

2025 Trail Summit

Haverford Township Trail Projects



Brian Barrett

Director of Parks and Recreation

THE PENNSY TRAIL

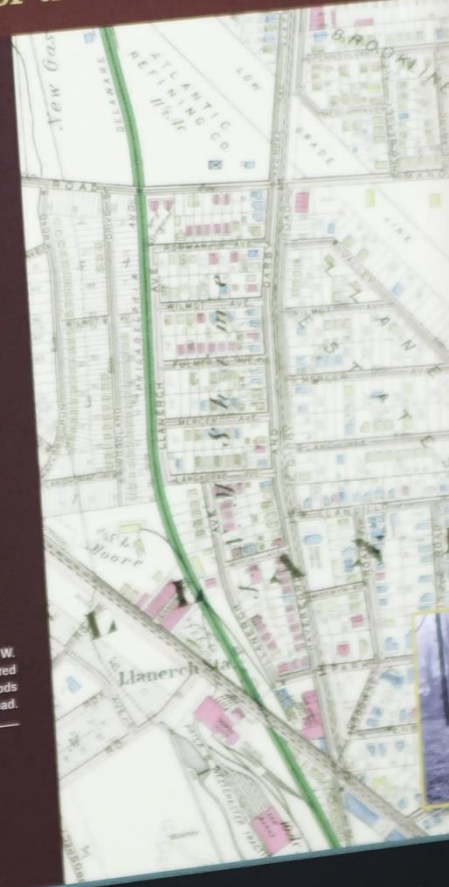


Following the Route of the Pennsylvania Railroad's Newtown Square Branch

The Philadelphia & Delaware County Railroad, finished in 1894, was consolidated (along with many other lines) into the parent Pennsylvania Railroad company in 1913 and renamed the Newtown Square Branch. It cut through the heart of Haverford Township and played an instrumental role in its development. After serving local customers during a decades-long period of rapid suburbanization of the countryside, operations eventually declined to a short, once-weekly freight train. The branch saw its last steam locomotive in 1952. The "Pennsy" trimmed service back from Newtown Square to the Grassland (Eagle Road) area in 1963, and successor Conrail stopped service altogether on the deteriorating single-track branch line in 1981. The following year, Conrail received formal approval for abandonment, leading to track and bridge removal. In 1986 a salvage crew dismantled the railroad bridge over Manoa Road.

In 2010 Haverford Township took advantage of an opportunity to purchase the disused and overgrown right-of-way, from alongside Llanerch Avenue to just south of Eagle Road. Many volunteers worked to clear the portion from Manoa Road north and create a walking trail. In 2016 the township upgraded this trail into the paved multi-use "Pennsy Trail," which it extended south in 2024 with a new bridge over Manoa Road.

Right: Detail from a 1926 atlas map by George W. Bromley shows the Newtown Square Branch (highlighted in green), businesses, and developing neighborhoods between Township Line Road and Manoa Road.



The Llanerch freight house and passenger station were located on the north side of West Chester Pike, as photographed in the early 1930s. The passenger station was demolished in 1938.

The Philadelphia & West Chester Traction Co. trolley tracks paralleling West Chester Pike are visible in foreground.



Two different types of trains at the same location twenty years apart: Above, a steam-powered Pennsylvania Railroad freight train in 1946. At left, a diesel locomotive and coal car handle a single freight car in 1952. Photos by Don Kelt (1946) and Al Giannantonio (1952)



Pennsy Trail video

Pennsy Trail Extension



- This is part of the Circuit Trails network.
The first section of the trail was completed in 2016.
It is 8/10 of a mile, between Eagle Road and Manoa Road.
- The extension runs from Manoa Road to West Chester Pike in Havertown and includes a new pedestrian bridge spanning Manoa Road.
- The extension is 1/3 of a mile and opened last September.
- The construction cost for this leg of the trail was \$2.5 million and was funded by a PennDOT grant awarded by DVRPC.



