

The Streamliner

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FPT HOLDS FIRST TWENTY DOLLAR DAY AT NATIONAL CAPITAL TROLLEY MUSEUM

Story and Pictures by Bill Monaghan

The Friends of Philadelphia Trolleys and the National Capital Trolley Museum held their very first "Twenty Dollar Day" at the NCTM on May 11, 2019. "What is a 'Twenty Dollar Day?'" you may ask. For a donation of \$20.00 (or maybe more) you get to ride, photograph and operate the various streetcars at the museum. You also get to meet and socialize with other streetcar fans. We were very fortunate in having 57 people attend the event. The funds raised at the event are donated to the hosting museum towards the restoration of one particular Philadelphia car. In this case, all of the proceeds, which amounted to over \$1,200.00, went to the future restoration Philadelphia & West Chester Traction Company/Red Arrow/SEPTA car #85.

During the day, there was a special appearance of Capital Traction Company snowsweeper #09, built in 1899. The sweeper had recently had its resister grids rebuilt to allow the car to allow to be operated for this especially for this event. The last time that car #09 operated was February 16, 2013, during an annual Winterfest.

Red Arrow car #85 was built by the J.G. Brill Company in 1932. It was operated in the western suburbs of Philadelphia until it was retired by SEPTA in 1982. The roof already has a new canvas on it and the car body is in good shape. If you would like to contribute to this car. You can send your donations to: FPT, INC., POST OFFICE BOX 33397, PHILADELPHIA, PA 19142. Your donations are *always* appreciated.

The pictures on the immediate right shows some of the cars operated on that day. It goes without saying that everyone had a great time.



The picture above shows FPT board members, Bill Monaghan, Matt Nawn and Harry in front of #85 at National Capital Trolley Museum.





ANOTHER SUCCESSFUL WEEKEND

*By Harry Donahue
Pictures by Bill Monaghan*

The weekend of May 17, 18 and 19, 2019 was a successful one for the Friends of Philadelphia Trolleys, and ultimately, for 1923 Brill single-end car #8042 at the Pennsylvania Trolley Museum. Over \$1,500.00 was raised for the car at two events. The East Penn Traction Meet was held on Friday and Saturday at the Allentown, Pennsylvania Fairgrounds. FPT had a sales table at the meet, staffed by Bill Monaghan, Roger DuPuis, George Rich and this writer.

On Sunday, May 19, FPT sponsored a PCC II charter, which was a complete sell out. Route #10 was bused due to track work, so the routing was confined to Routes #11, #13, #34, #36 and the Diversion Route. All of Routes #11 and #34 were covered since these two lines are original subway surface lines dating from 1906. Routes #13 and #36 did not go into the subway until 1955-56.

FPT would like to thank everyone who supported these two events.



The Streamliner is published by the Friends of Philadelphia Trolleys, a Pennsylvania non-profit corporation.

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The Friends of Philadelphia Trolleys encourage you to visit and support trolley museums dedicated to the preservation of Philadelphia's trolley heritage, including the following:

Baltimore Streetcar Museum

www.baltimorestreetcarmuseum.org

Electric City Trolley Museum Association

www.ectma.org

National Capital Trolley Museum

www.dctrolley.org

Newtown Square Railroad Museum

www.newtownsquaretrainmuseum.org

New York Museum of Transportation

www.nymtmuseum.org

Pennsylvania Trolley Museum

www.pa-trolley.org

Rockhill Trolley Museum

www.rockhilltrolley.org

Seashore Trolley Museum

www.trolley-museum.org

Shore Line Trolley Museum

www.shorelinetrolley.org

Halton County Radial Railway

www.hcry.org

Have an article, suggestion or compliment you'd like to submit for the newsletter? Contact us via the e-mail address listed above.

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PTC C-145 RESTORATION PROJECT UPDATE

By Matthew E. Nawn and Matthew W. Nawn

Significant progress has been made since January on the restoration of former Philadelphia Transportation Company snow sweeper C-145, which is being led by Life Scout Matthew E. Nawn of Boy Scout Troop 103 in Hanover, Pennsylvania in pursuit of earning the Eagle Scout Rank. The project continues to move forward despite the suspension of electric car operations at BSM following the CSX derailment on March 15. There have been a total of 5 work sessions held to date; February 23, March 2, March 9, March 30, and May 18; and by the time you read this at least two more sessions in June. Onsite work was suspended in April as Matthew E. was competing as part of Hanover High School's varsity track team (distance events: one mile, two mile and part of the 4x800M team). The project is jointly sponsored by Baltimore Streetcar Museum and the Friends of Philadelphia Trolleys.

