The Trolleyville Times

February 2015

**Bowser is developing models of the unique ex-Kansas City Public S**

# HO scale Double-End PCC Models!

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In the previous issue, we talked about Double-End PCC cars and included in that article the 14 Quasi-PCC cars delivered to the Philadelphia Suburban Trans'n Company (PSTCo) in 1949. We will continue to include those unique cars in this discussion. There are several HO scale trolley modelers have a point-to-point lines for which double end cars would be preferable. However, models of double-end PCC cars were as rare as the prototype until the last few years, thanks to some vendors of resin shells. These shells ranged in quality from poor to excellent but in any case, with a good paint job and powered with the proven Bowser traction drive, they could be made into some great models.

Double End PCC cars fall into five groups for this discussion:

The first were the 30 cars, series 5000 to 5029, built by Pullman Standard in 1940 for the Pacific Electric Railway. They were capable of multiple unit (MU) operation and were operated in three cars trains. They were the longest PCC cars built, being 50' 10" long. Suydam imported HO scale models of these cars at one time. Also Miniatures by Eric offered a resin shell for a while. Funaro & Camerlengo, Honesdale, PA, fandckits@verizon.net has a resin shell available as their kit 701.

The second were the 25 cars, series 601 to 625, built by Pullman Standard in 1945 for the Dallas Railway & Terminal Company. These cars were the only double-end PCC cars built on the normal PCC frame and had the same truck king-pin to king-pin distance as the single-end PCC car. They were 47 feet long as opposed to most double-end PCC cars. All 25 cars ended up in Boston by 1959 and most lasted until the end of PCC service. A few years back, Miniatures by Eric provided some HO scale resin shells of the cars after they became the Boston 3322-3346 series. When combined with a Bowser/Custom Traxx metal floor, the Bowser 125100 mechanism and an A-line 20040 Bowser Trolley Flywheel kit, a very nice model could be made.

The third were the 10 cars, series 1006 to 1015, built by Saint Louis Car Co in 1948 for the San Francisco Municipal Railway. These 50' 5" long cars followed five pre-PCC "Magic Carpet" cars provided by Saint Louis Car Co in 1939. GHB imported some HO scale models in the 1980s of these cars in two separate runs with the bodies in the second run being better than those in the first run. A suburban Philadelphia vendor, IHP, also provided resin cast shells of these cars. When combined with a Bowser/Custom Traxx metal floor, the Bowser 125100 mechanism and an A-line 20040 Bowser Trolley Flywheel kit, a very credible model could result. We have heard rumors that an unpainted shell may soon be available in plastic, manufactured by the 3D printed process. if we can obtain one, we will report on these in a later issue. We assume that floors will be available from Shapeways. We have used Shapeways floors and found that they are quite nice and strong. However, they will need considerable weight added to perform reliably in operation. Modelers need to keep an eye on technology as it will make a lot of items available that were not expected. A complete Custom Traxx decal set including the "wings" and all destination signs was 90% complete but the project scuttled when the resin kit manufacturer became uncooperative and refused to provide a shell for final measurements.

The fourth group are the 8 cars, series 450 to 457, built by Saint Louis Car Company for the Illinois Terminal Railway Company. These 50' 5" long cars were as unique as double truck Birney cars as they had doors only at the front, the only PCC cars ever built in that configuration. But they were also capable of multiple unit (MU) operation. These were also also offered in HO scale by GHB in two separate runs with the bodies in the second run being better than those in the first. The drive trains were also revised in the second GHB run. Shells of these cars have also have been offered by IHP. Custom Traxx had floors made for this car by Bowser which accommodated the Bowser 125100 traction drive and A-line 20040 flywheel. These floors also worked for the San Francisco cars.

Finally, there are the 14 "Quasi PCC" cars, series 11 to 24, 50' 5" long, built by Saint Louis Car Company for the PSTCo. The term "Quasi-PCC" is used for these cars because as they did have some PCC car features, there were several differences. Most noticeable is that the cars did not use PCC trucks. They rode on Saint Louis MCB trucks with 26" wheels. They were also capable of MU operation. Some time ago, GHB offered this car in brass and IHP offered kits of this car with resin cast shells and the most recent shells were of excellent quality. These car kits came with a metal floor which was workable and accommodated the Bowser 125100 drive and A-line Flywheel kit. Readers should note that the Bowser 125100 mechanism has undergone several upgrades over the years to eliminate any peculiarities.

