

May 6 - 1881

FAIRMOUNT STEAMBOATS.—For some weeks past the Fairmount Steamboat Company have been making extensive improvements along the Schuylkill. The most extensive improvements have been made at Riverside, where the old steps have been removed and replaced by a graded and paved walk, new ticket-office erected, and a paling fence placed around the wharf. At the Falls and other landing places, work of the same character has been done, and at one or two points new wharves have been constructed. Sectional fences will be erected, so that they can be removed out of harm's way in case of a freshet. The company also contemplate sodding and planting with flowers all the enclosures around their wharves. The five steamboats have been thoroughly overhauled from the keel up and painted in light colors, while various changes have been made which will add materially to the comfort of the passengers. The boats will begin making regular trips on Saturday, at noon, and, in order to popularize the route, the company has reduced the price of the trip from Fairmount to Riverside to ten cents. All the officers and deck hands will be uniformed, and the last boat will not leave Riverside, during the month of May, until 7:45 P. M., and on and after June 1st, not until 9 P. M. During the moonlight nights the time for leaving will be 10 P. M. There will be music at Riverside every afternoon, commencing on June 1st, the band leaving on the boat at Fairmount at 2 P. M., and returning on Wednesday and Friday at 7 P. M., and on the other nights not until 9 o'clock. See card.

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May 20 - 1881

Fairmount Steamers

TO AND FROM

WISSAHICKON

Every 16 minutes, stopping at

Falls, Laurel Hill, Strawberry Mansion, Rockland, Belmont (Exhibition Grounds), and Zoological Garden.

Round Trip.	20 Cents.
Children.	10 Cents.

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July 8 - 1881

MOONLIGHT EXCURSIONS.—The Fairmount Steamboat Company inaugurate their moonlight excursions this evening, and continue them until July 14th. One steamer leaves Fairmount at 8, and another at half past 8 o'clock, for Riverside Mansion, Wissahickon, stopping at all the intermediate points. The last boat leaves Wissahickon at 10 P. M. After the 14th inst., the last boat will leave Fairmount at 8 P. M. and Wissahickon at 9 P. M.

Feb. 17 - 1882

SCHUYLKILL NAVIGATION COMPANY.—The report of the Directors submitted at the annual meeting of the Schuylkill Navigation Company on Tuesday showed that the receipts of the corporation in 1881 were \$364,339.77 and the payments \$349,024.88. Frederick Fraley was re-elected President, Richard Wilkins, Secretary and Treasurer, and John N. Hutcheson, Charles W. Wharton, George Brooke, Charles Baber, Michael Ward and Thomas R. Patton Managers.

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April 21 - 1882

FAIRMOUNT STEAMERS.—The Fairmount steamers are likely to commence running on Sunday next, if the weather is favorable and continue running the balance of the season. The company has expended over \$2000 in fixing up their various wharf properties, and two new boats will be put on this summer.

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July 7 - 1882

A NEW FAIRMOUNT STEAMBOAT.—A new steamboat, the Douglas, has just been added to the fleet of the Fairmount Steamboat Company, and will make the usual daily trips between the Fairmount landing and Riverside Mansion, Wissahickon. The new vessel is a stern propeller, built by Doughty & Kapella, of this city. It is double decked, fitted up in an admirable manner, and has a carrying capacity of 350 passengers. It is modelled partly after the Lafayette and partly after the Belmont, and has a speed of twelve miles an hour.

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July 14 - 1882

—The Steamboat Company is having the Steamer Belmont, which ran upon a rock near the Wissahickon on the 4th of July, repaired. Another handsome boat similar in build to the Lafayette has been added during the week to the line. Of all trips, none are better, handier, or cheaper than a trip to Fairmount and back.

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July 14 - 1893

—That steamboat agitation should be persisted in, otherwise no good can be accomplished. Under the circumstances there should be no trouble in starting an opposition line, providing the required capital can be secured. The Falls was the original stopping place for the steamboats when the little *Washington*, captained by John Shronk way back in the twenties, puffed along the river. On the steamboat company's side a strong argument is had in the fact that the condition of the east shore between the two bridges is such that no landing could be made. There is, however, no reason why a temporary landing could not be effected while the river front is being extended. Hard and persistent work will tell if rightly directed.

R. R. S.

Sept 15 - 1893

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—The Zoological Gardens have lost a large number of visitors during the present year, through the steamboats not stopping at the Falls. Those who in former years spent many an afternoon at the gardens could not spare the additional time and expense of going the round-about way of the Pennsylvania Railroad, or street cars. The non-stopping of the boats also kept our people from visiting Horticultural and Memorial Halls in the Park for the same reason. Next season when the river wall will be completed, it is hoped that a steamboat landing will be located at a convenient point so that the privileges of the river will be restored to the Falls of Schuylkill.

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April 13 - 1894

—Many of our residents along the river had the opportunity on Saturday afternoon to see the steamboat *Defender*, one of the new boats that are to ply on the Schuylkill during the coming season between Fairmount and Wissahickon. Three of the four boats are finished, and had the weather been favorable they would have started to run on Sunday. The following account of the boats, I clipped from the *Inquirer*: The fourth boat will be ready for use in about a week or ten days. According to W. H. Voltz's statement each of these boats will conveniently carry from 700 to 800 people, and will reduce the time usually taken in making the trip from 12 to 15 minutes. The hulls are 82 feet on the keel, 100 feet over all, with a beam of 17 feet over fenders. The depth of hold is 6 feet, and the size of the propeller is 5 feet. There is one main deck, one saloon deck and a hurricane deck. The lower or main deck is fitted in a handsome manner. Aft of the engine room, all around the stern, the joiner work is paneled, and between each panel is a window, so that in case of rain they can be raised so as to protect the passengers from rain or storms, and at the same time enjoy viewing the different points of interest along the Park. The machinery and boilers are of the very best. The machinery, fittings and rails are fitted out in copper and brass, and the engines and boilers will develop 125 horse-power, the boats being guaranteed to make fifteen miles per hour. The after saloon is cushioned and easy chairs, etc., for the comfort of passengers have not been neglected. The boats have been named *Mayflower*, *Volunteer*, *Vigilant* and *Defender*. There is little doubt about the liberal patronage of these new steamers.

It is generally understood that the boats are to have a convenient landing for the Falls people. If they do not Mr. Voltz may expect trouble.

R. R. S.

5/5/1882
horse cars.

THE LITTLE BLUE FLAGS were flying at the peak on the Ridge avenue passenger cars last Saturday morning, so that the residents of Manayunk can ride to or from Second and Arch without change. According to the preparations recently made, in the way of sidings, &c., we may expect the cars of that line to prove a real convenience this Summer, owing to prospective changes in the schedule time.

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6-23-1882

—A short time ago two young ladies (?) took possession of one of the Ridge Avenue Railway hill horses, and, without saddles, rode up and down the avenue till late in the night. Next morning the poor old horse, not used to such service, was found dead in his stall.

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8-18-1882

THE RIDGE AVENUE RAILWAY COMPANY, pioneer in the matter of five cent fares, announces that on and after September 1st no smoking will be allowed on its cars. The smokers have been given fair warning either to break themselves of a bad habit or to seek other lines of travel, and the ladies who have most earnestly asked for an enforcement of this rule are invited, "on and after September 1st," to show their appreciation of the action of the company by giving its cars the preference whenever they have to travel to points on or near its line.

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3-3-1893

The Ridge Trolley Ordinance.

The ordinance of Select Council in favor of a trolley line on Ridge avenue, which was concurred in at its meeting last week by Common Council, includes many popular features, three especially, namely:

A single fare of five cents is to be charged over the entire route, the cars are to run at five-minute intervals, and the paving and repaving of the streets occupied. The ordinance passed the lower chamber by 82 to 8. Messrs. Dixon and Linton fighting for it all the way through.

The Traction Company also agrees to accept all the laws relating to such roads as may hereafter be passed.

P. S.—Yesterday, owing to the action of Select Council, two fares will be charged from Manayunk or the Falls of Schuylkill to the centre of the city, or return, as at present.

April 6-1893

—The proposed gravity railroad in West Fairmount Park, for which William Wharton, Jr., received a license in 1889, probably received its death blow on Saturday, when the Park Commission indefinitely postponed the whole subject. The matter came up in the shape of a request from Mr. Wharton to modify the route, and to be permitted to charge 10 cents fare instead of five.

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6-9-1893

—A sub-committee of Council's committee on Railroads, went over the proposed route of the Delaware and Schuylkill Trolley railway. The plans were discussed at Tissot's, and then referred to the full committee on Thursday. Whichever route may be adopted, the opening of a railway, with rapid transit between the two rivers, cannot but prove a great advantage to the Falls. A direct line with Germantown, Frankford and intermediate points will open up a section of long neglected country, and time will be a paying enterprise.

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7-28-1893

—The contract for laying the Ridge avenue trolley tracks has been awarded to William Wharton, Jr. The delay in the work is attributed to the difficulty in getting the paving done. We'll probably have a chance to ride on the trolleys next Fourth of July.

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8-4-1893

Trolleys on Ridge Avenue.

The appearance of a gang of trolley constructors on Ridge avenue above Twenty-third street, last Monday morning, brought joy to the hearts of thousands who have to use that line in reaching the city and intermediate points and vice versa. From the well known energy of the Philadelphia Traction Company we have reason to expect that the work will be pushed to completion in short order. The locality indicated presents a busy scene, as the various operations of laying conduits and tracks, paving with Belgian blocks and planting poles will have to be carried on simultaneously, as Director Windrim has issued instructions to the Assistant Highway Commissioners that they shall permit but three squares to be blocked at a time with paving or other material of the passenger railways.

Work on the big power house at Thirteenth and Mount Vernon streets is progressing rapidly. When completed this will be the largest electric power house in the country. A vaulted conduit will connect with the numerous lines it will run, and 110 feed wires will be supplied with power by its motors.

7-6-1894

—Your correspondent did not come very far from the mark, when he wrote several weeks ago that the Ridge avenue trolley cars would be running through the Falls on the anniversary of the first running of horse cars to this place on July 3, 1859. Thirty-five years was a long while to get tired of the slow going horse cars, but they were an improvement on the old-time stages which ran from here to Girard avenue every few hours. Now one can go by lightning every five minutes. These cars began running on Sunday morning; the inspection car ran up on Saturday night after the feed wires had been completed to Wissahickon. Wonder what Franklin would say if he could see a copper wire substituted for his woolen yarn, with the current passing through a trolley pole instead of his old-fashioned key, and propelling a car loaded with people instead of concentrating its inviolable forces in a bottle.

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9-14-1894

A charter was granted on Wednesday to the Northern Electric Passenger Railway Company, the line on which begins at a point on the Limekiln pike, Abington township, Montgomery County, near Edge Hill Station, runs east and south to Twentieth street, Philadelphia, on Twentieth to Godfrey, to Stenton, to Balfried, to Eighteenth, to Roberts, to Sixteenth, to Roxborough, to Nicetown lane, to Luzerne, to Fifth, to Roxborough, to Marshall, to Luzerne. The capital is \$100,000, and the incorporators are A. C. Milliken, Pottsville; Charles H. Davis, S. S. Evans, G. L. Martin, N. A. Waldron, Philadelphia, and W. B. Perry, Langhorne.

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Transportation

Manayunk Chronicle

Feb. 27, 1885

horse

The Ridge Avenue cars, and vehicles of all kinds, had hard work getting through the snow on Wednesday morning.

The outdoor employees of the Reading Railroad, at West Falls, have had a hard experience during our very cold weather.

The ten horse sweeper attracted the attention of any number of boys as it passed along the Ridge Avenue Railway on Wednesday afternoon.

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July 24, 1885

The Ridge Avenue Railway horses are treated in a very humane way by the drivers and others on the line during the intense hot weather. To help the horses passengers should get on and off the cars at regular street crossings and should not stop a car while going up a hill or steep grade.

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Oct. 1885

The new electric motor, which is to be tried on the Ridge Avenue Railway from the depot to South Laurel Hill cemetery, will be ready for the exhibition trip in a little while. If the experiment is successful, the upper part of the Ridge Avenue line will be run entirely by the electric. This I have from good authority.

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Aug. 14, 1885

"RIDGE AVENUE" AHEAD! — President Edwards and the directors of the Ridge Avenue Passenger Railway Company have given permission to the American Electric Railway Company to lay a conduit and experimental line on Ridge Avenue, from Susquehanna Avenue to Laurel Hill cemetery. The work of laying the conduits and conductors for the electricity will begin in about a month. The American Company was formerly known as the Bidwell Company, and during the Franklin Institute Electrical Exposition last fall operated an experimental car and track, over which thousands of passengers took a short ride under the shed of the Pennsylvania Railroad Station on the east side of Thirty-second street. The reorganized company at first intended to lay its experimental tracks in order to demonstrate the applicability of the electric motive power in Fairmount Park; and obtained authority to this effect from the Commissioners, but subsequently the decision was made to lay down a conduit and establish a plant in connection with an existing line of street railway as a better means of demonstration to the public and those interested in electric railways.

The Ridge Avenue Company assented to the application.

The work will be under the supervision of W. M. Schlesinger, an English electrical engineer, who has studied the science in England, France and Germany. He states that Ridge Avenue was chosen because of the peculiar grades, and in order to show the superiority of the new motor over horse-power in surmounting them in all weather.

The Electric Company will next week start work on its shop and engine house. One car, provided with a motor, will be run at first, and this will not interfere with the trips of the regular horse cars. The car will be one of the ordinary cars altered for the purpose, and will carry as many passengers as usual, the idea being to give the two motive powers a fair test, the claim being that the electrical is greatly the cheaper. The conduit will be laid so as to avoid interference with the travel of the horses, and the tracks will not be disturbed.

In shape the conduit will somewhat resemble those laid by the Traction Company, but will be of heavy timber, instead of iron, below ground. It will be braced inside with iron knees and provided with drainage facilities. Running along beneath the top will be the compound conductor, of copper and iron, half circular in shape, well insulated and protected from damage from outside influences. On the top of the conduit forming each side of the slot, will be iron plates about five inches in breadth altogether. This slot opening will not be directly in the centre of the track, but to one side of the meridian line.

The current will be transmitted by an

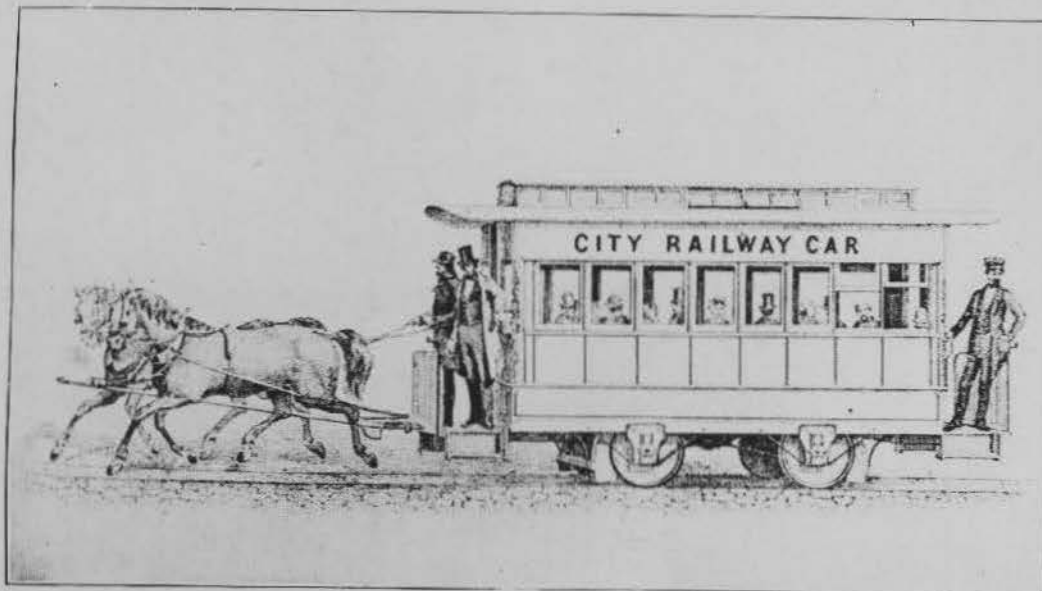
ingenious contrivance from the conductor underground to the motor in the car, and will be under the instant control of the driver or engineer. At intervals of 18 feet plates will be arranged over the conduit which may readily be removed for repairs and other work, and without removing the body of the conductor. The bottom of the conduit will be cemented previous to filling in the ground about it. At the office of the Electrical Railway Company, on the third floor of 117 North Fourth street, the diminutive car and truck used at the Franklin Institute fair were whirled around at a lively speed yesterday afternoon, while Mr. Schlesinger explained the principles of the conduit and the improved motor. A speed of seven to ten miles an hour is claimed for the experimental Ridge Avenue line, and a saving of \$2.50 to \$3 per car over horse power. The engineers are sanguine of the success of this, the pioneer electrical street railway line. — Wednesday's Ledger.

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July, 1885

Judge Allison on Saturday, in Court of Common Pleas, No. 1, refused to disturb the finding of the jury in the suit of Wm. H. Jenks vs. the Philadelphia, Germantown and Chestnut Hill Railroad Company. The jury had given the plaintiff a verdict for \$96,857.50. This figure represents damages for land taken by the railroad company for railroad purposes. The property in question is the site of the Old Oaks Cemetery Company, is situated at Nicetown Lane and the Township Line Road, and the whole tract comprised seventy-three acres. The land actually taken was only between five and six acres, but the consequential damage arising from the railroad bank, which ran from one end of the property to the other, comprised the larger part of the plaintiff's claim. A notable circumstance in this case was that the company denied that anything at all was due the plaintiff, their contention being that the enhancement in value of the rest of the tract, by reason of the construction of the railroad, equalized the damage done by the entry of the railroad.

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AN EARLY TYPE OF STREET CAR

The following are the officers for the current year of the Roxborough Railroad Company—President, Samuel Rea; Secretary, F. W. Swartz; Treasurer, Taber Ashton; Directors, Henry D. Welsh, George Wood, H. H. Houston, Wm. A. Patton, Wm. F. Dixon, Francis S. Cantrell, John C. Klauder, Charles L. Hamilton. The work is to be pushed vigorously during 1893.

According to a recent article in the "Electrical World," there is ten times more aluminium in the world than there is of iron, lead, copper, zinc, nickel, gold and silver combined. It is reported that Dr. Meyer, of Berlin, has discovered a process by which the metal can be produced at about 4 cents per pound. In 1823 the price was \$5000 per pound, and the price to-day is about \$1 per pound.

The annual meeting of the Ridge Avenue Railway Co., which is the latest addition by lease to the Traction system, was held at Ridge and Susquehanna avenues on Monday, with the following result: President, E. B. Edwards; Directors, William S. Grant, William T. Carter, Dr. R. F. Penrose, Henry Norris and John Lambert; Treasurer, William S. Blight.

This is the thirty-third consecutive time that Mr. Edwards has been elected to the Presidency of this company.

Wm. F. Dixon was well enough yesterday to attend an important conference in relation to the Roxborough Railroad, although he did not feel safe in staying to the meeting of Councils.

At a conference between himself and Messrs. Rea and Houston the nine new stations of the road were definitely located as follows: One at Chelton avenue, one at Walnut lane (on Kidd and Roberts' farm), Monastery avenue, Leverington avenue, Fairthorne avenue, Domino lane, Summit avenue, one at new street recently opened and one at Barren Hill. The two properties hitherto unsecured will be settled for to-day, the papers having been handed to Mr. Dixon yesterday. The work to date has cost some \$140,000, and it will be pushed to completion when the season opens.

COR.

TROLLEYS IN THE AIR!

From all points of the compass come demands for Trolley privileges, and a public meeting of citizens is called for Friday evening, Jan. 27, at Temperance Hall, to strengthen the hands and stiffen the spines of those whose interest lies in the direction of supplying our crying need for that convenience both in the upper and lower levels of the Twenty-first ward. Let every man be prepared to express himself.

P. S.—It was a field day in Councils yesterday, no less than 11 trolley bills being introduced in Common Council.

The Trolley is Coming!

Supplementary to the necessarily brief references made last week to the prospects of having the Trolley established among us shortly, we clip the following from Friday's Record,—a paper which has always taken a rational view of the subject, and therefore has nothing to take back:

Three trolley bills were introduced into Councils yesterday, and in the upper branch a bill was passed, opposed by only three members, Messrs. J. B. Anderson, Houseman and Gates, permitting the Wissahickon Electric Passenger Railway Company to run a trolley road from Wissahickon and Manayunk up over the Roxborough hills, thus giving the long-suffering residents of that section a means of rapid transit.

The Wissahickon Company will run over a route beginning at Rochelle avenue and the Norristown branch of the Reading Railroad, thence northeast on Rochelle avenue to Manayunk avenue, northeast to Leverington avenue, southeast on Manayunk avenue to Green lane, southwest to Wood street, southeast on Wood street to Gay street, southwest on Gay to Crasson street, southeast on Crasson to Levering street, northeast on Levering to Lyceum avenue, northwest on Lyceum avenue to Manayunk avenue to Rochelle avenue and back to the place of starting.

The ordinance provides that the privileges shall not be leased or sold to any other corporation; that the company shall agree to keep in good order the streets it traverses; that the construction shall be subject to the approval of the Directors of Public Safety and Public Works; that the company shall remove the overhead trolleys and substitute storage or underground systems when the latter shall be deemed preferable; that the work of construction shall begin in six months and the fare for a single continuous fare over entire line shall not exceed five cents. A bond for \$25,000 must be furnished the City Solicitor for faithful adherence to these requirements.

Mr. Adams, who had introduced the Wissahickon bill, showed conclusively not only the great need of the road, but also the improvement that would follow in property along the line. At present the Roxborough people have to walk to Manayunk, and in order to reach Wissahickon, they must walk or use the horse cars which toil slowly up the long, steep hills.

The bill to trolley the Ridge Avenue Line authorizes the construction of the overhead trolley from Delaware avenue along Arch street to Ninth and Tenth streets, along those streets to their intersection with Ridge avenue, and out Ridge avenue to Green lane, Manayunk. The construction is to be under the supervision of the Directors of Public Safety and Public Works, and the trolley may be removed by ordinance of Councils. The company is to pave the streets over which the line runs with Belgian blocks.

Trolley to Norristown.

A trolley extending from the foot of

Arch street to Norristown via Ridge avenue and the Manayunk and Roxborough Inclined Plane Railway, may be established as a result of a deal just consummated at Norristown by James W. and Daniel Shepp, of this city. It will be remembered that a syndicate, represented by James Hawle, treasurer of the James G. Brill Company, recently secured control of the Inclined Plane Railway with a view to operating it by the trolley system. By extending this line a few hundred feet at Wissahickon direct connection will be secured with the Ridge avenue line, which is to be operated by the trolley all the way to Manayunk.

The Shepp Brothers have about secured control of both car lines in Norristown, and will, it is understood, extend the tracks to meet those of the Manayunk and Roxborough road at Barren Hill, in Montgomery County. The new line would traverse the Ridge turnpike a great portion of the distance, and would pass through Earnest, Conshohocken, Plymouth and numerous small villages on the route, all of which would contribute liberally to the support of the line.

The necessary permission to trolley the Norristown roads has been secured, and an ordinance is now pending in City Councils here authorizing the introduction of the system on the Ridge Avenue Line. There will be no difficulty about introducing the system on the connecting roads, as the trolley would benefit the country traversed even more than would a steam railroad.

James Shepp, who, with his brother, owns the Globe Bible Publishing House, No. 723 Chestnut street, said last night: "It is true that we are interested in the Norristown roads and the trolley system. We have every confidence in the new means of propulsion, and will put our money into it. At this time it is impossible to give the details of the deal, as many matters are yet to be arranged. We now control five and one-half miles of electric railway, and will extend the system if possible. More than this I cannot say just now."

On Monday evening the Shepp Brothers were elected members of the Board of Directors of the Citizens' Passenger Railway Company, of Norristown, at its annual meeting, and this is taken as the entering wedge in the matter of substituting electricity for horses. The capital stock of the company is \$80,000, and the Shepp Brothers own about \$60,000 of the stock, for half of which they paid \$25 per share.—Record.

April 21-1893

A Roxborough correspondent asks: What is the reason why improvements are made so slowly in Roxborough? We are constantly hearing of proposed plans; a few steps are taken towards fulfilling them, and they cease to be of interest to the general public because they have been discussed so much that people are tired of hearing about them. Just mention the proposed new railroad, and such a storm of doubts is expressed as to settle the subject in a few minutes. It is becoming nearly the same with the proposed trolley on the Ridge. When the road passed into the hands of the new management, there were expressions of joy because Roxborough was to have something akin to rapid transit. Everyone is craving a quicker means of going to and from the city because that is the only hope of Roxborough. A live business man cannot but fret at the time consumed in going from Roxborough to 9th and Green. "Time is money." If this is true Roxborough people have much money because they take—or are compelled to take—plenty of time in going to and fro. We would rather go quicker, but progress is so slow here. And there is not a sign to indicate there is to be any change. We want rapid transit to build up this section of the city. It is the "garden spot" of Philadelphia, but it will remain much as it is now, unless the new railroad is completed and the trolley put on the Ridge. Let us have them both, and right way.

May 12-1893

The Diamond Street Omnibus Company's tally-ho coach Rambler began running Saturday and will make two trips every afternoon until further notice. The coach starts from Ridge avenue and Diamond street at 3 and 5 o'clock, p. m., and runs to Indian Rock, returning by the same route.

The coach is a genuine Concord tally-ho, with a capacity of 20 passengers on top and 12 inside. It is painted a dark olive with yellow running gear. The name "Rambler" is painted on the doors on each side with "Diamond Street Omnibus Company" over the windows. On the back is "Park Avenue Heights to Indian Rock." The coachman, groom and guard, the latter being provided with the customary horn, are in livery.

A relay of horses will be kept at the Indian Rock hotel, where a change will be made each trip.

The first trip of the coach was made last Friday, when a party composed of officers of the company and their friends were taken to Indian Rock. Among those on the coach were Mr. and Mrs. James L. Stevenson, Mr. and Mrs. William F. Albrecht, Mr. and Mrs. George W. Roberts, Mr. and Mrs. Stevenson, Mr. E. M. Lyons.

May 12-1893

On Wednesday the Railroad Committee of Councils recommended the passage of an ordinance to grant permission to the Delaware and Schuylkill Electric Railway Company to lay tracks in the Twenty-first, Twenty-second and Twenty-third Wards, and to use electric motors by overhead wires.

May 19-1893

On Saturday, men employed by the new Roxborough Railroad Company began tearing up Lyceum avenue as if for the purpose of laying down tracks. They were stopped by the police acting under instructions from Director Beitler, and, as a result, the matter will be taken into Court. This was evidently the object of the move. The original charter, which the company holds, calls for an incline road on Lyceum avenue; and as the privileges accorded to the Wissahickon Electric Railroad include the use of that avenue there seems to be a conflict of interests which the Courts may have to straighten out. Whether the Roxborough company means business we do not know, but they will not find much favor with the people if they merely contemplate a dog-in-the-manger policy.

May 19-1893

Monday evening, when near Leverington avenue, a lamp exploded on one of the Roxborough horse cars. The conductor quickly threw it out into the street, so little damage was done.

May 19-1893

Horses sent to their stables.

On Sunday evening, as Ridge avenue car No. 43 drove up to the stand at Green lane and Main street, Mr. Calvin Hayward, a member of the Society to Prevent Cruelty to Animals, stepped up to the car and after a close examination ordered driver, Milton Ramsey, to unhitch the team and drive it back to the stables, at Ridge and Susquehanna avenues. Extra conductor Harry Kurtz remained with the car, until other horses were brought up by the driver.

Mr. Hayward said to a CHRONICLE reporter: "I noticed that the horses were lame as they were driven up the street, and on a closer examination found that both had sore shoulders, the sores on each being raw and bleeding. One of the horses had also a sore foot, that had been caused by scratches." When asked if the driver would be prosecuted he replied, "I do not know; he complied with my order. What the society may do I cannot say."

The incident caused a large crowd to gather, and policeman Harry Kinder was kept busy in keeping the street open. If Kinder hadn't been there at the time, there's no telling how many might have been run over, and perhaps crushed to death by the teams that came over the bridge from Montgomery county.

Chronicle

May 26-1893

The Trolleys

occupied considerable attention at last week's meetings of Councils. In the Select chamber much discussion was provoked over the bill "to grant permission to the Delaware and Schuylkill Electric Railway Company to lay tracks in the Twenty-first, Twenty-second and Twenty-third Wards, to use electric motors to be supplied from overhead wires, and to erect and maintain poles to support said wires."

Mr. Brown, of the Twenty-second Ward, wanted the bill postponed for one week, so that he might have an opportunity of looking further into the measure. He was not opposed to the bill, but he had not examined into its merits.

Mr. Adams, of the Twenty-first Ward, made similar objections, but the motion to postpone, made by Mr. Brown, was defeated by a vote of 16 to 14.

The bill was then passed. The proposed road starts from Franklin and Pine streets, in the Twenty-third Ward; along Pine to Asylum road, to Olney road, to York road, diagonally across the same to Thorp's lane, to Stenton avenue, to Chew street, to Penn street, to Morris street, to Coulter street, to Wissahickon avenue, to Penn street, to Miller street, Ridge avenue.

Mr. Adams introduced an ordinance to lay gas and water pipe on Walnut street, from Chestnut to Hamilton, in the Twenty-first Ward; to pave Magnet street, from Green lane to Gay street.

In the Common Branch Mr. Dixon introduced an ordinance granting to the old York Road Passenger Railway Company permission to lay double tracks on Old York road and use the trolley system of motor power. The ordinance gives the company the right to lay its tracks on Old York road, from Germantown avenue to Broad street.

The trolleys evidently have the inside track. The indefinite postponement of operations on the Roxborough Railroad is undoubtedly due to the prospect of running trolley cars on the Roxborough Passenger Railway. The new rails for the trolley cars are lying on the Ridge road as far up as the Falls, ready to be put down. The wooden sills for the Wissahickon Electric Railroad are piled on gondola cars above the freight depot of the Pennsylvania line on Jackson street. Hail to the trolleys! A Brooklyn street railway company reports an increase of 50 per cent. in travel since the trolley was introduced upon some of its lines as a substitute for horses.

THE TROLLEY MEETING

which is to be held this (Friday) evening in Temperance Hall, should formulate as succinctly and forcibly as possible the desire of our citizens to have the Trolley system of street-car propulsion put into operation at the earliest possible date on the Ridge Avenue, Roxborough Incline, and Wissahickon Connecting Railroads, either by the adoption of well-worded resolutions or in a form of petition to Councils which could be numerously signed and be ready for presentation at the next meeting of both chambers. In fact, there is little else to be done, the public sentiment here in favor of the measures proposed being practically unanimous and thus relieving the Mayor of all responsibility in the matter when the bills come before him for signature.

P. S.—See article, "Trolley is King."

Trolley is King!

The Trolley, about which there is so much talk at present is soon to become a splendid realization. In a recent interview Mr. P. A. B. Widener said: "We intend to push the work of installing the system on all the lines as soon as the weather permits, and by next fall expect to have the trolley cars running all over the city. There will be no interfering with traffic, for temporary tracks will be laid around the points where the new rails are being laid, and when necessary delay will be avoided in other ways."

After intimating that work would shortly begin on the Ridge Avenue and other lines, he continued:

"The new cars will be 30 feet long over all, which is about a third longer than the present horse cars and the electric cars on Catherine and Bainbridge streets. They will be lighted by electricity, and the appointments and fittings will be of the first-class. The cars will be mounted on four-wheel trucks of a new style. They will have elliptical springs at the ends, preventing the unpleasant rocking which is noticed in the horse cars. These trucks will give all the comfort of an eight-wheel truck, without its weight."

"We are about to experiment with a system of heating cars by electricity, and have ordered a set of the heaters to be put in one of the Catherine and Bainbridge street cars. It is claimed that this apparatus just takes the chill off the air in the cars. I think that is what is desirable. Heat enough to take the chill off and keep the car dry is sufficient."

Mr. Widener explained that the speed of the cars, though much faster than the horse cars, and even faster than the cable cars, would be governed by the conditions in different parts of the city. In the central sections, where there is much business traffic, great speed cannot be made, but in other portions of the city almost any speed can be attained. There will be no walking up hill anywhere.

The ease with which an electric car can be stopped was also pointed out by

Mr. Widener. "A cable car can be stopped very quickly," he said, "but an electric car, besides having brakes just as powerful, can be reversed, and the wheels run backward, if necessary."

"The danger of collisions and accidents at street crossings," Mr. Widener added, "will be lessened by stopping the car for passengers to leave or enter, on approaching a crossing, instead of as at present, after the cross street has been passed. This is just the reverse of the present method. It is being done on the Catherine and Bainbridge streets line, and will be put in operation on the other lines with the advent of the electric cars. By stopping before crossing a street, the motor-man can see an approaching vehicle and avoid accidents."

In Common Council yesterday when the ordinance of the Wissahickon Electric Passenger Railway Company was laid before the Chamber, Mr. Dixon urged its passage as an accommodation to the residents of a very inaccessible region. The hills of Roxborough make locomotion very difficult by means of horse power, he said, and an electric road is badly needed there.

Mr. Smith moved to compel the Traction Company to substitute Belgian blocks for rubble pavements.

Mr. Dixon accepted this amendment, as that part of Manayunk Avenue already paved has an improved pavement. The amendment was therefore adopted.

The bill was then laid aside until the next meeting of Councils.

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Chronicle: Feb. 3, 1893

Trolley is King!

The people want the Trolleys and they want them soon, in large doses, and plenty of them and more to follow. That was the sentiment of the large assemblage which had gathered last Friday evening to talk "Trolley" in Temperance Hall, and of many hundreds who sympathized heartily in the movement and are ready to help it along in every way possible.

The meeting organized by electing S. S. Keely chairman and F. A. Lovejoy of the *Sentinel* secretary, and strong speeches in favor of the proposed improvement were made not only by the President but by Councilmen Adams, Dixon and Linton, James Christie, Leander M. Jones, Peter P. Liebert, John J. Foulkrod, Josephus Yeakel, John Flanagan, Thomas Poleman, John G. Morris, &c. Everybody was wound up for the occasion, and the following preamble and resolution passed by a rising vote:

"WHEREAS, Practical experience has demonstrated that of the methods used for the propulsion of street cars, the trolley system, up to date, combines pre-eminently the qualities of speed, cleanliness and economy, therefore, be it

Resolved, That our representatives in Councils be, and they are hereby requested to use all lawful means to secure the proper legislation by which its advantages shall be enjoyed to the fullest extent by the citizens of this community, in connection with the

lines of passenger railroads known as the Ridge Avenue, the Roxborough Incline Plane and the Wissahickon Combined Electric Railways, and also the extension of the Ridge Avenue line to Mount Vernon."

The chairman was also authorized to appoint a committee to wait upon Mayor Stuart and members of Councils to urge the passage and signing of the ordinance authorizing the Manayunk and Roxborough Street Railroad to use the trolley, and he has selected the following, namely: John G. Morris, John J. Foulkrod, John J. Foran, Robt. J. Barr, Louis Bean, Thomas Poleman, Milton M. Bovard, Wm. H. Bovard, John Stafford, William H. Doohan and Levi C. Hart,—the chairman himself being a member of the committee *ex officio*.

Some of the speakers commented unfavorably upon the fact that Councilman Cyrus P. Carmany had voted on the day previous for an outrageous amendment to compel the Wissahickon Electric Road, whose claims Councilman Dixon had just championed, to light up their line with electricity, evidently with the purpose—for it could mean nothing else—of killing the enterprises. But as Mr. Carmany was not present at the meeting to either defend himself or explain his action, Mr. Dixon urged a suspension of judgment, and the meeting finally adjourned subject to the call of the chairman.

The Reading Terminal Opened.

A number of our people took a ride down on the Reading Railroad from West Manayunk on Sunday, for the novelty of riding into the new terminal station at Twelfth and Market streets which was first opened on that day. On Sunday evening four reporters of daily papers tramped across the river for the same purpose. After waiting at the station an hour, two of the quartette becoming disgusted walked back and took a train for Ninth and Green. Whether the other two got all the way down, or whether they jumped a "coaly" and rode to the Falls and took a street car from that place or not will perhaps be known some day. *The Ledger* says:

Promptly on the stroke of four on Sunday morning, while the population of Philadelphia was sleeping and a London fog hung over the city like a heavy veil, Train Director A. L. Brown, of the Market Street Station, pulled open the throttle of engine 356, and train No. 132 rolled out of the mammoth train shed over the elevated road to the main line and towards Reading.

The train was the Harrisburg and Shamokin Express and was made up of four cars, baggage No. 618, smoker No. 200 and passenger coaches No. 784 and 787, manned by Fulton Jones, conductor, in charge; Daniel J. Harner, baggage master, and brakemen J. J. Fitch and F. Condon. Engine 356 was held under control by Engineer Michael A. Welsh and the fireman was William C. Orth. Welsh has been in the employ of the company since 1873 and an engineer since 1887.

There was a spirited and interesting contest for the honor of being the purchaser of the first ticket sold from the ticket window. This distinction is claimed by Charles McCall, the contractor, who is building the depot, and who built the market house over which the Terminal tracks run, and the entire

structure, with the exception of the train shed.

Mr. McCaul, after directing his forces through the night, walked to the ticket window and purchased ticket No. 0 for the West Falls. C. Meizler, Assistant Transportation Master of the Reading, bought a number of No. 0 tickets on Saturday, and Contractor Ryan bought No. 0 ticket for New York; but to Mr. McCaul belongs fairly the honor of making the first bona fide purchaser of a railroad ticket.

Chronicle: Feb. 10-1893

The building boom has been given an impetus by the trolley agitation. If all the electric railway companies that have been chartered within the past few days get into operation, Norristown will be brought into trolley communication with Philadelphia, via Conshohocken, by two direct routes, one passing through Bryn Mawr, the other through Barren Hill. The Montgomery Railway Company, with a capital of \$50,000, is designed to connect with the Norristown Passenger Railway at Bridgeport and extend along the west bank of the Schuylkill to West Conshohocken and thence through Lower Merion. Roxborough may now roll up its sleeves and look out for chances. The boom is coming sure as you're born! The Conshohocken Railway Company will extend the tracks of the Citizens' from Norristown to Conshohocken, Spring Mill and Barren Hill. Wake up, dar!

The negotiations which have been pending for the sale of the franchise of the Roxborough and Manayunk In-Allied Plane and Railway Company have been consummated and the property was formally handed over at the annual meeting on Wednesday evening to the Philadelphia syndicate of which J. G. Brill and James Rawle are members. The Secretary, William H. Lewis, had already purchased 1996 shares of stock at the par value of \$25. Of the remaining shares quite a number are held by persons unknown.

The syndicate, it is understood, will introduce the trolley system on the road, which is about six miles in length, and extends from a short distance above the Wissahickon Station on the Norristown Railroad, to Barren Hill. It is also expected that the new owners in connection with the Sheip Brothers, who have secured control of the street railways in Norristown, will extend the line to Norristown, and also connect with the Philadelphia Traction Company's Ridge Avenue division.

The following officers, representing the Brill syndicate, were unanimously elected: President, John S. Hutchinson; Secretary and Treasurer, Fletcher Pearson; Directors, Luther S. Bent, David E. Williams, C. J. Walton, Geo. M. Brill, James Rawle, William Ring, and William A. Smith. Samuel Wagner, Esq., is counsellor for the new company. The annual report showed the receipts from all sources for the year ending January 30th, to have been \$21,809.48, the expenditures amounted to \$19,393.75.

A resolution authorizing the Board of Directors to increase the capital stock to the limit of the charter, \$200,000, was unanimously adopted. The new company has possession of 2003 of the 2337 shares of stock issued by the old management, and have paid off 1759 shares.

Chronicle: Feb. 10-1893

COMMUNICATIONS.

Councilman Carmany on the Trolley

Roxborough, Feb. 8, 1893.

Editor of the CHRONICLE.

Dear Sir:—As I was unable (on account of sickness) to attend the meeting in regard to the Trolley Railway the other Friday evening, and as I noticed in your paper that resolutions were adopted that I be requested to withdraw the amendment requiring the lighting of the streets by the company, I take this opportunity of explaining my position in regard to our Trolley Railway and also my reason for voting for the amendment. In regard to our Trolley Railway allow me to state that I am heartily in favor of it, because no one appreciates more than I the need of such a Railway and I will do all in my power to help achieve the same; but as regards the amendment I think it a good and proper one, for the following reason: The city is giving this company the right to construct this road but is getting practically nothing in return as compared with some other companies who are granted the use of streets; therefore I don't think that it is unfair to request this company to comply with the amendment. I wish further to state that if the extra expense incurred by the company in complying with this amendment would be the means of putting a stop to the building of the road and thus deprive the citizens of the advantage that such a Railway will present, I would of course have immediately withdrawn my vote and would aid in trying to have Select Council pass the ordinance with the amendment dropped. Allow me also to state that I am very much in favor of extending the Railway to Mt. Vernon. I would be pleased also to confer with my colleagues in Council and also with the company, so that by our unity of action we will be better able to succeed in having it completed to the satisfaction of all concerned.

Respectfully,

CYRUS P. CARMANY.

[We publish the above in courtesy to Mr. Carmany; but the resolutions referred to in his opening paragraph did not appear in the CHRONICLE.—Ed.]

A New Trolley Line.

A charter was issued at Harrisburg on Monday to the Belmont Avenue Railway Company, of Philadelphia, the line of which runs on Belmont avenue from a point at or near its intersection with Elm avenue to the western end of the bridge across the Schuylkill River at Manayunk; thence across the bridge to a point at or near its eastern end, returning by the same route. A part of the route, from City avenue to the western end of the bridge, is in Lower Merion township, Montgomery county, and the other in Philadelphia. The capital is \$18,000 and the incorporators and officers are: President, George B. Roberts; Directors, D. E. Williams, John S. Gerhard, James A. Logau and G. Brinton Roberts.

Chronicle: Feb. 17-1893

The new terminal station of the Reading railroad, at Twelfth and Market streets, will be officially known as the "Market Street Station."

#

Jan. 11, 1895

A Trolley Car's Wild Dash.

The coating of ice which covered everything on Sunday morning caused a trolley car to run away while descending the steep grade on West Leverington avenue, and before its wild dash was stopped a lamp-post and a trolley pole were smashed and the motorman, Charles Ritter, was severely injured. The only passenger, a little girl, was badly frightened but was uninjured, and when the car was stopped with a crash, she rushed to the motorman, who lay on the floor of the car with his head out and his leg sprained, and innocently asked: "Are you hurt, Mr. Motorman? I'm not."

Owing to the slippery track, car No. 8, of the Wissahickon Electric Railway, which was the first over the line on Sunday morning, had a most difficult task to reach Ridge and Leverington avenues. On the return trip the motorman used every precaution and started very slowly. The car went all right until Pechin street was passed, and then, gathering headway, the wheels began to slip over the frozen surface.

The brakes were jammed down tight at both ends of the car and the sand was allowed to run over the tracks, yet the speed still increased. Half way down the grade it was running with fearful velocity, swaying from side to side as if about to turn over, while the conductor and motorman tried their best to tighten the brakes already fast.

The long siding on the steeper part of the hill was passed in safety, but when the Wood street curve was reached the car jumped the track, and bumping for a few yards over the street, smashed a lamp post and finally brought up with a crash against an iron trolley pole, which was broken by the collision and fell across the wrecked car.

Ritter, the motorman, who had stuck to his post like a hero through the perilous ride, was thrown back through the doors of the car, which were badly splintered. While Ritter's injuries are not dangerous, he was badly bruised all over. The conductor, Frederick Hice, was uninjured. The governor on the front of the car was torn off and the wreck was not removed until late in the day.

#

Feb. 1st 1895

The Wissahickon Electric Railway Company has elected the following officers: President, Peter P. Liebert; Vice President, Wm. Flanagan; Secretary and Treasurer, John Flanagan; Directors, P. P. Liebert, Wm. Johnston, James Christie, Leander M. Jones, John Kenworthy, Ben Kenworthy, W. H. Flanagan.

Since the reduction of fare, which went into effect on January 1st, the travel is said to have increased 30 per cent.

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Manayunk Chronicle
Feb. 22nd 1895

Up to this present writing huge snowdrifts still render many of the cross roads in Upper Roxborough impassable. Along East Shawmont avenue last Friday a road was cut through drifts which were fully 10 feet high. On Port Royal avenue no effort has been made to make a passageway. Along the line of the Wissahickon, Chestnut Hill and Norristown Electric road, a man could stand on the top of the drift in places, and reach the trolley wire. At the "Big Oak," near Shawmont reservoir, was the highest drift ever seen by the "oldest inhabitants."

The Wissahickon and Chestnut Hill trolley line succeeded on Sunday in getting its cars running to the end of the Chestnut Hill branch for the first time since the blizzard.

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March 22nd 1895

Mr. John W. Fritzinger, contractor and builder is going to put up a carshed (on the site of the present one at Lilly's) for the Roxborough, Chestnut Hill and Norristown Electric Railroad Company. It will have a frontage of 33 feet by 234 feet deep, and will be 17 feet to the square of the new tin roof. The sides will be fully protected by substantial weather-boarding.

#

March 29, 1895

On Tuesday the taxpayers of Plymouth township held a town meeting at Marple's Hotel and unanimously passed a resolution that "we regard the construction of the Chestnut Hill and Norristown Passenger Railway with great favor; and that we deplore the hostile attitude assumed by our Supervisors towards said electric railway, and regard with surprise and indignation, the efforts of those officers, which, if successful, will cause the abandonment of the aforesaid railway and deprive this community of that much needed improvement."

A committee was appointed to confer with the Supervisors, and to put an end to the litigation pending in the Supreme Court at the suit of the Supervisors.

#

April 5, 1895

—I was told a few days ago, by one supposed to know, that when the Ridge avenue horse cars ran between the depot and Manayunk every sixteen minutes, each car averaged about \$7 a day, while the trolley cars running every five minutes average about \$18 a day. What would it be if the Traction company would do the fair thing and put the fare down to where it should be, to five cents? The People's Traction company carries passengers from Oak Lane to Fourth and Walnut streets for a single fare of five cents.

#

April 26, 1895

9

The Roxborough Jotting in your issue of the 12th inst. very truly expressed the prevailing opinion when it termed the "Roxborough and Barren Hill Electric Railroad a "Public Nuisance." Certainly no other community would tolerate it. Their sole aim seems to be to rush up and down at express speed and the residents along the road experience the practical sensation of a tornado every few minutes during 18 hours out of the 24. The trucks absolutely run in a great many places on the granite blocks and these are being displaced, notably between Lyceum avenue and Green lane, and Leverington avenue and Jefferson street; consequently there is not a road in the country can equal it in producing "noise." From such rapid transit may Heaven deliver us! R.

#

April 4, 1895

What is the main object of those who have control of the Roxborough, Chestnut Hill and Norristown Electric Railroad? Is it to make schedule time, whether it gets passengers or not? It certainly appears to be run with that idea at present. Just watch how the cars rush past any principal thoroughfare, such as Leverington avenue, Green lane or Lyceum avenue; see how carefully the driver avoids seeing any intended passenger who is not planted squarely in front of the trolley, at the risk of being run over! Again and again the writer has seen ladies within a door or two of the end of the street hurrying to get the car; and again the conductor has had "an eye single" to that great bugaboo, Schedule Time, and has rushed his car madly onward as if to save his neck, leaving the passenger and the fare behind. And yet this same trolley was to be a g-r-e-a-t public accommodation! "Public Nuisance" would be a more fitting term.

#

April 12 - 1895

—I see by the daily papers that the trolley cars must have fenders attached by a certain day in June. There is one thing concerning the trolley cars which it seems the people of Manayunk have forgotten. I refer to the terms of the ordinance giving permission to trolley the roads, which, among other things, provided that the Traction Company should run night cars over the line at intervals of not over one hour. If we had an Albert Schofield to look after the people's rights we would probably have these cars for the accommodation of our belated residents. There are times when men are legitimately detained at a distance from home when it is neither profitable nor convenient to hire a hack. The Philadelphia Traction Co. runs other night cars, and there is no reason why Manayunk and other points along the Ridge avenue line should be discriminated against. Those of us who patronize the line are compelled to pay 8 cents fare to the city while persons in other sections ride greater distances for five cents. Most of these are working people, and do not figure in what is termed "Society;" therefore, the increased cost of travel is the harder to bear.

R. R. S.

April 5, 1895

The Falls is left out in the cold by the Reading Railroad. The same old price, 15 cents for an excursion ticket to the city is charged, and 8 cents instead of 10 the price of a single fare. The Ridge avenue trolley cars will reap the benefit of this action if the people do not.

#

May 3, 1895

It is a pity that the Roxborough trolley company did not have such a roadbed at the start as they are now putting down, which is in accordance with the latest and best improvements. The cars will not be so likely to leave the track and they will be apt to run much more smoothly. This is all the more desirable as the summer travel must shortly commence, and the people will be able to enjoy the cool breezes and beautiful sights at the upper end of the line for a few pennies and realize how much of exquisite rural landscape is lying almost next door to us.

The fare from Wissahickon to the depot is 5 cents, and another 5 cents from the depot to Chestnut Hill or Plymouth, making the round trip 20 cents. And the line to Chestnut Hill proper is now open and the cars running the whole distance. You couldn't go from Plymouth Rock to Kadesh-barnea for much less than a couple of dimes.

#

May 3rd 1895

The Roxborough, Chestnut Hill and Norristown Railway Co. has entered into a traffic agreement with the Norristown & Perkiomen Creek Railway, for a connection of the two roads at Norristown, so as to form a direct line to Reading. The Norristown and Perkiomen Company has secured the right of way from Reading to Norristown, except through Lower Providence township. The citizens of this township held a meeting on Saturday night and favored granting the franchise. The company says the line will be completed this summer, giving Philadelphians a trolley road to Reading. Another citizens' meeting is to be held for taking final action.

#

May 10, 1895

Patrick McDonald, aged 56 years, of No. 3 Lock street, Manayunk, was seriously injured on his back on Monday afternoon by a heavy piece of lumber falling upon him while he was at work on the new car shed at the Roxborough, Chestnut Hill and Norristown Traction Company's depot, Ridge, above Port Royal avenue. He was taken to St. Timothy's Hospital.

#

May 31st 1895

The opening, on Saturday, of the trolley road of the Norristown and Chestnut Hill Railway Company, extending from Norristown to the Convent in Springfield township, marked an era in the history of the line.

On Saturday night about 10 o'clock, a car containing a merry crowd of men entered Norristown blowing tin horns by way of celebrating the opening of the new road. During the day, however, a number of trips had been made over the road.

The fact that the legal proceedings then pending threatened the removal of the tracks from Plymouth township led a great many persons on Sunday to take advantage while they could of the opportunity to see the grand panorama afforded by a ride over this route. The cars ran about twenty minutes apart and were well filled with passengers.

The ride from Norristown to Plymouth Meeting is made for one fare of five cents, passengers exchanging cars at the Trenton Cut-off railroad, where the connection has not yet been made. From here the car proceeds to the foot of Barren Hill, where passengers are transferred either to continue the trip to Wissahickon or to the convent, at the foot of the Hill leading to Chestnut Hill, the latter a mile further on.

On Monday morning the Supreme Court made the injunction against the road perpetual, which stops the further operation of the road. More's the pity.

In the course of the argument it was necessary to refer to the affidavits of Supervisor Henry J. Barrett, in which he alleges that Supervisor Beatty asked him to join in obtaining a discontinuance of the suit, and informing him that the township would thereupon be given \$2000 by the railway company, and that each of the Supervisors would be given \$1000.

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June 19, 1895

The people of Mt. Vernon are anxiously inquiring when the Philadelphia Traction Company is going to run its Ridge avenue line up to Main and Washington streets. It would accommodate a large and growing section of the town.

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July 12, 1895

The managers of the Roxborough, Chestnut Hill and Norristown Traction Company, whose trolley cars run from Wissahickon to the convent at Chestnut Hill, and thence to Plymouth Meeting, said on Monday that Sunday was the best day the road has yet had. Every car was loaded from early in the morning until late at night. There was, however, a great disappointment among the passengers when on reaching the upper terminus, they were informed that the Supreme Court had decided that the company could not run its cars beyond the Plymouth Meeting. A considerable number of passengers, who were unaware of the Court's ruling, had boarded the cars at Wissahickon expecting to ride to Norristown.

July 12, 1895

About Trolley Passes.

This paper called attention two weeks ago to the stoppage of passes on certain streets by the Philadelphia Traction Company. The *Inquirer* of Tuesday had the following on the same subject:

A number of the residents of Manayunk who have work in the vicinity of Gray's Ferry road, are much incensed at the Philadelphia Traction Company's new pass system. These men have been in the habit of buying an 8-cent ticket on Ridge avenue. Upon reaching Spring Garden street they would be passed west to Seventeenth street and then down Seventeenth to the point nearest their destination. Each workman was thus carried from his home to his place of employment for 8 cents or 16 cents the round trip. Then the company abolished the system of giving a pass on a pass, however, this arrangement was entirely upset and the riders have been compelled to pay an extra nickel for their ride down Seventeenth street, making the daily cost for the round trip 23 cents instead of 16 cents.

One of the laborers who complains to the *Inquirer*, writes: "It seems that the Traction Company has got very nearly all that it asked for and has the Councilmen under its thumbs and now puts the screws on the poor workman. Yet this Martin-Porter Traction combination expects the workman's vote! I learned to-day on good authority that one conductor on the Sixteenth street line brought in \$86 for his day's work, and still they refuse to give us a reasonable ride for our hard-earned money. Perhaps the company is making us pay for the fenders."

The Manayunk correspondent may reach his place of work for 8 cents if he takes a little different route. He can buy an 8-cent ticket on Ridge avenue and when he reaches Dauphin street, near Strawberry Mansion, let him take a Twentieth street car, and upon surrendering his 8-cent ticket to the conductor of this car let him ask for a pass down Seventeenth street, which will be delivered if asked for when he surrenders his ticket. The Twentieth street car runs down Dauphin street, Twenty-second street, Ridge avenue and Twentieth street to Filbert, and down Filbert. At Seventeenth and Filbert streets the rider should change cars again, being careful, at this time, to take the car which runs all the way down Seventeenth street, not the one which turns down Chestnut street at Seventeenth. This ride will cost 8 cents instead of 13 cent; but the Philadelphia Traction Company may put a stop to it any day if it finds many workmen availing themselves of its advantages.

July 12, 1895

Negotiations are still pending between the Chestnut Hill and Norristown and the Schuylkill Traction companies looking to a settlement by which traffic can be resumed fully on both lines. The people and those having a direct monied interest in the roads appear equally desirous of a settlement.

July 12, 1895

A Trolley Postal Route.

The matter of a postal route over lines of the Philadelphia Traction Company is still in the hands of the Second Assistant Postmaster General. The contract has been signed, however, and the next step will be to fix a time for putting the new service in operation. The route will be from Seventh and Sansom streets to Manayunk, over the following streets: From Seventh and Sansom, up Sansom to Eighteenth, to Columbia avenue, to Thirty-second street, to Ridge avenue, to Manayunk; returning on Ridge avenue to Thirty-first street, to Columbia avenue, to Twentieth, to Filbert, to Seventh, to Sansom. The stations along this route are the Central Station, Eighteenth and Chestnut street, Twenty-first and Fairmount avenues, Twentieth street and Columbia avenue, Falls of Schuylkill and Manayunk.

The Philadelphia Traction Company is building two combination passenger and postal cars, to be equipped with motors, and has ordered curves for Eighteenth and Twentieth streets and Columbia avenue, for the use of the proposed postal route.

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July 26, 1895

A Conshohocken special to the *Inquirer* says it is rumored in that vicinity that the Philadelphia Traction Company has offered to purchase the entire trolley outfits of the Schuylkill Valley Traction Company and the Norristown and Chestnut Hill Passenger Railway Company, and it is proposed to work both lines in harmony with and as extensions of the Philadelphia lines. It has been known here for some time that the Shepps desired to convert their roads into cash, and the only halt now in the deal mentioned is the question of price.

On Monday leading stockholders of the People's, the Electric and the Philadelphia Traction Companies agreed to consolidate and form a company with a capital of \$30,000,000, a charter for which it was stated would be applied for immediately. Possibly this action may include in its sweep the Roxborough, Chestnut Hill and Norristown R. R. Co.

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Sept. 20, 1895

At the meeting of the Board of Surveyors on Monday, an application from the Manayunk and Roxborough Inclined Plane and Railway Company was considered and plans approved for an additional track on Ridge avenue, from Jefferson to Hermit streets. This is an important prelude we should say to the double tracking of the entire line.

#

August 2nd 1895

To Norristown by Trolley.

The Plymouth township trolley war is over. The contest was finally closed on Wednesday at noon. Representatives of the Norristown and Chestnut Hill and the Schuylkill Valley Traction Company went before Judge Weand at Norristown, with resolutions adopted by the Township Supervisors, withdrawing the proceedings instituted in the name of the township against the Chestnut Hill Company.

The first week in June the Chestnut Hill Company withdrew its cars, pursuant to order of the Court, and since then the negotiations that terminated as above have been in progress. The supervisors unite in withdrawing permission to the Messrs. Shepp to construct a line and restore the franchise to the Chestnut Hill Company. The Messrs. Shepp received a money consideration only, and the Plymouth township treasury is enriched several thousand dollars.

All the property owners along the route of the trolley road have released damages. By Wednesday fifty-six releases had been signed and the signatures of all others interested are now obtained. All the suits instituted by private parties have been withdrawn, except that of Ellwood Livezey, who claims damages for a change of grade made necessary in front of his property to tunnel under the Trenton Cut-off Railroad to avoid a grade crossing. This proceeding will not interfere with the reopening of the road, and this week, the railway officials say, travel will be resumed between Norristown and Chestnut Hill and Wissahickon.

The Chestnut Hill and Norristown Company was organized within the syndicate that bought and is operating the Manayunk and Roxborough road, between Wissahickon and Barren Hill. The syndicate is to organize under the name of the Chestnut Hill, Roxborough and Norristown Traction Company. The Manayunk and Roxborough and the Chestnut Hill and Norristown Companies will operate their respective roads under lease.

Aug. 16, 1895

Transfer Trolley Tickets.

After considering the matter for a couple of months or more, in all its bearings, the Directors of the Wissahickon Electric Railway Company and of the Norristown, Chestnut Hill and Roxborough Company have decided on a Transfer System for the two lines which is to go into effect to-morrow (Saturday) August 17. Under this system a ticket costing seven (7) cents is good from Manayunk to the County line, the change being made from the Wissahickon line at Leverington avenue; or from the County line to Manayunk, taking the Wissahickon trolleys from Leverington avenue down.

We should think the new rule will be of great advantage to both companies, and it is a sign of amity between these organizations which cannot but be agreeable to our best citizens.

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Oct. 4, 1895

The Trolley Postal Service.

Great interest was manifested by our citizens about 3:15 on Monday afternoon when one of the new Postal Cars ran up Main street to the terminus above Green lane, with a number of officials on board. The cars are not mere trailers, but have the full trolley equipment and therefore run independently.

The service began here on Tuesday morning, the car reaching Station "1" at 7 o'clock. This is the second line of the railway postal service in this city, the first being over the lines of the People's Traction Company, between Snyder avenue and Chestnut Hill. The new route is over the Philadelphia Traction Company's system, the company being under contract with the Post-office Department to carry the mail.

The cars are 25 feet in length, about half the car being fitted up for postal purposes, and the other half for general passenger use. Pouch racks, stamping tables, cases and other necessary equipment is provided.

In one corner of the compartment there is a wash basin, into which water runs from a tank, and a water cooler is also provided. There are brass rods to the windows, and the doors to the postal compartment are at the sides of the car. Six electric lights are provided for dark days. In the sides there are slots, into which letters can be dropped in transit.

The cars are provided with double trucks and are fully equipped with motors so that they can move independently. In the front of the postal compartment there is a cab for the motorman, similar to those on the old cable cars. The cars are painted white and have silver trimming and lettering. They are numbered Nos. 1611, 1612 and 1913. Besides the words "Philadelphia Traction Company" on their sides, they have this inscription, "United States Railroad Postoffice."

The two cars will make nine round trips a day, and a schedule has been arranged, giving the leaving time from the two terminal stations, as follows: Leave Ninth and Sansom streets, central office, 6.00 6.55 8.00 9.30, 11 50 A. M.; 1.00, 2.00, 3.30 4.50 P. M. Leave Station 1, Manayunk, 7.03, 8.33, 10 53 A. M., 12.03, 1.03, 2.33, 3.53, 4.30, 5.45 P. M.

In this connection it may be mentioned that Postmaster Carr has issued a circular in which is given the following copy of a note that people using the mails frequently might, with advantage, send to their correspondents:

Note.—In corresponding with us it will assist your post-office, or the railway service in transit, or the trolley service of the Philadelphia Post-office, to write the full name of our firm with the street, number and Post-office station. Our Post-office address is No. —, — street, Station —, Philadelphia, Pa.

August 30, 1895

1896

Feb. 14, 1896

New Trolley Postal Car.

The three postal cars which the Philadelphia Traction Company has been building will be finished in two or three days, but the Post Office Department will not complete the arrangements for putting them in operation until it receives notification.

The probable route will be on Sansom to Eighteenth, to Columbia avenue, to Ridge avenue, to Manayunk, returning to Twentieth and Chestnut, or down Filbert from Twentieth to Seventh. The route will cover the Central Station, and the sub-stations at Eighteenth and Chestnut, Twenty-first and Fairmount avenue, Twentieth and Columbia avenue, Falls of Schuylkill and Manayunk.

#

February 7, 1896

—It is probable that by the beginning of next summer another suburban trolley road will be in operation, extending across the extreme northern part of the city, and connecting Frankford and the Falls of Schuylkill. Announcement has been made that the work of laying the track of the Delaware and Schuylkill Electric Railway Company, will begin in a day or two, and the company hopes to complete the line and have it in operation in time to secure considerable summer excursion travel.

The route of the road is as follows: Starting at Pine and Franklin streets, Frankford, along Pine street to Asylum road, to Olney road, to York road, to Thorp's lane, to Stenton avenue, to Wister street, to Germantown avenue, to Mannheim street, to Newhall street, to Hansbury street, to Laurens street, to Queen lane, to Thirty-fifth street, to Midvale avenue, to Ridge avenue.

The road will pass through or near the suburbs of Tabor, Olney, Branchtown, Germantown and the Falls of Schuylkill, passing also Mannheim Park, Germantown; Scheutzen Park, near Logan; the Jewish Hospital and Wister Station.

It will be about nine miles in length, and will be constructed with a single track and turnouts. Ninety-five-pound girder rails will be laid. The power station and car barn will be built at Tabor Station, on the Reading Railroad. The power station will be 75x75 feet, and will contain two engines and generators of 300-horse power each. Fifteen cars are expected to furnish sufficient service at the start. The route, as projected, has been approved by the Board of Surveys.

#

Must Run Night Cars.

Among the Traction lines which have been notified by City Solicitor Kinsey that they must run night cars are the Ridge Avenue; the Wissahickon; and the Roxborough, Chestnut Hill and Norristown. The charters read as follows:

That the said railway company shall run cars over its entire line at intervals not exceeding five minutes, between the hours of 6 and 9 a. m. and 5 and 8 p. m., and at intervals not exceeding 10 minutes at all other hours of the day, excepting between the hours of 12 midnight and 5 a. m., when they shall run at least every hour."

The prospect is that compliance with this requirement—which is embodied in most of their charters—will be enforced against what may be termed through lines, having their termini eight or ten miles apart; such, for instance, as the Ridge Avenue or the Roxborough and Chestnut Hill lines; but there would be neither sense nor justice in applying it to a merely local line, such as the Wissahickon Electric, whose termini are not more than a mile apart "as the crow flies," its total length being only 3 1/2 miles, including the Pennsylvania depot branch.

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April 24, 1896

The Roxborough, Chestnut Hill and Norristown Railway has prepared to give excursion riders a much better service than last summer. Ten new open cars have been purchased, which are expected to give not only sufficient accommodations for the regular travel, but to provide for trolley parties to Norristown. On May 1 a new schedule will be put in effect, giving cars through to Norristown at intervals of ten minutes, and additional cars can be added if the traffic demands it. On Sunday the schedule will provide for a service at five minutes intervals.

In order to have power to operate the increased service the company has trebled the capacity of its power station at Shawmont by installing a new engine and generator of 1200 horse power. This will give a total capacity of 1800-horse power. The new engine is an upright, from the Lake Erie Works, and the generator is one of the General Electric type. New boilers have also been put in, and in a short time the new equipment will be ready for running. Additional feed cables have been put up, and everything necessary to provide the power needed to operate the road at the best advantage.

From Wissahickon to Norristown is a ride of about 14 miles, without change of cars.

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—The proposed building of the electric railway on Midvale avenue, mentioned in last week's paper, will, if completed, probably give new life to the once promising thoroughfare which, for several years past, has been what might be termed an eyesore to the community. When the syndicate purchased the properties along the old hollow, opened up the avenue from Wissahickon avenue to the Park drive, besides opening the intersecting streets between the Township line or Wissahickon avenue, and the Norristown railroad, our people were led to believe that between here and lower Germantown, would spring into existence one of the most beautiful suburban settlements in the neighborhood of our great city. The building of the Queen Lane reservoir, on the site of the old Scheutzen Park, a site decided upon by the city after a great deal of opposition on the part of the syndicate and other property-owners in the vicinity stopped all progress on Midvale avenue. Since then the thoroughfare has been used occasionally by teamsters. The lands along the avenue owned by the syndicate remain unimproved, and from present indications it seems that they will remain in that condition, even though the railway may lead to the placing of the avenue in a more passable condition. The land, reduced in value by the nearness of the reservoir, cannot, without great loss to the owners, be sold at prices to suit workmen who might wish to erect homes for themselves; and the surroundings, particularly the reservoir, will prevent people of wealth from locating thereon. In the years to come, when the upper deck is placed on the Falls bridge, when the properties along the river side of Ridge avenue have been demolished to make way for the approach to that upper deck, and when the drives on the west side of the river are built and opened up it might be that Midvale avenue properties will become desirable for home sites by the well-to-do class.

R. R. S.

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Oct. 16, 1896

—In conformity with a set plan to straighten the road, a decided improvement is being made by the Reading Railroad Company at West Falls. The roadway from a short distance above the stone bridge to Pencoyd is being widened about 40 feet on the river side, abutments for a new 50-foot span bridge at the West Falls road are being constructed, the old archway will be removed, and the approach leading from the Schuylkill will be extended about 12 feet.

Two additional tracks will be laid, and double tracks run into the southern portion of the Pencoyd Iron Works for freight purposes. Nolan & Co. are the contractors. They expect to have the roadbed and arch ready for use by December 1. The grading from Pencoyd to the Falls road is finished and only about 75 feet below the road is yet to be done.

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March 29, 1895

Suburban Trolleys.

The reduction in passenger travel on the steam railroads for near-by points has become a serious question to their officials, and how to meet this encroachment upon their domain by the trolley companies is one that has been deemed worthy of consideration.

