The Trolleyville Times

April 2011

The latest Bowser PCC Cars (SEPTA, Toronto, Johnstown, Pittsburg

Don't Miss the East Penn Traction Club Meet !

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by Bob Dietrich, President EPTC

An extra day and a new venue! The East Penn Traction Club (EPTC) will be held at the Philadelphia Expo Center at Oaks, PA, a professionally run facility with just one business - facilitating shows and meets like ours. We'll have 20,000 square feet of modules and dealers, a separate room for clinics and evening presentations, and an extra day. Yes, we are adding Friday as a Meet day, so show up early. Dealers will be ready to serve you and Bob Robbins will start his two-part clinic at 6:00 PM. Like always, Saturday will be a full day from morning until night with Clinics, contests, presentations and did I mention dealers? On Sunday, several modelers will open their layouts to Meet attendees. If you are staying in the area Sunday you can make a full day of it. If you're heading home Sunday try to stop by one or two layouts on the way. Most important, please come and enjoy our 20th Trolley Meet!

The Bowser PCC with Soundtraxx (Tsunami) Sound, and ESU (Lok-Sound) Sound! A first look!

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Custom Traxx has been testing the first of the Bowser PCC cars equipped with Tsunami sound now for almost six weeks now. They also started testing the Lok-Sound decoder for the Bowser PCC, having received the test unit from ESU Lok-Sound on March 5, 2011. They shared a little of what the modeler can expect with these units.

1. SOUNDTRAXX (Tsunami):

This is a factory sound/motor control unit embedded in a complete circuit board for the car and is NOT available separately. Bowser may make separate Tsunami equipped total power chassis available but this decision has not been confirmed.

The Soundtraxx (Tsunami) motor/sound control circuit board completely replaces the main Bowser circuit board. The production speaker/baffle assembly will be placed in the same located that the test unit is shown in the above photo. Integrating both sound and motor control into one board is a very efficient use of inside the car. The sound of the Tsunami bell is "breathtaking". This word results from the comments and the body language of those who have heard the sound.

In the DCC mode, as currently configured, the car behaves as follows:

Function 1 - Bell. Each time this button is pressed, the bell rings once. The function is capable of repetitive gongs.

Function 4 - PCC Resilient Wheel Groan. When this button is pressed the familiar wheel groan on curves is heard

Eric Courtney's Miniatures by Eric!

A Great Source of Traction Products!

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Several new products will be appearing over the next few months from Eric Courtney, owner of Miniatures by Eric in Busby, Alberta, Canada. Custom Traxx and the Trolleyville Times became aware of Eric many years ago when we discovered his excellent line of HO and O scale trolley poles. When Custom Traxx needed a Kansas City PCC shell to demonstrate their then new decal set in 2007, Eric simply made one for them and the Custom Traxx line of resin castings was born. All of his resin cast bodies that we have used have made wonderful models.

Eric routinely casts between two and three prototype shells prior to releasing the shell to the market. The next photograph shows the progress of the development of the Philadelphia & West Chester / Philadelphia Suburban Trans'n Company 55-76 Center Door Car.

In the photo, the model at top left is an MTS Imports, Inc brass model imported some time ago. In the top center is the second shell from Eric, partially painted before we discovered a problem. In the top right is the first shell submitted by Eric for evaluation. The car in the bottom half of the photo is the current shell that we are evaluating. These shells demonstrate the effort that Eric is willing to invest to get the most correct model practical. Modelers should now that Eric casts purely for the love of it and it shows!

Eric was born in Calgary, Alberta, Canada in October, 1948. His family moved to California in 1951 to Los Angeles. He spent grades 2 and 3 in the area of Los Angeles known as Watts. At the end of his third grade, the family moved to Whittier, California where he lived until he was drafted by the U.S. Army. He spent 6 years in the Army. When his tour in the Army was complete, he remained in Seattle for about a year. Not being able to find a job, he returned to Canada and found employment with the Canadian Pacific Railroad (CPR) as a carman in Calgary, Alberta. He worked there for 5 years and because of the cold winters, he apprenticed as a jeweler and stayed there for 6 years. He was forced to give up the jewelry trade because of a bicycle accident. He had started making brass detail steam parts for his HO scale locomotives during his time as a jeweler so he went full time making CPR and Canadian National Railway (CNR) diesel detail parts. He has been making detail parts for 30 years now. During the last 20 years he has done sidelines. He cast O scale brass CPR and CNR steam engine kits and then started making RTR O scale engines. He also produced ON3 and HOn3 resin kits for a few years. He then caught the bug for trolleys upon joining the Edmonton Radial Railway Society. Eric is shown in the next photo on one of their vintage streetcars.

until the button is pressed again.

