

CINDERS



JUNE 2021

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Vol. 82 NO. 6-OFFICIAL NEWSLETTER of the
 PHILADELPHIA CHAPTER OF THE NRHS
 PO BOX 7302
 PHILADELPHIA PA 19101-7302
 WEBSITE: www.nrhsphiladelphia.org

Cape May Seashore Lines -25th Anniv.

On Sunday May 16th, my wife and I traveled to Richland NJ where the CMSL was celebrating its 25th anniversary. As part of the celebration that began on Saturday May 15th, CMSL rolled back its fares to those on its inaugural passenger trains on May 18, 1996. So, we paid just \$7 each for a shorter 30-minute ride towards, but not quite all way to Tuckahoe.



The all first class consist included: GMTX 2015 - a GP38DC built for PC in 1969, *Vista Valley* - a former ATSF observation, NYC Tavern Lounge 38, PRR *Braddock Inn* - a recent addition to CMSL, a LIRR lounge car and GMTX 2661 - a GP38-2 built for P-RSL in 1970. On display but not operating that day was M410 – a Budd RDC1 built in 1951 for P-RSL.



CMSL once operated all the way down to Cape May,



hence its name. Currently that portion of the line is out of service but since last year has hosted a railbike operation. Further north, SMSL has connections with both CSXT and NS. CMSL provides some limited freight service and rail car storage in addition to its regularly scheduled and holiday passenger service.

PRESIDENT’S MESSAGE

Kevin Feeney

Our June 17th meeting will feature an updated look at the RDG’s Newtown Branch by Larry Eastwood with some pictures from Harry Garforth. These same two members have put together An interesting look back at PTC Trolley Route 6 that appears on pages 7 and 8 of this issue. The Zoom log in information for this meeting is on the next page. We had hoped to be able to hold an in-person meeting, but look forward to the return of in person meeting this September.

Some 50 years ago NRHS chapters had meetings in railroad stations, mailed out mimeographed newsletters and saw steam engines every day. Present day, chapters can meet on-line via ZOOM events or in person but not often in railroad buildings. Communication is via web sites, TWITTER, Facebook, PDF and more. Railroads are testing battery powered locomotives.

How do you interact with the Philadelphia Chapter NRHS? What activities should the Chapter provide? How can we preserve railroad history? Your chapter officers would like to know more about you.

Our ZOOMmaster has prepared an online survey. If possible, use your home computer, your tablet or smart phone to fill out the survey. That will make tabulation much easier for us. The link will work from public access computers at libraries.

The link to the survey is:

<https://www.surveymonkey.com/r/phillynrhs>

If you do not have access to a computer and want a paper copy, please call 610.613.2828. Leave your name and mailing address on the voice message. Or you can write to Philadelphia Chapter NRHS Survey 3947 W. Lincoln Hwy Unit 310 Downingtown PA 19335-5503 and request a paper copy.

The survey will be close on July 7. The results will be shared in a future issue of *CINDERS*. Your input is solicited and will be greatly appreciated. Thank you for helping us prepare for the future of the Philadelphia Chapter NRHS.

The Philadelphia Chapter will not hold an in-person meeting for the month of June. Please see below in the right column for instructions for our June 17th ZOOM program.

**NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.**

Post Office Box 7302, Philadelphia, PA 19101-7302
Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE:

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

www.nrhsphiladelphia.org

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ZOOMmaster	<i>Eric Dervinis</i>	610.613.2828

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:

Philadelphia Chapter, NRHS
Post Office Box 7302
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
Post Office Box 353
Huntingdon Valley, PA 19006-0353.
(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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Correspondence regarding Cinders or exchange newsletters should be directed to the Editor by email "ic4277eb@yahoo.com" or mailed to:

Kevin Feeney, Editor
1447 Wheatsheaf Lane
Abington, PA 19001-2619

Chapter ZOOM Meeting

June 17 2021 at 700 PM EDT

Meeting ID: 972 6895 6701

Passcode: 616384

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 June 12th from Noon to 3 PM. Going forward, the club expects to be open on the 2nd 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 July 17th 8AM-2PM
Renninger's Antique & Farmers Market, 740 Noble St, Kutztown, PA 19530



FRANK G. TATNALL, JR.

