

# CONDERS

APRIL 2021



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Vol. 82 NO. 4-OFFICIAL NEWSLETTER of the  
PHILADELPHIA CHAPTER OF THE NRHS  
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WEBSITE: [www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)

## Times Square Shuttle Station Reconstruction

Our Zoom presentation [see page 2] this month will be an in depth look at this long-needed project by Aram Grigoryan, P.E. Aram is a civil engineer with 38 years of experience in major underground structures, subway stations and tunnels.

The Times Square Shuttle Station is part of the busiest subway station complex in NYC, serving over 500,000 passengers daily. However, the historical station layout creates confusion and congestion, and the curved track alignment results in large platform gaps that preclude this key station from being



ADA accessible. After several unsuccessful past attempts to modify and reconstruct the station, NYCT initiated a conceptual study to address past concerns, explore reconstruction options, and develop a feasible and constructable concept. The new reconstruction concept used creative and innovative design to maintain station operations during construction and minimized impact on passengers. The new concept allows for underground station reconstruction without 42nd Street excavation.

Structural modifications include:

- constructing 30—foot wide center platform
- removing existing columns along platform edges
- removing 11 mezzanine columns to improve passenger circulation
- constructing new foundations to support new 15-feet spaced station columns

Construction started in 2019 and is expected to be completed in 2022.

## PRESIDENT/EDITOR EMERITUS MESSAGE

- R. L. Eastwood, Jr.

## Baseball's Back!!

Spring's Here!! That means, baseball's back.

Philadelphia Chapter has three programs on tap for April, May and June. Our April 15 program will feature Aram Grigoryan with a Zoom program on NYC's Times Square Shuttle station reconstruction, arranged for us by Chapter Member Bob Wright. On May 20, Chapter Member and Wisconsin Chapter, NRHS President Mike Yuhas will provide a great program on drone photography with some outstanding views. June 17 will find Chapter President Larry Eastwood with an updated PowerPoint program on the Philadelphia, Newtown and Never New York. We may not be able to meet in person, but we'll have three interesting ZOOM presentations. Mark your calendars now.

The Chapter held a ZOOM Board of Directors meeting on Tuesday, March 30. The main subject discussed was the election of officers for the Year 2021-2022. Unfortunately, the membership learned that Treasurer Kenneth Thomas was resigning because of serious health issues affecting his wife. Ken took over as treasurer in the Fall of 2020 when then-Treasurer Rich Copeland resigned, he also affected by some serious health issues. We thank Ken for his service (Rich, too!) and between now and April 15 the officers will provide a slate of candidates to carry us on a somewhat interim basis through April of 2022. Nominations will, as always be accepted "from the floor" during the April 15 ZOOM meeting.

Chapter Member William Welk has offered to serve as National Representative to NRHS, replacing Peter M. Senin, Jr., who passed away on February 27. Bill, a resident of South Philadelphia, has recently retired from a professional career, and is interested in being involved in our Chapter. He has been a member of Philadelphia Chapter since 1985.

In-person Chapter meetings are CANCELLED for the foreseeable future. We plan to hold monthly "ZOOM" meetings with log in info available in the monthly issue and on our website. Log in info for our April meeting appears in the middle of the right column. Please bear with us during these continuing uncertain times.

## NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

Post Office Box 7302, Philadelphia, PA 19101-7302  
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### CHAPTER WEBSITE:

For current Chapter information, as well as vintage views of Chapter trips and activities, visit:

[www.nrhsphiladelphia.org](http://www.nrhsphiladelphia.org)

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### ANNUAL MEMBERSHIP DUES:

Effective September 1, 2020, dues are \$20.00 per person, which covers Philadelphia Chapter thru Dec. 31, 2021. (NRHS National membership dues for 2021 are \$50.00, billed directly by NRHS.) NRHS chapters bill members separately for Chapter dues. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance in the amount of \$20.00, payable to:

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Philadelphia, PA 19101-7302.

