
The Trolleyville Times


November 2019

Welcome

IN THIS ISSUE:

CURRENT EVENTS.....

Urban Commuter / Light Rail / Modern Streetcar News!

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KANSAS CITY, MO - Progressive Railroading reported on October 28th that the Kansas City Streetcar Authority announced it will offer the seasonal higher capacity Saturday mid-day service year-round starting November. 2.

This past summer, the authority added four streetcars during Saturday service to increase capacity and frequency during peak ridership times as a test-run, authority officials said in a press release. Now, the authority will continue to run four streetcars from 9 a.m. to 5 p.m. on Saturdays, increasing service frequency and capacity. Average Saturday service carries over 10,000 riders, officials said. To accommodate the service adjustment, Friday and Saturday late night service will end at 1 a.m. instead of the current 2 a.m. closing time.

The streetcar is currently free to ride and, of course, ridership keeps growing:

2016 - 2,000,000 trips completed.
2017 - 4,000,000 trips completed.
2018 - 5,000.000 trips completed.

LOS ANGELES, CA - During the last week in September, the Los Angeles County Metropolitan Transportation Authority (LA Metro) implemented several short-term solutions to add train capacity on the Expo Line.

To address overcrowding, the agency added two westbound trains and two eastbound trains to the line during the morning and evening times, and added a third train to the line's fleet.

"We've heard from the public about Expo Line overcrowding, and we're working aggressively to identify remedies to help alleviate this situation," said LA Metro Chief Executive Officer Phillip Washington in a press release.

Agency officials are evaluating how to return the Expo Line from eight-minute headways to its prior six-minute headways in anticipation for reopening the Blue Line later this month. Both Blue and Expo line schedules must be coordinated to reduce train congestion delays because the lines share an operating segment in downtown Los Angeles, officials said.

Earlier this year, the agency transitioned to eight-minute peak service headways on the Expo Line to ensure better availability of three-car trains and to improve service reliability attributed to train congestion within at-grade, street running segments.

LOS ANGELES, CA - Progressive Railroading also reported on October 9th that although the 2028 Summer Olympic Games in Los Angeles may be nearly nine years away, but the Los Angeles County Metropolitan Transportation Authority (LA Metro) is already immersed in planning for the event's impact on the region's mass transportation network.

When the Olympic torch is lit in Los Angeles Memorial Coliseum on July 21, 2028, Los Angeles will become the first U.S. city to host the Summer Olympics three times; the city previously hosted the games in 1932 and 1984.

Additionally, city officials encouraged businesses to allow employees to leave town on vacation during the Olympics, and they implemented a vehicle miles traveled tax (VMT) to further discourage drivers from

unnecessarily using the roadways. The measures worked to reduce the flow of local residents' traffic so that Olympic athletes and spectators could get to where they needed to be much faster.

"If you were there, you would have seen Los Angeles move like it hadn't in a very long time," recalls de la Loza, who's involved in LA Metro's planning for the 2028 Olympics.

Of course, the city and county of LA have grown and changed quite a bit since 1984. The county's population has ballooned by about 2.5 million to over 10 million people, further exacerbating those notorious traffic jams. In 2018, Los Angeles was the nation's fifth and the world's 47th most congested city, according to INRIX Inc.'s annual global survey results. (According to LA Metro, Angelenos spend an average of 81 hours a year stuck in traffic.)

The Staples Center, current home of the Los Angeles Clippers and Lakers, will be one of the existing Los Angeles facilities where Olympic athletes will compete in 2028. Staples Center is shown at right with one of the newest rail cars, the P3010 by KinkiSharyo.	

Another difference between the LA of 1984 and today? The massive transportation expansion now underway. The big-picture plan was designed to improve freeway traffic flow by constructing and expanding rail and bus rapid transit, repaving local streets, and repairing old infrastructure and adding new. The plan's goal: Keep the region's transportation network in good working order so that both residents and visitors can travel in, around and through the region quicker and safer.

