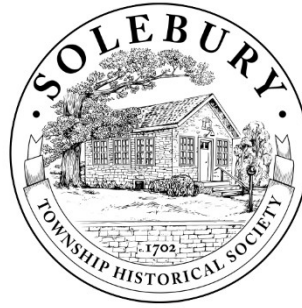


Salebury



Chronicle

A Newsletter of the Solebury Township Historical Society

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From the President

As we venture further into 2026, we look ahead to a landmark moment: the 250th anniversary of the signing of the Declaration of Independence. Throughout Bucks County, a full year of programs will highlight our heroic patriots, our complicated loyalists, and the pivotal local events that shaped the Revolution — including not one, but two critical Delaware River crossings for the Continental Army: Washington's Crossing in 1776 and Coryell's Ferry in 1778.

When most people think of the American Revolution, they picture the great generals — Washington, Lafayette, Cornwallis. But this nation was not secured by generals alone. It was won by local men defending familiar ground, protecting their neighbors, farms, and families. Their stories are our stories, and they remain at the heart of how we formed our new nation.

I want to thank you for your participation and continued support of the Solebury Township Historical Society. Our 2025 calendar was full, and we look forward to an equally vibrant year of events, tours, and lectures in 2026. Thanks to your generosity, we completed our website update and launched our key collection archiving initiative — an important step in preserving our community's history.

We remain committed to connecting with our neighbors and sharing the rich heritage of Solebury. History is alive and well here, and we are grateful to have you with us as we celebrate and preserve it.



Upcoming Events

May 17th, 2026 – How the "Crime of 1873" destroyed the real estate in Solebury Township. Learn about the Coinage Act of 1873 (Crime of '73) and the profound effects on farms and businesses in Solebury and the nation. The Coinage Act of 1873 and changing agricultural markets within the nation had profound effects on the financial conditions of farms and businesses in Solebury Township. These changes collapsed farm values for decades and led to the cultural and environmental landscape that we see today. The talk will focus on legislative and judicial decisions, central banking and monetary policies, and agricultural changes that led up to the "Crime of '73". The financial difficulties sowed the seeds for Solebury to become a center for the arts. We will examine farm and real estate prices from this period to the present day to determine how current policies and monetary actions could create a repeat of a very difficult period in the township's history of the late nineteenth and early twentieth century.

June 20th, 2026 - Cuttalossa Walk - Mills, Beauty and Hard Times. A leisurely history walk down Cuttalossa Road. This small valley in Solebury, Bucks County was once known as Lumberton with a history of mills, several houses and the Hard Times tavern beginning in the 1750's. The talk will provide a history of the people and businesses that used the Cuttalossa creek for both an industrial source of power and a place of scenic beauty. The walk will be about one mile along Cuttalossa road. The Cuttalossa Valley is on the National Register of Historic Places.

Do you have an idea for an event? Would you like to give a tour of your historical property? Please reach out to us at 215-297-5091 or send an email to soleburyhistory@gmail.com.

Solebury Township Trivia

This photo on the right is of Solebury House, where we had our event in April. On the left side of the image, you can see the "Atlantic" sign and gasoline pumps. It used to be common for general stores to have one or two gas pumps located on site, while today, you will be hard pressed to find a store with only a few pumps and that is not on a main road.

How many gas stations do you think are located within Solebury Township today? Which other municipalities in the county do you think have the most and fewest gas stations located within them?



STHS Collection

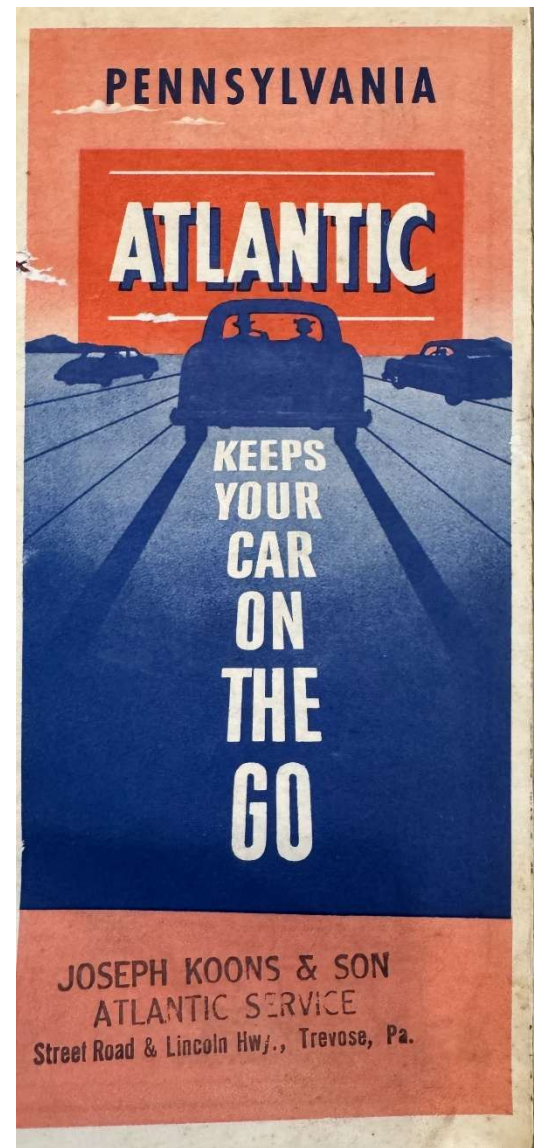
Atlantic Refining Company: History and Connection to Philadelphia and Bucks County

