BULLETIN

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Electric Railroaders Association

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Back Issues
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In This Issue

Trip Notices/Save the Dates

April 16-18, 2026: Motor Bus Society spring San Francisco Bay Area convention.
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.
September 1-5, 2026: ERA National Convention in Chicagoland. Potential activities include visits to region's famous museums, e.g., Illinois Railway Museum, Fox River Trolley Museum, East Troy Railroad Museum, the heritage operation in Kenosha, Wis., the downtown Milwaukee streetcar, and last but not least, a trip on Chicago Transit Authority's historic "L" fleet. This is ERA's first visit since 2011. More details will be forthcoming, so watch this space!

Donations

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

$500 to $999

Carl Jackson

$200 to $499

Bruce Bente

$100 to $199

Donald Mele

$50 to $99

Elliot Block, James D'Agostino, Michael DeLillo, Norman Gates

Up to $49

Vincent Cipollo, Neil Cohen, Dominick Fallucci, Mark Feinman, Paul O'Neill, Michael Wares, Christopher Zearfoss

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

Monthly Meeting

IMPORTANT NOTICE to Members!
There is no Zoom meeting for November. The presentation will be in-person at the Annual Meeting at Manducatis and not be recorded. We return to Zoom for our December 19th meeting.

Front Cover Photo

Greater Cleveland Regional Transit Authority high floor Car No. 183 (Tokyu Car, 1985) leads a train into the Little Italy/University Circle station of the Red Line on Saturday, October 4, 2025 during the Pennsylvania Trolley Museum's "tour of the facilities." See page 19 for the complete story of this day. Paul Grether photo

Rear Cover Photo

Edinburgh, Scotland: An inbound tram joins the straight tracks that access Gogar depot and shop as it takes the curve approaching the Edinburgh Gateway stop. Apparently, the word "Gogar" derives from early Scots and means cuckoo. Jack May wondered if that's the appellation that local NIMBYs used to refer to supporters of the tramway when they fought (and lost) their attempt to prevent it from being built. Jack May photo

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 2026 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 October 2025

Date	Country	City	Segment	Distance (miles)	Railway/ Metro/ Tram
10/6	India	Patna	Blue Line: Bhootnath to New ISBT (New Metro)	1.9	M
"	Austria	Vienna	Line 27: Prinzgasse to Aspern Nord	1.3	T
10/9	India	Mumbai	Line 3: Acharya Atre Chowk to Cuffe Parade	6.8	M
10/13	Australia	Perth	(Beckenham –) Armadale to Byford	4.3	R
10/16	Italy	Milan	Line 7: Parmenide to Quartiere Adriano (Adriano/Vipiteno)	0.9	T
"	U.S.A.	Honolulu	Halawa to Kahauiki	5.3	M
10/18	France	Montpellier	Line T1: Odysseum to Gare Sud de France	0.7	T
10/24	U.S.A.	Kansas City	Union Station to University of Missouri-Kansas City	3.4	T
10/26	Denmark	Copenhagen	Letbane: Ishoj to Rodovre Nord (New tram)	8.1	T

URBAN RAIL NEWS, OCTOBER 31

Rail News in Review

New York Metropolitan Area

METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

Interborough Express Progress

The MTA announced it is beginning the environmental review process for the forthcoming Interborough Express (IBX) under the New York State Environmental Quality Review Act (SEQRA). The commencement of environmental review is the first major milestone reached for the IBX after the project had entered the preliminary engineering and design phase in August. To start the environmental review, there will be a series of three public meetings that will explain the scope of the project and the review process.

The environmental review process will run concurrent to the ongoing preliminary design and engineering phase of the project kicked off in August. Following public outreach, the SEQRA process will produce a Draft Scoping Document, and ultimately, a draft Environmental Impact Statement on the project. This process will assess potential significant environmental benefits and impacts of the IBX project.

MTA PRESS RELEASE, October 15

NEW YORK CITY TRANSIT (NYCT)

Long-Term Track(s) Out of Service

On Thursday, October 23, and continuing to Sunday, November 30, Tracks 55, 56, 57, 58 and 60 in 239th Street Yard are 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 was extended to Friday, October 31.

Tracks 79, 80 and 81 in Coney Island Yard were removed from service on October 25 for Type VI track panel installation work. They are scheduled to return to service on Monday, December 1.

Platform Edge Barrier Update

Work to install platform edge barriers continued during October. During the hours of installation, which varied last month, trains bypassed the station while the work was underway.

- October 8-10 (10 p.m.-5 a.m.), Newkirk Avenue 2 5
- October 15-17 (10 p.m.-5 a.m.), Borough Hall 2 3
- October 25 (7 a.m.-5 p.m.), 179th Street (Track D4 only) F
- October 29-31 (10 p.m.-5 a.m.), Flatbush Avenue 2 5

New Subway Car Assignments

On November 2, new car assignments were put into effect systemwide. This was done in conjunction with the Fall subway timetable change and crew pick.

On the IRT, fleet size is unchanged, and car unavailability decreased from the June 8, 2025, car assignment by ten cars. Peak requirements on the 3 have increased from 22 to 24 trains in the PM peak. This assignment reflects the net transfer of ten R-62s from 240th Street Yard to Westchester Avenue Yard to support the SMS program.

Line	AM Cars Assigned	PM Cars Assigned
1	310 R-62A	310 R-62A
2	350 R-142	350 R-142
3	250 R-62	240 R-62
4	170 R-142, 180 R-142A	160 R-142, 170 R-142A

Line	AM Cars Assigned	PM Cars Assigned
5	340 R-142	350 R-142
6	10 R-62, 360 R-62A	10 R-62, 360 R-62A
7	418 R-188	385 R-188
S	12 R-62A	12 R-62A

On the BMT and IND, delivery of R-211A production cars and the removal of R-46 cars from service continues. This assignment reflects the conditional acceptance of 160 additional R-211A cars, along with the removal of 42 R-46 cars from service. As a result, fleet size has increased by 118 cars from the June 8 B Division car assignment, to 3,941 cars. Car unavailability has increased by 24 cars from the June 8, 2025, car assignment. Peak requirements on the L have increased from 24 to 25 trains in the AM peak.

Line	AM Cars Assigned	PM Cars Assigned
A	100 R-179, 280 R-211A	100 R-179, 300 R-211A
B	32 R-68, 88 R-68A, 100 R-211A	32 R-68, 80 R-68A, 100 R-211A
C	72 R-179, 90 R-211A	72 R-179, 90 R-211A
D	232 R-68	232 R-68
E	100 R-160A, 90 R-160B1, 70 R-160B2	100 R-160A, 90 R-160B1, 70 R-160B2
F	240 R-160A, 120 R-160B1, 90 R-160B2	250 R-160A, 120 R-160B1, 90 R-160B2
G	45 R-211A, 20 R-211T	45 R-211A, 20 R-211T
H*	4 R-46, 5 R-179, 5 R-211A	4 R-46, 5 R-179, 5 R-211A
J Z	88 R-160A, 72 R-179	80 R-160A, 72 R-179
L	176 R-143, 24 R-160A	176 R-143, 16 R-160A
M	192 R-160A	184 R-160A
N W	200 R-46, 32 R-68, 40 R-68A	200 R-46, 32 R-68, 40 R-68A
Q	104 R-46, 32 R-68, 32 R-68A	104 R-46, 32 R-68, 32 R-68A
R	150 R-160A, 110 R-160B1, 50 R-160B2	150 R-160A, 110 R-160B1, 50 R-160B2
S	4 R-68	4 R-68

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

Middletown Road 6 ADA Begun

The MTA held a groundbreaking for the accessibility project at the Middletown Road Station in Pelham Bay. Funds from the federal government and congestion relief cover accessibility improvements, track improvements and street-level utility upgrades. Middletown Road is the first of five stations in ADA Bundle 6 to begin construction.

The anticipated completion date for Middletown Road is Summer 2027. The project's contractor is MLJTC2 JV and the elevator manufacturer and installer is Mid-American Elevator Co. Inc. The project encompasses a multitude of accessibility upgrades and related station improvements, including:

- Installation of two new street to platform elevators
- Installation of two new street to control area stairs
- Track improvements
- Street-level utility upgrades, including the installation of a new water pipeline, improved drainage with catch basins
- Curb extensions on Westchester Avenue between Middletown Road and Mulford Avenue and Hutchinson River Parkway East

MTA Press Release, October 3

23 Street 6 Station Renamed

The MTA announced the renaming of the 23 Street 6 Station in Midtown to 23 Street-Baruch College. Just a block away from the station, Baruch's contributions to the community as a member of the City University of New York system are being recognized in the renaming.

The renaming ceremony on October 17, complete with Baruch's mascot, the Bearcat. Marc A. Hermann / MTA photo

The school was founded in 1847 as the Free Academy, the first institution of free public higher education in the United States. Baruch College became an independent senior college in 1968.
MTA Press Release, October 17

New Customer Service Centers

The MTA announced the locations of 15 new Customer Service Centers (CSCs) coming to stations throughout Manhattan, Brooklyn, Queens and the Bronx through the end of 2025, including one serving Grand Central 4 5 6 7 S that opened last month.

