



BULLETIN

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Electric Railroaders Association

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Back Issues

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Trip Notices/Save the Dates

November 21: ERA Annual Meeting and dinner at Manducatis Restaurant in Long Island City, Queens. Email Michael Glikin at trnsper@aol.com to reserve your spot.

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.

Other Rail-Related Zoom Meetings

Members are reminded that many other rail clubs/organizations meet virtually via Zoom. A full listing of these meetings can be seen at: <https://railmeet.wixsite.com/zoom/>

Donations

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

\$500 to \$999

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\$200 to \$499

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Mark Daitsman, Raymond DeGroote, John Fellin, Paul Gawkowski, David Horwitz, Mark Kavanaugh, Jack May, Michael Miller, Michael O'Leary, John Pesuit, Vselovod Popov, Henry Posner, David Sears, John Spychalski, Julian Wolfe, Robert Wright

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Cover Photo

On Sunday, September 21, the Prague (Czech Republic) City Transport Company (DPP-Dopravni podnik hlavniho mesta Prahy), celebrated their 150th anniversary of tramway operations with a tramway parade. Leading the way was single-truck motor No. 240 (Ringhoffer, 1908). The view is looking west on the Manesuv most (Manes Bridge), with the Prague Castle atop the hill in the background.

Jeff Erlitz photo



Monthly Zoom Meeting

Friday, October 24 (Note: Fourth Friday, not third), at 7:30 p.m.

Presenting This Month: Dr. Michael Roschlau

Tonight's program takes us to a major metropolis in one of the world's most populous countries that is being covered for the first time in an ERA program. Kolkata (formerly Calcutta) has a rich history of urban transport, as the first and last city in India with electric trams and also the first to build a modern subway. Discover the variety of transport modes, arguably the most diverse in the world - on rail, road and water; electric, diesel, animal and human powered.

Tonight's speaker/photographers are retired Canadian

Urban Transit Association President & CEO Michael Roschlau and 26-year NYC Transit subway schedule manager and ERA Board Director Yuri Maller. Both have traveled widely throughout the world documenting developments in electric rail traction. They promise a fascinating journey through this vibrant and cosmopolitan metropolis.

How to Join Our Zoom Meeting

The Zoom registration link for this meeting is: <https://us02web.zoom.us/join/register/ICpGKVHwTwmSR7WJb-gzmnw>. You can sign in at 7:15 p.m. The show begins at 7:30 p.m. If you have any problems, email Bob Newhouser at bnnyc1955@gmail.com, or on the night of the meeting, text or call Bob at 917-482-4235.

Notice of Annual Membership Meeting

Friday, November 21, 2025

This combined Annual Membership / monthly Meeting of the Electric Railroaders Association, Inc. will be held Friday, November 21, 2025 at Manducatis Restaurant, 13-27 Jackson Avenue in Long Island City, Queens. There will be a cash bar opening at 6:00 p.m. The meeting will start promptly at 6:30 p.m., and a complimentary dinner will be served following the meeting at approximately 7 p.m. We have room for 50 paid-up ERA members and their guests, but reserve by Wednesday November 19 to get in!

Please reserve your space for this dinner meeting (maximum of 50) by one of two methods:

1. E-mailing your name to Michael Glikin, Treasurer at: trnsper@aol.com (preferred method)
2. Write to Michael Glikin by regular mail at: 8440 South Dixie Highway, Apt. 1402, Miami, FL. 33143

Longtime member and recently retired NYC Transit Department of Subways Supervisor Nick DiBari will be our guest speaker. Nick will show photos and videos from his 2025 travels in the NYC/northeast US, Canada (Ontario and Quebec), as well as selections from London, Dublin, Brussels and Prague. There will be no live Zoom meeting.

The following slate of candidates for the 2025 ERA Board of Directors was submitted by the Nominating Committee:

For President: **Robert Newhouser**
For First Vice President: **Jeffrey Erlitz**
For Second Vice President and Corresponding Secretary: **Subutay Musluoglu**
For Third Vice President and Recording Secretary: **Robert**

Colorafi

For Membership Secretary: **Yury Maller**

For Treasurer: **Michael Glikin**

For Director: **Andrew Ludasi**

The by-laws allow any active member not included in the nominating committee's slate to be nominated by written petition of at least 25 other active members of the ERA. The petition must be submitted to the membership secretary no later than the close of the first session of the Annual Membership Meeting. If the petition is mailed to the ERA, it should be sent by certified mail and must be received by the corresponding secretary no later than November 20, 2025. The petition should be accompanied by a biographical sketch not exceeding 250 words including the name, ERA membership number and qualifications of the nominee, and a statement of what the nominee proposes to do for the membership if elected to the board.

Respectfully Submitted,
Robert Colorafi

Third Vice-President & Recording Secretary
September 30, 2025, New York, N.Y.

For the board of directors of the Electric Railroaders Association, Inc.

Meeting Agenda

1. Call to order and Welcome by ERA President
2. Proof of notice of meeting
3. Recording of attendance (need minimum of 20 active



- members appearing in person)
4. Appointment of Parliamentarian
 5. Reports of Officers:
 - **Treasurer:** 2024 Financial Results, 2025/2026 Outlook, 2026 International Trip
 - **Eric Oszustowicz:** Brooklyn El III completed, serves as two years of *Headlights*, next plans
 - **First Vice President:** Bulletin and Archives (Editor-in-Chief)
 - **President:** Zoom and in-person meetings and future 2026 North American convention

6. Election by plurality vote of the membership present and voting, of an Inspector of Elections for the 12 months commencing November 21, 2025
7. Election, by plurality vote of the membership present and voting, of the Membership Committee for the following year (2026)
8. Election by plurality vote of the membership present and voting, of the Nominating Committee for the following year (2026)
9. New business (if any)
10. Adjournment

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

Date	Country	City	Segment	Distance (miles)	Railway/Metro/Tram
9/1	Austria	Vienna	Line 12: Rebhanngasse to Hillerstrasse (New line)	1.2	T
9/5	Russia	Novosibirsk	Leninskaya: Sportivnaya station	n/a	M
9/6	Iran	Karaj	Line 2: Ayatallah Taleqani to Shahid Soltani (Karaj)	4.0	M
9/10	Russia	Moscow	Line 90: <M> Chistye Prudy to <M> Komsomolskaya	1.0	T
9/13	"	"	Line 16: Novatorskaya to ZIL	6.0	M
9/17	China	Chengdu	Line 10: Taipingyuan to Wuhou Shrine Line 17: Jitouqiao to Gaohong	3.7 15.4	M M
9/19	U.S.A.	Los Angeles	Line A: APU/Citrus College to Pomona North	9.1	M
9/26	China	Nanning	Line 4: Lengtangcun to Longgang	2.8	M
"	"	Tianshui	Line 1: Tianshui Airport to Fenlukou	?	T
9/28	"	Changchun	Line 2: Dongfang Square to Wukaihe Dajie	6.6	M
"	"	Xuzhou	Line 6: Xuzhou Tongshan District Hospital of TCM to Xuzhoudong Railway Station (New line)	14.2	M
"	"	Tianjin	Line 7: Gulou to Saidalu (New line)	13.5	M
"	"	Shenzhen	Line 6B: Guangming to Guangmingcheng Line 16: Universiade to Yuanshanxikeng	3.1 5.9	M M
9/29	"	Fuzhou	Binhai Express: Fuzhou Railway Station to Wenling (New line)	38.2	R
"	"	Guangzhou	Guangdong Intercity: Baiyun Airport North to Panyu / Guangzhoulianhuashan	?	R
"	"	"	Line 13: Yuzhu to Tianhe Park Line 14: Jiahewanggang to Lejia Road	?	M

URBAN RAIL NEWS, SEPTEMBER 30

Rail News in Review

New York Metropolitan Area

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

Modifications to Proposed Fare Changes

Adjustments have been made to the proposed fare policies (from July 30), and were approved by the MTA Board on September 30. These changes were proposed following an extensive public

comment period in which 1,378 comments were submitted from riders, advocates and elected officials across the service area.

Under these revisions, the fare cap for seven days of unlimited travel on subways and buses using tap and ride would be lowered from \$36 to \$35. This equates to a less than 3% increase from the current price for a weekly pass. After 12 paid trips in any seven-day period, riders would automatically get unlimited free rides the rest of the week, as they do today.

After listening to feedback from commuter rail passengers who expressed concern over the previously announced

four-hour validity window on LIRR and MNR tickets, all one-way mobile and paper commuter rail tickets will instead expire at 4:00 a.m. the following day, ensuring riders can still get home, even if their plans change.

Additionally, the “family fare” program, which allows up to four children to ride commuter rail lines for \$1 each with a fare-paying adult, will be expanded to include children 17 and under (currently 11 and under). The family fare program would also be valid at any time of day all week. Also, fares are not being increased on MNR West of Hudson service, which includes the Pascack Valley and Port Jervis Lines.

