

# The Streamliner

PUBLISHED BY THE FRIENDS OF PHILADELPHIA TROLLEYS, INC.

Volume 18 | Number 3

Summer 2024

## UPHOLDING THE STANDARD: 1906 PHILADELPHIA CAR TRANSFERRED TO THE PENNSYLVANIA TROLLEY MUSEUM

*Story by Roger DuPuis*

*Pictures by Scott Becker, Bill Monaghan and Roger DuPuis*

Before the arrival of its better known as Nearsides, Peter Witts, or PCC cars, Philadelphia's streetcar fleet was built to a different standard. In the first decade of the 20th century, the city's rails and cobbles reverberated with the sounds of deck-roofed, double-truck trolleys that were so numerous the class came to be known as The Philadelphia Standard Car.

Of 772 such vehicles, only one is known to survive: #2282, which was built for the Philadelphia Rapid Transit Company (PRT) by hometown manufacturer J.G. Brill in 1906. It is not only the last of the breed, but one of the oldest known Philadelphia streetcars still in existence.

The next chapter in #2282's long story began in August, with the carbody's transfer from the Electric City Trolley Museum (ECTM) in Scranton to the Pennsylvania Trolley Museum (PTM) in Washington, Pennsylvania for eventual restoration. It was a landmark move for a 118-year-old trolley that has endured decades as a cottage, a brush with Hurricane Agnes in 1972, and a narrow escape from the disastrous 1975 Woodland Carhouse fire in Philadelphia.

"Number #2282 is truly a survivor," PTM Executive Director and CEO Scott Becker said. The car represents not just a large class of vehicle once used in the city but also is associated with a transitional era of growth and change. "It will be a significant addition to PTM's collection since they do not have a car like this and will help to round out their Philadelphia collection of streetcars," Becker added.

Becker thanked ECTM for donating the car to PTM; and Friends of Philadelphia Trolleys, who were on hand to assist with the move and document preparations for posterity.



The car, pictured above, was delivered to PTM by McAdoo Crane Service and Towing on August 21, 2023.

### NOT QUITE STANDARD

The irony of their nickname is that these cars were not completely standardized, and alterations resulted in numerous subcategories over the course of their service lives.

In their original form, the Standards (numbered 1585-2356) used several different types of motors, controllers and trucks—these varied over the years—and there were key differences in the as-built window designs.

Most of the Standards (516 cars) were built with removable window sashes that could be stored during the warmer months. Later orders (256 cars) were classic semi-convertible cars, with window sashes that could be raised into roof pockets to give the same open-air effect without the hassle of transferring the windows in and out at the change of seasons.

Compared with the hodge-podge of equipment PRT inherited from predecessor companies, the Standards were remarkably uniform overall: They started out with essentially identical 28'1" closed bodies and gated open platforms at each end, for a total length of 38'7" over the bumpers.

The 772 cars were built between 1899 and 1906 by the hometown J.G. Brill Company, initially for the Union Traction Co. (1899-1901), successor PRT (1902-1906), and PRT subsidiary Philadelphia & Willow Grove (60 cars in 1904). Car #2282 was part of the last order of 100 cars (#2257-#2356), built in 1906.



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

**FPT DIRECTORS:**

Harry Donahue, Roger DuPuis, Dave Horwitz,  
Bill Monaghan and Matt Nawn

**FPT LEGAL COUNSEL:**

Jonathan Senker

**EDITOR:**

Mark Hurley

**FPT ON THE WEB:**

FPT's new public website is:

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

FPT also can also be found on Facebook:

[www.facebook.com/Friends-of-Philadelphia-Trolleys-180655945374324](http://www.facebook.com/Friends-of-Philadelphia-Trolleys-180655945374324)

**E-MAIL:**

[FPT2799@Comcast.net](mailto:FPT2799@Comcast.net)

**MAILING ADDRESS:**

P.O. Box 33397

Philadelphia, Pennsylvania 19142-0397

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

Rockhill Trolley Museum

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

Seashore Trolley Museum

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

Shore Line Trolley Museum

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

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

© 2024, Friends of Philadelphia Trolleys, Inc.

All rights reserved.



The Standards were the second largest distinct type of trolleys to operate in Philadelphia after the 1,500 Nearside cars built for PRT by Brill between 1911 and 1913. Unlike the Nearsides—some of which remained in service until 1955—many of the Standards had a much shorter operational life.

They arrived at a time when the city's transit system was undergoing major changes. First was the consolidation of multiple operators, which started in the 1890s and culminated in nearly complete control by PRT, which was organized in 1902.

