

# The Streamliner

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## NEXT STOP: THE WOODSTOWN CENTRAL

*Story and Photos by Bill Monaghan*

The Friends Philadelphia Trolleys hosted a photography event at the Woodstown Central Railroad that featured steam locomotive Number 9 on a freight train and vintage Reading Railroad FP7 locomotives, Numbers 902 and 903, on the passenger train. The excursion attracted 60 passengers and featured approximately 20 photo run-bys. The event concluded with a night photo session in South Woodstown and Pilesgrove, New Jersey.

SMS Rail Lines took over operation and maintenance of the Salem County Railroad on April 1, 2021. Southern Railway of New Jersey continues to operate the northern segment of the Salem Branch from Swedesboro to Woodbury. Woodstown Central Railroad was formed to operate passenger and freight trains from Swedesboro to Salem, New Jersey.

Steam locomotive Number 9, an Alco 0-6-0, suffered an overheated journal box on its central axle during an excursion on April 18, 2025. Number 9 was repaired and test operated on September 12, 2025 and the Reading FP7 Number 903 was moved by Conrail and Southern Railway of New Jersey to Swedesboro on September 14 and 15, 2025. We really like it when a trip comes together!

FPT would like to thank Woodstown Central Railroad/SMS Rail lines for this outstanding event. A special thanks to Woodstown Central's employees, as well as Steve Barry, for coordinating this trip, and to Mike Burkhardt, John Regan and John Gabriel for the night lighting.

The picture at the top right is Woodstown Central Number 9, 0-6-0 "switcher" steam locomotive built in August 1942 by the American Locomotive Company. Number 9 is on a photo run-by at the Marvin L. Watson Memorial Park in Woodstown, New Jersey.



The picture below captures John Sparks, his family and their 1965 Pontiac GTO are seen with Reading Railroad FP7 locomotives Numbers 902 and 903 at South Woodstown Station. All are General Motors products.



Next is Woodstown Central locomotive Number 9 crossing Memorial Lake in Woodstown, New Jersey on a freight train made up for this trip.



On the next page at the top, completely restored Reading Railroad FP7s Numbers 902 and 903 are approaching Welchville Road at Alloway Junction, New Jersey. Following that is Woodstown Central steam locomotive Number 9, seen during a photo run-by in South Woodstown, New Jersey.



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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)  
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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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The final picture below is Woodstown Central steam locomotive Number 9 and Reading Railroad FP7s Numbers 902 and 903 at South Woodstown during a night photo session ... always a show-stopper.



**DID YOU KNOW?** Dues will soon be payable. FPT's membership year now runs from January 1, 2026 through December 31, 2026. Won't you take a minute to print out the attached membership renewal form and send it to the address on the form with your payment? You may also renew your dues on line at:

[HTTPS://FRIENDSOFPHILADELPHIATROLLEYS.ORG/JOIN-US/](https://friendsofphiladelphiatrolleys.org/join-us/).

Thank you for your support. We appreciate it!

**Happy Holidays  
From FPT!**



## UPDATE ON PSTC #73 AND PTC #8042

*Story and Pictures by Jeanine DeBor, Executive Director, Pennsylvania Trolley Museum (PTM)*

We are making significant progress with both of these important cars. Philadelphia Suburban Transportation Company (Red Arrow Lines) car #73 is a sister to our regularly operated car #66. Once restored it will be used together with #66 as a two-car train and, with seats removed, will also serve as a handicapped-accessible car.

Our restoration team fabricated new lift sash and arched upper sash window as the 1972 replacements were inauthentically constructed and badly rotted. We are currently getting quotes on glass for the green upper sash windows. Work has been ongoing to rewire the lighting circuits to allow use of modern light bulbs. Recently the roof boards, trolley bases, and pole hooks have been installed on the roof, while underneath steel work is ongoing to rebuild the rusted sill below supporting the center door steps.

Work also continues on Philadelphia Transportation Company car #8042. We are restoring this streetcar to its simplified color scheme applied in its last years of operation. Our team recently installed new wainscoting along the wall behind the center doors. Rebuilding the

heater duct work and making new trim was also a part of the work. We are currently having all the seat cushions for the fixed forward facing seats reupholstered at a cost of \$175.00 per cushion. We ask that you please consider supporting our “buy a seat” program! A donation form is available at the end of this issue of *The Streamliner*.

The accompanying pictures illustrate the work being done for these projects. They include the interior and exterior of #8042 and the roof and a window frame for #73. Nice workmanship!





## SEPTA'S STUNNING TROLLEYS

*Story and Pictures by Bill Monaghan*

SEPTA PCC-III #2336, above, is seen at SEPTA's Woodland Shop in the system's vintage "Gulf Oil" paint scheme on November 6, 2025. This will be the ninth PCC car to be rebuilt at Woodland for Route #15. This paint scheme was introduced in 1973, as SEPTA experimented with different liveries to replace the Philadelphia Transportation Company's green and cream colors which were still widely seen on trolleys five years after the authority took over PTC operations. FPT would like to thank the employees at Woodland shop for doing such a great job on rebuilding these PCC cars.