“SEPTA is ready to welcome back more riders,” the authority said in a May 24 press release. As the City of Philadelphia lifts



many of its indoor pandemic restrictions, General Manager Leslie S. Richards said that “we are excited to see more riders starting to come back.” She pointed out that SEPTA people have been working hard to maintain essential services during the crisis and that all necessary protocols are followed to enhance safety for riders

and employees. Now the emphasis will be on increasing service along with a new “SEPTA Is the Way to Go” marketing campaign. The vehicle capacity restrictions imposed during the pandemic also were removed on all vehicles effective June 1, an action made possible by stepped-up cleaning procedures and improved air circulation equipment on buses and rail cars. The requirement that masks be worn by all passengers and employees on board vehicles and in stations also remains in effect, at least for the time being.

Trolley routes 101 and 102 out of 69th Street will be bused for most of the summer to allow for a large-scale improvement project, which will include replacement of switches, installation of new crossovers, replacement of ties in many places and work on the trolley wire. The project dates are June 5 through August 29. And again, this season, starting May 30, Route 10 will be bused between the 33rd Street subway station and 63rd & Malvern due to a trackwork project. For the first time ever, the Philadelphia Flower Show was held outdoors at FDR Park in South Philadelphia June 5-13. The show entrance was just a five-minute walk from the NRG station, terminus of the Broad Street subway.

SEPTA should not have hired a private company to operate the new “Owl Link” shuttle bus service in Lower Bucks County, Transport Workers Union officials charged last month. The Owl Link provides late night service for workers at outlying warehouses and other job sites, connecting those sites with SEPTA bus routes #14, 56 and 66. Union officials said that under State labor law SEPTA should have bargained with TWU Local #234, which represents most SEPTA transit employees, before starting the service. Such flexible options are thought to be necessary for public transit to efficiently serve offline operators like the Amazon fulfillment centers.

On Sunday, May 23, shuttle buses replaced all SEPTA trains between Thorndale and Daylesford due to an AMTRAK switch replacement project. Passengers transferred between trains and buses at Devon station. Beginning Monday, May 24, through

September 10, passengers must board all inbound Wilmington and Newark trains from the #2 inner track at Marcus Hook station and at all stations as far as Darby, to accommodate an AMTRAK track project. New timetables were issued for this line as well as for Manayunk/Norristown and Lansdale/Doylestown.

Regional Rail system ridership is still at about 17% of pre-pandemic levels, although the 460 weekday trains currently in operation represent almost 60% of normal service. As ridership gradually increases, SEPTA in the short term will probably elect to add cars to existing trains rather than increase the actual number of trains. But as people continue to be vaccinated, some center city offices reopen and shoppers return to center city in greater numbers, more trains may be added toward the end of summer.

SEPTA has long had train information display boards in Center City and has finally started to add them at other stations. Operating display boards were seen recently in Jenkintown and at the Philadelphia International airport. [Editor]

President Biden’s \$6 trillion budget proposal for the next fiscal year includes \$13.5 billion for transit projects and \$2.7 billion for AMTRAK, as part of the \$88 billion in funding for the Department of Transportation. The transit funding would



include \$2.5 billion for capital investment grants as well as \$550 million for transit infrastructure grants, almost half of which is intended for the Zero Emission Bus Program. The Amtrak funding represents a

35% increase for track and station improvements, fleet repairs and systemwide maintenance programs. Another \$625 million would create a new grant program with the acronym PRIME, which stands for “Passenger Rail Improvement, Modernization & Expansion” (*Trains*). In the same week that the President submitted his budget proposal, the Senate Committee on Environment & Public Works released a draft \$303.5-billion surface transportation reauthorization bill for the next five fiscal years. The bipartisan measure represents a 34% increase over the FAST (“Fixing America’s Surface Transportation”) Act, which expires at the end of September.

