

# The Streamliner

PUBLISHED BY THE FRIENDS OF PHILADELPHIA TROLLEYS, INC.

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## FPT MAKES SUBSTANTIAL GIFT TO MULTIPLE MUSEUMS

*Story by Matt Nawn, FPT Founding Member  
Pictures by Bill Monaghan*

The ability of six trolley museums to maintain their historic electric vehicles in running condition in future years received a major boost, thanks to a recent gift from the Friends of Philadelphia Trolleys, Inc.

Lifetime trolley fan, collector, and long-time proprietor of the Middletown & Hummelstown Railroad, Mr. Wendell Dillinger, passed away in late 2023. Over his lifetime, Wendell collected more than a dozen examples of electric railway rolling stock, and amassed a large collection of spare parts for his collection for a planned electric railway operation which, unfortunately, never came to fruition. Following Wendell's passing, the rolling stock and parts collection became the property of the M&H Railroad, which determined that all but a few vehicles would be surplus to its needs, and sought to dispose of the remainder of the collection in a manner that would both support settlement of Wendell's estate as well as find owners who could utilize and appreciate the materials that Wendell saved from scrap.

As options for disposal of the collection were proposed, the Friends of Philadelphia Trolleys (FPT) were invited to be part of the discussions due to the organization's reputation for fairness and unbiased support of many museums over two decades. Accordingly, FPT made a proposal to the M&H Railroad to purchase the entire spare parts collection from its own resources and then develop a method to disperse this collection at no cost to trolley museums within a reasonable driving distance to central Pennsylvania. This proposal was accepted by the M&H Railroad, and FPT developed a method to fairly disperse the parts collection to the following museums: Shore Line Trolley Museum, Electric City Trolley Museum, Rockhill Trolley Museum, Pennsylvania Trolley Museum, Baltimore Streetcar Museum, and National Capital Trolley Museum.

Ninety-five percent of the parts were dispersed on October 31, November 1, and November 22, 2024. Each museum identified a lead representative who worked with FPT Directors Matt Nawn and Bill



Monaghan through the necessary advance paperwork, approvals, and release documents. The distribution process was balanced among participating museum based upon identified need, and items dispersed included trucks and truck hardware, traction motors, motor-generator sets, controllers, numerous switchgear components, air compressors, brake valves, brake shoes, body hardware, and numerous other unique and hard to find parts to ensure historic vehicles at the participating museums can continue to operate for the educational benefit and enjoyment of visitors for years to come.

FPT extends its thanks to the staff of the Middletown & Hummelstown Railroad for their unflinching cooperation throughout every step of this process and their shared commitment to ensuring the parts purchased by FPT are put to good and appropriate use. FPT is honored to be able to make this contribution to the long-term preservation of the electric transportation heritage of the greater Philadelphia area.





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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.newtownsquarerailroadmuseum.org](http://www.newtownsquarerailroadmuseum.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.trolleyuseum.org](http://www.trolleyuseum.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.

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**ERNIE  
MOZER'S** 

*Pictures from the Ernie Mozer Collection  
Story by Harry Donahue*

Route 46 was the last double ended line in Philadelphia that ran from 60th Street and Lansdowne Avenue, where it used a crossover track for reversing ends at 58th Street and Woodland Avenue. It connected at Lansdowne Avenue with Route 10, a subway surface line. Route 46 "night liners" terminated at the 63rd Street and Malvern Loop with Route 10.

For most of its operating days, Route 46 used the heavy four motor "Hog Island" cars, but by 1950, the power hungry "Hogs" were being retired in favor of the two motor 5200 series double enders. Shortly after World War II, the crossover at 58th Street and Woodland Avenue was replaced by an off street loop.

In 1951, Route 46 moved its home depot, along with Route 13 from Callowhill to Woodland Depots. Ernie also moved to Woodland, along with Route 13. By this time, Route 46 was using the 5200 series cars.

