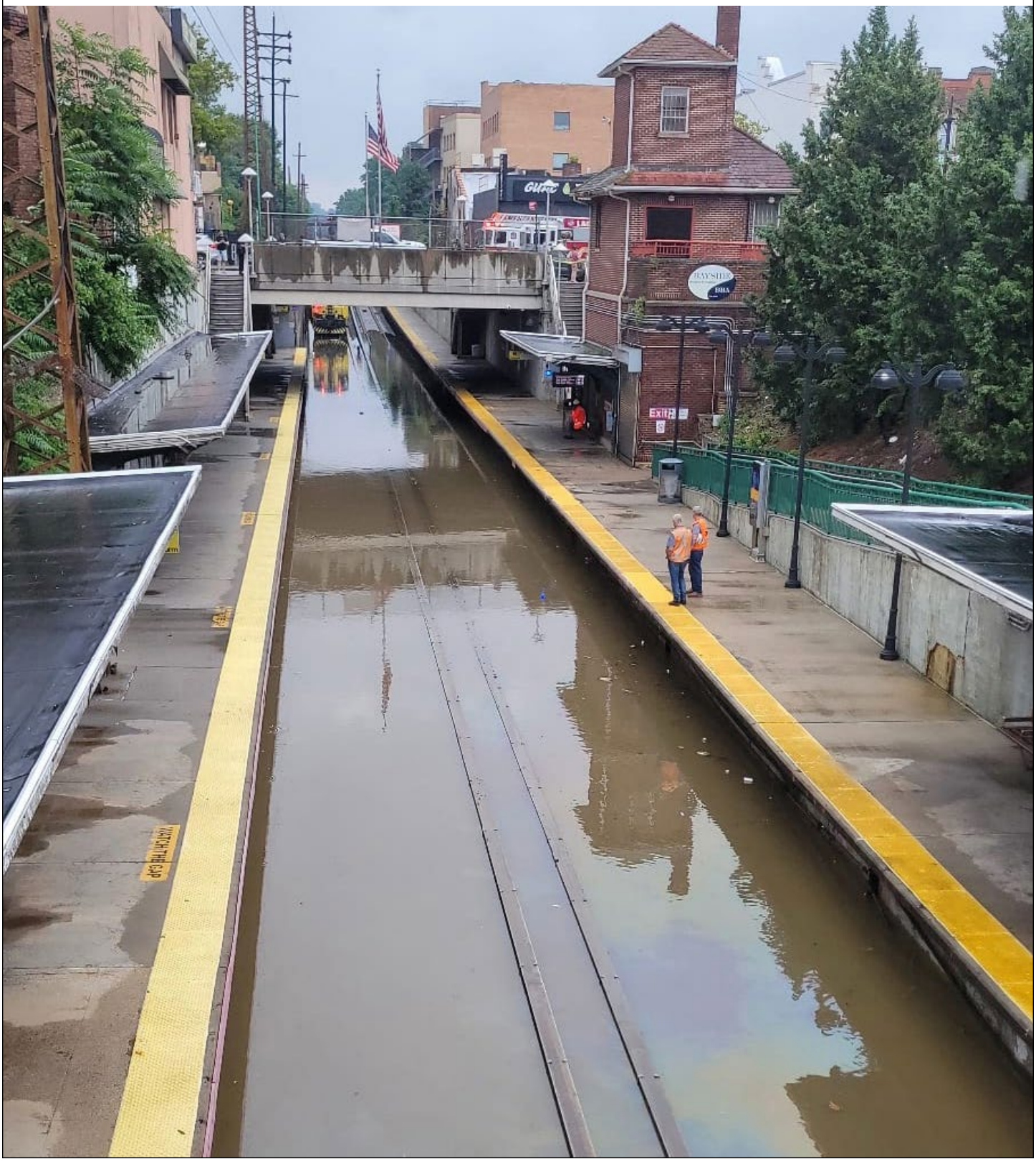
BULLETIN

Volume 68, Number 8 | August 2025



Electric Railroaders Association

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

Subscriptions
The *Bulletin* is published monthly and sent free to all ERA members.

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In This Issue

Trip Notices/Save the Dates

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. Visit https://erausa.org/regional-trips/2025/10/08/ for all the details.
April 29–May 13, 2026: ERA International trip to Northern England, Scotland, and Isle of Man. Visit https://erausa.org/international-tours/2026/ for all the details.

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Monthly Zoom Meeting

While on summer break, there is no meeting in August. The next meeting is on Friday, September 19, 7:30 p.m. EDT. Our speaker will be Harvey Laner. He will present on the history of the British Columbia Electric Railway.

Cover Photo

On Thursday, July 31, torrential rains pounded the New York region, as well as much of the northeast. Not all areas were evenly inundated, though. One area that did get a lot of rain was Bayside, Queens. The LIRR's Port Washington Branch is in a cut there and it filled with rainwater from the surrounding area to above the third rail protection boards. One train, No. 457, the 2:41 p.m. departure from Port Washington to Grand Central, was stranded just east of the station at around 3:00 p.m. A rescue engine from Jamaica was sent to retrieve it. In the meantime, the passengers were evacuated, to the ground, around 5:30. Both tracks were not returned to service until around 6 a.m. the following morning. Brian Marian photo

Worldwide Suburban Electric Railway, Metro and Tramway Openings in late June and July 2025

Date	Country	City	Segment	Distance (miles)	Railway/ Metro/ Tram
6/30	China	Shenyang	Line 1: Limingguangchang to Shuangma	n/a	M
"	"	Ningbo	Line 8: Kaiyuan Road to Hansong Road	14.5	M
"	"	Shaoxing	Line 1: Daqingsi to Exhibition and Convention Center	2.0	M
7/3	Spain	Palma	M1: UIB to ParcBit	0.9	M
7/8	China	Tianjin	Line 4: Xiaojie to Xizhan	12.4	M
7/27	Slovakia	Bratislava	Line 3: Jungmannova to Juzne mesto	2.4	T

URBAN RAIL NEWS, JULY 31

Rail News in Review

New York Metropolitan Area

NEW YORK CITY TRANSIT (NYCT)

Long-Term Track(s) Out of Service

Starting on July 9 and continuing to August 20, Tracks 16 and 17 in Jerome (Mosholu) Yard are out of service to allow for the replacement of their respective bumper blocks.

Track 21 in 239th Street Yard came out of service on July 14 and will continue to August 31. This is to allow a contractor to make repairs to the refuse platform. This work actually started back on June 9 but for the first few weeks the track was actually out of service only between 7 a.m. and 5 p.m. each day from Monday to Friday only.

Track 8 in 207th Street Yard was removed from service on June 30 to enable Infinity Construction Company, under contract C-33945, to enable the renewal and repair of the track inside the Overhaul Shop. The track is scheduled to be returned to service on August 15.

Platform Edge Barrier Update

Work to install platform edge barriers at various stations continued in earnest during July. Unlike the previous installations, with the northbound platforms (or platform edges) being done on a Saturday and the southbound platforms done on a Sunday, from midnight to noon on each day, during July the days and hours varied. However, for all four of these, the work was done on the midnight hours, starting at either 10 or 11 p.m. and finishing up at 5 a.m.

- July 2-3, Sterling Street 2 5
- July 11-14, 145 Street 1
- July 14-17, 14 Street 1 2 3
- July 26-28, 50 Street 1 2

We have noticed, however, that a few stations that had these barriers installed were not completed on their assigned dates, with only about half of each platform completed.

BMT Jamaica J Z Line Station Renovation Work Completed

On Monday, July 21, the Manhattan-bound platforms at Cypress Hills and 85 Street-Forest Parkway were returned to service. They had been out of service since January 13 for major station renovation work.

More New Elevators

On June 30, two modernized elevators at the 66 Street-Lincoln Center 1 Station were placed into service. Regular replacements are necessary to keep the system running effectively and efficiently, resulting in less repair and fewer disruptions needed later.

The project was made possible with funds from the Federal Transit Administration and work involved included:

The new elevator from the northbound platform to the street at 66 Street-Lincoln Center. Marc A. Hermann/MTA photo

- Full replacement of the 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
- Replacement and modernization of all elevator machine room, electrical and mechanical equipment
- Upgrades to the remote monitoring equipment, intercom system and cameras

The following day, July 1, three new elevators were placed into service at Euclid Avenue A C Station. One week later, on July 8, two more elevators began operating at the Bay Ridge-95 Street R Station.

MTA Press Release, June 30
MTA Press Release, July 1
MTA Press Release, July 8

More R-211A Cars In Service

On July 21, the first train of R-211As went into service on the B. By the end of the month, there were at least two trainsets in service on this line.

Meanwhile, in the past month or so, the G has traded its R-46 fleet in for R-211As and all 20 of the R-211T fleet. R-46s can, however, show up on occasion. For example, there was one train of them on the G on Tuesday, July 29.

MTA Press Release, July 21

Additional Customer Service Centers Open

The MTA is expanding its Customer Service Centers (CSCs) to 15 additional locations throughout Manhattan, Brooklyn, Queens, Staten Island and the Bronx beginning in 2026. Agents at CSCs are on hand 24/7 to assist riders with OMNY machines, help people sign up for the Fair Fares and Reduced-Fare programs, and provide service information,

among other features. These new Customer Service Centers build on the 15 that have been assisting riders since they were first introduced in 2022.