[MTA PRESS RELEASE](#), September 27

NEW YORK CITY TRANSIT (NYCT)

Long-Term Track(s) Out of Service

On Wednesday, October 1, and continuing to Friday, November 14, Track 50 in Westchester Avenue Yard is out of service for track renewal work.

Track 8 in 207th Street Yard was removed from service on June 30 to enable Infinity Construction Company, under contract C-33945, to renew and repair the track inside the Overhaul Shop. The track was scheduled to be returned to service on September 30 but the work has now been extended to Friday, October 31.

Platform Edge Barrier Update

Work to install platform edge barriers continued during September. From the 24th to 26th, during the overnight hours, barriers were installed adjacent to the middle track, Track M, at 149 Street-Grand Concourse 4. The following Monday night, September 29, the barriers were installed along southbound Track 1. As of publication date, the barriers along northbound Track 4 had not been installed yet.

On September 26 and 27, again on the overnights, barriers were installed at 63 Drive-Rego Park [E](#) [F](#) [M](#) [R](#) Station. The southbound side was done on the first night and the northbound on the second.

More New Elevators

Two new elevators were placed into service, providing access to the street and platform levels at the Mosholu Parkway 4 Station. One of the elevators operates from street level to the mezzanine and downtown platform, and the other connects the mezzanine to the uptown platform.

In addition to the accessibility work, crews extended the southbound mezzanine, where they constructed a new fare control area, complete with a new OMNY machine and three new turnstiles. The project also included the renovation of two stairwells to bring them to modern code and three new stairwells, which will improve customer circulation in and around the station. Other improvements included upgrades to the station agent booth, new lighting and refurbished sidewalks around the station entrance.

Then, on September 18, accessibility upgrades at the Northern Boulevard [E](#) [F](#) [M](#) [R](#) Station were completed.



One of the new elevators at Mosholu Parkway, at street level.

MTA photo

Upgrades included two new street to platform elevators, the rehabilitation of two street to platform stairs with a new fare array at the southbound entrance, accessible boarding areas, and sidewalk and curb improvements outside the station.

[MTA PRESS RELEASE](#), September 3

[MTA PRESS RELEASE](#), September 18

Unused Tower Demolished

Two months ago, on July 25, a fire damaged the former Albutis Avenue (103rd Street) Tower on the IRT Flushing 7 Line (see August 2025 *Bulletin*, page 4). It was determined that since the structure was no longer being used for anything, it should be demolished.

The demolition was accomplished on Saturday, August 23, between the hours of 4 a.m. and 10 p.m. During that time, northbound 7 trains operated express via Track M from north of 74th Street to south of Willets Point Boulevard.



The former Albutis Avenue Tower, as seen on Sunday, August 3, a little over one week after the fire. Jeff Erlitz photo

IND Concourse Line Test

In order to help alleviate terminal congestion, the Department of Subways is conducting a test at Bedford Park Boulevard, where the [B](#) terminates.

Normally, northbound **B** trains arrive on the middle, Track C6, at Bedford Park and sit there until they are ready to depart south. On weekdays in the p.m., northbound **B** trains back up waiting to enter the terminal.

For three weeks, from September 22 to October 10, between the hours of 3 and 9 p.m., northbound **B** trains are arriving at Bedford Park, discharging passengers and then proceeding north to relay on either Track C5 or C6. When ready, they proceed south, crossing to local Track C1 to pick up passengers in the station. It is hoped that this procedure will reduce, or eliminate, the backups south of the station.

New Signal System at 42 Street-8 Avenue

Over the course of four weekends, a new signal system is being placed into service north of the 42 Street-Port Authority Bus Terminal station on the IND Eighth Avenue **A C E** Line.

This is the first phase of the installation of CBTC on this line, which will extend from 59 Street-Columbus Circle to High Street. This contract, S-48006, is being done by L. K. Comstock and Company, Inc. The schedule for the cut-ins is as follows:

- 9/13-15: Express Track A4
- 9/27-29: Local Tracks A2 and D4 (To Queens)
- 10/4-6: Express Track A3
- 10/11-13: Local Tracks A1 and D3 (From Queens)

This new signal system is the first one in New York to include axle counters. These are meant to actually replace track circuits, which have been around since 1872. For an explanation of axle counters, see <https://railsystem.net/axle-counter/>.



The GRS 32-lever Model 5 machine at 42 Street North Tower on May 24, 2023. Jeff Erlitz photo

42 Street originally had two interlockings (and towers), located north and south of the station. 42 Street North Tower is the one being replaced now. 42 Street South Interlocking was taken out of service in 2002 and 2003, when the lower level of 42 Street Station was abandoned. That tower, however, wasn't removed from service until September 25, 2020 (under this signal contract, actually) because there were still active signal circuits in the machine.

The tower at 42 Street North had a 32-lever General

Railway Signal Company (GRS) Model 5 machine. It, along with the rest of the IND Eighth Avenue Line, was placed into service at some point before the IND opened, in September 1932. The new interlocking is controlled from the 59 Street Master Tower. However, the existing GRS "NX" control panel there is not quite ready to control the new interlocking. As was done at 207 Street Yard, a temporary computer workstation has been installed in the master tower to remotely control 42 Street. The computer uses control software made by Schneider Electric called CITECT SCADA 2018. This seems to be the new NYCT standard for controlling interlockings.

The new relay room at 42 Street does have a maintainer's control panel and it, too, is "software-based." Push-button "entrance-exit" type control panels are now a "thing of the past" on NYC Transit.

LONG ISLAND RAIL ROAD (LIRR)

First Tenant Opens at Grand Central Madison

The popular Tracks Raw Bar & Grill has opened its doors at Grand Central Madison and is ready to service those who pass through the LIRR's east side terminal. Combined with the addition of more retailers in Grand Central Terminal, the move is expected to generate energy and foot traffic and create an atmosphere that will attract further retailers as the LIRR and MNR report the highest ridership in years.

Tracks was a long-time establishment inside Penn Station with a railroad theme with murals and vintage photographs that detailed the history of the LIRR. The restaurant relocated to 31st Street in 2019 when the MTA rebuilt the LIRR's Concourse at Penn Station. It is preparing to reopen inside Penn Station while maintaining the 31st Street location.

Tracks will be the first of many new retail/dining options that will be available at Grand Central Madison. This follows an expansion of new opportunities to eat and shop throughout the MTA network at both Grand Central Terminal, where nearly 90% of retail spaces are filled, and on the LIRR Concourse at Penn Station.

[MTA PRESS RELEASE](#), September 2

2025 Ryder Cup Service

The LIRR added extra train service to Farmingdale Station to help tens of thousands of golf fans reach the Ryder Cup tournament at Bethpage State Park from September 23 to 28. Fans reaching Farmingdale Station found complimentary shuttle buses provided by the Professional Golfers Association offering a fifteen-minute ride to the main entrance.

Added Train Service Details

- Tuesday to Friday, September 23-26: Eight extra eastbound trains and one extra westbound train
- Saturday and Sunday, September 27-28: Nine extra eastbound trains
- Pre-Event: Several westbound trains had added stops at Farmingdale Tuesday through Friday
- Post-Event: Several sets of equipment were staged on the

Main Line to run as unscheduled extras when the event was over each day

[MTA PRESS RELEASE](#), September 5

BNSF Special Operates to 2025 Ryder Cup

BNSF Railway operated an office car special train in conjunction with the 2025 Ryder Cup held at Bethpage Golf Course.

It departed Topeka, Kan. on Wednesday, September 17 and was transferred to CSX at Cicero Yard in Chicago, Ill. the following day. Leaving Chicago on September 19, it was to be routed via Cleveland–Buffalo–Selkirk–Poughkeepsie–Oak Point–Fresh Pond. However, when the train got to north of Manitou Station on MNR's Hudson Line, it set off the third rail clearance detector. After all was said and done, the train went back north to Selkirk and sat there over night. The next day, Sunday, September 21, it was routed via Springfield–Hartford–New Haven–New Rochelle–Oak Point–Fresh Pond.

On Monday, September 22, the LIRR handled the 14-car special, all composed of matching stainless-steel cars, from Fresh Pond to east of the Garden City Station on the Garden-Mitchel Field Secondary Track (formerly the Central Branch). It arrived a little after noon.



The BNSF office car special is seen passing through Glendale, Queens on Monday, September 29, on its way from Garden City to Fresh Pond.

James Mardiguan photo

The train was apparently used as the guests' hotel during the week of the Ryder Cup. On Monday, September 29, the train left Garden City at about 11:15 a.m. to return to Fresh Pond and interchange with CSX.

