BULLETIN

Volume 69, Number 6 | June 2026

Electric Railroaders Association

Founded August 15, 1934 by E.J. Quinby
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Subscriptions
The *Bulletin* is published monthly and sent free to all ERA members.

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In This Issue

Front Cover Photo

Thursday, April 30, was the first day of scheduled activities for the ERA's 2026 International Tour to Scotland, Northern England and the Isle of Man. The only "rail" activity on this day was our group's tour of Edinburgh Trams' Gogar Maintenance and Storage Depot. Seen over one of the inspection pits inside the depot is Urbos 3 No. 273 (CAF, 2012), part of the fleet of 27 Urbos 3 vehicles. Jeff Erlitz photo

Rear Cover Photo

C3 No. 5013 (Kawasaki Rail Car, 7/1999) leads Train No. 503 on May 19, the first train of daylight to pass Sea Cliff Station after the strike that took place over the previous three days. This particular train was making a simulated station stop. Normal service resumed at noon this day. Joe Stroppel photo

Donations

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

Monthly Zoom Meeting

Friday, June 19, at 7:30 p.m.

Presenting This Month: Clark Frazier

Clark's presentation will be a U.S. and Canada tour in the 1960s.

How to Join Our Zoom Meeting

The Zoom registration link for this meeting is: https://us02web.zoom.us/meeting/register/ksBALDCPR-FaT9Ef-zh090g. 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.

Trip Notices/Save the Dates

July 31: ERA Meeting and dinner at Manducatis Restaurant in Long Island City, Queens. Email Michael Glikin at trnsper@aol.com to reserve your spot.

August 15-19: Motor Bus Society trip to Washington DC. Visit https://erausa.org/regional-trips/2026/08/15/ for the details.

August 28-September 2: ERA National Convention in Chicagoland. We will visit the 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. Visit https://erausa.org/conventions/2026/ for the details.

October 1-3: Motor Bus Society Minneapolis Convention.

Worldwide Suburban Electric Railway, Metro and Tramway Openings in May 2026

Date	Country	City	Segment	Distance (miles)	Railway/ Metro/ Tram
4/22	China	Nanjing	S2: Xishanqiao to Taibai (New line)	33.7	R
4/26	"	Jinhua	Lingyun to Yiwu Railway Station	2.2	R
5/1	"	Wuhan	Line 12: Gangduhuayuan to Moshuihu Park (New line)	21.9	M
5/8	U.S.A.	Los Angeles	Line D: Wilshire/Western to Wilshire/La Cienega	3.9	M
5/16	Kazakhstan	Astana	Nurly Zhol to Airport (New metro)	13.2	M
5/18	Canada	Montreal	REM Line A3: Bois Franc to Anse à l'Orme	5.3	M
"	U.S.A.	Kansas City	River Market North to Riverfront	0.7	T
5/22	Turkey	Istanbul	M5: Samandira Merkez to Sultanbeyli	2.7	M

URBAN RAIL NEWS, MAY 31

Rail News in Review

New York Metropolitan Area

NEW YORK CITY TRANSIT (NYCT)

Elevator News

On April 30, one new elevator was placed into service at 14th Street-Union Square L, from the mezzanine to the platform. This was not a completely new installation; it was a replacement. Elevator EL218 is located next to Fare Control Area R-221A, on the south side of East 14th Street, between Broadway and Fourth Avenue.

Mid-American installed the elevator, which will be maintained by the MTA, it is accessible via a ramp from the mezzanine. MTA PRESS RELEASE, April 30

Elevator EL218, seen at platform level of the BMT Canarsie Line.
Michael Cortez/MTA photo

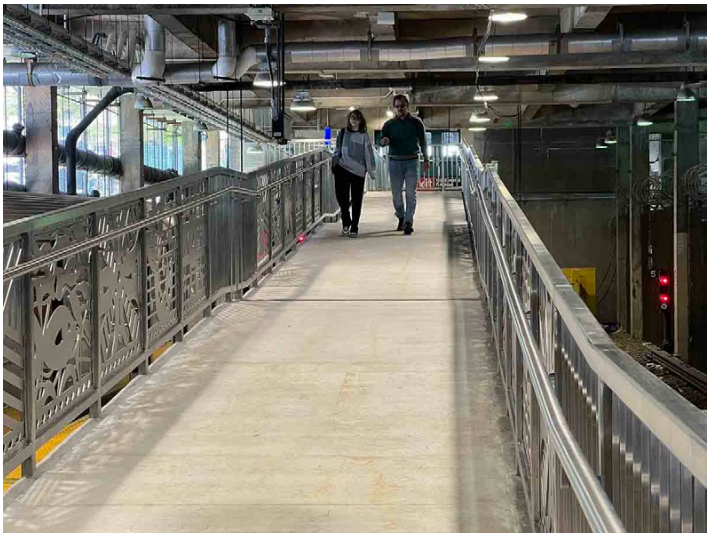
On May 20, the last of three elevators to be replaced at West 4th Street-Washington Square was put back into service. This was elevator No. EL335, which is the one between both northbound platforms and the mezzanine. Like many of the recent elevator jobs, the installer and maintainer is Mid-American. MTA PRESS RELEASE, May 20

Harlem-148th Street 3 Station Now Accessible

The completion of accessibility upgrades at the Harlem-148th Street 3 Station was opened on May 1. A new six-foot-wide ADA-compliant ramp with guardrails and handrails has been installed that runs from the street to the platform, delivering a reliable, lower-cost accessibility solution for riders. Next to the new ramp, project crews installed an eight-foot-wide staircase giving riders an additional path from street to platform. Together, this new infrastructure will greatly improve the flow of passengers entering and exiting the station.

Because every station in the subway system is built differently, ramps aren't always feasible, but where they fit, they are significantly cheaper to build and require less maintenance than elevators. In addition to accessibility upgrades, the project includes significant station upgrades designed to enhance rider experience, including brighter, energy-efficient LED lighting above and below the ramp, a new Automated Fare Control gate, a new public announcement system and a new customer information screen. Upgrades also include a new CCTV system along with an expanded fire alarm system. The station also features new artwork by a local artist.

The upgrades here are the first to be completed as part of ADA Package 5, a bundle of 13 stations on the subway and Staten Island Railway across the five boroughs. This includes the installation of new elevators or ramps compliant with the Americans with Disabilities Act as well as other accessibility upgrades and work to bring the facilities into a state of good repair and keep the Authority on track to make 95% of subway stations accessible by 2055.



Looking up the new ramp, with the embedded artwork.
Ray Raimundi/MTA photo

Art is another element of the upgrades here. MTA Arts & Design announced the installation of Harlem Reflections, a new permanent artwork by artist Michael A. Cummings. Comprising 36 intricately designed stainless-steel panels installed within the railing of the new ramp, the work traces the layered histories, communities and natural landscapes that have shaped Harlem and Manhattan. A longtime Harlem resident and acclaimed quiltmaker, Cummings brings his signature storytelling approach to the transit environment, creating a dynamic visual experience that honors the neighborhood's legacy.
MTA PRESS RELEASE, May 1

Accessibility Improvements at 125th Street 1 Station

On May 8, the MTA and Columbia University announced a public-private partnership to make the 125th Street 1 Station in Manhattan accessible. In addition to the installation of three elevators, the project will include widened escalators on the west side of Broadway and state of good repair upgrades throughout the station.

The project will be designed and constructed by the MTA. It will be made possible by $33 million in funding from Columbia University through a public-private partnership. The total cost of the project will be decided once the design phase is completed. As part of the 2007 Manhattanville Campus land use approval process, Columbia was required to widen the escalators on the southwest corner of West 125th Street and Broadway. Through this agreement, subject to approval by relevant agencies, the MTA will perform that work directly, with Columbia's financial contribution covering the cost of the widened escalators and the construction of the street to mezzanine elevator and the MTA covering the cost of the rest of the station improvements.

There will be three new elevators, one from street to mezzanine and two from the mezzanine to each platform. Newly reconstructed escalators on the west side of Broadway connecting the street to the mezzanine will also be widened to 40 inches, and crews will perform state of good repair work, including platform upgrades.

Design will begin this year with construction anticipated to start by 2028.
MTA PRESS RELEASE, May 8

New Subway Schedules

The Spring Pick went into effect on Sunday, May 17. The F/M swap is now part of the pick and no longer operating under a supplement. Only the timetables of the following lines actually changed:

- Daily 1
- Daily/Sat/Sun 2
- Daily/Sat 3
- Daily/Sat/Sun 4
- Daily 5
- Daily B
- Daily/Sat/Sun D
- Daily E
- Daily F
- Daily M
- Daily/Sat/Sun N
- Daily Q
- Daily/Sat/Sun R

One note regarding the new pick on the IRT: On Monday, May 18, the first day of the Daily (weekday) timetable, the 1 timetable was replaced with a timetable supplement (S2) for the duration of the Spring Pick. This was due to a change in various "hold" times throughout the timetable.

With the pick, new car assignments were put into effect systemwide. On the IRT, fleet size and car unavailability are unchanged from the November 2, 2025, car assignment. Total peak requirements have decreased by one train in the AM and PM peaks. Line-by-line peak requirements have changed as follows:

- 2 – decrease of one train in the PM peak, from 35 to 34 trains
- 3 – increase of one train in the PM peak, from 24 to 25 trains
- 4 – decrease of two trains in the AM peak, from 35 to 33 trains; decrease of one train in the PM peak, from 33 to 32 trains
- 5 – increase of one train in the AM peak, from 34 to 35 trains.

Line	AM Cars Assigned	PM Cars Assigned
1	310 R-62A	310 R-62A
2	350 R-142	340 R-142
3	250 R-62	250 R-62
4	160 R-142, 170 R-142A	150 R-142, 170 R-142A
5	350 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

Line	AM Cars Assigned	PM Cars Assigned
S	12 R-62A	12 R-62A

On the BMT/IND, delivery of R-211A production cars and the removal of R-46 cars from service is in progress. This assignment reflects the conditional acceptance of 150 additional R-211A cars, along with the removal of 54 R-46 cars from service. As a result, fleet size has increased by 96 cars from the November 2, 2025, car assignment, to 4,037 cars. Car unavailability has increased from the November 2, 2025, car assignment by 122 cars. This assignment reflects the net transfer of eight R-179s from East New York to 207th Street and 10 R-211As from Pitkin to Coney Island. AM peak requirements are unchanged, while PM peak requirements have changed as follows:

- E – decrease of one train, from 26 to 25 trains
- F – decrease of two trains, from 46 to 44 trains
- M – increase of one train, from 23 to 24 trains
- N W – decrease of one train, from 34 to 33 trains

Line	AM Cars Assigned	PM Cars Assigned
A	60 R-179, 320 R-211A	60 R-179, 340 R-211A
B	32 R-68, 40 R-68A, 160 R-211A	32 R-68, 32 R-68A, 160 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, 80 R-160B1, 70 R-160B2
F	240 R-160A, 120 R-160B1, 90 R-160B2	250 R-160A, 110 R-160B1, 80 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	192 R-160A
N W	168 R-46, 32 R-68, 72 R-68A	160 R-46, 32 R-68, 72 R-68A
Q	88 R-46, 32 R-68, 48 R-68A	88 R-46, 32 R-68, 48 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.

Tracks Out of Service Long-Term

The middle track, M, at Burnside Avenue is out of service for station renovation work from 10 p.m. Friday, May 1 through Sunday, September 20. Some of the work involves steel for the new elevator shafts, canopy columns and platform, as well as electrical, communication, fire alarm and platform work. Northbound 4 service has been bypassing Burnside Avenue since March 2 and is continuing to do so.

IRT Flushing 7 Line Station Work - Next Phase Begins

Over the weekend of May 9-10, service was suspended between 34th Street-Hudson Yards and 74th Street-Broadway. During this shutdown, the temporary platforms that were built over the southbound local Track 1 at 33rd Street, 40th Street and 46th Street Stations were removed.

Starting Monday morning, May 11, and continuing through to Friday, May 22, the southbound local Track 1 continued to be out of service, as platform edge work was performed at the three bypassed stations on Queens Boulevard. Southbound 7 service continued to operate via express Track M, from south of 74th Street-Broadway to south of 33rd Street.

