

by Gerhard Salomon (Lehigh Valley Chapter)

It was about 10:45P.M. on September 6, 1951, motorman Frederick A. Enters Jr. was boarding car 1006 (ex C&LE 129) at Fairview Car Barn, for the last run over the famed Liberty Bell Line to Norristown. Upon arriving at 8th & Hamilton Sts., he was crossed over to the out bound track by Inspector Guy Kutzler, who was on duty that night. The last car had now pulled into the Allentown Terminal for the final trip.

A hand full of passengers boarded the car, with several railfans, some members of the local chapter of N.R.H.S. Upon collecting his tickets, the motorman found he had ~~one~~ passenger for Norristown, other than railfans. After several photos were taken, car 1006 left the Allentown Terminal with a bang at 11:06 PM for the last run on the line. At Aineyville Junction car 432 was met with John Ward at the controls. It was noted that several railfans where aboard this car.

After car 432 was cleared we proceeded to Emmaus Junction for our orders. Our train order read as follows; Train Order 46, To Motorman & Conductor Train No. 334 Car No. 1006 at Emmaus Jct., meet train No. Extra Car No. 430 at Lehigh, Complete at 11:18 P.M., M. Seip, Dispatcher, F. Enters, Motorman. Having received and read our train order we left Emmaus Jct. at 11:18 PM, for the first meet. Stops to discharge passengers were made at the Spa & Stevens stops. We passed car 430 at Lehigh siding at 11:25 PM, as per our train order. After making several more stops to discharge passengers we arrived at School siding. Going through School siding on the loop, we ran over 5 torpedoes placed be another operator as a joke. None of the railfans where startled, altho the passengershad a look of amazement on their face for awhile. School siding was left behind at 11:29 PM, and train 334 pulled into Center Valley, to pick up one passenger for Coopersburg. We left Cooperburg at 11:32 PM, Cooper siding at 11:35 PM,

a meet with Train 531, Car 812 with Jesse Rufh doing the motoring. After a few words with motorman Rufh we pull into Red Lion (correct name for Quakertown Depot). Here another photo stop was made and a group picture taken. Included in the picture were the motorman, ticket agent from Quakertown, business agent of the Union, railfans, & passengers. We left Red Lion at 11:44PM, a little late, but who cared it was the last trip ever to be run on the line. Locust siding was left behind at 11:46 PM., Ridge siding at 11:52PM, arriving at Perkassie station at 11:55PM. The regular coffee stop was made here, as had been motorman Enters practice. Leaving Perkassie at 11:59 PM, we stopped at Park Ave. to pick up one passenger, by the name of Mrs. Fred Enters Jr., the motormans wife. She to is interested in street cars, and wanted to ride the last trip on the line. Sellers siding was next. Here we meet a 3 car train, last such on the line. The consist of the train was freight cars C-19, C-5, & 1005, with Grover Meckley at the controls. We might add, car 1005 was crippled by motor trouble at Wales Jct. at about 8:33 PM., going south, John Ward at the controls. After a picture was taken of the 3 car train, we proceeded to Sellersville depot. Here we picked up one passenger for Souderton, a regular rider. Sellersville was left at 12:07 AM. Being 5 minutes late now, operator Enters in trying to make up time, has the pole jump from the overhead just South of the Sellersville substation. A few moments delay until the pole rewired and we are again on our way. Telford was passed at 12:11 AM, Nace siding at 12:12 AM, Car Barn Y at 12:13 AM, then Souderton at 12:16. AM. Discharging the one passenger for Souderton we leave it behind, and pass over Gehmans bridge shortly afterwards, and into Gehman siding which we ran through in short order. Orvilla as nest, which is a transfer connection with the Reading Railroads, North Penn branch. At Orvilla stop we pick up a regular rider for Lansdale Angle siding was