Many of the rail and bus projects are being funded by the county's Measure M sales tax that voters approved in 2016 to support transportation infrastructure construction and repair over the next 40 years. By the time thousands of Olympians and international visitors descend on the city in mid-2028, they'll find about $88 billion worth of new light-rail and subway lines, bus rapid transit options and express lanes open for service, according to the city's Olympics website. Although LA will mostly use existing facilities to house Olympic athletic events — such as the Los Angeles Memorial Coliseum, Staples Center, Dedeaux Field, The Forum and L.A. Convention Center — a construction boom will be evident as LA Metro speeds up many of those Measure M transportation expansion projects to be completed by 2028.

	The Los Angeles Memorial Coliseum, shown at left, was the site of opening ceremonies for both the 1932 and 1984 Summer Olympic Games. it is already served by the light rail Expo line which opened in 2012.

After LA Metro staff developed a list of projects that could be completed or accelerated in the shortened time frame, the agency's board adopted the plan in early 2018. Most projects on the list were already scheduled for completion by 2028, but eight will be accelerated for completion and operation earlier than initially planned. Of those, four projects are high-priority rail lines that LA Metro has dubbed as the following "pillar" projects:

Gold Line Eastside Extension Phase 2, which would extend the Gold Line light rail east from the current Atlantic Station terminus. Two alignments are being studied: One along State Route-60 to South El Monte; the other along Washington Boulevard to Whittier. Total capital cost: $3.6 billion.

Green Line Extension to Torrance, which would extend passenger service along a 4-mile segment of the Harbor Subdivision Corridor from the existing Redondo Beach Marine Station to the proposed Regional Transit Center in Torrance. The extension would be served by the Metro Green and Crenshaw/LAX lines. The extension is expected to relieve congestion along the Interstate-405 corridor. It also would improve mobility in southwestern LA County by enabling riders to access the regional rail network through connections to the Blue, Expo and Crenshaw lines. Estimated cost: $1 billion.

Sepulveda Transit Corridor, which would help improve travel between the San Fernando Valley, the Westside and Los Angeles International Airport (LAX). The project would provide riders with transit-rail alternatives between the valley and LAX, including connections to existing and planned LA Metro bus and the Orange, Purple and Expo rail lines. A feasibility study is underway and is expected to be completed this summer or fall. Total capital cost: $8.57 billion.

West Santa Ana branch to downtown LA, which involves construction of a new light-rail line that would connect downtown LA to southeast LA County on a 20-mile corridor. In addition to downtown LA, the line would serve the Florence-Graham community, as well as Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The project area is home to 1.2 million residents, a population expected to increase to 1.5 million by 2040. The project is undergoing environmental impact studies. Total capital cost: $5.56 billion.

Combined, the pillar projects are expected to cost about $18.86 billion. Funding sources likely will involve a combination of Measure M sales-tax proceeds and other local, state and federal dollars.

PHOENIX, AZ - Valley Metro began construction on the 5.5-mile South Central light-rail extension in downtown Phoenix in mid-October. Crews began identifying underground utilities to prepare for extensive

improvements, Valley Metro officials said in a press release. A map of the entire project is shown below:

For every linear foot of trackway installed, six linear feet of wet utilities — including water, sewer and storm drains — will be removed, relocated or upgraded, agency officials said. The project's new infrastructure will include nine stations, dedicated bicycle lanes, 21 new bus pullouts, rebuilt sidewalks, repaved streets and 160 new trees along south Central Avenue.

During construction, Valley Metro will share construction information through a project-specific mobile application so area businesses and residents can receive activity notifications and submit questions. The agency will also upload construction information into the Waze navigation app so locals can view traffic restrictions in real-time.

TORONTO, ONTARIO, CANADA - According to the November 2019 issue of Tramways & Urban Transit (T&UT) magazine, Bombardier Flexity vehicles 4577 through 4583 have arrived and TTC still estimates that they will have all 204 vehicles by the end of this year.

Car 4411 operating with pantograph, one of 204 to be delivered by the end of 2019!

Each Flexity is 91' 10" long *(99' if couplers are extended)*, seats 70, carries 130, an\d weights 106,300 pounds.

