



Adobe Flash Player is no longer supported

## Anaheim Great Train Expo

### Attention - Model Train Vendors!!

\*\*\*

In our last issue, we reported on the Great Train Expo at Del Mar, CA (Del Mar is a few miles north of San Diego). During the weekend of January 6-7 it was the good fortune of over 7,000 train lovers in Anaheim to experience a professionally run and enjoyable train show. The location was the Anaheim Convention Center, Hall E. Bill Grove was the show manager and, as can now be expected from any Great Train Expo, provided an excellent and enjoyable show for the vendors, model train clubs and the general public at large. It was great to see Bill at local model train show as he had not been in Southern California since the late 1990's.



Bill Grove was the number two man of the old Great American Train Show (*when it was really great*) from its inception until the company was sold in 2001. Bill has to be considered one of the brighter minds in the model train show business and we can only wonder what would have happened if Bill had purchased the now defunct Great American Train Show in 2001. He still runs one of the most successful monthly train shows in the United States, the Great Midwest Train Show at the DuPage County Fair Grounds in DuPage, Illinois.

The train vendors should know that the Great Train Expo expended over \$18,000.00 among the following resources for this show:

1. Twenty-four TV commercials on KCAL, KCOP and KTTY - \$3,700.00
2. Fourteen newspaper ads in the Los Angeles Times and twenty-one newspaper ads in the Orange County Register - \$3,200.00
3. 9,600 email addresses of past show attendees emailed twice prior to the show.
4. 22,000 direct mail postcards to past attendees - \$5,200.00
5. Full page, four color ad in Model Railroader magazine - \$4,000.00
6. Full page, four color ad in Classic Toy Trains magazine - \$2,000.00
7. PR Campaign to all major media outlets, which resulted in a great story in the [Orange County Register](#) on Sunday morning which bought out a Sunday crowd, equal to if not greater than the Saturday attendance levels. If you would like to read rest of the article, [click here](#).

As part of the advertising effort, George Huckaby, owner of Custom Traxx and founder of the Southern California Traction Club, was caught on film while being interviewed by the Orange County Register.

## What a Difference Fourteen Years Make !

\*\*\*

Recently, Bill Volkmer provided these photos, which show the durability of the PCC trolley. Car 2122 was delivered to the Philadelphia Transportation Company in 1948 for use on Route 56 [Erie-Torresdale]. The car is pictured there on Torresdale Avenue at Hellerman (tracks now paved over by SEPTA) in 1981 just after finishing the (General Overhaul) GOH program. Note the rather small turn signals in the front belt rail area. The second photo shows the same car in 1995 in San Francisco after the second rebuilding by Morrison-Knudson. Car 1055 is outbound on the J-Church line at 18th & Church. Note the larger windshield and the front trolley pole and trolley catcher. Except for a black trolley catcher, the car looks essentially like this photo, twelve years later, thanks to the love and care given by the Muni shop forces and the Market Street Railway folks.



The next photo is of car 2122 at 49th & Woodland in April 1979 running on Route 11 (City Hall to Darby) after years of shoddy SEPTA care. The car is in the "Gulf Oil" paint scheme as replicated in the latest released Corgi 1:50 PCC car.



The final chapter in the durability of the PCC car may not yet have been written, so stay tuned!

