

# The Streamliner

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## CELEBRATING FIFTEEN YEARS AT BSM

*By Harry Donahue and Matt Nawn*

June 2020 marks fifteen years since former SEPTA PCC Car #2168 arrived at the Baltimore Streetcar Museum. This was the beginning of a long and beneficial partnership between The Friends of Philadelphia, Inc. and the Baltimore Streetcar Museum that has helped both organizations grow and further enhance their respective missions.

The Friends of Philadelphia Trolleys was incorporated as a non-profit organization on March 6, 2003 in Philadelphia to provide for the preservation and restoration of vintage electric trolley cars from the Philadelphia area. The original goal of the organization was to provide a source of funding for the maintenance and repair of SEPTA PCC car #2168, which at the time was still active in Philadelphia for special events and operations. The original founding members of the organization were Harry Donahue, Dave Horwitz, Bill Monaghan, and Matt Nawn; four enthusiasts who shared a desire to find a means to support preservation of vintage trolley operation in Philadelphia and find others who shared the same goal. The group was encouraged to be formally incorporated and mentored by the late Bob Hughes. The organizations' leadership has expanded from the four founding members to a board of five Directors, which includes the original founding members and Roger DuPuis. Several additional members serve as advisors to the board and board decisions are made by consensus.

Although formally incorporated in 2003, it could be argued that FPT's origins go back to a series of trolley fan trips operated in the Philadelphia area. Harry and



Matt started organizing trips in 1998, with the first car chartered being #2168 in July 1998 to mark the car's 50th anniversary of revenue service. Additional trips followed with other cars and even trackless trolleys at times. Proceeds from each of these trips were donated to an established museum preserving a car from the Philadelphia area. Harry and Matt organized these trips and typically requested Bill Monaghan, their long-time friend, as the operator. Bill knew Dave Horwitz as one of his regular passengers on his "day job" of operating trolleys on the SEPTA subway-surface lines, and Harry and Matt met Dave on fan trips, thus the group started to form. Roger got to know Dave, Harry, Matt, and Bill as well and his professional skills in the media industry would be a valuable asset, and thus he became the fifth director. Each of the directors brings a unique skill to the organization, helping the organization make effective decisions, and work in harmony for common goals.

Following formal incorporation, FPT embarked on raising funds to be offered to SEPTA along with a proposal to restore and repaint car #2168 in its 1970s colors of orange, blue, and white, commonly nicknamed "Gulf Oil" colors, for use at special events. FPT leadership felt that these colors would be remembered by Philadelphia residents since they had been in use in recent decades, would be eye catching, and represent something that was not preserved on any other remaining Philadelphia streetcar. SEPTA gave the FPT proposal, and offer of funding, fair consideration, but the timing was simply not right. SEPTA was beset by financial challenges at that time, and still lacked a steady source of funding since Pennsylvania Act 89 was still in the future. To be fair as well, FPT had a lot of ambition, but was also still a new organization at this time. SEPTA thanked FPT for





its willingness to assist but politely declined the offer. Shortly thereafter, things seemed to get worse, as SEPTA announced it would be disposing of the remaining historic cars in its collection, offering them to a list of museum organizations at nominal prices representing the administrative costs associated with getting the vehicles off of SEPTA's book. Cars not selected for preservation would likely be sold for scrap.

Early 2005 represented a turning point for FPT as an organization. The leadership considered the future of the organization since the original goal was no longer possible, and options considered including disbanding the organization and distributing the treasury among established museums in Pennsylvania as a final step. Other proposals for support for specific Philadelphia cars in museums were considered, but none of these proved to be viable at that time. The end of FPT appeared to be in sight.

However, by chance, Harry learned from John Engleman at the 2005 East Penn Trolley Meet that Baltimore Streetcar Museum had already purchased SEPTA PCC car #2799 and snow sweeper C-145 (which, unknown at that time, years later would become another FPT sponsored project) for the whopping price of \$200.00 each and was considering purchase of at



least one more former SEPTA PCC cars for use as a "beater car" for operation and special events. Harry quickly discussed the idea of FPT supporting acquisition of car #2168 by BSM with FPT's founding members, who all agreed to proceed, and upon Ed Amrhein's confirmation on behalf of BSM, the deal was consummated. FPT next provided the initial \$200.00 to BSM for the acquisition of #2168, and thus began a new chapter for The Friends of Philadelphia Trolleys and the Baltimore Streetcar Museum.

