

The next meeting of the Southwest Chapter will be at Avila's Restaurant, 6232 N. Mesa, El Paso at 6 pm on Wed. April 9, 2014. Visitors welcome.

Special points of interest:

- Twin Coach Streetcars
- Chapter News
- Museum News

Keep in mind the National R&LHS meeting



this year at Ely, Nevada, home of the Nevada Northern, June 5-8, 2014. (rlhs.org)

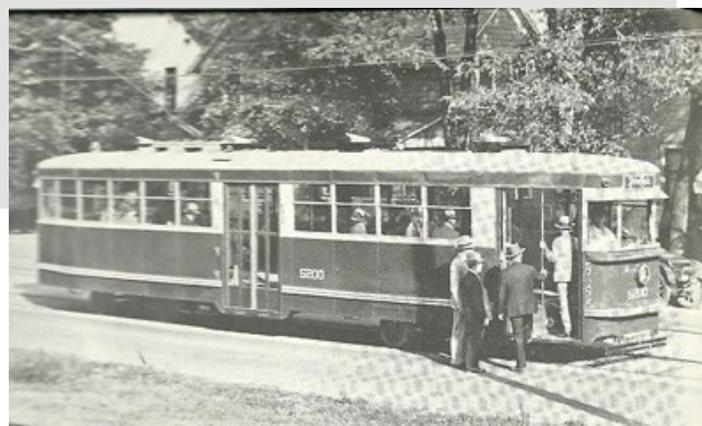
Twin Coach Streetcars



Major electric railways had attempted to meet the challenge of modern buses and automobiles by applying lightweight construction, more comfortable seats, high-speed motors, and modern controllers to standard streetcar designs beginning in 1926. Each subsequent

annual American Electric Railway Association meeting was the scene of further announcements of new developments. In 1928 the first cars were shown that applied modern concepts to the single-truck design, in an effort to take advantage of the obvious weight reduction possible with a four-wheel car while still providing a smooth ride. The St. Louis Car Co. showed its so-called "New Birney," a 32-foot single-end car with 39 seats and pivoting axles to allow the wheels to follow the rails on curves. **Twin Coach** made a spectacular debut in the streetcar business by taking that concept one step further and pivoting each individual wheel on its three prototype cars, which all looked alike except for paint. The body was based on the Twin Coach bus, but the 44 seats were more luxurious, and all of them faced forward. Specifications were not published, but the cars were probably about 32 feet long and weighed about 10 tons.

One of the three "Fageol cars" as they were called in the trade papers, had two 50-hp traction motors hung under the body and driving through shafts and universal joints to the two axles. The other two cars had four motors of 35 hp each (one set by GE and one



(continued) by Westinghouse) and each motor drove a single wheel through an underslung worm gear similar to the drive train on the Twin Coach bus. Rubber sandwich wheels, still under development, were installed on all three cars. In spite of what were mysteriously described as "special anti-side-motion features," it is likely that the rubber cushions turned out to be the weakest part of these cars, which were not heard of again after a single known test operation at Kansas City in December 1928. Frank Fageol was proudest of their automotive-type internal expanding brakes. Derived again from the bus, the system included a foot-operated graduated-pressure brake valve and obtained its air from a 6-cubic-foot compressor driven by a small 600-volt motor.

No fewer than seven lightweight double-truck cars were displayed at the 1929 AERA convention. In retrospect it seems reasonably clear that if it had not been for the depression, streetcar development would have continued along many parallel lines instead of being interrupted and then resuming in 1933 as a single unified effort that led to the PCC car. The Brooklyn & Queens Transit Corp. had been sufficiently impressed with certain of the ideas in the 1928 "Fageol cars" to contract with Twin Coach for an experimental double-truck car with motors mounted on the body and driving through shafts with universal joints. Foot pedal control was specified, but the brakes were of the more standard street railway type and incorporated dynamic braking. The total weight of this 45-foot, 52-passenger one-man car was only 27,000 lb., the lightest of all the modern cars shown in 1929 and eight tons under the weight of standard double-truck city cars at that time. The car was numbered 5200 in Brooklyn and operated there for five years. It was then loaned to the Presidents Conference Committee for installation of the first set of experimental trucks and motors designed as part of the PCC car project, and as such it has been called "PCC Model A."

Conspicuous success with its buses and a general lack of interest in its streetcar innovations caused **Twin Coach** to drop out of the electric railway business. Apparently Twin never expressed any interest in taking part in the PCC car's development. Otherwise the company, "might have won a share of the eventual orders, which would have led almost certainly to a different attitude with respect to the substitution of its buses for streetcars. It is only possible to conjecture whether Frank Fageol was already aware of the ultimate fate of even the most heavily traveled streetcar lines, as his contemporaries at ACF seem to have been by ordering Brill not to take part in PCC meetings.

Motor Coach Age, May-June, 1973



Old Pueblo Trolley in Tucson, AZ is restoring a **Twin Coach** bus. The work on the dual engine 1928 Twin coach is moving along well. At this point, 95% of the axle, chassis, and mechanical work is complete. This old bus is a marvel of synchronization with two engines, two transmissions, and two clutches driving each side of the rear axle independently.