Two weeks later, over the Memorial Day weekend, service was completely suspended again between 34th Street-Hudson Yards and 74th Street-Broadway so that crews could install those temporary platforms over the northbound local Track 2 at 33rd, 40th and 46th Street Stations.

At 10 a.m. on Memorial Day, May 25, southbound local Track 1 was returned to service, along with the newly-refurbished platforms at 52nd and 69th Street Stations. At the same time, northbound local Track 2, from south of 33rd Street to north of 69th Street, was taken out of service through to the end of this year. Northbound trains are bypassing 52nd and 69th Street Stations entirely so those platforms can be rehabilitated.

IND Fulton Street/Liberty Avenue Signal Contract

Siemens Mobility, in collaboration with L.K. Comstock and Company, was awarded a contract to modernize Fulton Street and Liberty Avenue A C Lines with Communication-Based Train Control (CBTC) technology.

The Siemens CBTC System, Trainguard MT, in compliance with New York Subway Interoperability Interface Specifications (I2S), enables trains to run as close as 90 seconds apart, using next-generation signaling and continuous communication to keep operations moving seamlessly. According to Siemens Mobility, the technology is expected to boost capacity, reduce wait times and provide the flexibility needed to meet future demand on the two subway lines.

As part of the signal modernization, LKC will decommission all signaling and associated equipment that is replaced by the CBTC System. The scope of work includes the installation and replacement of 94 switch machines and constructing four new train control rooms. Siemens Mobility says the upgrades require four million feet of cable to be installed by LKC throughout the tunnels and within the newly built facilities.

The project introduces 5G commuter cellular service, ensuring riders remain connected as they travel between stations. LKC will install a Distributed Antenna System and supporting fiber cabling in the underground tunnel portion of the project, which spans 62 track segments with work in 18 stations.

Once the system modernization is complete, Siemens Mobility will also support its long-term performance and

reliability through a 25-year maintenance commitment to the MTA, with the option for two additional five-year extensions. MASS TRANSIT, April 28

Rockaway Shuttle Summer Service Begins

As has been done during previous summer seasons, the Rockaway Shuttle (operates as H but is shown to the public as S) was extended from Broad Channel to Rockaway Boulevard from about 9 a.m. to about 9 p.m. on weekends and holidays, from May 23 to September 7. In addition to the service extension, these trips operate full-length and with conductors.

LONG ISLAND RAIL ROAD (LIRR)

Summer Timetable Change

New schedules took effect starting Monday, May 11. There were no changes to rush hour service. Many midday weekday departure times were adjusted to respond to passenger feedback, accommodate track maintenance and allow for station accessibility projects. Some trains now depart earlier than usual.

Some of the changes include to following:

- The 5:13 p.m. train from Penn Station to Speonk — which normally operates to Montauk on summer Thursdays and Fridays — is operating to Montauk Monday through Friday throughout the summer
- The 11:37 a.m. and 4:18 p.m. Sunday trains from Montauk are operating through to Penn Station. These trains will run on all Sundays except holiday weekends, when they will operate on Mondays (Memorial Day and Labor Day weekends
- A new weekday train departs Farmingdale at 4:32 a.m., stopping at Bethpage, Hicksville, Westbury, Mineola, New Hyde Park, Jamaica and Penn Station, arriving at 5:26 a.m.
- The 4:12 a.m. train from Ronkonkoma is departing at 4:14 a.m. and no longer stops at Farmingdale, Bethpage, Hicksville or Mineola
- Midday weekday service at Westbury has been restored to every 30 minutes following the completion of track work
- Midday weekday Greenport service resumed
- Weekday evening service between Jamaica and Atlantic Terminal was reduced to every 30 minutes starting at 9:00 p.m. for westbound trains and 10:00 p.m. for eastbound trains

MTA PRESS RELEASE, April 26

Fires Disrupt Service at Penn Station

LIRR and NJT service to Penn Station remained severely strained on Friday morning, May 15, due to a transit meltdown caused by an East River tunnel fire the day before.

The LIRR was running "extremely limited" service into the station during the morning rush, and canceled all eastbound trains. Officials recommended riders use Grand Central Terminal or Atlantic Terminal as an alternative, and told commuters to expect reroutes, cancellations and delays throughout the day.

Midtown Direct service on NJT, which uses the East River tunnels to Sunnyside Yard, was being diverted to Hoboken Terminal. Rail tickets were cross-honored by NJT and private carrier buses as well as the PATH train at Newark Penn Station, Hoboken and 33rd Street. Amtrak said Northeast Corridor service faced delays up to 40 minutes.

The fire on May 15 in C Interlocking. MTA photo

Amtrak owns the four East River tunnels between Manhattan and Queens, which are also relied on by LIRR trains, as well as NJT trains that turn around in Sunnyside. Only one of those tunnels was in service following the fire.

An Amtrak spokesperson said the blaze broke out in one tunnel but affected components in a second tunnel, knocking it out of service. He said crews were working to restore full service as quickly and safely as possible. The disruptions came as Amtrak had closed one of its East River tunnels (Line 2) entirely for ongoing repairs.

Amtrak officials said the fire broke out around 11:30 a.m. and wasn't put out until well over an hour later. In the aftermath, LIRR service was suspended in both directions between Penn Station and Jamaica. The disruptions continued into the evening rush-hour.

The FDNY said there were no injuries from the blaze.

(Editor's Note: The following new material was reported in Gothamist on May 20).

The fire that disrupted train service at Penn Station for two days last week was caused by a piece of equipment that fell off one of Amtrak's brand-new trains, an executive for the national railroad confirmed in an interview. A metal "skirt board" on the side of one of its NextGen Acela train cars hit the third rail, sparking the blaze.

The incident happened in a particularly sensitive location: Amtrak's busy C Interlocking, which directs trains between Penn Station and two of Amtrak's East River tunnels *(Editor's Note: Lines 3 and 4)*. The interlocking is a key section of tracks used by Long Island Rail Road and some NJT trains.
GOTHAMIST, May 15

Another fire broke out just outside the Hudson River tunnels on May 29 and caused damage to overhead wire and track infrastructure, according to NJT and Amtrak. NJT rail service between Newark and New York returned with delays in the early afternoon. Amtrak service also returned with delays. Trains running to and from points north and east of

the city were also partially reduced.

NJT and Amtrak service in and out of Penn Station resumed Friday afternoon, May 29, with significant delays, after an early-morning fire involving an Amtrak contractor maintenance vehicle upended the morning commute. It was the second time this month a fire has halted or seriously delayed trains across systems feeding into the station.

Amtrak said a contractor was doing work to clean ballast off their vehicle in the area outside the tunnels when the fire broke out. The cause of the fire remains unclear.

MTA Chair Janno Lieber blasted Amtrak for yet another disruption to service in and out of Penn Station related to fires or track damage in recent weeks. (See above). Earlier this month, a fire broke out in the East River tunnels from one of Amtrak's new NextGen Acela trains, causing a similar transit meltdown.

FDNY received a call about a work train fire on Track 11 at around 1:30 a.m. Friday. The fire escalated to a second alarm a little over an hour later, drawing 46 units to the scene. Five workers were injured and two were transported to Bellevue Hospital with serious injuries.

GOTHAMIST, May 29

Three-Day Strike

LIRR employees went on strike, and all service was suspended, at 12:01 a.m. on Saturday, May 16, after the MTA and a coalition of LIRR unions failed to reach an agreement on a new contract. It was the first such strike in 32 years.

The dispute involved the Brotherhood of Locomotive Engineers and Trainmen, the Transportation Communications Union, the Brotherhood of Railroad Signalmen, the International Association of Machinists and Aerospace Workers, and the International Brotherhood of Electrical Workers. They represent around 3,500 employees, about half of the LIRR's represented workforce.

The departure board at the Seventh Avenue end of the LIRR concourse at Penn Station says it all, on Saturday, May 17, the first day of the strike. Randy Glucksman photo

An agreement was reached on Monday evening, and trains began rolling again early on Tuesday morning, May 19, with normal service resuming at noon that day.

On May 20, the MTA Board approved a refund for LIRR riders who hold May monthly tickets for the four days that service was suspended due to a labor action. That would amount to an approximately 13% refund. The refund will be automatically applied to a customers' payment method if tickets were purchased in the TrainTime app. If the ticket was purchased via a commuter benefits card, the refund will be applied there. If a paper ticket was purchased at a ticket vending machine, there will be an application process for refunds.

New Grand Central Madison Entrance Opens

The MTA joined with BXP, an office developer, owner, and manager, to open a new accessible street entrance to the Grand Central Madison Concourse at East 45th Street and Madison Avenue. This project reflects the MTA's strategy to work directly with private developers to deliver transit improvements across the system. Public-private partnerships accelerate upgrades for riders while allowing the MTA to direct public funding towards other high-priority needs across the system.

The entrance, which includes an elevator, three escalators and a staircase, is part of a public-private partnership in which BXP is redeveloping the site, which housed the MTA's headquarters building (345 and 347 Madison) from 1979 to 2014. The MTA retains underlying ownership of the land and BXP agreed to build the entrance in advance of its anticipated office building in order to prioritize public access and benefit. The redevelopment plan, made possible through the Midtown East Rezoning, which was designed to yield transit improvements, is expected to generate more than $1 billion in ground rent revenues, along with real estate taxes, to be dedicated to the MTA capital program.

The new entrance, on the southeast corner of Madison & East 45th. Marc A. Hermann/MTA photo

In 2020, BXP was selected to redevelop the MTA's former headquarters site. The site was cleared and construction for the new entrance began in November 2024.

The new entrance provides the approximate 72,000 daily riders that use Grand Central Madison another entry point to the LIRR's 700,000 square foot terminal.
MTA Press Release, May 22

METRO-NORTH RAILROAD (MNR)

Ninth Locomotive Wrap

A ninth locomotive has been rebranded with special colors and designs as part of MNR's Heritage Series, which highlights the railroad's 43 years of public service. The wrap applied to locomotive No. 250 is inspired by the colorful locomotives of the United States bicentennial and celebrates America's 250th anniversary. This locomotive was renumbered for the occasion from its original, No. 225.

The design blends past and present, featuring an American flag formed from the text of the Declaration of Independence and historic symbols drawn from early American coinage, including the "We Are One" emblem from Benjamin Franklin's Fugio cent — the first officially authorized U.S. federal coin — and a heraldic eagle design inspired by the Bowed Liberty dollar coin.

P32AC-DM No. 250 (GE Transportation Systems, 9/2001) at its unveiling. Emily Moser/MTA photo

The design also features the logo of America250, the bipartisan, congressionally established organization tasked with leading the nation's celebrations for the 250th anniversary of the Declaration of Independence.

A limited-edition commemorative pin featuring Locomotive No. 250 will be available for purchase in the Grand Central Gift Shop, located in the Graybar Passageway in Grand Central Terminal.

All Heritage Series locomotives are in service on Metro-North's Hudson, Harlem, and New Haven Lines and can be seen on any train that normally operates with the railroad's dual-mode diesel/electric locomotives.
MTA Press Release, April 30

New Passenger Cars Sought

The MTA is seeking proposals from railcar manufacturers to build 252 new single-level passenger coaches for the Metro-North Railroad. The competitive Request for Proposal includes an option for the additional purchase of 377 cars, which would be reserved for any future expansions to the Metro-North service area.

The base order would replace coaches from the 1980s and 1990s that run on the Hudson and Harlem Lines and represent 23% of Metro-North's active passenger fleet. This is the Authority's first new Metro-North rolling stock coach purchase in decades. (Editor's note: The "Shoreliner" coaches were built from 1983 to 1991).

The new passenger coaches are being funded by the MTA's 2025-29 Capital Plan, which received $68 billion in funding from the FY26 Enacted State Budget. This Capital Plan features a $12 billion investment in new rolling stock across the MTA system and includes $6 billion earmarked specifically for Metro-North to upgrade passenger cars and infrastructure.