The management of the Reading Railroad Company has taken the initiative by deciding to put on more trains and reduce fares to suburban points, and is arranging to start the movement on its Germantown and Chestnut Hill branch about April 1. If the change proves effectual in bringing back some of the lost traffic, it is probable the same system may be adopted on other lines that have suffered from this competition.

The contemplated changes on the Reading's lines were authoritatively announced on Tuesday. Additional and faster trains will be run to Manayunk, and the round trip will cost 20 cents. The \$1 packages will be correspondingly enlarged, and the 50 trip tickets will replace all other forms of commutation. Germantown and Chestnut Hill secure large concessions in both directions. It is possible that by the time this gets into print the Pennsylvania will have announced similar changes in fares and schedules.

President P. A. B. Widener, of the Philadelphia Traction Company says his company is not afraid of the steam railroads. A trifling loss of the new travel may result from the changes, but the steam railroads cannot offer the cheap fare the trolleys do, taking into consideration the transfers, on which a person can go to any part of the city. In many cases, the time consumed in getting to the steam road station, waiting for a train and in walking from the terminal to the passenger's designation makes the trip longer than the trolley cars require for the entire distance.

Those of our people who travel over the Reading Railroad are dissatisfied with the proposed rate of fare, 20 cents, from Manayunk to Market street and return. The complaint is based upon the difference to be charged from Manayunk and that from Germantown, about the same distance from the Terminal Station, there being a difference of five cents in favor of the Germantown residents.

July 3, 1896

The Union Traction and other companies have agreed to insert as a part of their contract with trolley parties, the following: "Be it understood, and apart of this contract: That liquor shall not be taken, fireworks shall not be used, horns blown nor yelling or other disorderly conduct indulged in on the car. There shall be no vocal or instrumental music while passing hospitals, and all such music shall cease at 11 p. m."

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Nov. 27, 1896

A novel way of catching rabbits is experienced by employees of the Norristown, Chestnut Hill & Roxborough Passenger Railway. The "cotton tails" are not accustomed to the fin de siecle mode of traffic, and frequently are the trolley cars' victims. The cars traveling the country highways go at a high rate of speed, and, of course, the motorman cannot stop every time his "bunnyship" gets on the tracks. Accordingly, as many as three rabbits have been caught in a car's fender during an early morning trip. They are generally stunned by their violent contact with the fender, or many times become prisoners by their legs becoming entangled in the network.—Record.

Nov. 6, 1896

Dumped in the Cold.

As winter approaches residents of Manayunk, Roxborough, Wissahickon and Falls of Schuylkill have again begun to complain loudly of the treatment they receive at the hands of the Union Traction Company, they being compelled to change cars at the depot at Thirty-second street and Susquehanna avenue. This has been the practice for years, but when there were horse cars the company furnished a waiting room, which has since been done away with and is used for offices.

In cold weather passengers are dumped out and frequently have to stand around for a while until the Manayunk car arrives. On the night line connection is seldom made direct, and passengers have to wait a half hour or more without any shelter.

A largely-signed petition has been prepared and sent to the company asking that cars be run straight through without any change.

Nov. 20, 1896

—The petition sent to the managers of the Union Traction Company, asking that the Manayunk cars be run to and from Front and Arch streets without changing at the depot, has so far been of no effect. In coming from the city passengers, it is claimed, are carried quite far into the depot before the car stops; then they are obliged to walk across several tracks before reaching the car yard to get on an up car. In crossing these tracks it is very dangerous for aged or nervous persons and a number of narrow escapes from being run over have been reported. The managers, I am told, are considering the matter, and may yet grant what is prayed for.

#

December 11, 1896

Ridge Avenue Traction Schedule.

Through cars can now be taken to every suburban point reached by the Union Traction system. The Ridge avenue line was the last to abolish the transfer at a point midway of the terminal. Through cars now run from Front and Arch streets to Manayunk, the transfer at the depot at Susquehanna avenue being done away with.

Every other car runs through now at intervals of four minutes. Cars run to the depot only at similar intervals, making two minutes headway between the depot and Front street. Morning and night the headway is reduced by trippers. The night line cars also run through at intervals of thirty-five minutes. Formerly the night line cars, between Front street and the depot, ran at intervals of thirty minutes, and between the depot and Manayunk at intervals of one hour.

The new schedule of the Ridge avenue night line is as follows:

Leave Susquehanna avenue for Front and Arch streets: 12 15; 12 50.

Leave Front and Arch streets for Manayunk: 12 45; 1 20; 1 53; 2 28; 3 03; 3 38; 4 13; 4 48; 5 23.

Leave depot for Manayunk, 12 38.

Leave Manayunk for Front and Arch streets, 1 02, 1 37, 2 12, 2 47, 3 22, 3 57, 4 32, 5 07.

The running time between Manayunk and Front street is 51 minutes, and between the depot and Front street about 30 minutes.

Jan. 15, 1897

The postoffice department has granted a new mail route, No. 310,030, between Norristown and Wissahickon, for transportation of Mails by the Roxborough, Chestnut Hill and Norristown Railway Company, to commence January 18, from Norristown via Plymouth Meeting, Lafayette Hill and sub station 23 (Roxborough) to Wissahickon station and back, twice daily except Sunday.—Norristown Times.

Jan. 15, 1897

The Roxborough, Chestnut Hill and Norristown Railway Company held its annual meeting Monday at the depot, Ridge avenue above Port Royal avenue. The following officers were elected: President, R. N. Carson; Directors, G. M. Brill, James Rawle, John A. Brill, George A. Fletcher, William Ring, H. W. Biddle, L. S. Bent and John N. Hutchinson.

Dec. 25, 1896

—What a difference there is between the old time horse cars and our swift-moving trolley cars when snow storms are encountered. The electric sweeper goes at the work as though it was play, while the old way of hitching a dozen or more horses to a sweeper went along and made noise enough to break up a school yard's sports.

Manayunk Chronicle

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Jan. 22, 1897

At the annual meeting of stock-holders of the Wissahickon Electric Light Company last Friday evening, the following Directors were elected: Wm. Johnston, P. P. Liebert, James L. Christie, L. M. Jones, John Kenworthy, Andrew Flanagan. The Board met and elected William Johnston, President; P. P. Liebert, Vice-President and John Flanagan, Secretary and Treasurer.

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Jan. 29, 1897

Yesterday some of the snow drifts in Roxborough were twelve and fifteen feet deep. The Wissahickon Electric Railway and the Roxborough, Chestnut Hill and Norristown Traction lines were hindered by the fierce winds that swept the Roxborough summit. The sweepers would clean the tracks and a few minutes later they were hidden from view. Both lines succeeded in keeping cars moving. The Roxborough line suffered most in the valleys between Roxborough and Norristown.

#

March 26, 1897

Another excursion park is to be added to those accessible from the city, and it will be ready for excursionists at the opening of the season for summer cars and trolley riders. The new resort is on the line of the Roxborough, Chestnut Hill and Norristown Passenger Railway, and is owned by that company. It is located at the intersection of the Perkiomen turnpike and Hallowell avenue, about three miles from Norristown and nine from Wissahickon Station. There are forty acres in the tract and it is well wooded. It is the highest land in the neighborhood and overlooks the Schuylkill Valley for miles.

The railway company has decided to name the new resort Plymouth Park, after the old borough of Plymouth, which is not far away. A handsome casino of colonial style is now under construction, which will have a seating capacity of 800 people, and there is to be a lake of fresh water covering about two acres. The usual excursion park amusements, such as carroussels, swings, a music stand, where there will be music every afternoon and evening; base ball grounds, tennis courts, and probably a scenic railway. There will also be a lunch pavilion and other attractions yet to be decided upon. The railway company has contracted for eight new cars.

#

April 16, 1897

—I had a talk a few days ago with "Mox" Righter, who has driven an omnibus and horse cars, acted as cableman on the cable cars and for a while as motorman on the trolleys. He is nearly 80 years of age and is still in the employ of the Union Traction Company. He says he does not know if any of the old stage-drivers besides himself are now living. The only break in his experience of over fifty years in driving or managing public convenances in this city, was during the war, in which he served for three years as a private.

#

June 4, 1897

As per announcement, the new Plymouth Park was opened on Saturday under not very favorable auspices, the weather being chill and threatening, and the provision for patrons none of the best. But the Railway company expect to change all that very shortly and to equip the grounds with all the popular attractions. Through cars are run from Wissahickon to Norristown and return every 22 minutes, trippers running between to accommodate the local traffic.

#

June 4, 1897

Our Trolley Roads Exchange.

On and after Saturday next, June 5th, exchange tickets costing eight cents will be issued by our two trolley roads, the Wissahickon Electric Passenger Railway and the Roxborough, Chestnut Hill and Norristown Railway Company. There has been a popular demand for some such arrangement, and the change is sure to be appreciated.

#

July 23, 1897

A great and desirable addition to the creditably paved streets of the Twenty-first ward will be the completed paving of Manayunk avenue,—an improvement the credit of which is mainly due to the enterprise and push of the Wissahickon Electric trolley Railway Company.

#

Sept. 4, 1897

Ten sheep in a flock owned by A. Lawrence, of Cinnaminson lane, Roxborough, were run down and killed by a trolley car on the Roxborough, Chestnut Hill and Norristown trolley road at Ridge avenue and Adams street, yesterday morning.

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Sept 25, 1897

The official report of the Wissahickon Electric Railway Co. states the following facts:

Cost of road and equipment to June 30, 1896, \$147,770; gross earnings \$31,468; operating expenses, \$28,353; total surplus June 30, 1896, \$6,843. Passengers carried, 742,307; number of cars, 8; employees and general officers, 24. Accidents—one passenger injured; one killed.

#

July 2, 1896

—I was shown on Sunday afternoon, by Mr. John Dobson, the effect which the opening of Allegheny avenue has had upon the lawn fronting his residence. An excavation 15 or more feet in depth, and as wide as the avenue, has been cut through Mr. Dobson's property from Nicetown lane to within a few yards of Thirty-fourth street, when the work was suspended. The opening of the avenue I am told was done in the interests of the Philadelphia Traction Company, in order to compete with the Electric Traction Company in conveying passengers east and west. The consolidation of the different companies into the one great monopoly known as the Union Traction Company obviated the necessity of further competition. The work was suspended, and since then not a word has been uttered about accommodating the dear public. If the street could be opened in the interest of a railway company why cannot our Councilmen, who always agree with the railway's desires, see that as much can be done for the benefit of the public?

#

April 1 - 1881

"PENNS" STILL ON THE LOOKOUT.— The purchasing agent of the Pennsylvania Railroad Company is still on the lookout for desirable properties in upper Roxborough. A liberal spirit manifested by the property-holders of that section at present would be like bread cast upon the waters which would return in the shape of vast and permanent improvements after not so many years.

May 27 - 1881

PUBLIC SALE

—OF THE—
RIDGE AVENUE
Passenger Railway Depot,
—ON—
MAIN STREET,
ABOVE GREEN LANE,
MANAYUNK.

Will be sold at Public Sale, on
Wednesday, June 8th, 1881,
At 3 o'clock, on the premises,

All that valuable property containing 40 feet front on Main street, by 120 feet deep to the Norristown Railroad, with all the improvements.

This is a fine location for a coal or lime depot, factory, dyeing establishment, or it would make one of the best sites in Manayunk for a livery stable.

TERMS OF SALE—\$500 cash, balance on mortgage at 5 per cent. for five years. Immediate possession.

\$25, \$100 to be paid at Sale.
For further information apply to
MATTHEW PETER, Auctioneer.

June 24 - 1881

CHANGES AT WISSAHICKON.— All is life and bustle near the Wissahickon depot, owing to the change in the line of railroad and the preparatory work on the new bridge. The road will run right over the site of the present depot, and a new one will be built near the corner of Sumac street on the opposite side. Mr. Stroud's coal yard will be moved higher up the road, nearer to Mr. Jas. Lees' residence. There is a rumor that the track of the Roxborough passenger railway will turn down Dawson street and come out at the end of Terrace.

May 6 - 1881

PHILA. & READING RAILROAD

ARRANGEMENT OF PASSENGER TRAINS. MAIN LINE.

Dec. 1st, 1880.

TRAINS LEAVE WEST MANAYUNK AS FOLLOWS
For Philadelphia 7:00, 10:01 a. m., 3:17 and 8:27 p. m.
For Reading 8:01 a. m., 1:25, 6:11 and 8:11 p. m.
For Pottsville 8:54 a. m., and 8:41 p. m.
For Harrisburg (via Reading) 9:04 a. m. and 8:11 p. m.
For Allentown (via Perkiomen R. R.) 8:04 a. m. and 8:11 p. m.

SUNDAYS

For Philadelphia 7:00 a. m. and 6:22 p. m.
For Reading 8:26 a. m. and 4:31 p. m.
For Pottsville 8:26 a. m. and 4:31 p. m.
For Harrisburg 8:11 p. m.
For Allentown (via Perkiomen R. R.) 8:26 a. m.

TRAINS FOR WEST MANAYUNK LEAVE AS FOLLOWS

Leave Philadelphia (Broad Street Depot) 7:40 a. m., 1:50 and 7:45 p. m.
Leave Reading 5:50, 9:05 a. m., 12 noon, and 6:30 p. m.
Leave Pottsville 6:30 a. m., and 4:40 p. m.
Leave Harrisburg 6:00 and 9:30 a. m., and 4:00 p. m.
Leave Allentown (via Reading) 6:25 a. m. and 4:30 p. m.
Leave Allentown (via Perkiomen R. R.) 6:45 and 11:45 a. m.

SUNDAYS

Leave Philadelphia (Broad Street Depot) 8:00 a. m. and 7:45 p. m.
Leave Reading 5:50, 9:10 a. m., and 4:05 p. m.
Leave Pottsville 7:30 a. m., and 3:35 p. m.
Leave Harrisburg 6:00 a. m., 1:40 p. m.
Leave Allentown (via Perkiomen R. R.) 7:35, 8:35 p. m.

GERMANTOWN & NORRISTOWN BRANCH.

Dec. 1st, 1880.

From Depot corner Ninth and Green Streets.
For GERMANTOWN (Main St. Depot) AND INTERMEDIATE POINTS. 6:30*, 7:15, 7:45, 8:30, 9:15, 11:10 a. m. 12:05, 1:15, 2:05, 3:15, 4:05, 4:55, 5:15, 5:30 p. m. and 6:40* p. m.

GERMANTOWN (Chester Avenue Depot) AND CHELSEA HILLS.

Leave Philadelphia (Express) 2:30, 3:40, 4:45, 5:50, 6:55* p. m. (The 2:30 p. m. stops at Columbia Avenue and Day's; the 3:40 p. m. Express stops at Toga, Wayne Junction, and Day's; the 4:45 p. m. stops at German town, Walnut Lane and Mt. Airy only. (WAY) 1:15, 3:15, 7:45, 8:50, 9:45, 10:30, 11:15 and 11:50 p. m. Sundays—(Way) 12:30, 3:30 a. m., 12:05, 2:15, 3:15, 5:15, 6:30, 7:45, 8:45, and 10:45 p. m.
Leave Germantown (Exp.) from Main St. Depot, 8:25, 11:45 a. m. From Chester Avenue Depot, 7:50, 8:20, 8:55, 9:15 a. m., and 7:15 p. m. (The 7:50 a. m. Express stops at Columbia Avenue. (The 8:20 a. m. Express stops at Wayne Junction. The 9:15 a. m. Express stops at Wingocheoking, Day's, Wayne Junction, Toga and Columbia Avenue. (WAY) from Main St. Depot, 6*, 6:25*, 6:50, 7:35, 8:00, 8:30, 8:55, 10:15, 11:00, a. m., 12:10, 1:10, 2:10, 3:01, 3:30, 4:05, 4:50*, 5:21, 5:34*, 6:01, 6:15, 6:30, 7:01, 7:30, 8:05, 8:55, 10:41, 11:45 p. m.
Leave Chester Hill (Exp.) 8:10 a. m., stops at Mt. Airy, Walnut Lane, Wayne Junction, Way; 6:10*, 6:45, 7:15, 8:45, 9:00, 10:00, 10:45 a. m., 12:05, 1:00, 2:15, 3:15, 4:35, 4:45*, 5:20*, 6:30, 7:45, 8:40, 9:45, 10:50, and 11:10 p. m. Sundays— 8:45 a. m., 12:30, 2:15, 4:15, 5:20, 6:30, 7:30, 8:30, and 10:40 p. m.

MANAYUNK

CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 5:30*, 7:15, 8:15, 10, 11:45 a. m., 1:30, 2:25, 3:4, 4:30, 5:10, 6:30, 6:05*, 6:35*, 7:05, 8:25, 10, 11:10 and 1:15 p. m. Sundays—7:30, 9:10, 9:35 and 11:25 a. m.; 1:30, 3:45, 6:15, 8:0, 9:40 and 9:40 p. m. The 5:30 p. m. train stops at Columbia Avenue, Wissahickon, Manayunk, and Conshohocken only.

LEAVE NORRISTOWN (Main Street Depot) 5:25*.

6:35, 7:15, 7:45, 8:45, 9:55, 11:20 a. m., 1:05, 2:40, 4:30, 5:25*, 6:25, 7:05, 7:30, 8:10, 9:15, 11:15 p. m. Sundays— 6:25, 7:05, 8:25 a. m.; 12:25, 2:25, 4:25, 5:55, 7:25, 9:10, 10:50 p. m.

LEAVE NORRISTOWN (MID STREET DEPOT) 5:30*.

6:40, 7:05, 7:30, 7:50, 8:45, 10, 11:25 a. m., 1:10, 3:45, 4:35, 5:05, 5:30*, 6:30, 7:10, 7:35, 8:15, 9:50, 11:20 p. m. SUNDAYS—7:00, 7:30, 8, 9 a. m., 1, 2:30, 4:30, 6:00, 7:30, 9:20, and 10:55 p. m. The 7:50 a. m. train stops at Conshohocken, Manayunk, Wissahickon, and Columbia Avenue.

*Workmen's tickets accepted. Do not run on Mondays. Stop at Conshohocken, Manayunk and Columbia Avenue only.

PLYMOUTH RAILROAD.

Leave Philadelphia 7:15, 11:45 a. m., and 5:10 p. m. Sunday—9 a. m., 4:15 p. m.
Leave Green and 4:25, 8:25 a. m., 2:25 p. m. Sunday 7 a. m., and 4:00 p. m.

FOR POINTS BEYOND NORRISTOWN.

For Reading and way points 1:30 p. m. Connects with Branch train.

For Phoenixville, Pottstown and Duncannon and points on Chester Valley Railroad Branch, 1:30 and 4:30 p. m.—Sunday, 4:15 p. m.

Connects with Pickering Valley and Colebrookdale Branches, and on Sunday with Perkiomen Railroad for Allentown and way points.

CONNECTIONS AT COLUMBIA AVENUE FOR NEW YORK AND THE EAST.

Leave Philadelphia 7:30 (Fast Line), 8:30, 9:30, 11, a. m., 1:15, 2:00, 3:45, 5:45, 6:45, 7:15 p. m., 12 midnight.
Leave New York 7:45, 9:45, 10, 11:15 a. m., 1:30, 4, 4:30, 5:30, 7:30, 11:30 p. m., 12 midnight.
Sundays—Leave Philadelphia 8:30 a. m., 5:30, 6:40 p. m., 12 midnight; New York, 9:45 a. m., 5:30, 7, 11:30 p. m., 12 midnight.

J. E. WOOLLEN,

General Manager.

C. G. HANCOCK, Gen'l Passenger & Ticket Agt.

Chronicle
March 3 - 1893

The Philadelphia Traction Company has taken title from the Ridge Avenue Passenger Railway Company to the large lot on the northwest corner of Susquehanna avenue and Thirty-first street, east of the depot buildings. At the time of the absorption of the Ridge Avenue Line by the Traction Company this lot was reserved by the former. It is 160 by 530 feet. The price paid for it was \$49,000.

At a meeting of the stockholders of the Wissahickon Electric Railway last Monday evening, the following officers were elected: President, Peter P. Liebert; Vice President, Isaac Wilde; Secretary and Treasurer, John Fianagan. Directors, Peter P. Liebert, William Johnston, Isaac Wilde, James Christie, Leander M. Jones, George C. Thompson and John Kenworthy. The work of construction will begin immediately.

March 3 - 1893

The passengers on the last car up on the 28th of February could not understand why the conductor came in to collect a second fare after they passed Parker's avenue, as the car arrived there about 12:30 o'clock, March 1st, and he was compelled to explain that it was the finishing up of February's work. The new fare system, which was first announced in the CHRONICLE, will be quite a relief to the conductors, as it will not be necessary to measure the distance each passenger rides.

April 6 - 1893

—With Indian Rock as the terminus of its route, the four-horse coach "Alert," of the Suburban Road Coaching Club, began its season's run on Monday afternoon, the Hotel Bellevue being the starting point. Trips will be made daily, except Sunday, the route both ways being through Fairmount Park. On the road north the coach will pass through Fairmount Park by the river drive, making stops at the boat houses, the tunnel, Falls of Schuylkill, Wissahickon, Lotus Inn and Indian Rock.

The return will be through West Park, the stopping points being Wissahickon, City Line Bridge, Country Club Corner, Rabbit Club Corner, Belmont Mansion, Fairmount and Hotel Bellevue.

The coach is under the same management as the "Coronet," which last season had such a safe and successful run, and the stopping places have been selected with a view to the convenience of the general public.

June 16th 1893

June 23-1893

A Dog in the Manger?

On Friday last a bill in equity was filed in Court No. 1 by the Manayunk and Roxborough Inclined Plane and Railway Company against the Wissahickon Electric Passenger Railway Company to obtain an injunction restraining the defendant company from laying tracks on Levering, Hill, Fleming and Martin streets, and Lyceum, Manayunk and Ridge avenues. The complainant company was originally chartered with the privilege of running tracks over these streets, and they say that the defendant company is about to lay its tracks upon the streets in violation of the law. Judge Biddle issued a preliminary injunction, with security at \$1000.

As the CHRONICLE suggested some weeks ago, if this is to be a mere dog-in-the-manger policy our people should be prepared to stand by the defendant company at all hazards. The charter of the plaintiff company has been for nearly twenty years (it was organized December 31, 1873,) a dead letter, so far as the "Incline" portion was concerned, that part of the title merely indicating the original intention to have, as the lower terminus of the road, an incline operated on Lyceum avenue and Levering street,—an obligation which was subsequently dodged, however, with results with which every well informed citizen is familiar, for the line has never paid one cent of interest.

Are we to get the "Incline," or are those who contemplate furnishing a corresponding local improvement to be hampered under the operation of a dead-and-gone provision of a most deceptive, unpopular and unserviceable charter? We shall wait and see.

An Important Document.

Last week, in the editorial headed "A Dog in the Manger?" there was a parenthetic reference to the organization of the Manayunk and Roxborough Inclined Plane and Railway Company with especial reference to the date. A detailed account of that organization and of some steps preliminary thereto is furnished in the following article from the CHRONICLE AND ADVERTISER of January 3d, 1874:

Inclined Railroad.—The Company Organized.—Active Work Begun.—In order to allay the scruples of some well-meaning people, and to come within what they regarded as the strict meaning of the law, several of the incorporators and others met at 1 p. m. of Wednesday, the 31st ult., on the old line of Levering street, and took measures for doing some preliminary grading on the site of the Inclined Railway from Manayunk to Roxborough. After the ground was measured off, Richard B. Clevenger was set to work with a pick, to loosen the soil, and the dirt was removed by the shovelful by those present, in the following order: Rev. P. S. Talmage, Dr. Wm. C. Todd, Jas. K. P. Bramble, C. J. McGlinchey, Jas. Milligan, Willie Todd, Tishie Talmage, Maggie Talmage, A. W. Givin, W. I. Givin, D. McCook, J. Wesley Norbury, Benj. Berry and Dr. George B. Young. Messrs. R. B. Clevenger and Geo. Sylvester then remained at work during the afternoon, in the pay of the incorporators, so that ground is now broken for "The Manayunk and Roxborough Inclined Plane and Passenger Railway."

During the proceedings the editor of this paper secured a piece of rock which can now be seen at this office, labelled as follows:

"This piece of rock was in the first shovelful of dirt thrown up, by Rev. P. S. Talmage, when ground was broken on the old line of Levering street, Upper Manayunk, for the Manayunk and Roxborough Inclined Plane and Passenger Railway, Dec. 31, 1873." Any bid for the ownership of this interesting relic over \$20,000 will be entertained.

A meeting of the stockholders was held at the Roxborough Lyceum in the evening, for the purpose of organizing the Company by the election of a president, treasurer, secretary and seven directors. Mr. Thos. Shaw presided, and Mr. C. J. McGlinchey acted as secretary. Mr. John Dolman, in a few remarks, indicated the proper line of procedure. Mr. C. J. Walton, Dr. Geo. B. Young and James Milligan were, on motion, appointed Judges of Election. Nominations were then made, as follows:

President, Thomas Shaw.
Treasurer, C. J. McGlinchey.
Secretary, Wm. H. Lewis, James K. P. Bramble, A. J. Markley, Darius Keely.

Directors: P. S. Talmage, P. K. Boyer, James F. Nicholas, Dr. W. C. Todd, S. S. Keely, Wm. Ring, Jacob S. Fry, Wm. J. Donohugh, John B. Moyer, Geo. W. Wagner, Hugh Hallowell, Thomas Riley, Wm. McFadden, John Markle, W. G. Entrekia, Michael Wartman, Caleb J. Wallace, Wm. Hutton. Messrs. Chas. T. Jones, James Lees, John Dolman and Dr. Paine were also nominated, but de-

clined serving.

Half an hour's recess was then had for preparing ballots, and there was a general buzz in the room, which was well filled. The judges proceeded to count the votes at a quarter to nine, and the count occupied just two hours. The vote was then announced by Mr. Walton, as follows:

President (unanimous),	Thos. Shaw.
Treasurer,	C. J. McGlinchey.
Secretary—	W. H. Lewis,.....\$49
	Jas. K. P. Bramble,.....463
	A. J. Markley,.....309
	Darius Keely,.....94
Directors (those elected in italics)—	
	<i>P. S. Talmage</i> ,.....1520
	<i>P. K. Boyer</i> ,.....1499
	<i>James F. Nicholas</i> ,.....1373
	<i>Wm. C. Todd</i> ,.....1054
	<i>S. S. Keely</i> ,.....1054
	<i>Wm. Ring</i> ,.....1037
	<i>Jacob S. Fry</i> ,.....883
	<i>Wm. J. Donohugh</i> ,.....707
	<i>John B. Moyer</i> ,.....347
	<i>George W. Wagner</i> ,.....245
	<i>Thomas Riley</i> ,.....178
	<i>Hugh Hallowell</i> ,.....170
	<i>Wm. McFadden</i> ,.....143
	<i>John Markle</i> ,.....100
	<i>W. G. Entrekia</i> ,.....98
	<i>Michael Wartman</i> ,.....92
	<i>Caleb J. Wallace</i> ,.....70
	<i>Wm. Hutton</i> ,.....53

The vote having been announced, the President, Mr. Shaw, took the chair, and thanked the stockholders for the honor conferred upon him. He then suggested that the vote on all the officers be made unanimous, which was done. On motion of Rev. P. S. Talmage, a vote of thanks was tendered Mr. John Dolman, for having so skillfully and unselfishly piloted the new enterprise through so many dangers. Thanks were also tendered the incorporators and others for their arduous labors in connection with the matter. The meeting, which had been generally harmonious, soon after closed, and, at the request of some of the officers, Messrs. McGlinchey and Milligan had the proceedings telegraphed to a couple of the city papers, through the courtesy of Mr. Chas. H. Shinkel, the operator at the Manayunk Station house.

So, now, "The Manayunk and Roxborough Inclined Plane and Passenger Railway Company" has a positive, organized and legal existence. Success to it!

June 23 - 1893

Chronicle

17

THE DOG IN THE MANGER.

"If this is to be a mere dog-in-the-manager policy our people should be prepared to stand by the defendant company at all hazards." So said the CHRONICLE last week, referring to the bill in equity filed two weeks ago in Court No. 1, by the Manayunk and Roxborough Incline Plane and Railway Company against the Wissahickon Electric Railway Company, to obtain an injunction restraining the defendant company from laying tracks on Levering, Hill, Fleming and Martin streets, and Lyceum, Manayunk and Ridge avenues, because the first company, which recently sold out to an entirely new company, was originally chartered with the privilege of running over those streets, upon which the defendant company is about to lay its tracks, &c.

Now, at the meeting of the old company held in Lyceum Hall, Roxborough, May 28, 1874, when the motion to drop the "Incline" feature had been passed, one stockholder—Jacob S. Fry—said the change of route would be worth \$20,000 to the company. What interest, pray, has the company realized and paid out on that \$20,000?

However, all this aside, our present purpose is to urge the people who are to be accommodated by the new trolley lines to stand shoulder to shoulder by the Wissahickon Electric Railway Company. These men were not incorporated as such merely to get hold of a valuable franchise, dispose of it to the highest bidder and then clear out. They are our neighbors, well known to us all, men of means who promptly meet their liabilities and who expect to realize on their investment only in proportion as they furnish the community in general with much-needed facilities for rapid transit between points not easily accessible otherwise,—the people who do not own and cannot conveniently hire a conveyance, yet are able and eager to pay for such service as the new trolley line is intended to supply.

Now, as to "standing by the defendant company at all hazards," and "standing shoulder to shoulder with the Wissahickon Electric Company." Obviously our meaning is this: Do not nag and grumble and foment a spirit of opposition on account of any little temporary inconvenience which may arise during the preliminary and rougher stages of the work. Trolley lines are not "let down from heaven," by any means. Streets will be torn up and the contractors will not carry away the displaced material in their vest pockets or in ladies' shopping

satchels. But we venture to say for the directors that the public will be put to as little inconvenience as possible in the meantime, and that the streets used (and blessed) by the trolley line will be put into proper condition as early as practicable. It will be the part of true public spirit to encourage and stand by and speak for these men at every opportunity, for they are endeavoring to supply accommodations which will be gladly hailed by thousands, and will give an impetus to property values such as the Twenty-first ward has rarely experienced.

Chronicle and Advertiser

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FRIDAY, JUNE 30, 1893.

Won its First Battle.

Last Saturday Judge Biddle, of Court No. 1, heard an application for the continuance of a special injunction secured two weeks previously by the Manayunk and Roxborough Incline Plane and Railway Company to restrain the Wissahickon Electric Passenger Railway Company from proceeding with the construction of its trolley road on certain streets in Manayunk and Roxborough. Francis Rawle and Samuel Wagner, Jr., appeared for plaintiffs, while John G. Johnson and Henry F. Walton represented the defendants. At the conclusion of the argument the Court dismissed the special injunction.

The Manayunk and Roxborough Company was chartered under a special act of Assembly of 1873, and was organized December 31 of that year. In 1874 it constructed a part of its road on Ridge avenue from the Wissahickon Station, on the Philadelphia and Reading Railroad, to Barren Hill, in Roxborough, which it has operated ever since with horse power. Although having a right to do so, it never constructed its road on the streets mentioned in the charter of the defendant company, namely, Levering, Hill, Fleming and Martin streets, and Lyceum, Manayunk and Ridge avenues. The Manayunk and Roxborough Company alleged that, under the special grant made by the Legislature to it, no other company had a right to occupy any of those streets.

The defendants contended that the act of the Legislature required the plaintiffs to occupy the streets within a certain time, and that, failing to do so, they no longer had a right to claim the exclusive privilege of using the streets.

This is a victory for the people at large as well as for the Wissahickon Electric Railway Company, as it secures conveniences which are sorely needed, and it was won chiefly through articles published in the CHRONICLE AND ADVERTISER on May 23d and May 30th, 1874. First came the advertisement on May 23d calling an important meeting of the Roxborough Company, for Thursday evening, May 28th and

signed by the President and Secretary of the company; and on May 30th a detailed report of the meeting referred to, backed by the editor's affidavit as to their authenticity, the papers themselves being before the Court. Following are literal copies of the "call" and report referred to, which completely cut the ground from under the plaintiff company:

MANAYUNK AND ROXBOROUGH INCLINE PLANE AND RAILWAY CO.

A meeting of the stockholders will be held at Lyceum Hall, Roxborough, on Thursday evening, May 28th, 1874, at 7.30 o'clock.

By order of the Board.

THOMAS SHAW, Pres.
W. H. Lewis, Secretary.

Railroad Meeting.—Pursuant to call, a meeting of stockholders of the "Manayunk and Roxborough Incline Plane and Passenger Railroad Company," was held in the Lyceum on Thursday evening, Chas. T. Jones was appointed chairman, and Thomas Coleman, Secretary. The call of the meeting having been read,

Wm. H. Lewis, Secretary of the Board of Directors, read a statement showing the difficulties in the way of harmonious or any other action, and appealing to the stockholders for instructions. Supplementary to this was a paper offered by the President, Thos. Shaw, defining the difficulties more particularly, and expressing a desire to be relieved of further responsibility.

Rev. Mr. Talmage then moved that the Incline be first built, and that those not approving of this measure be allowed to withdraw their subscriptions. This having been seconded,

Jas. F. Nicholas moved as an amendment, that the Directors be instructed to commence at Wissahickon and build the road to Barren Hill, provided the stockholders there pay up their instalments, otherwise to stop at the county line. The meeting seeming to favor this,

T. M. Mitchell moved that in the event of its passage, those who had subscribed principally on account of the Incline be allowed to withdraw upon declaring the fact in writing. This was so obviously honest that, as the names were called, the "Ayes" came in by hundreds, till Mr. Fry's name was called, when he voted "No," but presently changed to "Aye."

The chairman stated that the contractor, Mr. Wharton, (who had offered to build the road at \$8000 per mile) was a good, responsible man, and a letter was read from the latter stating that he could put down the road in 90 days after the signing of the contract.

On motion of Mr. Mitchell it was resolved that should those withdrawing apply for a charter to build an Incline, they should not be hindered or in any way interfered with.

The question of gauge, after some discussion, was left with the Directors; but the question as between using horse or steam power was carried in favor of the latter by an overwhelming vote. A motion carried to put the road under contract immediately; after which the meeting adjourned till next Thursday evening, when many important questions will come up for settlement. At present, it looks as if the whole thing had gone to—Cremation.

The work of getting ready for the

18
Trolley line is being pushed with vigor. The large castings for the bridge on Manayunk avenue at Shur's lane, are on the ground, and also the first shipment of rails from the Iron Works at Johnstown. Ties are being distributed at available points, on Lyceum avenue among others, and in a couple of months we may expect to see a different state of affairs, with still fuller development of the company's plans early next year.

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FRIDAY, JULY 7, 1893.

Chapter Third and Last.

In two previous issues we have furnished some important facts, with which very few of the present generation of CHRONICLE readers were acquainted, in connection with the formative period (so to speak), of the Manayunk and Roxborough Incline Plane and Railway Company. To-day we give the third and last chapter in the series, still further establishing the date when the "Incline" feature became to all intents and purposes a dead letter, as it may be said on behalf of its chief advocates that

"The subsequent proceedings interested them no more."

RAILROAD MEETING.—An adjourned meeting of stockholders of the Roxborough Railroad Company was held in Lyceum Hall on Thursday evening, Chas. T. Jones in the chair. The minutes of the last meeting were read and passed. The Secretary, Thos. Poleman, stated that he had withdrawn his subscription, and asked to resign, whereupon Chas. A. Randall was appointed Secretary. In reply to the chairman 388 shares were stated to have been withdrawn. The chairman stated that Mr. Wharton the contractor, had his lumber on hand and was anxious to begin the work; engaging to complete it in 90 days after receiving the order. Jacob S. Fry said the road would be ready in four months, if the directors were not beset with needless difficulties. The enterprise was \$20,000 better without the "Incline" feature. The chairman said the Reading and Ridge avenue companies would favor the line on Ridge road, with the regular street car gauge. The city would oppose any other. The directors will have to apply to Chief Engineer Smedley for authority to build the road.

Thos. Shaw having withdrawn his subscription, it was resolved, at the suggestion of Percival K. Boyer, that the Directors be recommended to appoint Daniel O. Hitner as president of the company. In the same way the meeting seconded Michael Righter and Geo. W. Wagner, as the successors of Rev. P. S. Talmage and Dr. Todd. A motion to put the road under contract was amended so as to leave the matter with the Board. The chairman said the subscriptions on hand (about \$50,000) would build the road, after which it would be easy to get rolling stock. Jas. F. Nicholas advised caution and efforts to replace the stock withdrawn. P. K. Boyer moved that no more withdrawals be allowed after that evening. Passed by a *vide voce* vote (such as Mr. Nicholas had previously

declared to be illegal.) Wm. H. Lewis suggested that 20 per cent. increase on the stock would make up for withdrawals. Fifty-five additional shares were then taken, the chairman increasing his from 25 to 50. Perry Anderson's application to withdraw was opposed by Jas. F. Nicholas, and debate was cut off by a motion to adjourn, pending which the Secretary of the Board, Wm. H. Lewis, read a statement of the finances, showing the cash and due bills on hand to be \$9,640.40. The meeting then adjourned, leaving the directors in consultation.—From the CHRONICLE AND ADVERTISER, June 6, 1874.

Our Local "Get-there."

A careful examination of the work in progress on our new trolley line, from Wissahickon to upper Manayunk and portions of Roxborough makes it evident that it will cost fully \$18,000 per mile. A deep trench is dug out the width of the track and the bottom is lined with broken stone. Upon this the yellow pine sills, 6 by 8½ inches square, are laid; and on these rest the rails which have a broad base and are some 9 inches high, the space to the street level to be filled in with concrete, making a solid and durable bed. In many places the sills are ready for the rails, as on Manayunk avenue, between Somac and Kalos streets, and again between Adams and Hermit. The iron bridge over Shur's lane is about completed, leaving a clear space between the girders and the roadway of some 30 feet.

From Shur's lane to considerably above Cedar street the track is laid, the peak of the ascent being right opposite Cedar. A turnout or sidings is provided for just below Roxborough depot, the sills being in place there to Martin street. Many of the rails are also in position, while sills and rails, together with plates and castings of various patterns, are stored along Manayunk and Lyceum avenues to Mitchell street, and along Mitchell in the direction of West Leverington avenue. About the only heavy cutting which remains to be done is along the "hump" on Manayunk avenue, east of Ridge avenue. Great progress will have been made by the end of August.

The four new cars which have been built by John A. Stevenson & Co., of Brooklyn, N. Y., are ready for shipment at any moment. They include the latest improvements in every particular, and in winter will be lighted and heated by electricity. The power house above Wissahickon depot is already under roof.

President Peter P. Liebert, of the Wissahickon Electric Railway Company, has signed a contract with Charles H. Davis, consulting engineer, to furnish plans and specifications for and to superintend the construction of the electric railway which the company expects to have completed and in operation during the present year.

Chronicle
July 14-1893 19

"All aboard for Manayunk and Norristown," still echoes through the lonesome depot at Ninth and Green streets, and will probably continue for at least another week from Sunday. The party supplying the compressed air switches have had another extension of time. Until the contract is filled no more trains will be run from Twelfth and Market. The switches are a wonderful contrivance. Attached to each is a small cylinder for containing compressed air, and it is operated by electricity. All the switches on the elevated tracks are connected by an electric wire with a switch board in the operator's office; and by simply pressing a button any switch desired is turned in the proper direction. A large diagram facing the operator enables him at a glance to see the position of each switch. The system is claimed to be the most perfect, as well as the safest, ever introduced. The only trains running from the old depot are those on the Norristown and North Penn branches.

R. R. S.

Aug 4-1893

Contractor Matthew Schmid will presently build an office, waiting room and car sheds for the Wissahickon Passenger Railway Company, on Sumac street, east of Ridge avenue. There is to be a two-story brick and stone building, 35 by 28 feet, and a back building, 35 by 132 feet. The company is making astonishing progress, showing that there are live men at the head of it.

Aug 4-1893

A Trolley Road Opened.

The Citizens' Passenger Railway of Norristown, was formally opened last Friday as a trolley road, with a service of three cars, to which another car has been added this week. The Lewis & Fowler car is used, each equipped with two Curtis motors. Power is supplied by the Norristown Electric Light and Power Company. The cars run with very little noise, and the several heavy grades on the line are climbed with ease. The road is to be extended to Jeffersonville on the west and Conshohocken on the east.

August 18-1893

The flurry seems to have struck the Roxborough horse-car railroad, as it is rumored that the laborers' wages have been reduced from \$1.50 to \$1.20 per day. Maybe the Poles and Hungarians will have a show yet.

Aug 4-1893

Much complaint having been made about an early car on Sunday morning, we will commence Sunday, Aug. 6th, to run a car starting from Depot 5.45 a. m. passing Green lane 6.10; arrive at Wissahickon 6.25. Jas. Bramble, Supt.

The fact that Geo. M. Brill, the passenger car builder, has been elected President of the so-called Manayunk and Roxborough Incline Plane and Railway Company, has quickened the expectations of our people for better car service.

August 11 - 1893

Trolley Prospects.

It would be difficult to cite any public improvement that has made such rapid progress as the road-bed of the Wissahickon Electric Railway Company. With the exception of two or three intersections the grading, laying of rails and electrical conductors, planting of poles and of metal supports for the overhead fixtures have been completed about as far as the road will be carried this season, namely, to the intersection of Green lane and Mitchell streets. Indeed, it was expected to carry the present terminal to Mitchell street and West Leverington avenue, but some possible sewer excavations on the former may retard the work. It is probable, therefore, that it will be the middle of September before the cars are fairly running. These, as our readers have been informed, are awaiting the company's order for shipment, and the power-house at Wissahickon is fast nearing completion, while a temporary car-shed can soon be run up. Pending the necessary appropriation for filling in the road-bed at each end of the Shur's lane bridge the company will put down a substantial trestle-work which can remain when the avenue is properly levelled and graded. The route at first, therefore, will be up Sumac street to and along Manayunk avenue to Lyceum avenue, to Mitchell, to South side of Green lane and return.

The Trolley on Ridge Avenue.

The prospect now is that the trolleys will be running on the Ridge avenue line early next year. Mr. Widener said last Friday: "Gray's Ferry Road will start within one week; Morris and Tasker and Point Breeze before September 1. We will now be enabled to have the trolley road on Thirteenth and Fifteenth streets, and probably Twelfth and Sixteenth streets, by December 1; Ridge avenue and Chestnut and Walnut very soon thereafter, and when they start, it will be a revelation to the people of this city, and they will then commence to appreciate the value of this property."

According to the same authority, and in confirmation of the above prediction, the banks and trust companies of Philadelphia have agreed to advance, during the next four months, the money needed to finish all the work the Traction Company has under way; and it is confidently expected that within a year the stock will sell for at least twice the price of to-day. This will keep employed several thousand men and give bread to a corresponding number of families that might otherwise have been without the means of support, and we can all appreciate how important this is when laboring men are being discharged by wholesale.

Sept 29 - 1893

Through by Lightning.

Lightning travels at the rate of about two miles in nine minutes when hitched to a car of the Wissahickon Electric Railway Company. At least that was the speed attained at midnight of Tuesday when the trolley left the Sumac street depot and reached Leverington avenue and Mitchell street, with a select company aboard in just nine minutes by the watch. There had been a sort of experimental run over the route about half-past five with a miscellaneous crowd inside in which Young America was largely represented, but several stops were made to see that everything was right at all points, so that the time was not taken.

The official test was made in the car which left the Wissahickon end of the line with a number of invited guests, and others, at 7 minutes after 3 on Wednesday afternoon. There was a great crowd at the starting point and little clusters of onlookers at all available localities and the trip was a perfect success, Kram's avenue being reached in 8 minutes. There was but a slight jar at the first curve and the "masheen" took the first up grade as a duck takes the water. The grade above Adams street was got over in the same easy fashion and a brilliant run on the level took the party to Shur's lane in less than four minutes. Between that point and Cedar street occurs the heaviest grade on the line, as the switchboard in the power-house must have indicated to the watchers there; but still the speed was quite good, and when the comb of the incline was passed motor-man Atlee Vose let her out for all she was worth and the party went flying to the turnout below Roxborough avenue, which a skillful turn of the brake mastered without difficulty. Then there was a brief stop to allow a party to alight, after which the car went whizzing along up the gentle incline and soon easily rounded the curve at Lyceum avenue, thence to Mitchell street to Green lane, where the double (or S) curve was tip-toed over—so to speak—with due deliberation and in perfect safety, the car stopping at Kram's avenue, as intimated, owing to some obstruction which could not readily be removed, although enough was known to confirm the estimate of a 9-minute trip to Leverington avenue.

The reversal of power for the return trip was easily made. The cars are, in fact, double enders, and the communicating rod which, by means of springs on the roof of the car, holds the small motor-wheel against the overhead conducting wire, turns on a pivot and is sprung into place by the mere slackening of a rope in the hands of the conductor.

The return trip was made in more leisurely fashion,—10 minutes from start to finish. A still larger crowd had gathered at the depot in the meantime, and the car was scarcely emptied until it was crowded and crammed with a sweet assortment of girls and women, about as many standing as sitting, and off they went again to central Roxborough in the greatest glee, nobody enjoying the sight more than Mr. Price, the representative of the Westinghouse Car Company, although he protests vehemently against the people crowding around and clam-

bering on the cars while in motion. Such ill-bred recklessness, he says, he has never seen anywhere else.

The "installation" in the power-house is an interesting spectacle. There are two 150 horse-power Corliss engines manufactured and put up by the Watts & Campbell Corliss Engine builders of Newark, New Jersey, and the two costing \$5,800. Only one is running at present, the other being held for an emergency; and they are likely to be operated alternately, a few days at a time. Their action is beautiful, and the gentlemen under whose personal supervision they were built, Mr. Frederick Kelly, a fine specimen of a machinist, seems as proud of them as if they were his own children. There are also two magnificent 150-horse Westinghouse dynamos, costing with the electric appliances, \$15,000 each. The adjoining boiler house contains five large boilers.

But by far the most interesting thing in the power-house, to an amateur at least, is the 9-foot square switchboard with its face of finely polished Italian marble. The dials indicate with the utmost accuracy the action of the car and the amount of power used on every inch of the route as well as the various stops, so that a perfect contour of the roadbed, with the various gradients, might be outlined by an expert without leaving the room. The grade between Shur's lane and Cedar street makes the pointers fly at a lively rate.

The road appliances were furnished and put down by Messrs. Pepper and Register. The motormen and conductors are all residents of this ward, and have acquired considerable experience through a preliminary course of training, under the auspices of the Westinghouse Co. The cars themselves are handsome pieces of workmanship, and can be instantly lighted up—as well as heated when necessary—by electricity. They are airy and comfortable; the floors are slatted and the seats are covered with elegant carpeting. The rod holding the small motor-pulley which connects with the copper-wire current-carrier overhead, as already intimated, is connected by a swivel fixture to the centre of the car roof and is so acted on by springs that, as it slopes backward its action is automatically adjusted to whatever slight inequalities may occur, and a rope in the hands of the conductor shuts off the current by pulling it down or swings it around to reverse the motion of the car at either end of the route.

To-day (Friday) at 3 p. m., the line is to be formally opened and a number of specially invited guests will be taken over the road. To-morrow (Saturday) the company will commence active business. Car No. 1 will leave the depot at 5.30 a. m., and car No. 2 at 7.40, continuing on ten-minute time until 12.40 (or later) next morning. This will be about the regular schedule time, so that two full sets of hands will be employed.

The route for some months will be as follows: From depot up Sumac street to Manayunk avenue, to Lyceum avenue, to Mitchell street, to Leverington avenue, and return. When the roadbed is completed—three or four months hence—the route will be extended down Leverington avenue, to Chestnut street, and (possibly) along Chestnut to near the Pennsylvania depot.

The company has asked permission of the Highway Department to run its line on Sumac street, north-east to Ridge avenue.

Chronicle

20

July 6-1894

Trolleys to Wissahickon.

The Philadelphia Traction Company began running trolley cars on Sunday morning on the Manayunk end of the Ridge avenue division, as far out as the Wissahickon. The cars ran all day at intervals of five minutes, and covered the distance from the depot, about 2 1/2 miles, in 11 minutes. Work is being pushed as rapidly as possible in completing the line to the Manayunk terminus at Green lane, to which point double tracks will be laid. Heretofore there has been but a single track with several turnouts from a short distance above the Wissahickon.

A single track will be laid on Main street, beyond the present terminus, to Washington street, and arrangements, it is said, will be made for continuing, at an early date, the line on Washington street well into Mount Vernon.

Passengers are transferred from Wissahickon to Manayunk on horse cars without additional charge, the fare still being 10 cents from any point below the depot, at Ridge and Susquehanna avenues, to Manayunk or intervening places.

The trolley cars ascend the steep grades below the Falls of Schuylkill, known as Kelly's and Robin Hood hills, without difficulty, and the evenly paved street has a beautiful appearance. But between Wissahickon and Shur's lane will be a hard road to travel for many weeks to come.

August 10-1894

Until the Ridge avenue trolley tracks are completed through this town the horse cars will not be run above Levering street. If one could only take a long nap, now, until the work is finished! At the present rate of progress two weeks more will see the work pretty well through.

The Wood and Levering streets branch of the Wissahickon Electric Railway Company's trolley line at Manayunk was put in operation on Saturday afternoon. There will be a change of cars at Wood street and Levering avenue, until the proper switches are put down.

†

Sept 7-1894

Last and First Ride.

Three well-known residents of Manayunk, who have a penchant for figuring in local history, determined on Wednesday night of last week to take a ride in the last horse car that in all probability will ever run from that manufacturing centre. The trio, Dr. George DeSwan, Samuel A. Reagan and Bernard Fraser, waited till St. David's clock pealed out 11, then they walked down toward the Wissahickon to meet Conductor James Barber's car on its last trip up. Boarding the car they paid double fare to ride to Green lane and back to Wissahickon, from where they walked home. On their way home they concluded it would be a good thing to have it to say that they also rode to Manayunk on the first regular trolley car. They turned about, walked slowly down the more than three miles to Susquehanna avenue, where, perched on the curbstone, they waited till 5 o'clock, and then rode to Manayunk. All that day they were the recipients of congratulations from their legion of friends.—Record.

Sept 28th 1894

Our new trolley line is in a condition of great forwardness. By the time steam is applied to the machinery the feed wires will be stretched along Shawmont avenue to Ridge avenue, a distance of more than a mile, and the line, from the depot to Wissahickon, made ready for operating.

From the depot to the Barren Hill terminus the tracks have been bonded, and everything is ready for placing the current and feed wires in position. It is expected that before the end of October the entire line will be in operation and trolley cars running at intervals of 10 or 15 minutes, covering the entire distance in about 50 minutes.

The line through Roxborough will ultimately connect with the line which will run on Germantown avenue beyond Barren Hill to Conshohocken, Norristown and other points in Montgomery county.

From Wissahickon to Hermit's lane, a great improvement has been made on Ridge avenue by cutting down the

grade on what is known as Barren Hill, and the filling in of the deep gorge along the upper side of the avenue wide enough for a footwalk.

Forecast 4/21/06

NEW TROLLEY FOR MANAYUNK.

Residents Welcome Plans for a Line
to the City's Centre.

The newly-chartered Mount Vernon, Shawmont, and Roxborough Street Railway Company is looked upon with favor by the people of North Manayunk and other northwestern parts of the Twenty-first ward. The company proposes to construct an electric railway to connect North Manayunk and Roxborough with the central part of the city by way of the Philadelphia Rapid Transit Company's Ridge avenue line, the upper terminus of which is at Main street and Green lane, Manayunk. The route of the new line as given in the application for the charter is as follows:

"Beginning on Main street at its intersection of Leverington avenue, along Leverington avenue, to Umbria street, about one square; out Umbria street, to Shawmont avenue, about one and one-half miles, along Shawmont avenue eastward, to Ridge avenue, one mile, with a return track over the same route."

The formation of the new company grew out of a series of meetings of the residents of Mount Vernon, or North Manayunk, in opposition to an ordinance that was introduced in Councils giving the Manayunk, Wissabickon, Roxborough and Barren Hill Railway, leased by the Schuylkill Valley Traction Company, permission to continue the line on Umbria street. The residents wanted to have an ordinance permitting the Philadelphia Rapid Transit Company to extend the Ridge avenue line on Main street, a little more than a square, to Leverington avenue and out Umbria street, so that they could ride from near their homes to the centre of the city by the payment of a single fare. Had the other line been built, the trip to the city would have cost two fares each way.

One of the officers stated last evening that the company has a capital of \$300,000, and that work in building the road would be commenced as soon as an ordinance can be got through Councils.

Forecast 9/27/06

22

Want New Car Line for Roxborough

A Roxborough delegation presented to Councils' Street Railway Committee Thursday a big petition urging the granting of a franchise to the Mount Vernon, Shawmont and Roxborough Street Railway Company for the construction and operation of an electric line connecting with the Rapid Transit Company's system at Ridge avenue. The bill was referred to a sub-committee.

John McIlveen said the line would start at the terminus of the Ridge Avenue Passenger Railway Company, continue on Levering avenue to High street, to Umbria street, to Shawmont avenue, to Ridge avenue. The road, he declared, would benefit 10,000 people. Citizens, with the Mount Vernon Company, he said, would bear the cost of grading the streets. M. W. Kerkeslager, representing the Schuylkill Valley Traction Company, contended that the bill was only an effort to prevent his company acquiring such a franchise, which for years, he declared, Councils had refused to grant it.

The following bills were referred to sub-committees: Requiring the Rapid Transit Company to place on all cars on or before January 1, 1907, four signs—front, back and both sides, respectively—clearly showing the direction and destination of each car, and providing that at night all such signs shall be illuminated; directing the same company to increase its car service between 5 and 8 o'clock P. M. daily, and granting permission to extend the tracks on Thirty-first street from York street to Lehigh avenue.

Mr. Pierce announced that he would oppose the track extension bill, and all similar bills hereafter unless provision was made therein for the city receiving adequate return for such privileges.

Dec. 16-1881

THE CONSHOHOCKEN ROAD.—Driven into the west end of the Schuylkill, but a few paces from the Elizabeth furnaces, in West Conshohocken, is a stake marked "Station No. 264." These hieroglyphics of the civil engineer translated into common English mean that from that point to a point on the main line of the Pennsylvania Railroad, near Wayne, the distance is exactly five miles. This is the result of the last survey for the connecting road, and probably definitely settles the route. It is considerably shorter than any others, with a good alignment and no excessive grading. It passes near the Gulf church and through the Griffith and Davis farms, and comes out in West Conshohocken between the furnaces and mansion of Messrs. Moorehead & Co. The Lower Merion road is crossed at ten feet above grade, while the Schuylkill road is crossed at seventeen feet. It then passes over the main line of the Philadelphia and Reading railroad at twenty-two feet above grade. The bridge spans the river so as to bring the line to the lower end of the property of the Albion Print Works and just clearing the building. It then drops so as to cross the Philadelphia, Germantown and Norristown branch at grade to the road now building. Whether it will then follow that route to the city is not fully decided. A separate line may be built from Conshohocken through the Barren Hill valley so as to reach the main line again at the outskirts of Philadelphia. The route between Conshohocken and Wayne has been very carefully surveyed and the engineers have gone over the ground three or four times. Probably the heaviest grading on the line is a twenty-foot cut where it passes through Messrs. Moorehead & Co.'s property. There is no doubt this road will be built whether the one now under way is continued to Phoenixville or not. As stated in last week's *Recorder* the principal object is to relieve Eastern freights, and escape the delays necessitated in running through Philadelphia. But there are other features which add to the importance of the road. It would be used in bringing soft coal to Conshohocken instead of shipping it around by Harrisburg and thence down over the proposed line from Phoenixville. It will also prove of great value for the running of through passenger trains. It will certainly be a great benefit to this section of the country, and will make Conshohocken an important railroad centre.—*Recorder*.

Feb. 3-1882

"PENNSY" ACTIVE.—It is announced definitely that the Pennsylvania Railroad Company will build the branch road from the village of Wayne, in Lower Merion crossing the Schuylkill at Conshohocken, to connect near the City. Also, that the line will be built from Norristown, through Conshohocken, Barren Hill, Chestnut Hill, Germantown, to connect also near the City. Both these branches, it is expected, will be completed the present year.

Feb. 17-1882

ANNUAL MEETING.—At the annual meeting of the M. & R. I. P. & R. R. Co., held at their Depot on Wednesday evening, the following officers were chosen: President, Chas. J. Walton; Secretary, Wm. H. Lewis; Treasurer, C. J. McGlinchey. Directors: J. Vaughan Merrick, Wm. C. Hamilton, Wm. Ring, M. Righter, Benj. Haney, Joshua Boud, Chas. Thomson Jones.

The receipts for 1881, according to the Secretary's Report were \$14,620.34 and the expenses \$14,018.39; balance, \$601.95; balance at the beginning of the year, \$775.43; total balance, \$1,377.38.

Owing to the severity of the weather, higher price of feed, use of extra conveyances, &c., there was an increase of expenses over the previous year of \$1,607.12. There was an increase in passenger receipts, however, notwithstanding the falling off in the winter months.

Nov. 24-1882

PENNSY'S ENTERPRISE.—Most of those interested in the subject are settling down to the conviction that the gentleman who is buying up properties along Jackson, Bicking, Washington and other streets in Mt. Vernon is acting for the Pennsylvania Railroad Company, although the *Press* of Monday had an extensive yarn to the effect that the site was wanted for the works of the Maxim Electric Light Company, who would employ 3000 hands and set business humming! People are now wondering whether the general run of the *Press*' news is equally authentic. The Conshohocken *Recorder* says in an article on "The New Railroad":—"It is pretty well understood that a change has been made in a portion of the route of the new road. The branch from Upton through West Conshohocken has been abandoned. The line will be carried down from Conshohocken to below Manayunk where it will cross the Schuylkill and strike the main line of the Pennsylvania about the third station out from Philadelphia. This route passes very near the Wm. Penn furnaces at Spring Mill and the company has been negotiating with Mr. Daniel O. Hitner for the right of way."

The correspondent of the *Germantown Telegraph* says "the line will run, according to present report, down the east bank of the Schuylkill to a point below Manayunk, where it will cross the river and unite with the main line of the Pennsylvania Railroad some few miles out from West Philadelphia. I give this as the last report, but I have reason to believe that it is correct."

The *Inquirer* said the other day: "Another bridge will probably at an early day be built across the Schuylkill, above the Rudolph Paper Mill, opposite Manayunk, for the new branch of Pennsylvania Railroad, intended to tap the Lehigh Valley line, and now surveyed from Hestonville to Belmont. The eastern span of the bridge will strike the Manayunk side above Green lane, and at an elevation of 100 feet over the Reading Railroad."

Very good prices have been obtained for most of the properties sold thus far, our first notice of the subject having put the people on their guard, but the statement that they have secured twice or three times their value is ridiculous.

Nov. 17-1882

WISSAHICKON IMPROVEMENTS.—Building improvements around Wissahickon Station have received a great impetus owing to several large sections of ground being recently thrown open to improvement. The fine grounds surrounding the old homestead of the late Rodney King, fronting on Ridge road and Sumac street, formerly King's lane, have been divided off into cottage building lots, and streets and avenues are being opened in both directions. On Sumac street several very handsome cottage residences have been erected and are in course of erection. South of Sumac street and running along the railroad is a large plot of ground owned by James Dobson, which, it is said, will be to a considerable extent covered in the early future with first-class residences constructed in cottage style.—*Ledger*.

March 10-1882

Wissahickon Station.

A VALUABLE SITUATION.

Building Lots on new streets: Ridge avenue, Woodvale Terrace, and Manayunk avenue. Lots various sizes. For plan and information, Apply to

W. CAMAC, ON PREMISES.

Nov. 17-1882

"ACROSS LOTS."—Very little more is definitely known regarding the extensive purchases of (and offers to purchase) property in Mt. Vernon than was given last week. There is a growing conviction, however, that the Reading Company is the real purchaser, and that Mr. Norton, Third street, above Noble, is merely acting as their agent. Among those who are known to have sold or engaged to sell are Matthew Pester, Mrs. Lingelbach, Peter Collins, John Morton, Mrs. Atcherson, John McVey and others owning property from the lower end of Washington street to above the Block houses on Washington street, while many others, chiefly those owning on the N. E. side of Jackson street, and along and near Bicking street, have been "approached" on the subject of selling. An offer has also been made, we are informed, for the property late of the Wm. A. Simpson estate and now owned by Mr. Timothy Fitzpatrick, as this paper stated several months ago. By securing this property, the Company could abolish the ugly curve above Green Lane; and by going through Jackson street and along through the farm of Col. Chas. Thomson Jones on Domino Lane (about which the Colonel was soured six months ago) many awkward curves could be dispensed with and a clear track obtained for two or three miles. The reported purchase of Mr. Howell's farm, or a portion of it, in Lower Merion, would point to other plans about which less is known. Still, many cling to their original opinion that the facts indicate another move of "Pennsy" to secure a foothold in this region.

3/10/1882

—Mr. Henry McGurrey, the well known station-keeper at School Lane, on the Norristown Railroad, died on Monday; he was in his 88th year. For nearly half a century he was connected with the road, and most of that time was spent at the station mentioned. He was a man of jovial manners and was quite extensively known for the humorous way he had of relating incidents, and years ago it was a popular thing to "go up to McGurrey's to hear Harry talk," consequently he won a large number of friends. He was buried yesterday morning. High Mass was celebrated in St. Bridget's church, after which the funeral proceeded to St. John's, Manayunk, where the interment was made.

R. R. S.

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July 21 - 1882

EXPRESS TRAINS
—FOR—
LONG BRANCH
—AND—
Prominent Points of New Jersey Coast

Residents on the line of Philadelphia and Reading Railroad can, on and after Monday, June 20th, 1882, reach Long Branch at 12.35 Noon, and Ocean Grove, Asbury Park, &c. a few minutes later, by taking train leaving Harrisburg at 6.25 A. M., Lebanon 7.07 A. M., Pottsville 7.90 A. M., Reading 8.00 A. M., Pottstown 8.31 A. M., Phoenixville at 8.52 A. M., and E. Manayunk 9.10 A. M. Transfer at West Falls, to connect at Wayne Junction with train leaving Philadelphia at 9.30 A. M.

C. G. HANCOCK,
Gen'l Passenger and Ticket Agent.

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5-12-1893

—"Twelfth and Market," is what the polite conductors and urbane brakeman on the Norristown Railroad called out on Sunday as the south-bound trains stopped at the station. "Have we got there at last?" queried a matronly looking lady whose avoirdupois looked as though she equalled an eighth of a ton, as she was being assisted on the car at Falls station. "Not yet madam," responded the conductor, "but we'll get you there if the train doesn't break down." All the stations north of Sixteenth street sold an unusually large number of tickets, which shows that the convenience of being carried to the heart of the city is appreciated. All the trains had extra cars attached and all were filled. The smoking cars have been placed on the opposite end of the train from where they formerly were. This has been done to keep the gang that frequently rides in that car, as far away as possible from ladies and children at the new depot.

R. R. S.

4-6-1893

—Owing to the automatic switches not being placed in position on the Reading terminal, the Norristown trains will not run into the new depot at Twelfth and Market till Sunday week, the 18th instant, at which time there will be a complete abandonment of the old depot at Ninth and Green.

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5-19-1893

—Those of our people who visited the city on Sunday and passed by the old depot at Ninth and Green streets, were impressed with the unusual quiet which prevailed in and about the old station, where, for the first time since the early part of 1834, the doors were closed, the depot having been abandoned on Saturday night after the 11.15 Doylestown train had left, and everything transferred to Twelfth and Market.

The first train on the Norristown Railroad, it might be well to state as a historical fact, passed by the Falls, on its way to Manayunk, on the 18th of October, 1834.

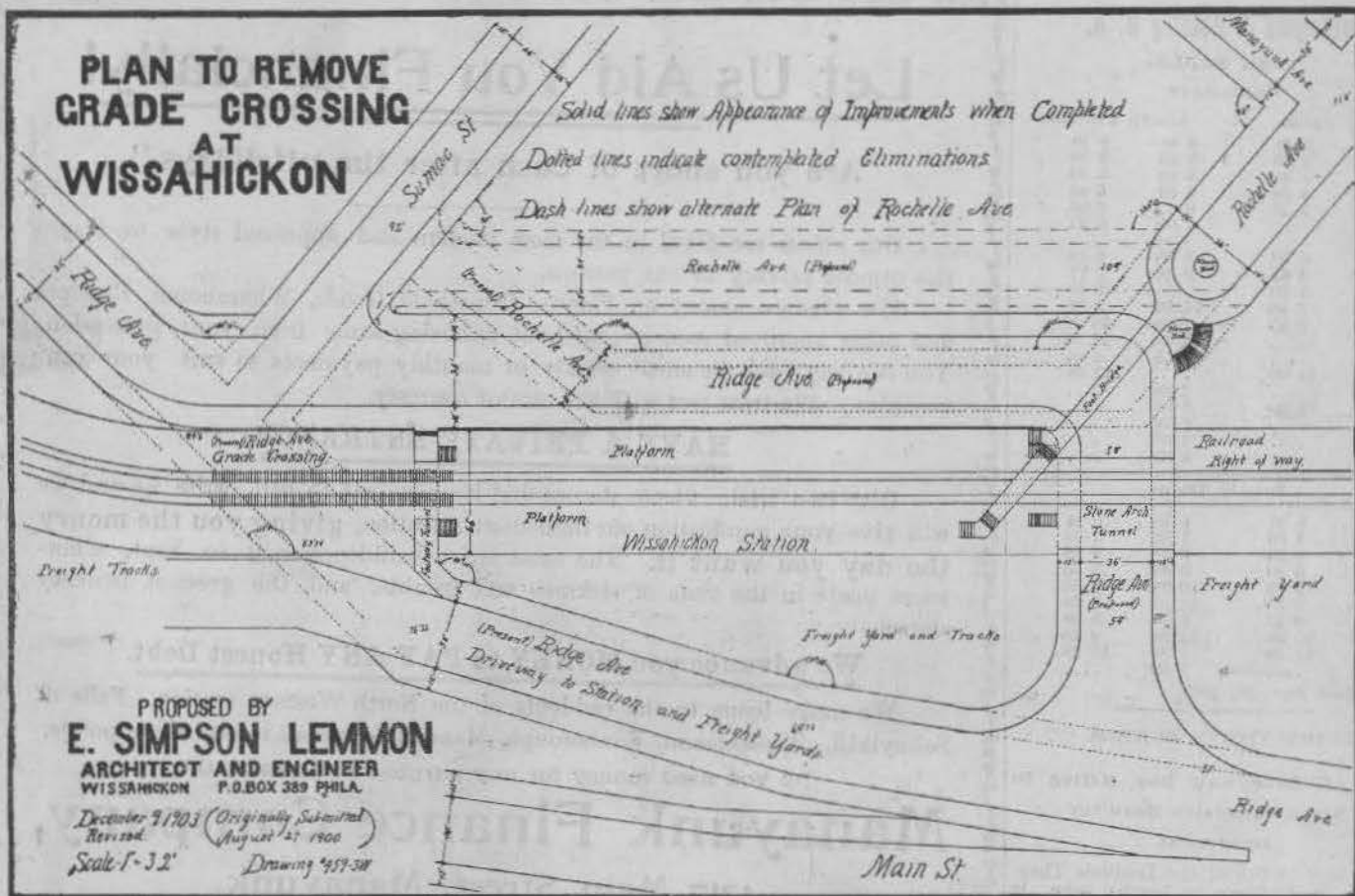
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Oct 20 - 1916

—Wednesday of this week, Oct. 18, was the 82d anniversary of the first running of cars on the Norristown Railroad. On that day, Saturday, four handsomely painted cars each with a lower and upper deck, and each drawn by two fine horses, left the depot at Ninth and Green streets, and were run out to Shur's lane, Manayunk, where the bride crossing the lane was in course of construction. The 130 passengers were escorted to the Fountain Hotel on Main street, where a dinner was partaken of. On August 15, 1835, the first locomotive ever seen in this vicinity drew a train of cars to Norristown. People gathered along the line to see the iron horse.

