

Bachmann to Offer HO scale PRR/PC GG-1 Electric Locos!

In an announcement last month that caught most of us by surprise, Bachmann announced five versions of the PRR/PC GG1-Electric in both DCC-ready and DCC Sound Value configurations which should be at your dealers in October 2013.



PRR - "BLACK JACK"
BRUNSWICK GREEN 5 STRIPE #4935

They noted in their announcement that they used O scale locomotives for the illustrations of the locomotives to be produced. Sharp-eyed readers will notice the Lionel tinplate track under both locomotives shown. The locomotives will be available in:

PRR single stripe, Brunswick Green - 4807 and 4912;
PRR five stripe, Tuscan Red - 4913 and 4876;
PRR five stripe, Brunswick Green - 4935* and 4842;
PRR Congressional Silver & Red - 4872 and 4866**;
PC black - 4853 and 4882.

*Shown above.

**Shown below.



PRR - SILVER with RED STRIPE
"CONGRESSIONAL" #4866

This is reported to be all new tooling, die-cast frame, 12-wheel drive, operating pantographs, E-Z mate Mark II couplers. DCC-ready versions have factory installed 8-pin socket for DCC decoder of the users choice. DCC sound-equipped models are equipped with the Bachmann Sound Value *SoundTraxx* sound package with prototypical electric motor, blower, horn and bell in 16-bit polyphonic sound.

DCC-ready versions have an MSRP of **\$199.00** each with the following SKU identifiers:

PRR single stripe, Brunswick Green - 4912 [65201]
PRR five stripe, Tuscan Red - 4876 [65202]
PRR five stripe, Brunswick Green - 4842 [65203]
PRR Congressional Silver & Red - 4866 [65204]
PC black - 4882 [65205]

It is our opinion that Bachmann intends to be a major player in the model train arena so everyone needs to keep an eye on them.

Current Los Angeles Electric Railway Transit Vehicles!

Los Angeles, long considered the car capital of the United States has slowly amassed quite a few electric railway vehicles and has more on order. With a major effort begun in 1990, the city now has 104 Subway cars running on two lines and 172 light rail vehicles from three different manufacturers running on four different lines. [For details click here.](#)

While the last electric cars to run in Los Angeles in 1963 are resting comfortably at the Orange Empire Railway Museum in Perris, CA., twenty seven years later (1990), the first of 54 Nippon-Sharyo, model P865, articulated Light Rail Vehicles would begin operating on the Blue Line. The Blue line is mostly an reincarnated version of the old Pacific Electric Long Beach line. It was found very quickly that these 87 ft long vehicles would not be sufficient for the Blue Line so while the stations were being lengthened for three-car trains, 15 more vehicles, designated as model P2020, would be acquired and used to open the Green Line in 1995. Shown below are one of those 15 cars, which despite the different model number, are identical to the first 54 vehicles, the major difference being that they were five years newer.



The Green Line opened in August 1995, initially with the Nippon Sharyo cars. Eventually the next group of light rail vehicles, built by Siemens, model P2000, arrived. The Green Line runs east-west from Norwalk to Redondo Beach, mostly in the center of the Interstate 105 freeway. About half of these 53 cars would eventually be assigned to the Green Line, which is the only light rail line that is totally grade separated. In 2001, two of the Nippon Sharyo cars were painted in Pacific Electric livery to celebrate the 40 year anniversary of the death of the Pacific Electric and the Long Beach Line. Shown in the next two photos are cars 109 and 148, respectively.



Authentic Pacific Electric air whistles were installed on both cars for the duration of the paint scheme.

Sound-equipped versions have an MSRP of \$279.00 each with the following SKU identifiers:

- PRR single stripe, Brunswick Green - 4807 [65301]
- PRR five stripe, Tuscan Red - 4913 [65302]
- PRR five stripe, Brunswick Green - 4935 [65303]
- PRR Congressional Silver & Red - 4872 [65304]
- PC black - 4853 [65305]

Bachmann continues to give the modeler sound equipped units at a lower price than has been seen to date. We tested their F7A/ F7B diesels with sound a few months ago and found them to be more than acceptable as entry level units. We definitely plan to acquire two of them.