Agents at CSCs are on hand 24/7 to assist riders with OMNY machines, help customers sign up for the Fair Fares and Reduced-Fare programs, and provide service information, among other features. The first Customer Service Center

opened at the Coney Island-Stillwell Av station in 2023.

CSCs are coming to the following stations:

- 3rd Avenue-149th Street 2 5
- East 180th Street 2 5
- 36th Street D N R
- Broadway Junction A C J Z L
- Rockaway Parkway L
- Church Avenue B Q
- Flatbush Avenue 2 5
- Jay Street-MetroTech A C F R
- 14th Street-Union Sq 4 5 6 L N Q R W
- 59th Street-Columbus Circle 1 A B C D
- 96th Street 1 2 3
- Grand Central 4 5 6 7 S (opened September)
- Far Rockaway-Mott Avenue A
- 179th Street F
- Queensboro Plaza 7 N W

MTA PRESS RELEASE, October 16

More New Signals on the IND Eighth Avenue Line

From 10 p.m., Friday, October 24, to 5 a.m., Monday, October 27, new signals were placed into service on southbound local Track A1 between 34th Street-Penn Station and 23rd Street. This is part of the new 34th Street Interlocking, which is replacing the original 30th Street Interlocking from 1932.

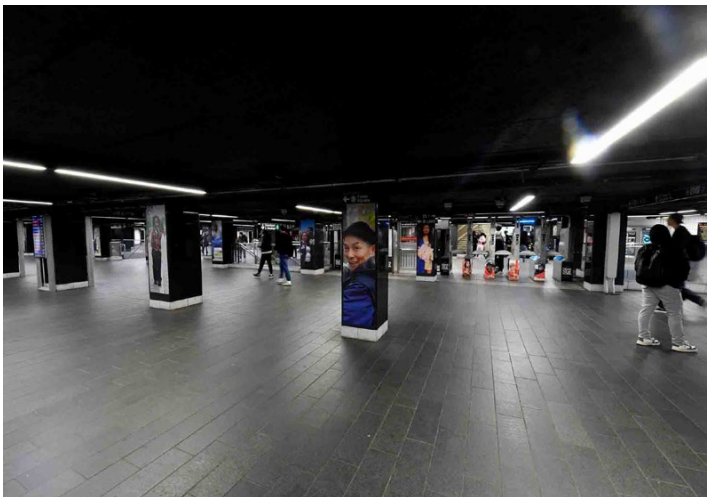
The 40-lever GRS Model 5 interlocking machine at 30th Street Tower on October 21. Jeff Erlitz photo

Part of the Eighth Avenue Line CBTC project, the interlockings are always placed into service first and are "CBTC-ready." The remainder of the new interlocking is scheduled to be placed into service starting on the weekend of November 8-9. L.K. Comstock and Company LLC, is the contractor on this job, contract S-48006.

As was done at 42nd Street Interlocking, 34th Street is controlled from 59th Street Master Tower.

Grand Central Station Upgrade Project

Work has been completed on a major upgrade of Grand Central 4 5 6 7 S Station following five years of improvements. The Grand Central Circulation Improvement Project, which started in 2020, features significant enhancements designed to improve passenger flow and make the transit hub more accessible for an estimated 400,000 daily riders.



A section of the completed mezzanine at Grand Central on October 28. Marc A. Hermann/MTA photo

New features at the station complex includes 14 new staircases, 24 widened existing staircases, replacement of 10 escalators and increased mezzanine floor space by 20% in the public area. One new street-to-mezzanine elevator was installed, one street-to-mezzanine elevator was replaced, and three elevators were replaced that run from the mezzanine to the uptown Lexington, downtown Lexington and Flushing Line platforms.

Teams also installed new fare control areas featuring 30 new turnstiles throughout the station, bringing the total number up to 92, a nearly 50% increase from five years ago. These features will improve foot traffic circulation, significantly reduce congestion, and strengthen overall transit accessibility, allowing for faster, easier entry to the subway system as well as commuter trains and retail locations within Grand Central Terminal.

MTA PRESS RELEASE, October 28

New Subway Cars Ordered

The MTA Board approved the purchase of 378 new R-268 *(Editor's note: Technically, the contract is actually R-34268)* subway cars as part of the Authority's efforts to modernize its rail fleet. These new R-268 subway cars will run on the system's B Division and will be designed to similar specs as the R-211A. The cars will be funded by the MTA's $68 billion 2025-2029 Capital Plan, which was fully funded in the Fiscal Year 26 Enacted Budget.

The R-268 contract was awarded to Kawasaki Rail Car, Inc. with deliveries beginning in Fall 2028. All cars will be delivered by 2030, allowing the retirement of the last of the R-68/68A (the last of NYCT's 75-foot cars) and transition the B Division to an all modern-technology fleet, with all cars capable of delivering CBTC service. The new cars will feature modern passenger amenities including pre-installed security cameras

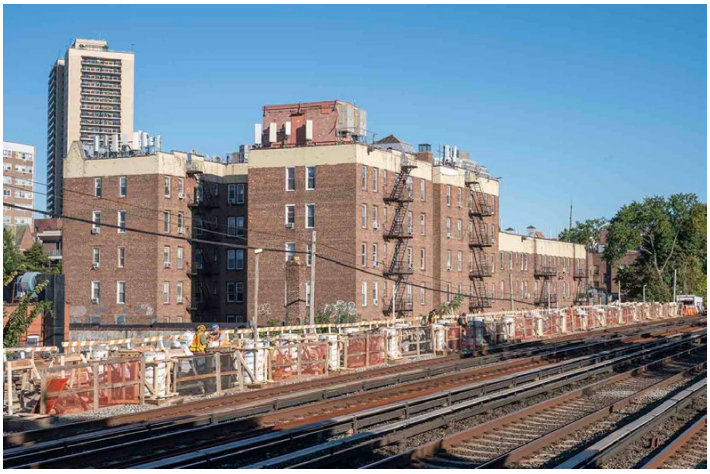
in every car, more accessible seating, brighter lights and clearer signage. In addition, these cars will provide dramatic upgrades in reliability and performance compared to the aging cars they are replacing. The cost of the contract is $1.507 billion.
MTA Press Release, October 31

LONG ISLAND RAIL ROAD (LIRR)

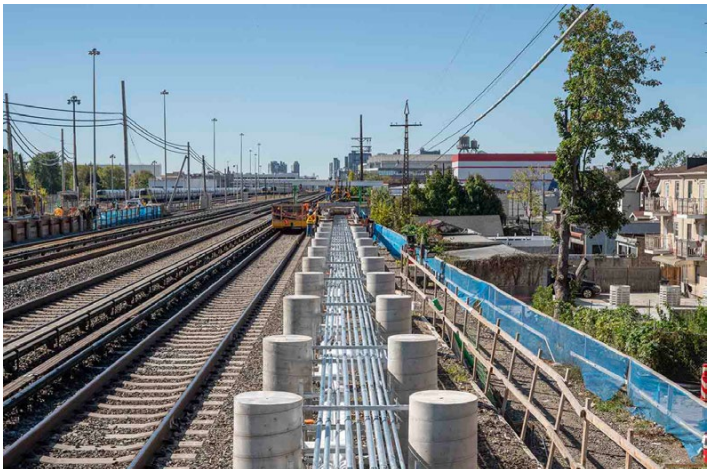
Platform Extension Update

Work on the replacement and extension of the platforms at Forest Hills and Hollis Stations have made great progress in recent months.

At both stations, work has mostly taken place on the westbound platforms. At Forest Hills, about two car lengths at the east end of the existing platform were demolished and are being replaced, presumably with a now-standard radiantly-heated platform. With this, a new platform is being constructed four car lengths to the east.



View east from the eastbound platform at Forest Hills of the extension on the east end of the westbound platform. All of the footings had been installed as of this day, October 16. Jeff Erlitz photo



Looking west at the new extension at the west end of the westbound platform at Hollis, also on October 16. All of the footings were in place and, at the far end, the first few platform toppings had been installed. By the following week, all of the platform toppings were in place. Jeff Erlitz photo

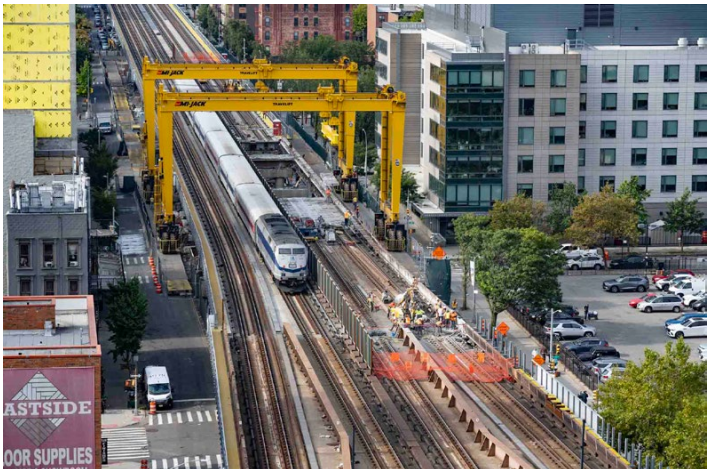
At Hollis, the platforms are being extended to the west. This station's existing platforms are unique in that they were raised sometime in the past 30 or so years to match the increase in height of the local tracks when they were raised during track reconstruction work. These platforms are two steps higher than their original concrete platform tops and were constructed of wood with composite planking for the platform surface. These platform additions are now in disrepair. When the new extensions are opened, these older four-car sections will be demolished and replaced.