In the image on the previous page, we highlighted the Atlantic gasoline sign. While today drivers would see Wawa, Lukoil, Sunoco, Exxon, or BP gas stations locally, there used to be fewer choices and much smaller stations. The Atlantic Refining Company was one of the most influential early petroleum companies in the northeastern United States and played a major role in shaping the development of gasoline retailing in the Philadelphia region and surrounding communities. Founded in 1866, the company originally focused on storing and refining crude oil during the early years of America's petroleum industry. Philadelphia quickly became the company's operational center due to its strategic position along the Delaware River, which allowed petroleum products to be transported easily by ship, rail, and later by pipeline.

In the late nineteenth century, Atlantic became part of the powerful Standard Oil system established by John D. Rockefeller. When the U.S. Supreme Court ordered the breakup of Standard Oil in a 1911 case, Atlantic emerged again as an independent refining and marketing company. From this point forward, the firm expanded aggressively throughout the Mid-Atlantic and Northeast, particularly in the Philadelphia metropolitan region.

As automobiles became more common in the early twentieth century, Atlantic began building one of the region's earliest gasoline retail networks. The company constructed distinctive service stations throughout Philadelphia and along major travel corridors leading out of the city. Some early stations were even designed with classical architectural elements, often called "Greek temple" stations, to make them appear more respectable in urban neighborhoods. By the 1920s the company had built numerous stations across Philadelphia and had begun extending its network into surrounding counties.

This expansion brought Atlantic gasoline directly into Bucks County, which sits along several of the most important roadways connecting Philadelphia with New York and rural Pennsylvania. Before the interstate highway system existed, motorists traveled along routes such as U.S. Route 1 and U.S. Route 202. These roads passed through towns including New Hope, Doylestown, Bristol, Langhorne, and Bensalem. Atlantic stations were typically placed along these routes at regular intervals, providing fuel, mechanical service, tire repair, and travel maps to motorists moving between cities.



Vintage Pennsylvania Map, Collection of Chase Palmer

Bucks County's location along the Delaware River corridor also connected it to Atlantic's regional petroleum distribution system. Refined products moved through terminals and storage facilities along the river near Philadelphia before being delivered by tanker truck to local stations. Because of this infrastructure and the company's Philadelphia headquarters, Atlantic gasoline became one of the most familiar fuel brands throughout the Delaware Valley during the first half of the twentieth century.

The company continued to grow after World War II, operating thousands of service stations and selling well-known gasoline grades such as "White Flash." In 1966, Atlantic merged with the Richfield Oil Corporation to form the Atlantic Richfield Company, one of the largest energy companies in the United States. Although the corporate structure changed, many Atlantic stations in the Philadelphia region continued operating for years afterward.

During the late twentieth century the Atlantic brand gradually disappeared as stations were sold or converted to other fuel brands. Nevertheless, for much of the automobile age Atlantic was deeply tied to the economic and transportation history of Philadelphia and the surrounding counties. In communities across Bucks County, the small roadside service stations that once carried the Atlantic name served generations of motorists traveling the historic highways linking the Delaware Valley to the broader Northeast.

In future newsletters we will explore other common logos seen in historical photos. The photo below of the Wrightstown General Store has Atlantic gasoline pumps, as well as the Unity-Frankford sign. Unity-Frankford will be the subject of our next article on historical photos.



Collection of Chase Palmer

Atlantic Gasoline Article Sources:

BP Heritage Brands: <https://www.bp.com/en/global/corporate/who-we-are/our-history/heritage-brands.html>

Philly History Blog: <https://blog.phillyhistory.org/index.php/2013/02/a-temple-to-the-gasoline-gods-at-broad-and-the-boulevard>

Solebury Township Historical Society's New Years Brunch

STHS held our annual New Year's brunch at HollyHedge with a "Revolutionary Times" theme—a lively tribute to the 250th anniversary of the Declaration of Independence! The attendees enjoyed a Doan Gang talk from Clint Flack of the Mercer Museum, and a history lesson on local patriots and loyalists and the flags of the revolution. John Rees was on hand to tell the history of our soldier's revolutionary mess bowl tied to an encampment at the Benjamin Paxson Rolling Green Farm. Much thanks to volunteers Jim and Mary Schwander for their work in having the mess bowl 3D printed with the help of New Hope-Solebury High School. The printed bowls were used as our centerpieces for the tables. Ted Nichols was presented our Honored Citizen of Solebury for his contributions in business and the community. And much thanks to our events sponsors.