More Urban Rail Happenings!

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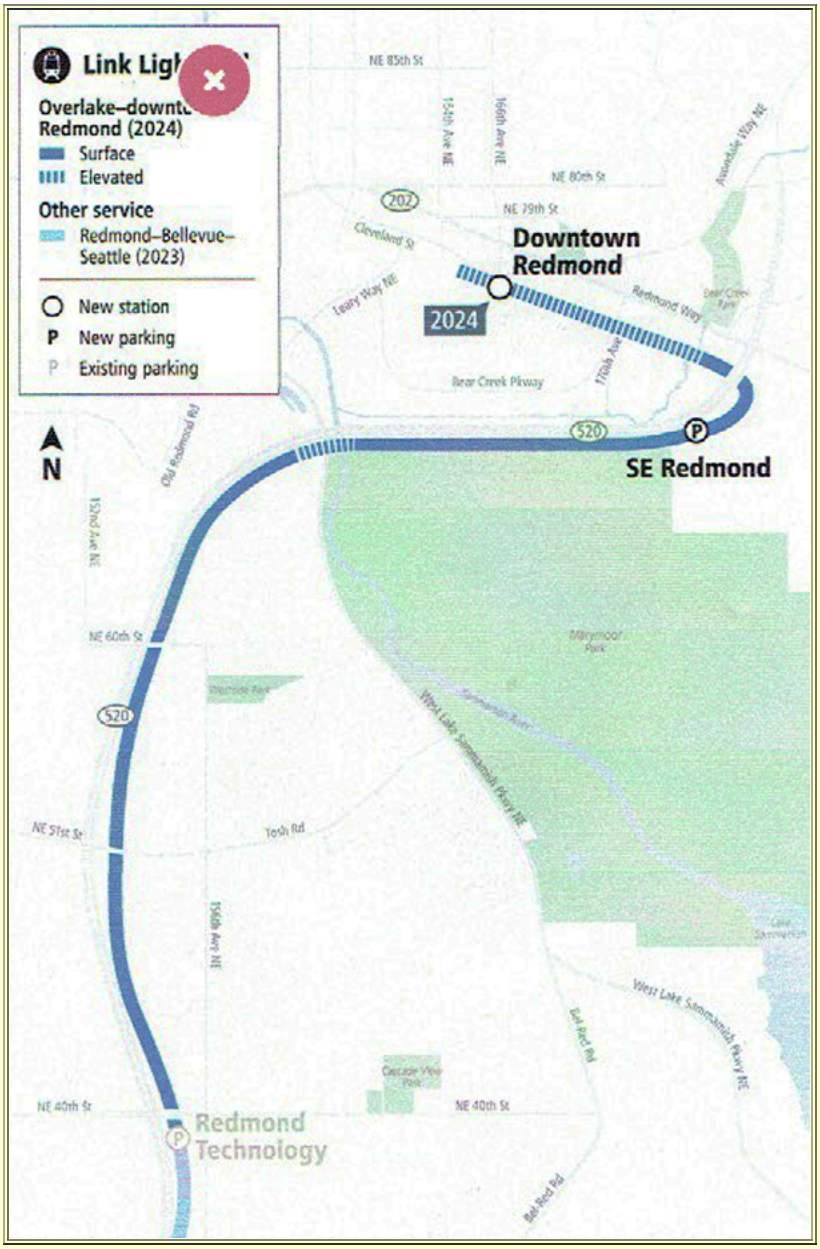
LOS ANGELES, CA - After 10-months of partial closures, the Los Angeles County Metropolitan Transportation Authority (LA Metro) announced in late October that the light-rail line known at the Blue Line since it opened in 1990 will reopen November. 2 between downtown Los Angeles and Long Beach, California, and now will be called the **A Line**.

The A Line is the first light-rail line to employ a new way in which LA Metro's rail and bus lines will be named with letters and colors to better help riders navigate a growing system, LA Metro officials said in a press release.

The other light rail lines and subway lines will transition to new names when the Crenshaw/LAX Line opens next year.

