

SEPTA Route Cutbacks – 1976

All the recent discussion concerning track has had me¹ digging out some old track maps to find a 1976 era track map that shows some interesting assortment of cutbacks and wyes that were operable at this time. Additions and corrections welcomed...

Route 6

- Olney and City Line terminals only

Route 10

- City Hall and 63-Malvern terminals
- 60th & Lansdowne cutback (for pull ins)
- 63rd & Lansdowne cutback also possible
- 36th & Lancaster wye available leading east on Lancaster from 36th to dead end

Route 11

- City Hall and Darby terminals
- Island Rd & Woodland wye possible
- 50th & Woodland cutback (for pull-ins)

Route 13

- City Hall and Yeadon terminals
- Darby Extension (complete loop available) via former Route 62
- Mt. Moriah cutback loop
- 49th & Chester cutback (for pull-ins)

Route 15

- 63rd & Malvern and Richmond Westmoreland terminals
- 60th & Girard cutback (for pull-ins)
- 41st & Parkside cutback loop (available from East only)
- 26th & Girard cutback switch (available from East, though wye possible from west)
- 4th & Girard and 5th & Girard cutback wye possible at 50 line intersection
- Richmond & Cumberland cutback loop (available from West only)

¹ Author unknown

Route 23

- 10th & Bigler and Germantown & Bethlehem Pike terminals
- 12th & Snyder cutback(available from North only)
- 12th & Bainbridge cutback (available from North only)
- 11th & Spring Garden cutoff (available from south only - single direction spur - not practical at all as a true turn back)
- 10th & Susquehanna cutback (available from North, though wye possible from south).
- Germantown & Old York Rd. cutback (pull-ins to Luzerne from south)
- Germantown & Venango cutback Loop (available from North)
- Germantown & Erie cutback switch (pull ins to Luzerne, used in tandem with "Germantown & Venango" cars to pull cars in from North)
- Germantown & Gorgas cutback (pull-ins to Germantown pre-76), and looping of cars available from either end
- Germantown & Mermaid cutback loop (available from south)

Route 34 -

- City Hall and 61-Baltimore Terminals
- 49th & Baltimore cutback available from West (for .pull-ins)
- 52nd & Baltimore cutback wye available leading North on 52nd to dead end

Route 36

- City Hall and 80-Eastwick terminals
- Island Road & Elmwood cutback loop available from East
- 49th & Woodland cutback available from West (for pull-ins)

Route 50

- 6th & Oregon and Rising sun-Olney terminals
- 6th & Ritner cutback available from North
- 6th & Snyder wye possible from North, cutback possible from South
- 4th & Ritner alternate terminus available from North
- 4th & Catherine cutback available from North
- 4th & Girard cutback available from North
- 5th & Girard cutback available from South
- 6th & Allegheny cutback available from North
- 6th & Erie cutback available from North (pull-ins to Luzerne)
- 5th & Rising Sun cutback available from south (and for pull ins from South, used in tandem with 6th & Erie switch)
- 3rd & Wyoming cutback switch available from south (cars to Courtland Shops and Loop)
- Rising Sun-Extension Loop available from south

SEPTA Route Cutbacks – 1976

Route 53

- Wayne & Carpenter and 10th & Luzerne terminals
- Wayne & Cheltenham wye available leading North on Cheltenham Ave. to dead end
- 17th & Erie cutback loop available from East

Route 56

- 23-Venango and Torresdale & Cottman terminals
- 10th & Erie cutback available from both ends for Luzerne pull-ins
- Torresdale-Frankford cutback loop available from West

Route 60

- 35-Allegheny and Richmond-Westmoreland terminals
- 26-Allegheny cutback wye available, leading south on 26th to dead end
- 6-Allegheny and 5-Allegheny wyes possible at cutbacks on the Route 50 line