Looking at the top of the right column, we find SEPTA LRV #9100, the second Kawasaki car to return to a recreation of its original 1980s paint scheme. LRV #9100 is on a pull-in at 49th Street and Warrington Avenue on October 24, 2025. The next picture is SEPTA LRV #106 is the third Kawasaki car to return to a recreated version of its original 1980s paint scheme. This is the first Media-Sharon Hill Line car to be repainted. LRVs #106 and #118 are MU (multiple unit)

together for a school tripper on the Sharon Hill Line. #LRVs 106 and #118 are approaching the Aldan Historical Commission on Providence Road in Aldan, Pennsylvania on October 22, 2025.

The Breast Cancer Awareness Trolley #9087 and the Halloween Trolley #9078 were decorated by SEPTA operators Devante Parker, Soup Davis and Ra Sonnier. All materials were purchased by Devante and Soup and their trolleys and were decorated on their days off.

Below, Halloween Trolley #9078 is seen at Woodland and Chester Avenues on October 8, 2025. On the next page, Breast Cancer Awareness Trolley #9087 is seen at 13th Street Station on October 15, 2025. This trolley was decorated inside and out in recognition of Breast Cancer Awareness Month. This was a labor of love





Picture above shows Birney #3 at Woodland Depot on rails for the last time, being readied for scrapping on December 8, 1948. The picture below catches Birney #2 on Route #62 in Darby on January 23, 1938.

**ERNIE  
MOZER'S**  
*Story by Harry Donahue*  
*Pictures from the Ernie Mozer Collection*

Like it or not, the Birney Safety Car, a 1915 invention by Charles O. Birney and Joseph Bosenbury, was purchased by numerous trolley operators with mixed reviews. The car was an early effort to produce a one-man car (without a conductor) with safety features that were to be incorporated in later designs, such as the PCC car. Nevertheless, Birneys had their faults which were to be their undoing. They were light weight which provided a less-than-satisfactory ride, terrible traction in snow, and derailments on poorly-maintained tracks. Further, their small capacity rendered them useless on busy routes and rush hour service.

Philadelphia had its share of them, with the last batch delivered in 1922 from Brill, numbered 1-5 and owned by the City of Philadelphia. By the late 1940's, they were retired. Here are a few pictures of these cars. Below is Birney #1 on Route #14 at 42nd and Pine Streets on July 27, 1941. Here's what the intersection looks like today at Google maps:

[HTTPS://MAPS.APP.GOO.GL/kDUXzzAxGQsIeG78](https://maps.app.goo.gl/kDUXzzAxGQsIeG78).



**ANOTHER PICTURE  
FOR THE ROAD**

Here is a picture of window sashes being made for #73, as mentioned in the PTM article on page three. The exquisite workmanship demonstrates PTM staff's dedication to remarkable craftsmanship.



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



**HELP PRESERVE PHILADELPHIA'S TROLLEY HERITAGE**

Check one:  New Member (Welcome!)  Renewal (Thanks for Renewing!)

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

**The membership year now runs from January 1, 2026 to December 31, 2026.** 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.*



# PENNSYLVANIA TROLLEY MUSEUM

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## Philadelphia Transportation Company 8042

Car 8042 is one of 385 single-end cars purchased in 1923 by the Philadelphia Rapid Transit Company. It incorporated many advances in design and construction over the older cars used in Philadelphia, such as a greater use of lightweight steel construction instead of composite steel and wood or all-wood framing construction, center exits with sliding doors and an interior step well instead of folding center doors and steps that created clearance problems on narrow streets.



PTM acquired this car through the sponsorship of the Electric City Trolley Museum in Scranton, PA in 2005. Car 8042 was chosen for preservation because it was the last car to operate on the York Road to Willow Grove line (Route 55) on September 8, 1940.



We are currently restoring this important streetcar to its simplified

color scheme applied in its last years of operation. Currently, we are recovering all the seat cushions, which will cost a total of \$5,600.00. A single seat alone costs \$175.00. This is where we need your help! Please consider donating today. Anyone donating \$175.00 or more will be invited to the official roll-out of this streetcar and be listed on an ad card in the car.

**To complete this project, PTM member Richard Schmitz has issued a dollar-for-dollar challenge match for up to \$2,000.00! This means your donation will have an even greater impact.**

Please mail the form below with your payment.

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**Count me in! I would like to help with car 8042's seat replacement project.**

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

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

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

E-mail: \_\_\_\_\_ Phone: \_\_\_\_\_

Donation Amount: \$ \_\_\_\_\_

Please make your check payable to the Pennsylvania Trolley Museum. Please be sure to mark on your check that your donation is for car 8042's seats. Thank you for your generosity!

**Mail to: The Pennsylvania Trolley Museum, Inc.  
1 Electric Way, Washington, PA 15301**