A Line stations will feature new digital screens that will provide information on train and bus arrivals, digital artwork, new station identifiers and wayfinding signage, officials said. The Willowbrook/Rosa Parks Station will also reopen on November 2 after being closed the past nine months for a complete renovation. The remodeled station will feature a longer platform, new lighting, a new security center and bike hub.

REDMOND, WA - During late October Sound Transit began construction of a 3.4-mile Link light-rail extension in downtown Redmond, Washington. The project to extend Sound Transit's Blue Line from Redmond Technology Station into southeast Redmond to its terminus in downtown Redmond includes construction of two new stations and 1,400 parking spaces, Sound Transit officials said in a press release.



The segment will open in 2024, a year after light-rail opens between downtown Seattle and Redmond's Overlake area.

Upon the extension's completion, service will operate between the Eastside and Seattle, the University of Washington, Sea-Tac International Airport and south Snohomish County, officials said.

TORONTO, ONTARIO, CANADA - It was reported in the October 2019 issue of T&UT that the Toronto Transit Commission (TTC) **ran the last of their Articulated Light Rail Vehicles (ALRV)** in passenger service on September 2nd. Cars 4204 and 4207 had the honors on line 501 between 4:00 and 6:15 PM and passengers were given free rides. Car 4207 is shown below at Woolsey Loop during a fan trip in August 2019.

The Articulated Light Rail Vehicle (ALRV) was a type of streetcar used by the Toronto Transit Commission (TTC) in Toronto, Canada. The ALRV was an extended version of the Canadian Light Rail Vehicle (CLRV) designed by the Urban Transportation Development Corporation (UTDC). The articulated vehicle proved useful on the TTC's busiest streetcar routes. The Commission ordered 52 ALRVs at a cost of approximately $1.4 million each. The first 11 ALRV streetcars were largely built at the Can-Car Rail facility in Thunder Bay, Ontario. They were completed, along with the remaining 41 streetcars, at the UTDC facility in Millhaven, Ontario. The first car was delivered on June 11, 1987 and entered service on the route 507 Long Branch on January 19, 1988.

Each car was 75.7 feet long and used four 600 volt motors of 87 to 125 hp each. The cars were capable of speeds up to 50 mph. They were not as reliable as expected but they proved the ability of an articulated vehicle to operate on city streets with traffic. The TTC has stated that they currently intend to retain and preserve one ALRV as a heritage vehicle.

The mainstay of the TCC streetcar system for many years has been the CLRV (Canadian Light Rail Vehicle) which replaced the PCC cars. While many of these cars were new to Canada, some of those PCC cars had operated previously in Birmingham, Alabama; Cincinnati, Ohio; Cleveland, Ohio; Louisville, Kentucky and Kansas City, Missouri.

On a freezing cold day December 29, 1977, Toronto got its first look at the then new CLRV. It was cherry red, with a rounded nose. The first of the Canadian Light Rail Vehicle (CLRV) streetcars arrived in the city from Switzerland. It was car number 4002. The car was 49' 11" long and weighed 50,000 pounds. Eventually 196 of these vehicles would take over from the 1930s-1940s era PCC cars. As of September 2019, only 44 CLRVs were still in service. The TTC plans to retire the remaining in-service CLRVs by the end of 2019. CLRV 4104 is shown below on Carlton Street in July 2008.

Replacing these cars is the Bombardier "Flexity" vehicle in a single ended form. Double-ended versions of this car are in service in Europe. Toronto has ordered 204 of these 91ft long, five section vehicles and they are to be numbered 4400 - 4603. Vehicle 4401 is shown on Cherry Street during initial testing.

Unlike the CLRV/ALRV, the new vehicles feature a low-floor design, a loading ramp for wheel-chair access, air-conditioning (only one CLRV, 4041, had air-conditioning), a doubling of the passenger capacity, an interior bicycle area, a separated enclosed driver/operator cab walled off from the passenger area, on-board automatic fare vending machines, and electronic destination signs at the front, side and rear of the vehicle (as opposed to roll signs). They were also the first streetcars which had two audible warning signals, featuring both an electronic gong and a horn, as opposed to the CLRVs and ALRVs, which were originally delivered with physical gongs only but had been retrofitted with horns in the late 1990s. The first two Flexity streetcars entered revenue service on August 31, 2014, on the 510 Spadina route.

