



CINDERS

NOVEMBER 2023



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Volume 84

Number 9

Newsletter of the

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

Post Office Box 7302

Philadelphia, PA 19101-7302

Chapter Website: www.nrhsphiladelphia.org

MEETING NOTICE

THURSDAY, NOVEMBER 16, 2023

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7879 Spring Avenue, Elkins Park, PA 19027. **PLEASE USE THE SPRING AVENUE ENTRANCE TO THE “ELKINS CENTRAL” MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!**

MEETING START TIME: 7:00 PM

Our program on **Thursday, November 16, 2023** will be a digital program on the history of the **Pittsburgh & Lake Erie Railroad**, presented by noted local railroad historian and architect **James Rose**, former President of the Board of Directors of the Railroad Museum of Pennsylvania and Architect for Drexel University. He will use maps, historic and contemporary photos, plus the paintings of noted Artist Howard Fogg.

On **Thursday, December 14, 2023** (**PLEASE NOTE: SECOND TUESDAY MEETING IN DECEMBER**): Chapter National Representative **William Welk** will screen views of Canadian rail travels.

Please mark your calendars for both programs.

SEPTA Tokens No Good After December 31

In an article written by Thomas Fitzgerald in the Philadelphia *Inquirer* on Thursday, November 2, SEPTA will no longer accept fare tokens for fare payment after December 31, 2023. SEPTA stopped selling metal tokens after 2018, the last transit system in the United States to do so. Today, according to Fitzgerald, SEPTA collects about 750 tokens each week compared to 800,000 when still selling the coins. The transit authority will no longer accept them and they cannot be redeemed for cash. They may, however, still be loaded onto their Key Card at a fare kiosk. PTokens do remain a collectible today. Token jewelry is a top seller at SEPTA’s Transit Museum Store at 1234 Market Street.

HAPPY THANKSGIVING!

Dues Bills for 2024 will be mailed to members in late November. Dues for 2024 will remain at \$20.00 per member.

Postage Rates will increase to 68 cents in late January, 2024. Sign up for electronic delivery of *Cinders* today. See previous issues for instructions

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.
Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE: For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: www.nrhsphiladelphia.org

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2023-24 ANNUAL MEMBERSHIP DUES: Effective September 1, 2023, \$20.00 per person, which covers Philadelphia Chapter dues through December 31, 2024. (NRHS National membership dues for 2023 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends will be mailed during October, 2023 via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to **Philadelphia Chapter, NRHS** in the amount of \$20.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

ADDRESS CHANGES: Send to Editor Emeritus at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **E-MAIL ADDRESS** so our records are complete.) Beginning in early 2023, we will effect electronic delivery of *Cinders* to those who elect to receive same.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to reastwood2@comcast.net.

WANTED!!

**Members are invited
to submit short railroad or
traction history articles (up to one
page) for publication in *Cinders*.**

Please contact:

**R. L. Eastwood, Jr., Editor
with complete details on articles to
Post Office Box 353,
Huntingdon Valley, PA 19006-0353**

WILLIAM H. STICKEL, JR.
July 2, 2023

It is with deep regret that we inform you of the passing of Chapter Member William H. Stickel, Jr., of Ardsley, PA on July 2, 2023 following a long term battle with advanced leukemia. Bill was 77 years of age.

Bill joined Philadelphia Chapter in 1986. Bill and his neighbor, Betty Smith, who passed away on March 29, 2023 from Cardiovascular disease, enjoyed entertaining friends, traveling worldwide, hiking, cooking, birding, horseback riding, and walking their beloved Golden Retrievers on the Wissahickon trails. They were wonderful parents to their dogs Boo and Ace, cats Ralph and Hemingway and their horse Lena.

For any number of years, Bill was quite familiar to his fellow Chapter members as the SEPTA ticket agent at Jenkintown Regional Rail station.

Those who are so inclined are invited to make a donation in their memory to either the Montgomery County SPCA or to Friends of the Wissahickon. Interment services were private, and entrusted to the John Freed Funeral Home in Glenside.



