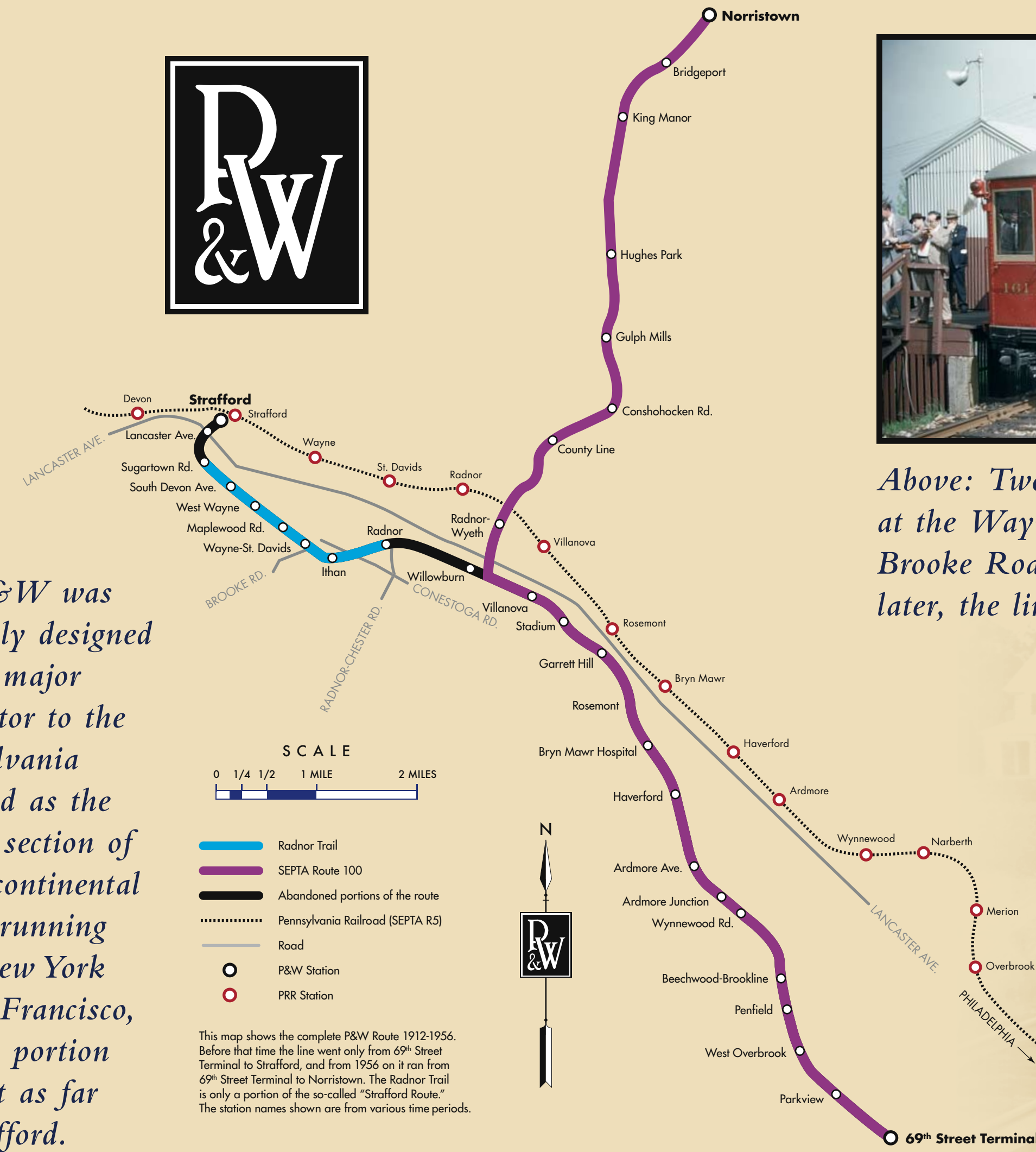


# THE PHILADELPHIA & WESTERN RAILWAY

The Radnor Trail follows a portion of the original Philadelphia and Western Railway, an interurban electric railway that ran from the 69<sup>th</sup> Street Terminal to Stafford. The trolley line opened in 1907 at a cost of \$2.5 million. In 1912 a new branch was created near King of Prussia Road where it forked north to Norristown.

The P&W survived the Depression, with the Norristown branch becoming the more profitable. In 1956 the Stafford branch closed despite community opposition and for 50 years the path remained undeveloped and overgrown. After years of political negotiation, the Radnor Trail opened in 2005.



Above: Two "Stafford" cars pick up riders at the Wayne-St. Davids Station above Brooke Road in 1954. Just two years later, the line was abandoned.

Photograph by William J. Reagen

Below: In August of 1914, St. Louis car #33 crossed the same bridge over Brooke Road heading towards what was then called St. Davids Station. Trains took 30 minutes to run the entire 10.6 mile route.



Photograph: Radnor Historical Society

The P&W was originally designed to be a major competitor to the Pennsylvania Railroad as the eastern section of a transcontinental system running from New York to San Francisco, but this portion only got as far as Stafford.

PHILADELPHIA & WESTERN RAILWAY CO.																																																																																																													
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Upper left: P&W schedules from 1937 and 1942, and a ticket from 1912. Upper right: Postcards like these, showing the P&W in Ardmore, were sold to Main Line residents who mailed them to friends and family.



RADNOR HISTORICAL SOCIETY

These signs were made possible by the Radnor Township Board of Commissioners and a grant from the Pennsylvania Department of Community and Economic Development. Donations came from the Friends of Radnor Trails and the Radnor Historical Society. Design: Cloud Gehshan Associates