Function 5 - Interior Lights. Turns interior lights on or off.

Function 6 - Motor-Generator Blowers. When this button is pressed, the motor-generator starts up and continues to run. When the button is pressed again, the motor-generator will shut down.

Function 8 - Mute. Turns all sound off or on.

Function 9 - Stop Request. Pressing this button activates the Passenger Stop Request tone.

Function 10 - Doors. First press of the button plays the sound of doors opening. Next press plays the sound of doors closing with the distinctive final slam.

Function 11 - Vehicle Stop. When this button is pressed, the brake lights illuminate and the car decelerates to a smooth stop. The brake lights will remain on. When the button is pressed a second time, the brake lights go out and the car accelerates to the previous set speed. This unit was developed for the San Francisco Muni PCC cars, so the unit provides both brake and tail lights.

Function 12 - Passenger Stop. When this button is pressed, the results are the same as Function 11 except that the sound of the doors opening are added when the car stops. when the button is pressed a second time, the sound of the doors closing and two gongs of the bell are added.

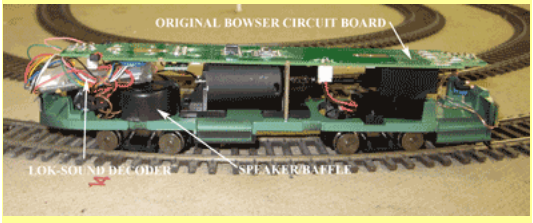
NOTE: Several of these functions are to be remapped to different buttons in the final production version.

In the DC mode, The car will not start to move until 8 volts are detected by the decoder. At about 10 volt, two gongs will be heard and about 11 volts the car will begin to move forward. In reverse, three gongs will be heard.

Look for these units to be available this summer. Our test unit, now housed in a San Francisco 1055 shell was being test-evaluated on the SCTC test track, when the next photo was taken.

2. ESU (Lok-Sound):

The ESU approach for the Bowser PCC is a decoder and speaker combination that uses the 8-pin plug in all Bowser DCC-ready R-T-R PCC trolleys, so it can be retrofitted into all 2009 and 2010 Bowser F-line PCCs and the latest group of PCC's released last month (SEPTA "Gulf Oil", Toronto, Pittsburgh, Johnstown and Los Angeles MTA). The user will have to install the decoder and mount the speaker in the area behind the motor. Instructions will be provided.



Lok-Sound attempted to install a prototype decoder into one of Custom Traxx' Bowser 12554 PCCs. As you can see from the above photo, this makes for a very crowded interior. Unfortunately, since ESU provided the wrong size

He then cast a couple of the Edmonton trolleys in resin and he sold quite a few of them. He then decided to make other HO trolley models and trolley poles or them. At this time, the Southern California Traction Club (George Huckaby and Byron Brainard) noticed his Pacific Electric (HT-P1) poles on eBay and gave him some suggestions to improve the operation of the poles. A few years ago, he dove into making N scale trolleys and poles, which have ben received very well. He has been married to Diane for 38 years and have three children. Eric is shown (extreme right, light blue sweater) in the next photo with his wife (red sweater), his three children, their spouses and their children.

We have found Eric always to be a professional, a pleasure to deal with and an asset to the model railroad and traction communities.

Eric's four HO scale trolley poles are still among the best available for operating from live overhead wire. In a very generous gesture, he allowed his design of the Form 11 PCC trolley pole to become the basis for the trolley pole used by the Bowser 126XX series of PCC cars.

Bowser 126XX series PCC cars arrive!