Another event and one of prime interest to your correspondent, occurred on Friday morning, October 18, 1844, when he made his advent into this word of trial and sorrow in the L wing of Scott's mansion, Ridge avenue below Queen lane, consequently he to the day was just ten years younger than the opening of the Norristown Railroad on Wednesday.

R. R. S.



Plan proposed by E. S. Lemmon, of Wissahickon, for the removal of the dangerous railroad crossing at the junction of the Norristown branch of the Reading Railway and Ridge Avenue at Wissahickon Station.

Plan Explained for Removal of Grade Crossing at Wissahickon.

According to the plans of Engineer Lemmon, beginning at Sumac street, Ridge avenue will turn southeastwardly and run parallel to and along the northeast side of the railroad (divided from it by a retaining wall) for 448 feet to a point southeast of the station building the full width of 60 feet, falling by a 5 1/2 per cent. grade to 24 feet below the railroad level, and, by a curve southwestwardly, pass beneath the railroad and under a stone arch 60 feet wide (4 feet allowance for keystone of arch leaves a centre entrance of 20 feet) thence proceed by curve southerly into the old line of Ridge avenue, the present grade crossings to be entirely shut off by a wall, four feet high (or iron fence) on each side of the tracks; Ridge avenue, from Main street to the south side of the railroad, to remain for an entrance driveway to station and the railroad freight yards.

Now that so much is being said and written concerning the removal of the Reading Railway's dangerous grade crossings on Ninth street, it is timely to renew the agitation for the removal of the death trap at the Ridge avenue crossing of the Reading Railway at Wissahickon. The amount required is not so enormous but what it might be provided for, possibly in the proposed Loan bill.

A Unique Plan Proposed.

In this connection a plan drawn by E. Simpson Lemmon, architect and engineer, of Wissahickon, for the removal of the objectionable crossing above referred to, having already met with the approval of engineering experts, can leave no doubts in the minds of those interested as to its feasibility.

According to the plans of Engineer Lemmon, beginning at Sumac street, Ridge avenue will turn south-eastwardly and run parallel to and along the northeast side of the railroad (divided from it by a retaining wall) for 448 feet to a point southeast of the station building the full width of 60 feet, falling by a 5 1/2 per cent. grade to 24 feet below the railroad level, and, by a curve southwestwardly, pass beneath the railroad and under a stone arch 60 feet wide (4 feet allowance for keystone of arch leaves a centre clearance of 20 feet), thence proceed by curve southerly into the old line of Ridge avenue, the present grade crossings to be entirely shut off by a wall, four feet high (or iron fence) on each side of the tracks; Ridge avenue, from Main street to the south side of the railroad, to remain for an entrance driveway to station and the railroad freight yards.

Advantages to Be Gained.

The plan secures certain advantages

to the Railroad Company. The company could thus dispense with one of the most dangerous and annoying crossings without the change of any part of its present improvements at this point, as the railroad property would be disturbed only to the extent of the building of the stone archway above mentioned and a small footway tunnel beneath the tracks near the northwest end of the station, for patrons passing to or from the station.

The company would save the expense and responsibility of maintaining the grade crossing.

The Trolley Company would need to change only a very short distance of their present tracks at the end of their line.

But one property would be destroyed, and only four properties would be directly affected or injured, and that to a very small extent. A favorable opportunity for an entire business block would thus be afforded; and there would be no change in lines or grades of any street containing improvements. And then the general public would have convenient access to the station from any side; uninterrupted passage above and below the railroad at all times, besides having a much easier grade than the present one.

Garatte 1913

1915

1916

26

Killed at Chelton Avenue Crossing.
 Mrs. Mary McMahon, aged 40 years, of 4 Locust place, attempted to cross the Reading Railway tracks at the Chelton avenue station on Tuesday evening, after the gates had been lowered for an approaching train. The train struck her, and she died shortly afterward at the Germantown Hospital.

1913

Promotion for F. D. Barnitz.
 F. B. Barnitz, who, in the reorganization of the Pennsylvania Railroad's passenger service, has been promoted from milk agent for the Pennsylvania lines east of Pittsburgh, to division passenger agent for Philadelphia, lives at 51 Westview avenue, Germantown. In his new office he will be the official in direct touch with the traveling public of this city. Mr. Barnitz was born in Wheeling, West Virginia, May 5, 1880. From the West Des Moines (Iowa) High School, he entered the University of Pennsylvania, from which he was graduated in 1902. Mr. Barnitz entered the service of the Pennsylvania Railroad in 1903, as redemption clerk in the passenger department. He held this position two months when he was made ticket seller. In 1903 he was promoted to be file clerk and in 1907, was made special excursion clerk. In 1910, he was advanced to chief tourist agent and the next year he was made milk agent of the lines east of Pittsburgh and Erie.

1915

ABOLISHING GRADE CROSSINGS.

First Bids for Work on Pennsylvania's Chestnut Hill Line.

Chief Webster, of the Bureau of Surveys, opened bids in City Hall on Monday for grading and paving incident to the beginning of work on the elimination of grade crossings on the Pennsylvania Railroad's Chestnut Hill Branch. The estimated cost of the project is \$700,000, half of which will be borne by the city and half by the railroad. The paving and grading and revising of street lines will cost the city approximately \$60,000.

The bids opened were for grading and paving Hortter street, Chelton avenue and St. Martin's lane. There were several bidders, but the lowest were E. J. Kerrick, with a bid of \$4879 for the Hortter street job; R. R. Bennis, \$15,256 for grading Chelton avenue, and F. D. Buchius, \$21,256 for the St. Martin's lane project.

The work of revising street lines and grades will be done by the city, while the bridge and other work, including the relaying of tracks, will be done by the Pennsylvania Railroad

GRADE CROSSING BILL IN COUNCILS

Measure Introduced to Eliminate Death Traps on the Pennsylvania Railroad.

CONFERENCE AS TO PLANS

Endeavoring to bring about an agreement to hasten the installation of electric power on the Pennsylvania Railroad's Chestnut Hill Branch and the elimination of grade crossings on that road, officers of the Germantown and Chestnut Hill Improvement Association had a conference with city officials on Monday, as a result of which it is believed arrangements will be made to proceed with the work in the spring.

In accordance with the suggestions made at the conference, Councilman George P. Darrow yesterday introduced a bill in Councils for the removal of all grade crossings on the Chestnut Hill branch of the Pennsylvania Railroad. The bill was referred to the committees on surveys and finance. It provides for the removal of grade crossings at Chelton avenue, Seminole avenue and Highland avenue; the construction of a new highway bridge on the line of Hortter street and a foot-bridge at Hartwell avenue. The cost of the work is estimated at \$700,000, which is to be divided equally between the city and the Pennsylvania Railroad Company.

The railroad contemplated making the improvements during 1914, but obstacles were encountered at Hartwell avenue, Chestnut Hill, the company wishing to close that street to travel, while citizens wanted it kept open.

RAILROAD BRIDGE FOR MOUNT AIRY

Councils Provides for Abolishing One Grade Crossing on the Reading Railway.

NEW BILLS INTRODUCED

An appropriation of \$62,000 for the construction of a bridge over the Reading Railway's Chestnut Hill Branch at Mount Airy avenue is contained among the bills which Councils passed yesterday, in making provision for the expenditure of the money to be obtained from the big loan about to be negotiated.

This is the first definite action on the part of Councils toward the abolition of the grade crossings on the Reading's Chestnut Hill Branch, and closely follows an appeal which citizens of Mount Airy and Chestnut Hill have made to the State Public Service Commission, in the endeavor to bring about the removal of these dangerous crossings.

The railroad company is to pay half the cost of the improvement.

4/7/16

—Many of the people of the Falls are at sea over the Rapid Transit question. The plan known as the Taylor plan was generally favored, here as it provided for the 29th street and Ridge avenue elevated line. With the Twinning plan the Falls and Manayunk as expressed in an interview by John W. Flanagan, president of the local Business Men's Association, is "left out in the cold." There is, however, a ray of hope in the statement of Mayor Smith, published in last Friday's Evening Telegraph in which he said he was in favor of the people as their wishes shall be expressed by their representatives in Council. Anyone residing here is fully aware of the fact that better transit facilities are greatly needed. With the opening of Fox, Stokley and other avenues running North and South, and Roberts avenue extending East and West, the population will in a few years be greatly increased so that a line of cars on Roberts avenue will be necessary to carry people to and from Nicetown and points beyond. Cresson street, too, will soon have to be opened from Scott's lane to Westmoreland street and a line of cars on it would relieve Ridge avenue.

—In looking through some papers last week I came upon a somewhat faded photograph of the little cottage that once stood on the southeast corner of Ridge and James, now Stanton street. Standing on the sidewalk is the picture of Henry J. Becker holding a bundle of papers in one of his hands. The little cottage was known to former generations as the porter's lodge of the Mifflin mansion. In the recollection of your correspondent it was occupied by the families of Harry Hess, William Warren, the latter's only son a bright boy of 12 years, was drowned one summer afternoon in 1855 in the Schuylkill while bathing below the laborator wharf. Charles Whalley and his wife Margaret Smith Whalley made their home in the cottage for a number of years. She was a daughter of John Smith a Frankford manufacturer. The late Jonas Everhardt, a silk handkerchief and calico designer in Simpson's mill, purchased the cottage in 1856 and turned the grounds into one of the most beautiful flower gardens the Falls has ever known. The entrance to the Mifflin mansion, when I was a small boy, was located about 100 feet above Stanton street. At the entrance was an ornamental picket gate in the centre of which was a

brass plate bearing the name "Andrew McMackin," who at that time owned and occupied the Mifflin mansion. Henry J. Becker was doubtless one of the most progressive men the Falls has ever had as a resident and was what was known as a plunger. He never seemed to know the value of money. One after another projects in building operations ended in failure, but he never lost hope but would rise again. While he failed the Falls was benefited. During the Centennial Exposition in 1876 he was proprietor of the branch of the Southern restaurant on the Exposition grounds, where he served a 50 cent meal, dinner or supper, and in the six months of the great show cleared more than \$49,000. After the show he hunted up outstanding financial papers which he paid in full, then went into building and other operations. He always claimed that all he had to do to sell a house was to advertise in the Chronicle.

R. R. S.

WOULD ABOLISH ALL GRADE CROSSINGS

Improvement Association Brings the Problem Before the State Public Service Commission.

PRESENT DANGERS SHOWN

As an outcome of the recent visit of officials of the Public Service Commission of Pennsylvania to inspect grade crossings on the Chestnut Hill Branch of the Reading Railway, the Germantown and Chestnut Hill Improvement Association has formally asked the Commission to take some action relative to abolishing the grade crossings on this line.

The following communication, bearing the signatures of William H. Ehardt, president of the Association, and Addison H. Savery, chairman of the Association's committee on street and steam railways, has been forwarded to the Commission:

"We desire to lay before your honorable body the importance to this community of the elimination of the grade crossings on the line of the Philadelphia & Reading Railway, from Wayne Junction north to Chestnut Hill.

"Beginning at Penn street, there should be a new bridge with a widened span and increased head room. The present arch bridge is so low at the launches over the footway that a person of ordinary height will not clear it in passage under it. The height at the center of the span in the roadway permits the passage of but one team or large vehicle at a time. The abutment or wall to the south so projects into Penn street as to obstruct the view eastward or westward, thus adding danger.

"The crossings at Cheltenham avenue, Armat and Banyton streets are exceedingly dangerous, and at Cheltenham avenue, several deaths have occurred. This latter crossing is a constant menace to life, of great inconvenience, by reason of congestion of street travel, and should not be permitted in a district so widely traveled.

"We urge when this matter is taken up regarding grade crossings on the Chestnut Hill Branch of the Philadelphia and Reading Railway, that it be done in its entirety and not piecemeal.

"We have been constantly represented before the city and Reading Railway officials, in an endeavor to get their cooperation, and had thought and were led to believe that we were in a fair way to accomplish our purpose. Our failure has necessitated an appeal to you.

"The Reading Railway, we believe, will eventually electrify this division, and the work of grade crossing elimination must be done prior to this im-

provement.

"Within the past year the Pennsylvania Railroad has begun the work of grade crossing elimination and electrification of its Germantown Branch. You will note that this work has been undertaken without an appeal to your commission, and we had hopes the same thing would apply to the grade crossings on the Reading Railway.

"We, therefore again press upon you the importance in doing all the work at the same time, and request that your Commission consider the matter, taking into view the whole division from Wayne Junction to Chestnut Hill."

1916

GRADE CROSSING ORDER IS STAYED

Public Service Commission Gives City Hint to Start Cheltenham Avenue Work as Soon as Possible.

MORE REVENUE IS NEEDED

Taking into consideration the fact that the city of Philadelphia has taken steps to abolish the grade crossings on the Reading Railway's Chestnut Hill Branch, having made an appropriation for such improvements at Mount Airy avenue, the State Public Service Commission has stayed the proceedings which the Chestnut Hill Business Association instituted to compel the city and the railroad to abolish the grade crossings.

The decision of the Commission, which Commissioner Michael J. Ryan announced, declares that the Cheltenham avenue crossing is much more dangerous than the Mount Airy avenue crossing, being possibly the most objectionable in the city, and it is intimated that if the Commission were to issue an order for the abolishing of any grade crossings that order would apply to the Cheltenham avenue crossing.

In his opinion, Commissioner Ryan says:

"While no hearings have been had, the engineers of the commission, in company with the representatives of the complainant of the respondent, and being joined by public-spirited citizens and by representatives of the city of Philadelphia, have traversed and personally inspected the localities.

"Since the filing of the petition the city of Philadelphia has appropriated money for the elimination of the Mount Airy avenue grade crossing and the department of public works of said city is entering into an agreement with the railroad company as to the plans therefor.

"The chief of the bureau of surveys

of said department presents for the consideration of the Commission that hitherto the City Councils of Philadelphia have given relief from grade crossings wherever the needs were imperative and asks that no action should be taken by this Commission now, but that the parties should be relegated to their own representatives in the municipal legislature.

"He points out that along this Chestnut Hill Branch there are seven crossings at grade, one of which undoubtedly is much more dangerous than those set forth in the petition for action now before us, namely, the Cheltenham avenue crossing. He declares it possibly is the most objectionable in Philadelphia, and the request is made to us that if any crossing is to be by order of the Commission abolished that whatever money the city is to be compelled by our order to pay should be applied at Cheltenham avenue in preference to any other.

"With this presentation we are in accord, and with the knowledge of the conditions prevalent we recommend that in view of the proposed abolition of the Mount Airy crossing and of the effort that will be made as soon as the city is in position to make financial contribution to abolish Cheltenham avenue crossing, that all proceedings under this petition be marked stayed.

"Possibly after the next session of the Legislature the revenues of the city of Philadelphia may be greater, and it will be in a better position to obey any command of this Commission, if such an order is necessary to be made, compelling it to join in the abolition of crossings at grade, of which there is a number in much more thickly settled sections."

NEW FIGHT AGAINST GRADE CROSSINGS

State Public Service Commission Asked to Help Bring About Improvement on Reading Railway.

AFFIDAVITS FORWARDED

Having failed to induce City Councils to take action toward the abolishing of the grade crossings on the Chestnut Hill Branch of the Reading Railway, the Chestnut Hill Business Men's Association has now decided to ask the Pennsylvania Public Service Commission to lend its aid in bringing about the desired improvement.

Paul Reilly, acting as attorney for those interested, this week prepared affidavits setting forth the dangerous character of the grade crossings on the Reading Railway. These have been forwarded to the Public Service Commission.

A number of bills have been introduced in Councils in recent years to provide for the initial steps for the removal of the grade crossings, but they were never reported out of committee. The latest loan makes no provision for work on the Reading's Chestnut Hill Branch.

The Railway Company, it is understood, has had plans prepared for the changes involved in the proposed improvement and is ready to proceed as soon as the city signifies its desire to co-operate by paying all the expenses.

Sept 1916

STATE ACTION ON GRADE CROSSINGS

Engineer of Public Service Commission Makes a Tour of the Reading's Chestnut Hill Branch.

WILL PREPARE A REPORT

From information which its representatives obtained last Saturday, a detailed report as to the desirability of abolishing the grade crossings on the Germantown and Chestnut Hill Branch of the Reading Railway is to be prepared for the State Public Service Commission.

The Chestnut Hill Business Men's Association some months ago sent an appeal to the commission asking its aid in abolishing the grade crossings

at Mount Airy and Chestnut Hill. In response to this the chief engineer of the commission, F. Herbert Snow, and his assistant came to Philadelphia last Saturday morning. In company with Chester E. Albright, chief of the bureau of surveys of the city, they arrived at Cheltenham station, where they met representatives of various improvement associations of the Twenty-second Ward.

Mr. Snow wondered why he had been brought to Cheltenham, when that was not mentioned in the protest. William H. Emhardt, president of the Germantown and Chestnut Hill Improvement Association, explained that this association has been working for the elevation of the tracks at Cheltenham avenue, but had expected to accomplish the improvement through action of Councils. It was, however, agreed, to include the Cheltenham avenue, Armat street and Baynton street crossings in the question under consideration.

Plans which the city authorities have prepared for the abolishing of the Cheltenham avenue crossing were exhibited. According to these plans, the tracks will be elevated sufficiently to make it unnecessary to depress the street.

Besides those mentioned, the following were present: Benjamin A. Haldeman, engineer in charge of city planning; Jonathan Jones, engineer of bridges of the city; Congressman George P. Darrow; Jacob C. Bockius, Stewart C. Jellett and Addison H. Savery, of the Germantown and Chestnut Hill Improvement Association; Colonel Sheldon Potter, president of the Business Men's Association of Germantown; Thomas E. Clemens and Sidney M. Earle, of the East Germantown Improvement Association; John Marsden, J. Harold Webster, James McCrea and William Boyce, of the Chestnut Hill Business Men's Association.

While the officers of the Public Service Commission gave no intimation of the nature of their report, it was evident that they were impressed by the dangerous conditions at the crossing, there being much traffic at the time of their visit.

They subsequently made a trip along the railroad as far as Chestnut Hill, giving attention to conditions at the Mount Airy and Chestnut Hill street crossings.

Councils have made an appropriation for abolishing the crossing on the Reading Railway at Mount Airy avenue.

AGAIN ASK LOWER RAILROAD FARES

Public Service Commission Urged to Give Germantown a Separate Hearing.

CAR REROUTING OPPOSED

Application has been made to the Pennsylvania Public Service Commission for a hearing on the question of railroad passenger rates affecting Germantown and vicinity. This application is independent of the efforts to obtain a rehearing which have been instituted by the United Business Men's Association, the Commuters' Association and other organizations and which were brought before the Public Service Commission this week.

The Germantown application originated with the Germantown and Chestnut Hill Improvement Association. It is contended that railroad passengers living in Germantown and vicinity are differently affected by the high rates from those living elsewhere and that they are subjected to a degree of discrimination which entitles them to a separate hearing.

The application to the Commission has been formulated by Francis Chapman and Harold S. Shertz, lawyers representing the association. It complains that the price of the 100-trip tickets, as fixed by the tariff of May, 1915, is inequitable for stations on both Chestnut Hill lines, and asks the Commission to make an inquiry.

This action was approved at the monthly meeting of the Improvement Association's board of directors in the Vernon Building, Germantown and Cheltenham avenues, on Tuesday evening.

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ENDS LONG RAILROAD SERVICE.

Optimistic Agent Retires With Record of 31 Years' Work.

George W. Peabody, agent of the Pennsylvania Railroad at the Cheltenham station, will retire from the service of the company on February 29, after a service of thirty-one and a half years. He will become a pensioner, having reached the age limit of 70 years.

Mr. Peabody entered the service of the company as agent at the Tulpehocken street station on June 9, 1884. He was transferred to Cheltenham avenue in 1900.

During all these years Mr. Peabody was never absent from duty because of sickness, and he never lost a day's pay. His health is still good and he is as active as ever. His motto, he says, is: "Worry and have wrinkles, when you can smile and have dimples." Naturally such an optimist as Mr. Peabody has always enjoyed the most pleasant relations with the patrons of the railroad.

Mr. Peabody has lived in Germantown since he was 6 years old. He attended school as a boy in the Coulter Street Friends' School when it was conducted as a boarding school. He now lives at 40 Westview street.

Another Train to Hog Island.

In addition to the train between Wayne Junction and Hog Island, for members of the office force, another train for workmen was put on the schedule this week. It leaves Wayne Junction at 6.15 A. M., arriving at Hog Island at 7.10. Returning it leaves Hog Island at 5 P. M., arriving at Wayne Junction at 5.51. Trains from Germantown and Chestnut Hill on both roads make connection with the train in the morning.

May 1918

Ticket Office Closed

In accordance with the government's policy of discontinuing railroad ticket offices not in railroad stations, the sale of railroad tickets at 38 West Cheltenham avenue has been discontinued.

March 1919

WOULD ABOLISH ALL GRADE CROSSINGS

Councilman Smith Offers a Sweeping Bill in City Councils Relating to This Ward.

IMPROVEMENTS PROPOSED

Efforts to abolish all remaining grade crossings on railroads in the Twenty-second Ward have been revived in City Councils.

Common Councilman C. Lawrence Smith has introduced a bill toward that end. Without specifying the several crossings, it makes the sweeping requirement that all grade crossings in the ward be abolished.

The bill was referred to the committee on steam railways.

If enacted the proposed measure would relate entirely to the Reading Railway, as no grade crossings remain on the Pennsylvania Railroad.

The principal change would be in the neighborhood of Cheltenham avenue station, where Cheltenham avenue, Baynton street and Armat street now cross the railroad at grade.

There are also grade crossings at Johnson street, Mount Airy avenue and Willow Grove avenue.

It is proposed that the city pay half the cost of the improvements and the railroad the other half.

BILL TO WIPE OUT GRADE CROSSINGS

Measure in Councils for Willow Grove and Mount Airy Avenues and Mermaid Lane.

MR. BORTHWICK SPONSOR

A the first step in Councils toward eliminating grade crossings on the railroads in the Twenty-second Ward, Pringle Borthwick, of Chestnut Hill, a member of Common Council, has introduced a bill to abolish the grade crossings on the Reading Railway at Willow Grove avenue, Mermaid lane and Mount Airy avenue.

The bill provides that the cost of the work is to be borne jointly by the city and the railroad company.

Should the work be undertaken it is likely that a bridge would be built over Mount Airy avenue, while Mermaid lane and Willow Grove avenue would be carried under the tracks.

The bill was referred to Councils' committee on steam railroads.

The Chestnut Hill Business Men's Association at its last meeting suggested the introduction of an ordinance of this nature.

Grade crossings on the Pennsylvania Railroad's Chestnut Hill Branch are to be eliminated this year, preliminary to the introduction of electric power on the road, an announcement to this effect having been made some time ago.

1917

GRADE CROSSING REFORM REVIVED

Bill in Councils for Improvement on the Reading Railway at Cheltenham Avenue.

COST WILL BE \$1,200,000

A bill to revive the agreement of 1914 to remove the grade crossings on the Reading Railway's Chestnut Hill branch, at Cheltenham avenue, was presented in Common Council last week by Pringle Borthwick, a member from the Twenty-second Ward.

The cost is estimated at \$1,200,000, the city to pay \$600,000. The original agreement was for about three-fourths of the figures suggested.

The bill would abolish the crossings at Armat street, Cheltenham avenue and Baynton street.

Oct 1919

Common Councilman Pringle Borthwick has introduced a bill in City Councils renewing the agreement between the city and the Reading Railway Company to abolish the grade crossings over the railroad at Cheltenham avenue, Baynton street and Armat street.

Many Narrow Escapes Call For Action of Police Department

Unregulated Traffic at Ridge and Midvale Avenues Dangerous

TOWNSMAN COMPLAINS OF COMMON EVIL

The narrow escapes of men, women and children from automobiles, trolley cars and horse-drawn vehicles that pass Ridge and Midvale avenues in hopeless confusion daily have become so numerous lately that the matter becomes so serious as to be worthy of consideration by the police authorities at City Hall.

Hardly a day passes that because of unregulated traffic some child on its way to or from school, or on an errand is not almost drawn under the wheels of an automobile, or that men or women "get away" unscathed from a trap in which they have gotten when an automobile and a trolley car are "heading it up" to see which one can cross in front of the other. Even drivers whip up their steeds to beat the other fellows.

The Ridge and Midvale avenues intersection is a busy junction point, especially in the late afternoon and the evening. A continuous line of trolley cars on the Manayunk division passes at that place and at the same time automobiles and horse-drawn wagons are going in both directions along Ridge avenue. Coming along Midvale avenue in either direction and crossing Ridge avenue are any number of automobiles always taking chances on "the right of way." At the same time the pedestrians are trying to cross the streets. When they get half-way across some fellow operating a trolley car, or directing an automobile or driving a wagon, "cuts in" and lets the poor persons on foot become so excited that they do not know how and where to move. Nervous persons in many cases during their excitement were almost run over.

The unregulated traffic at Ridge and Midvale avenues will result in a fatality if the police department does not take a hand in the matter. A survey in the intersection by an impartial observer will show that the traffic at that point is as heavy, if not heavier, as at other traffic centres of the city where directors of traffic are constantly stationed.

If the police authorities will send an observer to the traffic point mentioned, he may learn first handed of the facts spoken of. The observer will report, it is certain, that a traffic director is needed, for a part time of the day, at least, at Ridge and Midvale avenues.

A townsman in a letter complains of an evil which has become common and so annoying that passengers are almost compelled to

resort to force to get proper treatment. He kindly gave the letter for publication. It reads as follows:

Philadelphia, Pa., June 10, 1918.

Philadelphia Rapid Transit Co., Complaint Department,
Philadelphia, Pa.

Gentlemen:

I have hesitated for several months to write this letter, but conditions are so unbearable to the residents of East Falls that I find it both necessary and advisable to address this letter of complaint to your department.

I reside at 3500 Midvale avenue, on the line of your Frankford trolley. Thirty-fifth street, at Midvale avenue is about two and one-half squares east of the starting point at Ridge avenue, and I am an eye witness every evening, and frequently on Sunday to the contemptible practices of your trolley conductors and motormen on this line. I see ten and twelve prospective passengers wait fifteen minutes for a car; sometimes women holding infants in arms, only to be laughed and sneered at by your motormen and conductors, who seem to take extreme pleasure in passing groups of ladies and gentlemen who have waited patiently for the cars.

I became so angry at this practice one evening last week, that I walked down to the starting point, boarded the car and when it came to my home the motorman ran by my street without stopping, in order to go by the passengers who were waiting on the corner. I vigorously protested, and when the door was opened, refused to get off the step until the rear door was opened and passengers were allowed to board the car.

These things should not be permitted, and it is this same class of men who expect the public to support them when eloquent agitators impress them with the fact that they have a grievance against your company. I found it necessary recently, to stop my automobile in the middle of your track in order to force the conductor to let a young lady board the car, who had been a visitor at my home during the evening. My only demand was that the front or rear door be opened, and allow a young girl, nineteen years of age, to board the car. The conductor and motormen both stood on the front platform, threatening to demolish my automobile by running it down. I stopped my machine, stepped out on the pavement, and waited until the rear door was opened and the young lady entered the car.

You can see from these statements the intolerable conditions prevailing on this particular line, and I have refrained for some months from taking this action, but sincerely hope that the proper authorities will take the matter up without delay, and teach impressive lessons to their men.

Respectfully,

P. H. KELLY.

PLAN TO ABOLISH
GRADE CROSSINGS

*Excerpt
Nov. 1919*

Bill Before Councils to Elevate Reading Tracks at Chelton Avenue, Baynton Street and Armat Street.

WILL COST \$1,200,000

Another earnest effort to eliminate the dangerous grade crossings on the Reading Railway in the neighborhood of Chelton avenue station has been set on foot in City Councils. A bill authorizing an agreement between the city and the Railway Company to bring about the improvement has received the approval of Councils' committee on surveys.

Councils first authorized such an agreement in 1914. The work was not begun, and in 1917 another agreement was sanctioned. This also failed of execution.

The bill now before Councils makes an appropriation of \$600,000 to pay for the city's half of the estimated cost of the work.

According to the plans outlined in the bill, three grade crossings are to be abolished—those on Chelton avenue, Armat street and Baynton street. The purpose is to elevate the tracks and depress the streets. This involves a change of grade in the territory between Penn street and Price street and between Lena street and Musgrave street.

The tracks are to be elevated from a point 1400 feet southeast of Penn street to a point 250 feet west of Chelton avenue. Bridges are to have a clearance of at least fourteen feet from the curb. The work is to be under the joint supervision of the department of public works and the chief engineer of the Railway Company.

The city and the Company will each pay half the cost of the improvement. This, however, will not cover the laying of new tracks, the erection of a new station building or other work solely for the purpose of bettering traffic facilities. For such work the Railway Company will alone be responsible.

Work is to be started within six months after the State Public Service Commission approves the contract and is to be completed within two years.

Repeated efforts have been made to bring about the elimination of these grade crossings, and three years ago the outlook was favorable for early action. At that time the State Public Service Commission was asked to order the elimination of the grade crossings. Its officers made an inspection, but in view of the negotiations between the city and the Railway Company, the Commission declined to issue any order, giving a broad hint, however, that the grade crossings ought to be eliminated. The war at that time prevented the carrying out of the plans.

10/11/1920

Woman Killed at Railroad Crossing
Miss Annie Moran, 55 years old, of 5516 Morton street, died Monday in Germantown Hospital from a fractured skull and other injuries which she received a short time before when she was struck by a train at the Chelton avenue station of the Reading. A score of persons witnessed the accident. It was said Mrs. Moran, who was partly deaf, was in a hurry to get to the station to purchase a ticket, and slipped under the safety gates, which had been lowered at the approach of the train. Mrs. Charles J. McCarthy, who was with Mrs. Moran, attempted to draw her back. An instant later the locomotive hurled her against the fence at the side of the tracks.

1920

MOUNT AIRY LOSES
BRIDGE OVER TRACKS

City Council's Committee Favors Repeal of 1916 Ordinance Abolishing a Grade Crossing.

FUNDS TO GO ELSEWHERE

Enactment of a bill which City Council's committee on public works has approved will greatly retard the endeavor to bring about the early abolition of all railroad grade crossings in the Twenty-second Ward. One purpose of the bill is to repeal parts of an ordinance enacted in 1916, authorizing the construction of a bridge over the Reading Railway at Mount Airy avenue.

The ordinance of 1916 provided for the construction of eight bridges and made the necessary appropriations. Owing to wartime conditions the work was not undertaken.

Now the amount appropriated is far from enough to pay for the work. The committee on public works has therefore revised the ordinance by cutting out the provisions for the building of four of the bridges, one of these being that on Mount Airy avenue.

The city and the railroad company were each to pay half the cost of the work.

An amended ordinance which the committee has reported to Council uses the funds originally set apart for the four bridges that are eliminated to make up for the increased cost of the other four bridges.

1923

34

SERVED RAILROAD 54 YEARS

Clarence K. Klink, Reading's Real Estate Agent, Retires

Clarence K. Klink, 6848 Stenton avenue, was retired from the service of the Reading Railway on a pension on August 1, after having served the Company fifty-four years and two months.

Mr. Klink was born in Douglasville, Pa., on March 28, 1851, and entered the service of the railroad in 1869 as a rodman in the engineering corps. A year later he was transferred to the real estate department of the road, where he held various positions, including those of draughtsman, conveyancer and chief clerk. In 1892 he became assistant real estate agent and in 1906 another promotion made him the company's real estate agent, which position he held up to the time of his retirement.

STATION AGENT FORTY YEARS

William S. Green Long Engaged
in Railroad Service at
East Falls

RECALLS BY-GONE DAYS

Every little while thoughts are drawn to some person, who, doing his work steadily and quietly, without any fuming or fussing, is daily displaying qualities which people pay good money to see displayed upon the screen or acted upon the stage.

In the drama of life it is often the noisy, apparently active fellow



WILLIAM S. GREEN

upon whom the community has its eyes focused, but occasionally one finds a mortal who continually performs his duty and does it so unobtrusively that when he does obtain notice, by his very example, he stands head and shoulders above the mass.

One such is William S. Green, who for forty years has been the station agent at the Reading Railroad's East Falls station.

This smiling man arrived in 1886 to take charge of Falls station, as it was then known. People, in those days, found the station at the foot of Bowman street. It was a little house, which sat on the west side of the tracks, and had a long wooden platform which extended from Queen lane to a point about 100 yards away.

Part of the station was fitted up as a dwelling, and it was here that Mr. Green first made his home in the Falls. Later, the station agent moved to a residence on Midvale

avenue. Since 1920 Mr. Green has made his home at 714 Haws avenue, Norristown, from where he commutes every day.

The East Falls stationmaster has seen many changes in his long years of service in the town, the principal one being the recent accelerated growth of the Queen Lane Manor section, which he remembers as open fields and woods.

Mr. Green says, despite all the increase in population, the train service, in its relation to the number of trains run, is still about the same as it was when he first came here, and in explanation of this says that, in 1886, the railroad's only competitor was a horse-car line on Ridge road. Today the locality is served by three competing street car lines—those of Ridge, Allegheny and Midvale avenues. In the old days a special train was run on Saturday afternoons, from Manayunk, to accommodate citizens who went to town to shop or to the theatres. The terminus of the line then was at Ninth and Green streets.

While stationmaster of the old Falls station, Mr. Green served as telegrapher, ticket-clerk, baggage master, freight agent and was, in fact, the general factotum, working from 6 A. M. to 12 midnight.

Since the erection of the present station, at Midvale avenue, Mr. Green has three assistants, who work eight hours a day each, and a porter who takes care of a vast amount of the work.

Since the war the express service has been discontinued, it being cared for by the American Railway Express Company, from North Philadelphia.

The old station, at which the station agent served for twenty-seven years, was the scene of many accidents, few safety devices then being in evidence. There is now a dividing fence between the tracks, which extends from Queen lane almost to Calumet street. Only one fatal accident has occurred near the new station since it was erected.

The mail, which was formerly received by a messenger, sent by Postmaster Michael Murphy, when the postal authorities had their local headquarters on Ridge avenue, is now under the care of the station agent, since the new station is within the requisite distance of the present post office, on Midvale avenue.

Mr. Green recalled that at one time Terence McMahon was one of the messengers and that he hauled the mail back and forth in a little jaunting cart drawn by a diminutive donkey.

Schuetzen Park, in the old days, was situated on the present site of the Queen lane filter plant, and great crowds used the trains to go

to and return from the park.

The station agent says the designation of the station, East Falls, came about through the confusion which arose whenever anyone addressed trunks and other parcels to Falls of Schuylkill, when no such name appeared upon the tariff schedules of either the railroad or express companies. Inasmuch as there were two other towns in Pennsylvania called Falls, the goods shipped to this point often traveled around to all three towns before reaching the proper destination. To obviate this the railroad company decided to call the station East Falls, to differentiate from a station on the west side of the river which was called West Falls.

The recent miners' strike, says Mr. Green, was the first time in his memory that a condition arose which compelled them to use soft coal to heat the station.

Retired
July 1st
1932

TRANSIT DISCUSSED AT BOARD OF TRADE BY JOHN S. TURNER

P. R. T. Negotiating with the
Reading Light and Tran-
sit Company

RIDGE AVENUE FAVORED

The May meeting of the Twenty-first Ward Board of Trade was held in the Manayunk Library on Thursday evening, May 6, President George E. Dorwart in the chair. The minutes of the last meeting were read and approved and bills totaling \$25.85 were presented and ordered paid.

John S. Turner, Chairman of the Transit Committee, gave a very excellent survey of the present transit problems in the Ward. He stated that there have been many conferences between the P. R. T. and the Reading Transit & Light Company. The original plan was to build a northwest branch road from Twenty-ninth street. When the question came up of following the lines of Henry avenue, it was found that it would not be practicable because Henry avenue, being on the boundary of Fairmount Park, could not become the feeder that Ridge avenue is. Therefore the proposition veered from Henry avenue to Ridge avenue. The present scheme is to have Ridge avenue as the main artery. Engineers are waiting until the Wissahickon grade crossing is finished before perfecting arrangements. Mr. Turner pointed out that the purpose of the P. R. T. is to remove the tracks and substitute buses. On the back line, the buses would use Leverington avenues as the most feasible route up the hill. The great problem for engineers is whether the trolley system or the bus system is more economical. The argument has been advanced that the buses will seriously hamper traffic and so injure the roads that repairs will become a very costly matter. Mr. Turner inclines to the view that a trolley system is more economical in the long run. The officials of the P. R. T. and the Reading Transit & Light Company are doing their best to reach some solution of the many problems and financial questions. It may be necessary for the Public Service Commission to define the terms of an equitable adjustment. Mr. Turner was given a rising vote of thanks for his elucidation of the subject and his activities in the routine details of the work.

A communication was received from Councilman Howard Smith advising the Board that he will do all he can

to secure additional police protection. Director Grakelow of the Department of Public Welfare stated in a communication that evenings would be set aside for the Twenty-first Ward Amateur Baseball games in the W. Freeland Kendrick Playground. It was ordered that this letter be acknowledged with thanks and a letter sent to the Chief of the Bureau of Recreation making application for starting dates.

Chairman Jones, of the Gorgas Park Committee, reported that a new comfort station will be erected in Gorgas Park. A motion was carried that a communication be sent to Mr. Frank L. Kenworthy requesting that he take up the question of more police protection in Gorgas Park between the hours of 4 and 12 P. M.

Chairman Harlan, of the Ward Improvement Committee, reported that a red danger lamp will be erected at the dead end of Fountain street.

It was ordered that a communication be sent to Mr. Frank L. Kenworthy and to the local councilmen requesting that Leverington avenue be graded to Wissahickon Creek, and Allen's lane be graded and widened from Wissahickon Creek to Wissahickon avenue. It was pointed out that this would be a great improvement for the Ward since it would open up a much needed outlet for east and west traffic.

A motion was carried that Mr. Mitten and his son be invited to become honorary members of the association.

It was ordered that a letter be sent to Mr. Kenworthy requesting the opening of Dupont street from High street to Main street, if same does not in-

terfere with the plans for the elevation of the Reading tracks.

A motion was carried to hold the Annual Banquet at the Roxborough Country Club, Ridge avenue above Manor road, on Wednesday, May 25, at 7 P. M. The Entertainment committee was given all power to act in making the necessary arrangements and in the sale and disposition of tickets. According to the usual custom, the ladies are invited, and it is hoped that the affair, which is the twenty-third in the history of the Board of Trade, will be its best.

The Trolley That Runs Up The Hill

Oh, the osteopaths worry and grumble,
They fuss and they fume and they fret,
For out in this old Schuylkill Valley,
There's not many patients to get.
There is an apparent good reason,
For exercise chases an ill,
And we're jolted around, whenever we ride,
On the trolley that climbs up the hill.

The advice that is given, by experts,
On "daily dozens," to keep in good health,
Is not needed here, on the hillside,
By the poor, or by those who have wealth.
For all that we do, in the morning,
When we rush off to go to the mill,
Is to hand out nine cents to the man on the back,
Of the trolley that climbs up the hill.

The cars run on rails, old and rusty,
That were laid in the 80's, 'tis said,
With breaks that are spaced, very closely,
And in places the fish-plates are spread.
When you ride with your girl, it's a story,
That reminds you of famed Jack and Jill,
You often go up for a tumble,
On the trolley that climbs up the hill.

The townsfolk all call it "the Sunshine,"
Because in a snow or a rain,
The "dinker" will cease it's meandering,
Till Old Sol shines out once again.
The crews are most versatile fellows,
Who motor, or tend to the till,
We ride with the hope that we'll finally get home,
On the trolley that climbs up the hill.

A C. C.

SERVED 50 YEARS ON LOCOMOTIVE

Harry P. Kauffman, of 373 East Upsal street, completed his last run as a Reading Railroad engineer yesterday, thus closing fifty years of continuous service.

He is 70 years old, but his hand and eye are steady as ever. The veteran railroader piloted his train, No. 318, from Wilkes-Barre into the train shed of the Reading Terminal at 12.57—on time. It was his last run, and all of his fellow-workers who could be present were there to welcome him.

As the train came down the tracks every engineer began sounding the locomotive whistle and clanging the bell; trackmen added their cheers, and station men shouted and waved. When Kauffman alighted they swarmed around him and shook his hand.

Mr. Kauffman joined the Reading system January 1, 1877, as a fireman, and two years later became an engineer. Since then he has run passenger trains continuously, both on the New York and Buffalo Divisions, and now, after fifty years of railroading, is retiring on a pension.

1927

STATIONS TO CLOSE AT 3 P. M.

Reading Railroad Adopts Economy Plan on Germantown Branch

In pursuance of economy measures, it is announced that certain stations on the Germantown and Chestnut Hill Branch of the Reading Railroad will be closed at 3 P. M. daily, beginning on Sunday.

The stations affected are Fishers, Wister, Wingohocking, Gravers and Wyndmoor.

At these stations a clerk who was employed to assist the agent will be relieved from duty, and the agent will be expected to attend to all work at the station. His hours of service will be reduced by closing the office daily at 3 P. M. After that hour, it is understood, no tickets can be bought at these stations and patrons must buy them on the trains.

THREE STATIONS NOW OPEN LATER

Reading Railroad Partly Re-
scinds Order for 3 o'clock
Closing

RESULTS OF A PROTEST

Efforts of the Germantown and Chestnut Hill Improvement Association to bring about the reopening of five stations on the Reading Railroad's Germantown and Chestnut Hill Branch after 3 P. M. daily have been partly successful.

The company has notified Joseph F. Lewis, chairman of the association's committee on street and steam railways, that, beginning last Saturday, the waiting rooms of the following stations would be open daily until the hours indicated: Fishers, 8 P. M.; Wister, 10 P. M.; Wingohocking, 10 P. M.

No information was given as to the two other stations affected: Gravers lane and Wyndmoor.

Some weeks ago the railroad company discharged an additional employe at each of these five stations and directed the ticket agent to go off duty at 3 P. M. and close the stations at that hour, including the waiting rooms.

Patrons protested because they were compelled to wait for trains outdoors. The Improvement Association took up the matter and its officials interviewed the railroad officials.

Though the waiting rooms of the three stations will be open under the new ruling patrons will not be able to purchase tickets after 3 P. M.

WILL ABOLISH 7 GRADE CROSSINGS

Reading's President Tells of
Contemplated Improvement
on Chestnut Hill Line

EXPLAINS BIG PROGRAM

Confirmation of the frequently repeated assertion that the Reading Railroad is ready to proceed with the elimination of grade crossings on its Germantown and Chestnut Hill Branch and the introduction of electric power was given yesterday by Agnew T. Dice, president of the Reading, in an address before the Philadelphia Rotary Club.

Appropriation by City Council of a sum sufficient to pay for the city's half of the cost of the grade crossing removal is necessary before definite plans for the work can be undertaken.

Mr. Dice in his address explained that in the Reading's program of improvements, costing \$20,000,000, together with grade crossing eliminations costing another \$11,000,000, the first undertaking will be the elimination of seven grade crossings on the Chestnut Hill Branch, one at Armat street, two on Chelton avenue, and one each on Baynton street, Mount Airy avenue, Mermaid lane, and Willow Grove avenue, and the re-building of bridges at Wister street, Penn street, Church lane, Musgrave, Morton and Magnolia streets and Gowen avenue.

The company's main grade crossing elimination program is to be from the proposed North Philadelphia station at Broad street and Huntingdon avenue, to Manayunk, which will cost \$8,000,000.

"Grade crossings," said Mr. Dice, "are receiving our earnest attention. Few railroads in the country are doing more to remedy conditions. Right here in Philadelphia we have embarked upon an imposing program the early stages of which doubtless many of you have seen at the Ridge avenue crossing at Wissahickon on the Norristown branch.

"The abolition of crossings from the new North Broad street station to a point slightly beyond Manayunk will involve the expenditure of more than \$8,000,000.

"Electrification of the line from the Reading Terminal to Chestnut Hill will necessarily embrace one of the most important sectors of the road, namely, from the terminal to Wayne Junction. Other improvements are predicted upon the completion of this work and when the Chestnut Hill Branch is in operation we anticipate making extensions of electric service to Lansdale on the Bethlehem branch and from Glenside to Willow Grove. The next step will be a continuation to the New York branch with the first projection of service being made from Jenkintown to Langhorne."

Mr. Dice said he expected that work on the Chestnut Hill Branch would be commenced in the spring.

Roxborough Times
5/24/1928

KENWORTHY BUSY ON BETTER TRANSIT

"PLAN IN SIGHT" SAYS WARD LEADER

Transportation Problem Discussed at Civic Federation Meeting

COUNCILMEN PLEDGE AID

Two hundred and fifty enthusiastic citizens of the Twenty-first Ward attended the meeting of the Twenty-first Ward Civic Federation last Thursday evening, at the Kendrick Federation Center, Ridge and Roxborough avenue. The announced topic of the evening, "Transportation," brought together a representative gathering of forward-looking residents of the ward, who followed the remarks of the various speakers with keen interest.

After the regular routine business of the Federation had been concluded, the president, Dr. Joseph P. Schlotterer, turned the meeting over to John S. Turner, Chairman of the Transit Committee, who had the matter in charge for a number of years, and has brought the work to its present satisfactory status.

Mr. Turner reviewed the history of the struggle for improved transportation in the ward, and outlined the present conditions. He described the research work necessary to get matters in such shape that definite action could be taken by the city authorities. He said that he appreciated the natural desire of the local citizens for immediate action, but explained in detail the steps necessary to bring the campaign to a successful conclusion.

The best possible solution of the situation, to his way of thinking, was for the P. R. T. to take over the line from the Reading Transit and Light Company and connect the tracks of the P. R. T. Route 51, by way of Robinson's Hill and the new bridge over the Reading tracks. This is a matter for negotiation between the city, the Reading Transit Co., and the P. R. T., and these negotiations are going forward. One of the principal features in the negotiations is the lien of the city against the operating company for the paving of Ridge avenue, the franchise of the company calling for the paving of the

roadway from curb to curb. Assistant General Manager Werner, of the Reading Transit and Light Co., made a gracious talk about the situation from the viewpoint of his company, saying that the service was the best that they could offer under the circumstances, as the road showed an average loss of \$38,000 a year. He said that, if the company could get access to the center of the city, the road could be made to pay, and he was satisfied that the P. R. T. would find it a paying proposition. Mr. Werner gave an interesting account of the interlocking of the various companies interested in the local franchise, the situation of the local roads being as complicated as is the case with the P. R. T. and its underliers. The amount set by his company to release the roads and at the same time take care of the stockholders was \$200,000.

Councilman Roper said that he realized the isolated condition of the people of Roxborough from a transportation standpoint, and prophesied that the population of the ward would be doubled within five years after the ward got a fine fare line to the city and a further increase when the high speed line reached the ward by way of Henry avenue. He said that in his opinion the service of the P. R. T. was not excelled anywhere in the country, but that the company sometimes assumed an arrogant attitude. He promised to support every measure tending to relieve present conditions and paid a high tribute to Frank L. Kenworthy for his efforts in this direction and for securing so many other great improvements for the ward.

Councilman Blackburn spoke in a similar vein and added his assurance of support to Mr. Roper's. He said that the district in which he lived, Queen Lane Manor, was in a similar isolated position, and said they were equally interested with the Twenty-first Ward in the Henry avenue project.

Director Myers, of the Department of Transit, made a few felicitous remarks, outlining the duties and responsibilities of his department, and assured his hearers of his desire to work with Mr. Kenworthy for the advancement of the ward's transit improvement.

Mr. Kenworthy then addressed the meeting, assuring his hearers that everything was being done to hurry the transit problem to solution and expressing the conviction that a settlement of all difficulties was in sight.

Mayor Harry A. Mackey sent a

letter to the Federation, regretting his inability to be present, but expressing his desire to cooperate in every way in the interests of the ward and reiterating his intention to be guided by Mr. Kenworthy regarding ward improvements.

Members of a delegation from Blue Bell Hill protested against the lack of transit facilities in that section, suggesting the rerouting of the Roxborough-Germantown bus line, so as to traverse Walnut lane, Park line drive, Kingsley street, Wissahickan avenue, and thence into the present route along Hortter street, to Germantown. This would entail no additional expense and would serve the Blue Bell district, which has been deprived of what meagre transit facilities they formerly enjoyed by the abandonment of the line down Rittenhouse street. Mr. Kenworthy promised to look into the matter and endeavor to obtain the needed relief.

Rox. Times 11/22/1928

MERCHANTS HEAR READING PLANS

Official of Railroad Describes New Station and Eleva- tion of Tracks

W. K. GRANLUND SPEAKS

An unusual gathering of the business men of the locality assembled at the Community Building, last Wednesday night, to discuss local improvements and particularly the continuation of the grade crossing removal through Manayunk.

There had been some rumors of the new station on the line of the Reading being inadequate, but the meeting of last week laid all these false notions to rest. The station will be big enough, and fine enough to suit everybody.

William K. Granlund, the district engineer for the Bureau of Surveys, and Mr. Hitchcock, designing engineer for the Reading Railway, went over the ground carefully, giving in detail the various changes in lines and grades of the streets affected, and the character of the elevated structure along the right of way. He also gave a pleasing description of the station proper.

The station will be of brick and terra cotta, thirty-two feet wide and ninety-two feet long. The platform will be 515 feet in length, plenty long for any train, and there will be ample space for parking of autos of those meeting trains. The freight station will be entirely new, the old one being retained until the new one is finished. Owing to the nature of the structure of the railway supporting the tracks it will not be possible to use the space underneath for parking as had been proposed, as this space will be the new street itself.

The grade crossing removal plans were first made in 1912, and were much the same as the plans in use today. Of the total length of 8600 feet, the 2600 feet through Wissahickon has been finished, and work is continuing on the rest. Forty buildings are being razed to make way for the improvements, and the complete plans are ready to send to the Public Service Commission in Harrisburg. Mr. Hitchcock said that this particular piece of grade crossing removal is most difficult, and asked his auditors to have patience. The total cost of the undertaking will be over \$4,500,000.

Speeches were made by a number of prominent men in the ward. George A. Hardman gave a graphic description of the facilities in the ward for industries of all kinds, and painted a rosy view of what will be the future of the ward when Henry avenue and transportation are realized dreams. George G. Littlewood, of the Roxborough Trust Company, expressed himself as heartily in accord with the forward movement sponsored by the Federation and the business men. Samuel T. Banham said he was glad to see so many strange faces at the meeting, and gave his experience with matters of improvements in the ward. He expressed his entire confidence in the Reading Railway and said he was con-

vinced that the road would be more than fair in its treatment of the work through the ward. Mr. Banham paid a glowing tribute to Frank L. Kenworthy, who has done so much to get improvements for the ward, and said he could think of no greater calamity that could happen to the ward than the withdrawal of Mr. Kenworthy from the position he now holds. Mr. Banham also referred to the need of two new postoffices in the ward, and transportation facilities in the Mt. Vernon section.

Prior to turning the meeting over to the business men, Dr. Schlotterer, president of the Federation, introduced George Ferrier Battalion, Chief of the Fire Department for this district, who made a plea for the support of his fellowworkers in their campaign for better pay. He gave statistics showing how far Philadelphia was behind in taking care of its firemen, and was accompanied by several members of the force who had suffered severe injuries in the line of duty. At the conclusion of Mr. Ferrier's remarks, the Federation went on record as heartily endorsing the claim of these men for more money, and the secretary was instructed to write the Mayor to that effect.

The secretary was also instructed to write to Councilman Roper, chairman of the Committee on Welfare, regarding his promise to see that the money was appropriated for the furnishing of the Community Building, as at present it is necessary to hire chairs if the Federation desires to use the building. A letter was also ordered sent to the Pennsylvania Railroad, asking them to improve their station at Manayunk.

The chairman of the meeting for the business men was Francis E. McGill, who stated the purpose of the gathering and introduced the speakers. During the progress of the meeting, Robert D. Towne, Editor of "The Roxborough Times," was introduced to the assemblage and made a few felicitous remarks.

Rox. Times 11/15/1928

WILL ELECTRIFY READING TRACKS

Work to Be Started When Grade Crossings are Eliminated Here

WORK TO COST \$20,000,000

Electrification of the Reading Railway lines through East Falls and Manayunk has been authorized by the railroad's Board of Directors, as part of a \$20,000,000 project to affect the whole Philadelphia area.

Expenditure of \$20,000,000 for electrification of the greater portion of the Reading Railway within the metropolitan area of Philadelphia has been authorized by the board of directors.

With this announcement, issued re-

cently, Agnew T. Dice, president of the Reading Company, made public the second great railroad electrification programme which is to benefit Philadelphia and the territory contiguous to it.

Within the past two weeks announcement of a \$100,000,000 project for the electrification of the Pennsylvania Railroad's lines to New York and to Wilmington, to be accomplished in seven years, centered public attention upon this latest trend in railroad development.

Under the Reading Company's programme, to be completed in three years, electric service is to be established from the Reading Terminal to Lansdale, Glenside, Hatboro, Jenkintown, Langhorne and Chestnut Hill.

This project, it was announced, is a start toward the eventual electrification of virtually the entire Reading system, including the New York division.

According to Mr. Dice, installation of electric trains on the Schuylkill Valley branch, to Reading and Pottsville, may be expected to follow the completion of the present undertaking. This endeavor is delayed at the present moment, pending the elimination of the grade crossing at Manayunk.

The route distance of the branches to be converted to electricity is 43.9 miles. One hundred and ten miles of actual track will be effected. One hundred of the latest type multiple unit coaches, each capable of propelling itself, are to be placed in service, releasing to the improvement of service on other branches many locomotives and coaches.

Tentative plans are being made to include electrification on the Norristown Branch when the present grade crossing elimination programme is completed throughout the Manayunk section. Moreover, the plans in all sections are being developed in such a way that it will be possible to extend the service without altering the initial installation to include through passenger and freight electrification at such time as the company shall find this extension of electrification justifiable.

The total cost of the electrification programme will be approximately \$20,000,000. Three years will be required to complete the work.

The engineering plans and supervision of construction will be under the direction of Charles H. Ewing, vice president; Clark Dillenbeck, chief engineer, and George I. Wright, engineer of electric traction.

Causeway Over Schuylkill Is Monument To Builders

We marvel at the beauty and strength of the new bridges which have been erected in this northwest section of Philadelphia recently, but give little thought to the manner in which concrete and steel have been developed for the convenience of the bridge-builder.

Very few persons among the thousands who daily use the East River Drive to reach the center of the city have any conception of the engineering feat which was accomplished three-quarters of a century ago, when the Reading Railroad Company's Stone Bridge at the Falls was thrown across the Schuylkill River.

The structure was started in 1852. The company receiving the contracts were held strictly to the specifications, and realizing that their bid was too low, they, after completing the western abutments, threw up the contract.

The work was then placed under the direction of Christian Swartz, of Pottstown, who at that time was the superintendent of masonry for the Reading Company. Swartz immediately moved to the Falls of Schuylkill where he would be near his work, and for a number of years resided on James Street. This thoroughfare is now familiar to us as Stanton Street.

Swartz had as an assistant Peter Rankin, a Scotchman, who resided at Limerick, near Pottstown.

The "boss" stonecutter was an Englishman named Sidney Hanley, of Manayunk, who despite a lack of theoretical education carried his work through to a successful completion. Each and every stone used in its construction had to be marked and Hanley, used his own ciphers. Once, when Hanley was confined to his home with a temporary illness, it was found necessary to send a carriage to his home in Manayunk and bring him to the operation, so that he might point out the next stone which was to be used.

The carpenter work was taken care of by Edward Heilig, a German who lived in a house on the site of the present Parkview Laundry, at 4138 Ridge Avenue. He was assisted by his brother, John, who resided across the river in Cookscockle.

The chief engineer was J. Dutton Steel, of Pottstown, and Antus Snyder was his assistant.

The form of the bridge, at the time it was built, was entirely different from anything ever before attempted in any part of the world, and was known as a "skew," or twisted, bridge, being a succession of single arches which formed a whole, each line or circle of stone being independent of the other, and no tieing in was done. The theories of those old engineers have been proved beyond argument, and their work has been copied in the building of similar bridges since that

time. The more weight that is placed on such structures the stronger they become. At the time of the construction of this bridge, Messrs. Dutton and Snyder had their idea patented, and some 30 years ago their heirs had the matter in Court to decide which of the two families were the owners of the patent.

In building the abutments, cofferdams were sunk, but it was impossible to keep the water out by pumping, and they brought the old-fashioned diving bell into use. At first a square chamber was used, but afterward a more improved pattern was utilized. Eight men formed a gang, but two being able to work in the bell at one time, and two and a half hours being considered a day's work in it. They worked in turns, and those not engaged in the bell were occupied on the scow to which it was attached and did the hoisting of the dirt, rock and mud taken from the bottom of the river.

On one occasion, just at dinner time, and as the bell was about to be hoisted, the rope broke and it was several hours before the imprisoned men could be liberated, it being necessary to attach a new rope. The men who were left in the dangerous plight were James McCabe and John Curran. Fortunately the air connections were not broken, but notwithstanding this fact, great excitement prevailed for some time.

All the framework for the arches was made at Pottstown, loaded on cars and afterward put together on the ground, each piece being marked as to its position. The stone used in the bridge's construction was taken from a nearby quarry along the present East River Drive, just below the bridge, and was known in those days as Stoeve's, or Scott's Quarries.

The only fatal accident which occurred during the erection of the bridge happened to one of the employees of the first contractor, and happened while he was eating his lunch, a small stone from a blast in the quarry hitting him on the head and killing him instantly.

A young lad named James Kane, an apprentice stone-cutter, while working about a derrick, had his leg so badly crushed that it had to be amputated. He afterward and for a number of years was engaged in the tobacco business in Manayunk.

The stonecutters received the highest wages of any of the mechanics. They worked piecework, and averaged from \$4 to \$5 per day. Carpenters were paid \$2, foremen \$1.75 and laborers received from ninety cents to a dollar a day.

At the time the Reading Railroad first opened the Port Richmond branch, which began in 1839, the laborers received as low as 75 cents a day, and it is said the majority of them were more interested in the number of "jigs" they were to receive than in the monetary rewards. A "jig," as it noted, was a term used to designate liquid rations. Some contractors issued six drinks while others would give seven

or eight.

One of the contractors was a man named Bernard Riley, of Pottsville. He was afterward a Judge and a Congressman. His son, James B. Riley, was also a Congressman from Schuylkill County.

The stone work of the bridge was completed in November of 1855 and the railroad tracks laid and connections made in the spring of 1856, under the direction of Eli Schuck, of Pottstown, with "Squire" Nic (after whose family Nicetown is named) acting as foreman.

From the time the bridge was started until its completion there was not one moment's delay in the transmission of trains. There were 30 trains each way daily, beside the shifting and drilling of them, but the work went on.

As the new arches raised higher and higher the old supports were cut away and replaced with what were termed screw-backs, and the masonry built up around them.

Christain Swartz was afterward killed at Exeter, near Reading. He had just stepped out of the way of one train, when he was struck by one coming in the opposite direction.

James Swartz, who is president of the Board of Trustees of Bucknell University, and at present lives on West 14th Street, in New York City, was the timekeeper during the erection of the entire work. Young Swartz, though but a boy, showed the ability to take care of the duties imposed upon him that has characterized his actions through his life, and fitted him for the position of honor and trust which he afterward occupied with the International Merchantile Marine Company.

Some others who worked on the bridge were: Thomas Woods, Edward Finigan and William P. Dowdall. John MacDonald was the day railroad despatcher at West Falls. The night despatcher was Thomas Clemens, and the superintendent of the road, up as far as Norristown was John Binklin.

The shifting engines employed at West Falls in those days were wood burners and worked double shifts. Among them was "The Atlas," with Patrick Lowe as engineer and John Major as fireman. "Bladge" Riley was the engineer on the other shift, with

and John Kerns and John Brady as stokers. The "Perry" was throtttled by John Lowe and the "Bairic" whose Charley Evans as fireman. Then there was the "Hercules" with William Campbell and Joseph Quigg as engineers, destinies were guided by Joe Cunningham. In addition there was an extra engine named the "Dauphin."

But more about the rail... later.

SCCAFF.

Scaff Tells of Old Route New York to Washington

Two weeks ago this column was devoted to a story of the construction of the Reading Railroad's Stone Bridge over the Schuylkill, and ended by telling a few facts concerning the local men who handled the throttle and fired the old-time locomotives in the early days of the Reading. At the time the article was printed we promised to relate more facts relative to the railroad men.

Here there are: In the early sixties the different railroads formulated plans and agreements whereby direct connections relative to passenger traffic could be made between New York and Washington. This necessitated the building of connecting branches between the different roads.

The Trenton and Philadelphia, which came into Philadelphia at Front and Berks streets, connected with the Richmond branch of the Reading at Trenton avenue. The Philadelphia, Wilmington and Baltimore, came into Broad and Prime streets, and connected with the Pennsylvania near the old round house of the latter company in West Philadelphia, and to complete the circuit a branch beginning at Belmont, connected the Reading and the Pennsylvania roads.

As the trains came in from New York on the Trenton road, a Reading engine carried them to West Falls, where a Pennsylvania locomotive would be in waiting to take the train to West Philadelphia, and then the P. W. & B. would take it in charge.

At first but two trains a day were employed. This was afterward increased to four. The running of these trains by way of the Richmond branch made it necessary to erect a signal tower at a tunnel which formerly went under the Norristown branch of the Reading, near the present Tasty-Cake factory. Owing to the width of the passenger cars, the old tracks could not be used, as the tunnel was too narrow, and it was found necessary to lay a track for this special purpose in the middle of the road, or between the east and west-bound tracks. When it was time for these trains to pass this point, all other traffic on that branch between Richmond and the Falls, was halted.

Harry Swartz, telegraph operator, had charge of their direction, and a tower for that purpose was located at Nicetown, or as it was known to the old-timers, "The Summit," it being the top of the grade.

The first of these trains to pass over the new route was hauled over the Reading division, by an engine called "Niagra," with Engineer Robert Carter, of Richmond, on the right-hand side of the cab. This took place on October 13, 1863. Superintendent of the Road John Binkin, having charge of the signals at the tunnel, and William P. Dowdall turning the switches.

The old tunnel was built of brick, with a facing of stone. The switch-tender's box stood on the lower side of the track at the eastern end of the tunnel, while the signal station stood

above on the Norristown branch, and was located some distance below the tunnel so that the signals could be seen by the engineers of the trains, bound westward, before they reached the sharp curve at the old Pelta crossing, at the present Fox street.

At first the tunnel was manned with but one crew, William Dowdall, having charge of the signals, and James Sturges tending to the switches. After a few months, Augustus Binkin took charge of the day signals and had as switch-tender, Patrick McCarthy. McCarthy, at the time, had just finished a term of service in the 13th Pennsylvania Cavalry. Sturges was afterward succeeded as switch-tender by John Miller, who had formerly ran a line of lime boats on the Schuylkill, and who had married into the Shronk family of the Falls. He was succeeded by Samuel Harper, who, at that time, had arrived home disabled from the Civil War, having served as a member of the 40th New York Regiment, known as the Mozart Regiment. He and a Falls of Schuylkill comrade, Robert Peck, Sr., being the only two of their company who survived the terrible slaughter of the Second Battle of Bull Run.

Dowdall was succeeded at the switches by his son, Joseph Hennessy, and Harper had charge of the night shift until the latter was replaced by Andrew McLaughlin, of Nicetown.

In the spring of 1867, the Reading officials determined to widen the tunnel, and for that purpose began removing the dirt on either side. They did not think that enough material had been removed to weaken the arch and, therefore, had not taken any precautions to place in position the supports necessary for the alteration.

On the Tuesday following Easter, 1867, the night crew had just gone on duty, and a coal train passed through the tunnel, when Hennessy and McLaughlin, who were preparing their lights for the night, heard a loud crash. They instantly thought had some of the coal cars had piled up, which was a somewhat regular occurrence on the down grade. They rushed down to the Richmond division tracks and were dumb-founded to find that the tunnel had caved in. The signals of danger were at once set, and Hennessy and McLaughlin notified Superintendent Binkin of what had occurred. The engineer of a Norristown branch passenger train, which was flagged, was highly indignant over the fact that his train had been halted, for he could still see the tracks clear ahead of him. The rails hung unsupported over the chasm left by the tunnel's collapse, and after he found out the cause of his being stopped, he was exceedingly grateful to the two men who warned him of the danger.

With the accident ceased the usefulness of the old tunnel and it was never rebuilt. It was replaced with a bridge, which was many years was known to everyone in the locality as "The Hanging Bridge." Superintendent Binkin

placed his two sons, Augustus and John, in charge of this structure after it was completed. Even this old bridge is now no more, for it has since been superseded by the present bridge which is known as a Howe Truss.

Just about the time of the caving in of the old tunnel, a number of moneyed men interested in transportation systems, formed a company to build what at that time was called "The Connecting Road," now the New York Division of the Pennsylvania which crosses the Schuylkill at Girard avenue. A large part of the stock was owned by those interested in both the "Pennsy" and Reading lines, and it was intended that the new road would be a short cut between New York and Washington. When it was completed it formed a junction with the Trenton road, which had been purchased by the Pennsylvania, and all the passenger trains that formerly came by way of West Falls used it. The Courts finally had to decide the ownership of this railroad, and the Pennsylvania promoters holding the controlling interest, it was decided in their favor.

And for the time-being, so much for the railroads.

SCCAFF

Chronicle
Jan. 13-1893

The snowstorm on Thursday night and Friday morning caused quite a delay in the running of the Inc. P. Ry. cars. It was impossible to run the cars in the morning and the people of Upper Roxborough had the pleasure of a sleigh ride in the large black covered sleighs, which have not been used since the blizzard, the first one starting from the depot about 8 o'clock.

Chronicle - Aug 26-1904

A Fresh-air Bath.

Passengers on the trolleys from Manayunk to Central Roxborough could enjoy a splendid fresh air bath these warm Summer days or evenings at a very small cost by taking a free transfer pass from Ridge and Leverington avenues up to the County line, just in the neighborhood of Manufacturer Robert Hey's beautiful mansion, and buying a return ticket good to Wissahickon depot or any point between.

At this season of the year, and taking into consideration the early and abundant field and fruit crops it is like an excursion into an earthly paradise,

"Where the roses are blossoming all the year long;
Where the landscape is always a feast to the eye
And the bills of the warblers are ever in song"

Not the least interesting feature of the landscape is the frequent recurrence of specimens of somewhat primitive architecture, indicative of the rough-and-ready yet substantial structures which embodied the ideas or necessities of the early settlers; but standing now in marked contrast to some finer examples of modern ideas which the improved taste and more ample means of later residents, like those of Mr. Robert Hey and Mr. John H. Dearnley, with others of remarkable beauty, are presented, but which we have not space to specify.

