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It is believed that early files of Germantown Independent Gazette can be consulted at the Germantown Historical Society. Files of Weekly Forecast, mentioned above, are at this date(5/15/1938) in the possession of A. C. Chadwick, Jr., 3624 Fisk avenue.

Returned to
E. E. Carwardine
Roxborough, 1940

Steamboats On Schuylkill Once Popular Transit Line

Craft Plied River Between Fairmount Dam and Manayunk.
—Street Cars Caused Abandonment of
Water Transportation Route

One of the pleasures the people of the city enjoyed half a century ago was a ride up the Schuylkill River from Fairmount to Manayunk on the steamboats which then plied the river from the latter part of April until cold weather. It would be a difficult task to ascertain just when the steamboats first started to run up and down the river, as apparently no record of their starting has been kept. Late in the '30's of the past century a little side-wheel steamboat, called the Mount Vernon, ran daily during the summer from Fairmount to the Falls of Schuylkill.

Later a line of boats was put on the river, the largest of which were the Frederic Graff and the Washington, stern wheelers. The Wissahickon took the place of the Washington and some years afterward two other boats, the Reindeer and the Undine, were added. They ran up to Manayunk to a pretty little garden just below Shur's lane. There one of the boats, the Wissahickon, was moored over night, its commander, Captain John Conway, being a resident of that suburb.

The boats left Fairmount every hour and made their first stop at Belmont Cottage, on the west side of the river near Columbia bridge. The next stop was at the end of Nicetown lane at Laurel Hill landing. From there they again crossed the river, stopping at Wood's landing. That was changed in the spring of 1858 to Cookscokey, by which name the village was known until it was absorbed in West Fairmount Park. At the Falls of Schuylkill the boats originally stopped at a little wharf in front of the Falls Hotel while Robert Evans was the proprietor. In the early '40's he rented the Griffith's

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 loco-

motive 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."

Suburban Press 8/15/1929

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 reefers 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. Uhlér; Chief of Police Kennard, H. Jones, and Captain of Police Lewis Godbout; 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.

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 cobridge is now located), but a rival at the Wissahickon they sidered the grade too high to a bridge that could be operated safely, and that part of the ope west of Price street was abandoned. The writer remembers as late as seeing these old abandoned through the Wister and Harvey erties 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 same 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. Hillary 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

Mathias 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.

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 Milquon, a paper maker at the River-

side 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. 12, 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 moun-

tain of rock, north of Green lane, has been removed; the Horrocks & Struse 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.

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 transportation 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 Shurs 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. McGlinchey. The Board of Directors consisted of William Ring, B. Hancy, 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. Kerkesslager, 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 bill was to be contingent on the

erection by the city of a bridge similar to that at 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 \$86,000,000 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-Centennial 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 1923, at the W. Freeland Kendrick Center, Ridge and Roxborough Avenues, with Dr. Joseph S. Schlotterer, pre-

siding, and O. B. G. Phillips, 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 \$1,702,250.

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 Councils, 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.

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 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. Sickinger, 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.

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. Rounfort, Thomas R. Fisher, Edward H. Bonsall, Charles Pastorius, Daniel Davis, Erasmus J. Pierce, John G. Watmough, Daniel Ritner, Samuel Mautsby, 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, Ardenus 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, Topplih 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., Daniel Jeffries, Sr., John Weaver, John Grim, 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 Ehue, 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 Hergesheimer, Miles N. Carpenter, Samuel J. Pearson, Peter Schriver, R. H. Bartle, William Lewellen, Thomas Pratt, Lemuel

Paynter, Jr., Charles Rizer, John J. Krider, John Whiteman, William C. 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. Henchman, George Jefferies, Joel Cook, John B. Trenor.

John Shruthers, James Twadell, William B. Blight, Joseph Aitken, Morgan Ash, Thomas Barnet, 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. Ritter, 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. Woolf, Peter Fritz, Samuel W. Dilworth, J. B. McLeran, William F. 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.

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, 1877, 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 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 12/17/1931

Suburban Press 12/3/1931

11

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 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 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 16th and Erie or Broad and Erie; Subway north or south at Broad and Erie and to Bus Route east at Ridge and Jamestown or Ridge and Walnut Lane.

Route Z, westbound, exchanges to: Route 61 south at Main and Levering, 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

Reading Co. to Electrify Line

President Dice Announces Authorization to Spend \$4,000,000 for Equipment and Construction.—Start Work Immediately.

Immediate extension of electric passenger service to Norristown and the expenditure of more than \$4,000,000 for equipment and construction was announced by Agnew T. Dice, president of the Reading railroad, Sunday night.

The railroad contracts, said in financial circles to be the largest given since the period of depression set in, will provide employment for several thousand men during the winter.

The official statement follows: "The Management of Reading Company believes this to be the opportune time to place large contracts as a stimulus to industry and to provide employment when so urgently needed. The Board of Directors has authorized immediate extension of the suburban electrification program of the company from Philadelphia to Norristown, the construction of 30 multiple unit electric passenger coaches, 20 passenger coach trailers, the erection of a new pier at Port Richmond and extensive locomotives rebuilding at Reading, Pa.

"The placing of these contracts involving many millions of dollars will insure work to several thousand men during the winter months."

Construction work will be started early in 1932 with the placing of concrete foundations for the catenary and transmission supporting structures. Immediately following this the steel structures will be erected and the wiring and substation work will follow. It is expected that the electric service on the Norristown branch will be inaugurated the early part of 1933, the same time the electrification of the Chestnut Hill branch is completed.

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. Tily, 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.

sections of Philadelphia. Among these was "the Wissahickon," because of the profits derived in the mill district, and the furnishing of current to light up the drives in Fairmount Park.

In the meantime, the horse cars along Main street and Ridge avenue were replaced with trolley cars.

The "Back Line," which at that time was called "the Grape Vine Route," because its course twisted around the hillsides like a vine, was cutting into the profits of the other two trolley lines. The Roxborough Passenger R. R. sought the "Back Line" as a feeder to its hilltop main line into Norristown, and was successful in leasing it and from that time on it was "curtains" for the little branch road."

The new tenants apparently would not repair the streets; replace the rails; the rolling stock of the line fell into decay; and the City of Philadelphia sued for the payment for highway repairs, only to be refused.

Then city officials sought redress in the Courts. A decision was rendered, giving the trolley company five days to pay the awards, which has not been done, so the next thing is for the Sheriff to dispose of it.

Who is going to pay the lawful owners for their losses? They leased the line in good faith. Their money is still tied up in it. Can the Courts or Council overrule any possible Constitutional rights of the original owners?

Talk will not save the old trolley line. If the original owners have any claims for compensation, legal steps will have to be taken, or it will be fare-thee-well to the old "Grape Vine," "Toonerville," "The Vinegar Valley," "Mountain Express," and other nicknames that strangers have bestowed on the line in past years.

Trolley Line Had Many Ups And Downs

Constructed by Local Residents When Electricity Came Into Popularity

STOCK OWNED HERE

People Residing in This Section May Have Some Claims to Present

By JOHN M. SICKINGER

One evening, some forty years ago, when the late Thomas Edison was making the country sit up and take notice that his inventions would do away with horse and steam cars by the use of electricity, Peter P. Liebest, Ferd Davis, some local bankers and other prominent business men met in Davis' Hardware Store, on the site of the present Manayunk Fire Headquarters. Seated on nail kegs, counters and burlap sacks the men talked of Edison and his inventions.

Mr. Liebert said that he believed "if this section had an electric light plant it would go over big and be a paying proposition. We could then

build a trolley line to serve the fast-buildings sections of this neighborhood, and our own electric plant could furnish the power to operate the line. Every time I look out that front window and see those horse cars pass I believe we could make a trolley line, running from Wissahickon to Roxborough, then down into Manayunk to the two railroad stations pay big dividends."

"What way would you run the cars between Roxborough and Wissahickon?" he was asked. "Along Manayunk avenue, the dividing line of the two sections, because it would be just as handy to Ridge avenue as it would be to Main street."

What started as a social evening at the hardware store, was really the birth of the local trolley line. About one year following the Twenty-First Ward was lighted up by electricity and the trolley line went into operation, owned by local business men.

The first trolley cars were not equipped with air brakes, like the present day cars. Several wrecks took place while the vehicles were coming down the hillside, resulting in deaths and other damages. All claims were met and settled in full.

After several prosperous years the Philadelphia Electric Company was born and began to take over all the small electric plants, in various

Subscription Press 11/12/1931

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 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."

Subscription Press
10/29/1931

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.

Subscription Press 13
8/13/1931

Engineer Dies Following Fall At His Home

Samuel T. Wagner, of School
House Lane, Succumbs
on Friday

RAILWAY CONSULTANT

21st Ward Man Was Noted
In National Engineer-
ing Circles

Samuel Tobias Wagner, consulting engineer for the Reading railroad, died last Friday night.

He succumbed at Hahnemann Hospital to injuries suffered in a fall at his home, 334 W. School House lane, in the 21st Ward.

Mr. Wagner, widely known in engineering circles in this region for years, had been elected vice president of the American Society for Testing Materials only two months ago.

Mr. Wagner, a graduate of the University of Pennsylvania in 1881, held degrees of bachelor of science and civil engineering. His entire career had been devoted to his profession.

He was born in this city in 1861. His wife was the former Mary C. R. Scull. They had four children, Mary, John, William and Thomas.

Mr. Wagner started his career as draughtsman for Phoenix Iron Company, rising to master mechanic. Later he became assistant engineer in charge of the improvement and filtration of water supply here.

