BULLETIN

Volume 68, Number 6 | June 2025

IND Rockaway Service Restored

Monday, May 19, saw the resumption of regular A and S service to Far Rockaway–Mott Avenue and Rockaway Park–B 116 Street. This followed four months of no direct service via Jamaica Bay, during which a portion of the Hammels Wye viaduct was completely replaced.

Interestingly, the portions of the Hammels Wye viaduct that were replaced (roughly, the northern halves of the east and west legs) were constructed in 1954–1956, during the conversion of the former Long Island Rail Road infrastructure for subway operation. Originally, during LIRR operation, the Beach Channel Drawbridge was only a few feet above mean high tide (7 feet 2.5 inches from high water mark to base of rail, to be exact), whereas the current bridge is 26 feet above mean high tide. The railroad operated at ground level from Hammels Wye to both Rockaway Park and Far Rockaway, with about 30 street crossings at grade.

The City of New York undertook a grade separation project for the LIRR from Rockaway Park to Far Rockaway, with the idea that someday the subway would take over the operation. This project started in February of 1940.

The new grade-separated elevation was placed in service on January 20, 1941, from Hammels Wye (the west leg) to Rockaway Park. The viaduct from the east leg of Hammels Wye to Far Rockaway was placed in service on April 10, 1942. After the Rockaway grade crossing elimination project was completed, the east and west legs of the wye ramped up from ground level at the south end of the Beach Channel Bridge to about the midpoints of the east and west legs of the wye.

LIRR service on the peninsula ended on October 3, 1955, when service was cut back from Rockaway Park to Far Rockaway and from Hamilton Beach to Ozone Park.

Continued on page 3

Electric Railroaders Association

Founded August 15, 1934 by E.J. Quinby
P.O. Box 3323
New York, N.Y. 10163
erausa.org

In This Issue

Trip Notices/Save the Dates

July 11: In-person ERA meeting at Manducatis Restaurant. R.S.V.P. to Michael Glikin at trnsper@aol.com or write to ERA, P.O. Box 3323, New York NY 10163-3323
July 12: Motor Bus Society/Friends of the NJ Transportation Heritage Center joint Northern New Jersey Trip. Visit https://erausa.org/regional-trips/2025/07/12/ for all the details, or to make your reservation.
August 9-13: Motor Bus Society trip to Toronto area
August 26-30: ERA convention in Kansas City and St. Louis. Visit https://erausa.org/conventions/2025/ for all the details, or to make your reservation.
October 8-11: Motor Bus Society Fall Convention, Indianapolis and Louisville.
April 29-May 13, 2026: ERA International trip to Northern England, Scotland, and Isle of Man.

Donations

ERA is a 501(c)(3) tax exempt corporation. Your donations are fully tax deductible and can be made either with your membership renewal or using our donation form on our website: erausa.org/donate/. Your donation helps to maintain ERA's 91-year long tradition of traction education and entertainment!

Monthly Zoom Meeting

Friday, June 20, 2025 at 7:30 PM.

Presenting This Month: Charles Bogart & Angus McIntyre

Charles and Angus's program is titled **The Trolley Coach in Canada**. They will examine the history of trolley coaches in Canada from a geographical perspective, starting from east to west. Maps will locate each city's location in the country, and trolley overhead maps and rosters are provided. The talk will feature many archival photos and period advertising. The time frame will cover the years from 1922 to the present day, with a more detailed section for Vancouver at the end. This may be ERA's first presentation exclusively on the history of Canada's iconic trolley coach networks and is not to be missed! It is also another collaboration between ERA and our friends at the Canadian Transit Heritage Foundation (CTHF). Numerous ERA members are also members of CTHF. Check out transitheritage.ca for more information.

How to Join Our Zoom Meeting

The Zoom registration link for this meeting is: https://us02web.zoom.us/meeting/register/TUX5JdCkQNqhNQEhr9IBSQ. You can sign in at 7:15 PM. The show begins at 7:30 PM. If you have any problems, email Bob Newhouser at bnnyc1955@aol.com, or on the night of the meeting, text or call Bob at 917-482-4235.

Cover Photo

R-46 6174-6175-6177-6176 (Pullman-Standard, 1/1977, 2/1976, 8/1978, 7/1978) is seen operating an H shuttle trip from Far Rockaway to Rockaway Park on Track F6 at Hammels Wye on May 11, one week before regular A service resumed across Jamaica Bay. This leg of the wye normally never sees regular revenue trips. Rockaway shuttles normally display S signs. Jeff Erlitz photo

Worldwide Suburban Electric Railway, Metro and Tramway Openings in May 2025

Date	Country	City	Segment	Distance (miles)	Railway/ Metro/ Tram
5/10	India	Mumbai	Line 3: Bandra-Kurla Complex to Acharya Atre Chowk	6.1	M
"	U.S.A.	Seattle	Line 2: Redmond Technology to Downtown Redmond	3.4	T
5/16	China	Ningbo	Line 4: Dongqian Lake to International Conference Center	1.6	M
5/23	France	Nantes	Line 1: Ranzay to Babiniere	0.9	T

URBAN RAIL NEWS, MAY 31

(Service between Hamilton Beach and Hammels Wye ended on May 7, 1950, when a disastrous fire destroyed a major section of the Jamaica Bay trestle, in the area of today's North Channel Bridge.)

Work to convert the Rockaway Beach and Far Rockaway Branches to subway service started in about 1953. Since the elevated structure on the peninsula had been constructed with eventual subway operation in mind, there was not a lot to do to convert the line for subway operation. A new signal system, the installation of fare control areas and three new substations (Rockaway Park, Edgemere and Wavecrest) probably constituted the bulk of the work on the peninsula itself. Of course, a massive amount of work was needed to rebuild the line across Jamaica Bay.

During railroad operation, the junction of the Rockaway Park and Far Rockaway branches at the north end of Hammels Wye was at grade. For subway operation, it was decided that a grade-separated junction would be preferred. Though built in 1954-1956, it was the viaduct components of this grade-separated junction, on the north half of the wye, that were replaced during this year's project.

View looking south of the former LIRR at-grade junction at the north end of Hammels Wye on July 14, 1953, about the time reconstruction work for subway operation started in earnest. This view was probably taken by the general contractor to show existing conditions before construction started. Subway Construction Photographs collection, New York Transit Museum

View looking north of the new viaducts for the northbound tracks at Hammels Wye on May 11, one week before the resumption of normal train service. Jeff Erlitz photo

During the outage this year, the Beach Channel Bridge (often erroneously referred to as the South Channel Bridge), which must swing open to allow for marine traffic to cross Jamaica Bay, also underwent an overhaul to update its aging electrical and mechanical components, which previously were often the source of significant delays in train service.

This was the second rehabilitation of this drawbridge. Between October 28, 1996 and July 31, 2000, Kiska Construction Corporation, along with sub-contractor D. L. Blaine Corporation, rehabbed both this and the North Channel Bridge. As part of that work, under contract E-33499, the North Channel Bridge was permanently closed, the drawbridge control equipment was removed and the bridge's miter rails were replaced with solid rails, which made for a smoother ride.

Though regular weekday A and S service resumed on May 19, the following weekend Rockaway Shuttle S service was extended from Broad Channel to Rockaway Boulevard for its now-usual enhanced summer service. The extended service operated roughly from 9 a.m. to 9 p.m. each weekend.

In addition to the service being extended, the trains are doubled in length and carry conductors. The Saturday schedule requires five AM conductors and two PM conductors, all off the extra list. Sundays require five AM and only one PM conductor.

MTA PRESS RELEASE, April 2

Rail News in Review

New York Metropolitan Area

NEW YORK CITY TRANSIT (NYCT)

Long-Term Track Out of Service

Somehow, this one escaped us. Back on Saturday, February 1, Track 1 in the 148 Street-Lenox Terminal 3 Station was removed from service. This is supposed to continue to Monday morning, December 1, and will allow Judlau Contracting Inc., under contract A-37758, to perform accessibility (ADA) upgrades. This station is one of a group of 13 that are being upgraded under this design-build contract.

This station's single, island platform is a little below street level, actually 15 steps down a double-width staircase. Instead of installing an elevator, they will construct a ramp from the paid zone of the control area down to the end of the platform. Having not seen the drawings, we are guessing that Track 1 will be shortened a bit and that is where the ramp may be located.

For the duration, a supplementary timetable is being operated on the 3. The schedule was adjusted to accommodate the single-pocket operation at 148 Street. On weekdays, there are two morning put-ins from 137 Street-Broadway, at 7:31 and 8:02 a.m. There are two corresponding evening lay-ups at 137 Street, at 8:36 and 10:20 p.m. In addition to those four scheduled trips, the Control Center, and/or local supervision, may also reroute other northbound 3 trains to 137 Street if Lenox Terminal gets backed up.

Platform Edge Barrier Update

Work to install platform edge barriers at various stations continued in earnest during May. As has been the custom, the northbound platforms (or platform edges) were done on Saturday and the southbound platforms on Sunday. From midnight to noon on each day, trains bypassed the stations while the work was underway.

- May 3-4, Grand Army Plaza 2 3 4
- May 3-4, 67 Avenue E F M R
- May 10-11, 75 Avenue E F
- May 10-11, Canal Street J Z
- May 17-18, Hoyt Street 2 3
- May 17-18, Woodhaven Boulevard E F M R
- May 24-25, Wall Street 2 3
- May 24-25, 46 Street E F M R

New IRT Flushing 7 Line Station Renovation Work

Starting on Monday, May 5, and continuing to at least the end of this year, the northbound platform at 103 Street-Corona Plaza is out of service. This is to enable Judlau Contracting Inc., under contract A-46026, to perform various structural repairs. The platform will be modified for ADA access and there will be upgrades to the electrical and communication systems. Lastly, the old lead-based paint will be abated during the repainting process.