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PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA System

Strike Averted! That was the good news that transit riders heard on Friday afternoon, October 27, as SEPTA and Transport Workers Union 234 officials jointly announced a tentative agreement to head off the walkout threatened for November 1. The one-year contract must be approved by a majority of TWU's roughly 5,000 members as well as by the SEPTA board, but for now scheduled service will continue on all bus, trolley and subway-elevated lines in the city.

The proposed contract includes an across-the-board wage increase, a signing bonus and special retention payments for workers eligible to retire but who agree to stay on the job for another year. An additional benefit would be a pension increase for those who plan to retire. No mention was made of the TWU's push to increase the security of employees and passengers, but improved law enforcement no doubt will be an issue in the ongoing negotiations with the union that represents SEPTA's 175-member police force.

It's apparent that the reason for negotiating a one-year contract with the TWU rather than the more normal two-year period is that SEPTA's financial picture for 2024 is rather cloudy (see October *Cinders*). The shorter contract "reflects the uncertainty ahead and now we're going to work together to solve funding challenges," said SEPTA General Manager & CEO Leslie Richards. She was, of course, referring to the \$240-million annual payment from the Federal government which has helped SEPTA through the pandemic crisis, but will end next year. As reported here last month SEPTA and other transit agencies are attempting to have the PA Legislature increase the share of the state sales tax dedicated to transit services, which would fill much of the gap left from the loss of COVID funding. SEPTA has always relied more heavily on fare revenues than many other large transit systems, which often enjoy higher levels of support from state and local governments.

Employee safety became an obvious issue when a Route 23 bus driver was shot and killed by a female passenger in Germantown on Thursday morning, October 26. The 21-year-old woman suspect was quickly taken into custody by police, but no information has been released on the motive for the shooting. An *Inquirer* story reported that it was not known if there had been some interaction between the shooter and the 48-year-old male driver, but a video revealed that she had gotten off the bus, then began shooting before reboarding and firing more shots.

Tuesday evening, October 17, was a very busy one at the sports complex in South Philadelphia. Not only were the Phillies playing a game in the National League Championship Series at Citizens Bank Park, but there was an 8 PM international soccer match at Lincoln Financial Field next door and the Flyers had a 6 PM hockey game in the Wells Fargo Center down the street. Starting at 5 PM SEPTA offered free rides on the Broad Street Line to and from nearby NRG station in a promotion sponsored by Budweiser. The free rides continued until the end of service that night, with many subway trains carrying heavier than usual loads!

Although a strike on its City Division has apparently been averted, SEPTA could find itself dealing with yet another possible work stoppage. This one would be on Regional Rail, where contract negotiations with two unions reportedly have not been going well. The parties have been in mediation for months as required under the Federal Railway Labor Act. The unions are the Brotherhood of Locomotive Engineers & Trainmen and the Transportation Division of SMART which represents conductors. ("SMART," incidentally, is an acronym for the International Association of Sheet Metal, Air, Rail & Transportation Workers.) Both unions have authorized strike votes among their members, with the results to be announced on November 20. Still, they could not actually call a strike before the mediation, binding arbitration and cooling-off periods are exhausted. The two unions say they have not received pay increases in four years and their wage levels are lower than on most other commuter rail systems nationally.

SEPTA has begun its annual autumn battle against falling leaves on the Regional Rail system. Slippery rails caused by leaves crushed under train wheels have been a headache for many years, but various means to remove the oily residue are being deployed. Crews on special trains, working Sunday through Friday nights, use high-pressure washing equipment to spray a combination of water and gel on the tracks. In a notice on its website SEPTA describes the problem for passengers, advising them to allow some extra time to complete their trips and not to worry if slippery rails cause their trains to slide past certain stations.



