



The Trolleyville Times



January 2023 - Happy New Year!!!

lease send some of your great modeling hints and layout photos to the Trolleyville Times

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ATLANTA, GA - Progressive Railroading reported on December 12, 2022, that on November 29, 2022, the Metropolitan Atlanta Rapid Transit Authority suspended **all streetcar service** after discovering a wheel degradation. "MARTA noticed the slight wheel degradation and removed the streetcars from service in an abundance of caution. MARTA will work with Siemens to make the necessary repairs," said MARTA spokesperson Stephany Fisher in an email to *Progressive Railroading*.

During the suspension, which is slated to end by early spring 2023, the transit agency's mobility vehicles will replace streetcar service, Fisher said. We are communicating this to customers on all our social media platforms, website and apps. These vehicles will soon be wrapped in the streetcar colors and logo to make the service even more recognizable," Fisher said. Early in December 2022, the cars were to be delivered to Siemens' manufacturing facility in Colorado for repairs, FOX5 Atlanta reported. Siemens Mobility built the streetcars in Sacramento, California. Each six-axle vehicle carries up to 194 riders and runs on a 2.7-mile loop with a dozen stop locations in downtown Atlanta.

MARTA Deputy Chief Mechanical Officer Daniel Hecht discussed ongoing problems with the track switch during the MARTA board's Dec. 8 meeting. A problem with the wheel profile was identified in 2021, at which time MARTA began replacing the wheels on all streetcar vehicles. However, a wheel supply shortage and track inspection derailed the process, FOX5 reported.



Meanwhile, the Georgia Department of Transportation (GDOT) performed its triennial audit of MARTA raiservices, which found "no major safety gaps or concerns," MARTA officials said in a press release. The audit evaluated heavy and light rail, including operations and maintenance, training and communications, and equipment, structures and signals. The audit also evaluates MARTA's agency safety plan, which is required by the Federal Transit Administration. The audit findings show "a significant improvement in safety practices in all areas, with only 20 deficiencies and 16 areas of concern identified, compared to 100 such findings during the previous audit in 2019," MARTA officials said. A deficiency is defined as an item that doesn't meet the established safety criteria according to GDOT, while an area of concern only partially meets the criteria. The

most pressing issues found include loose pavers on a Brookhaven rail station walkway; irregular monthly fire extinguisher inspections; and an unsecured parking lot panel access door at the Lindbergh rail station



MARTA will review the audit findings and create a corrective action plan for each identified item needing attention, agency officials said.

The Atlanta Constitution reported that plans have been revealed to extend the Atlanta Streetcar by 2 miles to Ponce, at an estimated cost of \$176,000,000.

LOS ANGELES, CA - The Los Angeles County Metropolitan Transportation Authority (L.A. Metro) in early December 2022 broke ground on advanced utility work for the first segment of the East San Fernando Valley Light Rail Transit Project. The transit agency awarded a \$9 million contract to W.A. Rasic Construction Co. Inc. for the work. The firm will relocate existing city water and power vaults and associated conduit infrastructure along Van Nuys Boulevard, where the new rail line will be concentrated. L.A. Metro plans to award the main construction contract in early 2023, with the first line segment expected to open between 2028 and 2030. Cost estimates for the first rail project to be built in the area since 2000 range from \$1.6 billion to \$2 billion, L.A. Metro officials said.

East San Fernando Valley Light Rail Transit Project Project Area



The new 6.7-mile light-rail line will connect the communities of Van Nuys, Panorama City, Arleta and Pacoima in northwest Los Angeles. A total of 14 new stations will be added to the route.

The line will also provide the first local-stop rail service in the valley in 70 years following the discontinuation of the Pacific Electric Red Cars in 1952, L.A. Metro officials said. The line will connect with the Van Nuys Metrolink/Amtrak station, expanding riders' connection options.

Another planned 2.5-mile segment will further extend the rail line from Pacoima to the Sylmar/San Fernando Metrolink station. Design options for that project are currently being studied, L.A. Metro officials said.

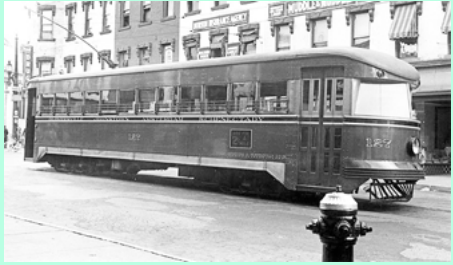
OTHER TRACTION ITEMS:

Another Great 3D Printed Model from Volkmar The Bamberger "Bullet" Cars in HO scale!

