



September 2015 (Update - 9-13-15)

Watch for the next run of HO scale Bowser New Orleans Streetcars (They should be at

## Breaking News!

Trolleyville actively supporting the dedication of Foothill Gold Line stations in Northern Los Angeles County. [Click here](#) for the latest information.....

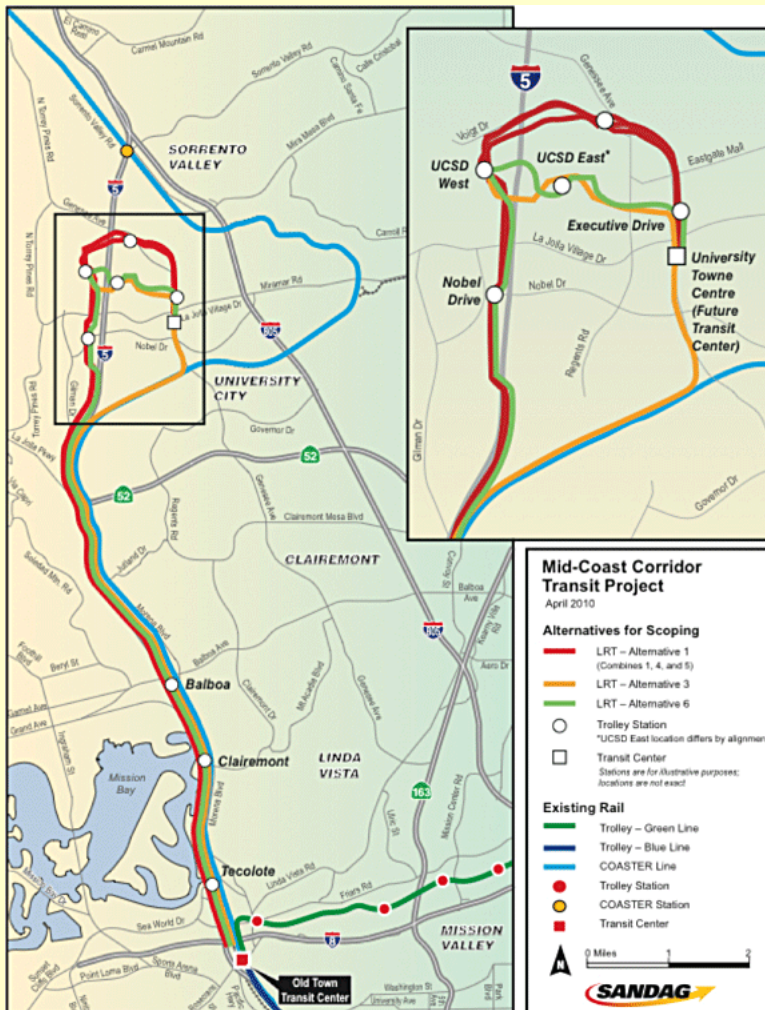
## Light Rail, Streetcar Projects Advancing Nationwide! (Part 1)

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By Edward B. Havens

With U.S. cities recognizing that rail transit provides a way to curb auto congestion and stimulate economic development, light rail and streetcar projects made progress in the summer and fall of this year. Much of the action has been on the West Coast where there has been favorable news from San Diego north to Seattle.

San Diego is moving forward with an 11-mile, \$1.2 billion LRT branch that will extend the San Diego Trolley network northward from Old Town to the upscale seaside resort city of La Jolla and the University of California-San Diego campus. The university's San Diego Health program will get 30-year naming rights starting at \$675,000 for the first year of the expanded Blue Line which will be through routed from the campus south to San Ysidro next to Tijuana, Mexico.



Farther north, Orange County Transportation Authority agreed August 13 to commit \$56 million in local funding toward the four-mile, \$289 million Santa Ana modern streetcar project in hopes of drawing a \$144 million federal construction subsidy.



An artist's rendering of a streetcar on Fourth Street in Santa Ana.

Los Angeles County Metropolitan Transportation Authority [LACMTA] was busy during the summer with light rail construction projects including LRV testing on its **Culver City to Santa Monica** extension of the Expo Line and putting finishing touches on the **Pasadena to Azusa** extension of the Gold Line.



Nippon-Sharyo Car 104 arrives at 4th Street in Santa Monica on July 19, 2015! (Photo by Steve Hymon/Metro)



Duarte/City of Hope Station being dedicated on August 15, 2015 with Breda cars 737 and 746 in the background!

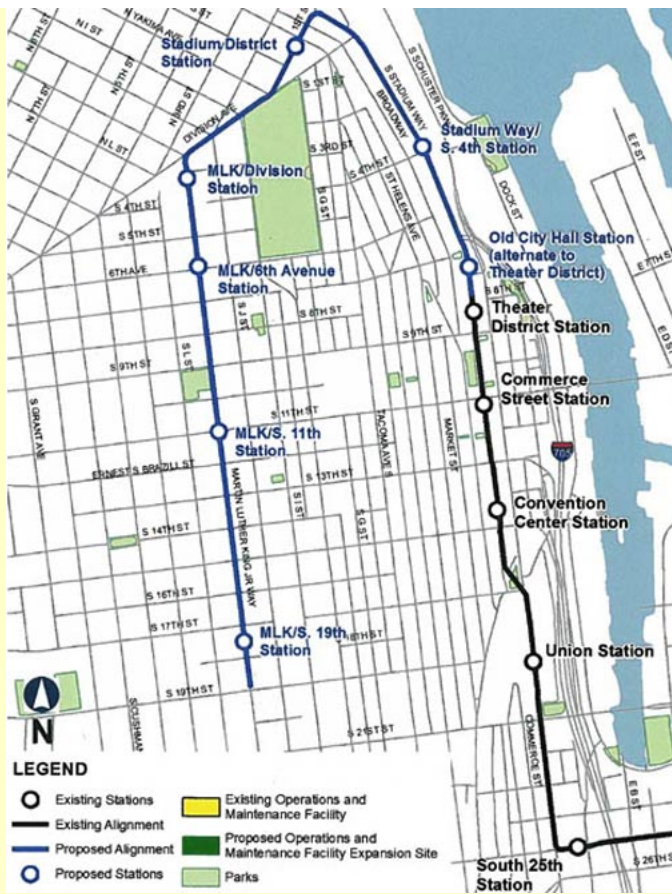
In **San Francisco**, MUNI began nightly shutdowns of its light rail subway for six months starting July 21 to upgrade communications in the Market Street tunnel and also launched E-Embarcadero heritage streetcar service using double-ended equipment. San Francisco still has seven of the ten double-ended PCC cars available.



