



BULLETIN

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**Electric Railroaders Association**

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Trip Notices/Save the Dates

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. Details forthcoming on erausa.org.

Donations

The ERA Board of Directors express their deepest appreciation for these member donations in June 2025.

Up to \$49

Norman Gates

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/membership/donate/. Your donation helps to maintain ERA's 91-year long tradition of traction education and entertainment!

Monthly Meeting

Friday, July 11, 2025 at 6:30 p.m.

Presenting This Month: Nick DiBari

ERA's annual mid-year in-person meeting and dinner is happening on July 11th at Manducatis Restaurant in Long Island City. Join us for a delicious dinner, a brief meeting, and a captivating slide presentation by veteran photographer Nick DiBari, showcasing his stunning images from North America and Europe. This exclusive event is free for paid ERA members (plus one guest), so come connect with fellow railfans! Cash bar begins at 6:00 p.m. A brief meeting, with dinner, begins at 6:30 and the presentation will follow at or around 7:30. Please be aware that this meeting is limited to the first 40 persons to register.

How to Register for the Meeting

You can register online at <https://erausa.org/monthly-meetings/2025/07/>, email Michael Glikin at trnsper@aol.com or write to us at the post office box at the top-left of this page.

Cover Photo

The "BU" gate cars are seen rounding the curve south of Sheepshead Bay Station on their trip north to Kings Highway on the second day of the 2025 Parade of Trains, Sunday, June 8. The three-car train is composed of Nos. 1404 (Jewett Car, 1907), 1273 (Laconia Car, 1903) and 1407 (Jewett Car, 1907). These cars had been converted to a Q-Type sometime between 1938 and 1940. Their open platform ends were fully enclosed and they received multiple-unit door controls. No. 1404 was renumbered upon conversion to 1603C but was renumbered again, to 1622C (2nd) in April of 1957. No. 1273 became 1622B and No. 1404 became 1622A. Paul Grether photo

Worldwide Suburban Electric Railway, Metro and Tramway Openings in June 2025 (and late May)

Date	Country	City	Segment	Distance (miles)	Railway/Metro/Tram
5/30	India	Kanpur	Orange Line: Moti Jheel to Kanpur Central	4.5	M
5/31	"	Indore	Yellow Line: Super Corridor 3 to Gandhinagar	3.7	M



Date	Country	City	Segment	Distance (miles)	Railway/Metro/Tram
6/6	U.S.A.	Los Angeles	Lines K/C: Westchester/Veterans to Aviation/Century	1.2	T
6/7	"	Phoenix	Line B: Downtown Phoenix Hub to Baseline/Central Ave	4.8	T
6/9	Australia	Perth	Thornlie to Cockburn Central	9.0	R
6/18	China	Tianshui	Jingkunxijun Tianshui No.3 Middle School to Wulipu Yangpo East to Tianshui Airport	10.5	T
6/20	"	Guangzhou/Huangpu	Line 2: Xiangxue Subway Station to Kaiyuan Road East	3.0	T
6/27	"	Chongqing	Line 6: Liujiaping to Chongqingdong Railway Station	4.3	M
6/28	South Korea	Incheon	Line 1: Gyeyang to Geomdan Lake Park	n/a	M
"	China	Nanchang	Line 1: Shuanggang to Changbei Airport & Yaohu Lake West – Maqiu Line 2: Xinja'an to Nanchang East Railway Station	n/a n/a	M
"	"	Guangzhou	Line 10: Xilang to Yangji East Line 12: Xunfenggang to Guangzhou Gymnasium & Ersha Island – Higher Education Mega Center South	n/a	M
"	Poland	Warsaw	Line 19: Swietego Bonifacego to Stegny	0.5	T

URBAN RAIL NEWS, JUNE 30

Rail News in Review

New York Metropolitan Area

NEW YORK CITY TRANSIT (NYCT)

Long-Term Tracks Out of Service

On Wednesday, June 4, Tracks 10 and 11 in Concourse Yard were removed from service for tie and plate replacement work. This work is also being done in conjunction with a Track Department training class. This work is scheduled to conclude on Wednesday, July 9.

Platform Edge Barrier Update

Work to install platform edge barriers at various stations continued in earnest during June. 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.

- June 7-8, Astor Place 4 6
- June 14-15, Spring Street 4 6
- June 21-22, Park Place 2 3
- June 28-29, Beverly Road 2 5

New Subway Car Assignments

On June 8, new car assignments were put into effect system-wide. This was done in conjunction with the Spring subway timetable change and crew pick.

On the IRT, car unavailability increased by 15 cars from the December 15, 2024, car assignment. Peak requirements on the

3 have decreased from 24 to 22 trains in the PM peak. This assignment reflects the transfer of ten R-62s from 240th Street Yard to Livonia Yard. This assignment also reflects the conversion of eighteen R-62As previously configured as three-car links and single units to six-car links (for the 42nd St. Shuttle).

Line	AM Cars Assigned	PM Cars Assigned
1	10 R-62, 300 R-62A	10 R-62, 300 R-62A
2	350 R-142	350 R-142
3	250 R-62	220 R-62
4	170 R-142, 180 R-142A	160 R-142, 170 R-142A
5	340 R-142	350 R-142
6	370 R-62A	370 R-62A
7	418 R-188	385 R-188
S	12 R-62A	12 R-62A

On the BMT and IND, delivery of R-211 production cars and the removal of R-46 cars from service is in progress. This assignment reflects the conditional acceptance of 150 additional R-211A cars, along with the removal of 180 R-46 cars from service. As a result, fleet size has decreased by 30 cars from the December 15, 2024, car assignment, to 3,823 cars. Car unavailability has increased by 23 cars from the December car assignment. Peak requirements are unchanged in the AM peak but have decreased by two trains in the PM peak.

Line-by-line requirements have changed as follows:

- On the B, there was a decrease of one train in the AM,

from 26 trains to 25 trains, and decrease of two trains in the PM, from 26 trains to 24 trains

- On the **N W**, there was an increase of one train in both peaks, from 33 trains to 34 trains
- On the **Q**, there was a decrease of one train in the PM, from 22 trains to 21 trains, as one trainset is able to operate in both **B** and **Q** service in the PM peak; this train is listed on the **B** assignment

This assignment also reflects the transfer of 20 R-211T cars and 32 R-46 cars from Pitkin Yard to Coney Island Yard.

Line	AM Cars Assigned	PM Cars Assigned
A	100 R-179, 280 R-211A	100 R-179, 300 R-211A
B	56 R-68, 144 R-68A	56 R-68, 136 R-68A
C	72 R-179, 90 R-211A	72 R-179, 90 R-211A
D	232 R-68	232 R-68
E **	100 R-160A, 90 R-160B1, 70 R-160B2	100 R-160A, 90 R-160B1, 70 R-160B2
F **	240 R-160A, 120 R-160B1, 90 R-160B2	250 R-160A, 120 R-160B1, 90 R-160B2
G	36 R-46, 20 R-211T	36 R-46, 20 R-211T
H *	4 R-46, 5 R-179, 5 R-211A	4 R-46, 5 R-179, 5 R-211A
J Z	88 R-160A, 72 R-179	80 R-160A, 72 R-179
L	176 R-143, 16 R-160A	176 R-143, 16 R-160A
M **	192 R-160A	184 R-160A
N W	192 R-46, 56 R-68, 24 R-68A	192 R-46, 56 R-68, 24 R-68A
Q	168 R-46	168 R-46
R **	150 R-160A, 110 R-160B1, 50 R-160B2	150 R-160A, 110 R-160B1, 50 R-160B2
S	4 R-68	4 R-68

* The Rockaway Shuttle is operated as the **H** train but is advertised to the public as another **S** train.

** Though not in the assignment, R-179s have been running on the **E F M R** due to a car shortage.

Tests to Alleviate Terminal Congestion

NYCT has been conducting operational tests to improve terminal operations, and thereby lessen terminal congestion, on various lines. Two such tests were conducted in June and into early July on the IRT Jerome Avenue and White Plains Road Lines.

On the Jerome Avenue Line, on weekdays from June 23 to July 3, the 1727+ **4** from Utica Avenue to Bedford Park is operating express via Track M from 149 Street-Grand Concourse to Burnside Avenue, after which it lays-up to Jerome (Mosholu) Yard.

