

The Streamliner

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YEARS IN THE MAKING!

Story and Pictures by Roger DuPuis

It was a fan trip decades in the making. On April 14, 2024, Friends of Philadelphia Trolleys sponsored a charter using SEPTA Kawasaki LRV #9000, glistening in a newly applied recreation of its original 1980 livery.

Notable for its broad red and blue band with large white SEPTA logos, the paint scheme was phased out on the Kawasaki fleet over 35 years ago in favor of a narrower band on a mostly white body. Today the cars wear only a red and blue decal band at the roofline. SEPTA's new "heritage unit" was repainted by the team at Woodland Shops and rolled out earlier this spring.

FPT's tour kicked off from Elmwood Depot on a sunny Sunday morning and took in portions of West Philadelphia subway-surface trolley Routes #10, #11, #13 and #34, including a trip through the subway. Charter guests were able to photograph the car at over 20 stops, including both subway portals. In a distinctive move, the tour's group photo was taken at Mount Moriah loop on Route #13, with the cemetery as a backdrop.

Among the guests on this trip was Russ Jackson, the former manager of rail equipment engineering for SEPTA, who led the project to design the Kawasaki cars over 40 years ago.

Proceeds from the trip will help support the restoration of Philadelphia Transportation Company's air-electric PCC car #2054 at the Electric City Trolley Museum in Scranton, Pennsylvania.

Those who missed the opportunity to enjoy the repainted car's outing are expected to have another chance soon, when FPT plans to charter #9000 for an August 11, 2024 charter. You can learn more about that and FPT, by visiting Friends of Philadelphia Trolleys on Facebook or WWW.FRIENDSOFPHILADELPHIATROLLEYS.ORG.

At the top of the right column, guests participating in the April 14, 2024 FPT charter pose for a group photo alongside SEPTA car #9000 at the Mount Moriah loop,



with its namesake cemetery in the background. Below, two vintage technologies are seen on Main Street in Darby Borough: SEPTA LRV #9000 in recreated 1980 livery, and that vanishing species known as a public payphone. Car #9000 had just pulled out of the #11 Darby Transportation Center loop during the April 14, 2024 Friends of Philadelphia Trolleys charter. Below that, Springtime in the city: SEPTA car #9000 is seen here at Lancaster Avenue and 38th Street, along SEPTA's Route #10, during the April 14, 2024 FPT charter.





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.newtownsquaremuseum.org

New York Museum of Transportation

www.nymtmuseum.org

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www.pa-trolley.org

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www.rockhilltrolley.org

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www.trolley-museum.org

Shore Line Trolley Museum

www.shorelinetrolley.org

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PHILADELPHIA NEARSIDE #6618

Story by Matt Nawn

Pictures by Harry Donahue and Ernie Mozer

Starting around the year 2000, trolley museums and related organizations in the Northeastern and Middle Atlantic areas of the USA and Eastern Canada began to host a winter get together for their respective active volunteers before spring operations started at each museum. The event was rotated among the participating museums, and typically had activities over a three-day weekend. This annual event, now named "Winterfest," led to the formation of NEATO, the North East Association of Trolley Organizations.

This year's event was hosted over the weekend of March 15, 16 and 17 at the Seashore Trolley in Maine, which is among the earliest established trolley museums in the world. Thanks to special considerations made by Seashore's staff and volunteers, a group of Philadelphia enthusiasts were able to see car #6618, which is not typically available to visitors. Car #6618 is the last survivor of a once-huge fleet of 1500 "Nearside" cars, which were built in 1911 through 1913 for the Philadelphia Rapid Transit Company. The Nearside car was a patented design of the Mitten Management, which was responsible for the operation of PRT at that time. The design concept for these vehicles was that the cars would load and unload at the same time by means of a wide front door; one door for entering passengers, and the other for existing passengers. The conductor would collect fares at a booth positioned just behind the motorman. There was only a narrow rear door for emergency exits.

Shortly after the introduction of the Nearside cars, Cleveland introduced the "Peter Witt" design, which quickly proved to be much more efficient for loading and unloading, compared to a Nearside car. The conductor was stationed by a large center door and collected fares as the passengers passed his booth. All passengers exited the car via the center doors under the watchful eyes of the conductor. Thus, Thomas Mitten,



who was always looking for more efficient ways to run his trolleys, had almost 1,200 of his Nearsides rebuilt into the Peter Witt design with center doors in 1919-1921, including car #6618.

During World War II, the management of the Philadelphia Transportation Company (PTC), successor to PRT, had several of its older cars converted into instruction cars, including car #6618. In 1955, with the end of conventional trolleys on the horizon, a group of trolley enthusiasts pursued saving #6618 for posterity. However, at that time, there were no established museums within Pennsylvania or neighboring states, thus car #6618 was saved by Seashore Trolley Museum and was moved to Maine, where it resides today. The car was rebuilt to standard gauge and was operated for a several decades, until advancing age and associated deterioration made further operation infeasible without a major restoration effort, and for approximately the past 25 years, the car has been kept in storage.