Event Recaps

Solebury House Tour

Attendees enjoyed a beautiful spring afternoon touring Solebury House and exploring the history of Solebury village. Located at the historic intersection of Sugan Road and Old York Road—once a vital transportation route to local mills and ferries—the village naturally developed into a community hub. In the early 1800s, the Blackfan family sold parcels of land to prominent local names, including Armitage, Paxson, Rice, and Ely. By the 1830s, the area boasted a blacksmith, a wheelwright, and a general store and post office housed within Solebury House. Notably, Wilmot Quinby served as postmaster here for a remarkable 58-year term, beginning in 1882 at age 23 and continuing until his retirement in 1940.

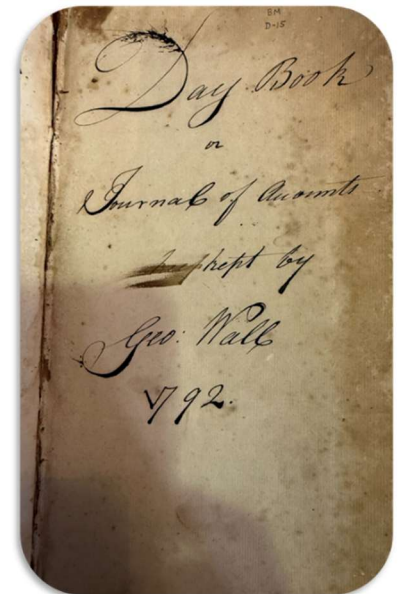
We extend our sincere thanks to owners Liz and Dan Jones, who graciously opened their home to showcase the results of a major three-year renovation. Live music, refreshments, and cocktails rounded out a wonderful afternoon. Proceeds from the event will support our ongoing mission to educate the public and preserve the history of Solebury. Thank you to everyone who joined us for this successful event. We look forward to our next property tour this fall.

Colonel George Wall Jr. - Life and Times of a Solebury Patriot

Two talks on George Wall Jr. were well attended by our members. George Wall Jr. settled in Lumberville in 1775, built two sawmills at the mouth of the Paunacussing Creek and became Lumberville's leading landholder, which was then known as Wall's Landing. A dedicated Patriot, Wall served in multiple military roles during the Revolution and later held key county offices, including Sheriff and Justice of the Peace. For more information on George Wall come visit us at the schoolhouse.



Ted and Melody Nichols



George Wall's Daybook

Event Recaps, Continued

Hidden Treasures!

Jim Bongiovanni of Pennsylvania Historical Recovery Services told stories of his metal detecting finds. Jim recently discovered revolutionary Doan gang artifacts and was part of television's Expedition Unknown episode "Traitors' Treasure of 1776."

Solebury Friends Graveyard Tour

Kim Fischer Madarasz, STHS Board member, gave a sold-out tour through the Solebury Friends Graveyard to view graves of township locals who left their mark in this community. These departed locals included Mary Elizabeth Price, R.A.D Miller, Robert Kenderdine, and several others.