The contract gives manufacturers room to innovate within the parameters of accepted design practices while giving riders the best value for their tax dollars. There are three types of cars in this order: cab cars with toilets, trailer cars with toilets and trailer cars without toilets. Each seat approximately 100 riders.

The RFP outlines technical specifications that are designed to enhance reliability, accessibility, service, security, performance and the overall passenger experience. This includes two ADA designated wheelchair areas per train car, ADA-compliant toilet access, higher quality announcement systems featuring an audio inductive loop for hearing impaired, high-resolution digital information screens, passenger Wi-Fi, device charging outlets, bike and luggage racks as well as enhanced safety measures, including onboard security cameras.

The new coaches will also improve reliability with a higher mean distance between failure (MDBF) — a measure of how long a car can operate without issues, repairs or maintenance. Current cars have an average MDBF rate of 430,000 miles, compared to the new coaches, which will have an MDBF rate of 570,000 miles.

Proposals will be accepted through October 2026. The contract will be awarded in early 2027, with new passenger cars anticipated to be put in service in 2029.
MTA Press Release, May 21

PORT AUTHORITY TRANS-HUDSON (PATH)

Full Service Returns to the Weekends

Beginning at 10 a.m. Sunday, May 17, the Port Authority of New York and New Jersey implemented PATH's most significant service enhancements in 25 years. The changes were announced as part of the Port Authority's 2026-2035 Capital Plan, which was unveiled in November 2025.

With PATH's new "Every Line, Every Day" service, all four PATH lines are available on weekends between 10 a.m. and 9 p.m. Riders benefit from increased capacity with direct service on the Hoboken-World Trade Center, Journal Square-33rd Street and Hoboken-33rd Street Lines. The changes are the latest in a series of service improvements spanning weekdays, evenings and weekends following the completion of the Port Authority's $430 million PATH Forward modernization program.

Direct Journal Square–33rd Street weekend service operates every 10 minutes between 10 a.m. and 9 p.m. Direct Hoboken–World Trade Center weekend service operates every 20 minutes. Direct Hoboken–33rd Street weekend service operates every 10 minutes. The changes starting May 17 will mark the first time since 2001 that all four PATH lines operate seven days a week.

Additionally, PATH now operates every 20 minutes during late night Fridays until 2 a.m. on the Journal Square-33rd Street via Hoboken Line, consistent with Saturday night service frequency.

PORT AUTHORITY PRESS RELEASE, May 15

AMTRAK

Freedom250 NextGen Acela

Amtrak unveiled its brand-new Freedom250 NextGen Acela train during a ceremony in Washington, D.C.

The NextGen Acela, in the commemorative paint scheme, crossing the Susquehanna River at Perryville MD. Amtrak photo

The train's design draws inspiration from the U.S. Department of Transportation's Freedom 250 campaign, which aims to highlight the nation's founding ideals whilst looking to the future of transportation. Amtrak will expand the celebration across the nation with the deployment of decals featuring the America250, Freedom250 and DOT250 logos on 20 additional ALC-42 and ACS-64 locomotives.

RAILWAY-NEWS, May 14

Other U.S. Systems

BOSTON, MASS.

Symphony Station to Close Temporarily

The MBTA announced that construction for major accessibility improvements at Symphony Station on the Green Line E branch will begin Saturday, June 6. Located in one of Boston's busiest cultural and historical neighborhoods, the 85-year-old Symphony Station is ready to be upgraded into a safer, fully accessible station featuring four new elevators and many other station enhancements. Symphony will close for 35 months with Green Line trains bypassing the station in both directions while construction takes place. Regular Green Line service to all other E branch stations will continue during this time period.

Rendering of Symphony Station entrance and elevator. MBTA

Currently, there are no step-free pathways from the entrances to the platforms at Symphony, and the station is not able to be accessed by people with wheeled mobility devices. When construction is complete in spring 2029, Symphony will be enhanced with four new elevators, raised platforms for easier boarding, accessible bathrooms, improved wayfinding, more lighting, and upgraded safety features.

MBTA NEWS, May 6

CHICAGO, ILL.

Red Line Extension Project Breaks Ground

Chicago Transit Authority broke ground on the Red Line Extension (RLE) Project on April 24.

The Red Line Extension Project will provide the Far South Side of Chicago with rapid rail transit for the first time, by extending the Red Line by 5.5 miles from 95th Street to 130th Street, including building four new Red Line stations at 103rd and 111th Streets, Michigan Avenue and 130th Street.

Rendering of 103rd Street Station. CTA

CTA NEWS, April 24

DENVER, COLO.

Summer Service Changes

The Regional Transportation District (RTD)'s next round of service changes will take effect on Sunday, June 7 and introduce new connections, increased train frequencies, and improved schedules. Many of the adjustments will support riders during the next phase of the agency's multi-year Downtown Rail Reconstruction Project.

June's service changes introduce a temporary T Line along the Southeast Corridor, reinstate the C Line to Denver Union Station, extend the R Line to RidgeGate Parkway Station and increase train frequencies on the B and G lines. The D, H and L Lines will be temporarily suspended.

Other service changes include the following:

- The C Line will be temporarily reinstated to replace the D Line, enabling continued travel from Denver Union Station to Mineral Station
- The Temporary T Line will run every 15 minutes on weekdays between 6 a.m. and 6 p.m.; every 30 minutes between 6 p.m. and midnight, Sundays through Thursdays; and until 2 a.m. on Saturdays
- The T Line will operate from Lincoln Station to I-25/ Broadway Station, replacing some services currently offered between I-25 and Southmoor stations via the H Line, which will be suspended during the rail project
- The R Line service frequency will increase to 15 minutes from 30 minutes 6 a.m.-6 p.m. on weekdays and 9 a.m.-6 p.m. on weekends
- The R Line will extend farther south from Lincoln Station providing riders with access to three additional stations (Sky Ridge, Lone Tree and RidgeGate Parkway) to strengthen service availability
- G Line service frequencies will be restored to 15 minutes on weekdays between 6 a.m. and 9 p.m., and on Saturdays, Sundays, and holidays between 8 a.m. and 6 p.m.
- B Line frequencies will be restored to 30 minutes (up from one-hour service) on weekdays 6-9 a.m. and 3-6 p.m.

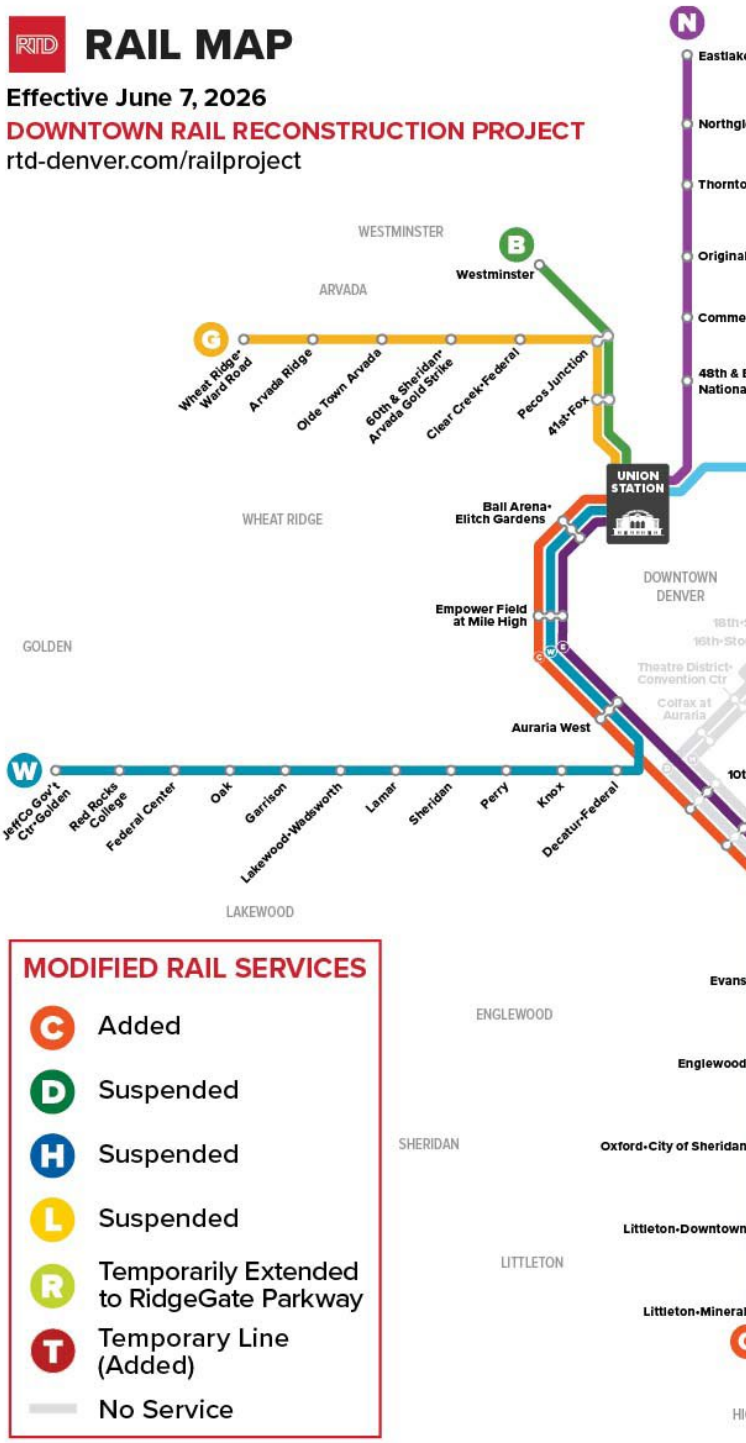
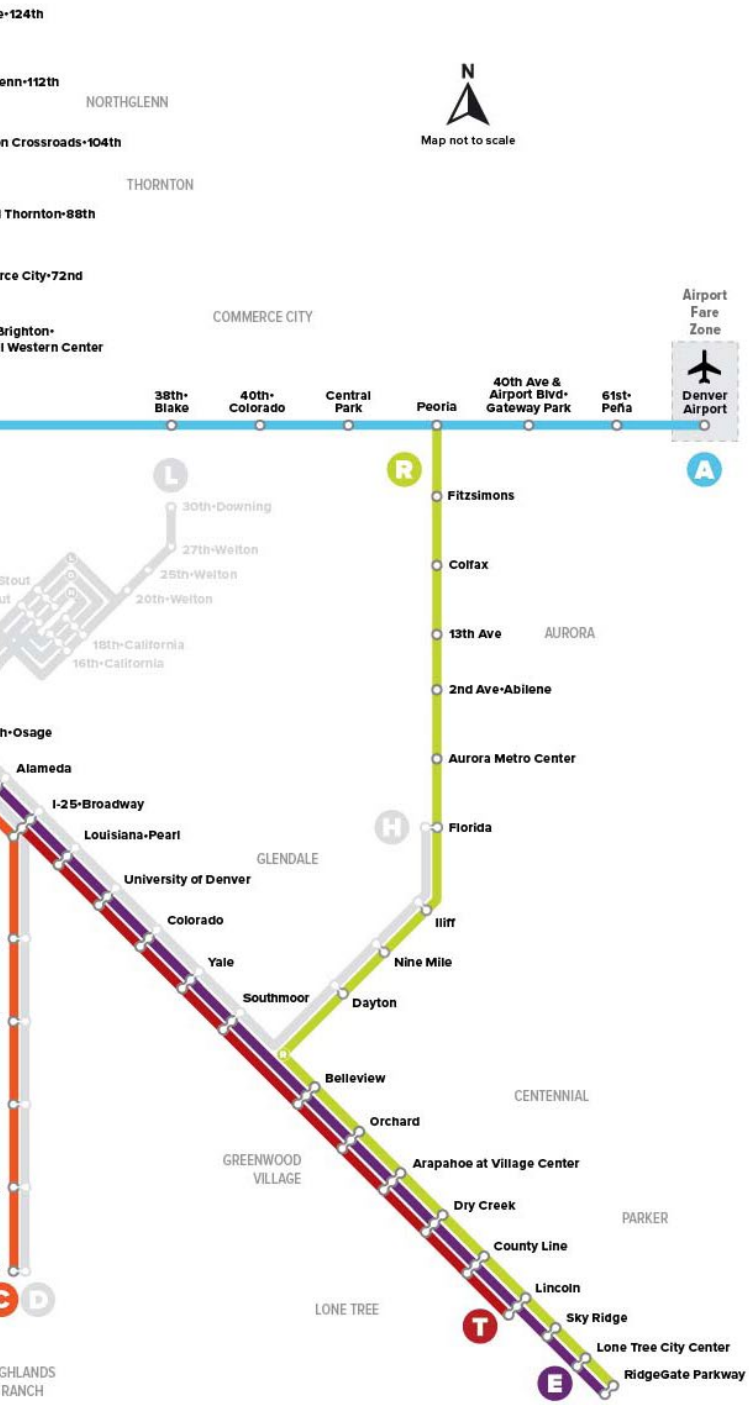


Diagram of Denver's modified rail services. RTD

- E and W lines will undergo schedule adjustments to better align with trip connections and improve on-time performance

RTD NEWS, May 20



KANSAS CITY, MO.