AMTRAK’s 50th birthday celebration came and went on May 1. The event was highlighted by the introduction of several specially painted locomotives, although only a smattering of photos of the units have been seen by this writer online or in the print media (see May *Cinders*). *Classic Trains Magazine* in its summer issue carries a nostalgic article entitled “Circling America by Rail,” in which a recent college graduate in June 1976 logs a two-week-long nationwide trip on AMTRAK. He takes advantage of the new USA Rail Pass which at the time

allowed 14 consecutive days of unlimited rail travel. The article is filled with colorful mostly-on-board photos of the journey, which ranged from Miami to New York City, west to Chicago via the *Cardinal*, and a circle trip to Los Angeles and Oakland via the *Southwest Limited*, *Coast Starlight* and *San Francisco Zephyr*. Many other trains were included, among them such long-gone classics as the *Rio Grande Zephyr*, *James Whitcomb Riley*, *Floridian* and *Lone Star*. All that in just two weeks!

AMTRAK last month lifted its 50-percent capacity limit on coach, business class and Acela ticket sales, which had been imposed early in the pandemic. The combination of capacity limits and tri-weekly operation led to frequent sellouts on long-distance trains (*Trains*). By the first of June, AMTRAK had restored to daily operation eight of the 12 long-distance trains that were cut back to tri-weekly due to loss of ridership during the pandemic. The four eastern trains—*Silver Meteor*, *Silver Star*, *Palmetto*, *Crescent*—were due to be restored effective June 7. Amtrak also announced several service improvements that will be phased in—new Viewliner II sleeping cars, “fully-refreshed” Amfleet II coaches for East Coast service, an “interior refresh” program for Superliner and Viewliner I equipment, upgraded bedding, towels and linens in private rooms and new ALC-42 Charger diesel locomotives with higher performance and lower emissions.

AMTRAK is starting to flesh out its long-range plan to expand rail service across the country, as previewed in the “Connect US” map released in April. On May 27 Amtrak published a 76-page “Amtrak Corridor Vision” statement which builds upon the railroad’s existing national network. “More trains. More Cities. Better Service” seems to be the mantra, with the goal of serving 160 new communities, providing intercity service over 39 new routes, reaching all of the nation’s 50 largest metropolitan areas and increasing Amtrak’s annual revenues by \$800 million versus Fiscal Year 2019. The document suggests that the federal government invest \$75 billion over the next 15 years to develop new intercity corridors in collaboration with the states, apparently a reference to corridors of less than 750 miles which would differentiate them from “long-distance” routes. In the local area, three of the possible new corridors would be Reading-Philadelphia-New York (three daily roundtrips), Scranton-New York (three daily roundtrips) and Allentown-New York (two daily roundtrips). Pittsburgh-New York Pennsylvania service would be expanded to two daily roundtrips. The website for more information is AmtrakConnectsUS.com.



Brian Gorton has been named president & chief operating officer of CONRAIL, the local freight carrier in New Jersey and the Philadelphia and Detroit areas. It is a joint subsidiary of CSX and NORFOLK SOUTHERN.

Brian Gorton has been named president & chief operating officer of CONRAIL, the local freight

Gorton, who began his railroad career in 1987 as a conductor on Conrail, most recently was general manager of UNION PACIFIC’s Houston and Gulf Coast Service Units. He succeeds Timothy Tierney, who retired after 43 years in the railroad industry.