METRO-NORTH RAILROAD (MNR)

Park Avenue Viaduct Phase I Structure Completed

A milestone was reached with the completion of bridge replacement work on Phase 1 of the Park Avenue Viaduct Replacement Project. Through 128 bridge installations, the project replaced 8,240 track feet of the aging 132-year-old structure, all without disrupting Metro-North service. Mainly due to an innovative construction approach, the project as a whole is $93 million under budget and 51 months ahead of schedule.

Phase 1 kicked off in October of 2023 to replace the full substructure and superstructure from East 115th Street to East 123rd Street along Park Avenue, as well as the installation of new track, power, communications and signal systems across the new section. Using an innovative movable gantry system erected over the viaduct and spanning Park Avenue, the project was able to replace whole sections of the existing concrete and steel bridge deck with new prefabricated bridge units. Over 19 weekends since June 2024, the project replaced 128 individual sections of track, without disrupting Metro-North service on the other side of the structure.



Aerial view of Park Avenue on the weekend of September 13. Trent Reeves/MTA photo

Thanks to this approach, which was proposed during an extensive Design-Build procurement after industry engagement, Phase 1 of the project is 21 months ahead of its initial schedule. This efficiency allowed the project to simultaneously proceed with Phase 2 of the project, from East 127th Street

to mid-block between East 131st Street and East 132nd Street, which commenced in May 2024. Proceeding with Phase 2 on an accelerated timeline led to further time savings for a total of 51 months saved versus the initial baseline.

While the entire structure for Phase 1 is now complete, additional work on the systems and track level will continue through the winter, with Phase 1 expected to reach substantial completion in April 2026. Progress on Phase 2 will continue apace, with substantial completion for that phase expected in September 2027.

MTA Press Release, October 6

MNR to Serve Albany/Renssalaer

On October 20, it was announced that New York State has secured a series of improvements to rail service on the Empire Service Corridor between Albany and New York City. Following the suspension of three daily Amtrak Empire Service round-trips, the governor tasked the MTA to develop potential solutions leveraging its existing MNR service as a mitigation for affected customers. The MTA is now advancing a plan with partners to run Metro-North service between Albany and Grand Central, starting with one daily round-trip in the Spring of 2026. In addition, Amtrak has committed to restoring one daily round-trip previously suspended between New York City and Albany on December 1. MNR plans to begin non-passenger test trains later this year.

The planned schedule will fill in gaps left by Amtrak service that was suspended earlier this year, with the Grand Central to Albany train departing at mid-morning and the Albany-Rensselaer to Grand Central train departing in the afternoon and arriving at Grand Central in time for evening events in New York City. This service would be the first time Metro-North has run between New York City and New York's Capital Region. *(Editor's note: Amtrak last operated its Empire Service from Grand Central Terminal in 1991, when it moved the service to Penn Station.)*

MTA Press Release, October 20

NJ TRANSIT (NJT)

Meet Our Rail Fleet Event

On Sunday, October 12, the public was invited to historic Hoboken Terminal to join NJT in celebrating New Jersey's rich railroad history with some of the agency's heritage locomotives and railroad equipment – all while learning about career opportunities available on the railroad. "Meet Our Rail Fleet" was held on Sunday, October 12 from 10 a.m. to 4 p.m. near Track 17 in Hoboken Terminal. Admission was free.

Presented in conjunction with the United Railroad Historical Society of New Jersey, the Tri-State Railway Historical Society, and the Morristown & Erie Railway, this event was a must-see for history buffs, train enthusiasts, and families alike. Attendees had the opportunity to view and photograph a selection of NJT rail equipment, some of which is decked out in liveries paying tribute to its historical predecessor railroads. Exclusive merchandise including shirts,

posters and calendars was on sale at the event. A recruiting table was also available to those interested in joining NJT's ranks as it works to serve the next generation of riders.

As a special treat, NJT publicly unveiled its newest heritage locomotive, GP40PH-2B No. 4202, which sports a livery honoring the former Pennsylvania-Reading Seashore Lines. This latest addition to NJT's Heritage Fleet was built by the Electro-Motive Division of General Motors for the New York Central Railroad in 1965 and now wears an adapted version of the 1960s-era PRSL Dark Green Locomotive Enamel scheme designed and applied by Rail Operations employees.

NJ Transit Press Release, October 3

Other U.S. Systems

ATLANTA, GA.

New Fare Collection System

The Metropolitan Atlanta Rapid Transit Authority (MARTA) will replace its entire fare collection system over the next six months, with a goal of spring 2026 for implementation. The system will retain the popular Breeze name but fare media and fare collection equipment, including Breeze cards and tickets, faregates and validators, Breeze vending machines, and the mobile app, will be updated and modernized, along with fareboxes in later project phases.

MARTA began installing new fare equipment at Lindbergh

Better Breeze faregates and ticket vending machines at Lindbergh Center Station southeast entrance. MARTA photo

Center Station September 22 and at Doraville October 8. The installation of new contactless payment terminals on buses began in mid-September. The installation of new equipment will continue systemwide in phases until the transition period next April. This is a systemwide project and the phased construction approach will mean new faregates may be installed but not yet usable. Current Breeze cards and mobile app will not work on the new fare equipment.
MARTA News & Press, October 27

KANSAS CITY, MO.

Streetcar Extension Opens

A puff of smoke signaled the opening of the Kansas City Streetcar's Main Street extension, which began service for riders at the new Country Club Plaza stop on Friday, October 24.
Tammy Ljungblad/Kansas City Star

Kansas Citians can officially ride a streetcar through Midtown for the first time in almost 70 years. Years in the making, the Kansas City Streetcar's extension down Main Street/Brookside Boulevard opened to the public on October 24, on time and under budget. The $352 million extension, funded through a mix of federal and local dollars, means riders can now take the streetcar all the way from River Market, through downtown, the Crossroads and Country Club Plaza, to the University of Missouri-Kansas City.

The full line now stretches nearly six miles. Another extension that will connect the Berkley Riverfront and KC Current stadium to the system is expected to open in 2026.
Kansas City Star, October 24

PHILADELPHIA, PA.

Silverliner IV Problems

On October 23, U.S. Transportation Secretary Sean Duffy said the Federal Railroad Administration could order the Southeastern Pennsylvania Transportation Authority to remove unrepaired Silverliner IV cars from service if SEPTA does not meet the FRA's 30-day deadline for addressing issues with the cars.

With so many Silverliner IV cars out of service for inspections and remedial work, most trains are operating with reduced consists of either two or three cars, even in peak periods. In this view taken on October 23, Train No. 433 (Warminster-Airport), with Silverliner IVs Nos. 324-325 (General Electric, 1974-76), is crossing Mt. Carmel Avenue in Glenside, immediately north of the junction with the Bethlehem Branch. Noah Caplin photo

Duffy, in an October 23 letter to Pennsylvania Governor Josh Shapiro, said the FRA had taken a more measured approach to the situation involving the Silverliners by providing 30 days for repairs rather than ordering the removal of all cars from service, to prevent crippling essential transit service thousands of commuters rely on. But he said that was predicated on SEPTA's complete cooperation, including completion of those repairs and other rigorous risk mitigations outlined in the FRA order.

SEPTA's General Manager, in a hearing before the Philadelphia City Council, said SEPTA was attempting to meet the FRA's 30-day deadline but was not sure it would be able to do so, and might ask for an extension. SEPTA said that inspections had been completed on just 82 of 223 Silverliner IVs, and

that the reality is that they probably have too many railcars left to finish by the end of the month. SEPTA is looking to lease or buy equipment from other transit agencies.
TRAINS.COM, October 24

PITTSBURGH, PA.

Mt. Washington Transit Tunnel

The reopening of the Mt. Washington Transit Tunnel has been delayed. Pittsburgh Regional Transit (PRT) is working with its contractor to develop and solidify a new timeline to reopen the tunnel. PRT anticipates having a new timeline by mid-November.

PRT closed the tunnel on February 23, 2025, to allow crews to complete critical infrastructure upgrades. The project was expected to be completed by the end of October. During construction, PRT identified a design issue that required the adjustment of the newly installed sections of track. Following a necessary refinement of the original design, the tracks at the inbound end of the tunnel are being adjusted to meet PRT's operational and safety standards. PRT is actively pursuing reimbursement of excess costs from the design consultant.
PRT NEWS RELEASE, October 31

WASHINGTON, D.C.

Streetcar Service to End

The District Department of Transportation (DDOT) announced that DC Streetcar service will end on March 31, 2026. Following this date, the DC Streetcar will no longer operate. Riders are encouraged to plan and explore alternate travel options, including WMATA's D20 bus.

12 Trio No. 103 (Inekon, 2007) nears the western end of the line, Union Station, on H Street NE and 3rd Street NE on April 21, 2024.
Pascal photo via Urban Electric Transit

As part of this transition, DDOT is coordinating closely with WMATA Metrobus to provide alternatives for current riders throughout the H Street Corridor. Information and travel guides outlining these options, as well as access to Capital Bikeshare and other DDOT-managed modes of transportation, are available on the DDOT website.