Second was the construction of the Market Street Subway-Elevated. Trolley service through the tunnel was inaugurated in December 1905 with Standard cars doing the honors, nearly 15 months before third rail-powered trains started regular operation.

### **PAY WITHIN REBUILDING**

It also was a time when PRT, like many trolley companies, was experiencing growing pains as technology and operational techniques struggled to meet the demands of burgeoning ridership, particularly in one of the country's largest cities.

While the Standards were larger, sturdier, and better powered than their 1890s predecessors, some essentials hadn't changed much. The bodies of these vehicles weren't radically different from the final generation of horsecars, complete with curved lower rocker panels.

By the time the last order arrived, open platform cars were already seen as generally outdated, particularly in colder climates. Not only did they expose crews to the



elements year-round, open platforms contributed to boarding and alighting accidents as passengers often hopped on and off as they pleased, before the cars came to a complete stop. In the case of the Standards, the platforms also were short: just 4' long, they constricted passenger flow, which had to funnel through sliding bulkhead doors into and out of the carbody.

Changes implemented over the next few years were designed to make operation of these cars more efficient, more safer, and—in keeping with the company's name—more rapid.

Starting in 1908, PRT began converting large numbers of the cars to what it called “pay within” configuration. The trolleys were rebuilt with fully enclosed platforms, pneumatic sliding doors, and folding rather than fixed steps. Some were converted from double-end to single-end operation.

The bulkheads and interior doors were removed to improve passenger flow, with the conductor stationed just within the carbody. Interestingly, metal dash panels were replaced with wood, and large sloping bumpers (as can still be seen on one end of #2282) were installed to thwart people stealing rides, as photos show them doing on flat bumper cars. Most of the pay within cars were also rebuilt with double-hung sash windows that only opened halfway. That hampered ventilation, a problem which was never satisfactorily resolved.

Perhaps most controversially, the Standards' original mix of longitudinal and cross seating was initially replaced on the rebuilds with all-longitudinal seating, which was deeply unpopular with the traveling public. Toward the end of the rebuilding project PRT relented and began reintroducing cross seats, but never applied that change to all pay within cars.

Car #2282 emerged from the program as a double-end pay within car in 1910.

## MIXED RESULTS

Was the project a success? Yes and no.

Passenger flow and safety improved, and the pay within cars seemed faster to operate—on the surface lines, at least. The subway was another story: open platform cars had been quicker to load and unload in the confines of underground stations. Throw in slowness and occasional malfunctions with the pneumatic doors, and the pay within cars were mostly removed from subway operation following a brief, unsatisfactory stint in early 1909.

Of the 772 Standards, 699 had been converted to pay within configuration. Sixty-five of the unconverted cars were assigned to subway lines until finally displaced by the Nearsides in 1913.

There was a brief exception: double-ended pay within cars were operated in the subway on the Chester Short Line (later Route #37) because there was no loop in Chester, prohibiting the use of single-ended Nearside cars. Pay within cars were displaced from the route with the arrival of double-ended “Hog Island” cars in 1918. A photo in the PTM collection shows car #2280 in Route #37 service in 1916. While further research would be necessary, it seems possible sister #2282 also could have been used on the line.

As noted, not all cars underwent the pay within conversion, and some were subjected to further renovations and experimentation in the 1910s, making the Standards even less standard. The arrival of Nearsides in massive numbers allowed PRT to begin selling off Standard cars as early as 1913.

The watershed year was 1923, when the purchase of hundreds of new Brill cars allowed PRT to start disposing of Standards in larger numbers. Among them were #2277 and #2282, which were sold that year to the Shamokin & Edgewood Electric Railway in Pennsylvania's coal region.



PRT continued to thin the herd during the 1920s, with the remaining Standard cars, in all their guises, eventually ending up in “fire storage” as backups for an emergency—such as the potential threat of disruption from carhouse blazes, as the Woodland conflagration a half century later demonstrated. The last remaining PRT Standards were scrapped in 1932.

**MANY MILES STILL TO GO**

Car #2282 served Shamokin & Edgewood until 1938, when it was sold again and converted into to a dwelling in Elysburg, Pennsylvania. It is the only one of the 772 original cars known to have survived.

It rested in Elysburg until 1967, when the carbody was rescued by preservationist Ed Blossom and moved to the Magee Transportation Museum in Bloomsburg, Pennsylvania. That museum closed in the wake of the devastating 1972 Hurricane Agnes flooding, and the car was moved to Dushore, Pennsylvania.

The car went home for a short time. It was returned to Philadelphia as part of a planned restoration project, but narrowly escaped destruction when Woodland Carhouse burned in 1975. It was apparently moved back to Dushore, and later to ECTM, where it was stored for many years inside the museum’s shop.