METRO-NORTH RAILROAD (MNR)

Fall Schedule Changes

There are minor changes on the Harlem, Hudson and New Haven Lines that go into effect on Sunday, October 5.

Some highlights of the new schedules include:

Hudson Line

- Super-express trains between Grand Central and Poughkeepsie will now be up to seven minutes faster, with five making the trip in under 90 minutes. Also, between October 4 and November 9, five additional Leaf Peeper trains will run between Grand Central, Beacon and Poughkeepsie on weekends

Harlem Line

- The 7:53 a.m. train from North White Plains to Grand Central will be replaced by two separate trains Monday through Thursday that depart North White Plains at 7:57 a.m. and 8:01 a.m. respectively. In the evening, a new train to Southeast will run, departing Grand Central at 10:19 p.m., stopping at Harlem-125 Street and White Plains, then making all stops to Southeast, except Mt. Pleasant.

New Haven Line

- There will be eight additional trains on Saturdays between Grand Central and New Haven, and four on Sundays between November 29 and January 4 for those traveling to the city for holiday shopping.

[MTA PRESS RELEASE](#), September 23

New Locomotives in Service

New 4,200-horsepower Siemens Charger locomotives, received last year for testing, began revenue passenger service on the Hudson Line at the start of Climate Week NYC, Monday, September 22. These new locomotives provide riders with even more reliable service while reducing airborne pollutants by 85%, all while producing 1,000 more horsepower than the current fleet.



First revenue run with a Siemens Charger, at Scarborough.

Michael Carrigy/MTA photo

The new locomotives travel farther under electric power than the current fleet of locomotives, the GE P32s, which operate under electric power only in the tunnels in and out of Grand Central Terminal, a distance of four miles. (Editor's note: The existing P32DM-AC locomotives are more powerful in diesel mode than in straight electric mode.) The

new locomotives can operate in electric mode the entire 102 miles of MNR's third rail territory. They are compliant with Tier IV of the U.S. Environmental Protection Agency's vehicle emission standards, significantly improving emissions and noise pollution. Enhanced reliability is made possible by ultramodern monitoring and diagnostic systems that allow crews to spot and fix issues quickly.

[MTA PRESS RELEASE](#), September 22

STATEN ISLAND RAILWAY (SIR)

All R-44s Out of Regular Service

The entire SIR fleet is now entirely made up of the standard R-211S subway cars.

The R-211S cars will replace 52 R-44s, which joined the SIR (formerly SIRT-Staten Island Rapid Transit) in 1973. In line with best industry practices, R-44 cars will be available for a few years as the new fleet is introduced. The new railcar has an average mean distance between failure (MDBF) rate of approximately 125,000-250,000 miles, compared to the R-44's 50,000 miles. The MDBF is a measure of how far the railcar can travel before a mechanical issue occurs and requires unscheduled maintenance.

Since the new cars were introduced, SIR has seen improved customer satisfaction in waiting times, frequency of delays, cleanliness on board trains, announcements on board trains, service reliability and overall satisfaction on board the SIR.

[MTA PRESS RELEASE](#), September 12

NJ TRANSIT (NJT)

River Line Operation & Maintenance Changes Hands

NJT and Alstom jointly announced on September 3 that responsibility for the operation and maintenance of the River LINE light rail system would begin transitioning to NJT as of that day. The agency will take full control of the line by the end of this year.



GTW 2/6 No. 3504 (Stadler, 2003) at Trenton Transit Center on May 26, 2014. David Wilson photo via Wikimedia Commons

Officials said the decision was mutually agreed upon after years of collaboration to assess the system's needs. NJT explained that the River LINE's long-term investment requirements had grown beyond the scope of Alstom's existing contract. Bringing operations and maintenance in-house will allow NJT to better shape and implement future enhancements for the service.

[PETERSON'S BREAKING NEWS OF TRENTON](#), September 5

Additional Cars Ordered

NJT has fully exercised a contract option with Alstom for the purchase of 200 additional multilevel rail cars. The purchase was authorized by the NJT Board of Directors in May 2025. The new Multilevel III rail cars will replace NJT's aging Comet II, IV and V single-level cars. Benefits include increased mechanical reliability, additional seating capacity and accessibility, higher top speeds of up to 110 m.p.h., safety and enhanced onboard amenities for riders, including USB charging ports.

The cars will be built by Alstom Transportation Inc., under an option exercised through NJT's existing contract at a cost of approximately \$1.055 billion. The contract has a remaining option for 50 more Multilevel III rail cars, which may be purchased at a later date. The 200 new multilevel rail cars come in addition to previous orders of 174 cars, bringing NJT's total purchase order up to 374 new multilevel rail cars. These new rail cars continue to advance NJT's strategy to fully modernize its rail fleet by 2031.

In a separate authorization by the Board of Directors in May 2025, NJT exercised an option under a different contract with Alstom Transportation Inc. to procure 12 additional ALP-45A dual-powered locomotives, capable of operating seamlessly across both electrified and non-electrified rail lines. The locomotives will replace older, less efficient diesel models and will enhance service reliability and reduce emissions. Replacing older EPA Tier I locomotives with EPA Tier IV locomotives can result in an estimated emissions reduction of 52.0 NOx tons annually, which supports NJT's goal of a reduced carbon footprint.

This locomotive procurement continues NJT's fleet modernization plan, which has steadily expanded the ALP-45 fleet since 2008. The NJT Board of Directors approved the option for these 12 locomotives from Alstom Transportation Inc. at a cost not to exceed \$203,926,264.96, plus 10 percent for contingencies.

[NJT PRESS RELEASE](#), September 9

Other U.S. Systems

CLEVELAND, OHIO

Additional Cars Ordered

The Greater Cleveland Regional Transit Authority (GCRTA) Board Members unanimously voted to approve the Rail Car Replacement Team's request to exercise a negotiated competitive contract option for the purchase and delivery of

up to six new rail cars from Siemens Mobility Incorporated during the GCRTA Board meeting.

The approval is another step towards fulfilling the contract agreement with Siemens for the total purchase of 60 Siemens Model S200 rail cars which will then replace GCRTA's existing fleet of Heavy and Light rail trains.

New rail car features include:

- High floor light rail vehicles with two-door heights for high-and low-level platform accessibility that provides the ability for the trains to operate on all rail lines
- Advance infotainment system
- Modern operator cab area with dedicated HVAC unit, heated windshield and enhanced visibility
- Ice cutter pantographs installed on every car
- 52 passenger seats, four wheelchair areas and two bicycle rack locations per rail car

The rail car replacement project total budget currently stands at \$450 million, inclusive of new rail cars, infrastructure modifications, railroad connections, engineering, testing, training, field support, spare parts and special tooling. Support for this project comes from The Federal Transportation Administration, Ohio Department of Transportation, Northeast Ohio Areawide Coordinating Agency and The Greater Cleveland RTA.

[GCRTA NEWS](#), September 23

DENVER, COLO.

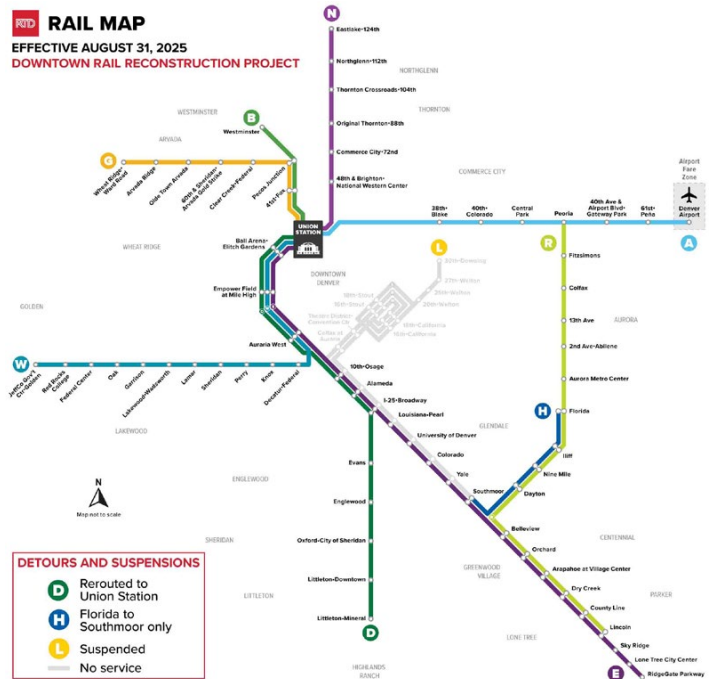
Fall Service Changes

The Regional Transportation District (RTD) began the next phase of light rail track reconstruction work to replace aging rail infrastructure in downtown Denver.