New Elevators at 3 Avenue-149 Street 2 5

Two modernized elevators at the 3 Avenue-149 Street 2 5 Station were placed in service on May 1 as part of larger accessibility upgrades. Work involved in the elevator replacement included:

- Full replacement of elevator cab and associated equipment within the cab, shaft, and pit, along with two new elevator head houses at street level
- Modifications to the shaft and pit needed to accommodate new equipment. Equipment updates ensure the elevator ride is smoother and the elevator is more reliable in the future
- Replacing and modernizing all elevator machine room, electrical and mechanical equipment
- Upgrading the remote monitoring equipment, intercom system and cameras

Similar work was performed on the two elevators at 34 Street-Penn Station A C E. Those were placed in service on May 21.

MTA Press Release, May 1
MTA Press Release, May 21

61 Street-Woodside 7 Structure Renovation Work

The structural rehabilitation work that was scheduled to end on May 19 was extended three weeks and is now scheduled to conclude on Monday, June 9. Skanska/Railworks, under contract A-46030, are making final preparations to return express Track M to service.

One-Week Partial Shutdown at Coney Island

From 4 a.m. Wednesday, May 21, until 5 a.m. Tuesday, May 27, all tracks between Stillwell Avenue and Bay 50 Street D/86 Street N were removed from service to allow the double crossover in the middle of the four tracks leading into the station to be replaced.

Southbound D trains operated normal to north of Bay 50 Street, crossed from Track D1 to Track D2 and terminated in the station. Crew changes took place southbound at Bay Parkway. Southbound N trains discharged passengers at 86 Street and relayed on either Track E1 or E2 for northbound service. Crew changes took place southbound at Kings Highway.

Though not directly affected, B trains terminated at Kings Highway instead of Brighton Beach. After discharging passengers on Track A3, trains relayed via Tracks A3/A4 south of the station for northbound service.

LONG ISLAND RAIL ROAD (LIRR)

Fire Disrupts Train Service

Early in the morning on Friday, May 2, a piece of track maintenance equipment that was working on the West Hempstead Branch caught fire and burned. The location was just east of the Westwood Station, on the border of Malverne and Lynbrook villages.

The incident began at or slightly before 3:55 a.m. and involved a rented Loram Rail Mounted Excavation Machine, otherwise known as a Railvac. Several area fire companies responded and put out the flames, but not in time for the AM rush. Nassau Inter-County Express cross-honored for those riders who were going to use the railroad.

The scene of the fire near Westwood. News 12 Long Island photo

The first rescue engine arrived at the scene at 8:20 a.m. to retrieve the three track cars that were unaffected by the fire. Fortunately, these cars were on the west end of the group.

This train left Westwood at 11:08. A second rescue engine, with a gondola car to presumably use as a buffer, arrived at 12:10 p.m. This train, with the damaged excavator, were clear of the branch at 1:06 and headed for Holban Yard. Track repairs then ensued and were completed at 5:04.

A test train, which had been sitting at West Hempstead Station all day, left that station at 5:17 p.m. to test the area in the vicinity of the fire. The tests went fine and the branch was cleared for service at 5:47. Train No. 1764 was the first one to resume service on the branch. It left Atlantic Terminal at 6:14 and arrived at West Hempstead at 7:01, three minutes late. M7 No. 7392 led the six-car consist.

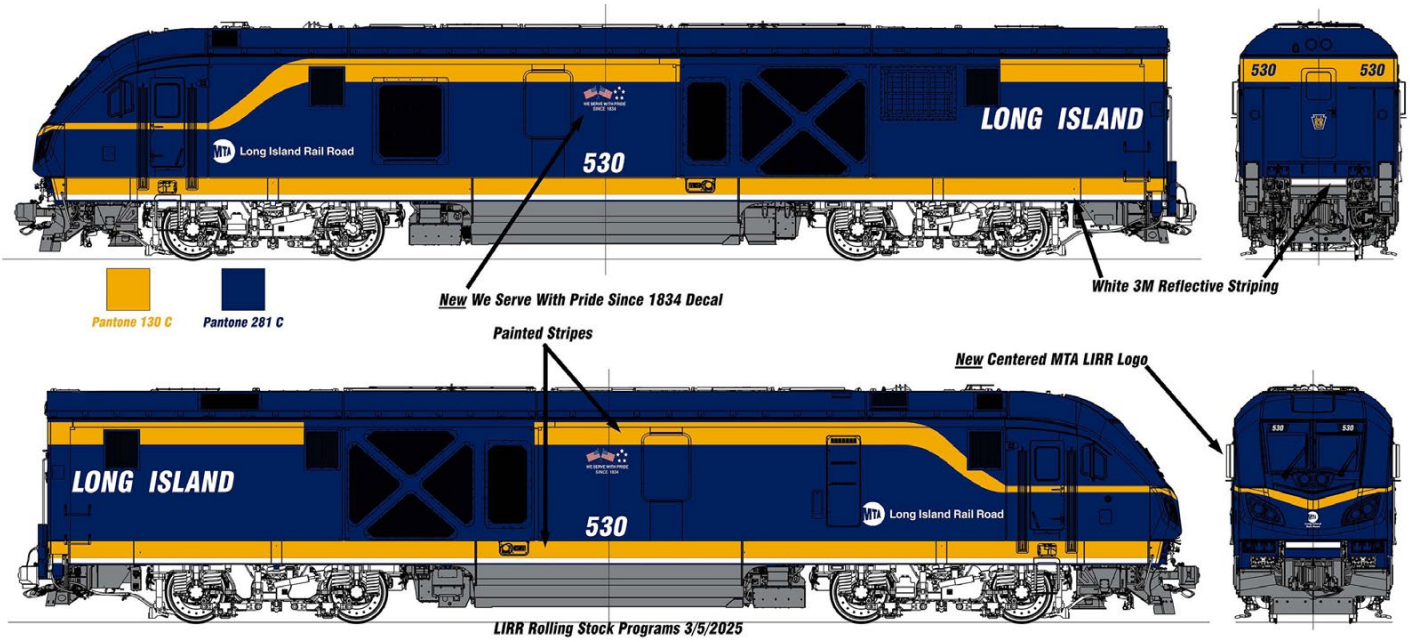
New Locomotive Scheme Unveiled

The paint scheme for the 44 new SC44-DM locomotives that the LIRR has on order from Siemens Mobility was revealed back in February, according to an unnamed source.

The original order for the current fleet of locomotives consisted of 23 DE30-AC diesel-electrics and 23 DM30-AC dual-mode units, for a total of 46 units. One dual-mode unit, No. 503, was withdrawn from service on October 23, 2000, after hitting a shopping cart on the tracks at Huntington and was heavily damaged by the resultant electrical fire. It was scrapped in July of 2018. A second dual-mode, No. 507, was rebuilt to a DE30AC in August, 2013, after an electrical cabinet failure and was renumbered 423. A third dual-mode, No. 511, was involved in a side-swipe collision at Speonk on May 25, 2019 and is stored out of service in Morris Park, probably as a "parts donor."

We presume that with a uniform fleet of just dual-mode units, the total number needed was able to be reduced from the current 46 to 44.

(Below) Rendering of the new locomotive paint scheme. Siemens Mobility



Hollis Station Work

In addition to the platform extension work that is now going on at Forest Hills Station, similar work is going on at Hollis Station. This work actually started back on Monday, March 31, when about 36 feet of the west end of the westbound platform and about 65 feet of the west end of the eastbound platform were removed from service.

With those two platform cutbacks, short temporary platforms were installed at the east ends of both platforms. These extensions were about 30 feet long on the westbound and 20 feet long on the eastbound. This was to enable four cars (the current length) to be platformed. This station is receiving ADA upgrades and, presumably, is having its four-car platforms lengthened to eight cars.

Babylon Station Work Update

On Sunday, May 18, the west ends of both platforms at Babylon Station were returned to service. The renovation and associated ADA work has been completed. Both platforms once again accommodate 12 units.

Locomotive-hauled trains that operate with 12 passenger cars will need to have the last car off the platform, as only 11 passenger cars will platform. This is because the railroad's car stop marker signs apply to both MU cars and locomotives. This is why those car stop marker signs specify "UNITS" and not "MU" — as they used to do.

The station renovation work at Babylon is taking a break for the peak summer travel season. The work will resume in the fall, when the east ends of the platforms are taken out of service.

METRO-NORTH RAILROAD (MNR)

West of Hudson Service Cross-Honored on Hudson and Harlem Lines for One Week

Starting on Monday, May 12, MNR conductors on Hudson and Harlem Line trains honored tickets from stations in Rockland and Orange Counties, to give riders the opportunity to create an alternate travel plan to reach New York City should NJT go out on strike, which they did (see the next news item).

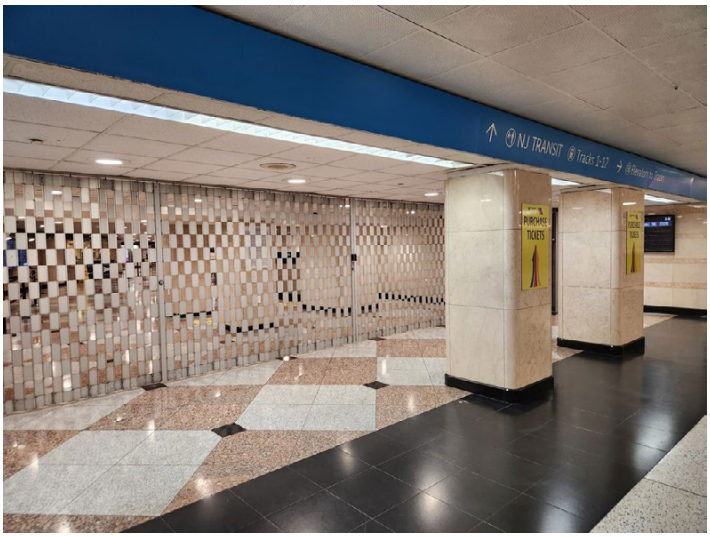
Cross-honoring of weekly and monthly train tickets and of annual parking passes between West of Hudson and East of Hudson Lines ended at the close of service on May 19.