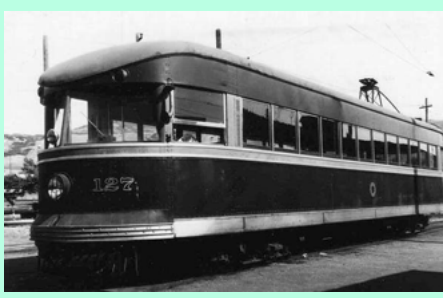
From 1894 to 1938, the Fonda, Johnstown & Gloversville (FJG) operated an electric service. In 1894, the FJG had secured control of the Cayadutta Electric Railroad between Johnstown and Fonda, a distance of about 8 miles and the Johnstown, Gloversville and Kingstown Horse Railroad, another 4 miles. The two lines were merged into the FJG in 1903 and were extended during that same year to Amsterdam, Scotia and Schenectady.

The line provided hourly service to Schenectady using conventional heavy interurban equipment and was successful for many years.

The depression beginning in 1929 and the development of paved roads saw ridership decrease to the point that the FJG gambled and at great expense, they purchased five lightweight cars of the "Bullet" design then used on the Philadelphia & Western. These cars were built one year after the 10 cars for the P&W and were single ended and about 9 feet shorter and used a shorter wheelbase version, 72", of the Brill 89-E high-speed truck. They were capable of 75 mph and cut the running time between Gloversville and Schenectady were cut by 20 to 30 minutes. Fortunes improved for the line but when the state condemned the Mohawk River bridge between Scotia and Schenectady in 1938 that gave the cars access to Schenectady, the line was doomed. This crippling blow led to the cessation of electric service and the sale of these five cars to the Bamberger Electric Railway in Utah that same year.



The Bamberger Electric Railway connected two of Utah's major cities, Salt Lake City and Utah along with the intermediate Davis County towns. Much of their passenger business was geared to those Davis County towns. The five almost-new FJG "Bullets" were added in 1938. They were not renumbered or totally repainted. FJG company and local markings were removed and they were sent to work with trolley poles mounted on stands to reach the high overhead wire. Bamberger heralds were added later. A large amount of traffic was handled through World War II but after the destruction of the shops by fire in 1952, all passenger service was curtailed. One car, 127, has been saved at the Southern California Railway Museum (*known for decades as the Orange Empire Railway Museum*).



The first version of the model that is now available will be the Bamberger version. The FJG version of the cars will follow immediately. Decals are currently being developed by Custom Traxx and will be announced in their catalog. The model has also been designed with great attention to the model painter as the major parts of the model can be painted without a tedious masking process. The roof, the window area, and the lower sides are printed separately and are packaged separately in this very neat arrangement shown below:



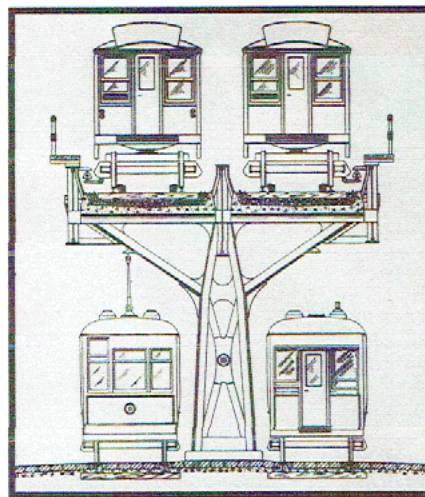
Front left to right, are the (1) roof, the (2) window areas, the (3) lower left side and ends, the (4) parts bin including the side frames, detail parts and the special part 1255B for the Bowser 125115 traction drive and the (5) window glasses. Also a very detailed instruction sheet showing assembly and painting instructions is provided.

This was the test model for Custom Traxx which was obtained on November 26, 2022 will be painted and assembled as soon as the Holiday rush is concluded. However, Volkmar provided some painted, unlettered models of his FJG and Bamberger cars for your pleasure.



Newly Released Publication on Philadelphia's Frankford Elevated

FRANKFORD'S ELEVATED RAILWAY AND ITS PREDECESSORS



BY HARRY GARFORTH

Announcing the arrival of a new book produced in cooperation with the Historical Society of Frankford and the Philadelphia Chapter of the National Railway Historical Society entitled "Frankford's Elevated Railway and Its Predecessors". The book has been prepared to commemorate the 100th Anniversary of the Frankford Elevated. The 167 page book, with a similar number of historic photos, covers the history of rail transportation serving Frankford from 1833 through to 2022. It includes whole chapters on railroads and street railways. The book can be acquired through the Historical Society of Frankford's website for a donation of \$25. The website is listed below:
<https://www.thehistoricalsocietyoffrankford.org/product-page/frankford-s-elevated-railway-and-it-s-predecessors-by-harry-garforth>