Service changes took effect on Sunday, August 31, along with modifications to light rail service due to the project work near the intersection of Kalamath Street and Colfax Avenue. The following options are available to riders to minimize disruption to their commute:

- All D Line trains have been rerouted to Denver Union Station. Riders can connect to the Downtown Loop using the 16th Street FreeRide or Free MetroRide. The FreeRide operates approximately every five minutes, seven days a week, and the MetroRide operates every 10 minutes during peak service times (6–9 a.m. and 3–6 p.m.), Mondays through Fridays. D Line trains will maintain their current, 15-minute frequencies between Littleton·Mineral and Denver Union stations
- The H Line is operating between Florida and Southmoor stations. Riders traveling downtown will need to transfer to an E Line train. The E and H Lines will both maintain 15-minute frequencies to support transfers at Southmoor Station
- The L Line is suspended during the project

[RTD NEWS](#), September 2



Map of suspended and rerouted light rail lines in Denver. Denver RTD

KANSAS CITY, MO.

Temporary Streetcar Suspension

As Kansas City prepares for the opening of the KC Streetcar Main Street Extension to UMKC, the streetcar team is completing necessary maintenance work prior to opening day. Starting September 8, KC Streetcar service will be temporarily suspended for approximately one week in order to accommodate maintenance activities on the downtown route as well as on the Riverfront Extension.

The KC Streetcar Riverfront Extension project is also utilizing this service suspension to complete activities that would have required a shutdown of the KC Streetcar Vehicle Maintenance Facility. These activities include pulling and clipping two strings of overhead catenary wires, installing spring tensioners, adjusting existing wire, and placing the overhead guide wire between 2nd Street and 3rd Street, and near the VMF.

[KC STREETCAR MEDIA ALERT](#), September 2

LOS ANGELES, CALIF.

Extension Opens to Pomona

Hundreds gathered in Pomona as residents, community leaders and elected officials welcomed trains back to the San Gabriel Valley for the first time in more than 70 years. The Los Angeles County Metropolitan Transportation Authority (Metro) celebrated the official opening of the extension of the Metro A Line to the cities of Glendora, San Dimas, La Verne and Pomona, further extending the world's longest light rail line.

Metro's grand opening, ribbon-cutting event featured an



The ceremonial first train breaks through the banner as part of opening day ceremony for Glendora to Pomona extension. Metro Gold Line Foothill Extension Construction Authority photo

inaugural Metro A Line train breaking through a commemorative banner as confetti cannons exploded overhead at the new Pomona North Station.

This new extension adds nine miles to the current 48.5-mile Long Beach to Azusa Metro A Line and harkens back to the Pacific Electric Railway Monrovia–Glendora “Red Car” trains, which ceased operations in 1951. Today’s A Line will expand access to many regional destinations, including major colleges and universities, the Pomona Fairplex, regional parks, historic downtowns, museums, hospitals, medical centers, shopping, dining and entertainment venues. It will also connect people living in San Bernardino County to Los Angeles County via the joint Metro/Metrolink station in Pomona.

The Foothill Gold Line Construction Authority began major project construction in 2020. Funding for the Los Angeles County-only portion of the project was provided by Metro’s Measure R and Measure M transportation sales taxes. A major portion of the project funding was also provided by the California State Transportation Agency (CalSTA) through its Transit and Intercity Rail Capital Program. Projected ridership on the extension is 10,904 new boardings at the four new stations.

[ABOUT METRO](#), September 30

PHILADELPHIA, PA.

Service Restored, Fares Increase

The Pennsylvania Department of Transportation (PennDOT) approved SEPTA’s request for the one-time use of its state capital assistance to cover operations. As a result, SEPTA restored full service on Sunday, Sept. 14, including the 20% Bus and Metro service cuts that started on August 24. The 21.5% system-wide fare increase was reinstated on September 14.

Due to the prolonged state budget impasse and no resolution to the statewide transit funding crisis, SEPTA took the unprecedented step of requesting this emergency flexibility to reduce the impact of service cuts on riders. During the week of

August 25, SEPTA left more than 4,400 people behind at bus and trolley stops due to crowded conditions caused by running less service. The number of bus trips running late was up more than 26% compared to normal conditions.

With PennDOT’s approval for SEPTA to use up to \$394 million of its capital assistance funding to support operations, and additional revenue from the fare increase, SEPTA will plan to avoid service cuts for the next two years. This will also allow the Authority to move forward with the implementation of its new bus network and support the major events coming to Philadelphia in 2026.

However, transferring capital funds to cover operating expenses, with no commitment to replace them, is not a sustainable long-term solution to SEPTA’s current budget crisis. Using capital funds for daily operations means these resources are not available to support infrastructure rehabilitation, vehicle replacements and other much-needed projects. SEPTA’s current 12-year Capital Program adopted in June already requires \$1.6 billion in infrastructure and vehicle projects to be delayed.

[SEPTA NEWS](#), September 8

PITTSBURGH, PA.

Service Cuts Averted

Pittsburgh Regional Transit’s Board unanimously adopted the agency’s amended Fiscal Year 2026 operating and capital budgets that will allow it to avoid major service cuts and fare increases for the next two years. The adoption of the amended budgets follows approval from the Pennsylvania Department of Transportation earlier this month that allowed PRT to use up to \$106.7 million in state capital funds to cover operating expenses.

The move allows PRT to close a projected \$100 million deficit for FY2026 and avoid a previously proposed 35% service reduction and 9% fare increase scheduled to begin in February 2026. PRT’s amended operating budget totals \$572.2 million. The amended capital budget totals \$58 million.

The reduced funding means some capital projects will be delayed, though no safety-critical projects will be impacted. PRT is expected to have a list of the projects it plans to delay in the coming weeks.

PRT ended FY2025 with \$394.2 million in operating reserves, but absent new funding expects to draw that down over the next two years. Without a sustainable funding solution, the agency will face another significant operating deficit in FY2029.

[PRT NEWS](#), September 26

SAN FRANCISCO BAY AREA, CALIF.

Next Generation Fare Gate Installation Completed

BART has completed the installation work on a project that is already making the system safer. Next Generation Fare Gates are now in place at all 50 BART stations. BART promised to

complete installation by the end of 2025 but beat that deadline by four months with the final gates being installed in August.

The number of riders who say they've witnessed someone fare evade on their trip has dropped by more than 50% in just the last year. In the latest Quarterly Performance Report, only 10% of riders said they saw someone fare evade. That's down from 22% in the first quarter of Fiscal Year 2025. Reports of fare evasion have been dwindling as Next Generation Fare Gates have been installed at more stations.

The gates feature a unique door locking mechanism that makes their swing barriers very hard to push through, jump over, or maneuver under. The overall fare gate array height (gate, console, integrated barrier) forms a barrier of 72 inches minimum to deter fare evasion. Upcoming work will focus on the full utilization of advanced sensors to make it harder for those who want to "piggyback" into the system by closely following behind paying riders.

[BART NEWS](#), September 26

Train Lengths Increased

BART started running longer trains on most of its lines in response to a recent surge in ridership. All trains on the Yellow Line, which extends from Antioch to SFO, will be extended from eight cars to nine. The Yellow Line is BART's busiest.

BART is also extending some trains on the Red, Blue, and Green Lines. Each line will now feature four eight-car trains in the AM and PM peak. BART's ridership in August increased by 10% compared with a year ago. BART's strongest ridership days of 2025 have come this month, including the highest daily total of the year when 219,918 riders rode on September 10.

[BART NEWS](#), September 29

SEATTLE, WASH.

First Powered LRV Crosses Lake Washington



The first run of a powered LRV over the I-90 bridge, on September 8.
Peter Bohler/Sound Transit photo

The first Link light rail vehicle crossed the I-90 floating bridge over Lake Washington under its own power on September 8, enabling the start of a series of tests to prepare for the opening of the full 2 Line in early 2026. This marks a historic milestone for both the agency and transit industry — the first time in the world trains under power are operating across a floating bridge.

A single train crossed the Homer M. Hadley bridge several times at increasing speeds, from approximately five miles per hour up to the full operating speed of 55 mph. The test was conducted overnight so that crews could observe and document expected electrical arcing, typical in this phase of testing, between the overhead power wires and the light rail vehicle. Live wire and signal testing are part of the system integration testing program, which will be completed over the next few months.

[SOUND TRANSIT NEWS RELEASE](#), September 10

International

ADELAIDE, AUSTRALIA

Trams Return to Public Sector

Responsibility for the operation of Adelaide's trams returned to the government of South Australia at 3 a.m. on August 31. This ended the privatization put in place by the previous government. The Liberal government had awarded the Torrens Connect joint venture of John Holland, UGL and bus operator Transit Systems, operating as Adelaide Metro Operations, an eight-year tram and bus operating contract starting in 2020.



Flexity Classic No. 106 (Bombardier Transportation, 5/2006) on King William Street on September 19, 2010.