CSX has repainted one of its ex-AMTRAK F40PH-2 executive fleet locomotives in traditional Baltimore & Ohio blue, gray and black, matching the colors of its repainted office cars. The former #9998, the unit now is numbered CSX1 and presumably will be seen leading the railroad’s inspection trains

Famed ex-Norfolk & Western 4-8-4 #611 was delayed on its move to Strasburg (see May Cinders) due to the need to replace a stoker part. But it did arrive on May 26 behind NORFOLK SOUTHERN SD70ACe diesel #1206 and will settle in for a summer-long stay on the STRASBURG RAIL ROAD (see May Cinders). The big locomotive made its first passenger run out of Strasburg on Saturday, May 29.



READING & NORTHERN has purchased the 19.5-mile ex-Jersey Central Nesquehoning Valley branch between Jim



Thorpe and Haucks Junction, PA for \$4.7 million. For several years, RBMN has leased the line from Carbon County to connect its former

Reading and Lehigh lines, and now reports that it will spend another \$4 million to upgrade the connection—which includes the impressive Hometown high bridge and hosts numerous passenger excursions during the season. The project will allow an increase in track speed from 25 mph to 40 mph.

Last month, the new head of the federal Surface Transportation Board wrote an unusual letter to the CEOs of all seven Class I railroads. In the letter Chairman Martin Oberman expressed his concern about the undue pressure that Wall Street exerts on the

railroads to relentlessly cut costs, lower their operating ratios and pursue share buy-back programs. He suggested that these actions may conflict with the board's mandate to ensure that the U.S. has a strong national rail network, and he questioned the need for any more major railroad mergers—an apparent reference to the proposed merger of **CANADIAN NATIONAL** and **KANSAS CITY SOUTHERN**. What's needed, Oberman said, is more rail competition, not less. Pointing to the enormous reduction in the railroads' workforce over the last few years—"I think something like 25 percent"—he asked the seven big carriers to update the board on their hiring plans for the next two years and their ability to meet freight demand, especially crew and locomotive availability (*Trains*).

OBITUARIES

Samuel Martin Herb

Lecturer, RDG Heritage Museum Docent

NEW BRITAIN, PA--Samuel Martin Herb, 82, passed away at his home in New Britain, PA on Monday May 3, 2021.

Herb had a lifelong interest in railroads and their heritage. He was a frequent presenter at Southampton Station Historical Society's annual symposium at the North & Southampton Reformed Church in Churchville. He was also a docent at the Reading Railroad Heritage Museum in Hamburg, PA. He was active in local Boy Scout activities.

He had four children, with his wife predeceasing him. Services were held on Thursday, May 6, 2021, at St. Jude Roman Catholic Church in Chalfont, PA with interment in St. John Neumann Cemetery in that Bucks County community.

John Mucha, retired Park Ranger at the Steamtown National Historic Site in Scranton, passed away on January 27, 2021. John was also a former Chapter President (1993-1994) and former Chapter Member of Lackawanna & Wyoming Valley Chapter, NRHS

Michael Kavolius, Chapter Member Since 1985;
Other Eastern Rail Historians

ELIZABETH, NJ ---- We have been informed by his family that Philadelphia Chapter Member Michael Kavolius, of Elizabeth, New Jersey, passed away on June 29, 2020. Kavolius had been a member of our Chapter since 1985. No other information was available to us.

James Murchie Eaton Mixter, Jr., age 70, a member of Potomac Chapter, NRHS, passed away on Friday, April 30, 2021, at his home in Oakton, VA. Jim was also a longtime member of the Cincinnati Railroad Club, and wrote extensively in that organization's newsletter.

Victor J. Campbell **Noted New England Rail Enthusiast** **Passes Away at Age 79**

Longtime New England rail enthusiast Victor J. Campbell passed away on March 29 following a period of declining health at the age of 79. Campbell had been a member of the Massachusetts Bay Railroad Enthusiasts and had been extremely active throughout his life. He had originally been a founding member of the Chesapeake Bay Railroad Enthusiasts, transferring to Mass Bay RRE following his relocation to Boston.