The specific story of #2168 will be covered a little later in this article, but the sponsorship of #2168 by The Friends of Philadelphia Trolleys led to positive things beyond the most far-fetched dreams of the organization's founders. With this humble beginning, FPT has grown to provide more than \$200,000.00 in grants to established museums as far away as Missouri for sixteen different vehicles originally from the Philadelphia area, as well as providing technical assistance to organizations nationwide. Membership in FPT does not automatically convey a membership as well in BSM or any other museum, but FPT leadership always, strongly, encourages its members to become active at a trolley museum (or museums) of their choice, and many FPT members are also active members of the Baltimore Streetcar Museum. FPT does not favor any museum over another; grant selections are made through outreach to FPT, provision of an acceptable plan for how grant funds will be spent, and consideration of the organization's past performance with previous FPT grants (where applicable).

With the FPT recent grant of an additional \$9,000.00 for lower carbody repair work to #2168, this car now represents the largest cumulative investment to date by FPT (over \$50,000.00), and FPT could not be more pleased with the results of its partnership with BSM. This once shabby looking vehicle has become one of the most popular operating cars at BSM and has led to an increase of new visitors and members. Fifteen years ago, Baltimore Streetcar Museum graciously provided The Friends of Philadelphia Trolleys, a then new and unproven organization, an opportunity to support car #2168. The Friends of Philadelphia Trolleys will always be grateful to BSM for providing this opportunity and it has led and hopefully will continue to lead to a bright future for both organizations. Thanks, Baltimore Streetcar Museum!

For more information about The Friends of Philadelphia Trolleys, please visit our website listed in the credits box located page five in this issue.

#### THE HISTORY OF PCC CAR #2168

The Saint Louis Car Company delivered PCC car #2168 to the Philadelphia Transportation Co (PTC) in July, 1948, as part of a 110 car order. This was PTC's last order of new cars. PTC originally ordered the group as two man cars numbered #2801-2910, but after construction had started, the management modified the order and had them built for one man operation and renumbered them #2091-2200.



The General Electric Company-equipped cars, #2141-2200, started arriving in early June 1948 and went into temporary service on Route #56 Erie-Torresdale, mixed in with the #2031-2090 series of older air-electric cars. As more new cars were delivered, they were used, starting on June 20, on suburban Route #6, which ran from the Broad-Olney subway terminal to Willow Grove. As the balance of the 2100s arrived, they were assigned, on August 2, to Route #43 Spring Garden, and finally in September to Route #5 Frankford-South Philadelphia, replacing the ancient two man "Nearside" cars used on that line. The depot assignments, once all the cars were delivered were as follows: #2091-2116 and #2141-2151 to Luzerne; #2117-2140 to Callowhill; #2152-2200 to Frankford.

Surviving records indicate car #2168 first entered revenue service on July 5, 1948. From September 1948 through the summer of 1955, car #2168 worked the very heavy Route #5, and, on Sundays, Route #3 Columbia Avenue and Route #15 Girard Avenue. Routes #3 and #15 at this time used PCC cars only on Sundays.

When PTC acquired the second hand Kansas City PCCs, #2251-2290, in 1955, these cars were sent to Frankford for Route #5, and cars #2152-2200 were subsequently transferred to Luzerne Depot. At this time, #2168 became a regular car on the very heavy Route #47 Olney -South Philadelphia. As late as 1965, Route #47 was second only to Route #23 Chestnut Hill-South Philadelphia in car assignments, with approximately 40 cars needed for PM rush hour service.

From 1955 until the summer of 1968, car #2168 remained at Luzerne and, in addition to Routes #47, would have seen service on the following lines: #6, #20, #21 #26, #50, #53, #56 and #60. During the summer of 1968, as PTC was about to be taken over by the Southeastern Pennsylvania Transportation Authority (SEPTA), a group of six all electric cars, including 2168, were moved to Woodland Depot for use on the Subway-Surface lines, which had used only air electric cars since 1955. After SEPTA took over the system, a large number of the newer all electrics were moved to Woodland while the air cars went to Luzerne. The swap was done in anticipation of the closing of the Girard Avenue Bridge for rebuilding which would cut



off access to the Courtland Shops for Woodland and Callowhill based cars.