Oregon wasn't left out of light rail expansion with Tri Met set to open its 7.3-mile line from downtown **Portland** to the suburban city of Milwaukie in September. It crosses the new Tilikum Crossing Bridge over Willamette River which allows only LRVs, streetcars, bicyclists and pedestrians but no motor vehicles.



**Tacoma**, 25 miles south of Seattle, gave its approval to an extension of its Tacoma Link modern streetcar line operated with Inekon Trio units.



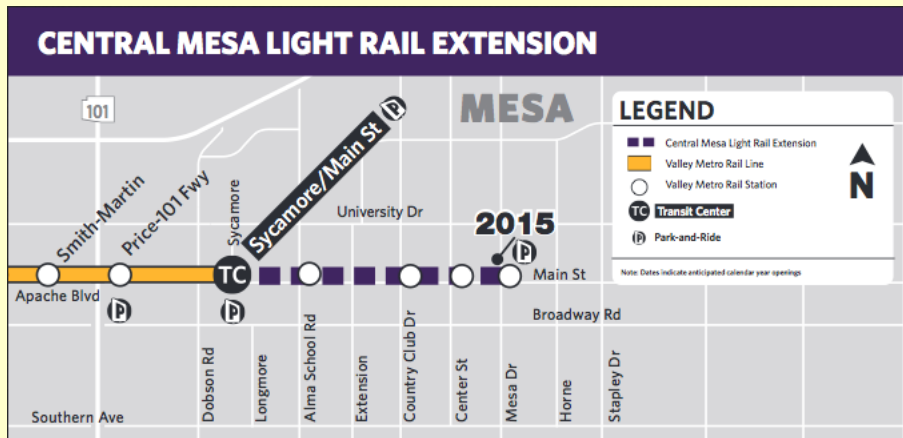
At Seattle, Sound Transit approved an additional \$20 million in expenditures for the East Link light rail line to upscale Bellevue and Overlake Transit Center near the Redmond international headquarters of Microsoft Corp. The extra money mainly is for design of a floating bridge.



The East Link line will cross a bridge used by Interstate 90.



Elsewhere in the West, **Phoenix** Valley Metro opened its 3.1-mile light rail extension August 22 to the central business district of Mesa, the eastern end of the \$1.4 billion, 20 mile starter line. Light Rail trains are now making test runs in downtown Mesa. The \$1.4 billion, 20-mile starter line from northwest Phoenix through downtown to Tempe only reached one mile into west Mesa when it opened.



At Arizona's second largest city, **Tucson** Sun Link modern streetcar celebrated its first anniversary July 25 with free rides for the public. Arizona Public Media, the umbrella for University of Arizona radio and TV, posted the following note about ridership: "The city of Tucson reports approximately 1.1 million passengers have boarded the streetcar since its launch, and it celebrated its millionth boarding passenger on May 21, ahead of projections."



In west Texas, **El Paso**, which shares the international border with Juarez, Mexico, made plans to select a general contractor in August for its heritage PCC line and choose a firm to rehabilitate nine PCC streetcars acquired by El Paso from San Diego. The line will run from just north of the international border and pass through downtown on its way to the University of Texas-El Paso campus.



In north Texas, **Dallas** (DART), operator of the city-owned downtown to Oak Cliff modern streetcar line, announced it would purchase two more dual-mode (pantograph and battery) "Liberty" model streetcars from Brookville Equipment Corp of Pennsylvania, bringing the total to four.



The extra cars are needed for extensions on both ends of the car line which crosses the Houston street viaduct over the Trinity River wire free. This is the reason for the dual mode cars.

The same type of dual mode cars are being ordered by **Detroit** M-1 Rail for the Woodward Avenue car line from downtown to midtown, part of the line will be wire free including the car house. The Detroit car line is currently under construction. PCC s operated on Woodward until April 1956 and were then sold to Mexico City. Note the track construction below.



(Continued in our next issue !)

## Model Railroad Hobby Shop - Woman Owned and Operated!

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Just when we thought things were looking very grim for the continued existence of model train shops with Franciscan Hobbies in San Francisco and Allied Model Trains in Culver City, CA closing, we ran across Arnie's Trains Store in Westminster, CA, along with English's Model Railroad Supply in Montoursville, PA. We now re-discovered Central Coast Trains (CCT), a big happening in the middle of what seems to be the middle of practically nowhere. Anita Walter, with some support from her husband Bill, started the store in 1995 in Atascadero in Unit 4, shown below left, at 7600 El Camino Real, an 850 square foot store next door to the current facility. Bill was still employed full time at a local retail endeavor and would come in to the shop on his day off. Soon he semi-retired so he would contribute more to the entire effort. But the store was Anita's baby and she ran it from the very beginning. The purpose was to specialize in special orders while carrying as many supplies as possible for the random shopper.