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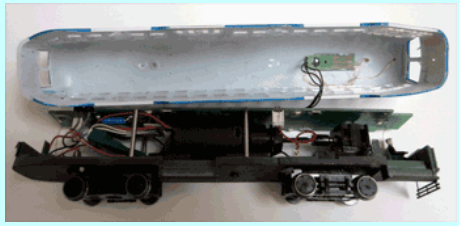
As planned, the first of the 126XX (single trolley pole) PCC cars arrived in the United States on March 1st and arrived at Bowser on March 9th. Custom Traxx received their order on March 16th and were so pleasantly surprised at what they found. The major engineering challenge in these models was the illumination of the Toronto Advance Light, SEPTA Subway Light and SEPTA Emergency Beacon. In the latter case, the effect of the rotating beacon had to be created. Determining that this effect can only be reasonably accomplished with a DCC decoder, arrangements were made for a Train Control Systems T6XT decoder to become available specifically for the SEPTA PCC cars.

The initial design by the manufacturer employed standard sized LED's mounted on the main circuit board, allowing the light to flow up to the roof mounted light fixtures. This caused light to be seen trough the plastic shell, given the car a toy-like appearance. Departing from the initial design, the manufacturer created a third circuit board that he mounted under the roof directly under the roof mounted lights, attached the third circuit board to the main board with a three-pin plug and mounted the LED's for the roof lights in the roof lights themselves.



Of course this revised approach was not known to us until we actually removed the shells from the power chassis. The final

speaker/baffle assembly for this test vehicle, the body chassis would not fit correctly onto the power chassis. So, we were forced to test their chassis without the body shell. We had no documentation at the time testing started but were able to obtain such documentation midway through the testing process.

In the DCC mode:

Function 1 - Bell. Each time this button is pressed once, the bell rings once. It does not seem to be capable of rapid repeated gongs.

Function 2 - Passenger Stop Signal. - This is the signal a passenger gives to the motorman to tell him to stop the car at he next stop

Function 3 - Automatic Stop Sequence. When this button is pressed, the passenger stop signal is heard, the brake lights illuminate, the car decelerates to a smooth stop, there is one gong and the door open sound is heard. The brake lights remain on. When the button is pressed a second time, the brakes lights go out and the car accelerates to the previous set speed. This function does not work when the sound is muted via function 8. On the other hand the delay between the warning gongs and the start up of the car is excellent.

Function 4 - PCC Resilient Wheel Groan. When this button is pressed the familiar wheel groan on curves is heard until the button is pressed again. [This sound effect really needs greater volume.]

Function 5 - Door Open/Close. When the button is depressed, the sound of doors opening is heard. When the button is depressed the second time, the sound of the doors closing is heard.

Function 6 - Interior Lights. Turns interior lights on or off.

Function 7 - Switching Mode. Pressing this button reduces the speed of the car. Pressing the button again causes the car to accelerate back to the original speed. This really has little use in most streetcars.

Function 8 - Mute. When activated, the sound of the motor generator starts and runs. When pressed a second time, the motor-generator shuts down and all sound capability ceases. [The motor-generator sound as demonstrated in our test unit was not correct and should be corrected.]

Function 9 - Destination Sign. Since this light is wired in parallel with the interior lights, this function seems to have no use.

In the DC mode, The lights of the car car will not illuminate until 6 volts are detected by the decoder. At about 7 volts, the sound is activated. Increasing the throttle will cause two gongs will be heard and the car will begin to move forward. If the direction switch is set for reverse, three gongs will be heard before the car begins to move in reverse.

NOTE: Several of these functions may be remapped to different buttons in the final production version.

CONCLUSIONS:

The Soundtraxx (Tsunami) unit is abut 85% complete. It has the correct sounds with correct volume levels. As it was designed for the 125XX series of Bowser PCC cars, it now needs to be adapted to the Bowser 126XX series of PCC cars. The user does not have to install anything.

The ESU Lok-Sound unit, while it has the correct sounds, some of them are either too loud, incorrect or too low. Coordination with knowledgeable PCC car enthusiasts will be necessary to correct these errors. In addition, both the decoder and speaker will need to be redesigned to properly fit in the Bowser PCC. The user will have to install both the decoder and the speaker and while doing so, ensure that none of the tiny wires leading to the front and rear lights get broken in the process.