For another two weeks, from June 16 to June 27, three weekday **5** trips have been modified. After the AM peak period, the 1051 from Bowling Green to East 180 Street has

been extended to Dyre Avenue, after which it lays-up. In the PM peak, the 1702+ from Flatbush Avenue to Nereid Avenue and the 1711 from Bowling Green to Nereid are now operating express from East 180 Street to Gun Hill Road. They terminate there and then lay-up to 239 Street Yard.

2025 Parade of Trains

Over the weekend of June 7-8, the New York Transit Museum held its annual Parade of Trains. Three trains participated in the event, the ex-BRT "BU" open gate cars, the BMT B-Type and the "Train of Many Metals." This last one was composed of R-10s No. 3189 (blue and white) and 3184 (original two-tone gray with orange stripes), R-32 No. 3360-3361, R-16 No. 6387 and R-34 8013 (ex-R-11).

Below are some additional scenes from Sunday, June 8.



The Train of Many Metals, as seen from the south end of the train with R-34 No. 8013, is about to depart Brighton Beach for Kings Highway. Paul Grether photo



BRT/BMT B-Type 2392-2391-2390 (American Car and Foundry, 1917) passes through the "S" curve in Sheepshead Bay Station on its southbound trip back to Brighton Beach. Paul Grether photo



The north end of the Train of Many Metals, with R-10 No. 3189 up front, at Brighton Beach. Paul Grether photo

IRT Dyre Avenue 5 Line Shutdown

From 10:00 p.m. Friday, June 27 to 5:00 a.m. Monday, July 7, the entire Dyre Avenue Line will be shut down to enable track work to proceed on both north and southbound tracks at the same time. The track work is being done between East 180 Street and Gun Hill Road. Northbound 5 trains will terminate on the middle track (Track M) at East 180 Street. Midnight Dyre Avenue shuttle service is being suspended for the duration. A fare-free shuttle bus will take the place of train service, stopping at all Dyre Avenue Line stations.

Major IRT Flushing 7 Line Work Finishes Up and Begins Anew

After being extended from May 19 to June 9 (see June *Bulletin*, page 4), the structural work at 61 Street-Woodside was extended one more week, to Sunday, June 15.

On Monday, June 16, with that work completed, express Track M returned to service from the interlocking south of 33 Street to 74 Street-Broadway. With that, 7 express service resumed its normal service. For the first five weekdays after the express track was returned to service, however, express trains bypassed 61 Street-Woodside while the contractor completed work on the platform edges there.

The following weekend, June 21-22, the next phase of Flushing Line structural work began when the line was shut down between 74 Street-Broadway and Times Square-42 Street. This was to allow the joint venture of Skanska/Railworks, continuing their work under contract A-46030, to construct temporary platforms over southbound local Track 1 at 33 Street, 40 Street and 46 Street Stations. 7 trains operated in two sections, from 34 Street-Hudson Yards to Times Square-42 Street and from Flushing-Main Street to 74 Street-Broadway.

Starting at 3:01 a.m. on Monday, June 23, southbound local Track 1, from the north end of 69 Street to 33 Street Interlocking, is out of service for structural and station rehabilitation work at 52 Street and 69 Street Stations. Southbound trains operate via Track M from south of 74

Street to south of 33 Street and then resume regular routing. Trains are bypassing 52 Street and 69 Street Stations and stopping at the temporary platforms from 46 Street to 33 Street. This operation will continue to at least the end of this year and probably into next year.

Fall 2025 Schedule Changes

There will be some schedule changes when the Fall pick goes into effect on November 2. These changes only affect the B Division (former BMT and IND lines).

On the A, NYCT is proposing to keep additional trainsets in service through the midday by adding one roundtrip each to Lefferts Blvd and Far Rockaway. Beginning at noon, the northbound headway at Jay Street would drop from 10 to 7½ minutes. Southbound at Fulton Street, the headway would drop from 8 to 7½ minutes starting at 11:00 a.m. and drop from 10 to 8 minutes beginning at noon.

On the L, weekday and weekend schedules would be revised. Weekday AM peak period service would be increased by four additional round trips total, with two additional trains at the height of the AM peak to increase service from 20 to 22 trains between 8 and 9 a.m. This increase in capacity is enabled by recent upgrades to the line's traction power system, including three new substations. In the weekday PM peak period, it is proposed to shift the span of 4-minute headways about 30 minutes earlier.

On Saturdays, it is proposed to shift four trips from the early morning to late evening hours. This would extend the span of 8-minute headways through the 11 p.m. hour, while maintaining headways of 8 minutes or less through the affected morning hours. On Sundays, it is proposed to shift the span of peak 4-minute service two hours earlier, with service reaching the 4-minute headway in the 11 a.m. hour.

These two changes were approved by the MTA Board at their June meeting.

A more significant change is being planned for implementation sometime during the Fall pick and it will take place on the IND Queens Boulevard Line. The F and M Lines will be exchanging their East River tunnel routes during weekdays, with the F going back to its historical routing via the 53rd Street Tunnel (the route it used to take until the full opening of the 63rd Street Connection on December 16, 2001). The M will switch to the 63rd Street Tunnel. During the hours that the M doesn't operate to Forest Hills, the F will cover the 63rd Street Line.

This change should greatly reduce delays at Queens Plaza as there will no longer be any crossover moves between the local and express tracks. This service change has not yet been approved, pending public hearings in the Fall and a final vote by the MTA Board.

Residents of Roosevelt Island have been complaining for years that F trains are often too crowded to board during the morning peak period. The M trains will undoubtedly have more room. But, they are eight cars long instead of the F train's 10, and run less frequently than the peak 4-minute headway of the F train.

[ROOSEVELT ISLANDER](#), June 3

LONG ISLAND RAIL ROAD (LIRR)

M9A Cars Ordered

The MTA Finance Committee approved the purchase of M9A passenger railcars on June 23. This order includes 316 cars, 160 cars will be allocated to the LIRR and 156 for MNR.

Pilot cars will be delivered by Alstom Transportation in 2029 and first enter LIRR passenger service in 2030. All cars will be delivered by 2032. The M9A cars are needed to replace MNR's M3 cars that are beyond their service life, and allow the LIRR to retire its M3 cars whose service has been extended to support service with the opening of Grand Central Madison.



Rendering of the LIRR's M9A. MTA/Alstom

The cars feature glass windows (as opposed to the acrylic windows in the M7s [and M9s?]) that are now fogged), USB charging ports and accessibility improvements, including automatic doors for bathrooms.

[MTA PRESS RELEASE](#), June 23

Another Fire Disrupts Train Service

On Tuesday, June 10, a fire broke out in a traction power substation adjacent to Grand Central Madison's Tail Track 303, south of the east cavern's lower level.

It started at about 8:30 a.m. and power was removed at 8:37 a.m. on Tail Track 303. About eight minutes later, power was removed from Tracks 303 and 304 in the station.

Some trains began being diverted to Penn Station a little after 9:00 a.m. At 9:22 a.m. Tracks 203 and 204, on the upper level of the east cavern, were taken out of service due to accumulating smoke. At 9:32 a.m. all service into and out of Grand Central Madison was suspended. With this, NYCT began cross-honoring between Grand Central and Jamaica and between Grand Central and Penn Station.

An evacuation point was set up for employees on Madison Avenue and East 47th Street. At 9:40 a.m., all third rail power in Grand Central Madison was turned off. Transportation personnel were relocated from the Train Operations Center

(TOC) on the mezzanine to the Terminal Management Center/ Backup TOC on the concourse by 9:53 a.m.

Grand Central-bound Hempstead and West Hempstead trains were turned at Jamaica. Grand Central-bound Far Rockaway and Massapequa trains were routed to Atlantic Terminal. Grand Central-bound Port Washington trains were canceled. At 10:30 a.m., personnel were evacuated from the Backup TOC to the evacuation point up on street level.