The new Customer Service Centers will be available at the following stations:

- East 180 Street 2 5
- Grand Central 4 5 6 7 S
- Far Rockaway-Mott Avenue A
- Canarsie-Rockaway Parkway L

A final list of the 15 additional stations with new Customer Service Centers will be announced in the coming months. MTA Press Release, July 28

Fire Disrupts IRT Flushing 7 Line

On Friday, July 25, just before 8 p.m., a fire broke out in the roof of the former interlocking tower adjacent to northbound local Track 2, just south of the 103 Street-Corona Plaza Station.

A little after 8 p.m., all northbound 7 service was rerouted via express Track M from 74 Street to Mets-Willets Point. The Fire Department was quickly summoned and third rail power was removed from all tracks from 52 Street to Main Street. Three trains were stuck in the power off area. With this, northbound 7 trains were discharged at Queensboro Plaza and turned at 33 Street. Shuttle buses were requested and the LIRR began cross-honoring between Flushing-Main Street and both Penn Station and Grand Central around 8:30 p.m.

View of the fire from street level, on Roosevelt Avenue and 102nd Street. Unattributed Facebook post photo

The Fire Department extinguished the fire by around 9 p.m. Power was soon restored to all tracks and regular service resumed around 10:20 p.m.

The structure involved in this fire was originally the interlocking tower for Alburtis Avenue (now 103 Street-Corona Plaza), which was the terminal from the time the Corona Line (today's Flushing Line) opened, on April 21, 1917, to October 13, 1925, when the line was extended one stop to 111 Street. The tower and interlocking were not immediately abandoned after the line was extended to 111 Street. We don't know exactly when that occurred but even after the interlocking was removed, the former tower was still used, possibly as some type of relay room, but also as a compressor room. The compressor room, used to supply air to all of the pneumatic train stops in the vicinity, remained in that function through the signal modernization of the line in around 1956 and up to its de-commissioning in 2010. That is when the former tower was no longer used, at least as far as the signal system is concerned.

View west from the south (geographically west) end of 103 Street-Corona Plaza Station on October 14, 1925, one day after the line was extended one stop to 111 Street. The interlocking is still, apparently, in service on this day. It could be that trains operated between these two stations on two separate "single-track" operations.
Subway Construction Photographs Collection, New York Transit Museum via New-York Historical Society

LONG ISLAND RAIL ROAD (LIRR)

Ridership Continues to Grow

The railroad shattered its post-pandemic daily ridership record twice during the week of July 20, carrying 298,419 passengers on Wednesday, July 23, and 295,419 passengers on Tuesday, July 22. Both milestones contributed to the railroad's busiest seven-day period since the pandemic, with a total of 1.72 million passengers riding between July 17 and 23. Before that week, the previous post-pandemic ridership high was 287,437, on June 19. The pre-pandemic 2019 average weekday ridership of 316,692 was the highest since 1949. MTA Press Release, July 24

NEW JERSEY TRANSIT (NJT)

Fiscal Year 2026 Budgets Adopted

The NJT Board of Directors adopted the agency's Fiscal Year 2026 (FY 2026) operating budget, local programs budget and authorized capital funding. The Board adopted a ~$3.16 billion operating budget and ~$1.7 billion in capital funding for FY 2026.

FY 2026 Operating Budget

Thirty-one percent of the revenue in the FY 2026 operating budget comes from passenger fares. The remaining amount comes from dedicated funding from the New Jersey Turnpike Authority, which is $470 million in FY 2026, $789 million from the corporate transit fee and a combination of commercial revenue and state and federal resources.

Approximately 60% of the operating budget is dedicated to costs associated with labor that supports a workforce of approximately 12,000 employees. Expenses including materials, fuel and power, utilities, and outside services represent 22% of the total operating expenses. Contracted transportation services, such as Access Link, private carrier buses and Hudson-Bergen Light Rail (HBLR) and River LINE operation and maintenance represent 10.6% of total operating expenses.

FY 2026 Capital Funding Appropriation

This year's Fiscal Year 2026 Capital Funding Appropriation totals $1.68 billion and represents an expected funding source that will provide, along with other past and future annual appropriations, the funds needed to advance critical capital projects.

The Capital Funding Appropriation is funded from a number of sources: $768 million from the Federal Transit Administration (FTA), $75 million in flexed funds from the Federal Highway Administration (FHWA) provided through the New Jersey Department of Transportation (DOT), $767 million from the New Jersey Transportation Trust Fund (TTF), and $74 million of Casino Revenue, Local Match, and Turnpike Authority funds.

FY 2026 Local Programs

NJT partners with all 21 New Jersey counties to fund community transportation programs, as well as those offered by a variety of private non-profit organizations, counties, municipalities and county improvement authorities, in meeting the mobility needs of New Jerseyans who depend on public transportation.

These programs include the following:

- $46.1 million from the New Jersey Casino Revenue Fund to operate the statewide Senior Citizen and Disabled Resident Transportation Assistance Program
- $13.9 million for FTA Section 5310 "Enhanced Mobility of Seniors and Individuals with Disabilities" programs, which provide federal funds for operating expenses as well as the purchase of vehicles and related equipment by private, non-profit agencies, and designated public entities. This includes $2.8 million in state funding to support local matching fund requirements
- $7.8 million for FTA Section 5311 "Formula Grants for Rural Areas" programs, which provide federal funds for capital, administrative, and operating assistance for public transportation services in and between small urban and rural areas of New Jersey. This includes $2 million in state funding to support local matching fund requirements
- $175,240 in federal funding for the FTA Section 5311(b)(3) Rural Transit Assistance Program, which provides training and technical assistance for small transit operators receiving funding through NJT's Local Programs
- $1.02 million for FTA Section 5311 Rural Intercity Bus Transportation Program
- $5.5 million for the New Jersey Jobs Access and Reverse Commute Program, under which counties and localities provide public transportation services to help residents obtain community transportation to employment opportunities

$6 million in other funds passed through to sub-recipients.

NJT Press Release, July 17

Northern Rail Maintenance-of-Way Facility

NJT has released a Request for Qualifications for Special Prequalification for the Final Design, Construction, and Commissioning of the Northern Rail Maintenance-of-Way Facility, located in Clifton. The new facility will replace the aging and flood-prone Wood-Ridge location, creating a more resilient and modernized base of operations to support NJT's growing maintenance and repair needs.

The project includes:

- Demolition and environmental abatement of an existing building and substructures at 99 Kuller Road
- Construction of three new buildings across two sites
- 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, July 23

Other U.S. Systems

BOSTON, MASS.

Blue Line Work

Blue Line service will be suspended between Airport and Wonderland continuously for nine days from August 9 to 17. This will enable crews to perform continued work to rebuild the line and ensure that additional sections of track are improved.

Shuttle buses will operate between the Airport and Wonderland stations, stopping at all intermediate stations.

On weekdays, Blue Line trains will be approximately 10 minutes apart, which is about double what it is typically.
MBTA NEWS, July 21

CHICAGO, ILL.

Red/Purple Stations Reopen

CTA opened its new Lawrence, Argyle, Berwyn and Bryn Mawr stations as part of the $2.1 billion Red and Purple Modernization (RPM) Phase One Project and, to mark the special occasion, CTA celebrated with riders on a commemorative "first ride" train between Bryn Mawr and Berwyn.

Passengers will enjoy the following amenities at the new stations:

- Larger stations that replace ones that were more than 100 years old
- ADA accessibility (escalators, elevators and wider platforms)
- Better lighting and security features
- Real-time information boards
- Smoother, more reliable train service
- Decrease in overcrowding on the trains and platforms
- A brighter, cleaner and more aesthetically pleasing pedestrian environment
- Original artwork at each station

Aerial view of the newly-opened Argyle Station.
Walsh-Fluor Design-Build Team photo

RPM Phase One is the largest completed transit investment in CTA history, and the opening of four new contiguous stations marks the first time that this many stations have opened simultaneously since the Orange Line in 1993.

With the completion of track and station construction, CTA will continue with some final finishing construction work and be substantially done with RPM Phase One by the end of 2025, with the exception of upcoming development of newly created under-L spaces:

- CTA plans to develop 10 blocks of open space located under the new Red and Purple Line tracks between Lawrence and Ardmore Avenues based on input from the community
- The open space design plans include a pedestrian trail, dog parks, playground, fitness area, benches, and flexible-use plaza space for community events
- Construction is expected to begin in 2026 and be completed in 2027

CTA NEWS, July 20

CLEVELAND, OHIO

E. 79th Street Station Reconstruction

The Greater Cleveland Regional Transit Authority (GCRTA) held a ceremony to commemorate the groundbreaking of its East 79th Blue and Green Line Station reconstruction project on Friday, July 11.

The E. 79th Street Blue and Green Line Station was built in the early 1980s and serves GCRTA's light rail system on the east side of the City of Cleveland, located between Opportunity Corridor and Kinsman Road. Primary goals of the project include rehabilitation of the station, bringing it into compliance with current ADA standards, improvement of connections into the neighborhood and increased Transit Oriented Development opportunities for the future.