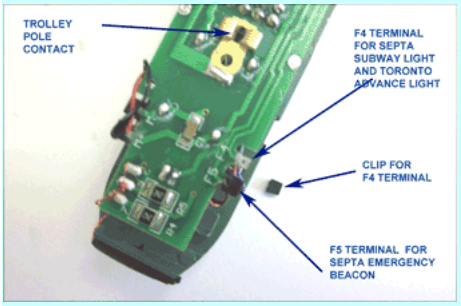
design mounted super-small LED's in the lights themselves resulting in a striking effect in the SEPTA Subway Light (SKUs 12601/12602) and a very realistic appearing TTC Advance Light (SKUs 12603/12604).

The design employed by the manufacturer, eliminating the requirement to add the two LEDs to the main circuit board, will help speed the process of developing Tsunami sound for the Bowser PCC car by the summer of 2011.

Note 1: When removing any of the 126XX bodies from the chassis, it is suggested strongly that you remove the trolley pole bushing (part 12508) with a needle nose pliers first. The bushing is only held in place by the friction of the contact on the main circuit board. This will avoid losing the bushing.

Note 2: When the body shell is removed from the power chassis for the first time, it may resist due to sticking paint. Just be careful and work the shell, making sure that the tabs that hold the body to the power chassis are pulled away from the floor. The 'toothpick" approach advocated by Con-Cor with their Electroliner could be used here.

Operators of the SEPTA (SKU 12601/12602) cars should be advised that Train Control Systems is marketing a T6XT decoder, designed specifically for these and subsequent Bowser-built SEPTA PCC cars. This is a plug-in decoder that requires two wires to be attached to quick-disconnect plugs on the main circuit board. Connect the purple wire to the terminal marked F4 on the circuit board and connect the brown wire to the terminal marked F5. See the next photo for the location of the terminals. Function 4 operates the Subway Light and Function 5 operates the Emergency Beacon. After that and the normal readdressing action, you are off and running. The T6XT is available from Custom Traxx for $32.95.



Note the terminals F4 & F5 in the above photo. On most of the cars, there are little plastic clips on these terminals. These clips are easily lost if there are no wires in the terminal. Using tweezers, just insert the wire through the hole in the terminal from the bottom and then push the clip onto the terminal. The clip will hold the wire snugly. If the clips have been lost, simply solder the wire to the terminal.

For owners of the TTC (SKU 12603/12604) cars, the M4T works perfectly. Plug the unit into the 8-pin receptacle under the circuit board and connect the loose purple wire to the tab marked F4. The M4T is also available from Custom Traxx for $39.95. The next photo shows one of the Toronto PCCs with the Advance Light illuminated.

Both units will offer great sound for the PCC trolley modeler. Current plans are to demonstrate both at the East Penn Traction Meet in May 2011!

Progress on the Miniatures by Eric San Francisco Breda Light Rail Vehicle Kit

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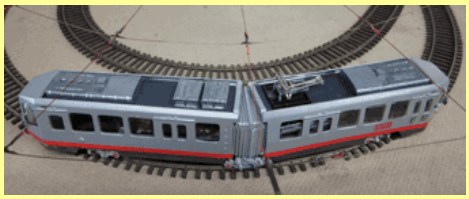
In our last issue, we mentioned that we felt that we had solved the transition section issues and Eric furnished a redesigned unit. We installed this unit in our test vehicle, took it to the Southern California Traction Club test track and put it through a complete test run. The unit had no problem with the 12" radius curves.

Let us make this perfectly clear to all readers. this is NOT a beginner's kit. It is an attempt by Eric to bring an modern Light Rail Vehicle kit to HO scale traction modelers. The kit assembler should have experience with both resin kits and installing Bowser traction drives before attempting assembly of this kit. Should the modeler experience any such problems, it is recommended that the kit assembler contact either Eric Courtney or Custom Traxx.

Our final photo is the sample car being tested on the Southern California Traction Club modules:

Modelers may find that they may have to make small adjustments in either the transition section and/or the edges of the body shells to allow the car to traverse 9" radius curves. Our sample finally ran on the 9" radius curves and the next photo shows the LRV on the SCTC test track on a 9" radius curve.



A Great Source of Overhead Wire Frogs!

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Recently, we discovered a very nice source of those pan-type overhead wire frogs that have not been commercially available for some time. These frogs follow the NMRA Recommended Practice (RP) 5-1 Electric Traction, Figure 2. The Southern California Traction Club reported to us that they stockpiled these frogs years ago and still have a few left.