Service Adjustments Prior to Closure

Effective January 4, 2026:
- Elimination of Sunday service
- Revised operating hours with 20-minute headways:
  - Monday–Friday: 6:00 a.m. to 10:00 p.m.
  - Saturday: 8:00 a.m. to 10:00 p.m.

Service End Date: March 31, 2026
DDOT NEWS ROOM, October 28

International

BUDAPEST, HUNGARY

Light Rail Design Contract Awarded

Budapest public transport authority BKK has awarded Fomterv a contract to design a new line to reconnect the northern and southern light rail networks in Pest on the eastern side of the River Danube. The contract is worth 1.63 billion forints ($US 4.8 million) and is due for completion within 890 days.

The contract was tendered last year but signing was delayed by a lack of funding. BKK made a request for European Union (EU) funding from the Hungarian government in March 2024, but this has not yet been approved. In the meantime, the City of Budapest has decided to pre-finance design work.

Urbos 3 No. 2277 (CAF, 7/2025) is approaching the Mika utca stop on Route 56A along the Kriszitna korut on September 20.
Mario photo via Urban Electric Transit

The scope of the contract includes the production of plans and tendering documents for construction, with Fomterv responsible for obtaining the necessary planning and other approvals for the full project. Construction cost was estimated at 38 billion forints in early 2024.

Restoring the link between the northern and southern

networks that was abandoned following the construction of metro Line 3 in 1980, the project includes building 2.2 kilometers of double track along Bajcsy-Zsilinszky Road. This will run from the current terminus of lines 12 and 14 at Lehel Square via Nyugati Station to the terminus of lines 47 and 49 at Deak Ferenc Square, also a key interchange on the Budapest metro network.

The new link will create a single light rail line with a total length of 23 kilometers, providing a direct connection between the northeastern and southwestern districts of the city. Design work covers a total of 20 platforms at light rail stops, with several existing platforms to be rebuilt to improve accessibility.

Once design is completed, tendering of construction contracts could start in late 2028. The new line is expected to attract an additional 9,000 passengers a day, and reduce road vehicle emissions in the city center.
INTERNATIONAL RAILWAY JOURNAL, October 8

COPENHAGEN, DENMARK

Metro Line M4 Extension

Copenhagen metro authority Metroselskabet has awarded a contract for the design and construction of an extension of Line M4 to Ydre Nordhavn. This is intended to provide efficient public transport from day one for people who will live and work in the capital's largest development area, which will eventually have a population of up to 40,000 inhabitants.

The elevated extension of the automated light metro will run for 1.6 kilometers from Orientkaj to serve two new stations provisionally named v/Levantkaj and v/Nordhavn C. Construction is expected to begin in 2027 for opening in 2030.

V/Levantkaj will be located in the middle of a future residential and commercial area including Nordhavn's largest school. When the existing container terminal is resited further out into Ydre Nordhavn in 2027, the southern quay will be transformed into a harbor promenade.

V/Nordhavn C will be close to businesses, workshops, restaurants, art, cultural and leisure activities and housing for young people.

The extended metro line will offer a journey time of just seven minutes from Nordhavn C to Osterport, and 14 minutes to the transport hub at the capital's main railway station.
RAILWAY GAZETTE INTERNATIONAL, October 14

Light Rail Opens

Trams have returned to Copenhagen after 53 years, with music, family entertainment and a day of free travel marking the opening of the first phase of the Hovedstadens Letbane (capital city light rail) line on October 26.

The line runs 13.1 kilometers around the capital's western suburbs, following the O3 ring road from Ishoj north to Rodovre Nord, with 12 stops. Services operate via a 400-meter branch to Glostrup Station with a reversal.

The second phase, running north from Rodovre to Lyngby and Lundtofte is still under construction and is expected to

Opening day at the southern end of the line, Ishoj. The view is southeast and was taken from the eastbound S-Tog (suburban rail) platform. Hovedstadens Letbane photo

open in mid-2026. This will take the line to 28 kilometers with 29 stops and provide connections between five S-Tog corridors, while avoiding the city center.

Services currently run every 10 minutes. When the second phase opens this will increase to every five minutes during the daytime on weekdays. Ridership is predicted to reach 14 million passengers per year in 2030.

It is the third modern light rail system in Denmark, after the opening of lines in Aarhus in 2017 and Odense in 2022.
RAILWAY GAZETTE INTERNATIONAL, October 27

EUROSTAR

Double-Deck High Speed Trains Ordered

Eurostar has announced a €1.4 billion order for 30 Alstom Avelia Horizon double-deck high speed trainsets, with options for 20 more which would take the total value to €2 billion. They have been branded Eurostar Celestia, derived from the Latin word caelestis meaning "heavenly."

Rendering of Eurostar Celestia train at London St. Pancras International Station. Alstom

The order announced on October 22 has been placed as the third optional installment of a framework agreement

between Alstom and SNCF Voyageurs. The French national operator and Eurostar's largest shareholder has ordered 100 similar TGV Inoui (previously known as TGV M) trainsets for operation in France and 15 for international services.

The four-voltage trainsets (1.5 kV DC/3 kV DC/15 kV 16.7 Hz/25 kV 50 Hz) will be suitable for use on Eurostar's routes in the U.K., France, Belgium, the Netherlands and Germany. They would also enable Eurostar to launch proposed services from London to Frankfurt and from London and Amsterdam to Geneva in Switzerland.

Their maximum operating speed will be 300 km/h. Each 200-meter-long trainset will have two compact power cars and nine articulated double-deck coaches giving a total of around 540 seats. They could operate through the Channel Tunnel in pairs to give trains of equivalent length to the current fleet.
RAILWAY GAZETTE INTERNATIONAL, October 22

GERMANY

Talgo ICE L Launched

German Rail (DB-Deutsche Bahn) and manufacturer Talgo ceremonially launched the ICE L inter-city trainset at Berlin Ostbahnhof on October 17. The fleet's entry into revenue service is due with the December timetable change.

A framework contract was signed between Talgo and DB in February 2019 for up to 100 Talgo 230 trainsets. Each push-pull set was planned to be formed of a Talgo electric locomotive, a driving trailer car and a set of hauled coaches using Talgo's patented articulation system.

The ICE L train at Berlin-Ostbahnhof on October 17. Talgo photo

The trains are branded by Talgo as ECx, but were rebranded to ICE L in 2021, "L" referring to the low floor accessibility of the coaches. The contract initially included a firm order for 23 trainsets, and the first was expected to enter traffic in 2023. DB confirmed an option for a further 56 trainsets in May 2023, bringing the order to 79 trains with a total value of €1.4 billion.

According to Spanish media reports, negotiations have been held between the parties to reduce the number of trains to be supplied from 79 to 60 because of production delays.
RAILWAY GAZETTE INTERNATIONAL, October 20

GUADALAJARA, MEXICO

Light Metro Train Order

CRRC Zhuzhou has won a US$36.3 million contract to supply 11 trainsets as part of a comprehensive renewal of Sistema de Tren Electrico Urbano (SITEUR) light metro Lines 1 and 2 in Guadalajara.

The two-car sets will have a capacity of 346 passengers, including 46 seated, with a maximum operating speed of 80 km/h and a design life of at least 30 years.

One of Guadalajara's newest train sets, known as the Barcelona Metro 9000 Series (Alstom, 2016), is seen at Santuario Station of Line 3. SITEUR photo

CRRC Zhuzhou was the only bidder to meet all the requirements of the tender launched in August.
RAILWAY GAZETTE INTERNATIONAL, October 23

HANOI, VIETNAM

Groundbreaking for Next Metro Line

A groundbreaking ceremony was held on October 9 to launch the construction of metro Line 2. Backed by the city administration, the Line 2 project is separate from Line 2A, the capital's first metro line, which was developed by the national government and opened in November 2021.

The 11.5-kilometer initial section of Line 2 will run from Tran Hung Dao in the city center to Nam Thang Long in the north. There will be three elevated and seven underground stations, while transit-oriented development is planned around the depot at Xuan Dinh.

Funding for the 35.6 billion dong project is coming from the city budget as well as loans from the Japan International Co-operation Agency; guests at the groundbreaking event included the Japanese ambassador.

Opening is planned for 2029. Future plans include extensions at both ends of Line 2, including a branch to Non Bai International Airport, which would take the total route-length to 42 kilometers with 32 stations.

A ceremony is scheduled for December 19 to launch construction of the 61.9 billion dong metro Line 5, which will run for 38 kilometers from Van Cao in the city center to Hoa Lac in the western suburbs.
RAILWAY GAZETTE INTERNATIONAL, October 14

HELSINKI, FINLAND

Stadler LRVs Ordered

Helsinki's public transport authority (PKO) has awarded Stadler a contract to supply 63 Tango Nordic LRVs. As outlined in the tender, the order comprises 30 uni-directional vehicles and 33 bi-directional LRVs. The contract also includes an option for 120 additional vehicles and a 30-year maintenance agreement.

PKO says that three manufacturers were invited to bid for the contract, but only two bids were found to be compliant. Stadler was chosen as the winning bidder, ahead of the only other bidder, Skoda Group.