The current store, Unit 3, shown above right, is 2,000 square feet and was acquired in 1999, and Unit 4 became a warehouse. Bill immediately knew that for the store to be successful, he would have to develop a huge following. The Central Coast of California is made up of several small towns and cities but no really large ones. At the time of the founding of CCT, the Great American Train Show (GATS) was peaking in the United States, running up to 88 shows annually. Most retail hobby shops disliked GATS, some intensely, feeling that they were stealing their customers and encouraging "garage operators", those hobbyists with no overhead that could sell cheaper than the model train shops. But Bill came to love the train show circuit. After he fully retired in 2006, he traveled sometimes as much as 19 weeks without coming back home. One year he appeared at 46 weekend model railroad shows.

The new store was arranged for efficient operation. There was no intent to "Empire Build" here. The owner would not be "in the back" hovered over a computer. The business office was positioned right in the center of the store opposite the front door with all the latest electronic aids to monitor store activity and to be aware of customers. Many of the displays and some of the store lights can be operated by remote control from the central business office location. The store was designed as a one person operation.



Bill is shown below left at one of the shows. He had an excellent display, arranged so that the visitor saw everything right away. There was no digging through large packing boxes or looking at shelves filled with models that you could only see the ends of the boxes that contained them. Taking a page from Bill, Anita recently had her car wrapped as shown below right) to advertise the store.



While Bill was developing his business model, he decided that it really did not matter what other retail model train shops felt about GATS. He saw GATS as a place that attracted his present and future customers so he should be there. He felt that he could embrace the shows and take CCT on the road when GATS was in any Northern or Southern California location while his wife ran the hobby shop. He felt that he could get the best deals for his customers from the distributors by moving the most product that he could. He was right and he did just that. The shop acquired ERTL-HO and spent years selling those very well made items at various GATS. He also believed that since customers could see the entire article on their home computers, showing them the ends of boxes in a store was insane. So he placed articles on the shelves and walls for the complete view by passing customers (See below right). There are no stacks of boxes to go through. The customer just has to look and decide. The shop has done well since the day it opened.



Also only very small low cost parts, are priced at the MSRP level. Anita and Bill knew that those prices are beaten on the internet so why waste time placing them on items. Personal service could be given as they were known in the community. Bill did not know how fortuitous his idea would be. He and Anita were extremely successful at this and was in the process of building quite a hobby shop when he suddenly passed away from a heart attack in December 2008.

Anita kept the shop going and she continued to follow Bill's excellent business model. Due to the sudden tragedy of Bills loss, she had the support of her immediate family and the local community, who embraced her and the shop as sort of a local treasure. Their customers regularly can call Anita for their orders and she handles them personally. Anita has no intention of growing the business past the level that she can personally handle.

When we noted that the store is female owned and operated, we meant just that. There are no employees. This is a family operation which has a constant supply of volunteers, local rail fans who are committed to keeping a hobby shop in their area. Anita is rarely alone in the store. The shop is also helped by the strong railroad and model railroad history of the San Luis Obispo area. It was a major engineering feat to get the trains from San Francisco through Cuesta Pass to arrive in San Luis Obispo.

CCT is now the only thriving model train shop between Tehachapi (to the east), Los Angeles (to the south) and San Jose (to the north). They are in excellent business shape and those of you who want to see some of these shops survive would do well to visit them and support them. CCT plans to grow to 2,850 square feet by combining Units 3 and 4 in the near future. They have acquired storage space elsewhere. They will be twenty years in business next month and will be raffling off the complete N-scale layout, shown below:



Business is sufficient so they have no plans to cease operation. Anita told me that she loves what she is doing. Those are almost the same words that Greg Arnold, owner of Arnie's Model Trains used when we talked to him in June. So as long as customers come, she will be there.

As is the case with Arnie's Model Trains in Westminster, CA, English's Model Railroad Supply in Montoursville, PA and now Central Coast Trains in Atascadero, CA, we can not go into the store without finding something we suddenly just have to buy. So if you live in this area and are concerned about the disappearance of these stores, come on up, come on down or come on over but COME! You should not be disappointed. When driving north on



US101, take the Curbaril Exit, turn right and then left at the traffic light on El Camino Real. The store will be in a strip mall perpendicular to the road on your left. Look for the sidewalk sign.

Anita does not relish having her photograph taken but how could we complete any article about such a fine shop without a shot of the owner:



If you know of a model train shop which you feel deserves our attention, please [contact us](#) ASAP. We want to let people know about them.

## San Francisco's F-Line - August 2015!

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Trolleyville was fortunate to be in San Francisco on August 4-5, 2015 during the most pleasant weather ever experienced in that city. While there we caught many of the cars doing what they have been doing so well now for almost twenty years. Remember the F-line started with 14 PCC cars from Philadelphia and 3 PCC cars from San Francisco. Today, there are 24 PCC cars from both Philadelphia and Newark along with eight PCC cars from San Francisco itself and eleven ex-Milan Peter Witt Type cars.

The line opened in September 1995 with a run from the old East Bay Terminal to 17th & Castro. Expecting to run base service with seven to nine cars, fourteen cars were obtained from Philadelphia and painted in fourteen different paint schemes representing the cities that actually ran PCC cars.