The source of these is:

Eaton Custom Engineering
120 Ness Road
Castle Rock, WA 98611
richeaton4@aol.com

Twelve of the frogs are listed as part #2206 and are available on eBay. For more information, contact them at richeaton4@aol.com .

The M4T decoder works in the other 126XX series PCCs as well as the 125XX series (San Francisco F-line) PCC cars without any wires to connect.

All the 126XX series PCC cars come with working trolley poles based on the Miniatures by Eric HT-P2 design. Modelers operating from overhead wire should be aware that some of the cast trolley shoes, as is sometimes the case with Precision Scale Trolley wheels and shoes may not be of sufficient width to reliably track through overhead frogs and crossings. Most commercial overhead frogs and crossings are made in compliance with NMRA Specification S-5, which calls for a shoe width of 1/16" or 1.5875 mm. Some of the shoes sampled were as narrow as 1.3 mm. Filing the shoe with a square file until the outer walls of the shoe are very thin will minimize if not eliminate this problem in most cases. shoes can also be replaced with the Bowser 12507 collector which complies with the NMRA Specification.

See the Custom Traxx web site for more information! If a modeler has any questions do not hesitate to contact Custom Traxx.

Philadelphia Suburban Trans'n Center Door Interurban by Miniatures by Eric!

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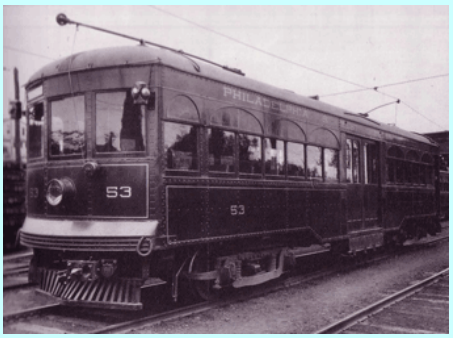
The Philadelphia & West Chester Traction Co, predecessor to the Philadelphia Suburban Transportation ordered its first all steel cars in 1919. The 28 Jewett and Brill wooden cars had become insufficient to handle the increasing traffic, These ten cars, numbers 45 to 54, were center door cars with very wide center doors, enabling very fast loading and unloading. Two passengers could enter at the same time two passengers were exiting. They arrived with ornate gold pin-striping, numbers and lettering. Of course these had to be two-man cars, but that was not an issue in 1919. They were not as fancy as the older cars. In fact, they were quite spartan inside, with rattan instead of leather seats. The motorman has his own cab. The cars were very successful.



In 1925, the company bought 10 more, numbered 55 to 64, followed by another 12, numbered 65 to 76 in 1926. The latter 22 cars were almost identical to the first ten but they were 3 inches narrower and 7 inches longer. When the cost of two-man operation became an issue, the company always tried to operate the cars in two-car trains, requiring two conductors but only one motorman. Nine of the first ten cars were scrapped with the arrival of the Brilliners in 1941. Scrapings continued until only eight cars were retained for emergency and snow day use. These cars had the exteriors somewhat modernized by blocking off the upper sash as shown in the next photo. Notice the relocated trolley retriever, the lowered coupler and the anti-climber enlarged to match the lower one-man cars that by now held down base services:

Rich is another one of those traction suppliers that produces items for the simple pleasure of it. The Times will be reporting much more about Eaton Custom Engineering in our next edition. Be sure to "tune in"!

New Trolley Poles From Bowser!

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When Bowser decided to provide working trolley poles with their 12600 series of HO scale PCC cars, they evaluated all the currently available trolley poles and concluded that the design of the HT-P2 pole from Miniatures by Eric was ideal.

Because of the large numbers of poles needed in a very short time, Eric and Bowser came to an agreement which resulted in the HT-P2 pole design being used by Bowser to make trolley poles for the RTR PCC cars as their part 12600. The

Some of these cars stayed in passenger service until the 1980s. Several are now in museums.