AMTRAK

All too often oversized trucks strike the ancient AMTRAK bridge on busy King of Prussia Road near SEPTA's Radnor station. The ex-Pennsy stone-and-steel bridge has only a ten-foot, ten-inch clearance for highway traffic. As a result truckers frequently ignore the many posted warning signs and crash their trucks into the underside of the span. In fact, Radnor Township officials say they have a record of over 120 such crashes, and they intend to do something about the problem. So they plan to install an overhead device on each side of the span which will detect trucks too high for the clearance and activate flashing signal beacons directly in front of the truck. Hopefully this will give the errant drivers time to stop before impacting the bridge. Such collisions snarl road traffic sometimes for hours and even train service can be delayed if a damage inspection is needed.

AMTRAK announced on Friday, October 27, that it has launched a new simplified fare structure for its coach and Acela business-class services. The new structure reduces fare types from three to two easier-to-understand categories. One is the "Flex" in which tickets are fully refundable if cancelled, and can be changed without an additional fee. The other is the lower-priced "Value" fares which are non-changeable and if cancelled will be refunded at just 75%

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

of face value. The old Saver category has been eliminated in favor of the Flex fares. Amtrak cites the example of the cheapest now-available Value ticket between Philadelphia and Washington costing \$18, versus \$19 for the old Saver ticket. Before the change the only available Flexible ticket cost \$127, now the Flex price is \$20. Presumably the new Flex fares rather than the Value fares will be applied when a train nears a sellout.

AMTRAK has completed the \$11.6 million renovation project at its Wilmington (DE) station. New escalators, interior stairs and better accessibility are included in what is officially known as the Joseph R. Biden, Jr. Station in recognition of the hundreds of thousands of miles the President reportedly traveled on Amtrak between his Wilmington home and Washington when he served as a Senator.

The new Coatesville station project is featured in the autumn issue of *The High Line*, publication of the Philadelphia Chapter of PRRT&HS. It includes photos and architect's drawings of the new station, which will be located one block east of the long-closed ex-Pennsy station building. The \$65-million cost of the project is being funded by PennDOT, the Federal Railroad Administration, Chester County and the Coatesville Redevelopment Authority. AMTRAK has committed to making additional stops there with its Keystone Service, and SEPTA's Paoli-Thorndale service could be extended to Coatesville. Groundbreaking for the project occurred in October 2021 and completion is anticipated for the autumn of 2025.

AMTRAK has made numerous changes to its weekday Keystone Service schedules, effective from October 16 to December 22. Amtrak said the changes are due to trackwork along the line as well as a construction project at the Lancaster station.



Like SEPTA did recently, NJ TRANSIT has introduced the "tap & ride" option for fare payment on its transit services (see September *Cinders*). This allows passengers to tap their contactless credit or debit cards to pay for adult one-way tickets, using the existing fare validators on board buses and at light rail stations. NJT says the program will soon be expanded to accommodate more ticket types.

Also like SEPTA, NJT has a method for cleaning dead leaves off rails, which often impede service during the fall leaf season. Its two "AquaTrack" machines use a high-pressure power washing system mounted on a flat car which is connected to tank cars that supply the water. One of the machines has been in service since 2003 with a second machine added in 2016. The pressure-pump units dispense water at up to 20,000 pounds per square inch directly to the top of the rails. AquaTracks are used mostly on lines in North Jersey.

On October 27 the 138-year-old ex-Reading *Rocket* locomotive was officially introduced as a new display at the Railroad Museum of Pennsylvania in Strasburg. The 17-foot-long British-built *Rocket* for years had been featured at Philadelphia's Franklin

Institute but was transferred to the State museum as part of the rebuilding of the Institute's "Train Factory" room (see September *Cinders*).

The massive derailment of a NORFOLK SOUTHERN train at East Palestine, OH, on February 3 has had a severe impact on NS's financial performance this year. For the first three quarters of 2023, costs to the railroad resulting from the derailment have totaled \$991 million, including \$699 million in environmental-related expenses and \$292 million in legal fees. About \$25 million of those costs have been recovered through insurance payments. Income from railway operations in the first three quarters declined 40% to \$2.0 billion from \$3.6 billion in the same period of 2022, but the long-term costs of the disaster are not yet fully known..... Meanwhile, over the same three-quarter period this year, rival CSX reported operating income of \$4.2 billion versus \$4.6 billion in 2022, a 7% decline.