Streetcar Extended Again

Kansas City opened the second extension of the streetcar system, with the connection to the riverfront, on May 18 with a community-wide celebration and picnic.

The $62M, 0.7-mile Riverfront Extension expands the KC Streetcar line, linking the River Market to Berkley Riverfront and creating new connections between neighborhoods, businesses, and destinations. This investment continues to build the streetcar system as the backbone of Kansas City's growing regional transit network. The project also includes the debut of the CPKC Pavilion, the new terminus of the Riverfront Extension. This structure elevates the KC Streetcar's Riverfront stop into a pleasant experience, featuring a striking metal canopy, sculptural lighting and enhanced spaces for boarding and waiting. The pavilion includes three real-time arrival displays and decorative concrete finishes, creating a welcoming gateway to Berkley Riverfront.

KC STREETCAR NEWS, May 13

A photographer stands in front of the Kansas City Streetcar at the new CPKC Pavilion at the Riverfront streetcar extension grand opening on May 18. Eleanor Nash/Kansas City Star photo

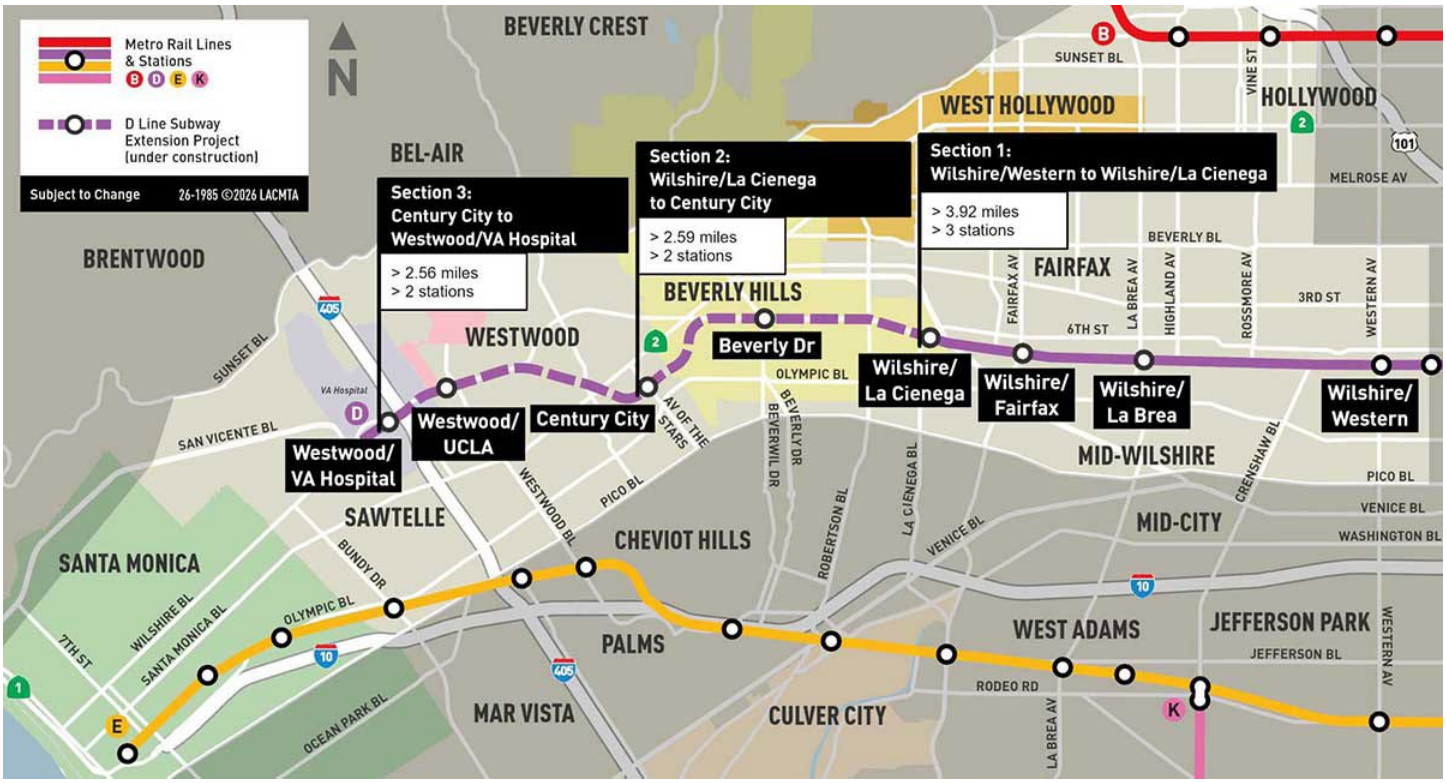
LOS ANGELES, CALIF.

Line D Extension Opens

The Mid-Wilshire neighborhood benifitted when Metro celebrated the official opening of Section 1 of the D Line Subway Extension with a grand opening event on May 8. Riders can now go west beyond the Wilshire and Western station in Koreatown, with service to neighborhoods and communities including Hancock Park, Windsor Square, the Fairfax District and Cathay Circle into Beverly Hills in around 21 minutes.

The only new subway opening in the United States this year, the D Line Extension represents one of Metro's top transit priorities and a historic milestone for Los Angeles, with Sections 2 and 3 set to open in 2027. Riders will now have access to three new underground stations, Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega.

These new Metro stations themselves are the newest museum destinations to join Museum Row. Riders will be greeted by large-scale, architecturally integrated artworks



Map of the D Line extension with Section 1 open. LACMTA

by renowned contemporary artists Mariana Castillo Deball, Eamon Ore-Giron, Ken Gonzales-Day, Todd Gray, Karl Haendel, Soo Kim, Fran Siegel, Susan Silton, and Mark Dean Veca. Artworks were commissioned by the agency's Metro Art program, which worked closely with curators from leading Los Angeles museums and cultural organizations.

Section 1 of the D Line Extension was funded primarily by Metro's 2008 Measure R transportation sales taxes. Local sales tax funding also secured federal matching funds including $1.25 billion FFGA, $66.4 million of supplemental New Starts, and $12.7 million in CMAQ funding and $749.3 million loan from TIFIA in May 2014.

METRO MEDIA RELATIONS, May 8

PHILADELPHIA, PA.

Trolley Service Restored Along Island Avenue

In 2023, the City of Philadelphia kicked off the Island Avenue Improvement Project to reduce congestion and improve safety for all modes of transportation along Island Avenue from Elmwood Avenue to Suffolk Avenue. To successfully complete this project, the T5 (formerly Route 36) had to be partially bused in both directions from 80th Street/Eastwick to 73rd Street & Elmwood Avenue.

After extended busing on the T5, trolley service resumed on Sunday, May 24. Riders will see improvements to current stops along Island Avenue, including new shelters, enhanced lighting and added seating. The stops at Island & Buist and Island & 76th have been permanently eliminated, so please proceed to the nearest stop for trolley service.

Riders will also see significant improvements to the corridor, including:

- Reconstructed platforms at Island & Tanager and Island & Lindbergh with new amenities, including a shelter, lighting and seating
- Platforms constructed for near-level boarding in preparation for the new vehicle fleet

SEPTA NEWS, May 14

Trolley Tunnel Reopens Overnight

Beginning Friday, May 22, the T Trolley tunnel reopened for regular overnight service, Tuesday through Saturday. On Sunday and Monday nights, from 10 p.m. until 5 a.m., the tunnel will continue to close for routine maintenance, and trolleys will run on diversion to 40th and Market. Passengers should connect to the L for continued service to/from Center City.

The T Trolley tunnel unfortunately experienced an extended closure this past winter due to issues with overhead infrastructure caused by excessive wear on the carbon material within the sliders, a part that connects the vehicle to the overhead wire.

Since the trolley tunnel reopened for daytime service in January 2026, crews have been performing heightened safety inspections, checking the sliders for carbon wear every time a vehicle enters the tunnel, as well as closing the tunnel each night to inspect the overhead infrastructure. The results of this monitoring have shown that the tunnel is safe to reopen overnight for regular service.

SEPTA NEWS, May 22

PHOENIX, ARIZ.

Park-and-Ride Closes

Effective May 29, the Dorsey/Apache Boulevard Park-and-Ride will permanently close to accommodate redevelopment by the City of Tempe. Alternative parking options within two miles of the park-and-ride include McClintock/Apache Boulevard and Price 101 Freeway/Apache Boulevard.
VALLEY METRO NEWS, May 19

SAN FRANCISCO BAY AREA, CALIF.

BART Car to Beer Garden

Trains aren't known for stopping street traffic, but one flying BART train car did just that this past Thursday on B Street in Downtown Hayward.

On May 7, a legacy BART car landed (literally) in its final resting place as a Bigge crane deposited the decommissioned car from the back of a flatbed onto a cement platform that will become the centerpiece of Arthur Mac's Big Snack, a family-friendly pizza-by-the-slice beer garden and neighborhood hangout spot, slated to open in the next few months.

Passersby and drivers stopped on the sidewalk and middle of the road to watch the cinematic process unfold. One driver stopped in the middle of the road to inquire what was happening. She went on her way as the cars behind her started honking.

Airborn BART car on delivery. BART photo

Resting place isn't quite the right word for this legacy BART car. That's because its second life, though stationary, has just begun.

In the coming weeks, Arthur Mac's will shine and spruce their BART car to serve as a dining car among a smattering of shipping containers that will make up the outdoor restaurant.

The restaurant is the first Arthur Mac's to land in Hayward. The first location is located across the street from the MacArthur BART Station, and the brand is an homage to BART, its name an anagram of "MacArthur." They are selling their Oakland location in order to complete the more complicated buildout of the Hayward restaurant, which will be nearly double in size of the Oakland spot.

BART gave Arthur Mac's the car at no cost as part of its legacy car decommissioning program. The restaurant was responsible for the cost of transporting the car.
BART NEWS, May 14

International

ANTWERP, BELGIUM

Tramway Tunnel Closes For Repairs

The public transport operator in the Flanders region of Belgium, De Lijn, has begun a major program to renovate tunnels carrying light rail lines beneath the center of Antwerp and underneath the River Scheldt, involving an 11-month total closure. De Lijn has declined to reveal the cost of the program.

Work began on May 4 to renovate the oldest pre-metro tunnels under the city center, dating from 1975, and involving the section from Diamant Station to Opera, Meir and Groenplaats. At the same time, the tunnel under the Scheldt between Groenplaats and Van Eeden, completed in 1990, is closed. Tram lines 3, 5, 9 and 15 are affected. Lines 3 and 15 are combined into temporary tram line A3 (P+R Merksem–P+R Boechout) and lines 5 and 9 are combined into temporary line A9 (Wijnegem–Berchem Station).

All track and railway systems will be removed to enable structural repairs and the removal of asbestos. Slab track will be installed in place of ballasted track and the entire overhead electrification system will be replaced. Fire detection and suppression systems, ventilation, lighting and drainage will also be improved in line with current legal requirements. Reopening is scheduled for March 2027.