The fire was reported as extinguished at 11:21 a.m. Third rail power was restored about 1:30 p.m. A test train was sent from Hillside Yard to Grand Central at about 1:50 p.m. That train, led by M7 No. 7053, arrived at Grand Central at 2:21 p.m. At that point, regular service resumed, with Train 754 to Hempstead being the first to leave, at 2:42 p.m. Train 755, from Hempstead, was the first regular westbound to arrive, which it did at 3:00 p.m., 7 minutes late.

The cause of the fire is under investigation.

[MTA PRESS RELEASE](#), June 10

METRO-NORTH RAILROAD (MNR)

Seventh Heritage Locomotive Unveiled

MNR unveiled its seventh rebranded locomotive on June 13, as part of a Heritage Series to highlight the railroad's 40 years of service to the public. Unlike the previous six locomotives in the series, which wrapped the engines, the rebranding of locomotive No. 203 was painted by Metro-North employees in the North White Plains Paint Shop.



P32AC-DM No. 203, resplendent in its new paint outside the North White Plains Shop on June 13. Emily Moser/MTA photo

Locomotive No. 203 was overhauled and repainted to replicate a paint scheme applied by the MTA in 1979 on a group of seven Conrail FL9 dual-mode diesel-electric locomotives. They were the first to sport the "MTA Central" scheme, with a silver aluminum-painted car body with a blue stripe, since the locomotives were intended to operate on the former New York Central's Hudson & Harlem lines. These original locomotives were transferred from Conrail to Metro-North

upon that railroad's inauguration on January 1, 1983, and continued in service for nearly another 20 years before being succeeded in the early 2000s by the current Genesis locomotives. The Genesis locomotives are now being replaced with the new Siemens Charger dual-mode locomotives.

[MTA PRESS RELEASE](#), June 13

Bronx Stations to Get Upgraded

Major accessibility upgrade and station renovation work will begin at three Harlem Line stations in the Bronx: Williams Bridge, Woodlawn and Botanical Garden.

Crews will completely rebuild the Williams Bridge and Woodlawn stations and make them accessible with new elevators at each platform for a total of four elevators across the two stations. Utility relocation has already begun at Woodlawn Station. Workers will replace both platforms at each station with radiantly heated ones, and they will replace platform foundations and piers. They will also fully replace



the stairways on both platforms, extend the platforms and make additional station upgrades.

Rendering of Woodlawn Station. MTA

At Botanical Garden Station, crews will renew all elements of the station to ensure that they remain in a state of good repair and replace both elevators. They will also perform structural repairs to both platforms with full replacement of select piers and platform sections, upgrade stairs, ramps, and walkways, replace the historic wood canopy and build new canopy shelters on the southbound platform. They will rebuild ramps that are ADA-compliant and perform other station upgrades.

The project will require work to be performed concurrently at all three stations, with work on the railroad right-of-way. Long-term, continuous track outages will be provided to support the project. Each station will remain in service for the full duration of the project. Innovative construction phasing will be required to maintain service at each platform. This may include the use of partial platform closures, temporary platforms, temporary staircases, and temporary ramps.

[MTA PRESS RELEASE](#), June 18

NEW JERSEY TRANSIT (NJT)

Procurement Launched for New M of W Facility

NJT is preparing to advance the Northern Rail Maintenance-of-Way facility project, located in Clifton, in Passaic County, with the release of a Request for Qualifications (RFQ) for Special Prequalification in June 2025 pending approval from the New Jersey Office of the State Comptroller. This RFQ marks the first step in a two-phase procurement process to engage a qualified design-build team for the project's final design, construction and commissioning.

The project will construct a new Maintenance-of-Way facility and yard at 99 Kuller Road in Clifton on the Main Line, replacing the aging and flood-prone Wood-Ridge facility. The new location will enhance NJT's ability to maintain the right-of-way and railroad infrastructure by providing modernized space for maintenance, servicing and repair of vehicles. The design will enhance the current functions performed at the existing facility, accommodate increased maintenance demands and incorporate updated features that meet current codes and operational needs.

The project includes:

- Demolition and environmental abatement of an existing building and substructures at 99 Kuller Road
- Construction of three new buildings
- Site grading, new access roads and dedicated parking areas
- Coordination of site utilities and integration of maintenance equipment

The Special Prequalification process will evaluate design-build teams based on their technical qualifications, relevant experience and project approach. Following the evaluation, NJT anticipates shortlisting the most qualified firms to move forward to the next phase. At that point, a formal Request for Proposal will be issued.

[NJT PRESS RELEASE](#), June 5

Raritan River Bridge Progress

June 24 saw the groundbreaking of the next phase of the new Raritan River Bridge on the North Jersey Coast Line. This kicks off construction and installation of the center span that lifts vertically to allow for marine traffic to pass underneath and will replace the current 117-year-old swing bridge, which rotates open. The bridge connects rail traffic between Perth Amboy and South Amboy across the Raritan River.

The replacement bridge will be a vertical lift bridge providing a new two-track movable span across the Raritan River, slightly offset from the original alignment, and linking back to the existing mainline tracks at its northern and southern ends.

The current bridge has been in service since 1908 and was not designed to withstand the lateral forces due to ocean surges. The bridge suffered significant damage during Hurricane Sandy, including movement of the bridge deck out of its normal alignment due to ocean surges against the bridge superstructure and the impact of large, wave-borne debris against the bridge girders.

After the storm passed, inspections revealed the damage, and train services and marine vessel operations were suspended until repairs could be made, resulting in no train service for a period of three weeks. Sandy clearly demonstrated the vulnerability of the bridge to extreme weather events.

The construction contract was awarded to Skanska Koch Inc. of Carteret, N.J. in the amount not to exceed \$444,380,524, plus five percent for contingencies for the construction of the lift bridge and flanking spans, communication, signals, overhead catenary and other associated site work.

The approaches to the new bridge, awarded under a separate contract in June 2020, are currently nearing completion. The overall replacement project is being funded in part through a more than \$446-million grant from the Federal Transit Administration.

Under a separate authorization, NJT repaired the supporting piers of the current bridge to allow its continued use while a new bridge was designed and built.

[NJ Transit Press Release](#), June 24

PORT AUTHORITY TRANS-HUDSON (PATH)

Weekend Service Change

Beginning on Sunday, June 15, through the end of January 2026, PATH will implement weekend-only service adjustments on the Journal Square to 33 Street via Hoboken Line to accommodate rail replacement and track stabilization work in the vicinity of multiple PATH stations.

New Jersey-bound service will make an additional stop at Exchange Place, which will result in an additional 7 minutes for trips toward Grove Street and Journal Square. Service frequency between trains will remain at 20 minutes.

[Port Authority Press Release](#), June 4

PORT AUTHORITY AIRTRAIN JFK

Tap and Go Fare Payment Update

When “contactless” fare payment began at Jamaica Station on October 10, 2023 (see November 2023 *ERA Bulletin*, page nine), two of the entering and three of the exiting turnstiles were so equipped for this type of payment.

Recently, your Editor noticed that one additional turnstile, in each direction, has been equipped for contactless fare payment. Having not had the occasion to pass through the Howard Beach Station since October, 2023, we do not know how many turnstiles are so equipped there.

Half-Fare for the Summer

The AirTrain JFK single ride fare will be reduced by 50% from June 30 through Labor Day to encourage the use of public transportation to John F. Kennedy International Airport this summer, when the airport is forecast to handle a record number of passengers for the second consecutive year while construction of new roads and terminals is at its peak.

The half-price AirTrain JFK fare of \$4.25 applies at both the Jamaica and Howard Beach stations, the two off-airport stations that require payment via OMNY or MetroCard.

[Port Authority Press Release](#), June 17

Other U.S. Systems

AUSTIN, TEXAS

Solicitation for Final Design and Construction

Austin Transit Partnership (ATP) has released the official solicitation for the multibillion-dollar final design and construction contract that will be awarded early next year in preparation to break ground on Austin Light Rail Phase 1 in 2027.

Austin's first light rail system will transform how people move around the city with trains running every 5-10 minutes most of the day, connecting people to major job centers, education hubs and iconic destinations. Designed to expand as the city grows, the \$7.1 billion project includes 15 stations along a nearly 10-mile alignment, miles of new pedestrian and cycling paths, and a new bridge across Lady Bird Lake.