A number of volunteers have physically supported the project to date, including BSM and FPT Members Jim Walsh, Mark Dawson, Ed Amrhein, Buster Hughes, John LaCosta, Bill Monaghan, Mike Lawson, Logan Tracy, Andrew Nawn; Boy Scout Troop 103 scouts and leaders Jackson Corbin, Mike Corbin, and Jeff Rosenzweig. Matthew W. Nawn is the Eagle Scout Project Coach and, of course, Matthew E. Nawn, is the Project Leader. Jerry Sateriale, who is a master carpenter, is donating all of his time and labor to the project and is overseeing fabrication of the replacement wooden siding, window sills, and wooden structure repairs. Along with the physical contributions, to date the Friends of Philadelphia Trolleys has raised \$1,500.00 for the project, thanks to the generosity of donors throughout the United States.



The initial steps of the work consisted of assessing the condition of the car's exterior, including marking every piece of wood in need of replacement, and measuring of the car's "PRT" and "C-145" lettering and numerals so replacements can be painted towards the end of the project (interesting fact: although the project is referred to as the PTC C-145 project, the intent is to restore the car as it would have looked during the time of its ownership by Philadelphia Rapid Transit Company—PRT—prior to 1940). After careful removal of sample siding and window sill sections, removal of the rotten exterior wood began in earnest. Most challenging aspect of this work was removal of the exterior plywood sheathing installed later in the car's life as replacements for large sections of poplar tongue and groove siding. These large plywood sections tended to trap moisture from behind, and were held in place with a variety of fasteners. Removal was rather frustrating until Mike Lawson brought a small circular saw that was just the right size; this made cutting these large pieces into manageable sections feasible. Siding that was to remain along with car body doors were carefully stripped, by hand, of old paint before finish sanding could begin. Work has started on grinding of old paint from the steel exterior truss sections, car body frame, and door thresholds.

Along with the work at the museum site, Jerry Sateriale has made a sample new window sill, new headlight mounting rings, and will be overseeing the milling of the over 200 pieces of exterior siding. Mike Lawson has graciously taken both headlights home for a complete restoration; similar to what Mike has done for the farebox, fare register, and windshields of PSCT/NJT Car #26. Ed Amrhein is arranging for the fabrication of new steel trim for installation along the lower car sides.





While the scope of the Eagle Scout project is fixed, a few extra items have been added for the benefit of the completed project. Ed Amrhein and Logan Tracy removed many stored items from the car body interior. Ed is also arranging to have new glass fabricated and installed in the side and door windows. Mike Lawson and Matt Nawn could not tolerate the rusty appearance of the trucks, and will ensure these are cleaned and repainted. The wooden roof boards will be replaced where needed. Matt Nawn has offered to give the car a thorough mechanical and electrical servicing when the restoration work is completed. Last, and certainly not least, John La Costa gave the car a much-needed brake adjustment shortly before work commenced.



We look forward to providing further updates as progress continues. The goal is to complete the work by the B.S.M. Annual Members Day in September.

A final historical footnote: car C-145 has a connection with BSM's most famous former Philadelphia vehicle, SEPTA #2168. For most, if not all, of its service life in Philadelphia, C-145 was assigned to Woodland Depot in West Philadelphia. Car #2168 operated out of Woodland Depot, starting in 1968; C-145 was retired circa 1974. Thus it is quite possible C-145 was used to keep the tracks clear for #2168 both in Philadelphia and Baltimore.



SAVE THE DATE!

MARCH 28, 2020: Save the date and hope for good weather! Friends of Philadelphia Trolleys will be sponsoring a Twenty Dollar Day at the Pennsylvania Trolley Museum (PTM) in Washington, Pennsylvania. For a donation of \$20 (or more if you feel so inclined) come ride, photograph and operate various trolleys along PTM's four-mile round-trip right of way. Watch for more information on our website and Facebook pages!