Alex Krakowsky photo via Urban Electric Transit

The Labor government elected in 2022 had made a manifesto commitment to take the tram operations back into the public sector, along with a similar contract for Keolis Downer Adelaide to operate suburban rail services, and in April 2023 agreements were reached with the contractors.

No contract break fee was paid, and AMO will continue to

maintain the tram fleet and infrastructure until 2035. The suburban rail contract ended in February 2025.

[RAILWAY GAZETTE INTERNATIONAL](#), September 16

BERLIN, GERMANY

Type JK Trains In Service

Berlin transport operator BVG put the first of its small-profile Type JK metro cars into passenger service on U-Bahn Line U2 with a ceremony at Deutsche Oper Station on September 8. Up to 140 vehicles are expected to be in service by the end of the year.

In March 2020 BVG and Stadler agreed a €3 billion framework contract covering the supply of up to 1,500 vehicles by 2035, along with the provision of spare parts for 32 years. Firm orders have so far been placed for 484 cars, although production at Stadler's factory in Berlin has been delayed by problems with global supply chains.



The first new Type JK metro train at its inaugural at Deutsche Oper on Line 2. The two middle tracks are not used in revenue service and are a connection to Line 7. BVG photo

The new trains will be supplied in two types, with 2,400 mm wide Type JK cars for the small-profile lines 1 to 4 and 2,650 mm wide Type J cars for the larger profile lines 5 to 9. The Type JK cars are being supplied as two or four-car sets which can be combined to form six or eight-car trains.

[RAILWAY GAZETTE INTERNATIONAL](#), September 18

DUBLIN, IRELAND

Dublin MetroLink Metro Project

A consortium to bid for the contract to design, build, finance, operate (DBFOM) and maintain the proposed MetroLink automated metro line in Dublin has been formed by FCC, Meridiam, John Laing, RATP Dev and Alstom.

The 18.8-kilometer mostly underground driverless metro line is intended to run from Swords in the north to Charlemont in the south via the airport and the city center, serving 16 stations. Construction is to be undertaken through two civil works contracts covering the northern and southern sections, along with a DBFOM contract covering the rolling stock, stations, railway systems, operations and maintenance.



Rendering of Dublin Metro's future Seatown Station. MetroLink

Alstom explained that the consortium announced on September 2 brought together partners offering knowledge of infrastructure development, automated metro operation and maintenance, financing and engineering, as well as Dublin and its existing transport systems.

Alstom will contribute its experience in railways and metros, FCC will lead on the civil engineering aspects and RATP Dev will provide operational and maintenance expertise. Meridiam invests in and manages urban rail projects around the world, while John Laing brings financial expertise and long-term investment capabilities.

[METRO REPORT INTERNATIONAL](#), September 2

ELBLAG, POLAND

New Trams Ordered

Bozankaya signed a contract for the supply of 10 trams for the Polish city of Elblag at the Trako International Railway Fair in Gdansk on September 23. The Turkish manufacturer also presented one of the 18 three-section, meter-gauge trams it is supplying for the Romanian city of Iasi.

The 95 million zloty deal announced at the fair covers the supply of 10 unidirectional, air-conditioned, low-floor or partially low-floor trams, between 19 and 24 meters long. Components for the trams are to be supplied by Polish company Medcom, and the vehicles are scheduled to arrive in Elblag by September 2027. The contract includes the provision of maintenance, the supply of service equipment, spare parts and staff training.

The contract has been placed by the city of Elblag as part of a 183.8 million zloty investment program to modernize the



Bozankaya's tram for Iasi, Romania, on display at the Trako trade fair, is similar, or identical to, the ones ordered for Elblag.

Railway Gazette photo

tram network. This also includes the reconstruction of six sections of tracks, expansion of the Browarna Street depot, and the purchase of a zero-emission technical and rescue vehicle. The program is being backed by 126 million zloty of funding from the European Union.

[RAILWAY GAZETTE INTERNATIONAL](#), September 25

FLORENCE, ITALY

Next Tramway Approved

The city council has approved the final design of tram Line 3.2.2 (*Editor's note: RGI refers to this new line as Line 4*), linking Piazza Libertà on the existing network to Rovezzano main line station. The €360 million project is to cover the construction of a 6.1-kilometer tram line serving 15 new stops. A 1.2-kilometer section of the alignment between Piazza delle Cure and Largo Gennarelli would be catenary-free. Interchange would also be provided to rail services at Campo di Marte.



Sirio No. 1017 (AnsaldoBreda, 2009) on route T1 at Piazza della Stazione on March 4, 2023.

Yury Maller photo via Urban Electric Transit

Two major infrastructure elements to be built are an underpass under main line tracks near the Le Cure railway station, and the Mensola overpass at Via della Chimera.

As part of the *Hub intermodale di Rovezzano* project, the park and ride facility at Rovezzano is to be enlarged with 350 additional parking spaces, to augment the existing 140. The city hall is to request a quotation from concessionaire Tram di Firenze, a joint venture of local operator Ataf and RATP, for the design, construction, and operation of the new line.

Line 3.2.2 alone is expected to be used by 9 million passengers a year. It is planned to be merged in operational terms with Line 3.2.1, which is now under construction from Libertà to Bagno a Ripoli.

The city council also approved the early purchase of three trams from a planned fleet of 14 vehicles. These are to be capable of running both under overhead catenary and by battery, like the 46 vehicles ordered in July 2024 from Hitachi Rail. The €12 million planned cost of the three trams is covered by national and EU sources.

[RAILWAY GAZETTE INTERNATIONAL](#), September 12

GOLD COAST, AUSTRALIA

Light Rail Stage 4 Cancelled

The Queensland government has canceled Stage 4 of the Gold Coast Light Rail program, and will instead look to enhance bus services and undertake a multi-modal transport study to explore broader regional transport needs. Stage 4 was to have run 13 kilometers along the southern Gold Coast from Burleigh Heads to Coolangatta, with nine stops including Gold Coast Airport. This would have completed a 40-kilometer light rail route from Helensvale to Coolangatta.

The decision not to go ahead follows a review undertaken by Department of State Development, Infrastructure & Planning. This assessed the robustness of existing planning work and cost estimates, deliverability, alternative routes and modes, and community feedback.



Flexity 2 No. 13 (Bombardier Transportation, 2013) is seen heading northbound near Macintosh island on November 23, 2019.

James Bradley photo via Urban Electric Transit

The review found that local opinion was split on the project, with significant opposition; that the financial estimates are uncertain with material costs having increased by 4.3% on average over the past 12 months and now being on average 30% higher than three years ago; and lengthy construction timeframes mean the project would not address the immediacy of the need to improve public transport on the southern Gold Coast.

[RAILWAY GAZETTE INTERNATIONAL](#), September 9

HALLE, GERMANY

TINA Trams Begin Test Runs

The first of 56 Stadler TINA trams ordered by Halle municipal operator HAVAG has entered trial operation on routes 1, 2 and 3.

The TINA acronym stands for Total Integrierter Niederflur-Antrieb, or “total integrated low-floor drive.” The €168 million order placed in August 2022 covers 17 MGT-XL trams, 45 meters long, which are able to carry 267 passengers including 96 seated, as well as 39 shorter MGT-M cars 30 meters long, with 64 seats and capacity for 166 passengers. The longer type has been put into service first, with the shorter cars expected to begin trial operation from November.

The 100% low-floor trams offer step-free access, with wide aisles, multifunctional areas for wheelchair users and pushchairs and large panoramic windows intended to make the interiors bright and friendly with an unobstructed view.

They are designed to be energy-efficient, with LED lighting and automatic air-conditioning for summer and winter. They have cameras instead of exterior mirrors, and a driver assistance system with support for collision avoidance and monitoring of passenger flows. The large modern cab provides a comfortable workspace for the driver, with a separate entrance door and space for an instructor.



Tina MGT-XL No. 854 (Stadler, 7/2025) is seen on a test trip on Route 5 south of Ammendorf on August 7, 2025.

Marco Kuster photo via Urban Electric Transit

The trams are heavier than their predecessors at 60 or 45 tons, depending on length, and this has led to higher

vibrations at some locations which Stadler and HAVAG are working to address.

So far, five TINA trams have been delivered to Halle. Once the trial operation phase has been completed, additional trams will gradually enter service to replace MGT6D vehicles more than 30 years old.

[RAILWAY GAZETTE INTERNATIONAL](#), September 19

LONDON, ENGLAND

New DLR Trainset Enters Service

The first of the 54 Class B23 trainsets which CAF is supplying for the Docklands Light Railway entered passenger service on the automated light metro in east London on September 30. The five-car walk-through trainsets offer 10% more capacity than current trains which are formed from shorter individual sets. The trains are able to carry up to 792 passengers, with 141 fixed and 15 tip-up seats.