In March 1973, SEPTA introduced the "Painted Ladies" to the public. This was a public relations event, in which two PCCs were completely rebuilt and repainted and the public and employees were asked to vote on which version they preferred. The first car, #2565, was painted in a blue, white and orange motif, while the second, #2168, was painted in a yellow-gold, plum and white. Both cars had body and electrical work performed, as well as imitation wood grain interiors below the windows. Car #2565 quickly became the "Gulf Oil" car, while #2168 was nicknamed the "Banana car" as the yellow-gold looked like a bright yellow. Evidently, the survey participants preferred the "Gulf Oil" colors, and SEPTA began a mini-rehab program which resulting in approximately 160 of the blue, white and orange PCCs running around Philadelphia by 1978.

It was during this time that #2168 appears to have become a favorite for chartered fan trips due to the "banana car" colors. However, by early 1974, the car lost its "banana" scheme and was repainted in the "Gulf Oil" colors. From its arrival at Woodland in 1968 until early 1982, when the last of the new



Kawasaki cars arrived at Elmwood Depot, #2168 was assigned to the Subway-Surface lines, Routes #11, #13, #34 and #36, except for a very brief period in 1973 when SEPTA apparently wanted the “banana car” on Route #56.

In early 1982, the car left Elmwood for Luzerne where it would continue service on the remaining rail lines at the time, Routes #6, #23, #53 and #56; by January 1986 both Routes #6 and #53 had been permanently converted to bus operation. In 1979, SEPTA had begun the General Overhaul Program (GOH) in which 112 all electrics were extensively rebuilt with the replacement of deteriorated frames, body panels, complete rewiring, repainting, and refurbished trucks. By 1986, almost all of the selected cars had been completed. Luckily #2168, which was the last “Gulf Oil” car in revenue service, was put on the GOH list near the end of the program and was released for service from Woodland Shops in the summer 1986. All remaining cars not used in the GOH program were sold off for scrap or third parties, including the remaining Kansas City cars. The GOH cars were painted in an attractive red, off white and blue, and were used on the three remaining surface lines, Routes #15, 23 and 56. From August 1986 to mid-1992, car #2168 worked out of Luzerne on Routes #23 and 56 until their conversion to bus operation.

After institution of bus operation on Route #23, SEPTA, under pressure from the Chestnut Hill Community, agreed to a weekend PCC service, dubbed the “Chestnut Hill Trolley” (CHT) and repainted three cars into a representation of the late 1950s PTC colors of green and cream with a maroon belt rail. The CHT ran operated from Germantown Depot to the Chestnut Hill loop on twenty-minute headway. Again #2168 was lucky and was selected for this service along with cars #2750 and #2785. Unfortunately the CHT was shut down in June 1996. During this period, SEPTA sold off many of the GOH cars to MUNI in San Francisco, to New Orleans, Colorado Springs, and various museums and collectors.

From 1996 until 2005, car #2168 remained at Elmwood Depot, stored outside. The car continued to be requested on many fan trips, including the annual New Year’s Eve charters. Its final revenue trip in Philadelphia, on June 8, 2003, was a five hour charter for the newly formed Friends of Philadelphia Trolleys (FPT). This nonprofit group was originally incorporated in the hope of raising funds to assist SEPTA in restoring and maintaining #2168 for charters and other public relations events. SEPTA, however, facing a budget crisis, decided to dispose of the remaining historic fleet, thus #2168 continued to sit outside at Elmwood facing an uncertain future. In spring 2005, SEPTA pursued removal of all surplus PCC cars off the property. It was at this time that FPT and the Baltimore Streetcar Museum (BSM) formed a partnership, with BSM gaining ownership of #2168, while FPT would raise the funds to restore the car to its 1974 appearance. The “Gulf Oil” colors were selected since no other museum has a Philadelphia PCC in those colors and the fact that #2168 was the last car to

operate in revenue service in those colors in Philadelphia. PCC #2168 arrived at BSM on Monday, June 20, 2005.

Since the interior of the car was in good condition, it was decided to leave the interior in its GOH two tone blue configuration, with some touch up work and added details. The BSM shop crew fabricated new steel “donuts” and spacer bolts to regauge the Philadelphia trucks to the wider Baltimore gauge. FPT contracted with Paul Minnicks and Mark Kelly to do the body work and repainting of the car. Paul began in the summer of 2007 with the welding of new steel sections of the roof seams which were badly rusted from the car sitting outside for 13 years.