The LRVs have been designed in collaboration with Aivan, a leading Nordic design and innovation studio. Stadler adds that the LRVs will be manufactured using sustainable materials, including zero-emission steel and components with high recycled content.

Rendering of Stadler's uni-directional LRV for Helsinki. Stadler

Under the maintenance agreement, Stadler will provide technical support, supply spare parts, establish a local warehouse, and develop a logistics system for spare parts.

The LRVs are needed for new light rail lines, such as the Western Tram and the Vantaa Tram projects, and the new fleet will enable the growth of light rail traffic throughout the Helsinki metropolitan area. They will replace Helsinki's Valmet fleet, which dates from the 1970s.

This is Stadler's first LRV order from Finland. The value of the order has not been disclosed and Stadler says it cannot provide further details of the contract nor the new fleet during the 14-day legal standstill period. The estimated value of the deal for 63 LRVs when the tender was launched in October 2023 was €1.6 billion.

Skoda issued a statement on October 7 noting that the decision to award the contract to Stadler is not final, as it is conditional on the approval of a budget increase by the City of Helsinki, and can still be challenged in court.
INTERNATIONAL RAILWAY JOURNAL, October 7

LILLE, FRANCE

Light Metro Trains Ordered

Metropole Europeenne de Lille (MEL) has awarded Siemens Mobility a contract to supply 57 VAL 208 NG3 rubber-tired automated light metro trainsets for use on Line 2.

The contract announced by MEL on October 17 is worth €445.7 million, excluding taxes. It was awarded through a negotiated procedure, because the trainsets need to be compatible with the line's control system which was supplied by Matra, subsequently acquired by Siemens Mobility.

The first of the new trains are expected to arrive by 2028. They will replace 30 existing VAL 206 trainsets, and increase the overall fleet by 27 trains.

Rendering of the new VAL 208 cars. Metropole Europeenne de Lille

MEL said they will offer better accessibility, lower energy consumption and greater comfort and safety than the current trains, including meeting enhanced fire safety standards. The interior layout has been redesigned to optimize space, and increased digitalization will facilitate maintenance.
RAILWAY GAZETTE INTERNATIONAL, October 22

LONDON, ENGLAND

Additional Elizabeth Line Stock

The production of the first of 10 additional Class 375 nine-car EMUs ordered to increase capacity on London's Elizabeth Line is underway at Alstom's Derby factory.

The £220.5 million order funded by the Department for Transport was confirmed in June 2024, months after Alstom had warned that the future of the Derby plant was in doubt because of a lack of work once current projects were completed. Transport for London has contracted the manufacturer to undertake maintenance until 2046, taking the total value of the deal to £370 million.
RAIL BUSINESS UK, October 28

MELBOURNE, AUSTRALIA

First G Class Tram Arrives

Victoria's Minister for Public & Active Transport Gabrielle

Williams has officially opened the Maidstone Depot in Melbourne where Alstom will maintain 100 G Class trams which it is supplying for the world's largest tram network.

The first of the trams has now arrived at the site for testing of the braking systems, accessibility features and overall reliability, ahead of trials on the network later this year.

The first Alstom G-class tram, at Maidstone Depot, on September 23. Trams Down Under via Facebook

The low-floor trams are to be rolled out on routes 57, 59 and 82 from 2026, enabling the withdrawal of high-floor vehicles to provide passengers with more space and better accessibility. Planning for wider operation of the vehicles on more routes is underway in coordination with other initiatives to enhance the tram network.

Alstom will maintain the fleet for 15 years at the depot, which features rainwater collection and reuse, solar panels and recycled materials.

RAILWAY GAZETTE INTERNATIONAL, October 17

PATNA, INDIA

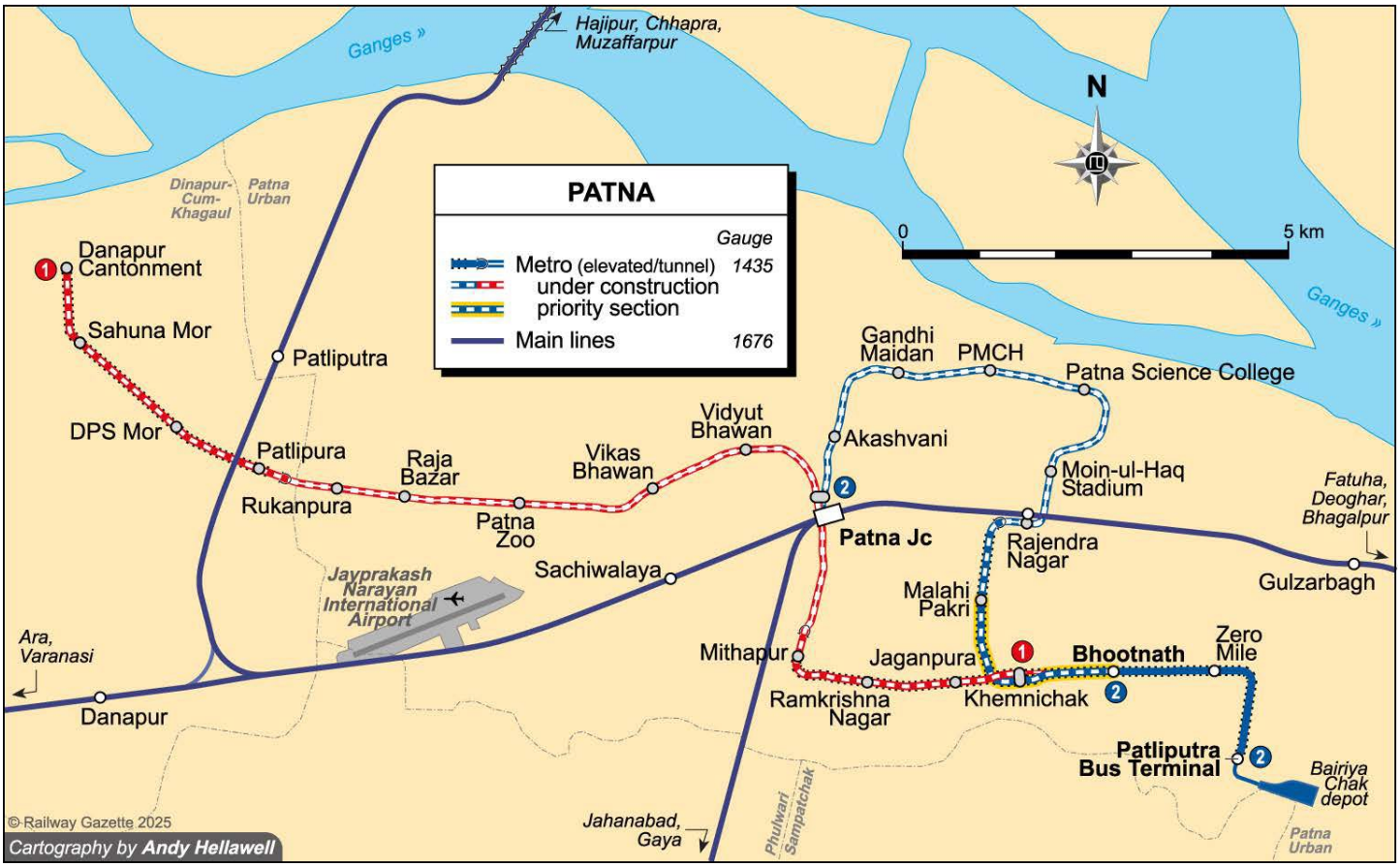
New Metro Opens

The first phase of the Patna Metro priority corridor was inaugurated on October 6, with passenger services starting the following day. The initial section of the standard-gauge Blue Line runs for 4.3 kilometers on viaduct from Patliputra Inter-State Bus Terminal to Bhoodanath with one intermediate station at Zero Mile.

The opening of the short first section comes ahead of state elections. A limited service is being operated using a three-car Titagarh trainset leased from the Pune metro.

An extension to Malahi Pakri will complete the 6.1-kilometer priority section. When it is completed in 2027-28, the full east-west Blue Line will run for 14.6 kilometers, partly underground, from ISBT in the east to Patna

(Below) Map of the new metro in Patna. Railway Gazette International



Junction in the west with 12 stations.

Work is also underway on the 16.9-kilometer, 14-station Red Line, which will start at Khemnichak on the Blue Line and run west to Danapur Cantonment.

RAILWAY GAZETTE INTERNATIONAL, October 9

PLAUEN, GERMANY

Tramway Threatened with Closure

The meter-gauge tram network in the city of Plauen in the southeastern German state of Saxony may be forced to close due to financial difficulties.

Plauen Tramways, which operates the 37.6-kilometer network, is almost insolvent, according to its management. While the network serving a city with a population of 65,000 was used by 7.6 million passengers in 2024, it has seen little investment in recent years. Its fleet of 14 Tatra KT4D trams dating from 1983 that operate many services, alongside newer Bombardier Flexity LRVs, is almost life-expired.

Several other small networks in eastern Germany have ordered new LRVs to replace their Tatra fleets in recent years such as Zwickau and Gorlitz, also in Saxony, which ordered new vehicles from HeiterBlick in 2021 in an order shared with Leipzig.