Flexity 2 No. 7305 (Bombardier Transportation, 2014) is seen operating a Line 15 service to P+R Boechou at Diamant on May 2, 2019. The stop before this one, Opera, is on the now-closed section of line. Jeff Erlitz photo

The four light rail lines that usually use the cross-river tunnel to serve the left bank of the Scheldt are temporarily operating as two lines confined to the right bank, with the surface Line 11 in the city center resuming after an absence of three years.

In addition, Antwerp Linkeroever station on the left bank has been reopened on a temporary basis. The station, located on the line from Antwerp to Gent, closed in 1984 and is now served by Belgian National Railways trains twice an hour on weekdays, and hourly at weekends and during the school holidays.
INTERNATIONAL RAILWAY JOURNAL, May 21

AUGSBURG, GERMANY

New LRVs Enter Service

The first of 15 seven-section unidirectional, 42-meter-long Tramlink trams entered service on Line 6 in Augsburg on April 13. Stadler is supplying the meter-gauge vehicles under contracts signed in 2019 and 2020; the first tram was originally scheduled to be delivered in July 2022, but the date was pushed back to August 2023 because of the impact of the pandemic on the Spanish factory and on global supply chains. Russia's war against Ukraine added to the problems, as electronic components are produced in Ukraine and Belarus and delivery was delayed or affected by sanctions.
RAILWAY GAZETTE INTERNATIONAL, April 29

The new Tramlink from Stadler. Thomas Hosemann/SWA photo

BERLIN, GERMANY

Type J Train In Revenue Service

A set of 36 brand-new Type J trains have now entered regular daily service on Berlin's U5 to U9 (large profile) subway lines. By the end of 2026, Berlin Transit (BVG) has stated that it expects its fleet of Type J trains to grow to approximately 170 cars, with a further 170 already ordered for delivery next year.

Each train will enter operation and replace Type IK vehicles currently in use, which were ordered for services on the small-profile (U1 to U4) lines and have been in temporary service on the U5 for several years with "gap fillers" at the doors. At nine years old, these units will instead now begin providing services on lines U1 to U4, further modernizing fleets elsewhere along Berlin's subway network.

The new Type J trains, developed and manufactured in Berlin by Stadler, are equipped with new passenger information systems, a bespoke lighting concept and improved accessibility. Introduction of both the Type J, and its small-profile Type JK cars, represents the largest procurement order in the history of BVG.

The new Type J train, at Hauptbahnhof Station on Line U5 on May 19. UserFromBerlin photo via Wikimedia Commons

Type IK20 No. 5070 (Stadler, 7/2020) shows the plates mounted at the bottom of the doors to enable operation on Line U5. Alexanderplatz Station on September 22, 2022. Jeff Erlitz photo

The current order is comprised of a total of 484 vehicles, including 140 Type JK vehicles for lines U1 to U4, almost all of which are already in service on line U2 following their debut in September 2025.
RAILWAY-NEWS, May 19

BUCHAREST, ROMANIA

Bucharest Light Rail Network Upgrade

The European Investment Bank (EIB) and the city of Bucharest have signed a €266 million loan agreement to upgrade the city's light rail network. The funding will be used to improve existing infrastructure, including the upgrade of around 50 kilometers of track, the modernization of depot facilities and introduction of 63 new LRVs. The aim is to increase service speed, reliability, passenger comfort and accessibility on a network that serves around 500,000 people a day.

No details of the tendering schedule for the new LRVs have yet been released, but modernization work and delivery of the new fleet is scheduled for completion by 2030. Between 2022 and 2024 the city introduced 100 Imperio LRVs built by a consortium of domestic supplier Astra Vagoane Calatori and Chinese manufacturer CRRC Qingdao Sifang.
INTERNATIONAL RAILWAY JOURNAL, May 1

FINLAND

Finnish Railways Receives 80th Vectron

Siemens Mobility celebrated the delivery of the last of an initially ordered 80 Vectron electric locomotives to Finnish railway company VR, completing a supply contract first signed in 2014. At the time, the order was the largest single contract for the Vectron platform, and paved the way for the platform's introduction across Finland's broad gauge network.

The order, which also represented the largest rolling stock investment in the VR Group's history to date, is now fully complete, with all vehicles having been delivered within the contractually agreed timeframe. All locomotives have been adapted to ensure performance under local climate conditions, including temperatures as low as −40˚F, and have been designed to meet all operational and regulatory requirements of rail transport in Northern Europe.

Some of the Vectron locomotives after their delivery to VR. Siemens Mobility photo

The vehicles were manufactured in the Siemens Mobility plant in Munich, Germany, while the trucks were produced in Graz, Austria. All units were delivered in phases over the course of the project, and each has now been fully integrated into the VR Group's fleet for passenger and freight transport. To date, the fleet has completed around 72 million kilometers in operation.
RAILWAY-NEWS, April 28

FRANCE

TGV-M Receives Market Authorization

The new TGV-M high-speed train has received market authorization from the European Union Agency for Railways (ERA), clearing one of the final regulatory stages before entering commercial service in France later this year. The approval confirms that the train complies with European safety and interoperability standards following an assessment process involving SNCF Voyageurs, Alstom and the ERA. The authorization follows an admission testing campaign that began in 2023, with a full application dossier submitted to the European authority in December 2025.

SNCF Voyageurs and Alstom said the decision marked a significant step towards the introduction of the next generation of TGV INOUI trains. Deliveries of the first trainsets are scheduled to begin at the start of summer 2026. Under the current industrial plan, two trainsets are expected to be delivered from June, increasing to six by the end of August and 13 by the end of the year.

One of the TGV-M train sets on a test run. SNCF photo

Before passengers are welcomed on board, the trains will undergo a pre-commercial testing phase on the national rail network. This period will allow operational teams and onboard staff to familiarize themselves with the new rolling stock while carrying out final technical adjustments under real operating conditions. Hundreds of employees from Alstom and SNCF are expected to take part in the testing program, which will examine onboard systems, operational

procedures and passenger experience elements before commercial launch.

The first passengers are expected to travel on the new TGV INOUI services in early September. Initially, six trainsets will be integrated into the operating timetable.
RAILWAY-NEWS, May 29

GREAT BRITAIN

Great British Railways Branding Unveiled

The first train carrying Great British Railways (GBR) branding has been unveiled in Brighton ahead of Govia Thameslink Railway (GTR) entering public ownership later this month. The newly-branded Class 387 train, operated by Southern, features a red, white and blue livery and will begin operating across routes in the south and south-east of England during the bank holiday weekend (May 2-4).

The unveiling comes before Thameslink, Great Northern, Southern and Gatwick Express services transfer into public ownership on May 31. GTR will join other operators already managed by DfT (Department for Transport) Operator Limited, including South Western Railway, Northern and London & North Eastern (LNER). The transfer will mean that more than 11,000 publicly owned rail services will operate each weekday.

First Great British Railways branded train unveiled as Britain's biggest train operator's services are nationalized. Gov.uk photo

The GBR branding will gradually appear across trains, stations and staff uniforms. The government have said the rollout would take place over time to limit costs. Plans for Great British Railways also include a national ticketing app designed to allow passengers to buy tickets, check timetables and arrange Passenger Assist services in one place.

The government said publicly owned operators had, on average, performed better on punctuality and cancellations than operators yet to transfer into public ownership. It highlighted c2c and Greater Anglia as among the strongest-performing operators, with more than 90% of trains arriving within three minutes of schedule and cancellation rates below 2%.

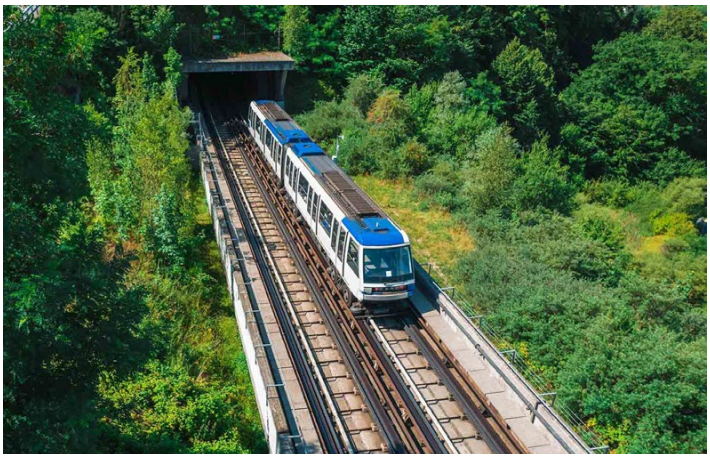
Officials also pointed to recent timetable increases, including additional capacity on LNER services and the reopening of the Northumberland Line under Northern. Further operators are due to transfer over the next 18 months, including Chiltern Railways in September 2026 and Great Western Railway in December 2026.

The government expects the full program of transferring passenger rail services into public ownership to be completed by the end of 2027.
RAILWAY-NEWS, May 21

LAUSANNE, SWITZERLAND

Metro Line M2 To Be Modernized

Transports publics de la region lausannoise (TL) and Alstom have signed a contract worth €295 million to modernize Lausanne's M2 metro line. The project will enable more frequent services and increased passenger capacity through the deployment of a new communication-based train control (CBTC) system, combined with the mid-life modernization of the existing train fleet.



View south along one of only three outdoor segments of Line M2, south of Sallaz Station. TL photo

The M2 metro is the backbone of public transport in the Lausanne region. The new signal system will allow trains to operate closer together with greater precision, enabling more trains to run on the line, reducing waiting times and supporting growing passenger demand, while maintaining the highest levels of safety and reliability.

The Urbalis Fluence CBTC solution selected for the project uses a train-centric architecture, with more intelligence onboard to maximize capacity and operational flexibility while limiting infrastructure changes and additional trackside equipment. It is well suited to modernizing existing, fully automated metro lines, improving performance while making best use of current assets and enabling phased upgrades.

Alongside the signal upgrade, the M2 fleet will undergo a major mid-life modernization at Alstom's site in Villeneuve in Switzerland, effectively extending the lifetime of the metro cars. The FlexCare Modernize program will renew key onboard systems, notably the train control and monitoring

system (TCMS), which will be fully integrated with the new CBTC signaling, as well as enhancements to interior areas and a refresh of trains' exterior.
ALSTOM PRESS RELEASE, May 5

MELBOURNE, AUSTRALIA

First Electric X'trapolis 2.0 Delivered

Alstom has delivered the first X'trapolis 2.0 train into passenger service in Melbourne, Australia. The first of an initial €300 million order for 25 trains placed by the Victorian Government; the train was manufactured locally by Alstom at its Dandenong and Ballarat manufacturing sites.

In addition to the delivery of the unit, the Victorian Government has also announced a budget allocation for a further 25 trains, bringing the fleet to a total of 50 X'trapolis 2.0 trains. In time, additional units will enter passenger service as the fleet rollout continues.

Based on Alstom's Adessia commuter rail platform, the six-car electric train is capable of carrying up to 1,225

The first X'trapolis 2.0 train, on display to the public. Alstom photo

passengers and features a continuous walkthrough design, wider doors for fast boarding and a number of improvements aimed at accessibility, including 20 dedicated wheelchair spaces, pram, bike and mixed-use areas, semi-automated ramps, tactile signage, assistive hearing technologies and an updated passenger-driver interface.
RAILWAY-NEWS, May 5

MEXICO CITY, MEXICO

Airport Link Opens

The national government inaugurated the rail link to Mexico City's Aeropuerto Internacional Felipe Angeles on April 26, extending the Tren Suburbano from Buenavista as part of a broader strategy to re-establish federally led passenger rail development. Officially branded as the Tren Felipe Angeles, the airport link comprises a 23.7- kilometer double-track branch from Lecheria, forming part of a 41-kilometer corridor, including six new stations and an underground terminal integrated with the airport.

Electrified at 25 kV 60 Hz, the line is designed for high-frequency suburban operations, with 15-minute headways and operating hours aligned with flight schedules. Initial end-to-end journey times are around 60 minutes, with a target of 43 minutes once operations stabilize.