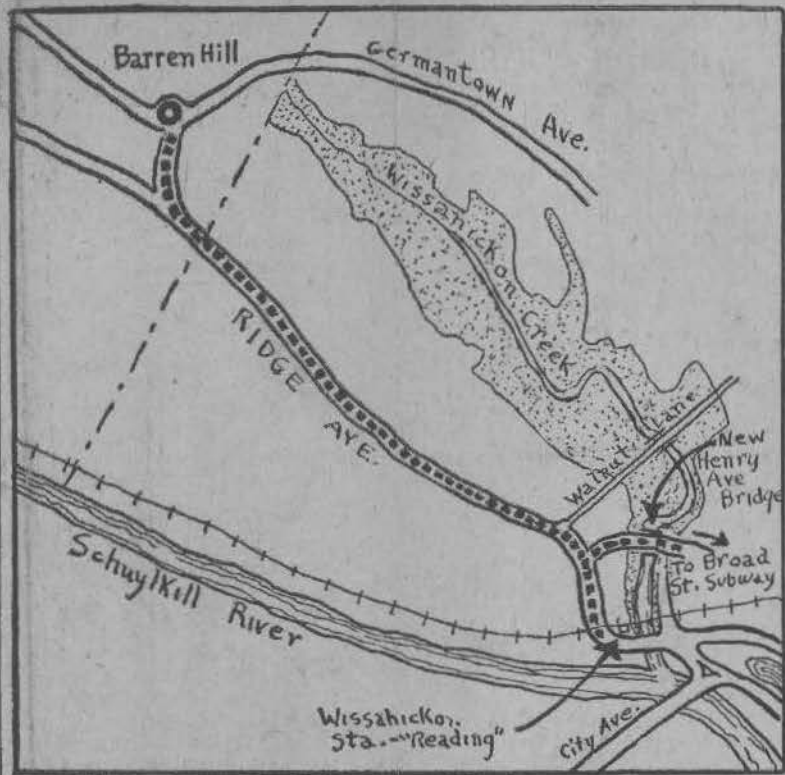
He became chief engineer for the Reading Company in 1915.

He wrote several papers and numerous discussions on engineers subjects, one of which received the James Laurie Prize. He was a member of the American Society of Civil Engineers and past president of the Philadelphia branch of the organization.

He was a member of Franklin Institute, Philadelphia Academy of Natural Science, of which he was president of the board of trustees. He was a vestryman in the Church of St. James the Less and in the Church of St. Chrysostom. He also was a member of the General Alumni Society of the University of Pennsylvania, of which he once was president; the Engineers' Alumni Association and the Engineer's Club.

Funeral services were conducted, at 10:30 A. M., on Monday, at the Church of St. James the Less.

PROPOSED BUS ROUTE



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.

Bus Route For Roxborough May be Put in Operation Before End of This Year

Proposed Line Would Be Managed by P.R.T.—Would Be of Some Benefit to Northwest Section, But Does Not Furnish Direct Transportation Which Is Paramount

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."

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 Wissahickon 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 paving 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.

Cites Plans

Tells of Great Needs of 21st Ward.—Taxes, Henry ave. and a New High School Among Things on Which He Will Take Action.

On being asked for his opinion of the taxpayers, escaping an extra burden, Howard A. Lukens, Independent Republican candidate for Council from the 21st Ward, said: "What is needed more than ever is a return of the application of good, old-fashioned horse-sense—the kind of common sense as applied by our forefathers, who permitted no party nor person to dictate policies to the detriment of the people as a whole. We are faced with a possible increase in the tax rate, which will affect every citizen of the city, whether he be a property owner or a lessee.

"This could easily have been overcome by a more strict adherence to the budget and can still be avoided by enforcing a system of practical economy, not by the introduction of a severe measure of thrift, which means a holdup of activities, but a common sense program which will eliminate all unnecessary expenditures and still permit the important projects to

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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 Rawle, Henry W. Biddle, Francis Rawle, 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 Whitmarsh 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 prodded.

"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 Rawle, 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 Rawle, Major Bent, Fletcher Pearson, William Ring, C. J. McGlinchey and others.

"The remarks were in substance about as follows: Mr. James Rawle 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 Corson.

"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!"

Train Wreck At Foot of Cook's Hill

Old Railroad Accident Is Recalled by Resident of Manayunk

CAUSE UNKNOWN

Injured Treated at Hull's Drug Store and at Hospital

by John M. Sickinger

Have you ever started something which you couldn't finish?

Once, when I was a school boy, I did. In those days this section was not a sufferer from the chestnut tree blight, and in the fall of the year chestnuts were plentiful. When the schoolhouse doors opened in September, it was like the opening of a jail to the boys who had their eyes open for the ripe-ting of the chestnuts.

I remember, Saturday October 13th, 1894, as a great day for the boys of Manayunk, who had planned to gather a good crop of the meaty nuts. Armed with garden rakes, broom handles with large nuts fastened to them, and flour bags, ten of us walked along the sidewalk of Cresson street towards Green lane, just as a northbound express came flying along the rails. We were accustomed to stand and watch the last car swing around the great bend at the foot of Cook's Hill, as if fascinated by the sight.

But on this particular Saturday morning, the train did not swing out of sight suddenly, as it usually did. Instead just as the last car was about to disappear around the curve, there came a crash that sounded like a million dishpans being kicked around all at the same time. The chestnut hunt was forgotten as we hurried up the track to see what had happened.

Three of the cars were overturned and screams were heard on all sides. Firemen from Fire Engine Company No. 12, of Manayunk were jumping over the fence of Stott Duncan's blacksmith shop and the police were hastening to get the youngsters out of the way of the workmen.

We boys climbed up on Cook's

Hill and watched the work of the rescuers for that place of vantage. Some of the injured were taken to the hospital, and a good many were treated at a drug store at Main street and Green lane, conducted by Morris Hull.

The crash happened before the days of the electric signal systems, and a freight engine had just switched over from the main rail as the express came along. Probably it had not cleared the rails. Stones were found in the switch, but these were scattered everywhere after the wreck.

The morning paper, next day had, the following account of the incident:

"There was great excitement here about 9 o'clock on yesterday morning by the derailing and partial demolition of the three rear cars of the Williamsport express, which left the station at Twelfth and Market streets at 8.35 o'clock, while the train, which was drawn by engine No. 573, (John Driscoll engineer and Andrew McAllister fireman), consisted of a combination baggage and smoking car, four passenger coaches and the Pullman chair car Undine, running at the rate of about 30 miles an hour. All the passengers escaped injury, except the following, none of whom, however, was seriously hurt:

"Edward R. Bryan, lumber merchant, of 3701 Hamilton street, contusion of right leg and hip, taken to St. Timothy's Hospital, from which he was taken to his home after his wounds were dressed.

"Henry Stone, 1619 North Twenty-third street, cut on head and face by flying glass.

"John I. Matthias, of Mahoney City, severe contusion on side.

"W. B. Wallace, 869 North Forty-sixth street, cut on head.

"John Overn, 2108 Diamond street, Chief of the Bureau of Boiler Inspection, cut on forehead with glass.

"Herman Stein, 3031 Norris street, contused wounds of body.

"George H. Drake, railroad contractor, 1326 Chestnut street, face and hands cut and bruised.

"J. H. German, of Pottsville, cut on hands and arms.

"Henry Entwein, Port Clinton, contusion of side and back.

Charles Woodington, 1939 North Ninth street, fireman on shifting engine, sprained leg and cut on hand.

"A number of other passengers sustained slight cuts from flying glass and bruises from the jar.

"After being attended at a neighboring drug store, some of those injured returned to their homes, but most of them continued on their journey.

"The express train had passed around the sharp curve above Green lane crossing, and was on a line with Centre street, when the Pullman car derailed while passing a switch. A stone was afterwards found wedged in the switch and the pointed end of the switch was bent.

"The Pullman car dragged the rear part of the car directly in front of it from the track, while the two coaches following the Pullman left the rails, and, with it, ran along the ties for a short distance, when they were swerved to the right by striking the rails leading from the switch, causing the cars to run with such force against freight cars and the tender of a shifting engine standing on a track in the Manayunk freight yard that the cars were thrown over and badly broken and the tender thrown from the tracks. The crash of the accident was heard by the members of Fire Company No. 12, and Foreman John Rumney and four men hurried to the scene. They ran into the Pullman car and drew the fire from the stoves and extinguished them by pouring buckets of water upon the coals.

"After it was learned that none of the passengers were seriously hurt the train, of which Joseph Missimer was conductor, proceeded on its way.

"One of the freight cars that was thrown over was loaded with stoves many of which were broken.

"The accident occurred at a point past which it was possible to run trains, with but slight delay, by switching north-bound trains over to the south-bound tracks, switches being located at near points south and north of where the accident happened.

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.

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 non-descript 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 merry yells, of joy—none looking back. The ladies, Mrs. Boyer, Mrs. Nicholas, Mrs. George W. Wagner, Mrs. S. S. Keely, Mrs. William Ring, Mrs. Michael Righter, Mrs. J. Vaughan Merrick, Mrs. 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.

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 tently interesting, and closed by moving the following resolution 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. J. 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 was taken 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 people will soon become so accustomed to the new convenience that they will ride more than ever. The meantime Manayunk will have to grapple with the question: "Will build the incline?"

Railroad To Wissahickon

Newspaper Article of a Century Ago Tells of Transit Project Through 21st Ward.-Wissahickon Gorge an Impassable Barrier.

Poulson's Advertiser, of July 14th, 1832, printed the following article concerning this vicinity:

"Mr. Poulson: In making an excursion lately by the Rail Car to Germantown, I was led to many reveries. I thought how many persons there were in the city who might be benefitted by an exchange of their enervating beds for an early morning ride out, and on their inhaling the refreshing and invigorating air and feasting senses with the beauties of the country and the matin carol of the birds. To make such excursions most agreeable, companies should associate to engage a car, and the Rail Company should be solicited to allow to such combined customers a fare out and back of 25 cents.