During its final years, Route 46 had 18 cars assigned to it. According to Ernie, as the end of trolley service on the line approached, a suggestion was made that Route 46 be converted to PCC operation since it connected with four of the five subway surface lines, allowing for detour flexibility; however, the new National City Lines executives squashed that suggestion quickly. Route 46 GMC buses took over the line on August 11, 1957.

Two cars survive today: Car #5205 is under restoration at Electric City Trolley Museum. Car #5326 is in regular service at the Pennsylvania Trolley Museum.

The picture at the top shows cars #5204 on Route 46 and PCC #2201 (former Saint Louis Public Service #1578) on a charter at 60th Street and-Lansdowne Avenue. The charter's date was March 1955. Note that #2201 is displaying Saint Louis Public Service's 70-GRAND (Boulevard) line. Could it be that #2201 is the chartered trolley?



Above is car #5326, on Route 46, is at 60th Street and Baltimore Avenue, taken on September 17, 1956. As previously mentioned, you can see and even ride it at the Pennsylvania Trolley Museum. Below is car #4083 on Route 46 at 58th Street and Woodland Avenue on July 1948. Savitz Brothers Drug Store served Sealtest-brand ice cream.



The next picture catches car #5221 on Route 46 on 58th Street at Chester Avenue in 1956. The period automobiles in the scene are as interesting as the trolley. On the right side of the car is a De Soto and behind it is a Chevrolet. An Oldsmobile, followed by another Chevy are behind the trolley. On the trolley's left in the foreground is a Nash, with what appears is a Ford, further down the street. For our younger readers, De Soto was a Chrysler Corporation project. Oldsmobile was built by General Motors. Nash was built by Nash Motors which became American Motors. As we know, only the Chevrolet and Ford marques remain today.



## RED ARROW CAR #83 ARRIVES AT PENNSYLVANIA TROLLEY MUSEUM

*Story by Jeanine DeBor  
Pictures by Scott Becker*

The Pennsylvania Trolley Museum (PTM) is pleased to announce that on Tuesday, February 25, 2025, it acquired Red Arrow #83, a suburban streetcar that connected Philadelphia to its western suburbs. This trolley was built in 1932 by the J.G. Brill Company of Philadelphia for the Philadelphia & West Chester Traction Company (P&WCT Co.). This car, known as an "80 car" was built mostly out of aluminum to save weight and had very comfortable seats in the company's attempt to attract riders away from their automobiles.

The trolley ran from the company's 69th Street Terminal in Philadelphia to West Chester, Media, Sharon Hill and Ardmore. P&WCT Co. was owned by the Taylor Family who later rebranded their system with the Red Arrow Lines as part of the Philadelphia Suburban Transportation Company (PST Co.). PST was sold to the Southeastern Pennsylvania Transportation Authority (SEPTA) in 1970, and SEPTA operated the car until 1982. It was briefly renumbered #86 toward the end of its service life.

All told, #83 faithfully carried passengers for fifty (50) years before being sold in 1982 to Wendell Dillinger, then President of the Middletown & Hummelstown Railroad (M&H RR). The M&H RR, based in Middletown, PA, operates freight and popular excursion trains ([www.mhrailroad.com](http://www.mhrailroad.com)) and has preserved #83 since then. We thank the M&H RR for their cooperation in making this historic trolley car available to us and making other trolley parts available that will help us restore other cars in our collection! The car was delivered to the Museum by Cicko Transportation in Coraopolis.



PTM has sister car #78 that has been operated since 1994 after its restoration back to its original 1932 appearance. Scott Becker, PTM's Executive Director and CEO, said "to be able to acquire a complete 1932 trolley that fits our broad-gauge track in this day and age is quite remarkable." Car #83 will eventually be restored to operation in a paint scheme used in the latter years of its long service life.