CAR NUMBER	PAINT SCHEME	ORIGINAL PHILADELPHIA NUMBER & CURRENT STATUS
1050	San Francisco (SFMry) 1950's green and cream	2119 / Operational
1051	San Francisco (SFMry) 1960's green and cream	2123 / At Brookville for Rebuilding
1052	Los Angeles (LARy) two-tone yellow	2110 / Operational
1053	Brooklyn, New York 1950s green and silver	2721 / Operational
1054	Philadelphia (PRT) 1938 tan, blue and silver	2121 / To be Scrapped after accident*
1055	Philadelphia (PTC) 1955 green, cream and maroon	2122 / Operational
1056	Kansas City (KCPS) late 1940s cream silver and black	2113 / At Brookville for Rebuilding**
1057	Cincinnati (CSR) yellow with green stripes	2138 / Operational
1058	Chicago (CTA) aqua, orange and cream	2124 / Operational***
1059	Boston (BERy) orange, maroon, cream and silver	2099 / Operational
1060	Newark, NJ (PSCT) gray, white, blue and red (wheels)	2715 / At Brookville for Rebuilding****
1061	Pacific Electric red, orange and silver	2116 / Operational
1062	Louisville (TLRyCo) green, cream and black	2101 / Operational
1063	Baltimore (BTC) yellow and gray	2096 / Operational

\*Retired after serious November 2003 collision with Breda LRV.

\*\*Out of service for some time with cracked rear bolster.

\*\*\*Originally painted in final Chicago scheme, repainted after collision with trolley coach.

\*\*\*\*Later painted in same scheme as 1054.



1052 (LARy) on the Embarcadero



1055 (PTC) on Market Street



1058 at 9th & Market



1059 on Market Street



1061 at 9th & Market

After the ex-Philadelphia PCC cars began service in 1995, it became obvious that there were not enough cars to provide the level of service that was demanded. Philadelphia would not provide more since their transit officials had lied to the residents in 1992, calling the cars "old and worn out" but then they showed up in San Francisco looking better than they had in Philadelphia for years. Newark did not initially want to look like Philadelphia so they refused to sell their cars at first, only offering to lease them. Meanwhile, the Milan cars were acquired. Finally arrangements to sell the cars were made with New Jersey and car 14 was sent in 2002 as a "test" car. It was fine so in 2004 ten more were acquired.

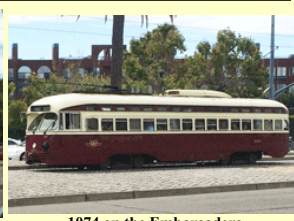
CAR NUMBER	PAINT SCHEME	ORIGINAL NEWARK NUMBER	ORIGINAL MINNEAPOLIS/ SAINT PAUL NUMBER
1070	Newark, NJ (PSCT) gray, white, blue and red (wheels)	14	333
1071	Minneapolis/Saint Paul (TCRT) yellow	23	362
1072	Mexico City (STEDF) cream, red and green	20	339
1073	El Paso (EPCL) light green, red and white	22	361
1074	Toronto 1950s, tan, red and black	2	321
1075	Cleveland (CTS) brown and cream	17	336
1076	Washington, DC (DCT) 1950s aqua, cream and orange	12	331
1077	Birmingham (BEC) red, blue and cream	21	360
1078	San Diego (SDERy) green, cream and brown	19	338
1079	Detroit (DSRys) Cream and red	11	330
1080	Los Angeles (LATL) white, green and yellow	9	328



1077 on the Embarcadero



1071 on the Embarcadero



1074 on the Embarcadero

San Francisco's first true PCC cars were ten double-ended cars built by Saint Louis Car Company. Considering there were only ten of these cars built in 1948, and eight of them still survive today is nothing short of outstanding. So of the original fleet (1016 to 1015), cars 1006 through 1011, along with 1015 are in San Francisco while 1014 is in Australia. Cars 1012 and 1013 were unfortunately scrapped many years ago.

CAR NUMBER	PAINT SCHEME	NOTES
1006	San Francisco Municipal Railway -1950s	<i>Returned to double end operation for the 1980s Trolley Festivals. All ten cars had been single ended earlier!</i>
1007	Philadelphia Suburban Trans'n Company -1950s	<i>Originally painted in the current Breda LRV Scheme but changed quickly!</i>
1008	San Francisco Municipal Railway -1950s	<i>Former wrecker - Only PCC to have operated in the current MUNI Metro Subway.</i>
1009	Dallas Street Railways - 1940s*	<i>*Representing 25 cars, built by Pullman-Standard which started their careers in Dallas but ended them in Boston.</i>
1010	San Francisco Municipal Railway -1940s	<i>Painting in tribute to the five "Magic Carpet" cars which opened the doors for PCC cars in San Francisco.</i>
1011	Market Street Railway**	<i>**Market Street Railway was never in the financial position to purchase PCC cars. This is a tribute and fantasy car.</i>
1015	Illinois Terminal Railway -1950s	



**1008 at Jones St, Fisherman's Wharf**



**1009 at the Streetcar Museum**

Augmenting these cars are eleven 1920s era Peter Witt cars from Milan, Italy, originally built by Carminati & Toselli based on the Philadelphia 8000-8534 series that ran in that city until 1957. They were acquired in 1998. While they are 45' 7" long, they are only 93" wide, 7" narrower than a standard PCC car and 15" narrower than any original San Francisco PCC car. These cars are painted in all three paint schemes that these cars have worn in Milan over the years. The cars were yellow and white in 1928, then two-tone green in the 1930s through the 1970s and then the orange that they still wear today. Six of the cars were renumbered to avoid conflicts with the Breda Light Rail Vehicle Fleet and all of them have been equipped with GPS and devices for ADA compliance. Peter Witt Cars (enter front door, pay conductor, exit center or rear doors) were common in Chicago, Cleveland, Dallas, Detroit, Los Angeles, Philadelphia, Madrid, Mexico City, Milan, Naples, New York City, Toronto and Turin in addition to many smaller cities.

