

# East Penn Traction Club

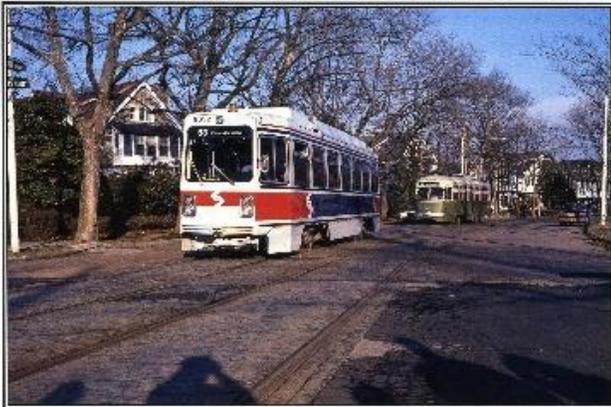
October 2020

## Next Meeting:

Our tradition of meeting in member homes is not appropriate with the current Covid-19 Pandemic. The Board of Directors will be considering a number of options for future meetings.

## The 2021 Trolley Calendar is Now Available!

### 2021 CALENDAR EAST PENN TRACTION CLUB



The calendar features a full color cover photo and 13 high quality B&W photos of nearby trolley lines including LVT in the Lehigh Valley; Capital Transit Company in Washington DC; Philadelphia and Easton; Trenton NJ; Brooklyn NY; Hershey PA; PTC & SEPTA in Philadelphia PA; and Philadelphia Suburban/Red Arrow.

Price is \$10.00 each for non-members. Postage and handling for one calendar is \$2.00, \$3.00 for two calendars. Postage and handling for three to five calendars is \$7.75 for priority mail shipping (US only). Pennsylvania residents please add 6% sales tax.

Quantity pricing for non-members is six for \$48.00 plus \$7.75 for priority mail shipping (US only). Pennsylvania residents please add 6% sales tax.

For East Penn members: \$9.00 for one, \$8.00 each for up to five, \$6.00 each for six or more. Postage and handling for one calendar is \$2.00, \$3.00 for two calendars. Postage and handling for three to six calendars is \$7.75 for priority mail shipping (US only). Pennsylvania residents please add 6% sales tax

Calendars can be purchased at the monthly meeting, on the [www.eastpenn.org](http://www.eastpenn.org) website via Paypal or to order the calendar by mail, please send a check or money order (payable to: East Penn Traction Club) to:

East Penn Traction Club  
c/o Charles Long  
[227 Locust Road](http://227 Locust Road)  
[Fort Washington, PA 19034](http://Fort Washington, PA 19034)

# Newsletter

Edited by George LaRue

## Memories of the Bay Ridge Model RR Club “O” Scale Elevated

By Steve Olsen

With the eviction of the Bay Ridge Model RR Club (Brooklyn, NY) in April 2019, the classic O scale layout was cut up and removed from its home since 1947. The pieces were moved to the Trolley Museum of New York in Kingston, NY.

The club had built an extensive elevated rapid transit line in the 1980s. It was specially built at a machine shop owned by two of the members, Robbie Kretzchmar and Bill George, with the guidance and assistance of Vern Gillman. The el was not going to be moved with the rest of the layout, as the new space was not large enough.

Half of the elevated structure was given to me. The structure is now being rebuilt and installed on specially built portable modules in the hopes of displaying and running it at model train and trolley shows.



# East Penn Traction Club

October 2020

## A Cheap Conversion By Dick Freeze

The Master Mechanic was charged with obtaining a gondola suitable for work train service on the trolley line. Through a not so diligent search of various storage locations (under the table stuff at shows) a suitable conversion car was acquired, actually, an inexpensive Lionel 3002 gondola. The car is about 8'5" wide and 35' (all scale dimensions) long; about the right size for a trolley line.

It was an easy 3-rail to 2-rail conversion. Trucks and couplers were removed and the car was washed.

Lionel used a large embossed area as a bolster. Bass wood was glued around this area for use as a sub-floor. Another piece of bass wood was cut to size with ends for a radial coupler which was mounted to the sub-floor. The surplus box had a pair of long shank couplers that seemed about right and a support bar was formed from a heavy clip. Lionel holes were used to locate the replacement truck holes and the under frame was repainted. Some non-matching surplus trucks were installed, after all it's a captive work car.

A dozen or so wood coffee stirrers were cut to fit the inside of the gondola to hide the Lionel truck mounting holes and to provide a realistic looking floor. Two tones of furniture scratch remover were used to finish the floor.

The car was patch painted, weathered, decaled, and finished with a final spray of dull coat. The MOW forces now have a somewhat new car to use.

Overall cost was less than \$5 and the scrap (too good to toss) box was emptied a little.