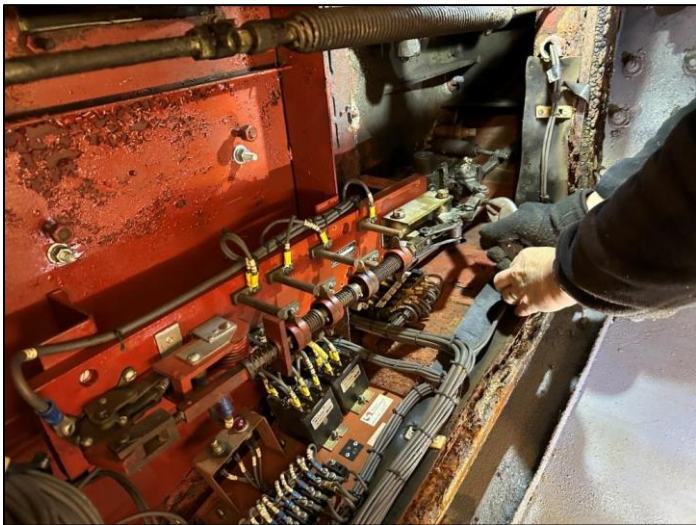
Our thanks go to Cicko Transportation for moving the car from Middletown to PTM, and also to Chartiers Township Police Department for providing an escort.



## CAR #2168 GETS SOME MUCH-NEEDED REPAIRS

*Story by Matt Nawn  
Pictures by Robert King and Matt Nawn*

During Baltimore Streetcar Museum's public operations season and related special events, probably none of the museum's vintage streetcars get as much use as former SEPTA PCC car #2168. Since this car was restored and returned to operating condition in 2009 through, a partnership with the Friends of Philadelphia Trolleys, it



has been a true workhorse, proving to be rugged, reliable, and an ideal all-weather vehicle.

This heavy use, however, does require recurring maintenance and, at times, unplanned repairs. While the car may seem "modern" in a collection which includes rolling stock that is nearly 150 years old, car #2168 turns seventy-seven years old on July 5th, and it is certainly not new by any means.

At the end of the 2024 operating season, car #2168 was taken out of service for a variety of minor repairs. Some of these repairs were easy, such as troubleshooting and replacing a blown fuse in the MG (motor generator) circuit, while others required substantially more work, including readjustments to the electrical contacts (pictured above) and associated mechanism underneath the interlock (deadman) pedal, troubleshooting and repairing the right-side interior light circuit (pictured on the left), and diagnosis of the non-functioning auxiliary heat system. (The test equipment is shown on next page.)

Frequent museum volunteers Mark Dawson, Harry Donahue, Mike Lawson, and Matt Nawn resolved the issues with the MG circuit and the interlock pedal in the first few months of 2025, enabling the car to return to service by the start of the 2025 public operating season. Longer distance volunteers Robert King and Matthew Mummert, with the assistance of Mark Dawson and John LaCosta, spent some of their vacation time resolving the interior lighting issue and performed extensive troubleshooting on the auxiliary heat system and narrowed down the source of the problem for further repairs this year. While most museum volunteers reside within a reasonable driving distance to Baltimore, Robert King travels all the way from Hamilton, Ontario to assist BSM, and Matthew Mummert takes time off from his day job overseeing maintenance and repair of modern light rail vehicles in Upper Darby, Pennsylvania to support BSM. We are truly grateful for their support, as well as the support of all museum volunteers!



Thanks to the efforts of hard-working volunteers, car #2168 is back once again in service, just like it has been for most of the past seven decades. There is still some additional repair work scheduled for 2025, including final resolution of the auxiliary heat problems and adjustments to #1 and #2 doors, but these issues do not prevent car #2168 from continuing its workhorse duties at BSM.

## A WINNING PLAY: FPT HOSTS DEBUT SUPER BOWL WEEKEND CHARTER



*Story by Roger DuPuis  
Photos by Bill Monaghan*

Super Bowl weekend proved a good one for the Philadelphia Eagles and the Friends of Philadelphia Trolleys. FPT hosted its first Super Bowl weekend streetcar charter on Saturday, February 8, 2025, using SEPTA “PCC III” car #2324. It marked the successful transition of a long-standing traction tradition from one enthusiast group to another.