Each Flexity streetcar is equipped with both a trolley pole and a pantograph for electrical pickup. (All older streetcars use a trolley pole.) Flexity streetcars operate with pantographs on routes where the overhead wire system has been converted for pantograph use. The introduction of Flexity streetcars is leading to the gradual phase-out of the trolley pole on the Toronto streetcar system.

More bad news, the November issue of T&UT reported that the CLRVs are only running on lines 506 (Carlton) and 511 (Bathurst) and they will probably be all gone by the **end of 2019**. So get up there and get your final photos.

Note: These cars and the 1981 Kawasaki cars in Philadelphia were the first of a new breed of urban transit leading the transition to the growing fleet of low floor streetcars of today. Is is almost criminal that no forward-thinking HO scale model railroad manufacturer saw fit to mass produce a model of these cars.

MODELING HINTS.....

A Different HO scale Traction Coupler (Part 2)!

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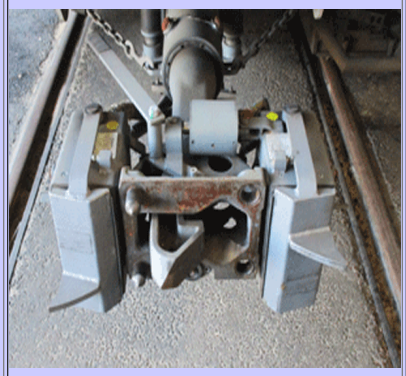
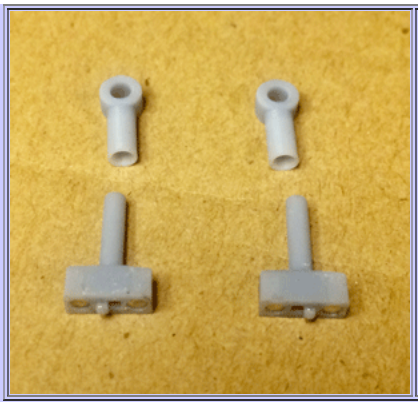
In our last issue, we told you about the West Coast Traction Supply (WCTS) HO scale traction coupler that uses magnetism as the main coupling force. It immediately showed its ability to easily couple powered multiple unit cars. WCTS made two preliminary runs of these couplers and provided them to the Southern California Traction Club for testing.



At left is a photo of the Dellner automatic coupler used on the P2000 Los Angeles Metro cars currently in service since 1995. The physical coupler is in the center. on either side are the electrical connections that are shown covered in this photo. When the cars are to be couplers, these doors open and contacts from each coupler meet to complete electrical connections. No attempt has been made to replicate this appearance but when coupled the model coupler somewhat represents the prototype!

Testing began in last August. During a weekend display at Arnie's Model Trains in Westminster, CA, a two-car train of Los Angeles P865 Light Rail Vehicles ran all day, both days, traversing 12" radius curves without a single unwanted uncoupling.

This is the third attempt by WCTS using the 3D printing technology to develop a workable traction coupler that looks reasonably like the prototype. Testing began immediately and at least two changes were made. The most significant is the adjustable mounting shaft.



Unpainted SCTC41 couplers shown at left and on two brass PERy Hollywood Cars at right. Note the two opposite polarity magnets on each side of the "hook".

On October 3rd, we received the first batch of production couplers and immediately installed them on various vehicles for the testing that would occur at the North County Model Railroad Society Swap Meet in Oceanside, CA on October 12 and during a display at Arnie's model Train on October 26-27.

We tested these couplers on both 3D printed cars and brass cars. Minting these couplers on some brass cars may prove challenging. One of those was on our unmodernized Pacific Electric Hollywood car. since These couplers are intended for 3D printed cars, we will not get into those issues here.