so that the writer could put several torpedoes for the 2nd last North bound car to run over. A few minutes run from Angle put us into Couter siding for the last meet off the line. Car 702 was already in the siding awaiting our arrival. Motorman Clark Kistler was standing in the open door checking his watch as we pulled into the siding. Here 3 railfans got on our car from 702. Another picture was taken for the record. We left Couter at 12:27 AM. Arriving at Lansdale we discharged several passengers, and said a few words with Bill Rosenberger, Line Supt., who was putting up notices for the public, informing them of the change from trolley to bus. Several women that were slightly inebriate insisted we wait till they took a picture, without flash, of the last car in Lansdale. We hope their picture turns out good. Leaving Lansdale at 12:35 AM, we ran over several more torpedoes. We wonder who put them there, some railfan no doubt. At 12:37 AM we entered the north end of Broad siding, and 2 minutes later we leave the south end of Broad, heading for Wales Jct. We passed West Point at 12:40 AM, Acorn siding at 12:41 AM, Brush siding at 12:46 AM, at the north end, leaving Brush siding 45 seconds later. Marshall siding at 12:49. Arriving at Rink at 12:53 AM. Here ends were changed and the car was looped around the freight house and taken to the Norristown station backwards, in preparation for the last northbound run. We arrived at the Norristown platform at 12:54 AM. This completed the last southbound run on the line.

Changing ends again with the aid of railfans, motorman Enters then called the dispatcher at Allentown, for orders, if any. He was told to run schedule, which means there are no orders to be written for the trip to Car Barn Y in Souderton, which is the end of this run regularly. Having completed his routing work here at the platform, we wait for the Philadelphia & Western car to come in from 69th St. terminal. After a few minutes waiting we could see a headlight in

the distance, coming in our direction. A few moment later and the P. & W. car was setting in back of ours discharging it's passengers. A few passengers were picked up from the P. & W. car. We bid farewell to the P. & W. motorman with tears in our eyes, for we knew no LVT Liberty Bell Limited car would ever arrive or depart from this platform.

We slowly pulled out from the Norristown station at 1:08 AM, with 3 loud reports. Yes, you siad it more Torpedoes. People walking along the ramp to the street, jumped to one side in surprise, not knowing just what happened. A photo was taken at the end of the bridge, the last one to be taken in Norristown. We passed Rink at 1:12 AM and Marshall at 1:13 AM. It again took just 45 seconds to run through B rush siding and we were running along Highway 202 at 1:17AM. Acorn siding was passed at 1:23 AM, West Point and Wales Jct. at 1:26 and 1:27 AM respectively. Broad siding was left behind at 1:29 AM, arriving t Lansdale at 1:33 AM with a loud report. After discharging and loading passengers at Lansdale, we left it at 1:34AM. We passed through Couter at 1:36 AM, Angle at 1:38 AM, Orvilla at 1:39 AM, Gehmans at 1:42 AM, arriving at Souderton at 1:45. We discharged several passengers at Souderton depot. Arriving at Car Barn Y we stopped, for orders, since this trip goes into the Souderton Barn regularly. Being this is the last day of operation for the line, the car is being returned to Fairview Car Barn instead. Our train order read as ~~111044~~ follows; Sept. 7, 1951, Train Order 2, To Motorman & Conductor Train No. Extra Car No. 1006 at C.B.Y., Run extra C.B.Y. to Emmaus Jct., Complete at 1:49 AM, H.C. Nyce, Dispatcher, F. Enters Jr. Motorman.

Leaving Car Barn Y at 1:52 AM with white marker lights, being an extra car now, we pass Nace siding at 1:53 AM, Telford station at 1:54 AM, Sellersville station was left behind at 1:58 AM and Sellers siding at 1:59 AM. Arriving at Perkasio the last passenger left the car. Now all



wife. We passed through Ridge siding at 2:04 AM, Locust siding at 2:11 AM. Quakertown station was passed at 2:13 AM with the siding at 2:16 AM. Then on through the night to Wood siding at 2:19 AM, Coopers siding at 2:22 AM, Coopersburg station at 2:24 AM, Center Valley at 2:31 AM, School siding at 2:32 AM, Arriving at Lehigh siding the signal light was out, so we stopped to call in for orders. Motorman Enters was told to proceed since the signals had been pulled at 2:35AM. Sellersville substation was also closed by this time. We left Lehigh without signals arriving at Emmaus Jct. at 2:43 AM. when motorman Enters call off. From Emmaus Jct. the car went right into Fairview car barn arriving there at 2:51 AM Friday Sept. 7, 1951. The last trip was over. No car would ever run over the once famous route again.

All the equipment that had been at the Souderton barn had been moved to Fairview car barn early in the evening of the 6th. On the morning of the 7th, car 522 went as far as Summit Lawn, to check signals I have been informed. All the railfans aboard the last car had the privilege of operating the car for a short distance after we left Perkasie. We thank Mr. Enters for permitting us to do so,, making it possible for us to say we ran the last car on the line.