The partners ATP selects for this contract will help shape and build nearly every aspect of the system including the transitway, tracks, systems, stations, bridges, traffic signals, utilities, drainage structures and streetscape. The agreement is expected to extend through the duration of design, construction and opening for service, planned for 2033.

ATP will build Austin Light Rail using a progressive design-build delivery model that enables the organization to closely collaborate with industry partners through:

- Innovative design solutions that balance technical requirements with Austin's unique needs
- A design focused on efficient construction to keep Austin moving while the project is being built
- Integration of the latest construction costs into design development to ensure the project design aligns with the project budget

ATP worked over the last year to finalize the solicitation that was informed by industry feedback. ATP is using a two-step procurement process that began with the June 5 release of a Request for Qualifications, with responses due by July 3. Qualified firms will then be invited to participate in a comprehensive Request for Proposals process evaluating team experience, approach and cost.

To strengthen competition and encourage early engagement, ATP issued a Request for Information last February and hosted the Connect and Build: Partnerships for Austin Light Rail industry event, offering firms an opportunity to preview the scope and assemble strong teams.

ATP anticipates awarding the final design and construction contract in early 2026.

[Austin Transit Partnership News](#), June 6

CHICAGO, ILL.

Red Line Stations to Reopen

Four fully reconstructed Red Line stations in Edgewater and Uptown will open on Sunday, July 20, as part of the CTA's \$2.1 billion Red and Purple Modernization (RPM) Phase One Project.

RPM has rebuilt Red Line stations that were more than a century old into new, fully accessible and modern stations with elevators and escalators. The project has also included full reconstruction of the Red and Purple Line Express track structure and the installation of a new signal system that combined will provide smoother, quieter and more reliable rides for passengers. Major project construction will be completed this year.

The opening of four new contiguous stations marks the first time that this many stations have opened simultaneously since the Orange Line in 1993.

Station amenities include elevators and escalators at main stationhouse entrances; wider platforms; large translucent overhead canopies for increased protection from inclement weather; platform benches; and turnstiles and Ventra fare machines. Temporary Argyle and Bryn Mawr Stations currently serving riders during construction will close when the new stations open.

The new elevated track structure and signal system work includes new track, support structures, bridges, and viaducts built along the 1.3-mile Lawrence to Bryn Mawr corridor, replacing century-old, deteriorated structures. The new track bridge's design provides improved sight lines for pedestrians and vehicles at cross streets under new viaducts with the elimination of columns in the middle of the street. The new elevated structure is constructed higher to meet modern clearance standards, while the new signal system provides more reliable train service and replaces a more than 60-year-old system.

[CTA NEWS](#), June 18

LOS ANGELES, CALIF.

LAX/Metro Transit Center Station Opens

The Los Angeles County Metropolitan Transportation Authority (Metro) celebrated the official opening of the LAX/Metro Transit Center station with a ribbon cutting on June 6. Metro is now ready to welcome global fans headed to Los Angeles for major events, such as FIFA World Cup 26, Super Bowl LXI and the 2028 Olympic and Paralympic Games.

The grand opening of this station marks the eighth project completed in Metro's ambitious Twenty-Eight by '28 initiative, a comprehensive plan to enhance the region's transit infrastructure in time for the 2028 Olympic and Paralympic Games. The LAX/Metro Transit Center Station is poised to play an important role in facilitating the movement of athletes, officials and spectators during these global events.

The state-of-the-art transit center embodies a large-scale open station concept, with continuous swooping canopies guiding users' views through large open spaces. The station

reinforces intuitive wayfinding and walking access to buses and light rail trains, and the soon-to-be-opened Los Angeles World Airports (LAWA) Automated People Mover (APM).

Located at Aviation Boulevard/96th Street, the LAX/Metro Transit Center Station signifies the K Line is a fully functional connection in Metro's network. Connecting Metro's C and K rail lines, six Metro bus lines and eight municipal bus lines, including Beach Cities, Big Blue Bus, Culver City Bus, GTrans, Torrance Transit and Los Angeles World Airports (LAWA) shuttles to and from the terminals. Metro Micro will also service this station. By providing a direct connection to regional transit, the LAX/Metro Transit Center Station expands options for airport-area employees and travelers and decreases reliance on more costly options, such as taxis, rideshares or private vehicles.



Opening day, June 6, of LA Metro's LAX/Metro Transit Center Station. LACMTA photo

The new station illustrates for Angelenos and the world that public transportation is the secret to bypassing traffic on their way to and from LAX, and that Metro, with one of the most ambitious capital project programs in the United States, is a reliable and comfortable way to travel across the county.

Featuring a bus plaza, bike hub and a customer service center, the station spans more than 1,100 feet from north to south. With the widest light rail platform in the Metro system, its two main levels provide a welcoming, convenient and secure connection point offering riders access to a wide array of destinations throughout LA County. In addition, this station features security coverage monitored 24/7 by security operations staff.

The station also includes numerous environmentally friendly features such as energy-efficient lighting, landscaping with native plants, and plans for further expansion to accommodate future growth.

When the APM opens and connects to Metro in 2026, travelers will have a more direct, easier connection to Metro's public transportation system, with a total of six stops — three in the terminal, one at the Metro/LAX Transit Center Station, one at economy parking and one at the Consolidated Rent-A-Car Facility, which is directly across the street from

the transit center. As riders await access to the APM, LAWA will provide shuttles every 10 minutes. The shuttle's schedule will be based on the operating schedules for the C and K light rail lines and municipal bus routes serving the new station.

This station features towering artwork at the center of the station by Los Angeles native and internationally renowned artist Glenn Kaino, *The Distance of the Sun*, which welcomes visitors to the arts and cultural capital of the nation. Commissioned by Metro Art, the suspended sculpture consists of a series of vessels for travel, both real and imagined, rafted together in increasing size to create a spiral pathway towards the sky above. The work is a meditation on collective ambitions and shared hope, acting as a bridge to the future created from the designs of the past.

LACMTA NEWS, June 6

PHILADELPHIA, PA.

Service Cuts/Fare Increases Loom

Without action in Harrisburg to provide new funding for transit, the SEPTA Board voted to approve the Fiscal Year 2026 Operating Budget, which will cut service by 45% and raise fares 21.5% to fill a \$213 million recurring budget deficit.

Under the budget approved by the SEPTA Board, beginning with the Fall schedule change on August 24, riders will first see the elimination of 32 bus routes and significant reductions in trips on all rail services, including the end of special services like Sports Express.