CAR NUMBER	PAINT SCHEME	
1807 (originally 1507)	Yellow & White 1928 era Paint Scheme	
1811 (originally 1911)	Yellow & White 1928 era Paint Scheme	
1814	Two-Tone Green 1930s to 1970s Paint Scheme	
1815	Orange Scheme, current since 1970s	
1818	Two-Tone Green 1930s to 1970s Paint Scheme	
1834**	Orange Scheme, current since 1970s	
1856 (originally 1556)	Orange Scheme, current since 1970s	
1859	Orange Scheme, current since 1970s	
1888 (originally 1588)	Two-Tone Green 1930s to 1970s Paint Scheme	
1893 (originally 1793)	Orange Scheme, current since 1970s	
1895 (originally 1795)	Orange Scheme, current since 1970s	

**\*\*1834 arrived in San Francisco in 1984 for the original Trolley Festivals. Its reliability led to the purchase of ten additional cars in 1998. Currently not in service!**



**1815 at 9th & Market**

Despite the retirement of Karl Johnson (1977-May 2015) and his leadership during the transitions from (1) PCCs to Boeing LRVs, (2) Boeing LRVS to Breda LRVs, (3) The Trolley Festivals in the 1980s and the creation and implementation of the F-line 1995, the introduction of the Milan Cars and the introduction of several one-of-a-kind heritage cars, the F-line soldered on with all the observed cars on the line being clean and running well. Karl assisted the Bowser/ Custom Traxx team in the recording of the sounds of the PCC cars, the Milan Cars and the New Orleans 952 in 2007 and 2010. We will miss him but Muni's loss just may be Western Railway Museums gain if they embrace his leadership. Experiences at railway museums show that this is not always the case. The Market Street Railway gave a nice tribute to Karl in their [2015 No 2 issue](#).

After almost 20 years of service on Market Street, the original ex-Philadelphia cars are going, one-at-a-time to Brookville Equipment Company for their fourth rebuilding. According to Market Street Railway's "Inside Track" newsletter, a \$34,500,000 contract has been awarded for the rebuild of 16 cars, including double-end cars 1007, 1010, 1015 and single-end cars 1050, 1051, 1052, 1053, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062 and 1063.

As of the end of June, 1051, 1056 and 1060 were already at Brookville and stripped down to their frames. Trucks and motors have been removed along with all wiring, seats, doors and fixtures. 1056, shown below, arrived with a cracked rear bolster, which connects the truck to the body. This has already been repaired and the area strengthened. Track brakes, currently one piece, will be replaced with segmented ones allowing for greater effectiveness and improved wear patterns.



Car 1056, formerly Philadelphia 2113, at Brookville in June 2015.

## Western Railway Museum !

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Sitting along California Highway 12 in Solano County California between Fairfield and Rio Vista is the Western Railway Museum (WRM). Their official address is 5848 State Highway 12, Suisun City, CA 94585 (ph 707-374-2978). They are part of the Sacramento Northern Railway Historic District proudly listed on the Register of Historic Places. They are open every Saturday and Sunday and from Memorial Day (end of May) through Labor Day (beginning of September) they are open Wednesday through Sundays.

Despite fine collection of preserved electric railway vehicles, this museum has been fortunate to acquire a huge section of the former Sacramento Northern right-of-way and they offer eleven mile round-trip rides along some of this track that has been re-electrified. Departures are at 11:00AM, 12:30PM, 2:00PM and 3:30PM.

They have considered the distance they are from local services and have provided a fine visitor center complete with a reception center, a gift shop, spacious rest rooms, several unique displays provided by local concerns, a library and an archive area.



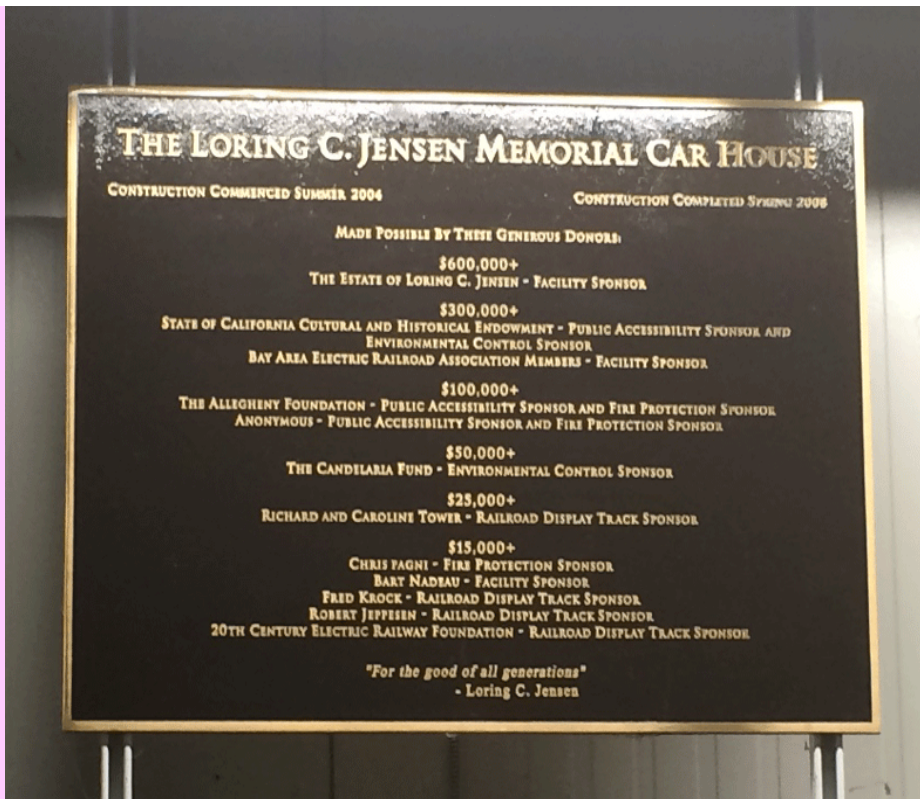
They have a business-minded professional Board of Directors that has maintained, for the most part, excellent relations with the area railroads and transit agencies resulting in the acquisition of several critical pieces of equipment and rolling stock. The Executive director and the Railway Manager have offices in a separate facility just off of the main parking lot. A view of the gift shop is shown next:



In the next photo, Karl Johnson, the Museum Railway Manager and proprietor of Light Rail Products, a company that caters to the Large Scale Traction fan, is in the conference area outside of his office examining HO scale models of various Light Rail Vehicles. In front of him is an HO scale model of the San Diego S70 LRV, series 4001-4065. This particular model was made using 3D printing, is being developed by Volkmar Meier in France and is under evaluation for production by Bowser Manufacturing. Other models on the table are Philadelphia's Single and Double End Kawasaki cars along with their PCCII, Halling models of the Innsbruck Flexity trams and an MTS Imports model of a San Diego Siemens SD100 LRV



The museum also has a fine six track car barn, completed on 2002, which was largely constructed due to the generosity of one man, Loring C Jensen.



In that car barn are a couple of unique vehicles. PCC car 1016 from the San Francisco Municipal Railway of San Francisco (Muni) is the first car of the last order of PCC cars built in the United States. The last car is still operational in San Francisco. They also have one of the first Light Rail Vehicles deployed in the United States, San Diego Metropolitan Transit System 1018. This is from the system that employed the Siemens Duewag cars that started the "Tijuana Trolley" in 1981. The museum may shortly add car 1017 to their collection, allowing a two car train of air-conditioned cars for their countryside runs.



This museum can now boast the acquisition of two California Light Rail Vehicles (LRV) from the 1970s and 1980s. Here is another view of their San Diego U-2:



In addition to the 1018, which was used in San Diego on the first newly constructed Light Rail line in the State of California, the museum also has San Francisco Boeing LRV 1258, which was the one of the first LRVs not only in California but also the United States. These cars ran in both San Francisco and Boston until both transit operators could find some way to replace them. The car is shown outside the shops in February 2014. (Photo courtesy of RailPictures.net)



Museums always have odd pieces of hardware usually only seen in photos. We came across this Peckham truck during our walk around the property. These trucks were constructed under patents held by Edgar Peckham, Kingston, New York, who began making these items in the 1890s. No less than 5000 Peckham trucks were used in New York alone with thousands used in Philadelphia. They were also used in England and other foreign countries.



The above truck appears to be a Peckham 14-B-3-S as was used in San Francisco, California.

This museum has developed and nurtured a great relationship with local transit concerns. During the 1980s Trolley Festivals, former Muni car 178 was loaned to the city and actually was used on Market Street. Bay Area Rapid Transit (BART) donated a power station to the museum which is still used today on their main line run through the countryside. Muni Class K car 178 is shown in the barn just before service started on Sunday, August 4 along with Melbourne & Metropolitan Tram Board car 648, Peninsular Railway car 52 and Petaluma & Santa Rosa car 63. Karl Johnson, Museum Railway Manager is shown at the extreme right.



Of course one of the major attributes of this museum is the 10-11 mile ride through the countryside on the old Sacramento Northern Right-of-way. during our visit, Peninsular Railway #52 was the car of choice. Below are photos inside the car and at the end of the line in Pantano:





This is a nice museum that has made visitor comfort somewhat of a priority! We enjoyed our visit and recommend that you do the same.

## Allied Model Trains - Bankruptcy, then Fire!

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Late in the evening, Thursday, August 27th, fire fighters were summoned to the former Allied facility at 4371 South Sepulveda Boulevard in Culver City where a fire had broken out. According to Culver City Fire Department Battalion Chief Mike Nagy, the fire was reported at 9:45 PM. When the firefighters arrived flames were visible from the front of the store. The fire was captured on [U-tube](#) and reported on the Friday early morning news. Since the store is very close to residences of some members of the Trolleyville staff, it got their immediate attention.

The company that owned the store purchased it from Allen Drucker in 2007 and was in the second five-year lease on the buildings at 4367-4371 South Sepulveda Boulevard in Culver City. This company was comprised of persons with high levels of knowledge and experience in the model train industry, a former employee of Allied Model Trains and owners of the Original Whistle Stop Model Train Store in Pasadena, CA. Nevertheless, they found it necessary to declare bankruptcy just after July 4th so the entire matter was in the hands of the Bankruptcy Court at the time of the fire.