Buses have now taken over and already some of the people are complaining of the rough riding buses. Only after it is too late will some people learn, what comfort railway cars have.

-End-

# Complete schedule of the last car on the Philadelphia Division

Thursday September 6, 1951 Motorman Frederick A. Enters, Jr.

Allentown, 8th & Hamilton Sts.	11:06 P.M.	Car 1006
Aineyville Jct.	11:13	Met car 432, train 529
Emmaus Jct.	11:18	Called for orders
Lehigh Siding	11:25	Met car 430, train Extra
School siding	11:29	
Center Valley Station	11:30	
Cooperburg Station	11:32	
Coopers Siding	11:35	
Wood Siding	11:38	
Quakertown Siding	11:43	Met car 812, train 531
Red Lion (Quakertown Station)	11:44	
Locust Siding	11:46	
Pidge Siding	11:52	
Perkasie Station	11:59	
Sellers Siding	12:06 A.M.	Met cars C19, C5, 1005, 3
Sellersville Station	12:07	car train, train Extra
Telford Station	12:11	
Nace Siding	12:12	
Car Barn Y	12:13	
Souderton Station	12:16	
Gehmans Siding	12:19	
Hatfield Station	12:20	
Orvilla Interchange Switch	12:22	
Angle Siding	12:23	
Couter Siding	12:27	Met car 702, train 333
Lansdale Station	12:35	
Broad Siding	12:39	
Acorn Siding	12:41	
Washington Square	12:45	



Brush Siding	12:46 A.M.	
Marshall Siding	12:49	
Rink Siding	12:53	Looped car for north
Norristown Station (ARR.)	12:54	bound trip
Norristown Station (LV.)	1:08	Car 1006, train 335
Rink Siding	1:12	
Marshall Siding	1:13	
Brush Siding	1:17	
Washington Square	1:19	
Acorn Siding	1:23	
Broad Siding	1:29	
Lansdale Station	1:33	
Couter Siding	1:36	
Angle Siding	1:38	
Orvilla Interchange Switch	1:39	
Hatfield Station	1:40	
Gehmans Siding	1:42	
Souderton Station	1:45	
Car Barn Y	1:52	Return to <sup>Emm. St.</sup> <del>Albany</del> as
Nace Siding	1:53	Extra train.
Telford Station	1:54	
Sellersville Station	1:58	
Sellers Siding	1:59	
Perkasie Station	2:01	
Ridge Siding	2:04	
Locust Siding	2:11	
Red Lion (Quakertown Station)	2:13	
Quakertown Siding	2:16	
Wood Siding	2:19	
Coopers Siding	2:22	
Coopersburg Station	2:24	

Center Valley Station

2:31 A.M.

School Siding

2:32

Lehigh Siding

2:36

Emmaus Jet.

2:43

Called off

8th & St. John Sts. Allentown

2:48

Right into Fairview

Fairview Car Barn

2:51

Car 1006, train Extra

A hand full of passengers boarded the car, with several railfans, some members of the local chapter of N.R.H.S. Upon collecting his tickets, the motorman found he had two passengers for Harrisburg, other than railfans. After several photos were taken, car 1006 left the Allentown Terminal with a bang at 11:06 PM for the last run on the line. At Honeyville Junction car 432 was met with John Ward at the controls. It was noted that several railfans were aboard this car.

After car 432 was cleared we proceeded to Emmaus Junction for our orders. Our train order read as follows; Train Order 46, To Motorman & Conductor Train No. 334 Car No. 1006 at Emmaus Jet., meet train No. Extra Car No. 430 at Lehigh, Complete at 11:18 P.M., E. Seip, Dispatcher, P. Enters, Motorman. Having received and read our train order we left Emmaus Jet. at 11:18 PM, for the first meet. Stops to discharge passengers were made at the Spa & Stevens stops. We passed car 430 at Lehigh siding at 11:25 PM, as per our train order. After making several more stops to discharge passengers we arrived at School siding. Going through School siding on the loop, we ran over 5 telephones placed by another operator as a joke. Some of the railfans were startled, altho the passengers had a look of amusement on their faces for awhile. School siding was left behind at 11:29 PM, and train 334 pulled into Center Valley, to pick up one passenger for Coopersburg. We left Coopersburg at 11:32 PM, Cooper siding at 11:35 PM.