Eric Courtney has developed a striking HO scale resin casting of these cars, which compare favorably to the brass model imported some time ago by MTS Imports, Inc. The car has a pewter floor, also cast by Eric, that accepts the Bowser 125115 traction mechanism (33" wheels). Modelers should appreciate the large amount of effort that goes into making a resin casting but the even more work that goes into trying to make an accurate resin casting. Custom Traxx obtained the first resin casting, mated it to the pewter floor, and installed a Bowser traction mechanism. After a few weeks of examination, there were several problems found with the first shell. They were all identified and discussed extensively with Eric and he subsequently produced a revised second shell. This shell looked really great so assembly started a second time. The shell was modified by blocking off the upper sash as PST had done when modernizing the surviving cars in the early 1960s. The car was then painted in the final cream and red scheme. It was not until decal application began that we discovered another error in the shell ends. This was only discovered because we had chosen the last paint scheme with the end numbers above the flashing red lights. there simply was not enough room to place these numbers in the red area. This started a painstaking look at the end dimensions only to find out that the windows had been undersized along with a few other dimensions oversized. Nothing was out of line by more than 3 inches but cumulatively it made a significant problem. This also points out the difficulties of trying to make a shell like this without others reviewing it. It took so much time to find this and demonstrate it to Eric but once he got it, he knew that the shell had to be revised, even though the shell had already been released. We continue to be impressed to the lengths Eric will go to ensure the most correct shell available. No shooting the messenger here! We were even profusely thanked for our input. This car was to be reviewed in the March 2011 Times but correcting this problem delayed the review one month.

The new shell was received in late February and the process of finishing and mating it to our already prepared floor, with Bowser 125115 traction mechanism and A-line 20040 flywheel kit, began. Eric became aware of the problems painting the "smile" on the front of these cars when using both the second and final two paint schemes. He determined that it would be much easier to mask the front of the car without the headlight, so in this third version, he made the headlight a separate casting. After we painted our car, we drilled a hole in the correct place using a 61 drill, then a 43 and finally a 29. This sure eased the job of painting the ends. The headlight castings will surely ease the process of illuminating the headlights.

We were still testing the car at press time, so here is a photo of the almost finished car testing on one of the Southern California Traction Club Modules and on the Southern California test track.

pole assembly also includes the brass pivot, Bowser part #12508, similar to the SCTC1 marketed by Custom Traxx for many years. Custom Traxx part SCTC1 will no longer be available after current stocks are exhausted. The MSRP for the 12600 pole-pivot combination is $16.00 each. See the Custom Traxx catalog for more details.

The Golden Empire Modeling & Historical Society Annual Train Show!

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Each year, formerly in January but now in March, the Golden Empire Modeling & Historical Society (GEHAMS) conducts it's train show. The show is presented at the Kern County Fairgrounds on "P" Street in Bakersfield, California. Established in 1987, this is the San Joaquin Valley's largest Model Railroad Club.

The HO scale layout is located on the third floor of the historic former J. J. Newberry building and is 35 feet by 100 feet. It contains over 14 scale miles of mainline track and takes over an hour to operate a train over the entire layout and return to the starting point.

The N scale layout, located on the 2nd floor, is 18 feet by 80 feet in size and boasts over 21 scale feet of mainline track and includes replicas of both the world famous Tehachapi Loop and the Bakersfield yard.

This show is one of the smaller railroad community model train shows that have a charming family type atmosphere. The show has been held in the Horace Massey Hall for many years as shown in the next photo.

The building does not hide its original use as a small airplane hanger. There is a small town type hot-dog stand outside of the show (extreme right) and train rides (lower center) for the children. The train rides are provided by the Kern County Live Steamers (KCLS) on their 1/8 (1 1/2") scale miniature railroad. They run both diesel locomotives and steam engines to pull the miniature trains for visitors to ride. The diesel locomotives all use gasoline for fuel while the steam engines use propane to fuel the fireboxes.

This year 1260 visitors attended the show on Saturday alone, with over 2100 attending during the entire weekend.

GEHAMS also hosts an open house on Saturday evening at their layout at 19th & Eye Streets in the Art District of downtown Bakersfield, on Saturday evening between the two days of the show. Members dig out their trains and have a great fun session that evening.

During the show, the KCLS ran models of both diesel locomotives and steam engines. George Huckaby (Custom Traxx) even got a chance to operate many of the locomotives and is shown below at the controls of a live-steam model Southern Pacific A-5 Atlantic 4-4-2 Steam Engine.