An aerial rendering looking north at the reconstructed Blue/Green Line station at East 79th Street, near the Opportunity Corridor. GCRTA

This station reconstruction project is funded by an $8 million grant through the All Stations Accessibility Program and with an additional $2 million from GCRTA. The general contractor is R.L. Hill/Platform Contracting Joint Venture, comprised of R.L. Hill Management, Inc. of Solon and Platform Cement Inc. of Mentor.
GCRTA NEWS, July 8

KANSAS CITY, MO.

Opening Date for Streetcar Extension

Kansas City, in partnership with the Kansas City Streetcar Authority and the Kansas City Area Transportation Authority, announced the grand opening of the KC Streetcar Main Street Extension to the University of Missouri - Kansas City (UMKC). The celebration is planned for the morning of Friday, October 24, 2025, with an opening to public passenger service beginning immediately after.

The KC Streetcar Main Street Southern Extension adds 3.5 miles to the existing downtown streetcar route, connecting the current southern terminus at Union Station to 51st Street and Brookside Boulevard on the UMKC campus. This expansion brings transit service to Kansas City's most densely populated neighborhoods, business districts, cultural institutions and academic communities. With this extension, the streetcar system will span nearly six miles from the City Market to UMKC, providing a north-south transit spine through the heart of the city.

Planning for the Main Street Extension began in April 2017, and the project officially broke ground on April 6, 2022. With a total cost of $352 million, the extension is fully funded through a combination of federal and local funding.

The expansion includes 15 new stops, enhanced public spaces, improved pedestrian access, the addition of eight new streetcar vehicles, bringing the fleet total to 14, and connections to regional transit. More than 36,785 feet of rail, 40,000 feet of electrical wire, and 353 overhead catenary poles were installed for this extension.

Over the past few months, extensive testing has been conducted on vehicles, tracks, substations, signals, and systems along the extension. Key components of the testing included platform interface, validation of the train control system, train-to-wayside communication interface, track switch operations, ride quality assessments, speed tests, and more. The project is currently in the Pre-Revenue, or Pre-Passenger, Operations phase. During this stage, streetcar operators, supervisors, and relevant staff undergo thorough training and familiarization with the new route to prepare for passenger service.

The City of Kansas City, Missouri serves as project manager of the Main Street Extension design and construction and is the grant recipient of the federal Capital Investment Grant helping to fund this project. The extension is fully funded with a combination of $200 million in federal grant funds provided by the Federal Transit Administration and $152 million in local funds provided by the Main Street Rail Transportation Development District (TDD).

Construction was led by the KC Streetcar Constructors, a joint venture between Herzog Contracting Corp. and Stacy and Witbeck and supported by Burns & McDonnell and JE Dunn Construction. The project is overseen by the joint partnership of the City of Kansas City, Missouri, the KC Streetcar Authority and the Kansas City Area Transportation Authority.

KC Streetcar Media Alert, July 24

PORTLAND, ORE.

Next Stop: Preservation

After more than 38 years of service and 2.2 million miles traveled, one of TriMet's oldest MAX trains is nearing its next stop, retirement. TriMet is donating Type 1 vehicle No. 101 to the Oregon Electric Railway Museum, a move that will preserve the first MAX train car ever manufactured. The vehicle will join the museum's collection of electric trolleys and streetcars.

Type 1 No. 104 (Bombardier Transportation, 1986), with SD660 No. 249 (Siemens, 1997) in tow, pauses at the Hillsboro Central/SE 3rd Transit Center stop on a Blue Line trip to Gresham on June 23, 2017. The view is west on SE Washington Street at SE 4th Avenue.
Jeff Erlitz photo

In recognition of the donation and the vehicle's legacy, TriMet bade farewell to MAX car No. 101 at the Ruby Junction Rail Operating Facility on July 8. The car was transported to the museum later that month. This ensured the MAX car remained in the Willamette Valley. The museum is located in Brooks, Ore., about 38 miles south of Portland via Interstate 5.

The donation also comes with a special goal in mind: to keep the car running. That's the long-term mission of the museum, which features a mile-long track that runs through its property. This ensures that a vital piece of Portland's transit history continues to roll into the future.

The donation comes as TriMet phases out the fleet of Type 1s and introduces the new Type 6s, the most technologically advanced MAX trains yet. A few Type 1 trains will continue serving riders through the start of 2026.

Most Type 1s are being sent to Radius Recycling, where they're being turned into materials like rebar that will be used for local construction projects.

TriMet News, July 8

SAN FRANCISCO BAY AREA, CALIF.

BART's 1000th New Car Delivered

On Thursday, July 28, BART accepted its 1,000th Fleet of the Future car from Alstom, car No. 4690, which pulled onto the Hayward Test Track around 4:30 a.m. The car delivery is a major milestone for the Fleet of the Future project, to be completed in 2026 when BART accepts the final car the 1,129th.

Last year, the project entered its second (and current) phase when the final car of the original contract was delivered and certified. The project is expected to come in $394 million under budget thanks to a fast-paced production and delivery schedule as well as BART's decision to have its own highly

Car No. 4690 is pictured just before departing Alstom's Plattsburgh, New York, facilities. BART photo

experienced staff do more of the engineering work in-house.
BART News Article, July 28

SEATTLE, WASH.

West Seattle Link Extension Project

Jacobs (formerly Jacobs Engineering Group Inc.) was selected to lead Phase 1 for Sound Transit's West Seattle Link Extension project, which will expand the city of Seattle's light-rail network to boost connectivity and offer more reliable service.

In Phase 1, Jacobs will provide design and design validation for the 4.1-mile extension. In addition to more light rail, the extension will also add a new bridge, tunnel and four stations to connect Seattle's SoDo neighborhood with West Seattle's Alaska Junction neighborhood.

Expected to begin service in 2032, the West Seattle Link Extension will reduce travel times on key lines by up to 50%. It will also offer commuters an alternative to the West Seattle Bridge during periods of peak demand. The delivery of this piece of infrastructure will also be the catalyst for new development near stations, including retail opportunities and a focus on affordable housing.
Mass Transit, July 21

Federal Way Link Extension

The Sound Transit Board approved plans that will support an earlier than expected opening of the Federal Way Link Extension, now projected to begin operating as soon as winter 2025. As final testing and commissioning gets underway on the 1 Line extension from Angle Lake to Federal Way, work continues to open the Crosslake Connection of the 2 Line in early 2026 as expected. This phased approach will enable the agency to successfully open both projects as soon as possible.

The Federal Way Link Extension project has nearly completed system integration testing and is ready to move into the pre-revenue testing phase. At the same time, live wire testing, the second phase of system integration testing, is scheduled to start on the Homer M. Hadley floating bridge this month as planned.

The Federal Way Link Extension will add nearly eight miles to the regional light rail system via mostly elevated tracks between the cities of SeaTac and Federal Way. This project includes three new stations, in Kent Des Moines near Highline College, Star Lake, and Downtown Federal Way.

The full 2 Line will be completed with the opening of the I-90 segment of East Link. This final segment will add the Mercer Island and Judkins Park stations to the 2 Line and connect to the 1 Line at the International District/Chinatown Station in downtown Seattle.
Sound Transit News, July 24

WASHINGTON, D.C.

Blue Line Work Finishes, Green Line Work Begins

Franconia-Springfield and Van Dorn Street Stations on the Blue Line reopened on Sunday, July 27, after Metro successfully finished three weeks of track work. Crews updated the train control and signaling system, renewed rails and ties and repaired lighting.

Starting on Saturday, August 2, construction moves to the southern end of the Green Line and will continue through to August 31. The Naylor Road, Suitland and Branch Avenue Stations will be closed. Local shuttle bus service will operate every 8-10 minutes, stopping at each station. In addition, there will be express shuttle service between Branch Avenue and Southern Avenue every 8-10 minutes.

Work to be completed includes:

- Rail renewal, fastener and tie replacement, ballast tamping and grout pad replacement
- Installing 102,000 linear feet of radio and ancillary fiber optic cable for communication and train control systems
- Replacing platform edge lighting
- Improving station lighting
- Updating station signage
- Repairing elevated tracks and bridges

For two weekends, August 9-10 and 16-17, the construction area will extend to Anacostia, with Congress Heights and Southern Avenue Stations also closed. Shuttle buses will be extended accordingly.
WMATA News, July 25

International

AMSTERDAM, NETHERLANDS

Partial Tram Fleet Replacement

Amsterdam transport operator GVB has begun the procurement of up to 78 trams to replace vehicles which will reach the end of their service lives within the next few years.

The tram fleet strategy adopted by regional transport body Vervoerregio Amsterdam at the end of 2022 envisages that GVB's trams will be replaced in phases, so that it can always

The Siemens Combinos are now the oldest trams operating in regular service in Amsterdam. In this view northwest at Roelof Hartplein on May 11, 2024, two of some of the oldest Type 13G Combinos, Nos. 2059 (Siemens, 2/2003) and 2015 (Siemens, 5/2002) pass each other. The 2059 is operating on Route 7 to Azartplein but is on a diversion here. The 2015 is operating a normal Route 3 trip and is headed to Westergasfabriek, Van Hallstraat. Jeff Erlitz photo

provide a reliable service and does not end up with large numbers of outdated vehicles at the same time. Vervoerregio Amsterdam has allocated €391 million for the purchase of the 30-meter-long trams and associated costs.

The tendering process is expected to take around 1½ years, with the supplier to be selected and costs finalized in the first half of 2027. The trams are expected to enter services from 2032 and have a life of 30 years.