"As we approached Germantown, and began to traverse the lands of the Logan family, I perceived from its elevation all the route we had passed over from the city. Here I thought is a most desirable place for laying out a small town. I contemplated numerous other sections of ground near Germantown where enterprising men might unite to form neighborhoods.

"I considered, too, that a line on the Rail Road should reach to the romantic and wild banks of the rugged Wissahickon creek. There would necessarily be a great increase of city visitors, for so romantic a ride could not be found elsewhere short of 50 miles from Philadelphia. To see themselves crossing that stream at an elevation of 120 feet—what could equal it? Along the margin of that interesting creek in the coming year we may expect to have many rural cottages for public entertainment. Men of taste and enterprise should be looking out in time for striking situations for public houses. Families wishing to spend their summers here should be provided for in a genteel manner and donkeys should be at hand for romantic rides for the young ladies. We understand that the Rail route to the Wissahickon will be finished this summer."

VIATOR.

One Hundred Years Ago

(From the United States Gazette of September 20, 1832).

ON Tuesday last Major Wilson, the engineer, and General Mitchell, the superintendent of the Columbia Rail Road, proceeded in an elegant new car called the "Paoli," built for General Evans, from the head of the inclined plane on the west side of the Schuylkill to the junction of the West Chester Rail Road. The whole of one track of this most useful and efficient improvement was found entirely complete and the examination resulted most satisfactorily.

The country through which the rail road passes is particularly beautiful, exhibiting in every part varying picturesque scenery and many portions of it the most improved agriculture. Nothing can be more gratifying than the excursion which this rail road offers to those who are desirous of viewing this scenery, enjoying pure air and the novelty of a ride of nearly 30 miles, including the nine miles to West Chester. The superiority of such an excursion to that which is afforded by steam boats or canals will be admitted by all who are enabled to make the comparison. Everywhere the air is exhilarating and the rapidity with which the cars move give refreshing coolness to the most sultry hour of the day. At Paoli, where General Evans has an excellent inn, the height of the country is nearly 500 feet above the level of the Schuylkill and Delaware, and to this place visitors will be conveyed in less than two hours.

The cars are splendid and most comfortable. The party returned in a car called the "Lancaster," and built at that place by Mr. Slaymaker, which exceeds most others in elegance and arrangement.

Bulletin 10/1/1932

One Hundred Years Ago

(From the United States Gazette of October 1, 1832)

WE had the pleasure on Saturday of witnessing the trial of a locomotive steam engine on the Columbia Rail Road near Broad street. It was a beautiful sight and we should suppose that the experiment, if it was one, was complete. Parents would do well to keep their children away. We saw last spring one little fellow crushed to death there, and on Saturday the gentlemen interested in the experiment had the utmost difficulty in clearing the route—one lad made the narrowest escape we ever saw.

The 24th of this month will close the third half century since the landing of William Penn. We learn that the Penn Society intend to celebrate the day with due solemnity.

First Trial of Locomotives

Century Has Passed Since Steam Engines Went Into Use on Philadelphia, Germantown and Norristown Railroad.

Poulson's Advertiser of November 23rd 1932, printed the following item of local interest:

"We are authorized to state that the Philadelphia Germantown and Norristown Rail Road Company intended on Monday, the 26th inst. (if the weather should be fair) placing a splendid locomotive engine built by Mr. M. W. Baldwin, of this city on their road. We understand that due notice of the arrangements will be given."

The same newspaper, on the following day said: "It gives us pleasure to state that the locomotive engine built by our townsman M. W. Baldwin for the Philadelphia, Germantown and Norristown Rail Road Company has been proved highly successful in the presence of a number of gentlemen of science and information on such subjects. The engine was yesterday placed on the road for the first time. All 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 put completely together again, ready for travel. After the regular passenger cars had arrived from Germantown in the afternoon, the tracks being clear, preparation was made for starting. The placing of the fire in the furnace and raising the steam occupied 30 minutes. The engine with her tender moved from the depot in beautiful style, working with great ease. She proceeded to about a half a mile beyond the Union tavern at the township line and returned immediately, a distance of six miles, at a rate of about 28 miles to the hour, her speed having been greatly slackened at all the road crossings, and it being after dark, but a portion of her power was used. It is needless to say that the spectators were delighted. From this experiment there is every reason to believe that this engine will draw 30 tons gross at an average speed of 40 miles to the hour on a level road."

Railroad Men Were Jacks of All Trades

Ran Trains, Repaired Rails,
and Gave Signals
Verbally

AIDED INDUSTRIES

Freight Cars Were Attached
to Passenger Trains in
Beginning

By JOHN M. SICKINGER

Ninety-eight years have passed since the General Assembly of the State of Pennsylvania granted a charter for the operation of what is now known as the Reading Railroad.

In 1834 the Assembly passed on all laws pertaining to charters, divorces, special privileges, etc. Today this work is mostly done by the Courts of the Common Pleas. However, during the session of 1834-35 of the Assembly, the charter for the Philadelphia, Germantown and Norristown Railway was granted.

The first cars were drawn by horses, but these were later superceded by steam locomotives, which are now about to be "shelved" to make room for the modern electric engines.

Twenty-five years ago Baldwin's Locomotive Works started to build small, narrow gauge electric engines for use in mines, and the larger manufacturing plants. One of these little electric engines was capable of drawing five times as much weight as four mine mules could pull.

Most of the present-day railroads are equipped, or being equipped, with electric locomotion.

The Pennsylvania System has electrified its Chestnut Hill, and also the Schuylkill Valley Division. The Reading has the work of providing electric current to mobile power devices well under way on the Norristown Division, the task being expected to be complete at the end of this year.

But to go back to the days of early railroading. Hardships were endured by the crews in those days. No gold-buttoned-uniform conductors or brakemen. No stop signals. No section gangs or trackwalkers to take care of the rails. The trainmen did everything that was required.

Edmund A. Kite, in a statement he made on December 8th of 1888, as the superintendent of the Mill Street Station at Norristown, who had served as one of the pioneer conductors on the P. G. and N. road, told an interesting tale concerning the division, as follows:

"The track at that time (1835) was known as the 'strap-rail.' It was simply a square bar of iron, an inch in thickness, laid across

pine stringers and spiked down. We used to have a great deal of trouble with them, as it frequently happened they would get out of place and curl up at the ends, forming 'snakes'-heads.' Every train carried a good sledge-hammer, and whenever it passed over a loose rail and left a snakes'-head in its wake, the conductor had to stop the train, and hammer the loose rail into place. The manner of stopping trains then, in contrast to the modern steam system of simply pulling a bell rope, was something altogether novel. The conductor ascended a ladder to the roof of a car, and then ran forward till he arrived within hailing distance of the engineer, to whom he imparted the signal verbally. There was a great deal of briskness required of a conductor in the old days, and running along the tops of cars on a dark night was not as comfortable a task as one might wish for. There were no bell ropes, and the steam whistle had not been thought of. The strap-rail was afterwards superceded by the 'edge-rail,' which was imbedded in stone tiles. This plan was copied after the English custom, then in vogue, and answered very well, except that the hard stone flattened the flanges on the car wheels. The defect was afterwards remedied by placing wooden sills on the inside of the track. Speaking of the exposure of the engineer and conductor to the inclemency of the weather recalls to my mind that we used to wear old oil cloth coats, such as are worn by sailors. We had no gum coats at that time.

"The first practice of railroad signals that I remember was a system of conveying a sign to the engineer by a movement of the fingers. For instance, if I wanted to stop at the Falls I held up one finger; Wissahickon, two fingers; Manayunk, three fingers, and so on. The travel between Philadelphia and Norristown grew rapidly, in proportion to the growth of the district through which the line extended. The old time passengers were very sociable, and a railroad trip was always made the occasion for a merry time. The depot in Philadelphia was at Ninth and Green streets, in the building now used as the roundhouse, on the northwest corner. The first stop was at Intersection, which was recently called New York Junction, and since known as the Sixteenth street station. There was no stop at Columbia avenue. It was all country around there then, and I remember that an old barn used to stand near the site of the present station. The terminus at Norristown was in the open street, and the station was simply an old shed,

which stood near the Windsor Hotel. The time of transit usually occupied one hour and fifteen minutes, and the fare was fifty cents for the trip. The first beneficial effect of the building of the road, outside of its convenience as a means of rapid travel, was the erection of an iron furnace at Spring Mill, by a Mr. Kunzie. This was the first furnace established in the Schuylkill region, and was soon followed by another, known as the William Penn furnace, built by Tans & Co.

"There was very little freight business at first. The president of the company, William B. Morris, sent me around the country in '46 to the farmers to encourage them to send their produce to Philadelphia over the road. Freight cars were first put on behind passenger cars. This was the very meagre beginning of the freight traffic, but it soon grew so large that freight trains were separately despatched to and from important points on the line. I ran the first freight train ever put on the road. The freight business from that on assumed the proportion of an important branch of the railroading business. The first farmer who ever sent milk to Philadelphia over the road was Isaac Jones, who lived across the river. A curious incident of Jones is that he scrupulously avoided paying tolls on the bridge across the stream. He never used a horse and wagon to bring his milk cans over, but resorted to a wheelbarrow, in which he brought one can at a time to the station. He became noted for his ingenious method of beating the Bridge company out of the tolls."

Girard's Talk of the Day

ONE HUNDRED years ago this month the first round trip train was run from Philadelphia on what became the Pennsylvania Railroad.

It went out 20 miles and returned home in the breath-taking space of 11 hours.

Passengers were also obliged to carry water to the iron horse and perform other services which they doubtless credited to experience.

It was to be some 16 years until that pioneer railroad from Philadelphia "to the West" was re-christened Pennsylvania. It was at first the Philadelphia and Columbia.

And it did not between Philadelphia and Ardmore follow the trail of the present ponderous Main Line.

In those days railways went farther in miles as well as in time.

