The Trolleyville Times

November 2020

Trolleyville seeks to balance today's news with great modeling news and techniques. We want you to keep

IN THIS ISSUE:

CURRENT EVENTS.....

Urban Commuter / Light Rail / Modern Streetcar News!

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CHARLOTTE, NC - The Charlotte Area Transit System (CATS) has renumbered their fleet according the phases. The original 16 car fleet stays with their 100 series numbers (101-116). The second four S70s acquired became 201-204. The S70s acquired in 2014-2015 were renumbered to 301-322 and may be the last S70 cars built, being superseded by the S70 with the revised C section. the six Siemens S700 battery equipped streetcars for the Gold Line were received between August 2019 and April 2020 and are numbered 401-406.These cars will replace the retro double truck Birney cars when the Phase 2 extension of the Gold Line is completed. There is a Phase Three extension in the planning stage.

One of the original 16 Siemens S70 cars at Tremont Station!

LOS ANGELES CA - The Los Angeles County Metropolitan Transportation Authority (LA Metro) is preparing a draft environmental impact report for proposed capacity and service improvements on the Antelope Valley commuter-rail line between Lancaster and downtown Los Angeles.

LA Metro anticipates the 76.6-mile Antelope Valley Line (AVL) corridor will experience strong population and employment growth over the next 20 years, according to LA Metro's AVL project website. To support that growth, the agency is proposing service frequency and reliability improvements, including expansion of the existing Lancaster rail yard, adding a new center platform at Lancaster Station and constructing double track between West Avenue and Jackman Street.

LA Metro held virtual public meetings to share details on the proposed improvements on October 15th and 17th.

PHOENIX, AZ - Tramways & Urban Transit rseported in their November 2020 issue that Valley Metro has ordered 14 additional Siemens S700 low floor LRVs to support the 2024 opening of the 5.6 mile South Central/Downtown Hub Extension. this is on top of the 11 ordered in June 2017. These cars will feature LED lighting, bicycle storage and optimized air-conditioning for the city's desert climate.

Two of the systems original KinkiSharyo cars!

TORONTO, ONTARIO, CANADA - During October, the Toronto Transit Commission's (TTC) board approved CA$550 million for new fleet vehicles and transit system upgrades. TTC will use the funds to purchase 13 streetcars and start the process to purchase 80 subway trains for the TTC subway Lines 1 and 2. TTC plans to have the 13 streetcars running in 2023. The plan also includes an option to purchase 47 more streetcars if the agency receives additional government funding, TTC officials said in a press release. Provided through Toronto's City Building Fund, the investment will also facilitate a signaling system upgrade on subway Line 2.

of the 204 Bombardier "Flexities" currently operating in Toronto.

WASHINGTON D.C. - The U.S. Supreme Court in early October denied Indian River County's petition to appeal its lawsuit against Brightline/Virgin Trains USA and the Federal Railroad Administration, *Treasure Coast Newspapers* (TCN) reported along with Progressive Railroading.

The county was arguing that $2.7 billion of tax-exempt private activity bonds issued to Brightline/Virgin Trains was "improper," TCN reported. County Attorney Jeffrey Lamkin told TCN that the Supreme Court case was an opportunity for the court to weigh in on the role federal agencies have in interpreting the law or if that should return back to the lower courts.

The Supreme Court's decision ends the county's longtime efforts to stop Brightline/Virgin Trains from building and operating a high-speed rail line in the region.

Meanwhile, Indian River County has another case against Brightline/Virgin Trains arguing that local governments should not pay for rail crossing safety improvements that are a byproduct of the route being built between Miami and Orlando.

OTHER TRACTION ITEMS:

The Southern California Traction Club and COVID-19!

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When the Southern California Traction Club tore down its display at the Great Train Show in Costa Mesa (Orange County) CA, in February 2020, they had no idea that the next appearance would be as uncertain as it has become. Even some scheduled appearances at Arnie's Model Trains were also canceled for the same COVID-19 issue.

The club continued to meet and work on the modules but the interest was starting to diminish. The clubs with fixed layouts had their issues too but they were slowly allowed to go back to their layouts also with some restrictions but the module clubs were in deep trouble. There would be no shows for them to display their handiwork for some time. They waited for the summer hoping things would change but the August 2020 Great Train Show in Pomona was canceled early in the summer and the local shows were canceling every month and then the World's Greatest Hobby Shows decided not to even think about a show until 2021.