While its years outdoors took their toll, the body is largely intact and was partially repainted, giving a glimpse of how it would have looked in the early 20th century—and how it hopefully will look again.

“PTM has most of the parts to make this car operational in the future. It is safely stored indoors until it can be restored to operation,” Becker said.

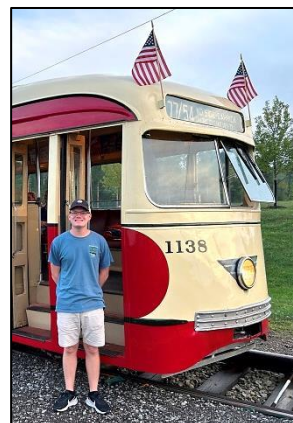


The museum operates a 2-mile-long railway. It has a collection of over 50 trolleys from Pennsylvania, Ohio, and Louisiana, and opened new visitor facilities last year.

For more information, visit [WWW.PATROLLEY.ORG](http://WWW.PATROLLEY.ORG).

**FAREWELL FOR NOW ...  
BUT COME BACK SOON!**

**BSM AND FPT VOLUNTEER ANDREW NAWN  
RELOCATES TO PITTSBURGH TO PURSUE  
HIGHER EDUCATION**



We wish our hard-working, well-known, young volunteer Andrew Nawn well following his recent move to Pittsburgh to begin his college educational pursuits in support of his goal of a future career in rail or public transportation. Andrew led several projects at Baltimore Streetcar Museum in recent years, including the second phase of the restoration of Philadelphia Rapid Transit C-145,

leadership of the museum’s Beautification Committee, and was co-manager of the 2023 Winterfest hosted by BSM for the Northeast Association of Trolley Organizations, or NEATO.

Andrew also became a qualified public operator this year with badge number 2168 (yes, this is his real number). Andrew’s work at BSM earned him recognition this past year as one of Trains Magazine’s “Young Guns in Preservation”. We wish Andrew well in this next chapter in his life and we hope you come back to visit, or volunteer again, soon!

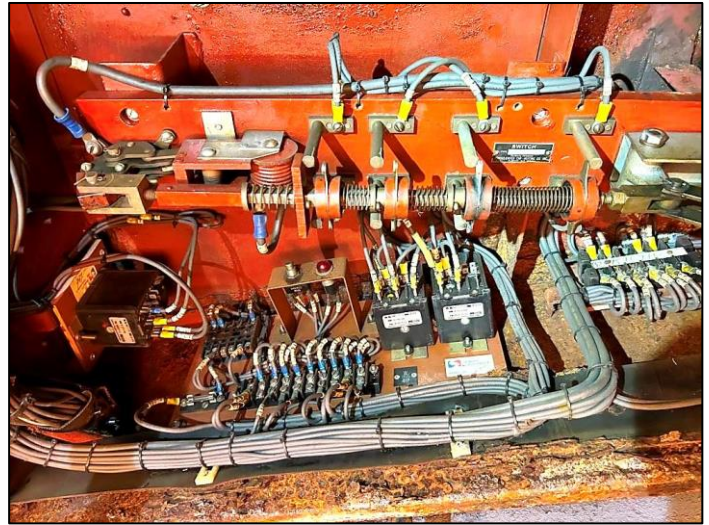


## GIRARD AVENUE SELL-OUT

*Story and Pictures by Bill Monaghan*

The Friends of Philadelphia Trolleys operated a sold-out charter with SEPTA Kawasaki LRV #9000, shown above on Girard Avenue at the Philadelphia Zoo in its original paint scheme on August 11, 2024. This trip operated on the entire Route #15 and to the Malvern Loop the terminus of Route #10. This was the first Kawasaki car on Route #15 since it reopened as a trolley route on June 16, 2024. Proceeds from this trip will be used to help the restoration of Philadelphia trolley cars at active museums.

The picture below catches #9000 at a FPT-arranged photo opportunity with Steven Olsen's restored 1966 General Motors Bus at Richmond and Westmoreland and PCC III #2324. The next one is LRV #9000 and PCC #2326 are at 49th Street and Girard Avenue on Route #15.