The annual charter was hosted for the past thirty years by the Wilmington Chapter NHRS, with the trips organized by Steve Barry. He was on hand for FPT's first hosting of the excursion, offering tips on photo stops and helping make sure attendees were safe getting on and off the trolley.

The trip departed Elmwood depot at 10 A.M., covering parts of Routes 11 and 13 and the subway-surface diversion trackage through University City. Guests were treated to about twenty photo stops, including several unforgettable scenes alongside SEPTA Kawasaki LRV #9000 in its recreated 1980s paint scheme. Having the hometown Eagles in Super Bowl LIX added to the festive atmosphere, and there was a photo op with an Eagles flag at Yeadon Loop.

Proceeds from this trip will go to Saint Louis Museum of Transportation for Philadelphia PCC #2740, which was recently vandalized. FPT helped fund the car's repainting in a 1940s-style livery several years ago and would like to assist the museum in restoring the car once again.



## WINTERFEST 2025

*Story by Matt Nawn  
Pictures by Bill Monaghan*

This year's Winterfest was held on February 27 to March 2, 2025 at the Rockhill Trolley Museum (RTM) in Rockhill Furnace, Pennsylvania with 170 guests attending. Winterfest is a gathering of staff and active volunteers from trolley museums in the northeast United States and Canada for a weekend of socializing, operating trolley cars under instruction, and especially having fun. Attending the annual Winterfest is one of the benefits of volunteering at a participating organization.

The Friends of Philadelphia Trolleys would like to thank Joel Salomon for his more than two decades of volunteer service as President of Rockhill Trolley Museum. His support made the event a complete success.

Above, Philadelphia Transportation Company's PCC car #2743 stops to pick up a businessman, clad in a three-piece suit and fedora, accompanied by a leather brief case. Below is one of two Electroliners, built in 1941 by the Saint Louis Car Company for the Chicago North Shore and Milwaukee Railroad. In 1963, the train sets then operated on Philadelphia's Red Arrow Lines and were eventually sold by SEPTA in 1981 to RTM and the Illinois Railway Museum.



## A WOODLAND SHOP UPDATE

*Story and Pictures by Bill Monaghan*

Southeastern Pennsylvania Transportation Authority's employees at the Woodland Shop are continuing to perform great work on the trolley fleet. Kawasaki LRV #9100, pictured above, will be the second LRV to be released from the shop in its original 1980 livery. Its



BILL MONAGHAN 2025



release is planned for some time in late March 2025. Once this car is back in service, the Friends of Philadelphia Trolleys plans on operating a fantrip with this car on Route 15, since Kawasaki LRVs rarely operate on this route.

Work on SEPTA PCC III cars #2326 and #2323 (as pictured on this and the previous page) has also begun at Woodland. These cars are planned for completion by the end of the calendar year. The men at Woodland have certainly become artisans in this undertaking.

## THIS JUST IN:

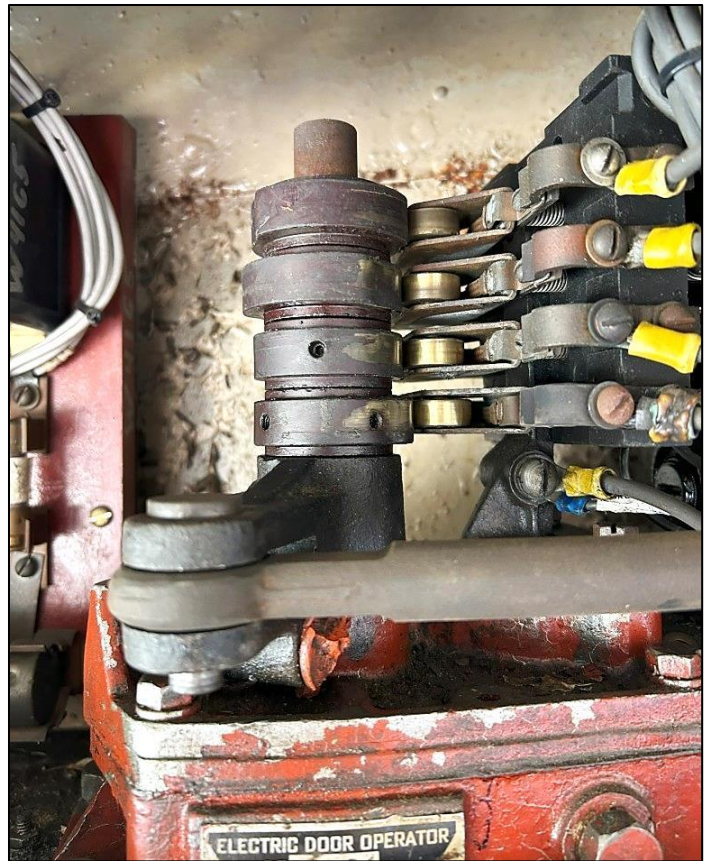
### DOOR REPAIRS COMPLETED TO SEPTA #2168