MTA Press Release, May 11
MTA Press Release, May 19

NEW JERSEY TRANSIT (NJT)

Strike Shuts Down Rail Service for Three Days

Almost two years after voting to do so, NJT locomotive engineers launched a strike on Friday, May 16 at 12:01 a.m., leaving some 350,000 daily riders without their normal way to and from work. The strike shut down the agency's 12 commuter rail lines, serving some 166 stations. Buses and light rail routes were not affected, but NJT has said its bus service would only be able to accommodate a fraction of the rail ridership. Officials urged customers to work from home if possible.



The gates at NJT's East End Concourse at Penn Station-New York are closed and locked after a strike by engineers began at 12:01 a.m. on May 16. David Irish/Trains magazine photo

The Brotherhood of Locomotive Engineers and Trainmen (BLET), which represents about 450 NJT engineers, said on its website that the two sides were unable to reach an agreement following 15 hours of nonstop bargaining on the day before. The union launched picketing at several sites as of 4:00 a.m. on May 16. Union members have been working without a contract since 2019, and have sought a significant pay increase, saying they are paid less than engineers at all comparable commuter operations. The union says its members make at least $10 per hour less than engineers for passenger railroads that share platforms with NJT.

As the union has done throughout the negotiations, the BLET national president blasted the transit agency for its 2024 move to a new headquarters building adjacent to Newark Penn Station. NJT says its other 14 rail unions have accepted contracts under a pattern bargaining agreement, and that it cannot afford the terms sought by engineers.

Engineers voted to strike in August 2023. But under the complex rules of the Railway Labor Act, the two sides had to participate in mediation, have one side reject binding arbitration, then await non-binding recommendations from two Presidential Emergency Boards before "self help" — a strike or lockout — was allowed. Even that deadline was pushed back for a time, as the union and agency announced a tentative contract agreement in April, only to have 87% of BLET members vote down the deal.

The start of the strike triggered an NJT contingency plan including temporary Park and Ride locations and additional bus service for communities along its rail lines. However, the agency estimated the expanded bus service could only handle about 20% of normal rail ridership and urged those who could work from home to do so. Neighboring transit agencies PATH and Metro-North also launched contingency

plans, with Metro-North honoring tickets for those who usually use its West-of-Hudson services provided by NJT, while PATH deployed station "ambassadors" to help those unfamiliar with its system, and was prepared to add service to respond to overcrowding.

Then, on Sunday, May 18, a tentative agreement was announced with the BLET, ending the three-day rail stoppage. Regular weekday train service resumed with the start of the service day on Tuesday, May 20, as it took approximately 24 hours to inspect and prepare tracks, rail cars and other infrastructure before returning to full scheduled service. Contingency plans, including bus service from the four regional Park & Rides, were in place and operating on Monday, May 19. NJT continued to deploy customer ambassadors at stations and Park & Ride locations to assist customers as train service restarted.

The national union will begin to conduct a ratification vote by electronic ballot for the 450 BLET members eligible to vote. The agreement also requires a vote by the NJT board at their next regularly scheduled meeting on June 11.
TRAINS, May 16
NJT PRESS RELEASE, May 18
BLET NEWS, May 18

New Multilevel III Cars Unveiled

NJT posted images on Facebook of three of their new Multilevel III cars at the Federal Railway Administration's Transportation Technology Center at Pueblo, Colo. The fleet of 174 cars are being built by Alstom, formerly Bombardier Transportation.

NJT ordered 113 cars on December 12, 2018. This base order Three of the new Multilevel III cars, with No. 7013 in the lead, on the test center track at Pueblo in this undated photo. NJT photo

consisted of 58 control motors, 33 control trailers and 22 trailers. In February 2022, NJT took an option for 25 more cars, funded as part of the Portal North Bridge project. This option consists of five control motors, 17 trailers and three trailers with washrooms. A further 36 cars were ordered in July 2024. This option consists of 14 control motors, two control trailers, 11 trailers and nine trailers with washrooms.
FACEBOOK, May 30

AMTRAK

New ACS-64 Wraps

Amtrak has wrapped two of their Siemens Mobility ACS-64 Cities Sprinter electric locomotives to promote savings for children and inspire summer travel. Amtrak teamed up with Crayola to wrap locomotive Nos. 620 and 621 (both, 8/2014) in two different crayon schemes.

Northeast Regional train No. 86 (Richmond, Va.-Boston, Mass.), with ACS-64 No. 620 doing the honors on only the third day in this wrap, in seen crossing the Wepawaug River in Milford, Conn. on May 12. Geoff Beard photo

Eight days after the previous photo, on May 20, Northeast Regional train No. 172 (Washington, D.C.-Boston, Mass.), with ACS-64 No. 621, in seen at the same location, crossing the Wepawaug River in Milford, Conn. Geoff Beard photo

One locomotive is draped in Violet Blue and features the collection of eight retired crayon colors that Crayola recently brought back for a limited time — a first in the company's 122-year history. The second locomotive is enveloped in the color Dandelion — a golden yellow and one of the "unretired" crayon colors. The locomotive also stars crayon character "Dan D," the Crayola Ambassador of Creativity.
AMTRAK PRESS RELEASE, May 8

East River Tunnel Shutdown

After a delay of a couple of weeks, Amtrak shut down Line 2 of the East River Tunnels on Monday, June 2. Line 2 was normally mostly used by Amtrak Northeast Corridor trains to Boston, Springfield and Vermont, as well as Amtrak and NJT yard moves between Penn Station and Sunnyside Yard.

The last "train" to use Line 2 was Amtrak ACS-64 No. 636, a light engine move from Sunnyside Yard. It left the yard at 11:22 p.m., passed F Interlocking in Long Island City at 11:28, and it arrived on Track 6 at Penn Station at 11:34.

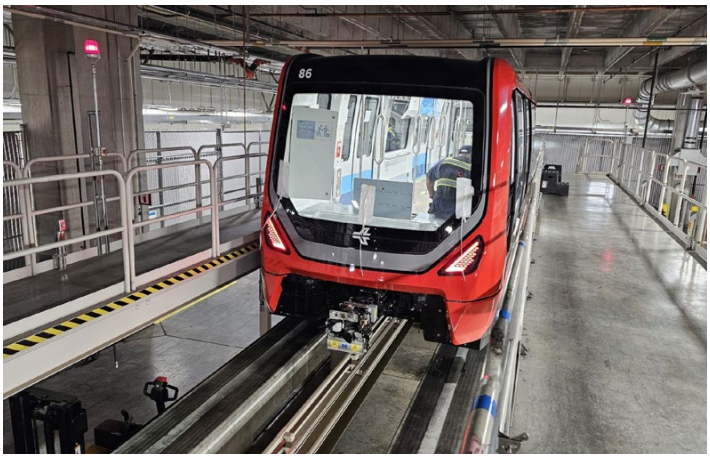
Starting at 11:18 p.m., all eastbound trains leaving Penn Station used Line 1, the southernmost tube, including LIRR trains. By necessity, LIRR trains must be on Track 17 or lower for the move to Line 1. For reasons unknown to us, Line 4 (the northernmost tube) was also taken out of service that night, possibly for normal maintenance. The last train to use it was LIRR train No. 7591 from Huntington, which arrived at Penn Station at 11:10. After this train passed through, all westbound LIRR, NJT and Amtrak trains used the normally-eastbound Line 3 tube from Long Island City to Penn Station. Line 4 did return to service shortly afterward, though, at 12:50 a.m. on Monday, June 2, with LIRR train No. 6197 from Babylon.

Other U.S. Systems

ATLANTA, GA.

New Plane Train Cars Unveiled

Hartsfield-Jackson Atlanta International Airport (ATL) unveiled new cars for its Plane Train to move passengers between terminals and gates.



One of the new Innovia 300R cars for Hartsfield-Jackson's Plane Train. ATL photo

The Plane Train, which first began operations in 1980 with 17 Innovia CX100 vehicles *(Editor's note: These original cars were manufactured by Westinghouse Electric. The license to use the technology has passed hands several times, from Westinghouse to AEG in 1988, to Adtranz in 1996, to Bombardier Transportation in 2001, and most recently to Alstom in 2021)*, has expanded its fleet to its current 59 cars. As part of the ongoing Plane Train Tunnel West Extension, ATL will add 14 of these new Alstom Innovia 300R vehicles to its fleet by the end of March 2026, increasing the total number of vehicles to 73.

According to ATL, the fleet expansion will increase transport capacity from 10,000 to 12,000 passengers per hour in each direction. Most importantly to passengers, wait times between trains will shorten from 108 seconds to just 90 seconds. As of last year, the world's busiest airport hosted over 108 million passengers.

ROUGH DRAFT ATLANTA, May 8

DENVER, COLO.

All Speed Restrictions Now Removed

The Regional Transportation District (RTD) has lifted the last of 31 light rail speed restrictions put into place last year on D, E, H and R light rail lines as the agency implemented more rigorous standards for regularly inspecting its more than 120 miles of light rail track. The final speed restriction, an approximately 400-foot southbound segment north of Southmoor Station, was removed on the morning of May 27 after crews completed the repairs during regular maintenance hours.

Inspections that began last May as RTD intensified its focus on maintaining its assets in a state of good repair found several minor issues and track imperfections along isolated sections of the agency's light rail network. Until preventative maintenance work could be completed, 10 mph speed restrictions were implemented across four separate slow zones. A team of nearly 100 RTD staff, from rail laborers to track maintainers, worked in three shifts to complete the repairs.

RTD NEWS, May 27

LOS ANGELES, CALIF.

Purple Line D Extension Prepares to Open

Los Angeles County Metropolitan Transportation Authority is nearing completion of Phase 1 of the D Line Extension Project, the long-anticipated subway extension beneath Wilshire Boulevard that will connect Downtown Los Angeles with some of the most significant areas of the Westside. This project officially broke ground in 2014 but has been much longer in the making, and will change the way people move around Los Angeles for decades to come. Phase 1 of the D Line Extension, which includes three new stations — Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega — is projected to open by the end of 2025. Sections 2 to Century City and 3 to Westwood/VA Hospital are anticipated to open, respectively, during the second halves of 2026 and 2027.

Section 1 of the new subway is getting ready for primetime. The tunneling is complete, the tracks have been laid, the third rail has been installed, the lighting is in, and the artworks are being installed.

Currently, communication and power systems between the existing D Line and the new, soon-to-be opened Section 1 are bring connected. The subway is monitored by computer systems that regulate everything from air quality to ventilation to the emergency sprinklers. In order to link these systems, the D Line will temporarily close starting at the beginning of service on May 17 continuing through end of service on July 25.
LACMTA SERVICE NOTICE, May 6

Foothill Gold (A) Line Update

The Metro Gold Line Foothill Extension Construction Authority announced the dates for station dedication ceremonies. The Authority emphasized that these are not going to be opening ceremonies, just station dedications. The ceremony dates are as follows:

- Glendora: Thursday, June 5, at 1 p.m.
- San Dimas: Saturday, June 7, at 10 a.m.
- Pomona North: Friday, June 20, 2025, at 1:30 p.m.
- La Verne/Fairplex: Saturday, June 21, at 10 a.m.

FOOTHILL GOLD LINE NEWS, May

ORANGE COUNTY, CALIF.

First OC Streetcar Vehicle Unveiled

The Orange County Transportation Authority (OCTA) unveiled the first vehicle that will operate on the OC Streetcar system, giving OCTA Board members and elected officials a first look at what will be the county's first modern, electric streetcar and another important zero-emission transit option for central Orange County.

The vehicle, manufactured by Siemens Mobility in Sacramento, is the first of eight to be delivered for the OC Streetcar. Attendees at the event, held at the streetcar's base in Santa Ana, were invited to walk through the vehicle and learn about its design and features from OCTA staff.

The features of the Siemens S700 vehicle include:

- A length of 90 feet, weighing just over 100,000 pounds
- Designed to carry up to 211 passengers, including 62 seated and 149 standing
- A 70% low-floor vehicle, designed for accessibility and rider comfort
- Four sets of double doors on each side for efficient boarding
- Articulated with three sections, to allow for easier turning
- The vehicle meets all ADA requirements and includes hydraulic level boarding to improve access for passengers using mobility devices, strollers and bicycles

The vehicle's maximum operating speed is 44 mph, which will be reached along the former Pacific Electric right of way. Street-running segments will operate at or below the speed limit to ensure safe and predictable travel while operating alongside other cars, cyclists and pedestrians.

Additional features include:

- Energy-absorbing bumper for added safety
- Emergency Battery Drive, powered by lithium-ion batteries, allowing the vehicle to move at least 300 feet under its own power in the event of power disruption

The OC Streetcar will run on a four-mile route between the Santa Ana Regional Transportation Center and Harbor Boulevard in Garden Grove. It will serve some of the most densely populated neighborhoods in the county, Downtown Santa Ana and the Civic Center, and connect with Metrolink rail service, regional and international bus services and OCTA's busiest local bus routes.

S700 No. 101, the first vehicle delivered to OCTA. OCTA photo

Up to six vehicles will be in service daily, with two spares rotating in as needed, and stops will occur every 10 to 15 minutes at 10 stations in each direction.

The OC Streetcar is being constructed in coordination with the cities of Santa Ana and Garden Grove, the California Department of Transportation, and the Federal Transit Administration. The $649 million project is funded with federal, state and local dollars, including Measure M, the county's half-cent sales tax for transportation improvements.

The track for the streetcar project is finished along the entire route and, overall, the project is approximately 92% finished. Testing of the OC Streetcar vehicles is set to begin in coming weeks in the Pacific Electric right of way, then later in the year move to city streets. Following months of testing, the public operations are slated to begin in spring 2026.
OCTA PRESS RELEASE, May 7

PHILADELPHIA, PA.

Chestnut Hill East Line Temporarily Suspended

SEPTA will rehabilitate five bridges along the Chestnut Hill East Line, starting June 15 and continuing through September 2, between Wayne Junction in Germantown (Nicetown-Tioga) and Cresheim Valley Drive in Northwest Philadelphia.

There will be additional service provided on the Chestnut Hill West Line. On weekdays, three additional inbound and outbound trains will provide 30-minute service during peak AM and PM hours, and hourly service in off-peak hours. On

weekends, nine inbound and 10 outbound trains will provide hourly service to supplement increased ridership.

This project includes the following bridges:

- Wayne Avenue
- Logan Street
- Chew Avenue
- Mt. Pleasant Avenue
- Cresheim Valley Drive

SEPTA NEWS, May 22

PHOENIX, ARIZ.

South Central Extension/Downtown Hub Update

Valley Metro and the city of Phoenix are moving the South Central Extension/Downtown Hub project into the next testing phase, ahead of the project's June 7 launch.

Trains will be operating more frequently in the following areas:

- Fifth Street to Third Avenue along Washington and Jefferson Streets
- McKinley Street to Sherman Street along Central and First Avenues
- Sherman Street to Baseline Road along Central Avenue

The 5.5-mile extension will operate between downtown Phoenix along Central and 1st Avenues, continuing south to Baseline Road. The expansion will also introduce a two-line rail system intersecting at the new transit hub in downtown Phoenix.

According to the agency, the project will help to connect historically underserved communities to regional destinations, including downtown Phoenix, the airport area, educational institutions and key employment centers.

Valley LRVs 113+133 (Kinki Sharyo, 2008) have stopped at the new Lincoln/Central Avenue stop while testing on Valley Metro's future Line B. The view is looking northwest from the south end of the station, at Grant Street. Valley Metro photo

Metro predicts the new extension will bring in more than 8,000 daily riders to the light-rail system, which currently serves approximately 35,000 boardings per day.

The agency notes the expansion also introduces modern infrastructure improvements, including 18 community-driven public art installations created by artists who are predominantly local.

MASS TRANSIT, May 8

SACRAMENTO, CALIF.

Green Line Service Suspension

The Sacramento Regional Transit District (SacRT) will temporarily suspend Green Line light rail service beginning Monday, June 16, to accommodate major construction in the Railyards, including the addition of a new light rail station at 7th Avenue and Railyards Boulevard. The service suspension is expected to last through summer 2026.

The temporary closure will only impact one station, 7th & Richards/Township 9, as all other Green Line stops are also served by either the Blue or Gold lines. Construction will begin with track alignment work in June, followed by station construction starting in October. The new station is expected to be completed and open for service by summer 2026.

SACRT NEWS, May 28

SEATTLE, WASH.

West Seattle Link Extension Update

Sound Transit has received the Federal Transit Administration's (FTA) Record of Decision for the West Seattle Link Extension project. This major milestone allows the project to advance into the next stage of development, the design phase.

The 4.1-mile West Seattle light rail extension was approved by voters in 2016 as part of Sound Transit 3, and this approval of environmental work is the culmination of the planning phase that began in 2017. In that time, the project team has worked closely with the West Seattle community and agency partners to develop an alignment and future station locations that will serve more than 24,000 riders a day and cut travel times from Alaska Junction to Westlake in half, while enhancing station access and the transfers from buses to light rail.

With this record of decision, Sound Transit will advance engineering and design on the route and station locations selected by the Board in October 2024. At the same time, Sound Transit is continuing work to inform a financially sound West Seattle Link Extension project, including financial, programmatic and project-level measures to improve affordability.

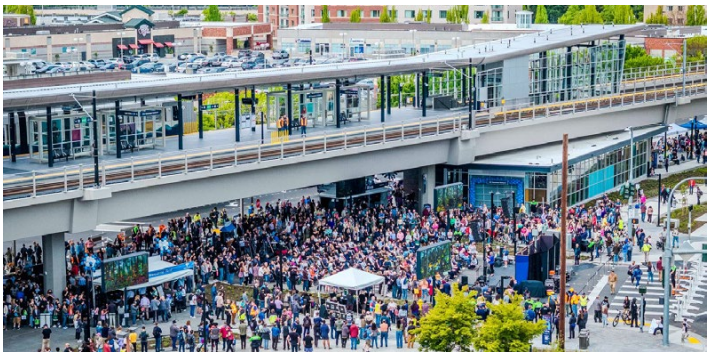
SOUND TRANSIT NEWS RELEASE, April 29

Light Rail to Downtown Redmond Opens

Starting May 10, passengers in east King County were able to take light rail between downtown Redmond and South Bellevue and make convenient connections to the regional transit network. The 3.4-mile extension of the 2 Line includes stations at Marymoor Village and Downtown Redmond, as well as 1,400 new parking spaces at Marymoor Village.

This is Sound Transit's fourth opening in the past year-and-a-half and the first ST3 project to open. Last August, the

Lynnwood Link extension opened, extending the 1 Line by four stations and bringing light rail to Snohomish County for the first time. The 2 Line opened between South Bellevue and Redmond Technology Station the previous April; and the T Line opened service to Hilltop in September 2023. Two more openings are planned within the next year, with the completion of the 2 Line and the start of 1 Line service to Federal Way.



View of the festivities at the opening of the Downtown Redmond Station on May 10. Sound Transit photo

Voters approved the Downtown Redmond extension in 2016 as part of the Sound Transit 3 (ST3) ballot measure. The two new stations in Redmond are the first to be completed as part of ST3.

Stacy Witbeck/Kuney JV is the Design-Builder for the Downtown Redmond Link Extension. As part of the Design-Build team, Jacobs and Hatch led the design effort; Hensel Phelps delivered the garage and station structures; and Mass Electric and Modern Rail Systems executed the systems scope, including overhead catenary, traction power, signaling, and communications. The project remains on schedule and within the $1.5 billion budget.

The Downtown Redmond extension will serve the following stations:

- Marymoor Village Station. Located along SR 520 just west of SR 202/Redmond Way, this surface level station provides easy access to the range of activities located at Marymoor Park. The station includes a parking garage with 1,400 new spaces and a connection to King County Metro route 269.
- Downtown Redmond Station. This is the final stop on the 2 Line. The elevated station straddles 166th Avenue Northeast in downtown Redmond close to parks, housing and retail. It provides easy access to the Sammamish Slough walking and biking trail, and connections to King County Metro route 250, RapidRide B Line and DART routes 224 and 930.

The 2 Line will run every 10 minutes from 5:30 a.m. to 9:30 p.m. seven days a week between South Bellevue and Downtown Redmond stations. Passengers will be able to connect with the regional transit network at South Bellevue, Bellevue Downtown, Redmond Technology, Marymoor Village and Downtown Redmond stations.

Bike parking is available at all stations, and several 2 Line stations are accessible from the Eastrail corridor and the regional trail network.

SOUND TRANSIT NEWS RELEASE, May 10

WASHINGTON, D.C.

Automatic Train Operation on the Green and Yellow Lines Begins

Automatic Train Operation (ATO) began on the Green and Yellow Lines on Friday, May 23 after rigorous internal training and testing and concurrence from the Washington Metrorail Safety Commission.

Train operators will continue to work in the cab. With ATO taking over some tasks, operators can better observe safety concerns and the environment around the train, monitor track conditions, and close the doors when passengers are safely onboard. ATO is not used during inclement weather, single tracking, and when workers are on the tracks.

Metro began ATO operations on the Red Line last December, reducing travel time on end-to-end Red Line trips by eight minutes. Since implementation, there have been no safety issues or red signal violations for trains operating in ATO.

WMATA NEWS, May 20

International

BUCHAREST, ROMANIA

Metro Trains Ordered

Romania's government has approved the procurement of 12 metro trains worth up to Lei 1 billion ($US 200.9 million). The trains will initially run on Line M4 between Gara de Nord and Straulesti, before moving to Line M6, currently under construction between 1 Mai and Henri Coanda (Otopeni) Airport.

Astra No. 115 (IVA, 1986) is shown on display at the North Railway Station in June of 2014 on the occasion of the 75th anniversary of the opening of the Romanian Railway Museum.
TheRTF photo via Bucharest Metro Wiki

Operator Metrorex has previously reported that it expects

to launch the tender for the new fleet in the second half of this year. The new trains will replace 40-year-old IVA (Intreprinderea de Vagoane Arad) trains, but as the automatic train control system on Line M4 differs from that installed on the rest of Bucharest's metro network it will be replaced at the same time as the first phase of Line M6 is under construction between 1 Mai and Aeroportul Otopeni. The upgrade to Line M4 will in any case be necessary as both lines M4 and M6 share a common section between Gara de Nord and 1 Mai.

Funding of the new fleet is expected to come from a combination of European Union and government sources. Local news media outlet Economedia notes that the previous order for metro rolling stock, 13 trains for Line M5 that were supplied by Alstom, cost Lei 500 million.

Costing a total of Lei 7.8 billion, Line M6 is one of Romania's largest infrastructure projects and is scheduled to open to Henri Coanda Airport in 2028. It will be 14.2 kilometers long and serve 12 new stations. Last autumn, three consortia were shortlisted to construct a 12-kilometer extension to Line M4 from Gara de Nord 2 to Gara Progresul, with 12 intermediate stations, after submitting technical and financial bids for the €2.5 billion project in June. The identity of the shortlisted parties has still not yet been revealed.
INTERNATIONAL RAILWAY JOURNAL, May 14

BUDAPEST, HUNGARY

Tramway Extension

Hungary's Ministry of Construction & Transport has called tenders for a 2.8-kilometer seven-stop tramway extension in Budapest, branching off the existing network at Szent Gellert ter and running along the Buda side of the River Danube to Budafoki ut/Dombovari ut on tram Route 1.
METRO REPORT INTERNATIONAL, May 14

T5C5K2 No. 4333 (CKD-Tatra, 1984), with an unnoted second unit, is seen operating on Route 41 at Szent Gellert ter in this view northwest on September 1, 2024. The new tram route would continue south from this point along the west bank of the Danube River.
Jan Petras photo via Urban electric Transit

FRANCE

Intercity Train for the 21st Century Unveiled

The Oxygene intercity trainset was officially unveiled on April 24 by the manufacturer (CAF), operator SNCF Voyageurs and the French government.

The project to procure a new fleet for 200 km/h services on conventional lines began in 2016, and in October 2019 CAF was awarded a €715 million contract to supply 28 sets. Of these, 12 are needed for the Paris to Clermont-Ferrand service and 16 for the Paris to Limoges to Toulouse route. A €650 million order for a further 22 sets to operate on the Bordeaux to Marseille route was placed in December 2024. Separately, Morocco's ONCF has also ordered similar trainsets.

Designated Class Z26700, an articulated Oxygene set with 10 aluminum-bodied coaches is 188 meters long. There are 420 seats, which is 24 more than a set of seven Corail coaches. The three first class coaches have red seats arranged 2+1, and the five second class coaches with 2+2 blue seats.

Coach 4 has features for passengers with reduced mobility, including barrier-free access, dedicated seats and an and accessible toilet; a train will not run if the accessible toilet is out of service. Coach 5 has catering and staff facilities.

(Below) Two of the new Oxygene train sets, probably at the test center in Velim. SNCF photo

Tables are designed for laptop computers and smartphones, and all seats have two armrests and electric and USB sockets. The lighting adjusts to the time of day, and there is CCTV, air-conditioning, wi-fi and a passenger information system. There is space for 10 bikes. The trains can operate under 1.5 kV DC or 25 kV 50 Hz overhead, with the two end cars and two center cars each having two axles driven by asynchronous traction motors, giving a continuous rating of 4 MW.

The trains are fitted with ETCS (European Train Control System) and the KVB train protection systems. The cab has forward-facing CCTV, a fridge and alcohol test equipment. The doors on the Corail stock are opened and closed by the train manager, but on the Oxygene fleet the doors will be controlled by the driver, with the train manager having more of a focus on customer service.

The government is investing a further €100 million in the four Technicentre Oxygene maintenance facilities. The

Villeneuve-St-Georges depot for the Paris to Clermont-Ferrand line has three tracks for maintenance and preparation of Oxygene sets plus two tracks for a wheel lathe and jacks. The Paris-Massena depot for the Toulouse route will have two tracks for maintenance and 12 for train preparation.

There will also be servicing sites in Clermont-Ferrand and Brive, with train washing plants, controlled emission toilet emptying facilities and the ability to undertake minor repairs, informed by onboard monitoring systems which will support direct discussions with drivers and train managers.

Maintenance would be undertaken overnight, with the number of staff at the sites expected to increase from 22 now to 130 in 2027. The operator will have access to all technical documentation, which will be adapted to its working practices. The first seven trainsets are being assembled at CAF's Beasain plant in Spain, and the rest at Reichshoffen. CAF is responsible for design, production and type approval, which will be followed by intensive testing by SNCF Voyageurs prior to the start of revenue service.

Two trainsets are currently at the Velim test center in the Czech Republic, and a third is at Villeneuve-St-Georges to support the maintenance planning process. A fourth trainset to be delivered this summer will enable the start of dynamic testing on the two routes, with approval for operation expected by the end of 2026.

Entry into service on the Toulouse and Clermont-Ferrand routes is currently envisaged for March 2027, by which time an initial 18 trainsets should be available. All 28 sets from the first order are expected to be delivered by the end of 2027, when infrastructure modernization will be completed to reduce journey times and an additional daily return service will be added to the timetable. Delivery of the 22 trainsets for Bordeaux to Marseille services would then follow. RAILWAY GAZETTE INTERNATIONAL, May 14

HAMILTON, ONTARIO, CANADA

LRT Request for Proposals Issued

Following a request for qualifications, the province of Ontario has invited four consortia to submit proposals for the Package 1 Civil & Utilities Work contract for the Hamilton Light Rail Transit project. The teams are:

- Hamilton Synergy Alliance (applicant lead: AtkinsRealis Major Projects)
- Steel City Alliance (applicant lead: Dufferin Construction Co)
- Kenaidan Murphy Joint Venture (applicant lead: Murphy Infrastructure)
- Aecon Hamilton Transit LRT Partnership (applicant lead: Aecon Infrastructure Management)

The proposals will be evaluated and one consortium selected for the alliance development phase, which will see it work with Greater Toronto & Hamilton Area transport agency Metrolinx and its stakeholders to progress designs and a construction schedule.

The province and federal government are investing up

Map of Hamilton's LRT line. Metrolinx

to C$3.4 billion in the Hamilton LRT, which will run on a 14-kilometer route from McMaster University to Eastgate Square with 17 stops, including City Hall, Hamilton Stadium and Eastgate Square. Five advanced early works projects have already been completed, and four more are underway. METRO REPORT INTERNATIONAL, May 26

LONDON, ENGLAND

Croydon Tram Control System to Be Replaced

Transport for London is to call tenders in July for a contract to replace the control system on the Croydon tram network. The existing London Trams control system has two parts. The current Tram Management System at Therapia Lane depot was deployed in 2014, while programmable logic controllers dating from the opening of the network in 2000 are installed at various locations to provide autonomous local decision making and control. Both parts of the system contain elements that are nearing life expiry.

