

World's Greatest Hobby on Tour Breaks own Record !

On January 23 & 24, 2010 the World's Greatest Hobby on Tour returned to the Washington, DC market at the Dulles Expo Center in Chantilly, Virginia. 41,036 visitors attended this World's Greatest Hobby on Tour. The Chantilly show broke the previous attendance record set by the World's Greatest Hobby on Tour show in Oaks, PA, a suburb of Philadelphia, in January of 2009. This is believed to be the largest number of people ever to attend a model railroad show in North America. Despite the enormous crowd, operationally the show ran almost flawlessly. This show is coming to the Long Beach Convention Center on February 13-14, 2010 so you probably want to make plans to be there.

The Mission of the Trolleyville Web Site!

[What we really want to do!]

The Trolleyville web site was created in 1997 to create a central place for traction modelers to find out how to do things, where to buy things, and vendors with great products. When we discovered things that were not right, we told you that too. From our feedback, we believe that we are heading in the right direction.

The Trolleyville Schoolhouse was intended for extended articles about both prototype and modeling. The Trolleyville times was for current events. Of course, there is some overlap between the two. What we really want to publish are those great ideas from those modelers that we would never hear of otherwise.

So we are asking all of you. If you have a really neat idea, let us know so that we can share it with everyone. "Knowledge is of little value unless shared with others".

If you do not like what you see, you can change it!

If you are a traction club that would like to publicize your efforts, we will gladly support you! We would love to publish photos of your modules, your club layout or that model you just finished.

If you have a better idea, let's hear it! Trolleyville was created to serve each and every one of you!

East Penn 2011 Meet Location Announced!

The East Penn Traction Club announced late last month that it will hold its next meet on May 13-14, 2011 at the Greater Philadelphia Expo Center in Oaks, PA. This is the same hall that hosted the World's Greatest Hobby on Tour Train Show in 2009. That show held the record for the largest amount of attendees at a model train show until January 23-24, 2010!

For owners of the new Bowser San Francisco PCC!

If you have purchased one of the new Bowser powered PCC cars, you will want to read this article. The manufacturers of the Bowser 125XX series powered PCC

A Good Way to Get Museum Volunteers!

Many of us have noted the dwindling number of hobby participants along with the lack of new blood and the more we read about that issue, the tougher the problem it appears to be. In our previous issue, we gave a textbook example of how NOT to get new blood in the hobby. Fortunately, there are examples of effective ways to attract new hobby participants.

Recently, the Orange Empire Railway Museum started a new program to pursue new volunteers. It does not have a snappy name, acronym or a project designator. It started with plain old common sense. **If you really want new volunteers, act like it!** The first step was the renaming of the building formerly called the Gift Shop to the Reception Center. The sign is not there yet but the new attitude definitely is! The goal of renaming the facility was to emphasize the main purpose of the Reception Center, that is to welcome the visitors and to let them know that they are most welcome to visit and that if they are so inclined to come out and help them in their quest to demonstrate a form of transportation almost forgotten in some circles. One of the main participants in this Reception Center is Polly Griffith.



Polly, shown above, became co-manager of the Reception Center in November and immediately began spreading her warmth and enthusiasm to all who came in contact with her. It was not long before this would reap dividends. On December 28th, Polly took a call from a seventeen year old Heritage high School student from Romoland, CA. This student needed to replace some credits lost during a school transfer and community service was a good way to do this. She initially wanted to work in an animal shelter but they do not allow anyone under 18 to participate so she called the Orange Empire Railway Museum. Polly was so warm and inviting that this student, Anai Giron, was out at the museum on the next day at 11:00 AM and was out at the museum eleven of the next thirteen days while on Christmas break.