Plans also include a limited trial of autonomous operation to investigate how technology can support, not replace, the work of tram drivers.

METRO REPORT INTERNATIONAL, July 23

BELGIUM

Train Fleet Renewal Contract

The board of national passenger operator SNCB has reconfirmed its selection of CAF as preferred bidder for the AM30 contract to supply electric and battery-electric multiple-units. Negotiation will now continue to finalize a framework contract covering the supply of trains totaling up to 170,000 seats, with an initial €1.695 billion base commitment for 54,000 seats.

At the end of 2022 SNCB called tenders for a 12-year framework agreement covering the supply of 160 km/h 3 kV DC units which would allow it to replace much of its older rolling stock with a smaller number of modern designs.

CAF was selected as preferred bidder on February 28, 2025. The operator said CAF had offered the best price to quality ratio, with its higher-quality proposal beating a lower-priced offer. The selection of the Spanish company attracted political criticism because Alstom has factories in Brugge and Charleroi, but SNCB said European Union procurement rules prevented it from preferring local production. Alstom challenged SNCB's decision, and the administrative court put

One of SNCB's older EMUs, Type AM 80 No. 336 (La Brugeoise et Nivelles, 1980-83) is seen laying over at Central Station in Antwerp on May 2, 2019. Jeff Erlitz photo

the contract award on hold pending a re-evaluation.

On July 23 SNCB said that following further legal and technical analysis, its original ranking of CAF, Siemens Mobility and Alstom had remained unchanged. The SNCB board said that all three bidders had mentioned the involvement of a local service provider, and invited CAF to pursue this option.

RAILWAY GAZETTE INTERNATIONAL, July 23

BOURGOGNE-FRANCHE-COMTE, FRANCE

New EMUs Ordered

The Bourgogne-Franche-Comte region has awarded a consortium of CAF and Alstom a contract to supply 14 Coradia Polyvalent trainsets.

One of SNCF's current fleet of Alstom/CAF Coradia EMUs, Class Z51000 No. 503. R. Mouron photo

The order announced on July 9 covers five six-car electric Intercites trains with 355 seats, and nine four-car bi-mode TER trainsets with 228 seats. Features will include large windows, indirect LED interior lighting and seats equipped with armrests, reading lights and power outlets. The nine

TER trains will be equipped with an additional parking brake and preparation for ETCS.

The two suppliers are co-operating under agreements put in place in 2022 when CAF acquired the Coradia Polyvalent family and the Reichshoffen factory in Alsace as part of the regulatory approvals process for Alstom's acquisition of Bombardier Transportation. CAF is responsible for design and manufacturing of trains, with Alstom supplying some of the equipment.

French regions have now ordered almost 450 trains of this type, with 400 in service, and the latest order will add to 48 previously ordered by Bourgogne-Franche-Comte.
RAILWAY GAZETTE INTERNATIONAL, July 10

BRATISLAVA, SLOVAKIA

Tramway Extension Opens

The new tram line leading through the largest Slovak housing estate of Petrzalka started running on July 27. The meter-gauge tram network in the Slovak capital of Bratislava has been completely renovated in many places in recent years, and various new low-floor railcars from Skoda now form the basis of the fleet.

30T ForCity Plus No. 7529 (Skoda, 2015) at Lucanka, the second to the last stop on the new extension. DPB photo

Since the 1960s, extensive new housing developments have been built on the south bank of the Danube River using standardized prefabricated construction methods. These areas were (and still are) served by various bus lines, which attempt to cope with the level of ridership, especially during rush hour, by running at short intervals. For a long time, there was talk of building a metro to the districts south of the Danube, but these plans ultimately could not be implemented in Bratislava, which is a fairly compact city. An attempt to connect the area to the tram network was finally made in 2016 with the commissioning of a new two-kilometer-long line with three stops between Safarikovo namesti (Safarik Square) and Jungmannova, which crosses the Danube on a large bridge. However, this only connected a small part of the residential areas.

The extension from the previously temporary Jungmannova terminus with six new stops over 3.9 kilometers to the Juzne mesto terminus had been planned for a long time in order to provide better and more direct access to the Petrzalka residential area and to significantly reduce bus traffic. Construction began in 2021-2022 on the route, which is largely laid on grass tracks on its own right-of-way, partly away from the roads, and was largely completed in autumn 2024. But not quite: on December 19, 2024, an initial test run took place, but various defects in the construction were discovered. Discussions about responsibilities and accountability ensued, and delayed the opening several times.

Trams on line 3 run through to the new terminus at Juzne mesto, every 5 minutes on weekdays during the day, with even more frequent service in the morning rush hour, running every 2½ minutes. Tram line 7 and bus lines 59 and 95 have been discontinued, line 192 has changed its route, and the residents of Petrzalka finally have an attractive, fast public transport connection to the city center!
URBAN TRANSPORT MAGAZINE, July 27

CHINA

Multiple Metro and Tram Openings

The annual flurry of June metro extensions saw over 100 route-kilometers of new infrastructure enter service in Chongqing, Nanchang, Guangzhou and Tianshui this year.

On June 27, a 6.9-kilometer branch of Chongqing metro Line 6 opened, linking Liujiaping on the existing route with the new main line station at Chongqing Dong, serving two intermediate stops. The first section of the Chongqing Dong to Xiamen high speed line opened as far as Changsha the same day. Chongqing Dong will, in the future, also be served by local Line 24 and express cross-city Line 27 metro routes, both currently under construction.

The next day Nanchang Rail Transit added 31.6 kilometers and 19 stations to its metro network. Line 2 was extended 10.5 kilometers southeast from Xinjia'an to Nanchang Dong Railway Station, providing a metro connection for the city's second high speed station which opened in December 2023. Line 1 was extended at both ends: 16.8 kilometers north from Shuanggang to Changbei Airport, and 4.3 kilometers east from Yaohu Lake Xi to Maqiu. Line 1 is now 49.8 kilometers long with an end-to-end journey time of 85 minutes, and Line 2 is now 45.1 kilometers long. Since opening in 2015, Nanchang's metro has expanded to four lines totaling 160 route-kilometers.

Also on June 28, Guangzhou added two new lines 10 and 12 to its network, which now comprises 19 lines with a total length of 751.1 kilometers. The 17.2-kilometer initial section of the southwest-northeast Line 10 links Xilang and Yangji East. From here a 2.1-kilometer connection is under construction east to Shipaiqiao on the Line 3 branch line from Tiyu Xilu to Tianhe Coach Terminal, which will transfer to Line 10 on completion. The outer ends of Line 12 also opened, but pending completion of the 9.7-kilometer

A10 No. 12053-12054 at Xunfenggang Station of Guangzhou's Line 12 West on opening day, July 6, 2025. Tim Wu photo via Wikimedia

north-south city center section they are operated independently. Line 12 West links Xunfenggang and Guangzhou Gymnasium, while Line 12 East runs from Ersha Island to the Higher Education Mega Center South; both sections have nine stations.

The second route of Guangzhou's Huangpu tram network was inaugurated on June 20. Running east from the metro Line 6 station at Xiangxue to Kaiyuan Dong Lu, the 4.9-kilometer line has six intermediate stops. From here a 9.5-kilometer part-elevated route south to Nangang on metro Line 13 is under construction with 11 stops.

Two extensions to the tram network in Tianshui, Gansu province, were opened on June 18. Opened in 2020, the original line has been extended west by 11.9 kilometers from Wulipu to Jingkunxijun Tianshui No. 3 Middle School. A 5.3-kilometer branch southeast from Yangpo Dong to Tianshui Airport has also opened. These extensions have triggered a reorganization of operations, with the section of original line from Yangpo Dong to Tianshui Station now operated as Line 2, with the rest of the 30.1-kilometer system becoming Line 1.
RAILWAY GAZETTE INTERNATIONAL, July 7

COPENHAGEN, DENMARK

Tendering of Next Metro Operating Contract Begins

Copenhagen Metro authority Metroselskabet has called tenders for the next contract to operate and maintain the capital's driverless network.

Metroselskabet is jointly owned by the national government, the city of Copenhagen and the municipality of Frederiksberg. It has overall responsibility for the metro, but it is required by law to tender operations to a private operator.

The next contract, with an estimated value of €2.4 billion, would start after the current deal with the Metro Service joint venture of Milan transport operator ATM and Hitachi Rail STS ends on September 28, 2027. It is expected to run to 2039, with an option for a further three years.

The deadline for applying to prequalify is July 31, 2025, with

Train set No. 31 (AnsaldoBreda, 2002) is heading north on metro route M2 to Vanlose in this view south between the Femoren Strand and Amager Strand stations on September 29, 2023. A very convenient pedestrian- and bicycle-only overpass provided this vantage point. Jeff Erlitz photo

invitations to tender expected to be sent at the end of August 2025 and a contract to be signed in September 2026.

The 43-kilometer four-line network has 44 stations and carried a record 126 million passengers in 2024. Line M4 will be extended by two stations in 2030.
METRO REPORT INTERNATIONAL, July 9

CROATIA

New Battery Trains and Bi-Modes

National passenger operator HZPP has awarded Koncar KEV a contract to supply four battery, four battery-electric and five electro-diesel trainsets in 2027-28. Two battery charging stations will also be built in Lupoglav and in Velika. The €117.9 million order signed on June 30 is being financed through a European Investment Bank loan.

