



August 2021

Trolleyville seeks modelers to share their great ideas with t

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DALLAS, TX - The [McKinney Avenue Transit Authority](#) (MATA) marked 32 years of streetcar service to Dallas residents, businesses and visitors on Thursday, July 22.

In 1983, MATA was founded to return heritage streetcars to Dallas, authority officials said in a news release. On July 22, 1989, the McKinney Avenue Trolley began operating along a 2.8-mile route.

The M-Line has expanded several times over the years, eventually reaching a length of 4.6 miles. The first expansion opened in 2002, extending the route north to connect to Dallas Area Rapid Transit's (DART) Cityplace/Uptown Station, followed by the construction of a turntable in 2011. The second expansion opened in 2015, creating the southern loop in downtown Dallas that connects to DART's St. Paul Station.



Currently served by seven vintage cars, three of which are shown above, the M-Line trolley provides more than 600,000 rides annually within uptown and downtown Dallas.

LOS ANGELES, CA - Los Angeles, the city that brought back urban rail transit after a 27 year absence, has retired its first generation of rail cars. The NipponSharyo **P865**, (series 101-153), that opened the Blue Line (Los Angeles to Long Beach) in 1990 ran their last miles in April 2018. Car 100 is slated for display somewhere in the city of Long Beach. Another car, 144, was saved at the Southern California Railway Museum*.

* This museum was well-known for over 50 years as the **Orange Empire Railway Museum** until some person(s) got the 'bright' idea to rename it.



One of the 54 P865s just after delivery in 1989!

The virtually identical appearing NipponSharyo **P2020** was the newer version of the P865, which had automated control panels for Green Line service since the Green Line was originally intended to be fully automated. A total of 15 vehicles with that model designation were delivered to Metro in 1994. The cars, numbered 154-168, entered revenue service on the Green Line the following year.

In the early 2000s, the railcars were transferred to the Blue Line fleet when the Green Line received newer Siemens **P2000** LRVs. This permitted three-car trains on the Blue Line for the first time. As of January 2021, the P2020s were scheduled to retire due to exceeding the maximum storage capacity after the final batch of the latest P3010 cars were delivered. All 15 railcars were retired throughout early 2021. The last railcars were removed from service on April 23, 2021.



One of the 15 P2020s in its final dress just before retirement!

MILWAUKEE, WI - The "HOP" streetcar system in Milwaukee will return to regular service schedules and frequency beginning August 1. To mark the return, the streetcar is launching a new "HOP Summer Nights" promotion featuring free live music and free "hopsicles."

The HOP schedule will once run from 5 am. to midnight Monday through Friday, 7 am. to midnight on Saturday and 7 am. to 10 pm. on Sunday, with service every 15 minutes during peak hours and every 20 minutes during off peak hours and on weekends.



HOP Car #02 in service!

The HOP currently has four low-floor streetcar vehicles, built in Pennsylvania by the Brookville Equipment Corporation, that are about 85ft in length. The vehicles operate between 25mph and 30mph, and are able to accommodate between 150 and 200 passengers.

Streetcars have two doors on each side in the center or 'C' section and 32 seats with 14 seats on each side and four flip-down seats in the C section. Its low floor makes boarding easier for wheelchairs, pushchairs and bikes.

The streetcar is electrically powered by four 99kW AC traction motors and operates in standard 56.5in track gauge. It draws electricity from an overhead contact system (OCS) through a wire with supporting poles and substations located along the route.

Beginning August 1 and continuing each Sunday through August 29, riders will be treated to free "HOPSicles" from Pete's Pops along with jazz from the Don Linke Trio.

The HOP is returning to regular service after reductions took place in response to the COVID-19 pandemic.

NEW ORLEANS, LA - During July, the New Orleans Regional Transit Authority (NORTA) announced a mandatory vaccination requirement for the agency's 800-plus employees. All workers, including those who are fully vaccinated, are required to provide a valid proof of vaccination. Effective July 26th, the agency requires that unvaccinated employees receive their first shot no later than July 29 and complete their second dose as instructed by a vaccination administrator. The NORTA has also reinstated mask requirements in all its offices regardless of an individual's vaccination status; mask mandates have been in place since May 2020. The vaccination requirement builds on existing COVID-19 safety protocols instituted at the onset of the pandemic, NORTA officials said in a news release. The authority also is reinstating mandatory daily temperature checks and requiring regular onsite COVID-19 testing for all employees. The city is experiencing a surge in COVID-19 cases involving the highly transmissible Delta variant of the virus, NORTA officials said. Vaccination exceptions will be made in rare circumstances for employees with documented medical or religious reasons, they said. NORTA operates the New Orleans streetcar system.



462 on the Riverfront line, one of the lines served by the home-grown "VonDullen" cars.

SEATTLE, WA - Starting July 3, normal passenger capacity resumed on [Sound Transit's](#) Link light rail and ST Express bus routes operated by King County Metro. Normal capacity also resumed on Sounder, Tacoma Link and all other ST Express routes. Washington Governor Jay Inslee also dropped state social distancing restrictions for transit as part of his decision to reopen the state. As vaccination rates continue to climb in the Puget Sound region and other state restrictions are relaxed, even more people are expected to use transit this summer, Sound Transit officials said in a news release. However, Passengers still must wear masks on transit systems and at indoor transit facilities to remain in compliance with a Transportation Security Administration mandate.



Sound Transit's Northgate Station

MODELING HINTS

Streetcar Headlight Tip!

Working around a person that does DCC installs on a daily basis forces one to watch and learn. New products come and change the way things are done.

After installing headlights in brass and plastic streetcars for over thirty years, going all the way back to 12v bulbs and migrating through 1.5v bulbs to LEDs, a new product has emerged that changed the game. This is the case with Athearn Genesis HO scale LED bulbs, ATHG67143 and ATHG67145.