A vintage view of KT4D No. 231 (CKD Tatra, 1988) leading a two-car set leaving the Oberer Bahnhof stop while operating on Route 4 to Reusa on July 11, 1990. The lead unit was rebuilt to a KT4DM in 1995 and rebuilt again to a KT4DMC two years later. It is still in operation today. Jeff Erlitz photo

Plauen Tramways is owned by the city council but is funded by the Vogtlandkreis regional council and its transport agency.

Following public protest and intervention by politicians, Vogtlandkreis agreed in late September to develop plans for public transport in Plauen by the end of this year. A petition launched by Plauen Tramways had already received 16,000 signatures by mid-October.

Nevertheless, closure could still be recommended rather than upgrading all or some of the network.

INTERNATIONAL RAILWAY JOURNAL, October 21

SOFIA, BULGARIA

New Metro Train Rolled Out

Skoda Group has officially unveiled one of the trainsets it is building for the Sofia metro. The €65 million contract awarded by metro operator Metropolitan JSC in July 2023 covers eight four-car trainsets, which are being manufactured at Skoda's sites in Plzen, where the train was unveiled, and at Ostrava.

They are a follow-on from vehicles Skoda supplied to Warsaw, but are equipped with more powerful air-conditioning suitable for the warmer climate and surface running sections of the Sofia metro network. The trains will be deployed primarily on Lines 1, 2 and 4, helping to increase capacity and train frequencies.

Skoda's new metro train set for Sofia. Skoda photo

The 750 V DC third rail powered trainsets have three-phase asynchronous traction motors and feature regenerative braking. They have a maximum design speed of 90 km/h, with an automatic speed control system to prevent trains from bunching too closely together. The 80-meter-long trainsets have walk-through cars giving a capacity of more than 580 passengers, including 120 seated, with two dedicated spaces for wheelchair users.

RAILWAY GAZETTE INTERNATIONAL, October 2

Tramway Parade in Prague

By Jeff Erlitz (ERA #3997)

As shown on the cover of last month's *Bulletin*, the city of Prague, in the Czech Republic, celebrated their 150th anniversary of public transportation over the weekend of September 20–21. Your editor, along with long-time ERA member Noah Caplin (ERA #3751), attended the event. A photographic essay follows.

On Saturday, September 20, an open house was held at the newly-rebuilt tramway depot at Hloubetin, on the eastern side of the city. In this view, the Prague Transport Authority (DPP) lined up almost all of their newly-delivered (between April and September) Skoda Transportation 52T trams, in numerical order, left to right. Jeff Erlitz photo

The following day, Sunday, September 21, was the day of the big tramway parade. Like the day before, it was sunny and very warm. Knowing the sun angle would be perfect in the morning, Noah and I positioned ourselves on the Manes Bridge (Manesuv most) a good hour before the start of the parade. This is Type DSM No. 200 (Ringhoffer, 1900). The car was designed by architect Jan Kotera to represent a Ringhoffer car at the 1900 World Exhibition in Paris. From 1901 to 1951, it served Prague for sightseeing and special trips by the city government. From 1951 until the early 1970s, it served as a kindergarten car. After extensive renovation, it was restored to its 1922–1951 appearance. The famous Prague Castle is on top of the hill in the distance. Jeff Erlitz photo

In the main section of the new tram depot, several of the pieces of equipment that would take part in the following day's parade were on display and open for the public to inspect. KT8D5.RN2P No. 9109 (CKD Tatra, 1989), resplendent in its new "Prague Integrated Transport (PID)" paint scheme, had a line of visitors waiting to board. This car began life as a standard KT8D5, No. 507, in Kosice, Slovakia. It was sold, or transferred, to Miskolc, Hungary, in October, 1992 and was renumbered 207. Prague purchased it in June, 2019, and renumbered it to 9109. In June of this year it was rebuilt in DPP's main workshop with a low-floor center section to its current configuration. Jeff Erlitz photo

Type DSM single-truck motor No. 275 (Ringhoffer, 1908) is pulling single-truck trailer No. 624 (Ringhoffer, 1909). As part of the post-war relief, the motor was transferred to Olomouc in 1955, where it became No. 67. It came back to Prague in 1966 and went into Prague's Transport Museum. After being withdrawn from revenue service in 1964, the trailer entered the museum collection. Jeff Erlitz photo

T1 No. 5002 (CKD Tatra, 1952) was the second prototype T1 produced. Based on the American Presidents' Conference Committee concept, 287 of these cars were produced between 1952 and 1958 and are considered the forefather of all Tatra trams. The T1 was produced for most of the cities in Czechoslovakia but also were sold to Warsaw, Poland (only two examples) and Rostov-on-Don in Russia, who purchased 20 cars. This car ran in regular service until mid-1981 and became part of the museum collection in 1985 but its restoration did not begin until 2000. Jeff Erlitz photo

To this day, Prague has many Tatra T3 trams in revenue service, though none outside of the museum fleet are in their original configuration. The T3 was one of the most successful tram car designs ever built, with nearly 14,000 examples produced in the factory here in Prague! This car, No. 8775, originally constructed by CKD Tatra in 1967, is one of the newest of the recent rebuilds, a type T3R.PLF. It was outshopped on July 28 of this year from the Krnovske Repair and Engineering Works. These cars actually have a new, lengthened carbody, with a low-floor section in the middle. The longer body is clearly noticeable by having three, instead of two, windows between the middle and rear doors. The new rebuilds often have high-floor T3SUCS, T3M or T3R.P cars in tow for additional capacity. Jeff Erlitz photo

After the tram parade passed us on the Manes Bridge, we boarded a regular Route 12 car and rode two stops to Sparta, a large sports arena where there is a very wide center reservation. The parade route took a much longer, slightly convoluted route through downtown Prague so we were able to "get ahead" and photograph the parade all over again. Here is Type JSM single-truck motor No. 3083 (Ringhoffer/Tatra, 1942) with single-truck trailer No. 1583 (Ringhoffer, 1946). The motor car, from the last series of two-axle trams, was withdrawn from service in 1966 and joined the museum collection the following year. The trailer followed suit in 1973, after leaving revenue service. Noah Caplin photo

This is an example of an original, unmodified Tatra T3, No. 6102, built in 1961. This car ran in regular service until 1998 and joined the museum fleet in 2003. Noah Caplin photo

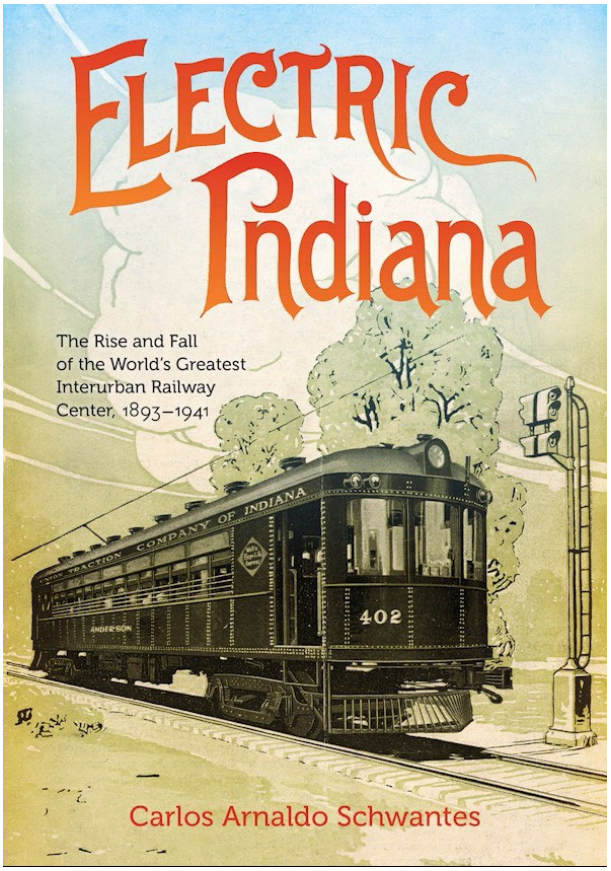
Work equipment was also well represented. This is Type DSM No. 4053 (Ringhoffer, 1917) and it's pulling four trailers, all built by Ringhoffer between 1898 and 1926. They are part of the museum fleet, not in work service any more. Noah Caplin photo

Paul's ERA Bookshelf

By Paul Grether (ERA #6933)

Electric Indiana: The Rise and Fall of the World's Greatest Interurban Railway Center, 1893–1941 by Carlos Arnaldo Schwantes, published by Indiana University Press, Bloomington, Indiana in 2025, hardcover, 340 pages. Included are an appendix about the history of the word "interurban," detailed endnotes, index and suggested further reading. Black-and-white photos including several portraits of key people involved in Indiana interurban history. ISBN 978-0253067128.

Professor Schwantes' hypothesis is that the interurban electric railway flourished in Indiana like nowhere else in the world in the early twentieth century. While Ohio had more miles of interurban railways, the Indianapolis experience included more speculation and capital investment that resulted in the construction and operation of some amazing systems. The history of the "Interurban Era" (as coined by William Middleton, the late, noted transit writer) in Indianapolis is presented primarily from a business and social perspective. Schwantes, a native of Greenwood, Indiana, certainly admits to Hoosier exceptionalism in his interpretation of history, and the work is colored with this bias which only makes the topics more engrossing. Frequent quotes from those involved in the Interurban Era and from newspaper accounts throughout the text add primary source material references and lead to a greater understanding of the electric railway context in Indiana of the time.