Jim Bongiovanni of Pennsylvania Historical Recovery Services



Gravestone and Photos of Mary Elizabeth Price and her Painting



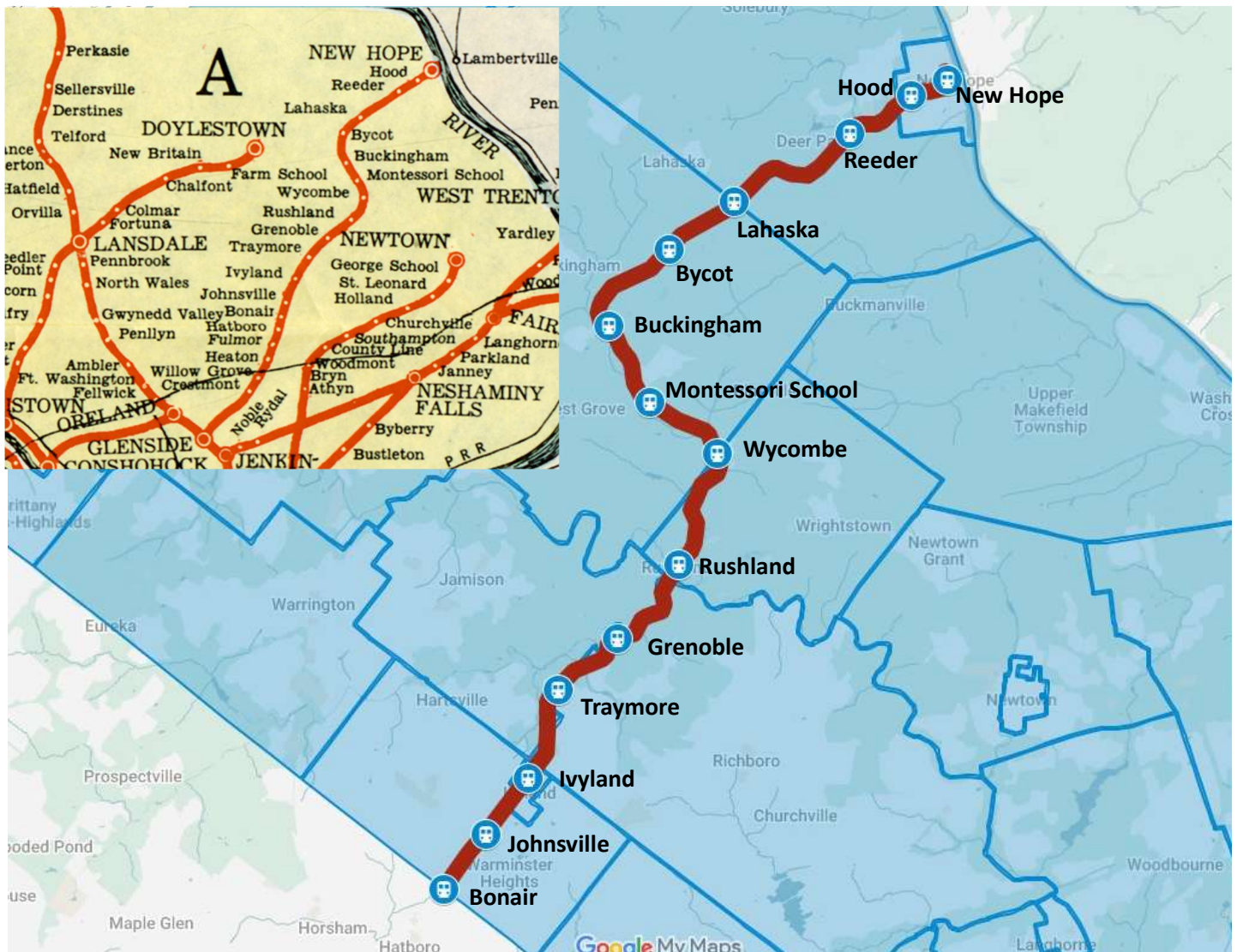
Kim Fischer Madarasz

New Hope Branch of the Reading Railroad

You may remember the news last year that SEPTA was planning for cuts to their system if they did not receive additional funding. These cuts would have eliminated over 80 bus routes and 5 Regional Rail lines. Their worst-case scenario did not happen; we can look to the New Hope Line for what the elimination of a rail line looks like. The line has been closed now longer than it was open (73 years closed verses 61 years opened), many people would still love to see what riding all the way to Philadelphia on the train would look like.

Over the next few pages, we will show photos of each of the stations that were located within Bucks County. Most of these photos were taken in 1952, the year passenger service ended. A full breakdown and citation of sources is found at the end of the newsletter. While there were only one or two stops located within Solebury, we wanted to show the entire route within the County, as it might be of interest to our readers.

As a note, the terminology/lexicon for this line and its stations is variable. There were several ownership and name changes for the line, as well as different references to “line” and “branch.” We are using the terminology we think most people will be familiar with. Refer to the maps below as we go down the line. An historical 1951 map has a yellow background.



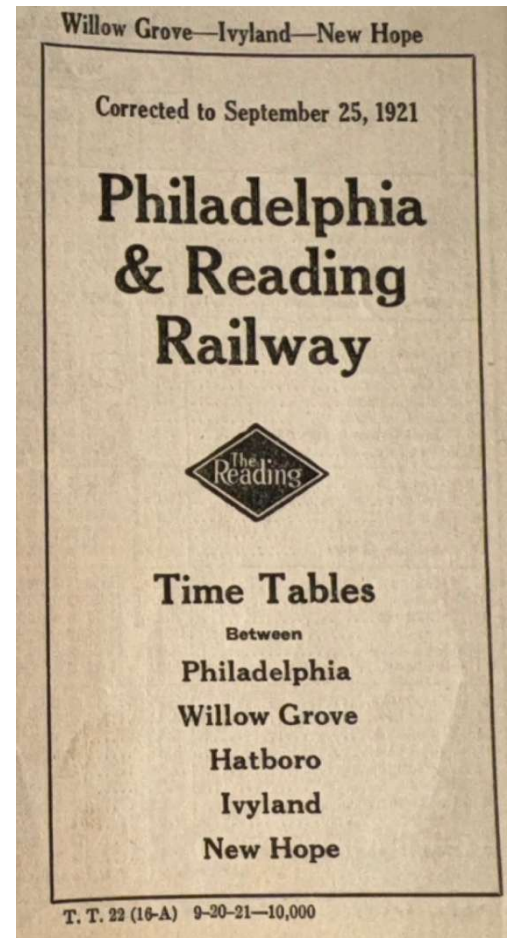
The **New Hope Line** was operated by the Reading Company that connected northern suburbs of Philadelphia with the communities of Central Bucks County. Built during the late nineteenth century, the line became an important transportation corridor for commuters, farmers, and small industries linking rural Bucks County with the city of Philadelphia. The line ultimately ran from the junction at Glenside (just north of Philadelphia) through Montgomery and Bucks Counties before terminating just feet from the Delaware River in New Hope.

The northern portion of the line was completed in 1891 as an extension of earlier trackage that had already reached the village of Hartsville. This expansion was intended to connect agricultural communities and growing towns in central Bucks County with the larger rail network and markets in Philadelphia. Passenger trains, freight service, and mail delivery quickly made the line a vital part of daily life in the region. Farmers shipped milk, produce, and livestock by rail, while residents used the trains to commute to jobs or travel into the city.