A Felipe Angeles train arriving at AIFA Station on the first day of service. ProtoplasmaKid photo via Wikipedia

Services are operated using eight CAF EMUs interoperable with the existing Buenavista to Cuautitlan suburban route, which shares the corridor between the city center and Lecheria. The trains are part of the same batch of EMUs delivered for the Tren Interurbano service linking Mexico with Toluca, which was inaugurated in February.

Ridership on the airport route is forecast to reach approximately 80,000 passengers/day, with a mix of airport users and suburban commuters. The fare has been set at 45 pesos for the full journey, positioning the service as a competitive alternative to road transport. Airport journeys can be made using the Movilidad Integrada integrated fare collection and ticketing system that is widely accepted across public transport in Mexico City.
RAILWAY GAZETTE INTERNATIONAL, April 30

Upgraded Light Rail Line Inaugurated

The upgraded 12.8-kilometer light rail line linking the southern terminus of metro Line 2 at Tasquena with Xochimilco was inaugurated on May 11.

CRRC Zhuzhou Locomotive Works' new LRVs for Mexico City. Railway Gazette International photo

The line has been rebranded El Ajolote after the axolotl amphibian, one of Mexico City's best-known cultural and environmental symbols, and serves the Azteca Stadium area, which will host World Cup matches including the opening game. The Pesos 2.39 billion ($US 138 million project included the acquisition of 17 four-car high-floor LRVs from CRRC at a reported cost of Pesos 1.4 billion.

Infrastructure works accounted for a further Pesos one billion, comprising Pesos 800 million for a new train control and signaling system and Pesos 200 million for station reconstruction and accessibility upgrades. Comsa, Spain, undertook reconstruction of the Tasquena terminal, catenary upgrades, new platforms and refurbishment of the line's 18 stations.

The project has increased capacity from 130,000 to 250,000 passengers a day while reducing waiting times on one of Mexico City's busiest commuter corridors.
INTERNATIONAL RAILWAY JOURNAL, May 19

PARIS, FRANCE

New EMUs For RER Line B

The new MI20 train, which is due to enter service on the Paris RER B line by the end of 2028, made its first public appearance on May 7 at Alstom and CAF's manufacturing site in Hauts-de-France.

The train will be operated jointly by RATP and SNCF on behalf of Ile-de-France Mobilites as part of a wider program to modernize the RER B network. Designed for one of Europe's busiest commuter rail lines, the MI20 will increase passenger capacity and improve accessibility and onboard facilities. The train will offer 35% more overall capacity and

The new MI20 stock for RER Line B. Ile-de-France Mobilites photo

22% more seating compared with existing rolling stock. The train includes step-free access areas, widened gangways and additional doors intended to improve passenger flow during boarding and alighting. Interior features include air conditioning, underfloor heating, USB-C charging sockets and passenger information screens providing real-time updates. Onboard video surveillance systems with live transmission capability will also be installed. Images of the train's interior were released alongside the unveiling, showing a double-deck layout with redesigned circulation areas and updated seating arrangements.

The introduction of the MI20 forms part of a €5 billion investment program led by Ile-de-France Mobilites for the RER B line. Approximately half of the funding has been allocated to the purchase of 146 MI20 trains. The remaining investment will support infrastructure upgrades, including a new joint operations control center for the RER B and D lines and the deployment of the NExTEO automated train control system, which is intended to improve service regularity and operational management.
RAILWAY-NEWS, May 8

POLAND

New EMUs Delivered

Stadler Polska has officially delivered the first nine of 75 modern FLIRT trains to Koleje Mazowieckie, marking the beginning of the implementation of contracts concluded in 2024-2025. The new vehicles will begin running on selected routes this month, including providing services from Warsaw to Deblin and Skierniewice.

All nine trains had underwent test runs without passengers. Following the acquisition of all required approvals for passenger operation, with the successful completion of the tests the vehicles were handed over to the operator.

Each five-car FLIRT train features a large entrance area, a high proportion of low floor design and full accessibility for passengers with reduced mobility, prams and bicycles. They are equipped with ETCS Level 2, air conditioning, CCTV, a modern

One of the new FLIRT train sets. Stadler photo

passenger information system, wireless internet access and advanced safety systems, including defibrillators and emergency intercoms. Each train can carry 582 passengers, including 261 seated, and operates at speeds of up to 160 km/h.

The delivery represents part of the largest investment program in regional rail transport in Poland to date, with 53 units set to be delivered to Koleje Mazowieckie in 2026 alone. Work on the order is being carried out at Stadler Polska's manufacturing site in Siedlce, which has already delivered 71 FLIRT trains to Koleje Mazowieckie in recent years.
RAILWAY-NEWS, May 6

TORONTO, CANADA

Streetcar Service Changes

Starting Sunday, May 3, the TTC resumed regular service on the 504B/304B King streetcars on Queen Street East between Broadview Avenue and Davies Avenue as overhead upgrades and testing and commissioning of the newly completed track infrastructure are complete.

Before 11 p.m., 506/306 Carlton streetcars will also resume regular routing through the College Street and Bay Street intersection, and 506B/306B Carlton bus replacement service will be removed.

After 11 p.m., 506/306 streetcars will continue to divert via Dundas Street between McCaul Street and Parliament Street to accommodate additional overhead upgrades. During this period, 506B/306B Carlton bus replacement service will operate between Spadina Station and Broadview Avenue and Gerrard Street East via Spadina Avenue, College Street, Carlton Street and Parliament Street.

As the TTC continues to move towards full service on Line 5 Eglinton later this year, late-night Line 5 Eglinton replacement buses will no longer operate along the Eglinton corridor after 10 p.m., as of May 3. Service on Line 5 Eglinton will now end at 1:20 a.m. daily.
TTC NEWS, May 1

ZURICH, SWITZERLAND

New EMUs Ordered

Swiss Federal Railways (SBB) has signed a new contract with Siemens Mobility Switzerland for the initial supply of 116 six-car Desiro DoSto double-deck trains, as well as an option for up to 84 additional trains. The order has been valued at approximately SF2 billion, with all new units set to enter service on the Zurich S-Bahn network in 2031.

Specifically designed for operation in metropolitan areas, the Desiro DoSto aims to provide ample space and comfort while setting new standards for sustainability. The trains offer approximately 540 seats and eight multi-purpose zones for easy boarding and alighting, as well as a higher overall capacity for highly frequented lines with roughly 30% more standing room and 10% more seating.

Low-floor entrances at all doors allow access for all passengers, and 1st class offers adjustable seats, fold-out tables and greater seat pitch for additional comfort. Power outlets are available at seats across both 1st and 2nd class, and in multi-purpose zones those with e-bikes are provided with power outlets for charging.

Rendering of SBB's new Desiro EMUs. Siemens

Siemens has also sought to improve customer information provision within the passenger compartment with more and larger screens, complemented by a light strip above doors to indicate the correct exit side. Characterized by low energy consumption, the trains aim to make the most of efficient traction components, an integrated heat pump, and intelligent energy management via the vehicle control system. Each car body is constructed using 100% CO2-reduced aluminum.

All new units will be delivered by Siemens Mobility, based in Wallisellen, with manufacturing planned to take place in Krefeld, Germany. Project management, testing, approval runs, commissioning and operation introduction will be carried out with local partners in Switzerland, as will maintenance work during the warranty period.
RAILWAY-NEWS, May 1

So Close, Yet So Far

A Local Railfan's Unlucky Attempt of Catching a Metro-North/CSX Office Car Special on the Hudson Line (on Several Occasions in the Span of a Week and a Half)

By William Reed (ERA #7480 , Photographs by the author)

Everything about this train was filled with last second decisions regarding when and where it would be in a matter of minutes. A few weeks ago, I got word that a CSX Office Car Special (OCS) would be heading down to Croton North Yard for the first time in decades. The consist included the three CSX F40PHs (Nos. 1, 2 and 3) along with 12 executive passenger cars of various origins, all painted in a livery similar to the Baltimore and Ohio's, one of the railroad's many predecessors. In an attempt to catch it, I went to Poughkeepsie for a few hours on Wednesday, May 6, by means of Poughkeepsie super express Train No. 853, only to learn that the OCS was staying at Selkirk for the night.

But at the same time, it was revealed that this consist would be used for a once in a lifetime event, a gala fundraiser for the First Responders Children's Foundation, that would run from Grand Central Terminal up along the Hudson Line the following Saturday, May 16, at 4:30 p.m. and then return back to GCT before the attendees headed to a dinner at 6:30. This was the first time since 2002 that a CSX OCS went to Grand Central, though it wasn't entirely clear as to how far along the Hudson Line the train would be traveling to before returning to Grand Central.

Railfans everywhere started theorizing possible schedules and consists, as they eagerly awaited the OCS to travel down the Hudson Line to Croton after waiting at Selkirk for the night. That night turned into an entire week, until it popped up in Croton North Yard early Friday morning, May 15, as a surprise to most railfans, since seemingly no one knew that it moved down there in the middle of the night, despite all the talk about where it would be. Furthermore, in anticipation of the LIRR strike, I decided to stay at a hotel in Westchester from Friday night to Saturday to catch the OCS without having to worry about traveling to the city. The hotel ended up costing more than double what was advertised on Google Maps, but the rooms were still very large and luxurious and well worth the price tag.

Nevertheless, the second I heard the consist went down to Grand Central on Saturday morning, now with only five of the initially 12 CSX OCS cars, and now with two American-themed Metro-North dual mode P32ACs instead of the F40s due to diesel restrictions in the Park Avenue Tunnel, I raced down from the hotel to Grand Central to see it along Track 34. Ironically, I overheard a Grand Central tour guide talking to a crowd about how Track 34 regularly held the 20th Century Limited on a daily basis just a few days prior, which gave me an idea as to where the OCS would be parked.

From south to north, the consist included Metro-North P32AC No. 250, recently renumbered from 225 and repainted into an "America 250" livery a month ago, CSX theater car 994318, Prime F. Osborn III (originally built for the Atlanta & West Point Railroad), business car 994310 Jervis Langdon Jr. (formerly the West Virginia, originally built for the Chesapeake and Ohio), coach lounge 3205 (994525) E Hunter Harrison (originally built for the Southern Railway), dining car 994010 John T. Collinson (originally built for the New York Central and had several prior names and notable excursions including a 1988 Conrail OCS to Grand Central), theater car 994009 W. Thomas Rice (originally built for Union Pacific), and Metro-North P32AC No. 216, repainted into a Veterans livery last year.

One of the many questions regarding this run was where exactly on the Hudson Line this gala train was going to run to given the time constraint of being back at Grand Central by no later than 6:30 p.m. If the engines would be running back to back on one end and leave an observation car open on the other, something perfectly viable seeing how there was a theater car on both ends of the train, then this would involve the two engines to run around the consist either at Croton or Highbridge Yards. But seeing that the consist had an engine on either side, this raised hopes that it would travel further north on the Hudson Line, since it could just stop and reverse directions anywhere on the line. I was planning on catching the run at Harlem - 125th Street Station if the engines were going to run around the consist at Highbridge, but I was now prompted to go to Riverdale to catch the train due to its popularity as a railfanning hotspot and its proximity to a nearby event that I had to attend.

Afterwards, I traveled throughout the city to attend a few other scheduled events that day before finally making my way up to Riverdale around 4:55, assuming that having an engine on each side of the consist would mean they would reverse at Croton and would therefore fly by Riverdale. Several minutes pass by, and there's still no word as to whether the OCS left GCT, and I started to worry if the train would reverse at Highbridge yard, despite the reportedly long line of railfans waiting at Marble Hill and Spuyten Duyvil, while I'm only one of just two railfans at Riverdale.

Finally, the OCS slowly comes into view, but then something very strange happens: it stops just after the Spuyten Duyvil Interlocking in the middle of the main line, merely half a mile away from the bridge but barely visible from the bridge, even with my camera's lens at full zoom. I decided to wait for a few minutes, getting some nice meets with a few Metro-North and Amtrak trains, hoping that it would eventually make its way forward and further up the Hudson River. But to my dismay, I eventually see the OCS slowly creeping back towards Grand Central. Without even passing under the Riverdale Yacht Club Bridge.