But we really got into heavily into the testing process by assembling the couplers ourselves. Doing this let us know some of the problems users may face. The magnets are secured in the coupler head with ACC. The clearances between the cylindrical cavities in the coupler head and the magnets are so close that on occasion some the ACC forces its way along the magnet and outside to the face of the coupler head. Any of this should be removed so that there is a good face to face contact of the couplers. That makes the best bond and the best tight coupling. A light rubbing with a sanding stick eliminates that problem.

We knew that most modelers will want to paint these couplers, noting that the gray plastic color is unrealistic. We did find that painting the couplers with a metallic finish helps the look. But do not paint the "hooks" of the coupler. These are the protruding parts on the front that must enter a corresponding hole in the opposite coupler. The thickness of some paints will prevent the couplers from closing completely and weaken the magnetic forces between them. There is currently some consideration to providing the coupler heads already painted but no firm decision has been made at this time.

The same two cars coupled after coupler heads were painted.

Testing of these couplers is a continuous process as each installation is different. To get the self-centering feature to work best on these couplers m it appears that the coupler swing should be limited to about 30 to 45 degrees on each of the centerline. This will have to be adjusted dependent on the curve radii on which you intend to operate your models. However a small piece of plastic strategically places under the car in the same plane as the swing of the couplers takes care of that issue quickly.

As this article was being completed, these couplers were scheduled to go on sale on the Custom Traxx web site by November 1st as SKU SCTC-41 with low introductory pricing.

A 3D Printed Floor for the AHM/IHC/Mehano Boeing LRV Model!

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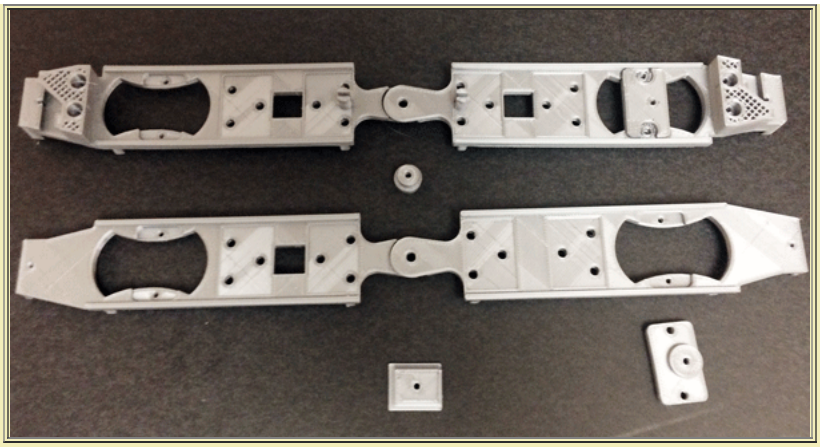
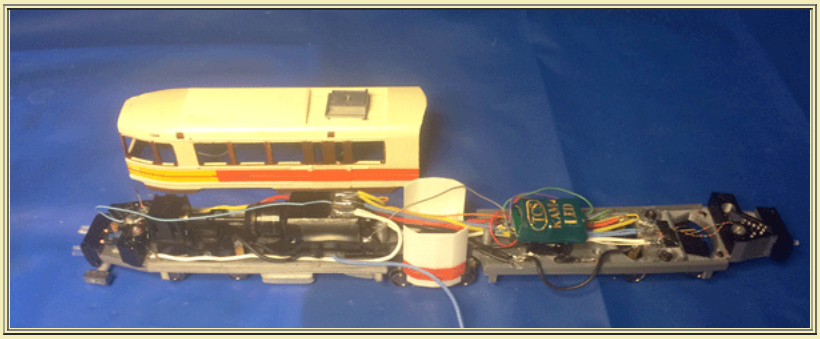
In our previous issue, October 2019, we mentioned that one of our fellow modelers, John Partridge, was working on a 3D printed floor for the ubiquitous HO scale Boeing LRV model produced since the late 1970s first by Associated Hobby Manufacturers (AHM), then by IHC and finally by Mehano.