During the early twentieth century the New Hope Branch operated a mixture of local passenger trains and freight service. Many of the stations were modest depots typical of Reading Railroad branch lines, though several featured the distinctive architectural style favored by the railroad's designers. Electrification eventually extended partway up the line as commuter service expanded toward the suburbs, but the rural northern portion of the branch was still served by diesel or steam locomotives.

After World War II, declining passenger ridership and increasing automobile use reduced the profitability of many branch lines. Regular passenger service on the northern section of the New Hope Branch ended in 1952, when the Reading discontinued trains between Hatboro and New Hope. Over the following years portions of the line were threatened with abandonment.

The branch was ultimately preserved thanks to preservationists and rail enthusiasts in 1966 who created the heritage railroad now known as the New Hope Railroad. Today this railroad operates excursion trains along portions of the historical route, allowing visitors to experience the scenery of Bucks County and a piece of the region's railroad heritage.



Miles	STATIONS	332 No Bag.		
		A M	A M	A M
	Leave			
.0	New Hope (Lambertville).....	5.15	f7.05	
0.8	Huffnagle.....	f5.17	f7.08	
1.8	Reeder.....	5.20	f7.11	
4.1	Lahaska.....	5.30	f7.15	
5.3	Bycot.....	5.35	f7.19	
7.1	Buckingham.....	5.40	f7.23	
9.8	Wycombe.....	5.50	f7.28	
11.7	Rushland.....	5.57	f7.32	
13.3	Grenoble.....	6.03	f7.36	
14.6	Traymore.....	6.09	f7.39	
16.0	Ivyland.....	5.40	6.20	7.43
17.2	Johnsville.....	5.43	f6.26	f7.46
18.2	Bonair.....	5.45	f6.29	f7.49
19.0	Hatboro.....	5.47	6.35	7.53
19.7	Fulmor.....	5.49	f6.38	f7.55
20.3	Heaton.....	5.51	f6.41	f7.57
21.4	Willow Grove.....	5.54	6.48	8.02
22.2	Crestmont.....	5.57	f6.52	f8.05
23.4	Roslyn.....	6.01	6.57	8.08
24.6	Ardley.....	f6.04	f7.00	f8.12
25.7	Glenside..... (Arrive)	6.09	7.03	8.16
25.7	Glenside..... (Leave)	6.13	7.12	8.16
26.8	Jenkintown (Wyncoote).....	6.16	7.16	—
27.2	Chelton Hills.....	—	f7.18	—
28.4	Elkins Park.....	6.19	7.21	—
29.2	Oak Lane.....	6.21	7.24	—
30.2	Fern Roek.....	—	7.27	8.24
30.9	Tabor.....	—	7.29	8.26
31.6	Logan.....	6.26	7.31	—
32.5	Wayne Junction.....	6.29	7.34	8.30
33.5	Philadelphia (Tioga).....	—	—	—
34.7	Huntingdon Street.....	6.34	—	—
35.8	Columbia Avenue.....	6.38	7.42	8.37
36.2	Girard Avenue.....	—	7.44	—
36.8	Spring Garden Street.....	6.42	7.47	8.41
37.6	Reading Terminal.....	6.45	7.50	8.44
	Arrive	A M	A M	A M

"f" Stops on signal or notice to conductor.

Collection of Chase Palmer

Bonair Station: The first station across the county line in Bucks County was Bonair Station. Limited information about this station is available. It was located at County Line Road and has been demolished.



Johnsville Station was located along Street Road in Warminster Township. It was built when the line was extended northward, and it primarily served nearby farms and residents. The station curtailed year-round service relatively early (1906) and remained open during summer only until 1920. It has been demolished.

Ivyland Station: The stretch of the railroad from County Line to Bristol Road was opened November 9, 1874. At that time the station at Bristol Road was called Hartsville, which was later changed to Breadyville. The Breadyville and Ivyland stations were consolidated in 1891 under the name of Ivyland and the station pictured was erected to take care of the traffic of both stations. The town also took the name of Ivyland at that time. The station has been demolished.



Traymore Station was on the Warwick-Northampton Township line, between Ivyland and Grenoble. This station had taken the place of two others, Windemere and Warwick, which were eliminated by the railroad company about 1900. Maps show Warwick being located farther west, with Windemere located in the same spot as Traymore.

A paper by George M. Hart in 1953 indicates that Warwick was located on Yerkes Farm and was a freight station, while Windemere was located at Poor House (Almshouse) Road and a passenger station.

Traymore had a post office from 1907 to 1918, and the station agent also acted as postmaster. The station has been demolished. It is unclear if the shelter seen in the 1952 photo was built to replace the station seen in the 1940 photo, or was already existing.



1952, Mercer Museum



1940, Railroad Museum of Pennsylvania



Undated, Railroad Museum of Pennsylvania

Grenoble Station was very elegant and contained two waiting rooms, an open fireplace, a chandelier, and stained glass windows. This ornate design was due to the station being built on the property of Charles F. Kindred, the purchasing agent for the Philadelphia and Reading Railroad. Newton Arnold was the first station master for Grenoble, serving from 1891 to 1917.



1952, Mercer Museum

Grenoble Station Continued- use of the station declined after it became a non-agency station in 1930, and in 1953 it was torn down. Today, nothing remains of the original station, and the village of Grenoble is almost entirely gone.

