

# CINDERS

PHILADELPHIA CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

MAY 1953

## PRESIDENT'S MESSAGE

Now that elections are over and you have again placed your trust and confidence in me, I shall endeavor to improve and build a sounder chapter through the appointment of men to the executive committee who I feel will best serve the chapter.

During the course of the year if you have what you consider a helpful plan or suggestion please let me hear from you. I can assure you it will be given careful attention.

Remember, the officers in your chapter were elected by you to serve for you. They are your servants, elected to carry out your wishes.

WM. D. HOOKER, III

## THE ELECTION

Now that all the dust has settled we can look back and see the results of our recent hotly contested election. Congratulations to the membership for a large vote, to the winners in being elected, and to the losers for their interest shown by their willingness to be placed on the ballot.

## GOURMET'S DELIGHT

Twenty-eight members and guests "licked their chops" in satisfaction at the annual banquet April 11th in the Penn-Sheraton Hotel. Entertainment was provided by two short comedies and a longer film made recently on the D&RGW's Silverton branch.

## INFORMATION PLEASE

The chapter was treated to something entirely new at the last meeting when Joe Mannix presented his "panel of experts" in a discussion of the present and future of rail freight traffic. The response was excellent, and we imagine everyone learned something new.

## CONTROLLER CLICKS

Latest fad in el cars, on one of the Market St. series, appeared recently in light green, cream window trim, and silver roof and anti-climbers. Whether the colors will hold up or not remains to be seen, but this job is a real eye-catcher.

Locust St. track laying goes on apace with rails to 38th St. at the latest look. We will have another "6 route" street when the new routings go into effect. The place: Spruce St. east, 40th to 38th. The new "wiggler" at 30th St. is due to the Bulletin owning the diagonal trolley right-of-way.

Abandonment of Staten Island's North & South Shore Lines leaves the company with 22 cars for sale. Japan has put in bids for them.

LVT recently received permission to abandon the Northampton line. Main Line aband. is being pushed.

## BATTLEFIELD PILGRIMAGE

A highly successful trip to Gettysburg was enjoyed May 3rd by nearly 400 people on our Spring trip. We hate to admit it but despite a breakdown in the diesel on the way back Reading Terminal was still reached nearly 10 minutes early. Although the weather was poor on leaving Phila. H. Dickinson told everyone the sun would be out by 10 AM. It was, and how.

## THE FRIENDLY TRAIN

Ten members of the chapter joined in a motorcade to bid farewell to the CNJ's publicity-dubbed "Friendly Train" between Somerville and Flemington. The last trip consisted of a well filled combine and coach, pulled by camelback ten-wheeler 788. A turnout of about 100 people awaited the train at Flemington for suitable parting ceremonies. The group returned to Somerville on a Dilley - and it sure was - bus.

## STEAM WHISPS

A burning question in this area at present seems to be which came first, the coal stove or the egg. Ah, well, the publicity men can't have smooth sailing all the time.

The Jeffersonian quietly passed from the new schedules with no trace of the fanfare which marked its inauguration April 27, 1941.

Has anyone ridden the now long-distance train connection bus between the CNJ and LV stations in Allentown?

We doubt if any Communist vote was the cause, but the United Nations station on the Long Island closed April 22nd.

April 24th was the date PRSL's Atlantic City line went all diesel - but subsequent reports don't add much prestige to the green and white units.

The Rutland's Chatham branch, long a financial sore spot with the rural carrier, will be abandoned May 20th. Possibly the scrap money will go toward complete dieselization.

## 6TH STREET RAILS - 1858-1953

By Robert L. Abrams

When car #8017 rolled down 6th st. shortly after 5 AM on Sunday, April 5, 1953, not only did PTC Route 65 cease but an historical epoch was ended. For it was on this very street back on January 20, 1858, that the first horse car in Philadelphia was operated by the Frankford & Southwark Passenger Ry. Co. An 1865 "Guide to the Street Passenger Railways" lists this line as beginning at the depot at 4th & Berks Sts; then via Berks and 6th to Moore, returning via 5th. "Cars carry red lights at night" is an interesting bit of incidental information given.

Within a very short time many other lines were opened. 7th st. in 1865 was served by the "Union" line, operating over a complex route from Fairmount Park to the Old Navy Yard at Front & Federal sts, using 7th st. from Race to Federal.

An 1895 guide lists the 6th st. line as starting at Kensington & Cumberland, via Kensington, Front, Berks and 6th to Jackson. Transfers were issued to the Diamond st. bus, according to this source. 7th st. at that time was served by the 7th and 9th line, which used cable cars for a time, running from 23rd & Columbia to 7th & McKean. Certain other lines from North Phila. to the Market St. Ferris used 7th and turned down Market.

By 1903 some present day route patterns were being fixed. For example, the Fox Chase line ran down 6th st. all the way to Porter, while two lines from Frankford; one via Lehigh and one via Berks, ran south as far as Jackson. Also, a line ran from Rising Sun & Olney to 6th & Delancey. On 7th St. at the time cars ran from Broad & Cambria to Delaware & Market, while south of Arch st. the predecessor of Route 9 ran from 31st & Dauphin to 7th & Wolf. Another interesting line, later to become Route 18, meandered from Lehigh & Memphis to 22nd & Tasker and used 7th from Race to Passyunk Ave.

The advent of the nearsides in 1912-13 brought not only route numbers into use but also a more logical route pattern. The old 4th-8th, 5th-6th, and 7th-9th lines were changed into routes that have survived to the present day, as 47 and 50. By 1916 6th & 7th sts. were served by Rts. 4 (Frankford & Bridge to 6th & Ritner), 19 (Mermaid Loop to 6th & Pine), and 26 (Amber & Lehigh to 6th & Ritner).

Various changes affected during the 20's on 6th & 7th sts. trolley service reflect the building of new high-speed lines and the increasing use of automobiles. The Frankford El put an end to old Route 26, while the Broad St. Subway made short work of Routes 4 and 19.

It was on September 7, 1930 that Route 65, one of the traditional Willow Grove lines, was shifted from 4th & 5th to replace Route 4 service on 6th & 7th. An interesting fact is that in the preceding year Mitten Management, in a city-wide traffic survey, had recommended abandonment of 6th & 7th trackage.

Route 65 continued to serve these streets through World War II, when it was cut back to Erie Ave. on December 27, 1942 and Route 20 made its first appearance at Olney Terminal. Postwar plans did not call for restoration of 65 above Erie, but a change of plans brought it back to Olney on June 22, 1947.

Immediately after the war, in 1946, the first hints were dropped of abandonment of this route. After six years of discussion, with many plans put forward, including even a new Bus 91 to replace the 65 cars south of Columbia Ave., PTC finally took the plunge and applied to axe Route 65, with extensions of 20 and 50 to cover the north and south extremities.

By 11 PM on April 4th Snyder Ave. was the southern terminal of rail service, and for about six hours on Sunday morning there was a Route 65 bus from 6th & Snyder to 6th & Oregon. By 5 AM Route 50 was installed south of Snyder Ave., returning in a fashion to its turn of the century route. The portion north of Snyder Ave., known to horse cars and to virtually every type of electric car operated by PRT and PTC (except PCCs, which only visited 6th st on NRHS fan trips) was silent, after 95 years of activity.