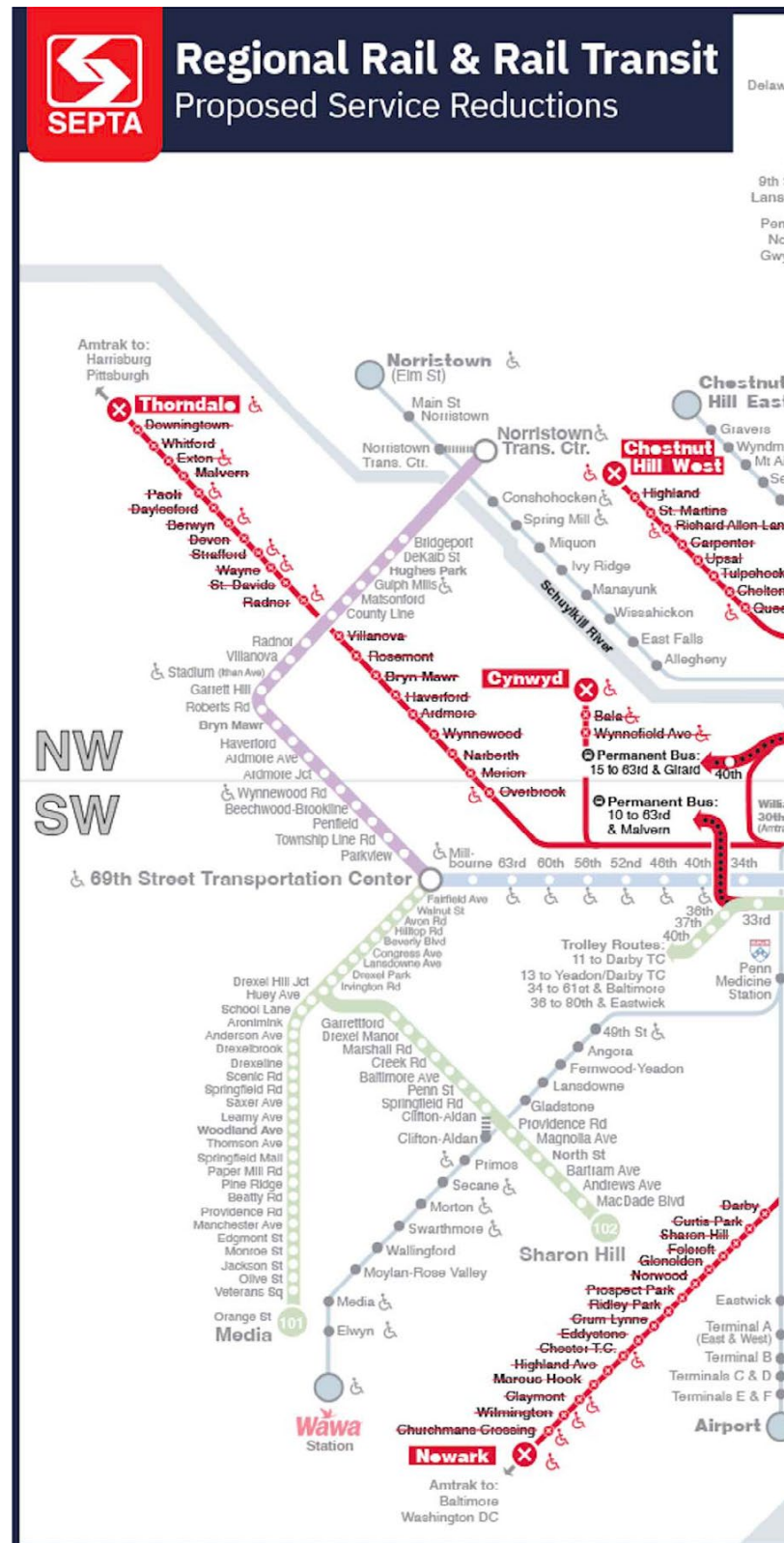
Then on September 1, a fare increase averaging 21.5% for all riders will go into effect. The new base fare for Bus and Metro trips will be \$2.90 – tying New York's MTA for the highest in the country. At the same time, SEPTA will also freeze all hiring, including bus operators. The Authority has worked hard to overcome a chronic shortage of operators that started during the pandemic.

On January 1, service cuts will deepen with the elimination of five Regional Rail lines, more bus routes, and the implementation of a 9 p.m. curfew on all remaining rail services.

Like transit agencies across Pennsylvania and the nation, SEPTA is facing this budget gap due to a combination of the end of federal COVID relief funding and increases in the day-to-day costs of providing service to passengers. The federal COVID funds helped SEPTA maintain service for essential workers through the pandemic and into the recovery. While ridership has recovered over the last few years, SEPTA has had to take on additional costs to address emerging challenges — particularly crime, disorder, and the vulnerable population. The Authority has also had to grapple with the impact of inflation on everyday necessities such as fuel, power, and supplies.

Already one of the most efficient transit agencies in the nation, SEPTA has been responding to this funding crisis by cutting costs and generating new revenue. Aggressive austerity measures, including a freeze on management pay and cuts to third-party consultants, have resulted in savings

of more than \$30 million. Other measures, including a 7.5% fare increase and the resumption of paid parking at Regional Rail lots, are generating new revenue. Together, these efforts have helped reduce SEPTA's budget deficit to a forecasted \$213 million for Fiscal Year 2026.



SEPTA is required by law to pass a balanced Operating Budget prior to the start of the new fiscal year on July 1, and the Authority's only options to close such a massive struc-

(Below) Map of the rail lines SEPTA is proposing to eliminate. SEPTA



tural deficit are to raise fares and cut costs by eliminating services and reducing the size of its workforce.

Earlier this year, Governor Shapiro proposed a statewide transit funding plan that would provide new, sustainable funding that would prevent those devastating measures from taking effect and preserve essential transit service statewide. The Pennsylvania House of Representatives last week advanced the Governor's proposal along with new funding for roads and bridges. With negotiations in Harrisburg underway, SEPTA continues to urge approval of new state funding for transit systems.

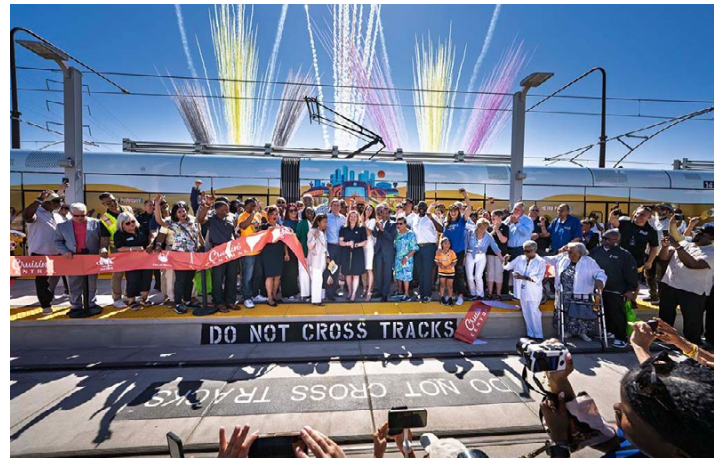
SEPTA also approved its Fiscal Year 2026 Capital Budget, which will defer \$2 billion worth of projects, including critical station accessibility improvements, delaying better access for millions who rely on Metro and Regional Rail services.

[SEPTA NEWS](#), June 26

PHOENIX, ARIZ.

South Central Extension Opens

On June 7, more than 5,000 community members, along with federal, state and local officials, gathered to celebrate the opening of the South Central Extension/Downtown Hub light rail expansion in Phoenix. The extension represents a milestone for Valley Metro Rail, marking the system's evolution to a 35-mile two-line rail system. The A Line now travels east/west and the B Line travels north/south with weekday service increased to 12 minutes before 7 p.m.



Cutting the ribbon at the Baseline/Central Avenue stop.

Valley Metro photo

The \$1.34 billion project was made possible through strong federal-local partnership, with federal grants providing more than half the funding alongside Phoenix Transportation 2050 and regional Proposition 400 investments.

The extension will add more than 8,000 daily riders to the light rail system, which currently serves an average of 32,000 boardings per day.

Community-driven public art is featured throughout the

extension, with 18 installations created by artists, who are predominantly local, reflecting the character and cultural richness of south Phoenix neighborhoods.

The project created over 5,000 local jobs, with over 600 workers hired directly from south Phoenix communities. There are eight new stations, a new park-and-ride facility at Baseline Road/Central Avenue and a transit hub converging in downtown Phoenix. The extension also includes a number of community upgrades such as enhanced bike lanes, pedestrian pathways, over 550 new trees and desert-adapted landscaping along with comprehensive utility upgrades replacing more than 30 miles of underground infrastructure. [VALLEY METRO NEWS](#), June 7

PITTSBURGH, PA.

Service Cuts Here, Too?

Pittsburgh Regional Transit's (PRT) Board approved the agency's Fiscal Year 2026 operating and capital budgets.

The \$539.3 million operating budget assumes a 35% service cut and 9% fare increase in 2026, however PRT's decision to cut service and raise fares will hinge on any new funding for public transit in the state's FY26 budget.

While the budget fulfills statutory requirements under the Second Class County Port Authority Act, it reflects current revenue projections and the financial constraints the agency faces as state funding discussions continue in Harrisburg.

PRT emphasized that the approved budget is not an indication that service cuts are finalized. Instead, it positions the agency to meet its legal obligation to pass a balanced budget by July 1 while preserving the flexibility to amend the budget later in the fiscal year should state funding levels change.

The \$187.9 million capital budget allows the agency to continue advancing key infrastructure and investments that support a safer, more reliable transit network for the region. The capital budget also includes \$38 million for new buses, \$16.1 million to rehabilitate the Panhandle Bridge and \$15 million to replace the tracks inside the Mt. Lebanon Transit Tunnel, which travels between Dormont and Mt. Lebanon.