THAT 80-mile line from Philadelphia to Columbia on the Susquehanna in Lancaster county was the eastern section of the pioneer trans-State line in Pennsylvania.

It was a combination of railway, canal and the marvelous portage of 37 miles across the back of the Alleghenies.

Old "Ben" Latrobe was ancestor of engineers and a big town was named in his honor. But in 1803 he scoffed at the notion of putting steam engines upon ships to replace sails.

He said that there were then only five real steam engines in the United States and he owned two of them. His son-in-law, Nicholas I. Roosevelt, brother of President "Teddy" Roosevelt's grandfather, had built those engines.

Some of Governor Franklin D. Roosevelt's present fortune dates from those two steam engines purchased by Latrobe.

LATROBE suffered from no inferior complex.

He admitted that he was the "only successful architect in America." Nevertheless, he guessed wrong about the availability of steamboats.

And when engines began to move ships upon the ocean daring engineers asked: What is the matter with hitching steam engines to wagons?

Nothing the matter with that, either, and so the locomotive came to do the country's heavy hauling.

A Czar of Russia laid a ruler on the map touching St. Petersburg and Moscow. "Build a railroad there," he ordered his engineer, and it was built.

"Cut out that heavy curve around the top of Great Salt Lake and send my Union Pacific straight across the lake," and, even if it required a bridge 27 miles long, it was done.

You see, the Czar and Harriman knew where to get the cash to pay for such revolutionary jobs.

THOSE who promoted the Philadelphia and Columbia Railroad a century ago were in no such easy financial circumstances

as the Czar and Harriman.

To reach Philadelphia they took a Steve Brodie dive down what was known as the Belmont Incline Plane.

That Plane came down to the Schuylkill at near the Columbia ave. bridge. The Plane was 2305 feet long and its rise was 187 feet.

Cars at first were hauled up or let down by means of stationary engines. But in 1836 Norris built the locomotive named George Washington, and in July that year it hauled two passenger cars containing 50 passengers up that steep incline.

Again somebody had done what everybody had sagely proclaimed could not be done.

FROM the top of the Belmont Plane the railroad ran to Cynwyd and then followed Bala ave. down to Merion and so on to Ardmore.

It generally followed the old Lancaster Road—not the same, you understand, as the Lancaster Pike.

A part of that original railway line from Philadelphia to the West was laid upon stone sleepers.

In Philadelphia, as usual, the "interests" divided on the place where the railroad should cross the Schuylkill. The uptown "interests" won, and so it crossed upon a wooden bridge and meandered down to Fairmount and reached Broad st. via Callowhill.

THAT started a campaign for a new railroad lower down in West Philadelphia.

The first issue of the Public Ledger, March 25, 1836, contained a notice for folks to pony up their \$5 assessments on the stock in that latter enterprise.

That Belmont Plane was an expensive railroad toy. It cost \$27,000 a year in operation. You can see one reason why it soon passed out of the transportation picture.

The line to Columbia was not entirely completed until 1834. It was officially opened on October 1 when two trains drawn by two of Matthias Baldwin's locomotives, the "Lancaster" and the "Columbia," carried the high-hats from Columbia to Philadelphia.

Governor Wolf headed that party and the trip consumed only 10 hours.

And to think an aviator some days ago flew across the continent in just that time.

THE bridge across the Susquehanna at Columbia was the first great railroad bridge in America.

It had seven spans and was 1018 feet long. It was built of wood, and I know no other place where so many things have happened to big bridges as right there.

The new one opened a year or two ago is a marvel and warranted to foil ice jams, floods, and invading armies, as well as fire—things which brought ruin to some of the earlier ones.

Of course the farmers fought the Philadelphia and Columbia Railroad. They figured several ways.

First, even with cow-catchers on locomotives, the farmers said the railway meant a terrible slaughter. And a locomotive eats neither corn nor hay. That, said the farmers, presages a big decline in the number of mouths to feed, since the railroad will do the work of countless horses.

GIRARD

One Hundred Years Ago

(From the United States Gazette of April 17, 1833).

WE understand that the Directors of the Bank at West Chester have determined to build a new banking house with a marble front in that borough. We are glad to hear of the determination—not only because the building will be an ornament to the place, but because it denotes the prosperous state of the institution, happily keeping pace with the general prosperity of the town and the surrounding country.

We understand that the first boats forwarded by the Western Transportation Line from Philadelphia arrived in Pittsburgh after a passage across the State of 13 days, and that the canals are now in excellent order.

The active exertions of the contractors for the Columbia Rail Road bridge over the Schuylkill, below Peter's Island, assure the early completion of this great work. We rode along the west side of the river a few days since and saw, with satisfaction, that all the piers of the bridge, with the exception of two and one abutment, have been finished. The contractors confidently expect the bridge will be passable by the 1st of October.

Sub. Press 12/1/1932

Direct Transit Is Great Need of Northwest District

Changing Cars and Waiting at Broad and Erie Is a Great
Loss of Time and Extra Three Cent Exchange Ticket
is Necessary. — Transportation System Reviewed

Over in the Oak Lane section of our city, the users of transportation can board a bus, which runs over a route directly above the Broad street subway, and ride down the wide thoroughfare to League Island, for one fare.

But 21st Ward folk, and those in East Falls who use Route "R" must needs pay 13 cents to get to the city centre, by way of Broad street. How come?

But sometime about the first of the year the Reading Railroad will have completed the electrification of the Norristown Division of its lines, and it is believed there will be a fare reduction and more frequent trains. If not there should be.

Somehow, or other, the northwest section of Philadelphia, which lies north of Huntingdon street, has always been forgotten when those in charge of transportation meet in conference.

Probably the first means of transit which this section had, aside from horseback and private vehicles, was the steamboats which plied the Schuylkill river. Just when this mode of getting to and from town was established is difficult to ascertain, but in the 80's the steamers were doing a flourishing business, and also provided for the pleasure of the people of this vicinity by means of excursions. The boats ran every fifteen minutes and the fare from Wissahickon to Girard avenue was ten cents, with children being permitted to ride for half fare.

In the newspapers of July 7th 1882 there appeared an item which is significant of the fact that the officials in charge of the boats believed in keeping their equipment up to date. It read as follows: "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."

Stage coaches, too, were used in the early days, some of these starting their run—like the Crawford line—in Norristown and coming down Ridge avenue, to Shurs, or Rittenhouse, lane, and thence to Germantown. Others started in Roxborough, went down Green lane to Manayunk, thence along Main

street to Ridge avenue, and down that thoroughfare to the city.

Then came the horse cars, which ran from Manayunk to 23rd and Columbia avenue, serving the people of Manayunk and the Falls of Schuylkill. Those persons who resided on the hilltop of Roxborough and up to Barren Hill rode down to connect with the first-mentioned line, at Wissahickon, on a horse car line which extended from Wissahickon station to Barren Hill.

The steam railway of the Reading Company, was placed in operation through this section in 1834-35 and aside from making a little greater speed runs along with about the same number of trains as were used 40 years ago. The terminal in the old days was at Ninth and Green streets. The Pennsylvania Railroad, through Manayunk, to Norristown, came in the 90's.

On August 4th 1885; the following article was printed in the papers of Philadelphia: "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 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 32nd street.

"The re-organized company at first intended to lay its experimental tracks in order to demonstrate the practicability 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 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 sur-

mounting 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 the 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 of 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 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."

That the electrical street car was a success was soon proven, but the underground conduit did not last long in this section, the overhead trolley and wire having been proven more satisfactory. Roxborough, Wissahickon and Manayunk were served by trolleys, not long after the Ridge avenue line became popular.

And the rickety old Toonervilles were with us until last December when PRT busses went into service. And while these and the routes they traverse have been all right in their modern way, there doesn't seem to be any reason why a line cannot be run directly to the centre of the city, with fares on a par with other sections of the municipality.

Men and Things

Electrification of Reading's Norristown and Chestnut Hill Lines Marks Completion of First Phase of Progressive Program—First Passenger Railroad of United States Full-Fledged In 20th Century Equipment

NORRISTOWN today celebrates the completion of the electrification of the Reading's lines to that point. Germantown, on Wednesday, will mark the electrification of the Chestnut Hill branch. Next Sunday actual operation of electric trains between the Terminal and Chestnut Hill and Norristown will start. The old Philadelphia, Germantown and Norristown Railroad, the first in the country to start the actual operation of steam trains for the transportation of passengers, will then be completely electrified.

The extensive program of electrification was begun by the Reading some years ago and there has been expended more than \$20,000,000 between Philadelphia and Trenton, Doylestown, Lansdale, Hatboro, Chestnut Hill and Norristown, with the prospect of future extension of electric service to Bethlehem, Jersey City and Reading.

Included in the initial program are new stations at Cheltenham and Wister, Wyndmoor and Chestnut Hill, the abolition of six grade crossings, among them the dangerous condition at Cheltenham, and the abolition of other grade crossings on the Norristown Branch. When the added service goes into operation next Sunday about 95 per cent. of the suburban trains running into the Terminal will be electrified.

Toward the end of 1830 some residents of Germantown who had been up to Mauch Chunk to inspect the Switchback came to the conclusion that Germantown needed a railroad. They had been accustomed to making the journey to and from town in stage coaches at the rate of about four miles an hour. Between Chestnut Hill and Norristown were quarries that supplied much in the way of building material for the city and, planning the service of such freight as well as of passengers, they called a meeting and placed before the public their proposal to build a railroad from Philadelphia to Norristown running as near to the village of Germantown as possible.