The following photo was taken on a 1975 module done by George Huckaby (Custom Traxx) while in military service. Visible are models of seven double-end PCC cars owned by members of the Southern California Traction Club.

Starting at the rear of the photo is a resin shelled model of San Francisco 1007, one of their 1006-1015 series painted to represent the PST 11-24 series on their heritage F-line. The car has a Bowser drive. The next car is a resin shelled model of San Francisco 1008, also in its original scheme. This car is Bowser powered and is an original resin shelled model of one of the San Francisco 11-24 series. Moving forward, the next car is a resin shelled model of San Francisco 1006, in its original scheme. This model was converted from an IHP model of an Illinois Terminal PCC car. It also has a Bowser drive. The next car is another resin shelled, Bowser powered, model of the PST 11-24 series in the original 1949 paint scheme. The fifth car is an Illinois Terminal PCC model, also with a resin shell and Bowser power. One the main street are a brass model of Pacific Electric 5026 and a Miniatures by Eric, Bowser-powered model of the ex-Dallas car 3333 after it migrated to Boston. Many of these cars have various Train Control Systems DCC decoders installed, with car 1008 having working tail lights and brake lights on both ends.

# Hershey Transit!

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Edward B. Havens

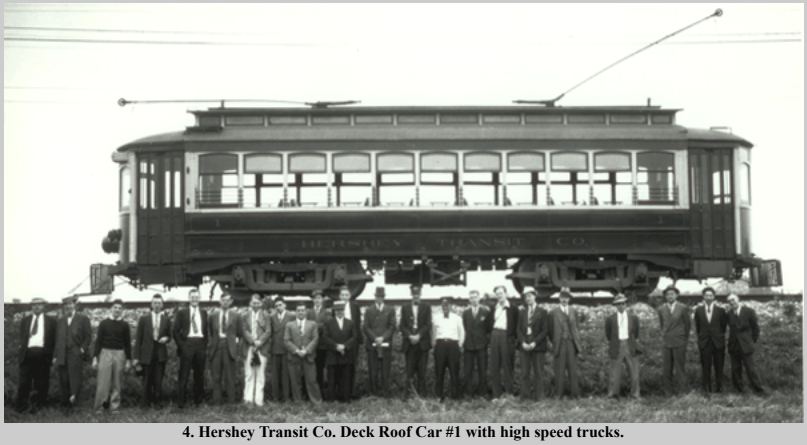
What color should Hershey Transit trolley cars be? Green and cream, **not** chocolate despite the founding of a candy factory by Milton Hershey at the southeastern Pennsylvania town he created. A trolley system was built to haul milk to the factory and transport the workers who commuted there. Friends of Hershey Trolley, a nonprofit preservation group, acquired the derelict car body of a Hershey Transit interurban in 2007 and in 2014 acquired appropriate trucks from Minnesota Streetcar Museum for the Cincinnati Car Co. - built trolley. No. 7, manufactured in 1914 and renumbered by Hershey, was the former No. 21 of the Ephrata and Lebanon, a rural electric railway that folded in 1931 for lack of sufficient business to pay its bills.

**1. No. 7, the boomer from E&L Railway, at the Hershey carhouse.**

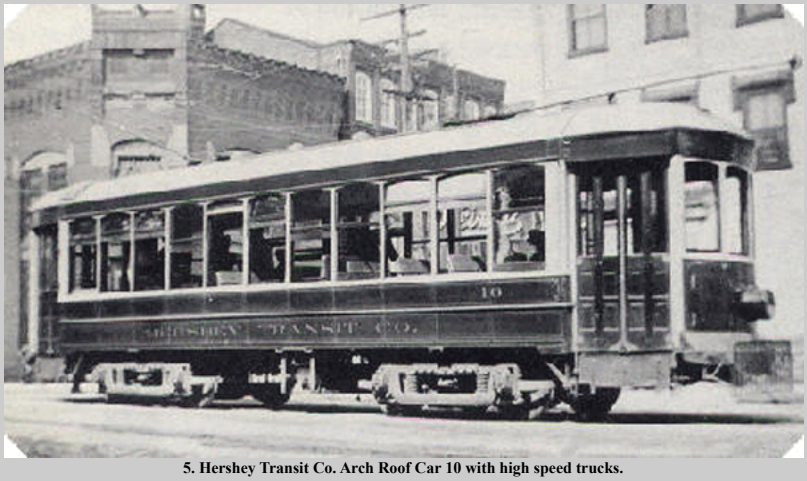
**2. The trucks obtained from the Minnesota Transportation Museum.**