He was particularly active in coordination of railfan excursions the New England group operated, including trip itineraries, railfan chaser guides and overall trip organization. He also worked on Mass Bay's signature newsletter, *Callboy*. Contributions in Vic's memory may be made to the Mass Bay RRE Railroad Preservation Fund, P. O. Box 4245, Andover, MA 01810-0814. Interment was private in a family plot in Arlington, MA.

Atlantic City Trolleys

Jeff Marinoff PRSL Historical Society

The Atlantic City trolley system was owned by the Pennsylvania Railroad and leased to the Atlantic City & Shore Railroad Company to operate it. When it was decided to buy a modern fleet of streamlined trolleys in the late 1930s, the PRR saw to it



that the order was placed with the J.G. Brill Company of Philadelphia, for a single demonstrator in 1938 and a fleet in 1940. I have viewed the preserved Brill order books at the Historical Society of Pennsylvania

in Philadelphia. The hand written in ink ledger book clearly shows that the cars were ordered by the P-RSL.

I have the actual file folders with correspondence between J.G. Brill and the AC & S RR Co. Luckily, I rescued tons of it or it would have gone into dumpsters decades ago. The AC & S complained bitterly about the suspension system and the rocking and swaying of the Brilliners, even when the cars were new. It had little or nothing to do with the track condition. But as you know, the local management of the AC & S wanted PCC cars, which they saw displayed in Atlantic City at transit conventions. But the AC & S took their orders and were 'told' what they were getting from the PRR, who actually ordered the 1938 demonstrator Brilliner and the 1940 production fleet of the Brilliners. The PRR was kissin cousins with Brill!

There were three single end Brilliners "leased" as demonstrators to the PRT in Philadelphia in 1939. Those three cars were later purchased outright by the PTC. In addition, one sample car was sold to Cincinnati and one to Baltimore for evaluation purposes.

One sample single end Brilliner car was sold to the Pennsylvania Railroad and leased to the Atlantic City & Shore Railroad in 1938, followed by a fleet of 24 more single end Brilliners in 1940. The Atlantic City & Shore Railroad originally wanted double end Brilliners for its Ocean City Division, the "Shore Fast Line". When the AC & S RR {Pennsylvania Railroad, owner} abruptly cancelled the order in 1940, Brill had already started to make the dies and patterns. The cars were modified and sold to the Philadelphia Suburban Transportation Company. After that fiasco, Brill totally gave up on the rail car business and only made trackless trolleys and buses. By that time, Brill had merged with ACF [American Car and Foundry].

Of interest are the reasons why J.G. Brill decided to design their own streamlined car called the Brilliner, rather than build PCC cars. Even though Brill was an original member of the President's Conference Committee, they refused to pay royalties

to anybody for car or truck designs. Brill had a monumental ego and felt that they were "the" premier streetcar and truck builder, who didn't need to be told how to build street cars or trucks. They took that as an insult. So, they had discussions with their 'friends' at the Pennsylvania Railroad, who at that time owned the trolley system in Atlantic City. At that time, the Atlantic City & Shore Railroad leased the operation from the PRR. It was the PRR who actually ordered the 1938 sample Brilliner car and the 1940 fleet of 24 additional cars for Atlantic City {from actual



Brill order books at Penna. Historical Society}. This was done over the objections of the local management of the AC & S RR in Atlantic City, who openly stated they wanted PCC cars. The PRR had their industrial designer Raymond Loewy work with J. G. Brill on the Brilliner car body design and paint layouts.

It might be noted that J.G. Brill was sued over patent infringements on the 97 ER1 Brilliner truck. Brill lost those lawsuits and had to pay. It might also be noted that shortly after WWII Atlantic City tried unsuccessfully to buy the sample Brilliner cars from Cincinnati and Baltimore.