The first of the 54 Class B23 trainsets which CAF is supplying for the Docklands Light Railway. TFL photo

Features include wide gangways, air-conditioning, mobile device charging points, three multi-use areas for pushchairs, bicycles and luggage and three dedicated spaces for wheelchair users. Teleste supplied CCTV and real-time audio and visual passenger information systems with ultra-wide TFT display screens.

The trains were ordered as part of a wider program of investment in the DLR network, with £260 million of funding being provided through the Housing Infrastructure Fund, a £500 million loan from the National Wealth Fund and £5 million from London City Airport.

Transport for London invited expressions of interest in the train contract in May 2017, and Alstom, Bombardier Transportation, CAF and a consortium of Siemens Mobility and Stadler prequalified. In June 2019 Spanish company CAF was awarded a £350 million contract covering the supply of 43 trainsets, of which 33 are to replace existing stock and 10 to increase capacity.

[RAIL BUSINESS UK](#), October 1

NINGBO, CHINA

Metro Line 7 Opens

Ningbo metro Line 7 opened on August 29, running from Yufan in the north for 39.4 kilometers to Yunlong in the southeast. Six of 25 stations are interchanges, providing connections to all current lines except Line 8; five more stations are due to become interchanges as further lines are built.

Plans for the 100 km/h line were put forward in 2014, with construction starting in January 2022.



The new Line 7, at Xiaoyangjiang Station.

Unattributed photo via Railway Gazette

A fleet of 40 six-car Type-B2 trainsets powered by 1.5 kV DC overhead has been assembled locally by CRRC's Ningbo industrial base. Traction equipment was supplied by the CRRC Zhuzhou, and includes permanent-magnet synchronous motors and bidirectional converters that are projected to cut energy consumption by 20%.

Line 7 is Ningbo Metro's second route to be fully-automated to level Grade of Automation (GoA) 4, along with Line 8 opened June 30. East-west Line 6 under construction and scheduled for opening next year will also be equipped to GoA4 standard; signaling and safety systems for all three lines were delivered by Casco Signal.

[RAILWAY GAZETTE INTERNATIONAL](#), September 22

PRAGUE, CZECH REPUBLIC

Tram-Train Service Explored

Karlsruhe's Albtal-Verkehrs-Gesellschaft and Central Bohemian transport association IDS K have signed a bilateral memorandum of understanding (MoU) to share expertise for the potential future introduction of tram-train services around Prague. The MoU covers topics including legal frameworks, rolling stock technology, operational standards, infrastructure management and economic issues.

[RAILWAY GAZETTE INTERNATIONAL](#), September 24

SEOUL, SOUTH KOREA

Wirye Line Test Runs

The municipality of Seoul has announced that test runs will start this month for the 5.4-kilometer Wirye Line tramway, with opening scheduled for the second half of next year.

Test runs are to be carried out at Korea Railroad Research Institute's Osong test track, aiming to bring trams back to Seoul after the last section's closure in 1968.

The catenary-free tramway is to serve 12 stops, giving access to the center of Wirye, which lies in the southeast of the conurbation. Trams will run southbound from the Macheon terminus of metro Line 5, then branch either south to Namwirye on metro Line 8, or west to Bokjeong on Line 8 and the Suin-Bundang Line, which was created in 2020 through the merger of the Suin and Bundang suburban lines.

Construction work on the Wirye Line started in 2023.

Woojin Industrial Systems is supplying 10 battery trams to operate the service. The low-floor trams are 2.65 meters wide and feature large-capacity batteries mounted on the roof, and both high and low-level headlights. They are also equipped with a collision warning system that combines radar and camera sensors to warn the driver when an obstacle is detected and activate the emergency brake if there is no response. The lavender color of the vehicles was selected by citizens through a local poll.



Seoul Wirye Line tram. Municipality of Seoul photo

The tram vehicle is now due to complete 5,000 kilometers of comprehensive tests at KRRI's facility, focusing on vehicle performance, safety, acceleration, braking, driving ability at sharp curves, the performance of communication and signaling systems, ride comfort, noise and vibration. Upon completion the tram will continue test running on the Wirye Line from the end of the year.

[RAILWAY GAZETTE INTERNATIONAL](#), September 15

TBILISI, GEORGIA

Tram and Metro Projects Planned

The mayor of Tbilisi announced a tender for the design of a 7.5-kilometer tramway in the capital, and plans are being developed for a third metro line. The previous tramway in Tbilisi closed in 2006. The proposed double-track line would connect the developing Didi Digomi residential area to Didube metro station, with 11 stops.



Four days before tram services were ended, 71-605 (KTM-5M3) Nos. 176+182 (UKVZ, 10/1989) are at the terminal loop of Route 12 at Didube Station of the metro on December 1, 2006.

Tim Bespyatov photo via Urban Electric Transit

Plans have also been announced for a third metro line, running 8.5 kilometers from Didube to Rustaveli via the Saburtalo and Vake districts. The project is scheduled to start in 2026 and take seven years to complete. Up to US\$40 million would be allocated for the work in the first year, and US\$70 million per year in 2027 and 2028.

[RAILWAY GAZETTE INTERNATIONAL](#), September 8

THE HAGUE, NETHERLANDS

First TINA Delivered

The Hague transport operator HTM took delivery of its first Stadler TINA tram on August 8. The December 2022 order covers 56 trams with options for 44 more, of which six have so far been ordered. Testing is expected to take about a year, with the new trams entering service during 2026 to replace 40-year old GTL8 trams. The three-section low floor bidirectional tram is 36.5 meters long and 2.65 meters wide with a capacity of 230 passengers, including 84 seated.

[METRO REPORT INTERNATIONAL](#), September 3



The first TINA tram being delivered to The Hague, on August 8.
Unattributed photo via Metro Report International

TORONTO, CANADA

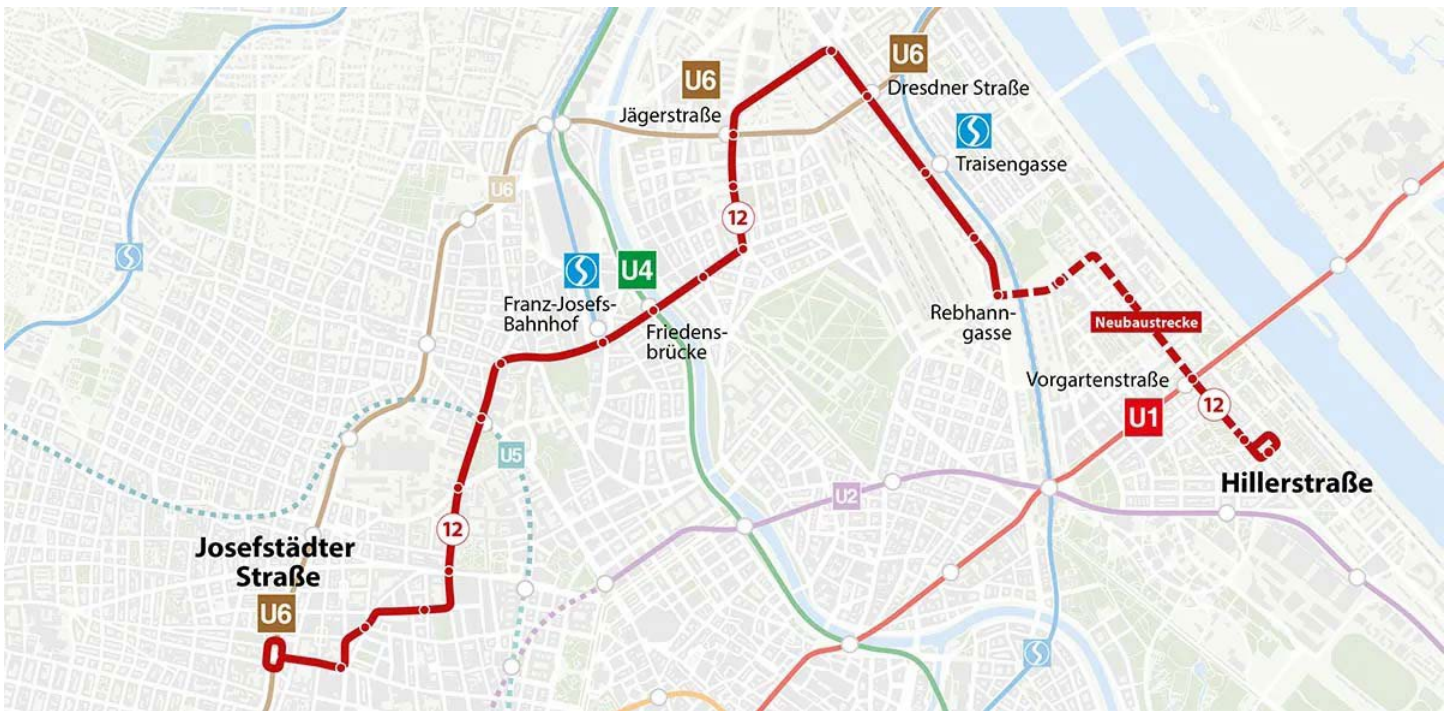
Eglinton Crosstown West Extension

Infrastructure Ontario and Greater Toronto & Hamilton Area transport agency Metrolinx have awarded Trillium Rail Partners the Stations, Rail & Systems contract for the Eglinton Crosstown West Extension light rail project.