**3. Cars 20 and 7 at Hotel Hershey.**

No. 7 was used occasionally on the short run to Hotel Hershey north of town. For a time, the regular car on the line was a "deluxe" Birney acquired secondhand from Grand Rapids, Michigan. The Hershey system mainly was equipped with Brill semi convertibles including those with deck roofs and the later models with arch roofs and higher speed trucks as shown in photographs 4 and 5.



**4. Hershey Transit Co. Deck Roof Car #1 with high speed trucks.**




**5. Hershey Transit Co. Arch Roof Car 10 with high speed trucks.**

**6. Hershey Transit Co. Deck roof Car 2 with Arch Roof Car 23.**

An example of both the deck roof and arch roof cars is shown in Photo 6 at left in cars 2 and 23.

Many feel that the deck roof car shown in photo 4 was the prototype for the Brill Suburban Trolley marketed for years in HO scale by Pennsylvania Scale Models (PSM) with a metal body. PSM was eventually bought by Bowser Manufacturing Company. Bachmann also produces a similar Brill trolley in HO scale. Almost every trolley modelers by now has seen the Bachmann car with DESIRE markings on the side for sale on eBay.


**7. A Hershey Transit Co. Express car:**

The Hershey nonprofit that owns the ex-Ephrata & Lebanon car also has No. 3, a Brill combination car later turned into a straight passenger trolley and then into a construction car. It was used to dismantle the line after service ended in 1946. Below left is a photo of the car in 1913 and below right is the same car returning home in June 2006:

**8. Hershey #3 in 1913.**

**9. Hershey Car 3 in 2006.**

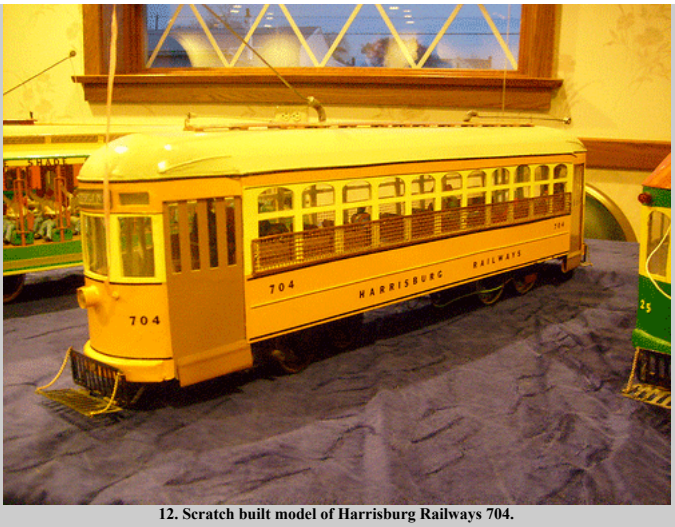
The Hershey Transit system ended up with relatively short runs: east to Palmyra and Campbelltown, west to Hummelstown, and north to Hotel Hershey. The Campbelltown run was a cutback of the Lebanon line and the Elizabethtown line was abandoned after first being cut back to borough limits. At Hummelstown, Hershey Transit cars met Harrisburg Railways trolleys to the state capital city.

The Harrisburg system ended in 1939 when the last cars ran to Steelton, southeast of Harrisburg.


**10. Car 18 in Hummelstown**


**11. Harrisburg Railways Car 808 in Steelton**

Concluding this article is a photo of a scratch built model of a Harrisburg Railways car:




**12. Scratch built model of Harrisburg Railways 704.**

In O scale, the E&L interurbans used by Hershey Transit were produced for a time by Henry Elsner, Jr. in epoxy. The Brill semi convertibles can be modeled from cast metal models originally manufactured in 1/48 by Copetown Car Works. In 1/87 HO scale, as previously mentioned, the Brill semi convertibles have been made by Bowser and Bachmann. It would be possible, depending on one's modeling skill, to modify these models, especially the plastic version, into the arch roof cars used by Hershey Transit. Bowser is still evaluating bring out a deck roof Brill in a Ready-to-Run version.