Mention should be made about the horrible suspension system on the Atlantic City Brilliner cars. The cars had a nauseating side to side sway or rocking motion. Unlike PCC cars that tended to bounce up and down at times, the Brilliners swayed or rocked back and forth. Many passengers complained of getting car sick because of it, although it never bothered me. I have the actual correspondence files between the Atlantic City & Shore Railroad and the J.G. Brill Company, where they complained bitterly about it - even when the cars were new.

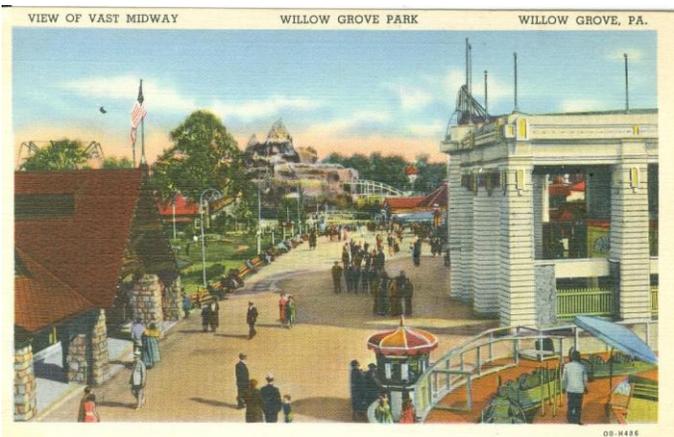
Home movies show Atlantic City Brilliners rocking for thirty or more seconds after coming to a complete stop at car stops. The cars were rocking back and forth on the trailers. So, it wasn't the track condition that caused it, but rather the poorly designed suspension. Some people mistakenly thought in later years that it was caused by bad track

PTC Route 6 Olney Avenue to Willow Grove

Following the passing of National Representative Peter M. Senin in February, we published in our April issue, a short article detailing Philadelphia Transportation Company's Route 55, which operated from Broad and Olney to Willow Grove via Old York Road. In our May issue, we published a "teaser" piece with some photos of Route 6, operating from Broad and Olney to Willow Grove via Ogontz Avenue and Keswick Avenue. The thought was that Pete's remains, in a different era, could have been transported from the William May Funeral Home at Easton Road and Keswick Avenue to Hillside Cemetery in Roslyn via the Route 6, carried on the famed "Hillside" funeral trolley.



This photo shows double-end car #5326 on an NRHS fantrip in August 1956. In the background is a Route 6 PCC car. In the background is either a Route 55 or Route 74 Mack bus, plus a 1955 Chevrolet PTC supervisor's car. *JOSEPH M. MANNIX Photo, Philadelphia Chapter, NRHS Collection.*



Postcard from LARRY EASTWOOD collection

In this issue, we detail the history of the Route 6, and its association with Willow Grove Park, which was built and owned by the PTC. The Upper Moreland Historical Association's archives tell us that Peter Widener and William Elkins, two influential men in the Philadelphia Rapid Transit Company, conceived the idea of building a park to entice

Philadelphians and others to ride their new trolley line, with the first car arriving in Willow Grove, via Glenside, on May 11, 1895. Willow Grove Park itself opened on May 30, 1896 and concerts began in 1897. A huge yard area for the trolleys was built within the Willow Grove terminal to handle Park audiences sometimes numbering between 15,000 and 20,000. Customers entered the Park via an underpass beneath Easton Road.

Famed orchestras such as Victor Herbert, the Russian Symphony and the New York Symphony, the latter led by Walter Damrosch, drew huge audiences. Of course, one of the most famous orchestras was March King John Philip Sousa's, of U. S Marine Corps Band fame, who first appeared in 1901, then annually until 1926. The Reading Railroad also served the Park, carrying 583,348 passengers in 1903. In the Summer of 1909, total attendance at the Park was 3,000,000 and some 100,000 people attended Sousa's final concert.