PROUD TO TRAIL THE CIRCUIT TRAILS

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Haverford Township
PA 19001





Pennsy Trail - Future Possibilities

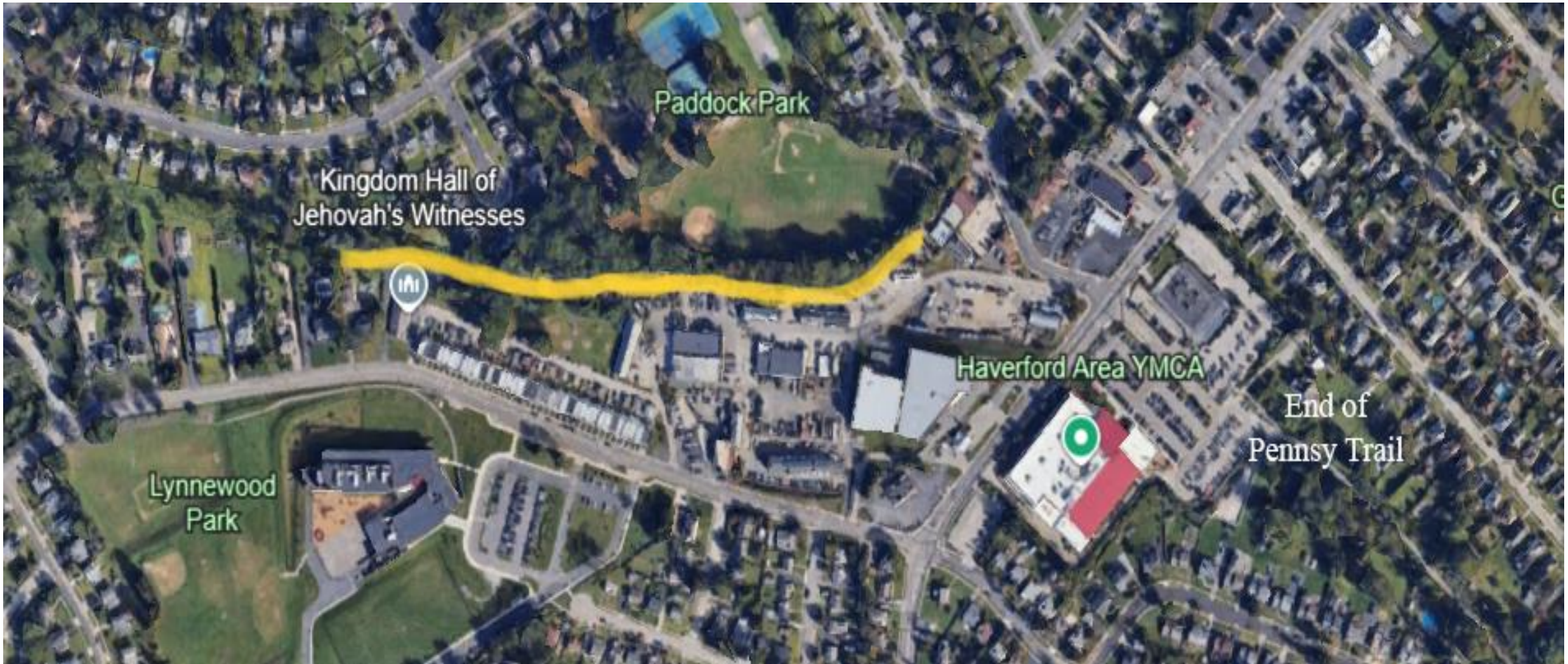
Extensions above Eagle Road

The Paddock Farms and Marilyn Park neighborhoods are asking about using the Pennsy railbed for a trail to gain access to Paddock Park, Lynnewood Elementary School, Eagle Road and the Haverford Area YMCA.

Extensions across West Chester Pike and Township Line

Investigating the possibility to connect further southward to meet Upper Darby's planned Naylor's Run Trail.

Pennsy Trail - Possible Extension above Eagle Road



Darby Creek Trail

Extension
Southward
from
Merry Place
to
Warrior Road



Darby Creek Trail - South Extension

← North

South →



Phase 2
Under construction
Expected Completion April 2025

Phase 3
Waiting on DEP permits
Expected completion Spring 2026

Phase 2

McDonald Field
Phase 1
Completed August 2024

End of existing trail

Darby Creek Trail

New McDonald Field Section



Darby Creek Trail - Future Plans

Haverford's 2018 Darby Creek Trail Feasibility Study included plans to extend the trail the length of the township from Haverford Reserve to McDonald Field.

This would extend the trail northward under West Chester Pike and along Darby Creek Road to the Haverford Reserve.

We are also in discussions about partnering with Upper Darby Township to extend the trail further southward into Upper Darby towards Route 1.