# Traction Action At the Anaheim Great Train Show!

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The Southern California Traction Club (SCTC) began is 20th year of existence with its 111th public appearance at the Anaheim Convention Center for the Great Train Expo. This was the 15th appearance of the club at this location since 1999. This was also the third appearance where visitors were allowed to operate the DCC-controlled cars. The compact but highly detailed urban display features Los Angeles streetcars in the 1960-1963 era. These cars, manufactured by Bowser Manufacturing of Montoursville, PA are equipped with Train Control Systems "Keep Alive"™ or Soundtraxx "Tsunami" sound decoders. At this display both Digitrax and NEC Master Control Systems were used.

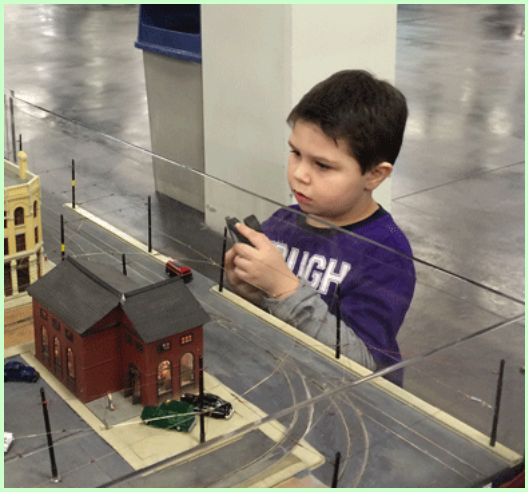
The SCTC now has two separate displays. The major display now consists of nine to ten highly detailed modules with hand laid track and fabricated overhead wire. Most of these modules were part of a former DC operated layout no longer used. This now totally DCC-operated display is approximately twelve feet by twelve feet and features many routes for the streetcars to operate. Shown below is a portion of the main display:

The second display, which is 3 1/2 feet by 7 1/2 feet, is the LRV display. It can be operated by DC, DCC, overhead wire or two-rail. Car equipped with either trolley poles and pantographs can operate on this layout as long as they can traverse 12" radius curves. This display is still in work.

Sharp-eyed readers will recognize three of the HO scale AHM/IHC Boeing LRV models, all decorated for San Francisco Municipal Railway. The prototypes of these three models, 1213, 1220 and 1252 were equipped with trolley poles at one time or another in the early stages of conversion from the PCC streetcars to the LRVs in the 1980s. So are the models. There is also a model of the current Breda LRVs used by San Francisco, which replaced the Boeing LRVs, along with models of three of the Market Frankford Subway Elevated (Philadelphia) Budd "Almond Joy" Subway cars which ran from 1960 to 2004 in the City of Brotherly Love. These cars were seen often in the "Rocky" movies.

The use of Digital Command Control (DCC) allows so much more flexibility and allows visitors to control one car on the same tracks with others without affecting their operation.


In the left photo, Addison Kimmel is being presented with her Honorary Streetcar Operator Certificate after she mastered the operation of her streetcar. LAMTA 3139. Each streetcar used for this purpose has built in acceleration and deceleration "curves". The student operator is told to stop the car at locations marked by a yellow band on the trolley line pole so the operator must get the "feel" of the car and apply the brakes in sufficient time not to pass that point. In the photo below, James Murphy is sharpening his skills with LAMTA 3139, which is out of range of the photo.



In many cases, a crowd, sometimes made up of friends and other times of complete strangers, gather to watch the trainee master the streetcar. On the right, club member and instructor David Lyman (right, standing) other family members and observers gather to watch two students, Jamen and Jaren Padre master the car. After doing this at three different shows in Los Angeles, Palos Verdes and here at Anaheim, there seems to be absolutely no difference between males and females in the quality of operation. All of them figure it out eventually and become excellent operators.

Last August, the SCTC started accepting Emembers. The requirements for Emembership are on the club web site. However, at this show, one of the club Emembers, Norman Spaulding, of San Jose, CA, arrived with his Bowser Sound-Equipped PCC and wished to see it operate under wire. His car was one of the new releases that located the switch for overhead/two-rail operation under the floor. With no need to disassemble the car to access the switch, he now had the best of both worlds. In

the final photo, Norman is shown watching his car operate on the Custom Traxx demonstration module 970 along with LAMTA 3148, LAMTA 3156 (still in LATL dress) , LAMTA 3165 and NORTA 952.