[PRT NEWS RELEASE](#), June 27

SAN FRANCISCO BAY AREA, CALIF.

New Substation at Civic Center

For the first time since the original BART system was built in the 1960s, BART has completed construction on a brand-new substation facility in the system's core that is already providing benefits to riders. Energized in late April, the state-of-the-art traction power substation at Civic Center Station increases the energy available to power BART trains in San Francisco by nearly 18%. (Note: 86% of BART's contracted energy as of 2024 is greenhouse gas-free.)

The energization of the substation provides immediate, tangible benefits to BART riders in the substation's operating

area of Downtown San Francisco, the busiest section of the BART system. This means improved substation performance. If a problem does arise, BART and the Operations Control Center can quickly identify and pinpoint it and dispatch technicians to repair and restore the substation. BART can also source power from the new substation to keep trains running and mitigate system impacts, such as service delays.

The increase in available power from the new substation will also give BART the future capability to run additional trains through the Transbay Tube as part of BART's Transbay Corridor Core Capacity Program (TCCCP).



The new substation at Civic Center Station, on May 2. BART photo

The Civic Center substation has two transformers, each pumping five megawatts and running in tandem. The project is one part of TCCCP, a series of investments that will enable BART to increase the number of trains it operates at any given time. TCCCP will see the construction of five new substations, as well as an additional substation at BART's Hayward Maintenance Complex. These will provide the energy needed to power additional trains, with the objective of running up to thirty ten-car trains per hour in both directions of the Transbay Tube. The project is funded by voter-approved Measure RR and Federal Transit Administration grants.

The project team chose to construct the first of the five new substations at Civic Center because Downtown San Francisco is the busiest part of the BART system with the highest train frequencies. But building a huge substation facility beneath Market Street during the few hours each night that the BART system is closed is as difficult as it sounds.

Some of the equipment weighed 37,000 pounds, and all of it had to be carefully maneuvered into a 15-by-15-foot access hatch cut from Market Street into the station one 3,000-pound section at a time. In some instances, there was less than a foot of clearance between the equipment and the surrounding walls.

A stretch of Eighth Street intersecting Market Street was closed just for this day. Though the process of lowering the equipment took about 12 hours to complete, the project team had been preparing for the moment for more than a year.

The planning and design phases began long before the crane rolled onto Market Street. After an initial TCCCP study was conducted in 2015, a consulting firm was brought in to help assess and develop the engineering designs, with inputs, reviews, support, and coordination from BART. The design phase was completed in about 1½ years, after which the construction contract was put out to bid (also known as the procurement phase). Then came material delivery and construction.

In project management terminology, the space selected for the substation is known as a brownfield, meaning the site was already developed. Brownfield projects pose unique and sometimes unexpected obstacles as engineers must retroactively design and construct within the constraints of the space. A greenspace is like a blank piece of paper; a brownfield space is a paint by numbers.

The age of the BART system adds extra challenges. Building codes and standards have changed considerably since the 1960s and 1970s. The team had to secure numerous permits and coordinate with multiple organizations, including the City of San Francisco, the California Public Utilities Commission (CPUC), the San Francisco Municipal Transportation Agency, PG&E, and local businesses.

An added obstacle: Many construction activities took place during what's known as "the blanket," or the three hours each night that BART trains aren't running for passenger service.

Then came the final phase of testing and commissioning. This took about six months, primarily to ensure the newly built systems and equipment were performing as per design and safely integrated with the existing systems and equipment. This culminated in the CPUC-administered, three-day confidence runs during passenger service.

Once the CPUC greenlighted energizing the substation, it started a job that it will hold for many, many years: powering BART trains that carry thousands of people where they need to go each day. Next up: a brand-new substation at Montgomery Street Station. The project is moving swiftly towards completion and energization.

[BART NEWS](#), June 16

SEATTLE, WASH.

4-Minute Headway Tested

On Friday, June 13, Sound Transit conducted the first test of four-minute headways, a key step to ensure operational readiness for future interlined service on the 1 and 2 Lines between Lynnwood City Center and International District/Chinatown stations.

To conduct this test, 12 non-revenue single-car trains were slotted between 1 Line revenue service trains running a weekday peak headway of 8 minutes. These single-car trains paused for 20 seconds at each station but did not open their doors.

Sound Transit did not anticipate any impacts to service during that initial test, but some features, including real-time information, might not have been available as the system adjusted to an increased number of trains.

[SOUND TRANSIT NEWS RELEASE](#), June 12

Tacoma Dome Link Extension

The Sound Transit Board identified its preferred light rail route and station locations for the Tacoma Dome Link Extension, which will extend light rail service about 10 miles from Federal Way to Tacoma and includes four new stations. The project now enters the preliminary engineering and final environmental impact statement phase for further study. The identification of a preferred alternative indicates the direction the Sound Transit Board is currently leaning. The Board will select the project to build after publication of the Final Environmental Impact Statement, anticipated in 2027.

The Board considered comments from tribes, the public and agencies, as well as analysis in the Draft Environmental Impact Statement in its action. Extensive coordination was also undertaken with the Puyallup Tribe of Indians, as a large portion of the route and two stations are located on their reservation. Close coordination with the tribe will continue throughout every phase of the project.

[SOUND TRANSIT NEWS RELEASE](#), June 26

WASHINGTON, D.C.

Streetcars to Be Replaced with Buses

Washington D.C. Mayor Muriel Bowser has announced plans for the DC Streetcar tramway to be replaced by a bus service.

Presenting the 2026 budget proposals on May 27, the Mayor said the tram would be replaced by the 2028 financial year with what was termed a "next generation streetcar." This would use the existing 750 V DC overhead to charge, but would not have fixed tracks.

The DC Streetcar's single route runs about 2.4 miles along H Street NE and Benning Road from Union Station to Oklahoma Avenue, serving eight stops. Services operated by RATP Dev run at 12-minute headways, and travel is free of charge.

The project endured numerous delays before it opened late and over-budget in February 2016. Performance has been



12 Trio No. 103 (Inekon, 2007) on H Street at 14th Street on February 26, 2017. Yury Maller photo

impacted by mixed-traffic on-street running, and local buses already provide alternative travel options. Ridership has been lower than expected, peaking at 1.185 million journeys in 2017, but only 836,438 passengers were carried in 2023. Plans to extend the short initial line were dropped.

[METRO REPORT INTERNATIONAL](#), June 3

ATO on Full System

The Washington Metropolitan Area Transit Authority's (WMATA) entire rail system is now utilizing automatic train operation (ATO) after being rolled out on the Blue, Orange and Silver Lines. ATO launched on the Red Line six months ago.

This development marks the first full return to ATO since 2009. The full rollout followed internal training and testing and concurrence from the Washington Metrorail Safety Commission. Since the December 2024 implementation, WMATA says there have been no safety issues or red signal violations for trains operating in ATO.

Along with the return to ATO, WMATA is also returning to the original speed of the system, up to 75 mph. Several outer portions of the Blue, Orange and Silver Lines will see speed increases from 55 mph to 65 or 75 mph in some stretches.

Starting June 22, WMATA says it will reduce end-to-end travel times by about three minutes on all three lines. The Yellow and Green Lines, which began using ATO in May, will also see decreased travel times of one to two minutes.

Based on analysis of several months of successful ATO operation in passenger service, WMATA notes end-to-end Red Line travel times have been reduced by a total of eight minutes. The agency says it is continuously monitoring the performance of ATO, and additional time savings on the Blue, Orange, Silver, Yellow and Green Lines may be incorporated later this year.