But when all is said the supreme charm of the "upper-end" is found in the broad stretches of greensward, the prolific herbage and dense fruit-laden orchards that greet you at every turn; while the sweet free air of heaven bathes you in a flood of rapture that must be felt to be truly appreciated. And, finally, if this rhapsody seems overdrawn, take a fresh-air bath like that here alluded to and give us your opinion under a two-cent stamp.

Rox Times 12/27/1928

"SICK" RECITES SOME OLD LORE

Interesting Article on Old
Grade Crossings Sent by
Manayunk Correspondent

OLD RAILROAD HISTORY

A force of workmen began last Saturday to demolish the old Foundry Building along upper Main street near Leverington avenue.

Nearly seventy-five years ago, Muldoon and Bramble built a foundry along the Manayunk Turnpike, now called Main street. In the early eighties, Muldoon and Bramble sold out their business to Thomas Comfort. A short time later the Pennsylvania Railroad entered Manayunk and it was compulsory for the company to build their road-bed across Center street, now known as DuPont street, closing the street to vehicular traffic. The railroad built a tunnel beneath their tracks to carry foot traffic to Main street, across the Philadelphia, Germantown and Norristown Railroad, now known as the Reading Railroad, where two crossing watchmen named Simpson and Ribel were on duty.

At the northeast corner of Main and Center streets, was located the foundry of Thomas Comfort. On the southeast corner was the horse-shoeing shop of Joe Duncan. Next to the blacksmith shop was the fire-house of Engine No. 12. A visit to any of the downtown fire houses will still show that when an alarm of fire was sounded from the inside fire box of Engine 12, it is listed and located at Main and Center streets, although Center street has been vacated for over forty years.

In the year of 1888, our local councilmen both common and select, introduced a bill in the Council Chamber to vacate Center street, from Main to High street, or in other words, to the west line of the Pennsylvania Railroad. The bill passed both chambers of Councils and the property owners Thomas Comfort and Joe Duncan, were both given a cash consideration and the street divided between them, from the dead-center. It was a very nice "gift" and it put Center street as the first crossing to be abolished in Manayunk. That was forty years ago.

Today there are several contractors who have sectional bids for removing dwellings along the route of the new Manayunk elevated railroad, and to show the irony fate, the Reading Railroad and the City of Philadelphia both have to buy back the property, which the city gave away, with a lump sum of money to both.

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Rox Times 11/27/1928

READING ASKS BIDS ON WORK

Advertisement Precludes Fears
of Further Delay on
Grade Crossings

JOB WILL BE RUSHED

That the Reading Railroad is anxious to push the work of removing the grade crossings in Manayunk is evidenced by its request for bids on the work, issued immediately after the recent about-face of the Art Jury, permitting the work to go forward.

The electrification of the Schuylkill division of the Reading, which is scheduled to follow the elevation of the tracks here in Manayunk, is in great danger of delay unless the present job is pushed with expedition. There seems now to be no need to fear that the long expected elimination of Manayunk's death traps will not be completed at the earliest possible moment.

The advertisement of the Reading Company is as follows:

PROPOSALS

Construction of work between Haines street and Fountain street appurtenant to the Abolishment of Grade Crossings along the Norristown Branch of the Reading Company between Wissahickon Creek and Fountain street.

Sealed proposals for the work under the following contracts will be received at the office of the Chief Engineer, 505 Reading Terminal, Philadelphia, Pennsylvania, until 12 o'clock noon on December 13, 1928:

Contract No. 3.—Grading, Excavation, Construction of Masonry Abutments, Column Foundations and Retaining Walls, Temporary Trestles, Embankment, drainage and Work Appurtenant Thereof, between Haines street and Fountain street.

Contract No. 6.—Steel Superstructure of Viaduct and Bridges between Jamestown avenue and Leverington avenue and Appurtenant Work.

Contract No. 7.—Waterproofing of Viaduct and Bridges between Haines street and Fountain street.

Contract No. 9.—Inspection, Metal Work for Bridges and other Structures.

Plans, specifications and blank forms for bidding may be obtained at 505 Reading Terminal by making deposits as follows: Contract No. 3, \$25.00; Contract No. 6, \$15.00; Contract No. 7, \$5.00, to cover their return in good order.

Foreign corporations must furnish with their proposals a certificate from the State Authorities entitling them to do business within the State of Pennsylvania. The right is reserved by the Reading Company to reject any or all bids.

CLARK DILLENBECK,
Chief Engineer.

W. Kirk Wyatt Heads Reading Constructors

East Falls Man Wins Promotion After Years of Hard Work

TO BUILD OFFICES

Has Served in Various Capacities for Co. Which Recognized Ability

One often hears the modern youth decrying the lack of opportunities to advance in life and we sometimes are apt to agree with him. Just when we are about to do so, however, some case is brought to our attention, where one of our own immediate neighbors has succeeded in overcoming all obstacles and has risen to the pinnacle which he dreamed of in his youth.

We cite an instance of an occurrence of this kind when we consider the position which is now occupied by one of East Falls' native sons, W. Kirk Wyatt, a son of Mr. and Mrs. William Wyatt, of Ainslie street.

Kirk Wyatt, as he is familiarly called in "the Falls," as a boy attended the Forest Public School and afterward matriculated at Central Manual Training School, at 17th and Wood streets.

On January 1st, 1929, Mr. Wyatt was appointed Construction Engineer of the Reading Company and the February issue of the "Reading Railroad Magazine" has this to say concerning their construction chief:

"W. Kirk Wyatt has been appointed Construction Engineer, effective January 1, 1929. Mr. Wyatt was formerly Assistant Engineer.

Mr. Wyatt entered the service of the Reading Company on October 17, 1900, as a rodman in the office of the Resident Engineer in Philadelphia. He was promoted to chainman on February 1, 1910, and to levelman on May 19, 1910.

During 1910 and 1911 Mr. Wyatt was placed in charge of the field work in connection with the construction of the Port Reading Creosoting Plant, at Port Reading, N. J.

The following year he was transferred to the Architect's Office as inspector and had varied experience in laying out new construction and in making plans in the office. On Au-

CONSTRUCTOR.



W. KIRK WYATT

The former East Falls resident, who now lives at Ambler, Pa., who was recently appointed Chief Construction Engineer of the Reading Railroad Company.

gust 1, 1914, Mr. Wyatt was promoted to transitman and worked on surveys for and design of numerous bridge replacements on the System, and on July 10, 1916, he was transferred to the Valuation Department, doing inventory work on bridges.

On July 1, 1917, Mr. Wyatt was transferred back to the Engineering Department as transitman to take charge of field office during the construction of Columbia Bridge over the Schuylkill River in Fairmount Park.

Since that time he has been engaged in construction work, having been in charge of many projects, the new bascule drawbridge over Darby Creek on Chester Branch, the drawbridge over the Thorofare at Atlantic City and the buildings in connection with the new Camden Terminal. While Mr. Wyatt was engaged in the work at the new Camden Terminal he was appointed as Assistant Engineer.

Since then the following important projects have been under his supervision: Elimination of grade crossings at Washington Lane, Jenkintown; Easton road, Glenside; DeKalb street, Bridgeport; Broad street, Souderton; Bethlehem pike, Sellersville; new stations at Taber, Souderton, Pottstown, North Broad street (now Huntingdon street); new freight station, Pottstown; new warehouse at 20th and Hamilton streets; construc-

tion of South Bound Brook Branch, and siding to site of new Eastern State Penitentiary at Gratersford.

Mr. Wyatt will have charge of the construction work of the new office building at Broad and Callowhill streets.

Involving an estimated expenditure of \$4,000,000, the Terminal Commerce Building, to be erected by the Reading Company on the site of its present freight station at Broad and Callowhill streets, will be the largest structure of its kind in the United States.

Work on the project started on Monday. Permit for demolition of present buildings on the site was issued by the Bureau of Building Inspection on Friday to the Industrial Demolishing Company.

Extending from Thirteenth street to Broad, on Callowhill, the building will be 523 feet long and 225 feet wide. The Broad street front will be 13 stories in height and the rear warehouse six stories high with provision for increasing it to 12. The floor below the Broad street level will be the track level, equipped with tracks, platforms and drives for handling freight and with elevator service to the upper floors. This level will be accessible to trucks from Thirteenth and Fifteenth streets. The building will be the only structure in existence to have a public freight station beneath it.

The ground area covered by the building will be 119,000 square feet. The total floor area will be approximately 1,000,000 square feet.

The Broad street front will be designed with ornamental show windows for display purposes, with separate entrances from that street. Parking space will be provided on the roof of the rear warehouse building. The portion of the building facing Broad street will be devoted to office and will be 154 feet deep.

Contracts for its construction have been awarded to William Steele & Sons Company.

All of these things were possible only through applied knowledge and sustained efforts and the Suburban Press unhesitatingly congratulates Mr. Wyatt and offers its sincere wishes for his further advancement.

Press 8/8/1929

Recalls Old Railroad Stations

Princeton Was Once Scene
of Great American
Henleys

MECCA OF CROWDS

School Lane Park Attracted
Picnickers From All
Sections

BY JOHN M. SICKINGER

The removal of the Reading railway depots at Shura lane, Manayunk and North Manayunk, with the elevation of the tracks through this section, recalls two other depots that were disposed of many years ago. Both stations were paying ones for the railroad company, for one was a picnic resort and the other a great watering place, but both are gone and forgotten by many local residents.

Midway between Shawmont and Miquon, once known as Lafayette, was a station known as Princeton. It was surrounded by the ice houses of the John Hancock and the Knickerbocker Ice Companies, the Schuylkill river and about three houses. One of the buildings was a hotel, conducted by a man named McCarty. The landlord did a good business and so did the railroad, for it was not the workmen living in the neighborhood that kept McCarty busy, but the traveling public.

In those days Princeton was the scene of the official Henley course of America. Every big boat race was held on the upper Schuylkill above Flat Rock Dam. The various American colleges would hold all their rowing meetings at that place. Excursion trains by the dozens, would roll in on a race day and the bell on McCarty's money till would jingle like sleigh bells.

On the west side of the river high grandstands were erected and ran for a considerable distance along the river front. Vast crowds occupied these stands to cheer their Alma Maters. Many great men in the Nation's history sat on those planks to witness their classmates row to victory. It was called the National Course and some of the records hung up remained for many years.

On August 27th, 1887, Daniel Galanagh and P. A. Dempsey rowed a single scull, 3 miles and 330 yards in 19 minutes 53 1/2 seconds. On September 5th, 1876, G. Faulkner and P. Regan rowed 3 miles with a turn in 20 minutes 28 seconds. On May 20 1872, John and Barney Biglin rowed with four oars, five miles with a turn. Faulkner and Regan hung up a record for professionals for 1876, while the Biglin brothers, who were also professionals, came across the five mile stretch with a record of 32 minutes and 1 second. In the college records of one year Penn was the champions and the next year it would be Yale to hang up the colors.

With the opening of the lower course above Fairmount Dam, Princeton became a thing of the past. To-

day the banks of the river, where old-time crowds watched many fine aquatic feats, is lined with boat houses and bungalows, but there is no Princeton depot there.

Down at the lower end of the ward was a station called "School lane." A large hotel stood in a shady grove of trees where many picnics were held in the past. German singing and "Turner" societies held their conventions. St. John the Baptist and St. Mary's Schools, too went with the annual fourth of July picnic to School lane Park. Like everything, else the park had its hey-day, the public began to seek its amusements elsewhere and the place closed up for the lack of business.

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TRANSPORTATION

Dear Editor,

Roxborough's greatest need is through transit to the center of the city, and until adequate facilities are provided the 21st Ward, as a whole, will not attain its greatest possible growth.

Through the planning and the persistence of citizens with forethought the long awaited Henry Avenue Bridge is being brought into reality. But shall it be another "University Bridge," which comes from and ends nowhere? Or shall we once again practice the patience of Job, until we reap the benefits which the Wissahickon Creek span will make possible?

It is probably not wholly chance that the resurrection of the plans for a fine highway to connect Chestnut Hill with the Main Line territory, by means of a bridge over the Schukill, in the Shawmont neighborhood, should be discussed following the erection of the Henry Avenue bridge and the thoroughfare which will ultimately lead from it to Upper Roxborough. The Henry Avenue project and the Chestnut Hill-Bryn Mawr highway have existed on paper for years, and now that the one is coming into reality, makes it incumbent upon the civic leaders to continue their efforts in behalf of the remaining part of the comprehensive plan of providing other routes of ingress and egress to the 21st Ward.

There are some merchants, opposing this idea, who would build a fence around the community and isolate themselves from the rest of the world, with the thoughtless idea that they would thus obtain all of the business transacted by residents of this section. This is but a puerile way of signifying that they fear competition. The real, go-getting, business man, who sells his wares and services on merit, has no such trepidation.

It is common knowledge that when one of the great chain stores—cigar, grocery, drug, etc.—determine to choose a location for a new store, they first check up on the number of people who pass the point where their shop is to be opened. These companies don't figure on getting everyone's business. They calculate the average. The more people, the more buyers—hence a greater volume of small sales with them, success.

Better transportation—every means of entering and leaving the Ward—means more dwellers in this section. More dwellers here, means more business here.

The approaches to the Henry Avenue Bridge and the continuance of the highway up to the proposed Chestnut Hill-Bryn Mawr Boulevard will have an impressive bearing on the future growth of the Ward. The vast unopened stretches, northwest of Fountain street, from the Wissahickon Creek section of Fairmount Park, to the Schukill River, will open up if thoroughfares and transit facilities are provided.

Why worry so much about the present! Pessimism has no place at the council table of the conferees on constructive advancement.

REN-MAH

Transit Facilities Have Retarded Ward for Years

BY JOHN M. SICKINGER

Saturday, November 21st, 1874, found all the business as well as private houses along Ridge avenue, from the top of Wissahickon Hill to the county line and above, to Barren Hill, gaily decorated with the National colors.

It was no parade of the Civil War veterans taking place. Those days were past! vast crowds stood along "the Ridge" waiting for the greatest event in the history of Roxborough. Every cow lane had its crowd of farmers and hired help dressed up in their reefer and leather boots, waiting to see the new contraption go by.

The day dawned clear and cold but the weather did not keep the natives indoors. The bar room of the old Levering Hotel, as well as the ones at Shurs lane, and Parker avenue and the old Fountain Inn, above County line, were crowded. Hot scotch and toddy was the order of the day.

Suddenly the jingle of bells was heard and along rolled the first horse car drawn by two beautiful horses. The car was filled with high officials, of both the railroad and communities through which the car line ran.

Mayor Wm. S. Stokley, Select Councilman, C. T. Jones and Com-

mon Councilman Dr. H. N. Uhler; Chief of Police Kennard, H. Jones, and Captain of Police Lewis Godbou; M. Blynn of the Board of Education; and Superintendent William A. Bosler, of City railroads were some of the prominent men from Philadelphia County who were present when the first car ran over the tracks, at the dedication of the Roxborough and Manayunk Inclined Railroad.

Transit in those days was slow, but up to the present with a trolley line running over the same right of way, it has not improved very much in the past fifty-five years. The same old "waits" exist as they did was when grand-dad went a' courting.

The car line ran without a hitch for several weeks, then the winter snow set in and the residents saw a car every once in a while, and when the car did make its appearance the passengers would appoint themselves a committee to fire up the old parlor stove that set on a seat in the center of the car.

After eighteen years of service the line was converted to electricity and the first trolley car made its appearance in the early nineties.

With the advent of electric service the system became worse. Not

only did the heavy snowfalls of winter tie up traffic, but a sudden thunder shower in mid-summer caused the power plant to shut down, until all danger from lightning was passed. And today remains that type of traffic along Ridge avenue. If it had not been for the automobile, Roxborough would still be a farming district instead of the up-to-date residential section it is now.

With the opening of Henry avenue, Roxborough will probably have a bus service from county line direct to the heart of the city, via North 29th street, and the local transit company may turn their cars into hot dog stands or sell them to a junk dealer.

One of the richest manes that visitors take delight in is watching the "skipper" on the one-man trolley wait from five to ten minutes each stop, to collect fares or punch transfers and then look at his watch as if it meant anything. "What time can I get a car up the Ridge?" and your answer will be, just as soon as it gets here. That's Roxborough's timetable.

Ind. Gazette 1924

FUNDS TO BRIDGE GRADE CROSSINGS

Abolition of grade crossings along the Reading Railroad in Germantown and Manayunk is provided for in bills approved by City Council's committee on transportation and public utilities. Two million dollars is set aside for the improvements, but the money is not at this time available. The funds will have to come out of the fall electoral loan.

The Germantown bill was sponsored by Councilman Howard Smith. It authorizes the elimination of the crossings at Armat street, Chelton avenue and Baynton street along the Germantown and Chestnut Hill Branch. The work will cost \$2,000,000.

The other bill, introduced by Councilman Sigmund J. Gans, is for elimination of crossings on the Norris-town Branch of the Reading. There are fourteen on this branch, according to Mr. Gans, beginning at Twenty-first street and Allegheny avenue.

Mayor Kendrick estimated recently it would cost \$9,000,000, the expense to be borne jointly by the railroad and the city, to eliminate all grade crossings on this branch. The Gans bill provides \$1,000,000 for the work.

Set Rapid Pace on "Elevated"

Grade Crossing Elimination at Manayunk Will Take 13 Months

WILL COST \$3,500,000

Nine Dangerous Places Will Be Entirely Eliminated

Rapid progress is being made on the \$3,500,000 grade crossing elimination project of the Reading Company at Manayunk, according to a report made on Saturday by Charles Hitchcock, construction engineer for the railroad.

The work is one-third completed. An elevated steel structure is being erected for the stretch between Roxborough street and Green lane, and steel work for the crossings at Jamestown and Pensdale street will be started this week.

Completion of the project will eliminate, by elevation, dangerous crossings at Jamestown, Pensdale

Roxborough, Cotton, Grape, Levering, Gay, Carson streets and Green lane and the longitudinal occupation of Cresson street. The street level changes were planned by the City's local surveyors under District Surveyor K. W. Granlund. The tracks are being raised on an average of twenty-one feet on solid structures, between retaining walls from north of Dawson street to Roxborough street, and on a steel viaduct from Roxborough street over the bed of Cresson street, and again on solid structure from Green lane to Fountain street.

The work includes the reconstruction of bridges at Shur's lane and at Leverington avenue. Cresson street will be widened from forty to sixty feet, and a center line of columns will divide the street.

The work includes the erection of a new Manayunk station on the site of the old one as well as the building of a separate station for south-bound trains. It also will include an entrance from Green lane to the Pennsylvania Railroad at Manayunk.

The project provides for the vacating of the Rector street crossing, and the bridge there is being removed. A new street will be built connecting Rector street with Pensdale street.

With weather conditions favorable, the railroad expects to have the whole project completed by mid-summer. When one considers that the job was started in the spring of this year, the feat is remarkable. The work is being performed by Jafolla & Mark, Inc., covering all of the grading, excavation and concrete work throughout the length of the line.

Steel work is being performed by the Phoenix Bridge Company, and the waterproofing, by Martin & Breen, Inc. The O'Neil Construction Company is building the new passenger station as well as constructing a new freight yard. Clark Dillenbeck is chief engineer for the railroad and James W. Phillips is acting for the city.

Press 1/2/1930

RAILROAD ASKS FOR DISSOLUTION

The American Bridge Company has filed a petition in the Allegheny County Court, at Pittsburgh, praying for a decree of dissolution of the Pencoyd and Philadelphia Rail Road. The date was set for last Monday, December 30th.

The Pencoyd and Philadelphia Rail Road is the smallest railroad in Pennsylvania. It has a net work of tracks laid all around the Pencoyd Iron Works and does not reach a distance of two miles from end to end.

The petition does not state the reason for the dissolution of the road.

Press 8/22/1929 48

MANAYUNK STATION BEING REMOVED

A Philadelphia house wrecking crew appeared at the Manayunk depot of the Reading Railroad early last Monday morning and began to demolish the old building to make room for the new elevated railroad that is now being built through Manayunk.

The line of tracks, for the new railroad, will run through the site of the old depot. Manayunk old-timers stood along the Baker street wall watching the workmen swinging crow bars and picks and recalled that half a century ago another force of men arrived one morning and demolished Dager's Coal Yard, Morris' Slaughter House; an old rag shop; Peter Orth's Depot Hotel; and a freight station that then occupied the place.

The depot was built in the late 70's and a remarkable fact is that the roof rafters, floor joists and other woodwork looks as good as new. However the brick walls were evidently erected with more mud than lime as a slight blow from the workman's bar would tumble down a large section.

A comparison of the kind of work done then, and the art of bricklaying now, is the battery house made of brick at the Carson street end of the station, which requires gun powder to loosen the brick work.

The old station was the last building to be removed in the line of the new elevated.

Press 12/12/1929

LAST GIRDER IS PLACED

Last Friday was a red letter day for Jafolla and Mark, who are building the new elevated railroad through Manayunk. The men employed by the Phoenix Bridge Company placed the span across Green lane to the concrete pier on the north side of that thoroughfare, thereby completing one-half of the elevated structure.

Work will be rushed by the cement workers to get the flooring in as soon as possible so that the rails can be laid to carry traffic overhead by New Year's Day. The bridge workers will then begin to build the other half, working south from Green lane, and as soon as the over head work crosses that street the City Engineers will begin the revision of the lines and grades of Green lane.

In the meantime the lane is closed to all traffic, which has to detour to Levering street.

Men and Things

Reading Railroad's Program of Suburban Improvement Is Marked By the Opening Today Of Its New \$2,000,000 North Broad Street Station at Lehigh Avenue

NORTH PHILADELPHIA'S new station on the Reading which goes into service today at Broad and Lehigh avenue is a marker of many improvements being made in the Reading network that covers the northern suburbs. The new station has cost approximately two million dollars, and is an imposing structure. With its island platforms, aggregating seventeen hundred feet of space between the four tracks that come out of the tunnel under Broad street, its commodious waiting room, restaurant, baggage rooms, shops and service quarters, it is a thoroughly equipped modern depot such as one might expect to find as the main station of a community as large as Atlantic City, or which the people and patrons of Atlantic City might envy at the present time.

Whereas 133 trains a day have heretofore stopped at Huntingdon street 275 trains will stop now at the North Broad Street station. Even No. 97, the famous Reading Flyer, the crack train of the road, which heretofore made its first stop at Reading after leaving the Market Street Terminal, will be halted hereafter at North Broad Street in order that passengers may transfer there from the New York and Bethlehem Divisions and from the various lines to the suburbs.

It is expected that the new North Broad Street Station will become a transfer station for many motorists who will be able to drive into Broad and Lehigh, park their cars in the space which the railroad has provided there for that purpose and then continue by rail to Twelfth and Market streets. For in the morning and evening rush hours a constant procession of trains, steam hauled at

Looking Ahead present, and both of to New Needs steam and electric operation in future, will be discharging and

picking up passengers at this point. In the new schedule which became effective yesterday there are twenty inbound trains marked to stop at North Broad Street between eight and nine in the morning, six of them arriving within a ten minute period, thus exceeding in frequency of operation, at least for the peak period, the scheduling of trains on the Broad Street Subway. Connected with the Subway, and in turn through its underground passageways with the North Philadelphia Station of the "Pennsy," it offers new convenience of transfer.

From a comparatively unimportant station, heretofore skipped by all the express trains running between this city and New York, Bethlehem and the Schuylkill Valley, the Huntingdon street stop, to use the old name, has thus become of first rank in the list of the city's stations.

Years ago, before the Broad Street "Hump" was built, in order to do away with the grade crossing at Lehigh avenue, the first of the stations there was a little wooden shed, which was later improved, and not so long ago went through a preliminary stage of "modernization." But apart from its use by Philadelphians going to and from the ball park it was never very busy.

When the Reading, twenty years ago, elevated its roadbed leading into the

Terminal, doing away with the old Ninth street "Death Trap," the Columbia avenue station was regarded as much more important. Later in changing its grade to pass over Columbia avenue the big up-town station of the Reading was built, at Columbia avenue, now to be reduced to secondary importance with many trains out of the Terminal making the first stop at North Broad street.

This railroad which constitutes the Reading's main avenue of approach for passenger trains entering the city, is the oldest in Philadelphia. In a little more than two years the centenary of this route, the old Philadelphia, Germantown and Norristown Railroad, will arrive. In June, 1832, a party of enthusiastic railroad promoters, led by Edward Bonsall, the first president of the P. G. & N., set out for Germantown in horse-drawn coaches from the original depot of that line, at Ninth and Spring

P. G. & N. Road Garden. On arrival at Nears Its destination, all Centenary hands, led by the Philadelphia Band, repaired to Mrs. Heff's Tavern, where, amid cheers and speeches, they toasted one another and the new road with fine old Madeira and champagne. The residents of Germantown were justly proud of the line. Although that community, dependent until then upon stage transport between Philadelphia and that section, hardly contained more than a thousand householders at that day the idea of building the railroad had originated there.

Many were inclined to scoff at the idea of making a railroad pay. But when the P. G. & N. was chartered, in 1831, and its stock, eight thousand shares of a par value of \$50, was put on sale it was over-subscribed, and, in short order, the road was built and put into operation.

In the current number of the Reading Railroad Magazine, one of the old-timers, C. E. Metzler, who was train dispatcher at Chestnut Hill during the Centennial era, narrates some of the history of the road and his recollections of its old-time management. The building of the road was attended with difficulty. Rails, made in England and brought to this country in sailing vessels, were landed at Spruce street wharf and hauled by teams to Ninth and Green where the work of railroad construction began.

At the time there was a wooded swamp between Vine and Spring Garden, through which flowed a creek, and when the eight-horse teams hauling the rails got there the wagons were halted until the trees were cut down and a corduroy road constructed over which the wagons could pass.

In those days the wooden ties had not come into use. The first railroads in this country laid the rails on stone blocks, to which they were fastened by spikes driven into holes in the stone. While building the new North Broad Street Station some of these old stone blocks, laid a few inches apart, on which the rails were formerly fastened, were uncovered in the course of re-arranging the tracks and platforms at that point.

Shortly after the P. G. & N. had started running, steam traction was substituted for horse power, and the first locomotive which Matthias Baldwin built, "Old Ironsides," which "thundered" along at the marvelous speed of twenty-eight miles an hour, was put into service between Green street and Germantown. There is an exhibition at the Terminal the "Rocket," one of seven locomotives brought to this country in the '30's from the shops of Braithwaite and Milner, in London, which was also one of the early wonders of the German-

town road.

Mr. Metzler explains the presence of the "Norristown" in the official title of this Germantown Railroad. At Chestnut avenue, as the tracks curve in one direction for the continuing run to Chestnut Hill, a line of rail branches off toward the Main street, where, on

Germantown avenue, the P. G. & N. once had another depot. In the original survey of the line the tracks, after reaching Norristown Price street, were Never Used. Germantown avenue, through the Wistler property, now Vernon Park, across Greene street at West Rittonhouse, thence through the Harvey lot, now occupied by a home for aged women, across Wayne avenue, south of where St. Peter's Church now stands, through the old water works property to the Wissahickon, and thence up the Schuylkill valley to Norristown. This route was abandoned, however, in view of some of the grades, and another route to Norristown, branching off the Germantown line at Sixteenth street, just beyond the present North Broad Street Station, was built, extending through Manayunk and Conshohocken.

This first Germantown road was interesting in many respects. When the coaches, named after Franklin and Penn, Washington, Adams, and Jefferson, Philadelphia and Penn Township, were hauled to Germantown by horses, they were allowed to run back to Philadelphia, at least as Girard avenue, by gravity. Sometimes the early morning trains to town lacked a crew, and a passenger would get off, give the car a shove and start it on the down grade to town, while he leaped on and began to collect the fares. A Mr. Hillary Krickbaum, a former member of the Legislature, it is said, took up the fares so often in this way that the company finally gave him a salary and made him a conductor.

One of the oddities of the road's early operation was that the locomotives were used only in fair weather. When it rained the coaches were horse-drawn. But the schedule which started with three trains a day each way was soon increased to six a day, cars leaving here at seven, nine and eleven in the morning, and two, four and six in the afternoon, returning from Germantown at eight, ten and twelve in the morning and three, five and seven in the afternoon. This was an every-other hour forerunner of the "every hour on the hour" policy later adopted by the Reading on some of its lines.

There was a deal of local pride in that old station at Ninth and Spring Garden, described by the press of 1832 as "new, elegant and imposing," which cost \$10,000, and there was a great deal more pride exhibited in 1851 when the covered car station at Ninth and Green streets, costing \$38,000, was erected.

There the operation of Ninth Street the P. G. & N. was Station Once joined with the North Busy Spot Pennsylvania Line, "the new line to New York," as it was called, which instead of running to Third and Berks, now, via Tabor Junction, came into Green street. There, too, came the trains of the main line of the Reading, over the Schuylkill Valley route, so that the Green Street Depot, with its 67,000 passenger trains in a year, as counted in the later 'eighties, became a place of considerable importance.

By that time the P. G. & N. had been leased, for \$99 years, to the Reading. Until the road was extended, in the '90s, to Market street, the Green Street Depot was the main station of the Reading.

Along with the betterment of its depots and the rearrangement of its schedules the Reading is engaged in a \$20,000,000 electrification program, expected to speed up the operation twenty-five per cent and increase the

suburban service to corresponding degree. Between Wayne Junction and Lansdale, as the first step in the program, the concrete foundations for the steel supports that are to carry the catenary construction for the wires are all in place. Between Wayne Junction and the Terminal the foundations are sixty-five per cent. completed. The contract for the erection of a storage house, repair shop and car yard at Wayne Junction has been let. Crews are at work changing over the signal system to fit the new plans of operation. In successive steps are to come the electrification of the lines from Glenside to Hatboro, from Jenkintown to Langhorne, and from Wayne Junction to Chestnut Hill, until nearly fifty miles of line and one hundred and ten miles of track are ready for electric operation, with the way then open for future extensions to New York, Bethlehem and the Schuylkill Valley.

Although the work on the Bethlehem Division is the first to be undertaken, it is explained the order of future electrification may change if Council, agreeing on the city's contribution toward the abolishment of some of the grade crossings on the Germantown and Chestnut Hill line, opens the way for the electrification of that branch.

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Inquirer 9/27/1929

The Inquirer

100 YEARS AGO TODAY

RAILROADS.—We feel gratified in having it in our power to state that 3 or 4 miles of the Schuylkill Valley Rail Road is now in complete order for use. It has been laid with a double track, and is very strongly constructed, the cost averaging about \$2500 per mile when ironed. Several cars of different patterns are now running on it, for the sake of experiment, but we cannot yet announce the result. The lateral rail roads are being completed, leading to the works of the different individuals along its route. The whole of this rail road cannot be completed this fall—about two miles will be deferred until spring, when it will be extended to within eight miles of the Mauch Chunk mines, through a fine coal country, the whole distance.

Two miles of the Mill Creek Rail Road, extending up to Mr. Nichols' plantation, has been completed under the auspices of Messrs. Nichols, Morris and the lessee of the coal mines. The road is now in travelling order, and will send a vast quantity of coal to Port Carbon. It consists of a single track and is built in a very permanent manner.

The Mount Carbon Rail Road Company have chosen their President and Directors who are daily expected there to commence operations. If sufficient activity is employed it may be completed this fall; at all events we hope the track may be cleared and levelled before the snow falls so that the rails may be laid early in the spring.

Mr. Lippincott, of Philadelphia, is putting up a number of tenant houses along the foot of the Sharp Mountain on the North East side at Mount Carbon. They are built of stone, two stories high, in a very substantial manner.

Press 11/7/1929

IS TICKET AGENT AT NEW STATION

George W. Hunt, Reading Railroad ticket agent at Columbia avenue for more than thirty-five years, has been appointed ticket agent at the new North Broad Street Station, which was formally dedicated on Monday, September 30.

Mr. Hunt was born at Orange, N. J., and entered the service of the Company on March 29, 1883, as a messenger at Penlynn. On January 1, 1884, he became operator at Ambler and three years later was employed at Norristown in the same capacity.

On June 11 1888, he was named ticket clerk at Ninth and Green streets, Philadelphia, and later in the same year was appointed operator and ticket clerk at Manayunk, returning to Ninth and Green streets on March 23, 1891, as ticket clerk.

On May 4, 1893, Mr. Hunt was named ticket clerk in the Reading Terminal and a year later was appointed ticket agent at Columbia avenue, retaining his position up until the time of his new appointment.

Mr. Hunt is a past president of the Veteran Employees Association and a steward of the Reading Company Club of Philadelphia.

CLARK DILLENBECK PROMOTED

Chestnut Hill Man to Be Chief Engineer of Reading Company

Clark Dillenbeck, 518 East Mermaid lane, Chestnut Hill, assistant chief engineer of the Reading Company, has been appointed chief engineer, succeeding Samuel T. Wagner, of School lane, who was recently appointed consulting engineer.

Mr. Dillenbeck ranks as one of the most eminent railroad engineers in this country.

Mr. Dillenbeck is a member of the American Society of Civil Engineers and at present is president of the Philadelphia Section American Society of Civil Engineers; member of the American Railway Engineering Association, vice chairman of Committee No. 20, of the Uniform General Contract Forms, and he is also a member of the Engineers' Club of Philadelphia.

Ind. Gazette 1927 50

Forecast 2/14/1918

HERE AND THERE

Let the jitneys run again.

Hogs are infesting Hog Island.

Snow, snow, the beautiful slush.

Let the chickens live, says Mr. Heinz.

It is really pleasant weather to speak about.

The United States oGovernment is getting busy with the P. R. T. Co.

Say! couldn't we use that Philadelphia-Roxborough Elevated these cold days!

Press 8/15/1929

New Bus Line Inaugurated

Reading Railroad Company's Motorcoach Service Between Philadelphia and Reading Started in Operation Early This Morning.

Motorcoach service between Philadelphia and Reading was started this morning by the Reading Transportation Company, a subsidiary of the Reading Company. Stops between the two cities will be made in Norristown, Collegeville and Pottstown.

Establishment of this route is in answer to an insistent demand of the public for bus transportation, according to E. D. Osterhout, Passenger traffic manager of the Reading Company. The bus route will parallel the Reading rail lines.

The latest club-parlor type of coaches are in use with three round-trips in each direction scheduled for the initial service. Each coach will carry thirty persons.

Motorcoaches will leave Reading Terminal daily except Sunday at 7 A. M. and 12.30 and 6 P. M. daylight time, while the Reading schedule of departure is 11.05 A. M. and 2.05 and 7.35 P. M. (Eastern Standard time.)

The route will serve a territory hitherto unprovided with direct motorcoach service to and from Reading, Mr. Osterhout said. Stops to pick up or discharge through passengers will be made on signal at the new North Broad street station of Reading Company, and at Midvale and Ridge avenue. The first regular stop is at the Wissahickon station of the railroad. Three additional signal stops will be made in Roxborough at Memorial Hospital, Shawmont avenue and Country Club.

Ledger 10/6/29
Thomas E. Mitten

It would be a grave mistake to attempt to appraise Mr. Mitten's tastes by the size of his estates or the furnishing of his apartments. For the most part he lived with his work, in a few simply equipped rooms adjoining and communicating with the P. R. T. offices. Even when he went to Dunroamin, his beautiful place overlooking the Wissahickon near Roxborough, or to his newer resort in the wilds of Pike County, he was in constant immediate touch by wire with his office, and could be reached at almost any hour of the day or night. But these rural retreats were his real delight, and while his home surroundings at Roxborough were of the simplest, he spared no money or pains to preserve unspoiled the natural beauties surrounding him. One of his hobbies was the creation of a bird sanctuary in the bit of woodland on the property. To this he devoted time and money and enlisted the assistance of experts to make his plan successful. His home there was an old farmhouse, modernized and altered to his needs, and the larger house on the Wise's Mill road, with its picturesque waterwheel, was chiefly used as a guest house. The Pike County prop-

Bulletin 11/21/30

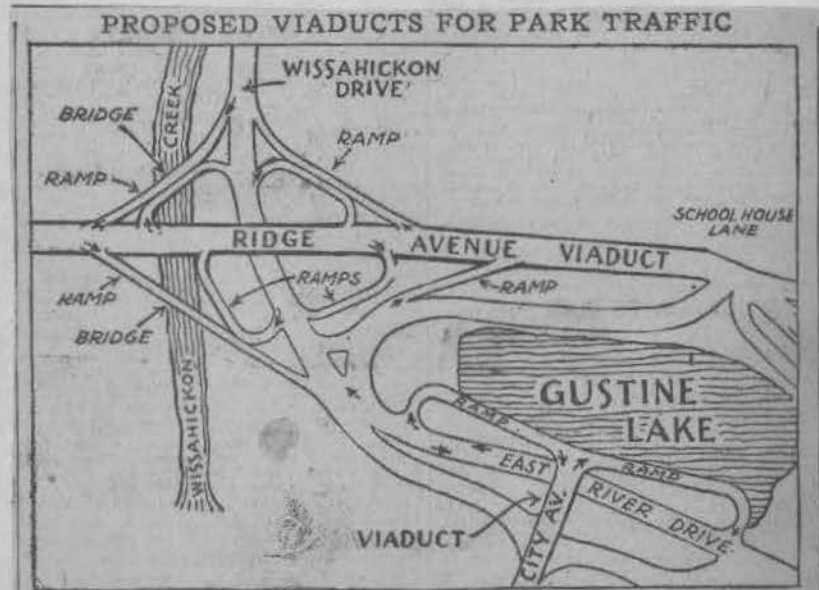


Diagram showing the grade separations recommended in a report submitted today to the traffic committee of the Chamber of Commerce. The plan would do away with the crossing at Ridge av. and Wissahickon Drive by carrying the former thoroughfare over a viaduct. The separation would be affected at the intersection of City av. and East River Drive in a similar manner. City av. being carried over a viaduct under the proposal. Ramps would connect with adjacent roadways.

History of the Germantown Branch of the Reading R. R.

Section One

By Edward B. Phillips

One hundred years ago Germantown road was the only direct route to the city and that road at certain periods of the year was almost impassable. In the spring and fall the mud holes had a wide-spread fame. When driving over this road mud was flung in all directions and it is thought that mud-slinging originated here; for not only at election time but at other times mud flew in all directions. Young ladies who happened to be "bumped out" of the buggy or family coach would take a mud bath and after being properly bathed would be told that the mud had improved their complexion, hence the popularity of the beauty mud bath of today.

Farmers with their loads of produce for city markets would detour through Frankford or down the Ridge road to escape the mud, dust and snow of this ill-kept highway. Some farmers would dispose of the products of their farms at cheaper rates to local storekeepers rather than risk a trip through the mud-holes to the city markets, and would take in exchange what the local stores had to offer. This may have induced Germantowners to shop at home and may have been one of the reasons why the store-keepers or business men of those days were not anxious to have the road improved. Germantown was asleep at that time, possibly not one dwelling had been erected in 25 years.

The only means by public conveyance for those who wished to travel to and from the city was by a two-horse stage that ran twice daily in each direction, excepting when an opposition line was put on for a time. On special occasions a four-horse stage was run, the stage office being at the "Old Rittenham Inn" on Third street above Race. The hours named for the departure of stages were 9 A. M. and 3 P. M., but these hours were never rigidly adhered to. Four miles an hour was considered good time for the coaches but they made up for that popular watering place, the Rising Sun Inn, for the refreshment of horses and passengers.

There were some men in Germantown who were not satisfied with this state of affairs and an agitation was started to have a railroad built from the city to Germantown which culminated in the opening of the present road June 5, 1832. The Reading Company is preparing to celebrate the one hundredth anniversary of that event by dedicating a renovated and electrified road from Philadelphia to Chestnut Hill.

Inasmuch as this will be a business improvement for this section we sincerely hope that the business and improvement associations of this district will prepare themselves to cooperate in this celebration. To this end we invite their members and others to read the historical sketch that will follow in several sections. The principal part of the data that makes up the sketch was kindly furnished by Jay V. Hare, Secretary of the Reading Company, who had access to the minutes of the original company; Harry E. Paisley, Treasurer; B. Frank Harper, of Germantown, and others and is therefore first-hand information.

Pioneers

In the year 1827, the Lehigh Coal and Navigation Company constructed the famous Switchback Railroad at Mauch Chunk to transport coal from the mines back in the mountains to their canal at Mauch Chunk. This railroad being practically the first permanent railroad constructed in Pennsylvania, was the cause of great interest among the citizens of all sections of the state who were planning for the development of their communities.

Among the many visitors to this railroad was Edward H. Bonsall, an influential citizen of Germantown, who with his friend, Joseph Leibert, a prominent Moravian of Bethlehem, and a number of citizens of Germantown, traveled to see this marvelous road.

Bonsall, Leibert and the other members of the party were so impressed with what they saw at Mauch Chunk that upon their return to Germantown they began at once to interest their fellow citizens in a project to build a railroad between Germantown and the city. Public interest in the project gradually increased until it reached the point where a meeting of the residents of Philadelphia, Germantown, Flourtown, Whiteland, Plymouth and Norristown was called and was held on Saturday, November 15, 1830, at the home of Jacob Mason, at Cresheim, to consider the

expediency of the construction of a railroad from Philadelphia to Norristown to run on the east side of Germantown or by the most advantageous route. Reuben Haines was appointed chairman of the meeting and Benjamin Chew, Jr., secretary. Resolutions were adopted at this meeting as follows:

Resolved, that this meeting deem it expedient that a railroad be constructed from Philadelphia to Norristown, passing along the east side of the village of Germantown.

Resolved, that a committee be appointed to carry into effect the objects of this meeting. That the committee shall collect funds to defray expenses of a survey of the route of the said railroad and that the committee shall have

power to fill all vacancies that may occur in said committee.

The following were selected to compose the committee: Peter Dager, Joseph Thomas, Col. A. L. Rounfort, Thomas R. Fisher, Edward H. Bonsall, Charles M. Pastorius, Captain Daniel Davis, Erasmus J. Pierce, Colonel John G. Watmough, Daniel Hittner, Samuel Maudsby, Reuben Haines and Benjamin Chew, Jr.

A second meeting was held at Jacob Mason's, at Cresheim, on December 20, 1830, to receive the report of the committee.

The committee reported that immediately upon appointment they had made an arrangement with John Wilson, an able and experienced engineer under whose direction the survey had been satisfactorily performed. Without any determination as to the point at which it should be eventually connected with the city, the experimental survey was commenced at Broad street and terminated at a very commodious harbor at the mouth of Stony creek, at the upper end of Norristown, which termination, the committee was assured, would secure to the road a large amount of coal transportation.

Cost, Charter and Stock

The total estimated cost of a stationary engine, roadbed, etc., supposing wooden sleepers and wooden rails plated with iron were used, was \$263,456; and if stone blocks were substituted for under sleepers, \$299,956; and if stone rails plated with iron were adopted, \$341,956.

The committee was restricted by its appointment to a survey of the east side of Germantown and did not feel at liberty to take the engineer along any other route. But it was learned that the engineer did make an independent exploration on the west side of Chestnut Hill where he found that the stationary engine and the inclined plane, as well as one of the two self-acting planes, could be dispensed with by an increased primary cost of construction.

Some of the members of the committee partly with and partly without the use of leveling instruments explored the ground from the lower end of Germantown to the upper end of the gap formed by the Wissahickon creek through Chestnut Hill and from facts gained were induced to believe that a line could be located to pass along the west side of the town at an average distance not exceeding two hundred yards from Main street, as high as the neighborhood of Mt. Airy or Cresheim creek, and then curving to the left or west pass through the Wissahickon gap with less difficulty than the engineer appears to have anticipated in crossing from the east side of the town.

Upon a full consideration of the subject in its various bearings, the committee believed the construction of a railroad from Norristown to Philadelphia, passing through Plymouth and near the village of Germantown (without limiting their views to the east or west) to be entirely feasible at a reasonable cost, and that such a road was required to meet the wants of the public.

Reuben Haines was chairman and Edward H. Bonsall, secretary of the committee making this report.

At this meeting on December 20, 1830, it was voted that a committee be appointed to secure a charter for the road from the Legislature and the following were appointed on the committee: Reuben Haines, Joseph Hergesheimer, John Leibert, Edward H. Bonsall, Joseph Cowenorth, William S. Book, Jonathan Maudsby, John S. Henry, Daniel Davis (of Plymouth), Joseph Thomas, John Mackley, Thomas R. Fisher, Samuel V. Res, Peter Dager, Jacob Sheetz, Benjamin Chew, Jr., Kenderdise Smith, Lewis Duval, Harry Halloran and John Wilson.

The committee met at the public house of

Daniel Haines, above the six-mile stone in Germantown, on December 31, 1830, at two o'clock P. M. to complete the petition to the Legislature.

About this time a committee of owners of mills along the Schuylkill and Wissahickon were at work mapping out a line from the city to Norristown, using the bed of the old Union Canal and the Wissahickon valley. J. Edgar Thompson, afterward President of the Penna. Railroad Company was at the head of the committee and reported the results of their survey with estimated costs, but as Germantown was ignored in the survey the report was not favorably acted upon.

A form of charter for the company was prepared by Edward H. Bonsall, with the assistance of other members of the committee. This charter was based upon the one granted to the Baltimore and Ohio a few years previously by the Maryland Legislature, as but few charters had been granted to railroad corporations at that time by the Pennsylvania Legislature.

The committee returned to Harrisburg the early part of January, 1831, and actively presented their claims for a charter so effectively that on February 17, 1831, Governor George Wolf approved the Act of the Legislature incorporating the Philadelphia, Germantown and Norristown Railroad Company.

By this act, John Savage, Peter Wasser,

Benjamin Chew, Jr., Samuel Keith, Lewis Rush, Joseph Solms, John Patterson, George W. Hickling and Alexander McCahey, of the City of Philadelphia; James McCormack, Benjamin E. Carpenter and Jacob Hayberger, of the Northern Liberties; Reuben Haines, Thomas R. Fisher, John Leibert, Israel Gilbert, Joseph Hergesheimer, Elijah Dallat, John Waters, Edward H. Bonsall and Thomas H. Craig, of Philadelphia County; Joseph Thomas, William Powell, Philip S. Mackley, George Sheaff, Samuel Maudsby, Peter Dager and Matthias Holstein, of Montgomery County, were appointed the commissioners to open stock subscription books and take such other steps as were necessary to organize the company.

On March 31, 1831, books were opened for subscriptions to the stock of the P., G. & N. R. R. at Heiskell & Niblo's Hotel in Third street, Philadelphia. At an early hour large numbers had gathered with a view to securing a desired amount of stock, but the number increased so rapidly that almost a riot ensued when the books opened. Large premiums were offered to those who had been fortunate enough to get their names on the registry. Shares were subscribed as follows: Philadelphia, 5,037; Norristown, 4,815; and Germantown, 3,350 or a total of 13,202 shares.

As the charter fixed the number of shares to be issued at eight thousand at the par value of fifty dollars each, and as only five shares could be taken the first day by any one individual, each subscriber fortunate enough to get his name on the registry was obliged to have his subscription cut from five to three shares.

So disappointed were some of the unsuccessful bidders that a committee was formed and sent to Harrisburg to bring charges before the Legislature against the commissioners on the ground that the members of the commission had been unduly favored in the making of personal allotments to the exclusion of others. On April 2, 1831, the special committee appointed by the Senate to investigate the charges made the following report:

"The committee after full consideration of the subject believe that the conduct of the commissioners has been strictly in accordance with the spirit and letter of the Act of Incorporation."

Note: The above records with comments (somewhat abridged) of the proceedings which led to the building of the P. G. & N. R. R.—letters on the rolling stock of the company that were familiar to many citizens years ago—were furnished by Mr. Hare and are important for several reasons, one of which is they furnish us with the names of the live men in the community of one hundred years ago. They should be read and re-read by the Rio Van Winkles of today, which may lead them to realize that they are encompassed about with a great cloud of witnesses who expect them to lay aside the weights that so readily beset them, especially of anarchy toward civic improvements and civic righteousness, the blighting malady that abounds in the city today.

The following provision was made in the charter concerning the route of the railroad:

"The president, directors and company of said railroad company shall have power to survey, lay down, ascertain, mark and fix such route, as they may deem expedient for said railroad, beginning at Stony Creek in the Borough of Norristown, and passing through the

townships of Plymouth and Whitemarsh in Montgomery County; the line also in its progress to be located as near to the village of Germantown as the conformation of the ground will admit, the average distance not to exceed half a mile from the Main street thereof; thence to approach the City of Philadelphia with two branches, one to terminate as near as practicable to the northern side of said city at or between Delaware, Sixth terminate at or near the Delaware River at Kensington."

Organization

In April, 1831, the commissioners gave notice by advertisement that a meeting of the subscribers to the stock of the P. G. & N. R. R. would be held at Mrs. Heit's hotel in Germantown, on Tuesday, May 3, 1831, to organize the company and to elect twelve managers, a president and other officers. The polls remained open from ten o'clock in the morning until six in the evening when it was ascertained that the subscribers to the stock had elected Colonel John G. Watmough as President, Edward H. Bonsall as Treasurer, George D. Sheaff as Secretary and the following as managers:

Peter Wager, John Savage, Mark Richards, William W. Wright, Bernard McCready, Joseph Solms, J. K. Hassinger, Adam Woelpper, John Leibert, Thomas R. Fisher, Matthias Holstein and Samuel Maulsby.

David B. Douglas, of West Point, was at first appointed Chief Engineer, but he was later succeeded by Henry R. Campbell. Final efforts were made to have the railroad located on the west side of Germantown road, but through the representations of Thomas R. Fisher the route crossed Germantown road at the foot of Neglie's Hill to the east side and then ran parallel to that highway "to the foot of the hill at the Menonist Meeting House," between what are now Price and Pastorius streets, where it again crossed Germantown road to the southwest side of that highway.

That the movement was regarded as a successful one is indicated by the fact that in May of 1831 one hundred and forty-two shares of its stock, on which only five dollars each had been paid were sold at eleven dollars per share.

Building the Road

August 1, 1831, a contract was entered into between the P. G. & N. R. R. Co. and a contractor from Easton, Pa., Isaac McCord, for the grading of the first five miles of the railroad between Poplar Lane (street), in Penn township, and Church lane, Germantown, within a few hundred yards of Main street. The contract called for the completion of this section by December 1, 1831. The first pick was put into the ground on August 10, 1831, in the construction of the railroad.

The contractor failing to abide by the terms of his contract, about three months after beginning the work his contract was forfeited and the work relet in separate sections to new contractors who prosecuted the work with great vigor during the following winter.

In December, 1831, the contracts were awarded for the grading of the balance of the railroad between the city and Germantown, being the portion between Green and Poplar streets at the southern end and between Dury's Lane (Wister street) and Church Lane at the northern terminus of the road.

The first annual meeting of the P. G. & N. R. R. Co. was held on Monday, November 7, 1831. At the election which took place at this meeting for officers for the ensuing year, Edward H. Bon-

sall, formerly treasurer, was elected President to succeed Colonel John G. Watmough, who declined a re-election, and George D. Sheaff was elected Treasurer and William Badger Secretary.

Colonel J. G. Watmough

Mr. Hare pays the following tribute to the first president of the first Germantown Railroad: "Colonel John G. Watmough was born in Philadelphia on December 6, 1793. Imbued with the spirit of liberty, he applied, before he had reached his eighteenth year, to President James Madison, upon the opening of the War of 1812 with England, for a commission in the regular army of the United States.

After serving for a few months in a volunteer regiment for the defense of the Delaware River he received a commission as a lieutenant in the Second Regiment, United States Artillery. His regiment was sent to guard the northern frontier. In August, 1814, the British attack on Fort Erie was made. Though the American forces under command of General E. P. Gaines were far outnumbered by the British, yet through great deeds of valor on the part of the Americans the British were repulsed with great loss.

Lieutenant Watmough's force was nearly annihilated and he was frightfully wounded and left as dead upon the field of battle. For a long time he was confined to the army hospital at Buffalo, but upon hearing of the disasters to the American forces at Washington, he rose from the sick bed and traveled by wagon across country to Philadelphia to assist in the repulsion of the British. At the close of the War of 1812 he was given the rank of colonel and assisted in the war against the Seminole Indians in Florida.

Retiring in 1816 from army service, he settled down as a farmer in Philadelphia County, and in 1830 was sent to Congress. When the plan to construct the P. G. & N. R. R. was consummated Colonel Watmough, one of its most active supporters, was chosen president of the company. Colonel Watmough died on November 28, 1861.

Construction Pushed

The construction work progressed so favorably during the winter of 1831-32 that in April 1832, it was reported that rails were being laid at several points, we believe they were made in England. Like the Baltimore and Ohio Railroad the rails in the P. G. & N. R. R. were at first laid upon huge stone blocks or sills to which they were fastened by bolts having one end embedded in the blocks.

These stone sills were in use for many years, and when the tracks of the P. G. & N. R. R. were elevated during the years 1908-1911, a considerable number of the original sills were uncovered during the process of excavating for foundations for bridge abutments at street intersections. In connection with the elevation work the old stone culvert carrying the tracks of the P. G. & N. R. R. over the Cohocksink creek was uncovered near Tenth and Diamond streets.

At the time this culvert was constructed, in 1831-32, the Cohocksink Creek was a clear, bubbling brook running through open farm lands. With the encroachment of the city the farms disappeared, as they are now disappearing on the outskirts of Germantown, rows of brick buildings arose, the elevations were cut down, the depressions filled up and the beautiful creek converted into a closed sewer which frequently breaks through its bonds, causing streets to cave in and

considerable annoyance to citizens and public officials of the city. With the building of the Cohocksink sewer, the culvert at Tenth and Diamond streets lost its usefulness and was finally covered over with earth until its very existence was forgotten. A painting of this culvert or bridge is still in existence.

While construction work was proceeding between Poplar street and Germantown, the P. G. & N. R. R. Co. entered into negotiation with owners of land on Ninth street, between Green and Poplar streets, for the privilege of constructing their railroad through the center of that thoroughfare. On December 10th, 1831, an agreement was reached between the railroad and the land owners whereby the railroad was granted the right to occupy the centermost twenty feet in breadth of Ninth street between Green and Poplar streets. The width of the street was then fixed at seventy feet. The railroad was privileged to occupy twenty feet in the center; fifteen feet on each side of this center strip was to remain open forever as a public highway, while ten additional feet on either side of the street was to be granted for sidewalks for free use by the public forever.

By an act of the General Assembly of Pennsylvania, approved April 7, 1832, the location of the P. G. & N. R. R. between Spring Garden street and the west branch of the Cohocksink Creek, and the agreement with the property owners along Ninth street, was approved.

The West Branch of the Cohocksink Creek crossed Ninth street a short distance north of the northerly line of the present Girard avenue.

Under the act of April 7, 1832, the P. G. & N. R. R. Co. was also granted the right to use locomotives upon its railroad. In February, 1832, a reorganization in the engineering department of the P. G. & N. R. R. took place and Henry R. Campbell was selected as chief engineer. He entered upon his duties March 1st.

On March 1, 1832, the chief engineer was confronted with the task of removing about eight thousand cubic yards of rock and twenty-five thousand cubic yards of earth before one track of the railroad to Germantown could be opened to traffic, but it was estimated that this track could be completed by the fifteenth day of the following May as the contractors were under penalty to complete their contracts by that date.

It is probable that the estimate would have been carried out had it not been for the fact that the rails and other iron materials which had been ordered in England were delayed in delivery. However one track was completed between Buttonwood street and Church lane, Germantown, early in June. The formal opening of this portion of the railroad was celebrated June 6th, 1832.

An English Officer's Story

It may be proper to introduce here an experience of Lieutenant E. T. Coke, of the 45th British Regiment, who was touring North America in 1832 and who took a ride on the Germantown railroad, as it throws a little more light on the construction of the road and the selling of stock. This was printed in London in 1833. He wrote as follows:

On my way to the office of a railroad which was opened on the 6th of June, between the city and Germantown, six miles distant, I witnessed a most extraordinary mode of selling stock. It was a scene worthy of St. Giles or Billingsgate; and such as I should never have expected to see in the quiet city of Philadelphia.

The manner in which it was disposed

of was as follows: The sellers were in a house with a small aperture in a window shutter, only sufficiently large to admit a man's hand and through which he delivered his money; but having received his scrip, after a lapse of some time, it was impossible for him to withdraw through the crowd of purchasers; no one would make way, lest he should, thereby, lose his chance of ever gaining the window.

The only plan then was, that one of his friends threw him the end of a rope, which he fastened round his body, and part of the mob, who came as mere lookers-on, dragged him out by main strength, frequently with the loss of the better half of his apparel. Many had, however, come prepared for the worst, by leaving their coats, shirts and hats at home. It was here that the strongest went to the wall, and various were the schemes adopted to keep possession.

One fellow had very knowingly brought a gimlet with him, and boring it into the shutter, held on with one hand, while he fought most manfully with the other; a bystander told me that a large party had leagued together for mutual support and taken possession of the window the preceding evening but that a stronger one attacked them in the morning, and drove them from their position, though not without several heads, arms and legs being broken in the fray. It appeared, therefore, that the only chance a peace-

able citizen had of obtaining any stock was to hire the greatest bully he could find to fight his battles for him.

This scene continued throughout three days; and, besides many severe and dangerous wounds which were inflicted in the contest, one man was killed. In consequence, however, of this and similar disturbances, meetings of respectable citizens were held, to devise means to prevent a recurrence of them on like occasions; and, as an additional proof that they were ashamed of those proceedings, one of them expressed a hope "that I had not witnessed a sale of bank stock."

Pursuing my way to the railroad, I overheard a bricklayer call out from his kiln to another at some distance, "I say, Jim, Bob'll have a blow-out tomorrow." "Why? How?" He's gone to buy stock and he'll work his way among them I know."

I had been detained so long, that I did not arrive at the railway until two minutes past nine, and the car had started as the clock struck; so I passed the two hours, until the departure of the next train, by walking out into the country.

Locomotive engines had not been introduced, and horse cars were substituted until the railway should be completed, a single road (track) only being at present finished; but many hundreds of workmen, principally Irish, were employed in laying an additional one; the castings were imported from England, and the chairs (rails) were firmly fastened into blocks of grey granite, the foundations being well secured by a trench of thirty inches filled with macadamized stones, well rammed down; and when any rails appeared to give way or start out from each other, those opposite were connected with them by a rod of iron, and gravel overlaid.

The highest embankment on the road was forty perpendicular feet, and the only very heavy work was the blasting a ridge of granite through which we passed, four miles from the city. The car ran remarkably easy, and though carrying twenty passengers (and calculated to hold forty), the horse took the six miles in forty minutes, the road

rising thirty-two feet per mile throughout the distance.

The usual contrivance of a lever to regulate the speed of the carriage was used, having a brush at the lower end for the purpose of sweeping the rail before the wheel. A busy scene presented itself at the place where the cars stopped, on the edge of a woods, half a mile from Germantown. (Germantown Road.)

A large concourse of molasses-beer and oyster sellers had established themselves under the trees; several frame-houses were erected for the sale of egg-nog and mint juleps; and land, which had been of little value a twelve-months before, was now letting at half a dollar per foot per month.—He visited and describes the Chew House while here.—We were only thirty minutes returning to Philadelphia where a great concourse of people had assembled, to witness the arrival of the cars, it being the first road of the description which had been opened near the city.

The following account of the opening of the P. G. and N. R. R. is from the United States Gazette's issue of June 7th, 1832, and was written by one of the guests of the occasion:—

Opening of the P. G. and N. R. R.

"Yesterday, agreeably to arrangements previously made, the Managers of the Philadelphia Germantown and Norristown Railroad opened that important work between this city and Germantown. At a very early hour crowds of people were seen flocking to the depot near Buttonwood Street, Penn Township, and before eleven many thousands had assembled on foot and on horseback, and admired the splendid cars, which were placed in file along the track.

"The Managers of the Company, the stockholders, and a large number of invited guests assembled in the hall of the company's building at the eastern termination of the road. There the new Philadelphia Band, in their splendid uniforms, were assembled, occasionally cheering the company within, and the multitude without, with their excellent music.

"At twelve o'clock the invited guests were called to the cars appropriated for them, ranged in the following order: The Germantown, Benjamin Franklin, Robert Morris, Penn Township, Madison, Jefferson, Philadelphia, William Penn and the President.

"Following these were cars with benches for the accommodation of the band. The President and directors of the company occupied the 'President.' At fifteen minutes past twelve precisely, the cars began to move. Some slight difficulties were experienced, owing to the horses not being used to the employment. All moved on, however, harmoniously, and with sufficient rapidity to allow an occasional look at objects which had assumed a new face, by the introduction of the Railroad.

"About one o'clock the cars arrived at the rear of Germantown. The company then alighted; the band marched to an eminence near the front car (now the Welsh property at Church lane and Baynton street) near the front carriage, the top of which was now occupied by the officers of the railroad company; and after a few tunes had been played, E. H. Bon-sall, Esq., the president of the board

of directors, made a very interesting and pertinent address, in which he took a hasty glance at the labors which the Company had performed, the difficulties overcome, and the prospects they now had of a full realization of their hopes of a profitable investment of capital.

"The company was then invited to form a procession to Mrs. Heft's tavern, preceded by the music; here, after a few minutes' waiting they were invited into a hall, where had been prepared a sumptuous repast, in just such order, and in just such quantities as hungry men admire. (We know.)

"The grosser provisions of the table were discussed, with a perseverance and gravity worthy of the best days of our ancestors.....While these things were going on above, in which the hospitable intentions of the directors were fulfilled some of the company assembled in groups below, and argued the relative value of different cars, and motive power, while others wandered in the garden, and discoursed the matters more remote. A few minutes after three o'clock the company took up the line of march to the cars, marshalled by Captain Miles, who, during the day, showed the advantage of military knowledge, even in organizing a company of travelers.

At half past three o'clock the cars started for their return trip, and were a little more than half an hour in performing the distance of between six and seven miles. The carriages, or cars, are splendidly made and finished and will carry about twenty passengers inside, and fifteen or sixteen outside; they are each of them drawn by one horse in shafts between the rails.

"The labors of the animals were much greater yesterday than they will be hereafter. The friction of the axles is now very great, and the pathway is very rough. These matters will correct themselves shortly.

"During the progress of the cars both ways, but especially returning, they were greeted with the hearty cheers of thousands who were gazing with anxious curiosity at these strangers. Each promontory, elevated point, and near window, was occupied with the curious; age seized its staff and flourished it exultingly; childhood forwent its toys to witness the novelty; youth poured out its exuberant spirits in huzzas; and beauty unveiled itself, that no part of the exhibition might pass unseen.

"The hat was flourished, labor swung its spade and mattock, the boys shouted, and the girls waved their handkerchiefs in hearty felicitation and good wishes. We looked out upon one gray-headed dame who joined the joyous group, and shook her withered arm in a paralytic ecstasy of pleasure; and just then we caught the eye of a black-eyed damsel, whose festive face beamed forth a smile of heartfelt delight—but she was looking at a young man on the top of our carriage. (So provoking!)

"Almost every profession and employment had a goodly representation in the company. It is due from the invited guests to the board of directors to say that every exertion was made, and successfully made, to

insure the enjoyment of the visitors, whose admiration was warmly expressed, as were their hearty wishes for the success of the Railroad.

Regular Schedule

"This morning the cars commence their regular running on this route; and we may expect that in addition to those who use this mode of conveyance in the way of business, thousands will be invited by curiosity to test the merits of the carriages, and to view the extraordinary works of viaducts, bridges, etc.

"We ought to remark that the horses are attached to the car in such a manner that should they bolt from the track and fall, no injury occurs to the car or passengers."

The regular travel upon the P. G. & N. R. R. began on June 7th, 1832, and the following are the times of arrival and departure and fares, as advertised by the Company:

"These cars will start from the depot at the corner of Green and Ninth streets, for Germantown, and from Germantown to Philadelphia at the following hours, viz: From Philadelphia at 7, 9 and 11 o'clock, A. M., and at 2, 4 and 6 o'clock, P. M. From Germantown at 8, 10 and 12 o'clock, A. M., and at 3, 5 and 7 o'clock, P. M.

"The cars will start punctually at the hours above mentioned, and the company has made arrangements to accommodate a very large number of travelers. Parties and families can be supplied with whole cars. Tickets may be had at the depot, at the corner of Green and Ninth streets. Fare each way, 25 cents. Children under 12 years of age, half price."

This schedule continued for six months or until the other track was finished and steam power was substituted for horse power.

One of those who gathered at the Germantown terminal of the road at Church lane to witness the arrival of one of the first trains or cars on this road was Henry Bruner who died some years since in the 100th year of his age. He told the writer that while standing there as a boy, he saw a number of small snakes on a pile of stones nearby. Gathering up a few of these he put them into his pockets and started for home. When he arrived he asked for something to eat, and as it was being served to him the snakes began to crawl out of his pockets and wiggle across the floor, much to the consternation of his folks. This ninety-nine year old boy laughed gleefully as he recalled the incident.

A wise resolution was passed when the route was being planned to cross all lanes and streets in the neighborhood of Germantown by bridges or viaducts, thus avoiding the dangers of tracks at the grade of these cross thoroughfares. This will explain why the road terminated at Church lane at that time. The conditions on the north side of the lane were such as to require considerable filling and the building of a viaduct for the waters of Honey Run to pass under. We believe that Cheltenham avenue was not opened when the railroad was extended to Price street and Germantown road.

Planning for Steam Power

Shortly after the incorporation of

P. G. & N. R. R. Co. in 1831 there appeared on exhibition in Charles Willson Peale's Museum in Independence Hall, Philadelphia, a model in miniature of a railway locomotive, constructed by Matthias W. Baldwin, of Philadelphia. This model was operated for the first time on April 25th, 1831, on a circular track in the museum. So successfully did it operate that it was the sensation of the day. Crowds flocked to the Museum to see this wonderfully ingenious invention. Baldwin's fame spread rapidly and the possibilities of a locomotive of such a design on the newly organized P. G. & N. R. R. were soon recognized by the incorporators of that company.

On November 24th, 1831, the Board of Managers of the P. G. & N. R. R. Co. entered into an agreement with Mr. Baldwin to construct a suitable locomotive for their railroad upon the design of his model. To build a locomotive, even of the modest dimensions then required, was a tremendous undertaking at that period.

There were no machines in use capable of forming the various parts of the locomotive, and no iron workers could be found who could weld the heavy pieces of metal required in its construction. Baldwin had no patterns and all the tools required in the work had to be invented as needed. Nevertheless he took the contract and immediately commenced his task.

There were to be found in the City of Philadelphia, then the manufacturing center of the United States, only five mechanics competent to assist in the construction of the locomotive. Work was begun—the axle was forged in a cellar on Minor street by Lewis Howell, then the leading blacksmith of the city, and the balance of the locomotive was built in Mr. Baldwin's own shop on Lodge Alley (now Joyne street) which ran from Seventh to Eighth streets between Market and Chestnut streets.