# Newsletter

Edited by George LaRue

## MODELING MINUTE – A Heavy Sewing Needle By Larry Loyko

A heavy sewing needle makes a wonderful brick carving tool as well as a very finely-pointed scribe for doing precision marking. Craft stores sell these robust needles for sewing up rugs, carpets, canvas, thin leather, etc. Chuck the needle into a pin vise which makes a convenient handle.

As a brick carver, these needles make very fine lines when drawn across hard plasters such as Durham's Water Putty. The tip of the needle can come right up to the trolley rail head and the roadway's fill stones, closer than what the tip of an X-acto knife blade can do.

For doing precision lay-out work when building models, the needle's scratch mark is an extremely fine line, much finer than what an ordinary scribe can produce.

If the needle's point becomes dull, re-point it using a fine grit knife sharpening stone. Or better still, a ceramic hone stone.

Want to simulate nail heads in a model's wooden planking? Just use the needle point to emboss tiny depressions into the wood. When the wood is stained, the depressions show up as dark spots, and there are your nail heads.

## Comment on Boscoe Article in the September Issue By Charles Long

I do not quite agree with the one sentence in the caption to the last photo on Page 7. From recollection and personal experience, SEPTA did not take over operation of the Chestnut Hill commuter railroad lines until 1983 and passengers were allowed free transfers between the surface and suburban trains only with Trailpasses that were introduced much later than 1961. What did occur with the subsidizing of the commuter railroads by the City of Philadelphia and SEPTA predecessor agencies Passenger Service Improvement Corporation (PSIC) and Southeastern Pennsylvania Transportation Compact (SEPACT) as early as 1958, was the establishment of Operation Northwest. This, in addition to reducing suburban railroad fares and increasing service, allowed passengers reduced fare transfers between selected portions of PTC surface routes and stations on the two Chestnut Hill suburban railroad operations. Operation Fox Chase, Operation Torresdale and others followed. Joe Boscoe is absolutely correct when he stated that this was a pioneering effort in transportation coordination.

## Membership Update

Please note the following membership changes:

### Returning Members

Doug Cowperthwaite - Cherry Hill, NJ  
John Hill - Falls Church, VA

# East Penn Traction Club

October 2020

## Calendar of Events

### EPTC Monthly Meeting

**Pending course of Covid-19 Pandemic.**

### Other Events

The East Penn participation ""\*"".

\*24<sup>th</sup> Trolley Meet in Allentown, PA, May 20<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup>, 2021

## East Penn Classifieds

Send your listings by email to [newslettereditor@eastpenn.org](mailto:newslettereditor@eastpenn.org) (Listings will be published for 3 months unless notified otherwise.)

**Wanted:** Erie-Lackawanna MU cars by Overland in HO, Reading MU cars by Custom Brass or assembled kits by IHP in HO, CTA 6000 flat door el cars in HO RTR. Also, CA&E steel cars Pullman and/or Cincinnati Car Co. in O RTR track and power pack. HO GHB Milwaukee Electric models in any of the three versions: articulated, diner with picture windows or regular coach.

Contact - David Liebe Hart, [3918 Beverly Blvd., Apt. 407, Los Angeles CA, \(323\) 504-2532](mailto:3918BeverlyBlvd.Apt.407@losangelesca.com).

**For Sale:** Six new books about NJ trolleys.

- The Public Service Trolley Lines in N.J., Revised Edition, ©1991 by Edward Hamm.
- Morning Sun's Trolleys of New Jersey in color" ©2002 by Joseph Eid and Barker Gummere.
- Streetcars of NJ by Joseph Eid and Barker Gummere.
- Trolley Treasures, Vol III by Al Mankoff ©2005 The pictorial history of Public Service 3200-3282 series cars, the Emergency Fleet cars of WWI.
- Morris County Traction, 2nd edition ©2005 by Larry Lowenthal & William Greenberg.
- Cumberland County Trolleys by Shirley Bailey & Don Wentzel.

Contact: Richard Anderson, 6 Blue Blackmon Rd., Picayune, MS 39466-9241, Phone: [601-749-0461](tel:601-749-0461), E-Mail: [richand2@charter.net](mailto:richand2@charter.net). 2 Sets available ! \$275.00/Set, includes shipping via Media Mail. Call to reserve.

**For Sale:** HO scale brass Red Arrow and Philadelphia & Western trolley and interurban models, painted and unpainted, only test run. O scale Corgi Red Arrow bus models new in box. HO scale PTC bus. All offers considered. Contact : Al Guckes [alguckes@gmail.com](mailto:alguckes@gmail.com) for details and pictures. Phone: 919-932-6039

**Wanted:** O scale: LaBelle IC & S box motor kit. Russ Briggs Designs CSS & SB etched brass car sides, wood roof, original 61' length. Martin Tuohy, 6719 W. 174th Pl., Tinley Park, IL 60477-4013. [mjtuohy1@gmail.com](mailto:mjtuohy1@gmail.com)

**For Sale:** Roger Somers collection of O-scale model trolley cars. For an illustrated list please contact Fred Hassler at [fhessler@cheerful.com](mailto:fhessler@cheerful.com) or 603-437-1848.