Important Phone Numbers

Cinders lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

SEE SOMETHING, SAY SOMETHING!

Is There a Future for Morning Sun Books??

Through our good friends at West Jersey Chapter, a message that came from Steve Yanosey of Morning Sun Books: "To All Authors working on MSB projects, I have some bad news. Morning Sun Books is closing its print business down. Digital files may exist in the future, but there will be no more hard covers published after 2024. For some of you, this means that books you have submitted will not be published by us, for which I am immensely regretful. Everything that is in MSB's possession will be shipped back to you. I wish you the best of luck in finding other avenues for publication, if that is your desire. To everyone, we are immensely grateful for all the wonderful books we got to publish over the years – it has been an incredible run. Right now, there isn't much more to say, but I wanted to put the information out there. More details will come soon. Any questions or comments, please call 908-451-4475."

If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or ayrestower@comcast.net and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

Celebrating the 100th Anniversary of Trackless Operation in Philadelphia

By Harry Garforth

On Wednesday October 11th, the Society for Industrial Archeological Speaker Series hosted a presentation in the Free Library of Philadelphia on Trackless Trolley operation in Philadelphia. The presenters, Joel Spivak and Mitch Libby, prepared a comprehensive program detailing the unique operation of trackless trolleys from 1923 through to 2023.

Mitch Libby, the primary presenter, gave a trackless trolley operator's perspective based on his 15 year career with SEPTA. The stories he told ranged from amusing to informative about the challenges of operating rubber tired vehicles tethered to the overhead wires. According to Mitch, his enthusiasm for trackless technology was born when as a child he experienced a de-wirement event under the Frankford Elevated at Margaret Street. The loud boom and sparking poles made a lasting impression on him.

Based on Mr. Libby's focus on trolley bus overhead wire knowledge, a detailed description of wire turnouts, their location and how each affected vehicle operation was a highlight of the program. In addition, a comprehensive review of the seven trackless routes was covered starting with the Route 80 on Oregon Avenue, in 1923. Detailed vehicle descriptions of the trackless used to provide service began with the 1923 Route 80 "Rail-less Coaches" (with solid rubber tires). The descriptions extended through each vehicle type up to the current fleet of dual-powered Flyer coaches operating on Northeast Philadelphia Routes, 59, 66 and 75.

When describing the vehicles, Mitch provided firsthand information on how each vehicle operated including how he literally had to stand up on the power pedal to apply sufficient energy to move and steer certain coaches loaded with passengers. It should be noted that Mitch does not possess a large stature. He also described how each route was initially assigned a unique fleet of coaches manufactured by Brill and Marmon-Herrington. Even the six rare Pullman coaches were covered.

The program closed with a tour of cities visited by Mitch that have operated trackless trolleys, many in Canada. His photographic skills were evident in the display of unique coaches built within that country. Mitch also described the future of trackless operation based on battery power offering off-wire operation to reach new markets, while recharging once back under wire.

The program was recorded is available for viewing at the following link:

<https://fb.watch/nIYIVsIYug/>

PRR Form 2 from Feb. 10, 1963

On this page and Page 8 of this issue are copies of Pennsylvania Railroad Form 2, Condensed System Schedule dated February 10, 1963. What is unusual is a full panel (shown on Page 8) of a public schedule advocating the merger of the Pennsy and the New York Central Railroads. Really??? We wonder if that individual actually survived that disastrous merger.

ISSUED FEBRUARY 10, 1963

Pennsylvania Railroad



When the "Spirit" moves you . . .
you relax!



"SPIRIT OF ST. LOUIS" Pennsy's finest train
between New York, Philadelphia, Indianapolis and St. Louis.

FORM 2



**STRICTLY
PRIVATE!**

. . . all the rooms aboard the
BROADWAY LIMITED
Pennsy's finest train between
New York • Philadelphia • Chicago

FORM 2

MPRA Harpers Ferry Trip from April 22, 1956

By Joseph Boscoe

In 1956, beside Philadelphia Chapter, another local rail organization existed – the Metropolitan Philadelphia Railway Association, who sponsored this trip. I had Ticket #330.

My journey began by taking a Reading Company commuter train from Stenton on the Chestnut Hill Branch to Wayne Junction. There, a regularly-scheduled Baltimore & Ohio train, consisting of an EMD GP unit and two heavy-weight coaches, originated adjacent to the Chestnut Hill Branch. It dropped me off at the B&O depot at 24th & Chestnut Streets and I was able to board the special train immediately as most passengers were on the other side of the steel gates separating the trains from the platform waiting area.

Once under way, we continued non-stop through Chester, PA and Wilmington, DE into Maryland and across the Susquehanna River. We passed through the Mount Royal station and the Howard Street tunnel. I made my way to the baggage car that had an open but protected door for photographers. I was able to grab a shot just beyond Camden Station of a freight train with Alco FA locomotives, the first ones I had seen on the B&O.

Our train then went onto the freight-only Old Main Line at Relay, passing Ellicott City, Mount Airy and Point of Rocks where we joined the “new” main line. The train slowly passed through Brunswick yards and engine terminal with many locos and equipment at this crew change point. Our special train soon crossed to the opposing track, went through the tunnel prior to the Potomac Ridge bridge for arrival on the inbound platform at

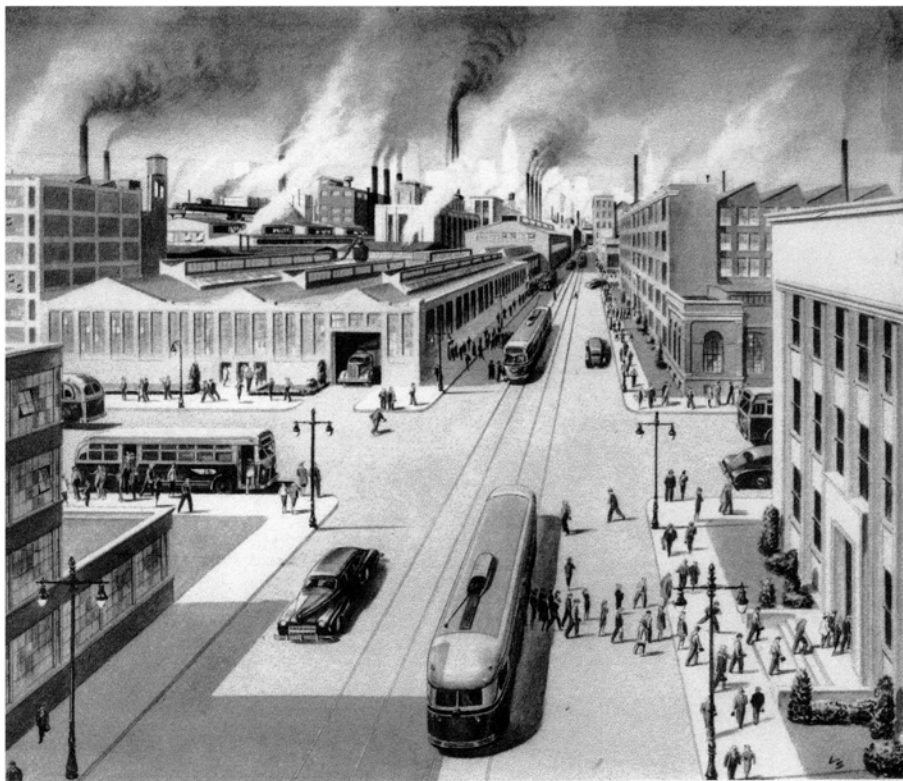
Harpers Ferry, WV.

Many passengers opted for a side trip to Luray Caverns in Virginia—about 65 miles away—that later turned out to be a poor choice. Many railfans, myself included, remained in town to take in the sights of the John Brown Raid and other historic points of interest. The mountains, juncture of the Shenandoah and Potomac Rivers, railroad bridges, tunnel, etc. made for beautiful scenery. Our train backed to Brunswick where the locomotives, E3 #62 and E7 #74, ran around the coaches for our return trip to Philadelphia later in the day. Upon return to Harpers Ferry, it laid over on the Charles Town Branch out of the way of busy mainline passenger and freight activity in both directions.