Old Ironsides

After six months of soul-trying toil and worry, the locomotive called "Old Ironsides" was completed and finally turned over to the railroad company for trial. The following account of the trial of this pioneer engine on November 23rd, 1832, appeared in the Philadelphia Daily Chronicle:

"It gives us pleasure to state that the Locomotive engine built by our Townsman, Mr. M. W. Baldwin, for the P. G. & N. R. R. Co., has proved highly successful. In the presence of a number of gentlemen of science and information on such subjects, the engine was on Friday last (November 23rd, 1832), placed on the road for the first time. All of her parts had been previously highly finished and fitted together in Mr. Baldwin's factory—she was taken totally apart on Tuesday, and removed to the Company's depot, and yesterday morning she was completely together ready for travel.

After the regular passenger cars had arrived from Germantown in the afternoon, the tracks being clear, preparations were made for her starting. The placing of the fire in the furnace and raising the steam occupied twenty minutes. The engine (with her

tender) moved from the depot in beautiful style, working with great ease and uniformity. She proceeded about half a mile beyond the Union Tavern at the Township line, and returned immediately, a distance of six miles, at the speed of about 28 miles per hour, her speed having been greatly slackened at all the road crossings, and it being after dark, but a portion of her power having been used.

"It is needless to say that the spectators were delighted. From this experiment there is every reason to believe this engine will draw thirty tons gross, at an average speed of 40 miles to the hour, on a level road. The chief superiority of this engine over any of the English ones known, consists in the light weight, which is between four and five tons, her small bulk and the simplicity of her working machinery.

"We rejoice at the result of this experiment, as it conclusively shows that Philadelphia, always famous for the skill of her mechanics, is enabled to produce steam engines for railroads, combining so many superior qualities, as to warrant the belief that her mechanics will hereafter supply nearly all the public works of this description in this country, and by our superiority in the adaptation of this motive power, as we have hitherto in navigation, perhaps supply England herself.

"On Saturday, the locomotive was again placed on the road, with four cars loaded with passengers attached, and proceeded to the Main street (in Germantown in beautiful style, and without the slightest difficulty occurring. Only a small portion of the steam was put in operation, and the time occupied in performing the six miles was 28 minutes. This highly successful experiment, by a locomotive of domestic manufacture, is certainly very complimentary to the skill and ingenuity of the maker, Mr. Baldwin, and we trust that his endeavors to compete with the British in the manufacture of this valuable piece of mechanism, will be crowned with full and complete success.

"On Monday about 12 o'clock, agreeable to public notice, the locomotive again took its station on the road, with six cars filled up with passengers attached, and proceeded on its way to Germantown. It was evident, however, from the time of starting, that some part of her machinery had become disordered, and that it did not work with the ease and freedom as on former occasions. Within a mile of the termination of the road, the train of cars came to a halt, and the examination of the engineer soon discovered that an essential part of the machinery was deranged by the former trip, occasioned by a small defect in the road, which was of so slight a nature as not to be discovered in time to be repaired. This, we presume, will cause but very trifling, if any, delay as the other track is believed to be in excellent condition and without defect whatever.

"The locomotive, however, was soon again put in motion, and the whole returned with surprising speed to the city. The spectators seemed delighted, and many could scarcely be made sensible how so small a body of

machinery should possess such astonishing power.

"Every difficulty, we are confident, will be speedily overcome, and that, perhaps, in our next paper, we shall have the pleasure of communicating to our numerous readers, that the locomotive has commenced its regular, and we trust, profitable trips, on the road to the delight and surprise of everyone who may have the opportunity of witnessing and enjoying its speed."

About this time a controversy arose between the managers of the P. G. & N. R. R. and Mr. M. W. Baldwin as to the proper price of the locomotive, as the Railroad Company claimed that it did not meet the specifications in the matter of the load it was designed to haul—thirty tons—and it became necessary to submit the dispute to arbitrators, who, after a prolonged consideration of the problems, decided that Mr. Baldwin was entitled to \$3,600 for his locomotive.

Mr. Baldwin is reported as having stated that this was his last locomotive, but he or the reporters were mistaken, for within one year he had received an order from the Charleston and Hamburg Railroad of South Carolina and another from the Philadelphia and Columbia Railroad.

Finding that his product was so eagerly desired, Mr. Baldwin receded from his resolution—if he made it—and decided to make a specialty of locomotive building. By the end of the year 1835 he had constructed forty locomotives. The business increased to such an extent that the Baldwin Locomotive Works became the leading locomotive builders in the world. In every country of the world, where railroads are operated, may be found products of this great plant. And Philadelphia allowed it to slip over her borders!

Solicitous About "Old Ironsides"

Either the managers were tenderly solicitous of "Old Ironsides" or had some doubts as to its reliability in stormy weather, for they caused the following notice to be inserted in the newspapers in November, 1832, concerning its operation:

"Notice—The Locomotive Engine (built by M. W. Baldwin of this City), will depart daily, when the weather is fair, with a train of passenger cars, commencing on Monday the 26th inst., at the following hour, viz.—From Philadelphia: At 11 o'clock, A. M., 1 and 3 o'clock, P. M. From Germantown: At 12 o'clock, M. and 2 and 4 o'clock, P. M.

"The cars drawn by horses will also depart as usual, from Philadelphia at 9 o'clock, A. M., and from Germantown at 10 o'clock, A. M., and at the above mentioned hours when the weather is not fair. The points of starting are from the depot, at the corner of Green and Ninth Streets, Philadelphia, and from the Main (?) Street, near the center of Germantown. Whole cars can be taken. Tickets, 25 cents."

The following description of this pioneer locomotive is worthy of place here:

"'Old Ironsides' was a four-wheeled engine, modeled essentially on the English practice of that day, as shown in the "Planet" class, and

weighed, in running order, something over five tons. The rear of the driving wheels were fifty-four inches in diameter on a crank axle placed in front of the fire-box. The cranks were thirty-nine inches from center to center. The front wheels, which were simply carrying wheels, were forty-five inches in diameter, on an axle placed just back of the cylinders. The cylinders were nine and one-half inches in diameter by eighteen inches stroke, and were attached horizontally to the outside of the smoke-box, which was D-shaped, with the sides receding inwardly, so as to bring the center line of each cylinder in line with the center of the crank.

"The wheels were made with heavy cast-iron hubs, wooden spokes and rims, and wrought-iron tires. The frame was of wood, placed outside the wheels. The boiler was thirty inches in diameter and contained seventy-two copper flues, one and one-half inches in diameter and seven feet long. The tender was a four-wheeled platform with wooden sides and back, carrying an iron box for a water tank, inclosed in a wooden casing, and with space for fuel in front.

"The engine had no cab. The valve motion was at first given by a single loose eccentric for each cylinder, placed on the axle between the crank and hub of the wheel. On the inside of the eccentric was a half-circular slot, running half way around. A stop was fastened to the axle at the arm of the crank, terminating in a pin which projected into the slot. The engine was reversed by changing the position of the eccentric on the axle by a lever operated from the foot-board. This form of valve motion was, however, shortly afterwards changed and a single fixed eccentric for each cylinder substituted.

"The rock shafts, which were under the foot board, had arms above and below and the eccentric straps had each a forked rod, with a hook, or an upper and lower latch or pin at their extremities to engage with the upper or lower arm of the rock-shaft. The eccentric rods were raised or lowered by a double treadle, so as to connect with the upper or lower arm of the rock-shaft, according as forward or backward gear was desired.

"A peculiarity in the exhaust of 'Ironsides' was that there was only a single straight pipe running across from one cylinder to the other, with an opening in the upper side of the pipe midway between the cylinders, to which was attached at right angles the perpendicular pipe in the chimney. The cylinders, therefore, exhausted against each other; and it was found, after the engine had been put in use, that this was a serious objection. The defect was afterward remedied by turning each exhaust pipe upward into the chimney, substantially as it is now done. The steam joints were made with canvas and red lead, as was the practice in English locomotives, and in consequence much trouble was caused, from time to time by leaking."

The above description will interest motorists of today, showing some of the difficulties which had to be con-

tended with and overcome.

End of "Old Ironsides"

The following bit of information will surprise the many folks who think that "Old Ironsides" is today as it was in the beginning.

"In 1846 the Managers of the P. G. & N. R. R. Co. arranged with Mr. Baldwin for the construction of other locomotives, and turned in "Old Ironsides" as part consideration for the new engines. "Old Ironsides" was

thereupon repaired and passed into the possession of a railroad in New England where it spent its remaining days.

"When preparations were made for holding the Centennial Exposition at Philadelphia in 1876, a search was made in New England for 'Old Ironsides,' as the Baldwin Locomotive Works desired to place it on exhibition at the Exposition, but all that could be found of the faithful machine was a lever or two and the original nameplate.

"A model of 'Old Ironsides,' upon the exact dimensions of the original locomotive, was thereupon constructed of wood and placed on exhibition. This model, which is a faithful reproduction of Mr. Baldwin's first locomotive, still remains in the possession of the Baldwin Locomotive Works. So exact is this reproduction that it is generally believed that the model is the original 'Old Ironsides.'"

Perhaps this model could be exhibited at the celebration of the ONE-TELEGRAM TWO hundredth anniversary of the opening of the road.

Running by Gravity

It is on record that a car would run on the P. G. & N. R. R. from Germantown avenue and Price street to Girard avenue and Ninth street by gravity, and in the early days of the Company, it was a frequent occurrence for the patrons of the road to get on a car at Germantown in the morning, give it a start and proceed by gravity to the end of the down grade to Girard avenue where horses would be attached to the car to complete the journey to the depot at Green and Ninth streets. There being no conductor on the car, a passenger would volunteer to collect the fares and turn in his collections to the company upon arrival at the depot.

Later the coal dealers in Germantown were obliged to haul their own coal cars from Nicetown, where they were received from the Philadelphia and Reading Railroad to the yards in Germantown, but when the cars were unloaded they were permitted to return to Nicetown by gravity. The records do not disclose whether or not the horses returned by gravity.

Edward H. Bonsall

It is seldom that a new railroad is able to pay dividends the first year of operation, but the P. G. & N. R. R. was a rare exception for on February 27th, 1833, the board of managers of that company declared an initial dividend of two per cent. upon the amount of the paid in capital (\$35.00 per share), payable on March 12, 1835, out of the earnings of the company from the date of the opening of the

railroad to traffic, on June 7th, 1832. The good showing was due to the business sagacity of its officers. Among these was Edward H. Bonsall, an originator and promoter of the plans for the construction of this road. He resigned from the presidency of the company on June 12, 1833, although he remained as a manager thereof for some time afterward.

"Edward Horne Bonsall was born in Chester County, Penna., on May 28th, 1794, of Quaker parentage. For a number of years Mr. Bonsall carried on the business of a druggist in Germantown. It was while a resident of Germantown and actively interested in the progress of that staid old village that he became so ardently enthusiastic over the construction of the railroad to connect the village with the City of Philadelphia. Upon his retirement from the presidency of the P. G. & N. R. R., Mr. Bonsall was elected a Manager thereof.

"He was a manager of the Apprentices' Library, as well as of the Friends' Library, and a life-long member of the Orthodox Society of Friends, attending the Meeting of Twelfth street below Market street Philadelphia. Mr. Bonsall died April 14th, 1879."

Peter Wager, one of the managers of the P. G. & N. R. R., was elected president of the company to complete the unexpired term for which Mr. Bonsall had been elected by the stockholders.

The Norristown Branch

After the railroad had been constructed and opened to Germantown, the question of the advisability of using the Wissahickon Valley route to Norristown was considerably debated, with the result that it was decided to make further explorations and surveys to ascertain if a more feasible and advantageous location could be found. The managers secured the services of William Strickland to assist Henry R. Campbell, the Chief Engineer, in a survey of an alternate line or route to Norristown. In July 1833, the engineers who had proceeded with their task made a very comprehensive report from which a few extracts are deduced.

This sketch is supposed to cover only the Germantown Branch of the Reading Railroad; still these extracts will explain why the Norristown Branch was not continued from the Germantown terminal. Had the original plans been carried out the Wissahickon Gorge would have been despoiled of some of its beauty and solitude. It must also be stated that some grading for the extension of the road has been done on the west side of Germantown avenue.

"Upon a careful examination of the country between Germantown and Norristown, with a view to the continuation of the railroad from its present termination on the eastern side of the Wissahickon Creek, to a point near the mouth of the Stony Creek, above the borough of Norristown, it is found upon crossing the ravine of the Wissahickon at an elevation of 105 feet, the line of road must be curved to the northward and made to pass on the brow of this stream to the extent of upward of four miles.

"In the whole of this distance there is no point short of the Perkiomen

turnpike near the foot of a spur of Barren Hill, where the least opportunity is afforded to depart upon a proper course, or upon ground that is at all favorable to the location of an eligible road.

"After passing out of the valley of the Wissahickon, the surface of the country is indulating and intersected with spurs and ridges, which in the endeavor to avoid deep cutting and embanking, will require many points of curvature, varying from 900 to 3,000 feet radius; the general grade being from 20 to 45 feet per mile for the whole distance, up to the crossing of Plymouth Creek near the turnpike road—the remaining distance to Norristown presents more favorable ground, and may be graded at a moderate expense."

The engineers also presented other difficulties to be encountered if this route was followed. They then considered a route by way of the Schuylkill Valley, which presented less obstacles to overcome and which could be constructed at a cost of fully \$85,000 less than the route by way of Germantown. More business would doubtless come to the Company from manufacturing concerns, quarries and villages along the Schuylkill route than would accrue to it from the other line.

These considerations led the managers of the company to adopt the western route and induced them to apply to the Assembly for an act to alter the route which was passed February 8, 1834.

One of the difficulties of the route by way of the Schuylkill Valley was the necessity of crossing the Wissahickon. The engineers found a point at Robeson's Mills, near the mouth of that historic stream, where a viaduct might be built at an elevation of about seventy feet. A wooden bridge was thrown across this gorge. It was considered to be an immense structure, being four hundred and seventy feet in length, and a height above the Wissahickon which was far beyond anything attempted in bridge-building at that period. This was replaced later by a stone viaduct which today lends a dignity to the entrance of the famous Wissahickon and Lincoln Drives.

It was finished and the road was opened to Manayunk October 18, 1834. The opening was used as an occasion for festivities at which speeches were made at Snyder's Hotel by Samuel Nevins, president of the Norristown branch, Henry Troth, William D. Lewis, Benjamin Chew, of Germantown, and others.

In reply to a toast complimentary to Germantown, Major Chew returned thanks in his happiest manner, taking occasion, among other things to remark, that though Germantown might be considered somewhat disappointed in failing to become a point in this great railroad thoroughfare, which needs must have been to that place of corresponding advantages with others; yet it must be acknowledged on all hands that that which tends to the good of the whole, must necessarily cast its influences on all parts. He, therefore, doubted not but that the citizens of Germantown were satisfied under the belief that all was

done that could be done.

The whole road was opened through to Norristown on the 15th of August, 1835, and a round of feasting was necessary to celebrate the event, with speeches by Colonel Thomas L. McKinney, Joseph R. Chandler, Nathan Sargent, Willis Gaylord Clark, Samuel Chew and William D. Lewis, of Philadelphia, and General Joly, of Norristown. When the road was completed the fare from Norristown to Philadelphia was thirty-seven and a half cents.

A two-column account of the Manayunk gathering appeared in the Germantown Telegraph of October 18, 1834.

To the P. G. & N. R. R. should be given the credit of introducing and encouraging many important improvements in locomotive engines. While in 1854, bituminous and anthracite coal had come into general use as fuel for locomotives, it was felt that the best results had not been accomplished in consuming the smoke of the former variety and deriving its maximum of useful effect.

Matthew Baird

As an experiment, an engine was placed under the direction of Matthew Baird, for the trial of some of his designs. Simply by fixing a sheet-iron deflector in the fire-box of the engine he obtained a much better combustion of the fuel, and when he substituted a fire-brick arch for the destructible iron plate, the appliance was found so valuable that it was adopted on all roads where bituminous coal was used for creating steam. There was nothing complex in the invention, but it was one of those achievements of practical science that have been highly beneficial in the railroad world.

Mr. Baird, who was of Scotch-Irish parentage, was associated with Matthew W. Baldwin in the management of the great locomotive works of Philadelphia. In 1854 he became a partner of Mr. Baldwin in the locomotive works, and sole proprietor when the latter died, in September 1866. In 1873 he withdrew from active business life, but maintained his interests in numerous public and private enterprises. He was a director of the Central National Bank, of the Texas and Pacific R. R. Co., the Penna. Steel Company, the Andover Iron Company, the Philadelphia and West Chester R. R. Co., American Steamship Company, the Philadelphia Academy of Fine Arts, the Northern Home for Friendless Children and other corporations, and was a contributor to other benevolent institutions. He died May 19, 1877. He was one of those who had a special concern for "Old Ironsides," the first locomotive built by Mr. Baldwin and that served the P. G. & N. R. R., so faithfully for thirteen years.

Other men who were prominent in the affairs of this road in its earlier days were E. C. Dale, who was president from January 29th, 1853, to December 19, 1866, and Ciffin Calket, who was president from December 19th, 1866, to April 5th, 1883.

John Fanning Watson

Our well known townsman, John F. Watson, who deserves the everlasting gratitude of Germantowners

for his writings on local matters, especially his "Annals of Philadelphia," was secretary and treasurer of the P. G. & N. R. R. Co from July 5th, 1848, to June 9th, 1859. He resided on East Price street, where he died December 28th, 1860, aged 81 years. He is buried in St. Luke's Churchyard.

He was cashier for 34 years (1814-1848) of the Germantown National Bank, was one of the founders of the Penna. Historical Society and was active in placing markers at the graves of Revolutionary soldiers, leading the movement to place a monument at the graves of General Francis Nash and other officers who received their death wounds at the Battle of Germantown and were buried in the Mennonite Burial Grounds at Kulpsville, Pa.

When writing of the railroad Mr. Watson said, "I sometimes cannot refrain from picturing to myself the light canoes of the Indians, as at no remote period they lay rocking beneath the shelter of that very bluff where are now moored a fleet of deeply laden barges, such as are now seen along the Delaware and Schuylkill rivers. Indeed, these ideas constantly force themselves upon the mind, as one wanders over the changeful face of this singular land, where the print of the moccasin is so soon followed by the tread of the engineer and his attendants, and the light trail of the red men is effaced by the road of iron; hardly have the echoes ceased to repeat through the woods, the Indian's hunter cry, before it is followed by the angry rush of the steam engine, urged forward! still forward! by the restless pursuer of the fated race. Each State, north, south and west, is eagerly thrusting forth her iron arms to knit in closer embrace her neighbors. Thus the star of empire is onward west."

"The now popular Germantown Railroad was originated about the year 1830. It was sustained at the time, by sundry essays in Mr. Freas' paper—Germantown Telegraph. An act was soon after procured, for its charter, and met with a ready subscription, especially from sundry city brokers, with whom the Scrip found a ready advance of price. Some time after the whole concern met with a severe depression, by the defalcation of its president. It lingered on a great while, while shares sold often as low as one dollar. An Act was procured in February, 1847, for the relief of its creditors, whereby stock owners and creditors agreed to consolidate their claims at from thirty-five to eighty per cent. reduction, according to their class, after which, the Road, including the one to Norristown, went on progressively rising till it has risen above par, and has given twelve per cent. of dividend."

Regarding this matter the Germantown Telegraph of January 1st, 1879, says: It is certainly complimentary to the management of the Reading R. R. Co. for the stock of the Germantown Branch to be selling at the extraordinary price of 100 dollars per share, the par value being 50 dollars, on which the Reading Co. pays a dividend of 12 per cent.

Chestnut Hill Branch
In 1853 a company was organized

with a capital stock of \$114,350, to extend the Railroad from Germantown to Chestnut Hill. Work was immediately begun and the road was opened for travel July 3rd, 1854. It is popular from the beginning. The first statement issued by the company reported that there were two connections with the Germantown Railroad. The first six months the number of passengers carried was 37,703, who paid for fares \$3,226.50 while the receipts for freight were \$46.99.

The report also stated that the Chestnut Hill branch commences about 400 feet east of the terminus of the P. G. & N. R. R., curving sharply to the left (looking south). The summit of Chestnut Hill is 417 feet above tide water in the Delaware River. It is 384 feet higher than the depot at Ninth and Green streets, 233 feet above Germantown and 272 feet above the level of Whitmarsh Valley. It is the highest land between the Lehigh mountains and the ocean.

The 8th and 10th reports which the writer examined revealed that the road was a paying one. December 1st, 1870, the Chestnut Hill road was leased to the Philadelphia and Reading R. R. Co., for a period of 999 years and became a part of the Reading system.

The Reading Steps In

The Reading Railroad ran its first train to Pottstown, May 1st, 1838. It later extended its road to Norristown and then to Philadelphia. For a number of years thereafter the Manager of the P. & R. R. Co. felt the necessity of providing more tracks and other facilities for the accommodation of the increasing business of the Company between Norristown and Philadelphia, and decided that it would be more advisable to lease the P. G. & N. R. R. and its branches, with their terminals, than to incur the heavy cost that would be occasioned in the widening of their railroad by laying additional tracks upon the western side of the river, constructing bridges and providing the additional terminal facilities in the City of Philadelphia that were urgently required.

Therefore on December 1st, 1870, the railroads and property of the P. G. & N. R. R. Co., the Chestnut Hill R. R. Co., and the Plymouth R. R., passed into the possession and control of the Phila. and Reading R. R. Co., under leases extending over a period of 999 years.

Shortly after this the present Chelton avenue station was built and the little wooden station at Fishers station was abandoned when the present stone building was erected on the western side of the tracks. Later the branch that connects Wayne Junction with the North Penn road was built; first on trestles, and then filled in with dumpage.

Wingohocking Station

In the minutes of the Reading company of May 29th, 1878, it is recorded that a building at the Centennial Grounds could be bought for 500 dollars and moved for 300 dollars additional, which would serve as a station to be known as Wingohocking—the

Wingohocking creek flowed nearby—and which was to replace the ones at Church and Shoemaker's lanes, which were to be abandoned. The purchase was ordered and the station was located where it now stands.

This building was the model Swedish Schoolhouse and was situated during the Exposition north of the Main Building. It attracted much deserved attention from its tasteful design, which was somewhat changed when it was moved to Germantown. The materials used in its construction were imported from Sweden. It represented a typical primary country schoolhouse, and was 40 by 50 feet in size.

The main entrance opened into a large vestibule on the right end of which was a large private apartment for the teacher, and at the other was the school room. Three rows of school desks of peculiar pattern were there arranged. The desks were all of the same size, but were adapted to children of different ages by means of a folding foot-board, which could be raised or lowered. The desks were provided with an ink-well, book-rest, a place for the slate and the books were protected from the dust by a lid.

One of the proposed changes to be made in connection with the electrification of the road is the abandoning of the present Wister and Wingohocking stations and the erection of a new Wister Station below Ashmead street.

We sincerely hope that some use will be made of the old Swedish Schoolhouse—Wingohocking station building—when it is closed as a station.

Grade Crossings

We have often wondered why Armat street was crossed by the railroad at grade. Was and is there still a restriction on the property secured by the P. G. & N. R. R. Co. for its tracks from Mill to Price streets? We have been told that a foot or driveway should always exist on this property between those two streets. If a bridge had been built at Armat street this driveway would have been destroyed.

This matter was again called to our attention when we read the following item in the Germantown Telegraph of July 10, 1878: "The work of excavating Armat street, Germantown, so that it may run under the railroad instead of over it, as it now does, is steadily progressing. The labor of undermining the road-bed and building a bridge, while trains are running overhead, can advance but slowly, and six months will probably elapse before the entire work is finished. But when finished it will prove a great convenience to daily increasing travel."

"The paving of this street with cubical blocks is nearly completed and the finish appears to be very good. It will be an experiment with the blue stone of the neighborhood (McKinney quarries), which, should it be successful, will prove of great advantage in having an abundant supply of the stone at our door."

That was over 51 years ago and still Armat street runs over the railroad. Did the entailment on the road

estate when discovered stop the work?

That the railroad was doing a good business at that time is indicated by this item from the wide-awake Germantown Telegraph of August 14, 1878: "Probably few persons except those living along the line and traveling back and forth July, have any adequate idea of the number of trains running and passengers carried on that short line of railroad, the Germantown and Chestnut Hill branch of the Philadelphia and Reading R. R.

Writer Tells of Section's First Steam Railroad

C. E. Metzler in a recent issue of the Reading Railroad magazine gives the following history of the P. G. and N. Railroad:

The Philadelphia & Reading railroad for more than half a century has controlled and operated the above-mentioned railroad, it long being considered a part of the Reading system, the early history of which may be interesting to the readers of this publication.

The Philadelphia, Germantown & Norristown Railroad was projected about a century ago and routed from Philadelphia to Norristown via Germantown (the present Norristown Branch, via 16th street, being an after-consideration). The road was started from 9th and Green streets, the rails coming from England in a sailing ship to Spruce Street Wharf, Philadelphia, from whence they were hauled by team to 9th and Green

streets. Ninth street from Spring Garden to Vine was at this time a wooded swamp, through which flowed a creek, now the Willow street sewer. They loaded two tons of rails on a wagon, to which were hitched eight horses, but when the load got above Vine street it could not be moved through the swamp until they cut down a lot of trees and made corduroy road.

The road was graded from 9th and Green streets and finished as far as Price street, in Germantown, and graded from there across Germantown avenue through the Wister property (now Vernon Park), across Greene street at West Rittenhouse, thence through the Harvey lot (now an old ladies' home) across Wayne avenue (south of where St. Peter's P. E. church now stands), through the old waterworks property to the

Wissahickon (near where the concrete bridge is now located), but on arrival at the Wissahickon they considered the grade too high to build a bridge that could be operated with safety, and that part of the operation west of Price street was abandoned. The writer remembers as late as 1887 seeing these old abandoned cuts through the Wister and Harvey properties and back of the present St. Peter's church and the old waterworks.

After abandoning the route west of Germantown avenue and Price street, Germantown, a new route to Norristown was surveyed, branching off at 16th street in North Philadelphia and following the Schuylkill river through Manayunk and Conshohocken to Norristown.

The P. G. & N. Railroad, when first built to Germantown, was laid on sandstone blocks instead of wooden sills. The rails were fastened to the sandstone with spikes soldered in holes drilled in the stone, the

as the Pennsylvania State Railroad was originally built from Columbia, Pa., to Philadelphia. The movement of the trains broke the sandstone around the soldered spikes and the rails became loose, and wooden ties were substituted for stone. Some of the sandstone, afterward used for building purposes, can yet be seen in Germantown, with the holes in which the spikes were soldered.

In coming up 9th street with the roadbed, they came to a hill in Camac Woods, now 9th street and Columbia avenue, which necessitated a deep cut to maintain the railroad grade. The city afterward, instead of building a bridge across the railroad, cut down the hill on both sides to cross the tracks at grade. This street has had its grade changed twice since then.

This road to Germantown was first operated with horses from Green street to Germantown and from Germantown to Girard avenue by gravity, and then the cars were pulled from there in to Green street with horses. When they first started by gravity from Price street, Germantown, to Philadelphia, they ran a single car, no conductor or brakeman, the passengers giving the car a push to start it, one acting as brakeman and another taking up the fares and turning them in on arrival at the depot at Green street. A Mr. Hilliary Krickbaum, an ex-member of the Pennsylvania assembly, took up the fares so often that the Company finally made him a conductor and gave him a regular salary. His son was a magistrate in Germantown as late as 1880.

The coal dealers in Germantown (one of which was Charles Weiss, father of Charles Weiss, present treasurer of one of Germantown's fire insurance companies) were obliged to take their loaded cars from Nicetown Plains by horses to Germantown and, when empty, return them to Nicetown by gravity. The writer, when dispatcher at Chestnut Hill in 1887, remembers that when the last train arrived at Chestnut Hill, about 2 A. M., the crew, William Kornderfer, and "Hix" McKeel, and others who lived in the city would push an empty coal car out of the yard at Chestnut Hill and run back by gravity to 9th and Girard avenue, then push the car into a coal sliding and go home, returning by train the next morning to take out their first train from Chestnut Hill that forenoon.

In November, 1832, the following time-table was issued by the Company (it having secured a locomotive, the first built in the United States, the "Ironsides," built by Matthias W. Baldwin, the forerunner

of the Baldwin Locomotive Works:

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD LOCOMOTIVE ENGINE

Notice: The locomotive engine "Ironsides" (built by M. W. Baldwin, of this city) will depart daily when the weather is fair, with a train of passenger cars, commencing on Monday, the 26th inst., at the following hours:

From Phila.	From Ger'tn.
At 11 A. M.	At 12 M.
At 1 P. M.	At 2 P. M.
At 3 P. M.	At 4 P. M.

The cars drawn by horse will also depart from Philadelphia at 9 o'clock A. M. and at the above mentioned hours when the weather is not fair.

The points of starting are from the depot at the corner of Green and 9th street near the center of Germantown.

Whole cars can be taken. Tickets 25 cents.

You will note on the above timetable the engine would run only in fair weather, on rainy days the horses being used.

When the Chestnut Hill Branch was constructed and in operation, there was no telegraph line along that branch until the road was leased to the Philadelphia & Reading Railroad.

Whenever a wreck occurred between Germantown and Chestnut Hill, one of the crew was sent to Germantown to notify the Superintendent at Green street of the circumstances.

Miracle Being Wrought in Construction of Elevated

Jafolla and Mark Being Praised for Rapidity With Which Manayunk Grade Crossings Are Being Eliminated.—15 Weeks Ahead of Schedule

There are those who would tell us that the days of miracles are past and gone, and that apparent impossibilities belong to the limbo of things forgotten. However, from time to time, there are events which take place that refute all the philosophies of wise men.

Right now, in Manayunk, a miracle is being performed by two men who quietly started out to do a big job, when critics stood around smiling as they heard of the undertaking. We refer to the rapidity with which the elevated railroad is being erected through the old mill town, to take away, forever, age-old death traps which prevailed at every street grade crossing.

Early in the spring of this year Jafolla and Mark, a contracting firm which was unknown locally before, started the work of eliminating the hazardous crossings, according to the plans made jointly by the Reading Railroad Company and the city of Philadelphia. Other large firms bid on the work, but the contract was finally awarded to Jafolla and Mark. With the plans calling for the completion of the work, by the early summer of 1930, this pair of miracle workers are fifteen weeks ahead of schedule on their undertaking. Let us tell you how this has happened.

Adolph Jafolla and William Mark were both born in Philadelphia, the former 43 years ago, and the latter in 1893. The public and private schools of this city furnished their education. Each of the men launched out into business for himself, upon finishing school and in 1924 the present partnership was formed. They have, in the five years of the firm's existence, successfully completed work for the municipality, private corporations, on developments and on State Highway contracts.

Every day finds these two men, personally supervising the work of elevating the railroad tracks through Manayunk. If one is observant he will notice a tall man stopping to chat with a "gang" foreman, patting another chap on the back to ask how he is getting along with his work, and stopping to help lift a heavy piece of lumber, assisting a transit man set up his instrument, or talking to a timekeeper along the right of way. Or maybe it's a shorter fellow, who pauses a moment to ask Dominick how the wife and kids are getting along and if the concrete workers are keeping up with their part of the work. It may be Jafolla or

Mark, and every workman on the entire contract knows "the Bosses," many of them calling them by their first names. And don't think for a minute that those same "bosses" are not right there with a friendly pat on the back, or a word of encouragement. This is the way the contractors are working miracles. We never witnessed a group of men in which the morale was so strong for teamwork.

Charles H. Hitchcock, the Reading Railroad Company engineer, who is in reality "the father of the elevated plans" as they are being worked out, paid the contractors a fine compliment at a dinner given by the Manayunk Business Men's Association, a few weeks after the work started, when he stated that the amount of machinery and equipment which Jafolla and Mark had assembled in so short a time, was amazing. J. B. Rieg, the Reading field engineer, who like the contractors, is seen every day at some section of the elevated, states that the builders should be "praised for the progress they have already made." Inasmuch as Mr. Rieg is a man of a few words, this statement counts for more than other men would say in a column of print.

K. W. Granlund, the City surveyor, too, finds that the co-operation given him by Jafolla and Mark, has been of the finest.

The open steel work between Rector street and Green lane, has now reached from the former thoroughfare to the site of the new station at Gay street. The steel stairways and brackets for supporting the roof of the station platforms are being placed and within a week or so, the station itself will be under construction.

The Leverington Avenue Bridge, which is the largest single unit of construction along the entire right of way, is fast nearing completion on the south bound track. The beams for this span were swung into place on Friday of last week. This will permit trains to cross, independent of the remainder of the elevated work. All along the new level, provision is being made to erect the catenary supports for the eventual electrification of the Reading line to Norristown. Weather permitting, it is hoped to have the first train run over the new structure about New Year's Day.

By never losing sight of the main object with which they started the building of "the Manayunk Elevated," Jafolla and Mark have

wrought, by diligence, attention and application to the problems which came up before them, and by the unshaken morale of the men who they employ, a miracle, and they are entitled to the reward which should be theirs in the future, for having made the best use of their time and abilities, on the present job.

Mitten Management Traffic Surveyors Suggest Many Changes in This Section

East River Drive-Ridge Avenue Intersection Is One of Most Congested Within the City's Boundaries.—Recommend Another Span Across the Wissahickon Valley at Leverington Ave.

Many significant paragraphs in the Sixth Philadelphia Traffic Survey Report, which was prepared under the direction of Mitten Management, Incorporated, for the Philadelphia Chamber of Commerce, and made public two weeks ago, refer to the traffic and transit situation which exists in the section in which THE SUBURBAN PRESS is circulated.

A bound copy of the report, which was furnished through the courtesy of Mitten Management, Inc., discloses that 50% of all Philadelphia's traffic enters the central business district, at its northern boundaries.

The traffic flows, according to an accompanying map of North Philadelphia, which was clocked off at the maximum hour of a typical week day, in July 1929, shows that about one-third of the traffic—of the entire city—travels along the Lincoln-Wissahickon Drives, Ridge avenue and the East River Drive. These lanes to the city center are only exceeded by the Roosevelt Boulevard-Broad Street, and the Parkway, to which the first named combination, from northwest Philadelphia, adds its flow.

The flow per hour at the intersection of the Wissahickon Drive and Ridge avenue, was counted at 3096 vehicles. Only five other crossings topped these figures. These were as follows:

33rd & Girard avenue	5061
Broad St. and Roosevelt Bld.	4362
Broad and Allegheny Ave.	4058
Broad and Erie avenue	4045
Wissahickon & Hunting Park	3181

Exclusive of Fairmount Park drives, the maximum speed of the traffic flow on Broad street averages 20.5 miles per hour. Ridge avenue averages 14.8 miles per hour, and is representative of most of the arteries in North Philadelphia.

On Ridge avenue 47% of all delays were occasioned by stops at signal-controlled intersections.

Ridge avenue, a diagonal street connecting the central section of the city with Manayunk and Roxborough, is heavily traveled, particularly between Vine street and Broad street, where it serves as a direct link between the latter street and the Delaware River Bridge. With the extension of Ridge avenue to Eighth and Race streets,

which is now under construction, this traffic volume will be, undoubtedly increased.

Except for a short stretch between York and Huntingdon streets, the roadway width, south of Main street, is but 34 feet, and, with double car tracks and with two-way traffic movements, congestion is extremely acute particularly during the rush periods.

The amount of traffic in Ridge avenue, west of Broad street, decreases to the intersection with the Wissahickon Drive, although there is considerable movement into this street, both at 33rd street and at Allegheny avenue. Northwest of the Wissahickon Drive, Ridge avenue traffic is augmented by vehicles from the Park. Through Manayunk there is little interference from cross traffic due to the excessive grades of the confluent streets.

A table, showing studies of automobile speeds were made along Ridge avenue, in eight round trips and are shown in other columns of this issue.

Between 33rd street and Midvale avenue, the average speed attained as shown in a chart, was better than 20 miles per hour, hence the average speed shown in the above table does not reflect the extremely slow speed in certain congested sections. During the rush period trips were made during which the speed between Broad and Vine streets dropped to about 8 miles per hour.

Over all the time spent on this street, by the engineers, was consumed by stops at signal controlled intersections. The average delay was 33 seconds.

Traffic movements at the crossing of Ridge avenue and the Wissahickon Drive are displayed in a separate chart. This is one of the most congested intersections in North Philadelphia, and those making the survey state that particular attention will have to be paid to this location.

Of Main street, Manayunk, the survey engineers report that "this route connects Ridge avenue with the industrial portion of Manayunk

adjacent to the Schuylkill river, and also with that portion of the residential district which lies between the river and Ridge avenue" (Roxborough.)

Henry avenue, according to the men who made the suggestions to the Chamber of Commerce, as proposed, is important mainly as a relief for Ridge avenue, which is the main traffic artery for the Manayunk-Roxborough section, and at times is extremely congested due to heavy traffic, local business parking and street railway service.

Henry avenue, as proposed, will follow the crest of the Wissahickon Valley, through a purely residential section. It will relieve Ridge avenue, particularly the heavily congested area at the Wissahickon Drive.

By connecting with Hunting Park avenue, it will furnish a connection for Roosevelt Boulevard and East River Drive traffic with the Manayunk-Roxborough section.

The opening of this street between Hunting Park avenue and Abbottsford avenue, and between School and Walnut lanes, including the viaducts over the Wissahickon Valley and the Norristown and Richmond branches of the Reading lines, are under construction.

Suggestions for increased safety and efficiency of this artery as proposed are as follows:

(a) Between Abbottsford avenue and School lane, and between Walnut lane and Roxborough avenue, this street is paved with macadam for a width of about 18 feet. It is

suggested that in these sections the street be repaved with asphalt for its full width between curbs.

(b) It is suggested that the sharp turn in Henry avenue, just east of School lane, and its intersection with the Warden Drive, be eliminated, or modified, by relocating Henry avenue to the north.

(c) It is suggested that Henry avenue be opened through the unimproved territory along the crest of the Wissahickon Valley, between Roxborough and Shawmont avenues, as proposed on the City plan.

(d) Shawmont avenue, from Henry avenue to one square west of Domino lane is now paved with cinders to the width of 14 feet. City plans provide for the widening and paving of this section and including it as a part of Henry avenue. It is further suggested that Shawmont avenue, from this point to Ridge avenue, which is at present paved with macadam about 15 feet wide, be widened, improved and made a part of the proposed Henry avenue. This will provide a northern outlet for Henry avenue, and will make it a continuous artery from Hunting Park avenue to a point in Ridge avenue considerably north of the congested business section.

Wissahickon avenue, which follows roughly the eastern boundary of the Wissahickon Valley, connects Allen's lane, with Hunting

Park avenue. Its connection with the Wissahickon-East River Drive provides an attractive and rapid route to the city center. With Hunting Park avenue-Roosevelt Boulevard it provides a direct connection between the northwestern section of the city and the Lincoln Highway. It serves as an important relief artery both for Germantown avenue, and for Lincoln Drive and Greene street. To increase the effectiveness of this route, it is recommended that "Wissahickon avenue be widened and improved to a uniform width of not less than 40 feet, between Allen's lane and Hunting Park avenue.

Northwestern avenue, the artery which forms the northern connection in the city, between Stenton avenue, Chestnut Hill, and Ridge avenue, in Roxborough, should be re-surfaced, except that portion between Germantown avenue and Barren Hill road. This would then be capable of accommodating the normal traffic it carries.

The need for a direct, continuous artery across the upper Wissahickon Valley, leading from West Philadelphia to Willow Grove, and connecting with Manayunk, Roxborough, Chestnut Hill and Germantown has long been felt.

Such a route would connect 44th street, in West Philadelphia, which was discussed in a traffic survey report of West Philadelphia, and with Germantown and Willow Grove turnpikes, north of the city limits. The construction of such a connecting link has probably been retarded by the natural barriers presented by the Wissahickon Valley and the steep topography of the 21st Ward. It is realized that to overcome the steep grades in the section between Roxborough and the Schuylkill River and to bridge the Wissahickon Valley, involves large expenditures. It is believed, however, that the importance and the need for such an artery warrants the expense.

The construction of such an artery would relieve City Line, Wissahickon Drive, Lincoln Drive and Ridge avenue, and would provide an important connection with the proposed Henry avenue.

Under present conditions, traffic to and from West Philadelphia, and Chestnut Hill, is forced to use the circuitous, heavily traveled City Line-Lincoln Drive route and in addition traffic between Manayunk and Germantown is compelled to use Ridge avenue and either Walnut lane, or Wissahickon Drive.

The improvements necessary to provide such a direct, continuous cross-town route are as follows:

Eliminate the Philadelphia and Reading grade crossing at Sprague street. (Mt. Airy.)

Cut back the northeast corner of Germantown avenue and Mt. Airy avenue, to eliminate offset in Mount Airy.

Make Mt. Airy avenue continuous by extending it over the Pennsylvania Railroad, just north of Lin-

Running Time and Speed on Ridge Avenue

VINE STREET TO MAIN STREET

Direction	M'v'g	Delay	Tot.	Delay of Tot.	Overall M'v'g
Northbound	138.4	39.4	177.8	22.2	14.3
Southbound	134.0	36.7	170.7	21.5	14.8
Both	272.4	76.1	348.5	21.8	14.6

Traffic Delays on Ridge Avenue

VINE STREET TO MAIN STREET

Cause of Delay	Length of Delay Minutes	Percent of all Delays	Percent of Total Time On Street
Traffic signals	36.0	47.3	10.3
Street car loading	8.8	11.5	2.5
Slow moving vehicles	8.2	10.8	2.4
Cross traffic	19.1	25.1	5.4
Stalled vehicles	4.0	5.3	1.2

coln Drive.

Extend Mt. Airy avenue across the Wissahickon Valley and connect at grade with Leverington avenue, at Henry avenue.

Repave Leverington avenue, between Ridge avenue and Pechin street, from curb to curb.

To connect Leverington avenue with the Green lane bridge it is suggested that a new street be opened, leaving at the intersection of Leverington avenue and Silverwood streets, by an easy curve to the left, and joining Green lane at Baker street, by an easy curve to the right. This route would avoid the narrow and steep grades of the present Green lane.

A Walnut lane-Washington lane artery is proposed by way of the Walnut lane bridge over the Wissahickon, which at present provides the only direct valley crossing connecting the Jenkintown and Roxborough-Manayunk sections. This route is at the present time not continuous and connection between Walnut lane and Washington lane is made by way of Kingsley street (Germantown). To make this route continuous and to improve the existing sections the following suggestions are offered:

Repave the steep grade of Walnut lane, between Main street and Terrace street, in Manayunk. Note: This work has been completed since the traffic engineers started their great task of planning through traffic arteries.

Extend Washington lane from the intersection of Kingsley street and Wissahickon avenue, over the Wissahickon Drive and Valley by means of a viaduct; this to pass under Wayne avenue, and the Pennsylvania Railroad and to connect with the southern end of Pomona street.

Extend Pomona street by an easy reverse curve through unbuild land from its present end at Moylan avenue, with Washington lane, at a point just south of Greene street.

The widening of Nicetown lane, from the East River Drive, which has been partly completed recently, will increase the use of this street, and add to the volume of traffic

using the intersection of the East River Drive and Nicetown lane. This will necessitate a careful manual control. To further reduce the hazard which exists under present conditions, it is recommended that the northbound half of the River Drive, south of Nicetown lane, be marked in such a way that the east lane will be assigned to vehicles marking a right hand turn into Nicetown lane. This will eliminate the hazard of the present movement where northbound vehicles make this turn from the center of the Drive.

The intersections of the East River Drive with City lane, and with Ridge avenue are among the locations where the greatest congestion exists. This is particularly true on Sundays and holidays. To furnish imperatively needed relief it is recommended that a separation of grades be effected at these points and a suggested method was shown in last week's issue of THE SUBURBAN PRESS. Topography and land free from building construction add to the feasibility of making this the first construction of this type in Philadelphia.

Ridge avenue, the radical connection between the central city and the territory in which readers of THE SUBURBAN PRESS reside, lying between the Wissahickon Valley and the Schuylkill river, known as Roxborough and Manayunk, is also the main route between Philadelphia and Reading and other intermediate points.

The efficiency of this artery is conditioned on the fact that its southern end, east of Wissahickon Drive, is extensively used as a business street, which naturally attracts heavy parking.

To increase the efficiency of this artery it is suggested that (a) Due to numerous angular intersections, involving poor visibility, together with the heavy traffic using the avenue, it should be made a boulevard stop street.

(b) Repave double track trolley strip, between Lyceum avenue and Cinnaminson lane.

(c) Widen existing 20-foot wide paving to 40 feet between Cinnaminson

minson lane and Barren Hill road, and replace present unpaved single track with paved double track, re-located in center of proposed 40 foot wide paving, thus conforming to that portion of Ridge avenue, south of Cinnaminson lane.

Eventually some of these changes will take place, and when they come, will be due, more to outside influence, than to the activity of the people who live in the section who should be vitally interested.

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Sub. Press 12/18/30

Civic Federation Officials Are Optimistic Over the Future of the 21st Ward

Discuss Public Improvements and Transit Situation.—
Explore Re-actionary Activities of Some Citizens
Against Section's Progress

The November meeting of the 21st Ward Civic Federation was devoted to a discussion of the progress made in civic improvement in the Ward during the summer and fall.

The Secretary, O. E. G. Fullaway, reported that the highways were in good condition with the exception of several places along Ridge avenue which will receive attention shortly. Several streets, notably Leverington avenue and Dupont street, have been resurfaced with a patented process and other streets will be similarly treated as funds are available. Forty-two new electric lights have been installed in the Ward during the fall. Prior to submitting the list of lights wanted, Frank L. Kenworthy consulted the business organizations in the different sections of the Ward and the locations are practically as suggested by these bodies. Several adjustments and re-locations are still to be made, but this will be accomplished in short order. One light which was badly needed is that one placed at the eastern end of Walnut Lane bridge. The light clusters at each end of the bridge are antique and inadequate and it may be possible to remedy this defect in the near future.

Two notable improvements have been the finishing of the work on Fowler and Sheldon streets - these thoroughfares now being complete with sewers and improved paving.

President Joseph S. Schlotterer called on John S. Turner, chairman of the Transit Committee, to enlighten the meeting on the progress of the transportation question. While no definite statement could be made enough progress has been made to justify the prediction that the City will short-

ly take over the road and lease it to the Transit Company for operation. This will mean that the P. R. T. will immediately extend the trolley tracks up Robeson's Hill and Roxborough will have a one-fare route from County Line to the center of the City, and by way of Barren Hill to Chestnut Hill and Germantown. There is also a likelihood that eventually the Ridge avenue line will be converted into a bus route and the rails removed, which would open the way to paving Ridge avenue from curb to curb and the installation of sewers from the county line down. Whether this would involve opening the streets to its legal width of 80 feet is undecided.

The back line between the two stations and Leverington avenue, and Ridge avenue will undoubtedly become a bus line, and this will make possible the accomplishment of a long needed improvement - the removing of the rails and the paving of Mitchell street, Lyceum avenue, Manayunk avenue, and the other streets traversed by the line.

This may sound like a dream to some folks, but chances for its becoming a reality never so bright - and when that happens, the 21st Ward will come into its own.

The secretary stated that he would like to explain the present status of the Henry Avenue project, about which so much misinformation is afloat. Mr. Fullaway said:

"The Henry Avenue bridge over the railroad at Roberts avenue in East Falls, is about complete and work is being done on the approaches from each end, from Hunting Park avenue and from Abbottsford avenue. The bridge over the Wissahickon is 40% com-

plete and should be finished well within the working time allowed the contractor - 700 working days. The bridge will be the handsomest structure of its kind in the country and will furnish another transit outlet to the Ward.

"The completion of the two bridges will complete Henry avenue to Roxborough avenue, and the final step will have to await the building of the two bridges over Green lane and Gorgas lane. These two bridges will cost \$1,000,000. But with the opening of Henry avenue to Roxborough avenue, the P. R. T. will be enabled to run a bus line over the following route: - commencing at City Hall, out the Parkway into Fairmount Park, East River Drive into 33rd street, then into Lehigh avenue, to 31st street, then on 31st street, to Hunting Park avenue and Henry avenue along Henry avenue to Walnut Lane, and thence north on the Ridge to County Line.

"Now, that should be good news, if we know what good news is. And the 21st Ward Civic Federation contemplates these accomplishments with a good deal of pride. Through its Transit Committee, with Mr. Turner as chairman, it has left no stone unturned to solve the transportation problem in the Ward and by its action in calling the meeting to act on the Henry avenue transfer it guaranteed the completion of the two bridges that are now or soon will be accomplished facts.

"The Henry avenue discussion has its amusing side, to those who know the actual facts, and these are the facts: When the Taylor plan was submitted there was a provision for \$7,500,000 for a high-speed line to Roxborough but the development of this line was to await the completion of the larger projects, like the Broad Street Subway - in fact it was step No. 7 in the plan. The Transit Loan, carrying this money, was authorized, but up to 1926, step No. 7 had not been reached. Then the Sesqui came along and money was needed to pay its indebtedness and Council discovered and unearthed the \$7,500,000 set aside for Roxborough. And, willy-nilly, the money would have all been taken had not Mr. Kenworthy stepped in. He informed Mayor Kendrick that the 21st Ward would oppose the transfer and suggested a compromise, that instead of taking all the money, that \$2,500,000 be set aside for the construction of the two Henry avenue bridges, over the Reading Railway and Wissahickon Creek. In order that the citizens of the Ward might have a chance to be heard, the Civic Federation

called a mass meeting to discuss the subject. The meeting was given wide publicity, so that every person in the Ward knew about it. On the night of the meeting with over 13,000 voters in the Ward, only 60 took enough interest in the subject to attend. Those who are now most conspicuous in their solicitude about the progress of the bridges and their approaches were just as conspicuous by their absence from the meeting and by their walls of protest in private conversation. However, the meeting indorsed the

transfer and paved the way for starting the bridges. There seems to be a number of citizens in the Ward who are opposed to all improvements. It is a matter of history that a delegation from the 21st Ward visited the Board of Education protesting against the erection of the Roxborough High School; Protest was made against the grade crossing elimination and against the swimming pool, and other projects equally worthy. The trouble seems to lie in the desire

for individual credit. And the answer to that is that there is no harmony in an orchestra made up of one-man bands.

" However, there are enough public-spirited citizens in the Ward to guarantee its progress and the prediction may be made most emphatically that the next two years will see the greatest development the 21st Ward has ever made-the fruition of the planning and progress during the past ten years."

The Civic Federation will meet tonight at the Kendrick Community building, and all citizens of the Ward are invited to attend. The Federation is the clearing house for all matters relating to civic improvement and everyone, whether member or visitor, is given full opportunity to express his views and offer suggestions.

Suburban Press 12/12/1929

TERMINAL AT NINTH AND GREEN
Editor Everybody's Column: When was there a railroad station at Ninth and Green streets? By whom was it erected?
R. E. W.

In 1830 a railroad was proposed from Philadelphia to Germantown and at the organization of the board of directors in May, 1831, John G. Watmough was elected president and Edward H. Bonsall treasurer of the Germantown Railroad. In the succeeding year Mr. Bonsall was elected president while Colonel Douglas became chief engineer.

The rails were laid to Germantown by the beginning of June, 1832, and the road was formally opened on June 6. The cars, drawn by horses, were named Germantown, Benjamin Franklin, Robert Morris, Penn Township, Jefferson, Philadelphia, William Penn and President. This was the first railroad operated in Philadelphia. The start was made at 12.15 P. M. and the first car arrived in Germantown in three-quarters of an hour. Speeches were given at Mrs. Heft's tavern in Germantown and in the afternoon the cars returned in little more than half an hour. The regular traveling began on June 7, from the Philadelphia terminal at Green and Ninth streets to Germantown. For six months horse-power was employed, to be superseded by the locomotive in November, 1832.

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Inquirer 9/30/29

A Rail Portage in Philadelphia

The celebration of the Old Portage Railroad centennial tomorrow is a reminder to Philadelphians that the site of what is now Fairmount Park boasted a portage on a small scale which was part of the same trans-Pennsylvania route. After horses had drawn the cars of the Philadelphia & Columbia Railroad across the Schuylkill over the Columbia bridge, the animals were unhitched and the train was conveyed up an inclined plane, 2800 feet long, past Belmont Mansion. Motive power was furnished by a stationary engine on the summit of the hill. The rise was nearly 200 feet.

This journey from Philadelphia to Pittsburgh part way by horse-drawn vehicles, part way by canal, up the grades by mechanical power and down the grades by force of gravity was more complicated than the present air-and-rail combination for crossing the continent today; but as an engineering scheme undertaken by the State it was hardly less ambitious for that era.

A Real Christmas Present

The new railroad rates, from local stations to Reading Terminal, as announced last Friday, are as follows:

Station	OLD FARES		NEW FARES	
	One Trip	Round Trip	Round Trip	20 Trip
East Falls	\$.21	\$.42	\$.25	\$2.30
Wissahickon ....	.24	.48	.30	2.60
Manayunk .....	.28	.56	.35	3.10

Press 2/3/1930

Weekly Forecast
Sept 2nd 1915

TRAIN SCHEDULES

The 7 1/2 Train from Norristown will not stop at Moge's, Pott's Landing, Domino or Schur's lane, and the 5 P. M. Train from Philadelphia will stop only at School lane, Manayunk and Conshohocken—according to an item which appeared in the news columns of the Conshohocken Recorder, of October 8th, 1870.

Who remembers Domino station on the old Philadelphia, Germantown and Norristown Railroad?

A LITTLE STORY TOLD IN THE NOSEGAY COLUMN

Waiting for a train at East Falls Station, on the Norristown branch of the Reading Railway, one day last week, an aged passenger interested other waiters by giving them a history of the road. "I remember the first time I rode on a steam train. It was in 1855. Dr. Horace Evans, who had a warm heart for children, treated the Baptist Sunday School by taking it, teachers and all, to the old National Guards Hall, on Market street, to see a panorama of the creation that was being shown there. We all marched up Queen lane to the Railroad, got on the train and were soon at Ninth and Green streets. I felt frightened at the speed, but didn't let any one know it. That was in the time of the wood-burning locomotive. My father used to tell me of the opening of the railroad in 1834 and how at first the coaches were drawn by horses. The day the first locomotive came out from the city the people stood along the railroad to see the iron horse, as it was called. Many of them kept a good way back, fearing the locomotive might blow up and kill them. It was a one-track road until 1856, and the only station was a small open frame shed. Passengers paid fares to the conductors, there being no tickets. The Wissahickon Creek and Valley was crossed over a frame bridge that was erected in 1834, and lasted until August, 1862, when it was burned. We used to pay 25 cents to ride from Manayunk to the city and had no other way of getting to town after 8 o'clock in the morning, when "Johnnie" Small's stage would leave on its daily trip, until the fall of 1859, when the Ridge avenue horse car line was completed to its upper terminal a short distance above Green lane. People had to go home early at night in those good old days, or walk, as the last train left Ninth and Green streets at 10.30, the same time the last horse car left the old depot at Ridge and Columbia avenues."

Men and Things

Henry Avenue Bridge over the Wissahickon and Henry Avenue Viaduct over Reading Tracks Open the Way to Ridge Avenue Subway Extension out Twenty-Ninth Street to Serve Roxborough

ROXBOROUGH must welcome the award of contracts for the Henry Avenue Bridge over Wissahickon Creek as a long step in the direction of long-delayed rapid transit facilities for the Twenty-First Ward. This bridge, and the Henry Avenue viaduct, already begun, which is to cross the tracks of three branches of the Philadelphia & Reading Railroad between Hunting Park and Roberts Avenue, form a forerunner of rapid transit extension that will be of concern to residents of the Twenty-Ninth, Thirty-Second, Twenty-Eighth, and Thirty-Eighth Wards.

The Wissahickon span will be a thing of much beauty, and incidentally rank among the city's big bridges. The main structure will be 688 feet long, total structure 915 feet, 8 inches. The main arch swinging across the Drive and the Creek will rise 151 feet and be a trifle more than 288 feet from leg to leg. In addition to this huge arch the bridge will be carried on sixteen 29-foot arches, nine on the Roxborough side and seven on the Germantown side of the valley.

The roadway to the bridge in Roxborough will come in on the line of Henry Avenue, which is two squares north of Ridge Avenue, about half way between the end of Walnut Lane Bridge and Ridge Avenue.

Henry Avenue which is 100 feet wide has not been opened east from Markle Avenue. It will be carried on a curve to Hermit Street and then on a line roughly parallel with Hermit Lane to the Roxborough end of the bridge. The east portal of the bridge will be on the Louis J. Kolb property that lies opposite the junction of Henry Avenue, Germantown, with School Lane. The roadway to be cut across the Kolb property from the bridge portal to Henry Avenue will be 100 feet wide.

The bridge over the Wissahickon will carry a 60-foot roadway and two 12-foot sidewalks, making its total width 84 feet. Incidentally it will outrival the famous old Walnut Lane structure at Blue Bell Hill, the main arch of which is 233 feet long, and the other four arches 53 feet each, and which rises 147 feet above the

Outreaches creek, and is 102 feet **Bridge On** above the marginal **Walnut Lane** drive. The Walnut Lane span and approaches are about 555 feet long and the Henry Avenue bridge with approaches will extend 1,080 feet. The Walnut Lane bridge footwalks are 8 feet wide compared to 12 feet for the Henry Avenue arch.

It is interesting to compare the Henry Avenue span with other bridges in the Park. The Girard Avenue bridge is 1,000 feet long and 160 feet wide. Strawberry Mansion bridge 900 feet long and 76 feet 6 inches wide. Cl Avenue bridge 750 feet long and 44 feet wide, and Falls of Schuylkill bridge 600 feet long and 40 feet wide. Spring Garden bridge is the only longer span, measuring 1,295 feet. None of the four railroad bridges crossing the Schuylkill in the Park is as long as the Henry Avenue bridge will be.

Besides the Walnut Lane bridge, the Wissahickon is crossed in the Park

by the Hermit Lane Bridge not far below Rittenhouse Street, and a foot-bridge nearby, and the Blue Stone bridge built on the site of the old Red Bridge, not far below Walnut Lane and perhaps a quarter of a mile above Rittenhouse Street.

The Henry Avenue Wissahickon bridge will be a direct link into Germantown for motor traffic. But it is also destined to play an important part in bringing rapid transit into Roxborough because under its street surface lies a second deck on which subway trains will eventually be operated.

Henry Avenue curves down through Germantown to the tracks of the Reading Railroad, whose Bellevue, Richmond and Norristown branches lie in the valley north of Hunting Park Avenue. A glance at the map shows that if projected to Hunting Park Avenue it would strike it at 30th Street. And work is already under way on the construction of another **Looking Ahead** bridge or viaduct, to Needs of which will link **Hunting Park** and **Fast Transit** Hunting Park Avenue and Henry Avenue, Germantown, opening up through connection for the motor traffic which now comes in 29th Street and 33d Street and down the Parkway.

On this structure provision has also been made for carrying the weight of subway trains, either on the surface, or by erecting an elevated structure. But it is more than likely that before subway extensions reach the bridge surface traffic will have demonstrated its need for the entire roadway, and transit engineers may decide to carry trains on a separate bridge, slightly east of Henry Avenue, rather than occupy bridge space needed for motor vehicles, or cross traffic lines by surface crossover.

The Henry Avenue viaduct starts from the intersection of Hunting Park and Allegheny, at which point 30th Street will also lead in when it is opened through. At this end it is at elevation 117.67 feet, while at the Germantown end where it debouches into Henry Avenue, its elevation will be more than 135 feet. Like the City Line bridge it will slope upward.

Henry Avenue is open as far as Abbotsford Avenue from School Lane, but has not been graded between Abbotsford and Roberts Avenues, although that square is legally open.

The viaduct will stretch from Roberts Avenue to Hunting Park, with a fill at either end, the bridge proper crossing the Reading's three branches. From the Bellevue Avenue branch to Abbotsford Avenue the new route lies through the estates of John and James Dobson.

Although it is invisible from Hunting Park Avenue there is a small stream between the Bellevue and Richmond branches of the Reading, and a stone dam forms a considerable pond in what would be the square between 29th and 30th Street, if they were opened through. One of the footings for an abutment of the viaduct comes directly on the stone dam, which will have to be cut to permit of its installation, after which the dam will be restored. There will be a clearance of more than 40 feet over the Norristown branch and more than 20 feet over the two others. The structure proper will be a trifle in excess of 650 feet in length, and 120 feet in width.

The promise that in due course Roxborough and all the densely populated section of Philadelphia south of Hunting Park Avenue in the vicinity of 29th Street between Hunting Park Avenue and Ridge Avenue will enjoy rapid transit via the Henry Avenue route some day will be fulfilled. The pre-

use route and connections have not yet been decided, but both bridges are to be capable of carrying high speed lines. It may be unfortunate that the viaduct over the Reading was not designed to accommodate a double deck, such as will be installed on the Wissahickon span, but the terrain is perhaps less adapted to such construction in the vicinity of Hunting Park Avenue, although to the layman it seems as if it might have been possible to have separated the grades at Hunting Park Avenue, where traffic is already heavy and bound to become steadily heavier.

When Merritt Taylor was Transit Commissioner in 1913, his tentative plans called for a subway under the Parkway, and elevated road out 29th Street to Allegheny Avenue, and from there on the line of Henry Avenue swinging around into Roxborough and then out Ridge Avenue, with another elevated branch along Allegheny to Broad Street to connect with Broad Street Subway. This route would have intersected a Girard Avenue elevated road coming in from City Line and Lancaster Avenue, dipping into a subway at Girard College to go underground through the central city and reappear as an elevated line out East Girard and Richmond to the Northeast. The Parkway subway would have hooked into the outer delivery loop around through Vine and Seventeenth. It was intended that this loop should use Locust Street and Eleventh Street, and thus have direct connection with the main delivery loop in Fifteenth, Walnut and Eighth, of which the Arch Street section was partially constructed.

Whether or not the new version will prove better than the original Taylor plan remains to be seen. The Ridge Avenue extension, so-called, now under way, was provided for in the construction of the North Broad Street Subway by a curve to the east house line of Broad Street. On July 3 last Council voted the additional \$8,000,000 estimated as the necessary cost of extending this Ridge Avenue job from Eighth and Race to Eighth and Walnut. The Walnut end will be a dead end until such time as it is possible to provide a subway line in Locust out to Woodland Avenue, and essential rapid transit either to Darby, or Upper Darby, or to both. It was estimated some time ago that the Roxborough line, passing through the Twenty-ninth Street territory out to Hunting Park Avenue, could reasonably be expected to produce not less than 150,000,000 riders the first year.

In 1915, when William S. Twining was Director of Transit, he recommended that the northwest line be undertaken without delay, on the ground that it would not only serve the thickly settled district along Twenty-ninth Street south of Allegheny Avenue, but that it would help to open up the Henry Avenue vicinity for settlement. The motor car has done a good deal in that direction since 1915. But there is another valuable function of such a rapid transit line which is not so frequently emphasized as that of transportation service to residents. And that is the desirability of such quick transportation to the beautiful Wissahickon and the borders of Fairmount Park. The plans well under way for large apartment house developments in the Pennsylvania Avenue neighborhood and old Brewerytown indicate a large accretion of population to the general vicinity of the Fairmount end of Twenty-ninth Street, and the desirability of rapid transit to serve it.

Press 11/7/1929

BUILDERS OF MANAYUNK ELEVATED



Presenting to our readers a photograph of Adolph Jafolla, (right) and William Mark, the contractors who are making rapid progress on the erection of the Reading Railroad Company's elevated structure through Manayunk. They are here seen, standing on the site of the new passenger station, which will be erected between Carson and Gay street. These men, by what appears to be a miracle, are now fifteen weeks ahead of the schedule on what was supposed to be a twenty-month contract.

Press 2/13/30

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Trains Will Soon Run On Elevated

Station Platform Being Erected and Rails Laid on Structure

REVISE STREET GRADES

Celebration Being Planned by Railroad Officials and Business Men

Work on the Manayunk elevated railroad is beginning to produce results, for during the past week the ties and tracks have been laid all along the overhead structure.

The umbrella sheds on the depot platform have been roofed over and the front of the Horrocks Building, on Green lane, at Cresson street, has been demolished as well as the home of Dr. John Kearney, at Baker street and Green lane.

The new freight yard on Main street, north of Green lane, is now open for business and the revision of lines and grades for the widening of Green lane from Baker street to Main street, is under way. Railroad officials are making arrangements with the Manayunk Business Men's Association for a celebration on the day the first passenger train rolls over the rails.

After many years of labor the merchants and citizens alike will see their dreams a reality, when the first train stops at the elevated Manayunk Station. As soon as the trains are running overhead the street surface rail will be used by the erectors for their equipment in order to finish the other half of the bridge work.

Suburban Press
March 6-1930

Manayunk Grade Crossings Pass Into History as First Train Uses "El" on Sunday

"Pottsville Flyer" No. 92, South-bound, at 10.43 A. M. Inaugurates Opening of Long-Needed Raised Structure.—Dangers Are Eliminated

March 2nd, 1930, was carved into the history of this section of Philadelphia, when the first train was run over the new Reading elevated railroad in Manayunk.

When the 9.17 a. m. south-bound local train from Reading passed over the surface rails for the last time, a section gang tore up the tracks and replaced them with the connecting switches over the new elevated. The workmen of the crew soon completed the uniting link and at 10.34 a. m., train No. 92, known as "the Pottsville Flyer," with large mogul-type locomotive, No. 200, with five passenger coaches, and a parlor car, Carlotta, came rumbling over the rails. With its locomotive whistle blowing for the right of way the heavy train climbed the slight grade near Leverington avenue, and proceeded with caution along the overhead structure. A battery of camera-men took pictures of the first train while a large crowd stood at the various street crossings to view the sight.

The platform of the new Manayunk depot at Carson street, was filled with people and Police Captain Stott placed Officers Fair, Convery and Reese on the job to assist the private police of the Reading Company in handling the curious populace.

It was a glorious day for most people and a sad day for some. The contractors, Jafolla & Mark, and their employees, inspectors of both the railroad company and the city of Philadelphia, Station Agent Thompson, Ticket Agent Hansbury, and "Abe," the popular porter, were all delighted and hands were shaken all around. But down along the surface track there was gloom, because the opening of the new overhead rails meant the end of work of the crossing watchmen, who guarded lives and property along Cresson street for many years. Eight crossings were formerly watched by men who worked eight hours on each shift, and when the 9.17 local left Manayunk, twenty-four men were left without employment. It is believed, however, that the railroad company will find other duties for them.

At 10.59, the south-bound local from Norristown followed the express over the elevated and was the first to stop at the new station. It was drawn by Locomotive No. 418 with two passenger coaches and combination baggage car. The first two

men to alight on the station platform were Patrick Bradley, of Miquon, a paper maker at the Riverside Paper Mills, and Harry Smith, a butcher of Shawmont. Both men were enroute to church services in Manayunk and were very much surprised to learn that unusual honor had fallen upon them. No city officials, civic or business men's association members were present to view the opening of the long sought improvement.

Work will be rushed to complete the remaining half of the job, which is expected to be finished within the next six months.

Jamestown avenue, Pennsdale street, Roxborough avenue, Cotton street, Grape street, Ring street, Levering street, Gay street, Conarroe street, Carson street and Green lane are the crossings which have been abolished.