All of the club members that participated in this show felt that it was a great one. The club display had lots of visitors. Most of the dealers also reported great activity at their booths. Just before this issue went to press, we were notified that this was the most attended show in the history of the Great Train Show and its predecessor, the Great Train Expo with over 9,700 attendees.

By the way, Trolleyville invites any club operating streetcars and interurbans on live overhead wire in any scale to submit articles about themselves and their operations, shows and techniques to the Times for publications.

# Progress on the Los Angeles Expo Line Phase II!

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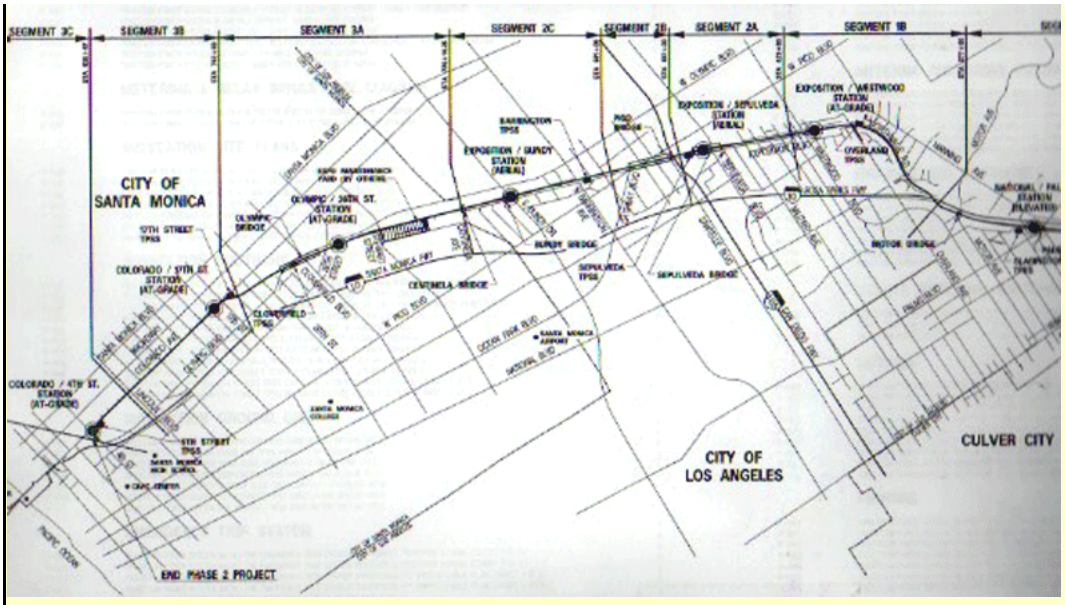
Work continues at an increased pace on Phase II of the Exposition (Expo) Line in Culver City, West Los Angeles and Santa Monica. The name was derived from the Boulevard, Exposition Boulevard, that the line follows for most of its route from downtown Los Angeles to 4th and Colorado in Santa Monica. The Line follows most of the right-of-way of the old Pacific Electric Santa Monica Air Line, which stopped running in October 1953. Freight service continued in the line by the Southern Pacific Railroad until about 1987. Phase 2 has kept grade crossings to a minimum, having them only at Bagley in Palms, and Westwood Blvd, Overland Blvd and Barrington Blvd in West Los Angeles. There are bridges over Venice Blvd, Palms Blvd, Motor Avenue, Sepulveda Boulevard, Sawtelle Boulevard, Pico Boulevard, Bundy Avenue, Centinela Blvd, 26th Street and Olympic Boulevard. This should enable a trip from Santa Monica to downtown Los Angels in 47 minutes, something that can not be done in rush hour today by car.

Phase I of the Expo line opened from in April 2012. Vehicles currently used the Nippon-Sharyo 1990 and 1995 P865 and P2020 vehicles (100 series) along with several of the 1995 Siemens P2000 (200 series) vehicles. It is currently supported by the Blue Line yard but will have its own facility at Bergamot which is under construction at the present time.