An example of Croatia's recent EMU purchases is this Class 6112, No. 108, built by Koncar in 2015. Toma Bacic photo

HZPP currently has 65 new trains in operation, and five more will be put into service by the end of the year. Next year, six more new electro-diesel trains will be put into service, connecting Zagreb and Split. HZPP plans to order a further 11 multiple-units.
RAILWAY GAZETTE INTERNATIONAL, July 2

CZECH REPUBLIC

More EMUs Ordered

Arriva has ordered a new design of 200 km/h low-floor electric multiple-unit from Skoda Group for use on long-distance services. Valued at more than €280 million, the contract signed on July 15 covers an initial 16 three-car and six four-car EMUs, with options for more.

The Skoda 26Ev units are to be deployed from December 2028 on long-distance routes Ex6 Prague to Plzen to Cheb and R16 Prague to Beroun to Plzen to Klatovy/Zelezna Ruda, which Arriva is to operate under a 15-year contract worth €750 million awarded by the Ministry of Transport.

Skoda has developed the 26Ev for inter-regional and long-distance services. Units can be supplied with three to seven cars, offering a capacity of between 200 and 600 seats. The trucks are designed for speeds of up to 230 km/h, making the units suitable for operation on high-speed lines.

Rendering of Skoda 26Ev EMU for Arriva. Skoda

Arriva's EMUs will be dual-system units able to operate on 3 kV DC and 25 kV 50 Hz; a 15 kV 16.7 Hz variant will also be offered. The three-car units with 224 seats will be used primarily on service R16 and to provided additional capacity on Ex6. They will have large bicycle spaces, and a vending machine for snacks and hot drinks. The four-car trains for service Ex6 will have 315 seats, including a first class car and a bistro section with serving counter and kitchenette.

All will have powerful air-conditioning, a modern information system, wi-fi, charging sockets and CCTV, with level boarding, a low-floor interior and an accessible toilet.

The EMUs will have ETCS and digital systems to support remote monitoring and diagnostics. They will be fitted with ATO equipment to facilitate energy-efficient operation, regulating speeds to suit the timetable and track profile while optimizing braking. Data from the operation of Skoda EMUs in the Baltic States suggests that energy savings of up to 15% could be achieved.
RAILWAY GAZETTE INTERNATIONAL, July 16

DENMARK

More EMUs Ordered

National passenger operator DSB is to place a firm order for a further 50 Alstom Coradia Stream IC5 electric multiple-units.

The order announced on June 26 is being placed under a June 2021 framework agreement which included a €1.4 billion firm order for an initial 100 five-car EMUs for 200 km/h inter-city and regional services. Production is underway at Alstom's Salzgitter plant in Germany, and the first IC5 is expected to arrive in Denmark later this year. Following testing and staff training, the IC5 units are now expected to enter passenger service from 2027. Alstom will maintain the fleet at depots being built in Aarhus and Copenhagen.

Rendering of DSB's new EMUs. Alstom

The EMUs will replace aging diesel trains which are to be phased out as part of a 25 kV 50 Hz electrification program which aims to give DSB a 100% electric fleet in 2030. As well as environmental benefits, this will provide a more uniform fleet.
RAILWAY GAZETTE INTERNATIONAL, July 3

DUBLIN, IRELAND

Metro Procurement To Begin This Year

Details of the Metrolink project to build a high-capacity driverless metro line in Dublin are to be presented to potential contractors by Transport Infrastructure Ireland (TII) during a series of industry days to be held across Europe during September.

The planned 18.8-kilometer mostly underground line would run from Swords in the north to Charlemont in the south via the airport and city center, with 16 stations. A peak service of a train every 3 minutes is envisaged, rising

Rendering of Tara Station platform. TII

to a train every 90 seconds by 2060 if required. The line would be capable of carrying up to 20,000 passengers/direction/hour, compared to 9,000 passengers/direction/hour on the Luas tramway's Green Line. Ridership is estimated at up to 53 million passengers/year.

Construction is to be undertaken through two civil works contracts covering the northern and southern sections of the route, and a design-build-finance-operate-maintain contract covering the rolling stock, stations, railway systems, operations and maintenance.

The September briefings will offer a final opportunity for global market participants to provide direct input before the formal commencement of procurement activities. Subject to final market feedback, MetroLink plans to issue contract notices in late November.

METRO REPORT INTERNATIONAL, July 15

GRENOBLE, FRANCE

CAF Wins Tram Order

Grenoble area transport body SMMAG has awarded CAF a contract to supply 38 Urbos trams, with an option for up nine more. The trams to be manufactured at CAF's Bagneres-de-Bigorre factory will gradually replace Grenoble's older TFS vehicles starting in 2028.

The 100% low-floor air-conditioned trams will be tailored to Grenoble's accessibility, capacity, comfort and operational requirements. They will be 45 meters long, compared to 30 meters for the older trams, with 12 double doors for rapid boarding and alighting and a capacity of 281 passengers, including 82 seated.

This latest contract adds to the orders CAF has received from the French cities of Marseille, Montpellier and Tours.

METRO REPORT INTERNATIONAL, July 10

TFS2 No. 2016 (Alsthom, 1986) is operating on Route E at Cours Jean Jaures on August 16, 2022. The tracks it is about to cross serve Routes A, B and D. Alex Krakowsky photo via Urban Electric Transit

LONDON, ENGLAND

London Underground Signaling Upgrade Completed

Hitachi Rail has completed what it says is the most technically challenging milestone to date under Transport for London's ongoing Four Lines Modernization (4LM) program to upgrade the signaling on London Underground's Circle, District, Hammersmith & City and Metropolitan Lines.

London Underground Neasden depot. Hitachi Rail photo

The latest phase covers the Neasden Depot area, and required integration with legacy interlocking infrastructure and live interface testing with the Jubilee Line's SelTrac system.

The 4LM program covers the replacement or modernization

of life-expired assets covering 310 kilometers and 113 stations on the four large-profile Sub-Surface Lines which make up 40% of the London Underground network and parts of which date back to 1863.
METRO REPORT INTERNATIONAL, July 11

Croydon's Stadler Trams To Be Partially Rebuilt

Yellow Rail has been awarded a contract to undertake a turnkey overhaul of the trucks and brake systems on London Trams' 12 Stadler Variotram vehicles. The Stadler trams have covered around 960,000 kilometers since entering service in Croydon in 2012-15, and the distance-based overhaul is required to ensure reliability and availability.

Variobahn No. 2557 (Stadler Rail, 2012) is west of the Lebanon Road stop on its way to Wimbledon on April 26, 2019. The location is at Addiscombe Road & Park Hill Road, in Croydon. Jeff Erlitz photo

The work is to be undertaken at Yellow Rail's recently upgraded facility at the Litchurch Lane site in Derby. London Trams is to directly award Stadler, as the original equipment manufacturer, a £900,000 contract to supply the materials required for the overhaul.
METRO REPORT INTERNATIONAL, July 22

MONACO

Plans for a Metro

The principality has appointed Systra to provide technical assistance to support the development of a express metro line to provide cross-border commuters and tourists with a faster and more sustainable alternative to the congested roads from France. The proposed underground line would to link the principality with a large park-and-ride facility at La Brasca between Eze and La Turbie in France.

Systra said existing travel routes are saturated, with 15,000 cars per day entering Monaco from the west and the railway station being the second busiest on the Riviera with over 8 million travelers per year.

Systra will assist with defining the high-level requirements for the design, operation and maintenance of the metro, and then support work to select a consortium to build the line. It will also monitor design and implementation.
METRO REPORT INTERNATIONAL, July 1

PALMA DE MALLORCA, SPAIN

Metro Extension Opens

An extension of Mallorca's meter-gauge metro Line M1 from Universitat de les Illes Balears to the Parc Bit technology campus was opened by operator SFM on July 2.

The 1.4-kilometer extension built by Comsa, Tecsa, Mab and Coexa includes a 1.1-kilometer underground section. Completion was delayed by torrential rain in late October 2024. The €28.9 million project was supported by €20 million of EU Next Generation co-financing.

SFM (Serveis Ferroviaris de Mallorca) No. 7102 (CAF, 2006) is seen entering the new terminal at Parc Bit, presumably on opening day, July 2. SFM photo

Around 3,000 people work at 100 companies at Parc Bit, with 85% of journeys to and from the site currently made by private car. It is hoped that the extension offering a 12-minute journey time to the Placa d'Espanya terminus in central Palma will increase overall metro ridership by between 10% and 17% from the 2.1 million journeys recorded in 2024.
METRO REPORT INTERNATIONAL, July 7

RIGA, LATVIA

Tramway Extension Work Begins

Construction of a 2.2-kilometer extension to Riga's southeastern tram corridor along Latgales iela is underway following a groundbreaking ceremony at Visku iela on July 16. This will be the site of the future terminal loop, providing a bus and trolleybus interchange and housing a control center.

The double-track route will include two intermediate stops, with the project including landscaping, waiting shelters, electronic information boards and modern lighting. The extension is due to open in May 2026, with tram Route 7 to be extended from its current terminus at Eglaines iela/Dole

to Visku iela. It will be the first network expansion since the Imanta branch opened in 1984.

The project is supported by the European Union through the Recovery & Sustainability Fund. A design-and-build contract worth €28.2 million was awarded to CBF SIA Binders in November 2023.