## Southern California Traction Club Displays at Anaheim!

\*\*\*



The Southern California Traction Club displayed their HO scale streetcars, interurbans and subway trains for the 66th time at the Anaheim Great Train Expo. Featured at this show were the new Walthers models of the New York City Transit Authority (NYCTA) R-21/R-22 subway cars in their green scheme. After adding a TCS decoder to these DCC ready units, they were put to work for the entire show. The now normal display of 16' by 26' was employed for the show which includes a central city section with skyscrapers and intersections with complicated track and overhead wire work; a four-track section similar to the Pacific Electric south and north of Los Angeles; a suburban area with motels, residences and a large Catholic Church; and a countryside section with almost nothing but a highway complete with Burma-Shave signs. A large eleven-track car storage area rounds out the display. Despite the large size of the display and the problems with the modular format coupled with maintaining live overhead wire operation, there are only ten club members and they come from all over the Southern California area. The members are Byron Brainard (Laguna); Pete DeBeers (Pasadena); Dave Garcia (Downey), Fred Gurzler (West Los Angeles); George Huckaby (West Los Angeles); George Jones (Culver City), Toshisuke Matsumoto (Tokyo, Japan); John McWhirter (Ladera Heights); Janik Podganski (Hawthorne); and Akihisa Saitoh (Los Angeles). The club is always looking for new members. The club also has a display module that is taken to smaller shows to demonstrate the practicality of live overhead operation in HO scale traction. Shown below is a section of that three-foot square module with a model of Muni (San Francisco) PCC 1038, passing PTC (Philadelphia) ex-Kansas City PCC 2260 and Toronto ex-Kansas City PCC 4777, while PTC Air-electric PCC 2671 heads in the other direction.



On one corner of the layout, a military funeral was depicted led by a Nash Metropolitan. The club displays about seven times each year in the Southern California area so you are invited to come out and enjoy the models.



After reviewing the effort expended in advertising this show, it is no wonder that such a large attendance was achieved. This data is published in the Train of Thought Newsletter which is given to all vendors upon their arrival at the show. Vendors are also provided a complete floor plan at least three weeks prior the show and this makes set-up much easier. Vendors who have been attending model train shows for the last five years no longer need be concerned whether the Great Train Expo will bring sufficient customers to them. There were at least 87 vendor booths and at least another 100 vendor tables full of merchandise for the show attendees. There was even a riding train for the smaller folks. It now appears that if vendors bring the correct merchandise, they should leave happy on Sunday evening.

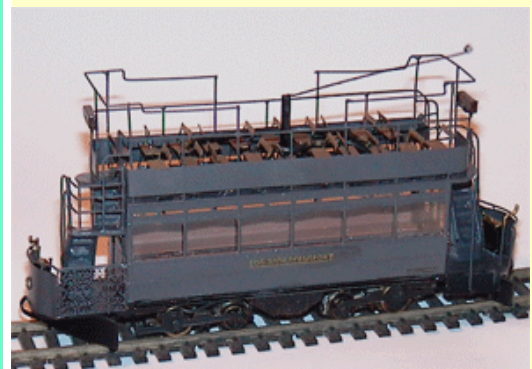
There were over fifteen excellent layouts/model train displays at the show including the Orange County Tinplate Trackers (O scale), Orange County 'N'gineers (N scale), Canfield Family Circus (HO scale), Orange County Module Railroaders (HO scale), Del Oro Pacific (Large Scale), Pacific Coast Modular Club (HO scale), N-Trak Express (N scale), Orange County O Scalars (O scale), AV N-scalars (N scale), Piute Flats (N-scale), Door Hollow Short Line (Large Scale), The 20s & 30s Model Railroad Club (HO scale), the Zocal Modeling Group (Z-scale), Monorail Models and, of course, the Southern California Traction Club (HO traction), displaying the new Walthers New York City Transportation Authority R-21 Subway Cars. These cars are shown in the next photo entering the Civic Center Station.



## More From Great Britain !

\*\*\*

Shortly after New Years Day, Terry McElarney provided us with photos of his latest OO scale car. The car is a "survivor", the 'X' class, built for the 1901 opening of the line. It remained as original, open topped until placed into reserve. From there it became the depot tug and was repainted 'gray' and used to transport engineering crews and to rescue failed service cars.



Then, when in the '30s the super saloon 'Feltham' cars appeared, it was quickly realized that the traditional bucket of water and stiff brush approach to cleaning wooden slat seats would no longer do for the upholstered seats and paneled interiors.