Brooklyn Single End Peter Witt by Miniatures by Eric!

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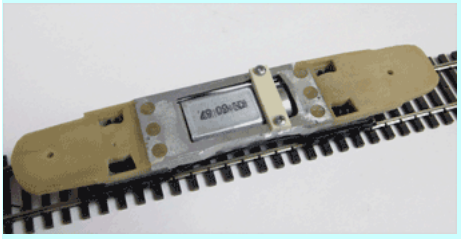
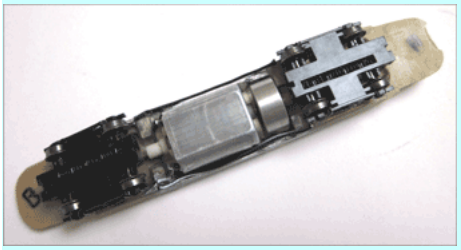
In 1930, the Brooklyn & Queen Transit took delivery of 100 single end Peter Witt type cars from J. G. Brill, series 6000-6099. The next year another 100 cars were ordered, 50 from J. G. Brill and 50 from Osgood-Bradley. They were seen on the Church, Flatbush, Flushing-Ridgewood, Fulton, Gates, Nostrand and Putnam lines among others. All cars were scrapped by 1951.

Eric Courtney has used his remarkable pattern-making, machining and casting skills to develop a fine HO scale model of these cars. One of the first kits, provided to the Times for review is shown in the next photograph.

The model has a unique composite floor made of both pewter and resin and uses Bachmann Peter Witt trucks. The car uses a good size motor and flywheel for improved performance. The floor is remarkably rigid and has a great center of gravity. This unusual one-operator vehicle would only be created by a professional who loves his work as there would never be much profit in such a venture. The traction community must welcome and encourage vendors like Eric if they want to see such vehicles. Eric is also marketing a Detroit Peter Witt using a similar composite floor/Bachmann truck combination. This combination looks promising as long as the Bachmann trucks are available. At press time these trucks were not available and the Times was trying to find out the status of these items. The assembled unit weighs about 3.9 ounces. A top view of the floor is provided next:



The motor used is very similar in size to that used in the Bowser trolleys as evident from the next bottom view of the floor.



We received a test car during the middle of March, wired it up for two rail operation and began testing it. At the beginning of the testing, we had not even seen any plans for these cars and were not sure of the placement of the roof walks and trolley pole. This was soon corrected when plans

The Southern Pacific Class A-5 4-4-2 Atlantic Steam Engine #3004, is also shown in the next photo with its owner, Tim Willard, who is a plumber by profession:

Running a steam engine of any size requires vigilance. Note the valves and piping in the cab. All of these must be used to properly run this engine.

*[See **GEHAMS**, column 2]*

surfaced on the East Penn Traction Club web site. We did note that the wheelbase of this car is shorter than that of the Baltimore Peter Witt so this should help the car take smaller radius curves. As is normally the case, we did find some minor issues with the shell and with the drive that we did pass to Eric. For more information, please see Eric's internet site.

Our almost completed but unpainted sample was being tested on one of the modules of the Southern California Traction Club, when the next photo was taken.

Incidentally, both the Brooklyn 6000 series Peter Witt and the P&WCT/PST Center Door car were developed by Eric because he saw a photo of the prototype and liked the cars. That was the sole inspiration that just might bring some joy to both Brooklyn and Philadelphia traction modelers.

***[GEHAMS,** from column 1]*

KCLS was also running models of Saint Louis Southwestern (SSW) SD45T-2 Diesel Locomotive #9389, Burlington Northern (BN) SD40-2 Diesel Locomotive #6751, and a small four-wheel walking beam steam engine, shown below:

Several members of the Southern California Traction Club have interests in model railroading not related to traction. They always take advantage of the Saturday evening open house to run some of their trains.

The next photo shows George Huckaby's PRR Centipede making it's initial run on the GEHAMS HO scale layout with a mail train from the east to west yards.

This club has regular memberships available, along with senior memberships, associate memberships and junior memberships. Everyone can join and enjoy. To find out more about this great model railroad club, please visit their web site at www.gehams.net or call Doug Wagner at 661-589-0391!