METRO REPORT INTERNATIONAL, July 25

SCOTLAND

ScotRail's Fleet Replacement Plans

Scottish government-owned operator ScotRail Trains (SRT) has begun market engagement for its planned procurement of electric and battery-electric multiple-units.

The core manufacturing and supply agreement is expected cover approximately 69 units to replace older electric and diesel multiple-units which are reaching the end of their service lives. This would comprising around 41 EMUs and 28 BEMUs. There may be options to order more. It is anticipated that the BEMUs would be introduced alongside partial electrification of key routes by Network Rail.

One of ScotRail's modernized Class 318 EMUs, No. 255 (British Rail Engineering Limited, 1985-1986). ScotRail photo

Aspirations for the new fleet include enhanced accessibility, increased provision for bicycles and wheelchairs, family-friendly interior layouts, comfortable seating and good ride quality. The new trains are anticipated to include a low-floor design to enable level boarding where platforms meet Persons with Reduced Mobility-National Technical Specification Notices requirements.

SRT is also seeking to engage the market regarding a technical support and spares supply agreement.

Ove Arup & Partners is managing the market engagement process on behalf of SRT. Tenders are expected to be called by the end of September, with the procurement process running to 2027. Deliveries are expected to begin in late 2030, subject to approval from Transport Scotland and the Scottish government.

RAIL BUSINESS UK, July 10

SINGAPORE

First Train for Singapore - Malaysia RTS Link Unveiled

The first trainset for the Rapid Transit System Link cross-border metro line was unveiled at the Singapore Rail Test Center on June 30.

CRRC Zhuzhou Locomotive is supplying eight automated driverless trainsets for the four-kilometer cross-border line which will run from Woodlands North in Singapore to Bukit Chagar in Malaysia. The 76.5-meter-long four-car trainsets will have a capacity of more than 600 passengers. The livery is inspired by the colors of the flags of Malaysia, the state of Johor and Singapore. The line will be operated by the RTS Operations joint venture of Prasarana RTS Operations and SMRT RTS.

The first trainset, at the test center.
Ministry of Transport, Singapore photo

RTSO will test the first trainset at SRTC over the next few months, followed by additional testing on the RTS Link. Carrying out initial testing at the recently-completed SRTC is intended to allow RTSO to resolve potential integration issues early, to streamline the overall timeline for the project.

The RTS Link is expected to open in December 2026, offering a peak capacity of up to 10,000 passengers/direction/hour to significantly enhance cross-border connectivity across the Straits of Johor and help ease road congestion on the nearby causeway. The journey time will be around five minutes, with customs, immigration and quarantine formalities completed at the departure station in each direction.

METRO REPORT INTERNATIONAL, July 1

SWITZERLAND

Berner Oberland-Bahnen Orders EMUs

Berner Oberland-Bahnen has exercised an SFr50 million option for Stadler to supply five more electric multiple-units as part of a program to renew its fleet and increase services

Rendering of BOB's new EMUs. Stadler

to accommodate growing ridership.

The three-car 1.5 kV DC EMUs will be built at Stadler's Bussnang factory for entry into service between the end of 2027 and mid-2028. BOB ordered an initial six EMUs for SFr66 million in May 2022, and they are to enter service on the 23.7-kilometer Y-shaped meter-gauge Berner Oberland-Bahn between Interlaken Ost, Lauterbrunnen and Grindelwald from the fourth quarter of 2025. A further four were ordered for SFr39 million in March 2024.

They have barrier-free entrances into spacious boarding areas designed for rapid passenger flow. They have 140 seats, and multifunctional areas with space for luggage, skis, pushchairs and bicycles to encourage leisure travel and modal shift from road to rail.

RAILWAY GAZETTE INTERNATIONAL, July 11

TARRAGONA, SPAIN

Tramway Contract Awarded

Generalitat de Catalunya has awarded civil works contracts for the first phase of the Tramvia del Camp de Tarragona light rail line. A €15.8 million, 20-month utility relocation and earthworks contract announced on June 2 has been awarded to Acsa Obras e Infraestructuras and Infraestructuras Trade. Work is to start in September. A 112-meter-long 10.4-meter-wide bridge over the A-7 motorway near Vila-seca is to be built by CRC Obras & Servicios and Ingenieria & Servicios Ferroviarios.

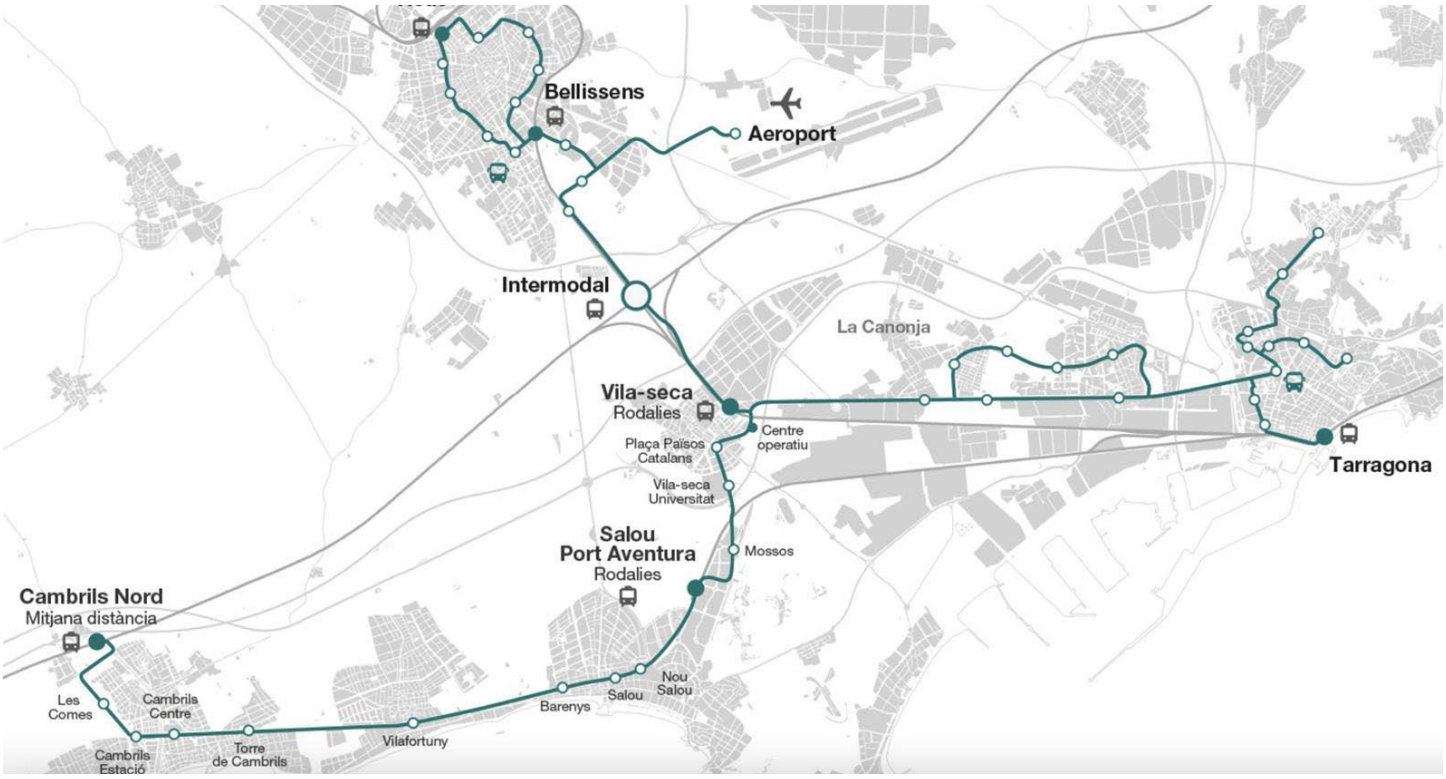
Tenders are to be called in the early autumn for construction of the depot at Vila-seca.

Stadler is preferred bidder for a €38.5 million contract to supply seven standard-gauge trams with a capacity of 210 passengers and equipped for off-wire operation.

The 14.6-kilometer first phase of the tramway, which will make use of a section of closed railway to link Cambrils-Nord, Salou and Vila-seca, is planned to open in the first quarter of 2028. The second phase would extend the line to 46 kilometers, linking Tarragona, Reus, Vila-seca, La Canonja and Reus airport. Initially, ridership is predicted at 9.5 million passengers/year, rising 12.8 million after 15 years.

METRO REPORT INTERNATIONAL, July 14

(Below) Map of the proposed light rail network for Tarragona. Generalitat de Catalunya



TBILISI, GEORGIA

New Metro Trains Ordered

The city of Tbilisi has selected GT group, representing Chinese rolling stock manufacturer CRRC, for a contract to supply 111 cars to replace the aging metro fleet. The metro currently has 197 cars built in 1974–91 and mostly refurbished in 2006–19. This winning bidder was announced on July 10. Bids were also submitted by Kamkor Lokomotiv and Skoda Transportation.

The 14 four-car and 11 five-car sets are scheduled to be delivered in batches in 2026–31. The cars will be 18.5 to 19.5 meters long, and have open gangways.