Money was raised quickly, contracts awarded and the first section of the road, between Ninth and Spring Garden streets and Germantown avenue and Price street, was put into operation on June 6, 1832. At that time it was known as the

**Century
of Railroads
planned**

Philadelphia and Germantown Railroad. That was all it was. But it had been double-tracked, with iron "T" rails laid on cast iron chairs securely fastened to stone blocks by screw bolts, and it boasted of the possession of the first passenger depot in the city. The cars were a modification of the old-fashioned Concord coach with the body suspended on leather braces and a foot-board on the outside on which the conductor stood. There were seats for 20 passengers, placed around the sides so that the seats

faced one another, and on top 16 more passengers could be seated back to back.

While the road was in course of construction Matthias W. Baldwin had constructed a model of a steam locomotive which he had placed on exhibition in Peale's Museum, in Independence Hall, and the managers of the new rail road authorized him to build a locomotive for them and thus "Old Ironsides," Baldwin's first locomotive, a model of which Samuel Vauclain has just presented to the Franklin Museum, came into being. Now it seems a small affair, and it was lighter in weight and smaller in size than many motor trucks. Its cost was about only one-tenth that of one of the new multiple unit electric coaches which the Reading employs in its suburban service. But its initial appearance was an event and the managers of the Philadelphia and Germantown road thought enough of it to insert special notices in the papers calling attention to the fact that "The Lo-

comotive 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 hours, viz., From Philadelphia at 11, 1 and 3 o'clock, and from Germantown at 12, 2 and 4 o'clock."

On the preceding Tuesday, November 20, 1832, the engine was taken apart at Mr. Baldwin's factory, carted to Ninth and Green streets and re-assembled. On its first run four cars were hauled and on the next trip six. Real railroad-ing, so far as Philadelphia was concerned, had begun.

James Moore, who afterwards became consulting engineer for the Jersey Central, and who ran "Old Ironsides" for two months, in a letter which he wrote to Barton Hoopes, of this city, sixty years ago, said some of the managers of the road had their doubts about it and added that if it had not been for the strenuous objections which he and Henry R. Campbell of the road had made, the managers would have rejected the engine. "If they had thrown it back on Mr. Baldwin's hands at that time," wrote Mr. Moore, "it is very doubtful whether he would have ever built another."

From the advertisements it was made to appear that the engine could only be used when the weather was fair, horses being used on stormy days. That, Moore noted, was not true, observing that the use of the locomotive was not stopped on account of rain or snow and that he had run it on an average of from sixteen to seventeen hours a day regardless of the weather.

There were no brakes on the cars or the engine and the only way to stop the train was by reversing the engine. But despite the jolts and jars to which the riders were subjected Germantown supplied the road with plenty of passengers and in twenty years after its start the line was extended to Chestnut Hill, with riders transferring at Germantown. About this time came the building of the later and larger depot at Ninth and Green streets. Twenty years after came the acquisition of the road, by lease, by the Reading. Now, sixty years later, comes the latest improvement by which the service is expected again to be speeded up from twenty to twenty-five per cent. over that supplied by the modern locomotive.

Reading Railroad Observes A Century of Existence

As the electric trains speed through East, Falls, Wissahickon, and Manayunk, we are reminded that the Reading Railroad observed its hundredth birthday this month.

Its incorporation was authorized by an act of the Legislature which Governor George Wolf signed April 4, 1833. However, among the numerous other corporations which have been merged with the Reading are at least two older than the Reading, The Philadelphia, Germantown and Norristown Railroad Company was chartered in 1831, and when the Reading Company came into existence trains had been running regularly to Germantown for more than nine months. By the acquisition of the Union Railroad, in Schuylkill county, in 1862, the Reading became the successor of the Union Canal Company, chartered in 1811, it being a consolidation of two canal companies, one originating in 1791 and the other a year later.

The Philadelphia, Germantown and Norristown Railroad was authorized to lay tracks as far as Norristown. Numerous suggestions were made for building other railroads to connect with this railroad in Norristown and extended up the Schuylkill Valley to the anthracite fields or up the Perkiomen Valley to the Lehigh region and perhaps farther on to the Wyoming and Susquehanna Valleys.

Concrete proposals for a railroad up the Schuylkill Valley and thence to the Susquehanna first came to public attention through a series of meetings held in Schuylkill township, Chester county, beginning in January, 1831.

Not until 1833, however, had the undertaking advanced sufficiently to warrant asking the Legislature for a charter. Then Elijah F. Pennypacker, of Corner Stores, a member of the State House of Representatives from Chester county, introduced the bill. He was chairman of the committee to which the bill guided its passage through the House and Senate.

In accordance with the custom of that time, the act named commissioners to receive subscriptions for stock of the company and to effect organization.

The commissioners opened books for subscriptions to the stock on September 23, 1833, at the Merchants Coffee House, Philadelphia, and at hotels in Reading and West Chester. When the stock of the Philadelphia, Germantown and Norristown road was offered, two years before, there was a lively scramble to obtain shares, and the issue was greatly oversubscribed. But by 1833 zeal to invest was less keen. The commission directed attention to the opportunities of the railroad, citing that the Schuylkill Canal had

every step that no work be done in a hurried or loose manner (too much the case with several lately completed) but that everything be well done and with as much speed as is consistent to make good."

Much delay was due to the building of a four-arch stone bridge over the Schuylkill above Phoenixville and the construction of a long tunnel beginning immediately at the southern end of the bridge. This crossing of the river from the northern to the southern side and the consequent tunneling through the rocks aroused puzzled comment, for if the road had been continued on the northern side of the river to Norristown the cost would have been much less. But as considerable stock had been taken by citizens of Phoenixville and Schuylkill Township, where the railroad had been first proposed, it was deemed desirable to divert the route into Chester county. Furthermore, it was expected that much freight business would be derived from Phoenixville's industries.

The tunnel at the upper end of Phoenixville was 1,930 feet long, mostly through exceedingly hard rock. James Appleton, who took the contract, began work in December 1835. Soon he realized that at the price agreed upon he would lose heavily, and he thereupon abandoned the contract. A second contractor who was engaged also gave up the work. Then a new arrangement was made with Mr. Appleton, and he completed the tunnel in September, 1837. About 500 men, nearly all Irish, were employed, working from both sides of the hill and from five shafts sunk from the surface. Boys carrying two-gallon cans of drinks made the rounds of the workers three times in the 12-hour day. The workmen built shacks on the hill, in which they lived, and some of them remained there after the tunnel had been completed, the settlement thus begun taking the name of Tunnel Hill.

One track from Reading to Pottstown was completed late in 1837, and on December 6, 100 citizens of Reading made a trip to Pottstown in five freight cars equipped with seats, horses pulling the cars.

Shortly after that the first locomotive of the company, made in England, was taken from Philadelphia to Reading in a canal boat. This was the Rock, now at the Reading Terminal. Regular passenger service between Reading and Pottstown was begun May, 1839.

On July 16 following trains began running to Bridgeport, on the south side of the Schuylkill, opposite Norristown. It now became evident that the contemplated connection with the Philadelphia, Germantown and Norristown could not be made, and the Reading road was continued

juste deca... annual div... freight service... canal boats was very slow, and without detriment to the canal much business would be assured for the railroads, especially if it was extended beyond Reading the fare being \$3. A count showed that in one month 2,776 stage passengers stopped for dinner at three Norristown taverns. With a railroad available it was estimated the travel would increase tenfold.

The city of Philadelphia was directly interested in improving transportation facilities between the city and Schuylkill County because Stephen Girard, on his death, in 1831, had bequeathed great tracts of coal lands in Schuylkill County to the city, the income from which was to be used in part to maintain the school for orphans for which he had made provision and which was then under construction.

All the stock originally authorized was taken by December, 1833, and in January, 1834, the stockholders organized, electing Elihu Chauncey president. Surveys for the road were made, but construction did not get vigorously under way until 1835. The stock issue was far from adequate to provide the necessary funds, and in 1836 \$1,000,000 was obtained by placing a mortgage on the company's property. Progress was the more difficult because of the severe financial stringency that swept over the country about this time.

Early in 1835 the route was located from Reading southward as far as Norristown. The purpose was to connect at Norristown with the Philadelphia, Germantown and Norristown Railroad, which had been opened to Norristown in the summer of that year. Moncure Robinson was the engineer in charge of the building of the railroad between Reading and Pottstown. A letter written from Pottstown October 17, 1835, described the construction of the road, saying: "Care is taken at

down the south side of the Schuylkill as far as the Belmont inclined plane of the Columbia Railroad, entrance into Philadelphia being obtained over the tracks of the latter road crossing the Schuylkill at Columbia avenue. Subsequently when the Columbia or State Railroad abandoned the Belmont plane and followed a new route through West Philadelphia, the Reading bought the former Columbia Railroad tracks from the Schuylkill to Broad street.

Regular train service between Philadelphia and Reading began Monday, December 9, 1839, there being one train daily each way. The fare was \$2.50 for first-class passage and \$2 for second class. The train left the depot, at Broad and Cherry streets, at 6 A. M., stopping at Bridgeport for breakfast. Returning the train left Reading at 1.30 P. M. About four and a half million dollars had been spent on the road up to that time.

By building extensions and acquiring the rights of several small railroads, the Reading road was continued from Reading into Schuylkill county, being opened from Philadelphia to Pottsville on January 10, 1842. The same year the Reading built a branch from Falls of Schuylkill to the Delaware at Port Richmond, thus completing the line from the coal mines to the Delaware wharves.

In celebration of the opening of the railroad to the coal regions 2,150 persons from the Pottsville region, including several military companies and bands, left there at 8 A. M. in the first train, which comprised 75 cars, but they did not arrive in Philadelphia until 8 P. M. having made numerous stops on the way. Upon leaving the train in Philadelphia the visitors paraded the streets and then repaired to the Washington Hotel for dinner. They brought with them some coal which had been mined that morning, and they burned it that night while they were dining at the Washington Hotel.