*Please be sure to include name, complete mailing address, telephone number and E-mail address.*

### ADDRESS CHANGES:

Send to Editor Emeritus at  
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(Include your CURRENT TELEPHONE NUMBER and E-MAIL ADDRESS so our records are complete.)

Also contact the Editor Emeritus if your copy does not arrive or arrives in a damaged condition.

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### Chapter ZOOM Meeting for April 15 2021 at 700 PM EDT

<https://zoom.us/j/95893219635?pwd=QVZhbHVVVGVXS0VTZUtKQ3pZZlo5dz09>

**Meeting ID: 958 9321 9635**

**Passcode: 432333**

**Dial 1 929 205 6099 US (New York)**

### UPCOMING LOCAL EVENTS

The Rockledge Model Railroad Museum [aka GATSME] at 323 Montgomery Ave. in Rockledge, PA is open to the public on Saturday April 10th from Noon to 3 PM. Going forward, the club expects to be open on the 2<sup>nd</sup> Saturday of each month, with possible additional dates later in 2021. At the Museum, there is an area offering donated model RR, Lionel and RRiana items for sale. Visitors are asked to confirm the open house dates on its web site or Facebook page before traveling there.

Flash Train Show Saturday May 15<sup>th</sup> 8AM-2PM  
**Renninger's Antique & Farmers Market**, 740 Noble St, Kutztown, PA 19530

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



As the COVID-19 pandemic begins to wind down, a new \$1.5-million campaign has been launched by the City of Philadelphia, the Chamber of Commerce, SEPTA and other organizations aimed at encouraging workers, shoppers and tourists to return to the central business district. The campaign is called “Ready. Set. Philly! “We are seeing the light at the end of the tunnel,” said City Commerce Director Michael Rashid. “This is our moment to get back on our feet together.” Nearly all restaurants and retail stores in the city have suffered from the loss of foot traffic, which was exacerbated by the decision of many businesses to have their office employees work remotely from home. For its part SEPTA has lost anywhere from 70 to 85% of its normal ridership over the past year, depending on mode, although there has been some recent improvement. SEPTA’s effort to recapture riders will be focused on its commuter services, which have been especially hard hit by the pandemic. Many shoppers also have deserted the city because of their fear of contracting the virus. With the ongoing wider distribution of vaccines, it is hoped that a large majority of the people who have gone missing will soon return to Philadelphia’s once-vibrant center city.

SEPTA is in line for a much needed shot in the arm from the Federal government. It will receive a slice of the \$30.5 billion in emergency funding for public transit systems contained in the massive \$1.9 trillion “American Rescue Plan” that was narrowly approved by Congress last month. The American Public Transportation Association issued a statement saying that the bill “distributes these funds in a manner that ensures that all public transit agencies can continue to be a lifeline for our essential workers, ensure that Americans can get to vaccine distribution sites, and advance our communities’ efforts to rebuild from the economic fallout of the pandemic.” The funding should allow SEPTA to maintain current service levels and avoid employee layoffs.

A labor leader has been appointed to the SEPTA board. Esteban Vera, Jr., 41, business manager of Laborers Union Local 57 in Philadelphia, was named to the post by State House Minority Leader Joanne McClinton of Philadelphia. The governments of the five counties served by SEPTA each name two members to the board, the Governor appoints one and the leaders of the caucuses in the State Senate and House each appoint one. “The people I represent depend on SEPTA services every day,” McClinton said, “and despite huge challenges during the pandemic SEPTA has continued to be there for people who rely on it.”

New schedules on all city trolley lines and the Broad Street Line took effect on Sunday, March 21th, while schedules for the Norristown High Speed Line and the Route 102 Sharon Hill trolley were reissued on Monday the 22<sup>nd</sup>. Leaders of Transport Workers Union Local 234 have demanded the resignation of SEPTA Police Chief Thomas Nestel after a 55-year-old track maintenance worker was severely beaten by a gang of teenagers in the 15th Street subway station on Monday night, March 15th. In a later interview, Nestel said that his police force is working to reduce violence in the transit system, and that he will not quit.