Early in spring 2009, an inspection revealed some damage to its controller, possibly due to #2168 having pushed a “dead” Kawasaki car out of the subway back in Philadelphia. FPT members Matt Nawn, Bill Monaghan, Matthew Mummert, along with the BSM shop crew, worked to install a spare General Electric KM controller which was in BSM’s parts inventory (thanks to the foresight of the late Bob Hughes). This work was successfully completed in August 2009. On Saturday, September 12, 2009, PCC #2168 was ceremoniously rolled out and presented to the public in its restored condition at the Baltimore Streetcar Museum.

Since that time, car #2168 has been among the most popular cars at BSM. FPT and BSM volunteers continue to carefully maintain #2168, including periodic running repairs and general maintenance, ongoing replacement of deteriorated seat upholstery, and touch-up painting. The motor-generator (MG) set failed several years ago after many years of use, and the volunteer crew obtained a loaner MG thanks to the generosity of Bill Wall, to enable to car to continue to operate while the original MG was overhauled, and installed both the loaner MG and the overhauled unit upon completion. In fall 2019, FPT provided BSM with an additional grant of \$9,000.00 for lower carbody repairs due to deterioration at the floor line which was not repaired during the 2005-2009 repainting. This work is scheduled to commence this summer and be completed by this fall.

#### ABOUT THOSE #2168 PICTURES AND THEIR CREDITS

- Page 1:* At Willow Grove Terminal on June 6, 1958 (Harry Donahue collection); at BSM on July 5, 2018 (Matt Nawn).
- Page 2:* At Elmwood Depot on June 19, 2005 with Ed Amrhein, John Engleman and Justin Thillman (Matt Nawn); at BSM on September 12, 2009, with Dave Nelson, Dave Horwitz, Matt Nawn, Harry Donahue and Bill Monaghan (unknown photographer).
- Page 3:* At 50th Street and Woodland Avenue in March 1973 (unknown photographer); at 10th and Bigler Streets in April 1987 (Harry Donahue); derailed at Woodland and Island Avenues around 1977 (Jim Kelly).



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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](http://www.baltimorestreetcarmuseum.org)

Electric City Trolley Museum Association

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

National Capital Trolley Museum

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

Newtown Square Railroad Museum

[www.newtownsquare railroadmuseum.org](http://www.newtownsquare railroadmuseum.org)

New York Museum of Transportation

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

Pennsylvania Trolley Museum

[www.pa-trolley.org](http://www.pa-trolley.org)

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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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## UPCOMING FPT EVENTS

Due to health concerns about the COVID-19 pandemic, the fundraisers that had to be cancelled included the Twenty Dollar Day at Pennsylvania Trolley Museum, Logan Tracy's Birthday Party at BSM, the Twenty-Five Dollar Day at National Capital Trolley Museum, the Father's Day Trackless Trolley charter and the Western Pennsylvania Trolley Meet at PTM. We hope to reschedule these events in 2021. While the dates below are still planned, *The Streamliner* and special emails will alert you of any cancellations, changes/updates in dates, times and costs as they become available.

- 🌿 **OCTOBER 4, 2020:** SEPTA Kawasaki #9000's Fortieth Anniversary fan trip in Philadelphia.
- 🌿 **NOVEMBER 7, 2020:** Twenty Dollar Day at the Baltimore Streetcar Museum.
- 🌿 **DECEMBER 31, 2020:** New Year's Trip on SEPTA in Philadelphia.

## SEPTA SNOW SWEEPER #C-145

*By Edward Springer*

*(With additional information from Matt Nawn)*

The Philadelphia Rapid Transit Company (PRT) purchased ten double truck sweepers, C-119 to C-128 and 24 double truck snow plows, E-204 to E-227 from J.G. Brill in 1923. However, the plow blades quickly proved to be ineffective, especially on the narrow 26 foot wide streets found on Philadelphia's north-south trolley routes. Therefore, PRT contracted J.G. Brill to rebuild the plows into snow sweepers, with plows E-216 to E-227 converted in October, 1925 to sweepers (renumbered C-129 to C-140) followed by E-204 to E-215 (renumbered C-141 to C-152) in October, 1927. Interestingly, each car was stenciled inside with its former number. The cars were not rebuilt in sequential order in all cases, as evidenced by former E-206 becoming C-145.