For over half a century taxpayers and citizens of Manayunk have protested against the grade crossings along the right of way owned by the Reading Railroad. Each accident or death brought forth a new protest. Two years ago, like a bolt of lightning from a clear sky, came the announcement that the Railroad Company and City Councils had arrived at an agreement to elevate the tracks from Haines street, in Wissahickon, to Fountain street, in the Mount Vernon section. Mothers and fathers who had suffered the loss of a son or daughter, greeted the news with thanksgiving, knowing that future children would be safe from the dangers that prevailed on Cresson street.

The Bureau of Surveys and Engineers of both the city and the Reading Company, soon started to function. Plans were drafted and the elevated plans were shortly on the records. The plans called for a straight away, from end to end, and so it was necessary to forsake the old road bed and erect the new tracks east of the old right of way. Bids were advertised and the firm of Jafolla & Mark were the successful bidders. They began to demolish the old North Manayunk depot, the coal yard and stable of Charles Bennett, a quick lunch parlor, the foundry of W. Lindsay, a garage, the old home of Fire Engine No. 13, and the Glen Willow coal and ice plant, the old Industrial Woolen Mills and a few dwelling houses along Main street from Green lane to Leverington avenue, which land is now the site of the new freight

yard built high with a concrete wall the entire length of the Main street. Cook's Hill, a small mound

of rock, north of Green lane, has been removed; the Horrocks & Struce buildings at Green lane, with the dwellings from Green lane to Carson street, the old Manayunk passenger depot, also fell before the house-wreckers and every property from Levering to Cotton street, on the east side of Cresson were partly demolished. A row of dwellings, of the first built in Manayunk, known as "the Middle Row," erected by the late Jerome Keating, who operated a woolen mill in the late twenties, also fell before the march of progress. Likewise several coal yards. The bridge work was erected by the Phoenix Bridge Company, of Phoenixville, Pa.

Press 4/2/1931

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Myers Ten-Year Plan Does Not Include 21st Ward

Director of City Transit States That Rapid Transportation
For This Section Depends Upon Re-Authorization of
a Complete New Line.—Henry Avenues Bridge
Tubes Are Apparently Useless

Roxborough's transit problem, which affects the entire 21st Ward, is apparently as far from a practical solution as ever, according to information submitted to THE SUB-URBAN PRESS, by Director of City Transit C. E. Myers.

Under the date of March 21st, 1931, those in charge of this newspaper, in the interest of the readers it serves, wrote to the Director, and the letter and the reply of Mr. Myers, is printed below, for the consideration of those who may be interested.

March 21, 1931

Director of City Transit,
Clarence E. Myers,
City Hall, Phila., Pa.
Dear Director,

Philadelphia newspapers, of last Thursday, contained an article concerning your outline of the city's transit program for the next ten years, in which reference was made to the extension of the Broad Street tube, to the Northwest.

Will this program take care of the public transportation needs of Roxborough, Wissahickon and East Falls? Has any provision been made for utilizing the subways which will be an integral part of the great Henry Avenue bridge across the Wissahickon Creek?

If so, we would like to pass the good news along to the readers of THE SUBURBAN PRESS. If not, we should also like to inform the voters of this section, the conditions as they exist.

Very truly yours,

THE SUBURBAN PRESS

Editor,
The Suburban Press,
474 Conarroe Street,
Roxborough, Phila., Pa.
Dear sir:

Subject: Roxborough Rapid Transit Line

In reply to your inquiry of March 21st regarding my recent comments on an estimate based on a ten-year program of rapid transit construction, I am advising you that this estimate included only extensions of lines now in existence or under construction. It covered branch lines connecting with the Broad street Subway system, extension of the Frankford Elevated, and continuation of the extension of the Market Street Subway westward. The extension of the Broad Street Subway to the northwest which was included in this estimate represents a subway in Stenton avenue between Broad street and Mt. Airy avenue.

As it is not practicable to extend the Broad Street Subway to Roxborough over the Henry Avenue bridge, rapid transit service for this section will depend upon the re-authorization of a complete rapid transit line connecting Roxborough with the center of the City, similar to the route which was formerly authorized. This, of course, depends upon the approval of this complete project by the electorate.

Very truly yours,

C. E. MYERS,

Director

Board of Trade Writes to Mayor Concerning Transit

21st Ward Organization Exchanges Letter With Chief Executive.—Director of City Transit Extends Some More Information on the Subject Which Affects Future of Northwest Section

In the SUBURBAN PRESS of April 2nd, just past, appeared the correspondence between this newspaper and Director of City Transit Clarence E. Myers, in which the Director stated that "rapid transit service will depend upon the re-authorization of a complete rapid transit line connecting Roxborough with the center of the city, similar to the route which was formerly authorized. This, of course, depends upon the approval of this complete project by the electorate."

Without any further comment on the subject, a series of letters between the city officials and the 21st Ward Board of Trade, are herewith submitted, so that the people of this vicinity may know of the transit situation as it affects the northwest section of the municipality.

April 6, 1931.

Hon. Harry A. Mackey,
Mayor, City of Philadelphia,
City Hall.

My dear sir:

During the term of your predecessor, Mayor Kendrick, the sum of Five Million Dollars was transferred from an item of loan moneys for transportation lines for the Twenty-first Ward, for Sesqui-Centennial purposes with the understanding that a like sum would be provided later for the same purposes.

You are probably conversant with the present isolation of Roxborough, in the matter of direct transportation to the center of Philadelphia, which has been the greatest single drawback to the development of this beautiful section.

We understand, from the City Transit Department that we are unlikely to be provided for in the next ten years planning. The citizens of this community feel that this will be an unjust discrimination, and not in keeping with the original intent to replace the loan.

May we enlist your interest in this matter.

Very truly yours,
**TWENTY-FIRST WARD
BOARD OF TRADE,**
Charles A. Mack,
Secretary

April 10, 1931

Mr. Charles A. Mack, Secy.,
21st Ward Board of Trade,
469 Lyceum Ave.,
Philadelphia.

My dear Mr. Mack:

Acknowledging your letter of April 6th, the transfer you refer to (continued on page seven)

was made during the term of my predecessor, of course, by City Council. However, I am referring the matter to the Director of City Transit and asking him to let me have a report on it.

Very truly yours,

H. A. MACKEY,

Mayor.

April 18, 1931,

Mr. Charles A. Mack, Secy.,
Twenty-first Ward Board of Trade,
469 Lyceum Avenue,
Roxborough, Philadelphia.

My dear Mr. Mack:

Supplementing my letter of April 10th, I am sending you a copy of a report which I have received from Director Myers relative to the matter taken up in your letter to me of April 6th.

I assure you that I will be glad to do everything possible to bring about the construction of the Roxborough Subway-Elevated. It is one of the major objectives of my ten-year program and should be carried out as soon as loan funds are available for improvements in your section.

Very truly yours,

H. A. MACKEY,

Mayor.

April 13, 1931.

Hon. Harry A. Mackey, Mayor,
City Hall,
Philadelphia, Pa.

Dear Mr. Mackey:

Replying to your communication of the 11th instant, I am returning herewith letter addressed to you under date of April 6, 1931, by the Twenty-first Ward Board of Trade, relative to the Roxborough Line.

What Mr. Mack states is correct; namely, that during the Kendrick administration \$5,000,000.00 was transferred from the transportation loan funds for use for the Sesqui-Centennial purposes, and there was an understanding that the money would be restored for use on the Roxborough line at some future date. The funds never were restored for this purpose, but I would not say that Roxborough has been neglected in city planning for future transit lines.

The latest recorded statements in effect relative to this were in an address I made before the General Assembly in Harrisburg, April 7, 1931. I stated in part as follows:

"Roxborough Subway-Elevated

In addition to the foregoing extensions of existing lines, a complete high-speed line has been proposed for the service of the Rox-

borough section in the northwest. This route would extend from Roxborough to the center of the City, utilizing the Henry Avenue Bridge which is now under construction over the Wissahickon Creek. The line would consist of a 2-track elevated railway principally in Henry Avenue to 29th Street and southwardly in 29th Street to the Parkway, and thence via a 2-track subway in the Parkway and Filbert or Arch Streets to a connection with the Delaware River Bridge."

There is no definite legal commitment on the part of the City to this line, but there is no commitment to many other projects which we have conceived to be future undertakings, but I would say that their chances are just as good as chances of any other part of the city for which no funds have yet been provided.

Very truly yours,

C. E. MYERS,
Director.

Press, June 4, 1931

Council Error Costs The City A 1-4 Million

Court Upholds Reading Transit Company Stand
on Paving

RETARDS TRANSIT PLAN

No Ordinance Passed in
1920-24-25 For Manayunk
& Roxborough Contracts

Failure of City Council to order by ordinance the repaving of certain streets in Manayunk and Roxborough by the Reading Transit Company, whose lines traverse the thoroughfares, will cost the city \$248,675 under a decision rendered last Friday by Judge Francis Shunk Brown, Jr., in Court of Common Pleas, No. 4.

Of nine items for repaving and repairing, totaling \$375,077.09, Council took the proper legal course in the matter of one item for a substantial amount and two comparatively small repair bills, to hold the Reading Transit Company to its street unkeep agreement. Judge Brown holds that the company must pay \$125,116 for repaving Ridge avenue from Lemonte street, to City Line and repair costs in the sums of \$1164 and \$110.

Under the city's agreement in 1893 with the Wissahickon Electric Passenger Railway, which after intermediate transfers has been succeeded by the Reading Transit Company streets covered by the company's lines are to be repaved and maintained at company expense.

The Reading Transit Company in 1920-24 and '25 neglected to repave and repair certain streets covered by its tracks and City Council, instead of passing ordinances directing the company to do the work, ordered it done by the department of public works and further directed the City Solicitor to collect the bill from the Reading Company.

In 1928 suit was brought by the city to collect the total of \$375,077, but the transit company contended that the six-year period under the statute of limitations had expired and it was not required to pay. The city took the stand that such a defence was not permissible and asked for judgement.

Judge Brown in his decision holds that the agreement between the city and the Wissahickon Passenger Railway requires the railway, or

its successor, the Reading Transit Company, to repave, repair and maintain the streets traversed by its lines, "but only with such pavements which Council by ordinance may direct. Council never ordered the company to repave any of the streets covered excepting Item 2 and the two small repair bills."

Judge Brown accordingly dismissed the city's rule for judgement for want of sufficient affidavit, of defence for items totaling \$248,675, and directs the payment by the Reading Transit Company of only the balance, totaling \$126,392 with interest.

The work reported to have been done by the city was on Ridge avenue, Leverington avenue and Silverwood street.

Press, 6/11/1931

21st Ward's Transit Problem Is Muddled by Council's Error In Legal Procedure

Failure of City Fathers to Follow Legal Rules Seriously Affects Development of "The Garden Spot of Philadelphia."—Better Transportation Required by all Classes of Residents

There may be thousands of automobile owners in Roxborough, who care not a hoot whether the community has adequate transit to the center of the city, or not, but the thinking residents of the locality, who are anxiously awaiting the development of the territory, realize that without better transportation facilities, the section hasn't a chance.

Once more "the garden spot of Philadelphia" has been given "the ring around."

On November the 10th. of 1930, Mayor Harry A. Mackey, in a letter addressed to an interested resident of the 21st Ward, stated, "It becomes necessary for us to repossess ourselves of the streets occupied by the Reading Transit Company, which owes the city a very large sum of money. We have a case pending in No. 4 Court now, which, if decided in our favor, will give us a very large judgement. We will proceed to issue execution and sell the property. I do not know of any one who will buy it except the City of Philadelphia. When we do so we will then have possession of our streets, own the line and we have negotiations pending with the Philadelphia Rapid Transit Company to give your section the rapid transit that it deserves. We have not lost a day. We have been met with obstacles interposed by the defendant in the case. We have every reason to believe that right is on our side, and that the case will

eventually be decided in our favor."

And now, on Friday, May 29th, two weeks ago - - Judge Francis Shunk Brown, Jr., rendered a decision that City Council failed to observe the legal rules in attempting to force the Reading Transit Company, whose lines traverse the streets of Roxborough, into paying for certain paving bills.

Whoever had charge of the matter, it is said, "fell down on the job," of following the proper procedure, in the campaign against the transit company; a procedure on which Mayor Mackey very evidently based his hopes of alleviating the transportation needs of the heights of the 21st Ward.

In business circles, such bungling would mean the commercial death of those responsible, and if the action affected the pocketbooks of as many persons, as does this transit proposition, everyone would arise and shout "Put him in jail."

But in civic matters it is different. People submit to inefficiency and keep silent about injuries of a public nature, which if they concerned an individual, would be heard about from dawn until dark forever!

Some residents may helplessly say, "What can we do?" and let the situation rest as it is, failing to remember that while the people of this vicinity are sitting back, bemoaning their fate and hard times,

the dwellers in other sections are ceaselessly and intelligently endeavoring - - - in season and out - - - to secure the improvements which their community needs. And eventually they succeed.

Abraham Lincoln once stated, "this nation can never fall from outside influences; it's what happens within its boundaries which will affect it most." What happens to Roxborough's transit problem depends on the people who live here. They can have better transportation if they want it. And it means advancement for everyone, whether he pays for his riding to an automobile manufacturer, or to a public service company. But action is required!

#

Press, June 18-1931

HASN'T CHANGED A BIT

Eighteen years ago, when William F. Dixon was president of the 21st Ward Board of Trade, someone sent the following verses into the editor of a local newspaper. These are as applicable today as they were in 1913.

*There is a line of trolley cars running up and down "the Ridge."
Someone has made a grave mistake; they do not cross the bridge;
What! Did I say the trolleys run! I'll take that statement back;
Not one of us e'er saw them move; there's rust upon the track.*

*The workman sallies forth at morn, a lunch box in his hand;
He waits awhile, then sings a song, then says, "This beats the band."
The hours roll on, his lunch he eats, the factory is so far,
He cannot walk—the day is lost, because there is no car.*

*Next trips along a fair-haired maid—she works down in a store,
She stands upon the curb and waits—and then she walks some more.
And as she walks her thoughts take shape, she says, "My! What a loss,
Of time and money, customers and good-will of the boss!"*

*Next comes along the office man—he should be there at nine,
He looks along the rusty track and mutters, "For a car I pine,
I know I shall be late for work, and that gives me a jar,
I'll have to stand the boss' wrath, because there is no car."*

*The good wife thinks she'll go downtown, "to where the bargains are,"
But nary a bargain day she gets, because there is no car.
The music teacher and schoolmarm, the soldier and the tar,
Are all held up along "the Ridge" because there is no car.*

Californian Writes About Transit Woes

Sees Verses Concerning Roxborough's Transportation and Sends Added Lines

ONCE LIVED HERE

Rhyme Was First Published as "Fun" in March of 1917

A former resident of Manayunk, sends THE SUBURBAN PRESS the following letter, which as far as Roxborough's transit situation is concerned, "rubs it in" a little bit more.

Suburban Press, June 28th, 1931
Gentlemen:

Somebody very kindly sends me your paper every week and I don't know who to thank.

Imagine my surprise when I saw on the front page of the June 18th issue, "Hasn't Changed A Bit." Those lines were written by me, in a spirit of fun for Arthur Lush, and by him handed to Mr. (William) Dixon. They were published, together with cartoons, in "The North American," March 12th, 1917, a copy of which I still have. You missed the last two lines which read:

"When Roxboroughites kneel
down at night,

They pray, "Remove the bar
Between us and good service,
Lord,

That we may get a car."

I surely thought the lines out of date. You seem to be still having trouble.

I have been in California nearly eleven years, I dare say, except to a few, I am forgotten. I once taught music—for years—in Manayunk and vicinity. The "old folk" there know me as Katie Gunning, a pupil of Josephine Maree.

Thank you for adding to my fame,

(Mrs.) C. M. Fitzpatrick
1258 17th street,
Santa Monica,
California.

(Editor's Note): The verses as we printed them, were all we had, and are certainly glad to receive the last lines, which put a real "punch" in them.

PAVING ORDINANCE IN COUNCILS

Streets Traversed by Old Trolley Line to Be Improved or Franchise Taken Away

That civic leaders are still making efforts to have the streets of the 21st Ward placed in better condition is evidenced in an ordinance which came out of City Councils Committee on July 6th, with a favorable recommendation, to have the following streets paved with vitrified blocks:

Leverington avenue, from Pechin street to Ridge avenue, and from Baker street to Silverwood street.

Baker street, from Leverington avenue to Dupont street.

Mitchell street, from Leverington avenue to Green lane, and from Green lane to Lyceum avenue.

Manayunk avenue, from Lyceum avenue to Sumac street.

Sumac street, from Manayunk avenue to Rochelle avenue.

In addition to the above, Lyceum avenue is to be paved from Mitchell street to Manayunk avenue, with asphalt, with a provision calling for vitrified brick gutters.

Levering street is to be paved according to the ordinance, from Cresson street to Silverwood street, with re-dressed granite blocks.

It will be noted that all of the streets specified are traversed by the trolley route known locally as "the Back Line."

The ordinance also provides that the streets must be paved by the transportation company—under an old franchise agreement—within thirty days after the signing of the measure. The Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company, and the Reading Transit Company, are named as the franchise holders, or successive lessees.

The wording of the ordinance, which it is understood was phrased in the office of the City Solicitor, appears to be composed so as to permit no such error as crept into a recent lawsuit, between the

City and the traction company, which was decided in favor of the latter, on a technicality.

Better paving—or the trolley line may become the city's property. And then, maybe, this section will get better transit. Maybe!

But credit must be given where credit is due. Our civic leaders are doing something.

Another ordinance, of interest to this section, which passed through the committee on the same day, was one calling for \$5000 for improvements to be made to Gorgas Park, in Roxborough. It is understood that a portion of this sum will be devoted to placing permanently located benches in the park, such as are in vogue at Manayunk Park. This will probably work a hardship on some of the local folk who seem to have a belief that the former benches were not properly located, and so placed them in their own back yards. But the public, in general, will benefit.

#

Press, 9-10-1931

Bus Route For Roxborough May be Put in Operation Before End of This Year

Proposed Line Would Be Managed by PRT.—Would Be of Some Benefit to Northwest Section, But Does Not Furnish Direct Transportation Which Is Paramount

That Roxborough is not yet being given consideration for direct transit to the centre of the city is evidenced by a proposal made public last Friday.

A plan under which the thousands of residents of upper Roxborough would be provided with a motor bus service, giving a connection with the central business district by way of the Reading Railway suburban trains or trolley Route No. 61, is being contemplated by city and Philadelphia Rapid Transit officials.

Those furthering the project hope to have the service under way before the end of Mayor Mackey's administration in January.

The plan calls for the city's acquisition of the franchise rights of the Reading Transit Company within the city limits. The franchise would then be turned over to the P. R. T. for a bus line from the Wissahickon station, near Ridge avenue and the Wissahickon Drive, to City Line, at Barren Hill.

The Reading Transit Company operates trolley cars to Norristown. After the completion of the Wis-

sahickon Memorial bridge, at Henry avenue, officials of the P. R. T. said it would be possible to reroute the proposed bus line and operate to a connection with the Broad street subway at Erie avenue or Allegheny avenue.

If the plan now under study is carried out, the city would acquire the franchise rights without the payment of cash. The municipality expects to obtain a judgment against the Reading Transit Company for \$205,000 for unpaid paying bills extending over a period of several years.

It is now proposed to "trade" the judgment for the franchise rights. Such a plan would wipe out the franchise, which is virtually a perpetual one. The negotiations, it is said, have been conducted through representatives of Roxborough citizens with City Solicitor Augustus T. Ashton.

It has been impossible for the P. R. T. to obtain a motor bus franchise within the area described because of a rule of the Public Service Commission against granting operating privileges where there are existing lines. It is understood that officials of the P. R. T. have agreed to operate the bus line as soon as it can obtain the commission's approval.

Under that plan the city would be the owner of an underlying franchise, such as those for which the P. R. T. now pays approximately \$8,000,000 a year rental. Officials said the question of the P. R. T.'s paying the city for operation of the franchise will be a matter for future negotiation.

It is reported that the local transit company long ago ceased to pay dividends to stockholders, and recently has defaulted on the interest payment on its outstanding bonds.

Norristown Times-Herald, July 25, 1930

Officials Who Rode on First Electric Train on Pennsylvania Railroad



This photograph shows the state and borough officials, civil leaders and railroad officials who headed the delegation that rode on the first electric train trip on the Schuylkill Valley Division of the Pennsylvania Railroad. They are, left to right: Frank Lutz, freight agent, Harrisburg; G. B. Schroyer, trainmaster, Schuylkill Division, P. R. R.; D. M. Becker, division passenger agent, P. R. R., Philadelphia; N. S. Longaker, division passenger agent, P. R. R., Harrisburg; F. A. Stickler, passenger agent, P. R. R., Norristown; Joseph S. Lawless, burgess, Bridgeport; E. L. Seabrook, executive secretary, Chamber of Commerce, Norristown; J. M. Cooper, superintendent, Schuylkill Division, P. R. R., Reading; Walter A. Wilson, burgess and editor of *Times Herald*, Norristown; James F. Burkert, member town council, Norristown; Senator James S. Boyd, Norristown; D. A. Skelly, president, Chamber of Commerce, Norristown; V. C. Kline, division freight agent, Harrisburg.

Completion of Elevated R. R. Draws Near

Traffic to Start Running
in Both Directions
Soon

SPEEDY CONTRACT

Cresson Street Grading
Still to Be
Finished

Within a few weeks the complete elimination of all the 21st Ward grade crossings will have been accomplished, for there are but a few minor details to be finished, along the Reading Railroad Company's right of way in Manayunk, before the entire task is ended.

The northbound track has been in use since March 2nd of this year, and now all that remains to be done is to place the ballast under the southbound track, and the structure will be ready for traffic in both directions.

Manayunk's death-beckoning railroad crossings, for more than a quarter of a century, provided discussions for civic, business and political groups in the ward and in the center of the city.

Back in 1924, Councilman Howard Smith and Sigmund Gans introduced bills in City Councils for funds for the elimination of grade crossings along the Chestnut Hill and Norristown divisions of the Reading railroad; the Gans bill specifying fourteen crossings along the latter branch, from 21st street and Allegheny avenue to the end of North Manayunk. Following the death of Councilman Gans, Howard Smith pushed the legislative end of the work to completion.

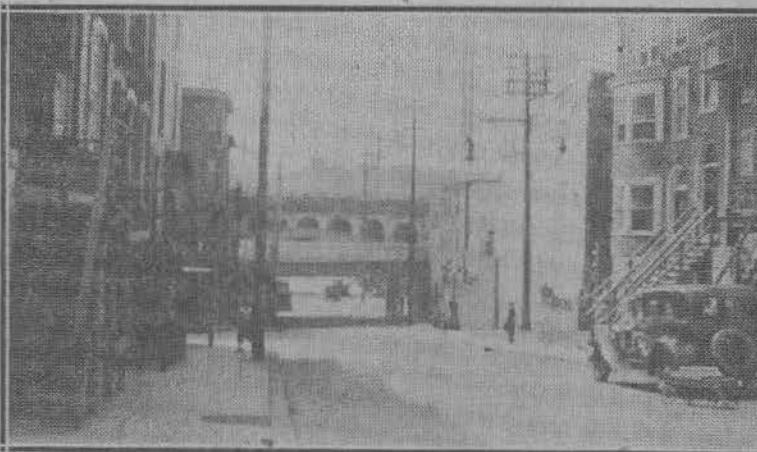
In 1928, through the insistence of 21st Ward political and business leaders, the money was finally appropriated by Councils, in conjunction with the Reading Company, who has borne half of the cost of the improvement.

Early in the spring of 1929, Jaffola & Mark, a hitherto unknown contracting firm, was awarded the contract to build the Manayunk elevated, with plans calling for the completion of the work by the end of 1930.

Dogged persistence on the part of the contractors, and the absence of any lengthy periods of bad weather have made it possible to always keep ahead of the construction schedule.

Monday, August 17th, of last year, saw a crew of housewreckers start the demolishing of the old Manayunk station, which had been erected in the late 70's. It was the last building to be torn down along the line of the new elevated. Today, there stands on the same

CHANGES CAUSED BY RAILROAD ELEVATION



The upper picture shows the new elevated Reading station at Manayunk, looking cityward, with one of the Philadelphia Electric Company's giant bridge-type towers and the spire of St. John the Baptist Church in the background.

In the center is a view of the new grade of Green lane, looking west, showing the elimination of the age-old grade crossing at Cresson street.

The lower photograph is of Baker street, looking north from Cresson street.

site, a modern railroad station, which is second to none in its class, for its appointments and conveniences. The track level is reached by four sets of stairs; two at Carson street; and two at Levering street, in addition to a driveway which enters at Carson and Baker streets, and emerges at Gay and Levering streets.

On December 6th, 1929, the last girder, in the first half of the

structure, was swung into place across Green lane, and on March 2nd, of this year, the trains deserted the ground level forever.

Charles Hitchcock, Reading engineer in charge of the task, has several times expressed his pleasure at the rapid progress which has been made on the job.

The work has eliminated, by elevation, dangerous crossings at Jarentown, Pennsdale, Roxbor-

oush, Colton, Grape, Levering, Gray and Carson streets, and at Green lane, and has raised the clearance of the bridges at Leverington avenue and Shurs lane.

Cresson street is still to be graded with a width of sixty feet. Sewers, and water and gas lines will

have to be placed under the surface, before the grading can be done. Several intersecting streets, such as Carson, Levering, Grape, etc., will have slight changes made to conform with the new level of Cresson street.

Plans for this work under the supervision of District Surveyor Granlund have long been completed, and the contract awarded for the work, and there is no doubt that the remainder of the street grading will be finished when the New Year's whistles blow.

An old-time resident of this section tells a tale of seventy-five years ago, of the Norristown branch of the Reading—which was then the Philadelphia, Germantown and Norristown Railroad—which is worth repeating: "We all boarded the train, and were soon at Ninth and Green streets. I felt frightened at the speed, but didn't let any one know it. That was in the time of the wood-burning locomotive. My father used to tell me of the opening of the railroad in 1834, and how at first the coaches were drawn by horses. The day the first locomotives came out from the city, the people stood along the railroad to see the iron horse, as it was called. Many of them kept a good way back, fearing the locomotive might blow up and kill them. It was a one-track road until 1856, and the only station was a small open frame shed. Passengers paid the fares to the conductors, there being no tickets.

"The Wissahickon Valley and creek were crossed by a frame bridge, that was erected in 1834, and lasted until August of 1862, when it was burned down.

"We used to pay 25 cents to ride from Manayunk to the city, and had no other way of getting to town after 8 o'clock, in the morning, when "Johnnie" Small's stage would leave on its daily trip, until the fall of 1859, when the Ridge avenue horse car line was completed to its upper terminal a short distance above Green lane.

"People had to go home early at night in those good old days, or walk, as the last train left Ninth and Green streets at 10:30, the same time the last horse car left the old depot at Ridge and Columbia avenues."

DUPLICATOR
BOARD
U.S.A.

The Greatest Need

(An Editorial)

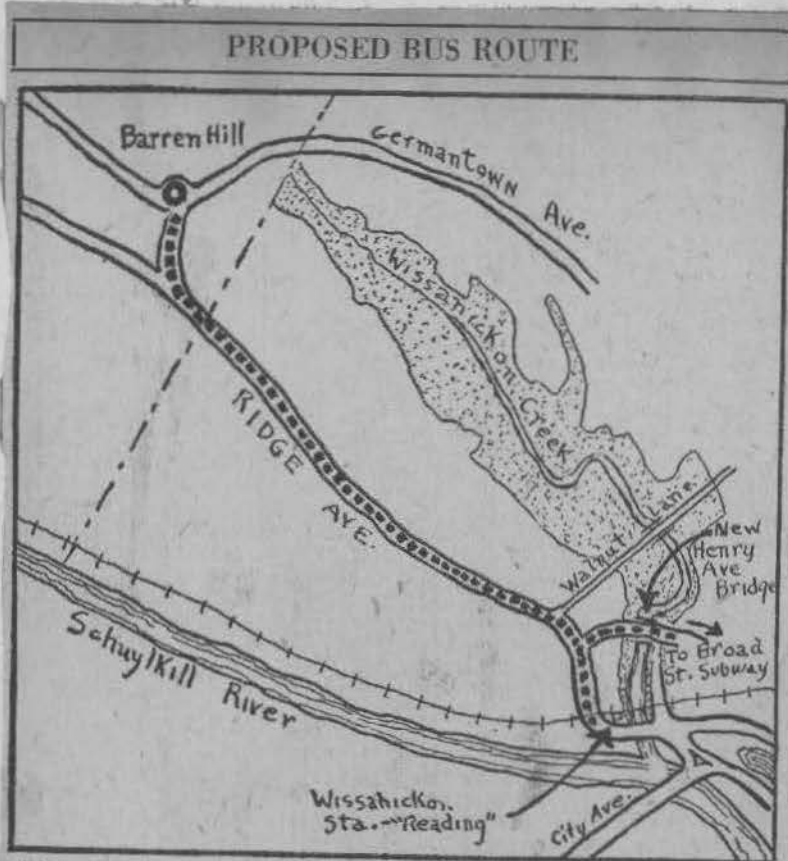
Lethargic residents of Roxborough, who are sitting back hoping that the community in which they live will some day be more than a quiet residential section, may find some comfort in the proposal to put a cheaper-fare subway feeder bus line in operation on Ridge and Henry avenues, but practical persons must realize that DIRECT TRANSIT to the city centre is the extreme need of the locality.

Where is there a bustling business hub that is reached by the hop, skip and jump system of relayed transit? The bustle takes place—invariably—at the transfer points.

It is foolish to even imagine that the people of Frankford, North, West or South Philadelphia are going to press forward with offers of helping Roxborough get its very necessary DIRECT TRANSIT. Nor are they losing any sleep over the matter. The problem belongs to the people who live here.

Streets will still have to be paved. Yes! Taxes should be lowered. Yes! Henry Avenue must be opened up through the Ward. Yes! But the greater need is DIRECT TRANSIT. All other improvements will come in the natural course of events, after it is possible for more families to purchase homes and reside in Roxborough.

So it's up to the voters of the 21st Ward to select a councilman who will work with "a single track mind" until the "Hilltop" is hooked up with the centre of the city, which readily takes its citizens' taxes, and uses part of them to build additional transportation lines to sections which already have one, or more, routes in operation.



The Roxborough trolley line route, which the city proposes to acquire from the Reading Transit Company, and the proposed P. R. T. bus route to the Broad street subway which would replace it, are shown on map.

Comment By Philadelphia Newspaper

Public Ledger Prints Editorial Concerning Roxborough's Great Problem

MAKES COMPARISON

Says Section's Need Is a Real One Which Must Be Met Sooner or Later

The following editorial appeared in the Public Ledger on Saturday morning.

"Roxborough residents are at a distinct disadvantage as compared with the people of other outlying sections of the city in the matter of transit facilities. That section is now served by a trolley line from Wissahickon Station to Barren Hill, but it is operated by Reading interests and has no transfer relations with the P. R. T. system. Its present financial difficulties, and the fact that it owes the city upward of \$200,000 for paving claims, have inspired the idea that the line and its franchise will ultimately be transferred to the city in payment of that debt. This would open the way for a connecting bus service from Lower Roxborough to some point on the Broad street high-speed line.

"There is nothing definite about the scheme as yet, but Roxborough's need is a real one and must be met sooner or later. It will be recalled that the original "Step No. 1" of the city's high-speed program and the loan bill of 1924 contained provision for a subway and elevated line to the Northwest via the Parkway, Twenty-ninth street and Henry avenue. This was repealed, however, and a part of the money diverted to meet Sesqui-Centennial exigencies, and the Henry Avenue Bridge now under construction is all that Roxborough has got out of that loan authorization."

Press 10/2/1930

80

Councilmen Introduce Bus Line Bills Affecting 21st, 38th, 24th and 34th Wards

P. R. T. Route "E" Buses to Run Through Manayunk to West Philadelphia.—New Line to be Known as Route "F" to Start From Ridge and Midvale Aves.

Last Thursday Councilman Howard Smith introduced an ordinance to temporarily extend P. R. T. Bus Route E, from Ridge and Walnut lane west to Main street, on Shur's lane, and north on Main street to the Green lane inter-county bridge, thence on Belmont avenue to Rock Hill Road, to Conshohocken State road, to 54th and City line.

Temporary in this instance means until such time as Cresson street is paved, when this thoroughfare will be utilized through Manayunk, instead of Main street.

Councilman Clarence E. Blackburn, of the 38th ward, at the same time, introduced a bill to have a new bus route, to be known as Route F, inaugurated. This will start from Ridge and Midvale avenues, north on Ridge avenue to Calumet street, over the Falls Bridge to Neill Drive, to City line, thence to the Overbrook station of the Pennsylvania railroad.

These bills were referred to the Transportation Committee before being passed by City Councils, and they must also be approved by the State Public Service Commission.

The P. R. T. Company is ready for immediate action, and the early operation of the lines depend on the action of Councils and the Public Service Commission.

Councilman Smith says that there is little doubt that the bills will come out from the Transportation Committee at its next meeting. All that is required now is for the people of this section to back up the men who have been active in getting these long-needed improvements.

Phila Record

7/29/1931

AN ORDINANCE TO REQUIRE THE

Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company, the Reading Transit Company and Reading Street Railway Company, as franchise holders and successive lessees, to pave or repave certain streets.

Whereas, The road bed of Levering street, Leverington avenue, Baker street, Mitchell street, Lycium avenue, Manayunk avenue and Sumac street is in a condition dangerous to traffic;

And Whereas, The Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company and the Reading Transit Company are by ordinances approved February 17, 1893, March 30, 1893, and March 28, 1894, obligated to keep in repair, and when requested by ordinance, to pave with improved paving any or all of the streets occupied by their tracks; therefore

Section 1. The Council of the City of Philadelphia ordains, That the Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company and Reading Street Railway Company shall improve, by paving or repaving with asphalt with vitrified block gutters, the following street:

- Lycium street, from Mitchell street to Manayunk avenue,
- and shall improve by paving or repaving with vitrified block the following streets:
- Leverington avenue, from Pechin street to Ridge avenue,
- Leverington avenue, from Baker street to Silverwood street,
- Baker street, from Leverington avenue to Dupont street,
- Mitchell street, from Leverington avenue to Green lane,
- Mitchell street, from Green lane to Lycium avenue,
- Manayunk avenue, from Lycium avenue to Sumac street,
- Sumac street, from Manayunk avenue to Rochelle avenue,
- and shall improve by paving or repaving with redressed granite block the following street:
- Levering street, from Cresson street to Silverwood street,

in a manner prescribed by the Director of Public Works.

Sect. 2. The Director of Public Works is hereby authorized and directed to notify the Wissahickon Electric Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company, the Reading Transit Company and Reading Street Railway Company, to comply with the provisions of Section 1 of this ordinance within thirty days after the notice of its passage and approval is given them.

Approved the 24th day of July, A. D. 1931.

H. A. MACKAY, Mayor of Philadelphia.

(No. 214.)

City Officials Take Action In Transportation Problem

City Solicitor Ashton and Mayor Mackey Review Roxborough Street Railway Muddle for Members of Council

In a recently issued appendix to The Journal, of City Councils, appears the following two letters, which should be of interest to the residents of the 21st Ward.

Office of the Mayor
Philadelphia,
October 1st, 1931

To the President and Members of the Council of the City of Philadelphia.

Gentlemen: I am forwarding to you a communication from the City Solicitor, together with the resolution which he suggests that I present to your Honorable Body, and ask for its passage.

I am thoroughly familiar with all the details of this litigation and the situation with respect to transit facilities in that part of the City discussed in this letter. It is absolutely essential for future transportation to the people of Roxborough and Manayunk that the situation be adjusted at this time, and the procedure of the City Solicitor is the only way to produce this desired result.

Prominent business men and different organizations of Roxborough and Manayunk have from time to time waited upon us during the last three years. The result is thoroughly appreciated by them, and the passage of the resolution by your Honorable Body is the only action left to consummate this very desirable situation.

Respectfully submitted,
H. A. MACKEY,
Mayor

Department of Law,
Philadelphia
September 18th, 1931

Hon. Harry A. Mackey,
Mayor of Philadelphia,
Philadelphia, Pa.

Dear Mr. Mayor:—By ordinance approved March 28th, 1894, permission was granted by the City of Philadelphia to the Manayunk and Roxborough Inclined Plane & Railway Company to operate electric cars over Ridge avenue, from the Wissahickon Station of the Reading Railway to the County line, the said Company agreeing to keep and maintain in good condition, at all times, the paving on said Ridge avenue and for the faithful performance of its franchise obligations gave to the City of Philadelphia a bond in the sum of \$25,000 with the Real Estate Trust Company as surety.

Subsequently, the said Manayunk and Roxborough Inclined Plane & Railway Company merged with the

Chestnut Hill and Norristown passenger Railway Company, into the Roxborough, Chestnut Hill and Norristown Railway Company. By successive leases the said railway came into possession of the Reading Transit Company which has operated the road since April 1st, 1913.

The said Reading Transit Company have wholly failed to comply with the franchise obligations in relation to the paving, repaving, and repairing of the said Ridge avenue and other streets upon which it was operating. I brought suit in the Court of Common Pleas No. 4, and on May 28th, 1931, obtained judgement for want of a sufficient affidavit of defense upon which damages were assessed in the sum of \$205,647.62. Thereafter, I caused a transcript of the said judgement to be filed in the Court of Common Pleas of Berks County, and execution issued thereon, as the Reading Transit Company at that time was operating a street railway system in the City of Reading and surrounding territory.

While the above proceeding was pending the various successive leases of the Ridge avenue line were cancelled and since September 30th, 1929, the said railway has been operated by the Roxborough, Chestnut Hill and Norristown Railway Company, the original holder of the franchise.

Immediately after the entry of judgement in the Court of Common Pleas of Berks County, the bondholders of the Reading Transit Company foreclosed upon the corporate mortgage and purchased the franchise and property of the Reading Transit Company at sheriff's sale.

Upon threatening to proceed upon the aforesaid bond of \$25,000 of the Manayunk and Roxborough Inclined Plane & Railway Company (now the Roxborough, Chestnut Hill and Norristown Railway Company) and the Real Estate Trust Company, representatives of the former company have offered to surrender the franchise of and cease operation by the Roxborough, Chestnut Hill and Norristown Railway Company on condition that the above bond be cancelled and all obligations to the City, by reason of the operation of the said railroad, be released.

I have been called upon by a delegation of citizens from Roxborough and vicinity, in which section said street railway now operates, who contend that the service of the

same is inadequate, that it provides no transportation to the central section of the city, that its tracks and rolling stock are out of repair and that it would be a benefit to that section of the City, if the operation of the said street railway should cease.

As this is a matter of public importance, I would respectfully suggest that you should cause to be introduced into Council a resolution for authority to satisfy the judgement of the City against the Reading Transit Company, to cancel the bond given by the Manayunk and Roxborough Inclined Plane & Railway Company and the Real Estate Trust Company, above mentioned, and to take such further action as I may deem advisable in the premises.

Respectfully yours,
A. T. ASHTON,
City Solicitor.

Page Director Myers!

(An Editorial)

Clarence E. Myers, Mayor Mackey's Director of City Transit, in an address delivered last Thursday, at the Manufacturer's Club, gave out a few of his ideas concerning Philadelphia's transportation needs, which create, in the minds of the residents of this northwest section of the city, the impression that Roxborough, Manayunk, Wissahickon and East Falls are not a part of the municipality.

According to the Director's statements, South Philadelphia, which has always had plenty of street car lines, with but a few minutes run to the centre of the city; West Philadelphia, which is served by an "elevated", ideally located for several feeder lines; Jersey dwellers and Bucks Countians, beyond Bustleton, who do not add to the revenue of the Quaker City tax office; are all in greater need of speedy transit than is the 21st and 38th Wards of the city.

For years a "high speed" line to Roxborough has been discussed and an appropriation of funds was made for the purpose, only to be utilized for the liquidation of Sesqui-Centennial debts and the erection of a bridge across the Wissahickon.

Is all the work of years to be "side-tracked", because Mr. Myers needs paging? Maybe Harry A. Mackey; who away back in 1905, was the solicitor for a company which realized the need of transportation in these parts; could tell Mr. Myers some of the conditions which prevailed in those days, and still exist, regarding our means of ingress and egress to central Philadelphia? The line, which was proposed twenty-five years ago, connected Germantown, Manayunk, East Falls, Chestnut Hill and the York Road section, but was abandoned for some reason or another. Perhaps, because the greater need was to get in and out of the employment district. However, the same need of better transportation still continues to be this section's greatest necessity.

The huge Henry Avenue Bridge—now being flung across the valley of the Wissahickon—will have two subway levels concealed in its stone-work, which were intended by the bridge planners to accommodate a high speed line to the city centre. These hidden subways, unless Mr. Myers' attention is called to them, can become ideal places for the storing of the new voting machines, which the city intends to use in the future.

Second thought, however, leads us to believe that this location for the machines would be too inaccessible from City Hall.

Page Director Myers!

10/25/30

THURSDAY, NOVEMBER 6, 1930.

The Director Knows—Something!

Director of City Transit Myers has been paged!

One of Roxborough's public-spirited citizens made sure of that task by sending him the editorial which appeared in last week's issue of The Suburban Press. And in return received a letter from Mr. Myers, asking for a conference, sometime, to talk things over.

Which signifies one of two things. Director Myers has a plan for speedy transit to the 21st and the upper end of the 38th Wards, or—he has excuses to make.

Excuses are useless things. One's friends don't require them, and other people won't believe them. Therefore, we, and we believe this is true of all the transit-poverished residents of this section, are not interested in reasons why better transportation is not provided for us.

But, in fairness to the Director, if he has any project which will care for the needs of Roxborough, Manayunk and Wissahickon, in particular, and East Falls also, and wants to tell the public of it, the Suburban Press offers its columns for the dissemination of the plan, throughout the territory which is affected, and where last week's editorial was read and favorably commented on.

MORE SUBWAYS URGED BY MYERS

Favors South Broad Street Tube Extension as Part of City-Wide System

Construction of high-speed lines throughout the city with adequate surface feeder lines was stressed as the immediate transit need of Philadelphia in an address today by Clarence E. Myers, Director of City Transit, at the semimonthly luncheon meeting of the Manufacturers Club.

Mr. Myers said that future high-speed line development should include: A two-track subway in South Broad street from Kater street, the present dead end, at least to Passyunk avenue, with ultimate destination southwest over Passyunk avenue into West Philadelphia; projection of the Locust street line from 18th street to some point on Woodland avenue, then southwest on Woodland avenue to a point at or near 49th street, with ultimate connection to Darby.

Wants Tube Linked to Bridge

His three other suggestions along this line were: A connection from the 8th street subway at Race street to the Delaware River Bridge and Camden; a rapid transit feeder line in the Northeast from the North Broad street subway, and extension of the Frankford elevated to Holmesburg.

"Philadelphia has made considerable progress with its high-speed transportation facilities, but there still is much to be done in the development of a complete rapid transit system reaching all parts of the city," Mr. Myers said.

Huge Expense Involved

"The demand for high-speed line is very insistent, but the average citizen does not realize the tremendous expense involved in their construction and also labors under the impression that they can be self-sustaining. They cannot be except over a long period of years. Engineers of the Department of City Transit never believed the Board street subway would make money for years to come. Nor do we believe new lines will.

"The high-speed line is a superior but substitute service for surface lines. But there must be adequate feeder lines. I hope the city will acquire the underliers as it seems to me to be the only way we can get money enough to carry on future high-speed developments. All transit facilities in Philadelphia should belong to the city and operate under private management."

Phila Record 11/9/30

By ANDREW McCLEAN PARKER.

A plan to tie up high-speed rails on the Delaware River bridge with the Ridge avenue subway was offered by Philadelphia yesterday as a workable solution of the bridge transit problem.

The plan was submitted by Director Myers, of the Department of City Transit, as an alternative to the one submitted by the South Jersey Transit Commission at a conference here with Philadelphia transit experts.

The New Jerseyites proposed a plan to connect the bridge rails with the Market street subway near the spot where the tracks branch off to the Frankford elevated line.

Jersey Scheme Rejected.

This scheme was rejected by the Chamber of Commerce public utilities committee as impractical. The plan would interfere with operation of the Frankford line and would prevent use of the line to its needed capacity, this city's experts declared.

Although the alternative plan was approved by Mayor Winfield S. Price, of Camden, and Leonard R. Baker, chairman of the Camden County Chamber of Commerce transit committee, the Jersey delegation declined to indorse the scheme formally until they gave it further study.

Under the Myers plan, bridge trains would come off the Philadelphia side of the span, running through a subway connecting with the Ridge avenue-Eighth street line, and thence south to Walnut and Locust streets, and on to West Philadelphia via the proposed Locust street subway.

Myers Explains Stand.

New Jersey objected because of the

time needed for the improvement, but Myers explained it was the most practical plan.

The plan as proposed by Myers could be put into operation, he said, as quickly as the Eighth street-Ridge avenue subway was extended to Walnut street, without waiting until the Locust street tube was completed.

Dr. Herbert J. Tily, chairman of the public utilities committee of the Philadelphia Chamber, urged immediate agreement upon a plan, so that concerted action might be taken to get it under way, to relieve the intolerable conditions now attending the task of getting to and from Philadelphia to Camden and South Jersey points.

Future Pennsy Plans.

Something of the interstate transportation of the future was suggested yesterday when it was hinted that the Pennsylvania Railroad eventually would connect the new Sixteenth street passenger station by subway and under-river tunnel to New Jersey.

Dr. Tily revealed that this railroad extension was considered when the Broad street subway was built, and that a specially reinforced roof designed to carry railroad tracks was built over the subway at a point where the Pennsylvania Railroad would cross it when it undertook to push eastward to the New Jersey shore.

"Whatever we do," Dr. Tily said, "it would be unwise to consider anything except that South Jersey and Philadelphia are one big community."

General W. W. Atterbury, president of the Pennsylvania Railroad, may be invited to appear before the committee to reveal, if he will, what the Pennsy plans are for a direct route to Camden.

Yesterday's conference, ending on the verge of agreement, was the culmination of three years of discussion which had reached no definite point.

Director Myers, besides giving reasons from an engineering and traffic

THURSDAY, NOVEMBER 13, 1930.

"Every Why Has a Wherefore"

The oft-quoted William Shakespeare was clearly not a resident of Roxborough, for in Macbeth, III, 4, he says, "Stand not upon the order of your going". Which is indeed proof that he never had to travel any distance in, or from, Roxborough, for here it is that everyone stands and waits for some means of transit.

One of our waggish Hill-dwellers has made the remark, that "I'm getting to be an old man, and I haven't seen anything yet. I've spent half of my life waiting for cars to come and go to central Philadelphia!"

And in getting back to "Bill of the Avon," in his Comedy of Errors, II, 2, one of his characters recites "Every Why has a Wherefore", and in Measure for Measure, III, 1, "The miserable have no other medicine, but only hope."

However, action has been started again, and will be continued until this section has the transportation means which it needs and which should be available for its tax-payers.

standpoint why the Market street subway connection to the bridge would not be practicable, declared the Public Service Commission would never agree to throwing this extra traffic into the Market street subway and that the City Planning Commission would frown upon any suggestion of another elevated structure in Philadelphia.

The Market street connection plans provide for an elevated structure curving off the bridge at Third street, then reversing its direction to Front street and connecting with the present Frankford elevated line at Race street or below.

Bad curves, useless trackage and bad alignment were among Myers' objections to this plan. In addition it would require the continued use of the nonstandard gauge tracks and the smaller cars of the Market street-Frankford system.

Sub. Press 11/13/1930

Mayor Mackey Visits 21st Ward and Makes Survey of Its Transportation Needs

Complies With Request of Samuel T. Banham, and Makes Statement Concerning Conditions Which Retard the Growth of This Northwest Section of the City

When the Suburban Press fired the opening gun of this latest and what is determined to be the final and successful battle to obtain direct, one-fare transit facilities to the center of the city, by printing an editorial commenting on Director of City Transit Clarence E. Myer's statements in an address delivered at the Manufacturers' Club, on October 30th, it attracted the favorable attention of the progressive business, civic and financial leaders of the 21st Ward, who immediately jumped into action again, in a fight on which the Ward's future is dependent, and which has been waged in a desultory fashion for many years.

Samuel T. Banham, Roxborough motor car dealer, and president of the City Business Club, and internationally known booster of Philadelphia's port, ever on the alert in the Ward's interest, forwarded a copy of the editorial to Mayor Harry A. Mackey, who, when his attention was called to the matter, promised to do all that was within his power to open up Henry avenue as quickly as possible. In reference to this new highway to the central part of the city, Mayor Mackey: "The opening of this new

thoroughfare into Lower Roxborough will ultimately provide an outlet for 40,000 people, whom we might say have been virtually locked in, in a transportation sense, for years."

The task of this newspaper, and the civic and business leaders of the 21st Ward, then, is to work zealously along lines that will transpose the Mayor's "ultimately" into a word significant of "a reasonably near future," which is, according to the just rights of the taxpayers of this isolated portion of the great municipality of Philadelphia.

On Friday of last week, Mayor Mackey, in compliance to a request of Mr. Banham's, came to the 21st Ward, and made a survey of its needs. In the party, which made the tour, in addition to the Mayor and Mr. Banham, were Director of City Transit Clarence Myers and George G. Littlewood, president of the Roxborough Trust Company.

After inspecting the tracks of the present street car line which shuttles between Wissahickon and Manayunk, at Green lane and Mitchell street, the party proceed-

ed to Manayunk, and Mr. Banham called the city officials' attention to the delay in the work of paving and in compensating the property owners of Cresson street, following the elevation of the Reading railroad tracks above that highway, and then traversed Umbria street to Shawmont avenue, where the Mayor was shown the great territory which awaits adequate transit facilities before it can be opened for development, thence to Ridge avenue, and southeastward to Hermit lane, to the Henry Avenue Bridge, where it was pointed out that little action is being taken to provide approaches to the huge Wissahickon Creek span, which will be useless when it is completed, unless these approaches be finished at the same time.

On Monday, of this week, Mayor Mackey, sent the following letter, and history of the Henry Avenue Bridges to Mr. Banham, which speak for themselves:

November 10th 1930.
Samuel T. Banham,
6131 Ridge avenue,
Roxborough.

Dear Mr. Banham,

I am sending you a complete history of the Henry Avenue bridges.

As far as transit is concerned, my administration has been in touch with all the business interest of Manayunk, Roxborough and Wissahickon, from the day I took office. It becomes necessary for us to re-possess ourselves of the streets occupied by the Reading Transit Company, which owes the city a very large sum of money. We have a case pending in No. 4 Court now, which, if decided in our favor, will give us a very large judgement. We will proceed to issue execution and sell the property. I do not know of any one who will buy it except the City of Philadelphia. When we do so we will then have possession of our

streets, own the line, and we have negotiations pending with the Philadelphia Rapid Transit Company to give your section the rapid transit that it deserves. We have not lost a day. We have been met with obstacles interposed by the defendant in the case. We have every reason to believe that right is on our side and that the case will eventually be decided in our favor.

Very truly yours,
H. A. MACKEY,
Mayor.

The History of the Henry Avenue Bridges, which the Mayor enclosed reads:

"The appropriation of \$2,500,000 for the construction of the Henry Avenue Bridges, one over Philadelphia and Reading Railway Company tracks and the other over the Wissahickon Creek, was made to the Bureau of Engineering and Surveys November 23, 1926. The ordinance of February 7, 1927, set aside \$1,750,000 of the above amount for the bridge over the creek, and an ordinance of July 6, 1927, authorized the allocation of \$550,000 from the same fund for the bridge over the Reading tracks. A supplemental ordinance of June 28, 1928, further increased the appropriation for the bridge over the Reading tracks by \$105,000.

"The plans for the Wissahickon Creek Bridge were submitted for the approval of the Park Commission August 22, 1927, and also submitted to the Art Jury August 17 of the same year. Due to decided differences of opinion between the Fairmount Park Commission and the Chief Engineer, Bureau of Engineering, the final approval of the Park Commission was not obtained until April 10, 1929—a period of 20 months. This dispute involved not only a question of design but principally roadway and footway width of 20 feet, which was considered excessive by the City Engineers and unnecessarily expensive through adding \$250,000 to the cost of the bridge. The plans were ultimately approved by both the commission and the Art Jury on the basis of the original widths submitted.

"The first set of bids received October 9, 1929, exceeded the estimate and on a second letting, December 27, 1929, F. A. Canuso & Son was the low bidder at \$1,702,280.00 and the contract was awarded to this firm. The work began March 17, 1930, and the allowable working time is 760 days from that date. The approximate date of completion without a penalty is August 20, 1932. The contractor to date has completed 28 per cent. of the work with a record of 28 per cent. of the time elapsed, and is therefore keeping right up to schedule.

"The immediate outlets of the approaches to the bridge are at School lane on one side and at Markie street and Walnut lane in the Roxborough section. The appropriation did not include funds

for the construction of the approaches but there should be no particular difficulty in having the approaches built and in readiness by the time the bridge structure itself is ready for traffic. This will be provided for in either of two ways: First, by conclusion of the necessary funds in the next Electoral Loan or by the allocation of monies by City Council from bridge funds not yet specifically appropriated.

"The plans for the bridge over Philadelphia and Reading railway tracks did not have to be submitted to the Fairmount Park Commission but were submitted to the Art Jury May 23, 1928, and finally approved February 27, 1929. The subsequent submission to the Public Service Commission of Pennsylvania resulted in the granting of a Certificate of Public Convenience July 9, 1929.

"The bids for the structure were received August 21, 1929, and the contract awarded to the low bidder, F. A. Canuso & Son, for \$499,989.00. Notice to proceed was issued March 17, 1930 and the time for completion limited to 12 months from that date. The contractor has made such excellent progress that the bridge stands today 98 per cent. completed, with only 84 per cent. of the time elapsed.

"The avenues of approach to this structure are from the intersection of Hunting Park and Allegheny avenues on one side and from Midvale avenue in the Falls of Schuylkill. The Bureau of Engineering has already awarded the contract, including retaining walls, for the approach from Hunting Park and Allegheny avenues. This work is under way and the fill will be allowed to consolidate during the winter. A considerable portion of the fill on the northwest side leading to Midvale avenue is already in place and will be completed during the winter. The work of removing obstructions and of grading along the line of the approach to Midvale avenue will also be completed during this winter. It is the intention of the Bureau, early in the spring of 1931, to place the temporary paving on the approaches to the bridge from both directions, so that there should be a new lane of traffic available for public use between Hunting Park avenue and Midvale avenue by way of Henry avenue, by mid-summer, next year.

"The opening of this new thoroughfare into Lower Roxborough will ultimately provide an outlet for 40,000 people whom we might say have been virtually locked in, in a transportation sense, for years.

"It is the purpose of the Bureau of Engineering to include in the next Electoral Loan sums sufficient to build bridges on the line of new Henry avenue at Green lane and at Gorgas lane, so that this thoroughfare can be extended not only for the purpose of serving Roxbor-

ough and local communities but take its place as a vital arterial highway to the County Line, and finally to its logical connection with the proposed Regional Planning bypass route for Philadelphia between Bryn Mawr and Chestnut Hill."

21st Ward's Transportation Difficulties, of Almost 100 Years, are Reviewed

Many Groups and Individuals Have Spent of Their Time, Energy and Money in Effort to Obtain Direct Transit Facilities to The Centre of the City

"We rode; it seemed my spirit flew,
Saw other regions, cities anew,
As the world rush'd by on either side,

I thought—all labour, yet no less
Bear up beneath their unsuccess,
Look at the end of work, contrast
The petty done, the undone vast,
This present of theirs with the helpful past."

—ROBERT BROWNING—

If the 21st Ward is ever able to "lift itself by its own bootstraps" from out of the "Slough of Despond," of its present condition of deplorably inadequate transit facilities, which has for many years throttled it from natural growth, it will come about only through the united work of all of its political, civic and business leaders.

It is to be doubted if any one individual, or institution, can accomplish the task. United, sustained, intelligent effort must be given to the job.

In this latest attempt to obtain better transportation service for Roxborough, Manayunk, Wissahickon, and incidentally East Falls, which will be along the right of way, THE SUBURBAN PRESS has no desire to wrest any laurels from those who have worked on this great problem. The battle has been a long drawn out one, and will not be ended until a rapid, direct, one fare transit route is in operation between this section and the city center. "In union there is strength" and the task of getting means of going and coming, which is so sadly needed, will require all the lessons which have been learned in the past, and thoughtful, determined carrying out of plans in the future. The work will not be done over night—that is certain—and not without opposition—but it can be successfully accomplished if every organization and citizen, will put their, his and her shoulder to the wheel, and forget the petty bickerings which come about through individual jealousy.

Here's a review of the 21st Ward's century-old fight for transportation provisions, which has been gleaned from files in the possession of THE SUBURBAN PRESS, and discloses that many persons and groups have played some part in trying to secure transit relief of the people of their own time and the future:

Roxborough lost its first chance of being on a through transporta-

tion line, about one hundred years ago, when the Philadelphia, Germantown and Norristown Railroad's engineering staff, found it impossible to throw a span across the Wissahickon gorge, with the materials which were then at their disposal. Steel and concrete were unknown factors in those days.

The road, which is now a part of the Reading System, ran from Ninth and Green street, in Philadelphia proper, to Germantown avenue and Price street, where its old terminal still stands opposite Vernon Park.

In the original survey of the line, after leaving Price street, the tracks were to be graded across Germantown avenue, through the Wister property, across Greene street, at West Rittenhouse street, thence the old Harvey lot, now occupied by a home for the indigent, across Wayne avenue, south of where St. Peter's Church now stands, through the old Water Works property, and the Blue Bell Hill section to the Wissahickon Creek, in the neighborhood of the east end of the present Walnut lane bridge over the Wissahickon ravine, and thence through Roxborough to Norristown.

But after the line was graded as far as the creek, the engineers were frustrated by the depth and breadth of the gorge, which they found impossible to negotiate. Therefore, they considered a route by way of the Schuylkill Valley, which presented less obstacles and which could be constructed a great deal cheaper than the Germantown route, and eventually the Norristown branch, serving the Manayunk section of the Ward, was united with the Germantown and Chestnut Hill branch, at 16th street Junction, which is still true today. But the abandoned project, which was greatly in advance of its possibilities, on account of inadequate bridge building methods, robbed Roxborough of an opportunity to grow.

Crawford's Stage Coach line, from Norristown to Philadelphia, by way of Ridge avenue, to Shars lane, to the Wissahickon Valley, thence over Rittenhouse lane to Germantown road, and then down to Philadelphia was in operation prior to the time of the establishment of the Philadelphia, Germantown and Norristown Railroad, whose trains

were drawn by horses, until 1835, when the steam locomotive was inaugurated.

Manayunk was later provided with a means of getting into "the City"

when a horse car line was completed between 23rd and Columbia avenue and Green lane, by way of Ridge avenue and Main street.

Roxborough still depended on stage coaches, or walked to Manayunk to the horse car, until 1874, when the first horse car came down Ridge road, from Barren Hill to Wissahickon. The company which operated these cars was known as the Manayunk and Roxborough Inclined plane and Passenger Railway. It was organized on December 31st 1873. The officers, in 1883; which is the earliest list of officers the writer was able to obtain; were: President, C. J. Walton; Secretary, William H. Lewis, and Treasurer, C. J. McGilchey. The Board of Directors consisted of William Ring, B. Haney, J. Vaughn Merrick, Charles Thomson Jones, W. C. Hamilton, Joshua Bond and Michael Righter.

When the first car ran on November 21st, 1874, it had aboard it Mayor William S. Stokley, Select Councilman Charles Thomson Jones, Common Councilman, Dr. H. N. Uhler, Captain of Police Lewis Godbou, M. Blynn, of the Board of Education, and Superintendent William A. Bosler of the City Railroads. This line, with its branches to the Wissahickon and Manayunk stations of the Reading Railroad, and to the Manayunk station of the Pennsylvania Railroad, which were later electrified, still continues to serve the people of the "Hilltop," in a somewhat, more or less, dependable manner.

On June 21st 1906, a local newspaper printed the following: The newly chartered Mount Vernon, Shawmont and Roxborough Street Railway Company is looked upon with favor by the people of North Manayunk and other northwestern parts of the Twenty-first Ward. The company proposes to construct an electric railway to connect North Manayunk and Roxborough with the central part of the city, by way of the Philadelphia Rapid Transit Company's Ridge Avenue line, the upper terminus of which is at Main street and Green lane, Manayunk. The route of the new line as given in the application for the charter is as follows:

"Beginning on Main street, at its intersection with Leverington Avenue, along Leverington avenue about one and one-half miles, along Shawmont avenue eastward to Ridge avenue, one mile, with a return track over the same route."

"The formation of the new company grew out of a series of meetings of the residents of Mount Vernon, or North Manayunk, in opposition to an ordinance that was introduced in Councils giving the Manayunk, Wissahickon, Roxborough and Barren Hill Railway, leased by the Schuylkill Valley Traction Company, permission to continue the line on Umbria street. The residents wanted to have an

ordinance permitting the Philadelphia Rapid Transit Company to extend the Ridge avenue line on Main street, a little more than a square, to Leverington avenue, and out Umbria street, so that they could ride from near their homes to the center of the city by the payment of a single fare. Had the other line been built the trip to the city would have cost two fares each way.

"One of the officers stated last evening (June 20th 1906) that the company has a capital of \$300,000 and that work in building the road would be commenced as soon as an ordinance can be got through Councils."

Three months later, on September 27th of 1906, another item in the same newspaper read: "A Roxborough delegation presented to Councils' Street Railway Committee last Thursday, (September 20th 1906) a big petition urging the granting of a franchise to the Mount Vernon, Shawmont and Roxborough Street Railway Company for the construction and operation of an electric line connecting with the Rapid Transit Company's system at Ridge avenue. The bill was referred to a sub-committee."

"John McIlvaine said the line would start at the terminus of the Ridge Avenue Passenger Railway continue on Leverington avenue to High street, to Umbria street, to Shawmont avenue, to Ridge avenue. The road, he declared would benefit 10,000 people. Citizens, with the Mount Vernon Company, he said, would bear the cost of grading the streets. M. W. Kerkelager, representing the Schuylkill Valley Traction Company, contended that the bill was only an effort to prevent his company acquiring such a franchise, which for years, he declared Councils has refused to grant."

The writer of this present article believes that this franchise was finally granted to the Mount Vernon Company, and that one day when things were at a standstill, representatives of the PRT Company bought up the controlling shares of stock and thus obtained possession of the franchise. However, this is only a belief and may not be true.

On September 25th 1913, newspapers stated that an announcement was made at a committee meeting, held at the home of Charles C. Cox, 425 Lyceum avenue, that property owners offered to give land along the line of a proposed extension of Henry avenue, from Midvale avenue to be known as the Roxborough Boulevard. These printed notices furnish the first hint of Henry avenue as a new artery to the city center, which could be utilized as a transportation thoroughfare.

The property was valued at that time as approximately \$1,000,000 but has, of course, increased considerably in the past 17 years. The gift was to be contingent on the erection by the city of a bridge similar to that of Walnut lane, to

carry Henry avenue over the Wissahickon Creek. It was stated then, as is readily apparent to anyone now, that Henry avenue would make easy access to a section of Roxborough "that is now isolated."

When Merritt Taylor was Transit Commissioner, in 1913, his tentative plans called for a subway under the Parkway, and an elevated road out 29th street to Allegheny avenue, and from there on the line of Henry avenue swinging around into Roxborough and then out Ridge avenue, with another branch elevated along Allegheny avenue to Broad street to connect with the Broad street subway.

Director of City Transit Twining in March of 1916, changed the plans and recommended a Roxborough high-speed extension from 29th street and Hunting Park avenue, that would be paid for by local assessments or by a system of excess fares on riders.

Twining's proposal was declared unconstitutional and impracticable in an opinion given by City Solicitor Connelly, who suggested that the scheme be abandoned.

John W. Flanagan, president of the Falls of Schuylkill Business Men's Association, early in April of 1916, stated, "The Twining plans would leave us in the Falls out in the cold. We oppose any changes in the Taylor plan."

William F. Dixon, then president of the 21st Ward Board of Trade, asserted that "Roxborough is no better off in transit facilities than it was eighty years ago." He said that the members of his organization were against the Twining system.

Horace V. MacFayden, who served as president of the All-Philadelphia Transit League, stated in reference to the financing of the line. "I am absolutely not in favor of the \$30,000,000 loan bill if it carries this proviso for special local taxation. I fail to see why the city should follow Mr. Twining's recommendations to spend \$35,000,000 in building a jerk-water line, when by adding \$15,000,000 more the city could carry out the entire Taylor plan."

Following these statements Mayor Thomas B. Smith, and Director of Transit Twining, were reported to have held several conferences the late Thomas E. Mitten, in regard to the city's transit plans, which included the line to Roxborough.

A newspaper clipping, dated June 8th, 1916, refers to the opening of Henry avenue, as follows: "In the opening of this avenue, the 21st Ward Board of Trade, and the Manayunk and Falls of Schuylkill Business Men's Association have long been interested and have assurance from the City Fathers that their desire will soon be realized." That was more than seventeen years ago!

And another little newspaper wise-crack, dated February 14th 1918, referred to the Roxborough line this way, "Say! Couldn't we use that Philadelphia-Roxborough Elevated these cold days?"

And then came the Sesqui-Cen-

tennial bills, the payment of which ended all existing plans for a Roxborough high-speed line, in exchange for the building of the Henry avenue bridge.

January 5th 1926 saw Councilman Howard Smith, of the 6th Councilmanic District, which includes the 21st Ward, introduce into Councils the ordinance which authorized the erection of the span which is now being hung across the Wissahickon Creek, at Lovers' Leap.

On May 5th, 1927, John S. Turner, Manayunk textile manufacturer, who is recognized as the Ward's greatest authority on the transit situation, on account of his more than a decade of studying and working on the problem, submitted a very excellent survey of the needs of the section and the obstacles which stood in the way of the convenience of the people of Roxborough and Manayunk, to the members of the 21st Ward Board of Trade in the Manayunk Library.

Mr. Turner made an address, in which, according to reports as printed, he stated "that there have been many conferences between the PRT and the Reading Transit and Light Company. The original plan was to build a northwest branch road from 29th street. When the question came up of following the lines of Henry avenue, it was found that it would not be practicable because Henry avenue, being on the boundary of Fairmount Park, could not become the feeder that Ridge avenue is. Therefore the proposition veered from Henry avenue to Ridge avenue. The present scheme is to have Ridge avenue as the main artery. Engineers are waiting until the Wissahickon grade crossing is finished before perfecting arrangements. Mr. Turner pointed out that the purpose of the PRT is to remove the tracks and substitute busses. On the back line, the busses would use Leverington avenue as the most feasible route up the hill. The great problem for engineers is whether the trolley system is more economical. The argument has been advanced that the busses will seriously hamper traffic and so injure the roads that repairs will become a very costly matter. Mr. Turner inclines to the view that a trolley system is more economical in the long run. The officials of the PRT and the Reading Transit and Light Company are doing their best to reach some solution of the many problems and financial questions.

It may be necessary for the Public Service Commission to define the terms of an equitable adjustment."