SEPTA last month was forced to close the Somerset station on the Frankford El, because of extensive damage caused by vandalism. The station reopened April 5th after repair work was completed and heavy cleaning performed on the entire station, but SEPTA said that passengers will encounter a noticeable police presence. Nearby residents had expressed their displeasure with the closing. Damage to the elevator still must be repaired, bringing the cost of the work to more than \$1 million. The next station east, Allegheny, also will see repairs but remain open during the process. Both stations are in the middle of the city’s opioid epidemic, between them having had more than 1,600 syringes removed by cleanup crews. Two SEPTA police sergeants were suspended without pay last month for condoning the January 6 insurrection at the U.S. Capitol in their social media posts. Five other officers were investigated but were found not to have violated the policy regarding conduct unbecoming a SEPTA employee.

A push-pull trainset started running on the West Trenton line effective with the March 7th timetable change. Since then, it has been running regularly on weekday trains #6336-6365, marking the reappearance of the locomotive-hauled trains that had been in storage for several months. Two other push-pulls are in regular service on Paoli-Thorndale and one on the Trenton line, using shorter consists as ridership levels remain relatively low. [Ed. Note for more information see page 5]. Since service resumed March 8 on the Chestnut Hill West Regional Rail line, ridership is only averaging about 20 per train. Service is nine trips in each direction, weekdays only.

The Terminal A SEPTA station at Philadelphia International Airport was reopened on April 2, after being closed since last year when air service at that terminal was largely suspended. Paoli-Thorndale passengers again were bused between Overbrook and 30th Street stations over the weekends of March 13-14 and 20-21, to allow AMTRAK to perform track and switch replacement work (see January Cinders). The sale of prepaid paper tickets on Regional Rail was ended last October 1 but they still were valid for another 180 days. Therefore, effective April 2 these familiar tickets are no longer accepted for travel. All passengers now must use Key Cards, or pay cash on board.



The “American Rescue Plan” legislation mentioned on page 3 also contains emergency funding for AMTRAK. The \$1.7 billion earmarked for the railroad carries a requirement that all 12 long-distance services that had been cut to tri-

weekly (see October *Cinders*) be restored to daily operation. Most furloughed employees also will be brought back and work on several suspended capital projects resumed. A schedule has been announced for the startup dates of May 24, 31 and June 7, the latter marking the return of the two *Silver Service* trains to daily operation. The *AutoTrain* will continue to run daily as it does now and the *Cardinal* will remain tri weekly. The spartan food service currently in effect on long-distance trains will be replaced with “traditional” dining car service, once COVID-19 health considerations are addressed.)

The new Viewliner II sleeping car is being introduced this year on the two *Silver Service* trains to Florida and the ALC-42 diesel-electric locomotives being built will gradually replace some of the old P42s. A number of service enhancements also will be phased in as well. Trains serving Philadelphia, namely the New York-Florida *Silver Service*, the New York-New Orleans *Crescent* and the New York-Savannah *Palmetto*, will go daily on June 7. The New York-Charlotte *Carolinian*, being a state-supported train, was not reduced to tri-weekly.

After an absence of nearly 20 years, “Night Owl”-style sleeping car service will return to the Northeast Corridor beginning April 5. The Viewliner cars will be added to northbound train #66 from Washington to Boston and southbound train 67 from Boston to Washington (#65 on Friday and Saturday nights). The restored service is made possible by the phase-in of new Viewliner II sleepers on *Silver Service* trains to and from Florida, which has released older Viewliner cars.

The first of AMTRAK’s new Acela trainsets has completed its testing program at the Transportation Technology Center in Colorado (see March 2020 *Cinders*) and will be returned to the Alstom factory in Hornell, NY, this month for installation of interior fittings. Amtrak has stated that it hopes to introduce the new Acela service sometime later this year. The second set of new equipment has been undergoing a testing program out of Philadelphia, including runs on the rebuilt high-speed mainline in New Jersey. The train has reached speeds of 165 mph.