Schwantes describes how he researched his work during the COVID-19 lockdown, thanks to the amazing treasure troves of online resources now available. He used newspaper accounts, industry and trade publications, and other sources to piece together a history that is engaging and very readable. An attribute of his work includes multiple small one-to-two-page historical descriptions of interesting and relevant side topics in each chapter. These break up the text and make for a book that is easily picked up and put down for multiple reading sessions. The list of suggested further reading is very comprehensive and has led to the acquisition of a few additional sources.

In addition to the introduction and conclusion, the Hoosier traction history is divided into thirteen chapters. While leaving many interesting topics for the reader to discover, some highlights include extensive coverage of:

Charles L. Henry — Mr. Henry is credited with the use of the term "Interurban" and was involved in various trade associations and legal proceedings around the governance of electric railways at the local, state and national levels. He was a practicing attorney and businessman, but most fervently a booster of the electric railways and their plight.

Indianapolis and Cincinnati Traction Company — Charles L. Henry was the President and developer of the I&CTC. The vision was to create a fully double-track, high-speed, frequent passenger and freight electric interurban between the two growing urban centers as a model for development in the rest of the country (and the world). The line was built using Westinghouse 3.3 kV AC single phase electrification, which was cutting edge at the time. The line never made it to Ohio, and like so many other lines the economics in the aftermath of the 1929 stock market crash proved fatal. Schwantes describes the fascinating history of this endeavor in great detail.

Hugh McGowan — aligned with his counterpart from Cincinnati, Kesley Schoepf, McGowan was part of a traction syndicate that assembled multiple interurban lines into the larger Union Traction system. McGowan, certainly with the sometimes-devious involvement of many other personalities which are well described by Schwantes, is most remembered for the creation of the Indianapolis Traction Terminal.

While New York City has Grand Central Terminal as the "temple of passenger railroad transportation," the closest comparator for electric interurban railways was the Indianapolis Traction Terminal. The reasons for its development, comparisons with other cities with unsuccessful interurban integration (such as Cincinnati), design, construction and operation are extensively covered.

Finally, Schwantes states that Indiana is home to the last remaining operating interurban, the South Shore Line. One could argue that the SEPTA Media/Sharon Hill Red Arrow Lines or the Cleveland RTA Shaker Heights Lines could also qualify, they certainly do not compare to the length or ridership of the South Shore. We can agree with Schwantes.

Link to book information: www.libib.com/u/grether?solo=149110664

A Dive in the ERA Archive

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

This month's feature comes from the same unmarked box from the previous column. A little background on some interesting pictures:

Car No. 46 was the last constructed of the first batch of cars *delivered* to the Philadelphia & Western (P&W) Railway. The cars were delivered in 1907 and numbered 25 through 46. They were two-man cars built by St. Louis Car Company and included smoking compartments and restrooms. The cars were 52' 4" long and seated 55 and were capable of 45 mph. The first cars were retired as subsequent fleets arrived in the 1920s and the last car was removed from service in 1931 when the bullet cars entered service.

Why did the numbering start at 25? P&W was almost bankrupt, and these cars were not the first cars ordered for the P&W. Cars 1-22 were built by St. Louis Car Company for P&W in 1905, but construction of the line was taking much longer than planned, and there was no place to deliver the cars. P&W and St. Louis found other takers for the original fleet, and they ended up on United Railroads of San Francisco, the Sacramento Northern and the Erie Railroad Mount Morris line.

The first picture (below) shows car 46, the last car of the order, in what appears to be an early view. This car would not get scrapped with the rest of the fleet and was converted into an "Emergency" work car, painted red and renumbered 446 in 1928. It was still in service in the mid-1950s. There are no markings on the print and the photographer and date unknown.

More information can be found in *Pig & Whistle: The Story of the Philadelphia & Western Railway* by Ronald DeGraw - www.libib.com/u/grether?solo=63740236

The next photo (above-right) shows an interurban car with a striking appearance. This is one of two cars purchased by New York State Railways with a "parabolic" front end designed to lessen wind resistance at high speeds. The cars were purchased from Kuhlman Car Company upon acquisition of the Onedia Railway in 1912 by New York State Railways. Onedia Railway was the name used for the Utica-Syracuse interurban line. Also known as the Electrified West Shore Line,

the public simply called the service "The Third Rail" since the line used W-S Standard Underrunning third rail of the same type as the New York Central Grand Central electrification. With four 75 h.p. motors, the cars were capable of 60 mph and the line offered limited and local service, with the limited making the Syracuse to Utica trip in 88 minutes. Ridership declined rapidly in the 1920s and abandonment occurred on the last day of 1930. The back of the photo is marked "NY STATE RYS/ONEIDA RY CO." Photographer and date unknown.

More information can be found in *Interurbans of the Empire State* by Felix E Reifschneider - www.libib.com/u/grether?solo=90115757

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

Philadelphia & Western car No. 46 is preserved! It is seen here at the Electric City Trolley Museum, Scranton, Pa., on October 7, 2024.
Paul Grether photo

Pennsylvania Trolley Museum's Cleveland Excursion

By Paul Grether (ERA #6933, Photographs by the author)

The Greater Cleveland Regional Transit Authority (GCRTA) operates the Red Line heavy rail ("The Rapid") and Green Line and Blue Line light rail ("Shaker Heights Rapid Transit") lines. All three lines use 600 V DC overhead wire current collection and share a common trunk line through downtown Cleveland to serve Tower City station, the system hub.

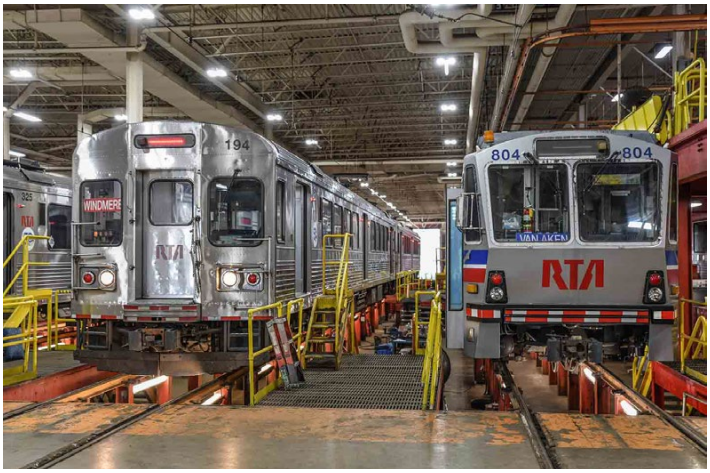
The rail vehicle fleets are different. The Red Line was built and opened in phases starting in 1955 by the Cleveland Transit System, utilizing high platforms and a vehicle width of 10 feet, 4 inches. The current fleet is the third vehicle generation, having been preceded by the original "Bluebird" cars from St. Louis Car Company and the later "Airporter" cars from Pullman-Standard. The current fleet, dating from 1984-1985, are rapid transit configured cars in both single and pair configurations.

The former Shaker Heights, Blue and Green Lines, utilize double section low platform light rail vehicles configured for low-level boarding. Accessible boarding is provided at certain key stations by means of "mini-high block" platforms and the use of a bridgeplate. The vehicles date from 1980-1981 with a width of 9 feet, 3 inches, narrower than the Red Line fleet. This fleet replaced varied PCC and predecessor streetcar fleets of many types.

Both fleets have reached end of life. Certain cars from both fleets have already been removed from service and some have already been cannibalized and/or scrapped. The technology is dated, and many spare parts are unavailable.

Low floor car No. 829 (Breda Costruzioni Ferroviarie, 1982) at the Lynnfield Station on the Blue Line.

Since the creation of the GCRTA there has been a desire to have a unified rail fleet. With both fleets reaching end of life, a concept was developed by the GCRTA to enable this. Since all lines use the same type of current collection, the two remaining infrastructure variables between the lines are the difference in vehicle width and platform heights. The concept involves extending/widening the Red Line platforms and purchasing a vehicle that can serve two platform heights. New vehicle specifications were developed, and a Request for Proposals was issued by the GCRTA. Siemens Mobility was subsequently awarded a contract in 2023 for the S200 platform, like the high-floor/low-floor vehicles Siemens had previously designed and built for San Francisco Muni. The Cleveland S200 vehicles will be 8 feet, 4 inches wide with high platform doors towards the center of the car and low platform doors at the ends.



High floor car No. 194 (Tokyu, 1985) and low floor car No. 804 (Breda, 1981) in the Central Rail Facility.

The first S200 vehicles are scheduled to start arriving in Cleveland in the summer of 2026, and major changes will start to change the look of the system not long after. The existing Red Line cars will no longer fit after platforms are widened, so they will no longer operate as segments of the Red Line are modified.

Major changes to the Central Rail Facility and the Brookpark Rail Shop are also being designed and built. The new cars, like most modern fleets, contain most equipment on the roof rather than underfloor. Shops are being modified with roof access work locations. The Brookpark Rail Shop on the Red Line will become the new railcar acceptance and testing facility and consequently the Red Line between Tower City and Hopkins Airport will be the first part of the system converted to wider platforms.