"Transportation Night" was observed by the 21st Ward Civic Federation, on May 15th 1928, at the W. Freeland Kendrick Center, Ridge and Roxborough Avenues, with Dr. Joseph S. Schlotterer, presiding, and O. B. G. Fullaway, acting as secretary. Mr. Turner, again reviewed the history of the struggle for improved transportation for the 21st Ward, and outlined the conditions as they existed at that time. He described the research work necessary to get matters in

such shape that definite action could be taken by the city authorities. He said that he appreciated the natural desire of the local citizens for immediate action, but explained in detail the steps necessary to bring the campaign to a successful conclusion.

The best possible solution, to his way of thinking, (in 1928,) was for the PRT to take over the line from the Reading Transit and Light Company, and connect the tracks of the PRT Route 61 by way of Robeson's Hill and the new Kenworthy Bridge over the Reading tracks. "This is a matter for negotiation between the city and the Reading Transit Company and the PRT, and these negotiations are going forward," said Mr. Turner.

"One of the principal features of the negotiations is the lien of the city against the operating company for the paving of Ridge avenue, the franchise calling for the paving of the roadway from curb to curb."

Assistant General Manager Werner, of the Reading Transit and Light Company, attended this meeting and made a gracious talk about the situation from the viewpoint of his company, saying that the service was the best that they could offer under the circumstances, as the road showed an average loss of \$38,000 a year. He said that if the company could get access to the center of the city, the road could be made to pay, and he was satisfied that the PRT would find it a paying proposition. Mr. Werner gave an interesting account of the interlacing of the various companies interested in the local franchise, the situation of the local roads being as complicated as is the case with the PRT underliers. The amount set by his company to release the roads and at the same time take care of the stockholders was \$800,000.

Councilman William Roper, who was also present, said that he realized the isolated condition of the people of Roxborough from a transportation standpoint, and prophesied that the population of the ward would be doubled within five years after the ward got a one-fare line to the city, and a further increase when the high-speed line reached the Ward by way of Henry avenue. He said that in his opinion the service of the PRT was not excelled anywhere in the country, but that the company sometimes assumed an arrogant attitude. He promised to support every measure tending to relieve the present (1928) conditions and paid a high tribute to Frank L. Kenworthy for his efforts in this direction, and for securing so many other great improvements for the Ward.

Councilman Clarence E. Blackburn, too, spoke in a similar vein and added his assurance of support to Mr. Roper's. He said that the district in which he lived, Queen Lane Manor, was in a similar isolated position, and said the

people of that section were equally interested with the Twenty-First Ward in the Henry Avenue project.

Director of Transit Clarence E. Myers; the same one who has since apparently forgotten Roxborough; was another of those who were present. He made a few felicitious remarks, outlining the duties and responsibilities of his department and assured his hearers of his desire to work with Mr. Kenworthy for the advancement of the Ward's transit improvement.

Frank L. Kenworthy, the Republican leader of the Ward, then addressed the meeting, stating that everything was being done to hurry the transit problem to solution and expressed his conviction that a settlement of all difficulties was in sight.

Mayor Harry A. Mackey sent a letter to the Federation, regretting his inability to be present, but expressed his desire to co-operate in every way in the interests of the Ward and re-iterating his intention of being guided by Mr. Kenworthy regarding ward improvements.

Bids were opened for the erection of the Henry Avenue Bridge over the Wissahickon Creek, on Friday, December 26th 1929. Frank A. Canuso & Sons submitted the lowest proposal for the construction, at \$1,702,260.

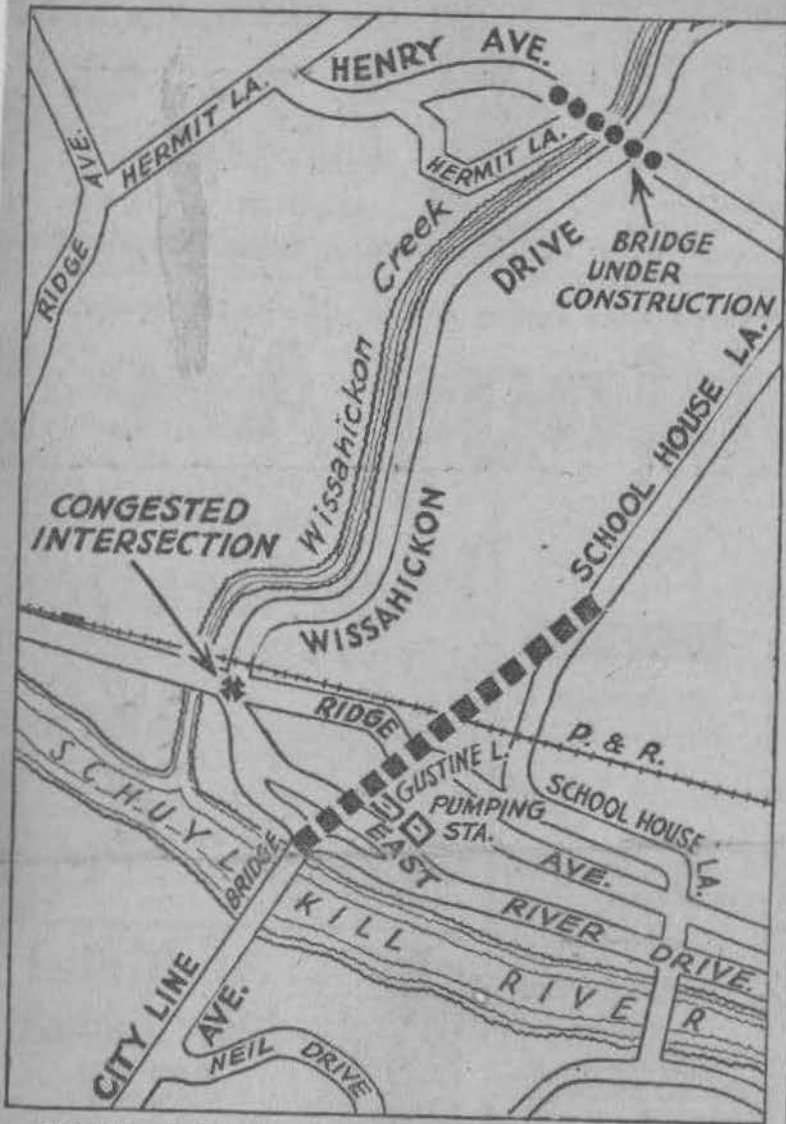
The bids were the second to be asked for, the original ones being rejected because they exceeded the funds that were available for the work. The award was made to the Canuso firm on January 9th of this year.

On September 25th, past, Councilman Howard Smith introduced an ordinance to extend the Route "E" bus line, from Germantown, through Roxborough and Manayunk to West Philadelphia. This bill is still in Council, and when it comes out will be submitted to the Public Service Commission, and no doubt the line will soon be in operation to help the present transit situation to some extent.

What has happened in the past two weeks, including Mayor Mackey's visit to the 21st Ward, and the Mayor's statement which appeared in last week's issue of THE SUBURBAN PRESS is familiar to the readers of this paper.

The men who have spent of their time, energy and cash on this century-old problem of the 21st Ward, are deserving of the greatest praise, and THE SUBURBAN PRESS would not knowingly fail to give credit to any of them. What is needed is TRANSIT—let the glory fall where it may.

Would Remedy Park-Traffic Jam



Congestion at Ridge avenue and Wissahickon Drive could be eliminated by a viaduct from City Line avenue over the Schuylkill and into School lane, as shown above. The plan has been advanced by Alan Corson, chief engineer of the Fairmount Park Commission

Press 11/27/1930

NOT APPROVED

According to a letter, dated November 3rd, signed by T. Otto Mayer, secretary of the Board of Highway Supervisors, the Roxborough, Chestnut Hill and Norristown Railway Company, which applied for permission to re-locate its car tracks, in Cresson street, from Levering to Gay streets, was not granted permission to continue its line around to the Manayunk station of the Reading Railroad, as they had prior to the erection of the elevated tracks.

From:- Board of Highway Supervisors

11/3/30

Roxborough, Chestnut Hill & Norristown Railway Co.

Subject:- Cresson street--Relocate Tracks

At the meeting of the Board of Highway Supervisors held on October 24, 1930, your application for permission to replace track removed in Cresson street from Levering street to Gay street, was not approved.

Very truly yours,

T. Otto Mayer, Secy.

Experts Plan Many Traffic Changes Here

Report Suggests Ridge Ave.
Viaduct Over Drive
at Wissahickon

TUNNEL AT FALLS

Corson Proposes Bridge
From West Park to
School Lane

Drastic changes in streets, involving new viaducts over highways and streams and separation of grade crossings in the territory between Callowhill street, and City Line and between the Delaware and Schuylkill rivers, were recommended for traffic improvements in a report submitted last Friday to the traffic committee of the Chamber of Commerce.

The cost of the proposed changes was not estimated but many millions of dollars would be involved, should an attempt be made to carry out the recommendations, one of which would carry Ridge avenue as an elevated street over Wissahickon drive, with ramps leading to the drive on either side of Ridge avenue and ramps connecting Ridge avenue with East River drive and a viaduct over the latter on the line of City avenue.

The report was the sixth prepared by the Philadelphia Traffic Survey, made up of engineers representing the Chamber of Commerce and Mitten Management, Inc., operators of the Philadelphia Rapid Transit system. Previous reports dealt with traffic conditions in the central business section, and the one presented deals exclusively with conditions involved in the territory named. It was prepared under the direction of J. A. Queeny, a vice president of Mitten Management.

The report refers to changes in the territory covered by THE SUBURBAN PRESS, as follows:

Construction of a tunnel to carry Hunting Park avenue (Nicketown lane), beneath Ridge avenue in Manayunk.

Construction of a new street connecting Green lane and Leverington avenue Manayunk.

Construction of a viaduct over the Wissahickon Valley, connecting Mount Airy avenue and Germantown avenue with Leverington avenue in Manayunk.

And on Saturday Alan Corson, chief engineer of the Fairmount

Park Commission, suggested that a huge viaduct be built to carry traffic from City line, across the Schuylkill River, East River Drive and Gustine lake to School lane, as a highway to Germantown.

In spite of a "four way" traffic signal, careful marking of left-turn lanes, privilege of a right turn on any light coming east on Ridge avenue, and the constant presence of one or more park guards, the intersection is always confluence of four important thoroughfares.

"Conditions there will get worse as time goes on," Mr. said. "We have tried everything we could think of to reduce the congestion, but it is getting more and more serious. Any motorist can appreciate the difficulty of the situation, with the prevalence of left turns and the huge amount of traffic passing the intersection."

"It has occurred to me that a large part of this traffic, including traffic from Germantown to the Main Line need never pass the

intersection. A viaduct replacing the present City Line bridge joining School lane would carry such traffic far over head. It would be two-level traffic where it is most needed. Ramps could be provided to lead one lane of traffic into Ridge avenue.

The object would have an added significance when the Henry avenue bridge over the Wissahickon is completed," Mr. Corson continued. "The intersection of School lane and Henry avenue would then solve the problem of the motorists trying to get from lower Germantown to Roxborough, or from North Philadelphia to Roxborough."

"We Shall Have Better Transit"

George Bernard Shaw—epigrammatist, extraordinary—is credited with saying "Are you going to spend your life saying ought, like the rest of the moralists? Turn your oughts into shalls, man!" and every time we mull over Shaw's arrangement of words we think of our "Iwanta" readers, who say, "We ought to do something about getting better means of public conveyance to the central part of the city."

Simply saying "We ought", without working on those with the power to change the condition, doesn't mean a thing. What is required is more "We shall have" people with interested energy enough to exert some influence—great or small—on the city officials whose duty it is to provide the 21st Ward with transit of a kind that corresponds with other sections of the city.

We're our own doctors on this case, and any competent physician—if he be frank—will tell us that psychology plays a big part in the cure of any affliction. A lot depends on the mental condition—or confidence—of the patient.

Let's say, "We Shall Have Better Transit"—and MEAN IT.

Suburban Press 11/27/30

A Clearer Vision

Charles Dickens, in Chapter 34, of his "Oliver Twist", states "Men who look on nature, and their fellowmen, and cry that all is dark and gloomy, are in the right; but the sombre colors are reflections from their own jaundiced eyes and hearts. The real hues are delicate, and need a clearer vision."

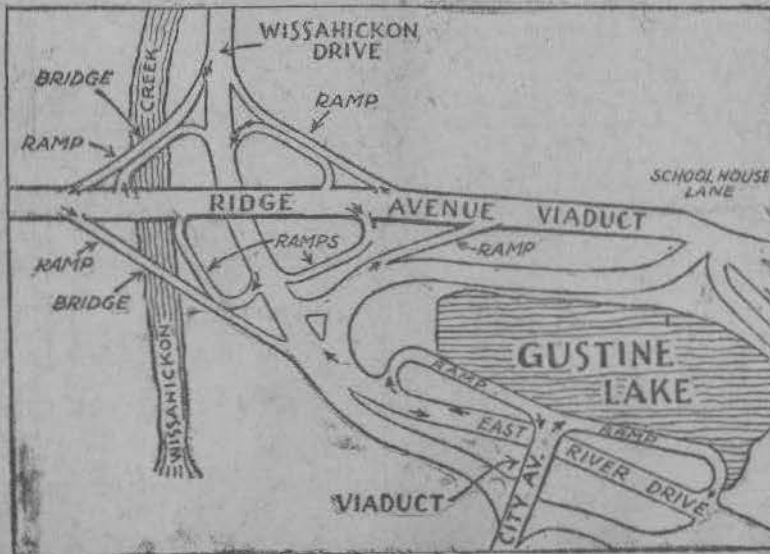
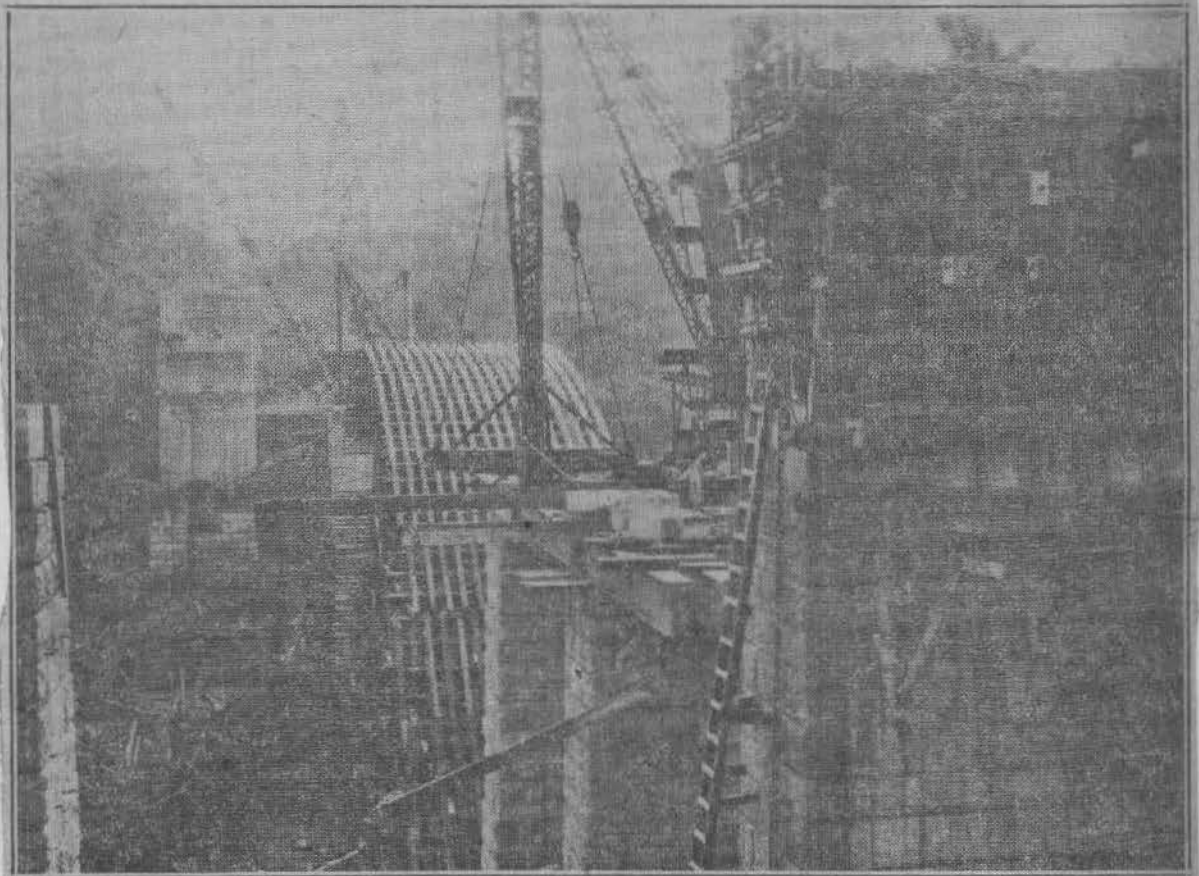
—And while there are some 21st Ward residents who pessimistically sob that all this agitation for better transit is hopeless, there is a considerably greater majority which is intelligent and practical enough to realize that a beginning, of any movement, must be made somewhere—sometime, and that sustained efforts, no matter how long drawn out, will eventually bring success.

—Whatever we think of Roxborough's lamentable situation relative to means of public conveyance, we recall the tale of the frog who fell into the milk-can, and kept on "kicking" until he'd churned a lump of butter on which he floated around until he was released from his sorry predicament.

—THE SUBURBAN PRESS is going to keep on struggling with other leaders of the community, until this section has been provided with "a decent lump of butter" to ride on.

—Success can be attained in this campaign for transit facilities and the columns of THE SUBURBAN PRESS will continue to serve as "eyeglasses" through which its readers may have a clearer vision of the 21st Ward's greatest need.

PICTURES RELATING TO THE TRANSIT SITUATION



At the top is a photograph of the work being done on the Henry Avenue Bridge, over the Wissahickon Creek, looking from the Roxborough end. The diagram, furnished by the Evening Bulletin, shows suggested changes at Ridge Avenue and Wissahickon Drive and a likeness of E. T. Statesbury, prominent banker, who was last week named to head a Montgomery County group advocating the completion of the Chestnut Hill-Bryn Mawr by-pass is shown.

Traffic Woes Add to Need Of Transit

Downtown Parking Evil Lessens Value of Private Cars

NEED PUBLIC SERVICE

Many Arteries Suggested In Engineers' Report

Traffic troubles, a survey of which was submitted for the Philadelphia Chamber of Commerce, by Mitten Management, Inc., last week, add to the reasons why this northwest section of Philadelphia should be provided with better public transit equipment.

Time was - - - and not so long distant - - that when a person owned a motor car, he was apt to scoff at the transit situation which exists here, because he could ride downtown with speed and comfort, and return whenever he pleased regardless of time tables.

But the parking evil in the center of the city, which is fast spreading to the outlying districts, has changed this condition, and everyone who dwells in the territory served by The Suburban Press is affected by the lack of sufficient and reliable, regular-scheduled transportation to and from the employment and wholesale center.

The speedy opening of Henry avenue, which should take place as soon as the giant causeway over the Wissahickon Creek is completed, will help solve the problem. The work of construction on this great bridge is fast going ahead. The second of a series of pictures, furnished by the Department of Public Works, is shown in other columns of this issue of the THE SUBURBAN PRESS.

Among the other arteries affecting this section, which were suggested in the report of last week, are:

- Allegheny avenue, from Ridge to Delaware avenue.
- Lehigh avenue, from Ridge avenue to Richmond street.
- Main street, Manayunk, from Ridge avenue to Green lane.
- Northwestern avenue, from Ridge avenue to Stenton avenue.
- Walnut lane-Washington lane from Main street to Cheltenham avenue.
- East River Drive-Wissahickon Drive-Lincoln Drive, from Spring Garden street to Mount Airy avenue.
- Ridge avenue, from Spring

Garden street to North-western avenue.

Ridge avenue, in the surveyors report was given particular attention on account of the heavy volumes of traffic using that thoroughfare. Any regular car-rider who uses the P. R. T. street-car line on Ridge avenue, will be a witness to the alibis of motormen, concerning delays in getting to and from the center of Philadelphia. "Motor Truck broke down," "Coal Truck unloading" and "Automobile stalled on the right of way," are familiar reasons for the undependable service which this section is forced to rely upon.

The traffic engineers also proposed that "No Parking" regulations be placed in effect, on

33 outlying highways, among which was Main street, Manayunk, from Robeson's Hill Green lane, on both sides of the street.

A bridge spanning the Schuylkill River to provide a direct route between the Chestnut Hill and Main Line sections, has been proposed by the Whitemarsh Civic Association, through its president, E. T. Statesbury.

The proposal was made at the organization session of the group in the St. Thomas Episcopal Parish House last week, after the election of Mr. Statesbury as head of the newly formed association.

The proposed structure would be built in the vicinity of Miquon, midway between Manayunk and Conshohocken, according to the plans discussed at the meeting, and would be in harmony with the ideas of the Regional Planning Commission. Mr. Statesbury led in the discussion of the project at the meeting at which William D. Disston, vice president presided.

Samuel Price Weatherill, of the Tri-State Regional Planning Commission, and William H. Connell, executive director of the Regional Planning Commission, spoke of zoning and regional planning work being carried on by their organization.

Members elected to the board of directors of the Whitemarsh Association included William Warner Harper, William Chatten Weatherill, Frederick Jordon, Joseph J. Brown, Franklin Spencer Edmunds and Radcliffe Cheston, Jr.

Only by the organized effort of the people of this vicinity will there be any alleviation of the present and increasing need of rapid and trustworthy transportation to and from anywhere.

Remembers When Trolleys First Started

Former Resident of Wissahickon Tells an Interesting Tale of Old Times

HAD FEW CARS

Recalls Trolley Parties When Street Car Line Was a Novelty

By E. R. MUSTIN

The passing of the old Roxborough, or so-called "Toonerville" line of trolleys is not without many pleasant memories of days gone by.

Prior to the building of the line, back in the gay nineties, our only means of transit between Wissahickon and Barren Hill was the old horse car line, which began on November 21, 18774, and ran on a zig-zag schedule.

I think the line consisted of three large cars, four small cars and a sweeper.

The car track ran close to the sidewalk and was of the single style, with switches here and there where lone waits often grew tiresome.

Down at Wissahickon, on an open lot above Sumac street, the company maintained a stable to shelter the horses. Charley Funk was the hill-horse boy and when the big cars were running during busy hours, it often required five horses to pull the cars up the steep grade at Ridge avenue hill, as far as Hermit lane.

The horses would then be unhitched and commence the journey back again to the stable.

The cars, as said above, ran at wide intervals, generally meeting all trains from the city at Wissahickon. The trip to Barren Hill required about an hour and a half.

In wintry weather they would have a hard time operating, because of the snow drifts in Upper Rox-

borough.

Mr. Tibben was superintendent of the line and "Old Pop" Fisher, who looked like Santa Claus, was the best known of the drivers.

There was no service to Manayunk, or along Manayunk avenue, until the inauguration of the trolley line in 1892.

It was a gala occasion when this took place. Peter B. Liebert, James Christie, and others interested in the civic development of the town were among the first riders on the Manayunk avenue line.

The tracks laid then on both divisions, I am told, are the same tracks on the streets today, patched up here and there.

With the coming of the trolleys, Wissahickon got a new boom, for it was possible to ride from there to Boyertown, Reading and other places up the country by stepping from one car to another.

Numerous trolley parties took place. One I shall never forget. It happened on a night before the Fourth of July and was given by some of the boys of St. Timothy's Institute. Three special cars, all illuminated, were chartered and the run was made to old Plymouth Meeting House, where Horenden, the artist, painted that never-to-be-forgotten picture, "Breaking the Home Ties."

When the cars arrived there, there was a general raid on soft drinks and other eatables at the old country store. The aged proprietor had no help and everybody helped himself.

Before leaving for home the promoters made good his loss and he was satisfied. But it was on the return trip that the damage was done. When the cars got to Roxborough, some of the boys who had canes, broke nearly every pane of glass in the lamp posts as they passed.

Of course this damage had to be made good, but to cap the climax several cannon crackers were set off in the cars and when they reached Wissahickon several giant crackers were thrown over the swinging doors of Dan Taylor's saloon, which was filled with men sitting at the tables.

The explosion was terrific and men scattered in all directions. This was the last party given by the boys of Wissahickon.

But to return to the trolley line. When the baseball season opened in Roxborough, the line did a thriving business every Saturday, and frequently broke down on the hills.

Autos were little known and used in those days, and the cars were well patronized for many years. But the passing of time brings about changes and during the war when the fares were raised, the business began to slip and has slipped ever since.

Even one-man cars could not meet the expenses on the Ridge, it is said, and finally the old trolley line, sunken with unpaid taxes, has been forced to give way to the PRT busses, which promise quicker service and direct communication with the subway and the center of the city.

Suburban Press
Dec 25-1930

Snow Storm, Of Old, Was Big Fun-fest

Covered Rails of "The
Vinegar Valley
Railroad"

LIEBERT, PRESIDENT

Traction Company Officials
Hired Boys as
Shovelers

By John M. Sickinger

It was 1892 that the Manayunk, Roxborough and Wissahickon trolley cars began operating, on what is now most familiar as "The Back Line."

Leaving Sumac street and what was then Ridge avenue, - - - but is now Sumac street and Rochelle avenue - - - the cars ran up Sumac street to Manayunk avenue, thence to Lyceum avenue, to Mitchell street, to Leverington avenue, to Ridge avenue, and thence back-tracked down Leverington avenue to Silverwood street, to Levering street, to Cresson street and along that thoroughfare to the line's terminus at Gay street. There was also a spur line, which had a junction with the "Main" tracks, at Leverington avenue and Silverwood street which ran to the Pennsylvania Railroad Company's Manayunk station, at Baker and Dupont streets.

The line was owned and operated by local business men, and the late Peter B. Liebert, who was a brewer, was the man to whom credit for organizing the road was given. The system was not long in getting the nick-name of "The Vinegar Valley Traction Company." Six rubber buttons were sold, as a sort of strip ticket idea, just like the Mitten Lines utilize the Eddie Moken tokens today. The old line's fare equivalent, however, greatly resembled a button from a sack coat.

The company had a hard struggle of it, in the first year of its existence. One one occasion the brake chain of one of its cars broke when the vehicle was descending Leverington avenue, and the car ran wild and crashed into Stafford's Mill wall, at Silverwood street killing the motorman, and injuring a number of the passengers. The wreckage took fire and the car was totally destroyed. All the damage claims were met and settled.

The first winter that the line was in operation, a severe snow storm set in and buried the new line from sight. After two days Mr.

Liebert declared he would have the system in working order at a very short notice, or "bust" in the attempt. So he called hundreds of men and school boys and offered each one a dollar and a half a day to shovel the snow from the tracks.

I was one of the gang which responded. We started from the Reading's Manayunk station and worked up the hill. We kids were turned over to the brewery workers, who wrapped our legs in malt and hop sacks, which were made of burlap. We were also given a pair of woolen mittens.

The job, to us youngsters, was more fun than seeing a pig under a gate. As we shoveled snow, right and left, a beer wagon followed us up, with urns of steaming coffee. Our gang of boys accomplished more work than the group of men workers who had started from the Wissahickon end of the line. The men were evidently more experienced at the game, for they counted each shovelful that they tossed, with the consequence that our boys did most of the work.

If I remember correctly, we worked until six o'clock that night, with orders to be ready again the next morning. On the second day we started out before daylight and sighted the Wissahickon "gang" at the Manayunk avenue bridge over Shur's lane. We boarded a trolley about noon and were hauled up to the Pennsylvania Railroad spur line, and had that branch opened up by nightfall. We were paid off at the Liebert Brewery Hotel, on Oak street. Three dollars apiece were given to us for two days of real fun.

But before that winter was over a powerful snow plough was added to the road's equipment, and our source of fun was gone forever.

Today the trolley line is often derided, on account of its poor tracks and rolling stock, and apparently no efforts are being made to better the conditions. Old timers often say that it was a sorry day for the residents of Roxborough, Manayunk and Wissahickon when the road changed hands.

But I'll never forget the days when we shoveled the old Vinegar Valley line from under an avalanche of snow, which tied up all the great steam roads of the East.

Tells of Origin of Great Reading Railroad System

Philadelphia, Germantown and Norristown Railroad Came Into Existence One Hundred Years Ago

By JOHN M. SICKINGER

It was on November 18th, 1830, at a meeting of the inhabitants of Philadelphia, Germantown, Mount Airy, Chestnut Hill, Flourtown, Plymouth Meeting and Norristown, held pursuant to public notice at the house of Jacob Mason, Cresheim, to take into consideration the expediency of the construction of a railroad from Philadelphia to Norristown, to run on the eastern side of Germantown, or on the most eligible route.

Reuben Haines was called to the chair and B. Chew, Jr., appointed secretary. The object of the meeting, having been fully discussed, it was unanimously resolved—"That this meeting deem it expedient that a railroad be constructed from Philadelphia to Norristown passing eastward of the town of Germantown.

Resolved—"That a committee be appointed to carry into effect the objects of this meeting. That the committee shall collect funds to pay the expense of a survey of the route of the said railroad."

The following gentlemen were elected to the committee: Peter Dager, Joseph Thomas, A. L. Rounifort, Thomas R. Fisher, Edward H. Bonsall, Charles Pastorius, Daniel Davis, Erasmus J. Pierce, John G. Watmough, Daniel Ritner, Samuel Maulsby, Reuben Haines and B. Chew, Jr.

This meeting was the humble beginning of the great Reading System of today, which has been recently merged with other big roads.

The committee lost no time in forming the railroad company. Funds were collected, the route surveyed and bonds and stocks were offered for sale as soon as the Act of Assembly was passed at Harrisburg, and work began on the Germantown, Norristown and Chestnut Hill Railroad. The survey showed where the railroad was to cross the Wissahickon Creek from the Germantown side to Roxborough, near the present Walnut lane bridge, but owing to lack of present day building materials, the engineers were unable to span the great gorge.

On the fifteenth day of April, Anno Domini, eighteen hundred and thirty-five, George Wolf, Governor of Penna., signed an Act, No. 166, to authorize the Governor to incorporate the Norristown and Valley Railroad Company, and for other purposes.

After a number of citizens had subscribed for 10,000 shares of stock, the list of stockholders were as follows:

Joseph J. Lewis, George Massey, John Roberts, Maurice Richardson, Thomas Hutchinson, David Wilson, Richard M. Thomas, Joseph B. Jacobs, John Beaver, Cromwell Pierce, John M. Davis, all of the county of Chester.

Jonathan Roberts, Thomas M. Jolly, George W. Holstein, James Wells, John Elliott, Jr., Henry Longaker, Isaac H. Miller, Henry Potts, James H. Webb, John Freedley, William Z. Matheys, A. J. H. Duncan, William Kennedy, Henry Coates, William Hamille, John Rodgers, John Shearer, John Stevens, Cadwallader Evans, George D. Sheoff, Levi Dentz, George Richards, John M. Sheets, Joel K. Mann, John McKay, Walter W. Paxson, Richard B. Jones, Christian Keisel, William Holstein, Adam Slemmer, George M. Potts, John S. Leibert, Ardemus Stewart, Evan Jones, Joseph C. Morgan, Joseph Mather, Joseph Royer, Henry Sheets, John B. Steregere, Charles Smith, Samuel D. Patterson, Jacob Fry, Jr., Robert Bethel, Tophill Johnson, William Stevens, James M. Pawling and William Henry, all of the county of Montgomery.

Samuel Badger, John Savage, Thomas Weaver, Jacob Hubell, George W. Jones, James McCormack, Edward Wartman, Henry Berrell, William J. Lewis, Thomas M. Rush, Matthias Holstein, Jonathan M. Wright, Samuel Nevins, Joseph S. Kite, Jacob Alter, James R. Wilson, Isaac Otis, Benjamin E. Carpenter, William D. Lewis, John Miles, Charles W. Horner, Daniel Smith, Peter Hotz, Sr., Lantel Jeffries, Sr., John Weaver, John Grin, Lewis Shinnick, John H. Dohner, Henry Painter, George Reed, George Wunner, Peter Baker, Ignatius McDonough, George M. Hickling, Charles Boker, R. L. Loughhead, Robert O'Neill, Montgomery P. Young, William F. Lehman, Michael E. Israel, Samuel Heintzelman, Jacob Heyberger, John McCormack, Alexander Taylor, Daniel Huh, Jr., John Lentz, Philip Peltz, Jr.

Joseph Burden, Daniel Lafferty, Thomas Hubble, Paul S. Brown, Franklin Vanzant, George Rundel, William A. Martin, Augustus J. Miller, Charles Doran, Isaac Helfenstein, James Enue, Jr., Alexander W. Reed, Francis McBride, Robert McAfee, William Rheiner, Jr., Daniel Binder, Benjamin Hutchinson, Z. B. Ziegler, Peter Buddy, John F. Ashton, Daniel Snyder, Joseph Dickinson, Jacob Haas, Joseph Hergeshimer, Miles N. Carpenter, Samuel J. Pearson, Peter Schriver, R. H. Bartle, William Lewellen, Thomas Pratt, Lemuel

Paynter, Jr., Charles Rizer, John J. Krider, John Whitteman, William G. Alexander, Thomas D. Grover, Francis Clinton, William J. Orans, John Floyd, Jr., Thomas McCulley, John Lisle, William King, John R. Vodges, William Webb.

Joseph Potts, John Baird, James Sandres, General Samuel Castor, John Foulkrod, William A. Lee, Robert W. Harper, Rudolph K. Harley, M. Bomeislee, Isaac Castor, Philip Peltz, Jacob Baker, Jr., Edward Bartholomew, Elijah Dallet, Samuel Nevins, Joseph C. Burden, Benjamin T. Bioren, Abraham Okie, Isaac A. Abraham, Freeman Scott, John Grear, Thomas Sutton, James Simpson, Peter Gibbert, John McGrath, Moses Furten, B. M. Henschman, George Jefferies, Joel Cook, John B. Trenor.

John Shrutthers, James Twadell, William B. Blight, Joseph Aitken, Morgan Ash, Thomas Barnett, John D. Neff, Samuel S. Reed, George Kirkpatrick, Jacob Thomas, Isaac Shubert, Andrew Dever, Henry D. Lentz, Caleb Churchman, Andrew Hooten, George Hoffner, Alexander Wentz, Peter Wager, John Naglee, William Badger, Samuel R. Wood, Jacob Souder, Charles Votier, C. Rockland Thompson, Simon Gratz, George W. Riter, Francis C. Bruil, William White, Jr., John K. Kane, William Hunter, Elihu Chauncey, Caleb P. Iddings, George Wartman, Joseph B. Haines, Benjamin Sage, William Hughes, of Blockley.

Joseph Franks, Fredrick Sorber, William McCoy, Charles B. Deal, Jesse Suplee, John Miller, Henry Leech, George Ludwick, Henry C. Myers, James Young, Isaac Leech, William Young, Joshua Jones, Isaac Heston, Nathaniel Koplin, Henry Krider, Joseph Lentz, Morris Clayton, Joel McDermond, John M. Justis, Jacob Keck, William Hickman, Edward Wartman, James P. Smith.

Augustus H. Richards, William Barger, John L. Wolf, Peter Fritz, Samuel W. Dilworth, J. B. McLeran, William P. Smith, Jonathan K. Hassinger, John C. Davis, John Briggs, Peter A. Keiser, Joseph Smith (carpenter), Jacob Frick, Benjamin S. Bonsall, Joseph H. Newbold, Charles Miner, Joseph Smith, Thomas Coats, John M. Kennedy, Janson N. Fennimore, Samuel H. Newbold, James McCann, Michael W. Ash, M. Lawrence, C. J. Wake, George Gideon, and Samuel William, of the city and county of Philadelphia.

Once Attempted to Build a Railroad in Wissahickon Valley

Edgar Thomson, Civil Engineer, Made a Survey of the Gorge for Messrs. Livezey, Rittenhouse and Thomas

Railroads—the building of them or the merging of one with another—is not entirely new, as is evidenced by an old newspaper clipping, dated February 3rd, 1831—a century ago.

The article, referred to, relates to a railroad to be built along the Schuylkill river, and Wissahickon Creek, and reads as follows:

"In his report to Messrs. Livezey, Rittenhouse, Thomas and others, as to his survey for a railroad to Norristown, via the Valley of the Wissahickon Creek, Jn. Edgar Thomson, civil engineer, finds the average cost of road formation from Peters' Island, 16 miles and 40 chains, would be \$8,145 per mile, from Broad and Vine streets, Philadelphia, 19 miles and 30 chains, \$7,220 per mile. The total cost of the road led from Philadelphia would be \$139,885, to which would be added \$160,812.50 for laying rails, if these were wooden rails plated with iron, and \$237,537.50 if stone rails plated with iron.

"The principal expense of forming the bed of the road occurs upon those portions of the line which are traced along the shores of the

Schuylkill and Wissahickon. The excess of cost is chiefly owing to the sharp curves in the banks of these streams. Upon the Wissahickon, where this remark more particularly applies, it will be necessary in some instances, in order not to diminish the radius of curvature of the road below 400 feet, to incur deep excavations, in others to occupy the bed of the stream.

"The course of the stream from Peter Robinson's to Spring Mill Valley is bounded by steep and rocky hills, with, generally, a narrow flat on one or the other of its margins. If, therefore, the direction of the line is changed to suit this feature of the valley the places that appear almost insurmountable can be avoided without incurring any great expense. This was done by crossing the creek at three points, viz., near Rittenhouse's, Longstreth's and below Yardley's Mills. In two cases tunnels are estimated—at P. Robinson's Mill dam and opposite the entrance of Paper Mill stream. These, however, are short and will not be objects of importance—their lengths will be 44 and 98 yards.

Tells About Railroad

Hundred Year Old News Clipping Refers to Difficulties Encountered by Philadelphia, Germantown and Norristown Rail Officials.

Apropos of an article concerning the origin of the Reading Railroad, which was written by John M. Slekinger, and appeared in last week's issue of THE SUBURBAN PRESS, is a newspaper clipping which appeared in Poulson's Advertiser, dated January 15th 1831, that read as follows:

Mr. Poulson: We have seen several publications in your paper urging the Wissahickon route for the proposed road to Norristown.

The proposition for a rail road originated in Germantown and had for its primary object the accommodation of that place. It was deemed feasible and proper to connect with it the lime and marble quarries at Plymouth and to extend it to Norristown, thus embracing several interests. After meetings had been held, a plan proposed and assented to by all parties and individuals came forward suggesting a route along the Wissahickon creek to accommodate the millers located there, with a branch to Germantown.

The Wissahickon route will cost half as much more as that through Germantown, owing to the extreme roughness of the ground. There are along the creek, perhaps, one-tenth part of the number of inhabitants of Germantown and I have no hesitation in believing that they will furnish not above one-tenth the tons of transportation as the inhabitants on the other routes.

Besides Germantown the intermediate country, Nicetown the Rising Sun and Cohocton, present a density of population unknown on the other route. It was Germantown that originated the plan. Germantown will pay more for its support than all the rest of the route, and it seems to us truly absurd for the Wissahickon mills to talk of a branch from their road to Germantown.

The railroad as originally proposed to run very near the Germantown street for its whole length presents such inducements to stockholders as have seldom been equalled. Without Germantown we think the stock would not be worth having.

W. W.

Bus Line From Roxborough to West Philadelphia Urged by Leaders

A comprehensive movement for the establishment of a direct cross-country bus line between West Philadelphia and Manayunk has been inaugurated by business organizations of both sections.

J. Joseph Finn, 5408 Walnut street, chairman of the Transportation Committee of the West Philadelphia Chamber of Commerce, is arranging for a conference between officials of the P. R. T. and representatives from the Manayunk, Roxborough, 40th and Market streets and the Lancaster Avenue Business Men's Associations, at which time members of the various groups will present their appeals.

Charles A. Coulomb, superintendent of school district No. 1, also favors the project as a means of supplying a much-needed transportation line for the school children attending the West Philadelphia High School and the West Philadelphia Catholic High School.

The route as proposed by Mr. Finn would start at 47th street and Grays avenue. Proceeding north on 47th to Chestnut and thence to 46th, the bus would continue north to Haverford avenue. Going east on Haverford to 44th street and then

north through Fairmount Park, it would terminate at Walnut lane and Ridge avenue, the present terminus of the bus line between Roxborough and Germantown.

Samuel T. Banham, president of the City Business Club and the Manayunk Business Men's Association, last Friday, declared that "It was near time the P. R. T. did something about the new bus line."

"It takes an hour to go from Manayunk to West Philadelphia by trolley car, and a bus line between the sections would cut the time to twenty minutes. The P. R. T. has promised at different times to establish a car line, but nothing was ever done about it. We intend to carry this new movement to a finish."

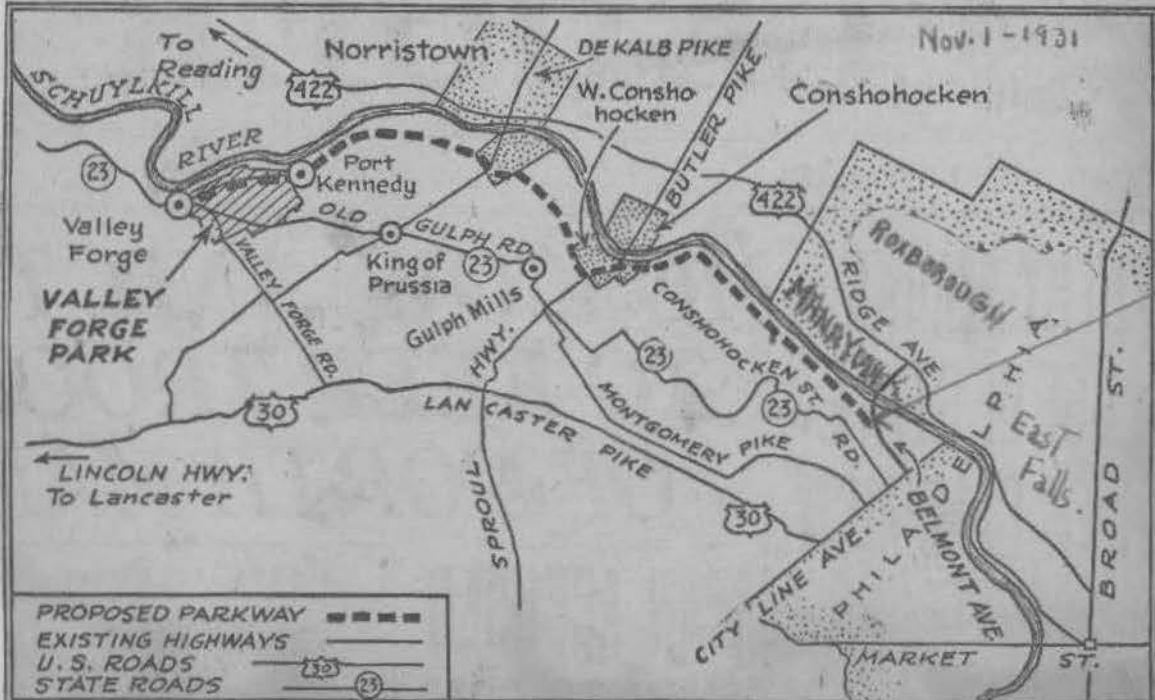
Erwin G. Stein, 6076 Ridge avenue, president of the Roxborough Business Men's Association, said:

"It is only by the concerted action of the residents of Roxborough, Manayunk and West Philadelphia that we can bring about the establishment of the bus line. According to the data we have gathered, the bus line could be conducted profitably by the P. R. T., and we see no reason why it could not be opened immediately."

*

Public Ledger, Nov. 1st 1931

Proposed Valley Forge-Fairmount Parkway



Route of motor link between the two largest parks in the Philadelphia Tristate Region as it finally has been approved by the two Park Commissions and adopted into the Regional Planning Federation's plan. It will be eighteen miles long, skirt the Schuylkill for much of that distance, and tie into Kennedy road near Valley Forge and Belmont avenue in Philadelphia.

Table Shows Heavy Rentals Paid On Basis of Capitalization of Underliers

Following is a table showing the securities of the P. R. T. underliers outstanding in the hands of the public. In addition to the \$7,260,852 aggregate annual rentals and \$835,287 interest on the underliers' bonds the P. R. T. expends each year approximately \$1,800,000 in taxes payable by the underliers.

	Capital stock paid in	Funded debt	Annual rentals	Annual interest
Catharine & Bainbridge Sts. Ry. Co.	\$	\$150,000	\$	\$9,000
Citizens' Pass. Ry. Co.	192,500	.....	140,000	.....
Continental Pass. Ry. Co.	580,000	280,000	120,000	11,200
Darby, Media & Chester Street Ry. Co.	850,000	991,000	42,500	44,595
Darby & Yeadon Street Ry. Co. ....	.....	200,000	.....	9,000
Doylestown & Willow Grove Ry. Co. ....	.....	500,000	.....	20,000
Electric Traction Company	8,295,964*	1,254	581,302*	75
Empire Passenger Ry. Company .....	.....	195,000	.....	11,700
Fairmount Park & Haddington Pass. Ry. Company.....	300,000	.....	18,000	.....
Frankford & Southwark Phila. City Pass. R. R. Co.....	1,875,000	289,610	675,000	10,985
Germantown Passenger Ry. Company	572,850	14,081	157,500	745
Green & Coutes Streets Phila. Pass. Ry. Company	150,000	.....	60,000	.....
Hestonville, Mantua & Fairmount Pass. R. R. Co.	325,568	1,247,500	25,750	68,612
Market Street Elevated Pass. Ry. Company .....	.....	10,000,000	.....	400,000
Peoples Passenger Railway Company	732,933†	750,000	188,980†	30,000
Peoples Traction Company	5,997,262*	72,000	607,723*	4,320
Philadelphia City Passenger Railway Company	473,076	395,000	148,392	14,925
Philadelphia & Darby Railway Company	164,750	100,000	6,590	5,750
Philadelphia & Grays Ferry Passenger Ry. Co.	307,854	.....	49,184	.....
Philadelphia Traction Company	20,000,000	125,000	1,800,000	7,000
Philadelphia & Willow Grove Street Ry. Company .....	.....	1,000,000	.....	45,000
Real Estate Holding Company .....	.....	333	.....	20
Ridge Avenue Passenger Railway Company	420,000	.....	180,000	.....
Second & Third Streets Passenger Railway Co.	771,076	.....	254,448	.....
Seventeenth & Nineteenth Sts. Pass. Ry. Co. ....	.....	100,000	.....	6,000
Thirteenth & Fifteenth Sts. Pass. Ry. Company	333,693	438,000	239,400	21,260
Union Passenger Railway Company	738,582	750,000	227,563	30,000
Union Traction Company	10,482,133	876,000	1,795,937	35,240
West Philadelphia Passenger Railway Company	357,050	996,000	71,410	49,860
Maintenance of organization, etc. ....	.....	.....	69,193	.....
Total	\$53,920,301	\$19,408,778	\$7,260,852	\$835,287

* Stock pledged for \$29,725,614 outstanding Electric & Peoples Traction 4% Stock Trust Certificates and rental paid is used to pay interest on these certificates.

† Stock pledged for \$4,724,000 outstanding Peoples Passenger Railway 4% Stock Trust Certificates and rental paid is used to pay interest on these certificates.

JOSEPH H. EWING
President

A. C. CHADWICK, JR.
Secretary

HARRY B. HEYWOOD
Treasurer

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The Suburban Press

474 CONARROE STREET
ROXBOROUGH, PHILA., PA.

March 21st 1931.

Director of City Transit,
Clarence E. Myers,
City Hall, Phila., Pa.

Dear Director,

Philadelphia newspapers, of last Thursday, contained an article concerning your outline of the city's transit program for the next ten years, in which reference was made to the extension of the Broad Street Tube, to the Northwest.

Will this program take care of the public transportation needs of Roxborough, Wissahickon and East Falls? Has any provision been made for utilizing the subways which will be an integral part of the great Henry Avenue bridge across the Wissahickon Creek?

If so, we would like to pass the good news along to the readers of The Suburban Press. If not, we should also like to inform the voters of this section, the conditions as they exist.

Very truly yours,

THE SUBURBAN PRESS,

~~Editor~~



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CITY OF PHILADELPHIA
DEPARTMENT OF CITY TRANSIT
CITY HALL ANNEX
PHILADELPHIA

C. E. MYERS
DIRECTOR
GEORGE T. ATKINSON
ASSISTANT DIRECTOR

CHARLES H. STEVENS
CHIEF ENGINEER

March 25, 1931.

← Mr. A. C. Chadwick, Jr., Editor, ←
The Suburban Press,
474 Conarroe Street,
Roxborough, Phila., Pa.

Dear Sir:

Subject: Roxborough Rapid Transit Line

In reply to your inquiry of March 21st regarding my recent comments on an estimate based on a ten-year program of rapid transit construction, I am advising you that this estimate included only extensions of lines now in existence or under construction. It covered branch lines connecting with the Broad St. Subway system, extension of the Frankford Elevated, and continuation of the extension of the Market St. Subway westward. The extension of the Broad St. Subway to the northwest which was included in this estimate represents a subway in Stenton Avenue between Broad Street and Mt. Airy Avenue.

As it is not practicable to extend the Broad St. Subway to Roxborough over the Henry Avenue bridge, rapid transit service for this section will depend upon the reauthorization of a complete rapid transit line connecting Roxborough with the center of the City similar to the route which was formerly authorized. This, of course, depends upon the approval of this complete project by the electorate.

Very truly yours,

C. E. Myers
C. E. Myers,
Director.

#

AN ORDINANCE TO AUTHORIZE THE Director of Public Works to enter into a contract for the improvement of Gorgas Park, Ridge avenue and Hermitage street, and authorizing payment therefor.

Section 1. The Council of the City of Philadelphia ordains, That the Director of Public Works be authorized to enter into a contract for the improvement of Gorgas Park, Ridge avenue and Hermitage street, the cost thereof not to exceed the sum of five thousand (\$5000) dollars, and to be charged against Item 466 Loan in the appropriation to the Department of Public Works, Bureau of City Property.

Approved the 24th day of July, A. D. 1931.

H. A. MACKAY,
Mayor of Philadelphia
(No. 216.)

AN ORDINANCE TO REQUIRE THE Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company, the Reading Transit Company and Reading Street Railway Company, as franchise holders and successive lessees, to pave or repave certain streets.

Whereas, The road bed of Levering street, Leverington avenue, Baker street, Mitchell street, Lyceum avenue, Manayunk avenue and Sumac street is in a condition dangerous to traffic;

And Whereas, The Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company and the Reading Transit Company are by ordinances approved February 17, 1893, March 29, 1893, and March 3, 1891, obligated to keep in repair and when requested by ordinance, to pave with improved paving any or all of the streets occupied by their tracks; therefore

Section 1. The Council of the City of Philadelphia ordains, That the Wissahickon Electric Passenger Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company, the Reading Transit Company and Reading Street Railway Company shall improve, by paving or repaving with asphalt with vitrified block gutters, the following street:

Lyceum street from Mitchell street to Manayunk avenue.

and shall improve by paving or repaving with vitrified block the following streets:

Leverington avenue, from Pechin street to Ridge avenue.

Leverington avenue, from Baker street to Silverwood street.

Baker street, from Leverington avenue to Dupont street.

Mitchell street, from Leverington avenue to Green lane.

Mitchell street, from Green lane to Lyceum avenue.

Manayunk avenue, from Lyceum avenue to Sumac street.

Sumac street, from Manayunk avenue to Poehelle avenue.

and shall improve by paving or repaving with redressed granite block the following street:

Levering street, from Cresson street to Silverwood street.

in a manner prescribed by the Director of Public Works.

Sec. 2. The Director of Public Works is hereby authorized and directed to notify the Wissahickon Electric Railway Company, the Roxborough, Chestnut Hill and Norristown Railway Company, the Schuylkill Valley Traction Company, the Reading Transit Company and Reading Street Railway Company, to comply with the provisions of Section 1 of this ordinance within thirty days after the notice of its passage and approval is given them.

Approved the 24th day of July, A. D. 1931.

H. A. MACKAY,
Mayor of Philadelphia
(No. 214.)

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RESOLUTION — TO AUTHORIZE THE City Solicitor to adjust, settle and compromise certain claims against the Reading Transit Company, the Roxborough, Chestnut Hill and Norristown Railway Company and the Wissahickon Electric Passenger Railway Company and their sureties to accomplish the abandonment of the operation of their lines and the surrender of their franchises to the City of Philadelphia; to satisfy any bonds or judgments which may have been given or incurred by reason of the granting of the franchises and to take such further action in his discretion as may be deemed necessary or advisable to carry any such agreement of compromise or settlement into effect, and directing the presentation of this resolution to the Mayor for his approval or disapproval.

Whereas, By ordinance approved March 28, 1894, permission was granted to the Manayunk and Roxborough Inclined Plane and Railway Company, later becoming by merger the Roxborough, Chestnut Hill and Norristown Railway Company, to operate electric cars over Ridge avenue, from Wissahickon Station of the Reading Railway to the County line and on other streets, the said company agreeing to keep and maintain in good condition at all times the paving of said streets, and for the faithful performance of all of its obligations gave to the City of Philadelphia a bond in the sum of \$25,000 with Real Estate Title Insurance and Trust Company of Philadelphia as surety thereon and said railway was constructed and has since been operated by the said company and its lessees, and

Whereas, The said railway company and its lessees have failed to comply with its and their obligations to pave, repave and repair said streets and for the recovery of such repairs made by the City of Philadelphia suit was brought against the Reading Transit Company, lessee of the said Roxborough, Chestnut Hill and Norristown Railway Company and judgment obtained against it, which judgment has been ascertained to be uncollectible; and

Whereas, The transit facilities provided by said company and its lessees have been and are inadequate, provide no transportation to the central section of the City, and the tracks and rolling stock of the said railway are dilapidated and out of repair, and it would be advantageous to the section of the City served by said railway that the operation of the same should be abandoned; and

Whereas, No efficient substituted transportation facilities can be operated in the territory during the continuance of the franchise rights in the aforesaid street railway companies; and

Whereas, The said companies have indicated their willingness to abandon the operation and to surrender their franchises in consideration of the satisfaction of the said judgment against the Reading Transit Company and the release of the obligations incurred under their franchise ordinances, including two \$25,000 surety bonds entered into at the time of the granting of the franchises, therefore

Resolved, By the Council of the City of Philadelphia, That the City Solicitor is hereby authorized to adjust, settle and compromise certain claims against the Reading Transit Company, the Roxborough, Chestnut Hill and Norristown Railway Company and the Wissahickon Electric Company and their sureties to accomplish the abandonment of the operation of their lines and the surrender of their franchises to the City of Philadelphia; to satisfy any bonds or judgments which may have been given or incurred by reason of the granting of the franchises and to take such further action in his discretion as may be deemed necessary or advisable to carry any such agreement into effect.

Resolved, That the Clerk of City Council be directed to present this resolution to the Mayor for his approval or disapproval.

Approved the 15th day of November, A. D. 1931.

H. A. MACKAY,
Mayor of Philadelphia
(592 ON)

*Suburban Press
Oct 1-1931*

PRT Terminal In Manayunk To Be Changed

Will Permit Use of One-End Control Cars of Mod- ern Type

NEEDED IMPROVEMENT

Re-Grading of Main Street, Has Never Been Completed

Philadelphia Rapid Transit Company officials are desirous of putting one-end control street cars in operation on its Manayunk No. 61 Route, and have at last figured out a way to obviate a loop at the end of the line, at Main street and Leverington avenue.

Cars, after discharging passengers following the run to Manayunk, will pull ahead from the outbound track toward the Nixon street bridge over the Schuylkill Canal, where a short straight track, parallel with Keely's Lumber Yard, will be laid. The cars will be backed on this straight track, toward the Reading railroad right of way, and may then advance around another curved rail on to the southbound track, ready for the inbound run.

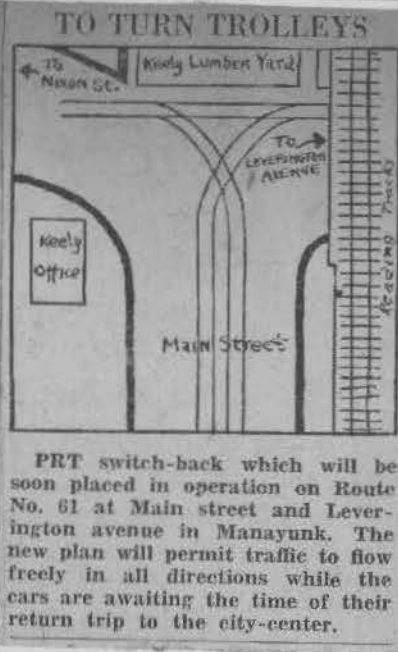
This procedure will permit the use of the newer model cars, and it is hoped by local riders, will eliminate, forever, the side-seated "cattle-cars" which apparently were relegated to the Manayunk route as the various lines throughout the city was modernized.

Too long have the followers of Eddie Moken, the token king, condoned the poor service which has prevailed on No. 61 Route, and it is good to know that in their wanderings some of the PRT engineers finally wended their way out to Manayunk and after seeing some of the deplorable conditions have decided to make some changes.

An additional curved rail is to be installed at Ridge and Midvale avenues, in order to make "cut-backs", or possibly for the use of one-man trolleys.

It may also be good for the engineers to wait for a street car any Saturday afternoon, between 1 and 3 and check up on the time between cars. The "Cut-back" at the foot of Robeson's Hill, in Wissahickon, may have proven to be a fine resort for the route superintendent, when schedules are upset by downtown traffic, but it certainly taxes the patience of the prospective passenger who is waiting for a car in Manayunk.

With the street car tracks being relaid at the terminus of Main street, the municipal authorities should have their attention called to the fact that for several hundred feet northwest of the Green lane bridge over the Schuylkill, Main street has to be re-graded, so that all of the improvements in that section may be completed as soon as possible.



PRT switch-back which will be soon placed in operation on Route No. 61 at Main street and Leverington avenue in Manayunk. The new plan will permit traffic to flow freely in all directions while the cars are awaiting the time of their return trip to the city-center.

Car Line May Be Sold at Open Auction

Twenty-first Ward Transit Problem Nears a Solution

DEFAULTS ON INTEREST

Decree Handed Down on Saturday, by Judge Ferguson

The Roxborough, Chestnut Hill and Norristown Railway, which operates a trolley line from Ridge avenue, at Wissahickon Station, to Barren Hill, and through various streets in the 21st Ward, will be sold at public sale unless \$199,120 is paid within five days to cover the amount of a bond issue on which there has been a default in payment of interest.

A decree to that effect was entered last Saturday by President Judge Ferguson, of Common Pleas Court, No. 3. The Real Estate, Land Title and Trust Company, trustee of a trust mortgage made by the railway company, brought foreclosure proceedings at the request of the holders of \$119,000 of the \$189,000 worth of bonds issued in 1896.

connection with the Philadelphia Rapid Transit system.

The ordinance was prepared by City Solicitor Ashton and specifically authorizes him to "adjust, settle and compromise certain claims" against the old companies. These claims consist of judgments for failure of the trolley companies, in accordance with their old franchises, to pave the streets over which they operate.

The judgments, Mr. Ashton declared, are virtually worthless, and the only possible offset against them would be for the city to realize on the surety bonds, which would bring in about \$50,000 toward \$300,000 in claims.

"Our plan", Mr. Ashton explained, "is to take over the lines, wipe out the franchises, and thus pave the way toward negotiating with the P. R. T. to give residents of Roxborough and Wissahickon the direct service to the city they want.

"All elements in the section affected favor such a proposal.

"The city gives up the judgments, on which nothing can be obtained, because they are preceded by numerous other claims, and gives up the bonds but gets back the lines and thereby has a chance to give the district real transportation service, which it can never get otherwise."

Suburban Press 11/19/1931

Sub. Press 11/12/31

Council Acts On Transit Line Problem

Ordinance Aimed to Wipe Out Old Franchises Is Approved

BACKS CITY SOLICITOR

City Plans to Take Over Lines and Negotiate With P R T

City Councils Transportation Committee last Thursday approved an ordinance aiming to wipe out the old franchises of the old local street car lines in Wissahickon, Manayunk and Roxborough.

These car lines have operated for years, lately in the control of the Reading Transit Company, without

P.R.T. Negotiates With Councils To Operate 21st Ward Bus Line

John A. McCarthy, banker and chairman of the City-Company Relationship Committee of the P. R. T. board, indicated on Tuesday in discussing a number of important transit improvements projected by the company, the inauguration of a new bus line to connect the Roxborough-Wissahickon section with the central business district via the Henry Avenue Bridge.

A Publicity and Public Relations Committee has been named to accomplish this among other purposes, he disclosed. The committee comprises Dr. Tilly, McCarthy and George Stuart Patterson, three of the six men appointed last May to the P. R. T. board by Judge Harry S. McDevitt.

"It is the intention of the P. R. T. to extend to the limit of its ability the best available transit service to the people of Philadelphia," said McCarthy.

"In line with this attitude the company has inaugurated negotiations with the city to establish a bus line from the Wissahickon Station of the Reading Company out Ridge avenue to City Line. The franchise covering this route is held by the Reading Transit Company, which operates a trolley line out Ridge avenue to Norristown."

"We expect to break even on the operation of this new bus line for the present," said McCarthy. "We won't make a penny for the next few years at least in its operation. It will undoubtedly aid tremendously in the development of the entire Roxborough district, and give the section a transit service now lacking because of the unsatisfactory operation of the present trolley line."

The plan calls for the line to be placed in operation about January 1st, and it is believed the route will end at the Broad street subway, at Allegheny avenue. It is also understood that previous to the completion of the Henry avenue bridge, the bus line will follow a temporary route.

The Old Trolley Line

That the publicity given the transit situation in Roxborough, Manayunk and Wissahickon, by the Suburban Press, is taking effect is disclosed in two letters which were received from readers this week. That the missives are somewhat in opposition to the views of this newspaper, is of secondary importance. It is felt that they will add to local residents' information concerning the subject, and are herewith printed, with brief editorial comments added.

Wissahickon, Nov. 16th, 1931.
To "The Suburban Press,"
Dear Sirs:

For some time (according to our local papers) some of our business people have been knocking our local trolley line and boosting P.R.T. busses. The older people (and they are the real shoppers) would rather shop in Roxborough, Wissahickon, and Manayunk, than bother about going into the city, but if transportation is going to be so convenient, as it has been pictured, everybody, old and young, will go shopping "down town" where things are cheaper, and it looks to me as if Roxborough will lose instead of gaining anything by knocking out our old trolleys.

How about the men being thrown out of work, don't that mean anything? The trolley men who have spent their earnings in this community and their families, will be the ones who will suffer most. Will they not be taken into consideration? I suppose not, they will just be about one hundred more added to the list of unemployed.

AN OLD TIMER.

(Editor's Note) — The Suburban Press has consistently advocated through transportation to the centre of the city for the people of the 21st Ward, and will continue to do so until this section is put on an equal plane with other sections of the municipality. With airships and speedy automobiles the day of the isolation of a community, or nation, is past.

The first line of the above letter reveals the fact that the writer of it resides in Wissahickon, close to the Reading Railroad station, and within easy walking distance of the P.R.T. Company's Manayunk trolley line. We feel sure that a resident in the vicinity of Port Royal avenue would not write a letter of this kind, especially if it were necessary for him to get to and from his home after midnight.

We call attention of "An Old Timer" to the Glenside line of the P.R.T. which when it was first put into operation ran through "wide open" country to Willow Grove. Within the ten years following

many bustling communities came into being and are still advancing much more rapidly than staid old transit-lacking Roxborough.

Nearer home, there is Queen Lane Manor section, which was also mostly grazing land for cows, until the Midvale avenue trolley line was established, since when thousands of homes have been erected and occupied.

Fore-sighted business men are not so much worried about meeting downtown competition, as they are interested in the number of prospective customers they have. Direct—and therefore better—transit will bring more people to live here, and speed up the development of this glorious range of high and health-sustaining hills.

Sentiment sometimes retards us. Evidently "An Old Timer" doesn't possess the hard heart of a "step-mother," for he gives a thought to the men who may be thrown out of employment. This is one of the regrettable features of progress. Not long since, when the Reading Company's Norristown division was elevated through Manayunk, a score of crossing watchmen were thrown out of work, but who is there that won't agree that the elimination of that old life-destroying line was not done for the betterment of the community?

Manayunk, Nov. 13th, 1931.

Dear Mr. Editor:

It is with great interest I read your paper, but herewith wish to contradict a statement in this week's paper which I have read about before. It is regards to the suburban trolley and runaway car causing accidents and deaths, and all claims being paid in full, this I WILL SAY is not true, as I had a brother in one, who had both wrists dislocated and was not able to attend his place of business for five weeks, and all the rest who were on the car, including the conductor who was killed, never were paid any claims. Rather than pay, the said Company passed into the hands of the receiver.

I think if you would look up the wife of this conductor, who was killed, and who since then has remarried, but is still living in Roxborough, she is one who would back this statement. This one (accident) occurred on Leverington avenue in the month of December I believe, in 1893.

Very truly,

"A Suburban Press Reader."

(Editor's Note)—The article to which "A Suburban Press Reader" refers was written by a member of the staff of this paper, who is in close touch with many of the owners of stock of the old trolley line, and we had no reason to doubt his statement in regard to the payment of claims, otherwise we would have deleted it. And if our knowledge of law were just a little better, we might possibly take up its practice. The emoluments are greater.

We imagine it would be difficult, at this late day, to ascertain the legality of any passenger's claim in 1893, or whether a claim of that year had been presented with the

proper procedure and form. As far as the conductor's death is concerned it was indeed lamentable, but it appears as though the accident occurred previous to the passing of the Employer's Liability Act, when it was considered that a person assumed risks like this when he accepted such a position. The writer knows of several instances where men lost their limbs and lives in local manufacturing plants, and received no compensation. But all these cases took place in a period of industrial development, when the welfare of the workers was not as important as it is today.

However, we sincerely appreciate the information contained in the letter, which will be added to our files of data relative to the old trolley company.

Ordinances

AN ORDINANCE AUTHORIZING THE operation of motorbuses by the Philadelphia Rural Transit Company...

Section 1. The Council of the City of Philadelphia ordains that in consideration of the acceptance by the Philadelphia Rural Transit Company...

Route R. Beginning at the intersection of Broad street and Erie avenue...

thence along Broad street and Erie avenue; thence along Erie avenue to Hunting Park avenue; thence along Hunting Park avenue to Wissahickon avenue; thence along Wissahickon avenue to Roberts avenue; thence along Roberts avenue to Henry avenue; thence along Henry avenue to Hermit lane; thence along Hermit lane to Ridge avenue; thence along Ridge avenue to the Philadelphia City line; thence continuing in Montgomery county along Ridge avenue to Darven Hill road; thence along Darven Hill road to Church road; thence along Church road to the intersection with the Germantown and Perkiomen turnpike; thence returning over the same route to Sixteenth street and Erie avenue; thence along Sixteenth street to Butler street; thence along Butler street to Germantown avenue; thence along Germantown avenue to Broad street; thence along Broad street to Erie avenue; the point of beginning; and also a turn-back loop from the intersection of Ridge avenue and Fairthorn street, along Fairthorn street to Mathias street; thence along Mathias street to Parker street; thence along Parker street to Lawnton street; thence along Lawnton street to Livsey street; thence along Livsey street to Ridge avenue; thence along Ridge avenue to Fairthorn street, the place of beginning of said turn-back loop and also an additional turn-back loop beginning at Ridge avenue and Evergreen avenue; thence along Summit avenue to Lare street; thence along Lare street to Evergreen avenue; thence along Evergreen avenue to Ridge avenue, the place of beginning. Provided, however, that until the completion of the Henry avenue bridge and Henry avenue, the temporary route shall be from Wissahickon avenue and Hunting Park avenue, along Hunting Park avenue to Allegheny avenue; thence along Allegheny avenue to Ridge avenue; and thence along said Ridge avenue; otherwise following the route hereinbefore described.