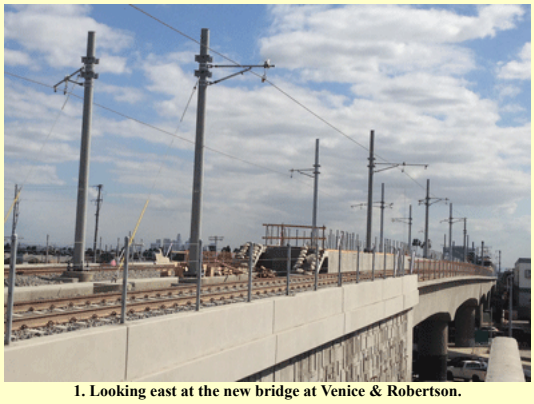



The Exposition Metro Line Construction Authority is an independent transportation planning, design and construction agency created by state legislation in 2003. The Authority was created for the purpose of awarding and overseeing final design and construction contracts for completion of the 15.2 mile, $2.5 billion Exposition Light Rail Line from Downtown Los Angeles to Santa Monica. Construction on Phase 1 of the line, from downtown Los Angeles (7th & Flower) to Culver City (Venice & Robertson), began in 2006 and the line opened to the public in summer of 2012. Phase 2 of the project, which will extend the line out to Santa Monica, is now underway and construction is expected to be completed by 2015. Once Phase 2 is completed, the line will be operated by the Los Angeles County Metropolitan Transportation Authority (Metro) as part of the countywide rail network.

In March 2011, the Exposition Construction Authority awarded the design-build contract for Phase 2 to Skanska-Rados, Joint Venture. Major construction began in 2012 and is scheduled to be completed in 2015. The light rail bridge over Venice Boulevard, which links Phase 1 and Phase 2 of the Expo Line project, was built by Balfour Beatty Infrastructure Inc. Extensive utility work took place in 2012 and major work on the bridge structure began in spring 2013. Construction of the bridge included columns in the center of the street, which required the widening of Venice Boulevard, including the reconstruction of the median and reconfiguration of traffic lanes between Culver Boulevard and Ivy Street. The Operations and Maintenance Facility for the Expo Line project will be located at Stewart Street and Exposition Boulevard in Santa Monica. In May 2013, the Expo Board awarded the contract to construct the facility to Kiewit Building Group, Inc. Pre-construction work began Summer 2013 and construction is scheduled to be completed in Fall 2014.

Phase 2 begins at Venice and Robertson and has stops at National/Palms, Exposition/Westwood, Exposition/Sepulveda, Exposition/Bundy, Olympic/26th Street, Colorado/17th Street and Colorado/4th Street directly southeast of the Santa Monica Mall

George Flowers of the Phase 2 Expo Construction Authority, gave Trolleyville a tour of the entire Phase 2 line on Thursday January 8th. Beginning at the new bridge at Venice and Robertson in Culver City and ending at the three-track terminal in Santa Monica

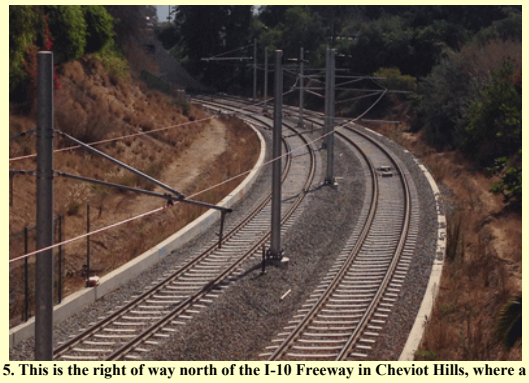


**1. Looking east at the new bridge at Venice & Robertson. You can see a train at the station inn the distance almost ready to return to Los Angeles.**


**2. Looking west toward the tunnel under the I-10 (Santa Monica) Freeway just east of Overland Boulevard in West Los Angeles. This former single track freight tunnel was found to be wide enough for a two track LRV line. Seen in the photo is George Flowers of the Construction Authority. This is not far from the location where the original Palms Depot was once located.**