Variobahn 2559 (Stadler Rail, 2012) has paused at Fieldway on its way to New Addington on April 26, 2019. Jeff Erlitz photo

TfL plans to award one supplier two contracts. An initial two-year fixed-price contract would cover the design and

implementation of a replacement system covering all the control requirements. This would be followed by an ongoing maintenance and support contract running for five years from January 2027, with an option to extend to December 2048 to cover the expected 20-year life of the technology.

Separately, TfL plans to award a contract to design and build a stores building and an additional stabling track for three trams.
METRO REPORT INTERNATIONAL, May 6

MADRID, SPAIN

Work Begins on Airport Metro Extension

Metro de Madrid announced on May 19 that work had started on the construction of an extension of Line 5 to Madrid-Barajas airport. The €181 million project will involve the construction of 1.7 kilometers of line in tunnel from Alameda de Osuna to the airport, where it will share the existing Line 8 station serving terminals T1, T2 and T3, which is to be remodeled.

Rendering of the new airport station. Metro de Madrid

The contractors are FCC, Sacyr and Becsa. A particular challenge comes from the need to avoid subsidence when boring under the M-11 and M-14 motorways, as the use of a TBM for such a short stretch of tunnel was deemed to not be economically viable. Cut-and-cover tunneling will be used at the airport, where Line 5 will terminate at a building designed by Estudio Lamela, which is to be created on the western side of T2.

The lower level of the station shared with Line 8 will have four tracks and three platforms, and the 20,000-square-meter station box will have a 1,630-square-meter glazed roof. Completion is scheduled for 2028.

Around 40,000 people work at the airport, which handled more than 66 million passengers in 2024.
RAILWAY GAZETTE INTERNATIONAL, May 26

MAINZ, GERMANY

New Trams Ordered

Following a European tender, Skoda has been selected to supply 22 trams to Mainz in 2028-30. Announcing the order on May 20, operator MVG said new trams are needed to increase capacity to handle growing ridership, to ensure long-term reliable operation and to meet modern requirements for accessibility and air-conditioning.

The €100 million investment is being largely financed by municipal company Mainzer Stadtwerke, with €12 million from the city of Mainz and €5 million from Land of Rheinland-Pfalz.

MVG was looking for a proven design — similar vehicles have been ordered for Mannheim, Bonn and Kassel — with bogies rather than rigid wheelsets for quiet operation.

Rendering of Mainz's new tram. MVG/Skoda

The Mainz trams will be 43.5 meters long, with five double doors for quick entry and exit and a capacity of 258 passengers, including 96 seated. They will replace six high-floor Duwag M8C trams built in 1984 which have a capacity of 139 passengers, and 16 low-floor Adtranz GT6M-ZR vehicles from 1996 with a capacity of 143. The Skoda trams will have a continuous stepless floor, four spaces for wheelchair users and significantly more space for the increasing number of wheelchairs and bicycles. They will have wi-fi, USB charging sockets, large information displays and LED lighting.
METRO REPORT INTERNATIONAL, May 23

MUMBAI, INDIA

Metro Line 3 Nears Completion

Mumbai's underground metro Line 3 is nearing completion, with the opening on May 10 of the Phase 2A extension running 9.8 kilometers south from Bandra-Kurla Complex to Acharya Atre Chowk. The extension adds six stations serving religious, cultural and business destinations.

The initial 12.4-kilometer section of Line 3, known as the Aqua Line, from Aarey to Bandra-Kurla Complex, was inaugurated by Prime Minister Narendra Modi in October 2024. The full line is scheduled to be completed in August this year with the opening of the 11.3-kilometer Phase 3 from Acharya Atre Chowk to Cuffe Parade.

The line is worked by a fleet of Alstom Metropolis trainsets and is operated by Delhi Metro Rail Corp under a 10-year contract awarded by Mumbai Metro Rail Corp.
METRO REPORT INTERNATIONAL, May 15

NANTES, FRANCE

Tramway Extension Opens

Line 1 of the Nantes tramway was extended one stop to the Babiniere stop in La Chapelle-sur-Erdre. This extension of slightly less than one mile makes it possible to connect with the Nantes-Chateaubriant tram-train line.

The line bridges over the Erdre River and the Boulevard Alexander Fleming peripheral road. On weekdays, more than 110 trams will serve the terminus every nine minutes in peak hours, every 15 minutes in off-peak hours. A new parking garage is being built next to the platforms, with 450 spaces for cars. It is scheduled to open this autumn.

Citadis 405 No. 406 (Alstom, 5/2024) at the new terminal at Babiniere. Marius Delaunay/Radio France photo

Operator Nantes Metropole does not intend to stop with this small extension. Babiniere is intended to become the starting point of the new line 6, which will pass over the Anne de Bretagne Bridge and the new University Hospital of Nantes. This new line 6 will make it possible to reach the southern terminus at the town hall of Reze, south of downtown Nantes, in 40 minutes by the end of 2027.

Tram line 1 is the most popular one in the metropolis, with more than 110,000 trips per day.

ICI, May 23

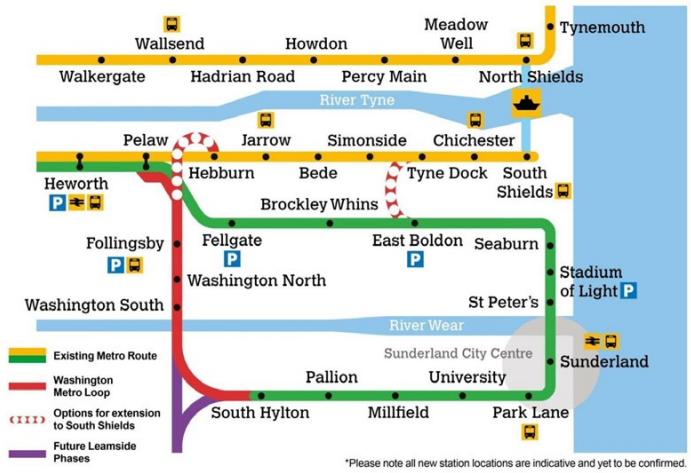
NEWCASTLE UPON TYNE, ENGLAND

Tyne & Wear Metro Extension Study Commissioned

Arup has been appointed to undertake a feasibility study for the proposed Tyne & Wear Metro extension to Washington, including survey and design work for infrastructure including stations and bridges.

The 13.5-kilometer Washington Metro Loop would use former railway alignments to link the existing Tyne & Wear Metro stations at Pelaw and South Hylton via Washington, which is one of the largest U.K. towns without a rail service. The feasibility study will be used to develop an outline business case including economic impact data and estimated costings which will be used to argue for government funding for the project.

METRO REPORT INTERNATIONAL, May 30



Map of the proposed metro extension. Tyne & Wear

OSLO, NORWAY

Metro Station Construction Contract Signed

Skanska has signed a NKr1.7 billion contract to build the underground Skoyen Station as part of Oslo's 8-kilometer Fornebu Line metro project.

The station hall will be approximately 45 meters below ground level. The station is intended to increase capacity and improve connectivity between metro, tram, rail and bus services at one of Oslo's busiest public transport hubs. Announcing the contract on May 27, Skanska said construction would be carried out with a strong focus on energy efficiency and reduced climate impact.

Construction is scheduled to start in September for completion in 2029.

METRO REPORT INTERNATIONAL, May 28

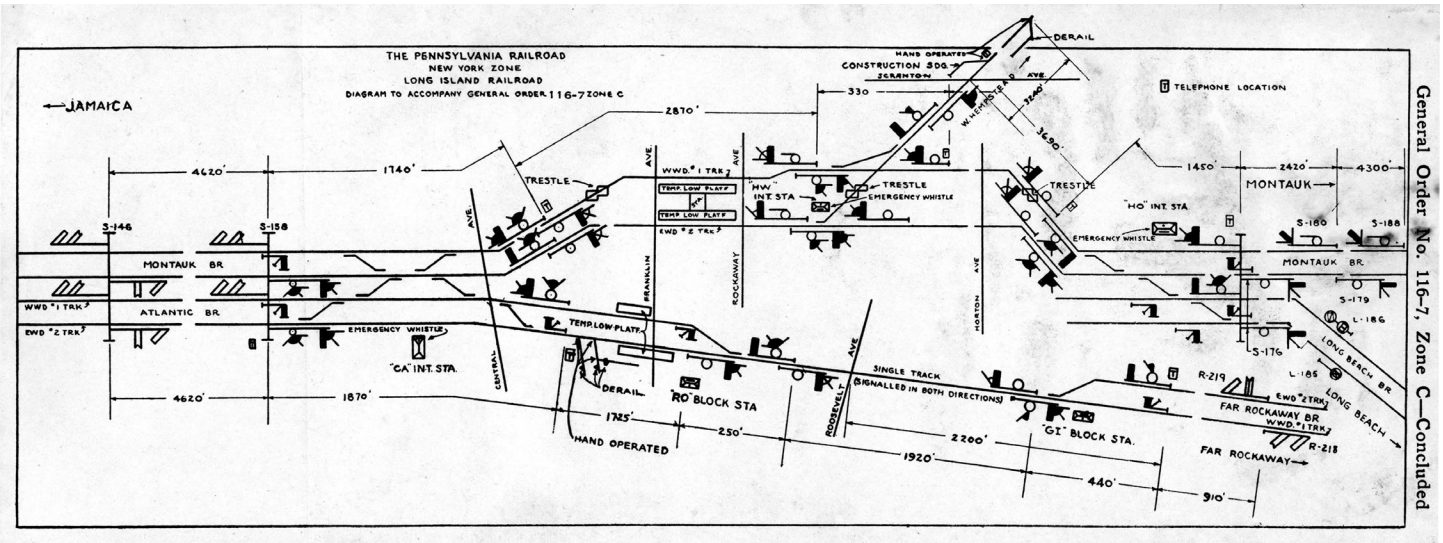
Rendering of the station entrance at street level. Skanska

From the Camera of Henry Wilhelm (ERA #1968)

Henry grabbed his camera, note pad and pencils and visited Valley Stream on October 1, 1932. The Long Island Rail Road had begun the massive grade separation project at Valley Stream seven weeks before Henry's visit, on August 10.