Philadelphia's snow sweepers all had long service lives. C-119, C-120 and C-123 remained at Southern Depot after trolley operation ended on December 27, 1957. They were finally scrapped on October 21, 1960 at Southern. Germantown Depot Sweeper C-151 was scrapped at Courtland Yard on November 21, 1967.

Depot assignments as of January, 1971 were the following:

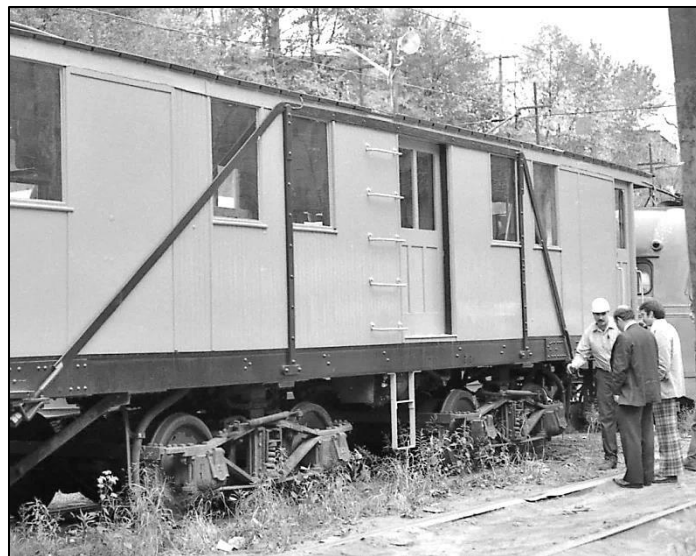
- Callowhill: C-146, C-149 and C-152
- Germantown: C-140, C-148 and C-158
- Luzerne: C-121#, C-122, C-124 to 127, C-129 and 130, C-134, C-137 to 139, C-142, C-144 and C-147
- Woodland: C-128, C-131 to 133, C-135 & 136, C-141\*, C-143 and C-145



Notes on assignments: (#) C-121 was shopped by PTC/SEPTA in 1968 and painted utility orange. (\*) C-141 was kept as part of historic vehicle collection, but destroyed in the Woodland fire.

In 1974, the City of Philadelphia assumed responsibility for clearing snow from the trolley and trackless trolley routes making the fleet of SEPTA-owned sweepers and automotive plows surplus. The six Callowhill and Germantown cars were moved to Luzerne Depot during the summer and fall 1974. The sweepers were offered first to Pennsylvania trolley museums and later to out of state museums.

Trolley Valhalla, which later became the Buckingham Valley Trolley Association (BVTA) and is now known as Electric City Trolley Museum Association (ECTMA), acquired cars C-128 and C-145, and others which were later dismantled. C-145 left Woodland during summer of 1974. The car was resold to the Port Authority of Allegheny County (PAT) in 1978 and delivered that same year to PAT's Tunnel Car House. C-145 became PAT's M57, was repainted orange, and received a number of modifications, most notably the removal of one sweeper broom and both side "wing" plows. The Pennsylvania Trolley Museum (PTM) took possession of the car after PAT retired M57 in 1990 after PAT



determined the car was incompatible with its modernized light rail system.

During 1996, SEPTA traded Suburban Operation's 1911 Jewett #07 tower wagon to PTM for former SEPTA snow sweeper C-145 (PAT M57). SEPTA's Light Rail Operations intended to use the sweeper on Elmwood Depot's Subway-Surface lines. C-145 was delivered to Germantown Depot during March, 1997. A new rubber roof was installed at Germantown. The car remained at Germantown without additional work occurring. Eventually C-145 was trucked to Woodland Shop and moved inside for additional work.

However, the appointment of a new general manager in 1996 and a departmental reorganization during 1997 ended Light Rail Operations (LRO) as a separate department. LRO was folded into Surface Operations. The car was inside Woodland Shop in May 2000. However, from sometime in 2000 until June 2005 C-145 was stored outside Woodland Shop. During 2005, C-145 was purchased for a nominal cost by the Baltimore Streetcar Museum and arrived at the museum that June.

Other sweepers were dispersed far and wide. A number were sold to museums and subsequently dismantled for parts due to the fact that when the cars were originally constructed, PRT salvaged motors and controllers from obsolete vehicles for use in the "new" plows (and later, sweepers). Thus, these vehicles were a treasure trove of old hardware that could be used in the restoration of other vehicles.