## SEPTA #2168 QUICKLY REPAIRED AND RETURNED TO SERVICE

*Story and Picture by Matt Nawn*

SEPTA PCC Car #2168 is an integral part of Baltimore Streetcar Museum's (BSM) regular public operation, as an all-weather, rugged, and reliable vehicle that spares some of the more fragile vehicles in the Baltimore collection from the rigors of constant operation. Keeping this car in reliable operation is a priority, and BSM volunteers Michael Barron, Mark Dawson, Harry Donahue, Matt Nawn, and Dennis Yeager diagnosed and repaired an electromechanical problem on August 23, 2024, less than two weeks after car was sidelined. It was found that several contactors underneath the interlock (deadman) pedal were burned or sticking, and after some cleaning, lubrication, and minor adjustments, the car was tested and returned to service. After the conclusion of the holiday events, the car will need more significant work to replace several worn components with spares in BSM's inventory, but in the interim, this important car is operable once again.

**ERNIE  
MOZER'S**



*Pictures from the Ernie Mozer Collection*

*Story by Harry Donahue*

The first two orders of PCCs for Philadelphia were cars #2001-2020, delivered in 1938 and #2031-2080; #2501-2580 in 1940-41. Cars in the 2000 series indicated a one-man car, while the numbers from 2501 and up were reserved for two man cars. The cars wore a new silver and cream paint scheme highlighted with a dark blue trim.

On August 14, 1938, seventeen-year-old Ernie Mozer headed to Wayne Avenue in Philadelphia, where the new cars were being introduced on Route #53. He



snapped a photo of brand-new PCC #2008 on Wayne Avenue, shown above. The second order of silver PCCs, #2031-#2080 and #2501-#2580 arrived in late 1940 and early 1941, with the one man cars going to Luzerne Depot for Route #56 and the two man cars to Callowhill for Routes #13 and #42.

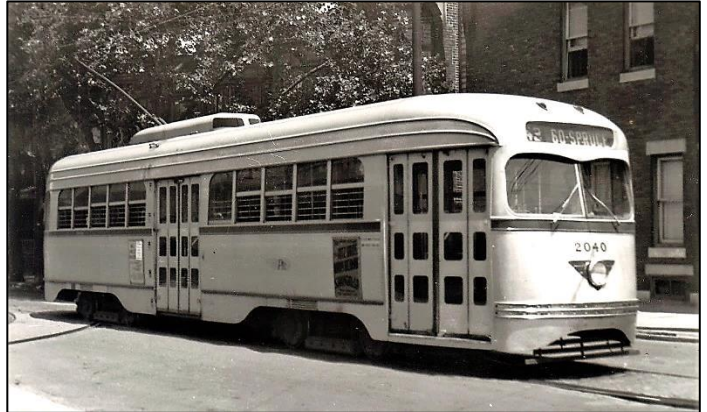
According to Ernie, the silver paint proved difficult to maintain; it was apparently very difficult to blend in silver touch ups after minor accidents. There was also some speculation that once the war broke out, the silver paint was difficult to obtain. Thus, the next order of PCCs in 1942, cars #2081-2090 and #2581-2680 arrived from Saint Louis Car in the now familiar PTC green and cream with the maroon belt rail.

One silver PCC survives today, car #2054 and is now awaiting restoration at Electric City Trolley Museum in Scranton. And on San Francisco's historic F LINE, former Philly PCC #2715, now MUNI #1060, pays tribute to Philadelphia's first PCC cars.

The picture below locates #2550 on Route #45 at the Art Museum Tunnel on November 27, 1941. The next one in column two positions #2575 on Route #45 at 48<sup>h</sup> Street and at the Parkside Loop on September 9, 1941.



In the next picture, we see #2561 on Route #40 in the Parkside loop along with some its older colleagues on the right. Following that, we see #2040 on a Route #40 pull-in at Callowhill Avenue and North 58<sup>th</sup> Street in June 1943. The final picture shows San Francisco's MUNI #1060, formerly SEPTA #2715.





## **A TOUGH ACT TO FOLLOW: REMEMBERING EDWARD MICHAEL AMRHEIN OCTOBER 10, 1958—OCTOBER 22, 2024**

For those who saw this larger than life streetcar/trolley/railroad enthusiast and gentle man for the first time, they would know immediately it had to be “Big Ed.” Ed was a fixture at many trolley museum get-togethers and fan trips, but most importantly, his beloved Baltimore Streetcar Museum (BSM).

Ed’s interest in streetcars and railroading went back as far as the early 1960’s. Ed delighted in telling you that his father took him on streetcar rides in the closing days of Baltimore’s last two car lines in 1963. Additionally, his interest in railroading was sparked by his grandfather (who founded the family plumbing firm) telling Ed that he remembered Pennsylvania Railroad’s steam locomotives traveling on its right-of-way near the family business shop in Essex, Maryland before electrification. That story most certainly led to his interest in his favorite railroad, the Maryland and Pennsylvania, commonly known as the MA & PA.