Around the year 2009, the then-new Friends of Philadelphia Trolleys (FPT) donated funds to begin restoring Car #6618 for a planned 100th birthday event in 2012 which, due to a combination of factors, was not able to happen. The funding provided for Car #6618 helped with repairs to the front platform, pictured above. It is hoped that further work on the car can resume in the future.



OLD IS NEW AGAIN

Story and Pictures by Bill Monaghan

The Southeastern Pennsylvania Transportation Authority has masterfully painted Kawasaki LRV #9000 into its original historic paint scheme. This very trolley entered service on Route #11 in November 1980. Kawasaki trolleys have been serving Philadelphia reliably for over forty years. We would like to thank Woodland Shops dedication employees for doing a magnificent job on this car. LRV #9000 is shown above on the transfer table at Woodland Shop on March 11, 2024. Shop craftsmen Kevin Steinmetz, William Weeks, Joe Mauroschat and Paul Hughes are in the picture below.



THEN AND NOW

Story and Pictures by Harry Donahue



Along time ago, I had the pleasure of showing a five-year-old visitor to the Baltimore Streetcar Museum how to operate the Museum's PCC car #7407. Carefully, he helped run the car with me by pushing on the accelerator pedal standing up with my foot resting on the brake. Who was the young visitor that day? Look on the next page, dear reader, for the answer.



Thirteen years later, we find the one and only Andrew Nawn at the Baltimore Streetcar Museum, now fully qualified to operate #7407. It was obvious that Andrew was bitten by the streetcar bug at an early age.

Andrew graduated from Hanover (Pennsylvania) High School on May 30, 2014. He is looking forward to his first fall semester at the University of Pittsburgh. Needless to say, you might well run into him at the Pennsylvania Trolley Museum which is only a forty minute ride from Pitt.



FROM HYŌGO-KU, KOBE TO PHILADELPHIA: SEPTA's car #9000 is seen at the Kawasaki plant in Japan. It was the only Philadelphia city car to be built in that facility. Russ Jackson, pictured below with the same car on the April 14, 2014 fan trip, was the lead engineer on the design of the venerable Kawasaki cars. Russ and his team certainly deserve a round of applause for their effort.



For this issue of *The Streamliner*, we'll share Ernie's pictures of Philadelphia's Nearside trolleys in action. Starting off, the picture below catches car #5082 on Route #46 at 58th Street and Woodland Avenue in 1942. Below that, car #5045 is seen on Route #60 at Ridge and Allegheny Avenues in September 1952. The picture after that has car #4102 at the Southern Depot on duty as a utility/ice breaker car in November 1950.



On the following page, we see car #5099 on Route #37 at the Eddystone Borough, bound for Chester, Pennsylvania in August 1946. The next picture shows car #5046, also on Route #37, at the Chester Terminal, at one time located at 3rd and Market Streets, in August 1946.

STREAMLINED TROLLEYS RETURN TO SERVICE IN PHILADELPHIA

Story by Roger DuPuis and Bill Monaghan
Pictures by Bill Monaghan

Shortly before 5 A.M. on June 16, 2024, a promise to the people of Philadelphia was fulfilled.

Under deep blue predawn skies, PCC-III trolley car #2326 rolled out of Southeastern Pennsylvania Transportation Authority's Callowhill Depot and onto 59th Street to enter service on SEPTA's Route #15.

The historic moment marked the return of streamlined trolleys to the Girard Avenue line for the first time since January 24, 2020, when the route was temporarily converted from rail to bus. While that substitution was necessary to accommodate road, track and bridge reconstruction along the line, it took on added urgency as the system's 18 PCC-II cars were in dire need of repairs. By early 2020, concerns about frame corrosion and other issues led SEPTA to conclude that at least 14 of the 18 cars were no longer roadworthy.

SEPTA General Manager Leslie S. Richards insisted then that the cars would be rebuilt and returned to service, possibly as early as 2021. But COVID-19 soon descended on the U.S.—Philadelphia's first case was confirmed on March 10, 2020—and life changed dramatically across the country, including for SEPTA. "This is a difficult task under any circumstance, but the trolley restoration team also had to contend with once-in-a-generation challenges—from the pandemic to global supply chain shortages," Richards said during a June 12, 2024 re-dedication ceremony at SEPTA's Woodland Shops, where the ongoing overhauls are being completed.

"Despite this, they have managed to beautifully restore these trolleys in a way that honors their historical significance to the communities we serve, while preparing them to serve our customers for years to come," Richards added of the cars, now dubbed PCC-III's.