Comparison Made Between Old Horse Cars and Modern Busses

Early Transportation Line Along Ridge Avenue Was Inaugurated July 3rd, 1859.—Ran on Half-Hour Schedule

While waiting for a Ridge avenue bus a few days ago, thought was given to the horse car line that ran from the old depot at Ridge and Columbia avenues. It was on July 3rd, 1859, when in the middle of the afternoon the first car came out as far as James—now Stanton—street, where a temporary crossing was laid for getting the vehicles over to the southbound track. Early in the fall of the same year, the cars were continued to Manayunk.

With the introduction of the horse cars the line of stagecoaches which for a number of years had been run to Girard avenue by William Stern, was disposed of. People were so pleased with the new mode of conveyance that the coaches seemed too slow and uncomfortable. The fare was seven cents, or a through ticket to Second and Arch streets, for ten cents.

Extra horses were required to pull the cars up Kelly's hill, which extended from Dobson's mill gate to the entrance to North Laurel Hill cemetery, and also the Robin Hood Hill, which ran from just above old Nicetown lane to Huntingdon street. If nothing interfered the passengers could get to the centre of the city in three quarters of an hour. The cars ran half hour apart, and were scheduled to be in service from 8 a. m. to 10.30 p. m.

But fares now are 10 cents to Broad and Erie avenues, where one is given the "privilege" of purchasing a three cent exchange ticket to use the Broad street subway to the centre of Philadelphia. A new schedule, which went into effect last Sunday starts the busses off at 4.56 a. m. and they continue until half hour after midnight, with owl busses running between Wissahickon and Spring lane, in Roxborough,

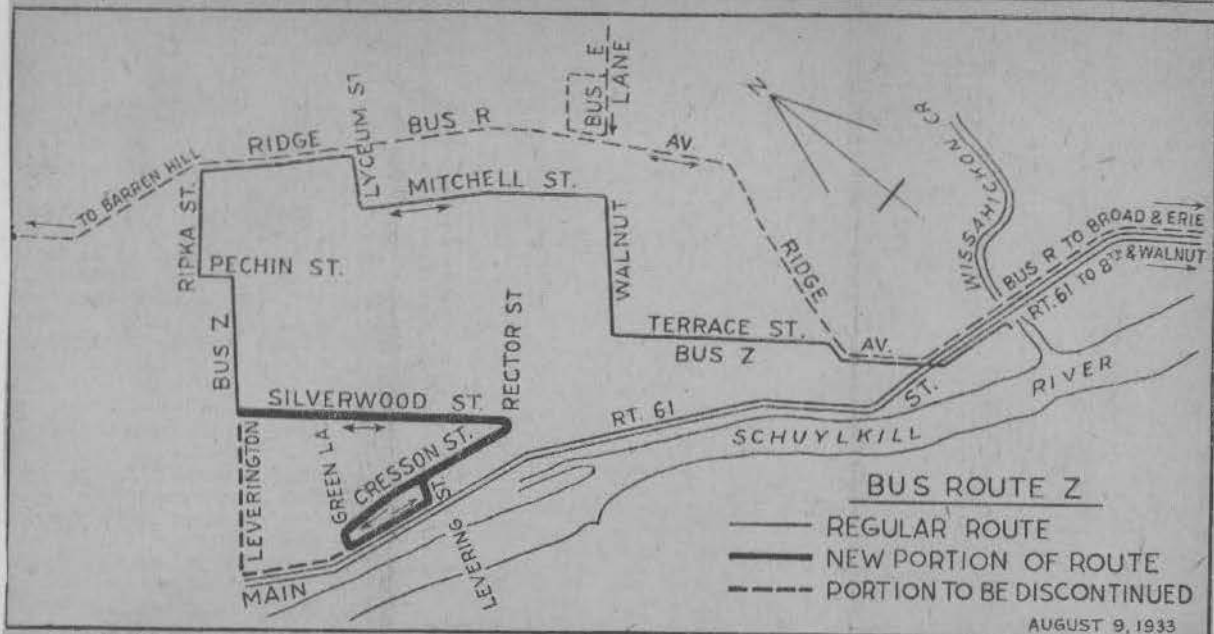
until 4.33 a. m. The average time between busses is about fifteen minutes, although at busy times of the day, the vehicles are nearer each other in running time.

Only on special occasions were the old horse cars filled. Now, southbound passengers in the morning, from 7 until 9, and northbound riders, in the evening, from 4.30 until 7 o'clock, have great trouble in getting a seat, unless they board the motor car at the beginning of the line.

The line, as most residents of this section know, starts from Broad and Erie avenue, and runs west on Erie avenue to Hunting Park avenue, to Allegheny avenue, to Ridge avenue, to Summit avenue, with alternate busses continuing on to Barren Hill. Southbound the same streets are traversed, with the exception of near the Broad and Erie terminus, where a return loop is made to conform to the city's traffic rulings.

The northbound passenger on this "R" Route bus, as it comes west on Allegheny avenue, if he be an old person, may remember Uncle Benny Johnson's springhouse which stood in the hollow near what is now 34th street and Allegheny avenue. The street bed was once the property of Frederick Stoever, and later was leased by "Billy" Simons, who conducted a large truck farm upon it, one of his great specialties being strawberries. It was here, still later, that John Dobson, the late textile manufacturer, erected his home on the crest of what was known as "Billy Simons' Strawberry Hill." The Dobson house was erected in 1865, and is now no more, nothing but the coachman's lodge remaining, after having been altered to conform to the present city survey lines.

ROUTE "Z" CHANGE NOW IN OPERATION



AUGUST 9, 1933

At the request of civic associations and business interests in Manayunk, Roxborough and Wissahickon Route "Z" busses operate on Silverwood street between Leverington and Rector streets. Operation on Leverington between Silverwood and Main, and on Main between Leverington and Green Lane, will be discontinued. The routing of this line is therefore as follows:

NORTHBOUND: From Ridge avenue and Wissahickon Creek, over present route to Leverington avenue and Silverwood street, thence on Silverwood to Rector, to Cresson, to Green Lane, to Main and Green Lane.

SOUTHBOUND: From Main street and Green Lane, on Main to Levering, to Cresson, to Rector, to Silverwood, to Leverington and thence on present route to Ridge avenue and Wissahickon Creek.

Change Made In Route of "Z" Busses

PRT Company Alters Line
To Suit Needs of
Local Public

IS MORE CONVENIENT

Church-Goers and Shoppers
Carried Nearer Their
Destinations

Residents of Roxborough, Manayunk, and Wissahickon, particularly, and others who find it necessary to use a public conveyance to reach the homes and stores of the 21st Ward, should appreciate the change made in the PRT Company's Bus Route "Z", which went into effect yesterday.

Starting from Ridge avenue and Main street, Wissahickon, the "Z" busses traverse the same streets as formerly, until they reach Leverington avenue and Silverwood street. Here, the "Z" bus, instead of descending Leverington avenue to Main street, Manayunk, will turn southeast on Silverwood street, and along that thoroughfare to Rector street. At Rector street the bus will turn northwest on Cresson street, to Green lane, west to Main street,

south to Levering street, northeast to Cresson street, southeast to Rector street, to Silverwood street, thence to Leverington avenue and over the customary route to Wissahickon.

Members of three churches, who reside atop of the high and healthy hills in this section - - - those of St. John the Baptist, the Lutheran Church of the Epiphany, and the Manayunk Baptist Church, - - - as well as many merchants and employees of local offices and factories, will find the new route more accessible to their destinations, and shoppers returning from Manayunk to their homes in Roxborough and Wissahickon will find the change to their benefit.

Riders who have not yet become acquainted with the alteration in the route, should study the map which accompanies this article, which clearly shows the change which has been made. It will be noted that the entire change has been made on the Manayunk terminus of the route.

The decision to make the change was made by the officials of the PRT Company, after conferences with business, church and other interested persons in the 21st Ward, followed by several months of study of the traffic movements, and with full consideration given to the public in general.

Flood Emergency: Used on bus running from Midvale Avenue to Manayunk via Terrace St and Walnut Lane

PHILADELPHIA RAPID TRANSIT CO.											
AUG. 24-1933 025595 (SEE OTHER SIDE)											
From Route:		7	8	9	33	39	48	60A	61		
Date:	1	2	3	4	5	6	7	8	9	10	11
16	17	18	19	20	21	22	23	24	25	26	27
EAST ON ARCH STREET FROM ROUTE 48 AT 15TH & ARCH STREETS											
AM	12	1	2	3	4	5	6	7			
PM	8	9	10	11	12	1	2	3			
		4	5	6	7	8	9	10	11		
		Emergency Cut Back		Depot Car		Blockade		ISSUED GOING			
								N S E W			

A MISDEMEANOR—The sale, barter, or transfer of this ticket, or its presentation for passage by anyone other than the person to whom issued, constitutes a misdemeanor under the laws of the State of Pennsylvania, punishable by fine imprisonment or both. Act approved June 13, 1911. P. L. 903.

ROXBOROUGH HITS NEGLECT BY P. R. T.

8 Organizations Join to Fight
for Transfer and Ex-
change Privileges

THREATEN COURT BATTLE

Charging that Roxborough residents have been ignored by the P. R. T. in its recently announced extensions of transfer and exchange privileges, eight Roxborough business, trade and civic organizations will make formal protest tomorrow.

A joint committee organization has been formed, it was announced, tentatively named the Northwest Chamber of Commerce, to represent the eight groups of residents and business men. The committee will meet with P. R. T. officials tomorrow, and if not successful in obtaining relief will carry the fight to the courts, it was said.

Residents charge that present traction routes take them out of their way to reach the center of the city, that they have to make unnecessary transfers and that it costs 27½ cents for a round trip to the city center.

They seek a direct one-ride route to Central Philadelphia instead of the existing route with the transfer from the Broad Street subway at Erie Avenue to a bus.