In the next photo is Siemens car 214 at the Marine/Redondo Beach Station of the Green Line.

A few more photos from OERM Pacific Electric Days !

Each June, the Southern California Traction Club (SCTC) takes their modules to the Orange Empire Railway Museum for the celebration of Pacific Electric Weekend. The Times was supplied some more photographs of the display from Bill Bolton who was visiting the museum from Australia at the time.



The above photo was taken of two of the city modules during a brief period when no cars were passing. One of the main questions asked of a model club with overhead wire is how do they handle the interfaces at the modules, especially with the overhead wire. The next photo shows one way that it is done. One can make brass plates as shown above or use small 00-90 or 0-80 washers. The former method is shown in the next photograph.



The poles are normally placed four inches from the end of the module, thus making an eight-inch span wire necessary to bridge the gap. The interface wires are then placed through the holes and then tensioned and bent as shown.

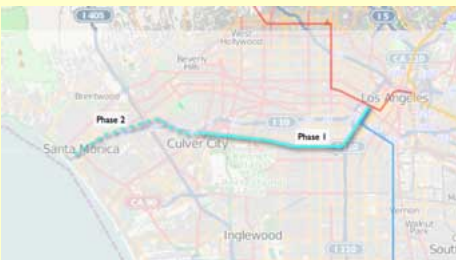
The next photo was taken on the city streetcar line with Dave Lyman's San Diego interurban passing a Bowser model of Los Angeles Metropolitan Transit Authority PCC 3165, the prototype of which is at the Orange Empire Railway Museum.



The remaining half of the Siemens cars would open the Gold Line on July 26, 2003. This line would run from Union Station in Los Angeles to Pasadena until extended from Union Station to East Los Angeles in November 2009. When the eastside extension was opened, the Ansaldo Breda cars were used as they were delivered to augment the Siemens cars. One of them, model P2550, is shown at the east terminal, Atlantic Boulevard. At the current time, only two cars are used on the Gold Line.



By the time all 50 of the Breda P2550 Light Rail Vehicles were delivered, it was almost time to open the first phase of the Exposition Line, which is currently operated as a part of the Blue Line. The line opened in April 2012, phase one only.



All the Siemens cars formerly on the Gold Line were transferred to District 11 to serve both the Blue and Exposition Lines and augment the 69 Nippon Sharyo cars. The Expo Line will have its own maintenance facility just east of Santa Monica when Phase 2 is completed. Some of



the Siemens cars are the only Los Angeles cars to have operated on all four light rail lines of the LACMTA (Blue, Green, Gold and Expo). As of this date about 95 light rail vehicles serve the Blue & Expo lines. Eventually, the Expo Line will reach Santa Monica and this is scheduled for 2015.

The Los Angeles County Metropolitan Transportation Authority has just ordered 235 light rail vehicles from Nippon Sharyo to be delivered in 2014. They have been designated model P3010 This order makes complete sense since of the three manufacturers of cars, the first ones from Nippon Sharyo seems to have been the best ones. But these 69 cars have been run hard since 1990 and they need to be replaced. They are scheduled to be delivered in groups of 78, 28, 39, 21 and 69. Of the first 78, 63 will go to the Blue and Expo lines for both Phase 1 and Phase 2. The remainder will be used on the Crenshaw Line ([click here for map](#)) and the second Gold Line extension. As they arrive in sufficient numbers, the current plan is to retire the Nippon Sharyo P865 (1990) vehicles.

The final photo is of the special trackwork on module 941, the construction of which was featured in Room 2, Lessons 3, 4 and 5 in the Trolleyville Schoolhouse.



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