On Monday, October 21, we received the first samples of this new floor and they look very promising.



There are two different versions with the top having a simulated cab area. There is also a provision for two motors or one motor and trailing truck along with a coupler mounting holes that can be be tapped for #2-56 screws. The unit calls for a 125100 (26" wheels) or Bowser 125105 (28" wheels) traction power unit. The square hole between the motor mounting brackets is for an overhead/track power switch but is designed for the switches currently used by Custom Traxx and Interurban Models. A pantograph stand is also provided and shown in both the previous and succeeding photos for those users wishing to use the original pantograph.

The final photograph, taken on October 28th, shows the Partridge floor with Bowser drive completely installed and TCS KAM4-LED decdoer also installed. Note the protruding fiber optics on the A and B ends. The planm currently is to slip these through the headlight and taillight holes in the ends of the shells when installing the shells. *[Note: Shells are still in the paint shop.]*



EDITORIAL.....

Good Examples of How To Promote Our Hobby!

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Sometimes, Trolleyville gets to see some really exciting methods of promoting our hobby and we saw some great examples of this during October.

We have told you about Arnie's Model Trains store in Westminster, CA many times. But on Saturday, October 5th after the store was officially closed, the store held a clinic on DCC featuring George Bogatiuk from Soundtraxx. Soundtraxx is the maker of the Tsunami line of sound decoders known as some of the best in the business. Anyway, having the store closed and inviting customers to this unusual opportunity to speak with one of the country's DCC experts can only be viewed in a positive light. The clinic lasted for over 2 1/2 hours and a *a good amount of decoders were sold that evening*, making the extra time at the store more than worth it, especially when most of these mean in-store installations later.

The above photo shows the clinic held after normal store hours at Arnie's Model Trains on Saturday, October 5th. Kevin Honda and another employee, Travis, were on hand to handle the decoder sales generated by George's superb presentation.

On Saturday, October 12, Kevin Honda, manager of Arnie's Model Trains held a DCC clinic at the North County Model Railroad Societies Fall Train Show & Swap Meet in Oceanside, CA. Oceanside is over 70 miles from Arnie's Model Trains. Kevin actually installed a sound decoder into a locomotive after the clinic using the NCMRS club resources.

Kevin, in addition to managing Arnie's Model Trains, is an avid modeler of Florida prototypes. Behind him is his Florida East Coast Railroad E6A/E6B pulling a passenger train on the NCMRS layout after his clinic. The engine and all cars painted and lettered by Kevin in his spare time.

The NCMRS is a very forward thinking group that has encouraged men and women of all ages to participate. They have a huge layout and club facilities in this very pleasant and peaceful place called Heritage Park, 230 Peyri Drive, Oceanside, CA 92058. This very peaceful park contains some of the earliest structures from the town of Oceanside, CA. There is no threat of unfortunate events happening there so no one feels threatened.

Custom Traxx supported the NCMRS by bringing the Southern California Traction Club Light Rail Vehicle Display (LRVD) and operating it with San Diego MTS vehicle models for the duration of the Train Show & Swap Meet. The LRVD is shown at right and George Huckaby of Custom Traxx is shown with Deputy Oceanside Mayor Jack Feller, who is very supportive of the club and the park, and was viewing the LRVD at the time. On the LRVD are models of San Diego MTS, Los Angeles Metro and Detroit QLine along with transit buses from Culver City, CA and Glendale, CA.

The first thing that the club does when a visiting kid shows interest in trains is to ask the kid if he would like to build a model. The answer is surprisingly 'YES' so the club is prepared. They have a "Build-A-Kit" program similar to that done by the old Great American Train Show (GATS). The club gets a lot of donations in the form of old Athearn kits. They cannibalize them, come up with complete kits and add some 'knuckle" (Kadee or Kadee clone couplers. Their version starts with asking the parents if they are willing to give a $10.00 donation to the club, one of their experienced modelers guides the kid through the assembly. When the kid is finished, they put the car in a train and run it. The kid gets to take the car home with him. He is happy! - The parents are happy! - The club added $10.00 to its treasury!. These little things can make a big difference.