There was an auction scheduled for September 9th at the former Allied Model Trains facility, which we are reasonably sure will now not go on as scheduled. During the first week of August, a notice had been sent out to all interested parties about an [auction to be held at Allied on September 9th](#). If interested, you had to put up \$500.00. Several people, including those interested in European model trains, were set to converge on this event. If it was to still happens, it would have to be a fire sale after all. But early Saturday morning, we got the word from one of the former owners that the auction has been officially cancelled!

While the fire was knocked down in five minutes, the store was extensively damaged. Trolleyville arrived at the site at about 7:00 AM on Friday morning, August 28th while TriTechRestoration was boarding up the windows and front door and recorded the following external and internal views, all photographed from outside the store.



Looks like the main area of the fire was concentrated in the southeast portion of the store shown here.



Local news reported that a witness who gave his name as Edward told the videographer that he saw a model train set ablaze inside the store. In the southeast corner of the store, there was a low-level layout containing two Lionel Trains (O-gauge), an HO scale road-race and train layout set at mid level and over it all a large scale model train running about three feet below the ceiling. So his statement is in consonance with where it appears that the fire was concentrated. But since the store had been closed for 52 days, speculation is running rampant on the internet. If we learn more, we will report it.

## Tinplate Trolleys - The Orange Show Model Trains!

*(Used by permission-originally published on Tinplate Times <http://www.tinplatetimes.com>.)*

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by Charles Seims

Although it's hard to see in the postcard scan below right, the oval inset shows two children posing with the model of the interurban.

See "King Orange" on Parade

28th NATIONAL  
**ORANGE SHOW**

"California's Greatest  
Midwinter Event"

**SAN BERNARDINO**

10 BIG DAYS — 10 BIG NIGHTS

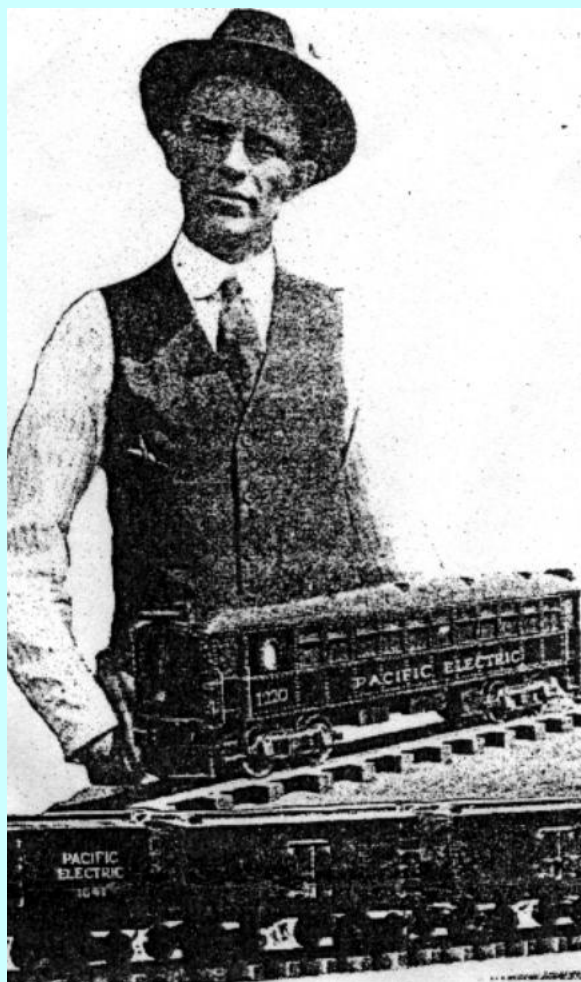
**March 17th to 27th**

**DAILY EXCURSIONS**  
(See Back Cover for Excursion Fares)  
From Principal Points  
on lines of both

**PACIFIC ELECTRIC RAILWAY**  
AND  
**MOTOR TRANSIT LINES**



Mention of the long-vanished Pacific Electric Railway will bring tears to the eye of a railway enthusiast. In its heyday, this giant interurban network blanketed Southern California from Venice to Redlands with over a thousand miles of track and nearly a thousand cars.



I. C. Wood

In 1915, I. C. Wood worked for the electrical department of the Pacific Electric Railway. He was in charge of the Arcadia substation, on the interurban line from Los Angeles to Glendora. His job was to tend to giant motor-generator sets that supplied 600 volts DC to energize the overhead trolley wire. It was a boring job. The machinery itself needed little attention, which left Wood with a lot of time and little to occupy it.

The massive 65-ton electric freight locomotives that had been built by Baldwin-Westinghouse and just delivered to the Pacific Electric Railway in 1912 impressed Wood. He decided that he would build an operating model of one of these that could be used as a public relations tool by the railway.

Now, you or I would probably have bought a brand new Lionel standard gauge or IVES No. 1 gauge locomotive (this was 1915, remember) and "kit bashed" it into a replica of a Pacific Electric locomotive. But Wood did not

think along these lines. He wanted a scale model, not a toy, and decided that there would be no toy components whatever in his finished product.

Soon, bits of scrap metal began to clutter the workbench at the Arcadia substation. Items like old bicycle spokes, parts from an old sewing machine, and channel iron from a discarded bed frame lay strewn about. Wood needed a small lathe for his model building, and built one by hand with similar junk.