Type Ezh3M No. 5604, built in 1974, is arriving at Gotsiridze Station on Route 1 on April 18, 2025. giorgi photo via Urban Electric Transit

The order is backed by the Asian Infrastructure Investment Bank. In 2021 Transmashholding subsidiary Metrowagonmash was awarded a contract to supply metro cars, with the order to be financed by the European Bank for Reconstruction & Development. However, international sanctions imposed following Russia's full-scale invasion of Ukraine in 2022 meant EBRD was no longer able to provide financing and the order was canceled.
METRO REPORT INTERNATIONAL, July 21

VANCOUVER, CANADA

Next Generation SkyTrain Cars Enter Service

The first of the Mark V automated light metro trainsets which Alstom is supplying for Vancouver's SkyTrain entered service on the Expo Line on July 10.

Vancouver transport agency TransLink awarded what was then Bombardier Transportation a C$722.6 million order for 41 five-car trainsets in December 2020, and Alstom was awarded a C$13 million order for a further six sets in May 2024. The total order for 235 cars is the largest placed by TransLink, and includes 125 cars to replace the Mark I vehicles which entered service in 1985 and are to be withdrawn by the end of 2027.

The Mark V sets are to be delivered by 2029 for use on both the Expo and Millennium Lines, and to support the Broadway Subway and Surrey-Langley extension projects. The trainsets will help accommodate growing ridership, with TransLink expecting a 20% increase in use on the Expo Line over the next five years, and a 50% increase on the Millennium Line during peak hours.

Design, manufacturing and testing is being undertaken at Alstom's facilities in Kingston, La Pocatiere and Saint-Bruno-de-Montarville, before the vehicles are delivered 4,600 kilometers across Canada by road.

Each five-car Mark V trainset can carry 672 passengers, a 25% increase in capacity over the four-car Mark III trains. They have walk-though interiors, with a mix of forward-facing and side seating for greater choice and flexibility, with wider aisles with more standing room, handrails and leaning pads. There are spacious multi-use areas for bikes, luggage, pushchairs, wheelchairs and other mobility devices.

Features included improved HVAC, large digital displays showing station information, door chimes and announcements to assist riders who are visually impaired. There are indicator lights at the doors to assist people who have hearing loss by flashing when the doors close, fault warnings are issued or when emergency brakes are deployed.

Skytrain Alstom Mark V No. 6065 on the Expo Line approaching Nanaimo Station on a service to Production Way-University on July 16, 2025. Exp691 photo via Wikimedia Commons

The trainsets have a blue livery, and the interiors feature artwork created by Rain Pierre of Katzie First Nation, Atheana Picha of Kwantlen First Nation, Brandon Gabriel of Kwantlen First Nation, Darryl Blyth of Musqueam and Rose Williams of Squamish Nation.
METRO REPORT INTERNATIONAL, July 11

Restaurant Review

By Paul Grether (ERA #6933)

Dining cars are not part of street railway systems. There was one exception in Duesseldorf, Germany. The Rheinbahn interurban carried a "Bistrowagen" for commuters from the beginnings of the line before World War II until final discontinuance on line U70 in 2014 and was a unique service. In its final configuration four light rail vehicles were configured as "Bistrowagen" dining cars.

The phenomenon of the "Restaurant Tram" for tourists and casual diners seems to have started in Melbourne, Australia in 1983 with the conversion of a W2 class tram to the "Colonial Tramcar Restaurant." It quickly became very popular, with people traveling to Melbourne from around the world for the unique experience. Since then, there have been several additional cities seeking to capitalize on the success of Melbourne that have started a dinner tram service. The appeal is the changing view of the city at street level from the moving tram, and the unique experience of eating in a moving street railway vehicle.

Each operation is unique, and few cities can host a Restaurant Tram — there are prerequisites:

- A mature tram network large enough to create a multi-hour trip during which a meal can be served
- The availability of reliable, retired equipment to convert into a diner
- A willing host operator/tramway infrastructure owner

Becoming a successful operator of a Restaurant Tram service is not for the uninitiated. A skilled sponsor of the service with the ability to engineer the conversion of equipment into a restaurant, including the design of an on-board seating/dining area, galley and restroom, all in compliance with local health regulations; management of staffing and menus and marketing and reservations system.

The table at the bottom of this page includes information known about current and past dinner tram operations around the world.

Your author has experienced two dinner trams. The first was the original "Colonial Tramcar Restaurant" service in Melbourne, Australia in 2004. The second is the recent start-up "AmsterTram" in Amsterdam, the Netherlands in 2025. Following is a description of the experience.

Both rides were approximately 2½ hours and involve a multi-course meal. The food is brought on board and at least heated and plated in a galley on the vehicle. The vehicles were operated under contract by the transit system, Yarra Trams and GVB respectively, and on-board staff are from the owners of the restaurant tram service. The dinner tram moves slowly, to deliberately stay between the operating trams without disrupting regular services and to avoid spilled drinks, etc., from sudden movements. On-board service, meals (from a fixed menu) and drinks were of a high quality.

AmsterTram

The AmsterTram starts and ends the ride at the tram station in front of the Amsterdam Amstel railway/metro station. There is an extra unassigned platform track that allows the tram to board without impacting the regular service.

Equipment is a Type 12G "trapkar" partial low-floor vehicle. These trams were built in two batches by BN (La Brugeoise et Nivelles) for Amsterdam in 1990 and represented the first

City	Start	End	Name	Website
Brussels	2012	operating	Tram Experience	https://www.visit.brussels/en/visitors/where-to-eat/tram-experience
The Hague	2013	operating	Hoftrammm	https://www.hoftrammm.nl/
Rotterdam	2018	2023	RotterTram	https://en.rottertram.nl/
Bern	1976	?		https://bernmobil-historique.ch/restaurant-tram/
Zurich	?	operating	Fondue-Tram	https://www.zuerich.com/en/visit/restaurants/fondue-tram
Timisoara	2018	operating	Cina in Tramvai	https://cinaintramvai.ro/
Kolkota	2018	2020 (?)	The Victoria Tramcar Restaurant	http://www.thevictoria.co.in/ [defunct]
Christchurch	2014	operating	Christchurch Tramway Restaurant	https://www.christchurchattractions.nz/christchurch-tramway-restaurant/
Amsterdam	2025	operating	AmsterTram	https://amstertram.nl/
Melbourne	1982	2018	Colonial Tramcar Restaurant	http://www.tramrestaurant.com.au/ [defunct]
Bendigo	1996	?	The Cafe Tram/Bendigo Ninesevensix - Bendigos Restaurant on Wheels	http://www.bendigoninesevensix.com.au [defunct]

low floor equipment on the system. Car No. 822 has been extensively reconfigured for dinner tram service. It is a three-section, single-ended design, 25.9 meters in length, built as a batch of 25 cars by BN between 1990 and 1991. No. 822 was retired in 2020 and transferred to the collection of the Electrische Museumtramlijn Amsterdam (Electric Tramway Museum Amsterdam) who in turn entered into an agreement with AmsterTram for the use of the car.

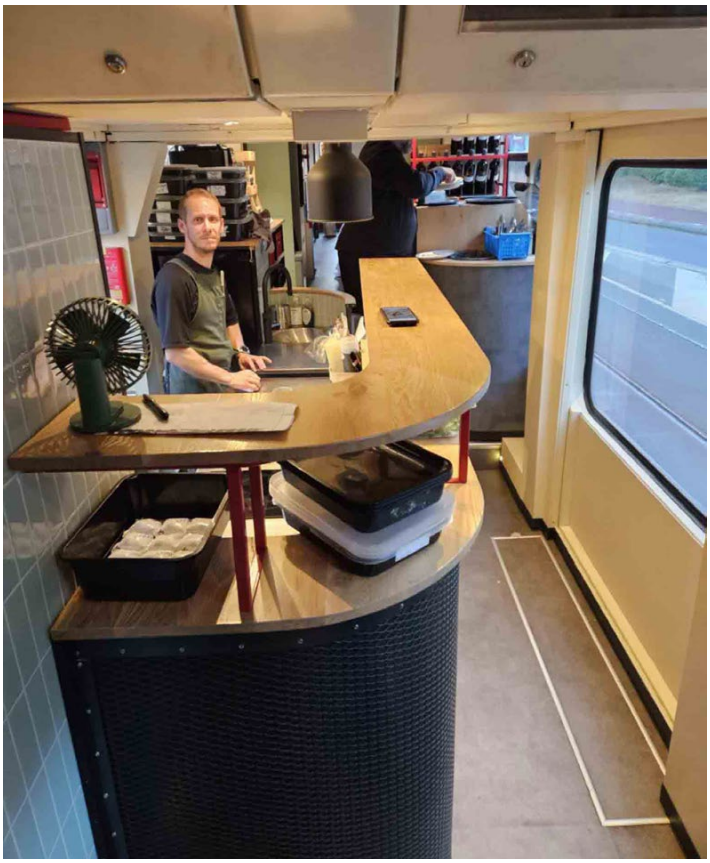
The re-configuration of the tram to convert it into a rolling restaurant is very well done, with obvious thoughtful design and high-quality materials. The center low-floor module has cleverly been converted to the galley. This allows the former passenger door in the center module to be used for easy provisioning without having to lift items into the tram. The end modules have been converted into fixed booth style table seating with two-seat tables on one side and four seat tables on the other. A restroom has been installed in the tail end of the car in a former standee area.

