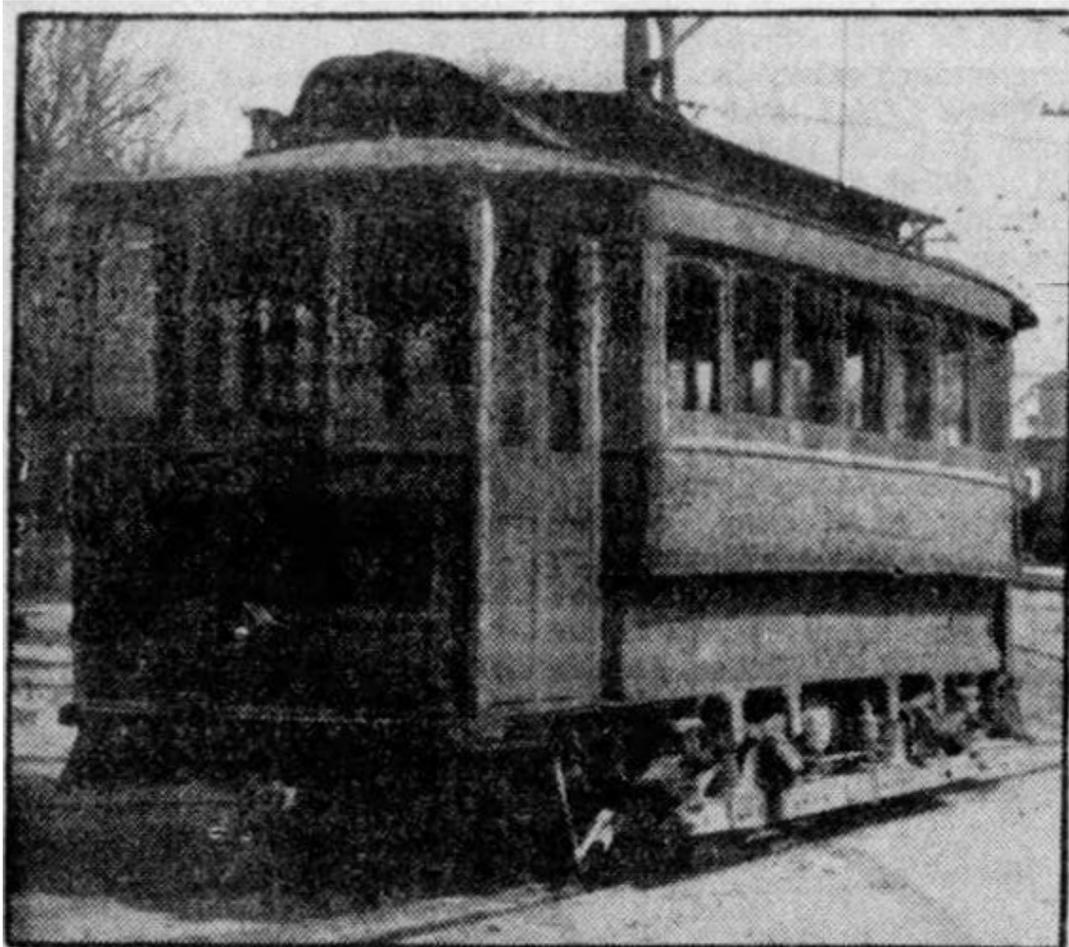


“This Car to The Barns”



(Lancaster Eagle-Gazette, Sept. 13, 1937) – **WHILE** most Lancaster people will welcome the replacement of street cars by the more comfortable, better-looking buses, few can deny a twinge of sentimental regret at the passing of the trolley cars.

For as long as the majority of us remember, they have been a landmark, almost a trademark of Lancaster. They amused and amazed visitors, whose first reaction on seeing one of our street cars round a corner was invariably derisive laughter. Later, when they learned that traction riders here enjoyed a service schedule and fare that few cities could duplicate, they marveled more than they laughed. Most of them gratified their secret desire for a ride and many carried away as souvenirs those red or yellow celluloid fare checks bearing a likeness of the car.

As the automobile increased its inroads on the traction business, the local company faced the alternatives of curtailing service or foregoing replacement of rolling stock in order to continue operations without loss. They made the wise choice of retaining schedule. Deterioration, however, has finally rendered the street cars obsolete beyond hope of much

further use. In belief that the expense of substituting buses may be offset by increased business resulting from the inducement of automotive transportation for passengers, the traction company has announced the change to become effective within a few weeks, probably by Fair time.

We encourage their anticipation and trust the additional investment will prove of benefit to all concerned. Buses mean safer, smoother riding for passengers and an easy rerouting of schedule at any time for the convenience of the public. The advantages will be numerous and should result in revived patronage. The fare will remain at five cents.

So let us welcome this improvement in an important civic service, even though we experience a pang at the doom of the street cars that constituted an almost historical characteristic peculiarly our own.

No longer will we hear the motorman's familiar cry – "Fair Ground car, going right out!" or face a long, late walk when informed "This car to the barns!".

No more will we find a topic for humor in the street car signs such as Billy Ireland immortalized in his drawing of the North Columbus Street vehicle bearing the undebatable statement – "Cemetery – No Transfer". Or even the ancient wheeze about Lancaster Street cars being lightning proof because they are non-conductor.

Yes, we'll miss 'em – droopy-end, wobbly, teetering and tottering though they were. Newark borrowed one of them last year as an exhibit of antiquity in its pageant of progress in transportation. Let's keep at least one of them as our treasured relic. Maybe they would rate the Smithsonian, but they'll always hold a warm spot in Lancaster's memory. They served us well and it's too bad they can't be turned out to pasture like Old Dobbin at the end of their usefulness.