Both of these LED bulb assemblies are equipped with clear lenses that are either 6.35 mm (ATHG67145, see above left) or 3.00 mm long (ATHG67143, see above right). But both of them are 1.4 mm in diameter. So the modeler need only drill a hole in the precise center of the headlight opening using a #53 drill, paint the reflector silver. Allow it to dry and and install the HO LED lens from the rear. The rounded ends simulate the incandescent light bulbs used during that era. For most HO scale brass, injection molded plastic and 3D printed shells, the ATHG67143 should do the job.

Note: For those of you who need a smaller LED, Athearn also provides an LED, also in packages of 12, without the lens that is also available in packages of 12, part ATHG67144.

Place a very small amount of Microscale MicroKlear or Canopy Glue on the side of the lens before inserting to hold the entire assembly firmly in place, gently push into the shell from behind and you are done.

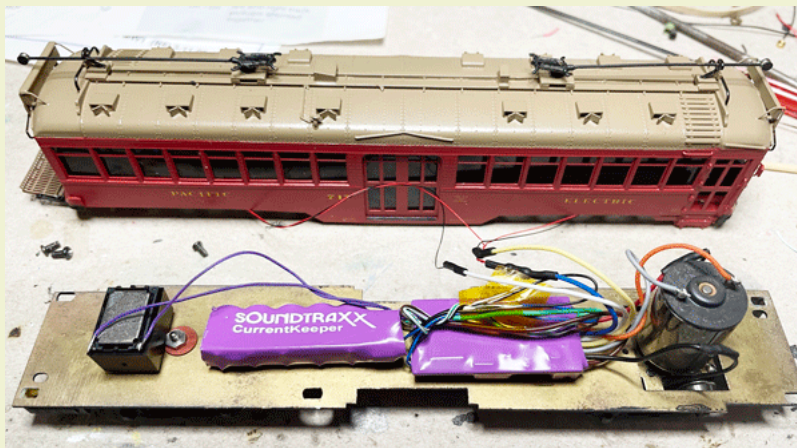
Kevin Honda, Manager of Arnie's Model Trains, Westminster, CA, installed headlights in this brass Suydam Hollywood using this method and the results speak for themselves. The incandescent light bulb is clearly seen when the headlight is out but the effect can be detected even when the light is illuminated.



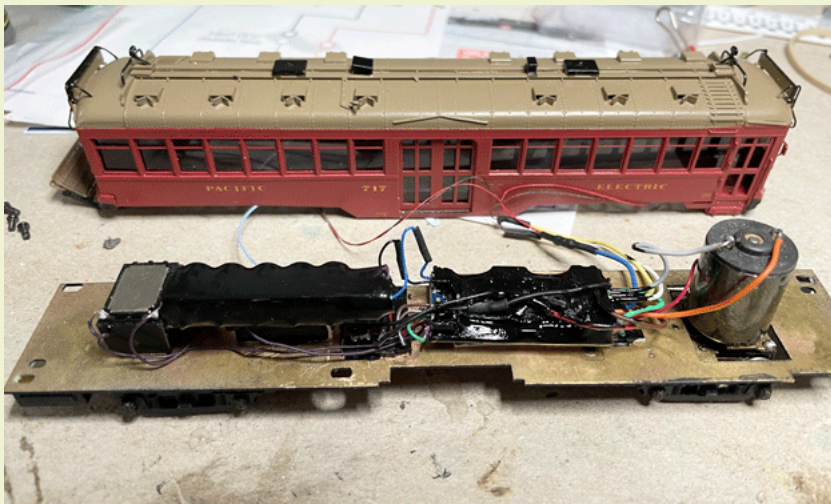
Note: For the record, this car was painted and the decoder installed by Kevin Honda but was not intended to run on overhead wire, so the decoder and speaker were installed on the chassis floor.

Normal Custom Traxx procedure when lights are mounted on the car is to affix the decoder to the underside of the roof, preferably in the center of the car between the trolley pole bases. This minimizes the number of wires from the chassis to the shell which is useful when working on the car. Custom Traxx also installs the three position Dipswitch, accessible from the bottom of the car that permits both 2-rail and overhead wire operation and will do so on this car before releasing it for module operation.

Another advantage of using the Athearn LEDs are the wires that can easily be kept out of sight. With the Tsunami TSU-2200 Electric Sound decoder, Current Keeper and Speaker all mounted on the floor, coupled with the small vertical can motor shown in the next photo, this is a very neat installation. No wires can be seen inside the car in any of the previous photos.



Because we will be operating this car on the SCTC modules, it had to be converted to overhead wire operation. But because the car had the components for DCC/Sound already installed, we would have to make some changes to accommodate the 3-position "Volkmar" Dipswitch, that would permit both two-rail and overhead wire operation. We removed both the Soundtraxx TSU-2200 decoder and the Soundtraxx 810140 Current Keeper which were both installed with double sided tape and cut the required 9.9mm (H) by 9.3mm (W) opening in the brass floor. Because this floor is from an older brass models and is 1mm thick, this is not an easy job and could be a subject of a lesson all in itself. You can see some of the brass shavings in the lower right corner of one of the below photos. Anyway, after the strategic use of some black paint, the results, before final re-assembly are below:



A sharp eyed reader may notice no trolley poles on the car body. This is because the original poles that came with the car are secured to the roof with a nut, which is against the SCTC rules for trolley poles. All trolley poles used on SCTC modules have to be easily removable for maintenance and cleaning. A pair of Miniatures by Eric HT-P4 trolley poles were substituted after receiving a coat of black paint and electrically attached to the blue wire seen in the preceding photo.

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