In early August, John McWhirter offered to allow the club to set up their Light Rail Vehicle Display in his living room. He had no requirements for that room for the next few weeks and thought that even following the social distancing rules, that the club members could enjoy operating and working on the layout if some

precautions were taken. So on September 13th, the club work session consisted of taking the eight modules from the clubhouse to John McWhirter's house and physically and electrically setting them up. By the end of the month, the layout ws running and the next photo was taken at the October 25th club meeting.

"Its Done!"

(A statement rarely heard from a model railroad creator!)

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In mid-October, Harvey Simon told the Trolleyville Times that "After seven years, my 35 square foot layout is complete". Here are three views of this San Francisco layout that was first shown in the Times in previous issues.

The first photos is the completed layout of the F-line, beginning in the Castro District, traveling down Market Street through downtown San Francisco and arriving at Fisherman's Wharf. Harvey stated that the entire layout is about 35 square feet and resides in the corner of a guest bedroom.

Fisherman's Wharf is a bustling area with the waterfront in the foreground anchored by Chowder Hut and the iconic sign around it. The freighter in the front s a Sea Port Model Works model and the wharf is a scaled down Campbell kit.

Downtown San Francisco links the Castro and Fisherman's Wharf areas on the layout. All the buildings represent actual prototype structures.

A great example of what determined detailed modeling can accomplish in a very small space!

More 3D Printed Traction Bodies from Volkmar Meier (cont'd)!

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In the previous issue, we mentioned the following four HO scale traction kits being developed by Volkmar Meier of Interurban Traction Models:

1. Cincinnati & Lake Erie 1929 "Hi-Speed" Interurbans, Series 110-129.

2. Washington D.C. 1935 Saint Louis Car Company Pre-PCC car, Series 1051-1060.

3. Cincinnati Car Company Curve Side Car.

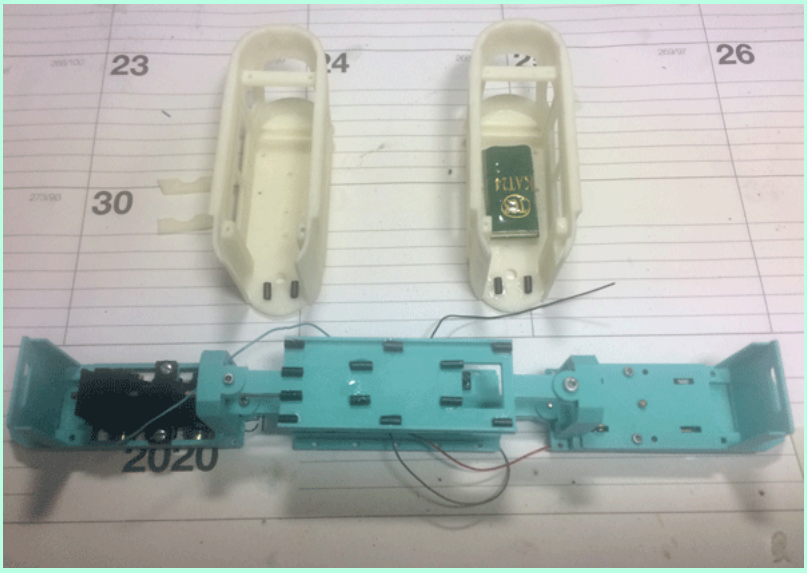
4. Brookville Three-Unit Low Floor Light Rail Transit Car.

We had finished the first two and had finished them with Bowser power units and Custom Traxx decals. We could not make up our minds on the Curve Side car finishing so we went directly to the Brookville Liberty. We had two previous models to work with. We completed and finished them and had operated them for over a year with positive results.

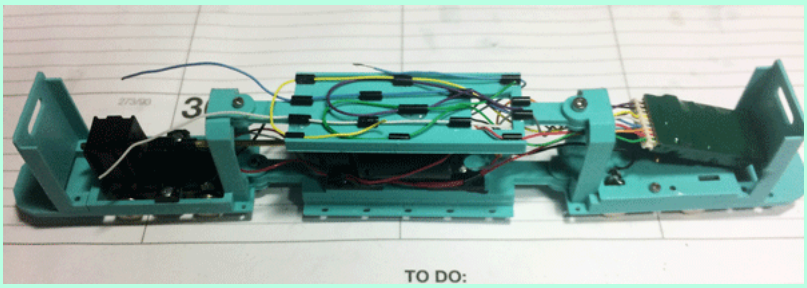
We began testing the drive on a layout in the home of one of thew Southern California Traction Club (SCTC) members. It is there because due to the current COVID situation there are no public model trains shows in which to operate. there have been no such shows since March 2020.