Afternoon stretched into evening and the buses from Luray were nowhere to be seen. They were quite late returning to the train. I think the number of people taking the cavern tour, plus the distance involved, added up to one delay after another. It was dusk as we departed using the Metropolitan Subdivision to Washington, DC, going through Germantown, Gaithersburg, Rockville, Silver Spring and around the connector in the District of Columbia traveling as fast as we could.

Our arrival in Philadelphia about 11 PM was well past the advertised and the station at 24th & Chestnut Streets was overcrowded with families meeting the ridership. Remember—no cell phones in those days!! There was much anxiety and concern amongst families meeting the ridership.

After calling home to report the circumstances, I took a trolley to the Broad Street Subway and a connecting bus to my neighborhood. Getting up for school the next day was not an easy task.



WHERE ARE WE???

*This art work is from a
Philadelphia Transportation
Company publication*

Send answers to:

Marie K. Eastwood, Secretary

Philadelphia Chapter, NRHS

Post Office Box 353

Huntingdon Valley, PA 19006-0353

In our August issue, Philadelphia Railfriend PAUL G. MOORE, of Encinitas, CA provided us with a synopsis of the Philadelphia, Germantown & Norristown Railroad. This issue, Paul provides a piece entitled "Local Trains on the Main Line" covering the former Pennsylvania Railroad (and subsequent owners) through Thorndale. Some interesting commentary, to be sure.

LOCAL TRAINS ON THE MAIN LINE

It's always been known as the Main Line. Built by the State of Pennsylvania in an attempt to match New York's Erie Canal, it consisted of railroads, canals and inclined planes (stationary steam engines that lifted cars over steep terrain) between Philadelphia and Pittsburgh. The system was known as the main line of public works.

The eastern end of the main line was a single-track railroad, known as the Philadelphia & Columbia Railroad (P&C). With a Philadelphia depot at Broad & Vine Streets, tracks headed north and west along Broad and Callowhill Streets. From there the road was constructed along an abandoned canal bed to the Schuylkill River, where a new bridge took the track to an inclined plane at Belmont, in today's Fairmount Park. After surmounting the hill, track reached what is today's Main Line at Athensville (Ardmore). Heading west, the route roughly followed today's tracks, though several relocations over the years straightened curves.

The P&C was a public toll road and anyone with horses and proper carriages could use the track. The West Chester Railroad (WCRR), was the initial customer. This branch line connected West Chester with the Main Line at "Intersection" near Malvern. On September 20, 1832, West Chester carriages began using the uncompleted line toward Philadelphia. By October 21, trains could reach Belmont. The track to Broad & Vine opened on Christmas Day, 1833. A second track opened on March 9, 1834, and cars could run as far as Columbia by April. In addition to the WCRR, several private stage lines offered service over the P&C.

The state purchased locomotives for the P&C in 1834, and companies could run their own cars on state-operated trains as long as they paid the proper toll. However, horses still shared the tracks until 1844.

The inclined plane at Belmont created significant delays for both passengers and freight. As early as 1835, engineers studied a better way to get west, including routes north through the Chester Valley, south through Chester or through the Gulph Valley. A private company, the West Philadelphia Railroad, got as far as grading a line east of White Hall (Bryn Mawr), but the company failed. In 1849 the state funded a new line from Athensville, following the West Philadelphia grade to Hestonville (52nd Street), and then to the west end of the existing Market Street Bridge over the Schuylkill.

The bridge was strengthened, and Philadelphia constructed rails along Market Street to the city center, where individual companies built their own depots. The old trackage east of the Schuylkill was sold to the Philadelphia & Reading Railroad, while the inclined planes and connecting line west were abandoned.