SEATS STILL AVAILABLE



FPT could use twenty more folks to sign up for the Toronto charter on August 17, 2019 to break even. The six-hour excursion will be on two of Toronto Transit Commission's cars: a historic PCC car and a Canadian Light Rail Vehicle (CLRV) that will soon be retired. For more information, see the reservation form included in this *Streamliner*! Reserve now and we'll see you in Toronto!



The C-145 project has, thus far, received donations, totaling \$1,500.00. Here's Project Manager Matt Nawn handing a check to Baltimore Streetcar Museum's Ed Amrhein for that amount. (OK ... it's a mock-up of a check, but you get the idea.)



UH OH ... IT'S THAT TIME TO RENEW YOUR FPT DUES!

The Friends of Philadelphia Trolleys has sincerely appreciated your support for the past membership year, that runs from July 1 to June 30. Since June 30 is around the corner and to avoid the rush, won't you please take a moment to print out a copy of the membership form attached to *The Streamliner*, complete it and send it to FPT with your dues payment? Again, thank you for your support by sending in your dues.

SEPTA'S LAST PCC CAR

Over the decades, the Southeastern Pennsylvania Transportation Authority (SEPTA) and its predecessors, the Philadelphia Rapid Transit Company and then the Philadelphia Transportation Company, operated a total of nearly 600 PCC cars, purchased new and used, from other cities that included Saint Louis, Kansas City and Toronto. This number does not

include the three PCC-type cars built by the J.G. Brill Company, known as "Brilliners." Around 1960, these cars began to disappear from Philly's streets due to car line to bus line conversions that continued for many years. Other than the rebuilt PCC II cars that run on SEPTA's Route #15, only *one* original PCC remains on the authority's property, car #2194, which is used as a work car. The picture below shows Matt Nawn and son, Andrew (a.k.a. "Mr. PCC"), in front of #2194 at the Elmwood Depot.



FPT PROVIDES EXTERIOR PAINT FUNDING FOR PCC #2740

By Harry Donahue

This past spring, the volunteers at the National Museum of Transportation, in Saint Louis, Missouri, have continued the restoration of former PTC/SEPTA PCC car #2740. Now that they have returned the interior of the car, which still had the two-tone blue from SEPTA's 1980's General Overhaul program, back to its PTC green and cream, they have turned their attention to the car's exterior.

The funding for the exterior PTC green and cream paint has been provided by FPT. The museum is backdating the car to its "as delivered" 1947 motif. Once the painting is finished, FPT will also be providing a complete

set of interior and exterior decals for #2740. We are always happy to see another Philadelphia car restored. Thanks to everyone who has supported FPT's projects over the years. The pictures below show the undertaking's progress.



MORE PICTURES, STILL

We weren't able to fit any more pictures of the Twenty Dollar Day and May 19th charter in the previous pages of *The Streamliner*. So, here's a couple of more in the next column for your enjoyment.



Friends of Philadelphia Trolleys

Wilmington Chapter NRHS

JOIN US IN TORONTO!



The Friends of Philadelphia Trolleys and the Wilmington Chapter of the National Railway Historical Society are co-sponsoring a charter in Toronto, using a celebrated PCC car and a CLRV. This should be an historic trip as the days for CLRVs are coming to an end, being replaced by the Toronto Transit Commission's new Bombardier cars. Proceeds from this charter will be donated for Philadelphia Transportation Company's 1923 #8042 Brill, which is now being restored at the Pennsylvania Trolley Museum. The charter will last six hours and costs \$85.00 (U.S. funds) per person. Charter equipment and routing are subject to change. Act now! To reserve your seat(s), use the form provided below.

DATE: Saturday, August 17, 2019

TIME: 11:00 A.M. to 5:00 P.M.

WHERE: Russell Carhouse, 1433 Queen Street East, Toronto, Canada

COST: \$85.00 (U.S. Funds) per person

DETAILS: Please make your check out to FRIENDS OF PHILADELPHIA TROLLEYS, INC. and mail it with your reservation form to HARRY DONAHUE, 103 MULBERRY COURT, MORGANTOWN, PA 19543. ***Checks or credit card payments must be received by August 7, 2019.*** For our Canadian friends paying by check, please write on the amount line: EIGHTY FIVE DOLLARS, US FUNDS. Also, you may pay by credit card by visiting the Wilmington Chapter's trip website at: WWW.WILMINGTONCHAPTERTRIPS.COM. Need more information? Contact Bill Monaghan by emailing him at FPT2799@COMCAST.NET or by calling him at 856-297-2355. Please be sure to check the Friends of Philadelphia Trolleys' website [HTTP://FRIENDSOFPHILADELPHIATROLLEYS.ORG](http://FRIENDSOFPHILADELPHIATROLLEYS.ORG) for updates before the trip.