The Company shall operate only over the thoroughfares herein authorized, except in case of emergency; but should vehicular traffic be hereafter diverted from any portion of said thoroughfares for any reason, the Company may use such other streets, avenues, bridges, highways and public places, to be selected by the Department of Public Works, Bureau of Highways, as are necessary to continue operation.

Sec. 2. The right herein granted to operate over the said route is conditioned upon the commencement of operation within one year from the date upon which a certificate of public convenience is issued by the Public Service Commission of the Commonwealth of Pennsylvania approving this grant, application for which shall be made by the Company within ten days after the said grant shall be accepted by the said Company, and failure to commence operation upon the said route as aforesaid shall constitute a forfeiture of the right herein granted to operate over that route. Provided, however, that if the commencement of operation upon the said route shall be prevented by legal proceedings in any Court or tribunal, or by works of public improvement, or by other causes not within the control of the Company, the time for the commencement of operation upon the said route shall be extended by the period of such prevention.

Sec. 3. The Company shall operate vehicles over the route hereinbefore specified or any extensions or alterations thereof during such periods and at such intervals as the reasonable convenience of the public may require. Extra or additional service may be rendered on said route or any portion thereof, and at such periods as will best subservise the interests of the public. The Company shall conform to all regulations which may be made by the Council and the Department of Public Safety of said city with regard to the movement of traffic, parking and stopping of vehicles or otherwise. No driver shall operate any motorbus pursuant to this grant unless and until he has complied with the laws of this State and the ordinances of this city now or hereafter in force with reference to chauffeurs or drivers' licenses or the like; and no such motorbus shall be operated at a greater speed than shall from time to time be permitted by statute or ordinance. The Company shall at all times keep its equipment in good order and repair and shall provide safe, adequate, reasonable and sufficient service to the public.

Sec. 4. The city reserves the right to purchase all the property whatsoever of

the Company upon July 1, 1934, or upon the first day of any July thereafter, by serving six months' notice on the Company of its intention so to do, and upon paying to the Company upon the date named in said notice the value of its physical property, such value to be determined, upon failure to agree thereon, by the Public Service Commission of the Commonwealth of Pennsylvania, in which valuation no allowance shall be made for franchise value.

Sec. 5. The rate of fare to be initially established by the Company upon the route herein described shall be ten (10) cents cash for one-way trip over any portion of the route within the limits of the city of Philadelphia. The fare for travel along the route described lying beyond the limits of the city of Philadelphia shall be an additional ten (10) cents. Privileges of interchange shall exist between said route and Route E, by means of a free transfer at Leverington street and Ridge avenue. Interchange privileges shall exist between said route to bus Route E by means of an exchange ticket, the price of which shall be three (3) cents. Exchange privileges shall exist from said route to connecting surface trolley lines of the Philadelphia Rapid Transit Company and the Broad Street Subway by means of an exchange ticket, the price of which shall be three (3) cents. Provided, however, that in the case of passengers transferring from the Philadelphia Rapid Transit Company's surface trolley lines to busses, three (3) cents cash in addition to an exchange ticket shall be paid. Provided further, however, that in the case of passengers transferring from the Broad Street Subway to the busses, exchange privilege shall be by means of an exchange ticket, the price of which shall be six (6) cents. Transfer or exchange privileges shall not be available from one bus route to another bus route except as hereinbefore provided. The foregoing rates of fare shall be subject to the provisions of the Public Service Company Law.

It is agreed that the Philadelphia Rural Transit Company is a subsidiary of the Philadelphia Rapid Transit Company within the meaning of the agreement of July 1, 1927, between the city of Philadelphia and the Philadelphia Rapid Transit Company, and it is further expressly agreed that the earnings of the Philadelphia Rural Transit Company, accruing directly or indirectly to the Philadelphia Rapid Transit Company, shall be available for and applicable to the payments to be made to the said city under the provisions for the recapture of profits contained in paragraph sixth of the said agreement of July 1, 1927. And it is further agreed that in any investigation of the fares and income of the Philadelphia Rapid Transit Company, or upon any application for readjustment of the fares of the Philadelphia Rapid Transit Company such investigation or application shall include the fares and income of the Philadelphia Rural Transit Company as a part of the system of the Philadelphia Rapid Transit Company.

Sec. 6. All other ordinances or parts of ordinances now in effect or hereafter adopted which are inconsistent with the provisions of this grant shall not be applicable hereto, nor affect the full and complete exercise thereof, it being the intent hereof that this ordinance fully sets forth all the duties and liabilities of the Company with respect to the franchise herein granted. Provided, however, that if at any time a tax or license fee shall be imposed upon motorbuses for public use or the carriage of passengers for pay upon any of the streets, avenues, bridges, highways, boulevards and public places, wholly or in part within such city, such tax or license fee shall apply to the Company's vehicles. And provided further, that nothing contained in this ordinance shall be considered as granting an exclusive privilege depriving the city from at any time hereafter operating busses of its own on any of the aforesaid streets.

Sec. 7. This ordinance shall not take effect unless the same is accepted in writing by the Company, which acceptance shall be filed with the Clerk of City Council within sixty days from the date of passage, and unless this ordinance and its terms and conditions receive the approval of the Public Service Commission of the Commonwealth to whom the same shall be presented at hereinbefore provided.

Sec. 8. The Philadelphia Rural Transit Company shall pay into the City Treasury the sum of fifty (50) dollars for printing this ordinance.

Approved the 4th day of December, A. D. 1931.

H. A. MACKAY, Mayor of Philadelphia.

AN ORDINANCE AUTHORIZING THE operation of motorbuses by the Philadelphia Rural Transit Company, prescribing the route thereof and defining the conditions and fares under which the said Company shall operate.

Section 1. The Council of the City of Philadelphia ordains that in consideration of the acceptance by the Philadelphia Rural Transit Company (hereinafter called the "Company") of this ordinance, subject to the conditions and provisions hereinafter set forth, consent, permission and authority are hereby granted to the Company to maintain and operate motorbuses for public use upon the streets, avenues, bridges, highways, boulevards and public places in the City of Philadelphia (hereinafter called the "City") comprised in the following route, said route being

in addition to those heretofore authorized.

Route K. Beginning on Ridge avenue from a point at or near Wissahickon creek; thence along Ridge avenue to Manayunk avenue; thence along Manayunk avenue to Lycum street; thence along Lycum street to Ridge avenue; thence along Ridge avenue to Leverington street; thence along Leverington street to Main street; thence along Main street to Green lane; thence along Green lane to Oresson street; thence along Oresson street to Levering street; thence along Levering street to the intersection of Levering street and Main street and returning along Main street over the same route to the place of beginning. Provided, however, that until Manayunk avenue is improved, temporary operation shall be from the intersection of Ridge avenue and Terrace street, along Terrace street to Walnut lane, otherwise known as Shurs lane; thence along Walnut lane to Pechin or Mitchell street; thence along Pechin or Mitchell street to Lycum street; otherwise following the route hereinbefore described.

The Company shall operate only over the thoroughfares herein authorized, except in case of emergency; but should vehicular traffic be hereafter diverted from any portion of said thoroughfares for any reason, the Company may use such other streets, avenues, bridges, highways and public places, to be selected by the Department of Public Works, Bureau of Highways, as are necessary to continue operation.

Sec. 2. The right herein granted to operate over the said route is conditioned upon the commencement of operation within one year from the date upon which a certificate of public convenience is issued by the Public Service Commission of the Commonwealth of Pennsylvania approving this grant, application for which shall be made by the Company within ten days after the said grant shall be accepted by the said Company, and failure to commence operation upon the said route as aforesaid shall constitute a forfeiture of the right herein granted to operate over that route. Provided, however, that if the commencement of operation upon the said route shall be prevented by legal proceedings in any Court or tribunal, or by works of public improvement, or by other causes not within the control of the Company, the time for the commencement of operation upon the said route shall be extended by the period of such prevention.

Sec. 3. The Company shall operate vehicles over the route hereinbefore specified or any extensions or alterations thereof during such periods and at such intervals as the reasonable convenience of the public may require. Extra or additional service may be rendered on said route or any portion thereof, and at such periods as will best subservise the interests of the public. The Company shall conform to all regulations which may be made by the Council and the Department of Public Safety of said City with regard to the movement of traffic, parking and stopping of vehicles or otherwise. No driver shall operate any motorbus pursuant to this grant unless and until he has complied with the laws of this State and the ordinances of this City now or hereafter in force with reference to chauffeurs or drivers' licenses or the like; and no such motorbus shall be operated at a greater rate of speed than shall from time to time be permitted by statute or ordinance. The Company shall at all times keep its equipment in good order and repair and shall provide safe, adequate, reasonable and sufficient service to the public.

Sec. 4. The City reserves the right to purchase all the property whatsoever of the Company upon July 1, 1934, or upon the first day of any July thereafter, by serving six months' notice on the Company of its intention so to do, and upon paying to the Company upon the date named in said notice the value of its physical property, such value to be determined, upon failure to agree thereon, by the Public Service Commission of the Commonwealth of Pennsylvania, in which valuation no allowance shall be made for franchise value.

Sec. 5. The rate of fare to be initially established by the Company upon the route herein described shall be ten (10) cents cash for a one-way trip over the full distance or any portion thereof. Privileges of interchange shall exist between the said route and Route R at Leverington street and Ridge avenue, by means of a free transfer. Exchange privileges shall exist from said route to connecting surface trolley line of the Philadelphia Rapid Transit Company on Main street by means of an exchange ticket, the price of which shall be three (3) cents. Provided, however, that in the case of passengers transferring from the Philadelphia Rapid Transit Company surface line on Main street to the busses, three (3) cents cash in addition to an exchange ticket shall be paid. The foregoing rates of fare shall be subject to the provisions of the Public Service Company Law.

It is agreed that the Philadelphia Rural Transit Company is a subsidiary of the Philadelphia Rapid Transit Company within the meaning of the agreement of July

1. 1907, between the City of Philadelphia and the Philadelphia Rapid Transit Company, and it is further expressly agreed that the earnings of the Philadelphia Rural Transit Company, accruing directly or indirectly to the Philadelphia Rapid Transit Company, shall be available for and applicable to the payments to be made to the said City under the provisions for the recapture of credits contained in paragraph sixth of the said agreement of July 1, 1907. And it is further agreed that in any investigation of the fares and income of the Philadelphia Rapid Transit Company, or upon any application for readjustment of the fares of the Philadelphia Rapid Transit Company such investigation or application shall include the fares and income of the Philadelphia Rural Transit Company as a part of the system of the Philadelphia Rapid Transit Company.

Sect. 6. All other ordinances or parts of ordinances now in effect or hereafter adopted which are inconsistent with the provisions of this grant shall not be applicable hereto nor affect the full and complete exercise hereof, it being the intent hereof that this ordinance fully sets forth all the duties and liabilities of the Company with respect to the franchises herein granted. Provided, however, that if at any time a tax or license fee shall be imposed upon motorbuses for public use in the carriage of passengers for pay upon any of the streets, avenues, bridges, highways, boulevards or public places wholly or in part within such City, such tax or license fee shall apply to the Company's vehicles. And provided, further, that nothing contained in this ordinance shall be considered as granting an exclusive privilege depriving the City from at any time hereafter operating buses of its own on any of the aforesaid streets.

Sect. 7. This ordinance shall not take effect unless the same is accepted in writing by the Company, which acceptance shall be filed with the Clerk of City Council within sixty days from the date of passage, and unless this ordinance and its terms and conditions receive the approval of the Public Service Commission of the Commonwealth to whom the same shall be presented as hereinbefore provided.

Sect. 8. The Philadelphia Rural Transit Company shall pay into the City Treasury the sum of fifty (\$50) dollars for printing this ordinance.

Approved the 4th day of December, A. D. 1921.
 H. A. MACKAY,
 Mayor of Philadelphia.

(No. 281.)

same highways to the beginning of the loop.

An alternate route is also proposed, in case of paving or grade difficulties.

The other line would be known as route "R" and would give residents of that section a connection with the Broad street subway at Erie avenue.

This through line will start from Barren Hill and use Ridge avenue to Allegheny avenue to Hunting Park avenue, to Erie avenue, to Broad street, connecting with the subway. After the completion of the Henry avenue bridge, this route will be changed to run through the vicinity of the manufacturing plants at Wissahickon and Hunting Park avenues, thus avoiding Ridge avenue, below the 21st Ward.

A half hour schedule will prevail on this line, but a short line, following the same route, as far as Livezey lane, will be placed in operation with bus service being available every fifteen minutes.

*Sub. Press
11/24/31*

PRT Bus Line Will Serve 21st Ward

One of Planned Routes Will
Connect With Broad
Street Subway

SERVICE FOR FALLS

Other Route Will Supplant
Old "Back Line"
Trolley

Ordinances authorizing establishment of two Roxborough bus lines by P. R. T. were introduced into councils last Thursday.

The lines would serve routes in Upper Roxborough, one connecting with the Broad street subway.

Exchange provisions are made for connection with existing lines.

One of the lines would be route "Z" and would connect with route No. 51, at Ridge avenue and Wissahickon.

This local loop route will start from the foot of Wissahickon Hill, at Main street, going northwest on Ridge avenue to Manayunk avenue, to Lyceum avenue, to Ridge avenue, to Leverington avenue, to Main street, to Green lane, serving the Reading Company's Manayunk railroad station, then back over the

REPRODUCED BY THE PHILADELPHIA ARCHIVE SOCIETY

Bus Lines to Start Soon

Last Friday, Mayor Harry A. Mackey signed the ordinances for the operation of PRT Bus Routes "R" and "Z" which will serve Roxborough, Wissahickon and Manayunk.

The lines are scheduled to start on Sunday—December 13th—but delays in preparing equipment may defer the inauguration of the two bus lines until the following Sunday.

Suburban Press 12/17/1931

PRT Bus Lines Started Operating in 21st Ward Last Sunday Morning

Routes "R" and "Z" Are Now Serving Riders of Wissahickon, Roxborough and Manayunk, After Years of Effort to Secure Better Transportation

Operation of bus routes "R" and "Z" serving Manayunk, Roxborough, Wissahickon, and East Falls, with a resultant cut in fare to the center of the city, went into operation last Sunday.

The 21st Ward has been for many years served by the Reading Transit Company, and the cost of transportation to the central city area was 16 1-2 cents—9 cents on the Reading Transit line and 7 1-2 cents on the P. R. T.

The fare under the new rate is ten cents on the bus lines plus a three cent exchange ticket, or 7 1-2 cents on the trolleys with a six cent exchange ticket to the buses. An additional ten cent fare zone has been established on route "R" between the county line and Barren Hill.

Route "R" operates from Church road and Germantown pike (Barren Hill) to Broad street, and Erie avenue, and route "Z" operates from Main and Levering streets to Ridge avenue, near Wissahickon Creek. Route "R" proceeds down Ridge avenue to Allegheny avenue when it goes out Hunting Park avenue to the terminal.

Free transfer privileges prevail between the two new routes, "R" and "Z".

When Henry avenue and the Henry avenue bridge are completed, busses will use this thoroughfare between Ridge avenue and Wissahickon and Hunting Park avenues, affording more direct and rapid service.

Route R, northbound, exchanges to: Route 21 south at 17th and Erie; Route 33 south at 23rd and Hunting Park; Route 52 east at Ridge and Midvale; and to Bus Route E east at Ridge and Jamestown or at Ridge and Walnut Lane.

Route R, southbound, exchanges to: Route 21 south at 17th and Erie; Route 33 north or south at Germantown and Erie, or Butler; Route 33 south at 23rd and Hunting Park; Route 52 east at Ridge and Midvale; Route 53 north at 16th and Erie; Route 43 east at Broad and Erie; Route 56 east at 16th and Erie or Broad and Erie; Route 61 north or south at Ridge and Main; Route 75 east at 18th and Erie or Broad and Erie; Subway north or south at Broad and Erie and to Bus Route E east at Ridge and Jamestown or at Ridge and Walnut lane.

Route Z, westbound, exchanges to: Route 61 south at Main and Leverington, and southbound, to: Route 61 north or south at Ridge avenue and Main street.

To exchange from subway to bus, buy exchange ticket (6 cents) from cashier when paying 7 1-2 fare.

To exchange between Bus Routes E and R, buy exchange ticket (3 cents) from bus operator when paying 10 cent fare.

To exchange from bus to surface car or subway, buy exchange ticket (3 cents) from bus operator when paying 10 cent fare.

To supply more frequent service on sections of "R" route where riding is heaviest, a certain number of busses will operate all day between Broad and Erie avenue and Ridge and Summit avenues. During the evening rush hours, additional service will be operated between Broad street and Erie avenue and Ridge avenue and Livezey lane.

The new routes were established at the request of civic associations, business interests and City Council, the PRT Board of Directors authorized the operation of two bus routes in this territory, Routes R and Z, coincident with the abandonment of the Reading Transit Company lines.

Issued Dec. 12, 1931.
 The first schedules

MOTORBUS ROUTE "Z" RIDGE & MAIN—MAIN & LEVERING

NORTHBOUND
 LEAVE RIDGE AVE. & WISSAHICKON CREEK

WEEKDAY		SATURDAY		SUNDAY	
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
5.30	3.06	5.30	3.06	6.00	5.42
5.45	3.21	5.45	3.21	6.22	6.03
6.00	3.36	6.00	3.36	6.44	6.19
6.15	3.51	6.15	3.51	7.06	6.35
6.30	4.06	6.30	4.06	7.28	6.51
6.45	4.21	6.45	4.21	7.50	7.07
7.00	4.36	7.00	4.36	8.12	7.28
7.15	4.51	7.15	4.51	8.34	7.49
7.30	5.06	7.30	5.06	8.49	8.10
7.45	5.21	7.45	5.21	9.04	8.31
8.00	5.36	8.00	5.36	9.19	8.52
8.15	5.51	8.15	5.51	9.34	9.13
8.30	6.06	8.30	6.06	9.49	9.34
8.45	6.21	8.45	6.21	10.04	9.56
9.00	6.36	9.00	6.36	10.20	10.18
9.15	6.51	9.15	6.51	10.36	10.40
9.30	7.06	9.30	7.06	10.52	11.02
9.45	7.21	9.45	7.21	11.08	11.24
10.00	7.37	10.00	7.37	11.24	11.46
10.16	7.53	10.16	7.53	11.39	12.08
10.32	8.10	10.32	8.10	11.54	12.30
10.49	8.26	10.49	8.26	12.09	
11.05	8.42	11.05	8.42	12.24	
11.21	8.57	11.21	8.57	12.39	
11.36	9.12	11.36	9.12	12.54	
11.51	9.27	11.51	9.27	1.09	
12.06	9.42	12.06	9.42	1.30	
12.21	9.57	12.21	9.57	1.51	
12.36	10.12	12.36	10.12	2.12	
12.51	10.27	12.51	10.27	2.33	
1.06	10.42	1.06	10.42	2.54	
1.21	10.57	1.21	10.57	3.15	
1.36	11.12	1.36	11.12	3.36	
1.51	11.27	1.51	11.27	3.57	
2.06	11.42	2.06	11.42	4.18	
2.21	11.57	2.21	11.57	4.39	
2.36	12.12	2.36	12.12	5.00	
2.51	12.30	2.51	12.30	5.21	
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.

RUNNING TIME—NORTHBOUND
 From Ridge Ave. & Wissahickon Creek:
 To Ridge & Leverington.....10½ Min.
 " Main & Levering.....20 "

12-11-31 Philadelphia Rural Transit Company
 (SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE)
 (For Southbound Schedule see other side)

MOTORBUS ROUTE "R" BROAD & ERIE—BARREN HILL

NORTHBOUND
 LEAVE BROAD & ERIE

WEEKDAY		SATURDAY		SUNDAY	
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
*5.07	*3.31	*5.07	*2.37	5.21	*7.03
5.16	*3.39	5.16	2.48	5.51	7.20
*5.24	*3.48	*5.24	*2.59	6.21	*7.37
5.40	3.56	5.40	*3.11	6.46	7.54
*5.58	*4.05	*5.56	3.22	7.16	*8.11
6.12	*4.13	6.12	*3.33	7.46	8.31
*6.29	*4.22	*6.29	*3.45	8.16	*8.51
*6.38	4.30	*6.38	3.56	8.36	9.08
6.46	*4.39	6.46	*4.07	*8.51	*9.25
*6.55	*4.47	*6.55	*4.19	9.08	9.42
*7.03	*4.56	*7.03	4.30	*9.25	*9.59
*7.12	5.04	*7.12	*4.41	9.42	10.16
7.20	*5.13	7.20	*4.53	*9.59	*10.33
*7.29	*5.21	*7.29	5.04	10.16	10.50
*7.37	*5.30	*7.37	*5.15	*10.33	*11.07
*7.46	5.38	*7.46	*5.27	10.50	11.24
7.54	*5.47	7.54	5.38	*11.07	*11.41
*8.03	*5.55	*8.11	*5.49	11.24	*11.58
*8.11	6.04	8.28	*6.01	*11.41	*12.15
8.28	6.12	*8.45	6.12	11.58	*12.32
*8.45	*6.21	9.02	*6.29	*12.15	
9.02	*6.29	*9.19	6.46	12.32	
*9.19	6.46	9.36	*7.03	*12.49	
9.36	*7.03	*9.53	7.20	1.06	
*9.53	7.20	10.13	*7.37	*1.23	
10.13	*7.37	*10.33	7.54	1.40	
*10.33	7.54	10.50	*8.11	*1.57	
10.50	*8.11	*11.07	8.31	2.14	
*11.07	8.31	11.24	*8.51	*2.31	
11.24	*8.51	*11.41	9.08	2.48	
*11.41	9.08	11.58	*9.25	*3.05	
11.58	*9.25	*12.09	9.42	3.22	
*12.15	9.42	*12.21	*9.59	*3.39	
12.32	*9.59	12.32	10.16	3.56	
*12.49	10.16	*12.43	*10.33	*4.13	
1.06	*10.33	*12.55	10.50	4.30	
*1.23	10.50	1.06	*11.07	*4.47	
1.40	*11.07	*1.17	11.24	5.04	
*1.57	11.24	*1.29	*11.41	*5.21	
2.14	*11.41	1.40	*11.58	5.38	
*2.31	*11.58	*1.51	*12.15	*5.55	
2.48	*12.15	*2.03	*12.32	6.12	
*3.05	*12.32	2.14		*6.29	
3.22		*2.25		6.46	
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.

*To Ridge & Summit only
 *To Ridge & Lavoxy only

RUNNING TIME—NORTHBOUND
 From Broad & Erie:
 To Hunting Park & Allegheny.....7 Min.
 " Ridge & Wissahickon Creek.....14½ "
 " Ridge & Leverington.....22 "
 " Ridge & Livcozey.....25½ "
 " Ridge & Summit.....30 "
 " Ridge & City Line.....34½ "
 " Barron Hill.....39 "

12-11-31 Philadelphia Rural Transit Company
 (SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE)
 (For Southbound Schedule see other side)

PRT Bus Lines Started Operating in 21st Ward Last Sunday Morning

Routes "R" and "Z" Are Now Serving Riders of Wissahickon, Roxborough and Manayunk, After Years of Effort to Secure Better Transportation

Operation of bus routes "R" and "Z" serving Manayunk, Roxborough, Wissahickon, and East Falls, with a resultant cut in fare to the center of the city, went into operation last Sunday.

The 21st Ward has been for many years served by the Reading Transit Company, and the cost of transportation to the central city area has been 16 1-2 cents—9 cents on the Reading Transit line and 7 1-2 cents on the P. R. T.

The fare under the new rate is ten cents on the bus lines plus a three cent exchange ticket, or 7 1-2 cents on the trolleys with a six cent exchange ticket to the buses. An additional ten cent fare zone has been established on route "R" between the county line and Barren Hill.

Route "R" operates from Church road and Germantown pike (Barren Hill) to Broad street, and Erie avenue, and route "Z" operates from Main and Levering streets to Ridge avenue, near Wissahickon Creek. Route "R" proceeds down Ridge avenue to Allegheny avenue when it goes out Hunting Park avenue to the terminal.

Free transfer privileges prevail between the two new routes, "R" and "Z".

When Henry avenue and the Henry avenue bridge are completed, busses will use this thoroughfare between Ridge avenue and Wissahickon and Hunting Park avenues, affording more direct and rapid service.

Route R, northbound, exchanges to: Route 21 south at 17th and Erie; Route 33 south at 23rd and Hunting Park; Route 52 east at Ridge and Midvale; and to Bus Route E east at Ridge and Jamestown or at Ridge and Walnut Lane.

Route R, southbound, exchanges to: Route 21 south at 17th and Erie; Route 23 north or south at Germantown and Erie, or Butler; Route 33 south at 23rd and Hunting Park; Route 52 east at Ridge and Midvale; Route 53 north at 18th and Erie; Route 43 east at Broad and Erie; Route 56 east at 16th and Erie or Broad and Erie; Route 61 north or south at Ridge and Main; Route 75 east at 16th and Erie or Broad and Erie; Subway north or south at Broad and Erie and to Bus Route E east at Ridge and Jamestown or at Ridge and Walnut lane.

Route Z, westbound, exchanges to: Route 61 south at Main and Leverington, and southbound, to: Route 61 north or south at Ridge avenue and Main street.

To exchange from subway to bus, buy exchange ticket (8 cents) from cashier when paying 7 1-2 fare.

To exchange between Bus Routes E and R, buy exchange ticket (3 cents) from bus operator when paying 10 cent fare.

To exchange from bus to surface car or subway, buy exchange ticket (3 cents) from bus operator when paying 10 cent fare.

To supply more frequent service on sections of "R" route where riding is heaviest, a certain number of busses will operate all-day between Broad and Erie avenue and Ridge and Summit avenues. During the evening rush hours, additional service will be operated between Broad street and Erie avenue and Ridge avenue and Livezey lane.

The new routes were established at the request of civic associations, business interests and City Council, the PRT Board of Directors authorized the operation of two bus routes in this territory, Routes R and Z, coincident with the abandonment of the Reading Transit Company lines.

ROXBOROUGH, CHESTNUT HILL AND NORRISTOWN R.WY. CO.	A568286
GOOD FOR 8½ CENTS TOWARD TICKET FARE	
H.C. Fleck PRESIDENT	
ROXBOROUGH, CHESTNUT HILL AND NORRISTOWN R.WY. CO.	A568286
GOOD FOR 8½ CENTS TOWARD TICKET FARE	
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ROXBOROUGH, CHESTNUT HILL AND NORRISTOWN R.WY. CO.	A568286
GOOD FOR 8½ CENTS TOWARD TICKET FARE	
H.C. Fleck PRESIDENT	

#

Suburban Press
Dec. 24-1931

MORE EXCHANGES

A PRT order, signed by E. Ruemeli, acting Division Manager, and T. D. Kiniry, Superintendent of Transportation-Surface Lines, was posted in the Allegheny Depot, on Wednesday of last week, which states that the following exchange ticket privileges have been granted, in addition to those already prevailing:

Bus Route R exchange to Trolley No. 60 at Allegheny avenue and Hunting Park avenue, when southbound.

Bus Route R exchange to Trolley No. 48, at 29th and Allegheny avenue, when southbound or northbound.

Trolley No. 60 exchange to Bus Route R at Allegheny and Hunting Park avenues, westbound only.

Trolley No. 48, exchange to Bus Route R at 29th and Allegheny avenue, either direction.

The above additional privileges will be printed upon the next supply of exchange tickets.



— NEW BUS ROUTES "R" AND "Z"
 - - - P.R.T. SURFACE LINES
 - - - BUS ROUTE "E"

Walks and Talks: By The Rambler

A Twenty-five-Mile Trolley Ride Is Undoubtedly Unsentimental, but All Must Admit Such a Trip, Beginning in Falls of Schuylkill and Ending in Old Paschalville, Brings a Realization of Philadelphia's Vast Area

SOME time ago a curious-minded person—who happens to be the author of this epistle to the patient reader—wanting to find out the greatest amount of traveling that could be done for the smallest amount of money in the county of Philadelphia, rode twenty-five miles on a single token representing an outlay of just seven and a half cents.

Can you beat it? You cannot. Indeed, it would be difficult to duplicate it today, although you can come pretty close to doing it. But of that, more anon.

Most of us who do not enjoy the luxury of an automobile for our daily goings and comings have, at one time or another, stood on imaginary soap boxes and denounced the shortcomings of the P. R. T. We have pictured how Men and Management conspired to get as much as possible from us in return for doing as little as they can. This is a story of how a patron of the road by the use of a token and a transfer on the elevated, the subway and a surface line indulged in a maximum of riding for a minimum of compensation.

The start was made at 1:26 o'clock in the afternoon on a number 75 car at Ridge and Midvale avenues in the historic and picturesque section of Philadelphia known as the Falls of Schuylkill. The beginning was auspicious because we could look from the rear of the car and see the waters of the Schuylkill framed in the overhanging branches of fine old trees. And, as we proceeded on our way between attractive homes on Midvale avenue we could not help but note the astonishing growth that has taken place during the last decade in a neighborhood that formerly consisted of great stretches of open country.

A block or two from the car line stop is to be seen the splendid Church of St. Bridget which will ever stand as a monument to the memory of the late revered Monsignor Walsh. In a few minutes we leave the Falls of Schuylkill and come into charming Queen lane with its comfortable-looking houses on either side. From thence we make our way into the Cheltenham avenue portion of Germantown. During the entire trip stretches of city and country alternate, a fact that is forcibly brought to our attention during this early part of the journey. Cheltenham avenue is a busy thoroughfare, and the march of improvement is changing it from year to year. We peer out of the car window and see workmen tearing down the ancient building that served for so many years as the Cheltenham Ave-

nue Station of the Philadelphia and Reading Railroad. It is the disappearance of another landmark.

Presently we pass St. Vincent's Church and Seminary with the familiar clock in the tower that has been a beacon for more than one generation in that part of the city. In a little while we find ourselves going down Chew street in East Germantown. On one side we notice the plain buildings which house the activities of the Little Sisters of the Poor who have been doing their noble and self-sacrificing work there for more years than the oldest inhabitants can recall. Almost before we realize it we are on Olney avenue, and after many blocks of empty lots find ourselves on the north side of the Widener Home for Crippled Children, at Broad street. Crossing the wide, main street we see the hurrying crowds coming from below the earth to the surface of the northern terminus of the Broad street subway.

There is another quick transformation and we are in Tabor and passing the station of the Reading Railroad at that point. The conductor calls "Fifth street" and now we are going through Logan. We skirt the Roosevelt boulevard, go east on Wyoming avenue and begin our entrance into Frankford. We go down Fisher's lane, passing the Oakland Cemetery by the way. There is a freshly made mound in this graveyard and it is almost completely covered by a heap of flowers and funeral wreaths. They are faded and torn. The rain has washed some of them away. The sight is conducive to meditation and reflection. How soon we are forgotten? We are buried and—except in rare instances—our memories last about as long as the flowers over our graves.

We bury love
Forgetfulness grows over it like
grass
That is a thing to weep for, not the
dead.

But we must not go wool gathering. The Margaret street station of the Frankford "L" is in sight. We leave car line 75 and go up the stairway to the elevated. We hand in our transfer at the ticket window and cross the bridge at Orthodox street in order to take a south bound train. While waiting we survey the surroundings. Two notable looking buildings are on either side of Frankford avenue. One is the Frankford Branch of the Free Library and the other a branch of the Western Saving Fund. We board the train and begin what might be called the sec-

ond stage of our journey. Presently Frankford is merged into Kensington. The smoke stacks mark the mills and factories of that industrial district. But many of them have a smokeless and forlorn look. What was a bee hive of industry has been a shining mark for his business depression. As we gaze out on the scene we wonder why some able novelist has not written an epic of Kensington—it has a flavor all its own. Could it be transferred to the printed page? Margaret Deland once wrote a story of the mills of Pittsburgh under the title of "The Iron Woman."

But while we are thinking of such things we find ourself in the business section of Philadelphia. Wholesale grocery houses, fish warehouses, wool concerns and provision stores line Delaware avenue, Water street and other thoroughfares. The massive masonry of the approaches of the Delaware River Bridge loom before us. To the west the steeple of St. Augustine's Church points skyward. It brings up memories of the fateful days of '44 and we can almost see the flames being fanned by the fanatics in their fierce hatred of the House of God.

The elevated train takes a nose dive and is submerged into the Market street subway. In a few minutes we are at the Thirteenth street station. We leave the elevated car and go down to the waiting place of the subway surface cars. After a six-minute wait we get aboard car line 37 with "Chester" stencilled over the window of the front platform. But never fear. We shall leave the car before it gets to the thriving city on the Delaware. Our transfer is only good to the city line, but that is still many miles away. Crossing the Schuylkill we see the steel girders of the new Pennsylvania Railroad Station rapidly rising into place. On the south side the site for the new \$9,000,000 Post Office is being cleared. Our car makes a turn and we are on Woodland avenue. We pass another city of the dead—Woodland's Cemetery—and recall that when these places of burial were first established they were supposed to be in the suburbs. The Brill Car Works come next, but a Sunday-like quiet hovers over the plant.

We swing into Paschalville and go by St. Vincent's Hospital for Women and Children and a block farther come to St. Clement's Church which was erected in 1865 when the surrounding territory was all waste land. The next turn is into Island road which takes us to the city line just this side of Bow Creek and the ride range where officers of the Army and Navy engage in the business of trying to hit the bull's eye. It is 3:49 o'clock and our novel trip, costing us but a single token, has occupied exactly two hours and fourteen minutes.

Unfortunately a rerouting of the car lines makes it impossible to take this journey at the present time. There are other long trips on the P. R. T. that may be taken for a single token. One of them is by boarding route 23-A car at Erden-

helm and changing at Bethlehem pike loop to route 23 car, southbound, transferring at South street to route 40 westbound and riding to Forty-fourth street and Parkside avenue, a distance of seventeen miles for one fare.

But we hear some one murmuring "who wants to ride twenty-five miles for one fare or seventeen miles for a single token?" Not many, probably, but it is rather interesting to know that the P. R. T. actually gave us for seven and a half cents that which the steam railroads assess at seventy-five cents. It just happens that way. Incidentally the taking of this unsentimental journey gives us a fuller realization of the great area occupied by the City of Brotherly Love.

EATON'S
DUPLICATOR
BOND

Suburban Press
Jan. 9 - 1930

Curiosity Is An Old Habit Says "Sickie"

Tells Tale of Railroad Con-
struction Through
Manayunk

1883-1930 COMPARED

Pennsylvania Railroad Has
Fast Trains Running
Through Town

BY JOHN M. SICKINGER

Manayunk improvements in 1883 were very much like they are today for then, too, it was a great sight for the residents to stand along the Reading Railroad right of way, watching a group of workmen, doing their daily dozen. Today one may see a large number of unemployed citizens standing along Cresson street, watching the riggers, cement workers, riveters, carpenters, bricklayers, etc., doing their share of work to rush along the elevation of the Reading Railroad tracks, through that section.

Forty-six years ago, it was the same, and over head, too, at that. A large "Pennsy" right of way through manayunk in the spring of 1882. Dwelling houses, orchards and farms stood in the way.

These had to be demolished. A gang of workers started to erect large coffer dams in the Schuylkill river, for the erection of stone piers that the old iron "Snake Bridge" rested on.

Center street, now Dupont, was a grade crossing and had to be removed. A high retaining wall, along High street, with another overhead bridge across Leverington avenue, were some of the obstructions which the field engineers had to meet when the Pennsylvania Railroad company built its road through this section to tap the hard coal fields in Schuylkill County.

The bridge-work, across the river, was an engineering feat alone. The span was built on curve and was always called the "Snake Bridge" by old time railroad men. Built in 1883, it was replaced some years ago by the beautiful concrete bridge that spans the river obliquely from the Green Lane bridge. Owing to the curve of the bridge, it was always necessary to have a hill "pusher" to shove 2 train of ten coal loaded cars across it.

Today a locomotive, with a train of twenty cars, loaded, can cross the new bridge at an express speed. Trains running west, draw as high as sixty empties enroute to the coal mines. A new railroad passenger depot is soon to be erected in place of the old

one, which now stands in a hollow. A construction concern is busy at the present time working on the electrification of the road from West Philadelphia to Norristown.

In the early eighties, the work was crude compared to the way it is done today with modern machinery of every description. The auto truck has replaced the mules and "jacks". Oh, boy, how those drivers could cuss! They would make a sea captain hang his head in shame. And that, by the way, is the only thing that is now missing on any construction job. A cussing mule driver and the crack of cart whip!

The "Pennsy" runs some very fast trains up and down the Schuylkill Valley Division. If you should be close to their right of way some time after nine o'clock in the morning, and see a fast express go roaring up the rails you can say to yourself, "There goes the Mountaineer." It has a dining car and parlor car in the train. The next express following is called "the Anthracite." Crack trains running into Philadelphia bear the titles of "The Philadelphian," "the Valley River Express," the Schuylkill," "the Anthracite" and "the Mountaineer." The latter two return to Philadelphia. All these crack trains stop at Conshohocken, running either direction.

The building of the Pennsylvania Railroad's Schuylkill Valley Division, brought the first Italian families into the section, some of whom remained here, and made it their permanent home.

Yes, there is very little difference between the two construction jobs; the "Pennsy" of 1883; and "the Reading," of 1930. They both attracted the same amount of attention from the sight seeing point of view.

They Have

Press No Wings

12-31-1931

On Ridge avenue from Church road south, in Barren Hill, workmen have removed the old trolley car tracks of the former Roxborough, Chestnut Hill and Norristown Railway.

Several cars of the old line, still remain at the carbarn, on Ridge road, above Port Royal avenue.

"How are the officials at Norristown," asks a wag 'gonta get their rolling stock outa Roxborough? Will they equip 'em with wings and call 'em airliners? Or will they dispose of the old cars to nearby farmers for self-ventilating, sight-seeing henhouses?

"Who cares," muttered a listener, "They were worn out when talk about Free Silver would start an argument? Let 'em stay in the Roxborough barn until they fall apart. It won't be long, now. All I gotta say is, I'm darn glad I don't have to ride in 'em anymore! These new busses are warm, speedy, spaced out regularly, and comfortable! Long may they wave—in and outa traffic jams!"

Press
Feb. 25 - 1932

116

Night Line Busses Now In Operation

Route "R" Serves 21st Ward
Hourly After Midnight
Since Sunday

BETTER SERVICE

Additional Busses Run Be-
tween Wissahickon and
Spring Lane

Owl service, and additional busses during the morning and evening rush hours, operated on Bus Route "R" (Erie Avenue - Roxborough Line), became effective last Sunday morning.

Owl busses now operate between Ridge avenue and Spring lane, in Upper Roxborough, and Ridge avenue and Main street, Wissahickon. Southbound, owl busses leave Ridge avenue and Spring lane at 12:57, 1:57, 2:57 and 3:57. Northbound owl busses leave Ridge avenue and Main street at 1:33, 2:33, 3:33 and 4:33 A. M.

An additional bus leaving Ridge avenue and Spring lane for Broad and Erie at 4:57 A. M. also has been placed in operation. The last regular through-bus to Barren Hill leaves Broad and Erie at 12:32 A. M., and the last regular through-bus to Broad and Erie leaves Barren Hill at 1:22 A. M.

During the morning peak hours, 8 busses leave Barren Hill between 6:00 and 9:00 A. M., instead of 6 busses formerly operated. Eight busses, instead of 6 as before, leave Broad and Erie for Barren Hill during the evening peak hours from 4:30 until 7:30. These extra peak-hour busses, however, do not run on Sundays.

Will Issue 3c. Exchange To Route 'E'

New Privilege Granted to
Riders on Line "Z" in
21st Ward

EFFECTIVE SUNDAY

Information Provided by
PRT Officials at
Conference

At a conference on Monday between E. R. Mustin, editor, Germantown Telegraph; A. C. Chadwick, Jr., editor, THE SUBURBAN PRESS; Seth L. Fetteroff, of the Germantown Bulletin; Chester A. Asher, Jr., of the Germantown Business Mens Association; David Phillips and John J. Davies of the PRT Company the operation of bus service between Roxborough, Manayunk, and Germantown sections was discussed.

Mr. Davies in discussion regarding the operation of Route E, stated that while there were no definite plans at the present time for a westward extension of this bus route, as PRT viewed the matter a logical extension at some time in the future should be to the vicinity of Green Lane bridge and to possibly operate thereover into the Cynwyd and Overbrook sections, or to terminate near the bridge and connect with a line from the latter points, which would provide a transportation hook-up west of the Schuylkill with the Roxborough, Manayunk and Germantown districts.

However, for riders between Manayunk and Germantown, a 3 cent exchange privilege will be sold on bus Route Z acceptable on Route E at Ridge avenue and Walnut lane. This will, in effect, be a walking exchange privilege from Mitchell street to Ridge avenue on Walnut lane.

Bus Route Z, when the paving is improved on Manayunk avenue, will be transferred from Mitchell street to Manayunk avenue, and at the time that this change takes place, it is tentatively planned to extend bus Route E down Walnut lane, affording a direct exchange privilege with Route Z.

The granting of this new exchange privilege from Route Z to Route E, will permit riding from Manayunk to Germantown for 13 cents instead of 20 cents, a saving of 7 cents one way or 14 cents a round trip.

Those present representing the local territory asked that PRT consider the temporary operation of a larger loop at the western terminus of Route E, possibly over Mitchell street, Roxborough avenue, Houghton or Henry avenues until such time as the route could be extended west of the Schuylkill river. Mr. Davies stated that this matter would be taken into consideration.

Press 5/5/32

Roxborough's Need Of High Speed Transit

Editorial Calls Attention to
Promise Made to 21st
Ward Residents

AN OLD STORY

Henry Avenue Bridge Is
Equipped With Two
Useless Subways

An editorial in one of the city's evening papers, on Saturday, spoke of the 21st Ward transit conditions as follows:

"One outcome of completion of the approaches to Henry avenue bridge, now scheduled for November next should be to give the residents of Roxborough and Manayunk some semblance of the improved transportation service they were promised years ago and denied by diversion of loan money earmarked for a high-speed line.

"The high-speed is for the present out of the question. But when this span over the Wissahickon gorge comes into use it should be made serviceable to others than automobile owners. It opens opportunity for bus connection between Manayunk and lower Germantown, and for a shorter route to the center of the city via Twenty-ninth street.

"Provision of such service, properly routed, would contribute to the development of the section of the Twenty-first ward northeastward of Ridge avenue and ultimately add to the population of the thriving suburbs between the Schuylkill and the Wissahickon. But it should serve only as a stop-gap pending the time when they can secure redemption of the city's rapid transit promise."

Germantown Telegraph 5/6/32

P. R. T. Grants Bus Concession

But Refuse Bala-Cynwyd Line For
the Present—Route 49 Lost For-
ever to Germantown Merchants.

Over 200 Members of First Baptist

A conference was held Monday between PRT officials and Germantown and Roxborough newspapermen, including President Asher, of the Business Men's Association, concerning the Germantown and Roxborough bus line.

Mr. Asher and the editors wanted to get the line extended to Cynwyd and Bala, via Manayunk, but Mr. H. H. Davies and Mr. Phillips, of PRT, said that was under consideration for the future, but could not be done now owing to financial conditions.

Many of the bus lines now are barely making expenses and extensions could not be undertaken.

Mr. Asher presented a list of about 1500 customers in the Bala-Cynwyd section who patronized Germantown stores.

The PRT did, however, agree to the following change in the Roxborough-Germantown bus line.

In order to encourage riding between Manayunk and Germantown, a 3c exchange privilege will be sold on Bus Route Z acceptable on Route E at Ridge Ave. and Walnut lane. This will, in effect, be a walking exchange privilege from Mitchell street to Ridge avenue on Walnut lane.

Bus Route Z, when paving is improved on Manayunk avenue, will be transferred from Mitchell street to Manayunk avenue between Lyceum and Walnut lane, and at the time that this change takes place, it is tentatively planned to extend bus Route E to Manayunk Ave., affording a direct exchange privilege with Route Z.

The granting of this new exchange privilege from Route Z to Route E, will permit riding from Manayunk to Germantown for 13c, in instead of 20, a saving of 7c one way or 14c a round trip.

The new privilege is effective this Sunday.

Mr. Davies was told of the loss of trade to merchants by the rerouting of cars, and particularly the loss of Route 49. He said that Route 49 would not be restored.

Future conferences will be held and an effort will be made to get other concessions as soon as possible.

The meeting was held at the Penn Athletic Club, where a luncheon was served, followed by the round table conference. In addition to those mentioned above the party was composed of A. C. Chadwick, Jr., editor Suburban Press, Roxborough; Seth L. Fetteroff, publicity director, Germantown Bulletin, and E. R. Mustin, of the Germantown Telegraph.

Horse Cars Served People of Roxborough For Many Years

Line Went Into Operation on November 21st, 1874 and Ran Until the Early Nineties.—Old Residents Were Honor Guests on First Run, Wissahickon to Barren Hill

By JOHN M. SICKINGER.

Transportation has been Roxborough's greatest problem for many years.

First it was the stage coach, then the beginning of the horse car, and it must have been a great day when the first horse car hauled the invited guests over the line on "the hill top."

The natives gave it a great reception, according to the following history, but you can tell the world that there is no one alive today who would want to go back to the horse car days. Not even the so-called Blue Law Reformers would want to ride in a horse car or light their homes with the common tallow candle or coal oil lamps.

What must the driver of the old stage coach have thought, when the horse car came abreast of his tally ho?

November 21st, 1874, was Roxborough's great day!

"Almost on the minute—2 p. m.—the three new cars of the Roxborough and Barren Hill Passenger Railway left the Wissahickon terminus of the 5½ miles of track last Saturday afternoon. It was a stirring sight. Large numbers of both sexes had congregated to see the start, and express their joy at the final completion of the glorious enterprise. The cars themselves were abundantly admired. Nobody seemed able to say enough in praise of the combined elegance and comfort secured in their construction; light, strong, airy, compact, well ventilated, beautifully painted, furnished and equipped, the most fastidious could only say "Well done" as the result of their examination. The bodies are of poplar and ash, the seats of walnut and ash, in alternate slats, the blinds of wild cherry, the frames of the sixteen large windows—six on each side and two at each end—are of walnut, and over the windows are neat panels of ash, with French veneering in the centre. The roof is frescoed in brilliant colors. The narrow lights along the edge of the double top are of ground glass, beautifully figured. There are two mirrors at each end, above the windows. The handles of the doors, the triangular rings in the roof-straps, and other metal fixings are silver or nickel plated, and present a beautiful appearance. There are two lamps to each car, in the centre, near the roof. The axels are of Bessemer steel.

"Just before the start, the 130 train from the city reached Wissahickon, and the scene must have been animating, as viewed from the cars. All the horses of the com-

pany, thirteen in number, were on the ground, wearing small flags in their head-gear. Mr. George Wagner also stood with a flag unfurled, and the breeze took out every crease and fold as it flapped in view of the passengers. All was now bustle and animation. Mr. Jas. F. Nicholas was appointed generalissimo of the forces, and in his masterly way, went back and forth giving orders, making arrangements, lending a hand occasionally, till at length the word was given, and the expedition started amid three rousing cheers from spectators and riders.

"The start was made in the following order: In the first car were members of the Rowbotham Cornet Band, who had kindly volunteered their services for the occasion, and added immensely to its attractions with their excellent music. In the second car were the invited guests, including, among others, Messrs. H. G. Jones, Senator-elect from the Fourth district; A. D. Levering, W. J. Donahugh, John H. Levering, engineer of the road; Arnold Highley, Jas. Bramble, Jr., author of the inclined project; Jas. L. Rahn, Darius Keely, John Seifert, Hugh Hallowell, John H. Harner, Michael Wartman, Amos Stiles, Martin Lush, the editors of the Manayunk papers and others. In the third car were the officers and directors of the company, as follows: D. O. Hitner, President; Wm. H. Lewis, Secretary; C. J. McGlinchey, Treasurer; Percival K.

Boyer, Jas. F. Nicholas, George W. Wagner, S. S. Keely, William Ring, Michael Righter and J. Vaughan Merrick. Mr. Al. Tibben, the Superintendent of the road, acted in conjunction with Mr. Nicholas, and through their well-directed efforts, the trip each way was a triumphant success.

"What a trip it was? By the side of the cars, dogs, men on horseback and in carriages, all the way from Wissahickon to Barren Hill. It was tough pulling at first for the animals, but they held on bravely, and at Ridge avenue and Hermit's lane, the family of John Adams gave the first salute, waving handkerchiefs and other nondescript linen ware, and receiving hearty cheers in return. The cars had now reached the level, and the progress was correspondingly rapid. All within the cars were in a high state of exhilaration, exchanging mutual congratulations about every second, and feeling as Arthur Winkelried must have felt as he rushed on the Austrian spears, exclaiming, "Make way for

liberty!" But the faces within were not brighter than the faces which lined the track. From nearly every dwelling, street and avenue the people poured forth, the women in particular, and flags and handkerchiefs were freely waved, and merry words of welcome rang from many tongues. This was particularly the case at the corner of Green lane and Ridge avenue, which was reached in seventeen minutes after starting. It seemed like a besieged town hailing the advance of a friendly and conquering army.

"At 18 minutes after starting, the cars passed the Leverington Hotel, and in 7 minutes more were in front of Prutzman's. Farther, in front of Mr. Wagner's coach factory, a large flag was suspended across the street, and the expedition halted to favor the family with a serenade, in honor of Mr. Wagner himself, who rode in front of the directors' car, bearing a large flag. And so the thing went on, the old residents coming to the door to see what was to pay, and the "Senator", with characteristic bonhomie, rushing to the platform to call each name, and give them a merry greeting. But everywhere it was the women who gave the most manifest tokens of joy—none looking happier than Mrs. David Klauder, who held up a wee girlie, a daughter of Mr. John C. Klauder, to salute the company as they passed.

"Another halt and another serenade were had in front of the handsome country-seat of Mr. James F. Nicholas. Mrs. Nicholas and the girls were on the spacious lawn in front, and were the smiling recipients of three hearty cheers, led by a crazy reporter.

"The cars got to Ship Lane 44 minutes past two, and were at the depot three minutes later. Soon the passengers were admiring the splendid view from the high ground at Manatawna, the highest between Philadelphia and Reading, and many were the felicitations that so grand a region of country had been opened to civilization. So rejoicing, the county line was passed at fifty-five minutes past two, and we entered old Montgomery to gloat over the beautiful sweep of the road past Barren Hill, where the car stopped amid a welcoming crowd of ladies and gentlemen exactly at three o'clock.

"How delighted the people were to be sure! The cars had actually come; there was no denying that. Band, guests and directors disembarked and were received with cordial hand-shakings, while the horses were transferred so as to head towards the city. Gradually the company assembled, by invitation, on the piazza of Mr. Boyer's mansion at the end of the line, and in a few minutes more they were marshalled into the long and spacious dining-room, to behold just such a spread as "mine host" of the Leverington Hotel gets up once a year for those terrible

fellows, the Roxborough Horse Company. The marvel of it was, that Mr. and Mrs. Daniel Hart, who engineered the whole affair, received no orders about it until the previous day; yet there was a well-prepared feast for seventy or eighty hungry people, of the very best that the country affords. Beef, pork, chickens, turkeys, roast, boiled, baked and stewed; preserves, pickles, jellies, sauces; milk and water, tea and coffee; bread, cakes, custards, pies and condiments; nearly everything edible was there, in absolute perfection. And everything came commended to the lips by the zealous and graceful service of the lady and gentleman just alluded to, and their spirited assistants, the Misses Boyer, Miss Staley, Mrs. Joshua Boud, Mrs. A. Hiltner and Mrs. Wilson. Indeed, so welcome were their attentions that, in one case at least, a cup of coffee was swallowed at a gulp for the mere pleasure of being served with another—and no wonder!

"But even such a dinner as that must come to an end; and as two Americans can hardly meet without one of them being appointed chairman, Mr. J. Vaughan Merrick was unanimously assigned that position, after which there were lusty calls for "the senator." Mr. Jones responded by a general explosion of thankfulness to everybody, winding up with some Revolutionary reminiscences connected with the immediate neighborhood, which were intensely interesting, and closed by moving the following resolutions which were seconded and passed, and followed by three tumultuous cheers:

"Resolved, First, that the thanks of the stockholders are due to the officers and Board of Directors for their energy in carrying out the enterprise they had undertaken so successfully, and in the face of so many obstacles.

"Resolved, Second, that we heartily acknowledge the very flattering reception given us by the citizens of Barren Hill, and especially by the ladies, who so eagerly and generously served up the banquet prepared on the occasion.

"Resolved, Thirdly, that Mr. John H. Levering, the engineer of the Roxborough and Barren Hill Passenger Railroad, and Mr. T. H. Degan, the contractor and builder, are to be commended, the former for the admirable grade and curves on which the road is constructed, and the latter for the remarkable promptitude and ability with which the road was put down.

"Resolved, Fourthly, that the Rowbotham Cornet Band has our earnest thanks for giving its services gratuitously for the purpose of adding interest to this joyous occasion.

"The downward trip was commenced at 4:20 and was made in a little less than an hour. At the

depot one car was taken off, so that the remaining two were pretty well filled—the more so as some who had appeared remarkably slim in going up had rounded out considerably in the company's waiting room. The band now occupied the last car, and Mr. Wagner planted his flag on the first, which caused some one to speak of it as the "flag-ship." But nothing very particular took place until, at five minutes to five, and just above Hays' Lane, one of those fortuitous juxtapositions occurred which are apt to live long in the memory. The fact is, the Roxborough stage had stopped to deliver a passenger, and those remaining in it seemed to realize the incongruity of their position, and fairly shook with laughter. The new cars, brilliant with flags and crowded with passengers went flashing past, and doubtless, more than one of the company soliloquized: "Old things have passed away; behold, all things are become new."

"Let us hope that it is so.—Not in vain, but in the spirit of prophecy we have written of "Roxborough Redivivus," and of "New Roxborough," when the project, now so happily realized, was still in chaos. The boon, the passenger railway, is now in her possession, its track substantially laid, its curves so easy and graceful that they must remain a standing memorial to the skill of the engineer, with cars that can boast the latest improvements and will compare favorably with the best to be found anywhere, and in the hands of a company of her own best citizens who may be relied on to use it for her own best interests, and have proven their capacity to accomplish what others less hopeful or less in earnest had despaired of. But her work is only beginning. For, every mile of railway laid calls for two miles of sidewalks to run parallel with it, and even when those eleven miles are completed she can find new worlds to conquer.

"The cars commenced making regular trips on Monday morning, and the line appears to be amazingly popular. On Thanksgiving Day and evening their carrying capacity were taxed to the utmost. And it is silly to talk of this being a temporary rush, because the people will soon become so accustomed to the new convenience that they will ride more than ever. In the meantime Manayunk will have to grapple with the question: "Who will build the incline?"

Bulletin 4/30/32 119

TWENTY-FIRST WARD TRANSIT NEEDS

One outcome of completion of the approaches to Henry avenue bridge, now scheduled for November next, should be to give the residents of Roxborough and Manayunk some semblance of the improved transportation service they were promised years ago and denied by diversion of loan money earmarked for a high-speed line.

The high-speed line is for the present out of the question. But when this span over the Wissahickon gorge comes into use it should be made serviceable to others than automobile owners. It opens opportunity for bus connection between Manayunk and lower Germantown, and for a shorter route to the center of the city via Twenty-ninth street.

Provision of such service, properly routed, would contribute to the development of the section of the Twenty-first ward northeastward of Ridge avenue and ultimately add to the population of the thriving suburbs between the Schuylkill and the Wissahickon. But it should serve only as a stop-gap, pending the time when they can secure redemption of the city's rapid transit promise.

Press 7/7/32

Trolley Line Started On Oct. 20, 1894

First Run Made From Wissahickon to Barren Hill

CROWD ON CAR

Crawford Stage Line Was Mentioned by Historian

Two weeks ago, I presented a story of the opening of the horse car line, on Ridge avenue, in Roxborough, and after hearing favorable comment from all sides, I decided to dig up some facts concerning the inauguration of the electric trolley in the same section.

Thirty eight years ago a group of local and other residents known as the Roxborough, Barren Hill and Chestnut Hill Railway Company invested their money in what was then a great venture.

It was on October 20th of 1894 that the first electric street car in this immediate vicinity, left Wissahickon for the run to Barren Hill.

One of the local papers described the happening as follows:

"The trolley cars of the Roxborough, Chestnut Hill and Norristown Traction Company's line ran semi-occasionally on Saturday making such time as circumstances would allow, approaching pretty nearly to schedule time in the afternoon. On Sunday the cars were crowded nearly every trip and must have carried over 4500 passengers. The trip from Wissahickon to the terminus just this side of Chestnut Hill township, occupied less than 45 minutes, and two fares of five cents each were charged one from Wissahickon to the depot (above Port Royal avenue) and another to points beyond.

"The official inspection of the line took place on Monday afternoon under the auspices of the Construction Committee, the car leaving Wissahickon, at 12.35, with the following gentlemen on board, namely: James Rawie, Henry W. Biddle, Francis Rawie, Henry M. Tracy, T. A. Merryweather, Randolph Clay, James Bramble, George Hager, Benjamin Darlington, Major L. S. Bent, Fletcher Pearson, and the following guests: Walter H. Corson, Frank Ramsey, G. Powell Childs, Daniel H. Kirkner, J. C. Padley, Superintendent of the Wissahickon Electric Railway; James Milligan, William Bernard Bray, William Lincoln Donohue, R. R. Shronk. The following Directors of the old line: Charles J. Walton, President; William H. Lewis, Secretary C. J. McGlinchey, Treasurer; J. Vaughan Merrick,

William Ring, William J. Donohugh, William C. Hamilton, John C. Klauder, Albert Tibben, Superintendent; Supervisors, Lemuel G. Johnson and Jesse J. Kirk, of Whitemarsh township, and William Engar and Edward McCloskey, of Springfield township, Montgomery county. The car was in charge of conductor William Funk and his assistant John Scheid. George Hager, electrician for the company acted as motorman. No smoking allowed, of course.

"An ineffective drizzle at starting had no appreciable effect on the lightning steed which had been harnessed to the elegant and roomy chariot containing the precious living freight aforesaid, and there was but a momentary pause as the ubiquitous photographer took a "counterfeit presentment" of the outfit. Away up Robeson's Hill we sped, reaching the Ridge pike in just four minutes by the watch, and making Green lane at 12.46, the new wheels not taking kindly to the slippery track on the rise below Roxborough avenue. The time made to other well-known points was indicated as follows:

Fountain street,	12.52
Paoli avenue,	12.54
Domino lane	12.55
Shawmont avenue,	12.57
Port Royal avenue	1.01
Depot,	1.02

"This makes 27 minutes from Wissahickon to the depot, the brief stoppages on the trip probably about balancing the numerous delays incident to ordinary travel.

"At the depot the party alighted to inspect the premises, which have been somewhat enlarged by the addition of conductors' and motormen's wardrobes, and by removing the partition in the rear which divided the stables from the carshed. The place has an aspect of

lightsomeness and cleanliness which is very refreshing. A siding leads to the repair and paint shop also in the rear; and here 3 walled pits 5 feet deep and of the width of the track give easy access to the under side of the cars.

"At 1.16 the word was—"All aboard for Chestnut Hill," and a leisurely run brought us at 1.24 to the residence of Percival K. Boyer at Barren Hill. It was here that the "drizzle" got in its best licks. The car was well up among the high lands where, on sunny days, you catch Beulah glimpses till you can't rest; but brown October not only veiled the prospect but the glory of the autumnal foliage, and you could only pass resolutions to have your revenge on the weather the first fine day.

"The line switches off from the Ridge near St Peter's Lutheran Church and takes the Conshohocken road for a short distance and then diverges eastward on the Germantown and Perkiomen pike, running through what looks like a new country with a lovely valley nestling on your right, until you reach and bring up at the verge of the old Wissahickon pike which forms the dividing line between Philadelphia and Montgomery counties and across which you can merely look into one corner of Chestnut Hill, the most conspicuous object across the road being the

Mount St. Joseph Convent, to see which is itself almost worth the ride. Between you and the built-up portion of Chestnut Hill, however there are still miles of heavily-timbered woodland yet to be tracked and trolled.

"When the line turns off from the Conshohocken pike men are seen busily engaged putting down the track for the Norristown extension of the road, the work being about completed for two miles farther up, leaving some five miles still to put down.

"The delegation left the vicinity of the Convent a little before 2 o'clock and meandered down the Ridge in desultory fashion, reaching Wissahickon in time for the handsome spread which Mr. James Rawie, who seemed a very encyclopedia, of trolley ore, had previously arranged for at Warren's restaurant, Sumac street and Ridge avenue.

"After the dinner a meeting was held ex-president C. J. Walton presiding, and addresses congratulatory to the new management, and reviewing the history of the old line, which was opened November 21, 1874, were made by William H. Lewis, J. Vaughan Merrick, James Rawie, Major Bent, Fletcher Pearson, William Ring, C. J. McGlinchey and others.

"The remarks were in substance about as follows: Mr. James Rawie reviewed the history of the new management, and told how proud he was two years ago when Lawyer Samuel Wagner had concluded the negotiations, and how one person suggested that 1600 ambulances be provided for removing those injured by the trolley cars! He subsequently congratulated the old management for having for so many years maintained a railway that was kept running by its receipts, on having issued no bonds, and having had no floating indebtedness; and spoke of the opposition the present management had encountered in constructing its line through Plymouth and other parts of Montgomery county.

William J. Donohugh gave an interesting history of Roxborough, from the time he first moved into the 21st Ward in 1862, when the old stage run by John Crawford formed the travel through the borough; and told how the old Philadelphia, Germantown and Norristown Railroad, when it was first built, laid its tracks on the hilltops in Germantown, and along the foothills through Manayunk. Also, how glad he was when the syndicate came along and purchased the road.

"Mr. Childs said: "There is a phase of the question that has not been referred to, that is the building of trolley roads on the avenues that had been constructed for other modes, the great arteries leading to Philadelphia, the farmers thought would prevent the running of wagons, after the trolley lines were in operation. This was wide-spread feeling. In building your road you have not materially intruded upon the right of way, for which fact we country people feel profoundly thankful. The feeling of opposition met with is not general in other points to which the road is to be extended through Plymouth. You

have the best wishes of the thinking portion of the residents of that District."

"Supervisor Johnson in behalf of himself and colleague of White-marsh township, and those of Springfield Township, when called upon replied: "One thing we must

say: While we have protected the interests for respective Townships, we have had gentlemen to deal with, who kept every promise they made."

"Mr. Klauder said he was glad to corroborate all that had been said of the old road; but, after hearing what had been said by one of the old shareholders, that all the Directors except Klauder had got rich and that the road should have been kept a little longer so that Klauder could have got rich too, he regretted that the road had been sold so soon.

"Major Bent said he was waiting for the first dividend, and was very glad to be present at what had been termed the obsequies of the old management.

"Other remarks were made by Messrs. Pearson, Merrick, McGlinchey, Walton, Ring and Carson.

"After the meeting adjourned the party, on invitation of Superintendent Padley, rode over the Wissahickon Electric Railway, from Wissahickon to Manayunk and return. The latter we regard as the most pleasing incident connected with the celebration and the people of the ward are to be congratulated on the fact, for this reciprocal "Olive Branch" business looks like an assurance that we are to have from the two companies the best service possible, one attending strictly and zealously to Internal Commerce while the other manages its Great Trunk Line with the ability, enterprise and foresight which has marked its operations since it got fairly down to work.

Both these lines are destined to grow up with the country and the country with them. Taken in connection with the Ridge avenue line and the two steam lines we can get to almost anywhere with the minimum amount of energy and a small amount of cash. If we could only get away from ourselves, occasionally!"

Press 7/14/32

Station Agent At East Falls Is Retired

William S. Green Served
Reading Company for
Fifty-One Years

MADE MANY FRIENDS

Saw Great Changes in Transportation Modes of
Community

William S. Green, of 714 Haws avenue, Norristown, who has been the Reading Railroad Company's station agent at East Falls since September of 1886, went on the retired list on July 1st.

Mr. Green entered the employ of the Reading Company, on August 1st. of 1881. He was first employed at Lafayette, now known as Miquon, and in November of 1885 was transferred to Shawmont, where he served until he was sent to East Falls.

On August 1st he would have rounded out 51 years' with the Reading Company, forty-six of which he was on duty at East Falls.

Mr. Green, who has a vast host of friends in this vicinity, saw many changes here. When he first took charge of the station, it was located in a little building at the foot of Bowman street, where the agent made his home. Later he moved to a residence on Midvale avenue, and since 1920 he has resided in Norristown.

One of the greatest changes to the Falls section, in Mr. Green's time was the development of the Queen Lane Manor neighborhood. Despite all the increase in population, the train service, in its relation to the number of trains run, is still about the same as it was when Mr. Green first came here, and in explanation of this he has said that in 1886 the railroad's only competitor was the horse car line on Ridge avenue. Today the locality is served by three street car lines, on Ridge avenue, Allegheny avenue and Midvale avenue, a bus line from Broad and Erie avenues and thousands of private automobiles. In the old days a special train was run on Saturday afternoon, from Manayunk to the city, to accommodate citizens who went to the city to shop or to the theatres. The terminus of the line was then at Ninth and Green street.

While stationmaster of the old Falls station, Mr. Green served as telegrapher, ticket clerk, baggage master, freight agent, and was in all truth the general factotum, working from 6 a. m. to midnight.

On Sunday evening, November

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17th, 1912, at 11 p. m., the old East Falls station went out of service, and the present depot at Midvale avenue was placed in commission.

When the Norristown Division was first opened in 1835, the company erected a caboose-like structure for a temporary station, about 200 yards south of Indian Queen lane, and this served the

passengers until the old station was built at the foot of Bowman street. The station during the Civil War period was conducted by James Madison Highley, who acted as agent until his death which occurred in the station building on December 22, 1875, after which his widow, Mrs. Catherine A. Highley was appointed agent, she serving until succeeded by Mr. Green.

Mr. Green explained the reason for the name of "East Falls" being attained to the station, and since then to the community.

This came about through the confusion which arose whenever anyone addressed trunks and other parcels to the Falls of Schuylkill when no such name appeared upon the traffic schedules of either the railroad or express companies. Inasmuch as there were two other towns in Pennsylvania called Falls, the goods shipped to this point often traveled to all three towns before reaching the proper destination. To obviate this the railroad company decided to call the station East Falls, to differentiate from a station on the west side of the Schuylkill, which was called West Falls.

Mr. Green retired officially, on July 1st, and as yet no permanent successor has been named for his position, the office being temporarily in charge of J. H. Potts.