AmsterTram Regular Menu

- Seared salmon | teriyaki | sweet and sour radish | crispy rice
- Smoked baby beets | burrata | almond | tuille | balsamic syrup
- Roulade of farm chicken | various preparations of parsnip | Parmesan jus
- Poached pineapple | white chocolate crumble | creamy caramel

The food on the AmsterTram was excellent. The fixed price includes bottomless drinks, and a good selection of European wines is offered. The service is top notch, with very friendly staff and a comfortable ride.

Type 12G No. 822 (BN/Holec, 2/1991) before the start of the dinner trip on July 4, 2025. View is looking north at the Amstelstation stop. Paul Grether photo



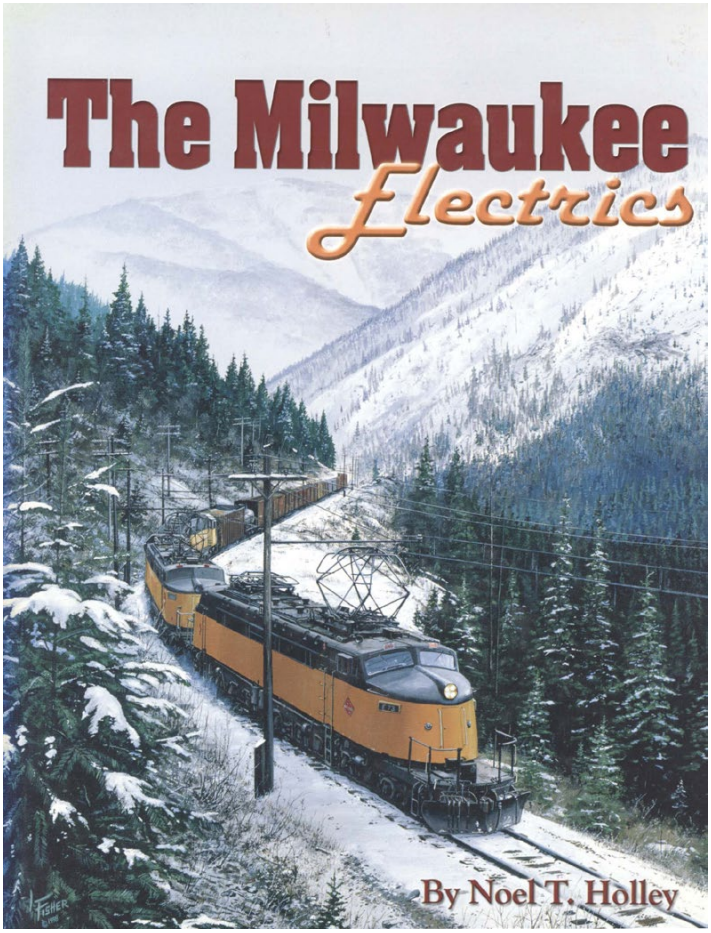
(Above and below) Interior views of the AmsterTram, showing the two and four seat tables and bar area. Kristen Fredriksen photos

Paul's ERA Bookshelf

By Paul Grether (ERA #6933)

The Milwaukee Electrics: An Inside Look at Locomotives and Railroading by Noel T. Holley, second edition published by Hundman Publishing Co., Edmunds, Wash. in 1999, hardcover, 304 pages, with Technical Appendix including highly detailed and extensive locomotive technical details and rosters, traction power substation plans, catenary plans, electrified track map schematics and timetables. Also included is a lengthy bibliography and index. Extensive black-and-white illustrations including an inset with some color pictures. There are also detailed maps and drawings. ISBN 978-0945434702.

In the October 2024 issue of the ERA *Bulletin* [Vol. 67, No. 10] *Electric Way Across the Mountains* by Steinheimer was reviewed, which covered the Milwaukee Road primarily from the perspective of anecdotes from the people who operated the railroad and who photographed it. This book instead focuses on a detailed deep dive into the technology. Holley previously authored a small book on the Milwaukee Road Bi-Polar locomotives, and returned with this much lengthier and thorough study.



The book primarily focuses on all of the electric equipment, with chapters on each class of electric locomotive from the small steeplecab switchers through the fast passenger units. Additionally, there are chapters describing the territory, the

Milwaukee Road Steeplecab switcher #E-82, class ES-2 (Alco-GE, 1917). This would later become the last Milwaukee Road electric to operate. Date, location and photographer unknown, ERA collection.

snowplows, and the economics and policies of the railroad as it relates to the electrification. This includes an explanation of the ultimate failure of the business model of the Milwaukee and why a merger never occurred with the Burlington Northern. Finally, like Steinheimer, there is a chapter with employee anecdotes and historical vignettes from throughout the timeline of the Milwaukee Road electrification. In addition to the sources cited in the Bibliography, the text is interspersed with quotes referencing information gleaned from former employees.

Noteworthy for this book is the detail and depth of the text, and the high quality, variety and quantity of well-captioned photographs that illustrate the text. This book will appeal to those interested in the Milwaukee Road and the intersection of electric railroading and real-life operations. While this is certainly not a comprehensive history of the Milwaukee Road electrification, the format is very readable and engaging with voluminous information without being academic.

Link to book information: www.libib.com/u/grether?solo=145859926

Building the New York Subway System, A Photographic Journey

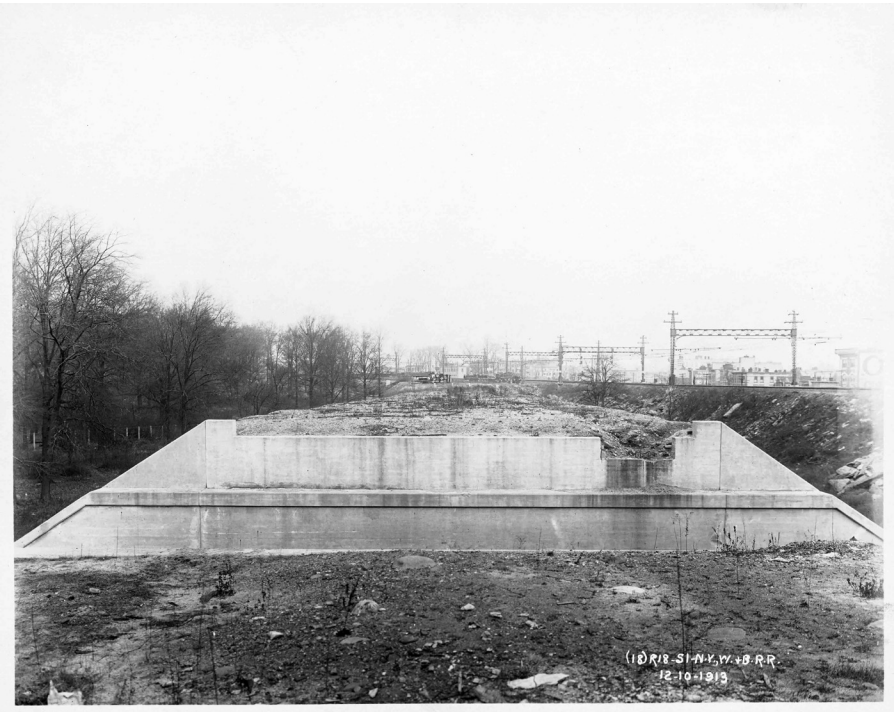
By Jeff Erlitz (ERA #3997)

"Building the New York Subway System, A Photographic Journey" is a new column whose purpose is to show our readers pictures of the construction of New York's subway system. This is meant to be strictly a photo essay and not a detailed history. We leave that job to Eric Oszustowicz and his wonderful *Headlights* volumes about *The Elevated Railways of Manhattan* and *The Elevated Railways of Brooklyn and the BMT Subway.* The photo captions will be expanded upon to provide additional information, where necessary.

All of the photographs for this column are in the Subway Construction Photographs Collection at the New York Transit Museum via the New-York Historical Society.

Subway Construction Route No. 18 was part of Contract 3 of the Dual Contracts, the IRT White Plains Road Line from its connection with Contract 1's West Farms Branch, between 177th Street (today's East Tremont Avenue) and Bronx Park and East 241st Street-White Plains Road.

(Left) Looking northeast from the intersection of Bronx Park Avenue and Lebanon Street, south of today's East 180th Street Station on December 10, 1913. On the right is the New York, Westchester and Boston Railway's East 180th Street Station. The hill in the background is the new embankment for the White Plains Road Line. The two pictures on this page are among the very first photographs taken for the construction of the White Plains Road Line. The line opened for revenue service to 219th Street on March 3, 1917 and to 238th Street (today's Nereid Avenue) on March 31, 1917, exactly four weeks later. Three and three-quarter years later, on December 13, 1920, the line was extended one stop to the terminal at East 241st Street-White Plains Road.



(Left) Same date as above, also looking northeast, with the New York, Westchester and Boston on the right. The photographer is standing on the south abutment for this future bridge. This may be for the East 180th Street Station underpass.

(Next page) Looking southwest towards the future East 180th Street Station on May 21, 1914. The negative is marked "Berrian Ave" but we are not exactly sure where this street, or planned street, is. On the left in the background is the New York, Westchester and Boston East 180th Street Station and the railroad's headquarters building, which is still used by New York City Transit.


(196) R18-51 BERRIAN AVE.
4-27-54.