Coinciding with the announcement of President Biden’s infrastructure plan, AMTRAK CEO Bill Flynn released a statement saying that “the plan is what this nation has been waiting for. Amtrak must rebuild and improve the Northeast Corridor, our national network and expand our service to more of America.” The presumption is that much of Amtrak’s share of the \$80 billion that is earmarked for passenger and freight

railroads will be spent on attacking the vast backlog of century-old bridge and tunnel replacements along the Corridor. Amtrak has unveiled its new “Connect US” map that shows not only existing routes but suggests where new or expanded routes might be added as part of what it calls “Our 2035 Vision.” A proposed expansion of state-supported intercity corridors would be made possible by an infusion of upfront capital assistance. Locally, the map even includes possible new routes from NYC to both Allentown and Scranton, and Philadelphia to Reading!

Two Democratic Congressmen have introduced legislation to create a dedicated funding source for AMTRAK, which in its 50-year history has always been funded at the pleasure of each new Congress. The proposed *Intercity Passenger Rail Trust Fund* would provide about \$5.4 billion annually to Amtrak, with 40% going to the Northeast Corridor and 60% to the national network and could be used for both capital and operating expenses (*Trains*).

AMTRAK has released drawings of the six locomotive paint schemes selected to celebrate its 50th anniversary on May 1. In planning for this anniversary, Amtrak’s Brand Specialist Matt Donnelly told *Trains* Newswire that “you’ve got to look at where you came from to see how far you’ve gone.” To do that, Amtrak will paint one P42 in a new “Phase VI” livery of blue and red, with “Connecting America for 50 Years” spelled out on the sides. Other schemes will include “Day 1” which will adorn brand new ALC-42 #301, and a P42 will get the original “Phase I” paint that harks back to Amtrak’s original design in 1971. P42 #100 will receive a one-of-a-kind “Midnight Blue” scheme intended to honor Amtrak employees who move people around the clock across the nation. P42 #46 already has been painted in the current “Phase V” scheme with a “50 Years” logo added. The unit was selected to haul President Biden’s inauguration day special on January 20, Biden being the 46th president of the U.S. (The train was canceled due to security concerns.) The Phase III “Dash 8” scheme originally applied to the P32-8 units in the early 1990’s will appear on yet another P42. Each P42 in the commemorative program is being overhauled and painted at the railroad’s Beech Grove (Indiana) shops.

The next big spending plan in Washington targets the nation’s deteriorating infrastructure. President Biden has vowed to move ahead on this issue, which was often cited by former President Trump as a serious concern but his administration took no action. At an appearance March 31 in Pittsburgh, Biden announced his eight-year, \$2.3 trillion “Investment in America” plan which among other things would restore and rebuild America’s aging roads, bridges, railways, airports and seaports. Transportation projects alone would account for \$621 billion of the total spending. The trend to electric vehicles is in line for major funding, as are upgrades to the nation’s water, electric and communication systems. Public transit is not forgotten, with \$85 billion earmarked for improvements, and another \$80 billion for railroads—both AMTRAK and the freight carriers. “Roads, railways, rebuilding them, that’s not a partisan issue,”

said the President's press secretary in advance of the speech. Needless to say, transit agencies such as SEPTA already have wish lists for many needed projects. Since Biden's plan is to be financed mainly by tax increases on corporations and wealthy individuals, it remains to be seen how it will be received in a highly partisan Congress.

In 1944 the Pennsylvania Railroad built "MG" (for Mid-Grade) interlocking seven miles west of Altoona, on the steep 1.6-percent grade to the Allegheny summit at Gallitzin. The intention was to help unclog the heavy wartime traffic on the mainline, but the interlocking remains in service all these years later. The classic two-story brick tower at "MG" housed the operator who controlled the crossovers, but it was finally closed by successor CONRAIL in 1994 when a new traffic control system was installed. Now, this much-photographed landmark is about to be demolished by current owner NORFOLK SOUTHERN, 27 years after its closure. It is one of the very last towers still standing on the mainline between Harrisburg and Pittsburgh, all of them now out of service (*Trains*).