Last month, we showed a nice large scale double cab work motor on the Door Hollow Short Line. We finally asked about the source of the name of the line only to be told that the entire layout is constructed on hollow core interior doors. They were exhibiting a model of an very early steam powered train, named "Heidi", shown below. We did not get the story behind the name ....yet.



Because of the public satisfaction with the quality of the layouts, sales of vendors adjacent to those layouts were in some cases, phenomenal. The model train vendor adjacent to the Southern California Traction Club experienced sales at almost twice normal levels. Sales were reported as "brisk", "busy" and "outstanding" by the vendor. One vendor, who is usually glum after most recent train shows, was seen skipping and singing on the way out of the show on Sunday evening. Hall E at the Anaheim Convention Center is one of the more difficult halls for vendor set-up and teardown. Access to the hall must be accomplished up one narrow ramp with several restrictive tight turns which makes trailer maneuvering difficult. The show manager was active in facilitating set-up and at the conclusion of the show, he was on the ramp until until 7:00 PM ensuring that the vendors exited the show with a minimum of difficulty.

So the bottom line is, when the Great Train Expo arrives in your area, plan to go! If you are a vendor, sign up early and go! Most likely, you will be really glad you did! The next shows in the Western half of the United States are:

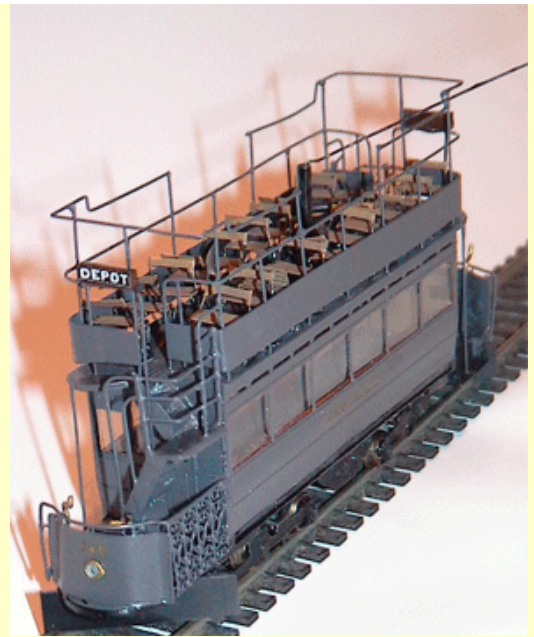
- Salt Lake City, UT - February 10-11, 2007  
Utah State Fairpark - 155 North 1000 West
- Denver, CO - February 24-25, 2007  
National Western Complex - 4655 Humboldt Street
- San Francisco, CA - March 3-4, 2007  
Cow Palace - Geneva & Santos, Daly City

For those of you who attended the Anaheim show last year, you know the vast difference in the content, conduct and general attitude displayed by all who presented, participated in and visited this show. What a difference a Dave makes! (Referring to Dave Swanson, CEO of Competitive Intelligence Advertising, Inc, who is the parent company of both the Great Train Expo and the World's Greatest Hobby on Tour Shows)

## Another Model Train Show in pleasant surroundings draws record crowd!

\*\*\*

For the last few years, as we watched the deterioration and the final destruction of the once proud Great American Train Show, Trolleyville has been examining other shows, mostly run by model railroad clubs, that were conducted well and were enjoyable. We have reported many times about the Roseville, CA show as we have a great time each time we attend but here is another really enjoyable show held every January in Bakersfield, CA. at the Kern County Fairgrounds. The Fairgrounds are located at Ming and P Streets in the southern portion of Bakersfield. Trolleyville was forced to miss this show in January 2006 due to a conflict with the first Great Train Expo in Sacramento. But we enjoyed this show so much that we will try an never mss it again. This show is presented by the Golden Empire Historical And Modeling Society (G.E.M.A.H.S.) and has been under the direction of Doug Wagner, a local train buff and fire fighter. Doug is shown below behind the layout that the club will give to the winner of a raffle.