I then decided to take the next M7A down to Grand Central to see if the OCS was still sitting at Track 34 after hearing that it would be leaving "right after" dropping off the event attendees at GCT, only to be placed on one of the lower level tracks at 6:19 p.m. By the time I raced up there, I found that, to my horror, Track 34 was empty, and after quickly racing past the rest of the upper level tracks, I realized it was gone, just like that. I didn't see the OCS while traveling down to GCT, meaning it might have passed me going northbound and returning to Croton yard while I was within the Grand Central lower level train shed, once again missing it by a mere margin.

At this point, I decided to head home back to Long Island by means of a subway to an inaccurate shuttle bus pickup location, followed by a transfer to another subway, then to a local bus, before finally catching an Uber back from a reasonable distance from home. At the time of writing this, it is currently unknown as to when or where this OCS is going to after Saturday's gala train, or if it even left Croton North Yard as of yet, with several railfan circles once again buzzing with several possible return dates and routes to Waycross, GA, where the train originated, or with possible other deviations to other places before Waycross.

I don't know exactly how to feel about this whole situation, as on the one hand, it's not like I completely missed this train, as I did get good shots of it sitting at Track 34 earlier in the day and got unique footage of it meeting with other Metro-North and Amtrak trains at Riverdale. But on the other hand, I felt like I was the only one who missed out on seeing the consist run by me like most other railfans due to stopping just short of the Riverdale bridge, and due to missing the northbound run while going to GCT to confirm its presence there. This is made especially worse considering that I heard that the train was turning around at Spuyten Duyvil right as a prior southbound M7A to GCT departed Riverdale, and I also heard that the consist would be returning to Croton immediately after the event right as the doors closed on me at Harlem – 125th Street while traveling down to GCT after seeing no railfans on the platforms between Riverdale and 125th Street.

Overall, this was quite the exhilarating and frustrating wild goose chase due to a series of untimely events which mostly defines "soon" as a range from an entire week to mere minutes. At least it gives me a good railfanning story to tell for years to come.

The Office Car Special on Track 34 in Grand Central Terminal.

Building the New York Subway System, A Photographic Journey

Construction Route No. 16 — Part 3

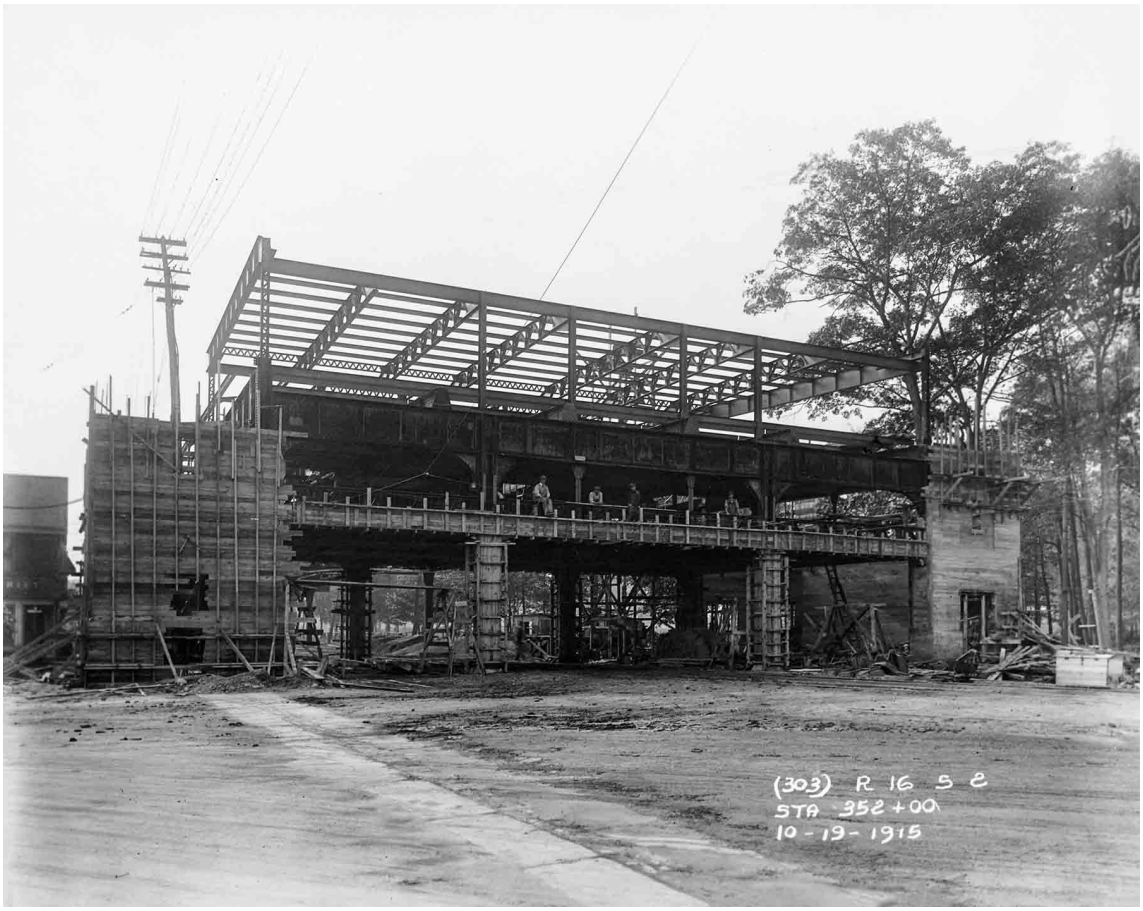
By Jeff Erlitz (ERA #3997)

This month, we continue with Construction Route No. 16, the IRT Jerome Avenue Line. We are now in October, November and December of 1915.

These photographs are in the Subway Construction Photographs Collection of the New York Transit Museum via the New-York Historical Society.

It's October 19, 1915 and we are looking southwest from the corner of Jerome Avenue and Bedford Park Boulevard towards Bedford Park Boulevard Station. The alignment of Jerome Avenue takes a sweeping "S" curve between East 198th Street and Bedford Park Boulevard. The elevated line avoided that by being built on a more direct route between those streets, via a private right-of-way on an embankment (rather than a steel structure like the rest of the line). The embankment was, and is, 566 feet long. The station entrance/ headhouse you see in this view was the north end of the embankment. Charles Manchester/PSC photo

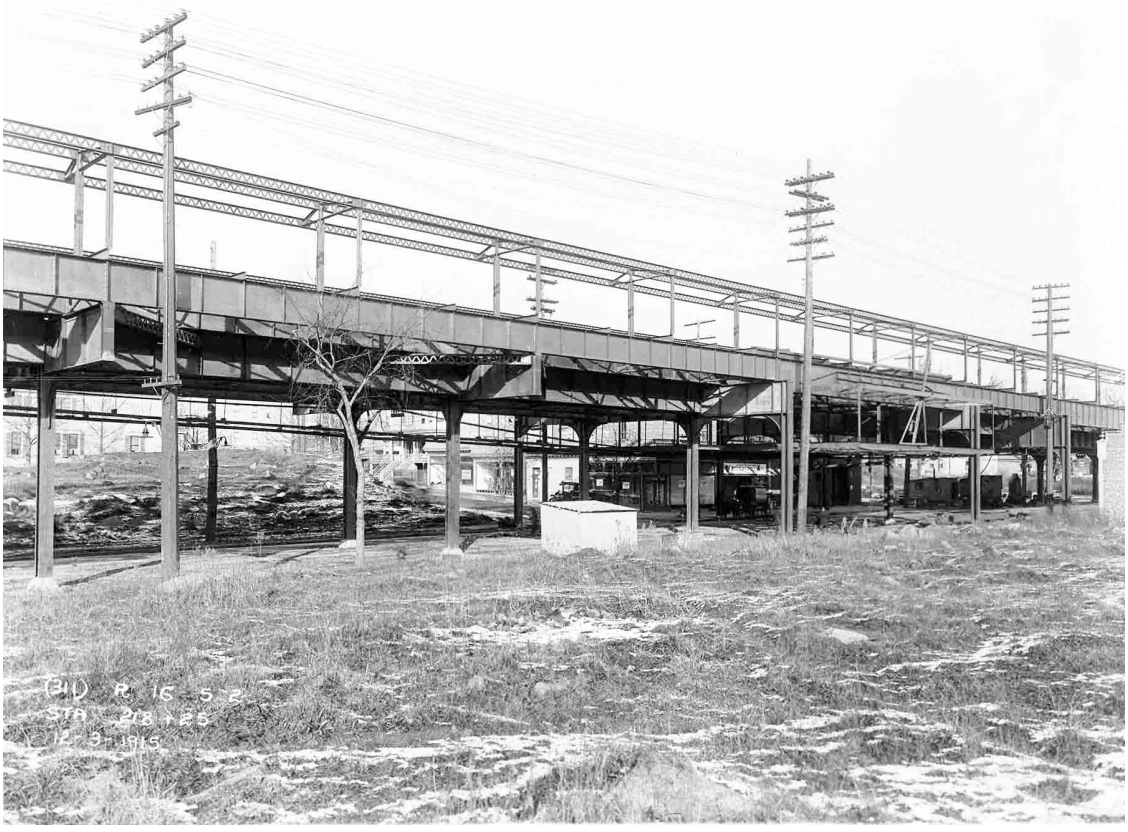
Same date as above (according to the photographer's log book), though this negative was incorrectly dated October 9. The view is southeast towards the mezzanine at the south end of Mosholu Parkway Station. This station, like Pelham Parkway on the IRT White Plains Road Line, are unusual in that the platforms and mezzanines were constructed with concrete but not the trackways, as was done on the Queens Boulevard section of the IRT Corona (now Flushing) Line. Mosholu Parkway was still a dirt road. Charles Manchester/PSC photo



The same day as in the previous two images, this is looking southwest at the terminal station, Woodlawn, from the east building line of Jerome Avenue, at Bainbridge Avenue.
Charles Manchester/PSC photo

It is now November 20, 1915. The view is southwest towards New York University Station (now Burnside Avenue), from the roof of the building at the northeast corner of Burnside and Jerome Avenues.
Charles Manchester/PSC photo

Continuing with November 20, we are 100 feet east of the east curb of Jerome Avenue, looking northwest at Belmont Street (now Mount Eden Avenue) Station. Charles Manchester/PSC photo



It is now December 3, 1915 and it looks like there may be some snow on the ground. We are 80 feet east of Jerome Avenue, looking northwest at 183rd Street Station. Charles Manchester/PSC photo

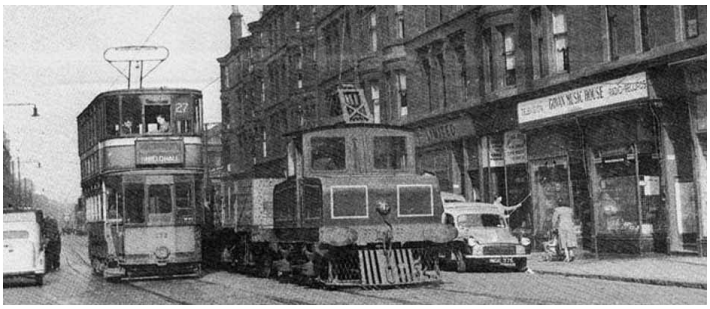
Travels with Jack May

Scotland-Ireland 2018 — Part 7A

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

Shortly after I had originally sent out the previous installment (via email), I received a number of comments regarding my posts about Glasgow, including particularly interesting ones from Rich Taylor, Richard Horne, Andrew Beech and Martin Heyneck.

First, Rich Taylor, who resides here in New Jersey, discovered these two photos from the internet, illustrating the electric operation of freight (goods) on the streets of Glasgow.