This fascination of streetcars and the MA & PA led him, in 1984, to a place that combined this interest at a single location ... the Baltimore Streetcar Museum. And why not? The museum ran its cars on the former

MA & PA right-of-way; its shop would eventually be located at the former MA & PA Freight Shed. What could be more convenient?

Ed felt quite at home in the shop or at any place in the Museum that needed fixing. If something broke, Ed would most certainly fix it ... even the fixtures in the rest rooms. It would take much more text to list all of the projects he accomplished, not to mention the many positions of responsibility he held at the Museum. Nonetheless, he was not interested in titles; rather, he was more interested in getting things done.

There were two projects championed by Ed, which eventually established the Friends of Philadelphia Trolley’s first relationship with a museum, BSM to be exact: Philadelphia’s snow sweeper C-145 and PCC #2168. While Ed was happy to welcome #2168 to BSM, he was no doubt ecstatic when C-145 was delivered. Ed’s enthrallment with snow sweepers, hence the name “Snow Sweeper Ed,” was as important as with snow storms that permitted C-145 being used for its intended purposes. In the early years of C-145’s being at the Museum, there wasn’t very much snow to enable the sweeper to be operated efficiently. However, on Saturday, December 19, 2009, a pre-Christmas heavy snowstorm brought Ed an early Christmas present ... running the sweeper in a major snowfall that was quickly turning into a full-fledged blizzard. He could not have been happier.

It was his interest in the MA & PA that eventually led Ed to pursue a project to secure the future of the MA & PA Round House, located at the Museum’s northern environs. Over the years, he made this endeavor “his project.” Although this venture would be one to preserve an important piece of MA & PA history, more importantly, it would secure a safer place to house the Museum’s collection, away from the flood plain on which the present most of the Museum’s complex is located. Ed spent the better part of last and this year moving his favorite project past the planning stages. Although his passing leaves a terrible void at BSM, there is resolve by BSM’s Board of Trustees in seeing this project to fruition. What would be a better tribute than to see “Ed’s Project” a reality?

Ed may have left us far too soon but his legacy will undoubtedly live on for years to come. We can’t thank him enough for his forty years of dedication to BSM and eventually to FPT.

The Amrhein family has requested that memorial donations in Ed’s name be made to:

**The Baltimore Streetcar Museum  
Post Office Box 791853  
Baltimore, Maryland 21279**

Please indicate on your check’s memo *Round House Project* to ensure your gift will be used for “Ed’s Project.”

FRIENDS OF PHILADELPHIA TROLLEYS PRESENTS ITS

# 2024 NEW YEAR'S EVE TROLLEY CHARTER



The Friends of Philadelphia Trolleys invites you to celebrate SEPTA's restoring Kawasaki LRV #9000 to its historic 1980 original paint scheme. There will be plenty of quality photo stops. Please wear a safety vest on this trip. In addition, feel free to bring your own snacks and soft drinks with you, as opportunities to purchase them while underway may be very limited. Proceeds from this event will be used to help in the restoration of Philadelphia trolley cars at various museums.

**DATE:** Tuesday, New Year's Eve, December 31, 2024  
**TIME:** 9:00 P.M. until 1:00 A.M.  
**LOCATION:** SEPTA's Elmwood Depot  
 7311 Elmwood Avenue (at 73rd Street)  
 Philadelphia, Pennsylvania 19142

**EQUIPMENT:** SEPTA's Kawasaki car #9000 in its original livery.  
**ROUTE:** Subway-surface lines; routing and equipment subject to change.  
**FARE:** \$65.00 per person, paid through PayPal or \$60.00 per person, paid by check.

To reserve a seat on the New Year's Eve Charter, please complete the form below and send your check or money order made out to FRIENDS OF PHILADELPHIA TROLLEYS, INC. to: Harry Donahue, 103 Mulberry Court, Morgantown, Pennsylvania 19543 by **December 15, 2024**. You may also pay by PayPal at [HTTPS://PY.PL/1TEE21](https://py.pl/1TEE21).

*✂ Please cut on line below after completing the form and send it with your check. ✂*

-----

Name: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Number of seats requested: \_\_\_\_\_ Total amount enclosed: \$ \_\_\_\_\_

If you can't go on the trip and would like to make a donation, send a check to the address above and note this on your check. Or, you may donate at [HTTPS://FRIENDSOFPHILADELPHIATROLLEYS.ORG](https://FRIENDSOFPHILADELPHIATROLLEYS.ORG). Need more information? Contact Bill Monaghan at [FPT2799@COMCAST.NET](mailto:FPT2799@COMCAST.NET).