Valley Stream is technically the junction of four branch lines. The two tracks of the Montauk Branch and two tracks of the Atlantic Branch (which are side by side on a four-track right-of-way) pass through the area, while the Far Rockaway and West Hempstead Branches join in from the south and north, respectively. As such, this junction includes a reasonably complex interlocking.

For the grade separation project, the Montauk and Atlantic Branch tracks were relocated to temporary "shoo-fly" tracks to the north of the existing at-grade right-of-way and reduced from four to two tracks. The Far Rockaway Branch was relocated to the south of the existing right-of-way. For the duration of the project, VA Tower, which controlled the entire junction, was not in service. In its place were five temporary block stations, as shown on the track and signal diagram below, which is from the Long Island Rail Road general order placing the Far Rockaway Branch shoo-fly tracks into service, on August 31, 1932.



(Below) View looking railroad-west from the rear of a Far Rockaway-bound train on the shoo-fly tracks at the temporary Valley Stream Station.

(Above) View looking east at HW Block Station, where a West Hempstead-bound train has just crossed the temporary westbound Montauk Branch Track 1. (Below) Looking east from the Central Avenue grade crossing, within the limits of CA Block Station's control. Montauk/Atlantic Branch is to the left and Far Rockaway Branch is to the right. All photos are in the collection of the Western Connecticut Chapter-National Railway Historical Society

A Dive in the ERA Archive

An occasional feature of the Bulletin. The objective is to publish several times a year, as interesting content is made available and digitized.
By Paul Grether (ERA #6933)

This month's feature comes from an unmarked box. Some background on a couple of interesting pictures follows:

The Long Island Rail Road (LIRR) operated railway post office (RPO) service and transported mail by rail almost since its inception. Following the opening of Pennsylvania (Penn) Station in Manhattan, significant infrastructure connected the adjacent New York General Post Office built across the street to mail platforms in Penn Station for connection to various railroads' RPO and express services. LIRR was one of the few railroads to operate dedicated mail/express electric multiple unit (EMU) equipment to move the mail. In 1958 operations were moved from Penn Station to a new Richmond Hill Mail Dock, with postal trucks making the connections to the city. The last LIRR mail train services operated between Richmond Hill and points east on June 18, 1965.

The Canadian National (CN) was the operator of the Montreal suburban electrification, originally constructed by the Canadian Northern Railway, which became part of CN in 1919. The electrification opened in 1918 and had several expansions until the last section opened in 1947 for a total of 46 electrified track miles. The electrification was almost exclusively used for passenger service, with both EMU and locomotive-hauled passenger cars. Originally contemplated as a solution to tunnel operation through the new Mount Royal Tunnel to give CN improved access to Montreal, the 2,400 V DC General Electric (GE) designed system was modeled on the Butte, Anaconda and Pacific (BA&P) electrification. The original fleets of GE locomotives were identical to the units of the BA&P. After inheriting some English Electric-built boxcabs from a Montreal Harbor operation, the final electric locomotives were three Erie-built GE steeplecabs delivered in 1950, which would serve in passenger service until the system was converted to AC operation in 1995.

This month we also publish an additional photograph of the Nassau County Railway. The Nassau County Railway was a sister operation of the Glen Cove RR covered in the March, 2025 *Bulletin*. Both streetcar systems were owned by the Long Island Rail Road, and operated with an unusual 2.2 kV AC system with pantograph current collection. The Nassau County Railway operated between the Glen Cove/Glen Street LIRR station (where it connected to the Glen Cove RR) and the center of Sea Cliff. The line was 1.55 miles in length.

The author discovered this new photo in the collection of the late Joe Saitta. This collection was graciously donated to

(Below) Nassau County Railway open car No. 301 at the Long Island Rail Road Glen Street station terminus in Glen Cove, N.Y. Note the pantograph for AC power collection and the interesting wire maintenance rail cart visible just underneath the "GLEN COVE" station sign on the left. Date and photographer unknown.

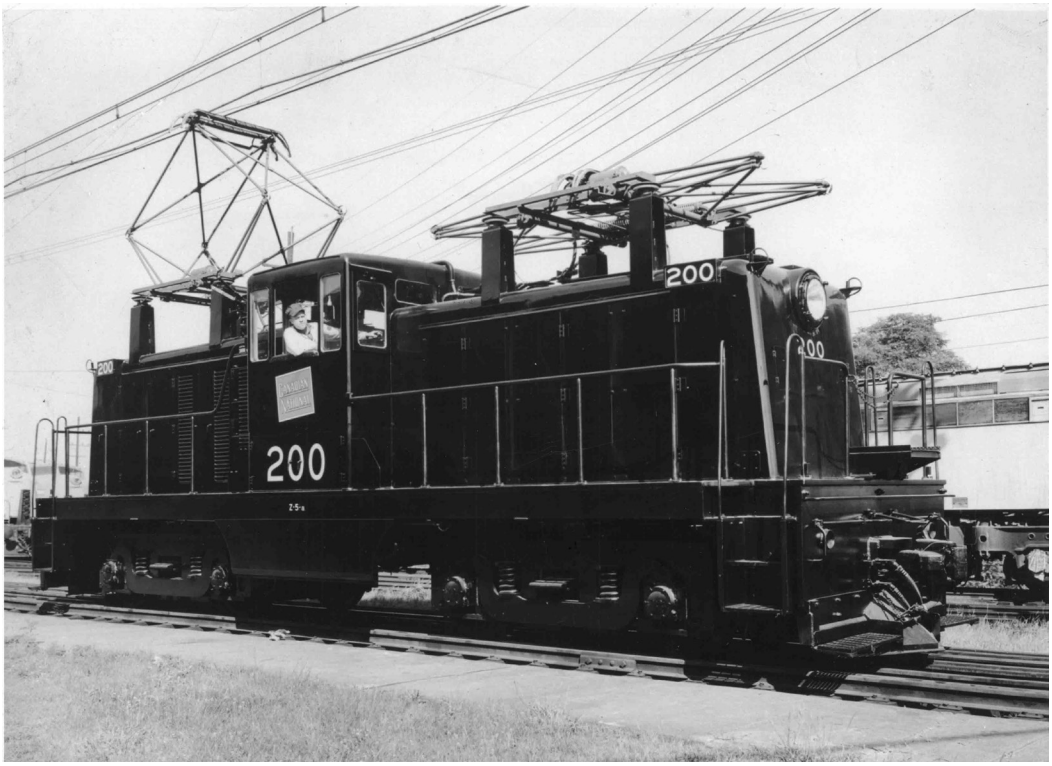
various transit museums by his son.

Background information about the photos comes from the following books in the author's collection:

- *When the Steam Railroads Electrified* by William D. Middleton. Link to book information: www.libib.com/u/grether?solo=62028757
- *The Keystone,* magazine of the Pennsylvania Railroad Technical & Historical Society, Autumn 2023 (Vol. 56 no. 3), Long Island Rail Road Mail Service by Lt. Col. Kenneth S. Katta, USAF (retired)
- *Long Island Rail Road Multiple Unit Cars Volume 1: Cars Built 1905-1949* by Michael Boland. Link to book information: www.libib.com/u/grether?solo=111384490

Do you have additional information about these pictures from the ERA collection? Email grether@mindspring.com and perhaps more information can be shared in a future *Bulletin*.

A class MBM62c (baggage-mail) car is on the lead of Penn Station to Babylon train No. 104 at Merrick Station. The crew is delivering "closed pouch" mail (that which is not sorted on the train) directly to a mail truck on the Hewlett Avenue grade crossing. The date is circa April 1, 1965 and, if the train was on time that day, it is 11:33 a.m. Bill Wyen, of Woodside, N.Y., photographer, ERA collection



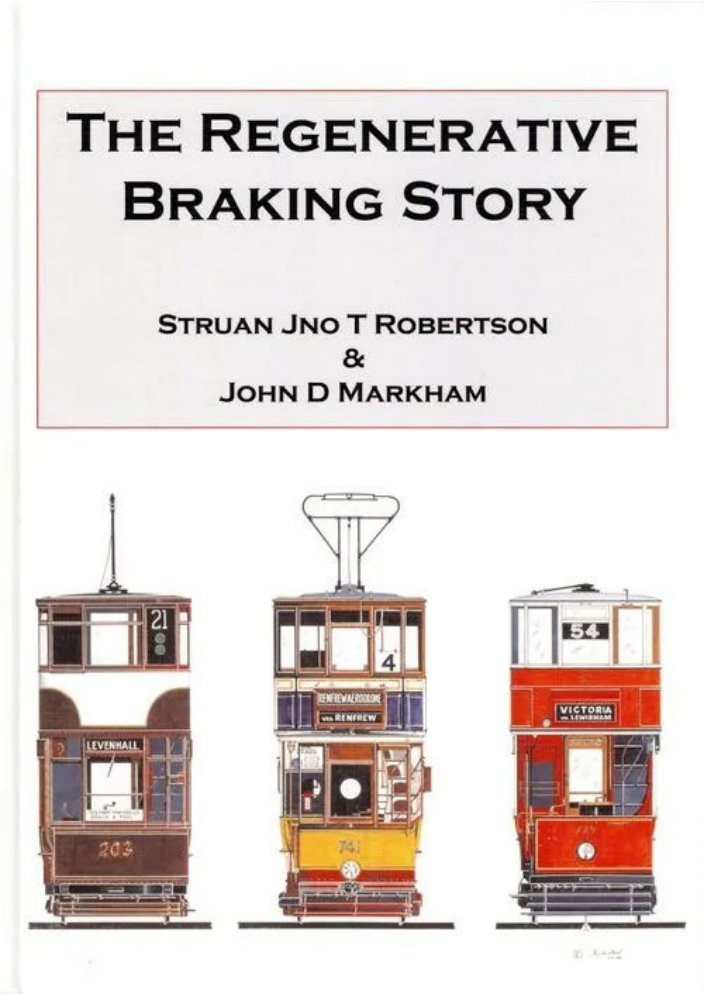
Canadian National boxcab No. 200 is one of three Erie-built General Electric locomotives delivered new to CN in 1950. The date and location are not marked, however the presence of other large new electric locomotives in the background and the like-new condition of the unit make it likely that this is the GE test track in Erie, Pennsylvania. Photographer unknown, picture marked "PHOTOGRAPH COURTESY CANADIAN NATIONAL RAILWAYS," ERA collection.