----- ✂ Please cut on line below. ✂ -----

Name: _____

Email: _____

Address: _____

Phone: _____

City: _____

State: _____

ZIP: _____

Number of seats requested: _____

Total amount enclosed: \$ _____

Payment method: ☐ Check enclosed. ☐ Payment made by credit card at Wilmington Chapter's website.

HELP SUPPORT THE RESTORATION OF P.T.C. SNOWSWEEPER C-145



As you know, there are many historically important trolley cars from the Philadelphia area in need of restoration. One of these valued cars is PTC snowsweeper C-145, which was built in 1923 and is currently stored outside at the Baltimore Streetcar Museum. During C-145's time outside, the exterior paint has suffered from fading, graffiti, severe chipping and flaking. Additionally, a certain amount of the poplar wood panels have rotted from exposure to the elements.

In order to restore PTC C-145's exterior to an attractive appearance, Friends of Philadelphia Trolleys member, Matthew E. Nawn, has decided to undertake the painting and refinishing of C-145's exterior as his Eagle Scout project. This project will not be possible without your support. The woodworking will be done by a master carpenter who has offered to donate his services, while the painting will be done by volunteers under his direction. He currently estimates that the project will last into July, with six to eight hour work sessions, twice a month at the Baltimore Streetcar Museum.

The car will be moved inside during the project as needed. After completion of the restoration work, the car is slated to be stored out of the weather to prevent the exterior from once again being damaged by the elements. The project requires funding through donations. Please consider making a donation by using the form below. *Thank you* in advance for helping preserve a part of Philadelphia's history.

✂ Please cut along the line below and return the bottom portion with your donation. ✂

Yes! I would like to help with snowsweeper #C-145's restoration campaign.

Name: _____
Address: _____
City: _____ State: _____ ZIP: _____
E-mail: _____ Phone: _____
Donation Amount: \$ _____

Please make your check payable to FRIENDS OF PHILADELPHIA TROLLEYS, INC. Please be sure to mark on your check that your donation is for snowsweeper #C-145.

Mail to: FRIENDS OF PHILADELPHIA TROLLEYS, INC.
P.O. BOX 33397
PHILADELPHIA, PENNSYLVANIA 19142-0397

FRIENDS OF PHILADELPHIA TROLLEYS, INC.
P.O. BOX 33397
PHILADELPHIA, PENNSYLVANIA 19142-0397
ANNUAL MEMBERSHIP FORM



HELP PRESERVE PHILADELPHIA'S TROLLEY HERITAGE

Check one: ☐ New Member (Welcome!)

☐ Renewal (Thanks for Renewing!)

Name: _____

Member #: _____

Address: _____

City: _____

State: _____

Zip: _____

Email: _____†

Telephone: _____

I hereby apply for the class of Annual Membership in the FRIENDS OF PHILADELPHIA TROLLEYS, INC. as indicated below and enclose the appropriate dues:

Please check one:

☐ Regular \$35.00

☐ Student (under 18) \$15.00

☐ Retired (over 60) \$25.00

☐ Life member \$500.00

☐ Additional Donation \$_____

Total Enclosed: \$_____

Please make check payable to **Friends of Philadelphia Trolleys, Inc.**

This form and your dues should be sent to **P.O. Box 33397, Philadelphia, Pennsylvania 19142.**

Friends of Philadelphia Trolleys Inc. (FPT) is a non-profit corporation, as defined by Section 501 (3)(c) of the Internal Revenue Service Code. Since June 2005, the Friends of Philadelphia Trolleys has donated over \$185,000.00 towards the preservation of Philadelphia Trolleys in five museums.

The membership year runs from July 1 to the following June 30. The Friends of Philadelphia Trolleys thanks you for your support!

†Your e-mail address is needed for you to receive *The Streamliner*, the FPT's newsletter. *FPT does not sell or share e-mail addresses.*