The club has an atmosphere that has resulted in diversity which results in more enjoyment for all. In the next photo club member Harold Holland is reviewing some of the operating rules with a younger club member Cheyne Wagner, who happens to be a better operator than most of the older guys.

In the next scene, six year club member Laura Reese, who is also a model builder, is studying the track arrangement at the Temecula area of the layout before bringing her long passenger train into town.

In the next photo, another long-time member, Kevin Parker, is participating in the September 2019 Operating session when this photo was taken. operating sessions are held each month and participants must both know and follow the railroad rules to operate their cars.

Here we have a progressive dynamic model railroad store that does not act as if the hobby is dead and a model railroad club that is enjoying the hobby both working together to advance the hobby of model railroading. More of this type of activity and the hobby will thrive.

This message is really aimed at those very few "trolley" clubs that exist today. Many of them have fixed layouts and those layouts are marvelous. But a good way to get new members and to re-energize our hobby is to "take it to the interested public.....where the interested public is...." With the decrease in the number of train shows in certain areas of the country, these events became more important to the survival of the hobby as we know it.

So if you are a small trolley club or know of a small "trolley" club ("Trolley" is defined here as modeling streetcars, interurbans, subway/elevated cars,commuter electric rail, modern streetcars and light rail vehicles), let Trolleyville know so we can tell our readers about you.

The simple truth is that business of the model train hobby is not as easy as it used to be. For years, families set up a train under the Christmas tree and that always sparked an interest in model trains. Hobby shop owners just waited for the throngs to invade their stores starting on the Friday after Thanksgiving. Also trains, subways and streetcars were a larger part of more peoples lives. That really diminished starting in the 1960s and continued until the light rail era started in the 1980s with the "Tijuana Trolley" in San Diego. While working at Northrop Grumman in Hawthorne, CA in the 1995, the Green line (Norwalk to Redondo Beach) was about to open. Los Angeles Unified School District conducted many trips on the line with the students. The universal reaction was "...cool...". In 2019, the Expo line in Los Angeles using three-car trains every six minutes is running almost at capacity during rush hours. Younger riders have been seen going "on dates" on the train. So if you are

lamenting the states of hobby, ask yourself, what have you done to promote the hobby. If you do not like the answer, suggest you DO SOMETHING!

On Saturday and Sunday, October 26-27, 2019, Arnie's hosted the Light Rail Vehicle Display (LRVD) of the Southern California Traction Club (SCTC). Featured with this display were the availability of two 3D printed San Diego S70 models that had been assembled, painted and lettered by Kevin Honda. 14 LED lights had also been installed by Kevin in each model.

In the above photos, the right photo is the 42" by 90" SCTC LRVD. The center photo features Gregg Arnold, owner if Arnie's Model Trains, and George Huckaby, Custom Traxx, holding models of San Diego MTS S70s 4012 and 4016, shown in the extreme right photo, that were to be made available to customers on Saturday. The first lucky customer in tin the 12:00 noon drawing for the S70 model was Fernando Coppel, a railfan from La Jolla, CA, who most recently got to ride in the cab of the UP Big Boy 4-8-8-4 from Barstow to Yermo. Fernando is shown next with Kevin test running his prize, a model of SDMTS 4012 .

With all the activity at the store on Saturday, October 26th, two members of the SCTC, Dave Lyman and John McWhirter were on hand to present a clinic 2PM on "Hanging Overhead Wire for Model Trolley Cars and Light Rail Vehicles". Dave (right) and John (center) are seen talking to one of the participants during the clinic.

The second lucky customer in the 3:00 PM drawing to get a chance to purchase the second S70 model was John McWhirter, a member of the SCTC. He left the store with a model of SDMTS 4016.

The final photo is of the 7,000 sq ft model train center in Westminster, California called Arnie's Model Trains and Milepost 38 (shown below). For model trains, Arnie's and Milepost 38 is *"...where it's at..."!*

And it may be "...Where It's At..." for the foreseeable future.

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