A progressive design-build procurement model is being used, with the signing of the Development & Master Construction Agreement with Trillium which was announced on August 28 marking the start of the development phase. Trillium Rail Partners will begin construction of early works, and collaborate with Metrolinx to further develop the design scope, risk allocation and pricing of various elements of the project.



Rendering of elevated section of the Eglinton Crosstown West Extension. Metrolinx



The scope includes installation of track and railway systems for the 9.2 km ECWE from the future Mount Dennis station to Renforth Drive, design and construction of seven stations, and works at Mount Dennis to connect the ECWE with the initial Line 5 Eglinton LRT route which is currently under construction.

[RAILWAY GAZETTE INTERNATIONAL](#), September 3

Map of the new tram Line 12, showing the new extension on the east end. Wiener Linien

east of the Prinzgasse stop, is a mile and a half long and will have six new stops. The new terminal, in Aspern Nord, will provide a new interchange with underground Line U2 and S-Bahn Line S80. This new branch will be served by a new Line 27. Like Line 26, the new line will start in Strebersdorf. It will parallel the 26 all the way to the new junction.

[WIENER LINIEN NEWS](#), August 29

VIENNA, AUSTRIA

Tramway Extension Opens

Just in time for the start of the new school year, Vienna's new tram Line 12 began operating on September 1. It runs from Josefstaedter Strasse on the west to Hillerstrasse on the east. It connects with the U1, U4 and U6 underground lines at five stops and the S-Bahn at two stops.

This new line includes a five-stop extension of the tramway system, from Rebhanngasse, where tram Line 2 currently runs, east and south to Hillerstrasse, where it terminates on a loop. The extension is 1.2 miles long and serves existing and new housing developments. The first stop east of Rebhanngasse is shared with tram Line O (one of only two remaining lettered tram routes in Vienna, the other being Line D), for which it is the terminal stop.

Most of the new route is in street shared with traffic but there is one segment, between two stops on the Vorgartenstrasse, that is on private right-of-way with grassed tracks.

Looking forward, tramway Line 18 is scheduled to be extended, with seven new stops, on its eastern end. Construction started this past June and it is anticipated to open by the Fall of next year. Another new line, actually a new branch coming off an existing tram, is scheduled to open this Fall. The new branch, breaking off from Line 26



Type B1 No. 732 (Siemens, 2011) is operating westbound on the new alignment along Taborstrasse on new Route 12 and is entering the Rebhanngasse stop. Emanuel Kolta photo via Railway Gazette

Building the New York Subway System, A Photographic Journey

Construction Route No. 18 — Part 3

By Jeff Erlitz (ERA #3997)

This month, we continue with Subway Construction Route No. 18, the IRT White Plains Road Line, but move north to Section 2. This portion extends from north of Burke Avenue Station to the end of the line.

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



(Left) It is April 10, 1915 and we are looking in a northly direction at the future site of the Gun Hill Road station. The first of the structural steel has been delivered to the work site and is laying in the large median of White Plains Road. On the far left is M&G's Cafe, in what looks to be a repurposed trolley car, complete with trolley pole on the roof! The building to its right is long gone but the next building to the right is still with us today. Hardly any of the other wood frame structures remain. Off in the distance you can see the crane that is building the elevated structure, up towards the 219 Street station.



(Left) Same date as above, but looking a bit northeast and south of Gun Hill Road. This was probably taken from the roof, or upper floor, of a building on the west side of White Plains Road. Holes have been excavated in the ground for the footings of the upright columns. Horses still provide the energy for the delivery of some of the construction materials.



A little over a month later and it is now Thursday, May 19, 1915. A lot more structural steel has been delivered, piled in the median of White Plains Road. In the distance, the crane erecting the steel for the elevated structure can be clearly seen. Sometime in the intervening month, the M&G Cafe on the left has been rebranded as the Williamsbridge Dining Car.



Almost two months later, it is now July 7, 1915. The elevated line has been extended south to Gun Hill Road. The photographer has once again used a building on White Plains Road to gain this vantage point. Evident in this photo are the two levels in the station area. The lower level for the Third Avenue Line extension coming from Webster Avenue and the upper level for the White Plains Road Line. The line opened as far as 219 Street on March 3, 1917.

(Next page) Returning to May 19, looking north at the approaching structure as it works its way south, at about 211th Street.



Travels with Jack May

Scotland-Ireland 2018 — Part 1

By Jack May (ERA #2275, Photographs by the author)

An email advertisement from Norwegian Airlines for a \$99 fare to Edinburgh through May 2018 re-stimulated my interest in touring Scotland. I had started a European trip by flying there the previous year but had planned to spend only one day in its capital, en route to the midlands of England. On top of not devoting any time to tour this beautiful city I had terrible weather, with pouring rain, and my slides showed it. So, the thought of going again sounded attractive, especially when my wife Clare indicated she would love to tour the country. Her interest was visiting some castles and reaching the most northerly point accessible by rail, while I was especially enthused about seeing the scenery in the highlands, and on the famous Isle of Skye.

Of interest in working up the itinerary was the fact we would be flying out of Stewart Airport, which is located in the Hudson River Valley of New York, specifically in Orange County, opposite Beacon. As we couldn't totally agree on the amount of time to stay in Edinburgh we decided to fly back to Stewart separately, with Clare spending the last 48 hours or so of our trip in Edinburgh while I would stop over in Dublin before heading home. I'd fly from Glasgow to Ireland after putting Clare on a train to Edinburgh and we'd meet back at Stewart, where our car would be parked.

It was easy to make hotel reservations on the internet, and after studying rail fares we decided it would be most economical to use Scotrail's Highland Rover ticket, which provides unlimited riding for four days in the north of Scotland, and would not have to be consecutive, just within eight (see https://www.scotrail.co.uk/sites/default/files/assets/download_ct/map.highland_rover.2019.1812.pdf). We discovered that the cheapest way to purchase it would be in person at a staffed railway station, so this is what we planned to do. The territory in which the pass was valid did not extend as far south as Edinburgh (but it did include Glasgow), and so we would also have to buy relatively inexpensive one-way tickets to Inverness for after we left Scotland's capital (advance fare about \$20 for the two of us).

Our toughest logistical issue would involve our day on the Isle of Skye. We wanted to be escorted by a knowledgeable guide who would pick us (and our luggage) up in the morning at Kyle of Localsh and end up taking us to the ferry to Mallaig. Easy to say and conceptualize. But in looking for tours on the web all we could locate were day excursions from hotels on the Island or bus tours starting in places like Glasgow, Edinburgh or Inverness. Since the bus service from Kyle to the Island (over a bridge) is sparse to say the least, I began sending emails to tour operators listed on the tourism portion of the island's website. Most replies were not helpful, but one, from an organization which ran tours from Inverness, indicated they would be happy to pick us and our bags up at Kyle, and

after the tour, drop us where we could get a taxi to the ferry. None of the taxi companies listed had email addresses, but the first one I telephoned agreed to take us from the road junction in Broadford to Armadale. Now all we had to do was hope the tour company would find us waiting at the designated spot on the street in Kyle of Localsh and the taxi company would not forget about us later that day.

The distance from our house to Stewart Airport is about 60 miles and we expected the driving time to be a little over an hour after Monday afternoon's rush hour. But because we had no plans to buy meals from the airline for our flight, we decided to stop for nourishment at our favorite Chinese restaurant, slightly off our route, so we left earlier than we would have. We departed from home at 6:10 p.m., spent 45 minutes enjoying our meal, and were back on the road from near Willowbrook Mall by 7:30, arriving at the airport at 8:30. I dropped Clare and our two carry-on bags at the entrance to the terminal and found a spot in the long-term parking lot, which surprisingly was almost full. After getting our boarding passes and passing through security it was 8:45 and the Boeing 737 was already being loaded. Before we knew it we were pulling away from the gate, a good 15 minutes before our scheduled departure time of 9:25. We lifted off from the runway after 15 minutes of taxiing and headed for Edinburgh full throttle.