[MASS TRANSIT](#), June 17

Metrorail Service Changes and New Map

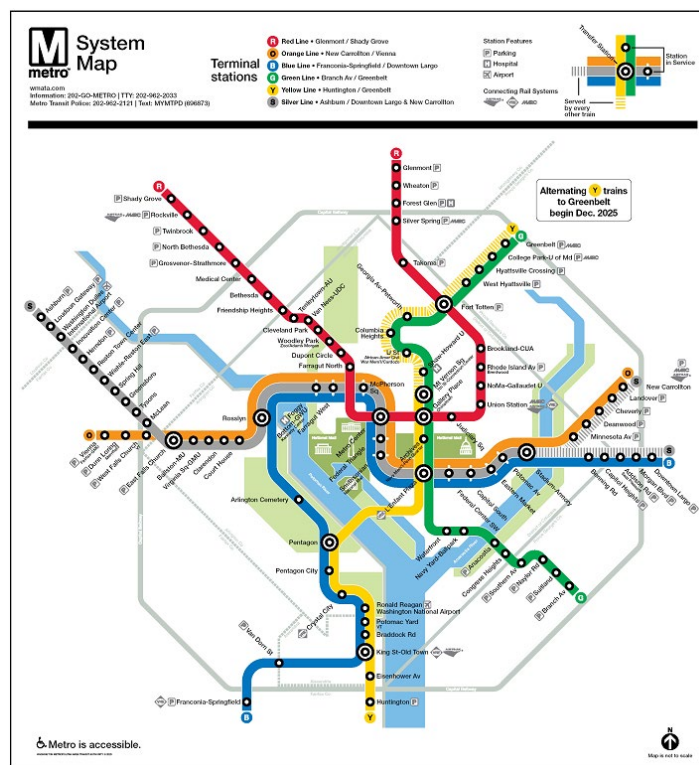
Starting Sunday, June 22, Metro introduced new service improvements, including longer weekend hours, more

frequent Red and Silver Line service during peak times, and new split Silver Line service.

On Saturdays and Sundays, the rail system will now open one hour earlier at 6 a.m. The system will close an hour later on Fridays and Saturdays, at 2 a.m. Weekdays, Red Line trains will run at least every 4 minutes (up from every 5 minutes) during the busiest portions of rush hours.

The Silver Line now runs in two service patterns, with half of the trains operating between Ashburn and Downtown Largo, and the other half operating between Ashburn and New Carrollton. During peak rush hours on weekdays, additional Silver Line trains will run from Wiehle-Reston East to New Carrollton in the morning and from Stadium-Armory to Wiehle-Reston East in the afternoon.

In December, Metro will extend the Yellow Line, with half of the trains operating between Huntington and Greenbelt and half operating between Huntington and Mt. Vernon Sq.



The new map, showing the Yellow Line change for December, as well as the June 22 Silver Line change. WMATA

Metro is also rolling out its new rail maps for 2025 to reflect upcoming changes to the Silver and Yellow Lines. Starting June 22, the map was displayed on digital screens in rail stations. Updated paper maps will appear in stations and trains in the coming weeks. These paper maps will show the upcoming extended Yellow Line service pattern, but with a note that the service does not begin until December.

Among the changes:

- A hashed line to indicate the split on the Silver Line
- New “rail disc” logos. The line-specific logos seen

throughout the rail system and at the end of the lines on the map will go from a two-letter code to one, making them larger and easier to read. For example, the Red Line is going from “RD” to “R”

- For Avenue based stations, Metro is changing the style from “Ave.” to “Av.” which aligns with the bus destination signs that also use “Av.”

WMATA NEWS, June 20

International

BELGRADE, SERBIA

Tram Deliveries Begin

Turkish manufacturer Bozankaya has begun delivering 25 trams under a 7.8 billion dinar contract awarded by Belgrade public transport operator GSP in July 2024. The first arrived at Sava Depot in New Belgrade on May 29. Deliveries are planned at a rate of two per month from late June.



The first Bozankaya tram to arrive on the property, at Sava Depot, on May 29. GSP photo

The five-section 80% low-floor trams are 30.5 meters long and 2.4 meters wide, with six doors. They have 48 seats and a capacity of up to 218 passengers. The new trams are wider than the current fleet, and local media report that some infrastructure works will be required to enable them to pass at certain junctions. GSP currently has around 100 Tatra KT4 YU articulated trams between 28 and 44 years old, as well as a small number of Duewag and Schindler articulated trams acquired from Basel in 2001-2016. It also has 30 five-section CAF Urbos low-floor trams from 2011-2013.

In late February it called tenders for the supply of a further 100 trams to replace the Tatra vehicles. These are required to be 17 to 20 meters long, with a capacity of 95 passengers. The cost is estimated at up to €345 million, including a three-year warranty, diagnostic equipment, spare parts and staff training. METRO REPORT INTERNATIONAL, June 19

BRESCIA, ITALY

T2 Tramway Construction Contract Awarded

Brescia Mobilita has awarded a €326 million contract for the design and construction of tram Line T2 to a consortium of Manelli Impresa (49.4%), Alstom Ferroviaria (23.93%), Hitachi Rail (23.65%) and Alstom Transport (3.02%). Opening is planned for 2030.

The 11.3-kilometer double-track route will run from Fiera in the southwest to Pendolina in the northwest, mostly following the corridor used by the city's existing bus Route 2 and with 72% of the alignment segregated from other traffic.

T2 will pass through some of the city's most densely populated districts, and have interchanges with automated light metro M1 at San Faustino and the main railway station. There will be 21 stops, a main depot at Fiera and a secondary depot at Pendolina. Overhead electrification will be used on 8.2 kilometers of the route, with battery power used on 3.1 kilometers to reduce the visual impact on sensitive areas.



Rendering of Brescia's T2 tramway route. Brescia municipality

Consortium leader Manelli Impresa's €161 million share of the contract signed on June 18 includes the civil and infrastructure works. Hitachi Rail's €77 million share includes supplying 18 LIVE (Light Inspiring Vehicle) trams, telecoms and onboard signaling systems. There will be 52 seats and a total capacity of 216 passengers. A driver assistance system will include anti-collision features capable of detecting obstacles such as pedestrians and other vehicles. Alstom's €88 million share of the work encompasses the track, lineside signaling, lighting and electrification including Spiroll devices for automatic tensioning of the overhead contact line.

METRO REPORT INTERNATIONAL, June 19

CAIRO, EGYPT

New Metro Train Delivered

Alstom delivered the first of 55 nine-car trainsets it is

supplying for Cairo Metro Line 1 on May 22. The train arrived in the capital a week after its unloading at the port of Alexandria.

Under a November 2021 contract valued at €876 million, Alstom is supplying 55 Metropolis trainsets for Line 1. The order is being financed by the French government under an agreement between the two countries. It includes maintenance of the vehicles and the provision of spare parts for eight years.

The new trainsets are intended to boost capacity on Line 1, which carries 2.5 million passengers per day on its existing 44-kilometer route, while they will also be used to support a planned northern extension from New Marj to Shabin Al-Qanater. The fleet will be the first rolling stock on Line 1 to have air-conditioning. Other features include wide gangways, internal and external CCTV cameras, real-time passenger information, dynamic route maps, video displays and spaces for wheelchairs.



Alstom Metropolis car being unloaded at the port of Alexandria on May 15. NAT photo

As part of the modernization of the city's first metro line, which opened in 1987, CAF and original supplier Mitsubishi were appointed to refurbish 23 existing trainsets and maintain them for two years.

Under an €850 million contract let in September 2024, a consortium of Colas Rail, Orascom Construction and Hitachi Rail is to upgrade the signaling, control and telecommunication systems, power supplies, catenary and electromechanical systems, and renew the tracks.

[METRO REPORT INTERNATIONAL](#), June 9

FRANKFURT (ODER), GERMANY

First Trams from Joint Order Enter Service

Frankfurt (Oder) transport operator SVF has put into service the first of the Skoda Group ForCity Plus FCB trams being supplied to three cities which placed a joint order. The €110 million order for 24 trams was placed by Frankfurt (13 trams), Cottbus (seven) and Brandenburg an der Havel (four) in February 2021, and



46T ForCity Plus No. 314 (Skoda, 2024) is at Logenstrasse while operating on Route 2 to Messegelände on June 16.

Uwe photo via Urban Electric Transit

another 15 have since been ordered by Cottbus.

Skoda Group has so far delivered eight of the trams ordered by SVF to replace its aging Tatra KT4 fleet. The three-section unidirectional 70% low-floor trams for the three cities will be similar in design, with air-conditioning, multifunctional spaces for wheelchairs or bicycles, an easy-to-understand information system and CCTV. However, there are various operator-specific requirements, and the vehicles are being supplied in two widths to fit the legacy infrastructure in the different cities. All three cities expect to gradually introduce the new trams into operation in the coming months.

