



MEMORANDUM

TO: Benjamin Strot | NTSB

CC: John Manutes

Ronald Keele

Dennis McAnulla

FROM: Edward Carruthers | SEPTA

DATE: 8/1/2023

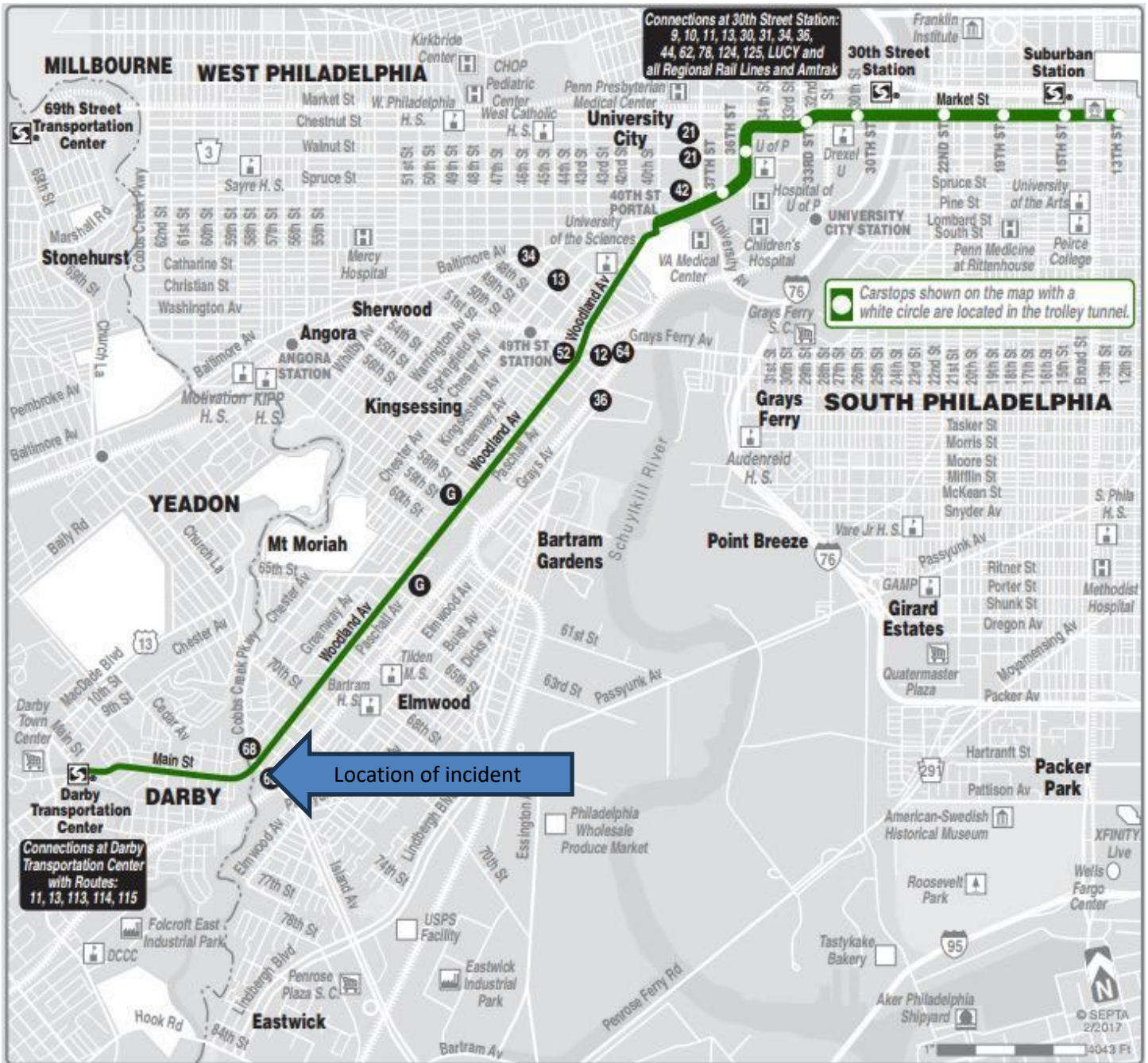
SUBJECT: SEPTA's Route 11 Green line

The SEPTA subway–surface trolley lines are a collection of five SEPTA routes that operate on street-level tracks in West Philadelphia and Delaware County, Pennsylvania, and underneath Market Street in Philadelphia's Center City. The lines, Routes 10, 11, 13, 34, and 36, collectively operate on 39.6 miles (63.7 km) of route.