While Norwegian is a low-cost carrier, it does offer all the amenities that can be found in coach class on the legacy carriers, but at a price, and that is something that airlines like United, American and Delta are gradually moving toward, and are possibly overdoing it. Our carry-on bags were transported free, and earphones were distributed free. We just didn't want to buy any food or drink (some passengers brought their own). The lights were soon turned out (we were in the last row, No. 32), and we dozed for a while. The plane was full and the crowd surprisingly quiet, no crying babies or other disturbances whatsoever! Soon enough the skies lightened, breakfast was provided to those who ordered it (and others who must have been hungry and purchased what was available), and we began our descent. We hit the tarmac at 8:22 a.m. (turning our watches forward by five hours) on Tuesday morning and exited down portable stairways to waiting buses at 8:27 (8:55), not much worse for wear. We flew 3,225 miles in 6¼ hours, at an average speed of 515 mph, gate to gate. No wonder we weren't hungry, we had a full meal only seven hours earlier.

There was a long line for Customs and Immigration, but it moved quickly, and we soon headed over to the airport's tram terminal and organized ourselves. The sun was shining brightly, in total contrast to my flight the previous year, when I had been greeted by a very rainy day. Some of the information and observations in the next six paragraphs

may be like what I found upon arrival in Edinburgh last year, but I'm including it for the record.

In addition to the tram there is also an express bus to the center of Edinburgh, and we passed one accepting passengers from a much more convenient location. The original mock-up of a tram is used as an information center and waiting room, and my first order of business was loading up on timetables and other written material. Soon afterward I hit one of the tramway's fare vending machines and used a credit card to buy two-day tickets for £18. The pound was worth about \$1.35 at the time. The machines take only credit/debit cards and coins (no bills), and do not provide change.

Before describing our first day in Scotland, here are some salient facts about Edinburgh and its tramway. The origin of the city itself dates to ancient times, but the name that morphed into Edinburgh was applied by King David of Scotland in the 12th century. The "burg" or fortress was first portrayed as Scotland's capital some 200 years later. As Scotland's second largest city, with a population of about 500,000 (like Minneapolis), it is surpassed only by Glasgow, with slightly more than double the number of residents. Scotland itself, occupying the northern portion of Great Britain, consists of but 30,000 square miles (almost as much as South Carolina) and contains a population of just under 5.4 million (in the ballpark of Minnesota). The city is a UNESCO World Heritage Site and is very tourist oriented, much like Washington, D. C., with many governmental buildings, historic structures and museums. It is dominated by Edinburgh Castle, towering above the city on Castle Rock. There are many arts and music festivals in the summer, and often a shortage of hotel rooms for the huge number of visitors, especially during August, when the Edinburgh International Festival, a series of performances from the world of music, theater and dance, is in full swing. Hotel rooms at this time of year were cheaper and easier to obtain.

The modern light rail system in Edinburgh dates to May 31, 2014, some 58 years after the last double-deck car ran on the city's legacy tramway. It is 8½ miles long and runs from the airport to the city center. A fleet of 27 CAF Urbos 3 low-floor cars operates on 7- to 10-minute headways. The 7-section double-ended cars are 140 feet long and make 16 stops on their 37-minute trip, with three being adjacent to ScotRail stations for easy connections to the railway system. It's a spit-and-polish operation, with the cars moving quite fast between stops for the most part. The section west of the city center is on reserved track with protected grade crossings, while the slower portion in the built-up city center (five stations) is in pavement, separated from motor traffic by curbing, with the tramway's signals being coordinated with traffic lights. The line operates on new, attractive reserved track from the airport for the first 6 stations, twisting through fields and open land for the equivalent of five right-angle turns in a general southeasterly direction to the Edinburgh Park stop, where it begins running eastward parallel to the Glasgow-Edinburgh mainline, but not actually on the railroad's right-of-way (see <http://www.urbanrail.net/eu/uk/edin/edinburgh.htm> for a map). It reaches the

city center five stations later at Haymarket, where it begins running in the center of streets, albeit segregated from motor traffic. There are four more stops, with two on Princes Street, Edinburgh's principal shopping artery, where many transit buses also operate. In fact, much of Princes Street is open only to trams, buses and taxis, and the south side of the street borders on a park leading to and affording excellent views of stately Edinburgh Castle and other historic buildings. Then the line makes a sharp turn to the north and again to the east, to finally terminate at York Place.

The line had to contend with a great deal of controversy starting immediately after the inception of its planning and finally came in both late and way over budget. As a result, certain parts of the original plan had to be scrapped, but it seems now that there may well be a three-mile, eight-station northeastern extension to Leith and Newhaven (on the Firth of Forth) because of the line's great success (ridership was 6.6 million in 2017). (*Editor's note: The line was extended east to Newhaven on June 7, 2023.*)

Fares and their collection are also a bit complicated and have been somewhat controversial. The fare system is integrated with the local bus system, Lothian Buses, £1.70 one way and £4 for a day ticket, but only valid as far as Ingliston Park-and-Ride, the last station prior to the airport. The cost of traveling to and from the airport is sharply higher, £6 one-way and £9 for a day ticket. This protects the slightly faster airport express bus, which charges only £4.50 (£7.50 round trip), and as a result, much traffic has been diverted to the rubber-tired line, which runs every 10 minutes). The tram takes a little over a half hour to get downtown, and it's hard to imagine that the bus provides a much shorter ride. Interestingly, one of the things that Clare and I observed were airport passengers rolling their baggage to the Ingliston station to avoid paying the surcharge.

The trams are operated with both a driver and a conductor, the latter checking tickets and answering questions. If a passenger doesn't have a valid ticket when he is approached, the fare becomes £10. This is not regarded as a Proof-of-Payment type fine but officially deemed the "on-board fare." At times we observed a third employee on board, also checking tickets. He may have been some sort of auditor to keep the conductor in line or just present to help between high-volume stations, I really don't know. Despite the large number of on-board personnel, it has been stated that the trams made money during 2017, with revenues exceeding operating costs, and reports indicate that the profit was higher in 2018.

We were on a tram before 9:30 a.m., but soon got off. As mentioned earlier, the sky was solid blue and when we arrived at the first stop, Ingliston P&R, I saw the sun was in perfect position for photos, so I asked Clare if she wouldn't mind if we hung around for a few minutes and she agreed. I ended up getting some decent photos, some of which are displayed on the next page.

When my "work" at this busy station was completed we hopped on the next car (they were coming through every 7 or 8 minutes) and rode all the way down to the Princes Street stop, which was only about a block away from our Mercure



(Above and below) Two views from the Ingliston Park & Ride station, one stop in from the line's Edinburgh Airport terminal. In the upper view an airport-bound tram has just left the stop and takes a 90-degree curve as it accelerates. The lower photo was shot in telephoto mode and shows two trams heading to Edinburgh after leaving the airport. Two of the three bridges that cross the Firth of Forth are in the background. The cable-stayed structure was opened in 2017, while the suspension bridge dates from 1964.



A side panel of car No. 269 at Ingliston P&R. Some 18 of Edinburgh's 27 CAF trams are wrapped in an advertising campaign developed for CR Smith, Scotland's leading home improvements company. Entitled Window to Scotland, each of the attractive posters highlights a different aspect of the country's enchantment. Another rail-oriented wrap shows the famous Firth of Forth bridge.



hotel. We were quite lucky, as even this early in morning (about 10:30) our room was ready. This allowed us to freshen up, unpack and grab a bite of breakfast in the dining room. Once fulfilled we were ready for some sightseeing.

But first I wanted to get our housekeeping tasks out of the way. It was a short walk to Waverley station, where we found an office for Virgin Trains at track level, which we reached by elevator. Even though Virgin was not our carrier, the folks behind the counter sold us our Scotrail Highland Rover passes and validated them for our first use on Thursday morning. I also went to a ticket vending machine, keyed in a code, and out popped our tickets for the trains between Edinburgh and Inverness, which were not covered by the passes. A nearby rack, stocked with timetables for all the private rail operators in the area, provided me with all the schedules I would need for our forthcoming trip.

Back on the surface and noting that Edinburgh Castle is high up on a hill, we grabbed a taxi, which brought us up to the Royal Mile in the old town, a pedestrianized way over which we



Another CR Smith-wrapped car, operating inbound, is shown after having dropped passengers on Princes Street. It has but two more stops on its journey to its York Street terminal and is shown in the front of the Old Waverley Hotel, which dates from 1848. Across the street is the posh House of Fraser Jenners department store, established on that site 10 years earlier (1838).

had to navigate to reach the gate (fortunately we were dropped at an intersection that minimized our uphill walk). We spent much of the afternoon at that site, even catching a ceremonial firing of the cannons, and then walked back down the street.

It now was mid-afternoon and with the sky clouding up, we began to feel a little tired, so we taxied back to the hotel, and grabbed some z's. We later found an attractive French bistro for dinner and after dodging drops in a fine drizzle, went to bed early.

We will continue in Edinburgh in Part 2.

(Next page) Looking northward from Castle Rock over Princes Street Gardens toward Hanover Street in downtown Edinburgh.