Rushland Station was originally named Kirkland in honor of the Kirk family, who gave the company a right of way through their property. This name was changed to Rushland in 1891 because of confusion with the station Kirklyn on the Chester Branch of the Philadelphia and Reading Railroad. The name Rushland can readily be traced back to the old name of Rush Valley. The station is still standing today.



1952, Mercer Museum



1952, Mercer Museum

Wycombe Station: When the train line was completed to a new village in 1890, the names suggested for the proposed station were Grifty and Pineville. Neither name being satisfactory, the station was named Walton, after the old family of that name. In 1896, the station name was changed to Wycombe and names of village and station became the same. The station is still standing today.

Montessori School Station: Anna Windle Paist founded the Montessori Children's Village in Wycombe in 1914. The train station opened in 1925, and a post office operated from 1931 until 1955. The school was sold in 1959, and the station has been demolished.



1952, Mercer Museum



1940, Railroad Museum of Pennsylvania

Buckingham Station: This station, also known as Buckingham Valley, was demolished in 1953. A paper by George M. Hart in 1953 indicates that the original name proposed for this station was Mountain Toll Gate.

Bycot Station: Also known as Holicong Station, Bycot Station was named for Chief Justice Edward M. Paxson's Bucks County home, "Bycot House." The station was located on Holicong Road. Judge Paxson worked primarily in Philadelphia, and took the train into the city every day.



Undated, Railroad Museum of Pennsylvania



1952, Mercer Museum

Bycot Station Continued: The station was elaborate and created specifically for Paxon. Service was abolished in 1918, and the station has since been demolished.

Lahaska Station: According to the New Hope Railroad, “Although quite far away from the actual village bearing its name, Lahaska had a full station building. Designed by famous Philadelphia architect Frank Furness, the building served both passengers until losing its ticket agent in 1932, becoming a “Flag Stop” station. After passenger services ended completely in 1952, the station would be sold off and relocated to a private residence.”



1952, Mercer Museum



1952, Mercer Museum

Reeder Station: Was located on a plot in the western part of Rabbit Run Farm, formerly owned by Eastburn Reeder, and is named in his honor. He was one of the leading farmers and dairymen of his day in Pennsylvania. He brought his farm up to a high state of productivity and early in life became interested in breeding Jersey cattle. He was a member of Solebury Farmers' Club at its organization in 1871 and its first secretary, and a member of the State Board of Agriculture for sixteen years (1877 to 1893). In May, 1893, Governor Robert E. Pattison appointed him the first State Dairy and Food Commissioner under an Act of Assembly of that year creating the office. He was the author of many papers on dairying and farming and his book on Early Settlers of Solebury is a valuable contribution to local history. If anyone has a photo of the station, we would love to see it.

Huffnagle/ Rosenthal/ Hood Station changed names several times and was located near Sungan Road and West Mechanic Street. It was named Huffnagle until 1931, and then Rosenthal until 1941 before becoming Hood. It has been demolished. Do you recognize any of those family names?



1940, Railroad Museum of Pennsylvania

New Hope

The station at New Hope was the northern terminus of the branch. Built in 1891, it served passengers until service ended in 1952. The station was moved away from its original location in 1954 to be used as a private hunting club cabin, and was subsequently moved back to its original general vicinity and restored in 1966 to serve as the terminal for the newly formed New Hope & Ivyland Railroad tourist line. In this picture you can see the picture of the bus that replaced train service on this line to Hatboro. This picture was taken the first day of the new bus service.



1952, Mercer Museum

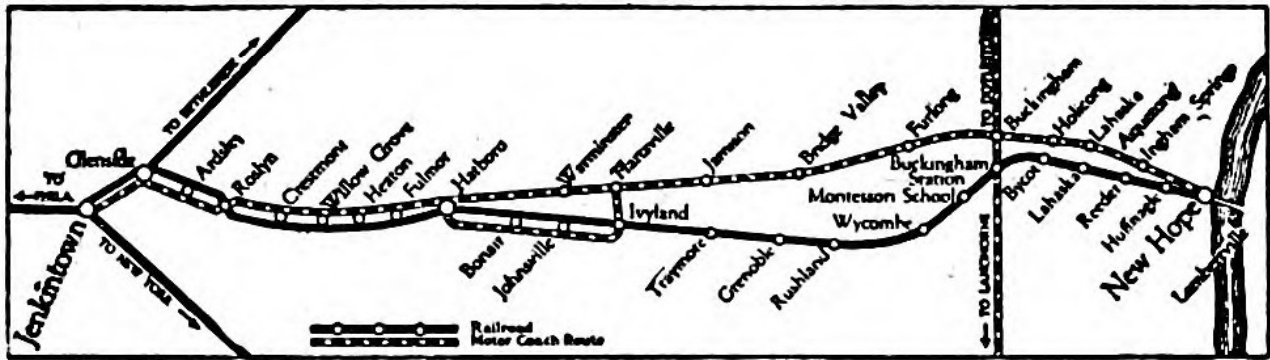
Bus Service

Although bus service replaced the train service permanently in 1952, buses had been operating since 1928. The Reading Company supplemented train service on less popular routes with buses, and the New Hope Route was highlighted in a 1928 article in *Railway Age*. The image on the next page shows a portion of that article and the routes that both the bus and train service took, as well as their corresponding station and stop names.