Former Philadelphia snow sweepers known to exist in 2020 in one form or another are as follows:

- C-121: Sold in 1974 to the Middletown & Hummelstown Railroad. Presently stored inoperable in Middletown, Pennsylvania.
- C-122: Carbody exists in Ringoes, New Jersey as a bunk house. Painted rust red with black trim.
- C-124: Sold in 1974 to Ohio Railway Museum, later resold to Grand Rapids Electric Railway.



Trucks regauged to standard gauge and now owned by ECTMA for use under C-127. Body status is unknown.

C-125: Sold in 1974 to Pennsylvania Trolley Museum and converted to tower car #2. Resold 2009 to New York Museum of Transportation with some recent restoration work completed. Will retain tower car configuration.

C-127: Sold in 1974 to a private individual in Uniontown, PA. Later resold to ECTMA and stored at Baltimore Streetcar Museum. To be regauged with trucks from C-124 and moved to Scranton in summer 2020.

C-128: Sold in 1974 to Trolley Valhalla, became part of BVTM and now ECTMA. Stored by ECTMA in Scranton.

C-130: Sold in 1975 to New York Museum of Transportation in Rush, New York. Nicely restored and preserved indoors as a static display.

C-142: Sold to private individual near Buckeye Lake, Ohio. Car believed to be intact but in poor condition.

C-145: Described above.

C-146: Sold to a private individual in Chester County, Pennsylvania and nicely preserved.

The destruction of SEPTA work cars D-38, W-40, W-41 and W-53 in the Woodland Depot fire of October 23, 1975 was not the end of C-class (snow sweepers) service in Philadelphia, at least in part. Broad Street Subway (BSS) tool/wreck car T-17 was selected for to be rebuilt as the tower wagon (later renumbered D-39) and three motor utility cars were purchased from Toronto Transportation Commission (TTC) as replacements. The BSS car was standard gauge and TTC cars were a different broad gauge than Philadelphia's. In order to standardize to Philadelphia's gauge, former C-class trucks and other components were placed on these cars.

#### ABOUT THOSE C-145 PICTURES AND CREDITS

Page 6: At Elmwood Depot in orange at the Germantown Depot (Bill Monaghan); arriving on flatbed at Pittsburgh's Tunnel Car House in 1979 (unknown photographer); C-145 as PAT M57 in the 1970's (John Swindler).

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Preserved North American Electric Railway Cars website: [HTTP://WWW.BERA.ORG/PNAERC.HTML](http://www.bera.org/pnaerc.html)

## PRT C-145 RESTORATION PROJECT UPDATE – JUNE 2020

*By Matthew E. Nawn and Matthew W. Nawn*

Despite a loss of many weeks due to mandatory social distancing requirements, recent progress, with



appropriate safety protocols, has been made on the exterior restoration of former Philadelphia Rapid Transit Company snow sweeper C-145. Thanks to some recent favorable weather, the entire "A" side of the car has received three coats of "Woodland Green" (the name of the special paint mix computer matched to the green used by Philadelphia Rapid Transit Company until 1940) and painting is completed except for final touch-up, details, logos, and numerals. All other exterior areas of the car with finish siding and trim have received at least one coat of green. The lower frame areas of the A side have been repainted in gloss black, along with all four truck side frames, which has added a very clean appearance that is particularly noticeable on the nearly completed B side of the car. In addition to the work taking place on site, Mike Lawson has restored both of the Westinghouse "Trombone" air whistles in his home shop.

Work remaining on the exterior phase of this project includes siding replacement on the "B" side of the car (20% completed as of June 1), repairs to the main door on the B side of the car, fabrication and installation of finish wood and metal trim, completion of final painting to the B side and both ends, installation of the restored headlights and exterior hardware, completion of the replacement window frames, glazing, logo and numerals (which will be hand painted) and reinstallation





of the whistles. COVID-19 made the original completion goal of May 31 not feasible, but the Project Manager has set a new goal of August 31 for completion of the carbody restoration and the corresponding completion of his Eagle Scout Service Project. The project still continues to be strongly supported physically by a talented team of volunteers and has been strongly supported financially by a number of generous and consistent donors of the Baltimore Streetcar Museum and the Friends of Philadelphia Trolleys.