The *Railroad Museum of Pennsylvania at Strasburg* will reopen for visitors on April 30, but on Fridays, Saturdays and Sundays only, with limited capacity and a requirement that face masks be worn. The museum was closed for almost a year due to the COVID-19 pandemic... The STRASBURG RAIL ROAD has been running on a reduced schedule, but last month made news on another front. On Saturday, March 6, to celebrate International Women's Day, steam locomotive #475 hauled SRC's tourist train manned by an all-female engine crew, the fireman referring to herself as the "firleady". The COLEBROOKDALE RAILROAD, tourist line in Boyertown PA, is acquiring a second steam locomotive. This one ex-Lake Superior & Ishpeming 2-8-0 #18 built by Alco in 1910. The historic engine was bought from the Rio Grande Scenic through an equipment dealer, and possibly could be made ready for service this fall. The road's first locomotive, ex-Grand Trunk 4-6-2 #5030, needs extensive restoration (see March *Cinders*).

NJ TRANSIT this month will introduce a customer rewards program, by which passengers can earn points through ticket purchases to use at participating local stores and restaurants. The program may be accessed through NJT's mobile app. CEO Kevin Corbett said he hoped that it will "encourage more people to return to transit". NJT is also piloting a new FLEXPASS aimed as those who travel regularly, but, perhaps now with COVID, not daily. FLEXPASS consists of 20 one-way **tickets** between one customer-selected origin and one destination and are sold at a 20% discount off the one-way **fare**. FLEXPASS **tickets** are available for purchase on bus, rail and light rail, and only be offered for purchase via the **NJ TRANSIT** Mobile App during the pilot.

The number of people employed by U.S. Class I railroads in December 2020 was 117,770, a 10.4% reduction from the previous December. Train and engine employment declined by

9.35% to 49,069 (*Railway Age*)..... CSX has rebuilt several of its office cars, repainting them in classic Baltimore & Ohio blue and gray....Demand for rail freight equipment was down sharply in 2020, to around 18,000 cars. But industry experts think demand will rise to more than 34,000 units this year, a 90% increase (*Kiplinger Letter*)..... Salem County, NJ, has awarded a ten-year contract to SMS RAIL LINES to operate and maintain the SALEM COUNTY RAILROAD, a 29-mile-long former PRSL branch extending from Woodbury to the Port of Salem. SMS, based in Bridgeport, NJ, is well-known for its unique roster of Baldwin-built diesel locomotives (Dick Adams).

## SEPTA Restores Push-Pull Sets on Some Lines

SEPTA has announced the restoration of ACS-64 and Bombardier push-pull train sets on certain runs, effective with the March 7, 2021 timetable change.

Assigned to *West Trenton Line* are Trains #6365 (AM) and #6336 (PM). On the *Trenton Line*, push-pulls are assigned to Trains #9720 (AM) and #9755 (PM). On the *Paoli-Thorndale Line*, two sets are operating on Trains #9516 and #9536 in the AM, and Trains #9531 and #9551 in the PM.

Thanks to Chapter Member Joe Parlin for this information, which is always subject to change. [Ed. Note-the *Great Valley Flyer* does NOT appear in the current timetable.]

Your editor was not aware of this change, when waiting on March 23rd at the Jenkintown Station for airport train #417 at 755AM. I was very surprised to see Sprinter engine #905 pull in at 749AM with several BOMB coaches. My wife remarked," is this a new train? We boarded #6365 for a different ride, changing to the airport train at Jefferson. Once at PHL, we flew to North Carolina for a bucket list trip to its Outer Banks [OBX]. Certainly, no trains on the OBX!

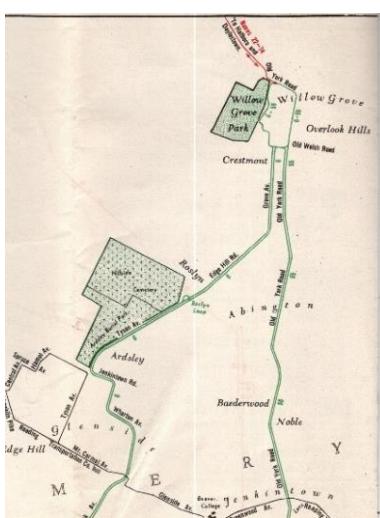


However, when driving there on RT 17 from the New Bern NC, we paralleled train tracks now owned by NS RR. Interestingly, those tracks once belonged to a different *Norfolk Southern Railway* – a small Class I RR that operated between Norfolk and Charlotte. It was acquired by Southern Railway in 1974, which later merged with N&W forming today's Norfolk Southern. Further north near Plymouth NC. we came across a hi-rail inspection vehicle on some CSX [ex SCL, nee-ACL] track.