RAILROAD STATION

CORRESPONDING MOTORCOACH STOPS

RAILROAD STATION	CORRESPONDING MOTORCOACH STOPS	
	Name	Location of scheduled stops and approximate distance from Railroad Station.
		Miles
Jenkintown.....	Jenkintown.....	Reading Company Station..... 0
Glenside.....	Glenside.....	Mt. Carmel and Roberts Avenues..... 0
Ardley.....	Ardley.....	Edge Hill and Jenkintown Roads..... 0
Roslyn.....	Roslyn.....	Reading Company Station..... 0
Crestmont.....	Crestmont.....	Easton Road and Welsh Road..... 0.1
Willow Grove.....	Willow Grove.....	Easton Road and York Road..... 0.1
Heaton.....	Heaton.....	York Road and Fitzwatertown Road..... 0.3
Fulmor.....	Fulmor.....	York Road and Warminster Road..... 0.2
Hatboro.....	Hatboro.....	(Shown in connection with motor coach times.)
Bonair.....	Bonair.....	Jacksonville Road and Station Road..... 0.2
Johnsville.....	Johnsville.....	Jacksonville Road and Street Road..... 0.2
Ivyland.....	Ivyland.....	Reading Company Station and Post Office..... 0
	Warminster.....	York Road and Street Road.....
	Hartsville.....	Post Office.....
Grenoble.....	Jamison.....	Post Office..... 2.5
Rushland.....	Bridge Valley.....	Bessler's Store..... 3.9
Wycombe.....	Furlong.....	Post Office..... 3.6
Buckingham.....	Buckingham.....	Post Office..... 0.7
Bycot.....	Holicong.....	Post Office..... 1.0
Lahaska.....	Lahaska.....	Lahaska Service Station (Garage)..... 1.1
	Aquetong.....	Thompson's Store.....
Reeder.....	Ingham Springs.....	York Road and Deer Park Road..... 0.6
Huffnagle.....	Huffnagle.....	York Road and Station Road..... 0
New Hope.....	New Hope.....	Reading Company Station..... 0



MOTORCOACH REGULATIONS

Regular one-way, round-trip and 10-trip railroad tickets will be good on motorcoaches between corresponding points.

Railroad 46-, 50- and 60-trip Commutation Tickets, or fares restricted to designated trains, will not be good in motorcoaches.

All forms of motorcoach tickets will be good in motorcoaches only and will not be accepted on trains.

One-way motorcoach fares are the same as railroad fares between corresponding points.

20-trip family motorcoach tickets will be issued between all motorcoach stops at an average reduction of about 30%. These tickets may be obtained from nearest railroad agent and will be good for three months for transportation of person named and those in immediate family.

Passengers are urged to obtain tickets before boarding motorcoaches at stations where ticket offices are open.

Folder for Each Route Shows Map and Tells Location of All Stops



Crew of the New Hope local freight



Superintendent Eckert crossing the Delaware assisted by N. H. Schafer and "Artie" Buck

New York Division New Hope Branch

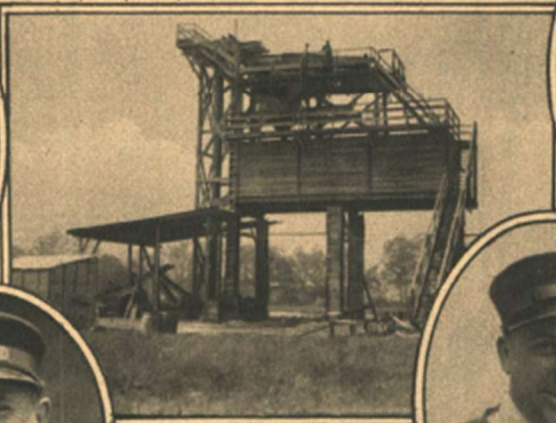
H. Aldworth, fireman, and Folwell Kramer, flagman, working turntable at New Hope