Depots were fitted with vacuums and the car quickly acquired a new role, that of mobile platform from where hoses were passed through the Feltham's upper deck windows as they came in off duty. Lastly, it is not known for sure when brushes and snow plows were added for special duties, but, it is in this form that it has been modeled, so few and so poor are the pictures that Terry does not expect many to argue with the finished article.

The car lasted into preservation as one of the very few original cars to do so.

## More PCC cars for San Francisco !

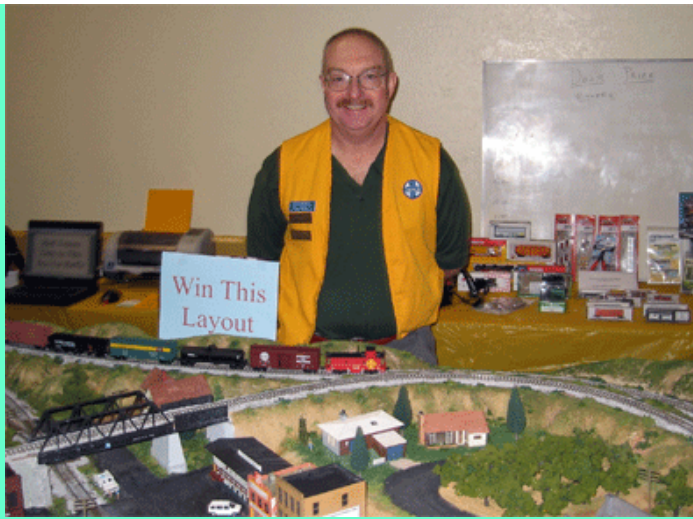
\*\*\*

According to plan, delivery of the eleven ex-Newark, ex-Minneapolis PCC cars continues. Six cars, 1079 (Detroit, MI), 1078 (San Diego, CA), 1077 (Birmingham, AL), 1074 (Toronto, ONT), 1073 (El Paso, TX) and 1070 (Newark, NJ), were already on the property by the end of 2006. Brookville spent the week of January 15-19 preparing two more cars for acceptance and delivery. These two cars are Washington D.C. (1076) and Cleveland, OH (1075), both very colorful cars.



This will leave only 1071 (Minneapolis), 1072 (Mexico City), and 1080 (Los Angeles Transit Lines) to arrive. So all eleven cars should be in the City By The Bay by early spring. On Tuesday, January 30th, early in the morning, both cars arrived at Geneva.





Every year the club builds a model railroad layout similar to the one shown above, conducts a raffle and gives it away at the end of the show. A local home depot donates the lumber to build the layout. Club members do the rest. The show has been held in Horace Massey Hall at the Kern County Fairgrounds in Bakersfield, CA since 1994 and in the same hall since 1995.



Trolleyville along with several traction vendors, such as Custom Traxx, Railway/Traction Miniatures and Holland Traction Products have been frequent visitors to this show over the past thirteen years. Custom Traxx was at the show with their demonstration traction layout, which is always a hit with the younger visitors.



Attendance at this show was a record breaker with 1,971 on Saturday, January 13th; 1,289 on Sunday, January 14th or 3,260 total. This shattered the previous high attendance of 2,750 set two years ago. The weather cooperated as the show was presented during the "chill" that enveloped



## More Trolley Model Photos!

\*\*\*

Recently, the times received these photos from Alvin Ray Crowder, a relatively new trolley modeler and Boston transit employee. Naturally, he models what he sees daily. Shown below are three different IHC Boeing Standard Light Rail Vehicles which have been modified by AI including repowering with Bowser 125147 mechanisms exclusively available from Custom Traxx. All mechanisms have been upgraded with the A-line 20040 flywheel kits.



For the final photo, we show AI with the prototype, Boeing SLRV 3423, now having served Boston for 22 years.