The subway–surface lines are remnants of the far more extensive streetcar system that developed in Philadelphia after the arrival of electric trolleys in 1892. Several dozen traction companies were consolidated in 1902 into the Philadelphia Rapid Transit Company. The PRT funneled the West Philadelphia lines into subway tunnels as they approached the city center. After the PRT declared bankruptcy in 1939, it was reopened as the Philadelphia Transportation Company (PTC), which was then transferred to SEPTA's authority.

SEPTA's trolley lines operate on a unique gauge known as Pennsylvania Trolley gauge measuring at a width of 5' 2.5" (1588 mm). In addition to Philadelphia, PTG can be found in New Orleans, Pittsburgh, Cincinnati and the now defunct West Penn Railways.


The tracks that the event occurred on serve the 11, 13 and 34.



Starting from its eastern end at 13th Street, Route 11 runs in a tunnel under Market Street. It stops at underground stations at 15th Street, 19th Street, 22nd Street, 30th Street, and 33rd Street. From 15th to 30th Streets, it runs on the outer tracks in the same tunnel as SEPTA's Market–Frankford Line.

Route 11 surfaces at the 40th Street Portal near 40th Street and Baltimore Avenue (US 13), and then runs southwest along Woodland Avenue, along with Route 36 trolleys, and then turns down 49th Street where the Route 10 diversion line ends. Route 11 continues its run along Woodland Avenue. The line runs parallel to the north side of the Wilmington/Newark Line and crosses a bridge over CSX's Philadelphia Subdivision freight

line, at 60th Street.

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- [13th Street Station](#), 13th Street & Market Street, Philadelphia
 - [15th Street Station](#), 1500 Market Street, Philadelphia
 - [19th Street Station](#), 19th Street at Market Street, Philadelphia
 - [22nd Street Station](#), 22nd Street at Market Street, Philadelphia
 - [30th Street Station](#), 3000 Market Street, Philadelphia
 - [33rd Street Station](#), 33rd Street at Market Street, Philadelphia
 - [36th Street Station](#), 36th Street at Spruce Street, Philadelphia
 - [37th Street Station](#), Spruce Street at 37th Street Walk, Philadelphia
 - [40th Street Trolley Portal](#), 40th Street between Baltimore and Woodland Avenues, Philadelphia
 - [50th Street at Woodland Avenue](#), 50th Street at Woodland Avenue, Philadelphia
 - [62nd Street at Woodland Avenue](#), 62nd Street at Woodland Avenue, Philadelphia
 - [Island Avenue at Woodland Avenue](#), Island Avenue at Woodland Avenue, Philadelphia
 - [Darby Transportation Center](#), Main Street at MacDade Boulevard, Darby

At the intersection of Island Road and the Cobbs Creek Parkway, an unnamed line runs southward toward Elmwood Depot on the corner of Elmwood Avenue, which is a major turning point for the Route 36 line. The northwest corner is also the home of the historic Blue Bell Inn. Route 11 moves northwest from Woodland Avenue to Main Street as it crosses the Cobbs Creek and enters Darby. Here, Route 11 crosses the Philadelphia Subdivision again, but at an at-grade crossing along with 6th Street. The road and line move to the west shortly, only to turn back northwest and finally north to 9th Street at the Darby Transportation Center.

Starting from its eastern end at the 13th Street, Route 13 runs in a tunnel under Market Street. It makes stops at underground stations at 15th Street, 19th Street, 22nd Street, 30th Street, and 33rd Street. From 15th to 30th Streets, it runs on the outer tracks in the same tunnel as SEPTA's Market–Frankford Line.

Route 13 surfaces at the 40th Street Portal near 40th Street and Baltimore Avenue (US 13), and then runs southwest along Woodland Avenue shortly before moving to Chester Avenue. An alternate trolley line existing along 42nd Street itself joins the Route 13 line for several blocks. This line is used when tunnels are closed for maintenance or other unforeseen shutdowns. The line runs on a bridge over the Media/Wawa Line at 49th Street, however, it does not serve as an official stop for the trolley. The alternate trolley line for tunnel closings turns along 49th Street itself before Route 13 crosses the 49th Street Station railroad bridge, although some Route 11 trolleys use these tracks.

Starting from its eastern end at the 13th Street station, Route 34 runs in a tunnel under Market Street. It stops at underground stations at 15th Street, 19th Street, 22nd Street, 30th Street, and 33rd Street. From 15th to 30th Streets, it runs on the outer tracks in the same tunnel as SEPTA's Market–Frankford Line.

Route 34 surfaces at the 40th Street Portal near 40th Street and Baltimore Avenue (US 13), then heads west on Baltimore until it ends at a loop at 61st Street.