The old stone bridge at Wycombe



C. K. Crouthamel, thirty-eight years' service. Agent at Hatboro



Gravel plant being constructed at New Hope



Mrs. Watson W. Carver is the agent at Grenoble



W. K. Crouthamel, agent at Wycombe



Watson W. Carver is the agent at Ivyland

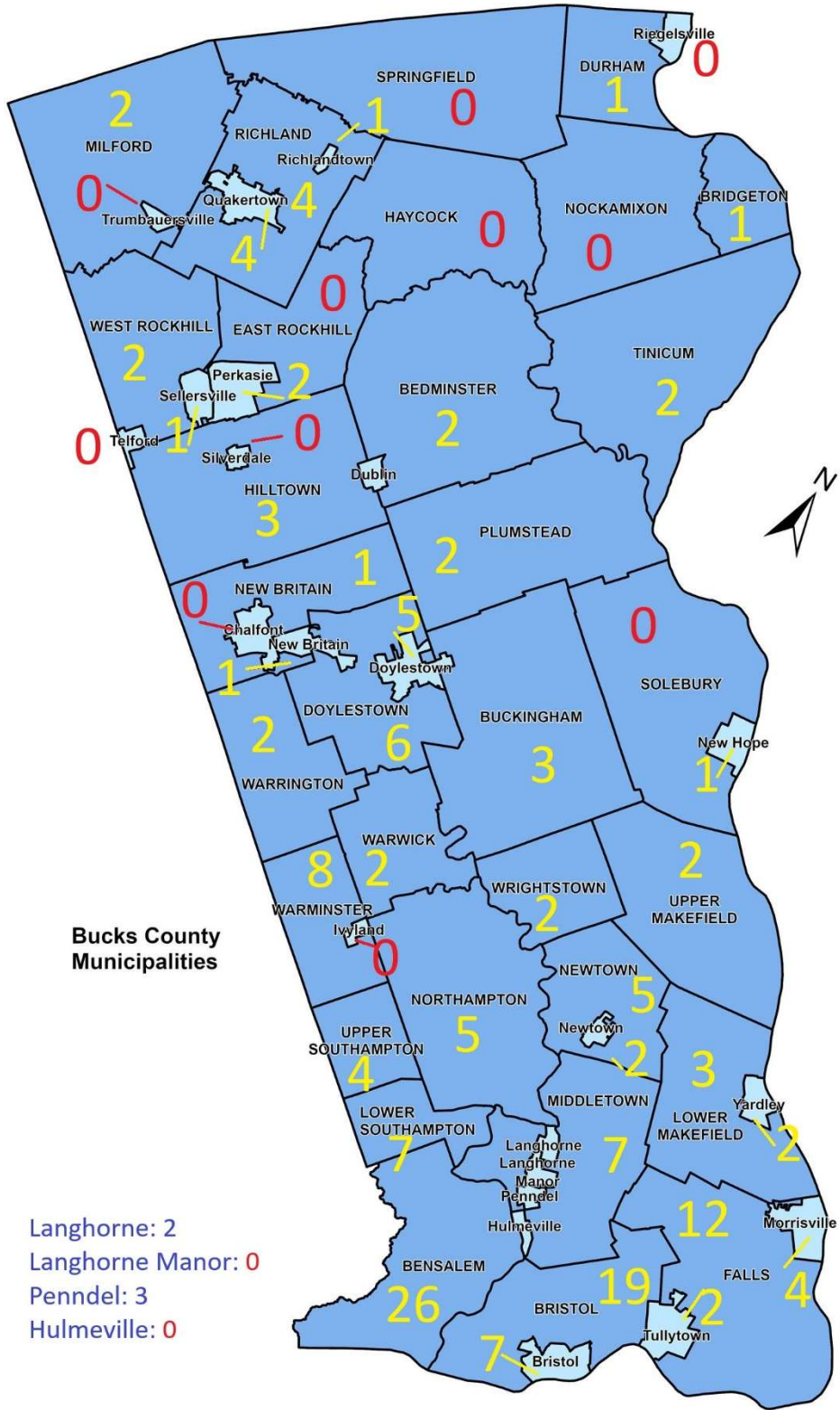
Trivia Answer:

There are a total of 13 municipalities (of 54 total) in Bucks County that do not have a gas station. Solebury Township is the largest municipality by population in the county that has no gas station.

The municipalities with the most gas stations are Bensalem (26), Bristol Township (19), and Falls Township (12).

County Map Source: Bucks County Planning Commission
<https://www.buckscounty.gov/1635/Municipalities>

Number of Gas Stations Source: Bucks County Board of Assessment 2025 Land Use Classification Report:
https://www.buckscountyboa.org/content/pdf/2025_land_use_report.pdf



Bucks County Municipalities

- Langhorne: 2
- Langhorne Manor: 0
- Pennel: 3
- Hulmeville: 0

Sources for New Hope Branch of the Reading Railroad Article

Mercer Museum:

From the Collection of the Mercer Museum Research Library of the Bucks County Historical Society. Permission Grated August 28, 2025. Photos from SC; 29-33, “New Hope RR Line, Station Photos, 1952”, Box 2, Folder 1 and 2.

Railroad Museum of Pennsylvania:

Railroad Museum of Pennsylvania collection. Permission granted May 2022.

General Station Information

- <https://www.west2k.com/pastations/bucks.shtml>
- Map of Reading Railroad and Principal Interchange Points. https://digital.hagley.org/G3791_P31_1951R42
- Place names in Bucks County, Pennsylvania: alphabetically arranged in an historical narrative by George MacReynolds. <https://catalog.hathitrust.org/Record/001263035>
- “The North-East Extension Now 50 Years Old.” George M. Hart. May 2, 1942. From the Collection of the Mercer Museum Research Library of the Bucks County Historical Society. SC; 29-33, “New Hope RR Line, Station Photos, 1952”, Box 2, Folder 1 and 2.
- Bus Article. *Railroad Age*. “Reading Begins Highway Operations.” Volume 84 Number 17. April 28, 1928. <https://babel.hathitrust.org/cgi/pt?id=osu.32435063029458&seq=236>
- “Lahaska Station.” <https://www.facebook.com/share/p/18QKdQhLLB/>