## MEMBER MAIL

Phil Mulligan emailed that the March *Cinders* said the late Pete Senin (he will be missed) was to be buried at Hillside Cemetery. In addition to being adjacent to SEPTA's Roslyn Station (ex-RDG New Hope Branch) the Cemetery gave its name to PRT Funeral Car *Hillside* (Brill 1913). The car was based on the Nearside car which were then being built. Hillside had a compartment in front for the coffin, and seats in the back for the entire party. Hillside Cemetery was adjacent to the Roslyn Loop of PRT/PTC's Route 6 to Willow Grove via Glenside.

Your editor lives about a mile from there and since moving here fulltime in 2019 have been very interested in the former trolley line that ran nearby. Coincidentally [or not?], I just happened to have several PRT maps and guides that were taken from our Willow Grove storage unit to sell on eBay for the Chapter.



Hillside Cemetery is also listed in various PRT travel guides.



An email to the Editor Emeritus yielded this picture of the *Hillside* funeral car from the Chapter's collection.

The coincidences continued as my wife recently received a postcard in the mail from the Hillside Cemetery offering "Special Savings on Cemetery Spaces". Just \$49 a month but the offer expired on March 31<sup>st</sup>.

## THOSE FORT WASHINGTON CARS...

We thought we knew everything about these historical cars, until getting a letter from Rick Adam. Well back in



from the New Hope Station.

He thinks the locomotive was NH&I 1533, an ex-CNR 4-6-0 steam engine built in Montreal in 1911. It took Rick several tries to switch the Ma Davis feed mill and to get out of the valley across the Neshaminy Creek Trestle near Rushland PA because #1533 had no sand. Unfortunately, #1533 made its last run in 1975 and has been sitting behind the engine house in New Hope ever since.



This letter inspired your Editor to visit New Hope for the first time on April 1<sup>st</sup> and take the three pictures here.



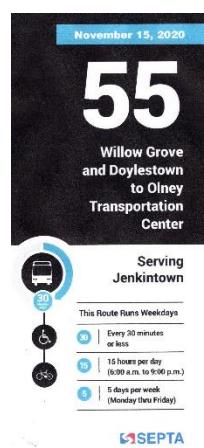
After seeing New Hope, my wife and I crossed the Delaware River for a nice dinner at the Lambertville Station Restaurant. This historic station is located on the Pennsy's former *Bel Del* line that was abandoned in the late 1970s.

For an interesting retrospective look at #1533, please see a Sept. 8, 1974 *NY Times* article entitled, *Boiling Along in a 'Kettle' on the New Hope Night Freight Run*.

## A Look Back at PTC/SEPTA Route 55

Following National Representative Peter Senin's passing at the end of February, it was noted that, years ago, Pete could have had a final journey from the May Funeral Home in Glenside to his resting place in Hillside Cemetery in Ardsley. The Route 6 trolley passed both locations and actually operated a funeral trolley for such occasions. Peter would have loved that final ride, we are sure.

Philadelphia Rapid Transit [PRT] and successor Philadelphia Transportation Company [PTC] operated two trolley routes [ 6 and 55] between the end of the Broad Street Subway at Olney Avenue and Willow Grove, with the Route 55 along Old York Road through Jenkintown and Abington, and the Route 6 via West Oak Lane and Glenside. Editor Emeritus Larry Eastwood has collected some photos from both routes, and in this issue, is sharing some photos of the Route 55 along Old York Road. We will detail the Route 6 in a future issue.