Upon completion of the exterior restoration, Matthew E. Nawn looks forward to turning over project leadership to the team of Logan Tracy and Andrew Nawn for the next phase of the C-145 project, which is a cleaning and repainting of the interior of C-145. Harry Donahue and Matthew W. Nawn will be mentoring these two enthusiastic young volunteers on this next phase, which hopefully will be a lot less extensive than the exterior phase, but no less rewarding. Perhaps in 2021, Ed Amrhein and Matthew W. Nawn



will lead the final phase of the project; mounting the missing broom as well as the side-mounted wing plows, and replacement of the roof boards which, while intact, are due for replacement. These steps will essentially complete the restoration of BSM's snow sweeper. What started out as young man's proposal to give C-145 a "paint job" has become a most rewarding project that has been enthusiastically supported and led to a complete transformation of this tired old car into another jewel in the BSM collection.

The pictures for this C-145 update and the next article are provided by Matt Nawn, Harry Donahue and Mike Lawson. For inquiring minds who want to know, the picture above is Andrew Nawn and Matthew E. Nawn, taken around 2009. *Tempus fugit.*

## PHILADELPHIA SNOW SWEEPER COLOR SCHEMES

*By Matthew W. Nawn*

The recent restoration of former Philadelphia snow sweeper C-145 has led to a lot of questions, including how, exactly, Philadelphia snow double truck snow sweepers C-119 through C-152 were painted. Unlike the PCC car fleet, where paint schemes were largely standardized with few variations, the snow sweeper fleet had many, largely minor variations. This has led to a substantial amount of research into determining how to repaint C-145 as accurately as possible for the era it will represent in its restored state.

As best that can be determined, Philadelphia snow sweepers C-119 through C-152 were originally painted with a dark green carbody and exterior trusses, with a black lower frame, broom housings, wing plows, ladders, and trucks, finished with a white stenciled PRT logo and fleet number (C-1XX) painted directly on the carbody itself. It appeared that at least a few cars (C-145 among them) maintained these colors throughout most, if not all of their service lives, as video evidence from the 1960s shows C-145 in service clearing routes #13 and #36 of snow in this color scheme; the only exception being the PRT logo replaced with PTC lettering (minus the wing logo). However, by the time C-145 was sold to Pittsburgh in 1978, the exterior trusses had been painted black, although all other



elements of its paint scheme, although badly faded by this time, remained unchanged.

Additional photographic evidence has been discovered to show at least a few cars maintained a similar scheme to C-145 during the PTC era (1940-1968), except that the PTC lettering and fleet numbers were done in a cream color instead of white. Further adding to the variety, it appears some of the cars in this configuration had a fleet number stenciled on each corner panel area of the car's end, while others had it applied to one corner panel only.

At some point after 1940 (most likely over a period of time), it appears that the majority of the fleet was repainted a lighter green with the addition of a PTC "wing" logo and the fleet number applied to steel plates that were then fixed to each car and replaced the initials and fleet numbers stenciled directly on the car. However, there was still some variety to be found, with apparently some cars receiving green lower frames and others retaining black painted lower frames.

Further adding to the variety, C-121 was painted orange in 1968 by SEPTA; a color it retained until retired in 1974. Thus, it can be safely said that to the maximum extent possible, in-service photos should be consulted for the exact painting details on any former Philadelphia snow sweeper.

C-145 will retain its PRT-era color scheme for the long term for two reasons. First, this was the color scheme that the vehicle was previously painted at Baltimore Streetcar Museum (BSM) and paint reference information for the correct shade of dark green was available. Additionally, the Project Manager (Eagle Scout Candidate Matthew E. Nawn) and the project sponsor's representative (BSM's Ed Amrhein) both liked those colors and the era represented. To ensure accuracy of the finished configuration, research led to the identification of the variations in paint schemes and

associated details described above. The dark green paint shade itself was provided by Pennsylvania Trolley Museum during the car's previous repainting and a sample of this shade was computer matched to the brand and type of paint selected for this most recent work on C-145, thus ensuring the final colors will be accurate as possible for the era represented by the restored vehicle, which is 1927-1940.

When Phase I of the restoration of C-145 (carbody exterior) is completed, Phase II Project Managers Logan Tracy and Andrew Nawn intend to restore the interior walls and ceilings to their original gray colors, with careful restoration of the 1920's black interior stenciling details of the J.G. Brill name and fleet number information (which states "...C-145, formerly E-206").