The first two cars completed were #2332 in June 2021 and #2328 in August 2021. They took the longest to finish, as shop crews frequently had to reinvent the wheel, reverse engineering key components and fabricating new parts that were no longer being manufactured.

"These trolleys have been taken apart and rebuilt piece-by-piece—from the frames to the floors, from the windows to the wheelchair lifts," SEPTA Chief Operating Officer Scott Sauer said. "The PCCs are



One of Ernie's pictures graces the top of page two. It shows car #6618 on a fantrip on Route #61 along Jenkintown Road in March 1954. In closing this edition of *Ernie Mozer's Time Machine*, the picture below catches car #4022 changing ends on Route #14 on the last day of service on June 21, 1947.



OH NO! IT'S THAT TIME OF THE YEAR AGAIN!

The Friends of Philadelphia Trolleys 2023-2024 membership year ended on June 30, 2024. Your personal dues are a very important part of the organization's income, in addition to grants, donations and charter income. Won't you take a moment of your time and renew your 2024-2025 membership? A renewal form is available at the end of the newsletter for your convenience to renew. We can't thank you enough for support to ensure the continuation of FPT's mission.

workhorses, and thanks to our dedicated team, these iconic vehicles are ready to make their return—restored to near museum-quality standards.”

THE CARS

The car bodies, originally 1947 air-electric PCCs delivered to the Philadelphia Transportation Company by the Saint Louis Car Company, had undergone extensive rebuilding during their working lives. The PCC-II fleet was outshopped by the Brookville Equipment Corporation between 2002 and 2004. Brookville’s comprehensive rebuild included new trucks, electrical and control equipment, interior fittings, and center door wheelchair lifts. Perhaps most noticeable to the public were large roof pods to accommodate air conditioning, which led to the cars being fitted with sealed passenger windows. Topping off the work was a return to the green, cream, and silver Philadelphia Transportation Company livery of 1947.

PCC-IIIs, as the newly outshopped cars are now dubbed, have retained all the essential features of the Brookville rebuilding. The most noticeable changes are updated seat covers—gray plastic inserts have replaced green fabric.

Not as visible to the naked eye is how much work went into the cars, from the rails to roof. Extensive frame and metal work was required, with the vehicles receiving new floors and wiring. The center door wheelchair lifts were rebuilt and air conditioning systems refurbished. Each vehicle was primed inside and out to prevent rust, before entering the paint booth one final time for application of the 1947 paint scheme.

Eight of the cars have been completed at this writing. Work continues on additional vehicles, and the remaining cars are stored at Elmwood Depot in Southwest Philadelphia. That milestone marked enough vehicles for SEPTA to resume Route #15 trolley service, albeit intermingled with buses.

The June 12th ceremony included remarks by Richards, Sauer and other dignitaries, who then took short rides around the block aboard refurbished PCC-III #2328.

THE ROUTE

When the line reopened in June, weekday schedules called for an average of six trolleys and six buses serving the line. Weekends so far have typically seen up to four trolleys in service each day.

SEPTA’s plan is to operate Route #15 with a combination of trolleys and buses. The route extends from 63rd Street and Girard Avenue in West

Philadelphia to the rebuilt Richmond and Westmoreland loop in the city’s Port Richmond section.

The line’s far eastern terminal, at Richmond and Westmoreland Streets, had not been served by trolleys in over a decade. SEPTA cut back trolley operation in 2012 to a new Northern Liberties loop at Frankford and Delaware Avenues. This was due to planned upgrades on the eastern section of the line required in conjunction with road and bridge rebuilding around and under Interstate 95. That work included wider track spacing—trolleys now run closer to the curbs along Richmond Street—as well as the removal of the former Richmond and Cumberland cutback loop under I-95.

Northern Liberties was the eastern end of the line until service was suspended in 2020. With the return to service, trolleys no longer regularly serve that loop, which was a popular stop for the nearby Rivers Casino. The branch along Frankford Avenue has switches to and from Girard Avenue on the west side, but not from Frankford east onto Girard, so trolleys heading to and from Richmond and Westmoreland cannot access the loop.

Service operates out of Callowhill Depot in West Philadelphia, a brick structure built for predecessor Philadelphia Rapid Transit Company in 1913. In addition to Route #15, Callowhill is the operating base for subway-surface Route #10 and a number of bus routes.

THE FUTURE

SEPTA has said the PCC-III cars are expected to serve until the arrival of its new trolley fleet. The authority in 2023 announced that a contract with Alstom Transportation, Inc. for the purchase of low-floor articulated cars to replace the entire fleet—including the Girard PCCs and 1980s Kawasaki light rail cars used on the five subway-surface lines (#10, #11, #13, #34 and #36) and suburban Routes #101 and #102. The \$714 million base order covers 130 cars, with an option for up to 30 additional vehicles. Current estimates call for deliveries to take place between 2027 and 2030.