The Route 55 originally ran deeper into Philadelphia but was cut to Olney Avenue to Willow Grove in 1929. On September 8, 1940, the 55 trolley's northern terminal was cut back to Old York Road and Cheltenham Avenue, with buses in Montgomery County to Willow Grove. The initial conversion to an all-bus route took place on December 3, 1945, except for weekday rush hour service. It was fully converted to a bus route for its entirety on June 27, 1952. The Route 55 still operates in 2021 as a SEPTA bus; its most recent timetable is shown here.



This 109-year-old transfer was recently found in the Chapter's Willow Grove storage unit, just one block

from where the Route 55 trolley terminated. The reverse side shows the various lines to which a rider could transfer including the Route 55 trolley.

## Two Photos of Route 55 at Cheltenham Ave. & Old York Road

*Both by JOSEPH M. MANNIX, Collection of Philadelphia Chapter, NRHS:*



PTC Peter Witt car #8411, June 1952.



PTC Peter Witt #8376, again, June 1952.

## Two photos from Jenkintown



Peter Witt car #8047, the last northbound trolley car to Willow Grove, stops at Old York Road and West Avenue in Jenkintown on September 8, 1940. The buildings in the background are still located on the southeast corner of York Road and West Avenue. *Photo from the Old York Road Historical Society Archives.*



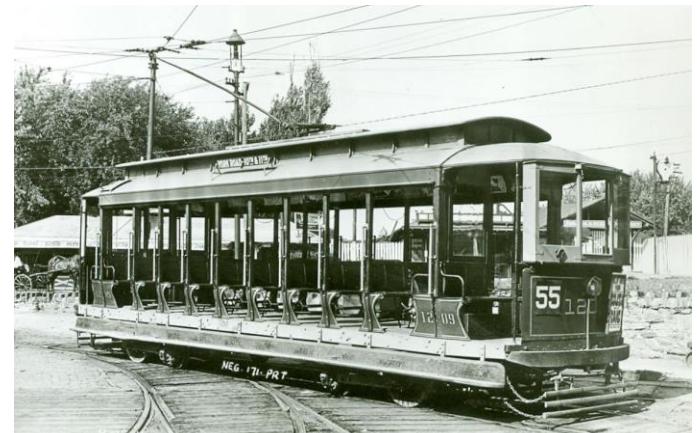
A Mack Model CM 3G bus, #1756, is assigned to the first diesel trip southbound on Route 55 on September 8, 1940, closing out 45 years of trolley service over Old York Road to Philadelphia (Broad & Olney) from Willow Grove. Service today continues more than 71 years later with the latest in bus technology provided by SEPTA. *Photo from the Old York Road Historical Society Archives.*

### Three photos from Willow Grove



Hog Island" streetcar #5050, built by the Brill Car Company in 1918/19, is shown in excursion service crossing the Reading Railroad's electrified New Hope Branch at Willow Grove Station before turning off Old York Road into the trolley loop in May 1938. This was one of four such electrified crossing with three more

occurring when the RDG and PRR electrified their Norristown branches. The Grove Theater is in the background and we are standing immediately in front of what is now the Burger King Restaurant. *Photo from the Dennis K. Szabo Collection, Old York Road Historical Society Archives*



Philadelphia Rapid Transit Company open car #1209 is shown at Willow Grove in an undated photo. The car was built by J.G. Brill Company in 1894. Assigned to Route 55 (York Road/10<sup>th</sup> & 11<sup>th</sup> Streets), the car's end advertisement touts the John Philip Sousa Orchestra performing at Willow Grove Park. Visible behind the trolley and to the right are a Philadelphia & Reading sign for Willow Grove station and a railway signal. *Photo by John Gibb Smith, early Philadelphia Chapter member, and from the Collection of Philadelphia Chapter, NRHS.*



This is looking west into the Willow Grove Trolley Barn off Old York Road; Route 6 and 55 cars are lined up waiting for their call to service. The barn dates back to 1895 when trolley service began from Philadelphia along both sides of Old York Road to Willow Grove. *Photo from Collection of Dennis K. Szabo, Old York Road Historical Society Archives.*