He wrote, with respect to the photo below: *One more showing the goods loco running from the trolleybus overhead, however in this image the railway has its own lines centered to allow buses to pass.*

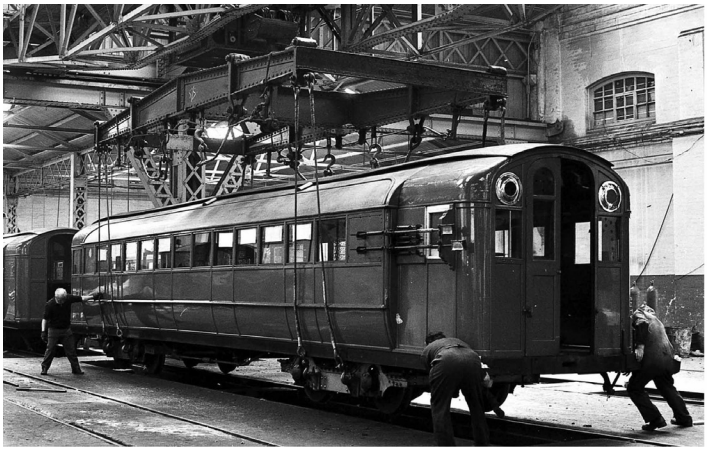
My friends (and occasional travel companions) from Britain, Richard Horne and Andrew Beech, provided some informative data and photos that I thought might be of interest.

First, this is part of what Richard wrote regarding the Glasgow subway in the days before it was renovated and was still running its original rolling stock:

You are quite right that the hidden side of the old Glasgow Subway cars was painted in plain colour. I'm attaching some B&W and colour slide views (rare for me) I took looking around the works/depot. As you know, the cars had to be craned out and one picture shows a car about to be lifted. The pit down which they were craned also gave the only access to the tunnels, with a timber stair down. The depot foreman took me down and peering into the tunnel as a train approached, waved it down to stop, so that I could photograph it! That's Glaswegian kindness for you.

There was a four-wheel battery electric service loco, which ended up in the transport museum, when at Kelvin Hall (opposite the Art Gallery) but whether it is the new museum by the Clyde, I do not know. You'll see in one of my photos that the cars had twin horizontally mounted "trolley poles" on the side, which ran along twin wall-mounted conductor rails on the subway wall, which you can see in the station photo. These were used for electric lighting when the cars were cable hauled and continued to be used under electric traction, taking low voltage current, rather than the 600v traction supply.

The first photo below shows the "trolley" or current collector (covering the door area toward the front of the car) used to pick up low-voltage current for lighting, etc., while making contact with the twin conductor rails on the right wall above and below the Buchanan Street station sign, as shown in the second photo. Of course this could only work if all stations had center island platforms, which they did.



Glasgow Subway car No. 22 being lifted at the Govan Cross Workshop on June 19, 1970. Richard T. Horne photo

Glasgow Subway cars Nos. 29 and 42 at Buchanan Street Station, also on June 19, 1970. Richard T. Horne photo

Here are three more of Richard's photos, all taken on June 19, 1970:

Glasgow Subway car No. 2 at stairway leading to the Govan Cross Workshop.

Glasgow Subway battery locomotive No. 1 at the Govan Cross Workshop.

Glasgow Subway car No. 45 at the Govan Cross Depot.

Andrew Beech provided some information about the tramways in the Coatbridge area and expanded on the text I provided about the Summerlee tram museum, putting it into the context of the times.

He, along with Martin Heyneck from Germany, corrected me regarding my description of ex-Dusseldorf car No. 392. It is an Aufbau car, not a KSW. Martin wrote about "Aufbauwagen" as follows: *These were new carbodies built on rescued trucks of war damaged cars. Later on they were built completely new with new trucks too (VÖV I). Further on they got beveled ends (VÖV II).*

Andrew also wrote:

Coatbridge was served by the Glasgow Corporation Tramways, and was near the easternmost point it reached, at Airdrie. The line originated in a typical small-town system, linking Airdrie and Coatbridge, served from 1902 onwards by a fleet of 15 trams. In 1922 Glasgow acquired the line and extended its own system to join the two up. Glasgow also acquired the neighbouring Paisley and District Tramways, with its 72 trams, the following year, in 1923.

Sadly, one of the consequences of Government agreement to fund the electrified blue train network around Glasgow in the 1950s was a requirement that competing tram services be withdrawn. So, most Glasgow tram services outside the city boundary, including those to Coatbridge and Paisley, were withdrawn in 1956 as a direct result. Incidentally, the blue trains initially ran only as far east as Airdrie. Passenger trains east of Airdrie were withdrawn in 1956, although the line stayed open for freight. Electrified passenger service was extended one stop beyond Airdrie to Drumgelloch in 1989 but wasn't extended further to Edinburgh via Bathgate until 2010.

Paisley tram No. 17 (later Glasgow No. 1017) was built as an open top double decker by the British Electric Car Co. of Trafford Park, Manchester in 1904, one of the initial batch of 49 trams. BEC was a company set up to exploit the huge demand for trams around that time as new systems were built and old ones were electrified. Like many such companies in this and other industries they built shoddy products using insufficiently seasoned wood. Accordingly, most of their products had short lives and the company itself went bankrupt later the same year 1904. The Paisley trams deteriorated quickly, and all had been rebuilt by 1917.

After Glasgow bought the Paisley tramways seventeen of this batch of trams were converted to single deckers, as your email says, for the Duntocher route. After closure the tram became a training car and was sold in 1960.

What became the Lanarkshire Tramways Co. opened in 1902. The system spread throughout the Lanarkshire coalfield. There were end to end connections with the Glasgow tramways at two points, but no through running. What killed the Lanarkshire tramways was World War I. During the war the quality of motor lorries improved greatly. At the end of the war huge quantities of lorry chassis were available and were sold off cheap. Many ex-servicemen, who learned to drive during the war, bought lorry chassis, put a bus body on them and started to run bus services (equivalent to the jitney services in the USA). Many of these competed with tramways, which were unable to adapt. Until bus services in the UK were regulated in 1930, such competition was allowed to destroy the tramways, which were seen as old-fashioned. One such casualty was the Lanarkshire Tramways. Having been one of the most profitable tram companies in Britain in 1924, it closed completely on February 14, 1931.

Tram No. 53 was built by the United Electric Co. of Preston in 1908, the last of a batch of seven open top double deck trams. They were heavy on power consumption and relatively little used as a result. Car No. 53 was involved in a major accident in 1917 and was thereafter stored, being used as a source of spare parts. It never ran again in passenger service until restoration at Summerlee. After closure of the Lanarkshire Tramways, it was sold to a farmer.

The "restored" tram No. 53 is, to all intents and purposes, a replica. Only a few metal components from the original survive; the rest, including the entire wood body, is new. The truck (a Brill 21E made in Philadelphia) and electrical equipment came from a Porto tram.

Summerlee has owned two other trams as well as Rheinbahn No. 392 (which is an Aufbau car built by Düwag in 1951 using a truck from a war damaged tram). These were Brussels No. 9062 and Graz No. 225. Brussels No. 9062 was rebuilt prior to the 1958 exhibition to look like a two-axle PCC car and Graz No. 225, which had been built by SGP in 1950. Sadly, much of the area east of Glasgow city centre, extending as far east as Coatbridge, is an area of high deprivation. Vandals entered the museum and destroyed the Brussels car and badly damaged the Graz. A sad end.

There is a significant bibliography:

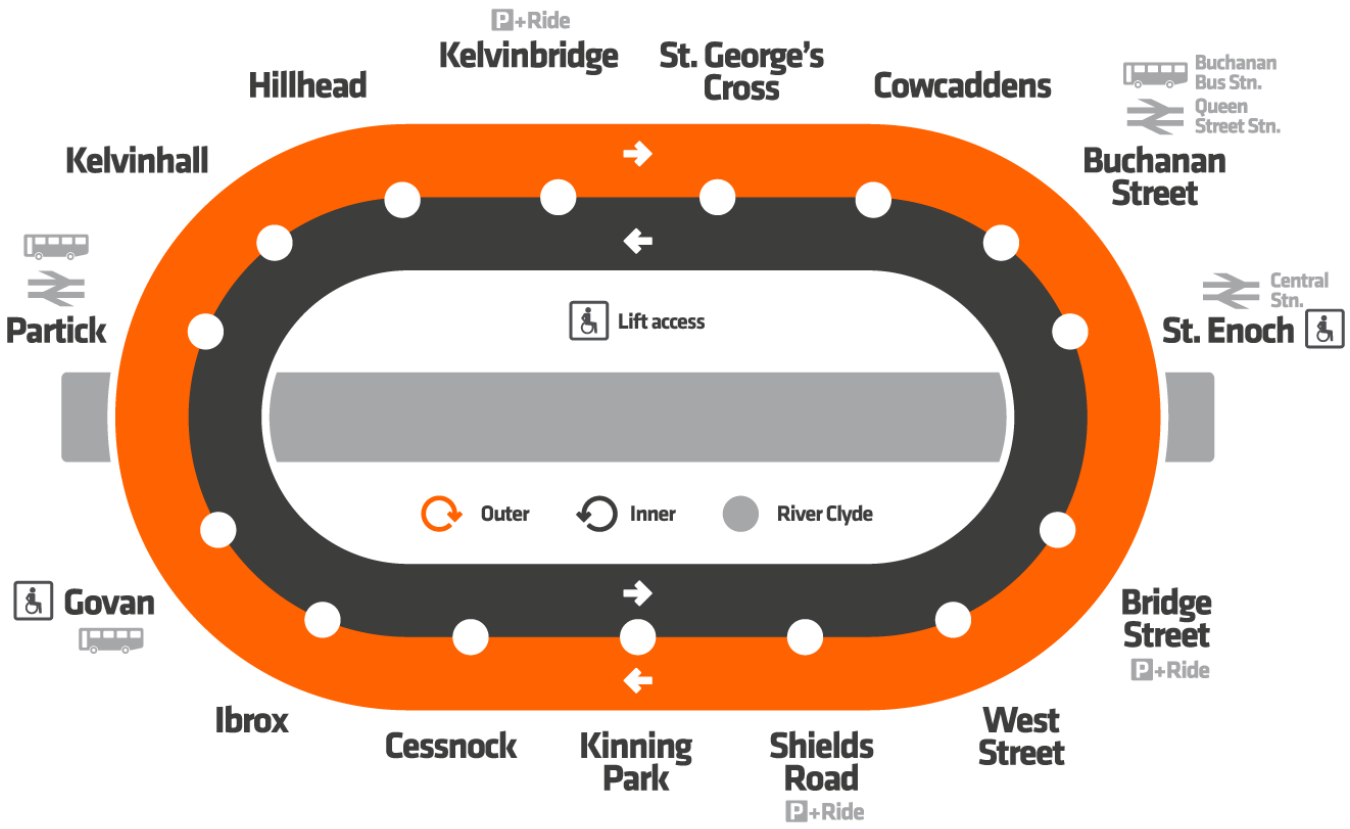
"The Glasgow Horse Tramways" by Struan Robertson, published by the Scottish Tramway and Transport Society in 2000; "The Glasgow Tramcar" by Ian Stewart, published by the Scottish Tramway and Transport Society in 1994; "Paisley's Trams and Buses – Eighties to Twenties" by AW Brotchie and RL Grieves, published by NB Traction in 1988; "Lanarkshire's Trams" by AW Brotchie, published by NB Traction in 1993; "Tramways of Western Germany" by MR Taplin, published by the LRTA in 1971.

Andrew also commented about car No. 779, which I photographed at the Riverside museum.

Before the Glasgow system closed in 1962, a decision was taken to restore several Standards to illustrate the various stages of their construction and modification. Inevitably, with such a huge number of trams (1,004 Standards were built) built over a period spanning nearly 30 years, the ones built at the end were much more modern looking than those built earlier. But all the earlier ones were modified over the years to look like later ones. So, No. 779 is not in as-built condition, neither is it in as-withdrawn condition.

Like all but 80 of the Glasgow Standards, No. 779 was built by the corporation at Coplawhill workshops. It entered service in April 1900 as an open-top double decker, as did all the Standards built before 1904. It was rebuilt into the condition in which it is now displayed in about 1910 (I don't know exactly when). At some date unknown, but later than 1910, the lower deck vestibules were enclosed. Its final rebuilding took place in November 1930 when No. 779 emerged as a fully enclosed tram. It ran in this form until December 1959 when it was withdrawn for restoration as a museum exhibit.

(Below) Current-day diagram of the Glasgow Subway. Strathclyde Partnership for Transport

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