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# TREDYFFRIN EASTTOWN HISTORY QUARTERLY



**The Main Line  
to Paoli:  
A Railroad  
or a Place?**

**Archive Gifts  
Received in  
2016**

**In Memoriam:  
C. Herbert Fry**

**Jones Log Barn  
Reconstruction**

**2018 Member  
Excursions:  
Old Eagle School  
Winterthur**



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## From the Editors

In this issue, we are pleased to lead off with a richly-illustrated article on the railroad history of the Main Line by well-known railroad expert Frank Tatnall, adapted, in close collaboration with Roger Thorne, from a program presented at the May 2017 meeting of the Society.

Also featured is Society Archivist Cheryl Leibold's annual report on additions to the collection, in this case those received during the year 2016. She presented this information at the Society's March 2017 public meeting, and the written version is now finding its proper place in the *Quarterly*.

In the spirit of our predecessors in the History Club and their propensity for field trips, this summer found us making two visits to local points of interest, and we are including brief illustrated reports on those forays. Our regular Annual Member Excursion in late June took us to the Old Eagle School in Strafford, and we were very appreciative of the support we received from their board of directors and volunteers, as well as special guest Eugene Hough. A Special Member Excursion to Winterthur in mid-August was made especially rewarding by the generous attention of Society member and Winterthur expert Jeff Groff.

Lastly, we were deeply saddened by the passing of long-term member and invaluable supporter Herb Fry, and include a remembrance of him in this issue.

### Memories of the Main Line



Narberth station is located on a sharp curve, which requires that the tracks be "super-elevated," or banked, to allow trains to move faster around the curve. For inbound trains, the tilt makes boarding easier but for outbound passengers a higher platform is needed. In September 1957, a Philadelphia-bound pair of MP54s makes a station stop at Narberth, from which the fare to Philadelphia was 60 cents. The 1870-vintage station on the outbound side, originally known as Elm, has been demolished. *Courtesy of Frank Tatnall.*

### Trash or Treasure?

It is not uncommon for us to hear from or about people who are in possession of some items that they may be uncertain how to value, but for which they would like to find a new home.

If you (or people you know) have photographs, drawings, maps, letters, documents, books, or other items of possible (or definite) historic interest that might be donated to the Society, please visit the Archives page of our website (<http://www.tehistory.org/archives.html>) and review our Collecting Policy, or contact us directly for more information. Email: [archives@tehistory.org](mailto:archives@tehistory.org)



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#### Cover Descriptions

- Front Cover: The once-familiar owl-eyed face of a classic Tuscan Red MP54 Pennsylvania Railroad commuter rail car.  
*Photograph courtesy of Frank Tatnall.*
- Inside Front: A Philadelphia-bound pair of MP54s makes a station stop at Narberth in September 1957.  
*Photograph courtesy of Frank Tatnall.*
- Back Cover: (UPPER) A three-car train encrusted in ice departs 30th Street Station bound for Suburban Station in December 1960. (see page 13). *Photograph courtesy of Frank Tatnall.*  
(LOWER) The eastbound Paoli Local passes a westbound manifest freight train near Daylesford station in November 1970. (see page 14). *Photograph courtesy of Frank Tatnall.*

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A three-car train encrusted in ice departs 30th Street Station bound for Suburban Station in December 1960.



The eastbound Paoli Local passes a westbound manifest freight train near Daylesford station in November 1970.