# Newsletter

Edited by George LaRue

## On the web site [WWW.EASTPENN.org](http://WWW.EASTPENN.org)

Electric City Trolley Museum Association (ECTMA) curator Dave Biles sent us over 150 negatives taken at the Philadelphia Model Railroad Club (PMRC) from the John Derr collection. Most are 4" x 5" and were taken between 1939 and 1959.

They are available for viewing in the Misc. section of the Photo and Video Gallery at [www.eastpenn.org](http://www.eastpenn.org).

It is believed the East Penn Traction Club is descended from the Philadelphia Model Railroad Club. In the photos you might recognize founding EPTC members Jack Derr, Dave Cope, John Breuer, Al Conner along with George Stock. Thanks to EPTC member Charlie Long for digitizing the photos.

## East Penn Traction Club, Inc.

### 2019 - 2021 Officers

**President** – Steven Smith (215) 601-7772

[Prez@eastpenn.org](mailto:Prez@eastpenn.org)

**Vice President** – Thomas Lederer (215) 694-8421

[vp@eastpenn.org](mailto:vp@eastpenn.org)

**Secy/Treasurer** - Charles Long (215) CH7-1951

227 Locust Rd  
Ft Washington, PA 19034

[Treasurer@eastpenn.org](mailto:Treasurer@eastpenn.org)

### Board Members

Bob Dietrich	(302) 376-3982
Bruce Harvey	(267) 970-6987
Larry Loyko.	(610) 583-7991

### Website Editor

Adam Eyring [webmaster@eastpenn.org](mailto:webmaster@eastpenn.org)

### Newsletter Editor

George LaRue [Newslettereditor@eastpenn.org](mailto:Newslettereditor@eastpenn.org)

### Calendar Committee

Rich Allman	(610) 527-8376
Andy Maginnis	(215) 362-8913
Mike Szilagyi	(267) 218-3208

### Train Show Event Coordinator

David Gallagher (609) BE8-6973  
[O-scale@eastpenn.org](mailto:O-scale@eastpenn.org)

© copyright 2020, East Penn Traction Club, Inc., Philadelphia, Pa.

Visit the East Penn Traction Club web site on the Internet at [www.eastpenn.org](http://www.eastpenn.org) or East Penn Traction Club on Facebook.

### Memories of the PTC Route 52 Trolley in the Early 1950's. Part 2 of 2 by Joe Boscoe continued.

PTC 5223 is climbing the hill on Midvale Ave. in East Falls passing St. Bridget's church on the left. This was Grace Kelly's parish church. Had the wedding not been in Monaco it would have been here.

The Reading Co Norristown line overpass is in the background.



Two trolleys passing downhill from St. Bridget's church on Midvale Ave in East Falls. 5201 (left) is southbound and will momentarily cross over onto the east side of the street and terminate at Ridge Ave.



East Falls-Philadelphia Then and Now



Car 5333 is crossing over into the northbound lane of Midvale Ave. preparatory to changing ends at curbside just short of the Ridge Ave. intersection. Photo was taken during January 1956 which was the last month of trolley operation here.



This is an Edward S. Miller great color shot also at Ridge & Midvale Aves with the Abbott's Ice Cream sign beyond the car. Both poles are up because the motorman raises the front pole as he exits the car and walks to the rear where he lowers the pole for the outbound run. At this instant he is probably taking a restroom break and having a smoke in the store alongside the car. Looks like a cool crisp winter day in East Falls.



This view of car 5221 is not the same photo presented in Part 1 of this series that showed 5327 at the same locale. In that photo we discussed the Abbott's Ice Cream sign from the past. Here I note that the drug store on the opposite corner has a Sealtest sign. Another name from the past. My father once worked for National Dairy Products Corp in Philadelphia, which was the parent of Sealtest Ice Cream. Their plant was located at 34th & Market Sts. before Drexel University expanded and razed the property. Their other Philadelphia area dairy product operations included Breyers Ice Cream (plant in southwest Phila), Supplee-Wills-Jones Milk Co, Breakstone's Cottage Cheese and, at the time, another small cheese company called Kraft Foods! In those days about the only products Kraft offered were Philadelphia Brand Cream Cheese and Velveeta. Kraft built a big warehouse on Erie Ave. at K St. in 1957 and they moved onwards and upwards from there. Times surely have changed.

To be continued in the November NL.