By the time that the Trolleyville times arrived at the museum on January 10th, Anai had already become a part of the museum and was calling it her "home away from home". She was already giving conductor talks about the equipment and telling visitors about the place and the rolling stock. She even started to learn certain tasks involving the equipment. Her enthusiasm was now contagious. Her relationship with Polly was genuine and tended to brighten up the entire place.

models added a brass splash guard over the worm gear clip to prevent oil from splashing on the windows. This brass guard and the worm gear clip will strike the seat adjacent to the front door on curves less than 9" radius.

Owners can carefully remove this splash guard as it is made with very thin brass. By removing a little material on the left side (the side toward the rear of the car) of the seat, the car will negotiate with radii slightly less than 6" radius.

For more information on the turning radius modification, please refer to the [October 2009 issue of the Trolleyville Times](#).

The next four Bowser [F-line PCC cars](#), Chicago (1058), San Francisco (1050), Boston (1059) and Baltimore (1063) are on their way from China and should be at your dealers by the end of this month. Get your reservations in now as quantities are limited!

One Good Way to Get New Club Members!

The Southern California Traction Club came to the conclusion some time ago, that to acquire new club members or to even get more traction modelers, the club would have to appear in more non-railroad related activities. Several SCTC members are also members of the East Penn Traction Club (EPTC), considered by some to be the senior traction club in the United States. That club has a long policy of appearing at non-railroad related events, such as children's hospitals.

For the second year in a row, the SCTC appeared at the San Bernardino County Museum in Redlands, California. Redlands is located about 70 miles east of Los Angeles on Interstate 10 on the way to Palm Springs. The Museum hosts an event called Train Days during which the railroad history of San Bernardino County is heralded.



Now there are problems to be dealt with at these appearances. First of all, you will have large crowds of children, including more unruly children. They tend to grab things and sometimes do it while their parents are watching them. It takes personal relations skill to handle some of these situations especially when hours of work can be destroyed in seconds. Having some volunteers on the outside of the layout can help this issue. Also if you can get some ropes and stanchions and you have room to employ them, they can help. But there are youngsters for whom that rope means absolutely nothing.

Secondly, museums like to have the event open for the entire time that the museum is open. So in this case, trains had to be running from 9:00 AM to 5:00 P.M. both days. This is 33% longer than most model train shows require. Having a few more volunteers at the show can help this as the guys need more breaks.

Third, the lighting in the facilities will normally be much poorer than found in exhibition halls, so overhead wire installation and repair can be difficult especially for older members with failing eyesight. Plan to bring flashlights and other lamps.

But the advantage of these appearances is that you are exposed to people that you would not normally see at model train shows. The great fun at these shows is that we have the time and the inclination to run vehicles not normally operated at train shows. SCTC members Pete DeBeers and George Jones combined to run a sixteen-car troop train behind three 1619 class Pacific Electric steeple cab locomotives, all powered from the live overhead wire.



In our last issue, Jonathan Werner made the following observation: *"...If you are a supplier in this hobby, or more importantly, if you would like anybody to care in 20 years about the great things we have done with traction modeling and to continue that progress, then you must also notice what the new face of the hobby looks like. East Penn was a gathering with a decidedly older, suburban culture; which is exactly the opposite of what tomorrow's modelers will be..."* Anai certainly fits into that group. While she was born in the United States, her father is from Guatemala and her mother from Mexico. She used to watch the trains speed by next to the interstate and always wondered about them. When Trolleyville talked to Anai, she told us that she became hooked on the museum when she was so warmly welcomed and found the people to be "full of joy". They had imparted to her why trains were "amazing" and in doing that they "planted a seed" in her to become part of it. Anai was also impressed by people putting their "soul into their work". She has started learning about the streetcars and in shown below familiarizing herself with the controls of a car that ceased service almost forty years before she was born.



Anai told us she intended to come to the museum every weekend, even if she came out only one weekend a month, her enthusiasm would be contagious and would continue to motivate others. On the same day, we noted a few other younger visitors at the museum all illuminated with similar enthusiasm. If these lights can be kept on, there is a distinct future for this hobby! It all started with that very first contact!