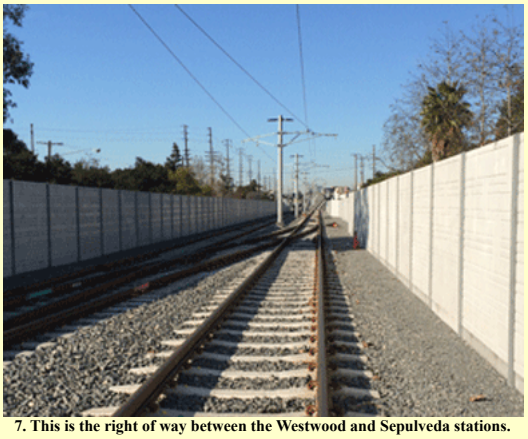
**3. Looking west into the tunnel under the I-10 freeway. This is before the graffiti was removed (the first time). All under track conduits were installed before foundation for track was poured.**

**4. Looking east into the same tunnel after the first graffiti removal and after track and the overhead catenary system (OCS) supports were installed. Notice in the photo that the graffiti was starting to reappear.**



**5. This is the right of way north of the I-10 Freeway in Cheviot Hills, where a portion of the crybaby NIMBYs who fought the building of this vital transportation artery were located.**

**6. Another view of the Right Of Way in Cheviot Hills. This is all between the National/Palms and Exposition/Westwood Stations. This station will serve the Westside Pavilion Mall located just two blocks north of the station.**



**7. This is the right of way between the Westwood and Sepulveda stations. This is the location of the Military Interlocking where there are both facing and trailing crossovers with spring frogs to minimize track noise during normal operations.**

**8. A spring frog used on all four switches at Military interlocking. Note the concrete ties now used under the switches.**

**9. During our tour, the crew was working a punch list from a previous MTA inspection. We learned that the catenary is staggered plus or minus nine inches from track center to promote even wear on the pantograph blades.**

**10. Reminiscent of the old "plumb bob" days with simple trolley wire, this is the technique used to measure such offset.**

The Electrical portion of the system including the Overhead Catenary System (OCS), the signals and the grade crossing signals and apparatus are all handled by the Mass. Electric Construction Company, Transportation District, whose Construction Manager for Phase 2 of the Expo Line is David Leuchter, an executive that obviously loves his job. It was a distinct pleasure to talk with this gentleman on January 16th during the time we were allowed to spend at their facility in the Los Angeles/Marina Del Rey area.

# The Southern California Traction Club - New Direction!

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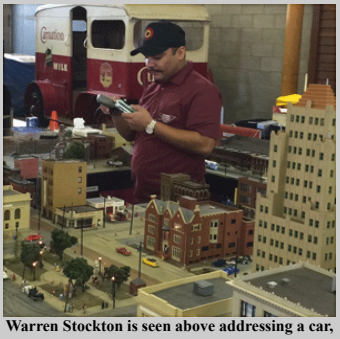
Founded in October 1995, the club held its annual election for its Board of Directors in November 2014. This year the main issues were the aging of the hobby participants, the closing of familiar hobby shops, the shrinking number of large train shows in the Southern California area and effect that all of this was having and will continue to have on the club. As a result, the club elected two new members of the Board of Directors and on January 14th, selected a new Chairman of the Board.

The election results clearly indicated that the members believed that it was time for a new direction of the club. The new Board consists of John McWhirter, a club member since 2005, Anjeannette (AJ) Staley, who joined the club with her husband Dick in 2012, and Warren Stockton, who joined the club in August 2014. Warren was selected as the new Chairman. Warren is deeply involved in electric transit as he is currently a Light Rail Vehicle operator on Los Angeles Blue and Expo lines. All three members of the Board are active club participants:



**Warren Stockton is seen above addressing a car, preparing to get operations started at Travel Town on December 27. He would shortly be controlling five or more streetcars on different intersecting routes.**

**Anjeannette "AJ" Staley is seen above evaluating the latest Bowser PCC (Pittsburgh "Mod Desire" at extreme left) equipped with ESU LokSound. These advanced decoders require a slightly different mind set to operate at their peak capacity.**

**John McWhirter is seen above drilling holes for line poles on one of the recently completed city modules.**

The Board will be evaluating all club policies and bringing them up to date and to devise methods for the club to survive in the future by acquiring new members. AJ, during an interview with the Times, related that "...Life isn't about finding yourself. Life is about creating yourself, so create something awesome! Some of us remember when we actually traveled on the "old Trolley systems" and we have now gone full circle. The rail system is coming back and the future is before us. Technology has leaped ahead and we must embrace the opportunities of the future or become part of the past. Anyone interested in the transportation of years gone by or today is welcome to join in the fun and adventure..."