As the Park aged, its prominence was diminished and the Park was sold to the Hankin Brothers of local notoriety and a shopping center was built to contain a Penn Fruit Supermarket in 1947, and Snellenberg's Department Store and G. C. Murphy's Store in 1953; in 1958, another portion of the Park was purchased by the Hankins and a 116-lane bowling alley was built. In 1970, a syndicate leased the amusement section of the Park, becoming the Six Gun Territory. The Park itself was closed on April 14, 1976 and was demolished to make way for what is today's Willow Grove Park Mall.



This photo shows double-end car #5001 in the center right-of-way on Tyson Avenue in Roslyn, PA on January 29, 1956. This street was completely reconstructed during 2020. *RICHARD S. SHORT Photography*

To reach Route 6, the trolleys traveled via Ogontz Avenue in Philadelphia, then on a private right-of-way in the middle of Limekiln Pike in Cheltenham Township, running through the woods onto Keswick Avenue in Glenside, then along Tyson Avenue, Edge Hill Road, Rockwell Road and more private right-of-way to reach the Park. The route was double-tracked the entire length and at one point passed through a three-level intersection above the Reading's New Hope Branch and below

Welsh Road. Streetcar service ended on June 8, 1958 between Willow Grove and Cheltenham Avenue. The remaining rail operation ceased on January 12, 1986 when SEPTA buses served the entire route out of Olney Terminal. In the "teaser" piece in May *Cinders*, a photo was shown of a former substation at Church Road in Glenside, a building now owned by adjacent Arcadia University. Route 6 had an often-used suburban zone fare system. This zone started at Church Road, where a fare collector would board, getting off further up the line, perhaps at the loop on Tyson Avenue near Easton Road, boarding a southbound car to repeat the process.



On a Philadelphia Chapter, NRHS charter in August 1956, double-end streetcar #5326 is shown ducking UNDER the Welsh Road bridge, then turning to cross OVER the Reading Railroad Hatboro-New Hope Branch, which is in a deep cut below. While the Welsh Road bridge has been replaced, this looks much the same in 2020. *Original Photographer Unknown, R. L. Eastwood, Jr., Collection*



On March 23, 1958, a PCC car enroute to Willow Grove has just come off Rockwell Road in Abington and is about to cross the bridge over the Reading Railroad Hatboro-New Hope Branch before ducking

under Welsh Road. JOSEPH M. MANNIX Original, Philadelphia Chapter, NRHS Collection



Southbound PCC car in snow is approaching Royal Avenue in Wyncote (near Bishop McDevitt High School) on March 23, 1958. JOSEPH M. MANNIX Photo, Philadelphia Chapter, NRHS Collection.



ROUTE 6
OLNEY TERMINAL-WILLOW GROVE

NORTHBOUND
FROM OLNEY TERMINAL TO WILLOW GROVE

WEEKDAY		SATURDAY		SUNDAY	
AM	PM	AM	PM	AM	PM
8:00	11:00	8:00	11:00	8:00	11:00
8:15	11:15	8:15	11:15	8:15	11:15
8:30	11:30	8:30	11:30	8:30	11:30
8:45	11:45	8:45	11:45	8:45	11:45
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12:45	3:45	12:45	3:45	12:45	3:45
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1:45	4:45	1:45	4:45	1:45	4:45
2:00	5:00	2:00	5:00	2:00	5:00
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2:30	5:30	2:30	5:30	2:30	5:30
2:45	5:45	2:45	5:45	2:45	5:45
3:00	6:00	3:00	6:00	3:00	6:00
3:15	6:15	3:15	6:15	3:15	6:15
3:30	6:30	3:30	6:30	3:30	6:30
3:45	6:45	3:45	6:45	3:45	6:45
4:00	7:00	4:00	7:00	4:00	7:00
4:15	7:15	4:15	7:15	4:15	7:15
4:30	7:30	4:30	7:30	4:30	7:30
4:45	7:45	4:45	7:45	4:45	7:45
5:00	8:00	5:00	8:00	5:00	8:00
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