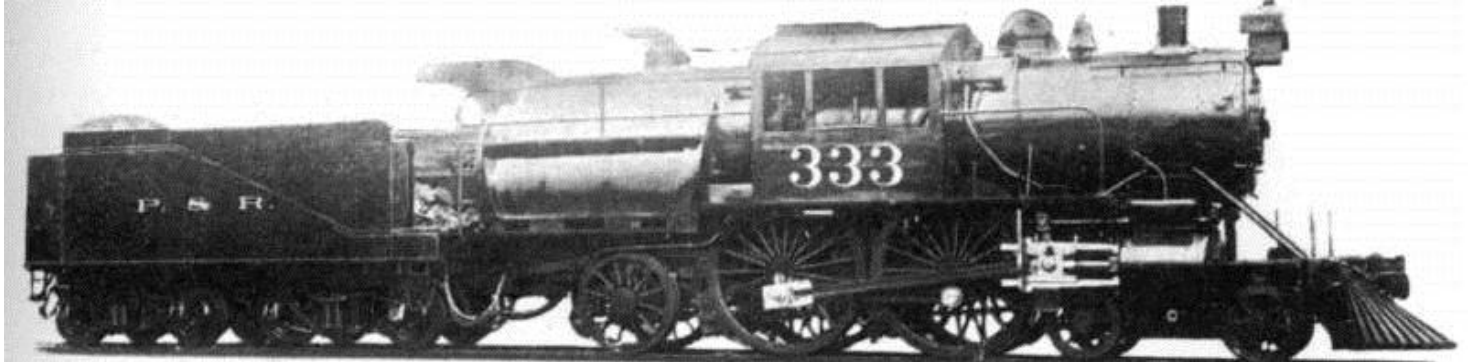


RAILROAD HISTORY OF LAUREL SPRINGS

The building of the railroad made it easier to reach this area; made the lake more popular as a summer resort and encouraged real estate development. The Philadelphia & Atlantic City Railroad, chartered March 26, 1876, completed a single narrow gauge track in 1877. Competition between this line and the Camden & Atlantic City Railroad which ran through Kirkwood practically ruined both. In 1883



the Philadelphia & Reading Railroad purchased the line and rebuilt a standard gauge track. A new station on Atlantic Avenue was built a short time later. In the earliest timetables, the stop was Laurel, a box car station at Laurel Mills Road. Fare to Atlantic City was as low as 50 cents, and the famous Boardwalk Flyer made history by traveling the 55 miles between Camden and Atlantic City in less than 50 minutes. It was the pride of the United States. See: <https://www.sjrail.com/wiki/index.php?title=ACRR>

In the early 1900's the Campbell Back type replaced the Flyer, and later the 100 series was used. At one time as many as 50 trains a day thundered through town and more on weekends. There was a



train as early as 5:45 a.m. at 7 cents a ride for commuters, and for theater-goers, a train as late as 11:45 PM. As the railroad cut through the Stafford Farm the company built a station at the Stone Road crossing and a wide, highly arched bridge at Maple Avenue to carry the farm lane over the tracks enabling the Stafford's to market truck-loads of marl they dug from a large pit at the foot of their farm lane (now West Maple Avenue). Large deposits of marl, a greenish-black earth or clay containing carbonate of lime and used for fertilizer, was then plentiful.