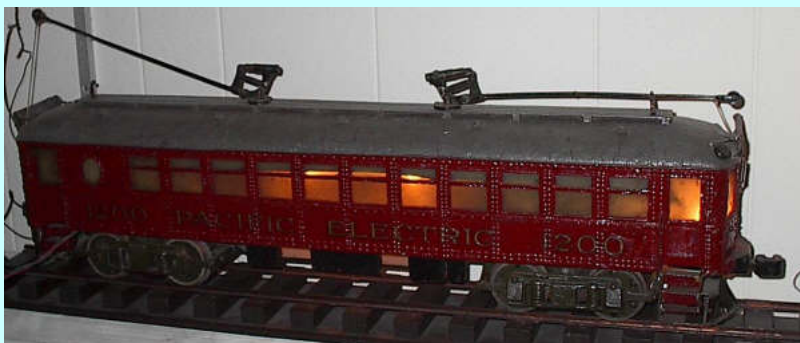
After hundreds of hours of tedious work, Wood completed his model of Pacific Electric locomotive No. 1602. In addition, he made several model boxcars, refrigerator cars and a caboose to go with the consist.



The train was a masterpiece. The locomotive body was constructed from sheet brass, and was highly detailed. But it was in the trucks where Wood's craftsmanship really came through. The wheels were brass castings, detailed even to the spokes for weight reduction. The side frames were also castings, highly detailed and cushioned by tiny springs. True to prototype practice, the electric motors were hung between the axles, not concealed within the cab as with Lionel and IVES trains.

Eventually, Wood's handiwork came to the attention of Paul Shoup, the Pacific Electric Railway's president, and Harry Marler, the railway's traffic manager. Shoup and Marler were delighted, and asked Wood if he would build a passenger car as well. Wood was given access to all the railway's facilities, including a better lathe!

Wood returned to his workbench, and labored on the new project for nearly a year. His prototype was one of the brand new 1200 class steel interurban cars that had just been delivered to the PE by the Pressed Steel Car Company. The 1200s were fondly regarded as the finest electric interurban cars ever built; and, certainly Wood's model did credit to the originals. It was thirty-one inches long over the couplers, and meticulously detailed like the electric locomotive. The sides were of brass, with real glass for the windows. Inside, five 110-volt Christmas tree bulbs provided interior illumination, while another tiny bulb served as the car's headlight.



This new masterpiece was completed around the beginning of 1917, just in time to be displayed at the National Orange Show in San Bernardino. The railway was justifiably proud of the models, and made every effort to show them off to the public. An operating layout was built for both passenger car and freight trains. It was displayed in bank lobbies and other public places during the World War I era, but most often the models made appearances at the various agricultural and citrus fairs that were popular at the time.

Millions of Southern Californians saw the models operate at the yearly National Orange Show. Although the railway's exhibit was changed every year, it typically consisted of the passenger car and freight trains running on separate racks around a display that resembled a giant papier-mâché wedding cake. The display was decorated with real or imitation oranges, plus photographs and facts about the vast Pacific Electric interurban network in Southern California.

Almost every time the trains were displayed, Wood's models and the Pacific Electric display won a trophy or a prize.



The displays were the subject of numerous magazine articles during the 1920s. For instance, the railway claimed that during the Orange Show, the two trains ran a total of 700 miles on the little layout, and that the engines had a draw bar pull of 200 pounds. (Frankly, I'm a little skeptical of these numbers, particularly the draw bar claim.)

The 1200 class passenger car and the freight train made frequent appearances at the National Orange Show and various other fairs until sometime in the mid 1930s. Old-timers recall them displayed (but not running) at the Pacific Electric Building at Sixth and Main Streets in Los Angeles. From that point, their history becomes a bit murky and somewhat apocryphal.

Harry Marler, the railway's passenger traffic manager, was very attached to the models. When he retired in the 1940s, he took them home with him as a memento of his lifelong career with the railway.

As the story has been told to me, Marler's son owned a typewriter store, which was having some financial difficulties in the late 1940s. Some of its assets went to auction in sealed lots. A purchaser of one of those lots was Dan Post, who owned a typewriter store in Arcadia, California. When Post opened one of the cartons purchased, he was surprised to find the train models inside.

Post was not a rail fan or a train collector, but he kept the models and enjoyed them. He was, however, an antique car enthusiast, and also the owner of Post Motor Books, which published a number of titles related to antique autos-Fords in particular.

I first saw the Orange Show models about 1975 when they were on display at the offices of Golden West Books in Alhambra, California. The owner of Golden West was Donald Duke (who was preparing my Mount Lowe book for publication at the time.) Duke and Post were friends, and Post had lent the models for display in Golden West's office.



For the two power cars, an extra set of trucks (supposedly there had been a second interurban car that was damaged) and the four freight cars I paid about as much as it would take to buy the 408e in the photograph.

It was a case of love at first sight. I have a number of standard gauge trains, and when I met Dan Post, I naturally asked if the models were for sale. He laughed and said, "No." He didn't want to sell them, but if he ever did he would want a good collector price for them.

Most of my standard gauge trains were packed in the rumble seat of my 1932 Ford convertible, which I drove to Oregon. In 1989, the Western National Convention for the Early Ford V-8 Club was held in Southern California, and I decided to attend. At the car show, I felt a tap on the shoulder and it was a friend of mine from Pasadena, whom I hadn't seen since I left the area. He mentioned that Dan Post had recently passed away and that his wife had put his antique cars and parts up for sale. I immediately remembered the Orange Show models and asked my friend what happened to them. He didn't know, but suggested that I contact the Post family. You know the rest.

The gauge of these unique models is 2-5/8 inch. Why this particular dimension was chosen, I don't know. I only obtained three short lengths of straight track with the models, and without expert advice, have not tried to operate them. I suspect, however, that they operate on 110 volts. These models are true museum pieces, and that's where I hope they will end up some day.

