

The Trolleyville Times

January 2004

Five Traction Club Displays Coming in Southern California

Revitalized Southern California Traction Club Wants You!

In two major meetings of the Southern California Traction Club on November 23rd and December 14th, the membership reaffirmed the club purpose to demonstrate the operation of electric traction at local train shows. At the same time, the membership decided on a new policy requiring all members to participate in the main goals of the club. Minimum levels of participation were set. All members who attended these meetings participated in this decision and the absentees were given until December 14th to accept the new club requirements for membership. One new highly motivated member has already joined the club.

So if you are a traction enthusiast who would like to run models from live overhead wire, the SCTC wants you. The club has all the tools and techniques to make you a traction specialist. Between club members and the Trolleyville Schoolhouse, you can become an expert modeler and enjoy doing it. Call the club at 323-931-1994 or 310-990-5422.

On December 6-7, the club appeared at the Great American Train Show in Del Mar, CA. Below are some scenes from the modules shown at that time.



San Diego 503 and Third Avenue 423

Orr Street Railway Track (HO) now available from Custom Traxx

Trolleyville has confirmed that the HO scale ORR Switches and Crossings are now available from Custom Traxx, P.O. Box 641175, West Los Angeles, CA 90064-1175, (310) 475-5597. Check out the Custom Traxx catalogue at www.customtraxx.com or the ORR TRACK Page at www.trolleyville.com for both pricing and shipping information! Shipping of product began just before Christmas Day!

The Sweet Sixteen (Philly's Modernized 5200s

During the 1920s the Philadelphia Rapid Transit went on a modernization spree to the benefit of the J.G. Brill Company in West Philadelphia. Between 1923 and 1926, they purchased 535 single end Peter Witt cars, 8000-8534; 135 double end cars, 5200-5234 and several work cars.

These cars ran through the 1920s and 1930s as the pride of the system, augmenting the 1160 Nearside cars that dominated the city beginning in 1913.

By 1940, PCC cars had appeared and the newly created PTC decided to modernize many of the streetcars. They started in October 1940 with the 8000-8534 series and modernized the 50 cars purchases in 1926, then 137 of the cars purchased in 1923. These cars were last used in the Subway -Surface lines until 1955 and were the last conventional cars to operate on Market street in 1957. Many changes were made during the upgrade including the installation of herringbone gears, which made the cars much quieter. The most noticeable trait on the exterior was the air operated windshield wipers above the center windows.

When it came to the 5200 class cars, only sixteen of the cars were modernized before



Pacific Electric 1100 and 1260



Philadelphia Rapid Transit 3121



Module 941 intersection trackwork just completed.

The Club will be appearing at many shows in the first three months of 2004 beginning with:

GATS Santa Barbara, CA - Earl Warren Showgrounds - **January 10-11;**

GATS Anaheim, CA - Anaheim Convention Center - **January 31-Feb 1;**

On Track Productions Model Train Expo, Fairplex, Pomona, CA **February 28-29;**

LA DIV NMRA Descanso Gardens, La Canada-Flintridge, CA - **March 13-14;**

GATS Pomona, CA - Fairplex, Pomona, CA **March 20-21.**

The club will probably appear at the following locations during the rest of 2004:

GATS Ventura, CA Ventura County Fairgrounds/Seaside Park **August 21-22;**

GATS Pomona, CA Fairplex, Pomona, CA **November 6-7;**

World War II bought a complete halt to the program. Of the 135 cars, only 5201, 5205, 5210, 5221, 5223, 5235, 5244, 5261, 5306, 5323, 5326, 5327, 5328, 5329, 5330 and 5333 received the complete interior, exterior and mechanical modifications. Three cars, 5216, 5276 and 5282 received only the mechanical modifications and were used on Route 52, Midvale Avenue until that route was abandoned in 1956 and the surviving 13 cars were sent to Route 46 with the best of the unmodernized cars for their final years of service. Some of these unmodernized cars included 5200, 5216, 5217, 5232, 5234, 5272, 5285, 5290, 5293, 5302, 5308, 5316, 5317, 5320, and 5332. Some of these cars may have never operated that final year but they were operable when sent to Woodland depot during the summer of 1956.

Interior modifications included new floors, bright green interiors and upholstered seats. Exterior modifications consisted of the air-operated windshield wipers and lowered destination signs. Mechanical improvements included new braking equipment, herringbone gears, pinions and four-way door controls so that the operator could open any door. These were the last conventional double end cars regularly operated in Philadelphia, ending their service on Route 46 in West Philadelphia in August 1957.

Shown below is unmodernized car 5207 at the 70th & Lansdowne terminus of Route 31;



Next is a photo of modernized car 5205 and unmodernized car 5234 at Germantown carhouse. The exterior differences are now apparent.

So come on out and check out the modules, the vehicles and the members. Members of this club have certified over 170 electric vehicles for operation on the 17 modules currently displayed at club shows. If you live in southern California and like model trolley cars, this club may be just for you! Remember that this club has all the tools, expertise and specialized traction parts to enable you to enjoy your model streetcar running flawlessly under the club overhead wires.



Three cars still exist today, 5205 at the Electric City Museum in Scranton, 5326 at the Arden Museum in western Pennsylvania and 5327 which we understand will provide parts for the complete restoration of 5205.

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