
Sedgwick	.35	.58	3.35	6.25	3.65	13.10	14.55
Shawmont	.39	.58	3.75	6.60	3.65	13.10	14.55
Somerton	.68	.83	6.50	9.75	4.90	17.55	19.50
Southampton	.68	.86	6.50	10.05	5.05	18.05	20.05
Spring Mill	.46	.66	4.40	8.10	4.05	14.60	16.20
Stenton	.35	.56	3.35	6.05	3.65	13.10	14.55
Tabor	.31	.44	2.80	4.70	3.35	12.10	13.40
Traymore	.83	.95	7.90	11.00	5.50	19.80	22.00
Trevose	.68	.88	6.50	10.30	5.15	18.55	20.60
Valley Falls	.48	.72	4.60	8.65	4.35	15.60	17.30
Walnut Hill	.46	.69	4.40	8.40	4.20	15.10	16.75
Washington Lane	.34	.51	3.10	5.50	3.50	12.60	14.00
Wayne Junction	.25	----	2.25	3.60	3.05	11.00	12.20
Willow Grove	.60	.77	5.70	9.20	4.60	16.60	18.40
Wissahickon	.31	.42	2.80	4.50	3.20	11.55	12.80
Wister	.31	.41	2.80	4.35	3.20	11.55	12.80
Woodmont	.60	.80	5.70	9.50	4.75	17.10	18.95
Wycombe	.93	1.06	8.85	12.05	6.05	21.70	24.10
Wyndmoor	.39	.61	3.75	6.95	3.80	13.60	15.10

★ No change.

Monthly Commutation Fares to New York, N. Y.

FROM	MONTHLY SERVICE	
	Monday-Friday	Unrestricted
Reading Terminal	$53.50	$59.40
North Broad Street	52.35	58.15
Wayne Junction	51.25	56.90
Jenkintown	48.40	53.75
West Trenton	36.00	39.95
Hopewell	30.35	33.70
Belle Mead	25.85	28.70

READING COMPANY

Revision in Commutation *and* Occasional Rider Fares

Reading lines

Effective August 10, 1951

TO PATRONS

Railroad wages and the cost of materials have continued to spiral upward necessitating an increase in fares for commuters and other frequent riders.

The Reading Company has filed revised tariffs effective August 10, 1951, with the Interstate Commerce Commission and State Commissions—advancing fares for the weekly ticket by 75¢, the Monday-Friday monthly ticket by $2.70, and the unrestricted monthly service ticket by $3.00. Corresponding increases are being made in 10-trip and 20-trip tickets—but no change will be made at this time in one-way and suburban round-trip fares.

Present commutation and other suburban fares were filed November 15, 1949, and were based upon conditions then prevailing. Since then, there have been large increases in railroad wages, negotiated on a national scale, which became effective for different groups of employes on October 1, 1950, February 1, 1951, April 1, 1951, and July 1, 1951. Still further wage increases for Conductors, Engineers and Firemen, and other groups, are pending.

In 1950, the sum of $9,362,000 was paid by the users of Reading Company passenger service. This fell short by 80% of covering the operating cost of $16,874,000—exclusive of taxes, resulting in the huge deficit of $7,512,000. This had to be deducted from the only other operating revenue of the Company, which is derived from freight shippers—who are insisting that passenger service, which on the Reading is largely the suburban type of operation, be self supporting and not continue to be a drain off freight revenue.

This large deficit was experienced despite the steady efforts of the Company to hold the line by removing non-productive elements—such as the discontinuance of lightly patronized trains and changing little-used stations to a non-agency type, also the increased use of Diesel power.

If the Reading is to continue furnishing passenger service, large reductions must be made in the heavy losses now borne. The anticipated increases in revenue from the new commutation and multiple ride tariffs will by no means cover the loss in providing the service but will merely help to reduce it and still leave a passenger operating deficit in excess of $7,000,000 per year exclusive of taxes. Accordingly, the program of reducing the cost by removing service which is no longer adequately used must of necessity be continued.

Tariffs covering similar increases in commutation fares are being filed by the railroads in other principal commutation areas in Pennsylvania, Ohio and the New York District. The railroads propose a flat increase—applying to all commuters regardless of the distance they ride, because the suburban service, with its twice-a-day peak load, is unlike other passenger operations, and the investment in equipment, initial operating expenses and many other costs are the same for long-haul and short distance passengers. While these railroads will continue to charge a higher fare for the longer distance riders, it is believed proper to recognize that certain fixed charges are the same regardless of the distance travelled, and in fairness, the increased charges are being spread evenly among all commuters regardless of the length of trips.

The Reading Company requests that attention and cooperation be given to the relation of suburban fares to the continued rise in railroad wages and other operating costs.

On the following pages are typical examples of the new fares—to become effective August 10, 1951, between Philadelphia and suburban points, also between Reading Company stations and New York.

REGULATIONS

covering sale and use of Commutation and Occasional Rider tickets in the Philadelphia Suburban Territory.

The term Holidays refers to New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving or Christmas or days celebrated as such.

COMMUTATION

WEEKLY SERVICE TICKETS

Good for any number of rides by purchaser, within a week, Mondays to Sundays, inclusive. *No Federal Tax applies.*

MONTHLY SERVICE TICKETS

Unrestricted Use—Daily

These tickets are for individual use daily for any number of rides. Good for 1 month including date of sale. *No Federal Tax applies.*

Restricted Use—Mondays to Fridays

These tickets are for individual use Mondays to Fridays, inclusive, *not including Holidays,* for any number of rides. Good for 1 month including date of sale. *No Federal Tax applies.*

46-TRIP SCHOOL TICKETS

Issued to students pursuing a general educational course, upon presentation of proper certificate. These tickets are for individual use only and are good for 1 month including date of sale. Fare is 75% of the Unrestricted Use commutation fare. *No Federal Tax applies.*

OCCASIONAL RIDER

ROUND-TRIP

One-Day Limit—One-day round-trip coach tickets are good Mondays to Fridays, inclusive, on any train advertised to arrive at Reading Terminal before 8.00 A. M. and after 9.30 A.M. and to leave Reading Terminal before 4.30 P.M. or after 6.00 P.M. On Saturdays, Sundays or Holidays they are good on all trains on both going and return trips on date of issue. *Federal Tax additional on these tickets where one-way fare is 36¢ or more.*

One-Year Limit—One-year round-trip transportation may be obtained by the purchase of 2 one-way tickets.

20-TRIP FAMILY

Twenty-trip family tickets are good for 2 months and are accepted in coaches on any train in either direction. They may be used by the person named on the ticket or members of the family and household. *Federal Tax additional where one-way mileage is 30 miles or more.*

10-TRIP BEARER

Ten-trip bearer ticket good for 6 months sold between all stations. They are accepted in coaches on any train in either direction and may be used by the bearer and persons accompanying bearer. *Federal Tax additional where mileage is 30 miles or more.*