The Pennsylvania Railroad was founded in 1846, and built an all-rail route competing with the main line from Harrisburg to Pittsburgh, and leased an existing railroad to connect with the P&C near Lancaster. Beginning in 1849, PRR cars traversed the main line from Lancaster to Philadelphia like any other company. Over

time, the PRR bought out many of the private passenger lines, and eventually obtained a near-monopoly on the passenger service by 1856.

The main line was never a money-maker for the state. As early as 1842, the legislature attempted to privatize the system, mostly to pay off the huge debt incurred from its construction and maintenance. The obvious candidate was the PRR, but it took years of negotiation. In 1857, the PRR bought the main line. The railroad needed to buy the whole works – outdated canals and all – just to get what it really wanted – the railroad connection to Philadelphia.

Locomotives from the west went only as far as West Philadelphia. From there, cars were attached to horses for the last stretch to the city center. In 1864, the PRR abandoned passenger service east of the Schuylkill entirely when a new West Philadelphia depot opened at 30th and Market. A new station at 32nd & Market replaced this one twelve years later.

The first local trains on the line were 2-3 trains to West Chester, which left the main line at Green Tree, now Malvern (The PRR leased the WCRR in 1859). A PRR "accommodation" train ran to Parkesburg beginning in 1858, departing from a depot at Eleventh and Market Street. In 1864, a single round-trip to Paoli was begun, soon increasing to 3 trains a day. When the PRR began to straighten curves in 1868, it purchased property close to the tracks, including more than needed for the relocations. This presented a real estate development opportunity, and the community of White Hall became the suburb of Bryn Mawr. The development spurred more trains -- Paoli service increased to 8 trains by 1874, and 20 by 1881 (with 15 of these trains continuing to West Chester). In 1896, local service consisted of 17 trains to Paoli, 7 to West Chester, 7 to Downingtown, 5 to Parkesburg and 5 short-turns to Bryn Mawr.

Over time, the PRR made numerous improvements to the old P&C. Between 1873 and 1893, two tracks became four from Philadelphia to Paoli. In 1880, the connection with the WCRR was moved west to Frazer. And trains returned to Center City with the opening of the ornate Broad Street Station, across from City Hall, in 1881. Elevated tracks crossed the Schuylkill River connecting the new station with West Philadelphia. Here, the old West Philadelphia station was replaced with a more utilitarian one at Powelton and 33rd Streets. As PRR train service grew, Broad Street and its approaches grew as well, with more bridges, yards and tracks.

What truly cemented the local service in place was the electrification of the line to Paoli, completed in 1915. This speeded service, and new MU trains could reverse direction, saving train movements at terminals. A new yard at Paoli opened, creating a 19-mile conveyor belt for trains. Some non-electric service continued further west, and electrification was extended to Harrisburg in 1938. A weekday 1916 timetable shows 48 local trains serving Paoli, with 13 of these trains continuing to West Chester, 6 to Parkesburg and 2 to Downingtown.

Broad Street Station was bursting at the seams, and local trains were moved to a new underground Suburban Station, at Sixteenth Street, in 1930. A portion of what would become the upper level of 30th Street station opened at the same time for local trains terminating at Suburban Station.

(Continued on Page 8)

LOCAL TRAINS ON THE MAIN LINE

(Continued from Page 7)

The pattern of service continued for about 40 years, until the 1970s. The financial debacle of the Penn Central led to Conrail, which inherited the commuter service. The Philadelphia - Harrisburg line was transferred to Amtrak in 1976, though Conrail continued to run the local service. SEPTA took over this operation in 1983.

End points of the SEPTA service have changed over the years. Most trains ran from Paoli, but some SEPTA service to Parkesburg remained until 1996, when Downingtown was made the terminus (the West Chester trains ended in 1932). Paoli Yard closed in 1995, replaced by new yards at Overbrook and Frazer. Most local trains now terminated in Malvern. In 1999, a new station at Thorndale became the endpoint for service, though many trains still turned at Malvern. On the Philadelphia end, the 1984 opening of the commuter tunnel connected the old PRR and Reading lines.

Today 13 trains run each weekday to Thorndale, 14 to Malvern and 3 to Bryn Mawr. The Main Line is still Philadelphia's busiest commuter line. And with a history of nearly 200 years.