Organizations represented in the protesting joint committee are the Roxborough Business Men's Association, Manayunk Business Men's Association, Twenty-first Ward Republican Association, Roxborough Lions Club, Twenty-first Ward Civic Association, Twenty-first Ward Board of Trade, Twenty-first Ward Real Estate Board and the Twenty-first Ward Medical Society.

Officials of the new joint organization are John Turner, president; Francis McGill, vice president, and Irving Stein, secretary. The officers were elected at a meeting of the organizations on Friday night in Roxborough.

According to representatives the only transportation out of the area provided by the P. R. T. are two bus lines. One takes the indirect route over Walnut Lane to Broad Street and Erie Avenue, and the other goes down Ridge Avenue to connect at Manayunk with surface lines.

Men and Things

Sunday Will Be the 50th Anniversary of the Opening of the "Pennsy" Line to Bala, the First Link in the Development of the Present Schuylkill Division

BALA had a gala day April 1st, fifty years ago, the community, not as near Philadelphia then as it is today, greeted the first train on the Schuylkill Valley Division of the Pennsylvania Railroad. The new road had just been connected with the Main Line of the "Pennsy" at the Fifty-second street station, less than two miles away. It represented the merger of five local railroad charters previously granted. Officially it was the Pennsylvania Schuylkill Valley Railroad, although it was commonly called the "Pennsy" because it had been sponsored by and was part of the Pennsylvania system.

To Bala the running of the first train from Broad Street Station—the old station at Broad and Filbert streets which had then been in use but a few years—was an event. George B. Roberts, a lineal descendant of the John Roberts, of Wales, who had come over with the first settlers to take up lands in the Welsh tract in 1683, and a resident of that region, was President of the Pennsylvania Railroad and under his administration began the construction of a new line that was to parallel the Philadelphia and Reading in its reach into the upper Schuylkill Valley. Pencoed, just above Bala, on the river, marked one of the enterprises of the Roberts family, the big iron works which Algernon S. and Percival Roberts had founded almost 30 years before.

Bala was just a beginning. The promoters of this road had visioned far more than serving suburban traffic. They looked up the river to the coal fields of the Schuylkill, Susquehanna and Lehigh Valleys. Their immediate objective was Reading. Six weeks after they had run the first train to Bala they ran a train to Manayunk. A month later they had the line open to Norristown. By September they had trains through to Reading. In another year they reached Hamburg. The end of 1836 saw the line through to Pottsville with an extension of 11 miles beyond that point to New Boston, where connection was made with the Lehigh Valley Railroad, the connecting line being the Pottsville and Mahanoy Railroad which had just merged with the Schuylkill Valley Railroad. The Lehigh Valley had agreed to construct a line from New Boston to Tomhicken where connection could be made with the Sunbury, Hazleton and Wilkes-Barre Railroad to Wilkes-Barre. The next

Step by Step year the Nescopeck Railroad was completed, filling in some of the gaps with a branch to Sunbury. Within a few years after the first train reached Bala the way had been opened for "Pennsy" trains to reach Wilkes-Barre direct, to connect with the Reading and the Lehigh Valley roads, to reach Sunbury on the Susquehanna, and to tap the Lehigh, Schuylkill and Wyoming Valleys and the Shenandoah and Susquehanna coal regions, while the Reading, which had theretofore had a monopoly of the coal carrying trade down the Schuylkill, through ownership of the only rail line and eventually also of the canal, had a competitor. Over this route today the "Mountaineer" and "Anthracite Express" of the "Pennsy" are two of the fast trains that connect Philadelphia and the Wyoming Valley.

In 1915, the Wilkes-Barre Connecting Railroad was built to link the Pennsylvania's Buttonwood yards, west of Wilkes-Barre, with the tracks of the Delaware and Hudson road reaching across to the north

and east. The Schuylkill Valley line had then become one of the highly profitable coal carrying roads of the country. The black diamonds that it brought down from the collieries furnished dividends to the Pennsylvania stockholders and demonstrated the wisdom of the projectors of this line in not only reaching the mines of the Susquehanna Coal Company, in which the "Pennsy" had an interest, but in tapping, by branch lines and spurs and connections, a region rich in natural resources and productive of much in the way of freight. Coal was the lure, as it had been a half-century earlier when Philadelphia was just beginning to get acquainted with the use of anthracite.

Although the hard coal of Pennsylvania was discovered prior to the Revolution it was not until 1812 that it was first burned in an iron furnace in this city. For years prior to that time far-seeing men in this city had been promoting the construction of a Schuylkill Canal. With that

Penn's Vision enabled him to project his thoughts far beyond the time in which he lived William Penn, as early as 1690, had talked about the desirability of a Schuylkill Canal, although waterways of that type were then unknown in this country. After the Revolution various attempts to start such a canal had been made without success. But the discovery of anthracite changed the picture.

As soon as the value of the commodity was realized the desirability of a canal was pointed out. The opening of the Schuylkill Canal, in 1836, was an important event in the history of the valley. Now instead of rafts floating down a stream that was often shallow and sluggish and filled with obstructions of rock and bars of sand and gravel—as early as 1761 residents of the region were seeking funds to scour and clean the river—the canal boat, laden with coal, began to be seen at yards and wharves along the river in what is now part of Fairmount Park.

But the canal was not long ahead of the railroad. A hundred years ago, in October, 1834, the Philadelphia, Germantown and Norristown Railroad ran trains from this city to Manayunk. The next year it reached Norristown. Meanwhile other railroad promoters

Reading System's Early Days were busy building a line of rail southward from Reading to Pottstown. For a time travelers between here and Reading journeyed by rail to Norristown, thence traveled by stage coach from Norristown to Pottstown and there took the cars that carried them on to Reading. After a short time railroad builders constructed a line from Pottstown to Bridgeport. Now the traveler between Philadelphia and Reading went nearly all the way by rail, transferring from one road to another, by bus from Norristown to Bridgeport on the opposite side of the river. By 1842 direct rail service between Philadelphia and Reading was afforded and as the years went on the Reading also spread out, in branch lines and feeders, connecting the Schuylkill Valley with the Wyoming, Lehigh and Susquehanna Valleys.

It was not foreseen in those early days when the Reading was tapping this territory, which was to form its main line and furnish the larger part of its riches, that another road, projected at the same time as the old Philadelphia, Germantown and Norristown line, the Philadelphia and Columbia, that was eventually to form part of the "Pennsy's" Main Line to the west, was some day to connect the tracks of that line, at several points, with roads that would also lead into this region, eventually tapping not only the lower coal fields that extend from Lykens to Mauch Chunk and from Shamokin to Shenandoah but also the upper fields around Hazleton, Wilkes-Barre and Scranton.

Sub. Press 8/8/1935

Railroading A Century Ago

The Germantown Telegraph, of August 5th, 1835, contained the following news item:

"The Norristown branch of the Philadelphia, Germantown and Norristown Rail Road will be opened for the conveyance of passengers to the borough of Norristown on Saturday, the 15th inst. The fare will be 50 cents from Coshocton village, 37 1-2 cents, Spring Mill 31 cents, &c., &c. We have no doubt but that the traveling on this road will be immense; and its popularity generally such as to warrant a gratifying income to the company. Few companies, if any, perhaps, in the State, had they the difficulties and reverses to encounter which beset this one, would have so successfully and praiseworthy surmounted them all. The truth illustrated by the completion of this enterprise is an important one; it shows what perseverance, industry and economy can accomplish under proper management."

BRANCH OF BUS ROUTE "R" WILL OPERATE ON HENRY AVE.

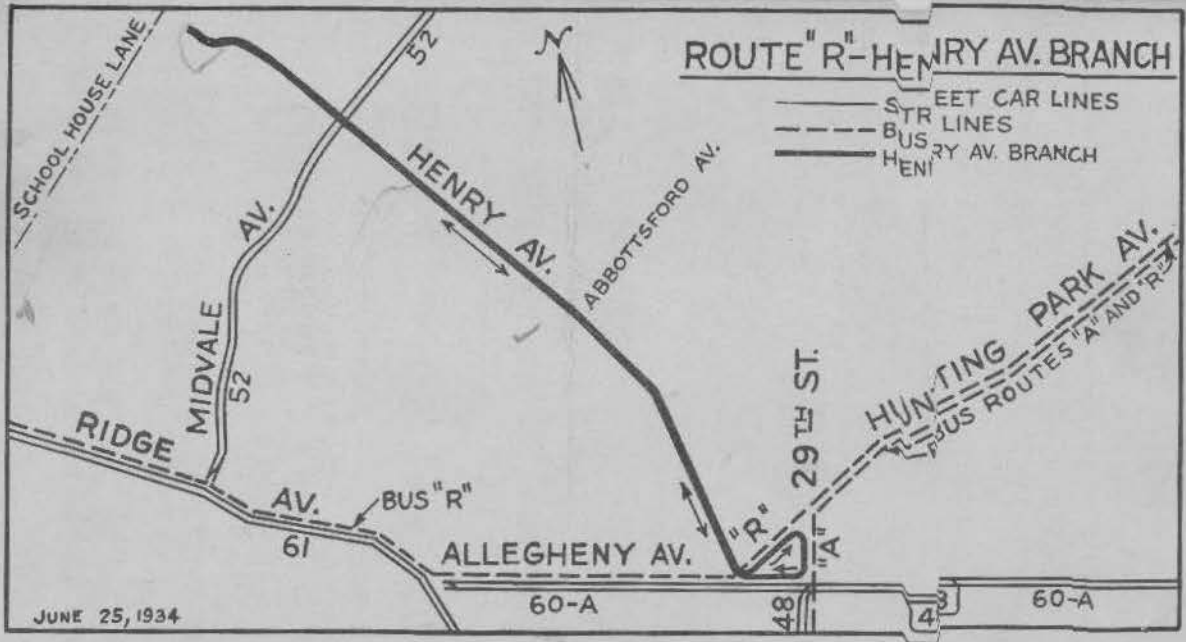
Effective June 25, 1934

PHILADELPHIA RURAL TRANSIT COMPANY

To provide service to the Woman's Medical College and Hospital, to Ravenhill Academy, and to residents along Henry ave., PRT will operate a branch of bus Route "R" on Henry ave., between Hunting Park ave. and School House Lane, beginning above date.