(www.oldpueblotrolley.org)



This is Houston North Shore No. 602. The 602 is a railcar converted from a Twin Coach (Faegol) bus body. The HNS was owned by the Missouri Pacific.

Southwest Chapter of Railway and Locomotive Historical Society

March 12, 2014

Avila's Mexican Restaurant, 6232 N. Mesa Street, El Paso, Texas

Phil Wiborg called the meeting to order at 6:30 p.m. Attending: Ric & Lynn Brightman, Woody Bare, Patricia Kidney, Mark Steele, Larry Dutton, visitor from Las Cruces. Officers Steven Heetland and Prince McKenzie absent.

Officer Reports:

Treasurer - Ric Brightman presented the Treasurer's report.

Secretary – Acting Secretary Patricia Kidney stated the February minutes had been sent to Ron Dawson for the March newsletter, and upon request of Phil Wiborg, read the minutes to the attendees. Minutes were accepted.

Discussion:

Transportation Museum – Woody Bare reported most of the items stored at Texas & Pacific Station have been moved to the Old Alamo School, with the intention of sharing space with Insights Museum for a six month period after opening. He reported non-Railroad related items are available for sale or trade .

Las Cruces Railroad Museum – Ric Brightman reported the Brown Bag programs on the second Tuesday of each month have been interesting and well attended. April 26, 2014 will be celebration of arrival of railroad in Las Cruces at the Railroad Museum.

Rolling stock in El Paso – Phil Weborg read results of Ad Hoc Committee in Steve Heetland's absence: (1) asbestos abatement will be very costly; (2) Woodwork, painting cushions need to be cleaned; (3) place a life size manikin in the Pullman; (3) Steve Heetland purchased copies of prints showing details on lamps, etc, approximately \$150); meeting scheduled with representatives of Freeport, McMoran et al. Phil reported a similar car is located in California State Railroad Museum in Sacramento. Woody stated replacement parts may be found on E-bay.

Harvey Girls of EL Paso – Lynn Brightman and Patricia Kidney reported a good turnout for the 108th Anniversary Celebration of the Harvey House and Harvey Girls in El Paso on March 9th. The documentary "Harvey Girls – Opportunity Bound" was shown to a full house, standing room only , approximately 56 attendees.

Meeting site through 2014 will continue to be at Avila's Restaurant, keeping in mind 6 – 8 p.m. meeting hours. Suggestions were made to start the meeting promptly , instead of waiting until all have eaten. The guest speaker should present before business, as a courtesy to the time and effort of speaker. Closing at 8 p.m. is vital to remain at Avila's , to allow the staff adequate cleanup time.

Program: Due to lack of time, Ric Brightman presented a short segment of Part 1 of Railroads in Civil War, and will continue at the April 9th.



Southwest Chapter
Railway & Locomotive Historical Society

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EP&SW Flyer
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MUSEUM NEWS

Visit the video gallery at www.elpasorails.org

Railroad & Transportation Museum of El Paso

SOUTHERN PACIFIC HISTORY

Dr. Richard Worthington, President of the Museum Board, attended the Texas Historical Association Annual Meeting held in San Antonio. While there and in Sanderson he acquired several rare books and important documents for the Museum Archives and Library.

SANTA FE HISTORY

Prince McKenzie attended a Board meeting of Methodist Church Archivists & Historians, in Albuquerque. While there he acquired several documents on Santa Fe and Rock Island RR history for the Museum. One was a 1935 menus used on the Fred Harvey Dining Car of a Special Santa Fe Train. Another was a 1988 Safety Award Buckle of the ATSF Texas Division.

special display featured several historic badges worn by railroad police of the AT&SF, EP&SW, and SP. W. Bare recently donated an SP badge to go with the SP/SSW police uniform in the Museum collections. Patricia Kidney represented the Harvey Girls of El Paso.

EL PASO ANNUAL HISTORY SUMMIT

The event designed to showcase El Paso historic organizations and programs was held in the Civic Center on March 22. Tom Seward, Woody Bare, and Prince McKenzie represented the Railroad & Transportation Museum. They displayed pictures and maps of the regional railroads. A

KIDS PALOOZA

Tom Seward & Prince McKenzie explained how Old EP&SW Locomotive No.1 worked at the Visitor Center on March 29. The event featured Dr. Carl Smith teaching Music with Bells and the Museum Locomotive Bell with the assistance of Beth Hansen of the Museum staff. He also taught railroad songs. The event also featured childrens art classes with Museum Staff Artist Rigoberto De La Mora, and members of the El Paso Art Association.

TEXAS & PACIFIC FREIGHT HOUSE

With tears and fond regrets, the Railroad Museum staff completed the move from the historic 1912 Depot into the Alamo Facility of the Insights-Science Center. The Depot provided adequate space for the first time, to properly store and work on cataloging the collections.

The Museum Board could not afford the operating expenses in that building at this time.