[Redlands, from Column 1]

Meanwhile, the line features the San Francisco F-line PCC cars as they all are equipped with the Train Control System (TCS) M4T decoders. Eventually automatic car stops will be featured on the line as soon as the software is developed. Of course, the club would have preferred to acquire a third PCC-II car, even just a shell, as the city streetcar line was designed with eastern urban scenery and Philadelphia streetcars in mind.

There are strong indications that Bowser intends to replace their current PCC car with an injection modeled body and perhaps one of the paint schemes will be the SEPTA "Gulf Oil" orange-blue-white scheme. This paint scheme, although from the late 1970 - early 1980 era is remembered fondly by locals. These cars would also could be candidates for the club city streetcar line.



The next photo shows two models of Philadelphia's PCC-II's that are currently in service on the Route 15 - Girard Avenue Line. The SCTC obtained the first one of these cars, painted as car 2335, shown below at right, at the East Penn Meet in 2007.



The resin shell was a product of Imperial Hobby Productions (IHP) and had been designed for the well proven Bowser 125141 PCC mechanism. After installation of the A-line 20040 Bowser Trolley Flywheel Kit, this became an excellent performer so the club decided to acquire three of them for base service on the line. The scenery on the city trolley line was very reminiscent of North Philadelphia, so the PCC-II models would be "perfect". The city streetcar line was to be a main recruitment device for the club. The desire was to run urban transit vehicles that are currently in service and to use DCC for all the bells and whistles that DCC can provide. Currently operating electric transit vehicles are as popular with the local young folks as the conventional cars were to some of us in the 1940s, 1950s and 1960s. Unfortunately, obtaining the second PCC-II started a series of frustrations in dealing with IHP. The club Secretary/Treasurer requested the second car via the internet in June 2007 and provided payment by Paypal. In less than 24 hours, IHP arbitrarily cancelled the sale thereby forcing the club to find another way to purchase the car. Since that time, every single purchase of an IHP product by any club member has not been a simple matter. The club finally got a second car but it took months to acquire. Car 2322 was finally painted, lettered with Custom Traxx and Bob Dietrich decals. The club abandoned any plans to get a third car.

[See *Redlands*, Column 2]

The club always tries to run cars that ran in the local areas of the shows in which it participates. But since the city streetcar line is DCC operated, there are limitations. The club does have 50 vehicles equipped with decoders and this number continues to grow. The club occasionally brings out models of some of the older Philadelphia trolleys as shown below:



Meanwhile, another view with San Francisco equipment being operated on the city streetcar line:



This show is very much enjoyed by the public as over 2500 attend during the Train Days weekend. But the show is even more appreciated by the exhibitors. Nancy Kirkwood and her fellow staff members ensure that the exhibitors are treated with respect. She makes sure that help is on hand to help the exhibitors move in and move out. The Museum also provides refreshments of all types for the exhibitors and these refreshments are available almost until quitting time, every day. The Museum is also staffed by a most dedicated and professional staff of volunteers. Mary is shown below right with Jasmine, one of many volunteers at the Museum. Jasmine has been a volunteer in excess of five years. She stated to us that volunteering is "part of her very make-up".



The trains do not detract from the main displays at the museum. There are the usual mammal, reptile and bird displays but there are also snakes and some of the largest live insects ever seen. One of the club members held a live boa constrictor for a brief period. This is quite an experience. Club member George Huckaby was interviewed about his museum experiences by radio station KCAA, AM 1050, during a live feed from museum during the weekend. Note

the Southern Pacific 2-8-0 steam locomotive in the background.



The bottom line is that the SCTC has acquired two very relatively younger active members in the last six months. Both have made great contributions to the club. One of them produced the excellent [video now shown on U-tube](#), which has been seen by many modelers.

With all the problems, the overall experience is very pleasant and rewarding. Along with Mary Barstow's show at the South Coast Botanic Gardens in Rancho Palos Verdes, CA, this is one of the club's favorite display venues. The club looks forward to the 2011 Train Days.