Book Review

By Paul Grether (ERA #6933)

The Regenerative Braking Story by Struan Robertson, published by Venture Publications Ltd., Glasgow, Scotland in 2006, hardcover, 208 pages, with appendices, glossaries and timelines index. Black and white illustrations are placed throughout the book, including detailed technical diagrams and photos. ISBN 978-1905304219.

The Regenerative Braking Story is certainly a volume about a very specific technology, but one that had a significant impact on the development of street railways across the world. As a result of an unfortunate incident in the United Kingdom, it led to the quicker demise of street railways due to the technology being forbidden.



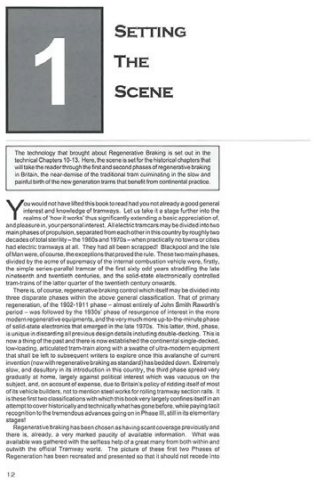
Regenerative braking, or the use of motors as generators to generate electricity and retard movement, is one of the key efficiency attributes of electric propulsion. With an electric streetcar, EMU or locomotive, the electricity generated through this means of braking can be dissipated in braking resistors ("dynamic braking") which turns the energy into heat, or it can be returned to the power supply ("regenerative braking") where the power can be transmitted to a different vehicle that is accelerating. This also applies to modern electric automobiles, which use regenerative braking to charge the batteries.

Robertson's monograph is focused on the United Kingdom, where the regeneration technology in its early years as a braking system failed, resulting in a crash in Rawtenstall in 1911. This crash and resultant investigation caused the Board of Trade to ban the use of regenerative braking on British systems, stripping them of a major advantage of electric propulsion. Interestingly, this ban did not extend to trolley-buses, so regeneration technology in the UK continued to advance, together with the development of trolleybus systems. The book is divided into two parts, history and technology. The history includes discussion of the application of regeneration on electric road vehicles and trolleybuses in detail.

By the time Glasgow and other cities in the former British Empire restarted experimentation with regeneration in the early 1930s it was too late for British trams, in 1930 a Royal Commission report recommended closure of most systems.

This volume will appeal to those interested in streetcar/tramway technology and the application in the U.K. Robertson includes many references to technological advances in the United States and the continent, but the primary focus is the U.K. story. The depth of explanation of the technology itself is the primary focus, and the text is very technical, particularly in the appendices.

Link to book information: www.libib.com/u/grether?solo=142622844


1 SETTING THE SCENE

Travels with Jack May

Modern Streetcars in Three Midwestern Cities — Part 7

By Jack May (ERA #2275)

This is the final chapter of this series of trip reports describing my visits to Cincinnati, Kansas City and Detroit in 2016 and 2017 to ride their new streetcar lines. It contains photos of the Detroit People Mover and a pair of Via Rail Canada Windsor-Toronto trains.

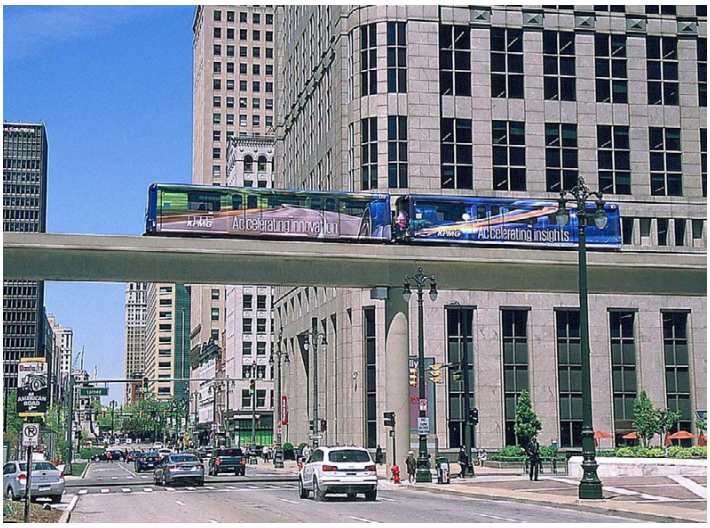
Detroit's people mover was built in 1987 as part of a redevelopment scheme for the city's downtown area. It consists of a standard-gauge single track loop just short of three miles long that encircles the city center and serves many places of tourist and local interest at 13 stops. Automated two-car trains run about every five minutes in the clockwise direction, although at its inception they ran counterclockwise. Like the Scarborough Line in Toronto and most of Vancouver's Skytrain, it uses linear induction motor technology originally supplied by Canada's Urban Transportation Development Corporation (which has since been acquired by Bombardier and, since 2021, Alstom). Since then the same system was used for the Air Train to JFK Airport in New York. The fare is 75 cents collected at turnstiles (see https://visitdetroit.com/profile/detroit-people-mover/ for more information).

The following comments about the line were made by Julien Wolfe: "The ride over the DPM is rather interesting, as it shows the areas of the city that are now coming back, often with classic 1920s and 1930s buildings being restored. The Renaissance Center, promoted by the Ford Motor Company, and now home of General Motors, was in 1977 supposed to boost downtown Detroit, but it essentially succeeded only in sucking tenants from older buildings into the new Ren Cen office buildings. Only during the past five or six years has the rest of downtown Detroit started to blossom again. One gets a very good view of the Detroit River from the DPM and whatever shipping is coming by at the time, and of course, Windsor, in Canada, across the river."

According to information obtained from the Internet, the line is operated by a department of the city government and ridership averages around 7,500 per day. So is the DPM worthwhile or a boondoggle? I really don't know, but I certainly enjoyed riding and photographing it. The photos show the advertising-wrapped rolling stock at various locations, proceeding in a clockwise direction from Grand Circle Park, where it crosses over the Q-Line. (*Author's note: I must apologize, as the same cars kept reappearing in my best photos. There were many more pairs of cars in service, but I don't know if all 12 were running.*)

(Below) Looking from Jefferson Avenue toward the Millender Center. Both the DPM guideway and the covered pedestrian walkway beneath it lead from the Renaissance Center to the complex, which also houses a Marriott hotel.

(Above, left and right) Grand Circus Park at Woodward Avenue. The left view zooms in on the structure from the north side of Woodward. Note the decorations on the two cars, which advertise "the Henry Ford," which is the new name for the complex in Dearborn that contains Greenfield Village and its steam railroad. The right view looks northward along Woodward, showing the Q-Line's tracks and most prominently, the Central United Methodist Church and the Gothic revival style Fyfe Building from 1919.



Crossing Woodward Avenue again. A two-car train is dwarfed by skyscrapers.

The rear of a two-car train heading into the Michigan Avenue stop in the Convention Center, taken from the end of the Fort/Cass station platform. The "sails" at right cover the city's Rosa Parks transit center, while the castle-like structure is the Grand Army of the Republic building from 1899.

Now we cross the Detroit River to Windsor, Ontario, Canada for some additional photos. I remember as a child being taken to Canada by an uncle and aunt and none of us having to show any identification. I made sure I had my passport for this trip.

In the late afternoon of Monday, May 14, Julien and I stopped off at the Via Rail station in Windsor to take a look at the 5:45 p.m. train to Toronto. Earlier that morning we had done the same for the 9.05 a.m. train and then photographed it at a grade crossing not too far from its terminal.

This concludes the reports of my visits to Cincinnati, Kansas City, and Detroit. I hope you found them of interest.

A scene at the railway station in Windsor. (If you say Windsor Station, everyone thinks you're talking about Montreal.) This is Via No. 78, the 5:45 p.m. corridor train to Toronto with a General Electric-built P42DC at the point. The Genesis unit was built in 2001 and was one of the last of its type to be manufactured. It is bedecked in the special 150th anniversary color scheme and markings that commemorate the creation of Canada in 1867. The five fluted-steel passenger cars are loading passengers from the platform adjacent to the station building. Built by the Budd Company in the 1950s for several American roads, Via Rail obtained the cars from Amtrak and then had them rebuilt in the 1990s. One of the units is a club car, providing first class service including hot dinners.

Via train No. 72, from the George Avenue grade crossing in Windsor just after it started its journey at 9:05 a.m. No. 6415 is an F40 built by General Motors in 1987. The rolling stock consists of Bombardier-built LRC (light, rapid, comfortable) coaches (and a club car) built in the 1980s. When they first went into service, these cars ran with matching locomotives, but those wore out by 2001 and were scrapped. This photo was taken with a zoom lens. Prominently in the background is the world headquarters of General Motors in the Renaissance Center, located on the other side of the Detroit River. If Dinah Shore were standing next to me she might have reversed the old iconic slogan as: See a Chevrolet in the U. S. A. . . .https://www.youtube.com/watch?v=CX3MaOJTtsc