With the pending changes, the Pennsylvania Trolley Museum organized a charter on the entire GCRTA rail system on Saturday, October 4, 2025, to ride the system in its present configuration and fleets. The excursion departed Tower City at 9:00 a.m. on chartered "Rapid" car No. 199 (Tokyu Car, 1985), one of the 20 single unit Red Line high-platform cars. The trip went southwest to the Airport first, with photo stops at several stations. From the Airport the entire line to Stokes/Windermere was covered, then the trip ended inside the main shop building at the Central Rail

Facility. After a very informative tour by GCRTA staff, the trip departed with light-rail low-platform car No. 829 (Breda, 1982) to cover both branches of the Shaker Heights lines (Green and Blue).

Many thanks to Alex Bruchac and Kristen Fredriksen (ERA #7406) of the Pennsylvania Trolley Museum for organizing an excellent event.

For those seeking additional information on this topic, we recommend *Cleveland's Transit Vehicles: Equipment and Technology* by James A. Toman and Blaine S. Hay, part of a two-volume set on Cleveland transit history: www.libib.com/u/grether?solo=63567635

Low floor car No. 820 (Breda, 1982) passes through Shaker Square as it approaches the station of the same name while operating on Waterfront Line service.

Low floor car No. 836 (Breda, 1982) departing Shaker Square Station operating on a Green Line service.

Greater Cleveland Regional Transit Authority Rail Fleet

High Platform Cars [Red Line]

number	*builder*	*year*	*length*	*width*	*floor height*	*configuration*	*propulsion*	*control*	*seats*	
181-200	Tokyu	1985	75.83'	10.33'	3.5'	single car	G.E. (DC)	G.E. camshaft		72
301-340	Tokyu	1985	75.83'	10.33'	3.5'	pairs	G.E. (DC)	G.E. camshaft		72
Total fleet:	60 (40 remain)									

Low Platform Cars [Blue/Green Lines]

number	*builder*	*year*	*length*	*width*	*floor height*	*configuration*	*propulsion*	*control*	*seats*	
801-848	Breda	1981-1982	77'	9.25'	3.33'	2 section articulated	ABB (DC)	ABB		72
Total fleet:	48 (29 remain)									

New Fleet High/Low Platform Cars [Red/Blue/Green Lines] starting in 2026

number	*builder*	*year*	*length*	*width*	*floor height*	*configuration*	*propulsion*	*control*	*seats*	
	Siemens S200	2026-	84.6'	8.7'	41" TOR	2 section articulated	Siemens (AC)	Siemens		52
Total fleet:	54 (options up to 60) 24 for Red Line and 30 for Blue/Yellow Lines									

Building the New York Subway System, A Photographic Journey

Construction Route No. 18 — Part 4

By Jeff Erlitz (ERA #3997)

This month, we continue with Subway Construction Route No. 18, the IRT White Plains Road Line. We have scenes from both Section 1, south of Burke Avenue and Section 2, north of Burke Avenue. The actual dividing line between the two sections is about 250 feet north of Burke Avenue.

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.

Looking northeast at the Pelham Parkway Station from the street of the same name on April 1, 1915. Unlike the elevated stations on the Queens Boulevard portion of the IRT Flushing Line, which are completely encased in concrete, here the platforms are wrapped in concrete but the track structure is standard, open steelwork.

It is now August 11, 1914 and we have moved not quite one station up the line. Just south of the Allerton Avenue Station, we are looking south (we believe) on White Plains Road and Mace Avenue. At this stage, though the steelwork at Pelham Parkway was well along (if not nearly completed) here only the footings for the elevated bents have been installed. The tracks of the Third Avenue Railway's Williamsbridge (V) Line run down the center of the street. Even by 1920, most of the land in this vicinity was still vacant. In fact, about eight blocks to the left in this view, where today stands the New York Institute For Special Education and some of buildings comprising the Pelham Parkway Houses, was a working farm!

The date of this photograph is February 26, 1915. The view is looking north on the east sidewalk of White Plains Road, with East 219th Street being the first intersection you see up the block. The future 219th Street Station will be constructed right here. The amount steelwork piled up along the curb lines of the street, and also along the sidewalk, is truly impressive. Interestingly, the wooden structure on the far left, housing Edward Rafter's Teas and Coffees, and the brick three-story structure to its right, are still standing today, 110 years years later. Also still standing is the building on the far side of 219th Street, on this side of White Plains Road, housing Ramm's Ice Cream, though now rather heavily modified.

This view, looking north from East 227th Street on October 20, 1914, is about one block north of what will be the north end of the platforms of the 225th Street Station. As in the photo above, steelwork for the new elevated line has been placed along the curb line of White Plains Road. Two horse-drawn wagons are making their way down the street. Apparently, none of the buildings on either side of this block are still standing, including the brick one on the left.

It's December 31, 1914, New Year's Eve, and this is looking northwest along East 241st Street at White Plains Road. The steelwork for the new terminal station is well along. The sign on the far side of the intersection, on the right, is advertising real estate mortgage loans and insurance due to the new subway and "L" lines. Also on the right, next to that sign, is Walter's Lunch, an early example of a diner.

Travels with Jack May

Scotland-Ireland 2018 — Part 2

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

Wednesday, May 15 was our second and last day in Edinburgh (at least for me, as Clare would be back there on May 23 and 24). It was a beautiful sunny day and gave me a chance to get some really bright photos of the tramway prior to meeting Clare at the zoo to see the city's iconic "Parade of the Penguins." Thus until the mid-afternoon our agendas were different, with Clare visiting museums. After breakfast and before going our separate ways, we purchased day tickets, which also allowed passage on the Lothian buses that serve most of the city and the zoo. Fortunately, a Lothian Travel Shop was just around the corner from our hotel.

I'll let my images tell the story, as I started on the inner end of the line (York Place) and worked my way gradually out to Ingliston P&R, which meant I could use the cheaper, non-airport version of pass. Here is the link to the map that I also provided in Part 1: http://www.urbanrail.net/eu/uk/edin/edinburgh.htm. *(Author's note: this is the current map of the tramway showing its extension to Newhaven from Park Place, just short of Picardy Place, on June 7, 2023.)*

St. Andrew Square is the last station before the tramway's inner terminal. A streetcar is leaving the stop's island platform and will traverse the hill and turn right one block later. The Firth of Forth, the city's famous estuary leading into the North Sea, is in the background.

At one point, aboard a tram, I saw that the conductor/fare collector had a pen embossed with the words, Edinburgh Trams. I asked him if he would trade with me, and he agreed to make the exchange. (Unfortunately, the name and logo gradually wore off through use in the next 6 months or so.) I eventually took a route 12 bus (which was running on a 20-minute headway), from Gyle Center to the Edinburgh Zoo, where I met Clare as planned at the Penguin pool. After seeing the scheduled Parade of Penguins we strolled to see more birds and some animals and then headed back to our hotel via the 12 and the tramway. We found a nice Italian restaurant for dinner and relaxed for the remainder of the evening.

(Editor's note: Next month's chapter of this series will contain an update to this 2018 report, as I visited Edinburgh again in the summer of 2023 in order to ride and photograph the extension of the line to Newhaven. The E.R.A. will visit Edinburgh in May 2026 as part of its tour of the British Isles.)

(Above and below) Two views on either side of Bankhead station in the heart of Edinburgh's green belt. An outbound car has just scaled the South Gyle Access Road overpass in the upper photo and is approaching Bankhead station. The lower view illustrates the verdant appearance of the line east of the city and shows an inbound car approaching the station. An electrified double-track railroad line is behind the bushes. The line has a mix of grade separations and level road crossings, with the latter protected by traffic signals or stop signs.

(Above) Two views just west of the Edinburgh Park station, which is one of several transfer locations between the tramway and the railroad. In the left photo, taken from the outbound platform of the suburban railway station, a ScotRail Adtranz/Bombardier-built (1998-2005) DMU is shown operating under the wire. It is highly likely that this inbound three-car Class 170 train, that has just crossed under the viaduct carrying the tramway, has come from a point beyond the end of the system's 25kV electrification. The right view shows the same viaduct in the background, but from the other direction. An Airport-bound tram passes a potpourri of grass and wildflowers as it approaches its Edinburgh Park Central stop.

(Left) A pristine Edinburgh tram (in official colors and without a wrap) is shown in a manicured setting, typical of the outer reaches of the system. Grassed track is a feature at the tramway, and while it may be more expensive to maintain than a ballasted right-of-way, it provides the line with an attractive panache, one that is characteristic of French tramways (and in New Orleans). The brown spots indicate that the grass is trimmed--probably regularly--but in this case the clippings were not collected. The inbound car has just left Gyle Center, one of the line's major stops, at a large shopping mall where connections can be made with a plethora of bus lines.

(Left) An inbound tram stops at Edinburgh Gateway, an attractive and modern station shared with Scotrail, which opened in December 2016. The glass enclosed interchange facility allows passengers from Glasgow and other parts of Scotland convenient access to Edinburgh's international airport. The railway trains operate on the upper level, which is connected to the tram platforms by escalators and elevators.


Edinburgh
Trams