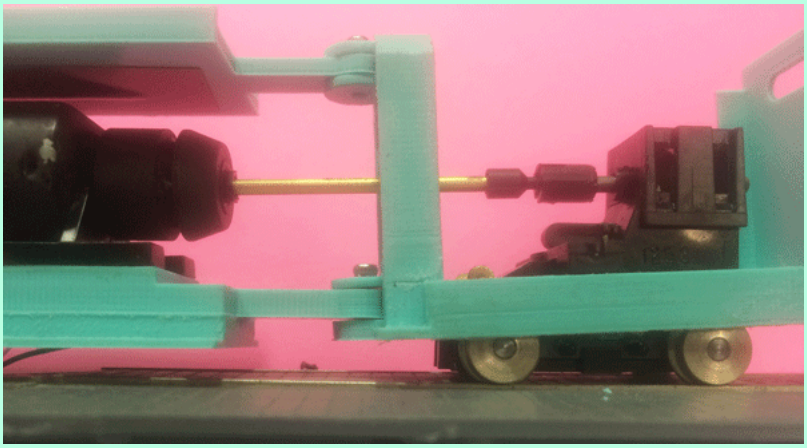
We concluded the testing in early October with minor issues that were corrected and began to install our decoder. The decoder of choice is the Train Control Systems (TCS) KAT24. "Keep Alives" are the preferred choice of the SCTC which operates on overhead wire power. Such a decoder will be installed in the roof of the B unit. Low floor cars have more room in the roof above the low windows to hide the decoder and the wiring.

We have cut 24 small 5mm sections of black shrink tubing and affixed them to various points of the shells to guide and hide the wires that must go from the B unit through the C unit to the A unit. 14 of them are visible in the next photo. Notice that the C unit shell roof has been designed to allow space for the wires between the chassis and the roof. The Volkmar Dipswitch has already been installed but not wired in the next photo.



We added several more of these 5mm sections but we had to remove the four shown in the shells in the above photos as they interfered with the assembly of the shell to the chassis. The chassis is shown next ready for testing. The KAT24 decoder is shown at right in the B unit.





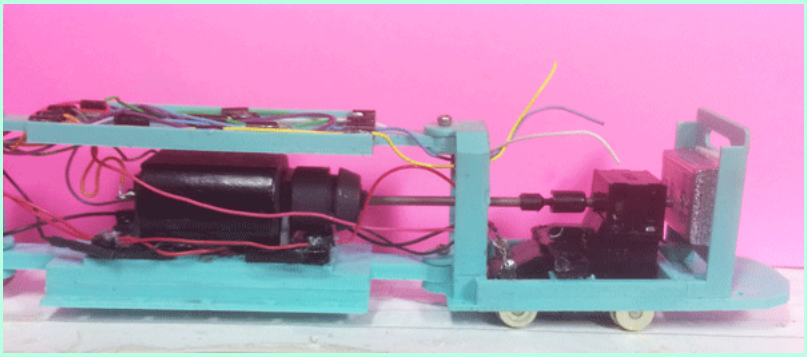
Testing actually began on September 30 on one of John McWhirter's two test tracks. Once we discovered that we had failed to secure the ends of Bowser parts 1417 and 1418 to the brass rod with the appropriate cement (ACC), the test became successful. The drive was operated for a half hour in each direction. We used the closest thing we could get to 2mm rod. We had some K&S #8169 brass rod which had the diameter of 1.83mm. Discussion with Lee English at Bowser Manufacturing confirmed that we should be using 2mm low-carbon steel rod and he suggested McMaster-Carr so we "googled" the company and ordered about 10 feet of it.

The only issue was a derailment of the power truck (A unit) on the test track while running power truck forward. We had added 0.5 ounce of weight on the A unit over the first axle after the above photo was taken but we will be checking to see if more should be added and where.

McMaster-Carr delivered the brass rod in 48 hours and we cut a 32mm section and placed the Bowser parts 1417 and 1418 on each end and, as Lee stated, both parts fit so snug that no cement seemed to be needed. The next photo shows the new steel rod drive shaft. For some reason, the unit seemed to run a little smoother and

quieter although I can not feel the new drive shaft had anything to do with it although it was 1mm longer than the old brass one.

Note: Modelers are cautioned that the length of the drive shaft may vary slightly depending on the placement of the flywheel on the motor shaft and the placement of the coupling on the power truck shaft.



Testing resumed and after one hour of continuous operation, the mechanism was deemed acceptable after a other .1 ounce of weight was added on the front platform under the cab wall under the previous .5 ounce weight in the A unit. It may become part of the operators seat.

Our car will be modeled after Dallas 302, the first car delivered to Dallas. 301 came later.

Our car was almost completely masked for the application of white paint when the next photo was taken: