

CHESTER TIMES – March 15, 1906

NEW TROLLEY LINE THROUGH COUNTY – First Car Runs Over the Philadelphia & Garrettford Line. Tapping New Territory – SPLENDIDLY BUILT SYSTEM

The first car on the newly-built line of the Philadelphia and Garrettford Street Railway Company, between Sixty-third and Market Streets, Philadelphia, and the borough of Clifton Heights, opening up a beautiful stretch of country, was run this morning. The coach, one borrowed from the West Chester Company until the corporation's new cars arrive in April, left on schedule time at 5:25 o'clock and made the run to Clifton in just 12 minutes.

The first nickel given on the out trip was by Thomas Manley of Haddington, the second, by his son, Joseph Manley. On the in-trip the first fare paid, a pass ticket, was given by Mrs. E.J. Farley; the first nickel by Herbert Fishiler, the second by Ernest J. Geiger, a reporter on the Times.

The car was number 13, the motorman of which was William Pyott, the conductor, C.H. Hammill. ON the journey was W.R. Sullivan, the road supervisor and William R. Crawford, the car dispatcher. In all there were ten passengers. On reaching the Philadelphia terminus, there were 15 passengers. Traffic was heavier on the succeeding trips. Two bridges are crossed, one 600 feet long at Naylor's Run near Garrettford; the other, 475 feet over Darby Creek at Clifton. The stations officially recognized are: Clifton Heights, Oak Hill, Jones' Flats, Garrettford, Conway, Garrett Road and Lansdowne Avenue, Yarnall Road, No. 1 Toll Gate, Sixty-Third and Market.

The terminal of the Market Street elevated will be at No. 1 tollgate on the West Chester Pike, 3600 west of Sixty-Third Street. The Philadelphia and West Chester Traction Company's lines will have their main terminal immediately adjoining with communicating doorways. The Philadelphia and West Chester Company's terminal will contain on the ground floor five tracks with platforms between each, and an entresol, similar to that on the train floor in Broad Street Station, between gates and waiting room. The passengers of the Philadelphia and West Chester lines will use the main waiting room at the entrance of the train shed of the Philadelphia Rapid Transit Company's lines, which is 117 feet wide and 175 feet long. This station will be built of red brick and black headers, with steel and concrete floors, which will make the structure absolutely fireproof. The second floor will be the operating offices of the Philadelphia and West Chester Traction company. The dispatching of cars on this line will be controlled from a tower in the yards, and all switches and signals will be interlocking and operated electrically. The Union Switch and Signal Company has been awarded the contract to do this work. This signal system is similar to those in use on the Pennsylvania Railroad

FEATURES OF THE ROAD – The line of the Philadelphia and Garrettford Street Railway Company from the elevated line at Sixty-third and Market Streets to Clifton Heights is constructed on private right of way throughout. The maximum grade of the line is 3.7 per cent. The interesting features of the road are as follows: there are two bridges on the line. The bridge at Naylor's run being 500 feet in length, and the one over Darby Creek at Clifton Heights is 475 feet. The superstructure is steel, while the piers and

abutments are substantially constructed of stone and concrete. The cost of these bridges is \$80,000.

The road in its entirety is a fine specimen of construction and equals that of steam roads. The roadbed is heavily ballasted throughout with 10 inches of ballast; the ties are of unusually heavy timber; the rails weigh 70 pounds to the yard. On account of the easy grade and absences of sharp curves, the official time for operating cars on the line between Baltimore Avenue, Clifton Heights and the Market Street elevated will be nine minutes. The schedule of the elevated line from Sixty-Third Street to Fifteenth and Market will be about 17 to 20 minutes. This places Clifton Heights less than 30 minutes to Broad and Market Streets, Philadelphia, by trolley, which will be the means of bringing a large influx of people to that borough from the Quaker City.

Several surveys have been made for branch lines, but it is not likely that any of them will be built this year, if the present line is to be extended into Aldan borough. An official of the Philadelphia and West Chester Traction Company stated yesterday that there is a possibility of the extension of the Philadelphia and Garrett Road line from Baltimore Avenue to Springfield Avenue, being abandoned, owing to excessive cost for the construction of a sewer as it is necessary to give proper drainage on Springfield Avenue between Broadway and the creek, south of the Pennsylvania Railroad. This official also said by the abandoning of the extension from Baltimore Avenue, would be saving the cost of building another branch line, and the company would be relieved of paving Springfield Avenue, which is a very heavy item. It is understood that the reason for abandoning the use of Springfield Avenue is that the property owners have made exorbitant demands for damages, owing to slight changes in the grade which is necessary for the company to get under the railroad bridge. It is also understood that the company will keep its faith with the borough, provided however, that the borough cooperate to secure the right of grade on Springfield Avenue, not otherwise.

The paving of Springfield Avenue is of great importance to the borough and the borough authorizes should do all in their power to forestall all possibility of Springfield Avenue being abandoned. In view of the possibility of abandoning in the line south of Baltimore Avenue, the company will erect a large station for the accommodation of the passengers on Baltimore Avenue, Clifton Heights. This structure will be a handsome affair, the plans for which are being prepared. The cost of the new station will be \$6000 and will face the First National Bank of Clifton Heights. There will also be a station at Lansdowne Avenue and Garrett Road, Lansdowne costing \$3500.

Platforms for the accommodation of the passengers will also be erected at the bridge at Darby Creek, Jones' Flats, Yarnall Road, near the Pennsylvania Railroad.

**FINE ROLLING STOCK** – The new cars which are being built at the J.G. Brill & Company Car Works, Philadelphia, are the finest of their kind in this country. In fact, they will eclipse any car ever put on wheels at this great works. The new cars, six in number, are 44 feet in length overall and 8 feet, 7 inches wide. Each of these vehicles have a seating capacity of 48 passengers. There is also a vestibule on each end of the cars, with siding door on back and front of car, which will enable passengers to walk from one car through another when run in trains. The body of the cars from the trucks to the window sills, is steel making the cars virtually fireproof. The interior of the cars will be finished

with vermilion wood, inlaid and carved and other hard woods; the cost of the above wood is much higher than mahogany and makes an excellent finish. There will be a rubber tile floor in each car, at a cost of \$300 per car. The seats will be placed on each side in the car, with an aisle in the center. The seats are all upholstered with leather coverings. Each car has large double sash, with oval top. In these will be placed plate glass windows. Green cathedral leaden glass in the arches over the windows and in the ventilators. There will also be a smoking compartment separated from the main body of the car by a glass partition.

Four electric motors will be placed under each car with a capacity of 75 horse power each, making 200 horsepower each, making 300 horsepower per car. The electric equipment and air brakes on all the cars are so arranged that when cars are coupled in train that the motors and air brakes on all cars will be operated simultaneously from the front platform of the front car. The cars are equipped with automatic car couplers and air brake couplers.

The cars are not only the largest of their kind ever built in this section, but they are also the finest finished and are equal to a Pullman car in splendor and magnificence. Each car will cost between 10,000 and \$12,000. Three of the new cars will be run on the Philadelphia and Garrettford branch and three on the Ardmore line. The new cars were seen by a Times reporter yesterday at the Brill Company's works. He was accompanied by an official of the Philadelphia and West Chester Traction Company and also officials of the Brill Company. The officials gave out every detail of the construction of the new cars.

Keith Lockhart Collection