## REMEMBERING ANDY BURGER

*By Matt Nawn*

The Friends of Philadelphia Trolleys were very saddened to hear of the passing of long-time member and friend Andy Burger on December 29, 2019.

Andy was a regular passenger on many Philadelphia fantrips over the past twenty-five years as well as a generous contributor to FPT-sponsored projects and trolley museums. His smile, great sense of humor, and pleasant demeanor will be greatly missed by all who had the privilege to know him.

Andy was a native of Newark, New Jersey as well as a Marine Corps veteran who served as a commissioned officer during the Vietnam War before embarking on a career with the National Security Agency in Maryland. Along with The Friends of Philadelphia Trolleys, Andy actively supported a number of preservation and environmental causes.

We are fortunate to have many fond memories of Andy from enjoyable experiences on past fantrips in Philadelphia and at events at various museums. (The picture below, taken by Bill Monaghan, shows Andy and Harry Donahue on Erie Avenue on an August 13, 1995 fantrip.) Andy was one of the earliest supporters of FPT. He will be sorely missed by all who knew him. We extend our deepest sympathies to his family.



PLEASE! It's that time again ... time to renew your Friends of Philadelphia Trolleys membership dues. Our new membership year begins on July 1st. Keeping your dues paid up-to-date helps tremendously. You'll find a handy-dandy renewal form at the end of the newsletter to renew. Your generosity helps the FPT in its mission to help preserve Philly trolleys in five museums. Thank you so much in advance!

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



**HELP PRESERVE PHILADELPHIA'S TROLLEY HERITAGE**

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Name: \_\_\_\_\_ Member #: \_\_\_\_\_

Address: \_\_\_\_\_

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

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|--|----------|
| <input type="checkbox"/> Regular             | \$35.00  |
| <input type="checkbox"/> Student (under 18)  | \$15.00  |
| <input type="checkbox"/> Retired (over 60)   | \$25.00  |
| <input type="checkbox"/> Life member         | \$500.00 |
| <input type="checkbox"/> Additional Donation | \$_____  |
| Total Enclosed:                              | \$_____  |

Please make check payable to **FRIENDS OF PHILADELPHIA TROLLEYS, INC.**

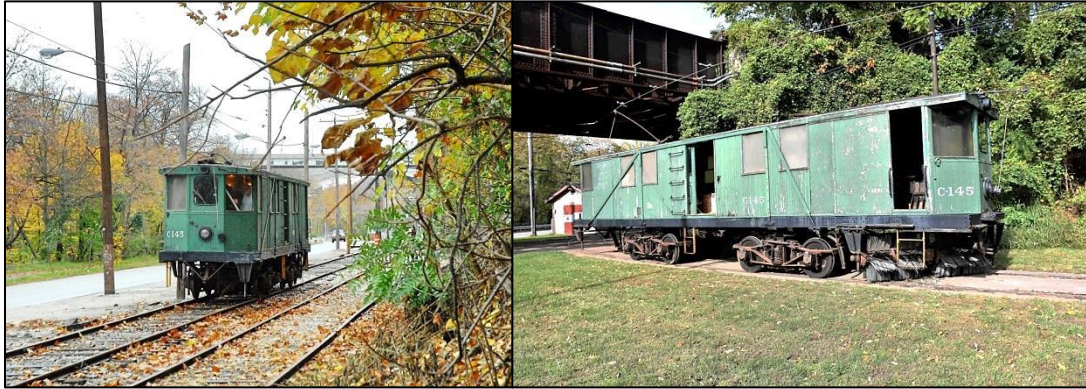
This form and your dues should be sent to **P.O. BOX 33397, PHILADELPHIA, PENNSYLVANIA 19142.**

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 **more than \$200,000.00** towards the preservation of Philadelphia Trolleys in five museums.

The membership year runs from July 1, 2020 to June 30, 2021. The Friends of Philadelphia Trolleys sincerely 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.*

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



**A**s 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, is undertaking the painting and refinishing of C-145's exterior as his Eagle Scout project. This project's completion will not be possible without your support. The woodworking is being done by a master carpenter who has offered to donate his services, while the painting is being done by volunteers under his direction. He currently estimates that the project will last into late summer, with six to eight hour work sessions, at least twice a month (or more, if necessary) 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 continuing 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. ✂

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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