MERGER OF PENNSYLVANIA AND NEW YORK CENTRAL WOULD SERVE THE PUBLIC INTEREST

IT WOULD:

- ▶ Provide substantial benefits to the economy of the regions served by the two railroads and to the economy of the entire nation.
- ▶ Strengthen capabilities for national defense.
- ▶ Preserve and strengthen competition between railroads and with other forms of transportation.
- ▶ Improve rail service, both freight and passenger.
- ▶ Provide better, more modern equipment, both freight and passenger.
- ▶ Strengthen overall job security in the railroad and supplier industries.
- ▶ Promote efficiency which would result in substantial savings, to the ultimate benefit of all concerned.
- ▶ Permit technological improvements to provide even better service.

For further information write:
 Public and Employee Relations Department
 The Pennsylvania Railroad Company
 1234 Transportation Center
 Six Penn Center Plaza
 Philadelphia 4, Pa.

Union Pacific Launches New Eastbound Intermodal Service, Opening Capacity for Customers

In response to customer demand, Union Pacific Railroad has launched a new domestic intermodal service connecting Mexico's growing industrial market to Florida, North Carolina and other key southeast U. S. markets. The service, which started October 2, significantly expands intermodal capacity out of Mexico to the high demand region along the United States' Southeastern Seaboard.

"We heard from our customers in Mexico the need for more intermodal capacity to the Southeast Coast, and we responded quickly, underscoring Union Pacific's commitment to meet the needs of our shippers in today's fast-paced business environment," said Pat Linden, assistant vice president - Premium Marketing for Union Pacific.

It also reinforces UP's commitment to take trucks off the road, while also offering shippers a reliable, sustainable alternative that reduces their carbon footprint. The new service comes amid a growth in key markets in Mexico fueled by a nearshoring trend underway in that country, as more North American-based companies relocate their manufacturing and production facilities to Mexico.

The new service is in partnership with Mexico-based Ferromex, Norfolk Southern Railway, CSX and Florida East Coast Railway. Ferromex will handle the transport to Eagle Pass, TX, where it will get picked up by Union Pacific and transported to Memphis, TN. From there, it will be transported to key markets in Florida, Georgia and North Carolina by connecting railroads: CSX, Norfolk Southern and Florida East Coast Railway. "This is a great example of railroads collaborating together to meet our customers' needs and reduce truck traffic," said Linden.

--Inside Track, Union Pacific.

Chicago, Dayton and Columbus									
READ DOWN					READ UP				
The Buckeye									The Buckeye
74-86	70-80	Miles				31-71	87-76		
Daily	Daily					Daily	Daily		
PM NT	AM NLB					PM NT	AM NLB		
10.00	11.15	0	Lv CHICAGO (Union Sta.)	Ill.	Ar	2.55	7.30		
	c11.30	7.0	" Englewood	"	"	d 2.40	d 7.13		
11.02	12.12	38.0	" Crown Point	Ind.	"	1.59	6.29		
11.41	12.66	74.4	" North Judson (h)	"	"	1.16			
	f 2.10	89.1	" Winamac	"	"	f 1.57	f 6.25		
1.26	2.60	116.6	" Logansport (Van Sta.)	"	"	1.23	5.18		
			" Kokomo	"	"	11.30	3.20		
3.10	4.15	161.0	" Elwood	"	"	12.00	3.10		
3.40	4.40	175.9	" Anderson	"	"	11.35	2.30		
4.18	5.12	197.4	" New Castle	"	"	11.05	1.55		
5.00	5.55	224.2	Ar Richmond	"	{Lv	10.25	1.15		
5.35	6.40	255.7	Lv Dayton	Ohio	Lv	7.42	12.50		
6.30	7.35	281.7	" Xenia	"	"	6.45	11.31		
7.15		336.4	Ar COLUMBUS	"	Lv	5.05	10.15		
8.20	8.57								
AM	PM					AM	PM		

from
 PENNSYLVANIA RAILROAD
 Form 2 (condensed tt)
 February 10, 1963