

TROLLEYVILLE MERCHANTS VISIT NATIONAL TRAIN SHOW IN SAN JOSE

George Huckaby - Several major Trolleyville merchants were participants in this year's National Train Show. The National Model Railroad Association (NMRA) holds a convention every year in a selected city on the North American continent. This year's convention was in San Jose, CA. At the conclusion of every convention, there is usually a National Train Show where the public can see the latest model railroad products and view some model railroad layouts. This year was no different as the show opened its doors from August 4th through August 6th at the San Jose McEnery Convention Center. Light rail vehicles and vintage streetcars run right past the front door of the convention center adding a little extra to the scene.

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Several Trolleyville shops were represented at the show. Alpine Division Scale Models (Mike DeGhetto) was not only at the Trolleyville display but had his own separate booth in the manufacturers area. Mike sells traction overhead fittings and line poles, structures and the Innovator throttles, formerly owned by ITTC. Custom Traxx (George Huckaby) was also at the show displaying their line of HO scale traction decals. Their latest decal release, Pacific Electric

"Butterfly" Striping was a big hit. John Moline was also on hand with his extensive line of scale model vehicles. Holland Traction Supply (Guy "Mitch" Holland) displayed their latest custom painted traction brass. Railway/Traction Miniatures (Ken Dively) displayed his extensive line of traction parts, traction brass and specialty items in both HO and O scale. The Great American Train Shows (GATS) and Rail Line News also chose to display in the Trolleyville area with some information on the 60 plus model train shows that they have scheduled for 2001.

Several products that are important to the traction modeler were displayed. Bowser Manufacturing had their normal display at the show. But this year, they had all their new HO scale traction drives to demonstrate. The cars containing this new drive were the most consistent performers on the Southern California Traction Club layout. Lee English and his father Lew are pictured.



MTS Imports, Inc. had their normal corner booth with either pre-production or production samples of their new four wheel open trolley, the Pacific Electric 170 series center door car, and the Toronto, Pittsburgh and Philadelphia all-electric PCC cars. Joel Lovitch, owner of MTS, also had bodies of his new Boston "Picture Window" PCC car.

Jack La Russa of N. J. International was also on hand to show the first models of his new Pacific Electric Pullman double-end PCC car. Both of these HO scale cars are non-brass bodies made to fit the new Bowser traction drive. The models of Indiana Railroad #58 and 377, San Francisco Municipal Railway #1051 and Montreal & Southern Counties #621 ran the majority of the miles on the layout. All of these cars contain the new Bowser drives. The latter car was an over twenty year old brass car converted to accept the new drive.



Since we hang a lot of overhead wire, we should mention here H&N Electronics of 10937 Rome Beauty Drive, California City, CA 619-373-8033. Harold and Nancy Ackeret have provided us with the soldering flux that we have used since the beginning in erecting our overhead wire. Supersafe is advertised as a safe, organic water-soluble flux that we have found easy to use. Normal available in 2 and 4-ounce containers, H&N showed up in San Jose with the flux available in 32-oz containers. Needless to say, the club snapped up a bottle.

A very pleasant surprise was the discovery of TrainQuest in Moreno Valley, CA. Jim Bromar owns this new model train super store. Jim, shown in the right side of the photo, is the person that made Long's

Model Railroad Supply a household word. Although not a traction supplier per se, Jim did so much to help the budgets of all model railroaders when he took that bold step of establishing a model railroad supply entity in what was a drug/variety store. Despite the huge success of Long's Model Railroad Supply, Jim was forced by non-value added company politics to leave a successful and profitable concern and start his own business. Trolleyville urges all modelers to visit his store and support him as well as he supported us. Call him from 9:00 A.M. to 5:00 P.M. (Mon-Fri California Time) at 1-888-777-2258 or visit the new store after September 1st at 14161 Elsworth Street, Moreno Valley, CA 92553. You will even check him out at www.trainquest.net soon. Remember, he was there for us, now be there for him.



The anchor of the Trolleyville display was the HO scale traction modules of the Southern California Traction Club. Founded in October 1995 in a hobby shop in Torrance, California, this club has managed to develop and make operational 25 modules. When connected, they form a 22' by 27' layout for all to enjoy. One trip around the rectangular layout was approximately 1.55 miles. Individual club members own most modules. Bill Kift, the club financial officer, George Huckaby and George Jones own three each. Mike DeGhetto, and Jan Podganski own two each. Byron Brainard, and Bob Hill own single modules. The club owns ten modules including the four corners, the five modules that form the car storage area and one other. All models on the modules must operate from overhead wire as both track rails are grounded.

The SCTC started operations with three modules in 1996. By the time of its first public appearance in 1997, the club had 8 members and 5 modules. By the end of that year the club had obtained and renovated its first trailer. For a display of this size,



the club purchased a second trailer in May 2000 and outfitted it to haul twelve of the modules. The photo shows both the new trailer (foreground) and the original trailer in Buellton on the way to San Jose. Ten modules fit into the original trailer and the final three six foot modules are transported in the minivan normally towing the newer trailer.

This appearance of the SCTC was not only its 23rd show but also its largest display to date. The club display uses four Innovator 3500 throttles for main line control, each controlling one side of the rectangular display. There is also a main AC buss powered in two sections by separate Innovator 4.5 amp transformers to which all modules have access for switch machine, lights and other auxiliary power. The car storage yards, the separate city lines and the two-rail yard along the four-track section are still under development but each have separate Innovator throttles for positive control. The club uses modified East Penn Standards in which the tracks are block gapped and the overhead wire is common throughout.

The club started an intensive preparation for this show in January 2000 with meetings and working sessions three to four times each week. The first time that the 25 modules were mated together occurred just a week prior to the NTS when the club set up for the Pomona Great American Train Show on July 29th and 30th. This was also the first time that the club used the second trailer. Three new modules including a downtown intersection with the maze of special work were displayed for the first time. In the photo, a two-car train of Pacific Electric 1100s crosses the main intersection while Philadelphia Transportation Company (PTC) Peter Witt 8058 waits to cross. Behind it "Upside Down" Nearside 6709 turns onto the double track street. Also seen in the picture are PTC 5263, Indiana Railroad 377 and Sacramento Northern 129. Only on our modules can these types of meets be made.



Several foreign visitors toured the layout and showed great interest in operating cars from overhead wire including Hirai Kentaro, Chief Editor of Train Magazine (Japan), and Kenichi Matsumoto also of Train Magazine. Shown in the photo are from left to right, Mr. Matsumoto, Toshisuke Matsumoto, SCTC member, Mr. Kentaro, and Akihisa Saitoh, SCTC member. Also Mr. Nam-Dal Cho and Mr. Jae-Sung Kim of Ajin Precision Mfg. Inc toured the club layout and invited us to visit his facility in Seoul.



The SCTC usually displays four to eight times each year with the 2001 schedule still under development at press time. However, the 2001 schedule appears to be Anaheim, CA GATS (February), Santa Barbara, CA GATS (March), LA NMRA South Coast Botanic Garden, Palos Verdes, CA (April), Las Vegas, NV GATS (October), Orange Empire Railway Museum, Perris, CA (October) and San Diego/Del Mar, CA GATS (December). The club meets monthly at their clubhouse in Baldwin Hills, CA and has at least one working session each week. For more information, please contact the club at 310-475-5597.