[METRO REPORT INTERNATIONAL](#), June 18

GOTHA, GERMANY

New Trams Ordered

Thüringer Waldbahn & Strassenbahn Gotha has awarded Stadler a contract to supply modern low-floor trams for its meter-gauge network. The agreement, announced on June 2 following an international tender, covers the supply of an initial four vehicles and the provision of comprehensive maintenance services. The Land of Thuringen is providing €10 million towards the €24.6 million cost, with the remainder to be covered from local sources.

There are two options for four and two more vehicles, which would enable the replacement of trams which are over 40 years old and increase the proportion of accessible vehicles.

The five-section bidirectional stainless steel bodied Tramlink trams will be 32.5 meters long and 2.45 meters wide at seat height, with 50 seats and a capacity of up to 180 passengers. They will be fully low-floor, with areas for wheelchair users having an intercom and emergency call buttons.



Rendering of new Tramlink car for Gotha. Stadler

There will be five doors on each side, and screens with real-time information. Insulation and the option to utilize heat recovery will contribute to energy efficiency. The cabs will be designed for driver comfort, optimum visibility and intuitive operation. Delivery from Stadler's Valencia factory is planned for Q3 and Q4 2027, for entry into service by July 2028.

The TWSB network includes 7.5 kilometers of urban routes linking the city center with the main and east stations and hospital, and an 18.2-kilometer inter-urban route to Bad Tabarz with a branch to Waltershausen.

[METRO REPORT INTERNATIONAL](#), June 12

NEW TAIPEI, TAIWAN

Trams Ordered

CAF has been awarded a framework contract to supply up to 23 Urbos trams for the Xidong and Keelung Line projects in New Taipei. The agreement, finalized in early June, includes the provision of spare parts, depot equipment and a driving simulator. It has a potential value of €200 million if all options are taken up.



Rendering of New Taipei's Urbos trams. CAF

The nine-section aluminum-bodied trams will be 55

meters long with a capacity of up to 615 passengers and full accessibility for people with reduced mobility. CAF said they would be tailored to the region's weather conditions.

The framework order has been placed by Malaysian engineering company Gamuda, which is building the Xidong Line through a joint venture with local partners MiTAC Information Technology Corp (15%) and Dong Pi (10%). The main works are expected to be completed by 2032.

The elevated Xidong Line will run 5.6 kilometers from Donghu on the Wenhua Line to Xizhi railway station and an interchange with the future Keelung Line, with six stations and a depot. The Keelung Line is to be equipped by the consortium as an option on the Xidong Line contract.

[METRO REPORT INTERNATIONAL](#), June 12

QUEBEC CITY, CANADA

Tramway Operator Appointed

Public infrastructure developer CDPQ Infra has appointed RATP Dev Canada as the early operator for the TramCite project in Quebec City.

RATP Dev Canada will provide CDPQ Infra and the future designated operator, Réseau de Transport de la Capitale, with technical assistance to support planning for the operation and maintenance of the future line. This will include co-development of the final designs and managing interfaces.



Rendering of Quebec City's planned tramway. CDPQ Infra

The first line of the tramway would run 19 kilometers from Le Gendre to Charlesbourg, via Sainte-Foy, Université Laval, Parliament Hill and Saint-Roch with 29 stops and a two-kilometer underground section. A fleet of low-floor trams 35 to 40 meters long using overhead and battery power is planned.

Opening is planned for 2033, with a capacity of 75,000 journeys per day by 2041.

[METRO REPORT INTERNATIONAL](#), June 23

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 Montreal & Southern Counties (M&SC) was an interesting line for two reasons. First, it lasted very late, until 1956, and operated wood cars until the end, and second, it was owned by a variety of steam railroads throughout its life.

The first four miles of the M&SC system were built east from central Montreal and opened over the Victoria Bridge in 1909. It was soon acquired by the Grand Trunk (GT) Railway and various extensions continued through the mid-1920s, including by converting a Central Vermont Railway line. GT was soon acquired by Canadian National (CN) Railway and the M&SC became part of the CN electric railway division. At its maximum extent, the system had over 50 route miles of mainline and branches and featured freight service interchange with CN. Until the Depression ridership was heavy, and it peaked during World War II at over five million boardings per year. Declining postwar ridership and construction of the St. Lawrence Seaway, requiring reconstruction of the Victoria Bridge, caused electric operation to end in phases between 1955 and 1956, with some diesel replacement railroad commuter service operated by CN until 1961. The Amtrak/Via Rail Canada Adirondack train between New York City and Montreal uses a portion of the former M&SC trackage today.

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

- *Electric Interurban Railways in America* by George Hilton & John Due. Link to book information: www.libib.com/u/grether?solo=63219087
- *The Last Interurbans* by William D. Middleton. Link to book information: www.libib.com/u/grether?solo=63218699
- *The Interurban Era* by William D. Middleton. Link to book information: www.libib.com/u/grether?solo=63181847

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*.



Four photographs show Montreal & Southern Counties car No. 600 at various locations. The car appears to be on a fantrip, based on the white flags. Based on the first few letters (For...) visible on the station sign, and the rural landscape, one likely location would be the Fort Chambly station, at milepost 17.2. The car appears to be waiting on the double track for car No. 608 operating in the opposite direction. Another location is Marieville (milepost 22.4). The steam railroad influence on the design and construction of the line and equipment is evident through details such as the sealed beam upper headlights, locomotive air horns, and railroad depot structures with train order semaphore signals. Photographer and date unknown, ERA collection.





Paul's ERA Bookshelf

By Paul Grether (ERA #6933)

Development and Operation of New York's IRT and BMT by Alfred E. Fazio, P.E., published by Simmons Boardman Books, Inc., Omaha, Nebraska in 2017, softcover, 130 pages, with appendices, glossaries, timelines index. Layout features a dense text and illustration configuration with high quality color and black and white photo illustrations, maps and detailed technical diagrams. In addition to a long list of endnotes/references, there is an appendix containing six case studies to illustrate quantitative methods of rail transit operations planning applied to the examples. ISBN 978-0911382693.

Caution: This ISBN is duplicated with an unrelated book by a different author on modern North American diesel locomotives which will be erroneously sent by certain discount booksellers.

Alfred E. Fazio is an accomplished author of both contemporary technical analysis of "modern" transit systems and what can be called "historical technical" books which examine historical transit planning, infrastructure and operations in a modern context. Comparisons are often made with both contemporary systems such as the New Jersey River Line and Hudson-Bergen Light Rail with which Mr. Fazio draws upon his experiences with start-up and operations of those systems as well as BART and WMATA.

The 14 chapters are organized chronologically and become increasingly technical as the history progresses. The examples used to illustrate operations planning topics commensurately increase in later chapters. Topics covered include summary histories of the IRT and the BMT (including the predecessor BRT), operational practices, engineering and technology, the development of the respective network infrastructures, transition to the New York Transit Authority and coverage of the Baltimore and Ohio's Staten Island Rapid Transit.

Nominally this is a textbook. The author describes the purpose of the book as filling a gap in literature covering rail transit operations planning in a broad sense as a resource for the next generations of rail transit operations planners. As such, it is not "light reading." Fazio's writing style conveys more than a teaching mission however, the perspective of the book creates appeal for those with an interest in the New York City rail transit system and the Interborough Rapid Transit and Brooklyn-Manhattan Transit systems and their respective histories. Additionally, there is significant coverage of the former Baltimore & Ohio Railroad's Staten Island Rapid Transit system. The topic of the history of the New York City subway system has been covered from several perspectives (many of which are included and referenced in this book) but this work succeeds in providing a new perspective, the history of the operations from a broad but deep technical point of view. Mr. Fazio treats his subjects with a critical eye; however, it becomes clear that he is a "fan" of the BMT and draws upon experiences riding the legacy BMT lines growing up. This volume will certainly fit into any

Development and Operation of New York's IRT and BMT



Alfred E. Fazio, P.E.

collection of books about the history of the metropolitan New York rail transportation system or as a reference on the desk of a service planning department employee or consultant.

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