In the meanwhile, regular riders and fans can catch the PCC-III cars on Route #15 seven days a week. Friends of Philadelphia Trolleys is looking to operate charters with a PCC-III and the “heritage” LRV #9000 in 1980s paint later this year. Information will be posted to WWW.FRIENDSOFPHILADELPHIATROLLEYS.ORG, once the trips are confirmed.

A selection of pictures follows on the next page that documents the return of the PCC-IIIs. Enjoy!



The picture above shows the extensive amount of work going into the rebuilding of SEPTA's PCC cars. When #2323 is complete, it will be the ninth car to be finished under the comprehensive overhaul program. The car is seen at Woodland Shops on June 12, 2024. The one below shows PCC-III #2322 on display for the PCC rededication press event at SEPTA's Woodland Shops on June 12, 2024. Above this car is a dedication sign commemorating the overhaul program. This car's rebuilding was completed in April 2022. That's Roger DuPuis and Bill Monaghan in front of the trolley.



In the picture above, CEO and General Manager Leslie S. Richards speaks in front of restored PCC-III #2328 during a ceremony at Woodland Shops on June 12, 2024. Seen behind Ms. Richards are the Woodland employees who expertly work on restoring these cars as well as the authority's Kawasaki LRV fleet. After the press event, guests were treated to a ride aboard PCC-III #2328 on the block around Woodland Shops. Below is #2328 at 49th Street and Greenway Avenue.



Below is PCC-III #2327 making a stop at Richmond and Clearfield Streets on June 16, 2024 on the first day that trolley service resumed on Route #15. This street was rebuilt as part of reconstruction on I-95. This work saw trolley tracks spaced farther apart along Richmond Street to be closer to the curbs.





Closing out the pictorial of the rebuilt PCC-IIIs, PCC-III #2324 is shown above at Richmond and Cambria Streets on June 23, 2024.

ODDS AND ENDS: Here are some more pictures from Ernie Mozer collection and of the April 2014 fan trip by Bill Monaghan. The picture below catches #4102 on Route #40 at Woodland Avenue and 58th Street, in July 1942. Following is car #5032 on Route #46 also at Woodland Avenue and 58th Street, sometime in 1942. You'll notice that there isn't a whole lot of vehicular traffic to be seen. World War II gasoline rationing had begun which forced a switch from driving a car to riding a trolley.



At the top are Chris McNally and his son, Luke, who ventured from the Baltimore area to participate in the fan trip. Below is #9000, graced by a springtime flower garden. It was a perfect day for the trip. Below that is #9000 on Baltimore Avenue, noted for the colorful row houses.



FRIENDS OF PHILADELPHIA TROLLEYS, INC.
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MEMBERSHIP APPLICATION FORM



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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 \$250,000.00** towards the preservation of Philadelphia Trolleys in several museums.

The membership year runs from July 1, 2024 to June 30, 2025. 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.*

CELEBRATING SEPTA'S LRV #9000 ... AGAIN!



The Friends of Philadelphia Trolleys invites you to celebrate again Southeastern Pennsylvania Transportation Authority's restoring Kawasaki LRV #9000 to its historic 1981 original paint scheme. There will be plenty of quality photo stops. At the time of this writing, drinks and snacks will not be available on the car. You might consider bringing your own. Proceeds from this event will be used to help in the restoration of Philadelphia trolley cars at various museums.

- DATE:** Sunday, August 11, 2024
- TIME:** 10:00 A.M. until 2:00 P.M.
- LOCATION:** SEPTA's Elmwood Depot
7311 Elmwood Avenue (at 73rd Street)
Philadelphia, Pennsylvania 19142
- EQUIPMENT:** SEPTA Kawasaki car #9000 in its original livery
- ROUTING:** Tentative routing will include Girard Avenue; equipment subject to change.
- FARE:** \$60.00 per person

To reserve a seat, please mail a check for \$60.00 each person attending, made out to FRIENDS OF PHILADELPHIA TROLLEYS, INC. to: Harry Donahue, 103 Mulberry Court, Morgantown, Pennsylvania 19543. Need more information? Contact Bill Monaghan at TROLLEYDRIVER@COMCAST.NET. Please use the form below to send with your check. Please respond as soon as possible but no later than August 7, 2024.

✂ Please cut on line. ✂

Name: _____ E-mail: _____

Address: _____ City: _____ State: _____ ZIP: _____

Telephone: _____ Total Amount Enclosed: \$ _____

Can't make the trip, but would like to support FPT's restoration endeavors? Check (✓) the box on the left to indicate that you are only making a contribution. **Thanks to all for supporting the FPT!**