*Story and Picture by Matt Nawn, FPT Founding Member*

Maintenance personnel responsible for keeping transit vehicles in good working order will often state that the most problematic, and abused, part of any trolley car are the passenger doors. This is not that much different with cars frequently used at museums, such as former SEPTA PCC car #2168, which is used to carry visitors virtually every day the Baltimore Streetcar Museum is open during a calendar year.

This constant use even in a museum environment takes a toll on the doors, and adjustments are often needed. Such was the case as we entered calendar year 2025, with two pairs of doors in car #2168 malfunctioning. Repairing this condition became a priority for museum volunteers who maintain the collection of PCC cars in running condition, especially as the museum is transitioning to an operations protocol where the one-man streetcars are to be the preferred equipment for public operations on most days.

BSM Volunteers Harry Donahue, Mike Lawson, and Matt Nawn spent most of the day on Friday March 21,



making adjustments to the doors in Car #2168 and all doors are again operating properly. This work involved a myriad of minor adjustments, especially adjustments to the interlock “cams” which electrically control the speed and travel of each pair of doors. In simple terms, as the doors open or close, these cars open and close four individual switches; if they are out of adjustment, the doors do not function properly, and getting these readjusted to the proper settings can be very tedious. However, the work is now completed and car #2168 is ready once again to carry passengers, just as it has since July 5, 1948.



ONE MORE, JUST TO BE SURE: As a follow-up to this issue's *Ernie Moser's Time Machine*, here's a picture of car #4022 on Route 48 at 60th and Spruce Streets, en route to 58th Street and Woodland Avenue. It was taken in January 1948. The corner grocery store, seen to the left of the trolley, was common in many neighborhoods until the arrival of “super markets,” such as the Acme and the Great Atlantic and Pacific Tea Company, better known as the A&P.

# FRIENDS OF PHILADELPHIA TROLLEYS EAST PENN TRACTION CLUB TROLLEY TRIP



**T**he Friends of Philadelphia Trolleys invites you to celebrate SEPTA's restoration of a Kawasaki LRV to its historic 1980 original paint scheme. There will be plenty of quality photo stops. Proceeds from this event will be used to help in the restoration of Philadelphia trolley cars at various museums. *Safety vests are mandatory.*

- DATE:** Sunday, May 18, 2025
- TIME:** 9:45 A.M. until 2:00 P.M.
- LOCATION:** SEPTA's Elmwood Depot (on-street parking), 7311 Elmwood Avenue (at 73rd Street), Philadelphia, Pennsylvania 19142
- EQUIPMENT:** Kawasaki LRV #9000 *or* LRV #9100
- ROUTING:** Subway-surface lines; *routing and equipment subject to change*
- FARE:** \$65.00 per person
- PAYMENT:** Use the PayPal link for payments: [HTTPS://PY.PL/1VCJKT](https://py.pl/1VCJKT)

Need more information? Contact Bill Monaghan at [TROLLEYDRIVER@COMCAST.NET](mailto:TROLLEYDRIVER@COMCAST.NET).