Free transfers will be granted from this line to Route "R" (Roxborough—Broad & Erie Division), and 3c exchange privileges to Routes 48, 52, 60-A, and bus Route "A". Exchange privileges (including Broad St. Subway), now available to Route "R" passengers will be extended also to persons originating on the Henry ave. branch and then transferring to the present Route "R" buses. Delivery will thus be afforded to Broad St. Subway, and to the Germantown, Manayunk, Roxborough, Oak Lane, Richmond, North Philadelphia and Central City districts.

(See map on reverse side)



JUNE 25, 1934

RAILROAD SERVICE GREATLY IMPROVED DURING CENTURY

Passenger, in 1836, Writes Letter Complaining of Practices Which Slowed Up Speed of Trains Coming Into Philadelphia

As the forerunner of what is now the Pennsylvania Railroad, the Columbia Railroad came down from Columbia, Pa., to Philadelphia to the heights of Belmont Plateau, in Fairmount Park, the cars being propelled by gravity where possible, and drawn by horses, in other places.

From Belmont the trains coasted down to a covered wooden bridge over the Schuylkill river, on the site of the present Reading Company's concrete viaduct at Columbia avenue, and were then drawn by horses to the city terminal at Broad and Callowhill streets.

A comparison of present-day railway comforts and facilities, with those of a century ago can be made after reading a letter, written by a reader, printed in the United States Gazette, of August 8, 1836, as follows:

"I have lately passed over this road with much satisfaction as to the state of the road, the convenience of the cars and the general at-

ention of the agents. But I would inquire whether some means may not be devised to lessen the delay after the arrival at the head of the plane on Schuylkill.

"We reached it at a quarter of an hour after one o'clock and did not get into the city in Broad street until half an hour after two, being as long in getting over these four miles as any other twenty on the route. I would also suggest the propriety of having certain places selected at convenient points and distances for taking up way passengers.

"At present the cars are stopped wherever a person is seen desirous of coming in. I observed that we took in two or three passengers at a tavern, and at a distance of about a mile again brought to for another. A good deal of time is lost in this way not only in stopping and starting the cars, but some persons take every chance of getting a drink and must be waited for."

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Suburban Press 1/21/1937

Many Changes In Types Of Engines In Past Century

Reading Company's "Rocket" One of First Used in This Country

BUILT IN ENGLAND

Stream-Lined Locomotives of Today Provide Wonderful Contrast

One of the new stream-lined locomotives, sounding its mellow electric horn as it approached the grade crossing at School House lane, on the Norristown Division of the Reading Railroad, brought to mind some of the early steam engines of the Philadelphia, Germantown and Norristown Railroad, which was one of the predecessors of the present Reading System, among which was the old Rocket, which is familiar to most Philadelphians; having been on display at the Col-

umbia avenue station, and also at the Reading Terminal.

The Rocket was named for George Stephenson's famous locomotive which in 1827 won both fame and fortune for its creator.

It was one of the first eight engines purchased by the Reading Company. They were built by Braithwaite & Company, of London, England, in March of 1838. Upon their arrival in Philadelphia, they were loaded upon canal boats and hauled up the Schuylkill River, to Reading, Pa.

It is said that in passing through the Falls of Schuylkill, the boats on which the locomotives were loaded, were received with continuous applause by the inhabitants of the town, and, the attentions of the crew of one of the boats being diverted from the work at hand, the boat veered from the canal channel and almost stuck in the mud. Energetic action saved the day, and the engines were finally landed in safety at their destination.

They were hauled by horses to the Reading tracks, at Seventh and Penn streets, Reading, and were placed in service between Reading

and Norristown, which was as far as the Reading tracks reached at that period. Later a consolidation was effected between the Reading Company and the Philadelphia, Germantown and Norristown Railroad Company, by whose rails the trains first entered Philadelphia.

The Rocket began to run regularly to haul passengers, in May of 1838, and continued in service until March of 1879—a span of forty-one years—covering in that time over 300,000 miles. This particular locomotive was first built to burn wood, but was later remodeled to accommodate anthracite coal as a fuel; being one of the first locomotives capable of doing so.

It ran at the rate of 25 miles an hour and weighed eight and four-tenths tons. A comparison of that speed, weight and design with the present day locomotives, should give the reader some idea of how rapid has been the advancement made in engine building.

The Rocket was exhibited at the World's Fair, in Chicago, in 1893, and at the St. Louis Exposition in 1904.

Transit History Of 21st Ward Given A Thumbnail Review

Demolition of Disused Car Barn Inspires Hurried Search Thru Records

STAGES WERE FIRST

Steam Trains, Boats on Schuylkill, Horse Cars, Trolleys and Busses

When the task of demolishing the old Wissahickon Electric Passenger Railway car barn, at Sumac street and Rochelle avenue, was started by Sheriff William J. Hamilton, Jr., last Saturday morning, the occurrence aroused thoughts of old 21st Ward transportation methods in the minds of historically-inclined persons who were present.

The earliest transportation facilities afforded the people of what is now known as the 21st Ward, were stage coaches. One of the first lines was conducted by Jacob Shuster, who established a route from Roxborough to Philadelphia.

Shuster was induced, by the payment of \$65, to run his stage for three months through Manayunk, instead of straight down the Ridge road. He found the change to be a paying one and procured additional horses and stages.

Soon, however, he found competition, for John Crawford, seeing Shuster's success, established an opposition line.

Crawford continued business in Roxborough and Manayunk long after the Philadelphia, Germantown and Norristown Railroad came into existence in 1834-35, and up until the Roxborough Inclined Plane Railway began, in 1870, or thereabouts.

John Small also drove a stage coach to the centre of the city regularly until the advent of the Ridge avenue horse cars, which began running from Ridge and Columbia avenues in the fall of 1859 and continued until the line was merged with the Union Traction Company, whose electric street cars are now operated by the Philadelphia Rapid Transit Company.

The Norristown branch of the Philadelphia, Germantown and Norristown Railroad was constructed in 1834, as far as Shurs lane. The first cars were run out from Ninth and Green streets to Manayunk on October 18th, 1834.

The train, of four beautiful cars, drawn by two horses, left the depot in town, at 4 P. M., and arrived in

Manayunk early in the evening.

The passengers, number 130, filed down to the old Fountain Park Hotel, at the Falls of Schuylkill, which had formerly been the home of Governor Thomas Mifflin, where luncheon was served.

The first locomotive-drawn train passed through Manayunk on Saturday, August 15th, 1835; the day that the road was opened for travel to Norristown.

In 1835 the Pennsylvania Railroad went into operation over its Schuylkill Valley division, crossing the river on its old frame "S" bridge.

Local capitalists, with Peter Liebert as president, organized and equipped the Roxborough, Wissahickon, Manayunk and Barren Hill Electric Railway, by which the climbing of the hilly streets became a matter of choice, and was no longer necessary to be made on foot. The "Back Line" was afterward part of this system.

In December 1931 all of the local trolley lines, with the exception of Route 61, on Main street, went out of existence; the PRT bus Routes R and Z taking up the duties of the old street car lines. Route "E," first established to connect Roxborough and Germantown, has since been extended to 69th and Market streets.

Since the advent of automobiles and the busses the 21st Ward has been connected in every direction with all of the surrounding territory. When the great Henry avenue bridge was erected, after many years of planning, as an additional traffic artery for the 21st Ward, the engineers very wisely included a double-tracked subway through the great arch, in which some day (if those who would restrict the use of Henry avenue for their own private purposes will permit it) high speed electric trains may connect Roxborough, Wissahickon and Manayunk directly to the city-centre.

In speaking of local transportation of yesteryear, it would seem neglectful to fail to mention the steamboats and canal boats which once piled the waters of the Schuylkill River between Fairmount and Manayunk.

Manayunk was really an "inland port" for the canal craft. What an attraction it must have been for the early settlers to watch the boats pass through the locks and the jolly company of "mariners" who gathered about the canal commissary, lorded over by old "Billy" McFadden, with his "two wheat; one of rye; three eights are twenty-five; hurry, hurry, hurry, your boat's in the locks!"

Principally Philadelphian

First Rail Car in State Ran Here in 1833

THE first railway built in the Pennsylvania for general commerce was the Philadelphia and Columbia Railroad, 84½ miles long.

The first car was run over it from Philadelphia to West Chester, December 25, 1833, and after that time the road was open for regular travel between those points. In the early part of June, 1834, the Philadelphia Gazette notes the fact that cars were running from Philadelphia to Columbia on regular fare.

The second track between Philadelphia and Columbia was completed and formally opened by an excursion in which Governor Wolf took part on the 6th of October, 1834. The Legislature in 1828 had already ordered it to be continued to York, and surveys to be made to carry it farther west as well as surveys for a railroad from Harrisburg to Chambersburg, then from Frankstown to Johnstown, to get over the mountains by inclined planes.

The first "T rail" was made in this State in 1846, by Thomas Hunt, at his rolling mill at Gray's Ferry. The rolls were made at the Bush Hill Iron Foundry, and were designed, turned and prepared by James Moore, proprietor of the above named works and Isaac S. Cassin, of this city.

Passenger cars ran on Market st. about 1833, long before the days of city passenger railways. They ran even on Sundays from 8th and Market sts. to Broad st., up Broad to Willow st., and so out to Fairmount Park and the Columbia Railroad Bridge.

"Just before the start, the 130 train from the city reached Wis-sahickon, and the scene must have been animating, as viewed from the cars. All the horses of the company, 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.

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