California at the time. Bill Walter of Central Coast Trains (Atascadero, CA) is shown below preparing his booth for the show, dressed for the temperature inside the building during vendor move-in.



Set-up for layouts began at 10:00 AM on the Friday before the show while the vendors began set-up at 2:00 PM on the same day. The Fairgrounds is very friendly to the public and vendors with easy parking and access for the vendors. On Saturday, the show opened at 10:00 AM and there was a long line visitors waiting to purchase tickets and enter all day. The hall was available for set-up until 9:30 PM Friday evening, enabling those vendors from Southern California to brave the Grapevine and Interstate 5 to get there. Show hours were very friendly for vendors and the public. Saturday hours were 10:00 AM to 5:00 PM and Sunday hours were 10:00 AM to 4:00PM, allowing vendors to tear down and get on the road while there is still some daylight. Custom Traxx was on the road forty-three minutes after the show closed to the public. This show is unique in that it allows vendors to have tables on Saturday alone, Sunday alone or both days. Table prices have always been reasonable and the show normally produces an adequate crowd, most of whom are avid model railroaders. Doug always asks vendors how they would like their tables arranged and he normally complies. Additionally, he provides a "straw horse" floor plan to paid vendors in advance of the show and maintains constant communications with the show participants to ensure that all possible problems are solved prior to the show opening. Despite many misconceptions about Bakersfield, there are plenty of fine eating establishments with quality food of all types in the area and, of course, railroading action is plentiful as trains are continuously readied to assault the Tehachapi Loop.

The society maintains two permanent layouts, currently under construction at their clubhouse. The clubhouse is located in downtown Bakersfield on the northeast corner of 19th & Eye Streets on both the 2nd and 3rd floors. The permanent HO scale layout is 30 by 90 ft and will have 14 scale miles of mainline track when completed. The permanent N scale layout is 18 by 80 feet and has 17 scale miles of mainline track. Trolleyville had the opportunity to visit both layouts on Saturday, January 13th and found the operation impressive. The club also has one portable, or modular, N scale layout which they display at local train shows. For more information about the club please [visit their web site](http://www.gehams.net) at [www.gehams.net](http://www.gehams.net) or call Doug Wagner at (661) 589-0391.



If you are a streetcar, subway-elevated, interurban or light rail vehicle modeler and you have photos of your models or your model railroad, we would love to show them here. Send your photos to the [Trolleyville Times](http://www.trolleyville.com).

## San Francisco HO scale trolley models coming!

\*\*\*

The Times has just learned that Transit Classics (Greg King) will soon release an HO scale model of San Francisco Municipal Railway's Class K and Class L streetcars which operated in San Francisco until 1958. Below is a photo of a "breadboard" model.



Twenty Class K streetcars were delivered to San Francisco in 1923 as cars 169 to 188. They were built by the Bethlehem Shipbuilding Company at a cost of \$16,500 each. Twenty-five Class L cars were built by St Louis Car Co in 1926-1928 at a cost of \$19,200 each as cars 189 to 213. Custom Traxx will be releasing three sets of decals for this model by the summer of 2007. The first set, CN-171A will provide for finishing the cars in the as delivered gray scheme. CN-171B will provide details for finishing the cars in the 1940's blue and yellow scheme that car 130 wears in San Francisco at this time. Set CN-171C will provide for the final green paint scheme. Destination signs will be provided with all three sets. Dash signs will also be available in the sets or separately. The car is designed for a [BullAnt power and trailing truck](http://www.bullant.com). Cost of either the Class K or L kit unpowered is \$70.00; powered with the BullAnt \$170.00. Payment is most easily done through PayPal or international bank draft. The cars should be available by mid-month from Transit Classics, 11 Meldrum Court, Sunbury, Victoria 3429 Australia Phone 61-3-9744-3577. Email: [transitclassics@netspace.net.au](mailto:transitclassics@netspace.net.au)

